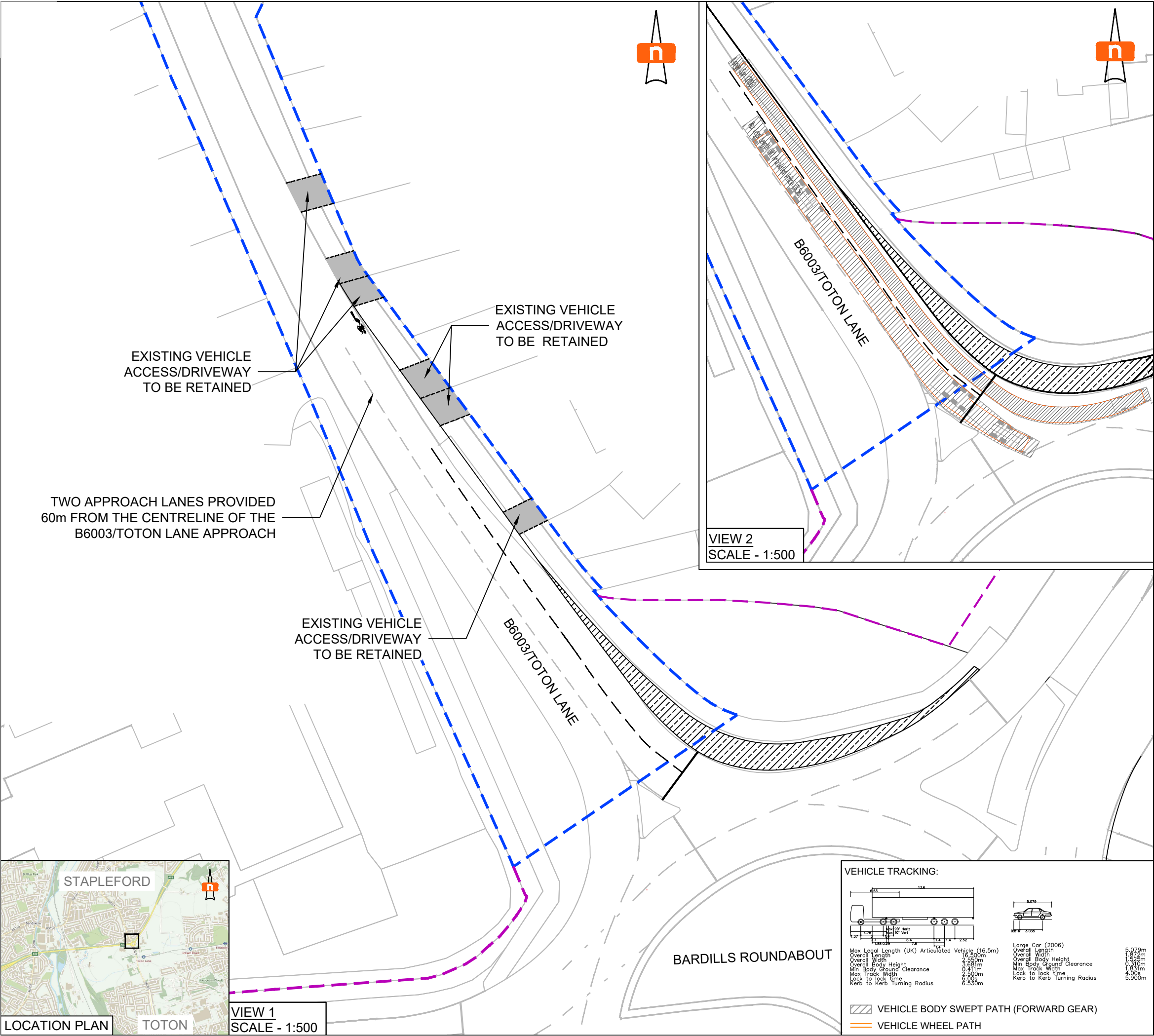


APPENDIX H

Mitigation Sketches

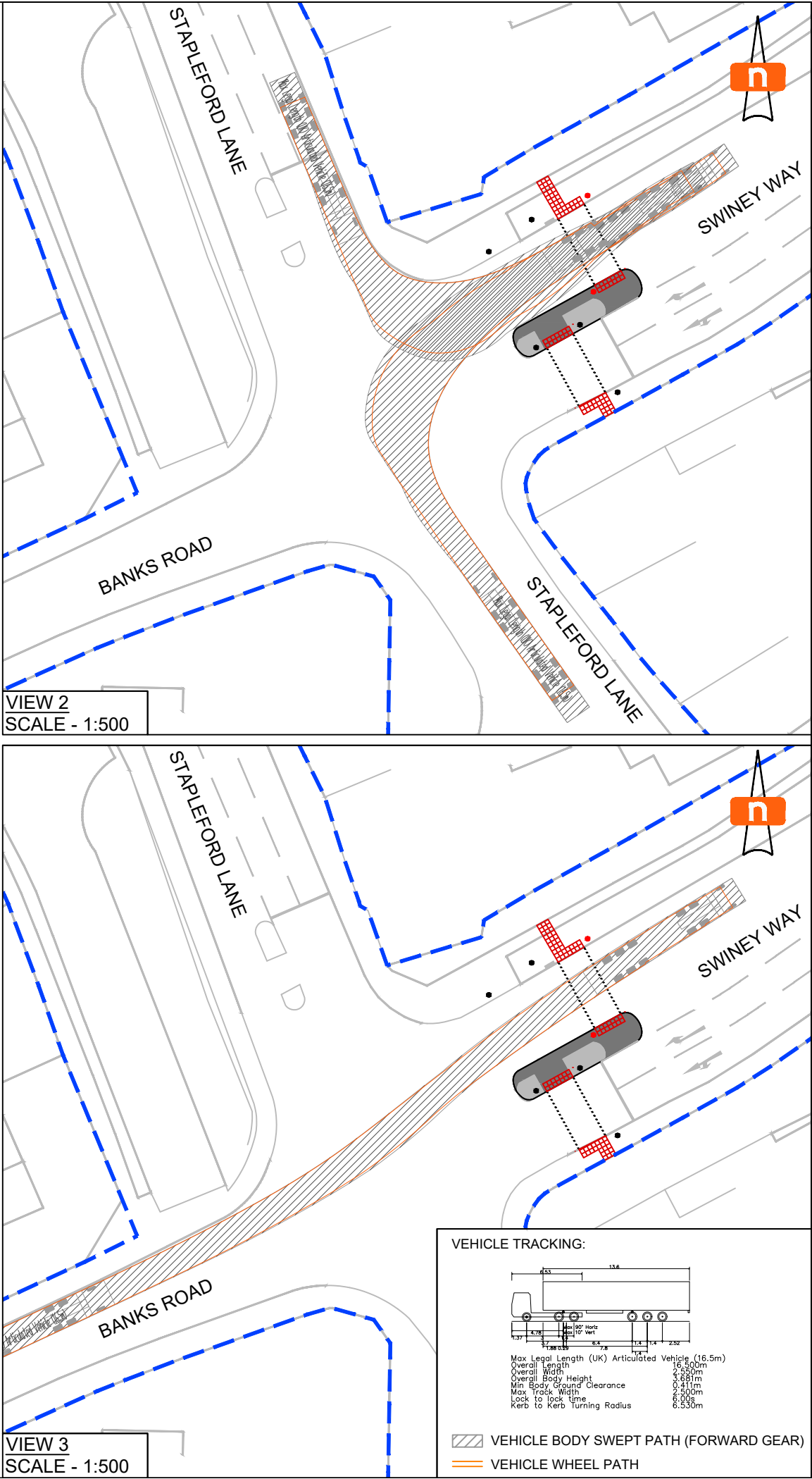
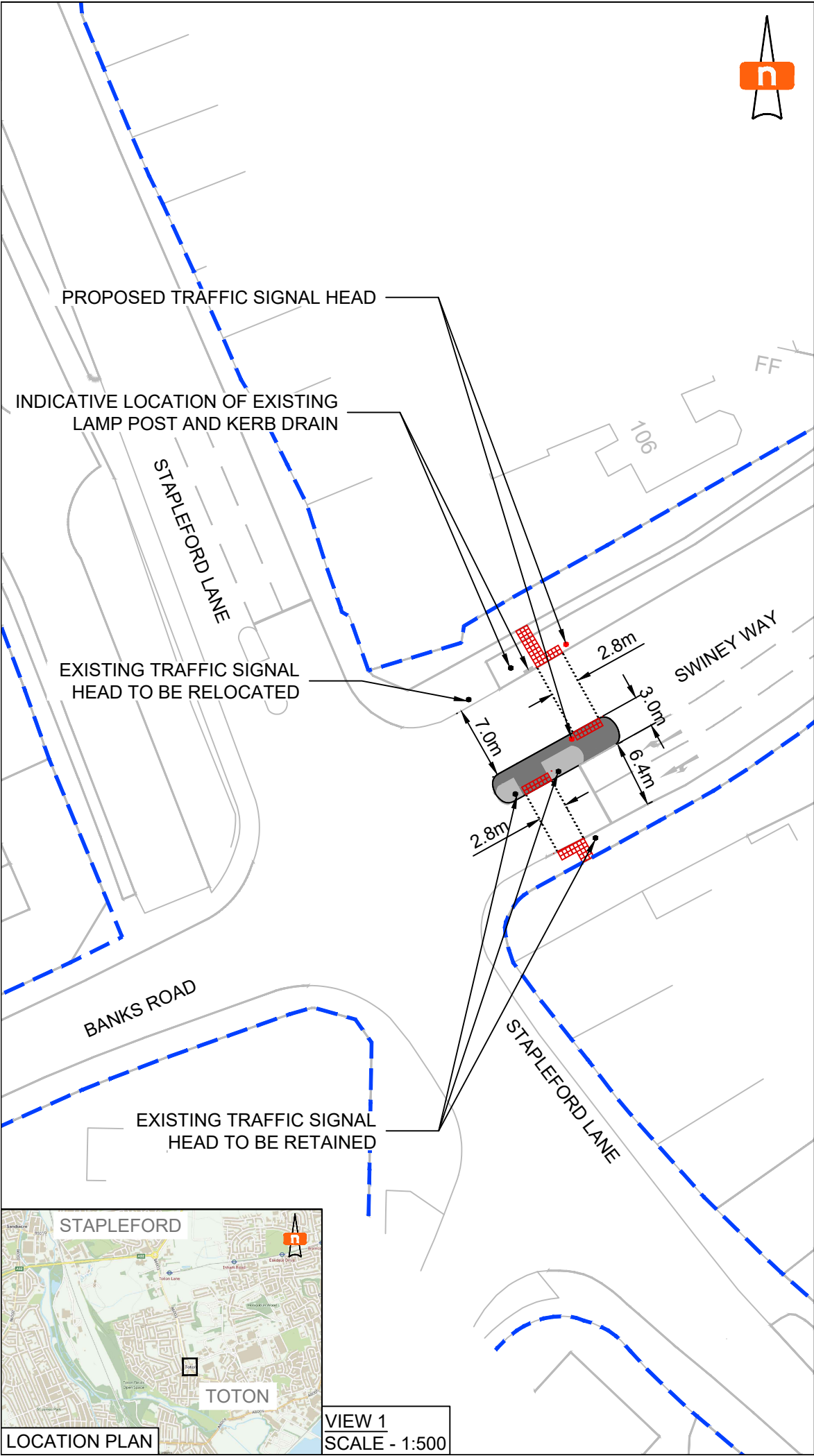


- NOTE:
1. THIS DRAWING IS BASED UPON ORDNANCE SURVEY MAPPING. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
 2. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'.
 3. HIGHWAY BOUNDARY INFORMATION HAS BEEN OBTAINED FROM VIA EAST MIDLANDS LTD AND NATIONAL HIGHWAYS OPEN DATA AND HAS BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED AND THE HIGHWAY BOUNDARY INFORMATION SHOWN IS SUBJECT TO CHECKS BY A LICENSED CONVEYANCER.
 4. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
 5. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

KEY:

—	ORDNANCE SURVEY MAPPING
—	HIGHWAY BOUNDARY (TRANSCRIBED HIGHWAY BOUNDARY BASED ON NOTTINGHAMSHIRE COUNTY COUNCIL)
—	HIGHWAY BOUNDARY (TRANSCRIBED HIGHWAY BOUNDARY BASED ON NATIONAL HIGHWAYS)
—	PROPOSED ALIGNMENT
—	PROPOSED ROAD MARKINGS
▨	PROPOSED VERGE EXTENTS
▩	EXISTING VEHICLE ACCESS

-	17.12.2025	INITIAL ISSUE
REV	DATE	REMARKS
CLIENT	BLOOR HOMES LTD	
JOB TITLE	TOTON WEST	
DRAWING TITLE	BARDILLS ROUNDABOUT MITIGATION (OPTION 1) AND SWEEP PATH ANALYSIS	
DRAWING NO.	J32-8827-PS-001	
DRAWN	AA	CHECKED JFN
CREATED	DEC '25	SCALE 1:500 @A3
mode transport planning		
GRIFFIN HOUSE 18-19 LUDGATE HILL BIRMINGHAM B3 1DW		
T 0121 794 8390 E INFO@MODETRANSPORT.CO.UK W WWW.MODETRANSPORT.CO.UK		
mode transport planning		



NOTE:

- THIS DRAWING IS BASED UPON ORDNANCE SURVEY MAPPING. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
- ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'.
- HIGHWAY BOUNDARY INFORMATION HAS BEEN PROVIDED BY VIA EAST MIDLANDS LTD AND HAS BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED AND THE HIGHWAY BOUNDARY INFORMATION SHOWN IS SUBJECT TO CHECKS BY A LICENSED CONVEYANCER.
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- ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

KEY:

- ORDNANCE SURVEY MAPPING
- HIGHWAY BOUNDARY (TRANSCRIBED HIGHWAY BOUNDARY BASED ON NOTTINGHAMSHIRE COUNTY COUNCIL)
- PROPOSED TACTILE PAVING
- PROPOSED SPLITTER ISLAND
- EXISTING SPLITTER ISLAND
- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD/LAMP POST

-	17.12.2025	INITIAL ISSUE
REV	DATE	REMARKS
CLIENT	BLOOR HOMES LTD	
JOB TITLE	TOTON WEST	
DRAWING TITLE	B6003/SWINEY WAY MITIGATION AND SWEEP PATH ANALYSIS	
DRAWING NO.	J32-8827-PS-002	
DRAWN	AA	CHECKED JFN
CREATED	DEC '25	SCALE 1:500 @A3

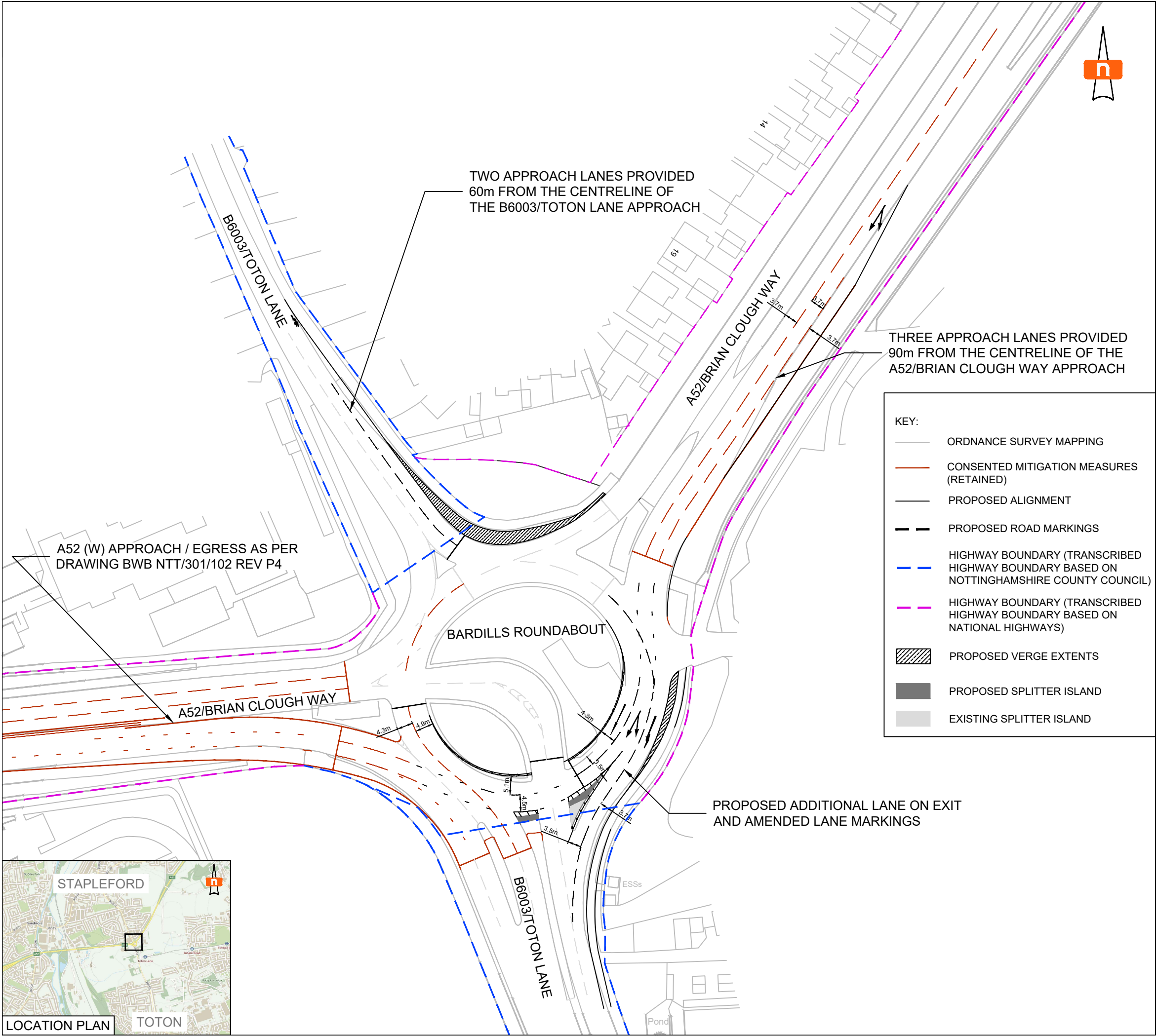
mode transport planning

GRIFFIN HOUSE
18-19 LUDGATE HILL
BIRMINGHAM
B3 1DW

T 0121 794 8390
E INFO@MODETRANSPORT.CO.UK
W WWW.MODETRANSPORT.CO.UK

mode

transport planning



- NOTE:
1. THIS DRAWING IS BASED UPON ORDNANCE SURVEY MAPPING AND DRAWING NTT/301/102 REV P4 BY BWB CONSULTING. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
 2. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'.
 3. HIGHWAY BOUNDARY INFORMATION HAS BEEN PROVIDED BY VIA EAST MIDLANDS LTD AND HAS BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED AND THE HIGHWAY BOUNDARY INFORMATION SHOWN IS SUBJECT TO CHECKS BY A LICENSED CONVEYANCER.
 4. CONSENTED MITIGATION MEASURES FROM DRAWING NTT/301/102 REV P4 HAVE BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED.
 5. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
 6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

-	22.12.2025	INITIAL ISSUE
REV	DATE	REMARKS
CLIENT		

BLOOR HOMES LTD

JOB TITLE

TOTON WEST

DRAWING TITLE

BARDILLS ROUNDABOUT MITIGATION (OPTION 2)

DRAWING NO.

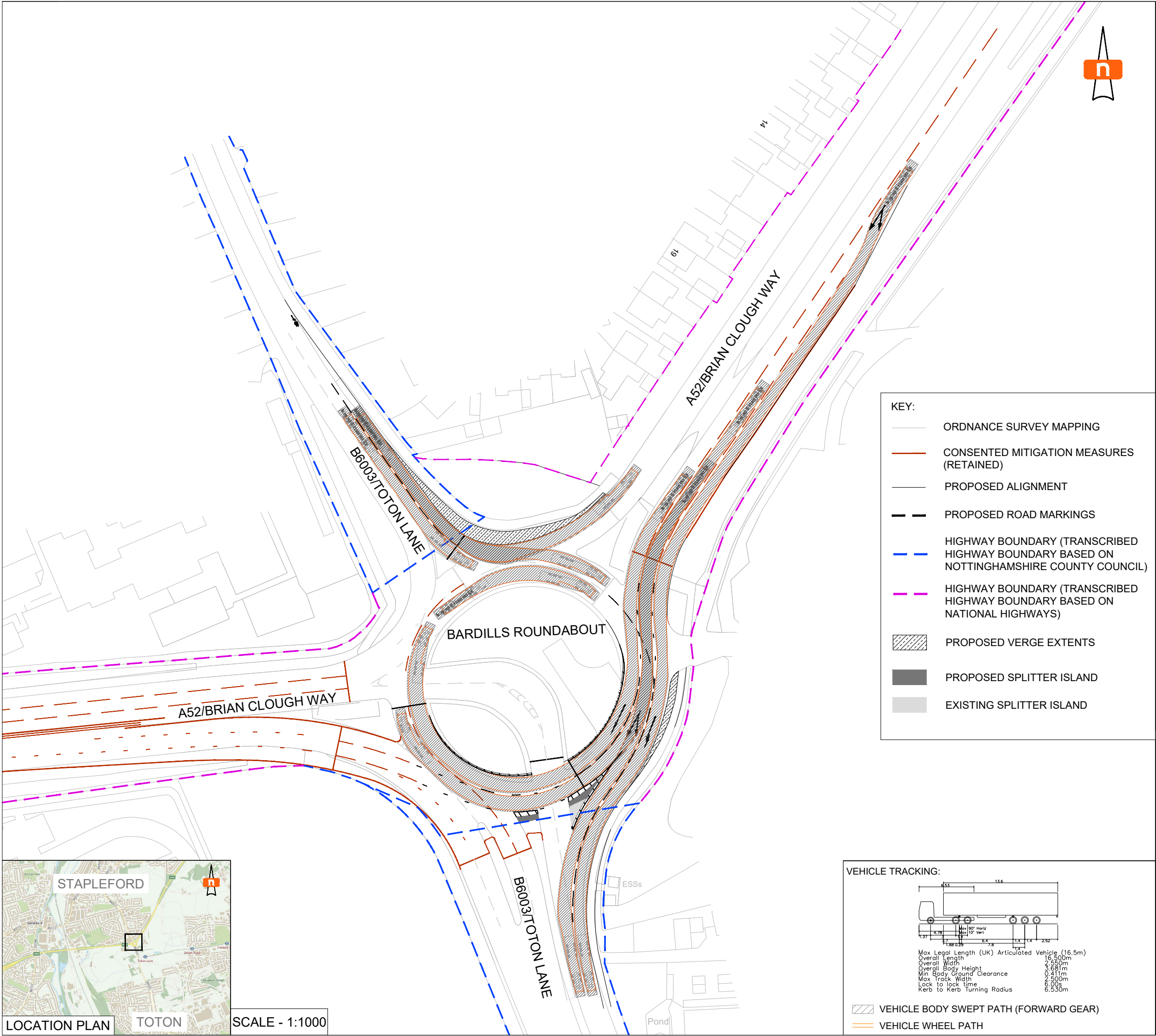
J32-8827-PS-003

DRAWN	AA / JFN	CHECKED	BDF
CREATED	DEC '25	SCALE	1:1000 @A3

mode transport planning
GRIFFIN HOUSE
18-19 LUDGATE HILL
BIRMINGHAM
B3 1DW



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W WWW.MODETRANSPORT.CO.UK



- NOTE:
- THIS DRAWING IS BASED UPON ORDNANCE SURVEY MAPPING AND DRAWING NTT/301/102 REV P4 BY BWB CONSULTING. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
 - ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'.
 - HIGHWAY BOUNDARY INFORMATION HAS BEEN PROVIDED BY VIA EAST MIDLANDS LTD AND HAS BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED AND THE HIGHWAY BOUNDARY INFORMATION SHOWN IS SUBJECT TO CHECKS BY A LICENSED CONVEYANCER.
 - CONSENTED MITIGATION MEASURES FROM DRAWING NTT/301/102 REV P4 HAVE BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED.
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-	22.12.2025	INITIAL ISSUE
REV	DATE	REMARKS
CLIENT		

BLOOR HOMES LTD

JOB TITLE

TOTON WEST

DRAWING TITLE

BARDILLS ROUNDABOUT MITIGATION (OPTION 2) SWEEP PATH ANALYSIS

DRAWING NO.

J32-8827-PS-004

DRAWN	AA / JFN	CHECKED	BDF
CREATED	DEC '25	SCALE	1:1000 @A3

mode transport planning

GRIFFIN HOUSE
18-19 LUDGATE HILL
BIRMINGHAM
B3 1DW

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E INFO@MODETRANSPORT.CO.UK
W WWW.MODETRANSPORT.CO.UK



APPENDIX I

Mitigation Model Output Reports

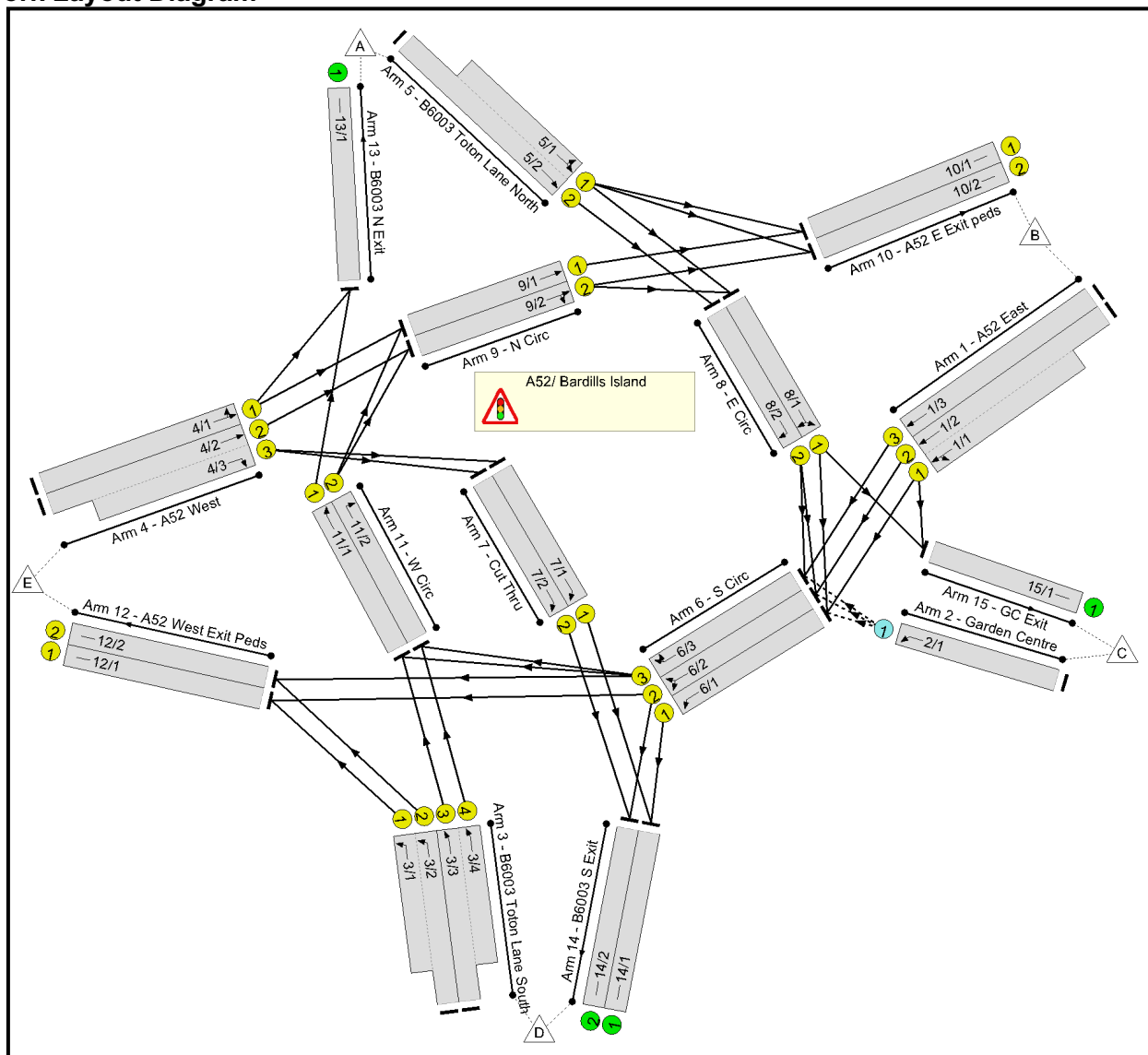
Detailed Input Data And Results

Detailed Input Data And Results

User and Project Details

Project:	
Title:	A52 / Bardills Island
Location:	Nottingham
Additional detail:	mitigation
File name:	A52 Bardills Island MIT2.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



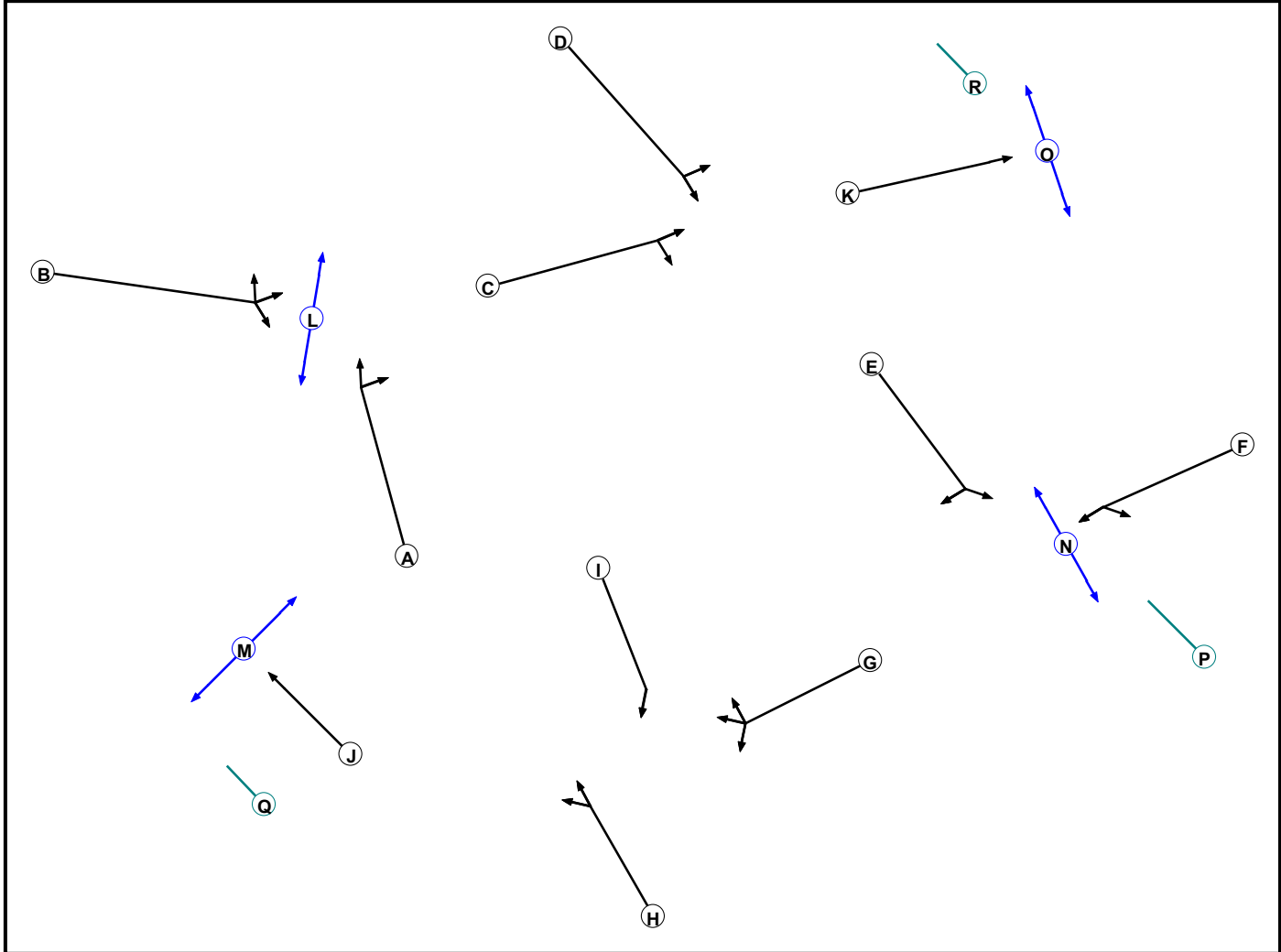
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	7	2028 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	77	-1.8	59.46
2	8	2028 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	1.8	49.01
3	9	2041 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-4.7	75.46
4	10	2041 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	69	-6.5	62.34
5	16	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	77	-2.5	61.01
6	17	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	2.0	49.59
7	18	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-4.8	77.58
8	19	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	69	-6.9	66.96

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 / B6003 Bardills	Sms	J31311	Stage Stream 1	12	8	A52/ Bardills Island	
			Stage Stream 2	3	3	A52/ Bardills Island	
			Stage Stream 3	3	3	A52/ Bardills Island	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	2		6	6
K	Traffic	3		6	6
L	Pedestrian	1		6	6
M	Pedestrian	2		5	5
N	Pedestrian	1		6	6
O	Pedestrian	3		5	5
P	Dummy	1		1	1
Q	Dummy	2		1	1
R	Dummy	3		1	1

Phase Intergreens Matrix

	Starting Phase																	
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Terminating Phase	A	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	B	6	-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
	C	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	D	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-
	F	-	-	-	-	6	-	-	-	-	-	-	-	6	-	-	-	-
	G	-	-	-	-	-	-	7	5	-	-	-	-	-	-	-	-	-
	H	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-
	I	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-
	J	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-
	K	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-
	L	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-
	N	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-
	O	-	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-
	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

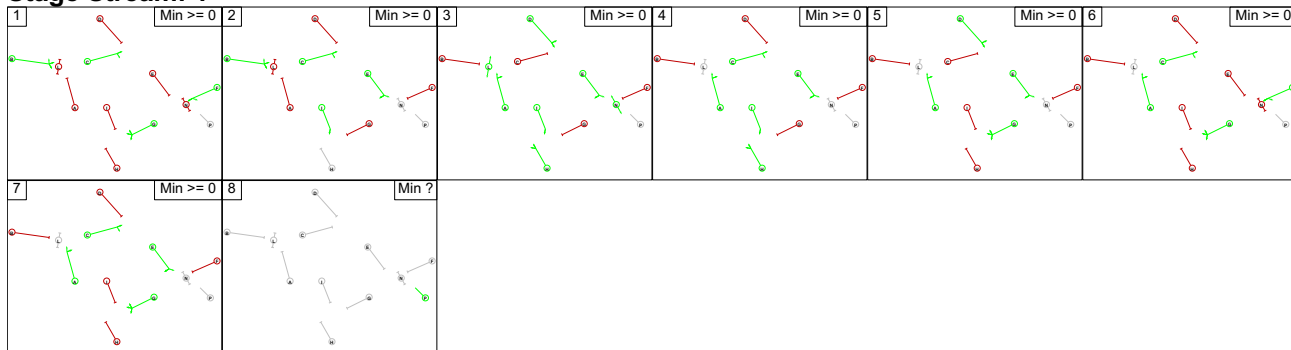
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

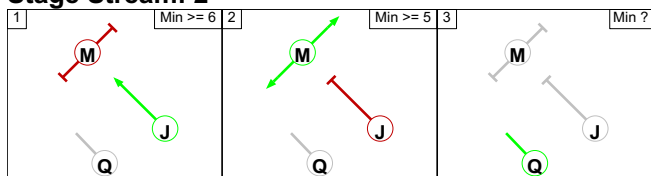
Detailed Input Data And Results

Stage Diagram

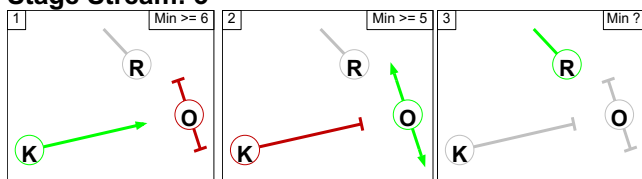
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	7	7
1	3	B	Losing	5	5
1	3	C	Losing	4	4
1	3	G	Losing	7	7
1	4	G	Losing	7	7
1	5	C	Losing	4	4
2	3	C	Losing	4	4
2	5	C	Losing	4	4
3	1	A	Losing	6	6
3	1	E	Losing	3	3
3	1	H	Losing	3	3
3	1	I	Losing	3	3
3	6	E	Losing	3	3
4	1	A	Losing	3	3
4	2	A	Losing	3	3
5	1	E	Losing	3	3
5	6	E	Losing	3	3

Detailed Input Data And Results

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

		To Stage							
		1	2	3	4	5	6	7	8
From Stage	1		12	14	14	9	6	6	X
	2	6		9	6	9	6	6	X
	3	11	10		5	6	10	6	X
	4	8	8	5		6	6	6	X
	5	9	5	7	7		9	5	X
	6	5	6	7	7	6		6	X
	7	6	5	7	7	5	6		X
	8	2	X	X	X	X	X	X	

Stage Stream: 2

		To Stage		
From Stage		1	2	3
	1		5	X
	2	7		X
	3	2	X	

Stage Stream: 3

From Stage	To Stage			
		1	2	3
	1		5	X
	2	7		X
	3	2	X	

Lane Input Data

Detailed Input Data And Results

Junction: A52/ Bardills Island												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A52 East)	U	F	2	3	17.4	User	1900	-	-	-	-	-
1/2 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
2/1 (Garden Centre)	O		2	3	60.0	User	1800	-	-	-	-	-
3/1 (B6003 Toton Lane South)	U	H	2	3	16.5	User	1900	-	-	-	-	-
3/2 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/3 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/4 (B6003 Toton Lane South)	U	H	2	3	12.2	User	1900	-	-	-	-	-
4/1 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A52 West)	U	B	2	3	17.4	User	1900	-	-	-	-	-
5/1 (B6003 Toton Lane North)	U	D	2	3	10.4	User	1900	-	-	-	-	-
5/2 (B6003 Toton Lane North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
6/1 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/2 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/3 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
7/1 (Cut Thru)	U	I	2	3	12.5	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	10.6	User	1900	-	-	-	-	-
8/1 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-
8/2 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-

Detailed Input Data And Results

9/1 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
9/2 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
10/1 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
10/2 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
11/1 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
11/2 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
12/1 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
12/2 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
13/1 (B6003 N Exit)	U		2	3	5.0	Inf	-	-	-	-	-	-
14/1 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
14/2 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
15/1 (GC Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52/ Bardills Island											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Garden Centre)	6/1 (Left)	1000	0	1/1	1.00	All	-	-	-	-	-
				8/1	1.00	All					
				1/1	1.00	All					
	6/2 (Left)	1000	0	1/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
	6/3 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				1/3	1.00	All					

Detailed Input Data And Results

Junction: A52/ Bardills Island				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	6/1	Internal	7	35
1/1	15/1	Internal	5	35
1/2	6/2	Internal	7	35
1/3	6/3	Internal	7	35
2/1	6/1	Internal	5	35
2/1	6/2	Internal	5	35
2/1	6/3	Internal	5	35
3/1	12/1	Internal	5	35
3/2	12/2	Internal	5	35
3/3	11/1	Internal	5	35
3/4	11/2	Internal	5	35
4/1	9/1	Internal	4	35
4/1	13/1	Internal	3	N/A
4/2	9/2	Internal	4	35
4/3	7/1	Internal	7	35
4/3	7/2	Internal	6	35
5/1	8/1	Internal	4	35
5/1	10/1	Internal	4	35
5/1	10/2	Internal	4	35
5/2	8/2	Internal	4	35
6/1	14/1	Internal	2	N/A
6/2	12/1	Internal	7	35
6/2	14/2	Internal	2	N/A
6/3	11/1	Internal	6	35
6/3	11/2	Internal	6	35
6/3	12/2	Internal	7	35
7/1	14/1	Internal	2	N/A
7/2	14/2	Internal	2	N/A
8/1	6/1	Internal	6	35
8/1	15/1	Internal	5	35
8/2	6/2	Internal	6	35
8/2	6/3	Internal	6	35
9/1	10/1	Internal	4	35
9/2	8/1	Internal	4	35
9/2	10/2	Internal	4	35
11/1	13/1	Internal	3	N/A
11/2	9/1	Internal	4	35

Detailed Input Data And Results

11/2	9/2	Internal	4	35
------	-----	----------	---	----

Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Detailed Input Data And Results

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Base'	08:00	09:00	01:00	
2: '2025 PM Base'	17:00	18:00	01:00	
3: '2028 AM Base'	08:00	09:00	01:00	
4: '2028 PM Base'	17:00	18:00	01:00	
5: '2041 AM Base'	08:00	09:00	01:00	
6: '2041 PM Base'	17:00	18:00	01:00	
7: '2028 AM Base + Dev'	08:00	09:00	01:00	
8: '2028 PM Base + Dev'	17:00	18:00	01:00	
9: '2041 AM Base + Dev'	08:00	09:00	01:00	
10: '2041 PM Base + Dev'	17:00	18:00	01:00	
11: '2028 AM Base SENS'	08:00	09:00	01:00	
12: '2028 PM Base SENS'	17:00	18:00	01:00	
13: '2041 AM Base SENS'	08:00	09:00	01:00	
14: '2041 PM Base SENS'	17:00	18:00	01:00	
15: '2028 AM Base SENS + Dev'	08:00	09:00	01:00	
16: '2028 PM Base SENS + Dev'	17:00	18:00	01:00	
17: '2041 AM Base SENS + Dev'	08:00	09:00	01:00	
18: '2041 PM Base SENS + Dev'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2025 AM Base'****Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	100	2	265	242	609
	B	73	0	3	257	1350	1683
	C	0	1	0	1	1	3
	D	229	212	0	0	463	904
	E	189	1505	5	601	0	2300
	Tot.	491	1818	10	1124	2056	5499

FG2: '2025 PM Base'**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	89	0	287	209	585
	B	82	0	0	264	1006	1352
	C	4	0	0	1	2	7
	D	305	252	1	0	514	1072
	E	261	1409	0	469	0	2139
	Tot.	652	1750	1	1021	1731	5155

FG3: '2028 AM Base'**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	275	251	632
	B	76	0	3	267	1402	1748
	C	0	1	0	1	1	3
	D	238	220	0	0	481	939
	E	196	1562	5	624	0	2387
	Tot.	510	1887	10	1167	2135	5709

Detailed Input Data And Results

FG4: '2028 PM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	295	215	602
	B	84	0	0	272	1036	1392
	C	4	0	0	1	2	7
	D	314	259	1	0	529	1103
	E	269	1451	0	483	0	2203
	Tot.	671	1802	1	1051	1782	5307

FG5: '2041 AM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	297	271	682
	B	82	0	3	288	1514	1887
	C	0	1	0	1	1	3
	D	257	238	0	0	519	1014
	E	212	1688	6	674	0	2580
	Tot.	551	2039	11	1260	2305	6166

FG6: '2041 PM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	321	233	653
	B	92	0	0	295	1124	1511
	C	4	0	0	1	2	7
	D	341	282	1	0	574	1198
	E	292	1574	0	524	0	2390
	Tot.	729	1955	1	1141	1933	5759

FG7: '2028 AM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

Detailed Input Data And Results

FG8: '2028 PM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

FG9: '2041 AM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

FG10: '2041 PM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

FG11: '2028 AM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

Detailed Input Data And Results

FG12: '2028 PM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

FG13: '2041 AM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

FG14: '2041 PM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

FG15: '2028 AM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

Detailed Input Data And Results

FG16: '2028 PM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

FG17: '2041 AM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

FG18: '2041 PM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 2: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 3: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

Traffic Flows, Difference

Difference :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 4: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

Traffic Flows, Difference

Difference :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 7	Scenario 2: 8	Scenario 3: 9	Scenario 4: 10	Scenario 5: 16	Scenario 6: 17
Junction: A52/ Bardills Island						
1/1 (short)	284	323	305	346	293	357
1/2 (with short)	1030(In) 746(Out)	914(In) 591(Out)	1101(In) 796(Out)	971(In) 625(Out)	1036(In) 743(Out)	946(In) 589(Out)
1/3	732	529	800	591	735	531
2/1	3	7	3	7	3	7
3/1 (short)	269	273	289	296	289	279
3/2 (with short)	539(In) 270(Out)	547(In) 274(Out)	578(In) 289(Out)	592(In) 296(Out)	579(In) 290(Out)	559(In) 280(Out)
3/3 (with short)	541(In) 253(Out)	600(In) 319(Out)	578(In) 273(Out)	649(In) 346(Out)	597(In) 264(Out)	617(In) 322(Out)
3/4 (short)	288	281	305	303	333	295
4/1	908	870	1022	918	917	914
4/2 (with short)	1491(In) 855(Out)	1377(In) 850(Out)	1570(In) 884(Out)	1517(In) 948(Out)	1490(In) 846(Out)	1363(In) 806(Out)
4/3 (short)	636	527	686	569	644	557
5/1 (short)	312	283	337	333	318	297
5/2 (with short)	635(In) 323(Out)	614(In) 331(Out)	685(In) 348(Out)	665(In) 332(Out)	637(In) 319(Out)	622(In) 325(Out)
6/1	488	515	526	581	503	563
6/2	911	760	976	844	933	754
6/3	892	697	970	710	866	697
7/1	327	272	351	295	330	288
7/2	309	255	335	274	314	269
8/1	213	192	231	235	219	206
8/2	323	331	348	332	319	325
9/1	872	759	976	841	907	809
9/2	984	973	1024	1036	994	937
10/1	924	808	1036	903	936	857
10/2	1031	1015	1070	1072	1064	980
11/1	329	407	355	442	340	410
11/2	289	281	306	303	334	295
12/1	1108	917	1188	1041	1154	923
12/2	1085	883	1176	910	1079	889
13/1	525	676	567	734	536	679
14/1	815	787	877	876	833	851
14/2	381	371	412	373	382	379
15/1	10	1	11	1	10	1

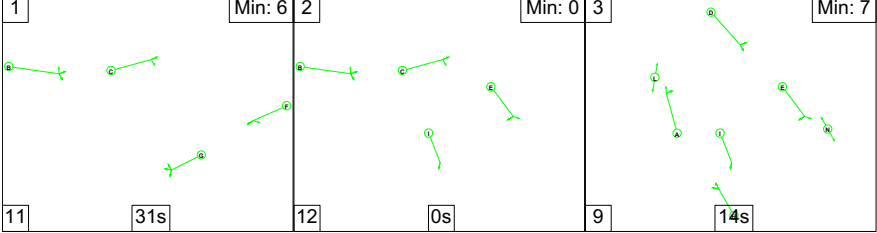
Detailed Input Data And Results

Lane	Scenario 7: 18	Scenario 8: 19
Junction: A52/ Bardills Island		
1/1 (short)	314	381
1/2 (with short)	1110(In) 796(Out)	992(In) 611(Out)
1/3	800	605
2/1	3	7
3/1 (short)	309	302
3/2 (with short)	618(In) 309(Out)	604(In) 302(Out)
3/3 (with short)	634(In) 283(Out)	666(In) 349(Out)
3/4 (short)	351	317
4/1	1023	933
4/2 (with short)	1577(In) 883(Out)	1531(In) 933(Out)
4/3 (short)	694	598
5/1 (short)	338	326
5/2 (with short)	688(In) 350(Out)	673(In) 347(Out)
6/1	536	608
6/2	975	786
6/3	973	784
7/1	355	309
7/2	339	289
8/1	232	228
8/2	350	347
9/1	1001	837
9/2	1045	1054
10/1	1060	907
10/2	1092	1082
11/1	365	445
11/2	352	317
12/1	1205	973
12/2	1199	990
13/1	577	737
14/1	891	917
14/2	418	404
15/1	11	1

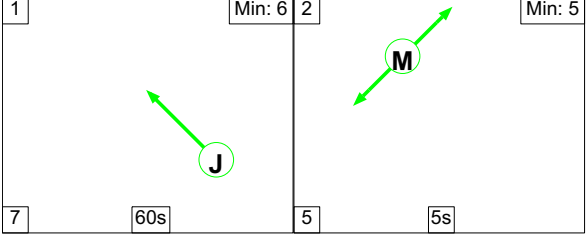
Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

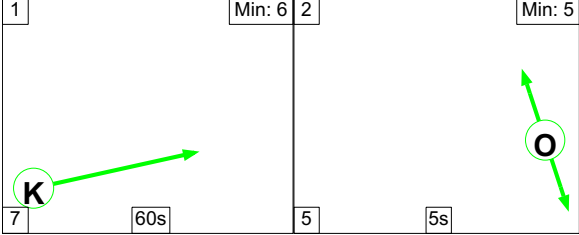
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	31	0	14
Change Point	41	6	18

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	41	31

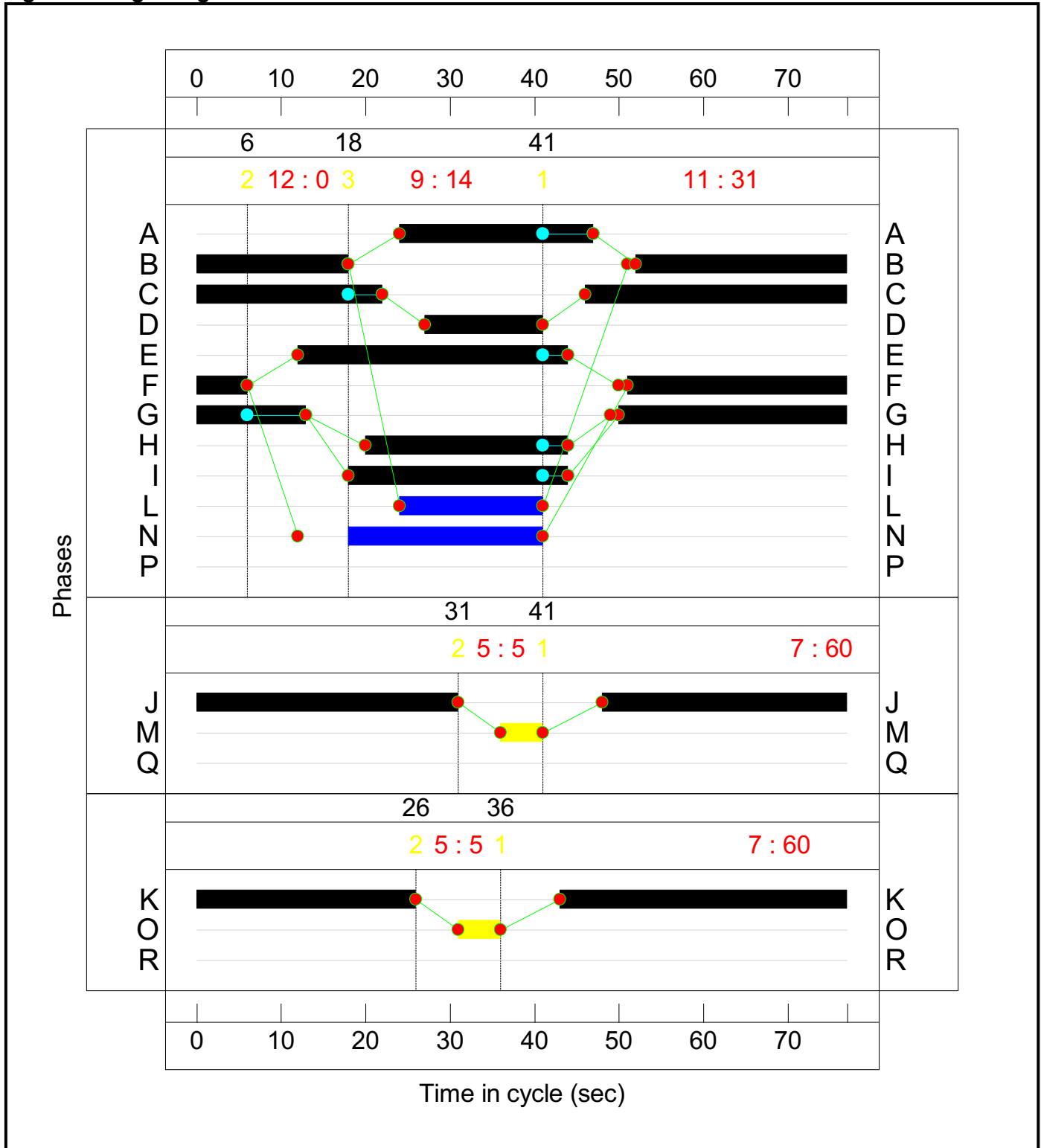
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	36	26

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	23	24	47
B	A52 West Right Ahead Left	Traffic	1	43	52	18
C	N Circ Right Ahead	Traffic	1	53	46	22
D	B6003 Toton Lane North Ahead Left	Traffic	1	14	27	41
E	E Circ Right Ahead	Traffic	1	32	12	44
F	A52 East Ahead Left	Traffic	1	32	51	6
G	S Circ Right Ahead Left (25)	Traffic	1	40	50	13
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	24	20	44
I	Cut Thru Ahead (29)	Traffic	1	26	18	44
J	A52 West Exit Peds	Traffic	2	60	48	31
K	A52 E Exit peds	Traffic	3	60	43	26
L	Pedestrians across	Pedestrian	1	17	24	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	23	18	41
O	Pedestrians across	Pedestrian	3	5	31	36
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

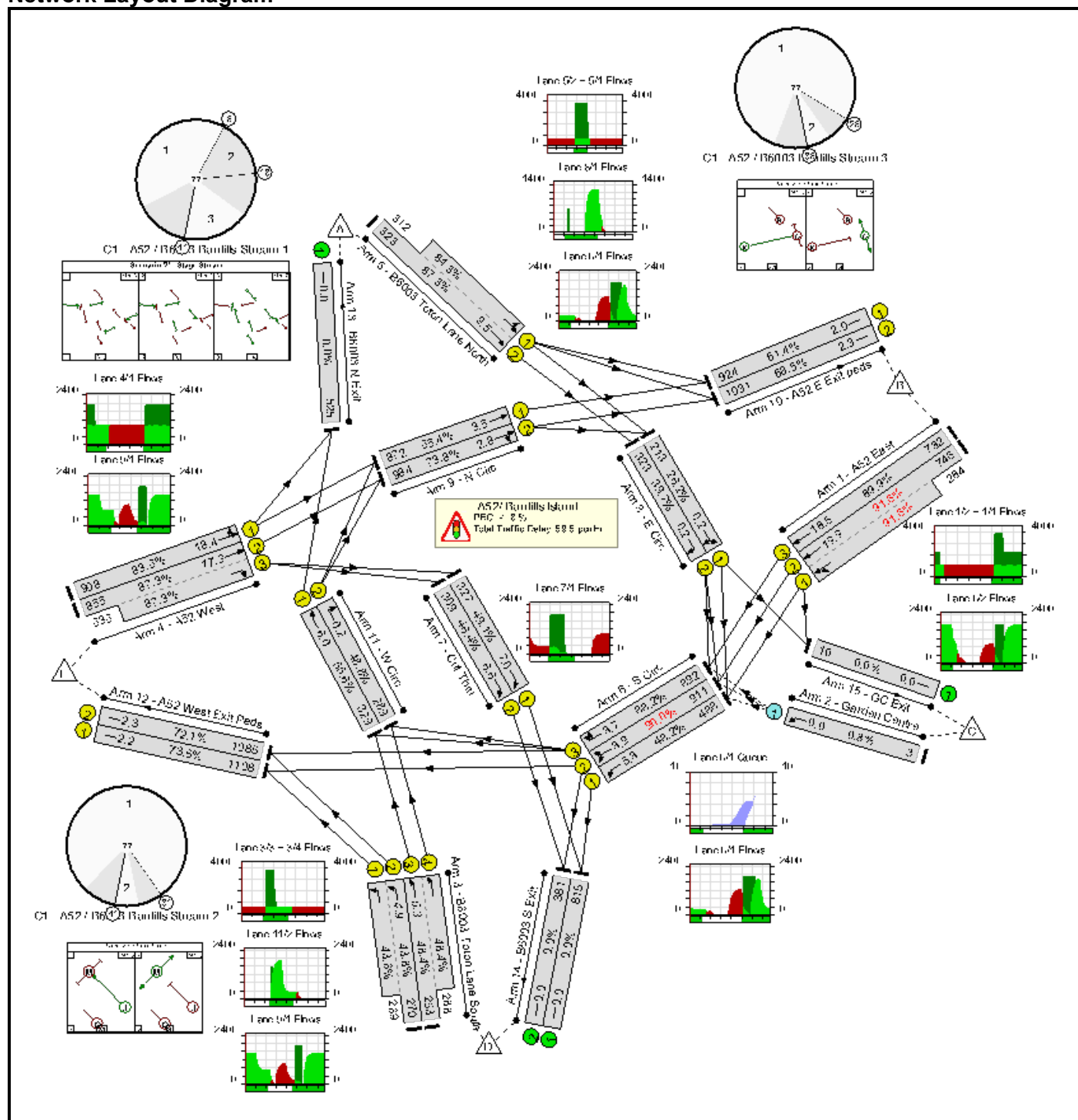
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	6
1/2	A52 East Ahead	U	F	51	6
1/3	A52 East Ahead	U	F	51	6
3/1	B6003 Toton Lane South Left	U	H	20	44
3/2	B6003 Toton Lane South Left	U	H	20	44
3/3	B6003 Toton Lane South Ahead	U	H	20	44
3/4	B6003 Toton Lane South Ahead	U	H	20	44
4/1	A52 West Ahead Left	U	B	52	18
4/2	A52 West Ahead	U	B	52	18
4/3	A52 West Right	U	B	52	18
5/1	B6003 Toton Lane North Ahead Left	U	D	27	41
5/2	B6003 Toton Lane North Ahead	U	D	27	41
6/1	S Circ Left	U	G	50	13
6/2	S Circ Ahead Left	U	G	50	13
6/3	S Circ Right Ahead	U	G	50	13
7/1	Cut Thru Ahead	U	I	18	44
7/2	Cut Thru Ahead	U	I	18	44
8/1	E Circ Right Ahead	U	E	12	44
8/2	E Circ Right	U	E	12	44
9/1	N Circ Ahead	U	C	46	22
9/2	N Circ Right Ahead	U	C	46	22
10/1	A52 E Exit peds	U	K	43	26
10/2	A52 E Exit peds	U	K	43	26
11/1	W Circ Ahead	U	A	24	47
11/2	W Circ Right	U	A	24	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	91.6%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	91.6%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	32	-	-	1030	1900:1900	814+310	91.6 : 91.6%
1/3	A52 East Ahead	U	1	N/A	F		1	32	-	-	732	1900	814	89.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	363	0.8%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	24	-	-	539	1900:1900	617+617	43.8 : 43.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	24	-	-	541	1900:1900	523+595	48.4 : 48.4%
4/1	A52 West Ahead Left	U	1	N/A	B		1	43	-	-	908	1900	1086	83.6%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	43	-	-	1491	1900:1900	980+729	87.3 : 87.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	14	-	-	635	1900:1900	370+370	87.3 : 84.3%
6/1	S Circ Left	U	1	N/A	G		1	40	-	-	488	1900	1012	48.2%
6/2	S Circ Ahead Left	U	1	N/A	G		1	40	-	-	911	1900	1012	90.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	40	-	-	892	1900	1012	88.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	327	1900	666	49.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	309	1900	666	46.4%
8/1	E Circ Right Ahead	U	1	N/A	E		1	32	-	-	213	1900	814	26.2%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	32	-	-	323	1900	814	39.7%
9/1	N Circ Ahead	U	1	N/A	C		1	53	-	-	872	1900	1332	65.4%
9/2	N Circ Right Ahead	U	1	N/A	C		1	53	-	-	984	1900	1332	73.8%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	924	1900	1505	61.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1031	1900	1505	68.5%
11/1	W Circ Ahead	U	1	N/A	A		1	23	-	-	329	1900	592	55.6%
11/2	W Circ Right	U	1	N/A	A		1	23	-	-	289	1900	592	48.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	1108	1900	1505	73.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	1085	1900	1505	72.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	525	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	815	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	381	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Detailed Input Data And Results

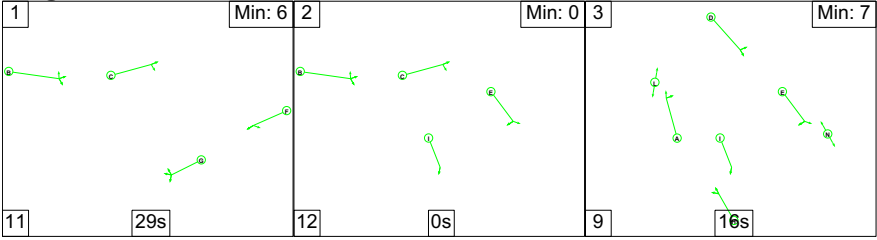
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	1	2	0	39.1	20.4	0.0	59.5	-	-	-	-	
A52/ Bardills Island	-	-	1	2	0	39.1	20.4	0.0	59.5	-	-	-	-	
1/2+1/1	1030	1030	-	-	-	5.5	4.9	-	10.4	36.3	14.9	4.9	19.9	
1/3	732	732	-	-	-	4.2	4.0	-	8.2	40.4	14.4	4.0	18.5	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	13.9	0.0	0.0	0.0	
3/2+3/1	539	539	-	-	-	3.1	0.4	-	3.5	23.1	4.5	0.4	4.9	
3/3+3/4	541	541	-	-	-	3.1	0.5	-	3.5	23.6	4.9	0.5	5.3	
4/1	908	908	-	-	-	3.4	2.5	-	5.9	23.4	15.9	2.5	18.4	
4/2+4/3	1491	1491	-	-	-	4.9	3.3	-	8.3	19.9	14.0	3.3	17.3	
5/2+5/1	635	635	-	-	-	5.3	2.9	-	8.1	46.2	6.6	2.9	9.5	
6/1	488	488	-	-	-	0.7	0.0	-	0.7	5.1	5.3	0.0	5.3	
6/2	911	911	-	-	-	0.7	0.0	-	0.7	2.6	3.9	0.0	3.9	
6/3	892	892	-	-	-	0.6	0.0	-	0.6	2.5	3.7	0.0	3.7	
7/1	327	327	-	-	-	2.3	0.0	-	2.3	25.4	7.0	0.0	7.0	
7/2	309	309	-	-	-	2.3	0.0	-	2.3	26.4	6.6	0.0	6.6	
8/1	213	213	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	
8/2	323	323	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	
9/1	872	872	-	-	-	0.6	0.0	-	0.6	2.6	3.5	0.0	3.5	
9/2	984	984	-	-	-	0.5	0.0	-	0.5	1.8	2.8	0.0	2.8	
10/1	924	924	-	-	-	0.1	0.8	-	0.9	3.5	1.2	0.8	2.0	
10/2	1031	1031	-	-	-	0.1	1.1	-	1.2	4.2	1.2	1.1	2.3	
11/1	329	329	-	-	-	0.7	0.0	-	0.7	7.8	6.0	0.0	6.0	

Detailed Input Data And Results

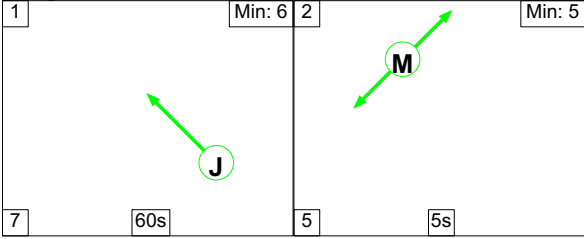
11/2	289	289	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1108	1108	-	-	-	0.3	0.0	-	0.3	1.1	2.2	0.0	2.2	
12/2	1085	1085	-	-	-	0.4	0.0	-	0.4	1.2	2.3	0.0	2.3	
13/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 3 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) Cycle Time (s) Cycle Time (s) Cycle Time (s)														

Stage Sequence Diagram

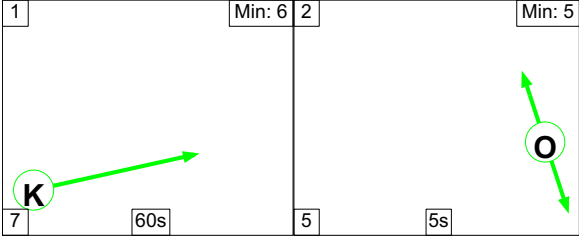
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

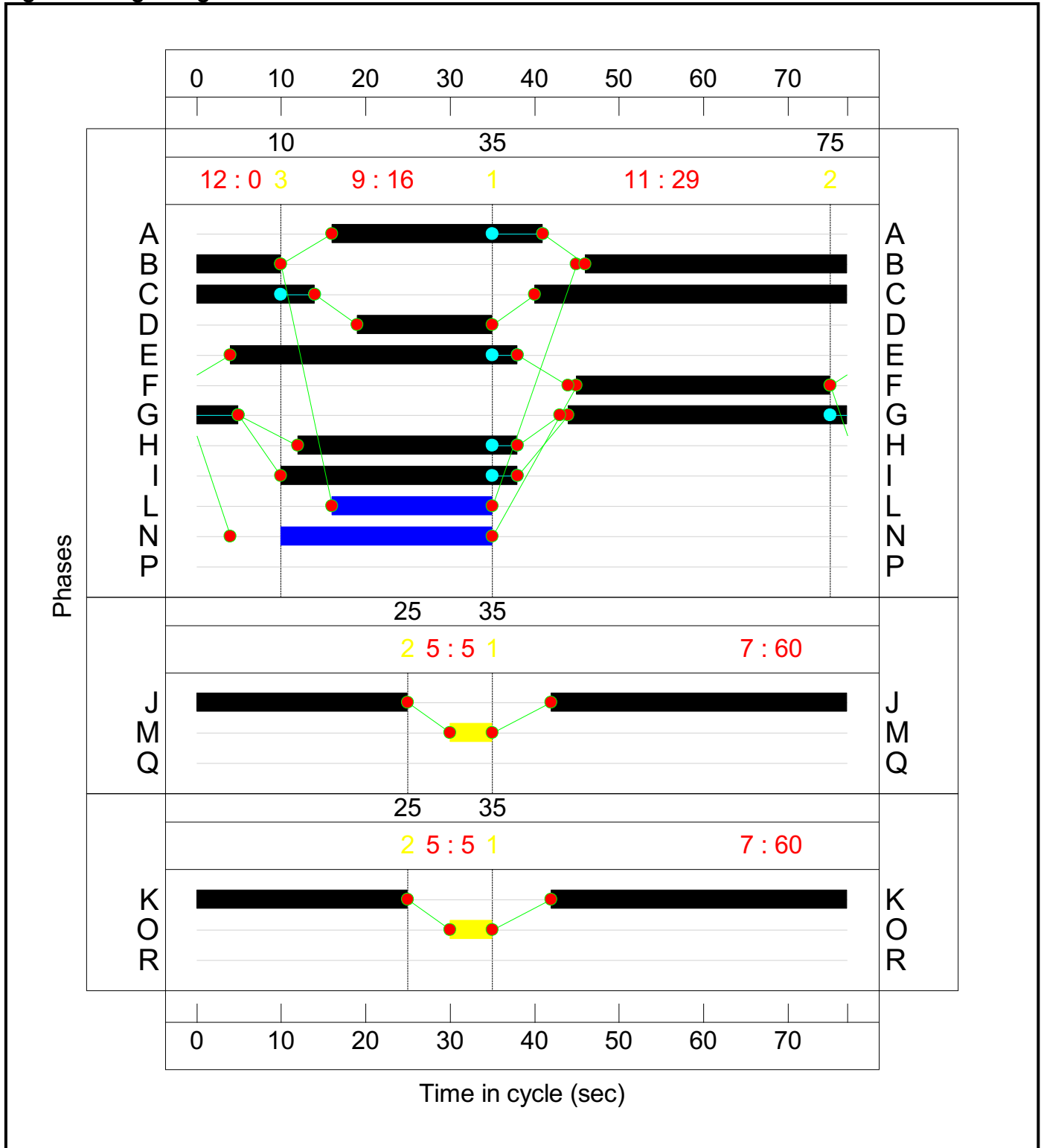
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	35	25

Phase Timings

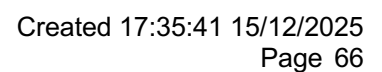
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	42	25
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	30	35
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead Left	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	42	25
10/2	A52 E Exit peds	U	K	42	25
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	88.4%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	88.4%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	914	1900:1900	765+418	77.3 : 77.3%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	529	1900	765	69.2%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	378	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	547	1900:1900	666+666	41.1 : 41.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	600	1900:1900	621+547	51.3 : 51.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	870	1900	1036	83.9%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1377	1900:1900	961+596	88.4 : 88.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	614	1900:1900	419+359	78.9 : 78.9%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	515	1900	962	53.5%
6/2	S Circ Ahead Left	U	1	N/A	G		1	38	-	-	760	1900	962	79.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	697	1900	962	72.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	272	1900	716	38.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	255	1900	716	35.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	192	1900	864	22.2%

Detailed Input Data And Results

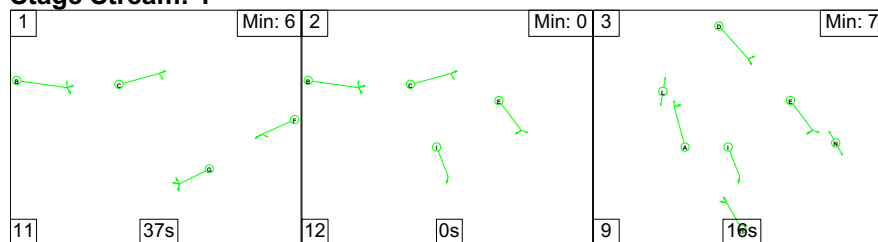
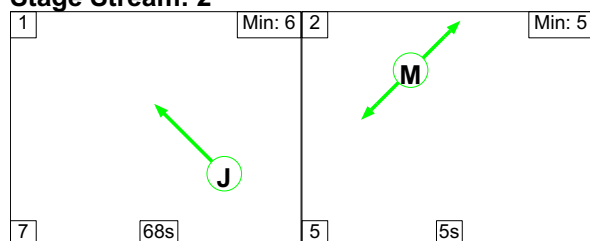
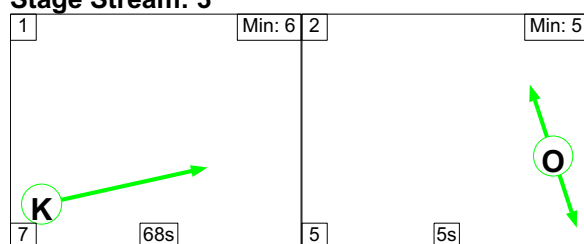
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	331	1900	864	38.3%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	759	1900	1283	59.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	973	1900	1283	75.8%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	808	1900	1505	53.7%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1015	1900	1505	67.4%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	407	1900	642	63.4%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	281	1900	642	43.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	917	1900	1505	60.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	883	1900	1505	58.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	676	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	787	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	371	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	3	4	0	35.7	13.3	0.0	49.0	-	-	-	-	
A52/ Bardills Island	-	-	3	4	0	35.7	13.3	0.0	49.0	-	-	-	-	
1/2+1/1	914	914	-	-	-	4.8	1.7	-	6.4	25.4	10.8	1.7	12.5	
1/3	529	529	-	-	-	2.8	1.1	-	3.9	26.6	9.3	1.1	10.4	
2/1	7	7	3	4	0	0.0	0.0	-	0.0	12.7	0.1	0.0	0.1	
3/2+3/1	547	547	-	-	-	2.9	0.3	-	3.2	21.3	4.4	0.3	4.8	
3/3+3/4	600	600	-	-	-	3.2	0.5	-	3.7	22.5	5.3	0.5	5.8	
4/1	870	870	-	-	-	3.5	2.5	-	6.1	25.2	15.5	2.5	18.0	
4/2+4/3	1377	1377	-	-	-	5.0	3.7	-	8.7	22.7	14.9	3.7	18.5	
5/2+5/1	614	614	-	-	-	4.8	1.8	-	6.6	38.7	6.6	1.8	8.4	
6/1	515	515	-	-	-	0.8	0.0	-	0.8	5.2	4.4	0.0	4.4	
6/2	760	760	-	-	-	0.7	0.0	-	0.7	3.2	3.8	0.0	3.8	
6/3	697	697	-	-	-	0.7	0.0	-	0.7	3.4	3.8	0.0	3.8	
7/1	272	272	-	-	-	1.8	0.0	-	1.8	23.9	5.8	0.0	5.8	
7/2	255	255	-	-	-	1.8	0.0	-	1.8	24.9	5.4	0.0	5.4	
8/1	192	192	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	
8/2	331	331	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	
9/1	759	759	-	-	-	0.7	0.0	-	0.7	3.3	3.4	0.0	3.4	
9/2	973	973	-	-	-	0.5	0.0	-	0.5	2.0	2.7	0.0	2.7	
10/1	808	808	-	-	-	0.1	0.6	-	0.7	3.1	0.8	0.6	1.3	
10/2	1015	1015	-	-	-	0.1	1.0	-	1.1	4.0	0.7	1.0	1.7	
11/1	407	407	-	-	-	0.9	0.0	-	0.9	8.3	7.6	0.0	7.6	

Detailed Input Data And Results

11/2	281	281	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	917	917	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	
12/2	883	883	-	-	-	0.2	0.0	-	0.2	0.9	1.6	0.0	1.6	
13/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%)1.8Total Delay for Signalled Lanes (pcuHr):46.73Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)47.7Total Delay for Signalled Lanes (pcuHr):0.42Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)33.5Total Delay for Signalled Lanes (pcuHr):1.84Cycle Time (s):77 PRC Over All Lanes (%)1.8Total Delay Over All Lanes(pcuHr):49.01														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	37	0	16
Change Point	44	7	19

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	44	34

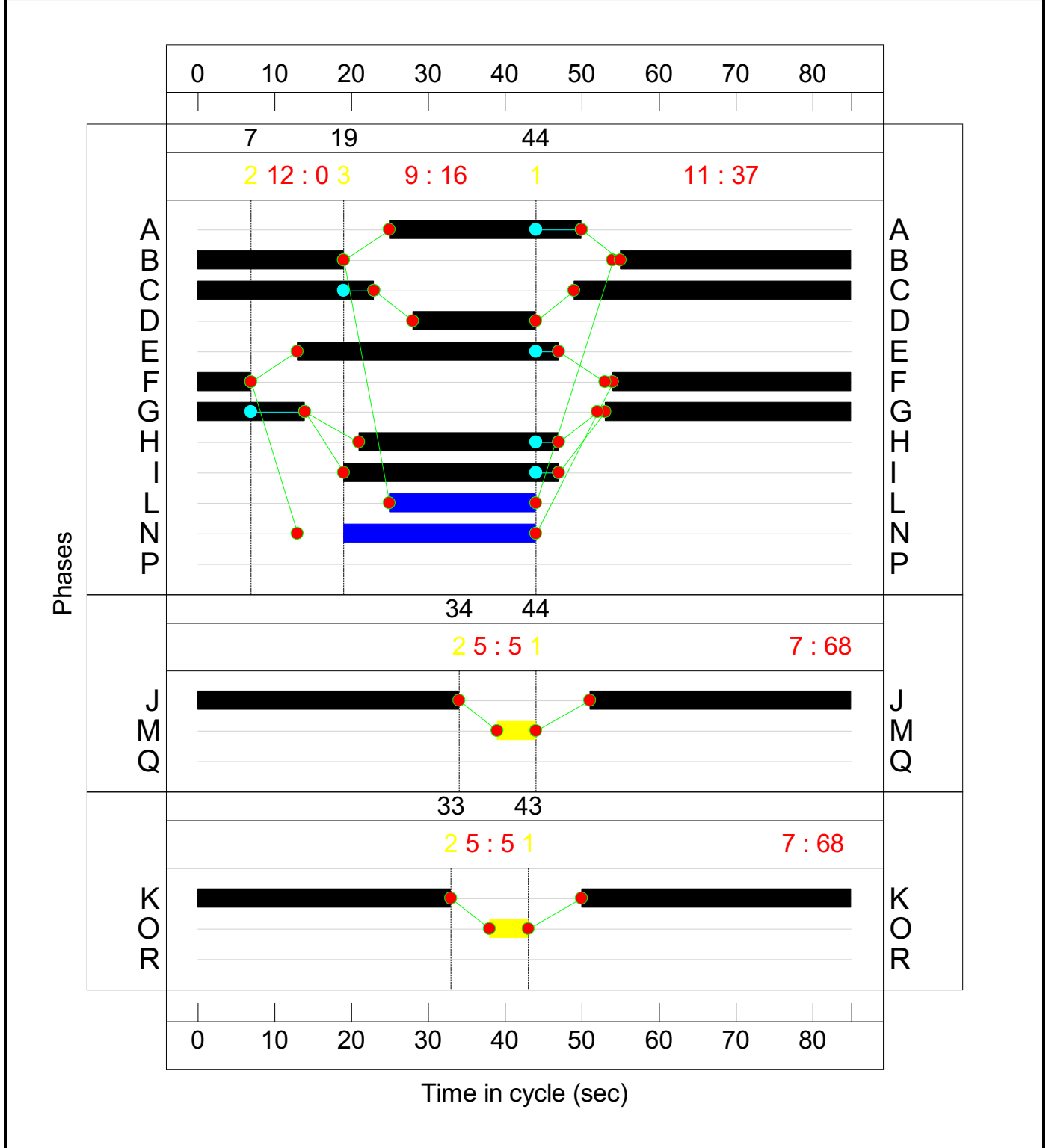
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	43	33

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	25	50
B	A52 West Right Ahead Left	Traffic	1	49	55	19
C	N Circ Right Ahead	Traffic	1	59	49	23
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	28	44
E	E Circ Right Ahead	Traffic	1	34	13	47
F	A52 East Ahead Left	Traffic	1	38	54	7
G	S Circ Right Ahead Left (25)	Traffic	1	46	53	14
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	21	47
I	Cut Thru Ahead (29)	Traffic	1	28	19	47
J	A52 West Exit Peds	Traffic	2	68	51	34
K	A52 E Exit peds	Traffic	3	68	50	33
L	Pedestrians across	Pedestrian	1	19	25	44
M	Pedestrians across	Pedestrian	2	5	39	44
N	Pedestrians across	Pedestrian	1	25	19	44
O	Pedestrians across	Pedestrian	3	5	38	43
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

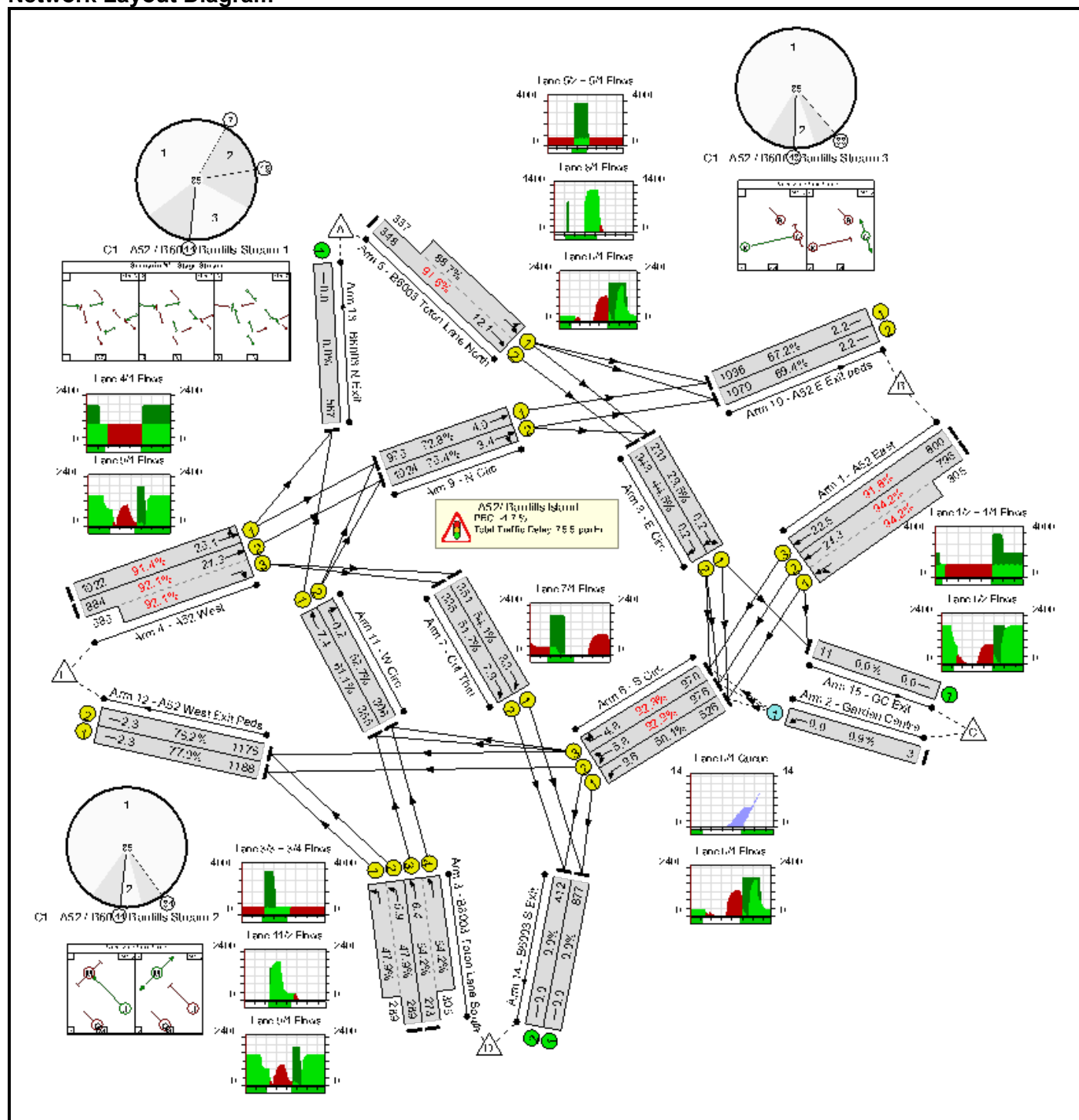
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	54	7
1/2	A52 East Ahead	U	F	54	7
1/3	A52 East Ahead	U	F	54	7
3/1	B6003 Toton Lane South Left	U	H	21	47
3/2	B6003 Toton Lane South Left	U	H	21	47
3/3	B6003 Toton Lane South Ahead	U	H	21	47
3/4	B6003 Toton Lane South Ahead	U	H	21	47
4/1	A52 West Ahead Left	U	B	55	19
4/2	A52 West Ahead	U	B	55	19
4/3	A52 West Right	U	B	55	19
5/1	B6003 Toton Lane North Ahead Left	U	D	28	44
5/2	B6003 Toton Lane North Ahead	U	D	28	44
6/1	S Circ Left	U	G	53	14
6/2	S Circ Ahead Left	U	G	53	14
6/3	S Circ Right Ahead	U	G	53	14
7/1	Cut Thru Ahead	U	I	19	47
7/2	Cut Thru Ahead	U	I	19	47
8/1	E Circ Right Ahead	U	E	13	47
8/2	E Circ Right	U	E	13	47
9/1	N Circ Ahead	U	C	49	23
9/2	N Circ Right Ahead	U	C	49	23
10/1	A52 E Exit peds	U	K	50	33
10/2	A52 E Exit peds	U	K	50	33
11/1	W Circ Ahead	U	A	25	50
11/2	W Circ Right	U	A	25	50
12/1	A52 West Exit Peds	U	J	51	34
12/2	A52 West Exit Peds	U	J	51	34

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	94.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	94.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	38	-	-	1101	1900:1900	845+324	94.2 : 94.2%
1/3	A52 East Ahead	U	1	N/A	F		1	38	-	-	800	1900	872	91.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	578	1900:1900	604+604	47.9 : 47.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	578	1900:1900	503+563	54.2 : 54.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	49	-	-	1022	1900	1118	91.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	49	-	-	1570	1900:1900	960+745	92.1 : 92.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	685	1900:1900	380+380	91.6 : 88.7%
6/1	S Circ Left	U	1	N/A	G		1	46	-	-	526	1900	1051	50.1%
6/2	S Circ Ahead Left	U	1	N/A	G		1	46	-	-	976	1900	1051	92.9%
6/3	S Circ Right Ahead	U	1	N/A	G		1	46	-	-	970	1900	1051	92.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	351	1900	648	54.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	335	1900	648	51.7%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	231	1900	782	29.5%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	34	-	-	348	1900	782	44.5%
9/1	N Circ Ahead	U	1	N/A	C		1	59	-	-	976	1900	1341	72.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	59	-	-	1024	1900	1341	76.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1036	1900	1542	67.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1070	1900	1542	69.4%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	355	1900	581	61.1%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	306	1900	581	52.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1188	1900	1542	77.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1176	1900	1542	76.2%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	877	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	412	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	1	2	0	46.2	29.2	0.0	75.5	-	-	-	-	
A52/ Bardills Island	-	-	1	2	0	46.2	29.2	0.0	75.5	-	-	-	-	
1/2+1/1	1101	1101	-	-	-	6.0	6.8	-	12.8	41.8	17.5	6.8	24.3	
1/3	800	800	-	-	-	4.8	4.9	-	9.7	43.6	17.6	4.9	22.5	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.5	0.0	0.0	0.0	
3/2+3/1	578	578	-	-	-	3.7	0.5	-	4.2	26.2	5.5	0.5	5.9	
3/3+3/4	578	578	-	-	-	3.8	0.6	-	4.3	27.0	5.8	0.6	6.4	
4/1	1022	1022	-	-	-	4.4	4.9	-	9.3	32.7	21.3	4.9	26.1	
4/2+4/3	1570	1570	-	-	-	5.5	5.4	-	10.8	24.9	16.0	5.4	21.3	
5/2+5/1	685	685	-	-	-	6.3	4.1	-	10.4	54.8	8.0	4.1	12.1	
6/1	526	526	-	-	-	0.9	0.0	-	0.9	6.3	9.6	0.0	9.6	
6/2	976	976	-	-	-	0.8	0.0	-	0.8	2.8	5.8	0.0	5.8	
6/3	970	970	-	-	-	0.7	0.0	-	0.7	2.7	4.8	0.0	4.8	
7/1	351	351	-	-	-	2.9	0.0	-	2.9	30.0	8.3	0.0	8.3	
7/2	335	335	-	-	-	2.9	0.0	-	2.9	31.0	7.9	0.0	7.9	
8/1	231	231	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
8/2	348	348	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
9/1	976	976	-	-	-	0.7	0.0	-	0.7	2.7	4.0	0.0	4.0	
9/2	1024	1024	-	-	-	0.6	0.0	-	0.6	2.1	3.4	0.0	3.4	
10/1	1036	1036	-	-	-	0.2	1.0	-	1.2	4.1	1.2	1.0	2.2	
10/2	1070	1070	-	-	-	0.1	1.1	-	1.3	4.2	1.1	1.1	2.2	
11/1	355	355	-	-	-	0.9	0.0	-	0.9	9.0	7.4	0.0	7.4	

Detailed Input Data And Results

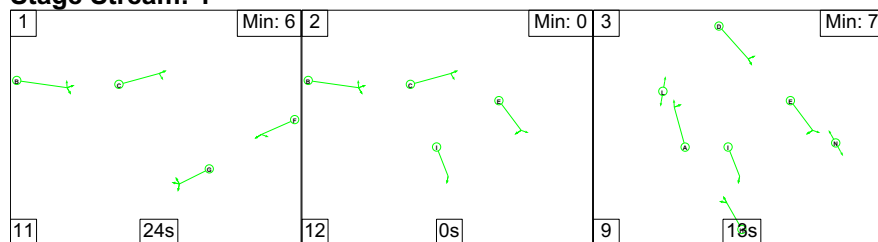
11/2	306	306	-	-	-	0.1	0.0	-	0.1	1.8	0.2	0.0	0.2	
12/1	1188	1188	-	-	-	0.3	0.0	-	0.3	0.9	2.3	0.0	2.3	
12/2	1176	1176	-	-	-	0.3	0.0	-	0.3	0.9	2.3	0.0	2.3	
13/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 3 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) Cycle Time (s) Cycle Time (s) Cycle Time (s)														

Detailed Input Data And Results

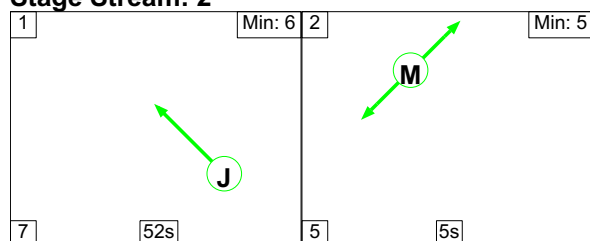
Scenario 4: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

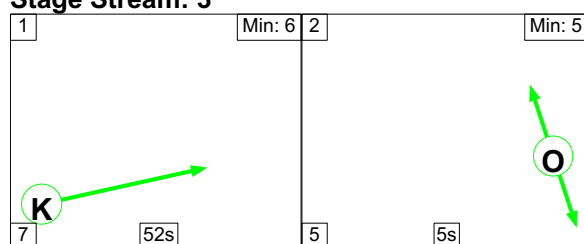
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	24	0	13
Change Point	45	11	23

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	45	35

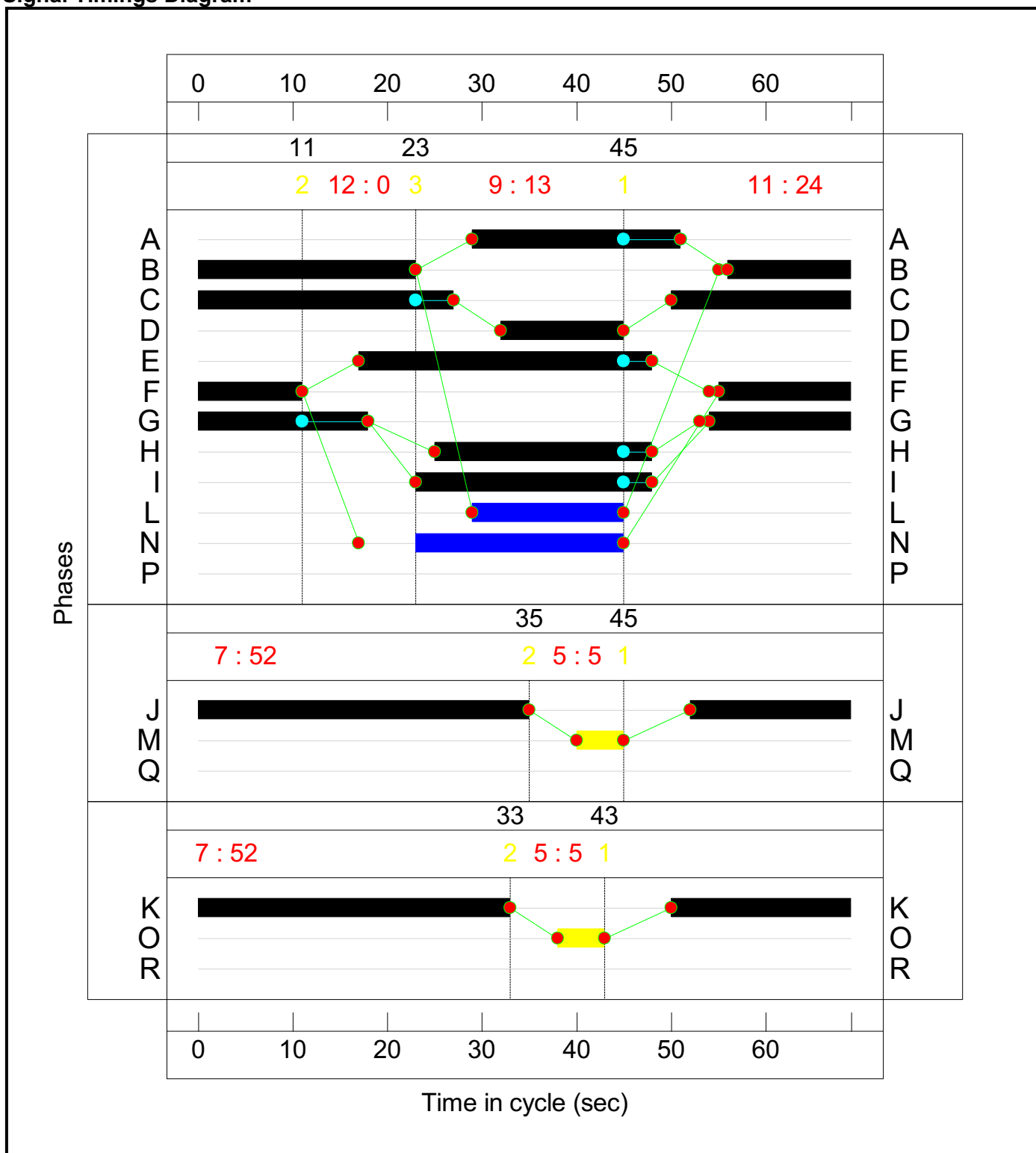
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	43	33

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	22	29	51
B	A52 West Right Ahead Left	Traffic	1	36	56	23
C	N Circ Right Ahead	Traffic	1	46	50	27
D	B6003 Toton Lane North Ahead Left	Traffic	1	13	32	45
E	E Circ Right Ahead	Traffic	1	31	17	48
F	A52 East Ahead Left	Traffic	1	25	55	11
G	S Circ Right Ahead Left (25)	Traffic	1	33	54	18
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	23	25	48
I	Cut Thru Ahead (29)	Traffic	1	25	23	48
J	A52 West Exit Peds	Traffic	2	52	52	35
K	A52 E Exit peds	Traffic	3	52	50	33
L	Pedestrians across	Pedestrian	1	16	29	45
M	Pedestrians across	Pedestrian	2	5	40	45
N	Pedestrians across	Pedestrian	1	22	23	45
O	Pedestrians across	Pedestrian	3	5	38	43
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

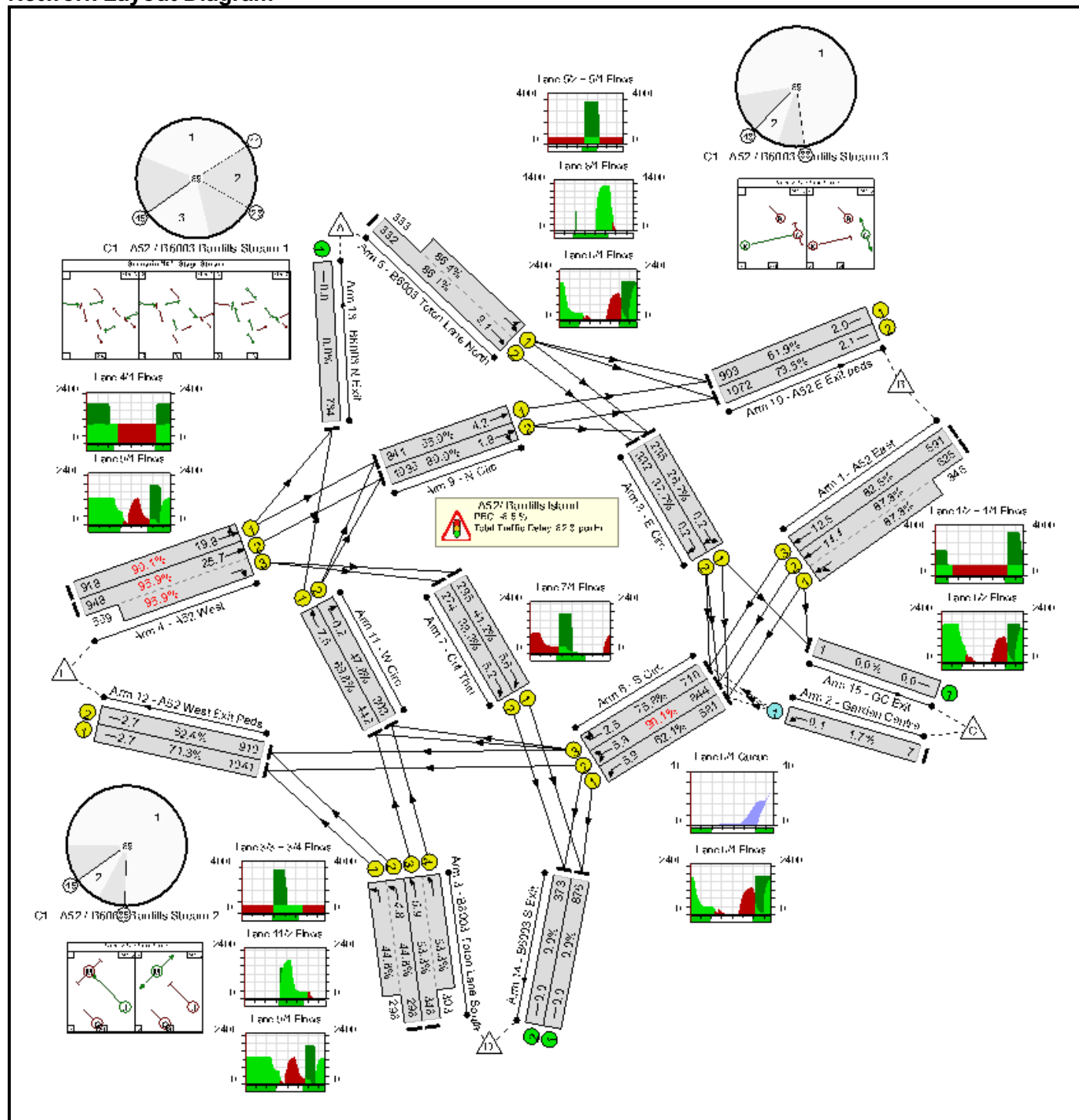
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	55	11
1/2	A52 East Ahead	U	F	55	11
1/3	A52 East Ahead	U	F	55	11
3/1	B6003 Toton Lane South Left	U	H	25	48
3/2	B6003 Toton Lane South Left	U	H	25	48
3/3	B6003 Toton Lane South Ahead	U	H	25	48
3/4	B6003 Toton Lane South Ahead	U	H	25	48
4/1	A52 West Ahead Left	U	B	56	23
4/2	A52 West Ahead	U	B	56	23
4/3	A52 West Right	U	B	56	23
5/1	B6003 Toton Lane North Ahead Left	U	D	32	45
5/2	B6003 Toton Lane North Ahead	U	D	32	45
6/1	S Circ Left	U	G	54	18
6/2	S Circ Ahead Left	U	G	54	18
6/3	S Circ Right Ahead	U	G	54	18
7/1	Cut Thru Ahead	U	I	23	48
7/2	Cut Thru Ahead	U	I	23	48
8/1	E Circ Right Ahead	U	E	17	48
8/2	E Circ Right	U	E	17	48
9/1	N Circ Ahead	U	C	50	27
9/2	N Circ Right Ahead	U	C	50	27
10/1	A52 E Exit peds	U	K	50	33
10/2	A52 E Exit peds	U	K	50	33
11/1	W Circ Ahead	U	A	29	51
11/2	W Circ Right	U	A	29	51
12/1	A52 West Exit Peds	U	J	52	35
12/2	A52 West Exit Peds	U	J	52	35

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	95.9%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	95.9%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	25	-	-	971	1900:1900	716+396	87.3 : 87.3%
1/3	A52 East Ahead	U	1	N/A	F		1	25	-	-	591	1900	716	82.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	406	1.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	23	-	-	592	1900:1900	661+661	44.8 : 44.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	23	-	-	649	1900:1900	649+569	53.3 : 53.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	36	-	-	918	1900	1019	90.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	36	-	-	1517	1900:1900	989+593	95.9 : 95.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	13	-	-	665	1900:1900	386+386	86.1 : 86.4%
6/1	S Circ Left	U	1	N/A	G		1	33	-	-	581	1900	936	62.1%
6/2	S Circ Ahead Left	U	1	N/A	G		1	33	-	-	844	1900	936	90.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	33	-	-	710	1900	936	75.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	295	1900	716	41.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	274	1900	716	38.3%
8/1	E Circ Right Ahead	U	1	N/A	E		1	31	-	-	235	1900	881	26.7%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	31	-	-	332	1900	881	37.7%
9/1	N Circ Ahead	U	1	N/A	C		1	46	-	-	841	1900	1294	65.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	46	-	-	1036	1900	1294	80.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	903	1900	1459	61.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1072	1900	1459	73.5%
11/1	W Circ Ahead	U	1	N/A	A		1	22	-	-	442	1900	633	69.8%
11/2	W Circ Right	U	1	N/A	A		1	22	-	-	303	1900	633	47.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	52	-	-	1041	1900	1459	71.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	52	-	-	910	1900	1459	62.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	734	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	876	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	373	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

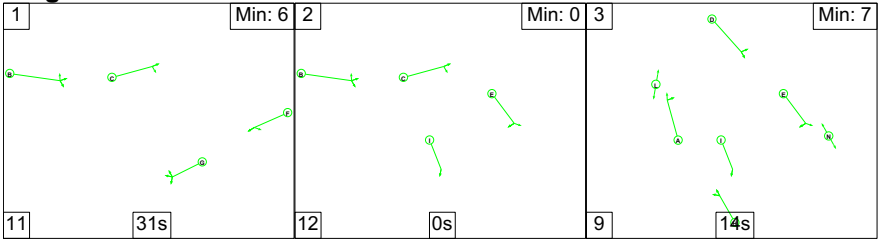
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	2	5	0	37.3	25.0	0.0	62.3	-	-	-	-	
A52/ Bardills Island	-	-	2	5	0	37.3	25.0	0.0	62.3	-	-	-	-	
1/2+1/1	971	971	-	-	-	5.0	3.3	-	8.3	30.9	11.1	3.3	14.4	
1/3	591	591	-	-	-	3.2	2.3	-	5.5	33.4	10.2	2.3	12.5	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	11.1	0.1	0.0	0.1	
3/2+3/1	592	592	-	-	-	2.9	0.4	-	3.3	19.9	4.4	0.4	4.8	
3/3+3/4	649	649	-	-	-	3.2	0.6	-	3.8	20.9	5.3	0.6	5.9	
4/1	918	918	-	-	-	3.7	4.2	-	7.9	30.8	15.6	4.2	19.8	
4/2+4/3	1517	1517	-	-	-	5.6	9.1	-	14.7	34.8	16.6	9.1	25.7	
5/2+5/1	665	665	-	-	-	4.9	3.0	-	7.9	42.7	6.1	3.0	9.1	
6/1	581	581	-	-	-	0.8	0.0	-	0.8	4.8	5.9	0.0	5.9	
6/2	844	844	-	-	-	0.8	0.0	-	0.8	3.5	5.3	0.0	5.3	
6/3	710	710	-	-	-	0.4	0.0	-	0.4	2.2	2.5	0.0	2.5	
7/1	295	295	-	-	-	1.7	0.0	-	1.7	20.2	5.6	0.0	5.6	
7/2	274	274	-	-	-	1.6	0.0	-	1.6	21.1	5.2	0.0	5.2	
8/1	235	235	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	
8/2	332	332	-	-	-	0.1	0.0	-	0.1	1.1	0.2	0.0	0.2	
9/1	841	841	-	-	-	0.8	0.0	-	0.8	3.6	4.2	0.0	4.2	
9/2	1036	1036	-	-	-	0.3	0.0	-	0.3	1.1	1.8	0.0	1.8	
10/1	903	903	-	-	-	0.2	0.8	-	1.0	3.9	1.2	0.8	2.0	
10/2	1072	1072	-	-	-	0.1	1.4	-	1.5	4.9	0.7	1.4	2.1	
11/1	442	442	-	-	-	0.9	0.0	-	0.9	7.4	7.5	0.0	7.5	

Detailed Input Data And Results

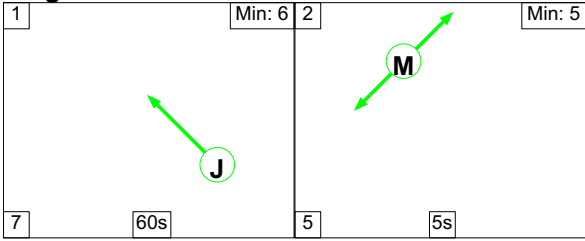
11/2	303	303	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
12/1	1041	1041	-	-	-	0.5	0.0	-	0.5	1.7	2.7	0.0	2.7	
12/2	910	910	-	-	-	0.5	0.0	-	0.5	1.9	2.7	0.0	2.7	
13/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 3 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) Cycle Time (s): 69 Cycle Time (s): 69 Cycle Time (s): 69														

Stage Sequence Diagram

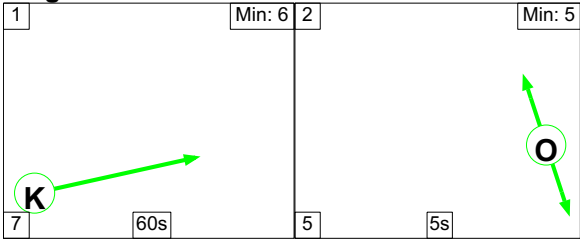
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	31	0	14
Change Point	43	8	20

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	43	33

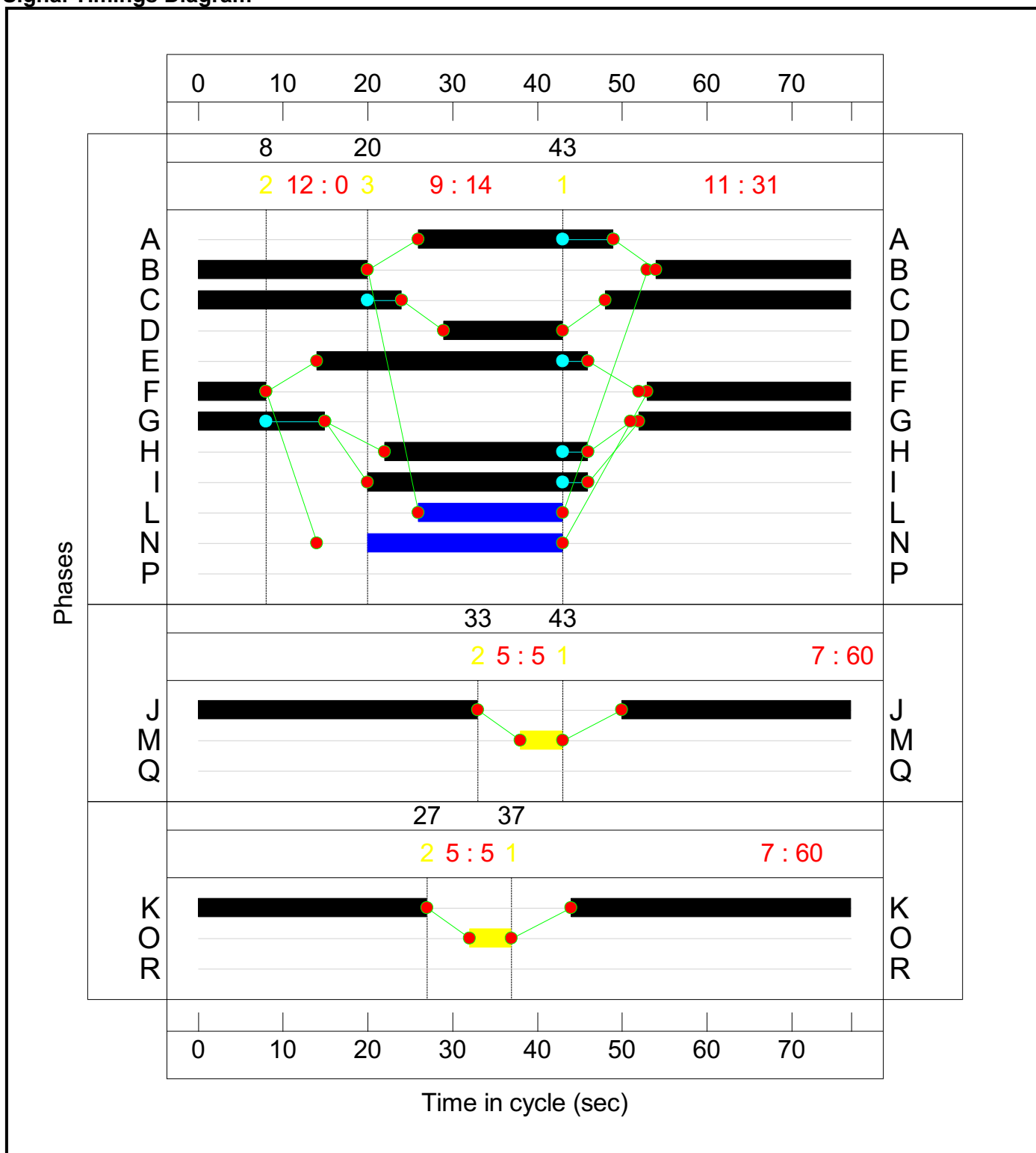
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	37	27

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	23	26	49
B	A52 West Right Ahead Left	Traffic	1	43	54	20
C	N Circ Right Ahead	Traffic	1	53	48	24
D	B6003 Toton Lane North Ahead Left	Traffic	1	14	29	43
E	E Circ Right Ahead	Traffic	1	32	14	46
F	A52 East Ahead Left	Traffic	1	32	53	8
G	S Circ Right Ahead Left (25)	Traffic	1	40	52	15
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	24	22	46
I	Cut Thru Ahead (29)	Traffic	1	26	20	46
J	A52 West Exit Peds	Traffic	2	60	50	33
K	A52 E Exit peds	Traffic	3	60	44	27
L	Pedestrians across	Pedestrian	1	17	26	43
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	23	20	43
O	Pedestrians across	Pedestrian	3	5	32	37
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

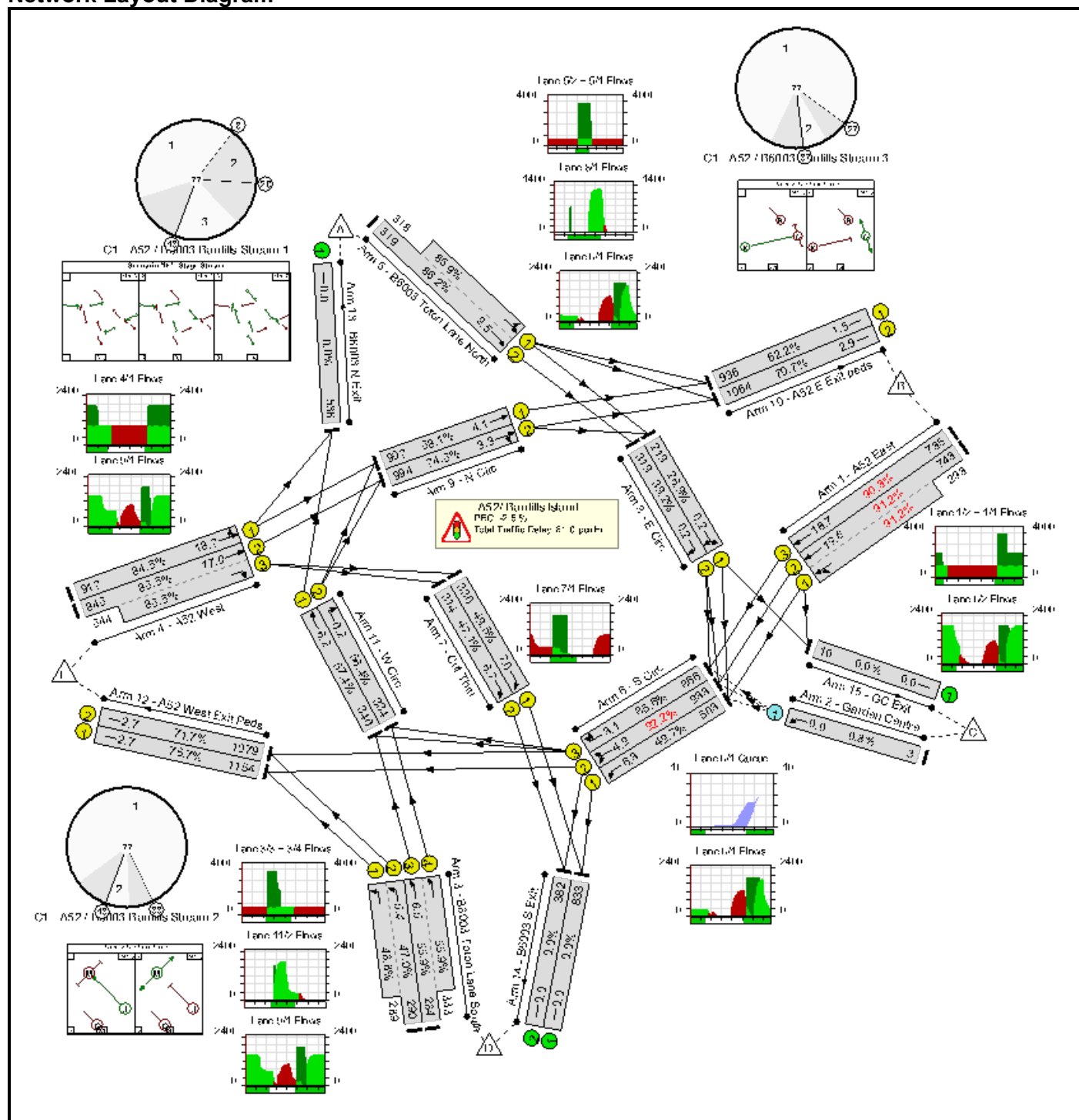
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	53	8
1/2	A52 East Ahead	U	F	53	8
1/3	A52 East Ahead	U	F	53	8
3/1	B6003 Toton Lane South Left	U	H	22	46
3/2	B6003 Toton Lane South Left	U	H	22	46
3/3	B6003 Toton Lane South Ahead	U	H	22	46
3/4	B6003 Toton Lane South Ahead	U	H	22	46
4/1	A52 West Ahead Left	U	B	54	20
4/2	A52 West Ahead	U	B	54	20
4/3	A52 West Right	U	B	54	20
5/1	B6003 Toton Lane North Ahead Left	U	D	29	43
5/2	B6003 Toton Lane North Ahead	U	D	29	43
6/1	S Circ Left	U	G	52	15
6/2	S Circ Ahead Left	U	G	52	15
6/3	S Circ Right Ahead	U	G	52	15
7/1	Cut Thru Ahead	U	I	20	46
7/2	Cut Thru Ahead	U	I	20	46
8/1	E Circ Right Ahead	U	E	14	46
8/2	E Circ Right	U	E	14	46
9/1	N Circ Ahead	U	C	48	24
9/2	N Circ Right Ahead	U	C	48	24
10/1	A52 E Exit peds	U	K	44	27
10/2	A52 E Exit peds	U	K	44	27
11/1	W Circ Ahead	U	A	26	49
11/2	W Circ Right	U	A	26	49
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	92.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	92.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	32	-	-	1036	1900:1900	814+321	91.2 : 91.2%
1/3	A52 East Ahead	U	1	N/A	F		1	32	-	-	735	1900	814	90.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	363	0.8%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	24	-	-	579	1900:1900	617+617	47.0 : 46.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	24	-	-	597	1900:1900	473+596	55.9 : 55.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	43	-	-	917	1900	1086	84.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	43	-	-	1490	1900:1900	978+744	86.5 : 86.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	14	-	-	637	1900:1900	370+370	86.2 : 85.9%
6/1	S Circ Left	U	1	N/A	G		1	40	-	-	503	1900	1012	49.7%
6/2	S Circ Ahead Left	U	1	N/A	G		1	40	-	-	933	1900	1012	92.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	40	-	-	866	1900	1012	85.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	330	1900	666	49.5%
7/2	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	314	1900	666	47.1%
8/1	E Circ Right Ahead	U	1	N/A	E		1	32	-	-	219	1900	814	26.9%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	32	-	-	319	1900	814	39.2%
9/1	N Circ Ahead	U	1	N/A	C		1	53	-	-	907	1900	1332	68.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	53	-	-	994	1900	1332	74.6%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	936	1900	1505	62.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1064	1900	1505	70.7%
11/1	W Circ Ahead	U	1	N/A	A		1	23	-	-	340	1900	592	57.4%
11/2	W Circ Right	U	1	N/A	A		1	23	-	-	334	1900	592	56.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	1154	1900	1505	76.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	1079	1900	1505	71.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	536	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	833	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	382	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Detailed Input Data And Results

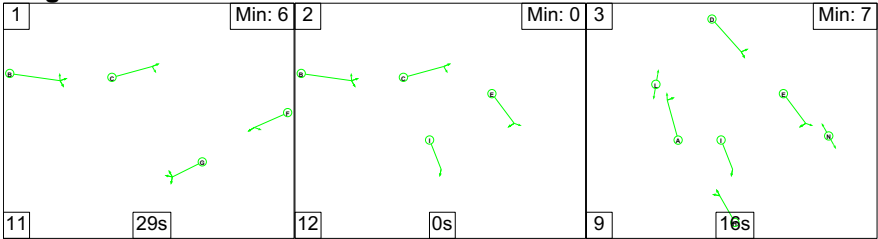
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	1	2	0	40.3	20.7	0.0	61.0	-	-	-	-	
A52/ Bardills Island	-	-	1	2	0	40.3	20.7	0.0	61.0	-	-	-	-	
1/2+1/1	1036	1036	-	-	-	5.5	4.8	-	10.2	35.5	14.9	4.8	19.6	
1/3	735	735	-	-	-	4.2	4.2	-	8.4	41.0	14.5	4.2	18.7	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	13.9	0.0	0.0	0.0	
3/2+3/1	579	579	-	-	-	3.3	0.4	-	3.8	23.5	4.9	0.4	5.4	
3/3+3/4	597	597	-	-	-	3.5	0.6	-	4.1	24.7	5.8	0.6	6.5	
4/1	917	917	-	-	-	3.5	2.6	-	6.1	24.0	16.0	2.6	18.7	
4/2+4/3	1490	1490	-	-	-	4.9	3.1	-	8.0	19.4	13.9	3.1	17.0	
5/2+5/1	637	637	-	-	-	5.3	2.9	-	8.2	46.5	6.6	2.9	9.5	
6/1	503	503	-	-	-	0.7	0.0	-	0.7	5.2	6.3	0.0	6.3	
6/2	933	933	-	-	-	0.8	0.0	-	0.8	2.9	4.9	0.0	4.9	
6/3	866	866	-	-	-	0.5	0.0	-	0.5	2.2	3.1	0.0	3.1	
7/1	330	330	-	-	-	2.3	0.0	-	2.3	25.4	7.0	0.0	7.0	
7/2	314	314	-	-	-	2.3	0.0	-	2.3	26.4	6.7	0.0	6.7	
8/1	219	219	-	-	-	0.1	0.0	-	0.1	1.4	0.2	0.0	0.2	
8/2	319	319	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	
9/1	907	907	-	-	-	0.7	0.0	-	0.7	2.9	4.1	0.0	4.1	
9/2	994	994	-	-	-	0.6	0.0	-	0.6	2.0	3.3	0.0	3.3	
10/1	936	936	-	-	-	0.1	0.8	-	0.9	3.4	0.7	0.8	1.5	
10/2	1064	1064	-	-	-	0.2	1.2	-	1.4	4.6	1.7	1.2	2.9	
11/1	340	340	-	-	-	0.7	0.0	-	0.7	7.7	6.2	0.0	6.2	

Detailed Input Data And Results

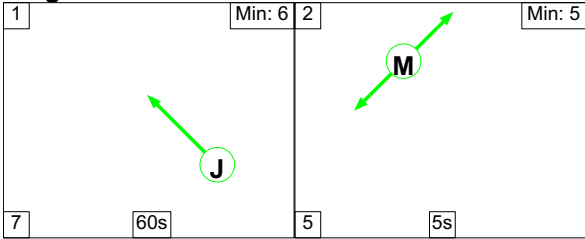
11/2	334	334	-	-	-	0.2	0.0	-	0.2	1.7	0.2	0.0	0.2	
12/1	1154	1154	-	-	-	0.4	0.0	-	0.4	1.4	2.7	0.0	2.7	
12/2	1079	1079	-	-	-	0.4	0.0	-	0.4	1.5	2.7	0.0	2.7	
13/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 3 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) Cycle Time (s) Cycle Time (s) Cycle Time (s)														

Stage Sequence Diagram

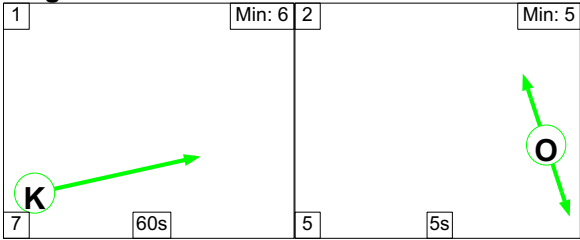
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	36	76	11

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	36	26

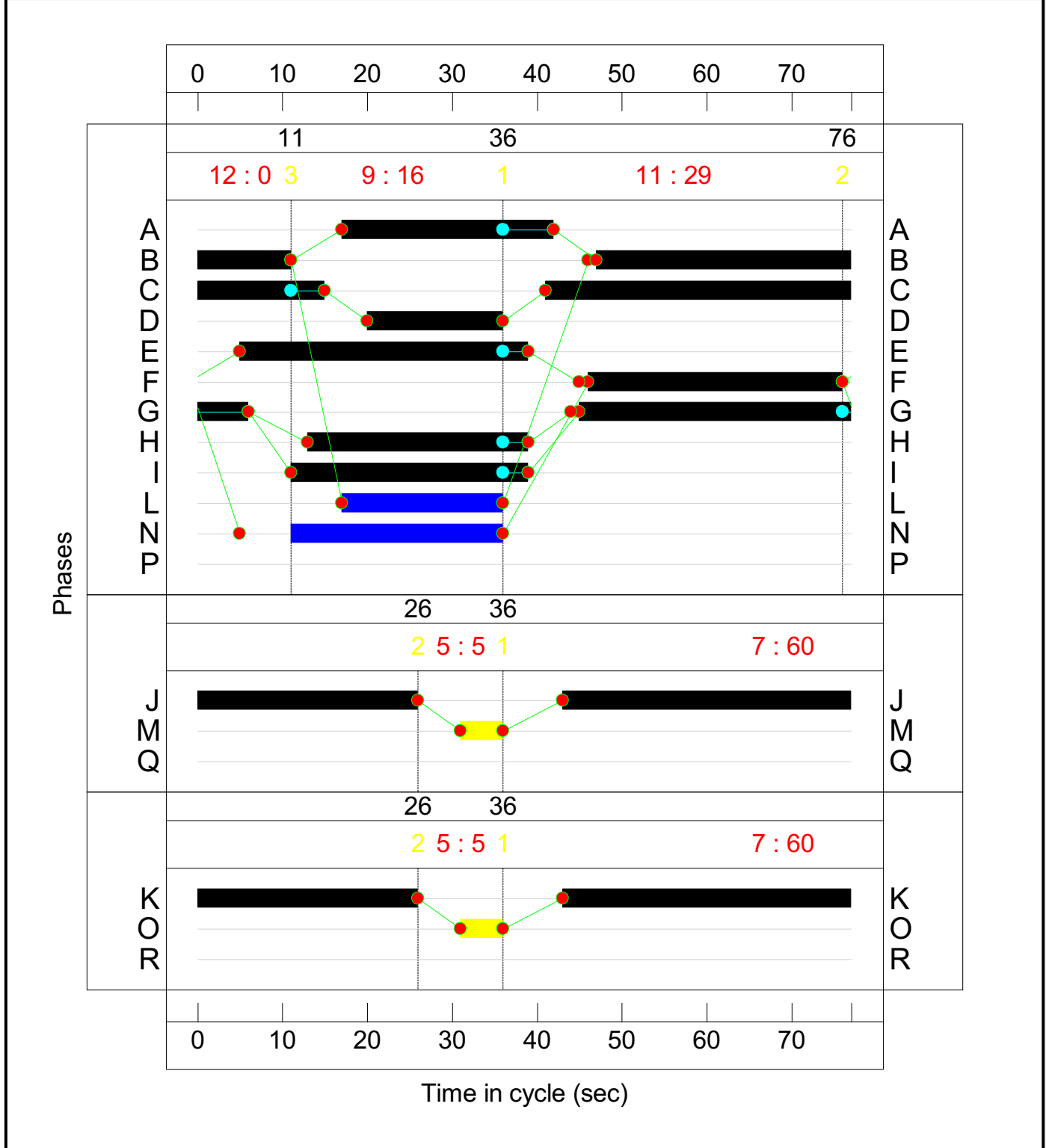
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	36	26

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	17	42
B	A52 West Right Ahead Left	Traffic	1	41	47	11
C	N Circ Right Ahead	Traffic	1	51	41	15
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	20	36
E	E Circ Right Ahead	Traffic	1	34	5	39
F	A52 East Ahead Left	Traffic	1	30	46	76
G	S Circ Right Ahead Left (25)	Traffic	1	38	45	6
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	13	39
I	Cut Thru Ahead (29)	Traffic	1	28	11	39
J	A52 West Exit Peds	Traffic	2	60	43	26
K	A52 E Exit peds	Traffic	3	60	43	26
L	Pedestrians across	Pedestrian	1	19	17	36
M	Pedestrians across	Pedestrian	2	5	31	36
N	Pedestrians across	Pedestrian	1	25	11	36
O	Pedestrians across	Pedestrian	3	5	31	36
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

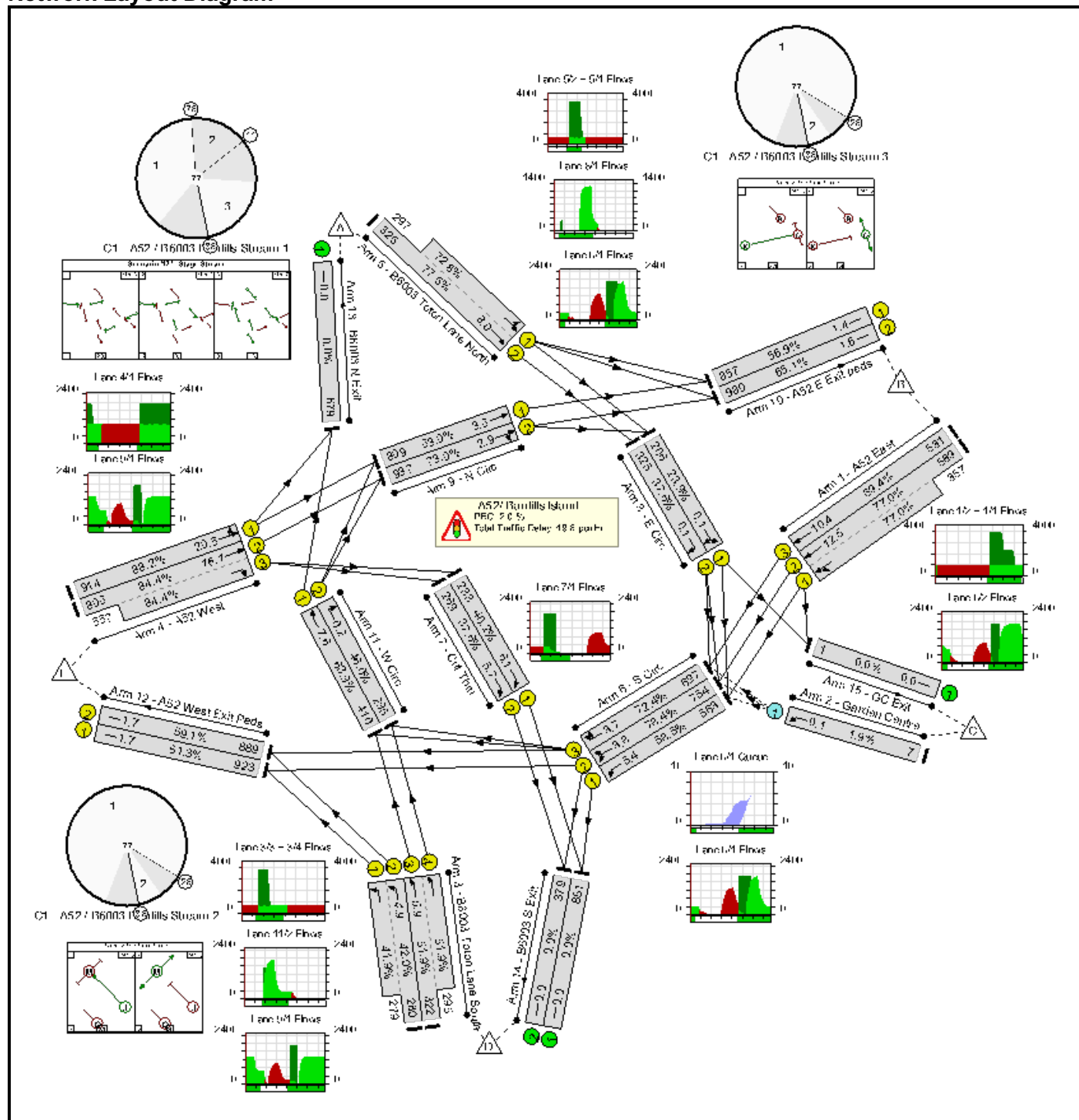
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	46	76
1/2	A52 East Ahead	U	F	46	76
1/3	A52 East Ahead	U	F	46	76
3/1	B6003 Toton Lane South Left	U	H	13	39
3/2	B6003 Toton Lane South Left	U	H	13	39
3/3	B6003 Toton Lane South Ahead	U	H	13	39
3/4	B6003 Toton Lane South Ahead	U	H	13	39
4/1	A52 West Ahead Left	U	B	47	11
4/2	A52 West Ahead	U	B	47	11
4/3	A52 West Right	U	B	47	11
5/1	B6003 Toton Lane North Ahead Left	U	D	20	36
5/2	B6003 Toton Lane North Ahead	U	D	20	36
6/1	S Circ Left	U	G	45	6
6/2	S Circ Ahead Left	U	G	45	6
6/3	S Circ Right Ahead	U	G	45	6
7/1	Cut Thru Ahead	U	I	11	39
7/2	Cut Thru Ahead	U	I	11	39
8/1	E Circ Right Ahead	U	E	5	39
8/2	E Circ Right	U	E	5	39
9/1	N Circ Ahead	U	C	41	15
9/2	N Circ Right Ahead	U	C	41	15
10/1	A52 E Exit peds	U	K	43	26
10/2	A52 E Exit peds	U	K	43	26
11/1	W Circ Ahead	U	A	17	42
11/2	W Circ Right	U	A	17	42
12/1	A52 West Exit Peds	U	J	43	26
12/2	A52 West Exit Peds	U	J	43	26

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	88.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	88.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	946	1900:1900	765+464	77.0 : 77.0%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	531	1900	765	69.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	378	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	559	1900:1900	666+666	42.0 : 41.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	617	1900:1900	620+568	51.9 : 51.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	914	1900	1036	88.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1363	1900:1900	955+660	84.4 : 84.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	622	1900:1900	419+408	77.5 : 72.8%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	563	1900	962	58.5%
6/2	S Circ Ahead Left	U	1	N/A	G		1	38	-	-	754	1900	962	78.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	697	1900	962	72.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	288	1900	716	40.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	269	1900	716	37.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	206	1900	864	23.9%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	34	-	-	325	1900	864	37.6%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	809	1900	1283	63.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	937	1900	1283	73.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	857	1900	1505	56.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	980	1900	1505	65.1%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	410	1900	642	63.9%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	295	1900	642	46.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	923	1900	1505	61.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	889	1900	1505	59.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	851	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	379	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

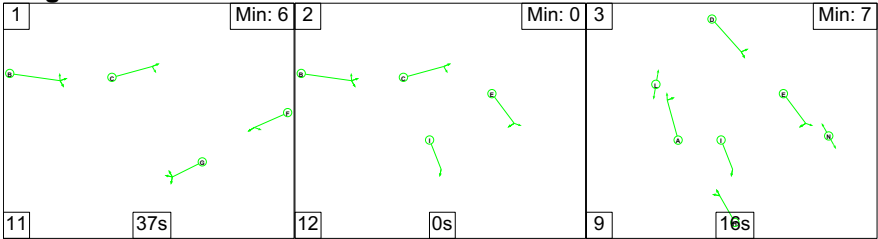
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	3	4	0	36.6	12.9	0.0	49.6	-	-	-	-	
A52/ Bardills Island	-	-	3	4	0	36.6	12.9	0.0	49.6	-	-	-	-	
1/2+1/1	946	946	-	-	-	4.9	1.7	-	6.6	25.1	10.8	1.7	12.5	
1/3	531	531	-	-	-	2.8	1.1	-	3.9	26.7	9.3	1.1	10.4	
2/1	7	7	3	4	0	0.0	0.0	-	0.0	12.7	0.1	0.0	0.1	
3/2+3/1	559	559	-	-	-	3.0	0.4	-	3.3	21.4	4.5	0.4	4.9	
3/3+3/4	617	617	-	-	-	3.3	0.5	-	3.9	22.5	5.4	0.5	5.9	
4/1	914	914	-	-	-	3.9	3.5	-	7.4	29.2	17.0	3.5	20.5	
4/2+4/3	1363	1363	-	-	-	4.8	2.6	-	7.5	19.8	13.4	2.6	16.1	
5/2+5/1	622	622	-	-	-	4.8	1.5	-	6.3	36.6	6.5	1.5	8.0	
6/1	563	563	-	-	-	0.8	0.0	-	0.8	5.2	5.4	0.0	5.4	
6/2	754	754	-	-	-	0.7	0.0	-	0.7	3.2	3.8	0.0	3.8	
6/3	697	697	-	-	-	0.7	0.0	-	0.7	3.4	3.7	0.0	3.7	
7/1	288	288	-	-	-	1.9	0.0	-	1.9	24.0	6.1	0.0	6.1	
7/2	269	269	-	-	-	1.9	0.0	-	1.9	25.0	5.7	0.0	5.7	
8/1	206	206	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	
8/2	325	325	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	
9/1	809	809	-	-	-	0.7	0.0	-	0.7	3.2	3.6	0.0	3.6	
9/2	937	937	-	-	-	0.6	0.0	-	0.6	2.2	2.9	0.0	2.9	
10/1	857	857	-	-	-	0.1	0.7	-	0.8	3.3	0.8	0.7	1.4	
10/2	980	980	-	-	-	0.1	0.9	-	1.0	3.8	0.7	0.9	1.6	
11/1	410	410	-	-	-	0.9	0.0	-	0.9	8.2	7.6	0.0	7.6	

Detailed Input Data And Results

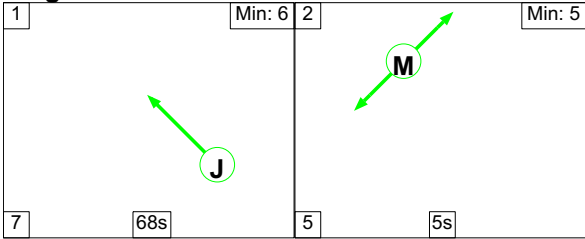
11/2	295	295	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	923	923	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	
12/2	889	889	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	
13/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 3 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) Cycle Time (s) Cycle Time (s) Cycle Time (s)														

Stage Sequence Diagram

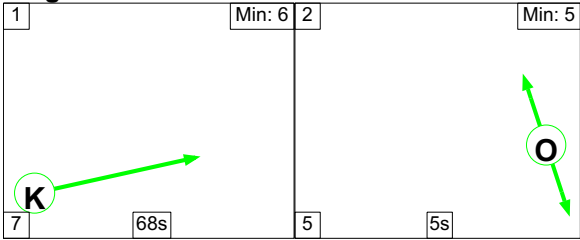
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	37	0	16
Change Point	42	5	17

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	42	32

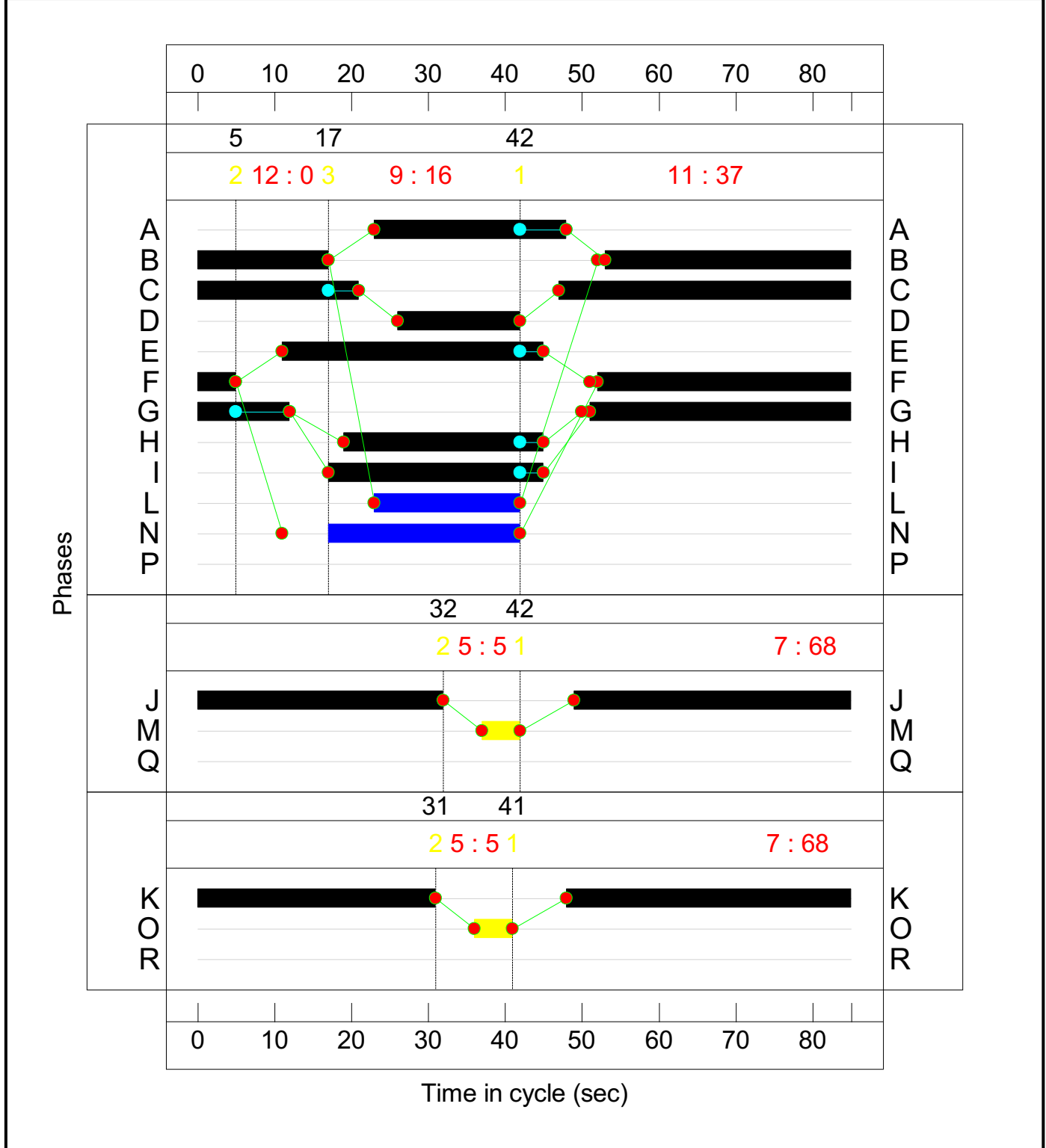
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

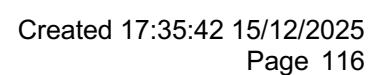
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	23	48
B	A52 West Right Ahead Left	Traffic	1	49	53	17
C	N Circ Right Ahead	Traffic	1	59	47	21
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	26	42
E	E Circ Right Ahead	Traffic	1	34	11	45
F	A52 East Ahead Left	Traffic	1	38	52	5
G	S Circ Right Ahead Left (25)	Traffic	1	46	51	12
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	19	45
I	Cut Thru Ahead (29)	Traffic	1	28	17	45
J	A52 West Exit Peds	Traffic	2	68	49	32
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	19	23	42
M	Pedestrians across	Pedestrian	2	5	37	42
N	Pedestrians across	Pedestrian	1	25	17	42
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	52	5
1/2	A52 East Ahead	U	F	52	5
1/3	A52 East Ahead	U	F	52	5
3/1	B6003 Toton Lane South Left	U	H	19	45
3/2	B6003 Toton Lane South Left	U	H	19	45
3/3	B6003 Toton Lane South Ahead	U	H	19	45
3/4	B6003 Toton Lane South Ahead	U	H	19	45
4/1	A52 West Ahead Left	U	B	53	17
4/2	A52 West Ahead	U	B	53	17
4/3	A52 West Right	U	B	53	17
5/1	B6003 Toton Lane North Ahead Left	U	D	26	42
5/2	B6003 Toton Lane North Ahead	U	D	26	42
6/1	S Circ Left	U	G	51	12
6/2	S Circ Ahead Left	U	G	51	12
6/3	S Circ Right Ahead	U	G	51	12
7/1	Cut Thru Ahead	U	I	17	45
7/2	Cut Thru Ahead	U	I	17	45
8/1	E Circ Right Ahead	U	E	11	45
8/2	E Circ Right	U	E	11	45
9/1	N Circ Ahead	U	C	47	21
9/2	N Circ Right Ahead	U	C	47	21
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	23	48
11/2	W Circ Right	U	A	23	48
12/1	A52 West Exit Peds	U	J	49	32
12/2	A52 West Exit Peds	U	J	49	32



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	94.3%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	94.3%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	38	-	-	1110	1900:1900	844+333	94.3 : 94.3%
1/3	A52 East Ahead	U	1	N/A	F		1	38	-	-	800	1900	872	91.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	618	1900:1900	604+604	51.2 : 51.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	634	1900:1900	455+565	62.2 : 62.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	49	-	-	1023	1900	1118	91.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	49	-	-	1577	1900:1900	959+754	92.1 : 92.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	688	1900:1900	380+380	92.1 : 88.9%
6/1	S Circ Left	U	1	N/A	G		1	46	-	-	536	1900	1051	51.0%
6/2	S Circ Ahead Left	U	1	N/A	G		1	46	-	-	975	1900	1051	92.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	46	-	-	973	1900	1051	92.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	355	1900	648	54.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	339	1900	648	52.3%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	232	1900	782	29.7%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	34	-	-	350	1900	782	44.7%
9/1	N Circ Ahead	U	1	N/A	C		1	59	-	-	1001	1900	1341	74.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	59	-	-	1045	1900	1341	77.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1060	1900	1542	68.7%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1092	1900	1542	70.8%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	365	1900	581	62.8%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	352	1900	581	60.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1205	1900	1542	78.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1199	1900	1542	77.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	891	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	418	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Detailed Input Data And Results

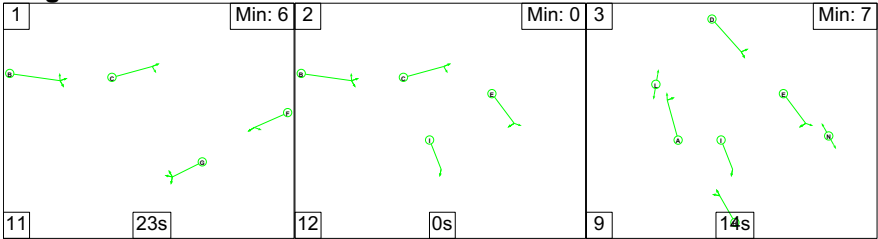
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	1	2	0	47.6	30.0	0.0	77.6	-	-	-	-	
A52/ Bardills Island	-	-	1	2	0	47.6	30.0	0.0	77.6	-	-	-	-	
1/2+1/1	1110	1110	-	-	-	6.0	6.9	-	12.9	41.9	17.5	6.9	24.3	
1/3	800	800	-	-	-	4.8	4.9	-	9.7	43.6	17.6	4.9	22.5	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.5	0.0	0.0	0.0	
3/2+3/1	618	618	-	-	-	4.1	0.5	-	4.6	26.7	5.9	0.5	6.4	
3/3+3/4	634	634	-	-	-	4.2	0.8	-	5.0	28.5	6.9	0.8	7.7	
4/1	1023	1023	-	-	-	4.4	4.9	-	9.3	32.8	21.3	4.9	26.2	
4/2+4/3	1577	1577	-	-	-	5.5	5.4	-	10.9	24.8	15.9	5.4	21.3	
5/2+5/1	688	688	-	-	-	6.3	4.3	-	10.6	55.6	8.1	4.3	12.3	
6/1	536	536	-	-	-	0.9	0.0	-	0.9	6.2	9.7	0.0	9.7	
6/2	975	975	-	-	-	0.8	0.0	-	0.8	2.8	5.8	0.0	5.8	
6/3	973	973	-	-	-	0.7	0.0	-	0.7	2.7	4.9	0.0	4.9	
7/1	355	355	-	-	-	3.0	0.0	-	3.0	30.0	8.4	0.0	8.4	
7/2	339	339	-	-	-	2.9	0.0	-	2.9	31.0	8.0	0.0	8.0	
8/1	232	232	-	-	-	0.1	0.0	-	0.1	1.6	0.3	0.0	0.3	
8/2	350	350	-	-	-	0.2	0.0	-	0.2	1.5	0.3	0.0	0.3	
9/1	1001	1001	-	-	-	0.8	0.0	-	0.8	3.0	4.6	0.0	4.6	
9/2	1045	1045	-	-	-	0.7	0.0	-	0.7	2.4	3.9	0.0	3.9	
10/1	1060	1060	-	-	-	0.1	1.1	-	1.2	4.2	1.2	1.1	2.3	
10/2	1092	1092	-	-	-	0.1	1.2	-	1.3	4.4	1.1	1.2	2.3	
11/1	365	365	-	-	-	0.9	0.0	-	0.9	8.9	7.6	0.0	7.6	

Detailed Input Data And Results

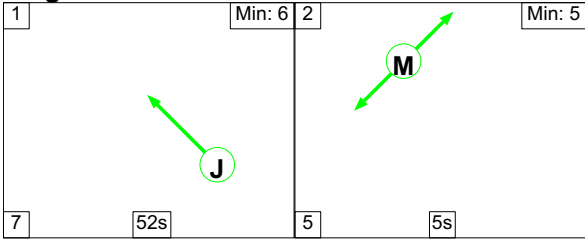
11/2	352	352	-	-	-	0.2	0.0	-	0.2	1.7	0.3	0.0	0.3
12/1	1205	1205	-	-	-	0.4	0.0	-	0.4	1.2	2.7	0.0	2.7
12/2	1199	1199	-	-	-	0.4	0.0	-	0.4	1.2	2.7	0.0	2.7
13/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%): -4.8Total Delay for Signalled Lanes (pcuHr): 74.18Cycle Time (s): 85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%): 15.2Total Delay for Signalled Lanes (pcuHr): 0.81Cycle Time (s): 85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%): 27.1Total Delay for Signalled Lanes (pcuHr): 2.58Cycle Time (s): 85 PRC Over All Lanes (%): -4.8Total Delay Over All Lanes(pcuHr): 77.58													

Stage Sequence Diagram

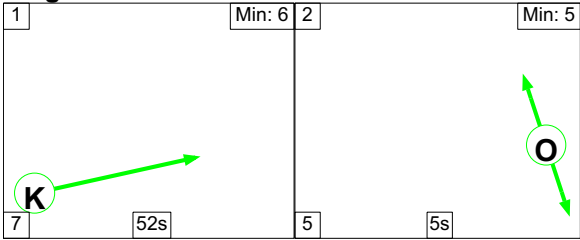
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	23	0	14
Change Point	48	13	25

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	48	38

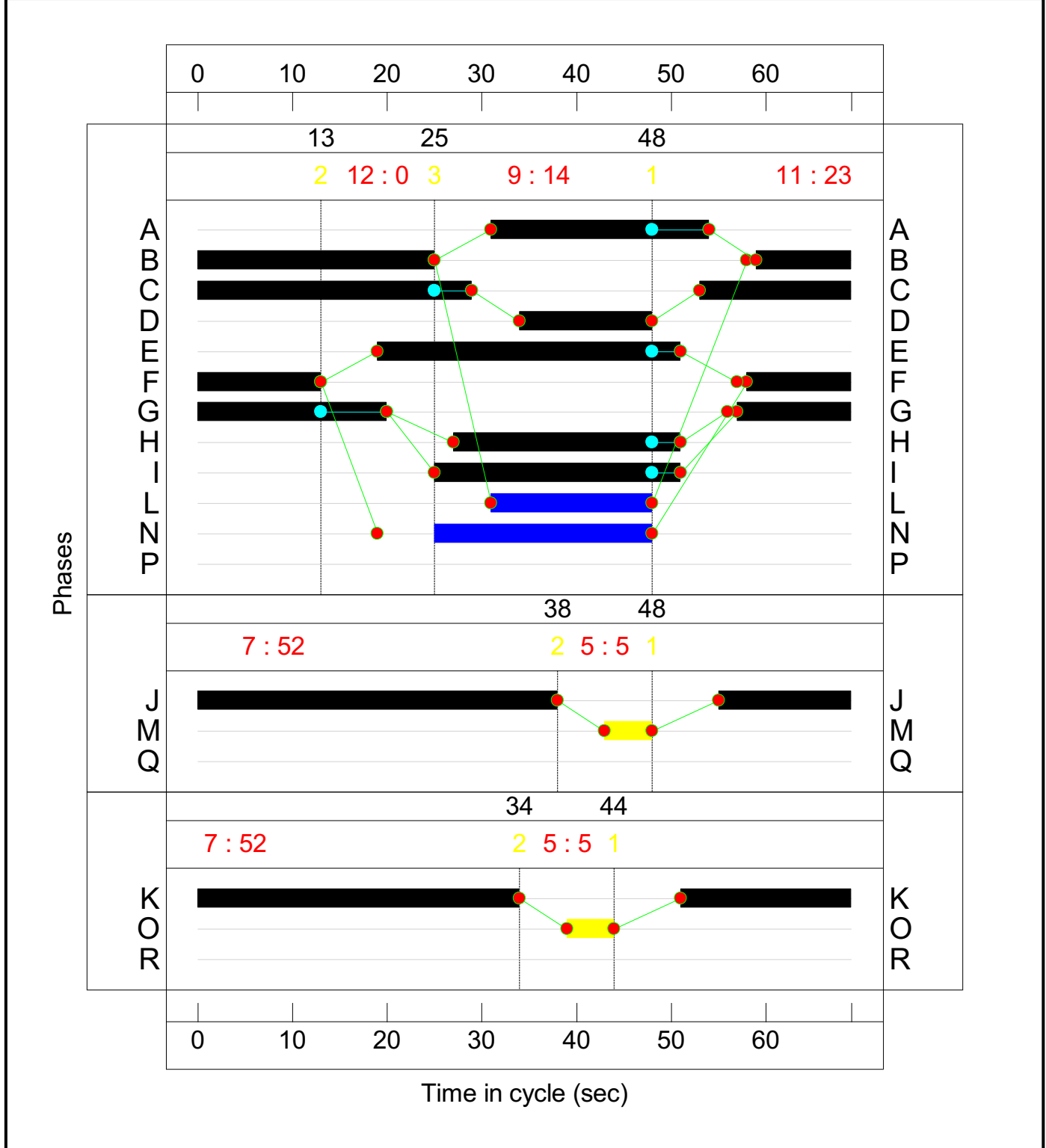
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	44	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	23	31	54
B	A52 West Right Ahead Left	Traffic	1	35	59	25
C	N Circ Right Ahead	Traffic	1	45	53	29
D	B6003 Toton Lane North Ahead Left	Traffic	1	14	34	48
E	E Circ Right Ahead	Traffic	1	32	19	51
F	A52 East Ahead Left	Traffic	1	24	58	13
G	S Circ Right Ahead Left (25)	Traffic	1	32	57	20
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	24	27	51
I	Cut Thru Ahead (29)	Traffic	1	26	25	51
J	A52 West Exit Peds	Traffic	2	52	55	38
K	A52 E Exit peds	Traffic	3	52	51	34
L	Pedestrians across	Pedestrian	1	17	31	48
M	Pedestrians across	Pedestrian	2	5	43	48
N	Pedestrians across	Pedestrian	1	23	25	48
O	Pedestrians across	Pedestrian	3	5	39	44
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

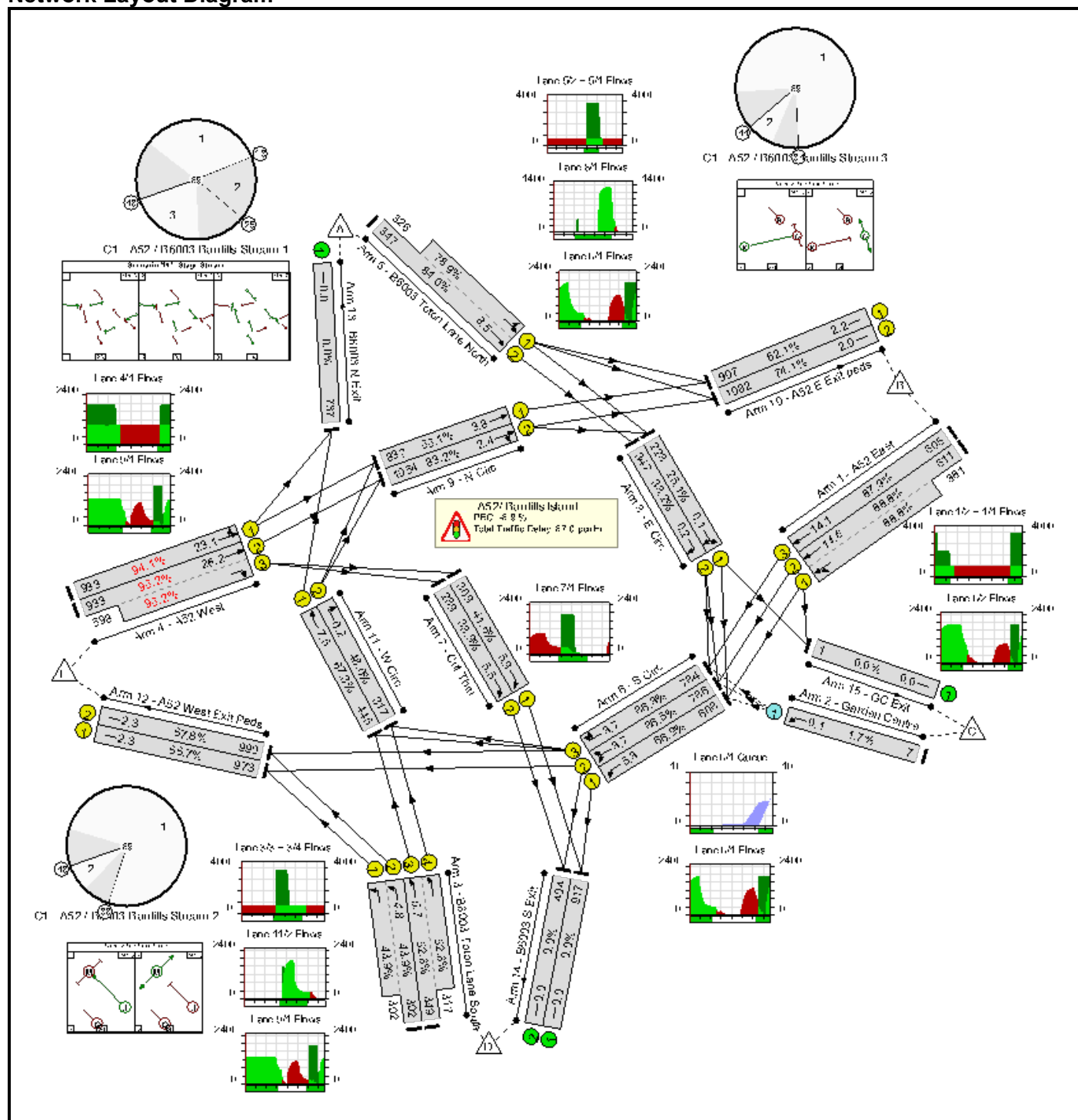
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	58	13
1/2	A52 East Ahead	U	F	58	13
1/3	A52 East Ahead	U	F	58	13
3/1	B6003 Toton Lane South Left	U	H	27	51
3/2	B6003 Toton Lane South Left	U	H	27	51
3/3	B6003 Toton Lane South Ahead	U	H	27	51
3/4	B6003 Toton Lane South Ahead	U	H	27	51
4/1	A52 West Ahead Left	U	B	59	25
4/2	A52 West Ahead	U	B	59	25
4/3	A52 West Right	U	B	59	25
5/1	B6003 Toton Lane North Ahead Left	U	D	34	48
5/2	B6003 Toton Lane North Ahead	U	D	34	48
6/1	S Circ Left	U	G	57	20
6/2	S Circ Ahead Left	U	G	57	20
6/3	S Circ Right Ahead	U	G	57	20
7/1	Cut Thru Ahead	U	I	25	51
7/2	Cut Thru Ahead	U	I	25	51
8/1	E Circ Right Ahead	U	E	19	51
8/2	E Circ Right	U	E	19	51
9/1	N Circ Ahead	U	C	53	29
9/2	N Circ Right Ahead	U	C	53	29
10/1	A52 E Exit peds	U	K	51	34
10/2	A52 E Exit peds	U	K	51	34
11/1	W Circ Ahead	U	A	31	54
11/2	W Circ Right	U	A	31	54
12/1	A52 West Exit Peds	U	J	55	38
12/2	A52 West Exit Peds	U	J	55	38

Network Layout Diagram



Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	96.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	96.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	24	-	-	992	1900:1900	688+429	88.8 : 88.8%
1/3	A52 East Ahead	U	1	N/A	F		1	24	-	-	605	1900	688	87.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	407	1.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	24	-	-	604	1900:1900	688+688	43.9 : 43.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	24	-	-	666	1900:1900	664+603	52.6 : 52.6%
4/1	A52 West Ahead Left	U	1	N/A	B		1	35	-	-	933	1900	991	94.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	35	-	-	1531	1900:1900	970+622	96.2 : 96.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	14	-	-	673	1900:1900	413+413	84.0 : 78.9%
6/1	S Circ Left	U	1	N/A	G		1	32	-	-	608	1900	909	66.9%
6/2	S Circ Ahead Left	U	1	N/A	G		1	32	-	-	786	1900	909	86.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	32	-	-	784	1900	909	86.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	309	1900	743	41.6%
7/2	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	289	1900	743	38.9%
8/1	E Circ Right Ahead	U	1	N/A	E		1	32	-	-	228	1900	909	25.1%

Detailed Input Data And Results

8/2	E Circ Right	U	1	N/A	E		1	32	-	-	347	1900	909	38.2%
9/1	N Circ Ahead	U	1	N/A	C		1	45	-	-	837	1900	1267	66.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	45	-	-	1054	1900	1267	83.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	907	1900	1459	62.1%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1082	1900	1459	74.1%
11/1	W Circ Ahead	U	1	N/A	A		1	23	-	-	445	1900	661	67.3%
11/2	W Circ Right	U	1	N/A	A		1	23	-	-	317	1900	661	48.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	52	-	-	973	1900	1459	66.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	52	-	-	990	1900	1459	67.8%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	917	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	404	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	-	-	3	4	0	38.4	28.5	0.0	67.0	-	-	-	-	
A52/ Bardills Island	-	-	3	4	0	38.4	28.5	0.0	67.0	-	-	-	-	
1/2+1/1	992	992	-	-	-	5.4	3.7	-	9.1	33.0	10.9	3.7	14.6	
1/3	605	605	-	-	-	3.5	3.4	-	6.8	40.6	10.8	3.4	14.1	
2/1	7	7	3	4	0	0.0	0.0	-	0.0	10.7	0.0	0.0	0.1	
3/2+3/1	604	604	-	-	-	2.8	0.4	-	3.2	19.0	4.4	0.4	4.8	
3/3+3/4	666	666	-	-	-	3.1	0.6	-	3.7	20.0	5.1	0.6	5.7	
4/1	933	933	-	-	-	4.0	6.5	-	10.6	40.7	16.6	6.5	23.1	
4/2+4/3	1531	1531	-	-	-	5.9	9.6	-	15.5	36.4	16.6	9.6	26.2	
5/2+5/1	673	673	-	-	-	4.8	2.1	-	6.9	37.1	6.4	2.1	8.5	
6/1	608	608	-	-	-	0.8	0.0	-	0.8	4.7	5.3	0.0	5.3	
6/2	786	786	-	-	-	0.7	0.0	-	0.7	3.1	3.7	0.0	3.7	
6/3	784	784	-	-	-	0.7	0.0	-	0.7	3.2	3.7	0.0	3.7	
7/1	309	309	-	-	-	1.7	0.0	-	1.7	19.5	5.9	0.0	5.9	
7/2	289	289	-	-	-	1.6	0.0	-	1.6	20.5	5.5	0.0	5.5	
8/1	228	228	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	
8/2	347	347	-	-	-	0.1	0.0	-	0.1	0.9	0.2	0.0	0.2	
9/1	837	837	-	-	-	0.8	0.0	-	0.8	3.4	3.8	0.0	3.8	
9/2	1054	1054	-	-	-	0.5	0.0	-	0.5	1.6	2.4	0.0	2.4	
10/1	907	907	-	-	-	0.2	0.8	-	1.0	3.9	1.4	0.8	2.2	
10/2	1082	1082	-	-	-	0.1	1.4	-	1.5	5.0	0.6	1.4	2.0	
11/1	445	445	-	-	-	0.9	0.0	-	0.9	7.1	7.5	0.0	7.5	

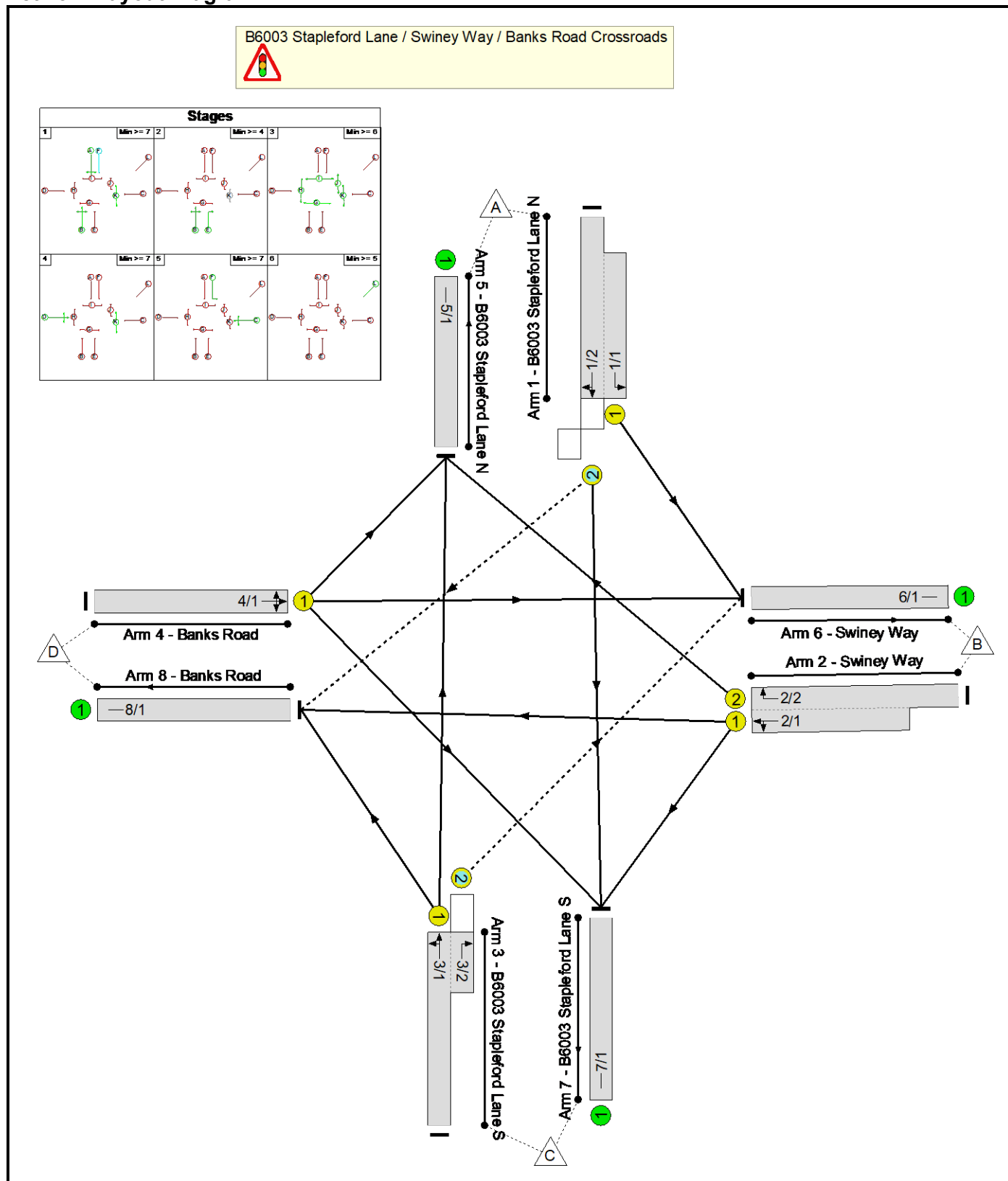
Detailed Input Data And Results

11/2	317	317	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	973	973	-	-	-	0.4	0.0	-	0.4	1.4	2.3	0.0	2.3	
12/2	990	990	-	-	-	0.4	0.0	-	0.4	1.4	2.3	0.0	2.3	
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills C1 - A52 / B6003 Bardills Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 3 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) Cycle Time (s): 69 Cycle Time (s): 69 Cycle Time (s): 69														

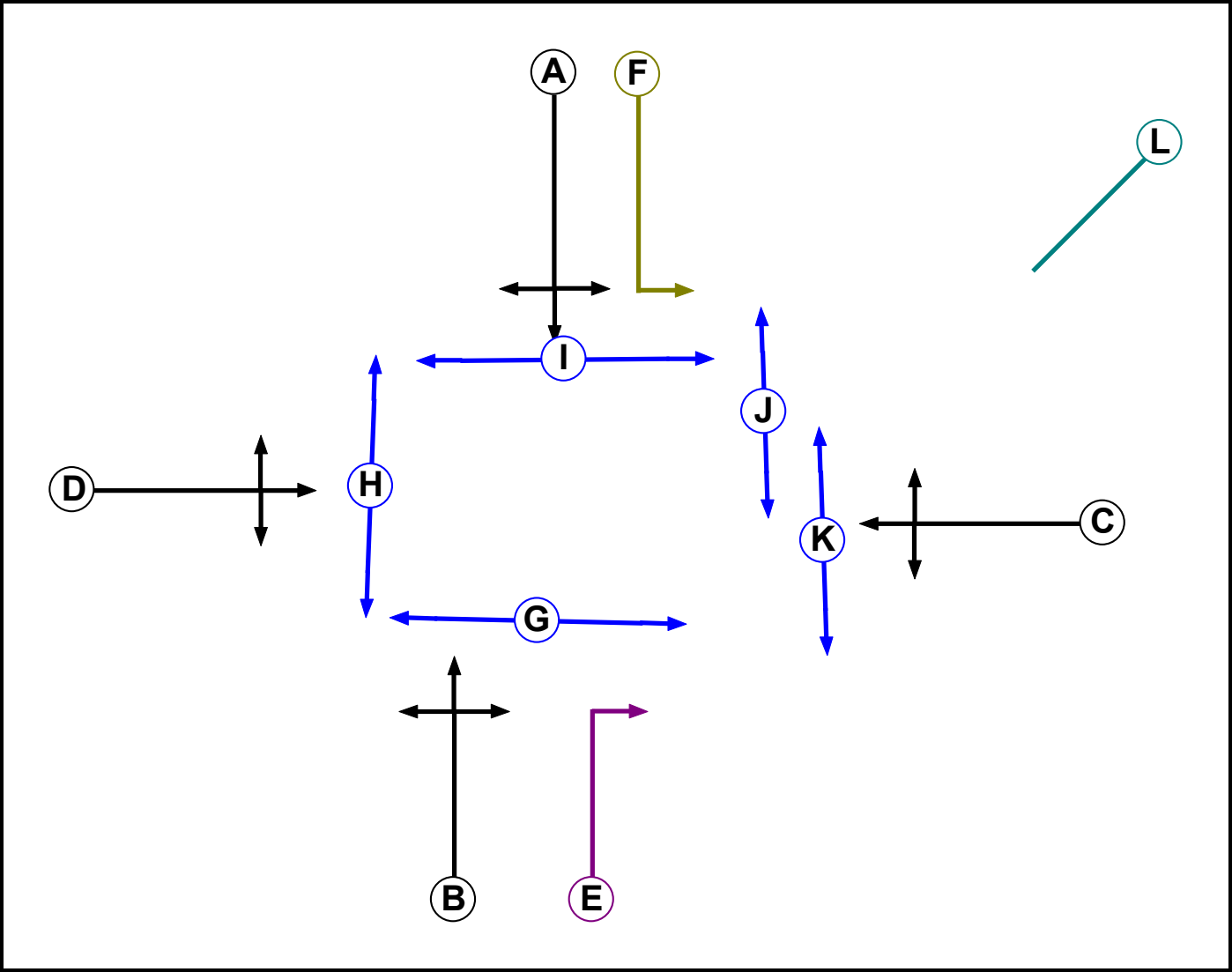
Full Input Data And Results**User and Project Details**

Project:	Toton West
Title:	B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
Location:	
Client:	Bloor Homes Ltd
Date Started:	23.10.25
Checked By:	RM / PM
Additional detail:	
File name:	LINSIG~1.LSG
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Ind. Arrow	B	4	4
F	Filter	A	4	0
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Dummy		5	5

Full Input Data And Results

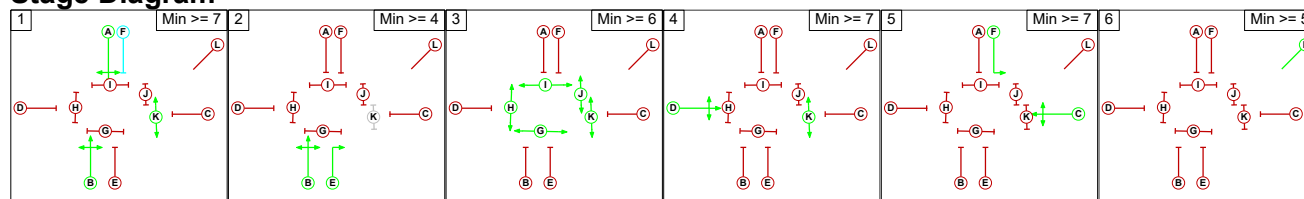
Phase Intergreens Matrix

Terminating Phase	Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L
	A		-	7	7	5	-	9	9	5	8	-	3
	B	-		7	7	-	-	5	7	9	8	-	3
	C	6	6		7	5	-	8	8	9	-	5	4
	D	5	5	5		5	5	8	5	8	8	-	3
	E	5	-	7	7		7	5	7	9	8	-	3
	F	-	-	-	5	5		9	9	5	8	-	3
	G	9	9	9	9	9	9		-	-	-	-	6
	H	9	9	9	9	9	9	-		-	-	-	6
	I	10	10	10	10	10	10	-	-		-	-	6
	J	8	8	-	8	8	8	-	-	-		-	6
	K	-	-	7	-	-	-	-	-	-	-		6
	L	2	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B K
2	B E
3	G H I J K
4	D K
5	C F
6	L

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage						
		1	2	3	4	5	6
	1		5	9	7	7	6
	2	5		9	7	7	3
	3	10	10		10	10	6
	4	5	5	8		7	6
	5	6	X	X	X		X
	6	2	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B6003 Stapleford Lane N)	8/1 (Right)	1439	0	3/1	1.09	All	4.00	2.00	0.50	4	4.00
3/2 (B6003 Stapleford Lane S)	6/1 (Right)	1439	0	1/1	1.09	All	2.50	-	0.50	3	2.50
				1/2	1.09	All					

Lane Input Data

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B6003 Stapleford Lane N)	U	A F	2	3	26.0	Geom	-	3.00	0.00	Y	Arm 6 Left	9.00
1/2 (B6003 Stapleford Lane N)	O	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	15.00
2/1 (Swiney Way)	U	C	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 7 Left	9.00
											Arm 8 Ahead	Inf
2/2 (Swiney Way)	U	C	2	3	8.7	Geom	-	3.25	0.00	N	Arm 5 Right	20.00
3/1 (B6003 Stapleford Lane S)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
3/2 (B6003 Stapleford Lane S)	O	B E	2	3	4.0	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
											Arm 5 Left	12.00
4/1 (Banks Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	15.00
5/1 (B6003 Stapleford Lane N)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Swiney Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B6003 Stapleford Lane S)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Banks Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2028 Base AM'	08:00	09:00	01:00	
4: '2028 Base PM'	17:00	18:00	01:00	
5: '2028 Base + Development AM'	08:00	09:00	01:00	
6: '2028 Base + Development PM'	17:00	18:00	01:00	
7: '2041 Base AM'	08:00	09:00	01:00	
8: '2041 Base PM'	17:00	18:00	01:00	
9: '2041 Base + Development AM'	08:00	09:00	01:00	
10: '2041 Base + Development PM'	17:00	18:00	01:00	
11: '2028 Base + Sensitivity AM'	08:00	09:00	01:00	
12: '2028 Base + Sensitivity PM'	17:00	18:00	01:00	
13: '2041 Base + Sensitivity AM'	08:00	09:00	01:00	
14: '2041 Base + Sensitivity PM'	17:00	18:00	01:00	
15: '2028 Base + Sensitivity + Development AM'	08:00	09:00	01:00	
16: '2028 Base + Sensitivity + Development PM'	17:00	18:00	01:00	
17: '2041 Base + Sensitivity + Development AM'	08:00	09:00	01:00	
18: '2041 Base + Sensitivity + Development PM'	17:00	18:00	01:00	

Scenario 1: '2028 Base + Development AM' (FG5: '2028 Base + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	681	291	18	990
	B	407	0	52	66	525
	C	391	57	0	59	507
	D	54	179	79	0	312
	Tot.	852	917	422	143	2334

Traffic Lane Flows

Lane	Scenario 1: 2028 Base + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	681
1/2 (with short)	990(In) 309(Out)
2/1 (short)	118
2/2 (with short)	525(In) 407(Out)
3/1 (with short)	507(In) 450(Out)
3/2 (short)	57
4/1	312
5/1	852
6/1	917
7/1	422
8/1	143

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.2 %	2043	2043
				Arm 8 Right	15.00	5.8 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.9 %	1884	1884
				Arm 8 Left	12.00	13.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	491	399	23	913
	B	484	0	79	126	689
	C	362	45	0	81	488
	D	46	112	73	0	231
	Tot.	892	648	551	230	2321

Traffic Lane Flows

Lane	Scenario 2: 2028 Base + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	491
1/2 (with short)	913(In) 422(Out)
2/1 (short)	205
2/2 (with short)	689(In) 484(Out)
3/1 (with short)	488(In) 443(Out)
3/2 (short)	45
4/1	231
5/1	892
6/1	648
7/1	551
8/1	230

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.7 %	1872	1872
				Arm 8 Left	12.00	18.3 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	734	312	19	1065
	B	439	0	56	72	567
	C	422	62	0	64	548
	D	58	193	85	0	336
	Tot.	919	989	453	155	2516

Traffic Lane Flows

Lane	Scenario 3: 2041 Base + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	734
1/2 (with short)	1065(In) 331(Out)
2/1 (short)	128
2/2 (with short)	567(In) 439(Out)
3/1 (with short)	548(In) 486(Out)
3/2 (short)	62
4/1	336
5/1	919
6/1	989
7/1	453
8/1	155

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.3 %	2043	2043
				Arm 8 Right	15.00	5.7 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	532	433	25	990
	B	524	0	86	136	746
	C	391	49	0	88	528
	D	50	122	79	0	251
	Tot.	965	703	598	249	2515

Traffic Lane Flows

Lane	Scenario 4: 2041 Base + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	532
1/2 (with short)	990(In) 458(Out)
2/1 (short)	222
2/2 (with short)	746(In) 524(Out)
3/1 (with short)	528(In) 479(Out)
3/2 (short)	49
4/1	251
5/1	965
6/1	703
7/1	598
8/1	249

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.6 %	1872	1872
				Arm 8 Left	12.00	18.4 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 Base + Sensitivity AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	734	312	19	1065
	B	439	0	56	72	567
	C	422	62	0	64	548
	D	58	193	85	0	336
	Tot.	919	989	453	155	2516

Traffic Lane Flows

Lane	Scenario 5: 2041 Base + Sensitivity AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	734
1/2 (with short)	1065(In) 331(Out)
2/1 (short)	128
2/2 (with short)	567(In) 439(Out)
3/1 (with short)	548(In) 486(Out)
3/2 (short)	62
4/1	336
5/1	919
6/1	989
7/1	453
8/1	155

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.3 %	2043	2043
				Arm 8 Right	15.00	5.7 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 Base + Sensitivity PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	532	433	25	990
	B	524	0	86	136	746
	C	391	49	0	88	528
	D	50	122	79	0	251
	Tot.	965	703	598	249	2515

Traffic Lane Flows

Lane	Scenario 6: 2041 Base + Sensitivity PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	532
1/2 (with short)	990(In) 458(Out)
2/1 (short)	222
2/2 (with short)	746(In) 524(Out)
3/1 (with short)	528(In) 479(Out)
3/2 (short)	49
4/1	251
5/1	965
6/1	703
7/1	598
8/1	249

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.6 %	1872	1872
				Arm 8 Left	12.00	18.4 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2028 Base + Sensitivity + Development AM' (FG15: '2028 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	701	304	18	1023
	B	411	0	52	66	529
	C	394	57	0	59	510
	D	54	179	79	0	312
	Tot.	859	937	435	143	2374

Traffic Lane Flows

Lane	Scenario 7: 2028 Base + Sensitivity + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	701
1/2 (with short)	1023(In) 322(Out)
2/1 (short)	118
2/2 (with short)	529(In) 411(Out)
3/1 (with short)	510(In) 453(Out)
3/2 (short)	57
4/1	312
5/1	859
6/1	937
7/1	435
8/1	143

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.4 %	2044	2044
				Arm 8 Right	15.00	5.6 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.0 %	1884	1884
				Arm 8 Left	12.00	13.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2028 Base + Sensitivity + Development PM' (FG16: '2028 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	497	403	23	923
	B	499	0	79	126	704
	C	372	45	0	81	498
	D	46	112	73	0	231
	Tot.	917	654	555	230	2356

Traffic Lane Flows

Lane	Scenario 8: 2028 Base + Sensitivity + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	497
1/2 (with short)	923(In) 426(Out)
2/1 (short)	205
2/2 (with short)	704(In) 499(Out)
3/1 (with short)	498(In) 453(Out)
3/2 (short)	45
4/1	231
5/1	917
6/1	654
7/1	555
8/1	230

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.6 %	2044	2044
				Arm 8 Right	15.00	5.4 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.1 %	1873	1873
				Arm 8 Left	12.00	17.9 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2041 Base + Sensitivity + Development AM' (FG17: '2041 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	753	326	19	1098
	B	443	0	56	72	571
	C	425	62	0	64	551
	D	58	193	85	0	336
	Tot.	926	1008	467	155	2556

Traffic Lane Flows

Lane	Scenario 9: 2041 Base + Sensitivity + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	753
1/2 (with short)	1098(In) 345(Out)
2/1 (short)	128
2/2 (with short)	571(In) 443(Out)
3/1 (with short)	551(In) 489(Out)
3/2 (short)	62
4/1	336
5/1	926
6/1	1008
7/1	467
8/1	155

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.9 %	1884	1884
				Arm 8 Left	12.00	13.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2041 Base + Sensitivity + Development PM' (FG18: '2041 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	538	437	25	1000
	B	539	0	86	136	761
	C	401	49	0	88	538
	D	50	122	79	0	251
	Tot.	990	709	602	249	2550

Traffic Lane Flows

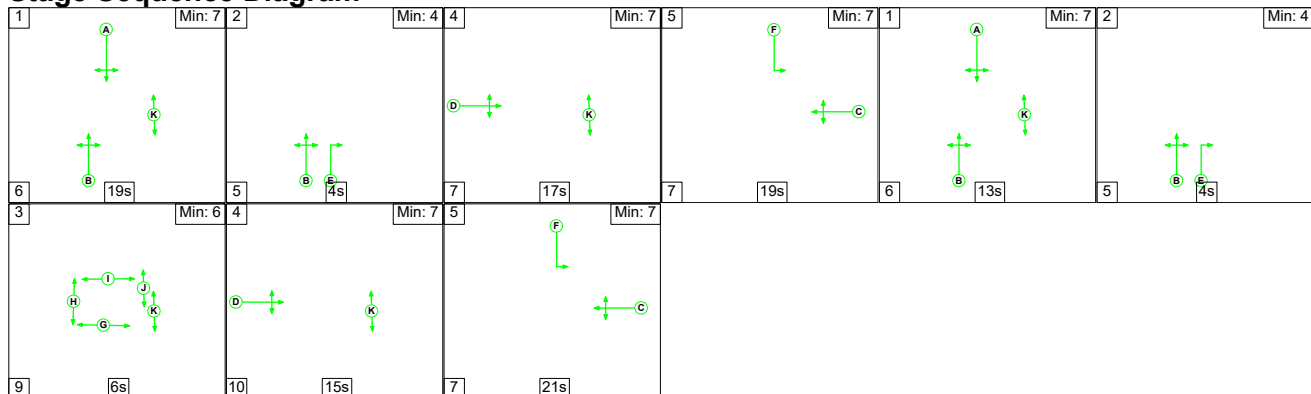
Lane	Scenario 10: 2041 Base + Sensitivity + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	538
1/2 (with short)	1000(In) 462(Out)
2/1 (short)	222
2/2 (with short)	761(In) 539(Out)
3/1 (with short)	538(In) 489(Out)
3/2 (short)	49
4/1	251
5/1	990
6/1	709
7/1	602
8/1	249

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.6 %	2044	2044
				Arm 8 Right	15.00	5.4 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.0 %	1873	1873
				Arm 8 Left	12.00	18.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2028 Base + Development AM' (FG5: '2028 Base + Development AM', Plan 1: 'Peds alt')

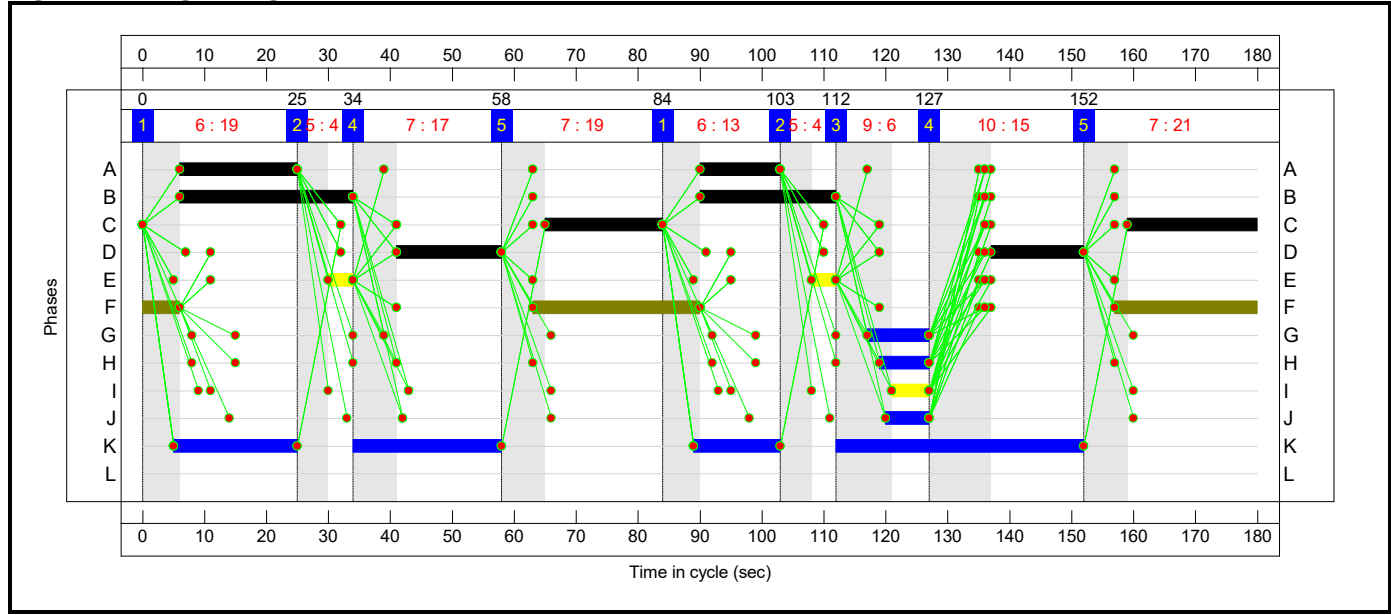
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	17	19	13	4	6	15	21
Change Point	0	25	34	58	84	103	112	127	152

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

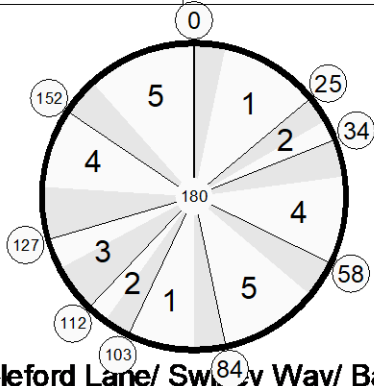
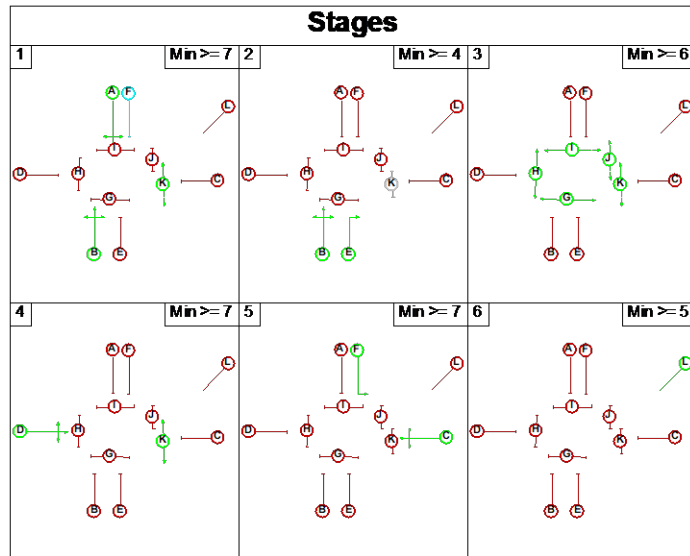
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -2.0 %

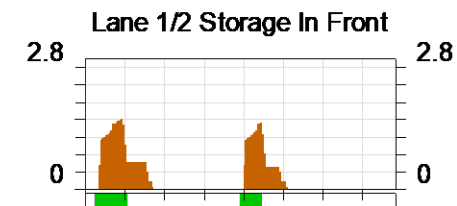
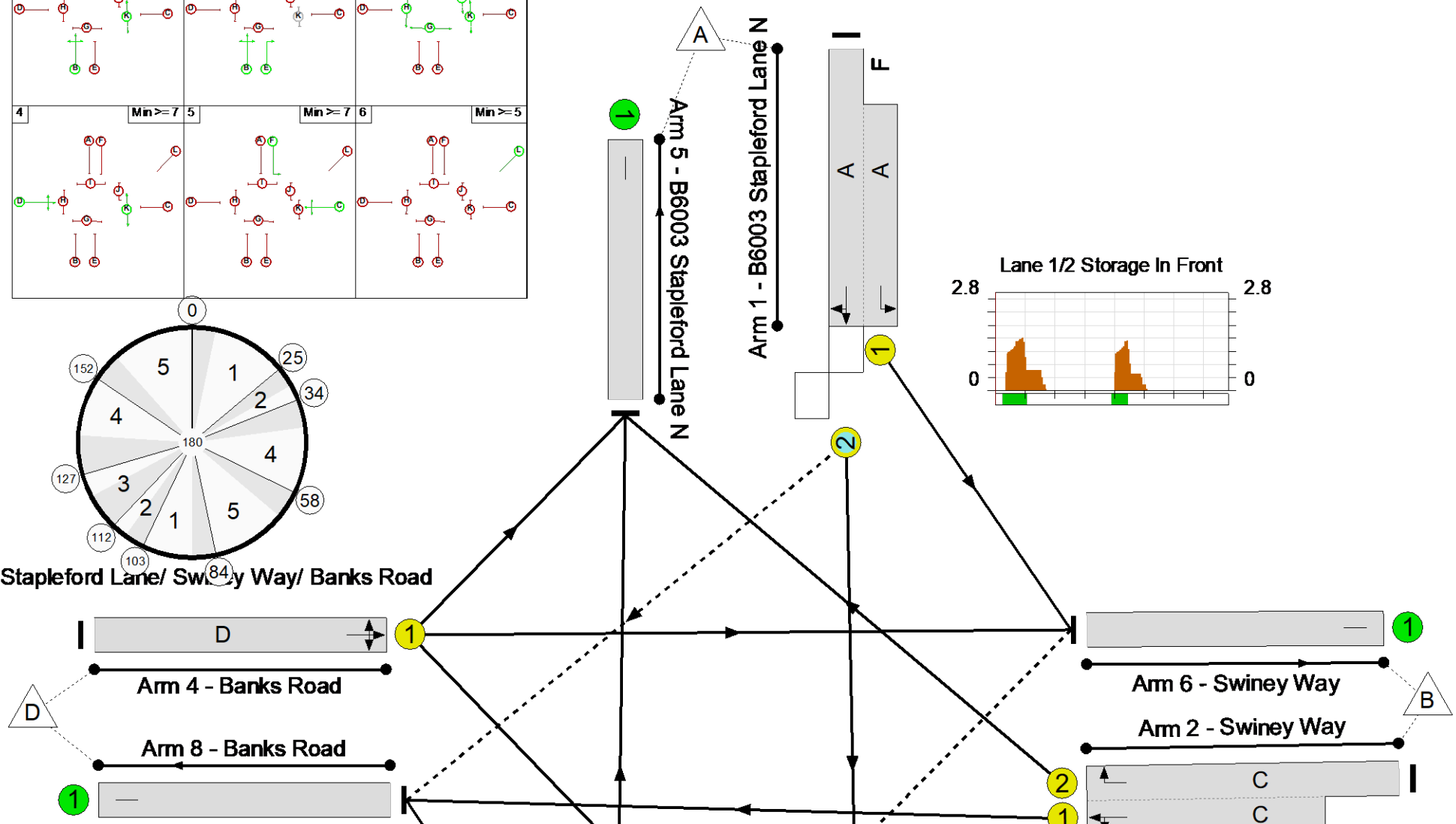
Total Traffic Delay: 34.3 pcuHr



Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	91.8%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	91.8%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	32:88	56	990	2043:1641	377+820	82.0 : 83.0%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	40	-	525	1935:1807	443+129	91.8 : 91.8%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	50	8	507	1884:1868	494+63	91.1 : 91.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	32	-	312	1829	345	90.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

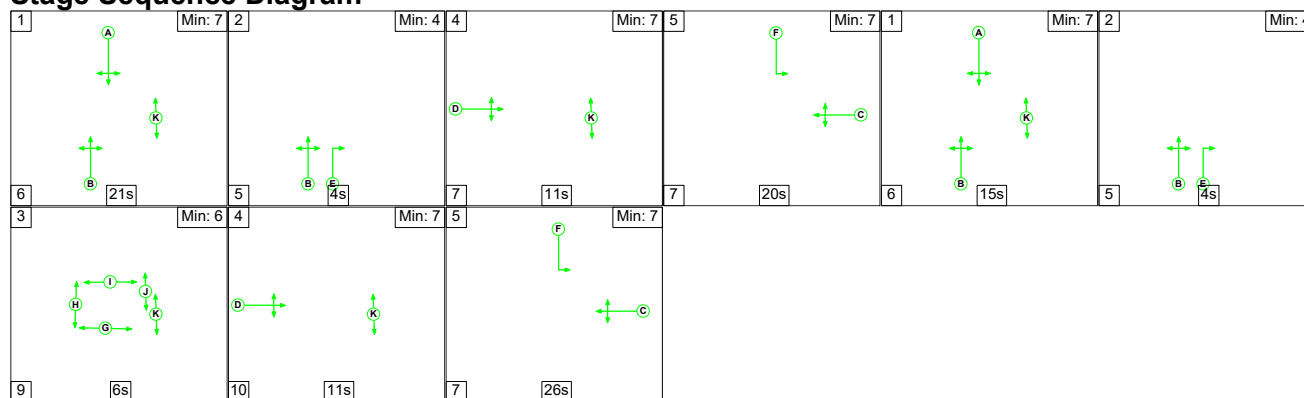
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	45	2	19.0	15.2	0.2	34.3	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	45	2	19.0	15.2	0.2	34.3	-	-	-	-
1/2+1/1	990	990	18	0	0	6.8	2.3	0.1	9.2	33.4	17.0	2.3	19.4
2/2+2/1	525	525	-	-	-	4.7	4.7	-	9.4	64.6	10.7	4.7	15.4
3/1+3/2	507	507	10	45	2	4.4	4.3	0.1	8.8	62.6	13.4	4.3	17.8
4/1	312	312	-	-	-	3.1	3.8	-	6.9	79.8	8.1	3.8	11.9
5/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-2.0	Total Delay for Signalled Lanes (pcuHr):		34.35	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-2.0	Total Delay Over All Lanes(pcuHr):		34.35					

Full Input Data And Results

Scenario 2: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'Peds alt')

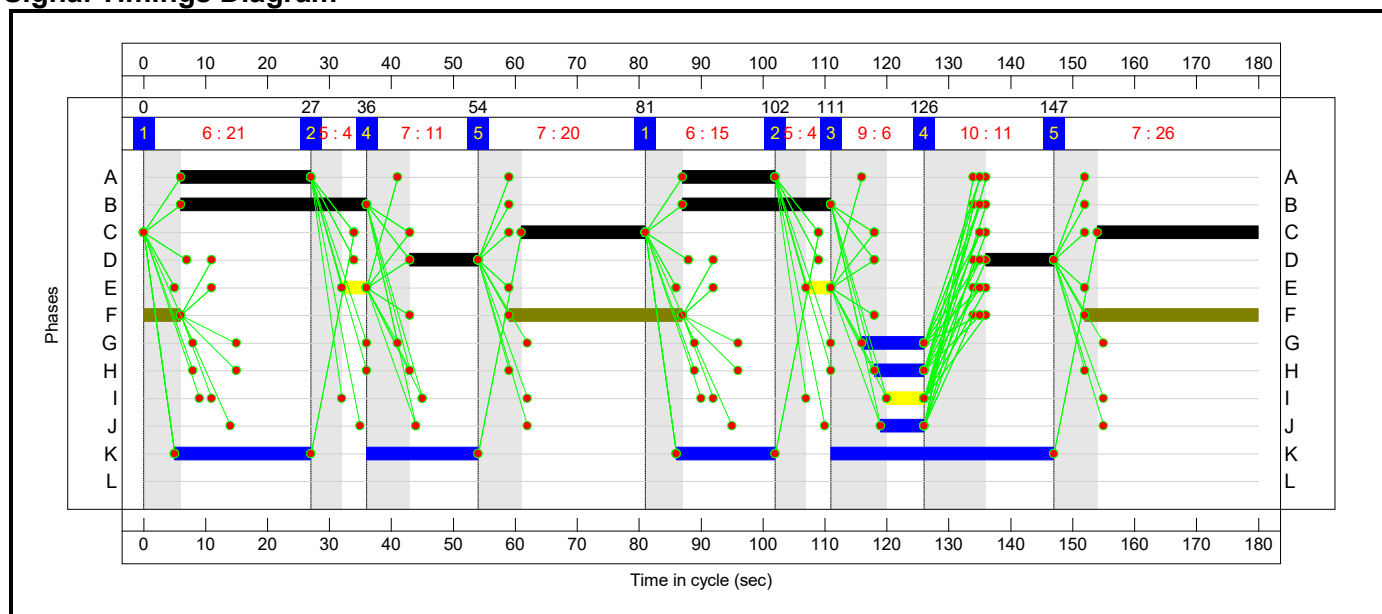
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	11	20	15	4	6	11	26
Change Point	0	27	36	54	81	102	111	126	147

Signal Timings Diagram



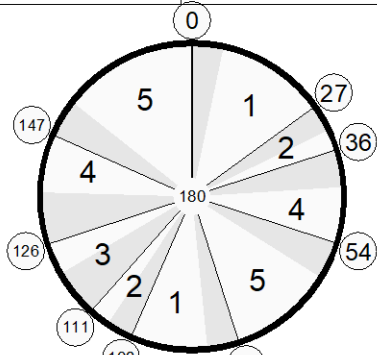
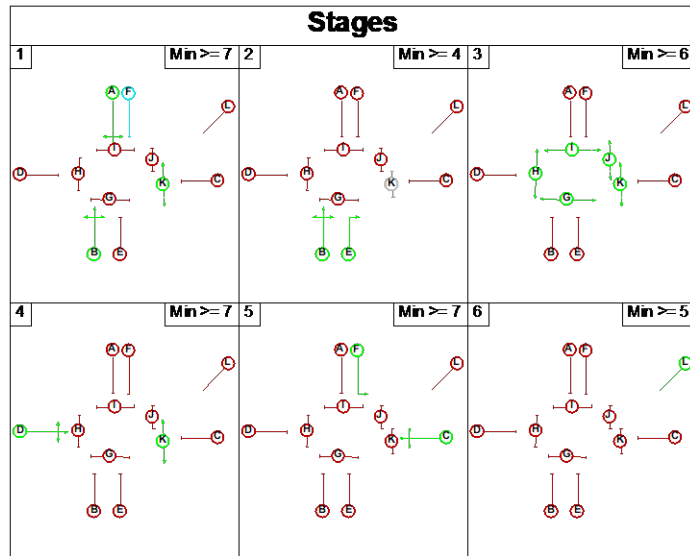
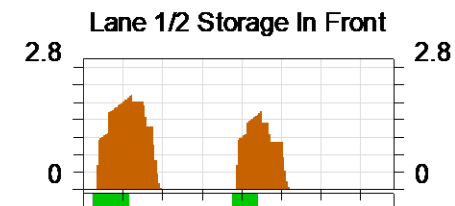
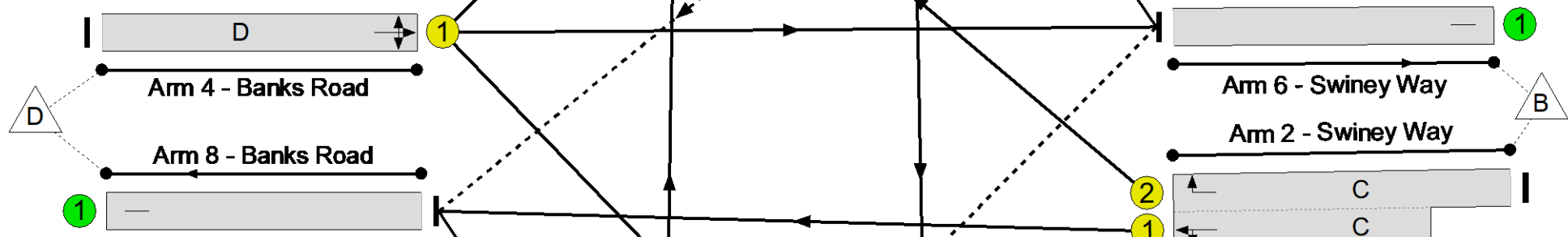
Full Input Data And Results

Network Layout Diagram

B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -10.8 %

Total Traffic Delay: 49.8 pcuHr

Stages**C1 - Stapleford Lane/ Swiney Way/ Banks Road**

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.7%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.7%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	36:98	62	913	2044:1641	432+502	97.8 : 97.8%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	46	-	689	1935:1823	485+206	99.7 : 99.7%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	54	8	488	1872:1868	538+55	82.4 : 82.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	22	-	231	1813	242	95.6%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

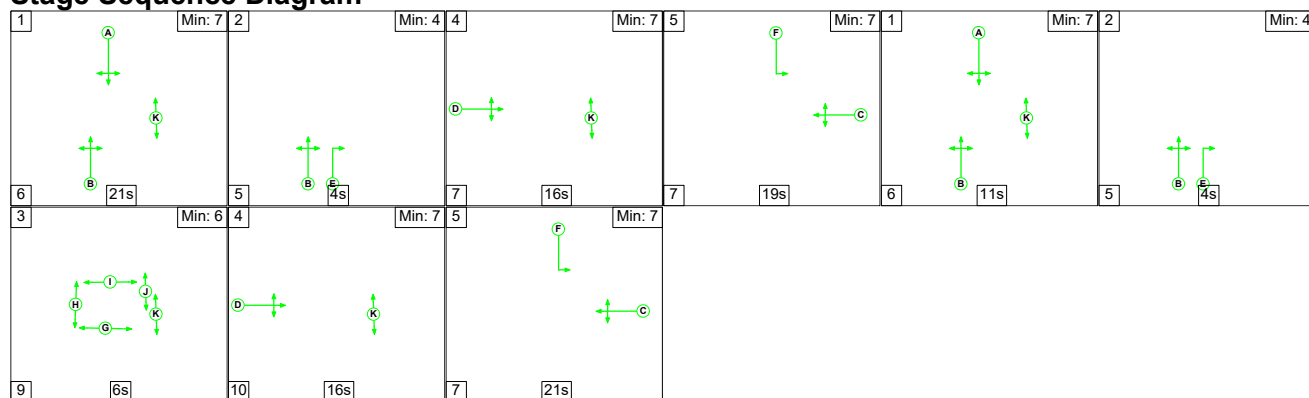
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	33	30	4	18.7	31.0	0.1	49.8	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	33	30	4	18.7	31.0	0.1	49.8	-	-	-	-
1/2+1/1	913	913	20	0	3	6.1	10.8	0.1	17.0	66.9	12.2	10.8	23.0
2/2+2/1	689	689	-	-	-	6.1	12.6	-	18.7	97.8	14.5	12.6	27.1
3/1+3/2	488	488	13	30	2	4.0	2.2	0.1	6.3	46.4	13.0	2.2	15.3
4/1	231	231	-	-	-	2.5	5.4	-	7.9	122.6	5.9	5.4	11.3
5/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%): -10.8		Total Delay for Signalled Lanes (pcuHr): 49.84		Cycle Time (s): 180						
			PRC Over All Lanes (%): -10.8		Total Delay Over All Lanes(pcuHr): 49.84								

Full Input Data And Results

Scenario 3: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')

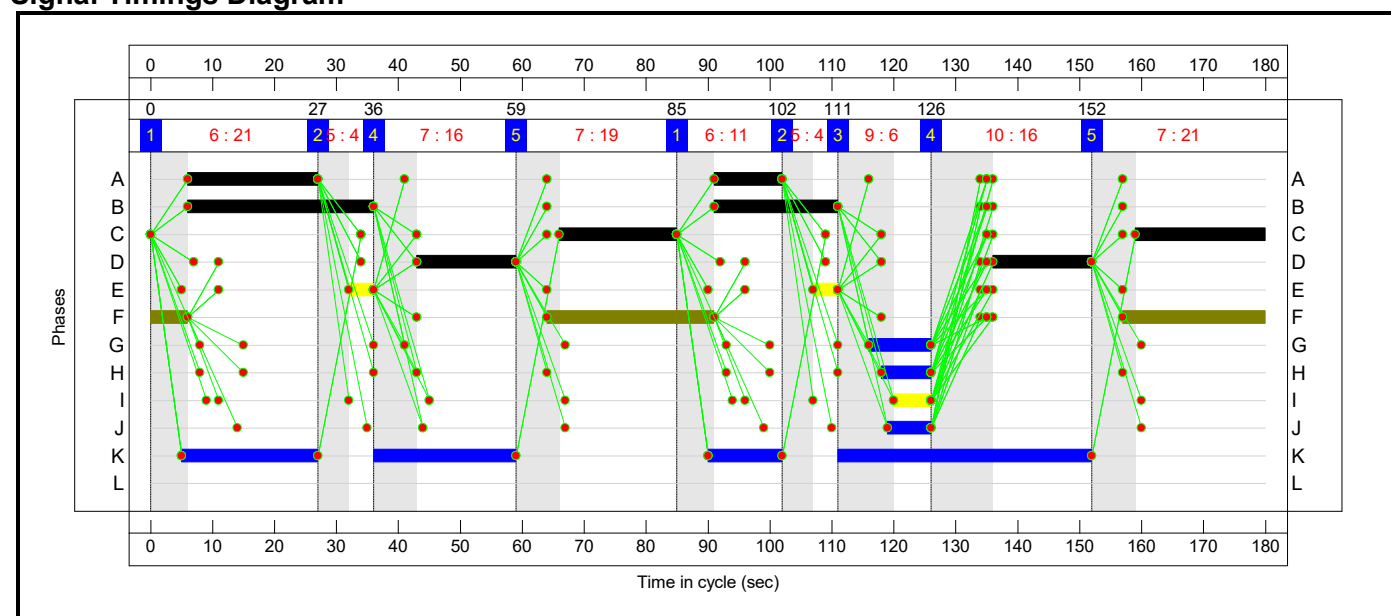
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	16	19	11	4	6	16	21
Change Point	0	27	36	59	85	102	111	126	152

Signal Timings Diagram

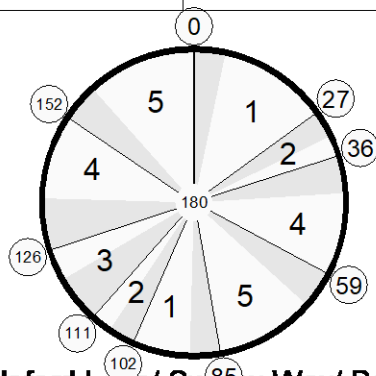
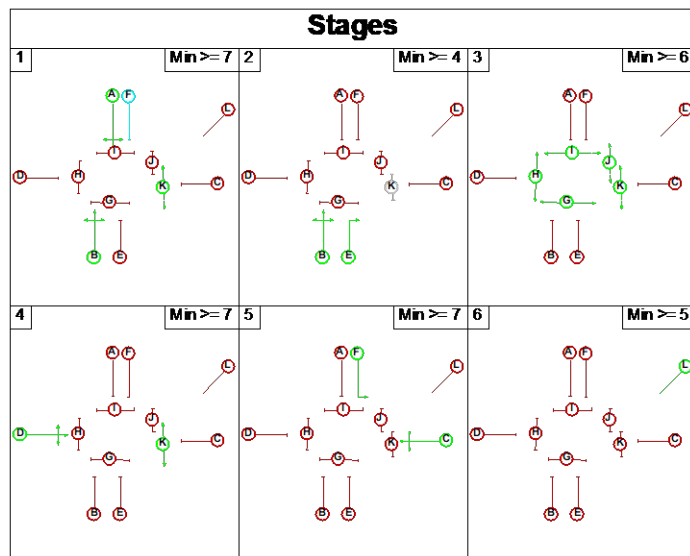


PRC: -10.0 %

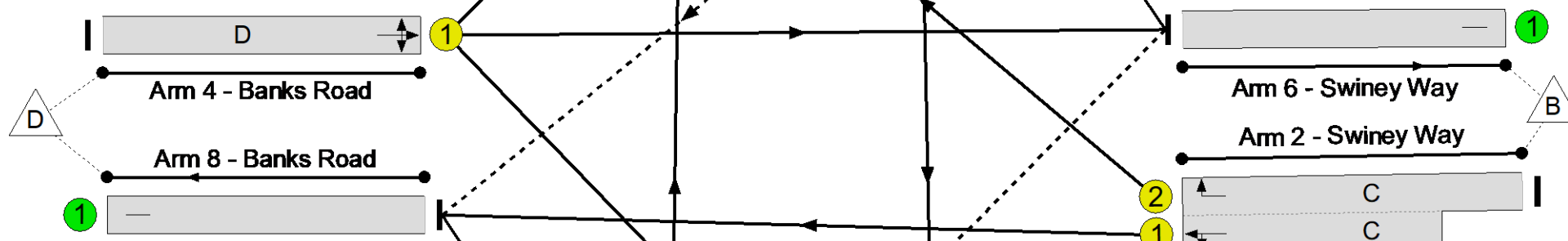
Total Traffic Delay: 53.0 pcuHr



Stages



C1 - Stapleford Lane/ Swadley Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	32:88	56	1065	2043:1641	370+820	89.5 : 89.5%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	40	-	567	1935:1808	443+129	99.0 : 99.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	50	8	548	1884:1868	494+63	98.4 : 98.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	32	-	336	1829	345	97.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

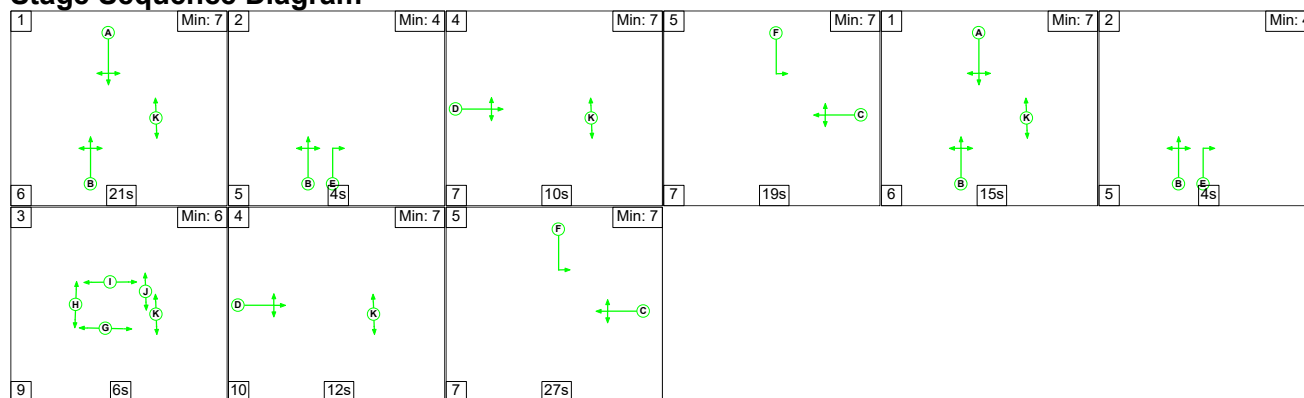
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	12	51	19	21.3	31.4	0.2	53.0	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	12	51	19	21.3	31.4	0.2	53.0	-	-	-	-
1/2+1/1	1065	1065	6	0	13	7.7	4.0	0.1	11.7	39.7	19.8	4.0	23.8
2/2+2/1	567	567	-	-	-	5.3	10.6	-	15.9	101.0	12.0	10.6	22.6
3/1+3/2	548	548	5	51	6	5.0	9.7	0.1	14.8	97.1	15.3	9.7	25.0
4/1	336	336	-	-	-	3.4	7.1	-	10.5	112.6	8.7	7.1	15.8
5/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-10.0	Total Delay for Signalled Lanes (pcuHr):		52.95	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-10.0	Total Delay Over All Lanes(pcuHr):		52.95					

Full Input Data And Results

Scenario 4: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')

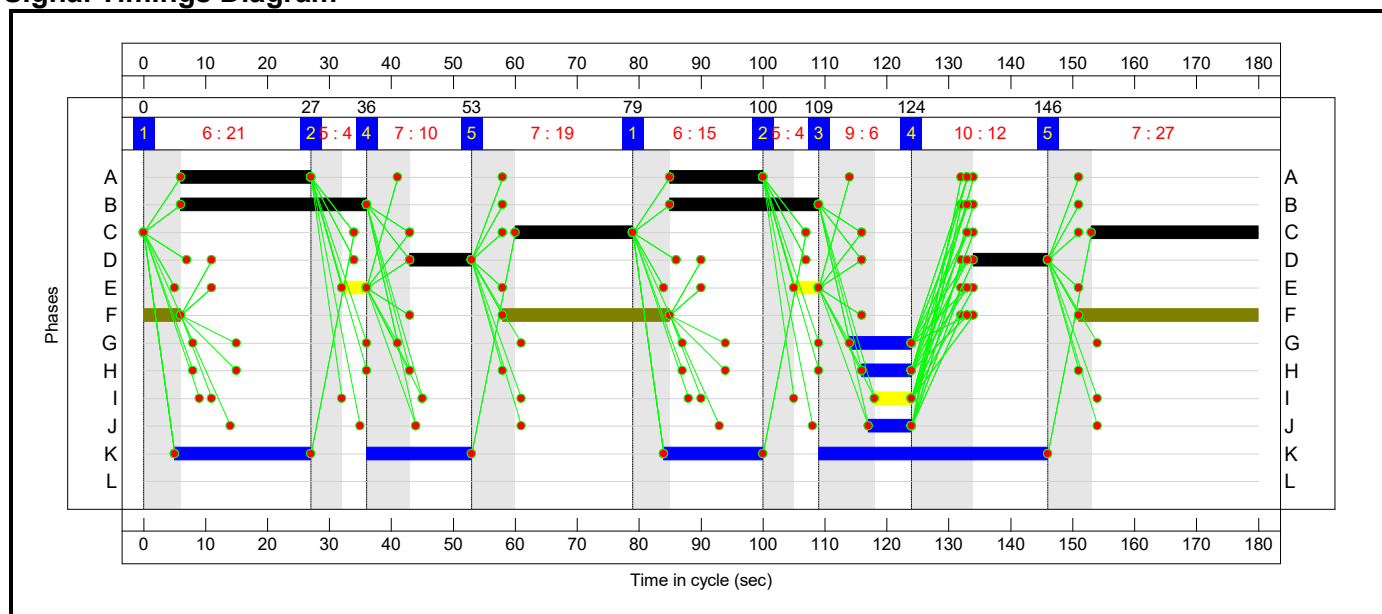
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	10	19	15	4	6	12	27
Change Point	0	27	36	53	79	100	109	124	146

Signal Timings Diagram



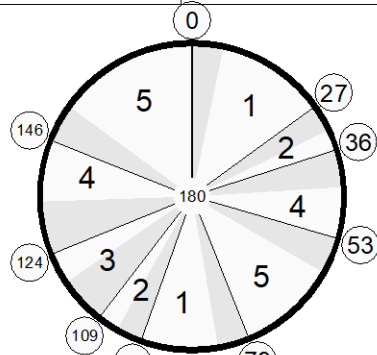
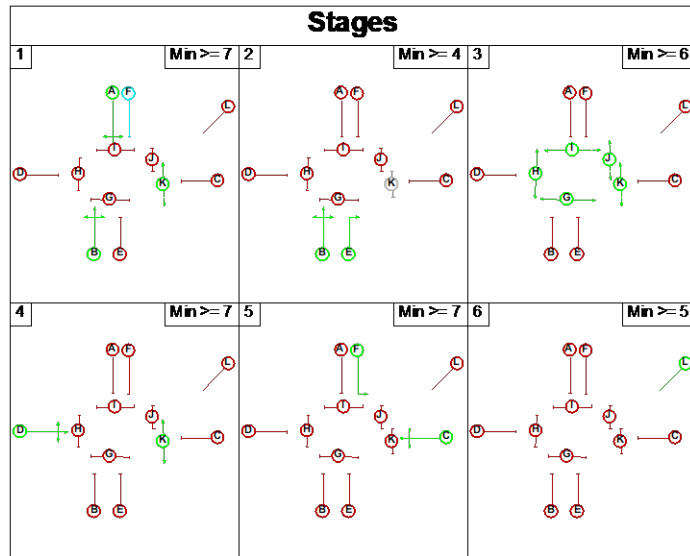
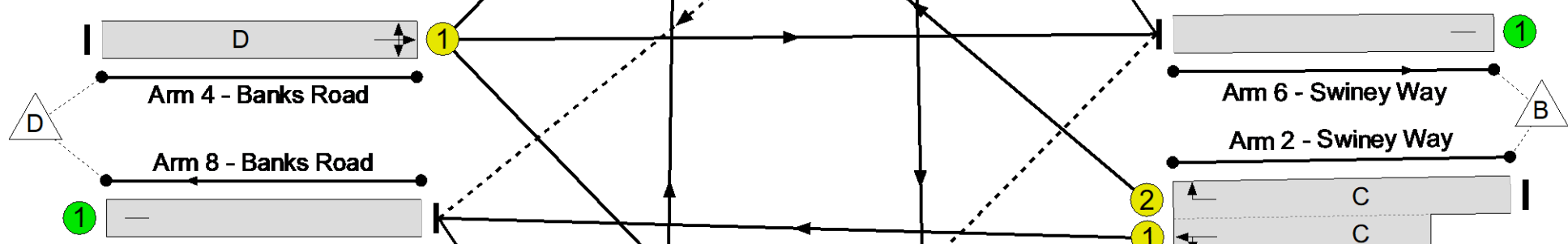
Full Input Data And Results

Network Layout Diagram

B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -19.9 %

Total Traffic Delay: 112.2 pcuHr

**Stages****C1 - Stapleford Lane / Swiney Way / Banks Road**

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	107.9%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	107.9%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	36:98	62	990	2044:1641	432+501	106.1 : 106.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	46	-	746	1935:1822	485+206	107.9 : 107.9%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	54	8	528	1872:1868	537+55	89.1 : 89.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	22	-	251	1813	242	103.8%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

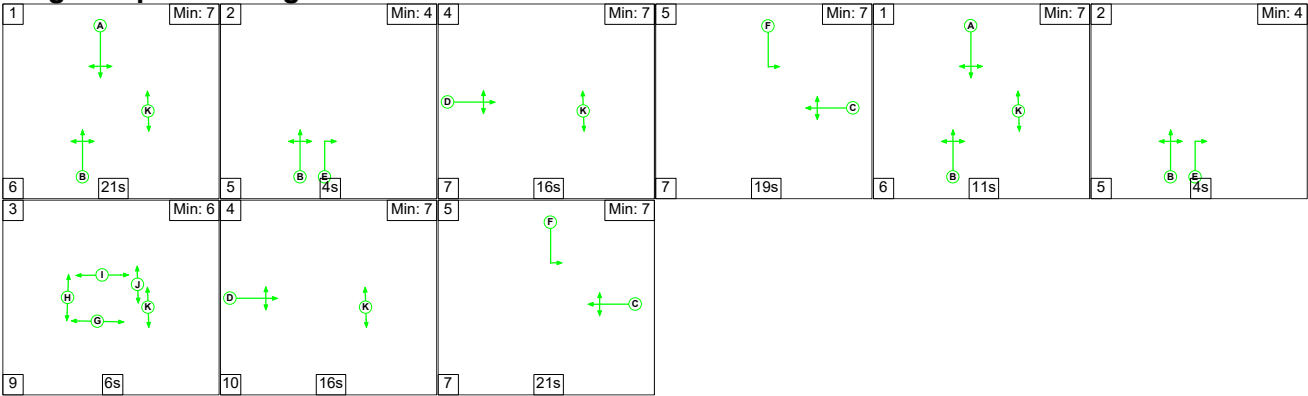
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	35	9	29.1	82.9	0.2	112.2	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	35	9	29.1	82.9	0.2	112.2	-	-	-	-
1/2+1/1	990	964	17	0	6	9.4	35.6	0.1	45.1	163.9	15.1	35.6	50.7
2/2+2/1	746	691	-	-	-	11.7	33.1	-	44.8	216.1	21.4	33.1	54.5
3/1+3/2	528	528	11	35	2	4.5	3.7	0.1	8.3	56.3	15.0	3.7	18.7
4/1	251	242	-	-	-	3.6	10.6	-	14.1	202.5	7.5	10.6	18.0
5/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%): -19.9		PRC Over All Lanes (%): -19.9		Total Delay for Signalled Lanes (pcuHr): 112.21		Total Delay Over All Lanes(pcuHr): 112.21		Cycle Time (s): 180		

Full Input Data And Results

Scenario 5: '2041 Base + Sensitivity AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')

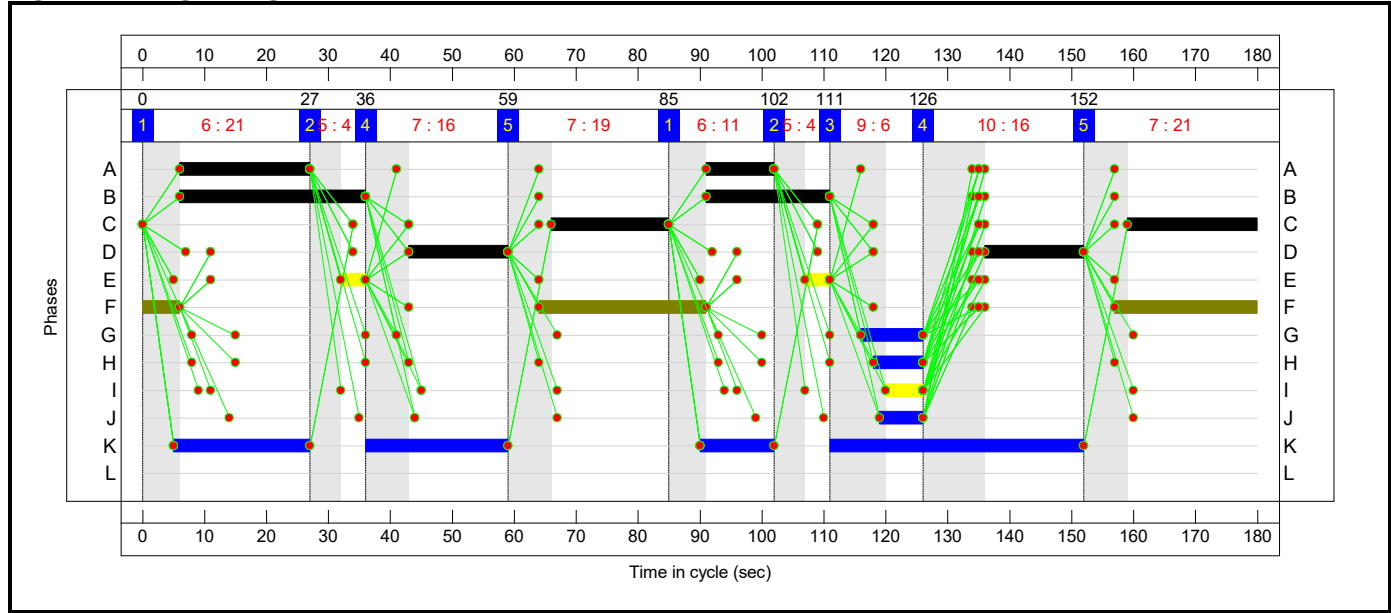
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	16	19	11	4	6	16	21
Change Point	0	27	36	59	85	102	111	126	152

Signal Timings Diagram



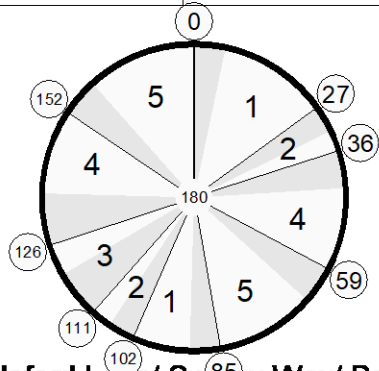
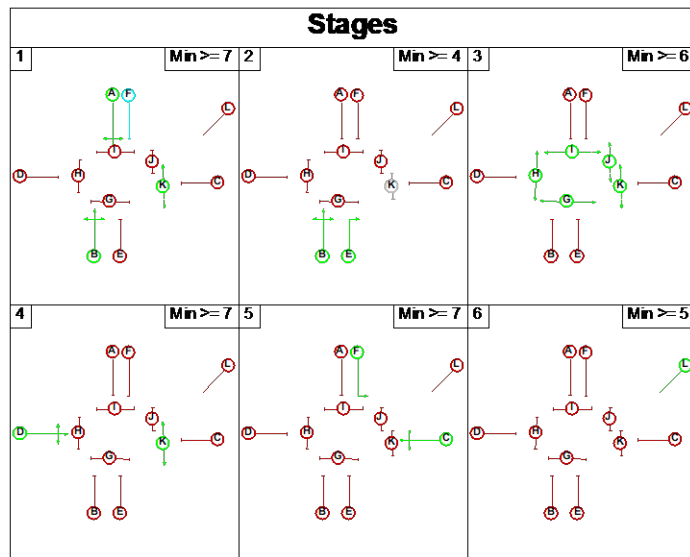
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -10.0 %

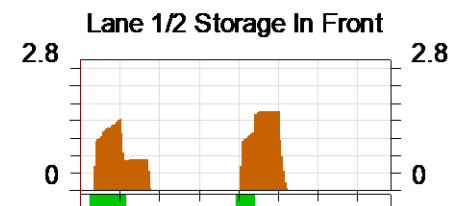
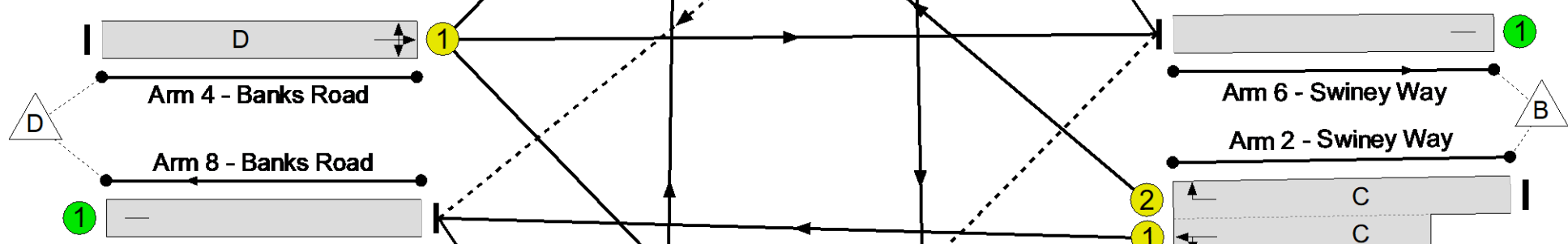
Total Traffic Delay: 53.0 pcuHr



Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	32:88	56	1065	2043:1641	370+820	89.5 : 89.5%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	40	-	567	1935:1808	443+129	99.0 : 99.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	50	8	548	1884:1868	494+63	98.4 : 98.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	32	-	336	1829	345	97.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

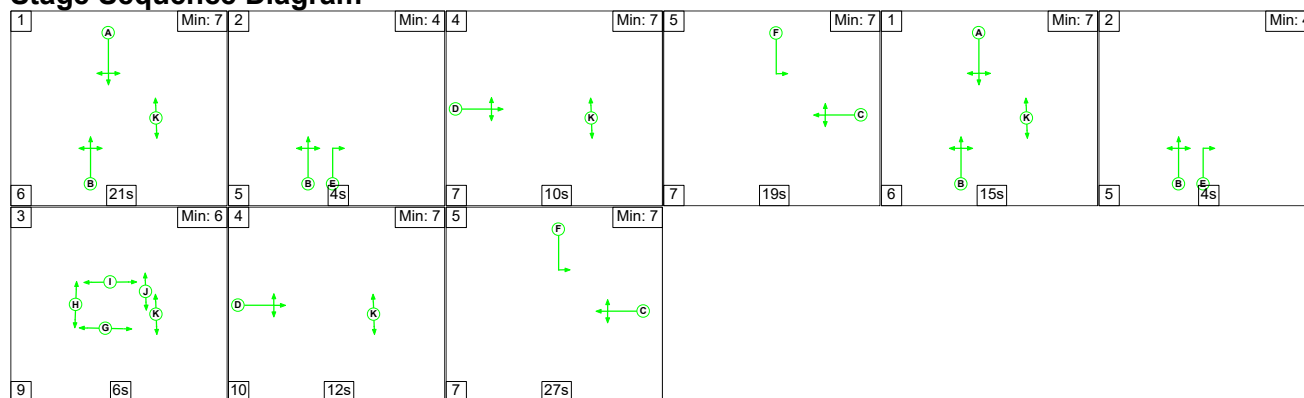
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	12	51	19	21.3	31.4	0.2	53.0	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	12	51	19	21.3	31.4	0.2	53.0	-	-	-	-
1/2+1/1	1065	1065	6	0	13	7.7	4.0	0.1	11.7	39.7	19.8	4.0	23.8
2/2+2/1	567	567	-	-	-	5.3	10.6	-	15.9	101.0	12.0	10.6	22.6
3/1+3/2	548	548	5	51	6	5.0	9.7	0.1	14.8	97.1	15.3	9.7	25.0
4/1	336	336	-	-	-	3.4	7.1	-	10.5	112.6	8.7	7.1	15.8
5/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-10.0	Total Delay for Signalled Lanes (pcuHr):		52.95	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-10.0	Total Delay Over All Lanes(pcuHr):		52.95					

Full Input Data And Results

Scenario 6: '2041 Base + Sensitivity PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')

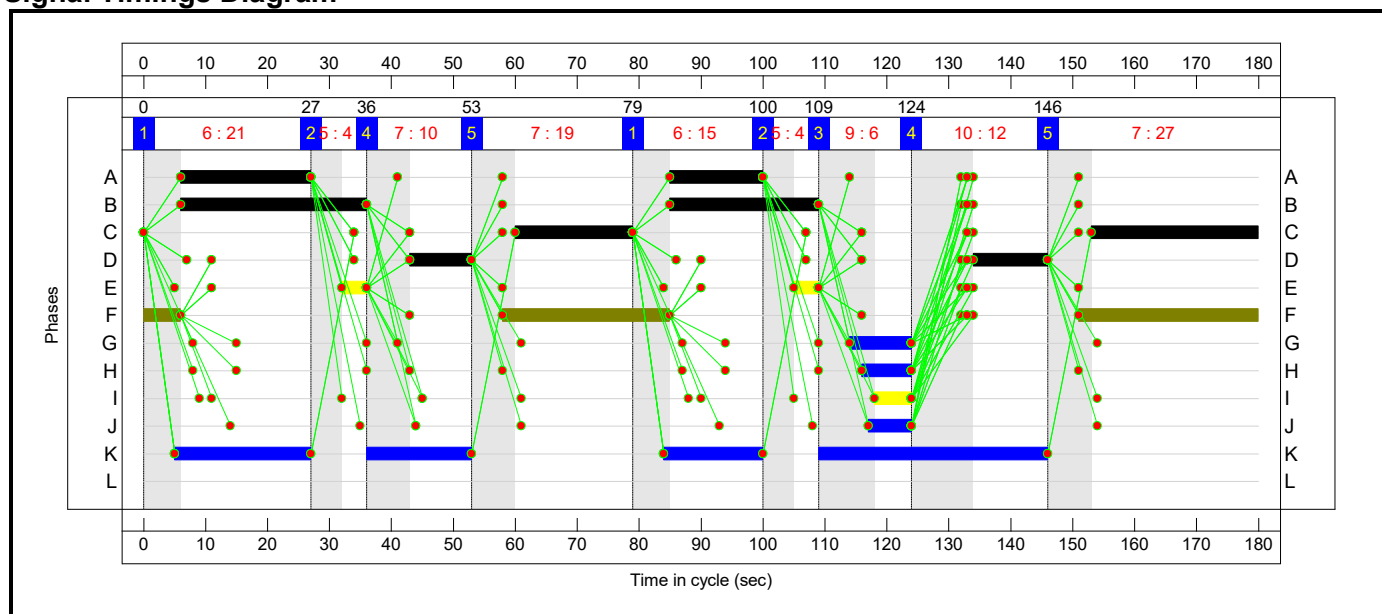
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	10	19	15	4	6	12	27
Change Point	0	27	36	53	79	100	109	124	146

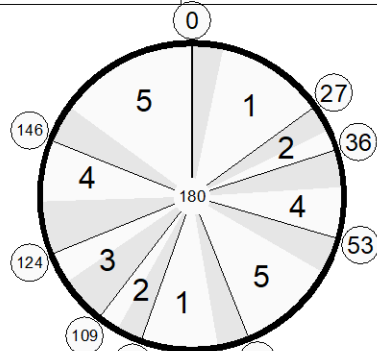
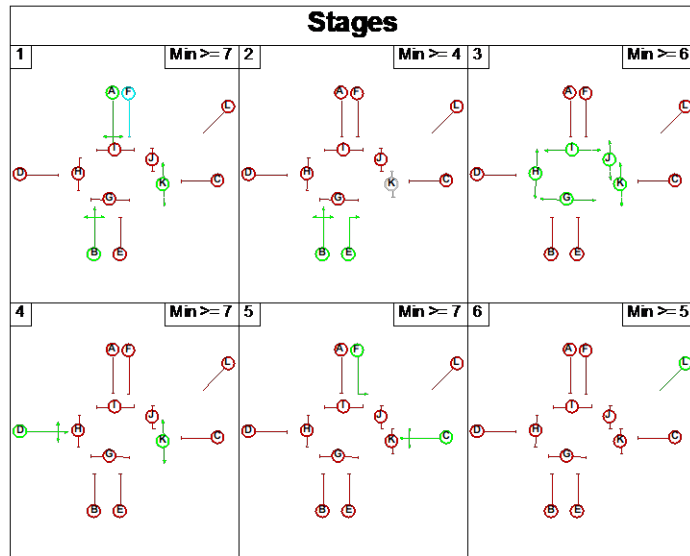
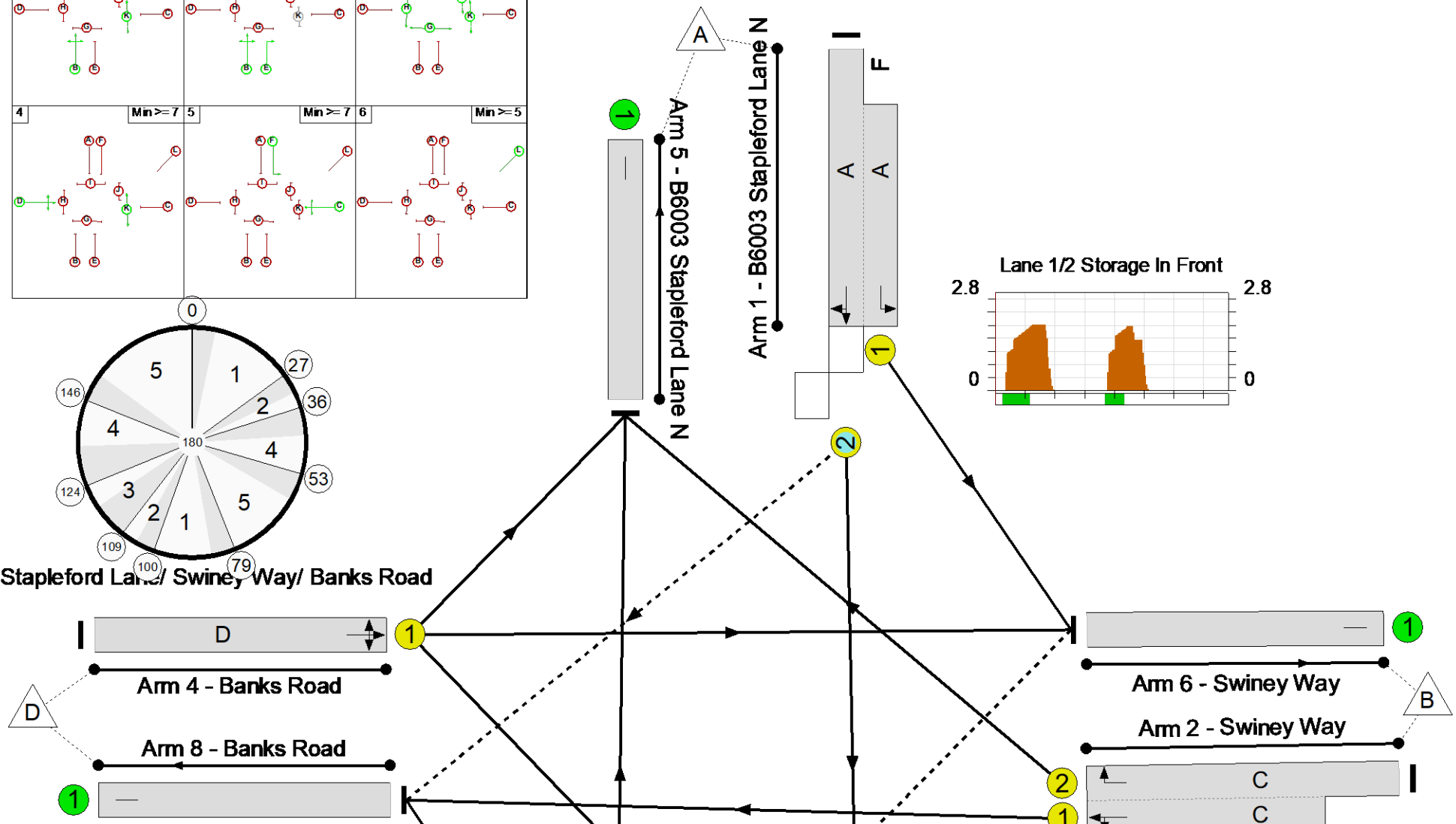
Signal Timings Diagram



B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -19.9 %

Total Traffic Delay: 112.2 pcuHr

**Stages****C1 - Stapleford Lane / Swiney Way / Banks Road**

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	107.9%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	107.9%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	36:98	62	990	2044:1641	432+501	106.1 : 106.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	46	-	746	1935:1822	485+206	107.9 : 107.9%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	54	8	528	1872:1868	537+55	89.1 : 89.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	22	-	251	1813	242	103.8%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

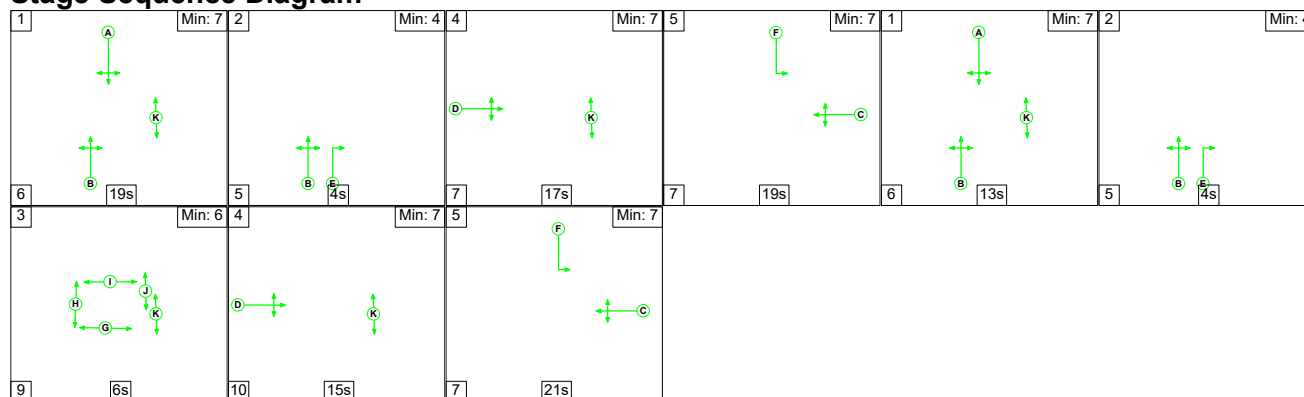
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	35	9	29.1	82.9	0.2	112.2	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	28	35	9	29.1	82.9	0.2	112.2	-	-	-	-
1/2+1/1	990	964	17	0	6	9.4	35.6	0.1	45.1	163.9	15.1	35.6	50.7
2/2+2/1	746	691	-	-	-	11.7	33.1	-	44.8	216.1	21.4	33.1	54.5
3/1+3/2	528	528	11	35	2	4.5	3.7	0.1	8.3	56.3	15.0	3.7	18.7
4/1	251	242	-	-	-	3.6	10.6	-	14.1	202.5	7.5	10.6	18.0
5/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-19.9	Total Delay for Signalled Lanes (pcuHr):		112.21	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-19.9	Total Delay Over All Lanes(pcuHr):		112.21					

Full Input Data And Results

Scenario 7: '2028 Base + Sensitivity + Development AM' (FG15: '2028 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

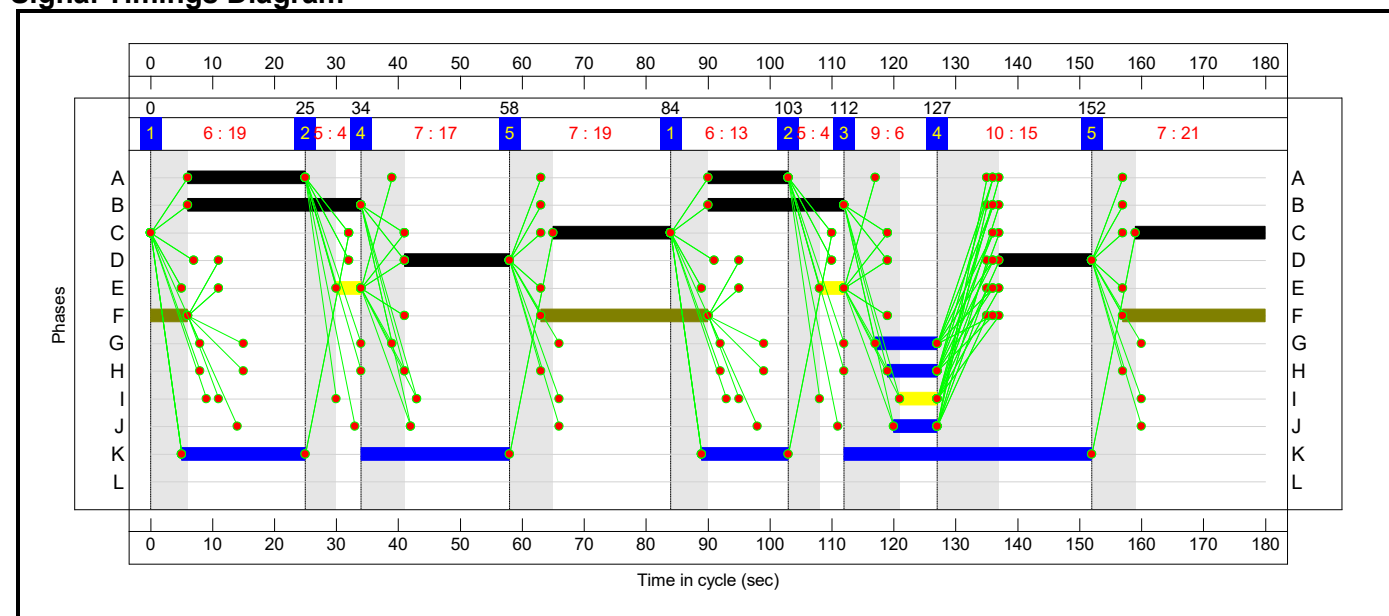
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	17	19	13	4	6	15	21
Change Point	0	25	34	58	84	103	112	127	152

Signal Timings Diagram



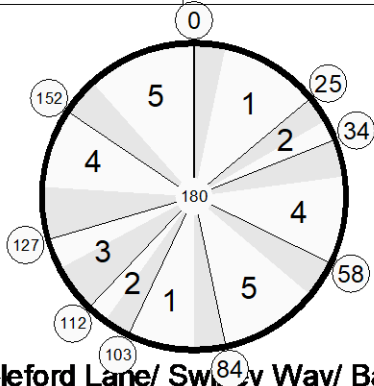
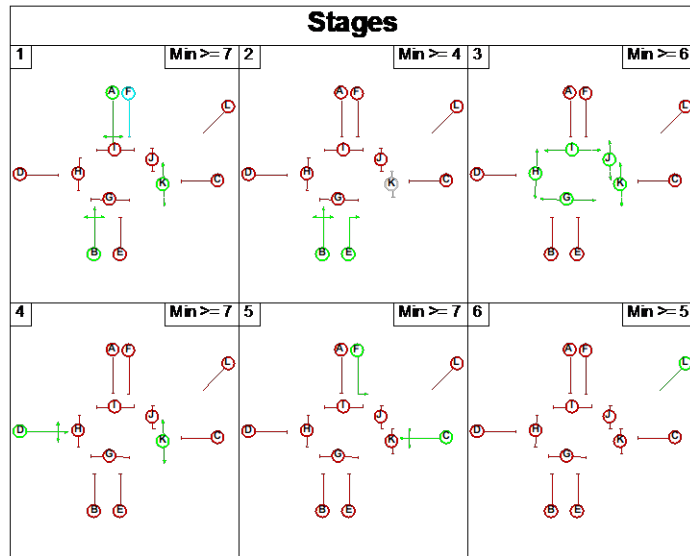
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



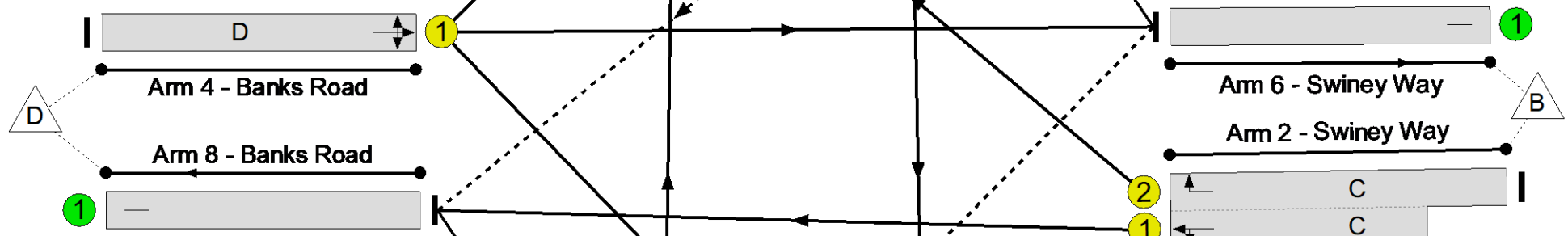
PRC: -3.0 %

Total Traffic Delay: 35.8 pcuHr

Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	32:88	56	1023	2044:1641	386+820	83.4 : 85.4%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	40	-	529	1935:1807	443+127	92.7 : 92.7%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	50	8	510	1884:1868	494+62	91.6 : 91.6%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	32	-	312	1829	345	90.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	859	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

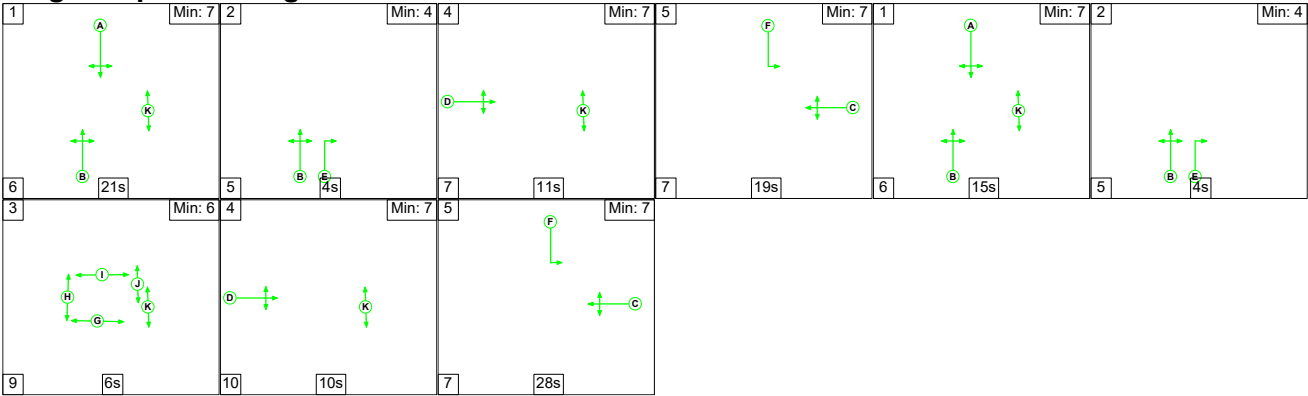
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	25	47	3	19.5	16.2	0.2	35.8	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	25	47	3	19.5	16.2	0.2	35.8	-	-	-	-
1/2+1/1	1023	1023	17	0	1	7.1	2.7	0.1	9.9	34.9	17.9	2.7	20.6
2/2+2/1	529	529	-	-	-	4.8	5.1	-	9.9	67.3	10.8	5.1	15.9
3/1+3/2	510	510	8	47	2	4.4	4.6	0.1	9.1	64.2	13.5	4.6	18.1
4/1	312	312	-	-	-	3.1	3.8	-	6.9	79.8	8.1	3.8	11.9
5/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-3.0	Total Delay for Signalled Lanes (pcuHr):		35.81	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-3.0	Total Delay Over All Lanes(pcuHr):		35.81					

Full Input Data And Results

Scenario 8: '2028 Base + Sensitivity + Development PM' (FG16: '2028 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

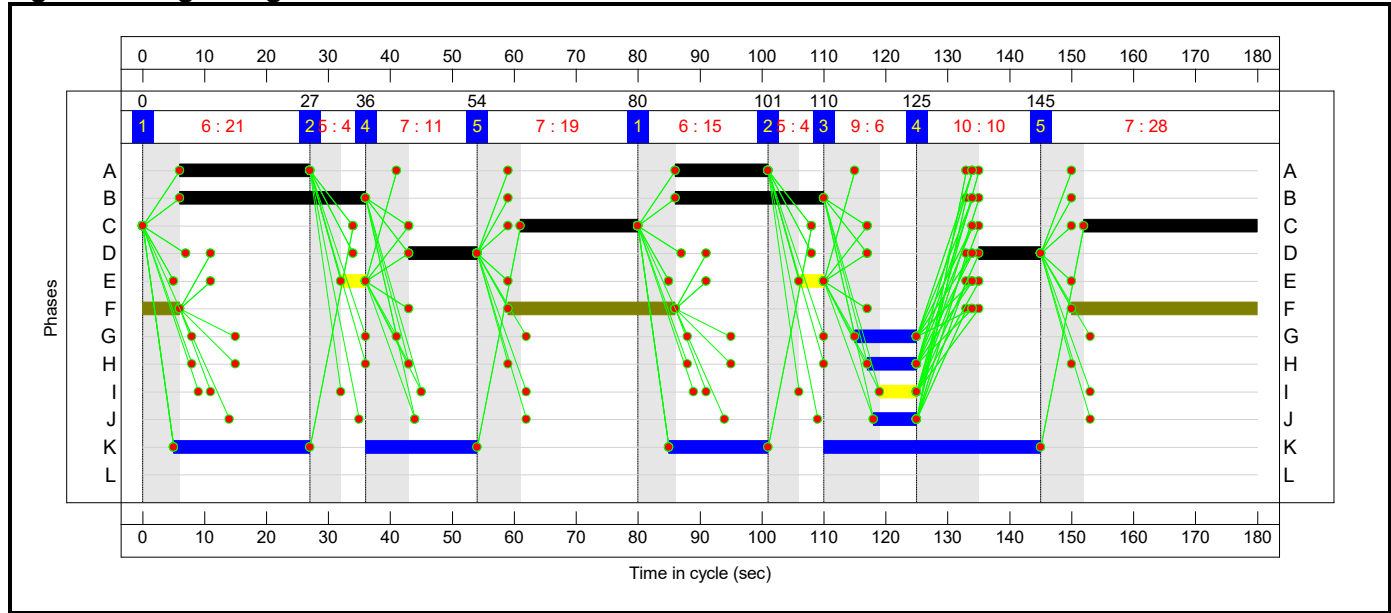
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	11	19	15	4	6	10	28
Change Point	0	27	36	54	80	101	110	125	145

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

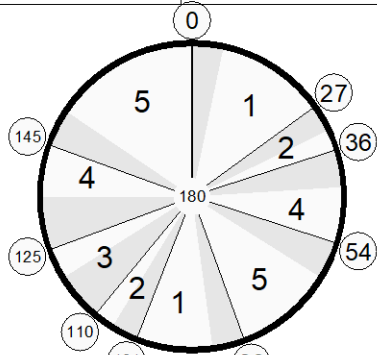
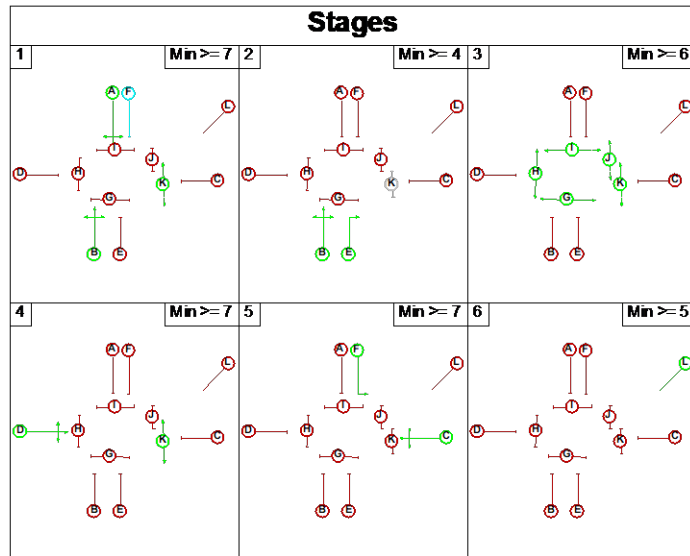
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -12.3 %

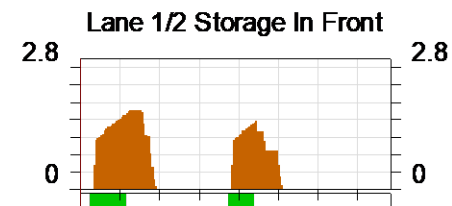
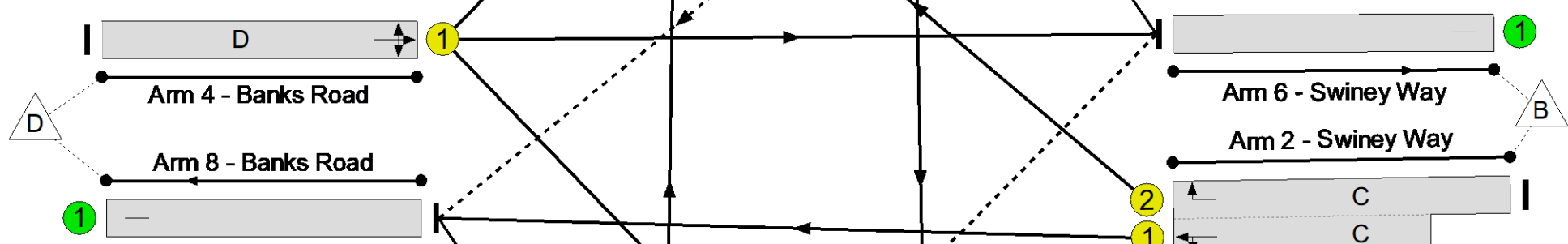
Total Traffic Delay: 57.7 pcuHr



Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	101.1%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	101.1%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	36:99	63	923	2044:1641	432+503	98.7 : 98.7%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	47	-	704	1935:1823	494+203	101.1 : 101.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	54	8	498	1873:1868	539+53	84.1 : 84.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	231	1813	232	99.7%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

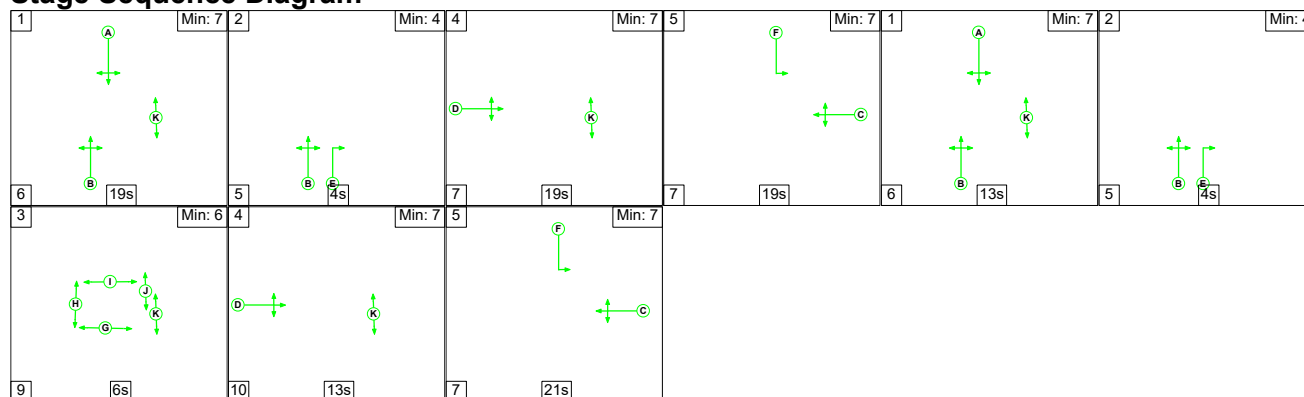
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	31	34	4	19.8	37.8	0.1	57.7	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	31	34	4	19.8	37.8	0.1	57.7	-	-	-	-
1/2+1/1	923	923	21	0	2	6.1	12.5	0.1	18.7	73.0	12.5	12.5	25.0
2/2+2/1	704	696	-	-	-	6.9	15.3	-	22.2	113.4	16.1	15.3	31.4
3/1+3/2	498	498	10	34	2	4.1	2.5	0.1	6.7	48.5	13.6	2.5	16.1
4/1	231	231	-	-	-	2.7	7.4	-	10.1	157.4	5.9	7.4	13.4
5/1	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-12.3	Total Delay for Signalled Lanes (pcuHr):		57.70	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-12.3	Total Delay Over All Lanes(pcuHr):		57.70					

Full Input Data And Results

Scenario 9: '2041 Base + Sensitivity + Development AM' (FG17: '2041 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

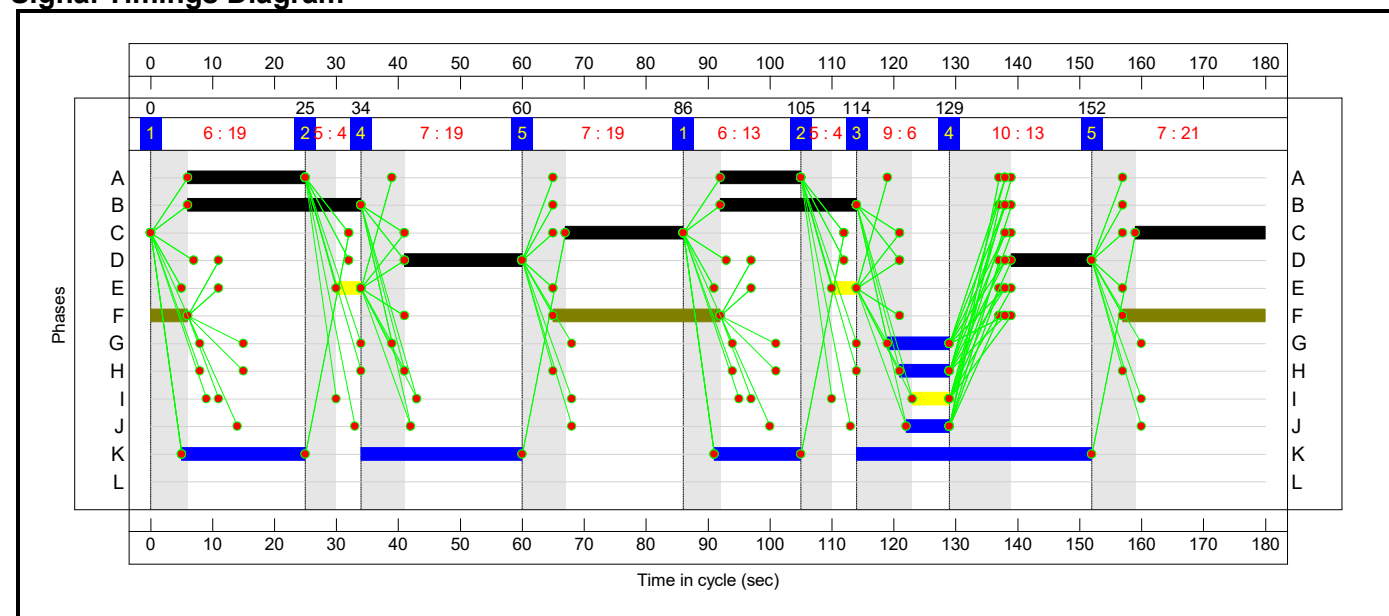
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	19	19	13	4	6	13	21
Change Point	0	25	34	60	86	105	114	129	152

Signal Timings Diagram



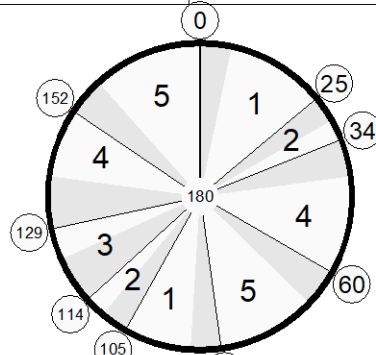
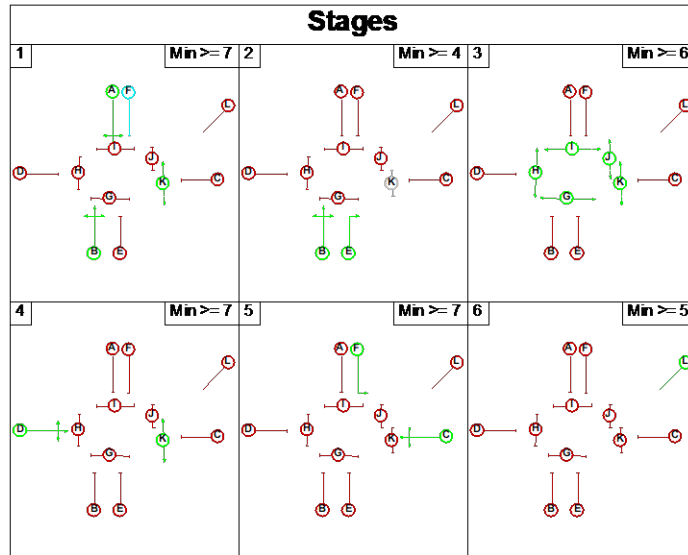
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



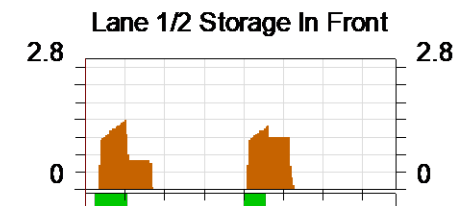
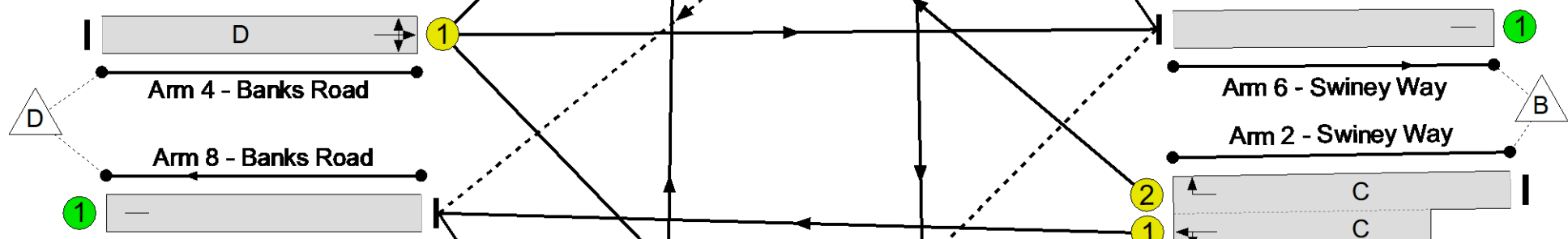
PRC: -11.0 %

Total Traffic Delay: 56.5 pcuHr

Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.9%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	99.9%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	32:88	56	1098	2044:1641	384+820	89.8 : 91.8%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	40	-	571	1935:1808	443+128	99.9 : 99.9%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	50	8	551	1884:1868	494+63	99.0 : 99.0%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	32	-	336	1829	345	97.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

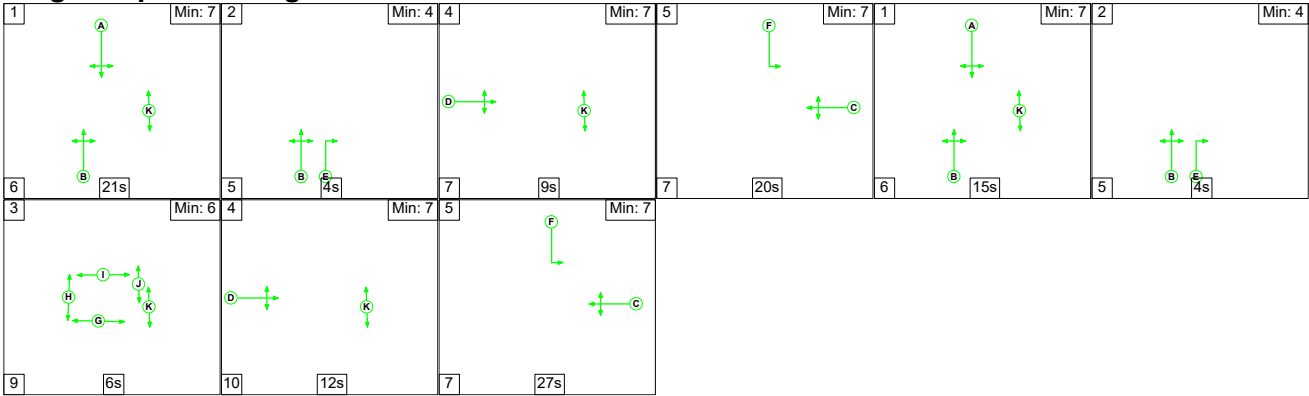
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	4	54	23	22.2	34.1	0.2	56.5	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	4	54	23	22.2	34.1	0.2	56.5	-	-	-	-
1/2+1/1	1098	1098	3	0	16	7.9	4.7	0.1	12.7	41.6	19.7	4.7	24.4
2/2+2/1	571	571	-	-	-	5.3	11.9	-	17.2	108.4	12.0	11.9	23.8
3/1+3/2	551	551	1	54	6	4.9	10.4	0.1	15.4	100.6	14.6	10.4	25.0
4/1	336	336	-	-	-	4.1	7.1	-	11.2	119.8	9.5	7.1	16.6
5/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-11.0	Total Delay for Signalled Lanes (pcuHr):		56.46	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-11.0	Total Delay Over All Lanes(pcuHr):		56.46					

Full Input Data And Results

Scenario 10: '2041 Base + Sensitivity + Development PM' (FG18: '2041 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

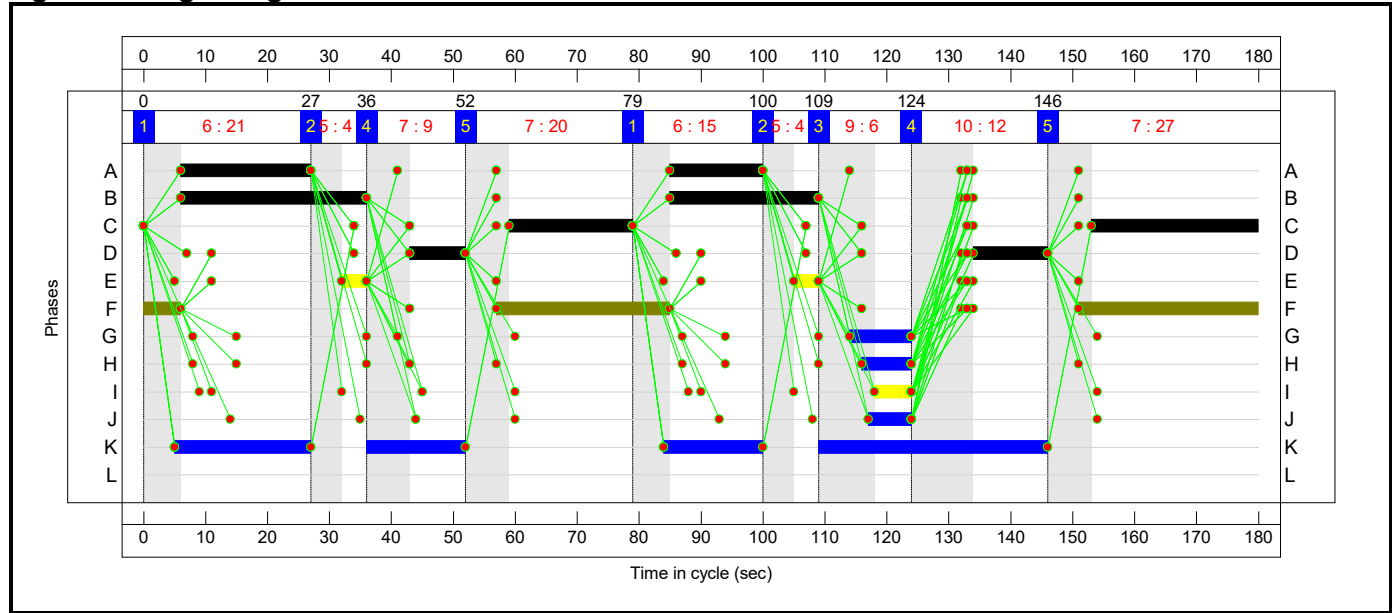
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	9	20	15	4	6	12	27
Change Point	0	27	36	52	79	100	109	124	146

Signal Timings Diagram



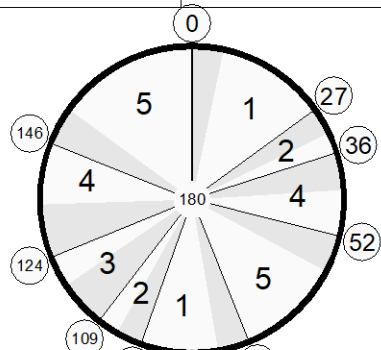
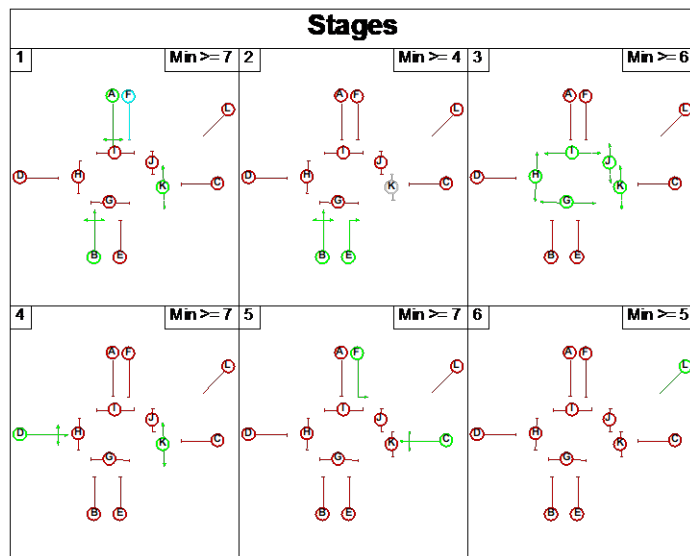
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



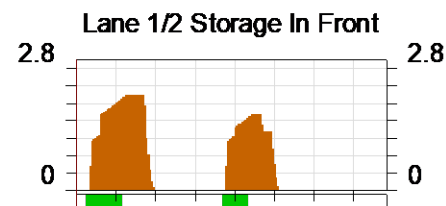
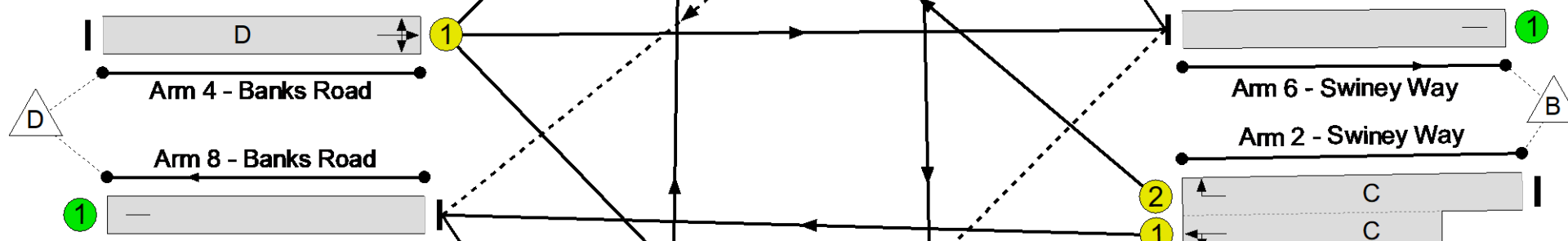
PRC: -21.3 %

Total Traffic Delay: 126.8 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	109.2%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	109.2%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	F	2	36:99	63	1000	2044:1641	432+502	107.1 : 107.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	47	-	761	1935:1822	494+203	109.2 : 109.2%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	E	2	54	8	538	1873:1868	538+54	90.9 : 90.9%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	251	1813	232	108.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

Full Input Data And Results

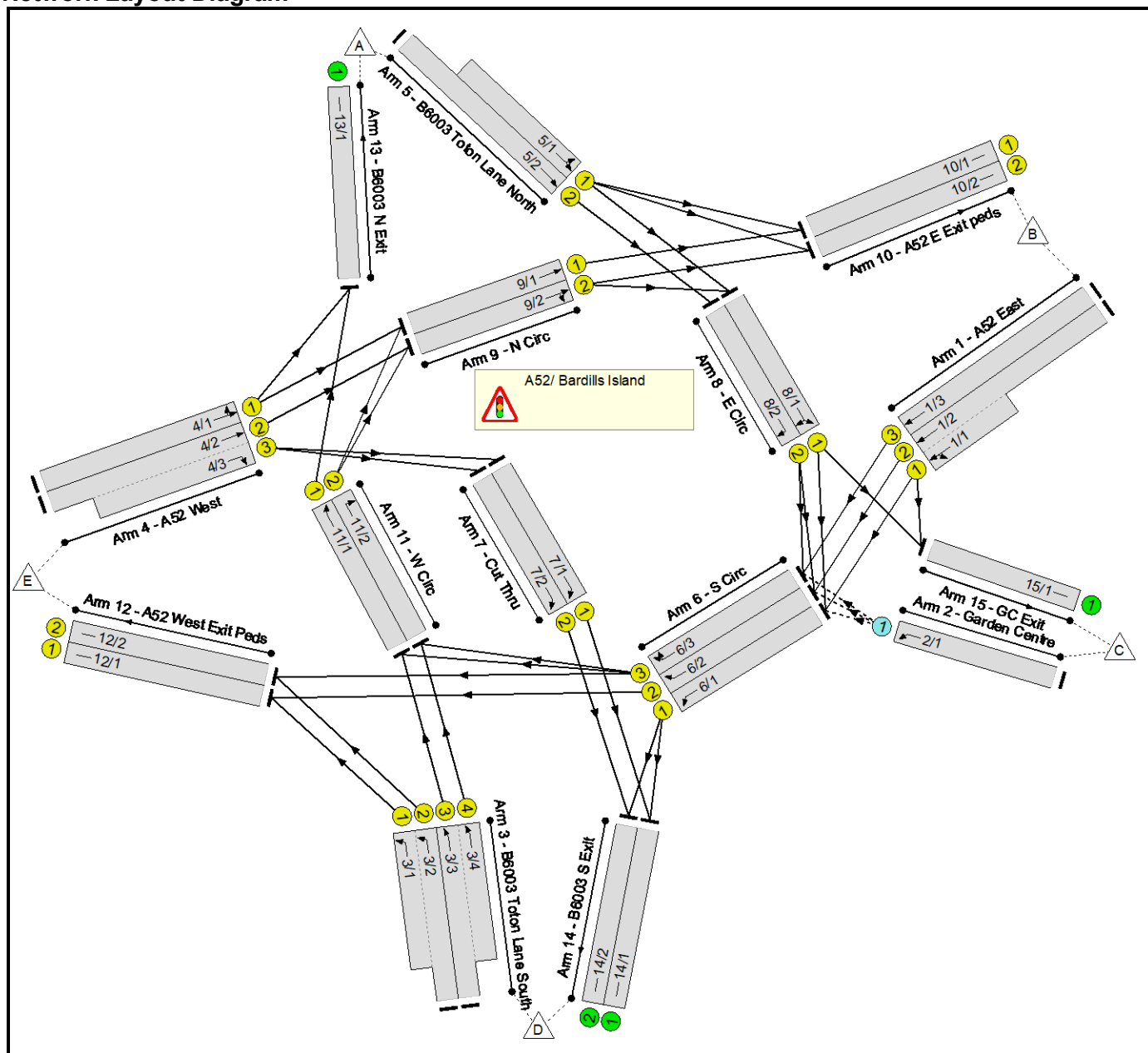
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	26	34	13	31.7	95.0	0.2	126.8	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	26	34	13	31.7	95.0	0.2	126.8	-	-	-	-
1/2+1/1	1000	970	14	0	10	9.8	39.3	0.1	49.3	177.5	15.5	39.3	54.9
2/2+2/1	761	697	-	-	-	12.8	37.2	-	50.0	236.7	22.9	37.2	60.1
3/1+3/2	538	538	12	34	3	4.6	4.3	0.1	9.0	60.0	15.3	4.3	19.6
4/1	251	232	-	-	-	4.4	14.1	-	18.5	265.7	8.5	14.1	22.6
5/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-21.3	Total Delay for Signalled Lanes (pcuHr):		126.82	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-21.3	Total Delay Over All Lanes(pcuHr):		126.82					

Detailed Input Data And Results

User and Project Details

Project:	
Title:	A52 / Bardills Island
Location:	Nottingham
Additional detail:	Existing network
File name:	A52 Bardills Island MIT.Isg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



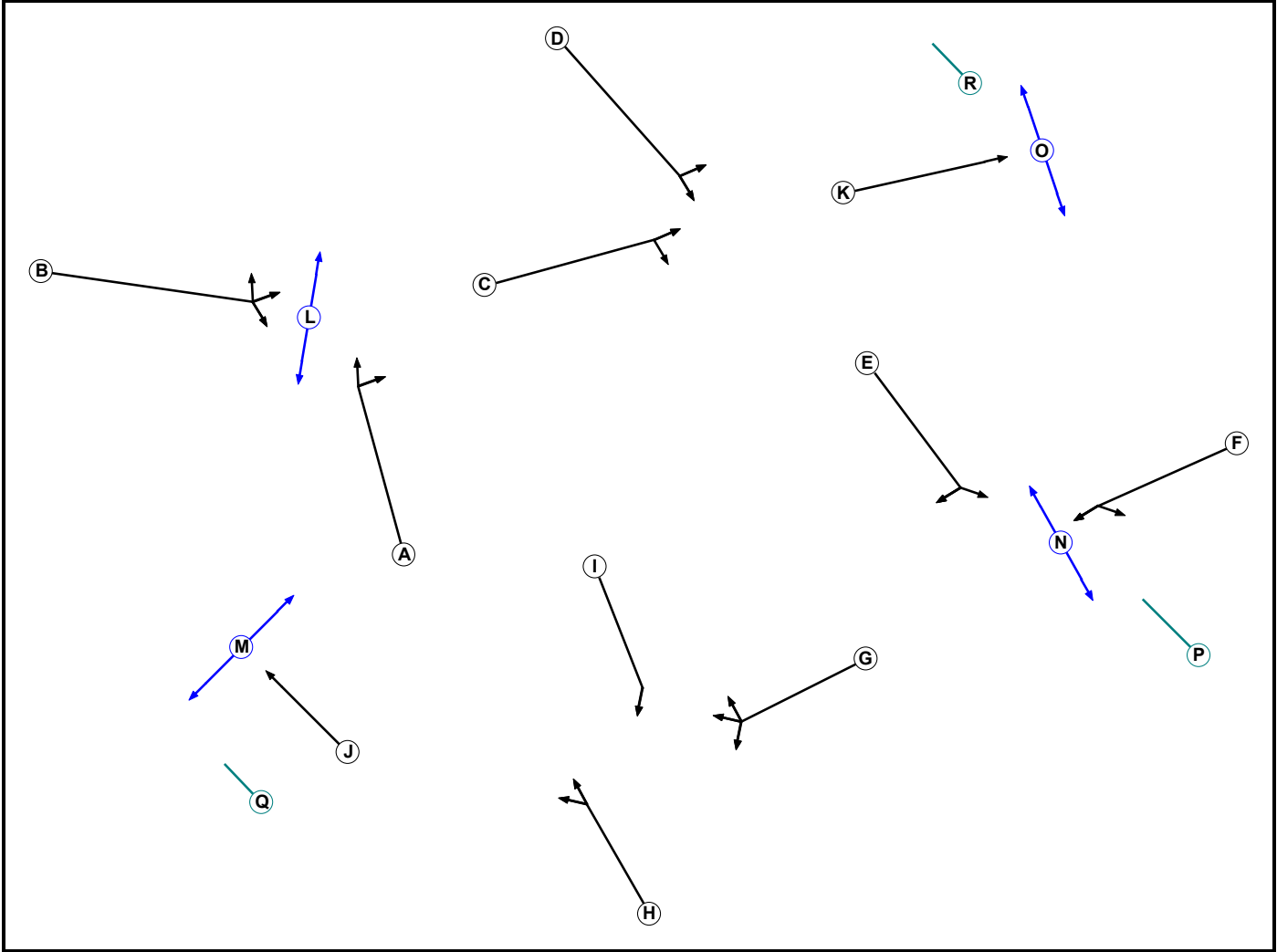
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	7	2028 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-7.7	80.28
2	8	2028 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	-5.7	60.43
3	9	2041 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-16.0	158.16
4	10	2041 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	-14.4	101.04
5	16	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-8.0	83.16
6	17	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	-7.8	64.02
7	18	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-16.3	164.70
8	19	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	-16.5	109.42

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 / B6003 Bardills	Sms	J31311	Stage Stream 1	12	8	A52/ Bardills Island	
			Stage Stream 2	3	3	A52/ Bardills Island	
			Stage Stream 3	3	3	A52/ Bardills Island	

Phase Diagram



Phase Input Data

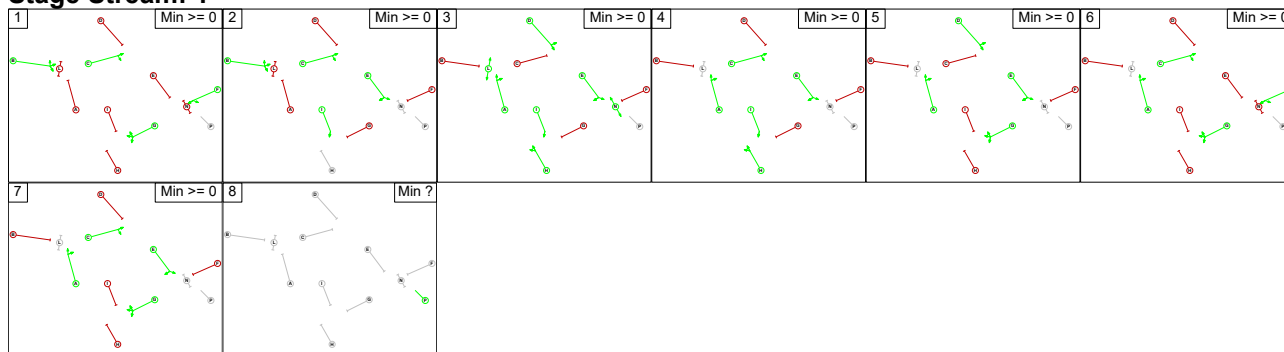
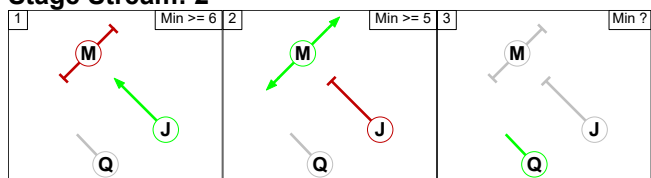
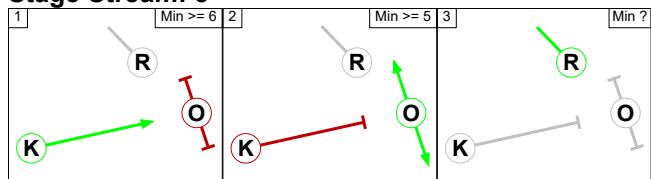
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	2		6	6
K	Traffic	3		6	6
L	Pedestrian	1		6	6
M	Pedestrian	2		5	5
N	Pedestrian	1		6	6
O	Pedestrian	3		5	5
P	Dummy	1		1	1
Q	Dummy	2		1	1
R	Dummy	3		1	1

Phase Intergreens Matrix

	Starting Phase																	
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Terminating Phase	A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	B	6		-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
	C	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-
	D	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-
	E	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-
	F	-	-	-	-	6		-	-	-	-	-	-	6	-	-	-	-
	G	-	-	-	-	-	-		7	5	-	-	-	-	-	-	-	-
	H	-	-	-	-	-	-	5		-	-	-	-	-	-	-	-	-
	I	-	-	-	-	-	-	6	-		-	-	-	-	-	-	-	-
	J	-	-	-	-	-	-	-	-		-	-	5	-	-	-	-	-
	K	-	-	-	-	-	-	-	-	-		-	-	-	5	-	-	-
	L	-	10	-	-	-	-	-	-	-	-		-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	-	7	-		-	-	-	-	-
	N	-	-	-	-	-	10	-	-	-	-	-	-		-	-	-	-
	O	-	-	-	-	-	-	-	-	-	-	7	-	-		-	-	-
	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-
	Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

Stage Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Phase Delays****Stage Stream: 1**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	7	7
1	3	B	Losing	5	5
1	3	C	Losing	4	4
1	3	G	Losing	7	7
1	4	G	Losing	7	7
1	5	C	Losing	4	4
2	3	C	Losing	4	4
2	5	C	Losing	4	4
3	1	A	Losing	6	6
3	1	E	Losing	3	3
3	1	H	Losing	3	3
3	1	I	Losing	3	3
3	6	E	Losing	3	3
4	1	A	Losing	3	3
4	2	A	Losing	3	3
5	1	E	Losing	3	3
5	6	E	Losing	3	3

Detailed Input Data And Results

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage								
		1	2	3	4	5	6	7	8
	1		12	14	14	9	6	6	X
	2	6		9	6	9	6	6	X
	3	11	10		5	6	10	6	X
	4	8	8	5		6	6	6	X
	5	8	5	7	7		8	5	X
	6	5	6	7	7	6		6	X
	7	5	5	7	7	5	5		X
	8	2	X	X	X	X	X	X	

Stage Stream: 2

		To Stage		
From Stage		1	2	3
	1		5	X
	2	7		X
	3	2	X	

Stage Stream: 3

Stage Stream: c				
	To Stage			
From Stage		1	2	3
	1		5	X
	2	7		X
	3	2	X	

Lane Input Data

Junction: A52/ Bardills Island												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A52 East)	U	F	2	3	7.0	User	1900	-	-	-	-	-
1/2 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
2/1 (Garden Centre)	O		2	3	60.0	User	1800	-	-	-	-	-
3/1 (B6003 Toton Lane South)	U	H	2	3	16.5	User	1900	-	-	-	-	-
3/2 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/3 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/4 (B6003 Toton Lane South)	U	H	2	3	12.2	User	1900	-	-	-	-	-
4/1 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A52 West)	U	B	2	3	12.2	User	1900	-	-	-	-	-
5/1 (B6003 Toton Lane North)	U	D	2	3	10.4	User	1900	-	-	-	-	-
5/2 (B6003 Toton Lane North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
6/1 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/2 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/3 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
7/1 (Cut Thru)	U	I	2	3	12.5	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	10.6	User	1900	-	-	-	-	-
8/1 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-
8/2 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-

Detailed Input Data And Results

9/1 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
9/2 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
10/1 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
10/2 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
11/1 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
11/2 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
12/1 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
12/2 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
13/1 (B6003 N Exit)	U		2	3	5.0	Inf	-	-	-	-	-	-
14/1 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
14/2 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
15/1 (GC Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52/ Bardills Island											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Garden Centre)	6/1 (Left)	1000	0	1/1	1.00	All	-	-	-	-	-
				8/1	1.00	All					
				1/1	1.00	All					
	6/2 (Left)	1000	0	1/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
	6/3 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				1/3	1.00	All					

Detailed Input Data And Results

Lane Connector Input Data

Junction: A52/ Bardills Island				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	7	35
1/1	15/1	Internal	5	35
1/2	6/2	Internal	7	35
1/3	6/3	Internal	7	35
2/1	6/1	Internal	5	35
2/1	6/2	Internal	5	35
2/1	6/3	Internal	5	35
3/1	12/1	Internal	5	35
3/2	12/2	Internal	5	35
3/3	11/1	Internal	5	35
3/4	11/2	Internal	5	35
4/1	9/1	Internal	4	35
4/1	13/1	Internal	3	N/A
4/2	9/2	Internal	4	35
4/3	7/1	Internal	7	35
4/3	7/2	Internal	6	35
5/1	8/1	Internal	4	35
5/1	10/1	Internal	4	35
5/1	10/2	Internal	4	35
5/2	8/2	Internal	4	35
6/1	14/1	Internal	2	N/A
6/1	14/2	Internal	2	N/A
6/2	12/1	Internal	7	35
6/3	11/1	Internal	6	35
6/3	11/2	Internal	6	35
6/3	12/2	Internal	7	35
7/1	14/1	Internal	2	N/A
7/2	14/2	Internal	2	N/A
8/1	6/1	Internal	6	35
8/1	15/1	Internal	5	35
8/2	6/2	Internal	6	35
8/2	6/3	Internal	6	35
9/1	10/1	Internal	4	35
9/2	8/1	Internal	4	35
9/2	10/2	Internal	4	35
11/1	13/1	Internal	3	N/A
11/2	9/1	Internal	4	35

Detailed Input Data And Results

11/2	9/2	Internal	4	35
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Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52/ Bardills Island								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Base'	08:00	09:00	01:00	
2: '2025 PM Base'	17:00	18:00	01:00	
3: '2028 AM Base'	08:00	09:00	01:00	
4: '2028 PM Base'	17:00	18:00	01:00	
5: '2041 AM Base'	08:00	09:00	01:00	
6: '2041 PM Base'	17:00	18:00	01:00	
7: '2028 AM Base + Dev'	08:00	09:00	01:00	
8: '2028 PM Base + Dev'	17:00	18:00	01:00	
9: '2041 AM Base + Dev'	08:00	09:00	01:00	
10: '2041 PM Base + Dev'	17:00	18:00	01:00	
11: '2028 AM Base SENS'	08:00	09:00	01:00	
12: '2028 PM Base SENS'	17:00	18:00	01:00	
13: '2041 AM Base SENS'	08:00	09:00	01:00	
14: '2041 PM Base SENS'	17:00	18:00	01:00	
15: '2028 AM Base SENS + Dev'	08:00	09:00	01:00	
16: '2028 PM Base SENS + Dev'	17:00	18:00	01:00	
17: '2041 AM Base SENS + Dev'	08:00	09:00	01:00	
18: '2041 PM Base SENS + Dev'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2025 AM Base'****Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	100	2	265	242	609
	B	73	0	3	257	1350	1683
	C	0	1	0	1	1	3
	D	229	212	0	0	463	904
	E	189	1505	5	601	0	2300
	Tot.	491	1818	10	1124	2056	5499

FG2: '2025 PM Base'**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	89	0	287	209	585
	B	82	0	0	264	1006	1352
	C	4	0	0	1	2	7
	D	305	252	1	0	514	1072
	E	261	1409	0	469	0	2139
	Tot.	652	1750	1	1021	1731	5155

FG3: '2028 AM Base'**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	275	251	632
	B	76	0	3	267	1402	1748
	C	0	1	0	1	1	3
	D	238	220	0	0	481	939
	E	196	1562	5	624	0	2387
	Tot.	510	1887	10	1167	2135	5709

Detailed Input Data And Results

FG4: '2028 PM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	295	215	602
	B	84	0	0	272	1036	1392
	C	4	0	0	1	2	7
	D	314	259	1	0	529	1103
	E	269	1451	0	483	0	2203
	Tot.	671	1802	1	1051	1782	5307

FG5: '2041 AM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	297	271	682
	B	82	0	3	288	1514	1887
	C	0	1	0	1	1	3
	D	257	238	0	0	519	1014
	E	212	1688	6	674	0	2580
	Tot.	551	2039	11	1260	2305	6166

FG6: '2041 PM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	321	233	653
	B	92	0	0	295	1124	1511
	C	4	0	0	1	2	7
	D	341	282	1	0	574	1198
	E	292	1574	0	524	0	2390
	Tot.	729	1955	1	1141	1933	5759

FG7: '2028 AM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

Detailed Input Data And Results

FG8: '2028 PM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

FG9: '2041 AM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

FG10: '2041 PM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

FG11: '2028 AM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

Detailed Input Data And Results

FG12: '2028 PM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

FG13: '2041 AM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

FG14: '2041 PM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

FG15: '2028 AM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

Detailed Input Data And Results

FG16: '2028 PM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

FG17: '2041 AM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

FG18: '2041 PM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 2: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 3: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

Traffic Flows, Difference

Difference :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 4: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

Traffic Flows, Difference

Difference :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 7	Scenario 2: 8	Scenario 3: 9	Scenario 4: 10	Scenario 5: 16	Scenario 6: 17
Junction: A52/ Bardills Island						
1/1 (short)	284	323	305	346	293	357
1/2 (with short)	951(In) 667(Out)	836(In) 513(Out)	1024(In) 719(Out)	893(In) 547(Out)	958(In) 665(Out)	866(In) 509(Out)
1/3	811	607	877	669	813	611
2/1	3	7	3	7	3	7
3/1 (short)	269	274	289	296	290	280
3/2 (with short)	539(In) 270(Out)	547(In) 273(Out)	578(In) 289(Out)	592(In) 296(Out)	579(In) 289(Out)	559(In) 279(Out)
3/3 (with short)	541(In) 253(Out)	600(In) 319(Out)	578(In) 273(Out)	649(In) 346(Out)	597(In) 264(Out)	617(In) 322(Out)
3/4 (short)	288	281	305	303	333	295
4/1	981	928	1073	1020	982	931
4/2 (with short)	1418(In) 782(Out)	1319(In) 792(Out)	1519(In) 833(Out)	1415(In) 846(Out)	1425(In) 781(Out)	1346(In) 789(Out)
4/3 (short)	636	527	686	569	644	557
5/1 (short)	384	399	414	432	386	407
5/2 (with short)	635(In) 251(Out)	614(In) 215(Out)	685(In) 271(Out)	665(In) 233(Out)	637(In) 251(Out)	622(In) 215(Out)
6/1	560	631	603	680	571	673
6/2	809	642	867	674	806	636
6/3	922	699	1002	781	925	705
7/1	326	272	351	293	330	287
7/2	310	255	335	276	314	270
8/1	285	308	308	334	287	316
8/2	251	215	271	233	251	215
9/1	930	815	1020	895	953	824
9/2	926	917	980	982	948	922
10/1	978	848	1050	926	1000	856
10/2	977	975	1056	1049	1000	981
11/1	329	407	355	442	340	410
11/2	289	281	306	303	334	295
12/1	1078	916	1156	970	1096	916
12/2	1115	884	1208	981	1137	896
13/1	525	676	567	734	536	679
14/1	605	586	652	632	615	622
14/2	591	572	637	617	600	608
15/1	10	1	11	1	10	1

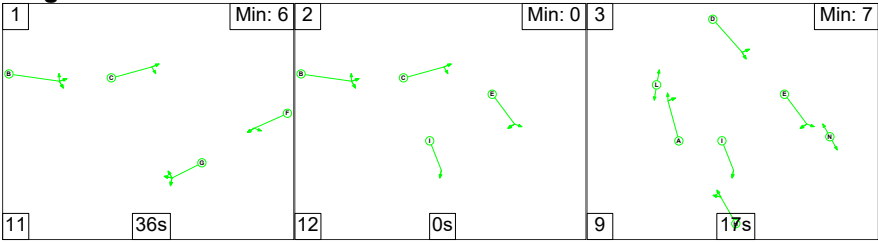
Detailed Input Data And Results

Lane	Scenario 7: 18	Scenario 8: 19
Junction: A52/ Bardills Island		
1/1 (short)	314	381
1/2 (with short)	1031(In) 717(Out)	923(In) 542(Out)
1/3	879	674
2/1	3	7
3/1 (short)	309	302
3/2 (with short)	618(In) 309(Out)	604(In) 302(Out)
3/3 (with short)	634(In) 283(Out)	666(In) 349(Out)
3/4 (short)	351	317
4/1	1073	1023
4/2 (with short)	1527(In) 833(Out)	1441(In) 843(Out)
4/3 (short)	694	598
5/1 (short)	417	440
5/2 (with short)	688(In) 271(Out)	673(In) 233(Out)
6/1	615	723
6/2	865	676
6/3	1004	779
7/1	355	307
7/2	339	291
8/1	311	342
8/2	271	233
9/1	1039	905
9/2	1007	986
10/1	1073	937
10/2	1079	1052
11/1	365	445
11/2	352	317
12/1	1174	978
12/2	1230	985
13/1	577	737
14/1	661	667
14/2	648	654
15/1	11	1

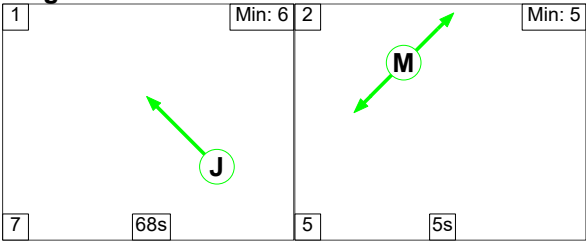
Scenario 1: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

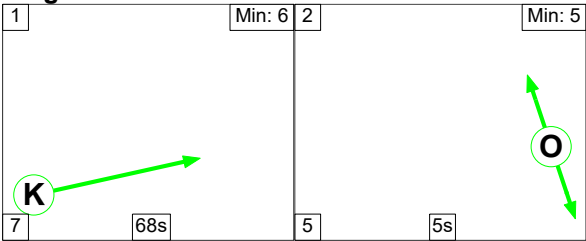
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	36	0	17
Change Point	41	3	15

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

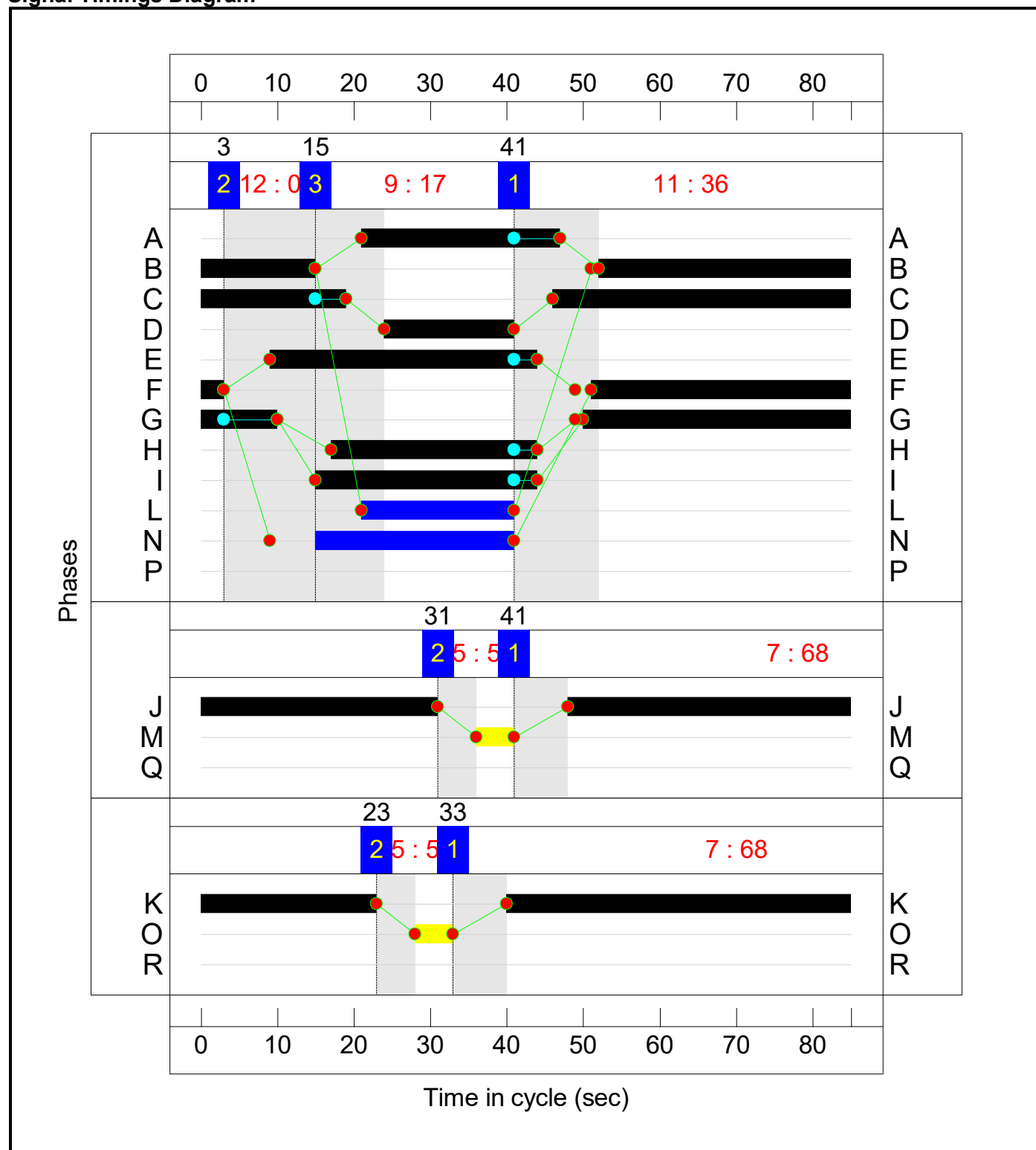
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	33	23

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	26	21	47
B	A52 West Right Ahead Left	Traffic	1	48	52	15
C	N Circ Right Ahead	Traffic	1	58	46	19
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	24	41
E	E Circ Right Ahead	Traffic	1	35	9	44
F	A52 East Ahead Left	Traffic	1	37	51	3
G	S Circ Right Ahead Left (25)	Traffic	1	45	50	10
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	27	17	44
I	Cut Thru Ahead (29)	Traffic	1	29	15	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	40	23
L	Pedestrians across	Pedestrian	1	20	21	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	26	15	41
O	Pedestrians across	Pedestrian	3	5	28	33
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

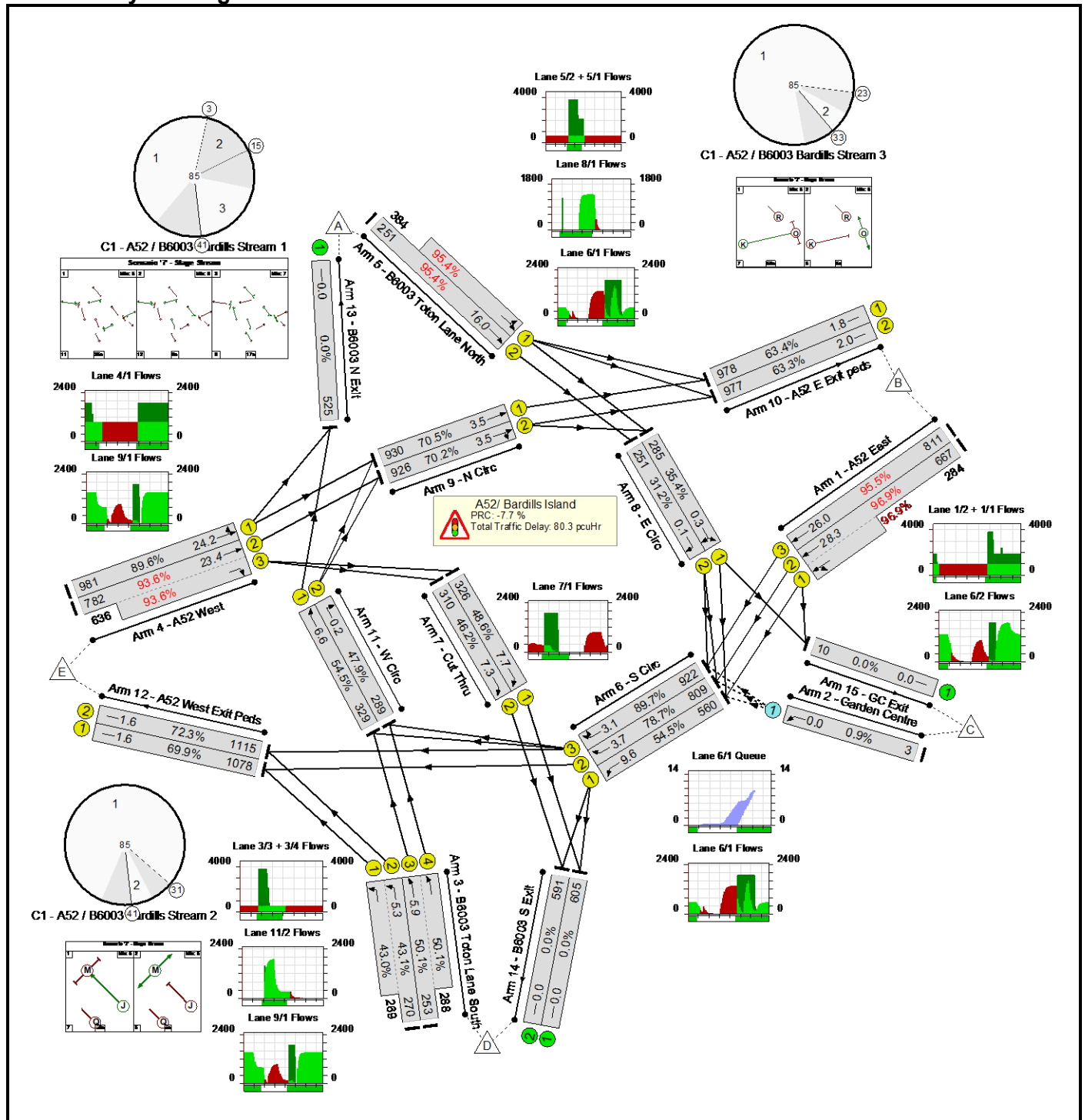
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	3
1/2	A52 East Ahead	U	F	51	3
1/3	A52 East Ahead	U	F	51	3
3/1	B6003 Toton Lane South Left	U	H	17	44
3/2	B6003 Toton Lane South Left	U	H	17	44
3/3	B6003 Toton Lane South Ahead	U	H	17	44
3/4	B6003 Toton Lane South Ahead	U	H	17	44
4/1	A52 West Ahead Left	U	B	52	15
4/2	A52 West Ahead	U	B	52	15
4/3	A52 West Right	U	B	52	15
5/1	B6003 Toton Lane North Ahead Left	U	D	24	41
5/2	B6003 Toton Lane North Ahead	U	D	24	41
6/1	S Circ Left	U	G	50	10
6/2	S Circ Ahead	U	G	50	10
6/3	S Circ Right Ahead	U	G	50	10
7/1	Cut Thru Ahead	U	I	15	44
7/2	Cut Thru Ahead	U	I	15	44
8/1	E Circ Right Ahead	U	E	9	44
8/2	E Circ Right	U	E	9	44
9/1	N Circ Ahead	U	C	46	19
9/2	N Circ Right Ahead	U	C	46	19
10/1	A52 E Exit peds	U	K	40	23
10/2	A52 E Exit peds	U	K	40	23
11/1	W Circ Ahead	U	A	21	47
11/2	W Circ Right	U	A	21	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	96.9%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	96.9%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	37	-	-	951	1900:1900	688+293	96.9 : 96.9%
1/3	A52 East Ahead	U	1	N/A	F		1	37	-	-	811	1900	849	95.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	329	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	27	-	-	539	1900:1900	626+626	43.1 : 43.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	27	-	-	541	1900:1900	505+575	50.1 : 50.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	48	-	-	981	1900	1095	89.6%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	48	-	-	1418	1900:1900	836+680	93.6 : 93.6%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	635	1900:1900	263+402	95.4 : 95.4%
6/1	S Circ Left	U	1	N/A	G		1	45	-	-	560	1900	1028	54.5%
6/2	S Circ Ahead	U	1	N/A	G		1	45	-	-	809	1900	1028	78.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	45	-	-	922	1900	1028	89.7%
7/1	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	326	1900	671	48.6%
7/2	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	310	1900	671	46.2%

Detailed Input Data And Results

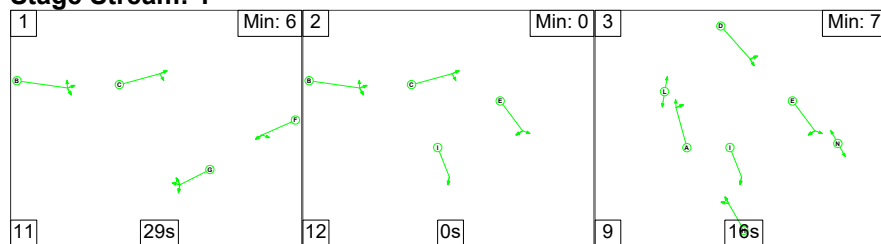
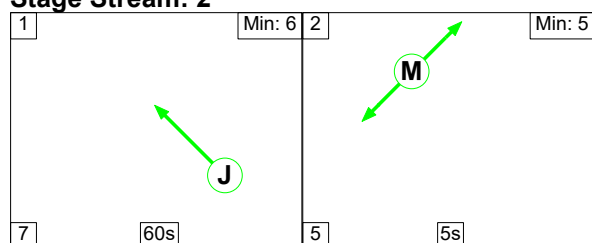
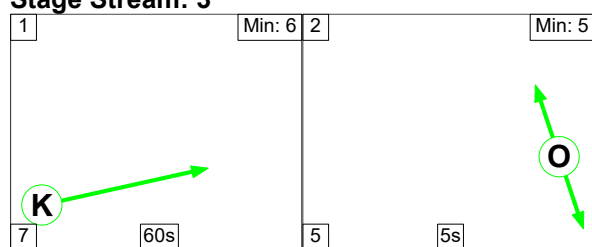
8/1	E Circ Right Ahead	U	1	N/A	E		1	35	-	-	285	1900	805	35.4%
8/2	E Circ Right	U	1	N/A	E		1	35	-	-	251	1900	805	31.2%
9/1	N Circ Ahead	U	1	N/A	C		1	58	-	-	930	1900	1319	70.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	58	-	-	926	1900	1319	70.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	978	1900	1542	63.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	977	1900	1542	63.3%
11/1	W Circ Ahead	U	1	N/A	A		1	26	-	-	329	1900	604	54.5%
11/2	W Circ Right	U	1	N/A	A		1	26	-	-	289	1900	604	47.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1078	1900	1542	69.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1115	1900	1542	72.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	525	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	605	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	591	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	43.0	37.3	0.0	80.3	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	43.0	37.3	0.0	80.3	-	-	-	-	A52/ Bardills Island
1/2+1/1	951	951	-	-	-	5.5	9.6	-	15.1	57.0	18.7	9.6	28.3	1/2+1/1
1/3	811	811	-	-	-	5.1	7.6	-	12.7	56.3	18.5	7.6	26.0	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.3	0.0	0.0	0.0	2/1
3/2+3/1	539	539	-	-	-	3.3	0.4	-	3.7	24.8	5.0	0.4	5.3	3/2+3/1
3/3+3/4	541	541	-	-	-	3.4	0.5	-	3.9	25.6	5.4	0.5	5.9	3/3+3/4
4/1	981	981	-	-	-	4.3	4.0	-	8.3	30.5	20.2	4.0	24.2	4/1
4/2+4/3	1418	1418	-	-	-	4.9	6.4	-	11.3	28.8	16.9	6.4	23.4	4/2+4/3
5/2+5/1	635	635	-	-	-	5.7	7.1	-	12.8	72.4	8.9	7.1	16.0	5/2+5/1
6/1	560	560	-	-	-	1.3	0.0	-	1.3	8.5	9.6	0.0	9.6	6/1
6/2	809	809	-	-	-	0.7	0.0	-	0.7	3.1	3.7	0.0	3.7	6/2
6/3	922	922	-	-	-	0.6	0.0	-	0.6	2.4	3.1	0.0	3.1	6/3
7/1	326	326	-	-	-	2.6	0.0	-	2.6	29.0	7.7	0.0	7.7	7/1
7/2	310	310	-	-	-	2.6	0.0	-	2.6	30.0	7.3	0.0	7.3	7/2
8/1	285	285	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	8/1
8/2	251	251	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	930	930	-	-	-	0.7	0.0	-	0.7	2.6	3.5	0.0	3.5	9/1
9/2	926	926	-	-	-	0.7	0.0	-	0.7	2.6	3.5	0.0	3.5	9/2
10/1	978	978	-	-	-	0.1	0.9	-	0.9	3.5	0.9	0.9	1.8	10/1
10/2	977	977	-	-	-	0.1	0.9	-	1.0	3.5	1.2	0.9	2.0	10/2
11/1	329	329	-	-	-	0.8	0.0	-	0.8	8.5	6.6	0.0	6.6	11/1

Detailed Input Data And Results

11/2	289	289	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	1078	1078	-	-	-	0.2	0.0	-	0.2	0.6	1.6	0.0	1.6	12/1
12/2	1115	1115	-	-	-	0.2	0.0	-	0.2	0.6	1.6	0.0	1.6	12/2
13/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-7.7Total Delay for Signalled Lanes (pcuHr):77.99Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)24.5Total Delay for Signalled Lanes (pcuHr):0.37Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)41.9Total Delay for Signalled Lanes (pcuHr):1.90Cycle Time (s):85 PRC Over All Lanes (%):-7.7Total Delay Over All Lanes(pcuHr):80.28														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

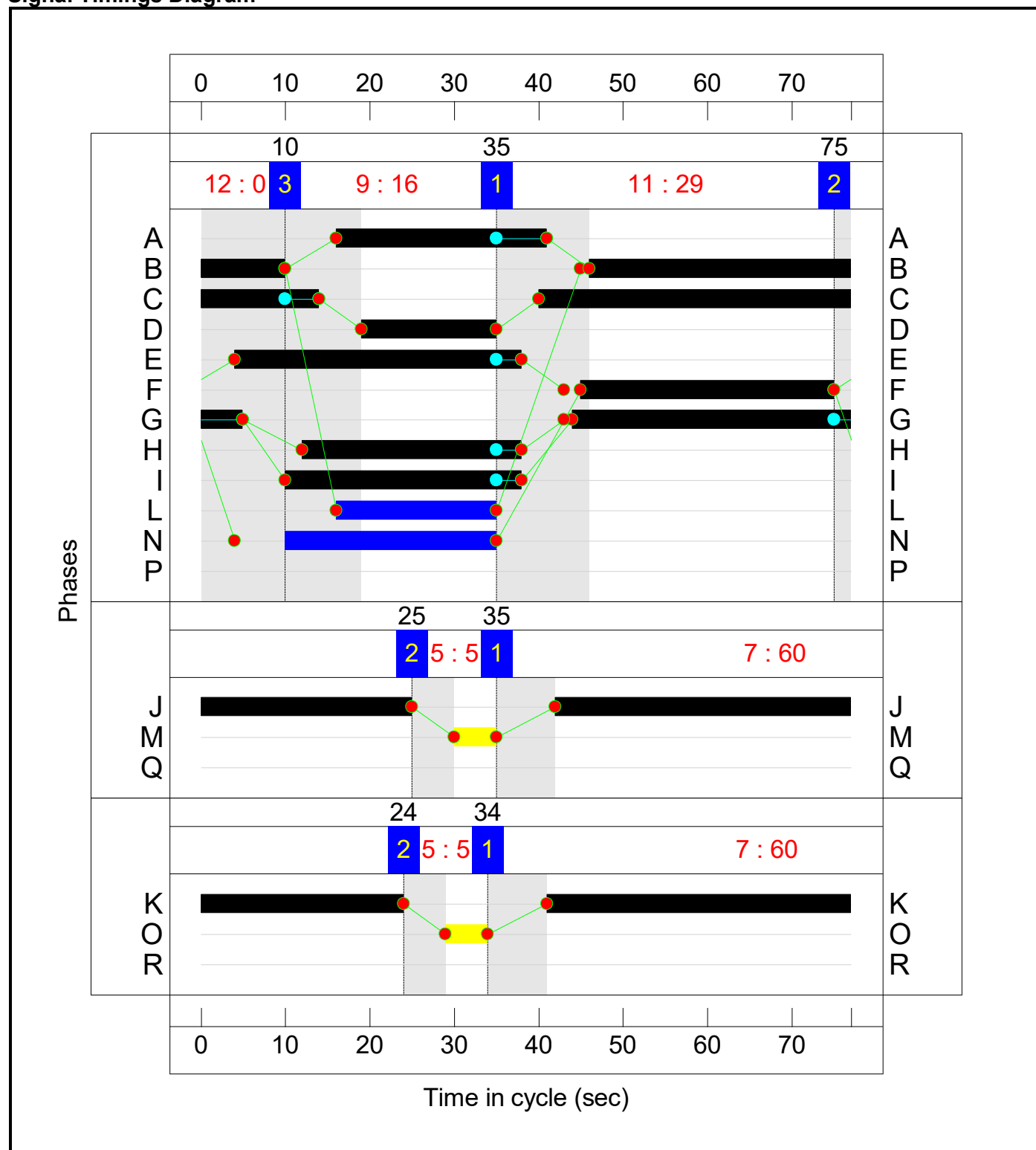
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

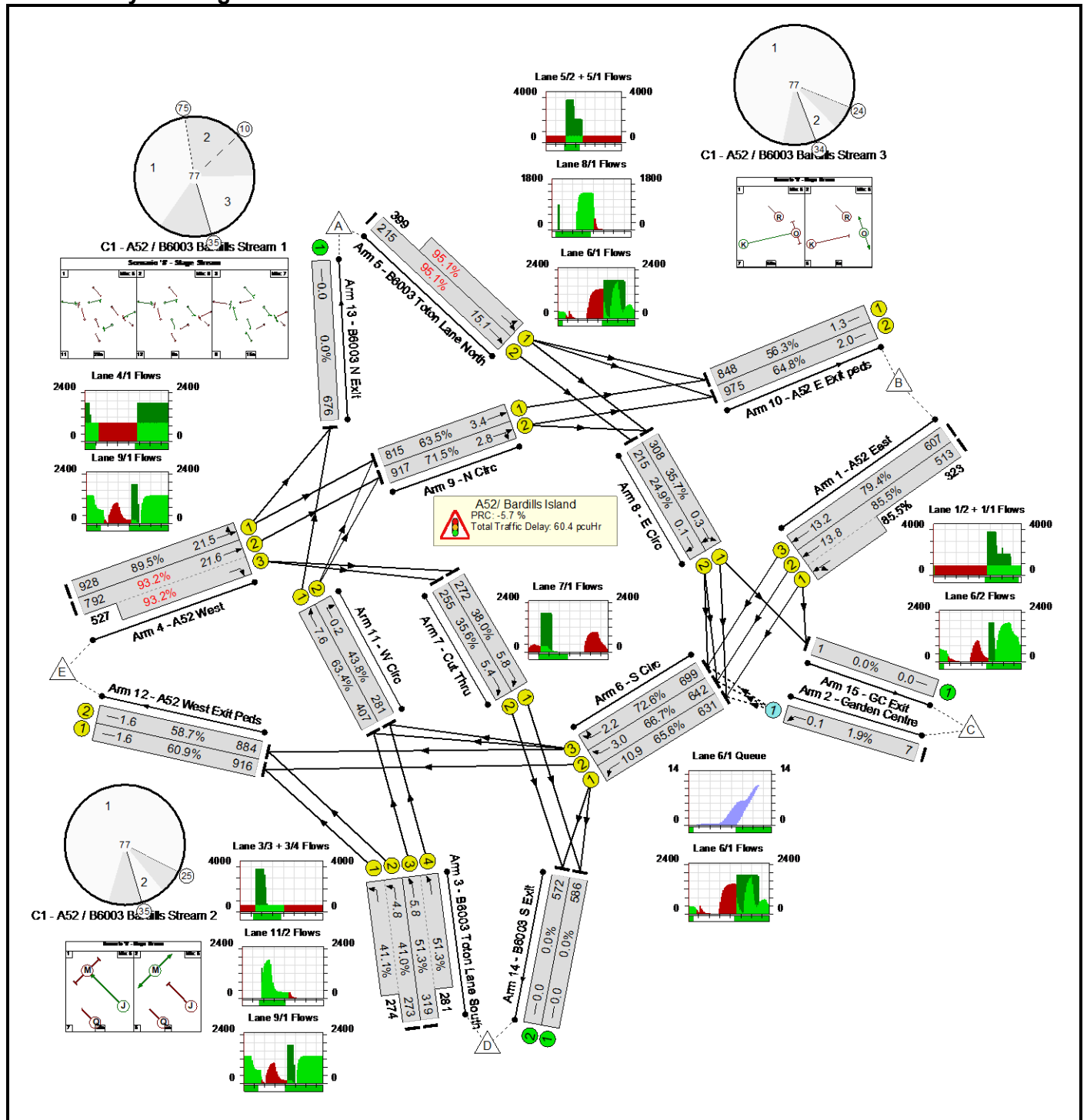
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	95.1%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	95.1%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	836	1900:1900	600+378	85.5 : 85.5%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	607	1900	765	79.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	547	1900:1900	666+666	41.0 : 41.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	600	1900:1900	621+547	51.3 : 51.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	928	1900	1036	89.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1319	1900:1900	850+566	93.2 : 93.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	614	1900:1900	226+419	95.1 : 95.1%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	631	1900	962	65.6%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	642	1900	962	66.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	699	1900	962	72.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	272	1900	716	38.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	255	1900	716	35.6%

Detailed Input Data And Results

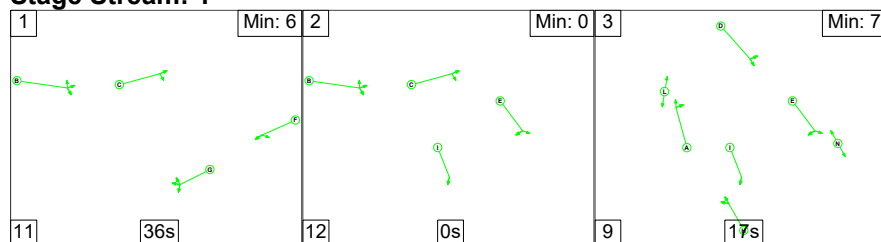
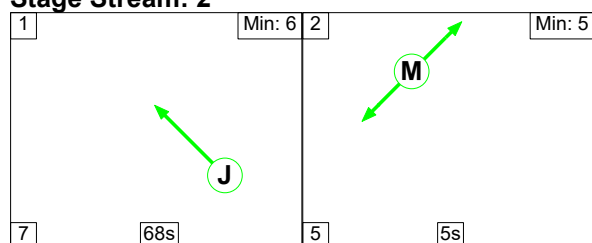
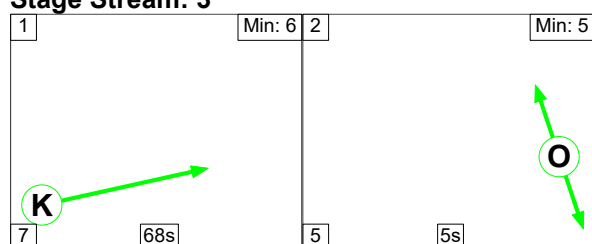
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	308	1900	864	35.7%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.9%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	815	1900	1283	63.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	917	1900	1283	71.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	848	1900	1505	56.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	975	1900	1505	64.8%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	407	1900	642	63.4%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	281	1900	642	43.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	916	1900	1505	60.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	884	1900	1505	58.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	676	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	586	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	36.4	24.0	0.0	60.4	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	36.4	24.0	0.0	60.4	-	-	-	-	A52/ Bardills Island
1/2+1/1	836	836	-	-	-	4.3	2.8	-	7.1	30.7	10.9	2.8	13.8	1/2+1/1
1/3	607	607	-	-	-	3.4	1.9	-	5.3	31.3	11.3	1.9	13.2	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	2/1
3/2+3/1	547	547	-	-	-	2.9	0.3	-	3.2	21.3	4.4	0.3	4.8	3/2+3/1
3/3+3/4	600	600	-	-	-	3.2	0.5	-	3.7	22.5	5.3	0.5	5.8	3/3+3/4
4/1	928	928	-	-	-	4.0	4.0	-	8.0	31.0	17.5	4.0	21.5	4/1
4/2+4/3	1319	1319	-	-	-	4.7	6.1	-	10.7	29.3	15.5	6.1	21.6	4/2+4/3
5/2+5/1	614	614	-	-	-	4.9	6.8	-	11.7	68.4	8.3	6.8	15.1	5/2+5/1
6/1	631	631	-	-	-	1.5	0.0	-	1.5	8.4	10.9	0.0	10.9	6/1
6/2	642	642	-	-	-	0.6	0.0	-	0.6	3.1	3.0	0.0	3.0	6/2
6/3	699	699	-	-	-	0.4	0.0	-	0.4	2.2	2.2	0.0	2.2	6/3
7/1	272	272	-	-	-	1.8	0.0	-	1.8	23.8	5.8	0.0	5.8	7/1
7/2	255	255	-	-	-	1.8	0.0	-	1.8	24.8	5.4	0.0	5.4	7/2
8/1	308	308	-	-	-	0.1	0.0	-	0.1	1.7	0.3	0.0	0.3	8/1
8/2	215	215	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	815	815	-	-	-	0.7	0.0	-	0.7	3.0	3.4	0.0	3.4	9/1
9/2	917	917	-	-	-	0.5	0.0	-	0.5	2.1	2.8	0.0	2.8	9/2
10/1	848	848	-	-	-	0.1	0.6	-	0.7	3.1	0.6	0.6	1.3	10/1
10/2	975	975	-	-	-	0.1	0.9	-	1.1	3.9	1.1	0.9	2.0	10/2
11/1	407	407	-	-	-	0.9	0.0	-	0.9	8.0	7.6	0.0	7.6	11/1

Detailed Input Data And Results

11/2	281	281	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	916	916	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	12/1
12/2	884	884	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	12/2
13/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-5.7Total Delay for Signalled Lanes (pcuHr):58.21Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)47.9Total Delay for Signalled Lanes (pcuHr):0.42Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)38.9Total Delay for Signalled Lanes (pcuHr):1.78Cycle Time (s):77 PRC Over All Lanes (%):-5.7Total Delay Over All Lanes(pcuHr):60.43														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	36	0	17
Change Point	41	3	15

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

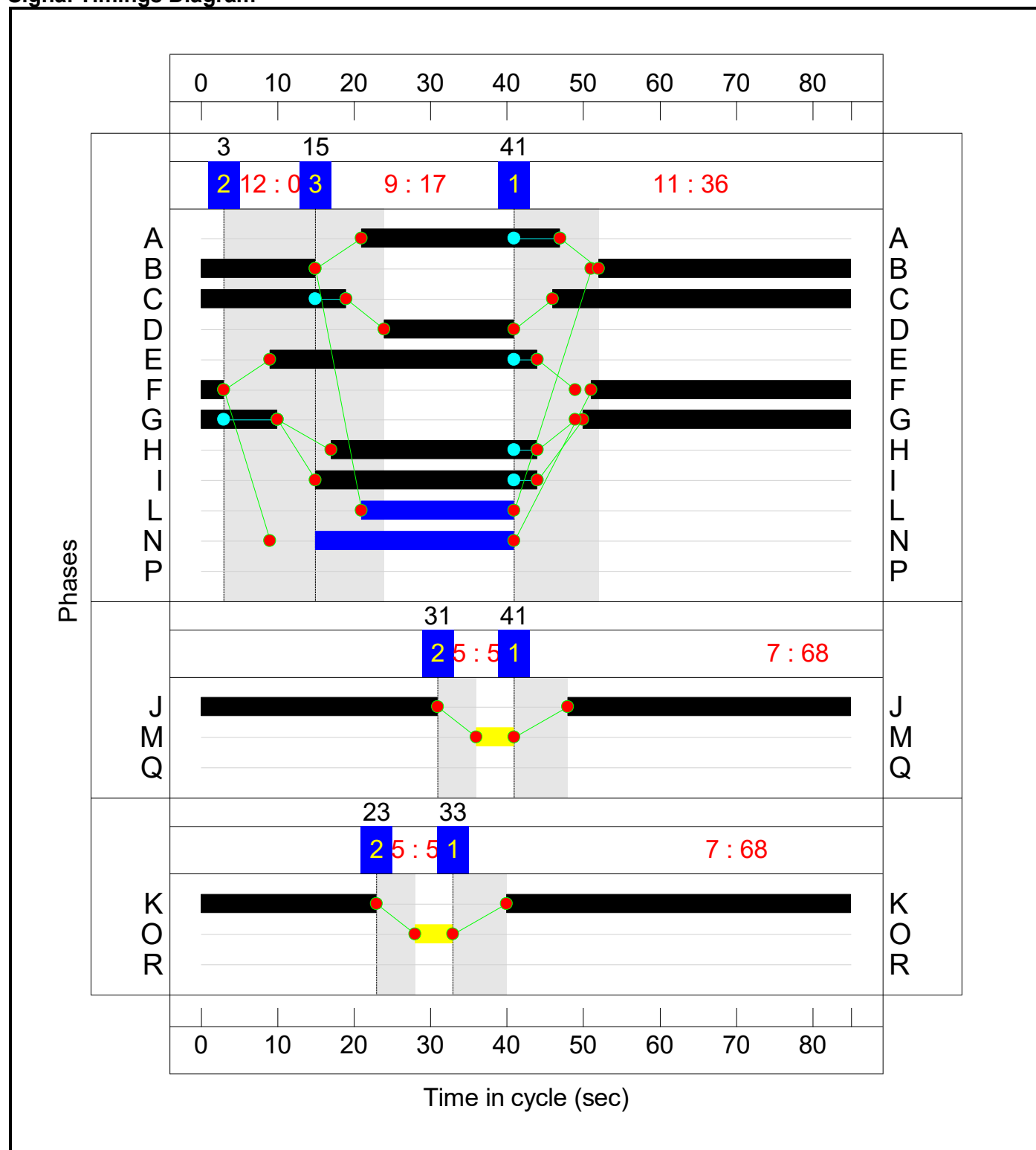
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	33	23

Phase Timings

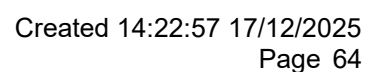
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	26	21	47
B	A52 West Right Ahead Left	Traffic	1	48	52	15
C	N Circ Right Ahead	Traffic	1	58	46	19
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	24	41
E	E Circ Right Ahead	Traffic	1	35	9	44
F	A52 East Ahead Left	Traffic	1	37	51	3
G	S Circ Right Ahead Left (25)	Traffic	1	45	50	10
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	27	17	44
I	Cut Thru Ahead (29)	Traffic	1	29	15	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	40	23
L	Pedestrians across	Pedestrian	1	20	21	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	26	15	41
O	Pedestrians across	Pedestrian	3	5	28	33
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	3
1/2	A52 East Ahead	U	F	51	3
1/3	A52 East Ahead	U	F	51	3
3/1	B6003 Toton Lane South Left	U	H	17	44
3/2	B6003 Toton Lane South Left	U	H	17	44
3/3	B6003 Toton Lane South Ahead	U	H	17	44
3/4	B6003 Toton Lane South Ahead	U	H	17	44
4/1	A52 West Ahead Left	U	B	52	15
4/2	A52 West Ahead	U	B	52	15
4/3	A52 West Right	U	B	52	15
5/1	B6003 Toton Lane North Ahead Left	U	D	24	41
5/2	B6003 Toton Lane North Ahead	U	D	24	41
6/1	S Circ Left	U	G	50	10
6/2	S Circ Ahead	U	G	50	10
6/3	S Circ Right Ahead	U	G	50	10
7/1	Cut Thru Ahead	U	I	15	44
7/2	Cut Thru Ahead	U	I	15	44
8/1	E Circ Right Ahead	U	E	9	44
8/2	E Circ Right	U	E	9	44
9/1	N Circ Ahead	U	C	46	19
9/2	N Circ Right Ahead	U	C	46	19
10/1	A52 E Exit peds	U	K	40	23
10/2	A52 E Exit peds	U	K	40	23
11/1	W Circ Ahead	U	A	21	47
11/2	W Circ Right	U	A	21	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.4%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.4%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	37	-	-	1024	1900:1900	689+292	104.4 : 104.4%
1/3	A52 East Ahead	U	1	N/A	F		1	37	-	-	877	1900	849	103.2%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	27	-	-	578	1900:1900	626+626	46.2 : 46.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	27	-	-	578	1900:1900	514+574	53.1 : 53.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	48	-	-	1073	1900	1095	98.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	48	-	-	1519	1900:1900	834+687	99.9 : 99.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	685	1900:1900	263+402	102.9 : 102.9%
6/1	S Circ Left	U	1	N/A	G		1	45	-	-	603	1900	1028	56.6%
6/2	S Circ Ahead	U	1	N/A	G		1	45	-	-	867	1900	1028	81.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	45	-	-	1002	1900	1028	94.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	351	1900	671	52.3%
7/2	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	335	1900	671	50.0%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	35	-	-	308	1900	805	37.2%
8/2	E Circ Right	U	1	N/A	E		1	35	-	-	271	1900	805	33.7%
9/1	N Circ Ahead	U	1	N/A	C		1	58	-	-	1020	1900	1319	77.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	58	-	-	980	1900	1319	74.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1050	1900	1542	68.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1056	1900	1542	68.3%
11/1	W Circ Ahead	U	1	N/A	A		1	26	-	-	355	1900	604	58.4%
11/2	W Circ Right	U	1	N/A	A		1	26	-	-	306	1900	604	50.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1156	1900	1542	73.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1208	1900	1542	76.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	52.2	105.9	0.0	158.2	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	52.2	105.9	0.0	158.2	-	-	-	-	A52/ Bardills Island
1/2+1/1	1024	981	-	-	-	8.3	30.0	-	38.3	134.7	23.9	30.0	53.9	1/2+1/1
1/3	877	849	-	-	-	7.1	23.2	-	30.4	124.6	21.4	23.2	44.6	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.3	0.0	0.0	0.0	2/1
3/2+3/1	578	578	-	-	-	3.6	0.4	-	4.0	25.2	5.4	0.4	5.8	3/2+3/1
3/3+3/4	578	578	-	-	-	3.6	0.6	-	4.2	26.1	5.7	0.6	6.2	3/3+3/4
4/1	1073	1073	-	-	-	5.2	11.7	-	16.9	56.9	24.4	11.7	36.2	4/1
4/2+4/3	1519	1519	-	-	-	5.8	19.1	-	24.9	59.0	25.7	19.1	44.8	4/2+4/3
5/2+5/1	685	673	-	-	-	6.6	18.8	-	25.4	133.3	10.0	18.8	28.8	5/2+5/1
6/1	582	582	-	-	-	1.5	0.0	-	1.5	9.3	9.9	0.0	9.9	6/1
6/2	837	837	-	-	-	0.8	0.0	-	0.8	3.4	4.0	0.0	4.0	6/2
6/3	974	974	-	-	-	0.8	0.0	-	0.8	3.0	3.7	0.0	3.7	6/3
7/1	351	351	-	-	-	2.7	0.0	-	2.7	28.2	8.3	0.0	8.3	7/1
7/2	335	335	-	-	-	2.7	0.0	-	2.7	29.2	7.9	0.0	7.9	7/2
8/1	300	300	-	-	-	0.3	0.0	-	0.3	3.1	0.5	0.0	0.5	8/1
8/2	271	271	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	1020	1020	-	-	-	0.7	0.0	-	0.7	2.6	3.9	0.0	3.9	9/1
9/2	980	980	-	-	-	0.7	0.0	-	0.7	2.5	3.6	0.0	3.6	9/2
10/1	1049	1049	-	-	-	0.1	1.1	-	1.1	3.8	0.6	1.1	1.7	10/1
10/2	1054	1054	-	-	-	0.1	1.1	-	1.2	4.1	1.7	1.1	2.8	10/2
11/1	352	352	-	-	-	0.8	0.0	-	0.8	8.5	7.2	0.0	7.2	11/1

Detailed Input Data And Results

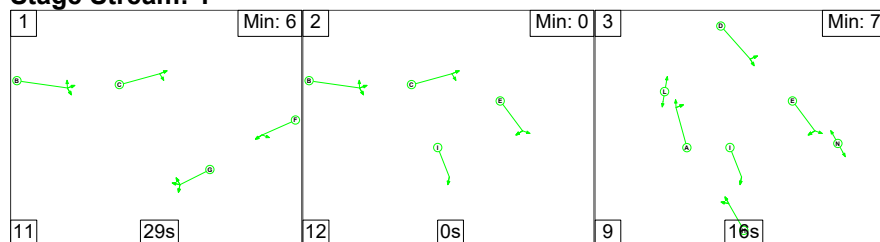
11/2	306	306	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	1126	1126	-	-	-	0.2	0.0	-	0.2	0.7	1.9	0.0	1.9	12/1
12/2	1183	1183	-	-	-	0.2	0.0	-	0.2	0.7	1.9	0.0	1.9	12/2
13/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-16.0Total Delay for Signalled Lanes (pcuHr):155.36Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)17.3Total Delay for Signalled Lanes (pcuHr):0.46Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)31.7Total Delay for Signalled Lanes (pcuHr):2.33Cycle Time (s):85 PRC Over All Lanes (%):-16.0Total Delay Over All Lanes(pcuHr):158.16														

Detailed Input Data And Results

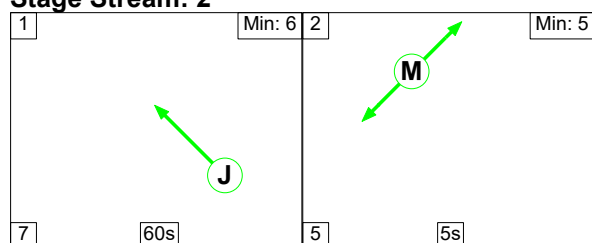
Scenario 4: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

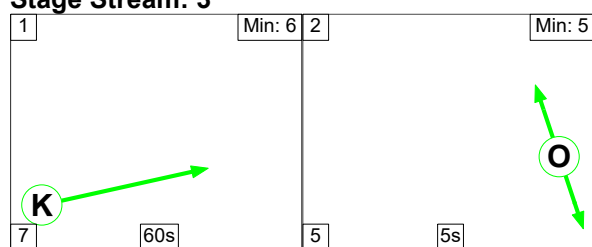
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

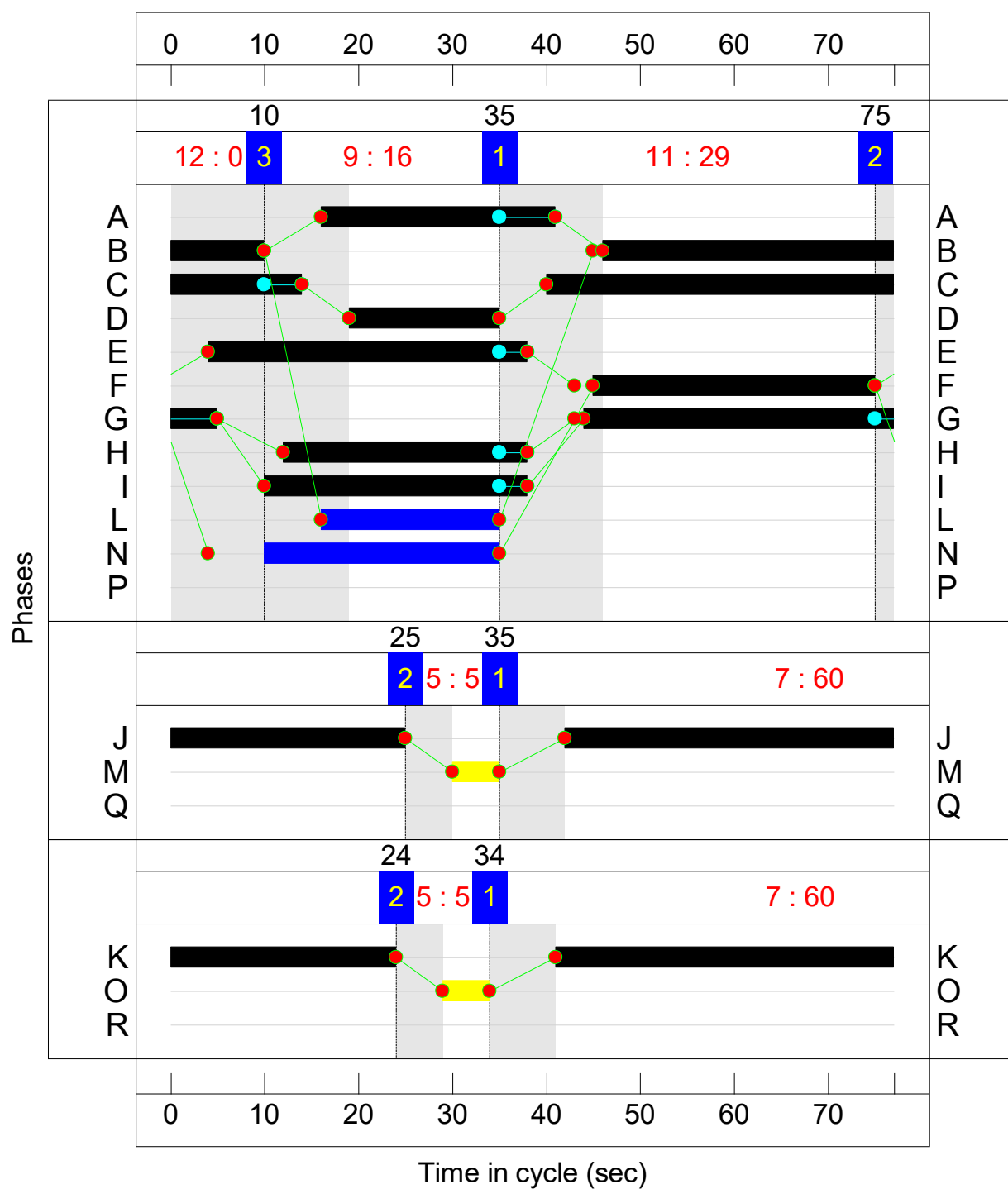
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

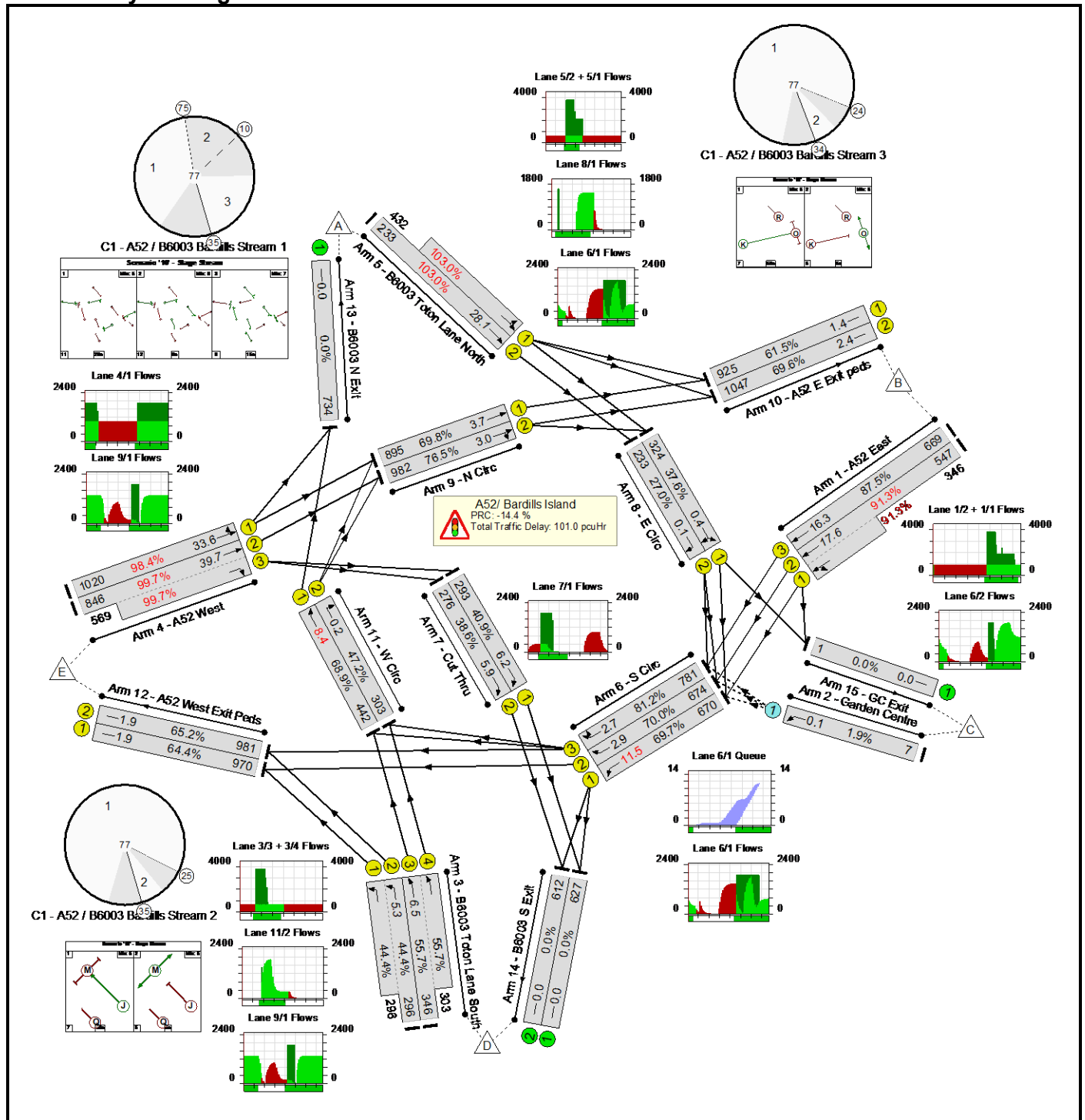
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	103.0%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	103.0%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	893	1900:1900	599+379	91.3 : 91.3%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	669	1900	765	87.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	592	1900:1900	666+666	44.4 : 44.4%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	649	1900:1900	621+544	55.7 : 55.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1020	1900	1036	98.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1415	1900:1900	849+571	99.7 : 99.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	665	1900:1900	226+419	103.0 : 103.0%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	680	1900	962	69.7%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	674	1900	962	70.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	781	1900	962	81.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	293	1900	716	40.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	276	1900	716	38.6%

Detailed Input Data And Results

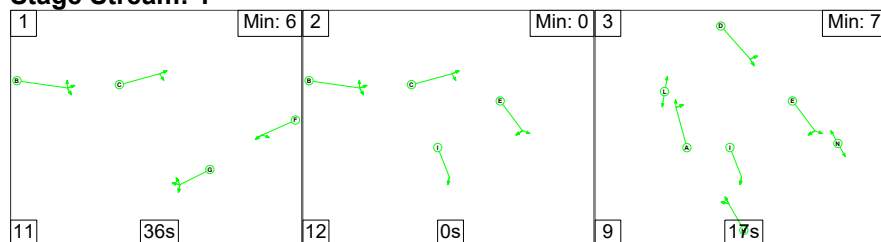
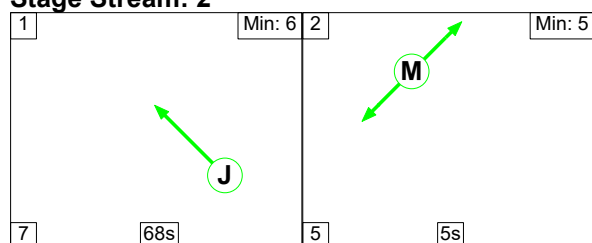
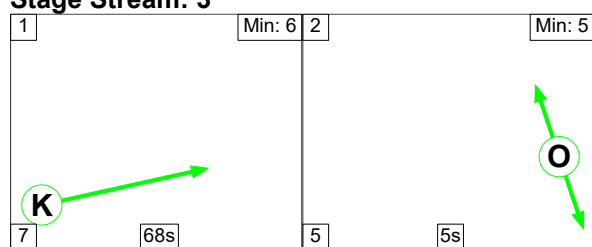
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	334	1900	864	37.6%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	27.0%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	895	1900	1283	69.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	982	1900	1283	76.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	926	1900	1505	61.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1049	1900	1505	69.6%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	442	1900	642	68.9%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	303	1900	642	47.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	970	1900	1505	64.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	981	1900	1505	65.2%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	734	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	41.4	59.6	0.0	101.0	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	41.4	59.6	0.0	101.0	-	-	-	-	A52/ Bardills Island
1/2+1/1	893	893	-	-	-	4.8	4.7	-	9.5	38.2	12.9	4.7	17.6	1/2+1/1
1/3	669	669	-	-	-	3.9	3.3	-	7.2	38.8	13.0	3.3	16.3	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	2/1
3/2+3/1	592	592	-	-	-	3.2	0.4	-	3.6	21.7	4.9	0.4	5.3	3/2+3/1
3/3+3/4	649	649	-	-	-	3.5	0.6	-	4.2	23.1	5.9	0.6	6.5	3/3+3/4
4/1	1020	1020	-	-	-	4.9	12.4	-	17.3	60.9	21.2	12.4	33.6	4/1
4/2+4/3	1415	1415	-	-	-	5.4	17.7	-	23.1	58.8	22.0	17.7	39.7	4/2+4/3
5/2+5/1	665	652	-	-	-	5.8	18.6	-	24.3	131.8	9.5	18.6	28.1	5/2+5/1
6/1	670	670	-	-	-	1.7	0.0	-	1.7	8.9	11.5	0.0	11.5	6/1
6/2	674	674	-	-	-	0.6	0.0	-	0.6	3.0	2.9	0.0	2.9	6/2
6/3	781	781	-	-	-	0.5	0.0	-	0.5	2.5	2.7	0.0	2.7	6/3
7/1	293	293	-	-	-	1.9	0.0	-	1.9	23.0	6.2	0.0	6.2	7/1
7/2	276	276	-	-	-	1.8	0.0	-	1.8	24.0	5.9	0.0	5.9	7/2
8/1	324	324	-	-	-	0.2	0.0	-	0.2	2.6	0.4	0.0	0.4	8/1
8/2	233	233	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	895	895	-	-	-	0.8	0.0	-	0.8	3.0	3.7	0.0	3.7	9/1
9/2	982	982	-	-	-	0.6	0.0	-	0.6	2.2	3.0	0.0	3.0	9/2
10/1	925	925	-	-	-	0.1	0.8	-	0.9	3.4	0.6	0.8	1.4	10/1
10/2	1047	1047	-	-	-	0.2	1.1	-	1.3	4.4	1.2	1.1	2.4	10/2
11/1	442	442	-	-	-	1.0	0.0	-	1.0	8.2	8.4	0.0	8.4	11/1

Detailed Input Data And Results

11/2	303	303	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	970	970	-	-	-	0.3	0.0	-	0.3	1.0	1.9	0.0	1.9	12/1
12/2	981	981	-	-	-	0.3	0.0	-	0.3	0.9	1.9	0.0	1.9	12/2
13/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-14.4Total Delay for Signalled Lanes (pcuHr):98.35Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)38.1Total Delay for Signalled Lanes (pcuHr):0.51Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)29.4Total Delay for Signalled Lanes (pcuHr):2.15Cycle Time (s):77 PRC Over All Lanes (%):-14.4Total Delay Over All Lanes(pcuHr):101.04														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	36	0	17
Change Point	41	3	15

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

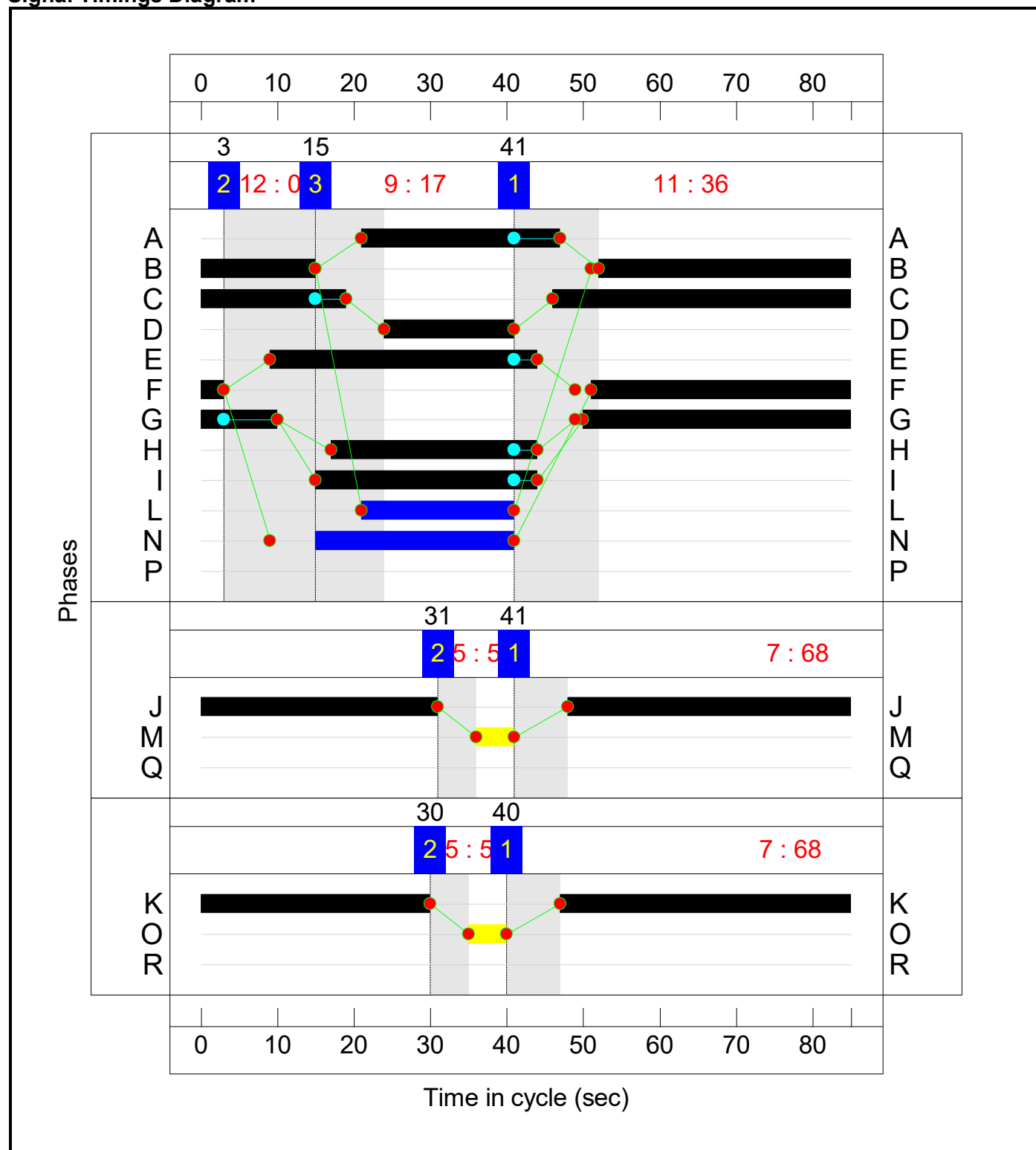
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	40	30

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	26	21	47
B	A52 West Right Ahead Left	Traffic	1	48	52	15
C	N Circ Right Ahead	Traffic	1	58	46	19
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	24	41
E	E Circ Right Ahead	Traffic	1	35	9	44
F	A52 East Ahead Left	Traffic	1	37	51	3
G	S Circ Right Ahead Left (25)	Traffic	1	45	50	10
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	27	17	44
I	Cut Thru Ahead (29)	Traffic	1	29	15	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	47	30
L	Pedestrians across	Pedestrian	1	20	21	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	26	15	41
O	Pedestrians across	Pedestrian	3	5	35	40
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

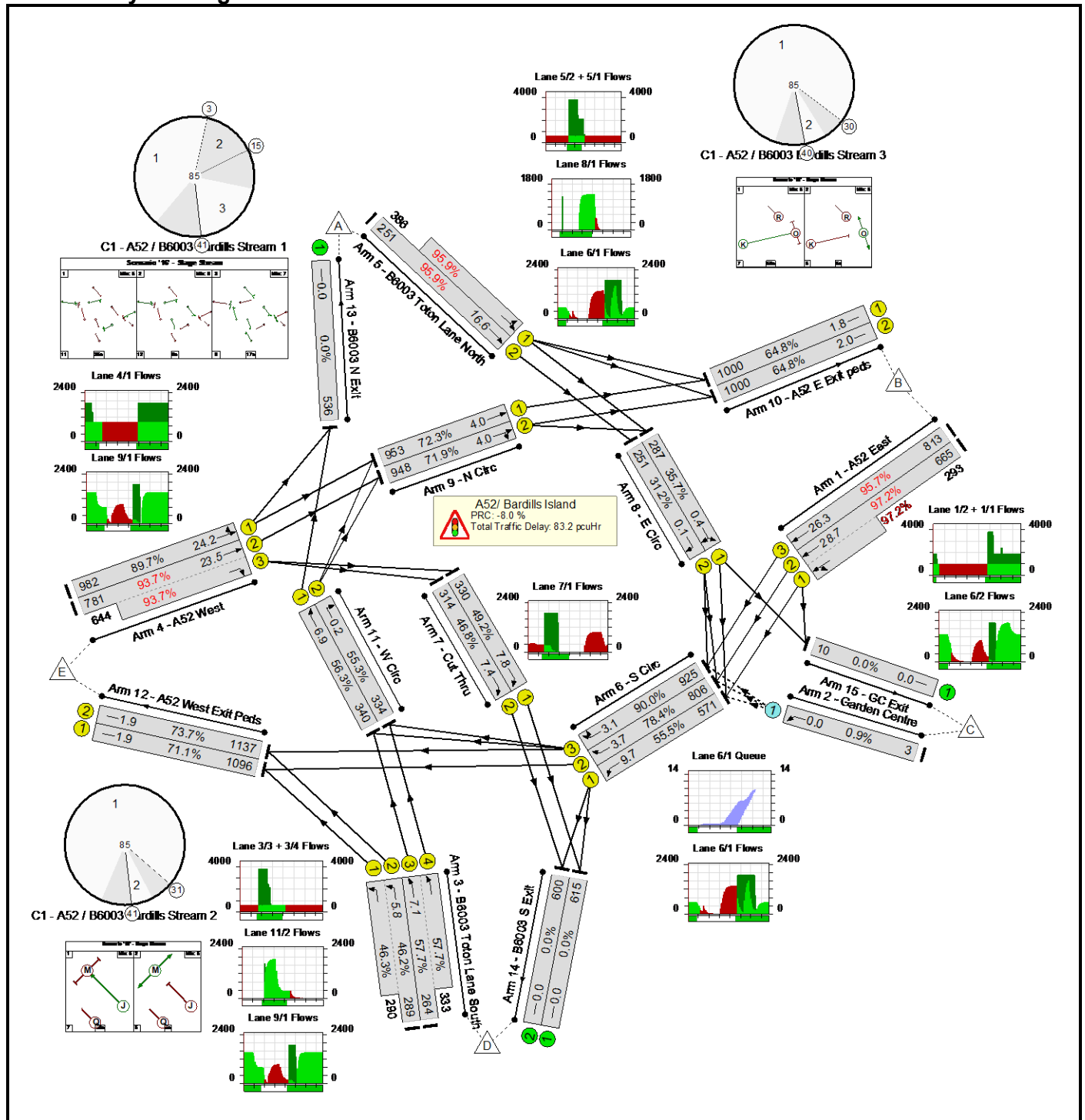
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	3
1/2	A52 East Ahead	U	F	51	3
1/3	A52 East Ahead	U	F	51	3
3/1	B6003 Toton Lane South Left	U	H	17	44
3/2	B6003 Toton Lane South Left	U	H	17	44
3/3	B6003 Toton Lane South Ahead	U	H	17	44
3/4	B6003 Toton Lane South Ahead	U	H	17	44
4/1	A52 West Ahead Left	U	B	52	15
4/2	A52 West Ahead	U	B	52	15
4/3	A52 West Right	U	B	52	15
5/1	B6003 Toton Lane North Ahead Left	U	D	24	41
5/2	B6003 Toton Lane North Ahead	U	D	24	41
6/1	S Circ Left	U	G	50	10
6/2	S Circ Ahead	U	G	50	10
6/3	S Circ Right Ahead	U	G	50	10
7/1	Cut Thru Ahead	U	I	15	44
7/2	Cut Thru Ahead	U	I	15	44
8/1	E Circ Right Ahead	U	E	9	44
8/2	E Circ Right	U	E	9	44
9/1	N Circ Ahead	U	C	46	19
9/2	N Circ Right Ahead	U	C	46	19
10/1	A52 E Exit peds	U	K	47	30
10/2	A52 E Exit peds	U	K	47	30
11/1	W Circ Ahead	U	A	21	47
11/2	W Circ Right	U	A	21	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	97.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	97.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	37	-	-	958	1900:1900	684+302	97.2 : 97.2%
1/3	A52 East Ahead	U	1	N/A	F		1	37	-	-	813	1900	849	95.7%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	329	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	27	-	-	579	1900:1900	626+626	46.2 : 46.3%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	27	-	-	597	1900:1900	458+578	57.7 : 57.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	48	-	-	982	1900	1095	89.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	48	-	-	1425	1900:1900	834+688	93.7 : 93.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	637	1900:1900	262+402	95.9 : 95.9%
6/1	S Circ Left	U	1	N/A	G		1	45	-	-	571	1900	1028	55.5%
6/2	S Circ Ahead	U	1	N/A	G		1	45	-	-	806	1900	1028	78.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	45	-	-	925	1900	1028	90.0%
7/1	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	330	1900	671	49.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	314	1900	671	46.8%

Detailed Input Data And Results

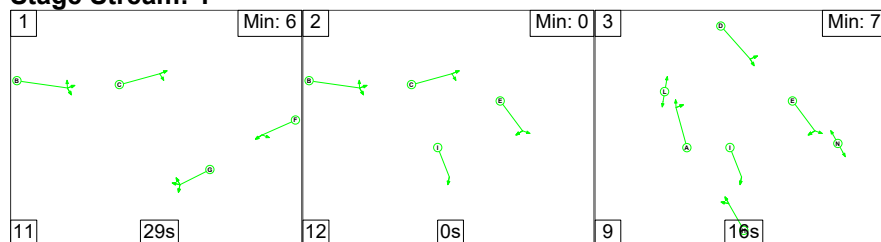
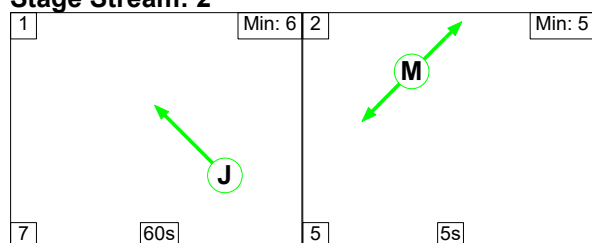
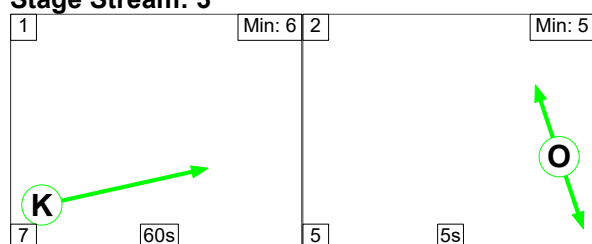
8/1	E Circ Right Ahead	U	1	N/A	E		1	35	-	-	287	1900	805	35.7%
8/2	E Circ Right	U	1	N/A	E		1	35	-	-	251	1900	805	31.2%
9/1	N Circ Ahead	U	1	N/A	C		1	58	-	-	953	1900	1319	72.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	58	-	-	948	1900	1319	71.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1000	1900	1542	64.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1000	1900	1542	64.8%
11/1	W Circ Ahead	U	1	N/A	A		1	26	-	-	340	1900	604	56.3%
11/2	W Circ Right	U	1	N/A	A		1	26	-	-	334	1900	604	55.3%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1096	1900	1542	71.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1137	1900	1542	73.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	536	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	615	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	600	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	44.3	38.9	0.0	83.2	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	44.3	38.9	0.0	83.2	-	-	-	-	A52/ Bardills Island
1/2+1/1	958	958	-	-	-	5.5	10.0	-	15.5	58.3	18.7	10.0	28.7	1/2+1/1
1/3	813	813	-	-	-	5.1	7.8	-	12.9	57.3	18.5	7.8	26.3	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.3	0.0	0.0	0.0	2/1
3/2+3/1	579	579	-	-	-	3.6	0.4	-	4.1	25.2	5.4	0.4	5.8	3/2+3/1
3/3+3/4	597	597	-	-	-	3.8	0.7	-	4.5	26.8	6.4	0.7	7.1	3/3+3/4
4/1	982	982	-	-	-	4.3	4.0	-	8.3	30.6	20.2	4.0	24.2	4/1
4/2+4/3	1425	1425	-	-	-	4.9	6.5	-	11.4	28.9	16.9	6.5	23.5	4/2+4/3
5/2+5/1	637	637	-	-	-	5.7	7.6	-	13.2	74.8	9.0	7.6	16.6	5/2+5/1
6/1	571	571	-	-	-	1.3	0.0	-	1.3	8.5	9.7	0.0	9.7	6/1
6/2	806	806	-	-	-	0.7	0.0	-	0.7	3.1	3.7	0.0	3.7	6/2
6/3	925	925	-	-	-	0.6	0.0	-	0.6	2.4	3.1	0.0	3.1	6/3
7/1	330	330	-	-	-	2.7	0.0	-	2.7	29.1	7.8	0.0	7.8	7/1
7/2	314	314	-	-	-	2.6	0.0	-	2.6	30.1	7.4	0.0	7.4	7/2
8/1	287	287	-	-	-	0.2	0.0	-	0.2	2.1	0.4	0.0	0.4	8/1
8/2	251	251	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	953	953	-	-	-	0.8	0.0	-	0.8	2.9	4.0	0.0	4.0	9/1
9/2	948	948	-	-	-	0.8	0.0	-	0.8	2.9	4.0	0.0	4.0	9/2
10/1	1000	1000	-	-	-	0.1	0.9	-	1.0	3.7	0.9	0.9	1.8	10/1
10/2	1000	1000	-	-	-	0.1	0.9	-	1.0	3.8	1.1	0.9	2.0	10/2
11/1	340	340	-	-	-	0.8	0.0	-	0.8	8.3	6.9	0.0	6.9	11/1

Detailed Input Data And Results

11/2	334	334	-	-	-	0.2	0.0	-	0.2	1.7	0.2	0.0	0.2	11/2
12/1	1096	1096	-	-	-	0.2	0.0	-	0.2	0.8	1.9	0.0	1.9	12/1
12/2	1137	1137	-	-	-	0.2	0.0	-	0.2	0.7	1.9	0.0	1.9	12/2
13/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-8.0Total Delay for Signalled Lanes (pcuHr):80.62Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)22.1Total Delay for Signalled Lanes (pcuHr):0.46Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)38.8Total Delay for Signalled Lanes (pcuHr):2.07Cycle Time (s):85 PRC Over All Lanes (%):-8.0Total Delay Over All Lanes(pcuHr):83.16														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

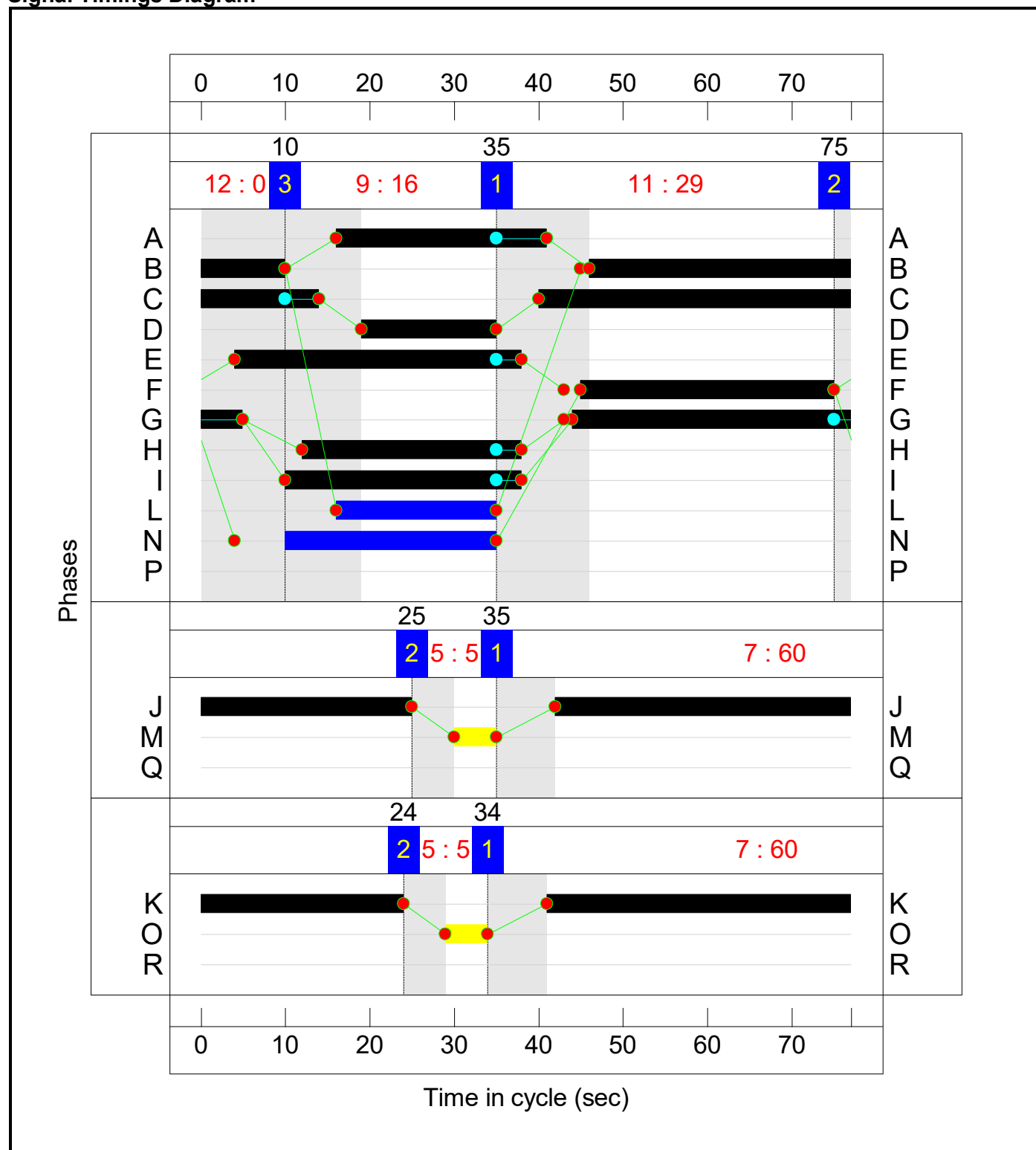
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

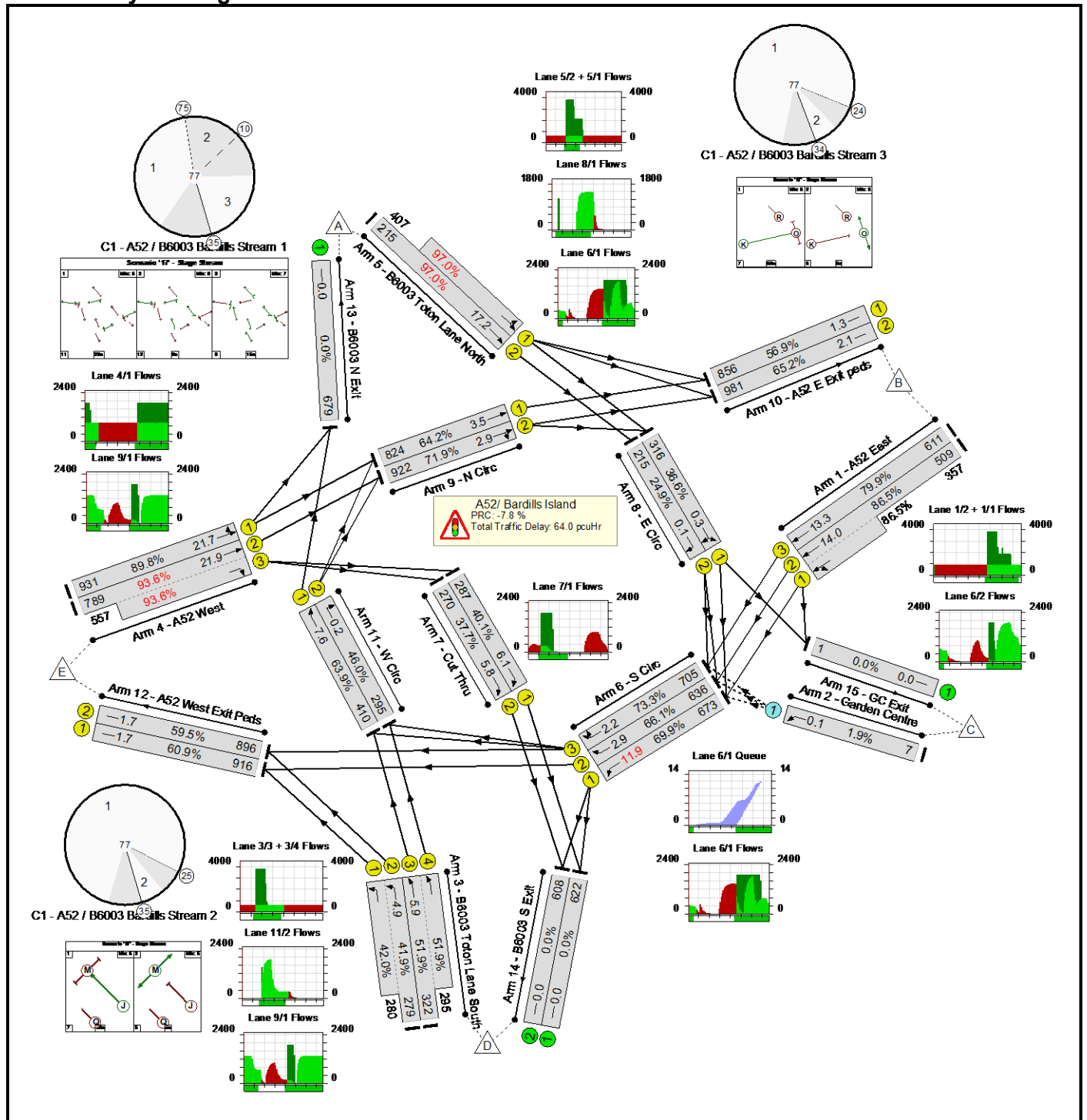
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	97.0%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	97.0%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	866	1900:1900	588+413	86.5 : 86.5%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	611	1900	765	79.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	559	1900:1900	666+666	41.9 : 42.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	617	1900:1900	620+568	51.9 : 51.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	931	1900	1036	89.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1346	1900:1900	843+595	93.6 : 93.6%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	622	1900:1900	222+419	97.0 : 97.0%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	673	1900	962	69.9%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	636	1900	962	66.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	705	1900	962	73.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	287	1900	716	40.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	270	1900	716	37.7%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	316	1900	864	36.6%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.9%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	824	1900	1283	64.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	922	1900	1283	71.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	856	1900	1505	56.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	981	1900	1505	65.2%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	410	1900	642	63.9%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	295	1900	642	46.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	916	1900	1505	60.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	896	1900	1505	59.5%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	622	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	608	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

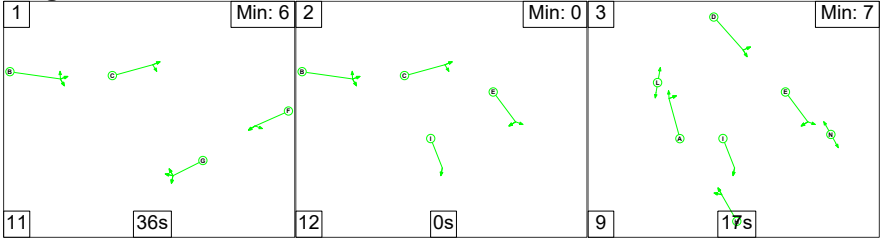
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	37.5	26.6	0.0	64.0	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	37.5	26.6	0.0	64.0	-	-	-	-	A52/ Bardills Island
1/2+1/1	866	866	-	-	-	4.4	3.1	-	7.5	31.2	11.0	3.1	14.0	1/2+1/1
1/3	611	611	-	-	-	3.4	1.9	-	5.4	31.7	11.4	1.9	13.3	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	2/1
3/2+3/1	559	559	-	-	-	3.0	0.4	-	3.3	21.4	4.5	0.4	4.9	3/2+3/1
3/3+3/4	617	617	-	-	-	3.3	0.5	-	3.9	22.5	5.4	0.5	5.9	3/3+3/4
4/1	931	931	-	-	-	4.0	4.1	-	8.1	31.4	17.6	4.1	21.7	4/1
4/2+4/3	1346	1346	-	-	-	4.8	6.4	-	11.1	29.8	15.6	6.4	21.9	4/2+4/3
5/2+5/1	622	622	-	-	-	4.9	8.6	-	13.5	78.3	8.6	8.6	17.2	5/2+5/1
6/1	673	673	-	-	-	1.6	0.0	-	1.6	8.5	11.9	0.0	11.9	6/1
6/2	636	636	-	-	-	0.5	0.0	-	0.5	3.1	2.9	0.0	2.9	6/2
6/3	705	705	-	-	-	0.4	0.0	-	0.4	2.3	2.2	0.0	2.2	6/3
7/1	287	287	-	-	-	1.9	0.0	-	1.9	23.8	6.1	0.0	6.1	7/1
7/2	270	270	-	-	-	1.9	0.0	-	1.9	24.8	5.8	0.0	5.8	7/2
8/1	316	316	-	-	-	0.2	0.0	-	0.2	2.1	0.3	0.0	0.3	8/1
8/2	215	215	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	824	824	-	-	-	0.7	0.0	-	0.7	3.1	3.5	0.0	3.5	9/1
9/2	922	922	-	-	-	0.6	0.0	-	0.6	2.3	2.9	0.0	2.9	9/2
10/1	856	856	-	-	-	0.1	0.7	-	0.7	3.1	0.6	0.7	1.3	10/1
10/2	981	981	-	-	-	0.1	0.9	-	1.1	3.9	1.1	0.9	2.1	10/2
11/1	410	410	-	-	-	0.9	0.0	-	0.9	8.0	7.6	0.0	7.6	11/1

Detailed Input Data And Results

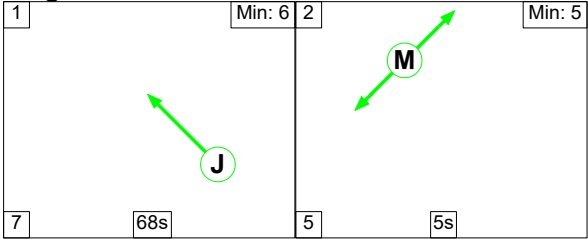
11/2	295	295	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	916	916	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	12/1
12/2	896	896	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	12/2
13/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-7.8Total Delay for Signalled Lanes (pcuHr):61.75Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)47.9Total Delay for Signalled Lanes (pcuHr):0.44Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)38.1Total Delay for Signalled Lanes (pcuHr):1.80Cycle Time (s):77 PRC Over All Lanes (%):-7.8Total Delay Over All Lanes(pcuHr):64.02														

Stage Sequence Diagram

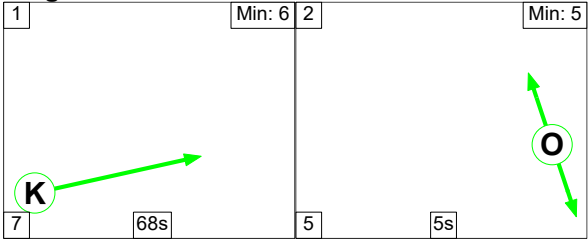
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	36	0	17
Change Point	41	3	15

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

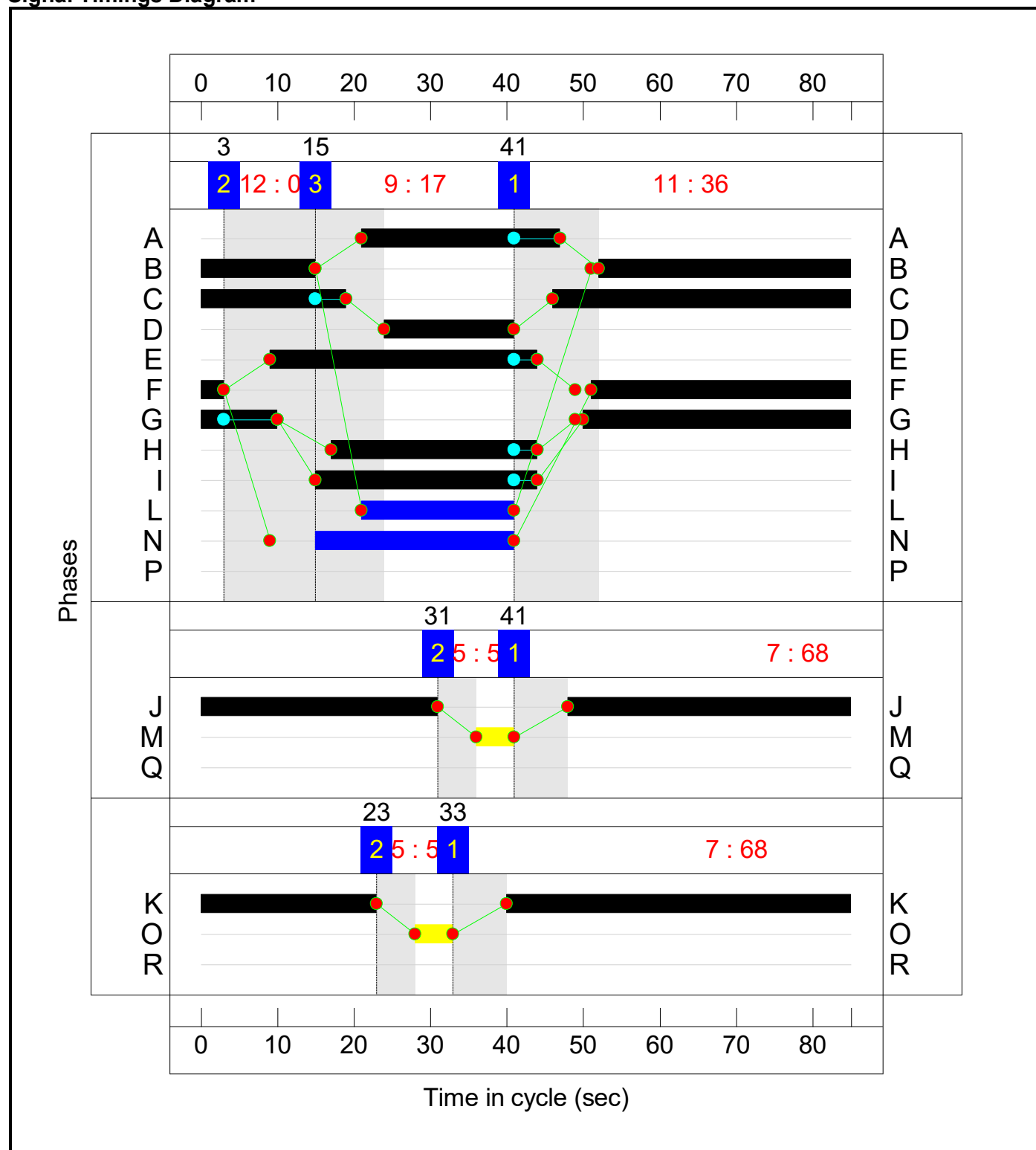
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	33	23

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	26	21	47
B	A52 West Right Ahead Left	Traffic	1	48	52	15
C	N Circ Right Ahead	Traffic	1	58	46	19
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	24	41
E	E Circ Right Ahead	Traffic	1	35	9	44
F	A52 East Ahead Left	Traffic	1	37	51	3
G	S Circ Right Ahead Left (25)	Traffic	1	45	50	10
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	27	17	44
I	Cut Thru Ahead (29)	Traffic	1	29	15	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	40	23
L	Pedestrians across	Pedestrian	1	20	21	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	26	15	41
O	Pedestrians across	Pedestrian	3	5	28	33
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

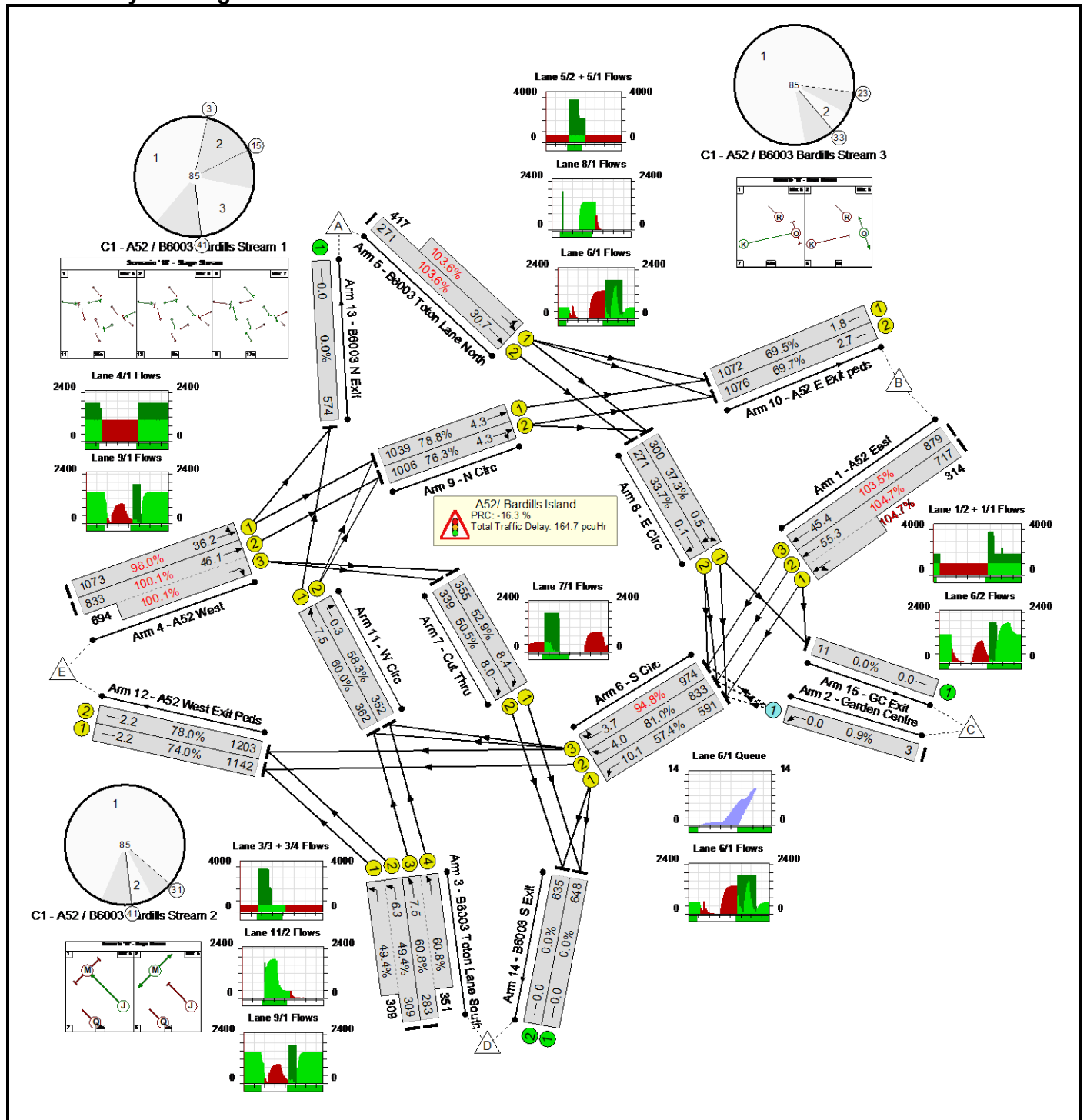
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	3
1/2	A52 East Ahead	U	F	51	3
1/3	A52 East Ahead	U	F	51	3
3/1	B6003 Toton Lane South Left	U	H	17	44
3/2	B6003 Toton Lane South Left	U	H	17	44
3/3	B6003 Toton Lane South Ahead	U	H	17	44
3/4	B6003 Toton Lane South Ahead	U	H	17	44
4/1	A52 West Ahead Left	U	B	52	15
4/2	A52 West Ahead	U	B	52	15
4/3	A52 West Right	U	B	52	15
5/1	B6003 Toton Lane North Ahead Left	U	D	24	41
5/2	B6003 Toton Lane North Ahead	U	D	24	41
6/1	S Circ Left	U	G	50	10
6/2	S Circ Ahead	U	G	50	10
6/3	S Circ Right Ahead	U	G	50	10
7/1	Cut Thru Ahead	U	I	15	44
7/2	Cut Thru Ahead	U	I	15	44
8/1	E Circ Right Ahead	U	E	9	44
8/2	E Circ Right	U	E	9	44
9/1	N Circ Ahead	U	C	46	19
9/2	N Circ Right Ahead	U	C	46	19
10/1	A52 E Exit peds	U	K	40	23
10/2	A52 E Exit peds	U	K	40	23
11/1	W Circ Ahead	U	A	21	47
11/2	W Circ Right	U	A	21	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.7%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.7%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	37	-	-	1031	1900:1900	685+300	104.7 : 104.7%
1/3	A52 East Ahead	U	1	N/A	F		1	37	-	-	879	1900	849	103.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	27	-	-	618	1900:1900	626+626	49.4 : 49.4%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	27	-	-	634	1900:1900	465+577	60.8 : 60.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	48	-	-	1073	1900	1095	98.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	48	-	-	1527	1900:1900	832+693	100.1 : 100.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	688	1900:1900	261+402	103.6 : 103.6%
6/1	S Circ Left	U	1	N/A	G		1	45	-	-	615	1900	1028	57.4%
6/2	S Circ Ahead	U	1	N/A	G		1	45	-	-	865	1900	1028	81.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	45	-	-	1004	1900	1028	94.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	355	1900	671	52.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	339	1900	671	50.5%

Detailed Input Data And Results

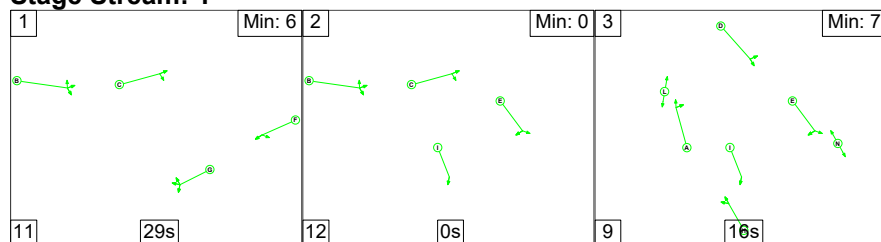
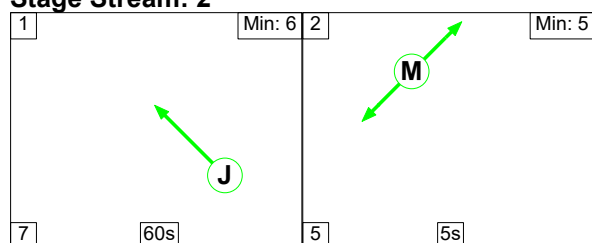
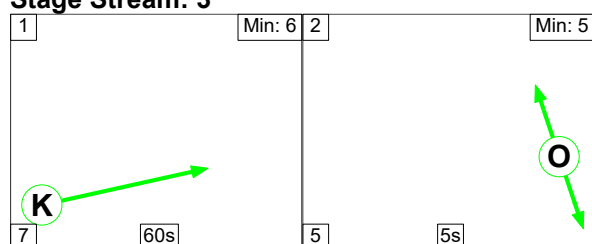
8/1	E Circ Right Ahead	U	1	N/A	E		1	35	-	-	311	1900	805	37.3%
8/2	E Circ Right	U	1	N/A	E		1	35	-	-	271	1900	805	33.7%
9/1	N Circ Ahead	U	1	N/A	C		1	58	-	-	1039	1900	1319	78.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	58	-	-	1007	1900	1319	76.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1073	1900	1542	69.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1079	1900	1542	69.7%
11/1	W Circ Ahead	U	1	N/A	A		1	26	-	-	365	1900	604	60.0%
11/2	W Circ Right	U	1	N/A	A		1	26	-	-	352	1900	604	58.3%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1174	1900	1542	74.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1230	1900	1542	78.0%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	661	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	53.9	110.8	0.0	164.7	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	53.9	110.8	0.0	164.7	-	-	-	-	A52/ Bardills Island
1/2+1/1	1031	985	-	-	-	8.5	31.2	-	39.7	138.5	24.1	31.2	55.3	1/2+1/1
1/3	879	849	-	-	-	7.2	24.0	-	31.2	127.8	21.5	24.0	45.4	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.3	0.0	0.0	0.0	2/1
3/2+3/1	618	618	-	-	-	3.9	0.5	-	4.4	25.7	5.8	0.5	6.3	3/2+3/1
3/3+3/4	634	634	-	-	-	4.1	0.8	-	4.8	27.4	6.7	0.8	7.5	3/3+3/4
4/1	1073	1073	-	-	-	5.2	11.7	-	16.9	56.9	24.4	11.7	36.2	4/1
4/2+4/3	1527	1526	-	-	-	5.9	19.9	-	25.8	60.8	26.2	19.9	46.1	4/2+4/3
5/2+5/1	688	673	-	-	-	6.8	20.5	-	27.2	142.5	10.2	20.5	30.7	5/2+5/1
6/1	591	591	-	-	-	1.5	0.0	-	1.5	9.2	10.1	0.0	10.1	6/1
6/2	833	833	-	-	-	0.8	0.0	-	0.8	3.4	4.0	0.0	4.0	6/2
6/3	974	974	-	-	-	0.8	0.0	-	0.8	3.0	3.7	0.0	3.7	6/3
7/1	355	355	-	-	-	2.8	0.0	-	2.8	28.2	8.4	0.0	8.4	7/1
7/2	339	339	-	-	-	2.7	0.0	-	2.7	29.2	8.0	0.0	8.0	7/2
8/1	300	300	-	-	-	0.3	0.0	-	0.3	3.1	0.5	0.0	0.5	8/1
8/2	271	271	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	1039	1039	-	-	-	0.8	0.0	-	0.8	2.8	4.3	0.0	4.3	9/1
9/2	1006	1006	-	-	-	0.8	0.0	-	0.8	2.9	4.3	0.0	4.3	9/2
10/1	1072	1072	-	-	-	0.1	1.1	-	1.2	4.0	0.7	1.1	1.8	10/1
10/2	1076	1076	-	-	-	0.1	1.1	-	1.3	4.3	1.6	1.1	2.7	10/2
11/1	362	362	-	-	-	0.8	0.0	-	0.8	8.3	7.5	0.0	7.5	11/1

Detailed Input Data And Results

11/2	352	352	-	-	-	0.2	0.0	-	0.2	1.7	0.3	0.0	0.3	11/2
12/1	1142	1142	-	-	-	0.3	0.0	-	0.3	0.9	2.2	0.0	2.2	12/1
12/2	1203	1203	-	-	-	0.3	0.0	-	0.3	0.9	2.2	0.0	2.2	12/2
13/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-16.3Total Delay for Signalled Lanes (pcuHr):161.64Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)15.4Total Delay for Signalled Lanes (pcuHr):0.58Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)29.1Total Delay for Signalled Lanes (pcuHr):2.47Cycle Time (s):85 PRC Over All Lanes (%):-16.3Total Delay Over All Lanes(pcuHr):164.70														

Stage Sequence Diagram**Stage Stream: 1****Stage Stream: 2****Stage Stream: 3****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

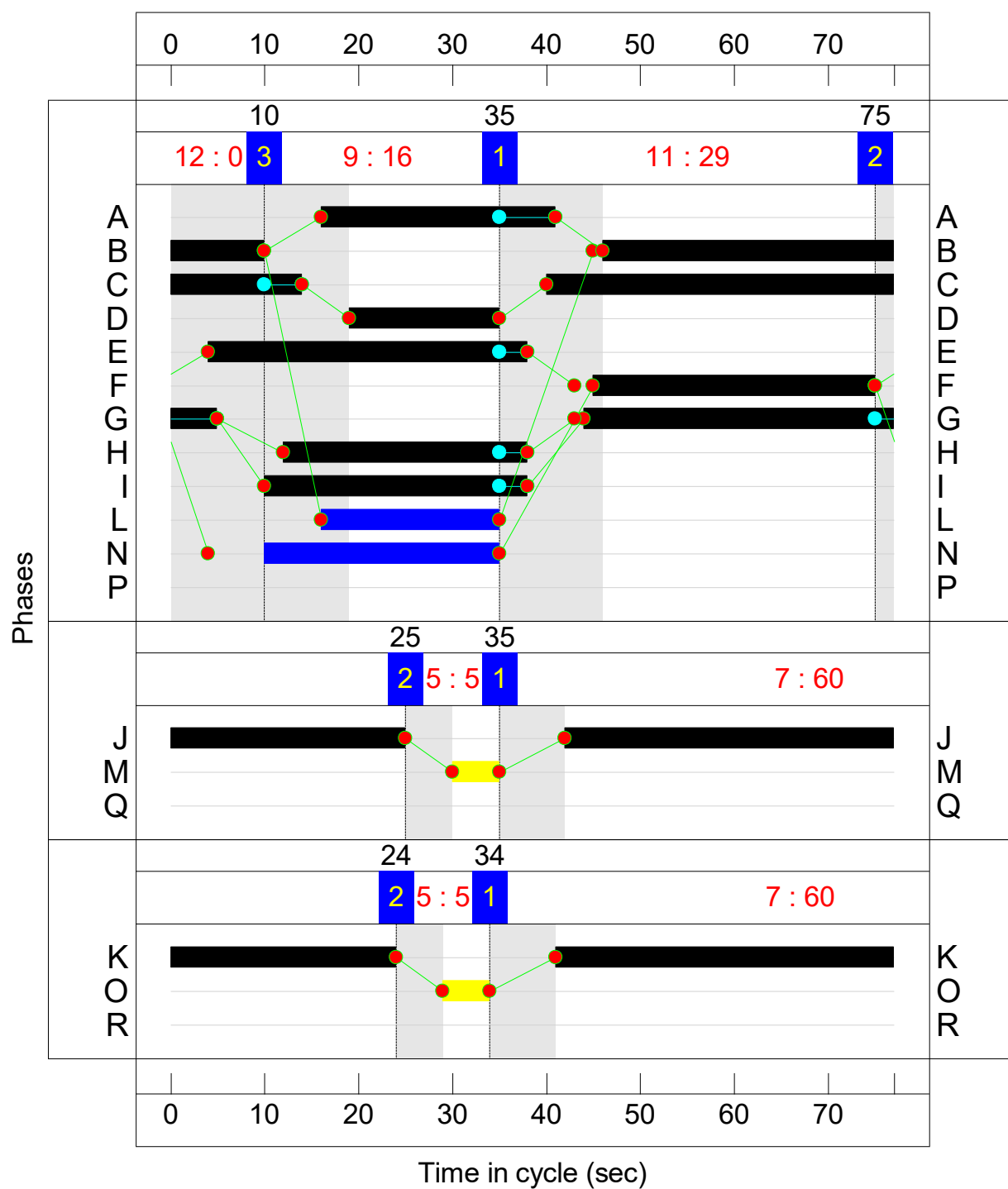
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

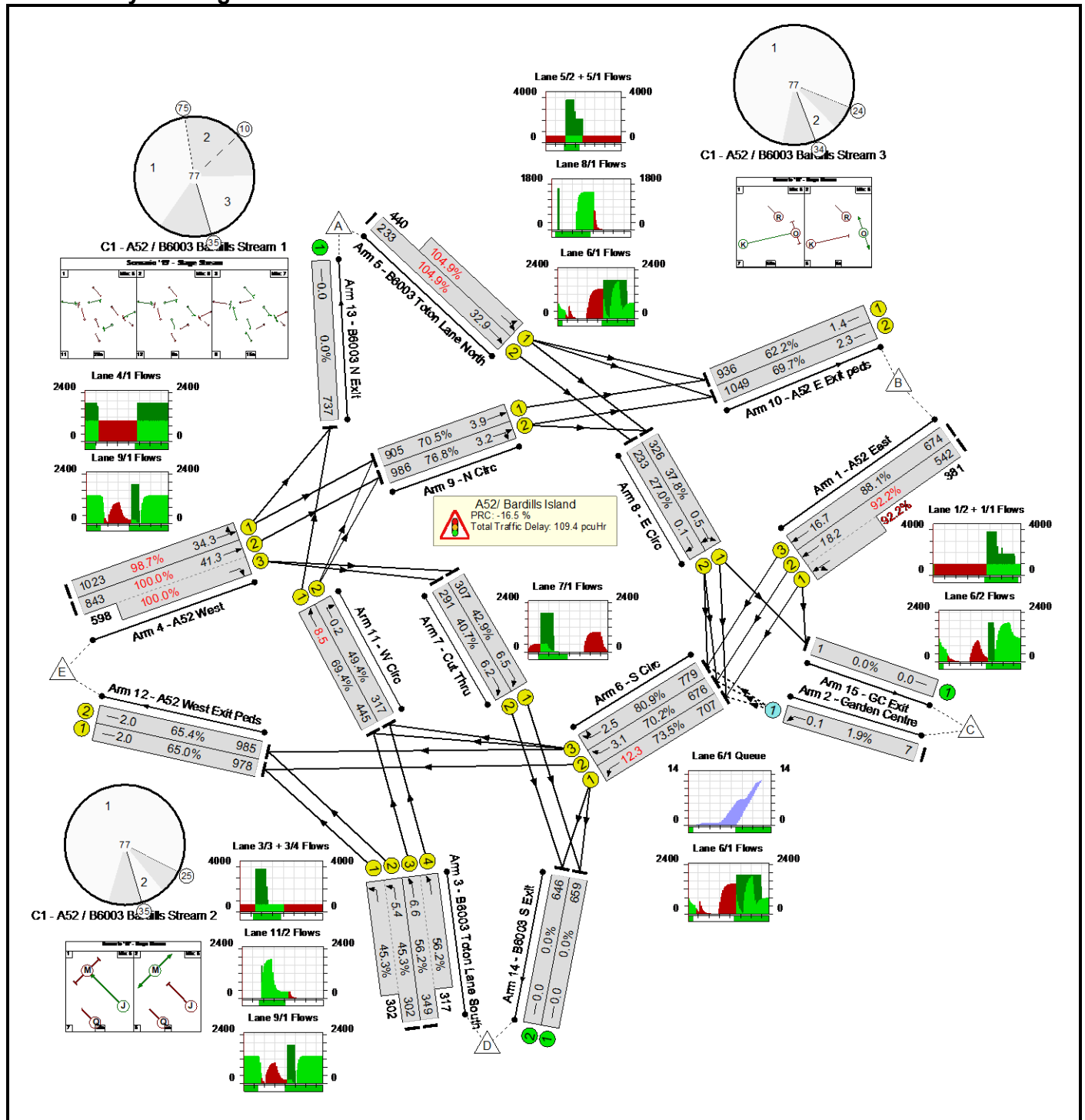
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.9%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.9%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	923	1900:1900	588+413	92.2 : 92.2%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	674	1900	765	88.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	604	1900:1900	666+666	45.3 : 45.3%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	666	1900:1900	621+564	56.2 : 56.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1023	1900	1036	98.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1441	1900:1900	843+598	100.0 : 100.0%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	673	1900:1900	222+419	104.9 : 104.9%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	723	1900	962	73.5%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	676	1900	962	70.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	779	1900	962	80.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	307	1900	716	42.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	291	1900	716	40.7%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	342	1900	864	37.8%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	27.0%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	905	1900	1283	70.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	986	1900	1283	76.8%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	937	1900	1505	62.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1052	1900	1505	69.7%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	445	1900	642	69.4%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	317	1900	642	49.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	978	1900	1505	65.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	985	1900	1505	65.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	667	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	42.7	66.7	0.0	109.4	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	42.7	66.7	0.0	109.4	-	-	-	-	A52/ Bardills Island
1/2+1/1	923	923	-	-	-	4.9	5.2	-	10.1	39.5	13.0	5.2	18.2	1/2+1/1
1/3	674	674	-	-	-	4.0	3.4	-	7.4	39.7	13.3	3.4	16.7	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	2/1
3/2+3/1	604	604	-	-	-	3.2	0.4	-	3.7	21.8	4.9	0.4	5.4	3/2+3/1
3/3+3/4	666	666	-	-	-	3.6	0.6	-	4.3	23.2	5.9	0.6	6.6	3/3+3/4
4/1	1023	1023	-	-	-	4.9	13.0	-	17.9	63.0	21.3	13.0	34.3	4/1
4/2+4/3	1441	1441	-	-	-	5.6	19.1	-	24.6	61.5	22.2	19.1	41.3	4/2+4/3
5/2+5/1	673	652	-	-	-	6.1	23.0	-	29.1	155.7	9.8	23.0	32.9	5/2+5/1
6/1	707	707	-	-	-	1.7	0.0	-	1.7	8.7	12.3	0.0	12.3	6/1
6/2	676	676	-	-	-	0.6	0.0	-	0.6	3.1	3.1	0.0	3.1	6/2
6/3	779	779	-	-	-	0.5	0.0	-	0.5	2.4	2.5	0.0	2.5	6/3
7/1	307	307	-	-	-	2.0	0.0	-	2.0	23.1	6.5	0.0	6.5	7/1
7/2	291	291	-	-	-	1.9	0.0	-	1.9	24.1	6.2	0.0	6.2	7/2
8/1	326	326	-	-	-	0.2	0.0	-	0.2	2.6	0.5	0.0	0.5	8/1
8/2	233	233	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	8/2
9/1	905	905	-	-	-	0.8	0.0	-	0.8	3.1	3.9	0.0	3.9	9/1
9/2	986	986	-	-	-	0.6	0.0	-	0.6	2.3	3.2	0.0	3.2	9/2
10/1	936	936	-	-	-	0.1	0.8	-	0.9	3.4	0.6	0.8	1.4	10/1
10/2	1049	1049	-	-	-	0.1	1.1	-	1.3	4.4	1.2	1.1	2.3	10/2
11/1	445	445	-	-	-	1.0	0.0	-	1.0	8.1	8.5	0.0	8.5	11/1

Detailed Input Data And Results

11/2	317	317	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	978	978	-	-	-	0.3	0.0	-	0.3	1.0	2.0	0.0	2.0	12/1
12/2	985	985	-	-	-	0.3	0.0	-	0.3	1.0	2.0	0.0	2.0	12/2
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
C1 - A52 / B6003 BardillsStream: 1 PRC for Signalled Lanes (%):-16.5Total Delay for Signalled Lanes (pcuHr):106.67Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)37.5Total Delay for Signalled Lanes (pcuHr):0.55Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)29.2Total Delay for Signalled Lanes (pcuHr):2.18Cycle Time (s):77 PRC Over All Lanes (%):-16.5Total Delay Over All Lanes(pcuHr):109.42														



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