

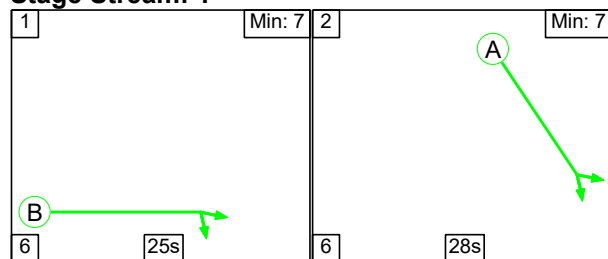
Detailed Input Data And Results

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

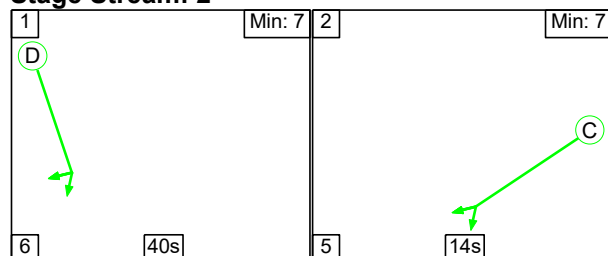
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

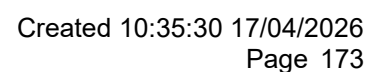
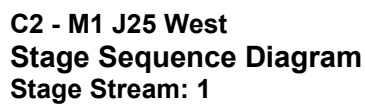
Stage	1	2
Duration	25	28
Change Point	58	24

Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2



Stage Timings**Stage Stream: 1**

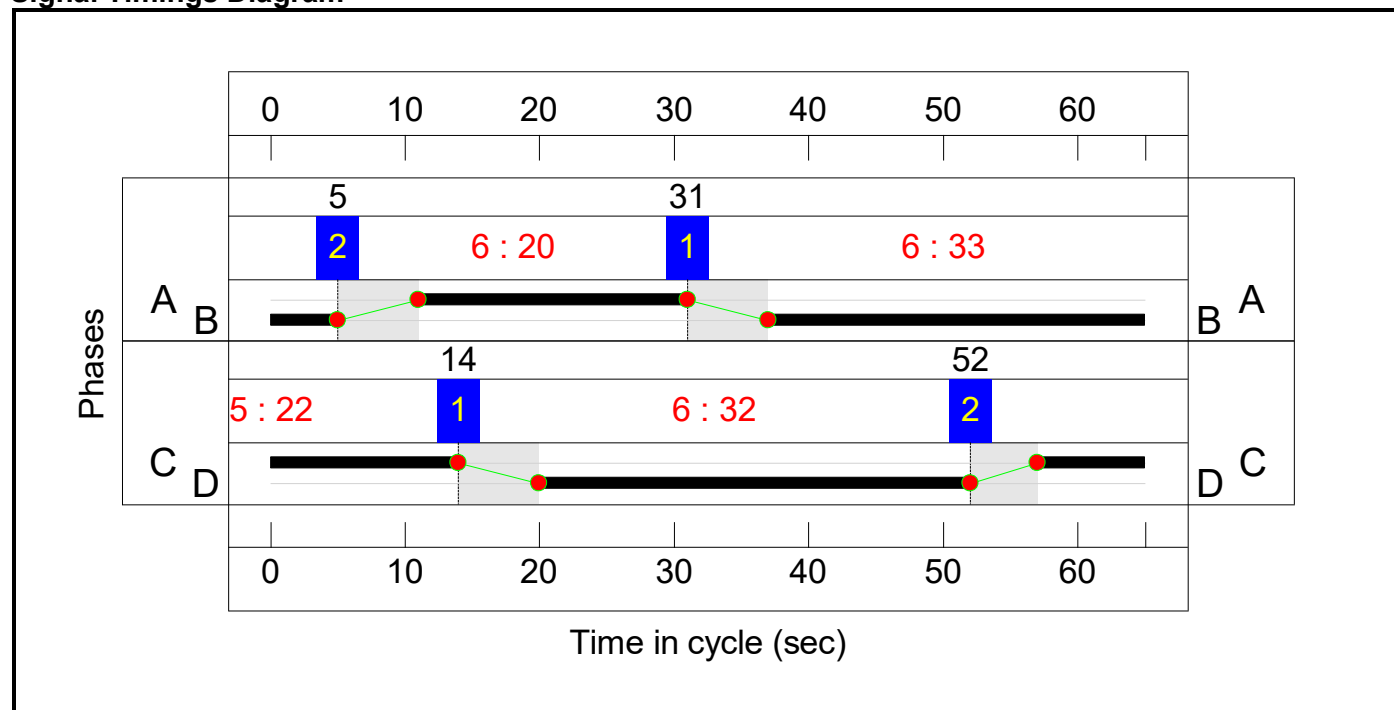
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

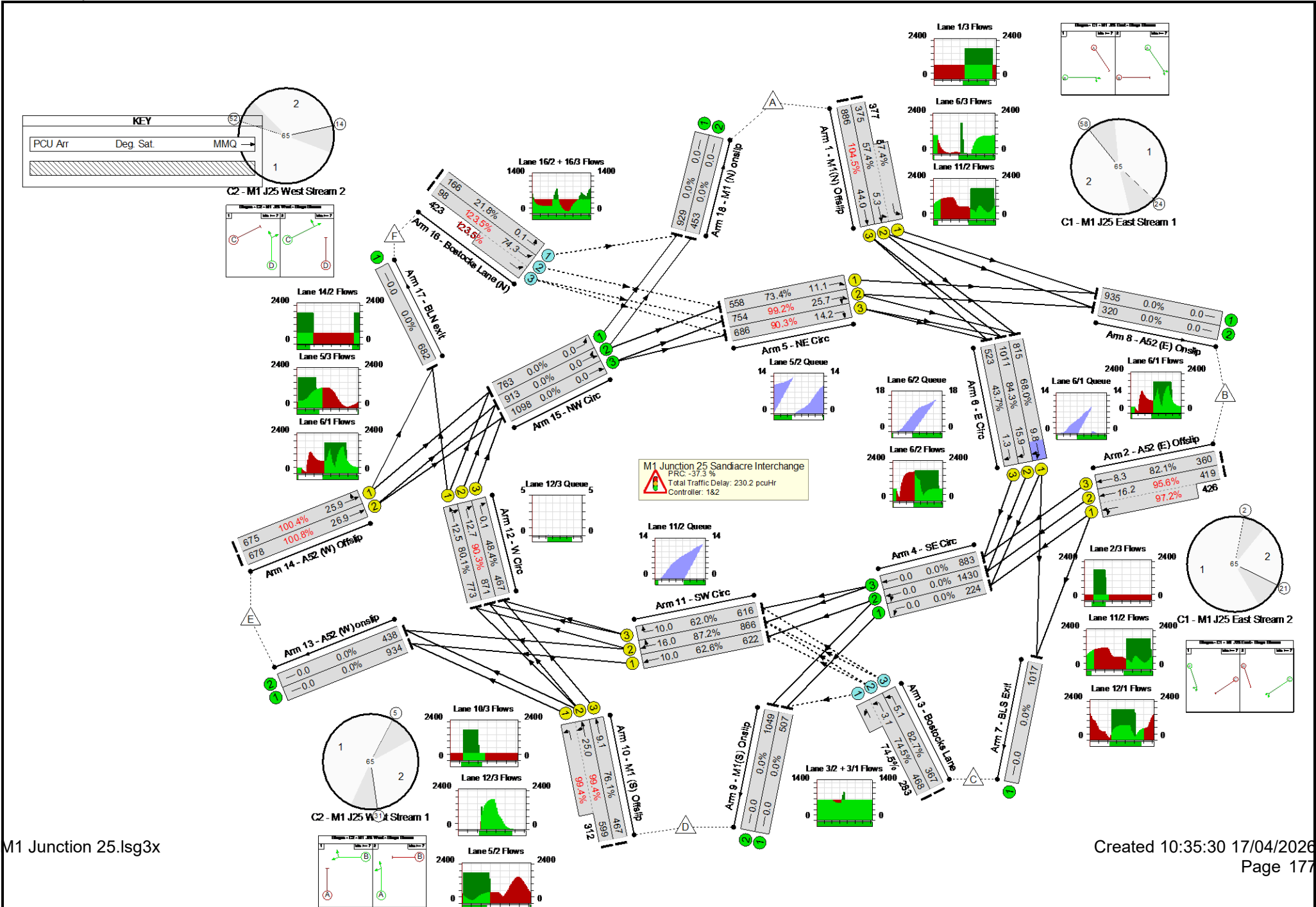
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results



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: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	123.5%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	123.5%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	752	1900:1900	654+657	57.4 : 57.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	886	1900	848	104.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	845	1900:1900	438+438	95.6 : 97.2%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	360	1900	438	82.1%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	751	1800:1800	628+380	74.5 : 74.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	367	1800	444	82.7%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	224	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1513	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	911	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	558	1900	760	73.4%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	767	1900	760	99.2%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	759	1900	760	90.3%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	822	1900	1198	68.0%

Detailed Input Data And Results

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	1094	1900	1198	84.3%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	551	1900	1198	43.7%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1024	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	935	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	320	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	507	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1112	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	911	1900:1900	602+314	99.4 : 99.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	467	1900	614	76.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	642	1900	994	62.6%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	889	1900	994	87.2%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	616	1900	994	62.0%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	779	1900	965	80.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	871	1900	965	90.3%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	467	1900	965	48.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	954	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	675	1900	672	100.4%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	678	1900	672	100.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	765	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	913	Inf	Inf	0.0%

Detailed Input Data And Results

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1103	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	762	21.8%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	79+342	123.5 : 123.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	931	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	453	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: M1 Junction 25 Sandiacre Interchange	-	-	2916	0	0	69.3	160.9	0.0	230.2	-	-	-	-	Network: M1 Junction 25 Sandiacre Interchange
M1 Junction 25 Sandiacre Interchange	-	-	2916	0	0	69.3	160.9	0.0	230.2	-	-	-	-	M1 Junction 25 Sandiacre Interchange
1/2+1/1	752	752	-	-	-	2.6	0.7	-	3.3	15.6	4.6	0.7	5.3	1/2+1/1
1/3	886	848	-	-	-	5.3	27.3	-	32.6	132.5	16.7	27.3	44.0	1/3
2/2+2/1	845	845	-	-	-	5.8	8.6	-	14.4	61.4	7.6	8.6	16.2	2/2+2/1
2/3	360	360	-	-	-	2.4	2.2	-	4.5	45.5	6.1	2.2	8.3	2/3
3/2+3/1	751	751	1502	0	0	0.0	1.4	-	1.5	7.0	1.7	1.4	3.1	3/2+3/1
3/3	367	367	367	0	0	0.2	2.3	-	2.5	24.2	2.9	2.3	5.1	3/3
4/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1430	1430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	558	558	-	-	-	2.1	1.4	-	3.4	22.2	9.7	1.4	11.1	5/1
5/2	754	754	-	-	-	4.7	12.3	-	17.0	81.2	13.4	12.3	25.7	5/2
5/3	686	686	-	-	-	3.5	4.2	-	7.7	40.3	10.1	4.2	14.2	5/3
6/1	815	815	-	-	-	1.7	0.0	-	1.7	7.4	9.8	0.0	9.8	6/1
6/2	1011	1011	-	-	-	3.5	0.0	-	3.5	12.6	15.9	0.0	15.9	6/2
6/3	523	523	-	-	-	0.4	0.0	-	0.4	2.5	1.3	0.0	1.3	6/3
7/1	1017	1017	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

Detailed Input Data And Results

10/2+10/1	911	911	-	-	-	5.2	13.8	-	19.0	75.1	11.2	13.8	25.0	10/2+10/1
10/3	467	467	-	-	-	2.6	1.6	-	4.1	31.8	7.5	1.6	9.1	10/3
11/1	622	622	-	-	-	3.2	0.8	-	4.0	23.2	9.2	0.8	10.0	11/1
11/2	866	866	-	-	-	4.1	3.2	-	7.3	30.4	12.8	3.2	16.0	11/2
11/3	616	616	-	-	-	1.8	0.8	-	2.6	15.1	9.2	0.8	10.0	11/3
12/1	773	773	-	-	-	3.6	0.0	-	3.6	17.0	12.5	0.0	12.5	12/1
12/2	871	871	-	-	-	4.4	0.0	-	4.4	18.2	12.7	0.0	12.7	12/2
12/3	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	675	672	-	-	-	4.0	13.7	-	17.7	94.5	12.2	13.7	25.9	14/1
14/2	678	672	-	-	-	4.2	14.5	-	18.7	99.1	12.3	14.5	26.9	14/2
15/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	521	440	881	0	0	4.1	52.1	-	56.2	388.2	22.2	52.1	74.3	16/2+16/3
17/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%) -16.1 -8.0 -10.5 -12.1 -37.3														
Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 63.99 24.51 37.03 44.44 230.23 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65 														

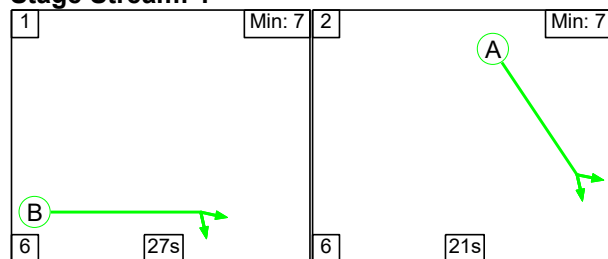
Detailed Input Data And Results

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

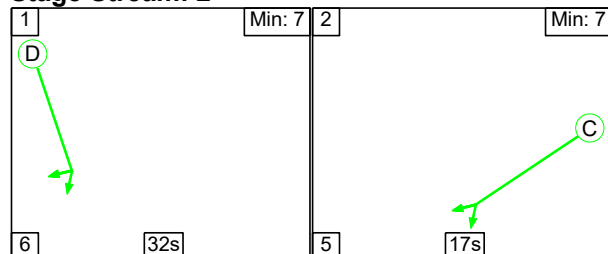
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

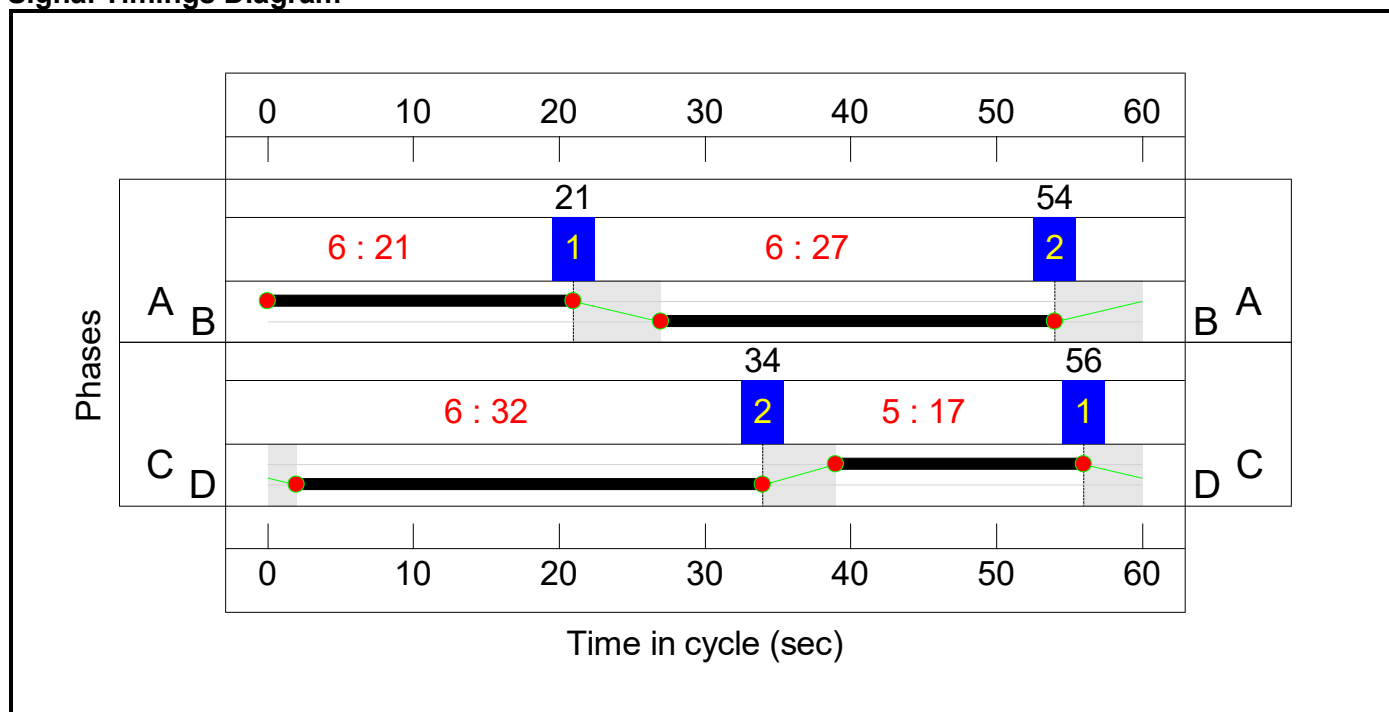
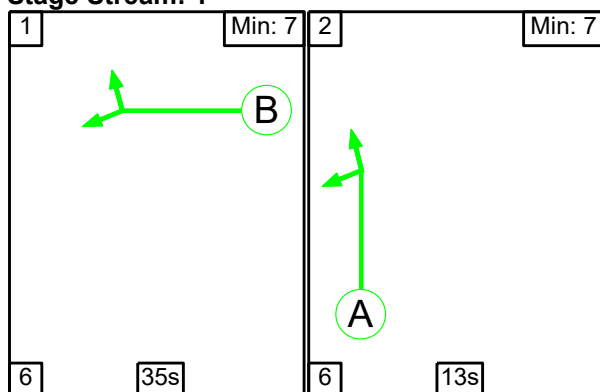
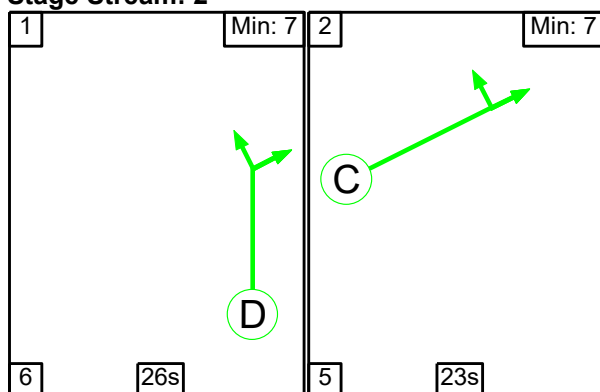
Stage	1	2
Duration	27	21
Change Point	21	54

Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

Signal Timings Diagram**C2 - M1 J25 West****Stage Sequence Diagram****Stage Stream: 1****Stage Stream: 2**

Stage Timings**Stage Stream: 1**

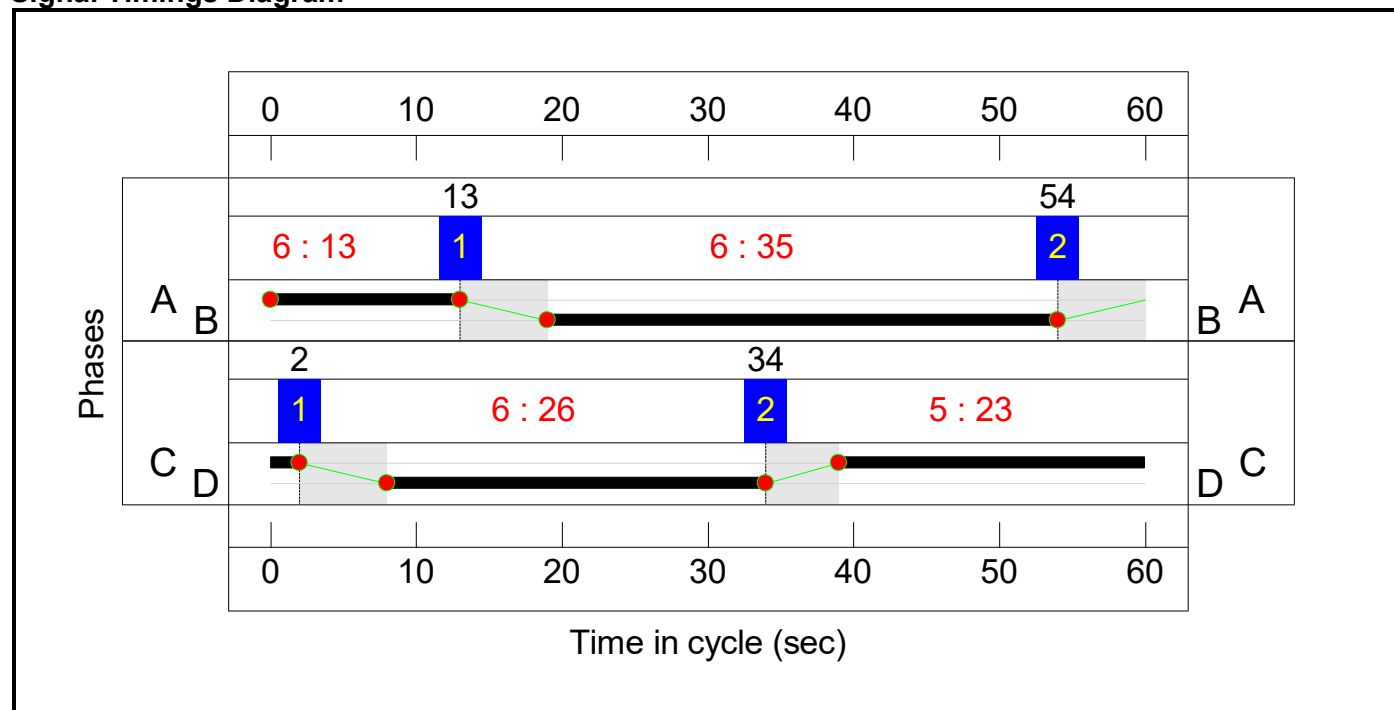
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

KEY

PCU Arr Deg. Sat. MMQ

M1 Junction 25 Sandiacre Interchange

PRC: 18.1%

Total Traffic Delay: 126.8 pcu/hr

Controller: 18.2

Created 10:35:31 17/04/2026

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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: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	104.5%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	104.5%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	716	1900:1900	611+510	63.9 : 63.9%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	625	1900	697	89.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	787	1900:1900	570+570	68.8 : 69.3%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	403	1900	570	70.7%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	721+273	68.5 : 68.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	268	1800	552	48.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	124	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1191	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	749	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	359	1900	887	40.4%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	703	1900	887	78.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	520	1900	887	57.3%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	779	1900	1045	73.6%

Detailed Input Data And Results

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	799	1900	1045	75.3%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	346	1900	1045	33.1%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1050	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	685	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	311	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	878	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	489	1900:1900	443+58	97.4 : 97.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	443	1900	443	99.9%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	553	1900	1140	48.5%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	740	1900	1140	64.9%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	531	1900	1140	46.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	816	1900	855	95.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	692	1900	855	80.9%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	444	1900	855	51.9%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	610	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	194	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	780	1900	760	102.6%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	794	1900	760	104.5%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	897	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	971	Inf	Inf	0.0%

Detailed Input Data And Results

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	959	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	737	21.0%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	322	1800:1800	74+339	77.9 : 77.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	699	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1052	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	670	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: M1 Junction 25 Sandiacre Interchange	-	-	2429	0	0	48.2	78.6	0.0	126.8	-	-	-	-	Network: M1 Junction 25 Sandiacre Interchange
M1 Junction 25 Sandiacre Interchange	-	-	2429	0	0	48.2	78.6	0.0	126.8	-	-	-	-	M1 Junction 25 Sandiacre Interchange
1/2+1/1	716	716	-	-	-	3.0	0.9	-	3.8	19.3	5.1	0.9	6.0	1/2+1/1
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	1/3
2/2+2/1	787	787	-	-	-	4.1	1.1	-	5.2	23.6	5.8	1.1	6.9	2/2+2/1
2/3	403	403	-	-	-	2.1	1.2	-	3.3	29.3	5.9	1.2	7.1	2/3
3/2+3/1	681	681	1362	0	0	0.0	1.1	-	1.1	5.7	0.7	1.1	1.8	3/2+3/1
3/3	268	268	268	0	0	0.0	0.5	-	0.5	6.9	1.0	0.5	1.4	3/3
4/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1179	1179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	358	358	-	-	-	0.3	0.3	-	0.7	6.8	1.2	0.3	1.5	5/1
5/2	693	693	-	-	-	1.6	1.8	-	3.3	17.2	10.2	1.8	11.9	5/2
5/3	508	508	-	-	-	2.3	0.7	-	2.9	20.8	7.1	0.7	7.8	5/3
6/1	769	769	-	-	-	2.5	0.0	-	2.5	11.5	11.1	0.0	11.1	6/1
6/2	787	787	-	-	-	3.2	0.0	-	3.2	14.5	10.8	0.0	10.8	6/2
6/3	346	346	-	-	-	0.1	0.0	-	0.1	1.5	0.5	0.0	0.5	6/3
7/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

Detailed Input Data And Results

10/2+10/1	489	489	-	-	-	3.0	8.3	-	11.3	83.4	7.1	8.3	15.4	10/2+10/1
10/3	443	443	-	-	-	2.8	10.4	-	13.3	107.8	7.3	10.4	17.7	10/3
11/1	553	553	-	-	-	0.5	0.5	-	1.0	6.5	2.4	0.5	2.8	11/1
11/2	740	740	-	-	-	1.3	0.9	-	2.2	10.8	5.6	0.9	6.5	11/2
11/3	531	531	-	-	-	1.9	0.4	-	2.3	15.8	7.2	0.4	7.6	11/3
12/1	816	816	-	-	-	3.3	0.0	-	3.3	14.6	11.1	0.0	11.1	12/1
12/2	692	692	-	-	-	3.2	0.0	-	3.2	16.5	8.3	0.0	8.3	12/2
12/3	444	444	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0	12/3
13/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	780	760	-	-	-	4.6	19.8	-	24.4	112.8	13.3	19.8	33.2	14/1
14/2	794	760	-	-	-	5.2	25.0	-	30.1	136.6	13.8	25.0	38.8	14/2
15/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	16/1
16/2+16/3	322	322	644	0	0	0.2	1.7	-	1.9	20.8	1.6	1.7	3.3	16/2+16/3
17/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 0.3 19.5 -11.0 -16.1 -16.1														
Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) 17.80 14.20 30.15 61.07 126.81														
Cycle Time (s) Cycle Time (s) Cycle Time (s) Cycle Time (s) 60 60 60 60														

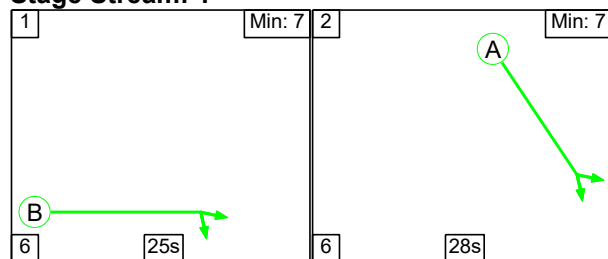
Detailed Input Data And Results

Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: '1')

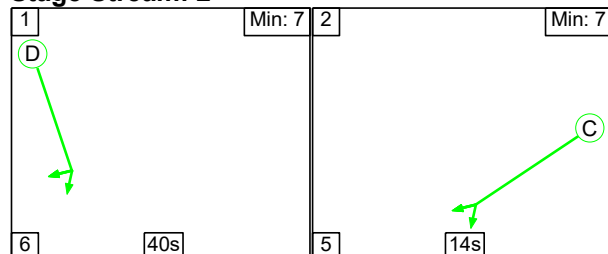
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

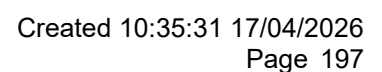
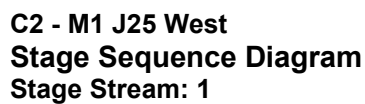
Stage	1	2
Duration	25	28
Change Point	58	24

Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2



Stage Timings**Stage Stream: 1**

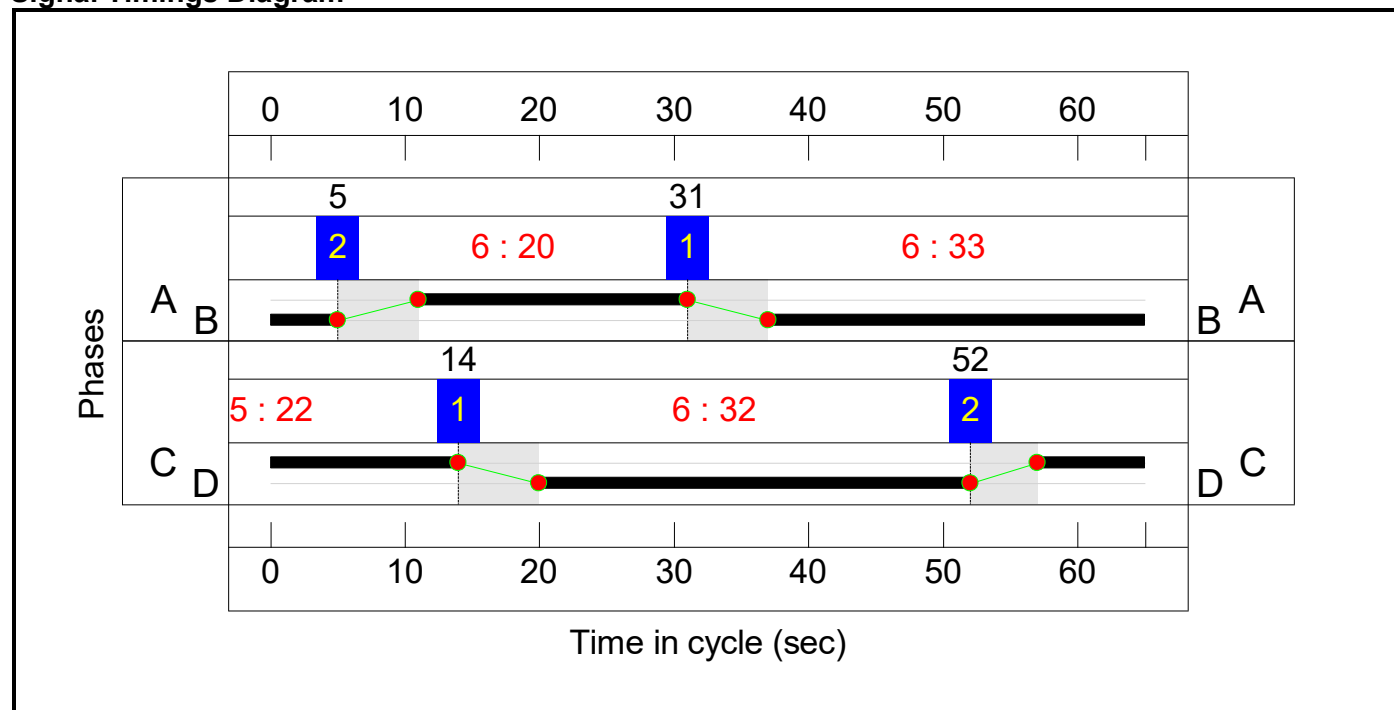
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

KEY

PCU Arr Deg. Sat. MMQ

M1 Junction 25 Sandiacre Interchange

PRC: -11.7 %
Total Traffic Delay: 114.0 pcuHr
Controller: 18.2

Arms and Flow Data:

- Arm 1 - M1(N) Onslip:** 345, 814, 945, 12.6%, 52.6%, 22.2%
- Arm 2 - A52 (E) Offslip:** 326, 385, 383, 74.4%, 87.8%, 87.4%
- Arm 3 - Bostoke Lane:** 32, 18, 32, 74.8%, 92.1%, 92.2%
- Arm 4 - SE Circ:** 852, 1345, 221, 0.0%, 0.0%, 0.0%
- Arm 5 - NE Circ:** 555, 683, 672, 73.0%, 89.8%, 88.5%
- Arm 6 - E Circ:** 778, 960, 526, 64.9%, 80.1%, 43.9%
- Arm 7 - BLS Exit:** 940, 0.0%
- Arm 8 - A52 (E) Onslip:** 900, 250, 0.0%, 0.0%, 0.0%
- Arm 9 - M1(S) Onslip:** 1001, 481, 0.0%, 0.0%
- Arm 10 - M1 (S) Offslip:** 67, 147, 328, 62.6%, 92.2%
- Arm 11 - SW Circ:** 9.7, 13.4, 8.4, 59.7%, 81.0%, 56.9%
- Arm 12 - W Circ:** 0.1, 12.7, 10.8, 39.8%, 90.3%, 70.9%
- Arm 13 - A52 (W) Onslip:** 396, 894, 0.0%, 0.0%
- Arm 14 - A52 (W) Offslip:** 620, 621, 15.7, 92.2%, 92.4%
- Arm 15 - NW Circ:** 672, 908, 968, 0.0%, 0.0%, 0.0%
- Arm 16 - Bostoke Lane (N):** 132, 90, 389, 19.5%, 100.5%, 100.5%
- Arm 17 - BLN Exit:** 0.0, 0.0%, 632

Flow Diagrams:

- Lane 14/2 Flows
- Lane 5/3 Flows
- Lane 6/1 Flows
- Lane 12/3 Flows
- Lane 11/2 Queue
- Lane 6/2 Queue
- Lane 6/2 Flows
- Lane 11/2 Flows
- Lane 12/1 Flows
- Lane 3/2 + 3/1 Flows
- Lane 5/2 Flows
- Lane 10/3 Flows
- Lane 12/3 Flows
- Lane 16/2 + 16/3 Flows

Queue Diagrams:

- Lane 11/2 Queue
- Lane 6/2 Queue
- Lane 12/3 Queue

Stream Diagrams:

- C2 - M1 J25 West Stream 1
- C2 - M1 J25 West Stream 2
- C1 - M1 J25 East Stream 1
- C1 - M1 J25 East Stream 2

M1 Junction 25.lsg3x

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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: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	100.5%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	100.5%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	690	1900:1900	656+656	52.6 : 52.6%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	814	1900	848	96.0%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	768	1900:1900	438+438	87.8 : 87.4%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	326	1900	438	74.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	676	1800:1800	663+414	62.7 : 62.7%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	351	1800	470	74.8%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	221	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1347	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	852	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	555	1900	760	73.0%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	683	1900	760	89.8%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	674	1900	760	88.5%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	778	1900	1198	64.9%

Detailed Input Data And Results

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	962	1900	1198	80.1%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	526	1900	1198	43.9%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	940	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	900	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	250	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	481	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1002	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	881	1900:1900	600+356	92.2 : 92.2%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	384	1900	614	62.6%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	566	1900	994	56.9%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	805	1900	994	81.0%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	593	1900	994	59.7%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	684	1900	965	70.9%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	871	1900	965	90.3%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	384	1900	965	39.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	894	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	396	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	620	1900	672	92.2%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	621	1900	672	92.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	672	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%

Detailed Input Data And Results

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	968	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	152	1800	781	19.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	479	1800:1800	90+387	100.5 : 100.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	824	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	443	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: M1 Junction 25 Sandiacre Interchange	-	-	2809	0	0	58.2	55.8	0.0	114.0	-	-	-	-	Network: M1 Junction 25 Sandiacre Interchange
M1 Junction 25 Sandiacre Interchange	-	-	2809	0	0	58.2	55.8	0.0	114.0	-	-	-	-	M1 Junction 25 Sandiacre Interchange
1/2+1/1	690	690	-	-	-	2.3	0.6	-	2.9	15.1	4.1	0.6	4.7	1/2+1/1
1/3	814	814	-	-	-	3.9	8.1	-	12.1	53.5	14.0	8.1	22.2	1/3
2/2+2/1	768	768	-	-	-	5.1	3.3	-	8.5	39.7	6.6	3.3	10.0	2/2+2/1
2/3	326	326	-	-	-	2.1	1.4	-	3.5	38.8	5.4	1.4	6.8	2/3
3/2+3/1	676	676	1352	0	0	0.0	0.8	-	0.8	4.5	0.9	0.8	1.8	3/2+3/1
3/3	351	351	351	0	0	0.1	1.4	-	1.6	16.2	1.8	1.4	3.2	3/3
4/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1345	1345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	555	555	-	-	-	2.1	1.3	-	3.4	22.1	9.7	1.3	11.1	5/1
5/2	683	683	-	-	-	4.1	4.0	-	8.1	42.6	11.3	4.0	15.3	5/2
5/3	672	672	-	-	-	3.3	3.5	-	6.9	36.8	9.6	3.5	13.1	5/3
6/1	778	778	-	-	-	1.7	0.0	-	1.7	7.8	9.7	0.0	9.7	6/1
6/2	960	960	-	-	-	3.2	0.0	-	3.2	12.0	14.6	0.0	14.6	6/2
6/3	526	526	-	-	-	0.3	0.0	-	0.3	2.1	1.2	0.0	1.2	6/3
7/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1001	1001	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

Detailed Input Data And Results

10/2+10/1	881	881	-	-	-	4.9	5.2	-	10.1	41.1	9.5	5.2	14.7	10/2+10/1
10/3	384	384	-	-	-	2.0	0.8	-	2.8	26.4	5.9	0.8	6.7	10/3
11/1	566	566	-	-	-	2.7	0.7	-	3.4	21.3	7.8	0.7	8.4	11/1
11/2	805	805	-	-	-	3.7	2.1	-	5.8	26.1	11.3	2.1	13.4	11/2
11/3	593	593	-	-	-	1.8	0.7	-	2.5	15.2	9.0	0.7	9.7	11/3
12/1	684	684	-	-	-	3.0	0.0	-	3.0	15.7	10.8	0.0	10.8	12/1
12/2	871	871	-	-	-	4.3	0.0	-	4.3	17.7	12.7	0.0	12.7	12/2
12/3	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	620	620	-	-	-	3.5	5.0	-	8.4	49.1	10.7	5.0	15.7	14/1
14/2	621	621	-	-	-	3.5	5.1	-	8.5	49.5	10.7	5.1	15.8	14/2
15/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	152	152	152	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	479	477	954	0	0	0.6	11.6	-	12.2	91.8	13.7	11.6	25.3	16/2+16/3
17/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) -6.7 2.5 -2.5 -2.6 -11.7														
Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) 33.33 17.17 24.56 24.23 114.04 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65 														

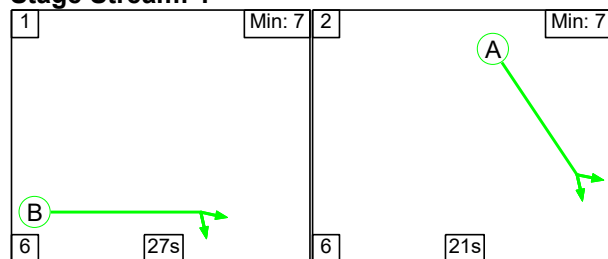
Detailed Input Data And Results

Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: '1')

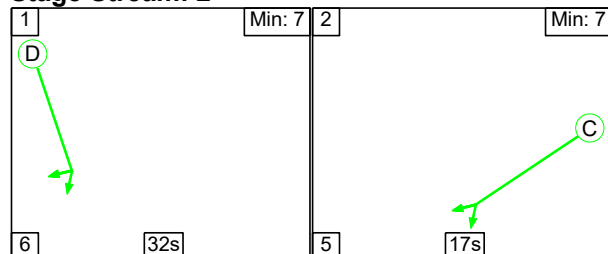
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

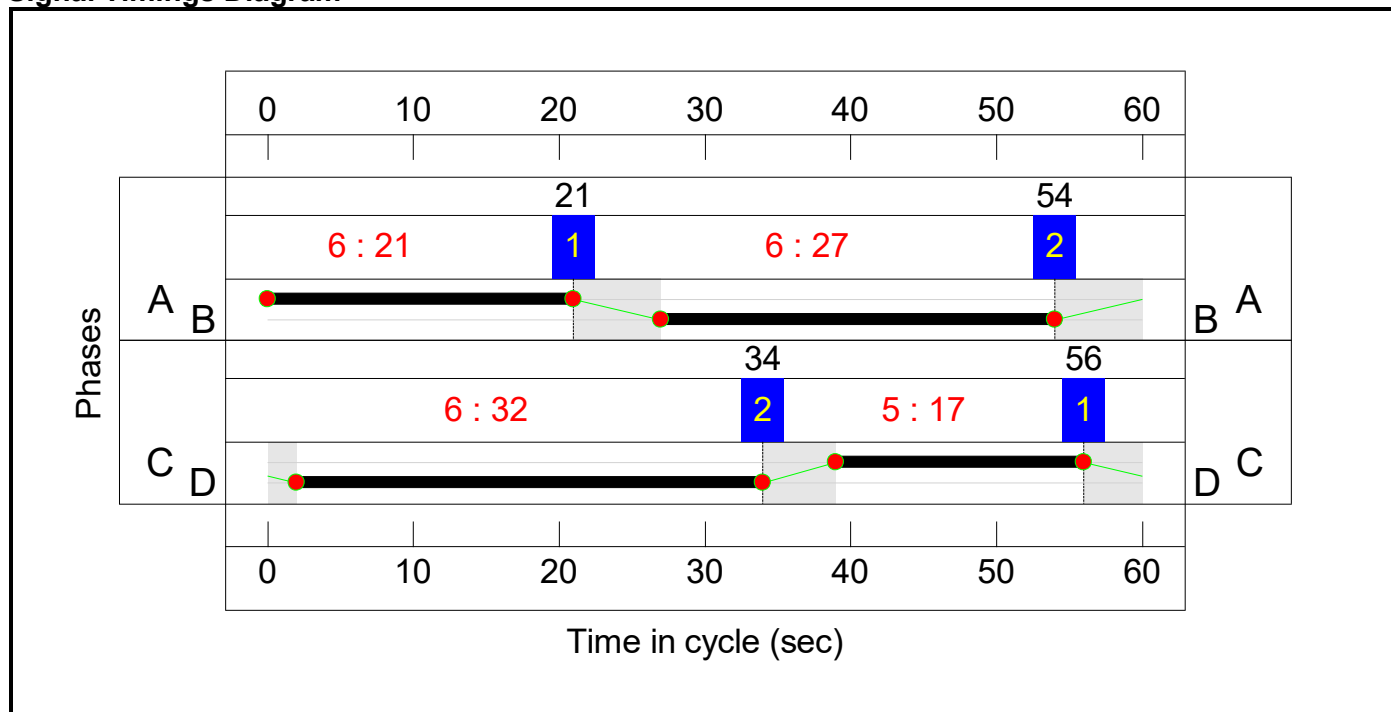
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

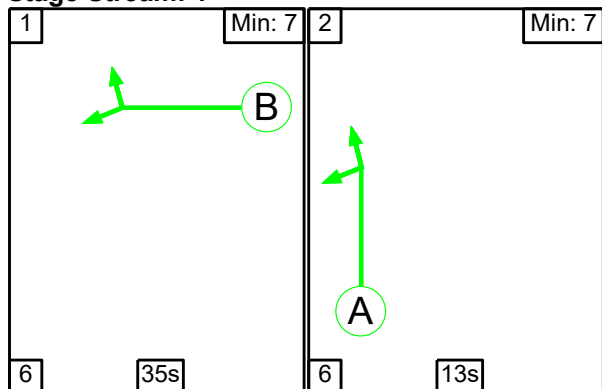
Signal Timings Diagram



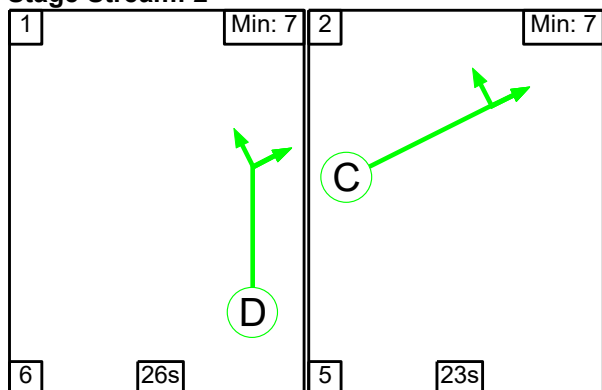
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

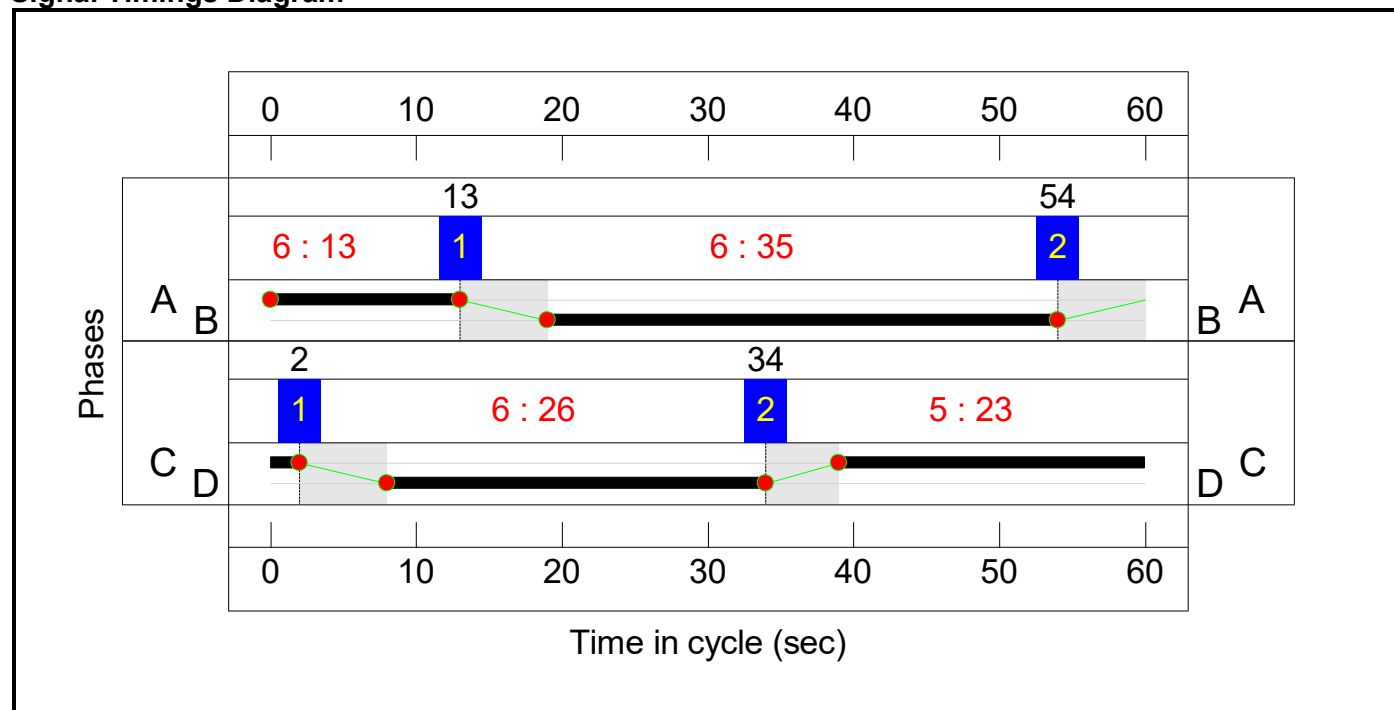
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

KEY

PCU Arr Deg. Sat. MMQ

M1 Junction 25 Sandiacre Interchange

PRC: 5.0 %

Total Traffic Delay: 74.3 pcuHr

Controller: 1&2

Created 10/35/31 17/04/2026

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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: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	95.4%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	95.4%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	656	1900:1900	611+506	58.7 : 58.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	575	1900	697	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	722	1900:1900	570+570	63.3 : 63.3%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	370	1900	570	64.9%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	634	1800:1800	746+278	61.9 : 61.9%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	240	1800	588	40.8%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	112	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1095	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	335	1900	887	37.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	636	1900	887	71.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%

Detailed Input Data And Results

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	734	1900	1045	70.2%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	319	1900	1045	30.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	967	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	277	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	284	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	809	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	459	1900:1900	443+58	91.6 : 91.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	395	1900	443	89.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	507	1900	1140	44.5%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	722	1900	1140	63.3%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	448	1900	1140	39.3%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	793	1900	855	92.7%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	603	1900	855	70.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	396	1900	855	46.3%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	560	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	721	1900	760	94.9%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	725	1900	760	95.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	870	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	854	Inf	Inf	0.0%

Detailed Input Data And Results

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	870	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	739	19.3%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	297	1800:1800	82+377	64.7 : 64.7%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1013	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	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: M1 Junction 25 Sandiacre Interchange	-	-	2245	0	0	41.4	32.9	0.0	74.3	-	-	-	-	Network: M1 Junction 25 Sandiacre Interchange
M1 Junction 25 Sandiacre Interchange	-	-	2245	0	0	41.4	32.9	0.0	74.3	-	-	-	-	M1 Junction 25 Sandiacre Interchange
1/2+1/1	656	656	-	-	-	2.7	0.7	-	3.4	18.5	4.6	0.7	5.3	1/2+1/1
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	1/3
2/2+2/1	722	722	-	-	-	3.6	0.9	-	4.5	22.4	5.1	0.9	6.0	2/2+2/1
2/3	370	370	-	-	-	1.9	0.9	-	2.8	27.2	5.3	0.9	6.3	2/3
3/2+3/1	634	634	1268	0	0	0.0	0.8	-	0.8	4.6	0.0	0.8	0.8	3/2+3/1
3/3	240	240	240	0	0	0.0	0.3	-	0.4	5.5	0.7	0.3	1.0	3/3
4/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1095	1095	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	335	335	-	-	-	0.3	0.3	-	0.6	6.6	1.1	0.3	1.4	5/1
5/2	636	636	-	-	-	1.4	1.3	-	2.7	15.2	9.1	1.3	10.3	5/2
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.5	6.7	0.6	7.3	5/3
6/1	718	718	-	-	-	2.3	0.0	-	2.3	11.5	8.8	0.0	8.8	6/1
6/2	734	734	-	-	-	3.0	0.0	-	3.0	14.5	9.8	0.0	9.8	6/2
6/3	319	319	-	-	-	0.1	0.0	-	0.1	1.4	0.4	0.0	0.4	6/3
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

Detailed Input Data And Results

10/2+10/1	459	459	-	-	-	2.8	4.5	-	7.3	57.1	6.5	4.5	11.0	10/2+10/1
10/3	395	395	-	-	-	2.4	3.6	-	6.0	54.7	6.4	3.6	9.9	10/3
11/1	507	507	-	-	-	0.5	0.4	-	0.9	6.1	2.0	0.4	2.4	11/1
11/2	722	722	-	-	-	1.4	0.9	-	2.2	11.1	5.9	0.9	6.7	11/2
11/3	448	448	-	-	-	1.5	0.3	-	1.8	14.5	5.8	0.3	6.2	11/3
12/1	793	793	-	-	-	3.3	0.0	-	3.3	14.9	10.3	0.0	10.3	12/1
12/2	603	603	-	-	-	2.3	0.0	-	2.3	13.6	6.5	0.0	6.5	12/2
12/3	396	396	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	12/3
13/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	721	721	-	-	-	3.5	6.8	-	10.3	51.6	11.6	6.8	18.5	14/1
14/2	725	725	-	-	-	3.5	7.3	-	10.8	53.7	11.7	7.3	19.0	14/2
15/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	297	297	594	0	0	0.1	0.9	-	1.0	12.1	1.4	0.9	2.3	16/2+16/3
17/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2
C1 - M1 J25 East Stream: 1 PRC for Signalled Lanes (%) 9.0 C1 - M1 J25 East Stream: 2 PRC for Signalled Lanes (%) 28.1 C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) -1.8 C2 - M1 J25 West Stream: 2 PRC for Signalled Lanes (%) -6.0 PRC Over All Lanes (%) -6.0 Total Delay for Signalled Lanes (pcuHr) 14.43 Total Delay for Signalled Lanes (pcuHr) 12.66 Total Delay for Signalled Lanes (pcuHr) 18.18 Total Delay for Signalled Lanes (pcuHr) 26.73 Total Delay Over All Lanes(pcuHr) 74.29 Cycle Time (s) 60 Cycle Time (s) 60 Cycle Time (s) 60 Cycle Time (s) 60														

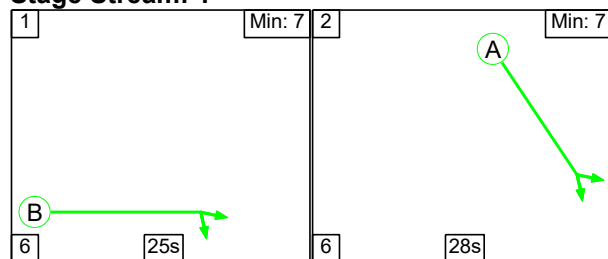
Detailed Input Data And Results

Scenario 13: '13' (FG13: '2041 AM Base SENS', Plan 1: '1')

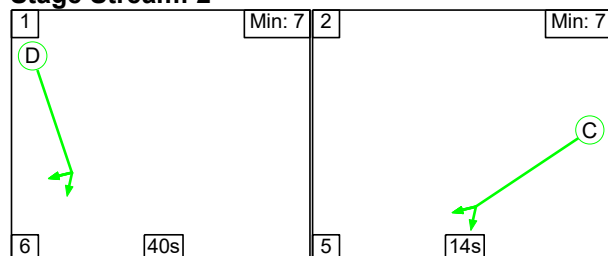
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

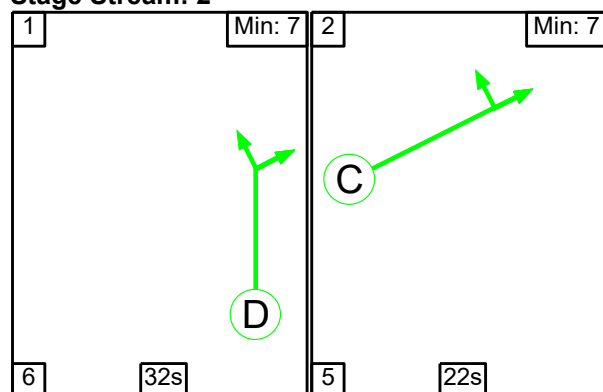
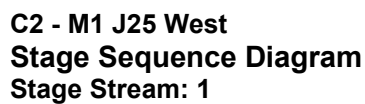
Stage	1	2
Duration	25	28
Change Point	58	24

Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2



Stage Timings**Stage Stream: 1**

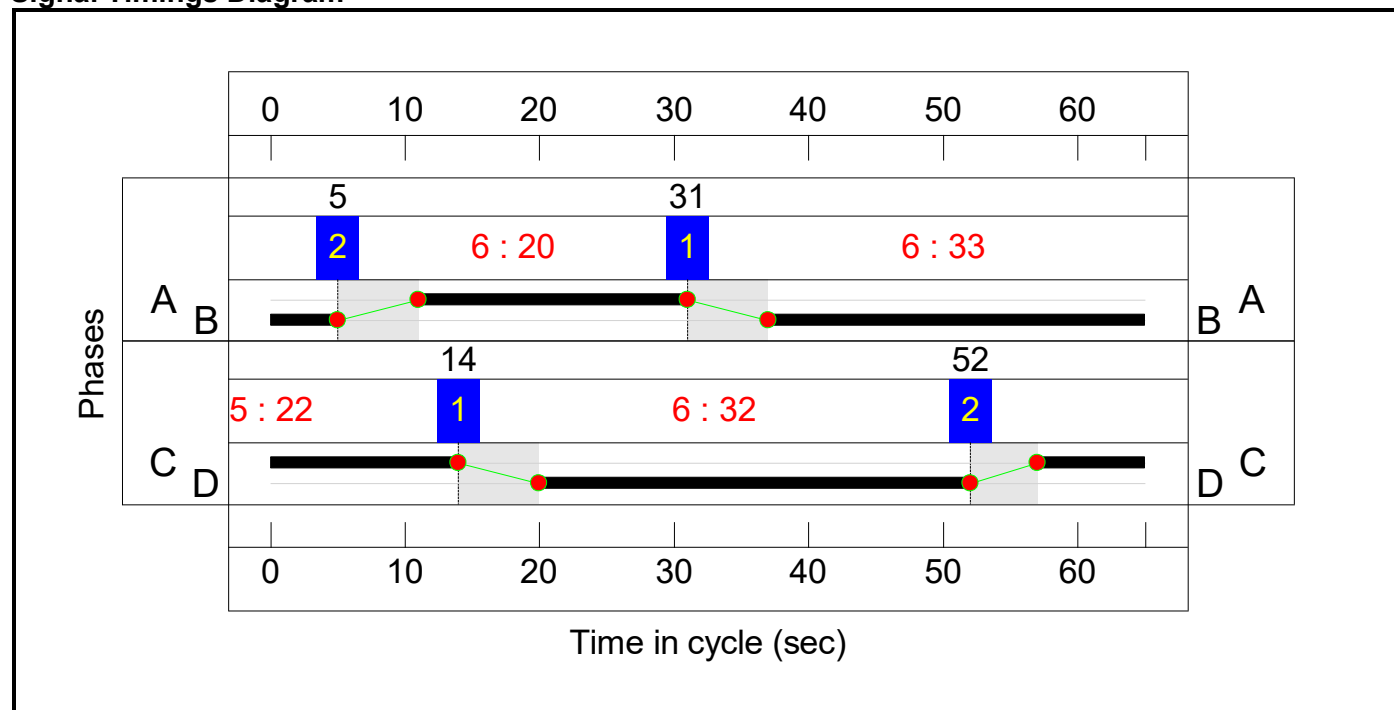
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

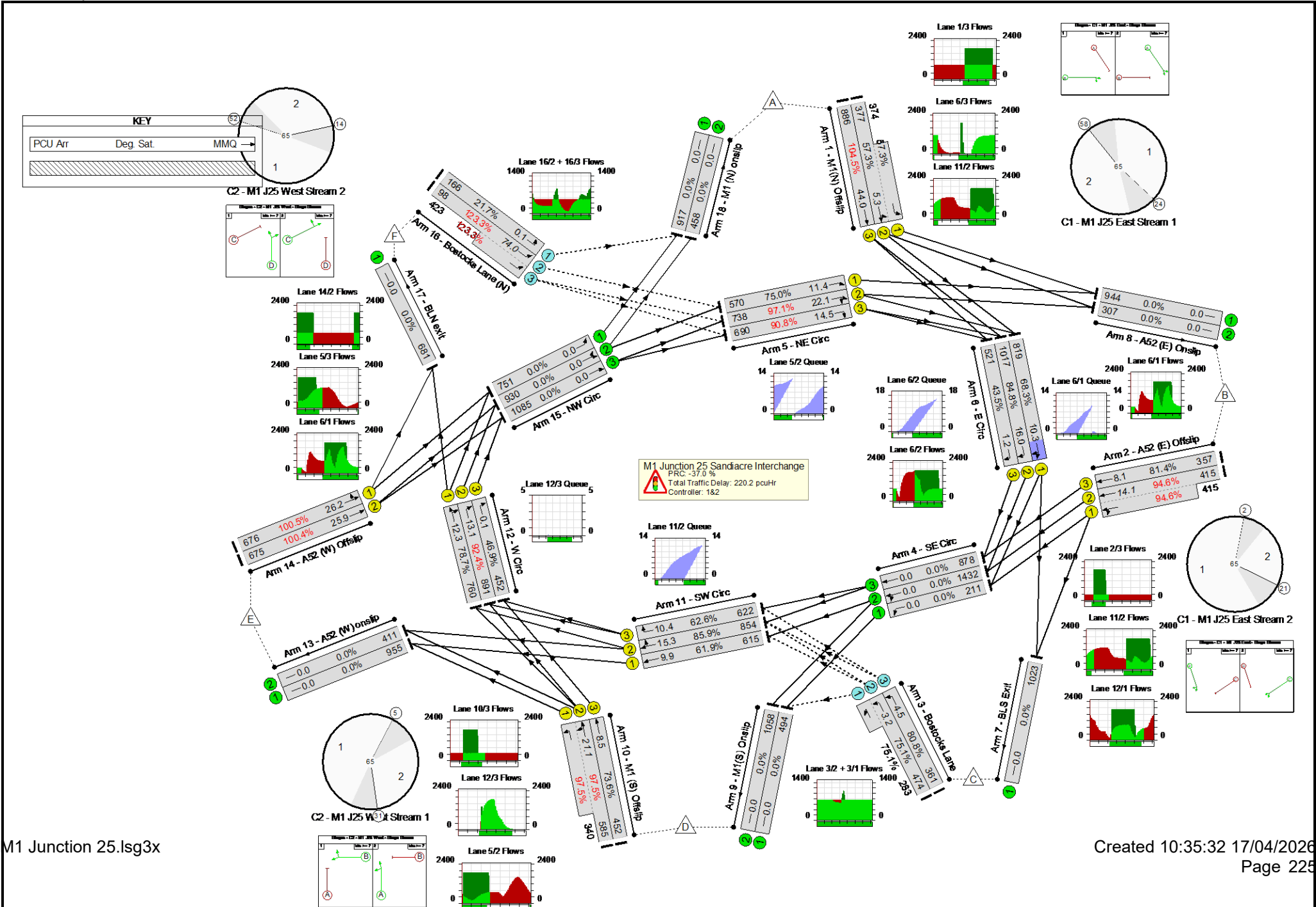
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results



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: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	123.3%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	123.3%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	751	1900:1900	658+653	57.3 : 57.3%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	886	1900	848	104.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	830	1900:1900	438+438	94.6 : 94.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	357	1900	438	81.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	757	1800:1800	631+377	75.1 : 75.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	361	1800	447	80.8%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	211	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1514	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	905	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	570	1900	760	75.0%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	750	1900	760	97.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	761	1900	760	90.8%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	820	1900	1198	68.3%

Detailed Input Data And Results

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	1099	1900	1198	84.8%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	548	1900	1198	43.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1024	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	944	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	307	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	494	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1119	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	925	1900:1900	600+349	97.5 : 97.5%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	452	1900	614	73.6%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	636	1900	994	61.9%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	877	1900	994	85.9%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	622	1900	994	62.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	766	1900	965	78.7%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	891	1900	965	92.4%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	452	1900	965	46.9%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	976	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	427	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	676	1900	672	100.5%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	675	1900	672	100.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	754	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	930	Inf	Inf	0.0%

Detailed Input Data And Results

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1088	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	764	21.7%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	79+343	123.3 : 123.3%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	920	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	458	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: M1 Junction 25 Sandiacre Interchange	-	-	2923	0	0	68.9	151.3	0.0	220.2	-	-	-	-	Network: M1 Junction 25 Sandiacre Interchange
M1 Junction 25 Sandiacre Interchange	-	-	2923	0	0	68.9	151.3	0.0	220.2	-	-	-	-	M1 Junction 25 Sandiacre Interchange
1/2+1/1	751	751	-	-	-	2.6	0.7	-	3.3	15.6	4.6	0.7	5.3	1/2+1/1
1/3	886	848	-	-	-	5.3	27.3	-	32.6	132.5	16.7	27.3	44.0	1/3
2/2+2/1	830	830	-	-	-	5.7	6.8	-	12.5	54.3	7.3	6.8	14.1	2/2+2/1
2/3	357	357	-	-	-	2.3	2.1	-	4.4	44.7	6.0	2.1	8.1	2/3
3/2+3/1	757	757	1514	0	0	0.0	1.5	-	1.5	7.2	1.7	1.5	3.2	3/2+3/1
3/3	361	361	361	0	0	0.2	2.0	-	2.2	21.9	2.5	2.0	4.5	3/3
4/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1432	1432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	570	570	-	-	-	2.1	1.5	-	3.6	22.6	10.0	1.5	11.4	5/1
5/2	738	738	-	-	-	4.6	9.2	-	13.8	67.2	13.0	9.2	22.1	5/2
5/3	690	690	-	-	-	3.5	4.4	-	7.9	41.4	10.1	4.4	14.5	5/3
6/1	819	819	-	-	-	1.7	0.0	-	1.7	7.5	10.3	0.0	10.3	6/1
6/2	1017	1017	-	-	-	3.6	0.0	-	3.6	12.7	16.0	0.0	16.0	6/2
6/3	521	521	-	-	-	0.4	0.0	-	0.4	2.4	1.2	0.0	1.2	6/3
7/1	1023	1023	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1058	1058	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

Detailed Input Data And Results

10/2+10/1	925	925	-	-	-	5.2	10.4	-	15.6	60.6	10.7	10.4	21.1	10/2+10/1
10/3	452	452	-	-	-	2.5	1.4	-	3.8	30.5	7.2	1.4	8.5	10/3
11/1	615	615	-	-	-	3.1	0.8	-	4.0	23.1	9.1	0.8	9.9	11/1
11/2	854	854	-	-	-	4.0	2.9	-	7.0	29.3	12.4	2.9	15.3	11/2
11/3	622	622	-	-	-	1.8	0.8	-	2.7	15.4	9.6	0.8	10.4	11/3
12/1	760	760	-	-	-	3.5	0.0	-	3.5	16.6	12.3	0.0	12.3	12/1
12/2	891	891	-	-	-	4.5	0.0	-	4.5	18.4	13.1	0.0	13.1	12/2
12/3	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	955	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	676	672	-	-	-	4.1	14.0	-	18.0	96.0	12.3	14.0	26.2	14/1
14/2	675	672	-	-	-	4.0	13.7	-	17.7	94.5	12.2	13.7	25.9	14/2
15/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	1085	1085	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	521	441	882	0	0	4.0	51.8	-	55.8	385.6	22.2	51.8	74.0	16/2+16/3
17/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) -16.1 -5.2 -8.3 -11.7 -37.0														
Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 61.17 22.59 32.97 43.80 220.18 Cycle Time (s): 65 Cycle Time (s): 65 Cycle Time (s): 65 Cycle Time (s): 65														

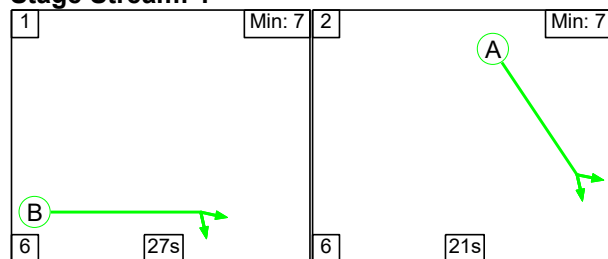
Detailed Input Data And Results

Scenario 14: '14' (FG14: '2041 PM Base SENS', Plan 1: '1')

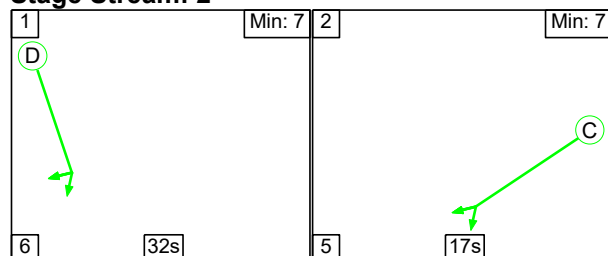
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

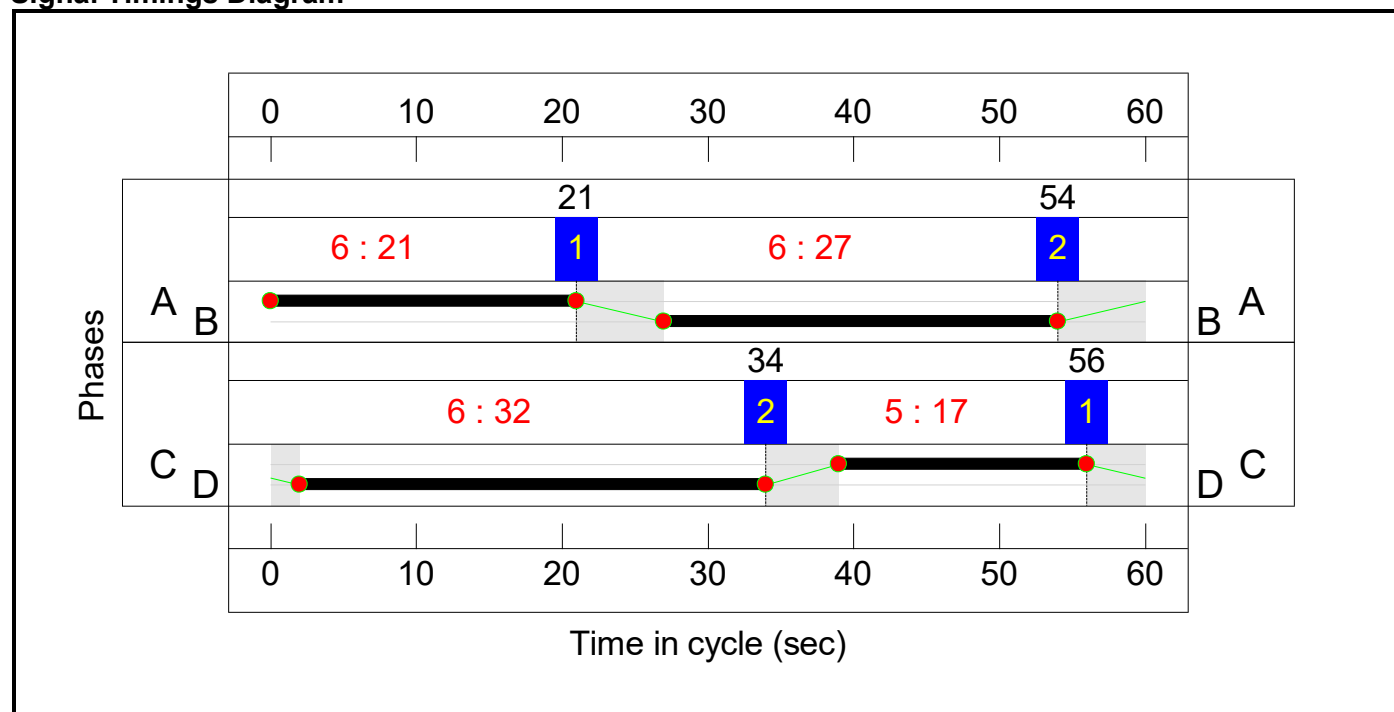
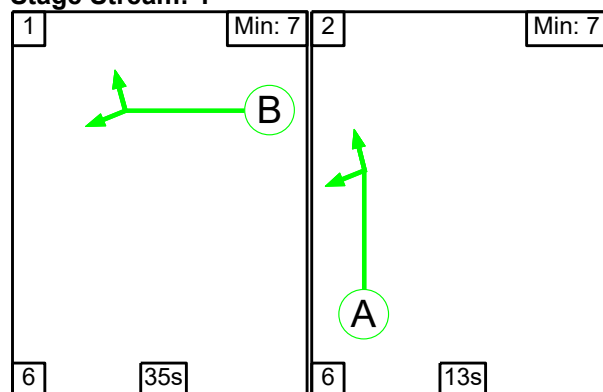
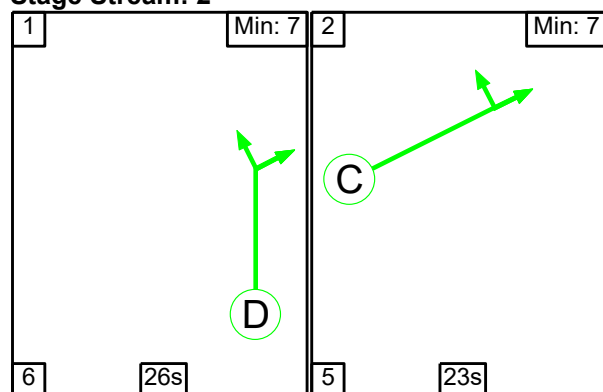
Stage	1	2
Duration	27	21
Change Point	21	54

Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

Signal Timings Diagram**C2 - M1 J25 West****Stage Sequence Diagram****Stage Stream: 1****Stage Stream: 2**

Stage Timings**Stage Stream: 1**

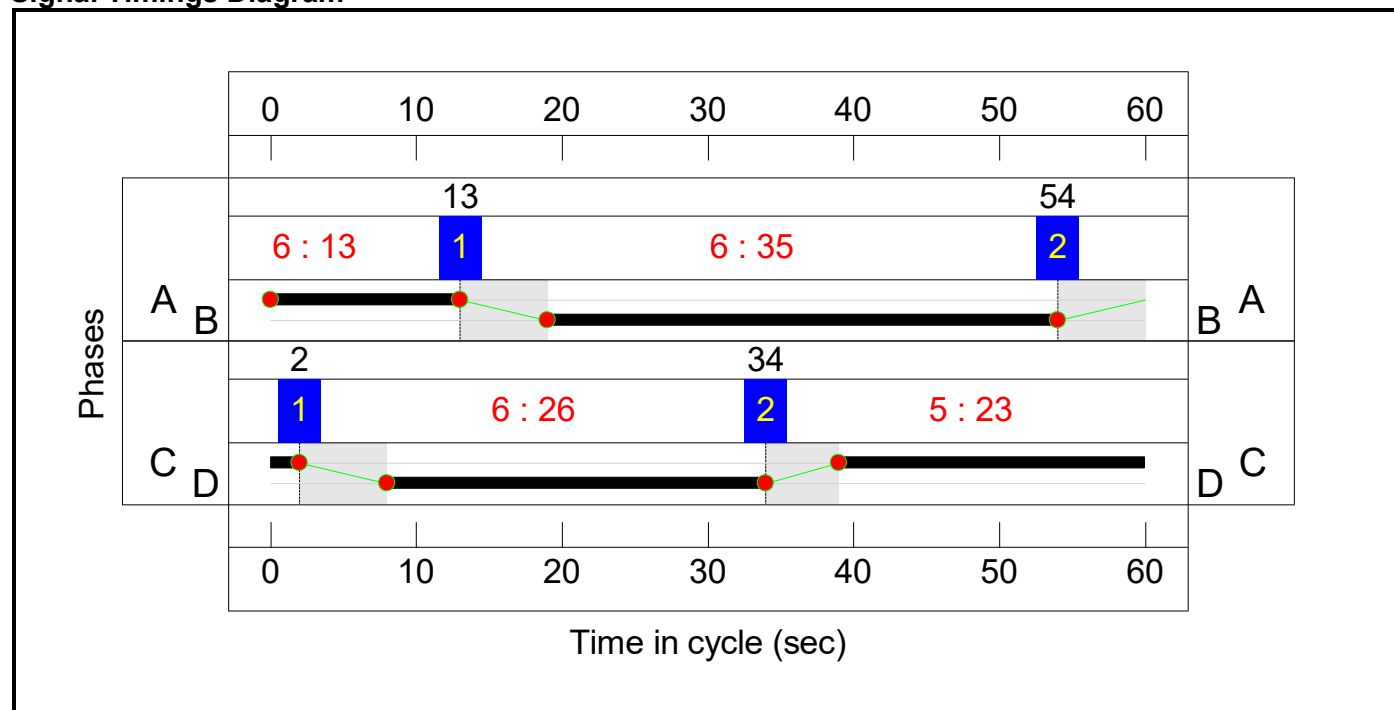
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

KEY

PCU Arr Deg. Sat. MMQ

M1 Junction 25 Sandiacre Interchange

PRC - 14.9 %

Total Traffic Delay: 124.0 pcuHr

Controller: 1&2

C2-M1 J25 West Stream 2

C1-M1 J25 East Stream 1

C2-M1 J25 West Stream 1

C1-M1 J25 East Stream 2

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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: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	103.4%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	103.4%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	712	1900:1900	611+505	63.8 : 63.8%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	625	1900	697	89.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	783	1900:1900	570+570	68.8 : 68.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	401	1900	570	70.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	723+274	68.3 : 68.3%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	268	1800	553	48.5%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	121	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1188	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	749	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	358	1900	887	40.3%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	695	1900	887	77.5%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	519	1900	887	57.5%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	780	1900	1045	73.9%

Detailed Input Data And Results

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	796	1900	1045	75.3%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	348	1900	1045	33.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1050	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	680	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	305	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	308	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	494	1900:1900	443+57	98.8 : 98.8%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	433	1900	443	97.7%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	549	1900	1140	48.2%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	760	1900	1140	66.7%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	511	1900	1140	44.8%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	839	1900	855	98.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	671	1900	855	78.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	435	1900	855	50.9%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	605	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	197	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	784	1900	760	103.2%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	786	1900	760	103.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	924	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	942	Inf	Inf	0.0%

Detailed Input Data And Results

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	950	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	732	21.2%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	321	1800:1800	73+340	77.6 : 77.6%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	699	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1079	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	641	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: M1 Junction 25 Sandiacre Interchange	-	-	2427	0	0	48.0	76.0	0.0	124.0	-	-	-	-	Network: M1 Junction 25 Sandiacre Interchange
M1 Junction 25 Sandiacre Interchange	-	-	2427	0	0	48.0	76.0	0.0	124.0	-	-	-	-	M1 Junction 25 Sandiacre Interchange
1/2+1/1	712	712	-	-	-	2.9	0.9	-	3.8	19.3	5.1	0.9	6.0	1/2+1/1
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	1/3
2/2+2/1	783	783	-	-	-	4.0	1.1	-	5.1	23.5	5.7	1.1	6.8	2/2+2/1
2/3	401	401	-	-	-	2.1	1.2	-	3.2	29.1	5.9	1.2	7.1	2/3
3/2+3/1	681	681	1362	0	0	0.0	1.1	-	1.1	5.7	0.5	1.1	1.6	3/2+3/1
3/3	268	268	268	0	0	0.0	0.5	-	0.5	6.9	1.0	0.5	1.4	3/3
4/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1179	1179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	358	358	-	-	-	0.3	0.3	-	0.7	6.7	1.1	0.3	1.5	5/1
5/2	687	687	-	-	-	1.6	1.7	-	3.3	17.1	10.2	1.7	11.9	5/2
5/3	510	510	-	-	-	2.3	0.7	-	2.9	20.8	7.2	0.7	7.8	5/3
6/1	772	772	-	-	-	2.5	0.0	-	2.5	11.6	11.2	0.0	11.2	6/1
6/2	787	787	-	-	-	3.2	0.0	-	3.2	14.6	10.8	0.0	10.8	6/2
6/3	348	348	-	-	-	0.1	0.0	-	0.1	1.5	0.5	0.0	0.5	6/3
7/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

Detailed Input Data And Results

10/2+10/1	494	494	-	-	-	3.1	9.7	-	12.8	93.2	7.2	9.7	16.9	10/2+10/1
10/3	433	433	-	-	-	2.7	8.1	-	10.9	90.5	7.1	8.1	15.2	10/3
11/1	549	549	-	-	-	0.5	0.5	-	1.0	6.4	2.3	0.5	2.8	11/1
11/2	760	760	-	-	-	1.4	1.0	-	2.4	11.5	6.1	1.0	7.1	11/2
11/3	511	511	-	-	-	1.7	0.4	-	2.1	15.1	6.7	0.4	7.1	11/3
12/1	839	839	-	-	-	3.6	0.0	-	3.6	15.4	12.2	0.0	12.2	12/1
12/2	671	671	-	-	-	2.9	0.0	-	2.9	15.7	7.9	0.0	7.9	12/2
12/3	435	435	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1	12/3
13/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	784	760	-	-	-	4.8	21.2	-	26.0	119.4	13.5	21.2	34.7	14/1
14/2	786	760	-	-	-	4.9	22.0	-	26.8	122.8	13.5	22.0	35.5	14/2
15/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	16/1
16/2+16/3	321	321	642	0	0	0.2	1.7	-	1.8	20.6	1.6	1.7	3.3	16/2+16/3
17/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1058	1058	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 0.3 19.5 -9.8 -14.9 -14.9 Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) 17.73 14.18 29.22 59.33 124.01 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60														

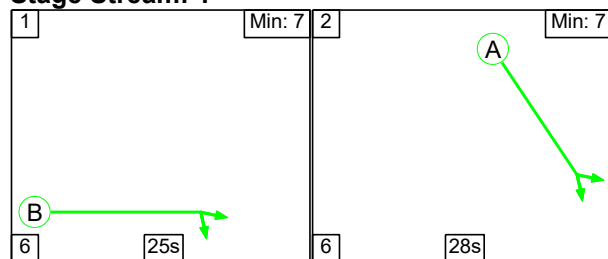
Detailed Input Data And Results

Scenario 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: '1')

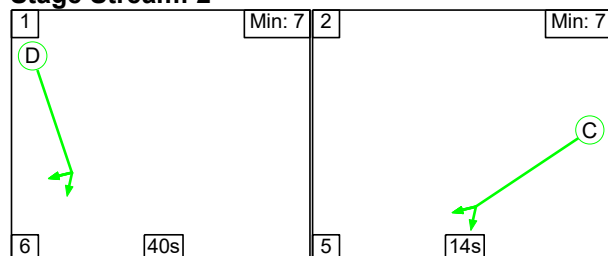
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

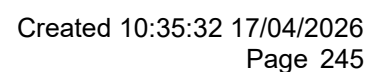
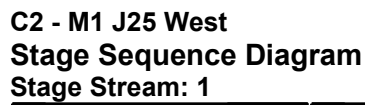
Stage	1	2
Duration	25	28
Change Point	58	24

Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2



Stage Timings**Stage Stream: 1**

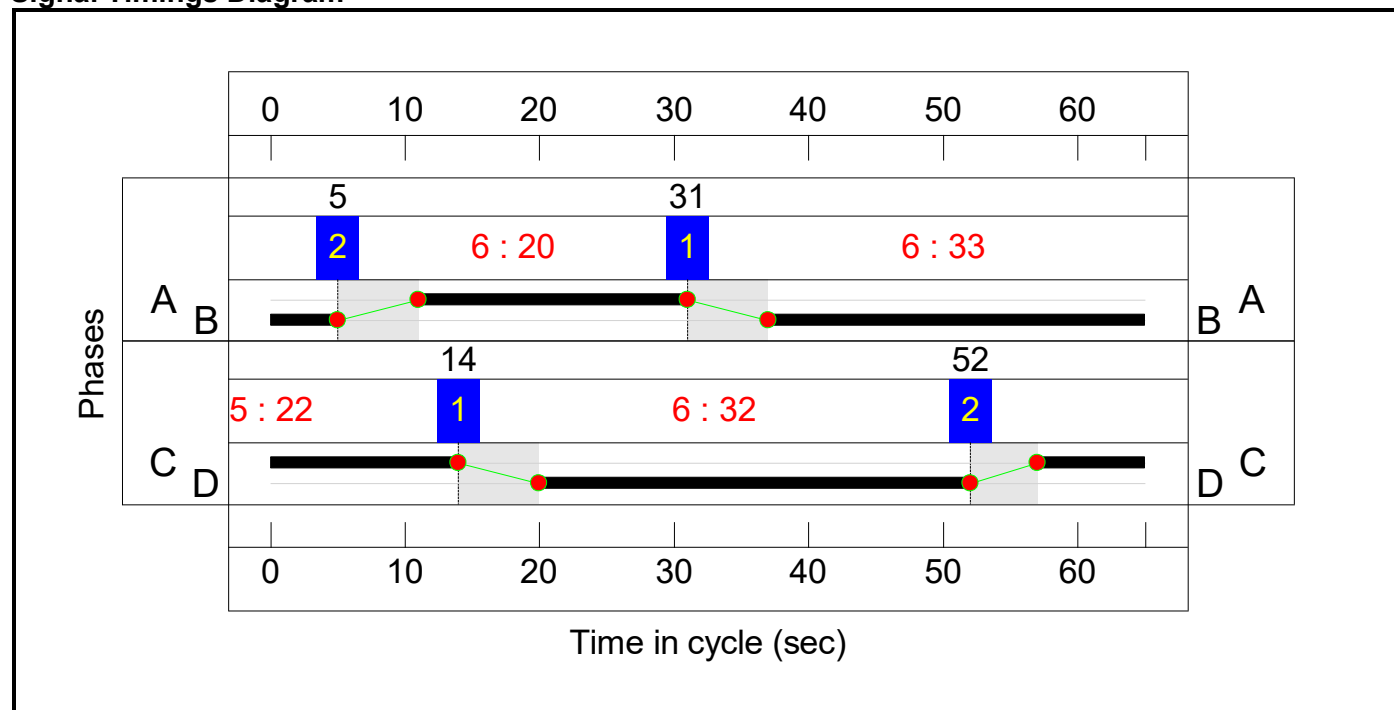
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

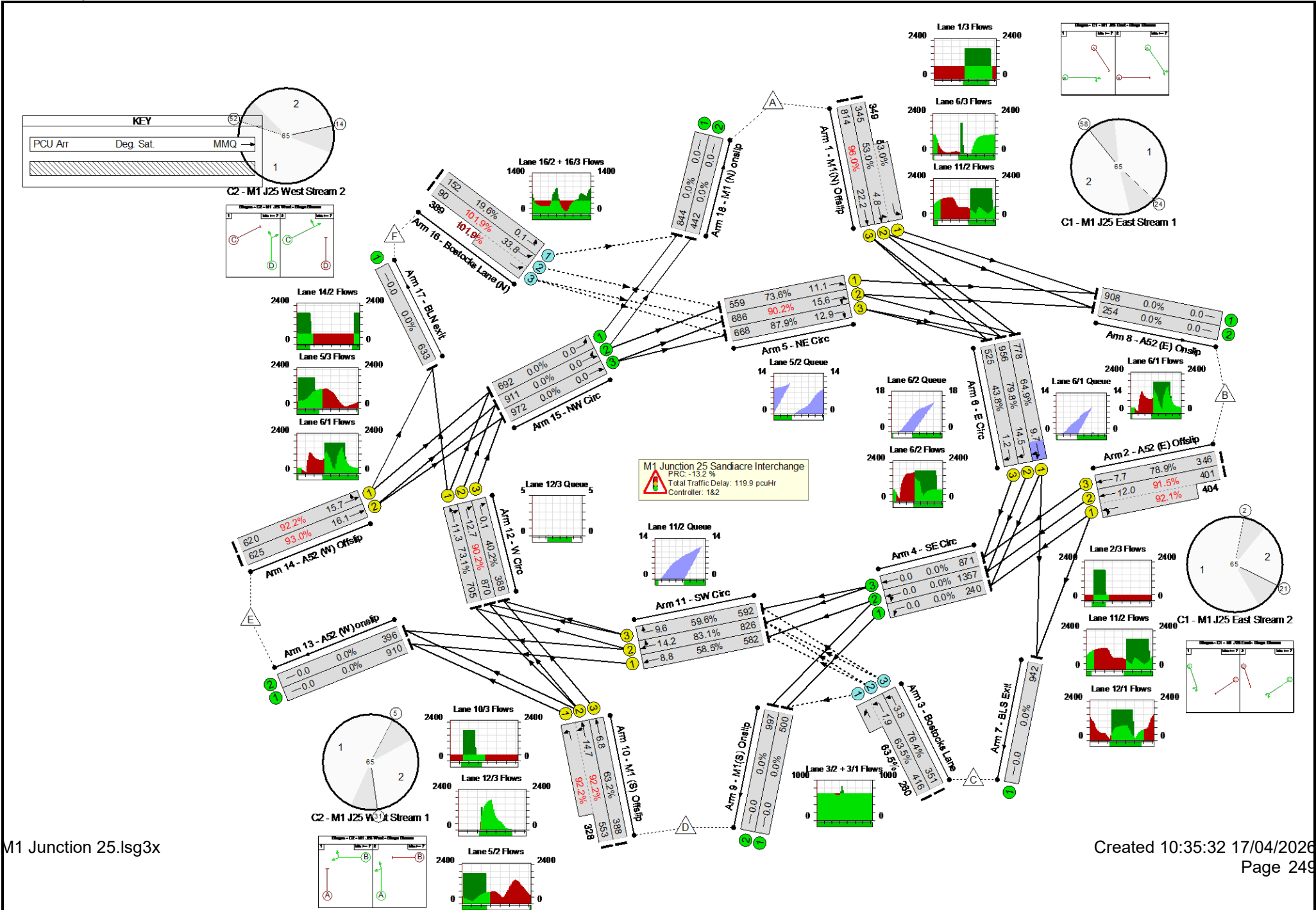
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results



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: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	101.9%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	101.9%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	694	1900:1900	651+658	53.0 : 53.0%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	814	1900	848	96.0%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	805	1900:1900	438+438	91.5 : 92.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	346	1900	438	78.9%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	676	1800:1800	655+409	63.5 : 63.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	351	1800	459	76.4%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	240	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1363	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	872	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	559	1900	760	73.6%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	687	1900	760	90.2%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	674	1900	760	87.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	778	1900	1198	64.9%

Detailed Input Data And Results

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	962	1900	1198	79.8%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	526	1900	1198	43.8%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	942	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	254	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	500	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1002	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	881	1900:1900	600+356	92.2 : 92.2%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	388	1900	614	63.2%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	582	1900	994	58.5%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	826	1900	994	83.1%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	592	1900	994	59.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	705	1900	965	73.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	870	1900	965	90.2%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	388	1900	965	40.2%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	910	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	396	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	620	1900	672	92.2%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	625	1900	672	93.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	692	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	911	Inf	Inf	0.0%

Detailed Input Data And Results

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	972	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	152	1800	777	19.6%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	479	1800:1800	88+382	101.9 : 101.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	633	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	844	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	442	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: M1 Junction 25 Sandiacre Interchange	-	-	2798	0	0	59.3	60.6	0.0	119.9	-	-	-	-	Network: M1 Junction 25 Sandiacre Interchange
M1 Junction 25 Sandiacre Interchange	-	-	2798	0	0	59.3	60.6	0.0	119.9	-	-	-	-	M1 Junction 25 Sandiacre Interchange
1/2+1/1	694	694	-	-	-	2.4	0.6	-	2.9	15.1	4.3	0.6	4.8	1/2+1/1
1/3	814	814	-	-	-	3.9	8.1	-	12.1	53.5	14.0	8.1	22.2	1/3
2/2+2/1	805	805	-	-	-	5.5	4.9	-	10.4	46.4	7.1	4.9	12.0	2/2+2/1
2/3	346	346	-	-	-	2.3	1.8	-	4.1	42.3	5.9	1.8	7.7	2/3
3/2+3/1	676	676	1352	0	0	0.0	0.9	-	0.9	4.6	1.0	0.9	1.9	3/2+3/1
3/3	351	351	351	0	0	0.2	1.6	-	1.7	17.8	2.2	1.6	3.8	3/3
4/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1357	1357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	559	559	-	-	-	2.1	1.4	-	3.5	22.4	9.8	1.4	11.1	5/1
5/2	686	686	-	-	-	4.1	4.2	-	8.3	43.4	11.4	4.2	15.6	5/2
5/3	668	668	-	-	-	3.3	3.4	-	6.7	36.0	9.5	3.4	12.9	5/3
6/1	778	778	-	-	-	1.7	0.0	-	1.7	7.8	9.7	0.0	9.7	6/1
6/2	956	956	-	-	-	3.2	0.0	-	3.2	11.9	14.5	0.0	14.5	6/2
6/3	525	525	-	-	-	0.3	0.0	-	0.3	2.1	1.2	0.0	1.2	6/3
7/1	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

Detailed Input Data And Results

10/2+10/1	881	881	-	-	-	4.9	5.2	-	10.1	41.1	9.5	5.2	14.7	10/2+10/1
10/3	388	388	-	-	-	2.0	0.9	-	2.9	26.6	5.9	0.9	6.8	10/3
11/1	582	582	-	-	-	2.7	0.7	-	3.4	21.3	8.1	0.7	8.8	11/1
11/2	826	826	-	-	-	3.9	2.4	-	6.3	27.4	11.8	2.4	14.2	11/2
11/3	592	592	-	-	-	1.7	0.7	-	2.4	14.8	8.8	0.7	9.6	11/3
12/1	705	705	-	-	-	3.2	0.0	-	3.2	16.3	11.3	0.0	11.3	12/1
12/2	870	870	-	-	-	4.3	0.0	-	4.3	17.6	12.7	0.0	12.7	12/2
12/3	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	620	620	-	-	-	3.5	5.0	-	8.4	49.1	10.7	5.0	15.7	14/1
14/2	625	625	-	-	-	3.5	5.4	-	8.9	51.2	10.8	5.4	16.1	14/2
15/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	152	152	152	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	479	472	943	0	0	0.8	13.4	-	14.2	107.1	20.4	13.4	33.8	16/2+16/3
17/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) -6.7 -2.4 -2.5 -3.3 -13.2 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 33.41 19.59 25.09 24.80 119.88 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65 														

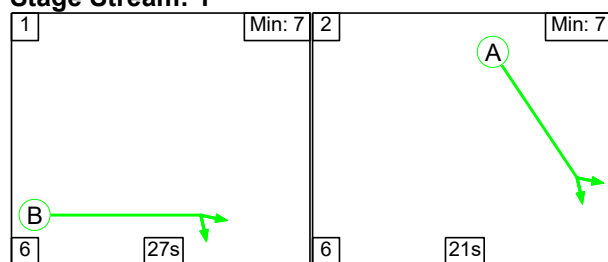
Detailed Input Data And Results

Scenario 16: '16' (FG16: '2028 PM Base SENS + Dev', Plan 1: '1')

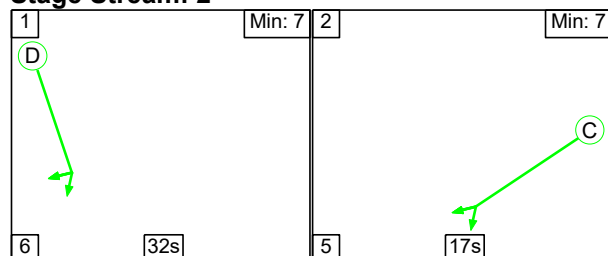
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

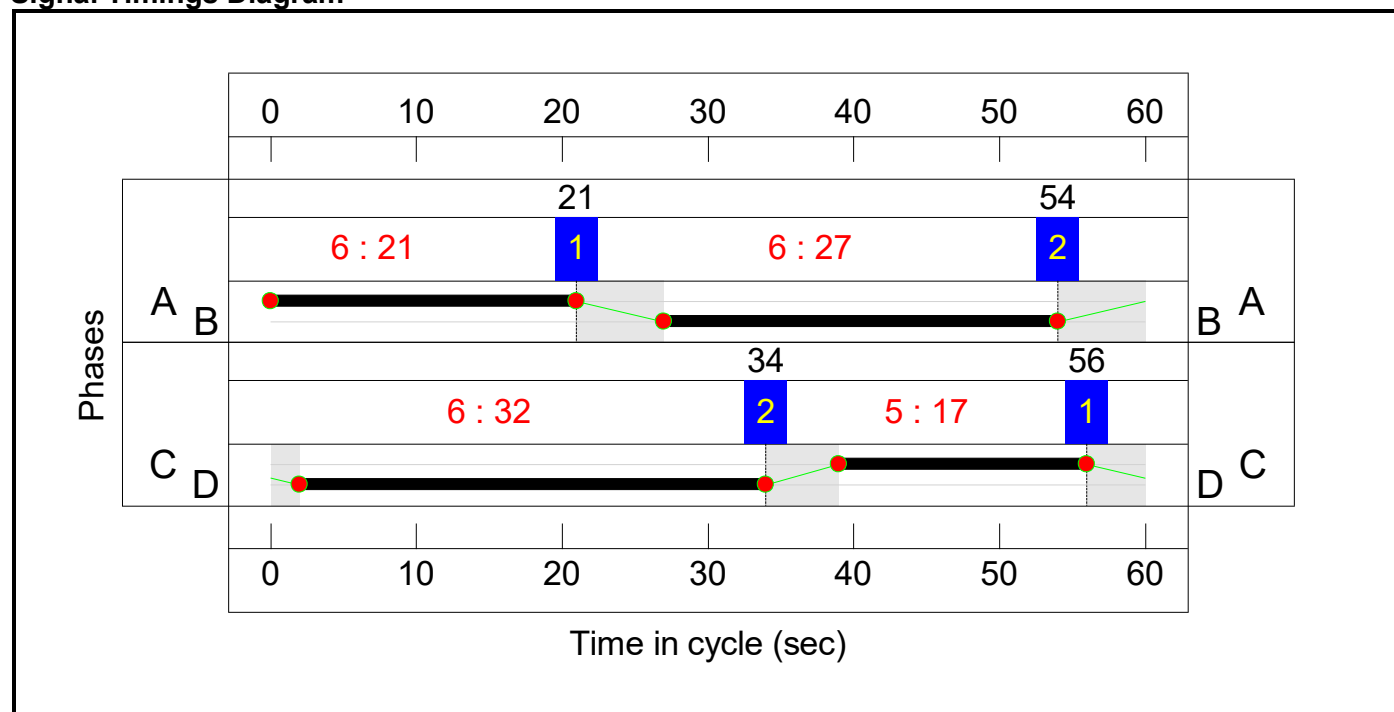
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

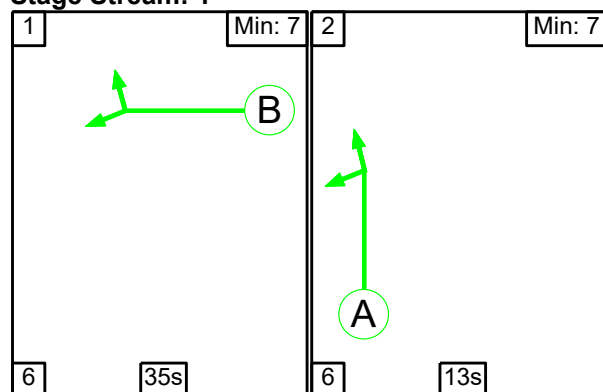
Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

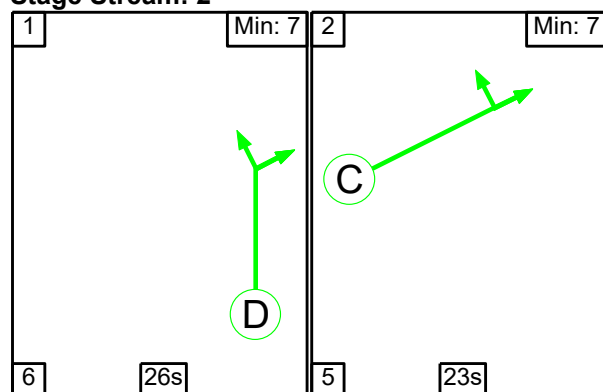
Signal Timings Diagram



C2 - M1 J25 West Stage Sequence Diagram Stage Stream: 1



Stage Stream: 2



Stage Timings**Stage Stream: 1**

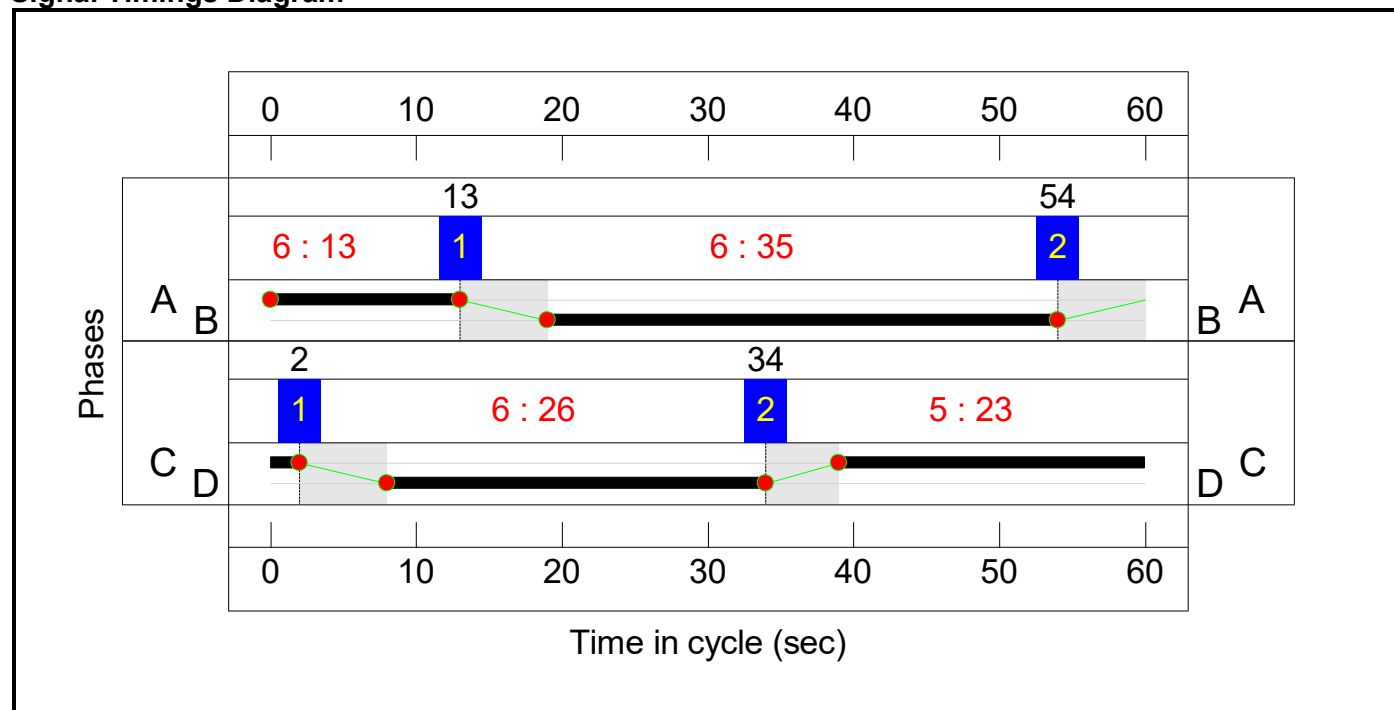
Stage	1	2
Duration	35	13
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

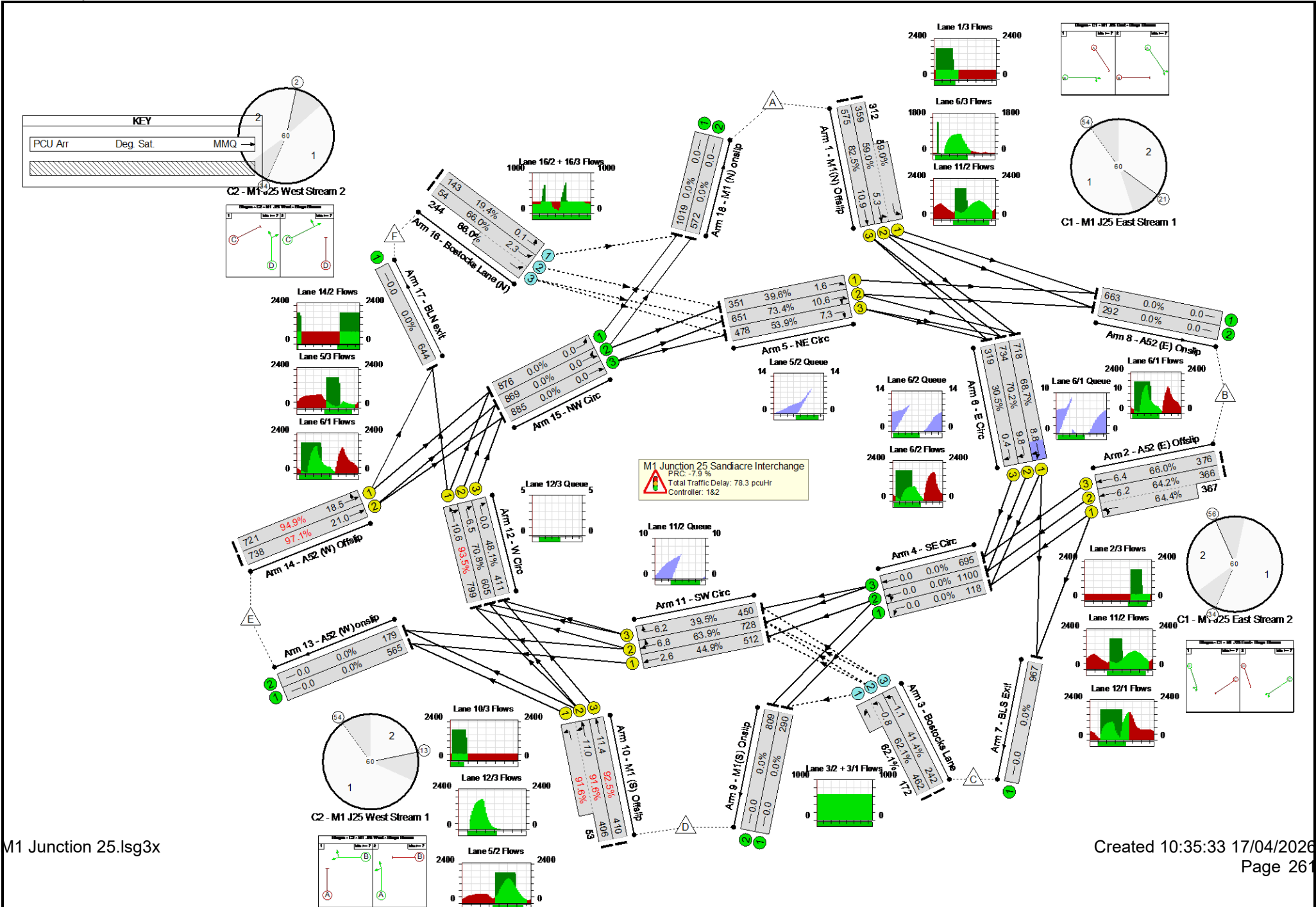
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Detailed Input Data And Results



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: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	97.1%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	97.1%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	671	1900:1900	609+529	59.0 : 59.0%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	575	1900	697	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	733	1900:1900	570+570	64.2 : 64.4%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	376	1900	570	66.0%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	634	1800:1800	744+277	62.1 : 62.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	242	1800	584	41.4%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	118	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1100	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	695	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	351	1900	887	39.6%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	651	1900	887	73.4%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%

Detailed Input Data And Results

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	734	1900	1045	70.2%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	319	1900	1045	30.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	967	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	292	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	290	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	809	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	459	1900:1900	443+58	91.6 : 91.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	410	1900	443	92.5%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	512	1900	1140	44.9%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	728	1900	1140	63.9%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	450	1900	1140	39.5%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	799	1900	855	93.5%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	605	1900	855	70.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	411	1900	855	48.1%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	565	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	721	1900	760	94.9%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	738	1900	760	97.1%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	876	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	869	Inf	Inf	0.0%

Detailed Input Data And Results

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	885	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	738	19.4%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	298	1800:1800	82+370	66.0 : 66.0%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1019	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	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: M1 Junction 25 Sandiacre Interchange	-	-	2249	0	0	42.0	36.2	0.0	78.3	-	-	-	-	Network: M1 Junction 25 Sandiacre Interchange
M1 Junction 25 Sandiacre Interchange	-	-	2249	0	0	42.0	36.2	0.0	78.3	-	-	-	-	M1 Junction 25 Sandiacre Interchange
1/2+1/1	671	671	-	-	-	2.7	0.7	-	3.4	18.5	4.6	0.7	5.3	1/2+1/1
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	1/3
2/2+2/1	733	733	-	-	-	3.7	0.9	-	4.6	22.6	5.3	0.9	6.2	2/2+2/1
2/3	376	376	-	-	-	1.9	1.0	-	2.9	27.5	5.4	1.0	6.4	2/3
3/2+3/1	634	634	1268	0	0	0.0	0.8	-	0.8	4.6	0.0	0.8	0.8	3/2+3/1
3/3	242	242	242	0	0	0.0	0.4	-	0.4	5.6	0.7	0.4	1.1	3/3
4/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	351	351	-	-	-	0.4	0.3	-	0.7	7.2	1.3	0.3	1.6	5/1
5/2	651	651	-	-	-	1.4	1.4	-	2.8	15.5	9.2	1.4	10.6	5/2
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.4	6.7	0.6	7.3	5/3
6/1	718	718	-	-	-	2.3	0.0	-	2.3	11.4	8.8	0.0	8.8	6/1
6/2	734	734	-	-	-	2.9	0.0	-	2.9	14.5	9.8	0.0	9.8	6/2
6/3	319	319	-	-	-	0.1	0.0	-	0.1	1.4	0.4	0.0	0.4	6/3
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

Detailed Input Data And Results

10/2+10/1	459	459	-	-	-	2.8	4.5	-	7.3	57.1	6.5	4.5	11.0	10/2+10/1
10/3	410	410	-	-	-	2.6	4.8	-	7.3	64.5	6.6	4.8	11.4	10/3
11/1	512	512	-	-	-	0.5	0.4	-	0.9	6.2	2.2	0.4	2.6	11/1
11/2	728	728	-	-	-	1.4	0.9	-	2.3	11.3	6.0	0.9	6.8	11/2
11/3	450	450	-	-	-	1.5	0.3	-	1.8	14.5	5.8	0.3	6.2	11/3
12/1	799	799	-	-	-	3.4	0.0	-	3.4	15.1	10.6	0.0	10.6	12/1
12/2	605	605	-	-	-	2.3	0.0	-	2.3	13.7	6.5	0.0	6.5	12/2
12/3	411	411	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	12/3
13/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	721	721	-	-	-	3.5	6.8	-	10.3	51.6	11.6	6.8	18.5	14/1
14/2	738	738	-	-	-	3.6	9.2	-	12.8	62.3	11.9	9.2	21.0	14/2
15/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	298	298	596	0	0	0.1	1.0	-	1.1	12.8	1.4	1.0	2.3	16/2+16/3
17/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 9.0 28.1 -2.8 -7.9 -7.9 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 14.70 12.83 19.60 28.78 78.28 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60														

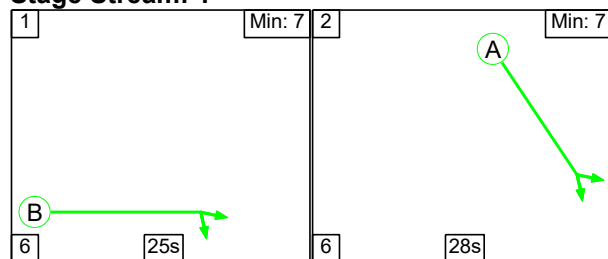
Detailed Input Data And Results

Scenario 17: '17' (FG17: '2041 AM Base SENS + Dev', Plan 1: '1')

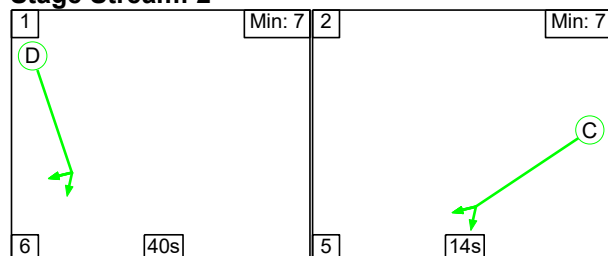
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

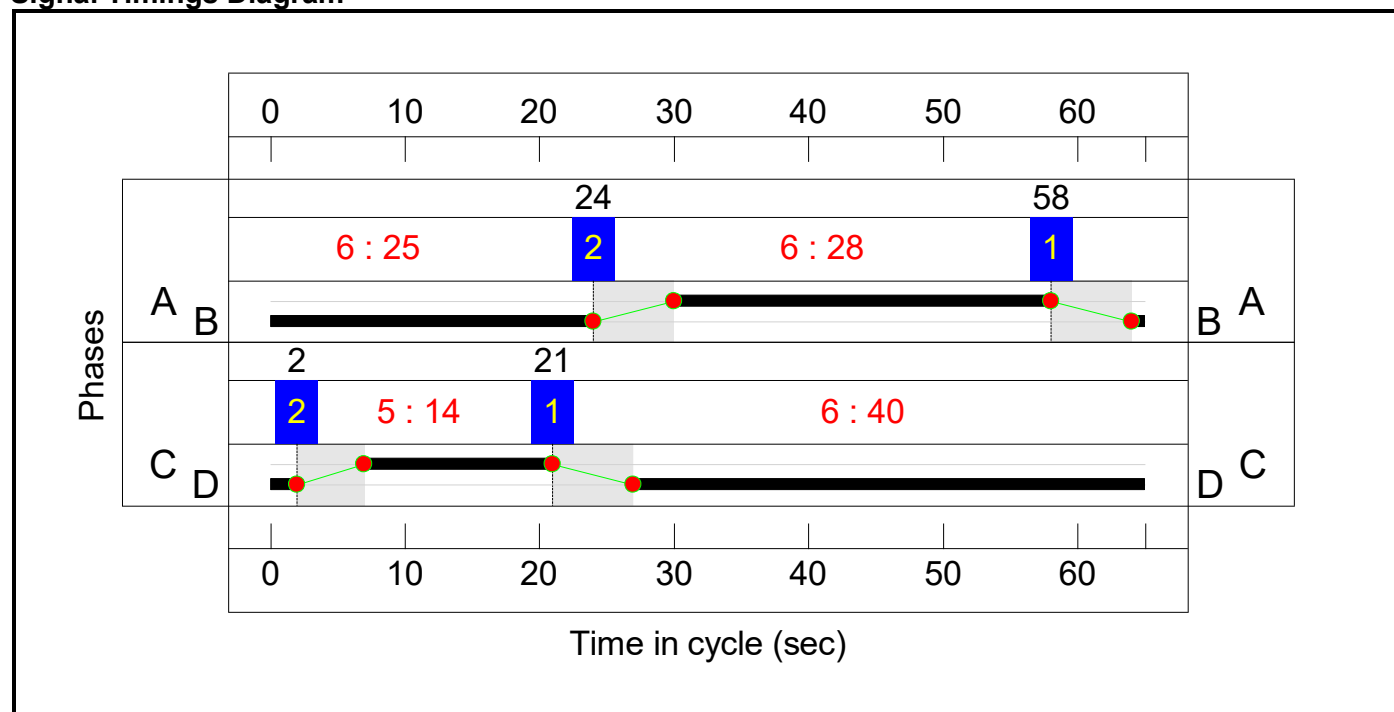
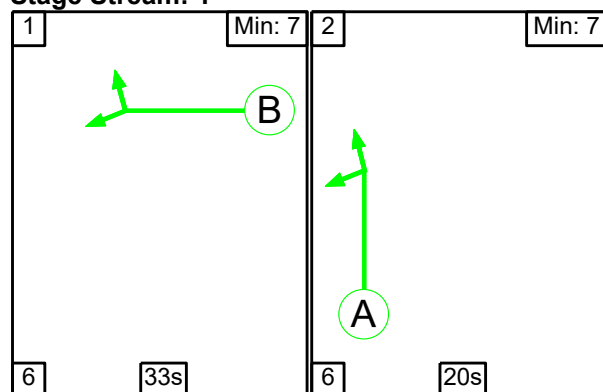
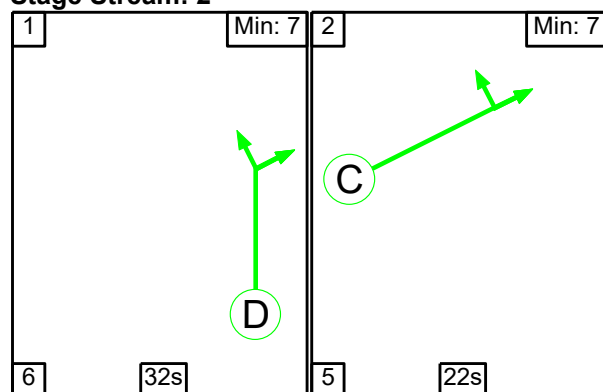
Stage	1	2
Duration	25	28
Change Point	58	24

Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

Signal Timings Diagram**C2 - M1 J25 West****Stage Sequence Diagram****Stage Stream: 1****Stage Stream: 2**

Stage Timings**Stage Stream: 1**

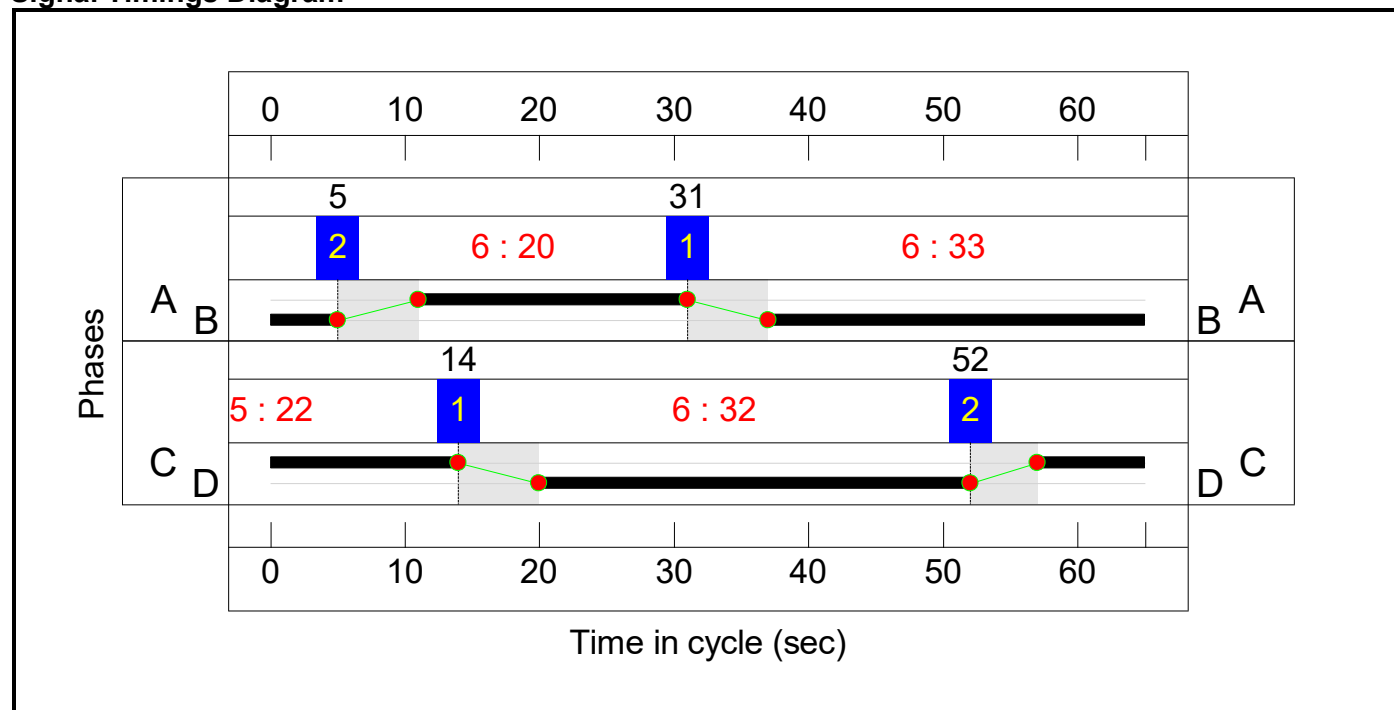
Stage	1	2
Duration	33	20
Change Point	31	5

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

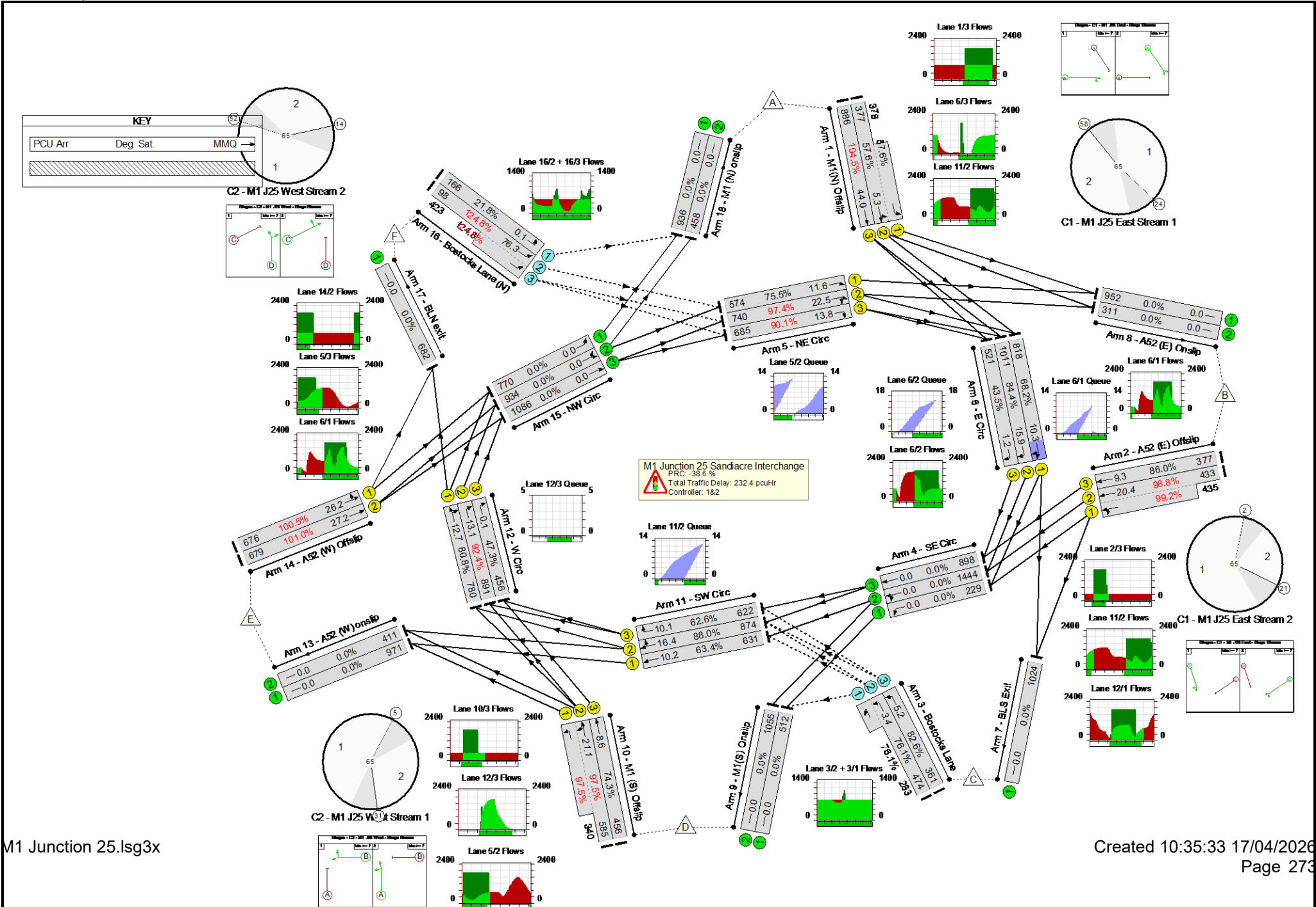
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

Signal Timings Diagram

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Detailed Input Data And Results



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: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	124.8%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	124.8%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	755	1900:1900	655+657	57.6 : 57.6%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	886	1900	848	104.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	868	1900:1900	438+438	98.8 : 99.2%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	377	1900	438	86.0%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	757	1800:1800	623+372	76.1 : 76.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	361	1800	437	82.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	229	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1532	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	925	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	574	1900	760	75.5%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	754	1900	760	97.4%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	761	1900	760	90.1%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	820	1900	1198	68.2%

Detailed Input Data And Results

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	1099	1900	1198	84.4%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	548	1900	1198	43.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1026	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	952	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	311	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	512	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1121	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	925	1900:1900	600+349	97.5 : 97.5%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	456	1900	614	74.3%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	652	1900	994	63.4%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	897	1900	994	88.0%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	622	1900	994	62.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	786	1900	965	80.8%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	891	1900	965	92.4%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	456	1900	965	47.3%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	992	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	427	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	676	1900	672	100.5%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	679	1900	672	101.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	773	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	934	Inf	Inf	0.0%

Detailed Input Data And Results

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1092	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	760	21.8%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	79+339	124.8 : 124.8%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	939	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	458	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: M1 Junction 25 Sandiacre Interchange	-	-	2915	0	0	70.1	162.3	0.0	232.4	-	-	-	-	Network: M1 Junction 25 Sandiacre Interchange
M1 Junction 25 Sandiacre Interchange	-	-	2915	0	0	70.1	162.3	0.0	232.4	-	-	-	-	M1 Junction 25 Sandiacre Interchange
1/2+1/1	755	755	-	-	-	2.6	0.7	-	3.3	15.7	4.6	0.7	5.3	1/2+1/1
1/3	886	848	-	-	-	5.3	27.3	-	32.6	132.5	16.7	27.3	44.0	1/3
2/2+2/1	868	868	-	-	-	6.0	12.7	-	18.7	77.5	7.7	12.7	20.4	2/2+2/1
2/3	377	377	-	-	-	2.5	2.8	-	5.3	50.8	6.5	2.8	9.3	2/3
3/2+3/1	757	757	1514	0	0	0.0	1.6	-	1.6	7.6	1.8	1.6	3.4	3/2+3/1
3/3	361	361	361	0	0	0.2	2.2	-	2.5	24.7	2.9	2.2	5.2	3/3
4/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1444	1444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	574	574	-	-	-	2.1	1.5	-	3.6	22.9	10.1	1.5	11.6	5/1
5/2	740	740	-	-	-	4.6	9.5	-	14.1	68.8	13.0	9.5	22.5	5/2
5/3	685	685	-	-	-	3.5	4.1	-	7.6	39.9	9.7	4.1	13.8	5/3
6/1	818	818	-	-	-	1.7	0.0	-	1.7	7.4	10.3	0.0	10.3	6/1
6/2	1011	1011	-	-	-	3.5	0.0	-	3.5	12.6	15.9	0.0	15.9	6/2
6/3	521	521	-	-	-	0.4	0.0	-	0.4	2.4	1.2	0.0	1.2	6/3
7/1	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

Detailed Input Data And Results

10/2+10/1	925	925	-	-	-	5.2	10.4	-	15.6	60.6	10.7	10.4	21.1	10/2+10/1
10/3	456	456	-	-	-	2.5	1.4	-	3.9	30.8	7.2	1.4	8.6	10/3
11/1	631	631	-	-	-	3.2	0.9	-	4.1	23.2	9.3	0.9	10.2	11/1
11/2	874	874	-	-	-	4.2	3.5	-	7.6	31.3	12.9	3.5	16.4	11/2
11/3	622	622	-	-	-	1.8	0.8	-	2.6	15.1	9.3	0.8	10.1	11/3
12/1	780	780	-	-	-	3.7	0.0	-	3.7	17.2	12.7	0.0	12.7	12/1
12/2	891	891	-	-	-	4.5	0.0	-	4.5	18.4	13.1	0.0	13.1	12/2
12/3	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	676	672	-	-	-	4.1	14.0	-	18.0	96.0	12.3	14.0	26.2	14/1
14/2	679	672	-	-	-	4.2	14.8	-	19.0	100.7	12.4	14.8	27.2	14/2
15/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	521	437	874	0	0	4.2	54.1	-	58.3	402.8	22.2	54.1	76.3	16/2+16/3
17/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) -16.1 -10.2 -8.3 -12.2 -38.6 Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) 61.27 29.58 33.74 45.30 232.41 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 65 65 65 65 														

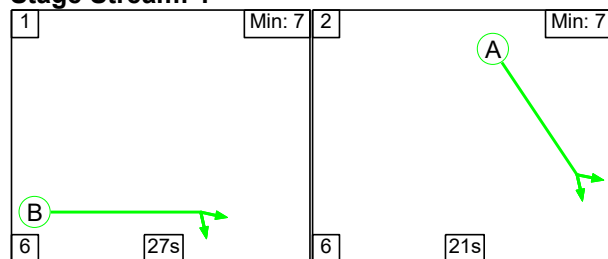
Detailed Input Data And Results

Scenario 18: '18' (FG18: '2041 PM Base SENS + Dev', Plan 1: '1')

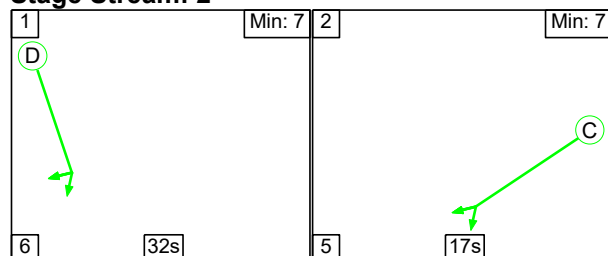
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

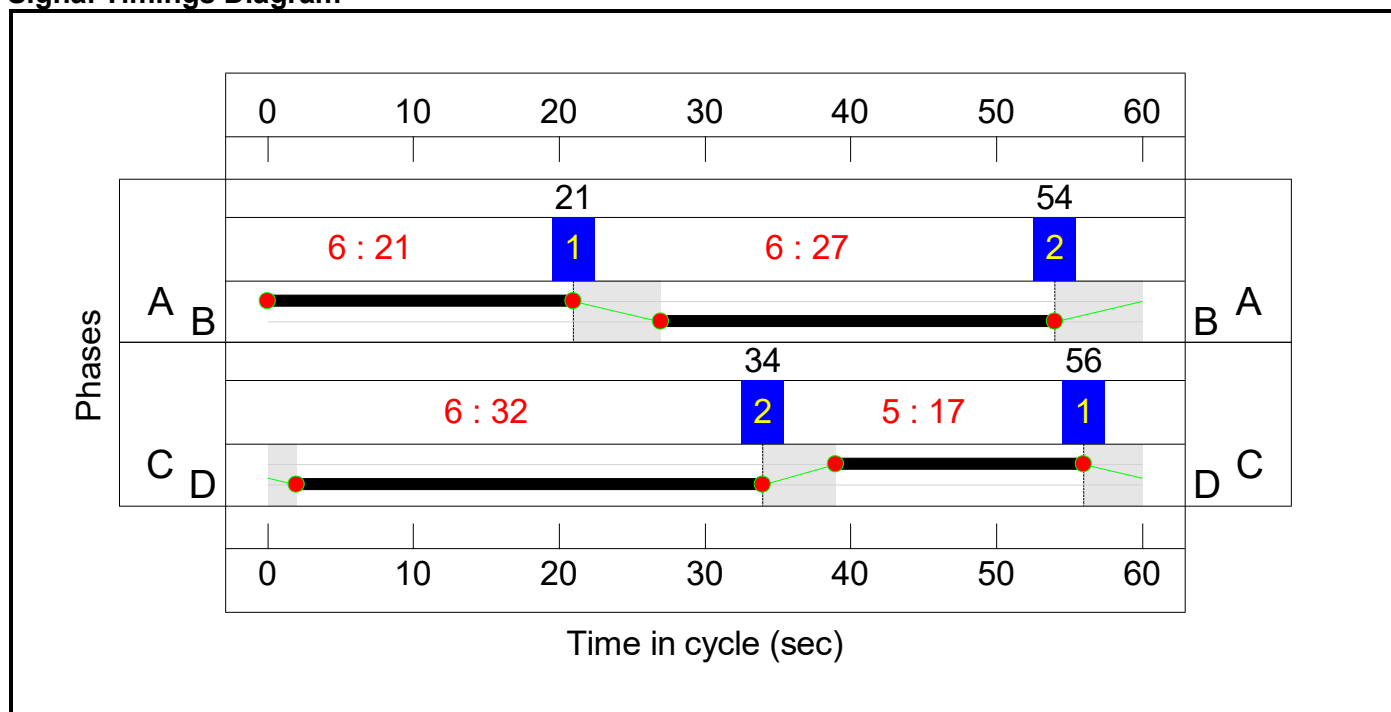
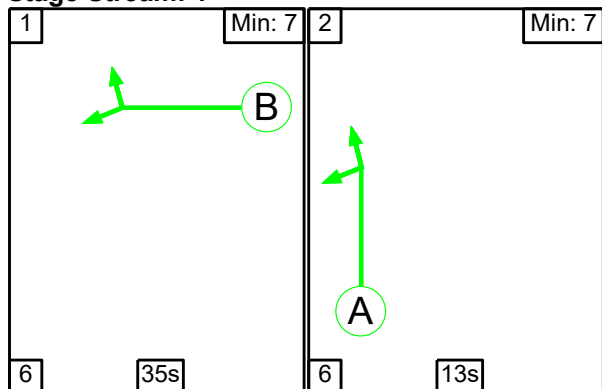
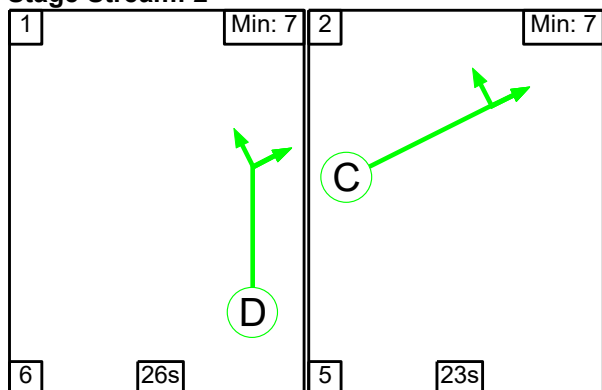
Stage	1	2
Duration	27	21
Change Point	21	54

Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

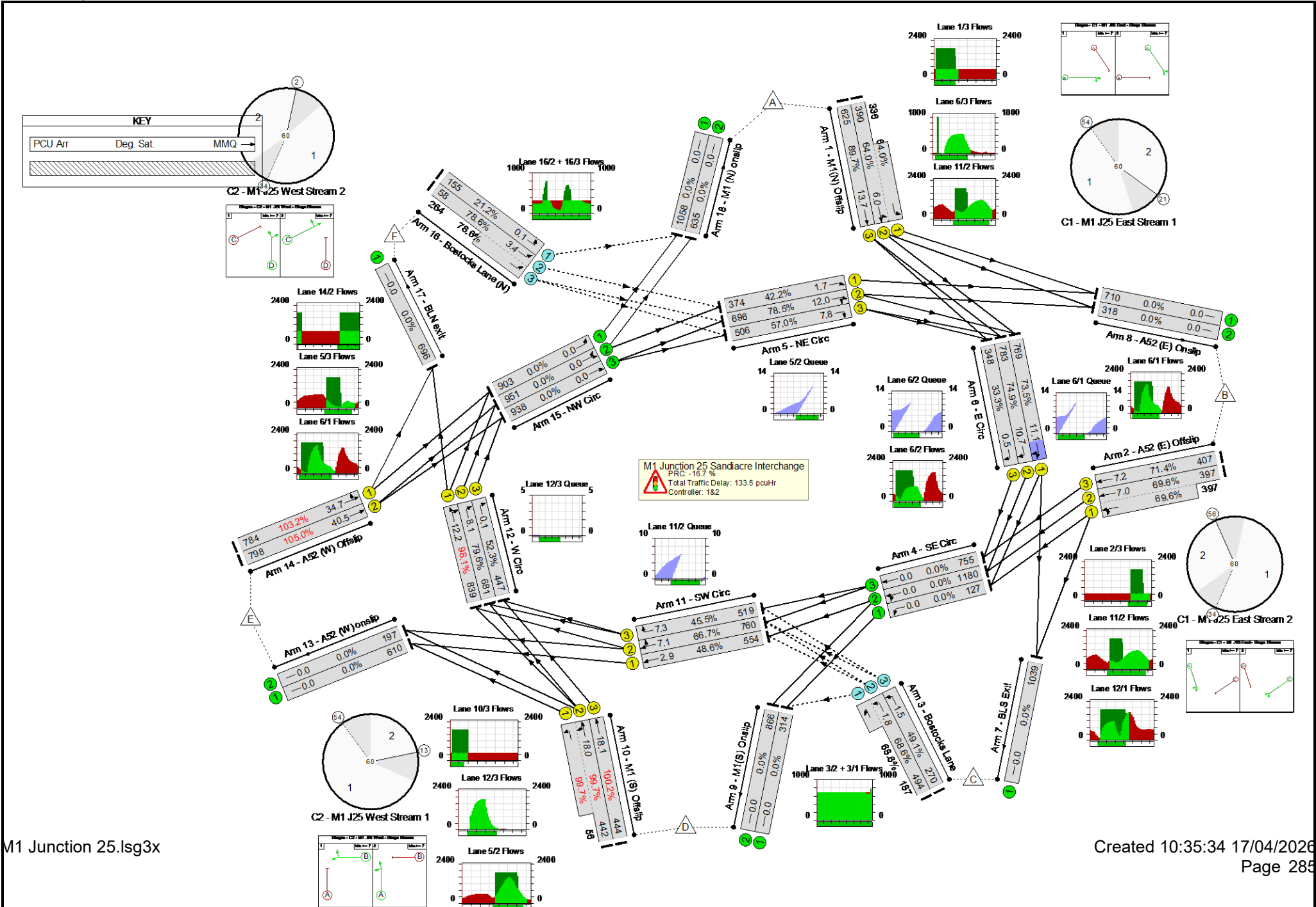
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

Signal Timings Diagram**C2 - M1 J25 West****Stage Sequence Diagram****Stage Stream: 1****Stage Stream: 2**

Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Detailed Input Data And Results



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: M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	105.0%
M1 Junction 25 Sandiacre Interchange	-	-	N/A	-	-		-	-	-	-	-	-	-	105.0%
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	726	1900:1900	609+525	64.0 : 64.0%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	625	1900	697	89.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	794	1900:1900	570+570	69.6 : 69.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	407	1900	570	71.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	720+273	68.6 : 68.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	270	1800	550	49.1%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	127	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1193	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	755	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	375	1900	887	42.2%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	708	1900	887	78.5%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	519	1900	887	57.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	780	1900	1045	73.5%

Detailed Input Data And Results

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	796	1900	1045	74.9%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	348	1900	1045	33.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1050	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	711	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	318	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	498	1900:1900	443+56	99.7 : 99.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	444	1900	443	100.2%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	554	1900	1140	48.6%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	760	1900	1140	66.7%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	519	1900	1140	45.5%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	839	1900	855	98.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	681	1900	855	79.6%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	448	1900	855	52.3%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	610	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	197	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	784	1900	760	103.2%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	798	1900	760	105.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	924	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	964	Inf	Inf	0.0%

Detailed Input Data And Results

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	963	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	732	21.2%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	322	1800:1800	74+336	78.6 : 78.6%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	699	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1079	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	647	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: M1 Junction 25 Sandiacre Interchange	-	-	2431	0	0	48.9	84.6	0.0	133.5	-	-	-	-	Network: M1 Junction 25 Sandiacre Interchange
M1 Junction 25 Sandiacre Interchange	-	-	2431	0	0	48.9	84.6	0.0	133.5	-	-	-	-	M1 Junction 25 Sandiacre Interchange
1/2+1/1	726	726	-	-	-	3.0	0.9	-	3.9	19.3	5.1	0.9	6.0	1/2+1/1
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	1/3
2/2+2/1	794	794	-	-	-	4.1	1.1	-	5.2	23.8	5.8	1.1	7.0	2/2+2/1
2/3	407	407	-	-	-	2.1	1.2	-	3.3	29.6	6.0	1.2	7.2	2/3
3/2+3/1	681	681	1362	0	0	0.0	1.1	-	1.1	5.7	0.7	1.1	1.8	3/2+3/1
3/3	270	270	270	0	0	0.0	0.5	-	0.5	7.0	1.0	0.5	1.5	3/3
4/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1180	1180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	374	374	-	-	-	0.4	0.4	-	0.7	7.2	1.3	0.4	1.7	5/1
5/2	696	696	-	-	-	1.6	1.8	-	3.4	17.3	10.2	1.8	12.0	5/2
5/3	506	506	-	-	-	2.2	0.7	-	2.9	20.7	7.1	0.7	7.8	5/3
6/1	769	769	-	-	-	2.4	0.0	-	2.4	11.5	11.1	0.0	11.1	6/1
6/2	783	783	-	-	-	3.2	0.0	-	3.2	14.5	10.7	0.0	10.7	6/2
6/3	348	348	-	-	-	0.1	0.0	-	0.1	1.5	0.5	0.0	0.5	6/3
7/1	1039	1039	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

Detailed Input Data And Results

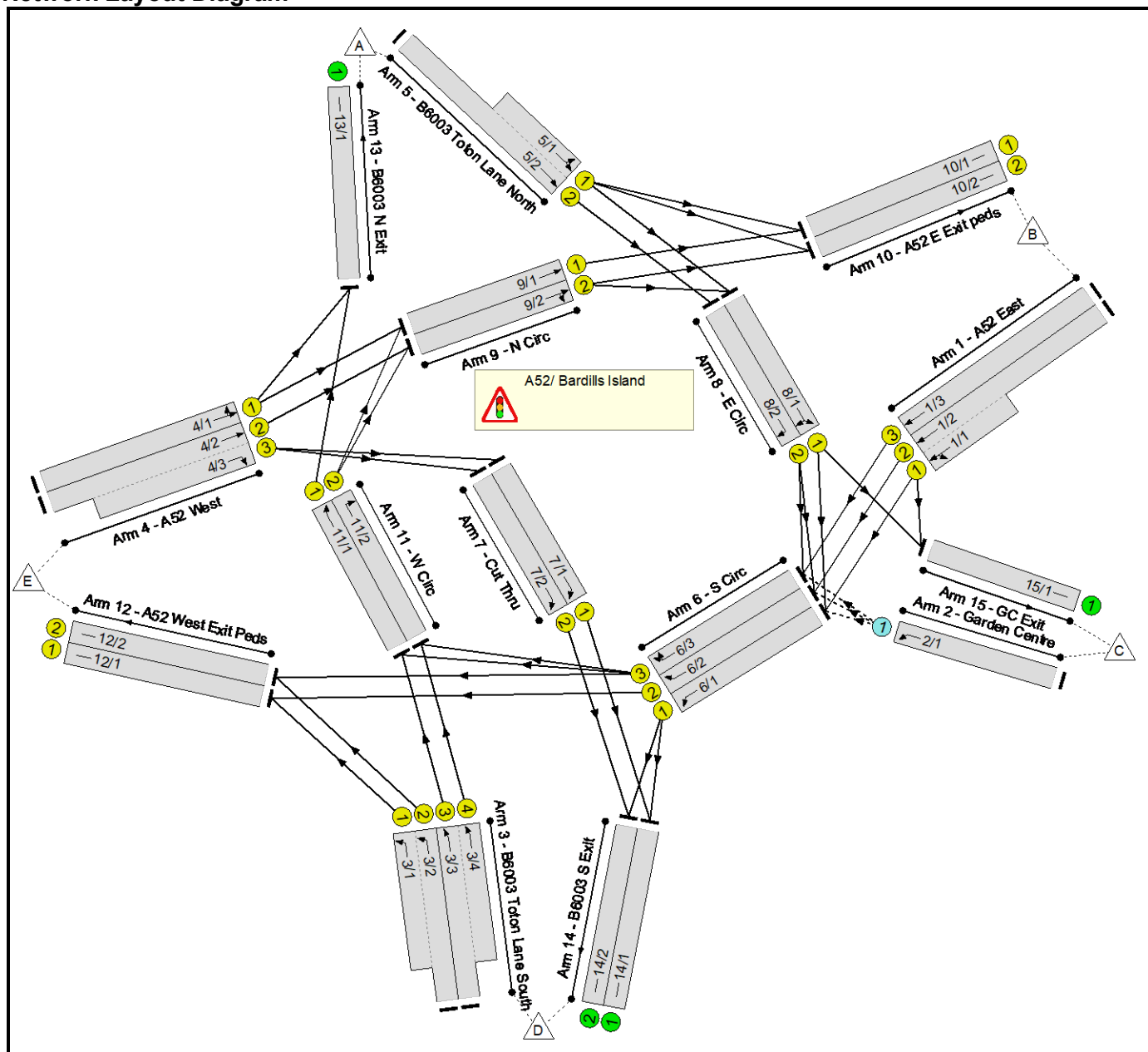
10/2+10/1	498	498	-	-	-	3.1	10.8	-	13.9	100.4	7.2	10.8	18.0	10/2+10/1
10/3	444	443	-	-	-	2.9	10.7	-	13.6	110.0	7.4	10.7	18.1	10/3
11/1	554	554	-	-	-	0.5	0.5	-	1.0	6.6	2.4	0.5	2.9	11/1
11/2	760	760	-	-	-	1.4	1.0	-	2.4	11.4	6.1	1.0	7.1	11/2
11/3	519	519	-	-	-	1.8	0.4	-	2.2	15.2	6.9	0.4	7.3	11/3
12/1	839	839	-	-	-	3.6	0.0	-	3.6	15.3	12.2	0.0	12.2	12/1
12/2	681	681	-	-	-	3.0	0.0	-	3.0	15.9	8.1	0.0	8.1	12/2
12/3	447	447	-	-	-	0.0	0.0	-	0.0	0.3	0.1	0.0	0.1	12/3
13/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	784	760	-	-	-	4.8	21.2	-	26.0	119.4	13.5	21.2	34.7	14/1
14/2	798	760	-	-	-	5.3	26.5	-	31.9	143.7	13.9	26.5	40.5	14/2
15/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	16/1
16/2+16/3	322	322	644	0	0	0.2	1.8	-	1.9	21.7	1.6	1.8	3.4	16/2+16/3
17/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1058	1058	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2
C1 - M1 J25 East C1 - M1 J25 East C2 - M1 J25 West C2 - M1 J25 West Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) Stream: 1 PRC for Signalled Lanes (%) Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 0.3 20.2 -11.3 -16.7 -16.7														
Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) 17.94 14.33 33.08 64.47 133.51 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60														

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.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



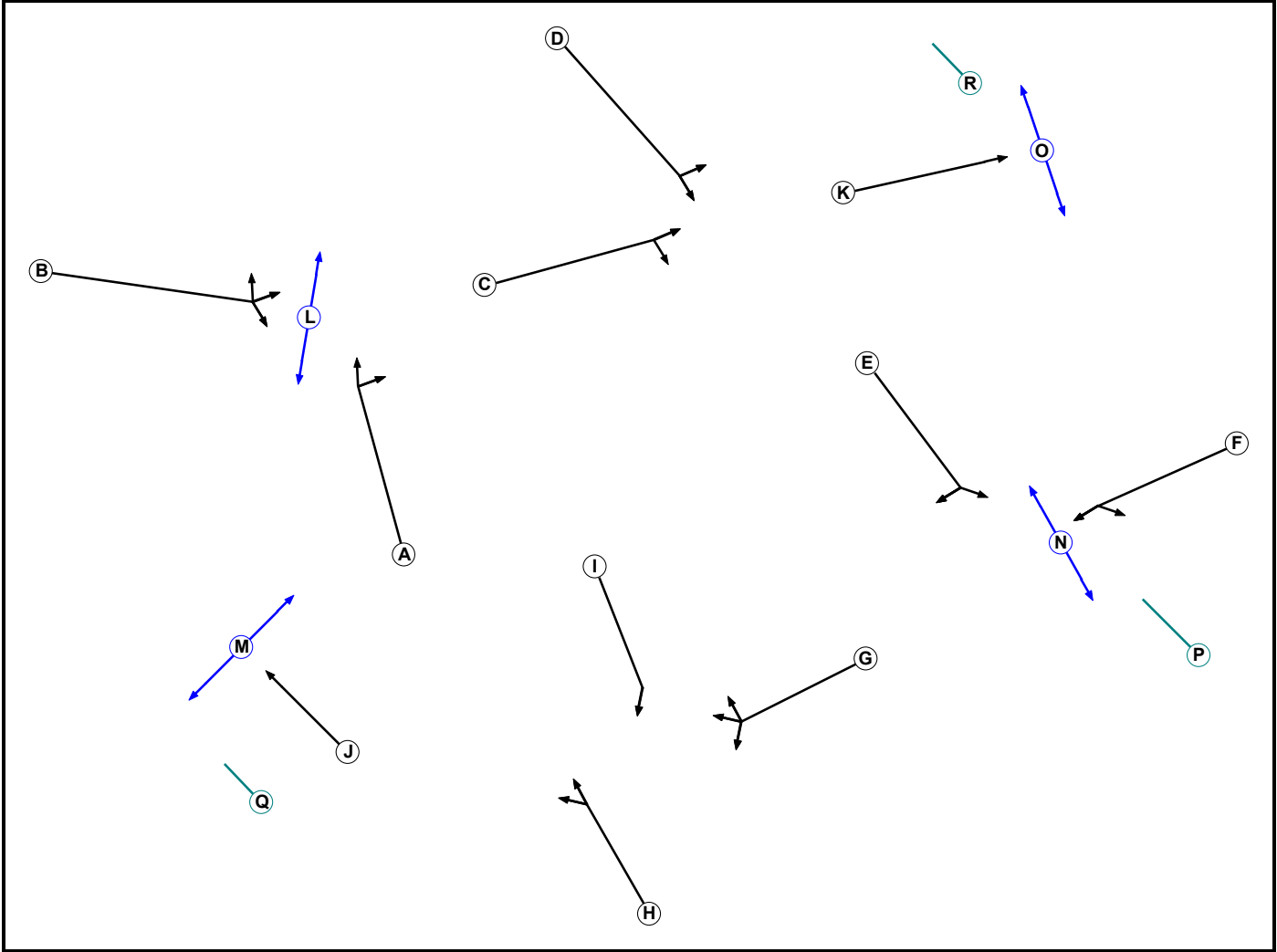
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Base	Network Control Plan 1	08:00 - 09:00	85	-8.1	72.83
2	2	2025 PM Base	Network Control Plan 1	17:00 - 18:00	77	-2.8	54.31
3	3	2028 AM Base	Network Control Plan 1	08:00 - 09:00	85	-11.3	96.15
4	4	2028 PM Base	Network Control Plan 1	17:00 - 18:00	77	-10.1	62.11
5	5	2041 AM Base	Network Control Plan 1	08:00 - 09:00	85	-21.0	226.62
6	6	2041 PM Base	Network Control Plan 1	17:00 - 18:00	77	-19.4	106.71
7	7	2028 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-12.0	101.31
8	8	2028 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	-13.3	69.77
9	9	2041 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-21.5	235.94
10	10	2041 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	-22.6	119.79
11	11	2028 AM Base SENS	Network Control Plan 1	08:00 - 09:00	85	-11.8	99.44
12	12	2028 PM Base SENS	Network Control Plan 1	17:00 - 18:00	77	-12.2	67.07
13	14	2041 AM Base SENS	Network Control Plan 1	08:00 - 09:00	85	-21.3	232.77
14	15	2041 PM Base SENS	Network Control Plan 1	17:00 - 18:00	77	-21.6	115.36
15	16	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-12.3	105.02
16	17	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	-15.4	75.73
17	18	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-21.8	243.20
18	19	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	-24.8	128.93

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

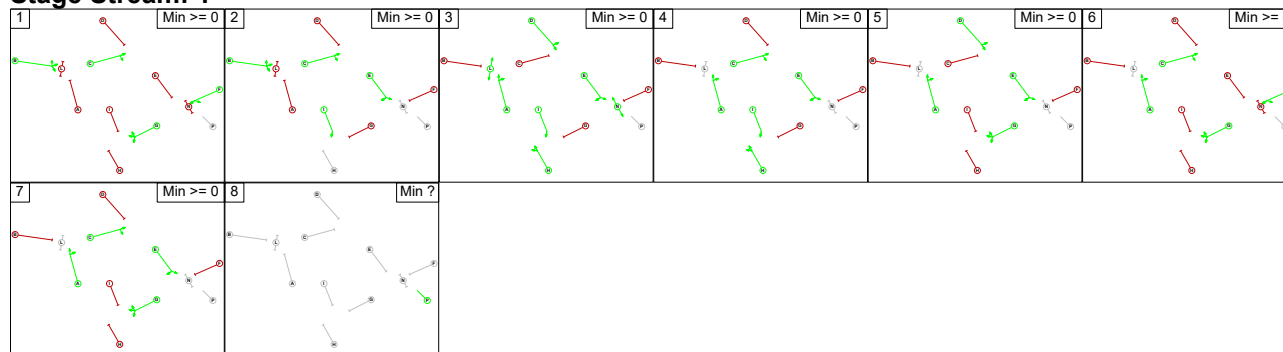
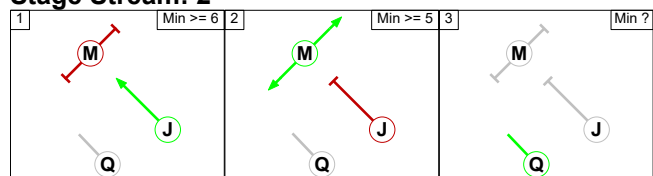
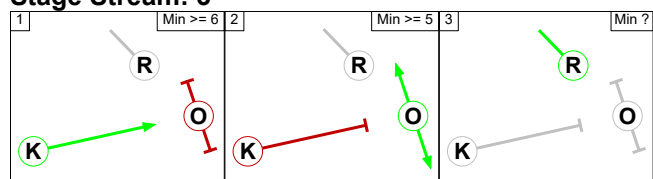
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	2		6	6
K	Traffic	3		6	6
L	Pedestrian	1		6	6
M	Pedestrian	2		5	5
N	Pedestrian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

		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		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

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

Stage Stream: 3

Stage Stream 6				
	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	7.0	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: '1' (FG1: '2025 AM Base', 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: '2' (FG2: '2025 PM Base', 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: '3' (FG3: '2028 AM Base', 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: '4' (FG4: '2028 PM Base', 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: '5' (FG5: '2041 AM Base', 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: '6' (FG6: '2041 PM Base', 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: '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

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: '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 9: '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 10: '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 11: '11' (FG11: '2028 AM Base SENS', 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 12: '12' (FG12: '2028 PM Base SENS', 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 13: '14' (FG13: '2041 AM Base SENS', 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 14: '15' (FG14: '2041 PM Base SENS', 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 15: '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

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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 16: '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

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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 17: '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

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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 18: '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	103	2	273	249	627
	B	75	0	3	265	1391	1734
	C	0	1	0	1	1	3
	D	236	218	0	0	477	931
	E	195	1550	5	619	0	2369
	Tot.	506	1872	10	1158	2118	5664

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	103	2	276	249	630
	B	75	0	3	279	1391	1748
	C	0	1	0	1	1	3
	D	252	286	0	0	536	1074
	E	195	1550	5	631	0	2381
	Tot.	522	1940	10	1187	2177	5836

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	103	2	275	249	629
	B	75	0	3	274	1391	1743
	C	0	1	0	1	1	3
	D	246	264	0	0	516	1026
	E	195	1550	5	627	0	2377
	Tot.	516	1918	10	1177	2157	5778

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	103	2	278	249	632
	B	75	0	3	288	1391	1757
	C	0	1	0	1	1	3
	D	262	331	0	0	575	1168
	E	196	1550	5	639	0	2390
	Tot.	533	1985	10	1206	2216	5950

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: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual 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

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: '2' (FG2: '2025 PM Base', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual 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

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: '3' (FG3: '2028 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	103	2	273	249	627
	B	75	0	3	265	1391	1734
	C	0	1	0	1	1	3
	D	236	218	0	0	477	931
	E	195	1550	5	619	0	2369
	Tot.	506	1872	10	1158	2118	5664

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: '4' (FG4: '2028 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual 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

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: '5' (FG5: '2041 AM Base', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual 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

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: '6' (FG6: '2041 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual 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

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: '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	103	2	276	249	630
	B	75	0	3	279	1391	1748
	C	0	1	0	1	1	3
	D	252	286	0	0	536	1074
	E	195	1550	5	631	0	2381
	Tot.	522	1940	10	1187	2177	5836

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: '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 9: '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 10: '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 11: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	103	2	275	249	629
	B	75	0	3	274	1391	1743
	C	0	1	0	1	1	3
	D	246	264	0	0	516	1026
	E	195	1550	5	627	0	2377
	Tot.	516	1918	10	1177	2157	5778

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 12: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual 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

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 13: '14' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual 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

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 14: '15' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual 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

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 15: '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	103	2	278	249	632
	B	75	0	3	288	1391	1757
	C	0	1	0	1	1	3
	D	262	331	0	0	575	1168
	E	196	1550	5	639	0	2390
	Tot.	533	1985	10	1206	2216	5950

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 16: '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 17: '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

Detailed Input Data And Results

Scenario 18: '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: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: A52/ Bardills Island						
1/1 (short)	260	264	268	272	291	295
1/2 (with short)	907(In) 647(Out)	771(In) 507(Out)	932(In) 664(Out)	791(In) 519(Out)	1013(In) 722(Out)	851(In) 556(Out)
1/3	776	581	802	601	874	660
2/1	3	7	3	7	3	7
3/1 (short)	231	257	239	265	260	287
3/2 (with short)	463(In) 232(Out)	514(In) 257(Out)	477(In) 238(Out)	529(In) 264(Out)	519(In) 259(Out)	574(In) 287(Out)
3/3 (with short)	441(In) 229(Out)	558(In) 305(Out)	454(In) 236(Out)	574(In) 314(Out)	495(In) 257(Out)	624(In) 341(Out)
3/4 (short)	212	253	218	260	238	283
4/1	934	892	971	924	1071	1014
4/2 (with short)	1366(In) 765(Out)	1247(In) 778(Out)	1398(In) 779(Out)	1279(In) 796(Out)	1509(In) 835(Out)	1376(In) 852(Out)
4/3 (short)	601	469	619	483	674	524
5/1 (short)	367	376	378	387	411	420
5/2 (with short)	609(In) 242(Out)	585(In) 209(Out)	627(In) 249(Out)	602(In) 215(Out)	682(In) 271(Out)	653(In) 233(Out)
6/1	523	552	539	568	586	617
6/2	786	616	808	634	871	685
6/3	881	687	909	707	998	770
7/1	308	243	317	250	345	270
7/2	293	226	302	233	329	254
8/1	272	288	280	296	305	322
8/2	242	209	249	215	271	233
9/1	854	768	885	800	984	880
9/2	869	894	889	911	949	977
10/1	901	805	935	839	1018	915
10/2	917	945	937	963	1021	1040
11/1	302	391	311	402	339	437
11/2	213	253	219	260	239	283
12/1	1017	873	1047	899	1131	972
12/2	1039	858	1071	883	1174	961
13/1	491	652	506	671	551	729
14/1	568	518	583	533	637	577
14/2	556	503	575	518	623	564
15/1	10	1	10	1	11	1

Detailed Input Data And Results

Lane	Scenario 7: 7	Scenario 8: 8	Scenario 9: 9	Scenario 10: 10	Scenario 11: 11	Scenario 12: 12
Junction: A52/ Bardills Island						
1/1 (short)	282	323	305	346	277	306
1/2 (with short)	944(In) 662(Out)	836(In) 513(Out)	1024(In) 719(Out)	893(In) 547(Out)	940(In) 663(Out)	822(In) 516(Out)
1/3	804	607	877	669	803	604
2/1	3	7	3	7	3	7
3/1 (short)	267	274	289	296	258	271
3/2 (with short)	536(In) 269(Out)	547(In) 273(Out)	578(In) 289(Out)	592(In) 296(Out)	516(In) 258(Out)	541(In) 270(Out)
3/3 (with short)	538(In) 252(Out)	600(In) 319(Out)	578(In) 273(Out)	649(In) 346(Out)	510(In) 246(Out)	591(In) 317(Out)
3/4 (short)	286	281	305	303	264	274
4/1	974	928	1073	1020	974	926
4/2 (with short)	1407(In) 776(Out)	1319(In) 792(Out)	1519(In) 833(Out)	1415(In) 846(Out)	1403(In) 776(Out)	1307(In) 794(Out)
4/3 (short)	631	527	686	569	627	513
5/1 (short)	381	399	414	432	380	395
5/2 (with short)	630(In) 249(Out)	614(In) 215(Out)	685(In) 271(Out)	665(In) 233(Out)	629(In) 249(Out)	610(In) 215(Out)
6/1	556	631	603	680	550	610
6/2	802	642	867	674	803	643
6/3	915	699	1002	781	914	698
7/1	323	272	351	293	321	265
7/2	308	255	335	276	306	248
8/1	283	308	308	334	282	304
8/2	249	215	271	233	249	215
9/1	922	815	1020	895	917	808
9/2	920	917	980	982	903	917
10/1	969	848	1050	926	956	843
10/2	971	975	1056	1049	962	973
11/1	327	407	355	442	321	405
11/2	287	281	306	303	265	274
12/1	1069	916	1156	970	1061	914
12/2	1108	884	1208	981	1096	880
13/1	522	676	567	734	516	674
14/1	598	586	652	632	593	569
14/2	589	572	637	617	584	554
15/1	10	1	11	1	10	1

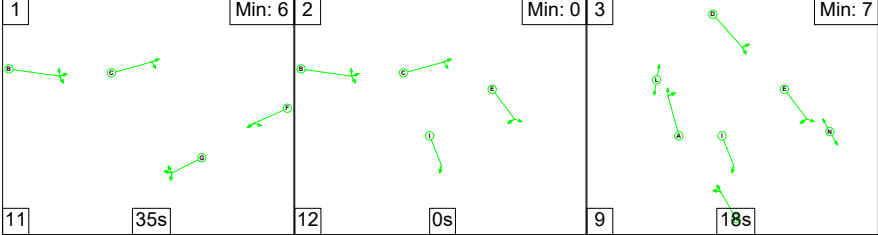
Detailed Input Data And Results

Lane	Scenario 13: 14	Scenario 14: 15	Scenario 15: 16	Scenario 16: 17	Scenario 17: 18	Scenario 18: 19
Junction: A52/ Bardills Island						
1/1 (short)	300	329	291	357	314	381
1/2 (with short)	1020(In) 720(Out)	879(In) 550(Out)	951(In) 660(Out)	866(In) 509(Out)	1031(In) 717(Out)	923(In) 542(Out)
1/3	876	666	806	611	879	674
2/1	3	7	3	7	3	7
3/1 (short)	280	293	288	280	309	302
3/2 (with short)	559(In) 279(Out)	586(In) 293(Out)	575(In) 287(Out)	559(In) 279(Out)	618(In) 309(Out)	604(In) 302(Out)
3/3 (with short)	550(In) 267(Out)	640(In) 344(Out)	593(In) 262(Out)	617(In) 322(Out)	634(In) 283(Out)	666(In) 349(Out)
3/4 (short)	283	296	331	295	351	317
4/1	1072	1018	976	931	1073	1023
4/2 (with short)	1516(In) 834(Out)	1402(In) 848(Out)	1414(In) 775(Out)	1346(In) 789(Out)	1527(In) 833(Out)	1441(In) 843(Out)
4/3 (short)	682	554	639	557	694	598
5/1 (short)	413	428	383	407	417	440
5/2 (with short)	684(In) 271(Out)	661(In) 233(Out)	632(In) 249(Out)	622(In) 215(Out)	688(In) 271(Out)	673(In) 233(Out)
6/1	597	659	567	673	615	723
6/2	868	680	799	636	865	676
6/3	1001	775	918	705	1004	779
7/1	349	285	327	287	355	307
7/2	333	269	312	270	339	291
8/1	307	330	285	316	311	342
8/2	271	233	249	215	271	233
9/1	1002	890	945	824	1039	905
9/2	976	980	942	922	1007	986
10/1	1041	923	991	856	1073	937
10/2	1043	1045	994	981	1079	1052
11/1	349	440	337	410	365	445
11/2	284	296	332	295	352	317
12/1	1148	973	1087	916	1174	978
12/2	1197	972	1129	896	1230	985
13/1	561	732	533	679	577	737
14/1	646	613	608	622	661	667
14/2	633	600	598	608	648	654
15/1	11	1	10	1	11	1

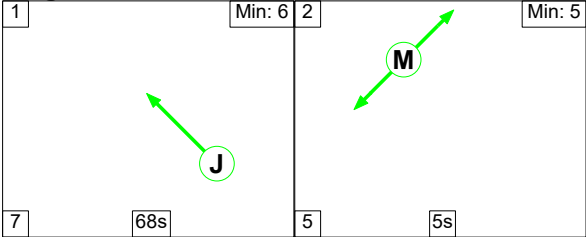
Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

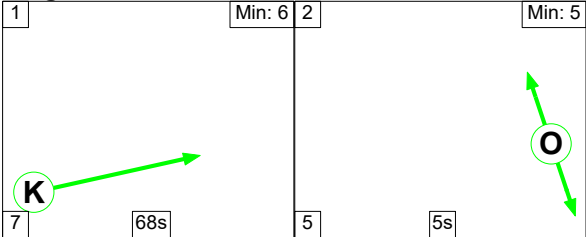
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	35	0	18
Change Point	41	2	14

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

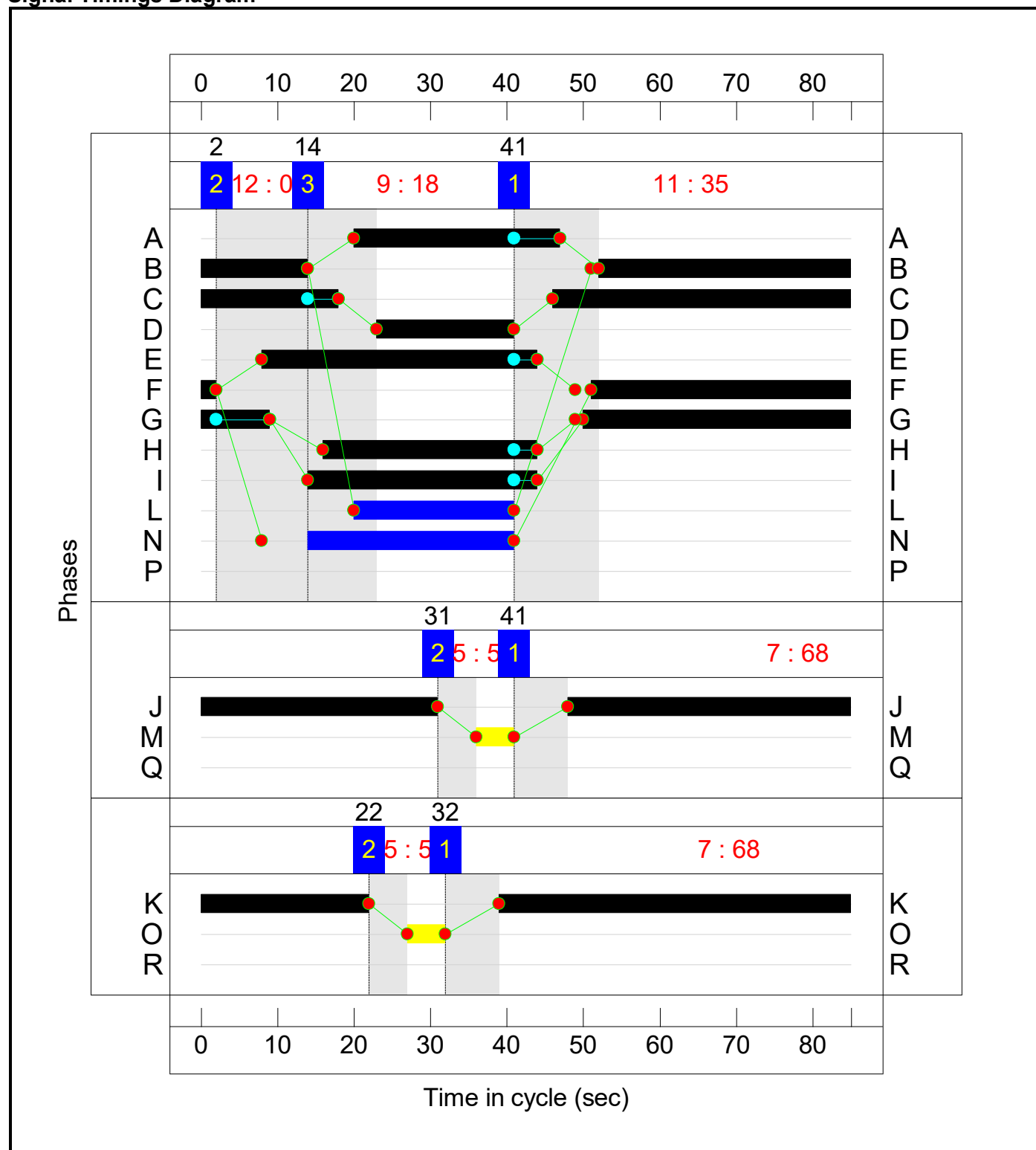
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	32	22

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	27	20	47
B	A52 West Right Ahead Left	Traffic	1	47	52	14
C	N Circ Right Ahead	Traffic	1	57	46	18
D	B6003 Toton Lane North Ahead Left	Traffic	1	18	23	41
E	E Circ Right Ahead	Traffic	1	36	8	44
F	A52 East Ahead Left	Traffic	1	36	51	2
G	S Circ Right Ahead Left (25)	Traffic	1	44	50	9
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	28	16	44
I	Cut Thru Ahead (29)	Traffic	1	30	14	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	39	22
L	Pedestrians across	Pedestrian	1	21	20	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	27	14	41
O	Pedestrians across	Pedestrian	3	5	27	32
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

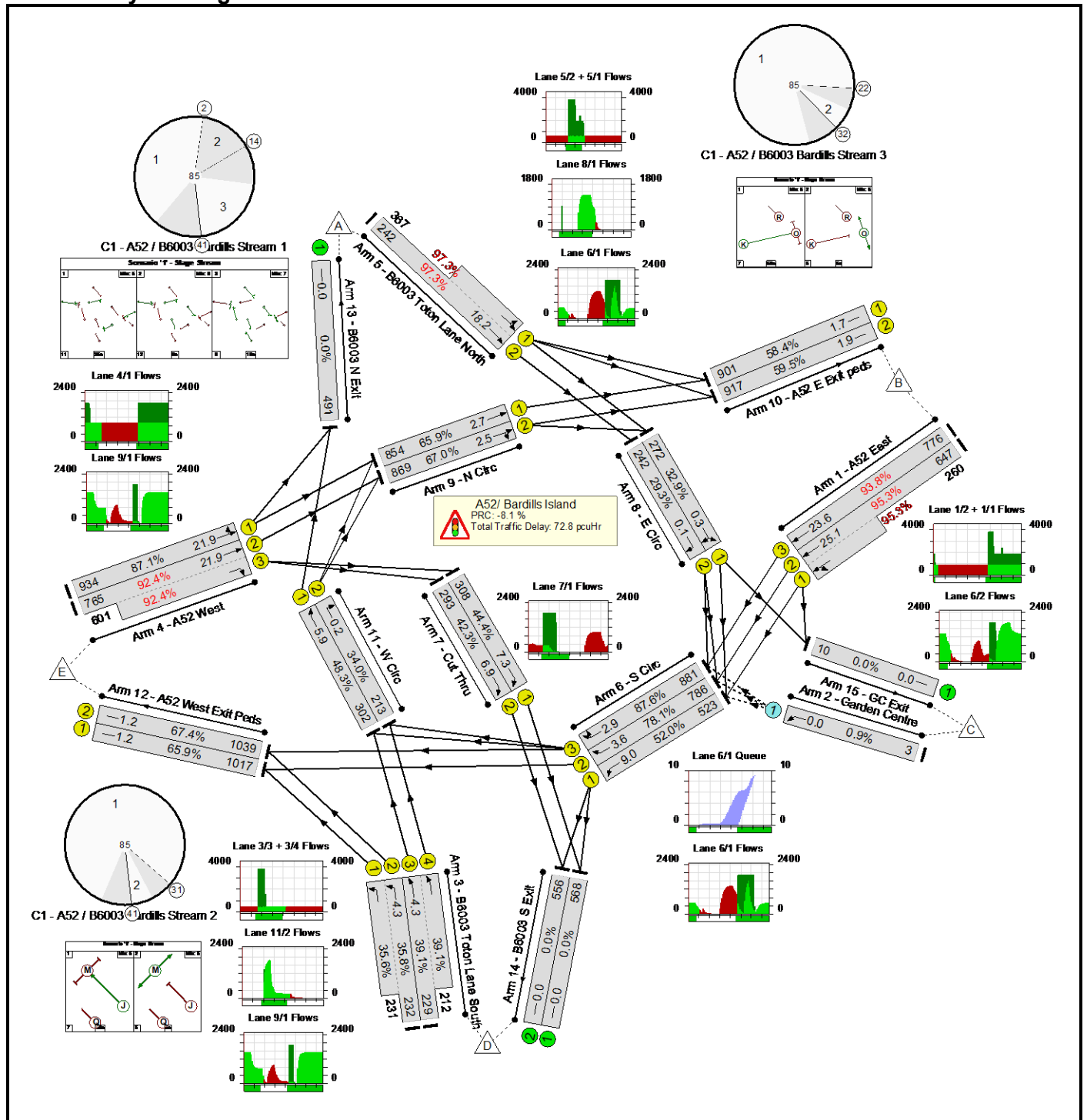
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	2
1/2	A52 East Ahead	U	F	51	2
1/3	A52 East Ahead	U	F	51	2
3/1	B6003 Toton Lane South Left	U	H	16	44
3/2	B6003 Toton Lane South Left	U	H	16	44
3/3	B6003 Toton Lane South Ahead	U	H	16	44
3/4	B6003 Toton Lane South Ahead	U	H	16	44
4/1	A52 West Ahead Left	U	B	52	14
4/2	A52 West Ahead	U	B	52	14
4/3	A52 West Right	U	B	52	14
5/1	B6003 Toton Lane North Ahead Left	U	D	23	41
5/2	B6003 Toton Lane North Ahead	U	D	23	41
6/1	S Circ Left	U	G	50	9
6/2	S Circ Ahead	U	G	50	9
6/3	S Circ Right Ahead	U	G	50	9
7/1	Cut Thru Ahead	U	I	14	44
7/2	Cut Thru Ahead	U	I	14	44
8/1	E Circ Right Ahead	U	E	8	44
8/2	E Circ Right	U	E	8	44
9/1	N Circ Ahead	U	C	46	18
9/2	N Circ Right Ahead	U	C	46	18
10/1	A52 E Exit peds	U	K	39	22
10/2	A52 E Exit peds	U	K	39	22
11/1	W Circ Ahead	U	A	20	47
11/2	W Circ Right	U	A	20	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	-	-		-	-	-	-	-	-	-	97.3%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	97.3%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	36	-	-	907	1900:1900	679+273	95.3 : 95.3%
1/3	A52 East Ahead	U	1	N/A	F		1	36	-	-	776	1900	827	93.8%
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	28	-	-	463	1900:1900	648+648	35.8 : 35.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	28	-	-	441	1900:1900	585+542	39.1 : 39.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	47	-	-	934	1900	1073	87.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	47	-	-	1366	1900:1900	828+651	92.4 : 92.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	18	-	-	609	1900:1900	249+377	97.3 : 97.3%
6/1	S Circ Left	U	1	N/A	G		1	44	-	-	523	1900	1006	52.0%
6/2	S Circ Ahead	U	1	N/A	G		1	44	-	-	786	1900	1006	78.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	44	-	-	881	1900	1006	87.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	30	-	-	308	1900	693	44.4%
7/2	Cut Thru Ahead	U	1	N/A	I		1	30	-	-	293	1900	693	42.3%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	36	-	-	272	1900	827	32.9%
8/2	E Circ Right	U	1	N/A	E		1	36	-	-	242	1900	827	29.3%
9/1	N Circ Ahead	U	1	N/A	C		1	57	-	-	854	1900	1296	65.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	57	-	-	869	1900	1296	67.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	901	1900	1542	58.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	917	1900	1542	59.5%
11/1	W Circ Ahead	U	1	N/A	A		1	27	-	-	302	1900	626	48.3%
11/2	W Circ Right	U	1	N/A	A		1	27	-	-	213	1900	626	34.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1017	1900	1542	65.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1039	1900	1542	67.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	491	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	568	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	556	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Detailed Input Data And Results

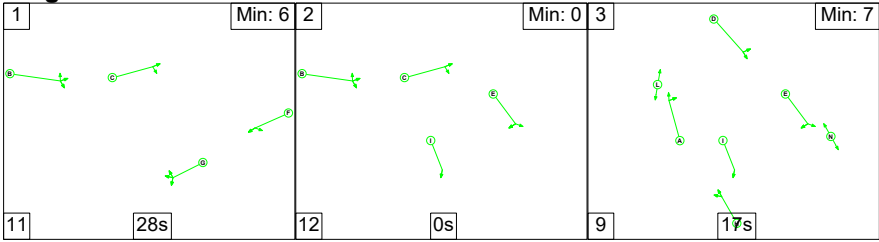
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	39.6	33.2	0.0	72.8	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	39.6	33.2	0.0	72.8	-	-	-	-	A52/ Bardills Island
1/2+1/1	907	907	-	-	-	5.3	7.5	-	12.8	51.0	17.6	7.5	25.1	1/2+1/1
1/3	776	776	-	-	-	4.9	6.1	-	11.1	51.3	17.5	6.1	23.6	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.0	0.0	0.0	0.0	2/1
3/2+3/1	463	463	-	-	-	2.7	0.3	-	3.0	23.2	4.1	0.3	4.3	3/2+3/1
3/3+3/4	441	441	-	-	-	2.6	0.3	-	2.9	23.5	4.0	0.3	4.3	3/3+3/4
4/1	934	934	-	-	-	4.1	3.2	-	7.3	28.2	18.7	3.2	21.9	4/1
4/2+4/3	1366	1366	-	-	-	4.9	5.5	-	10.4	27.4	16.4	5.5	21.9	4/2+4/3
5/2+5/1	609	609	-	-	-	5.3	8.8	-	14.1	83.1	9.4	8.8	18.2	5/2+5/1
6/1	523	523	-	-	-	1.3	0.0	-	1.3	8.7	9.0	0.0	9.0	6/1
6/2	786	786	-	-	-	0.7	0.0	-	0.7	3.2	3.6	0.0	3.6	6/2
6/3	881	881	-	-	-	0.6	0.0	-	0.6	2.4	2.9	0.0	2.9	6/3
7/1	308	308	-	-	-	2.4	0.0	-	2.4	28.4	7.3	0.0	7.3	7/1
7/2	293	293	-	-	-	2.4	0.0	-	2.4	29.4	6.9	0.0	6.9	7/2
8/1	272	272	-	-	-	0.1	0.0	-	0.1	1.5	0.3	0.0	0.3	8/1
8/2	242	242	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1	8/2
9/1	854	854	-	-	-	0.5	0.0	-	0.5	2.3	2.7	0.0	2.7	9/1
9/2	869	869	-	-	-	0.5	0.0	-	0.5	2.1	2.5	0.0	2.5	9/2
10/1	901	901	-	-	-	0.1	0.7	-	0.8	3.1	1.0	0.7	1.7	10/1
10/2	917	917	-	-	-	0.1	0.7	-	0.8	3.2	1.1	0.7	1.9	10/2
11/1	302	302	-	-	-	0.7	0.0	-	0.7	8.4	5.9	0.0	5.9	11/1

Detailed Input Data And Results

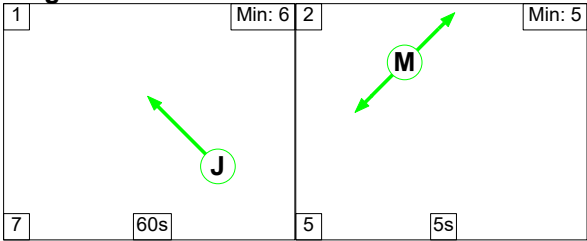
11/2	213	213	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	1017	1017	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2	12/1
12/2	1039	1039	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2	12/2
13/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	556	556	-	-	-	0.0	0.0	-	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 (%):-8.1Total Delay for Signalled Lanes (pcuHr):70.97Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)33.6Total Delay for Signalled Lanes (pcuHr):0.25Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)51.4Total Delay for Signalled Lanes (pcuHr):1.61Cycle Time (s):85 PRC Over All Lanes (%):-8.1Total Delay Over All Lanes(pcuHr):72.83														

Stage Sequence Diagram

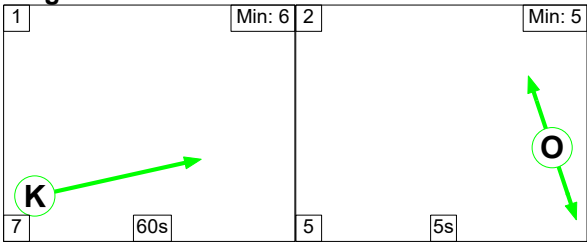
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	28	0	17
Change Point	35	74	9

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

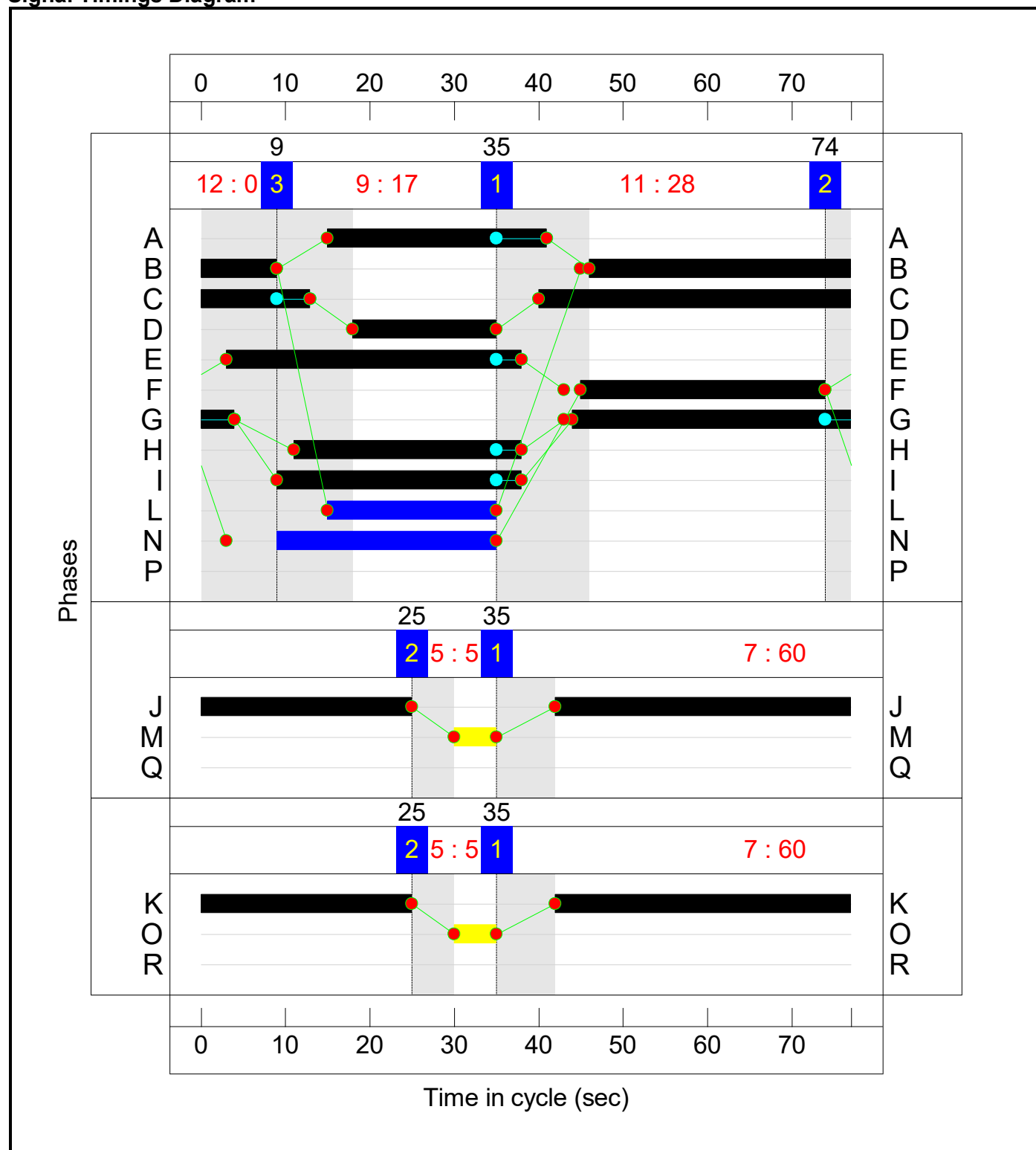
Stage Stream: 3

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	26	15	41
B	A52 West Right Ahead Left	Traffic	1	40	46	9
C	N Circ Right Ahead	Traffic	1	50	40	13
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	18	35
E	E Circ Right Ahead	Traffic	1	35	3	38
F	A52 East Ahead Left	Traffic	1	29	45	74
G	S Circ Right Ahead Left (25)	Traffic	1	37	44	4
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	27	11	38
I	Cut Thru Ahead (29)	Traffic	1	29	9	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	20	15	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	26	9	35
O	Pedestrians across	Pedestrian	3	5	30	35
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

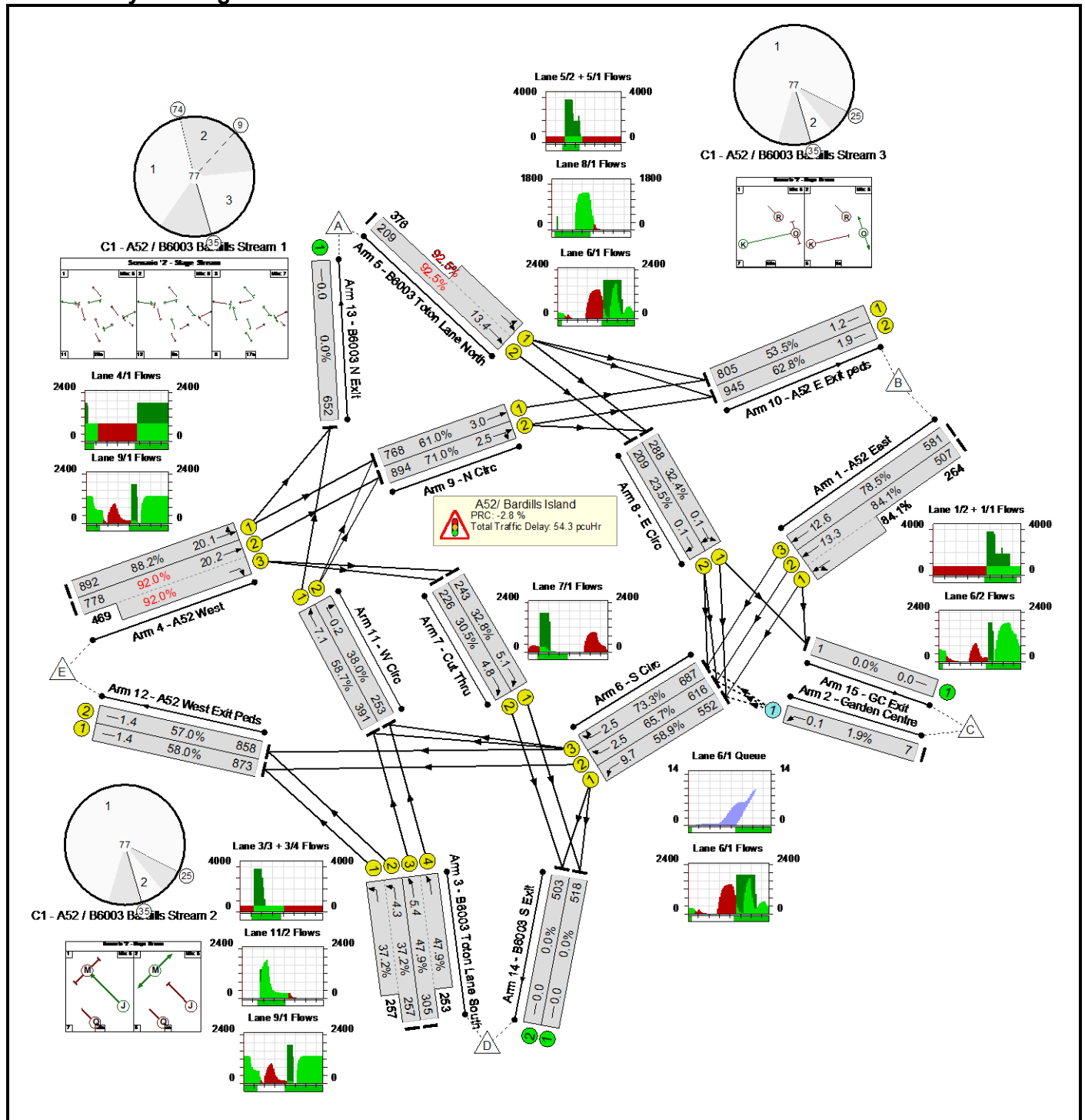
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	45	74
1/2	A52 East Ahead	U	F	45	74
1/3	A52 East Ahead	U	F	45	74
3/1	B6003 Toton Lane South Left	U	H	11	38
3/2	B6003 Toton Lane South Left	U	H	11	38
3/3	B6003 Toton Lane South Ahead	U	H	11	38
3/4	B6003 Toton Lane South Ahead	U	H	11	38
4/1	A52 West Ahead Left	U	B	46	9
4/2	A52 West Ahead	U	B	46	9
4/3	A52 West Right	U	B	46	9
5/1	B6003 Toton Lane North Ahead Left	U	D	18	35
5/2	B6003 Toton Lane North Ahead	U	D	18	35
6/1	S Circ Left	U	G	44	4
6/2	S Circ Ahead	U	G	44	4
6/3	S Circ Right Ahead	U	G	44	4
7/1	Cut Thru Ahead	U	I	9	38
7/2	Cut Thru Ahead	U	I	9	38
8/1	E Circ Right Ahead	U	E	3	38
8/2	E Circ Right	U	E	3	38
9/1	N Circ Ahead	U	C	40	13
9/2	N Circ Right Ahead	U	C	40	13
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	15	41
11/2	W Circ Right	U	A	15	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	-	-		-	-	-	-	-	-	-	92.5%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	92.5%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	29	-	-	771	1900:1900	603+314	84.1 : 84.1%
1/3	A52 East Ahead	U	1	N/A	F		1	29	-	-	581	1900	740	78.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	373	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	27	-	-	514	1900:1900	691+691	37.2 : 37.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	27	-	-	558	1900:1900	636+528	47.9 : 47.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	40	-	-	892	1900	1012	88.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	40	-	-	1247	1900:1900	845+510	92.0 : 92.0%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	585	1900:1900	226+407	92.5 : 92.5%
6/1	S Circ Left	U	1	N/A	G		1	37	-	-	552	1900	938	58.9%
6/2	S Circ Ahead	U	1	N/A	G		1	37	-	-	616	1900	938	65.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	37	-	-	687	1900	938	73.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	243	1900	740	32.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	226	1900	740	30.5%

Detailed Input Data And Results

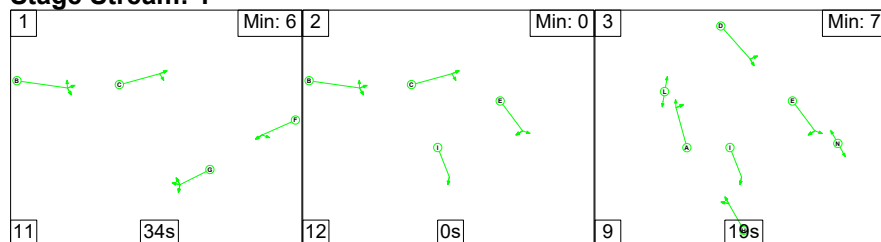
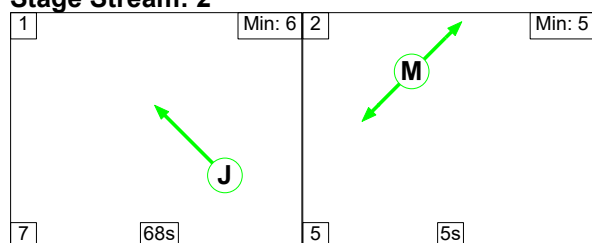
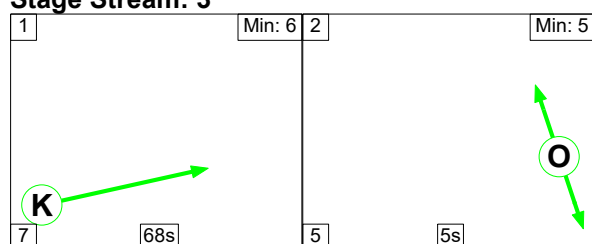
8/1	E Circ Right Ahead	U	1	N/A	E		1	35	-	-	288	1900	888	32.4%
8/2	E Circ Right	U	1	N/A	E		1	35	-	-	209	1900	888	23.5%
9/1	N Circ Ahead	U	1	N/A	C		1	50	-	-	768	1900	1258	61.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	50	-	-	894	1900	1258	71.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	805	1900	1505	53.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	945	1900	1505	62.8%
11/1	W Circ Ahead	U	1	N/A	A		1	26	-	-	391	1900	666	58.7%
11/2	W Circ Right	U	1	N/A	A		1	26	-	-	253	1900	666	38.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	873	1900	1505	58.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	858	1900	1505	57.0%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	503	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	-	-	3	4	0	34.0	20.4	0.0	54.3	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	3	4	0	34.0	20.4	0.0	54.3	-	-	-	-	A52/ Bardills Island
1/2+1/1	771	771	-	-	-	4.1	2.5	-	6.6	30.9	10.7	2.5	13.3	1/2+1/1
1/3	581	581	-	-	-	3.3	1.8	-	5.1	31.7	10.8	1.8	12.6	1/3
2/1	7	7	3	4	0	0.0	0.0	-	0.0	12.7	0.1	0.0	0.1	2/1
3/2+3/1	514	514	-	-	-	2.6	0.3	-	2.9	20.1	4.0	0.3	4.3	3/2+3/1
3/3+3/4	558	558	-	-	-	2.8	0.5	-	3.3	21.3	4.9	0.5	5.4	3/3+3/4
4/1	892	892	-	-	-	3.9	3.5	-	7.5	30.1	16.6	3.5	20.1	4/1
4/2+4/3	1247	1247	-	-	-	4.6	5.3	-	9.8	28.4	15.0	5.3	20.2	4/2+4/3
5/2+5/1	585	585	-	-	-	4.4	5.1	-	9.5	58.5	8.3	5.1	13.4	5/2+5/1
6/1	552	552	-	-	-	1.3	0.0	-	1.3	8.7	9.7	0.0	9.7	6/1
6/2	616	616	-	-	-	0.5	0.0	-	0.5	2.9	2.5	0.0	2.5	6/2
6/3	687	687	-	-	-	0.5	0.0	-	0.5	2.7	2.5	0.0	2.5	6/3
7/1	243	243	-	-	-	1.6	0.0	-	1.6	23.0	5.1	0.0	5.1	7/1
7/2	226	226	-	-	-	1.5	0.0	-	1.5	24.0	4.8	0.0	4.8	7/2
8/1	288	288	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/1
8/2	209	209	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	768	768	-	-	-	0.6	0.0	-	0.6	3.0	3.0	0.0	3.0	9/1
9/2	894	894	-	-	-	0.5	0.0	-	0.5	2.2	2.5	0.0	2.5	9/2
10/1	805	805	-	-	-	0.1	0.6	-	0.7	2.9	0.6	0.6	1.2	10/1
10/2	945	945	-	-	-	0.1	0.8	-	1.0	3.7	1.1	0.8	1.9	10/2
11/1	391	391	-	-	-	0.9	0.0	-	0.9	7.9	7.1	0.0	7.1	11/1

Detailed Input Data And Results

11/2	253	253	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	873	873	-	-	-	0.2	0.0	-	0.2	0.7	1.4	0.0	1.4	12/1
12/2	858	858	-	-	-	0.2	0.0	-	0.2	0.7	1.4	0.0	1.4	12/2
13/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	503	503	-	-	-	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 Bardills Stream: 1 PRC for Signalled Lanes (%): -2.8 Total Delay for Signalled Lanes (pcuHr): 52.35 Cycle Time (s): 77 C1 - A52 / B6003 Bardills Stream: 2 PRC for Signalled Lanes (%): 55.2 Total Delay for Signalled Lanes (pcuHr): 0.32 Cycle Time (s): 77 C1 - A52 / B6003 Bardills Stream: 3 PRC for Signalled Lanes (%): 43.4 Total Delay for Signalled Lanes (pcuHr): 1.61 Cycle Time (s): 77 PRC Over All Lanes (%): -2.8 Total Delay Over All Lanes(pcuHr): 54.31														

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

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

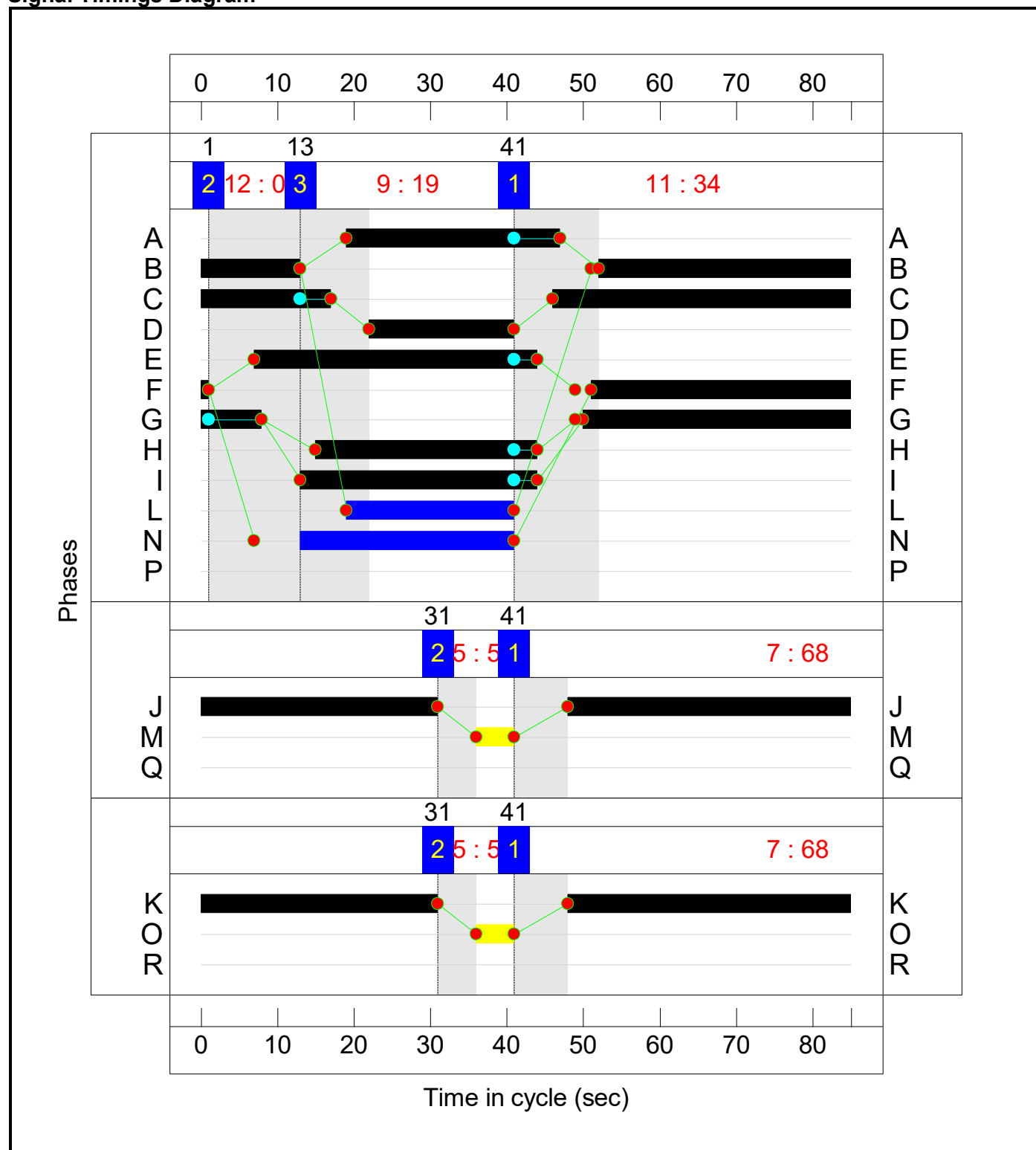
Stage Stream: 3

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	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

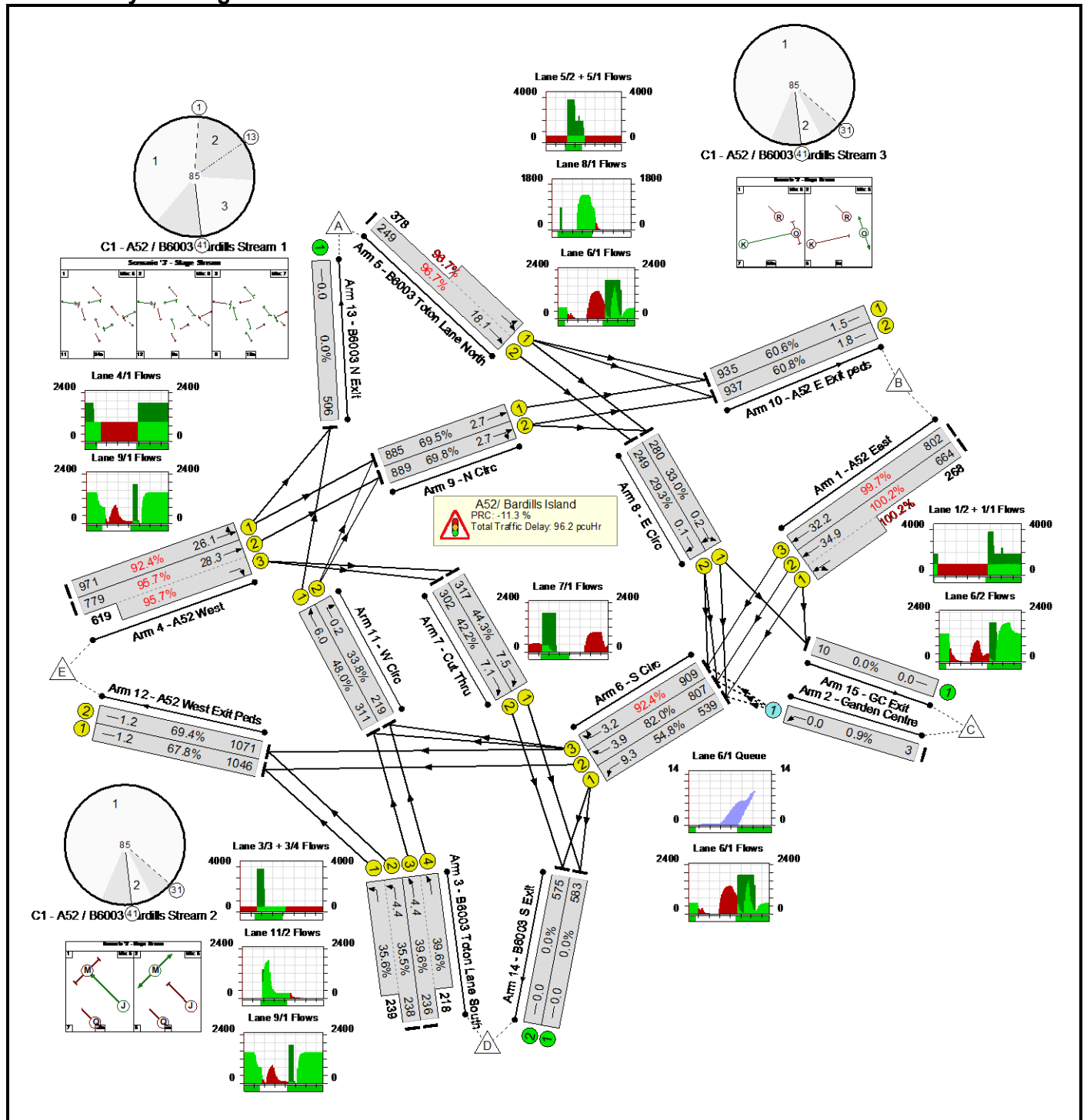
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
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	19	47
11/2	W Circ Right	U	A	19	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	-	-		-	-	-	-	-	-	-	100.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	100.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	932	1900:1900	663+267	100.2 : 100.2%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	802	1900	805	99.7%
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	29	-	-	477	1900:1900	671+671	35.5 : 35.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	454	1900:1900	597+551	39.6 : 39.6%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	971	1900	1051	92.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1398	1900:1900	814+647	95.7 : 95.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	627	1900:1900	257+391	96.7 : 96.7%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	539	1900	984	54.8%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	808	1900	984	82.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	909	1900	984	92.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	317	1900	715	44.3%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	302	1900	715	42.2%

Detailed Input Data And Results

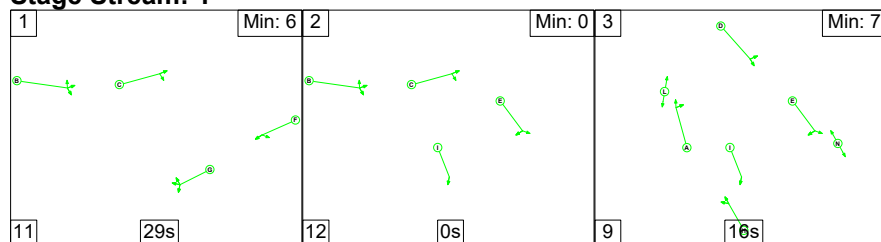
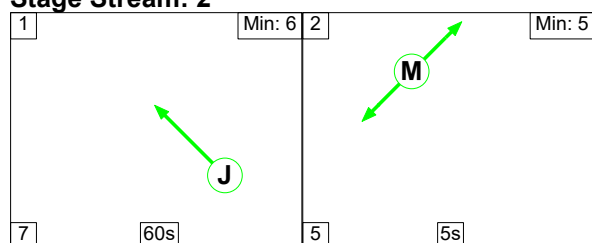
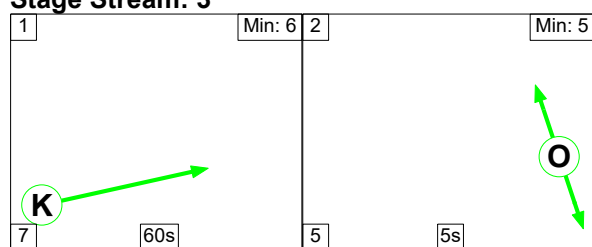
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	280	1900	849	33.0%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	249	1900	849	29.3%
9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	885	1900	1274	69.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	889	1900	1274	69.8%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	935	1900	1542	60.6%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	937	1900	1542	60.8%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	311	1900	648	48.0%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	219	1900	648	33.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1047	1900	1542	67.8%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1071	1900	1542	69.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	506	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	575	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	42.4	53.7	0.0	96.2	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	42.4	53.7	0.0	96.2	-	-	-	-	A52/ Bardills Island
1/2+1/1	932	930	-	-	-	5.9	15.7	-	21.6	83.4	19.2	15.7	34.9	1/2+1/1
1/3	802	802	-	-	-	5.4	13.5	-	18.9	85.0	18.7	13.5	32.2	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.6	0.0	0.0	0.0	2/1
3/2+3/1	477	477	-	-	-	2.7	0.3	-	3.0	22.4	4.1	0.3	4.4	3/2+3/1
3/3+3/4	454	454	-	-	-	2.5	0.3	-	2.9	22.8	4.1	0.3	4.4	3/3+3/4
4/1	971	971	-	-	-	4.7	5.4	-	10.1	37.3	20.8	5.4	26.1	4/1
4/2+4/3	1398	1398	-	-	-	5.4	8.7	-	14.1	36.4	19.6	8.7	28.3	4/2+4/3
5/2+5/1	627	627	-	-	-	5.3	8.3	-	13.6	78.1	9.8	8.3	18.1	5/2+5/1
6/1	539	539	-	-	-	1.4	0.0	-	1.4	9.6	9.3	0.0	9.3	6/1
6/2	807	807	-	-	-	0.9	0.0	-	0.9	3.9	3.9	0.0	3.9	6/2
6/3	909	909	-	-	-	0.8	0.0	-	0.8	3.1	3.2	0.0	3.2	6/3
7/1	317	317	-	-	-	2.4	0.0	-	2.4	27.4	7.5	0.0	7.5	7/1
7/2	302	302	-	-	-	2.4	0.0	-	2.4	28.4	7.1	0.0	7.1	7/2
8/1	280	280	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	8/1
8/2	249	249	-	-	-	0.1	0.0	-	0.1	1.0	0.1	0.0	0.1	8/2
9/1	885	885	-	-	-	0.6	0.0	-	0.6	2.3	2.7	0.0	2.7	9/1
9/2	889	889	-	-	-	0.6	0.0	-	0.6	2.3	2.7	0.0	2.7	9/2
10/1	935	935	-	-	-	0.1	0.8	-	0.9	3.3	0.8	0.8	1.5	10/1
10/2	937	937	-	-	-	0.1	0.8	-	0.9	3.4	1.1	0.8	1.8	10/2
11/1	311	311	-	-	-	0.7	0.0	-	0.7	8.3	6.0	0.0	6.0	11/1

Detailed Input Data And Results

11/2	219	219	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	1046	1046	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2	12/1
12/2	1071	1071	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2	12/2
13/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	575	575	-	-	-	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 Bardills Stream: 1 PRC for Signalled Lanes (%): -11.3 Total Delay for Signalled Lanes (pcuHr): 94.15 Cycle Time (s): 85 C1 - A52 / B6003 Bardills Stream: 2 PRC for Signalled Lanes (%): 29.6 Total Delay for Signalled Lanes (pcuHr): 0.25 Cycle Time (s): 85 C1 - A52 / B6003 Bardills Stream: 3 PRC for Signalled Lanes (%): 48.1 Total Delay for Signalled Lanes (pcuHr): 1.74 Cycle Time (s): 85 PRC Over All Lanes (%): -11.3 Total Delay Over All Lanes(pcuHr): 96.15														

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

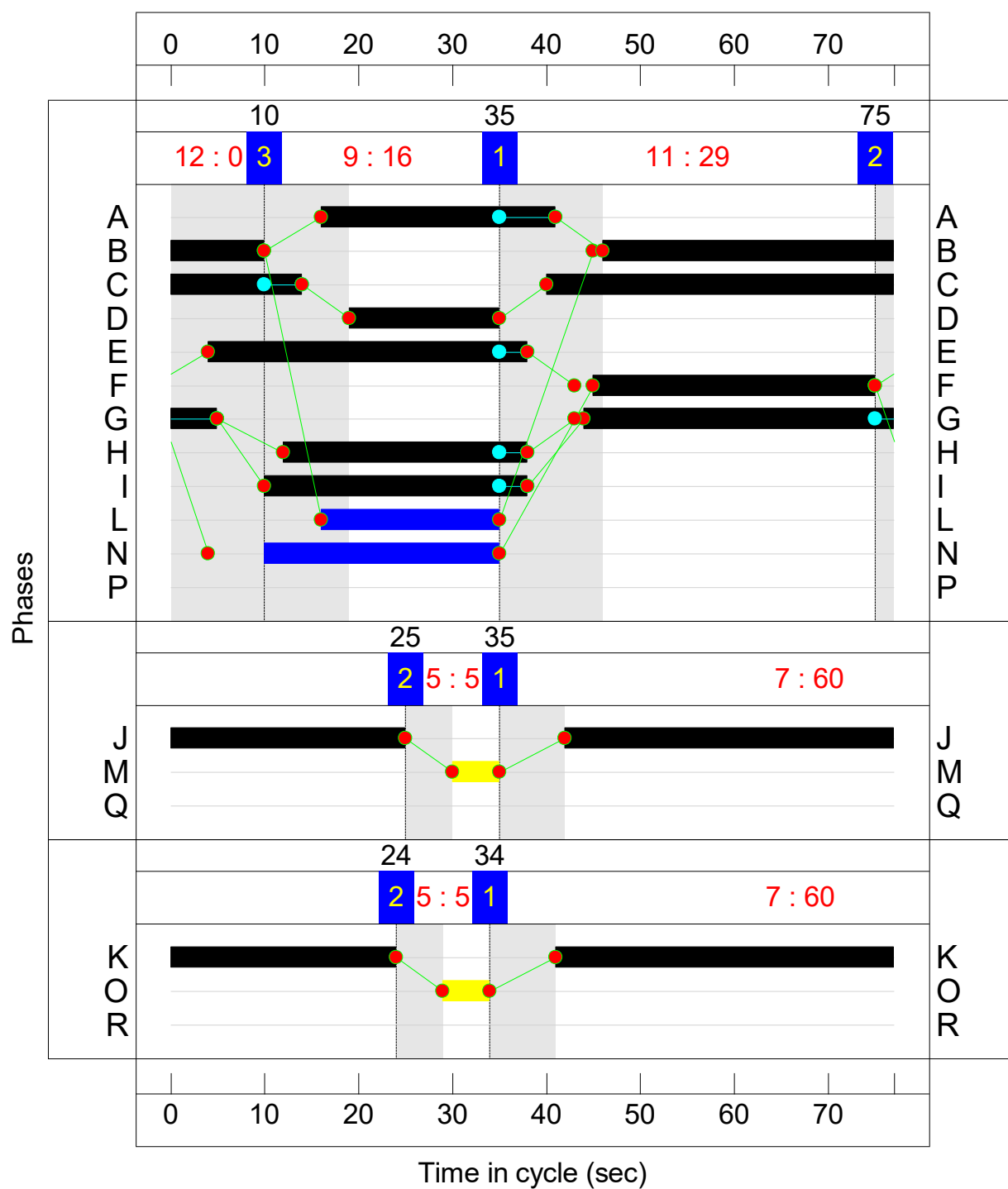
Stage Stream: 3

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			

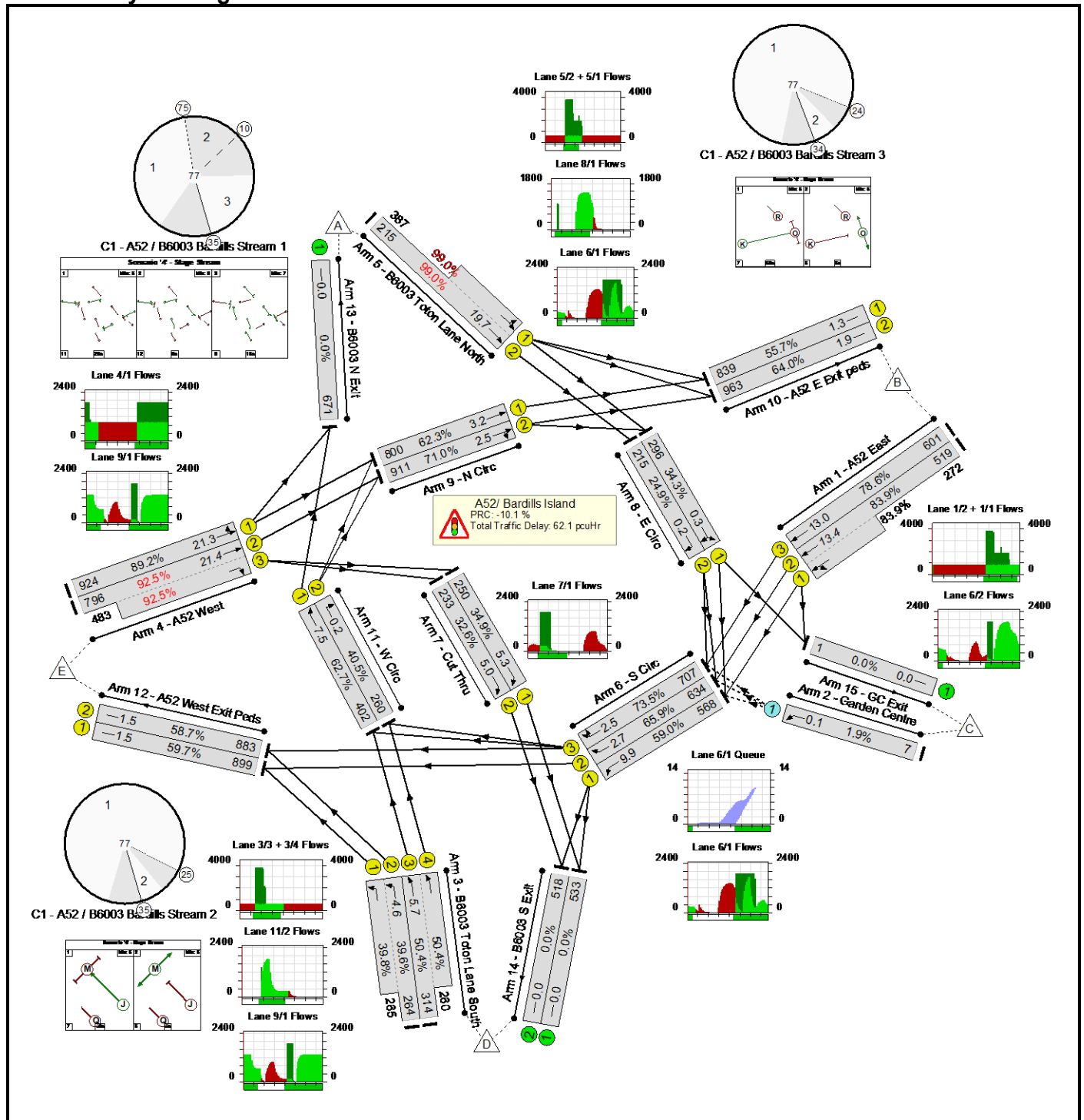
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	99.0%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	99.0%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	791	1900:1900	619+324	83.9 : 83.9%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	601	1900	765	78.6%
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	-	-	529	1900:1900	666+666	39.6 : 39.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	574	1900:1900	623+516	50.4 : 50.4%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	924	1900	1036	89.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1279	1900:1900	860+522	92.5 : 92.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	602	1900:1900	217+391	99.0 : 99.0%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	568	1900	962	59.0%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	634	1900	962	65.9%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	707	1900	962	73.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	250	1900	716	34.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	233	1900	716	32.6%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	296	1900	864	34.3%
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	-	-	800	1900	1283	62.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	911	1900	1283	71.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	839	1900	1505	55.7%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	963	1900	1505	64.0%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	402	1900	642	62.7%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	260	1900	642	40.5%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	899	1900	1505	59.7%
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	-		-	-	-	-	671	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	533	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

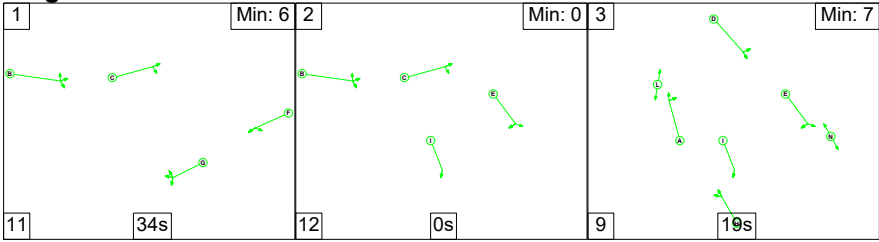
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	35.1	27.0	0.0	62.1	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	35.1	27.0	0.0	62.1	-	-	-	-	A52/ Bardills Island
1/2+1/1	791	791	-	-	-	4.0	2.5	-	6.6	29.9	10.8	2.5	13.4	1/2+1/1
1/3	601	601	-	-	-	3.4	1.8	-	5.1	30.8	11.2	1.8	13.0	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	529	529	-	-	-	2.8	0.3	-	3.1	21.1	4.3	0.3	4.6	3/2+3/1
3/3+3/4	574	574	-	-	-	3.1	0.5	-	3.6	22.3	5.1	0.5	5.7	3/3+3/4
4/1	924	924	-	-	-	4.0	3.8	-	7.8	30.5	17.5	3.8	21.3	4/1
4/2+4/3	1279	1279	-	-	-	4.5	5.6	-	10.1	28.4	15.8	5.6	21.4	4/2+4/3
5/2+5/1	602	602	-	-	-	4.8	10.9	-	15.7	93.7	8.8	10.9	19.7	5/2+5/1
6/1	568	568	-	-	-	1.4	0.0	-	1.4	8.6	9.9	0.0	9.9	6/1
6/2	634	634	-	-	-	0.5	0.0	-	0.5	2.9	2.7	0.0	2.7	6/2
6/3	707	707	-	-	-	0.5	0.0	-	0.5	2.5	2.5	0.0	2.5	6/3
7/1	250	250	-	-	-	1.6	0.0	-	1.6	23.7	5.3	0.0	5.3	7/1
7/2	233	233	-	-	-	1.6	0.0	-	1.6	24.7	5.0	0.0	5.0	7/2
8/1	296	296	-	-	-	0.1	0.0	-	0.1	1.8	0.3	0.0	0.3	8/1
8/2	215	215	-	-	-	0.1	0.0	-	0.1	1.4	0.2	0.0	0.2	8/2
9/1	800	800	-	-	-	0.6	0.0	-	0.6	2.9	3.2	0.0	3.2	9/1
9/2	911	911	-	-	-	0.5	0.0	-	0.5	2.0	2.5	0.0	2.5	9/2
10/1	839	839	-	-	-	0.1	0.6	-	0.7	3.1	0.7	0.6	1.3	10/1
10/2	963	963	-	-	-	0.1	0.9	-	1.0	3.8	1.0	0.9	1.9	10/2
11/1	402	402	-	-	-	0.9	0.0	-	0.9	8.1	7.5	0.0	7.5	11/1

Detailed Input Data And Results

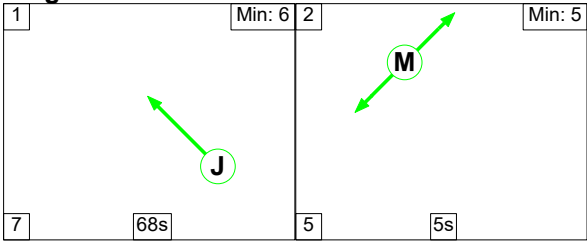
11/2	260	260	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	899	899	-	-	-	0.2	0.0	-	0.2	0.8	1.5	0.0	1.5	12/1
12/2	883	883	-	-	-	0.2	0.0	-	0.2	0.8	1.5	0.0	1.5	12/2
13/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	518	518	-	-	-	0.0	0.0	-	0.0	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 (%):-10.1Total Delay for Signalled Lanes (pcuHr):59.97Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)50.7Total Delay for Signalled Lanes (pcuHr):0.38Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)40.7Total Delay for Signalled Lanes (pcuHr):1.73Cycle Time (s):77 PRC Over All Lanes (%):-10.1Total Delay Over All Lanes(pcuHr):62.11														

Stage Sequence Diagram

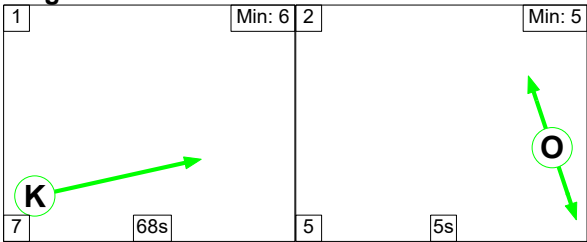
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

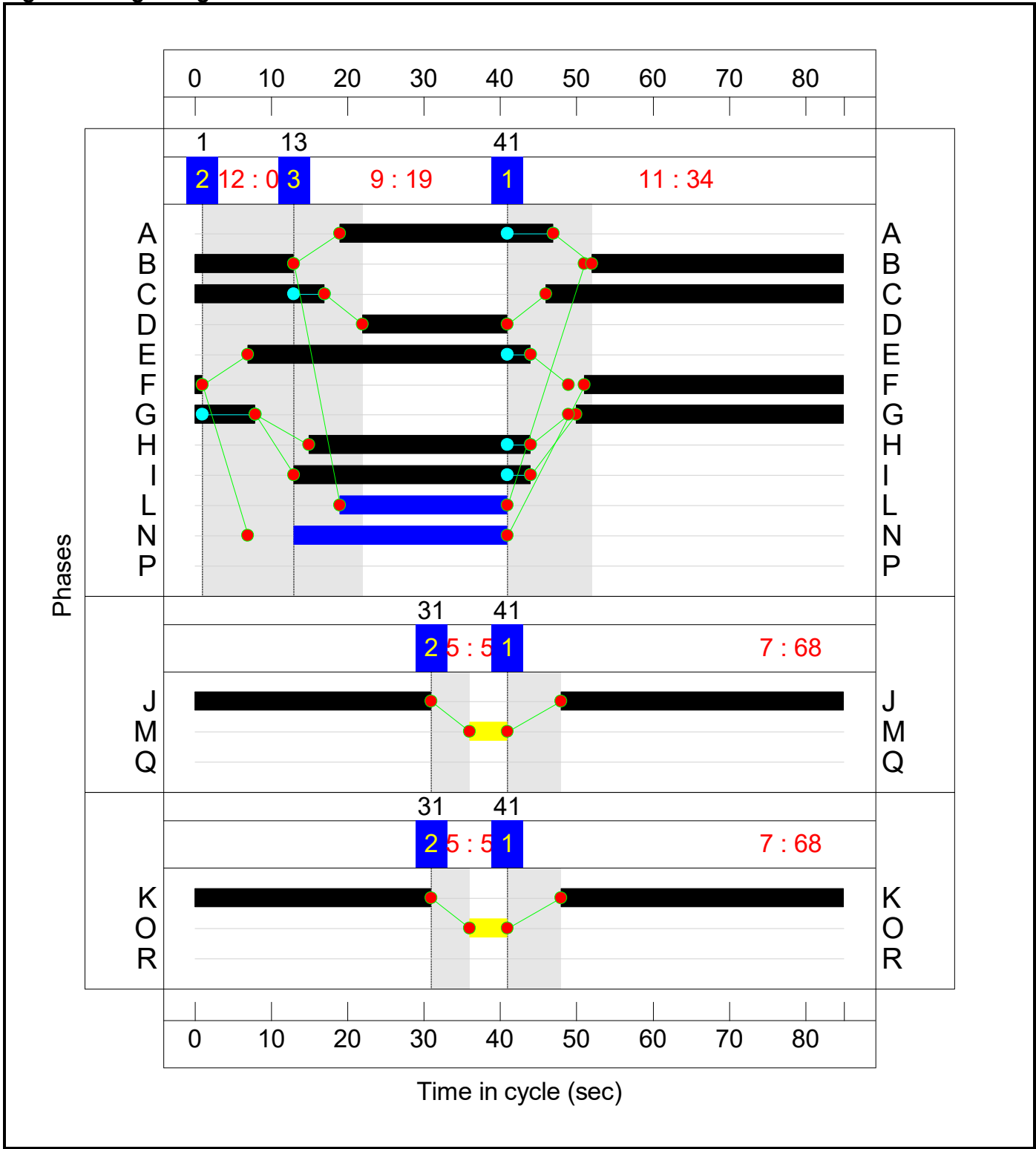
Stage Stream: 3

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	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

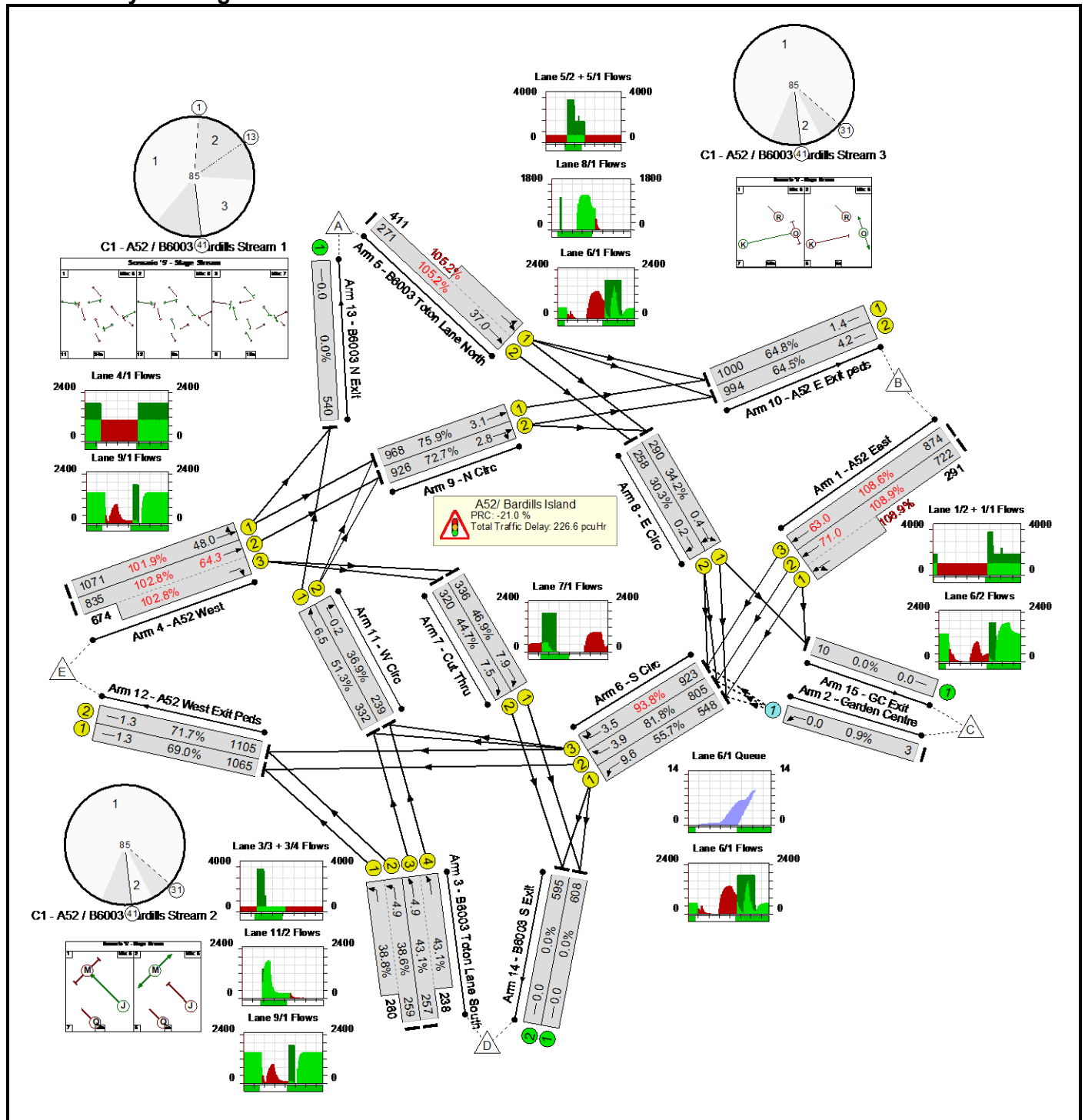
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
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	19	47
11/2	W Circ Right	U	A	19	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	-	-		-	-	-	-	-	-	-	108.9%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	108.9%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1013	1900:1900	663+267	108.9 : 108.9%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	874	1900	805	108.6%
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	29	-	-	519	1900:1900	671+671	38.6 : 38.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	495	1900:1900	597+553	43.1 : 43.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1071	1900	1051	101.9%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1509	1900:1900	812+655	102.8 : 102.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	682	1900:1900	258+391	105.2 : 105.2%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	586	1900	984	55.7%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	871	1900	984	81.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	998	1900	984	93.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	345	1900	715	46.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	329	1900	715	44.7%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	305	1900	849	34.2%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	30.3%
9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	984	1900	1274	75.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	949	1900	1274	72.7%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1018	1900	1542	64.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1021	1900	1542	64.5%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	339	1900	648	51.3%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	239	1900	648	36.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1131	1900	1542	69.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1174	1900	1542	71.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	551	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	623	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	58.6	168.0	0.0	226.6	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	58.6	168.0	0.0	226.6	-	-	-	-	A52/ Bardills Island
1/2+1/1	1013	930	-	-	-	10.1	46.9	-	56.9	202.3	24.2	46.9	71.0	1/2+1/1
1/3	874	805	-	-	-	9.5	40.1	-	49.6	204.3	22.9	40.1	63.0	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	2/1
3/2+3/1	519	519	-	-	-	3.0	0.3	-	3.3	22.8	4.5	0.3	4.9	3/2+3/1
3/3+3/4	495	495	-	-	-	2.8	0.4	-	3.2	23.2	4.5	0.4	4.9	3/3+3/4
4/1	1071	1051	-	-	-	6.7	22.2	-	28.9	97.2	25.8	22.2	48.0	4/1
4/2+4/3	1509	1468	-	-	-	8.4	32.4	-	40.7	97.2	31.9	32.4	64.3	4/2+4/3
5/2+5/1	682	648	-	-	-	7.1	23.9	-	31.0	163.9	13.0	23.9	37.0	5/2+5/1
6/1	548	548	-	-	-	1.5	0.0	-	1.5	10.0	9.6	0.0	9.6	6/1
6/2	805	805	-	-	-	0.9	0.0	-	0.9	3.8	3.9	0.0	3.9	6/2
6/3	923	923	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	6/3
7/1	336	336	-	-	-	2.5	0.0	-	2.5	26.7	7.9	0.0	7.9	7/1
7/2	320	320	-	-	-	2.5	0.0	-	2.5	27.7	7.5	0.0	7.5	7/2
8/1	290	290	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	8/1
8/2	258	258	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	8/2
9/1	968	968	-	-	-	0.7	0.0	-	0.7	2.6	3.1	0.0	3.1	9/1
9/2	926	926	-	-	-	0.6	0.0	-	0.6	2.3	2.8	0.0	2.8	9/2
10/1	1000	1000	-	-	-	0.1	0.9	-	1.0	3.5	0.5	0.9	1.4	10/1
10/2	994	994	-	-	-	0.2	0.9	-	1.1	3.8	3.3	0.9	4.2	10/2
11/1	332	332	-	-	-	0.7	0.0	-	0.7	8.0	6.5	0.0	6.5	11/1

Detailed Input Data And Results

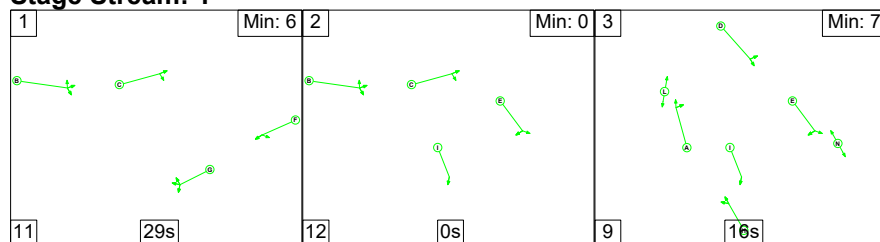
11/2	239	239	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	1065	1065	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	12/1
12/2	1105	1105	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	12/2
13/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	595	595	-	-	-	0.0	0.0	-	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 (%):-21.0Total Delay for Signalled Lanes (pcuHr):224.29Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)25.6Total Delay for Signalled Lanes (pcuHr):0.28Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)38.8Total Delay for Signalled Lanes (pcuHr):2.04Cycle Time (s):85 PRC Over All Lanes (%):-21.0Total Delay Over All Lanes(pcuHr):226.62														

Detailed Input Data And Results

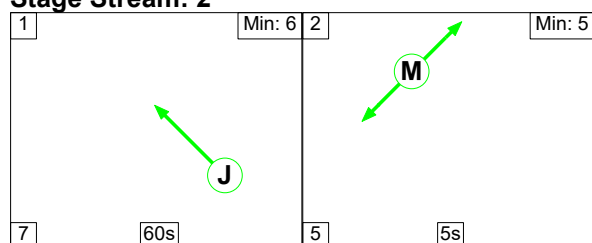
Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

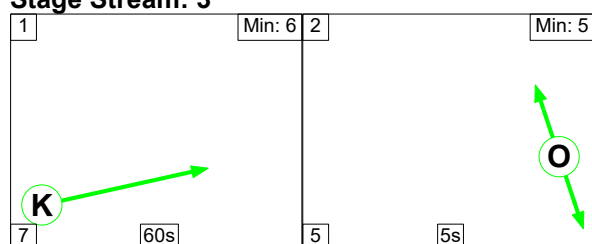
Stage Stream: 1



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

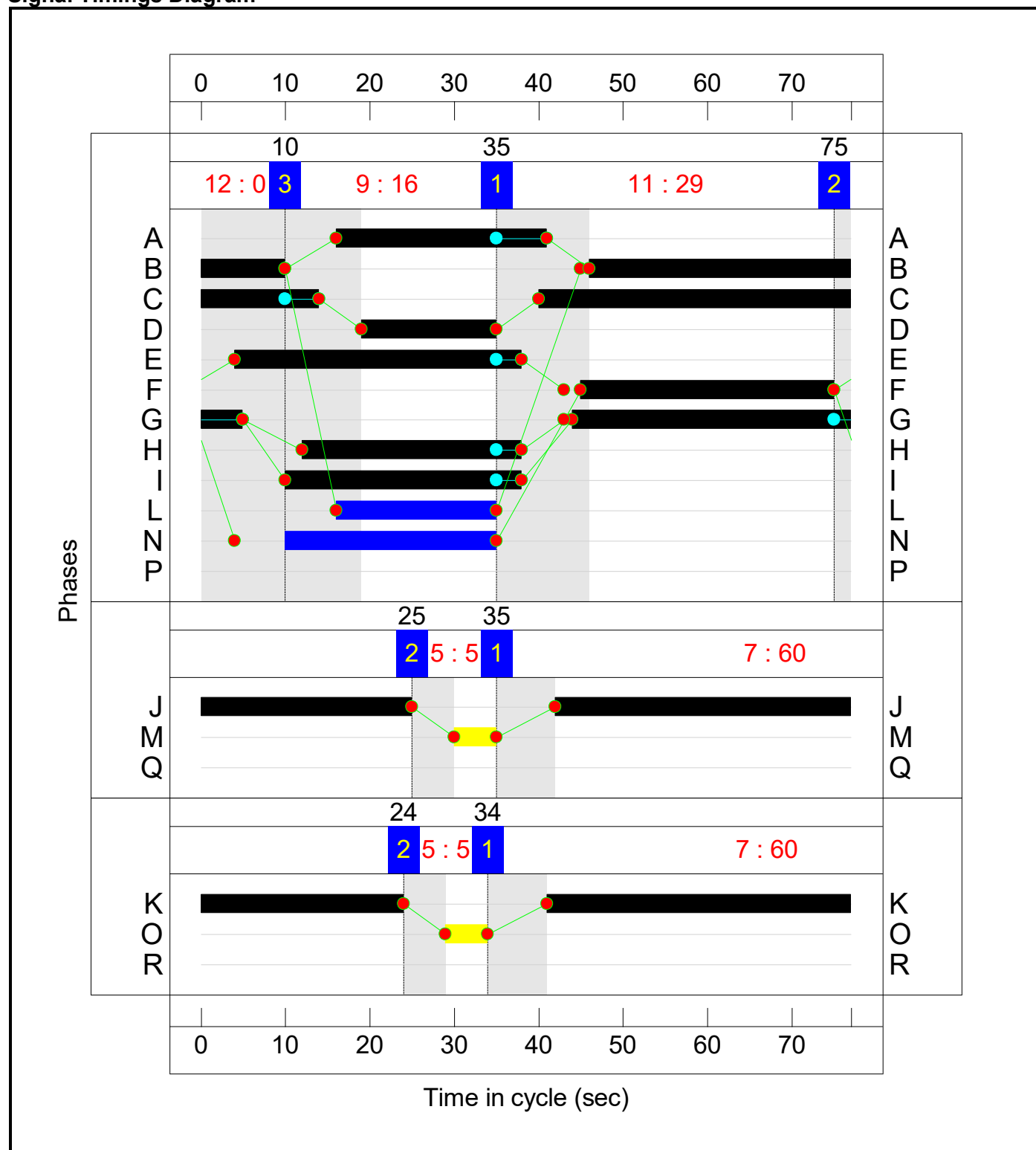
Stage Stream: 3

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			

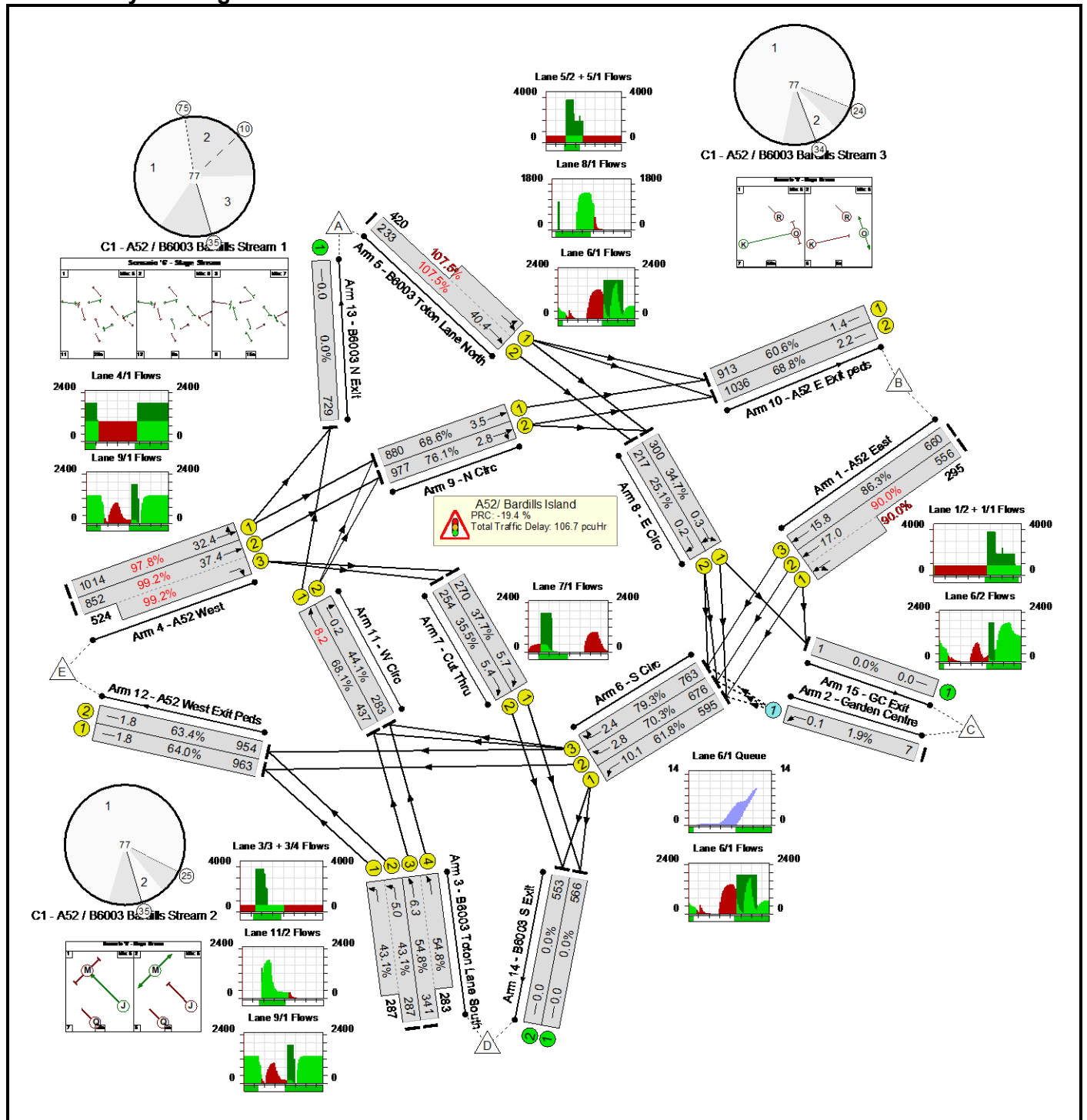
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	107.5%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	107.5%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	851	1900:1900	617+328	90.0 : 90.0%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	660	1900	765	86.3%
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	-	-	574	1900:1900	666+666	43.1 : 43.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	624	1900:1900	623+517	54.8 : 54.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1014	1900	1036	97.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1376	1900:1900	859+528	99.2 : 99.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	653	1900:1900	217+391	107.5 : 107.5%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	617	1900	962	61.8%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	685	1900	962	70.3%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	770	1900	962	79.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	270	1900	716	37.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	254	1900	716	35.5%

Detailed Input Data And Results

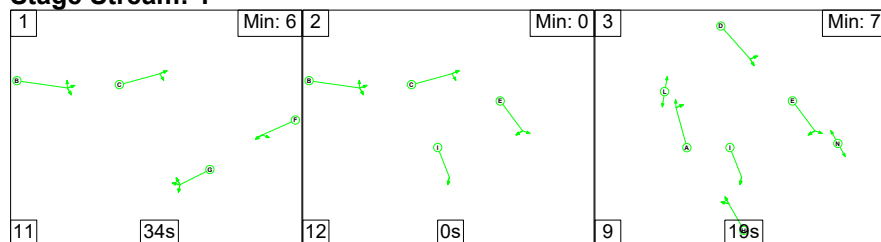
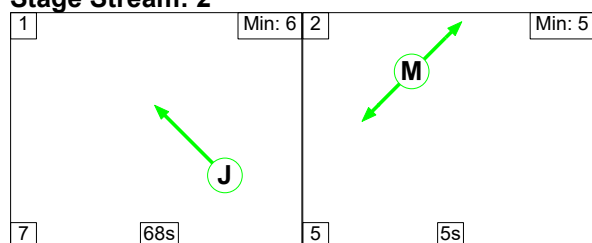
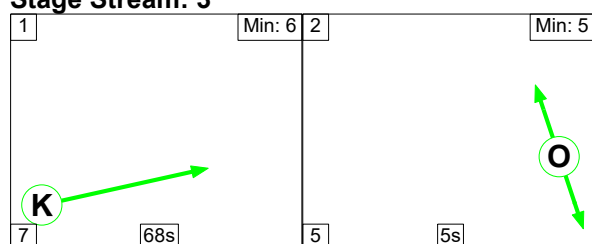
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	322	1900	864	34.7%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	25.1%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	880	1900	1283	68.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	977	1900	1283	76.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	915	1900	1505	60.6%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1040	1900	1505	68.8%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	437	1900	642	68.1%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	283	1900	642	44.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	972	1900	1505	64.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	961	1900	1505	63.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	729	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	564	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	40.9	65.8	0.0	106.7	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	40.9	65.8	0.0	106.7	-	-	-	-	A52/ Bardills Island
1/2+1/1	851	851	-	-	-	4.5	4.2	-	8.7	36.8	12.8	4.2	17.0	1/2+1/1
1/3	660	660	-	-	-	3.9	3.0	-	6.8	37.3	12.8	3.0	15.8	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	574	574	-	-	-	3.0	0.4	-	3.4	21.5	4.6	0.4	5.0	3/2+3/1
3/3+3/4	624	624	-	-	-	3.4	0.6	-	4.0	23.0	5.7	0.6	6.3	3/3+3/4
4/1	1014	1014	-	-	-	4.8	11.3	-	16.1	57.1	21.1	11.3	32.4	4/1
4/2+4/3	1376	1376	-	-	-	5.3	16.1	-	21.3	55.8	21.4	16.1	37.4	4/2+4/3
5/2+5/1	653	608	-	-	-	6.8	28.5	-	35.3	194.4	12.0	28.5	40.4	5/2+5/1
6/1	595	595	-	-	-	1.4	0.0	-	1.4	8.5	10.1	0.0	10.1	6/1
6/2	676	676	-	-	-	0.5	0.0	-	0.5	2.9	2.8	0.0	2.8	6/2
6/3	763	763	-	-	-	0.5	0.0	-	0.5	2.4	2.4	0.0	2.4	6/3
7/1	270	270	-	-	-	1.7	0.0	-	1.7	22.9	5.7	0.0	5.7	7/1
7/2	254	254	-	-	-	1.7	0.0	-	1.7	23.9	5.4	0.0	5.4	7/2
8/1	300	300	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	8/1
8/2	217	217	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	8/2
9/1	880	880	-	-	-	0.7	0.0	-	0.7	2.9	3.5	0.0	3.5	9/1
9/2	977	977	-	-	-	0.6	0.0	-	0.6	2.0	2.8	0.0	2.8	9/2
10/1	913	913	-	-	-	0.1	0.8	-	0.8	3.3	0.6	0.8	1.4	10/1
10/2	1036	1036	-	-	-	0.1	1.1	-	1.2	4.3	1.1	1.1	2.2	10/2
11/1	437	437	-	-	-	1.0	0.0	-	1.0	8.2	8.2	0.0	8.2	11/1

Detailed Input Data And Results

11/2	283	283	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	963	963	-	-	-	0.2	0.0	-	0.2	0.9	1.8	0.0	1.8	12/1
12/2	954	954	-	-	-	0.2	0.0	-	0.2	0.9	1.8	0.0	1.8	12/2
13/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	553	553	-	-	-	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 Bardills Stream: 1 PRC for Signalled Lanes (%): -19.4 Total Delay for Signalled Lanes (pcuHr): 104.13 Cycle Time (s): 77 C1 - A52 / B6003 Bardills Stream: 2 PRC for Signalled Lanes (%): 40.7 Total Delay for Signalled Lanes (pcuHr): 0.47 Cycle Time (s): 77 C1 - A52 / B6003 Bardills Stream: 3 PRC for Signalled Lanes (%): 30.8 Total Delay for Signalled Lanes (pcuHr): 2.08 Cycle Time (s): 77 PRC Over All Lanes (%): -19.4 Total Delay Over All Lanes(pcuHr): 106.71														

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

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

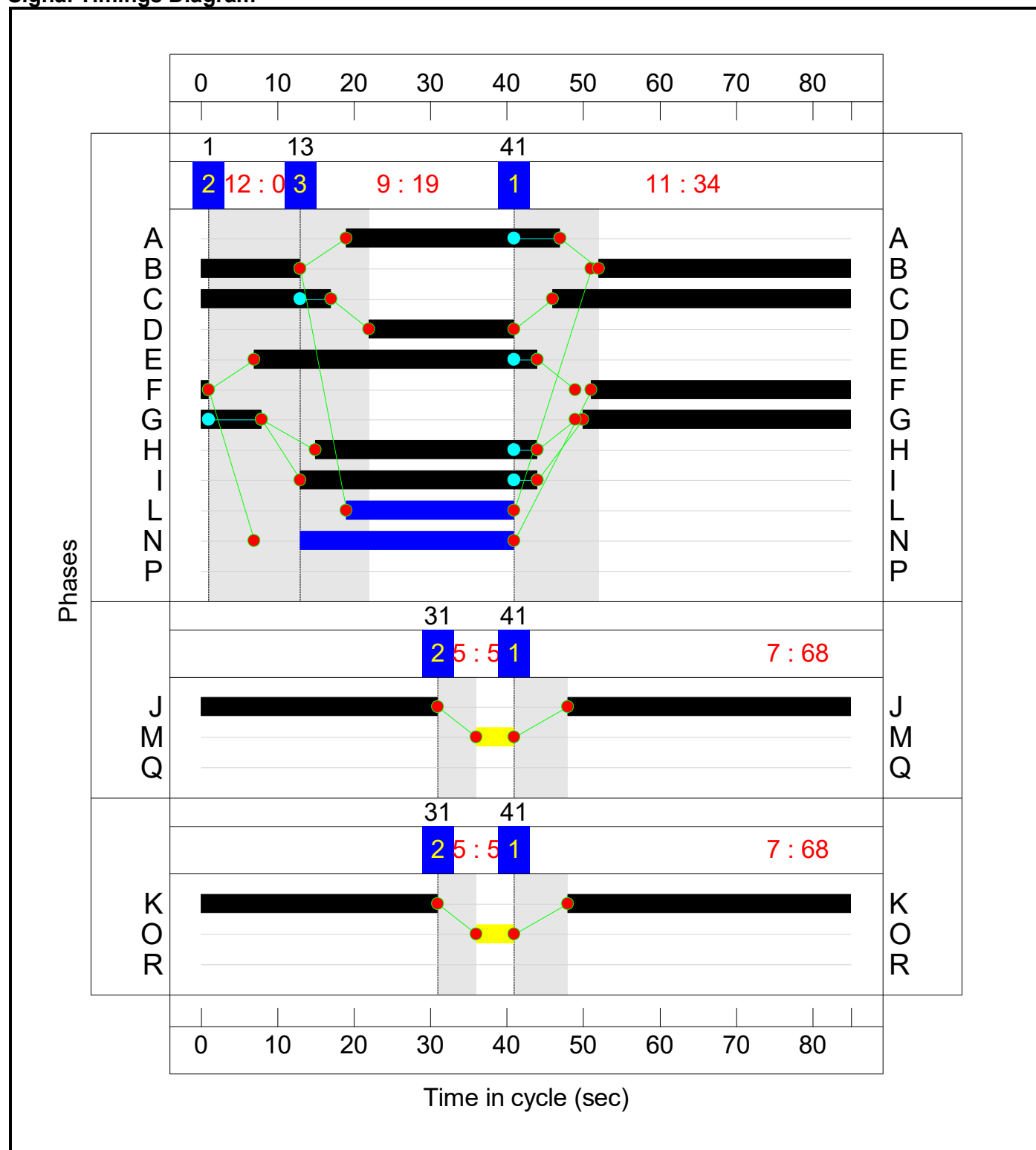
Stage Stream: 3

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	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

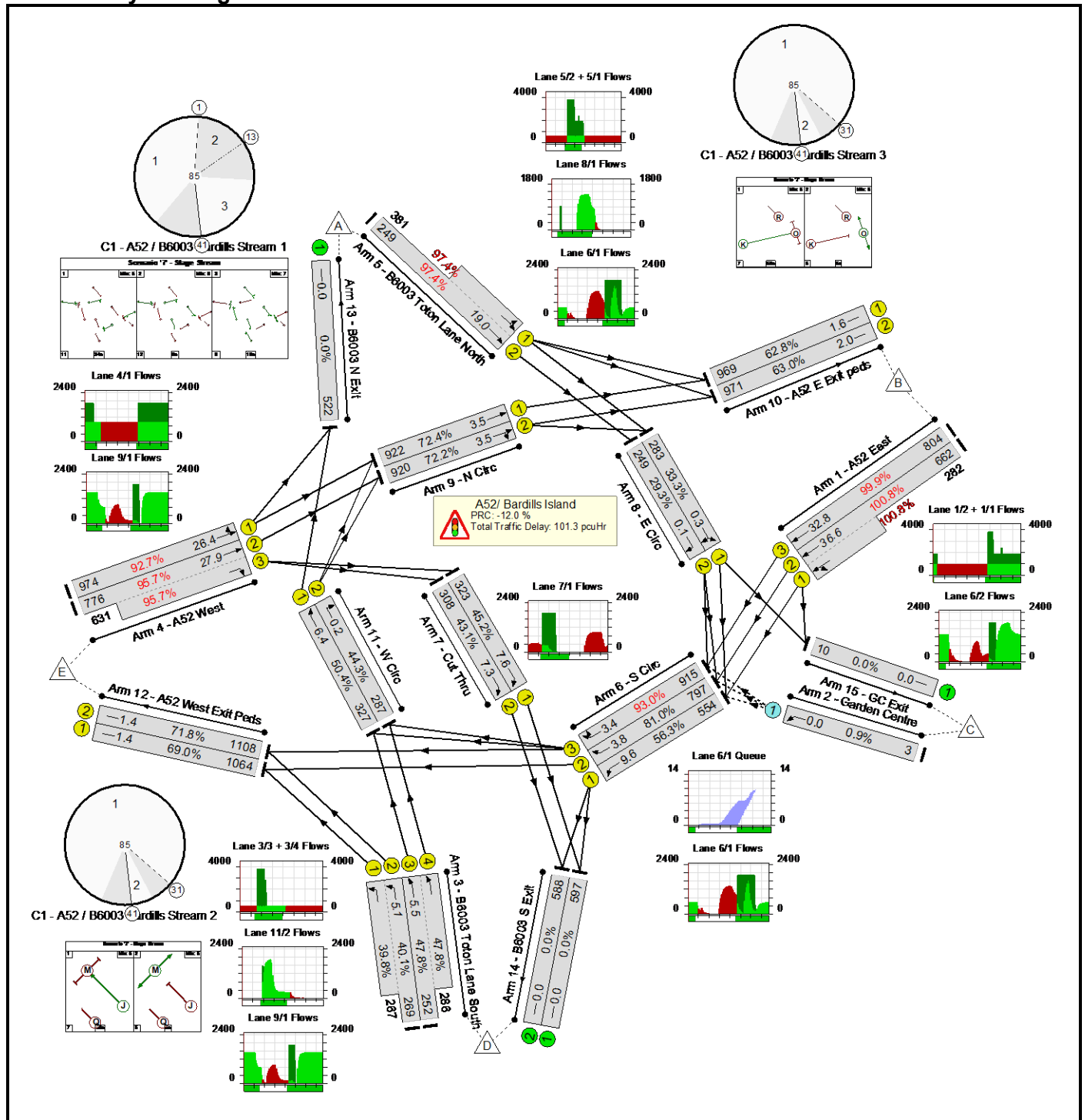
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
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	19	47
11/2	W Circ Right	U	A	19	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	-	-		-	-	-	-	-	-	-	100.8%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	100.8%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	944	1900:1900	657+280	100.8 : 100.8%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	804	1900	805	99.9%
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	29	-	-	536	1900:1900	671+671	40.1 : 39.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	538	1900:1900	527+598	47.8 : 47.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	974	1900	1051	92.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1407	1900:1900	811+660	95.7 : 95.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	630	1900:1900	256+391	97.4 : 97.4%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	556	1900	984	56.3%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	802	1900	984	81.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	915	1900	984	93.0%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	323	1900	715	45.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	308	1900	715	43.1%

Detailed Input Data And Results

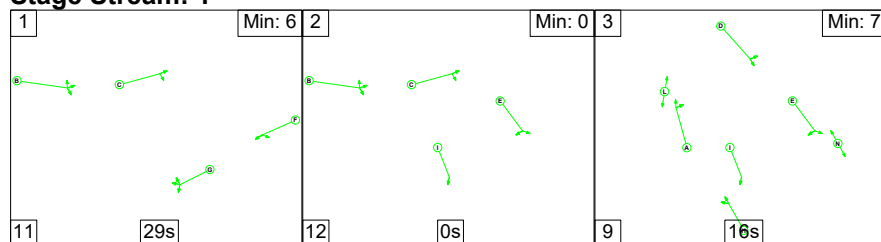
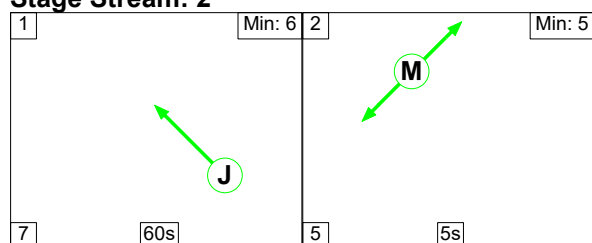
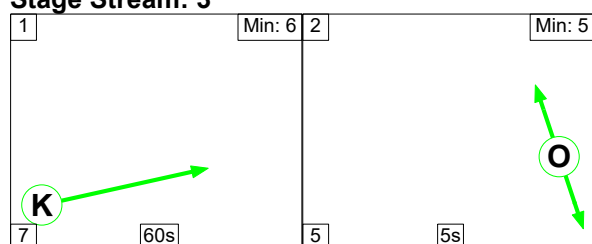
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	283	1900	849	33.3%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	249	1900	849	29.3%
9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	922	1900	1274	72.4%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	920	1900	1274	72.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	969	1900	1542	62.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	971	1900	1542	63.0%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	327	1900	648	50.4%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	287	1900	648	44.3%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1069	1900	1542	69.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1108	1900	1542	71.8%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	522	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	598	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	589	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	57.0	0.0	101.3	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	44.3	57.0	0.0	101.3	-	-	-	-	A52/ Bardills Island
1/2+1/1	944	937	-	-	-	6.1	17.2	-	23.3	89.0	19.3	17.2	36.6	1/2+1/1
1/3	804	804	-	-	-	5.5	14.0	-	19.5	87.2	18.8	14.0	32.8	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	2/1
3/2+3/1	536	536	-	-	-	3.1	0.3	-	3.4	23.0	4.8	0.3	5.1	3/2+3/1
3/3+3/4	538	538	-	-	-	3.1	0.5	-	3.6	23.8	5.1	0.5	5.5	3/3+3/4
4/1	974	974	-	-	-	4.7	5.6	-	10.3	38.0	20.8	5.6	26.4	4/1
4/2+4/3	1407	1407	-	-	-	5.5	8.7	-	14.1	36.2	19.2	8.7	27.9	4/2+4/3
5/2+5/1	630	630	-	-	-	5.3	9.1	-	14.4	82.3	10.0	9.1	19.0	5/2+5/1
6/1	554	554	-	-	-	1.5	0.0	-	1.5	9.5	9.6	0.0	9.6	6/1
6/2	797	797	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	6/2
6/3	915	915	-	-	-	0.8	0.0	-	0.8	3.2	3.4	0.0	3.4	6/3
7/1	323	323	-	-	-	2.5	0.0	-	2.5	27.5	7.6	0.0	7.6	7/1
7/2	308	308	-	-	-	2.4	0.0	-	2.4	28.5	7.3	0.0	7.3	7/2
8/1	283	283	-	-	-	0.1	0.0	-	0.1	1.4	0.3	0.0	0.3	8/1
8/2	249	249	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1	8/2
9/1	922	922	-	-	-	0.7	0.0	-	0.7	2.8	3.5	0.0	3.5	9/1
9/2	920	920	-	-	-	0.7	0.0	-	0.7	2.9	3.5	0.0	3.5	9/2
10/1	969	969	-	-	-	0.1	0.8	-	0.9	3.5	0.7	0.8	1.6	10/1
10/2	971	971	-	-	-	0.1	0.8	-	1.0	3.6	1.1	0.8	2.0	10/2
11/1	327	327	-	-	-	0.7	0.0	-	0.7	8.0	6.4	0.0	6.4	11/1

Detailed Input Data And Results

11/2	287	287	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	1064	1064	-	-	-	0.1	0.0	-	0.1	0.5	1.4	0.0	1.4	12/1
12/2	1108	1108	-	-	-	0.1	0.0	-	0.1	0.5	1.4	0.0	1.4	12/2
13/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	588	588	-	-	-	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 (%):-12.0Total Delay for Signalled Lanes (pcuHr):99.11Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)25.3Total Delay for Signalled Lanes (pcuHr):0.29Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)43.0Total Delay for Signalled Lanes (pcuHr):1.89Cycle Time (s):85 PRC Over All Lanes (%):-12.0Total Delay Over All Lanes(pcuHr):101.31														

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

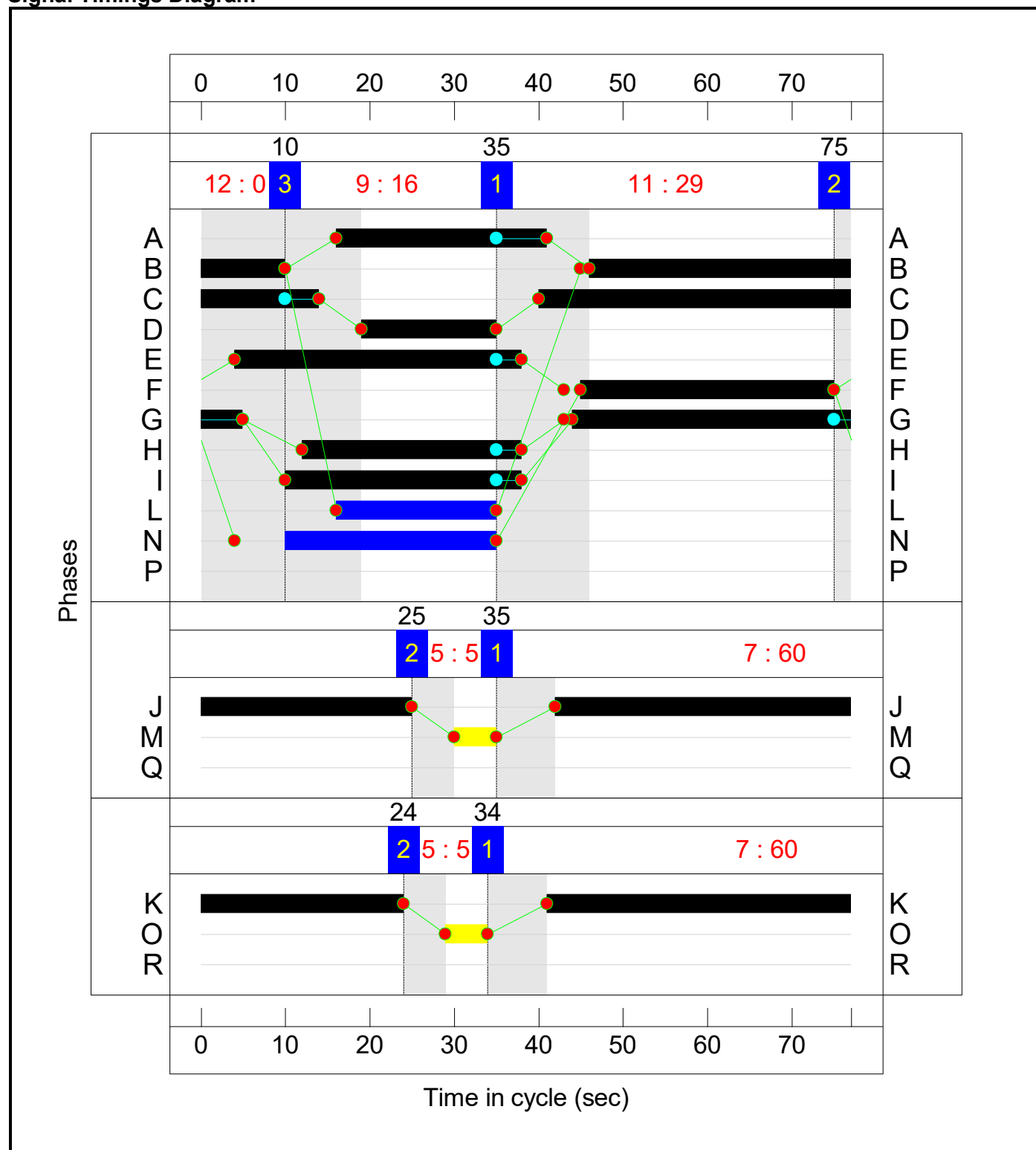
Stage Stream: 3

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			

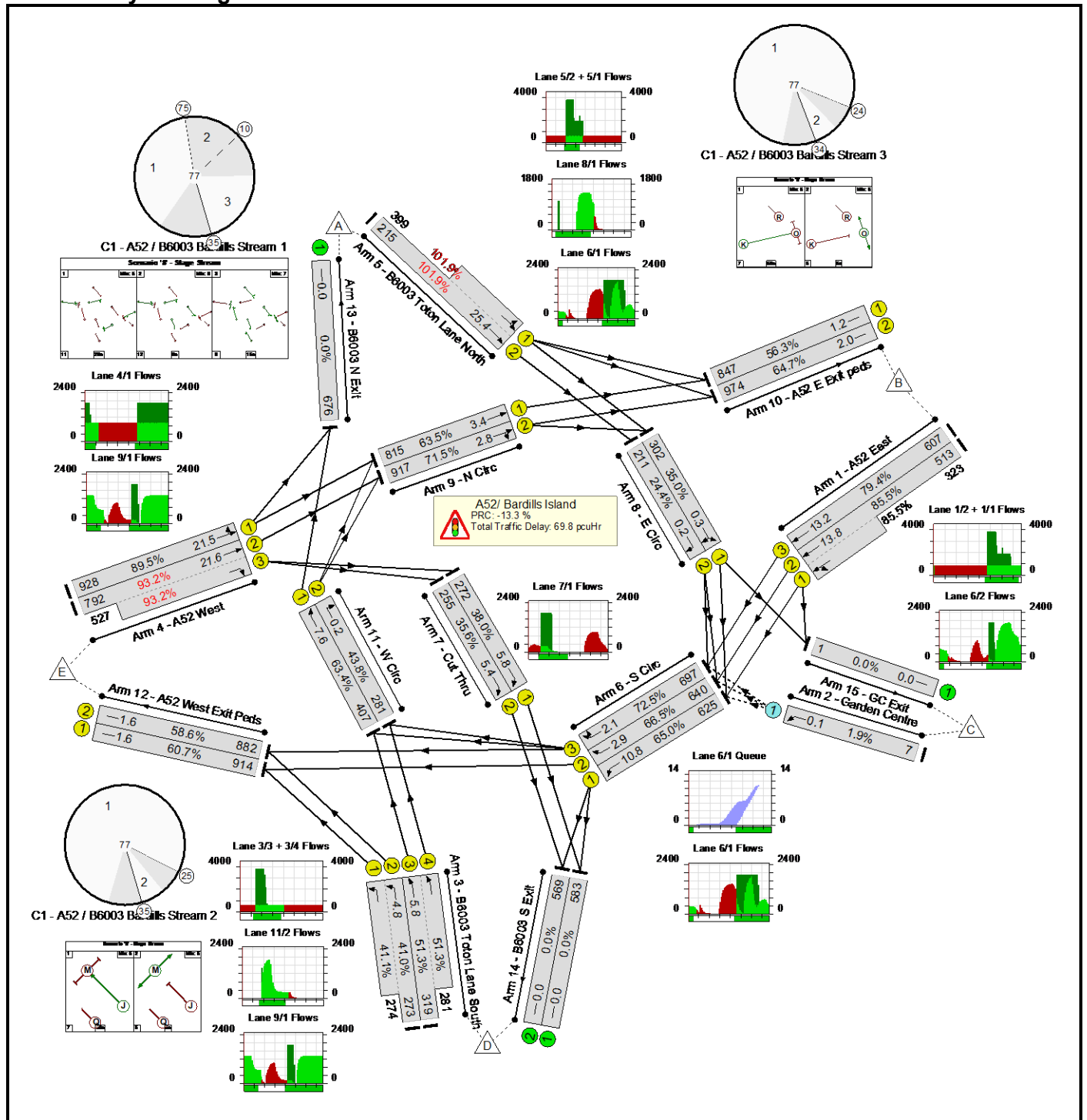
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	101.9%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	101.9%
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	211+391	101.9 : 101.9%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	631	1900	962	65.0%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	642	1900	962	66.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	699	1900	962	72.5%
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

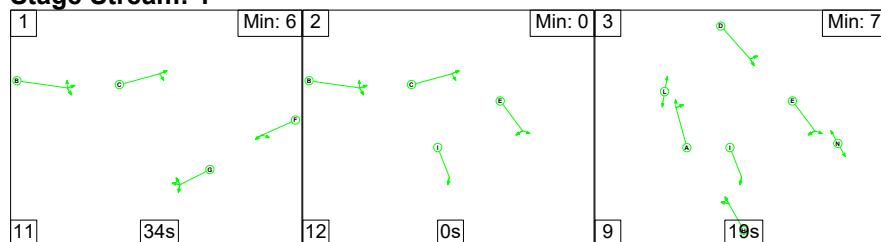
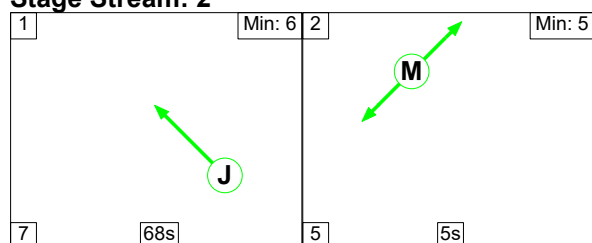
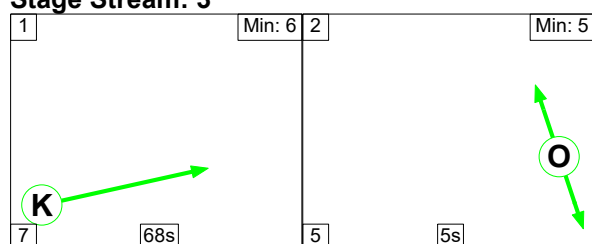
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	308	1900	864	35.0%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.4%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	815	1900	1283	63.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	917	1900	1283	71.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	848	1900	1505	56.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	975	1900	1505	64.7%
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	60.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	884	1900	1505	58.6%
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	36.9	32.9	0.0	69.8	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	36.9	32.9	0.0	69.8	-	-	-	-	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	602	-	-	-	5.3	15.6	-	20.9	122.8	9.8	15.6	25.4	5/2+5/1
6/1	625	625	-	-	-	1.5	0.0	-	1.5	8.4	10.8	0.0	10.8	6/1
6/2	640	640	-	-	-	0.6	0.0	-	0.6	3.2	2.9	0.0	2.9	6/2
6/3	697	697	-	-	-	0.4	0.0	-	0.4	2.3	2.1	0.0	2.1	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	302	302	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	8/1
8/2	211	211	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	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	847	847	-	-	-	0.1	0.6	-	0.7	3.0	0.6	0.6	1.2	10/1
10/2	974	974	-	-	-	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	914	914	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	12/1
12/2	882	882	-	-	-	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	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	569	569	-	-	-	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 (%):-13.3Total Delay for Signalled Lanes (pcuHr):67.56Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)48.3Total Delay for Signalled Lanes (pcuHr):0.42Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)39.1Total Delay for Signalled Lanes (pcuHr):1.77Cycle Time (s):77 PRC Over All Lanes (%):-13.3Total Delay Over All Lanes(pcuHr):69.77														

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

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

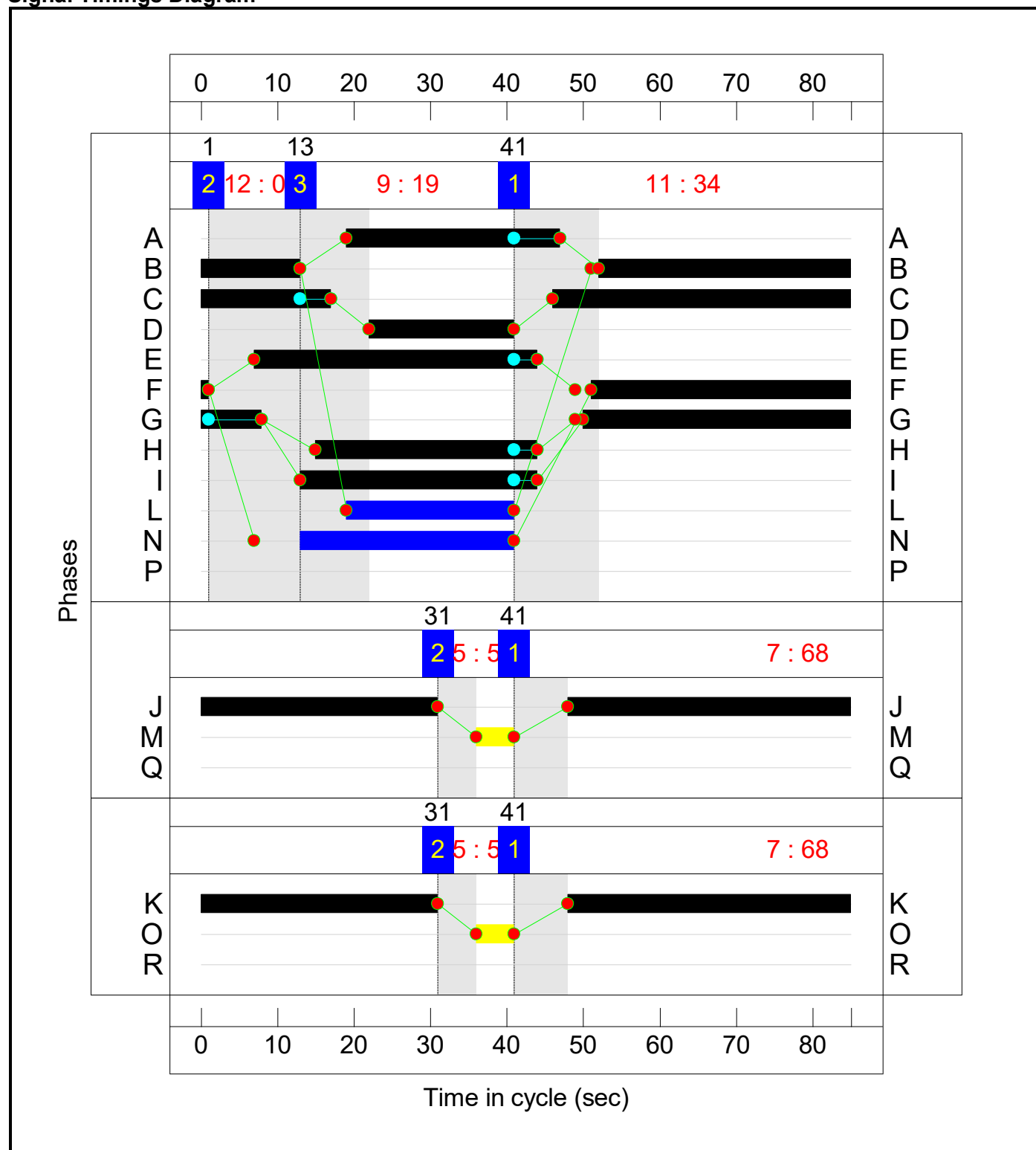
Stage Stream: 3

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	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

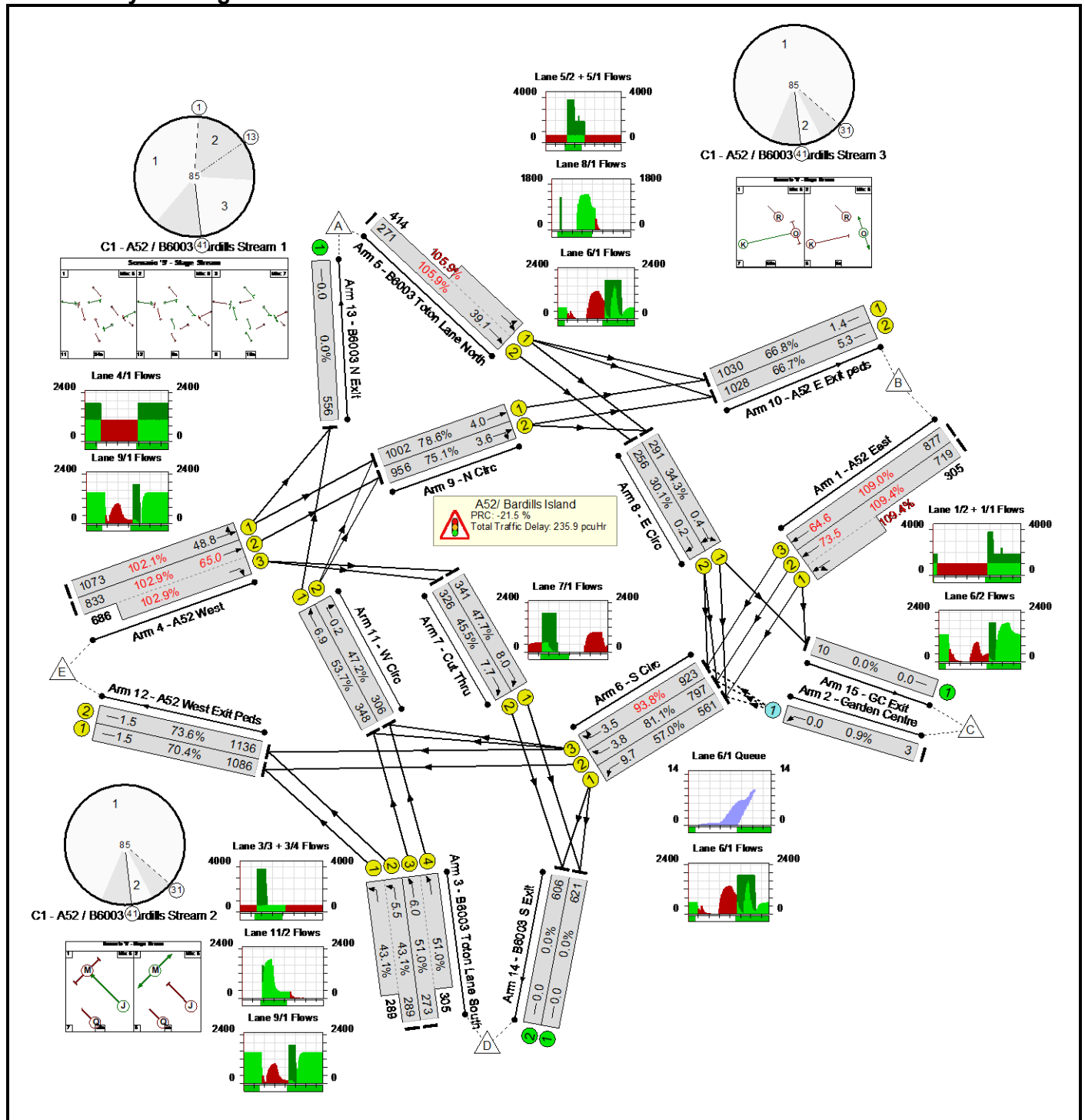
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
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	19	47
11/2	W Circ Right	U	A	19	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	-	-		-	-	-	-	-	-	-	109.4%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	109.4%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1024	1900:1900	657+279	109.4 : 109.4%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	877	1900	805	109.0%
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	29	-	-	578	1900:1900	671+671	43.1 : 43.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	578	1900:1900	535+598	51.0 : 51.0%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1073	1900	1051	102.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1519	1900:1900	809+667	102.9 : 102.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	685	1900:1900	256+391	105.9 : 105.9%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	603	1900	984	57.0%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	867	1900	984	81.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1002	1900	984	93.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	351	1900	715	47.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	335	1900	715	45.5%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	308	1900	849	34.3%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	30.1%
9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	1020	1900	1274	78.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	980	1900	1274	75.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1050	1900	1542	66.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1056	1900	1542	66.7%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	355	1900	648	53.7%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	306	1900	648	47.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1156	1900	1542	70.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1208	1900	1542	73.6%
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	61.0	175.0	0.0	235.9	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	61.0	175.0	0.0	235.9	-	-	-	-	A52/ Bardills Island
1/2+1/1	1024	936	-	-	-	10.4	49.0	-	59.4	208.8	24.4	49.0	73.5	1/2+1/1
1/3	877	805	-	-	-	9.7	41.4	-	51.1	209.8	23.1	41.4	64.6	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	2/1
3/2+3/1	578	578	-	-	-	3.4	0.4	-	3.7	23.3	5.1	0.4	5.5	3/2+3/1
3/3+3/4	578	578	-	-	-	3.4	0.5	-	3.9	24.2	5.5	0.5	6.0	3/3+3/4
4/1	1073	1051	-	-	-	6.8	22.9	-	29.7	99.6	25.9	22.9	48.8	4/1
4/2+4/3	1519	1476	-	-	-	8.5	33.0	-	41.5	98.3	32.0	33.0	65.0	4/2+4/3
5/2+5/1	685	647	-	-	-	7.3	25.7	-	33.0	173.4	13.4	25.7	39.1	5/2+5/1
6/1	561	561	-	-	-	1.5	0.0	-	1.5	9.9	9.7	0.0	9.7	6/1
6/2	797	797	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	6/2
6/3	923	923	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	6/3
7/1	341	341	-	-	-	2.5	0.0	-	2.5	26.8	8.0	0.0	8.0	7/1
7/2	326	326	-	-	-	2.5	0.0	-	2.5	27.8	7.7	0.0	7.7	7/2
8/1	291	291	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	8/1
8/2	256	256	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	8/2
9/1	1002	1002	-	-	-	0.9	0.0	-	0.9	3.1	4.0	0.0	4.0	9/1
9/2	956	956	-	-	-	0.8	0.0	-	0.8	2.9	3.6	0.0	3.6	9/2
10/1	1030	1030	-	-	-	0.1	1.0	-	1.1	3.7	0.4	1.0	1.4	10/1
10/2	1028	1028	-	-	-	0.2	1.0	-	1.2	4.1	4.3	1.0	5.3	10/2
11/1	348	348	-	-	-	0.8	0.0	-	0.8	7.8	6.9	0.0	6.9	11/1

Detailed Input Data And Results

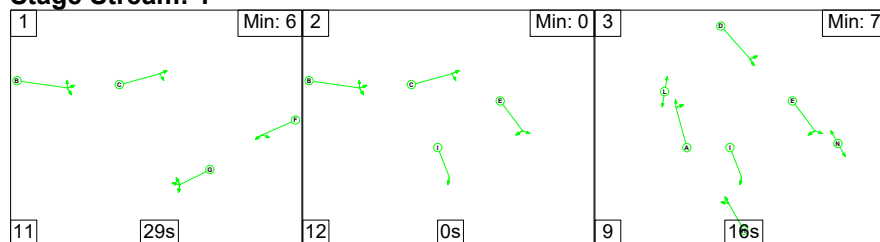
11/2	306	306	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	1086	1086	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	12/1
12/2	1136	1136	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	12/2
13/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	606	606	-	-	-	0.0	0.0	-	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 (%): -21.5Total Delay for Signalled Lanes (pcuHr): 233.38Cycle Time (s): 85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%): 22.2Total Delay for Signalled Lanes (pcuHr): 0.33Cycle Time (s): 85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%): 34.7Total Delay for Signalled Lanes (pcuHr): 2.22Cycle Time (s): 85 PRC Over All Lanes (%): -21.5Total Delay Over All Lanes(pcuHr): 235.94														

Detailed Input Data And Results

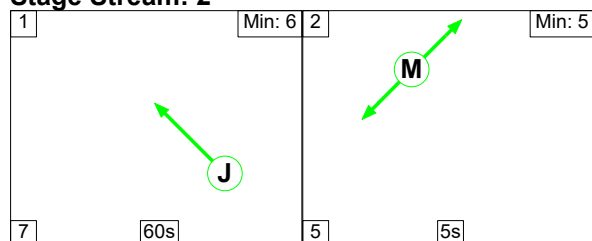
Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

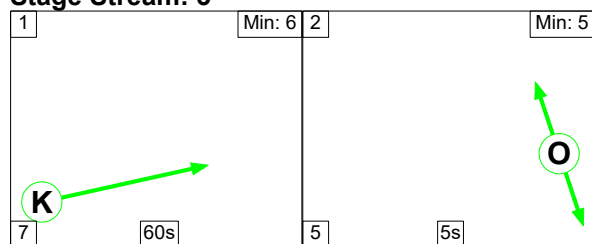
Stage Stream: 1



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

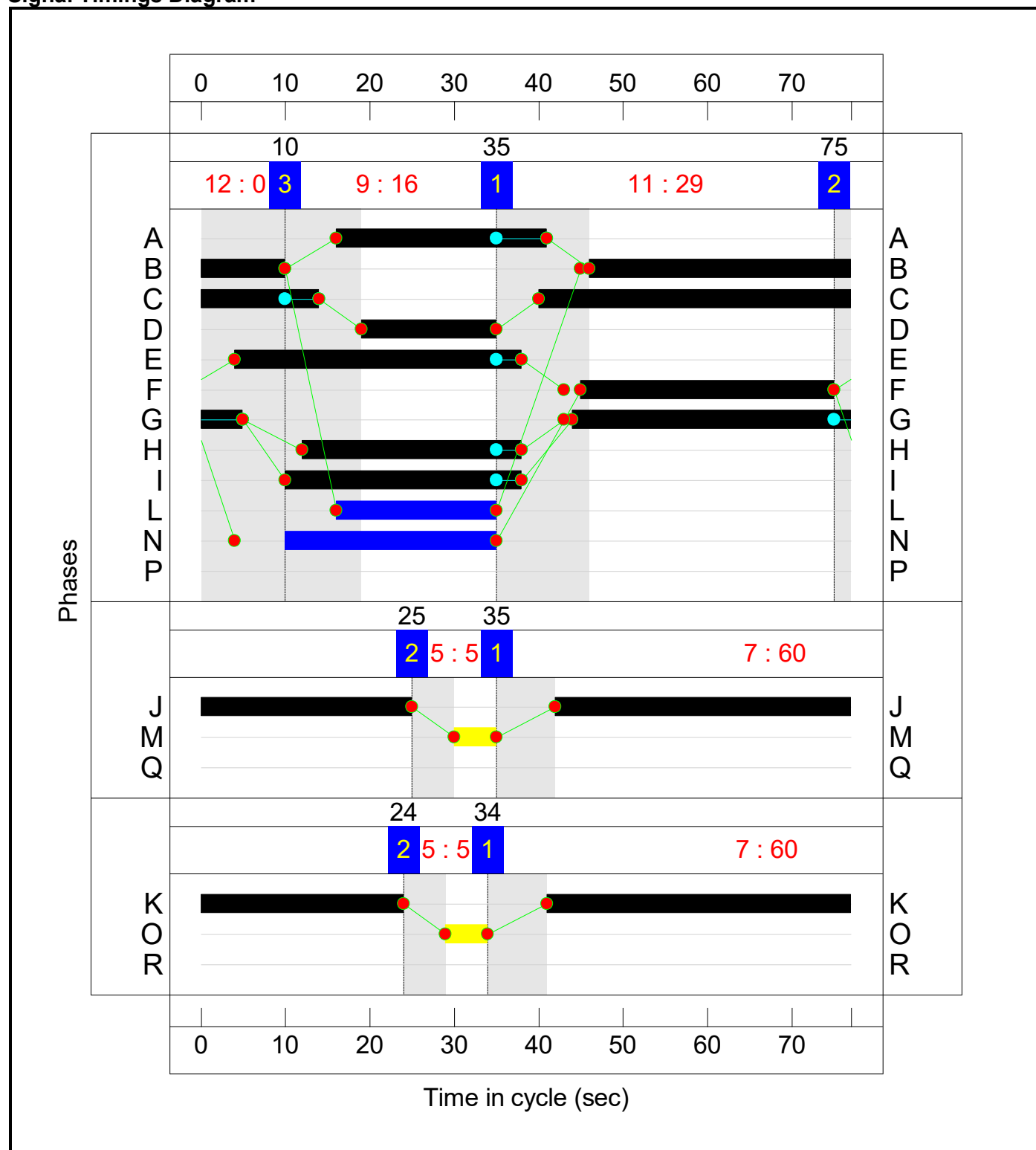
Stage Stream: 3

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			

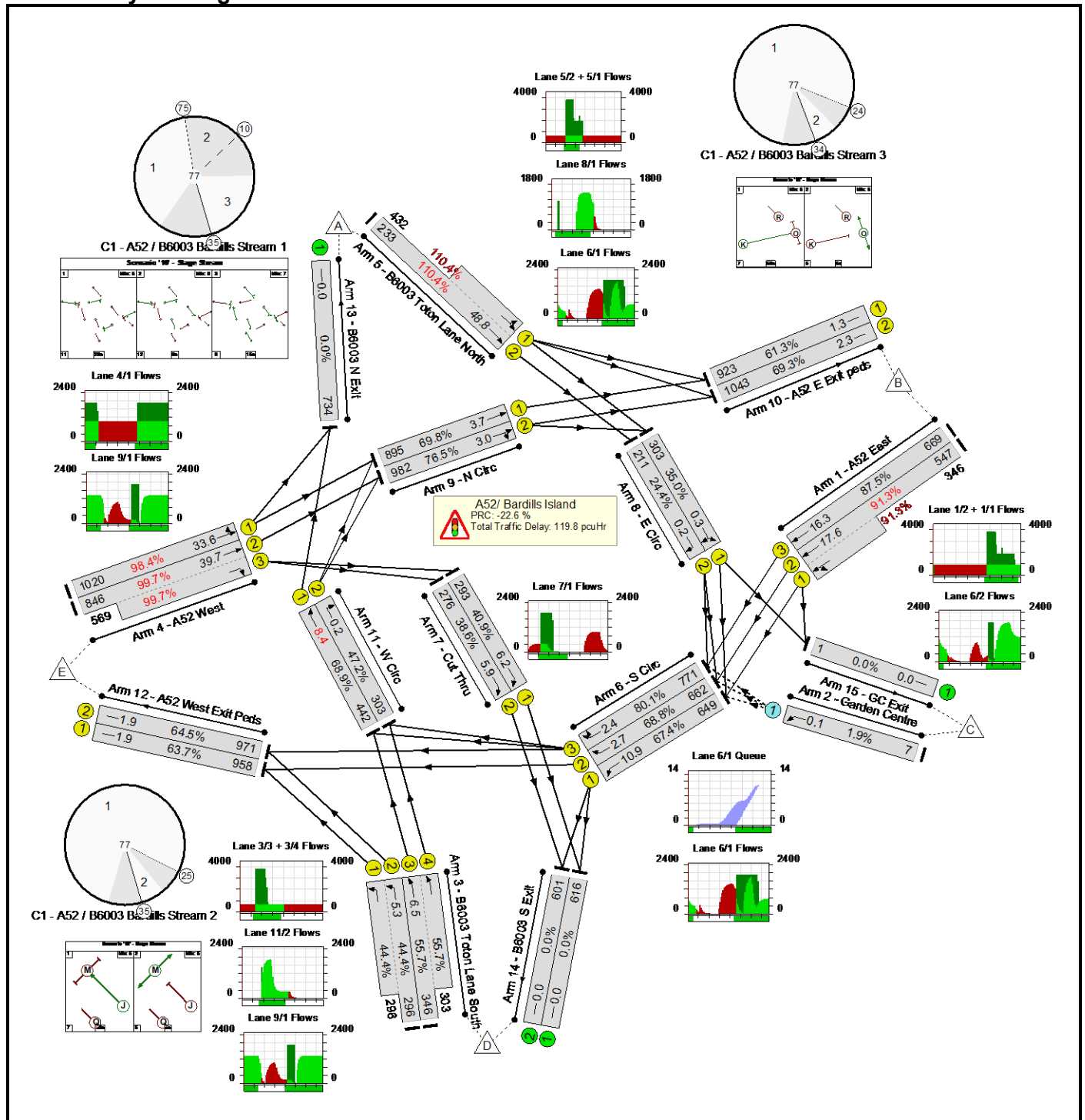
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	110.4%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	110.4%
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	211+391	110.4 : 110.4%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	680	1900	962	67.4%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	674	1900	962	68.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	781	1900	962	80.1%
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

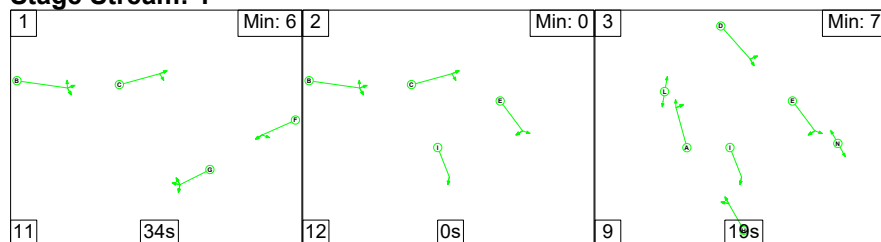
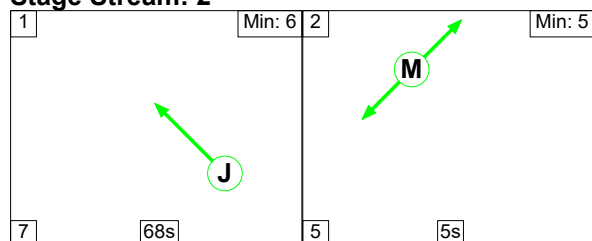
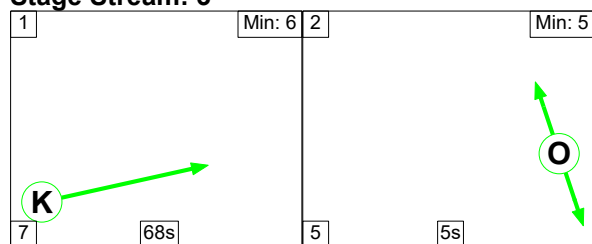
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	334	1900	864	35.0%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	24.4%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	895	1900	1283	69.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	982	1900	1283	76.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	926	1900	1505	61.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1049	1900	1505	69.3%
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	63.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	981	1900	1505	64.5%
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	42.9	76.9	0.0	119.8	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	42.9	76.9	0.0	119.8	-	-	-	-	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	602	-	-	-	7.5	35.9	-	43.4	234.8	12.9	35.9	48.8	5/2+5/1
6/1	649	649	-	-	-	1.5	0.0	-	1.5	8.2	10.9	0.0	10.9	6/1
6/2	662	662	-	-	-	0.5	0.0	-	0.5	2.9	2.7	0.0	2.7	6/2
6/3	771	771	-	-	-	0.5	0.0	-	0.5	2.4	2.4	0.0	2.4	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	303	303	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	8/1
8/2	211	211	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	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	923	923	-	-	-	0.1	0.8	-	0.9	3.3	0.5	0.8	1.3	10/1
10/2	1043	1043	-	-	-	0.1	1.1	-	1.3	4.4	1.1	1.1	2.3	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	958	958	-	-	-	0.3	0.0	-	0.3	1.0	1.9	0.0	1.9	12/1
12/2	971	971	-	-	-	0.3	0.0	-	0.3	1.0	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	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	601	601	-	-	-	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 (%):-22.6Total Delay for Signalled Lanes (pcuHr):117.13Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)39.5Total Delay for Signalled Lanes (pcuHr):0.51Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)29.9Total Delay for Signalled Lanes (pcuHr):2.12Cycle Time (s):77 PRC Over All Lanes (%):-22.6Total Delay Over All Lanes(pcuHr):119.79														

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

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

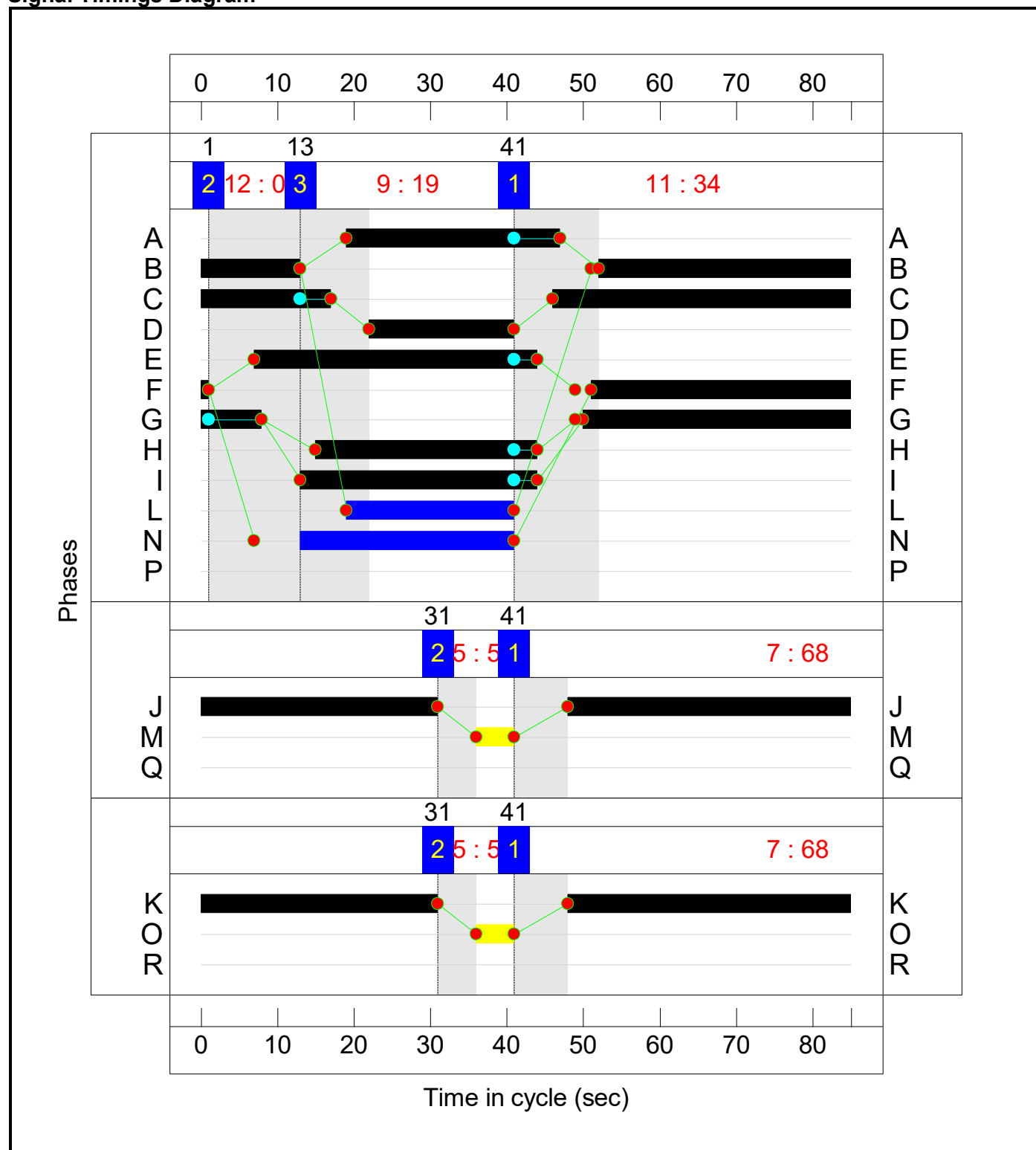
Stage Stream: 3

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	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

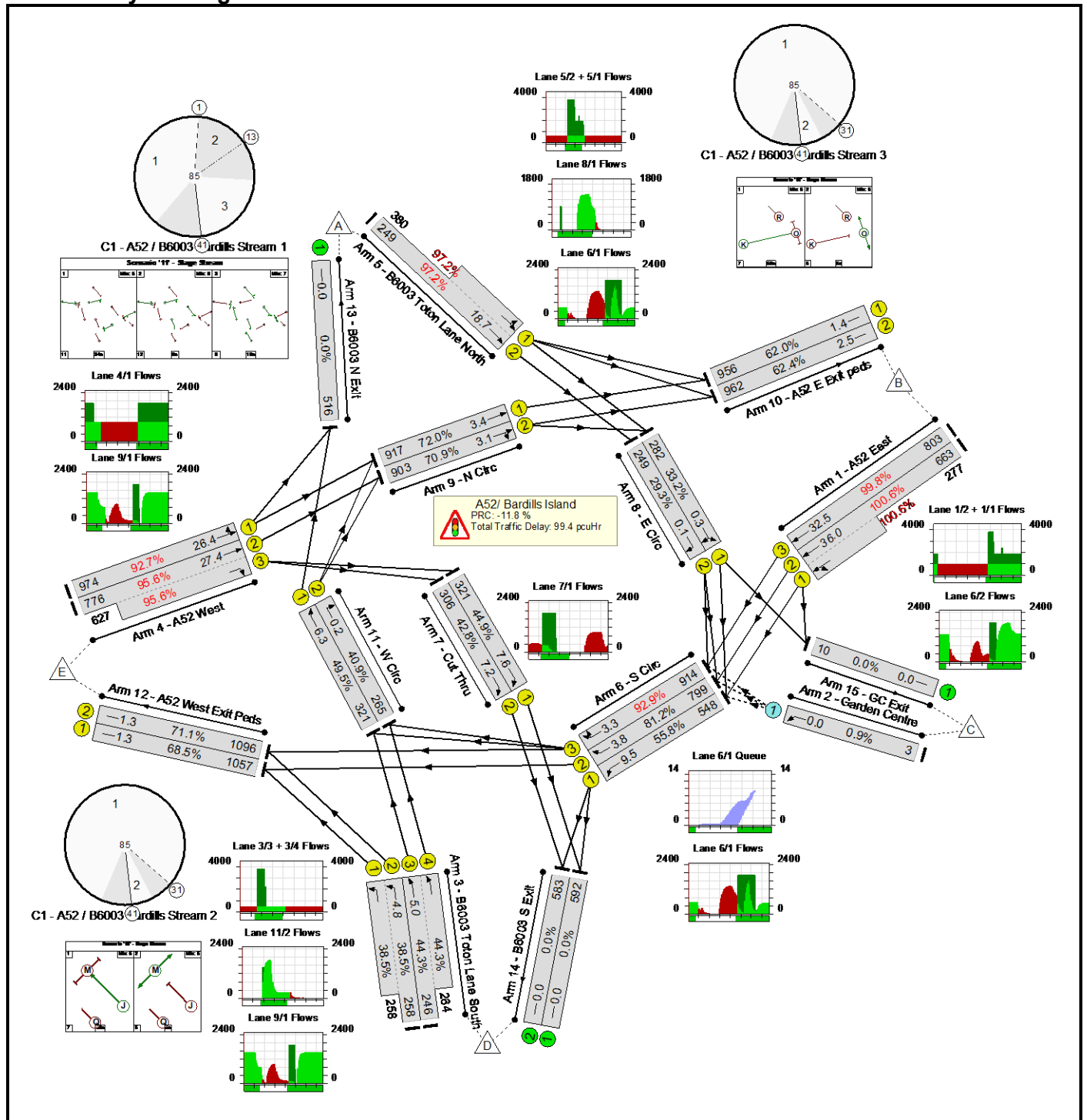
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
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	19	47
11/2	W Circ Right	U	A	19	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	-	-		-	-	-	-	-	-	-	100.6%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	100.6%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	940	1900:1900	659+275	100.6 : 100.6%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	803	1900	805	99.8%
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	29	-	-	516	1900:1900	671+671	38.5 : 38.5%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	510	1900:1900	556+596	44.3 : 44.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	974	1900	1051	92.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1403	1900:1900	812+656	95.6 : 95.6%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	629	1900:1900	256+391	97.2 : 97.2%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	550	1900	984	55.8%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	803	1900	984	81.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	914	1900	984	92.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	321	1900	715	44.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	306	1900	715	42.8%

Detailed Input Data And Results

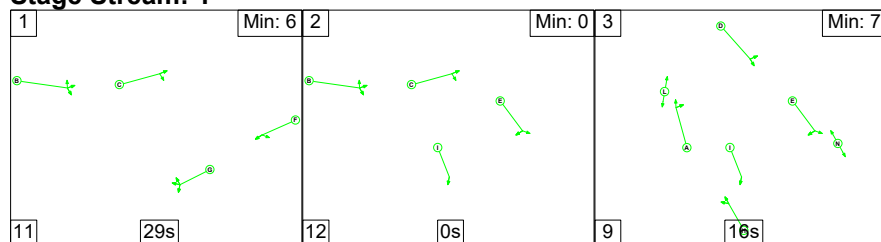
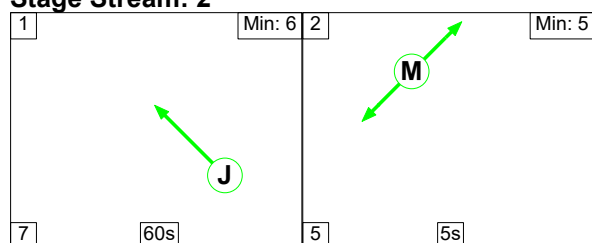
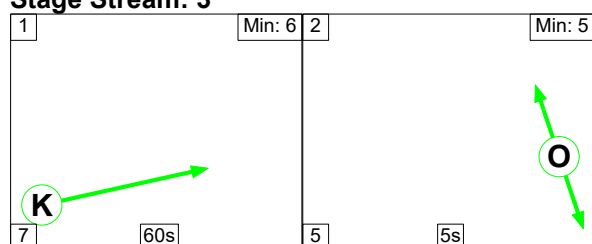
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	282	1900	849	33.2%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	249	1900	849	29.3%
9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	917	1900	1274	72.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	903	1900	1274	70.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	956	1900	1542	62.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	962	1900	1542	62.4%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	321	1900	648	49.5%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	265	1900	648	40.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1061	1900	1542	68.5%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1096	1900	1542	71.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	516	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	593	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	584	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	43.7	55.8	0.0	99.4	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	43.7	55.8	0.0	99.4	-	-	-	-	A52/ Bardills Island
1/2+1/1	940	934	-	-	-	6.0	16.8	-	22.8	87.3	19.3	16.8	36.0	1/2+1/1
1/3	803	803	-	-	-	5.5	13.7	-	19.2	86.1	18.7	13.7	32.5	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	2/1
3/2+3/1	516	516	-	-	-	3.0	0.3	-	3.3	22.8	4.5	0.3	4.8	3/2+3/1
3/3+3/4	510	510	-	-	-	2.9	0.4	-	3.3	23.4	4.6	0.4	5.0	3/3+3/4
4/1	974	974	-	-	-	4.7	5.6	-	10.3	38.0	20.8	5.6	26.4	4/1
4/2+4/3	1403	1403	-	-	-	5.4	8.5	-	14.0	35.9	18.8	8.5	27.4	4/2+4/3
5/2+5/1	629	629	-	-	-	5.3	8.8	-	14.1	80.8	9.9	8.8	18.7	5/2+5/1
6/1	548	548	-	-	-	1.5	0.0	-	1.5	9.5	9.5	0.0	9.5	6/1
6/2	799	799	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	6/2
6/3	914	914	-	-	-	0.8	0.0	-	0.8	3.2	3.3	0.0	3.3	6/3
7/1	321	321	-	-	-	2.4	0.0	-	2.4	27.4	7.6	0.0	7.6	7/1
7/2	306	306	-	-	-	2.4	0.0	-	2.4	28.5	7.2	0.0	7.2	7/2
8/1	282	282	-	-	-	0.1	0.0	-	0.1	1.4	0.3	0.0	0.3	8/1
8/2	249	249	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1	8/2
9/1	917	917	-	-	-	0.7	0.0	-	0.7	2.8	3.4	0.0	3.4	9/1
9/2	903	903	-	-	-	0.6	0.0	-	0.6	2.6	3.1	0.0	3.1	9/2
10/1	956	956	-	-	-	0.1	0.8	-	0.9	3.3	0.6	0.8	1.4	10/1
10/2	962	962	-	-	-	0.1	0.8	-	1.0	3.6	1.6	0.8	2.5	10/2
11/1	321	321	-	-	-	0.7	0.0	-	0.7	8.1	6.3	0.0	6.3	11/1

Detailed Input Data And Results

11/2	265	265	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	1057	1057	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	12/1
12/2	1096	1096	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	12/2
13/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	583	583	-	-	-	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 (%):-11.8Total Delay for Signalled Lanes (pcuHr):97.31Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)26.7Total Delay for Signalled Lanes (pcuHr):0.28Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)44.3Total Delay for Signalled Lanes (pcuHr):1.84Cycle Time (s):85 PRC Over All Lanes (%):-11.8Total Delay Over All Lanes(pcuHr):99.44														

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

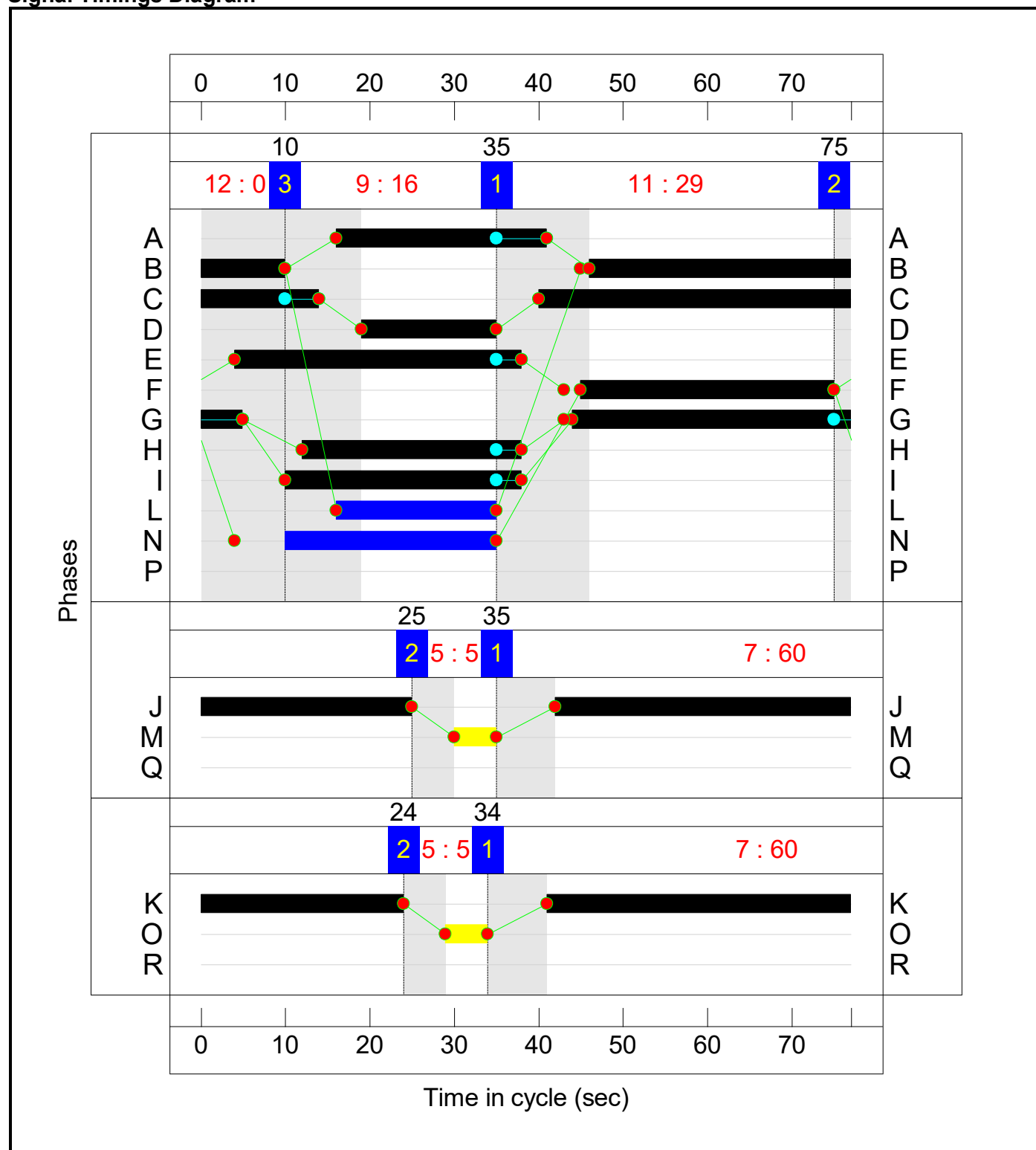
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

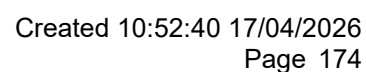
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	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



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	-	-		-	-	-	-	-	-	-	101.0%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	101.0%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	822	1900:1900	606+359	85.1 : 85.1%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	604	1900	765	79.0%
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	-	-	541	1900:1900	666+666	40.5 : 40.7%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	591	1900:1900	622+537	51.0 : 51.0%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	926	1900	1036	89.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1307	1900:1900	853+551	93.1 : 93.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	610	1900:1900	213+391	101.0 : 101.0%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	610	1900	962	63.1%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	643	1900	962	66.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	698	1900	962	72.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	265	1900	716	37.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	248	1900	716	34.7%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	304	1900	864	34.9%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.7%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	808	1900	1283	63.0%
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	-	-	843	1900	1505	56.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	973	1900	1505	64.6%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	405	1900	642	63.1%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	274	1900	642	42.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	914	1900	1505	60.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	880	1900	1505	58.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	674	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	569	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	554	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Detailed Input Data And Results

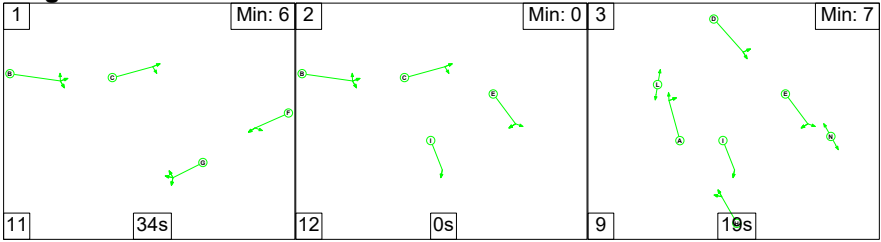
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	2	5	0	36.3	30.8	0.0	67.1	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	36.3	30.8	0.0	67.1	-	-	-	-	A52/ Bardills Island
1/2+1/1	822	822	-	-	-	4.2	2.8	-	7.0	30.5	10.9	2.8	13.7	1/2+1/1
1/3	604	604	-	-	-	3.4	1.8	-	5.2	31.1	11.2	1.8	13.1	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	541	541	-	-	-	2.8	0.3	-	3.2	21.2	4.4	0.3	4.7	3/2+3/1
3/3+3/4	591	591	-	-	-	3.2	0.5	-	3.7	22.4	5.3	0.5	5.8	3/3+3/4
4/1	926	926	-	-	-	4.0	3.9	-	7.9	30.7	17.5	3.9	21.4	4/1
4/2+4/3	1307	1307	-	-	-	4.6	6.0	-	10.6	29.1	15.8	6.0	21.8	4/2+4/3
5/2+5/1	610	604	-	-	-	5.1	13.9	-	19.0	111.9	9.4	13.9	23.3	5/2+5/1
6/1	607	607	-	-	-	1.4	0.0	-	1.4	8.5	10.6	0.0	10.6	6/1
6/2	642	642	-	-	-	0.6	0.0	-	0.6	3.1	2.9	0.0	2.9	6/2
6/3	697	697	-	-	-	0.4	0.0	-	0.4	2.3	2.2	0.0	2.2	6/3
7/1	265	265	-	-	-	1.7	0.0	-	1.7	23.7	5.6	0.0	5.6	7/1
7/2	248	248	-	-	-	1.7	0.0	-	1.7	24.7	5.3	0.0	5.3	7/2
8/1	301	301	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	8/1
8/2	213	213	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	8/2
9/1	808	808	-	-	-	0.7	0.0	-	0.7	3.0	3.3	0.0	3.3	9/1
9/2	917	917	-	-	-	0.5	0.0	-	0.5	2.1	2.7	0.0	2.7	9/2
10/1	843	843	-	-	-	0.1	0.6	-	0.7	3.1	0.6	0.6	1.3	10/1
10/2	972	972	-	-	-	0.1	0.9	-	1.0	3.9	1.0	0.9	2.0	10/2
11/1	405	405	-	-	-	0.9	0.0	-	0.9	8.1	7.5	0.0	7.5	11/1

Detailed Input Data And Results

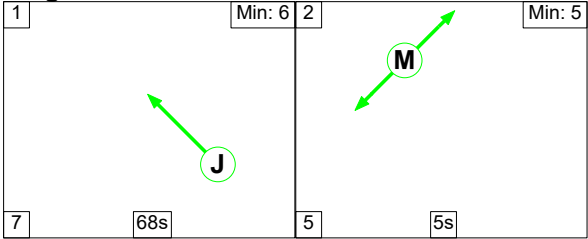
11/2	274	274	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	913	913	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	12/1
12/2	879	879	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	12/2
13/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	553	553	-	-	-	0.0	0.0	-	0.0	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 (%):-12.2Total Delay for Signalled Lanes (pcuHr):64.88Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)48.4Total Delay for Signalled Lanes (pcuHr):0.40Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)39.3Total Delay for Signalled Lanes (pcuHr):1.76Cycle Time (s):77 PRC Over All Lanes (%):-12.2Total Delay Over All Lanes(pcuHr):67.07														

Stage Sequence Diagram

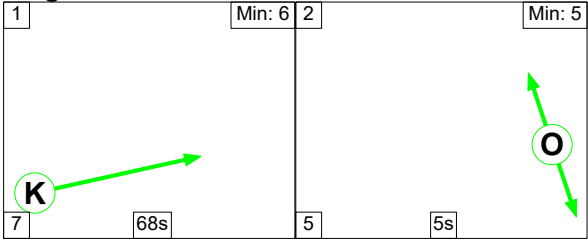
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

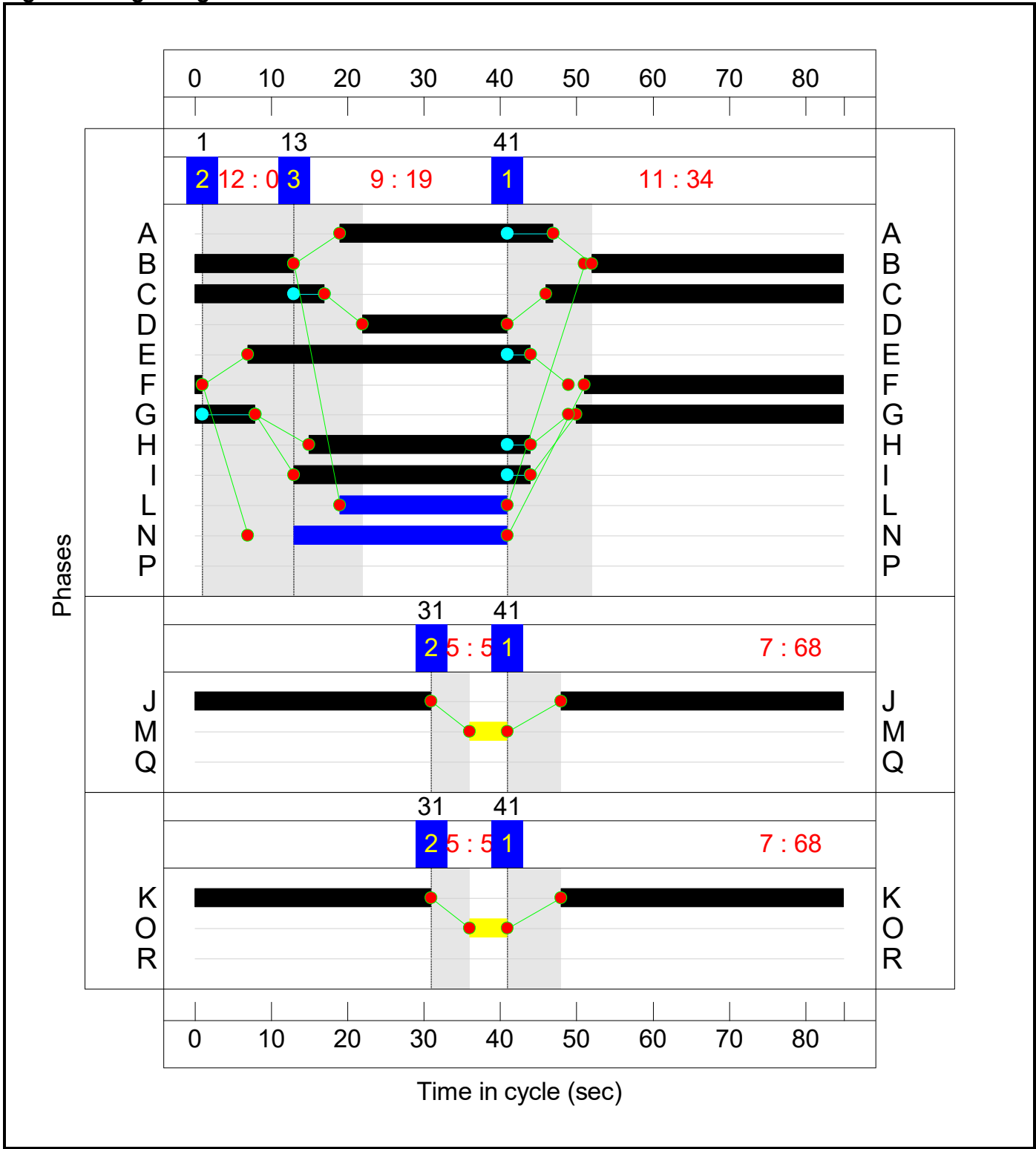
Stage Stream: 3

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	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

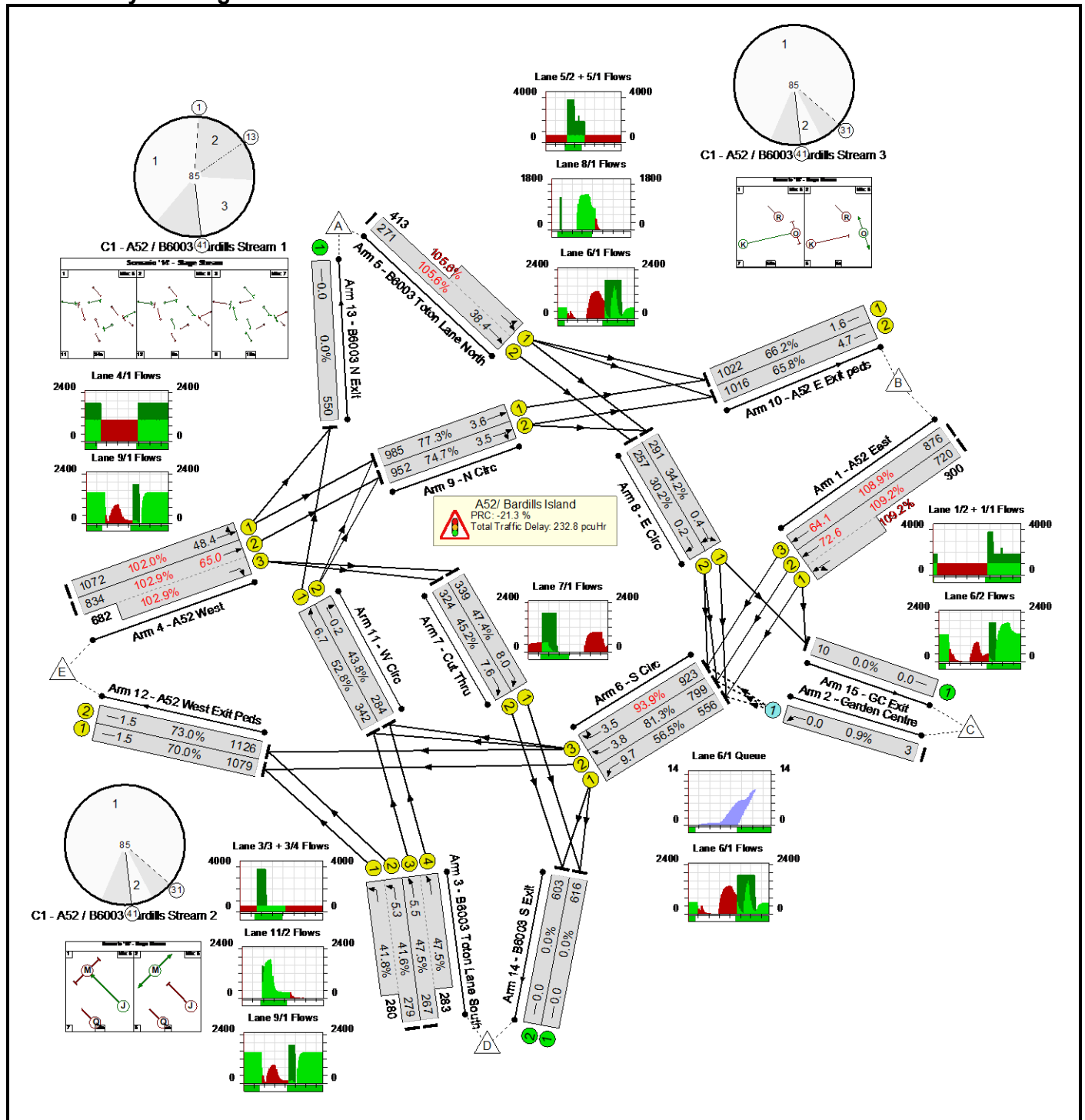
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
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	19	47
11/2	W Circ Right	U	A	19	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	-	-		-	-	-	-	-	-	-	109.2%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	109.2%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1020	1900:1900	659+275	109.2 : 109.2%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	876	1900	805	108.9%
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	29	-	-	559	1900:1900	671+671	41.6 : 41.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	550	1900:1900	562+596	47.5 : 47.5%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1072	1900	1051	102.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1516	1900:1900	810+663	102.9 : 102.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	684	1900:1900	257+391	105.6 : 105.6%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	597	1900	984	56.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	868	1900	984	81.3%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1001	1900	984	93.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	349	1900	715	47.4%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	333	1900	715	45.2%

Detailed Input Data And Results

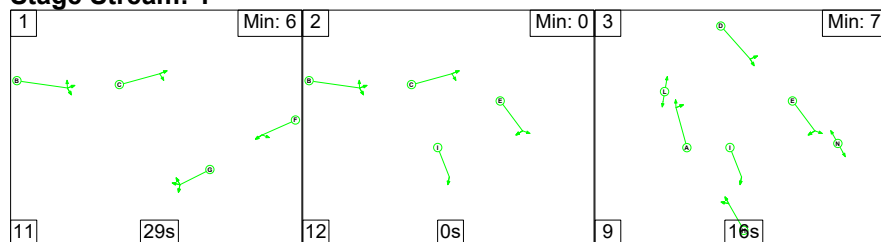
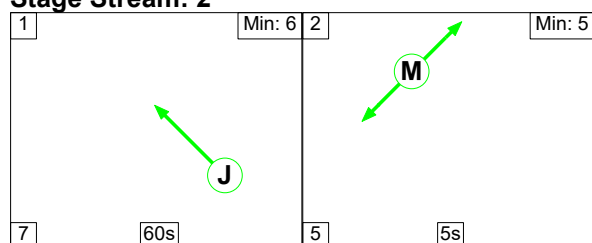
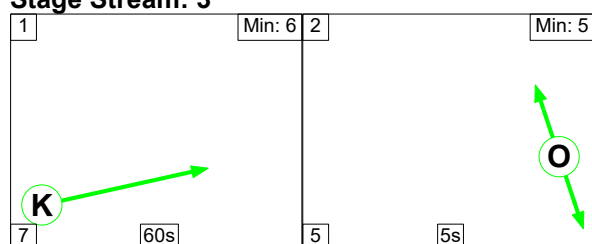
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	307	1900	849	34.2%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	30.2%
9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	1002	1900	1274	77.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	976	1900	1274	74.7%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1041	1900	1542	66.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1043	1900	1542	65.8%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	349	1900	648	52.8%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	284	1900	648	43.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1148	1900	1542	70.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1197	1900	1542	73.0%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	561	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	646	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	633	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	60.2	172.6	0.0	232.8	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	60.2	172.6	0.0	232.8	-	-	-	-	A52/ Bardills Island
1/2+1/1	1020	934	-	-	-	10.2	48.2	-	58.5	206.4	24.3	48.2	72.6	1/2+1/1
1/3	876	805	-	-	-	9.6	41.0	-	50.6	208.0	23.1	41.0	64.1	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	2/1
3/2+3/1	559	559	-	-	-	3.2	0.4	-	3.6	23.2	5.0	0.4	5.3	3/2+3/1
3/3+3/4	550	550	-	-	-	3.2	0.5	-	3.6	23.8	5.0	0.5	5.5	3/3+3/4
4/1	1072	1051	-	-	-	6.7	22.6	-	29.3	98.4	25.8	22.6	48.4	4/1
4/2+4/3	1516	1473	-	-	-	8.5	33.0	-	41.4	98.4	32.0	33.0	65.0	4/2+4/3
5/2+5/1	684	647	-	-	-	7.3	25.1	-	32.3	170.2	13.4	25.1	38.4	5/2+5/1
6/1	556	556	-	-	-	1.5	0.0	-	1.5	9.9	9.7	0.0	9.7	6/1
6/2	799	799	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	6/2
6/3	923	923	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	6/3
7/1	339	339	-	-	-	2.5	0.0	-	2.5	26.8	8.0	0.0	8.0	7/1
7/2	324	324	-	-	-	2.5	0.0	-	2.5	27.8	7.6	0.0	7.6	7/2
8/1	291	291	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	8/1
8/2	257	257	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	8/2
9/1	985	985	-	-	-	0.8	0.0	-	0.8	2.8	3.6	0.0	3.6	9/1
9/2	952	952	-	-	-	0.7	0.0	-	0.7	2.8	3.5	0.0	3.5	9/2
10/1	1022	1022	-	-	-	0.1	1.0	-	1.0	3.7	0.6	1.0	1.6	10/1
10/2	1016	1016	-	-	-	0.1	1.0	-	1.1	3.9	3.7	1.0	4.7	10/2
11/1	342	342	-	-	-	0.8	0.0	-	0.8	7.9	6.7	0.0	6.7	11/1

Detailed Input Data And Results

11/2	284	284	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	1079	1079	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	12/1
12/2	1126	1126	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	12/2
13/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	603	603	-	-	-	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 Bardills Stream: 1 PRC for Signalled Lanes (%): -21.3 Total Delay for Signalled Lanes (pcuHr): 230.30 Cycle Time (s): 85 C1 - A52 / B6003 Bardills Stream: 2 PRC for Signalled Lanes (%): 23.3 Total Delay for Signalled Lanes (pcuHr): 0.31 Cycle Time (s): 85 C1 - A52 / B6003 Bardills Stream: 3 PRC for Signalled Lanes (%): 35.9 Total Delay for Signalled Lanes (pcuHr): 2.15 Cycle Time (s): 85 PRC Over All Lanes (%): -21.3 Total Delay Over All Lanes(pcuHr): 232.77														

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

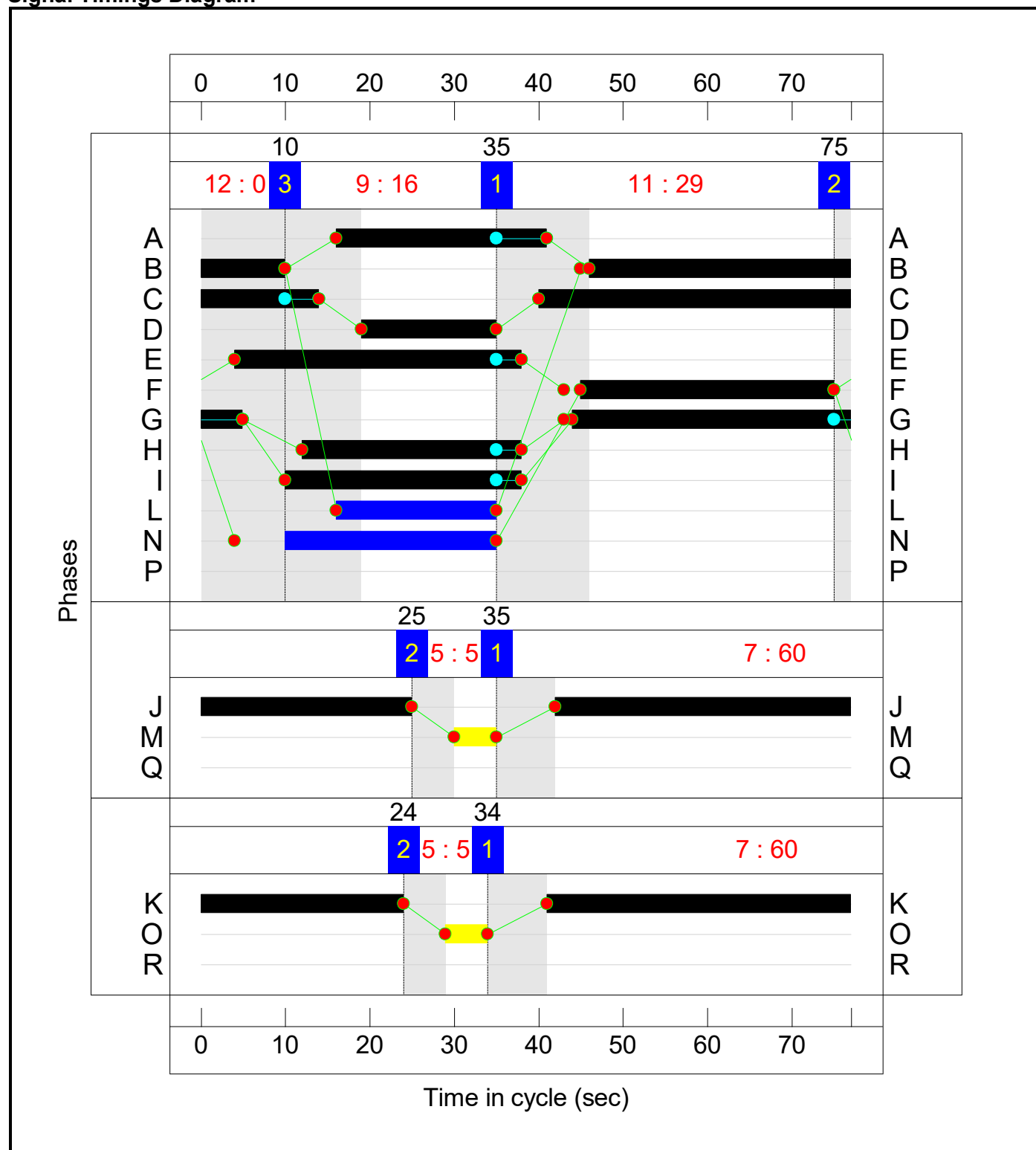
Stage Stream: 3

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			

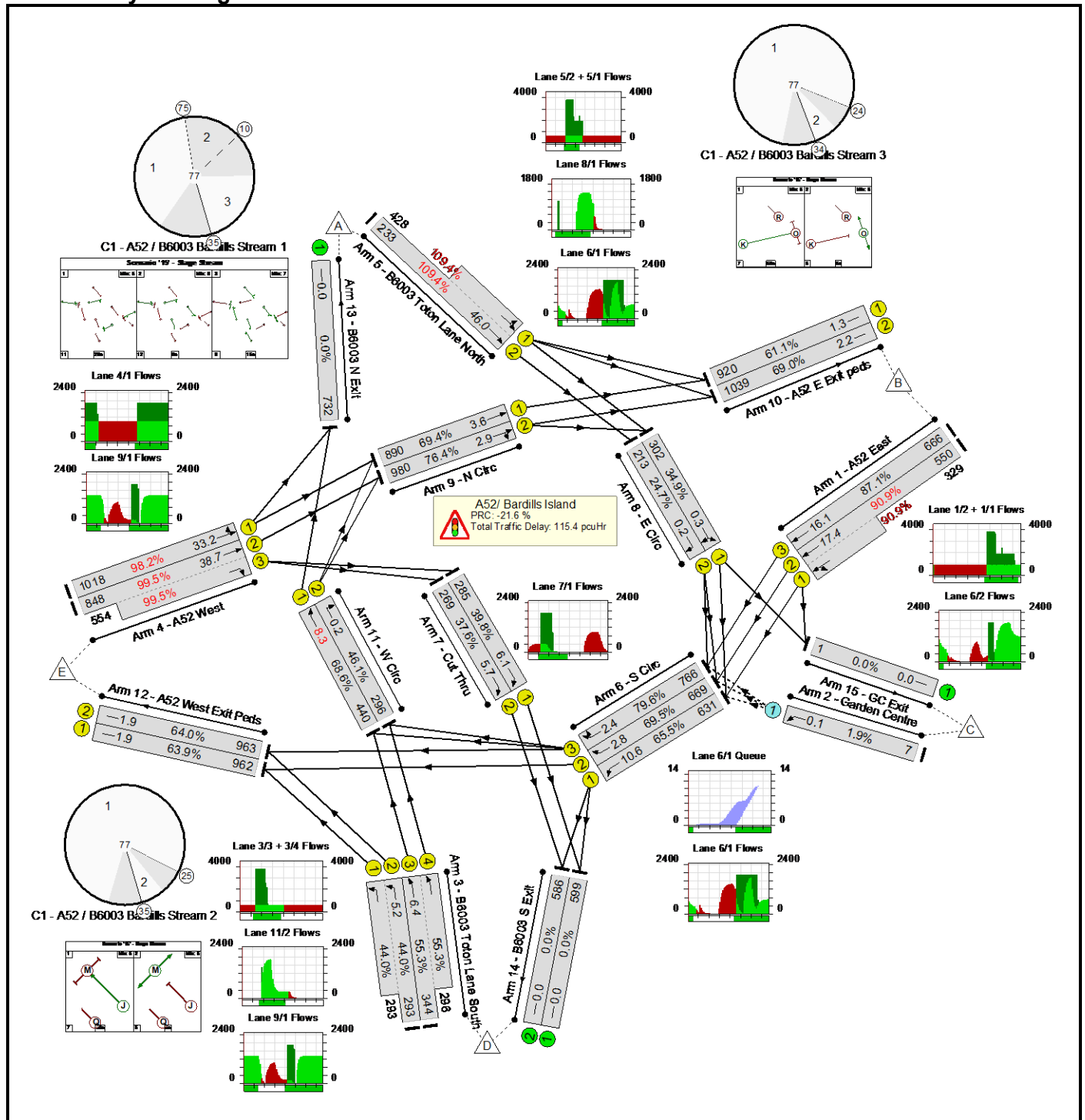
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	109.4%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	109.4%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	879	1900:1900	605+362	90.9 : 90.9%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	666	1900	765	87.1%
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	-	-	586	1900:1900	666+666	44.0 : 44.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	640	1900:1900	622+535	55.3 : 55.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1018	1900	1036	98.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1402	1900:1900	852+557	99.5 : 99.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	661	1900:1900	213+391	109.4 : 109.4%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	659	1900	962	65.5%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	680	1900	962	69.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	775	1900	962	79.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	285	1900	716	39.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	269	1900	716	37.6%

Detailed Input Data And Results

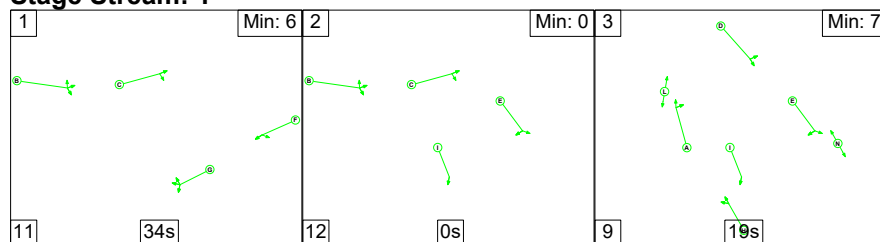
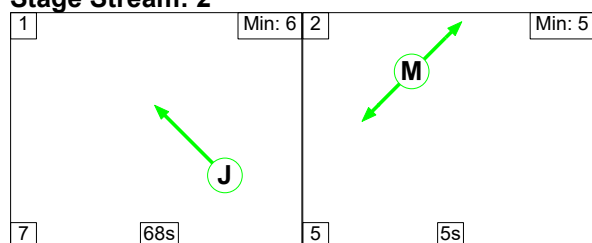
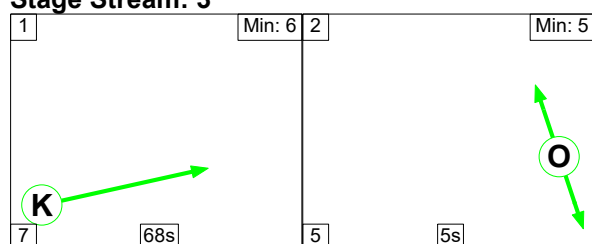
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	330	1900	864	34.9%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	24.7%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	890	1900	1283	69.4%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	980	1900	1283	76.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	923	1900	1505	61.1%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1045	1900	1505	69.0%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	440	1900	642	68.6%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	296	1900	642	46.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	973	1900	1505	63.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	972	1900	1505	64.0%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	613	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	-		-	-	-	-	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	42.2	73.1	0.0	115.4	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	42.2	73.1	0.0	115.4	-	-	-	-	A52/ Bardills Island
1/2+1/1	879	879	-	-	-	4.7	4.5	-	9.2	37.7	12.9	4.5	17.4	1/2+1/1
1/3	666	666	-	-	-	3.9	3.2	-	7.1	38.3	12.9	3.2	16.1	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	586	586	-	-	-	3.1	0.4	-	3.5	21.6	4.8	0.4	5.2	3/2+3/1
3/3+3/4	640	640	-	-	-	3.5	0.6	-	4.1	23.0	5.8	0.6	6.4	3/3+3/4
4/1	1018	1018	-	-	-	4.8	12.0	-	16.9	59.6	21.2	12.0	33.2	4/1
4/2+4/3	1402	1402	-	-	-	5.4	17.1	-	22.5	57.9	21.5	17.1	38.7	4/2+4/3
5/2+5/1	661	604	-	-	-	7.3	33.4	-	40.6	221.3	12.6	33.4	46.0	5/2+5/1
6/1	631	631	-	-	-	1.4	0.0	-	1.4	8.3	10.6	0.0	10.6	6/1
6/2	669	669	-	-	-	0.5	0.0	-	0.5	2.9	2.8	0.0	2.8	6/2
6/3	766	766	-	-	-	0.5	0.0	-	0.5	2.4	2.4	0.0	2.4	6/3
7/1	285	285	-	-	-	1.8	0.0	-	1.8	23.0	6.1	0.0	6.1	7/1
7/2	269	269	-	-	-	1.8	0.0	-	1.8	24.0	5.7	0.0	5.7	7/2
8/1	302	302	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	8/1
8/2	213	213	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	8/2
9/1	890	890	-	-	-	0.7	0.0	-	0.7	3.0	3.6	0.0	3.6	9/1
9/2	980	980	-	-	-	0.6	0.0	-	0.6	2.1	2.9	0.0	2.9	9/2
10/1	920	920	-	-	-	0.1	0.8	-	0.9	3.3	0.6	0.8	1.3	10/1
10/2	1039	1039	-	-	-	0.1	1.1	-	1.3	4.3	1.1	1.1	2.2	10/2
11/1	440	440	-	-	-	1.0	0.0	-	1.0	8.2	8.3	0.0	8.3	11/1

Detailed Input Data And Results

11/2	296	296	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	11/2
12/1	962	962	-	-	-	0.2	0.0	-	0.2	0.9	1.9	0.0	1.9	12/1
12/2	963	963	-	-	-	0.2	0.0	-	0.2	0.9	1.9	0.0	1.9	12/2
13/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	586	586	-	-	-	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 (%):-21.6Total Delay for Signalled Lanes (pcuHr):112.73Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)40.7Total Delay for Signalled Lanes (pcuHr):0.50Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)30.3Total Delay for Signalled Lanes (pcuHr):2.11Cycle Time (s):77 PRC Over All Lanes (%):-21.6Total Delay Over All Lanes(pcuHr):115.36														

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

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

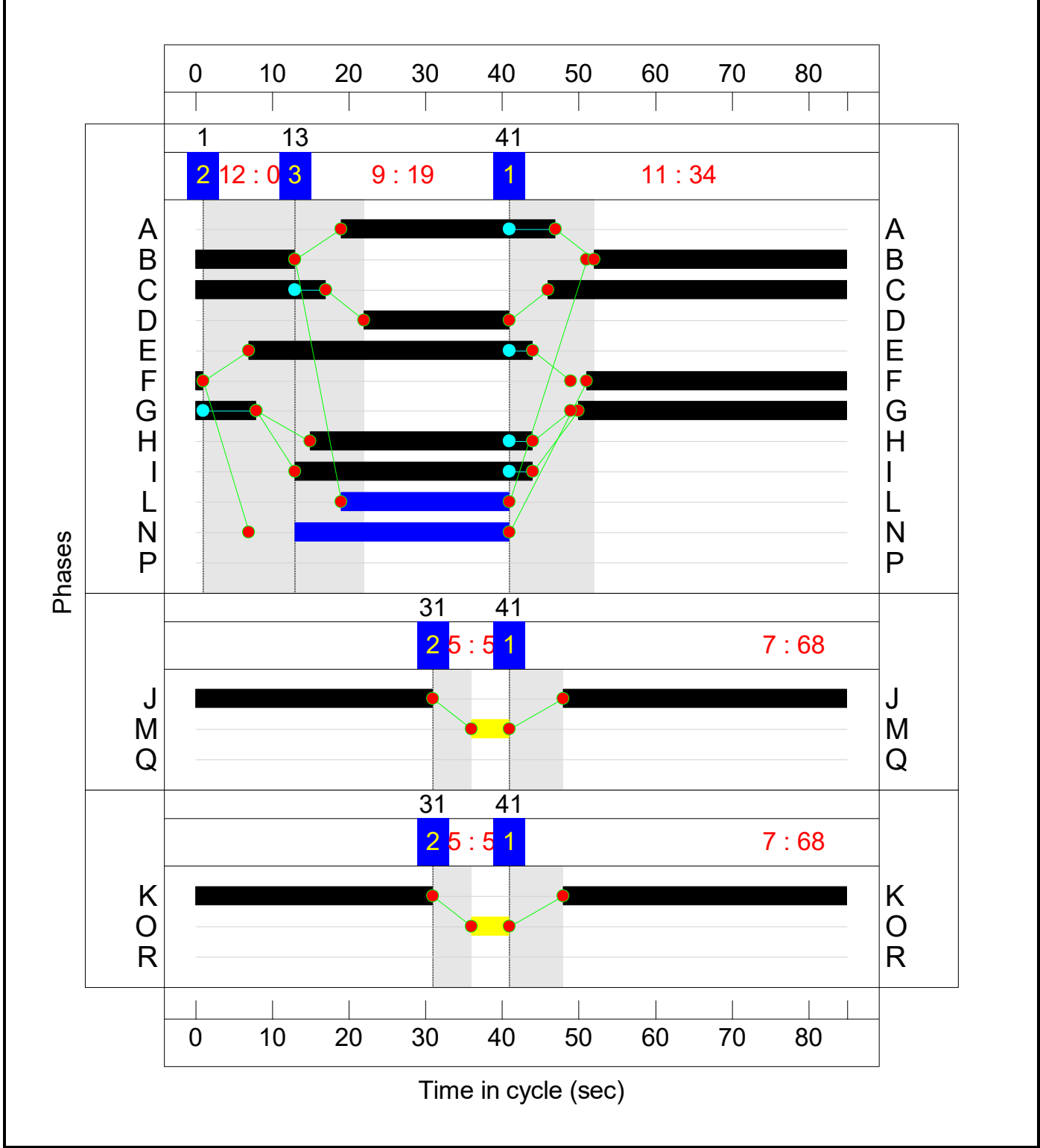
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

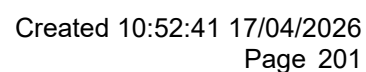
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
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	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
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	19	47
11/2	W Circ Right	U	A	19	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	-	-		-	-	-	-	-	-	-	101.0%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	101.0%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	951	1900:1900	653+288	101.0 : 101.0%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	806	1900	805	100.2%
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	29	-	-	575	1900:1900	671+671	42.8 : 42.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	593	1900:1900	477+603	54.9 : 54.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	976	1900	1051	92.9%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1414	1900:1900	809+667	95.8 : 95.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	632	1900:1900	254+391	97.9 : 97.9%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	567	1900	984	57.4%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	799	1900	984	80.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	918	1900	984	93.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	327	1900	715	45.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	312	1900	715	43.6%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	285	1900	849	33.6%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	249	1900	849	29.3%
9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	945	1900	1274	74.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	942	1900	1274	73.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	991	1900	1542	64.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	994	1900	1542	64.4%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	337	1900	648	52.0%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	332	1900	648	51.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1087	1900	1542	70.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1129	1900	1542	73.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	533	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	608	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	598	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Detailed Input Data And Results

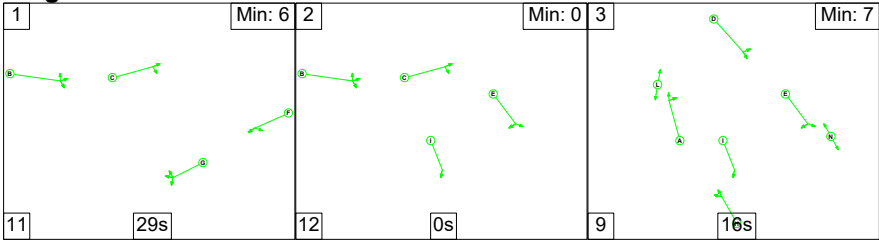
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	45.6	59.4	0.0	105.0	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	45.6	59.4	0.0	105.0	-	-	-	-	A52/ Bardills Island
1/2+1/1	951	941	-	-	-	6.2	18.0	-	24.2	91.7	19.4	18.0	37.4	1/2+1/1
1/3	806	805	-	-	-	5.6	14.5	-	20.1	89.7	19.1	14.5	33.6	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	2/1
3/2+3/1	575	575	-	-	-	3.3	0.4	-	3.7	23.3	5.1	0.4	5.5	3/2+3/1
3/3+3/4	593	593	-	-	-	3.5	0.6	-	4.1	24.8	6.1	0.6	6.7	3/3+3/4
4/1	976	976	-	-	-	4.7	5.7	-	10.4	38.4	21.1	5.7	26.8	4/1
4/2+4/3	1414	1414	-	-	-	5.5	8.8	-	14.3	36.5	19.3	8.8	28.1	4/2+4/3
5/2+5/1	632	632	-	-	-	5.4	9.6	-	15.0	85.3	10.2	9.6	19.8	5/2+5/1
6/1	564	564	-	-	-	1.5	0.0	-	1.5	9.5	9.7	0.0	9.7	6/1
6/2	792	792	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	6/2
6/3	917	917	-	-	-	0.8	0.0	-	0.8	3.2	3.4	0.0	3.4	6/3
7/1	327	327	-	-	-	2.5	0.0	-	2.5	27.5	7.7	0.0	7.7	7/1
7/2	312	312	-	-	-	2.5	0.0	-	2.5	28.5	7.4	0.0	7.4	7/2
8/1	285	285	-	-	-	0.1	0.0	-	0.1	1.5	0.3	0.0	0.3	8/1
8/2	249	249	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/2
9/1	945	945	-	-	-	0.8	0.0	-	0.8	3.2	4.0	0.0	4.0	9/1
9/2	942	942	-	-	-	0.8	0.0	-	0.8	3.2	4.0	0.0	4.0	9/2
10/1	991	991	-	-	-	0.1	0.9	-	1.0	3.6	0.7	0.9	1.6	10/1
10/2	994	994	-	-	-	0.1	0.9	-	1.0	3.7	1.1	0.9	2.0	10/2
11/1	337	337	-	-	-	0.7	0.0	-	0.7	7.9	6.6	0.0	6.6	11/1

Detailed Input Data And Results

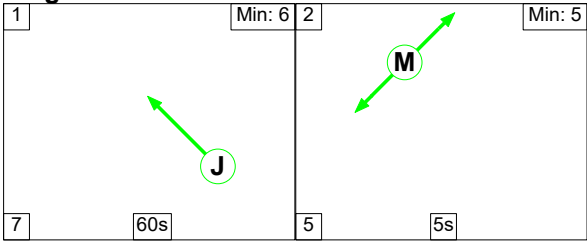
11/2	332	332	-	-	-	0.2	0.0	-	0.2	1.7	0.2	0.0	0.2	11/2
12/1	1080	1080	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	12/1
12/2	1128	1128	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	12/2
13/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	597	597	-	-	-	0.0	0.0	-	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 (%):-12.3Total Delay for Signalled Lanes (pcuHr):102.68Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)23.1Total Delay for Signalled Lanes (pcuHr):0.33Cycle Time (s):85 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)39.6Total Delay for Signalled Lanes (pcuHr):2.00Cycle Time (s):85 PRC Over All Lanes (%):-12.3Total Delay Over All Lanes(pcuHr):105.02														

Stage Sequence Diagram

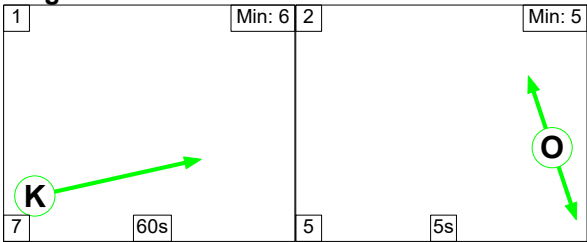
Stage Stream: 1



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

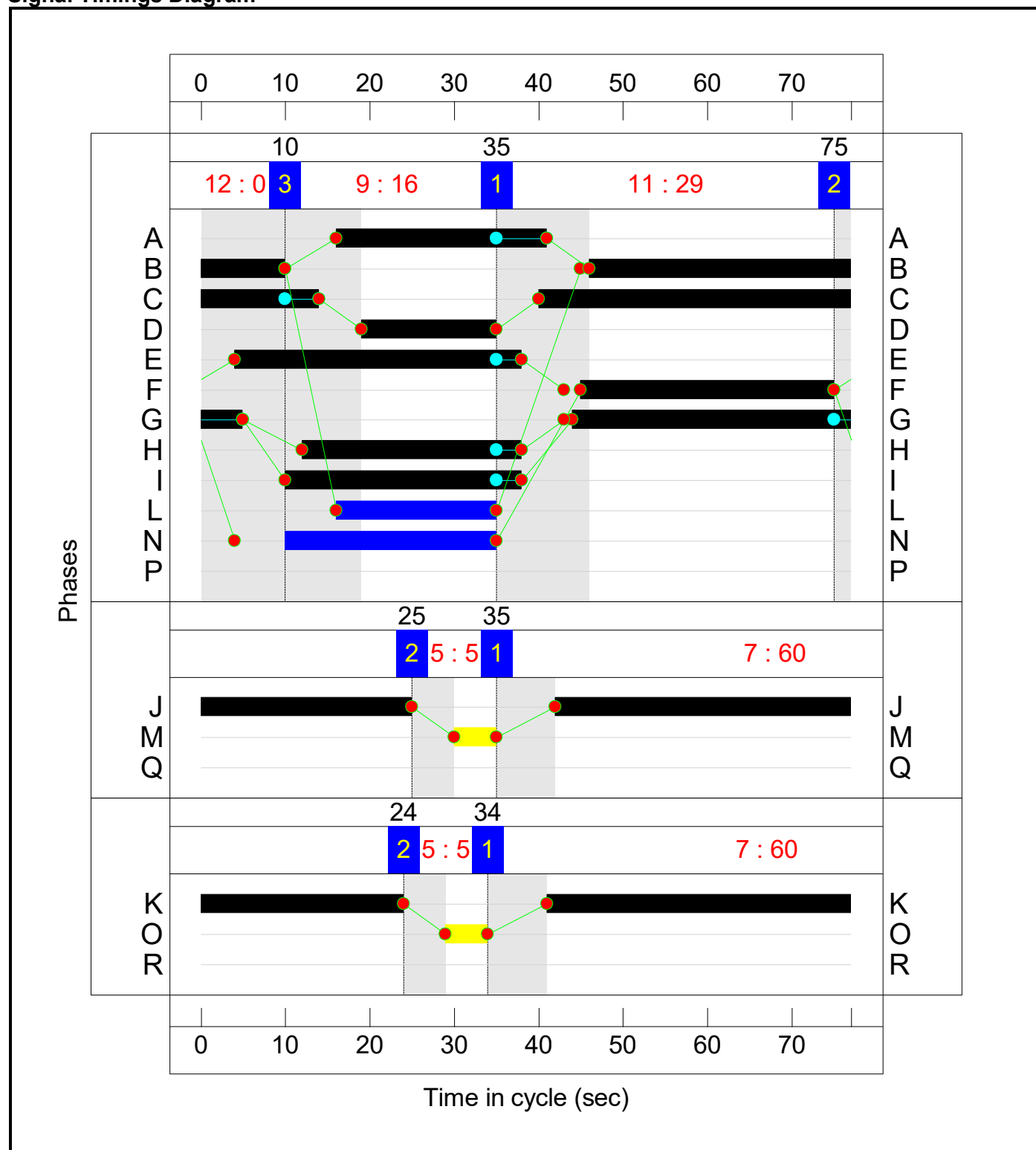
Stage Stream: 3

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			

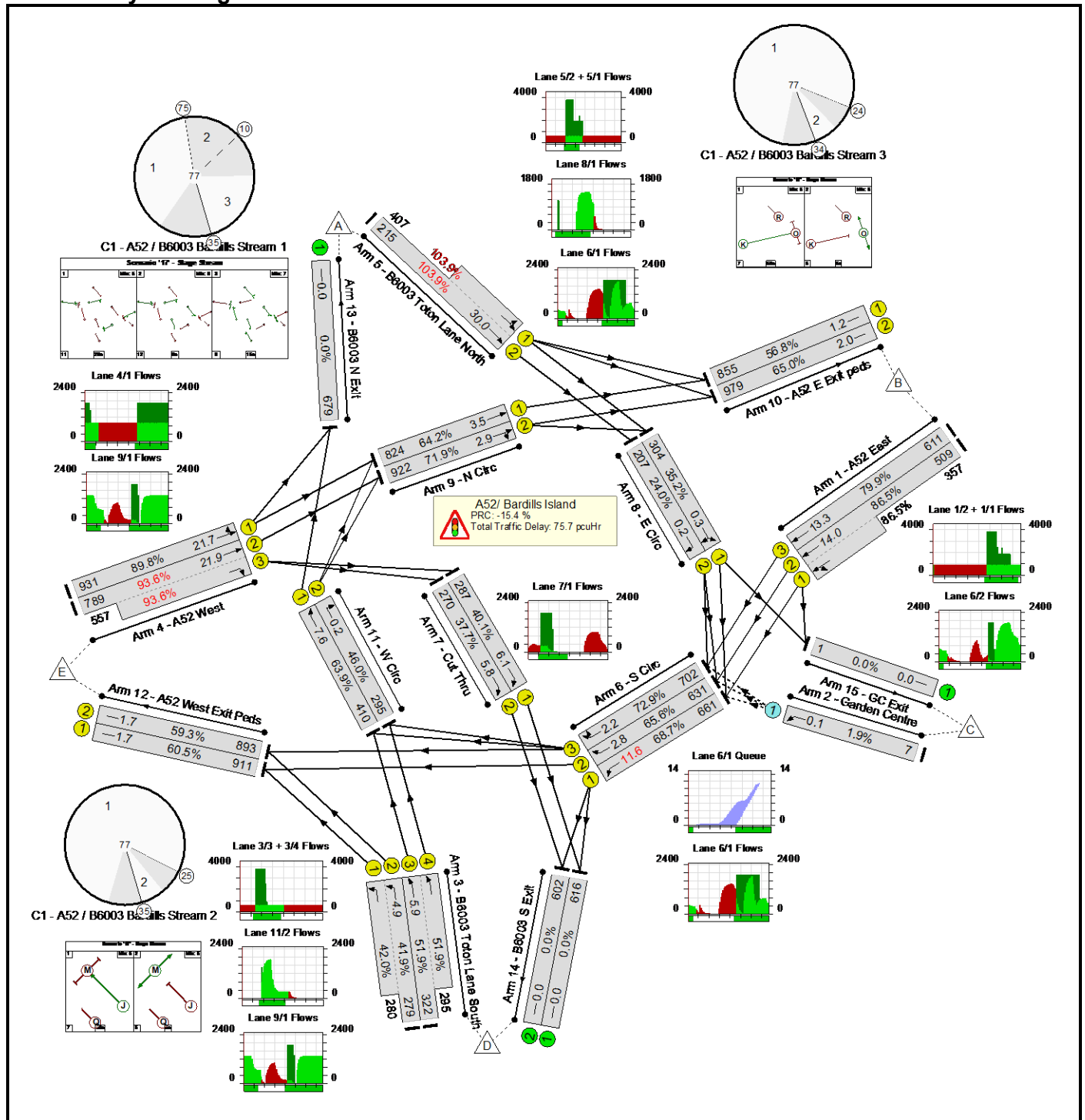
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	103.9%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	103.9%
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	207+392	103.9 : 103.9%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	673	1900	962	68.7%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	636	1900	962	65.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	705	1900	962	72.9%
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

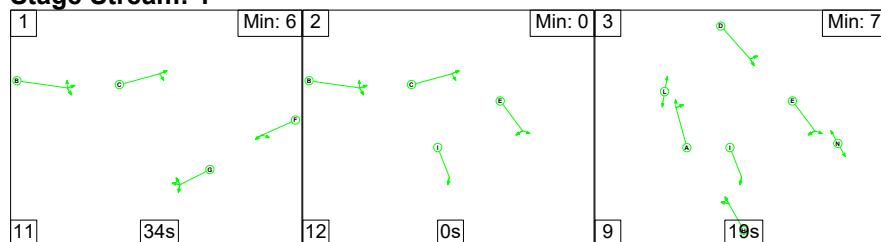
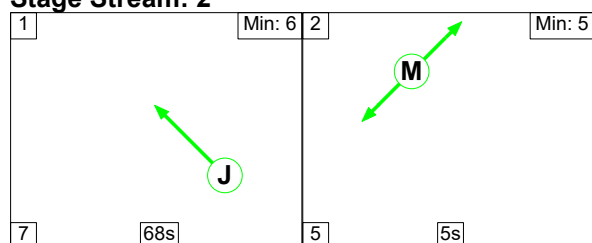
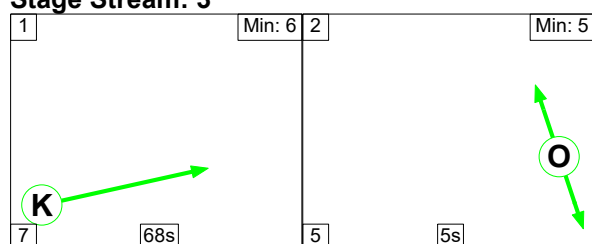
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	316	1900	864	35.2%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.0%
9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	824	1900	1283	64.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	922	1900	1283	71.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	856	1900	1505	56.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	981	1900	1505	65.0%
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	60.5%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	896	1900	1505	59.3%
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	38.2	37.5	0.0	75.7	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	38.2	37.5	0.0	75.7	-	-	-	-	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	599	-	-	-	5.8	19.5	-	25.3	146.4	10.4	19.5	30.0	5/2+5/1
6/1	661	661	-	-	-	1.5	0.0	-	1.5	8.2	11.6	0.0	11.6	6/1
6/2	631	631	-	-	-	0.5	0.0	-	0.5	3.1	2.8	0.0	2.8	6/2
6/3	702	702	-	-	-	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	304	304	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	8/1
8/2	207	207	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	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	855	855	-	-	-	0.1	0.7	-	0.7	3.1	0.6	0.7	1.2	10/1
10/2	979	979	-	-	-	0.1	0.9	-	1.1	3.9	1.1	0.9	2.0	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	911	911	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	12/1
12/2	893	893	-	-	-	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	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	602	602	-	-	-	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 (%):-15.4Total Delay for Signalled Lanes (pcuHr):73.47Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%)48.7Total Delay for Signalled Lanes (pcuHr):0.44Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%)38.4Total Delay for Signalled Lanes (pcuHr):1.79Cycle Time (s):77 PRC Over All Lanes (%):-15.4Total Delay Over All Lanes(pcuHr):75.73														

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

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

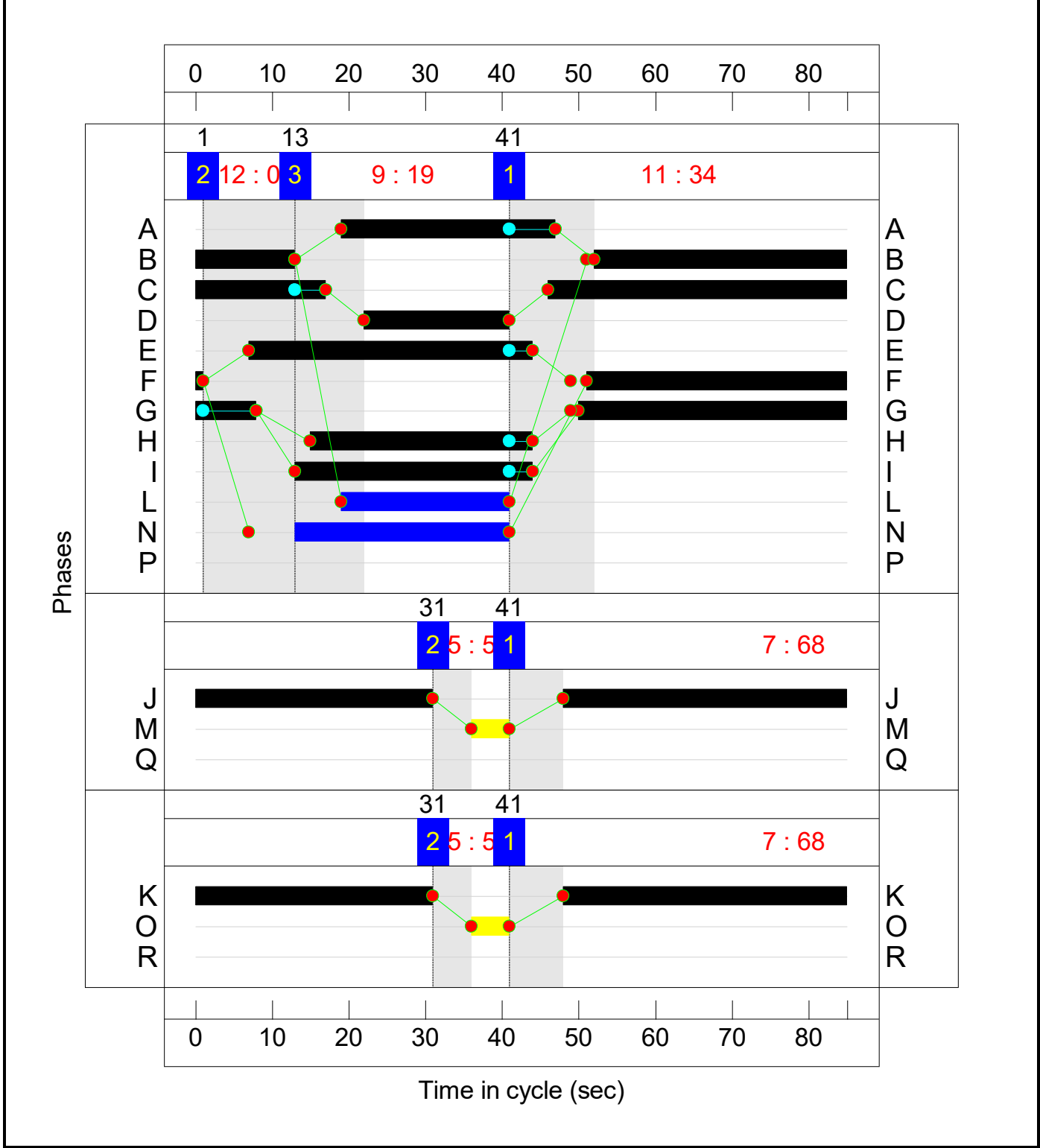
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

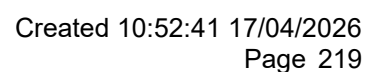
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
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	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
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	19	47
11/2	W Circ Right	U	A	19	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	-	-		-	-	-	-	-	-	-	109.6%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	109.6%
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1031	1900:1900	654+286	109.6 : 109.6%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	879	1900	805	109.2%
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	29	-	-	618	1900:1900	671+671	46.1 : 46.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	634	1900:1900	485+602	58.3 : 58.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1073	1900	1051	102.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1527	1900:1900	808+673	103.1 : 103.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	688	1900:1900	254+391	106.6 : 106.6%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	615	1900	984	57.9%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	865	1900	984	80.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1004	1900	984	93.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	355	1900	715	48.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	339	1900	715	46.0%

Detailed Input Data And Results

8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	311	1900	849	34.4%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	29.9%
9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	1039	1900	1274	80.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	1007	1900	1274	77.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1073	1900	1542	68.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1079	1900	1542	68.0%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	365	1900	648	55.2%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	352	1900	648	54.3%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1174	1900	1542	71.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1230	1900	1542	74.9%
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

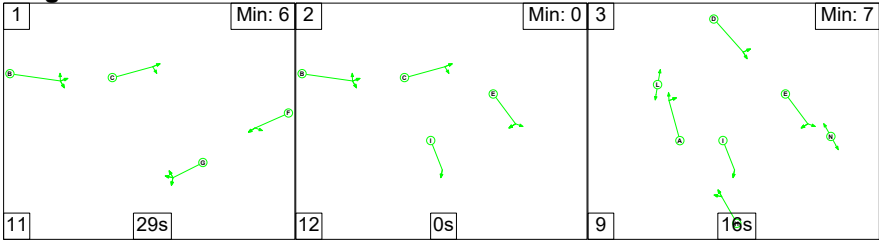
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	-	-	1	2	0	62.7	180.6	0.0	243.2	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	1	2	0	62.7	180.6	0.0	243.2	-	-	-	-	A52/ Bardills Island
1/2+1/1	1031	940	-	-	-	10.5	50.4	-	60.9	212.8	24.6	50.4	75.0	1/2+1/1
1/3	879	805	-	-	-	9.8	42.3	-	52.1	213.5	23.3	42.3	65.6	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	2/1
3/2+3/1	618	618	-	-	-	3.6	0.4	-	4.1	23.7	5.6	0.4	6.0	3/2+3/1
3/3+3/4	634	634	-	-	-	3.8	0.7	-	4.5	25.4	6.5	0.7	7.2	3/3+3/4
4/1	1073	1051	-	-	-	6.8	22.9	-	29.7	99.6	25.9	22.9	48.8	4/1
4/2+4/3	1527	1481	-	-	-	8.6	34.2	-	42.8	101.0	32.1	34.2	66.3	4/2+4/3
5/2+5/1	688	646	-	-	-	7.5	27.5	-	35.0	183.0	13.7	27.5	41.1	5/2+5/1
6/1	569	569	-	-	-	1.6	0.0	-	1.6	9.8	9.9	0.0	9.9	6/1
6/2	793	793	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	6/2
6/3	922	922	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	6/3
7/1	344	344	-	-	-	2.6	0.0	-	2.6	26.8	8.1	0.0	8.1	7/1
7/2	329	329	-	-	-	2.5	0.0	-	2.5	27.8	7.8	0.0	7.8	7/2
8/1	292	292	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	8/1
8/2	254	254	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	8/2
9/1	1021	1021	-	-	-	0.9	0.0	-	0.9	3.3	4.4	0.0	4.4	9/1
9/2	982	982	-	-	-	0.9	0.0	-	0.9	3.2	4.3	0.0	4.3	9/2
10/1	1053	1053	-	-	-	0.1	1.1	-	1.1	3.9	0.5	1.1	1.6	10/1
10/2	1049	1049	-	-	-	0.2	1.1	-	1.2	4.2	4.8	1.1	5.9	10/2
11/1	358	358	-	-	-	0.8	0.0	-	0.8	7.7	7.1	0.0	7.1	11/1

Detailed Input Data And Results

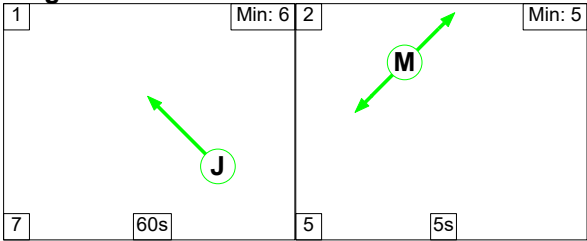
11/2	352	352	-	-	-	0.2	0.0	-	0.2	1.6	0.3	0.0	0.3	11/2
12/1	1102	1102	-	-	-	0.2	0.0	-	0.2	0.6	1.7	0.0	1.7	12/1
12/2	1155	1155	-	-	-	0.2	0.0	-	0.2	0.6	1.7	0.0	1.7	12/2
13/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	615	615	-	-	-	0.0	0.0	-	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 Bardills Stream: 1 PRC for Signalled Lanes (%): -21.8 Total Delay for Signalled Lanes (pcuHr): 240.46 Cycle Time (s): 85 C1 - A52 / B6003 Bardills Stream: 2 PRC for Signalled Lanes (%): 20.2 Total Delay for Signalled Lanes (pcuHr): 0.38 Cycle Time (s): 85 C1 - A52 / B6003 Bardills Stream: 3 PRC for Signalled Lanes (%): 31.8 Total Delay for Signalled Lanes (pcuHr): 2.35 Cycle Time (s): 85 PRC Over All Lanes (%): -21.8 Total Delay Over All Lanes(pcuHr): 243.20														

Stage Sequence Diagram

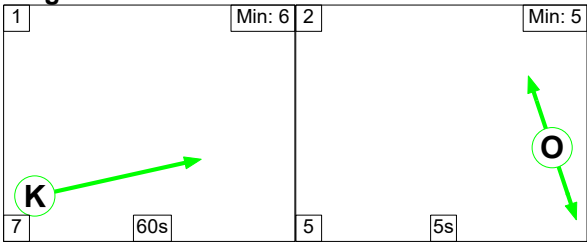
Stage Stream: 1



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

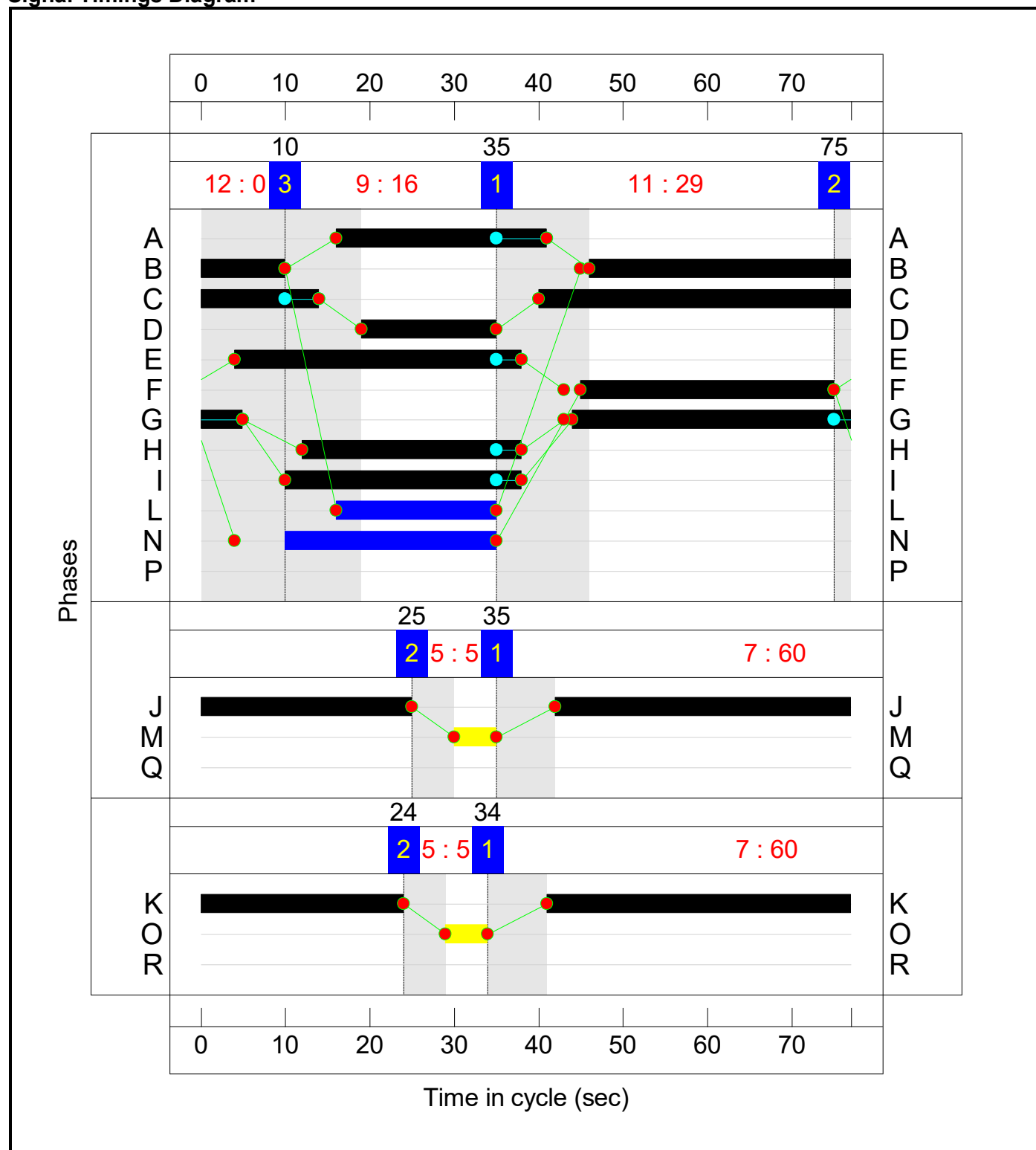
Stage Stream: 3

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			

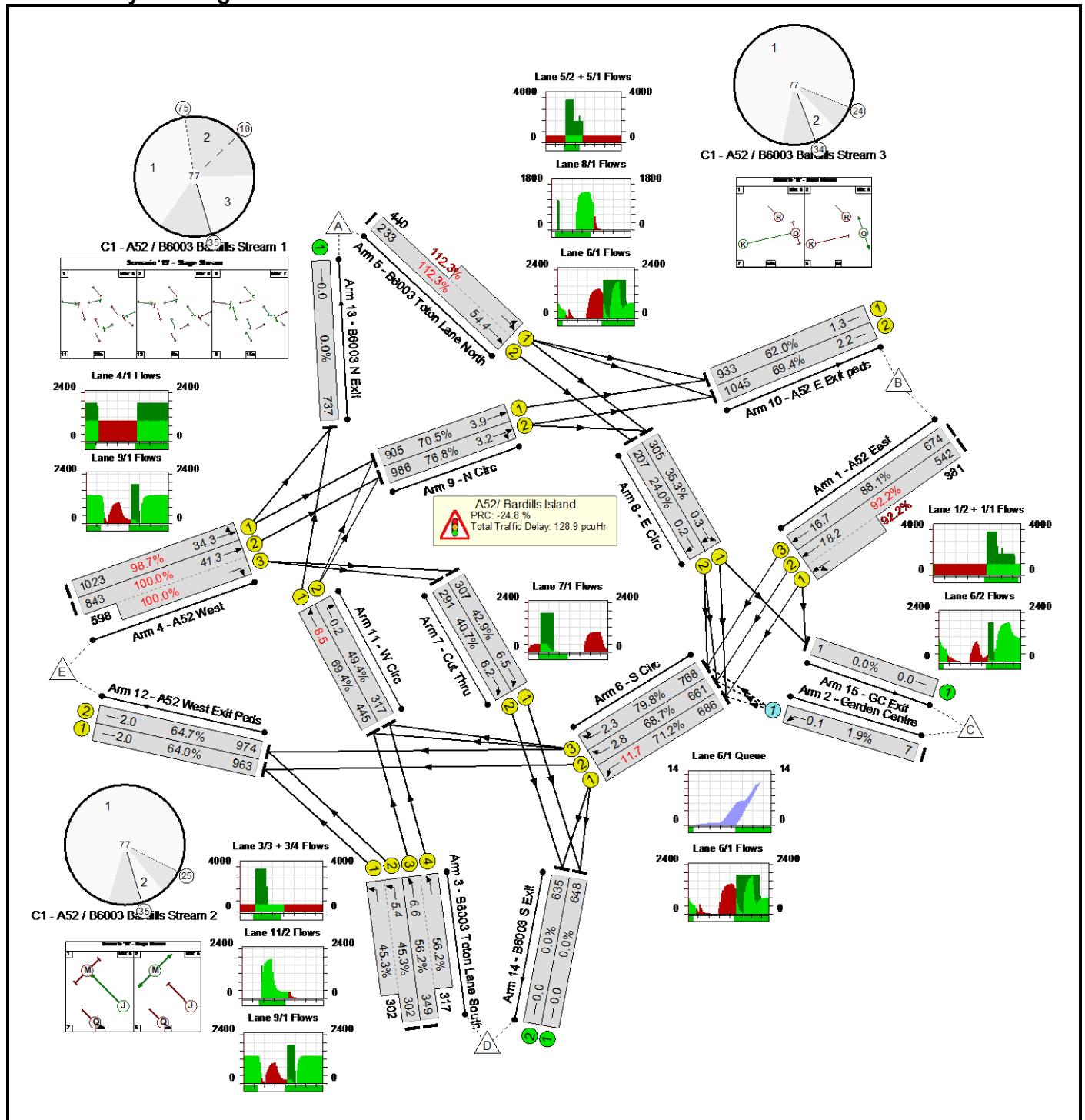
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	112.3%
A52/ Bardills Island	-	-	N/A	-	-		-	-	-	-	-	-	-	112.3%
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	207+392	112.3 : 112.3%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	723	1900	962	71.2%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	676	1900	962	68.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	779	1900	962	79.8%
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	35.3%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	24.0%
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	62.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1052	1900	1505	69.4%
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	64.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	985	1900	1505	64.7%
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	44.3	84.7	0.0	128.9	-	-	-	-	Network: A52 / Bardills Island
A52/ Bardills Island	-	-	2	5	0	44.3	84.7	0.0	128.9	-	-	-	-	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	599	-	-	-	7.9	41.0	-	48.9	261.6	13.4	41.0	54.4	5/2+5/1
6/1	686	686	-	-	-	1.5	0.0	-	1.5	8.0	11.7	0.0	11.7	6/1
6/2	661	661	-	-	-	0.5	0.0	-	0.5	3.0	2.8	0.0	2.8	6/2
6/3	768	768	-	-	-	0.5	0.0	-	0.5	2.3	2.3	0.0	2.3	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	305	305	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	8/1
8/2	207	207	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	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	933	933	-	-	-	0.1	0.8	-	0.9	3.4	0.5	0.8	1.3	10/1
10/2	1045	1045	-	-	-	0.1	1.1	-	1.3	4.4	1.1	1.1	2.2	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	963	963	-	-	-	0.3	0.0	-	0.3	1.0	2.0	0.0	2.0	12/1
12/2	974	974	-	-	-	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	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	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 (%):-24.8Total Delay for Signalled Lanes (pcuHr):126.20Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 2 PRC for Signalled Lanes (%):39.1Total Delay for Signalled Lanes (pcuHr):0.55Cycle Time (s):77 C1 - A52 / B6003 BardillsStream: 3 PRC for Signalled Lanes (%):29.7Total Delay for Signalled Lanes (pcuHr):2.15Cycle Time (s):77 PRC Over All Lanes (%):-24.8Total Delay Over All Lanes(pcuHr):128.93														

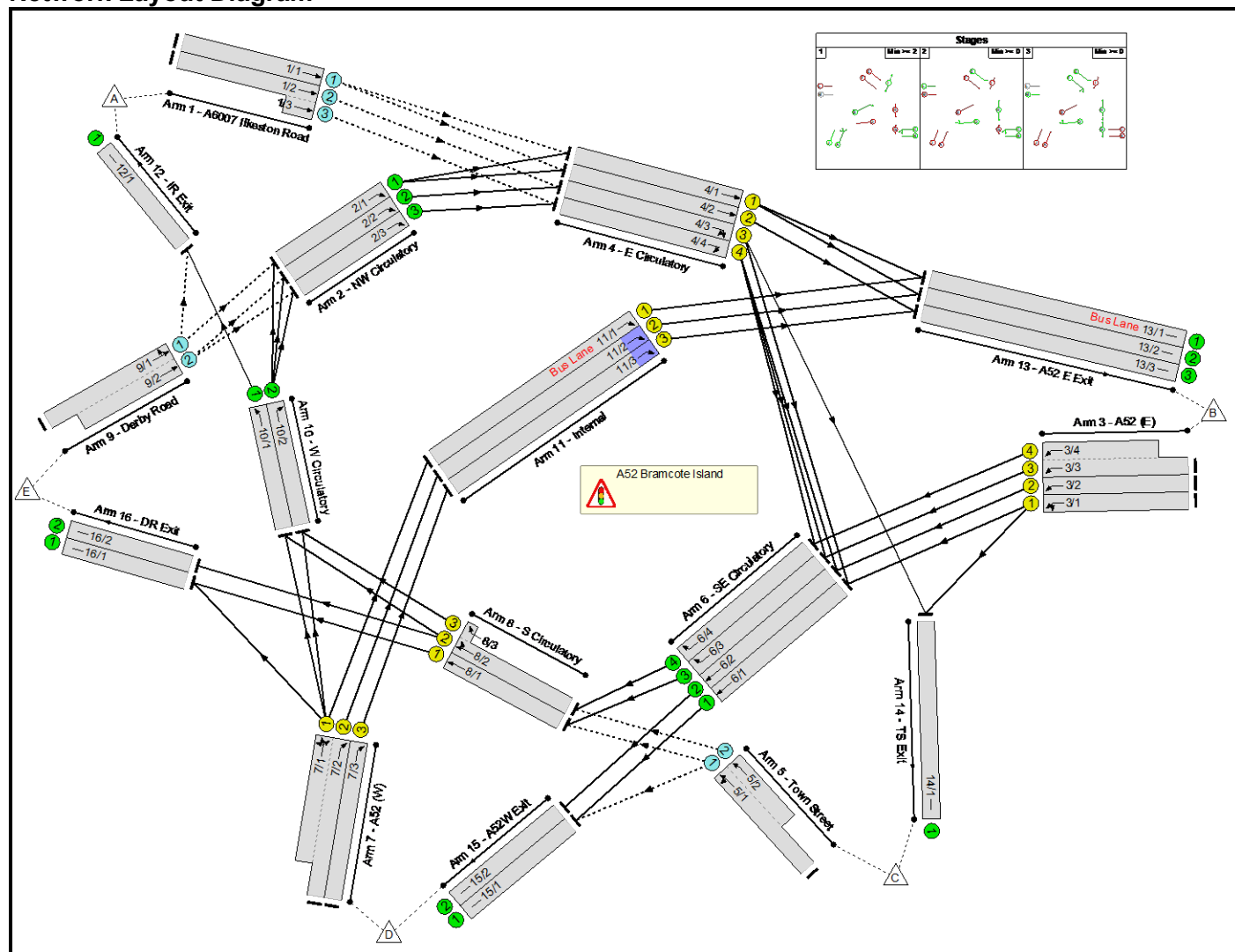
Detailed Input Data And Results

Detailed Input Data And Results

User and Project Details

Project:	
Title:	A52 Bramcote Island
Location:	
Additional detail:	
File name:	A52 Bramcote Island.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



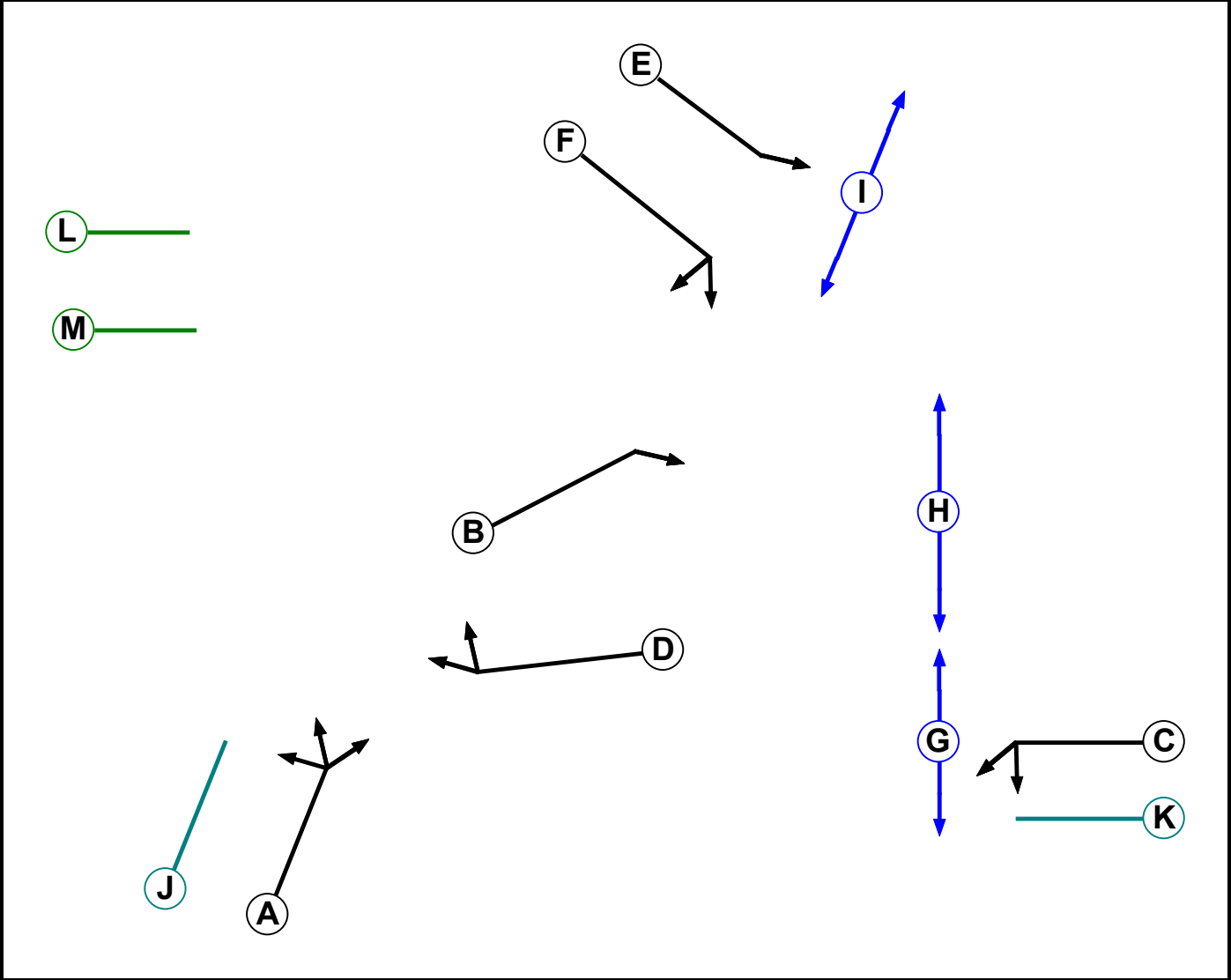
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Base	Network Control Plan 1	08:00 - 09:00	70	3.5	37.68
2	2	2025 PM Base	Network Control Plan 1	17:00 - 18:00	70	7.1	33.19
3	3	2028 AM Base	Network Control Plan 1	08:00 - 09:00	75	0.3	42.59
4	4	2028 PM Base	Network Control Plan 1	17:00 - 18:00	75	8.7	37.17
5	5	2041 AM Base	Network Control Plan 1	08:00 - 09:00	75	-39.3	98.69
6	6	2041 PM Base	Network Control Plan 1	17:00 - 18:00	75	-9.8	51.10
7	7	2028 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	75	0.1	44.78
8	8	2028 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	75	7.9	38.26
9	9	2041 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	75	-40.0	103.11
10	10	2041 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	75	-13.3	55.22
11	11	2028 AM Base SENS	Network Control Plan 1	08:00 - 09:00	75	0.7	44.06
12	12	2028 PM Base SENS	Network Control Plan 1	17:00 - 18:00	75	8.4	38.50
13	13	2041 AM Base SENS	Network Control Plan 1	08:00 - 09:00	75	-40.6	104.27
14	14	2041 PM Base SENS	Network Control Plan 1	17:00 - 18:00	75	-12.2	53.29
15	15	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	75	0.1	46.70
16	16	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	75	6.4	39.55
17	17	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	75	-42.2	112.65
18	18	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	75	-15.6	59.51

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 Bramcote Island	Sms	J20821	Stage Stream 1	13	3	A52 Bramcote Island	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		13	13
B	Traffic		4	4
C	Traffic		2	2
D	Traffic		6	6
E	Traffic		2	2
F	Traffic		2	2
G	Pedestrian		2	2
H	Pedestrian		2	2
I	Pedestrian		5	5
J	Dummy		13	13
K	Dummy		2	2
L	Dummy R/A		2	2
M	Dummy R/A		2	2

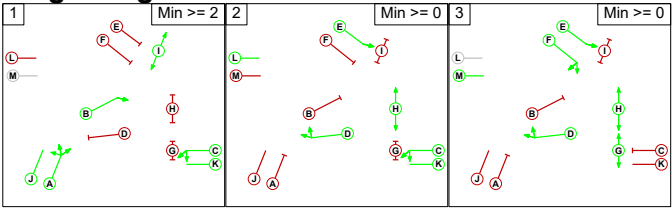
Phase Intergreens Matrix

	Starting Phase												
	A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A	-	-	9	-	-	-	-	-	-	-	-	-
	B	-	-	-	6	6	-	6	-	-	-	-	-
	C	-	-	-	-	7	7	-	-	-	-	-	-
	D	5	-	-	-	-	-	-	-	5	-	-	-
	E	-	6	-	-	-	-	-	5	-	-	-	-
	F	-	6	8	-	-	-	-	-	-	8	-	-
	G	-	-	13	-	-	-	-	-	-	13	-	-
	H	-	11	-	-	-	-	-	-	-	-	-	-
	I	-	-	-	-	8	-	-	-	-	-	-	-
	J	-	-	-	5	-	-	-	-	-	-	-	-
	K	-	-	-	-	-	7	7	-	-	-	-	-
	L	-	-	-	-	-	-	-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	-	-	-	-

Phases in Stage

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

Stage Diagram



Phase Delays

Term.	Stage	Start Stage	Phase	Type	Value	Cont value
1		2	B	Losing	7	7
1		2	I	Losing	5	5
1		2	L	Gaining relative	13	13
2		3	M	Gaining relative	7	7
3		1	E	Losing	8	8
3		1	F	Losing	8	8
3		1	G	Losing	3	3
3		1	H	Losing	3	3

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		15	9
	2	11		9
	3	16	13	

Lane Input Data

Junction: A52 Bramcote 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 (A6007 Ilkeston Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
1/2 (A6007 Ilkeston Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
1/3 (A6007 Ilkeston Road)	O		2	3	2.6	Inf	-	-	-	-	-	-
2/1 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
2/2 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
2/3 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
3/1 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/2 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/3 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/4 (A52 (E))	U	C	2	3	20.9	User	1900	-	-	-	-	-
4/1 (E Circulatory)	U	E	2	3	10.6	User	1900	-	-	-	-	-
4/2 (E Circulatory)	U	E	2	3	10.6	User	1900	-	-	-	-	-
4/3 (E Circulatory)	U	F	2	3	10.6	User	1900	-	-	-	-	-
4/4 (E Circulatory)	U	F	2	3	10.6	User	1900	-	-	-	-	-
5/1 (Town Street)	O		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Town Street)	O		2	3	7.0	Inf	-	-	-	-	-	-
6/1 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/2 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/3 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/4 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

7/1 (A52 (W))	U	A	2	3	20.9	User	1900	-	-	-	-	-
7/2 (A52 (W))	U	A	2	3	60.0	User	1900	-	-	-	-	-
7/3 (A52 (W))	U	A	2	3	60.0	User	1900	-	-	-	-	-
8/1 (S Circulatory)	U	D	2	3	4.3	User	1900	-	-	-	-	-
8/2 (S Circulatory)	U	D	2	3	4.3	User	1900	-	-	-	-	-
8/3 (S Circulatory)	U	D	2	3	1.0	User	1900	-	-	-	-	-
9/1 (Derby Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Derby Road)	O		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (W Circulatory)	U		2	3	9.2	Inf	-	-	-	-	-	-
10/2 (W Circulatory)	U		2	3	9.2	Inf	-	-	-	-	-	-
11/1 (Internal)	U	B	0	3	12.7	User	1900	-	-	-	-	-
11/2 (Internal)	U	B	0	3	12.2	User	1900	-	-	-	-	-
11/3 (Internal)	U	B	0	3	11.7	User	1900	-	-	-	-	-
12/1 (IR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/3 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (TS Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/1 (A52W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2 (A52W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/1 (DR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/2 (DR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52 Bramcote 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)
1/1 (A6007 Ilkeston Road)	4/1 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
	4/2 (Ahead)	639	0	2/1	0.49	All					
1/2 (A6007 Ilkeston Road)	4/3 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
				2/2	0.49	All					
1/3 (A6007 Ilkeston Road)	4/4 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
				2/2	0.49	All					
				2/3	0.49	All					
5/1 (Town Street)	8/1 (Ahead)	716	0	6/1	0.41	All	-	-	-	-	-
				6/2	0.41	All					
				6/3	0.41	All					
	15/1 (Left)	716	0	6/1	0.41	All	-	-	-	-	-
5/2 (Town Street)	8/2 (Ahead)	716	0	6/1	0.41	All					
				6/2	0.41	All					
				6/3	0.41	All					
				6/4	0.41	All					
9/1 (Derby Road)	2/1 (Ahead)	1034	0	10/1	0.52	All	-	-	-	-	-
				10/2	0.52	All					
	12/1 (Left)	1034	0	10/1	0.52	All					
9/2 (Derby Road)	2/2 (Ahead)	1034	0	10/1	0.52	All	-	-	-	-	-
				10/2	0.52	All					
	2/3 (Ahead)	1034	0	10/1	0.52	All					
				10/2	0.52	All					

Detailed Input Data And Results

Lane Connector Input Data

Junction: A52 Bramcote Island				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	4/1	Internal	6	35
1/1	4/2	Internal	6	35
1/2	4/3	Internal	6	35
1/3	4/4	Internal	6	35
2/1	4/1	Internal	6	35
2/1	4/2	Internal	6	35
2/2	4/3	Internal	6	35
2/3	4/4	Internal	6	35
3/1	6/1	Internal	4	35
3/1	14/1	Internal	30	35
3/2	6/2	Internal	4	35
3/3	6/3	Internal	4	35
3/4	6/4	Internal	4	35
4/1	13/1	Internal	30	35
4/1	13/2	Internal	30	35
4/2	13/3	Internal	30	35
4/3	6/1	Internal	5	35
4/3	14/1	Internal	30	35
4/4	6/2	Internal	5	35
4/4	6/3	Internal	5	35
4/4	6/4	Internal	5	35
5/1	8/1	Internal	3	35
5/1	15/1	Internal	30	35
5/2	8/2	Internal	3	35
6/1	15/1	Internal	30	35
6/2	15/2	Internal	30	35
6/3	8/1	Internal	2	35
6/4	8/2	Internal	2	35
7/1	10/1	Internal	5	35
7/1	10/2	Internal	5	35
7/1	11/1	Internal	7	35
7/1	16/1	Internal	30	35
7/2	11/2	Internal	6	35
7/3	11/3	Internal	6	35
8/1	16/1	Internal	30	35
8/2	10/1	Internal	6	35
8/2	16/2	Internal	30	35

Detailed Input Data And Results

8/3	10/2	Internal	6	35
9/1	2/1	Internal	3	35
9/1	12/1	Internal	30	35
9/2	2/2	Internal	3	35
9/2	2/3	Internal	3	35
10/1	12/1	Internal	30	35
10/2	2/1	Internal	3	35
10/2	2/2	Internal	3	35
10/2	2/3	Internal	3	35
11/1	13/1	Internal	30	35
11/2	13/2	Internal	30	35
11/3	13/3	Internal	30	35

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

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7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

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

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

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

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

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

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

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

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 13: '13' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 14: '14' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 16: '16' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 17: '17' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 18: '18' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A52 Bramcote 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 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Detailed Input Data And Results

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	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	247	92	191	2	532
	B	199	41	10	1081	203	1534
	C	136	36	0	194	60	426
	D	248	1383	121	0	29	1781
	E	26	432	203	156	0	817
	Tot.	609	2139	426	1622	294	5090

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

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	250	168	271	13	702
	B	251	58	11	888	287	1495
	C	141	42	0	130	81	394
	D	343	1175	169	0	59	1746
	E	33	223	93	72	0	421
	Tot.	768	1748	441	1361	440	4758

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

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	254	95	197	2	548
	B	205	42	10	1114	209	1580
	C	140	37	0	200	62	439
	D	255	1425	125	0	30	1835
	E	27	445	209	161	0	842
	Tot.	627	2203	439	1672	303	5244

Detailed Input Data And Results

FG4: '2028 PM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	257	173	279	13	722
	B	258	60	11	914	295	1538
	C	145	43	0	134	83	405
	D	353	1210	174	0	61	1798
	E	34	230	96	74	0	434
	Tot.	790	1800	454	1401	452	4897

FG5: '2041 AM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	277	103	214	2	596
	B	223	46	11	1213	228	1721
	C	153	40	0	218	67	478
	D	278	1551	136	0	33	1998
	E	29	485	228	175	0	917
	Tot.	683	2399	478	1820	330	5710

FG6: '2041 PM Base'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	279	188	303	15	785
	B	280	65	12	992	321	1670
	C	158	47	0	145	90	440
	D	383	1313	189	0	66	1951
	E	37	249	104	80	0	470
	Tot.	858	1953	493	1520	492	5316

FG7: '2028 AM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	254	95	198	2	549
	B	205	42	10	1126	209	1592
	C	140	37	0	200	62	439
	D	261	1485	127	0	30	1903
	E	27	445	209	161	0	842
	Tot.	633	2263	441	1685	303	5325

Detailed Input Data And Results

FG8: '2028 PM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	257	173	283	13	726
	B	258	60	11	960	295	1584
	C	145	43	0	135	83	406
	D	355	1228	175	0	61	1819
	E	34	230	96	74	0	434
	Tot.	792	1818	455	1452	452	4969

FG9: '2041 AM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	277	103	215	2	597
	B	223	46	11	1225	228	1733
	C	153	40	0	218	67	478
	D	284	1611	138	0	33	2066
	E	29	485	228	175	0	917
	Tot.	689	2459	480	1833	330	5791

FG10: '2041 PM Base + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	279	188	307	15	789
	B	280	65	12	1038	321	1716
	C	158	47	0	147	90	442
	D	385	1331	189	0	66	1971
	E	37	249	104	80	0	470
	Tot.	860	1971	493	1572	492	5388

FG11: '2028 AM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	254	95	198	2	549
	B	205	42	10	1122	209	1588
	C	140	37	0	200	62	439
	D	259	1465	126	0	30	1880
	E	27	445	209	161	0	842
	Tot.	631	2243	440	1681	303	5298

Detailed Input Data And Results

FG12: '2028 PM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	257	173	282	13	725
	B	258	60	11	945	295	1569
	C	145	43	0	135	83	406
	D	354	1222	174	0	61	1811
	E	34	230	96	74	0	434
	Tot.	791	1812	454	1436	452	4945

FG13: '2041 AM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	277	103	215	2	597
	B	223	46	11	1221	228	1729
	C	153	40	0	218	67	478
	D	282	1591	137	0	33	2043
	E	29	485	228	175	0	917
	Tot.	687	2439	479	1829	330	5764

FG14: '2041 PM Base SENS'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	279	188	306	15	788
	B	280	65	12	1023	321	1701
	C	158	47	0	146	90	441
	D	384	1325	189	0	66	1964
	E	37	249	104	80	0	470
	Tot.	859	1965	493	1555	492	5364

FG15: '2028 AM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	254	96	199	2	551
	B	205	42	10	1134	209	1600
	C	140	37	0	201	62	440
	D	265	1525	128	0	30	1948
	E	27	445	209	161	0	842
	Tot.	637	2303	443	1695	303	5381

Detailed Input Data And Results

FG16: '2028 PM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	257	173	286	13	729
	B	258	60	11	990	295	1614
	C	145	43	0	137	83	408
	D	356	1240	175	0	61	1832
	E	34	230	96	74	0	434
	Tot.	793	1830	455	1487	452	5017

FG17: '2041 AM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	277	103	216	2	598
	B	223	46	11	1233	228	1741
	C	153	40	0	218	67	478
	D	287	1651	139	0	33	2110
	E	29	485	228	175	0	917
	Tot.	692	2499	481	1842	330	5844

FG18: '2041 PM Base SENS + Dev'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	279	188	310	15	792
	B	280	65	12	1068	321	1746
	C	158	47	0	148	90	443
	D	386	1343	190	0	66	1985
	E	37	249	104	80	0	470
	Tot.	861	1983	494	1606	492	5436

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	247	92	191	2	532
	B	199	41	10	1081	203	1534
	C	136	36	0	194	60	426
	D	248	1383	121	0	29	1781
	E	26	432	203	156	0	817
	Tot.	609	2139	426	1622	294	5090

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: '2' (FG2: '2025 PM Base', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	250	168	271	13	702
	B	251	58	11	888	287	1495
	C	141	42	0	130	81	394
	D	343	1175	169	0	59	1746
	E	33	223	93	72	0	421
	Tot.	768	1748	441	1361	440	4758

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: '3' (FG3: '2028 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	254	95	197	2	548
	B	205	42	10	1114	209	1580
	C	140	37	0	200	62	439
	D	255	1425	125	0	30	1835
	E	27	445	209	161	0	842
	Tot.	627	2203	439	1672	303	5244

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: '4' (FG4: '2028 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	257	173	279	13	722
	B	258	60	11	914	295	1538
	C	145	43	0	134	83	405
	D	353	1210	174	0	61	1798
	E	34	230	96	74	0	434
	Tot.	790	1800	454	1401	452	4897

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: '5' (FG5: '2041 AM Base', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	277	103	214	2	596
	B	223	46	11	1213	228	1721
	C	153	40	0	218	67	478
	D	278	1551	136	0	33	1998
	E	29	485	228	175	0	917
	Tot.	683	2399	478	1820	330	5710

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: '6' (FG6: '2041 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	279	188	303	15	785
	B	280	65	12	992	321	1670
	C	158	47	0	145	90	440
	D	383	1313	189	0	66	1951
	E	37	249	104	80	0	470
	Tot.	858	1953	493	1520	492	5316

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: '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	254	95	198	2	549
	B	205	42	10	1126	209	1592
	C	140	37	0	200	62	439
	D	261	1485	127	0	30	1903
	E	27	445	209	161	0	842
	Tot.	633	2263	441	1685	303	5325

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: '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	257	173	283	13	726
	B	258	60	11	960	295	1584
	C	145	43	0	135	83	406
	D	355	1228	175	0	61	1819
	E	34	230	96	74	0	434
	Tot.	792	1818	455	1452	452	4969

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 9: '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	277	103	215	2	597
	B	223	46	11	1225	228	1733
	C	153	40	0	218	67	478
	D	284	1611	138	0	33	2066
	E	29	485	228	175	0	917
	Tot.	689	2459	480	1833	330	5791

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 10: '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	279	188	307	15	789
	B	280	65	12	1038	321	1716
	C	158	47	0	147	90	442
	D	385	1331	189	0	66	1971
	E	37	249	104	80	0	470
	Tot.	860	1971	493	1572	492	5388

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 11: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	254	95	198	2	549
	B	205	42	10	1122	209	1588
	C	140	37	0	200	62	439
	D	259	1465	126	0	30	1880
	E	27	445	209	161	0	842
	Tot.	631	2243	440	1681	303	5298

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 12: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	257	173	282	13	725
	B	258	60	11	945	295	1569
	C	145	43	0	135	83	406
	D	354	1222	174	0	61	1811
	E	34	230	96	74	0	434
	Tot.	791	1812	454	1436	452	4945

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 13: '13' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	277	103	215	2	597
	B	223	46	11	1221	228	1729
	C	153	40	0	218	67	478
	D	282	1591	137	0	33	2043
	E	29	485	228	175	0	917
	Tot.	687	2439	479	1829	330	5764

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 14: '14' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	279	188	306	15	788
	B	280	65	12	1023	321	1701
	C	158	47	0	146	90	441
	D	384	1325	189	0	66	1964
	E	37	249	104	80	0	470
	Tot.	859	1965	493	1555	492	5364

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 15: '15' (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	254	96	199	2	551
	B	205	42	10	1134	209	1600
	C	140	37	0	201	62	440
	D	265	1525	128	0	30	1948
	E	27	445	209	161	0	842
	Tot.	637	2303	443	1695	303	5381

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 16: '16' (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	257	172	287	13	729
	B	258	60	11	990	295	1614
	C	145	43	0	137	83	408
	D	356	1240	175	0	61	1832
	E	34	230	96	74	0	434
	Tot.	793	1830	454	1488	452	5017

Traffic Flows, Difference**Difference :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	-1	1	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	-1	1	0	0

Scenario 17: '17' (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	277	103	216	2	598
	B	223	46	11	1233	228	1741
	C	153	40	0	218	67	478
	D	287	1651	139	0	33	2110
	E	29	485	228	175	0	917
	Tot.	692	2499	481	1842	330	5844

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 18: '18' (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	279	188	310	15	792
	B	280	65	12	1068	321	1746
	C	158	47	0	148	90	443
	D	386	1343	190	0	66	1985
	E	37	249	104	80	0	470
	Tot.	861	1983	494	1606	492	5436

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: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: A52 Bramcote Island						
1/1	247	250	254	257	277	279
1/2 (with short)	285(In) 148(Out)	452(In) 240(Out)	294(In) 166(Out)	465(In) 236(Out)	319(In) 159(Out)	506(In) 239(Out)
1/3 (short)	137	212	128	229	160	267
2/1	509	323	524	333	571	361
2/2	324	262	334	270	364	293
2/3	156	72	161	74	175	80
3/1	546	450	562	463	612	502
3/2	545	449	562	462	612	502
3/3 (with short)	443(In) 197(Out)	596(In) 259(Out)	456(In) 186(Out)	613(In) 258(Out)	497(In) 228(Out)	666(In) 311(Out)
3/4 (short)	246	337	270	355	269	355
4/1	374	278	384	287	426	309
4/2	382	295	394	303	422	331
4/3	472	502	500	506	523	532
4/4	293	284	289	303	335	347
5/1 (with short)	426(In) 254(Out)	394(In) 211(Out)	439(In) 262(Out)	405(In) 217(Out)	478(In) 285(Out)	440(In) 235(Out)
5/2 (short)	172	183	177	188	193	205
6/1	592	511	623	515	657	541
6/2	836	720	849	752	945	834
6/3	197	260	186	258	229	311
6/4	248	349	272	368	270	370
7/1 (short)	418	591	430	608	467	658
7/2 (with short)	1099(In) 681(Out)	1217(In) 626(Out)	1158(In) 728(Out)	1258(In) 650(Out)	1253(In) 786(Out)	1351(In) 693(Out)
7/3	682	529	677	540	745	600
8/1	257	341	248	341	296	401
8/2 (with short)	420(In) 343(Out)	532(In) 432(Out)	449(In) 370(Out)	556(In) 453(Out)	463(In) 377(Out)	575(In) 463(Out)
8/3 (short)	77	100	79	103	86	112
9/1 (with short)	817(In) 458(Out)	421(In) 256(Out)	842(In) 472(Out)	434(In) 264(Out)	917(In) 514(Out)	470(In) 286(Out)
9/2 (short)	359	165	370	170	403	184
10/1	583	735	600	756	654	821
10/2	198	269	204	277	222	301
11/1	20	20	20	20	20	20
11/2	681	626	728	650	786	693

Detailed Input Data And Results

11/3	682	529	677	540	745	600
12/1	609	768	627	790	683	858
13/1	27	29	28	29	32	30
13/2	1048	895	1104	928	1200	992
13/3	1064	824	1071	843	1167	931
14/1	426	441	439	454	478	493
15/1	786	641	823	649	875	686
15/2	836	720	849	752	945	834
16/1	286	400	278	402	329	467
16/2	8	40	25	50	1	25

Detailed Input Data And Results

Lane	Scenario 7: 7	Scenario 8: 8	Scenario 9: 9	Scenario 10: 10	Scenario 11: 11	Scenario 12: 12
Junction: A52 Bramcote Island						
1/1	254	257	277	279	254	257
1/2 (with short)	295(In) 165(Out)	469(In) 235(Out)	320(In) 160(Out)	510(In) 242(Out)	295(In) 163(Out)	468(In) 224(Out)
1/3 (short)	130	234	160	268	132	244
2/1	524	333	571	361	524	333
2/2	336	271	366	293	335	270
2/3	161	74	175	80	161	74
3/1	568	486	618	525	566	478
3/2	568	485	618	525	566	478
3/3 (with short)	456(In) 196(Out)	613(In) 274(Out)	497(In) 226(Out)	666(In) 314(Out)	456(In) 196(Out)	613(In) 273(Out)
3/4 (short)	260	339	271	352	260	340
4/1	387	286	425	309	387	285
4/2	391	304	423	331	391	305
4/3	501	506	526	535	498	494
4/4	291	308	335	348	293	318
5/1 (with short)	439(In) 262(Out)	406(In) 218(Out)	478(In) 285(Out)	442(In) 237(Out)	439(In) 262(Out)	406(In) 218(Out)
5/2 (short)	177	188	193	205	177	188
6/1	628	537	664	567	624	518
6/2	857	780	951	858	857	783
6/3	196	274	227	314	196	273
6/4	262	352	272	367	262	353
7/1 (short)	438	611	475	660	435	609
7/2 (with short)	1193(In) 755(Out)	1266(In) 655(Out)	1290(In) 815(Out)	1361(In) 701(Out)	1183(In) 748(Out)	1261(In) 652(Out)
7/3	710	553	776	610	697	550
8/1	258	357	294	404	258	356
8/2 (with short)	439(In) 360(Out)	540(In) 437(Out)	465(In) 379(Out)	572(In) 460(Out)	439(In) 360(Out)	541(In) 438(Out)
8/3 (short)	79	103	86	112	79	103
9/1 (with short)	842(In) 472(Out)	434(In) 264(Out)	917(In) 514(Out)	470(In) 286(Out)	842(In) 472(Out)	434(In) 264(Out)
9/2 (short)	370	170	403	184	370	170
10/1	606	758	660	823	604	757
10/2	206	278	224	301	205	277
11/1	20	20	20	20	20	20
11/2	755	655	815	701	748	652
11/3	710	553	776	610	697	550

Detailed Input Data And Results

12/1	633	792	689	860	631	791
13/1	28	29	32	30	28	29
13/2	1134	932	1228	1000	1127	928
13/3	1101	857	1199	941	1088	855
14/1	441	455	480	493	440	454
15/1	828	672	882	714	824	653
15/2	857	780	951	858	857	783
16/1	288	418	327	470	288	417
16/2	15	34	3	22	15	35

Detailed Input Data And Results

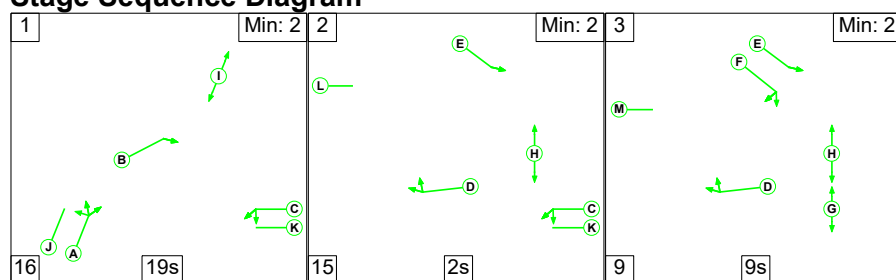
Lane	Scenario 13: 13	Scenario 14: 14	Scenario 15: 15	Scenario 16: 16	Scenario 17: 17	Scenario 18: 18
Junction: A52 Bramcote Island						
1/1	277	279	254	257	277	279
1/2 (with short)	320(In) 159(Out)	509(In) 242(Out)	297(In) 164(Out)	472(In) 228(Out)	321(In) 159(Out)	513(In) 243(Out)
1/3 (short)	161	267	133	244	162	270
2/1	571	361	524	333	571	361
2/2	365	293	337	271	367	294
2/3	175	80	161	74	175	80
3/1	616	518	572	501	622	540
3/2	616	517	572	500	622	540
3/3 (with short)	497(In) 226(Out)	666(In) 314(Out)	456(In) 196(Out)	613(In) 276(Out)	497(In) 226(Out)	666(In) 315(Out)
3/4 (short)	271	352	260	337	271	351
4/1	426	309	389	285	426	309
4/2	422	331	389	305	422	331
4/3	524	535	501	499	526	537
4/4	336	347	294	318	337	350
5/1 (with short)	478(In) 285(Out)	441(In) 236(Out)	440(In) 263(Out)	408(In) 220(Out)	478(In) 285(Out)	443(In) 238(Out)
5/2 (short)	193	205	177	188	193	205
6/1	661	560	630	546	667	583
6/2	950	849	864	805	957	875
6/3	227	314	196	278	226	315
6/4	272	367	262	348	273	366
7/1 (short)	472	659	443	612	479	662
7/2 (with short)	1279(In) 807(Out)	1357(In) 698(Out)	1216(In) 773(Out)	1276(In) 664(Out)	1311(In) 832(Out)	1370(In) 708(Out)
7/3	764	607	732	556	799	615
8/1	294	404	258	361	293	405
8/2 (with short)	465(In) 379(Out)	572(In) 460(Out)	439(In) 360(Out)	536(In) 433(Out)	466(In) 380(Out)	571(In) 459(Out)
8/3 (short)	86	112	79	103	86	112
9/1 (with short)	917(In) 514(Out)	470(In) 286(Out)	842(In) 472(Out)	434(In) 264(Out)	917(In) 514(Out)	470(In) 286(Out)
9/2 (short)	403	184	370	170	403	184
10/1	658	822	610	759	663	824
10/2	223	301	207	278	225	302
11/1	20	20	20	20	20	20
11/2	807	698	773	664	832	708
11/3	764	607	732	556	799	615

Detailed Input Data And Results

12/1	687	859	637	793	692	861
13/1	32	30	28	29	32	30
13/2	1221	997	1154	940	1246	1007
13/3	1186	938	1121	861	1221	946
14/1	479	493	443	454	481	494
15/1	879	706	831	683	885	731
15/2	950	849	864	805	957	875
16/1	327	470	288	422	326	471
16/2	3	22	15	30	4	21

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



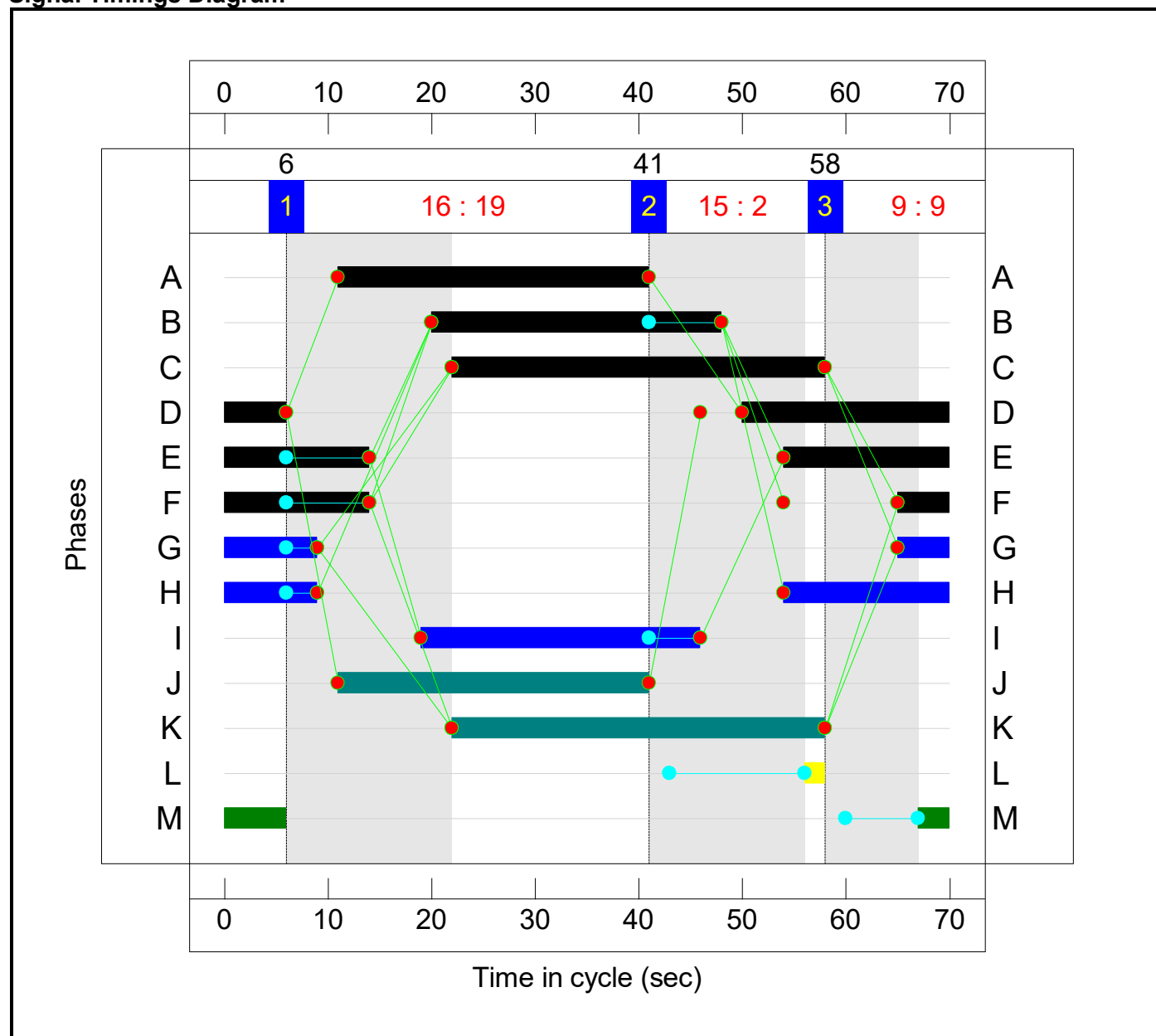
Stage Timings

Stage	1	2	3
Duration	19	2	9
Change Point	6	41	58

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	11	41
B	Internal Right	Traffic	28	20	48
C	A52 (E) Ahead Left	Traffic	36	22	58
D	S Circulatory Right Ahead	Traffic	26	50	6
E	E Circulatory Ahead	Traffic	30	54	14
F	E Circulatory Right Right2	Traffic	19	65	14
G	Pedestrians across	Pedestrian	14	65	9
H	Pedestrians across	Pedestrian	25	54	9
I	Pedestrians across	Pedestrian	27	19	46
J	Dummy	Dummy	30	11	41
K	Dummy	Dummy	36	22	58
L	Dummy with R/A	Dummy R/A	2	56	58
M	Dummy with R/A	Dummy R/A	9	67	6

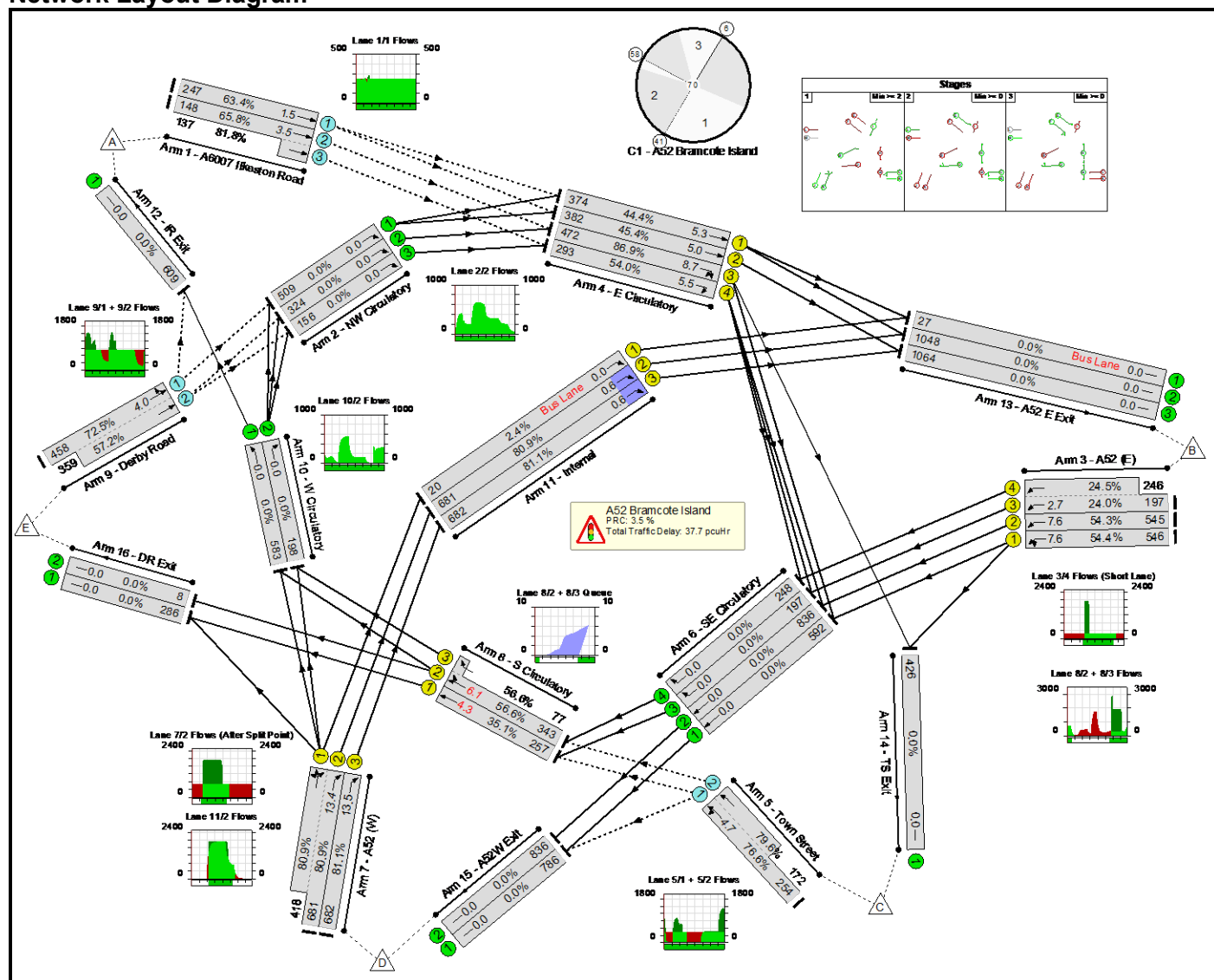
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	Description	Type	Phases	Start Green	End Green
3/1	A52 (E) Ahead Left	U	C	22	58
3/2	A52 (E) Ahead	U	C	22	58
3/3	A52 (E) Ahead	U	C	22	58
3/4	A52 (E) Ahead	U	C	22	58
4/1	E Circulatory Ahead	U	E	54	14
4/2	E Circulatory Ahead	U	E	54	14
4/3	E Circulatory Right Right2	U	F	65	14
4/4	E Circulatory Right	U	F	65	14
7/1	A52 (W) Ahead Right Left	U	A	11	41
7/2	A52 (W) Right	U	A	11	41
7/3	A52 (W) Right	U	A	11	41
8/1	S Circulatory Ahead	U	D	50	6
8/2	S Circulatory Right Ahead	U	D	50	6
8/3	S Circulatory Right	U	D	50	6
11/1	Internal Right	U	B	20	48
11/2	Internal Right	U	B	20	48
11/3	Internal Right	U	B	20	48

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 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	86.9%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	86.9%
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	247	Inf	390	63.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	285	Inf : Inf	225+168	65.8 : 81.8%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	509	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	324	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	156	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	546	1900	1004	54.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	545	1900	1004	54.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	443	1900:1900	820+1004	24.0 : 24.5%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	30	-	-	374	1900	841	44.4%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	30	-	-	382	1900	841	45.4%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	19	-	-	472	1900	543	86.9%

Detailed Input Data And Results

4/4	E Circulatory Right	U	N/A	N/A	F		1	19	-	-	293	1900	543	54.0%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	426	Inf : Inf	332+216	76.6 : 79.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	592	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	836	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	197	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	248	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1099	1900:1900	841+516	80.9 : 80.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	682	1900	841	81.1%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	26	-	-	257	1900	733	35.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	26	-	-	420	1900:1900	606+136	56.6 : 56.6%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	817	Inf : Inf	631+628	72.5 : 57.2%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	198	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	841	2.4%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	681	1900	841	80.9%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	682	1900	841	81.1%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	609	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	27	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1048	Inf	Inf	0.0%

Detailed Input Data And Results

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1064	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	426	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	786	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	836	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	286	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	8	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 Bramcote Island	-	-	3303	0	0	25.7	12.0	0.0	37.7	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3303	0	0	25.7	12.0	0.0	37.7	-	-	-	-	A52 Bramcote Island
1/1	247	247	247	0	0	0.0	0.9	-	0.9	12.5	0.6	0.9	1.5	1/1
1/2+1/3	285	285	570	0	0	0.2	1.3	-	1.5 (0.7+0.8)	19.5 (17.4:21.8)	2.2	1.3	3.5	1/2+1/3
2/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	546	546	-	-	-	1.7	0.6	-	2.3	14.8	7.0	0.6	7.6	3/1
3/2	545	545	-	-	-	1.7	0.6	-	2.2	14.8	7.0	0.6	7.6	3/2
3/3+3/4	443	443	-	-	-	1.1	0.2	-	1.2 (0.5+0.7)	10.1 (10.0:10.2)	2.5	0.2	2.7	3/3+3/4
4/1	374	374	-	-	-	1.4	0.4	-	1.8	17.5	4.9	0.4	5.3	4/1
4/2	382	382	-	-	-	1.4	0.4	-	1.8	16.8	4.6	0.4	5.0	4/2
4/3	472	472	-	-	-	3.7	0.0	-	3.7	27.9	8.7	0.0	8.7	4/3
4/4	293	293	-	-	-	1.7	0.6	-	2.3	28.6	4.9	0.6	5.5	4/4
5/1+5/2	426	426	852	0	0	1.1	1.7	-	2.8 (1.5+1.3)	23.6 (20.9:27.5)	3.0	1.7	4.7	5/1+5/2
6/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1099	1099	-	-	-	4.8	2.1	-	6.9 (4.5+2.4)	22.6 (23.8:20.8)	11.4	2.1	13.4	7/2+7/1

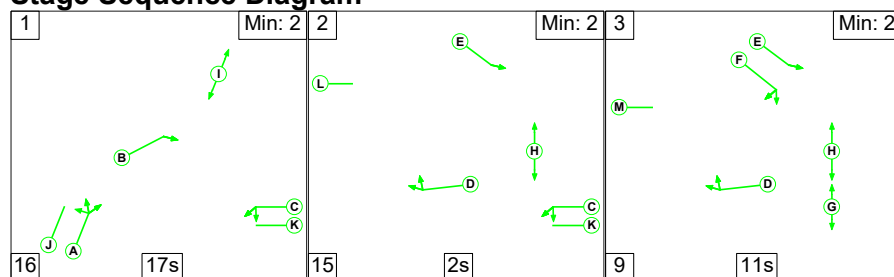
Detailed Input Data And Results

7/3	682	682	-	-	-	3.2	2.1	-	5.3	28.0	11.4	2.1	13.5	7/3
8/1	257	257	-	-	-	1.1	0.3	-	1.3	18.6	4.0	0.3	4.3	8/1
8/2+8/3	420	420	-	-	-	2.0	0.0	-	2.0 (1.6+0.4)	16.9 (17.0:16.7)	6.1	0.0	6.1	8/2+8/3
9/1+9/2	817	817	1634	0	0	0.4	0.9	-	1.3 (0.8+0.5)	5.7 (6.0:5.3)	3.1	0.9	4.0	9/1+9/2
10/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	681	681	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/2
11/3	682	682	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1048	1048	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1064	1064	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2
C1 - A52 Bramcote Island						PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):		31.20	Cycle Time (s):		70	
						PRC Over All Lanes (%):	3.5	Total Delay Over All Lanes (pcuHr):		37.68				

Detailed Input Data And Results

Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



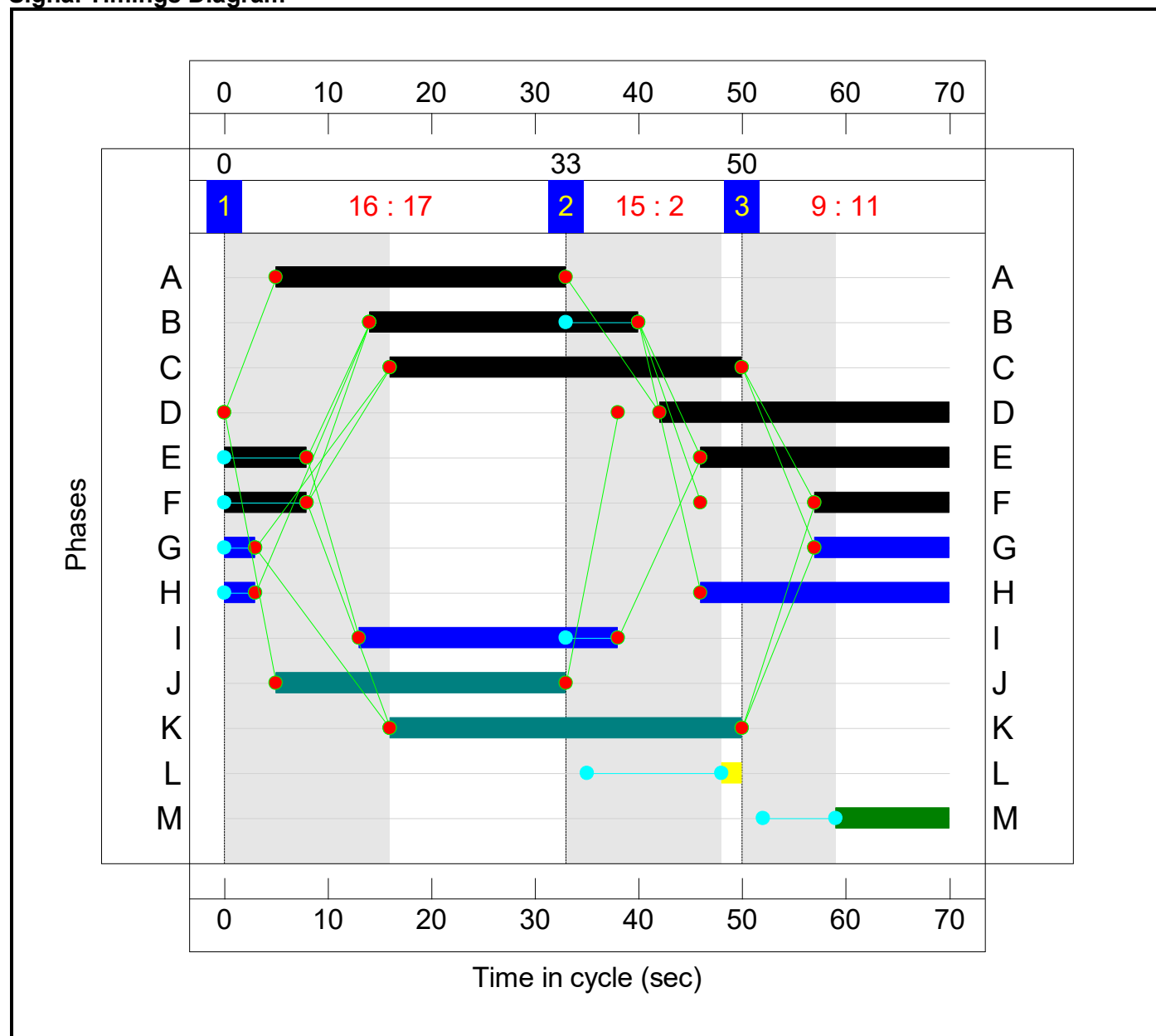
Stage Timings

Stage	1	2	3
Duration	17	2	11
Change Point	0	33	50

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	28	5	33
B	Internal Right	Traffic	26	14	40
C	A52 (E) Ahead Left	Traffic	34	16	50
D	S Circulatory Right Ahead	Traffic	28	42	0
E	E Circulatory Ahead	Traffic	32	46	8
F	E Circulatory Right Right2	Traffic	21	57	8
G	Pedestrians across	Pedestrian	16	57	3
H	Pedestrians across	Pedestrian	27	46	3
I	Pedestrians across	Pedestrian	25	13	38
J	Dummy	Dummy	28	5	33
K	Dummy	Dummy	34	16	50
L	Dummy with R/A	Dummy R/A	2	48	50
M	Dummy with R/A	Dummy R/A	11	59	0

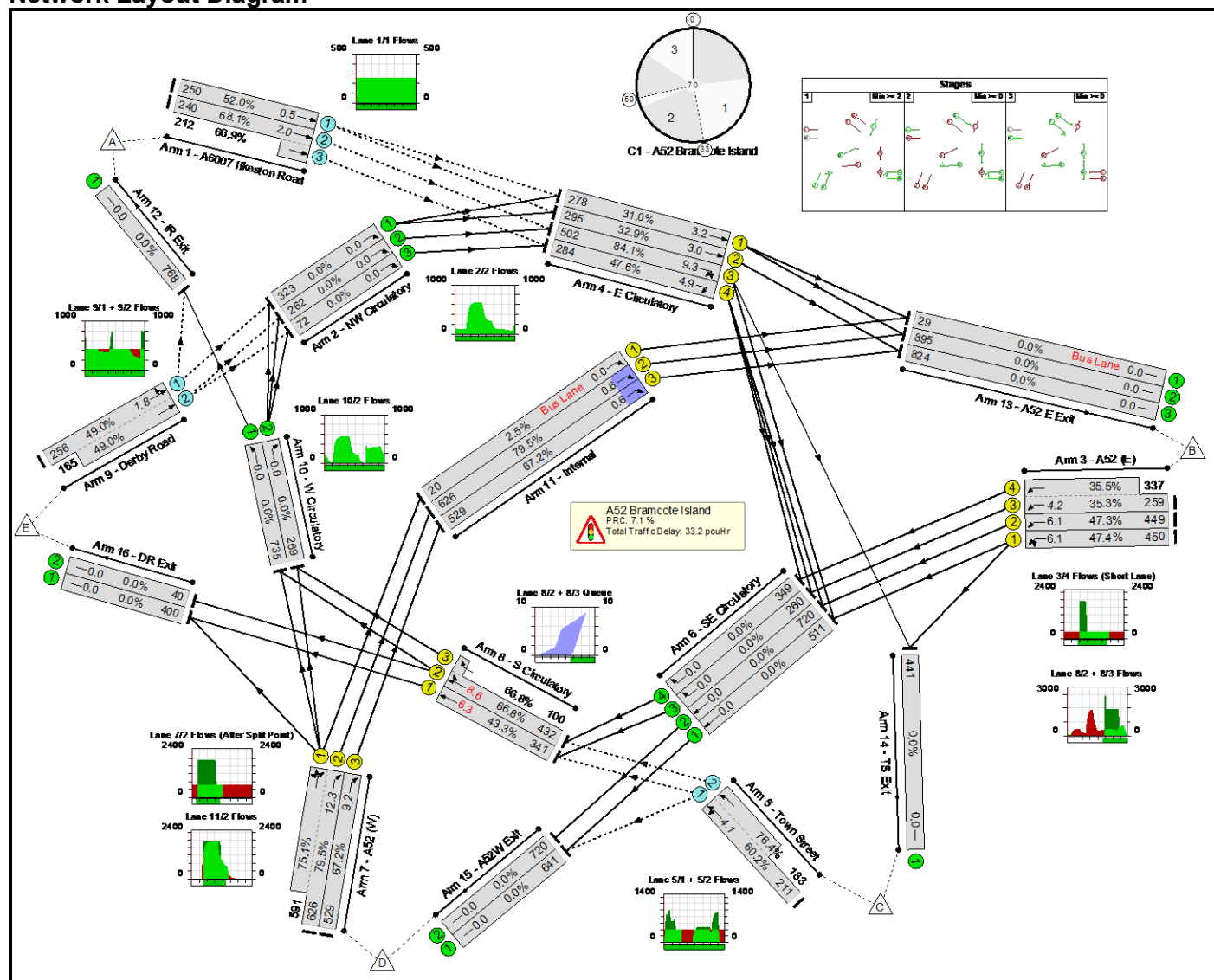
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	Description	Type	Phases	Start Green	End Green
3/1	A52 (E) Ahead Left	U	C	16	50
3/2	A52 (E) Ahead	U	C	16	50
3/3	A52 (E) Ahead	U	C	16	50
3/4	A52 (E) Ahead	U	C	16	50
4/1	E Circulatory Ahead	U	E	46	8
4/2	E Circulatory Ahead	U	E	46	8
4/3	E Circulatory Right Right2	U	F	57	8
4/4	E Circulatory Right	U	F	57	8
7/1	A52 (W) Ahead Right Left	U	A	5	33
7/2	A52 (W) Right	U	A	5	33
7/3	A52 (W) Right	U	A	5	33
8/1	S Circulatory Ahead	U	D	42	0
8/2	S Circulatory Right Ahead	U	D	42	0
8/3	S Circulatory Right	U	D	42	0
11/1	Internal Right	U	B	14	40
11/2	Internal Right	U	B	14	40
11/3	Internal Right	U	B	14	40

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 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	84.1%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	84.1%
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	250	Inf	481	52.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	452	Inf : Inf	352+317	68.1 : 66.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	323	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	262	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	72	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	34	-	-	450	1900	950	47.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	34	-	-	449	1900	950	47.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	34	-	-	596	1900:1900	734+950	35.3 : 35.5%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	278	1900	896	31.0%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	295	1900	896	32.9%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	502	1900	597	84.1%
4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	284	1900	597	47.6%

Detailed Input Data And Results

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	394	Inf : Inf	350+240	60.2 : 76.4%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	511	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	720	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	260	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	349	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	28	-	-	1217	1900:1900	787+787	79.5 : 75.1%
7/3	A52 (W) Right	U	N/A	N/A	A		1	28	-	-	529	1900	787	67.2%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	341	1900	787	43.3%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	532	1900:1900	647+150	66.8 : 66.8%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	421	Inf : Inf	522+337	49.0 : 49.0%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	735	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	269	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	26	-	-	20	1900	787	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	26	-	-	626	1900	787	79.5%
11/3	Internal Right	U	N/A	N/A	B		1	26	-	-	529	1900	787	67.2%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	768	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	895	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	824	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	441	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	641	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	720	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	400	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	40	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 Bramcote Island	-	-	2784	0	0	25.0	8.2	0.0	33.2	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	2784	0	0	25.0	8.2	0.0	33.2	-	-	-	-	A52 Bramcote Island
1/1	250	250	250	0	0	0.0	0.5	-	0.5	7.8	0.0	0.5	0.5	1/1
1/2+1/3	452	452	904	0	0	0.0	1.0	-	1.0 (0.5+0.5)	8.2 (8.2:8.2)	1.0	1.0	2.0	1/2+1/3
2/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	72	72	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	450	450	-	-	-	1.4	0.4	-	1.9	15.1	5.6	0.4	6.1	3/1
3/2	449	449	-	-	-	1.4	0.4	-	1.9	15.0	5.6	0.4	6.1	3/2
3/3+3/4	596	596	-	-	-	1.7	0.3	-	2.0 (0.8+1.2)	12.1 (11.8:12.3)	3.9	0.3	4.2	3/3+3/4
4/1	278	278	-	-	-	0.8	0.2	-	1.0	13.2	2.9	0.2	3.2	4/1
4/2	295	295	-	-	-	0.8	0.2	-	1.0	12.2	2.8	0.2	3.0	4/2
4/3	502	502	-	-	-	3.7	0.0	-	3.7	26.6	9.3	0.0	9.3	4/3
4/4	284	284	-	-	-	1.5	0.5	-	2.0	25.1	4.4	0.5	4.9	4/4
5/1+5/2	394	394	788	0	0	0.8	1.0	-	1.8 (0.8+1.0)	16.2 (12.8:20.1)	3.1	1.0	4.1	5/1+5/2
6/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1217	1217	-	-	-	6.0	1.7	-	7.7 (4.0+3.7)	22.7 (22.9:22.4)	10.6	1.7	12.3	7/2+7/1

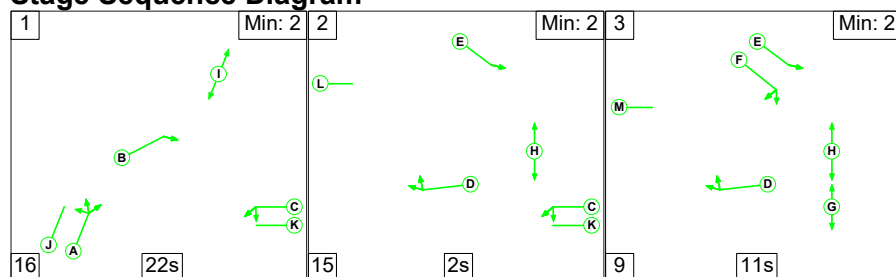
Detailed Input Data And Results

7/3	529	529	-	-	-	2.4	1.0	-	3.5	23.6	8.2	1.0	9.2	7/3
8/1	341	341	-	-	-	1.4	0.4	-	1.8	19.3	6.0	0.4	6.3	8/1
8/2+8/3	532	532	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	17.4 (17.4:17.2)	8.6	0.0	8.6	8/2+8/3
9/1+9/2	421	421	842	0	0	0.1	0.5	-	0.6 (0.4+0.2)	4.8 (5.1:4.3)	1.3	0.5	1.8	9/1+9/2
10/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	626	626	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/2
11/3	529	529	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2
C1 - A52 Bramcote Island PRC for Signalled Lanes (%): 7.1 PRC Over All Lanes (%): 7.1 Total Delay for Signalled Lanes (pcuHr): 29.28 Total Delay Over All Lanes(pcuHr): 33.19 Cycle Time (s): 70														

Detailed Input Data And Results

Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



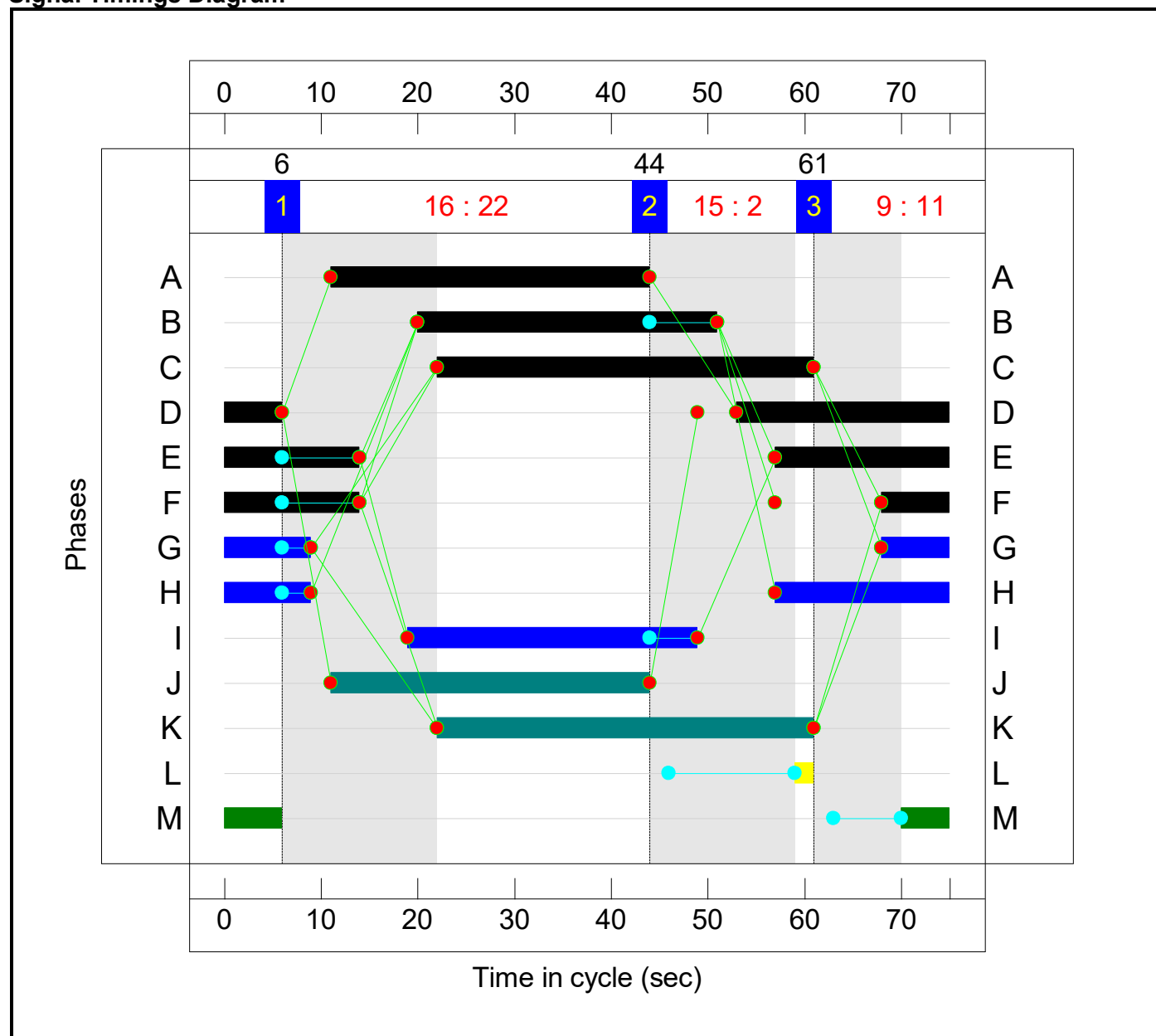
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	6	44	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	11	44
B	Internal Right	Traffic	31	20	51
C	A52 (E) Ahead Left	Traffic	39	22	61
D	S Circulatory Right Ahead	Traffic	28	53	6
E	E Circulatory Ahead	Traffic	32	57	14
F	E Circulatory Right Right2	Traffic	21	68	14
G	Pedestrians across	Pedestrian	16	68	9
H	Pedestrians across	Pedestrian	27	57	9
I	Pedestrians across	Pedestrian	30	19	49
J	Dummy	Dummy	33	11	44
K	Dummy	Dummy	39	22	61
L	Dummy with R/A	Dummy R/A	2	59	61
M	Dummy with R/A	Dummy R/A	11	70	6

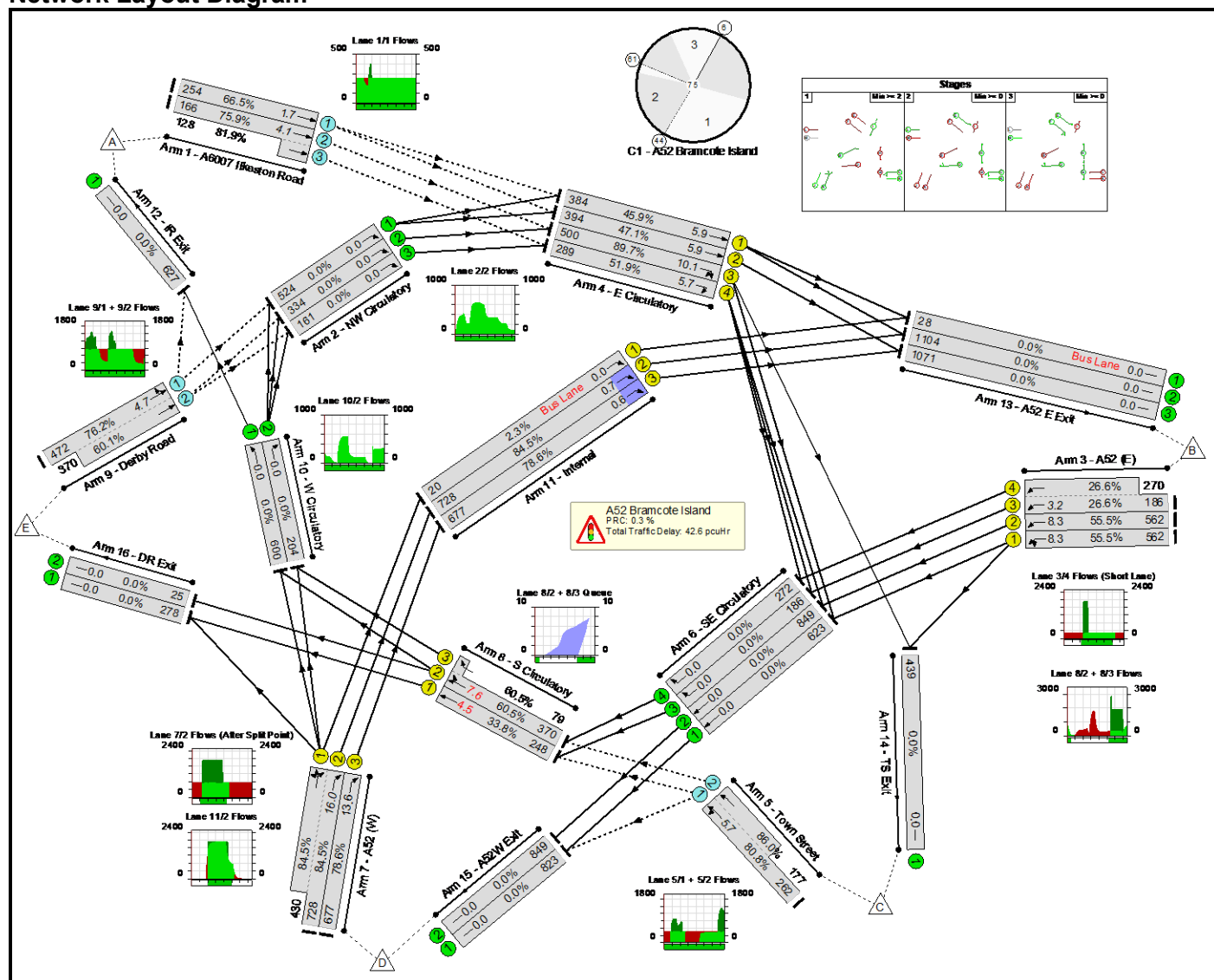
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	Description	Type	Phases	Start Green	End Green
3/1	A52 (E) Ahead Left	U	C	22	61
3/2	A52 (E) Ahead	U	C	22	61
3/3	A52 (E) Ahead	U	C	22	61
3/4	A52 (E) Ahead	U	C	22	61
4/1	E Circulatory Ahead	U	E	57	14
4/2	E Circulatory Ahead	U	E	57	14
4/3	E Circulatory Right Right2	U	F	68	14
4/4	E Circulatory Right	U	F	68	14
7/1	A52 (W) Ahead Right Left	U	A	11	44
7/2	A52 (W) Right	U	A	11	44
7/3	A52 (W) Right	U	A	11	44
8/1	S Circulatory Ahead	U	D	53	6
8/2	S Circulatory Right Ahead	U	D	53	6
8/3	S Circulatory Right	U	D	53	6
11/1	Internal Right	U	B	20	51
11/2	Internal Right	U	B	20	51
11/3	Internal Right	U	B	20	51

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 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	89.7%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	89.7%
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	254	Inf	382	66.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	294	Inf : Inf	219+156	75.9 : 81.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	524	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	334	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	161	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	562	1900	1013	55.5%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	562	1900	1013	55.5%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	456	1900:1900	698+1013	26.6 : 26.6%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	384	1900	836	45.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	394	1900	836	47.1%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	500	1900	557	89.7%

Detailed Input Data And Results

4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	289	1900	557	51.9%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	439	Inf : Inf	324+206	80.8 : 86.0%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	623	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	849	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	186	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	272	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1158	1900:1900	861+509	84.5 : 84.5%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	677	1900	861	78.6%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	248	1900	735	33.8%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	449	1900:1900	612+131	60.5 : 60.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	842	Inf : Inf	620+616	76.2 : 60.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	600	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	204	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	31	-	-	20	1900	861	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	31	-	-	728	1900	861	84.5%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	677	1900	861	78.6%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	627	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	28	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1104	Inf	Inf	0.0%

Detailed Input Data And Results

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1071	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	439	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	823	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	849	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	25	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 Bramcote Island	-	-	3404	0	0	29.0	13.6	0.0	42.6	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3404	0	0	29.0	13.6	0.0	42.6	-	-	-	-	A52 Bramcote Island
1/1	254	254	254	0	0	0.0	1.0	-	1.0	13.9	0.7	1.0	1.7	1/1
1/2+1/3	294	294	588	0	0	0.4	1.7	-	2.1 (1.1+1.0)	25.7 (23.5:28.6)	2.3	1.7	4.1	1/2+1/3
2/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	562	562	-	-	-	1.8	0.6	-	2.4	15.6	7.6	0.6	8.3	3/1
3/2	562	562	-	-	-	1.8	0.6	-	2.4	15.6	7.6	0.6	8.3	3/2
3/3+3/4	456	456	-	-	-	1.2	0.2	-	1.4 (0.5+0.8)	10.8 (10.5:11.0)	3.0	0.2	3.2	3/3+3/4
4/1	384	384	-	-	-	1.6	0.4	-	2.0	19.2	5.5	0.4	5.9	4/1
4/2	394	394	-	-	-	1.6	0.4	-	2.1	18.8	5.5	0.4	5.9	4/2
4/3	500	500	-	-	-	4.1	0.0	-	4.1	29.8	10.1	0.0	10.1	4/3
4/4	289	289	-	-	-	1.8	0.5	-	2.3	28.8	5.1	0.5	5.7	4/4
5/1+5/2	439	439	878	0	0	1.4	2.3	-	3.6 (1.9+1.7)	29.9 (26.4:35.1)	3.4	2.3	5.7	5/1+5/2
6/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1158	1158	-	-	-	5.4	2.7	-	8.1 (5.3+2.7)	25.1 (26.4:22.8)	13.3	2.7	16.0	7/2+7/1

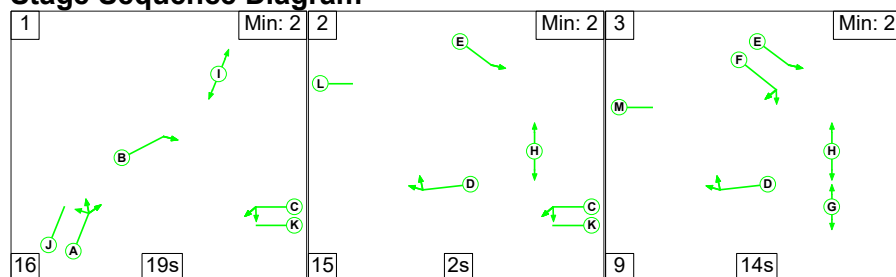
Detailed Input Data And Results

7/3	677	677	-	-	-	3.3	1.8	-	5.1	27.0	11.8	1.8	13.6	7/3	
8/1	248	248	-	-	-	1.2	0.3	-	1.4	20.6	4.3	0.3	4.5	8/1	
8/2+8/3	449	449	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	20.7 (20.7:20.5)	7.6	0.0	7.6	8/2+8/3	
9/1+9/2	842	842	1684	0	0	0.5	1.1	-	1.6 (0.9+0.6)	6.7 (7.1:6.2)	3.7	1.1	4.7	9/1+9/2	
10/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1	
10/2	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1	
11/2	728	728	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/2	
11/3	677	677	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3	
12/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1	
13/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1	
13/2	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2	
13/3	1071	1071	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3	
14/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1	
15/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1	
15/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2	
16/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1	
16/2	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2	
C1 - A52 Bramcote Island															
PRC for Signalled Lanes (%):					0.3	Total Delay for Signalled Lanes (pcuHr):					34.29	Cycle Time (s): 75			
PRC Over All Lanes (%):					0.3	Total Delay Over All Lanes(pcuHr):					42.59				

Detailed Input Data And Results

Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



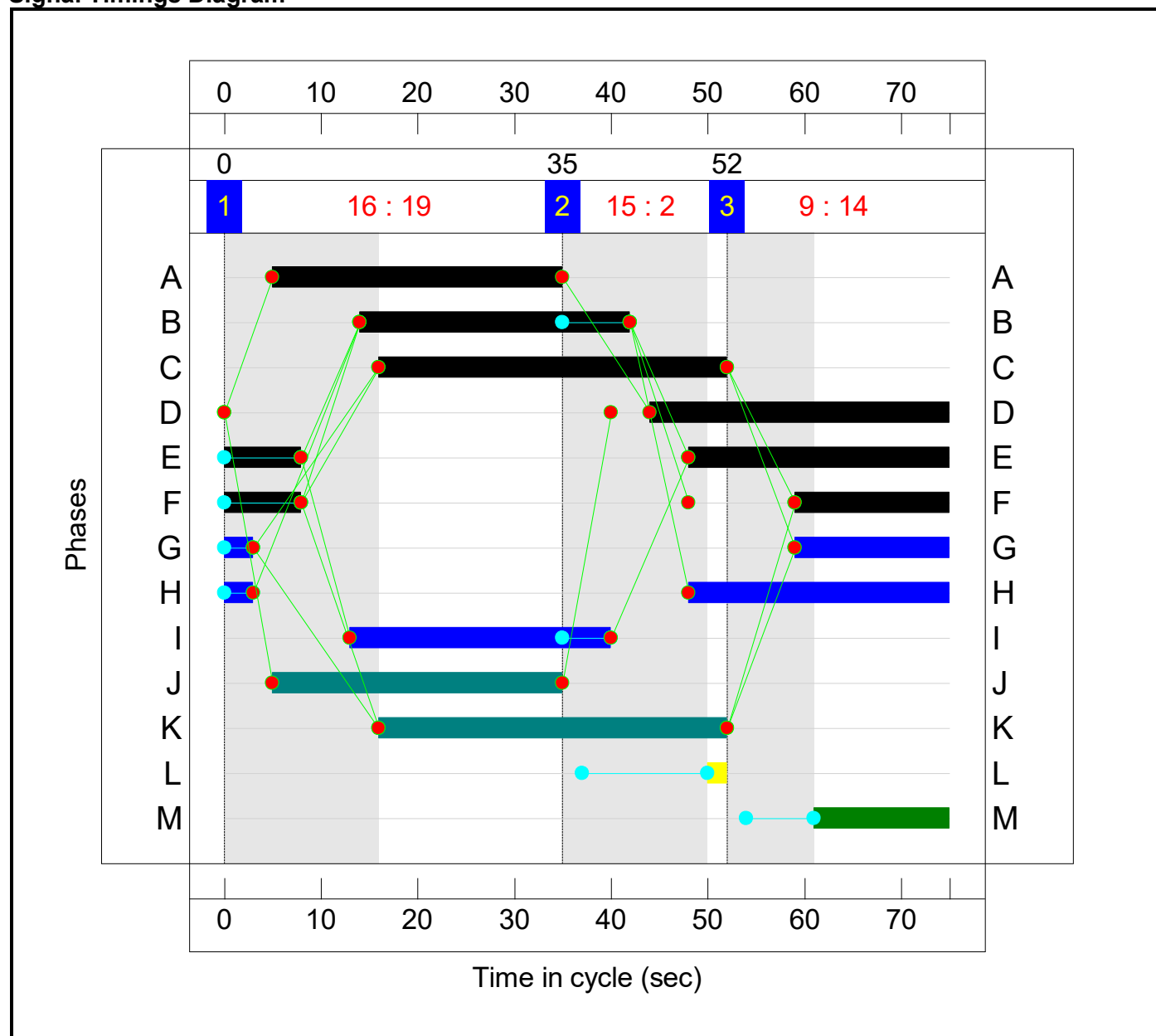
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

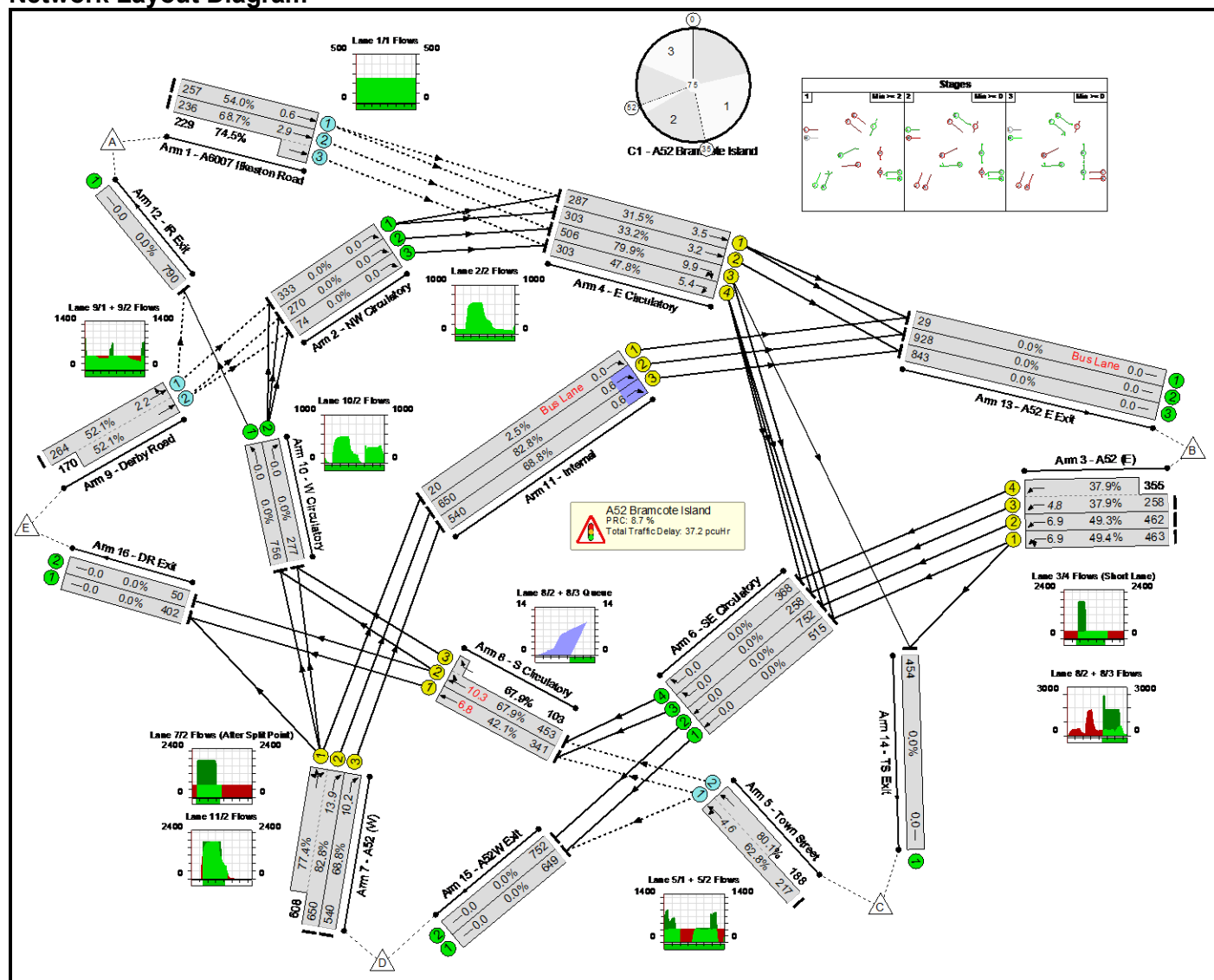
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	Description	Type	Phases	Start Green	End Green
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

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 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	82.8%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	82.8%
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	257	Inf	476	54.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	465	Inf : Inf	344+307	68.7 : 74.5%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	270	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	74	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	463	1900	937	49.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	462	1900	937	49.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	681+937	37.9 : 37.9%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	287	1900	912	31.5%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	303	1900	912	33.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	506	1900	633	79.9%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	303	1900	633	47.8%

Detailed Input Data And Results

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	405	Inf : Inf	346+235	62.8 : 80.1%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	515	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	752	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	258	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	368	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1258	1900:1900	785+785	82.8 : 77.4%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	540	1900	785	68.8%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	341	1900	811	42.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	556	1900:1900	667+152	67.9 : 67.9%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	434	Inf : Inf	507+327	52.1 : 52.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	756	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	277	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	650	1900	785	82.8%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	540	1900	785	68.8%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	790	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	928	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	843	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	649	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	752	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	402	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	50	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 Bramcote Island	-	-	2865	0	0	28.0	9.2	0.0	37.2	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	2865	0	0	28.0	9.2	0.0	37.2	-	-	-	-	A52 Bramcote Island
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	1/1
1/2+1/3	465	465	930	0	0	0.0	1.2	-	1.3 (0.6+0.6)	9.8 (9.6:10.0)	1.7	1.2	2.9	1/2+1/3
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	463	463	-	-	-	1.6	0.5	-	2.1	16.5	6.4	0.5	6.9	3/1
3/2	462	462	-	-	-	1.6	0.5	-	2.1	16.5	6.4	0.5	6.9	3/2
3/3+3/4	613	613	-	-	-	2.0	0.3	-	2.3 (0.9+1.3)	13.3 (12.9:13.6)	4.5	0.3	4.8	3/3+3/4
4/1	287	287	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	4/1
4/2	303	303	-	-	-	0.8	0.2	-	1.0	12.2	2.9	0.2	3.2	4/2
4/3	506	506	-	-	-	3.9	0.0	-	3.9	27.5	9.9	0.0	9.9	4/3
4/4	303	303	-	-	-	1.6	0.5	-	2.1	25.0	5.0	0.5	5.4	4/4
5/1+5/2	405	405	810	0	0	1.0	1.1	-	2.1 (0.9+1.2)	18.9 (14.7:23.8)	3.5	1.1	4.6	5/1+5/2
6/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1258	1258	-	-	-	6.7	2.0	-	8.7 (4.6+4.2)	25.0 (25.3:24.7)	11.9	2.0	13.9	7/2+7/1

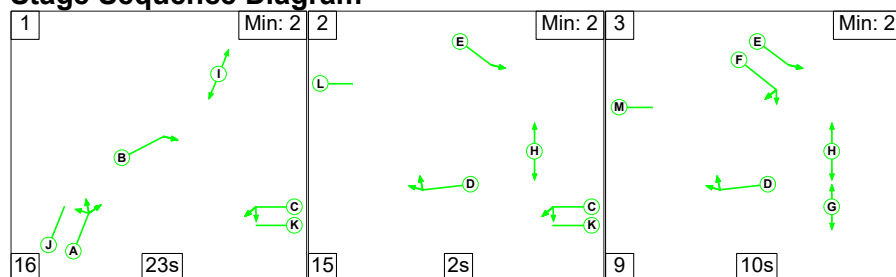
Detailed Input Data And Results

7/3	540	540	-	-	-	2.7	1.1	-	3.8	25.3	9.1	1.1	10.2	7/3
8/1	341	341	-	-	-	1.6	0.4	-	2.0	20.7	6.4	0.4	6.8	8/1
8/2+8/3	556	556	-	-	-	3.2	0.0	-	3.2 (2.6+0.6)	20.5 (20.4:20.6)	10.3	0.0	10.3	8/2+8/3
9/1+9/2	434	434	868	0	0	0.1	0.5	-	0.7 (0.4+0.2)	5.4 (5.9:4.7)	1.6	0.5	2.2	9/1+9/2
10/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	650	650	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/2
11/3	540	540	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2
C1 - A52 Bramcote Island			PRC for Signalled Lanes (%):			8.7	Total Delay for Signalled Lanes (pcuHr):			32.54	Cycle Time (s):			75
			PRC Over All Lanes (%):			8.7	Total Delay Over All Lanes(pcuHr):			37.17				

Detailed Input Data And Results

Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



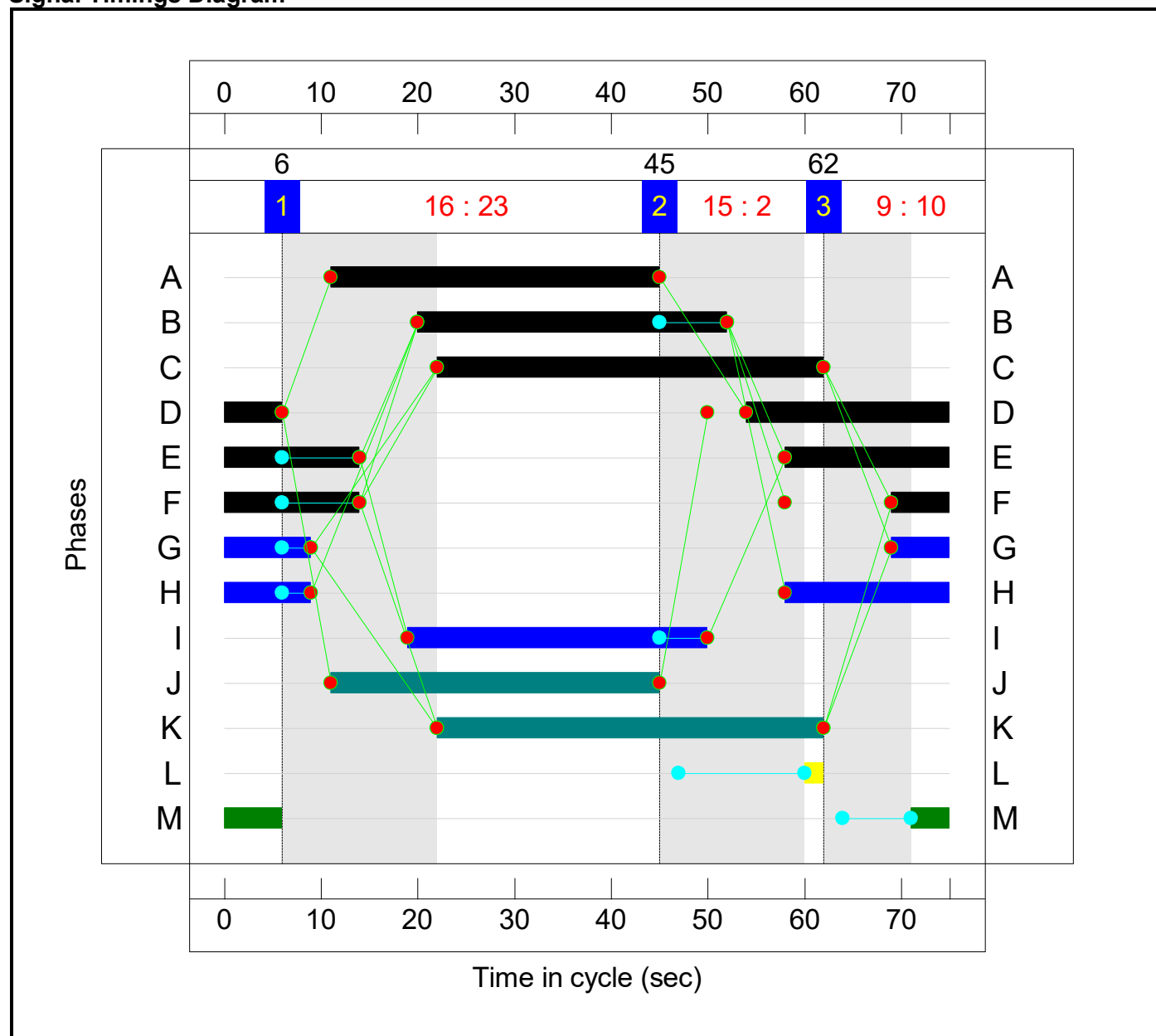
Stage Timings

Stage	1	2	3
Duration	23	2	10
Change Point	6	45	62

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	34	11	45
B	Internal Right	Traffic	32	20	52
C	A52 (E) Ahead Left	Traffic	40	22	62
D	S Circulatory Right Ahead	Traffic	27	54	6
E	E Circulatory Ahead	Traffic	31	58	14
F	E Circulatory Right Right2	Traffic	20	69	14
G	Pedestrians across	Pedestrian	15	69	9
H	Pedestrians across	Pedestrian	26	58	9
I	Pedestrians across	Pedestrian	31	19	50
J	Dummy	Dummy	34	11	45
K	Dummy	Dummy	40	22	62
L	Dummy with R/A	Dummy R/A	2	60	62
M	Dummy with R/A	Dummy R/A	10	71	6

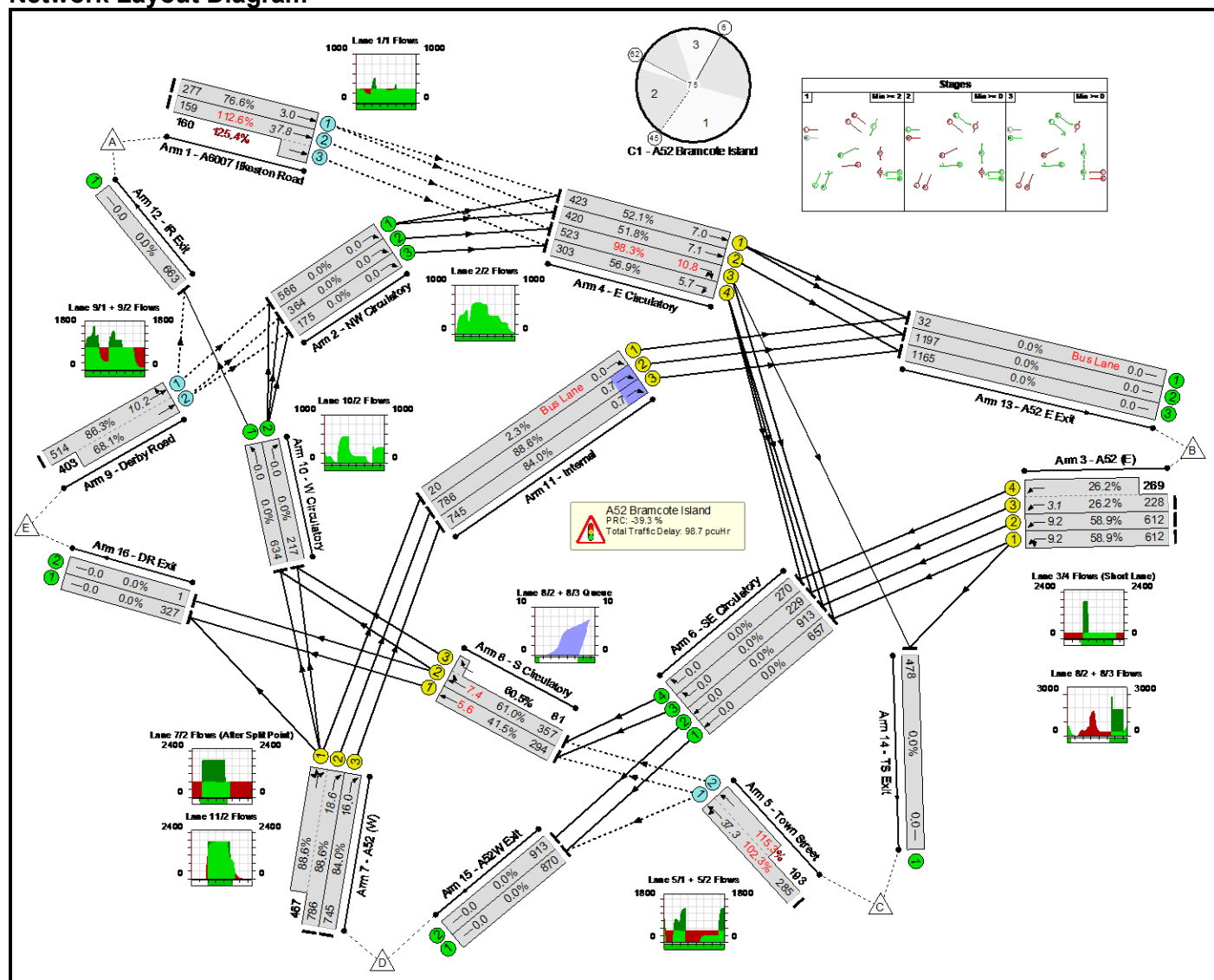
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	Description	Type	Phases	Start Green	End Green
3/1	A52 (E) Ahead Left	U	C	22	62
3/2	A52 (E) Ahead	U	C	22	62
3/3	A52 (E) Ahead	U	C	22	62
3/4	A52 (E) Ahead	U	C	22	62
4/1	E Circulatory Ahead	U	E	58	14
4/2	E Circulatory Ahead	U	E	58	14
4/3	E Circulatory Right Right2	U	F	69	14
4/4	E Circulatory Right	U	F	69	14
7/1	A52 (W) Ahead Right Left	U	A	11	45
7/2	A52 (W) Right	U	A	11	45
7/3	A52 (W) Right	U	A	11	45
8/1	S Circulatory Ahead	U	D	54	6
8/2	S Circulatory Right Ahead	U	D	54	6
8/3	S Circulatory Right	U	D	54	6
11/1	Internal Right	U	B	20	52
11/2	Internal Right	U	B	20	52
11/3	Internal Right	U	B	20	52

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 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	125.4%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	125.4%
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	277	Inf	362	76.6%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	319	Inf : Inf	141+128	112.6 : 125.4%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	364	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	175	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	40	-	-	612	1900	1039	58.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	612	1900	1039	58.9%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	497	1900:1900	872+1028	26.2 : 26.2%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	426	1900	811	52.1%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	422	1900	811	51.8%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	20	-	-	523	1900	532	98.3%

Detailed Input Data And Results

4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	335	1900	532	56.9%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	279+167	102.3 : 115.3%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	657	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	945	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	229	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	270	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	34	-	-	1253	1900:1900	887+527	88.6 : 88.6%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	745	1900	887	84.0%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	27	-	-	296	1900	709	41.5%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	27	-	-	463	1900:1900	584+133	61.0 : 60.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	917	Inf : Inf	595+592	86.3 : 68.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	222	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	32	-	-	20	1900	887	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	32	-	-	786	1900	887	88.6%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	745	1900	887	84.0%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	683	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	32	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1200	Inf	Inf	0.0%

Detailed Input Data And Results

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1167	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	478	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	875	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	945	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	329	Inf	Inf	0.0%
16/2	DR 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 Bramcote Island	-	-	3576	0	0	35.9	62.7	0.0	98.7	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3576	0	0	35.9	62.7	0.0	98.7	-	-	-	-	A52 Bramcote Island
1/1	277	277	277	0	0	0.0	1.6	-	1.6	20.8	1.4	1.6	3.0	1/1
1/2+1/3	319	287	573	0	0	2.6	27.9	-	30.5 (10.7+19.8)	344.7 (242.1:446.6)	9.8	27.9	37.8	1/2+1/3
2/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	612	612	-	-	-	1.9	0.7	-	2.6	15.6	8.5	0.7	9.2	3/1
3/2	612	612	-	-	-	1.9	0.7	-	2.6	15.6	8.5	0.7	9.2	3/2
3/3+3/4	497	497	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.2 (10.1:10.3)	2.9	0.2	3.1	3/3+3/4
4/1	423	423	-	-	-	1.9	0.5	-	2.5	21.0	6.5	0.5	7.0	4/1
4/2	420	420	-	-	-	1.9	0.5	-	2.5	21.2	6.5	0.5	7.1	4/2
4/3	523	523	-	-	-	4.4	0.0	-	4.4	30.5	10.8	0.0	10.8	4/3
4/4	303	303	-	-	-	1.7	0.7	-	2.3	27.9	5.1	0.7	5.7	4/4
5/1+5/2	478	446	892	0	0	3.5	21.6	-	25.0 (7.9+17.2)	188.6 (99.4:320.4)	15.7	21.6	37.3	5/1+5/2
6/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1253	1253	-	-	-	5.8	3.7	-	9.5 (6.3+3.2)	27.4 (28.9:24.9)	14.8	3.7	18.6	7/2+7/1

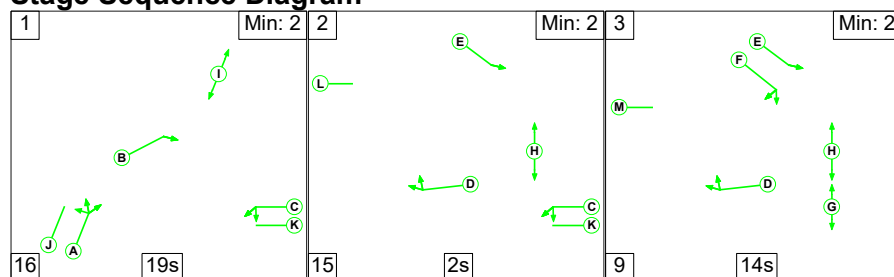
Detailed Input Data And Results

7/3	745	745	-	-	-	3.6	2.5	-	6.2	29.8	13.5	2.5	16.0	7/3
8/1	294	294	-	-	-	1.5	0.4	-	1.9	22.7	5.3	0.4	5.6	8/1
8/2+8/3	437	437	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	21.2 (21.2:21.0)	7.4	0.0	7.4	8/2+8/3
9/1+9/2	917	917	1834	0	0	0.9	1.7	-	2.5 (1.5+1.0)	10.0 (10.7:9.0)	8.6	1.7	10.2	9/1+9/2
10/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	11/1
11/2	786	786	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	745	745	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/3
12/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1197	1197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1165	1165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2
C1 - A52 Bramcote Island			PRC for Signalled Lanes (%):		-9.2	Total Delay for Signalled Lanes (pcuHr):				38.96	Cycle Time (s):		75	
			PRC Over All Lanes (%):		-39.3	Total Delay Over All Lanes (pcuHr):				98.69				

Detailed Input Data And Results

Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



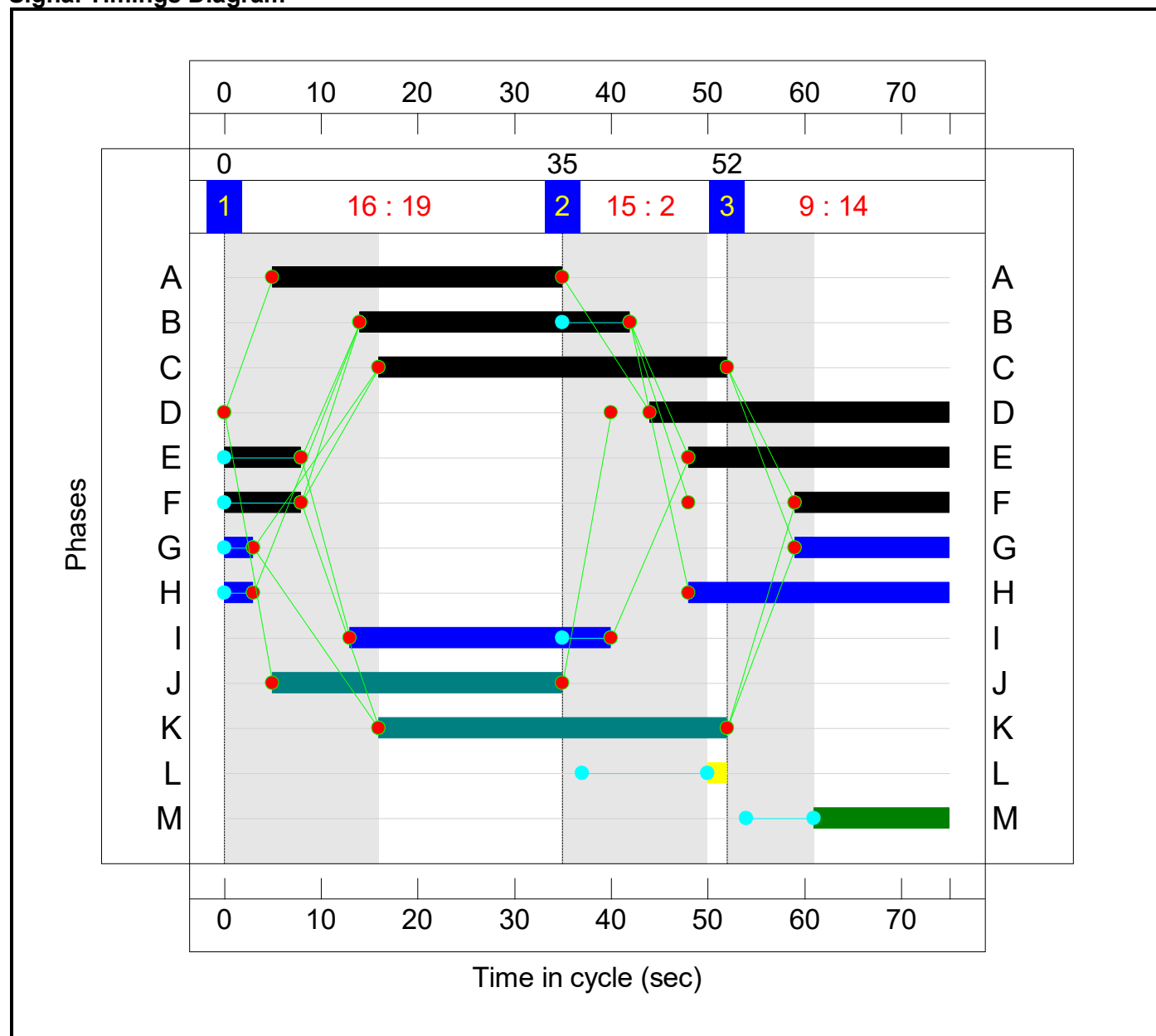
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

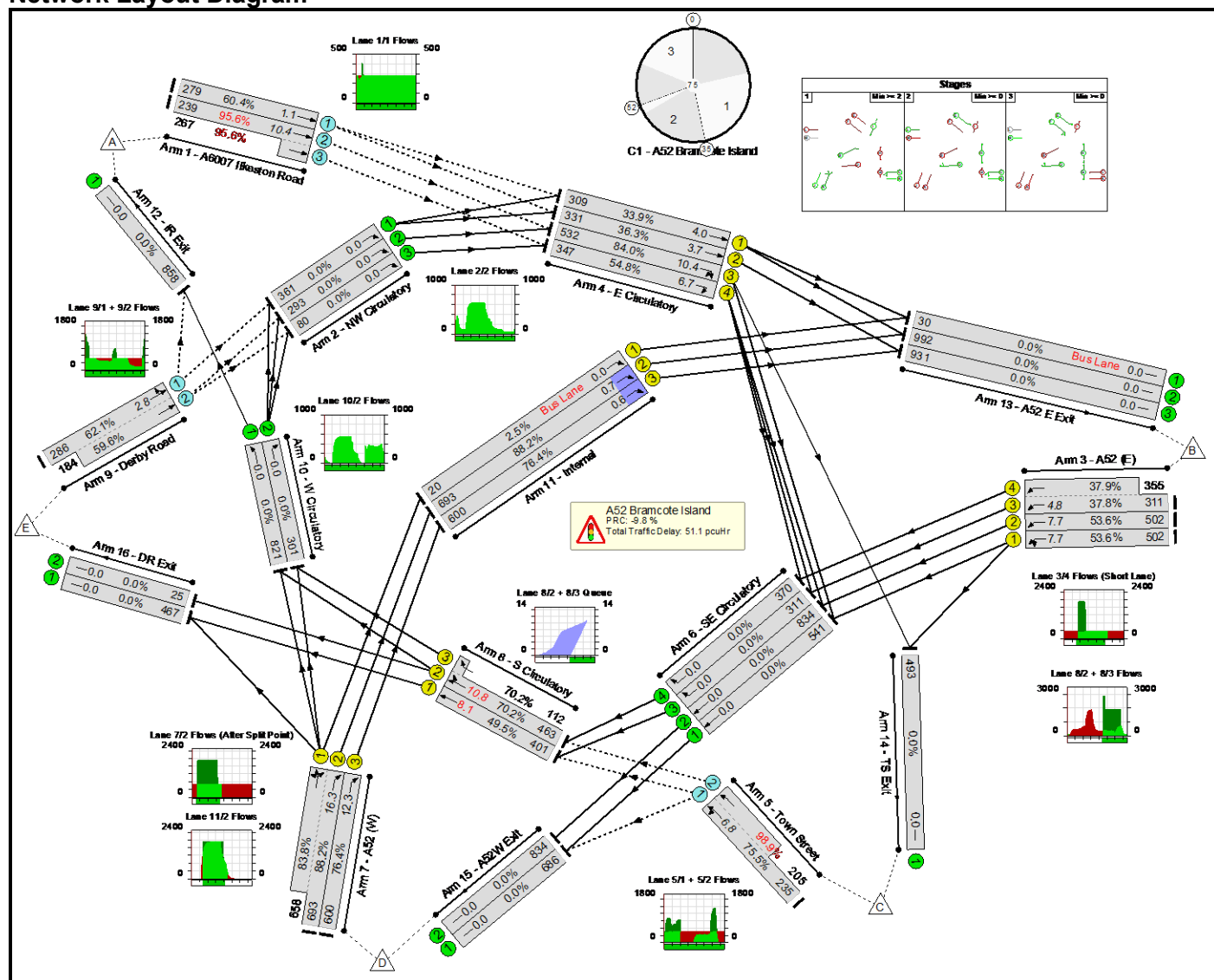
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	Description	Type	Phases	Start Green	End Green
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

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 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	98.9%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	98.9%
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	279	Inf	462	60.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	506	Inf : Inf	250+279	95.6 : 95.6%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	293	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	80	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	502	1900	937	53.6%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	502	1900	937	53.6%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	666	1900:1900	822+937	37.8 : 37.9%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	309	1900	912	33.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	331	1900	912	36.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	532	1900	633	84.0%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	347	1900	633	54.8%

Detailed Input Data And Results

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	440	Inf : Inf	311+207	75.5 : 98.9%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	541	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	834	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	311	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	370	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1351	1900:1900	785+785	88.2 : 83.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	600	1900	785	76.4%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	401	1900	811	49.5%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	575	1900:1900	660+160	70.2 : 70.2%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	470	Inf : Inf	460+309	62.1 : 59.6%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	821	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	301	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	693	1900	785	88.2%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	600	1900	785	76.4%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	858	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	992	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	931	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	493	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	686	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	834	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	467	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	25	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 Bramcote Island	-	-	3111	0	0	32.4	18.7	0.0	51.1	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3111	0	0	32.4	18.7	0.0	51.1	-	-	-	-	A52 Bramcote Island
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.8	0.4	0.8	1.1	1/1
1/2+1/3	506	506	1012	0	0	0.2	6.8	-	7.0 (3.2+3.8)	50.0 (48.7:51.2)	3.6	6.8	10.4	1/2+1/3
2/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	502	502	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	3/1
3/2	502	502	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	3/2
3/3+3/4	666	666	-	-	-	2.2	0.3	-	2.5 (1.1+1.3)	13.3 (13.2:13.5)	4.5	0.3	4.8	3/3+3/4
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.9	3.8	0.3	4.0	4/1
4/2	331	331	-	-	-	0.9	0.3	-	1.2	13.4	3.4	0.3	3.7	4/2
4/3	532	532	-	-	-	4.1	0.0	-	4.1	27.9	10.4	0.0	10.4	4/3
4/4	347	347	-	-	-	2.0	0.6	-	2.6	26.9	6.0	0.6	6.7	4/4
5/1+5/2	440	440	880	0	0	1.6	2.6	-	4.2 (1.9+2.3)	34.4 (28.7:41.0)	4.2	2.6	6.8	5/1+5/2
6/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1351	1351	-	-	-	7.5	3.0	-	10.5 (5.4+5.1)	28.0 (28.3:27.7)	13.3	3.0	16.3	7/2+7/1

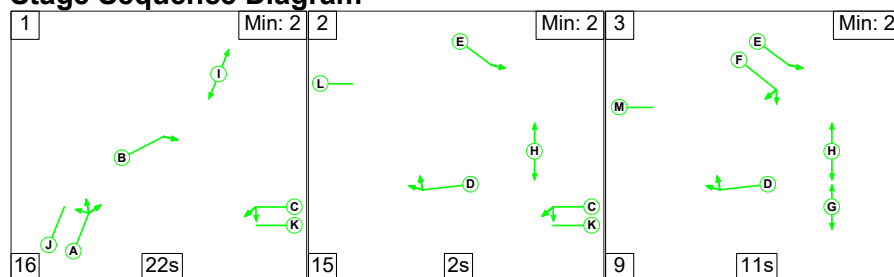
Detailed Input Data And Results

7/3	600	600	-	-	-	3.1	1.6	-	4.7	28.4	10.7	1.6	12.3	7/3
8/1	401	401	-	-	-	1.9	0.5	-	2.4	21.8	7.7	0.5	8.1	8/1
8/2+8/3	575	575	-	-	-	3.5	0.0	-	3.5 (2.8+0.7)	21.9 (21.8:22.0)	10.8	0.0	10.8	8/2+8/3
9/1+9/2	470	470	940	0	0	0.3	0.8	-	1.1 (0.7+0.4)	8.4 (9.0:7.4)	2.0	0.8	2.8	9/1+9/2
10/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	11/1
11/2	693	693	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	600	600	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	992	992	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2
C1 - A52 Bramcote Island PRC for Signalled Lanes (%): 2.0 PRC Over All Lanes (%): -9.8 Total Delay for Signalled Lanes (pcuHr): 38.02 Total Delay Over All Lanes(pcuHr): 51.10 Cycle Time (s): 75														

Detailed Input Data And Results

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

Stage Sequence Diagram



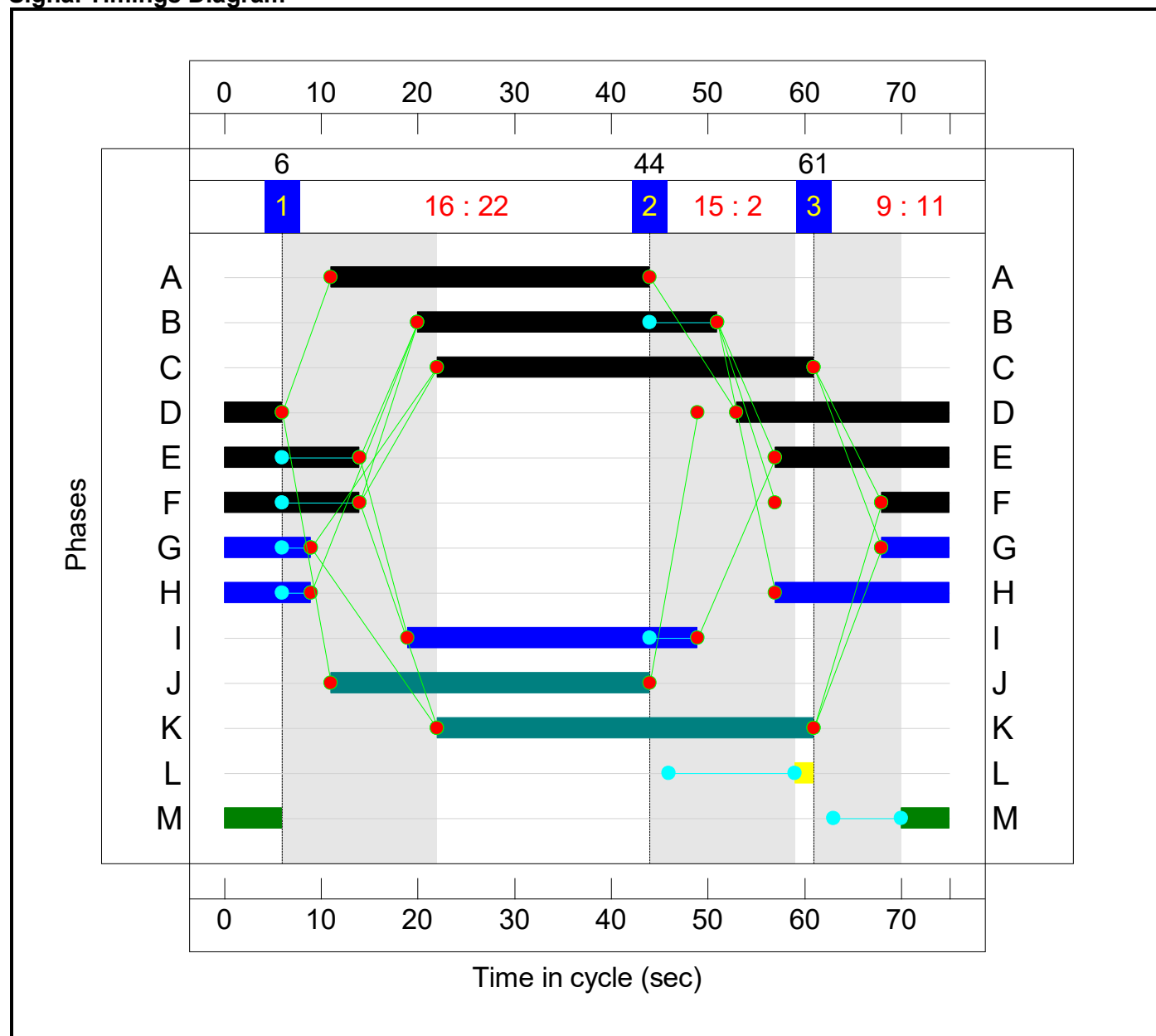
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	6	44	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	11	44
B	Internal Right	Traffic	31	20	51
C	A52 (E) Ahead Left	Traffic	39	22	61
D	S Circulatory Right Ahead	Traffic	28	53	6
E	E Circulatory Ahead	Traffic	32	57	14
F	E Circulatory Right Right2	Traffic	21	68	14
G	Pedestrians across	Pedestrian	16	68	9
H	Pedestrians across	Pedestrian	27	57	9
I	Pedestrians across	Pedestrian	30	19	49
J	Dummy	Dummy	33	11	44
K	Dummy	Dummy	39	22	61
L	Dummy with R/A	Dummy R/A	2	59	61
M	Dummy with R/A	Dummy R/A	11	70	6

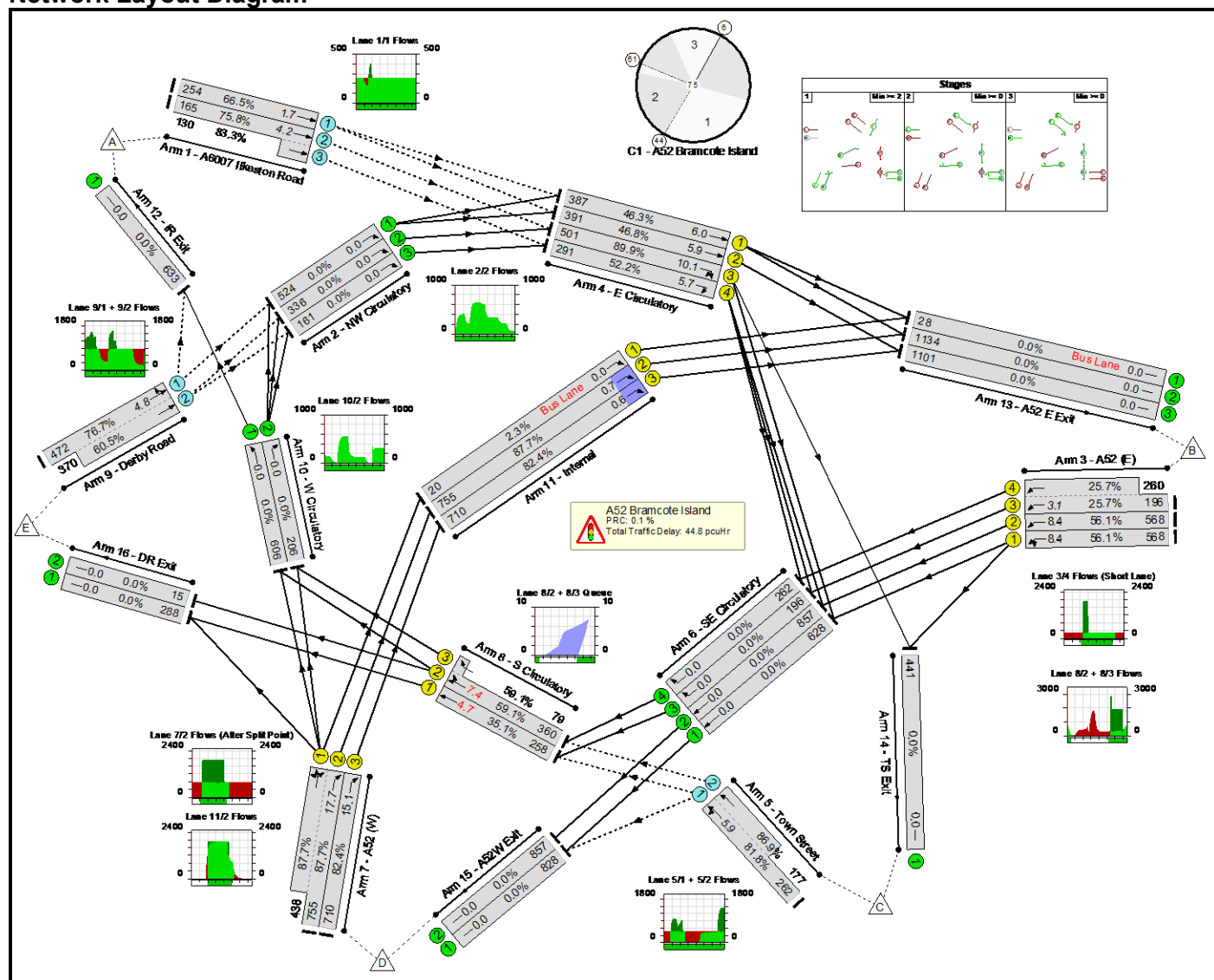
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	Description	Type	Phases	Start Green	End Green
3/1	A52 (E) Ahead Left	U	C	22	61
3/2	A52 (E) Ahead	U	C	22	61
3/3	A52 (E) Ahead	U	C	22	61
3/4	A52 (E) Ahead	U	C	22	61
4/1	E Circulatory Ahead	U	E	57	14
4/2	E Circulatory Ahead	U	E	57	14
4/3	E Circulatory Right Right2	U	F	68	14
4/4	E Circulatory Right	U	F	68	14
7/1	A52 (W) Ahead Right Left	U	A	11	44
7/2	A52 (W) Right	U	A	11	44
7/3	A52 (W) Right	U	A	11	44
8/1	S Circulatory Ahead	U	D	53	6
8/2	S Circulatory Right Ahead	U	D	53	6
8/3	S Circulatory Right	U	D	53	6
11/1	Internal Right	U	B	20	51
11/2	Internal Right	U	B	20	51
11/3	Internal Right	U	B	20	51

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 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	89.9%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	89.9%
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	254	Inf	382	66.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	295	Inf : Inf	218+156	75.8 : 83.3%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	524	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	336	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	161	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	568	1900	1013	56.1%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	568	1900	1013	56.1%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	456	1900:1900	764+1013	25.7 : 25.7%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	387	1900	836	46.3%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	391	1900	836	46.8%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	501	1900	557	89.9%

Detailed Input Data And Results

4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	291	1900	557	52.2%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	439	Inf : Inf	320+204	81.8 : 86.9%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	628	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	196	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	262	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1193	1900:1900	861+500	87.7 : 87.7%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	710	1900	861	82.4%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	258	1900	735	35.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	439	1900:1900	609+134	59.1 : 59.1%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	842	Inf : Inf	615+612	76.7 : 60.5%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	606	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	206	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	31	-	-	20	1900	861	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	31	-	-	755	1900	861	87.7%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	710	1900	861	82.4%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	633	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	28	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1134	Inf	Inf	0.0%

Detailed Input Data And Results

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1101	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	441	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	828	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	288	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	15	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 Bramcote Island	-	-	3406	0	0	29.7	15.1	0.0	44.8	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3406	0	0	29.7	15.1	0.0	44.8	-	-	-	-	A52 Bramcote Island
1/1	254	254	254	0	0	0.0	1.0	-	1.0	13.9	0.7	1.0	1.7	1/1
1/2+1/3	295	295	590	0	0	0.4	1.8	-	2.2 (1.1+1.1)	26.6 (24.1:29.7)	2.4	1.8	4.2	1/2+1/3
2/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	568	568	-	-	-	1.8	0.6	-	2.5	15.7	7.7	0.6	8.4	3/1
3/2	568	568	-	-	-	1.8	0.6	-	2.5	15.7	7.7	0.6	8.4	3/2
3/3+3/4	456	456	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.7 (10.5:10.8)	2.9	0.2	3.1	3/3+3/4
4/1	387	387	-	-	-	1.6	0.4	-	2.1	19.2	5.6	0.4	6.0	4/1
4/2	391	391	-	-	-	1.6	0.4	-	2.0	18.7	5.4	0.4	5.9	4/2
4/3	501	501	-	-	-	4.2	0.0	-	4.2	29.9	10.1	0.0	10.1	4/3
4/4	291	291	-	-	-	1.8	0.5	-	2.3	28.8	5.2	0.5	5.7	4/4
5/1+5/2	439	439	878	0	0	1.4	2.4	-	3.8 (2.0+1.8)	31.4 (27.8:36.7)	3.5	2.4	5.9	5/1+5/2
6/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1193	1193	-	-	-	5.7	3.4	-	9.1 (6.1+3.0)	27.4 (28.9:24.9)	14.3	3.4	17.7	7/2+7/1

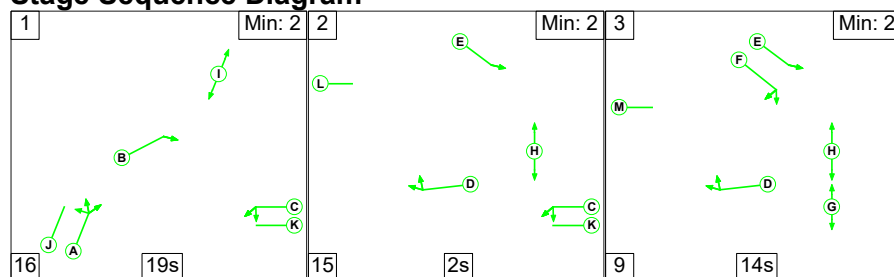
Detailed Input Data And Results

7/3	710	710	-	-	-	3.5	2.3	-	5.8	29.4	12.8	2.3	15.1	7/3	
8/1	258	258	-	-	-	1.2	0.3	-	1.5	20.8	4.4	0.3	4.7	8/1	
8/2+8/3	439	439	-	-	-	2.5	0.0	-	2.5 (2.1+0.5)	20.7 (20.7:20.5)	7.4	0.0	7.4	8/2+8/3	
9/1+9/2	842	842	1684	0	0	0.5	1.1	-	1.6 (1.0+0.7)	6.9 (7.4:6.4)	3.7	1.1	4.8	9/1+9/2	
10/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1	
10/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1	
11/2	755	755	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2	
11/3	710	710	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3	
12/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1	
13/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1	
13/2	1134	1134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2	
13/3	1101	1101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3	
14/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1	
15/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1	
15/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2	
16/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1	
16/2	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2	
C1 - A52 Bramcote Island															
PRC for Signalled Lanes (%):					0.1	Total Delay for Signalled Lanes (pcuHr):					36.18	Cycle Time (s): 75			
PRC Over All Lanes (%):					0.1	Total Delay Over All Lanes(pcuHr):					44.78				

Detailed Input Data And Results

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

Stage Sequence Diagram



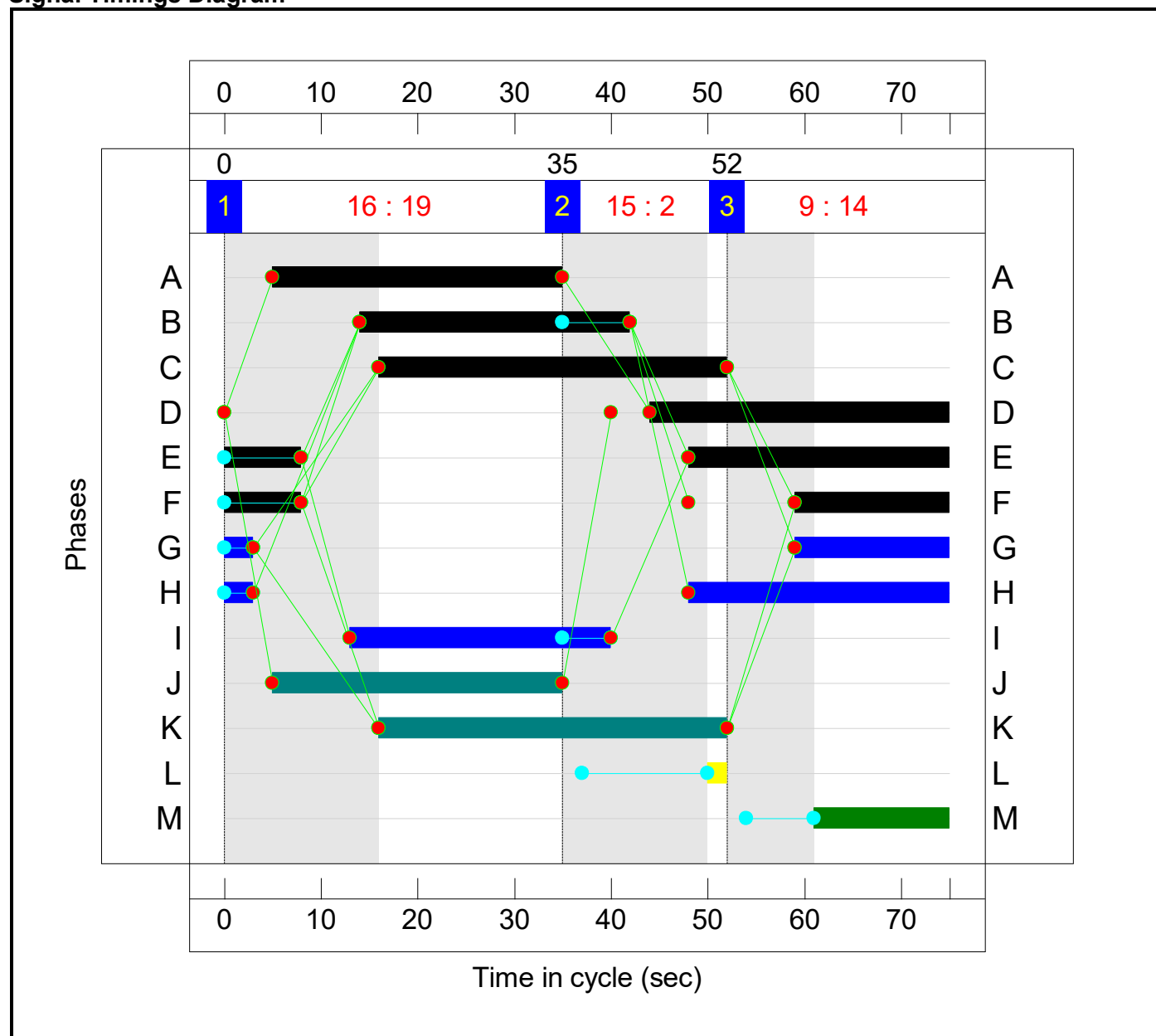
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

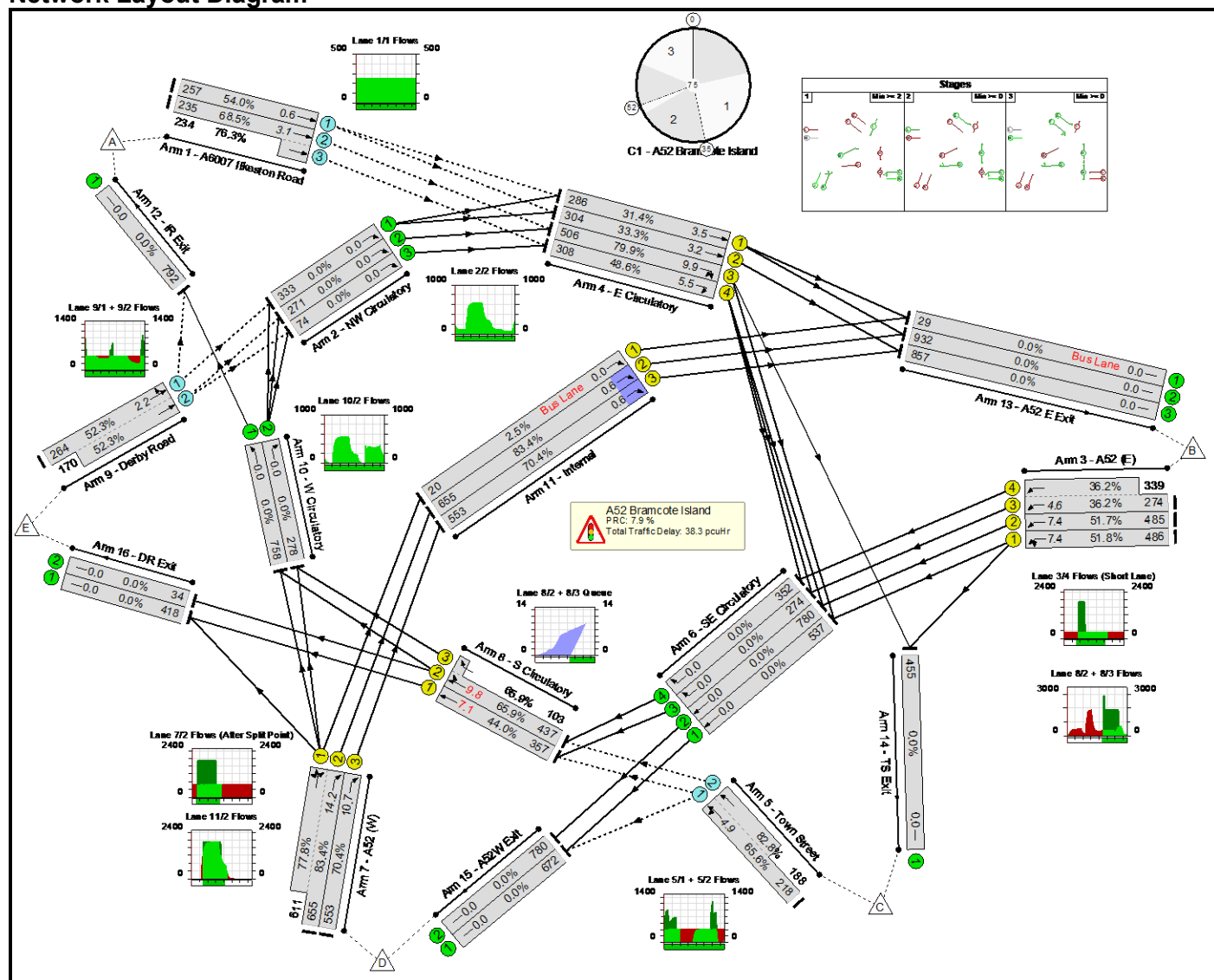
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	Description	Type	Phases	Start Green	End Green
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

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 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	83.4%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	83.4%
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	257	Inf	476	54.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	469	Inf : Inf	343+307	68.5 : 76.3%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	271	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	74	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	486	1900	937	51.8%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	485	1900	937	51.7%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	758+937	36.2 : 36.2%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	286	1900	912	31.4%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	304	1900	912	33.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	506	1900	633	79.9%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	308	1900	633	48.6%

Detailed Input Data And Results

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	406	Inf : Inf	332+227	65.6 : 82.8%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	537	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	780	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	274	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	352	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1266	1900:1900	785+785	83.4 : 77.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	553	1900	785	70.4%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	357	1900	811	44.0%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	540	1900:1900	663+156	65.9 : 65.9%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	434	Inf : Inf	505+325	52.3 : 52.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	758	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	655	1900	785	83.4%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	553	1900	785	70.4%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	792	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	932	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	455	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	672	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	780	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	418	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	34	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 Bramcote Island	-	-	2875	0	0	28.6	9.6	0.0	38.3	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	2875	0	0	28.6	9.6	0.0	38.3	-	-	-	-	A52 Bramcote Island
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	1/1
1/2+1/3	469	469	938	0	0	0.0	1.3	-	1.3 (0.6+0.7)	10.1 (9.8:10.4)	1.8	1.3	3.1	1/2+1/3
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	486	486	-	-	-	1.7	0.5	-	2.3	16.9	6.9	0.5	7.4	3/1
3/2	485	485	-	-	-	1.7	0.5	-	2.3	16.9	6.9	0.5	7.4	3/2
3/3+3/4	613	613	-	-	-	2.0	0.3	-	2.2 (1.0+1.3)	13.2 (12.9:13.4)	4.3	0.3	4.6	3/3+3/4
4/1	286	286	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	4/1
4/2	304	304	-	-	-	0.8	0.2	-	1.0	12.2	2.9	0.2	3.2	4/2
4/3	506	506	-	-	-	3.9	0.0	-	3.9	27.5	9.9	0.0	9.9	4/3
4/4	308	308	-	-	-	1.7	0.5	-	2.1	25.1	5.0	0.5	5.5	4/4
5/1+5/2	406	406	812	0	0	1.1	1.3	-	2.4 (1.0+1.4)	21.5 (17.1:26.7)	3.6	1.3	4.9	5/1+5/2
6/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1266	1266	-	-	-	6.8	2.1	-	8.9 (4.6+4.2)	25.2 (25.5:24.9)	12.2	2.1	14.2	7/2+7/1

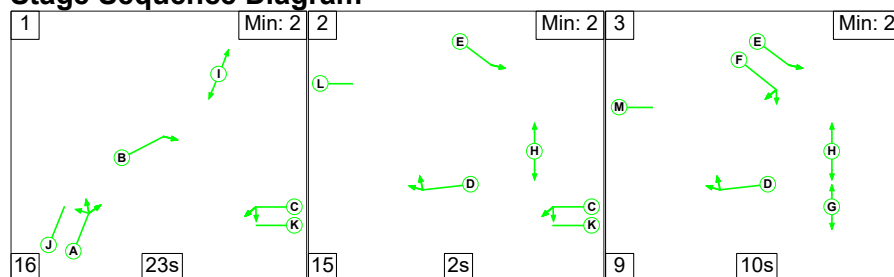
Detailed Input Data And Results

7/3	553	553	-	-	-	2.8	1.2	-	4.0	25.9	9.5	1.2	10.7	7/3
8/1	357	357	-	-	-	1.7	0.4	-	2.1	20.9	6.7	0.4	7.1	8/1
8/2+8/3	540	540	-	-	-	3.1	0.0	-	3.1 (2.5+0.6)	20.6 (20.6:20.8)	9.8	0.0	9.8	8/2+8/3
9/1+9/2	434	434	868	0	0	0.2	0.5	-	0.7 (0.5+0.2)	5.8 (6.3:5.1)	1.6	0.5	2.2	9/1+9/2
10/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	655	655	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/2
11/3	553	553	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2
C1 - A52 Bramcote Island PRC for Signalled Lanes (%): 7.9 PRC Over All Lanes (%): 7.9 Total Delay for Signalled Lanes (pcuHr): 33.24 Total Delay Over All Lanes(pcuHr): 38.26 Cycle Time (s): 75														

Detailed Input Data And Results

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

Stage Sequence Diagram



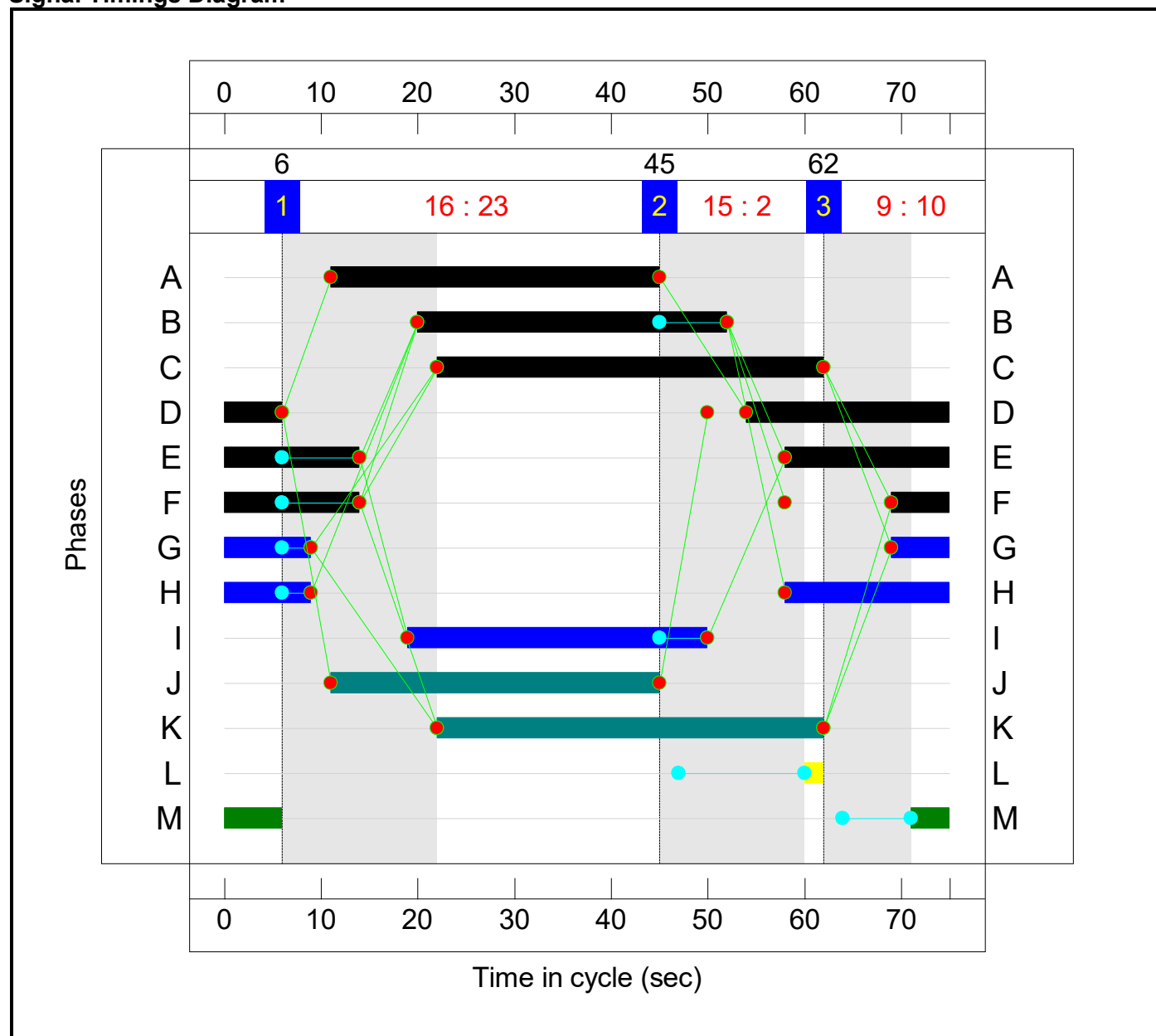
Stage Timings

Stage	1	2	3
Duration	23	2	10
Change Point	6	45	62

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	34	11	45
B	Internal Right	Traffic	32	20	52
C	A52 (E) Ahead Left	Traffic	40	22	62
D	S Circulatory Right Ahead	Traffic	27	54	6
E	E Circulatory Ahead	Traffic	31	58	14
F	E Circulatory Right Right2	Traffic	20	69	14
G	Pedestrians across	Pedestrian	15	69	9
H	Pedestrians across	Pedestrian	26	58	9
I	Pedestrians across	Pedestrian	31	19	50
J	Dummy	Dummy	34	11	45
K	Dummy	Dummy	40	22	62
L	Dummy with R/A	Dummy R/A	2	60	62
M	Dummy with R/A	Dummy R/A	10	71	6

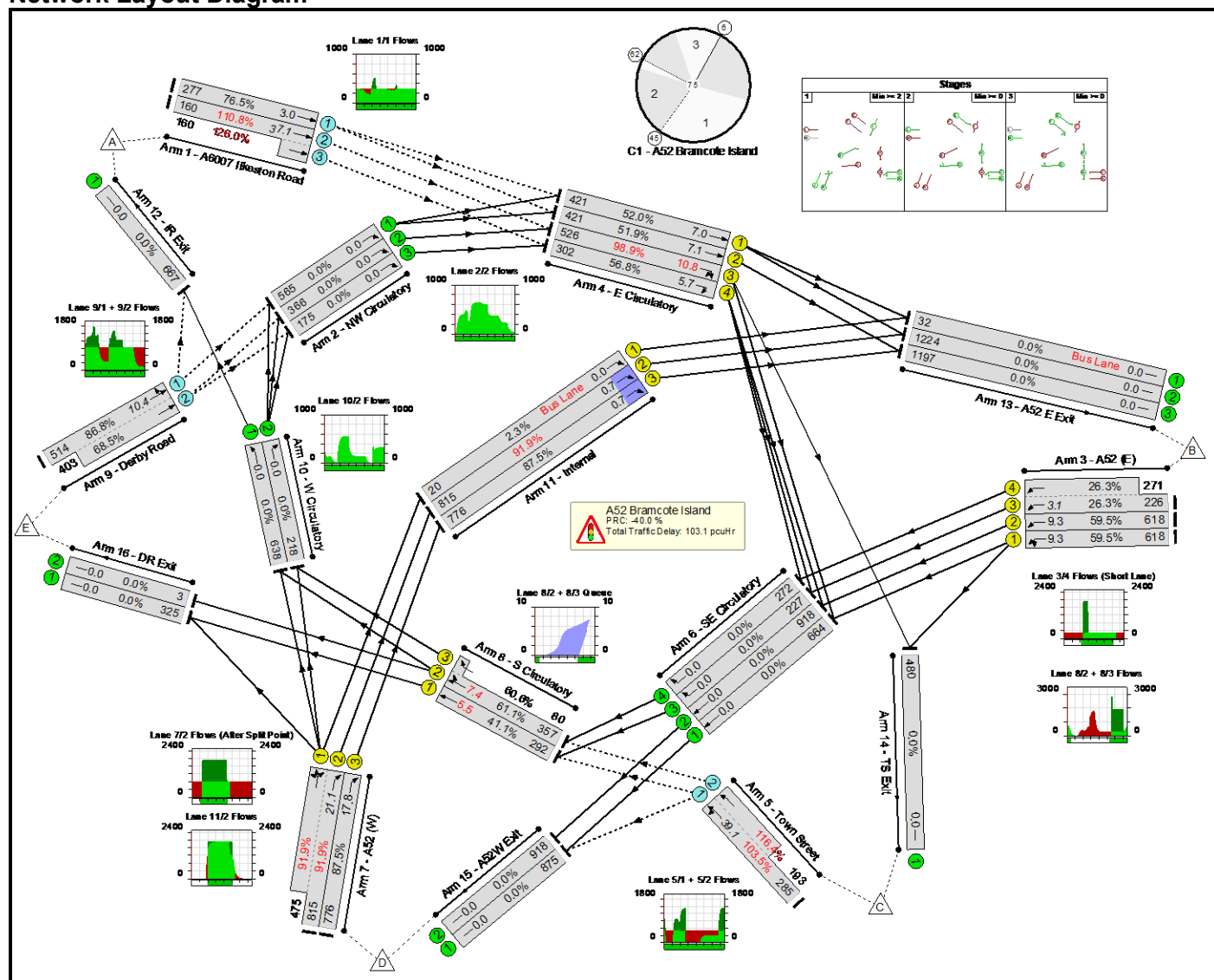
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	Description	Type	Phases	Start Green	End Green
3/1	A52 (E) Ahead Left	U	C	22	62
3/2	A52 (E) Ahead	U	C	22	62
3/3	A52 (E) Ahead	U	C	22	62
3/4	A52 (E) Ahead	U	C	22	62
4/1	E Circulatory Ahead	U	E	58	14
4/2	E Circulatory Ahead	U	E	58	14
4/3	E Circulatory Right Right2	U	F	69	14
4/4	E Circulatory Right	U	F	69	14
7/1	A52 (W) Ahead Right Left	U	A	11	45
7/2	A52 (W) Right	U	A	11	45
7/3	A52 (W) Right	U	A	11	45
8/1	S Circulatory Ahead	U	D	54	6
8/2	S Circulatory Right Ahead	U	D	54	6
8/3	S Circulatory Right	U	D	54	6
11/1	Internal Right	U	B	20	52
11/2	Internal Right	U	B	20	52
11/3	Internal Right	U	B	20	52

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 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	126.0%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	126.0%
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	277	Inf	362	76.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	320	Inf : Inf	144+127	110.8 : 126.0%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	366	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	175	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	40	-	-	618	1900	1039	59.5%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	618	1900	1039	59.5%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	497	1900:1900	861+1032	26.3 : 26.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	425	1900	811	52.0%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	423	1900	811	51.9%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	20	-	-	526	1900	532	98.9%

Detailed Input Data And Results

4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	335	1900	532	56.8%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	275+166	103.5 : 116.4%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	664	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	951	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	227	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	272	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	34	-	-	1290	1900:1900	887+517	91.9 : 91.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	776	1900	887	87.5%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	27	-	-	294	1900	709	41.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	27	-	-	465	1900:1900	585+133	61.1 : 60.6%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	917	Inf : Inf	592+588	86.8 : 68.5%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	660	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	224	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	32	-	-	20	1900	887	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	32	-	-	815	1900	887	91.9%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	776	1900	887	87.5%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	32	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1228	Inf	Inf	0.0%

Detailed Input Data And Results

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1199	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	882	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	951	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	327	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	3	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 Bramcote Island	-	-	3567	0	0	36.8	66.3	0.0	103.1	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3567	0	0	36.8	66.3	0.0	103.1	-	-	-	-	A52 Bramcote Island
1/1	277	277	277	0	0	0.0	1.6	-	1.6	20.7	1.4	1.6	3.0	1/1
1/2+1/3	320	287	574	0	0	2.6	27.3	-	29.9 (9.7+20.2)	336.4 (217.3:455.5)	9.8	27.3	37.1	1/2+1/3
2/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	618	618	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	3/1
3/2	618	618	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	3/2
3/3+3/4	497	497	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.2 (10.0:10.3)	2.9	0.2	3.1	3/3+3/4
4/1	421	421	-	-	-	1.9	0.5	-	2.4	20.9	6.5	0.5	7.0	4/1
4/2	421	421	-	-	-	1.9	0.5	-	2.5	21.2	6.6	0.5	7.1	4/2
4/3	526	526	-	-	-	4.5	0.0	-	4.5	30.5	10.8	0.0	10.8	4/3
4/4	302	302	-	-	-	1.7	0.7	-	2.3	27.9	5.0	0.7	5.7	4/4
5/1+5/2	478	441	882	0	0	3.7	23.5	-	27.1 (9.3+17.8)	204.4 (117.5:332.9)	15.7	23.5	39.1	5/1+5/2
6/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1290	1290	-	-	-	6.1	5.2	-	11.3 (7.5+3.8)	31.6 (33.2:28.8)	15.8	5.2	21.1	7/2+7/1

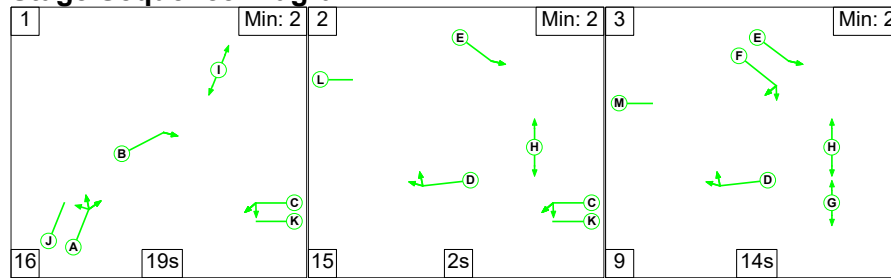
Detailed Input Data And Results

7/3	776	776	-	-	-	3.9	3.3	-	7.2	33.4	14.4	3.3	17.8	7/3
8/1	292	292	-	-	-	1.5	0.3	-	1.8	22.7	5.2	0.3	5.5	8/1
8/2+8/3	438	438	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	21.2 (21.3:21.1)	7.4	0.0	7.4	8/2+8/3
9/1+9/2	917	917	1834	0	0	0.9	1.7	-	2.6 (1.6+1.0)	10.1 (10.9:9.2)	8.7	1.7	10.4	9/1+9/2
10/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	11/1
11/2	815	815	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	776	776	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/3
12/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1224	1224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1197	1197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2
C1 - A52 Bramcote Island PRC for Signalled Lanes (%): -9.9 PRC Over All Lanes (%): -40.0 Total Delay for Signalled Lanes (pcuHr): 41.88 Total Delay Over All Lanes(pcuHr): 103.11 Cycle Time (s): 75														

Detailed Input Data And Results

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

Stage Sequence Diagram



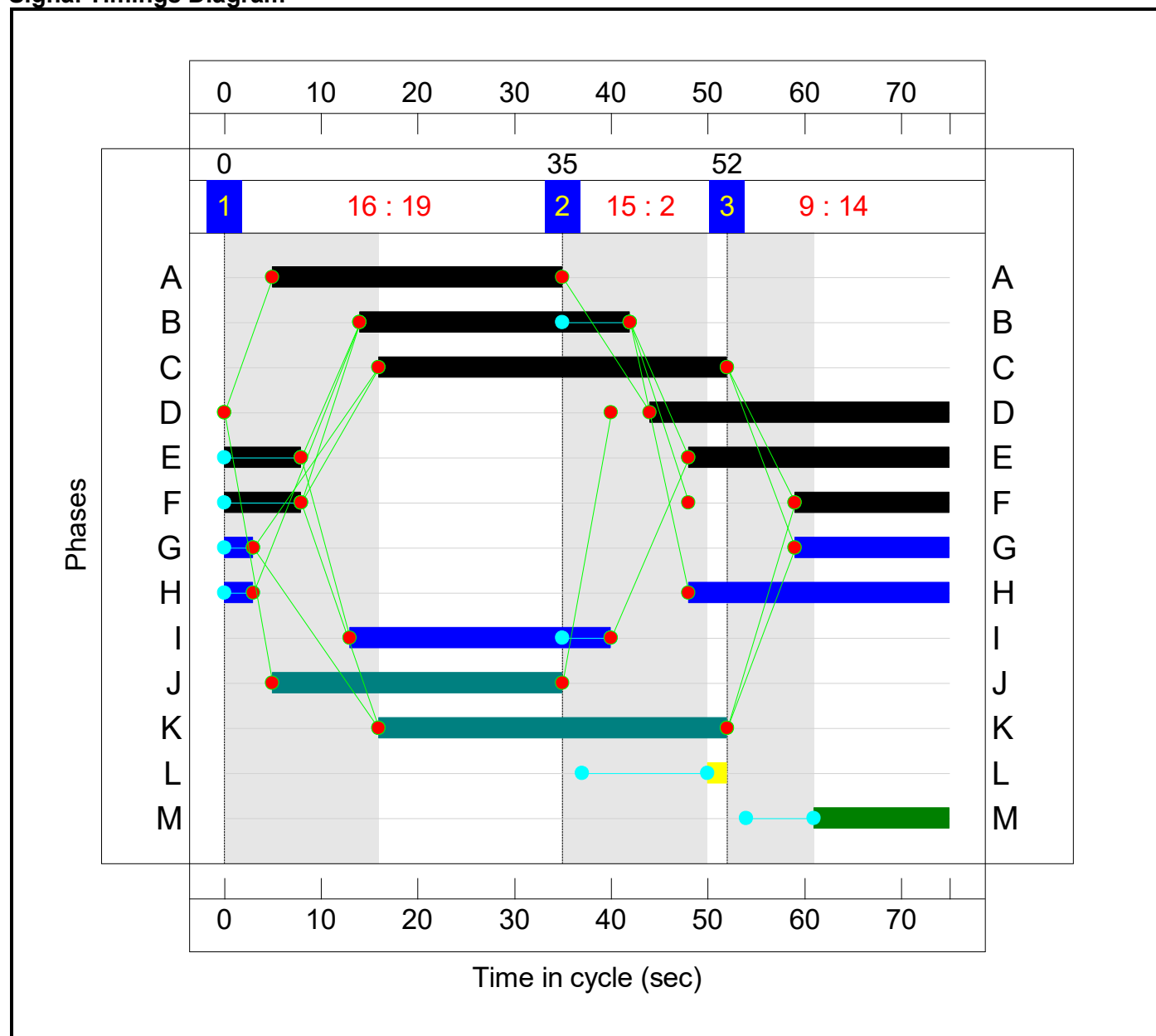
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

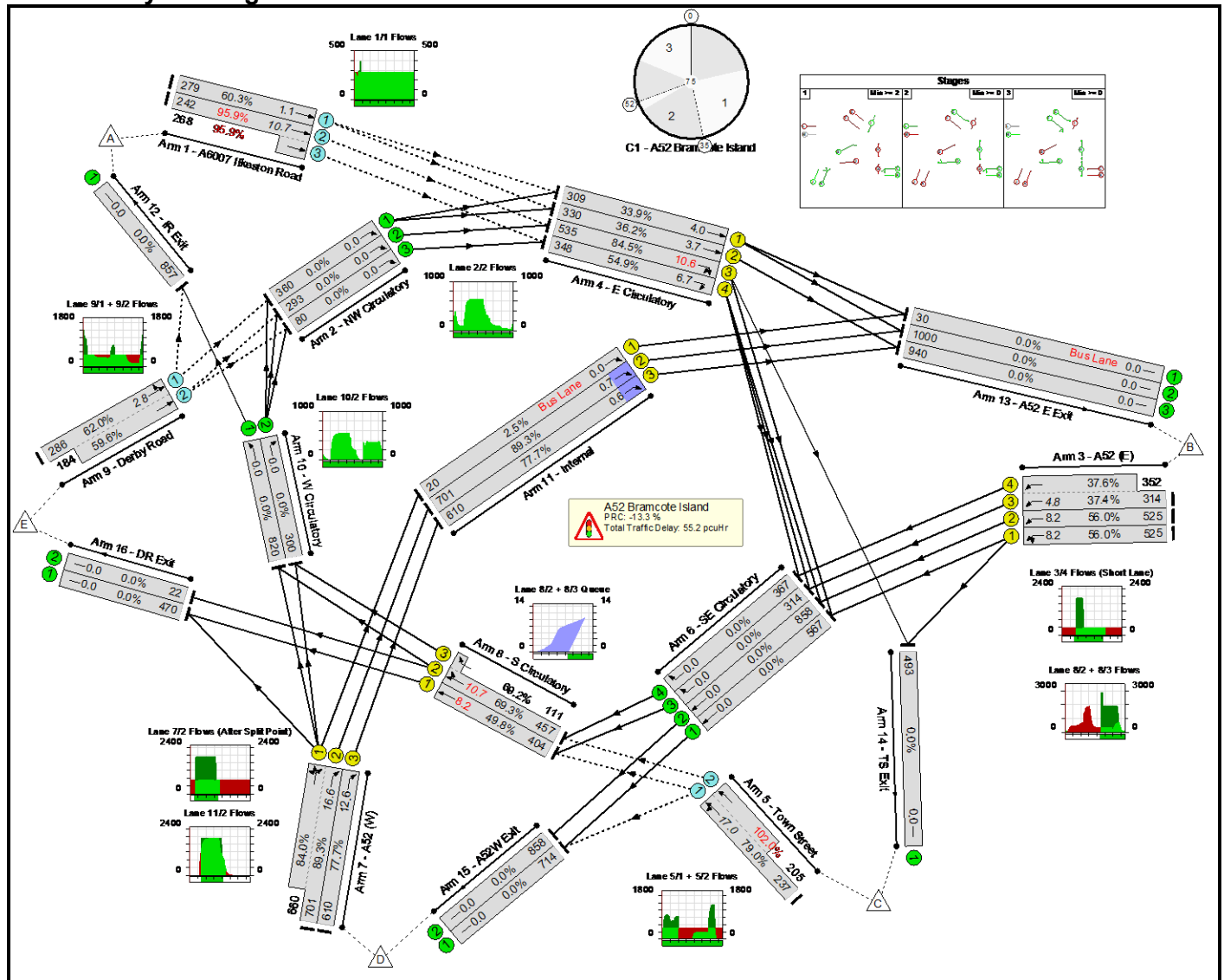
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	Description	Type	Phases	Start Green	End Green
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

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 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	102.0%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	102.0%
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	279	Inf	463	60.3%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	510	Inf : Inf	252+279	95.9 : 95.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	293	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	80	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	525	1900	937	56.0%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	525	1900	937	56.0%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	666	1900:1900	839+937	37.4 : 37.6%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	309	1900	912	33.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	331	1900	912	36.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	535	1900	633	84.5%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	348	1900	633	54.9%

Detailed Input Data And Results

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	442	Inf : Inf	300+201	79.0 : 102.0%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	858	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	367	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1361	1900:1900	785+785	89.3 : 84.0%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	610	1900	785	77.7%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	404	1900	811	49.8%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	572	1900:1900	659+160	69.3 : 69.2%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	470	Inf : Inf	461+309	62.0 : 59.6%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	823	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	301	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	701	1900	785	89.3%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	610	1900	785	77.7%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	860	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1000	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	941	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	493	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	714	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	858	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	470	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	22	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 Bramcote Island	-	-	3115	0	0	33.2	22.1	0.0	55.2	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3115	0	0	33.2	22.1	0.0	55.2	-	-	-	-	A52 Bramcote Island
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.7	0.4	0.8	1.1	1/1
1/2+1/3	510	510	1020	0	0	0.2	7.1	-	7.3 (3.4+3.9)	51.7 (50.4:52.9)	3.6	7.1	10.7	1/2+1/3
2/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	525	525	-	-	-	1.9	0.6	-	2.6	17.7	7.6	0.6	8.2	3/1
3/2	525	525	-	-	-	1.9	0.6	-	2.6	17.7	7.6	0.6	8.2	3/2
3/3+3/4	666	666	-	-	-	2.2	0.3	-	2.5 (1.1+1.3)	13.3 (13.2:13.4)	4.5	0.3	4.8	3/3+3/4
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.8	3.8	0.3	4.0	4/1
4/2	330	330	-	-	-	0.9	0.3	-	1.2	13.3	3.4	0.3	3.7	4/2
4/3	535	535	-	-	-	4.2	0.0	-	4.2	27.9	10.6	0.0	10.6	4/3
4/4	348	348	-	-	-	2.0	0.6	-	2.6	27.0	6.1	0.6	6.7	4/4
5/1+5/2	442	438	876	0	0	1.9	5.3	-	7.2 (2.4+4.9)	58.7 (35.8:85.2)	11.6	5.3	17.0	5/1+5/2
6/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1361	1361	-	-	-	7.6	3.2	-	10.8 (5.6+5.2)	28.5 (28.8:28.1)	13.4	3.2	16.6	7/2+7/1

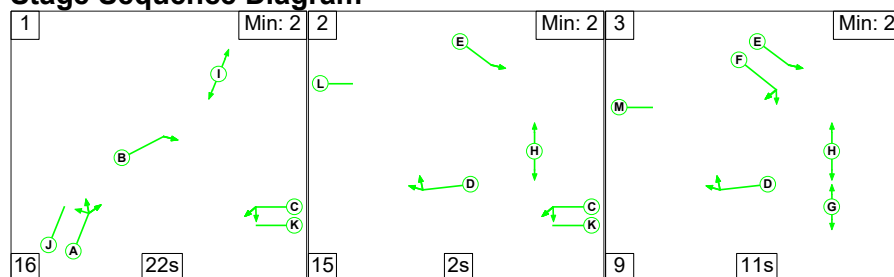
Detailed Input Data And Results

7/3	610	610	-	-	-	3.2	1.7	-	4.9	29.1	10.8	1.7	12.6	7/3
8/1	404	404	-	-	-	2.0	0.5	-	2.5	21.9	7.7	0.5	8.2	8/1
8/2+8/3	568	568	-	-	-	3.5	0.0	-	3.5 (2.8+0.7)	21.9 (21.9:22.1)	10.7	0.0	10.7	8/2+8/3
9/1+9/2	470	470	940	0	0	0.3	0.8	-	1.1 (0.7+0.4)	8.4 (9.0:7.4)	2.0	0.8	2.8	9/1+9/2
10/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	11/1
11/2	701	701	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	610	610	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1000	1000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2
C1 - A52 Bramcote Island PRC for Signalled Lanes (%): 0.8 PRC Over All Lanes (%): -13.3 Total Delay for Signalled Lanes (pcuHr): 38.83 Total Delay Over All Lanes (pcuHr): 55.22 Cycle Time (s): 75														

Detailed Input Data And Results

Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



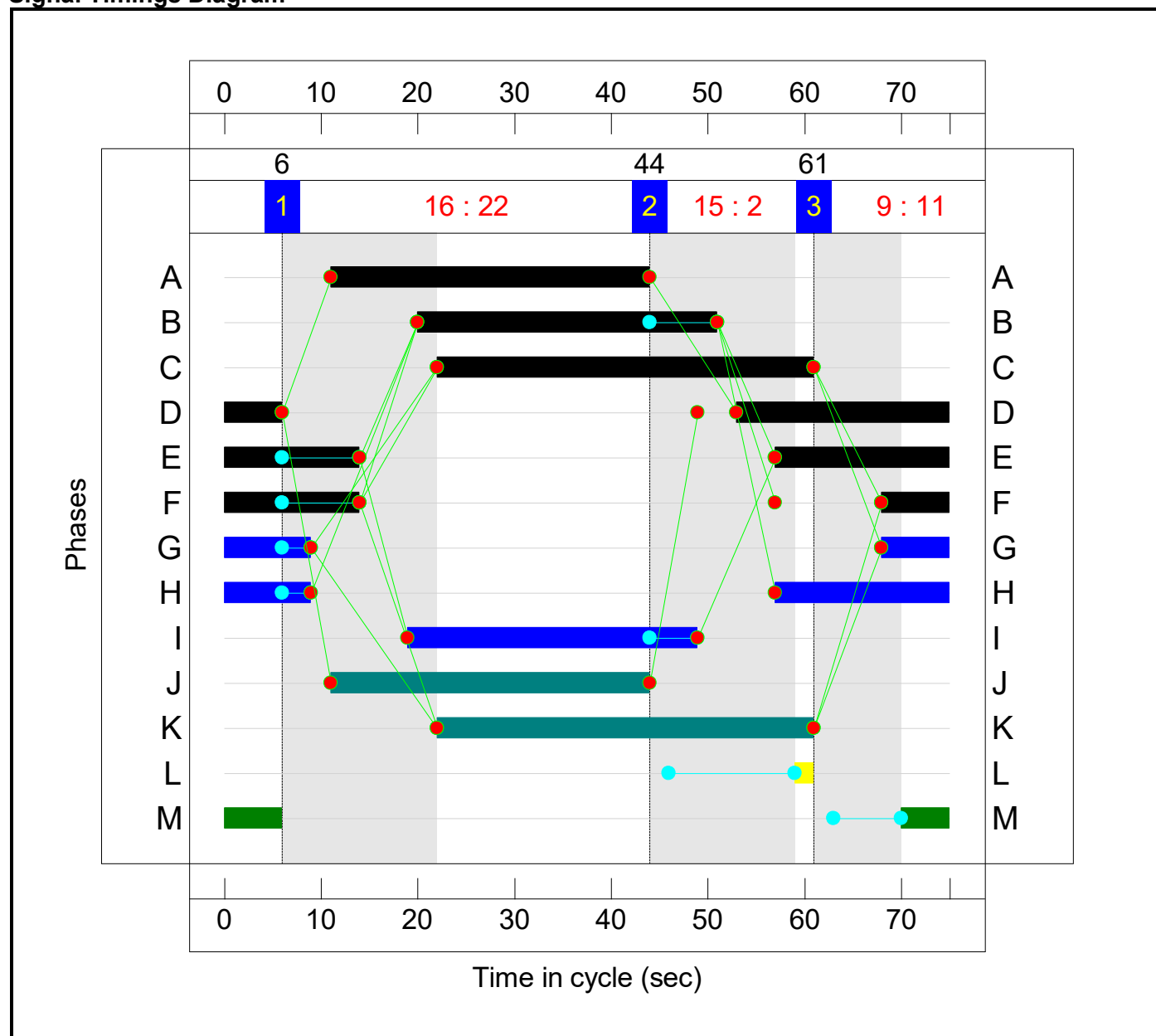
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	6	44	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	11	44
B	Internal Right	Traffic	31	20	51
C	A52 (E) Ahead Left	Traffic	39	22	61
D	S Circulatory Right Ahead	Traffic	28	53	6
E	E Circulatory Ahead	Traffic	32	57	14
F	E Circulatory Right Right2	Traffic	21	68	14
G	Pedestrians across	Pedestrian	16	68	9
H	Pedestrians across	Pedestrian	27	57	9
I	Pedestrians across	Pedestrian	30	19	49
J	Dummy	Dummy	33	11	44
K	Dummy	Dummy	39	22	61
L	Dummy with R/A	Dummy R/A	2	59	61
M	Dummy with R/A	Dummy R/A	11	70	6

Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	Description	Type	Phases	Start Green	End Green
3/1	A52 (E) Ahead Left	U	C	22	61
3/2	A52 (E) Ahead	U	C	22	61
3/3	A52 (E) Ahead	U	C	22	61
3/4	A52 (E) Ahead	U	C	22	61
4/1	E Circulatory Ahead	U	E	57	14
4/2	E Circulatory Ahead	U	E	57	14
4/3	E Circulatory Right Right2	U	F	68	14
4/4	E Circulatory Right	U	F	68	14
7/1	A52 (W) Ahead Right Left	U	A	11	44
7/2	A52 (W) Right	U	A	11	44
7/3	A52 (W) Right	U	A	11	44
8/1	S Circulatory Ahead	U	D	53	6
8/2	S Circulatory Right Ahead	U	D	53	6
8/3	S Circulatory Right	U	D	53	6
11/1	Internal Right	U	B	20	51
11/2	Internal Right	U	B	20	51
11/3	Internal Right	U	B	20	51