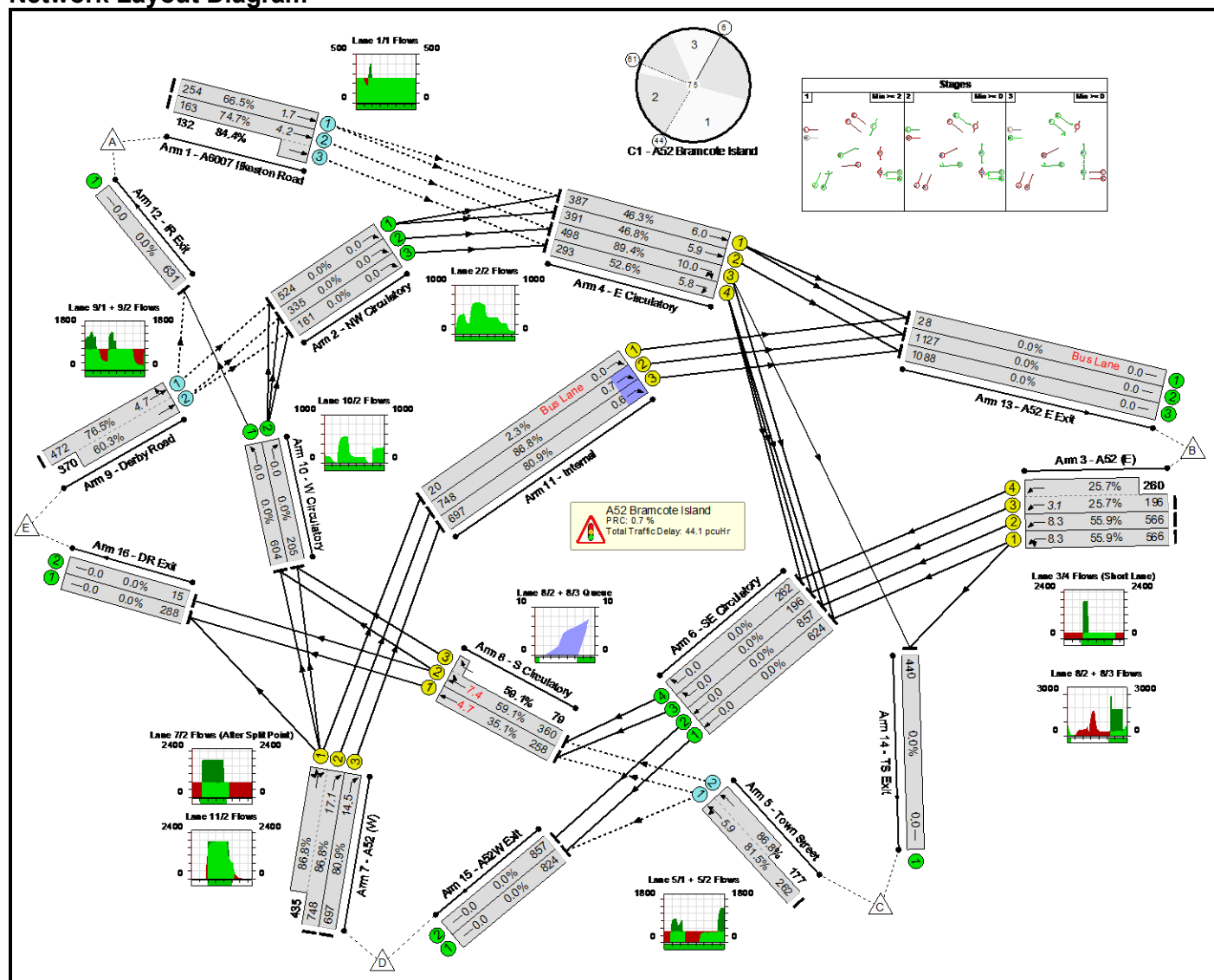


Network Layout Diagram



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	-	-		-	-	-	-	-	-	-	89.4%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	89.4%
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	74.7 : 84.4%
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	-		-	-	-	-	335	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	-	-	566	1900	1013	55.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	566	1900	1013	55.9%
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	-	-	498	1900	557	89.4%

Detailed Input Data And Results

4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	293	1900	557	52.6%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	439	Inf : Inf	321+204	81.5 : 86.8%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	624	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	-	-	1183	1900:1900	861+501	86.8 : 86.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	697	1900	861	80.9%
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	617+613	76.5 : 60.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	604	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	205	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	-	-	748	1900	861	86.8%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	697	1900	861	80.9%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	631	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	-		-	-	-	-	1127	Inf	Inf	0.0%

Detailed Input Data And Results

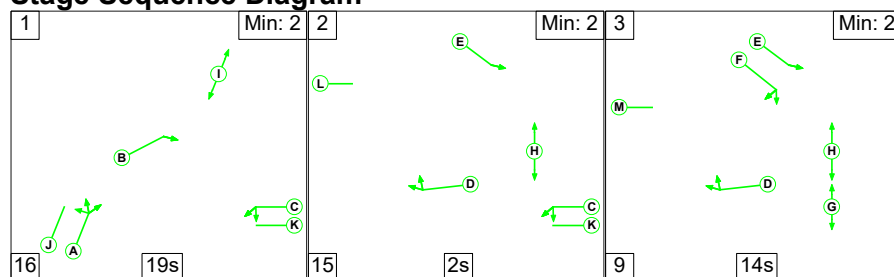
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1088	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	440	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	824	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	288	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	15	Inf	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	29.4	14.6	0.0	44.1	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3406	0	0	29.4	14.6	0.0	44.1	-	-	-	-	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)	26.5 (23.8:29.8)	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	335	335	-	-	-	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	566	566	-	-	-	1.8	0.6	-	2.5	15.6	7.7	0.6	8.3	3/1
3/2	566	566	-	-	-	1.8	0.6	-	2.5	15.6	7.7	0.6	8.3	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	19.3	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	498	498	-	-	-	4.1	0.0	-	4.1	29.9	10.0	0.0	10.0	4/3
4/4	293	293	-	-	-	1.8	0.6	-	2.3	28.7	5.2	0.6	5.8	4/4
5/1+5/2	439	439	878	0	0	1.4	2.4	-	3.8 (2.0+1.8)	31.1 (27.6:36.4)	3.5	2.4	5.9	5/1+5/2
6/1	624	624	-	-	-	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	1183	1183	-	-	-	5.6	3.2	-	8.8 (5.9+2.9)	26.7 (28.2:24.2)	13.9	3.2	17.1	7/2+7/1

Detailed Input Data And Results

7/3	697	697	-	-	-	3.4	2.1	-	5.5	28.4	12.4	2.1	14.5	7/3	
8/1	258	258	-	-	-	1.2	0.3	-	1.5	20.8	4.5	0.3	4.7	8/1	
8/2+8/3	439	439	-	-	-	2.5	0.0	-	2.5 (2.1+0.4)	20.6 (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+0.6)	6.9 (7.3:6.3)	3.7	1.1	4.7	9/1+9/2	
10/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1	
10/2	205	205	-	-	-	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	748	748	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/2	
11/3	697	697	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3	
12/1	631	631	-	-	-	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	1127	1127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2	
13/3	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3	
14/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1	
15/1	824	824	-	-	-	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 (%):					0.7	Total Delay for Signalled Lanes (pcuHr):					35.51	Cycle Time (s): 75			
PRC Over All Lanes (%):					0.7	Total Delay Over All Lanes(pcuHr):					44.06				

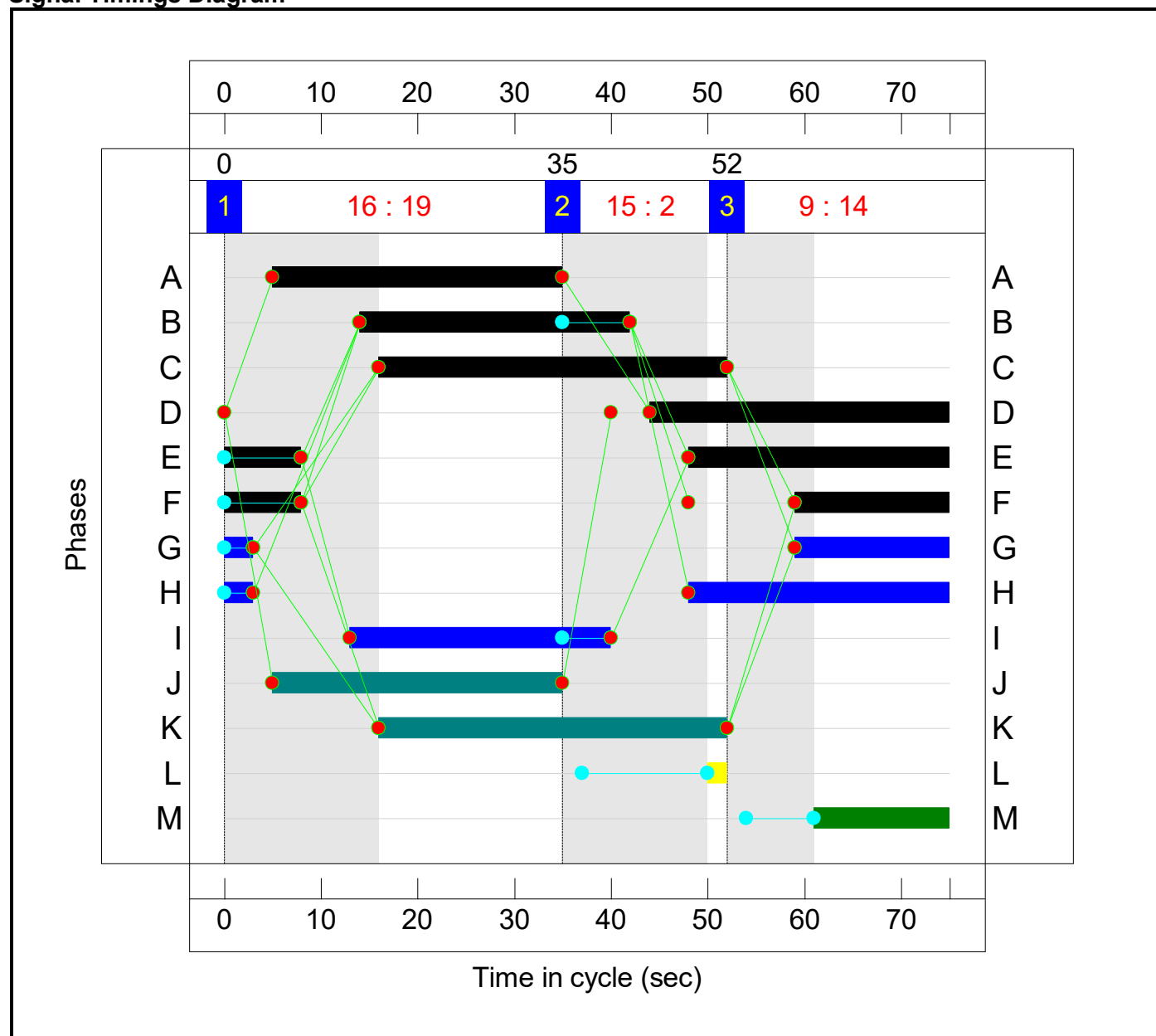
Stage Sequence Diagram**Stage Timings**

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

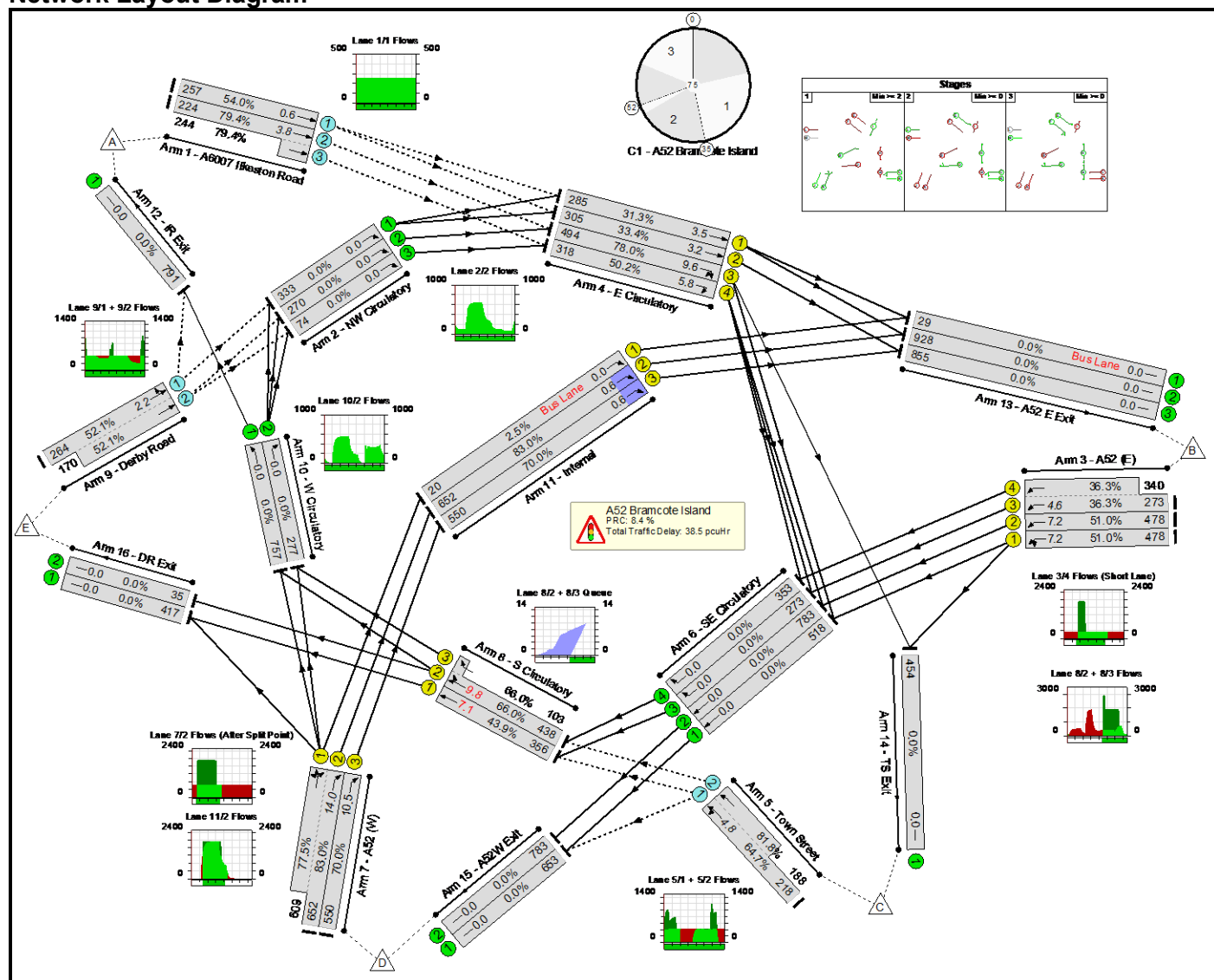
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	83.0%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	83.0%
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	-		-	-	-	-	468	Inf : Inf	282+307	79.4 : 79.4%
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	-	-	478	1900	937	51.0%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	478	1900	937	51.0%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	753+937	36.3 : 36.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	285	1900	912	31.3%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	305	1900	912	33.4%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	494	1900	633	78.0%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	318	1900	633	50.2%

Detailed Input Data And Results

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	406	Inf : Inf	337+230	64.7 : 81.8%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	783	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	273	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	353	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1261	1900:1900	785+785	83.0 : 77.5%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	550	1900	785	70.0%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	356	1900	811	43.9%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	541	1900:1900	663+156	66.0 : 66.0%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	434	Inf : Inf	506+326	52.1 : 52.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	757	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	-	-	652	1900	785	83.0%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	550	1900	785	70.0%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	791	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	-		-	-	-	-	855	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	-		-	-	-	-	653	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	783	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	417	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	35	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	-	-	2873	0	0	28.4	10.1	0.0	38.5	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	2873	0	0	28.4	10.1	0.0	38.5	-	-	-	-	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	468	468	936	0	0	0.1	1.9	-	1.9 (0.9+1.0)	14.8 (14.4:15.1)	2.0	1.9	3.8	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	478	478	-	-	-	1.7	0.5	-	2.2	16.8	6.6	0.5	7.2	3/1
3/2	478	478	-	-	-	1.7	0.5	-	2.2	16.8	6.6	0.5	7.2	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	285	285	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	4/1
4/2	305	305	-	-	-	0.8	0.3	-	1.0	12.2	2.9	0.3	3.2	4/2
4/3	494	494	-	-	-	3.8	0.0	-	3.8	27.4	9.6	0.0	9.6	4/3
4/4	318	318	-	-	-	1.7	0.5	-	2.2	25.3	5.3	0.5	5.8	4/4
5/1+5/2	406	406	812	0	0	1.1	1.2	-	2.3 (1.0+1.3)	20.7 (16.3:25.7)	3.6	1.2	4.8	5/1+5/2
6/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1261	1261	-	-	-	6.8	2.0	-	8.8 (4.6+4.2)	25.1 (25.4:24.7)	12.0	2.0	14.0	7/2+7/1

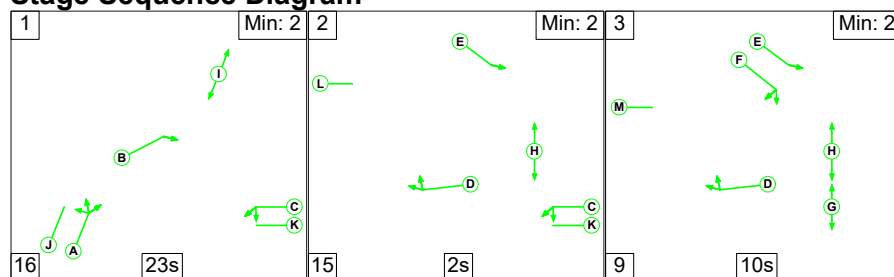
Detailed Input Data And Results

7/3	550	550	-	-	-	2.8	1.2	-	3.9	25.7	9.3	1.2	10.5	7/3
8/1	356	356	-	-	-	1.7	0.4	-	2.1	21.0	6.7	0.4	7.1	8/1
8/2+8/3	541	541	-	-	-	3.1	0.0	-	3.1 (2.5+0.6)	20.5 (20.4:20.6)	9.8	0.0	9.8	8/2+8/3
9/1+9/2	434	434	868	0	0	0.1	0.5	-	0.7 (0.5+0.2)	5.7 (6.2:5.0)	1.6	0.5	2.2	9/1+9/2
10/1	757	757	-	-	-	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	652	652	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/2
11/3	550	550	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	791	791	-	-	-	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	855	855	-	-	-	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	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2
C1 - A52 Bramcote Island PRC for Signalled Lanes (%): 8.4 PRC Over All Lanes (%): 8.4 Total Delay for Signalled Lanes (pcuHr): 32.97 Total Delay Over All Lanes(pcuHr): 38.50 Cycle Time (s): 75														

Detailed Input Data And Results

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

Stage Sequence Diagram



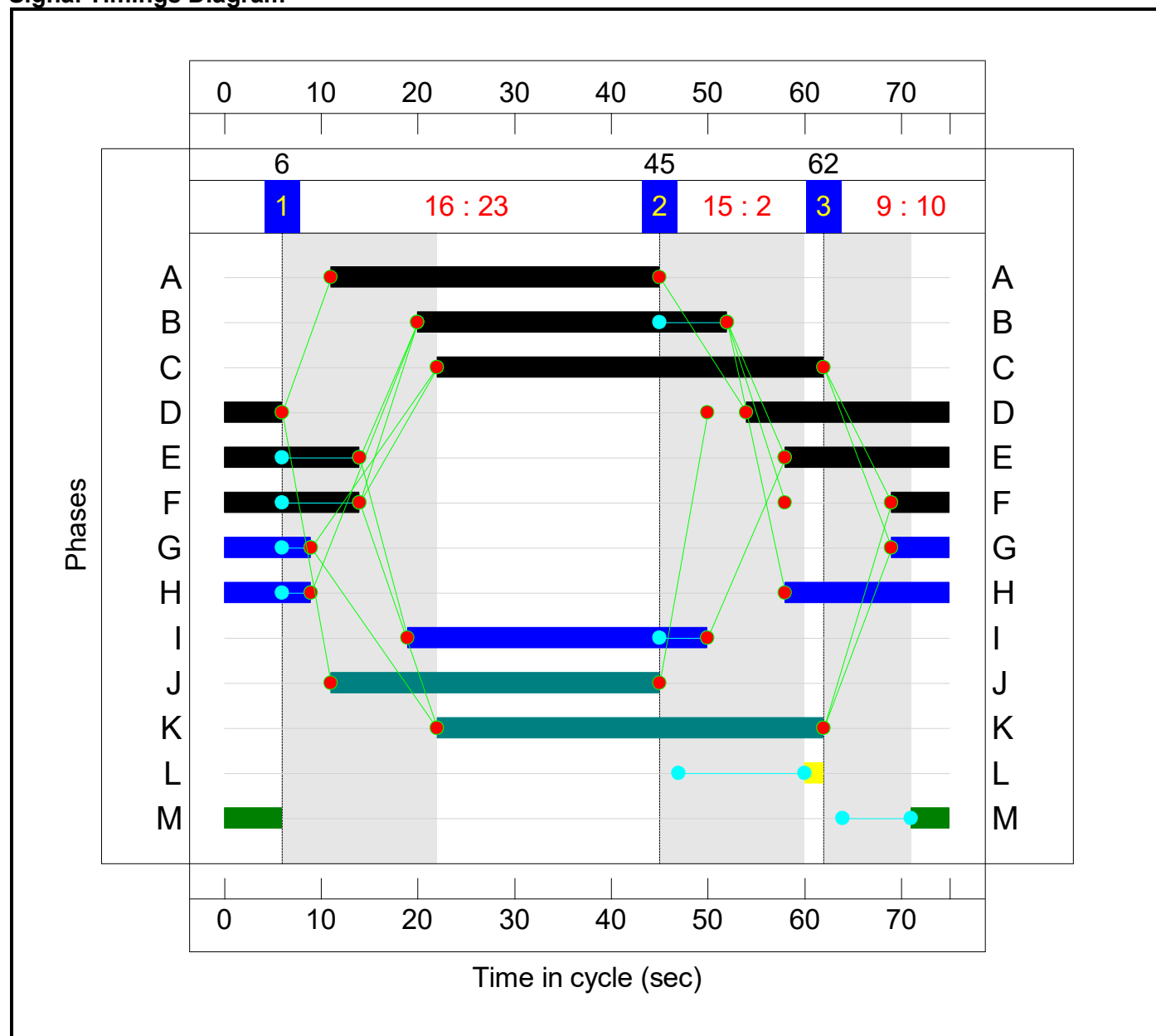
Stage Timings

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

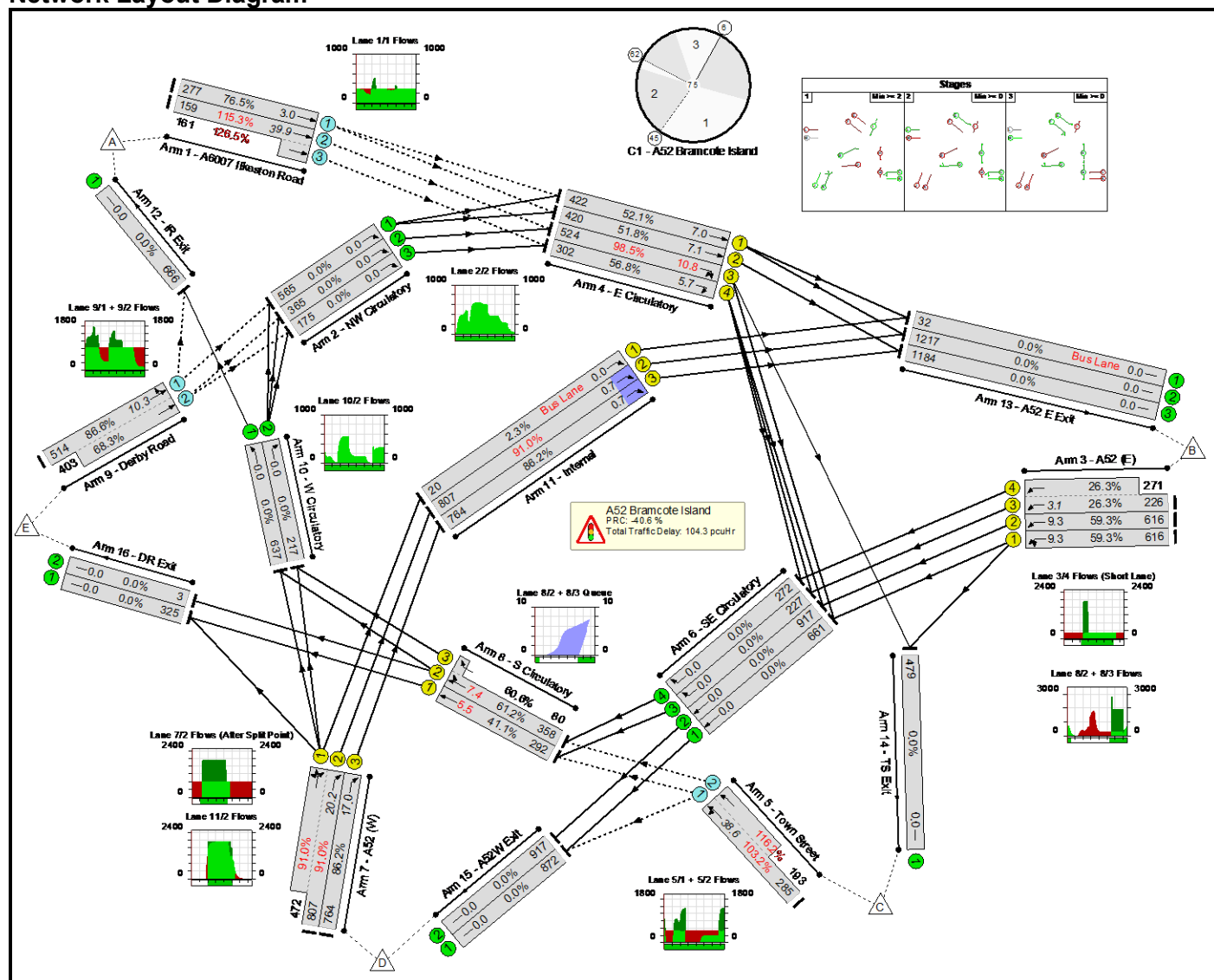
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	126.5%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	126.5%
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	138+127	115.3 : 126.5%
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	-		-	-	-	-	365	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	-	-	616	1900	1039	59.3%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	616	1900	1039	59.3%
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	-	-	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	-	-	524	1900	532	98.5%

Detailed Input Data And Results

4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	336	1900	532	56.8%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	276+166	103.2 : 116.2%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	661	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	950	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	-	-	1279	1900:1900	887+519	91.0 : 91.0%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	764	1900	887	86.2%
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	61.2 : 60.6%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	917	Inf : Inf	594+590	86.6 : 68.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	658	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	223	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	-	-	807	1900	887	91.0%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	764	1900	887	86.2%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	687	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	-		-	-	-	-	1221	Inf	Inf	0.0%

Detailed Input Data And Results

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1186	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	479	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	950	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	-	-	3568	0	0	36.6	67.7	0.0	104.3	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3568	0	0	36.6	67.7	0.0	104.3	-	-	-	-	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	320	286	573	0	0	2.7	30.1	-	32.7 (12.2+20.5)	368.1 (276.7:458.3)	9.9	30.1	39.9	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	365	365	-	-	-	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	616	616	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	3/1
3/2	616	616	-	-	-	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	422	422	-	-	-	1.9	0.5	-	2.5	20.9	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	524	524	-	-	-	4.4	0.0	-	4.4	30.5	10.8	0.0	10.8	4/3
4/4	302	302	-	-	-	1.7	0.7	-	2.3	27.9	5.1	0.7	5.7	4/4
5/1+5/2	478	442	885	0	0	3.6	23.0	-	26.6 (8.9+17.7)	200.2 (112.2:330.3)	15.7	23.0	38.6	5/1+5/2
6/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	917	917	-	-	-	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	1279	1279	-	-	-	6.0	4.7	-	10.7 (7.1+3.6)	30.2 (31.8:27.5)	15.5	4.7	20.2	7/2+7/1

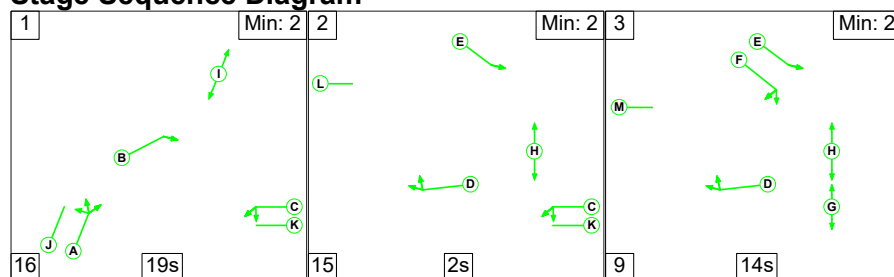
Detailed Input Data And Results

7/3	764	764	-	-	-	3.8	3.0	-	6.8	31.8	14.0	3.0	17.0	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 (21.3:21.0)	7.4	0.0	7.4	8/2+8/3
9/1+9/2	917	917	1834	0	0	0.9	1.7	-	2.6 (1.5+1.0)	10.1 (10.8:9.1)	8.6	1.7	10.3	9/1+9/2
10/1	637	637	-	-	-	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	807	807	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	764	764	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/3
12/1	666	666	-	-	-	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	1217	1217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1184	1184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	917	917	-	-	-	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 (%):						-9.4		Total Delay for Signalled Lanes (pcuHr):			40.81		Cycle Time (s): 75	
PRC Over All Lanes (%):						-40.6		Total Delay Over All Lanes(pcuHr):			104.27			

Detailed Input Data And Results

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

Stage Sequence Diagram



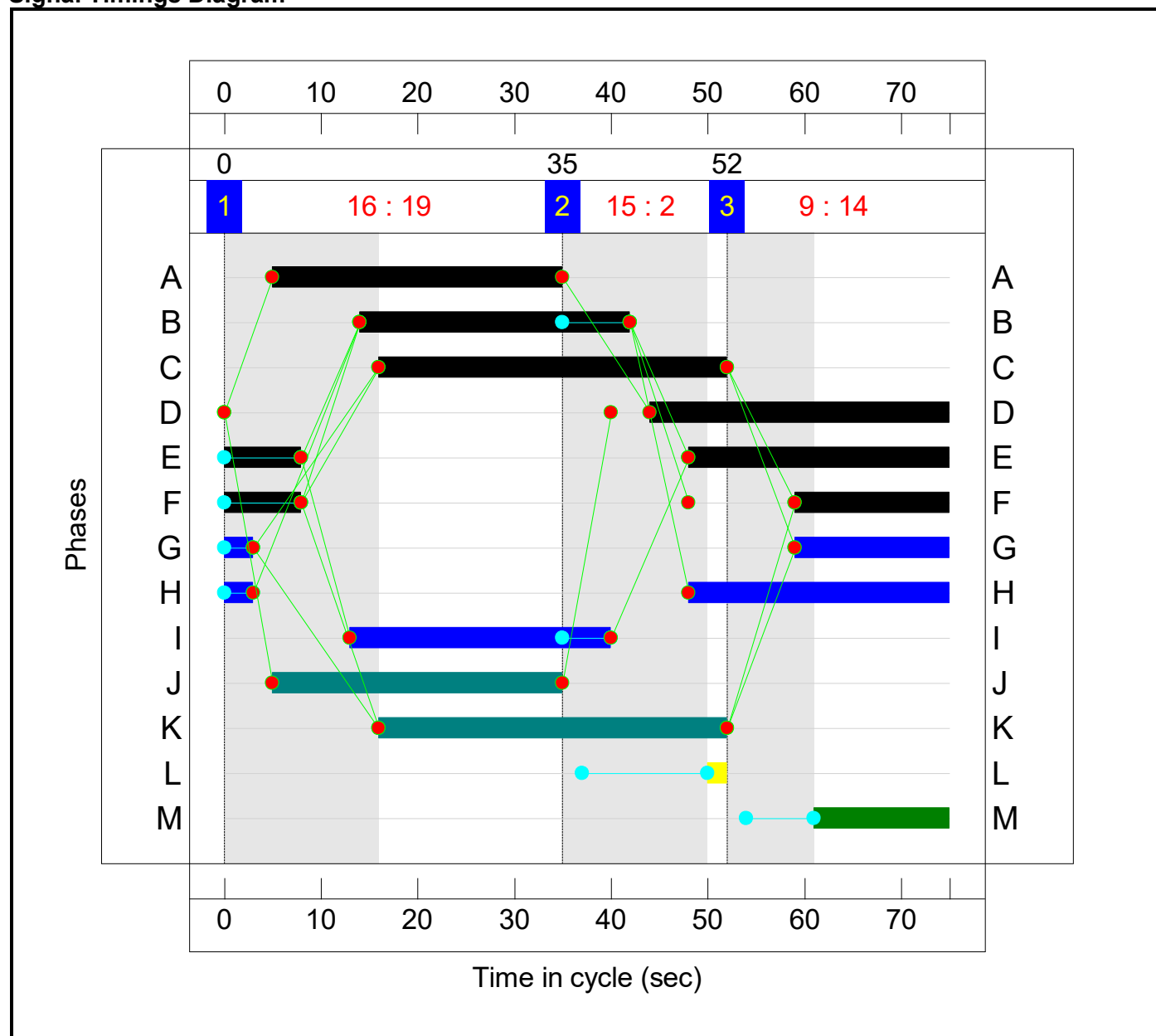
Stage Timings

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

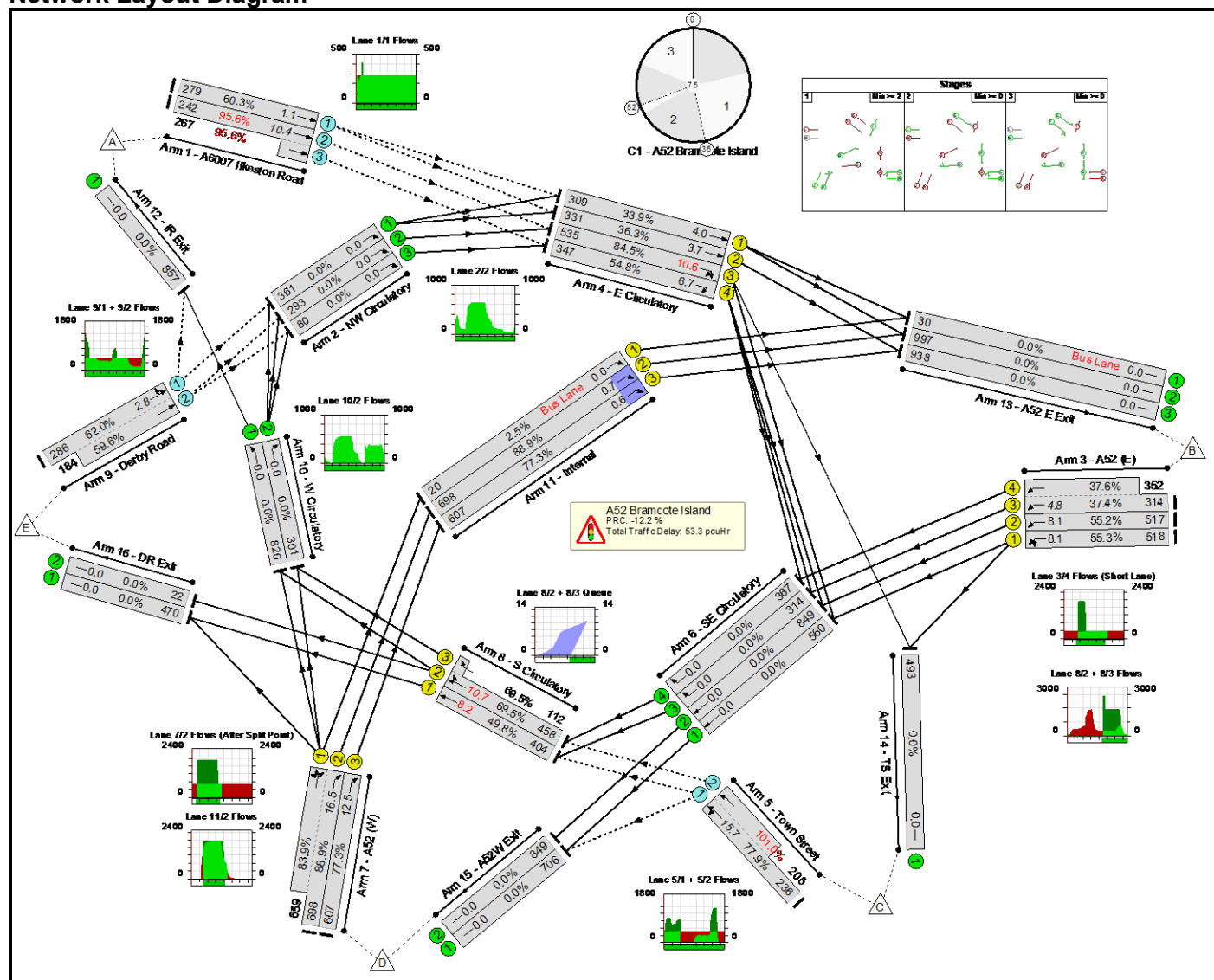
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	101.0%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	101.0%
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	279	Inf	462	60.3%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	509	Inf : Inf	253+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	-	-	518	1900	937	55.3%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	517	1900	937	55.2%
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	36.3%
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	-	-	347	1900	633	54.8%

Detailed Input Data And Results

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	441	Inf : Inf	303+203	77.9 : 101.0%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	560	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	-		-	-	-	-	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	-	-	1357	1900:1900	785+785	88.9 : 83.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	607	1900	785	77.3%
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	69.5 : 69.5%
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	-		-	-	-	-	822	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	-	-	698	1900	785	88.9%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	607	1900	785	77.3%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	859	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	-		-	-	-	-	997	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	938	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	-		-	-	-	-	706	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	849	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	32.9	20.4	0.0	53.3	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3115	0	0	32.9	20.4	0.0	53.3	-	-	-	-	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	509	509	1018	0	0	0.2	6.8	-	7.0 (3.3+3.8)	49.8 (48.5:51.0)	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	518	518	-	-	-	1.9	0.6	-	2.5	17.5	7.5	0.6	8.1	3/1
3/2	517	517	-	-	-	1.9	0.6	-	2.5	17.5	7.5	0.6	8.1	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	331	331	-	-	-	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	347	347	-	-	-	2.0	0.6	-	2.6	27.0	6.1	0.6	6.7	4/4
5/1+5/2	441	439	878	0	0	1.7	4.1	-	5.8 (2.2+3.7)	47.6 (33.1:64.3)	11.6	4.1	15.7	5/1+5/2
6/1	560	560	-	-	-	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	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	1357	1357	-	-	-	7.6	3.1	-	10.7 (5.5+5.1)	28.3 (28.6:28.0)	13.4	3.1	16.5	7/2+7/1

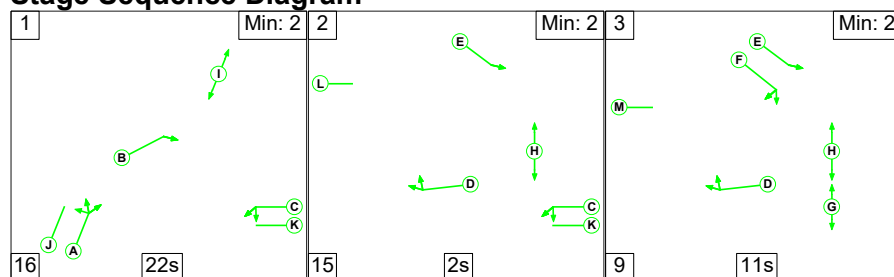
Detailed Input Data And Results

7/3	607	607	-	-	-	3.2	1.7	-	4.9	28.9	10.8	1.7	12.5	7/3
8/1	404	404	-	-	-	2.0	0.5	-	2.4	21.8	7.7	0.5	8.2	8/1
8/2+8/3	570	570	-	-	-	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 (9.1:7.4)	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	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	698	698	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	607	607	-	-	-	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	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	938	938	-	-	-	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	706	706	-	-	-	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	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 (%): 1.3 PRC Over All Lanes (%): -12.2 Total Delay for Signalled Lanes (pcuHr): 38.56 Total Delay Over All Lanes(pcuHr): 53.29 Cycle Time (s): 75														

Detailed Input Data And Results

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

Stage Sequence Diagram



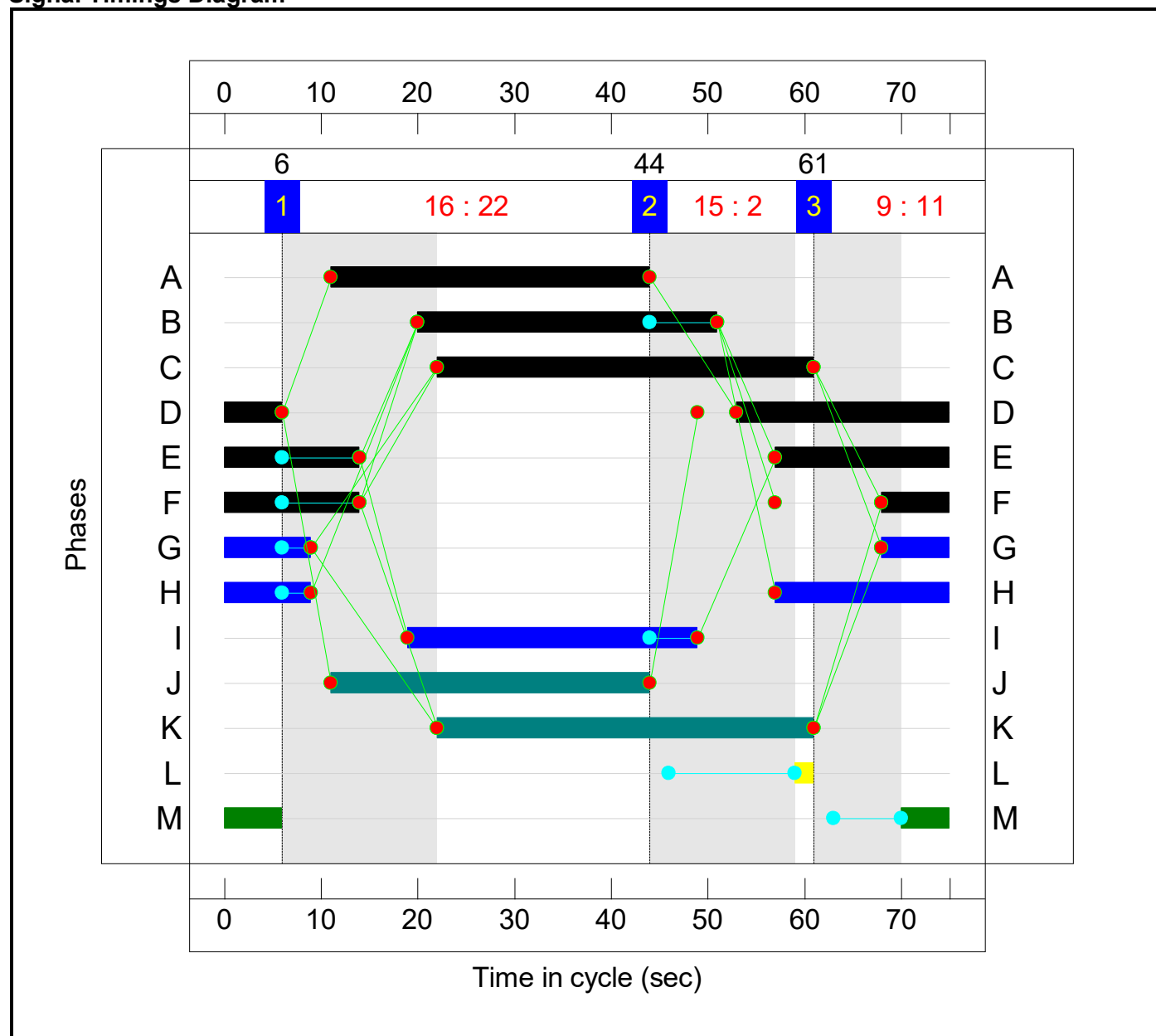
Stage Timings

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

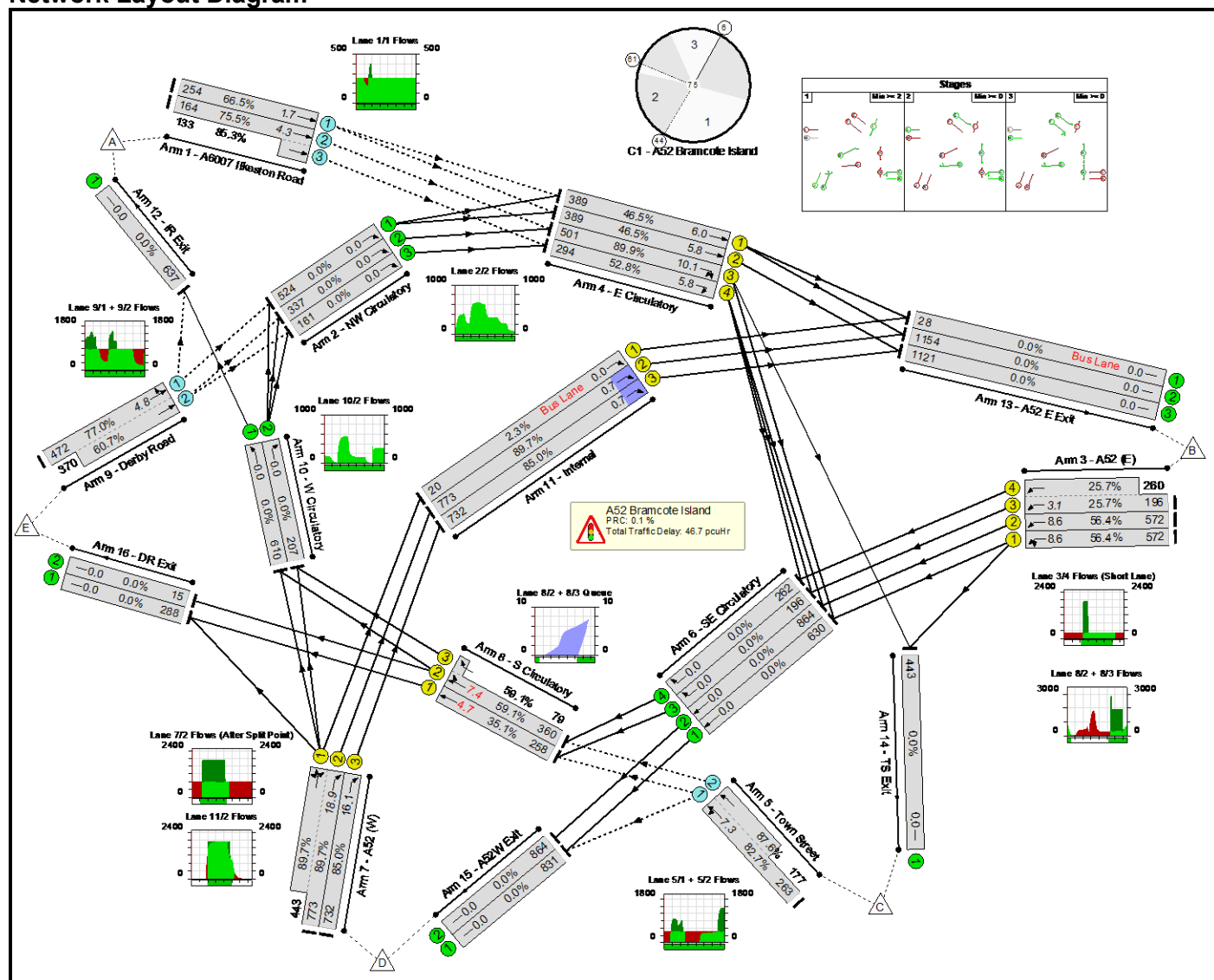
Signal Timings Diagram



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	-		-	-	-	-	297	Inf : Inf	217+156	75.5 : 85.3%
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	-		-	-	-	-	337	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	-	-	572	1900	1013	56.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	572	1900	1013	56.4%
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	-	-	389	1900	836	46.5%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	389	1900	836	46.5%
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	-	-	294	1900	557	52.8%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	440	Inf : Inf	318+202	82.7 : 87.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	630	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	864	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	-	-	1216	1900:1900	861+494	89.7 : 89.7%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	732	1900	861	85.0%
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	613+609	77.0 : 60.7%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	610	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	207	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	-	-	773	1900	861	89.7%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	732	1900	861	85.0%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	637	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	-		-	-	-	-	1154	Inf	Inf	0.0%

Detailed Input Data And Results

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1121	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	443	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	831	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	864	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	-	-	3412	0	0	30.2	16.5	0.0	46.7	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3412	0	0	30.2	16.5	0.0	46.7	-	-	-	-	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	297	297	594	0	0	0.4	1.9	-	2.3 (1.1+1.1)	27.5 (24.8:30.9)	2.5	1.9	4.3	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	337	337	-	-	-	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	572	572	-	-	-	1.9	0.6	-	2.5	15.8	7.9	0.6	8.6	3/1
3/2	572	572	-	-	-	1.9	0.6	-	2.5	15.8	7.9	0.6	8.6	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	389	389	-	-	-	1.6	0.4	-	2.1	19.3	5.6	0.4	6.0	4/1
4/2	389	389	-	-	-	1.6	0.4	-	2.0	18.7	5.4	0.4	5.8	4/2
4/3	501	501	-	-	-	4.2	0.0	-	4.2	29.9	10.1	0.0	10.1	4/3
4/4	294	294	-	-	-	1.8	0.6	-	2.3	28.7	5.2	0.6	5.8	4/4
5/1+5/2	440	440	880	0	0	1.4	2.6	-	4.0 (2.1+1.9)	32.8 (29.2:38.1)	4.7	2.6	7.3	5/1+5/2
6/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	864	864	-	-	-	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	1216	1216	-	-	-	5.9	4.1	-	10.0 (6.7+3.3)	29.6 (31.1:26.8)	14.8	4.1	18.9	7/2+7/1

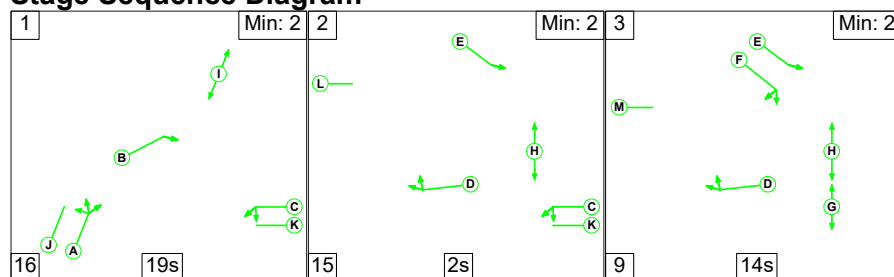
Detailed Input Data And Results

7/3	732	732	-	-	-	3.7	2.7	-	6.4	31.6	13.4	2.7	16.1	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 (20.8:20.6)	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)	7.0 (7.5:6.5)	3.7	1.1	4.8	9/1+9/2	
10/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1	
10/2	207	207	-	-	-	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	773	773	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2	
11/3	732	732	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/3	
12/1	637	637	-	-	-	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	1154	1154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2	
13/3	1121	1121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3	
14/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1	
15/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1	
15/2	864	864	-	-	-	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):					37.79	Cycle Time (s): 75			
PRC Over All Lanes (%):					0.1	Total Delay Over All Lanes(pcuHr):					46.70				

Detailed Input Data And Results

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

Stage Sequence Diagram



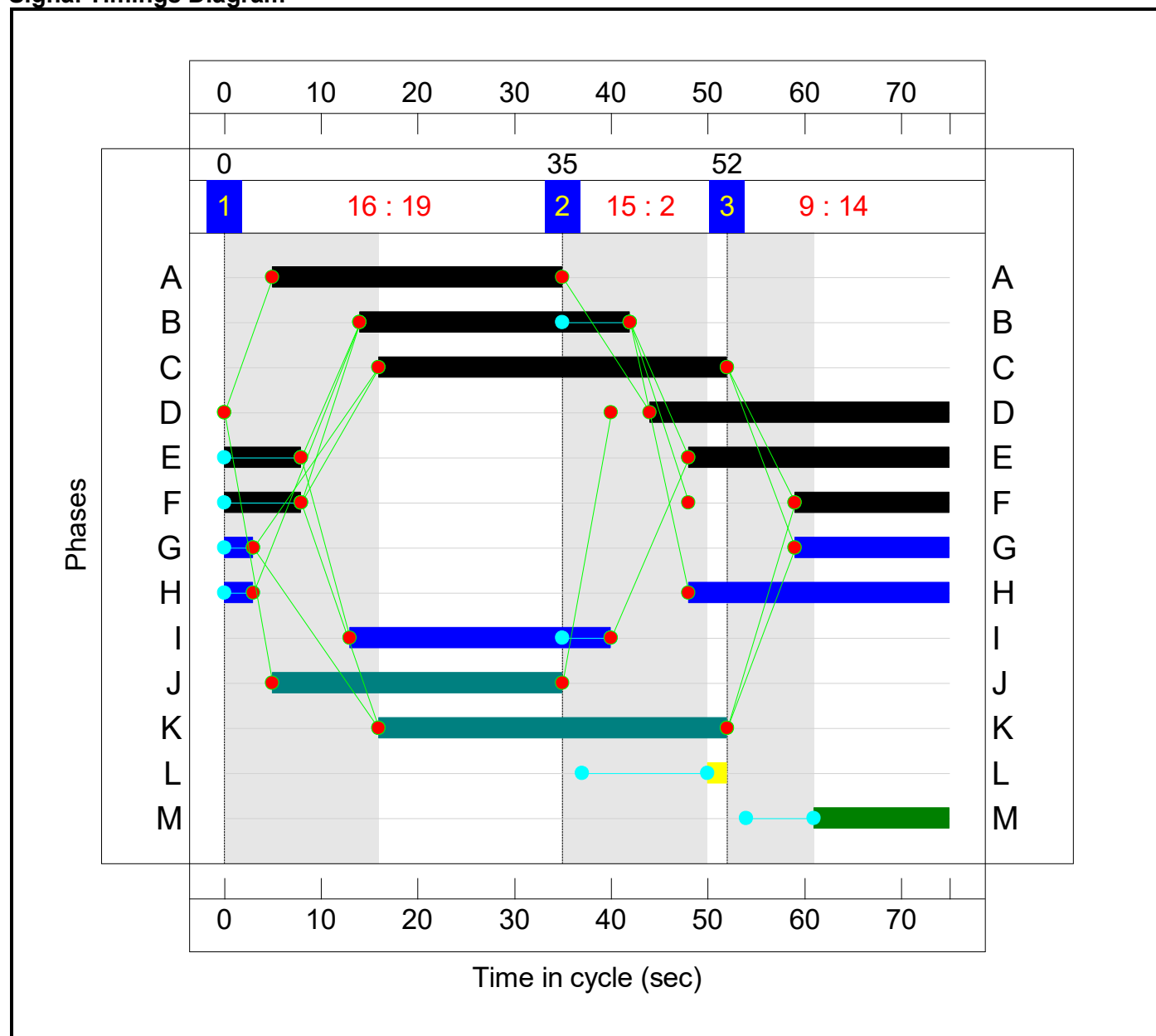
Stage Timings

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

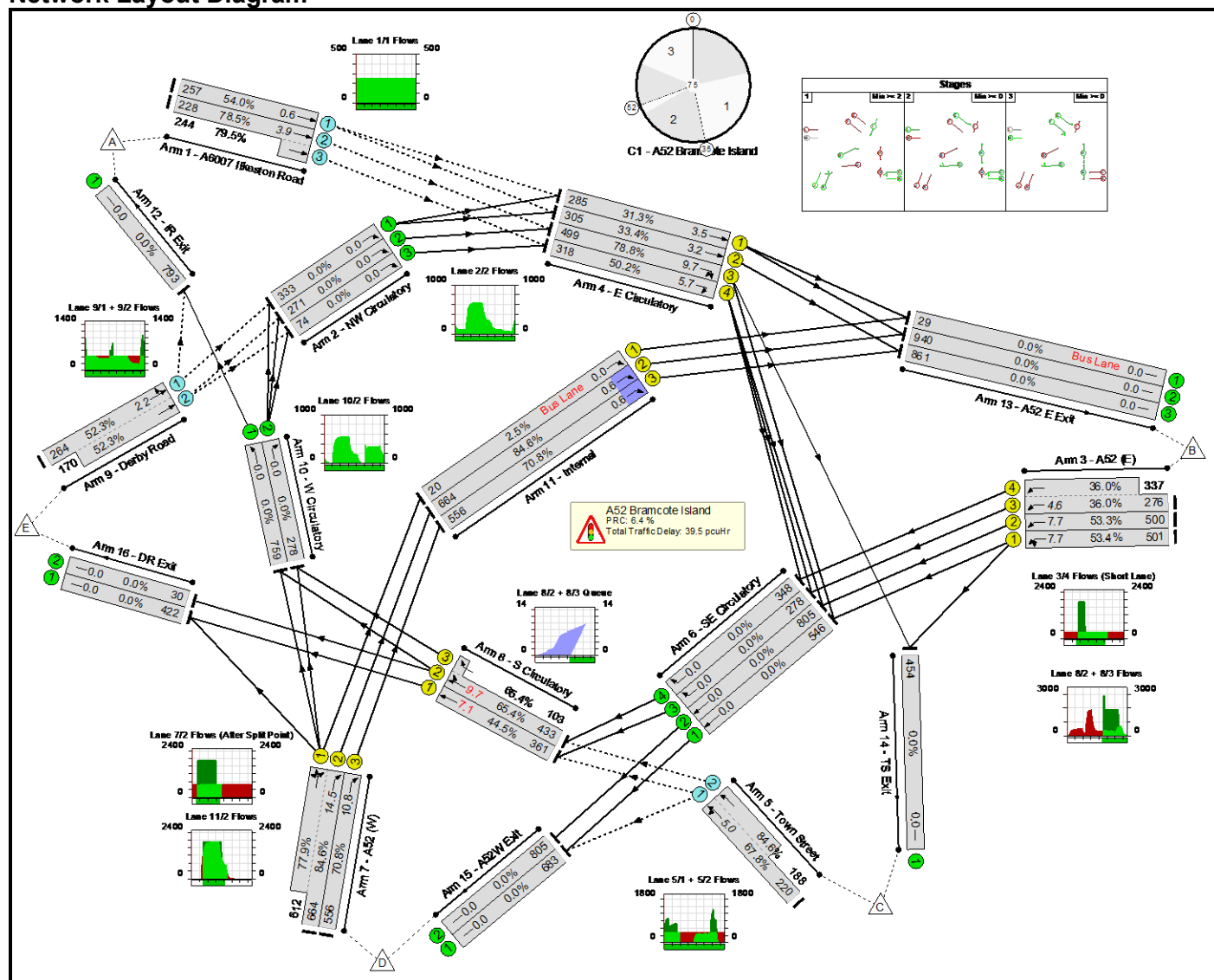
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	84.6%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	84.6%
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	-		-	-	-	-	472	Inf : Inf	290+307	78.5 : 79.5%
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	-		-	-	-	-	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	-	-	501	1900	937	53.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	500	1900	937	53.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	768+937	36.0 : 36.0%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	285	1900	912	31.3%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	305	1900	912	33.4%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	499	1900	633	78.8%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	318	1900	633	50.2%

Detailed Input Data And Results

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	408	Inf : Inf	325+222	67.8 : 84.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	546	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	805	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	348	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1276	1900:1900	785+785	84.6 : 77.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	556	1900	785	70.8%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	361	1900	811	44.5%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	536	1900:1900	662+157	65.4 : 65.4%
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	-		-	-	-	-	759	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	-	-	664	1900	785	84.6%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	556	1900	785	70.8%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	793	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	-		-	-	-	-	940	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	861	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	-		-	-	-	-	683	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	805	Inf	Inf	0.0%

Detailed Input Data And Results

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	422	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	30	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	-	-	2885	0	0	29.0	10.5	0.0	39.5	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	2885	0	0	29.0	10.5	0.0	39.5	-	-	-	-	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	472	472	944	0	0	0.1	1.8	-	1.9 (0.9+1.0)	14.4 (14.0:14.7)	2.0	1.8	3.9	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	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	501	501	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	3/1
3/2	500	500	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	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	285	285	-	-	-	0.8	0.2	-	1.1	13.6	3.2	0.2	3.5	4/1
4/2	305	305	-	-	-	0.8	0.3	-	1.0	12.2	2.9	0.3	3.2	4/2
4/3	499	499	-	-	-	3.8	0.0	-	3.8	27.4	9.7	0.0	9.7	4/3
4/4	318	318	-	-	-	1.7	0.5	-	2.2	25.3	5.2	0.5	5.7	4/4
5/1+5/2	408	408	816	0	0	1.2	1.4	-	2.7 (1.2+1.5)	23.4 (18.9:28.8)	3.6	1.4	5.0	5/1+5/2
6/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1276	1276	-	-	-	6.9	2.1	-	9.0 (4.8+4.3)	25.5 (25.9:25.1)	12.4	2.1	14.5	7/2+7/1

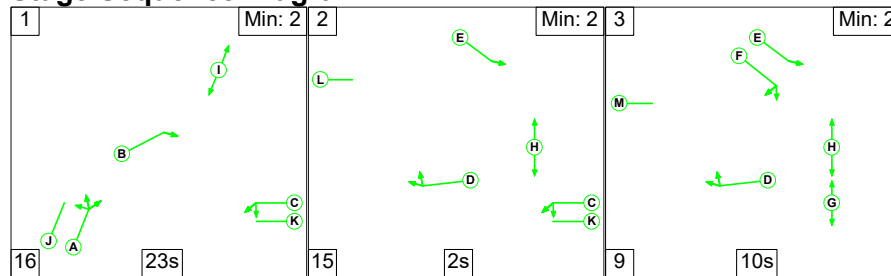
Detailed Input Data And Results

7/3	556	556	-	-	-	2.8	1.2	-	4.0	26.0	9.6	1.2	10.8	7/3
8/1	361	361	-	-	-	1.7	0.4	-	2.1	20.9	6.7	0.4	7.1	8/1
8/2+8/3	536	536	-	-	-	3.1	0.0	-	3.1 (2.5+0.6)	20.8 (20.8:21.0)	9.7	0.0	9.7	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	759	759	-	-	-	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	664	664	-	-	-	0.2	0.0	-	0.2	1.0	0.6	0.0	0.6	11/2
11/3	556	556	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	793	793	-	-	-	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	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	861	861	-	-	-	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	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2
C1 - A52 Bramcote Island PRC for Signalled Lanes (%): 6.4 PRC Over All Lanes (%): 6.4 Total Delay for Signalled Lanes (pcuHr): 33.72 Total Delay Over All Lanes(pcuHr): 39.55 Cycle Time (s): 75														

Detailed Input Data And Results

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

Stage Sequence Diagram



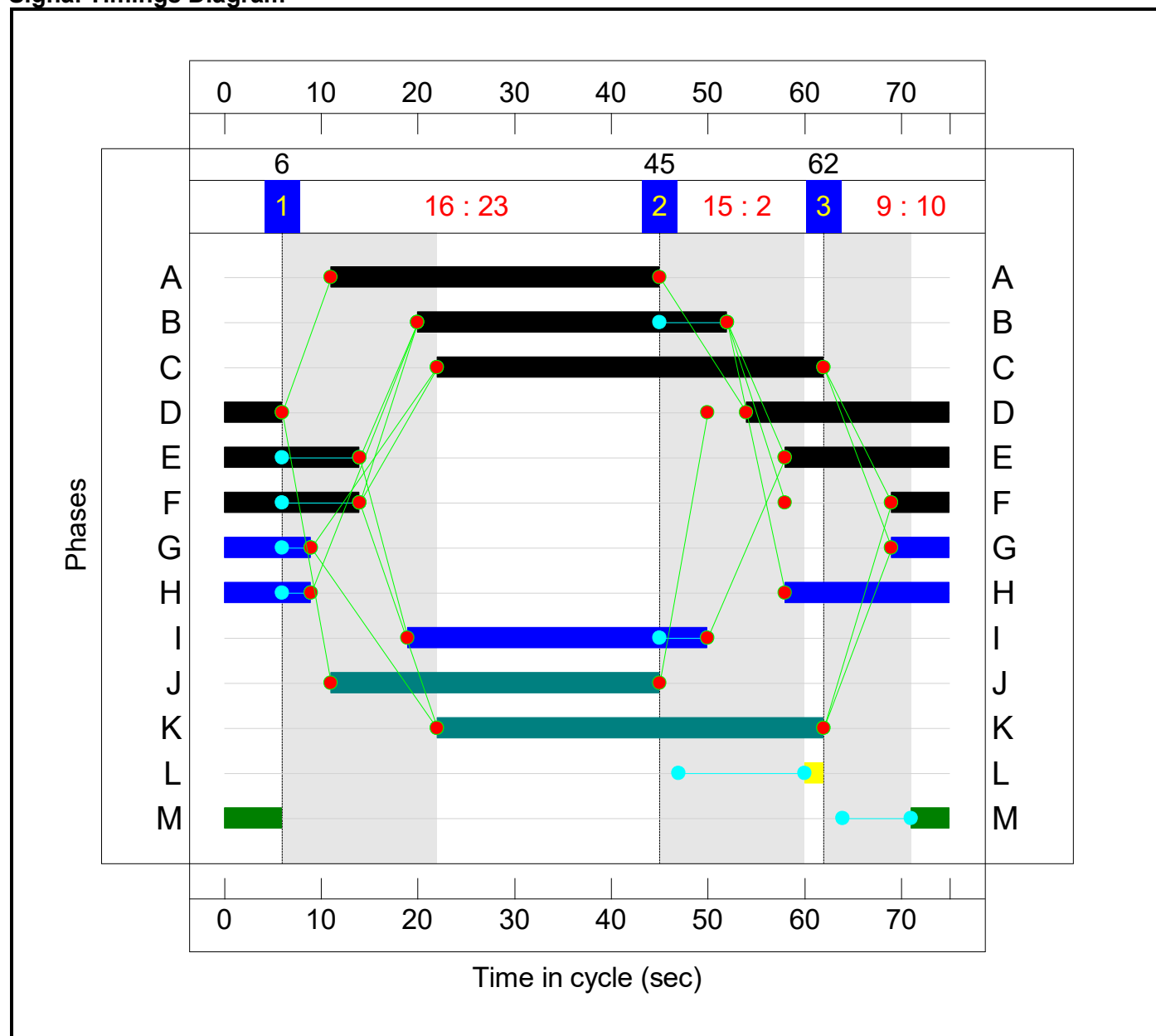
Stage Timings

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

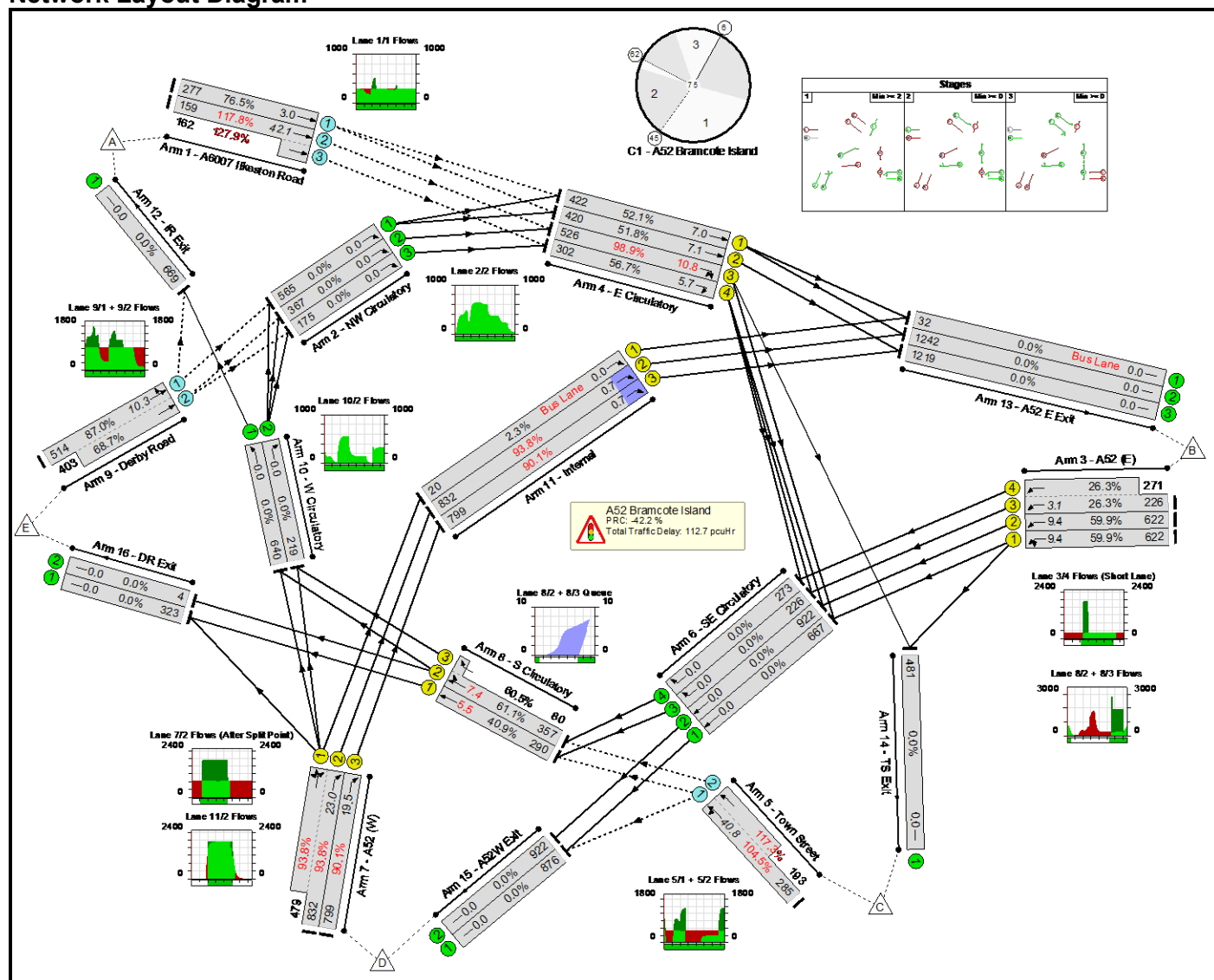
Signal Timings Diagram



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	-	-		-	-	-	-	-	-	-	127.9%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	127.9%
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	-		-	-	-	-	321	Inf : Inf	135+127	117.8 : 127.9%
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	-		-	-	-	-	367	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	-	-	622	1900	1039	59.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	622	1900	1039	59.9%
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	-	-	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	-	-	526	1900	532	98.9%

Detailed Input Data And Results

4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	337	1900	532	56.7%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	273+165	104.5 : 117.3%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	667	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	957	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	226	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	273	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	34	-	-	1311	1900:1900	887+510	93.8 : 93.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	799	1900	887	90.1%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	27	-	-	293	1900	709	40.9%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	27	-	-	466	1900:1900	585+132	61.1 : 60.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	917	Inf : Inf	591+587	87.0 : 68.7%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	225	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	-	-	832	1900	887	93.8%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	799	1900	887	90.1%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	692	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	-		-	-	-	-	1246	Inf	Inf	0.0%

Detailed Input Data And Results

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1221	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	481	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	885	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	957	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	326	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	4	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	-	-	3557	0	0	37.6	75.1	0.0	112.7	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3557	0	0	37.6	75.1	0.0	112.7	-	-	-	-	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	321	286	571	0	0	2.7	32.2	-	34.9 (13.6+21.3)	391.6 (308.0:473.6)	9.9	32.2	42.1	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	367	367	-	-	-	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	622	622	-	-	-	2.0	0.7	-	2.7	15.8	8.6	0.7	9.4	3/1
3/2	622	622	-	-	-	2.0	0.7	-	2.7	15.8	8.6	0.7	9.4	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	422	422	-	-	-	1.9	0.5	-	2.5	20.9	6.5	0.5	7.0	4/1
4/2	420	420	-	-	-	1.9	0.5	-	2.5	21.1	6.5	0.5	7.1	4/2
4/3	526	526	-	-	-	4.5	0.0	-	4.5	30.6	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	437	875	0	0	3.9	25.1	-	29.0 (10.6+18.4)	218.0 (133.3:343.1)	15.7	25.1	40.8	5/1+5/2
6/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1311	1311	-	-	-	6.3	6.6	-	12.9 (8.6+4.3)	35.4 (37.1:32.4)	16.4	6.6	23.0	7/2+7/1

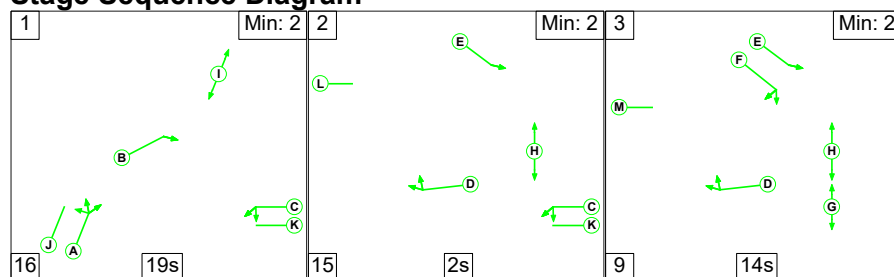
Detailed Input Data And Results

7/3	799	799	-	-	-	4.1	4.2	-	8.2	37.2	15.3	4.2	19.5	7/3
8/1	290	290	-	-	-	1.5	0.3	-	1.8	22.6	5.1	0.3	5.5	8/1
8/2+8/3	438	438	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	21.3 (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)	10.2 (11.0:9.2)	8.6	1.7	10.3	9/1+9/2
10/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	219	219	-	-	-	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	832	832	-	-	-	0.3	0.0	-	0.3	1.1	0.7	0.0	0.7	11/2
11/3	799	799	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/3
12/1	669	669	-	-	-	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	1242	1242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	4	4	-	-	-	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		Total Delay for Signalled Lanes (pcuHr):			44.58		Cycle Time (s): 75	
PRC Over All Lanes (%):						-42.2		Total Delay Over All Lanes(pcuHr):			112.65			

Detailed Input Data And Results

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

Stage Sequence Diagram



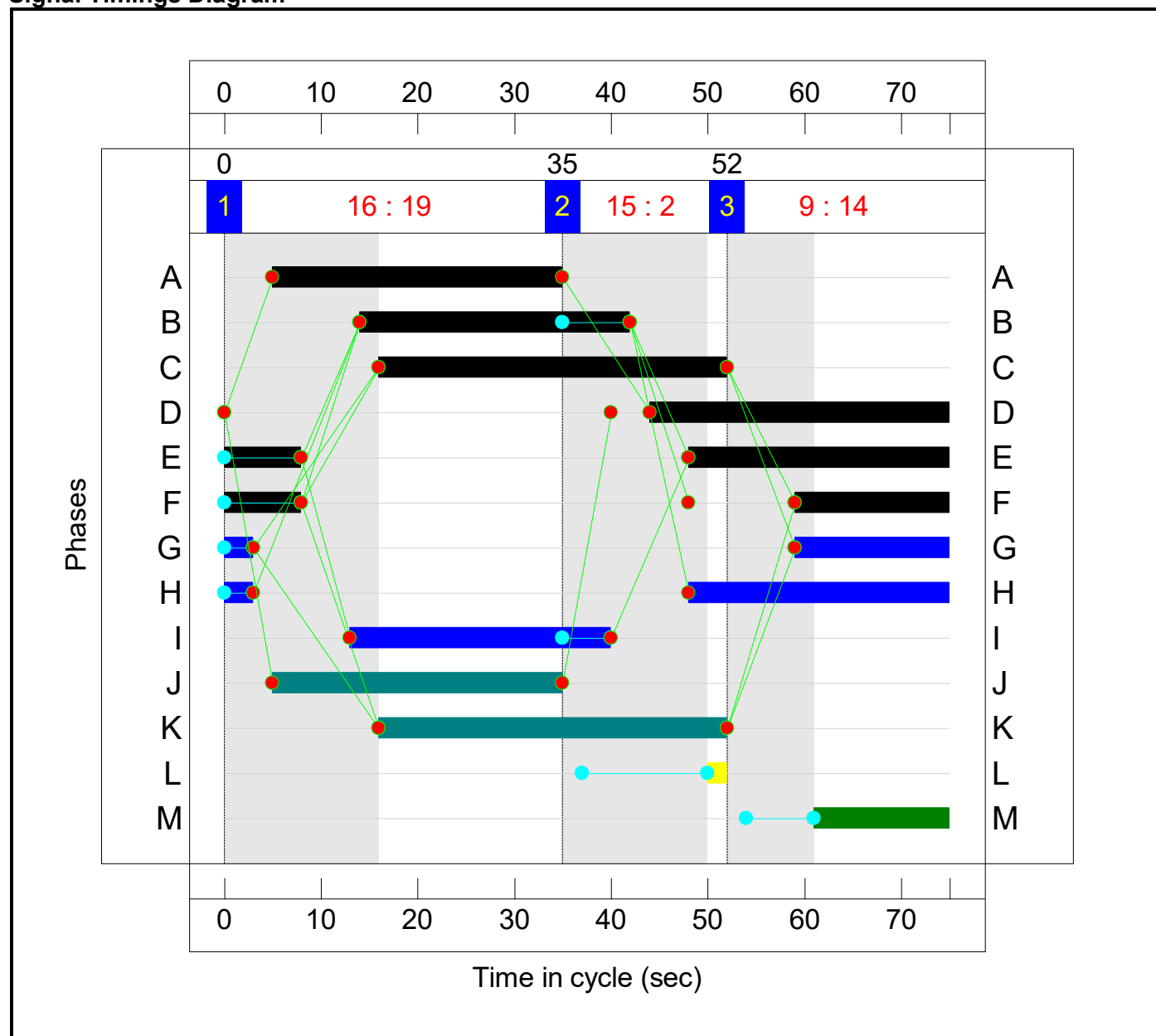
Stage Timings

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

Phase Timings

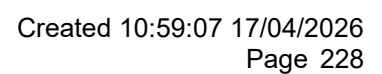
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	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



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	-	-		-	-	-	-	-	-	-	104.0%
A52 Bramcote Island	-	-	N/A	-	-		-	-	-	-	-	-	-	104.0%
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	-		-	-	-	-	513	Inf : Inf	251+279	96.8 : 96.8%
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	-		-	-	-	-	294	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	-	-	540	1900	937	57.6%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	540	1900	937	57.6%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	666	1900:1900	846+937	37.2 : 37.4%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	309	1900	912	33.8%
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	-	-	537	1900	633	84.8%

Detailed Input Data And Results

4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	350	1900	633	55.3%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	443	Inf : Inf	292+197	81.4 : 104.0%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	875	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	315	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	366	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1370	1900:1900	785+785	90.2 : 84.3%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	615	1900	785	78.3%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	405	1900	811	50.0%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	571	1900:1900	659+161	68.7 : 68.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	470	Inf : Inf	462+309	61.8 : 59.6%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	824	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	302	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	-	-	708	1900	785	90.2%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	615	1900	785	78.3%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	861	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	-		-	-	-	-	1007	Inf	Inf	0.0%

Detailed Input Data And Results

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	946	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	494	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	731	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	875	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	21	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	33.7	25.8	0.0	59.5	-	-	-	-	Network: A52 Bramcote Island
A52 Bramcote Island	-	-	3115	0	0	33.7	25.8	0.0	59.5	-	-	-	-	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	513	513	1026	0	0	0.2	7.9	-	8.1 (3.7+4.4)	56.8 (55.4:58.1)	3.7	7.9	11.6	1/2+1/3
2/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	294	294	-	-	-	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	540	540	-	-	-	2.0	0.7	-	2.7	18.0	8.0	0.7	8.6	3/1
3/2	540	540	-	-	-	2.0	0.7	-	2.7	18.0	8.0	0.7	8.6	3/2
3/3+3/4	666	666	-	-	-	2.2	0.3	-	2.5 (1.2+1.3)	13.3 (13.2:13.4)	4.5	0.3	4.8	3/3+3/4
4/1	308	308	-	-	-	1.0	0.3	-	1.3	14.7	3.7	0.3	4.0	4/1
4/2	330	330	-	-	-	0.9	0.3	-	1.2	13.2	3.4	0.3	3.7	4/2
4/3	537	537	-	-	-	4.2	0.0	-	4.2	28.0	10.7	0.0	10.7	4/3
4/4	350	350	-	-	-	2.0	0.6	-	2.6	27.0	6.1	0.6	6.7	4/4
5/1+5/2	443	435	870	0	0	2.1	8.0	-	10.1 (2.8+7.3)	82.4 (42.6:128.7)	11.6	8.0	19.6	5/1+5/2
6/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1370	1370	-	-	-	7.7	3.3	-	11.0 (5.8+5.2)	28.9 (29.3:28.5)	13.8	3.3	17.1	7/2+7/1

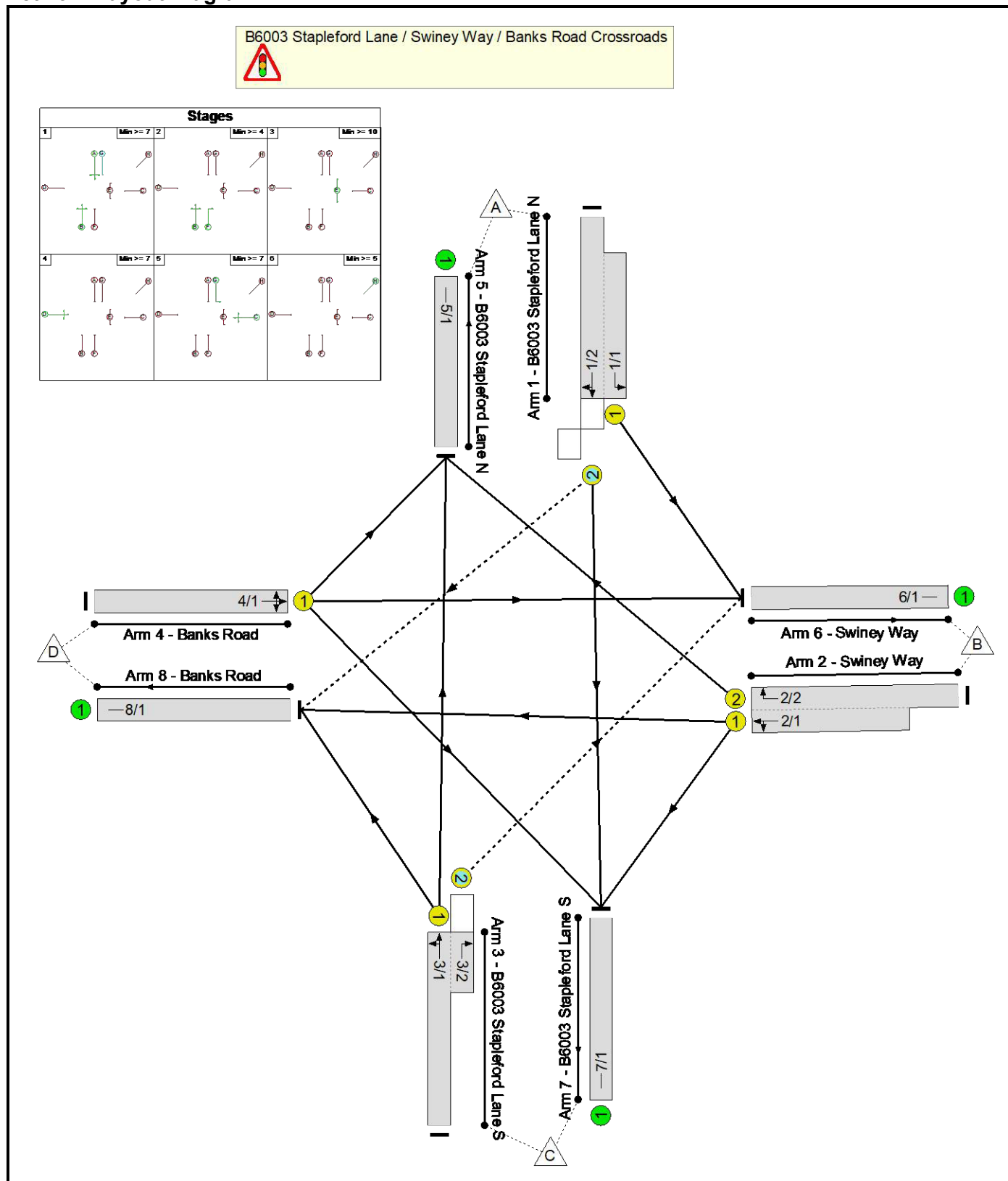
Detailed Input Data And Results

7/3	615	615	-	-	-	3.3	1.8	-	5.0	29.4	11.1	1.8	12.9	7/3
8/1	405	405	-	-	-	2.0	0.5	-	2.5	22.2	7.7	0.5	8.2	8/1
8/2+8/3	563	563	-	-	-	3.4	0.0	-	3.4 (2.7+0.7)	21.9 (21.8:22.1)	10.6	0.0	10.6	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	818	818	-	-	-	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	708	708	-	-	-	0.2	0.0	-	0.2	1.1	0.7	0.0	0.7	11/2
11/3	615	615	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	855	855	-	-	-	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	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2
C1 - A52 Bramcote Island PRC for Signalled Lanes (%): -0.2 PRC Over All Lanes (%): -15.6 Total Delay for Signalled Lanes (pcuHr): 39.42 Total Delay Over All Lanes(pcuHr): 59.51 Cycle Time (s): 75														

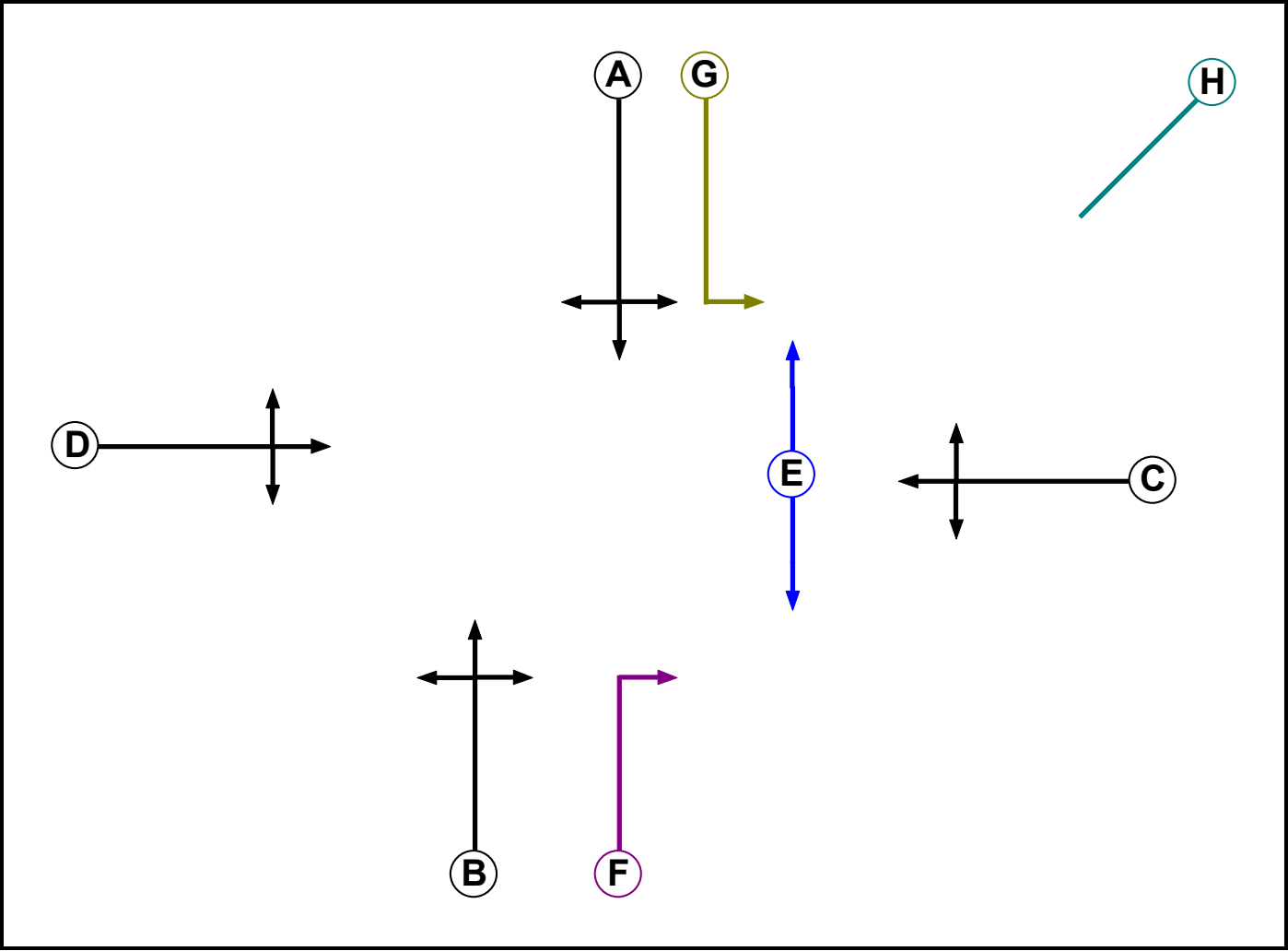
Full Input Data And Results**User and Project Details**

Project:	Toton West
Title:	B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
Location:	
Client:	Bloor Homes Ltd
Date Started:	23.10.25
Checked By:	RM / PM
Additional detail:	
File name:	B6003 Swiney Bank.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		10	10
F	Ind. Arrow	B	4	4
G	Filter	A	4	0
H	Dummy		5	5

Full Input Data And Results

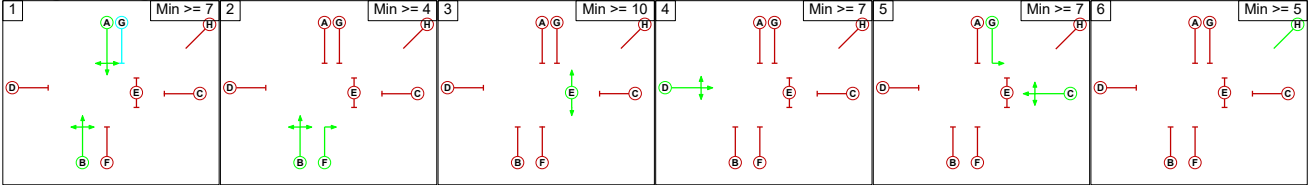
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	7	7	10	5	-	3
	B	-		7	7	10	-	-	3
	C	6	6		7	11	5	-	4
	D	5	5	5		8	5	5	3
	E	17	17	17	17		17	17	10
	F	5	-	7	7	10		7	3
	G	-	-	-	5	8	5		3
	H	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage						
From Stage		1	2	3	4	5	6
	1		5	10	7	7	3
	2	5		10	7	7	3
	3	17	17		17	17	10
	4	5	5	8		5	3
	5	6	X	X	X		X
	6	2	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

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

Lane Input Data

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

Full Input Data And Results

Traffic Flow Groups

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

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	628	17	0	645
	B	386	0	50	64	500
	C	373	55	0	57	485
	D	52	172	76	0	300
	Tot.	811	855	143	121	1930

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	628
1/2 (with short)	645(In) 17(Out)
2/1 (short)	114
2/2 (with short)	500(In) 386(Out)
3/1 (with short)	485(In) 430(Out)
3/2 (short)	55
4/1	300
5/1	811
6/1	855
7/1	143
8/1	121

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
				Arm 8 Right	15.00	0.0 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.9 %	1808	1808
				Arm 8 Ahead	Inf	56.1 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.7 %	1884	1884
				Arm 8 Left	12.00	13.3 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.3 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	468	382	22	872
	B	449	0	77	122	648
	C	337	44	0	79	460
	D	45	109	71	0	225
	Tot.	831	621	530	223	2205

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	468
1/2 (with short)	872(In) 404(Out)
2/1 (short)	199
2/2 (with short)	648(In) 449(Out)
3/1 (with short)	460(In) 416(Out)
3/2 (short)	44
4/1	225
5/1	831
6/1	621
7/1	530
8/1	223

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.6 %	2044	2044
				Arm 8 Right	15.00	5.4 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.0 %	1871	1871
				Arm 8 Left	12.00	19.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	20.0 %	1812	1812
				Arm 6 Ahead	Inf	48.4 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	647	269	18	934
	B	398	0	52	66	516
	C	384	57	0	59	500
	D	54	177	78	0	309
	Tot.	836	881	399	143	2259

Traffic Lane Flows

Lane	Scenario 3: 2028 Base AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	647
1/2 (with short)	934(In) 287(Out)
2/1 (short)	118
2/2 (with short)	516(In) 398(Out)
3/1 (with short)	500(In) 443(Out)
3/2 (short)	57
4/1	309
5/1	836
6/1	881
7/1	399
8/1	143

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	93.7 %	2042	2042
				Arm 8 Right	15.00	6.3 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.7 %	1884	1884
				Arm 8 Left	12.00	13.3 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.5 %	1829	1829
				Arm 6 Ahead	Inf	57.3 %		
				Arm 7 Right	15.00	25.2 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	482	393	23	898
	B	462	0	79	126	667
	C	347	45	0	81	473
	D	46	112	73	0	231
	Tot.	855	639	545	230	2269

Traffic Lane Flows

Lane	Scenario 4: 2028 Base PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	482
1/2 (with short)	898(In) 416(Out)
2/1 (short)	205
2/2 (with short)	667(In) 462(Out)
3/1 (with short)	473(In) 428(Out)
3/2 (short)	45
4/1	231
5/1	855
6/1	639
7/1	545
8/1	230

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.1 %	1871	1871
				Arm 8 Left	12.00	18.9 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Development AM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	676	289	18	983
	B	404	0	52	66	522
	C	388	57	0	59	504
	D	54	177	78	0	309
	Tot.	846	910	419	143	2318

Traffic Lane Flows

Lane	Scenario 5: 2028 Base + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	676
1/2 (with short)	983(In) 307(Out)
2/1 (short)	118
2/2 (with short)	522(In) 404(Out)
3/1 (with short)	504(In) 447(Out)
3/2 (short)	57
4/1	309
5/1	846
6/1	910
7/1	419
8/1	143

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.1 %	2043	2043
				Arm 8 Right	15.00	5.9 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.5 %	1829	1829
				Arm 6 Ahead	Inf	57.3 %		
				Arm 7 Right	15.00	25.2 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

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

Traffic Lane Flows

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

Lane Saturation Flows

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

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	704	293	19	1016
	B	433	0	56	72	561
	C	418	62	0	64	544
	D	58	193	85	0	336
	Tot.	909	959	434	155	2457

Traffic Lane Flows

Lane	Scenario 7: 2041 Base AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	704
1/2 (with short)	1016(In) 312(Out)
2/1 (short)	128
2/2 (with short)	561(In) 433(Out)
3/1 (with short)	544(In) 482(Out)
3/2 (short)	62
4/1	336
5/1	909
6/1	959
7/1	434
8/1	155

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	93.9 %	2043	2043
				Arm 8 Right	15.00	6.1 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.7 %	1884	1884
				Arm 8 Left	12.00	13.3 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	523	427	25	975
	B	502	0	86	136	724
	C	376	49	0	88	513
	D	50	122	79	0	251
	Tot.	928	694	592	249	2463

Traffic Lane Flows

Lane	Scenario 8: 2041 Base PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	523
1/2 (with short)	975(In) 452(Out)
2/1 (short)	222
2/2 (with short)	724(In) 502(Out)
3/1 (with short)	513(In) 464(Out)
3/2 (short)	49
4/1	251
5/1	928
6/1	694
7/1	592
8/1	249

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.0 %	1871	1871
				Arm 8 Left	12.00	19.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

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

Traffic Lane Flows

Lane	Scenario 9: 2041 Base + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	734
1/2 (with short)	1065(In) 331(Out)
2/1 (short)	128
2/2 (with short)	567(In) 439(Out)
3/1 (with short)	548(In) 486(Out)
3/2 (short)	62
4/1	336
5/1	919
6/1	989
7/1	453
8/1	155

Lane Saturation Flows

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

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

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

Traffic Lane Flows

Lane	Scenario 10: 2041 Base + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	532
1/2 (with short)	990(In) 458(Out)
2/1 (short)	222
2/2 (with short)	746(In) 524(Out)
3/1 (with short)	528(In) 479(Out)
3/2 (short)	49
4/1	251
5/1	965
6/1	703
7/1	598
8/1	249

Lane Saturation Flows

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

Scenario 11: '2028 Base + Sensitivity AM' (FG11: '2028 Base + Sensitivity AM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	666	282	18	966
	B	402	0	52	66	520
	C	387	57	0	59	503
	D	54	177	78	0	309
	Tot.	843	900	412	143	2298

Traffic Lane Flows

Lane	Scenario 11: 2028 Base + Sensitivity AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	666
1/2 (with short)	966(In) 300(Out)
2/1 (short)	118
2/2 (with short)	520(In) 402(Out)
3/1 (with short)	503(In) 446(Out)
3/2 (short)	57
4/1	309
5/1	843
6/1	900
7/1	412
8/1	143

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.0 %	2043	2043
				Arm 8 Right	15.00	6.0 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.5 %	1829	1829
				Arm 6 Ahead	Inf	57.3 %		
				Arm 7 Right	15.00	25.2 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2028 Base + Sensitivity PM' (FG12: '2028 Base + Sensitivity PM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	488	397	23	908
	B	477	0	79	126	682
	C	357	45	0	81	483
	D	46	112	73	0	231
	Tot.	880	645	549	230	2304

Traffic Lane Flows

Lane	Scenario 12: 2028 Base + Sensitivity PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	488
1/2 (with short)	908(In) 420(Out)
2/1 (short)	205
2/2 (with short)	682(In) 477(Out)
3/1 (with short)	483(In) 438(Out)
3/2 (short)	45
4/1	231
5/1	880
6/1	645
7/1	549
8/1	230

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.5 %	1872	1872
				Arm 8 Left	12.00	18.5 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2041 Base + Sensitivity AM' (FG13: '2041 Base + Sensitivity AM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	724	306	19	1049
	B	437	0	56	72	565
	C	421	62	0	64	547
	D	58	193	85	0	336
	Tot.	916	979	447	155	2497

Traffic Lane Flows

Lane	Scenario 13: 2041 Base + Sensitivity AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	724
1/2 (with short)	1049(In) 325(Out)
2/1 (short)	128
2/2 (with short)	565(In) 437(Out)
3/1 (with short)	547(In) 485(Out)
3/2 (short)	62
4/1	336
5/1	916
6/1	979
7/1	447
8/1	155

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.2 %	2043	2043
				Arm 8 Right	15.00	5.8 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2041 Base + Sensitivity PM' (FG14: '2041 Base + Sensitivity PM', Plan 1: 'Peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	529	431	25	985
	B	516	0	86	136	738
	C	387	49	0	88	524
	D	50	122	79	0	251
	Tot.	953	700	596	249	2498

Traffic Lane Flows

Lane	Scenario 14: 2041 Base + Sensitivity PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	529
1/2 (with short)	985(In) 456(Out)
2/1 (short)	222
2/2 (with short)	738(In) 516(Out)
3/1 (with short)	524(In) 475(Out)
3/2 (short)	49
4/1	251
5/1	953
6/1	700
7/1	596
8/1	249

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.5 %	1872	1872
				Arm 8 Left	12.00	18.5 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2028 Base + Sensitivity + Development AM' (FG15: '2028 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	696	302	18	1016
	B	408	0	52	66	526
	C	391	57	0	59	507
	D	54	177	78	0	309
	Tot.	853	930	432	143	2358

Traffic Lane Flows

Lane	Scenario 15: 2028 Base + Sensitivity + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	701
1/2 (with short)	1023(In) 322(Out)
2/1 (short)	118
2/2 (with short)	529(In) 411(Out)
3/1 (with short)	510(In) 453(Out)
3/2 (short)	57
4/1	312
5/1	859
6/1	937
7/1	435
8/1	143

Lane Saturation Flows

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

Scenario 16: '2028 Base + Sensitivity + Development PM' (FG16: '2028 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

Lane	Scenario 16: 2028 Base + Sensitivity + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	497
1/2 (with short)	923(In) 426(Out)
2/1 (short)	205
2/2 (with short)	704(In) 499(Out)
3/1 (with short)	498(In) 453(Out)
3/2 (short)	45
4/1	231
5/1	917
6/1	654
7/1	555
8/1	230

Lane Saturation Flows

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

Scenario 17: '2041 Base + Sensitivity + Development AM' (FG17: '2041 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

Lane	Scenario 17: 2041 Base + Sensitivity + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	753
1/2 (with short)	1098(In) 345(Out)
2/1 (short)	128
2/2 (with short)	571(In) 443(Out)
3/1 (with short)	551(In) 489(Out)
3/2 (short)	62
4/1	336
5/1	926
6/1	1008
7/1	467
8/1	155

Lane Saturation Flows

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

Scenario 18: '2041 Base + Sensitivity + Development PM' (FG18: '2041 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

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

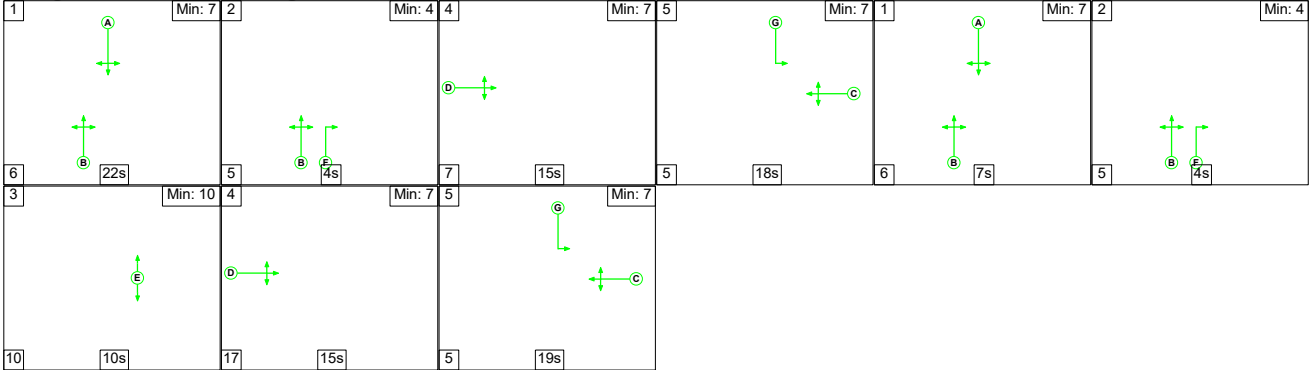
Traffic Lane Flows

Lane	Scenario 18: 2041 Base + Sensitivity + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	538
1/2 (with short)	1000(In) 462(Out)
2/1 (short)	222
2/2 (with short)	761(In) 539(Out)
3/1 (with short)	538(In) 489(Out)
3/2 (short)	49
4/1	251
5/1	990
6/1	709
7/1	602
8/1	249

Lane Saturation Flows

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

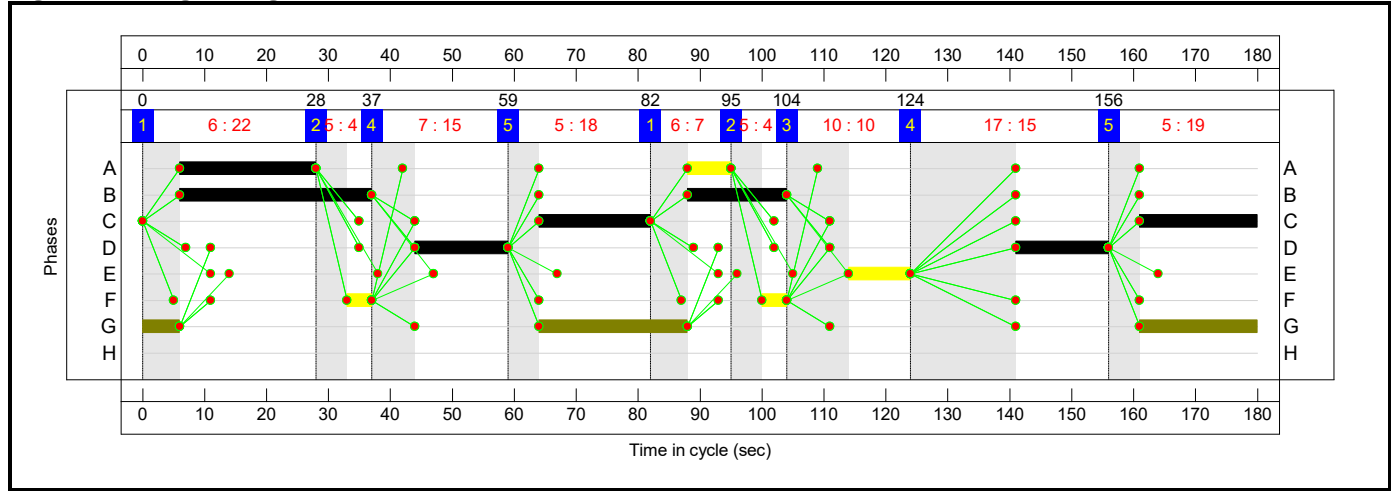
Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Peds alt')
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	22	4	15	18	7	4	10	15	19
Change Point	0	28	37	59	82	95	104	124	156

Signal Timings Diagram



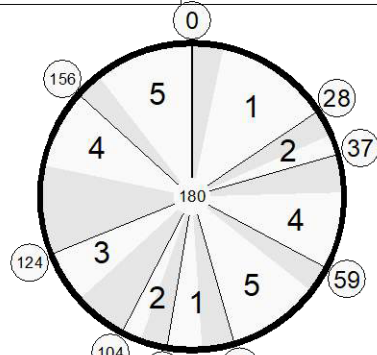
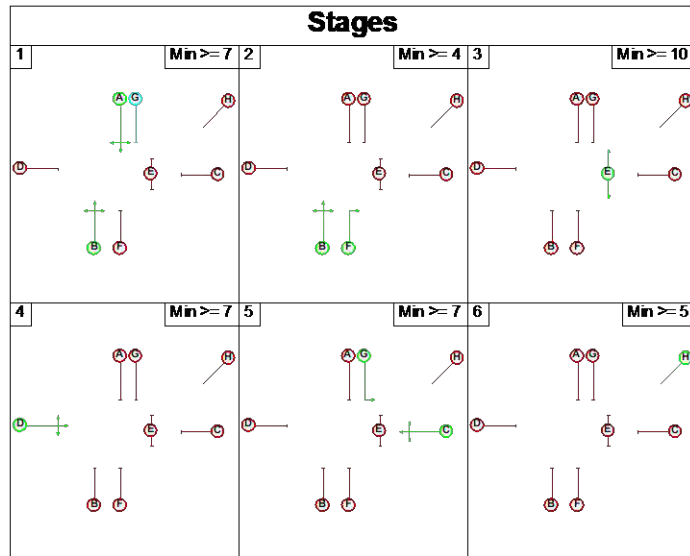
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



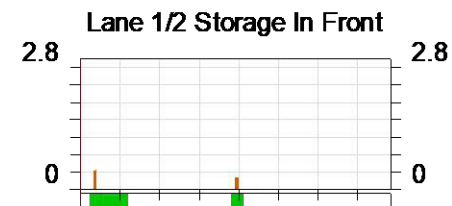
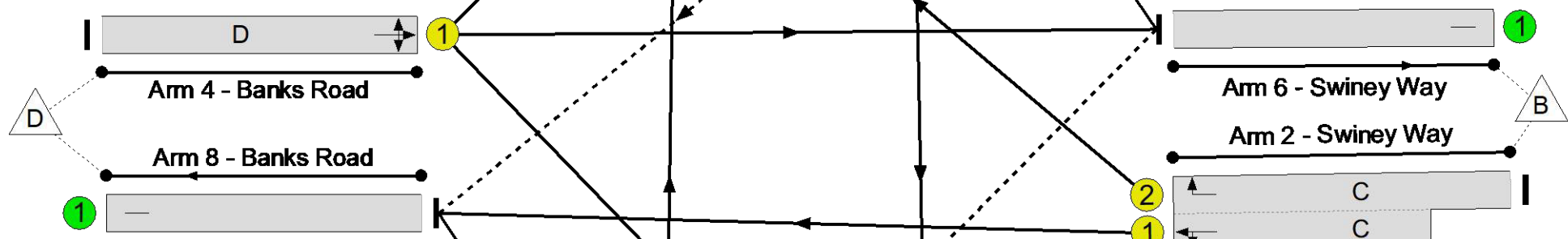
PRC: -2.7 %

Total Traffic Delay: 33.8 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	92.4%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	92.4%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	645	2055:1641	20+729	86.1 : 86.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	500	1935:1808	418+123	92.4 : 92.4%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	485	1884:1868	466+60	92.3 : 92.3%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	300	1829	325	92.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%

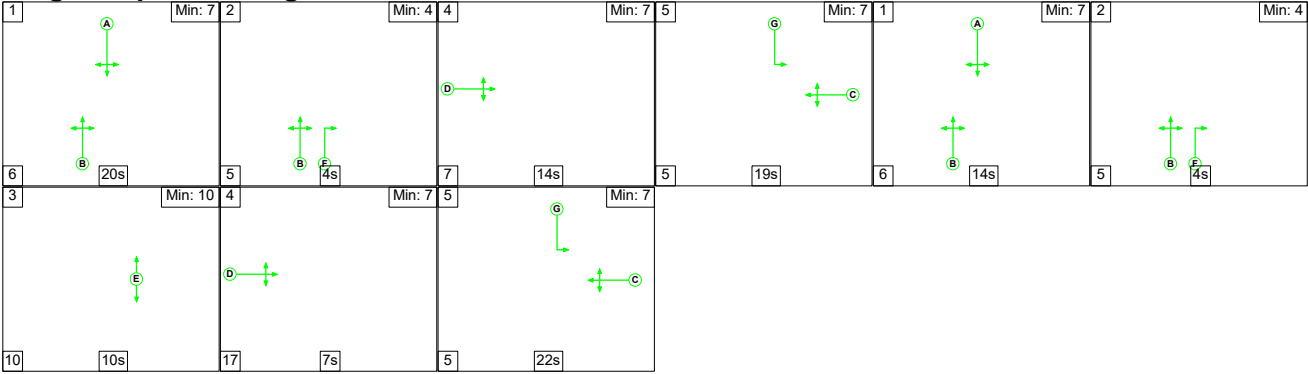
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	37	14	4	16.7	17.1	0.1	33.8	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	37	14	4	16.7	17.1	0.1	33.8	-	-	-	-
1/2+1/1	645	645	0	0	0	4.4	2.9	0.0	7.4	41.1	18.3	2.9	21.3
2/2+2/1	500	500	-	-	-	4.7	4.9	-	9.6	69.1	10.5	4.9	15.5
3/1+3/2	485	485	37	14	4	4.5	4.8	0.1	9.4	69.6	14.0	4.8	18.9
4/1	300	300	-	-	-	3.1	4.4	-	7.5	89.7	8.0	4.4	12.4
5/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-2.7	Total Delay for Signalled Lanes (pcuHr):		33.81	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-2.7	Total Delay Over All Lanes(pcuHr):		33.81					

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Peds alt')

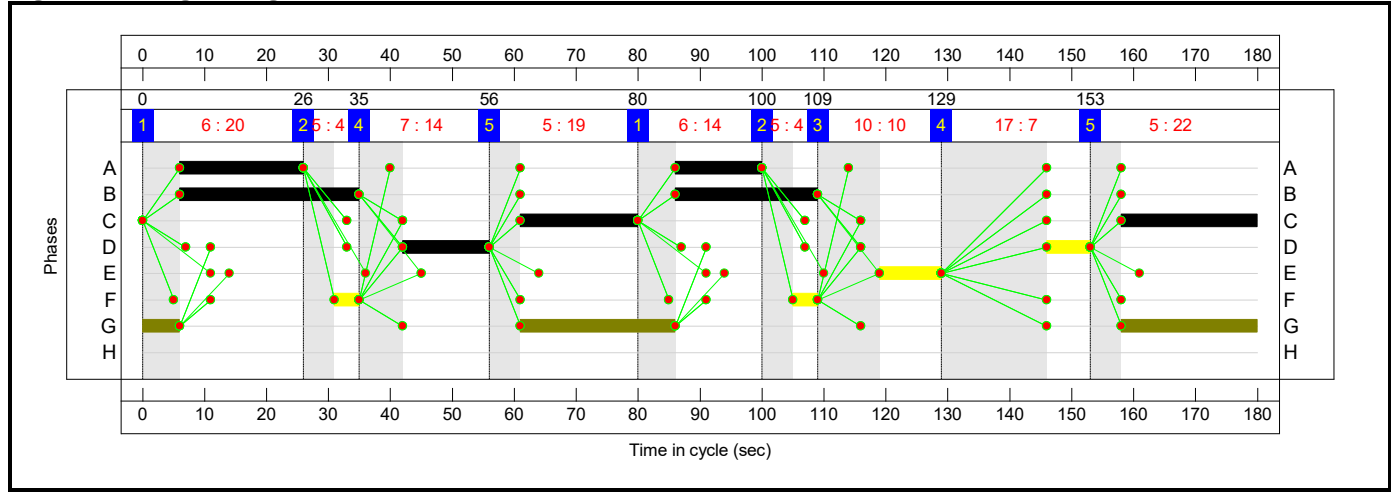
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	14	19	14	4	10	7	22
Change Point	0	26	35	56	80	100	109	129	153

Signal Timings Diagram



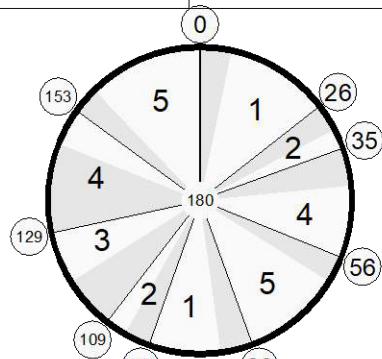
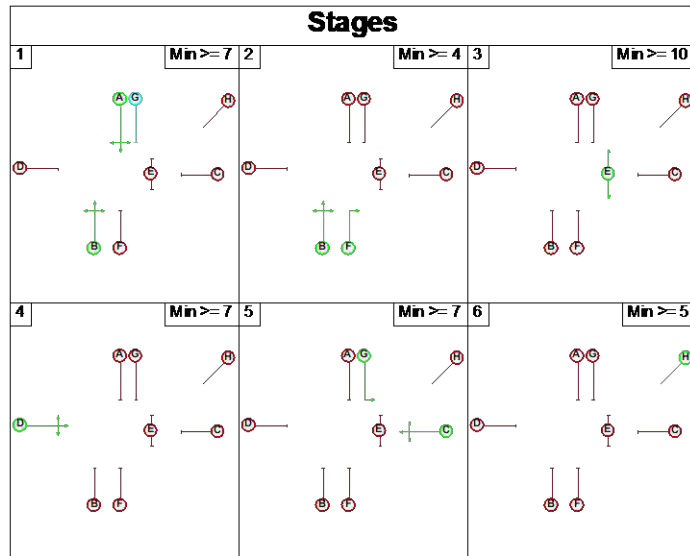
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -11.4 %

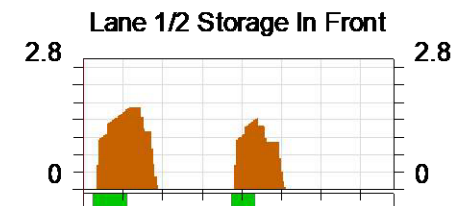
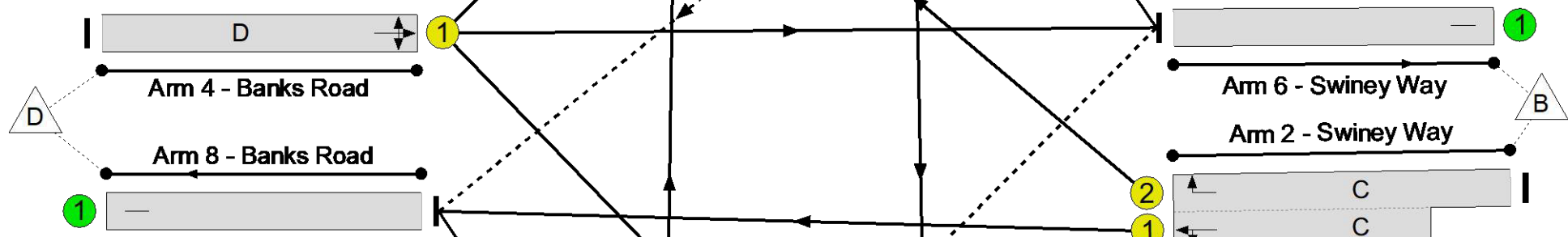
Total Traffic Delay: 53.8 pcuHr



Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	100.2%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	100.2%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:87	53	872	2044:1641	409+474	98.8 : 98.8%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	41	-	648	1935:1822	448+199	100.2 : 100.2%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	460	1871:1868	517+55	80.4 : 80.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	225	1812	232	97.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%

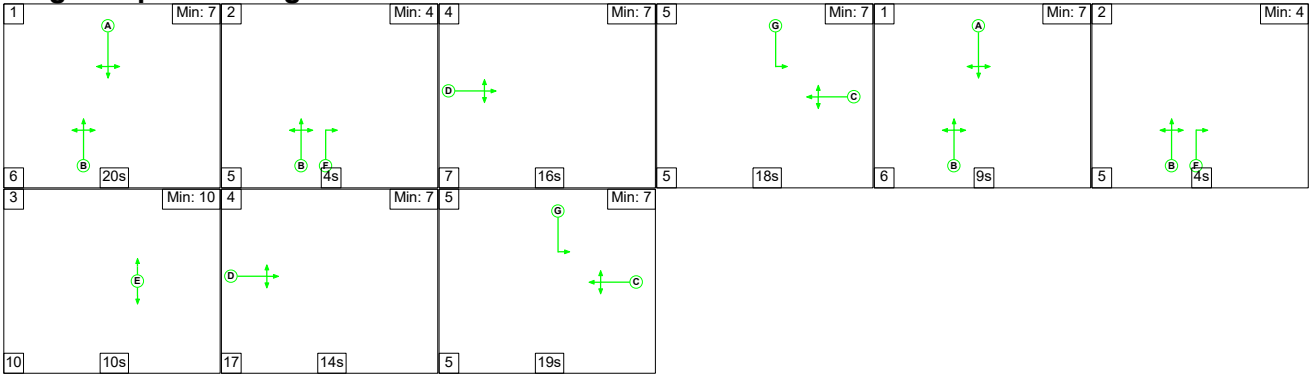
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	30	32	4	20.2	33.5	0.1	53.8	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	30	32	4	20.2	33.5	0.1	53.8	-	-	-	-
1/2+1/1	872	872	19	0	3	6.4	12.4	0.1	18.9	77.8	11.8	12.4	24.2
2/2+2/1	648	647	-	-	-	6.6	13.1	-	19.7	109.4	14.0	13.1	27.1
3/1+3/2	460	460	10	32	1	3.8	2.0	0.1	5.9	45.9	12.4	2.0	14.3
4/1	225	225	-	-	-	3.4	6.0	-	9.4	150.5	7.2	6.0	13.2
5/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-11.4	Total Delay for Signalled Lanes (pcuHr):		53.83	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-11.4	Total Delay Over All Lanes(pcuHr):		53.83					

Full Input Data And Results

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'Peds alt')

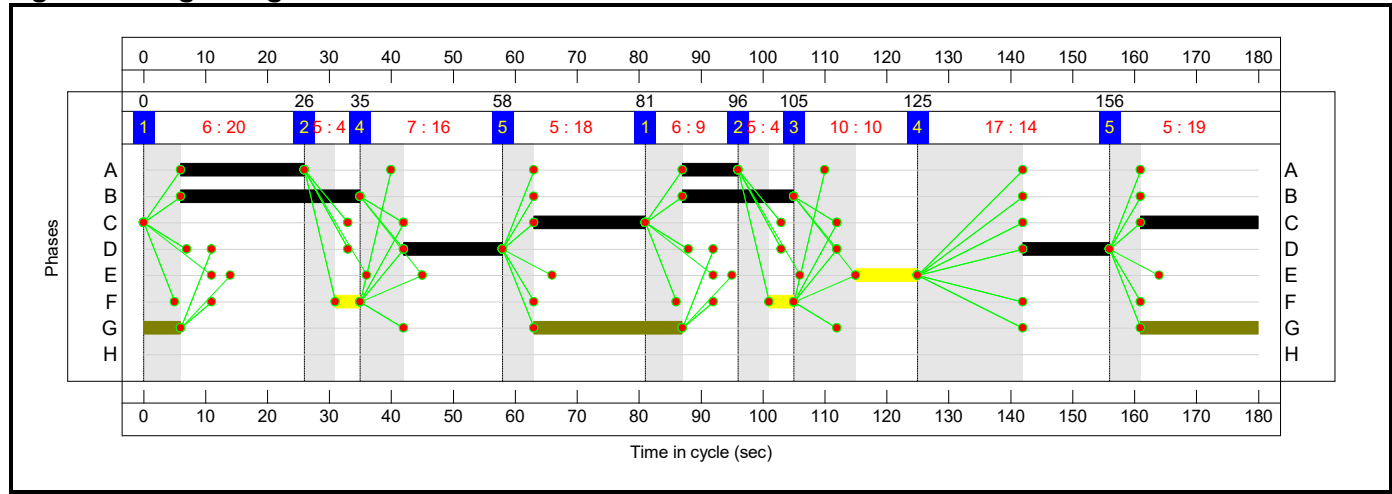
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	16	18	9	4	10	14	19
Change Point	0	26	35	58	81	96	105	125	156

Signal Timings Diagram



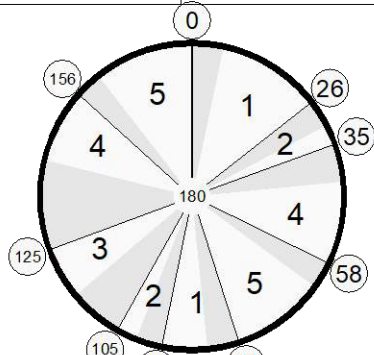
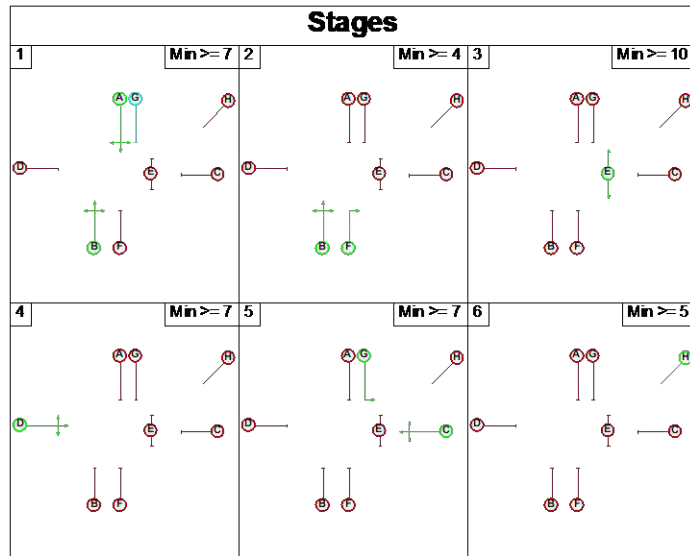
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



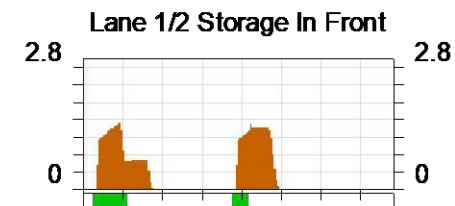
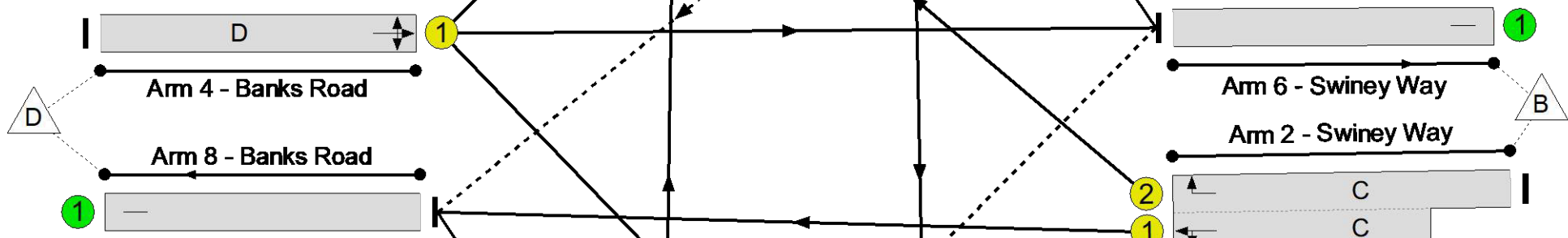
PRC: -5.9 %

Total Traffic Delay: 43.3 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

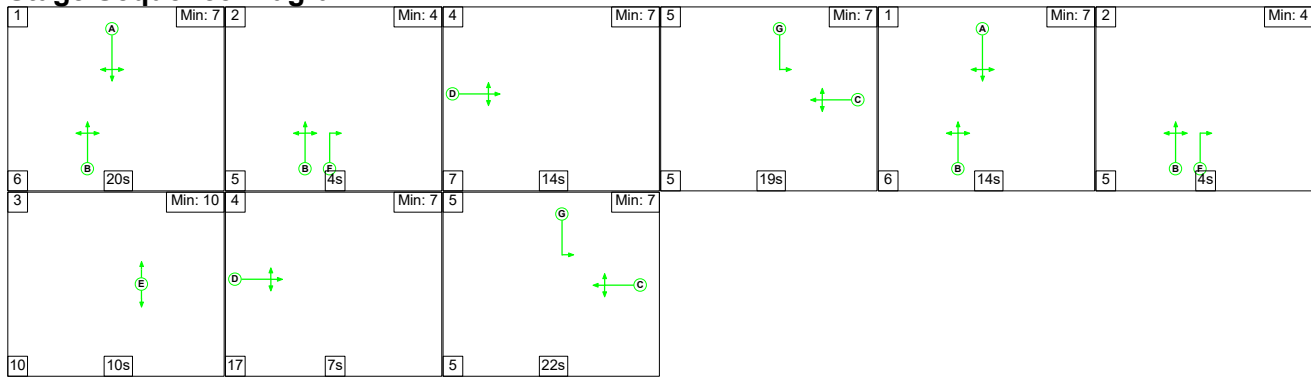
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	95.3%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	95.3%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	934	2042:1641	324+729	88.7 : 88.7%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	516	1935:1807	418+124	95.3 : 95.3%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	500	1884:1868	466+60	95.1 : 95.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	309	1829	325	95.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

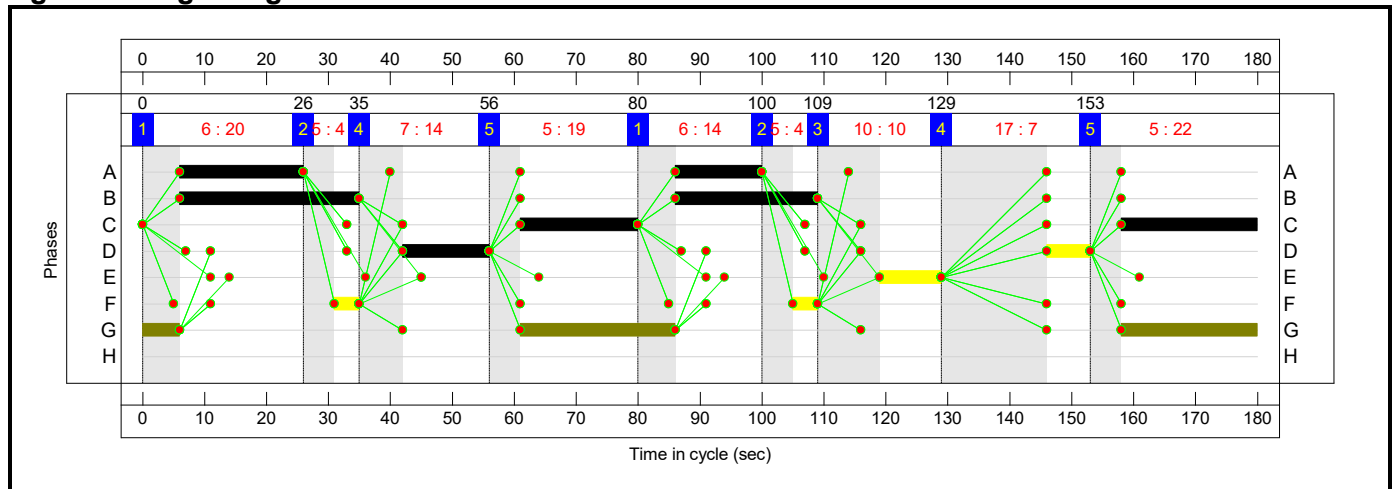
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	30	39	6	20.6	22.5	0.2	43.3	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	30	39	6	20.6	22.5	0.2	43.3	-	-	-	-
1/2+1/1	934	934	16	0	2	7.4	3.7	0.1	11.2	43.1	18.9	3.7	22.6
2/2+2/1	516	516	-	-	-	5.1	6.6	-	11.7	81.6	11.1	6.6	17.8
3/1+3/2	500	500	14	39	4	4.6	6.5	0.1	11.2	80.6	14.5	6.5	21.0
4/1	309	309	-	-	-	3.5	5.6	-	9.2	106.8	8.4	5.6	14.0
5/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-5.9	Total Delay for Signalled Lanes (pcuHr):		43.26	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-5.9	Total Delay Over All Lanes(pcuHr):		43.26					

Stage Sequence Diagram



Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	14	19	14	4	10	7	22
Change Point	0	26	35	56	80	100	109	129	153



Full Input Data And Results

Network Layout Diagram

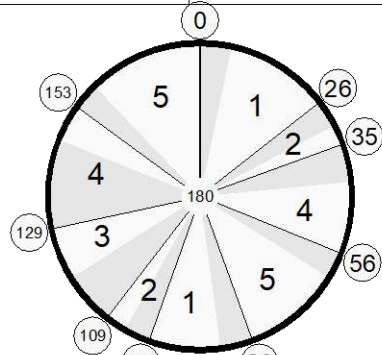
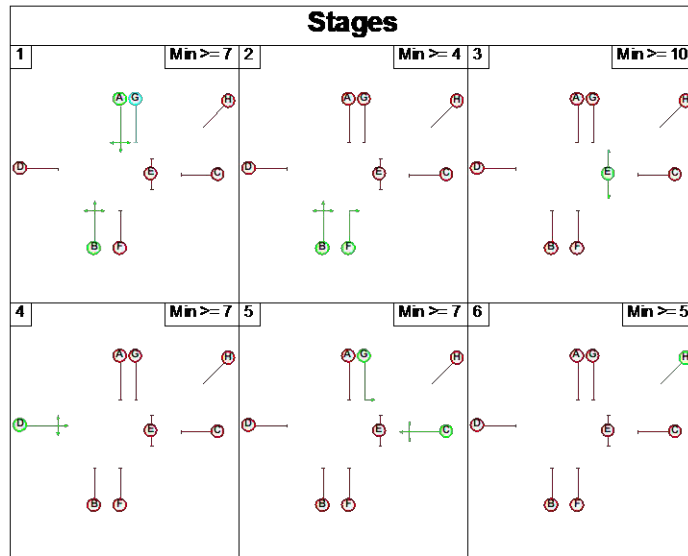
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



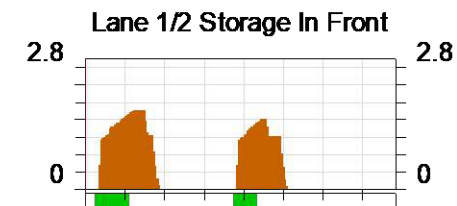
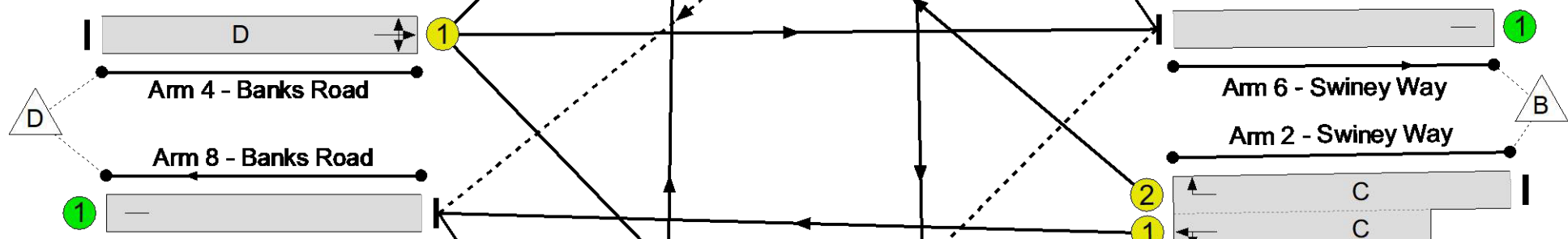
PRC: -14.6 %

Total Traffic Delay: 71.5 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	103.1%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	103.1%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:87	53	898	2044:1641	409+474	101.8 : 101.8%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	41	-	667	1935:1823	448+199	103.1 : 103.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	473	1871:1868	517+54	82.7 : 82.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	231	1813	232	99.7%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

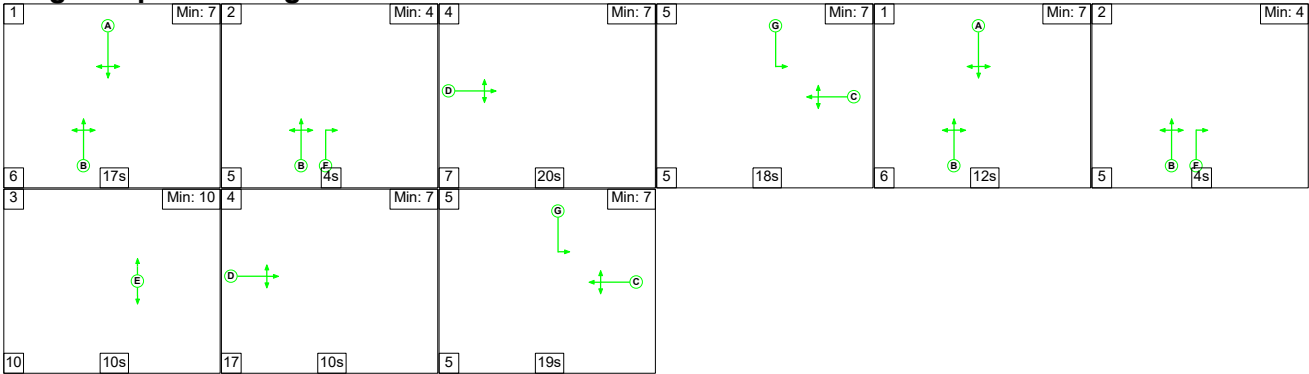
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	30	33	4	23.3	48.0	0.1	71.5	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	30	33	4	23.3	48.0	0.1	71.5	-	-	-	-
1/2+1/1	898	891	20	0	3	7.3	19.4	0.1	26.8	107.3	12.6	19.4	32.0
2/2+2/1	667	647	-	-	-	8.5	18.9	-	27.4	148.1	16.2	18.9	35.2
3/1+3/2	473	473	10	33	2	4.0	2.3	0.1	6.3	48.1	12.8	2.3	15.1
4/1	231	231	-	-	-	3.5	7.4	-	10.9	170.6	7.5	7.4	14.9
5/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-14.6	Total Delay for Signalled Lanes (pcuHr):		71.46	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-14.6	Total Delay Over All Lanes(pcuHr):		71.46					

Full Input Data And Results

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Development AM', Plan 1: 'Peds alt')

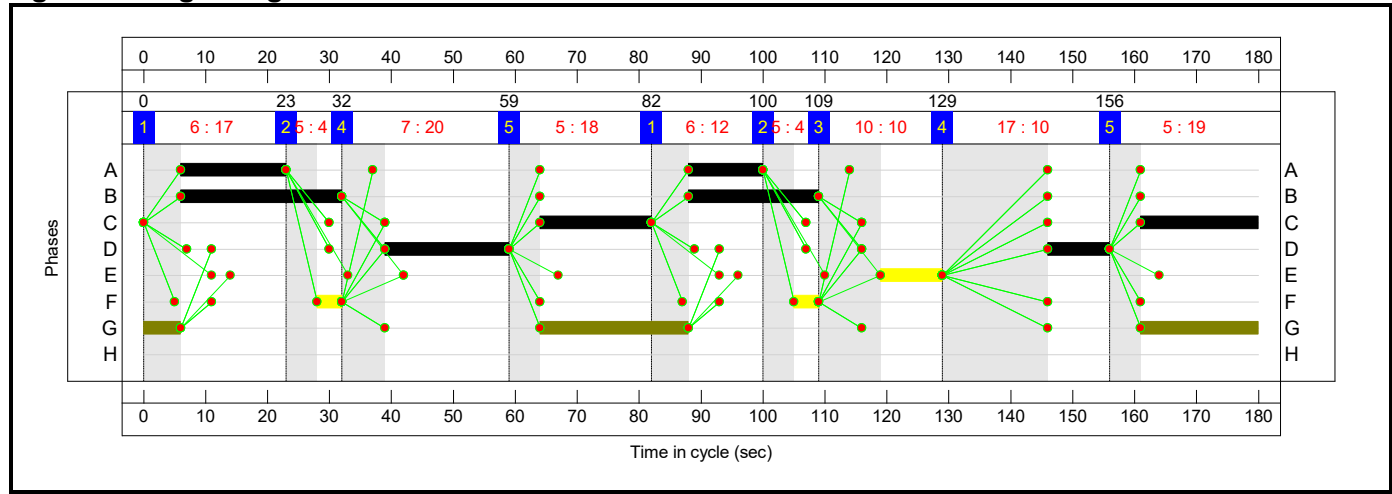
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	17	4	20	18	12	4	10	10	19
Change Point	0	23	32	59	82	100	109	129	156

Signal Timings Diagram



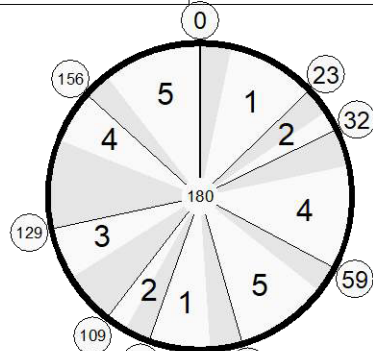
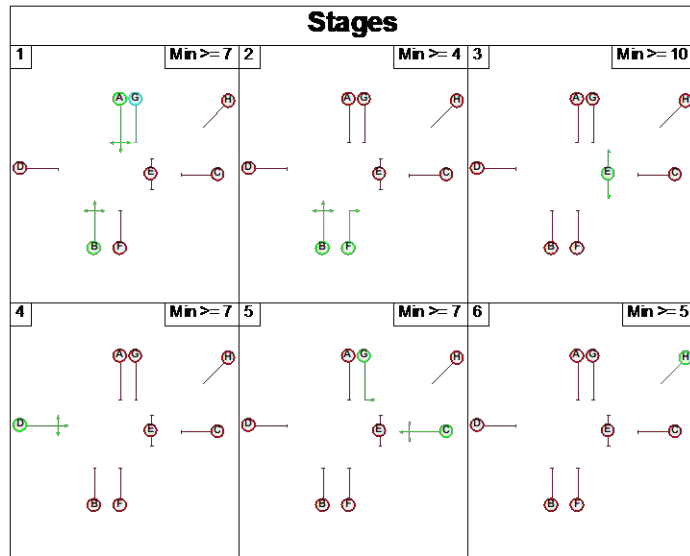
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



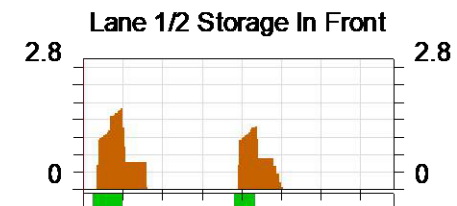
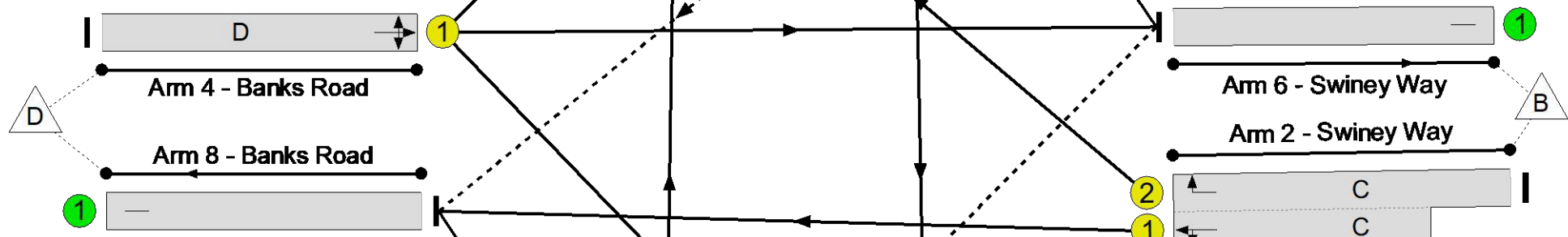
PRC: -7.5 %

Total Traffic Delay: 47.2 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	96.7%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	96.7%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	983	2043:1641	351+729	87.6 : 92.7%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	522	1935:1807	418+122	96.7 : 96.7%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	504	1884:1868	466+59	95.9 : 95.9%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	309	1829	325	95.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

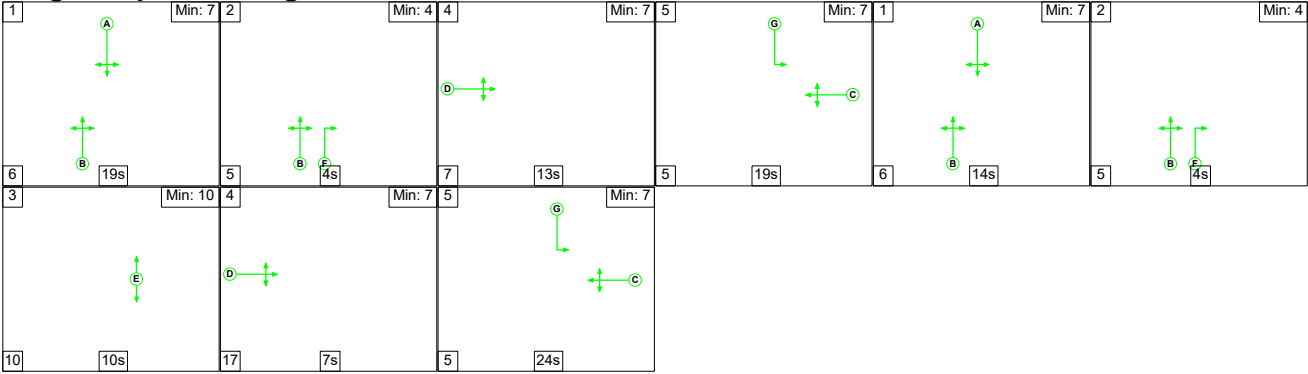
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	8	52	15	21.8	25.2	0.2	47.2	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	8	52	15	21.8	25.2	0.2	47.2	-	-	-	-
1/2+1/1	983	983	8	0	10	7.8	4.6	0.1	12.5	45.7	19.2	4.6	23.8
2/2+2/1	522	522	-	-	-	5.1	7.8	-	13.0	89.4	11.4	7.8	19.2
3/1+3/2	504	504	0	52	5	4.6	7.1	0.1	11.8	84.0	13.8	7.1	20.8
4/1	309	309	-	-	-	4.4	5.6	-	10.0	116.4	9.7	5.6	15.3
5/1	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-7.5	Total Delay for Signalled Lanes (pcuHr):		47.19	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-7.5	Total Delay Over All Lanes(pcuHr):		47.19					

Full Input Data And Results

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'Peds alt')

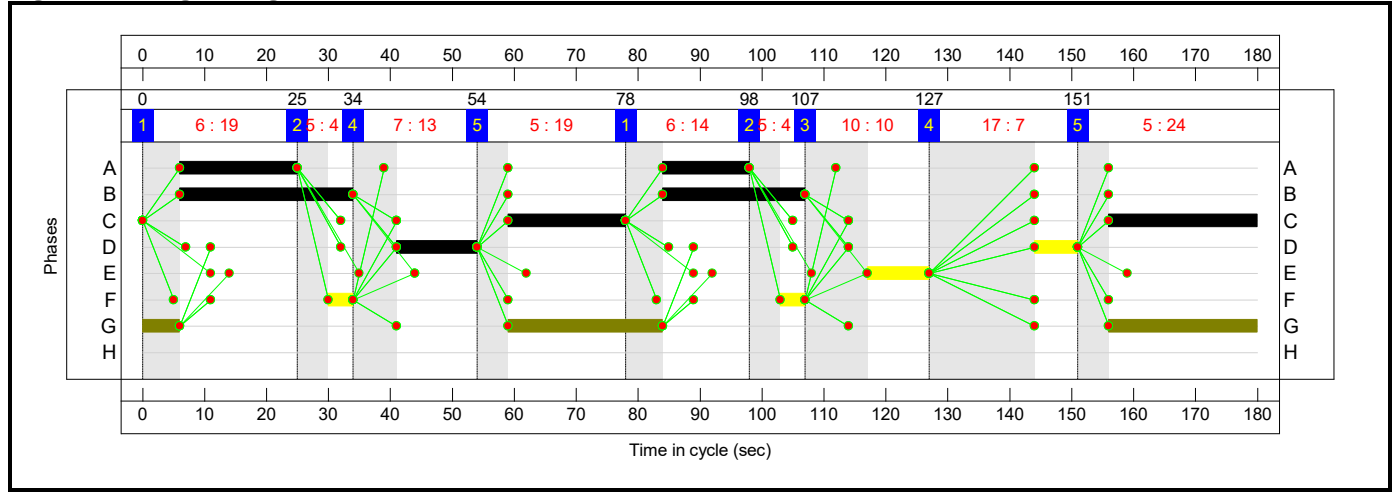
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	13	19	14	4	10	7	24
Change Point	0	25	34	54	78	98	107	127	151

Signal Timings Diagram



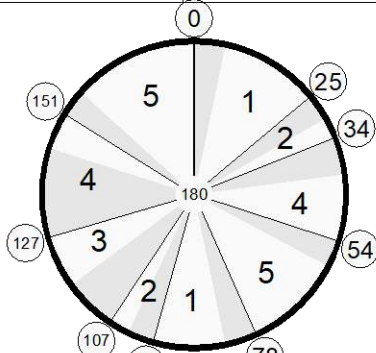
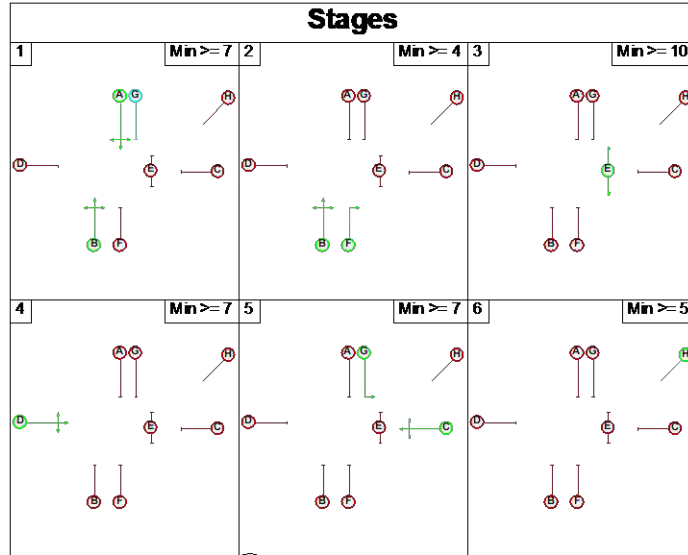
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



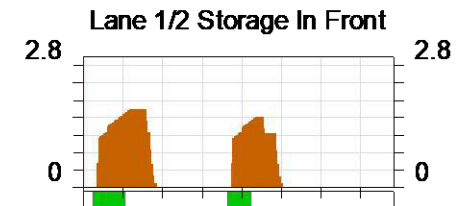
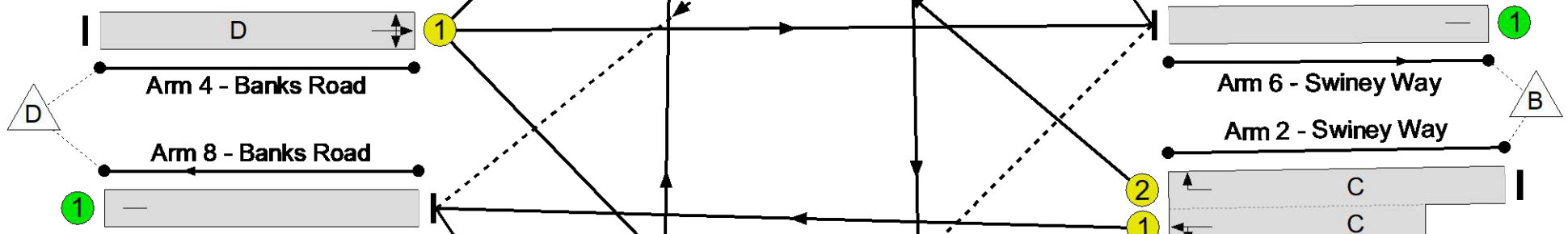
PRC: -18.0 %

Total Traffic Delay: 96.5 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	106.2%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	106.2%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	33:88	55	913	2044:1641	397+462	106.2 : 106.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	43	-	689	1935:1823	463+196	104.5 : 104.5%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	51	8	488	1872:1868	509+52	87.0 : 87.0%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	231	1813	222	104.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

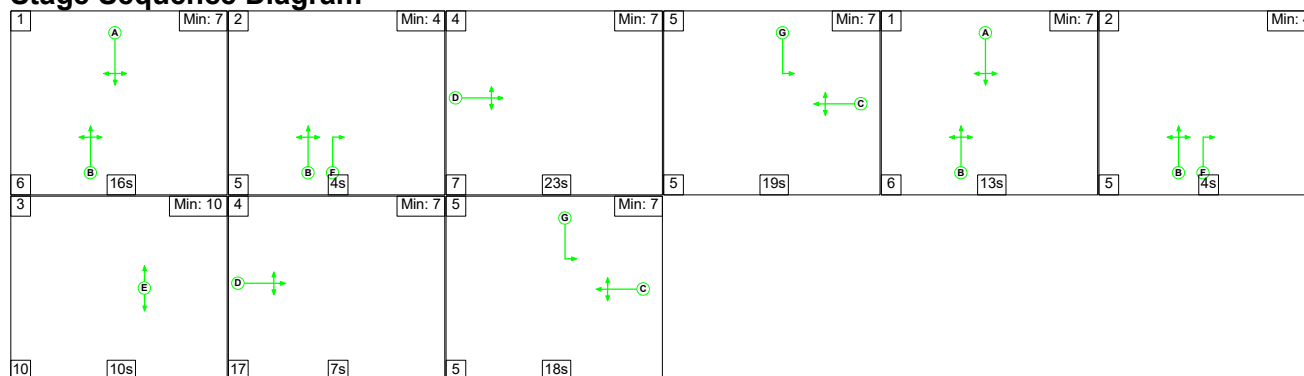
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	29	33	5	27.2	69.2	0.1	96.5	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	29	33	5	27.2	69.2	0.1	96.5	-	-	-	-
1/2+1/1	913	888	19	0	3	9.1	33.4	0.1	42.6	167.9	13.8	33.4	47.2
2/2+2/1	689	659	-	-	-	9.4	22.4	-	31.9	166.6	18.3	22.4	40.8
3/1+3/2	488	488	10	33	2	4.3	3.1	0.1	7.4	54.5	13.7	3.1	16.8
4/1	231	222	-	-	-	4.3	10.3	-	14.7	228.4	8.0	10.3	18.3
5/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-18.0	Total Delay for Signalled Lanes (pcuHr):		96.53	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-18.0	Total Delay Over All Lanes(pcuHr):		96.53					

Full Input Data And Results

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'Peds alt')

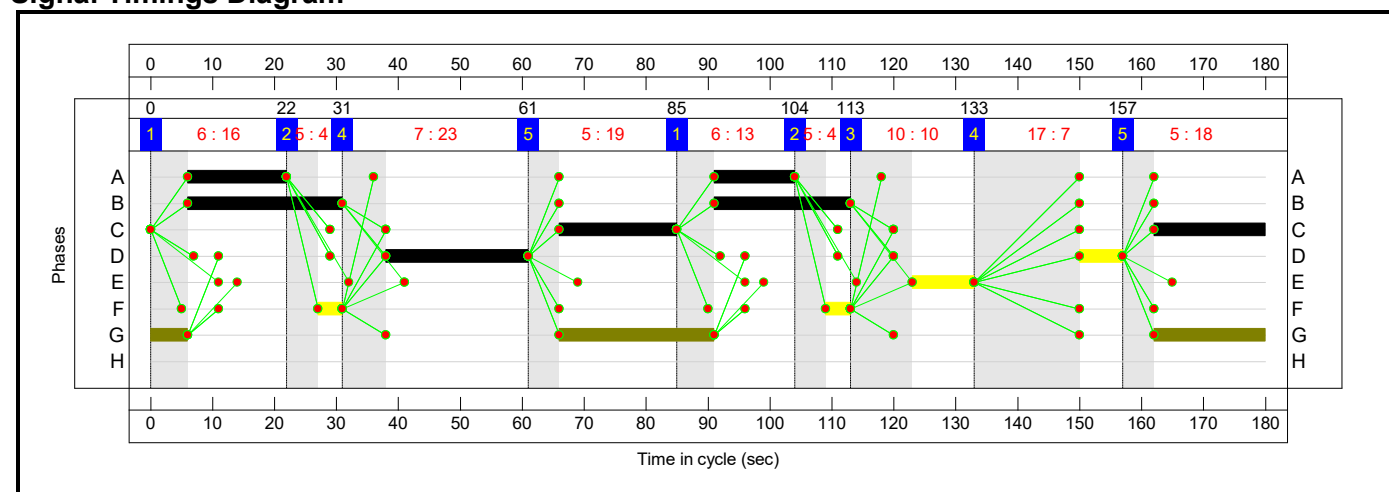
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	16	4	23	19	13	4	10	7	18
Change Point	0	22	31	61	85	104	113	133	157

Signal Timings Diagram



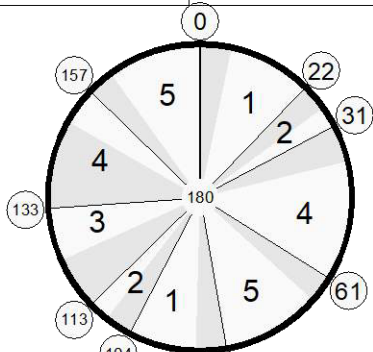
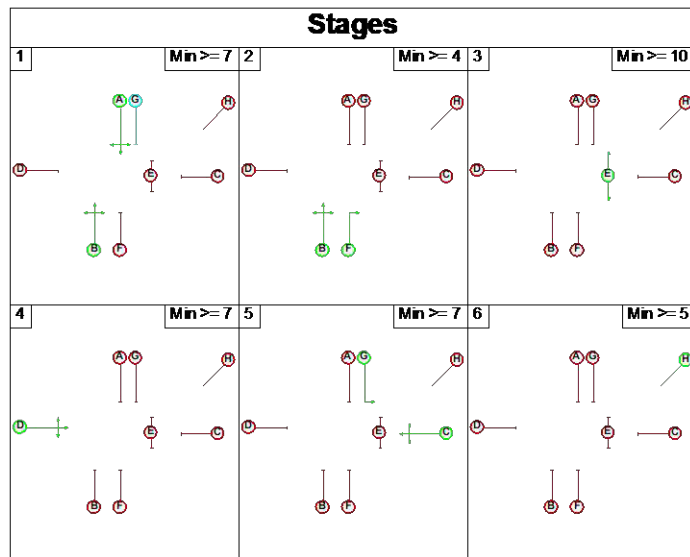
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -15.2 %

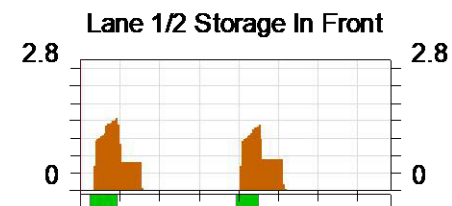
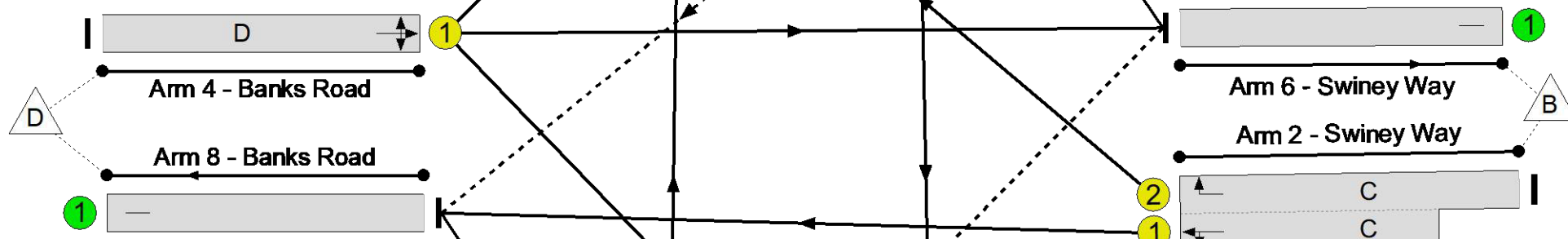
Total Traffic Delay: 83.4 pcuHr



Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	103.7%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	103.7%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1016	2043:1641	345+729	90.6 : 96.5%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	561	1935:1808	418+123	103.7 : 103.7%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	544	1884:1868	466+60	103.5 : 103.5%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

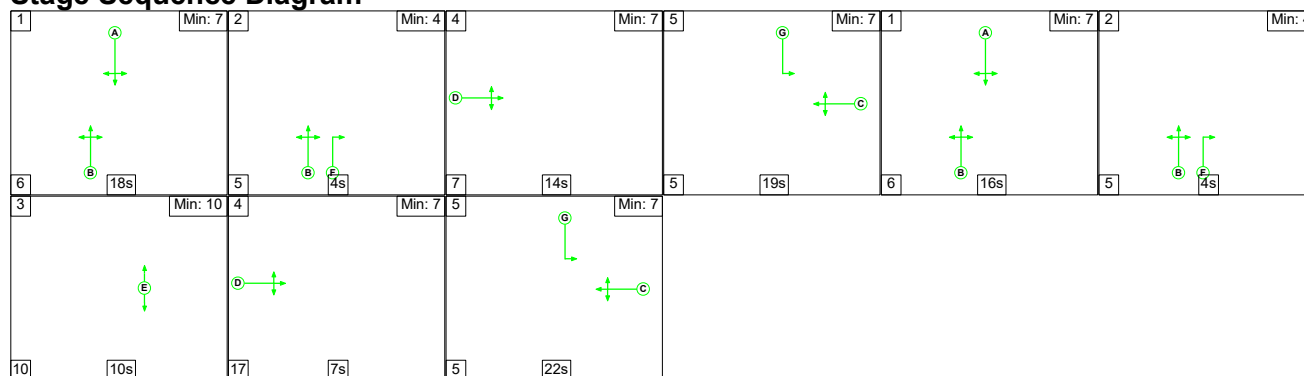
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	1	53	25	29.0	54.3	0.2	83.4	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	1	53	25	29.0	54.3	0.2	83.4	-	-	-	-
1/2+1/1	1016	1016	1	0	18	8.2	7.1	0.1	15.4	54.4	19.2	7.1	26.2
2/2+2/1	561	541	-	-	-	7.6	17.8	-	25.4	162.8	13.7	17.8	31.5
3/1+3/2	544	526	0	53	7	6.7	17.1	0.1	23.9	158.2	15.9	17.1	33.0
4/1	336	325	-	-	-	6.5	12.3	-	18.8	201.0	13.3	12.3	25.5
5/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-15.2	Total Delay for Signalled Lanes (pcuHr):		83.41	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-15.2	Total Delay Over All Lanes(pcuHr):		83.41					

Full Input Data And Results

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'Peds alt')

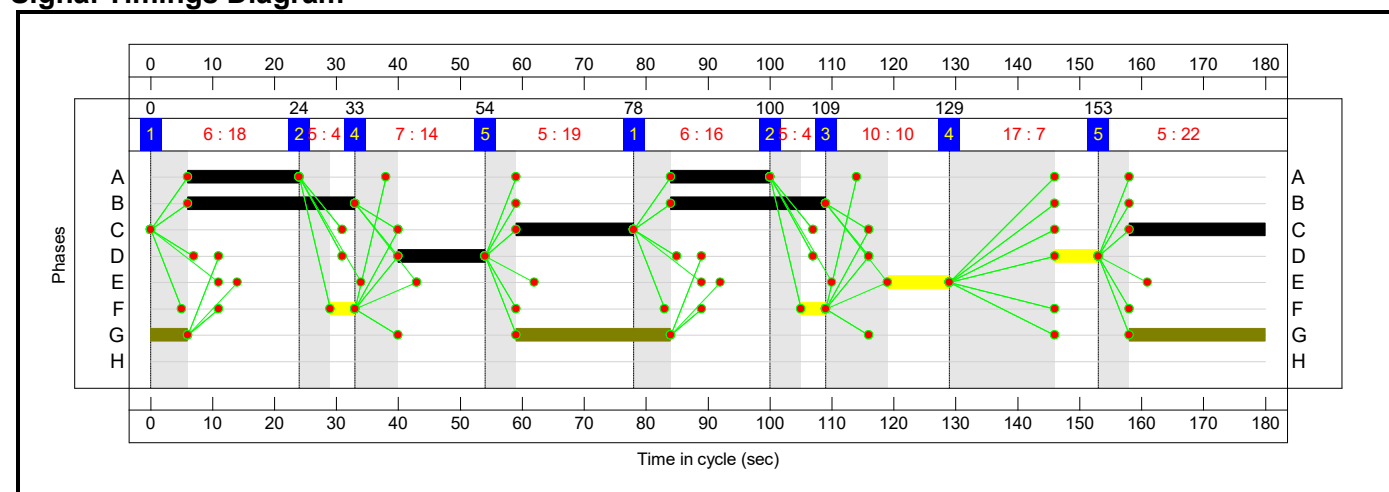
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	18	4	14	19	16	4	10	7	22
Change Point	0	24	33	54	78	100	109	129	153

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

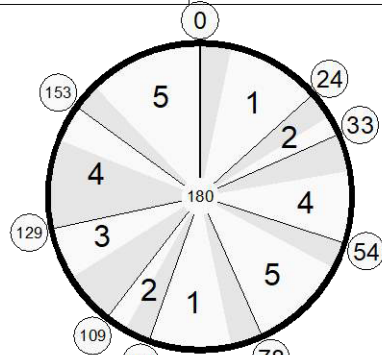
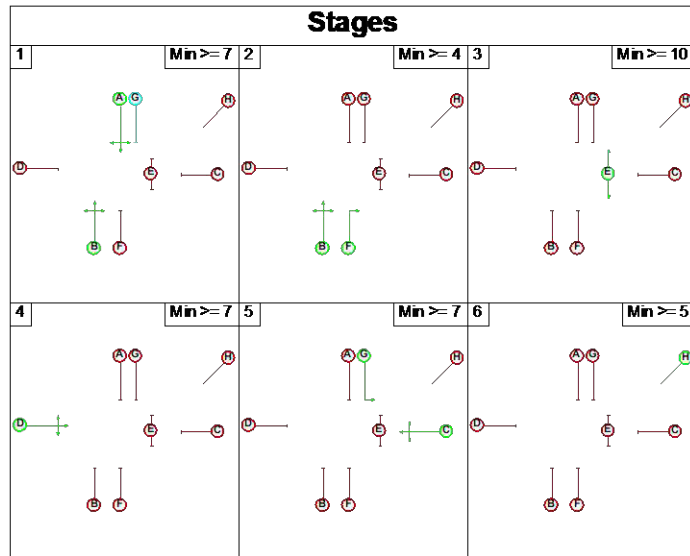
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -24.5 %

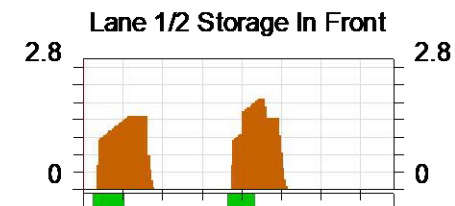
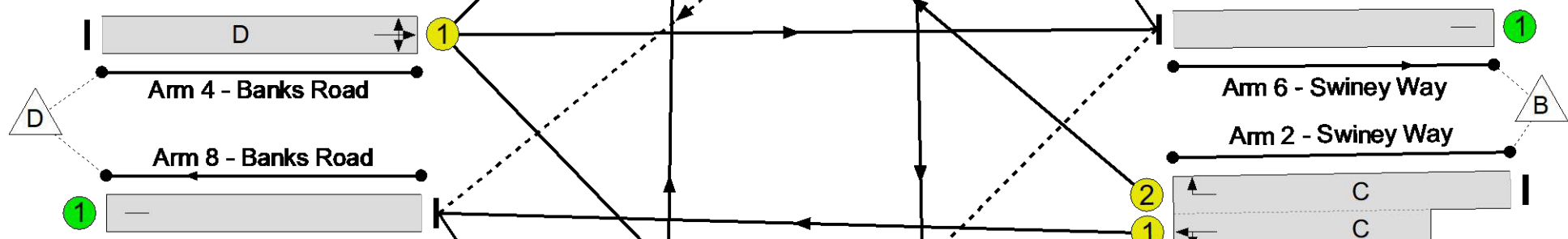
Total Traffic Delay: 148.7 pcuHr



Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	112.1%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	112.1%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:87	53	975	2044:1641	409+473	110.6 : 110.6%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	41	-	724	1935:1822	448+198	112.1 : 112.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	513	1871:1868	517+55	89.7 : 89.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	251	1813	232	108.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

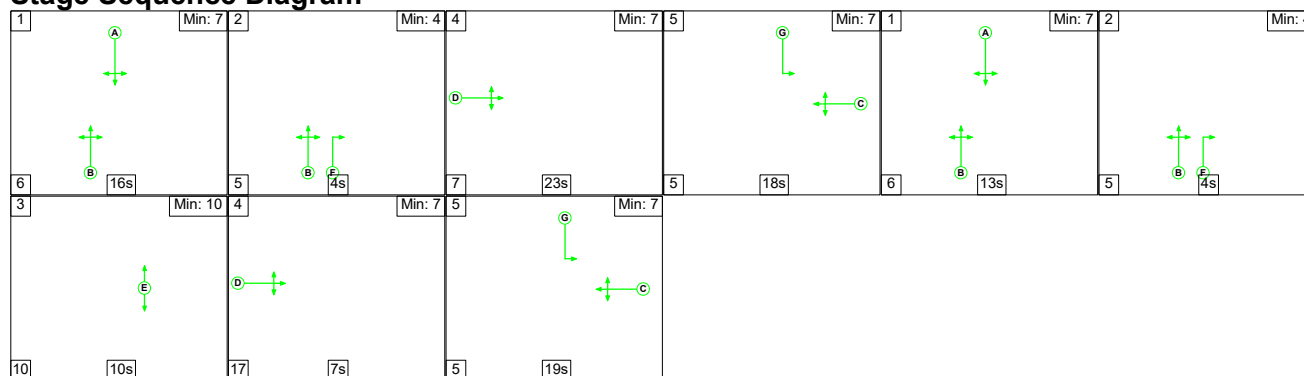
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	22	32	17	36.1	112.4	0.1	148.7	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	22	32	17	36.1	112.4	0.1	148.7	-	-	-	-
1/2+1/1	975	932	9	0	14	11.4	51.3	0.1	62.8	232.1	15.2	51.3	66.6
2/2+2/1	724	646	-	-	-	14.6	43.1	-	57.7	287.1	23.1	43.1	66.2
3/1+3/2	513	513	13	32	4	4.4	3.9	0.0	8.3	58.5	14.4	3.9	18.3
4/1	251	232	-	-	-	5.7	14.1	-	19.8	284.0	9.5	14.1	23.6
5/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-24.5	Total Delay for Signalled Lanes (pcuHr):		148.73	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-24.5	Total Delay Over All Lanes(pcuHr):		148.73					

Full Input Data And Results

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')

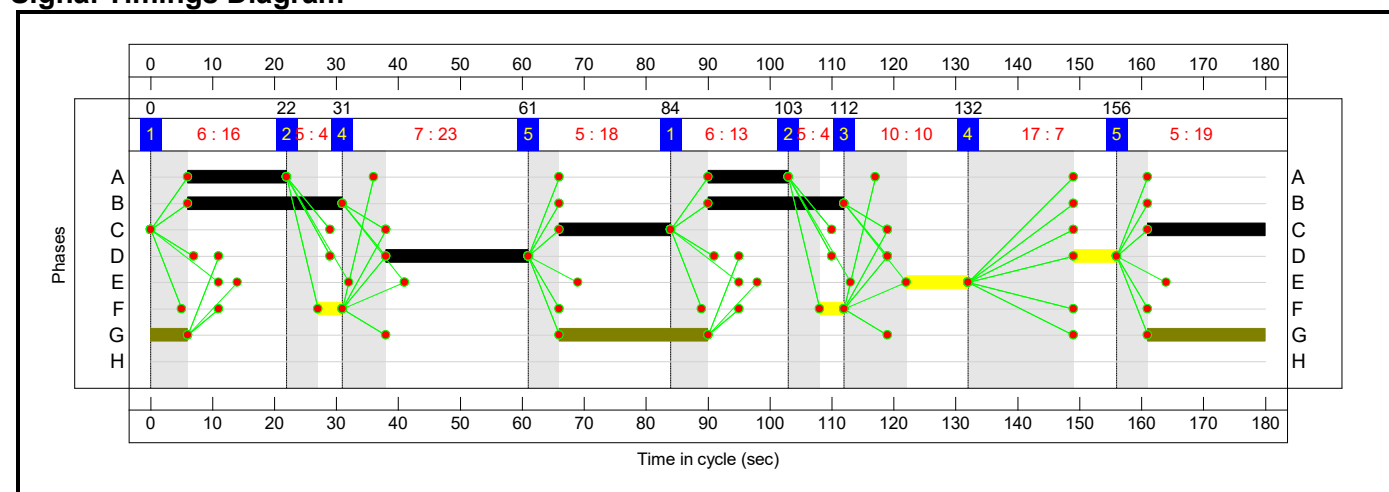
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	16	4	23	18	13	4	10	7	19
Change Point	0	22	31	61	84	103	112	132	156

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

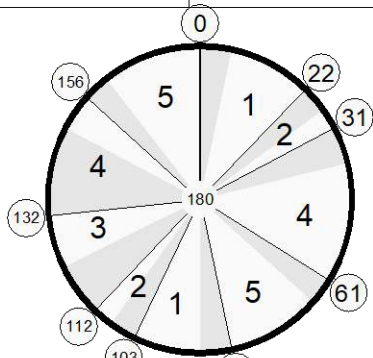
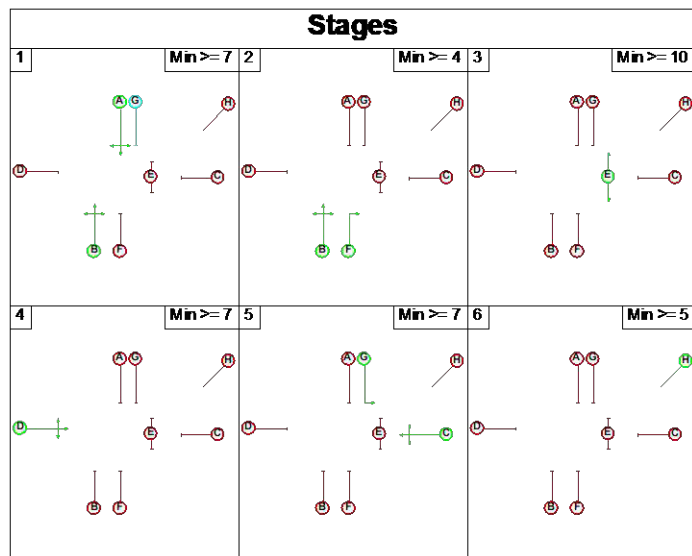
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



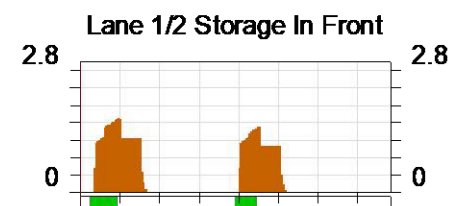
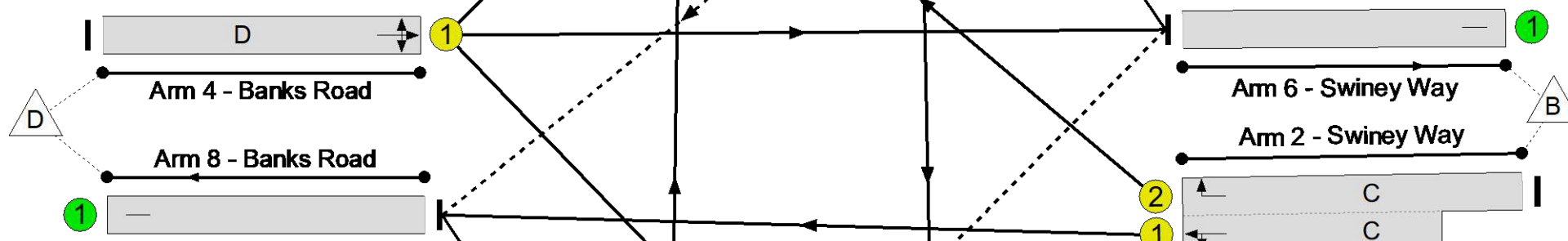
PRC: -16.8 %

Total Traffic Delay: 97.9 pcuHr

Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	105.1%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	105.1%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1065	2043:1641	352+729	94.1 : 100.6%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	567	1935:1808	418+122	105.1 : 105.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	548	1884:1868	466+59	104.3 : 104.3%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

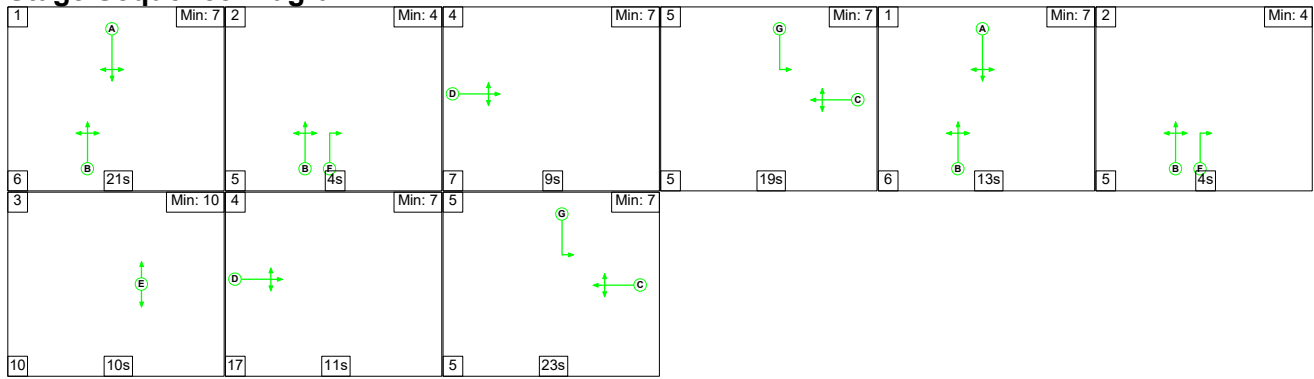
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	1	52	25	31.1	66.6	0.2	97.9	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	1	52	25	31.1	66.6	0.2	97.9	-	-	-	-
1/2+1/1	1065	1060	1	0	18	9.4	15.1	0.1	24.6	83.1	20.4	15.1	35.5
2/2+2/1	567	539	-	-	-	8.1	20.6	-	28.7	182.5	14.6	20.6	35.2
3/1+3/2	548	525	0	52	7	7.1	18.6	0.1	25.8	169.8	16.3	18.6	34.9
4/1	336	325	-	-	-	6.5	12.3	-	18.7	200.8	13.3	12.3	25.5
5/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-16.8	Total Delay for Signalled Lanes (pcuHr):		97.93	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-16.8	Total Delay Over All Lanes(pcuHr):		97.93					

Full Input Data And Results

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')

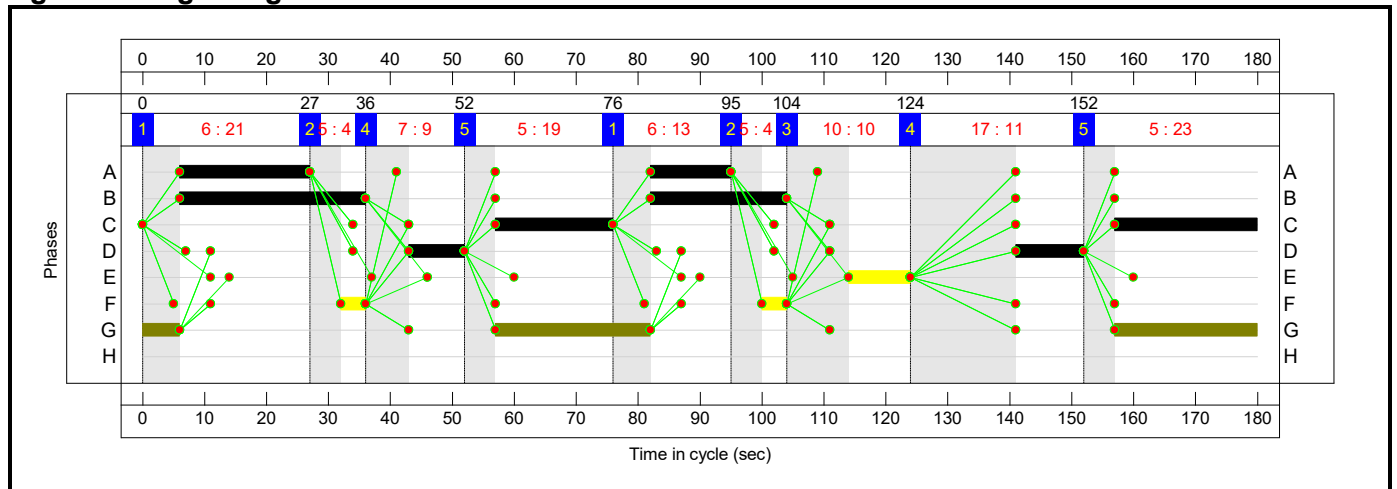
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	9	19	13	4	10	11	23
Change Point	0	27	36	52	76	95	104	124	152

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

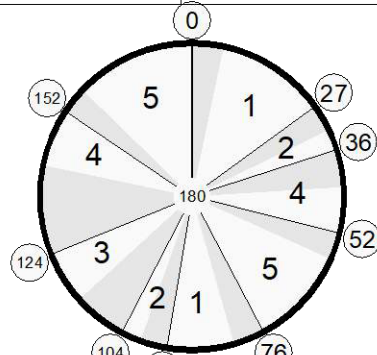
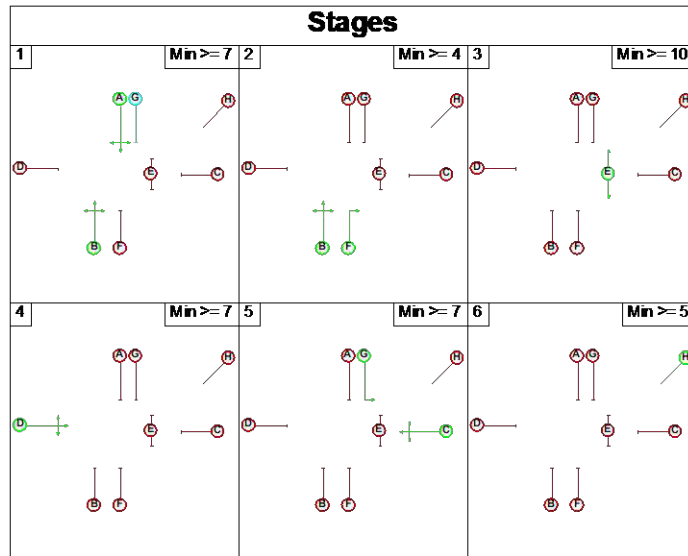
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -27.7 %

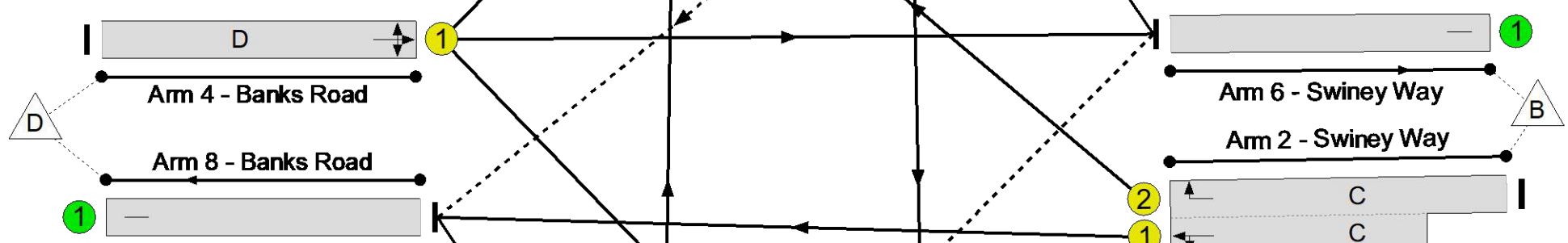
Total Traffic Delay: 172.8 pcuHr



Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	115.0%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	115.0%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:88	54	990	2044:1641	409+475	112.0 : 112.0%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	42	-	746	1935:1822	456+193	115.0 : 115.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	528	1872:1868	518+53	92.4 : 92.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	251	1813	222	113.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

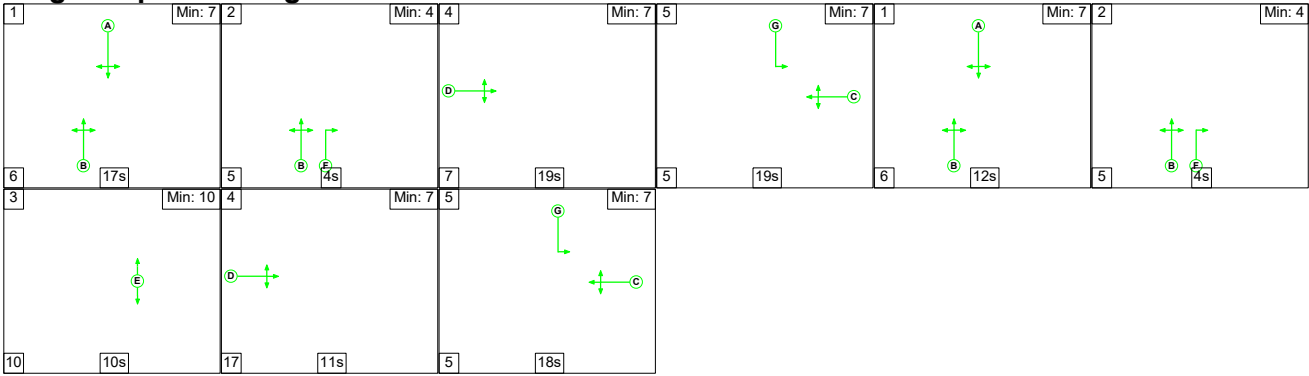
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	17	36	19	40.0	132.7	0.2	172.8	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	17	36	19	40.0	132.7	0.2	172.8	-	-	-	-
1/2+1/1	990	941	7	0	15	12.7	57.5	0.1	70.3	255.6	17.4	57.5	74.9
2/2+2/1	746	649	-	-	-	16.7	52.1	-	68.8	332.0	26.2	52.1	78.3
3/1+3/2	528	528	10	36	4	4.8	4.9	0.1	9.8	67.0	16.0	4.9	21.0
4/1	251	222	-	-	-	5.7	18.2	-	23.9	342.9	9.9	18.2	28.1
5/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-27.7	Total Delay for Signalled Lanes (pcuHr):		172.81	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-27.7	Total Delay Over All Lanes(pcuHr):		172.81					

Full Input Data And Results

Scenario 11: '2028 Base + Sensitivity AM' (FG11: '2028 Base + Sensitivity AM', Plan 1: 'Peds alt')

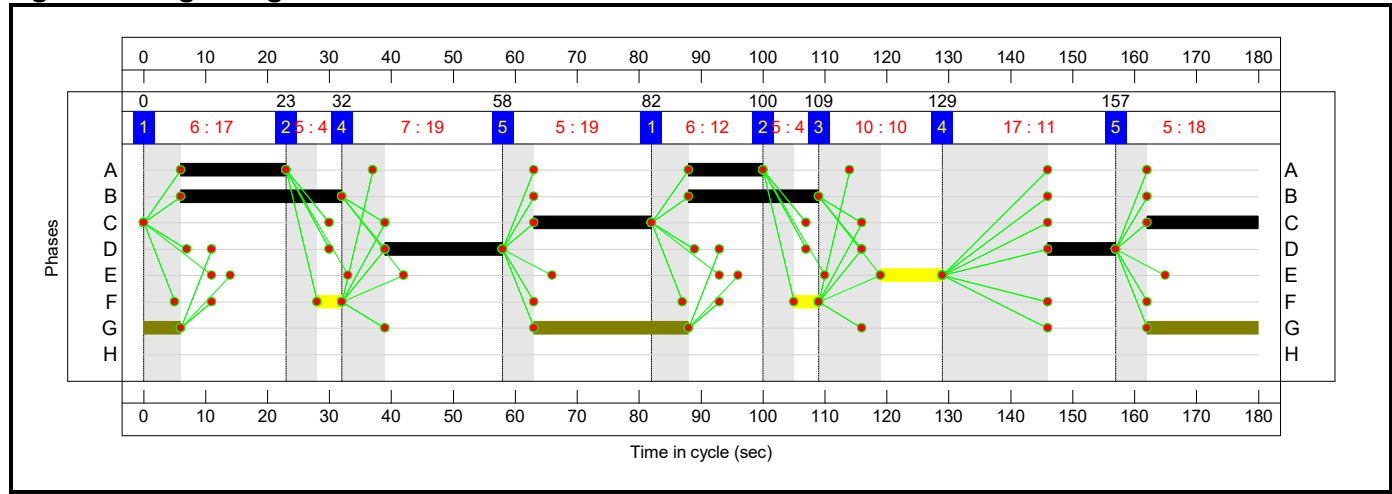
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	17	4	19	19	12	4	10	11	18
Change Point	0	23	32	58	82	100	109	129	157

Signal Timings Diagram



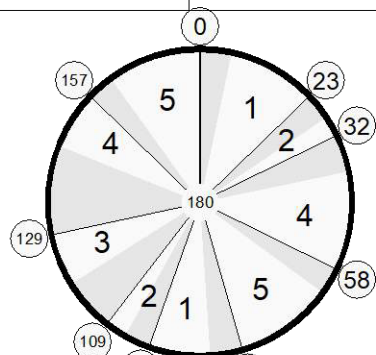
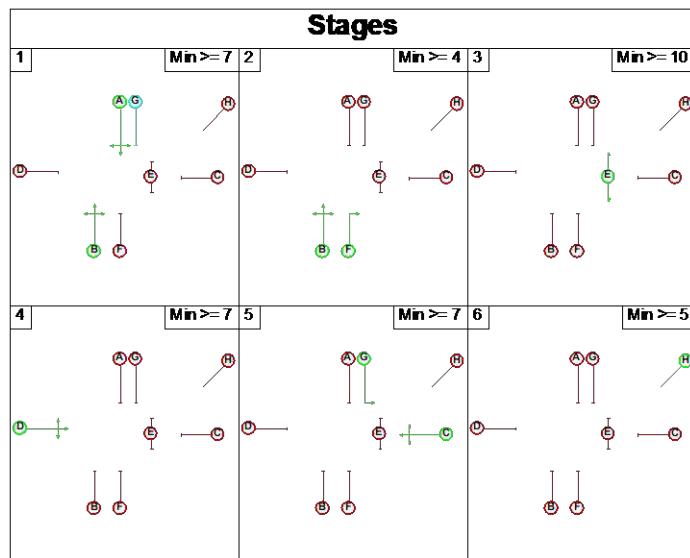
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



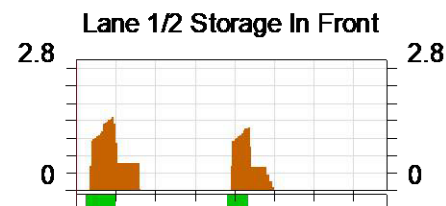
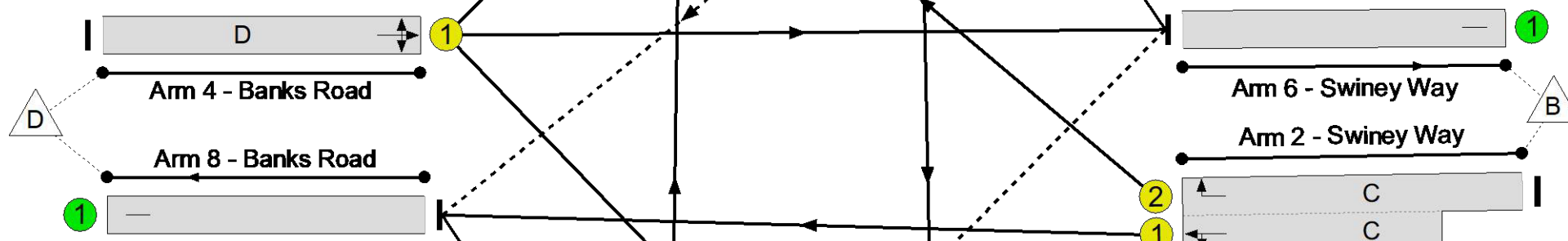
PRC: -6.9 %

Total Traffic Delay: 45.8 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	966	2043:1641	349+729	86.0 : 91.3%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	520	1935:1807	418+123	96.2 : 96.2%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	503	1884:1868	466+60	95.7 : 95.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	309	1829	325	95.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	843	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

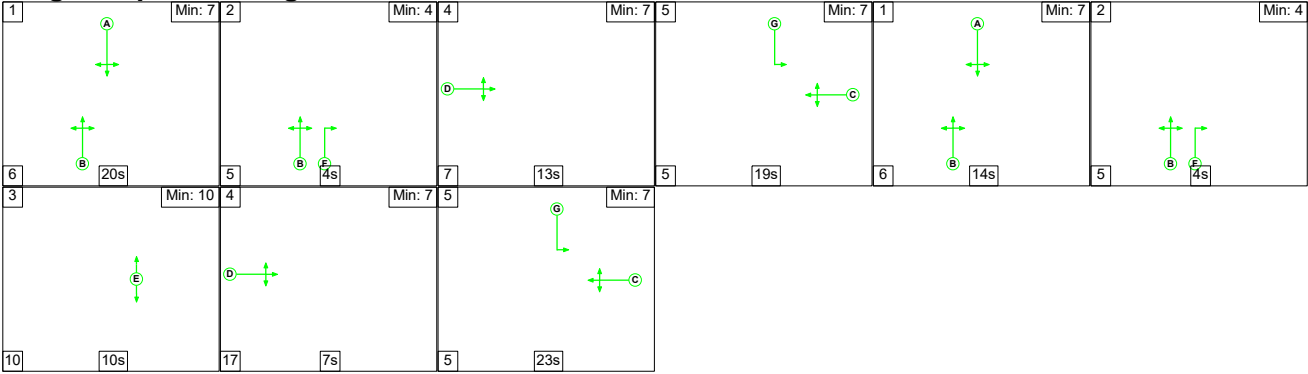
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	8	52	14	21.7	24.0	0.2	45.8	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	8	52	14	21.7	24.0	0.2	45.8	-	-	-	-
1/2+1/1	966	966	8	0	10	7.6	4.0	0.1	11.7	43.6	18.9	4.0	22.9
2/2+2/1	520	520	-	-	-	5.3	7.4	-	12.7	88.0	11.4	7.4	18.8
3/1+3/2	503	503	0	52	5	4.6	6.9	0.1	11.6	82.9	13.7	6.9	20.7
4/1	309	309	-	-	-	4.2	5.6	-	9.9	114.8	9.2	5.6	14.8
5/1	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-6.9	Total Delay for Signalled Lanes (pcuHr):		45.84	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-6.9	Total Delay Over All Lanes(pcuHr):		45.84					

Full Input Data And Results

Scenario 12: '2028 Base + Sensitivity PM' (FG12: '2028 Base + Sensitivity PM', Plan 1: 'Peds alt')

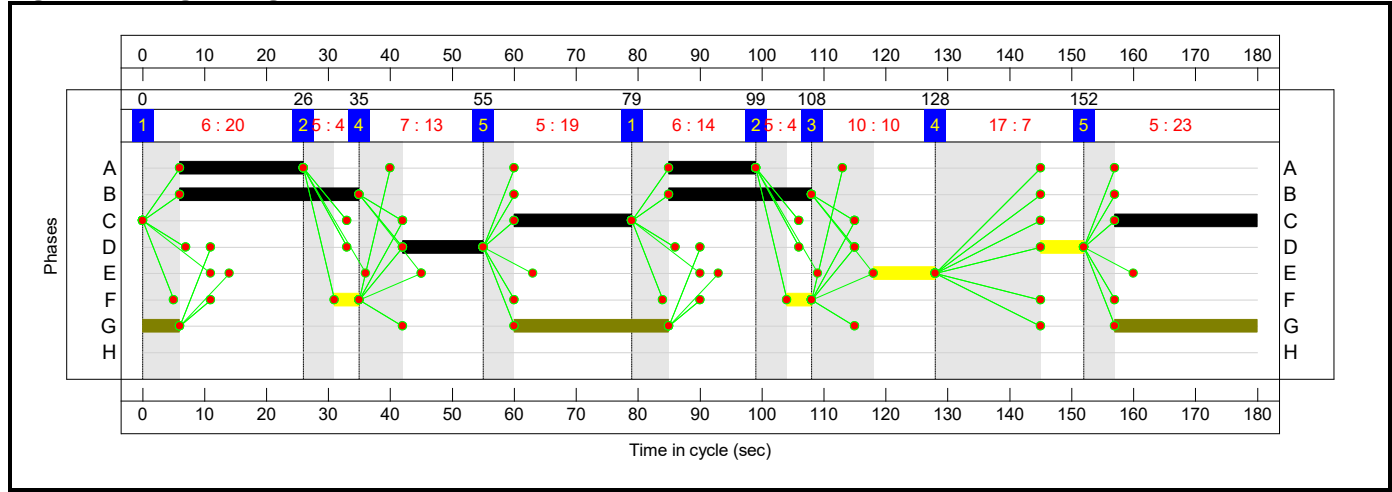
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	13	19	14	4	10	7	23
Change Point	0	26	35	55	79	99	108	128	152

Signal Timings Diagram



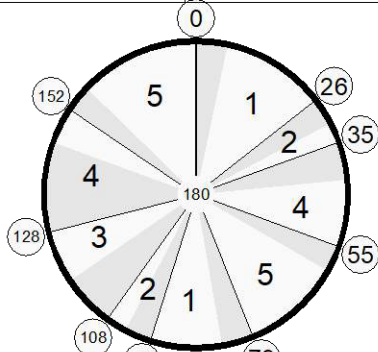
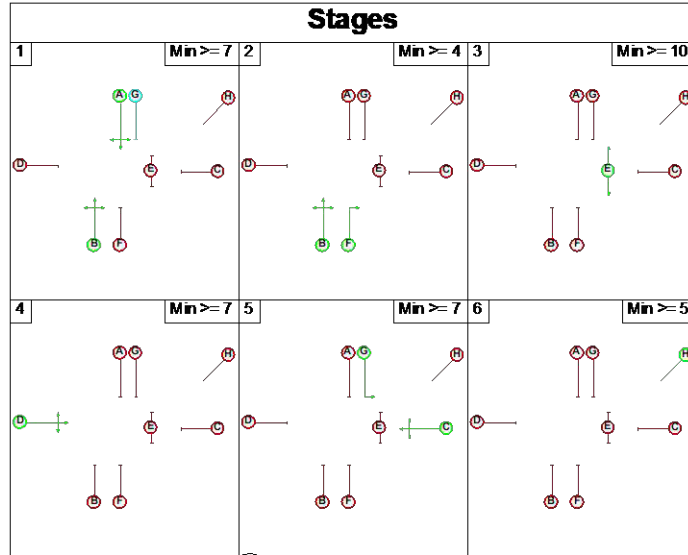
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



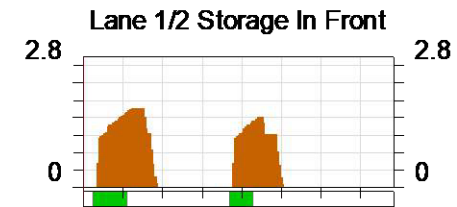
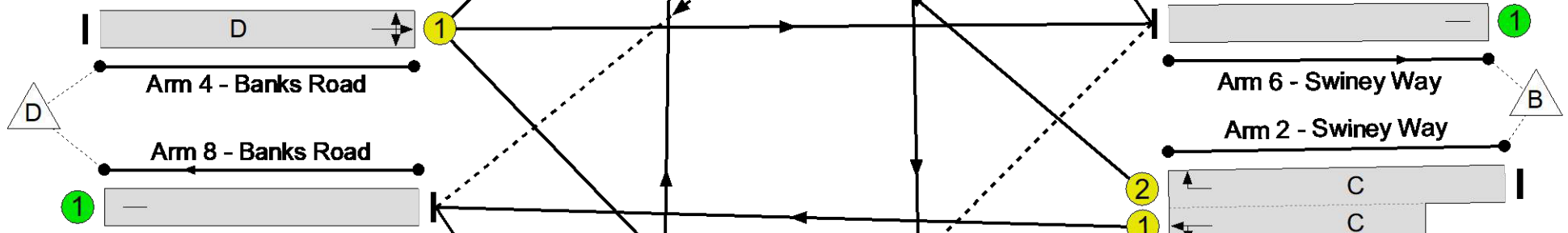
PRC: -16.3 %

Total Traffic Delay: 83.8 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	104.7%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	104.7%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:88	54	908	2044:1641	409+475	102.7 : 102.7%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	42	-	682	1935:1823	456+196	104.7 : 104.7%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	483	1872:1868	518+53	84.5 : 84.5%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	231	1813	222	104.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

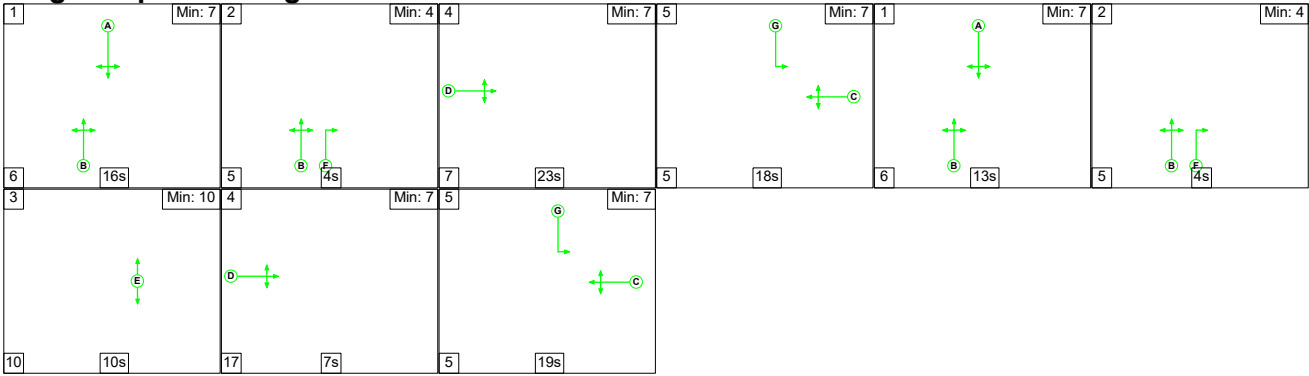
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	30	33	4	25.7	57.9	0.1	83.8	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	30	33	4	25.7	57.9	0.1	83.8	-	-	-	-
1/2+1/1	908	897	20	0	3	7.7	22.3	0.1	30.1	119.4	13.0	22.3	35.3
2/2+2/1	682	651	-	-	-	9.5	22.8	-	32.3	170.3	17.9	22.8	40.6
3/1+3/2	483	483	10	33	2	4.1	2.6	0.1	6.7	50.3	13.4	2.6	16.0
4/1	231	222	-	-	-	4.3	10.3	-	14.7	228.3	8.0	10.3	18.3
5/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%): -16.3		Total Delay for Signalled Lanes (pcuHr):		83.78		Cycle Time (s): 180				
			PRC Over All Lanes (%): -16.3		Total Delay Over All Lanes(pcuHr):		83.78						

Full Input Data And Results

Scenario 13: '2041 Base + Sensitivity AM' (FG13: '2041 Base + Sensitivity AM', Plan 1: 'Peds alt')

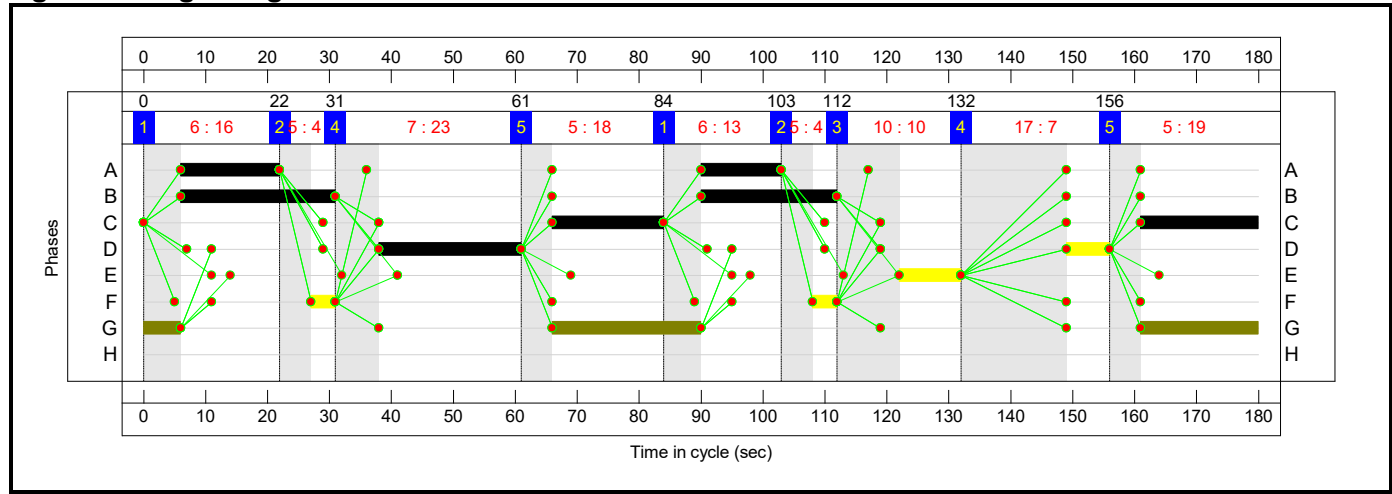
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	16	4	23	18	13	4	10	7	19
Change Point	0	22	31	61	84	103	112	132	156

Signal Timings Diagram



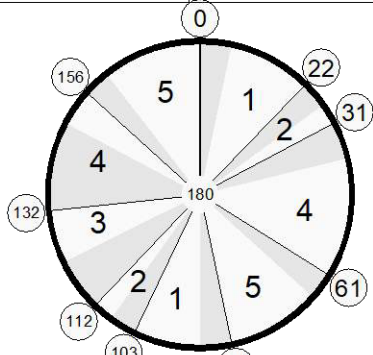
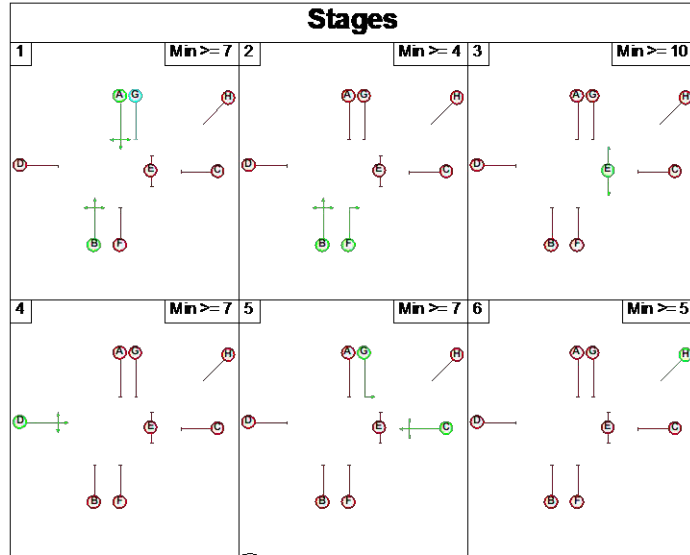
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



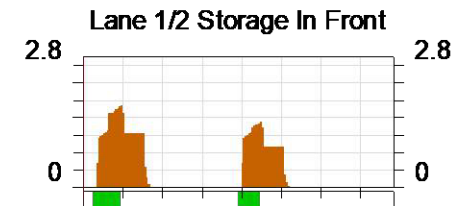
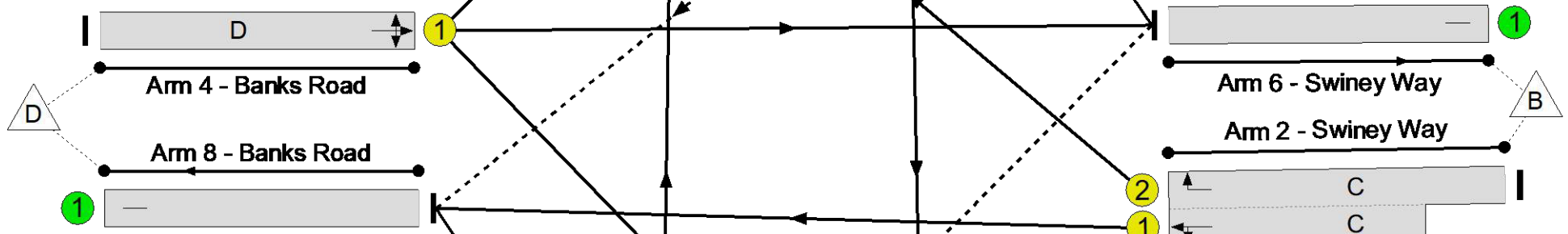
PRC: -16.3 %

Total Traffic Delay: 90.9 pcuHr

Stages



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	104.6%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	104.6%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1049	2043:1641	349+729	93.0 : 99.3%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	565	1935:1808	418+122	104.6 : 104.6%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	547	1884:1868	466+60	104.1 : 104.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	916	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	979	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

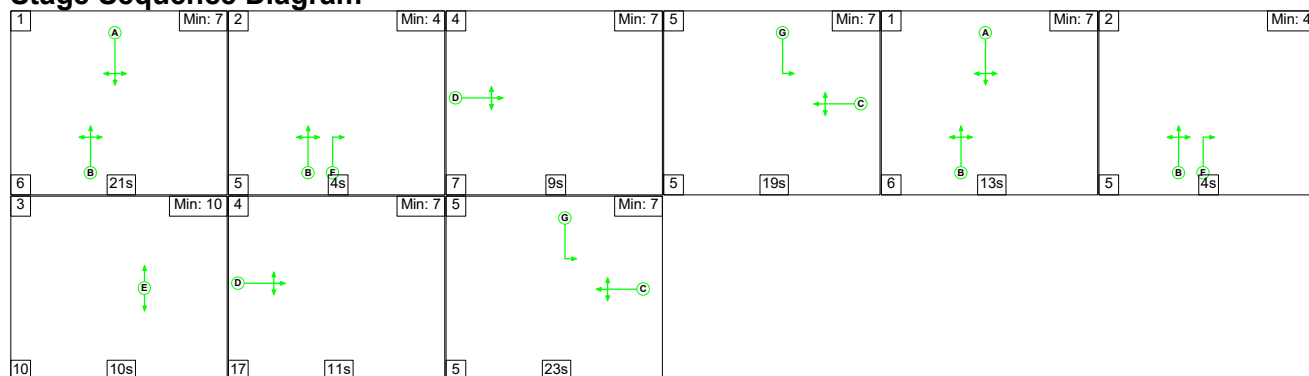
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	1	52	25	30.1	60.6	0.2	90.9	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	1	52	25	30.1	60.6	0.2	90.9	-	-	-	-
1/2+1/1	1049	1049	1	0	18	8.8	10.4	0.1	19.2	66.0	19.9	10.4	30.3
2/2+2/1	565	540	-	-	-	7.9	19.7	-	27.5	175.4	14.2	19.7	33.9
3/1+3/2	547	526	0	52	7	7.0	18.2	0.1	25.4	166.9	16.2	18.2	34.5
4/1	336	325	-	-	-	6.5	12.3	-	18.7	200.8	13.3	12.3	25.5
5/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-16.3	Total Delay for Signalled Lanes (pcuHr):		90.86	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-16.3	Total Delay Over All Lanes(pcuHr):		90.86					

Full Input Data And Results

Scenario 14: '2041 Base + Sensitivity PM' (FG14: '2041 Base + Sensitivity PM', Plan 1: 'Peds alt')

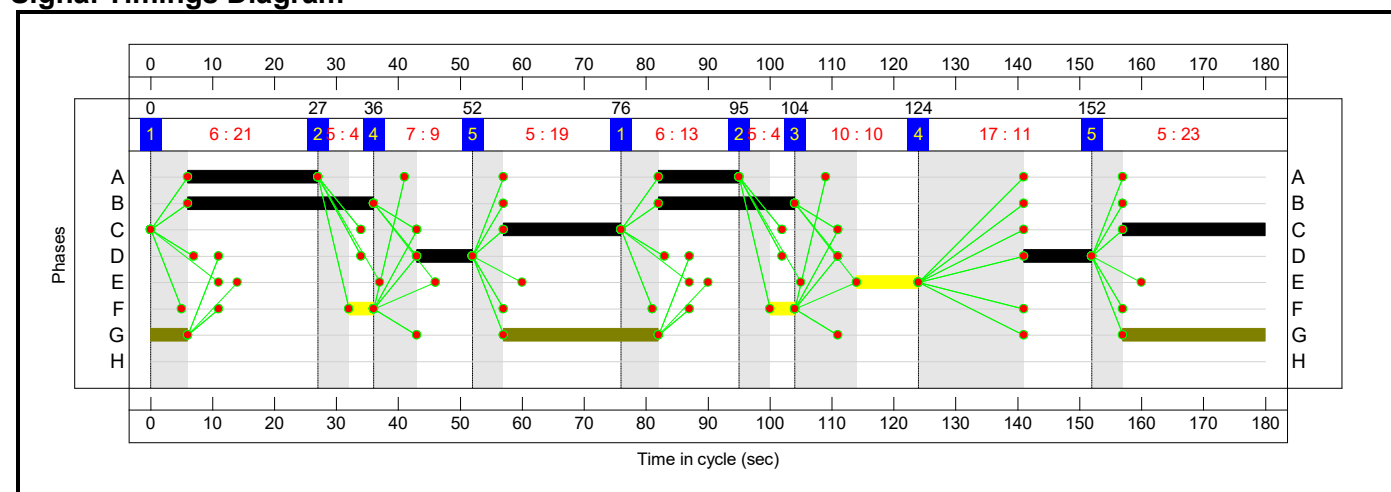
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	9	19	13	4	10	11	23
Change Point	0	27	36	52	76	95	104	124	152

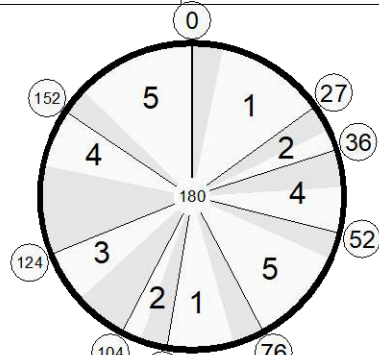
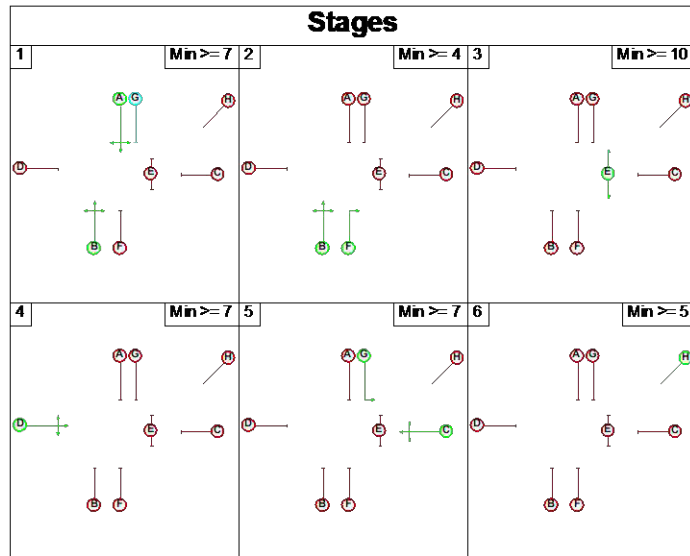
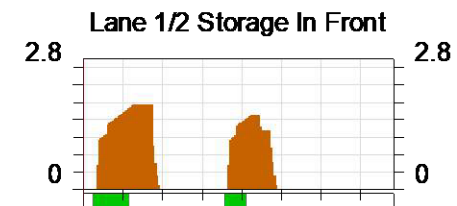
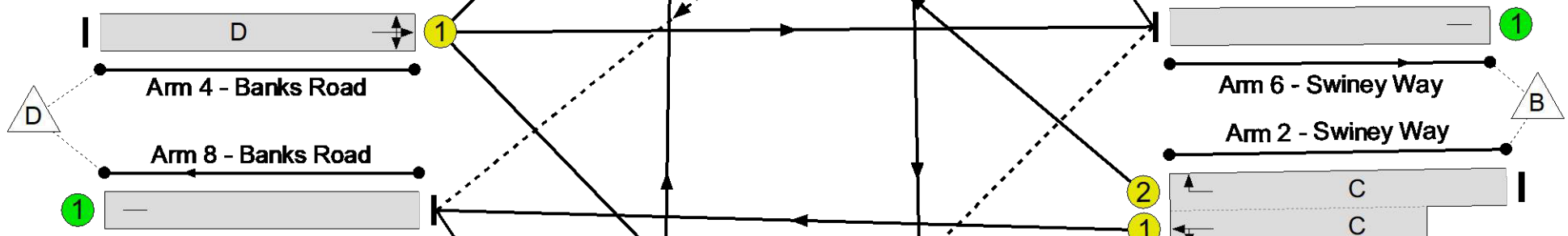
Signal Timings Diagram



B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -25.9 %

Total Traffic Delay: 164.0 pcuHr

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

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	113.3%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	113.3%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:88	54	985	2044:1641	409+474	111.5 : 111.5%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	42	-	738	1935:1822	456+196	113.2 : 113.2%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	524	1872:1868	518+53	91.7 : 91.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	251	1813	222	113.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

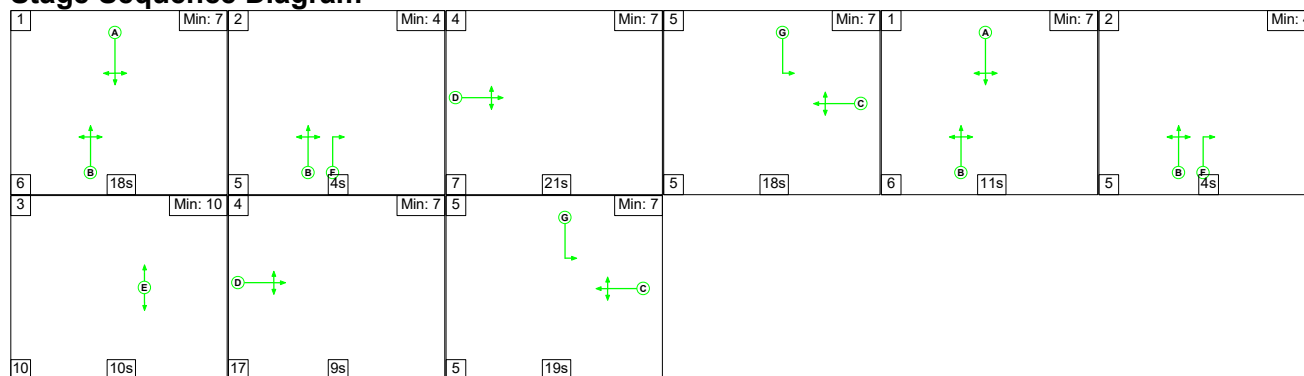
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	17	36	19	38.5	125.3	0.2	164.0	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	17	36	19	38.5	125.3	0.2	164.0	-	-	-	-
1/2+1/1	985	938	7	0	15	12.5	55.4	0.1	68.0	248.5	17.2	55.4	72.6
2/2+2/1	738	652	-	-	-	15.6	47.1	-	62.7	305.8	24.9	47.1	71.9
3/1+3/2	524	524	10	36	4	4.7	4.6	0.1	9.4	64.7	15.7	4.6	20.4
4/1	251	222	-	-	-	5.7	18.2	-	23.9	342.9	9.9	18.2	28.1
5/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-25.9	Total Delay for Signalled Lanes (pcuHr):		163.98	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-25.9	Total Delay Over All Lanes(pcuHr):		163.98					

Full Input Data And Results

Scenario 15: '2028 Base + Sensitivity + Development AM' (FG15: '2028 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

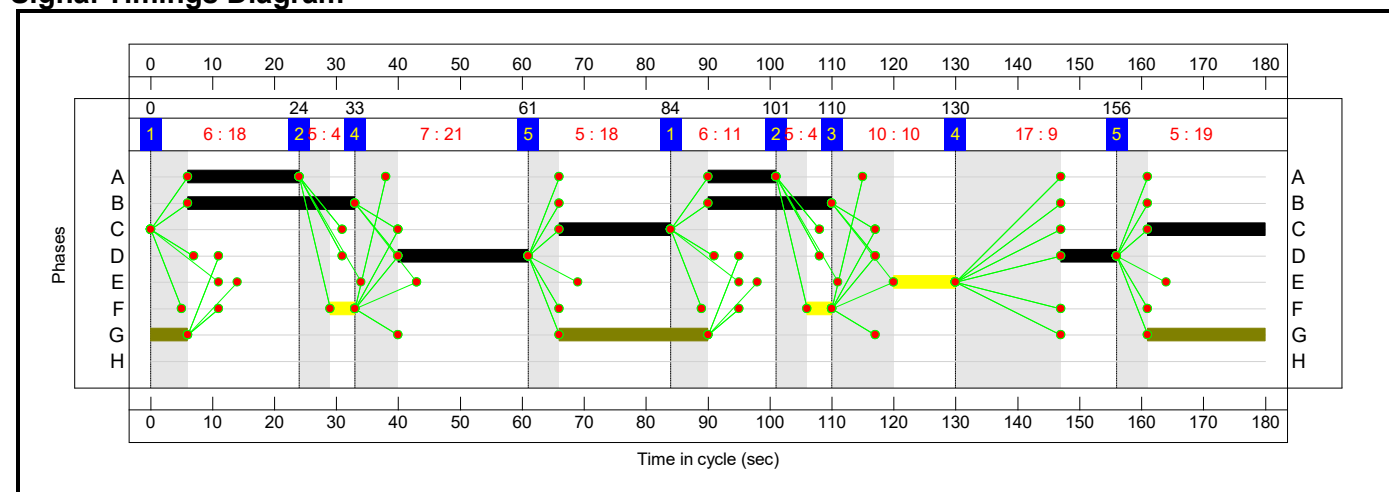
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	18	4	21	18	11	4	10	9	19
Change Point	0	24	33	61	84	101	110	130	156

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

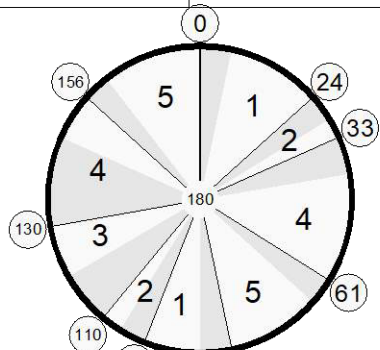
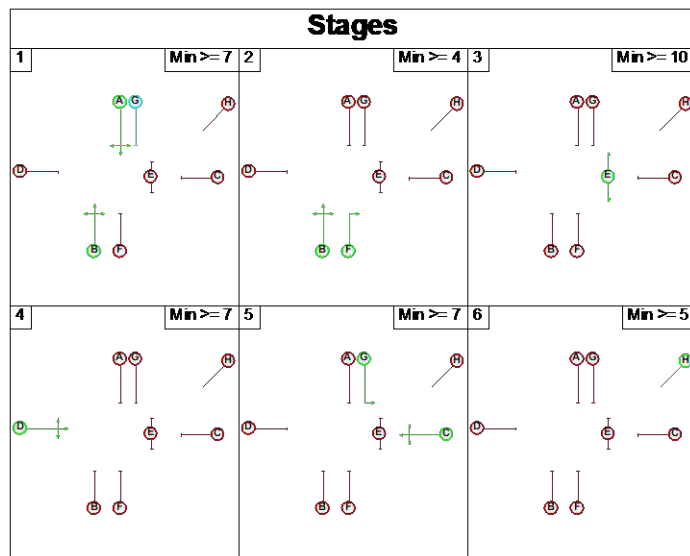
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



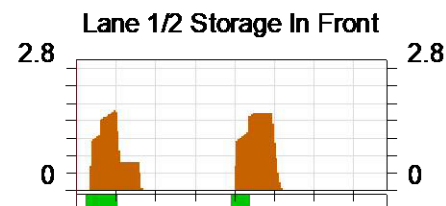
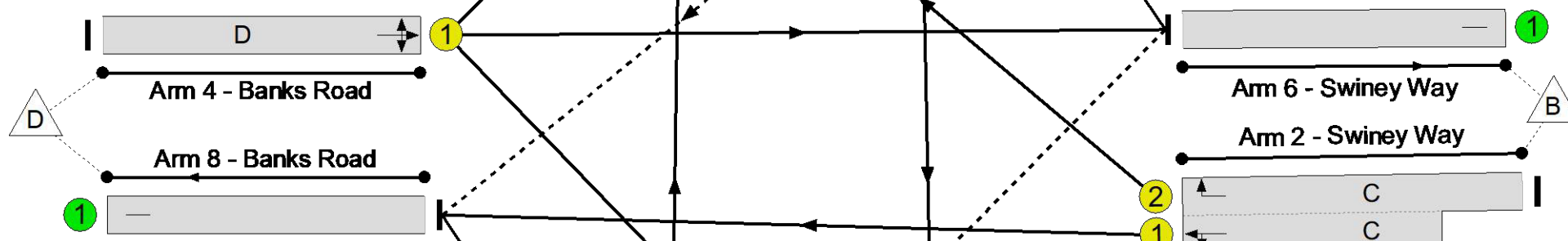
PRC: -9.3 %

Total Traffic Delay: 53.7 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	98.4%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	98.4%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1023	2044:1641	351+729	91.7 : 96.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	529	1935:1807	418+120	98.4 : 98.4%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	510	1884:1868	467+59	97.1 : 97.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	312	1829	325	96.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	859	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

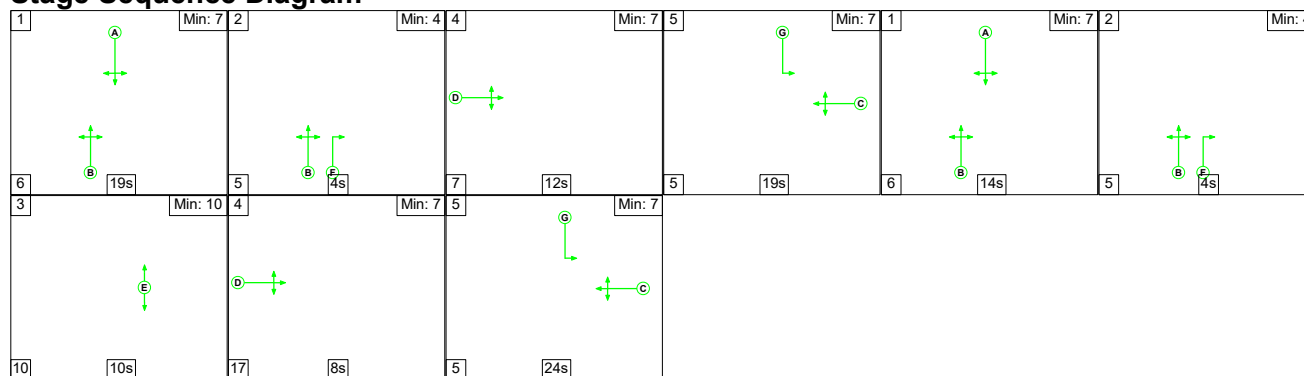
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	12	52	12	22.6	30.9	0.2	53.7	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	12	52	12	22.6	30.9	0.2	53.7	-	-	-	-
1/2+1/1	1023	1023	12	0	6	8.2	7.1	0.1	15.4	54.3	19.9	7.1	27.0
2/2+2/1	529	529	-	-	-	5.2	9.5	-	14.7	100.2	11.1	9.5	20.7
3/1+3/2	510	510	0	52	5	4.6	8.1	0.1	12.9	90.7	13.9	8.1	22.1
4/1	312	312	-	-	-	4.6	6.1	-	10.7	123.6	10.3	6.1	16.5
5/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-9.3	Total Delay for Signalled Lanes (pcuHr):		53.74	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-9.3	Total Delay Over All Lanes(pcuHr):		53.74					

Full Input Data And Results

Scenario 16: '2028 Base + Sensitivity + Development PM' (FG16: '2028 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

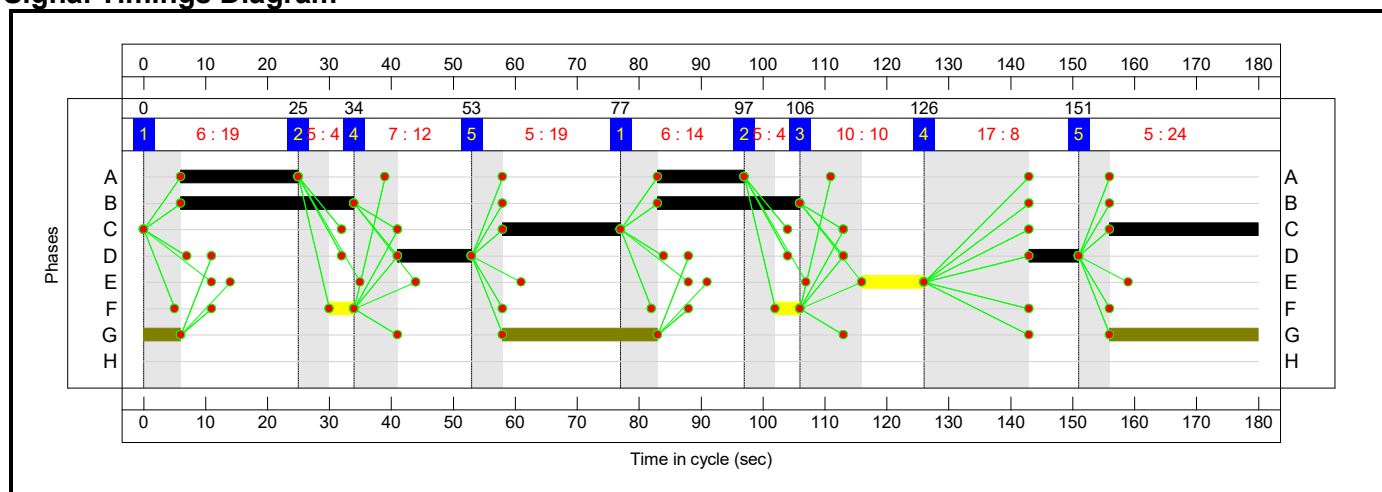
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	12	19	14	4	10	8	24
Change Point	0	25	34	53	77	97	106	126	151

Signal Timings Diagram



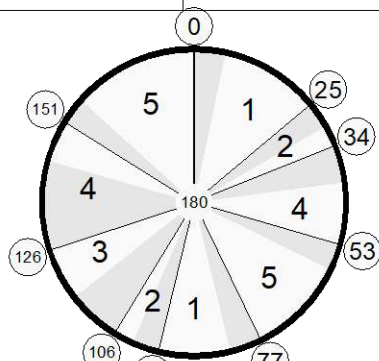
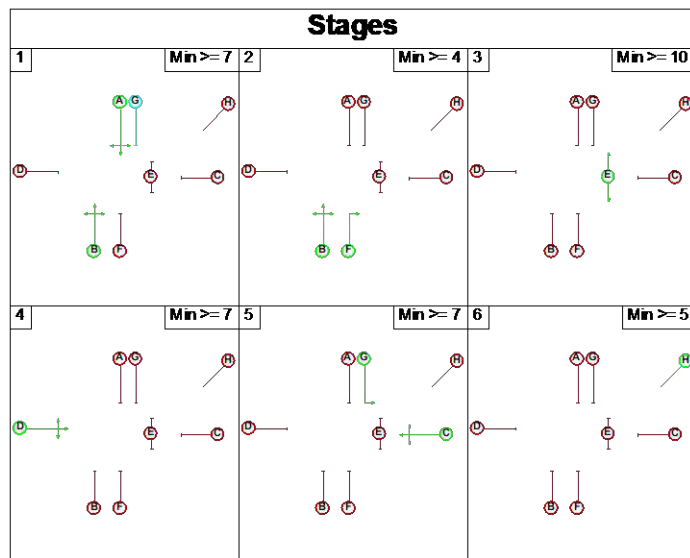
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



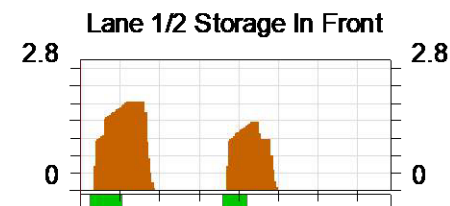
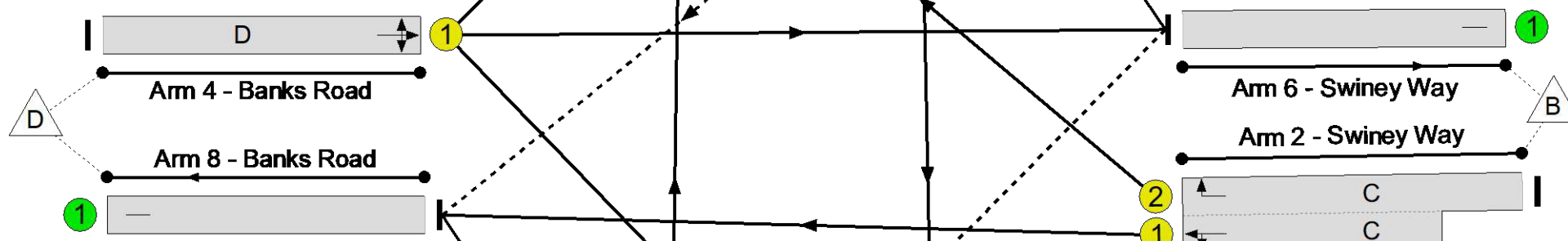
PRC: -19.6 %

Total Traffic Delay: 111.6 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	107.6%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	107.6%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	33:88	55	923	2044:1641	397+464	107.2 : 107.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	43	-	704	1935:1823	464+190	107.6 : 107.6%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	51	8	498	1873:1868	510+51	88.8 : 88.8%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	231	1813	222	104.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

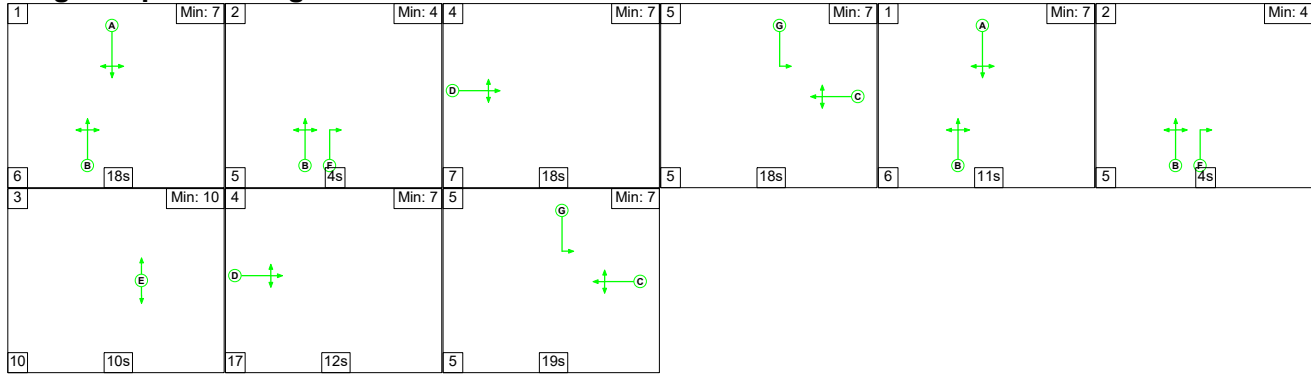
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	24	31	11	29.7	81.7	0.1	111.6	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	24	31	11	29.7	81.7	0.1	111.6	-	-	-	-
1/2+1/1	923	894	13	0	8	9.6	37.1	0.1	46.8	182.7	14.2	37.1	51.4
2/2+2/1	704	654	-	-	-	11.6	30.7	-	42.3	216.1	20.3	30.7	50.9
3/1+3/2	498	498	11	31	3	4.4	3.6	0.0	8.0	57.9	14.4	3.6	18.0
4/1	231	222	-	-	-	4.2	10.3	-	14.5	225.4	7.5	10.3	17.8
5/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%): -19.6		Total Delay for Signalled Lanes (pcuHr): 111.56		Cycle Time (s): 180						
			PRC Over All Lanes (%): -19.6		Total Delay Over All Lanes(pcuHr): 111.56								

Full Input Data And Results

Scenario 17: '2041 Base + Sensitivity + Development AM' (FG17: '2041 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

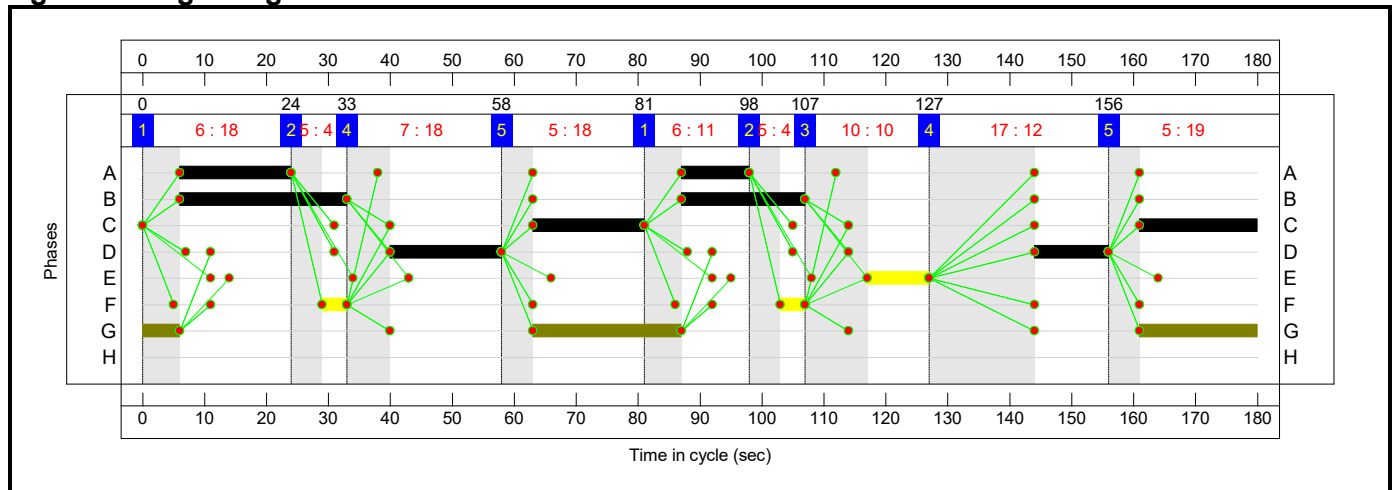
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	18	4	18	18	11	4	10	12	19
Change Point	0	24	33	58	81	98	107	127	156

Signal Timings Diagram



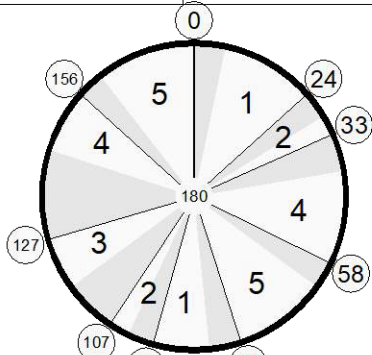
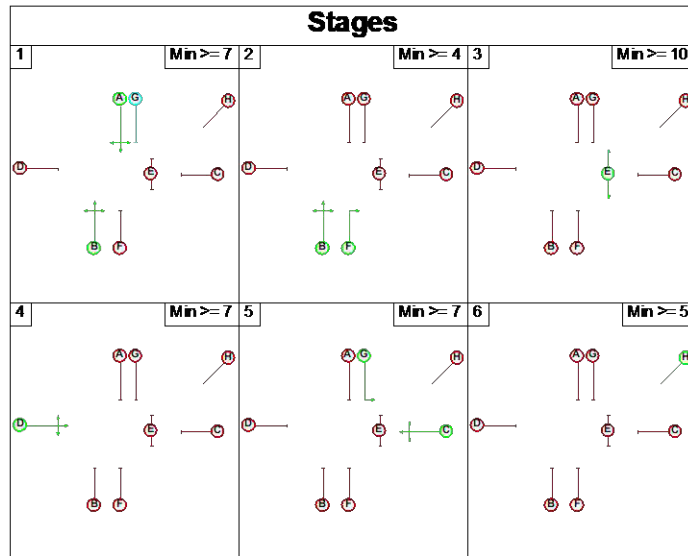
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



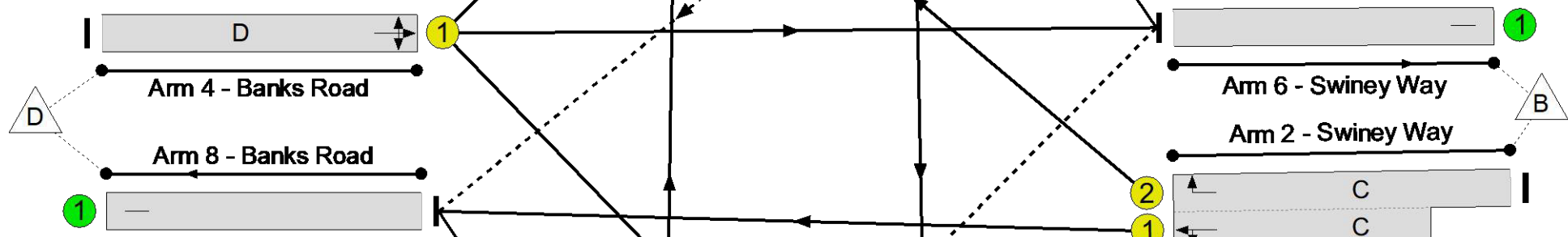
PRC: -17.8 %

Total Traffic Delay: 113.1 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	106.1%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	106.1%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1098	2044:1641	349+729	98.7 : 103.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	571	1935:1808	418+121	106.1 : 106.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	551	1884:1868	466+59	104.9 : 104.9%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

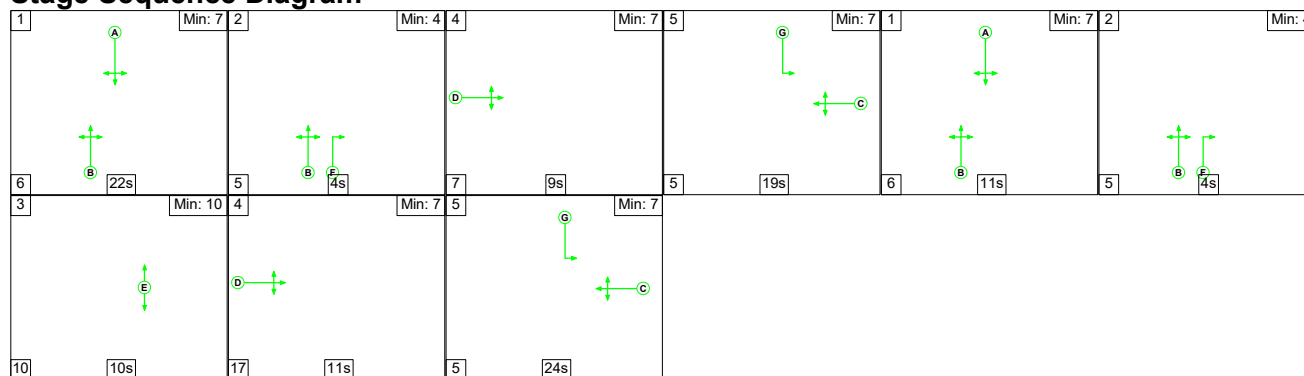
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	1	52	25	34.0	78.9	0.2	113.1	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	1	52	25	34.0	78.9	0.2	113.1	-	-	-	-
1/2+1/1	1098	1074	1	0	18	12.0	24.3	0.1	36.4	119.2	26.3	24.3	50.6
2/2+2/1	571	538	-	-	-	8.9	22.6	-	31.5	198.6	15.8	22.6	38.4
3/1+3/2	551	525	0	52	7	7.5	19.8	0.1	27.4	179.3	17.6	19.8	37.4
4/1	336	325	-	-	-	5.5	12.3	-	17.8	190.9	10.7	12.3	23.0
5/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%):		-17.8	Total Delay for Signalled Lanes (pcuHr):		113.11	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-17.8	Total Delay Over All Lanes(pcuHr):		113.11					

Full Input Data And Results

Scenario 18: '2041 Base + Sensitivity + Development PM' (FG18: '2041 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

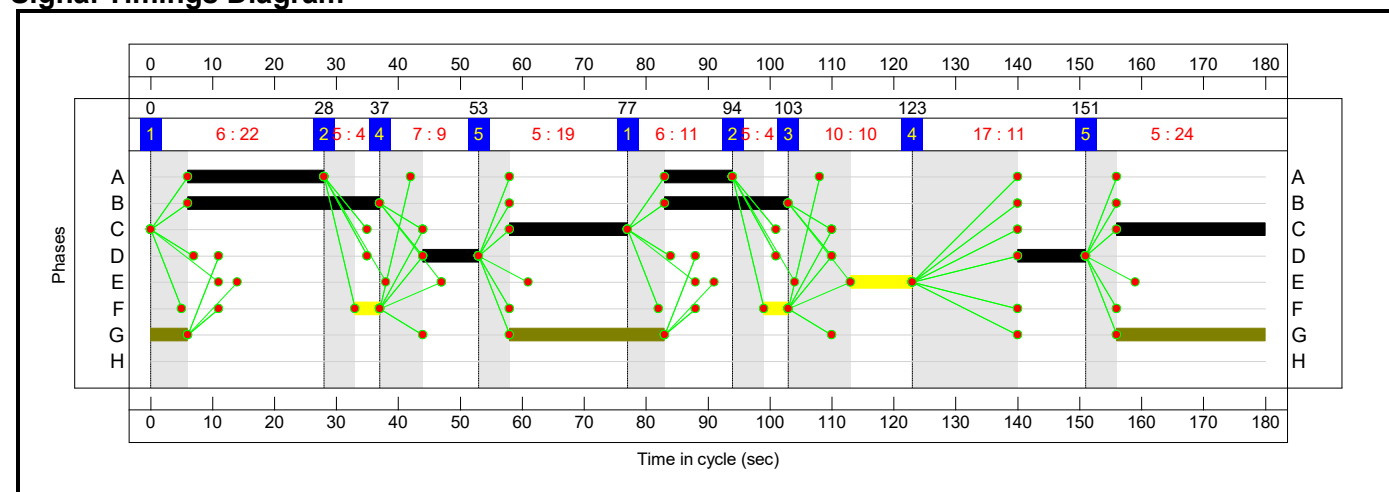
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	22	4	9	19	11	4	10	11	24
Change Point	0	28	37	53	77	94	103	123	151

Signal Timings Diagram



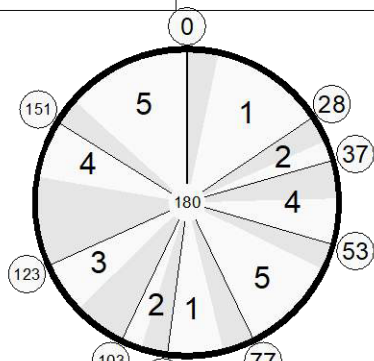
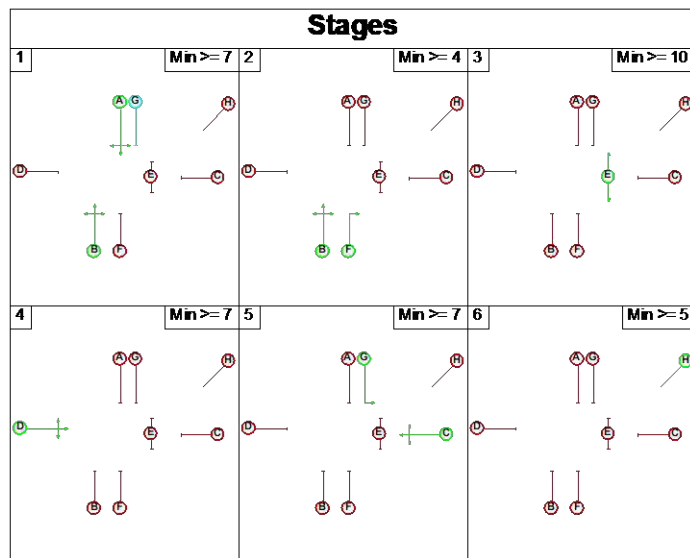
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads



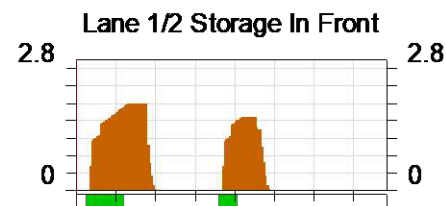
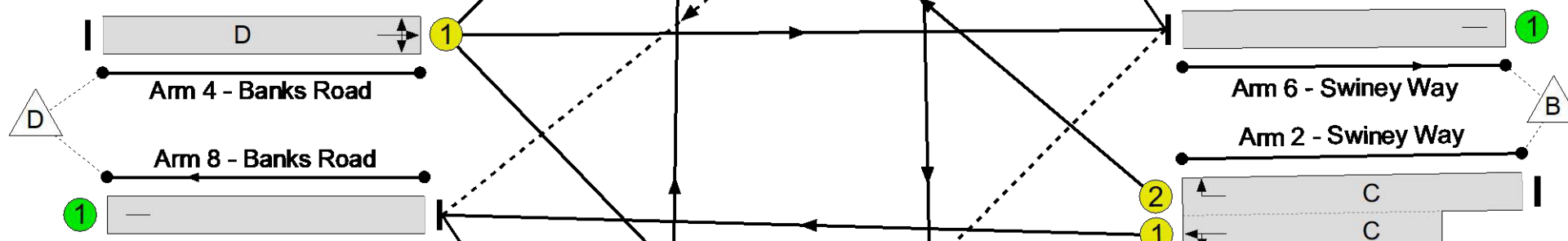
PRC: -29.2 %

Total Traffic Delay: 198.4 pcuHr

Stages



C1 - Stapleford Lane / Swiney Way / Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	116.3%
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	N/A	-	-		-	-	-	-	-	-	116.3%
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	33:88	55	1000	2044:1641	397+463	116.2 : 116.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	43	-	761	1935:1822	464+191	116.3 : 116.3%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	51	8	538	1873:1868	510+51	95.9 : 95.9%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	251	1813	222	113.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

Full Input Data And Results

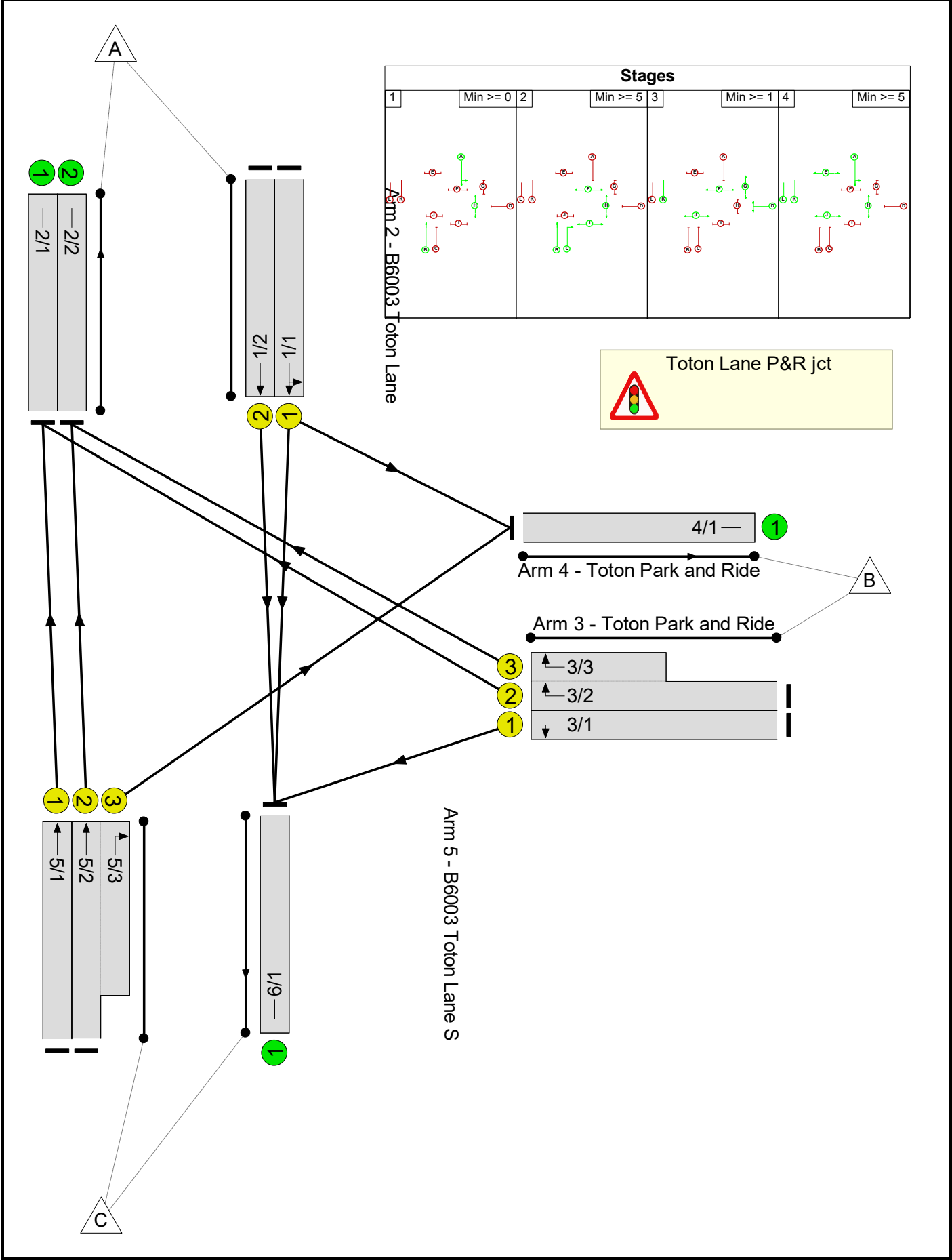
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	16	36	19	43.0	155.2	0.2	198.4	-	-	-	-
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	16	36	19	43.0	155.2	0.2	198.4	-	-	-	-
1/2+1/1	1000	935	6	0	15	14.9	73.3	0.1	88.3	317.8	19.5	73.3	92.8
2/2+2/1	761	655	-	-	-	17.4	56.6	-	74.0	350.0	27.5	56.6	84.1
3/1+3/2	538	538	9	36	4	5.1	7.2	0.1	12.3	82.5	16.6	7.2	23.8
4/1	251	222	-	-	-	5.7	18.2	-	23.8	341.8	9.8	18.2	27.9
5/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Stapleford Lane/ Swiney Way/ Banks Road			PRC for Signalled Lanes (%): -29.2		Total Delay for Signalled Lanes (pcuHr): 198.43		Cycle Time (s): 180						
			PRC Over All Lanes (%): -29.2		Total Delay Over All Lanes(pcuHr): 198.43								

Full Input Data And Results

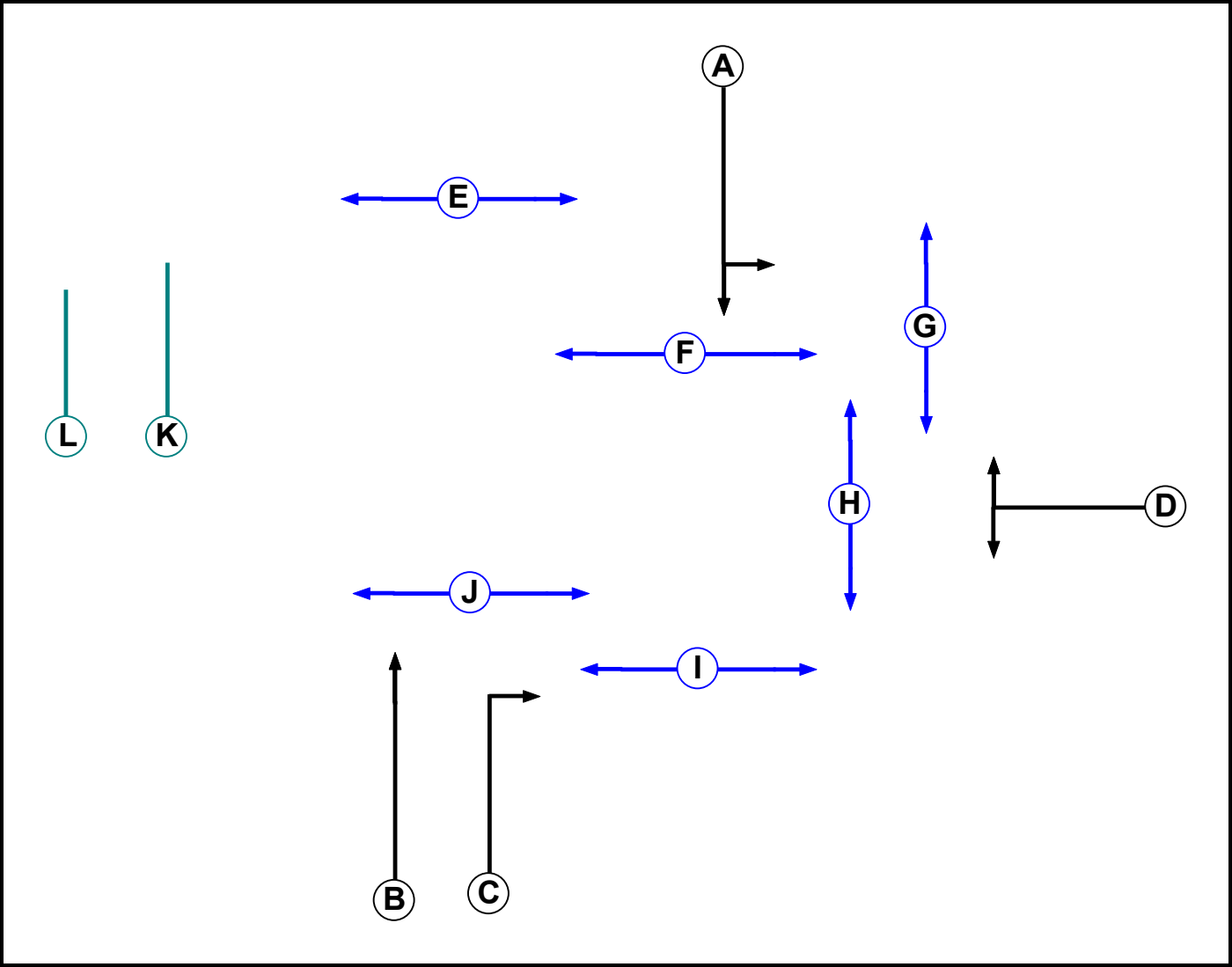
User and Project Details

Project:	Toton West
Title:	B6003 Toton Park & Ride Signalised T Junction
Location:	
Client:	Bloor Homes Ltd
Additional detail:	
File name:	LINSIG B6003 Toton Park and Ride Access Junction Existing.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		2	0
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Dummy		5	5
L	Dummy		7	7

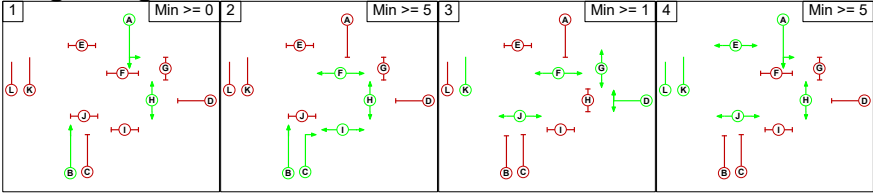
Phase Intergreens Matrix

Terminating Phase		Starting Phase												
			A	B	C	D	E	F	G	H	I	J	K	L
		A		-	5	7	-	5	7	-	10	-	-	-
		B	-		-	5	10	-	-	-	-	5	5	2
		C	7	-		5	10	-	10	-	-	5	5	2
		D	5	5	5		11	-	-	5	7	-	-	2
		E	-	7	7	7		-	-	-	-	-	-	-
		F	10	-	-	-	-		-	-	-	-	-	2
		G	8	-	8	-	-	-		-	-	-	-	2
		H	-	-	-	11	-	-	-		-	-	-	-
		I	9	-	-	9	-	-	-	-		-	-	2
		J	-	10	10	-	-	-	-	-	-		-	-
		K	-	5	5	-	-	-	-	-	-	-		-
		L	-	3	3	3	-	3	3	-	3	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	C	Losing	3	3
2	1	I	Losing	1	1
2	3	B	Losing	4	4
2	3	C	Losing	4	4
2	4	B	Losing	1	1
3	1	D	Losing	5	5
3	2	D	Losing	5	5
3	4	D	Losing	5	5
4	2	E	Losing	1	1

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		10	11	10
	2	10		14	11
	3	10	12		16
	4	10	10	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Toton Lane P&&R jct
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Toton Lane P&R jct												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B6003 Toton Lane)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
1/2 (B6003 Toton Lane)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
2/1 (B6003 Toton Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (B6003 Toton Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Toton Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 6 Left	12.00
3/2 (Toton Park and Ride)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Right	22.00
3/3 (Toton Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 2 Right	20.00
4/1 (Toton Park and Ride)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (B6003 Toton Lane S)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
5/2 (B6003 Toton Lane S)	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 2 Ahead	Inf
5/3 (B6003 Toton Lane S)	U	C	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 4 Right	15.00
6/1 (B6003 Toton Lane S)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

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

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	211	875	1086
	B	59	0	106	165
	C	847	94	0	941
	Tot.	906	305	981	2192

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: Toton Lane P&R jct	
1/1	543
1/2	543
2/1	476
2/2	430
3/1	106
3/2 (with short)	59(In) 29(Out)
3/3 (short)	30
4/1	305
5/1	447
5/2 (with short)	494(In) 400(Out)
5/3 (short)	94
6/1	981

Lane Saturation Flows

Junction: Toton Lane P&R jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	38.9 %	1826	1826
				Arm 6 Ahead	Inf	61.1 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	64	958	1022
	B	177	0	65	242
	C	862	19	0	881
	Tot.	1039	83	1023	2145

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: Toton Lane P&&R jct	
1/1	511
1/2	511
2/1	517
2/2	522
3/1	65
3/2 (with short)	177(In) 85(Out)
3/3 (short)	92
4/1	83
5/1	432
5/2 (with short)	449(In) 430(Out)
5/3 (short)	19
6/1	1023

Lane Saturation Flows

Junction: Toton Lane P&R jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	12.5 %	1885	1885
				Arm 6 Ahead	Inf	87.5 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	217	901	1118
	B	61	0	109	170
	C	872	97	0	969
	Tot.	933	314	1010	2257

Traffic Lane Flows

Lane	Scenario 3: 2028 Base AM
Junction: Toton Lane P&R jct	
1/1	514
1/2	604
2/1	442
2/2	491
3/1	109
3/2 (with short)	61(In) 31(Out)
3/3 (short)	30
4/1	314
5/1	411
5/2 (with short)	558(In) 461(Out)
5/3 (short)	97
6/1	1010

Lane Saturation Flows

Junction: Toton Lane P&R jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	42.2 %	1819	1819
				Arm 6 Ahead	Inf	57.8 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	66	986	1052
	B	182	0	67	249
	C	887	20	0	907
	Tot.	1069	86	1053	2208

Traffic Lane Flows

Lane	Scenario 4: 2028 Base PM
Junction: Toton Lane P&&R jct	
1/1	526
1/2	526
2/1	532
2/2	537
3/1	67
3/2 (with short)	182(In) 88(Out)
3/3 (short)	94
4/1	86
5/1	444
5/2 (with short)	463(In) 443(Out)
5/3 (short)	20
6/1	1053

Lane Saturation Flows

Junction: Toton Lane P&R jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	12.5 %	1885	1885
				Arm 6 Ahead	Inf	87.5 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Developmet AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	217	930	1147
	B	61	0	109	170
	C	1015	97	0	1112
	Tot.	1076	314	1039	2429

Traffic Lane Flows

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	41.0 %	1822	1822
				Arm 6 Ahead	Inf	59.0 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	66	1094	1160
	B	182	0	67	249
	C	931	20	0	951
	Tot.	1113	86	1161	2360

Traffic Lane Flows

Lane	Scenario 6: 2028 Base + Development PM
Junction: Toton Lane P&&R jct	
1/1	580
1/2	580
2/1	554
2/2	559
3/1	67
3/2 (with short)	182(In) 88(Out)
3/3 (short)	94
4/1	86
5/1	466
5/2 (with short)	485(In) 465(Out)
5/3 (short)	20
6/1	1161

Lane Saturation Flows

Junction: Toton Lane P&R jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	11.4 %	1888	1888
				Arm 6 Ahead	Inf	88.6 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'NB exit peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	237	981	1218
	B	66	0	119	185
	C	950	105	0	1055
	Tot.	1016	342	1100	2458

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2041 Base AM
Junction: Toton Lane P&R jct	
1/1	609
1/2	609
2/1	534
2/2	482
3/1	119
3/2 (with short)	66(In) 32(Out)
3/3 (short)	34
4/1	342
5/1	502
5/2 (with short)	553(In) 448(Out)
5/3 (short)	105
6/1	1100

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	38.9 %	1826	1826
				Arm 6 Ahead	Inf	61.1 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	72	1070	1142
	B	198	0	73	271
	C	963	21	0	984
	Tot.	1161	93	1143	2397

Traffic Lane Flows

Lane	Scenario 8: 2041 Base PM
Junction: Toton Lane P&&R jct	
1/1	571
1/2	571
2/1	579
2/2	582
3/1	73
3/2 (with short)	198(In) 96(Out)
3/3 (short)	102
4/1	93
5/1	483
5/2 (with short)	501(In) 480(Out)
5/3 (short)	21
6/1	1143

Lane Saturation Flows

Junction: Toton Lane P&R jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	12.6 %	1885	1885
				Arm 6 Ahead	Inf	87.4 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	237	1011	1248
	B	66	0	119	185
	C	1092	105	0	1197
	Tot.	1158	342	1130	2630

Traffic Lane Flows

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	38.0 %	1828	1828
				Arm 6 Ahead	Inf	62.0 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	72	1178	1250
	B	198	0	73	271
	C	1006	21	0	1027
	Tot.	1204	93	1251	2548

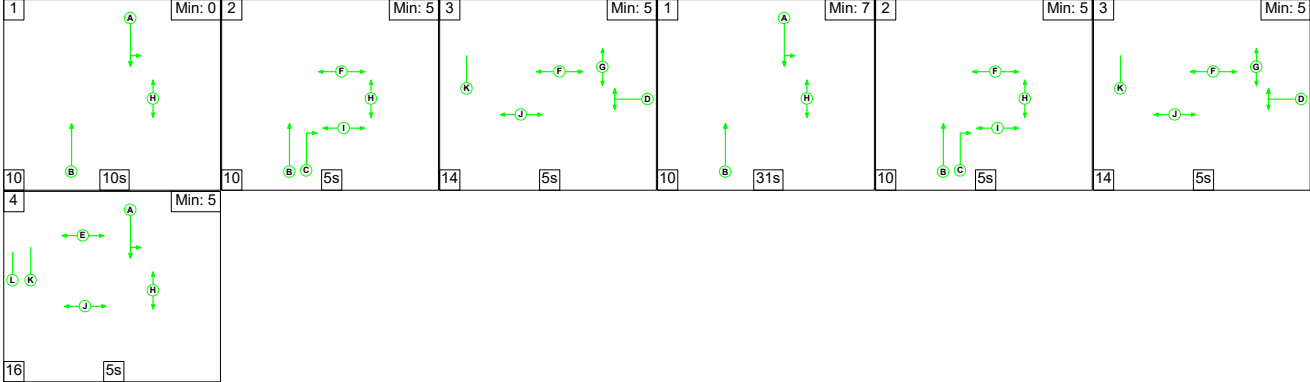
Traffic Lane Flows

Lane	Scenario 10: 2041 Base + Development PM
Junction: Toton Lane P&&R jct	
1/1	625
1/2	625
2/1	600
2/2	604
3/1	73
3/2 (with short)	198(In) 96(Out)
3/3 (short)	102
4/1	93
5/1	504
5/2 (with short)	523(In) 502(Out)
5/3 (short)	21
6/1	1251

Lane Saturation Flows

Junction: Toton Lane P&R jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	11.5 %	1888	1888
				Arm 6 Ahead	Inf	88.5 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

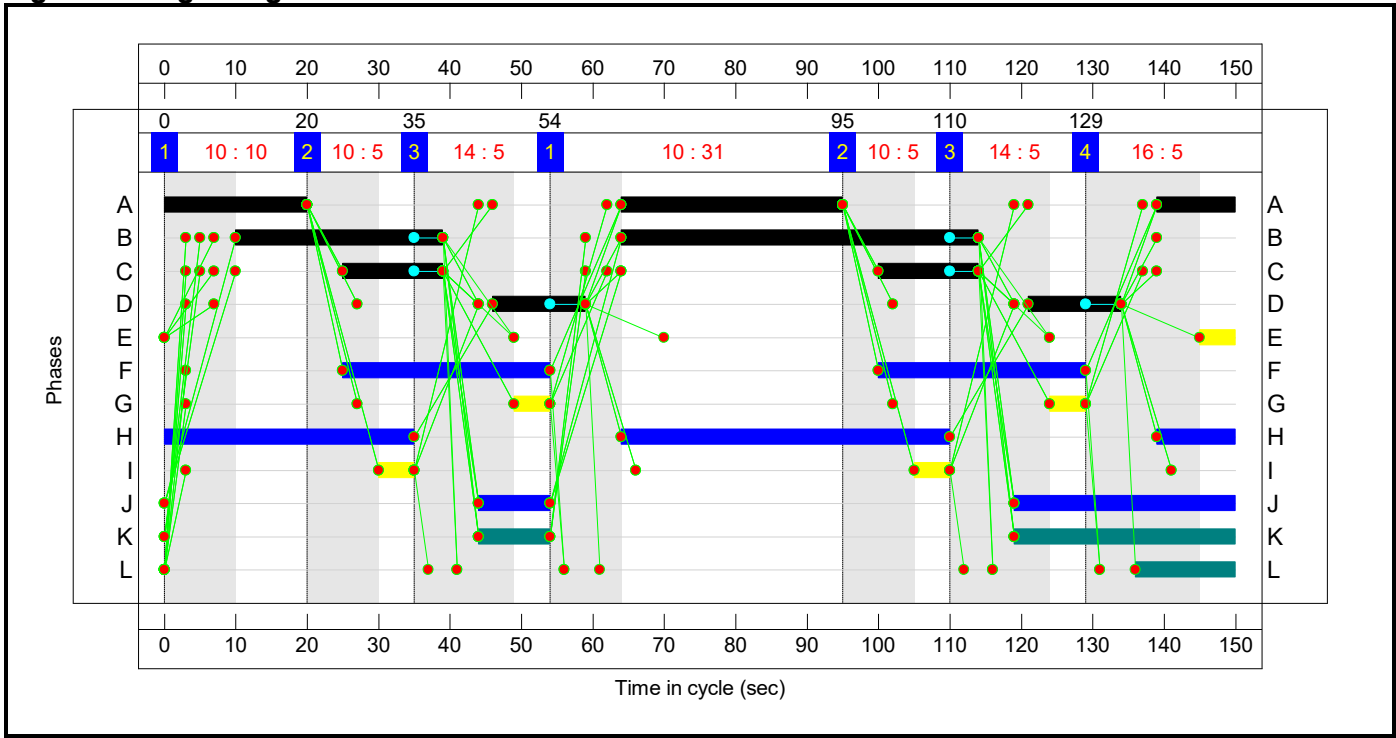
Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'NB exit peds alt')
Stage Sequence Diagram



Stage Timings

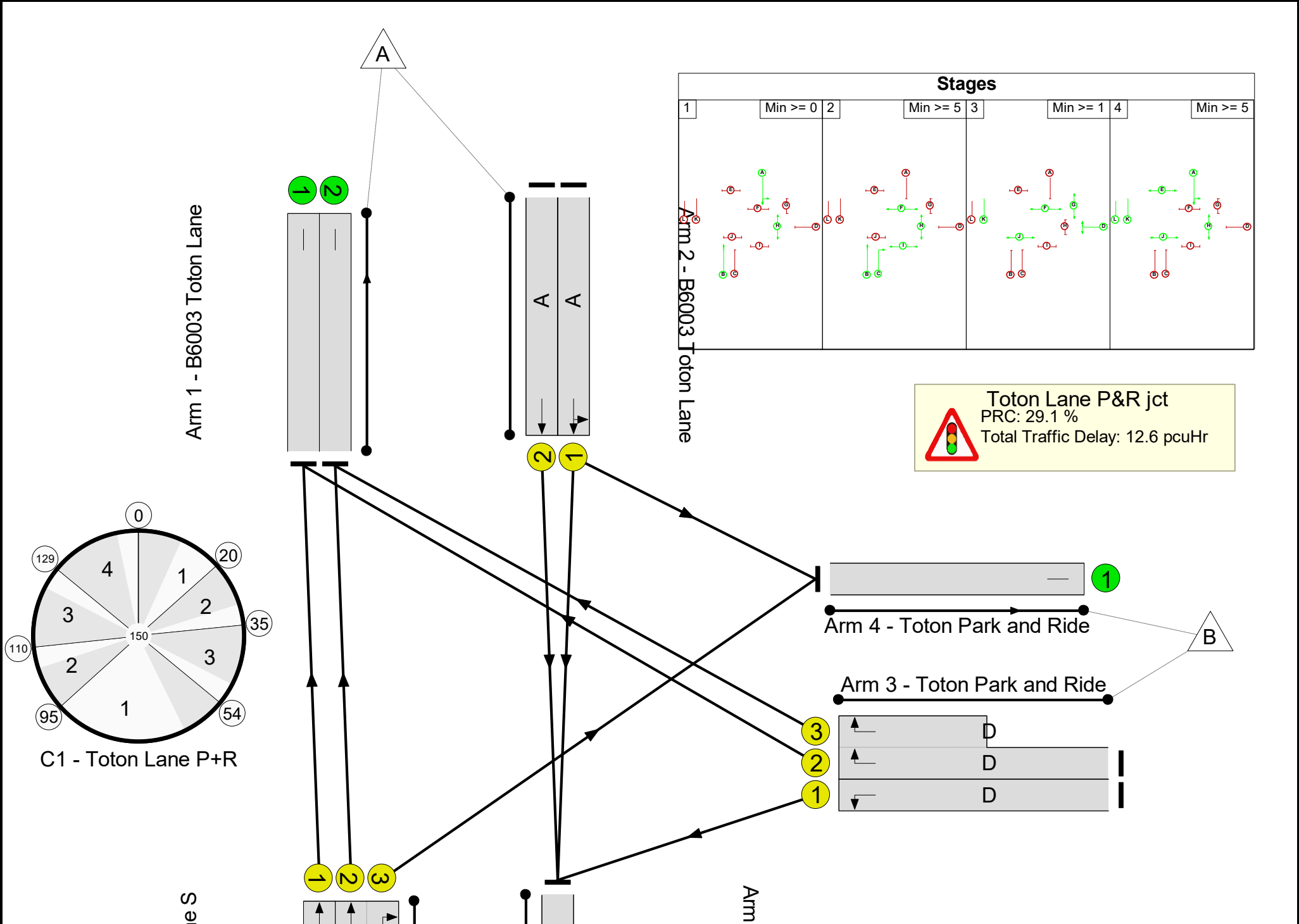
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

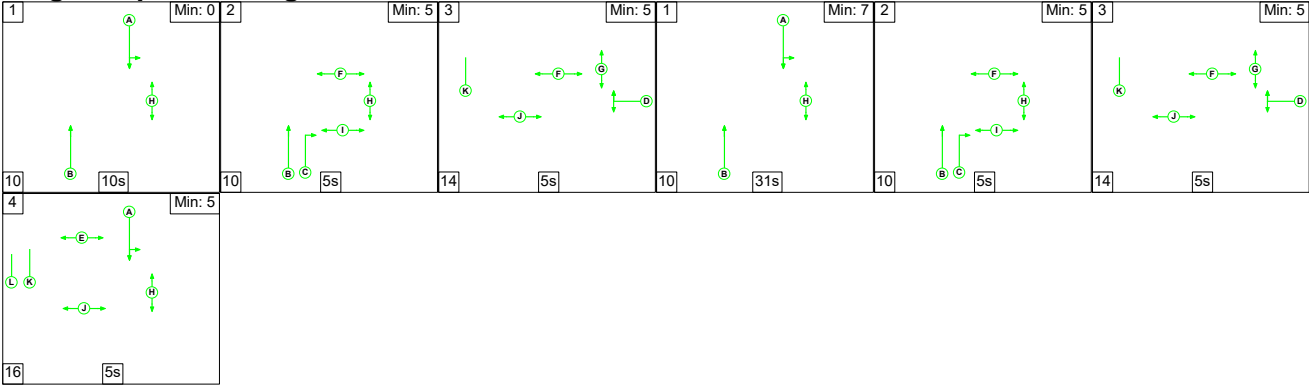
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park & Ride Signalised T Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.7%
Toton Lane P&R jct	-	-	N/A	-	-		-	-	-	-	-	-	69.7%
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	543	1826	779	69.7%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	543	2055	877	61.9%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	106	1747	326	32.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	59	1840:1828	325+336	8.9 : 8.9%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	447	1940	1048	42.7%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	494	2080:1764	1002+235	39.9 : 39.9%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	0	0	0	9.6	2.9	0.0	12.6	-	-	-	-
Toton Lane P&R jct	-	-	0	0	0	9.6	2.9	0.0	12.6	-	-	-	-
1/1	543	543	-	-	-	2.6	1.1	-	3.8	25.1	9.2	1.1	10.3
1/2	543	543	-	-	-	2.5	0.8	-	3.3	22.1	8.7	0.8	9.6
2/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	106	106	-	-	-	0.8	0.2	-	1.0	34.6	1.9	0.2	2.1
3/2+3/3	59	59	-	-	-	0.4	0.0	-	0.5	28.2	0.5	0.0	0.6
4/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	447	447	-	-	-	1.4	0.4	-	1.8	14.3	7.2	0.4	7.6
5/2+5/3	494	494	-	-	-	1.9	0.3	-	2.2	15.9	6.1	0.3	6.4
6/1	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Toton Lane P+R													
PRC for Signalised Lanes (%):			29.1		Total Delay for Signalised Lanes (pcuHr):			12.56		Cycle Time (s): 150			
PRC Over All Lanes (%):			29.1		Total Delay Over All Lanes(pcuHr):			12.56					

Full Input Data And Results
Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'NB exit peds alt')

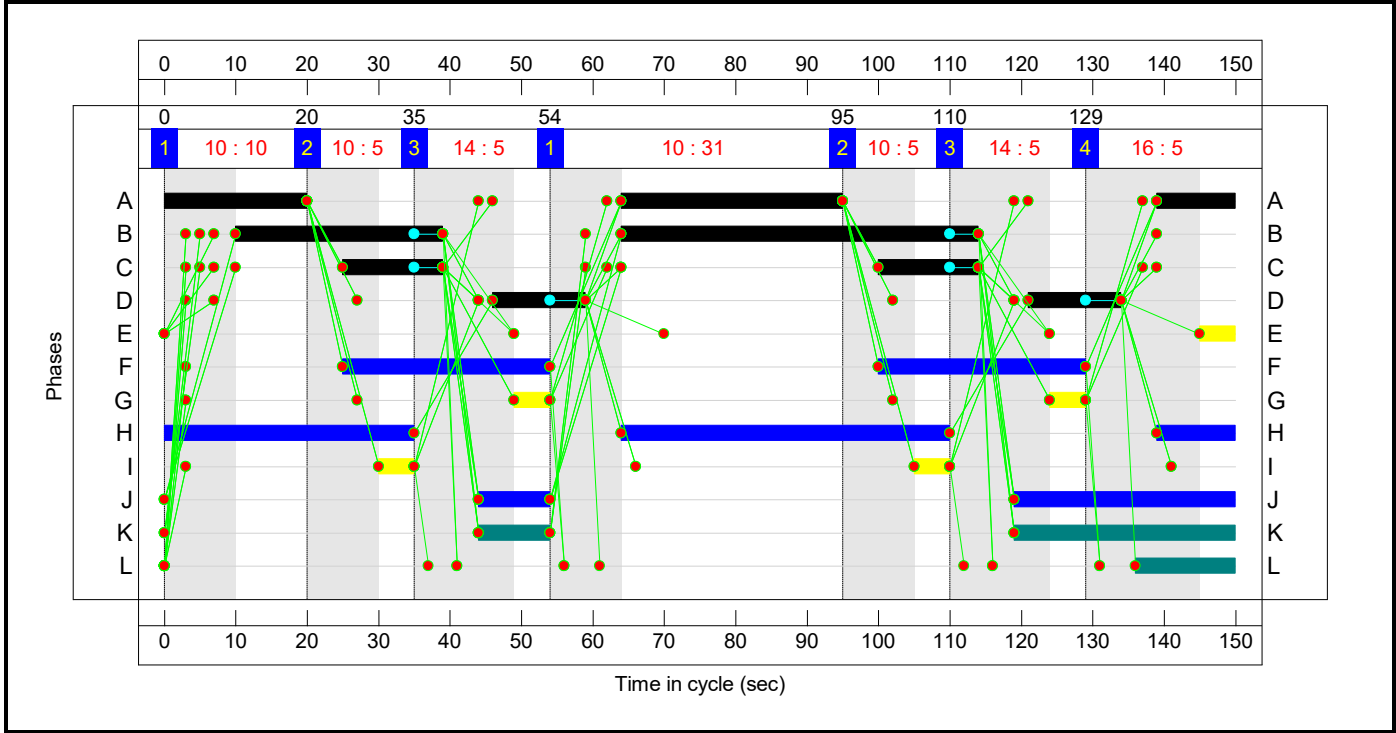
Stage Sequence Diagram

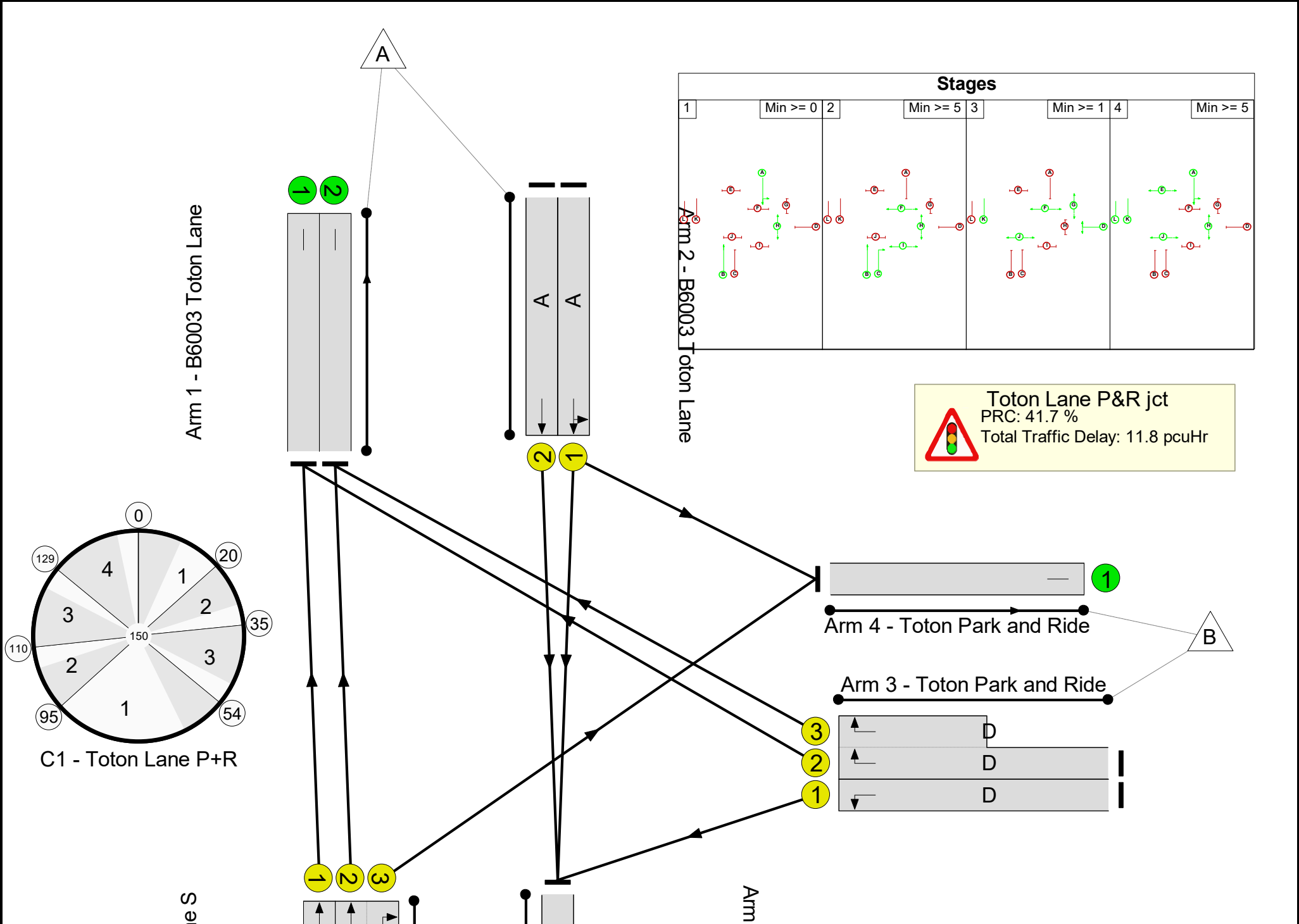


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.5%
Toton Lane P&&R jct	-	-	N/A	-	-		-	-	-	-	-	-	63.5%
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	511	1885	804	63.5%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	511	2055	877	58.3%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	65	1747	326	19.9%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	177	1840:1828	310+336	27.4 : 27.4%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	432	1940	1048	41.2%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	449	2080:1764	1108+49	38.8 : 38.8%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1023	Inf	Inf	0.0%

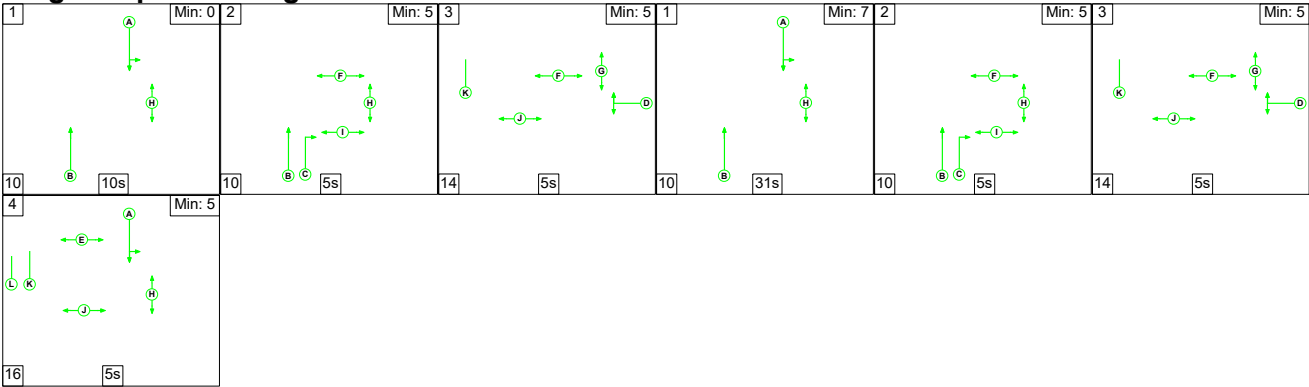
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	0	0	0	9.3	2.5	0.0	11.8	-	-	-	-
Toton Lane P&&R jct	-	-	0	0	0	9.3	2.5	0.0	11.8	-	-	-	-
1/1	511	511	-	-	-	2.4	0.9	-	3.3	23.0	8.2	0.9	9.1
1/2	511	511	-	-	-	2.3	0.7	-	3.0	21.3	8.1	0.7	8.8
2/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	65	65	-	-	-	0.5	0.1	-	0.6	32.7	1.1	0.1	1.3
3/2+3/3	177	177	-	-	-	1.3	0.2	-	1.5	29.9	1.6	0.2	1.8
4/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	432	432	-	-	-	1.3	0.4	-	1.7	14.1	6.8	0.4	7.2
5/2+5/3	449	449	-	-	-	1.4	0.3	-	1.8	14.0	6.7	0.3	7.0
6/1	1023	1023	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Toton Lane P+R PRC for Signalised Lanes (%): 41.7 PRC Over All Lanes (%): 41.7 Total Delay for Signalised Lanes (pcuHr): 11.79 Total Delay Over All Lanes(pcuHr): 11.79 Cycle Time (s): 150													

Full Input Data And Results

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'NB exit peds alt')

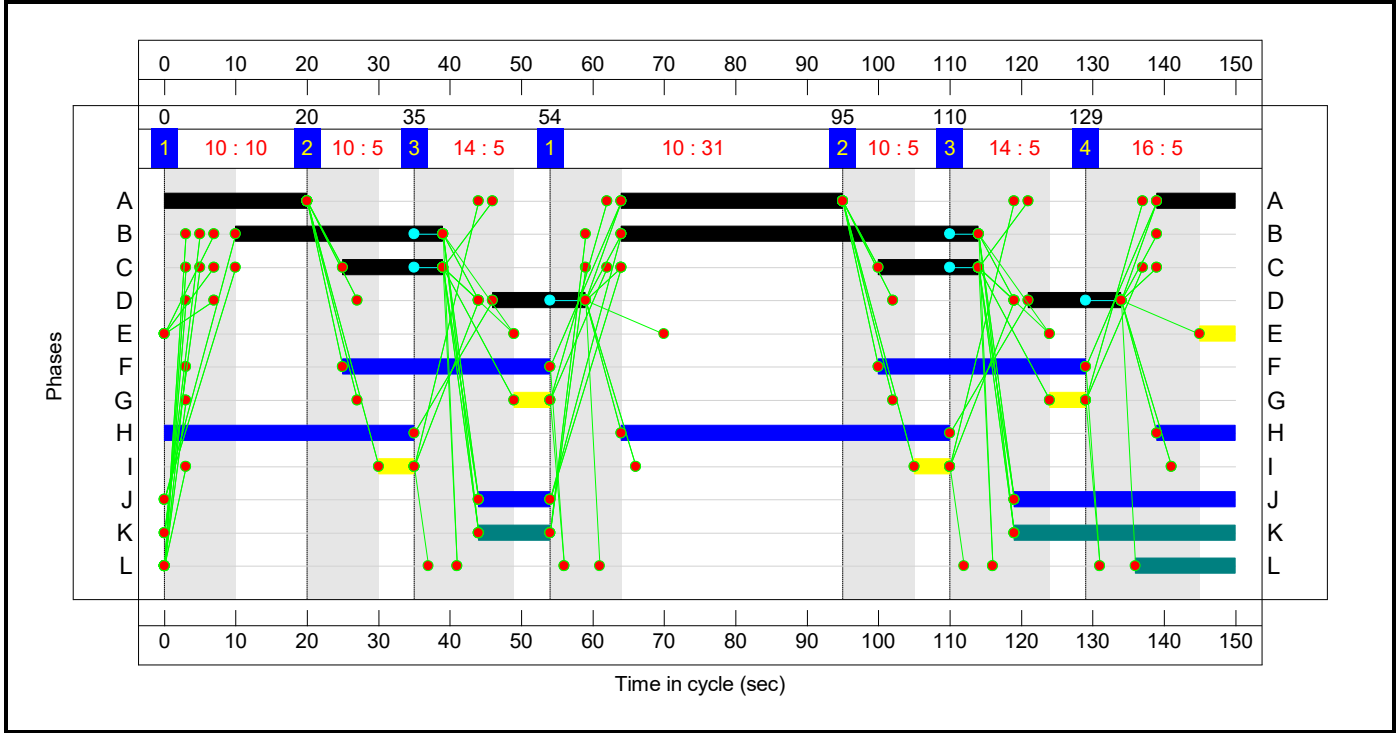
Stage Sequence Diagram



Stage Timings

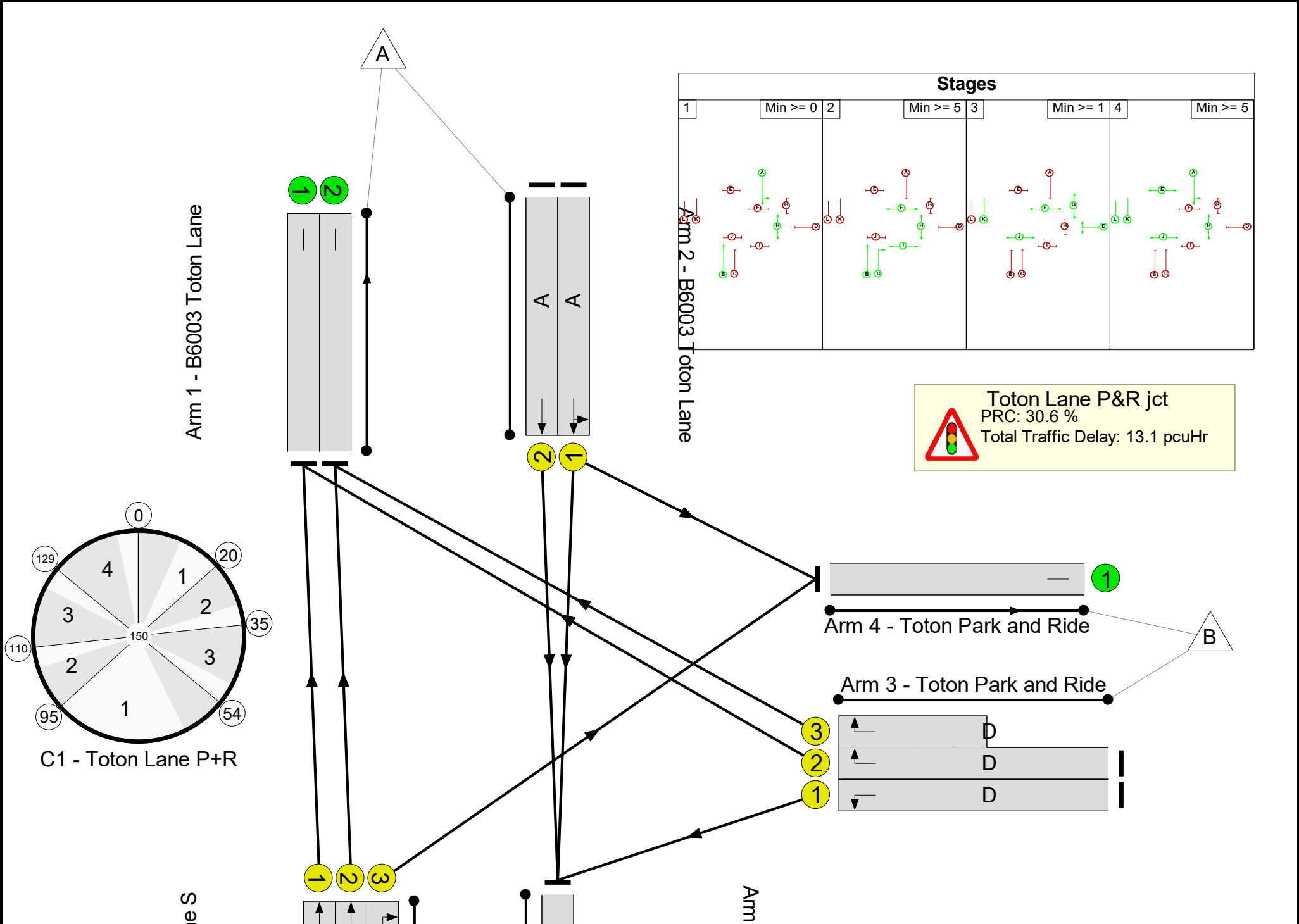
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

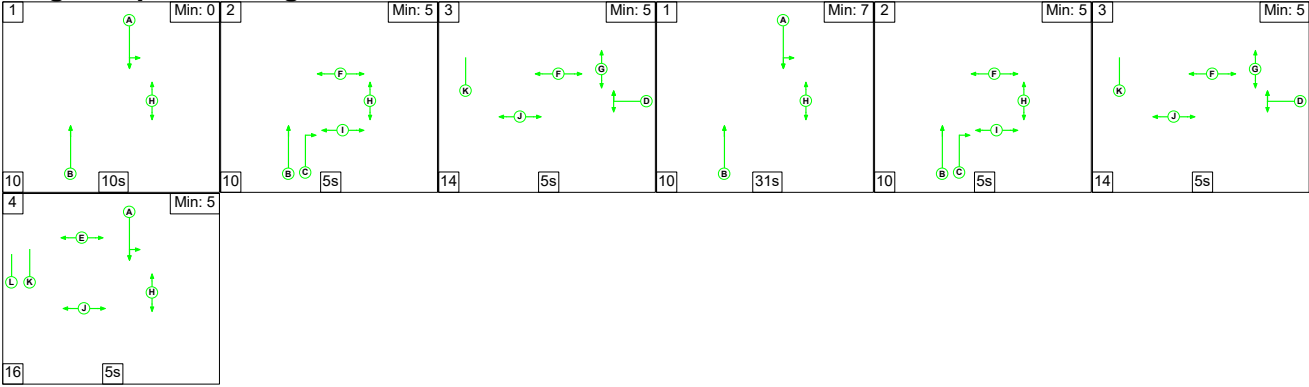
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	N/A	-	-		-	-	-	-	-	-	68.9%
Toton Lane P&R jct	-	-	N/A	-	-		-	-	-	-	-	-	68.9%
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	514	1819	776	66.2%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	604	2055	877	68.9%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	109	1747	326	33.4%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	61	1840:1828	336+325	9.2 : 9.2%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	411	1940	1048	39.2%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	558	2080:1764	1014+213	45.5 : 45.5%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1010	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	0	0	0	10.0	3.1	0.0	13.1	-	-	-	-
Toton Lane P&R jct	-	-	0	0	0	10.0	3.1	0.0	13.1	-	-	-	-
1/1	514	514	-	-	-	2.5	1.0	-	3.4	24.0	8.4	1.0	9.4
1/2	604	604	-	-	-	2.9	1.1	-	4.0	24.0	10.1	1.1	11.2
2/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	109	109	-	-	-	0.8	0.3	-	1.1	34.7	2.0	0.3	2.2
3/2+3/3	61	61	-	-	-	0.4	0.1	-	0.5	28.2	0.5	0.1	0.6
4/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	411	411	-	-	-	1.3	0.3	-	1.6	13.8	6.5	0.3	6.8
5/2+5/3	558	558	-	-	-	2.1	0.4	-	2.5	16.3	7.3	0.4	7.7
6/1	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Toton Lane P+R													
			PRC for Signalised Lanes (%):		30.6	Total Delay for Signalised Lanes (pcuHr):		13.09	Cycle Time (s): 150				
			PRC Over All Lanes (%):		30.6	Total Delay Over All Lanes(pcuHr):		13.09					

Full Input Data And Results
Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'NB exit peds alt')

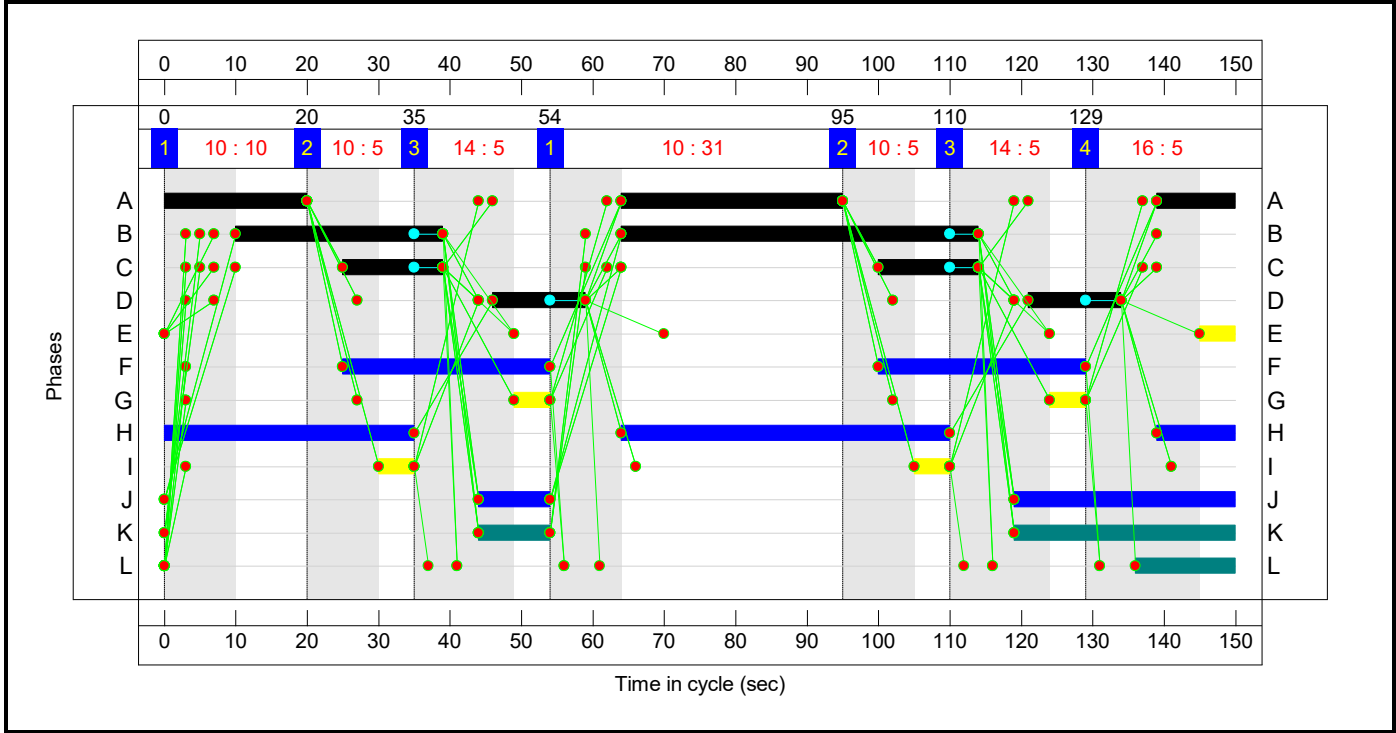
Stage Sequence Diagram



Stage Timings

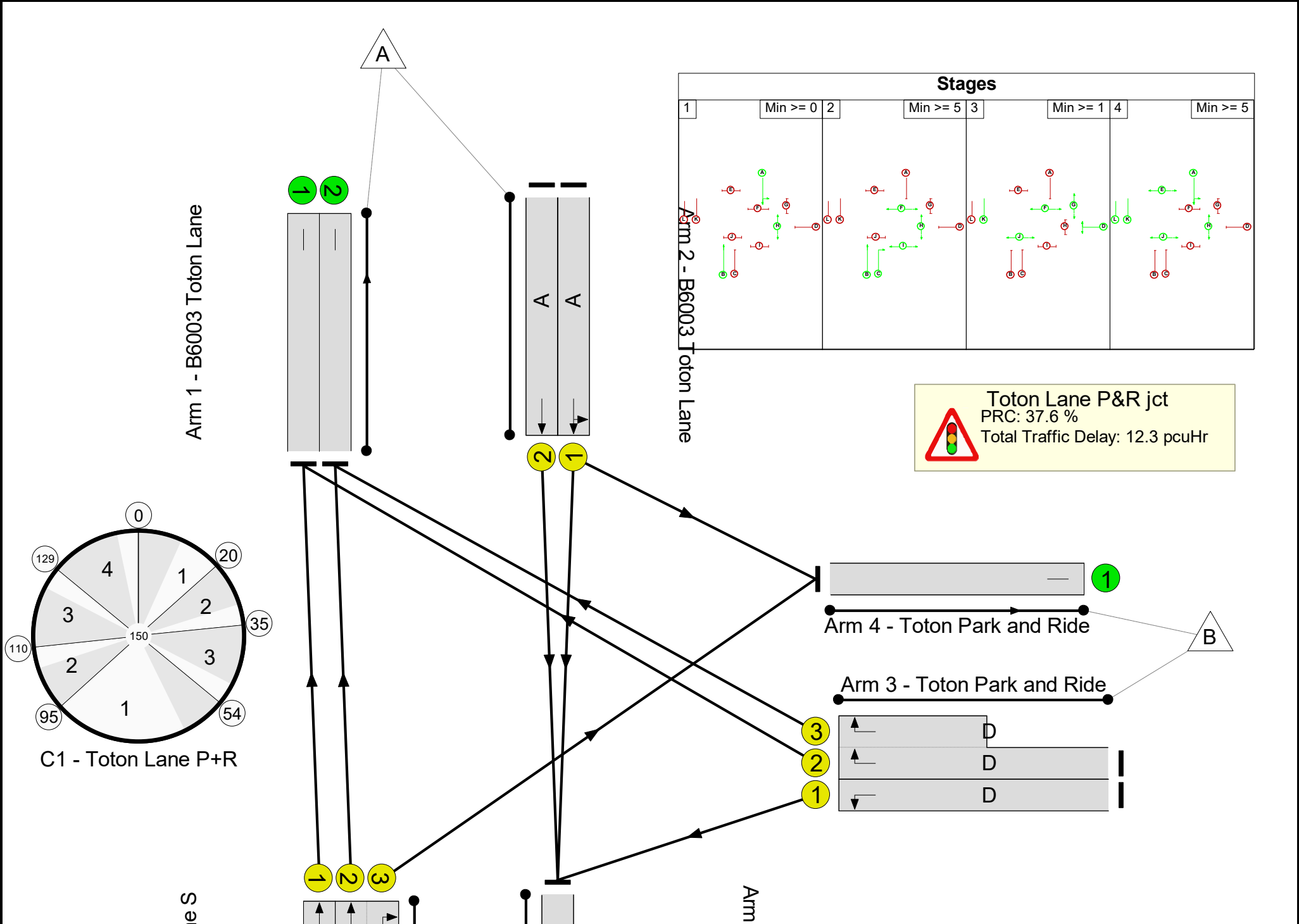
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.4%
Toton Lane P&&R jct	-	-	N/A	-	-		-	-	-	-	-	-	65.4%
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	526	1885	804	65.4%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	526	2055	877	60.0%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	67	1747	326	20.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	182	1840:1828	315+336	28.0 : 28.0%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	86	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	444	1940	1048	42.4%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	463	2080:1764	1108+50	40.0 : 40.0%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%

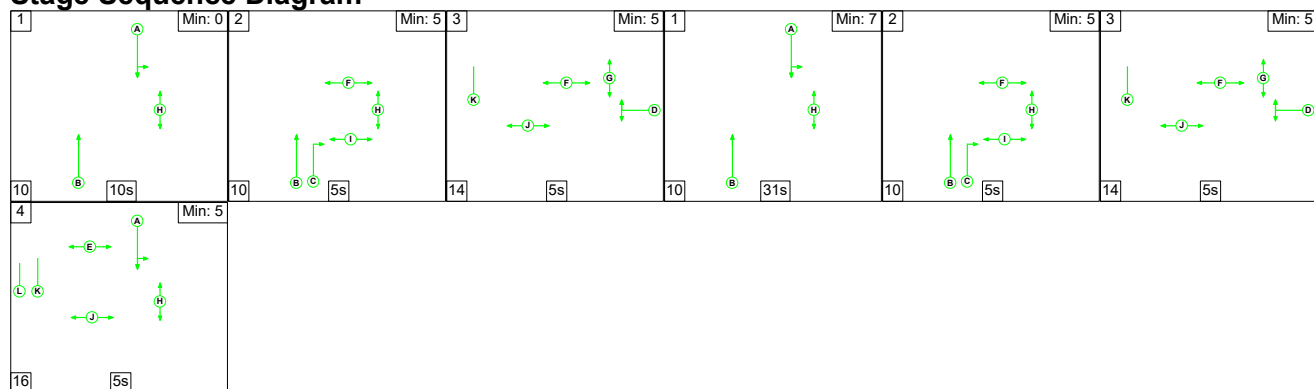
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	0	0	0	9.6	2.7	0.0	12.3	-	-	-	-
Toton Lane P&&R jct	-	-	0	0	0	9.6	2.7	0.0	12.3	-	-	-	-
1/1	526	526	-	-	-	2.5	0.9	-	3.4	23.5	8.6	0.9	9.6
1/2	526	526	-	-	-	2.4	0.7	-	3.2	21.7	8.3	0.7	9.1
2/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	67	67	-	-	-	0.5	0.1	-	0.6	32.8	1.2	0.1	1.3
3/2+3/3	182	182	-	-	-	1.3	0.2	-	1.5	30.0	1.7	0.2	1.9
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	444	444	-	-	-	1.4	0.4	-	1.8	14.2	7.2	0.4	7.5
5/2+5/3	463	463	-	-	-	1.5	0.3	-	1.8	14.2	7.0	0.3	7.3
6/1	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Toton Lane P+R													
PRC for Signalised Lanes (%):			37.6		Total Delay for Signalised Lanes (pcuHr):			12.31		Cycle Time (s): 150			
PRC Over All Lanes (%):			37.6		Total Delay Over All Lanes(pcuHr):			12.31					

Full Input Data And Results

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Developmet AM', Plan 1: 'NB exit peds alt')

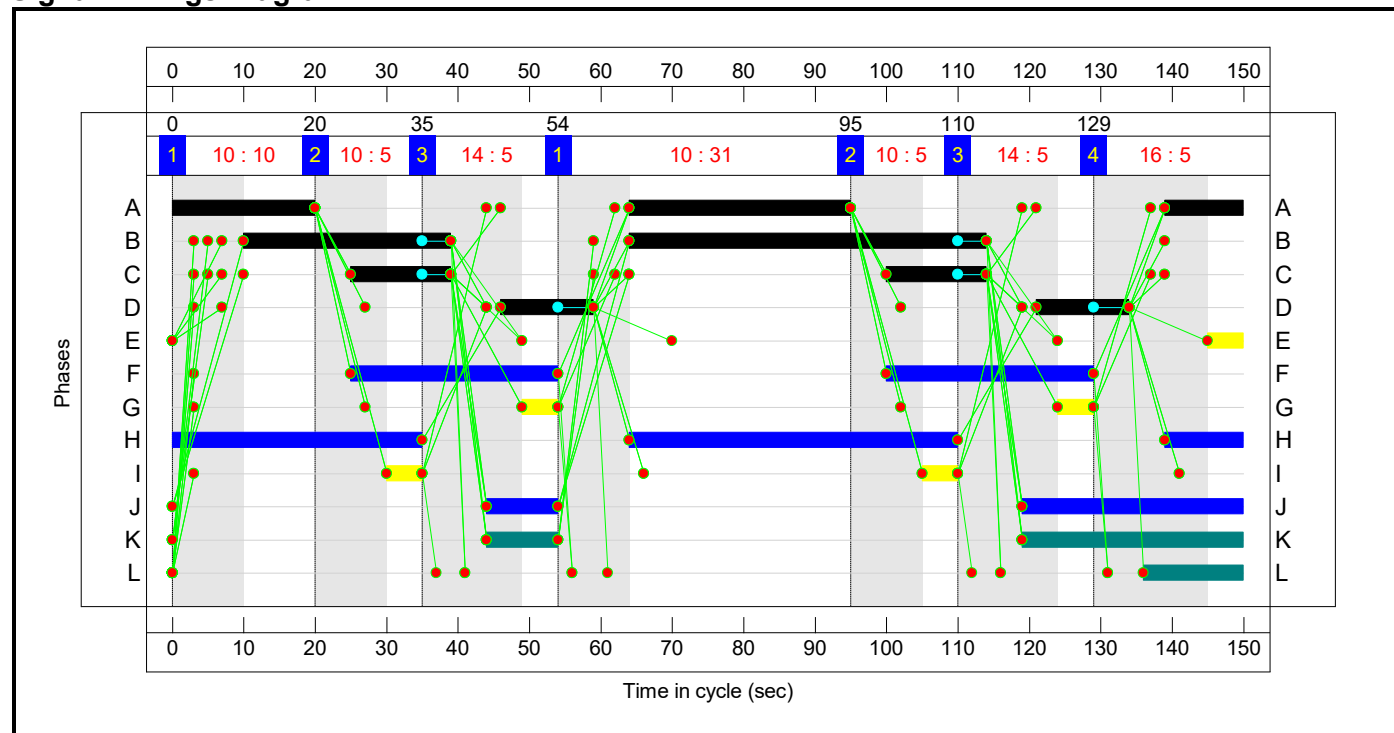
Stage Sequence Diagram

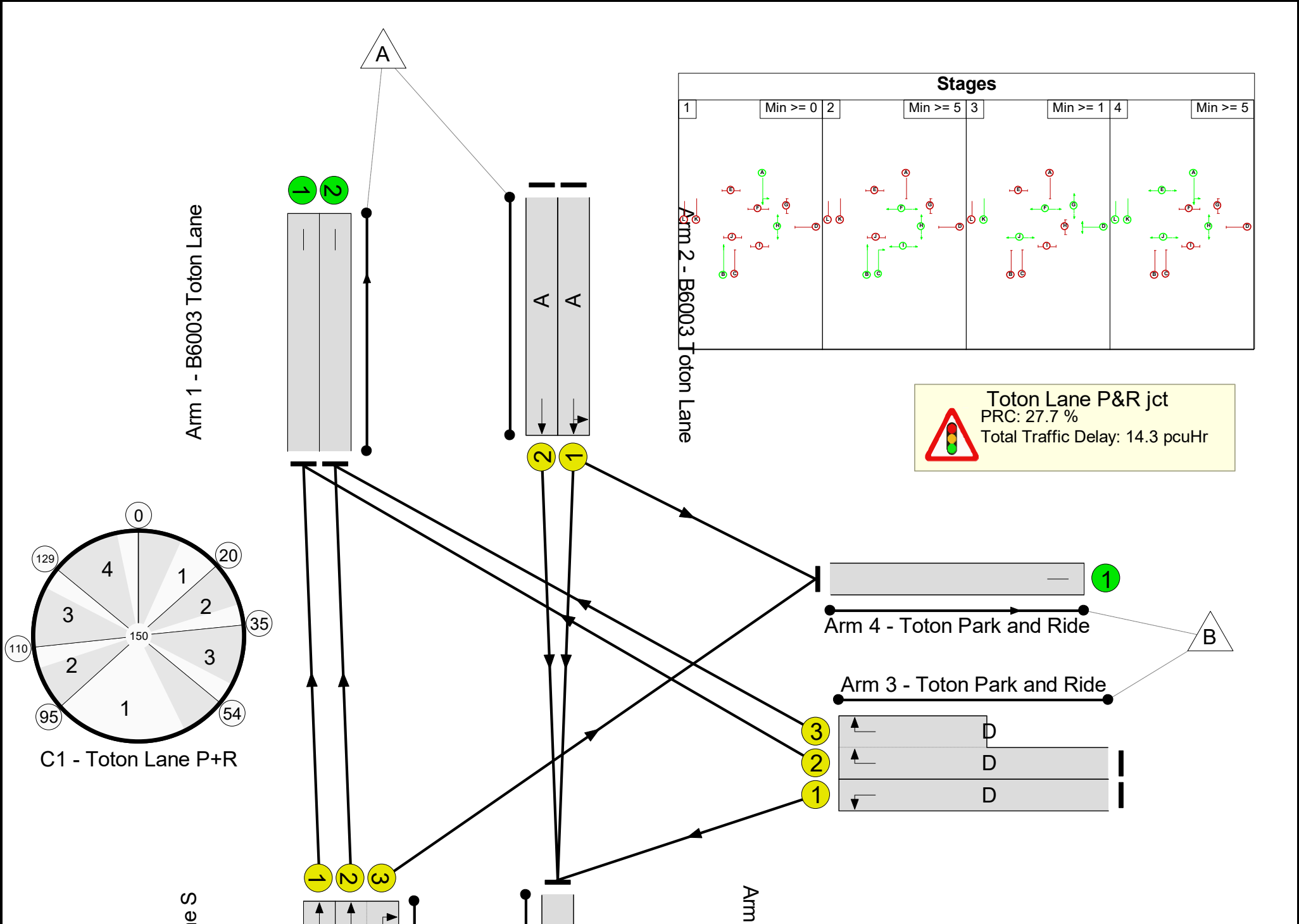


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
Toton Lane P&R jct	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	529	1822	777	68.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	618	2055	877	70.5%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	109	1747	326	33.4%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	61	1840:1828	336+325	9.2 : 9.2%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	483	1940	1048	46.1%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	629	2080:1764	1028+187	51.8 : 51.8%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1039	Inf	Inf	0.0%

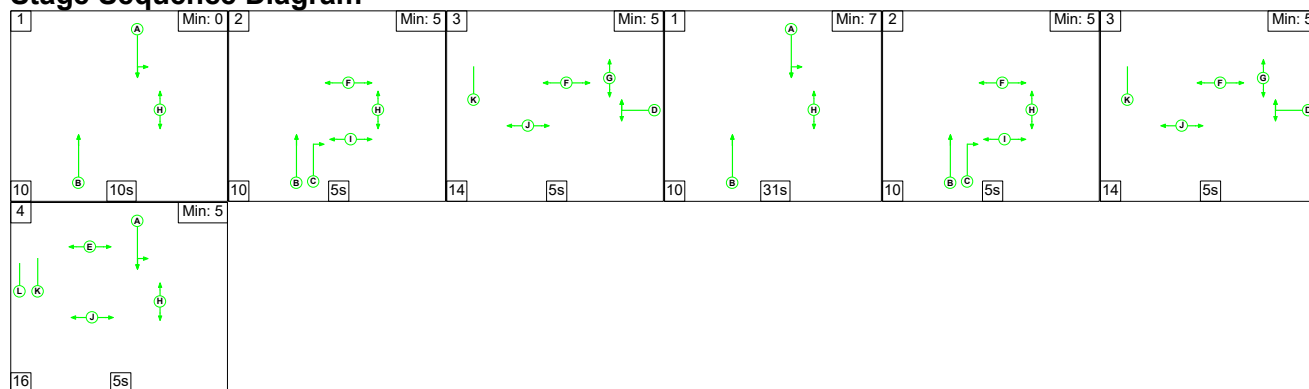
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	0	0	0	10.8	3.5	0.0	14.3	-	-	-	-
Toton Lane P&R jct	-	-	0	0	0	10.8	3.5	0.0	14.3	-	-	-	-
1/1	529	529	-	-	-	2.6	1.1	-	3.6	24.6	8.8	1.1	9.9
1/2	618	618	-	-	-	3.0	1.2	-	4.2	24.5	10.5	1.2	11.7
2/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	109	109	-	-	-	0.8	0.3	-	1.1	34.7	2.0	0.3	2.2
3/2+3/3	61	61	-	-	-	0.4	0.1	-	0.5	28.2	0.5	0.1	0.6
4/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	483	483	-	-	-	1.5	0.4	-	2.0	14.7	7.9	0.4	8.3
5/2+5/3	629	629	-	-	-	2.4	0.5	-	2.9	16.8	8.9	0.5	9.4
6/1	1039	1039	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Toton Lane P+R													
PRC for Signalised Lanes (%):			27.7		Total Delay for Signalised Lanes (pcuHr):			14.27		Cycle Time (s): 150			
PRC Over All Lanes (%):			27.7		Total Delay Over All Lanes(pcuHr):			14.27					

Full Input Data And Results

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'NB exit peds alt')

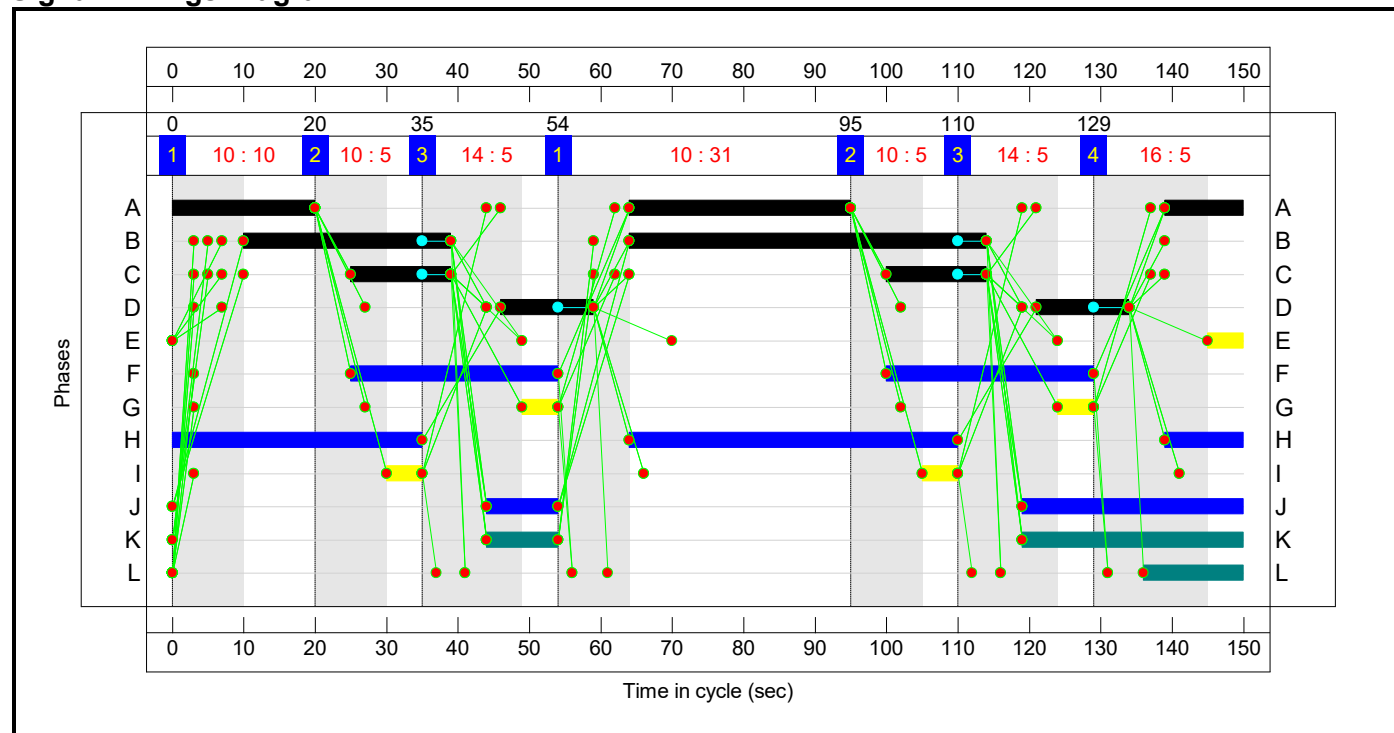
Stage Sequence Diagram

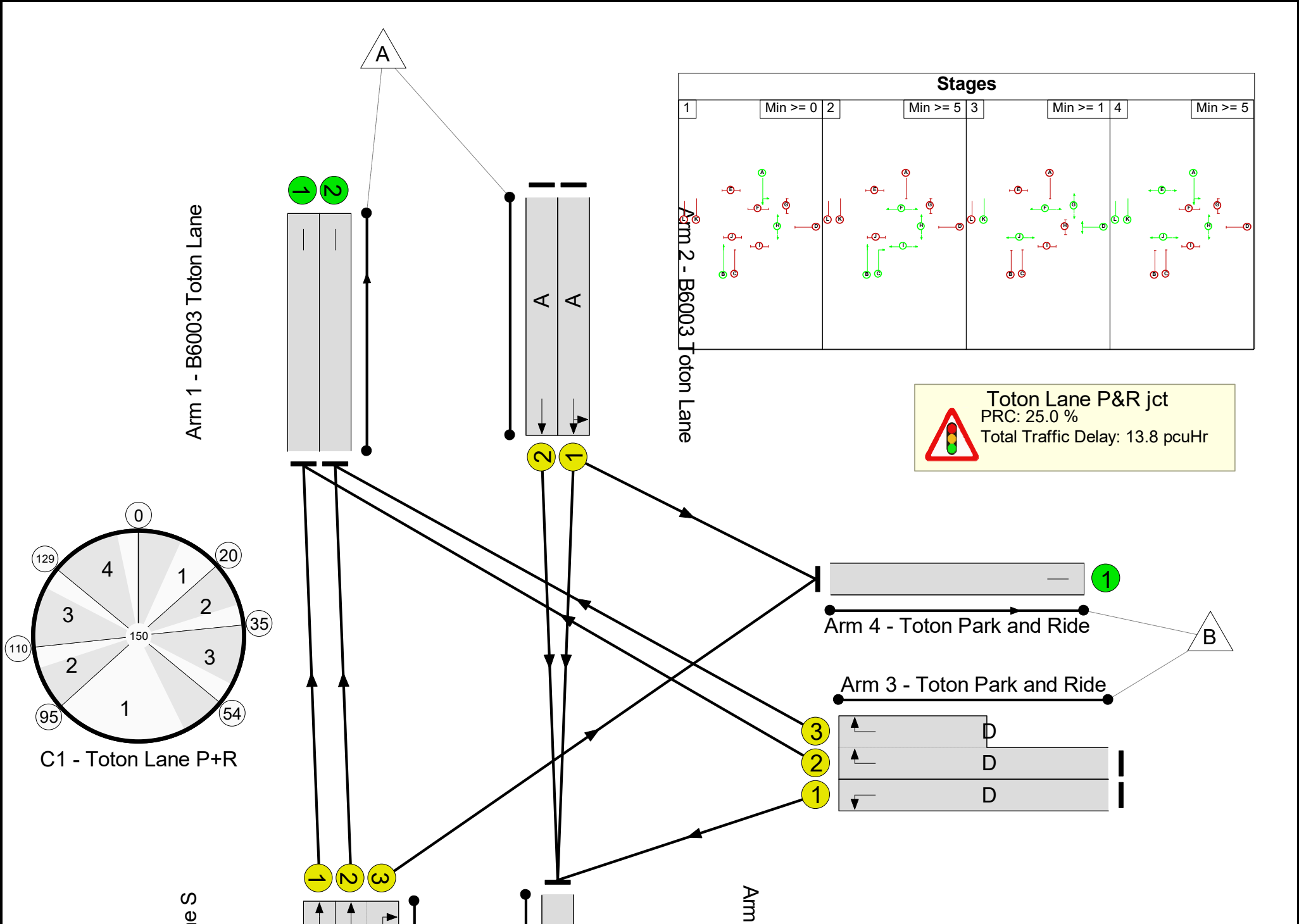


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
Toton Lane P&&R jct	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	580	1888	806	72.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	580	2055	877	66.1%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	67	1747	326	20.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	182	1840:1828	315+336	28.0 : 28.0%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	86	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	466	1940	1048	44.5%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	485	2080:1764	1109+48	41.9 : 41.9%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1161	Inf	Inf	0.0%

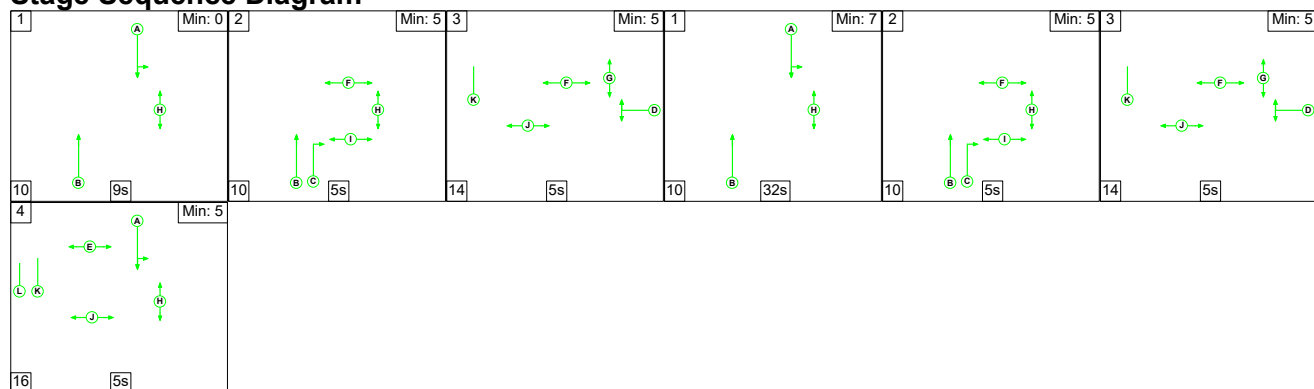
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	0	0	0	10.5	3.3	0.0	13.8	-	-	-	-
Toton Lane P&R jct	-	-	0	0	0	10.5	3.3	0.0	13.8	-	-	-	-
1/1	580	580	-	-	-	2.9	1.3	-	4.1	25.7	10.0	1.3	11.3
1/2	580	580	-	-	-	2.8	1.0	-	3.7	23.2	9.5	1.0	10.5
2/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	67	67	-	-	-	0.5	0.1	-	0.6	32.8	1.2	0.1	1.3
3/2+3/3	182	182	-	-	-	1.3	0.2	-	1.5	30.0	1.7	0.2	1.9
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	466	466	-	-	-	1.5	0.4	-	1.9	14.5	7.6	0.4	8.0
5/2+5/3	485	485	-	-	-	1.6	0.4	-	1.9	14.4	7.4	0.4	7.7
6/1	1161	1161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Toton Lane P+R			PRC for Signalled Lanes (%): PRC Over All Lanes (%):		25.0 25.0	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		13.82 13.82	Cycle Time (s): 150				

Full Input Data And Results

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'NB exit peds alt')

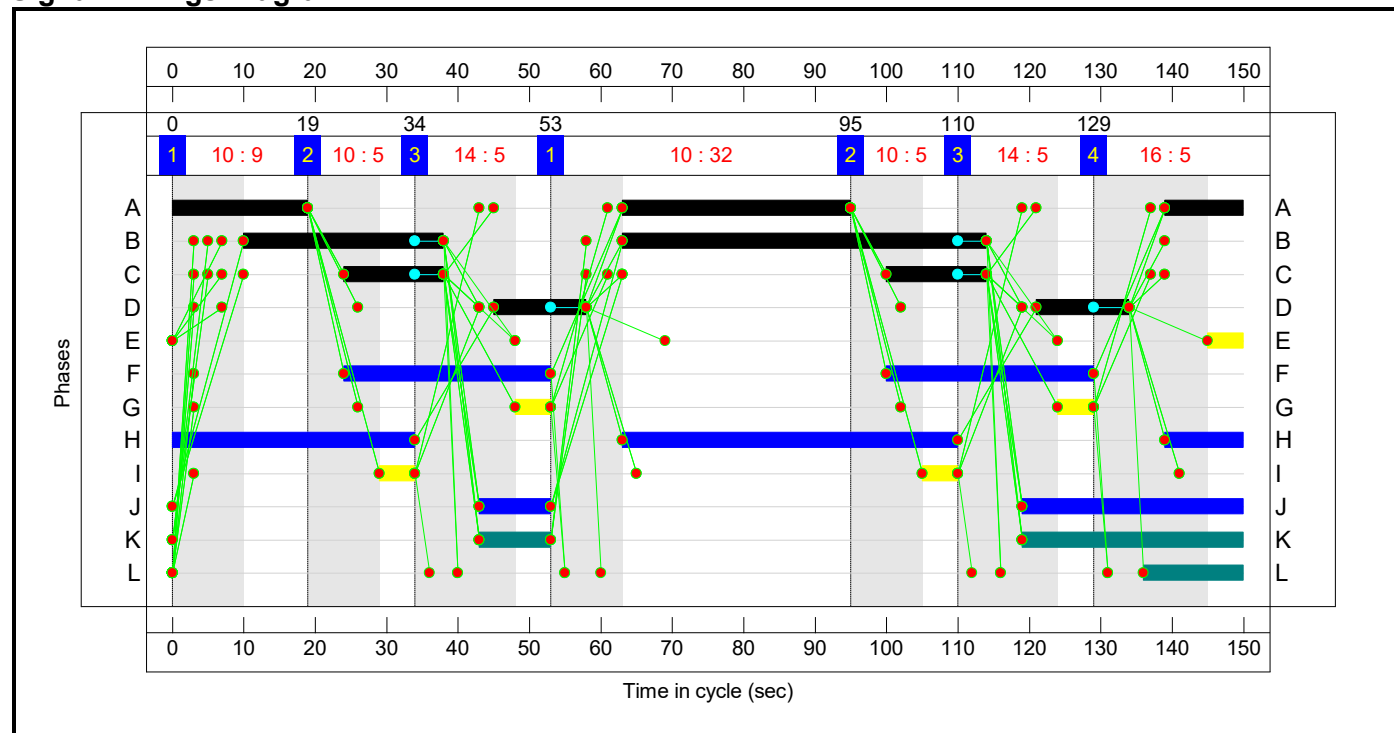
Stage Sequence Diagram

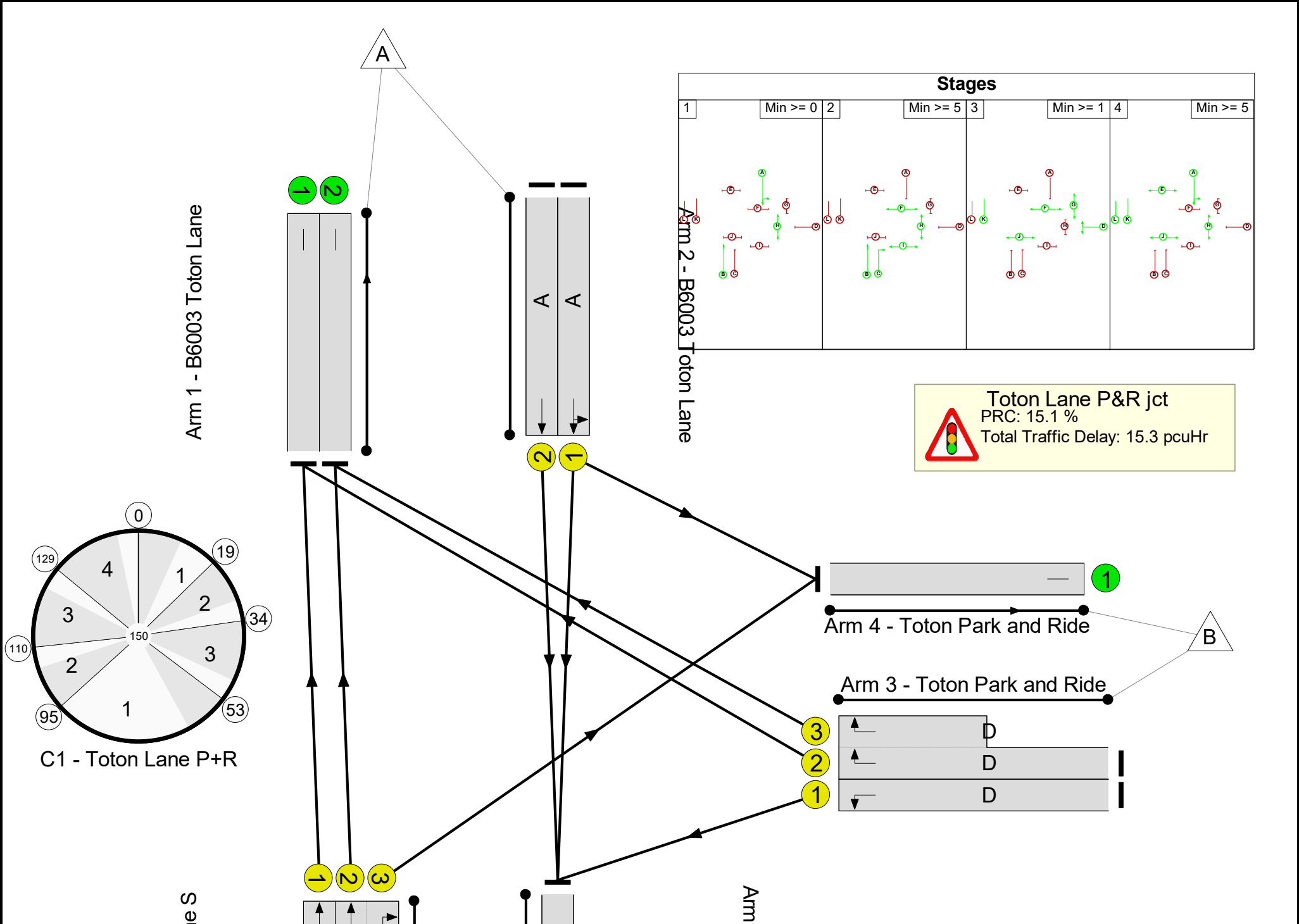


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	9	5	5	32	5	5	5
Change Point	0	19	34	53	95	110	129

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.2%
Toton Lane P&R jct	-	-	N/A	-	-		-	-	-	-	-	-	78.2%
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	609	1826	779	78.2%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	609	2055	877	69.5%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	119	1747	326	36.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	66	1840:1828	316+336	10.1 : 10.1%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	502	1940	1048	47.9%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	553	2080:1764	1002+235	44.7 : 44.7%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%

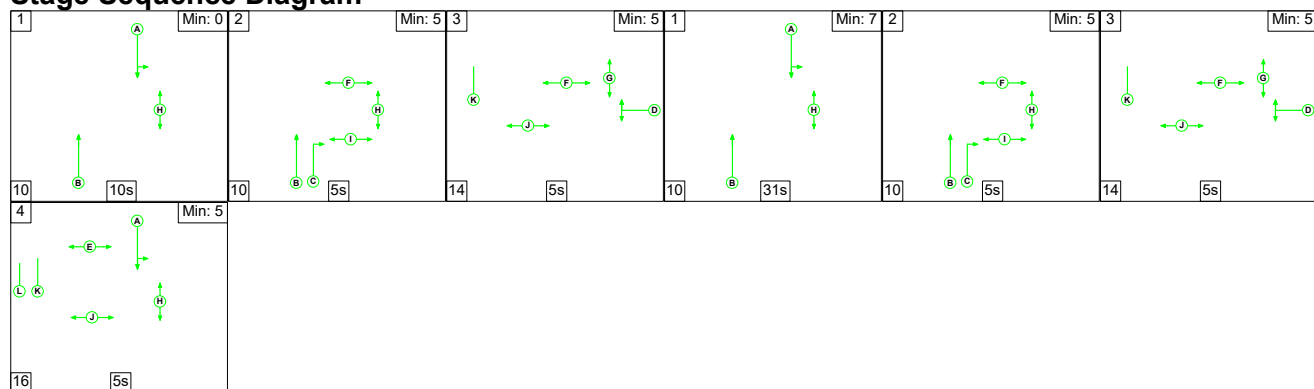
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	0	0	0	11.2	4.1	0.0	15.3	-	-	-	-
Toton Lane P&R jct	-	-	0	0	0	11.2	4.1	0.0	15.3	-	-	-	-
1/1	609	609	-	-	-	3.1	1.8	-	4.9	28.9	10.8	1.8	12.6
1/2	609	609	-	-	-	3.0	1.1	-	4.1	24.2	10.3	1.1	11.4
2/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	119	119	-	-	-	0.9	0.3	-	1.2	35.3	2.2	0.3	2.5
3/2+3/3	66	66	-	-	-	0.5	0.1	-	0.5	28.4	0.6	0.1	0.7
4/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	502	502	-	-	-	1.6	0.5	-	2.1	15.0	8.4	0.5	8.8
5/2+5/3	553	553	-	-	-	2.1	0.4	-	2.5	16.4	7.1	0.4	7.5
6/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Toton Lane P+R													
PRC for Signalised Lanes (%):			15.1		Total Delay for Signalised Lanes (pcuHr):			15.28		Cycle Time (s): 150			
PRC Over All Lanes (%):			15.1		Total Delay Over All Lanes(pcuHr):			15.28					

Full Input Data And Results

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'NB exit peds alt')

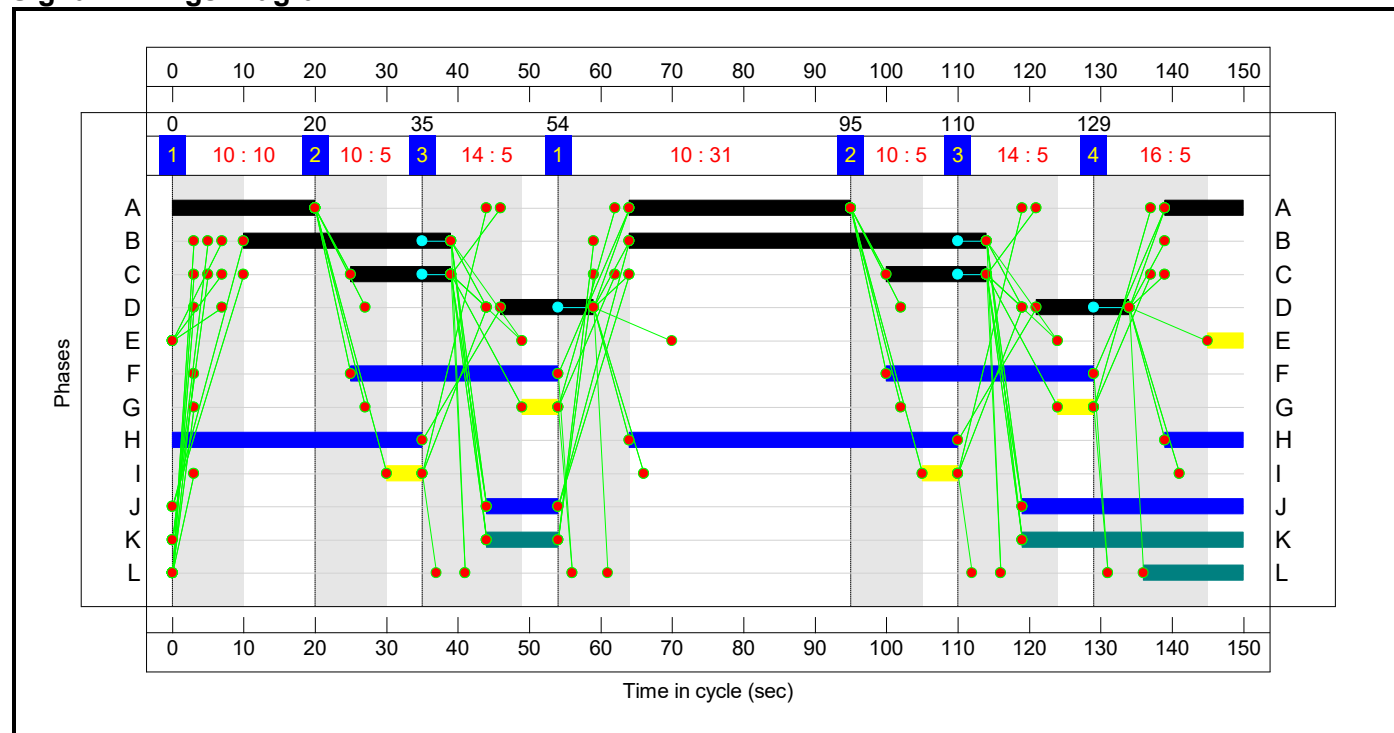
Stage Sequence Diagram

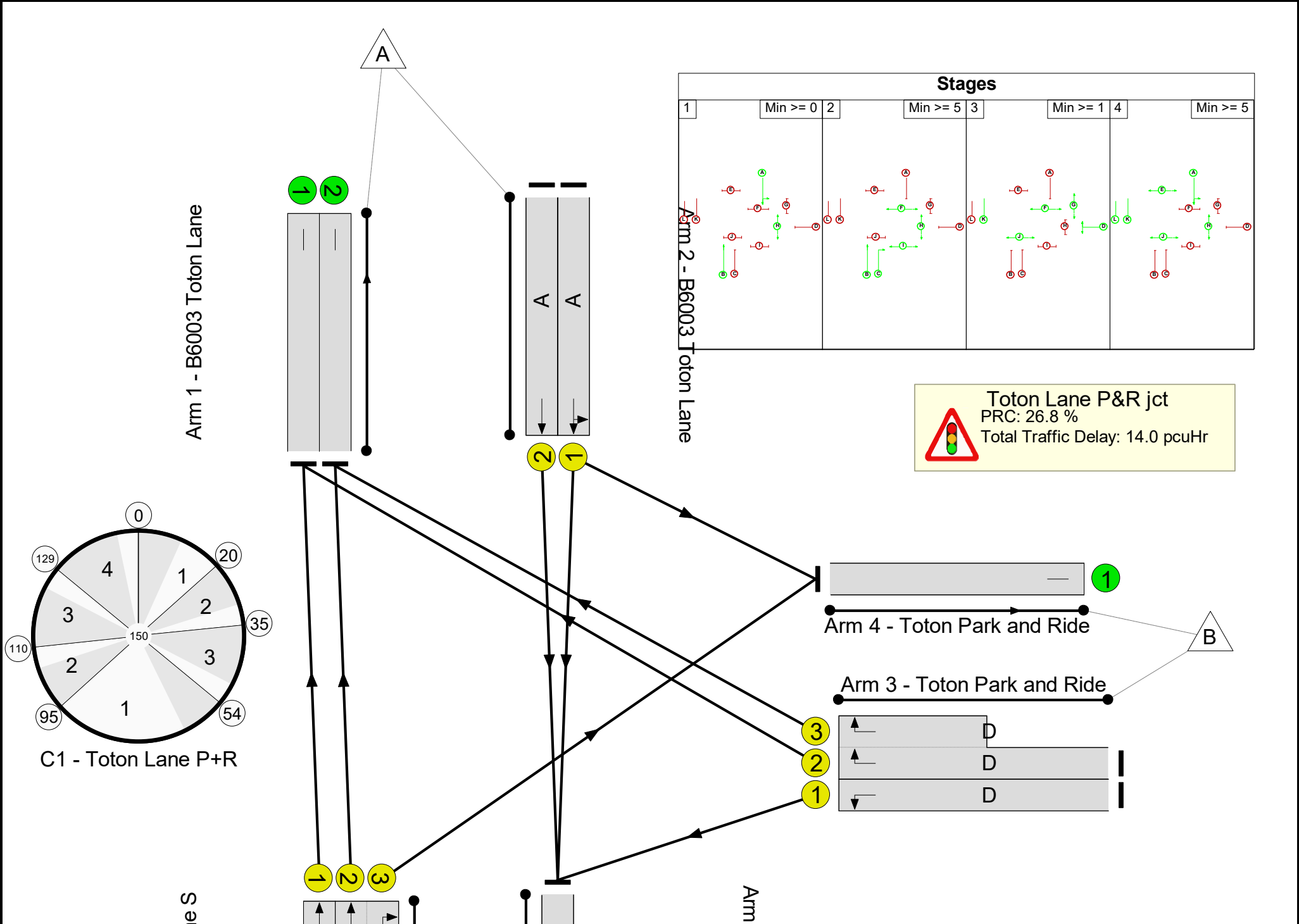


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.0%
Toton Lane P&&R jct	-	-	N/A	-	-		-	-	-	-	-	-	71.0%
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	571	1885	804	71.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	571	2055	877	65.1%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	73	1747	326	22.4%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	198	1840:1828	316+336	30.4 : 30.4%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	483	1940	1048	46.1%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	501	2080:1764	1109+49	43.3 : 43.3%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%

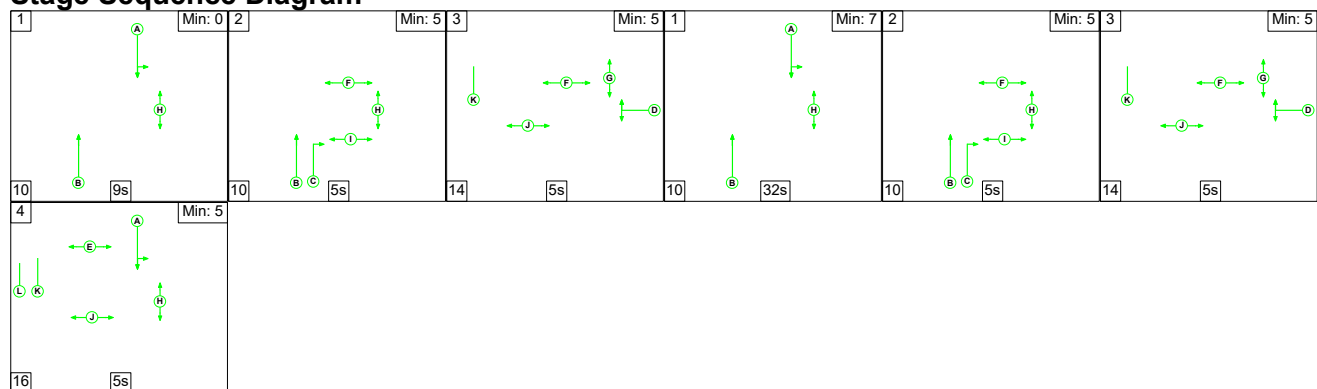
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park & Ride Signalised T Junction	-	-	0	0	0	10.7	3.3	0.0	14.0	-	-	-	-
Toton Lane P&R jct	-	-	0	0	0	10.7	3.3	0.0	14.0	-	-	-	-
1/1	571	571	-	-	-	2.8	1.2	-	4.0	25.3	9.7	1.2	10.9
1/2	571	571	-	-	-	2.7	0.9	-	3.6	22.9	9.4	0.9	10.3
2/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	73	73	-	-	-	0.5	0.1	-	0.7	33.0	1.3	0.1	1.4
3/2+3/3	198	198	-	-	-	1.4	0.2	-	1.7	30.2	1.8	0.2	2.0
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	483	483	-	-	-	1.5	0.4	-	2.0	14.7	7.9	0.4	8.3
5/2+5/3	501	501	-	-	-	1.6	0.4	-	2.0	14.6	7.7	0.4	8.1
6/1	1143	1143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Toton Lane P+R			PRC for Signalised Lanes (%):		26.8	Total Delay for Signalised Lanes (pcuHr):		13.99	Cycle Time (s): 150				
			PRC Over All Lanes (%):		26.8	Total Delay Over All Lanes(pcuHr):		13.99					

Full Input Data And Results

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'NB exit peds alt')

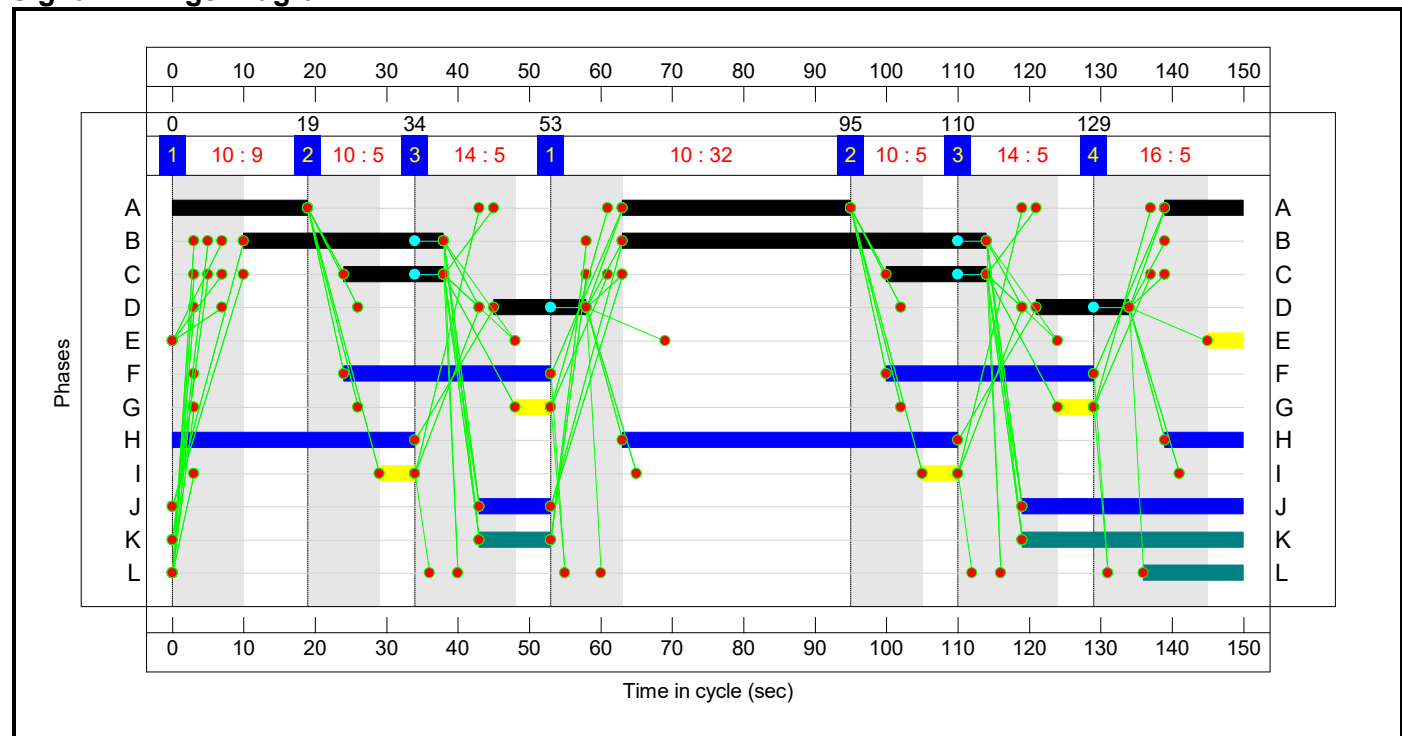
Stage Sequence Diagram



Stage Timings

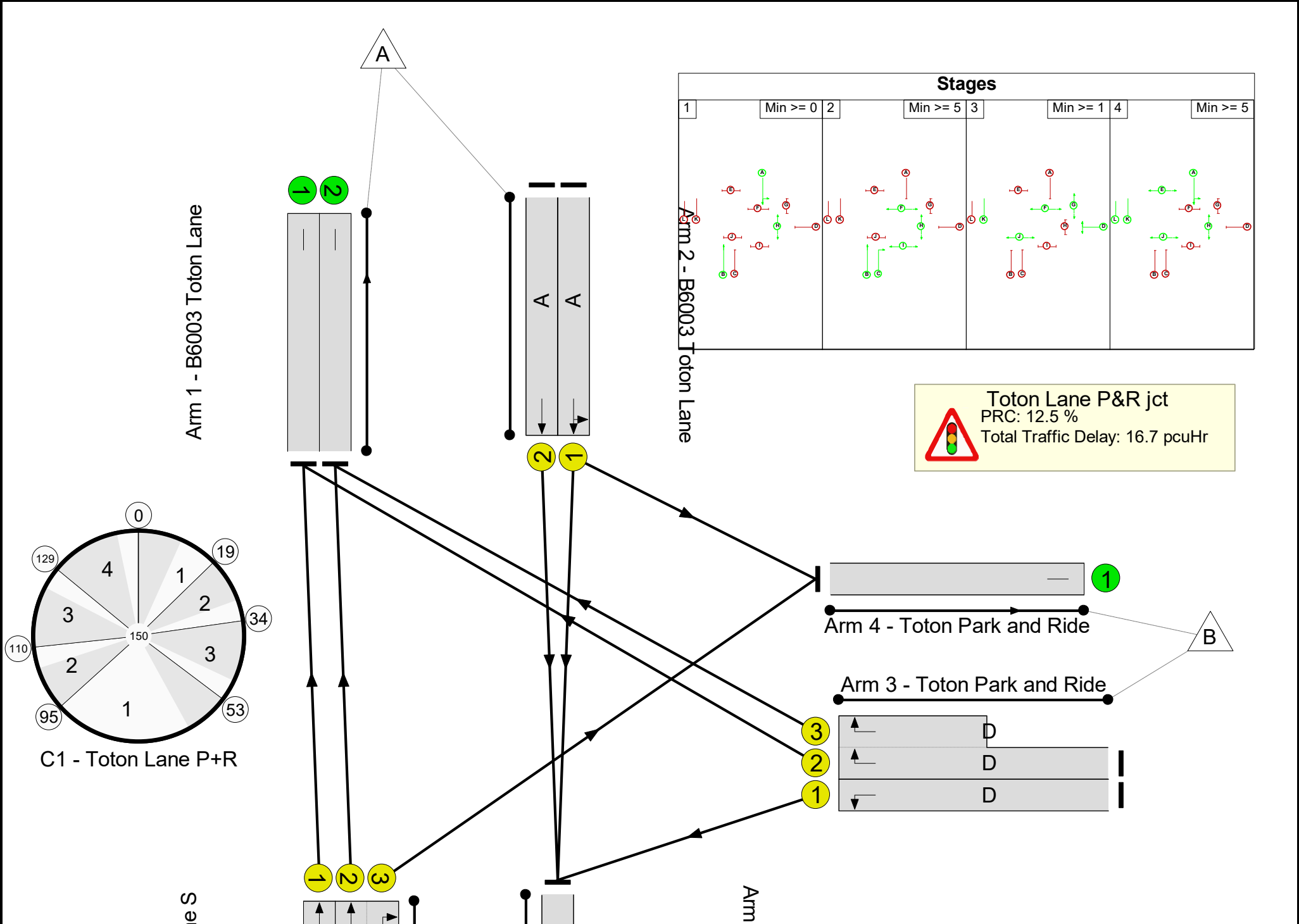
Stage	1	2	3	1	2	3	4
Duration	9	5	5	32	5	5	5
Change Point	0	19	34	53	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park & Ride Signalised T Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.0%
Toton Lane P&R jct	-	-	N/A	-	-		-	-	-	-	-	-	80.0%
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	624	1828	780	80.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	624	2055	877	71.2%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	119	1747	326	36.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	66	1840:1828	316+336	10.1 : 10.1%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	560	1940	1048	53.5%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	637	2080:1764	1020+201	52.2 : 52.2%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1130	Inf	Inf	0.0%

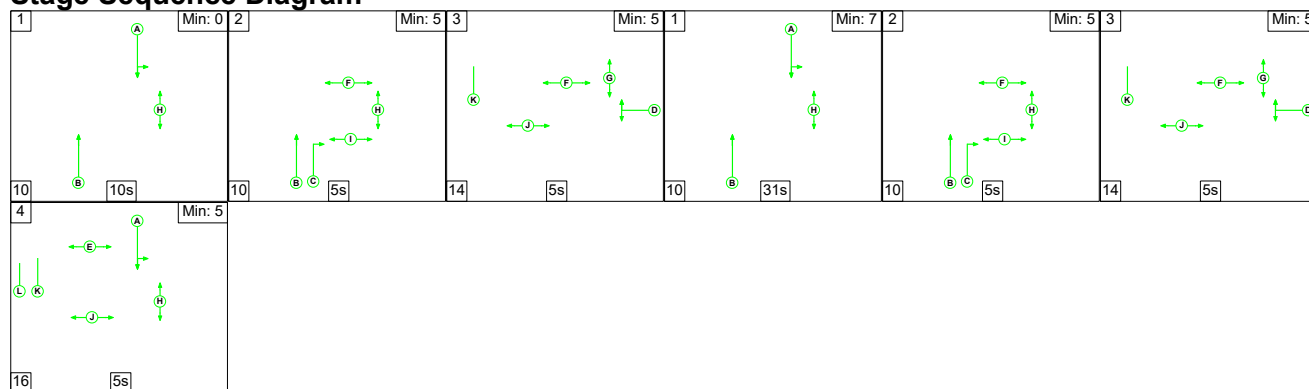
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	0	0	0	12.0	4.6	0.0	16.7	-	-	-	-
Toton Lane P&R jct	-	-	0	0	0	12.0	4.6	0.0	16.7	-	-	-	-
1/1	624	624	-	-	-	3.2	2.0	-	5.2	30.0	11.3	2.0	13.2
1/2	624	624	-	-	-	3.1	1.2	-	4.3	24.8	10.6	1.2	11.8
2/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	119	119	-	-	-	0.9	0.3	-	1.2	35.3	2.2	0.3	2.5
3/2+3/3	66	66	-	-	-	0.5	0.1	-	0.5	28.4	0.6	0.1	0.7
4/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	560	560	-	-	-	1.9	0.6	-	2.5	15.9	9.8	0.6	10.4
5/2+5/3	637	637	-	-	-	2.5	0.5	-	3.0	17.0	8.9	0.5	9.4
6/1	1130	1130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Toton Lane P+R													
			PRC for Signalised Lanes (%):		12.5	Total Delay for Signalised Lanes (pcuHr):		16.66	Cycle Time (s): 150				
			PRC Over All Lanes (%):		12.5	Total Delay Over All Lanes(pcuHr):		16.66					

Full Input Data And Results

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'NB exit peds alt')

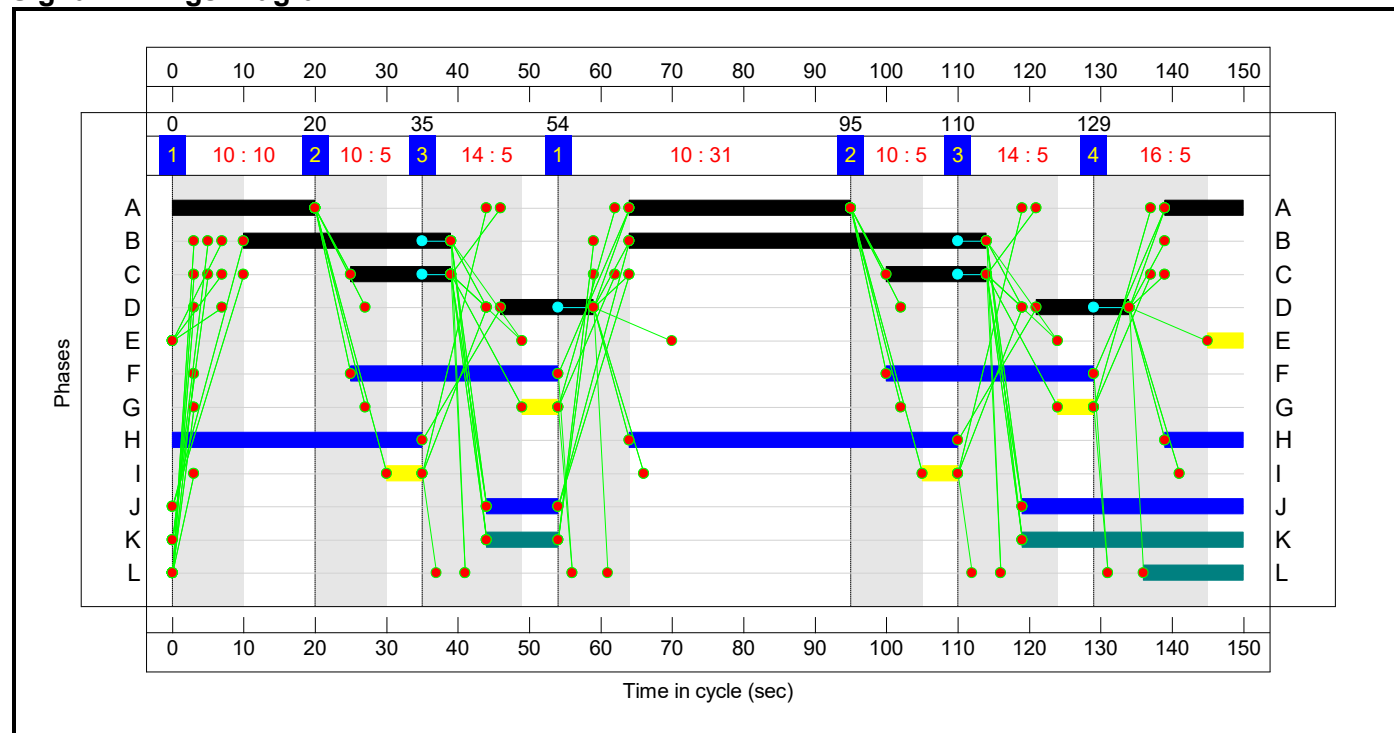
Stage Sequence Diagram



Stage Timings

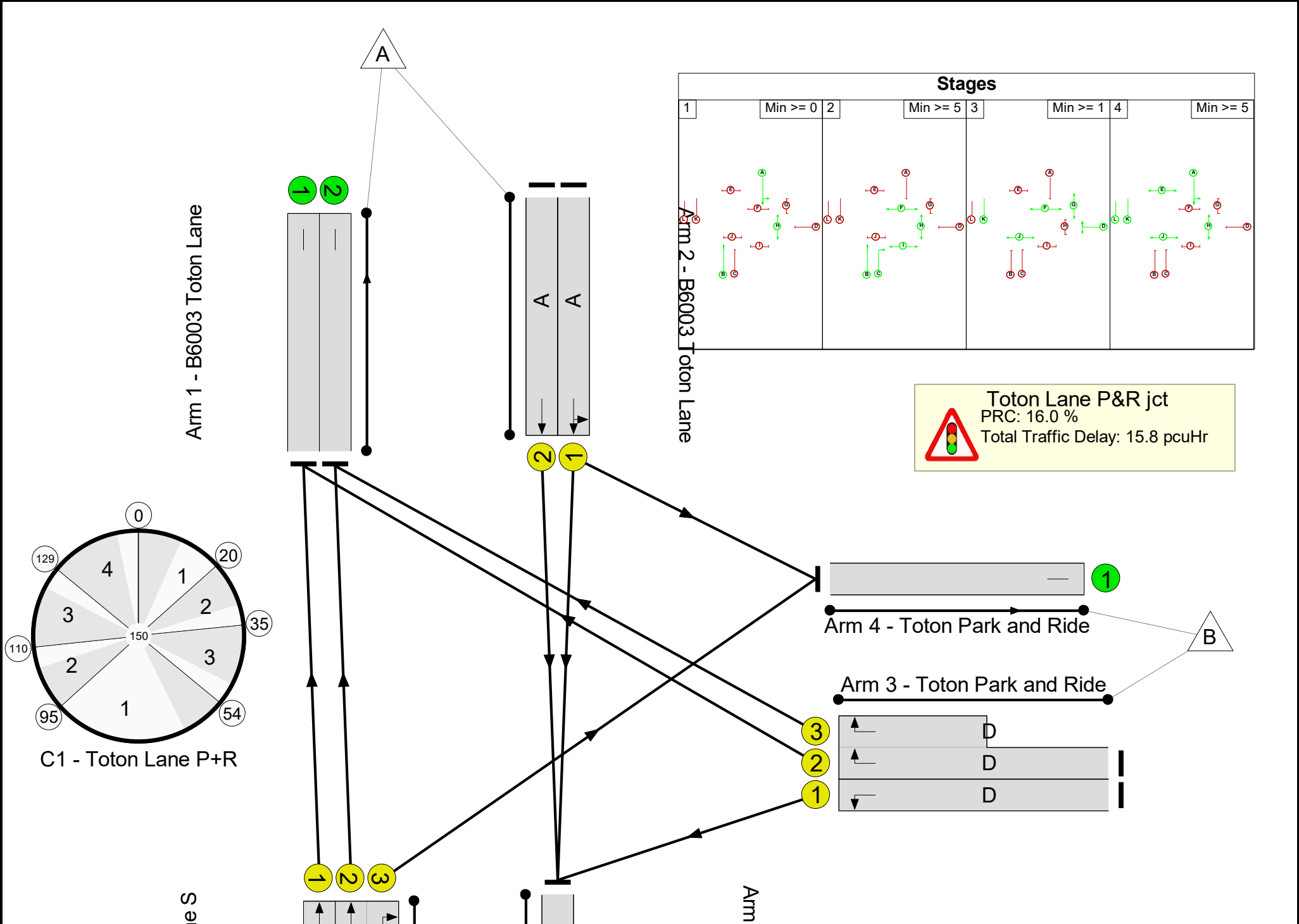
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.6%
Toton Lane P&&R jct	-	-	N/A	-	-		-	-	-	-	-	-	77.6%
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	625	1888	806	77.6%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	625	2055	877	71.3%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	73	1747	326	22.4%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	198	1840:1828	316+336	30.4 : 30.4%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	504	1940	1048	48.1%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	523	2080:1764	1110+46	45.2 : 45.2%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1251	Inf	Inf	0.0%

Full Input Data And Results

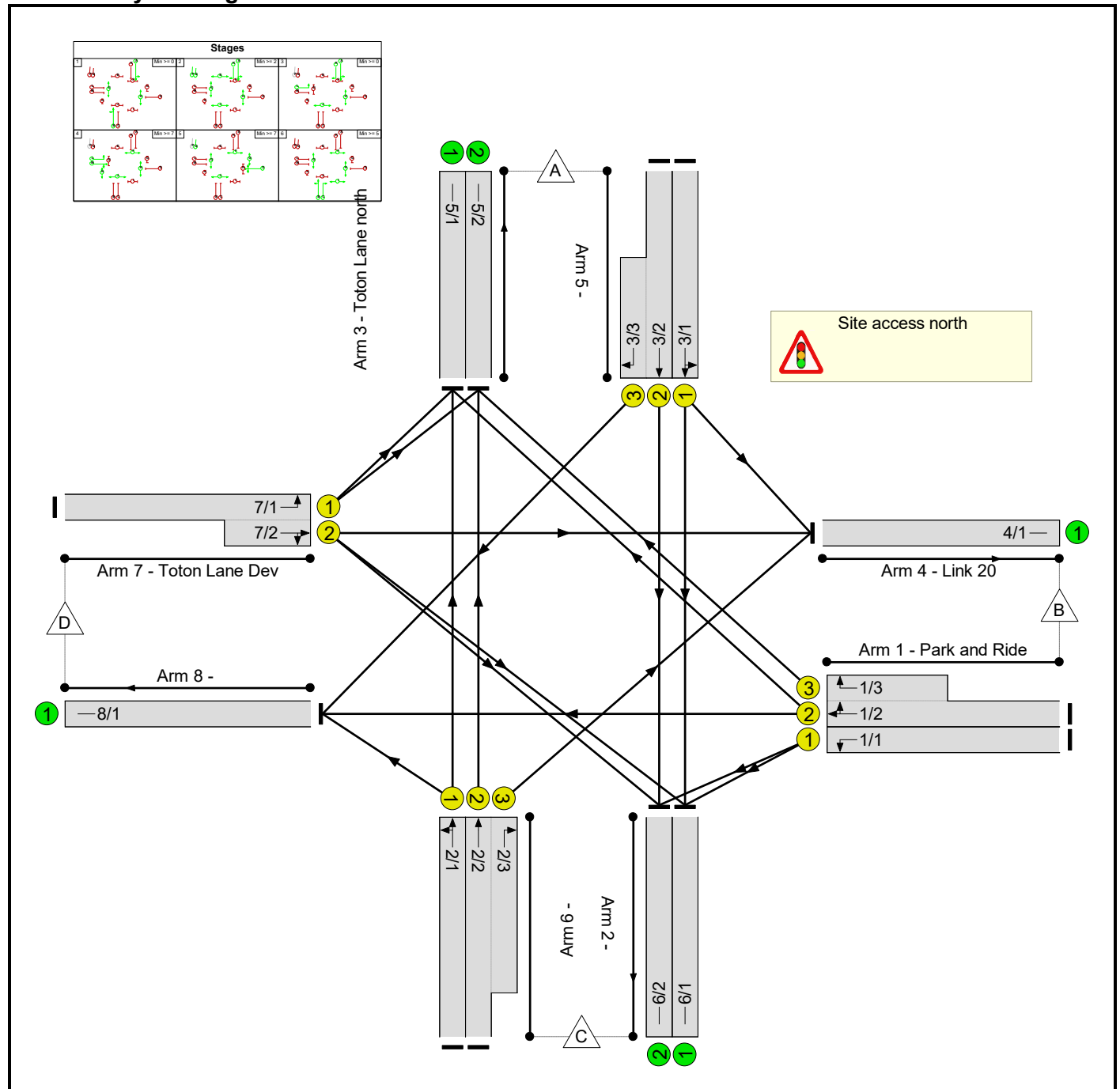
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	0	0	0	11.6	4.2	0.0	15.8	-	-	-	-
Toton Lane P&&R jct	-	-	0	0	0	11.6	4.2	0.0	15.8	-	-	-	-
1/1	625	625	-	-	-	3.2	1.7	-	4.9	28.2	11.1	1.7	12.8
1/2	625	625	-	-	-	3.1	1.2	-	4.3	24.8	10.6	1.2	11.8
2/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	73	73	-	-	-	0.5	0.1	-	0.7	33.0	1.3	0.1	1.4
3/2+3/3	198	198	-	-	-	1.4	0.2	-	1.7	30.2	1.8	0.2	2.0
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	504	504	-	-	-	1.6	0.5	-	2.1	15.0	8.4	0.5	8.9
5/2+5/3	523	523	-	-	-	1.7	0.4	-	2.1	14.8	8.2	0.4	8.6
6/1	1251	1251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Toton Lane P+R													
			PRC for Signalised Lanes (%):		16.0	Total Delay for Signalised Lanes (pcuHr):		15.79	Cycle Time (s): 150				
			PRC Over All Lanes (%):		16.0	Total Delay Over All Lanes(pcuHr):		15.79					

Full Input Data And Results

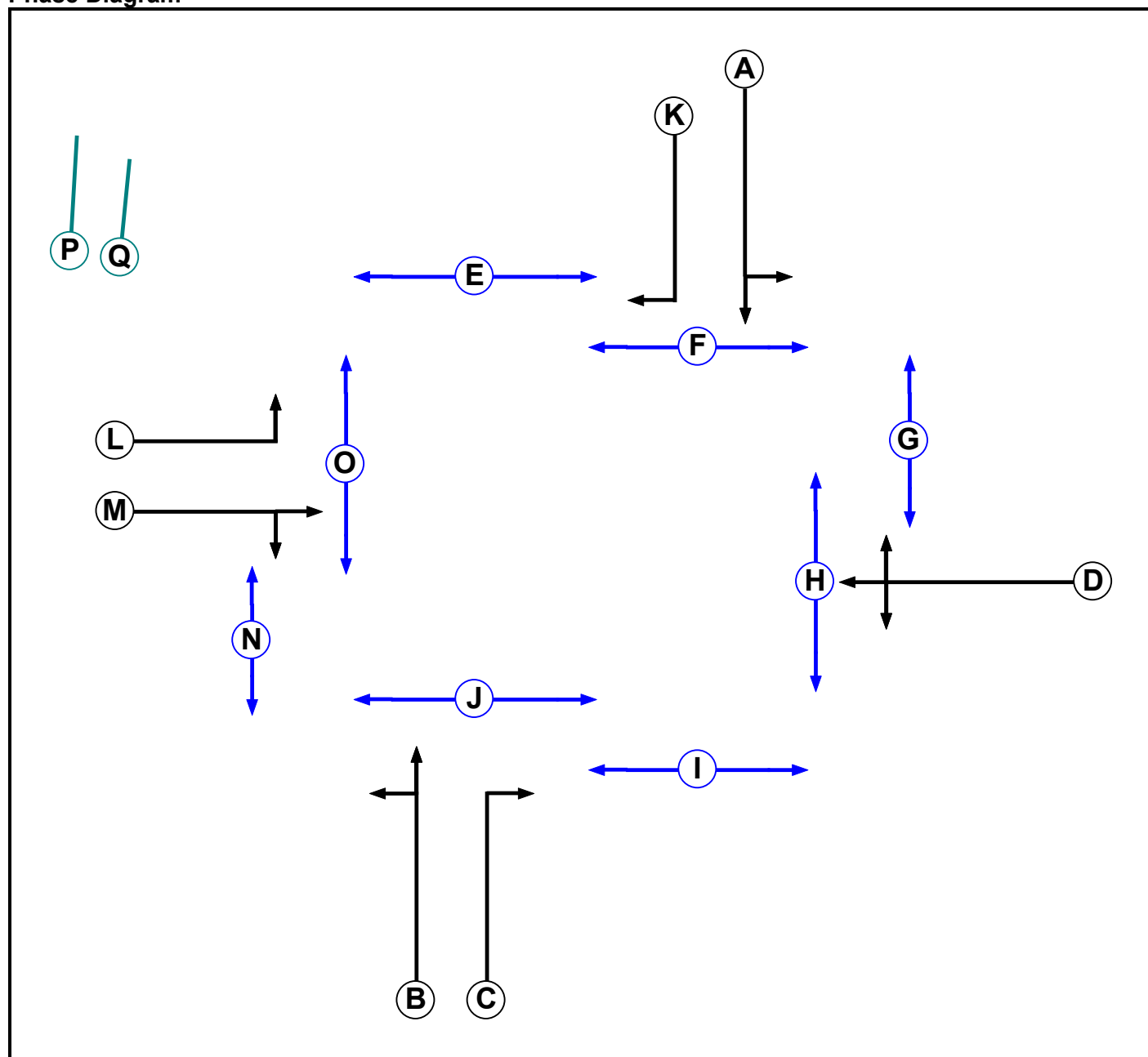
User and Project Details

Project:	ADC3521 - Toton North
Title:	Toton Park & Ride future year crossroads
Location:	Nottingham
Client:	Bloor Homes
Additional detail:	Approved crossroads improvement
File name:	LINSIG B6003 Toton Park and Ride Access Junction Proposed Crossroads.lsg3x
Author:	Matt Tatler
Company:	ADC Infrastructure Ltd
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

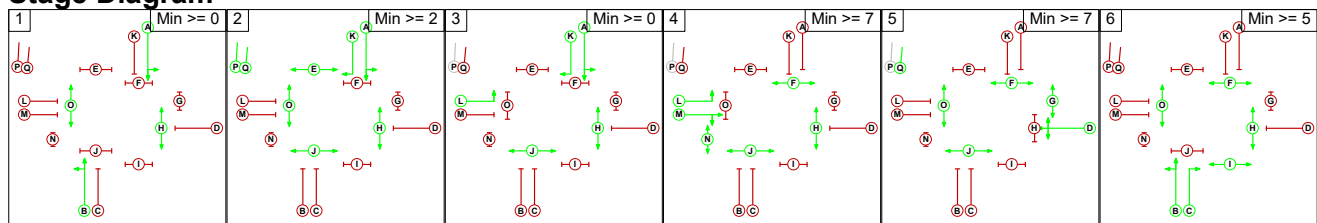
Phase Intergreens Matrix

		Starting Phase																
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	A		-	5	7	-	5	7	-	10	-	-	-	5	-	-	-	-
	B	-		-	5	10	-	-	-	-	5	6	6	5	7	-	5	2
	C	7	-		5	10	-	10	-	-	5	7	-	5	-	-	5	2
	D	5	5	5		11	-	-	5	7	-	6	6	6	7	-	-	-
	E	-	7	7	7		-	-	-	-	-	-	7	-	-	-	-	-
	F	10	-	-	-	-		-	-	-	-	10	-	-	-	-	-	-
	G	8	-	8	-	-	-		-	-	-	-	-	8	-	-	-	-
	H	-	-	-	11	-	-	-		-	-	-	-	-	-	-	-	-
	I	9	-	-	9	-	-	-	-		-	-	-	9	-	-	-	2
	J	-	10	10	-	-	-	-	-	-		-	-	-	-	-	-	-
	K	-	7	7	6	-	5	-	-	-	-		-	7	7	-	-	-
	L	-	6	-	6	7	-	-	-	-	-	-		-	-	5	-	2
	M	6	6	6	7	-	-	7	-	7	-	6	-		-	5	-	2
	N	-	7	-	7	-	-	-	-	-	-	7	-	-		-	-	2
	O	-	-	-	-	-	-	-	-	-	-	-	8	8	-		-	-
	P	-	5	5	-	-	-	-	-	-	-	-	-	-	-	-		-
	Q	-	3	3	-	-	-	-	-	3	-	-	3	3	3	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
4	5	L	Losing	4	4
4	5	M	Losing	4	4
5	6	D	Losing	4	4
6	1	C	Losing	3	3

Prohibited Stage Change

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

Lane Input Data

Junction: Site access north												
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 (Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 6 Left	12.00
1/2 (Park and Ride)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	22.00
											Arm 8 Ahead	Inf
1/3 (Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 5 Right	Inf
2/1	U	B	2	3	19.1	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
2/2	U	B	2	3	19.1	Geom	-	3.25	0.00	N	Arm 5 Ahead	Inf
2/3	U	C	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 4 Right	15.00
3/1 (Toton Lane north)	U	A	2	3	33.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 6 Ahead	Inf
3/2 (Toton Lane north)	U	A	2	3	33.0	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
3/3 (Toton Lane north)	U	K	2	3	7.0	Geom	-	3.30	0.00	Y	Arm 8 Right	12.00
4/1 (Link 20)	U		2	3	60.0	User	2000	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Toton Lane Dev)	U	L	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Left	12.00
7/2 (Toton Lane Dev)	U	M	2	3	5.0	Geom	-	3.30	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Right	15.00
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2028 Base + Sensitivity AM'	08:00	09:00	01:00	
2: '2028 Base + Sensitivity PM'	17:00	18:00	01:00	
3: '2028 Base + Development + Sensitivity AM'	08:00	09:00	01:00	
4: '2028 Base + Development + Sensitivity PM'	17:00	18:00	01:00	
5: '2041 Base + Sensitivity AM'	08:00	09:00	01:00	
6: '2041 Base + Sensitivity PM'	17:00	18:00	01:00	
7: '2041 Base + Development + Sensitivity AM'	08:00	09:00	01:00	
8: '2041 Base + Development + Sensitivity PM'	17:00	18:00	01:00	

Scenario 1: '2028 Base + Sensitivity AM' (FG1: '2028 Base + Sensitivity AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	217	901	19	1137
	B	61	0	109	0	170
	C	872	97	0	7	976
	D	95	0	33	0	128
	Tot.	1028	314	1043	26	2411

Traffic Lane Flows

Lane	Scenario 1: 2028 Base + Sensitivity AM
Junction: Site access north	
1/1	109
1/2 (with short)	61(In) 30(Out)
1/3 (short)	31
2/1	419
2/2 (with short)	557(In) 460(Out)
2/3 (short)	97
3/1	521
3/2 (with short)	616(In) 597(Out)
3/3 (short)	19
4/1	314
5/1	489
5/2	539
6/1	374
6/2	669
7/1 (with short)	128(In) 95(Out)
7/2 (short)	33
8/1	26

Lane Saturation Flows

Junction: Site access north								
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 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	98.3 %	1936	1936
				Arm 8 Left	12.00	1.7 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	41.7 %	1820	1820
				Arm 6 Ahead	Inf	58.3 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2028 Base + Sensitivity PM' (FG2: '2028 Base + Sensitivity PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	66	986	72	1124
	B	182	0	67	0	249
	C	887	20	0	25	932
	D	29	0	10	0	39
	Tot.	1098	86	1063	97	2344

Traffic Lane Flows

Lane	Scenario 2: 2028 Base + Sensitivity PM
Junction: Site access north	
1/1	67
1/2 (with short)	182(In) 88(Out)
1/3 (short)	94
2/1	429
2/2 (with short)	503(In) 483(Out)
2/3 (short)	20
3/1	514
3/2 (with short)	610(In) 538(Out)
3/3 (short)	72
4/1	86
5/1	506
5/2	592
6/1	486
6/2	577
7/1 (with short)	39(In) 29(Out)
7/2 (short)	10
8/1	97

Lane Saturation Flows

Junction: Site access north								
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 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	94.2 %	1926	1926
				Arm 8 Left	12.00	5.8 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	12.8 %	1885	1885
				Arm 6 Ahead	Inf	87.2 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 Base + Development + Sensitivity AM' (FG3: '2028 Base + Development + Sensitivity AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	217	930	19	1166
	B	61	0	109	0	170
	C	1015	97	0	7	1119
	D	95	0	33	0	128
	Tot.	1171	314	1072	26	2583

Traffic Lane Flows

Lane	Scenario 3: 2028 Base + Development + Sensitivity AM
Junction: Site access north	
1/1	109
1/2 (with short)	61(In) 30(Out)
1/3 (short)	31
2/1	492
2/2 (with short)	627(In) 530(Out)
2/3 (short)	97
3/1	536
3/2 (with short)	630(In) 611(Out)
3/3 (short)	19
4/1	314
5/1	562
5/2	609
6/1	389
6/2	683
7/1 (with short)	128(In) 95(Out)
7/2 (short)	33
8/1	26

Lane Saturation Flows

Junction: Site access north								
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 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	98.6 %	1937	1937
				Arm 8 Left	12.00	1.4 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	40.5 %	1823	1823
				Arm 6 Ahead	Inf	59.5 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 Base + Development + Sensitivity PM' (FG4: '2028 Base + Development + Sensitivity PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

Crossed Flow						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	66	1094	72	1232
	B	182	0	67	0	249
	C	931	20	0	25	976
	D	29	0	10	0	39
	Tot.	1142	86	1171	97	2496

Traffic Lane Flows

Lane	Scenario 4: 2028 Base + Development + Sensitivity PM
Junction: Site access north	
1/1	67
1/2 (with short)	182(In) 88(Out)
1/3 (short)	94
2/1	451
2/2 (with short)	525(In) 505(Out)
2/3 (short)	20
3/1	570
3/2 (with short)	662(In) 590(Out)
3/3 (short)	72
4/1	86
5/1	528
5/2	614
6/1	542
6/2	629
7/1 (with short)	39(In) 29(Out)
7/2 (short)	10
8/1	97

Lane Saturation Flows

Junction: Site access north								
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 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	94.5 %	1927	1927
				Arm 8 Left	12.00	5.5 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	11.6 %	1888	1888
				Arm 6 Ahead	Inf	88.4 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 Base + Sensitivity AM' (FG5: '2041 Base + Sensitivity AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

Crosstabs						
Origin	Destination					
		A	B	C	D	Tot.
	A	0	237	981	19	1237
	B	66	0	119	0	185
	C	950	105	0	7	1062
	D	95	0	33	0	128
	Tot.	1111	342	1133	26	2612

Traffic Lane Flows

Lane	Scenario 5: 2041 Base + Sensitivity AM
Junction: Site access north	
1/1	119
1/2 (with short)	66(In) 32(Out)
1/3 (short)	34
2/1	459
2/2 (with short)	603(In) 498(Out)
2/3 (short)	105
3/1	571
3/2 (with short)	666(In) 647(Out)
3/3 (short)	19
4/1	342
5/1	531
5/2	580
6/1	409
6/2	724
7/1 (with short)	128(In) 95(Out)
7/2 (short)	33
8/1	26

Lane Saturation Flows

Junction: Site access north								
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 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	98.5 %	1936	1936
				Arm 8 Left	12.00	1.5 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	41.5 %	1821	1821
				Arm 6 Ahead	Inf	58.5 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 Base + Sensitivity PM' (FG6: '2041 Base + Sensitivity PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	72	1070	72	1214
	B	198	0	73	0	271
	C	963	21	0	25	1009
	D	29	0	10	0	39
	Tot.	1190	93	1153	97	2533

Traffic Lane Flows

Lane	Scenario 6: 2041 Base + Sensitivity PM
Junction: Site access north	
1/1	73
1/2 (with short)	198(In) 96(Out)
1/3 (short)	102
2/1	467
2/2 (with short)	542(In) 521(Out)
2/3 (short)	21
3/1	560
3/2 (with short)	654(In) 582(Out)
3/3 (short)	72
4/1	93
5/1	552
5/2	638
6/1	529
6/2	624
7/1 (with short)	39(In) 29(Out)
7/2 (short)	10
8/1	97

Lane Saturation Flows

Junction: Site access north								
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 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	94.6 %	1927	1927
				Arm 8 Left	12.00	5.4 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	12.9 %	1885	1885
				Arm 6 Ahead	Inf	87.1 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 Base + Development + Sensitivity AM' (FG7: '2041 Base + Development + Sensitivity AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	237	1011	19	1267
	B	66	0	119	0	185
	C	1092	105	0	7	1204
	D	95	0	33	0	128
	Tot.	1253	342	1163	26	2784

Traffic Lane Flows

Lane	Scenario 7: 2041 Base + Development + Sensitivity AM
Junction: Site access north	
1/1	119
1/2 (with short)	66(In) 32(Out)
1/3 (short)	34
2/1	533
2/2 (with short)	671(In) 566(Out)
2/3 (short)	105
3/1	586
3/2 (with short)	681(In) 662(Out)
3/3 (short)	19
4/1	342
5/1	605
5/2	648
6/1	424
6/2	739
7/1 (with short)	128(In) 95(Out)
7/2 (short)	33
8/1	26

Lane Saturation Flows

Junction: Site access north								
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 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	98.7 %	1937	1937
				Arm 8 Left	12.00	1.3 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	40.4 %	1823	1823
				Arm 6 Ahead	Inf	59.6 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2041 Base + Development + Sensitivity PM' (FG8: '2041 Base + Development + Sensitivity PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	72	1178	72	1322
	B	198	0	73	0	271
	C	1006	21	0	25	1052
	D	29	0	10	0	39
	Tot.	1233	93	1261	97	2684

Traffic Lane Flows

Lane	Scenario 8: 2041 Base + Development + Sensitivity PM
Junction: Site access north	
1/1	73
1/2 (with short)	198(In) 96(Out)
1/3 (short)	102
2/1	488
2/2 (with short)	564(In) 543(Out)
2/3 (short)	21
3/1	616
3/2 (with short)	706(In) 634(Out)
3/3 (short)	72
4/1	93
5/1	573
5/2	660
6/1	585
6/2	676
7/1 (with short)	39(In) 29(Out)
7/2 (short)	10
8/1	97

Lane Saturation Flows

Junction: Site access north								
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 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	94.9 %	1928	1928
				Arm 8 Left	12.00	5.1 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	11.7 %	1887	1887
				Arm 6 Ahead	Inf	88.3 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Stage Timings

Scenario 1: '2028 Base + Sensitivity AM' (FG1: '2028 Base + Sensitivity AM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	14	5	7	7	6	19	5	7	7	6
Change Point	28	52	67	82	100	117	146	159	173	11

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park & Ride future year crossroads	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
Site access north	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	109	1747	233	46.8%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	61	1840:1965	245+254	12.2 : 12.2%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	419	1936	742	56.5%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	557	2080:1764	733+155	62.7 : 62.7%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	521	1820	637	81.8%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	616	2055:1729	709+23	84.2 : 84.2%
4/1	Link 20	U	N/A	N/A	-		-	-	-	314	2000	2000	15.7%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	128	1729:1768	315+109	30.2 : 30.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Toton Park & Ride future year crossroads	-	-	0	0	0	17.6	7.0	0.0	24.7	-	-	-	-
Site access north	-	-	0	0	0	17.6	7.0	0.0	24.7	-	-	-	-
1/1	109	109	-	-	-	1.1	0.4	-	1.5	50.5	2.5	0.4	3.0
1/2+1/3	61	61	-	-	-	0.6	0.1	-	0.7	38.5	0.7	0.1	0.8
2/1	419	419	-	-	-	2.5	0.6	-	3.2	27.4	8.4	0.6	9.0
2/2+2/3	557	557	-	-	-	3.8	0.8	-	4.6	30.0	9.3	0.8	10.2
3/1	521	521	-	-	-	3.9	2.2	-	6.0	41.6	11.9	2.2	14.0
3/2+3/3	616	616	-	-	-	4.6	2.6	-	7.2	42.1	14.0	2.6	16.5
4/1	314	314	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1+7/2	128	128	-	-	-	1.1	0.2	-	1.3	37.7	2.1	0.2	2.4
C1 - Park and Ride													
PRC for Signalled Lanes (%):				6.9		Total Delay for Signalled Lanes (pcuHr):		24.56		Cycle Time (s): 180			
PRC Over All Lanes (%):				6.9		Total Delay Over All Lanes(pcuHr):		24.66					

Stage Timings

Scenario 2: '2028 Base + Sensitivity PM' (FG2: '2028 Base + Sensitivity PM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	14	5	7	7	6	19	5	7	7	6
Change Point	28	52	67	82	100	117	146	159	173	11

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park & Ride future year crossroads	-	-	N/A	-	-		-	-	-	-	-	-	81.0%
Site access north	-	-	N/A	-	-		-	-	-	-	-	-	81.0%
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	67	1747	233	28.8%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	182	1840:1965	245+262	35.9 : 35.9%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	429	1926	738	58.1%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	503	2080:1764	793+33	60.9 : 60.9%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	514	1885	660	77.9%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	610	2055:1729	664+89	81.0 : 81.0%
4/1	Link 20	U	N/A	N/A	-		-	-	-	86	2000	2000	4.3%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	39	1729:1768	315+109	9.2 : 9.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Toton Park & Ride future year crossroads	-	-	0	0	0	17.0	5.8	0.0	22.8	-	-	-	-
Site access north	-	-	0	0	0	17.0	5.8	0.0	22.8	-	-	-	-
1/1	67	67	-	-	-	0.7	0.2	-	0.9	46.0	1.5	0.2	1.7
1/2+1/3	182	182	-	-	-	1.8	0.3	-	2.1	41.0	2.1	0.3	2.4
2/1	429	429	-	-	-	2.6	0.7	-	3.3	27.8	8.7	0.7	9.4
2/2+2/3	503	503	-	-	-	3.2	0.8	-	4.0	28.4	9.9	0.8	10.7
3/1	514	514	-	-	-	3.7	1.7	-	5.5	38.2	11.6	1.7	13.3
3/2+3/3	610	610	-	-	-	4.6	2.1	-	6.7	39.6	12.8	2.1	14.9
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1+7/2	39	39	-	-	-	0.3	0.1	-	0.4	35.4	0.6	0.1	0.7
C1 - Park and Ride													
PRC for Signalled Lanes (%):				11.1		Total Delay for Signalled Lanes (pcuHr):			22.76		Cycle Time (s): 180		
PRC Over All Lanes (%):				11.1		Total Delay Over All Lanes(pcuHr):			22.78				

Stage Timings

Scenario 3: '2028 Base + Development + Sensitivity AM' (FG3: '2028 Base + Development + Sensitivity AM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	14	5	7	7	6	19	5	7	7	6
Change Point	0	24	39	54	72	89	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park & Ride future year crossroads	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
Site access north	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	109	1747	233	46.8%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	61	1840:1965	245+254	12.2 : 12.2%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	492	1937	743	66.3%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	627	2080:1764	742+136	71.4 : 71.4%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	536	1823	638	84.0%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	630	2055:1729	709+22	86.1 : 86.1%
4/1	Link 20	U	N/A	N/A	-		-	-	-	314	2000	2000	15.7%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	128	1729:1768	315+109	30.2 : 30.2%

[illegible]

Stage Timings

Scenario 4: '2028 Base + Development + Sensitivity PM' (FG4: '2028 Base + Development + Sensitivity PM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	14	5	7	7	6	19	5	7	7	6
Change Point	0	24	39	54	72	89	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park & Ride future year crossroads	-	-	N/A	-	-		-	-	-	-	-	-	88.2%
Site access north	-	-	N/A	-	-		-	-	-	-	-	-	88.2%
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	67	1747	233	28.8%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	182	1840:1965	245+262	35.9 : 35.9%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	451	1927	739	61.1%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	525	2080:1764	794+31	63.6 : 63.6%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	570	1888	661	86.3%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	662	2055:1729	669+82	88.2 : 88.2%
4/1	Link 20	U	N/A	N/A	-		-	-	-	86	2000	2000	4.3%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	39	1729:1768	315+109	9.2 : 9.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Toton Park & Ride future year crossroads	-	-	0	0	0	18.4	8.6	0.0	27.1	-	-	-	-
Site access north	-	-	0	0	0	18.4	8.6	0.0	27.1	-	-	-	-
1/1	67	67	-	-	-	0.7	0.2	-	0.9	46.0	1.5	0.2	1.7
1/2+1/3	182	182	-	-	-	1.8	0.3	-	2.1	41.0	2.1	0.3	2.4
2/1	451	451	-	-	-	2.8	0.8	-	3.6	28.6	9.3	0.8	10.1
2/2+2/3	525	525	-	-	-	3.4	0.9	-	4.2	29.1	10.5	0.9	11.4
3/1	570	570	-	-	-	4.3	2.9	-	7.3	45.9	13.3	2.9	16.2
3/2+3/3	662	662	-	-	-	5.2	3.5	-	8.6	47.0	14.6	3.5	18.1
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1+7/2	39	39	-	-	-	0.3	0.1	-	0.4	35.4	0.6	0.1	0.7
C1 - Park and Ride			PRC for Signalled Lanes (%):		2.0	Total Delay for Signalled Lanes (pcuHr):		27.04	Cycle Time (s): 180				
			PRC Over All Lanes (%):		2.0	Total Delay Over All Lanes(pcuHr):		27.06					

Stage Timings

Scenario 5: '2041 Base + Sensitivity AM' (FG5: '2041 Base + Sensitivity AM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	14	5	7	7	6	19	5	7	7	6
Change Point	0	24	39	54	72	89	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park & Ride future year crossroads	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
Site access north	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	119	1747	233	51.1%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	66	1840:1965	245+262	13.0 : 13.0%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	459	1936	742	61.8%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	603	2080:1764	733+155	67.9 : 67.9%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	571	1821	637	89.6%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	666	2055:1729	710+21	91.1 : 91.1%
4/1	Link 20	U	N/A	N/A	-		-	-	-	342	2000	2000	17.1%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	128	1729:1768	315+109	30.2 : 30.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Toton Park & Ride future year crossroads	-	-	0	0	0	19.6	11.1	0.0	30.7	-	-	-	-
Site access north	-	-	0	0	0	19.6	11.1	0.0	30.7	-	-	-	-
1/1	119	119	-	-	-	1.2	0.5	-	1.7	51.9	2.8	0.5	3.3
1/2+1/3	66	66	-	-	-	0.6	0.1	-	0.7	38.6	0.8	0.1	0.8
2/1	459	459	-	-	-	2.9	0.8	-	3.7	28.8	9.4	0.8	10.2
2/2+2/3	603	603	-	-	-	4.2	1.0	-	5.2	31.3	10.2	1.0	11.3
3/1	571	571	-	-	-	4.4	3.9	-	8.2	52.0	13.5	3.9	17.3
3/2+3/3	666	666	-	-	-	5.2	4.5	-	9.7	52.4	15.7	4.5	20.2
4/1	342	342	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1+7/2	128	128	-	-	-	1.1	0.2	-	1.3	37.7	2.1	0.2	2.4
C1 - Park and Ride													
PRC for Signalled Lanes (%):				-1.2	Total Delay for Signalled Lanes (pcuHr):			30.61	Cycle Time (s): 180				
PRC Over All Lanes (%):				-1.2	Total Delay Over All Lanes(pcuHr):			30.71					

Stage Timings

Scenario 6: '2041 Base + Sensitivity PM' (FG6: '2041 Base + Sensitivity PM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	14	5	7	7	6	19	5	7	7	6
Change Point	0	24	39	54	72	89	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park & Ride future year crossroads	-	-	N/A	-	-		-	-	-	-	-	-	87.1%
Site access north	-	-	N/A	-	-		-	-	-	-	-	-	87.1%
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	73	1747	233	31.3%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	198	1840:1965	245+262	39.1 : 38.9%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	467	1927	739	63.2%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	542	2080:1764	794+32	65.7 : 65.7%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	560	1885	660	84.9%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	654	2055:1729	668+83	87.1 : 87.1%
4/1	Link 20	U	N/A	N/A	-		-	-	-	93	2000	2000	4.7%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	39	1729:1768	315+109	9.2 : 9.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Toton Park && Ride future year crossroads	-	-	0	0	0	18.8	8.3	0.0	27.0	-	-	-	-
Site access north	-	-	0	0	0	18.8	8.3	0.0	27.0	-	-	-	-
1/1	73	73	-	-	-	0.7	0.2	-	0.9	46.5	1.7	0.2	1.9
1/2+1/3	198	198	-	-	-	2.0	0.3	-	2.3	41.5	2.4	0.3	2.7
2/1	467	467	-	-	-	2.9	0.9	-	3.8	29.2	9.7	0.9	10.6
2/2+2/3	542	542	-	-	-	3.5	0.9	-	4.5	29.6	11.0	0.9	12.0
3/1	560	560	-	-	-	4.2	2.7	-	6.9	44.2	12.9	2.7	15.6
3/2+3/3	654	654	-	-	-	5.1	3.2	-	8.3	45.5	14.4	3.2	17.6
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1+7/2	39	39	-	-	-	0.3	0.1	-	0.4	35.4	0.6	0.1	0.7
C1 - Park and Ride													
PRC for Signalled Lanes (%):				3.3	Total Delay for Signalled Lanes (pcuHr):				26.99	Cycle Time (s): 180			
PRC Over All Lanes (%):				3.3	Total Delay Over All Lanes(pcuHr):				27.02				

Stage Timings

Scenario 7: '2041 Base + Development + Sensitivity AM' (FG7: '2041 Base + Development + Sensitivity AM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	15	5	7	7	6	18	5	7	7	6
Change Point	0	25	40	55	73	90	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park & Ride future year crossroads	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
Site access north	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	119	1747	233	51.1%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	66	1840:1965	245+262	13.0 : 13.0%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	533	1937	743	71.8%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	671	2080:1764	741+137	76.4 : 76.4%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	586	1823	638	91.8%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	681	2055:1729	711+20	93.2 : 93.2%
4/1	Link 20	U	N/A	N/A	-		-	-	-	342	2000	2000	17.1%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	128	1729:1768	315+109	30.2 : 30.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Toton Park & Ride future year crossroads	-	-	0	0	0	21.2	14.1	0.0	35.2	-	-	-	-
Site access north	-	-	0	0	0	21.2	14.1	0.0	35.2	-	-	-	-
1/1	119	119	-	-	-	1.2	0.5	-	1.7	51.9	2.7	0.5	3.3
1/2+1/3	66	66	-	-	-	0.6	0.1	-	0.7	38.5	0.7	0.1	0.8
2/1	533	533	-	-	-	3.5	1.3	-	4.8	32.1	11.5	1.3	12.8
2/2+2/3	671	671	-	-	-	4.8	1.6	-	6.4	34.2	12.6	1.6	14.2
3/1	586	586	-	-	-	4.6	4.8	-	9.3	57.3	14.0	4.8	18.8
3/2+3/3	681	681	-	-	-	5.4	5.6	-	10.9	57.8	16.3	5.6	21.8
4/1	342	342	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1+7/2	128	128	-	-	-	1.1	0.2	-	1.3	37.8	2.2	0.2	2.4
C1 - Park and Ride													
PRC for Signalled Lanes (%):				-3.5		Total Delay for Signalled Lanes (pcuHr):		35.14		Cycle Time (s): 180			
PRC Over All Lanes (%):				-3.5		Total Delay Over All Lanes(pcuHr):		35.25					

Stage Timings

Scenario 8: '2041 Base + Development + Sensitivity PM' (FG8: '2041 Base + Development + Sensitivity PM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	15	5	7	7	6	18	5	7	7	6
Change Point	0	25	40	55	73	90	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park & Ride future year crossroads	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
Site access north	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	73	1747	233	31.3%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	198	1840:1965	245+262	39.1 : 38.9%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	488	1928	739	66.0%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	564	2080:1764	794+31	68.4 : 68.4%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	616	1887	660	93.3%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	706	2055:1729	672+76	94.3 : 94.3%
4/1	Link 20	U	N/A	N/A	-		-	-	-	93	2000	2000	4.7%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	39	1729:1768	315+109	9.2 : 9.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Toton Park & Ride future year crossroads	-	-	0	0	0	20.3	14.6	0.0	34.9	-	-	-	-
Site access north	-	-	0	0	0	20.3	14.6	0.0	34.9	-	-	-	-
1/1	73	73	-	-	-	0.7	0.2	-	0.9	46.5	1.6	0.2	1.9
1/2+1/3	198	198	-	-	-	2.0	0.3	-	2.3	41.5	2.3	0.3	2.6
2/1	488	488	-	-	-	3.1	1.0	-	4.1	30.0	10.3	1.0	11.3
2/2+2/3	564	564	-	-	-	3.7	1.1	-	4.8	30.5	11.7	1.1	12.7
3/1	616	616	-	-	-	4.8	5.5	-	10.4	60.6	14.9	5.5	20.4
3/2+3/3	706	706	-	-	-	5.7	6.4	-	12.1	61.5	16.3	6.4	22.6
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1+7/2	39	39	-	-	-	0.3	0.1	-	0.4	35.4	0.6	0.1	0.7
C1 - Park and Ride													
PRC for Signalled Lanes (%):				-4.8		Total Delay for Signalled Lanes (pcuHr):		34.88		Cycle Time (s): 180			
PRC Over All Lanes (%):				-4.8		Total Delay Over All Lanes(pcuHr):		34.91					



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