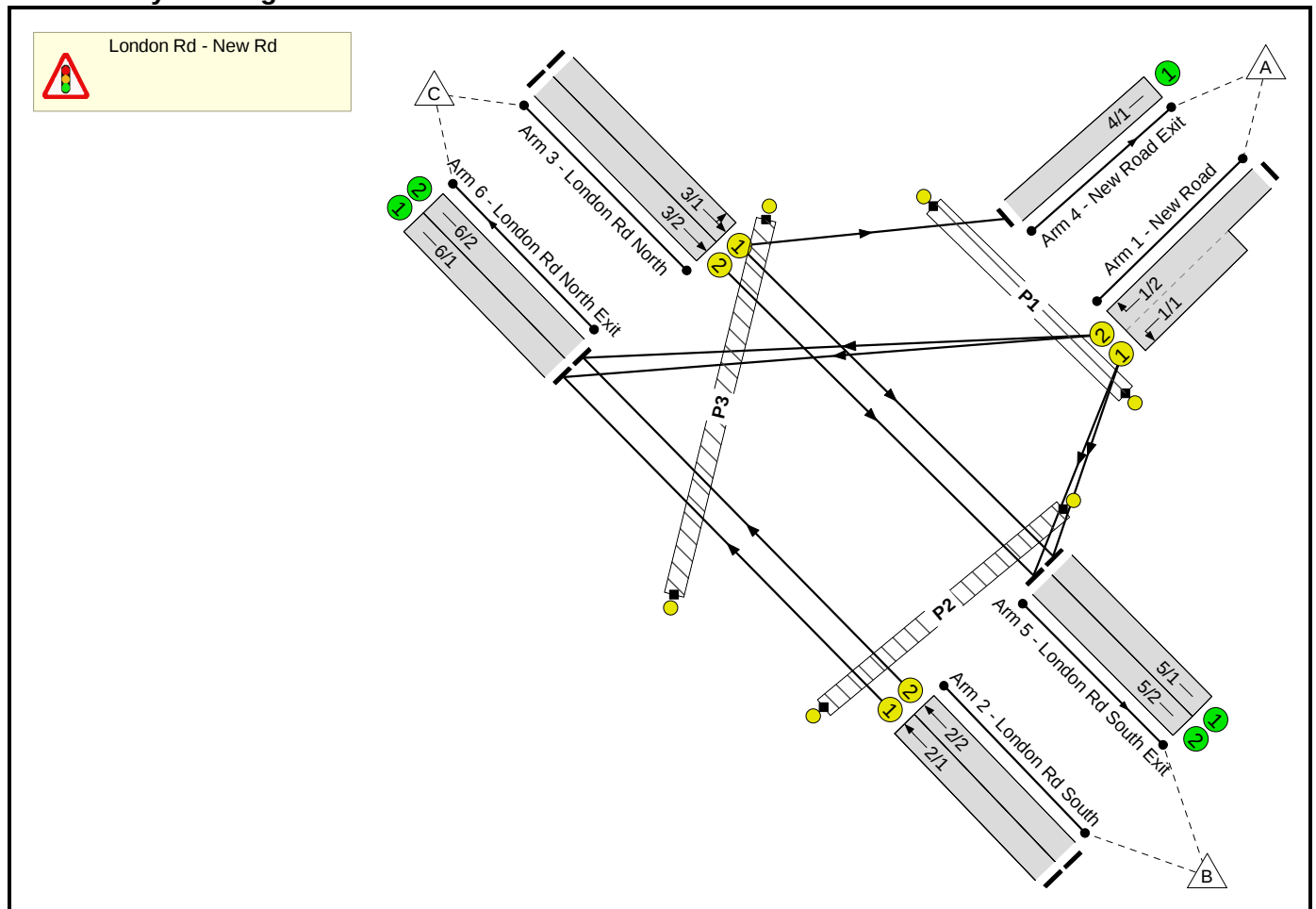


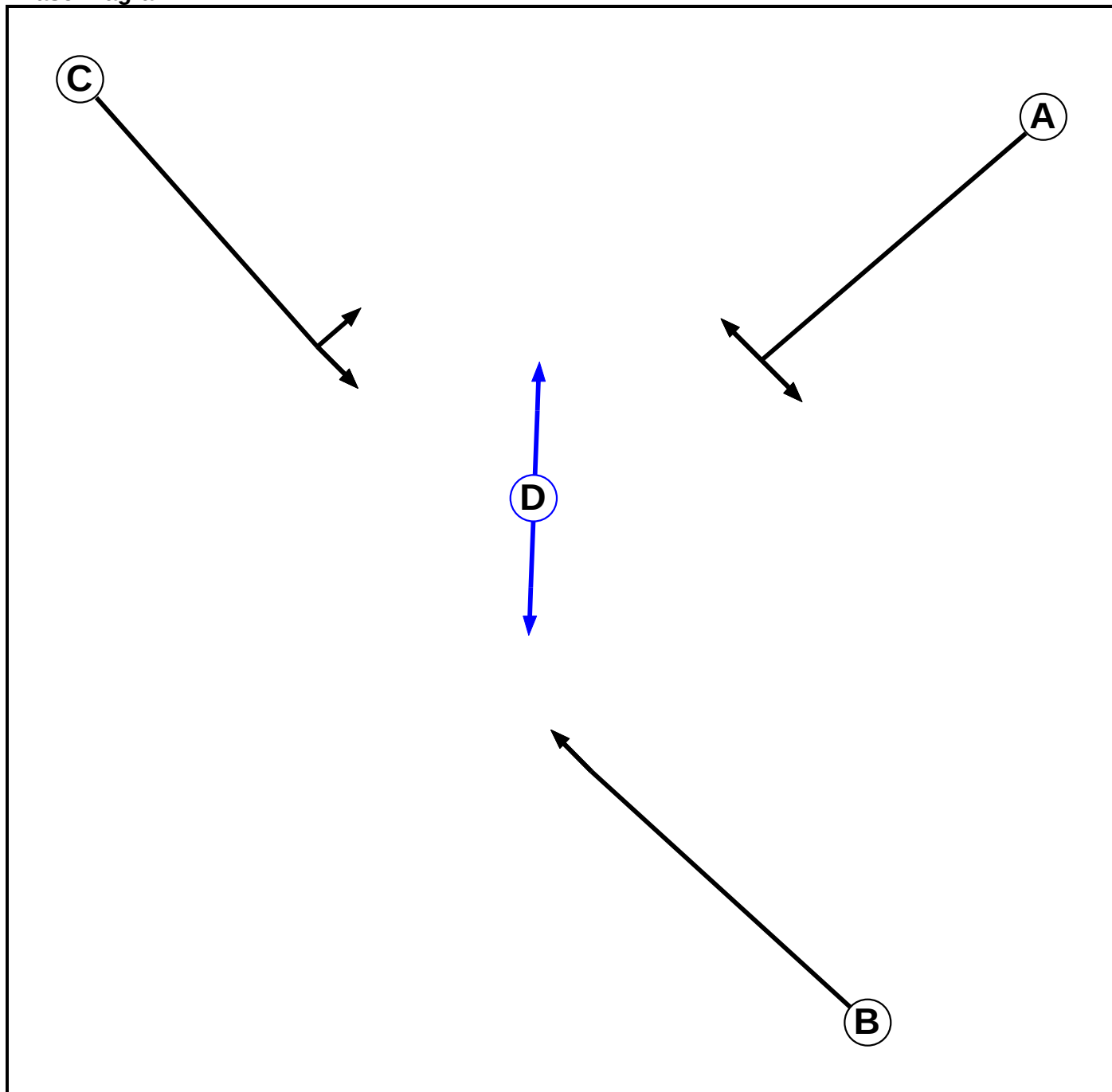
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	London Rd - New Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Pedestrian	1		7	7

Phase Intergreens Matrix

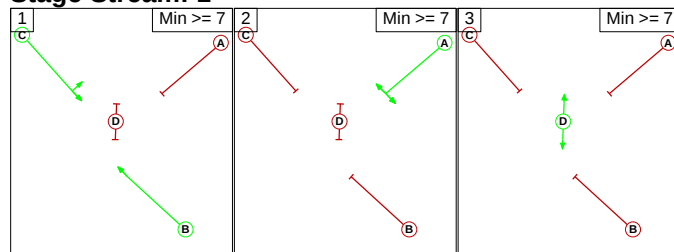
		Starting Phase			
Terminating Phase		A	B	C	D
	A		6	6	8
	B	6		-	8
	C	6	-		9
	D	17	15	17	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B C
1	2	A
1	3	D

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

		To Stage		
From Stage		1	2	3
	1		6	9
	2	6		8
	3	17	17	

Give-Way Lane Input Data

Junction: London Rd - New Rd

There are no Opposed Lanes in this Junction

Lane Input Data

Junction: London Rd - New Rd												
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 (New Road)	U	A	2	3	7.8	Geom	-	2.34	0.00	Y	Arm 5 Left	9.10
1/2 (New Road)	U	A	2	3	85.7	Geom	-	2.90	0.00	Y	Arm 6 Right	11.00
2/1 (London Rd South)	U	B	2	3	90.4	Geom	-	3.38	0.00	Y	Arm 6 Ahead	Inf
2/2 (London Rd South)	U	B	2	3	90.4	Geom	-	2.99	0.00	Y	Arm 6 Ahead	Inf
3/1 (London Rd North)	U	C	2	3	57.4	Geom	-	3.16	0.00	Y	Arm 4 Left	11.20
											Arm 5 Ahead	Inf
3/2 (London Rd North)	U	C	2	3	57.4	Geom	-	3.05	0.00	Y	Arm 5 Ahead	Inf
4/1 (New Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (London Rd South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (London Rd South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (London Rd North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (London Rd North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	08:00	09:00	01:00	
2: '2024 Base PM'	17:00	18:00	01:00	
3: '2034 Ref AM'	08:00	09:00	01:00	
4: '2034 Ref PM'	17:00	18:00	01:00	
5: '2034 with LP AM'	08:00	09:00	01:00	
6: '2034 with LP PM'	17:00	18:00	01:00	

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	0	212	212
	B	0	0	998	998
	C	248	994	0	1242
	Tot.	248	994	1210	2452

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM
Junction: London Rd - New Rd	
1/1 (short)	0
1/2 (with short)	212(In) 212(Out)
2/1	506
2/2	492
3/1	603
3/2	639
4/1	248
5/1	355
5/2	639
6/1	612
6/2	598

Lane Saturation Flows

Junction: London Rd - New Rd								
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 (New Road)	2.34	0.00	Y	Arm 5 Left	9.10	0.0 %	1849	1849
1/2 (New Road)	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
2/1 (London Rd South)	3.38	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1953	1953
2/2 (London Rd South)	2.99	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1914	1914
3/1 (London Rd North)	3.16	0.00	Y	Arm 4 Left	11.20	41.1 %	1830	1830
				Arm 5 Ahead	Inf	58.9 %		
3/2 (London Rd North)	3.05	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1920	1920
4/1 (New Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (London Rd South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (London Rd South Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (London Rd North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	0	232	232
	B	0	0	928	928
	C	209	908	0	1117
	Tot.	209	908	1160	2277

Traffic Lane Flows

Lane	Scenario 2: 2024 Base PM
Junction: London Rd - New Rd	
1/1 (short)	0
1/2 (with short)	232(In) 232(Out)
2/1	470
2/2	458
3/1	543
3/2	574
4/1	209
5/1	334
5/2	574
6/1	586
6/2	574

Lane Saturation Flows

Junction: London Rd - New Rd								
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 (New Road)	2.34	0.00	Y	Arm 5 Left	9.10	0.0 %	1849	1849
1/2 (New Road)	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
2/1 (London Rd South)	3.38	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1953	1953
2/2 (London Rd South)	2.99	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1914	1914
3/1 (London Rd North)	3.16	0.00	Y	Arm 4 Left Arm 5 Ahead	11.20 Inf	38.5 % 61.5 %	1836	1836
3/2 (London Rd North)	3.05	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1920	1920
4/1 (New Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (London Rd South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (London Rd South Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (London Rd North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2034 Ref AM' (FG3: '2034 Ref AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	0	219	219
	B	0	0	1119	1119
	C	272	1118	0	1390
	Tot.	272	1118	1338	2728

Traffic Lane Flows

Lane	Scenario 3: 2034 Ref AM
Junction: London Rd - New Rd	
1/1 (short)	0
1/2 (with short)	219(In) 219(Out)
2/1	567
2/2	552
3/1	677
3/2	713
4/1	272
5/1	405
5/2	713
6/1	676
6/2	662

Lane Saturation Flows

Junction: London Rd - New Rd								
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 (New Road)	2.34	0.00	Y	Arm 5 Left	9.10	0.0 %	1849	1849
1/2 (New Road)	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
2/1 (London Rd South)	3.38	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1953	1953
2/2 (London Rd South)	2.99	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1914	1914
3/1 (London Rd North)	3.16	0.00	Y	Arm 4 Left	11.20	40.2 %	1832	1832
				Arm 5 Ahead	Inf	59.8 %		
3/2 (London Rd North)	3.05	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1920	1920
4/1 (New Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (London Rd South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (London Rd South Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (London Rd North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2034 Ref PM' (FG4: '2034 Ref PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	249	249
	B	0	0	992	992
	C	240	1040	0	1280
	Tot.	240	1040	1241	2521

Traffic Lane Flows

Lane	Scenario 4: 2034 Ref PM
Junction: London Rd - New Rd	
1/1 (short)	0
1/2 (with short)	249(In) 249(Out)
2/1	503
2/2	489
3/1	624
3/2	656
4/1	240
5/1	384
5/2	656
6/1	627
6/2	614

Lane Saturation Flows

Junction: London Rd - New Rd								
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 (New Road)	2.34	0.00	Y	Arm 5 Left	9.10	0.0 %	1849	1849
1/2 (New Road)	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
2/1 (London Rd South)	3.38	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1953	1953
2/2 (London Rd South)	2.99	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1914	1914
3/1 (London Rd North)	3.16	0.00	Y	Arm 4 Left Arm 5 Ahead	11.20 Inf	38.5 % 61.5 %	1836	1836
3/2 (London Rd North)	3.05	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1920	1920
4/1 (New Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (London Rd South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (London Rd South Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (London Rd North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2034 with LP AM' (FG5: '2034 with LP AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	0	233	233
	B	0	0	1178	1178
	C	300	1163	0	1463
	Tot.	300	1163	1411	2874

Traffic Lane Flows

Lane	Scenario 5: 2034 with LP AM
Junction: London Rd - New Rd	
1/1 (short)	0
1/2 (with short)	233(In) 233(Out)
2/1	597
2/2	581
3/1	712
3/2	751
4/1	300
5/1	412
5/2	751
6/1	713
6/2	698

Lane Saturation Flows

Junction: London Rd - New Rd								
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 (New Road)	2.34	0.00	Y	Arm 5 Left	9.10	0.0 %	1849	1849
1/2 (New Road)	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
2/1 (London Rd South)	3.38	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1953	1953
2/2 (London Rd South)	2.99	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1914	1914
3/1 (London Rd North)	3.16	0.00	Y	Arm 4 Left	11.20	42.1 %	1828	1828
				Arm 5 Ahead	Inf	57.9 %		
3/2 (London Rd North)	3.05	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1920	1920
4/1 (New Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (London Rd South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (London Rd South Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (London Rd North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2034 with LP PM' (FG6: '2034 with LP PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	303	303
	B	0	0	1017	1017
	C	261	1085	0	1346
	Tot.	261	1085	1320	2666

Traffic Lane Flows

Lane	Scenario 6: 2034 with LP PM
Junction: London Rd - New Rd	
1/1 (short)	0
1/2 (with short)	303(In) 303(Out)
2/1	515
2/2	502
3/1	656
3/2	690
4/1	261
5/1	395
5/2	690
6/1	666
6/2	654

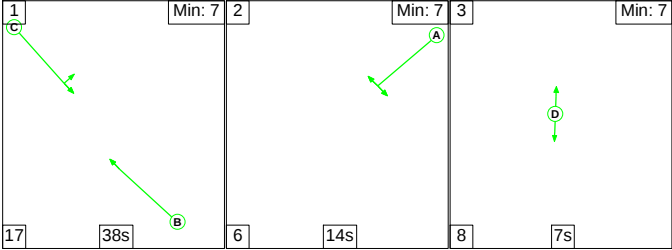
Lane Saturation Flows

[illegible]

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

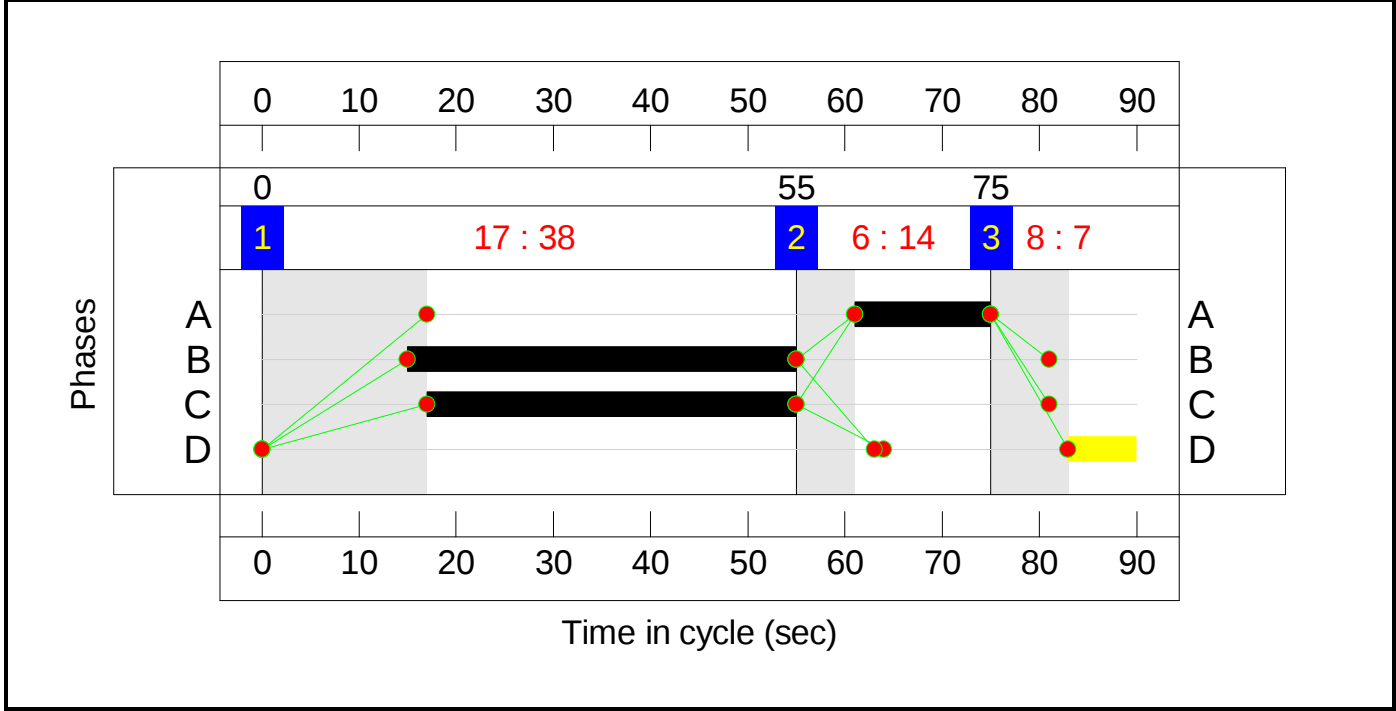


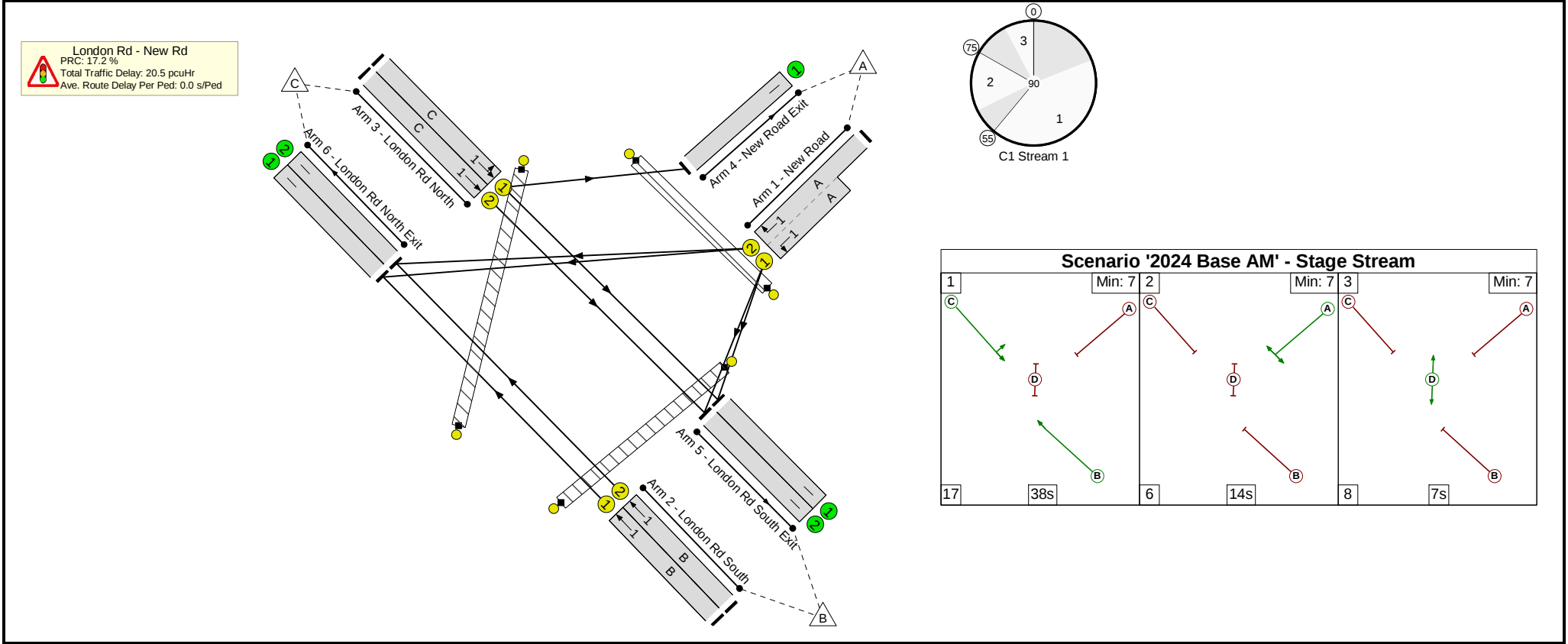
Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	38	14	7
Change Point	0	55	75

Signal Timings Diagram

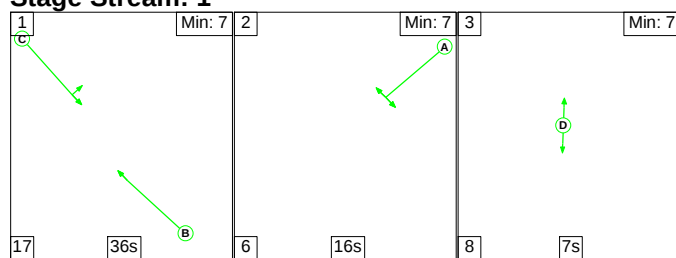




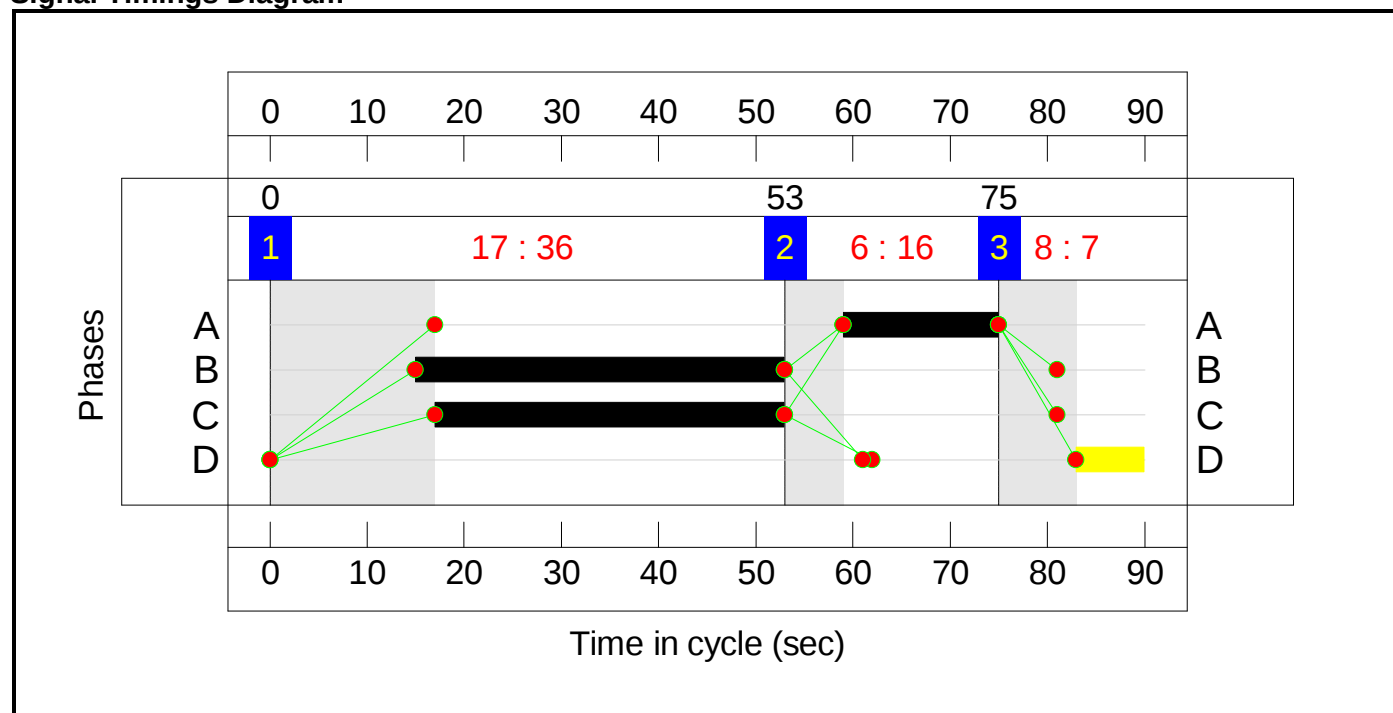
Network Results

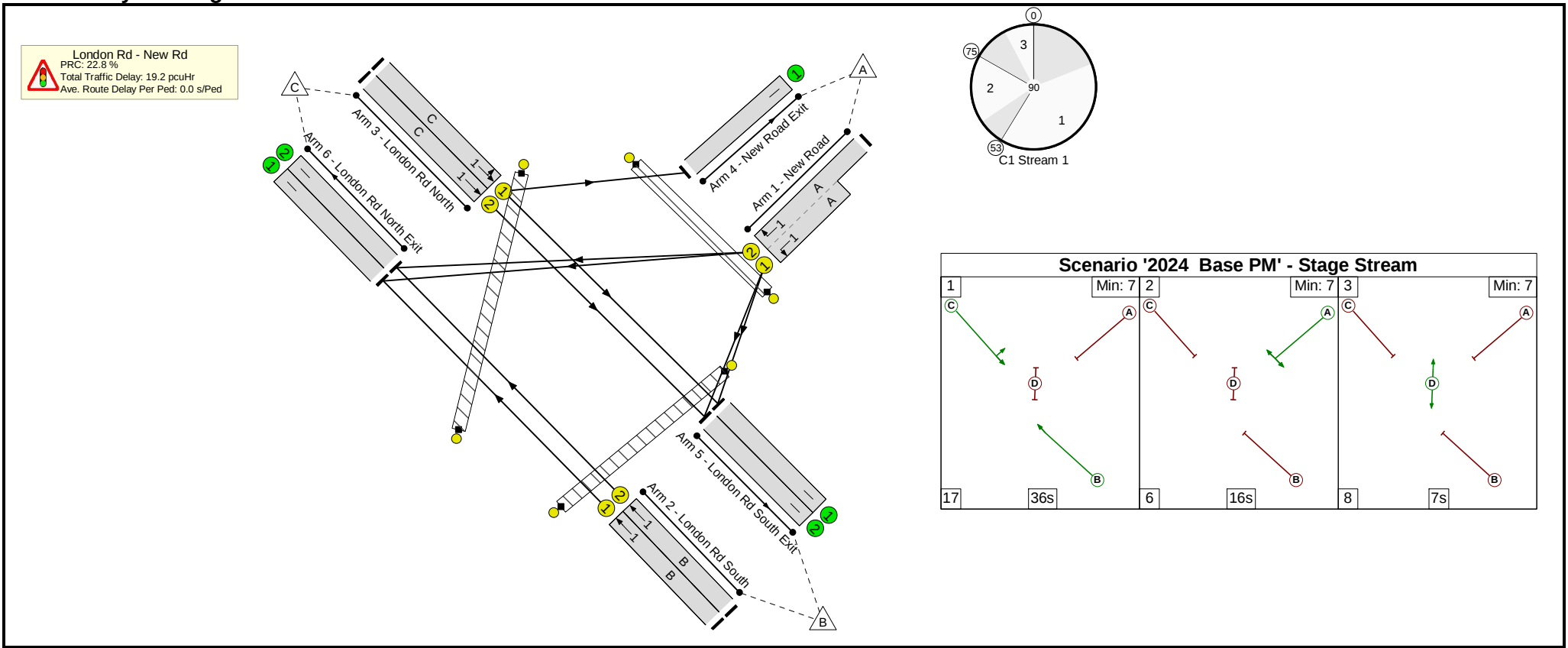
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
London Rd - New Rd	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
1/2+1/1	New Road Left Right	U	1	N/A	A		1	14	-	212	1676:1849	279+0	75.9 : 0.0%
2/1	London Rd South Ahead	U	1	N/A	B		1	40	-	506	1953	890	56.9%
2/2	London Rd South Ahead	U	1	N/A	B		1	40	-	492	1914	872	56.4%
3/1	London Rd North Left Ahead	U	1	N/A	C		1	38	-	603	1830	793	76.0%
3/2	London Rd North Ahead	U	1	N/A	C		1	38	-	639	1920	832	76.8%
4/1	New Road Exit	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
5/1	London Rd South Exit	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
5/2	London Rd South Exit	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
6/1	London Rd North Exit	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
6/2	London Rd North Exit	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%

[illegible]

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Stream: 1****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	36	16	7
Change Point	0	53	75

Signal Timings Diagram

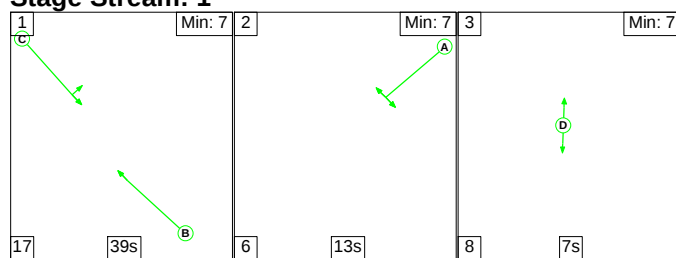


Network Results

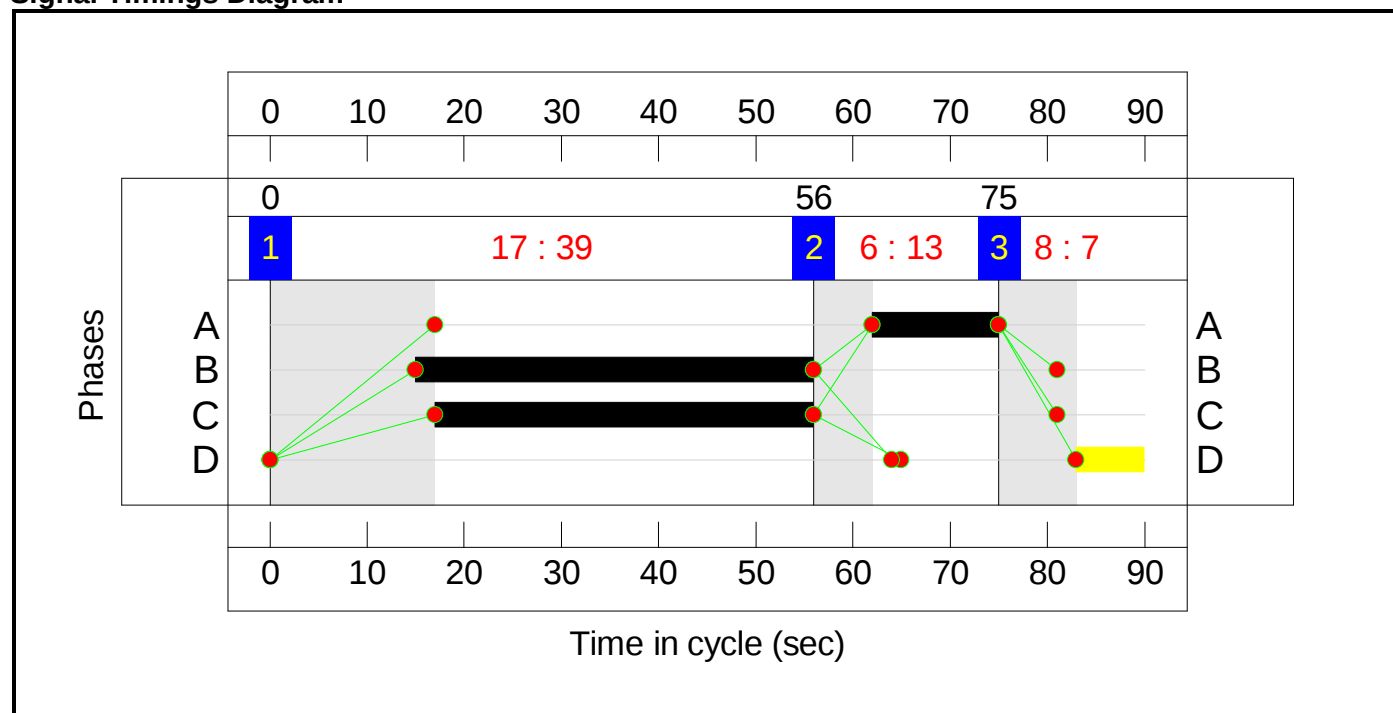
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	73.3%
London Rd - New Rd	-	-	N/A	-	-		-	-	-	-	-	-	73.3%
1/2+1/1	New Road Left Right	U	1	N/A	A		1	16	-	232	1676:1849	317+0	73.3 : 0.0%
2/1	London Rd South Ahead	U	1	N/A	B		1	38	-	470	1953	846	55.5%
2/2	London Rd South Ahead	U	1	N/A	B		1	38	-	458	1914	829	55.2%
3/1	London Rd North Left Ahead	U	1	N/A	C		1	36	-	543	1836	755	71.9%
3/2	London Rd North Ahead	U	1	N/A	C		1	36	-	574	1920	789	72.7%
4/1	New Road Exit	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
5/1	London Rd South Exit	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
5/2	London Rd South Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/1	London Rd North Exit	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
6/2	London Rd North Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%

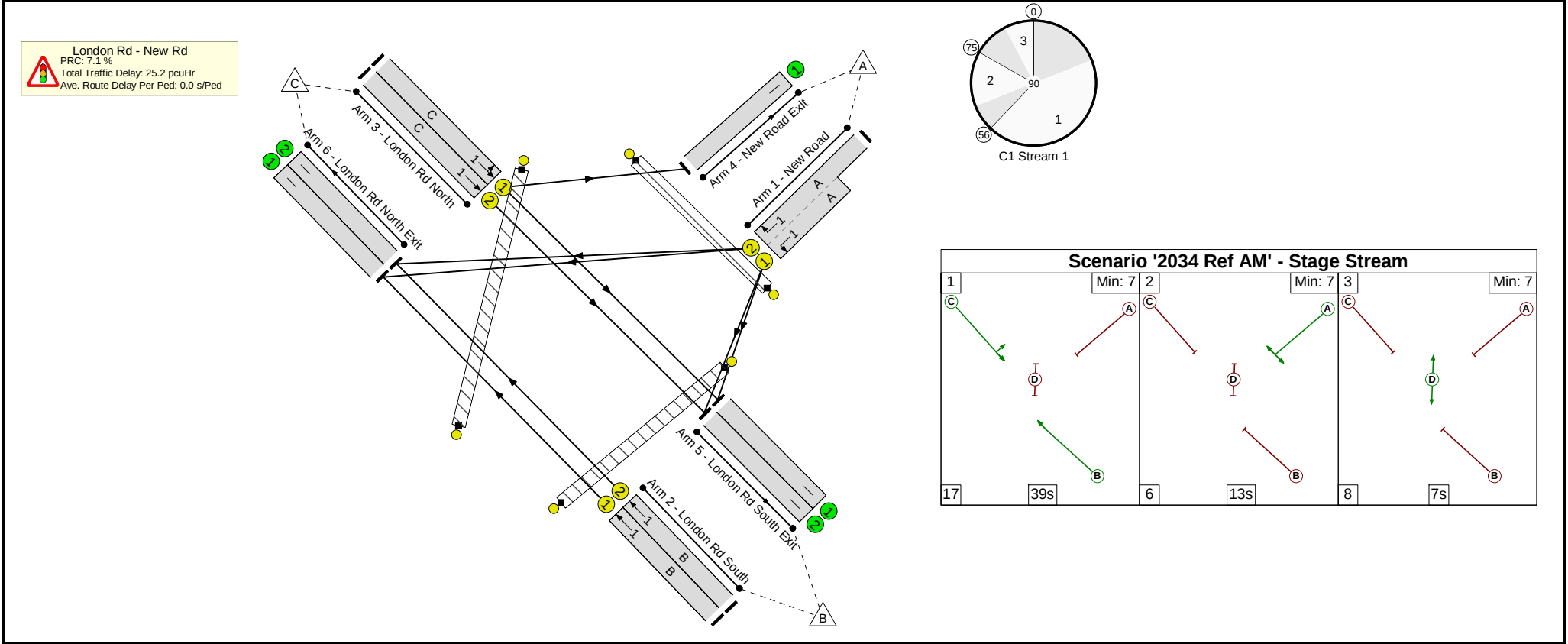
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	14.0	5.2	0.0	19.2	-	-	-	-
London Rd - New Rd	-	-	0	0	0	14.0	5.2	0.0	19.2	-	-	-	-
1/2+1/1	232	232	-	-	-	2.2	1.3	-	3.5	55.0	5.4	1.3	6.7
2/1	470	470	-	-	-	2.5	0.6	-	3.1	23.8	8.7	0.6	9.4
2/2	458	458	-	-	-	2.4	0.6	-	3.0	23.8	8.5	0.6	9.1
3/1	543	543	-	-	-	3.3	1.3	-	4.6	30.6	11.3	1.3	12.6
3/2	574	574	-	-	-	3.5	1.3	-	4.9	30.5	12.0	1.3	13.3
4/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalised Lanes (%): 22.8 Total Delay for Signalised Lanes (pcuHr): 19.16 Cycle Time (s): 90
 PRC Over All Lanes (%): 22.8 Total Delay Over All Lanes(pcuHr): 19.16

Scenario 3: '2034 Ref AM' (FG3: '2034 Ref AM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Stream: 1****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	39	13	7
Change Point	0	56	75

Signal Timings Diagram

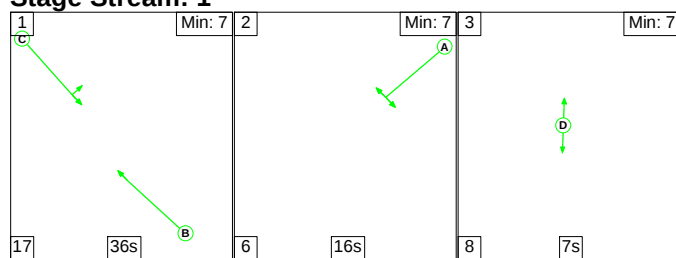


Network Results

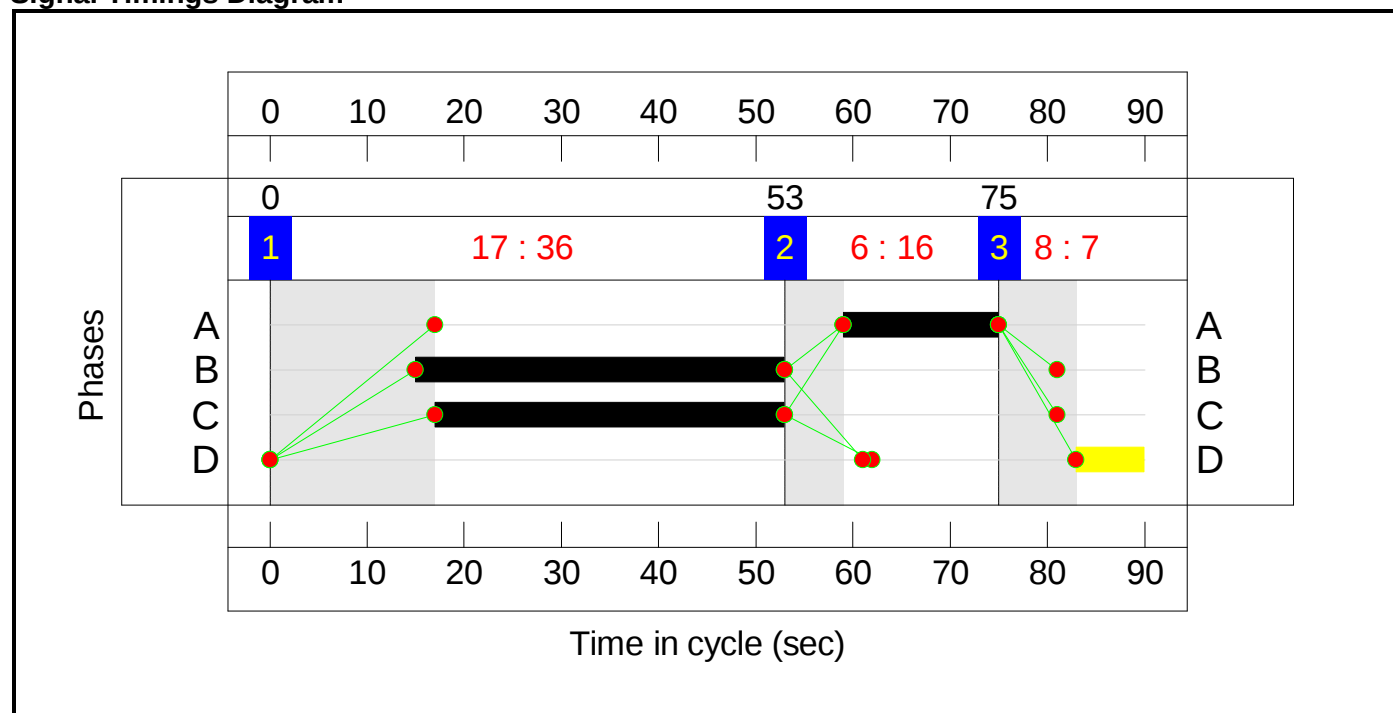
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
London Rd - New Rd	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
1/2+1/1	New Road Left Right	U	1	N/A	A		1	13	-	219	1676:1849	261+0	84.0 : 0.0%
2/1	London Rd South Ahead	U	1	N/A	B		1	41	-	567	1953	911	62.2%
2/2	London Rd South Ahead	U	1	N/A	B		1	41	-	552	1914	893	61.8%
3/1	London Rd North Left Ahead	U	1	N/A	C		1	39	-	677	1832	814	83.1%
3/2	London Rd North Ahead	U	1	N/A	C		1	39	-	713	1920	853	83.6%
4/1	New Road Exit	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
5/1	London Rd South Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
5/2	London Rd South Exit	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
6/1	London Rd North Exit	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
6/2	London Rd North Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%

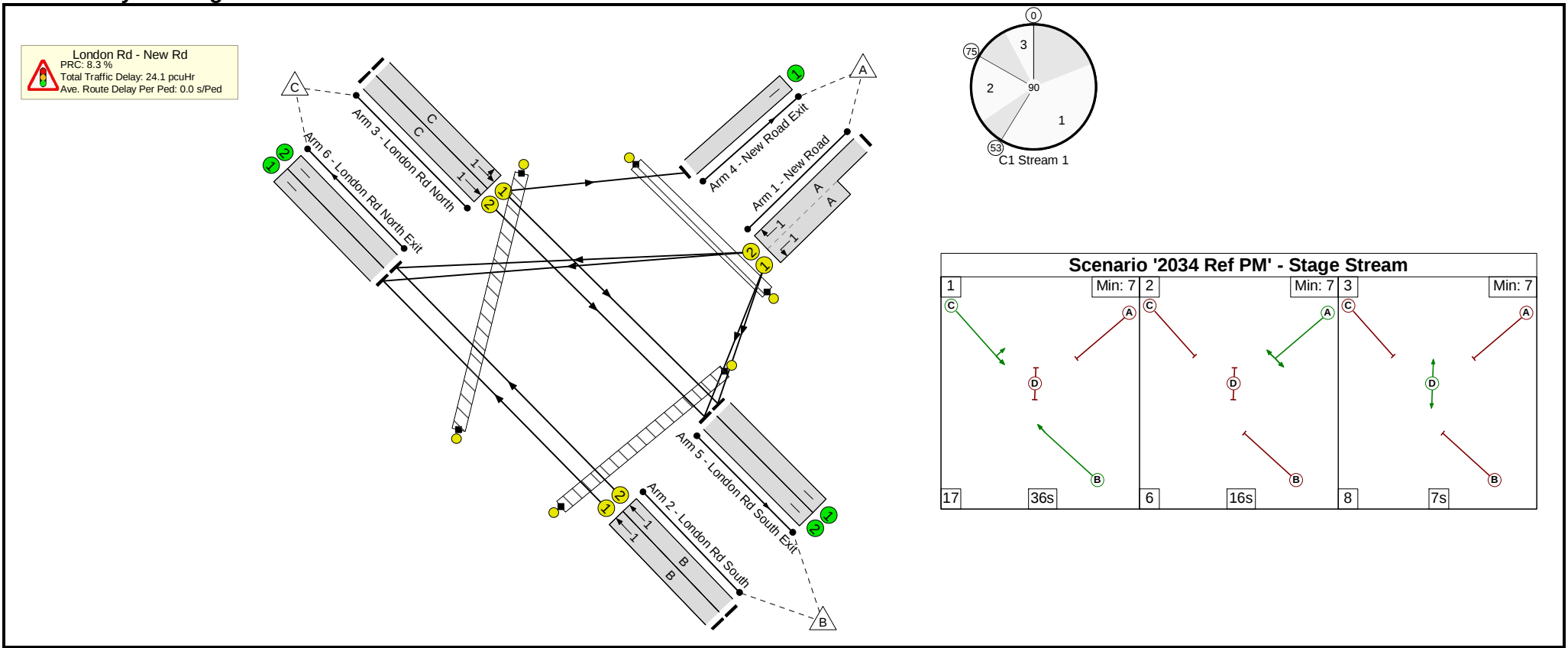
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	16.4	8.8	0.0	25.2	-	-	-	-
London Rd - New Rd	-	-	0	0	0	16.4	8.8	0.0	25.2	-	-	-	-
1/2+1/1	219	219	-	-	-	2.2	2.4	-	4.6	75.7	5.3	2.4	7.7
2/1	567	567	-	-	-	2.8	0.8	-	3.7	23.2	10.6	0.8	11.4
2/2	552	552	-	-	-	2.8	0.8	-	3.6	23.2	10.3	0.8	11.1
3/1	677	677	-	-	-	4.1	2.4	-	6.5	34.7	14.9	2.4	17.2
3/2	713	713	-	-	-	4.4	2.5	-	6.8	34.5	15.6	2.5	18.1
4/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 7.1 Total Delay for Signalled Lanes (pcuHr): 25.19 Cycle Time (s): 90
 PRC Over All Lanes (%): 7.1 Total Delay Over All Lanes(pcuHr): 25.19

Scenario 4: '2034 Ref PM' (FG4: '2034 Ref PM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Stream: 1****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	36	16	7
Change Point	0	53	75

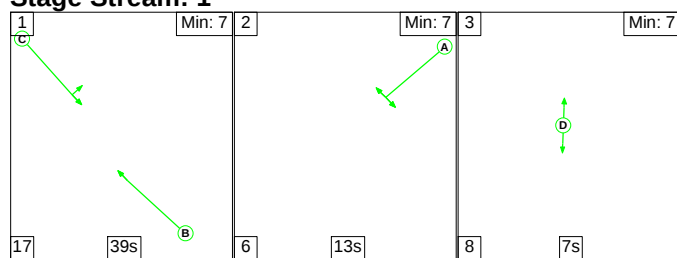
Signal Timings Diagram



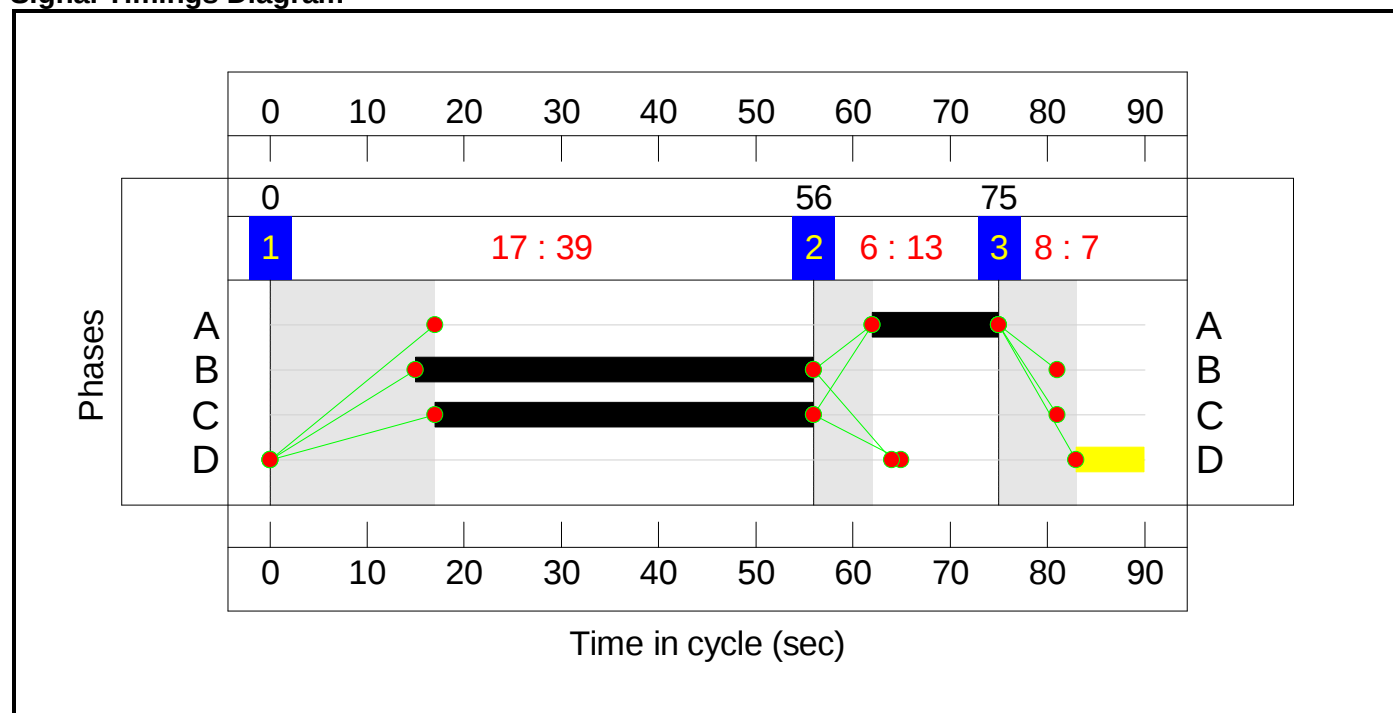
Network Results

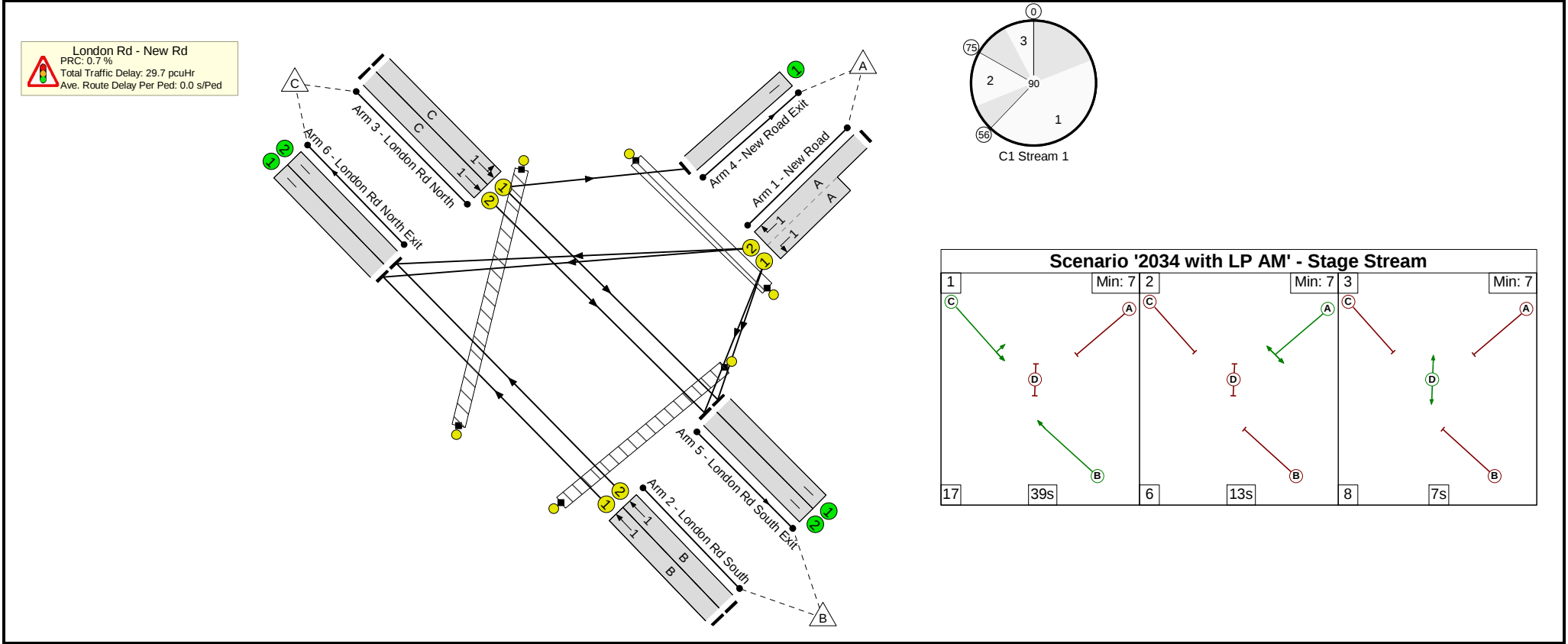
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
London Rd - New Rd	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
1/2+1/1	New Road Left Right	U	1	N/A	A		1	16	-	249	1676:1849	317+0	78.7 : 0.0%
2/1	London Rd South Ahead	U	1	N/A	B		1	38	-	503	1953	846	59.4%
2/2	London Rd South Ahead	U	1	N/A	B		1	38	-	489	1914	829	59.0%
3/1	London Rd North Left Ahead	U	1	N/A	C		1	36	-	624	1836	755	82.7%
3/2	London Rd North Ahead	U	1	N/A	C		1	36	-	656	1920	789	83.1%
4/1	New Road Exit	U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
5/1	London Rd South Exit	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
5/2	London Rd South Exit	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
6/1	London Rd North Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
6/2	London Rd North Exit	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%

[illegible]

Scenario 5: '2034 with LP AM' (FG5: '2034 with LP AM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Stream: 1****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	39	13	7
Change Point	0	56	75

Signal Timings Diagram



Network Results

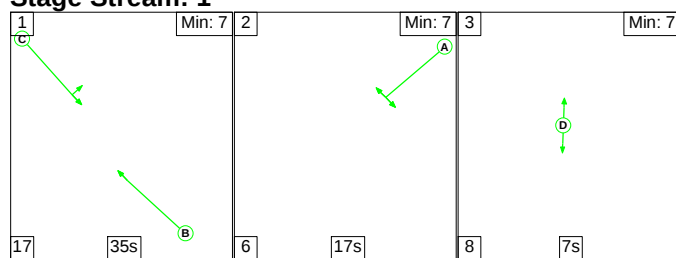
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
London Rd - New Rd	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/2+1/1	New Road Left Right	U	1	N/A	A		1	13	-	233	1676:1849	261+0	89.4 : 0.0%
2/1	London Rd South Ahead	U	1	N/A	B		1	41	-	597	1953	911	65.5%
2/2	London Rd South Ahead	U	1	N/A	B		1	41	-	581	1914	893	65.0%
3/1	London Rd North Left Ahead	U	1	N/A	C		1	39	-	712	1828	812	87.6%
3/2	London Rd North Ahead	U	1	N/A	C		1	39	-	751	1920	853	88.0%
4/1	New Road Exit	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
5/1	London Rd South Exit	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
5/2	London Rd South Exit	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
6/1	London Rd North Exit	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
6/2	London Rd North Exit	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%

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)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	17.7	12.0	0.0	29.7	-	-	-	-
London Rd - New Rd	-	-	0	0	0	17.7	12.0	0.0	29.7	-	-	-	-
1/2+1/1	233	233	-	-	-	2.4	3.4	-	5.8	89.5	5.7	3.4	9.1
2/1	597	597	-	-	-	3.1	0.9	-	4.0	24.1	11.4	0.9	12.4
2/2	581	581	-	-	-	3.0	0.9	-	3.9	24.1	11.0	0.9	11.9
3/1	712	712	-	-	-	4.5	3.3	-	7.8	39.6	16.0	3.3	19.3
3/2	751	751	-	-	-	4.8	3.4	-	8.2	39.3	17.1	3.4	20.5
4/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

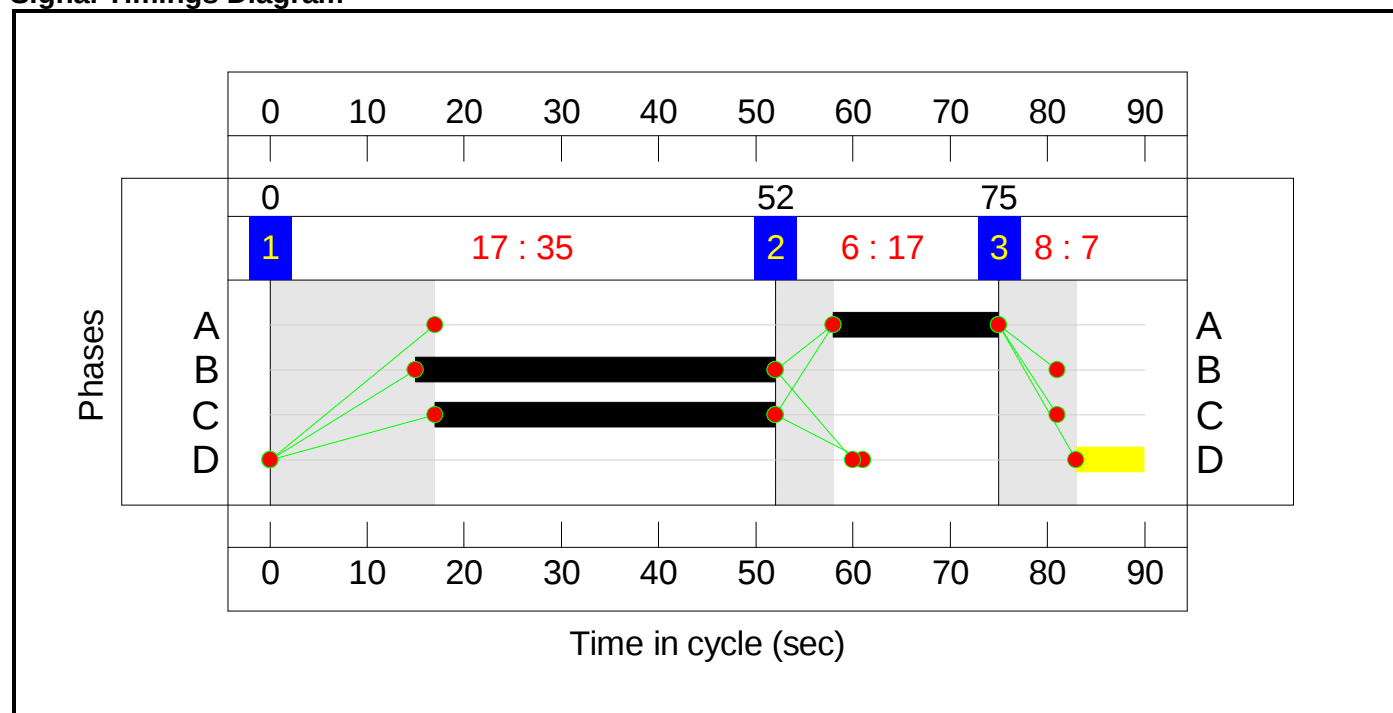
C1 Stream: 1 PRC for Signalled Lanes (%): 0.7
PRC Over All Lanes (%): 0.7

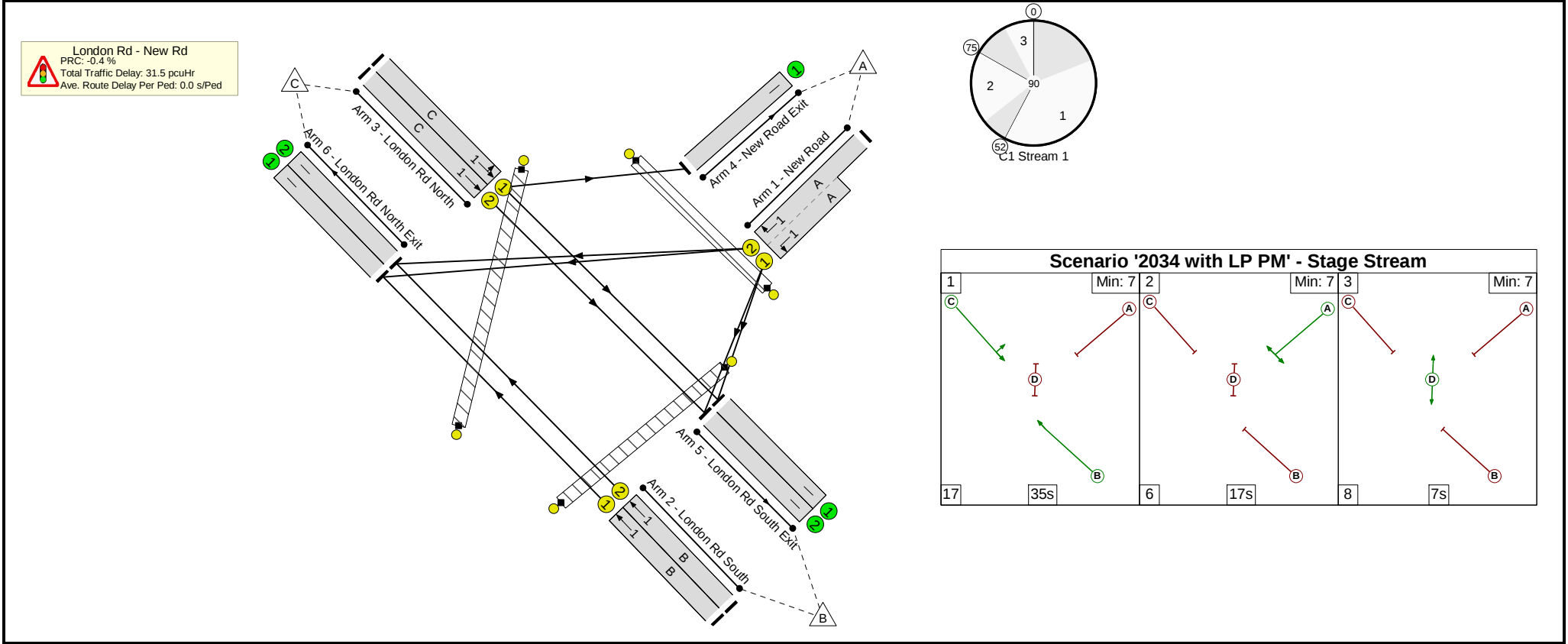
Total Delay for Signalled Lanes (pcuHr): 29.71
Total Delay Over All Lanes(pcuHr): 29.71

Cycle Time (s): 90

Scenario 6: '2034 with LP PM' (FG6: '2034 with LP PM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Stream: 1****Stage Timings****Stage Stream: 1**

Stage	1	2	3
Duration	35	17	7
Change Point	0	52	75

Signal Timings Diagram



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	-	-	N/A	-	-		-	-	-	-	-	-	90.4%
London Rd - New Rd	-	-	N/A	-	-		-	-	-	-	-	-	90.4%
1/2+1/1	New Road Left Right	U	1	N/A	A		1	17	-	303	1676:1849	335+0	90.4 : 0.0%
2/1	London Rd South Ahead	U	1	N/A	B		1	37	-	515	1953	825	62.5%
2/2	London Rd South Ahead	U	1	N/A	B		1	37	-	502	1914	808	62.1%
3/1	London Rd North Left Ahead	U	1	N/A	C		1	35	-	656	1833	733	89.5%
3/2	London Rd North Ahead	U	1	N/A	C		1	35	-	690	1920	768	89.8%
4/1	New Road Exit	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
5/1	London Rd South Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
5/2	London Rd South Exit	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
6/1	London Rd North Exit	U	N/A	N/A	-		-	-	-	666	Inf	Inf	0.0%
6/2	London Rd North Exit	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	D		1	7	-	0	-	0	0.0%

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	-	-	0	0	0	18.2	13.3	0.0	31.5	-	-	-	-
London Rd - New Rd	-	-	0	0	0	18.2	13.3	0.0	31.5	-	-	-	-
1/2+1/1	303	303	-	-	-	3.0	3.8	-	6.8	80.4	7.3	3.8	11.1
2/1	515	515	-	-	-	2.9	0.8	-	3.7	26.2	10.0	0.8	10.8
2/2	502	502	-	-	-	2.8	0.8	-	3.7	26.2	9.8	0.8	10.6
3/1	656	656	-	-	-	4.6	3.9	-	8.5	46.4	15.3	3.9	19.2
3/2	690	690	-	-	-	4.8	4.0	-	8.9	46.2	16.1	4.0	20.1
4/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalised Lanes (%): -0.4 Total Delay for Signalised Lanes (pcuHr): 31.48 Cycle Time (s): 90

PRC Over All Lanes (%): -0.4 Total Delay Over All Lanes(pcuHr): 31.48