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1. Introduction

As Kent Transport Model (KTM) custodian to Kent County Council (KCC), Jacobs developed the Medway Transport Model (MTM) in VISUM modelling software to support the required strategic modelling necessary to provide the evidence base for the Regulation 19 (Reg19) Local Plan consultation for Medway Council (MC). The MTM follows a standard sufficient for this purpose, with due regard to Transport Analysis Guidance (TAG) and was accepted by National Highways (NH), further details of the model development can be found in the supporting "Local Model Validation Report".

1.1 Context

The MTM was used as the basis for developing a 2041 Reference Case (RC) (e.g. without the LP) in which committed developments and infrastructure were modelled, in addition to adjusted background growth and a 2041 'DS' model (e.g. with the LP option) was developed to assess the proposed LP allocations, which was consulted upon as part of Reg18.

After Reg18 consultation in Autumn 2023, refinements were made to the LP strategy to develop the final Reg19 allocations. An interim assessment with the Reg19 LP allocations was developed to identify "hot spot" areas on the network that require mitigation as a result of the proposed LP, (further details on this methodology can be found in the "MedwayTransportModel_ForecastingReport_Reg19").

This analysis identified 12 junctions requiring further Local Junction Modelling, the locations of these are detailed below:

1. Four Elms Roundabout
2. Cornwallis Avenue / Yokosuka Way
3. Peninsula Way / Main Road Hoo
4. Peninsula Way / Dux Court Road
5. Peninsula Way / Ropers Lane
6. Sans Pareil Roundabout
7. A2 / High Street / Station Road / Canal Road
8. Pier Road / Pegasus Way
9. Pier Road / Gillingham Gate
10. Dock Road / Middle Street
11. M2 Junction 4
12. Union Street / Best Street

1.2 Technical Note Purpose

The purpose of this Technical Note (TN) is to outline the performance of the twelve junctions identified above when assessed in Local Junction Modelling software in terms of the following:

- 2041 Reference Case
- 2041 Do Something

This technical note delves into the analysis of junction behaviour and performance within a specific network. The junction modelling results offer valuable insights into:

1. Operational characteristics
2. Capacity limitations
3. Efficiency metrics

4. Potential bottlenecks

These findings equip engineers and planners with crucial information to make data-driven decisions. By leveraging this understanding, they can implement targeted optimisations to enhance the overall system's performance and reliability.

The analysis serves as a foundation for strategic improvements, potentially leading to:

- Reduced congestion
- Improved traffic flow
- Enhanced safety measures
- Optimised resource allocation

This approach to junction analysis contributes significantly to the broader goal of creating more efficient and resilient networks.

The model's input parameters were derived from measurements taken from the CAD drawings. This approach ensures accuracy in representing the junctions' geometric characteristics and operational features.

The results summary tables for each junction refer to the following three traffic performance indicators:

- Queue Length. For roundabouts, this is the average queue length across the hour for that approach. For signalised junctions, this is the longest queue that occurs when or just after the signals on an approach go green. Due to the differences in how signalised and roundabout queue lengths are reported, reported queues at signalised junctions tend to be greater than at roundabouts.
- Delay. The is the average delay per vehicle in seconds. Any time a vehicle travels below the driver's desired speed is considered as delay.
- Ratio of Flow to Capacity (RFC): This is the proportion of an approach's capacity that is being used by traffic. An RFC of 0.5 means half the capacity is being used by traffic while an RFC of 1.0 means an approach's capacity is fully utilised.

Delays and queue lengths are reported in Passenger Car Units (PCUs). A PCU is a measure of a vehicle's road space occupancy based on a typical car. A car has a PCU of 1, while a bus has a PCU of 2, meaning it occupies twice as much road space as a car.

2. Four Elms Roundabout

2.1 Existing Layout

The Four Elms roundabout is in the Wainscott part of Rochester and forms the junction of the A228 Four Elms Road / A289 / B2108 Hoo Road. The A289 is a key route from the M2 into Chatham, while the A228 is the main access to the Hoo Peninsula. The existing roundabout configuration was modelled using Junctions 10 software. Figure 2-1 illustrates the current layout, which comprises:

- Four-arm, non-signalised roundabout: This roundabout serves as the critical junction, managing traffic flow from four different directions without the use of traffic signals. The absence of signals means that traffic flow is governed by standard roundabout rules, where entering vehicles yield to those already in the roundabout.
- Multiple lane approaches: Each of the four approaches to the roundabout features either two or three lanes. This multi-lane design is typically implemented to increase capacity and reduce queuing, allowing for more efficient traffic flow, especially during peak hours.
- Dedicated filter lane: A specific lane is provided to allow direct movement from Four Elms Hill to Wulfere Way, bypassing the main roundabout. This filter lane is an important feature for traffic management, as it reduces the volume of vehicles entering the roundabout, potentially easing congestion for other movements.

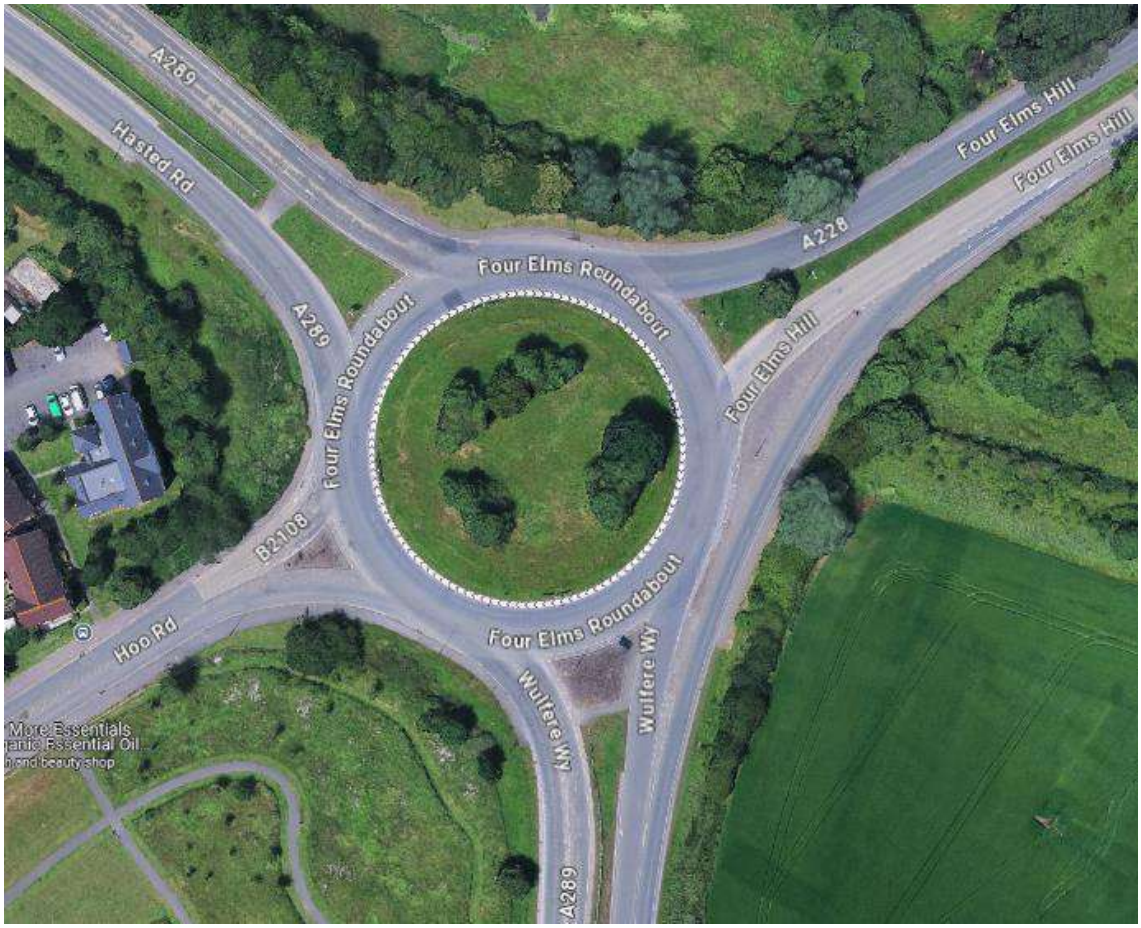


Figure 2-1: Existing Roundabout Layout – Four Elms Roundabout

2.1.1 Results Summary - Existing

The results in Table 2-1 below include testing the 2024 Base and 2041 Reference Case scenario flows. Full results are located in Appendix A.

Table 2-1: Four Elms Results Summary - Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Base 2024						
Four Elms Hill	3	8	0.72	1	4	0.53
Wulfere Way	4	8	0.79	4	7	0.78
Hoo Road	2	14	0.61	1	11	0.56
A289 Hasted Road	2	5	0.69	2	5	0.66
Reference Case Demand 2041						
Four Elms Hill	2	5.	0.69	3	7	0.75
Wulfere Way	2	6	0.65	2	5	0.62
Hoo Road	2	16	0.68	2	13	0.62
A289 Hasted Road	149	>300	>1.00	229	>300	>1.00

The Reference Case Demand scenario reveals a significant shift in performance, particularly for the A289 Hasted Road. This approach exceeds capacity (RFC > 1) in both peak periods, with substantial increases in queue lengths and delays. The other three approaches maintain operations within capacity, albeit with slight increases in RFC and delays.

2.2 Proposed Layout

The proposed design introduces modifications to the existing roundabout, aiming to improve traffic flow and safety. Key features of the proposed layout include:

1. Signalisation: Traffic signals will be installed on three approaches:
    - A289
    - Four Elms Hill
    - Wulfere Way
2. Filter Lanes: Each of these three approaches will incorporate a dedicated filter lane to facilitate left turns, enhancing traffic efficiency.
3. Hoo Road Reconfiguration: The design repositions Hoo Road as a priority exit from Wulfere Way, situated before the signalised roundabout entry.

Figure 2-2 provides a visual representation of this redesigned layout. Full design details can be found in Appendix B.

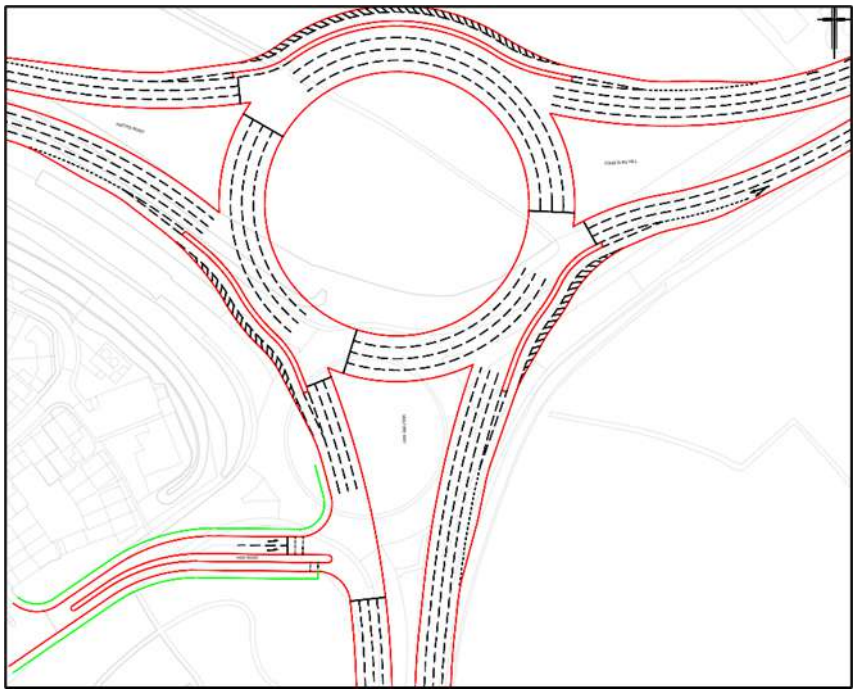


Figure 2-2: Proposed Layout – Four Elms

2.2.1 Results Summary - Proposed

The results in Table 2-2 below include testing of the Do Something scenario flows with the proposed mitigation measures. The Reference Case scenario has not been reported. Full results are located in Appendix A.

Table 2-2: Four Elms Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Four Elms Hill	12	4	0.74	13	4	0.76
Wulfere Way	17	5	0.83	15	5	0.81
Hoo Road	10	5	0.68	11	5	0.72
A289 Hasted Road	11	4	0.76	11	4	0.77

This summary shows the junction performance for the Do Something with mitigation. The analysis focuses on Queue, Total Delay, and RFC for four approaches: Four Elms Hill, Wulfere Way, Hoo Road, and A289 Hasted Road.

The Do Something proposed scenario presents more reasonable results across all approaches compared to the Reference Case without mitigation. Notably, it resolves the over-capacity issue on Wulfere Way, reducing RFC to 0.83 (AM) and 0.81 (PM). All approaches now operate within capacity, with RFC ranging from 0.68 to 0.83.

In conclusion, the proposed layout addresses the critical A289 Hasted Road issues identified in the existing layout's future scenarios, with the Do Something with mitigation showing to offer a more balanced and sustainable solution across all approaches. It effectively mitigates the over- capacity issues seen in Reference Case while maintaining improved performance compared to the existing layout's projected future performance.

3. A228 Peninsula Way / Main Road Hoo (J1)

3.1 Existing Layout

The A228 Peninsula Way / Main Road Hoo is located to the north of Chatham. The A228 is the main access route to the Hoo peninsula, while Main Road Hoo connects the A228 with the village of Hoo. Dunnock Drive provides access to a residential neighbourhood. The existing roundabout configuration was modelled using Junctions 10 software. Figure 3-1 illustrates the current layout, which comprises:

- Peninsula Way: This road is designed as a dual carriageway, providing multiple lanes in each direction. This type of road design typically allows for higher traffic capacity and smoother flow of vehicles entering and exiting the roundabout.
- Main Road Hoo: This approach is primarily a single lane road. However, it features a flare on the approach to the roundabout. A flare is a widening of the road near the roundabout entry, allowing more vehicles to queue side-by-side. This design can increase the capacity of the approach, reducing congestion during peak hours.
- Dunnock Drive: Similar to Main Road Hoo, Dunnock Drive is also a single lane road with a flare on the approach to the roundabout. The flare serves the same purpose of increasing capacity at the roundabout entry point.



Figure 3-1: Existing Roundabout Layout – A228 Peninsula Way / Main Road Hoo

3.1.1 Results Summary - Existing

The results in Table 3-1 below include testing of the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 3-1: A228 Peninsula Way / Main Road Hoo Results Summary – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
A228 Peninsula Way (n)	2	5	0.67	4	8	0.80
Main Road Hoo	3	28	0.73	0	0	0
A228 Peninsula Way (s)	114	162	>1.0	25	41	0.97
Dunnock Drive	0	0	0	0	0	0
Do Something 2041						
A228 Peninsula Way (n)	192	>300	>1.0	402	>300	>1.0
Main Road Hoo	873	>300	>1.0	518	>300	>1.0
A228 Peninsula Way (s)	1360	>300	>1.0	1519	>300	>1.0
Dunnock Drive	146	>300	>1.0	70	>300	>1.0

Table 3-1 above gives a comparison between the Reference Case 2041 and Do Something 2041 scenarios and reveals significant changes in predicted results. In the Reference Case 2041, the AM peak shows moderate congestion, primarily on A228 Peninsula Way (south) with a queue of 114 PCUs and a 162 second delay. Main Road Hoo experiences some queuing, while other roads have minimal impact. The PM peak in this scenario sees reduced congestion overall, with A228 Peninsula Way (south) still experiencing the highest, albeit decreased, impact.

Whilst the Do Something 2041 scenario presents a considerably worsened predicted results, both AM and PM peaks exhibit congestion across all roads, with delays exceeding 300 seconds universally. RFC values at or above capacity (>1.0) are observed for all roads, indicating significant over capacity. A228 Peninsula Way (south) has the most congestion in both peaks, while Main Road Hoo shows an increase in queue length and RFC, especially during the AM peak.

3.2 Proposed Layout

The new design proposal transforms the existing roundabout into a more structured traffic management solution. Key features of this redesign include:

1. Four-Arm Signalised Junction: The roundabout has been reconfigured into a four-way junction controlled by traffic signals.

Dedicated Slip Road: A new slip road has been incorporated, facilitating direct movement from Main Road to the A228. Figure 3-2 provides a visual representation of this updated layout. Full design details can be found in Appendix B.

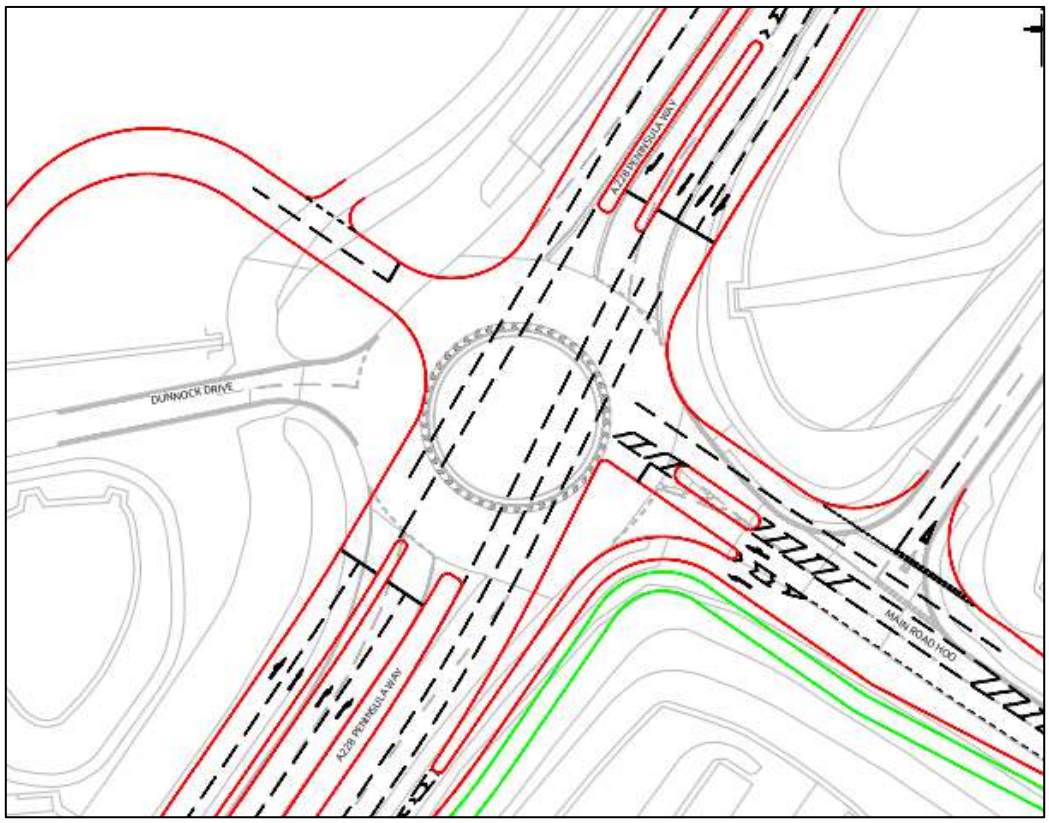


Figure 3-2: Proposed Layout – A228 Peninsula Way / Main Road Hoo

3.2.1 Results Summary – Proposed

The results in Table 3-2 below include testing of the Do Something Flow scenarios. Full results are located in Appendix A.

Table 3-2: A228 Peninsula Way / Main Road Hoo Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Dunnock Drive	11	7	0.90	7	5	0.89
Peninsula Way (e)	33	10	0.90	31	10	0.90
Main Road Hoo	1	1	0.54	1	1	0.38
Peninsula Way (w)	18	13	0.89	18	13	0.88

The comparison between the Do Something 2041 with the exiting layout and the proposed layout reveals a benefit compared to existing layout in predicted results. All four locations in the existing layout, experience congestion with queue lengths exceeding 300 seconds and RFC values at or above capacity (>1.0) throughout. A228 Peninsula Way (south) and Main Road Hoo face high queues, with 1360 and 873 PCUs respectively in the AM peak.

The Do Something scenario, shows significantly improved traffic results. Queue lengths are drastically reduced, with the highest being 33 PCUs on Peninsula Way (east) in the AM peak. Total delays are substantially lower, ranging from 1 to 13 seconds. The RFC is below 1 for all locations, with the highest at 0.90 for Dunnock Drive in the AM peak.

This comparison suggests that the Proposed Layout offers a considerable improvement over the Do Something scenario using the existing layout. It appears that the mitigation reduces queues and delays while keeping all the junction within capacity. The most notable improvements are seen on Main Road Hoo and Peninsula Way, which show manageable queue lengths and RFC compared to the predicted congestion in the first scenario.

4. A228 Peninsula Way / Dux Court Road / Bell's Lane (J2)

4.1 Existing Layout

The A228 Peninsula Way / Dux Court Road / Bell's Lane is located to the north of Chatham. The A228 is the main access route to the Hoo peninsula, while Bell's Lane connects the A228 with the village of Hoo. Dunnock Drive provides from the A228 to the village of High Halstow. The existing roundabout configuration was modelled using Junctions 10 software. Figure 4-1 illustrates the current layout, which comprises:

- Four-arm, non-signalised roundabout: This indicates that the roundabout has four entry/exit points and operates without traffic signals. Non-signalised roundabouts rely on driver judgment and the 'give way' rule for traffic flow management.
- A228 dual carriageway: The A228 road approaching the roundabout is a dual carriageway. This typically means it has two lanes in each direction, separated by a central reservation or median. Dual carriageways generally allow for higher traffic capacity and smoother flow compared to single-lane roads.
- Bells Lane and Dux Court Road: These are single-lane roads approaching the roundabout. Single-lane roads have one lane for each direction of travel.
- Flared approaches: Both Bells Lane and Dux Court Road feature a flare on their approach to the roundabout. A flare is a widening of the road near the roundabout entry, allowing more vehicles to queue side-by-side. This design feature can significantly increase the entry capacity of the roundabout, reducing queues and delays during peak traffic periods.



Figure 4-1: Existing Roundabout Layout – A228 Peninsula Way / Dux Court Road / Bell's Lane

4.1.1 Results Summary - Existing

The results in Table 4-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 4-1: A228 Peninsula Way / Dux Court Road / Bell's Lane – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Dux Court Road	0	0	0	0	21	0.04
A228 Peninsula Way (e)	13	24	0.93	259	>300	>1.0
Bells Lane	152	>300	>1.0	123	>300	>1.0
A228 Peninsula Way (w)	114	154	>1.0	72	102	>1.0

In the Reference Case 2041, the predicted results appear manageable on all approaches. Dux Court Road shows minimal impact with low RFC values and delays. A228 Peninsula Way (east) experiences slight congestion in the PM peak with an RFC of 0.74. Bells Lane sees moderate delays, particularly in the PM peak with 21 seconds of delay. A228 Peninsula Way (west) maintains relatively stable conditions in both peaks with RFC values of 0.77 in the AM peak and 0.70 in the PM peak.

The Do Something 2041 scenario, however, presents a significant disbenefit at the junction. Dux Court Road remains largely unaffected, but the other three approaches show substantial increases in delay, queues and RFC.

A228 Peninsula Way (east) sees an increase in the PM peak, with queue lengths rising from 3 to 259 PCUs, delay exceeding 300 seconds, and RFC increasing to over 1.0, indicating over capacity.

Bells Lane experiences capacity issues in both peaks, with queue lengths of 152 and 123 PCUs in the AM and PM peaks respectively, delays exceeding 300 seconds, and RFC values of over 1.0 for both peaks, suggesting significant over capacity.

A228 Peninsula Way (west) also shows considerable disbenefits, with increased queue lengths, delays, and RFC values exceeding 1.0 in both peaks.

This comparison indicates that the proposed changes in the Do Something scenario would likely lead to substantial negative impacts on traffic flow and capacity in the area, potentially resulting in congestion during peak hours, particularly on Bells Lane and both sections of A228 Peninsula Way.

4.2 Proposed Layout

The proposed mitigation strategy for the roundabout focuses on capacity improvement through targeted infrastructure modification. Key aspects of this enhancement include:

1. Lane Addition: An extra lane is to be incorporated on the A228 Peninsula (W) approach.

Full design details can be found in Appendix B.

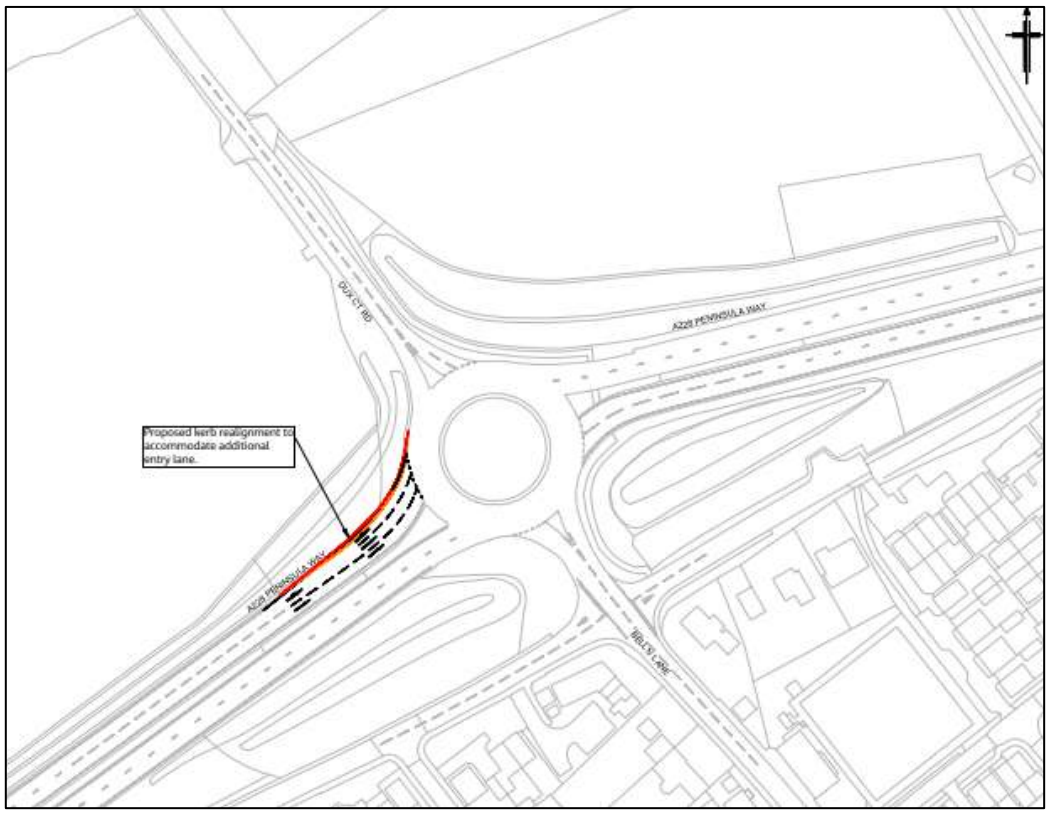


Figure 4-2: Proposed Layout – A228 Peninsula Way / Main Road Hoo

4.2.1 Results Summary – Proposed

The results in Table 4-2 below include testing of the Do Something flow scenario. Full results are located in Appendix A.

Table 4-2: A228 Peninsula Way / Dux Court Road / Bell's Lane Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Dux Court Road	0	0	0	0	9	0.02
A228 Peninsula Way (e)	4	7	0.79	13	22	0.93
Bells Lane	1	8	0.58	2	10	0.63
A228 Peninsula Way (w)	15	22	0.94	11	17	0.92

The biggest differences are observed in the Do Something 2041 scenarios. The existing Do Something scenario predicts over capacity issues, with RFC values exceeding 1.0 at multiple approaches and delays over 300 seconds for Bells Lane and A228 Peninsula Way (east) in the PM peak.

The Proposed Layout for Do Something 2041 shows predicted results being within capacity. Dux Court Road remains largely unaffected in both scenarios. A228 Peninsula Way (east) sees a significant improvement, with queue lengths reduced from 259 to 13 PCUs in the PM peak, and delay decreased from over 300 seconds to 22 seconds. Bells Lane shows the most improvement, with queue lengths reduced from 152 and 123 PCUs to just 1 and 2 PCUs in AM and PM peaks respectively. Delays are reduced from over 300 seconds to single digits. A228 Peninsula Way (west) also sees significant improvements, with queue lengths and delays considerably reduced, and RFC values brought below 1.0.

5. A228 Peninsula Way / Roper's Lane / Ratcliffe Highway (J3)

5.1 Existing Layout

The A228 Peninsula Way / Roper's Lane / Ratcliffe Highway is located to the north of Chatham. The A228 is the main access route to the Cliffe peninsula, while Roper's Lane connects the A228 to an industrial estate and business park. Ratcliffe Highway provides access to an industrial estate. The existing roundabout configuration was modelled using Junctions 10 software. Figure 5-1 illustrates the current layout, which comprises:

- Four-arm, non-signalised roundabout: This roundabout features four entry and exit points, one for each approaching road. The term "non-signalised" indicates that there are no traffic lights controlling the flow. Instead, traffic is regulated by standard roundabout rules, where entering vehicles yield to those already in the circulatory roadway.
- A228 (w) dual carriageway: The western approach of the A228 is a dual carriageway. This typically means it has two lanes in each direction, separated by a central reservation or median. Dual carriageways generally allow for higher traffic volumes and faster speeds, making this approach likely the primary route feeding into the roundabout.
- Ratcliffe Highway and Ropers Lane: These two roads are single lane approaches to the roundabout. This means they have one lane for each direction of travel as they near the junction.
- Flared approaches: Both Ratcliffe Highway and Ropers Lane feature flared approaches to the roundabout. A flare is a widening of the road near the roundabout entry, allowing more vehicles to queue side-by-side. This design element can significantly increase the entry capacity of the roundabout, reducing queues and delays during peak traffic periods.



Figure 5-1: Existing Roundabout Layout – A228 Peninsula Way /Roper's Lane /Ratcliffe Highway

5.1.1 Results Summary - Existing

The results in Table 5-1 below include testing of the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 5-1: A228 Peninsula Way /Roper's Lane /Ratcliffe Highway – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Ratcliffe Highway	0	0	0	0	0	0
A228 Peninsula Way (e)	2	6	0.59	1	4	0.46
Ropers Lane	0	8	0.24	6	42	0.85
A228 Peninsula Way (w)	2	5	0.62	2	8	0.66
Do Something 2041						
Ratcliffe Highway	0	0	0	0	0	0
A228 Peninsula Way (e)	216	>300	>1.0	4	11	0.78
Ropers Lane	254	>300	>1.0	626	>300	>1.0
A228 Peninsula Way (w)	5	8	0.82	7	14	0.87

For the Reference Case 2041, traffic flow is generally within capacity on all approaches. Ratcliffe Highway shows no impact in both AM and PM peaks. A228 Peninsula Way (east) experiences no capacity issues, as the AM peak has an RFC of 0.59 as does Ropers Lane in the AM. Ropers Lane in the PM sees this go up with a delay of 42 seconds and an RFC of 0.85. A228 Peninsula Way (west) maintains being within capacity in both peaks with RFC values of 0.62 and 0.66 in the AM and PM peaks respectively.

The Do Something 2041 scenario, however, presents a capacity issues for two of the approaches. Ratcliffe Highway remains unaffected, but other locations show substantial increases in congestion:

A228 Peninsula Way (east) sees an increase in the AM peak, with queue length rising from 2 to 216 PCUs, delay exceeding 300 seconds, and RFC increasing to over 1.0, indicating over capacity. However, in the PM peak conditions remain within capacity.

Ropers Lane experiences capacity issues in both peaks, with queue lengths of 254 and 626 PCUs in the AM and PM peaks respectively, delays exceeding 300 seconds, and RFC values of over 1.0 for both peaks, suggesting significant over capacity.

A228 Peninsula Way (west) shows a moderate increase in the ratio of flow to capacity, but remains below capacity with RFC values of 0.82 and 0.87 in AM and PM peaks respectively.

5.2 Proposed Layout

The proposed enhancements for the roundabout present two configurations, each aimed at improving traffic flow and capacity as shown in **Figure 5-2** and **Figure 5-3**.

Full design details can be found in Appendix B.

Option 1:

1. Ratcliffe Highway (N) Expansion:
    - Additional lane on entry
    - Additional lane on exit

2. Ropers Lane Enhancement:
    - New segregated left turn lane connecting to A228 westbound

Option 2:

1. Ratcliffe Highway (N) Expansion:
    - Identical to Option 1 (additional entry and exit lanes)
2. Ropers Lane Modification:
    - Additional lane (instead of the segregated left turn)

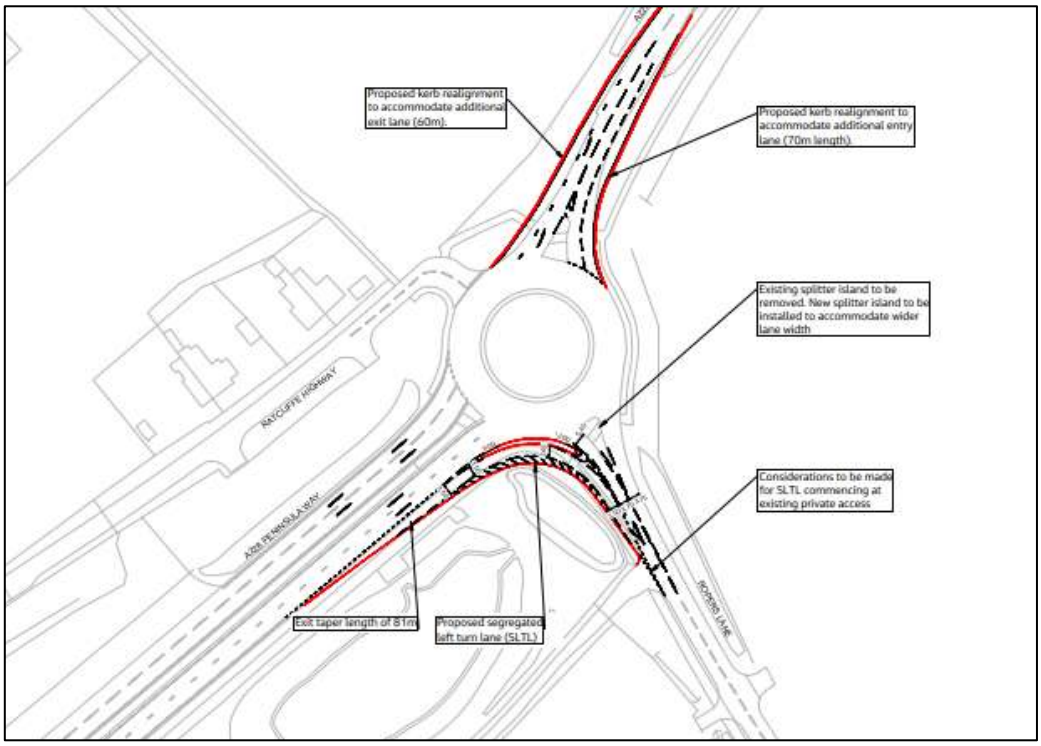


Figure 5-2: Proposed Layout – A228 Peninsula Way / Main Road Hoo – Option 1

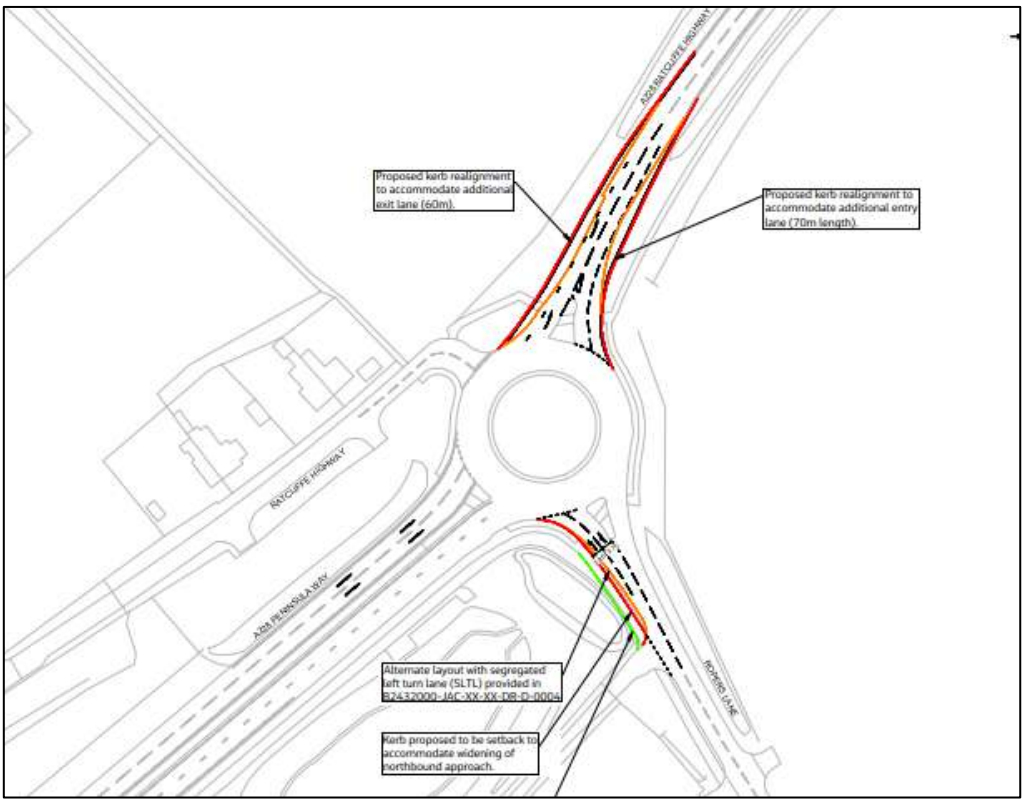


Figure 5-3: Proposed Layout – A228 Peninsula Way / Main Road Hoo – Option 2

5.2.1 Results Summary – Proposed Option 1

The results in Table 5-2 below include testing of the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 5-2: A228 Peninsula Way /Roper's Lane /Ratcliffe Highway Results Summary – Proposed Option 1

Proposed Layout – Option 2	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Ratcliffe Highway	0	0	0	0	0	0
A228 Peninsula Way (e)	9	22	0.90	2	5	0.63
Ropers Lane	1	6	0.52	3	12	0.77
A228 Peninsula Way (w)	5	9	0.84	2	5	0.68

The most notable differences are observed in the Do Something 2041 scenarios. The original Do Something scenario showed capacity issues, especially on A228 Peninsula Way (east) and Ropers Lane. In contrast, the Proposed Layout – Option 1 for Do Something 2041 shows significantly better traffic management:

A228 Peninsula Way (east) sees an improvement in the AM peak, with queue length reduced from 216 to 9 PCUs, delay decreased from over 300 seconds to 22 seconds, and RFC lowered from over 1.0 to 0.90. The PM peak also shows improvement.

Ropers Lane shows the most substantial improvement. In the AM peak, queue length is reduced from 254 to 1 PCU, delay from over 300 seconds to 6 seconds, and RFC from over 1.0 to 0.52. The PM peak sees an even more significant improvement, with queue length reduced from 626 to 3 PCUs, delay from over 300 seconds to 12 seconds, and RFC from over 1.0 to 0.77.

A228 Peninsula Way (west) maintains similar performance in both scenarios, with decreases in the ratio of flow to capacity in the Proposed Layout – Option 1.

Ratcliffe Highway remains unaffected in both scenarios.

5.2.2 Results Summary – Proposed Option 2

The results in Table 5-3 below include testing of the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 5-3: A228 Peninsula Way /Roper's Lane /Ratcliffe Highway Results Summary – Proposed Option 2

Proposed Layout – Option 2	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Ratcliffe Highway	0	0	0	0	0	0
A228 Peninsula Way (e)	9	22	0.90	2	5	0.63
Ropers Lane	0	5	0.02	0	5	0.07
A228 Peninsula Way (w)	5	9	0.84	2	5	0.68

The proposed layout in shows significant improvements over the existing layout, particularly in the Do Something 2041 scenario. For the Reference Case 2041, the proposed layout demonstrates reduced queue lengths and delays on A228 Peninsula Way (e) in both AM and PM peak periods. Ropers Lane sees slightly increased delays but significantly reduced queue lengths and RFC values. A228 Peninsula Way (w) shows minimal changes with slightly increased delays but similar queue lengths and RFC values.

The most notable improvements are observed in the Do Something 2041 scenario. A228 Peninsula Way (e) experiences drastically reduced queue lengths and delays, especially in the AM period, with delay times decreasing from over 300 seconds to 22 seconds. Ropers Lane shows remarkable improvements across all metrics, particularly in the PM period, where delay times are reduced from over 300 seconds to just 5 seconds. A228 Peninsula Way (w) also sees slight improvements in queue lengths and delays, with similar RFC values.

The proposed layout effectively addresses the major issues present in the existing layout, particularly for the Do Something 2041 scenario. It successfully reduces excessive queue lengths and delays, bringing all RFC values below 1.0, which indicates improved traffic flow and reduced congestion. The elimination of over-capacity situations (RFC >1.0) in the Do Something 2041 scenario is a key achievement of the proposed layout.

In conclusion, the proposed design appears to be a more efficient and effective traffic management solution compared to the existing layout, especially when considering future traffic growth scenarios. It offers substantial reductions in queue lengths and delay times, particularly at critical points like A228 Peninsula Way (e) and Ropers Lane, suggesting improved overall traffic performance and reduced congestion in the area. However, this is balanced with additional cost, it could be that Option 1 is delivered and monitored with Option 2 being delivered if issues continue.

6. Sans Pareil Roundabout (J4)

6.1 Existing Layout

The Sans Pareil Roundabout forms the junction of the A289, A228 Berwick Way and Wainscott Road. The A289 links the M2 with Chatham. The A228 Berwick Way provides access to Strood and Wainscott Road provides access to the village of Wainscott. The existing roundabout configuration was modelled using Junctions 10 software. Figure 6-1 illustrates the current layout, which comprises:

- Four-arm, non-signalised roundabout: This configuration indicates that the roundabout has four entry and exit points. The term "non-signalised" means that the roundabout operates without traffic lights or signals. Instead, it relies on established right-of-way rules and driver judgment to manage traffic flow. Typically, vehicles already in the roundabout have priority over those entering.
- A289 dual carriageway: The A289 road approaching the roundabout is a dual carriageway. Dual carriageways generally consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and smoother traffic flow compared to single-lane roads.
- Berwick Way dual carriageway: Similar to the A289, Berwick Way is also a dual carriageway approach to the roundabout. This suggests that both these roads are major routes carrying significant traffic volumes.



Figure 6-1: Existing Roundabout Layout – A228 Peninsula Way /Roper's Lane /Ratcliffe Highway

6.1.1 Results Summary - Existing

The results in Table 6-1 below include testing the of the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 6-1: Sans Pareil Roundabout- Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Wainscott Road	234	>300	>1.0	23	170	>1.0
Wulfere Way	0	2	0.18	0	2	0.17
Berwick Way	276	>300	>1.0	368	>300	>1.0
Frindsbury Hill	4	26	0.81	3	19	0.74
Do Something 2041						
Wainscott Road	121	>300	>1.0	87	>300	>1.0
Wulfere Way	1	3	0.31	0	2	0.26
Berwick Way	1134	>300	>1.0	1325	>300	>1.0
Frindsbury Hill	2	14	0.70	1	9	0.53

In the Reference Case 2041, capacity issues are evident at two locations. Wainscott Road experiences issues in the AM peak with a queue length of 234 PCUs, delay exceeding 300 seconds, and an RFC of over 1.0, indicating severe over capacity. The PM peak shows slightly better results, but still at capacity. Berwick Way faces severe capacity issues in both peaks, with queue lengths of 276 in the AM peak and 368 PCUs in the PM peak, delays exceeding 300 seconds, and RFC values of over 1.0 in both peaks. Frindsbury Hill shows that the approach is within capacity, while Wulfere Way remains relatively unaffected.

Within the Do Something 2041 scenario, Wainscott Road sees some improvement in the AM peak with reduced queue length (121 PCUs) and slightly lower RFC, however the RFC is still above 1.0but delays remain high. The PM peak shows a worsening of the capacity issues compared to the Reference Case.

Wulfere Way remains largely unaffected, with only slight increases in RFC values.

Berwick Way experiences a worsening of the capacity issues. Queue lengths increase from 1134 and 1325 PCUs in AM and PM peaks respectively, with delays still exceeding 300 seconds and RFC values rising to above 1.0 in both peaks.

Frindsbury Hill, shows predicted results to improve in both peaks, with reduced queue lengths, delays, and RFC values.

6.2 Proposed Layout

The proposed modifications to the existing roundabout incorporate significant enhancements to improve traffic flow and capacity as shown in Figure 6-2.

1. Increased Footprint: The overall size of the roundabout has been expanded.
2. A289 Enhancements:
    - Additional lanes added to improve capacity and traffic flow
3. Signalisation: Traffic signals have been introduced to manage traffic more effectively.
4. Bypass Lanes:

- A289 eastbound to Berwick Way: Dedicated filter/bypass lane
- Berwick Way to A289 westbound: Dedicated filter/bypass lane

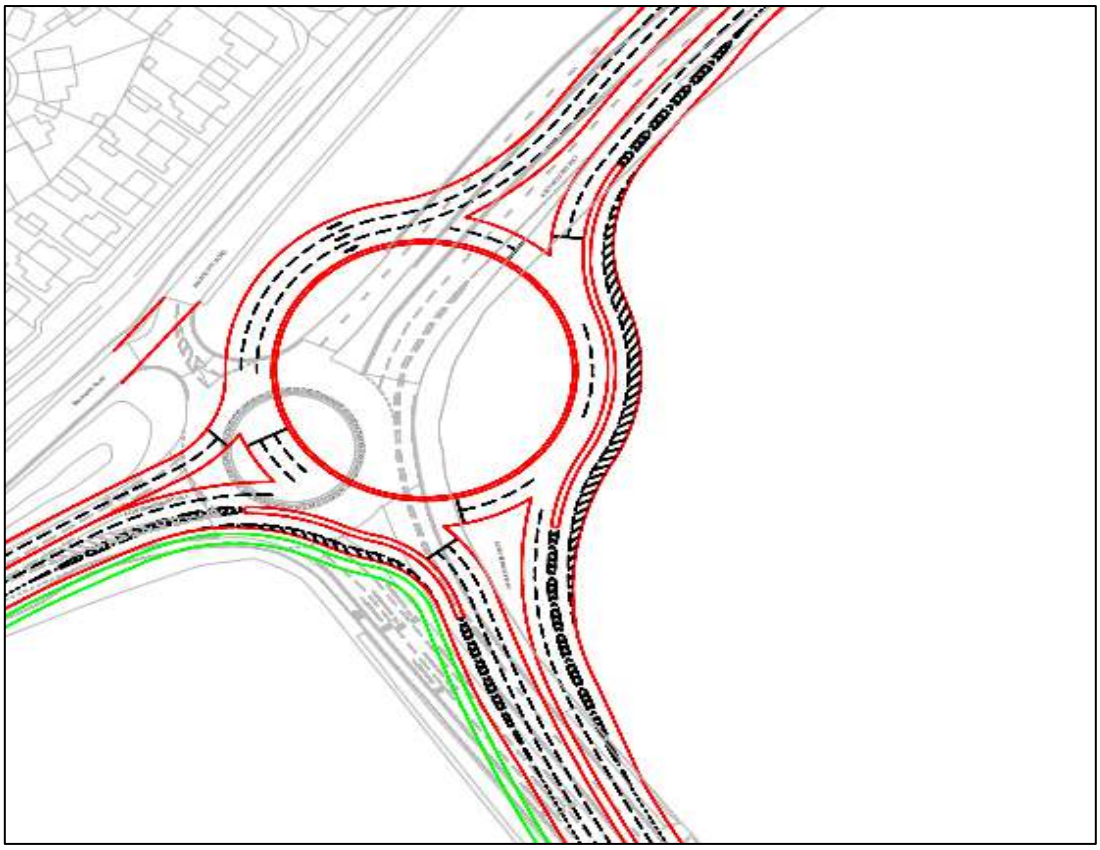


Figure 6-2: Proposed Layout – Sans Pareil Roundabout

6.2.1 Results Summary – Proposed Layout

The results in Table 6-2 below include testing of the Do Something Flow scenarios. Full results are located in Appendix A.

Table 6-2: Sans Pareil Roundabout Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Wainscott Road	5	4	0.84	4	3	0.80
Wulfere Way	7	3	0.74	6	3	0.75
Berwick Way	17	5	0.86	14	5	0.85
Frindsbury Hill	6	3	0.76	7	4	0.81

In the existing Do Something 2041 scenario, capacity issues are evident, particularly at Wainscott Road and Berwick Way. Both locations are predicted to experience queue lengths over 100 PCUs, delays exceeding 300 seconds, and RFC values well above 1.0, indicating severe over capacity.

Whilst looking at the Proposed Layout – Option 2 presents a significantly improved traffic situation, with Wainscott Road showing an improvement. Queue lengths are reduced from 121 to 5 PCUs in the AM peak and from 87 to 4 PCUs in the PM peak. Delays are reduced from over 300 seconds to just 4 and 3 seconds. The RFC is down to 0.84 and 0.80, well below the critical 1.0 threshold. Berwick Way queue lengths are

reduced from over 1000 PCUs to just 17 and 14 PCUs in AM and PM peaks respectively. Delays are reduced from over 300 seconds to 5 in the AM Peak and 5 seconds in the PM peak. The RFC is down from over 1.0 to 0.86 in the AM peak and 0.85 in the PM peak, indicating the junction is now operating within capacity.

Frindsbury Hill and Wulfere Way, which were within capacity in the existing layout, also show improvements or maintain good performance levels.

7. A2 High Street / Station Road (J5)

7.1 Existing Layout

The A2 High Street / Station Road junction is in Strood Town Centre. Station Road links the town centre with Stood station. The A2 High Street arm and Commercial Road (west) arms are part of the town centre one way system. The A2 Commercial Road (southeast) links Stood with Rochester. The existing signalised junction configuration was modelled using LinSig software. Figure 7-1 illustrates the current layout, which comprises:

- Three-arm signalised junction: This configuration indicates that the junction has three approaches controlled by traffic signals. A three-arm junction, also known as a T-junction or Y-junction, typically occurs where one road meets another at a point, rather than crossing it. The use of signals at this junction suggests it manages significant traffic volumes or addresses specific safety concerns.
- A2 (southeast) dual carriageway: The southeastern approach of the A2 road to the junction is a dual carriageway. Dual carriageways generally consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and typically smoother traffic flow compared to single-lane roads.



Figure 7-1: Existing Roundabout Layout – A2 High Street /Station Road

The LinSig model included the adjacent A2 High Street / Canal Street / Esplanade junction due to its proximity to the A2 High Street / Station Road junction which means signal timings need to be co-ordinated.

LinSig results have been reported for both the A2 High Street / Station Road and A2 High Street / Canal Street / Esplanade junctions

7.1.1 Results Summary - Existing

The results in Table 7-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 7-1: A2 High Street /Station Road – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041 - Junction 1 (NW)						
A2 (w)	13	6	0.76	15	7	0.78
Station Road (n)	16	4	0.67	21	6	0.77
A2 (e) (internal)	16	4	0.72	13.6	3	0.66
Reference Case 2041 – Junction 2 (SE)						
A2 (w) (internal)	8	2	0.59	14	3	0.65
Canal Road (n)	0	0	0.0	0	0	0.0
A2 (e)	27	7	0.82	19	5	0.68
Esplanade	-	-	-	-	-	-
Do Something 2041 – Junction 1 (NW)						
A2 (w)	21	10	0.91	24	12	0.94
Station Road (n)	25	8	0.86	32	13	0.94
A2 (e) (internal	25	9	0.92	21	7	0.87
Do Something 2041 – Junction 2 (SE)						
A2 (w) (internal)	18	4	0.74	17		0.80
Canal Road (n)	1	1	0.28	1	0	0.12
A2 (e)	35	10	0.90	25	6	0.78
Esplanade	-	-	-	-	-	-

The data presents a comparison between a Reference Case 2041 and a Do Something 2041 scenario for two junctions: Junction 1 (NW junction) and Junction 2 (SE junction).

For Junction 1 (NW junction): In the Reference Case 2041, the junction is within capacity. The A2 (west) and Station Road (north) show similar results in both peaks, with RFC ranging from 0.67 to 0.78. The A2 (east) performs slightly better in the PM peak.

In the Do Something 2041 scenario, there's a decrease in capacity. All approaches see increased queue lengths and delays. The RFC values rise, with A2 (west) reaching 0.94 in the PM peak and Station Road (north) at 0.94, indicating they're operating very close to capacity.

For Junction 2 (SE junction): In the Reference Case 2041 (as a roundabout), the A2 (east) experiences capacity issues, particularly in the AM peak with an RFC of 0.82. The A2 (west) performs well in both peaks. Canal Road shows no traffic, while Esplanade data is not provided.

In the Do Something 2041 scenario, the A2 (west) sees decreased capacity but remains within capacity. The A2 (east) experiences decreased capacity, particularly in the AM peak with an RFC of 0.90 and longer queues.

7.2 Proposed Layout

The proposed modifications to the junction focus on optimising traffic movement through targeted changes as shown in Figure 7-2.

Full design details can be found in Appendix B.

1. ASL Removal: The Advanced Stop Line has been eliminated from the design.
2. Station Road Lane Reallocation:
    - Previous: Right turn lane
    - New: Left turn only lane
3. Signal Timing Adjustment: The traffic signal phasing has been reconfigured to complement the new layout.

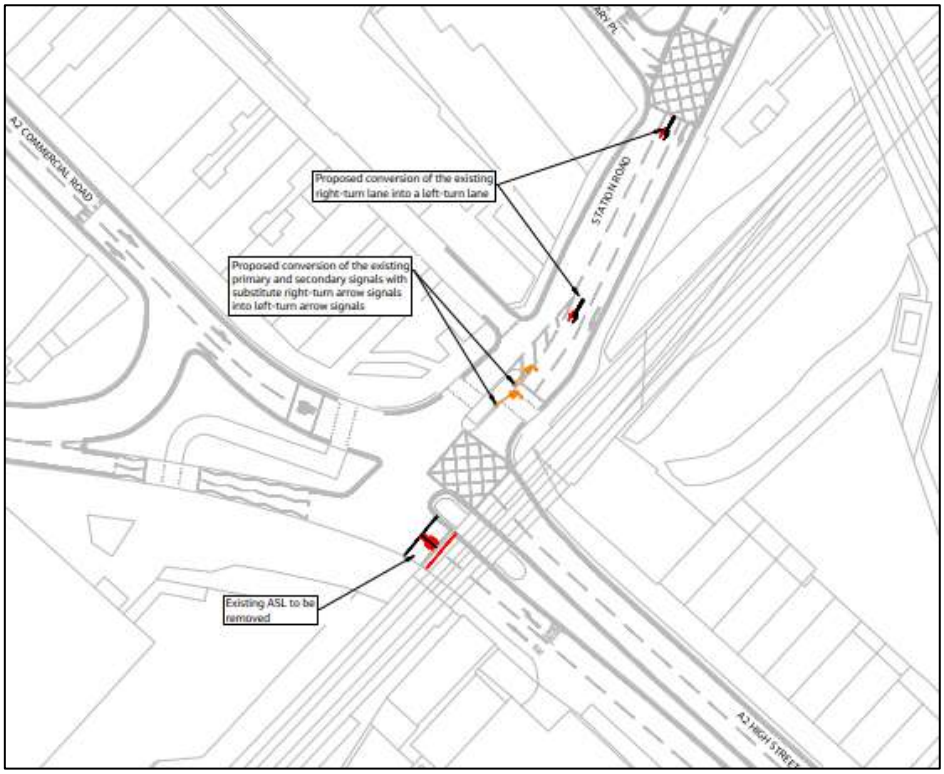


Figure 7-2: Proposed Layout – A2 High Street /Station Road

7.2.1 Results Summary – Proposed

The results in Table 7-2 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 7-2: A2 High Street /Station Road Roundabout Results Summary – Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041 – Junction 1 (A2/ Station Road NW)						
A2 (w)	16	6	0.75	18	7	0.77
Station Road (n)	9	3	0.46	10	3	0.48
A2 (e) (internal)	19	4	0.75	17	4	0.72
Do Something 2041 – Junction 2 (A2/ Canal Road/ Esplanade)						
A2 (w) (internal)	21	3	0.74	25	4	0.82
Canal Road (n)	1	1	0.28	1	0	0.12
A2 (e)	35	10	0.90	25	6	0.78
Esplanade	-	-	-	-	-	-

Comparing the Proposed Layout with the original scenarios reveals significant changes in traffic performance, particularly for Junction 1.

For Junction 1 (A2/ Station Road NW junction): In the Reference Case 2041, shows a worsening of the situation compared to the existing layout. While the A2 (west) performs better, both Station Road (north) and A2 (east) experience severe over capacity. Station Road's RFC increases from 0.67 (AM) and 0.77 (PM) to well over 1.0 in both peaks, and A2 (east) from 0.72 (AM) and 0.67 (PM) to also well over 1.0 in both peaks.

However, in the Do Something 2041 scenario, shows significant improvements. All approaches see increase in capacity to the existing layout. Notably, Station Road (north) improves from 0.86 (AM) and 0.94 (PM) RFC to 0.46 (AM) and 0.48 (PM), and A2 (east) from 0.92 (AM) and 0.87 (PM) to 0.75 (AM) and 0.72 (PM) RFC.

For Junction 2 (A2/ Canal Road/ Esplanade SE junction), the Reference Case 2041, maintains similar performance to the existing layout for A2 (east), while A2 (west) shows improved conditions.

In the Do Something 2041 scenario, presents similar results to the existing layout for A2 (east) and Canal Road. However, A2 (west) experiences slightly decreased capacity, particularly in the PM peak.

Overall, the Proposed Layout presents a mixed results. It improves Junction 1's performance in the Do Something scenario, effectively addressing the near-capacity operations seen in the existing layout. However, it introduces issues at Junction 1 under the reference case conditions.

8. Union Street / Best Street (J6)

8.1 Existing Layout

Union Street / Best Street is in Chatham Town Centre. The Brook links the town centre with the historic dockyard area. The A2 links Chatham with Strood and Rochester to the west and Gillingham and Rainham to the west. Best Street and High Street serve the town centre area. The existing signalised priority configuration was modelled using LinSig software. Figure 8-1 illustrates the current layout, which comprises:

- Three-arm signalised junction: This configuration indicates that the intersection has three approaches controlled by traffic signals. A three-arm junction, also known as a T-junction, typically occurs where one road meets another at a point, rather than crossing it. The use of signals at this junction suggests it manages significant traffic volumes or addresses specific safety concerns.
- Slip lane /give way from The Brook onto A2 eastbound: This feature allows traffic from The Brook to merge onto the A2 eastbound without necessarily stopping at the traffic signals. A slip lane, also known as a filter lane or turn lane, is designed to improve traffic flow by allowing vehicles to bypass the main intersection. The giveway (yield) requirement means that vehicles using this lane must yield to traffic already on the A2 before merging.
- A2 dual carriageway: The A2 road at this junction is a dual carriageway. Dual carriageways typically consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and generally smoother traffic flow compared to single-lane roads.
- The Brook dual carriageway: The Brook, which intersects with the A2 at this junction, is also a dual carriageway. This suggests that The Brook is also a significant route carrying substantial traffic volumes.



Figure 8-1: Existing Roundabout Layout – Union Street / Best Street

The LinSig model included the adjacent The Brook / Slicketts Hill junction due to its proximity to the Union Street / Best Street junction which means signal timings need to be co-ordinated. LinSig results have been reported for all four of these nearby junctions.

8.1.1 Results Summary - Existing

The results in Table 8-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 8-1: A2 Union Street / Best Street - Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041 - Junction 1 A2 / Union Street						
A2 (w)	17	5	0.65	14	5	0.65
Union Street	5	2	0.56	7.2	3	0.75
A2 (e)	12	6	0.76	13	6	0.79
Reference Case 2041 – Junction 2 Union Street / Best Street						
Best Street	2	2	0.30	5	3	0.35
The Brook	6	1	0.50	0	1	0.34
Union Street	5	1	0.30	8	1	0.35
Reference Case 2041 – Junction 3 The Brook / High Street						
The Brook (n)	3	1	0.41	3	1	0.42
High Street	0	0	0.0	0	0	0.0
The Brook (s)	1	0	0.24	2	0	0.20
Reference Case 2041 – Junction 4 The Brook / Slicketts Hill						
The Brook	6	1	0.34	8	2	0.39
Slicketts Hill	0	0	0.0	1	0	0.13
The Brook	1	0	0.28	3	1	0.30
Do Something 2041 - Junction 1 A2 / Union Street						
A2 (w)	20	7	0.75	18	7	0.79
Union Street	5	2	0.63	11	5	0.86
A2 (e)	15	7	0.83	7.1	2	0.36
Do Something 2041 – Junction 2 Union Street / Best Street						
Best Street	3	2	0.37	6	4	0.43
The Brook	0	0	0.18	7	0	0.43
Union Street	6	1	0.32	9	1	0.39
Do Something 2041 – Junction 3 The Brook / High Street						
The Brook (n)	3	2	0.45	5	2	0.56
High Street	0	0	0.0	0	0	0.0
The Brook (s)	1	0	0.27	3	1	0.19
Do Something 2041 – Junction 4 The Brook / Slicketts Hill						
The Brook	8	2	0.39	11	3	0.50
Slicketts Hill	0	0	0.0	1	0	0.15
The Brook	1	0	0.31	3	0	0.23

The results presented in Table 8-1 offer an assessment of the four signalised junctions' performance under future traffic conditions. The analysis encompasses both the 2041 Reference Case and the Do Something scenario, providing robust results into the junction's long-term viability.

In both scenarios, the junction demonstrates robust performance, operating well within its designed capacity. This indicates that the current configuration and signal timing strategies are sufficiently resilient to accommodate projected traffic growth through 2041.

Given these positive outcomes, the analysis concludes that no further mitigation measures are required for this junction.

9. Pier Road / Pegasus Way (J7)

9.1 Existing Layout

Pier Road / Pegasus Way is in Gillingham near to Gillingham Marina. Pier Road links Gillingham with Wainscott and the M2 to the west and Rainham to the east. Pegasus Way serves a residential area. The existing signalised priority junction was modelled using LinSig software. Figure 9-1 illustrates the current layout, which comprises:

- Three-arm signalised junction: This configuration indicates that the intersection has three approaches controlled by traffic signals. A three-arm junction, typically T-shaped, occurs where one road meets another at a point, rather than crossing it. The use of signals at this junction suggests it manages significant traffic volumes or addresses specific safety concerns.
- Slip lane/ give way from Pier Road onto Pegasus Way northbound: This feature allows traffic from Pier Road to merge onto Pegasus Way northbound without necessarily stopping at the traffic signals. A slip lane, also known as a filter lane or turn lane, is designed to improve traffic flow by allowing vehicles to bypass the main intersection. The giveway (yield) requirement means that vehicles using this lane must yield to traffic already on Pegasus Way before merging.
- Pier Way dual carriageway: Pier Way at this junction is a dual carriageway. Dual carriageways typically consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and generally smoother traffic flow compared to single-lane roads.
- Pegasus Way dual carriageway: Pegasus Way, which intersects with Pier Way at this junction, is also a dual carriageway. This suggests that Pegasus Way is also a significant route carrying substantial traffic volumes.



Figure 9-1: Existing Roundabout Layout – Pier Road / Pegasus Way

9.1.1 Result Summary - Existing

The results in Table 9-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 9-1: A2 Pier Road / Pegasus Way – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Pier Road (w)	12	3	0.65	14	4	0.67
Pegasus Way (n)	2	1	0.47	3	2	0.57
Pier Road (e)	15	5	0.72	20	6	0.80
Do Something 2041						
Pier Road (w)	16	5	0.76	21	8	0.86
Pegasus Way (n)	3	2	0.59	5	3	0.80
Pier Road (e)	23	7	0.86	33	13	0.96

In the Reference Case 2041: Pier Road (west) shows the approaches are within capacity with RFC values of 0.65 and 0.67 in the AM and PM peaks respectively. Queue lengths and delays are relatively low.

Pegasus Way (north) experiences the least capacity issues among the three approaches, with RFC values of 0.47 and 0.57 in the AM and PM peaks respectively. Queue lengths and delays are minimal.

Pier Road (east) shows the highest capacity levels, particularly in the PM peak with an RFC of 0.78. Queue lengths reach 20 PCUs in the PM peak.

In the Do Something 2041 scenario all approaches see decreased capacity compared to the Reference Case.

Pier Road (west) experiences a decrease in capacity, with RFC values rising to 0.76 and 0.86 in the AM and PM peaks respectively. Queue lengths and delays also increase, particularly in the PM peak.

Pegasus Way (north) shows a decrease in capacity, especially in the PM peak where the RFC rises from 0.57 to 0.80. However, queue lengths remain relatively low.

Pier Road (east) experiences the decrease in capacity. The RFC values rise to 0.86 and 0.96 in AM and PM peaks respectively, indicating operation very close to capacity in the PM peak. Queue lengths increase to 23 and 33 PCUs, with delays reaching 13 seconds in the PM peak.

10. Dynamo Way Gyratory (J8)

10.1 Existing Layout

The Dynamo Way gyratory forms the junction with Pier Road / Gillingham Gate Road / Dynamo Way / Medway Road and Medway Police Station. It is in Gillingham near to Medway Port. Gillingham Gate Road is the main access to Medway Port and Dynamo Way is the main access to large ASDA superstore. Medway Road links the junction to Chatham and Gillingham. Pier Road links Gillingham with Wainscott and the M2 to the west and Rainham to the east. The existing signalised priority junction configuration was modelled using LinSig software. Figure 10-1 illustrates the current layout, which comprises:

- Six-arm signalised junction: This configuration indicates a highly complex intersection with six approaches controlled by traffic signals. Such junctions are relatively uncommon due to their complexity and are typically found in urban areas with high traffic volumes or at the convergence of multiple major routes. The six-arm design suggests that this junction manages traffic flow from multiple directions, potentially including various turning movements.
- Pier Road dual carriageway: Pier Road is described as a dual carriageway, typically consisting of two lanes in each direction separated by a central reservation or median. This design allows for higher traffic capacity and generally smoother traffic flow compared to single-lane roads. The dual carriageway nature of Pier Road, combined with the flyover, suggests it is a major arterial route carrying significant traffic volumes.



Figure 10-1: Existing Roundabout Layout – Dynamo Way Gyratory

10.1.1 Results Summary - Existing

The results in Table 10-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 10-1: Dynamo Way Gyratory- Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Medway Road (s) B2004	13	3	0.59	8	2	0.51
Purser Way	10	5	0.80	14	7	0.90
A289 Pier Road (w)	16	10	0.85	20	14	0.92
Gillingham Gate Road	7	6	0.76	18	12	0.94
Dynamo Way (n) / ASDA Access	1	1	0.29	0	0	0.0
A289 Pier Road (e)	15	7	0.75	13	7	0.75
Do Something 2041						
Medway Road (s) B2004	16	4	0.68	15	3	0.67
Purser Way	11	5	0.76	20	12	0.98
A289 Pier Road (w)	21	12	0.89	37	26	1.00
Gillingham Gate Road	9	9	0.92	147	138	>1.00
Dynamo Way (n) / ASDA Access	6	4	0.73	7	6	0.83
A289 Pier Road (e)	19	9	0.84	21	12	0.90

In the Reference Case 2041, during the AM peak, A289 Pier Road (w) experiences the highest congestion with 16 PCUs queue length, 10 seconds delay, and 0.84 RFC. The PM peak shows similar trends, with A289 Pier Road (w) having the highest queue and delay, while Gillingham Gate Road reaches the highest RFC at 0.94.

The Do Something 2041 scenario generally indicates increased RFC. During the AM peak, A289 Pier Road (w) maintains the highest queue and delay, but Gillingham Gate Road shows the highest RFC at 0.92. The PM peak in this scenario reveals an increase in RFC, particularly at Gillingham Gate Road, which experiences a substantial 138 second delay and an RFC well above 1.0.

The Do Something scenario shows consistent increases in traffic metrics across most locations compared to the Reference Case. The Dynamo Way/ASDA Access, which had minimal traffic in the Reference Case, shows marked increases in the Do Something scenario. A289 Pier Road (w) consistently demonstrates high congestion levels in both scenarios.

10.2 Proposed Layout

The proposed redesign represents a significant shift in the junction's traffic management approach. The existing signalised priority junction has been reimagined as a six-arm roundabout. Full design details can be found in Appendix B.

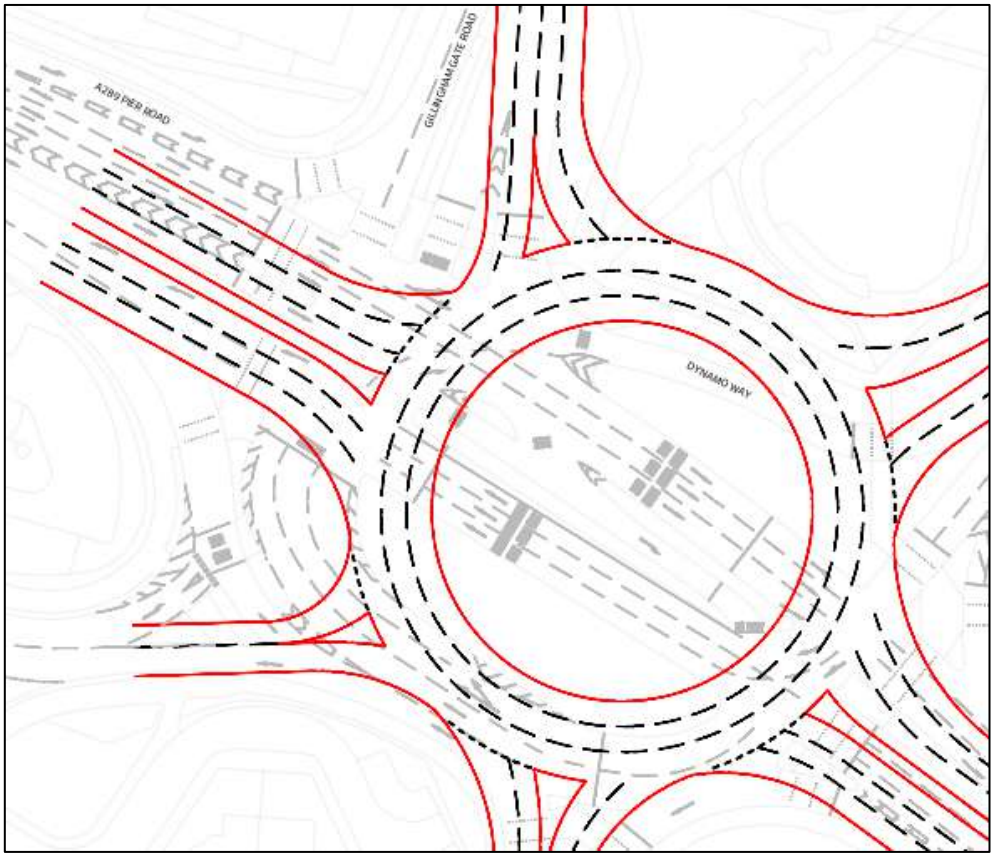


Figure 10-2: Proposed Layout – Pier Road / Pegasus Way

10.2.1 Results Summary - Proposed

The results in Table 10-2 below include testing the Flow scenarios. Full results are located in Appendix A.

Table 10-2: Dynamo Way Gyratory Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2041 Do Something						
Medway Road (s) B2004	2	9	0.68	5	18	0.84
Purser Way	0	0	0	0	0	0
A289 Pier Road (w)	1	2	0.50	1	2	0.50
Gillingham Gate Road	1	5	0.37	11	44	0.94
Dynamo Way (n) / ASDA Access	0	4	0.27	1	9	0.50
A289 Pier Road (e)	2	5	0.69	3	7	0.76

In the Proposed Layout, overall congestion levels appear lower than both the Reference Case 2041 and Do Something 2041 scenarios. The Medway Road (s) B2004 shows the approach to be within capacity, with a maximum queue of 5 PCUs and 18 seconds delay during PM peak, and an RFC of 0.84.

Purser Way shows no traffic in the 2041 scenario, contrasting sharply with the 2041 scenarios where it experiences significant congestion. A289 Pier Road (w) shows minimal congestion in 2041, with only 1 PCU queue and low delays in both AM and PM peaks. This is difference from the 2041 scenarios where it consistently had high congestion levels.

Gillingham Gate Road in the 2041 scenario shows it works within capacity during AM peak but experiences increased capacity during PM peak with 11 PCUs queue, 44 seconds delay, and 0.94 RFC. While this indicates potential capacity issues, it's still considerably lower than the extreme congestion predicted in the 2041 Do Something scenario.

Dynamo Way / ASDA Access shows minimal congestion in 2041, contrasting with the increased traffic predicted in the 2041 Do Something scenario.

Lastly, the A289 in the 2041 scenario predicts that the approach is within capacity, with a maximum of 3 PCUs queue and 7 seconds delay during PM peak.

11. Dock Road / Middle Street / Wood Street (J9)

11.1 Existing Layout

The Dock Road / Middle Street / Wood Street junction is in The Historic Dockyard part of Chatham. Dock Road links the A289 Pier Road to the north with the A2 to the south. Wood Street links Chatham to Gillingham. Middle Street provides access to a residential area. The existing roundabout configuration was modelled using Junctions10 software. Figure 11-1 illustrates the current layout, which comprises:

- Four-arm non-signalised roundabout junction: This configuration indicates that the roundabout has four entry and exit points. The term "non-signalised" means that the roundabout operates without traffic lights or signals. Instead, it relies on established right-of-way rules and driver judgment to manage traffic flow. Typically, vehicles already in the roundabout have priority over those entering. This design is often effective in managing traffic from multiple directions while maintaining a continuous flow.
- A231 dual carriageway: The A231 road approaching the roundabout is a dual carriageway. Dual carriageways generally consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and smoother traffic flow compared to single-lane roads. The presence of a dual carriageway suggests that the A231 is a major route carrying significant traffic volumes.



Figure 11-1: Existing Roundabout Layout – Dock Road / Middle Street / Wood Street

11.1.1 Results Summary - Existing

The results in Table 11-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 11-1: Dock Road / Middle Street / Wood Street – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Dock Road (e)	13	36	0.94	6	19	0.86
A231 Wood Street	1	8	0.42	0	4	0.21
Middle Street (s)	0	7	0.17	0	7	0.25
A2231 Dock Road (w)	2	6	0.68	3	7	0.73
Do Something 2041						
Dock Road (e)	105	251	>1.0	23	66	0.98
A231 Wood Street	1	8	0.48	1	4	0.34
Middle Street (s)	0	8	0.21	1	9	0.33
A2231 Dock Road (w)	3	9	0.77	5	12	0.83

For the Reference Case 2041, Dock Road (e) experiences moderate congestion during AM peak with a queue of 13 PCUs, 36 seconds delay, and an RFC of 0.94. The PM peak shows a lower queuing and delay with a 6 PCUs queue and 19 second delay. Other roads in this scenario show relatively low congestion levels.

In the Do Something 2041 scenario, Dock Road (e) during AM peak experiences over capacity issues with a queue of 105 PCUs, a delay of 251 seconds, and an RFC of over 1.0, indicating the approach is over capacity. The PM peak also shows increased congestion compared to the Reference Case, with 23 PCUs queue and 66 second delay.

A231 Wood Street and Middle Street (s) maintain relatively low RFC levels in both scenarios, with increases in the Do Something scenario. A2231 Dock Road (w) shows moderate increases in RFC in the Do Something scenario, particularly during PM peak.

11.2 Proposed Layout

The proposed modification to the existing roundabout focuses on a targeted improvement to enhance traffic flow and capacity. Specifically, the plan calls for widening of the lanes on the Dock Road approach to the roundabout.

Figure 11-2 provides a visual representation of this strategic enhancement, illustrating the expanded lane configuration on the Dock Road entry. This widening aims to address potential congestion issues and improve the approach's capacity to handle incoming traffic volumes. Full design details can be found in Appendix B.

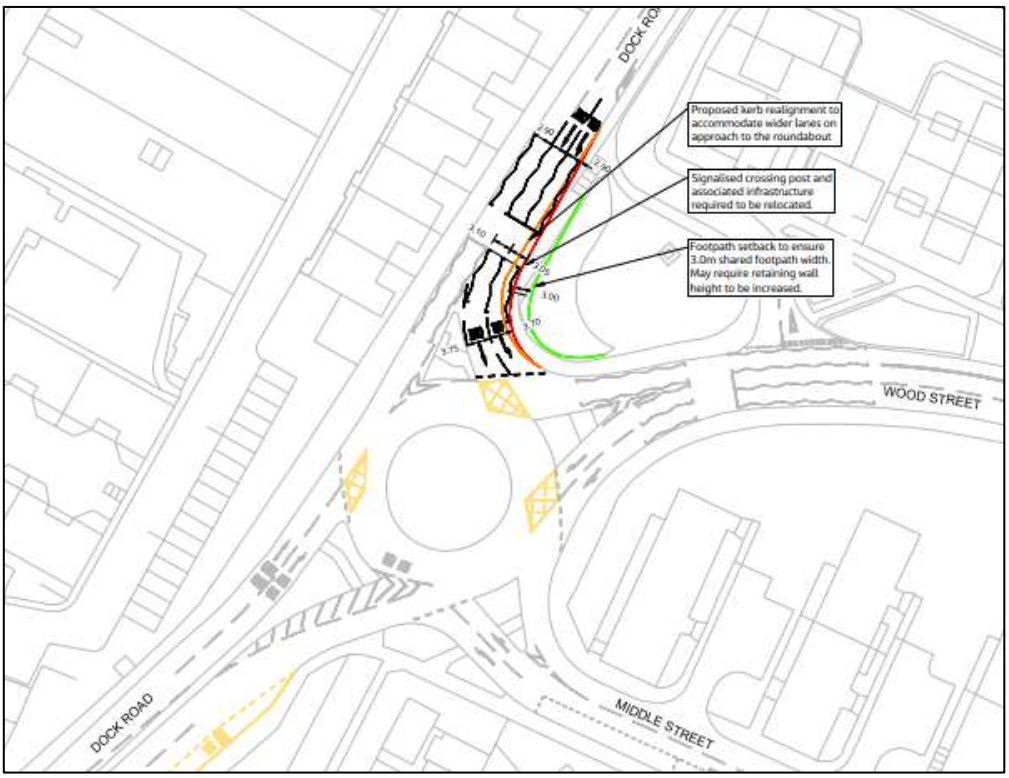


Figure 11-2: Proposed Layout – Dock Road / Middle Street / Wood Street

11.2.1 Results Summary - Proposed

The results in Table 11-2 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 11-2: Dock Road / Middle Street / Wood Street **Results Summary - Proposed**

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Dock Road (e)	6	16	0.85	3	8	0.72
A231 Wood Street	1	8	0.42	0	4	0.21
Middle Street (s)	1	26	0.42	0	7	0.25
A2231 Dock Road (w)	4	10	0.77	3	7	0.73
Do Something 2041						
Dock Road (e)	7	18	0.87	4	11	0.80
A231 Wood Street	1	8	0.50	0	4	0.30
Middle Street (s)	0	9	0.22	1	10	0.33
A2231 Dock Road (w)	3	9	0.77	5	12	0.83

In the existing Layout, Dock Road (e) is predicted to experience an increase in the ratio of flow to capacity in the Do Something 2041 scenario, with a queue of 105 PCUs and 251 seconds delay during AM peak. The Proposed Layout reduces this to just 7 PCUs and 18 second delay. This improvement is also evident in the Reference Case 2041, where the queue length reduces from 13 to 6 PCUs during AM peak.

Middle Street (s) shows changes in the Reference Case 2041, its AM peak delay increases from 7 to 26 seconds in the Proposed Layout, but the Do Something scenario shows a slight increase from 8 to 9 seconds.

A231 Wood Street maintains similar low RFC across both layouts, with slight increases in the Do Something scenario of the Proposed Layout for the AM peak.

A2231 Dock Road (w) shows minor increases in RFC in the Proposed Layout for both scenarios, particularly during the AM peak in the Reference Case where the queue increases from 2 to 4 PCUs.

12. Cornwallis Avenue / Yokosuka Way (J10)

12.1 Existing Layout

The Cornwallis Avenue / Yokosuka Way roundabout is located approx. 2 kilometres to the east of Gillingham town centre. The A289 Yokosuka Way / Ito Way links the north of Gillingham to the A2 to the south. Cornwallis Avenue provides access to Gillingham Town Centre. Beechings Way provides access to Rainham. The existing roundabout configuration was modelled using Junctions10 software. Figure 12-11 illustrates the current layout, which comprises:

- Four-arm non-signalised roundabout junction: This configuration indicates that the roundabout has four entry and exit points. The term "non-signalised" means that the roundabout operates without traffic lights or signals. Instead, it relies on established right-of-way rules and driver judgment to manage traffic flow. Typically, vehicles already in the roundabout have priority over those entering. This design is often effective in managing traffic from multiple directions while maintaining a continuous flow.
- A289 dual carriageway: The A289 road approaching the roundabout is a dual carriageway. Dual carriageways generally consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and smoother traffic flow compared to single-lane roads.
- Beechings Way dual carriageway: Like the A289, Beechings Way is also a dual carriageway approach to the roundabout. This suggests that both these roads are major routes carrying significant traffic volumes.



Figure 12-1: Existing Roundabout Layout – Cornwallis Avenue / Yokosuka Way

12.1.1 Results Summary - Existing

The results in Table 12-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 12-1: Cornwallis Avenue / Yokosuka Way - Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Yokosuka Way (n)	1	4	0.56	3	6	0.72
Beeching Way (e)	1	4	0.43	1	5	0.43
Yokosuka Way (s)	2	5	0.66	1	4	0.52
Cornwallis Ave (w)	0	5	0.21	1	5	0.34
Do Something 2041						
Yokosuka Way (n)	2	5	0.65	5	10	0.82
Beeching Way (e)	1	6	0.52	1	5	0.43
Yokosuka Way (s)	2	6	0.68	2	4	0.60
Cornwallis Ave (w)	0	5	0.23	1	6	0.40

Analysis of the existing roundabout's performance projections reveals results for both the 2041 Reference Case and the Do Something scenarios. The data indicates that the current roundabout is expected to operate within its designed capacity, showing that is within capacity in future traffic conditions. Therefore, no mitigation was sought for this junction.

13. M2 J4 (J11)

13.1 Existing Layout

The M2 J4 is located to the south of Medway district and forms the junction of the A278 Hoath Way and the M2. The A278 Hoath Way is the main access to Rainham and Gillingham. The existing roundabout configuration was modelled using Junctions10 software. Figure 13-1 illustrates the current layout, which comprises:

- Three-arm non-signalised grade separated motorway roundabout junction: This configuration indicates that the roundabout has three entry and exit points. The term "non-signalised" means that the roundabout operates without traffic lights or signals. Instead, it relies on established right-of-way rules and driver judgment to manage traffic flow. Typically, vehicles already in the roundabout have priority over those entering. A three-arm roundabout is less common than four-arm configurations and is often used where one major road meets another at an angle, or where a T-junction is converted to improve traffic flow.
- Hoath Way dual carriageway: Hoath Way approaching the roundabout is a dual carriageway. Dual carriageways generally consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and smoother traffic flow compared to single-lane roads. The presence of a dual carriageway suggests that Hoath Way is a major route carrying significant traffic volumes.



Figure 13-1: Existing Roundabout Layout – M2 J4

13.1.1 Results Summary - Existing

The results in Table 13-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 13-1: M2J4- Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
A278 Hoath Way	1	4	0.56	1	3	0.33
M2 (e)	742	>300	>1.0	374	>300	>1.0
M2 (w)	0	4	0.31	1	6	0.55
Do Something 2041						
A278 Hoath Way	4	8	0.79	1	4	0.45
M2 (e)	446	>300	>1.0	446	>300	>1.0
M2 (w)	0	4	0.31	2	9	0.70

In the Reference Case 2041, the M2 (e) is considerably overcapacity during both AM and PM peaks. The AM peak shows a long queue of 742 PCUs, delays exceeding 300 seconds, and a Ratio of Flow to Capacity (RFC) of over 1.0, indicating the road is significantly over capacity. The PM peak, while slightly better, still shows congestion with 374 PCUs queue and an RFC of over1.0.

The Do Something 2041 scenario shows some improvement for the M2 (e) during the AM peak, with the queue length reducing to 446 PCUs. However, the RFC remains high over 1.0, and delays still exceed 300 seconds. The PM peak congestion worsens slightly in this scenario, with the queue increasing to 446 PCUs and the RFC also being over 1.0.

A278 Hoath Way shows a moderate increase in ratio of flow to capacity in the Do Something scenario, particularly during the AM peak where the queue increases from 1 to 4 PCUs and the RFC rises from 0.56 to 0.79.

The M2 (w) shows minimal congestion in the AM peak for both scenarios. However, there's a noticeable increase in congestion during the PM peak in the Do Something scenario, with the queue increasing from 1 to 2 PCUs and the RFC rising from 0.55 to 0.70.

13.2 Proposed Layout

The mitigation strategy proposed has been developed by Charles and Associates, the developers, and is regarded as more robust due to the higher flows utilised, ensuring that the junction continues to perform effectively and is expected to be implemented by the local plan year. Five primary modifications have been identified:

1. Proposed signalisation of the circulatory at A278 / Hoath Way, along with a segregated left turn onto the slip lane.

2. A new proposed link road to the south of the roundabout featuring a segregated left turn onto the slip lane.

3. A proposed segregated left turn lane that merges onto the new link road from the M2 westbound slip lane.

4. The number of circulatory lanes will be increased to two, and the white markings will be updated.

5. A proposed segregated left turn from the M2 off-slip eastbound to Hoath Way.

Figure 13-2 illustrates the new road marking layout, lane configurations, and signalisation at M2 J4. Comprehensive design details can be found in Appendix B.

It is important to reiterate that the design and model outputs originate from a third party: Charles and Associates, the developers.

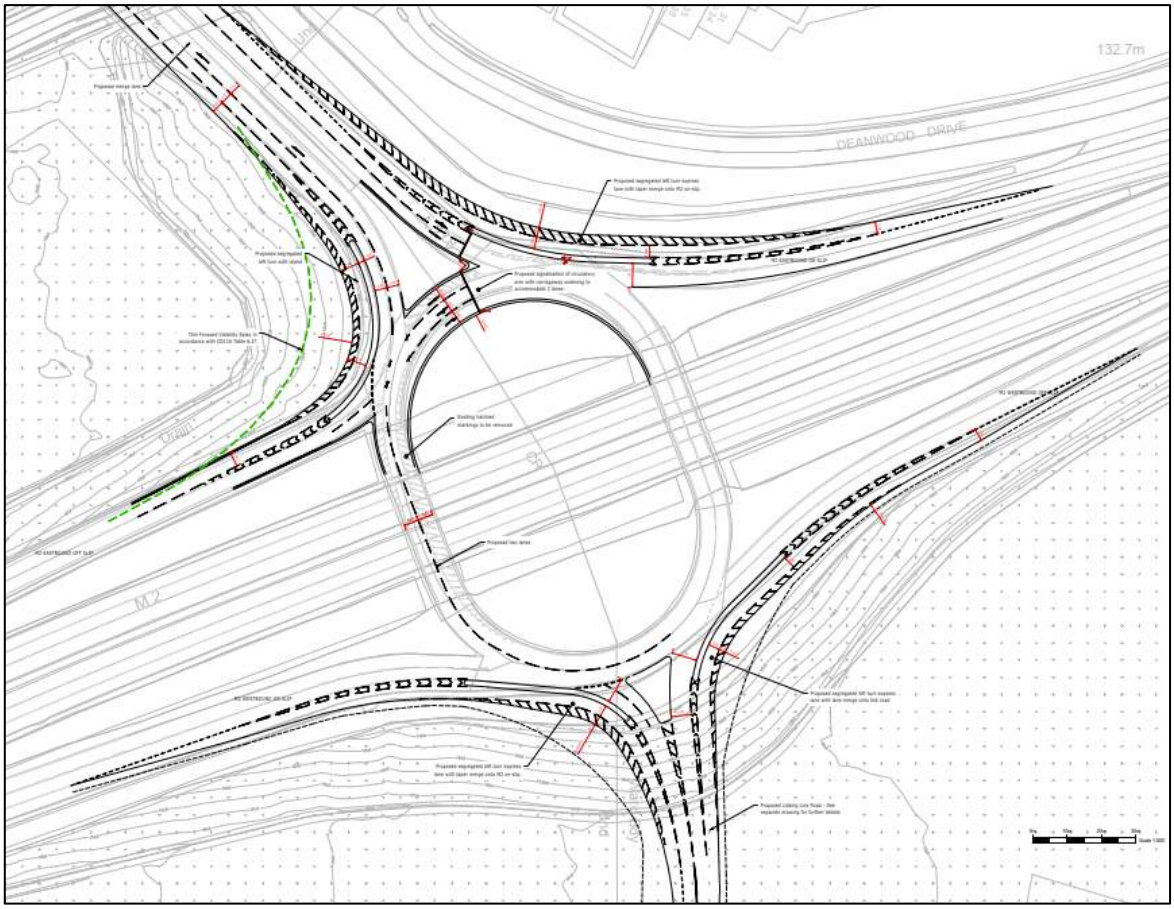


Figure 13-2: Proposed Layout by Charles and Associates – M2J4

13.2.1 Result Summary - Proposed

The results in Table 13-2 below include testing the Do Something flow scenarios 2041. Full results are located in Appendix A.

Table 13-2: M2 J4 Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
A278 Hoath Way (AH)	13	33	0.93	9	24	0.87
A278 Hoath Way (AH)	9	21	0.87	8	18	0.82
Northern Circulatory (AH)	1	14	0.35	3	15	0.51
Northern Circulatory (R/AH)	2	17	0.52	3	15	0.51
Northern Circulatory (R)	2	17	0.52	3	15	0.51

To emphasise, the two tables display traffic data for distinct road configurations, employing different metrics and time periods, which complicates a straightforward comparison. The first table presents data for the year

2041, whereas the second table relates to 2041. Also, the results for the proposed option only include data for the signalised arm, with no information available for the other approaches.

For the A278 Hoath Way, the first table shows minimal queues but some delay, whereas the second table indicates larger queues and more delays. The first table also reveals severe congestion on the M2 (e) with queues over 300 PCUs and RFC >1.0, but the second table doesn't provide M2 data for comparison.

Do Something 2041 scenario predicts to have better performance with shorter queues and delays compared to the first table's Do Something 2041 scenario. However, it should be noted there is a four-year difference in projections.

Without additional context about the specific changes between these scenarios and the reasons for the different metrics used, it's difficult to draw more detailed conclusions. The data does suggest that traffic conditions are generally worse in the 2041 projections compared to 2041, which is logical given the typical increase in traffic over time.

14. Cost Estimates

14.1 Methodology

To develop high-level order of magnitude costs, rough measurements were taken of each of the proposed options and compared against estimated 2025 rates. This includes cost against the following series:

- Series 100 Preliminaries
- Series 200 Site Clearance
- Series 400 Road Restraint Systems
- Series 500 Drainage
- Series 600 Earthworks
- Series 700 Pavements
- Series 1100 Kerbs, Footways and Paved Areas
- Series 1200 Traffic Signs and Markings
- Series 1300 Road Lighting and Signals
- Series 3000 Landscape and Ecology

Please note the following have not been considered:

- Land acquisition costs,
- Extensive utility diversion.

Table 14-1 below shows a summary of the cost estimates, with a more detailed breakdown shown in Appendix C.

Table 14-1: Order of Magnitude Cost Estimates

Junction	Low Cost Estimate	High Cost Estimate
A228 Peninsula Way/Main Road Hoo	£ 11,000,000.00	£ 18,000,000.00
A228 Peninsula Way/Dux Court Road/Bells Ln	£ 1,000,000.00	£ 2,000,000.00
A228 Peninsula Way/Roper's Ln/Ratcliff Highway	£ 1,000,000.00	£ 2,000,000.00
Sans Pareil Roundabout	£ 23,000,000.00	£ 38,000,000.00
A2 High Street/Station Road and A2 High Street/Canal Road	£ 1,000,000.00	£ 1,000,000.00
Pier Road/Gillingham Gate/Dynamo Way Gyratory	£ 18,000,000.00	£ 30,000,000.00
Dock Road/Middle Street/Wood Street	£ 1,000,000.00	£ 2,000,000.00
Four Elms Roundabout	£ 51,000,000.00	£ 84,000,000.00

15. Conclusion

This report provides a detailed analysis of traffic conditions and proposed improvements for eleven key junctions in the Medway area, comparing 2041 Reference Case and Do Something scenarios. The main conclusions are as follows:

Most junctions show increased congestion in the Do Something 2041 scenario compared to the Reference Case, indicating potential challenges with future traffic growth. However, proposed layouts generally offer significant improvements over existing configurations, particularly for junctions experiencing severe congestion in the Do Something scenario.

Notable improvements are seen at several junctions. The Four Elms Roundabout (J1) benefits from signalisation and lane reconfiguration, which significantly reduces congestion. The Sans Pareil Roundabout (J4) sees great improvement in traffic flow due to an expanded roundabout design with signalisation. At the Dock Road/Middle Street/Wood Street junction (J9), lane widening on the Dock Road approach effectively reduces queues and delays. The M2 J4 (J11) shows improved capacity, especially for the M2 eastbound off-slip, with the extended give way markings and lane reconfiguration.

Some junctions, such as Union Street/Best Street (J6) and Cornwallis Avenue/Yokosuka Way (J10), demonstrate adequate performance without requiring mitigation measures. The Dynamo Way Gyratory (J8) shows improved performance in the 2041 proposed layout, but further analysis may be needed for 2041 conditions.

The A2 High Street/Station Road junction (J5) presents mixed results, with improvements in the Do Something scenario but potential issues in the Reference Case. This suggests that careful monitoring and possible further adjustments may be necessary as traffic patterns evolve.

Overall, the proposed modifications appear to address many of the congestion issues predicted in the 2041 scenarios. However, some junctions may require further optimisation or monitoring as traffic volumes increase.

Table 15-1 shows the model PRC results of all the junctions for Reference Case, Do Something and Mitigation DS Scenarios.

- GREEN Results indicate the junction is operating within capacity with minimal delays and queues.
- AMBER Results indicate the junction is operating within capacity, but delays and queues are beginning to increase.
- RED Results indicate the junction is operating over capacity, with significant delays and queues

Table 15-1: Junction Modelling Results

Junction	AM			PM		
	RC	DS	Mit	RC	DS	Mit
A228 Peninsula Way / Main Road Hoo	-0.13	-0.46	0	-0.07	-0.46	0
A228 Peninsula Way / Dux Court Road / Bell's Lane	0.1	-0.19	-0.1	0.04	-0.2	-0.08
A228 Peninsula Way / Roper's Lane / Ratcliffe Highway	0.25	-0.32	0.06	-0.02	-0.41	0.07
Sans Pareil Roundabout	-0.3	-0.32	0.09	-0.32	-0.41	0.14
A2 High Street / Station Road	0.1	-0.02	0	0.15	-0.05	0.1
Union Street / Best Street	0.19	0.09	N/A	0.14	0.04	N/A
Pier Road / Pegasus Way	0.25	0.05	N/A	0.13	0.02	N/A
Dynamo Way Gyratory	0.08	-0.03	0.08	-0.05	-0.76	-0.02
Dock Road / Middle Street / Wood Street	-0.43	-0.49	-0.03	-0.39	-0.45	0.02
Cornwallis Avenue /Yokosuka Way	0.27	0.24	N/A	0.23	0.09	N/A
M2 J4	-0.26	-0.36	0.01	-0.4	-0.44	0.02
Four Elms Roundabout	-0.29	-0.67	0.12	-0.26	-0.65	0.1

Appendix A. Junction Models Output Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J1_V1.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\1 A228 Peninsula Way_Main Road Hoo
Report generation date: 25/06/2025 11:31:43

»2041 DS, AM
»2041 DS, PM
»2041 RC, AM
»2041 RC, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2041 DS												
1 - A228 Peninsula Way [N]	D1	191.7	268.92	1.08	F	-47 % [3 - A228 Peninsula Way [S]]	D2	401.8	569.67	1.18	F	-49 % [3 - A228 Peninsula Way [S]]
2 - Main Road Hoo		873.1	15222.74	5.87	F			517.8	7242.98	3.31	F	
3 - A228 Peninsula Way [S]		1360.0	1843.50	1.58	F			1519.3	2060.35	1.65	F	
4 - Dunnock Dr		146.0	59999940.00	9999999999.00	F			70.0	59999940.00	9999999999.00	F	
2041 RC												
1 - A228 Peninsula Way [N]	D3	2.1	4.58	0.67	A	-19 % [3 - A228 Peninsula Way [S]]	D4	4.2	7.86	0.80	A	-13 % [3 - A228 Peninsula Way [S]]
2 - Main Road Hoo		2.9	28.34	0.73	D			0.0	0.00	0.00	A	
3 - A228 Peninsula Way [S]		113.6	162.12	1.04	F			24.7	41.38	0.97	E	
4 - Dunnock Dr		0.0	0.00	0.00	A			0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

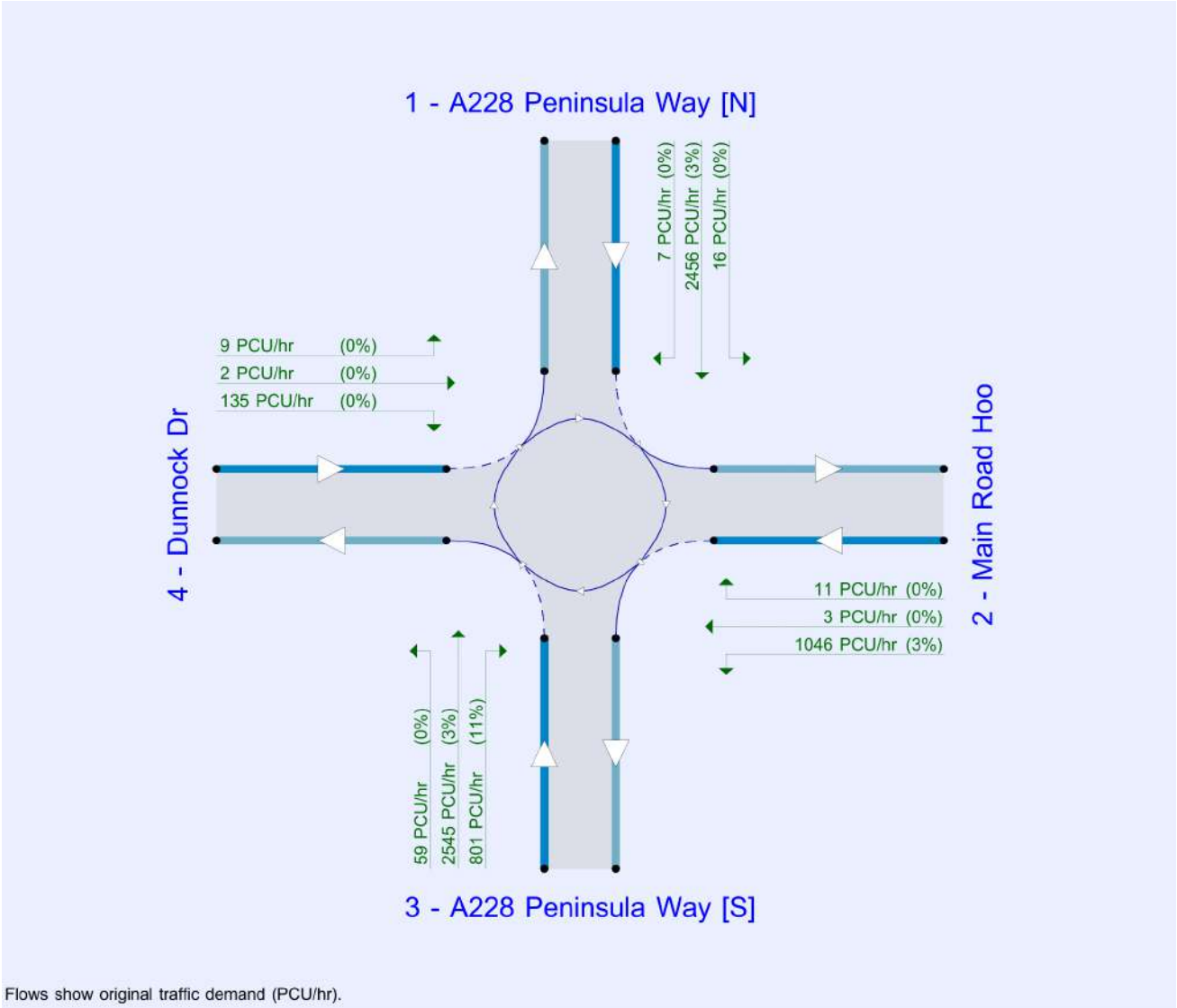
File summary

File Description

Title	
Location	
Site number	
Date	05/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	08:00	09:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	08:00	09:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2041 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	1191802.89	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-47	3 - A228 Peninsula Way [S]	1191802.89	F

Arms

Arms

Arm	Name	Description	No give-way line
1	A228 Peninsula Way [N]		
2	Main Road Hoo		
3	A228 Peninsula Way [S]		
4	Dunnock Dr		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A228 Peninsula Way [N]	9.00	9.00	0.0	29.0	49.5	18.2		
2 - Main Road Hoo	3.60	7.33	12.9	14.0	49.5	32.0		
3 - A228 Peninsula Way [S]	7.00	9.00	13.5	26.0	49.5	55.9		
4 - Dunnock Dr	2.80	5.40	3.6	14.0	49.5	39.3		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A228 Peninsula Way [N]	0.851	2880
2 - Main Road Hoo	0.590	1631
3 - A228 Peninsula Way [S]	0.708	2333
4 - Dunnock Dr	0.468	1030

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	2479	100.000
2 - Main Road Hoo		FLAT	✓	1060	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	3685	100.000
4 - Dunnock Dr		FLAT	✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	16	2456	7
	2 - Main Road Hoo	11	0	1046	3
	3 - A228 Peninsula Way [S]	2545	801	280	59
	4 - Dunnock Dr	9	2	135	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	3	0
	2 - Main Road Hoo	0	0	3	0
	3 - A228 Peninsula Way [S]	3	11	2	0
	4 - Dunnock Dr	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A228 Peninsula Way [N]	1.08	268.92	191.7	F	2479	2479
2 - Main Road Hoo	5.87	15222.74	873.1	F	1060	1060
3 - A228 Peninsula Way [S]	1.58	1843.50	1360.0	F	3685	3685
4 - Dunnock Dr	9999999999.00	59999940.00	146.0	F	146	146

2041 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	577926.43	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-49	3 - A228 Peninsula Way [S]	577926.43	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	2634	100.000
2 - Main Road Hoo		FLAT	✓	746	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	3843	100.000
4 - Dunnock Dr		FLAT	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	14	2612	8
	2 - Main Road Hoo	12	0	732	2
	3 - A228 Peninsula Way [S]	2471	986	262	124
	4 - Dunnock Dr	7	2	61	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	2	0
	2 - Main Road Hoo	0	0	14	0
	3 - A228 Peninsula Way [S]	2	2	2	0
	4 - Dunnock Dr	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A228 Peninsula Way [N]	1.18	569.67	401.8	F	2634	2634
2 - Main Road Hoo	3.31	7242.98	517.8	F	746	746
3 - A228 Peninsula Way [S]	1.65	2060.35	1519.3	F	3843	3843
4 - Dunnock Dr	9999999999.00	59999940.00	70.0	F	70	70

2041 RC, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	92.37	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-19	3 - A228 Peninsula Way [S]	92.37	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	1654	100.000
2 - Main Road Hoo		FLAT	✓	374	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	2425	100.000
4 - Dunnock Dr		FLAT	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	1654	0
	2 - Main Road Hoo	0	0	374	0
	3 - A228 Peninsula Way [S]	1924	246	255	0
	4 - Dunnock Dr	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	4	0
	2 - Main Road Hoo	0	0	9	0
	3 - A228 Peninsula Way [S]	7	11	2	0
	4 - Dunnock Dr	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A228 Peninsula Way [N]	0.67	4.58	2.1	A	1654	1654
2 - Main Road Hoo	0.73	28.34	2.9	D	374	374
3 - A228 Peninsula Way [S]	1.04	162.12	113.6	F	2425	2425
4 - Dunnock Dr	0.00	0.00	0.0	A	0	0

2041 RC, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	25.87	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-13	3 - A228 Peninsula Way [S]	25.87	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	1949	100.000
2 - Main Road Hoo		FLAT	✓	0	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	2264	100.000
4 - Dunnock Dr		FLAT	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	1949	0
	2 - Main Road Hoo	0	0	0	0
	3 - A228 Peninsula Way [S]	1733	293	238	0
	4 - Dunnock Dr	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	5	0
	2 - Main Road Hoo	0	0	0	0
	3 - A228 Peninsula Way [S]	3	9	2	0
	4 - Dunnock Dr	0	0	0	0

Results

Results Summary for whole modelled period

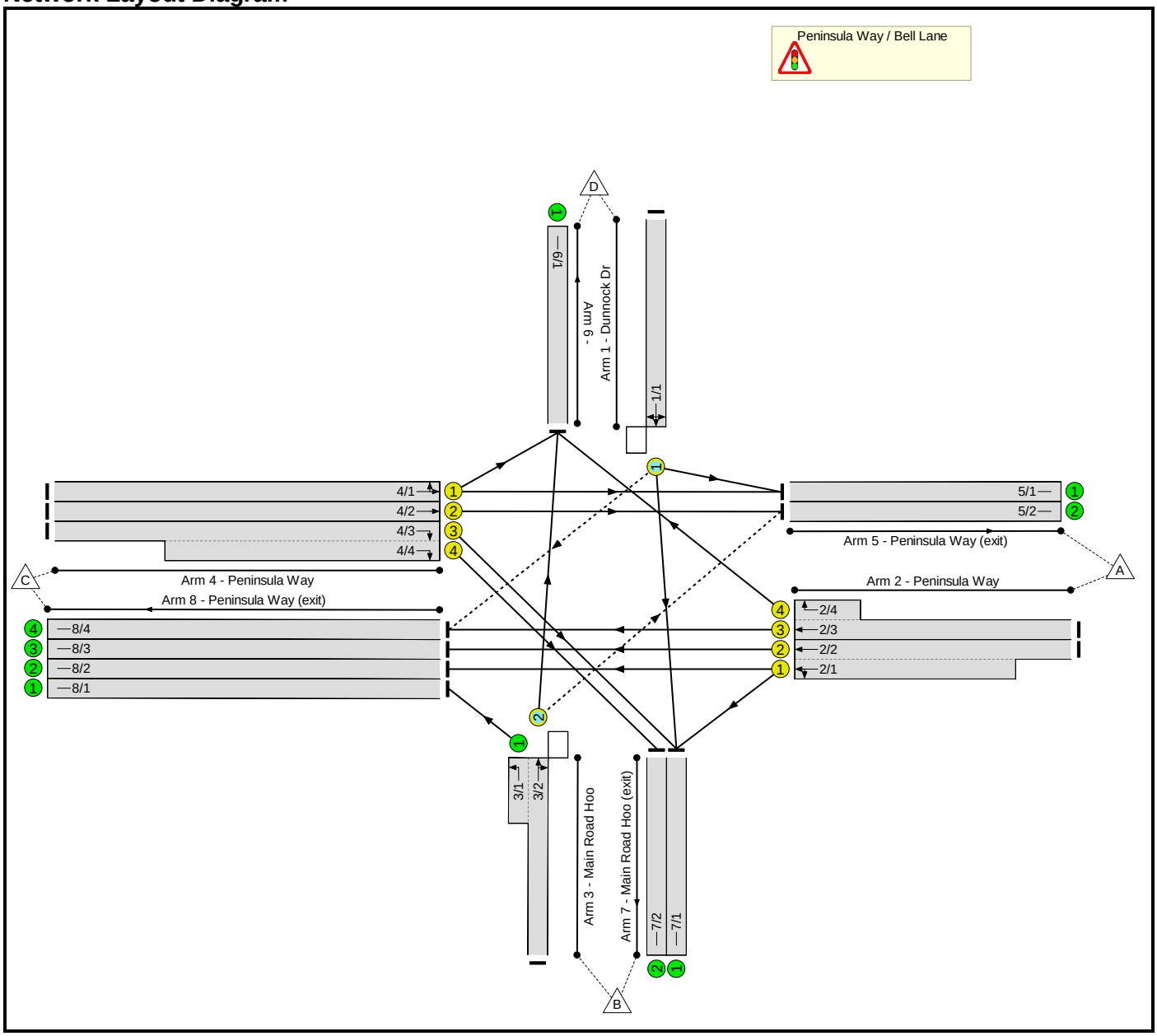
Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A228 Peninsula Way [N]	0.80	7.86	4.2	A	1949	1949
2 - Main Road Hoo	0.00	0.00	0.0	A	0	0
3 - A228 Peninsula Way [S]	0.97	41.38	24.7	E	2264	2264
4 - Dunnock Dr	0.00	0.00	0.0	A	0	0

Full Input Data And Results

User and Project Details

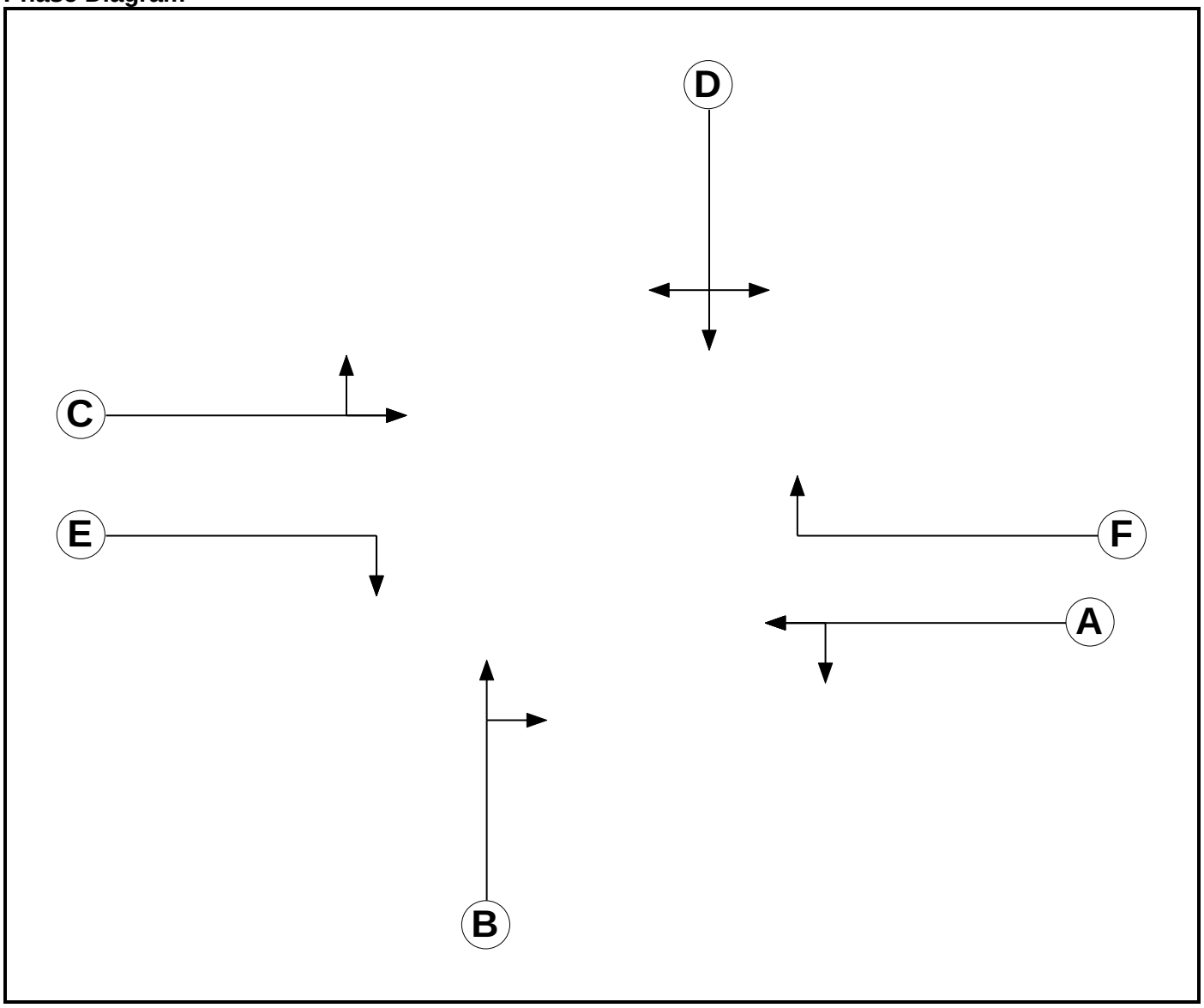
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Location:	
Additional detail:	
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Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

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	Traffic		7	7
F	Traffic		7	7

Full Input Data And Results

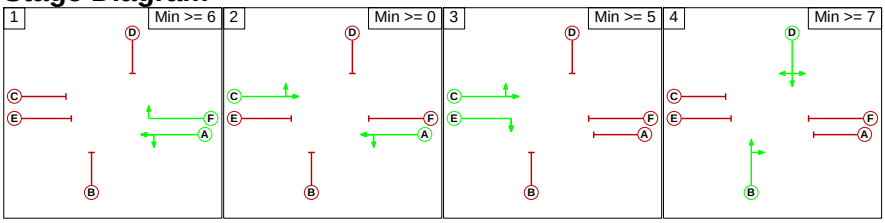
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	5	5	-
	B	5		7	-	5	5
	C	-	5		6	-	5
	D	7	-	5		5	7
	E	6	5	-	5		-
	F	-	5	6	5	-	

Phases in Stage

Stage No.	Phases in Stage
1	A F
2	A C
3	C E
4	B D

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		6	6	7
	2	5		5	7
	3	6	6		6
	4	7	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Peninsula Way / Bell Lane											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Dunnock Dr)	8/4 (Right)	1439	0	3/2	1.09	To 6/1 (Ahead)	2.00	2.00	0.50	2	2.00
3/2 (Main Road Hoo)	5/2 (Right)	1439	0	1/1	1.09	To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Peninsula Way / Bell Lane												
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 (Dunnock Dr)	O	D	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 5 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	30.00
2/1 (Peninsula Way)	U	A	2	3	30.0	Geom	-	3.50	0.00	Y	Arm 7 Left	Inf
											Arm 8 Ahead	Inf
2/2 (Peninsula Way)	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 8 Ahead	Inf
2/3 (Peninsula Way)	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 8 Ahead	Inf
2/4 (Peninsula Way)	U	F	2	3	5.0	User	1800	-	-	-	-	-
3/1 (Main Road Hoo)	U		2	3	5.0	Geom	-	3.50	0.00	Y	Arm 8 Left	Inf
3/2 (Main Road Hoo)	O	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	Inf
											Arm 6 Ahead	Inf
4/1 (Peninsula Way)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Left	Inf
4/2 (Peninsula Way)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 5 Ahead	Inf
4/3 (Peninsula Way)	U	E	2	3	60.0	Geom	-	3.50	0.00	N	Arm 7 Right	Inf
4/4 (Peninsula Way)	U	E	2	3	20.9	Geom	-	3.50	0.00	Y	Arm 7 Right	Inf
5/1 (Peninsula Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Peninsula Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Main Road Hoo (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

7/2 (Main Road Hoo (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Peninsula Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Peninsula Way (exit))	U		2	3	32.2	Geom	-	3.50	0.00	Y		
8/3 (Peninsula Way (exit))	U		2	3	32.2	Geom	-	3.50	0.00	Y		
8/4 (Peninsula Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	16:00	17:00	01:00	

Scenario 1: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	16	2456	7	2479
	B	11	0	1046	3	1060
	C	2545	801	0	59	3405
	D	9	2	135	0	146
	Tot.	2565	819	3637	69	7090

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2041 DS AM
Junction: Peninsula Way / Bell Lane	
1/1	146
2/1 (short)	684
2/2 (with short)	1408(In) 724(Out)
2/3 (with short)	1071(In) 1064(Out)
2/4 (short)	7
3/1 (short)	1046
3/2 (with short)	1060(In) 14(Out)
4/1	1250
4/2	1354
4/3 (with short)	801(In) 414(Out)
4/4 (short)	387
5/1	1200
5/2	1365
6/1	69
7/1	432
7/2	387
8/1	1046
8/2	668
8/3	724
8/4	1199

Full Input Data And Results

Lane Saturation Flows

Junction: Peninsula Way / Bell Lane								
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 (Dunnock Dr)	4.50	0.00	Y	Arm 5 Left	15.00	6.2 %	1962	1962
				Arm 7 Ahead	Inf	1.4 %		
				Arm 8 Right	30.00	92.5 %		
2/1 (Peninsula Way)	3.50	0.00	Y	Arm 7 Left	Inf	2.3 %	1965	1965
				Arm 8 Ahead	Inf	97.7 %		
2/2 (Peninsula Way)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Peninsula Way)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Peninsula Way Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Main Road Hoo)	3.50	0.00	Y	Arm 8 Left	Inf	100.0 %	1965	1965
3/2 (Main Road Hoo)	3.50	0.00	Y	Arm 5 Right	Inf	78.6 %	1965	1965
				Arm 6 Ahead	Inf	21.4 %		
4/1 (Peninsula Way)	3.50	0.00	Y	Arm 5 Ahead	Inf	95.3 %	1965	1965
				Arm 6 Left	Inf	4.7 %		
4/2 (Peninsula Way)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
4/3 (Peninsula Way)	3.50	0.00	N	Arm 7 Right	Inf	100.0 %	2105	2105
4/4 (Peninsula Way)	3.50	0.00	Y	Arm 7 Right	Inf	100.0 %	1965	1965
5/1 (Peninsula Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Peninsula Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Main Road Hoo (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Main Road Hoo (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Peninsula Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Peninsula Way (exit))	3.50	0.00	Y				1965	1965
8/3 (Peninsula Way (exit))	3.50	0.00	Y				1965	1965
8/4 (Peninsula Way (exit) Lane 4)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	14	2612	8	2634
	B	12	0	732	2	746
	C	2471	986	0	124	3581
	D	7	2	61	0	70
	Tot.	2490	1002	3405	134	7031

Traffic Lane Flows

Lane	Scenario 2: 2041 DS PM
Junction: Peninsula Way / Bell Lane	
1/1	70
2/1 (short)	767
2/2 (with short)	1576(In) 809(Out)
2/3 (with short)	1058(In) 1050(Out)
2/4 (short)	8
3/1 (short)	732
3/2 (with short)	746(In) 14(Out)
4/1	1246
4/2	1349
4/3 (with short)	986(In) 510(Out)
4/4 (short)	476
5/1	1129
5/2	1361
6/1	134
7/1	526
7/2	476
8/1	732
8/2	753
8/3	809
8/4	1111

Full Input Data And Results

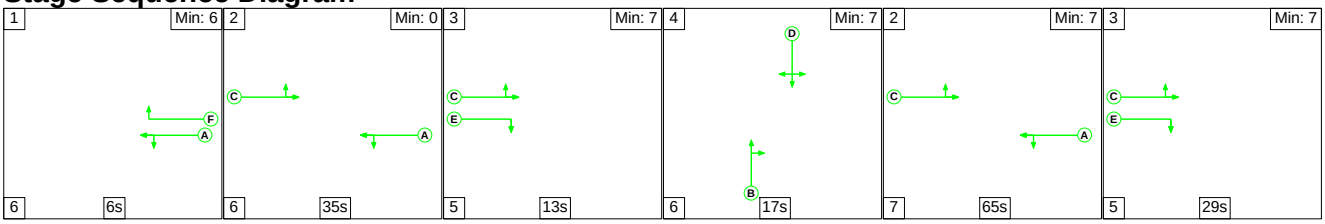
Lane Saturation Flows

Junction: Peninsula Way / Bell Lane								
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 (Dunnock Dr)	4.50	0.00	Y	Arm 5 Left	15.00	10.0 %	1960	1960
				Arm 7 Ahead	Inf	2.9 %		
				Arm 8 Right	30.00	87.1 %		
2/1 (Peninsula Way)	3.50	0.00	Y	Arm 7 Left	Inf	1.8 %	1965	1965
				Arm 8 Ahead	Inf	98.2 %		
2/2 (Peninsula Way)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Peninsula Way)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Peninsula Way Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Main Road Hoo)	3.50	0.00	Y	Arm 8 Left	Inf	100.0 %	1965	1965
3/2 (Main Road Hoo)	3.50	0.00	Y	Arm 5 Right	Inf	85.7 %	1965	1965
				Arm 6 Ahead	Inf	14.3 %		
4/1 (Peninsula Way)	3.50	0.00	Y	Arm 5 Ahead	Inf	90.0 %	1965	1965
				Arm 6 Left	Inf	10.0 %		
4/2 (Peninsula Way)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
4/3 (Peninsula Way)	3.50	0.00	N	Arm 7 Right	Inf	100.0 %	2105	2105
4/4 (Peninsula Way)	3.50	0.00	Y	Arm 7 Right	Inf	100.0 %	1965	1965
5/1 (Peninsula Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Peninsula Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Main Road Hoo (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Main Road Hoo (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Peninsula Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Peninsula Way (exit))	3.50	0.00	Y				1965	1965
8/3 (Peninsula Way (exit))	3.50	0.00	Y				1965	1965
8/4 (Peninsula Way (exit) Lane 4)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'NCP')

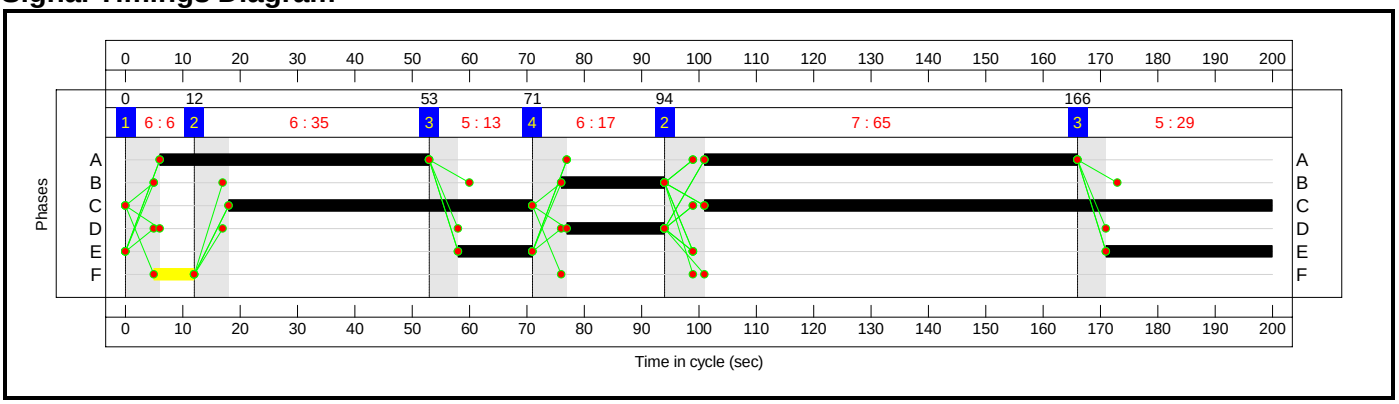
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	2	3
Duration	6	35	13	17	65	29
Change Point	0	12	53	71	94	166

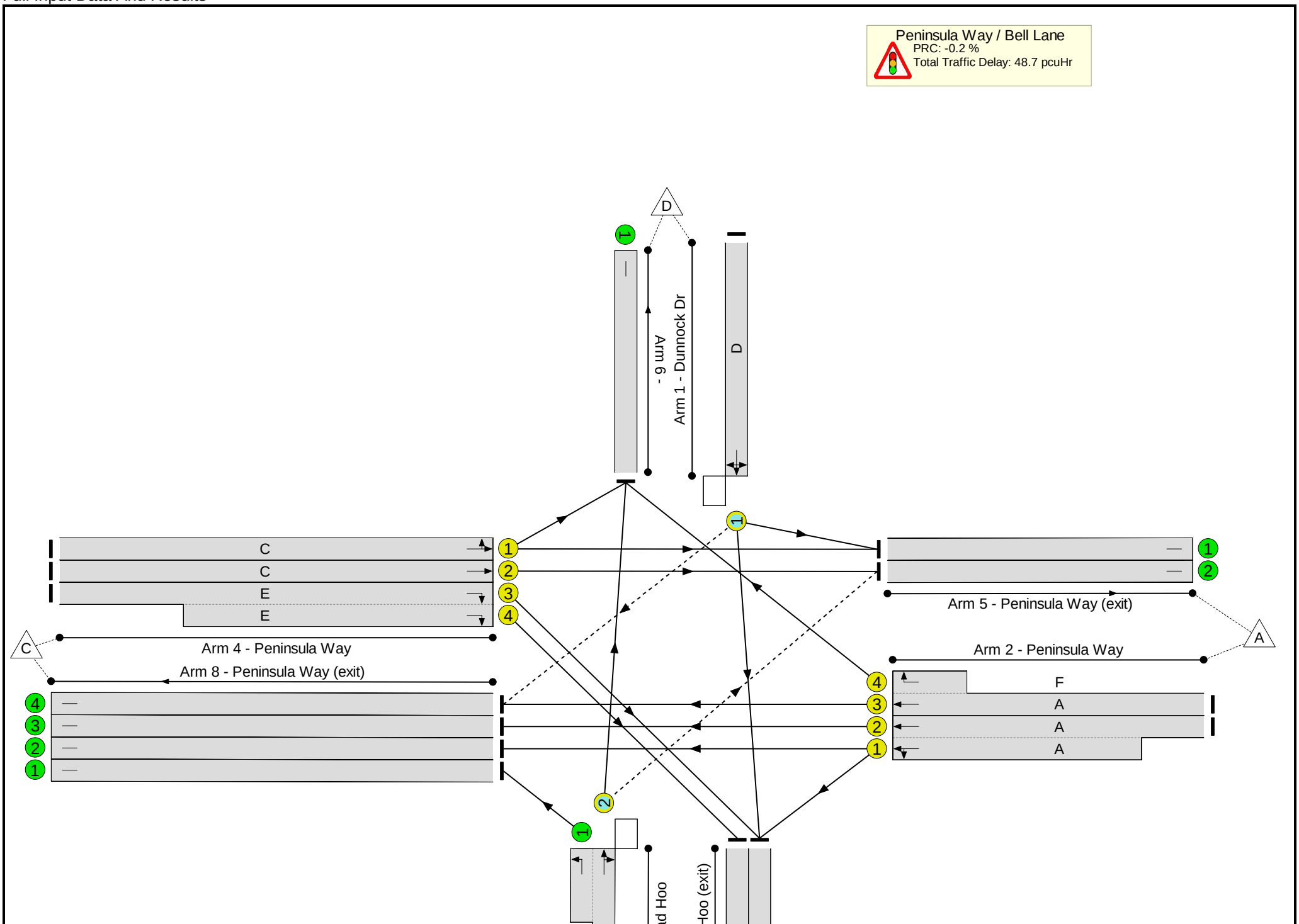
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 48.70 pcuHr
Worst PRC: -0.19 % (On Lane 1/1)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
Peninsula Way / Bell Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
1/1	Dunnock Dr Left Ahead Right	O	N/A	N/A	D		1	17	-	146	1962	162	90.2%
2/2+2/1	Peninsula Way Left Ahead	U	N/A	N/A	A		2	112	-	1408	2105:1965	1046+988	69.2 : 69.2%
2/3+2/4	Peninsula Way Right Ahead	U	N/A	N/A	A F		2:1	112:7	-	1071	2105:1800	1183+8	90.0 : 90.0%
3/2+3/1	Main Road Hoo Right Ahead Left	O+U	N/A	N/A	B -		1	18	-	1060	1965:1965	26+1939	53.9 : 53.9%
4/1	Peninsula Way Ahead Left	U	N/A	N/A	C		2	152	-	1250	1965	1513	82.6%
4/2	Peninsula Way Ahead	U	N/A	N/A	C		2	152	-	1354	2105	1621	83.5%
4/3+4/4	Peninsula Way Right	U	N/A	N/A	E		2	42	-	801	2105:1965	463+432	89.4 : 89.5%
5/1	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1200	Inf	Inf	0.0%
5/2	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1365	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%
7/1	Main Road Hoo (exit)	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
7/2	Main Road Hoo (exit)	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
8/1	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1046	Inf	Inf	0.0%
8/2	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	668	1965	1965	34.0%
8/3	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	724	1965	1965	36.8%

Full Input Data And Results

8/4	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1199	Inf	Inf	0.0%

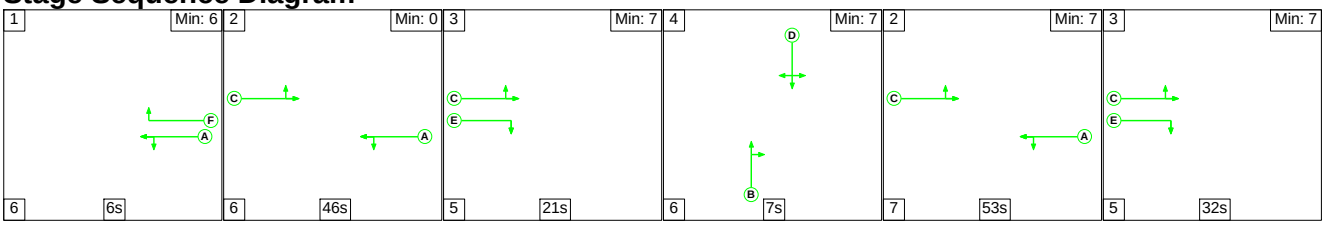
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**140**	**0**	**6**	**30.2**	**18.4**	**0.1**	**48.7**	**-**	**-**	**-**	**-**
Peninsula Way / Bell Lane	**-**	**-**	**140**	**0**	**6**	**30.2**	**18.4**	**0.1**	**48.7**	**-**	**-**	**-**	**-**
1/1	146	146	129	0	6	3.6	3.3	0.1	7.0	171.6	8.0	3.3	11.2
2/2+2/1	1408	1408	-	-	-	5.6	1.1	-	6.7	17.1	14.3	1.1	15.4
2/3+2/4	1071	1071	-	-	-	5.9	4.2	-	10.1	34.0	28.5	4.2	32.7
3/2+3/1	1060	1060	11	0	0	0.3	0.6	0.0	0.9	3.1	0.7	0.6	1.3
4/1	1250	1250	-	-	-	2.7	2.3	-	5.0	14.5	27.4	2.3	29.8
4/2	1354	1354	-	-	-	3.0	2.5	-	5.5	14.5	30.5	2.5	33.0
4/3+4/4	801	801	-	-	-	9.0	3.9	-	13.0	58.2	14.1	3.9	18.1
5/1	1200	1200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1365	1365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	69	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1046	1046	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	668	668	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
8/3	724	724	-	-	-	0.0	0.3	-	0.3	1.5	6.6	0.3	6.9
8/4	1199	1199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.2 Total Delay for Signalled Lanes (pcuHr): 48.14 Cycle Time (s): 200
PRC Over All Lanes (%): -0.2 Total Delay Over All Lanes(pcuHr): 48.70

Full Input Data And Results

Scenario 2: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'NCP')

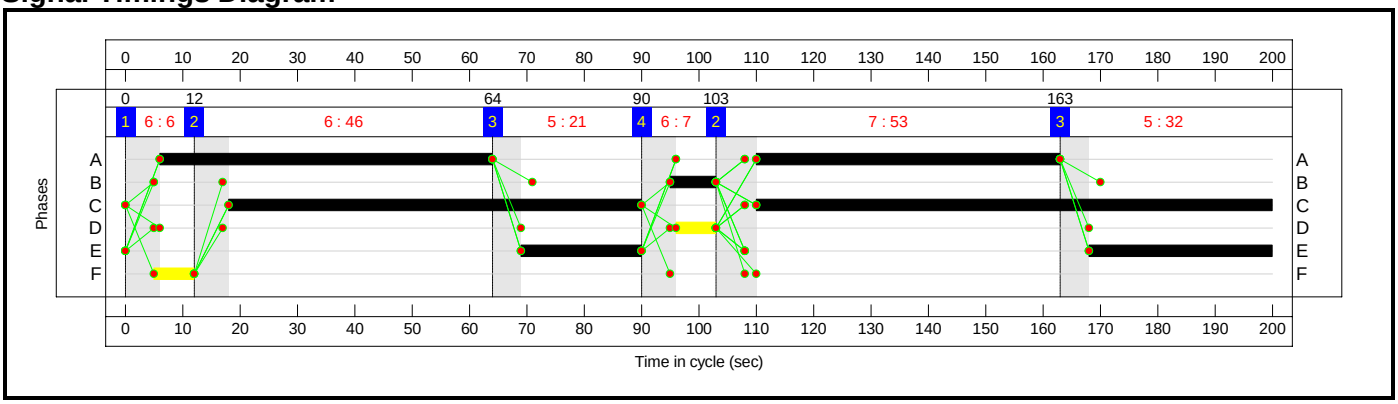
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	2	3
Duration	6	46	21	7	53	32
Change Point	0	12	64	90	103	163

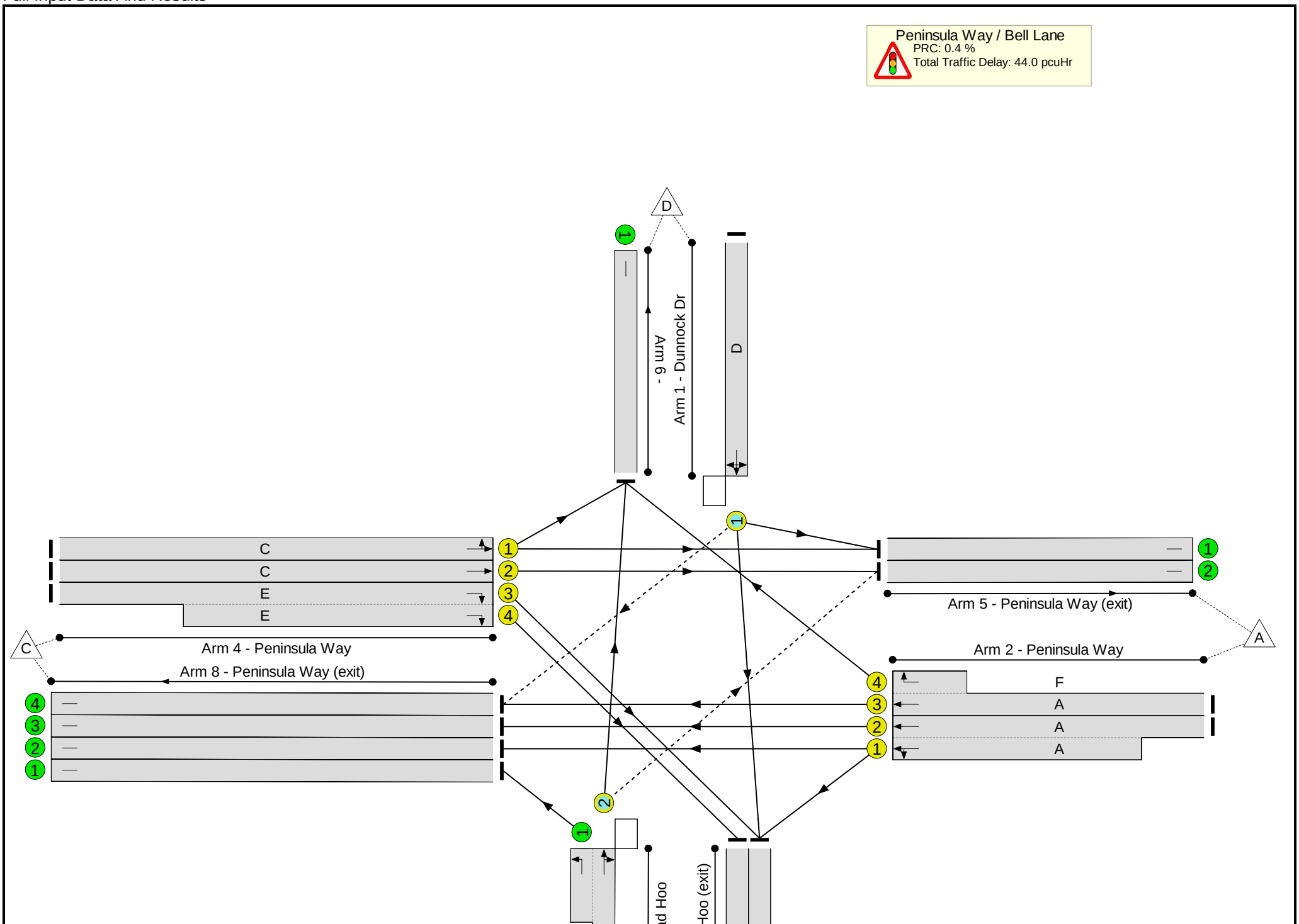
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 44.00 pcuHr
Worst PRC: 0.38 % (On Lane 2/3)

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
Peninsula Way / Bell Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
1/1	Dunnock Dr Left Ahead Right	O	N/A	N/A	D		1	7	-	70	1960	78	89.3%
2/2+2/1	Peninsula Way Left Ahead	U	N/A	N/A	A		2	111	-	1576	2105:1965	1044+990	77.5 : 77.5%
2/3+2/4	Peninsula Way Right Ahead	U	N/A	N/A	A F		2:1	111:7	-	1058	2105:1800	1171+9	89.7 : 89.7%
3/2+3/1	Main Road Hoo Right Ahead Left	O+U	N/A	N/A	B -		1	8	-	746	1965:1965	37+1928	38.0 : 38.0%
4/1	Peninsula Way Ahead Left	U	N/A	N/A	C		2	162	-	1246	1965	1611	77.3%
4/2	Peninsula Way Ahead	U	N/A	N/A	C		2	162	-	1349	2105	1726	78.2%
4/3+4/4	Peninsula Way Right	U	N/A	N/A	E		2	53	-	986	2105:1965	579+540	88.1 : 88.1%
5/1	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1129	Inf	Inf	0.0%
5/2	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1361	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
7/1	Main Road Hoo (exit)	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
7/2	Main Road Hoo (exit)	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
8/1	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
8/2	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	753	1965	1965	38.3%
8/3	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	809	1965	1965	41.2%

Full Input Data And Results

8/4	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1111	Inf	Inf	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	**-**	**-**	**69**	**0**	**4**	**27.7**	**16.3**	**0.0**	**44.0**	**-**	**-**	**-**	**-**
Peninsula Way / Bell Lane	**-**	**-**	**69**	**0**	**4**	**27.7**	**16.3**	**0.0**	**44.0**	**-**	**-**	**-**	**-**
1/1	70	70	57	0	4	1.9	2.6	0.0	4.5	229.0	3.9	2.6	6.5
2/2+2/1	1576	1576	-	-	-	6.8	1.7	-	8.5	19.4	16.4	1.7	18.1
2/3+2/4	1058	1058	-	-	-	5.9	4.1	-	10.0	34.0	26.7	4.1	30.8
3/2+3/1	746	746	12	0	0	0.4	0.3	0.0	0.7	3.2	0.7	0.3	1.1
4/1	1246	1246	-	-	-	1.5	1.7	-	3.2	9.3	17.7	1.7	19.3
4/2	1349	1349	-	-	-	1.7	1.8	-	3.5	9.3	19.5	1.8	21.3
4/3+4/4	986	986	-	-	-	9.5	3.5	-	13.1	47.7	14.3	3.5	17.8
5/1	1129	1129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1361	1361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	753	753	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/3	809	809	-	-	-	0.0	0.3	-	0.4	1.6	8.8	0.3	9.2
8/4	1111	1111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 43.32 Cycle Time (s): 200
PRC Over All Lanes (%): 0.4 Total Delay Over All Lanes(pcuHr): 44.00

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J2_v1.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\2 A228 Peninsula Way_Dux Court Road_Bell's Lane
Report generation date: 25/06/2025 11:33:03

»2041 DS, AM
»2041 DS, PM
»2041 RC, AM
»2041 RC, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS											
1 - Dux Ct Rd	D1	0.0	0.00	0.00	A	-19 % [4 - A288 Penisula Way [W]]	D2	0.0	20.65	0.04	C	-22 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		12.6	23.69	0.93	C			258.4	425.68	1.13	F	
3 - Bells Ln		151.8	971.12	1.31	F			122.7	744.69	1.23	F	
4 - A288 Penisula Way [W]		114.2	153.67	1.04	F			72.2	102.39	1.02	F	
	2041 RC											
1 - Dux Ct Rd	D3	0.2	10.43	0.14	B	10 % [4 - A288 Penisula Way [W]]	D4	0.3	9.16	0.21	A	4 % [3 - Bells Ln]
2 - A228 Penisula Way [E]		1.1	3.82	0.51	A			3.0	8.17	0.74	A	
3 - Bells Ln		1.8	10.36	0.64	B			3.3	20.54	0.77	C	
4 - A288 Penisula Way [W]		3.6	6.73	0.77	A			2.4	5.11	0.70	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

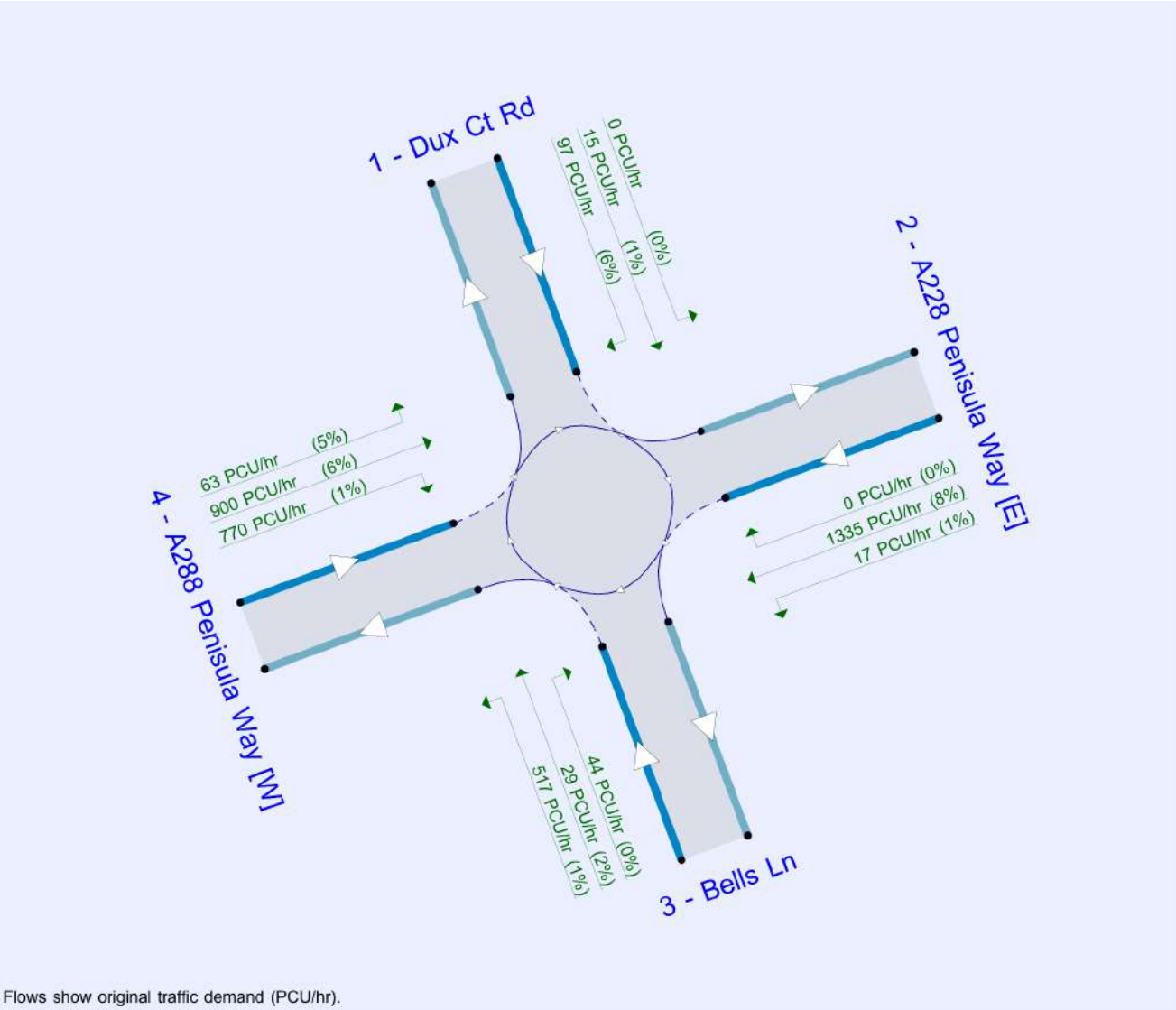
File summary

File Description

Title	
Location	
Site number	
Date	05/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	RFC/DOS	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2041 DS	AM	FLAT	07:00	08:00	60	15
D2	2041 DS	PM	FLAT	16:00	17:00	60	15
D3	2041 RC	AM	FLAT	07:00	08:00	60	15
D4	2041 RC	PM	FLAT	16:00	17:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2041 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	205.44	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-19	4 - A288 Penisula Way [W]	205.44	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Dux Ct Rd		
2	A228 Penisula Way [E]		
3	Bells Ln		
4	A288 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dux Ct Rd	3.10	7.00	10.5	24.0	55.0	42.8		
2 - A228 Penisula Way [E]	7.52	9.00	11.4	30.0	55.0	51.0		
3 - Bells Ln	3.25	7.10	11.5	18.0	55.0	22.2		
4 - A288 Penisula Way [W]	7.41	9.00	20.2	29.0	55.0	46.8		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dux Ct Rd	0.524	1425
2 - A228 Penisula Way [E]	0.705	2449
3 - Bells Ln	0.569	1580
4 - A288 Penisula Way [W]	0.721	2517

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2041 DS	AM	FLAT	07:00	08:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	0	100.000
2 - A228 Penisula Way [E]		✓	2012	100.000
3 - Bells Ln		✓	651	100.000
4 - A288 Penisula Way [W]		✓	2565	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	105	1907
	3 - Bells Ln	27	52	0	572
	4 - A288 Penisula Way [W]	107	2034	424	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Bells Ln	1	0	0	1
	4 - A288 Penisula Way [W]	3	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.00	0.00	0.0	A
2 - A228 Penisula Way [E]	0.93	23.69	12.6	C
3 - Bells Ln	1.31	971.12	151.8	F
4 - A288 Penisula Way [W]	1.04	153.67	114.2	F

2041 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	312.96	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-22	2 - A228 Penisula Way [E]	312.96	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2041 DS	PM	FLAT	16:00	17:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	7	100.000
2 - A228 Penisula Way [E]		✓	2188	100.000
3 - Bells Ln		✓	648	100.000
4 - A288 Penisula Way [W]		✓	2490	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	7	0
	2 - A228 Penisula Way [E]	0	0	93	2095
	3 - Bells Ln	38	72	0	538
	4 - A288 Penisula Way [W]	136	1614	740	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	2	0
	2 - A228 Penisula Way [E]	0	0	1	2
	3 - Bells Ln	1	0	0	1
	4 - A288 Penisula Way [W]	2	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.04	20.65	0.0	C
2 - A228 Penisula Way [E]	1.13	425.68	258.4	F
3 - Bells Ln	1.23	744.69	122.7	F
4 - A288 Penisula Way [W]	1.02	102.39	72.2	F

2041 RC, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	4 - A288 Penisula Way [W]	6.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2041 RC	AM	FLAT	07:00	08:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	60	100.000
2 - A228 Penisula Way [E]		✓	1052	100.000
3 - Bells Ln		✓	629	100.000
4 - A288 Penisula Way [W]		✓	1924	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	15	45
	2 - A228 Penisula Way [E]	0	0	41	1011
	3 - Bells Ln	16	15	0	598
	4 - A288 Penisula Way [W]	65	1353	506	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	2	14
	2 - A228 Penisula Way [E]	0	0	1	6
	3 - Bells Ln	1	1	0	1
	4 - A288 Penisula Way [W]	5	9	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.14	10.43	0.2	B
2 - A228 Penisula Way [E]	0.51	3.82	1.1	A
3 - Bells Ln	0.64	10.36	1.8	B
4 - A288 Penisula Way [W]	0.77	6.73	3.6	A

2041 RC, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	4	3 - Bells Ln	8.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2041 RC	PM	FLAT	16:00	17:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	112	100.000
2 - A228 Penisula Way [E]		✓	1352	100.000
3 - Bells Ln		✓	590	100.000
4 - A288 Penisula Way [W]		✓	1733	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	15	97
	2 - A228 Penisula Way [E]	0	0	17	1335
	3 - Bells Ln	29	44	0	517
	4 - A288 Penisula Way [W]	63	900	770	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	1	6
	2 - A228 Penisula Way [E]	0	0	1	8
	3 - Bells Ln	2	0	0	1
	4 - A288 Penisula Way [W]	5	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.21	9.16	0.3	A
2 - A228 Penisula Way [E]	0.74	8.17	3.0	A
3 - Bells Ln	0.77	20.54	3.3	C
4 - A288 Penisula Way [W]	0.70	5.11	2.4	A

Junctions 10

ARCADY 10 - Roundabout Module

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Filename: J2_Proposed_Op2.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:31:15

»2041 DS, AM
»2041 DS, PM
»2041 RC, AM
»2041 RC, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS											
1 - Dux Ct Rd	D1	0.0	0.00	0.00	A	-10 % [4 - A288 Penisula Way [W]]	D2	0.0	9.41	0.02	A	-8 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		3.7	6.75	0.79	A			12.6	21.62	0.93	C	
3 - Bells Ln		1.4	7.56	0.58	A			1.7	9.52	0.63	A	
4 - A288 Penisula Way [W]		15.3	22.43	0.94	C			11.4	17.14	0.92	C	
	2041 RC											
1 - Dux Ct Rd	D3	0.1	6.99	0.10	A	21 % [4 - A288 Penisula Way [W]]	D4	0.2	6.46	0.16	A	31 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		0.8	2.69	0.43	A			1.6	4.26	0.60	A	
3 - Bells Ln		0.7	3.75	0.39	A			0.7	4.53	0.42	A	
4 - A288 Penisula Way [W]		2.5	4.63	0.70	A			1.8	3.76	0.64	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

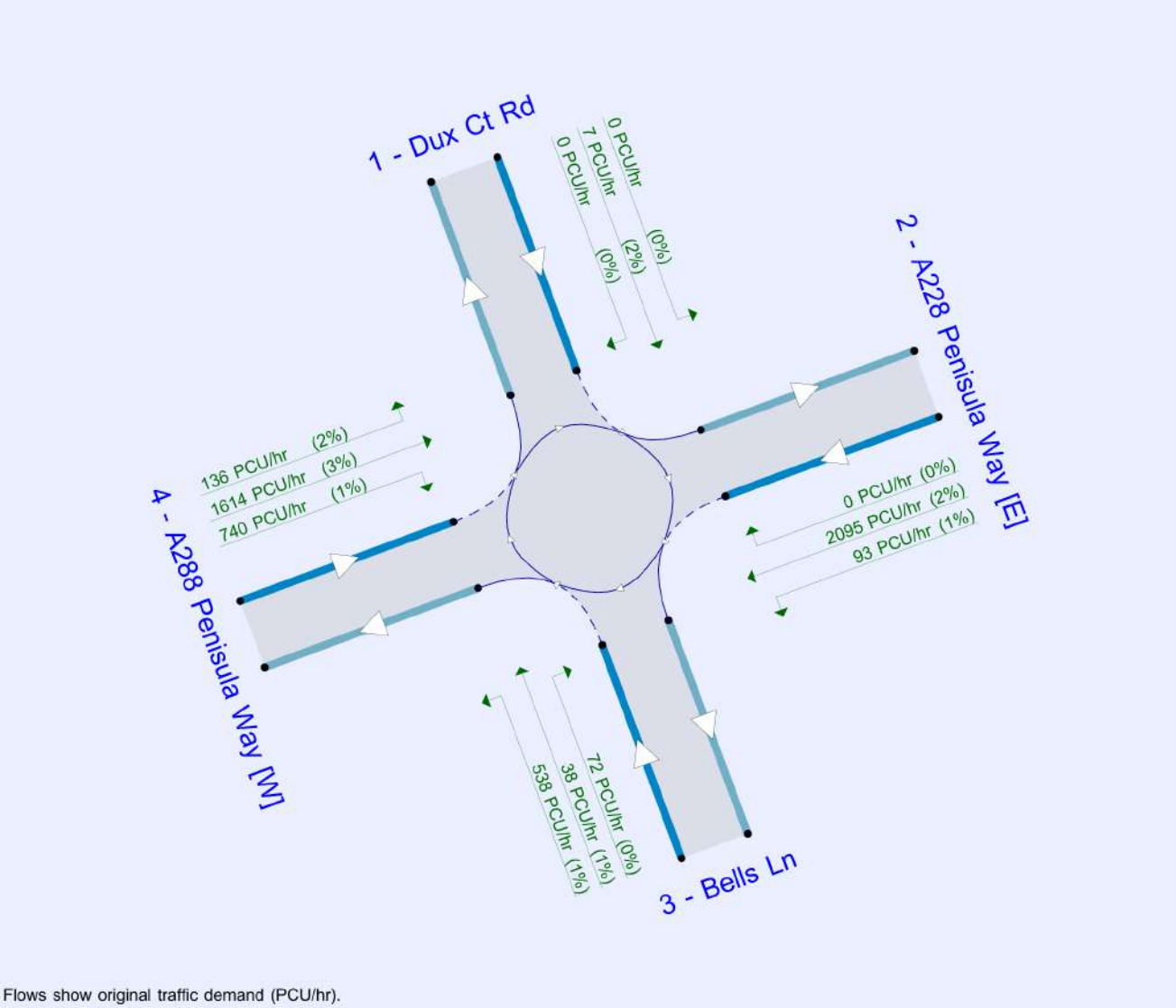
File summary

File Description

Title	
Location	
Site number	
Date	05/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2041 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	14.54	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-10	4 - A288 Penisula Way [W]	14.54	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Dux Ct Rd		
2	A228 Penisula Way [E]		
3	Bells Ln		
4	A288 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dux Ct Rd	3.10	7.00	10.5	24.0	80.0	42.8		
2 - A228 Penisula Way [E]	9.00	9.00	0.0	42.0	80.0	26.0		
3 - Bells Ln	7.00	7.00	0.0	33.0	80.0	28.0		
4 - A288 Penisula Way [W]	9.00	10.50	21.0	38.0	80.0	38.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Dux Ct Rd	None		
2 - A228 Penisula Way [E]	Percentage		100.00
3 - Bells Ln	None		
4 - A288 Penisula Way [W]	Percentage		90.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dux Ct Rd	0.424	1425
2 - A228 Penisula Way [E]	0.648	2835
3 - Bells Ln	0.548	2177
4 - A288 Penisula Way [W]	0.674	2774

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	2012	100.000
3 - Bells Ln		FLAT	✓	651	100.000
4 - A288 Penisula Way [W]		FLAT	✓	2565	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	105	1907
	3 - Bells Ln	27	52	0	572
	4 - A288 Penisula Way [W]	107	2034	424	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Bells Ln	1	0	0	1
	4 - A288 Penisula Way [W]	3	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dux Ct Rd	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.79	6.75	3.7	A	2012	2012
3 - Bells Ln	0.58	7.56	1.4	A	651	651
4 - A288 Penisula Way [W]	0.94	22.43	15.3	C	2565	2565

2041 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	18.04	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	2 - A228 Penisula Way [E]	18.04	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		FLAT	✓	7	100.000
2 - A228 Penisula Way [E]		FLAT	✓	2188	100.000
3 - Bells Ln		FLAT	✓	648	100.000
4 - A288 Penisula Way [W]		FLAT	✓	2490	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	7	0
	2 - A228 Penisula Way [E]	0	0	93	2095
	3 - Bells Ln	38	72	0	538
	4 - A288 Penisula Way [W]	136	1614	740	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	2	0
	2 - A228 Penisula Way [E]	0	0	1	2
	3 - Bells Ln	1	0	0	1
	4 - A288 Penisula Way [W]	2	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dux Ct Rd	0.02	9.41	0.0	A	7	7
2 - A228 Penisula Way [E]	0.93	21.62	12.6	C	2188	2188
3 - Bells Ln	0.63	9.52	1.7	A	648	648
4 - A288 Penisula Way [W]	0.92	17.14	11.4	C	2490	2490

2041 RC, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	4 - A288 Penisula Way [W]	3.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		FLAT	✓	60	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1052	100.000
3 - Bells Ln		FLAT	✓	629	100.000
4 - A288 Penisula Way [W]		FLAT	✓	1924	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	15	45
	2 - A228 Penisula Way [E]	0	0	41	1011
	3 - Bells Ln	16	15	0	598
	4 - A288 Penisula Way [W]	65	1353	506	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	2	14
	2 - A228 Penisula Way [E]	0	0	1	6
	3 - Bells Ln	1	1	0	1
	4 - A288 Penisula Way [W]	5	9	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dux Ct Rd	0.10	6.99	0.1	A	60	60
2 - A228 Penisula Way [E]	0.43	2.69	0.8	A	1052	1052
3 - Bells Ln	0.39	3.75	0.7	A	629	629
4 - A288 Penisula Way [W]	0.70	4.63	2.5	A	1924	1924

2041 RC, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	31	2 - A228 Penisula Way [E]	4.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		FLAT	✓	112	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1352	100.000
3 - Bells Ln		FLAT	✓	590	100.000
4 - A288 Penisula Way [W]		FLAT	✓	1733	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	15	97
	2 - A228 Penisula Way [E]	0	0	17	1335
	3 - Bells Ln	29	44	0	517
	4 - A288 Penisula Way [W]	63	900	770	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	1	6
	2 - A228 Penisula Way [E]	0	0	1	8
	3 - Bells Ln	2	0	0	1
	4 - A288 Penisula Way [W]	5	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dux Ct Rd	0.16	6.46	0.2	A	112	112
2 - A228 Penisula Way [E]	0.60	4.26	1.6	A	1352	1352
3 - Bells Ln	0.42	4.53	0.7	A	590	590
4 - A288 Penisula Way [W]	0.64	3.76	1.8	A	1733	1733

Junctions 10

ARCADY 10 - Roundabout Module

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Filename: J3_v2.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\3 A228 Peninsula Way_Roper's Lane_Ratcliffe Highway
Report generation date: 25/06/2025 11:35:55

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Ratcliffe Hwy	A1 D1	0.0	0.00	0.00	A	-32 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		216.0	553.20	1.17	F	
3 - Ropers Ln		253.9	2043.86	1.65	F	
4 - A228 Penisula Way [W]		4.7	8.17	0.82	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Ratcliffe Hwy	A2 D2	0.0	0.00	0.00	A	-41 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		3.6	10.61	0.78	B	
3 - Ropers Ln		626.0	4753.16	2.51	F	
4 - A228 Penisula Way [W]		6.5	14.26	0.87	B	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Ratcliffe Hwy	A3 D3	0.0	0.00	0.00	A	43 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		1.5	5.64	0.59	A	
3 - Ropers Ln		0.4	7.68	0.24	A	
4 - A228 Penisula Way [W]		1.8	4.74	0.62	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Ratcliffe Hwy	A4 D4	0.0	0.00	0.00	A	-2 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		0.9	3.73	0.46	A	
3 - Ropers Ln		6.1	42.22	0.85	E	
4 - A228 Penisula Way [W]		2.0	7.73	0.66	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

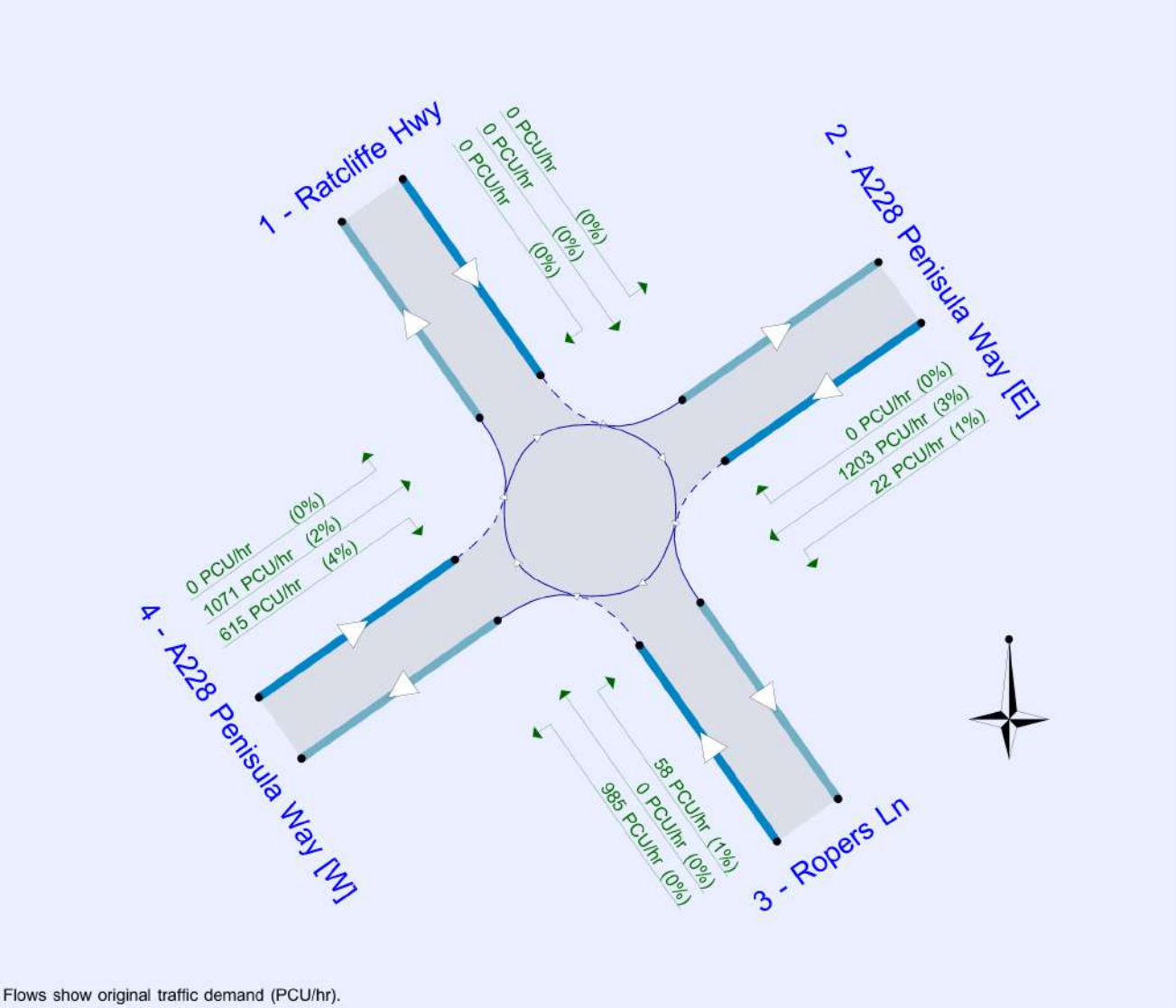
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	512.40	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-32	3 - Ropers Ln	512.40	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Penisula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Penisula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-814
4 - A228 Penisula Way [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Penisula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1132
4 - A228 Penisula Way [W]	0.726	2544

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1457	100.000
3 - Ropers Ln		FLAT	✓	648	100.000
4 - A228 Penisula Way [W]		FLAT	✓	2086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	77	1380
	3 - Ropers Ln	0	16	0	632
	4 - A228 Penisula Way [W]	0	943	1143	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	2	2
	3 - Ropers Ln	0	2	0	4
	4 - A228 Penisula Way [W]	0	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	1.17	553.20	216.0	F	1457	1457
3 - Ropers Ln	1.65	2043.86	253.9	F	648	648
4 - A228 Penisula Way [W]	0.82	8.17	4.7	A	2086	2086

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	1263.17	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-41	3 - Ropers Ln	1263.17	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Penisula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Penisula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-777
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-584

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Penisula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1169
4 - A228 Penisula Way [W]	0.726	1960

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1225	100.000
3 - Ropers Ln		FLAT	✓	1043	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1686	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	22	1203
	3 - Ropers Ln	0	58	0	985
	4 - A228 Penisula Way [W]	0	1071	615	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	1	0	0
	4 - A228 Penisula Way [W]	0	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.78	10.61	3.6	B	1225	1225
3 - Ropers Ln	2.51	4753.16	626.0	F	1043	1043
4 - A228 Penisula Way [W]	0.87	14.26	6.5	B	1686	1686

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	2 - A228 Penisula Way [E]	5.29	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Penisula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Penisula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-645
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-327

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Penisula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1301
4 - A228 Penisula Way [W]	0.726	2217

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	931	100.000
3 - Ropers Ln		FLAT	✓	178	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1367	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	30	901
	3 - Ropers Ln	0	27	0	151
	4 - A228 Penisula Way [W]	0	776	591	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	4	3
	3 - Ropers Ln	0	2	0	23
	4 - A228 Penisula Way [W]	0	3	19	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.59	5.64	1.5	A	931	931
3 - Ropers Ln	0.24	7.68	0.4	A	178	178
4 - A228 Penisula Way [W]	0.62	4.74	1.8	A	1367	1367

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	14.22	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	3 - Ropers Ln	14.22	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Penisula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Penisula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-786
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-1090

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Penisula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1160
4 - A228 Penisula Way [W]	0.726	1454

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	862	100.000
3 - Ropers Ln		FLAT	✓	542	100.000
4 - A228 Penisula Way [W]		FLAT	✓	944	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	26	836
	3 - Ropers Ln	0	26	0	516
	4 - A228 Penisula Way [W]	0	783	161	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	2	0	15
	4 - A228 Penisula Way [W]	0	3	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.46	3.73	0.9	A	862	862
3 - Ropers Ln	0.85	42.22	6.1	E	542	542
4 - A228 Penisula Way [W]	0.66	7.73	2.0	A	944	944

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J3_Proposed_op2.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:32:06

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Ratcliffe Hwy	A1 D1	0.0	0.00	0.00	A	3 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		8.6	22.18	0.90	C	
3 - Ropers Ln		1.1	6.22	0.52	A	
4 - A228 Penisula Way [W]		5.1	8.96	0.84	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Ratcliffe Hwy	A2 D2	0.0	0.00	0.00	A	12 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		1.8	5.23	0.63	A	
3 - Ropers Ln		3.4	11.83	0.77	B	
4 - A228 Penisula Way [W]		2.2	4.71	0.68	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Ratcliffe Hwy	A3 D3	0.0	0.00	0.00	A	50 % [4 - A228 Penisula Way [W]]
2 - A228 Penisula Way [E]		0.9	3.64	0.48	A	
3 - Ropers Ln		0.3	6.21	0.20	A	
4 - A228 Penisula Way [W]		1.9	4.94	0.63	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Ratcliffe Hwy	A4 D4	0.0	0.00	0.00	A	10 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		0.7	2.76	0.39	A	
3 - Ropers Ln		2.7	18.51	0.71	C	
4 - A228 Penisula Way [W]		2.2	8.31	0.67	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

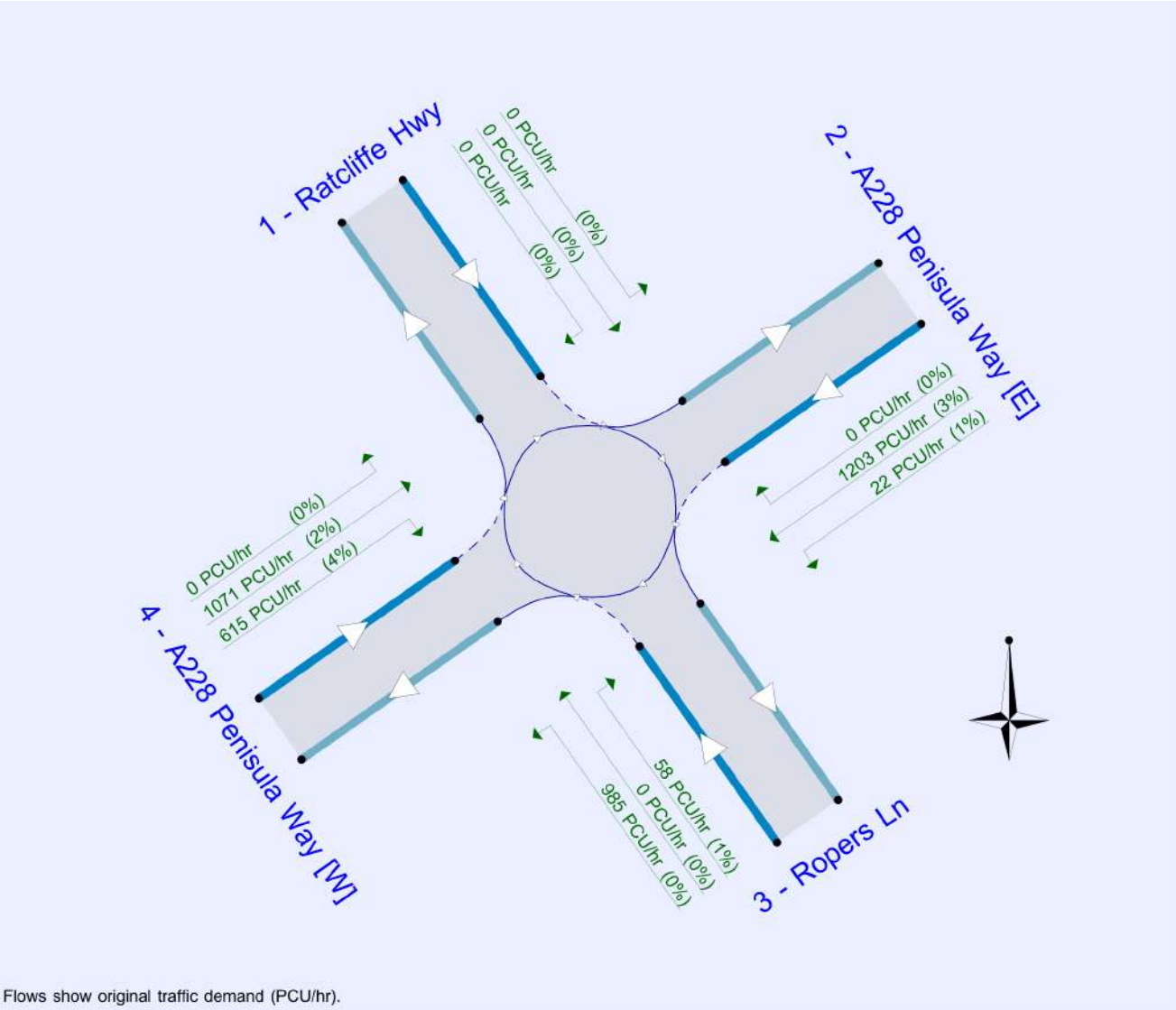
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.13	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	3	2 - A228 Penisula Way [E]	13.13	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	8.00	30.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.552	2012
4 - A228 Penisula Way [W]	0.628	2507

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1457	100.000
3 - Ropers Ln		FLAT	✓	648	100.000
4 - A228 Penisula Way [W]		FLAT	✓	2086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	77	1380
	3 - Ropers Ln	0	16	0	632
	4 - A228 Penisula Way [W]	0	943	1143	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	2	2
	3 - Ropers Ln	0	2	0	4
	4 - A228 Penisula Way [W]	0	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.90	22.18	8.6	C	1457	1457
3 - Ropers Ln	0.52	6.22	1.1	A	648	648
4 - A228 Penisula Way [W]	0.84	8.96	5.1	A	2086	2086

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	12	3 - Ropers Ln	6.75	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	8.00	30.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.552	2012
4 - A228 Penisula Way [W]	0.628	2507

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1225	100.000
3 - Ropers Ln		FLAT	✓	1043	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1686	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	22	1203
	3 - Ropers Ln	0	58	0	985
	4 - A228 Penisula Way [W]	0	1071	615	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	1	0	0
	4 - A228 Penisula Way [W]	0	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.63	5.23	1.8	A	1225	1225
3 - Ropers Ln	0.77	11.83	3.4	B	1043	1043
4 - A228 Penisula Way [W]	0.68	4.71	2.2	A	1686	1686

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.55	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	50	4 - A228 Penisula Way [W]	4.55	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	8.00	30.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-645
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-327

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.552	1367
4 - A228 Penisula Way [W]	0.628	2180

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	931	100.000
3 - Ropers Ln		FLAT	✓	178	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1367	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	30	901
	3 - Ropers Ln	0	27	0	151
	4 - A228 Penisula Way [W]	0	776	591	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	4	3
	3 - Ropers Ln	0	2	0	23
	4 - A228 Penisula Way [W]	0	3	19	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.48	3.64	0.9	A	931	931
3 - Ropers Ln	0.20	6.21	0.3	A	178	178
4 - A228 Penisula Way [W]	0.63	4.94	1.9	A	1367	1367

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	3 - Ropers Ln	8.63	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	8.00	30.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-786
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-1090

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.552	1226
4 - A228 Penisula Way [W]	0.628	1417

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	862	100.000
3 - Ropers Ln		FLAT	✓	542	100.000
4 - A228 Penisula Way [W]		FLAT	✓	944	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	26	836
	3 - Ropers Ln	0	26	0	516
	4 - A228 Penisula Way [W]	0	783	161	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	2	0	15
	4 - A228 Penisula Way [W]	0	3	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.39	2.76	0.7	A	862	862
3 - Ropers Ln	0.71	18.51	2.7	C	542	542
4 - A228 Penisula Way [W]	0.67	8.31	2.2	A	944	944

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J3_Proposed_op3.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:33:08

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Ratcliffe Hwy	A1 D1	0.0	0.00	0.00	A	3 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		8.6	22.18	0.90	C	
3 - Ropers Ln		0.0	5.35	0.02	A	
4 - A228 Penisula Way [W]		5.1	8.96	0.84	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Ratcliffe Hwy	A2 D2	0.0	0.00	0.00	A	38 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		1.8	5.23	0.63	A	
3 - Ropers Ln		0.1	5.03	0.07	A	
4 - A228 Penisula Way [W]		2.2	4.71	0.68	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Ratcliffe Hwy	A3 D3	0.0	0.00	0.00	A	32 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		0.9	3.64	0.48	A	
3 - Ropers Ln		0.1	15.18	0.10	C	
4 - A228 Penisula Way [W]		1.9	4.94	0.63	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Ratcliffe Hwy	A4 D4	0.0	0.00	0.00	A	7 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		0.7	2.76	0.39	A	
3 - Ropers Ln		0.2	28.11	0.17	D	
4 - A228 Penisula Way [W]		2.2	8.31	0.67	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

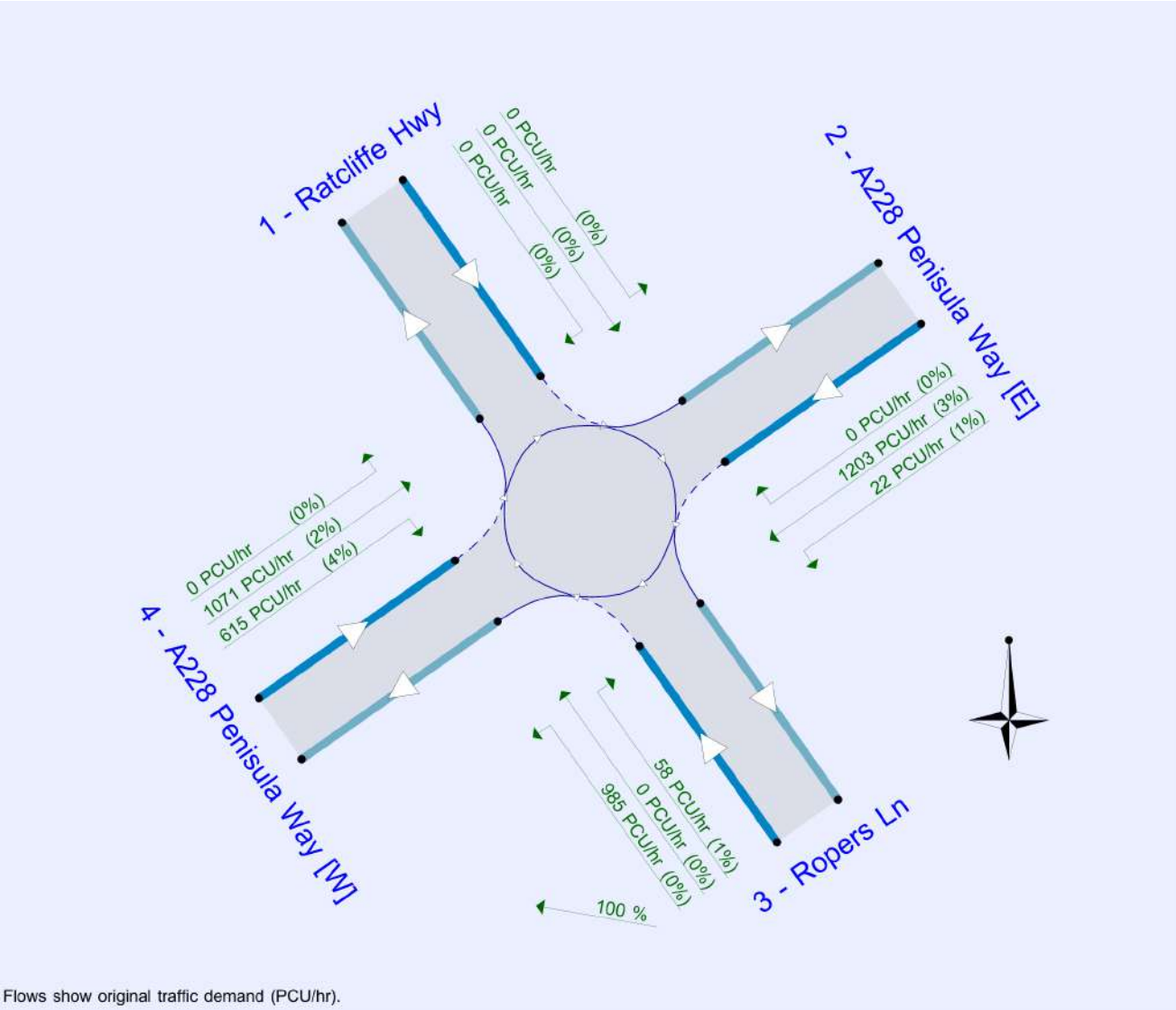
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.00	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	3	2 - A228 Penisula Way [E]	13.00	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	4.50	10.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Ratcliffe Hwy		
2 - A228 Penisula Way [E]		
3 - Ropers Ln	✓	100
4 - A228 Penisula Way [W]		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.442	1312
4 - A228 Penisula Way [W]	0.628	2507

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1457	100.000
3 - Ropers Ln		FLAT	✓	648	100.000
4 - A228 Penisula Way [W]		FLAT	✓	2086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	77	1380
	3 - Ropers Ln	0	16	0	632
	4 - A228 Penisula Way [W]	0	943	1143	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	2	2
	3 - Ropers Ln	0	2	0	4
	4 - A228 Penisula Way [W]	0	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.90	22.18	8.6	C	1457	1457
3 - Ropers Ln	0.02	5.35	0.0	A	648	16
4 - A228 Penisula Way [W]	0.84	8.96	5.1	A	2086	2086

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	38	2 - A228 Penisula Way [E]	4.96	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	4.50	10.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Ratcliffe Hwy		
2 - A228 Penisula Way [E]		
3 - Ropers Ln	✓	100
4 - A228 Penisula Way [W]		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.442	1312
4 - A228 Penisula Way [W]	0.628	2507

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1225	100.000
3 - Ropers Ln		FLAT	✓	1043	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1686	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	22	1203
	3 - Ropers Ln	0	58	0	985
	4 - A228 Penisula Way [W]	0	1071	615	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	1	0	0
	4 - A228 Penisula Way [W]	0	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.63	5.23	1.8	A	1225	1225
3 - Ropers Ln	0.07	5.03	0.1	A	1043	58
4 - A228 Penisula Way [W]	0.68	4.71	2.2	A	1686	1686

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.19	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	32	3 - Ropers Ln	5.19	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	4.50	10.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Ratcliffe Hwy		
2 - A228 Penisula Way [E]		
3 - Ropers Ln	✓	100
4 - A228 Penisula Way [W]		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-645
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-327

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.442	667
4 - A228 Penisula Way [W]	0.628	2180

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	931	100.000
3 - Ropers Ln		FLAT	✓	178	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1367	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	30	901
	3 - Ropers Ln	0	27	0	151
	4 - A228 Penisula Way [W]	0	776	591	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	4	3
	3 - Ropers Ln	0	2	0	23
	4 - A228 Penisula Way [W]	0	3	19	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.48	3.64	0.9	A	931	931
3 - Ropers Ln	0.10	15.18	0.1	C	178	27
4 - A228 Penisula Way [W]	0.63	4.94	1.9	A	1367	1367

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.84	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	7	3 - Ropers Ln	10.84	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	4.50	10.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Ratcliffe Hwy		
2 - A228 Penisula Way [E]		
3 - Ropers Ln	✓	100
4 - A228 Penisula Way [W]		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-786
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-1090

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.442	526
4 - A228 Penisula Way [W]	0.628	1417

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	862	100.000
3 - Ropers Ln		FLAT	✓	542	100.000
4 - A228 Penisula Way [W]		FLAT	✓	944	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	26	836
	3 - Ropers Ln	0	26	0	516
	4 - A228 Penisula Way [W]	0	783	161	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	2	0	15
	4 - A228 Penisula Way [W]	0	3	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.39	2.76	0.7	A	862	862
3 - Ropers Ln	0.17	28.11	0.2	D	542	26
4 - A228 Penisula Way [W]	0.67	8.31	2.2	A	944	944

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J4_V3.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\4 Sans Pereil Roundabout
Report generation date: 25/06/2025 11:36:57

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Wainscott Rd	A1 D1	121.4	1572.16	1.49	F	-45 % [2 - Wulfere Way]
2 - Wulfere Way		0.5	2.48	0.31	A	
3 - Berwick Way		1133.8	1779.74	1.56	F	
4 - Frindsbury Hill		2.3	13.92	0.70	B	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Wainscott Rd	A2 D2	87.4	929.14	1.28	F	-44 % [3 - Berwick Way]
2 - Wulfere Way		0.4	2.39	0.26	A	
3 - Berwick Way		1325.2	2014.05	1.64	F	
4 - Frindsbury Hill		1.1	9.47	0.53	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Wainscott Rd	A3 D3	233.7	1899.56	1.60	F	-29 % [2 - Wulfere Way]
2 - Wulfere Way		0.2	2.26	0.18	A	
3 - Berwick Way		276.3	360.81	1.11	F	
4 - Frindsbury Hill		4.2	25.95	0.81	D	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Wainscott Rd	A4 D4	22.8	169.94	1.01	F	-24 % [2 - Wulfere Way]
2 - Wulfere Way		0.2	2.33	0.17	A	
3 - Berwick Way		368.3	487.33	1.15	F	
4 - Frindsbury Hill		2.8	18.99	0.74	C	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

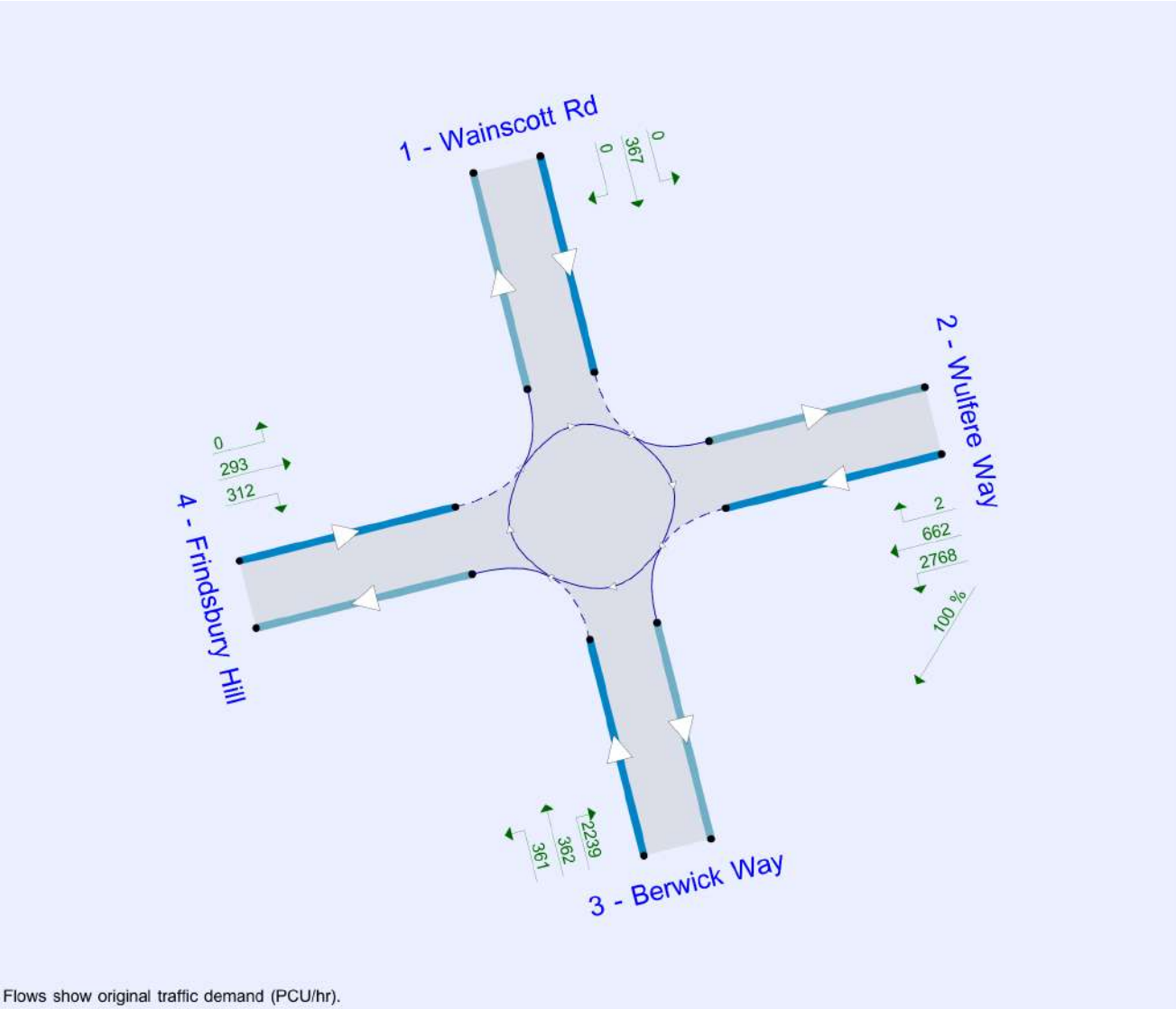
File summary

File Description

Title	
Location	
Site number	
Date	14/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\HAMIDMH
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	819.76	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-45	2 - Wulfere Way	819.76	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-844
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2577
4 - Frindsbury Hill	0.588	1917

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	367	100.000
2 - Wulfere Way		FLAT	✓	3432	100.000
3 - Berwick Way		FLAT	✓	3142	100.000
4 - Frindsbury Hill		FLAT	✓	605	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	367	0
	2 - Wulfere Way	2	0	2768	662
	3 - Berwick Way	362	2239	180	361
	4 - Frindsbury Hill	0	293	312	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	7	0
	3 - Berwick Way	0	7	2	1
	4 - Frindsbury Hill	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wainscott Rd	1.49	1572.16	121.4	F	367	367
2 - Wulfere Way	0.31	2.48	0.5	A	3432	664
3 - Berwick Way	1.56	1779.74	1133.8	F	3142	3142
4 - Frindsbury Hill	0.70	13.92	2.3	B	605	605

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	999.52	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-44	3 - Berwick Way	999.52	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-888
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2533
4 - Frindsbury Hill	0.588	1917

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	388	100.000
2 - Wulfere Way		FLAT	✓	3000	100.000
3 - Berwick Way		FLAT	✓	3399	100.000
4 - Frindsbury Hill		FLAT	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	388	0
	2 - Wulfere Way	1	0	2464	535
	3 - Berwick Way	459	2330	271	339
	4 - Frindsbury Hill	0	128	306	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	3	0
	3 - Berwick Way	0	3	0	1
	4 - Frindsbury Hill	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wainscott Rd	1.28	929.14	87.4	F	388	388
2 - Wulfere Way	0.26	2.39	0.4	A	3000	536
3 - Berwick Way	1.64	2014.05	1325.2	F	3399	3399
4 - Frindsbury Hill	0.53	9.47	1.1	A	434	434

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	344.31	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-29	2 - Wulfere Way	344.31	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-641
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2780
4 - Frindsbury Hill	0.588	1917

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	625	100.000
2 - Wulfere Way		FLAT	✓	2418	100.000
3 - Berwick Way		FLAT	✓	2713	100.000
4 - Frindsbury Hill		FLAT	✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	572	53
	2 - Wulfere Way	0	0	2060	358
	3 - Berwick Way	813	1291	122	487
	4 - Frindsbury Hill	45	165	386	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	10	1
	3 - Berwick Way	0	12	3	2
	4 - Frindsbury Hill	0	5	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wainscott Rd	1.60	1899.56	233.7	F	625	625
2 - Wulfere Way	0.18	2.26	0.2	A	2418	358
3 - Berwick Way	1.11	360.81	276.3	F	2713	2713
4 - Frindsbury Hill	0.81	25.95	4.2	D	596	596

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	238.96	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-24	2 - Wulfere Way	238.96	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-701
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2720
4 - Frindsbury Hill	0.588	1917

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	498	100.000
2 - Wulfere Way		FLAT	✓	2251	100.000
3 - Berwick Way		FLAT	✓	2763	100.000
4 - Frindsbury Hill		FLAT	✓	542	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	438	60
	2 - Wulfere Way	0	0	1935	316
	3 - Berwick Way	1069	1083	165	446
	4 - Frindsbury Hill	43	90	409	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	4	0
	3 - Berwick Way	0	7	1	1
	4 - Frindsbury Hill	0	3	1	0

Results

Results Summary for whole modelled period

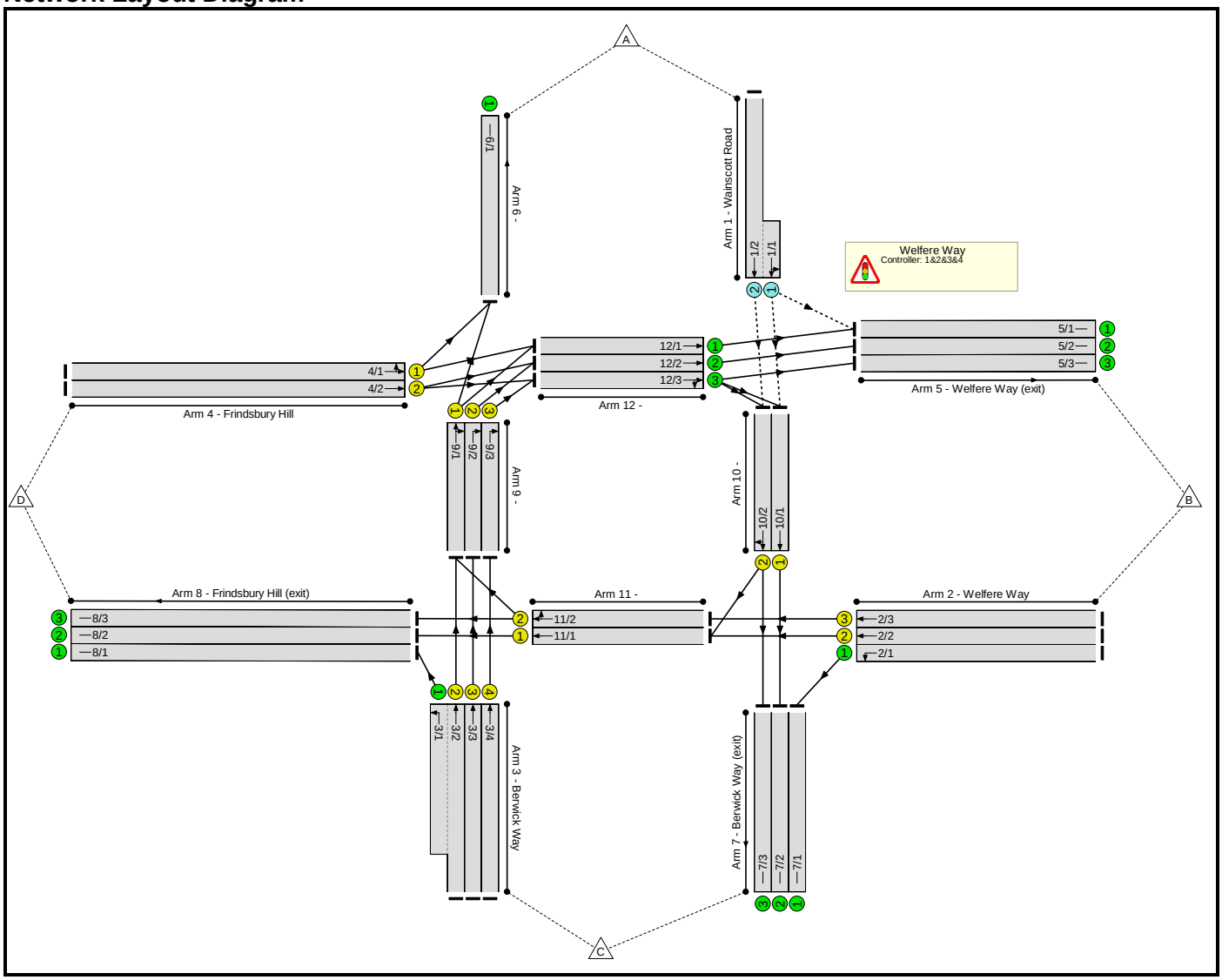
Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wainscott Rd	1.01	169.94	22.8	F	498	498
2 - Wulfere Way	0.17	2.33	0.2	A	2251	316
3 - Berwick Way	1.15	487.33	368.3	F	2763	2763
4 - Frindsbury Hill	0.74	18.99	2.8	C	542	542

Full Input Data And Results

User and Project Details

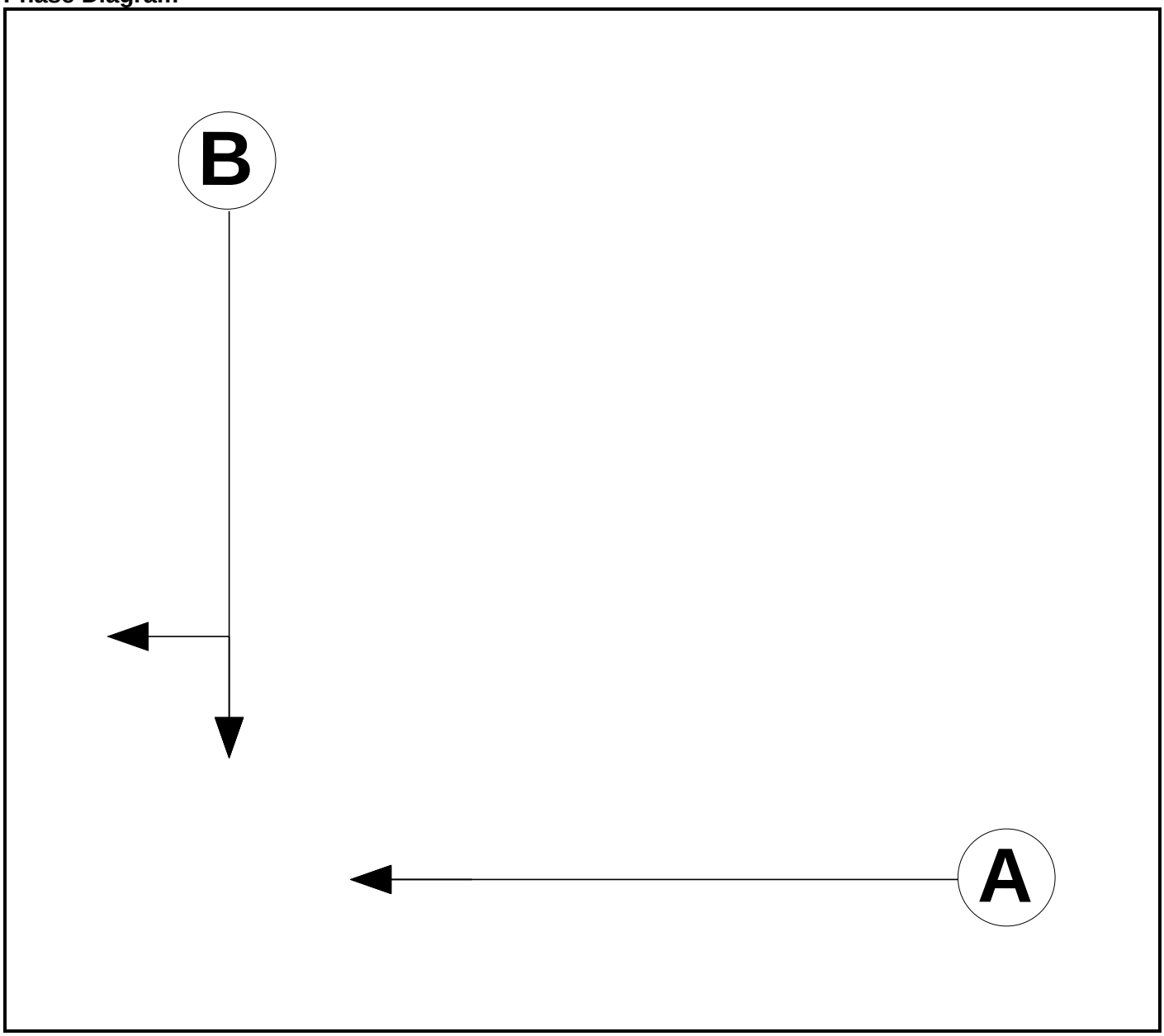
Project:	
Title:	
Location:	
Additional detail:	
File name:	J4_Proposed large rbt_OP2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

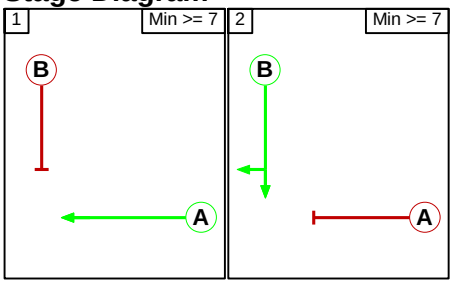
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

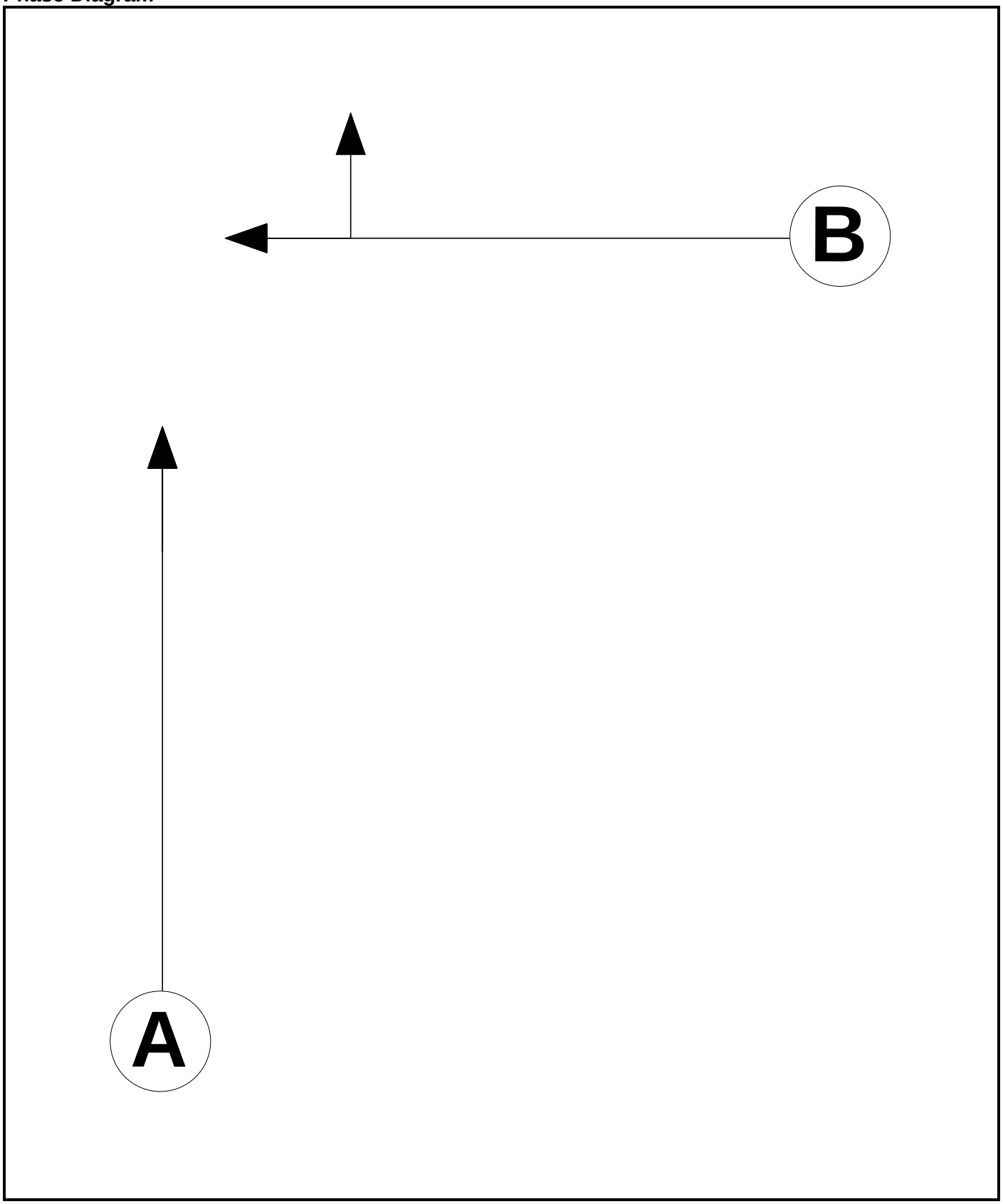
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

C2

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

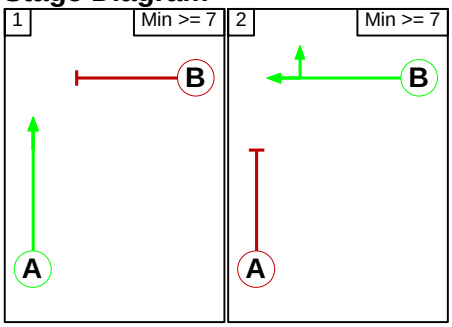
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

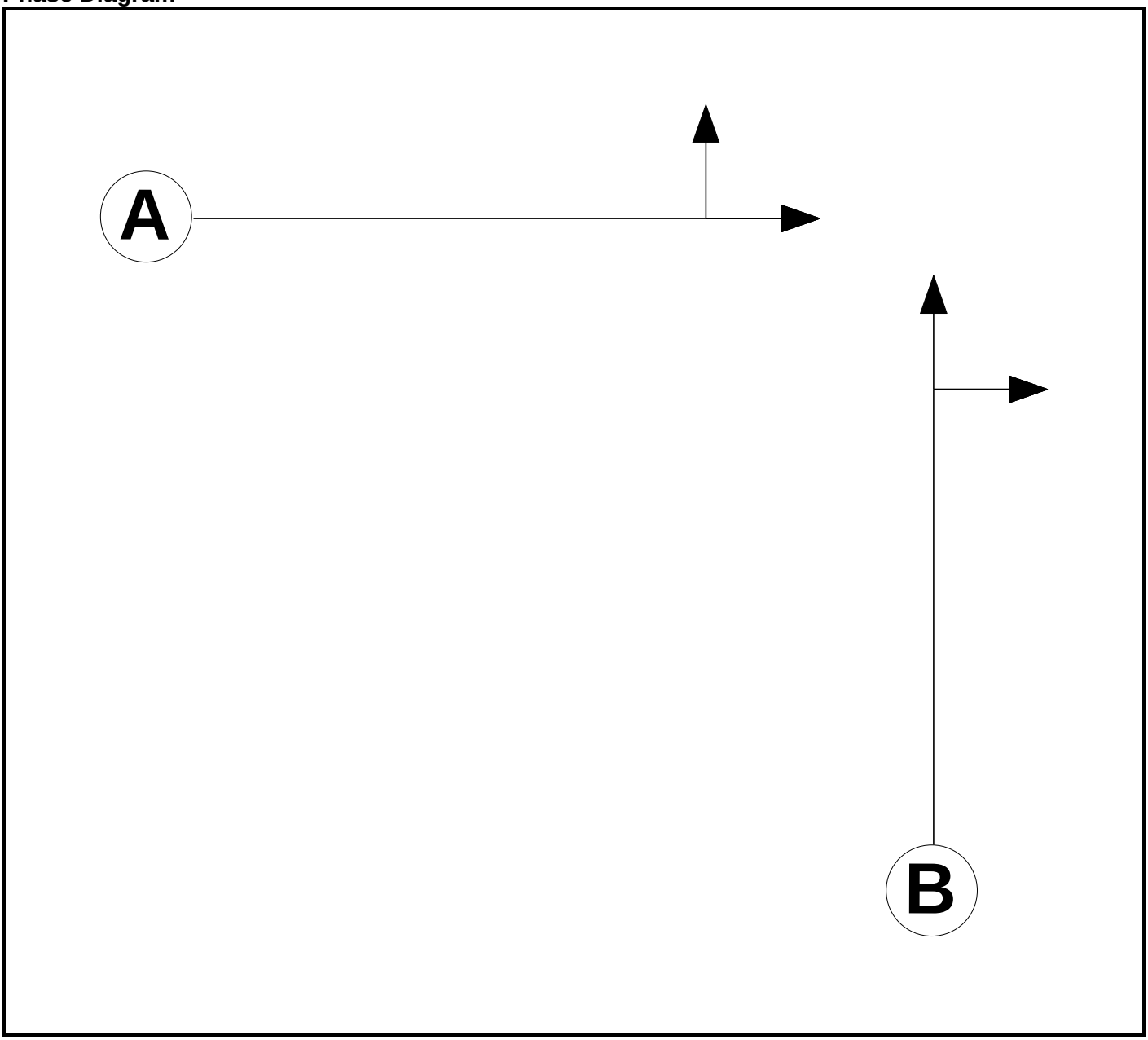
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		5
	2	5	

C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

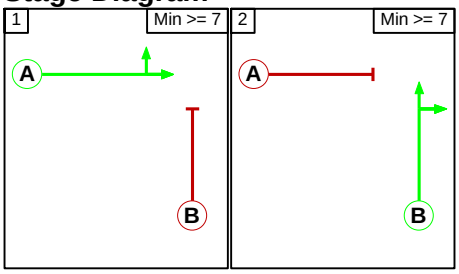
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

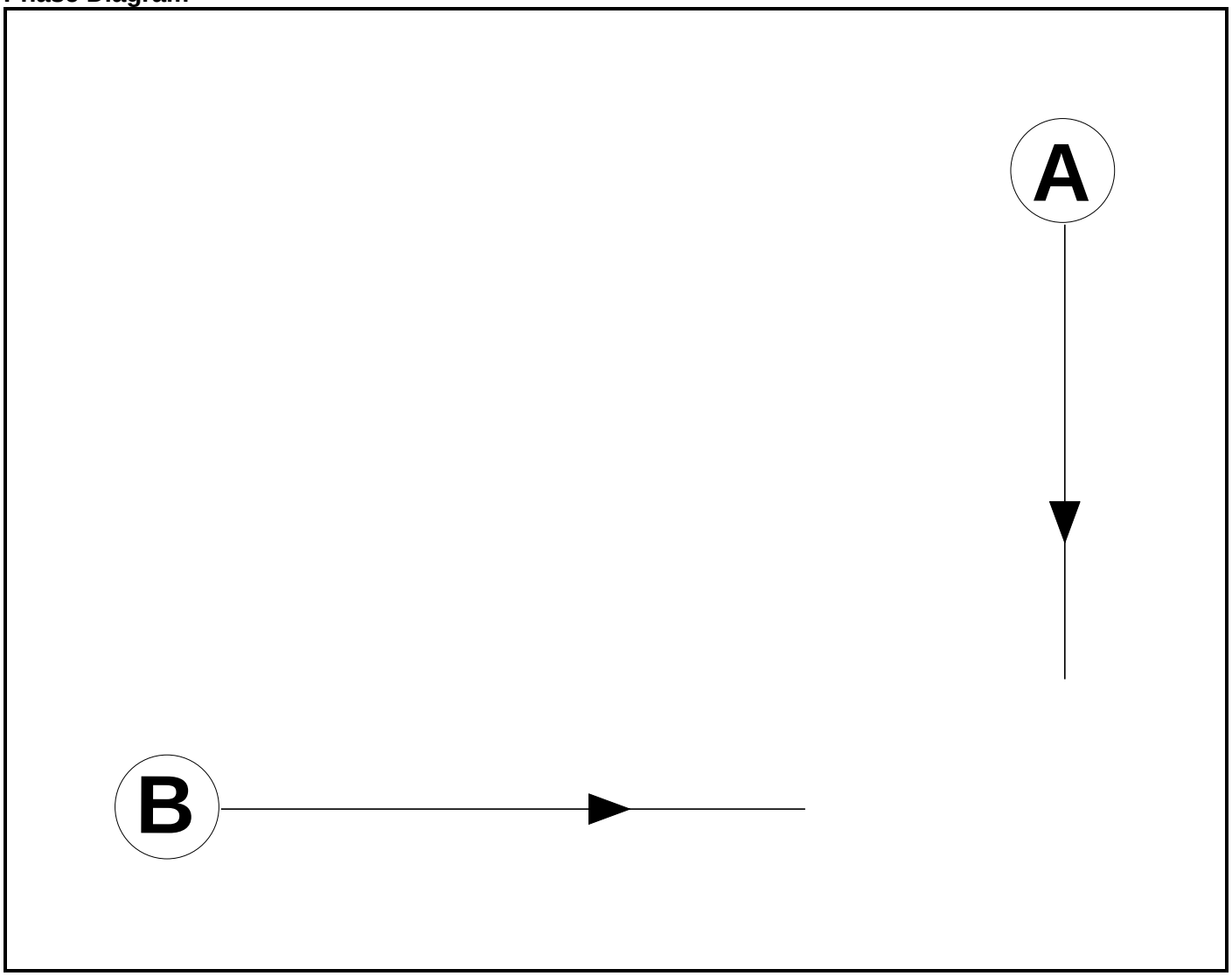
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Phase Intergreens Matrix

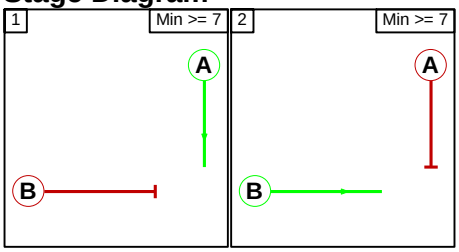
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage		
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Welfere Way											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Wainscott Road)	5/1 (Left)	1000	0	12/1	0.33	All	-	-	-	-	-
				12/2	0.33	All					
				12/3	0.33	All					
	10/1 (Ahead)	1000	0	12/1	0.33	All					
				12/2	0.33	All					
				12/3	0.33	All					
1/2 (Wainscott Road)	10/2 (Ahead)	1000	0	12/1	0.33	All	-	-	-	-	-
				12/2	0.33	All					
				12/3	0.33	All					

Full Input Data And Results

Lane Input Data

Junction: Welfere Way												
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 (Wainscott Road)	O		2	3	5.0	User	1900	-	-	-	-	-
1/2 (Wainscott Road)	O		2	3	60.0	User	1900	-	-	-	-	-
2/1 (Welfere Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (Welfere Way)	U	A	2	3	60.0	User	1900	-	-	-	-	-
2/3 (Welfere Way)	U	A	2	3	60.0	User	1900	-	-	-	-	-
3/1 (Berwick Way)	U		2	3	13.9	Geom	-	3.25	0.00	Y	Arm 8 Left	Inf
3/2 (Berwick Way)	U	A	2	3	60.0	User	1900	-	-	-	-	-
3/3 (Berwick Way)	U	A	2	3	60.0	User	1900	-	-	-	-	-
3/4 (Berwick Way)	U	A	2	3	60.0	User	1900	-	-	-	-	-
4/1 (Frindsbury Hill)	U	A	2	3	60.0	User	1900	-	-	-	-	-
4/2 (Frindsbury Hill)	U	A	2	3	60.0	User	1900	-	-	-	-	-
5/1 (Welfere Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Welfere Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/3 (Welfere Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Berwick Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (Berwick Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/3 (Berwick Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Frindsbury Hill (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

8/2 (Frindsbury Hill (exit))	U		2	3	32.2	Geom	-	3.50	0.00	Y		
8/3 (Frindsbury Hill (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U	B	2	3	6.1	User	1900	-	-	-	-	-
9/2	U	B	2	3	6.1	User	1900	-	-	-	-	-
9/3	U	B	2	3	6.1	User	1900	-	-	-	-	-
10/1	U	B	2	3	7.0	User	1900	-	-	-	-	-
10/2	U	B	2	3	7.0	User	1900	-	-	-	-	-
11/1	U	B	2	3	6.1	User	1900	-	-	-	-	-
11/2	U	B	2	3	6.1	User	1900	-	-	-	-	-
12/1	U		2	3	6.1	Inf	-	-	-	-	-	-
12/2	U		2	3	6.1	Inf	-	-	-	-	-	-
12/3	U		2	3	6.1	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	16:00	17:00	01:00	

Scenario 1: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	367	0	367
	B	2	0	2768	662	3432
	C	362	2239	180	361	3142
	D	0	293	312	0	605
	Tot.	364	2532	3627	1023	7546

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2041 DS AM
Junction: Welfere Way	
1/1 (short)	184
1/2 (with short)	367(In) 183(Out)
2/1	2768
2/2	312
2/3	352
3/1 (short)	361
3/2 (with short)	1023(In) 662(Out)
3/3	1060
3/4	1059
4/1	293
4/2	312
5/1	593
5/2	1060
5/3	879
6/1	364
7/1	2768
7/2	439
7/3	420
8/1	361
8/2	312
8/3	350
9/1	664
9/2	1060
9/3	1059
10/1	439
10/2	420
11/1	312
11/2	352
12/1	593
12/2	1060
12/3	1371

Full Input Data And Results

Lane Saturation Flows

Junction: Welfere Way								
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 (Wainscott Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Wainscott Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Welfere Way Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Welfere Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (Welfere Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Berwick Way)	3.25	0.00	Y	Arm 8 Left	Inf	100.0 %	1940	1940
3/2 (Berwick Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (Berwick Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (Berwick Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Frindsbury Hill Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Frindsbury Hill Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Welfere Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Welfere Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/3 (Welfere Way (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Berwick Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Berwick Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Berwick Way (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Frindsbury Hill (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Frindsbury Hill (exit))	3.50	0.00	Y				1965	1965
8/3 (Frindsbury Hill (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
9/3	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900

11/1	This lane uses a directly entered Saturation Flow	1900	1900
11/2	This lane uses a directly entered Saturation Flow	1900	1900
12/1	Infinite Saturation Flow	Inf	Inf
12/2	Infinite Saturation Flow	Inf	Inf
12/3	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	388	0	388
	B	1	0	2464	535	3000
	C	459	2330	271	339	3399
	D	0	128	306	0	434
	Tot.	460	2458	3429	874	7221

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2041 DS PM
Junction: Welfere Way	
1/1 (short)	194
1/2 (with short)	388(In) 194(Out)
2/1	2464
2/2	285
2/3	251
3/1 (short)	339
3/2 (with short)	1348(In) 1009(Out)
3/3	1025
3/4	1026
4/1	128
4/2	306
5/1	678
5/2	1025
5/3	755
6/1	460
7/1	2464
7/2	483
7/3	482
8/1	339
8/2	285
8/3	250
9/1	1010
9/2	1025
9/3	1026
10/1	483
10/2	482
11/1	285
11/2	251
12/1	678
12/2	1025
12/3	1332

Full Input Data And Results

Lane Saturation Flows

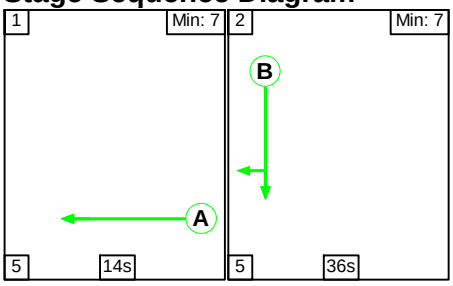
Junction: Welfere Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Wainscott Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Wainscott Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Welfere Way Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Welfere Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (Welfere Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Berwick Way)	3.25	0.00	Y	Arm 8 Left	Inf	100.0 %	1940	1940
3/2 (Berwick Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (Berwick Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (Berwick Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Frindsbury Hill Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Frindsbury Hill Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Welfere Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Welfere Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/3 (Welfere Way (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Berwick Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Berwick Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Berwick Way (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Frindsbury Hill (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Frindsbury Hill (exit))	3.50	0.00	Y				1965	1965
8/3 (Frindsbury Hill (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
9/3	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

11/1	This lane uses a directly entered Saturation Flow	1900	1900
11/2	This lane uses a directly entered Saturation Flow	1900	1900
12/1	Infinite Saturation Flow	Inf	Inf
12/2	Infinite Saturation Flow	Inf	Inf
12/3	Infinite Saturation Flow	Inf	Inf

Scenario 1: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'NCP')
C1

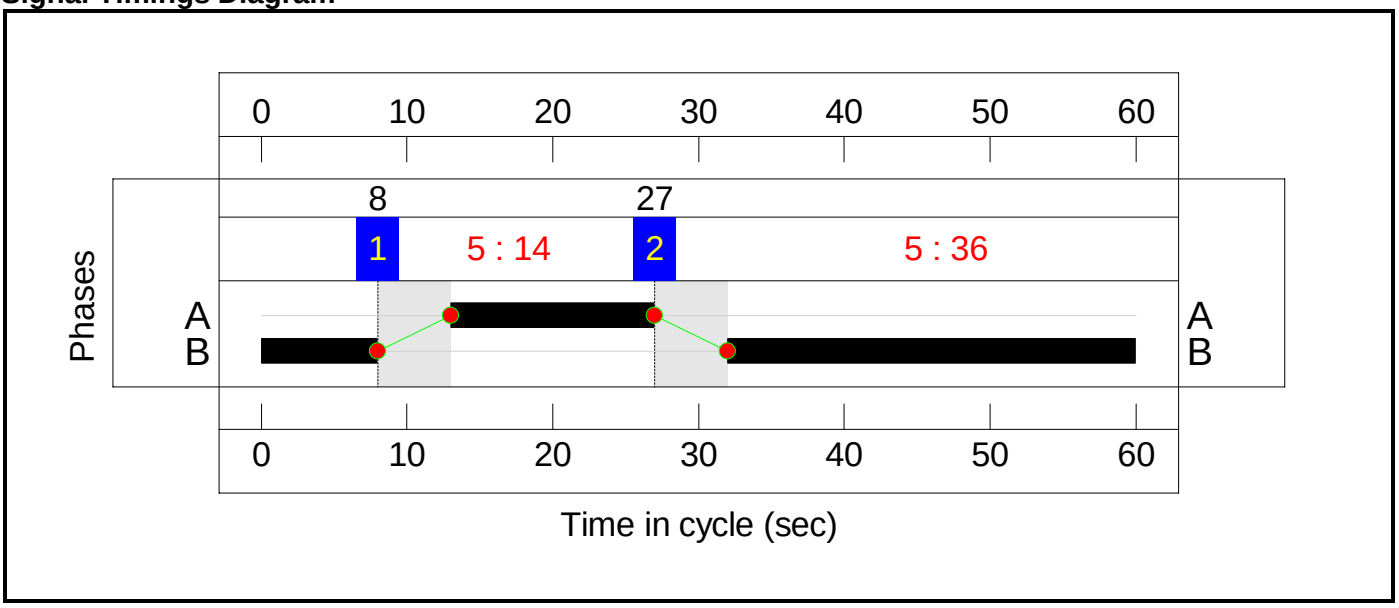
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	14	36
Change Point	8	27

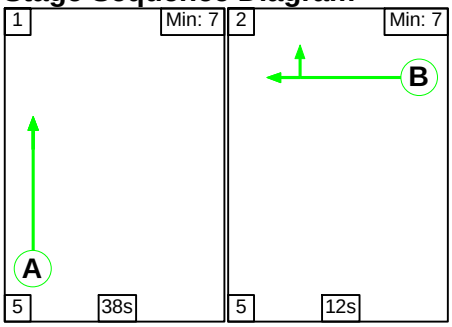
Signal Timings Diagram



Full Input Data And Results

C2

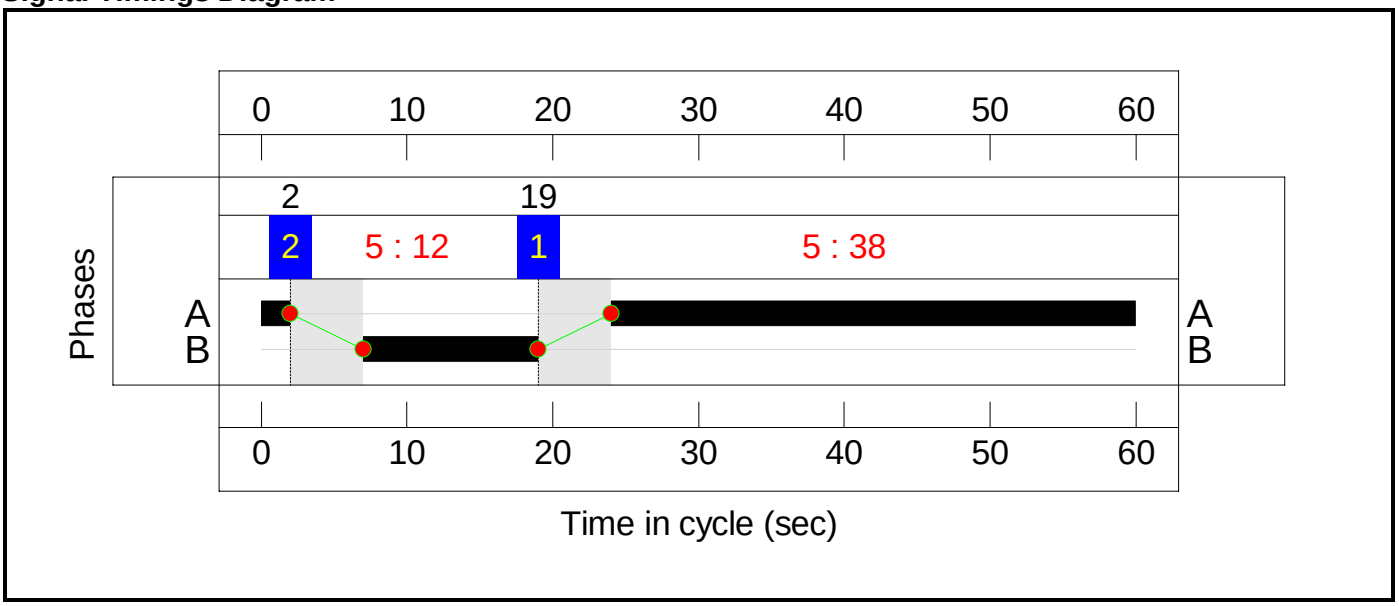
Stage Sequence Diagram



Stage Timings

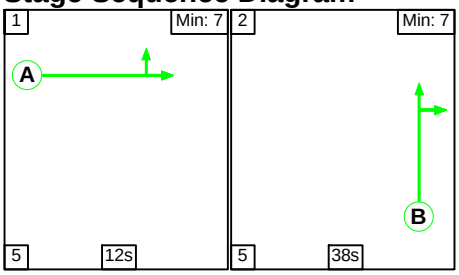
Stage	1	2
Duration	38	12
Change Point	19	2

Signal Timings Diagram



C3

Stage Sequence Diagram

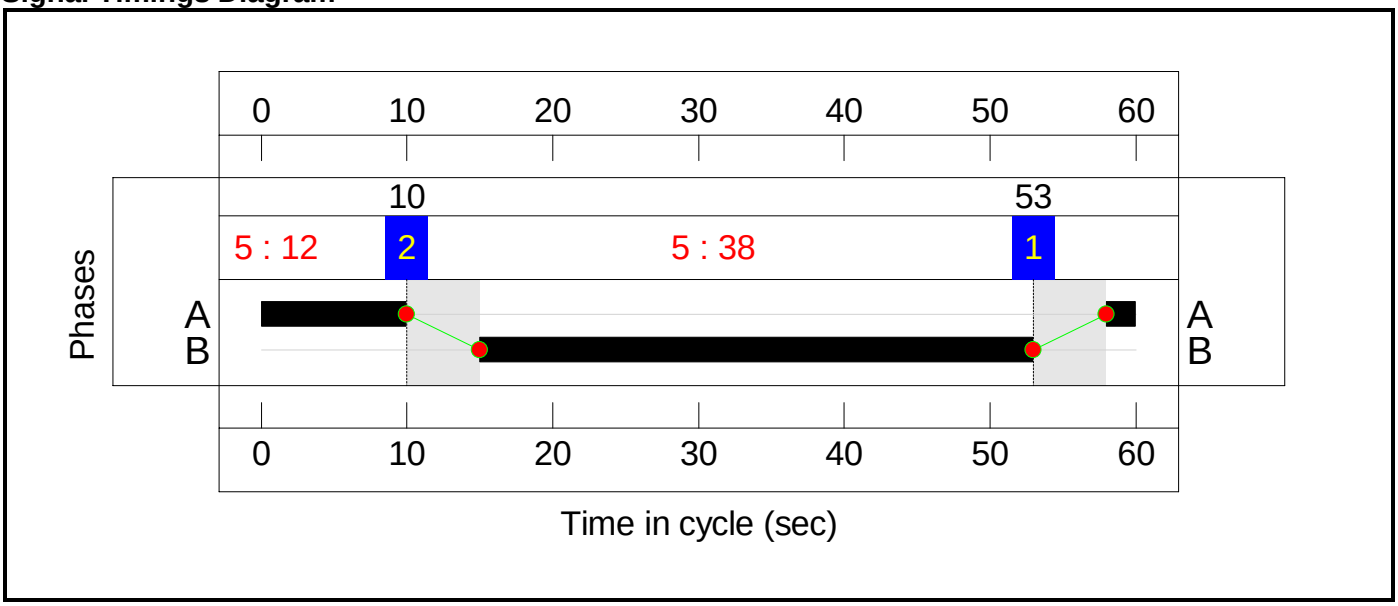


Stage Timings

Stage	1	2
Duration	12	38
Change Point	53	10

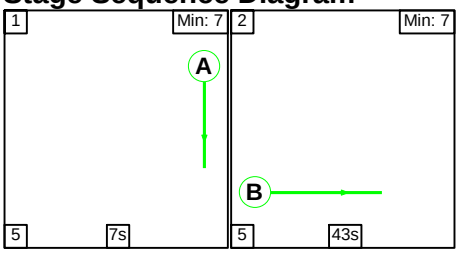
Full Input Data And Results

Signal Timings Diagram



C4

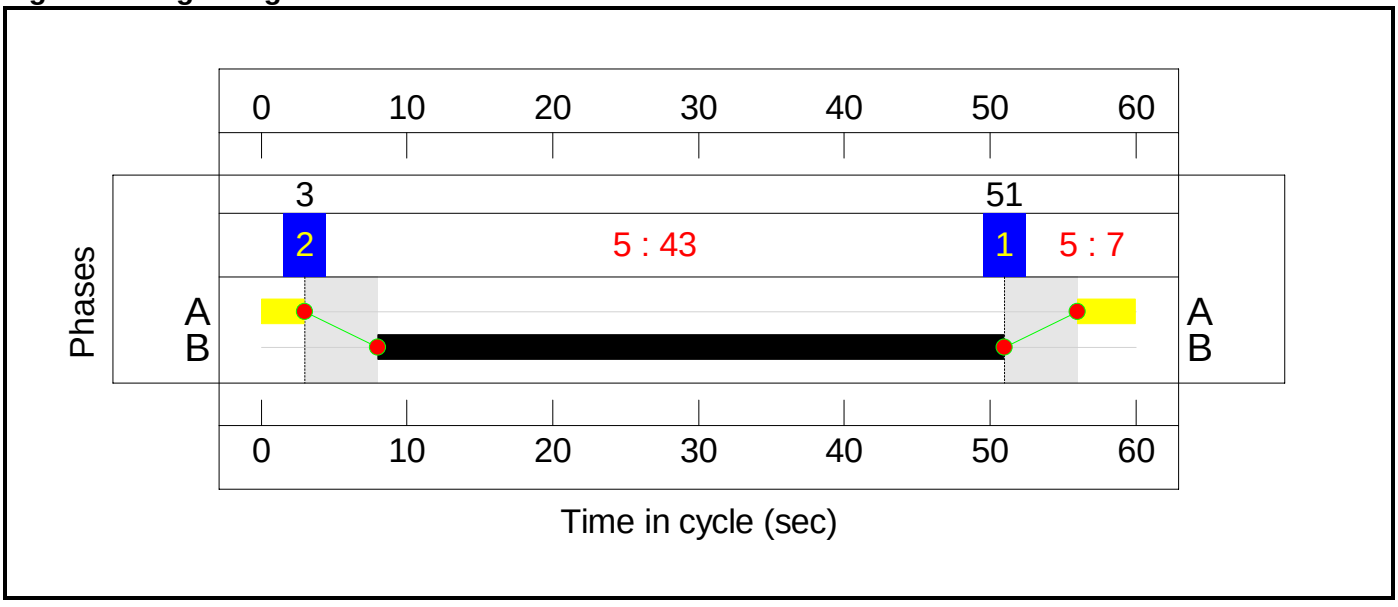
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	7	43
Change Point	51	3

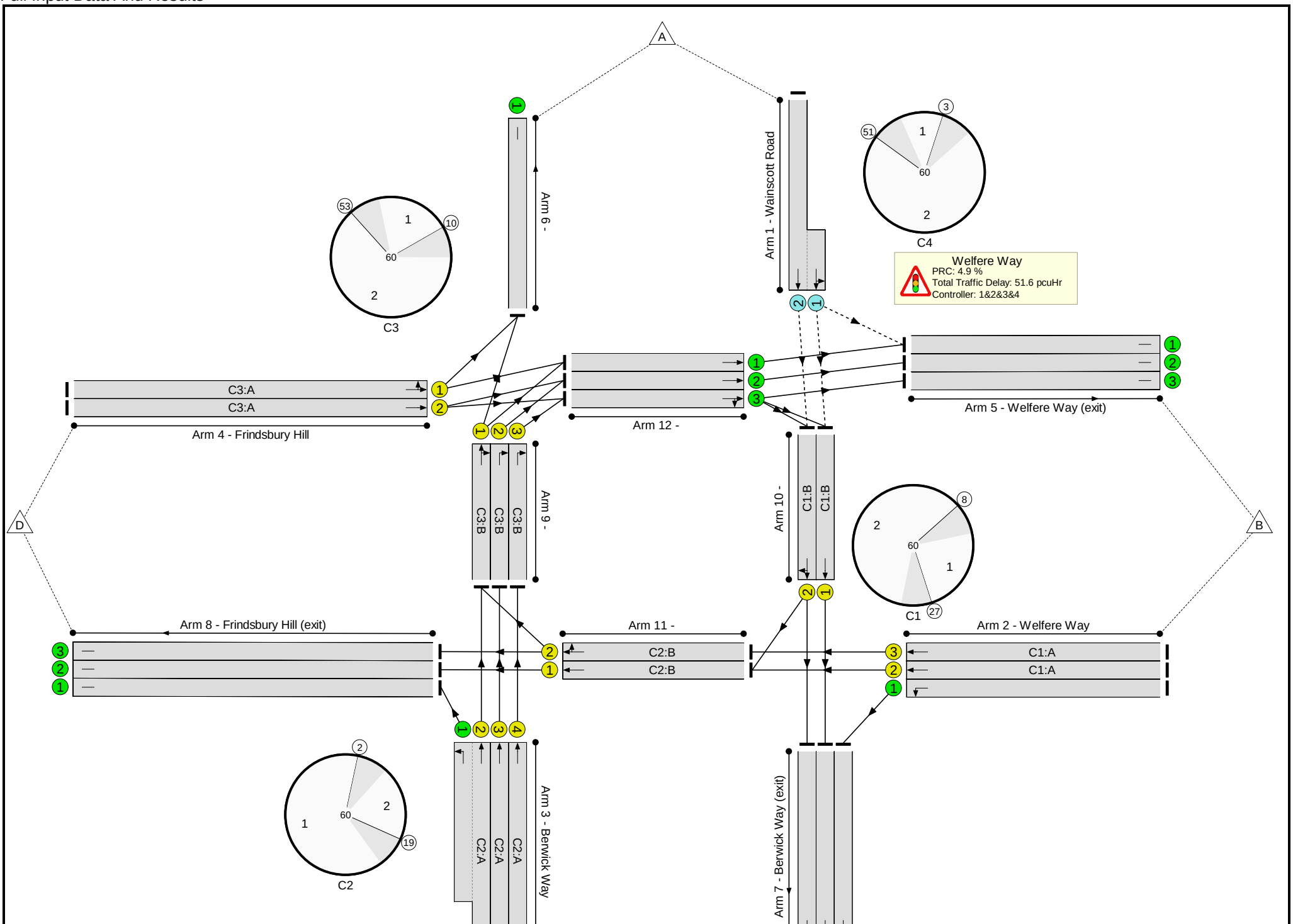
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	21.45	9.08
C2	1	4.86	22.84
C3	1	4.86	15.98
C4	1	0.00	0.00
Total Network Delay: 51.61 pcuHr			
Worst PRC: 4.86 % (On Lane 3/3 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
Welfere Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
1/2+1/1	Wainscott Road Left Ahead	O	N/A	N/A	-		-	-	-	367	1900:1900	218+218	83.9 : 84.3%
2/1	Welfere Way Left	U	N/A	N/A	-		-	-	-	2768	Inf	Inf	0.0%
2/2	Welfere Way Ahead	U	N/A	N/A	C1:A		1	14	-	312	1900	475	65.7%
2/3	Welfere Way Ahead	U	N/A	N/A	C1:A		1	14	-	352	1900	475	74.1%
3/2+3/1	Berwick Way Left Ahead	U	N/A	N/A	C2:A -		1	38	-	1023	1900:1940	1105+603	59.9 : 59.9%
3/3	Berwick Way Ahead	U	N/A	N/A	C2:A		1	38	-	1060	1900	1235	85.8%
3/4	Berwick Way Ahead	U	N/A	N/A	C2:A		1	38	-	1059	1900	1235	85.7%
4/1	Frindsbury Hill Left Ahead	U	N/A	N/A	C3:A		1	12	-	293	1900	412	71.2%
4/2	Frindsbury Hill Ahead	U	N/A	N/A	C3:A		1	12	-	312	1900	412	75.8%
5/1	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
5/2	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
5/3	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
7/1	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	2768	Inf	Inf	0.0%
7/2	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
7/3	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%

Full Input Data And Results

8/1	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
8/2	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	312	1965	1965	15.9%
8/3	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
9/1	Ahead Right	U	N/A	N/A	C3:B		1	38	-	664	1900	1235	53.8%
9/2	Right	U	N/A	N/A	C3:B		1	38	-	1060	1900	1235	85.8%
9/3	Right	U	N/A	N/A	C3:B		1	38	-	1059	1900	1235	85.7%
10/1	Ahead	U	N/A	N/A	C1:B		1	36	-	439	1900	1172	37.5%
10/2	Ahead Right	U	N/A	N/A	C1:B		1	36	-	420	1900	1172	35.8%
11/1	Ahead	U	N/A	N/A	C2:B		1	12	-	312	1900	412	75.8%
11/2	Ahead Right	U	N/A	N/A	C2:B		1	12	-	352	1900	412	85.5%
12/1	Ahead	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
12/3	Ahead Right	U	N/A	N/A	-		-	-	-	1371	Inf	Inf	0.0%

Full Input Data And Results

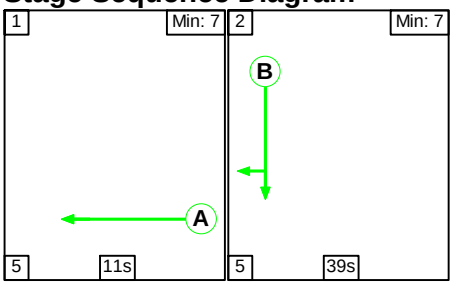
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**734**	**0**	**0**	**26.2**	**25.4**	**0.0**	**51.6**	**-**	**-**	**-**	**-**
Welfere Way	**-**	**-**	**734**	**0**	**0**	**26.2**	**25.4**	**0.0**	**51.6**	**-**	**-**	**-**	**-**
1/2+1/1	367	367	734	0	0	1.1	2.5	-	3.6	35.5	2.3	2.5	4.8
2/1	2768	2768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	312	312	-	-	-	1.8	0.9	-	2.7	31.1	4.6	0.9	5.5
2/3	352	352	-	-	-	2.0	1.4	-	3.4	35.0	5.4	1.4	6.8
3/2+3/1	1023	1023	-	-	-	1.0	0.7	-	1.8	6.3	5.9	0.7	6.6
3/3	1060	1060	-	-	-	2.4	2.9	-	5.4	18.3	13.8	2.9	16.8
3/4	1059	1059	-	-	-	2.4	2.9	-	5.4	18.2	13.8	2.9	16.7
4/1	293	293	-	-	-	1.8	1.2	-	3.0	36.6	4.5	1.2	5.7
4/2	312	312	-	-	-	1.9	1.5	-	3.4	39.6	4.9	1.5	6.4
5/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	2768	2768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	312	312	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	664	664	-	-	-	0.7	0.6	-	1.2	6.8	2.4	0.6	3.0
9/2	1060	1060	-	-	-	1.2	2.9	-	4.2	14.2	4.0	2.9	7.0
9/3	1059	1059	-	-	-	1.2	2.9	-	4.1	14.1	4.0	2.9	6.9
10/1	439	439	-	-	-	1.2	0.3	-	1.5	12.1	4.6	0.3	4.9
10/2	420	420	-	-	-	1.2	0.3	-	1.5	12.7	4.5	0.3	4.8

Full Input Data And Results

11/1	312	312	-	-	-	2.8	1.5	-	4.3	49.7	3.6	1.5	5.1
11/2	352	352	-	-	-	3.3	2.7	-	6.0	61.6	4.3	2.7	7.0
12/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	1371	1371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	21.4	Total Delay for Signalled Lanes (pcuHr):	9.08	Cycle Time (s): 60
C2	PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	22.84	Cycle Time (s): 60
C3	PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	15.98	Cycle Time (s): 60
C4	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 60
	PRC Over All Lanes (%):	4.9	Total Delay Over All Lanes(pcuHr):	51.61	

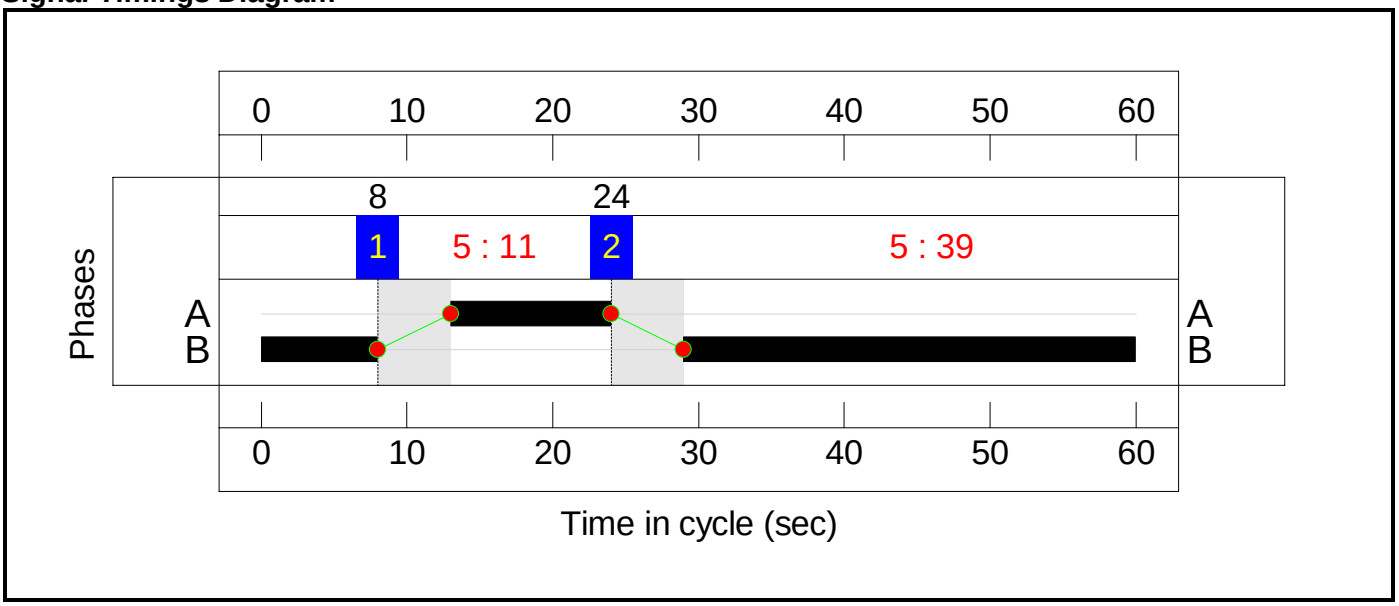
Full Input Data And Results
Scenario 2: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'NCP')
C1
Stage Sequence Diagram



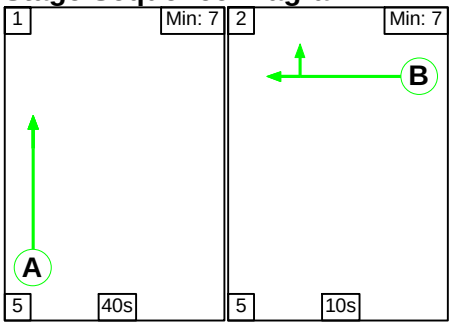
Stage Timings

Stage	1	2
Duration	11	39
Change Point	8	24

Signal Timings Diagram



C2
Stage Sequence Diagram

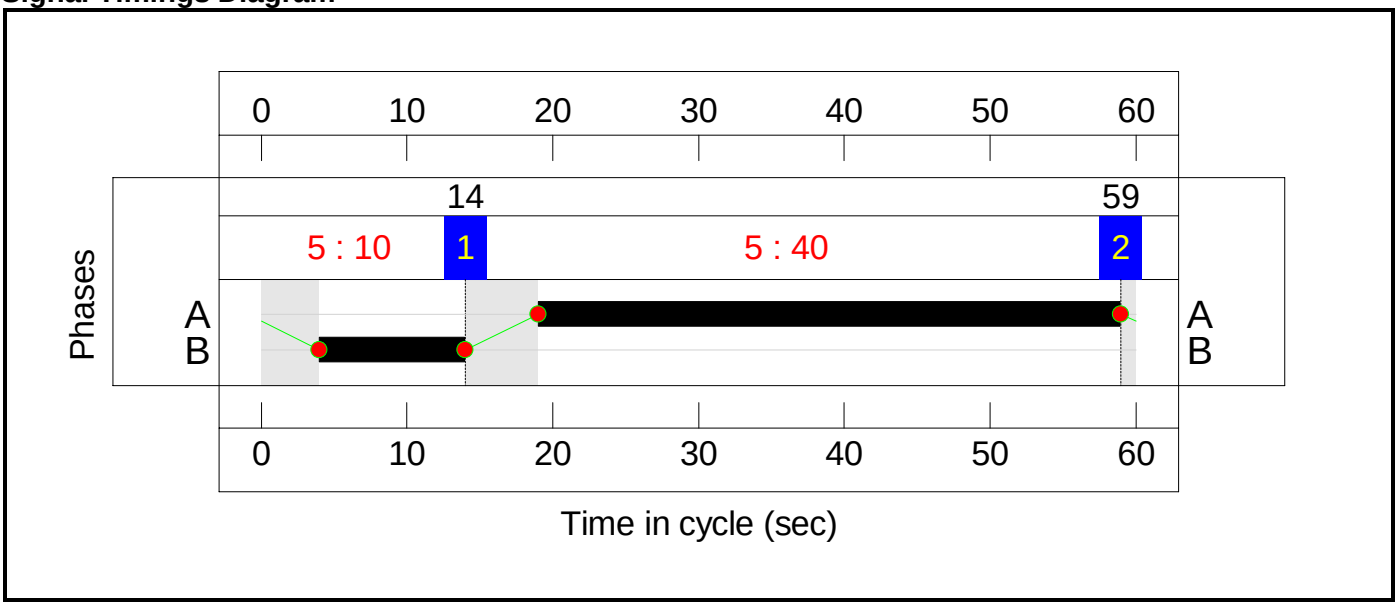


Stage Timings

Stage	1	2
Duration	40	10
Change Point	14	59

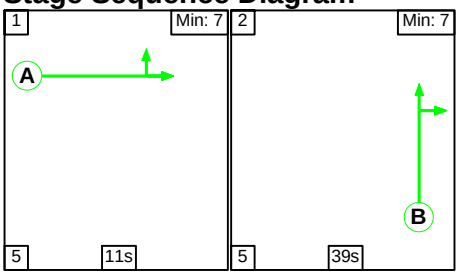
Full Input Data And Results

Signal Timings Diagram



C3

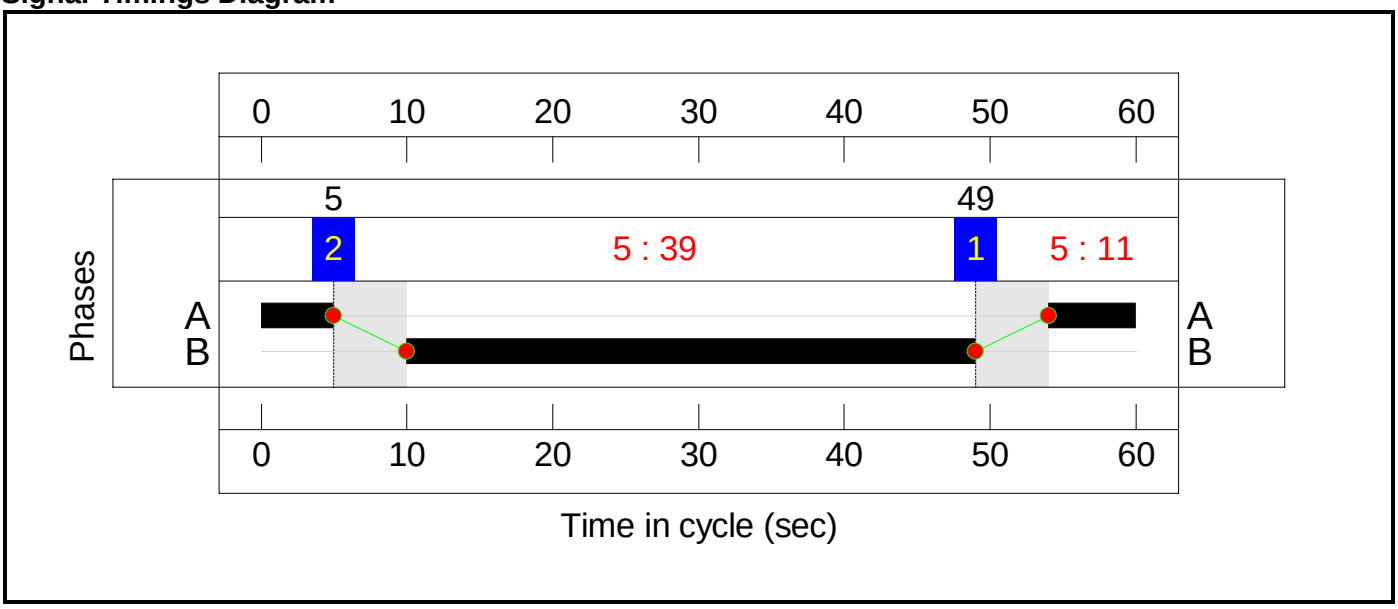
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	11	39
Change Point	49	5

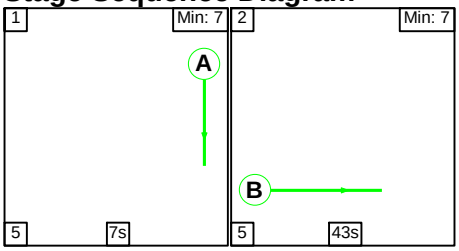
Signal Timings Diagram



Full Input Data And Results

C4

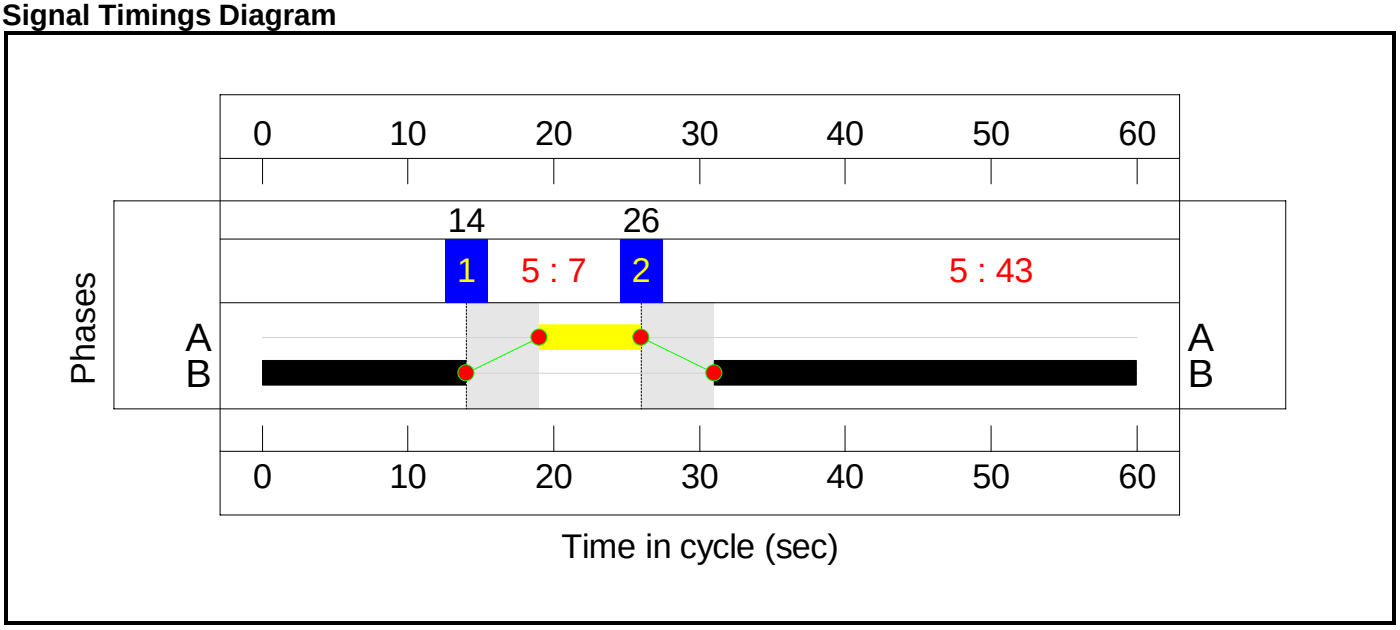
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	7	43
Change Point	14	26

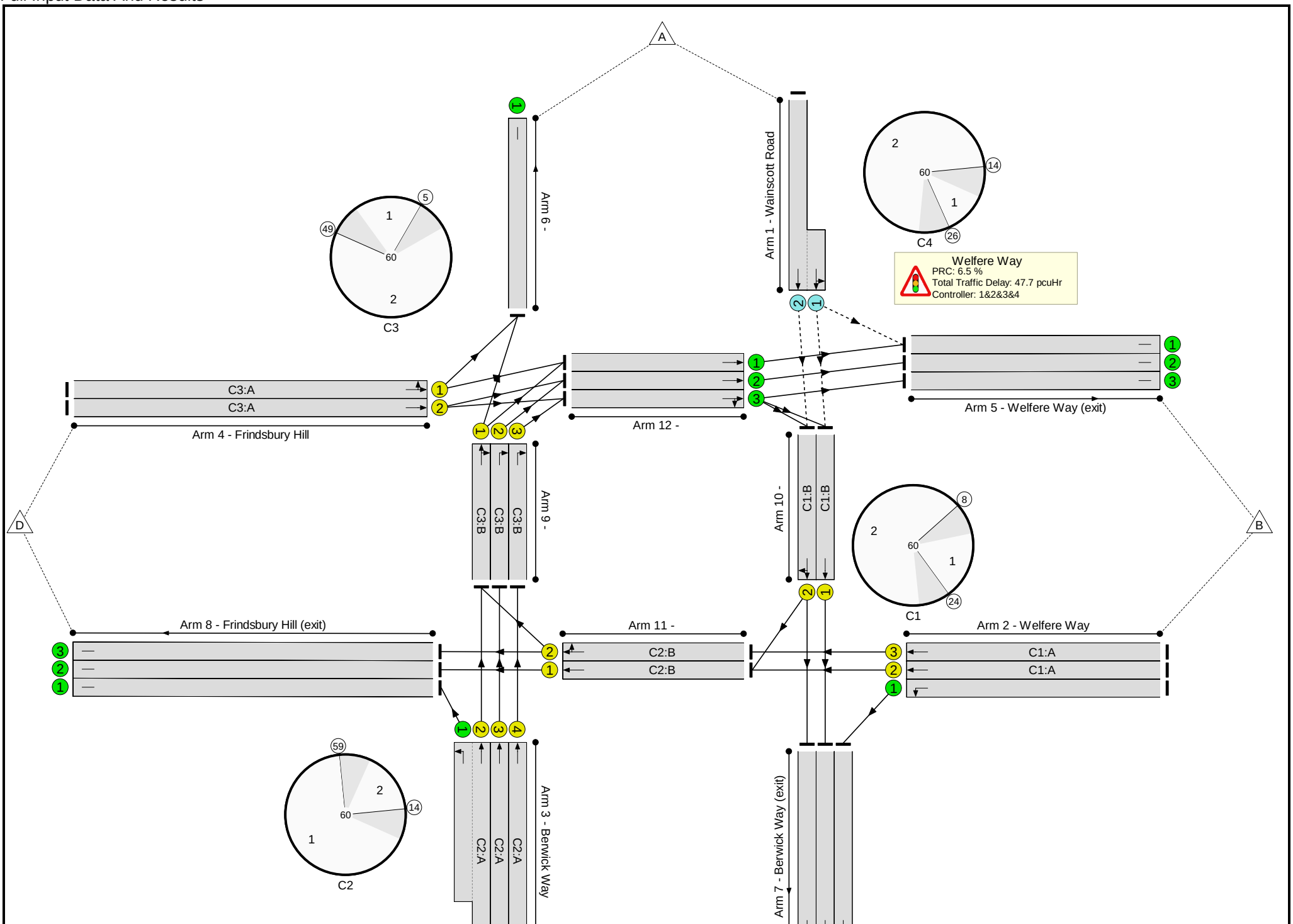
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	20.00	7.96
C2	1	6.54	22.23
C3	1	11.11	14.34
C4	1	0.00	0.00
Total Network Delay: 47.72 pcuHr			
Worst PRC: 6.54 % (On Lane 3/2 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**
Welfere Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**
1/2+1/1	Wainscott Road Left Ahead	O	N/A	N/A	-		-	-	-	388	1900:1900	241+241	80.4 : 80.4%
2/1	Welfere Way Left	U	N/A	N/A	-		-	-	-	2464	Inf	Inf	0.0%
2/2	Welfere Way Ahead	U	N/A	N/A	C1:A		1	11	-	285	1900	380	75.0%
2/3	Welfere Way Ahead	U	N/A	N/A	C1:A		1	11	-	251	1900	380	66.1%
3/2+3/1	Berwick Way Left Ahead	U	N/A	N/A	C2:A -		1	40	-	1348	1900:1940	1194+401	84.5 : 84.5%
3/3	Berwick Way Ahead	U	N/A	N/A	C2:A		1	40	-	1025	1900	1298	78.9%
3/4	Berwick Way Ahead	U	N/A	N/A	C2:A		1	40	-	1026	1900	1298	79.0%
4/1	Frindsbury Hill Left Ahead	U	N/A	N/A	C3:A		1	11	-	128	1900	380	33.7%
4/2	Frindsbury Hill Ahead	U	N/A	N/A	C3:A		1	11	-	306	1900	380	80.5%
5/1	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
5/2	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%
5/3	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
7/1	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	2464	Inf	Inf	0.0%
7/2	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
7/3	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%

Full Input Data And Results

8/1	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
8/2	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	285	1965	1965	14.5%
8/3	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
9/1	Ahead Right	U	N/A	N/A	C3:B		1	39	-	1010	1900	1267	79.7%
9/2	Right	U	N/A	N/A	C3:B		1	39	-	1025	1900	1267	80.9%
9/3	Right	U	N/A	N/A	C3:B		1	39	-	1026	1900	1267	81.0%
10/1	Ahead	U	N/A	N/A	C1:B		1	39	-	483	1900	1267	38.1%
10/2	Ahead Right	U	N/A	N/A	C1:B		1	39	-	482	1900	1267	38.1%
11/1	Ahead	U	N/A	N/A	C2:B		1	10	-	285	1900	348	81.8%
11/2	Ahead Right	U	N/A	N/A	C2:B		1	10	-	251	1900	348	72.1%
12/1	Ahead	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%
12/3	Ahead Right	U	N/A	N/A	-		-	-	-	1332	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	**-**	**-**	**776**	**0**	**0**	**24.6**	**23.2**	**0.0**	**47.7**	**-**	**-**	**-**	**-**
Welfere Way	**-**	**-**	**776**	**0**	**0**	**24.6**	**23.2**	**0.0**	**47.7**	**-**	**-**	**-**	**-**
1/2+1/1	388	388	776	0	0	1.1	2.0	-	3.1	28.7	2.3	2.0	4.3
2/1	2464	2464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	285	285	-	-	-	1.8	1.5	-	3.2	41.0	4.4	1.5	5.9
2/3	251	251	-	-	-	1.5	1.0	-	2.5	35.9	3.8	1.0	4.8
3/2+3/1	1348	1348	-	-	-	1.8	2.7	-	4.5	11.9	11.2	2.7	13.9
3/3	1025	1025	-	-	-	1.9	1.8	-	3.7	13.0	11.7	1.8	13.5
3/4	1026	1026	-	-	-	1.9	1.9	-	3.7	13.1	11.7	1.9	13.5
4/1	128	128	-	-	-	0.7	0.3	-	1.0	27.7	1.8	0.3	2.1
4/2	306	306	-	-	-	1.9	2.0	-	3.9	46.0	4.8	2.0	6.8
5/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	2464	2464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	285	285	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1010	1010	-	-	-	1.1	1.9	-	3.0	10.8	4.0	1.9	5.9
9/2	1025	1025	-	-	-	1.1	2.1	-	3.2	11.2	4.0	2.1	6.1
9/3	1026	1026	-	-	-	1.1	2.1	-	3.2	11.3	4.0	2.1	6.1
10/1	483	483	-	-	-	0.8	0.3	-	1.1	8.2	3.7	0.3	4.0
10/2	482	482	-	-	-	0.8	0.3	-	1.1	8.3	3.6	0.3	3.9

Full Input Data And Results

11/1	285	285	-	-	-	3.7	2.1	-	5.8	73.5	4.8	2.1	6.9
11/2	251	251	-	-	-	3.3	1.3	-	4.5	64.8	4.2	1.3	5.4
12/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	1332	1332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

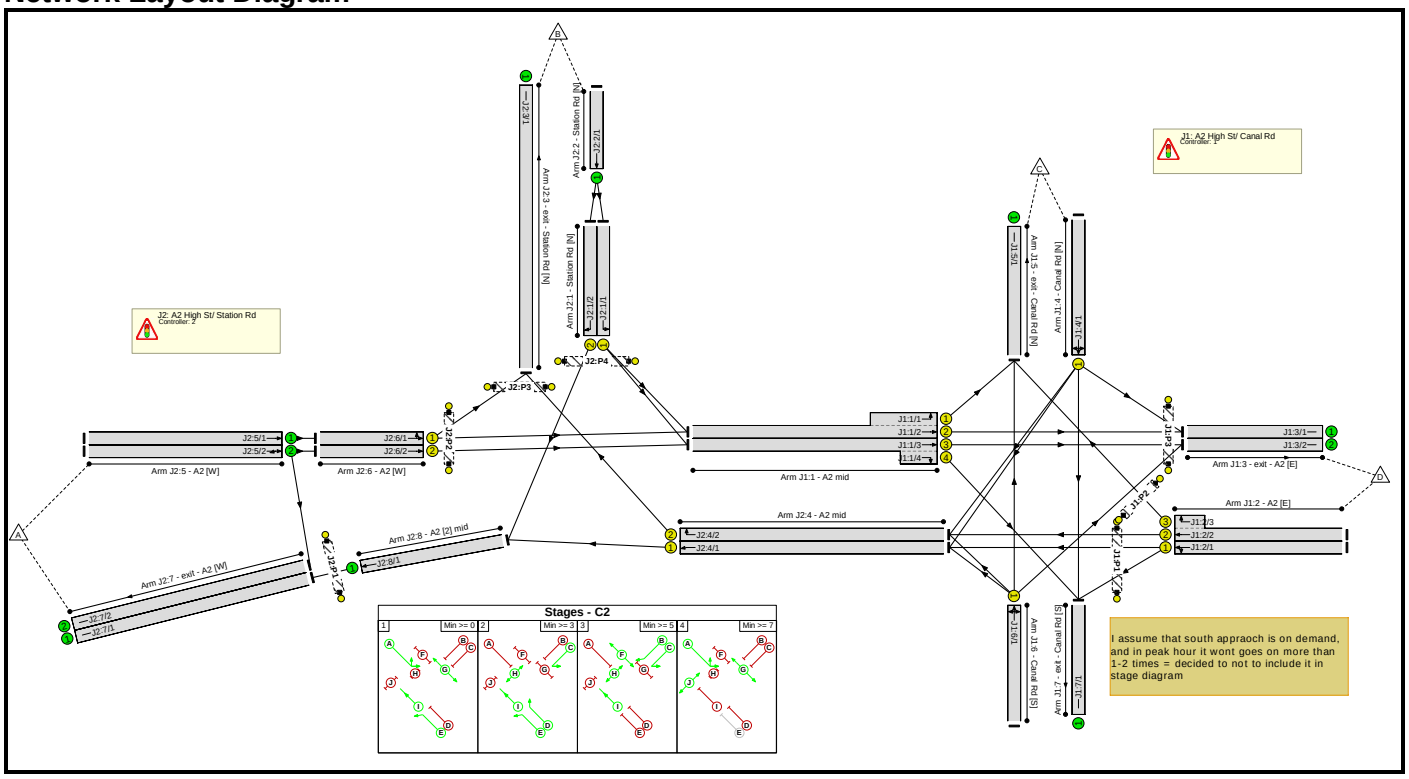
C1	PRC for Signalled Lanes (%):	20.0	Total Delay for Signalled Lanes (pcuHr):	7.96	Cycle Time (s): 60
C2	PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	22.23	Cycle Time (s): 60
C3	PRC for Signalled Lanes (%):	11.1	Total Delay for Signalled Lanes (pcuHr):	14.34	Cycle Time (s): 60
C4	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 60
	PRC Over All Lanes (%):	6.5	Total Delay Over All Lanes(pcuHr):	47.72	

Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Combined.lsg3x
Author:	
Company:	
Address:	

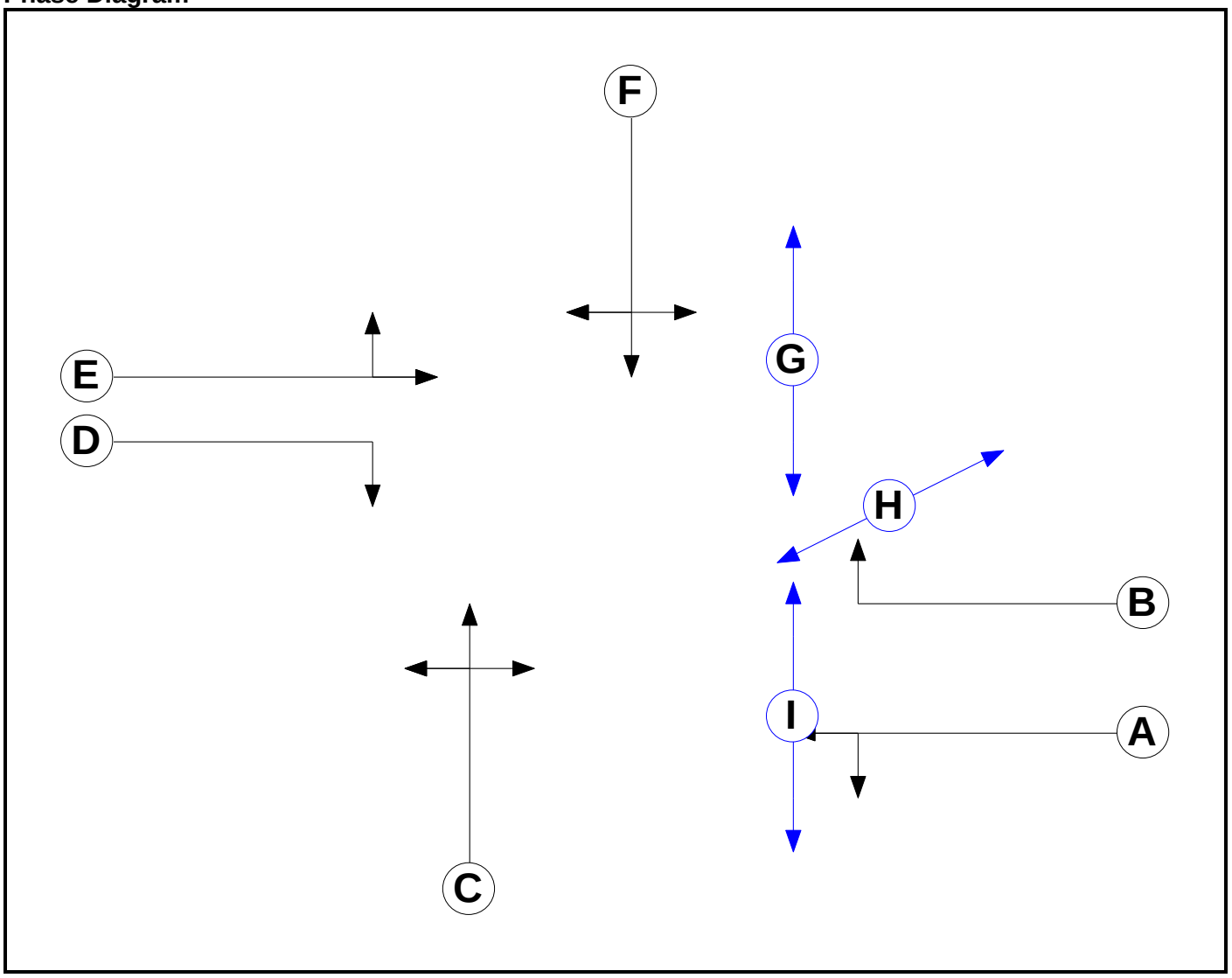
Network Layout Diagram



Full Input Data And Results

C1

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	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6

Full Input Data And Results

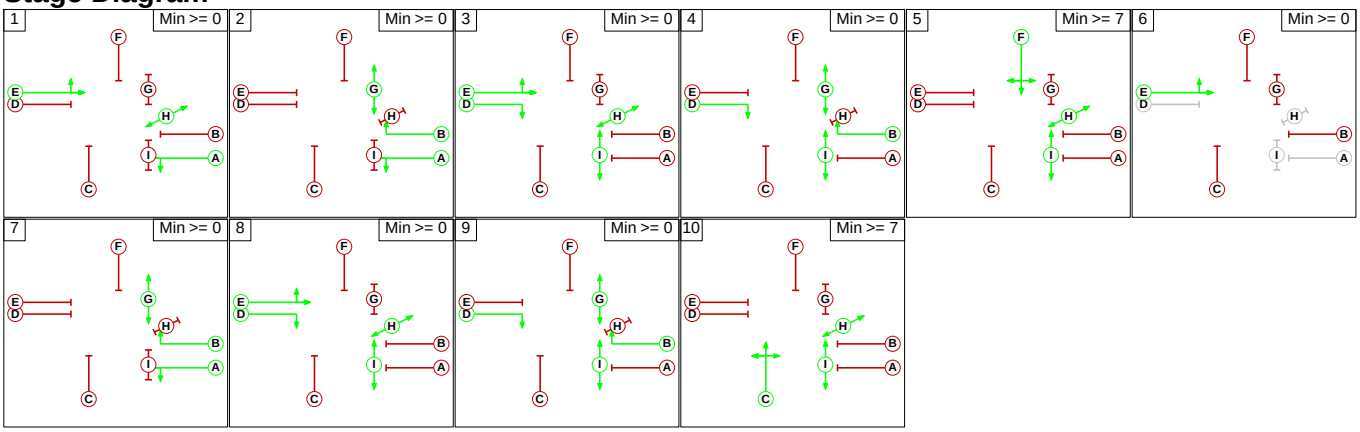
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	5	7	-	7	-	-	5
	B	-		10	-	10	11	-	10	-
	C	9	14		8	8	8	14	-	-
	D	10	-	5		-	6	-	-	-
	E	-	11	5	-		6	11	-	-
	F	8	8	8	9	8		12	-	-
	G	-	-	10	-	10	10		-	-
	H	-	11	-	-	-	-	-		-
	I	10	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E H
2	A B G
3	D E H I
4	B D G I
5	F H I
6	E
7	A B G
8	D E H I
9	B D G I
10	C H I

Stage Diagram



Phase Delays

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

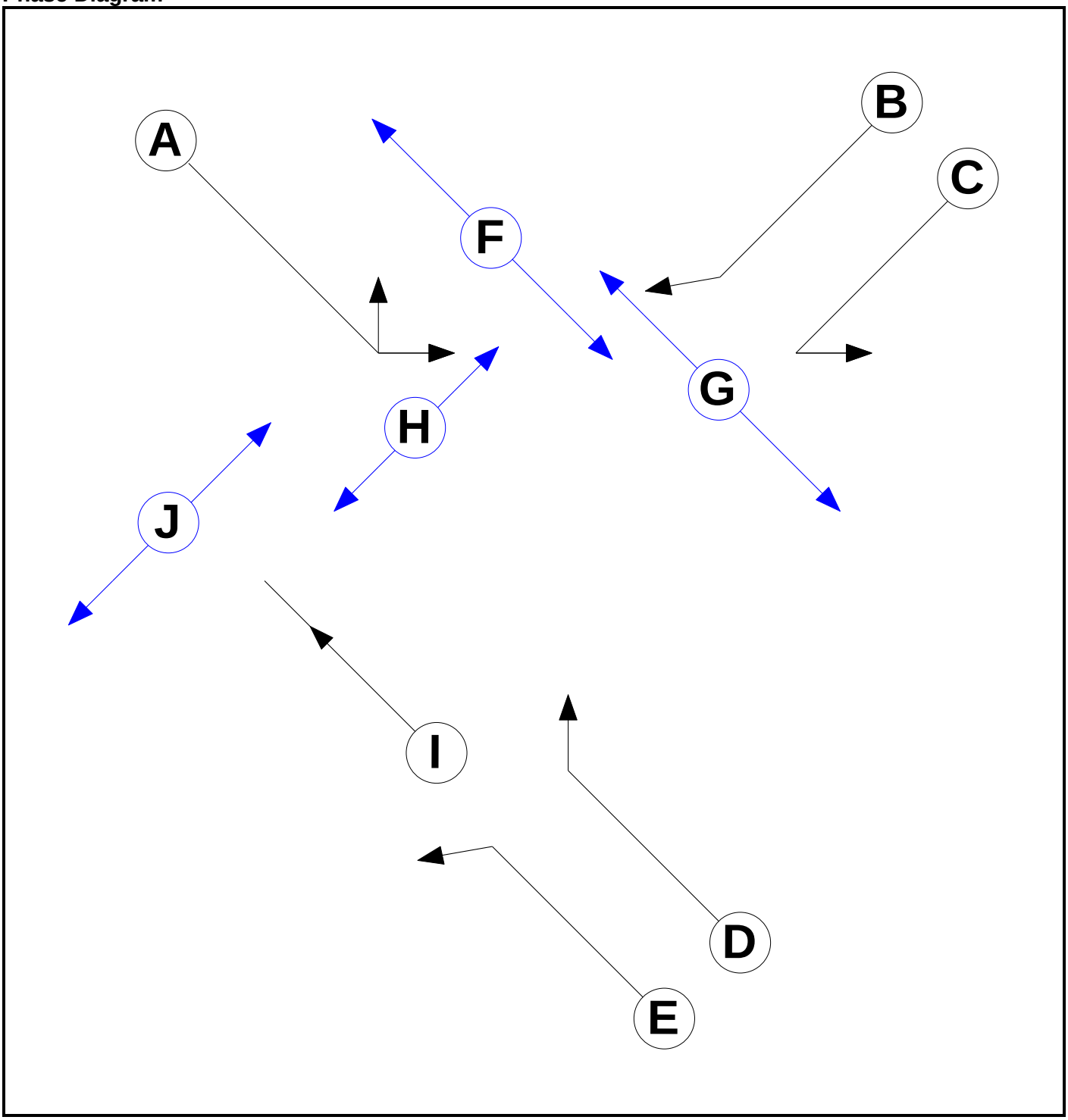
Full Input Data And Results

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6	7	8	9	10
1		11	7	11	7	0	11	7	11	5
2	10		X	X	11	10	0	10	7	10
3	10	X		X	6	0	11	0	11	5
4	10	X	X		11	10	10	10	0	10
5	10	12	9	12		8	12	9	12	8
6	2	11	2	11	6		11	2	11	5
7	10	0	10	7	11	10		X	X	10
8	10	11	0	11	6	0	X		X	5
9	10	10	10	0	11	10	X	X		10
10	10	14	8	14	8	8	14	8	14	

C2

Phase Diagram



Full Input Data And Results

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	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Traffic		7	1
J	Pedestrian		7	7

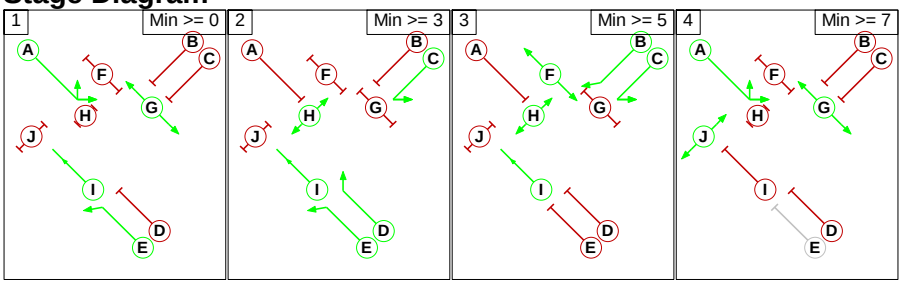
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	I	Losing	6	6
2	4	I	Losing	6	6
3	4	I	Losing	6	6

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		13	13	11
	2	11		13	11
	3	11	8		11
	4	9	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A2 High St/ Canal Rd
There are no Opposed Lanes in this Junction

Junction: J2: A2 High St/ Station Rd
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: A2 High St/ Canal 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)**
J1:1/1 (A2 mid)	U	E	2	3	7.8	Geom	-	2.85	0.00	Y	Arm J1:5 Left	16.00
J1:1/2 (A2 mid)	U	E	2	3	30.6	Geom	-	2.85	0.00	Y	Arm J1:3 Ahead	Inf
J1:1/3 (A2 mid)	U	E	2	3	30.6	Geom	-	2.85	0.00	Y	Arm J1:3 Ahead	Inf
J1:1/4 (A2 mid)	U	D	2	3	4.3	Geom	-	2.85	0.00	Y	Arm J1:7 Right	16.00
J1:2/1 (A2 [E])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J1:7 Left	8.00
J1:2/2 (A2 [E])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
J1:2/3 (A2 [E])	U	B	2	3	3.5	Geom	-	3.25	0.00	Y	Arm J1:5 Right	10.00
J1:3/1 (exit - A2 [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2 (exit - A2 [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1 (Canal Rd [N])	U	F	2	3	60.0	Geom	-	2.85	0.00	Y	Arm J2:4 Right	30.00
											Arm J1:3 Left	15.00
											Arm J1:7 Ahead	Inf
J1:5/1 (exit - Canal Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Canal Rd [S])	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Left	8.00
											Arm J1:3 Right	8.00
											Arm J1:5 Ahead	Inf
J1:7/1 (exit - Canal Rd [S])	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: A2 High St/ Station 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)**
J2:1/1 (Station Rd [N])	U	C	2	3	8.0	Geom	-	3.25	0.00	Y	Arm J1:1 Left	12.00
J2:1/2 (Station Rd [N])	U	B	2	3	8.0	Geom	-	3.25	0.00	Y	Arm J2:8 Right	20.00
J2:2/1 (Station Rd [N])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:1 Ahead	Inf
J2:3/1 (exit - Station Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (A2 mid)	U	E	2	3	32.2	Geom	-	3.50	0.00	Y	Arm J2:8 Ahead	Inf
J2:4/2 (A2 mid)	U	D	2	3	32.2	Geom	-	3.50	0.00	Y	Arm J2:3 Right	10.00
J2:5/1 (A2 [W])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Ahead	Inf
J2:5/2 (A2 [W])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Ahead	Inf
											Arm J2:7 U-Turn	15.00
J2:6/1 (A2 [W])	U	A	2	3	5.4	Geom	-	3.25	0.00	Y	Arm J2:3 Left	16.00
											Arm J1:1 Ahead	Inf
J2:6/2 (A2 [W])	U	A	2	3	5.4	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
J2:7/1 (exit - A2 [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/2 (exit - A2 [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1 (A2 [2] mid)	U		2	3	8.5	Geom	-	3.50	0.00	Y	Arm J2:7 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak MaxSet A-AM Peak MaxSetA'	08:00	09:00	01:00	
2: '2041 DS AM'	08:00	09:00	01:00	
3: '2041 DS PM'	16:00	17:00	01:00	
4: '2041 RC AM'	08:00	09:00	01:00	
5: '2041 RC PM'	16:00	17:00	01:00	
6: '2023 Base AM'	07:30	08:30	01:00	
7: '2023 Base PM'	16:45	17:45	01:00	

Scenario 1: 'AM Peak MaxSet A-AM Peak MaxSetA' (FG1: 'AM Peak MaxSet A-AM Peak MaxSetA', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A-AM Peak MaxSetA
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	0(In) 0(Out)
J1:1/3 (with short)	0(In) 0(Out)
J1:1/4 (short)	0
J1:2/1	0
J1:2/2 (with short)	0(In) 0(Out)
J1:2/3 (short)	0
J1:3/1	0
J1:3/2	0
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	0
J2:1/2	0
J2:2/1	0
J2:3/1	0
J2:4/1	0
J2:4/2	0
J2:5/1	0
J2:5/2	0
J2:6/1	0
J2:6/2	0
J2:7/1	0
J2:7/2	0
J2:8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	0.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	0.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	0.0 %	1940	1940
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	0.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	0.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	0.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	0.0 %	1965	1965
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	0.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	0.0 %	1940	1940
				Arm J2:7 U-Turn	15.00	0.0 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	0.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	0.0 %	1965	1965

Scenario 2: '2041 DS AM' (FG2: '2041 DS AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	522	0	4	1022	1548
	B	60	0	1	776	837
	C	11	5	0	17	33
	D	1090	636	3	0	1729
	Tot.	1683	641	8	1815	4147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2041 DS AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	5
J1:1/2 (with short)	902(In) 897(Out)
J1:1/3 (with short)	901(In) 901(Out)
J1:1/4 (short)	0
J1:2/1	1090
J1:2/2 (with short)	639(In) 636(Out)
J1:2/3 (short)	3
J1:3/1	914
J1:3/2	901
J1:4/1	33
J1:5/1	8
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	777
J2:1/2	60
J2:2/1	837
J2:3/1	641
J2:4/1	1101
J2:4/2	641
J2:5/1	514
J2:5/2	1034
J2:6/1	514
J2:6/2	512
J2:7/1	1161
J2:7/2	522
J2:8/1	1161

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	48.5 %	1766	1766
				Arm J1:3 Left	15.00	51.5 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	49.5 %	1847	1847
				Arm J2:7 U-Turn	15.00	50.5 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 3: '2041 DS PM' (FG3: '2041 DS PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	461	0	14	1134	1609
	B	0	0	4	810	814
	C	4	2	0	8	14
	D	944	569	11	0	1524
	Tot.	1409	571	29	1952	3961

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2041 DS PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	18
J1:1/2 (with short)	988(In) 970(Out)
J1:1/3 (with short)	974(In) 974(Out)
J1:1/4 (short)	0
J1:2/1	944
J1:2/2 (with short)	580(In) 569(Out)
J1:2/3 (short)	11
J1:3/1	978
J1:3/2	974
J1:4/1	14
J1:5/1	29
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	814
J2:1/2	0
J2:2/1	814
J2:3/1	571
J2:4/1	948
J2:4/2	571
J2:5/1	575
J2:5/2	1034
J2:6/1	575
J2:6/2	573
J2:7/1	948
J2:7/2	461
J2:8/1	948

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	42.9 %	1762	1762
				Arm J1:3 Left	15.00	57.1 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	0.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	55.4 %	1857	1857
				Arm J2:7 U-Turn	15.00	44.6 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 4: '2041 RC AM' (FG4: '2041 RC AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	501	0	0	760	1261
	B	88	0	0	642	730
	C	0	0	0	0	0
	D	989	542	0	0	1531
	Tot.	1578	542	0	1402	3522

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 RC AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	690(In) 690(Out)
J1:1/3 (with short)	712(In) 712(Out)
J1:1/4 (short)	0
J1:2/1	989
J1:2/2 (with short)	542(In) 542(Out)
J1:2/3 (short)	0
J1:3/1	690
J1:3/2	712
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	642
J2:1/2	88
J2:2/1	730
J2:3/1	542
J2:4/1	989
J2:4/2	542
J2:5/1	383
J2:5/2	878
J2:6/1	383
J2:6/2	377
J2:7/1	1077
J2:7/2	501
J2:8/1	1077

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	42.9 %	1835	1835
				Arm J2:7 U-Turn	15.00	57.1 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 5: '2041 RC PM' (FG5: '2041 RC PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	496	0	0	855	1351
	B	1	0	0	712	713
	C	0	0	0	0	0
	D	828	472	0	0	1300
	Tot.	1325	472	0	1567	3364

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 RC PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	781(In) 781(Out)
J1:1/3 (with short)	786(In) 786(Out)
J1:1/4 (short)	0
J1:2/1	828
J1:2/2 (with short)	472(In) 472(Out)
J1:2/3 (short)	0
J1:3/1	781
J1:3/2	786
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	712
J2:1/2	1
J2:2/1	713
J2:3/1	472
J2:4/1	828
J2:4/2	472
J2:5/1	431
J2:5/2	920
J2:6/1	431
J2:6/2	424
J2:7/1	829
J2:7/2	496
J2:8/1	829

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	46.1 %	1841	1841
				Arm J2:7 U-Turn	15.00	53.9 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 6: '2023 Base AM' (FG6: '2023 Base AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	278	49	0	1007	1334
	B	187	0	0	494	681
	C	0	0	0	0	0
	D	949	538	0	0	1487
	Tot.	1414	587	0	1501	3502

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2023 Base AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	722(In) 722(Out)
J1:1/3 (with short)	779(In) 779(Out)
J1:1/4 (short)	0
J1:2/1	949
J1:2/2 (with short)	538(In) 538(Out)
J1:2/3 (short)	0
J1:3/1	722
J1:3/2	779
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	494
J2:1/2	187
J2:2/1	681
J2:3/1	587
J2:4/1	949
J2:4/2	538
J2:5/1	526
J2:5/2	808
J2:6/1	526
J2:6/2	530
J2:7/1	1136
J2:7/2	278
J2:8/1	1136

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	65.6 %	1875	1875
				Arm J2:7 U-Turn	15.00	34.4 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	9.3 %	1923	1923
				Arm J1:1 Ahead	Inf	90.7 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 7: '2023 Base PM' (FG7: '2023 Base PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	390	38	0	1128	1556
	B	256	0	0	500	756
	C	0	0	0	0	0
	D	847	410	0	0	1257
	Tot.	1493	448	0	1628	3569

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2023 Base PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	790(In) 790(Out)
J1:1/3 (with short)	838(In) 838(Out)
J1:1/4 (short)	0
J1:2/1	847
J1:2/2 (with short)	410(In) 410(Out)
J1:2/3 (short)	0
J1:3/1	790
J1:3/2	838
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	500
J2:1/2	256
J2:2/1	756
J2:3/1	448
J2:4/1	847
J2:4/2	410
J2:5/1	581
J2:5/2	975
J2:6/1	581
J2:6/2	585
J2:7/1	1103
J2:7/2	390
J2:8/1	1103

Full Input Data And Results

Lane Saturation Flows

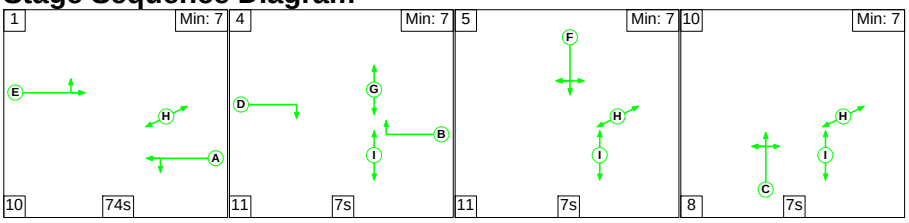
Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	60.0 %	1865	1865
				Arm J2:7 U-Turn	15.00	40.0 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	6.5 %	1928	1928
				Arm J1:1 Ahead	Inf	93.5 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 1: 'AM Peak MaxSet A-AM Peak MaxSetA' (FG1: 'AM Peak MaxSet A-AM Peak MaxSetA', Plan 1: 'NCP')
C1

Stage Sequence Diagram

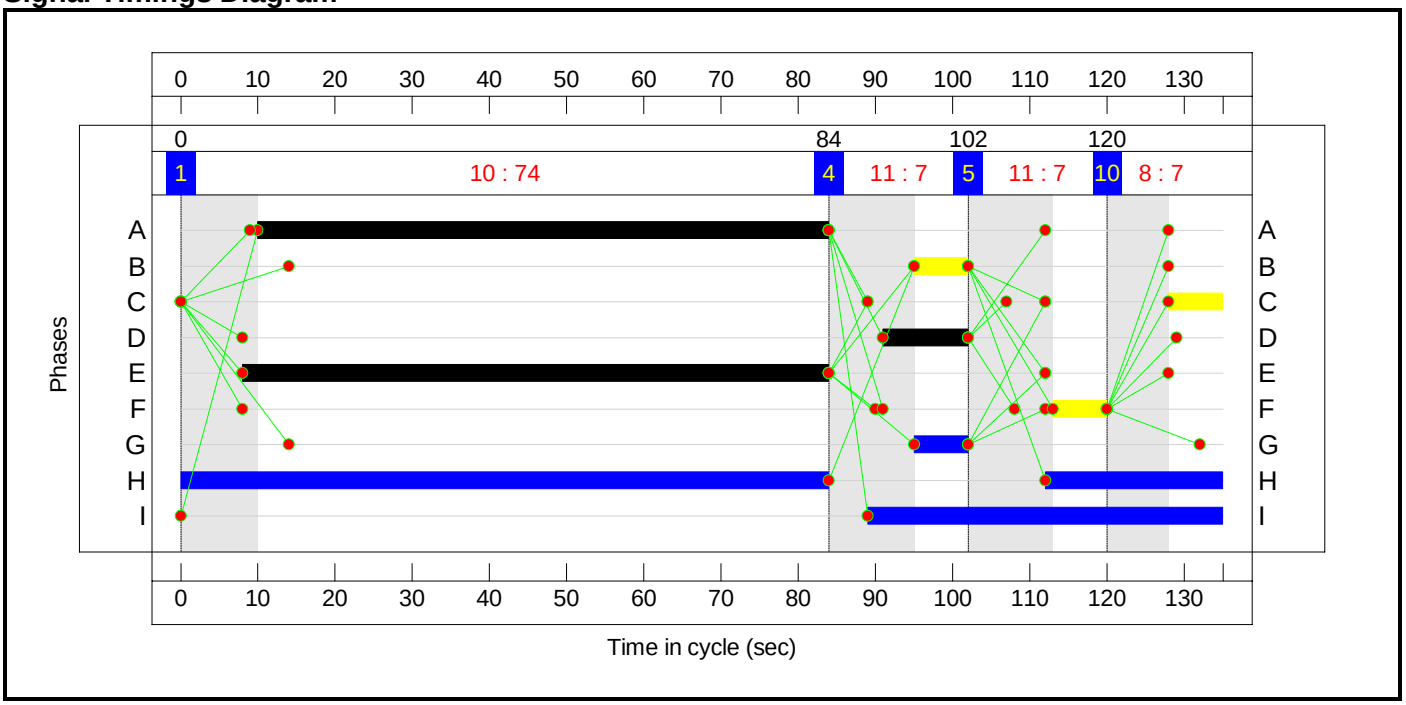


Stage Timings

Stage	1	4	5	10
Duration	74	7	7	7
Change Point	0	84	102	120

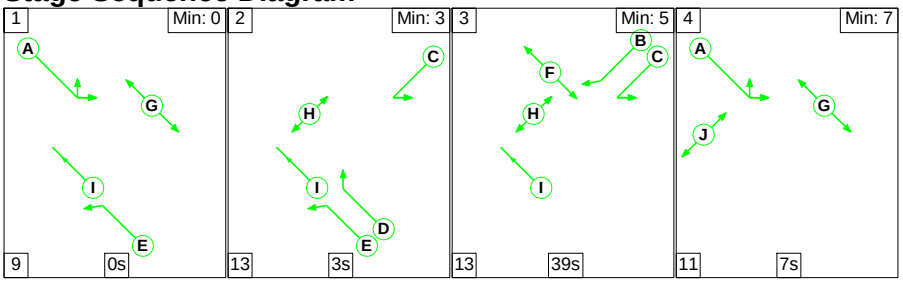
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

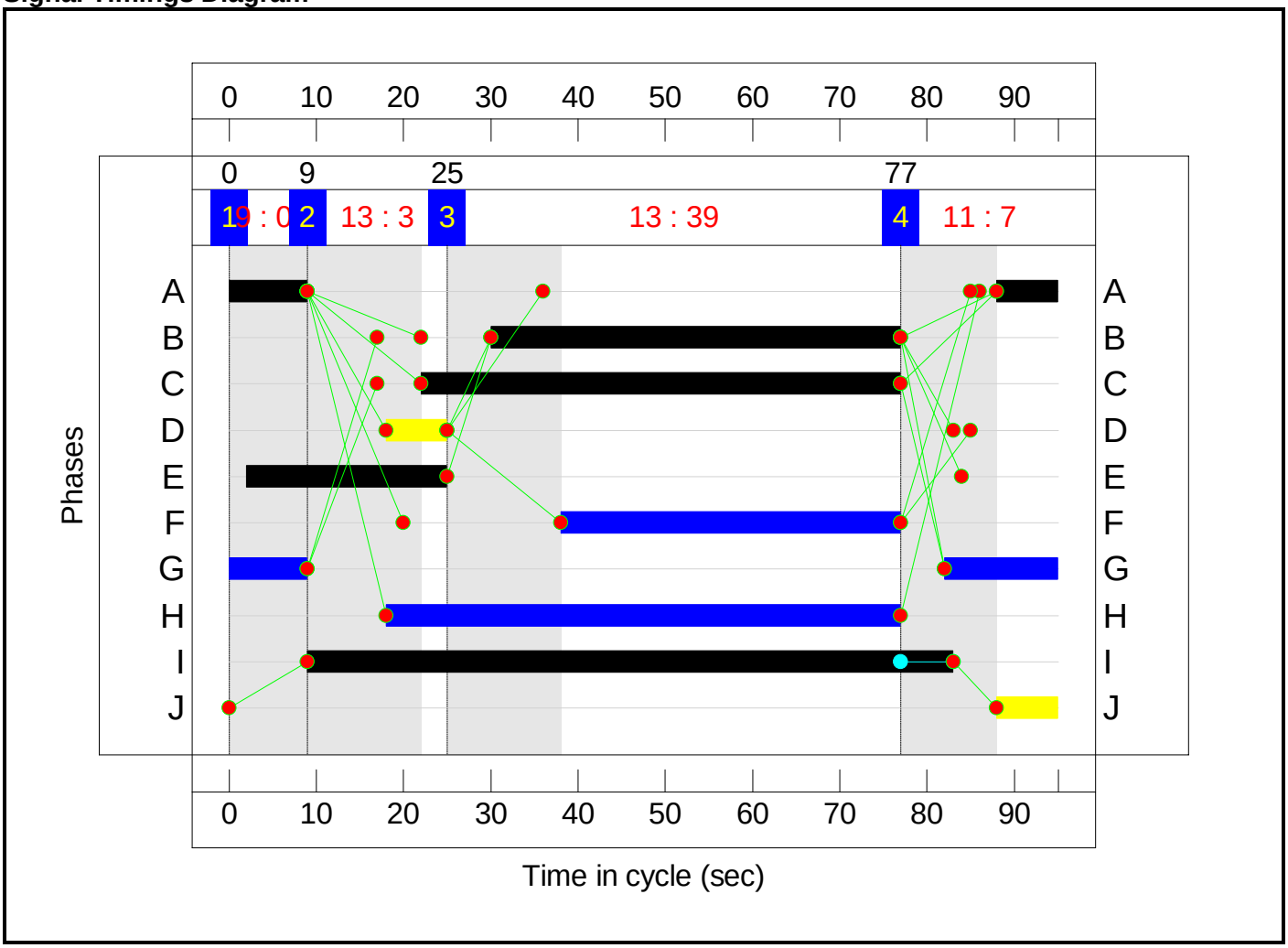


Stage Timings

Stage	1	2	3	4
Duration	0	3	39	7
Change Point	0	9	25	77

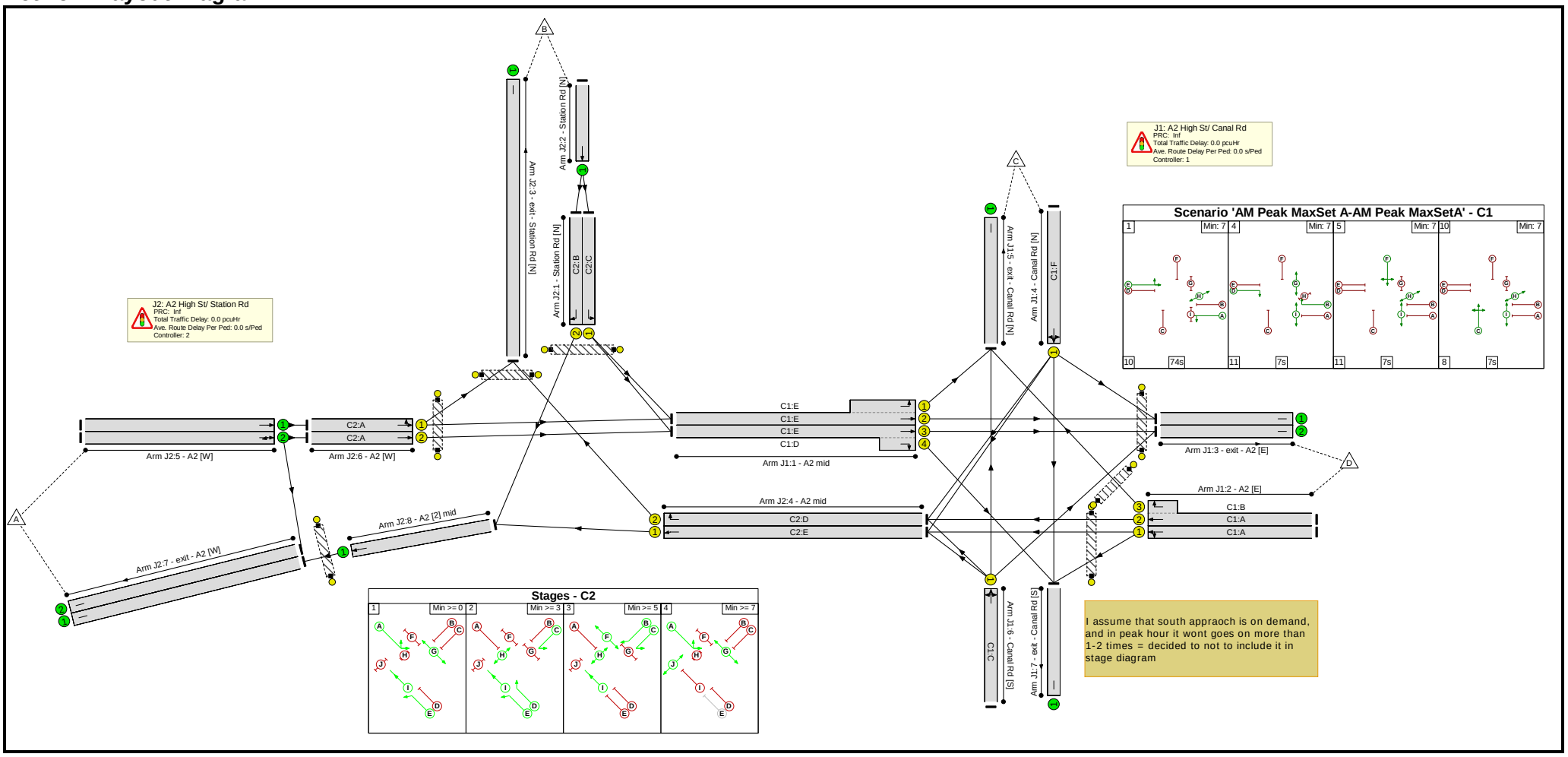
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	Inf	0.00
C2	1	Inf	0.00
Total Network Delay: 0.00 pcuHr			
Worst PRC: Inf % (On Lane J2:1/1 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
J1: A2 High St/ Canal Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	0	1900:1900	653+653	0.0 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	0	1900:1900	1082+0	0.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	0	1940	1078	0.0%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	0	1940:1940	105+105	0.0 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	113	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		1	7	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	107	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	55	-	0	1940	1144	0.0%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	47	-	0	1940	980	0.0%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	23	-	0	1965	496	0.0%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	7	-	0	1965	165	0.0%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	16	-	0	1940	347	0.0%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	16	-	0	1940	347	0.0%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	0	1965	1965	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	59	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	39	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	22	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/2+1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

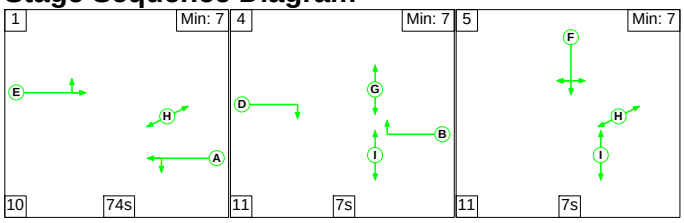
C1	PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	135
C2	PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	95
	PRC Over All Lanes (%):	Inf	Total Delay Over All Lanes(pcuHr):	0.00		

Full Input Data And Results

Scenario 2: '2041 DS AM' (FG2: '2041 DS AM', Plan 2: 'Copy of NCP')

C1

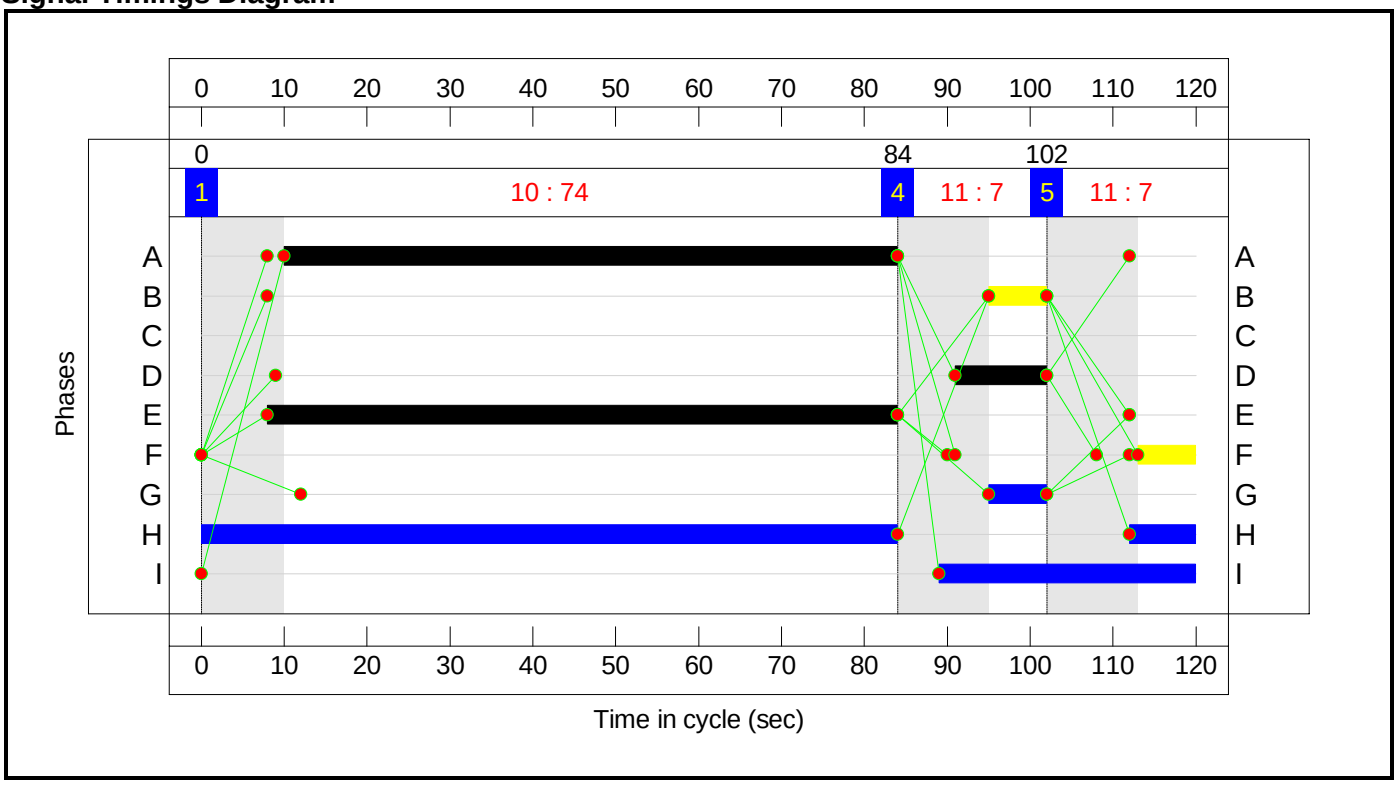
Stage Sequence Diagram



Stage Timings

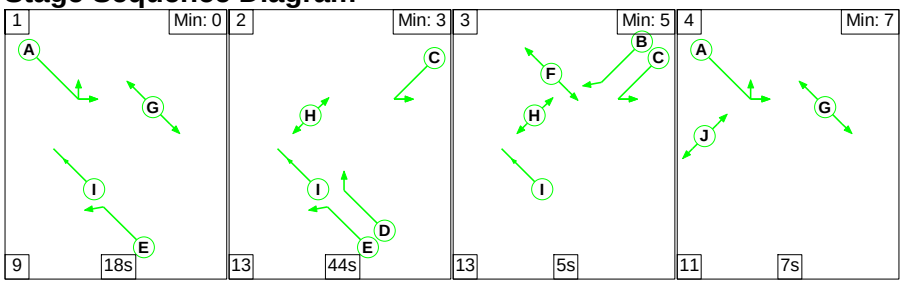
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

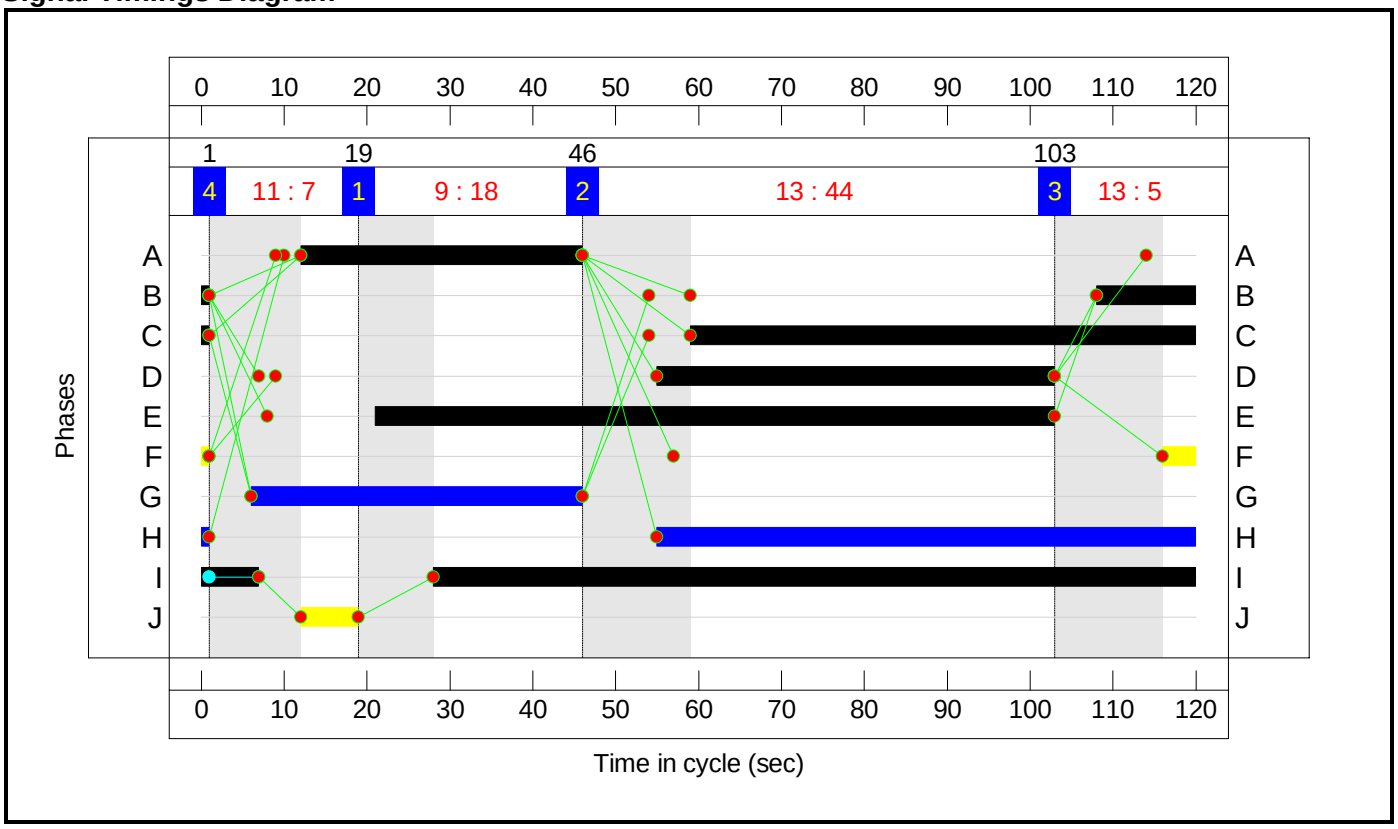


Full Input Data And Results

Stage Timings

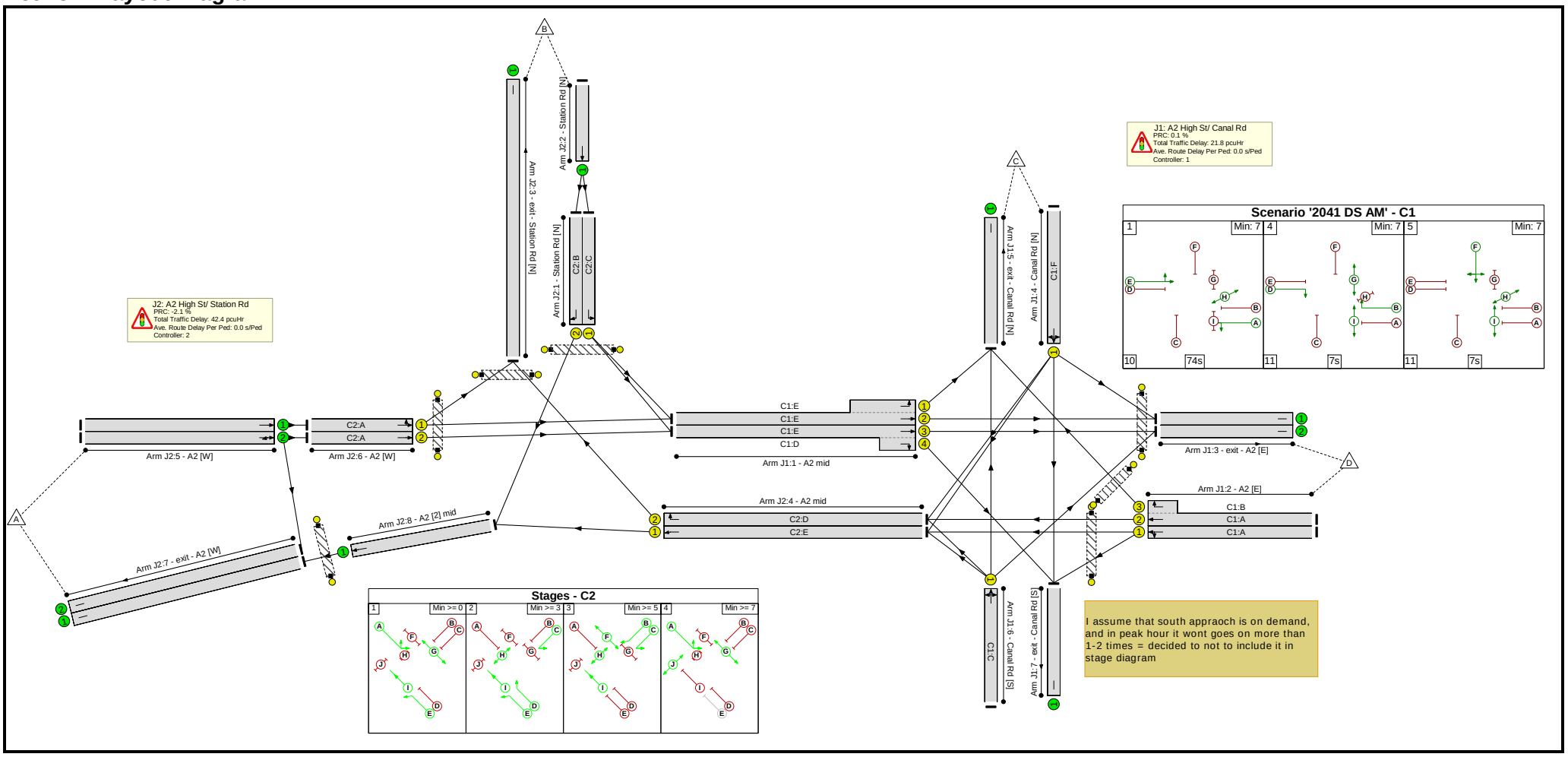
Stage	1	2	3	4
Duration	18	44	5	7
Change Point	19	46	103	1

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	0.11	21.77
C2	1	-2.06	40.48
Total Network Delay: 64.16 pcuHr			
Worst PRC: -2.06 % (On Lane J2:4/2 in Stream 1)			

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.9%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.9%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	902	1900:1737	1219+7	73.6 : 73.6%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	901	1900:1900	1217+0	74.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	1090	1940	1213	89.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	639	1940:1687	1206+6	52.7 : 52.7%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	901	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	33	1766	118	28.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.9%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	62	-	777	1724	905	85.8%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	60	1805	211	28.5%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	837	1940	1940	43.1%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	1101	1965	1359	81.0%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	48	-	641	1709	698	91.9%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	514	1940	1940	26.5%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1034	1847	1847	56.0%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	34	-	514	1940	566	90.8%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	34	-	512	1940	566	90.5%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1161	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1161	1965	1965	59.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	66	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	40	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**36.1**	**28.0**	**0.0**	**64.2**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**14.1**	**7.7**	**0.0**	**21.8**	**-**	**-**	**-**	**-**
1/2+1/1	902	902	-	-	-	2.7	1.4	-	4.1	16.4	16.8	1.4	18.2
1/3+1/4	901	901	-	-	-	2.7	1.4	-	4.1	16.6	12.3	1.4	13.7
2/1	1090	1090	-	-	-	5.8	4.2	-	10.0	33.0	30.9	4.2	35.0
2/2+2/3	639	639	-	-	-	2.3	0.6	-	2.8	15.9	11.9	0.6	12.4
3/1	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	33	33	-	-	-	0.5	0.2	-	0.7	74.4	1.0	0.2	1.2
5/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**22.1**	**20.3**	**0.0**	**42.4**	**-**	**-**	**-**	**-**
1/1	777	777	-	-	-	5.3	2.9	-	8.2	38.1	22.2	2.9	25.1
1/2	60	60	-	-	-	0.8	0.2	-	1.0	60.4	1.8	0.2	2.0
2/1	837	837	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1101	1101	-	-	-	0.2	2.1	-	2.3	7.7	1.2	2.1	3.3
4/2	641	641	-	-	-	4.0	4.8	-	8.9	49.7	20.5	4.8	25.4
5/1	514	514	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1034	1034	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	514	514	-	-	-	5.8	4.3	-	10.1	70.8	16.4	4.3	20.7

Full Input Data And Results

6/2	512	512	-	-	-	5.8	4.1	-	9.9	69.9	16.4	4.1	20.5
7/1	1161	1161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1161	1161	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

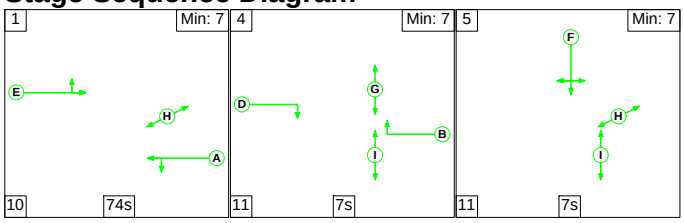
C1	PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	21.77	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	-2.1	Total Delay for Signalled Lanes (pcuHr):	40.48	Cycle Time (s): 120
	PRC Over All Lanes (%):	-2.1	Total Delay Over All Lanes(pcuHr):	64.16	

Full Input Data And Results

Scenario 3: '2041 DS PM' (FG3: '2041 DS PM', Plan 2: 'Copy of NCP')

C1

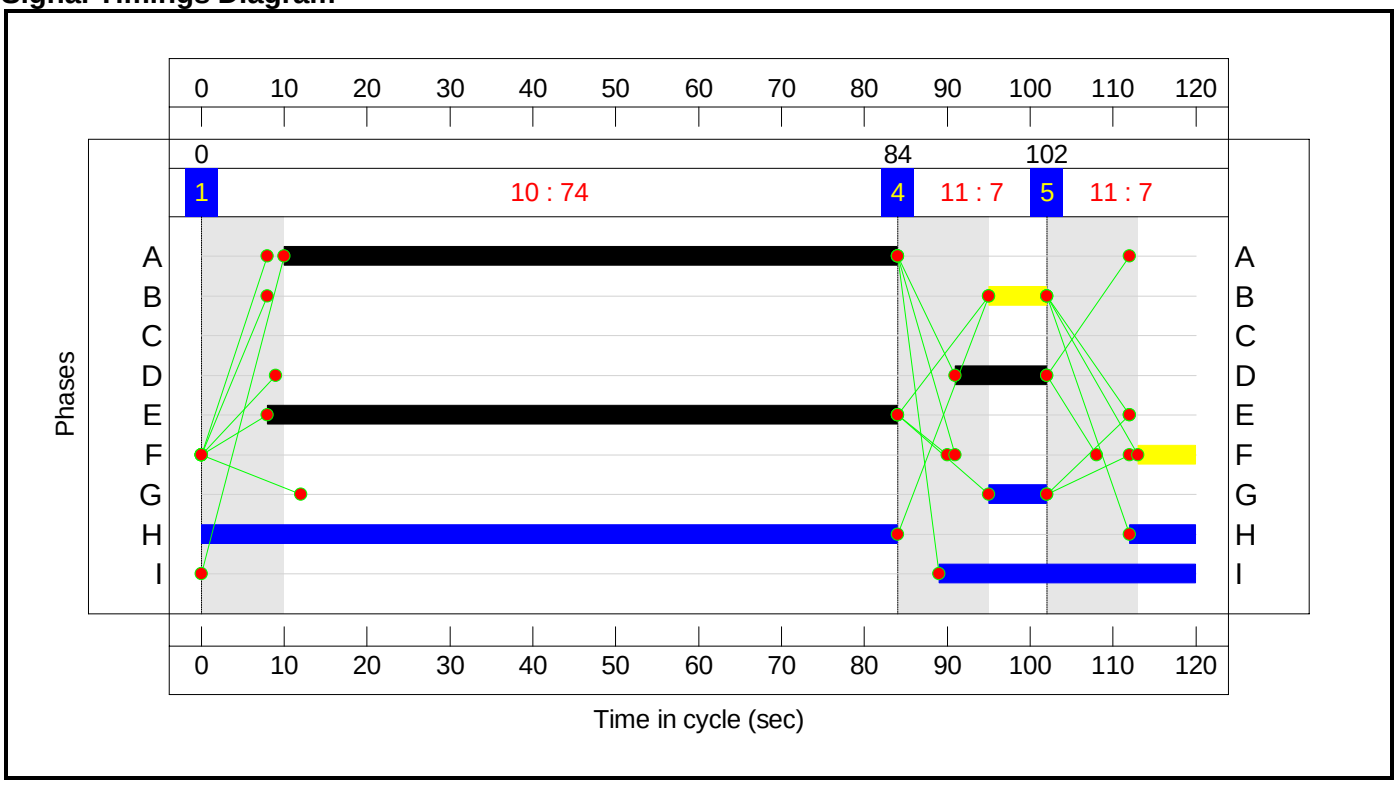
Stage Sequence Diagram



Stage Timings

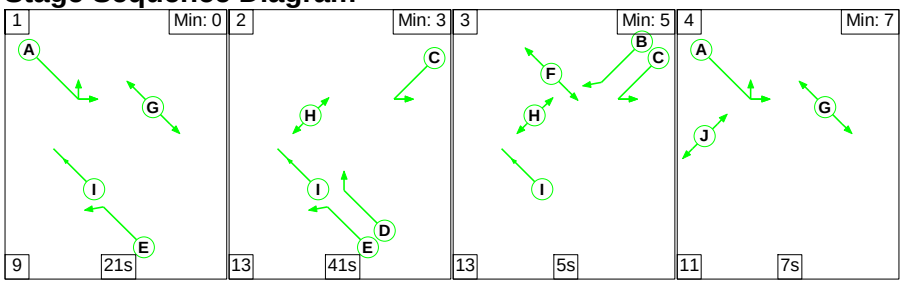
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

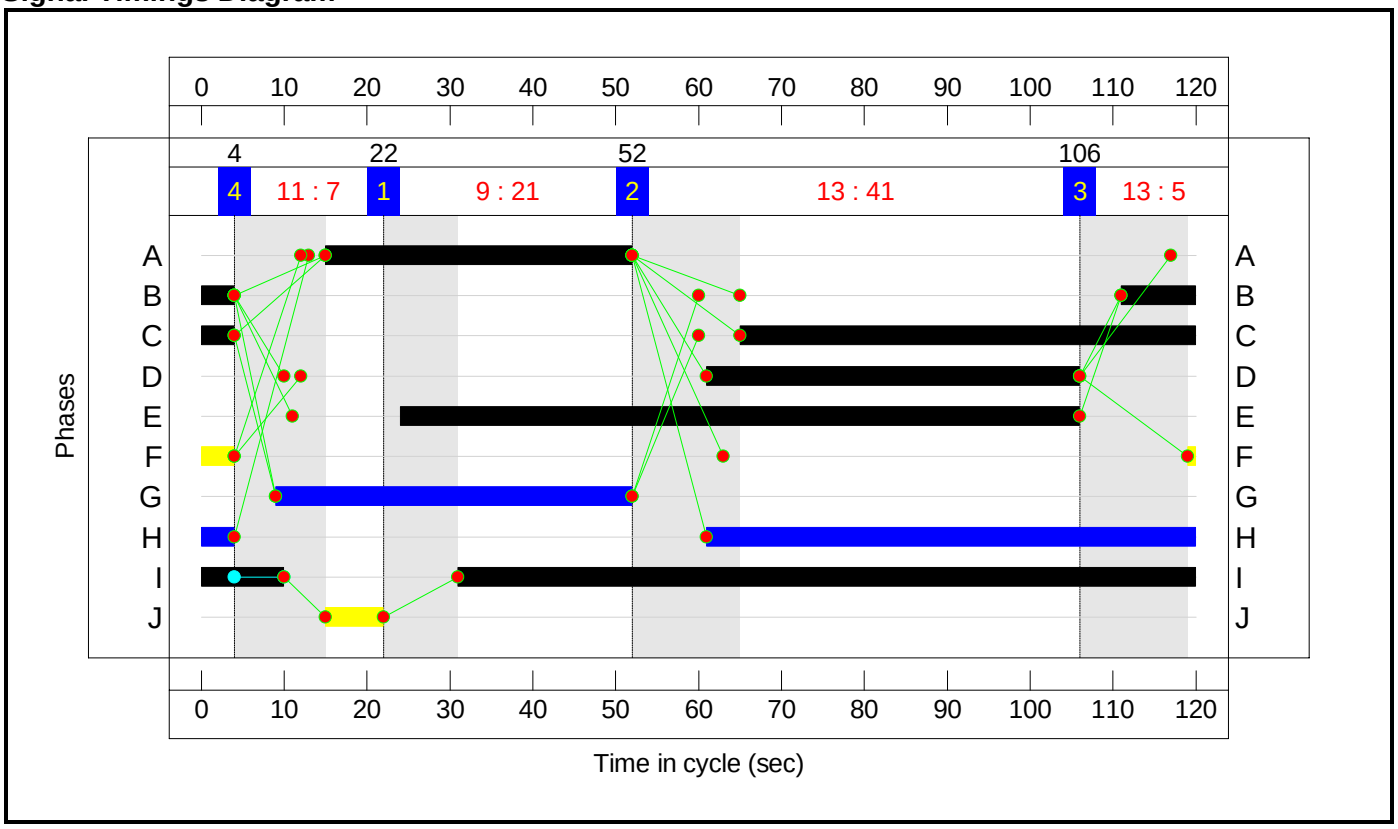


Full Input Data And Results

Stage Timings

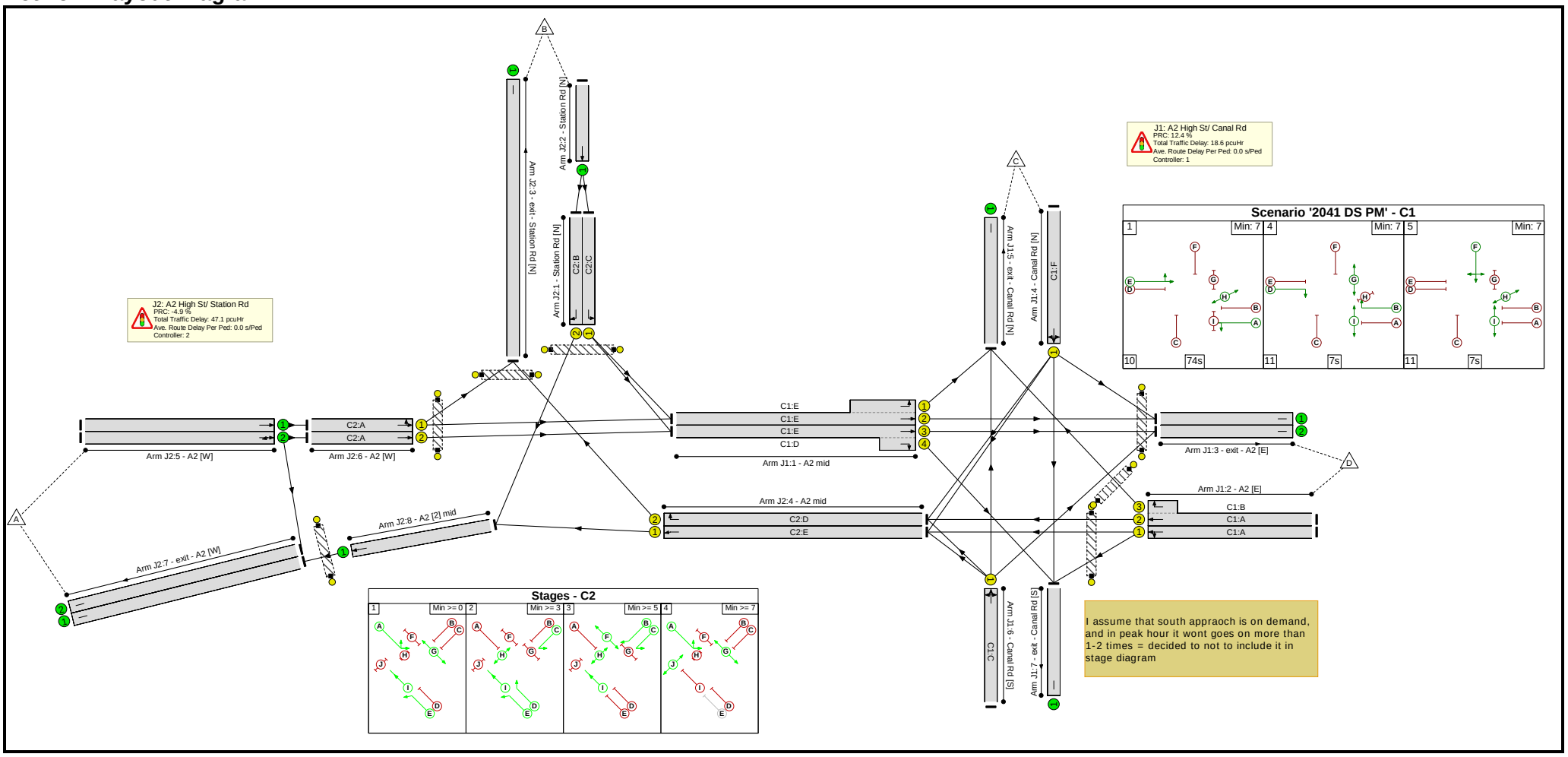
Stage	1	2	3	4
Duration	21	41	5	7
Change Point	22	52	106	4

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	12.43	18.62
C2	1	-4.92	45.39
Total Network Delay: 65.68 pcuHr			
Worst PRC: -4.92 % (On Lane J2:1/1 in Stream 1)			

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.0%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	988	1900:1737	1215+23	79.8 : 79.8%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	974	1900:1900	1217+0	80.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	944	1940	1213	77.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	580	1940:1687	1188+23	47.9 : 47.9%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	14	1762	117	11.9%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	0	0.0%
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	59	-	814	1724	862	94.4%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	0	1940	226	0.0%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	814	1940	1940	42.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	948	1965	1359	69.8%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	45	-	571	1709	655	87.2%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	575	1940	1940	29.6%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1034	1857	1857	55.7%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	37	-	575	1940	614	93.6%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	37	-	573	1940	614	93.3%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	948	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	948	1965	1965	48.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	43	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**35.7**	**29.9**	**0.0**	**65.7**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**12.4**	**6.2**	**0.0**	**18.6**	**-**	**-**	**-**	**-**
1/2+1/1	988	988	-	-	-	3.0	2.0	-	4.9	18.0	19.4	2.0	21.4
1/3+1/4	974	974	-	-	-	2.9	2.0	-	4.9	17.9	14.9	2.0	16.8
2/1	944	944	-	-	-	4.3	1.7	-	6.0	23.1	22.8	1.7	24.5
2/2+2/3	580	580	-	-	-	2.1	0.5	-	2.5	15.6	10.2	0.5	10.7
3/1	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	14	14	-	-	-	0.2	0.1	-	0.3	70.1	0.4	0.1	0.5
5/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**23.3**	**23.8**	**0.0**	**47.1**	**-**	**-**	**-**	**-**
1/1	814	814	-	-	-	6.4	6.6	-	13.1	57.8	25.6	6.6	32.2
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	814	814	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	948	948	-	-	-	0.1	1.1	-	1.3	4.8	0.5	1.1	1.7
4/2	571	571	-	-	-	4.1	3.2	-	7.2	45.5	18.3	3.2	21.4
5/1	575	575	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1034	1034	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	575	575	-	-	-	6.4	5.7	-	12.0	75.3	18.5	5.7	24.2

Full Input Data And Results

6/2	573	573	-	-	-	6.3	5.5	-	11.8	74.2	18.5	5.5	23.9
7/1	948	948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	948	948	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

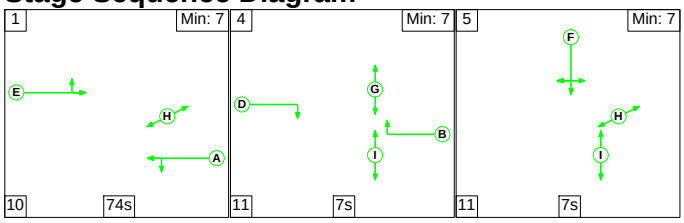
C1	PRC for Signalled Lanes (%):	12.4	Total Delay for Signalled Lanes (pcuHr):	18.62	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	-4.9	Total Delay for Signalled Lanes (pcuHr):	45.39	Cycle Time (s): 120
	PRC Over All Lanes (%):	-4.9	Total Delay Over All Lanes(pcuHr):	65.68	

Full Input Data And Results

Scenario 4: '2041 RC AM' (FG4: '2041 RC AM', Plan 2: 'Copy of NCP')

C1

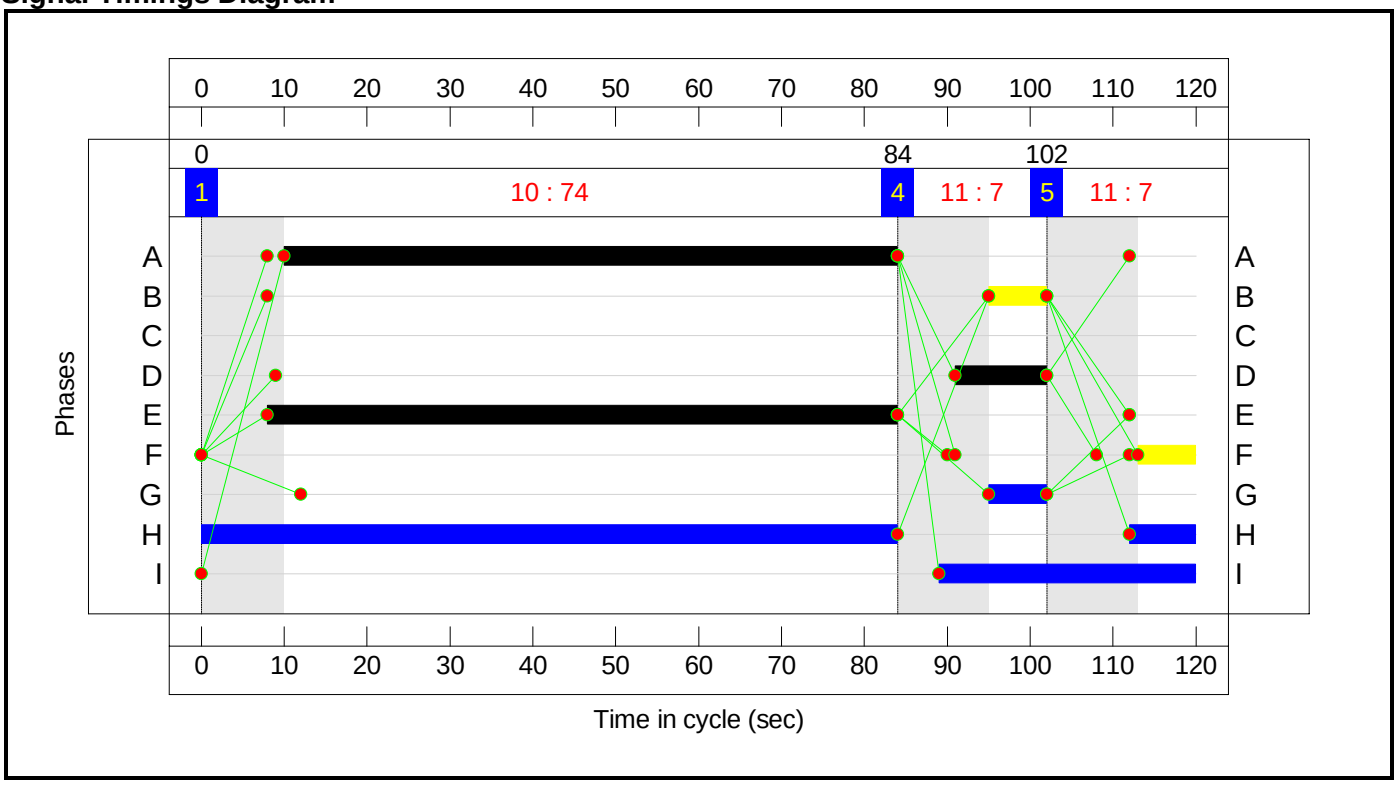
Stage Sequence Diagram



Stage Timings

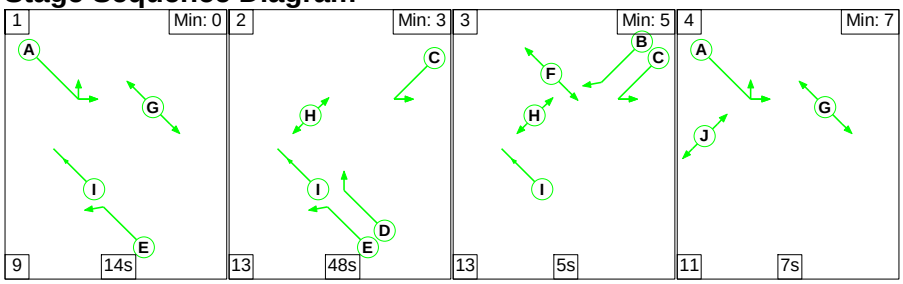
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

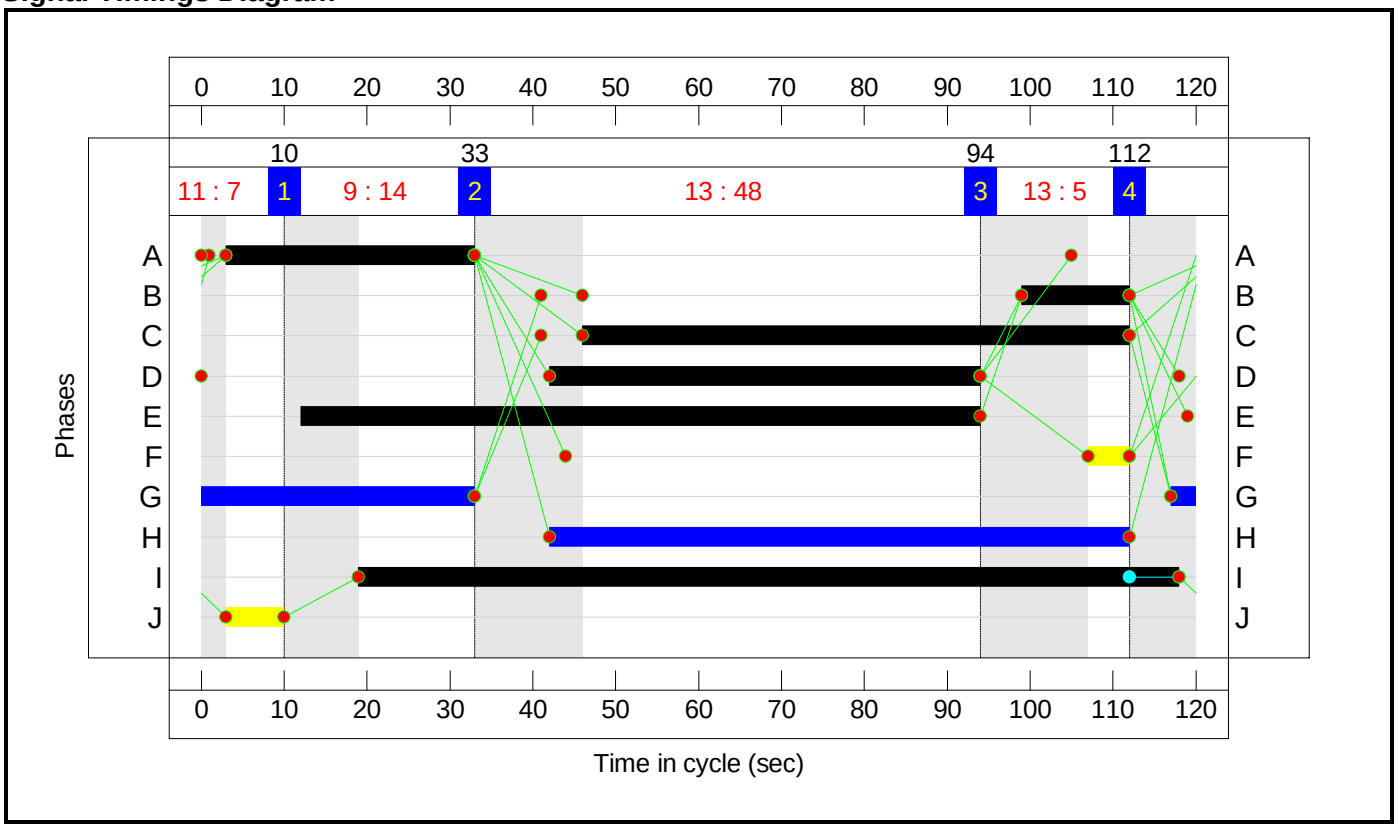


Full Input Data And Results

Stage Timings

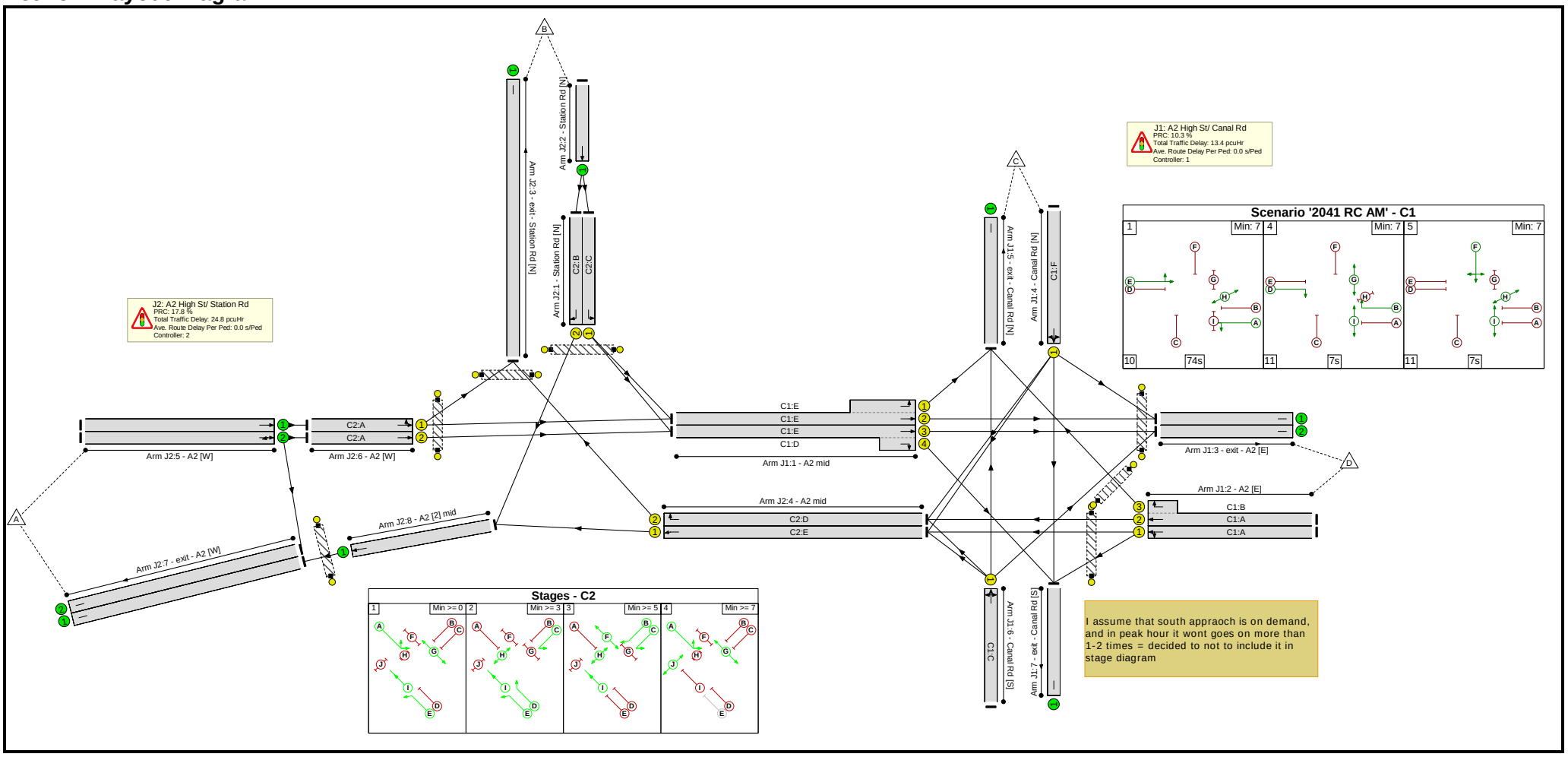
Stage	1	2	3	4
Duration	14	48	5	7
Change Point	10	33	94	112

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	10.34	13.39
C2	1	17.77	23.33
Total Network Delay: 38.21 pcuHr			
Worst PRC: 10.34 % (On Lane J1:2/1 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**
J1: A2 High St/ Canal Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	690	1900:1900	1219+0	56.6 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	712	1900:1900	1217+0	58.5 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	989	1940	1213	81.6%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	542	1940:1940	1212+0	44.7 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	66	-	642	1724	963	66.7%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	88	1805	211	41.8%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	730	1940	1940	37.6%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	989	1965	1359	72.8%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	52	-	542	1709	755	71.8%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	383	1940	1940	19.7%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	878	1835	1835	47.8%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	30	-	383	1940	501	76.4%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	30	-	377	1940	501	75.2%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1077	1965	1965	54.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	70	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	36	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**25.8**	**12.4**	**0.0**	**38.2**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**9.5**	**3.9**	**0.0**	**13.4**	**-**	**-**	**-**	**-**
1/2+1/1	690	690	-	-	-	1.4	0.7	-	2.1	10.8	11.5	0.7	12.2
1/3+1/4	712	712	-	-	-	1.5	0.7	-	2.2	11.4	7.0	0.7	7.7
2/1	989	989	-	-	-	4.7	2.2	-	6.9	25.1	25.0	2.2	27.2
2/2+2/3	542	542	-	-	-	1.8	0.4	-	2.2	14.4	9.3	0.4	9.7
3/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**16.3**	**8.5**	**0.0**	**24.8**	**-**	**-**	**-**	**-**
1/1	642	642	-	-	-	3.3	1.0	-	4.3	24.2	15.0	1.0	16.0
1/2	88	88	-	-	-	1.2	0.4	-	1.6	63.8	2.7	0.4	3.1
2/1	730	730	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	989	989	-	-	-	0.8	1.3	-	2.1	7.7	2.8	1.3	4.2
4/2	542	542	-	-	-	2.4	1.3	-	3.6	24.0	14.7	1.3	16.0
5/1	383	383	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	878	878	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	383	383	-	-	-	4.4	1.6	-	6.0	56.0	11.7	1.6	13.3

Full Input Data And Results

6/2	377	377	-	-	-	4.3	1.5	-	5.8	55.1	11.5	1.5	13.0
7/1	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1077	1077	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

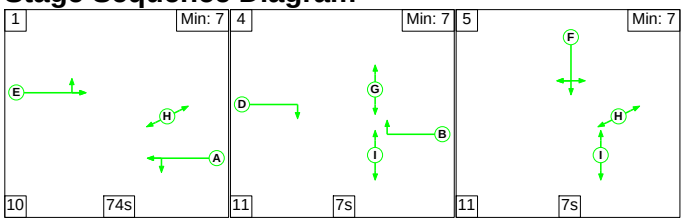
C1	PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	13.39	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):	23.33	Cycle Time (s): 120
	PRC Over All Lanes (%):	10.3	Total Delay Over All Lanes(pcuHr):	38.21	

Full Input Data And Results

Scenario 5: '2041 RC PM' (FG5: '2041 RC PM', Plan 2: 'Copy of NCP')

C1

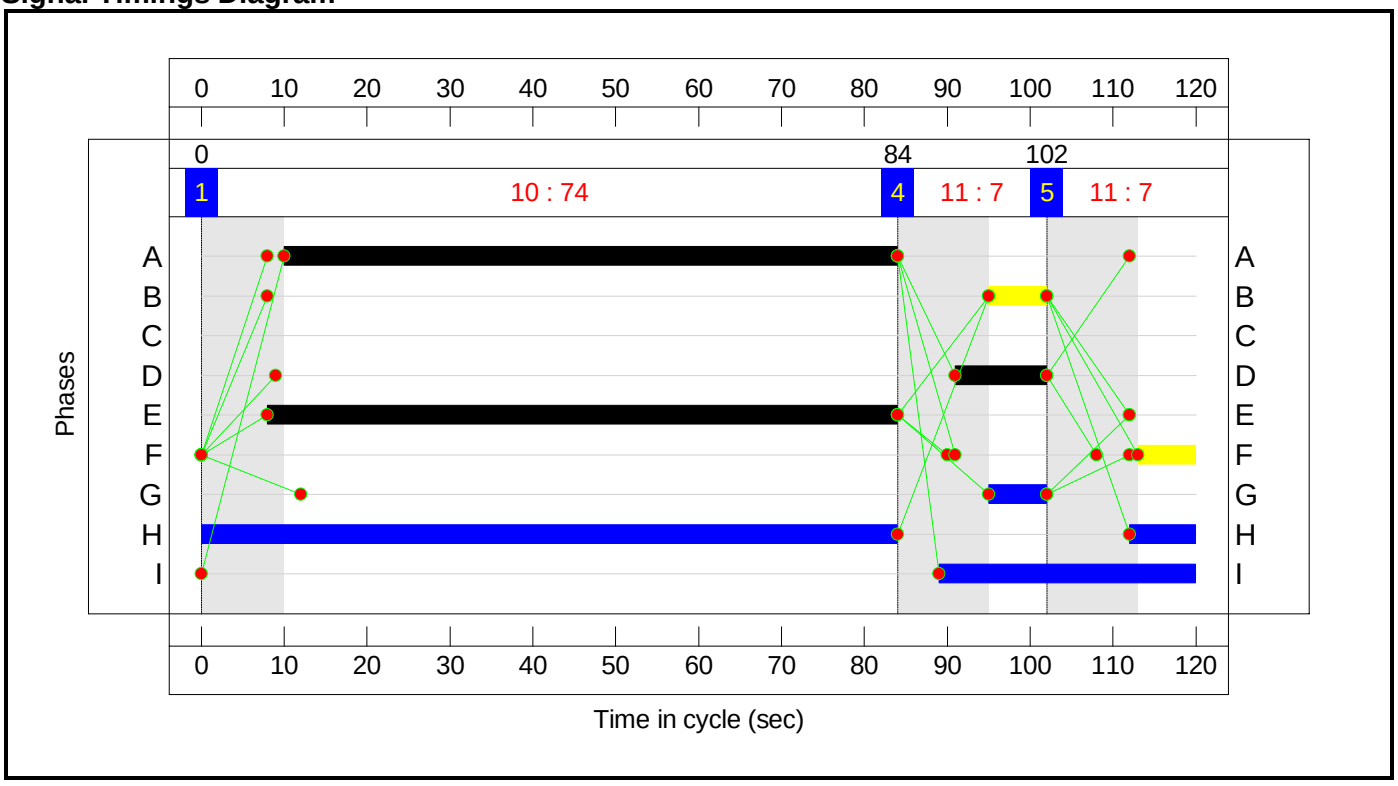
Stage Sequence Diagram



Stage Timings

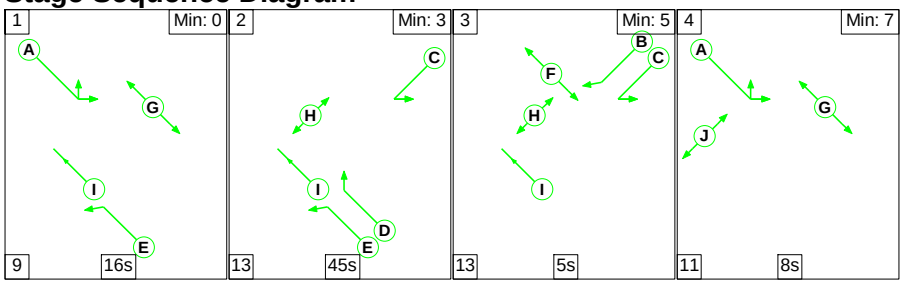
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

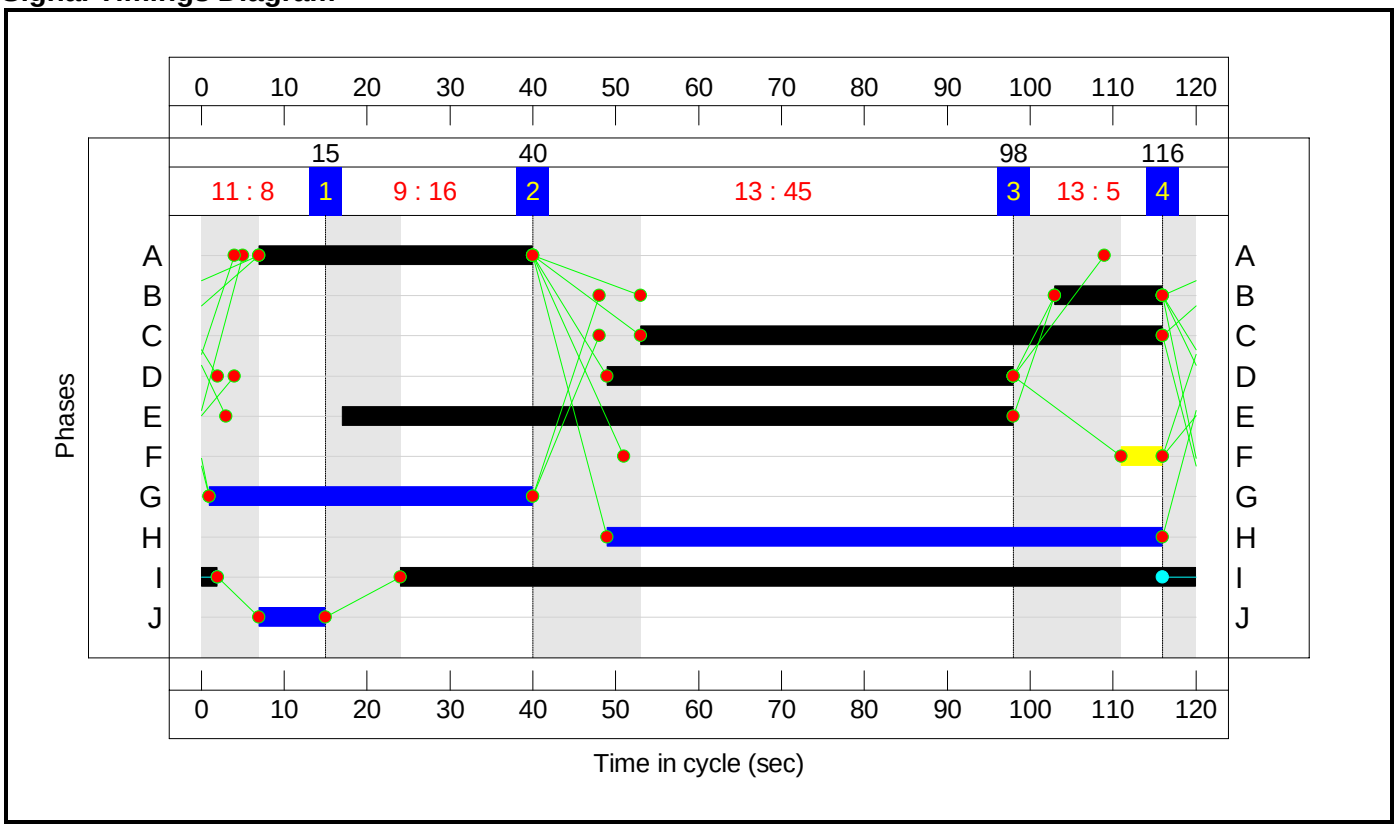


Full Input Data And Results

Stage Timings

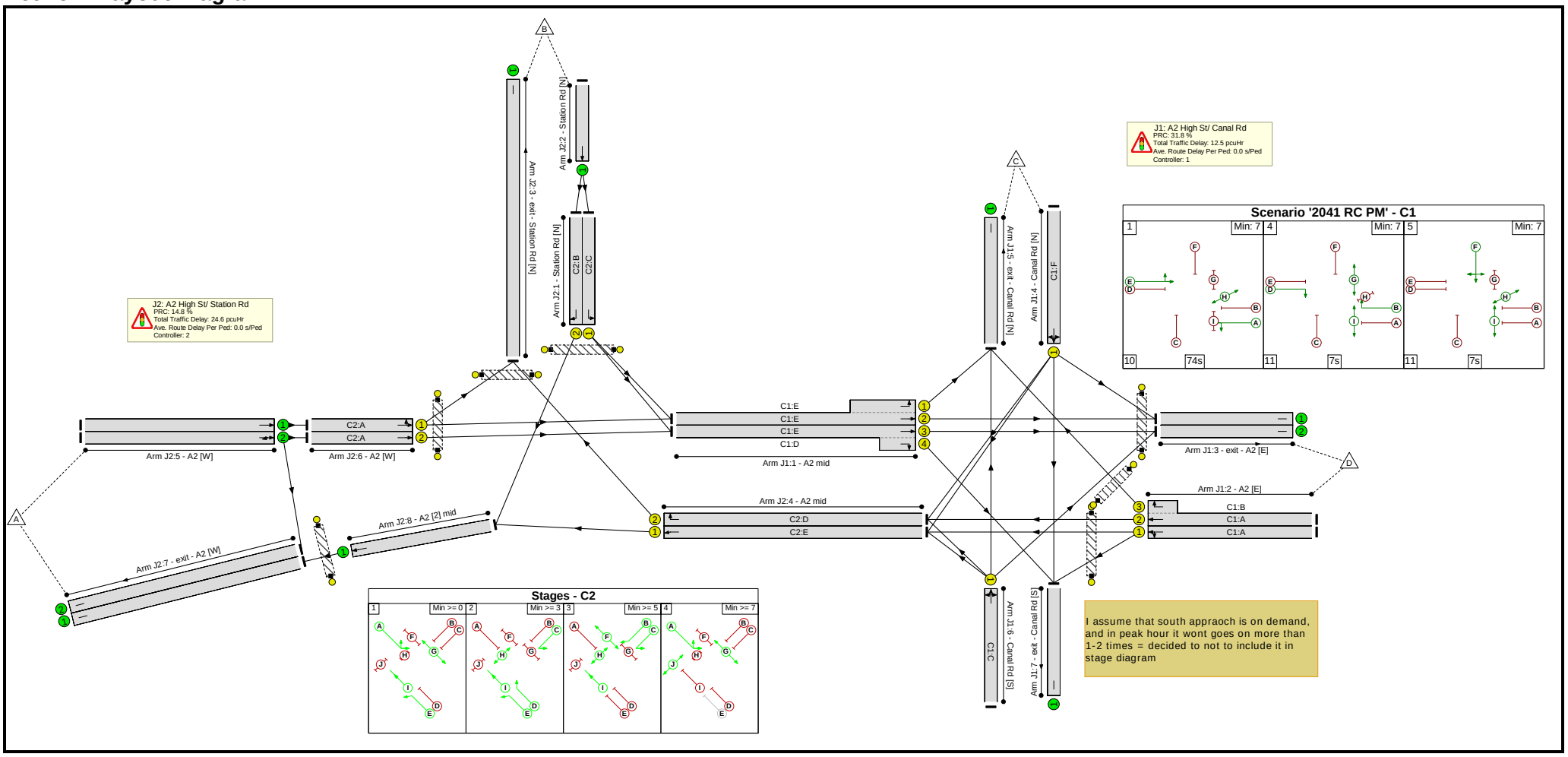
Stage	1	2	3	4
Duration	16	45	5	8
Change Point	15	40	98	116

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	31.79	12.55
C2	1	14.78	23.32
Total Network Delay: 37.16 pcuHr			
Worst PRC: 14.78 % (On Lane J2:6/1 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.4%**
J1: A2 High St/ Canal Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.3%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	781	1900:1900	1219+0	64.1 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	786	1900:1900	1217+0	64.6 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	828	1940	1213	68.3%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	472	1940:1940	1212+0	38.9 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.4%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	63	-	712	1724	919	77.4%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	1	1805	211	0.5%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	713	1940	1940	36.8%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	81	-	828	1965	1343	61.7%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	49	-	472	1709	712	66.3%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	431	1940	1940	22.2%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	920	1841	1841	50.0%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	33	-	431	1940	550	78.4%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	33	-	424	1940	550	77.1%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	829	1965	1965	42.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	67	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	39	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**25.8**	**11.4**	**0.0**	**37.2**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**9.4**	**3.2**	**0.0**	**12.5**	**-**	**-**	**-**	**-**
1/2+1/1	781	781	-	-	-	2.2	0.9	-	3.1	14.3	13.1	0.9	14.0
1/3+1/4	786	786	-	-	-	2.3	0.9	-	3.2	14.7	10.5	0.9	11.4
2/1	828	828	-	-	-	3.4	1.1	-	4.5	19.4	17.9	1.1	19.0
2/2+2/3	472	472	-	-	-	1.5	0.3	-	1.8	13.6	7.7	0.3	8.1
3/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**16.4**	**8.2**	**0.0**	**24.6**	**-**	**-**	**-**	**-**
1/1	712	712	-	-	-	4.4	1.7	-	6.1	30.8	18.8	1.7	20.5
1/2	1	1	-	-	-	0.0	0.0	-	0.0	55.9	0.0	0.0	0.0
2/1	713	713	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	828	828	-	-	-	0.4	0.8	-	1.2	5.2	1.4	0.8	2.2
4/2	472	472	-	-	-	2.2	1.0	-	3.2	24.5	12.6	1.0	13.6
5/1	431	431	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	920	920	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	431	431	-	-	-	4.7	1.8	-	6.5	54.4	13.2	1.8	14.9

Full Input Data And Results

6/2	424	424	-	-	-	4.6	1.6	-	6.3	53.4	13.0	1.6	14.6
7/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	829	829	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

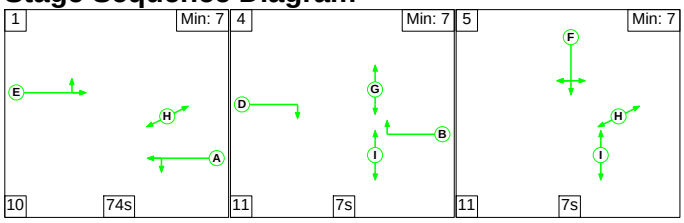
C1	PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	12.55	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	14.8	Total Delay for Signalled Lanes (pcuHr):	23.32	Cycle Time (s): 120
	PRC Over All Lanes (%):	14.8	Total Delay Over All Lanes(pcuHr):	37.16	

Full Input Data And Results

Scenario 6: '2023 Base AM' (FG6: '2023 Base AM', Plan 2: 'Copy of NCP')

C1

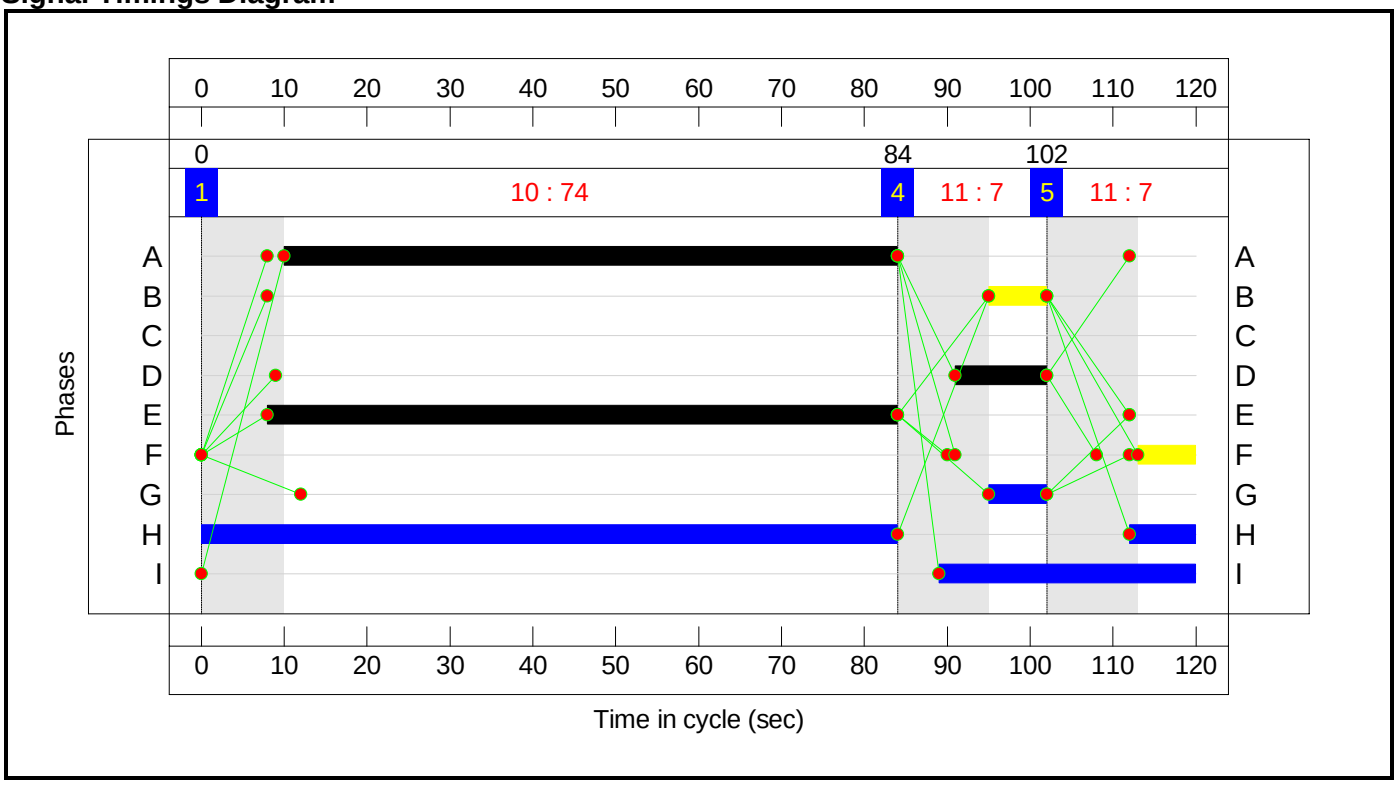
Stage Sequence Diagram



Stage Timings

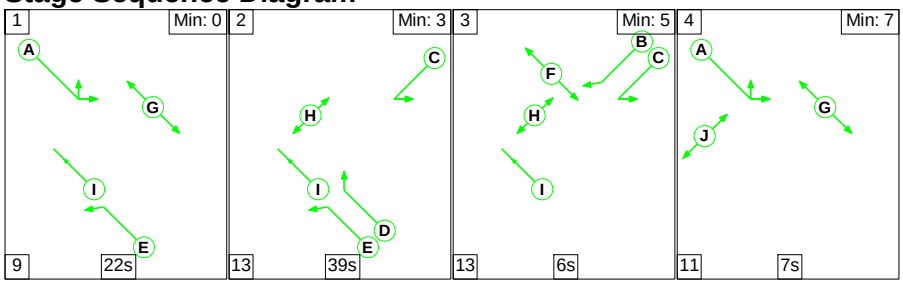
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

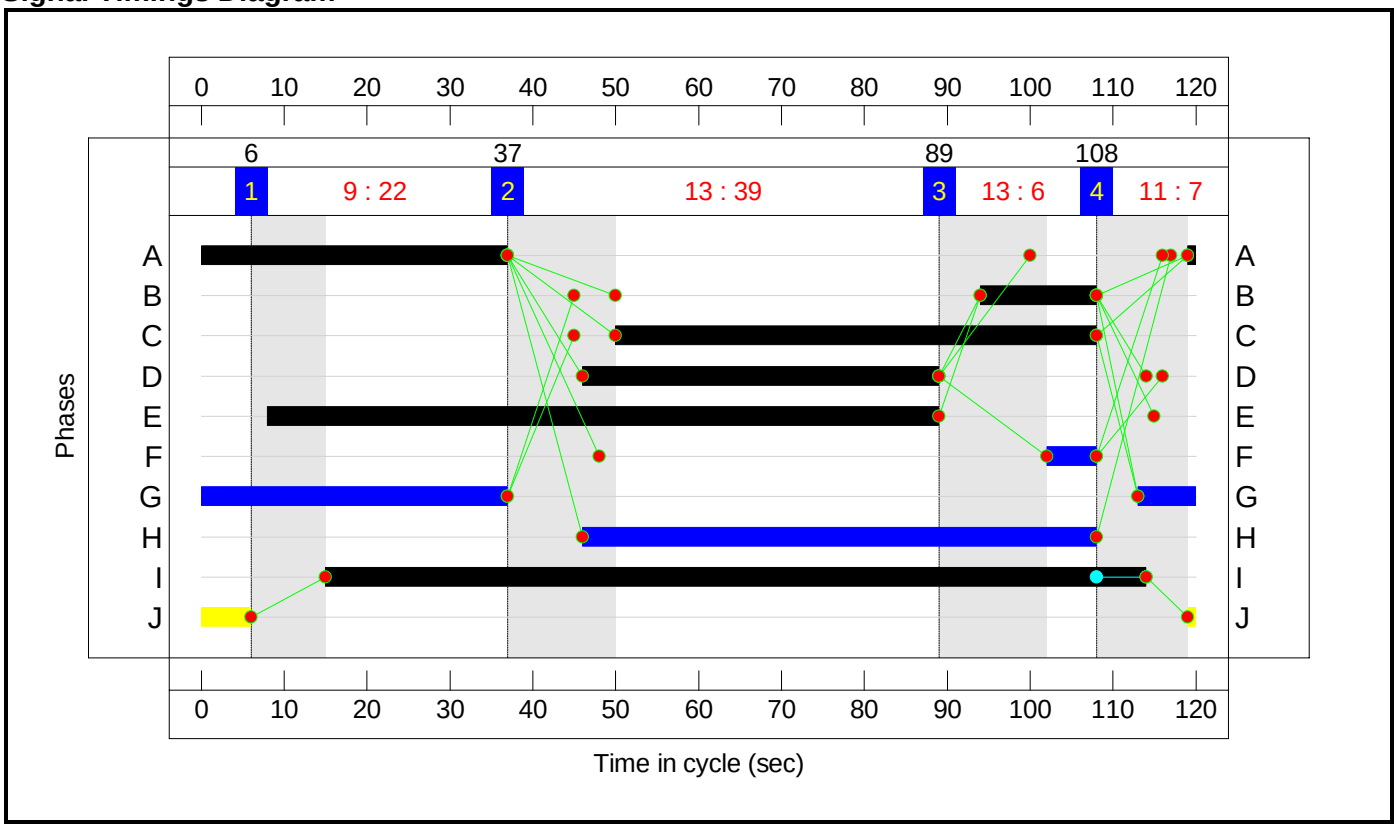


Full Input Data And Results

Stage Timings

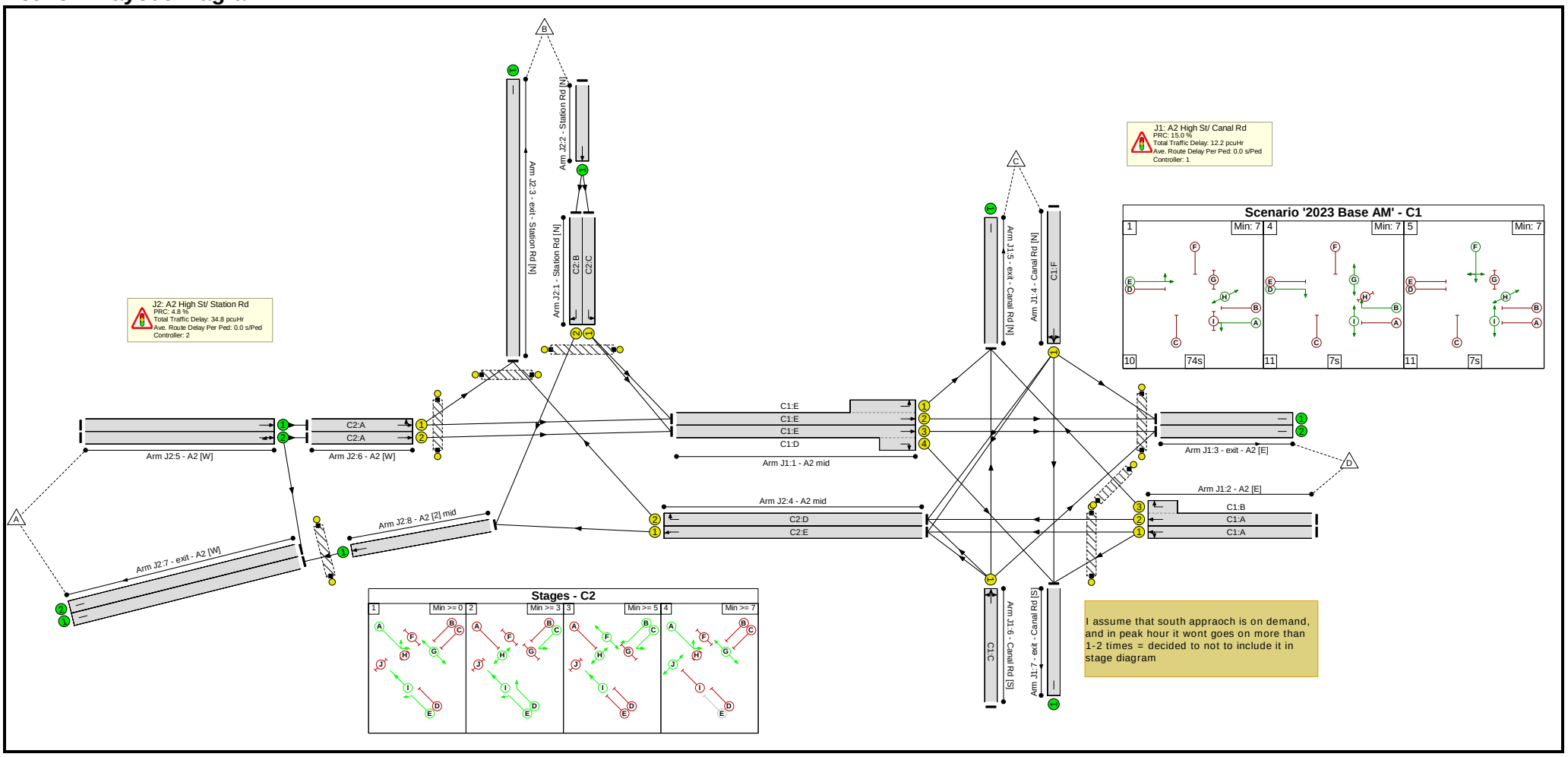
Stage	1	2	3	4
Duration	22	39	6	7
Change Point	6	37	89	108

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	14.99	12.18
C2	1	4.83	33.26
Total Network Delay: 46.96 pcuHr			
Worst PRC: 4.83 % (On Lane J2:4/2 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.9%**
J1: A2 High St/ Canal Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	722	1900:1900	1219+0	59.2 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	779	1900:1900	1217+0	64.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	949	1940	1213	78.3%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	538	1940:1940	1212+0	44.4 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.9%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	58	-	494	1724	848	58.3%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	14	-	187	1805	226	82.9%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	681	1940	1940	35.1%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	81	-	949	1965	1343	70.7%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	43	-	538	1709	627	85.9%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	526	1940	1940	27.1%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	808	1875	1875	43.1%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	38	-	526	1923	625	84.2%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	38	-	530	1940	631	84.1%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1136	1965	1965	57.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	62	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	44	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**29.7**	**17.3**	**0.0**	**47.0**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**8.4**	**3.8**	**0.0**	**12.2**	**-**	**-**	**-**	**-**
1/2+1/1	722	722	-	-	-	1.2	0.7	-	1.9	9.4	4.8	0.7	5.5
1/3+1/4	779	779	-	-	-	1.1	0.9	-	2.0	9.4	12.3	0.9	13.2
2/1	949	949	-	-	-	4.4	1.8	-	6.1	23.3	23.2	1.8	25.0
2/2+2/3	538	538	-	-	-	1.7	0.4	-	2.1	14.3	9.3	0.4	9.7
3/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**21.3**	**13.5**	**0.0**	**34.8**	**-**	**-**	**-**	**-**
1/1	494	494	-	-	-	3.0	0.7	-	3.7	26.8	11.7	0.7	12.4
1/2	187	187	-	-	-	2.7	2.2	-	4.8	93.1	6.1	2.2	8.3
2/1	681	681	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	949	949	-	-	-	1.1	1.2	-	2.3	8.8	4.0	1.2	5.2
4/2	538	538	-	-	-	3.5	2.9	-	6.4	42.5	16.4	2.9	19.3
5/1	526	526	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	808	808	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	526	526	-	-	-	5.5	2.5	-	8.0	54.9	16.2	2.5	18.7

Full Input Data And Results

6/2	530	530	-	-	-	5.5	2.5	-	8.0	54.7	16.3	2.5	18.9
7/1	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1136	1136	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

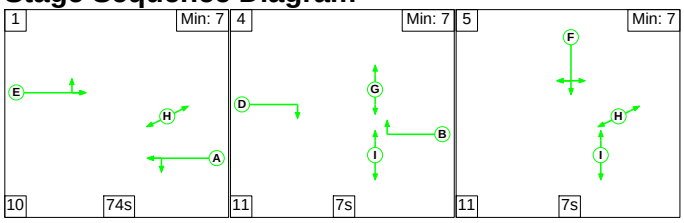
C1	PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	12.18	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):	33.26	Cycle Time (s): 120
	PRC Over All Lanes (%):	4.8	Total Delay Over All Lanes(pcuHr):	46.96	

Full Input Data And Results

Scenario 7: '2023 Base PM' (FG7: '2023 Base PM', Plan 2: 'Copy of NCP')

C1

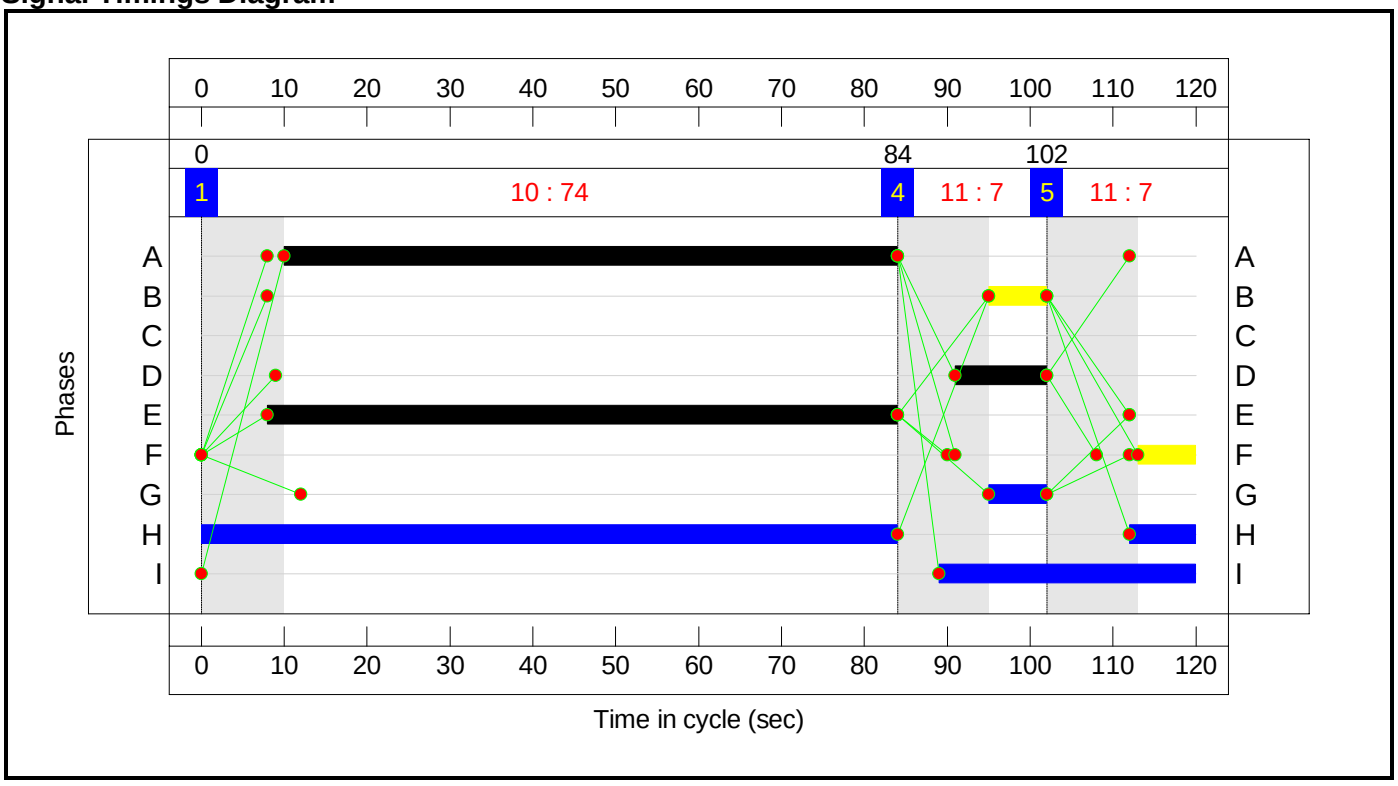
Stage Sequence Diagram



Stage Timings

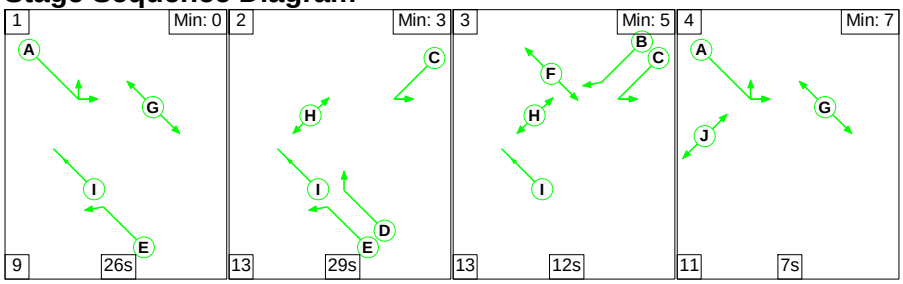
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

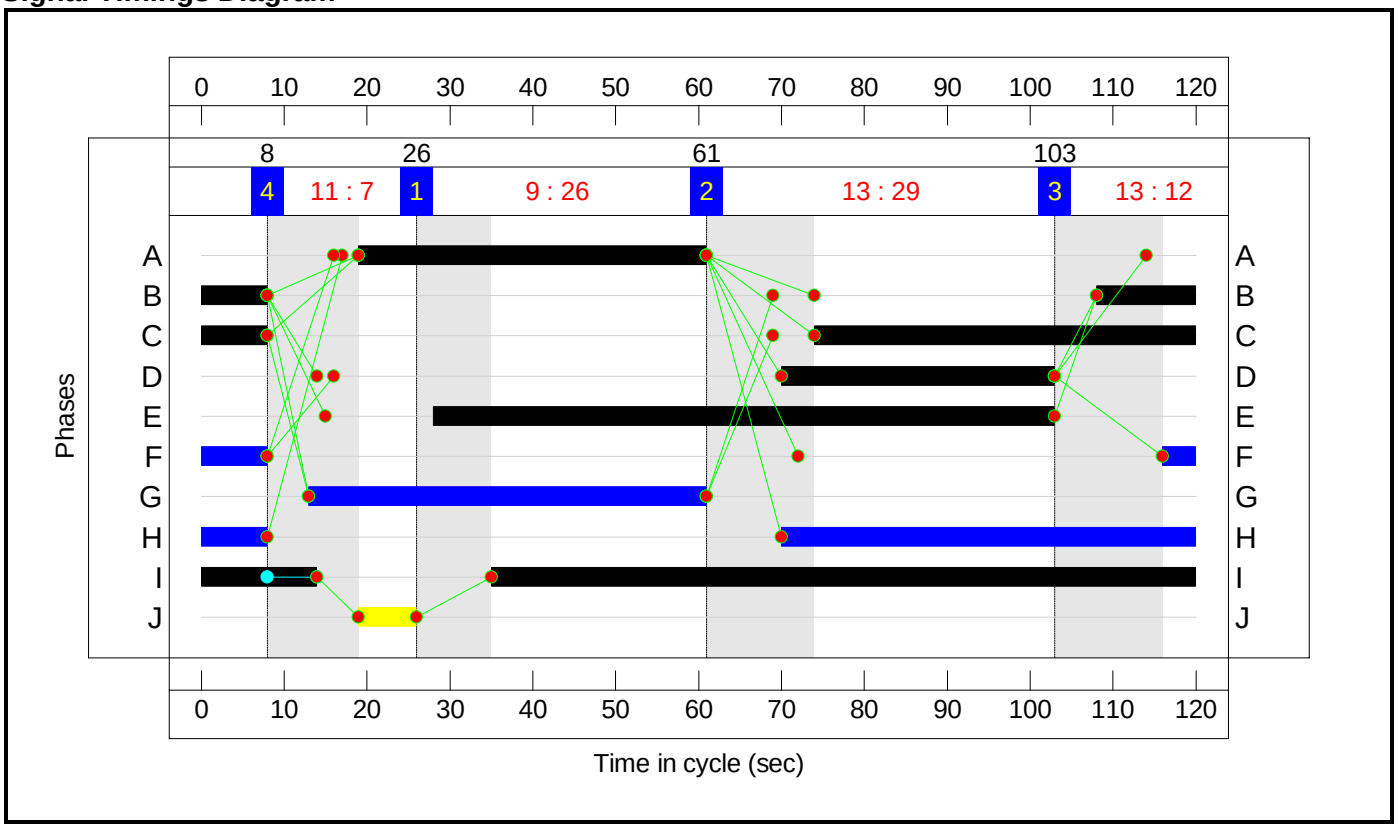


Full Input Data And Results

Stage Timings

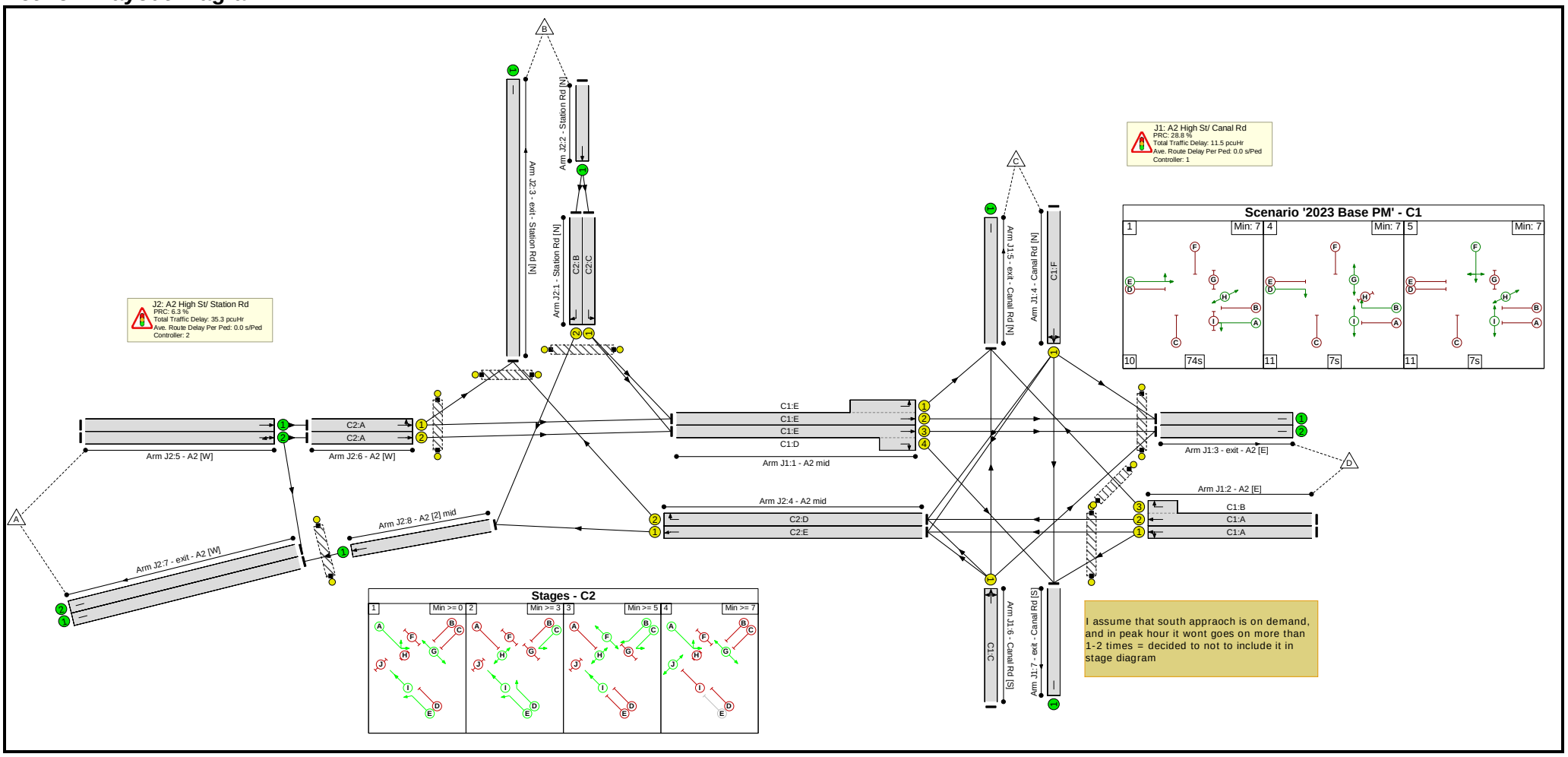
Stage	1	2	3	4
Duration	26	29	12	7
Change Point	26	61	103	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	28.84	11.49
C2	1	6.29	33.62
Total Network Delay: 46.83 pcuHr			
Worst PRC: 6.29 % (On Lane J2:4/2 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**
J1: A2 High St/ Canal Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	790	1900:1900	1219+0	64.8 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	838	1900:1900	1217+0	68.9 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	847	1940	1213	69.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	410	1940:1940	1212+0	33.8 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	54	-	500	1724	790	63.3%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	20	-	256	1805	316	81.0%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	756	1940	1940	39.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	75	-	847	1965	1244	68.1%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	33	-	410	1709	484	84.7%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	581	1940	1940	29.9%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	975	1865	1865	52.3%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	42	-	581	1928	691	84.1%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	42	-	585	1940	695	84.2%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1103	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1103	1965	1965	56.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	58	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	12	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	48	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**30.1**	**16.7**	**0.0**	**46.8**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**8.1**	**3.4**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
1/2+1/1	790	790	-	-	-	1.6	0.9	-	2.5	11.5	8.0	0.9	8.9
1/3+1/4	838	838	-	-	-	1.7	1.1	-	2.8	12.1	13.9	1.1	15.0
2/1	847	847	-	-	-	3.5	1.2	-	4.7	19.9	18.6	1.2	19.7
2/2+2/3	410	410	-	-	-	1.2	0.3	-	1.5	12.9	6.5	0.3	6.7
3/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**22.1**	**13.3**	**0.0**	**35.3**	**-**	**-**	**-**	**-**
1/1	500	500	-	-	-	3.4	0.9	-	4.3	31.0	12.6	0.9	13.5
1/2	256	256	-	-	-	3.4	2.0	-	5.4	75.8	8.2	2.0	10.2
2/1	756	756	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	847	847	-	-	-	0.2	1.1	-	1.3	5.4	2.8	1.1	3.9
4/2	410	410	-	-	-	3.5	2.6	-	6.1	53.8	13.0	2.6	15.6
5/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	975	975	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	581	581	-	-	-	5.7	2.5	-	8.2	51.0	17.8	2.5	20.3

Full Input Data And Results

6/2	585	585	-	-	-	5.7	2.5	-	8.3	51.0	17.9	2.5	20.4
7/1	1103	1103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1103	1103	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

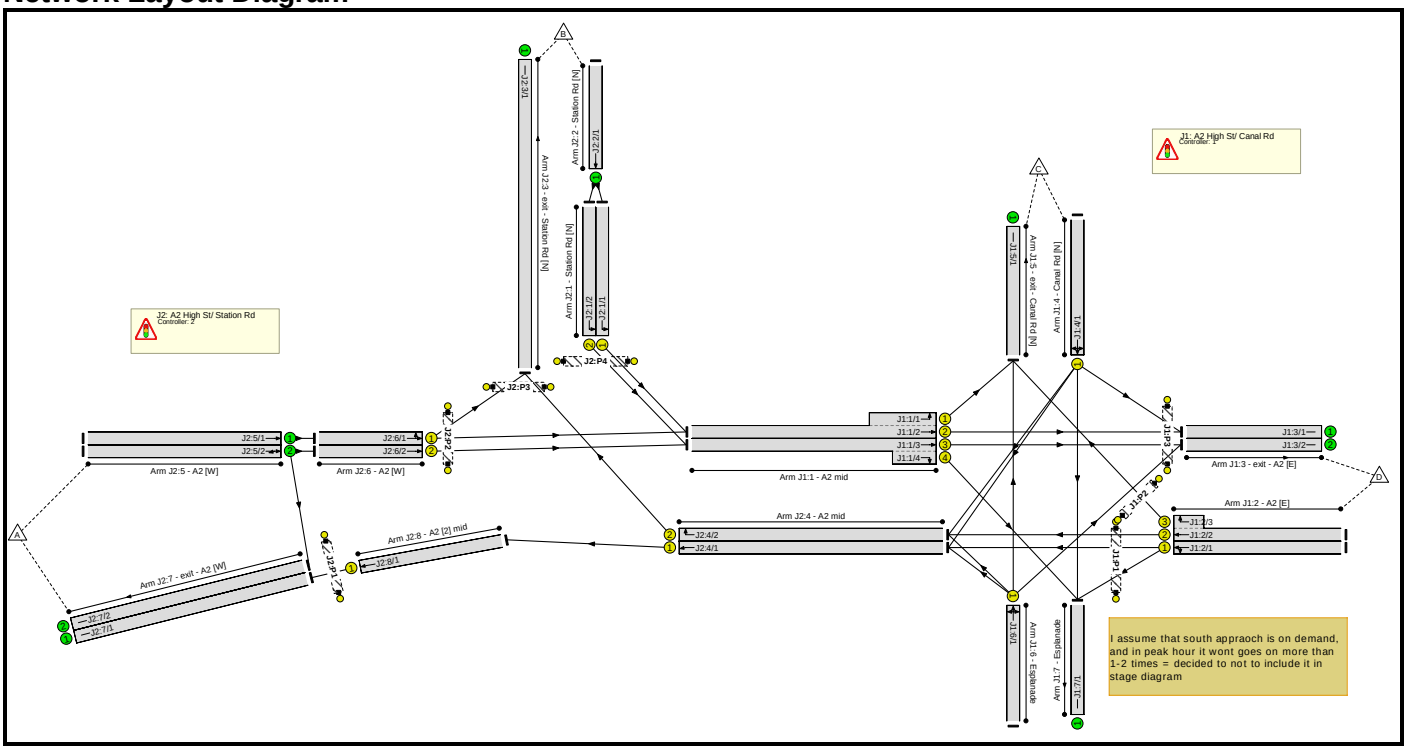
C1	PRC for Signalled Lanes (%):	28.8	Total Delay for Signalled Lanes (pcuHr):	11.49	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	33.62	Cycle Time (s): 120
	PRC Over All Lanes (%):	6.3	Total Delay Over All Lanes(pcuHr):	46.83	

Full Input Data And Results

User and Project Details

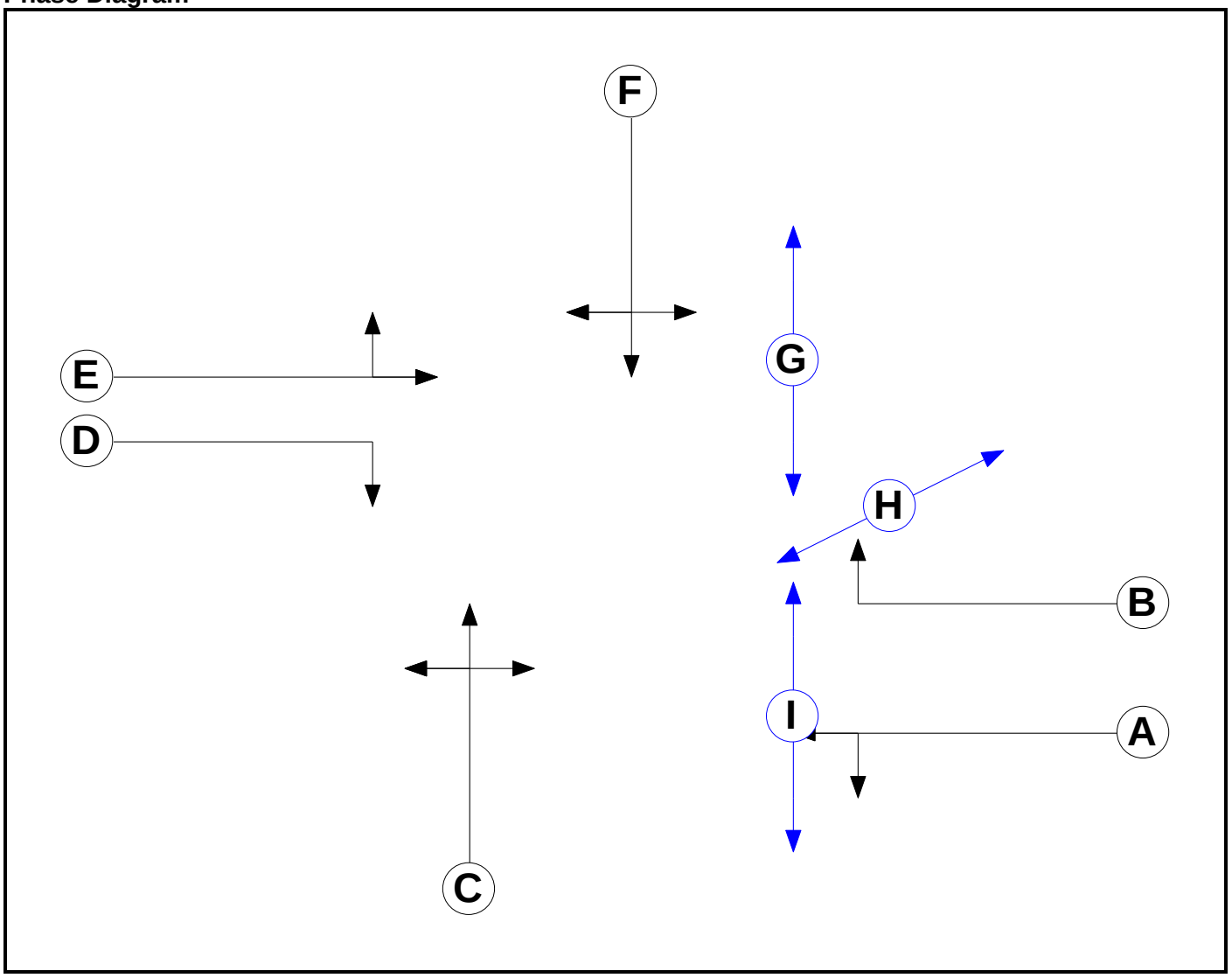
Project:	
Title:	
Location:	
Additional detail:	
File name:	J5_Proposed_Op2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1

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	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6

Full Input Data And Results

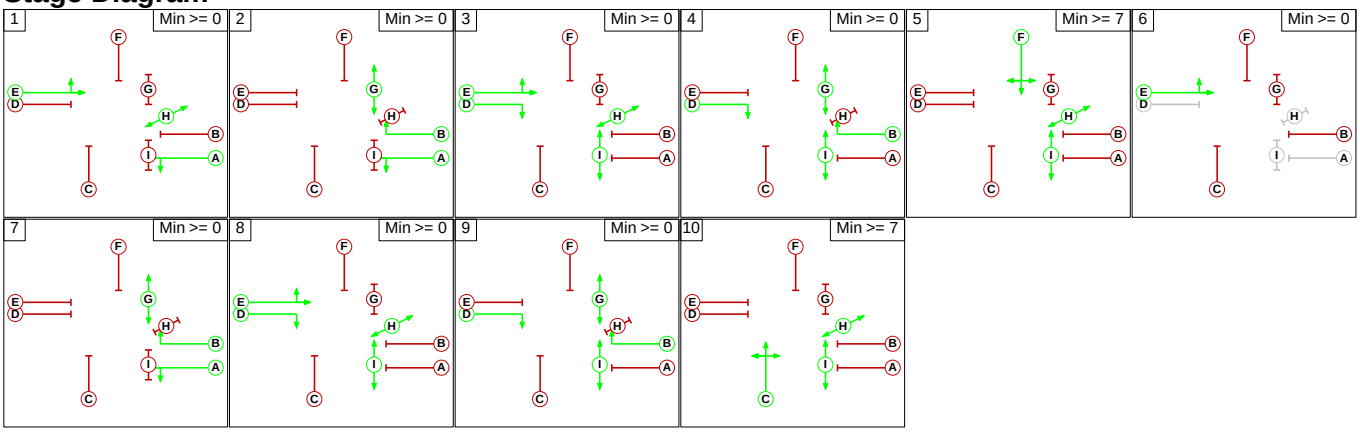
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	5	7	-	7	-	-	5
	B	-		10	-	10	11	-	10	-
	C	9	14		8	8	8	14	-	-
	D	10	-	5		-	6	-	-	-
	E	-	11	5	-		6	11	-	-
	F	8	8	8	9	8		12	-	-
	G	-	-	10	-	10	10		-	-
	H	-	11	-	-	-	-	-		-
	I	10	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E H
2	A B G
3	D E H I
4	B D G I
5	F H I
6	E
7	A B G
8	D E H I
9	B D G I
10	C H I

Stage Diagram



Phase Delays

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

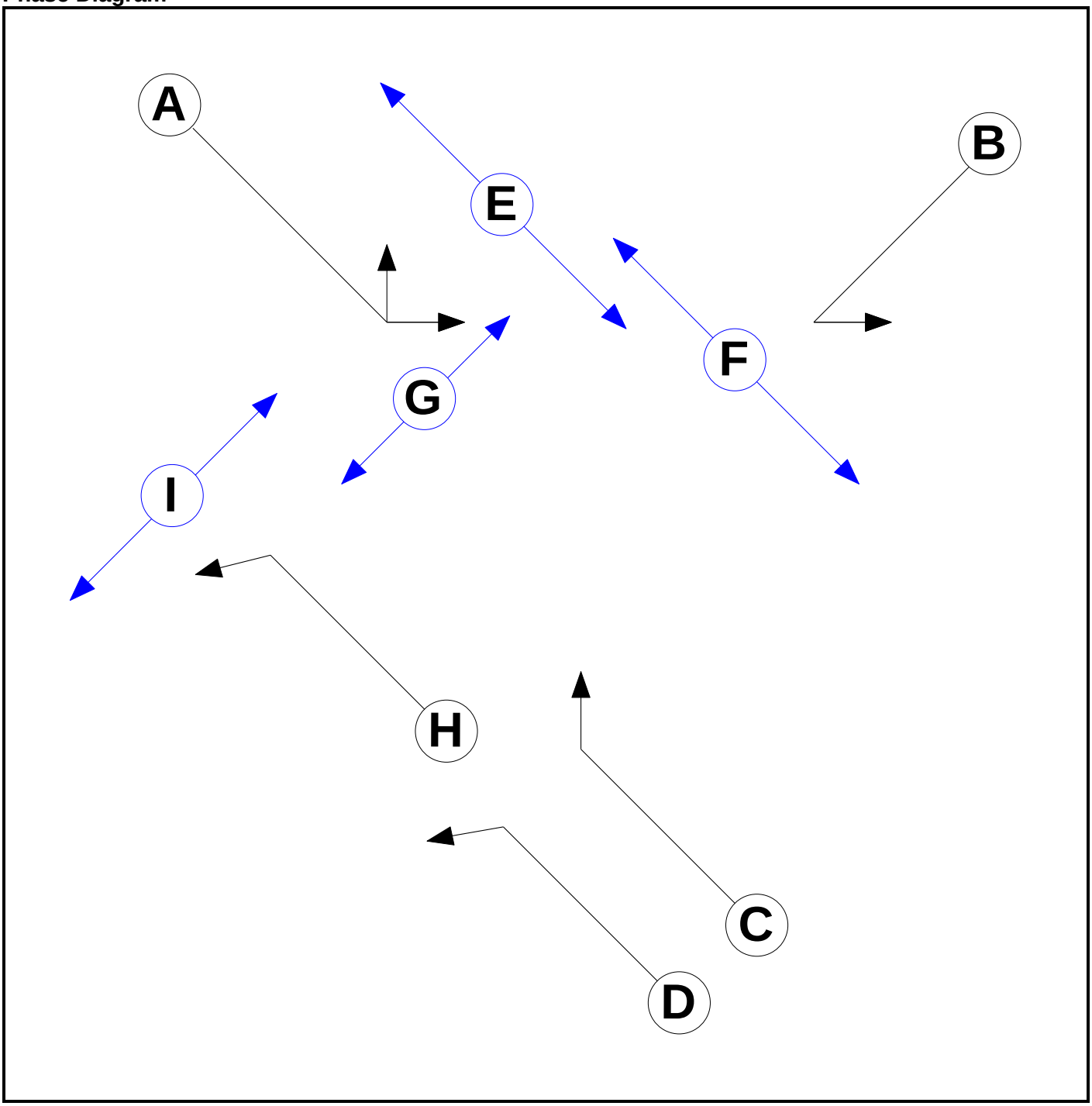
Full Input Data And Results

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6	7	8	9	10
1		11	7	11	7	0	11	7	11	5
2	10		X	X	11	10	0	10	7	10
3	10	X		X	6	0	11	0	11	5
4	10	X	X		11	10	10	10	0	10
5	10	12	9	12		8	12	9	12	8
6	2	11	2	11	6		11	2	11	5
7	10	0	10	7	11	10		X	X	10
8	10	11	0	11	6	0	X		X	5
9	10	10	10	0	11	10	X	X		10
10	10	14	8	14	8	8	14	8	14	

C2

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Pedestrian	1		5	5
F	Pedestrian	1		5	5
G	Pedestrian	1		5	5
H	Traffic	2		7	7
I	Pedestrian	2		7	7

Phase Intergreens Matrix

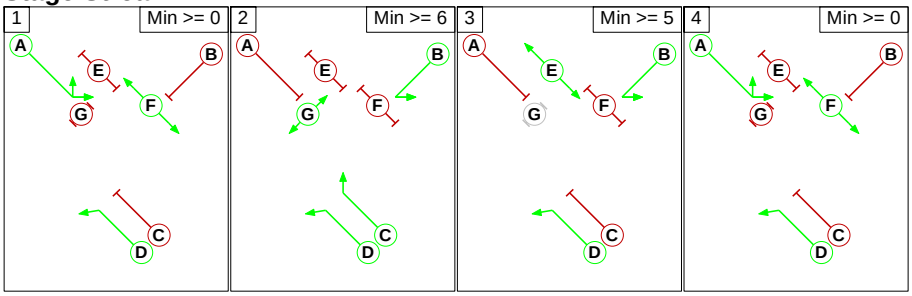
		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		10	9	-	11	-	9	-	-
	B	11		-	-	-	5	-	-	-
	C	11	-		-	12	-	-	-	-
	D	-	-	-		-	-	-	-	-
	E	8	-	8	-		-	-	-	-
	F	-	8	-	-	-		-	-	-
	G	9	-	-	-	-	-		-	-
	H	-	-	-	-	-	-	-		5
	I	-	-	-	-	-	-	-	8	

Phases in Stage

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

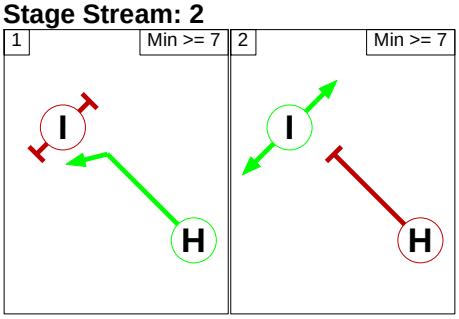
Stage Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	A	Gaining absolute	12	12

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

		To Stage			
		1	2	3	4
From Stage	1		10	11	0
	2	11		12	11
	3	12	8		11
	4	0	10	11	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A2 High St/ Canal Rd
There are no Opposed Lanes in this Junction

Junction: J2: A2 High St/ Station Rd
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: A2 High St/ Canal 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)**
J1:1/1 (A2 mid)	U	E	2	3	7.8	Geom	-	2.85	0.00	Y	Arm J1:5 Left	16.00
J1:1/2 (A2 mid)	U	E	2	3	30.6	Geom	-	2.85	0.00	Y	Arm J1:3 Ahead	Inf
J1:1/3 (A2 mid)	U	E	2	3	30.6	Geom	-	2.85	0.00	Y	Arm J1:3 Ahead	Inf
J1:1/4 (A2 mid)	U	D	2	3	5.1	Geom	-	2.85	0.00	Y	Arm J1:7 Right	16.00
J1:2/1 (A2 [E])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J1:7 Left	8.00
J1:2/2 (A2 [E])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
J1:2/3 (A2 [E])	U	B	2	3	3.5	Geom	-	3.25	0.00	Y	Arm J1:5 Right	10.00
J1:3/1 (exit - A2 [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2 (exit - A2 [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1 (Canal Rd [N])	U	F	2	3	60.0	Geom	-	2.85	0.00	Y	Arm J2:4 Right	30.00
											Arm J1:3 Left	15.00
											Arm J1:7 Ahead	Inf
J1:5/1 (exit - Canal Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Esplanade)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Left	8.00
											Arm J1:3 Right	8.00
											Arm J1:5 Ahead	Inf
J1:7/1 (Esplanade)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: A2 High St/ Station 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)**
J2:1/1 (Station Rd [N])	U	B	2	3	8.0	Geom	-	3.25	0.00	Y	Arm J1:1 Left	12.00
J2:1/2 (Station Rd [N])	U	B	2	3	8.0	Geom	-	3.25	0.00	Y	Arm J1:1 Left	Inf
J2:2/1 (Station Rd [N])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:1 Ahead	Inf
J2:3/1 (exit - Station Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (A2 mid)	U	D	2	3	32.2	Geom	-	3.50	0.00	Y	Arm J2:8 Ahead	Inf
J2:4/2 (A2 mid)	U	C	2	3	32.2	Geom	-	3.50	0.00	Y	Arm J2:3 Right	10.00
J2:5/1 (A2 [W])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Ahead	Inf
J2:5/2 (A2 [W])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Ahead	Inf
											Arm J2:7 U-Turn	15.00
J2:6/1 (A2 [W])	U	A	2	3	5.4	Geom	-	3.50	0.00	Y	Arm J2:3 Left	16.00
											Arm J1:1 Ahead	Inf
J2:6/2 (A2 [W])	U	A	2	3	5.4	Geom	-	3.50	0.00	Y	Arm J1:1 Ahead	Inf
J2:7/1 (exit - A2 [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/2 (exit - A2 [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1 (A2 [2] mid)	U	H	2	3	8.5	Geom	-	3.50	0.00	Y	Arm J2:7 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak MaxSet A-AM Peak MaxSetA'	08:00	09:00	01:00	
2: '2041 DS AM'	08:00	09:00	01:00	
3: '2041 DS PM'	16:00	17:00	01:00	
4: '2041 RC AM'	08:00	09:00	01:00	
5: '2041 RC PM'	16:00	17:00	01:00	
6: '2023 Base AM'	07:30	08:30	01:00	
7: '2023 Base PM'	16:45	17:45	01:00	

Scenario 1: 'AM Peak MaxSet A-AM Peak MaxSetA' (FG1: 'AM Peak MaxSet A-AM Peak MaxSetA', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A-AM Peak MaxSetA
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	0(In) 0(Out)
J1:1/3 (with short)	0(In) 0(Out)
J1:1/4 (short)	0
J1:2/1	0
J1:2/2 (with short)	0(In) 0(Out)
J1:2/3 (short)	0
J1:3/1	0
J1:3/2	0
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	0
J2:1/2	0
J2:2/1	0
J2:3/1	0
J2:4/1	0
J2:4/2	0
J2:5/1	0
J2:5/2	0
J2:6/1	0
J2:6/2	0
J2:7/1	0
J2:7/2	0
J2:8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	0.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	0.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	0.0 %	1940	1940
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	0.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	0.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	0.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	0.0 %	1965	1965
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	0.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	0.0 %	1940	1940
				Arm J2:7 U-Turn	15.00	0.0 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1965	1965
				Arm J1:1 Ahead	Inf	0.0 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	0.0 %	1965	1965

Scenario 2: '2041 DS AM' (FG2: '2041 DS AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	522	0	4	1022	1548
	B	60	0	1	776	837
	C	11	5	0	17	33
	D	1090	636	3	0	1729
	Tot.	1683	641	8	1815	4147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2041 DS AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	5
J1:1/2 (with short)	900(In) 895(Out)
J1:1/3 (with short)	903(In) 903(Out)
J1:1/4 (short)	0
J1:2/1	1090
J1:2/2 (with short)	639(In) 636(Out)
J1:2/3 (short)	3
J1:3/1	912
J1:3/2	903
J1:4/1	33
J1:5/1	8
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	386
J2:1/2	391
J2:2/1	777
J2:3/1	641
J2:4/1	1101
J2:4/2	641
J2:5/1	514
J2:5/2	1034
J2:6/1	514
J2:6/2	512
J2:7/1	1101
J2:7/2	522
J2:8/1	1101

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	48.5 %	1766	1766
				Arm J1:3 Left	15.00	51.5 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	49.5 %	1847	1847
				Arm J2:7 U-Turn	15.00	50.5 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1965	1965
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 3: '2041 DS PM' (FG3: '2041 DS PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	461	0	14	1134	1609
	B	0	0	4	810	814
	C	4	2	0	8	14
	D	944	569	11	0	1524
	Tot.	1409	571	29	1952	3961

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2041 DS PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	18
J1:1/2 (with short)	967(In) 949(Out)
J1:1/3 (with short)	995(In) 995(Out)
J1:1/4 (short)	0
J1:2/1	944
J1:2/2 (with short)	580(In) 569(Out)
J1:2/3 (short)	11
J1:3/1	957
J1:3/2	995
J1:4/1	14
J1:5/1	29
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	390
J2:1/2	424
J2:2/1	814
J2:3/1	571
J2:4/1	948
J2:4/2	571
J2:5/1	577
J2:5/2	1032
J2:6/1	577
J2:6/2	571
J2:7/1	948
J2:7/2	461
J2:8/1	948

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	42.9 %	1762	1762
				Arm J1:3 Left	15.00	57.1 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	55.3 %	1857	1857
				Arm J2:7 U-Turn	15.00	44.7 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1965	1965
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 4: '2041 RC AM' (FG4: '2041 RC AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	501	0	0	760	1261
	B	88	0	0	642	730
	C	0	0	0	0	0
	D	989	542	0	0	1531
	Tot.	1578	542	0	1402	3522

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 RC AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	690(In) 690(Out)
J1:1/3 (with short)	712(In) 712(Out)
J1:1/4 (short)	0
J1:2/1	989
J1:2/2 (with short)	542(In) 542(Out)
J1:2/3 (short)	0
J1:3/1	690
J1:3/2	712
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	307
J2:1/2	335
J2:2/1	642
J2:3/1	542
J2:4/1	989
J2:4/2	542
J2:5/1	383
J2:5/2	878
J2:6/1	383
J2:6/2	377
J2:7/1	989
J2:7/2	501
J2:8/1	989

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	42.9 %	1835	1835
				Arm J2:7 U-Turn	15.00	57.1 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1965	1965
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 5: '2041 RC PM' (FG5: '2041 RC PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	496	0	0	855	1351
	B	1	0	0	712	713
	C	0	0	0	0	0
	D	828	472	0	0	1300
	Tot.	1325	472	0	1567	3364

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 RC PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	781(In) 781(Out)
J1:1/3 (with short)	786(In) 786(Out)
J1:1/4 (short)	0
J1:2/1	828
J1:2/2 (with short)	472(In) 472(Out)
J1:2/3 (short)	0
J1:3/1	781
J1:3/2	786
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	350
J2:1/2	362
J2:2/1	712
J2:3/1	472
J2:4/1	828
J2:4/2	472
J2:5/1	431
J2:5/2	920
J2:6/1	431
J2:6/2	424
J2:7/1	828
J2:7/2	496
J2:8/1	828

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	46.1 %	1841	1841
				Arm J2:7 U-Turn	15.00	53.9 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1965	1965
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 6: '2023 Base AM' (FG6: '2023 Base AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	278	49	0	1007	1334
	B	187	0	0	494	681
	C	0	0	0	0	0
	D	949	538	0	0	1487
	Tot.	1414	587	0	1501	3502

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2023 Base AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	722(In) 722(Out)
J1:1/3 (with short)	779(In) 779(Out)
J1:1/4 (short)	0
J1:2/1	949
J1:2/2 (with short)	538(In) 538(Out)
J1:2/3 (short)	0
J1:3/1	722
J1:3/2	779
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	245
J2:1/2	249
J2:2/1	494
J2:3/1	587
J2:4/1	949
J2:4/2	538
J2:5/1	526
J2:5/2	808
J2:6/1	526
J2:6/2	530
J2:7/1	949
J2:7/2	278
J2:8/1	949

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	65.6 %	1875	1875
				Arm J2:7 U-Turn	15.00	34.4 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	9.3 %	1948	1948
				Arm J1:1 Ahead	Inf	90.7 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 7: '2023 Base PM' (FG7: '2023 Base PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	390	38	0	1128	1556
	B	256	0	0	500	756
	C	0	0	0	0	0
	D	847	410	0	0	1257
	Tot.	1493	448	0	1628	3569

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2023 Base PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	790(In) 790(Out)
J1:1/3 (with short)	838(In) 838(Out)
J1:1/4 (short)	0
J1:2/1	847
J1:2/2 (with short)	410(In) 410(Out)
J1:2/3 (short)	0
J1:3/1	790
J1:3/2	838
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	247
J2:1/2	253
J2:2/1	500
J2:3/1	448
J2:4/1	847
J2:4/2	410
J2:5/1	581
J2:5/2	975
J2:6/1	581
J2:6/2	585
J2:7/1	847
J2:7/2	390
J2:8/1	847

Full Input Data And Results

Lane Saturation Flows

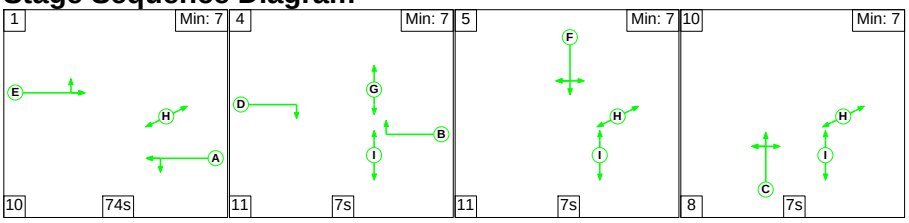
Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	60.0 %	1865	1865
				Arm J2:7 U-Turn	15.00	40.0 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	6.5 %	1953	1953
				Arm J1:1 Ahead	Inf	93.5 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 1: 'AM Peak MaxSet A-AM Peak MaxSetA' (FG1: 'AM Peak MaxSet A-AM Peak MaxSetA', Plan 1: 'NCP')
C1

Stage Sequence Diagram

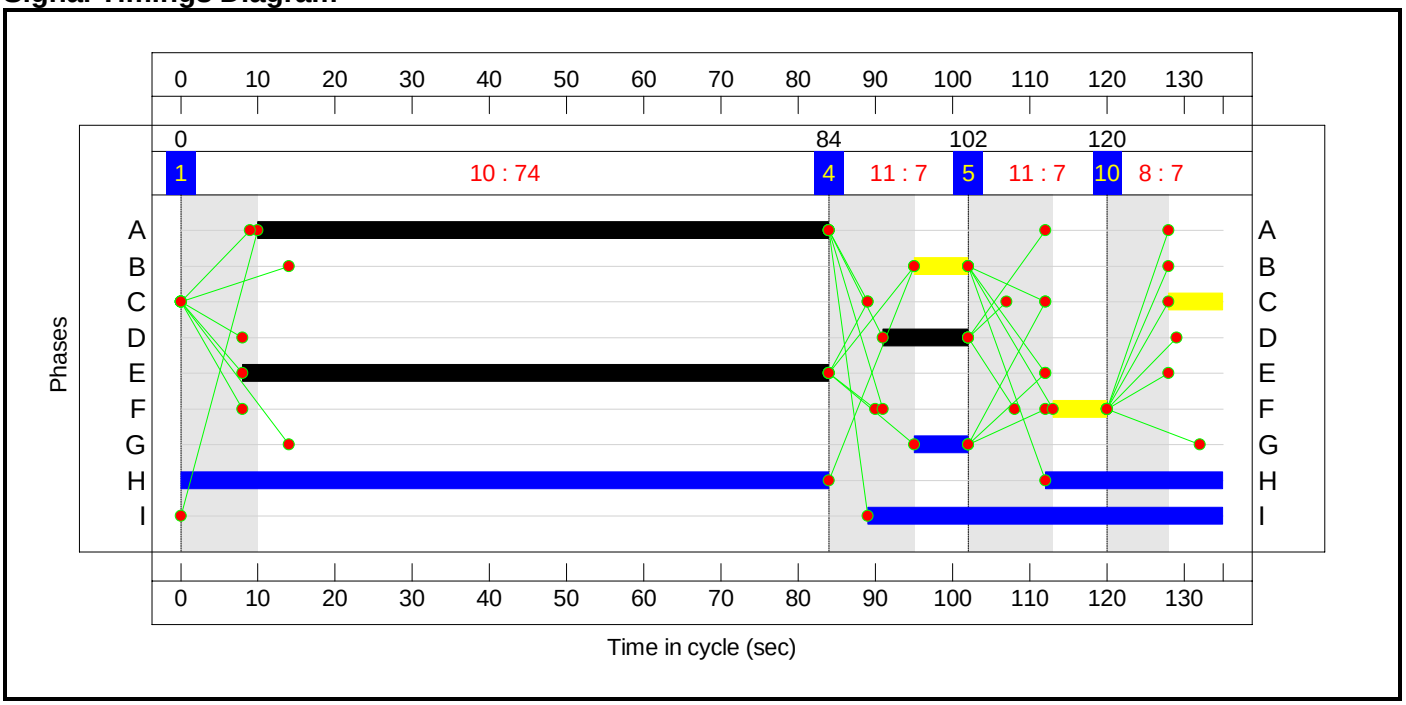


Stage Timings

Stage	1	4	5	10
Duration	74	7	7	7
Change Point	0	84	102	120

Full Input Data And Results

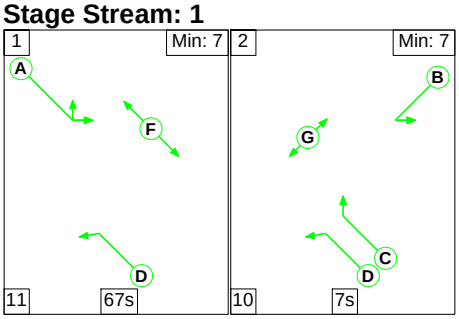
Signal Timings Diagram



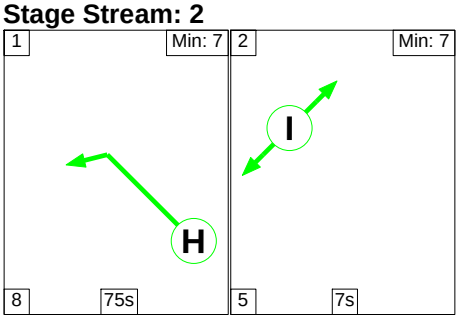
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

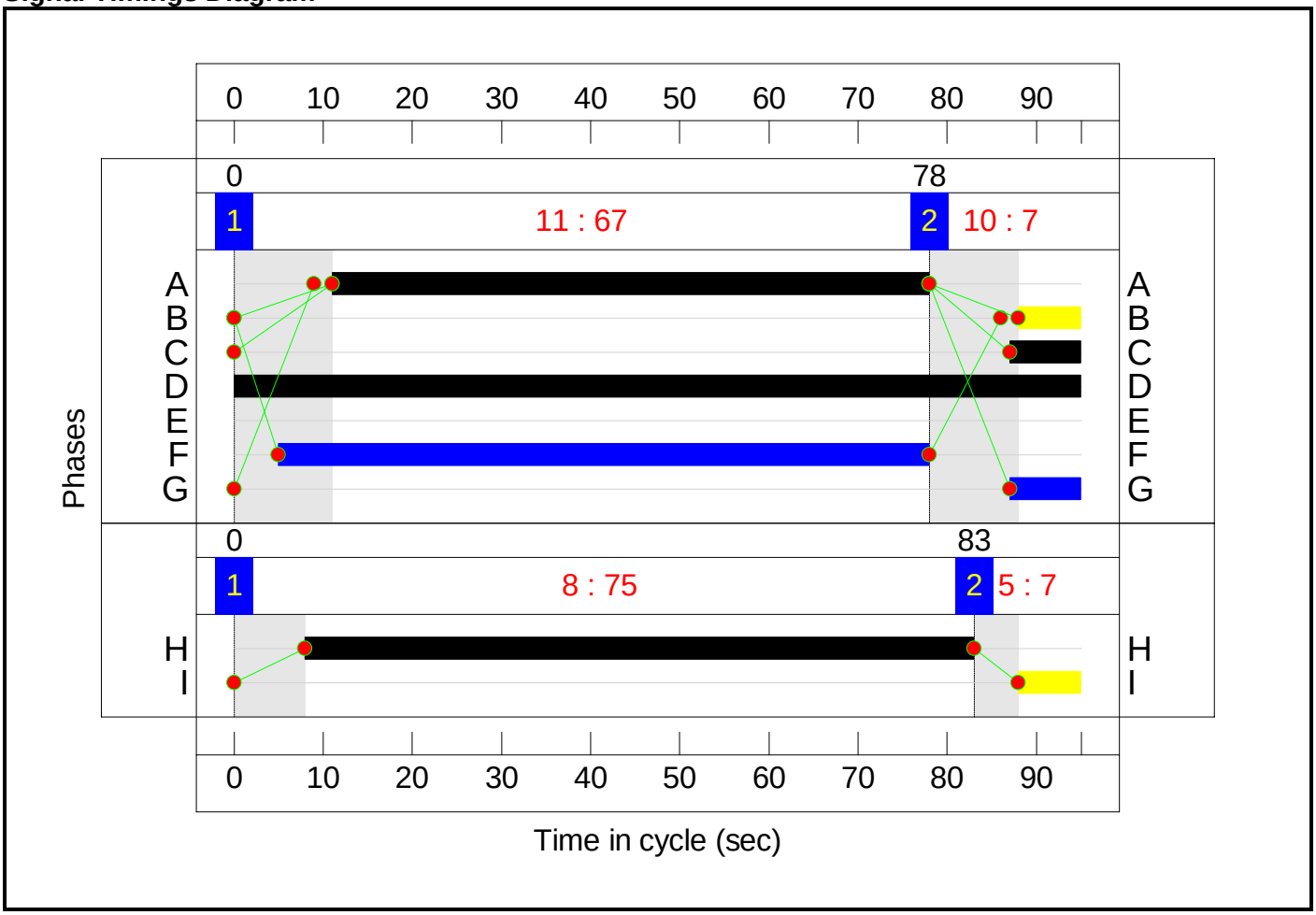
Stage	1	2
Duration	67	7
Change Point	0	78

Full Input Data And Results

Stage Stream: 2

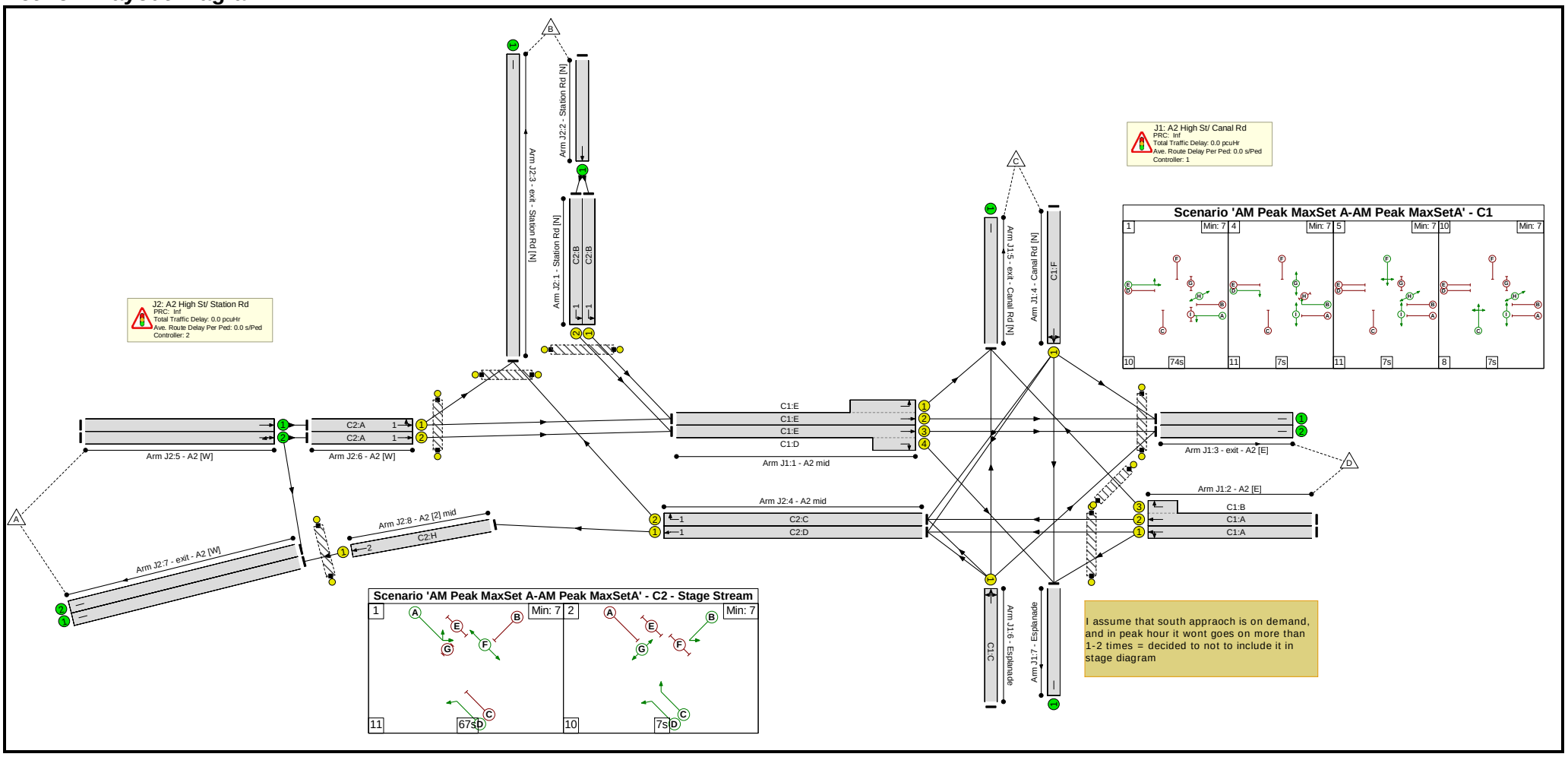
Stage	1	2
Duration	75	7
Change Point	0	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	Inf	0.00
C2	1	Inf	0.00
C2	2	Inf	0.00

Total Network Delay: 0.00 pcuHr

Worst PRC: Inf % (On Lane J2:1/1 in Stream 1)

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
J1: A2 High St/ Canal Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	0	1900:1900	653+653	0.0 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	0	1900:1900	1084+0	0.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	0	1940	1078	0.0%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	0	1940:1940	105+105	0.0 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	113	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		1	7	-	0	1940	-	-
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	107	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	0	1940	163	0.0%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	0	1940	163	0.0%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	95	-	0	1965	1965	0.0%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	8	-	0	1965	186	0.0%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	67	-	0	1965	1407	0.0%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	67	-	0	1965	1407	0.0%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	75	-	0	1965	1572	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	73	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/2+1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	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	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

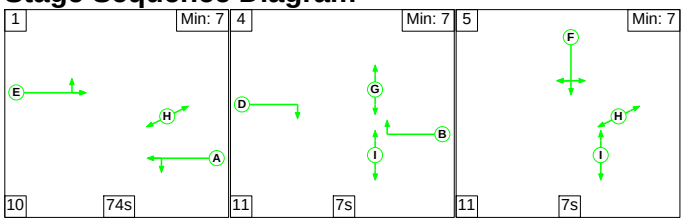
C1		PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	135
C2	Stream: 1	PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	95
C2	Stream: 2	PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	95
		PRC Over All Lanes (%):	Inf	Total Delay Over All Lanes(pcuHr):	0.00		

Full Input Data And Results

Scenario 2: '2041 DS AM' (FG2: '2041 DS AM', Plan 2: 'Copy of NCP')

C1

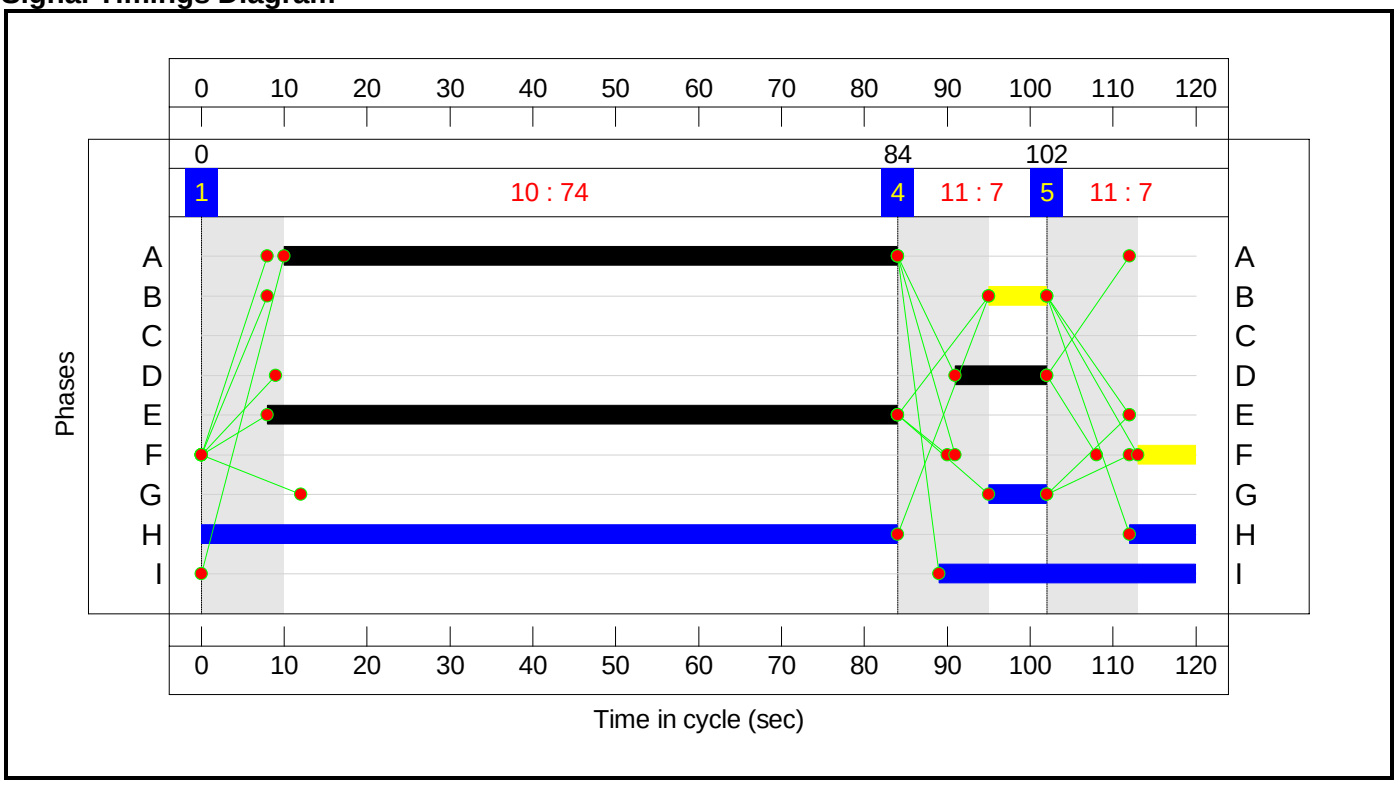
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

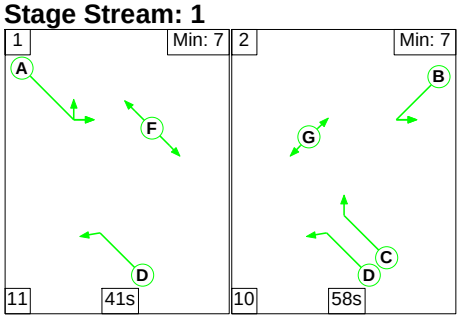
Signal Timings Diagram



C2

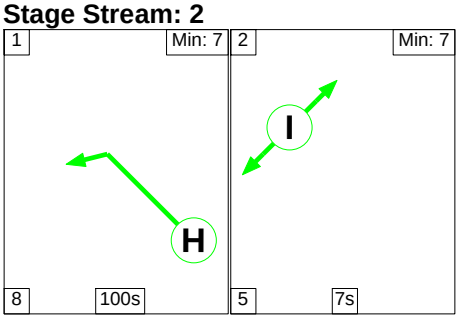
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

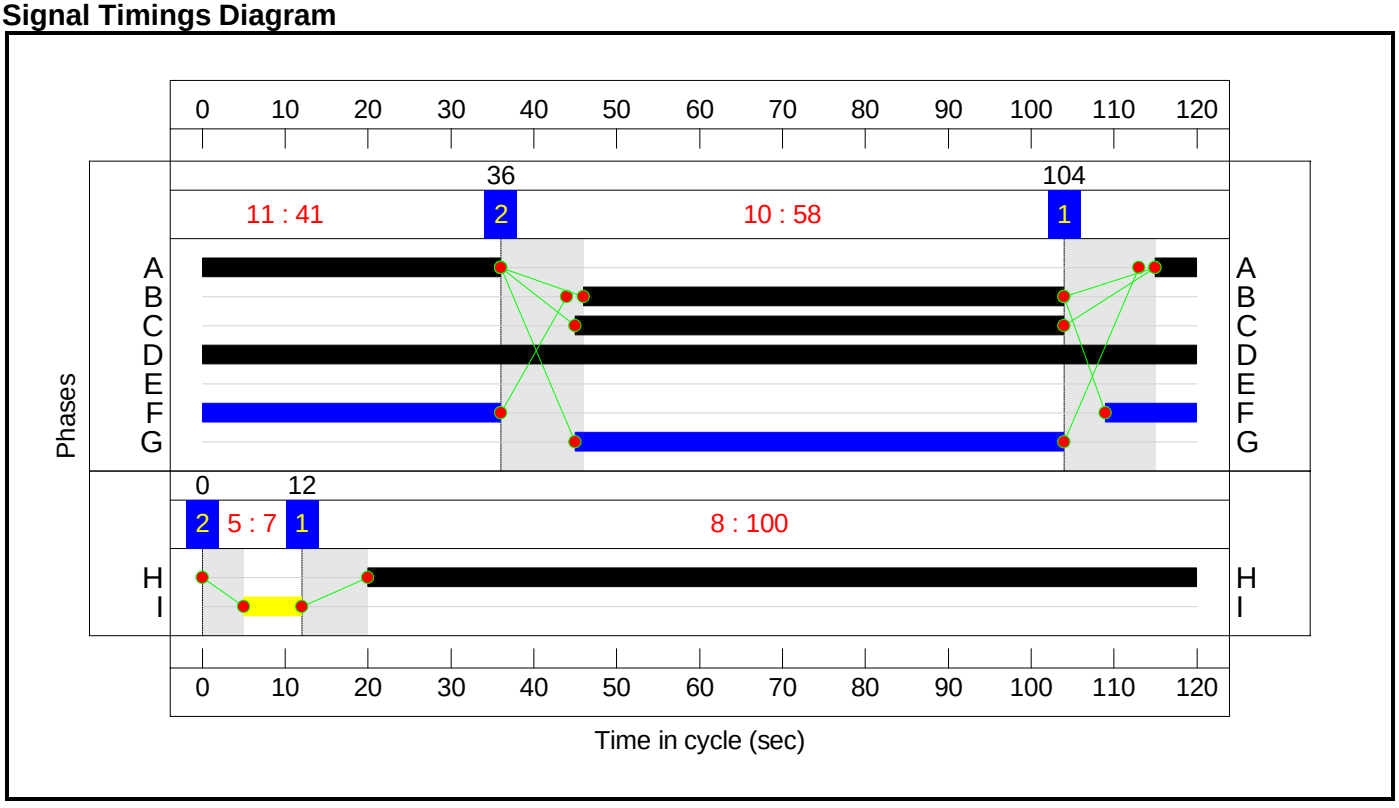
Stage Stream: 1

Stage	1	2
Duration	41	58
Change Point	104	36

Stage Stream: 2

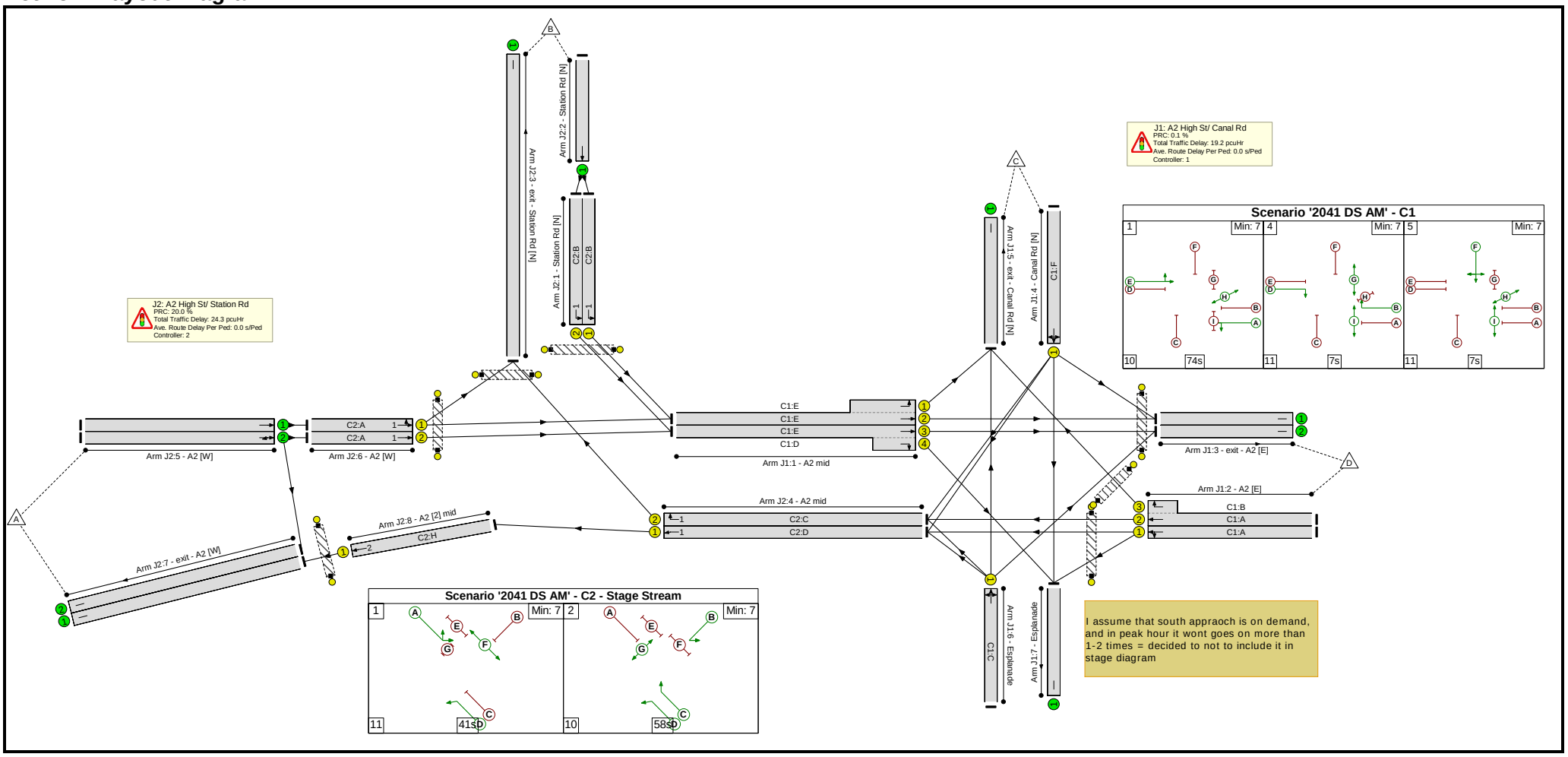
Stage	1	2
Duration	100	7
Change Point	12	0

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	0.11	19.16
C2	1	19.98	22.17
C2	2	35.19	1.01

Total Network Delay: 43.50 pcuHr

Worst PRC: 0.11 % (On Lane J1:2/1 in Stream 1)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.9%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.9%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	900	1900:1737	1219+7	73.4 : 73.4%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	903	1900:1900	1219+0	74.1 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	1090	1940	1213	89.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	639	1940:1687	1206+6	52.7 : 52.7%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	912	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	33	1766	118	28.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	0	0.0%
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.0%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	58	-	386	1724	848	45.5%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	58	-	391	1940	954	41.0%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	777	1940	1940	40.1%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	1101	1965	1965	56.0%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	59	-	641	1709	854	75.0%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	514	1940	1940	26.5%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1034	1847	1847	56.0%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	41	-	514	1965	688	74.7%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	41	-	512	1965	688	74.4%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1101	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	1101	1965	1654	66.6%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	59	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	47	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**27.9**	**15.6**	**0.0**	**43.5**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**11.5**	**7.7**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
1/2+1/1	900	900	-	-	-	1.4	1.4	-	2.8	11.2	19.6	1.4	21.0
1/3+1/4	903	903	-	-	-	1.5	1.4	-	2.9	11.4	19.7	1.4	21.1
2/1	1090	1090	-	-	-	5.8	4.2	-	10.0	33.0	30.9	4.2	35.0
2/2+2/3	639	639	-	-	-	2.3	0.6	-	2.8	15.9	11.9	0.6	12.4
3/1	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	33	33	-	-	-	0.5	0.2	-	0.7	74.4	1.0	0.2	1.2
5/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**16.4**	**7.9**	**0.0**	**24.3**	**-**	**-**	**-**	**-**
1/1	386	386	-	-	-	2.1	0.4	-	2.6	23.9	8.4	0.4	8.8
1/2	391	391	-	-	-	2.1	0.3	-	2.5	22.6	8.3	0.3	8.6
2/1	777	777	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1101	1101	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
4/2	641	641	-	-	-	2.4	1.5	-	3.9	21.7	17.6	1.5	19.1
5/1	514	514	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1034	1034	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	514	514	-	-	-	4.9	1.5	-	6.4	44.5	15.0	1.5	16.4

Full Input Data And Results

6/2	512	512	-	-	-	4.9	1.4	-	6.3	44.4	14.9	1.4	16.4
7/1	1101	1101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1101	1101	-	-	-	0.0	1.0	-	1.0	3.3	0.3	1.0	1.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

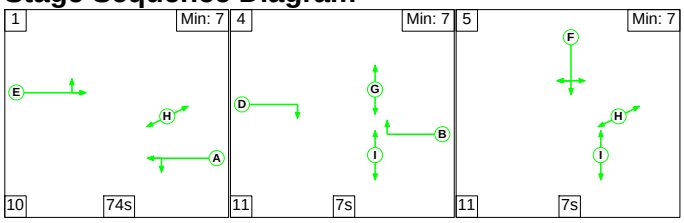
C1		PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	19.16	Cycle Time (s):	120
C2	Stream: 1	PRC for Signalled Lanes (%):	20.0	Total Delay for Signalled Lanes (pcuHr):	22.17	Cycle Time (s):	120
C2	Stream: 2	PRC for Signalled Lanes (%):	35.2	Total Delay for Signalled Lanes (pcuHr):	1.01	Cycle Time (s):	120
		PRC Over All Lanes (%):	0.1	Total Delay Over All Lanes(pcuHr):	43.50		

Full Input Data And Results

Scenario 3: '2041 DS PM' (FG3: '2041 DS PM', Plan 2: 'Copy of NCP')

C1

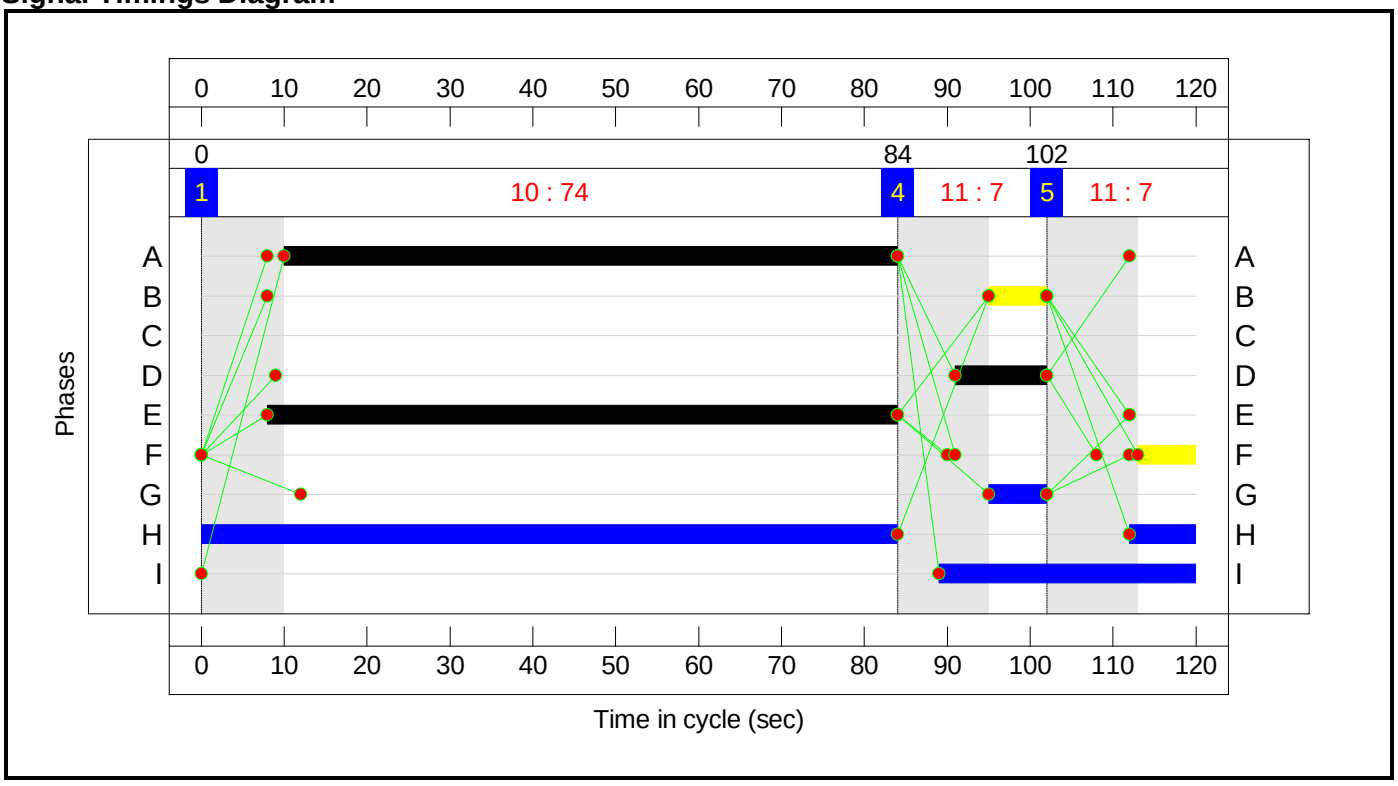
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

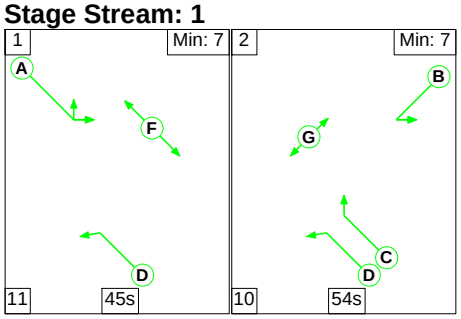
Signal Timings Diagram



C2

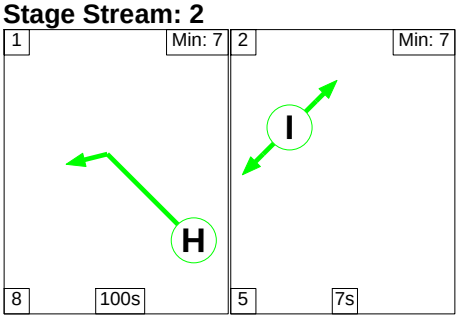
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

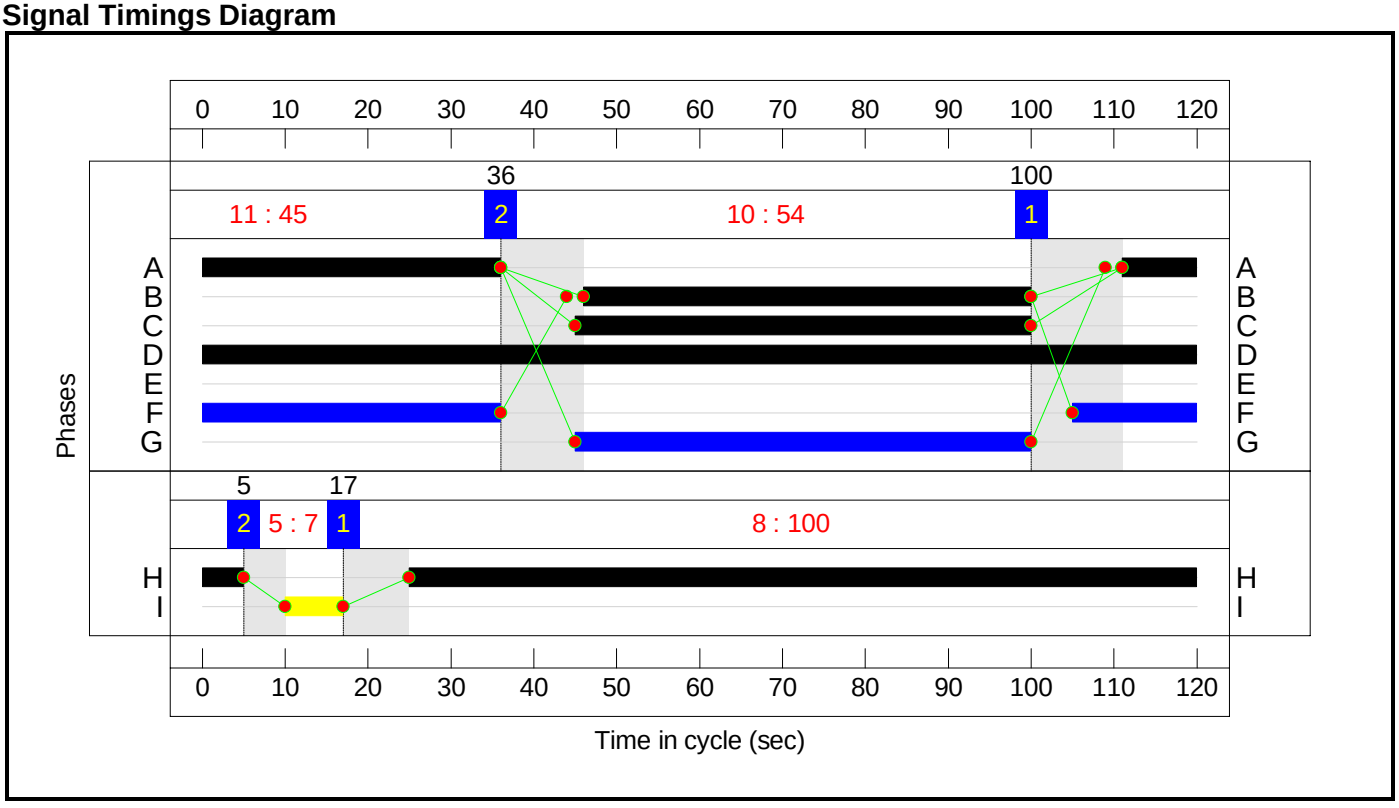
Stage Stream: 1

Stage	1	2
Duration	45	54
Change Point	100	36

Stage Stream: 2

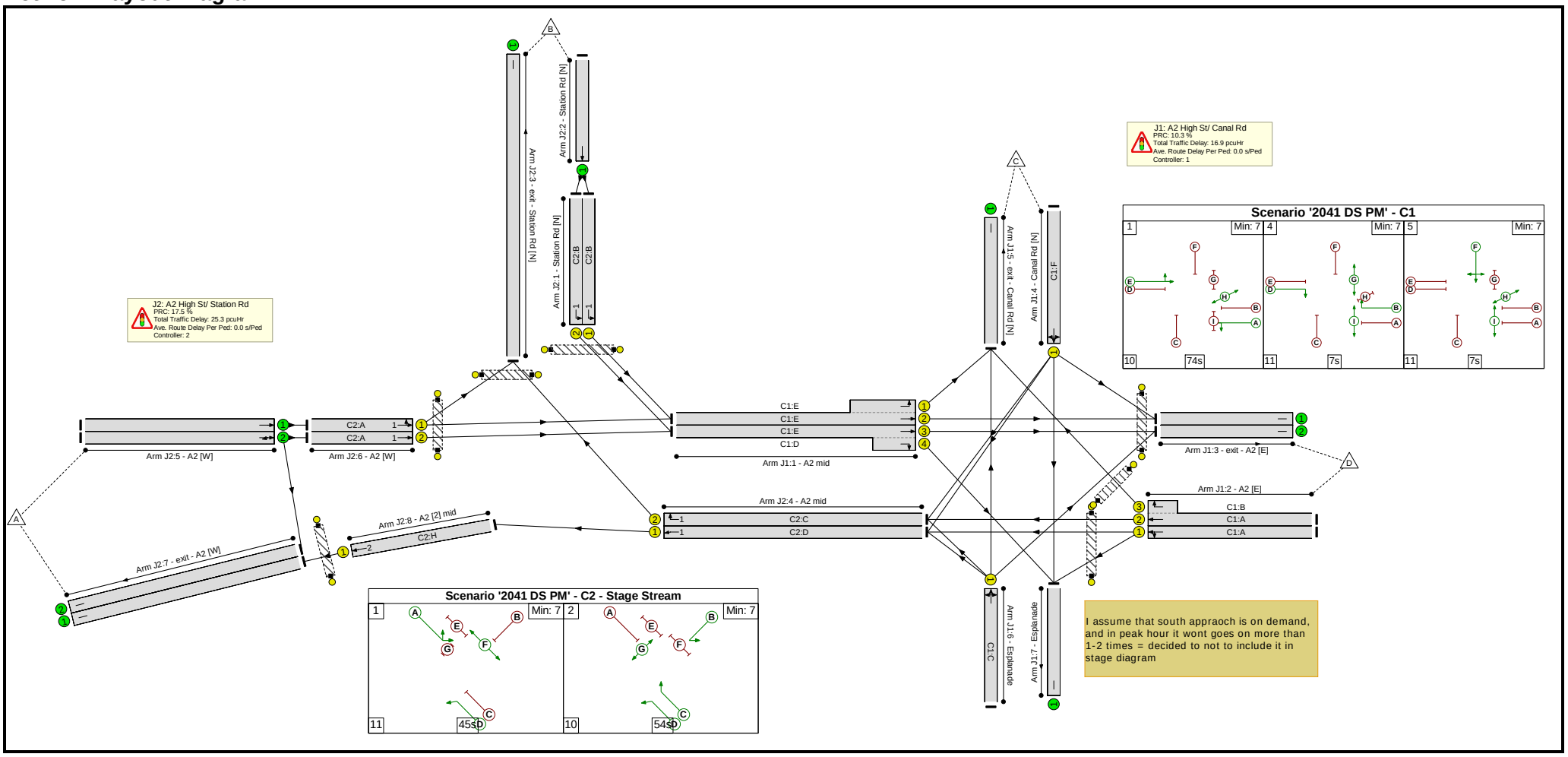
Stage	1	2
Duration	100	7
Change Point	17	5

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	10.28	16.94
C2	1	17.49	23.40
C2	2	57.01	0.68

Total Network Delay: 42.23 pcuHr

Worst PRC: 10.28 % (On Lane J1:1/3 in Stream 1)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	967	1900:1737	1214+23	78.1 : 78.1%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	995	1900:1900	1219+0	81.6 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	944	1940	1213	77.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	580	1940:1687	1188+23	47.9 : 47.9%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	14	1762	117	11.9%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	0	0.0%
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.6%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	54	-	390	1724	790	49.4%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	54	-	424	1940	889	47.7%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	814	1940	1940	42.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	948	1965	1965	48.2%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	55	-	571	1709	798	71.6%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	577	1940	1940	29.7%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1032	1857	1857	55.6%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	45	-	577	1965	753	76.6%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	45	-	571	1965	753	75.8%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	948	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	948	1965	1654	57.3%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	55	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	51	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**28.4**	**13.9**	**0.0**	**42.2**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**10.7**	**6.2**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
1/2+1/1	967	967	-	-	-	1.9	1.8	-	3.7	13.8	22.3	1.8	24.1
1/3+1/4	995	995	-	-	-	2.2	2.2	-	4.4	15.9	22.7	2.2	24.9
2/1	944	944	-	-	-	4.3	1.7	-	6.0	23.1	22.8	1.7	24.5
2/2+2/3	580	580	-	-	-	2.1	0.5	-	2.5	15.6	10.2	0.5	10.7
3/1	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	14	14	-	-	-	0.2	0.1	-	0.3	70.1	0.4	0.1	0.5
5/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**17.6**	**7.7**	**0.0**	**25.3**	**-**	**-**	**-**	**-**
1/1	390	390	-	-	-	2.5	0.5	-	3.0	27.2	9.1	0.5	9.6
1/2	424	424	-	-	-	2.7	0.5	-	3.1	26.4	9.8	0.5	10.2
2/1	814	814	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	948	948	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/2	571	571	-	-	-	2.2	1.2	-	3.5	21.8	15.3	1.2	16.5
5/1	577	577	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1032	1032	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	577	577	-	-	-	5.2	1.6	-	6.8	42.3	16.7	1.6	18.3

Full Input Data And Results

6/2	571	571	-	-	-	5.1	1.5	-	6.6	41.9	16.5	1.5	18.0
7/1	948	948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	948	948	-	-	-	0.0	0.7	-	0.7	2.6	0.2	0.7	0.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

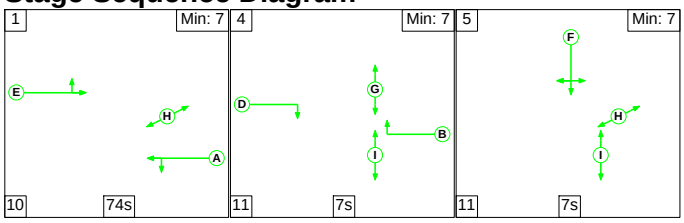
C1		PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	16.94	Cycle Time (s):	120
C2	Stream: 1	PRC for Signalled Lanes (%):	17.5	Total Delay for Signalled Lanes (pcuHr):	23.40	Cycle Time (s):	120
C2	Stream: 2	PRC for Signalled Lanes (%):	57.0	Total Delay for Signalled Lanes (pcuHr):	0.68	Cycle Time (s):	120
		PRC Over All Lanes (%):	10.3	Total Delay Over All Lanes(pcuHr):	42.23		

Full Input Data And Results

Scenario 4: '2041 RC AM' (FG4: '2041 RC AM', Plan 2: 'Copy of NCP')

C1

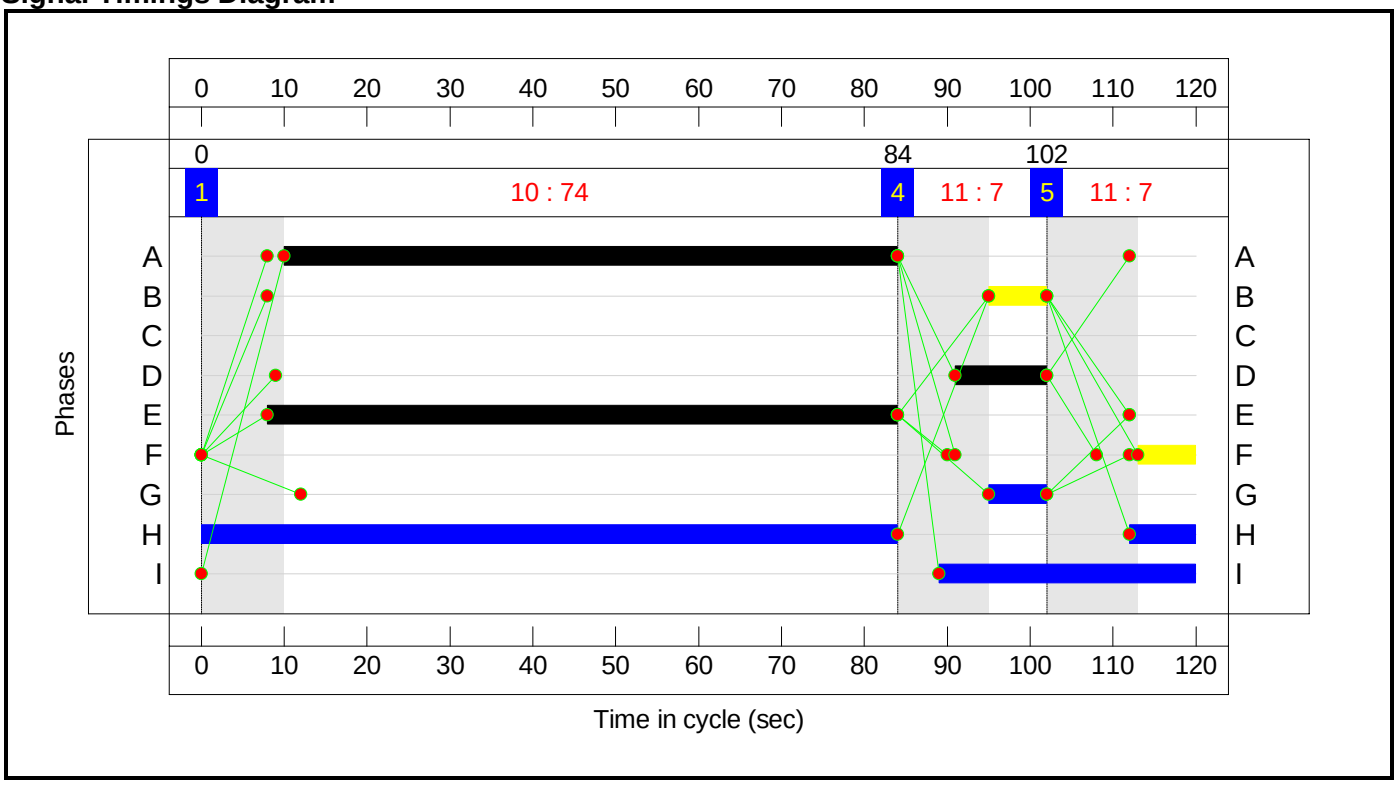
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

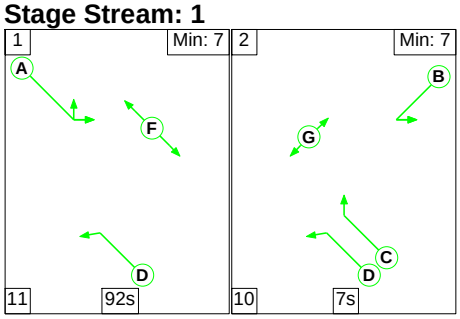
Signal Timings Diagram



C2

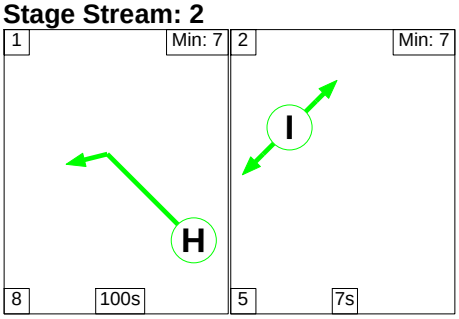
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

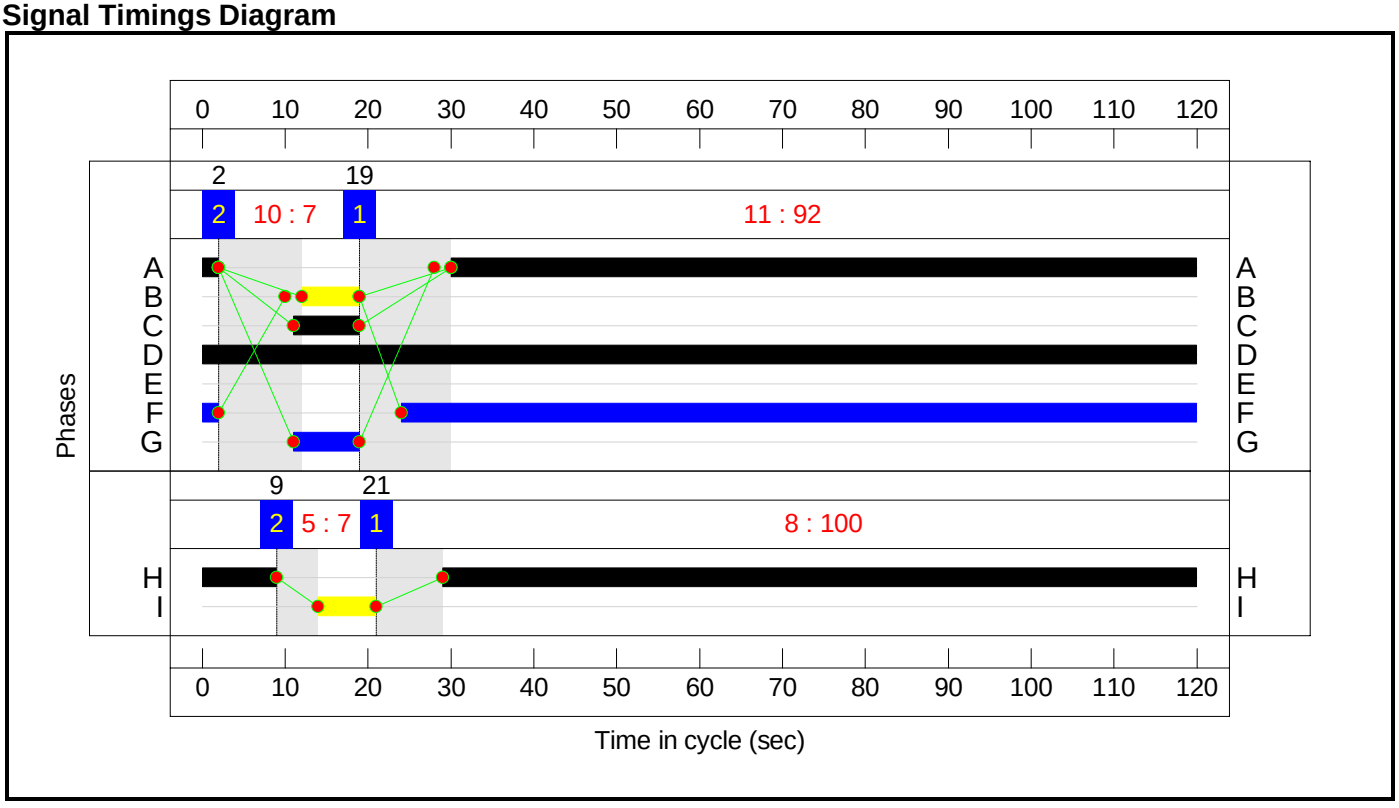
Stage Stream: 1

Stage	1	2
Duration	92	7
Change Point	19	2

Stage Stream: 2

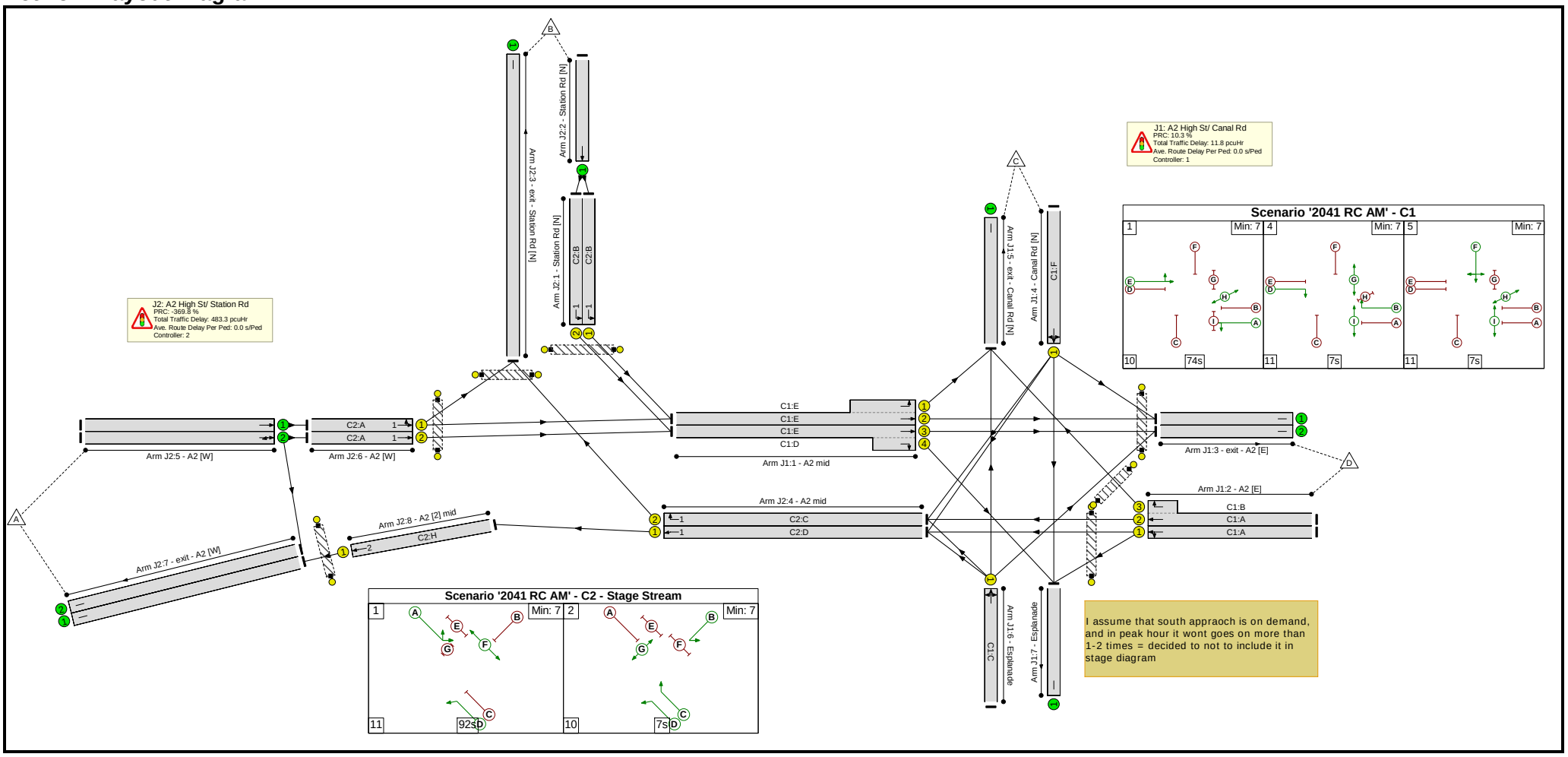
Stage	1	2
Duration	100	7
Change Point	21	9

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	10.34	11.80
C2	1	-369.84	481.70
C2	2	50.50	0.74

Total Network Delay: 495.07 pcuHr

Worst PRC: -369.84 % (On Lane J2:4/2 in Stream 1)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**422.9%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	690	1900:1900	1219+0	40.8 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	712	1900:1900	1219+0	41.5 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	989	1940	1213	81.6%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	542	1940:1940	1212+0	44.7 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**422.9%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	307	1724	115	267.1%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	335	1940	129	259.0%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	642	1940	1940	33.1%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	989	1965	1965	50.3%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	8	-	542	1709	128	422.9%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	383	1940	1940	19.7%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	878	1835	1835	47.8%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	92	-	383	1965	1523	25.1%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	92	-	377	1965	1523	24.8%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	989	1965	1654	59.8%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**81.4**	**413.7**	**0.0**	**495.1**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**8.5**	**3.3**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
1/2+1/1	498	498	-	-	-	1.0	0.3	-	1.4	9.9	5.6	0.3	6.0
1/3+1/4	506	506	-	-	-	1.0	0.4	-	1.4	9.7	5.6	0.4	5.9
2/1	989	989	-	-	-	4.7	2.2	-	6.9	25.1	25.0	2.2	27.2
2/2+2/3	542	542	-	-	-	1.8	0.4	-	2.2	14.4	9.3	0.4	9.7
3/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**72.8**	**410.4**	**0.0**	**483.3**	**-**	**-**	**-**	**-**
1/1	307	115	-	-	-	16.6	96.8	-	113.5	1330.6	21.2	96.8	118.0
1/2	335	129	-	-	-	17.9	103.6	-	121.6	1306.4	22.8	103.6	126.5
2/1	642	642	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	128	128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	989	989	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/2	542	128	-	-	-	37.5	207.6	-	245.0	1627.5	45.6	207.6	253.2
5/1	383	383	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	878	878	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	383	383	-	-	-	0.4	0.2	-	0.6	5.4	3.5	0.2	3.7

Full Input Data And Results

6/2	377	377	-	-	-	0.4	0.2	-	0.6	5.3	3.5	0.2	3.6
7/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	989	989	-	-	-	0.0	0.7	-	0.7	2.7	0.0	0.7	0.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

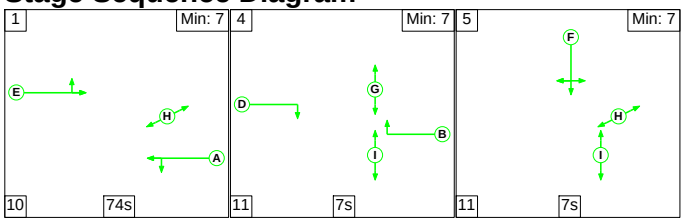
C1		PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	11.80	Cycle Time (s):	120
C2	Stream: 1	PRC for Signalled Lanes (%):	-369.8	Total Delay for Signalled Lanes (pcuHr):	481.70	Cycle Time (s):	120
C2	Stream: 2	PRC for Signalled Lanes (%):	50.5	Total Delay for Signalled Lanes (pcuHr):	0.74	Cycle Time (s):	120
		PRC Over All Lanes (%):	-369.8	Total Delay Over All Lanes(pcuHr):	495.07		

Full Input Data And Results

Scenario 5: '2041 RC PM' (FG5: '2041 RC PM', Plan 2: 'Copy of NCP')

C1

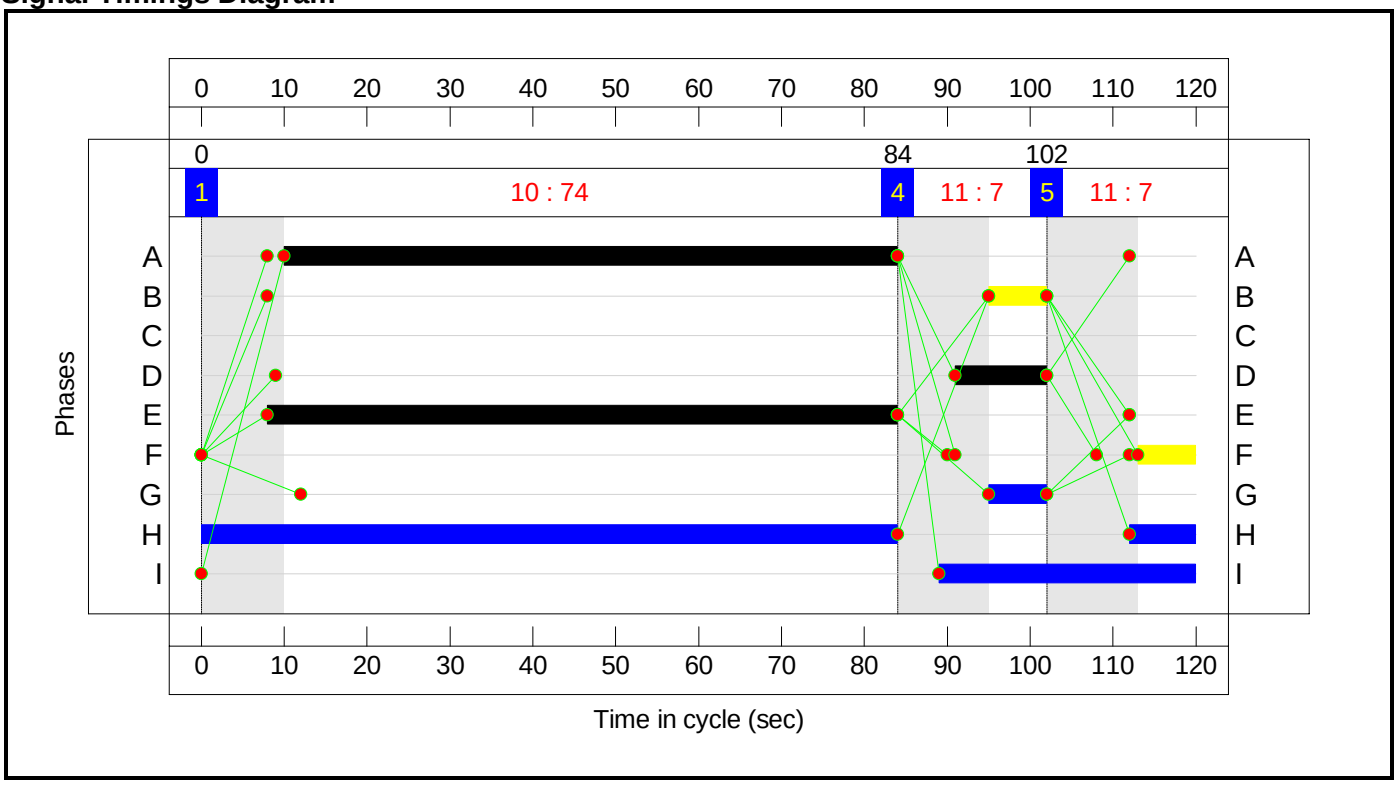
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

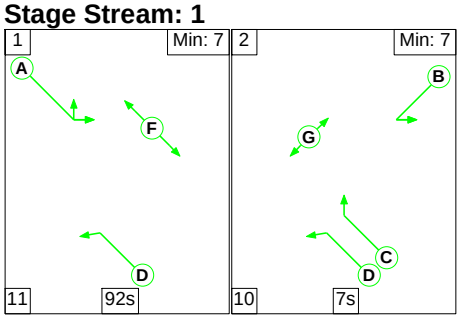
Signal Timings Diagram



C2

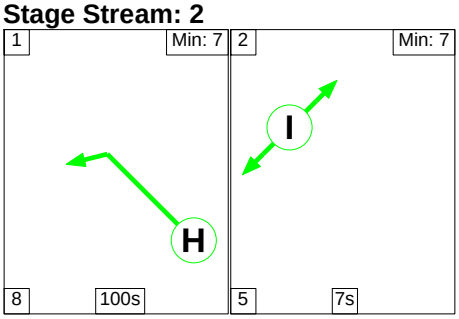
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

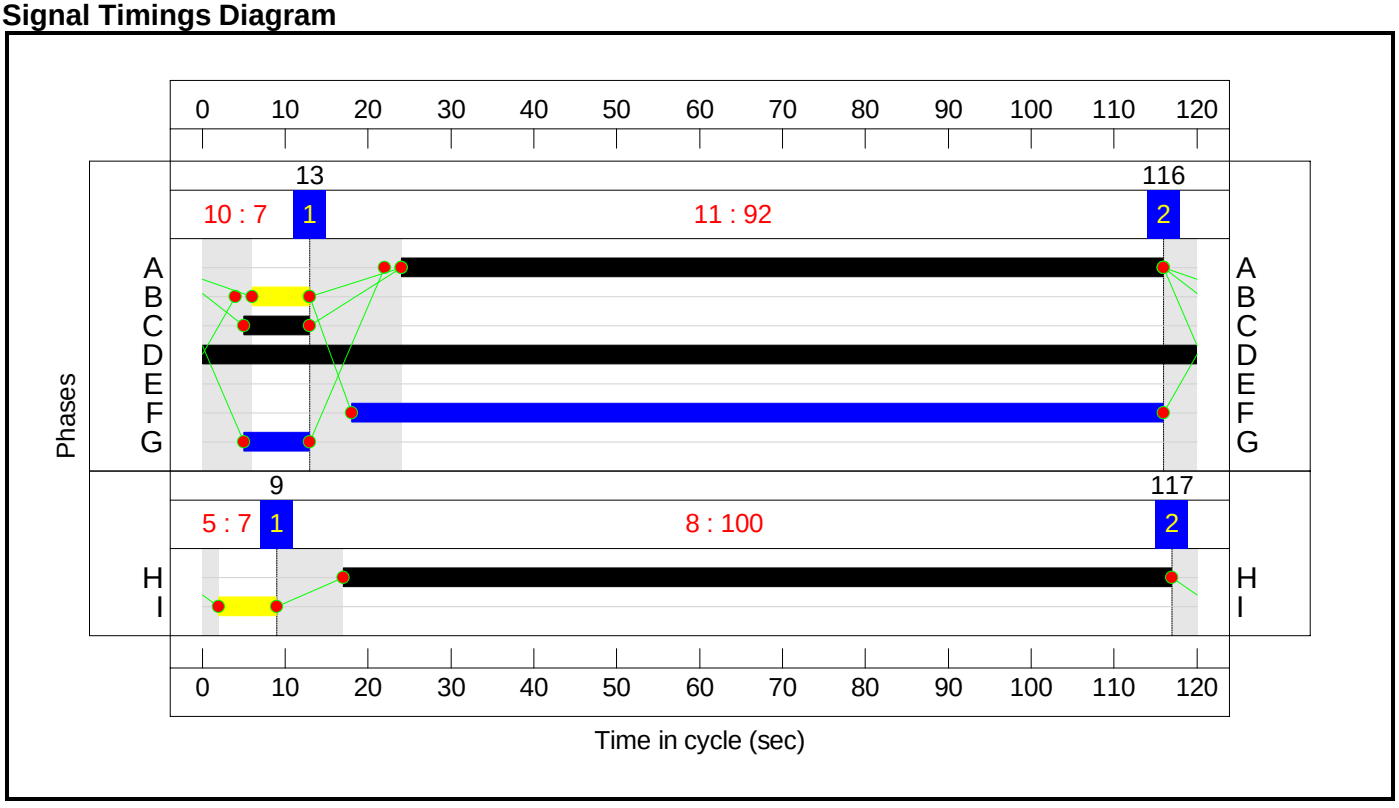
Stage Stream: 1

Stage	1	2
Duration	92	7
Change Point	13	116

Stage Stream: 2

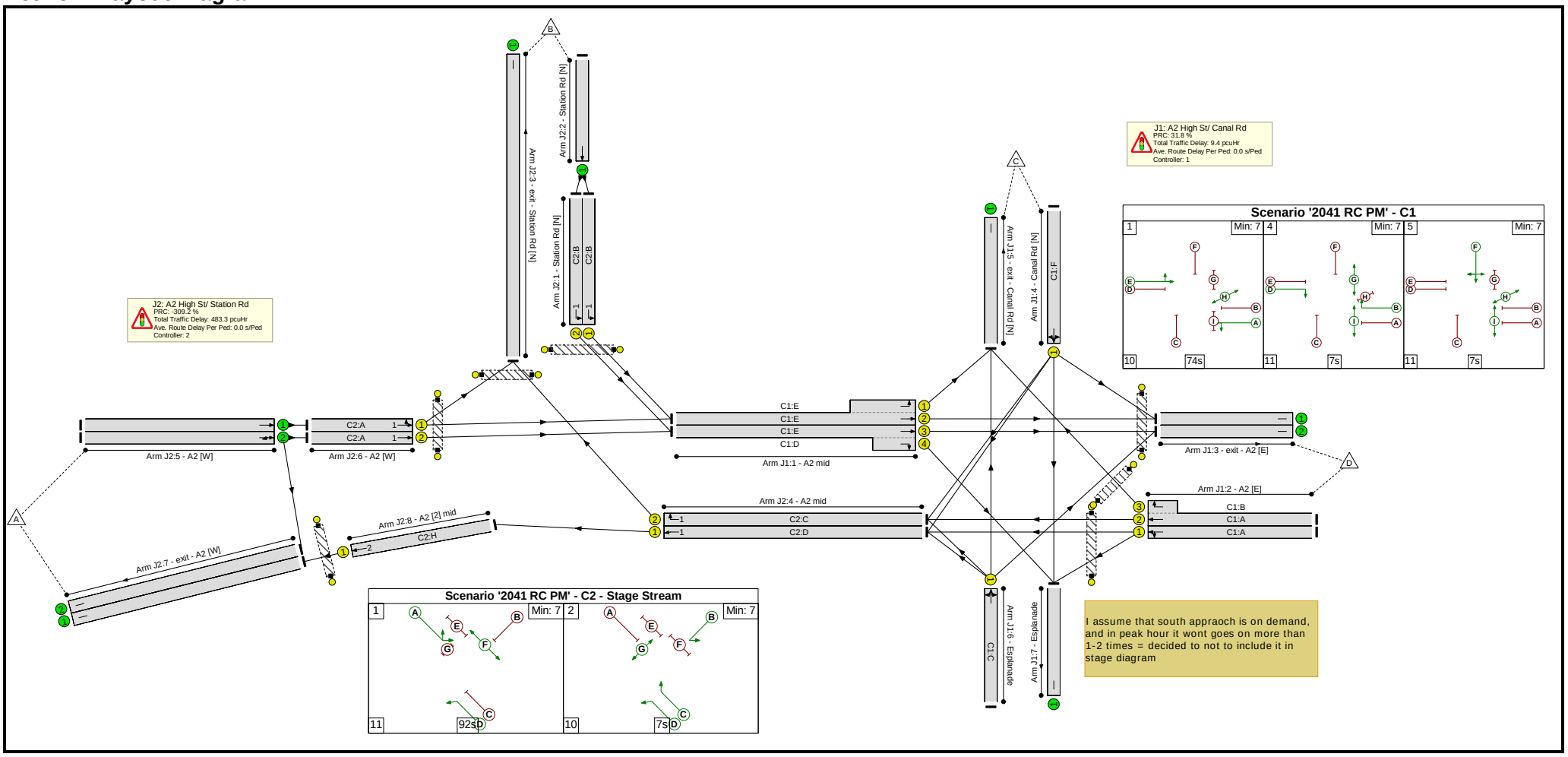
Stage	1	2
Duration	100	7
Change Point	9	117

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	31.79	9.39
C2	1	-309.16	481.87
C2	2	79.77	0.52

Total Network Delay: 492.72 pcuHr

Worst PRC: -309.16 % (On Lane J2:4/2 in Stream 1)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**368.2%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.3%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	781	1900:1900	1219+0	44.8 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	786	1900:1900	1219+0	45.4 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	828	1940	1213	68.3%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	472	1940:1940	1212+0	38.9 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**368.2%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	350	1724	115	304.5%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	362	1940	129	279.9%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	712	1940	1940	36.7%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	828	1965	1965	42.1%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	8	-	472	1709	128	368.2%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	431	1940	1940	22.2%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	920	1841	1841	50.0%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	92	-	431	1965	1523	28.3%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	92	-	424	1965	1523	27.8%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	828	1965	1654	50.1%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**80.3**	**412.4**	**0.0**	**492.7**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**7.2**	**2.2**	**0.0**	**9.4**	**-**	**-**	**-**	**-**
1/2+1/1	546	546	-	-	-	1.2	0.4	-	1.6	10.5	6.1	0.4	6.5
1/3+1/4	553	553	-	-	-	1.2	0.4	-	1.6	10.2	5.9	0.4	6.3
2/1	828	828	-	-	-	3.4	1.1	-	4.5	19.4	17.9	1.1	19.0
2/2+2/3	472	472	-	-	-	1.5	0.3	-	1.8	13.6	7.7	0.3	8.1
3/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**73.2**	**410.2**	**0.0**	**483.3**	**-**	**-**	**-**	**-**
1/1	350	115	-	-	-	20.4	118.3	-	138.6	1426.0	25.8	118.3	144.1
1/2	362	129	-	-	-	20.4	117.1	-	137.5	1367.5	26.0	117.1	143.1
2/1	712	712	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	128	128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	828	828	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	472	128	-	-	-	31.5	172.6	-	204.1	1556.3	38.6	172.6	211.2
5/1	431	431	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	920	920	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	431	431	-	-	-	0.5	0.2	-	0.7	5.5	4.1	0.2	4.3

Full Input Data And Results

6/2	424	424	-	-	-	0.5	0.2	-	0.6	5.5	4.0	0.2	4.2
7/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	828	828	-	-	-	0.0	0.5	-	0.5	2.2	0.1	0.5	0.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

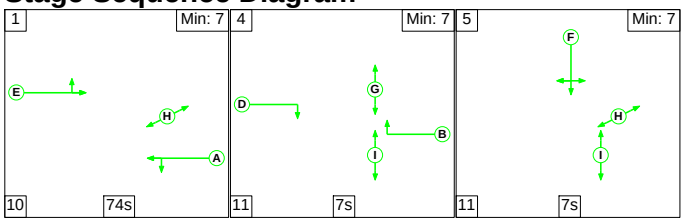
C1		PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	9.39	Cycle Time (s):	120
C2	Stream: 1	PRC for Signalled Lanes (%):	-309.2	Total Delay for Signalled Lanes (pcuHr):	481.87	Cycle Time (s):	120
C2	Stream: 2	PRC for Signalled Lanes (%):	79.8	Total Delay for Signalled Lanes (pcuHr):	0.52	Cycle Time (s):	120
		PRC Over All Lanes (%):	-309.2	Total Delay Over All Lanes(pcuHr):	492.72		

Full Input Data And Results

Scenario 6: '2023 Base AM' (FG6: '2023 Base AM', Plan 2: 'Copy of NCP')

C1

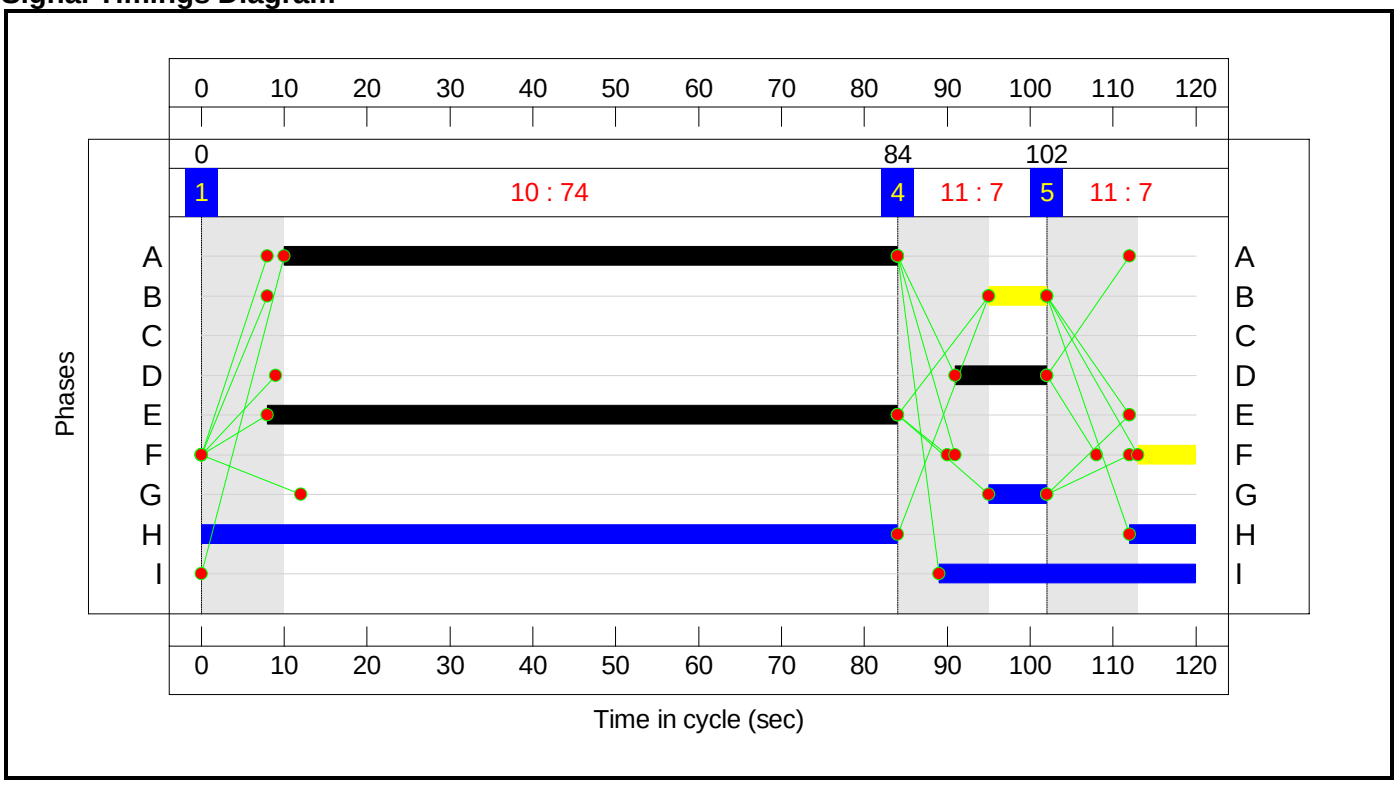
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

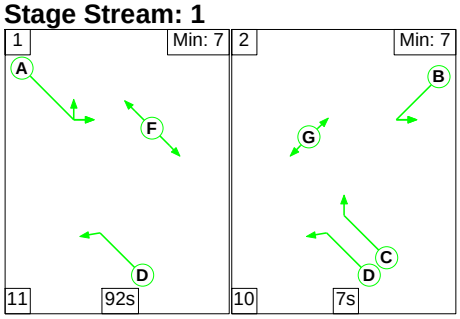
Signal Timings Diagram



C2

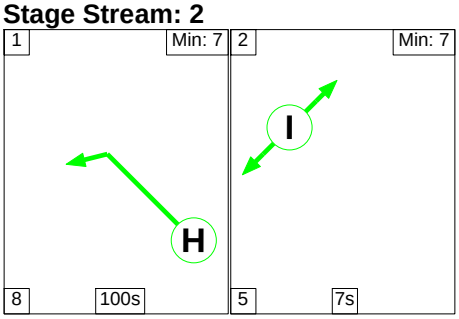
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

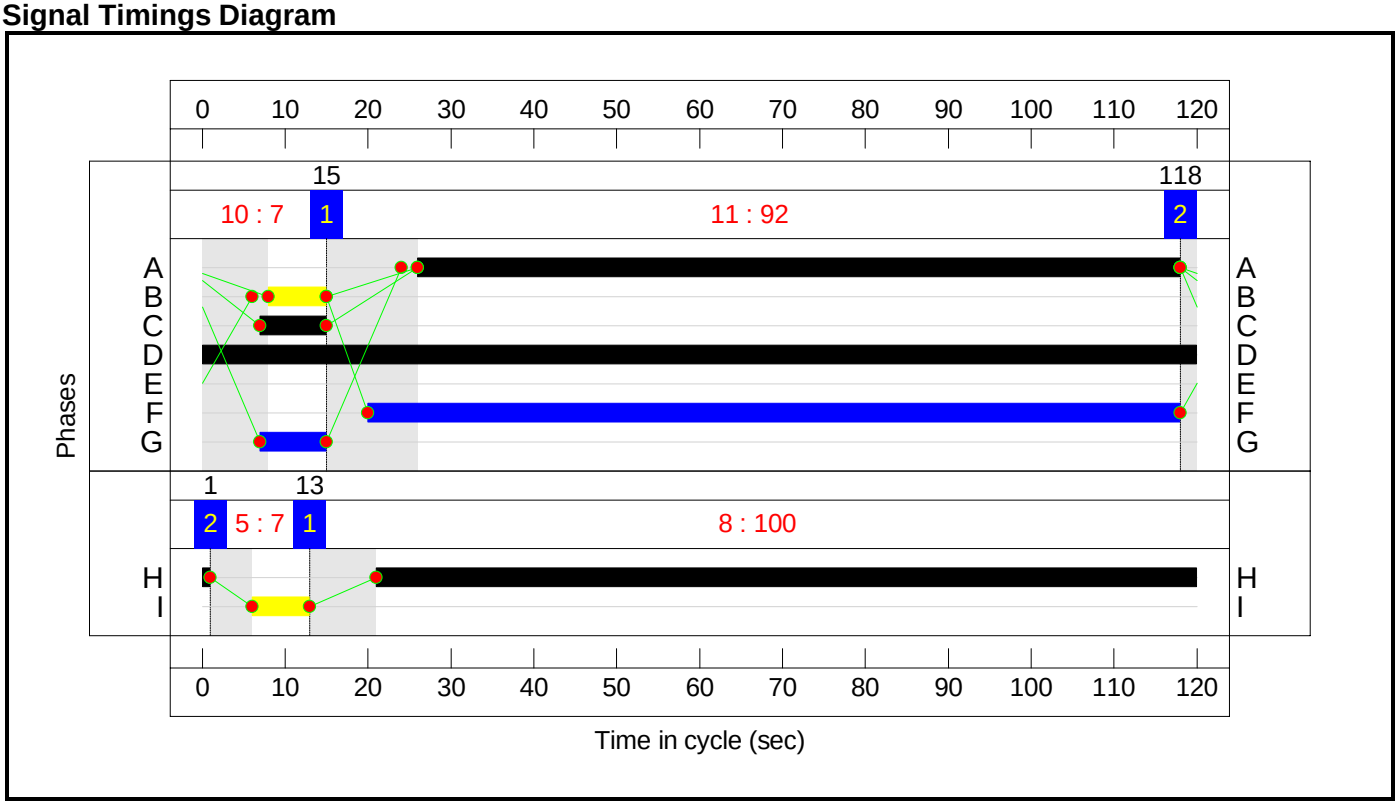
Stage Stream: 1

Stage	1	2
Duration	92	7
Change Point	15	118

Stage Stream: 2

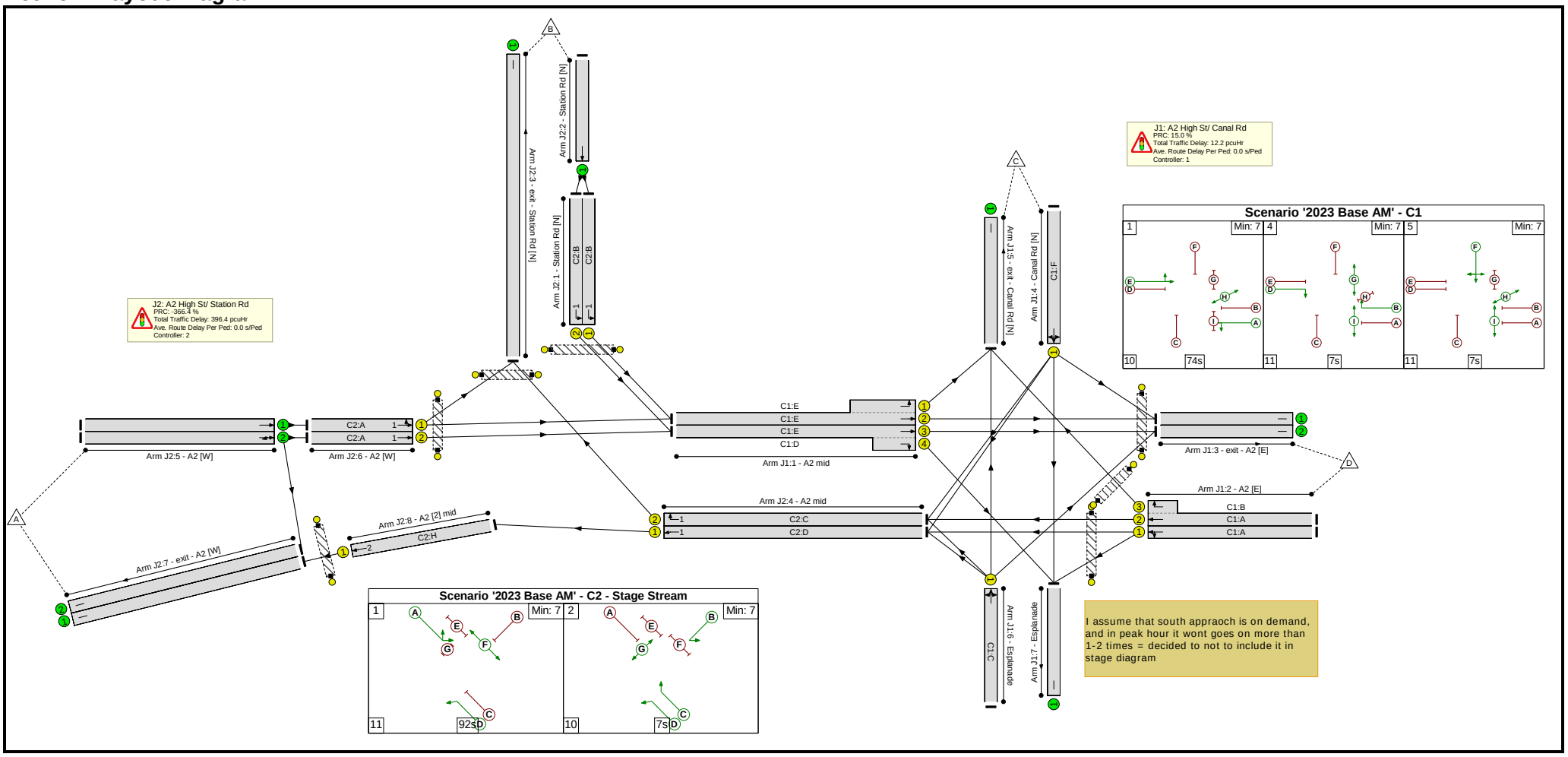
Stage	1	2
Duration	100	7
Change Point	13	1

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	14.99	12.23
C2	1	-366.38	394.99
C2	2	56.85	0.68

Total Network Delay: 408.64 pcuHr

Worst PRC: -366.38 % (On Lane J2:4/2 in Stream 1)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**419.7%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.3%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	722	1900:1900	1219+0	48.6 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	779	1900:1900	1219+0	54.1 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	949	1940	1213	78.3%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	538	1940:1940	1212+0	44.4 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**419.7%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	245	1724	115	213.2%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	249	1940	129	192.5%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	494	1940	1940	25.5%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	949	1965	1965	48.3%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	8	-	538	1709	128	419.7%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	526	1940	1940	27.1%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	808	1875	1875	43.1%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	92	-	526	1948	1510	34.8%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	92	-	530	1965	1523	34.8%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	949	1965	1654	57.4%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**70.6**	**338.0**	**0.0**	**408.6**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**9.0**	**3.2**	**0.0**	**12.2**	**-**	**-**	**-**	**-**
1/2+1/1	592	592	-	-	-	1.4	0.5	-	1.8	11.1	7.0	0.5	7.5
1/3+1/4	659	659	-	-	-	1.5	0.6	-	2.1	11.6	7.7	0.6	8.3
2/1	949	949	-	-	-	4.4	1.8	-	6.1	23.3	23.2	1.8	25.0
2/2+2/3	538	538	-	-	-	1.7	0.4	-	2.1	14.3	9.3	0.4	9.7
3/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**61.6**	**334.8**	**0.0**	**396.4**	**-**	**-**	**-**	**-**
1/1	245	115	-	-	-	12.0	66.0	-	78.0	1145.5	15.6	66.0	81.6
1/2	249	129	-	-	-	11.4	60.9	-	72.3	1044.7	15.0	60.9	75.9
2/1	494	494	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	949	949	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/2	538	128	-	-	-	37.0	205.6	-	242.6	1623.0	45.2	205.6	250.8
5/1	526	526	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	808	808	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	526	526	-	-	-	0.6	0.3	-	0.9	6.0	5.3	0.3	5.5

Full Input Data And Results

6/2	530	530	-	-	-	0.6	0.3	-	0.9	6.0	5.3	0.3	5.6
7/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	949	949	-	-	-	0.0	0.7	-	0.7	2.6	0.1	0.7	0.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

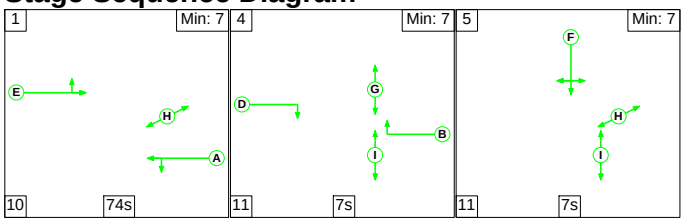
C1	PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	12.23	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	-366.4	Total Delay for Signalled Lanes (pcuHr):	394.99	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	56.8	Total Delay for Signalled Lanes (pcuHr):	0.68	Cycle Time (s):	120
	PRC Over All Lanes (%):	-366.4	Total Delay Over All Lanes(pcuHr):	408.64		

Full Input Data And Results

Scenario 7: '2023 Base PM' (FG7: '2023 Base PM', Plan 2: 'Copy of NCP')

C1

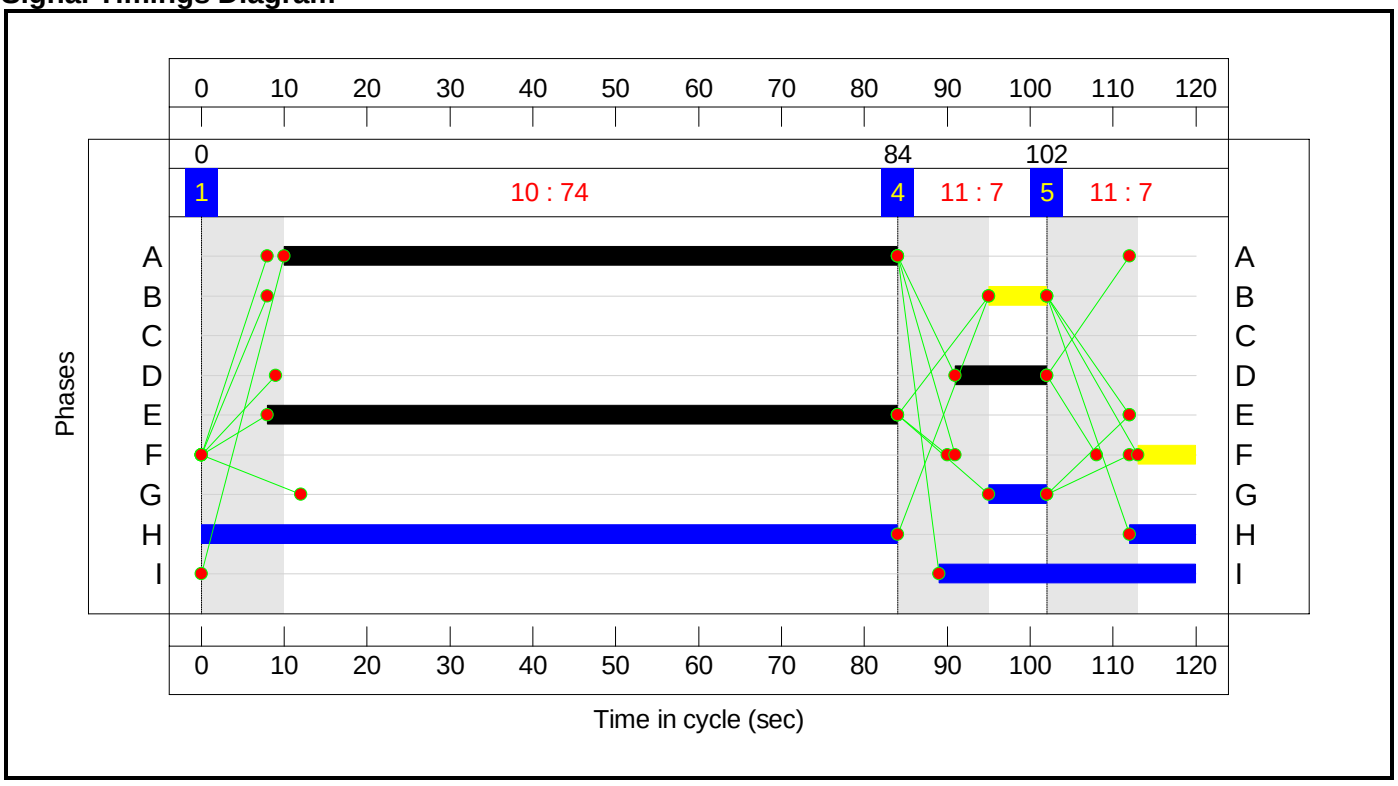
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

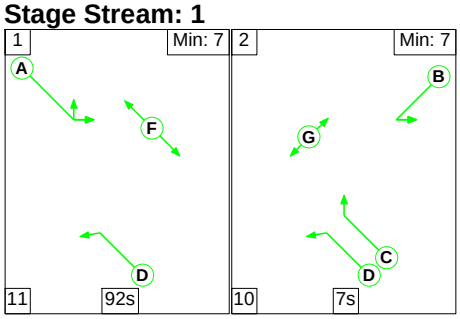
Signal Timings Diagram



C2

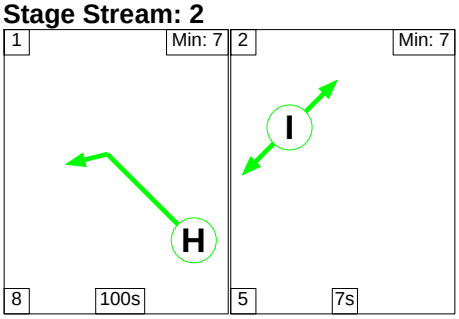
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

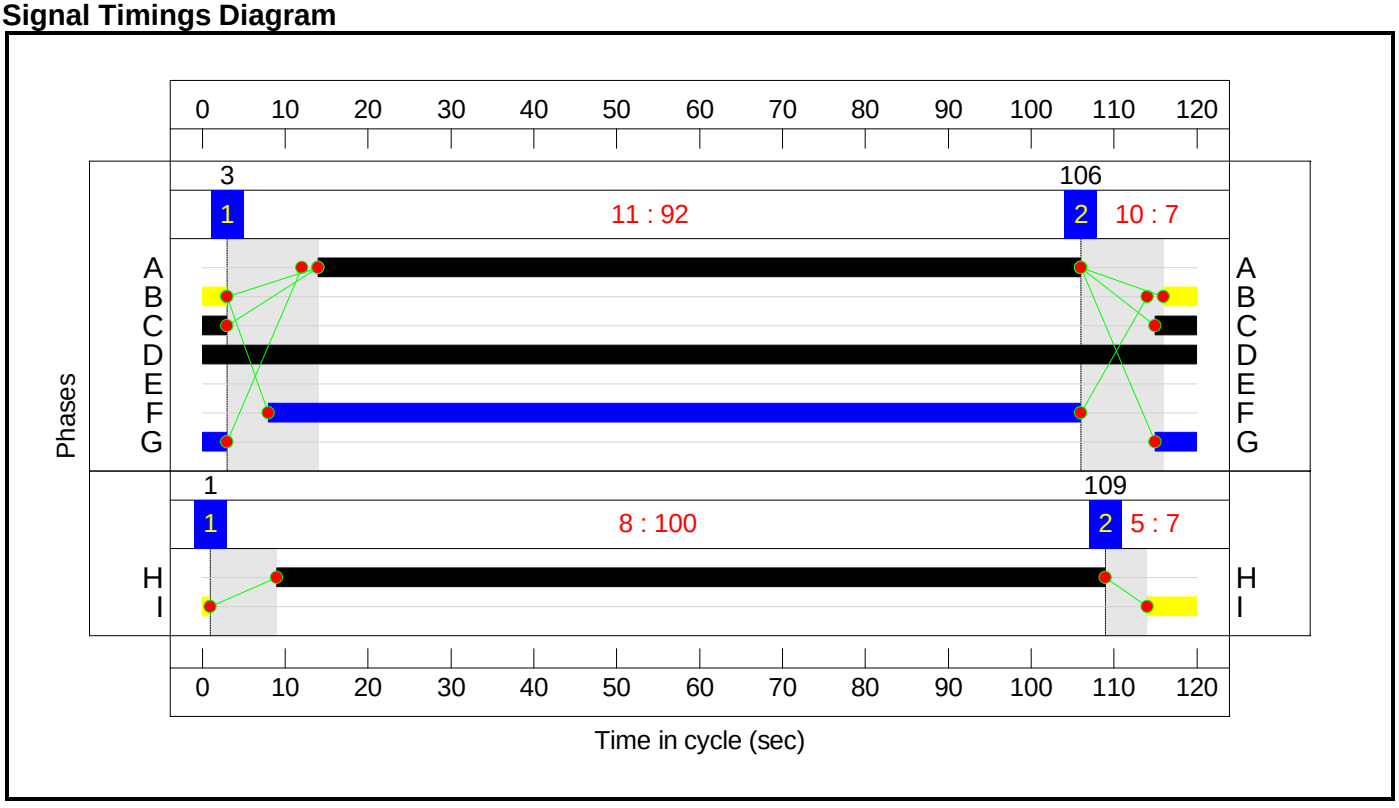
Stage Stream: 1

Stage	1	2
Duration	92	7
Change Point	3	106

Stage Stream: 2

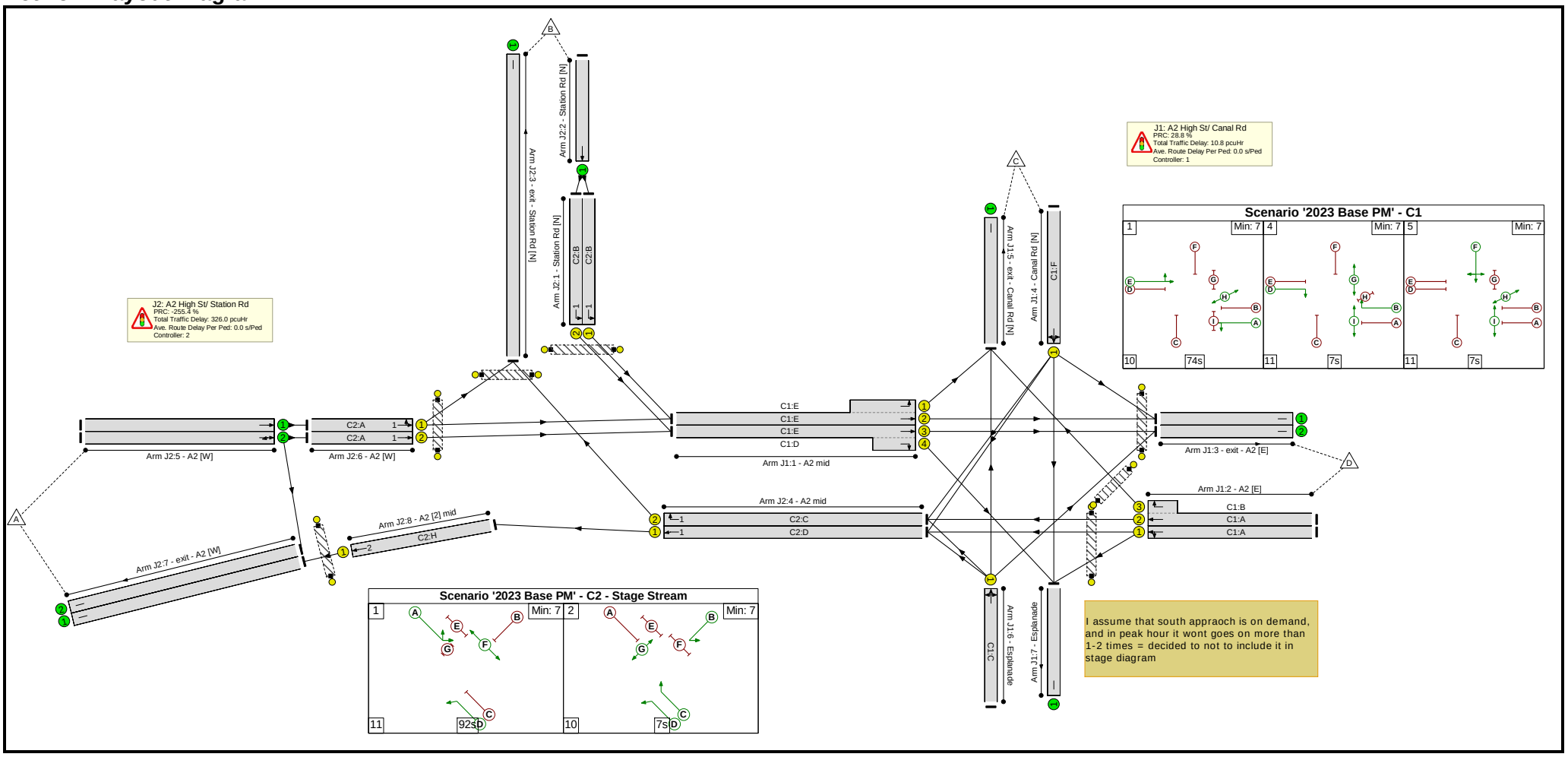
Stage	1	2
Duration	100	7
Change Point	1	109

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	28.84	10.84
C2	1	-255.42	324.51
C2	2	75.74	0.59

Total Network Delay: 336.87 pcuHr

Worst PRC: -255.42 % (On Lane J2:4/2 in Stream 1)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**319.9%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.9%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	790	1900:1900	1219+0	54.0 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	838	1900:1900	1219+0	58.6 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	847	1940	1213	69.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	410	1940:1940	1212+0	33.8 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**319.9%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	247	1724	115	214.9%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	253	1940	129	195.6%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	500	1940	1940	25.8%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	847	1965	1965	43.1%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	8	-	410	1709	128	319.9%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	581	1940	1940	29.9%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	975	1865	1865	52.3%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	92	-	581	1953	1514	38.4%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	92	-	585	1965	1523	38.4%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	847	1965	1654	51.2%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**60.3**	**276.6**	**0.0**	**336.9**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**8.1**	**2.7**	**0.0**	**10.8**	**-**	**-**	**-**	**-**
1/2+1/1	658	658	-	-	-	1.6	0.6	-	2.2	11.9	10.0	0.6	10.6
1/3+1/4	714	714	-	-	-	1.8	0.7	-	2.5	12.6	10.7	0.7	11.4
2/1	847	847	-	-	-	3.5	1.2	-	4.7	19.9	18.6	1.2	19.7
2/2+2/3	410	410	-	-	-	1.2	0.3	-	1.5	12.9	6.5	0.3	6.7
3/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**52.1**	**273.9**	**0.0**	**326.0**	**-**	**-**	**-**	**-**
1/1	247	115	-	-	-	12.6	67.0	-	79.5	1159.4	16.6	67.0	83.6
1/2	253	129	-	-	-	12.1	62.8	-	75.0	1066.7	16.3	62.8	79.1
2/1	500	500	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	847	847	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	410	128	-	-	-	26.0	141.6	-	167.6	1471.5	32.4	141.6	174.1
5/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	975	975	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	581	581	-	-	-	0.7	0.3	-	1.0	6.3	6.1	0.3	6.4

Full Input Data And Results

6/2	585	585	-	-	-	0.7	0.3	-	1.0	6.2	6.2	0.3	6.5
7/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	847	847	-	-	-	0.1	0.5	-	0.6	2.5	0.6	0.5	1.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	28.8	Total Delay for Signalled Lanes (pcuHr):	10.84	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	-255.4	Total Delay for Signalled Lanes (pcuHr):	324.51	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	75.7	Total Delay for Signalled Lanes (pcuHr):	0.59	Cycle Time (s):	120
	PRC Over All Lanes (%):	-255.4	Total Delay Over All Lanes(pcuHr):	336.87		

Full Input Data And Results

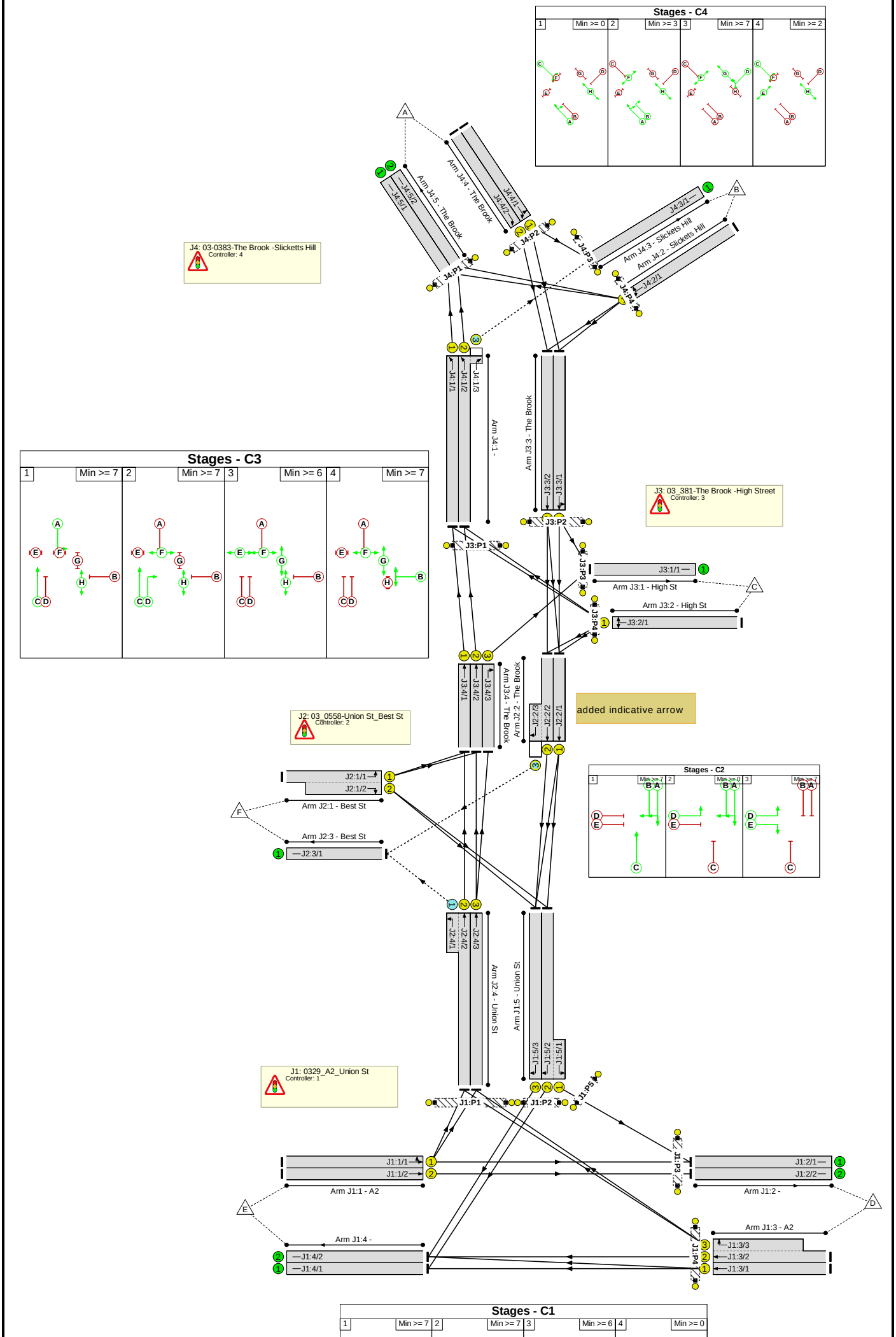
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Combined_Model_v3.lsg3x
Author:	
Company:	
Address:	

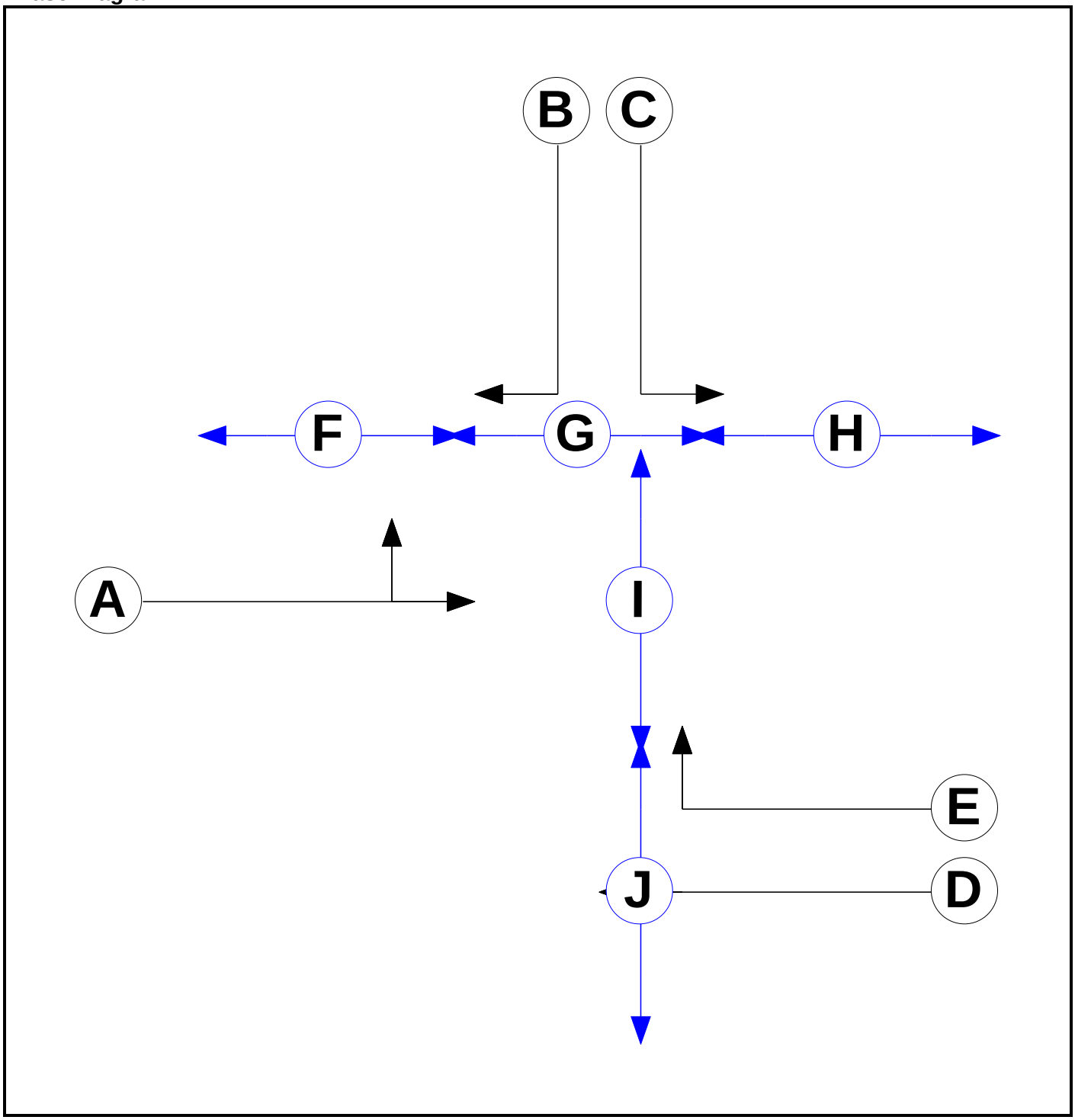
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



C1
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	3
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6

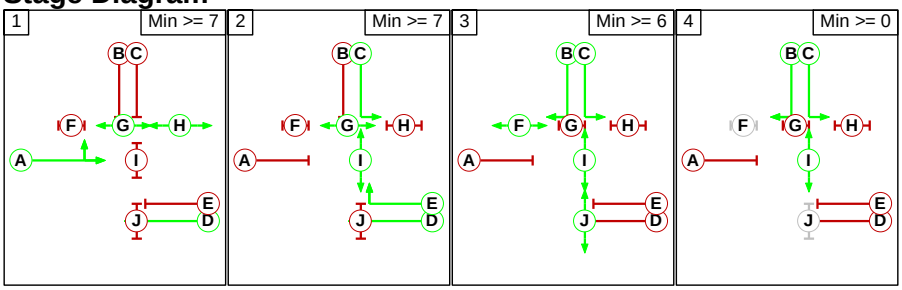
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		10	10	-	10	10	-	-	10	-
B	5		-	5	5	-	5	-	-	-
C	5	-		-	-	-	-	5	-	-
D	-	8	-		-	-	-	-	-	12
E	11	8	-	-		10	-	-	-	-
F	13	-	-	-	13		-	-	-	-
G	-	8	-	-	-	-		-	-	-
H	-	-	10	-	-	-	-		-	-
I	11	-	-	-	-	-	-	-		-
J	-	-	-	13	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

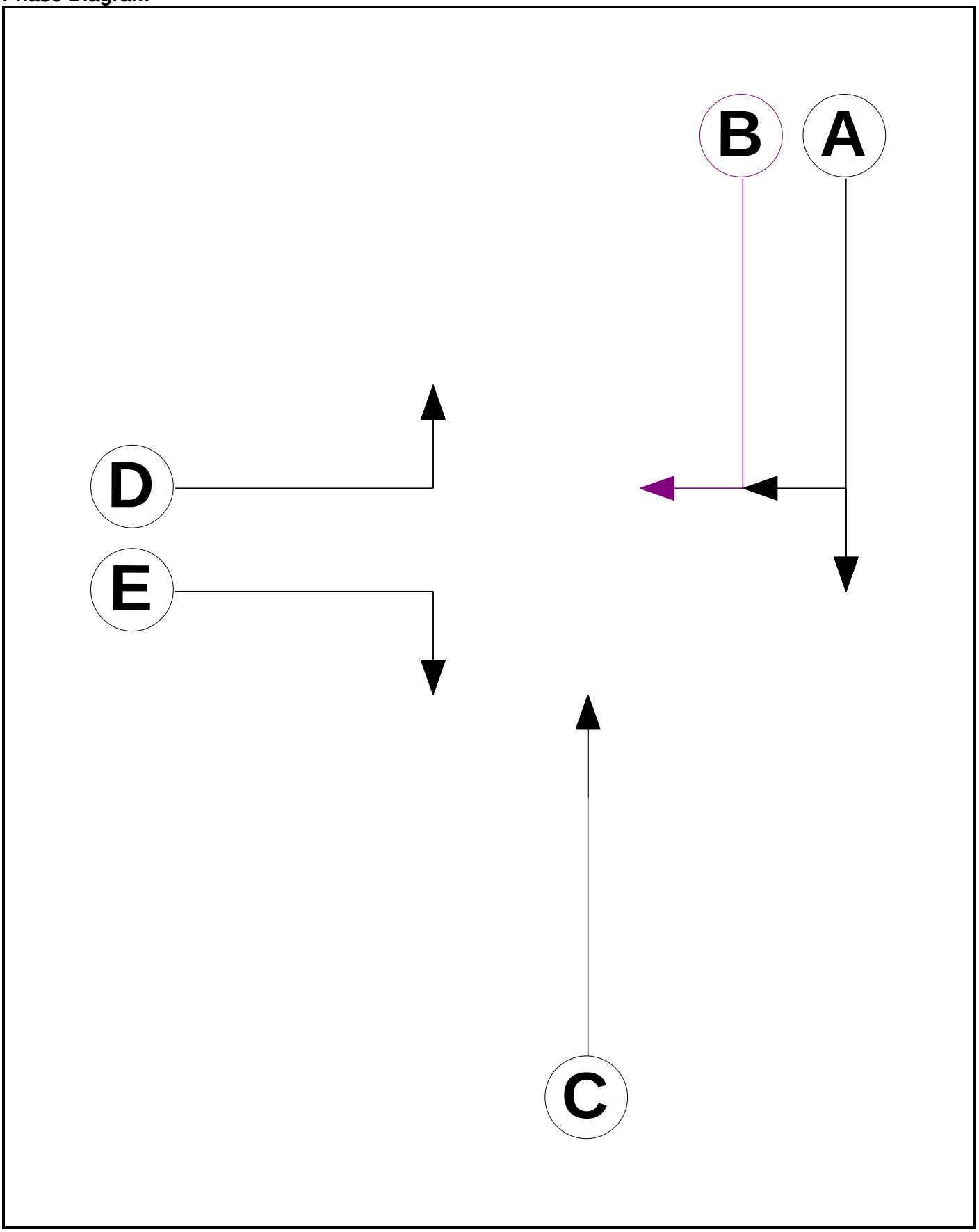
Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	C	Losing	4	4
3	1	B	Losing	8	8
3	1	C	Losing	8	8
3	2	B	Losing	8	8
4	1	B	Losing	6	6
4	1	C	Losing	6	6

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		10	12	10
	2	11		12	8
	3	13	13		0
	4	11	5	0	

C2

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

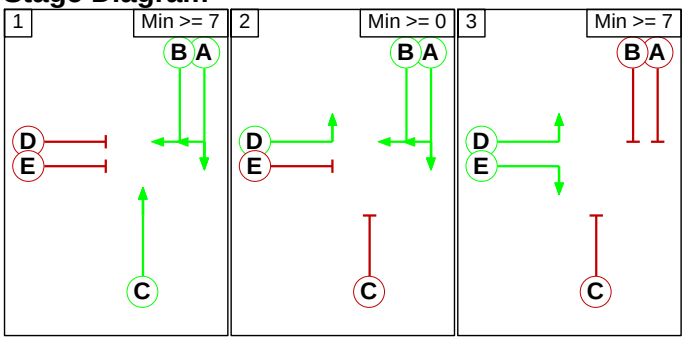
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		-	-	-	5
	B	-		-	-	5
	C	-	-		6	6
	D	-	-	6		-
	E	6	6	6	-	

Phases in Stage

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

Stage Diagram



Phase Delays

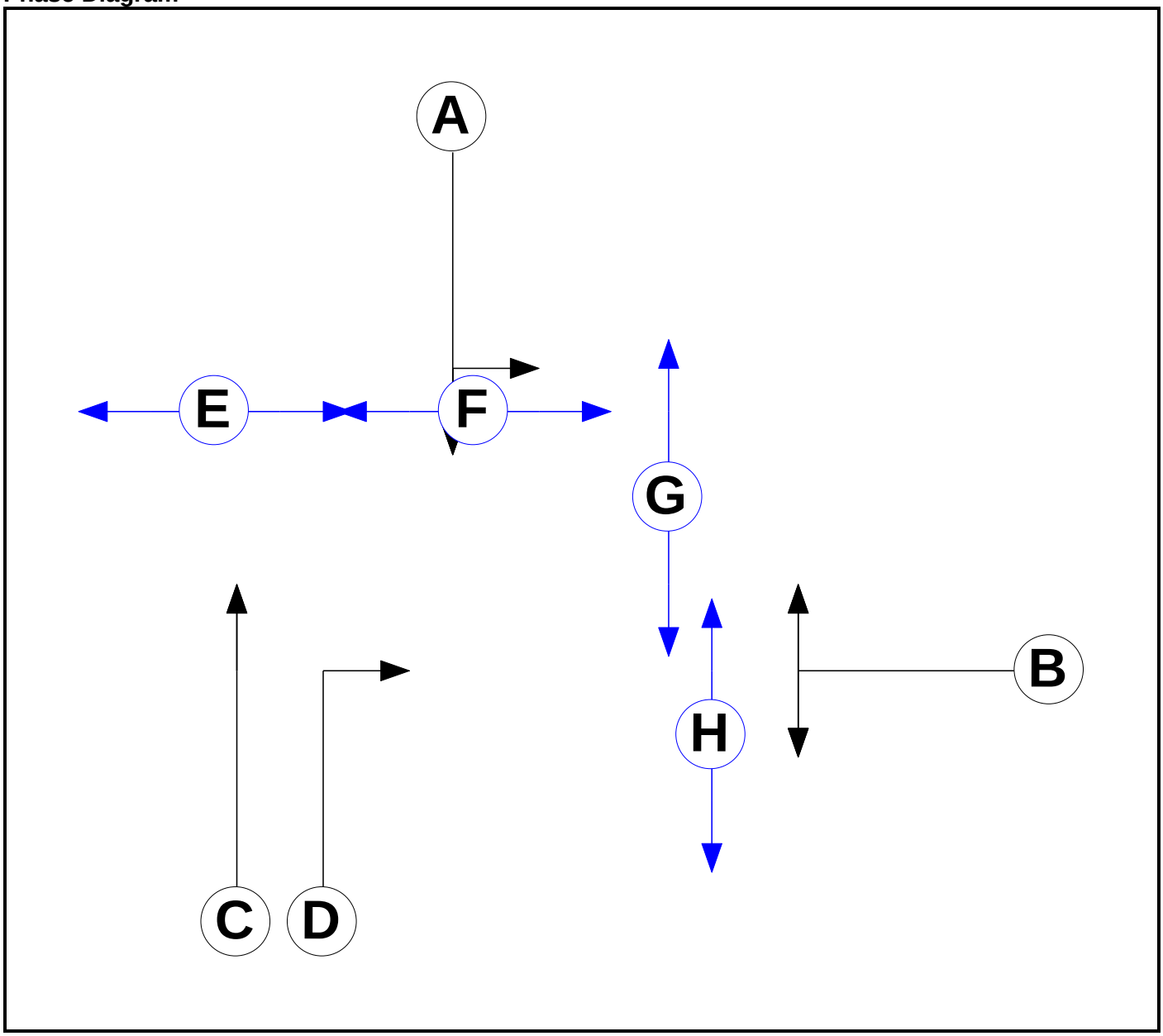
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		6	6
	2	6		5
	3	6	6	

C3

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		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6

Full Input Data And Results

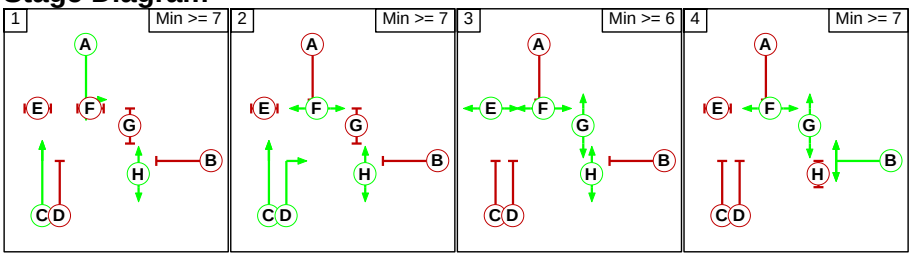
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		8	-	5	-	5	8	-
B	10		8	8	10	-	-	8
C	-	8		-	13	-	-	-
D	10	10	-		-	-	10	-
E	-	8	8	-		-	-	-
F	10	-	-	-	-		-	-
G	10	-	-	8	-	-		-
H	-	8	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

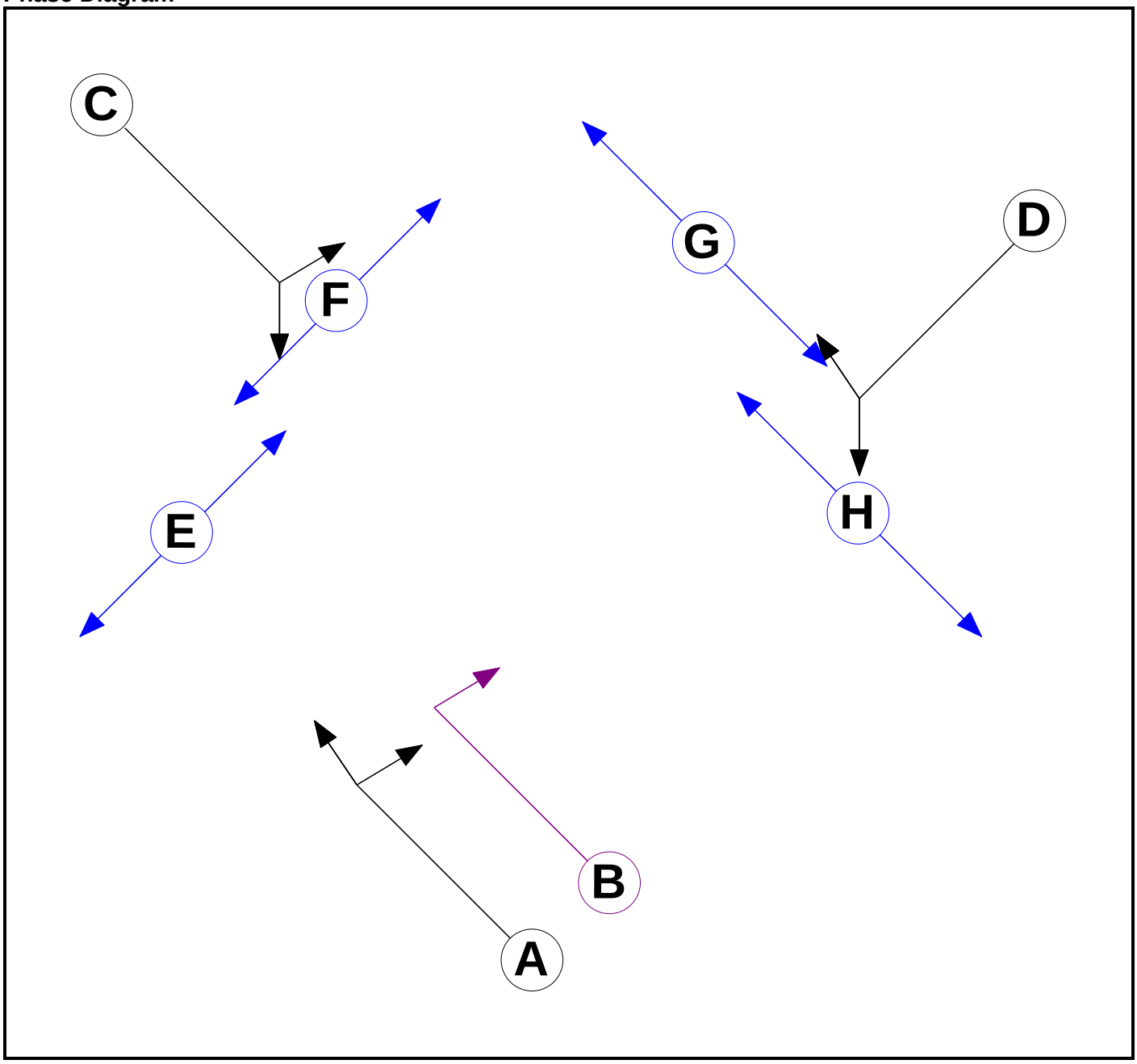
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		5	13	8
2	10		13	10
3	10	8		8
4	10	8	10	

C4

Phase Diagram



Phase Input Data

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

Full Input Data And Results

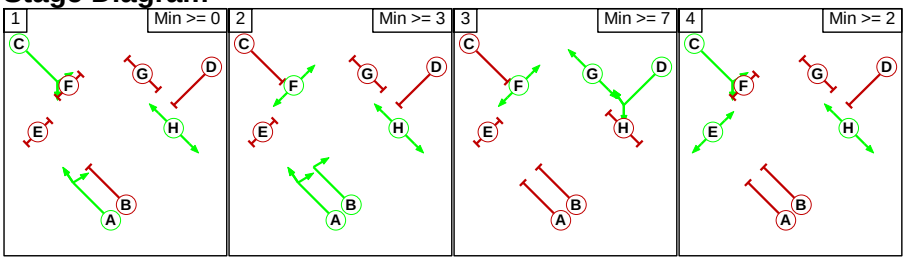
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		-	-	7	11	-	-	-
B	-		13	7	-	-	11	-
C	-	6		7	-	7	11	-
D	11	11	12		14	-	-	12
E	10	-	-	12		-	-	-
F	-	-	14	-	-		-	-
G	-	11	14	-	-	-		-
H	-	-	-	11	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		7	11	11
2	14		11	14
3	14	12		14
4	10	X	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: 0329_A2_Union St
There are no Opposed Lanes in this Junction

Junction: J2: 03_0558-Union St_Best St											
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)
J2:2/3 (The Brook)	J2:3/1 (Right)	1439	0	J2:4/2	1.09	All	2.00	-	0.50	2	2.00
				J2:4/3	1.09	All					
J2:4/1 (Union St)	J2:3/1 (Left)	715	0	J2:2/3	0.22	All	-	-	-	-	-

Junction: J3: 03_381-The Brook -High Street
There are no Opposed Lanes in this Junction

Junction: J4: 03-0383-The Brook -Slicketts Hill											
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)
J4:1/3	J4:3/1 (Right)	850	0	J4:4/1	0.35	All	1.00	-	0.50	1	1.00
				J4:4/2	0.35	All					

Full Input Data And Results

Lane Input Data

Junction: J1: 0329_A2_Union St												
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)**
J1:1/1 (A2)	U	A	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J1:2 Ahead	Inf
											Arm J2:4 Left	Inf
J1:1/2 (A2)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J1:2 Ahead	Inf
J1:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:2/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (A2)	U	D	2	3	60.0	Geom	-	3.30	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (A2)	U	D	2	3	60.0	Geom	-	3.75	0.00	N	Arm J1:4 Ahead	Inf
J1:3/3 (A2)	U	E	2	3	19.2	Geom	-	3.35	0.00	Y	Arm J2:4 Right	Inf
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Union St)	U	C	2	3	5.0	Geom	-	3.50	0.00	Y	Arm J1:2 Left	15.00
J1:5/2 (Union St)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:4 Right	12.00
J1:5/3 (Union St)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:4 Right	12.00

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St												
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)**
J2:1/1 (Best St)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:4 Left	10.00
J2:1/2 (Best St)	U	E	2	3	15.5	Geom	-	3.25	0.00	Y	Arm J1:5 Right	Inf
J2:2/1 (The Brook)	U	A	2	3	11.1	Geom	-	3.25	0.00	Y	Arm J1:5 Ahead	Inf
J2:2/2 (The Brook)	U	A	2	3	11.1	Geom	-	3.25	0.00	N	Arm J1:5 Ahead	Inf
J2:2/3 (The Brook)	O	A B	2	3	4.7	Geom	-	3.25	0.00	Y	Arm J2:3 Right	10.00
J2:3/1 (Best St)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Union St)	O		2	3	5.0	Geom	-	3.50	0.00	Y	Arm J2:3 Left	15.00
J2:4/2 (Union St)	U	C	2	3	5.2	Geom	-	3.25	0.00	Y	Arm J3:4 Ahead	Inf
J2:4/3 (Union St)	U	C	2	3	5.2	Geom	-	3.25	0.00	Y	Arm J3:4 Ahead	Inf

Full Input Data And Results

Junction: J3: 03_381-The Brook -High Street												
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)**
J3:1/1 (High St)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:2/1 (High St)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:2 Left	10.00
											Arm J4:1 Right	10.00
J3:3/1 (The Brook)	U	A	2	3	19.4	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
											Arm J3:1 Left	10.00
J3:3/2 (The Brook)	U	A	2	3	19.4	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
J3:4/1 (The Brook)	U	C	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J4:1 Ahead	Inf
J3:4/2 (The Brook)	U	C	2	3	10.1	Geom	-	3.25	0.00	N	Arm J4:1 Ahead	Inf
J3:4/3 (The Brook)	U	D	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J3:1 Right	12.00

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill												
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)**
J4:1/1	U	A	2	3	17.9	Geom	-	3.25	0.00	Y	Arm J4:5 Ahead	80.00
J4:1/2	U	A	2	3	17.9	Geom	-	3.25	0.00	Y	Arm J4:5 Ahead	80.00
J4:1/3	O	A B	2	3	1.0	Geom	-	3.25	0.00	Y	Arm J4:3 Right	10.00
J4:2/1 (Slickets Hill)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:3 Left	10.00
											Arm J4:5 Right	10.00
J4:3/1 (Slickets Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1 (The Brook)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	80.00
											Arm J4:3 Left	10.00
J4:4/2 (The Brook)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	80.00
J4:5/1 (The Brook)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:5/2 (The Brook)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM Peak'	08:00	09:00	01:00	
2: '2041 DS PM Peak'	16:00	17:00	01:00	
3: '2041 RC AM Peak'	08:00	09:00	01:00	
4: '2041 RC PM Peak'	16:00	17:00	01:00	

Scenario 1: 'AM Peak MaxSetA' (FG1: '2041 DS AM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	59	145	0	286	458	948
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	226	2	3	0	963	173	1367
	E	436	0	0	836	0	3	1275
	F	40	1	0	77	0	0	118
	Tot.	702	62	148	913	1249	634	3708

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSetA
Junction: J1: 0329_A2_Union St	
J1:1/1	614
J1:1/2	661
J1:2/1	175
J1:2/2	661
J1:3/1	963
J1:3/2 (with short)	402(In) 0(Out)
J1:3/3 (short)	402
J1:4/1	963
J1:4/2	0
J1:5/1 (short)	0
J1:5/2 (with short)	0(In) 0(Out)
J1:5/3	0
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	0(In) 0(Out)
J2:1/2 (short)	0
J2:2/1	0
J2:2/2 (with short)	458(In) 0(Out)
J2:2/3 (short)	458
J2:3/1	634
J2:4/1 (short)	176
J2:4/2 (with short)	176(In) 0(Out)
J2:4/3	665
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	148
J3:2/1	0
J3:3/1	145
J3:3/2	458
J3:4/1	0
J3:4/2	662
J3:4/3	3
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	0
J4:1/2 (with short)	662(In) 662(Out)

J4:1/3 (short)	0
J4:2/1	0
J4:3/1	59
J4:4/1	204
J4:4/2	458
J4:5/1	0
J4:5/2	662

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	28.5 %	1935	1935
				Arm J2:4 Left	Inf	71.5 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	0.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	0.0 %	1965	1965
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	0.0 %	1965	1965
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	0.0 %	1965	1965

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	0.0 %	1940	1940
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	0.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	0.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	0.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	0.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	0.0 %	1687	1687
				Arm J3:1 Left	10.00	100.0 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	0.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	100.0 %	1724	1724

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	0.0 %	1940	1940
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	0.0 %	1940	1940
J4:2/1 (Slicketts Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	0.0 %	1940	1940
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slicketts Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	71.1 %	1836	1836
				Arm J4:3 Left	10.00	28.9 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak MaxSetA' (FG2: '2041 DS PM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	1	8	84	625	372	1090
	B	0	0	0	0	0	17	17
	C	0	0	0	0	0	0	0
	D	137	0	0	0	439	244	820
	E	1	0	0	1049	0	1	1051
	F	358	1	0	174	0	0	533
	Tot.	496	2	8	1307	1064	634	3511

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Peak MaxSetA
Junction: J1: 0329_A2_Union St	
J1:1/1	501
J1:1/2	550
J1:2/1	499
J1:2/2	550
J1:3/1	439
J1:3/2 (with short)	381(In) 0(Out)
J1:3/3 (short)	381
J1:4/1	439
J1:4/2	0
J1:5/1 (short)	0
J1:5/2 (with short)	0(In) 0(Out)
J1:5/3	0
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	0(In) 0(Out)
J2:1/2 (short)	0
J2:2/1	0
J2:2/2 (with short)	389(In) 0(Out)
J2:2/3 (short)	389
J2:3/1	634
J2:4/1 (short)	245
J2:4/2 (with short)	245(In) 0(Out)
J2:4/3	138
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	8
J3:2/1	0
J3:3/1	8
J3:3/2	389
J3:4/1	0
J3:4/2	138
J3:4/3	0
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	0
J4:1/2 (with short)	138(In) 138(Out)

J4:1/3 (short)	0
J4:2/1	17
J4:3/1	1
J4:4/1	9
J4:4/2	372
J4:5/1	0
J4:5/2	138

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	99.6 %	1935	1935
				Arm J2:4 Left	Inf	0.4 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	0.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	0.0 %	1965	1965
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	0.0 %	1965	1965
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	0.0 %	1965	1965

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	0.0 %	1940	1940
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	0.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	0.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	0.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	0.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	0.0 %	1687	1687
				Arm J3:1 Left	10.00	100.0 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	0.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	0.0 %	1940	1940

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	0.0 %	1940	1940
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	0.0 %	1940	1940
J4:2/1 (Slicketts Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	100.0 %	1687	1687
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slicketts Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	88.9 %	1877	1877
				Arm J4:3 Left	10.00	11.1 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2041 DS AM Peak' (FG1: '2041 DS AM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	59	145	0	286	458	948
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	226	2	3	0	963	173	1367
	E	436	0	0	836	0	3	1275
	F	40	1	0	77	0	0	118
	Tot.	702	62	148	913	1249	634	3708

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2041 DS AM Peak
Junction: J1: 0329_A2_Union St	
J1:1/1	610
J1:1/2	665
J1:2/1	248
J1:2/2	665
J1:3/1	934
J1:3/2 (with short)	433(In) 29(Out)
J1:3/3 (short)	404
J1:4/1	616
J1:4/2	633
J1:5/1 (short)	77
J1:5/2 (with short)	226(In) 149(Out)
J1:5/3	137
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	118(In) 41(Out)
J2:1/2 (short)	77
J2:2/1	286
J2:2/2 (with short)	458(In) 0(Out)
J2:2/3 (short)	458
J2:3/1	634
J2:4/1 (short)	176
J2:4/2 (with short)	493(In) 317(Out)
J2:4/3	350
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	148
J3:2/1	0
J3:3/1	418
J3:3/2	471
J3:4/1	343
J3:4/2	362
J3:4/3	3
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	343
J4:1/2 (with short)	362(In) 359(Out)

J4:1/3 (short)	3
J4:2/1	0
J4:3/1	62
J4:4/1	477
J4:4/2	471
J4:5/1	343
J4:5/2	359

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	28.0 %	1935	1935
				Arm J2:4 Left	Inf	72.0 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1786	1786
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1687	1687
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	0.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	65.3 %	1844	1844
				Arm J3:1 Left	10.00	34.7 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	100.0 %	1724	1724

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	100.0 %	1687	1687
J4:2/1 (Slickets Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	0.0 %	1940	1940
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slickets Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	87.6 %	1874	1874
				Arm J4:3 Left	10.00	12.4 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 DS PM Peak' (FG2: '2041 DS PM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	1	8	84	625	372	1090
	B	0	0	0	0	0	17	17
	C	0	0	0	0	0	0	0
	D	137	0	0	0	439	244	820
	E	1	0	0	1049	0	1	1051
	F	358	1	0	174	0	0	533
	Tot.	496	2	8	1307	1064	634	3511

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 DS PM Peak
Junction: J1: 0329_A2_Union St	
J1:1/1	501
J1:1/2	550
J1:2/1	757
J1:2/2	550
J1:3/1	439
J1:3/2 (with short)	381(In) 0(Out)
J1:3/3 (short)	381
J1:4/1	499
J1:4/2	565
J1:5/1 (short)	258
J1:5/2 (with short)	537(In) 279(Out)
J1:5/3	346
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	533(In) 359(Out)
J2:1/2 (short)	174
J2:2/1	599
J2:2/2 (with short)	499(In) 110(Out)
J2:2/3 (short)	389
J2:3/1	634
J2:4/1 (short)	245
J2:4/2 (with short)	319(In) 74(Out)
J2:4/3	64
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	8
J3:2/1	0
J3:3/1	521
J3:3/2	585
J3:4/1	241
J3:4/2	256
J3:4/3	0
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	241
J4:1/2 (with short)	256(In) 255(Out)

J4:1/3 (short)	1
J4:2/1	17
J4:3/1	2
J4:4/1	522
J4:4/2	568
J4:5/1	241
J4:5/2	255

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	99.6 %	1935	1935
				Arm J2:4 Left	Inf	0.4 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	0.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1786	1786
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1687	1687
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	98.5 %	1936	1936
				Arm J3:1 Left	10.00	1.5 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	0.0 %	1940	1940

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	100.0 %	1687	1687
J4:2/1 (Slickets Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	100.0 %	1687	1687
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slickets Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	99.8 %	1904	1904
				Arm J4:3 Left	10.00	0.2 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 RC AM Peak' (FG3: '2041 RC AM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	62	155	0	250	378	845
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	175	0	0	0	882	157	1214
	E	421	0	0	735	0	0	1156
	F	32	1	0	68	0	0	101
	Tot.	628	63	155	803	1132	535	3316

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 RC AM Peak
Junction: J1: 0329_A2_Union St	
J1:1/1	552
J1:1/2	604
J1:2/1	199
J1:2/2	604
J1:3/1	753
J1:3/2 (with short)	461(In) 129(Out)
J1:3/3 (short)	332
J1:4/1	510
J1:4/2	622
J1:5/1 (short)	68
J1:5/2 (with short)	201(In) 133(Out)
J1:5/3	117
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	101(In) 33(Out)
J2:1/2 (short)	68
J2:2/1	220
J2:2/2 (with short)	408(In) 30(Out)
J2:2/3 (short)	378
J2:3/1	535
J2:4/1 (short)	157
J2:4/2 (with short)	449(In) 292(Out)
J2:4/3	304
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	155
J3:2/1	0
J3:3/1	357
J3:3/2	426
J3:4/1	306
J3:4/2	323
J3:4/3	0
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	306
J4:1/2 (with short)	323(In) 322(Out)

J4:1/3 (short)	1
J4:2/1	0
J4:3/1	63
J4:4/1	419
J4:4/2	426
J4:5/1	306
J4:5/2	322

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	23.7 %	1935	1935
				Arm J2:4 Left	Inf	76.3 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1786	1786
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1687	1687
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	56.6 %	1821	1821
				Arm J3:1 Left	10.00	43.4 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	0.0 %	1940	1940

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	100.0 %	1687	1687
J4:2/1 (Slicketts Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	0.0 %	1940	1940
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slicketts Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	85.2 %	1869	1869
				Arm J4:3 Left	10.00	14.8 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 RC PM Peak' (FG4: '2041 RC PM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	0	81	0	486	285	852
	B	0	0	0	0	0	15	15
	C	0	0	0	0	0	0	0
	D	144	0	0	0	445	227	816
	E	0	0	0	929	0	0	929
	F	305	1	0	154	0	0	460
	Tot.	449	1	81	1083	931	527	3072

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2041 RC PM Peak
Junction: J1: 0329_A2_Union St	
J1:1/1	443
J1:1/2	486
J1:2/1	597
J1:2/2	486
J1:3/1	442
J1:3/2 (with short)	374(In) 3(Out)
J1:3/3 (short)	371
J1:4/1	451
J1:4/2	480
J1:5/1 (short)	154
J1:5/2 (with short)	384(In) 230(Out)
J1:5/3	256
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	460(In) 306(Out)
J2:1/2 (short)	154
J2:2/1	376
J2:2/2 (with short)	410(In) 110(Out)
J2:2/3 (short)	300
J2:3/1	527
J2:4/1 (short)	227
J2:4/2 (with short)	236(In) 9(Out)
J2:4/3	135
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	81
J3:2/1	0
J3:3/1	423
J3:3/2	444
J3:4/1	171
J3:4/2	279
J3:4/3	0
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	171
J4:1/2 (with short)	279(In) 278(Out)

J4:1/3 (short)	1
J4:2/1	15
J4:3/1	1
J4:4/1	423
J4:4/2	429
J4:5/1	171
J4:5/2	278

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1935	1935
				Arm J2:4 Left	Inf	0.0 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1786	1786
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1687	1687
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

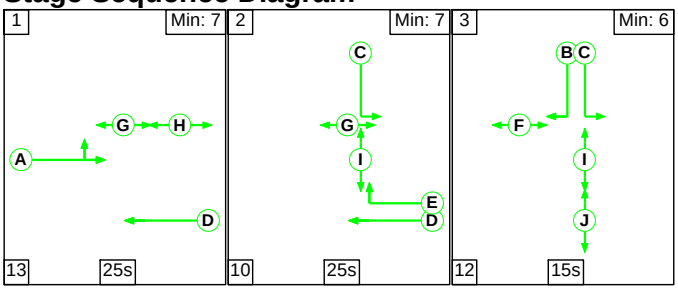
Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	80.9 %	1886	1886
				Arm J3:1 Left	10.00	19.1 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	0.0 %	1940	1940

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	100.0 %	1687	1687
J4:2/1 (Slickets Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	100.0 %	1687	1687
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slickets Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
				Arm J4:3 Left	10.00	0.0 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak MaxSetA' (FG1: '2041 DS AM Peak', Plan 1: 'AM Peak ')
C1

Stage Sequence Diagram

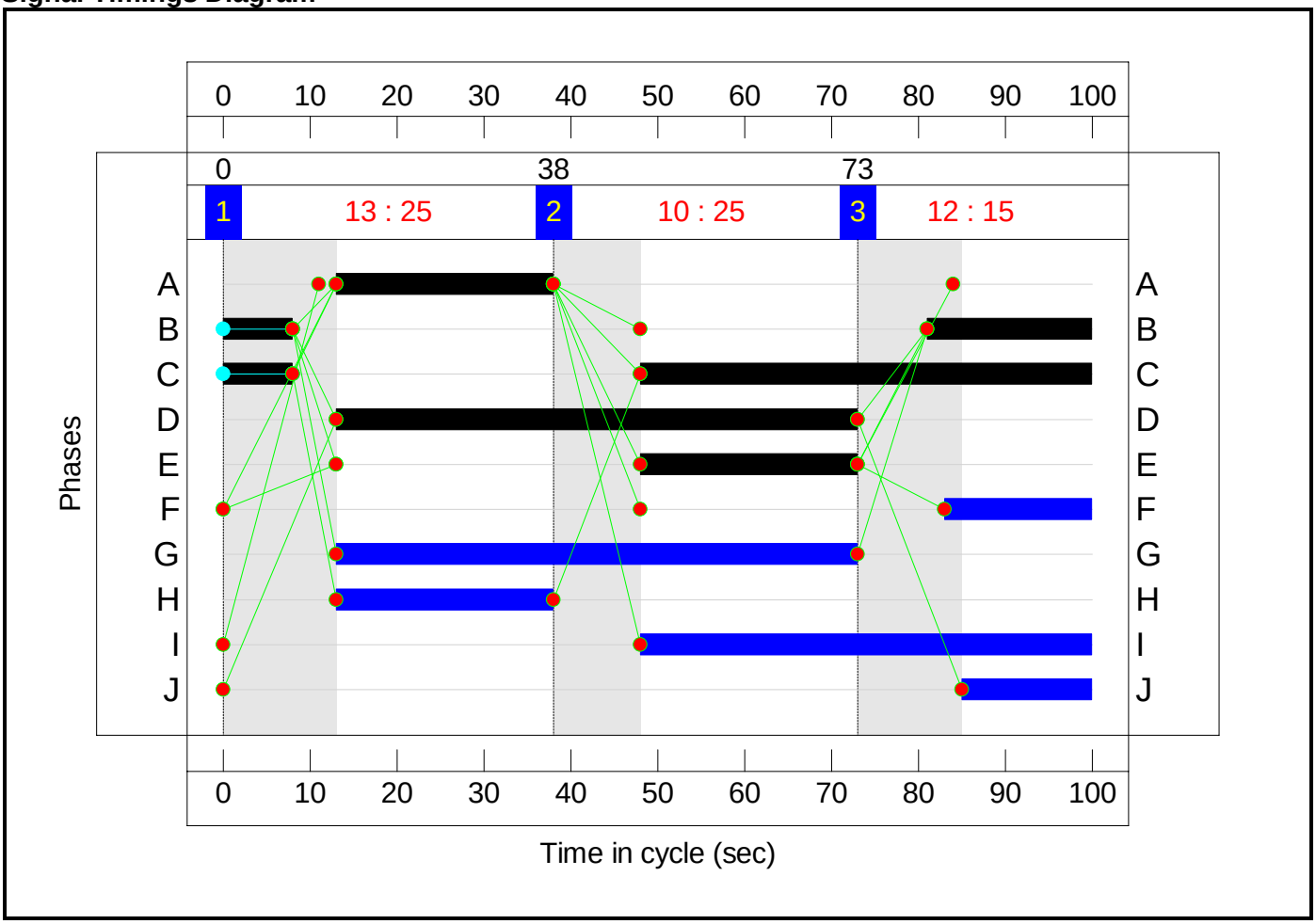


Stage Timings

Stage	1	2	3
Duration	25	25	15
Change Point	0	38	73

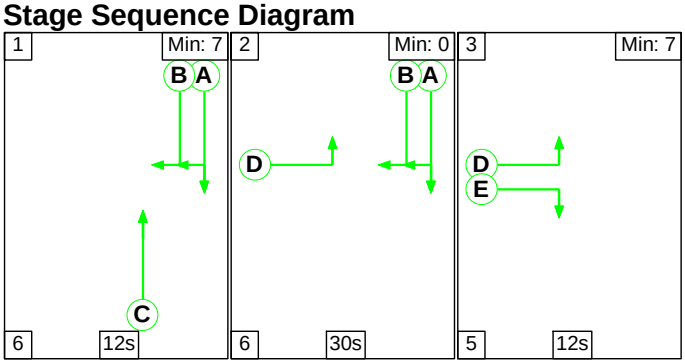
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

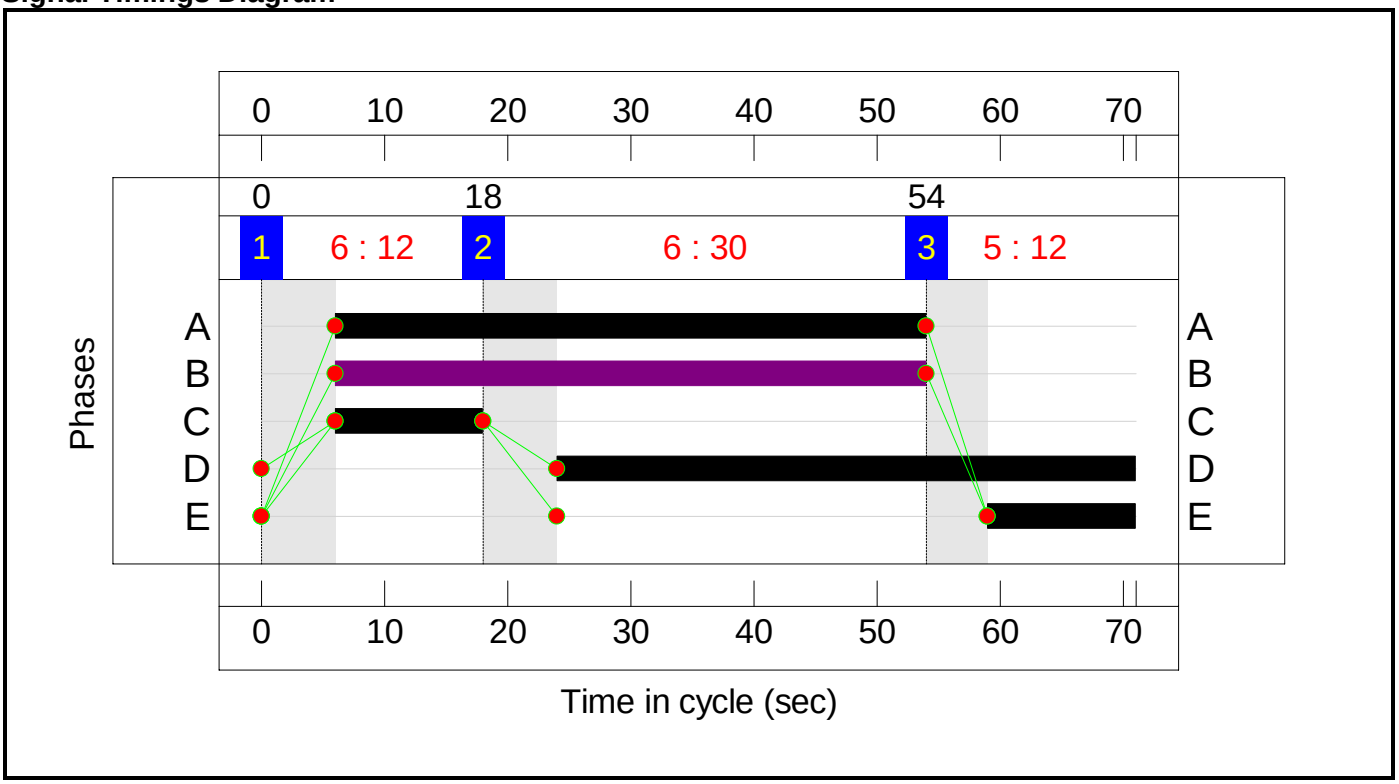


Stage Timings

Stage	1	2	3
Duration	12	30	12
Change Point	0	18	54

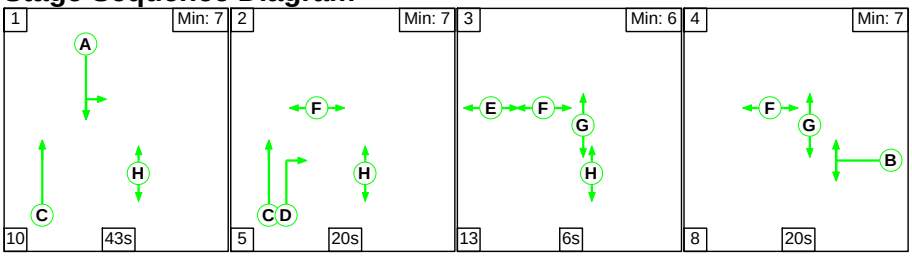
Full Input Data And Results

Signal Timings Diagram



C3

Stage Sequence Diagram

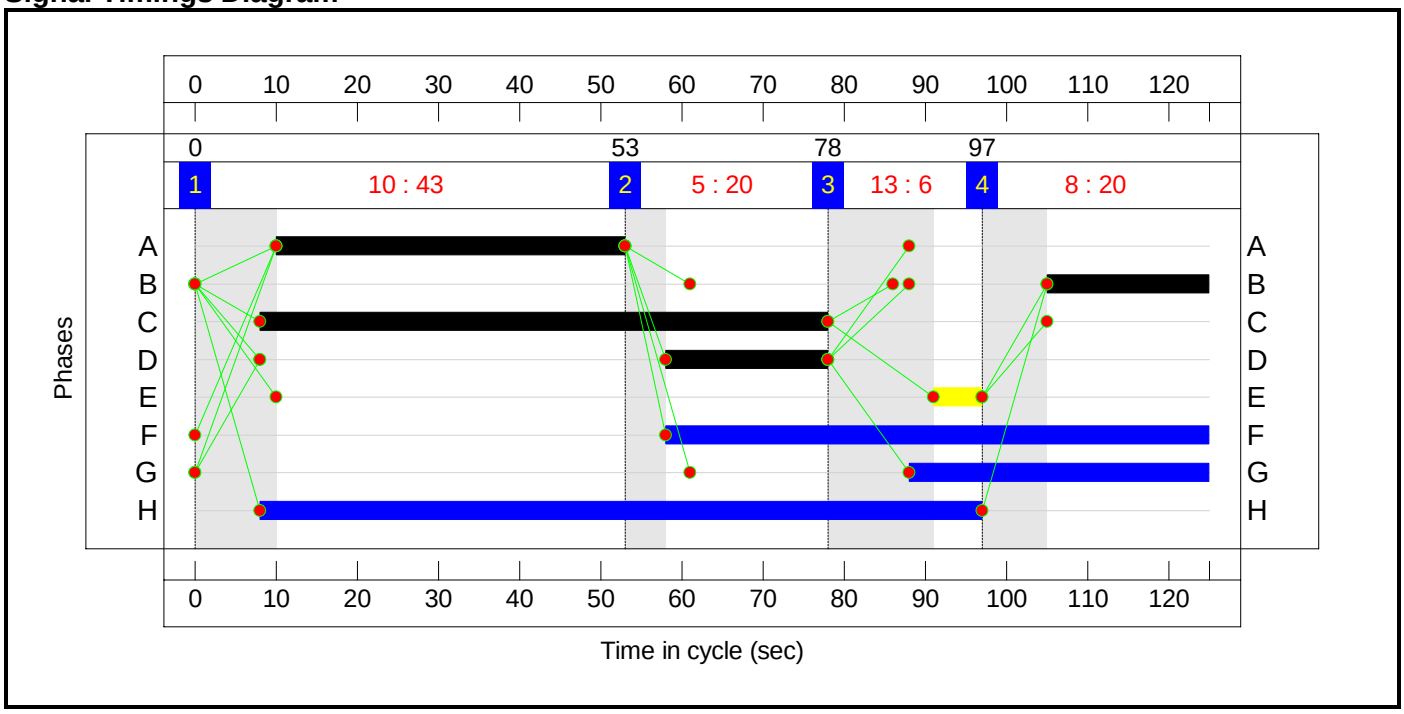


Stage Timings

Stage	1	2	3	4
Duration	43	20	6	20
Change Point	0	53	78	97

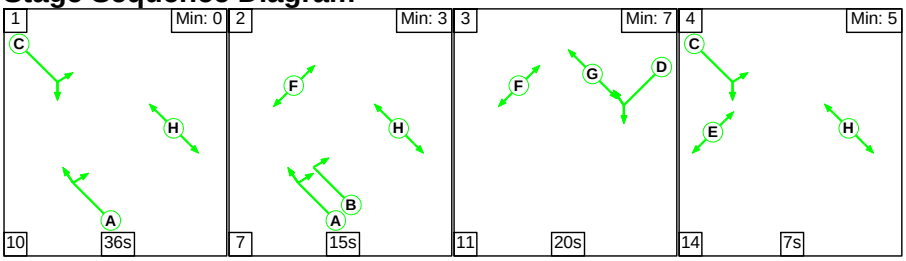
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

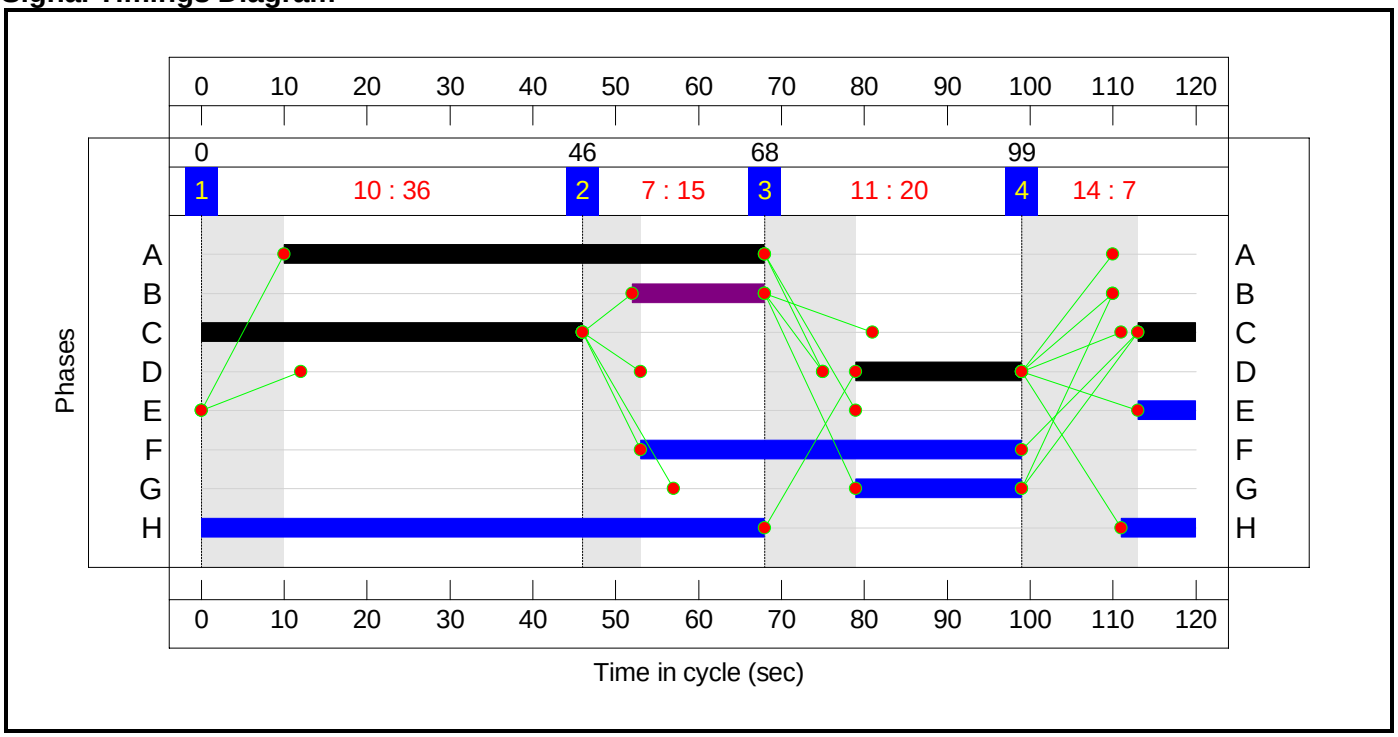


Stage Timings

Stage	1	2	3	4
Duration	36	15	20	7
Change Point	0	46	68	99

Full Input Data And Results

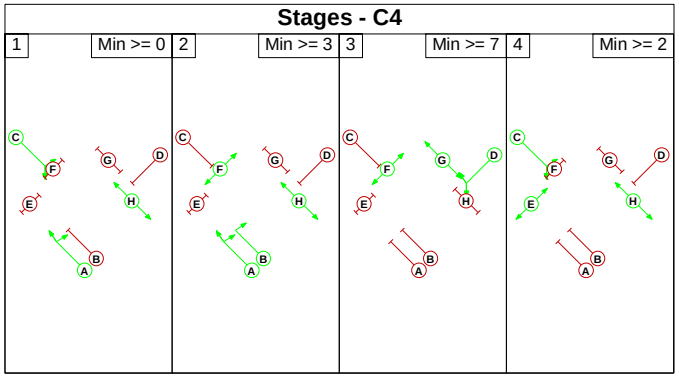
Signal Timings Diagram

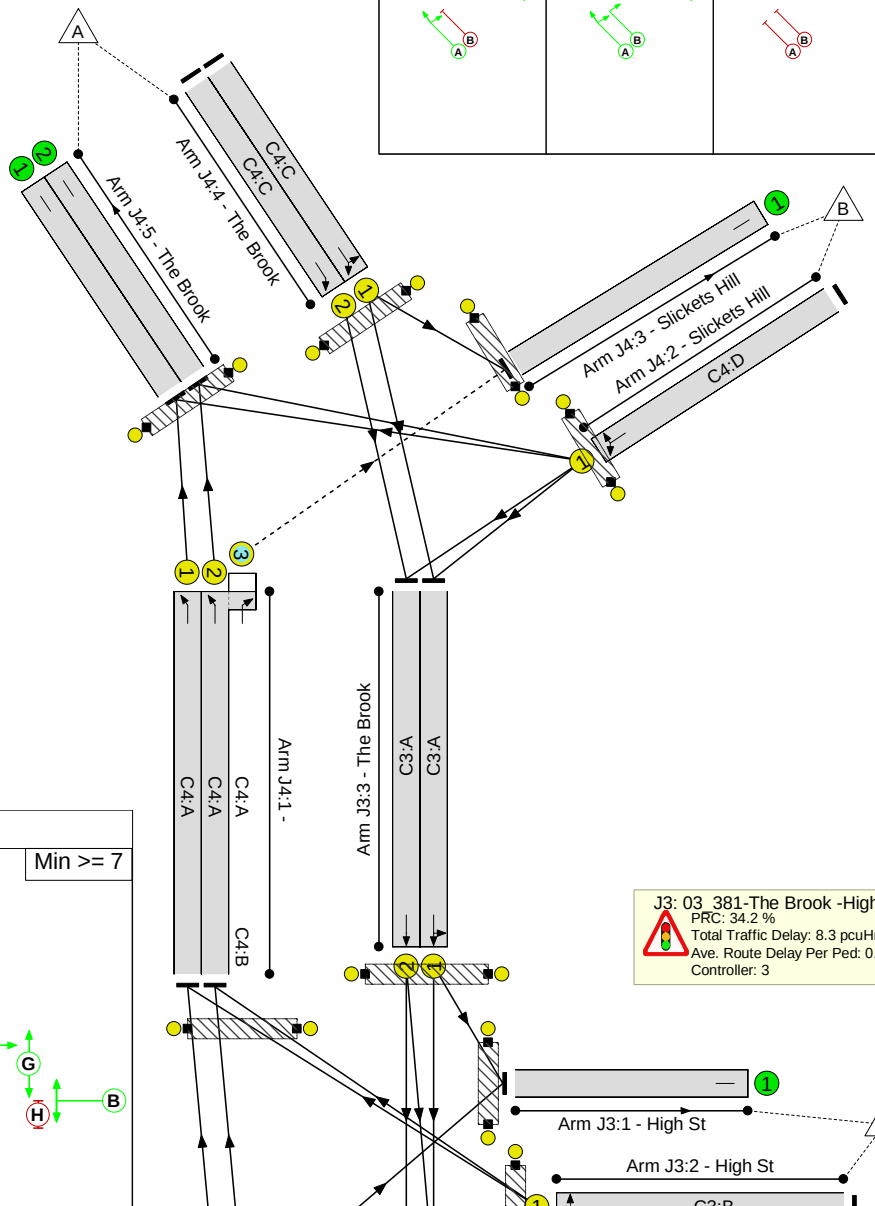


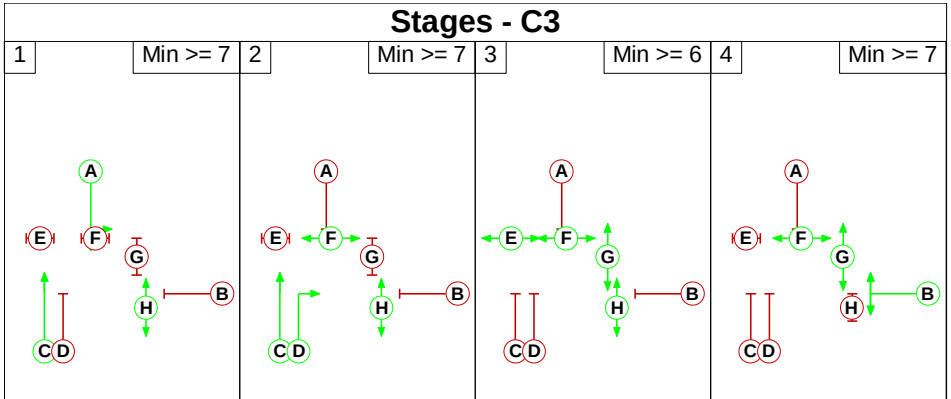
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results







Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-35.81	156.85
C2	1	-83.38	132.21
C3	1	34.19	8.32
C4	1	68.37	7.11
Total Network Delay: 304.49 pcuHr			
Worst PRC: -83.38 % (On Lane J2:4/3 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**165.0%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**122.2%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	25	-	614	1935	503	122.0%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	25	-	661	2080	541	122.2%
2/1		U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	60	-	963	1945	1186	81.2%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	60:25	-	402	2130:1950	0+507	0.0 : 79.3%
4/1		U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	27:60	-	0	1965:1965	367+367	0.0 : 0.0%
5/3	Union St Right	U	N/A	N/A	C1:B		1	27	-	0	1965	550	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	17	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	60	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	52	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	15	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	25	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**165.0%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	47:12	-	0	1940:1940	355+355	0.0 : 0.0%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	48	-	0	1940	1339	0.0%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	48	48	458	2080:1687	0+791	0.0 : 57.9%
3/1	Best St	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	12	-	176	1940:1786	0+617	0.0 : 28.4%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	12	-	665	1940	355	165.0%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.1%**
1/1	High St	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	20	-	0	1940	326	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	43	-	145	1687	594	24.4%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	43	-	458	1940	683	67.1%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	70	-	0	1940	1102	0.0%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	70	-	662	2080	1181	29.9%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	20	-	3	1724	290	0.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	67	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	37	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	89	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.5%**
1/1	Ahead	U	N/A	N/A	C4:A		1	58	-	0	1940	954	0.0%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	58	16	662	1904:1940	934+0	37.8 : 0.0%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	20	-	0	1940	340	0.0%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	59	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	53	-	204	1836	826	24.7%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	53	-	458	1904	857	53.5%
5/1	The Brook	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	46	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	77	-	0	-	0	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	**-**	**-**	**121**	**499**	**13**	**59.1**	**244.9**	**0.5**	**304.5**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**32.1**	**124.8**	**0.0**	**156.8**	**-**	**-**	**-**	**-**
1/1	614	503	-	-	-	11.6	58.1	-	69.7	408.8	20.1	58.1	78.2
1/2	661	541	-	-	-	12.6	62.7	-	75.3	410.0	21.7	62.7	84.4
2/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	963	963	-	-	-	4.0	2.1	-	6.1	23.0	20.6	2.1	22.7
3/2+3/3	402	402	-	-	-	3.9	1.8	-	5.7	51.1	10.4	1.8	12.2
4/1	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	0	0	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**121**	**499**	**13**	**14.1**	**117.7**	**0.5**	**132.2**	**-**	**-**	**-**	**-**
1/1+1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/3	458	458	0	445	13	1.1	0.7	0.5	2.3	18.0	6.0	0.7	6.7
3/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	175	175	121	54	0	0.0	0.2	-	0.2	4.1	0.0	0.2	0.2
4/3	586	355	-	-	-	12.9	116.8	-	129.7	796.5	17.3	116.8	134.0
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**6.9**	**1.4**	**0.0**	**8.3**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	145	145	-	-	-	1.2	0.2	-	1.3	32.7	3.5	0.2	3.7
3/2	458	458	-	-	-	4.4	1.0	-	5.4	42.3	13.5	1.0	14.5
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	353	353	-	-	-	1.4	0.2	-	1.6	16.2	6.4	0.2	6.6
4/3	2	2	-	-	-	0.0	0.0	-	0.0	49.9	0.1	0.0	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**0**	**0**	**0**	**6.1**	**1.0**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2+1/3	353	353	0	0	0	1.9	0.3	0.0	2.2	22.2	7.4	0.3	7.7
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	204	204	-	-	-	1.2	0.2	-	1.3	23.3	4.2	0.2	4.4
4/2	458	458	-	-	-	3.0	0.6	-	3.6	28.4	10.9	0.6	11.5
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	353	353	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

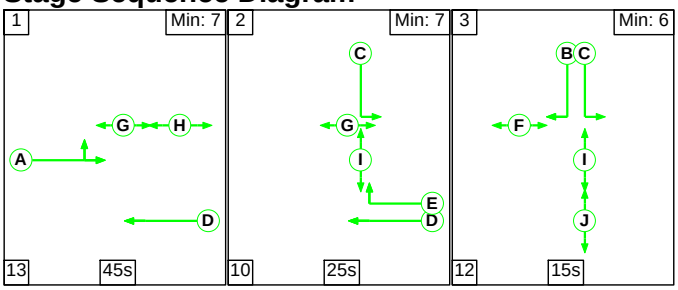
C1	PRC for Signalled Lanes (%):	-35.8	Total Delay for Signalled Lanes (pcuHr):	156.85	Cycle Time (s):	100		
C2	PRC for Signalled Lanes (%):	-83.4	Total Delay for Signalled Lanes (pcuHr):	132.21	Cycle Time (s):	71		
C3	PRC for Signalled Lanes (%):	34.2	Total Delay for Signalled Lanes (pcuHr):	8.32	Cycle Time (s):	125		
C4	PRC for Signalled Lanes (%):	68.4	Total Delay for Signalled Lanes (pcuHr):	7.11	Cycle Time (s):	120		
	PRC Over All Lanes (%):	-83.4	Total Delay Over All Lanes(pcuHr):	304.49				

Full Input Data And Results

Scenario 2: 'PM Peak MaxSetA' (FG2: '2041 DS PM Peak', Plan 1: 'AM Peak ')

C1

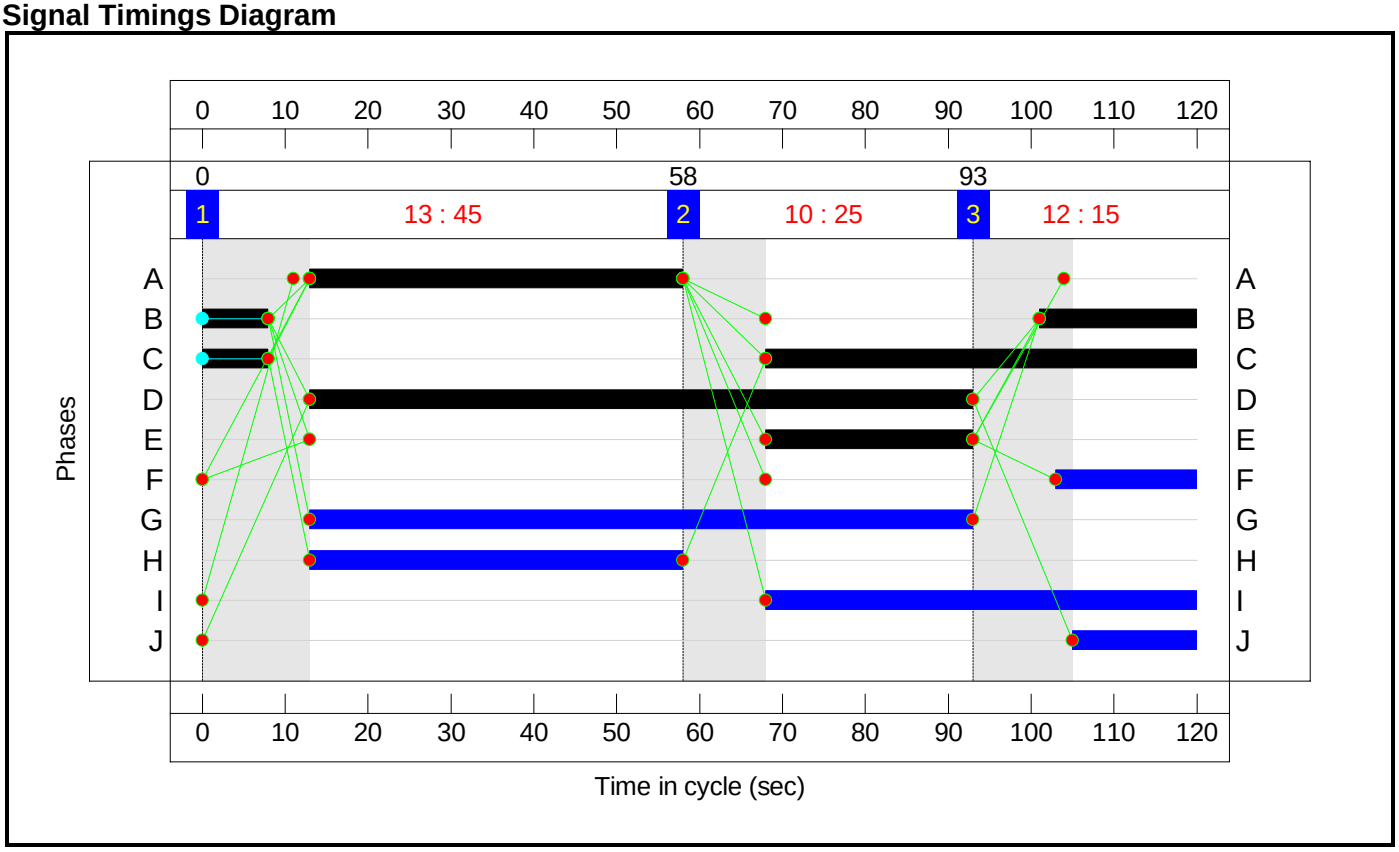
Stage Sequence Diagram



Stage Timings

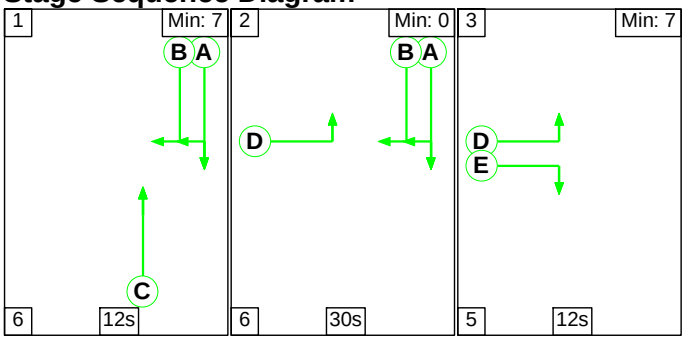
Stage	1	2	3
Duration	45	25	15
Change Point	0	58	93

Signal Timings Diagram



C2

Stage Sequence Diagram

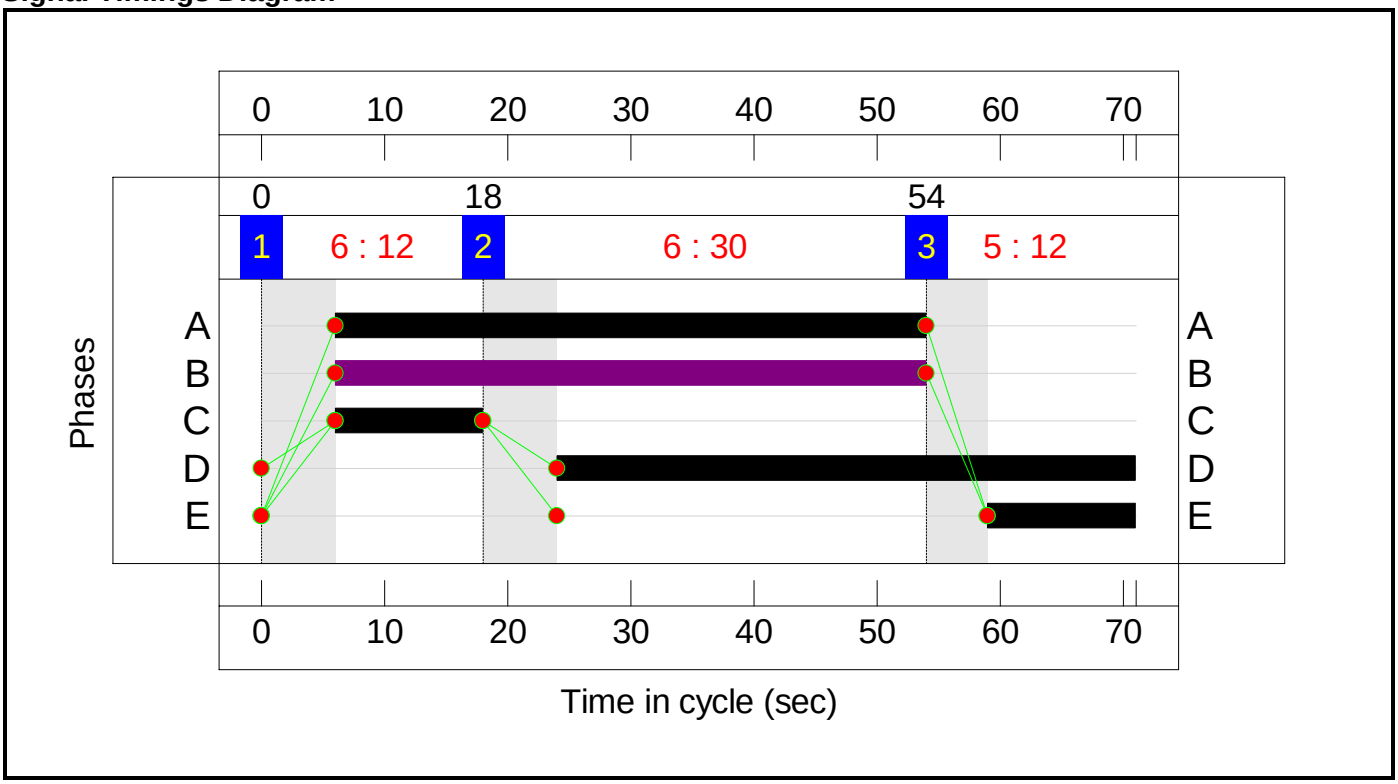


Full Input Data And Results

Stage Timings

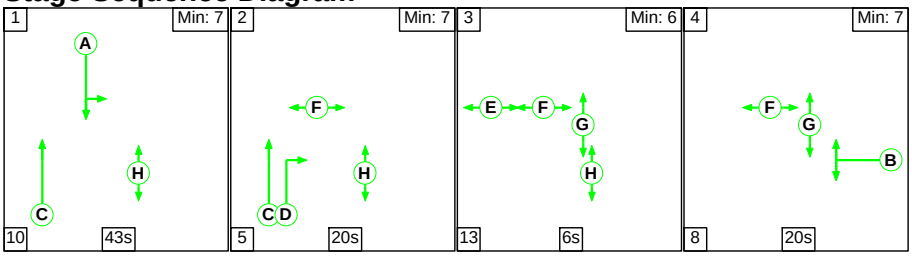
Stage	1	2	3
Duration	12	30	12
Change Point	0	18	54

Signal Timings Diagram



C3

Stage Sequence Diagram

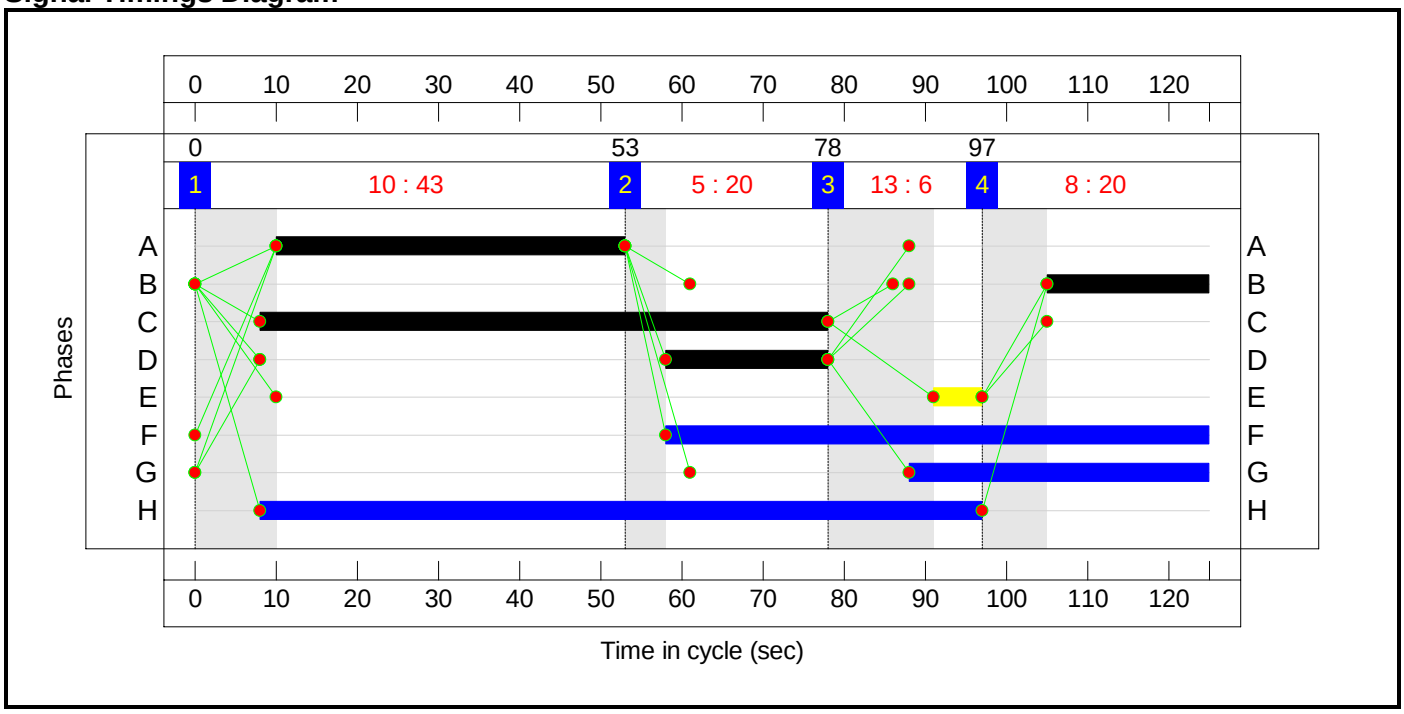


Stage Timings

Stage	1	2	3	4
Duration	43	20	6	20
Change Point	0	53	78	97

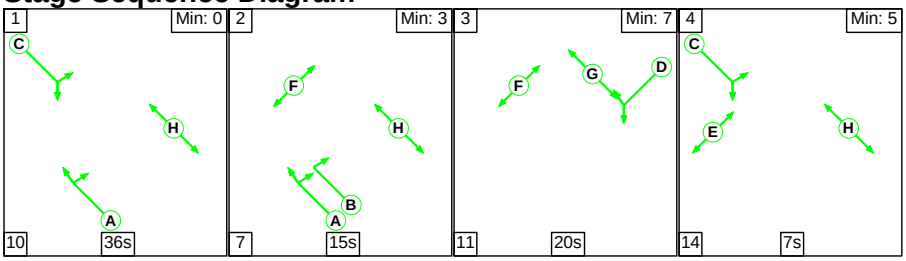
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

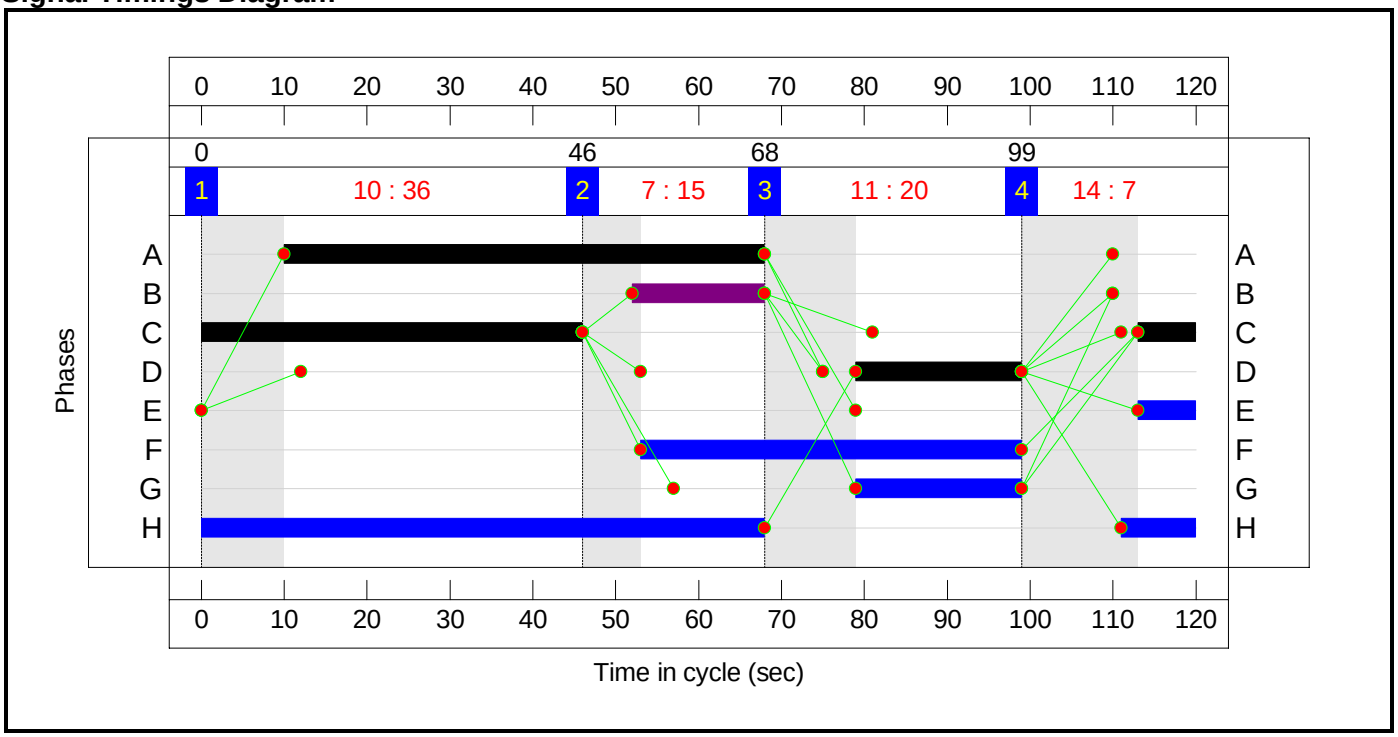


Stage Timings

Stage	1	2	3	4
Duration	36	15	20	7
Change Point	0	46	68	99

Full Input Data And Results

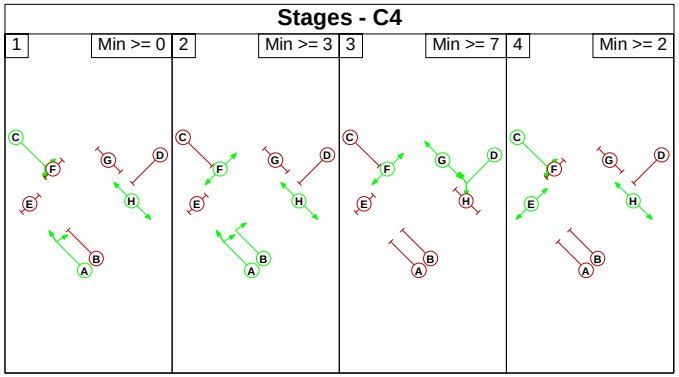
Signal Timings Diagram

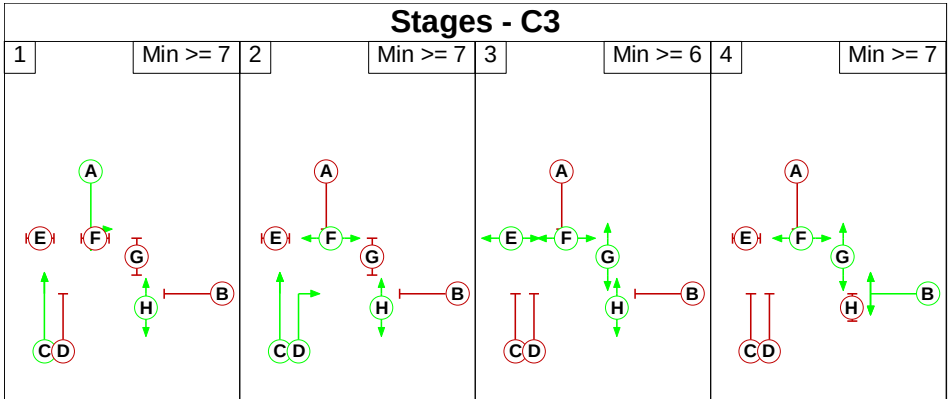


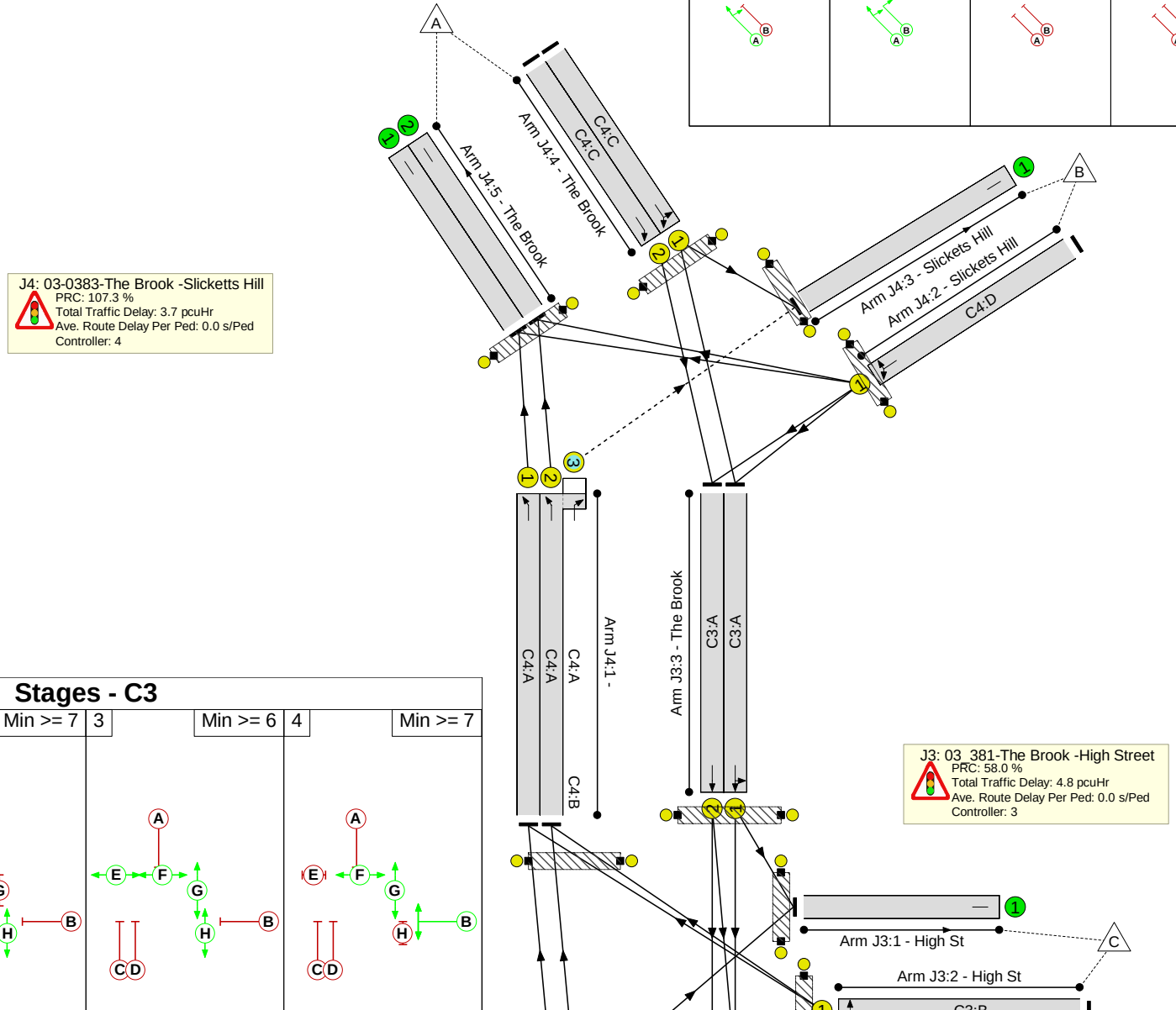
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results







Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-0.20	21.12
C2	1	117.86	2.74
C3	1	57.99	4.82
C4	1	107.29	3.72
Total Network Delay: 32.39 pcuHr			
Worst PRC: -0.20 % (On Lane J1:3/2 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	45	-	501	1935	742	67.5%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	45	-	550	2080	797	69.0%
2/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	80	-	439	1945	1313	33.4%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	80:25	-	381	2130:1950	0+422	0.0 : 90.2%
4/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	27:60	-	0	1965:1965	306+306	0.0 : 0.0%
5/3	Union St Right	U	N/A	N/A	C1:B		1	27	-	0	1965	458	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	17	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	80	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	52	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	15	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	45	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.3%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	47:12	-	0	1940:1940	355+355	0.0 : 0.0%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	48	-	0	1940	1339	0.0%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	48	48	389	2080:1687	0+942	0.0 : 41.3%
3/1	Best St	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	12	-	245	1940:1786	0+632	0.0 : 38.8%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	12	-	138	1940	355	38.9%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.0%**
1/1	High St	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	20	-	0	1940	326	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	43	-	8	1687	594	1.3%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	43	-	389	1940	683	57.0%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	70	-	0	1940	1102	0.0%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	70	-	138	2080	1181	11.7%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	20	-	0	1940	326	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	67	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	37	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	89	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**43.4%**
1/1	Ahead	U	N/A	N/A	C4:A		1	58	-	0	1940	954	0.0%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	58	16	138	1904:1940	934+0	14.8 : 0.0%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	20	-	17	1687	295	5.8%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	53	-	9	1877	845	1.1%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	53	-	372	1904	857	43.4%
5/1	The Brook	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	46	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	77	-	0	-	0	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	**-**	**-**	**320**	**303**	**11**	**23.7**	**8.5**	**0.2**	**32.4**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**14.9**	**6.3**	**0.0**	**21.1**	**-**	**-**	**-**	**-**
1/1	501	501	-	-	-	4.3	1.0	-	5.3	38.2	13.8	1.0	14.8
1/2	550	550	-	-	-	4.7	1.1	-	5.8	38.2	15.3	1.1	16.4
2/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	439	439	-	-	-	1.0	0.3	-	1.2	10.2	6.1	0.3	6.3
3/2+3/3	381	381	-	-	-	4.8	3.9	-	8.7	82.3	12.3	3.9	16.1
4/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	0	0	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**320**	**303**	**11**	**1.5**	**1.0**	**0.2**	**2.7**	**-**	**-**	**-**	**-**
1/1+1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/3	389	389	151	227	11	0.6	0.4	0.2	1.1	10.4	3.6	0.4	3.9
3/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	245	245	169	76	0	0.0	0.3	-	0.3	4.6	0.0	0.3	0.3
4/3	138	138	-	-	-	1.0	0.3	-	1.3	33.8	2.4	0.3	2.7
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**4.1**	**0.7**	**0.0**	**4.8**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	8	8	-	-	-	0.1	0.0	-	0.1	29.6	0.2	0.0	0.2
3/2	389	389	-	-	-	3.5	0.7	-	4.2	38.9	10.9	0.7	11.6
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	138	138	-	-	-	0.5	0.1	-	0.5	14.2	2.2	0.1	2.3
4/3	0	0	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**0**	**0**	**0**	**3.2**	**0.5**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2+1/3	138	138	0	0	0	0.6	0.1	0.0	0.7	19.0	2.5	0.1	2.6
2/1	17	17	-	-	-	0.2	0.0	-	0.2	47.7	0.5	0.0	0.5
3/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	9	9	-	-	-	0.0	0.0	-	0.1	20.6	0.2	0.0	0.2
4/2	372	372	-	-	-	2.3	0.4	-	2.7	26.3	8.5	0.4	8.9
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	138	138	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

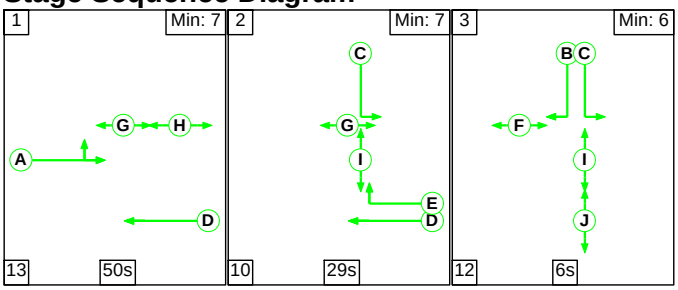
C1	PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	21.12	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	117.9	Total Delay for Signalled Lanes (pcuHr):	2.74	Cycle Time (s): 71
C3	PRC for Signalled Lanes (%):	58.0	Total Delay for Signalled Lanes (pcuHr):	4.82	Cycle Time (s): 125
C4	PRC for Signalled Lanes (%):	107.3	Total Delay for Signalled Lanes (pcuHr):	3.72	Cycle Time (s): 120
	PRC Over All Lanes (%):	-0.2	Total Delay Over All Lanes(pcuHr):	32.39	

Full Input Data And Results

Scenario 3: '2041 DS AM Peak' (FG1: '2041 DS AM Peak', Plan 1: 'AM Peak ')

C1

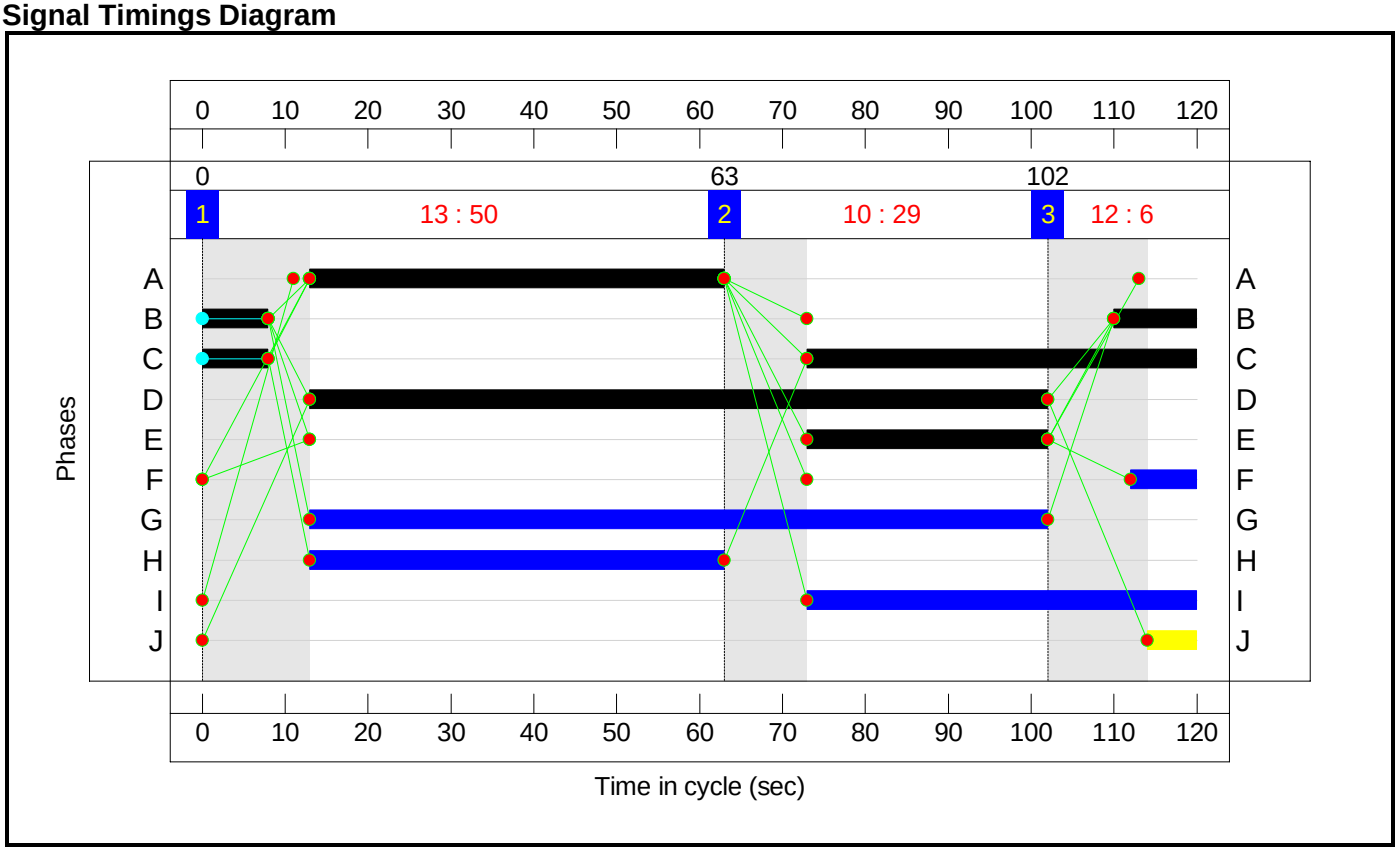
Stage Sequence Diagram



Stage Timings

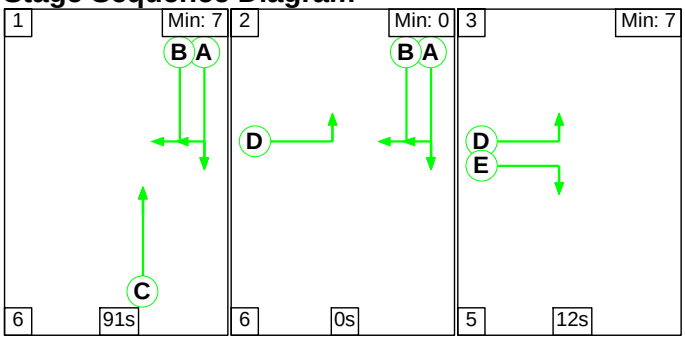
Stage	1	2	3
Duration	50	29	6
Change Point	0	63	102

Signal Timings Diagram



C2

Stage Sequence Diagram

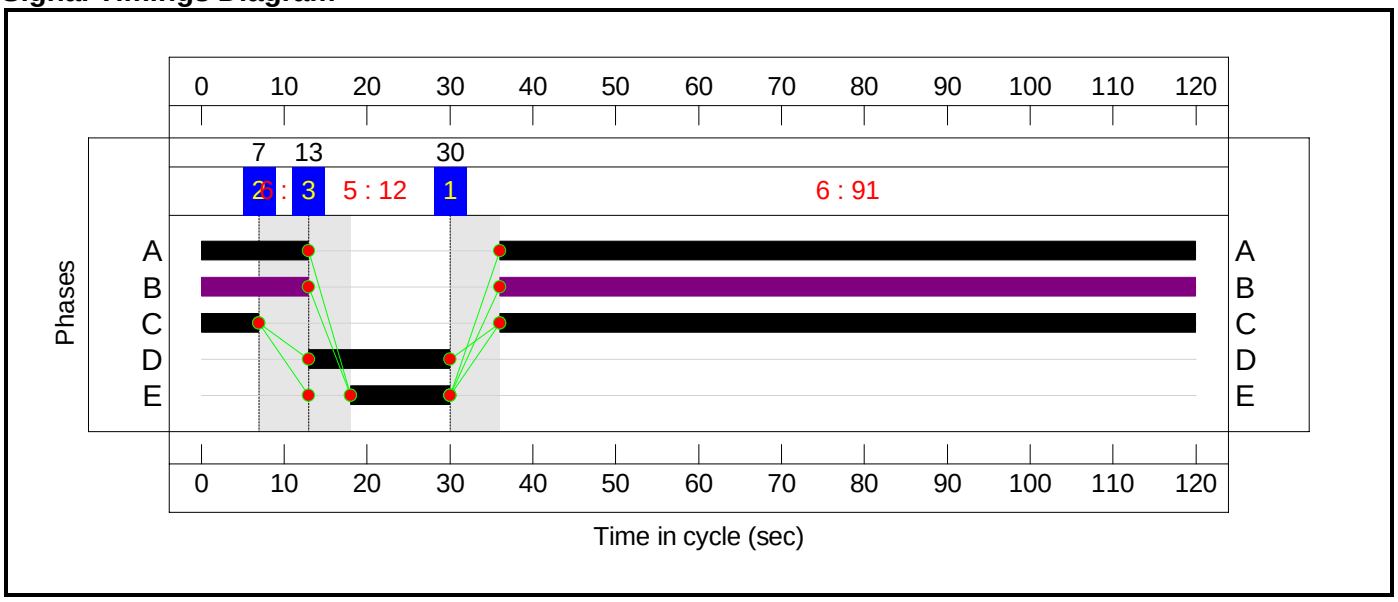


Full Input Data And Results

Stage Timings

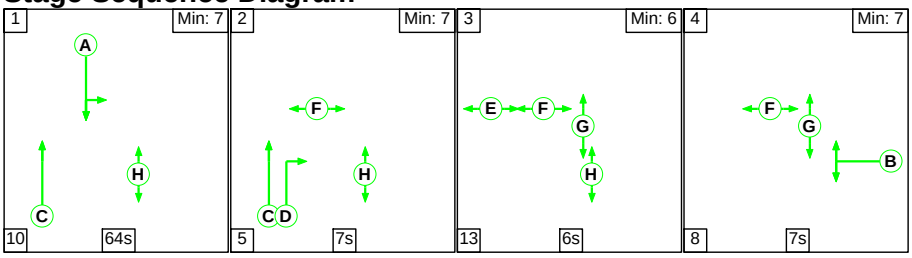
Stage	1	2	3
Duration	91	0	12
Change Point	30	7	13

Signal Timings Diagram



C3

Stage Sequence Diagram

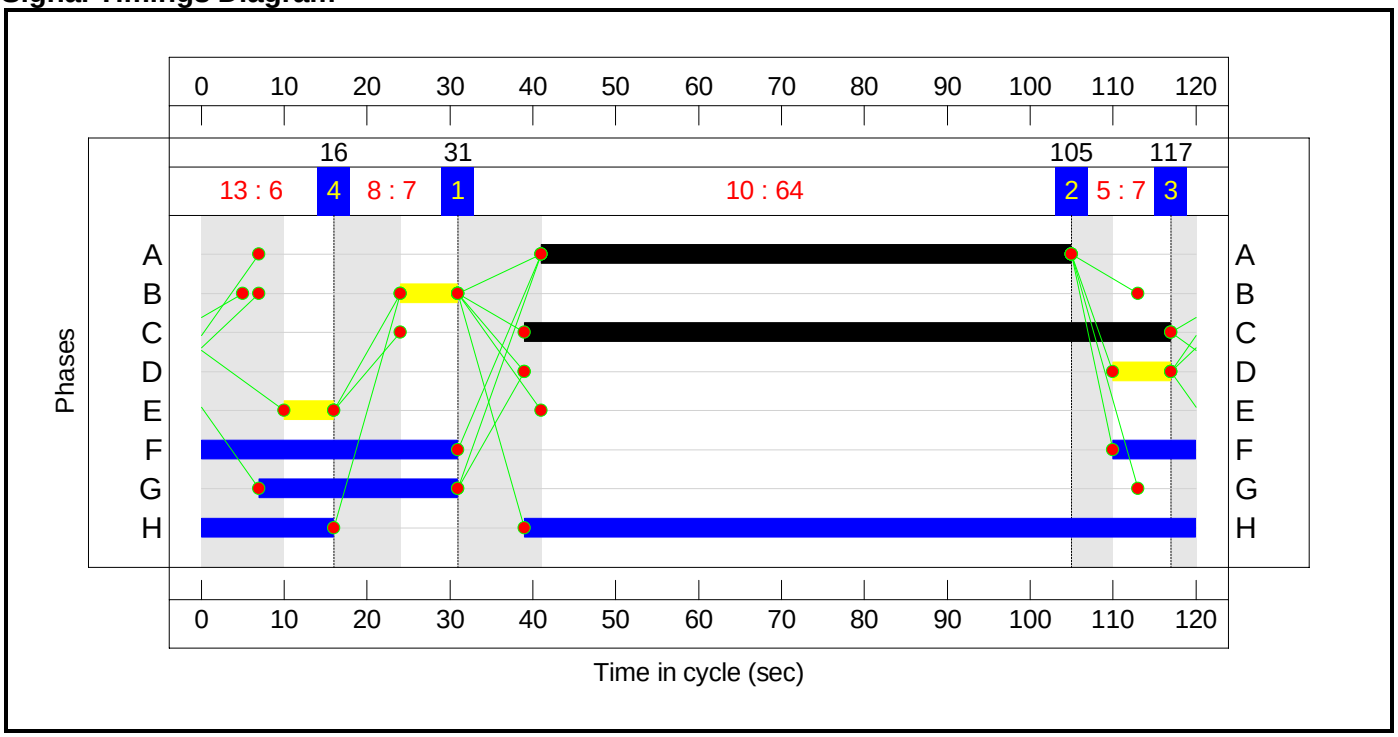


Stage Timings

Stage	1	2	3	4
Duration	64	7	6	7
Change Point	31	105	117	16

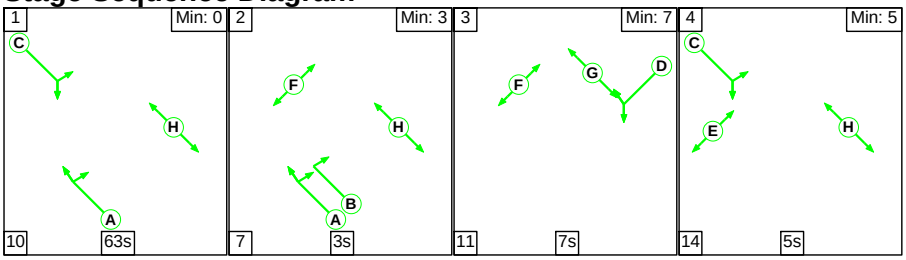
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

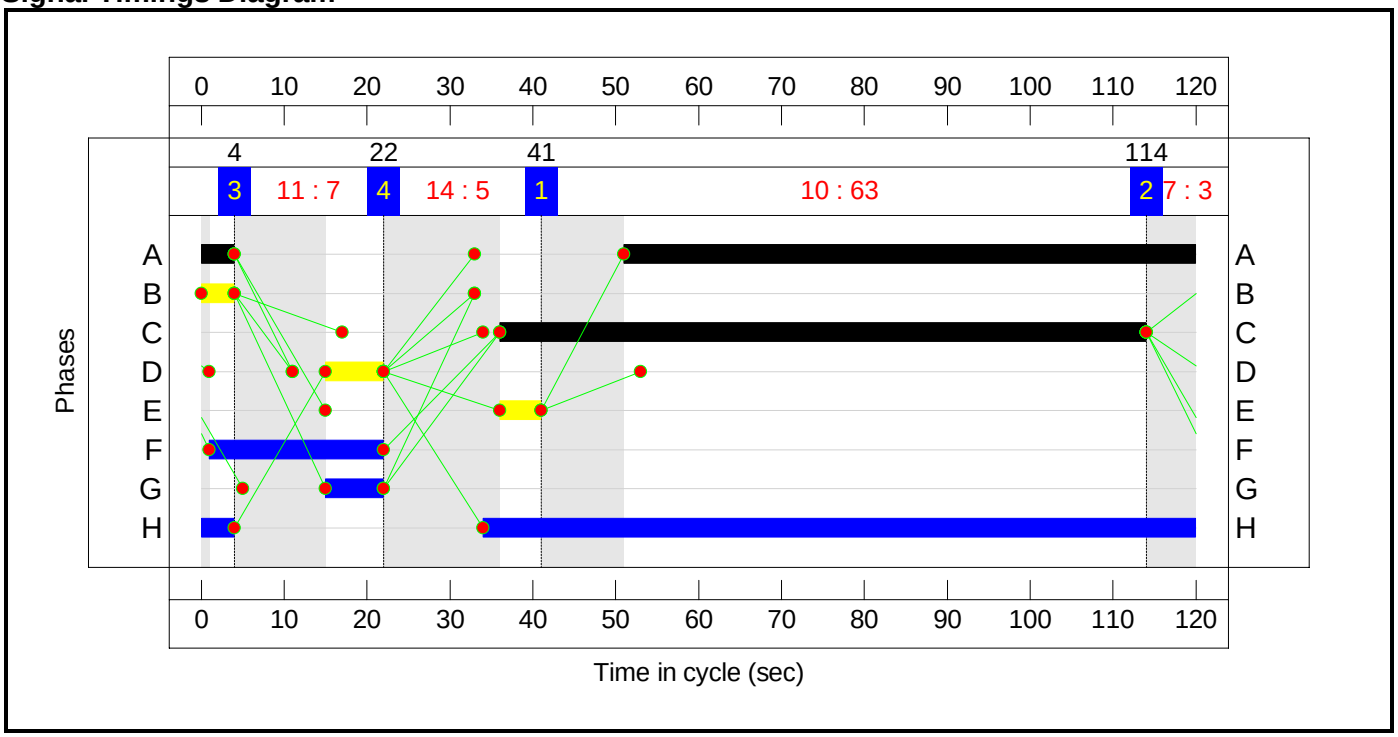


Stage Timings

Stage	1	2	3	4
Duration	63	3	7	5
Change Point	41	114	4	22

Full Input Data And Results

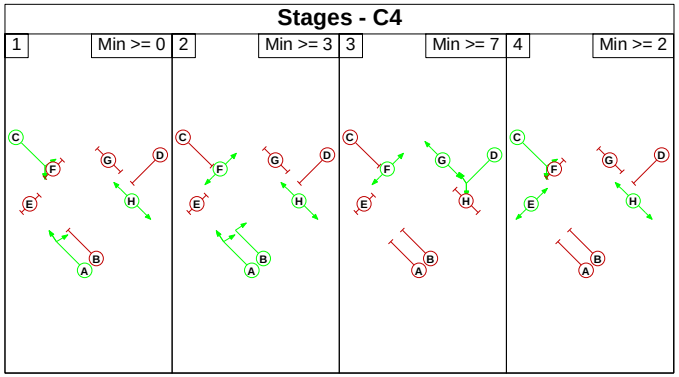
Signal Timings Diagram

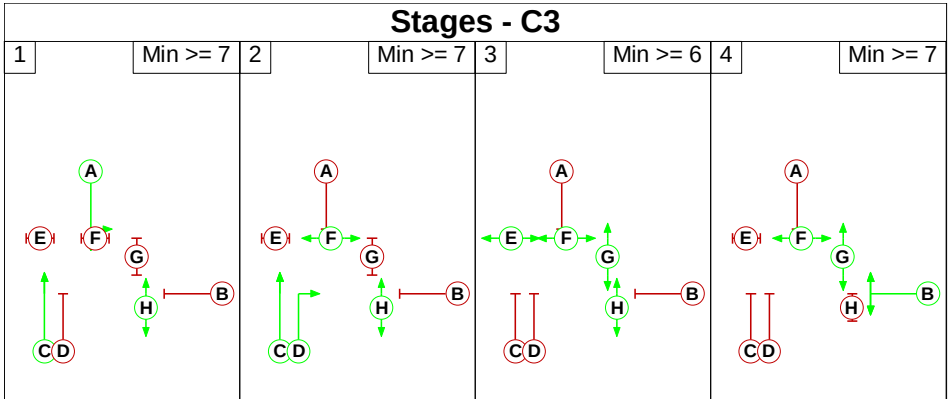


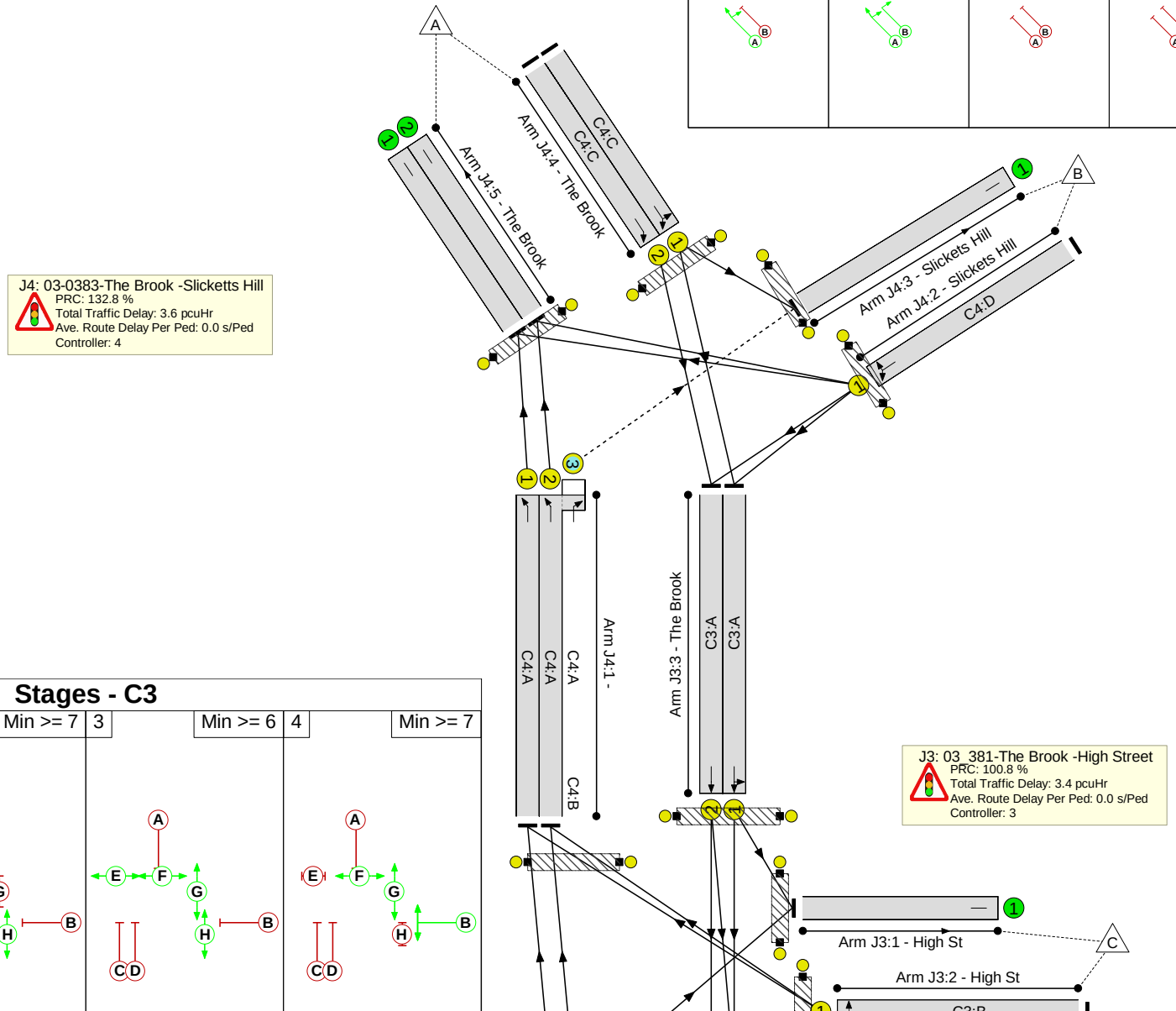
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results







Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	8.60	27.15
C2	1	44.72	5.56
C3	1	100.80	3.39
C4	1	132.78	3.58
Total Network Delay: 39.68 pcuHr			
Worst PRC: 8.60 % (On Lane J1:3/2 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	50	-	610	1935	822	74.2%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	50	-	665	2080	884	75.2%
2/1		U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	89	-	934	1945	1459	64.0%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	89:29	-	433	2130:1950	35+488	82.9 : 82.9%
4/1		U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	18:55	-	226	1747:1786	237+122	62.9 : 62.9%
5/3	Union St Right	U	N/A	N/A	C1:B		1	18	-	137	1747	277	49.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	47	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	50	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.2%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	17:12	-	118	1687:1940	128+210	32.1 : 36.6%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	97	-	286	1940	1584	18.1%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	97	97	458	2080:1687	0+736	0.0 : 62.2%
3/1	Best St	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	91	-	493	1940:1786	987+548	32.1 : 32.1%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	91	-	350	1940	1487	23.5%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.8%**
1/1	High St	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	7	-	0	1940	129	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	64	-	418	1844	999	41.8%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	64	-	471	1940	1051	44.8%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	343	1940	1277	26.9%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	362	2080	1369	26.4%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	7	-	3	1724	115	2.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	41	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	24	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	97	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.7%**
1/1	Ahead	U	N/A	N/A	C4:A		1	73	-	343	1904	1174	29.2%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	73	4	362	1904:1687	1162+10	30.9 : 30.9%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	7	-	0	1940	129	0.0%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	78	-	477	1874	1234	38.7%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	78	-	471	1904	1253	37.6%
5/1	The Brook	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	21	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	90	-	0	-	0	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	**-**	**-**	**635**	**2**	**0**	**27.7**	**11.2**	**0.8**	**39.7**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**19.7**	**7.4**	**0.0**	**27.2**	**-**	**-**	**-**	**-**
1/1	610	610	-	-	-	4.9	1.4	-	6.3	37.3	16.9	1.4	18.4
1/2	665	665	-	-	-	5.4	1.5	-	6.9	37.3	18.7	1.5	20.2
2/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	934	934	-	-	-	1.9	0.9	-	2.8	10.6	14.8	0.9	15.7
3/2+3/3	433	433	-	-	-	4.8	2.3	-	7.1	59.1	12.7	2.3	15.0
4/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	226	226	-	-	-	1.6	0.8	-	2.4	39.0	4.5	0.8	5.3
5/3	137	137	-	-	-	1.1	0.5	-	1.6	42.7	4.1	0.5	4.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**632**	**2**	**0**	**3.2**	**1.6**	**0.8**	**5.6**	**-**	**-**	**-**	**-**
1/1+1/2	118	118	-	-	-	1.6	0.3	-	1.8	56.0	2.4	0.3	2.6
2/1	286	286	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
2/2+2/3	458	458	458	0	0	0.5	0.8	0.8	2.0	16.1	11.2	0.8	12.1
3/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	493	493	174	2	0	0.7	0.2	-	0.9	6.7	5.8	0.2	6.0
4/3	350	350	-	-	-	0.5	0.2	-	0.6	6.6	5.7	0.2	5.8
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**2.2**	**1.1**	**0.0**	**3.4**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	418	418	-	-	-	1.0	0.4	-	1.3	11.3	2.6	0.4	2.9
3/2	471	471	-	-	-	1.1	0.4	-	1.5	11.3	2.9	0.4	3.3
4/1	343	343	-	-	-	0.1	0.2	-	0.3	3.3	0.9	0.2	1.1
4/2	362	362	-	-	-	0.1	0.2	-	0.3	2.5	0.5	0.2	0.7
4/3	3	3	-	-	-	0.0	0.0	-	0.0	31.7	0.1	0.0	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**3**	**0**	**0**	**2.5**	**1.0**	**0.0**	**3.6**	**-**	**-**	**-**	**-**
1/1	343	343	-	-	-	0.0	0.2	-	0.2	2.6	0.8	0.2	1.0
1/2+1/3	362	362	3	0	0	0.0	0.2	0.0	0.3	2.5	0.6	0.2	0.8
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	477	477	-	-	-	1.2	0.3	-	1.6	11.8	7.2	0.3	7.5
4/2	471	471	-	-	-	1.2	0.3	-	1.5	11.6	7.1	0.3	7.4
5/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	359	359	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

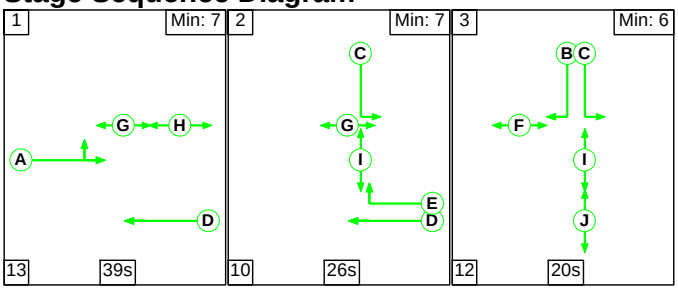
C1	PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	27.15	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	44.7	Total Delay for Signalled Lanes (pcuHr):	5.56	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	100.8	Total Delay for Signalled Lanes (pcuHr):	3.39	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	132.8	Total Delay for Signalled Lanes (pcuHr):	3.58	Cycle Time (s): 120
	PRC Over All Lanes (%):	8.6	Total Delay Over All Lanes(pcuHr):	39.68	

Full Input Data And Results

Scenario 4: '2041 DS PM Peak' (FG2: '2041 DS PM Peak', Plan 1: 'AM Peak ')

C1

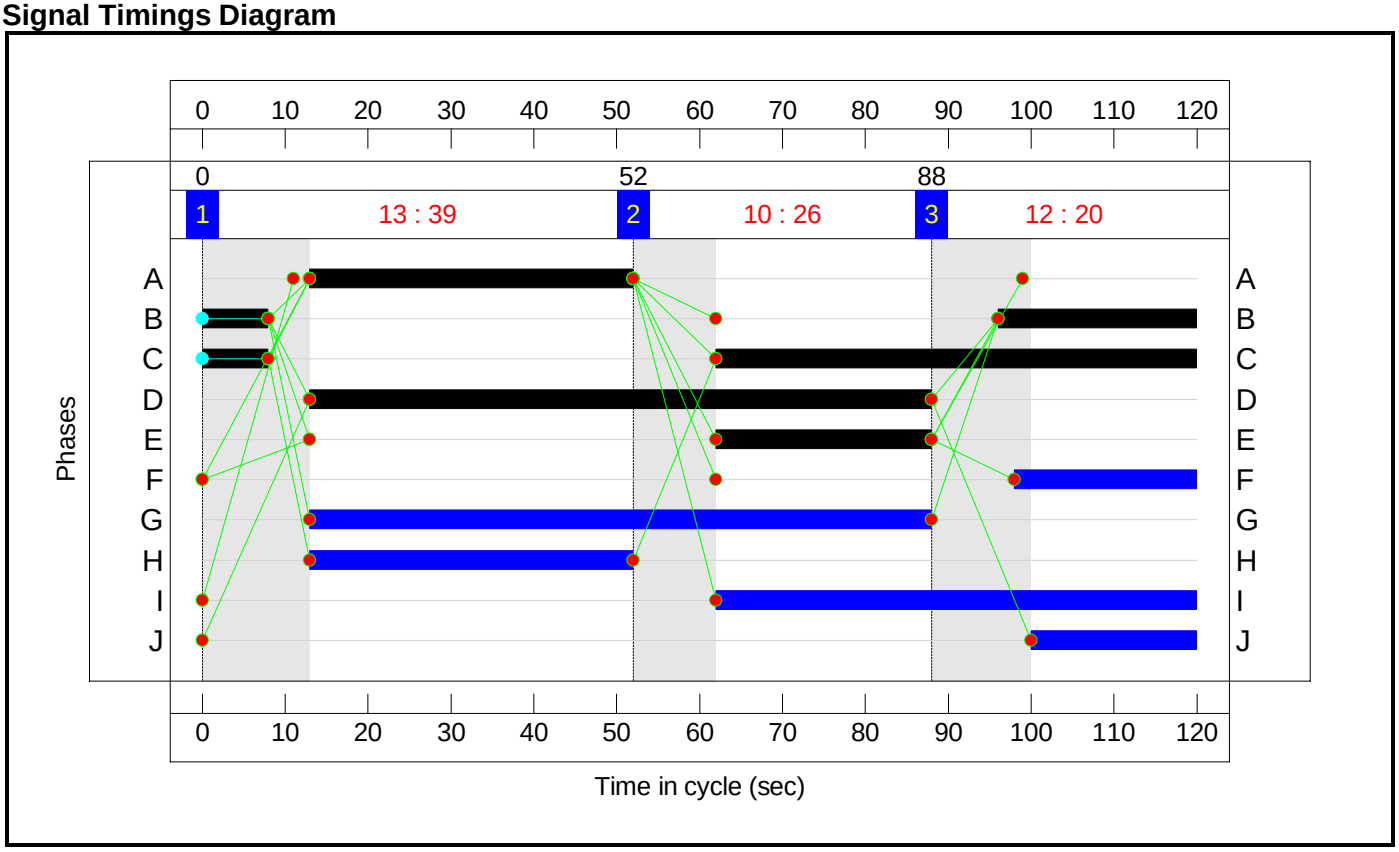
Stage Sequence Diagram



Stage Timings

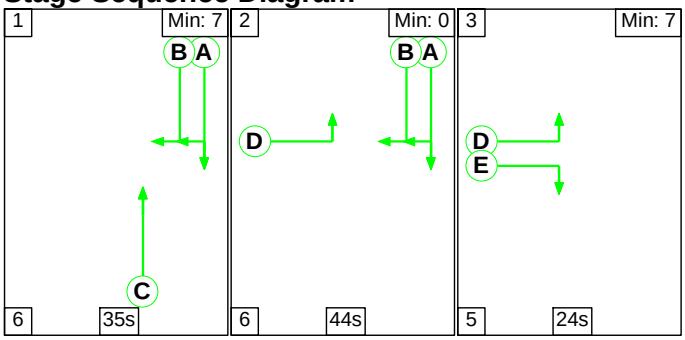
Stage	1	2	3
Duration	39	26	20
Change Point	0	52	88

Signal Timings Diagram



C2

Stage Sequence Diagram

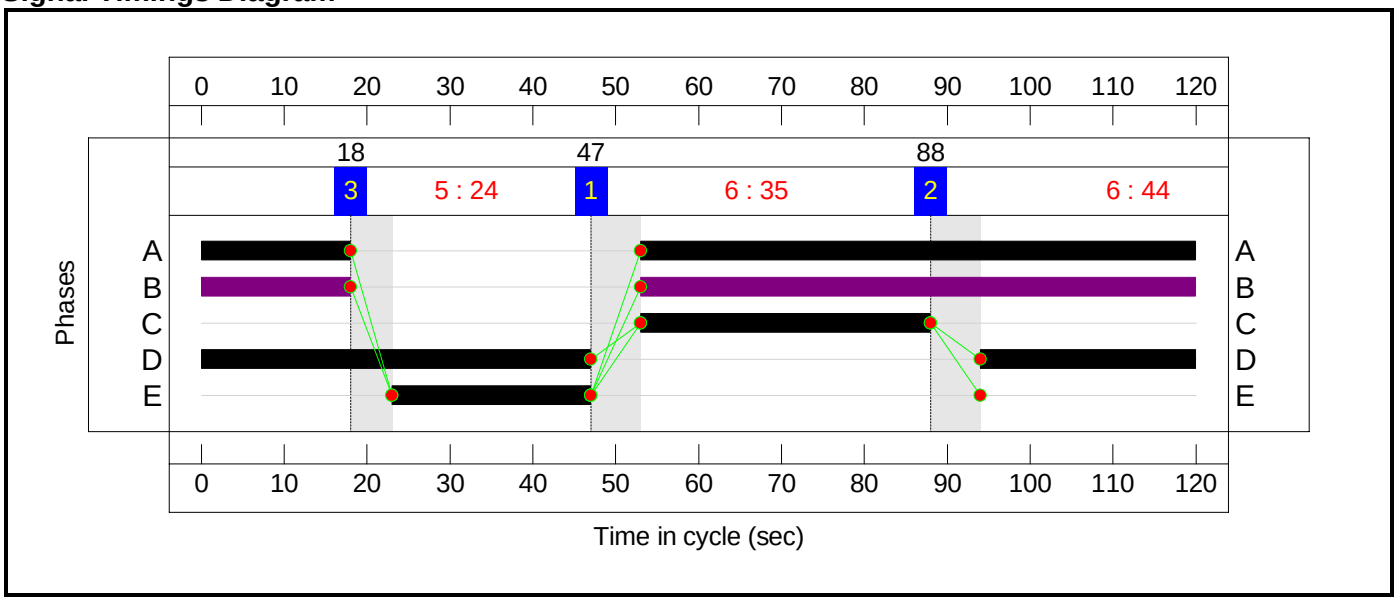


Full Input Data And Results

Stage Timings

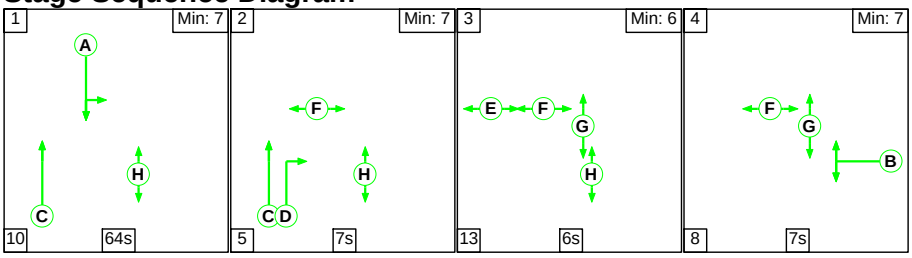
Stage	1	2	3
Duration	35	44	24
Change Point	47	88	18

Signal Timings Diagram



C3

Stage Sequence Diagram

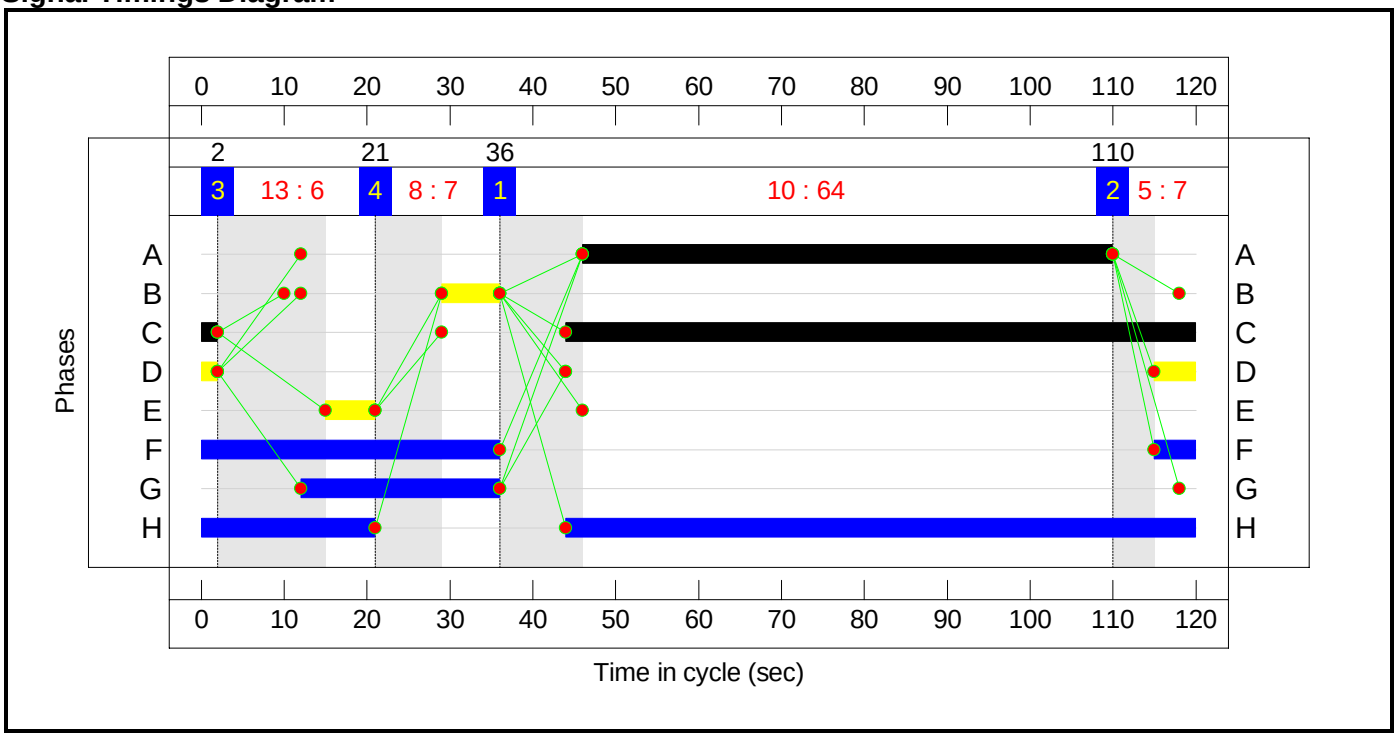


Stage Timings

Stage	1	2	3	4
Duration	64	7	6	7
Change Point	36	110	2	21

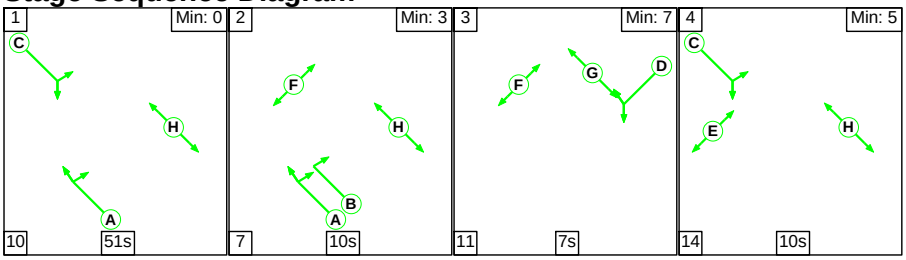
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

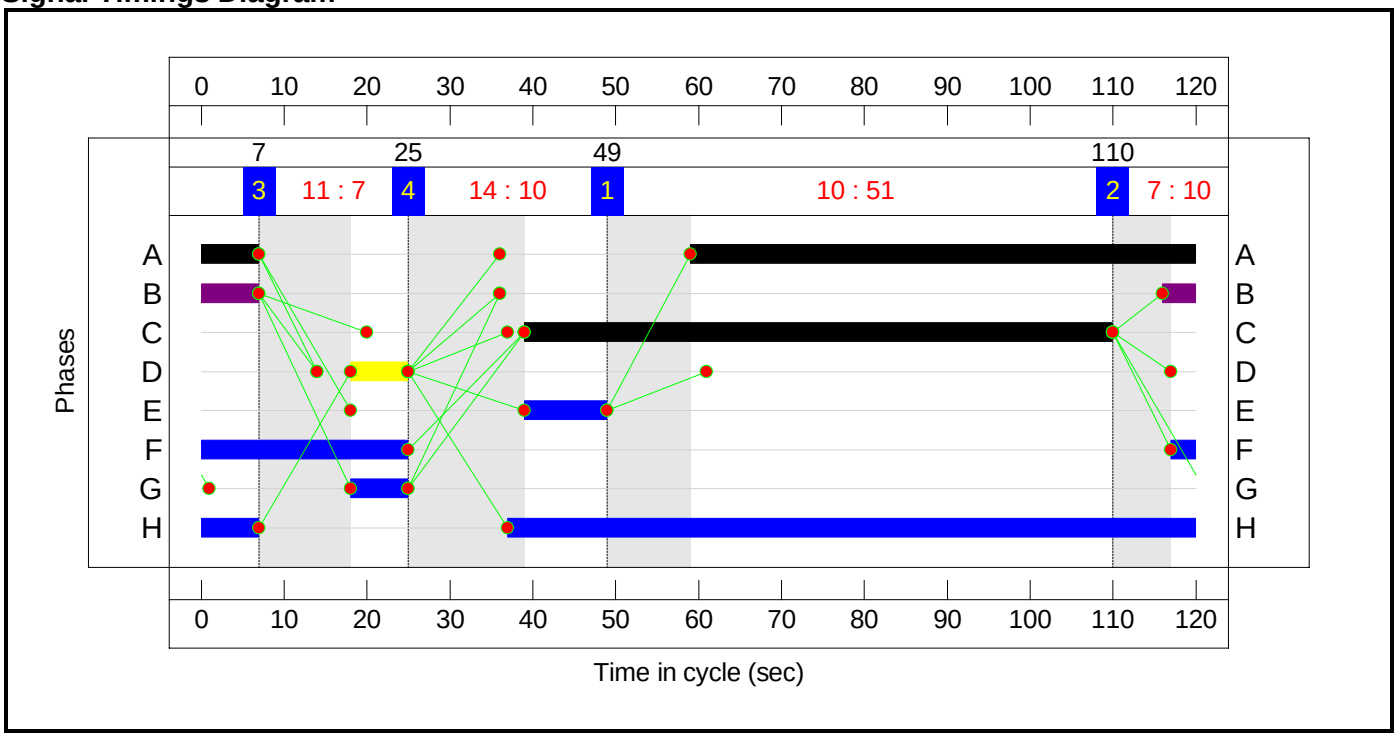


Stage Timings

Stage	1	2	3	4
Duration	51	10	7	10
Change Point	49	110	7	25

Full Input Data And Results

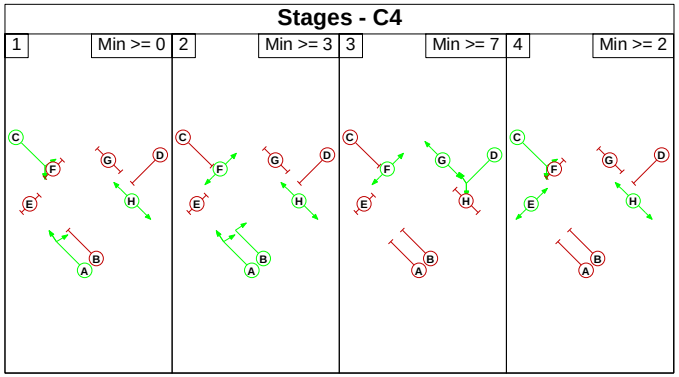
Signal Timings Diagram

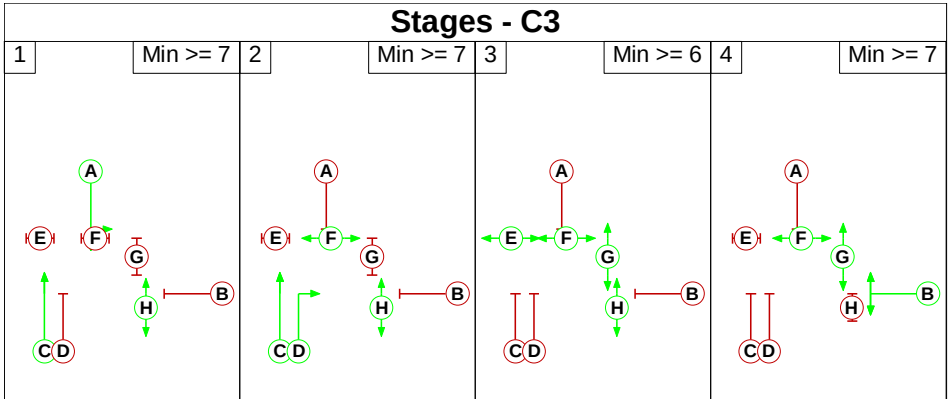


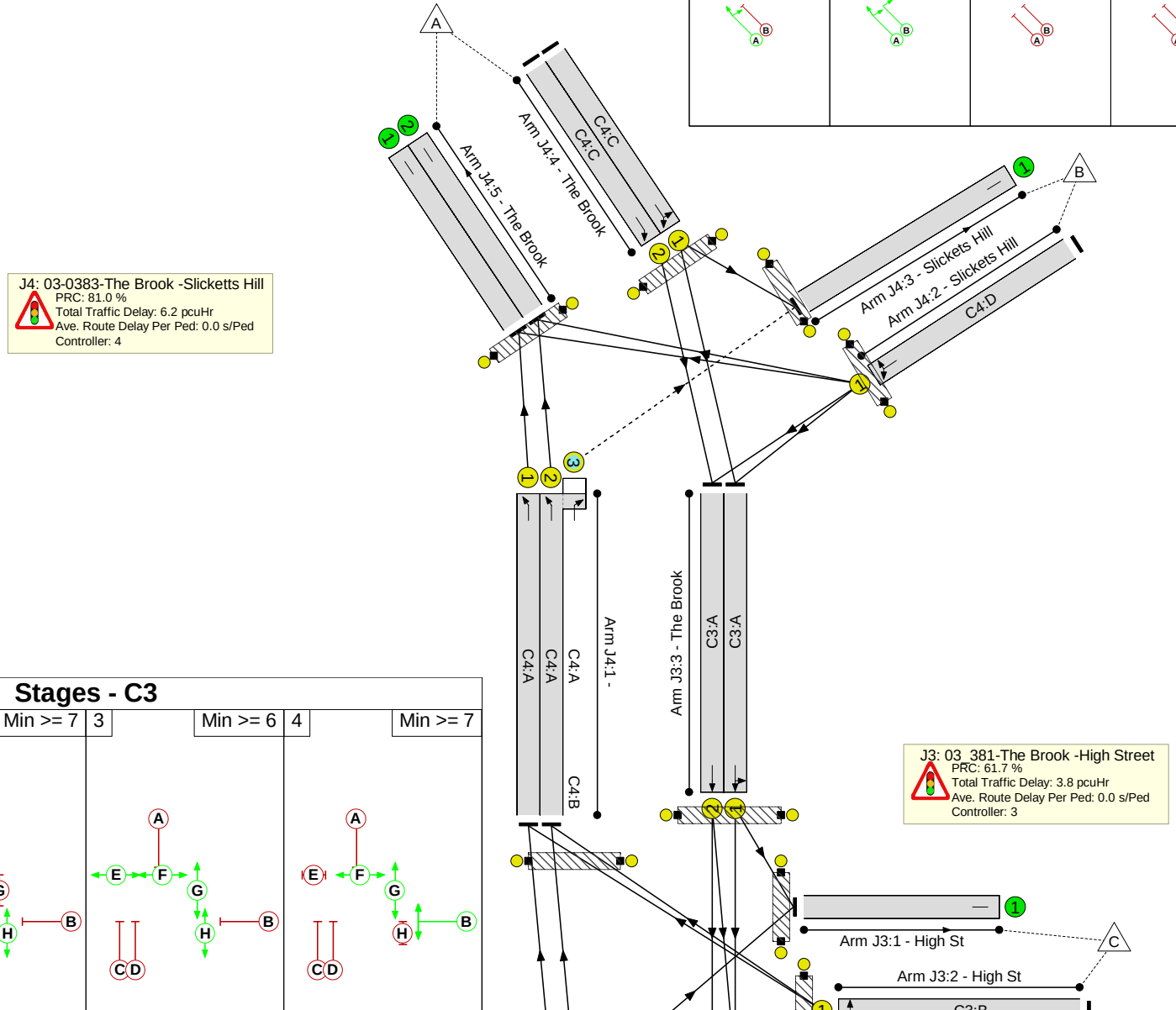
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results







Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	3.64	31.84
C2	1	108.90	5.96
C3	1	61.67	3.76
C4	1	81.01	6.17
Total Network Delay: 47.73 pcuHr			
Worst PRC: 3.64 % (On Lane J1:3/2 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	39	-	501	1935	645	77.7%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	39	-	550	2080	693	79.3%
2/1		U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	75	-	439	1945	1232	35.6%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	75:26	-	381	2130:1950	0+439	0.0 : 86.8%
4/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	32:66	-	537	1747:1786	326+301	85.6 : 85.6%
5/3	Union St Right	U	N/A	N/A	C1:B		1	32	-	346	1747	480	72.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	22	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	75	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	58	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	20	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	39	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**43.1%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	73:24	-	533	1687:1940	876+404	41.0 : 43.1%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	85	-	599	1940	1390	43.1%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	85	85	499	2080:1687	259+917	42.4 : 42.4%
3/1	Best St	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	35	-	319	1940:1786	190+629	38.9 : 38.9%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	35	-	64	1940	582	11.0%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.7%**
1/1	High St	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	7	-	0	1940	129	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	64	-	521	1936	1049	49.7%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	64	-	585	1940	1051	55.7%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	241	1940	1277	18.9%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	256	2080	1369	18.7%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	7	-	0	1940	129	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	41	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	24	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	97	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.7%**
1/1	Ahead	U	N/A	N/A	C4:A		1	68	-	241	1904	1095	22.0%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	68	11	256	1904:1687	1088+4	23.4 : 23.4%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	7	-	17	1687	112	15.1%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	71	-	522	1904	1142	45.7%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	71	-	568	1904	1142	49.7%
5/1	The Brook	U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	28	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	90	-	0	-	0	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	**-**	**-**	**514**	**121**	**0**	**32.5**	**15.0**	**0.2**	**47.7**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**20.9**	**10.9**	**0.0**	**31.8**	**-**	**-**	**-**	**-**
1/1	501	501	-	-	-	5.0	1.7	-	6.7	48.2	14.9	1.7	16.6
1/2	550	550	-	-	-	5.5	1.9	-	7.4	48.5	16.5	1.9	18.4
2/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	439	439	-	-	-	1.3	0.3	-	1.5	12.7	6.8	0.3	7.1
3/2+3/3	381	381	-	-	-	4.7	3.0	-	7.7	73.0	12.2	3.0	15.2
4/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	537	537	-	-	-	2.1	2.8	-	4.9	33.0	7.8	2.8	10.6
5/3	346	346	-	-	-	2.3	1.3	-	3.5	36.6	9.5	1.3	10.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**514**	**120**	**0**	**4.2**	**1.5**	**0.2**	**6.0**	**-**	**-**	**-**	**-**
1/1+1/2	533	533	-	-	-	3.1	0.4	-	3.5	23.4	5.8	0.4	6.1
2/1	599	599	-	-	-	0.0	0.4	-	0.4	2.4	6.6	0.4	6.9
2/2+2/3	499	499	269	120	0	0.0	0.4	0.2	0.6	4.4	4.7	0.4	5.1
3/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	319	319	244	1	0	1.1	0.3	-	1.4	15.7	8.1	0.3	8.5
4/3	64	64	-	-	-	0.0	0.1	-	0.1	5.6	0.1	0.1	0.1
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**2.4**	**1.4**	**0.0**	**3.8**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	521	521	-	-	-	0.7	0.5	-	1.2	8.5	1.9	0.5	2.4
3/2	585	585	-	-	-	0.9	0.6	-	1.5	9.4	3.9	0.6	4.5
4/1	241	241	-	-	-	0.4	0.1	-	0.5	7.1	2.0	0.1	2.2
4/2	256	256	-	-	-	0.4	0.1	-	0.5	7.4	2.4	0.1	2.5
4/3	0	0	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**1**	**0**	**0**	**4.9**	**1.3**	**0.0**	**6.2**	**-**	**-**	**-**	**-**
1/1	241	241	-	-	-	0.3	0.1	-	0.4	6.0	2.5	0.1	2.6
1/2+1/3	256	256	1	0	0	0.3	0.2	0.0	0.4	6.2	3.0	0.2	3.1
2/1	17	17	-	-	-	0.2	0.1	-	0.3	71.7	0.5	0.1	0.6
3/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	522	522	-	-	-	1.9	0.4	-	2.3	16.1	9.6	0.4	10.0
4/2	568	568	-	-	-	2.2	0.5	-	2.7	16.8	10.7	0.5	11.2
5/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	255	255	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

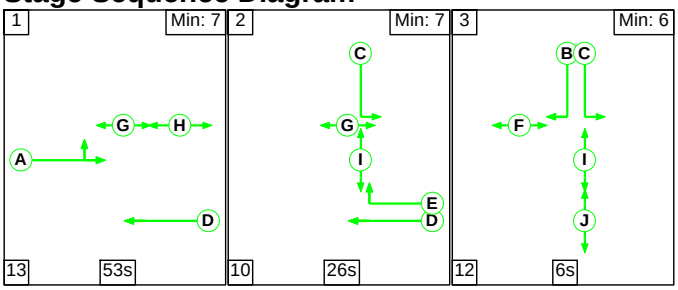
C1	PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):	31.84	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	108.9	Total Delay for Signalled Lanes (pcuHr):	5.96	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	61.7	Total Delay for Signalled Lanes (pcuHr):	3.76	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	81.0	Total Delay for Signalled Lanes (pcuHr):	6.17	Cycle Time (s): 120
	PRC Over All Lanes (%):	3.6	Total Delay Over All Lanes(pcuHr):	47.73	

Full Input Data And Results

Scenario 5: '2041 RC AM Peak' (FG3: '2041 RC AM Peak', Plan 1: 'AM Peak ')

C1

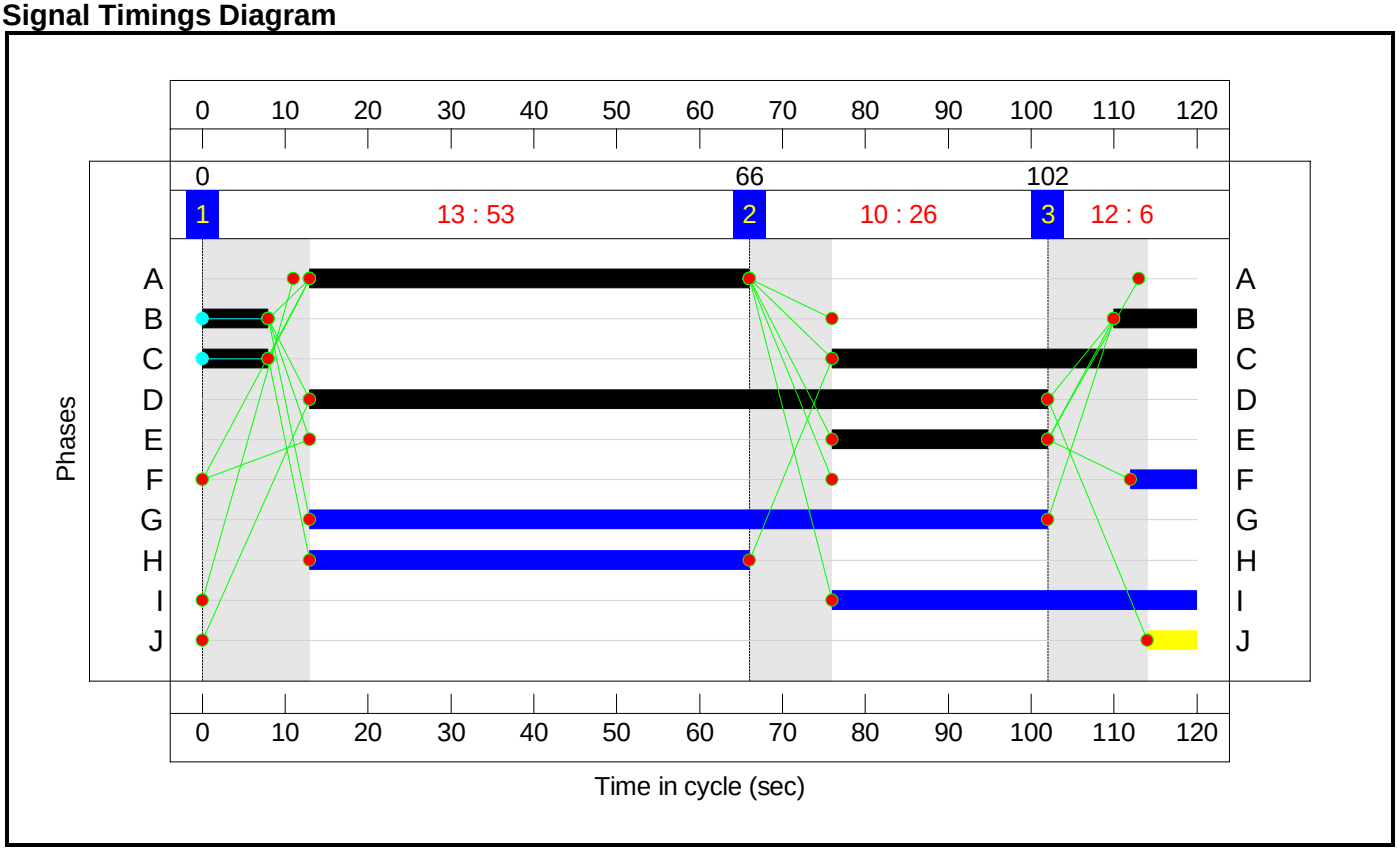
Stage Sequence Diagram



Stage Timings

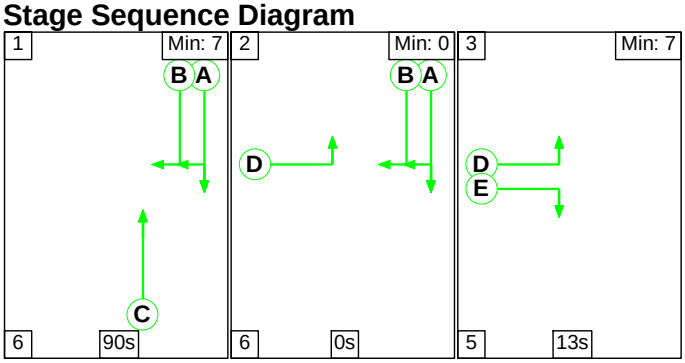
Stage	1	2	3
Duration	53	26	6
Change Point	0	66	102

Signal Timings Diagram



C2

Stage Sequence Diagram

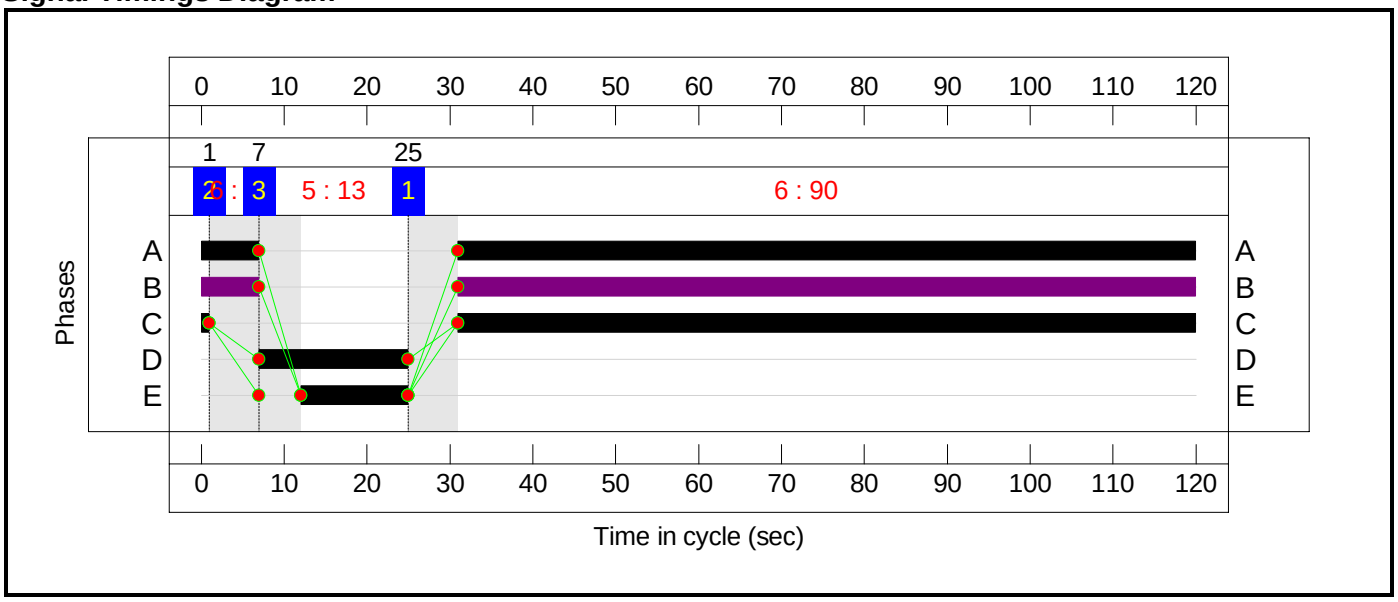


Full Input Data And Results

Stage Timings

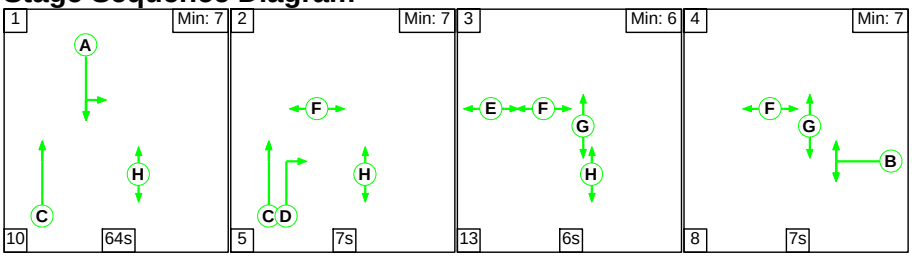
Stage	1	2	3
Duration	90	0	13
Change Point	25	1	7

Signal Timings Diagram



C3

Stage Sequence Diagram

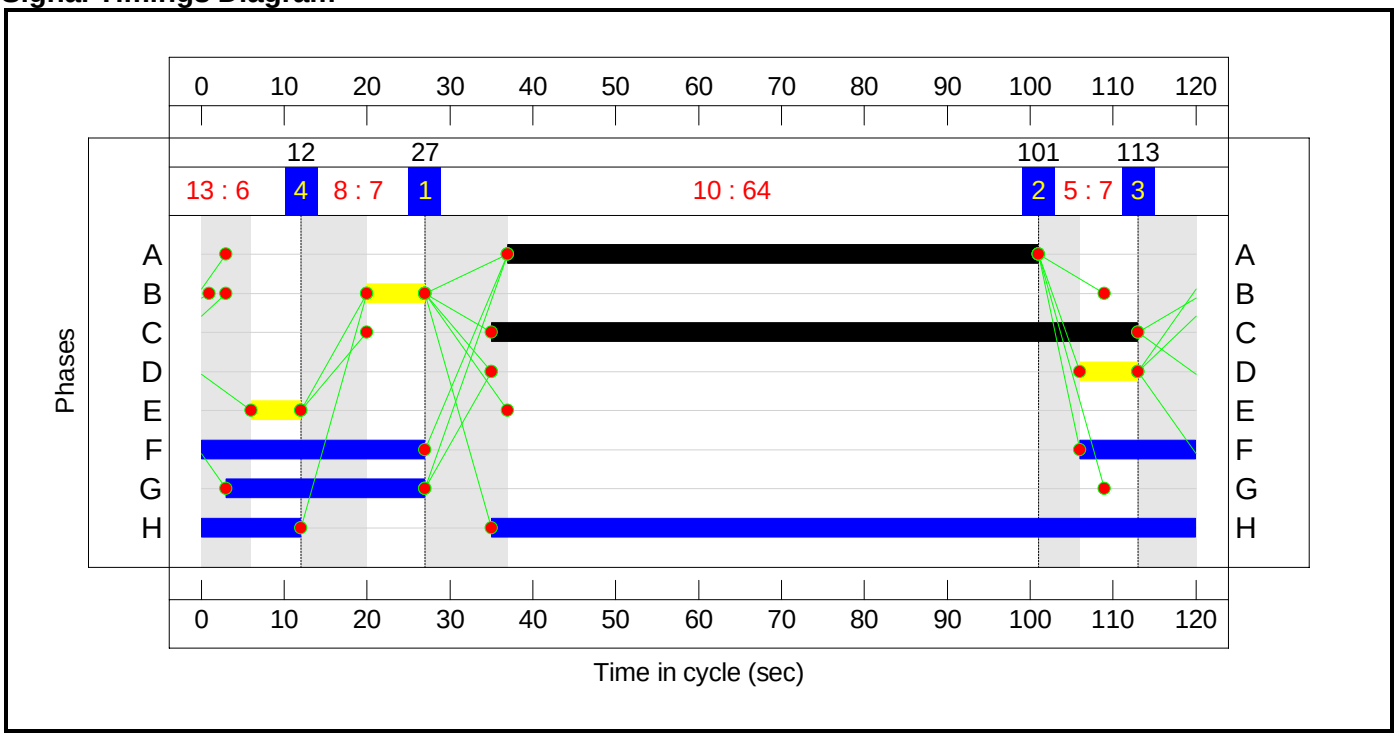


Stage Timings

Stage	1	2	3	4
Duration	64	7	6	7
Change Point	27	101	113	12

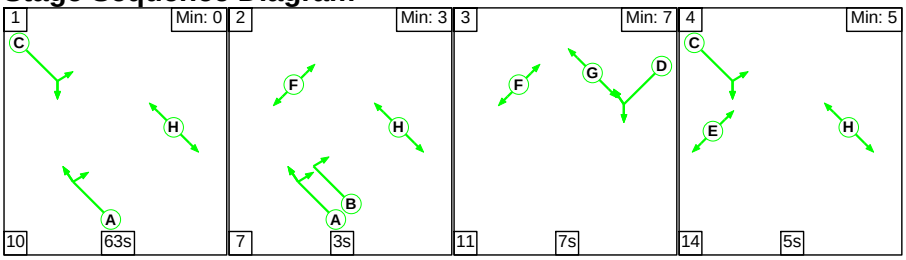
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

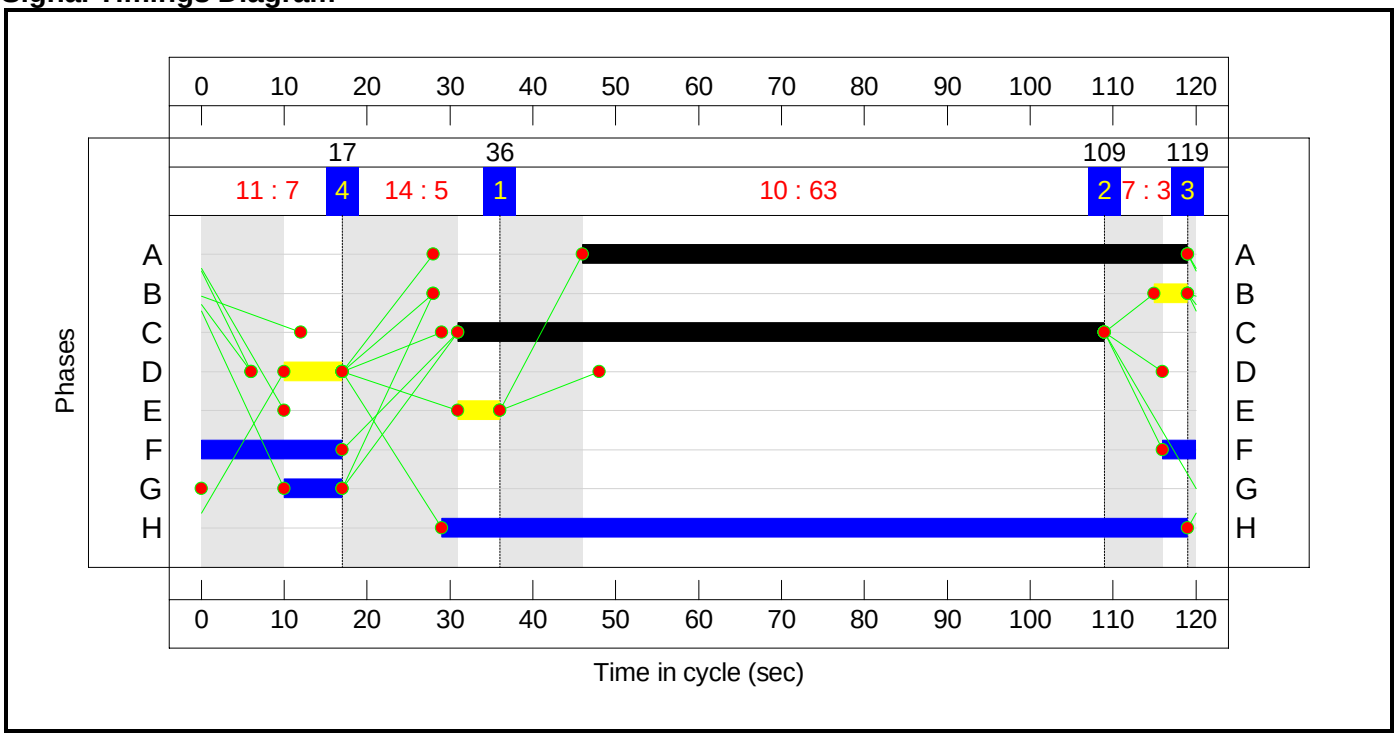


Stage Timings

Stage	1	2	3	4
Duration	63	3	7	5
Change Point	36	109	119	17

Full Input Data And Results

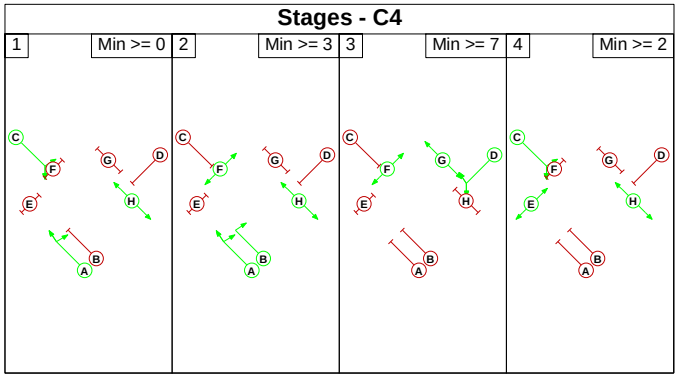
Signal Timings Diagram

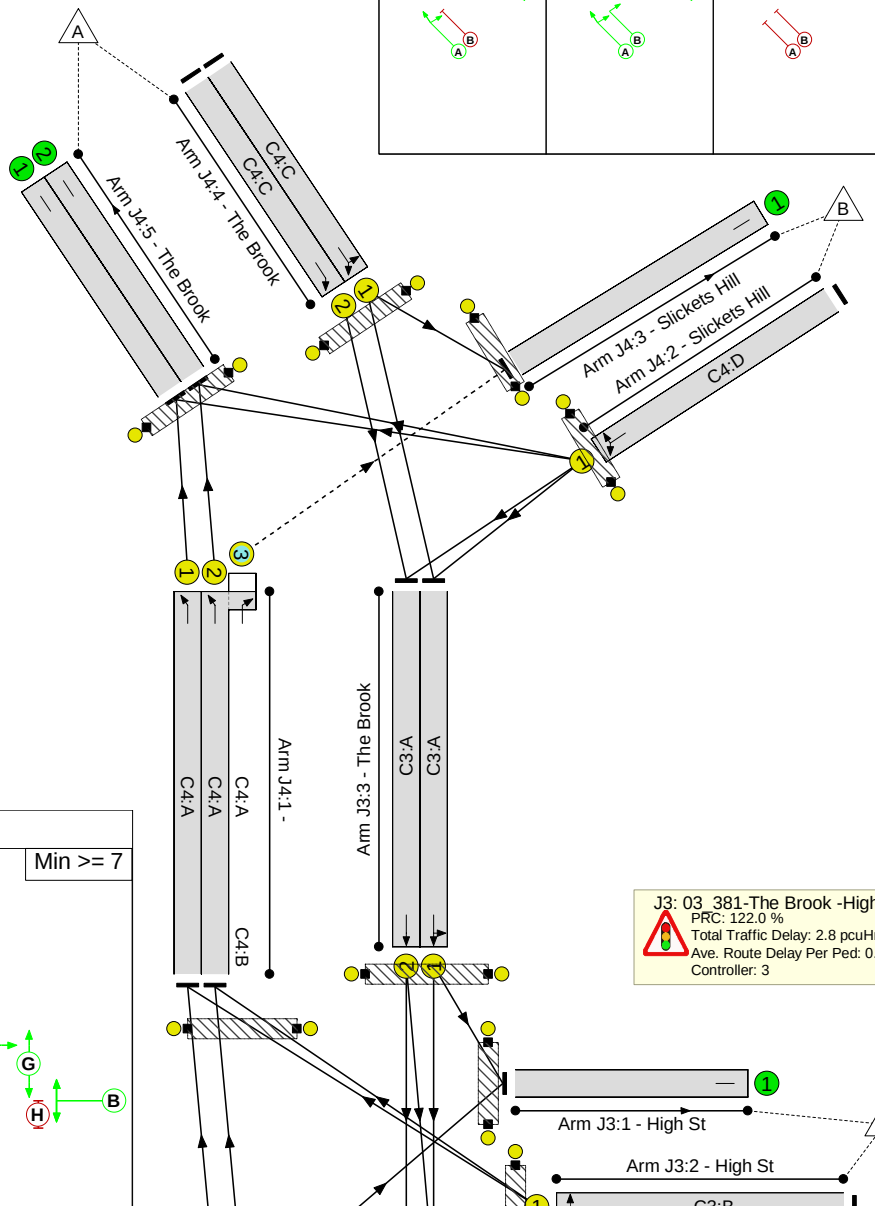


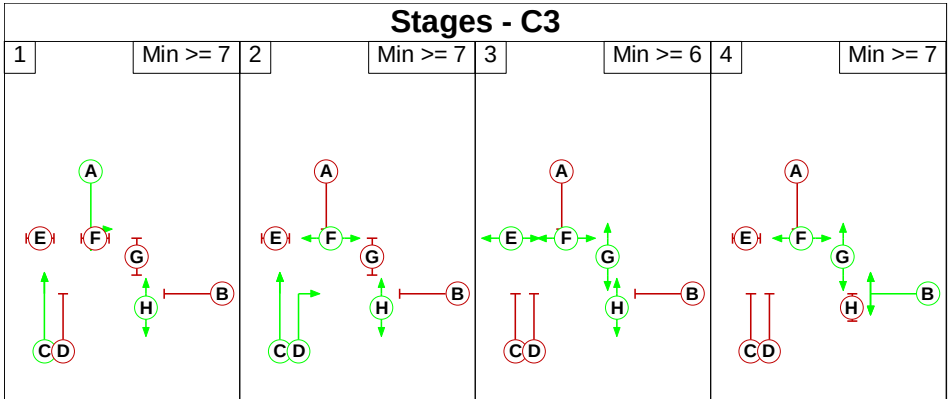
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results







Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	18.94	20.98
C2	1	80.81	3.56
C3	1	122.01	2.83
C4	1	164.29	3.14
Total Network Delay: 30.52 pcuHr			
Worst PRC: 18.94 % (On Lane J1:3/2 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.7%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.7%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	53	-	552	1935	871	63.4%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	53	-	604	2080	936	64.5%
2/1		U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	89	-	753	1945	1459	51.6%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	89:26	-	461	2130:1950	170+439	75.7 : 75.7%
4/1		U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	18:52	-	201	1747:1786	237+121	56.0 : 56.0%
5/3	Union St Right	U	N/A	N/A	C1:B		1	18	-	117	1747	277	42.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	44	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	53	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.8%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	18:13	-	101	1687:1940	110+226	30.0 : 30.0%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	96	-	220	1940	1568	14.0%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	96	96	408	2080:1687	60+759	49.8 : 49.8%
3/1	Best St	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	90	-	449	1940:1786	987+531	29.6 : 29.6%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	90	-	304	1940	1471	20.7%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.5%**
1/1	High St	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	7	-	0	1940	129	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	64	-	357	1821	986	36.2%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	64	-	426	1940	1051	40.5%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	306	1940	1277	24.0%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	323	2080	1369	23.6%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	7	-	0	1940	129	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	41	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	24	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	97	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**34.1%**
1/1	Ahead	U	N/A	N/A	C4:A		1	73	-	306	1904	1174	26.1%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	73	4	323	1904:1687	1168+4	27.6 : 27.6%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	7	-	0	1940	129	0.0%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	63	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	78	-	419	1869	1230	34.1%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	78	-	426	1904	1253	34.0%
5/1	The Brook	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	21	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	90	-	0	-	0	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	**-**	**-**	**536**	**0**	**0**	**22.5**	**7.8**	**0.3**	**30.5**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**16.2**	**4.8**	**0.0**	**21.0**	**-**	**-**	**-**	**-**
1/1	552	552	-	-	-	3.9	0.9	-	4.8	31.0	14.1	0.9	15.0
1/2	604	604	-	-	-	4.3	0.9	-	5.2	31.0	15.6	0.9	16.5
2/1	199	199	-	-	-	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	753	753	-	-	-	1.3	0.5	-	1.8	8.7	10.0	0.5	10.6
3/2+3/3	461	461	-	-	-	4.1	1.5	-	5.7	44.3	10.3	1.5	11.9
4/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	201	201	-	-	-	1.6	0.6	-	2.2	39.9	4.0	0.6	4.6
5/3	117	117	-	-	-	1.0	0.4	-	1.3	40.6	3.5	0.4	3.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**535**	**0**	**0**	**2.1**	**1.1**	**0.3**	**3.6**	**-**	**-**	**-**	**-**
1/1+1/2	101	101	-	-	-	1.3	0.2	-	1.5	54.5	2.1	0.2	2.3
2/1	220	220	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/2+2/3	408	408	378	0	0	0.0	0.5	0.3	0.8	7.3	5.7	0.5	6.2
3/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	449	449	157	0	0	0.5	0.2	-	0.7	5.7	5.2	0.2	5.4
4/3	304	304	-	-	-	0.3	0.1	-	0.4	4.9	4.4	0.1	4.6
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**1.9**	**0.9**	**0.0**	**2.8**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	357	357	-	-	-	0.8	0.3	-	1.1	10.7	2.1	0.3	2.4
3/2	426	426	-	-	-	0.9	0.3	-	1.3	10.8	2.7	0.3	3.1
4/1	306	306	-	-	-	0.1	0.2	-	0.2	2.8	0.5	0.2	0.6
4/2	323	323	-	-	-	0.1	0.2	-	0.3	2.9	0.6	0.2	0.8
4/3	0	0	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**1**	**0**	**0**	**2.3**	**0.9**	**0.0**	**3.1**	**-**	**-**	**-**	**-**
1/1	306	306	-	-	-	0.1	0.2	-	0.2	2.9	0.6	0.2	0.8
1/2+1/3	323	323	1	0	0	0.1	0.2	0.0	0.3	3.0	0.7	0.2	0.9
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	63	63	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	419	419	-	-	-	1.1	0.3	-	1.3	11.2	6.1	0.3	6.3
4/2	426	426	-	-	-	1.1	0.3	-	1.3	11.2	6.2	0.3	6.4
5/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	322	322	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

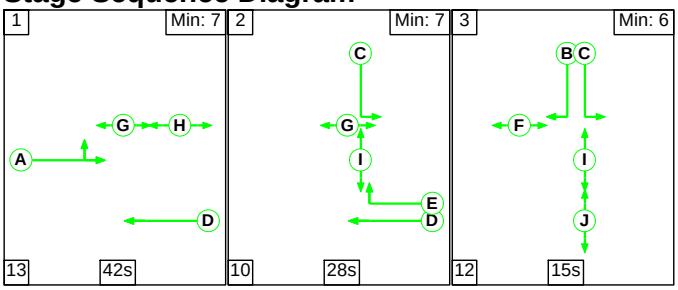
C1	PRC for Signalled Lanes (%):	18.9	Total Delay for Signalled Lanes (pcuHr):	20.98	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	80.8	Total Delay for Signalled Lanes (pcuHr):	3.56	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	122.0	Total Delay for Signalled Lanes (pcuHr):	2.83	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	164.3	Total Delay for Signalled Lanes (pcuHr):	3.14	Cycle Time (s): 120
	PRC Over All Lanes (%):	18.9	Total Delay Over All Lanes(pcuHr):	30.52	

Full Input Data And Results

Scenario 6: '2041 RC PM Peak' (FG4: '2041 RC PM Peak', Plan 1: 'AM Peak ')

C1

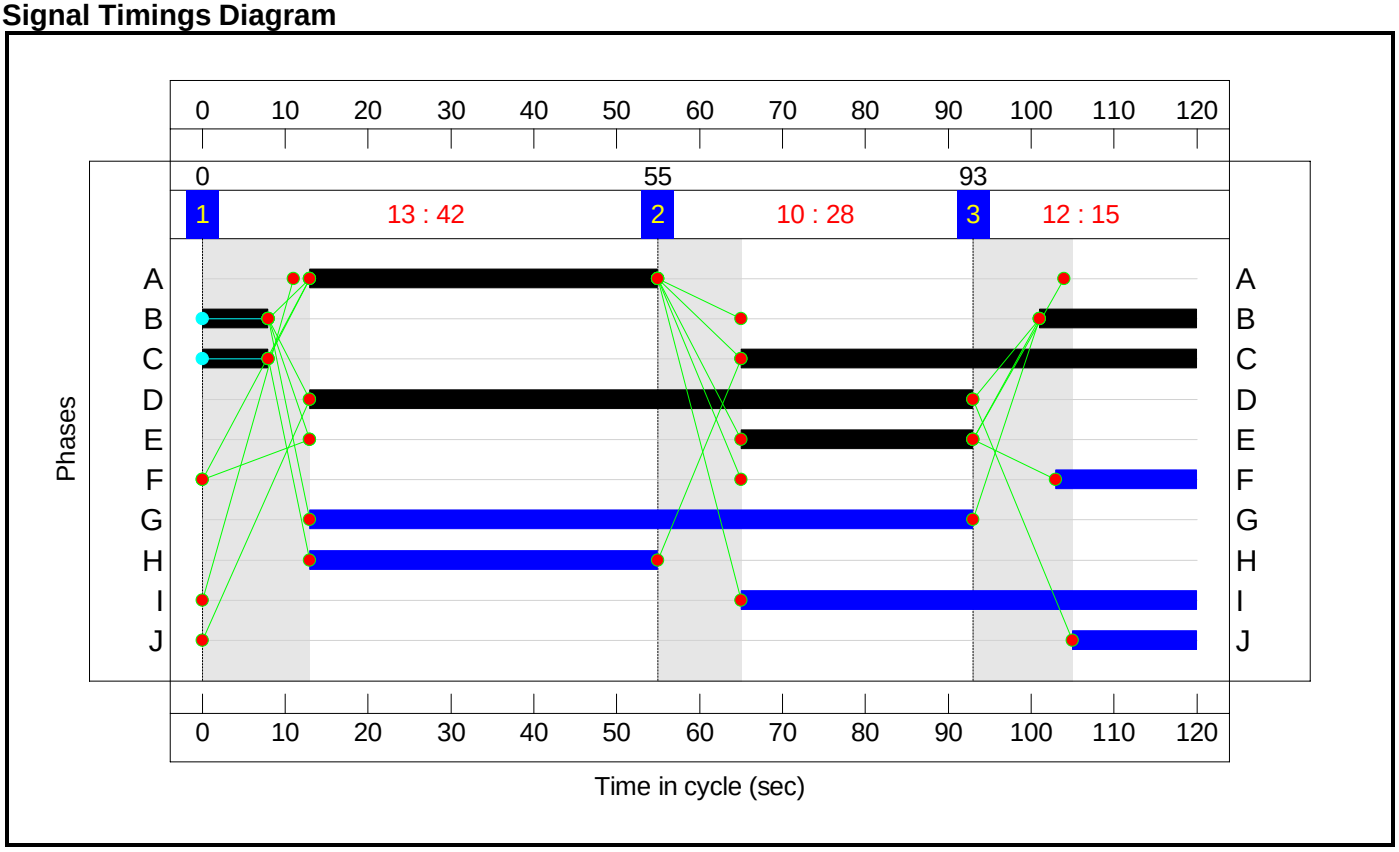
Stage Sequence Diagram



Stage Timings

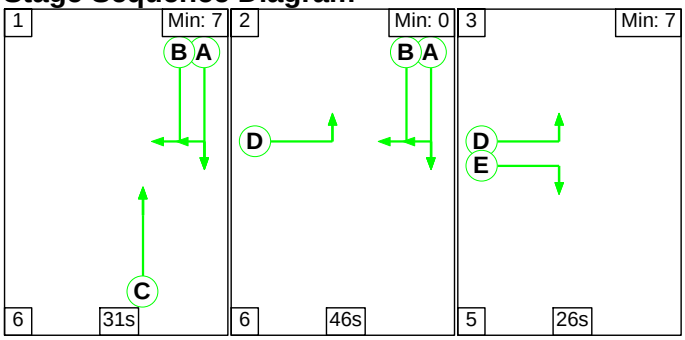
Stage	1	2	3
Duration	42	28	15
Change Point	0	55	93

Signal Timings Diagram



C2

Stage Sequence Diagram

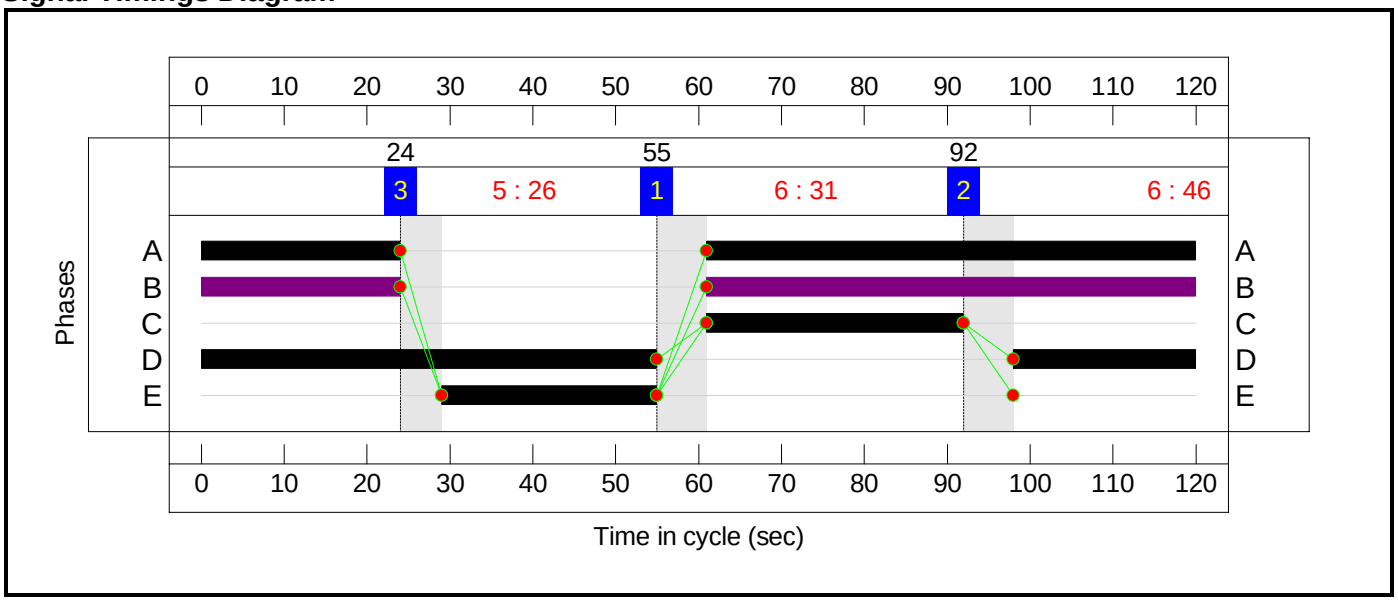


Full Input Data And Results

Stage Timings

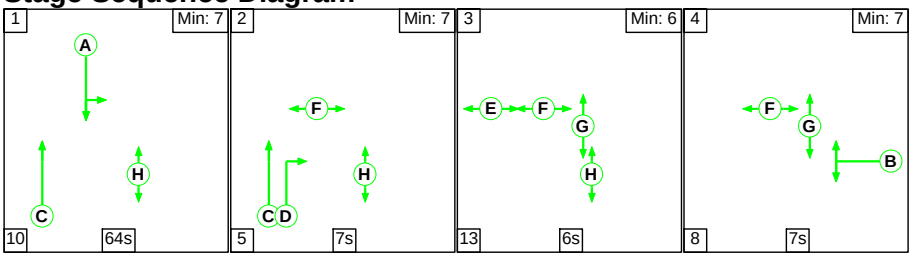
Stage	1	2	3
Duration	31	46	26
Change Point	55	92	24

Signal Timings Diagram



C3

Stage Sequence Diagram

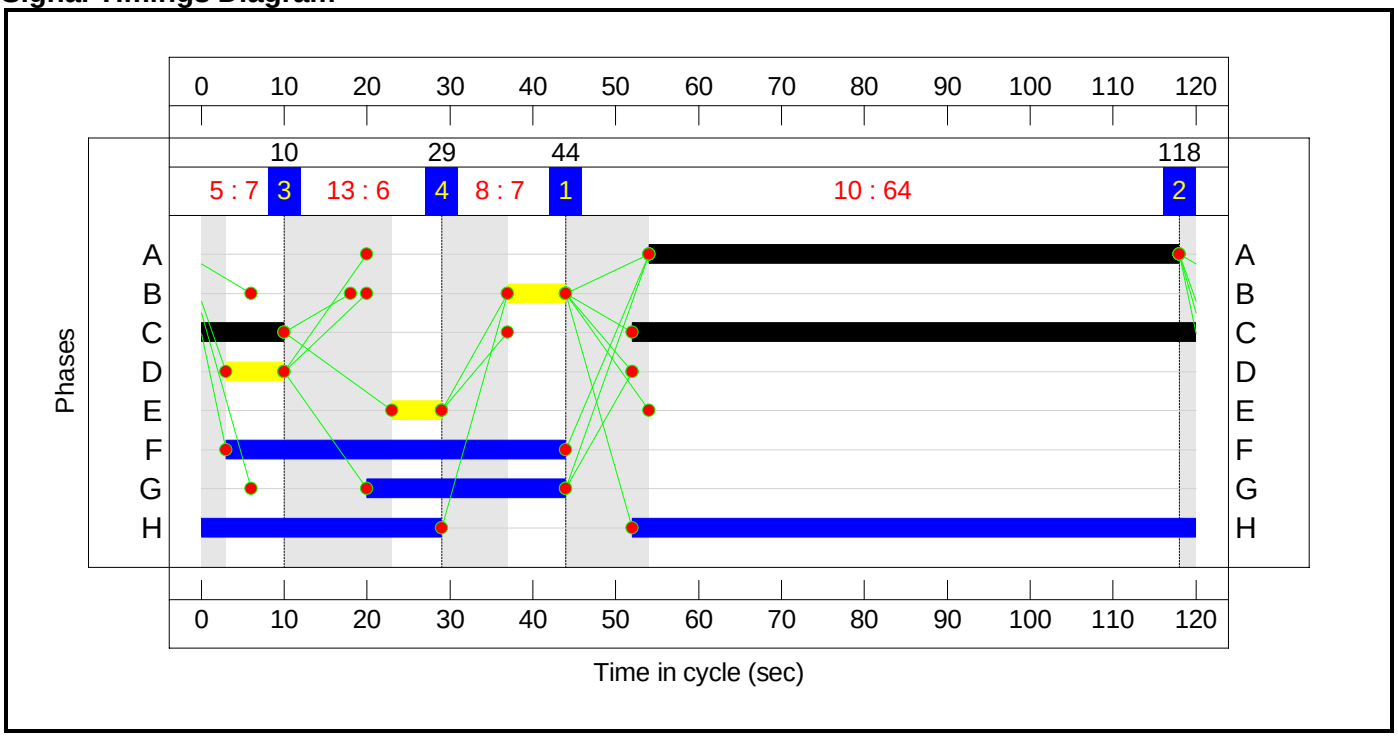


Stage Timings

Stage	1	2	3	4
Duration	64	7	6	7
Change Point	44	118	10	29

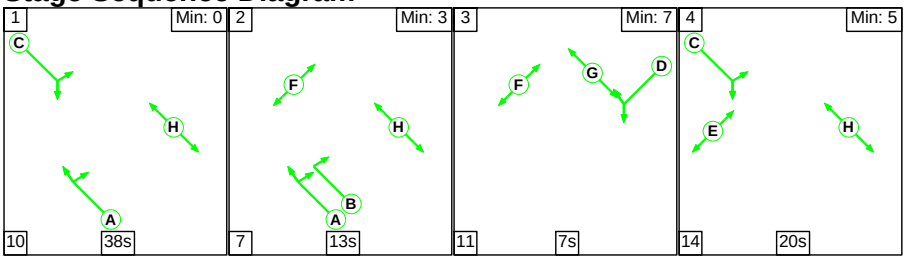
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

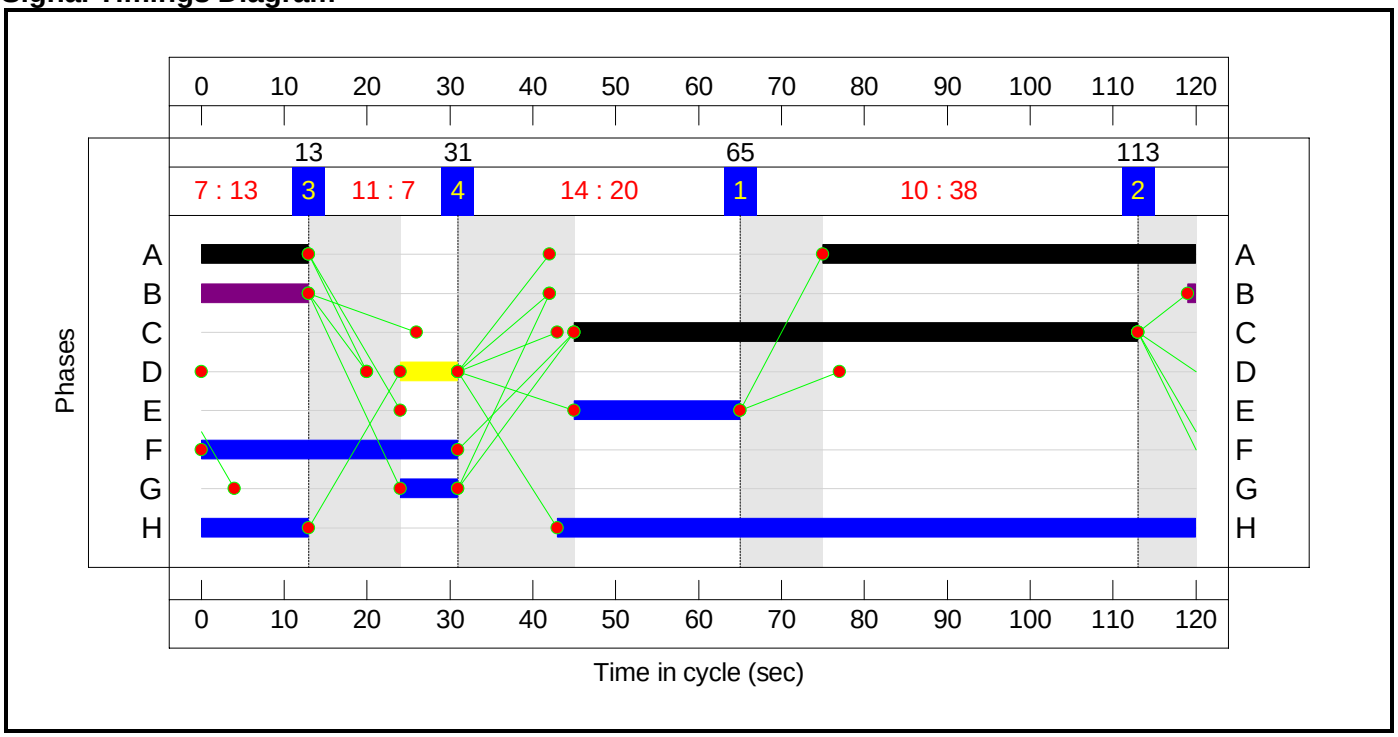


Stage Timings

Stage	1	2	3	4
Duration	38	13	7	20
Change Point	65	113	13	31

Full Input Data And Results

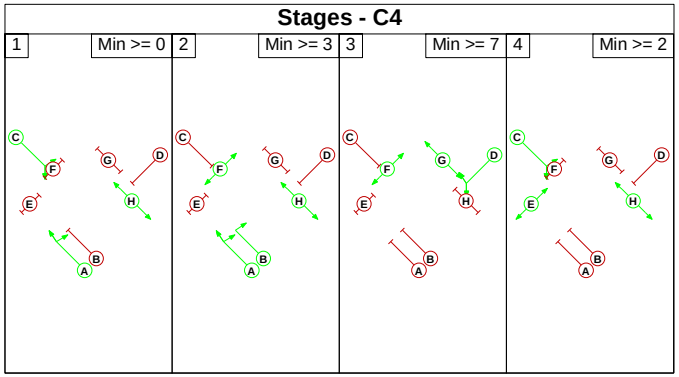
Signal Timings Diagram

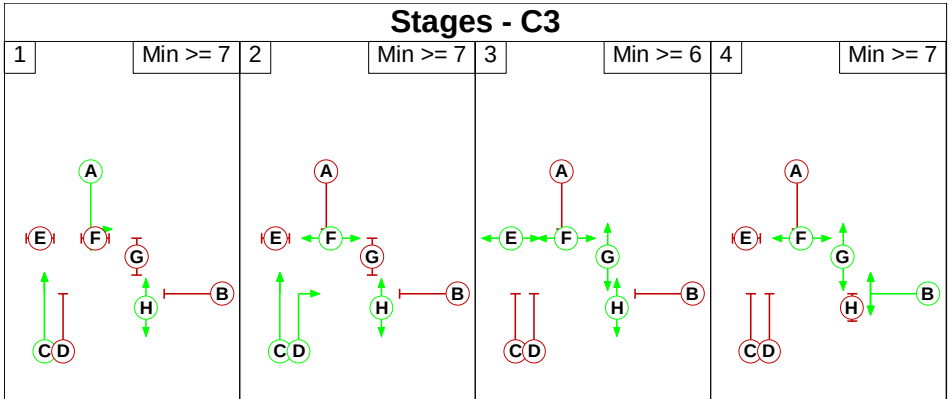


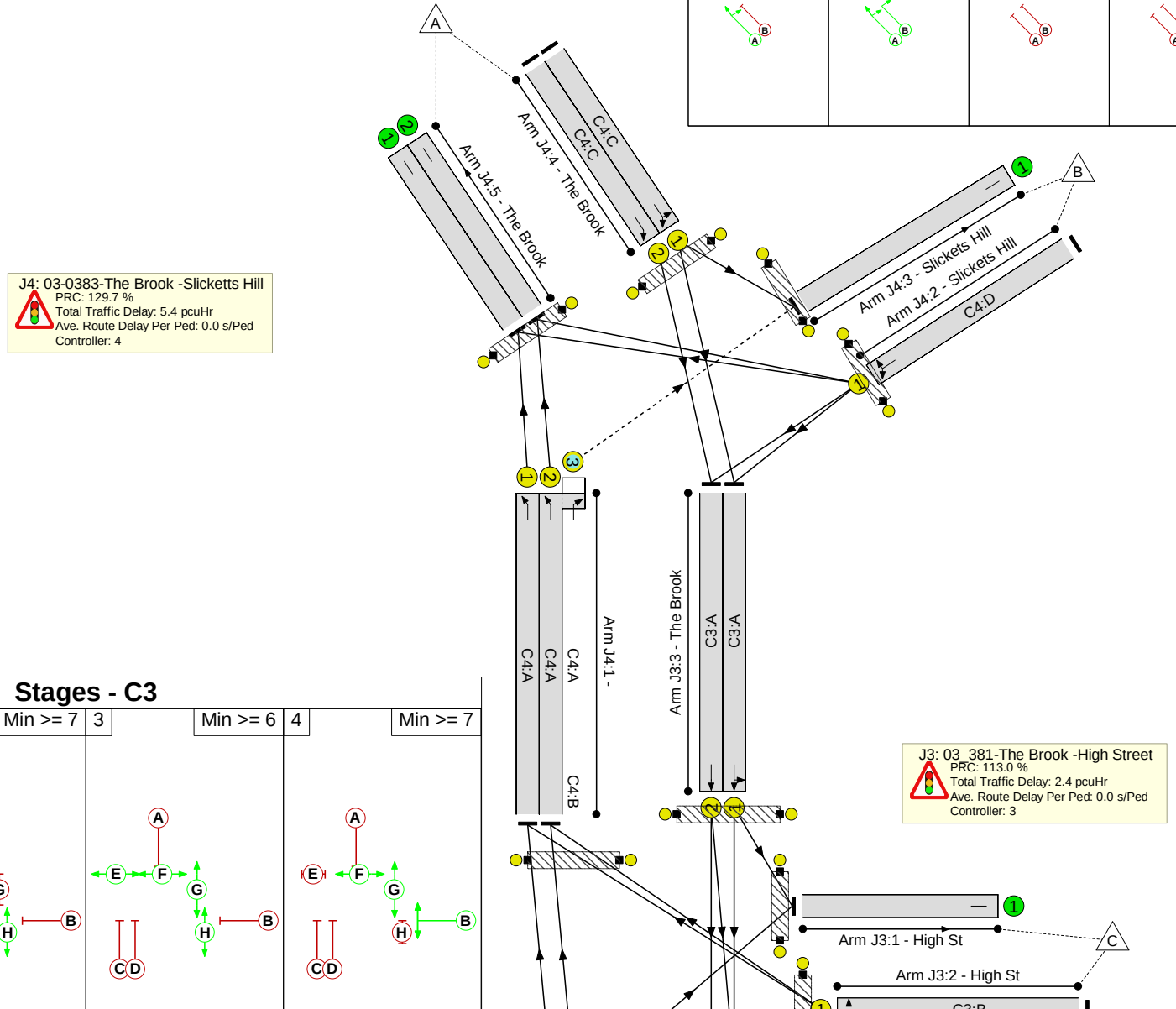
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results







Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	14.32	23.60
C2	1	155.10	4.70
C3	1	113.01	2.38
C4	1	129.68	5.37
Total Network Delay: 36.05 pcuHr			
Worst PRC: 14.32 % (On Lane J1:3/2 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.7%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.7%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	42	-	443	1935	693	63.9%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	42	-	486	2080	745	65.2%
2/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	80	-	442	1945	1313	33.7%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	80:28	-	374	2130:1950	4+471	78.7 : 78.7%
4/1		U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	27:63	-	384	1747:1786	308+206	74.6 : 74.6%
5/3	Union St Right	U	N/A	N/A	C1:B		1	27	-	256	1747	408	62.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	17	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	80	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	55	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	15	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	42	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.3%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	77:26	-	460	1687:1940	909+437	33.7 : 35.3%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	83	-	376	1940	1358	27.7%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	83	83	410	2080:1687	325+886	33.8 : 33.8%
3/1	Best St	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	31	-	236	1940:1786	26+649	35.0 : 35.0%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	31	-	135	1940	517	26.1%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**42.3%**
1/1	High St	U	N/A	N/A	-		-	-	-	81	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	7	-	0	1940	129	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	64	-	423	1886	1022	41.4%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	64	-	444	1940	1051	42.3%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	171	1940	1277	13.4%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	279	2080	1369	20.4%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	7	-	0	1940	129	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	41	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	24	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	97	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**39.2%**
1/1	Ahead	U	N/A	N/A	C4:A		1	58	-	171	1904	936	18.3%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	58	14	279	1904:1687	931+3	29.9 : 29.9%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	7	-	15	1687	112	13.3%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	68	-	423	1904	1095	38.6%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	68	-	429	1904	1095	39.2%
5/1	The Brook	U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	20	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	31	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	90	-	0	-	0	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	**-**	**-**	**447**	**81**	**0**	**26.6**	**9.2**	**0.2**	**36.1**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**17.5**	**6.1**	**0.0**	**23.6**	**-**	**-**	**-**	**-**
1/1	443	443	-	-	-	3.9	0.9	-	4.8	39.2	12.2	0.9	13.1
1/2	486	486	-	-	-	4.4	0.9	-	5.3	39.1	13.5	0.9	14.4
2/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	442	442	-	-	-	1.0	0.3	-	1.3	10.3	6.1	0.3	6.4
3/2+3/3	374	374	-	-	-	4.4	1.8	-	6.2	59.5	11.5	1.8	13.3
4/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	384	384	-	-	-	1.8	1.4	-	3.2	30.2	5.8	1.4	7.2
5/3	256	256	-	-	-	2.0	0.8	-	2.8	39.8	6.9	0.8	7.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**447**	**80**	**0**	**3.3**	**1.2**	**0.2**	**4.7**	**-**	**-**	**-**	**-**
1/1+1/2	460	460	-	-	-	2.4	0.3	-	2.7	21.1	4.3	0.3	4.6
2/1	376	376	-	-	-	0.0	0.2	-	0.2	1.8	0.2	0.2	0.3
2/2+2/3	410	410	220	80	0	0.0	0.3	0.2	0.5	4.0	0.1	0.3	0.3
3/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	236	236	227	0	0	0.8	0.3	-	1.1	16.3	7.6	0.3	7.8
4/3	135	135	-	-	-	0.1	0.2	-	0.3	7.4	0.1	0.2	0.3
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**1.5**	**0.9**	**0.0**	**2.4**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	423	423	-	-	-	0.4	0.4	-	0.7	6.1	1.2	0.4	1.5
3/2	444	444	-	-	-	0.5	0.4	-	0.8	6.6	2.7	0.4	3.1
4/1	171	171	-	-	-	0.3	0.1	-	0.4	8.9	2.0	0.1	2.1
4/2	279	279	-	-	-	0.3	0.1	-	0.4	5.5	1.8	0.1	1.9
4/3	0	0	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**1**	**0**	**0**	**4.3**	**1.0**	**0.0**	**5.4**	**-**	**-**	**-**	**-**
1/1	171	171	-	-	-	0.4	0.1	-	0.5	11.4	2.8	0.1	2.9
1/2+1/3	279	279	1	0	0	0.4	0.2	0.0	0.6	7.6	2.5	0.2	2.7
2/1	15	15	-	-	-	0.2	0.1	-	0.3	71.2	0.5	0.1	0.5
3/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	423	423	-	-	-	1.6	0.3	-	2.0	16.6	7.6	0.3	8.0
4/2	429	429	-	-	-	1.7	0.3	-	2.0	16.7	7.7	0.3	8.1
5/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	278	278	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

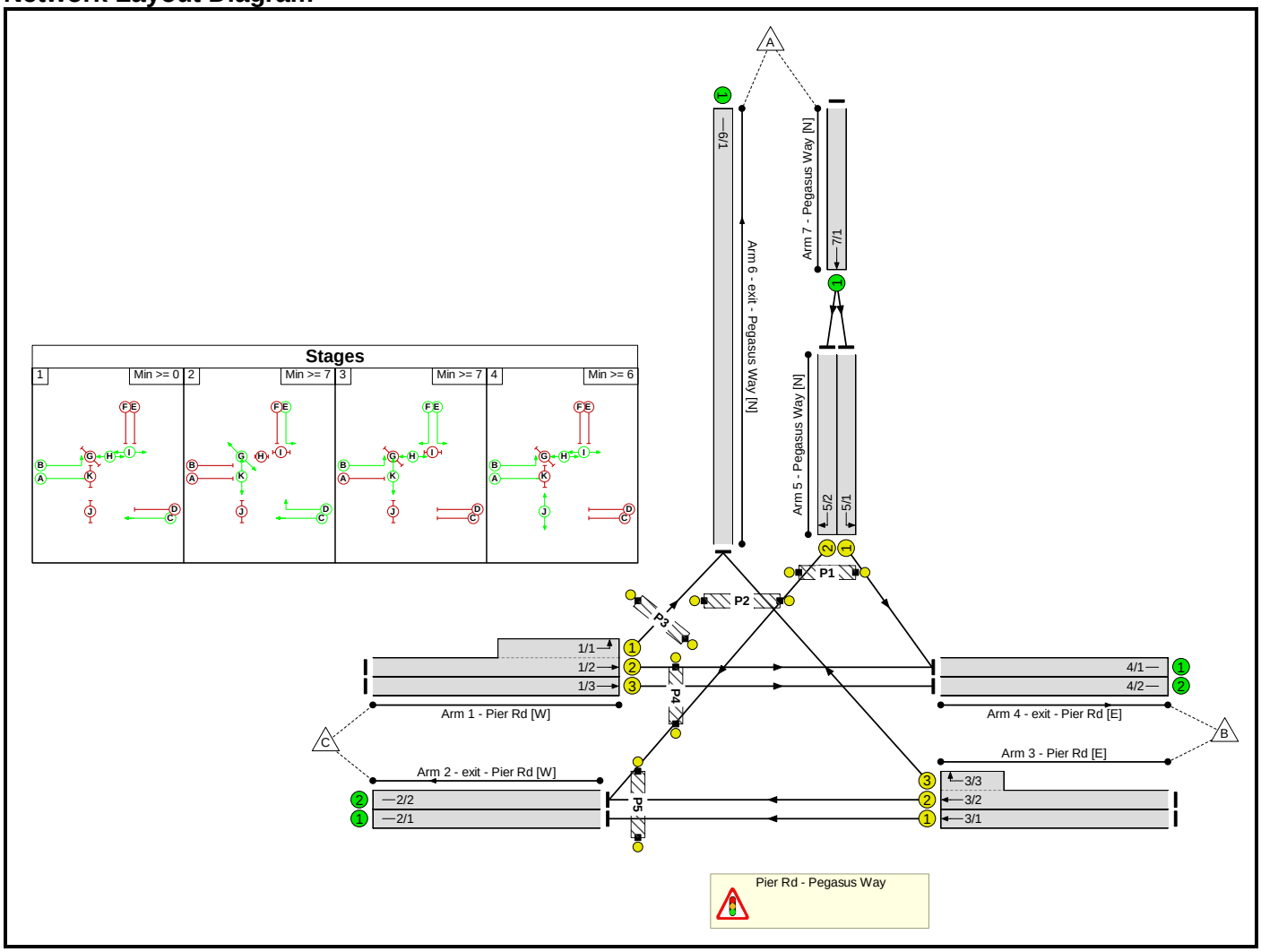
C1	PRC for Signalled Lanes (%):	14.3	Total Delay for Signalled Lanes (pcuHr):	23.60	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	155.1	Total Delay for Signalled Lanes (pcuHr):	4.70	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	113.0	Total Delay for Signalled Lanes (pcuHr):	2.38	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	129.7	Total Delay for Signalled Lanes (pcuHr):	5.37	Cycle Time (s): 120
	PRC Over All Lanes (%):	14.3	Total Delay Over All Lanes(pcuHr):	36.05	

Full Input Data And Results

User and Project Details

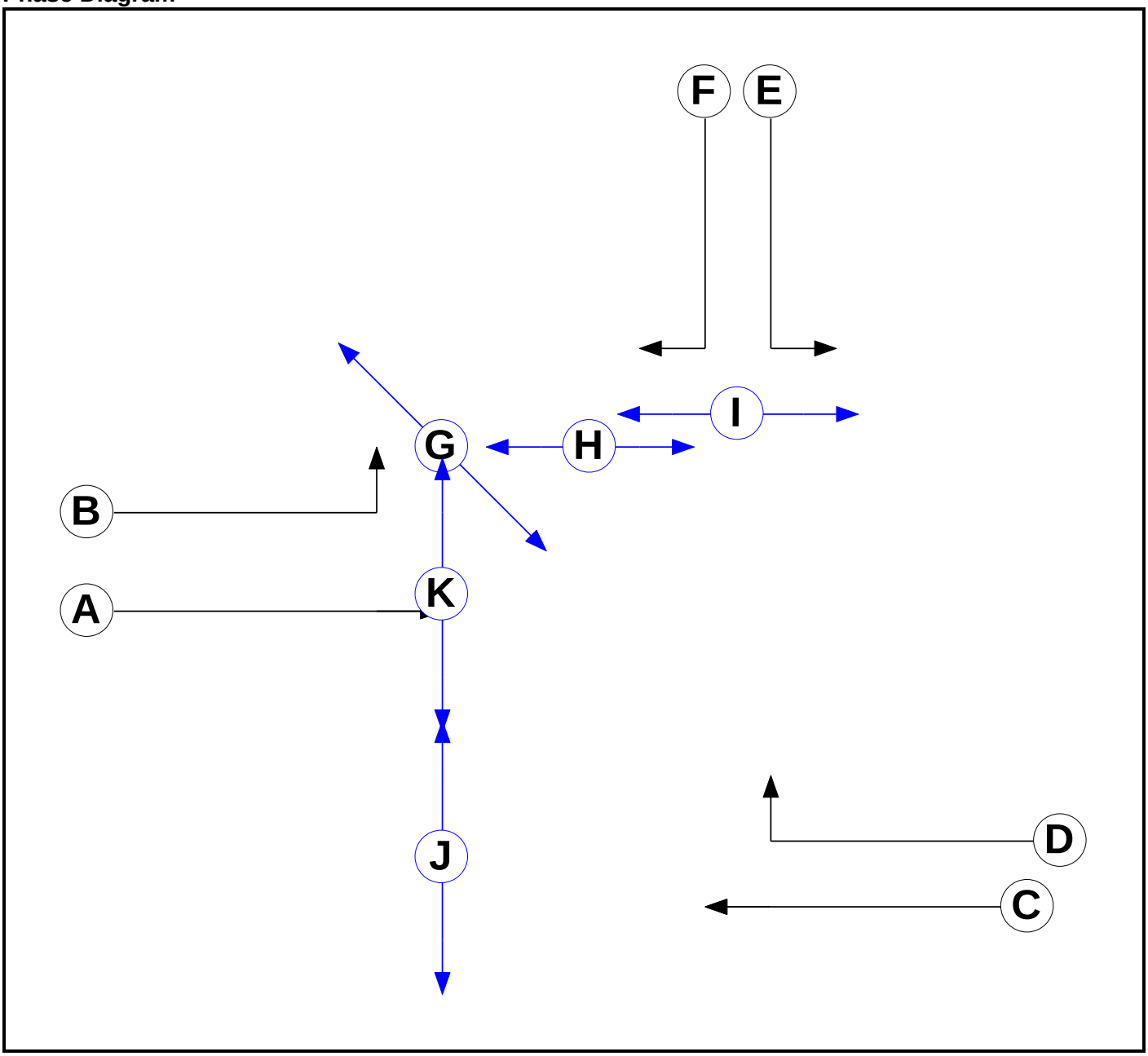
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Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

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	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6

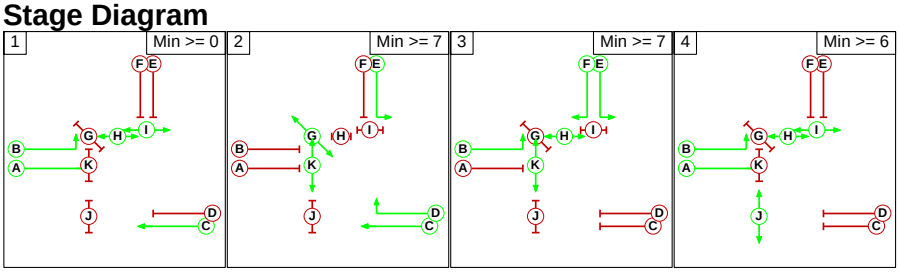
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	-	8	8	8	-	-	-	-	8
B	-		-	8	-	-	8	-	-	-	-
C	-	-		-	-	8	-	-	-	8	-
D	8	8	-		-	8	-	8	-	-	-
E	5	-	-	-		-	-	-	5	-	-
F	8	-	8	8	-		-	-	8	10	-
G	-	8	-	-	-	-		-	-	-	-
H	-	-	-	8	-	-	-		-	-	-
I	-	-	-	-	8	8	-	-		-	-
J	-	-	8	-	-	8	-	-	-		-
K	8	-	-	-	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	E	Losing	3	3

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		8	8	8
	2	8		8	8
	3	8	8		10
	4	8	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Pier Rd - Pegasus Way
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Pier Rd - Pegasus Way												
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 (Pier Rd [W])	U	B	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 6 Left	25.00
1/2 (Pier Rd [W])	U	A	2	3	29.6	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
1/3 (Pier Rd [W])	U	A	2	3	29.6	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
2/1 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Pier Rd [E])	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
3/2 (Pier Rd [E])	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
3/3 (Pier Rd [E])	U	D	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
4/1 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Pegasus Way [N])	U	E	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 4 Left	12.00
5/2 (Pegasus Way [N])	U	F	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 2 Right	18.00
6/1 (exit - Pegasus Way [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Pegasus Way [N])	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	16:00	17:00	01:00	
3: '2041 RC AM'	08:00	09:00	01:00	
4: '2041 RC PM'	16:00	17:00	01:00	

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	859(In) 752(Out)
1/3	781
2/1	831
2/2	584
3/1	831
3/2 (with short)	669(In) 489(Out)
3/3 (short)	180
4/1	917
4/2	781
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'IP Peak MaxSet B' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: IP Peak MaxSet B
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	863(In) 756(Out)
1/3	777
2/1	719
2/2	696
3/1	719
3/2 (with short)	781(In) 601(Out)
3/3 (short)	180
4/1	921
4/2	777
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'PM Peak MaxSet C' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	251	129	380
	B	259	0	1161	1420
	C	2	1681	0	1683
	Tot.	261	1932	1290	3483

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: PM Peak MaxSet C
Junction: Pier Rd - Pegasus Way	
1/1 (short)	2
1/2 (with short)	843(In) 841(Out)
1/3	840
2/1	1161
2/2	129
3/1	1161
3/2 (with short)	259(In) 0(Out)
3/3 (short)	259
4/1	1092
4/2	840
5/1	251
5/2	129
6/1	261
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	0.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 DS AM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	862(In) 755(Out)
1/3	778
2/1	976
2/2	439
3/1	976
3/2 (with short)	524(In) 344(Out)
3/3 (short)	180
4/1	920
4/2	778
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	251	129	380
	B	259	0	1161	1420
	C	2	1681	0	1683
	Tot.	261	1932	1290	3483

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 DS PM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	2
1/2 (with short)	843(In) 841(Out)
1/3	840
2/1	1084
2/2	206
3/1	1084
3/2 (with short)	336(In) 77(Out)
3/3 (short)	259
4/1	1092
4/2	840
5/1	251
5/2	129
6/1	261
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 DS PM 120CT' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	251	129	380
	B	259	0	1161	1420
	C	2	1681	0	1683
	Tot.	261	1932	1290	3483

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2041 DS PM 120CT
Junction: Pier Rd - Pegasus Way	
1/1 (short)	2
1/2 (with short)	843(In) 841(Out)
1/3	840
2/1	1084
2/2	206
3/1	1084
3/2 (with short)	336(In) 77(Out)
3/3 (short)	259
4/1	1092
4/2	840
5/1	251
5/2	129
6/1	261
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	142	76	218
	B	138	0	1489	1627
	C	111	1353	0	1464
	Tot.	249	1495	1565	3309

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2041 RC AM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	111
1/2 (with short)	780(In) 669(Out)
1/3	684
2/1	787
2/2	778
3/1	787
3/2 (with short)	840(In) 702(Out)
3/3 (short)	138
4/1	811
4/2	684
5/1	142
5/2	76
6/1	249
7/1	218

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	208	92	300
	B	176	0	1278	1454
	C	36	1387	0	1423
	Tot.	212	1595	1370	3177

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2041 RC PM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	36
1/2 (with short)	731(In) 695(Out)
1/3	692
2/1	905
2/2	465
3/1	905
3/2 (with short)	549(In) 373(Out)
3/3 (short)	176
4/1	903
4/2	692
5/1	208
5/2	92
6/1	212
7/1	300

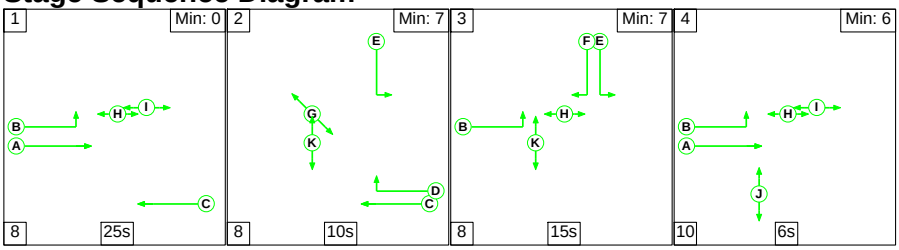
Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

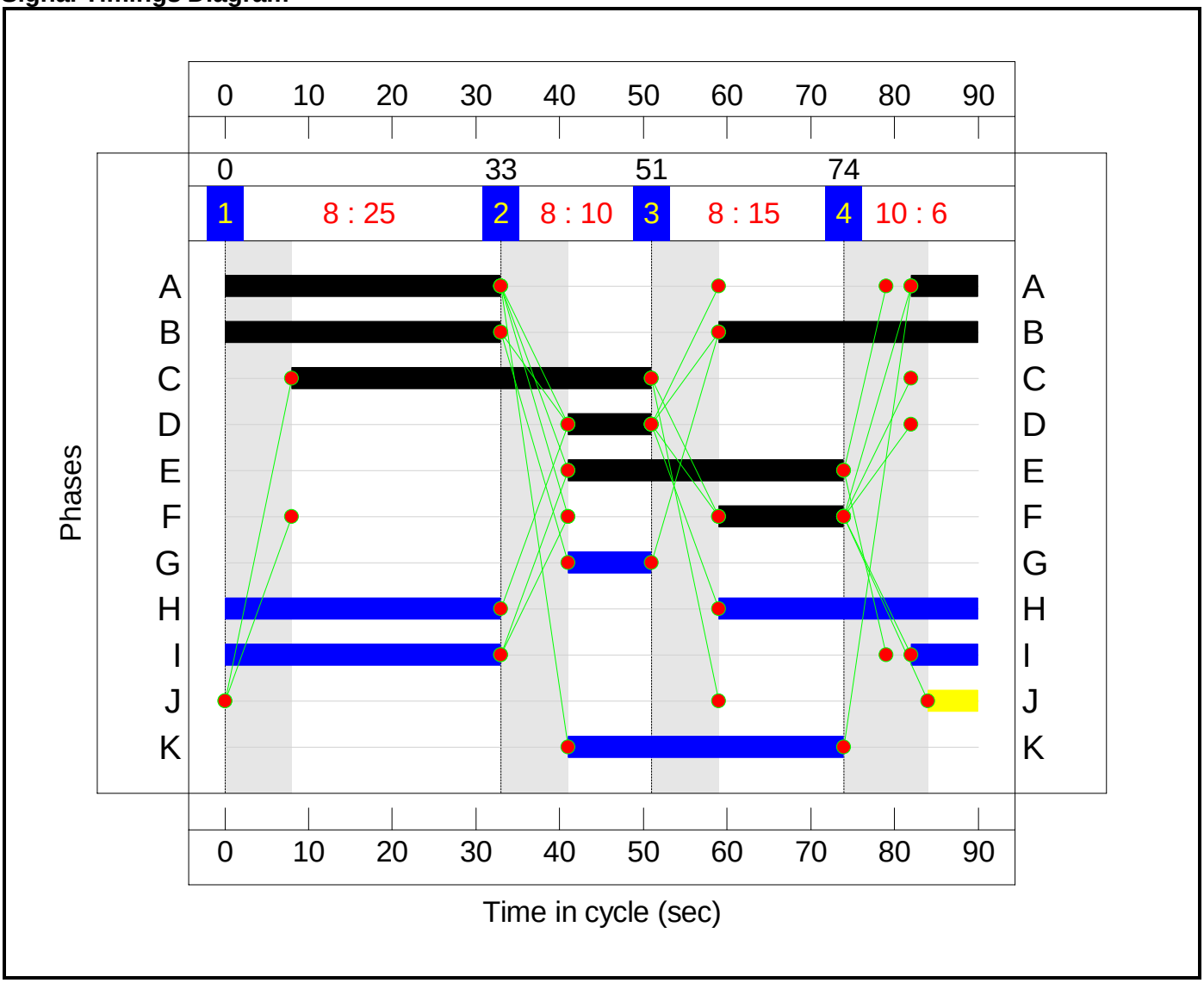


Stage Timings

Stage	1	2	3	4
Duration	25	10	15	6
Change Point	0	33	51	74

Full Input Data And Results

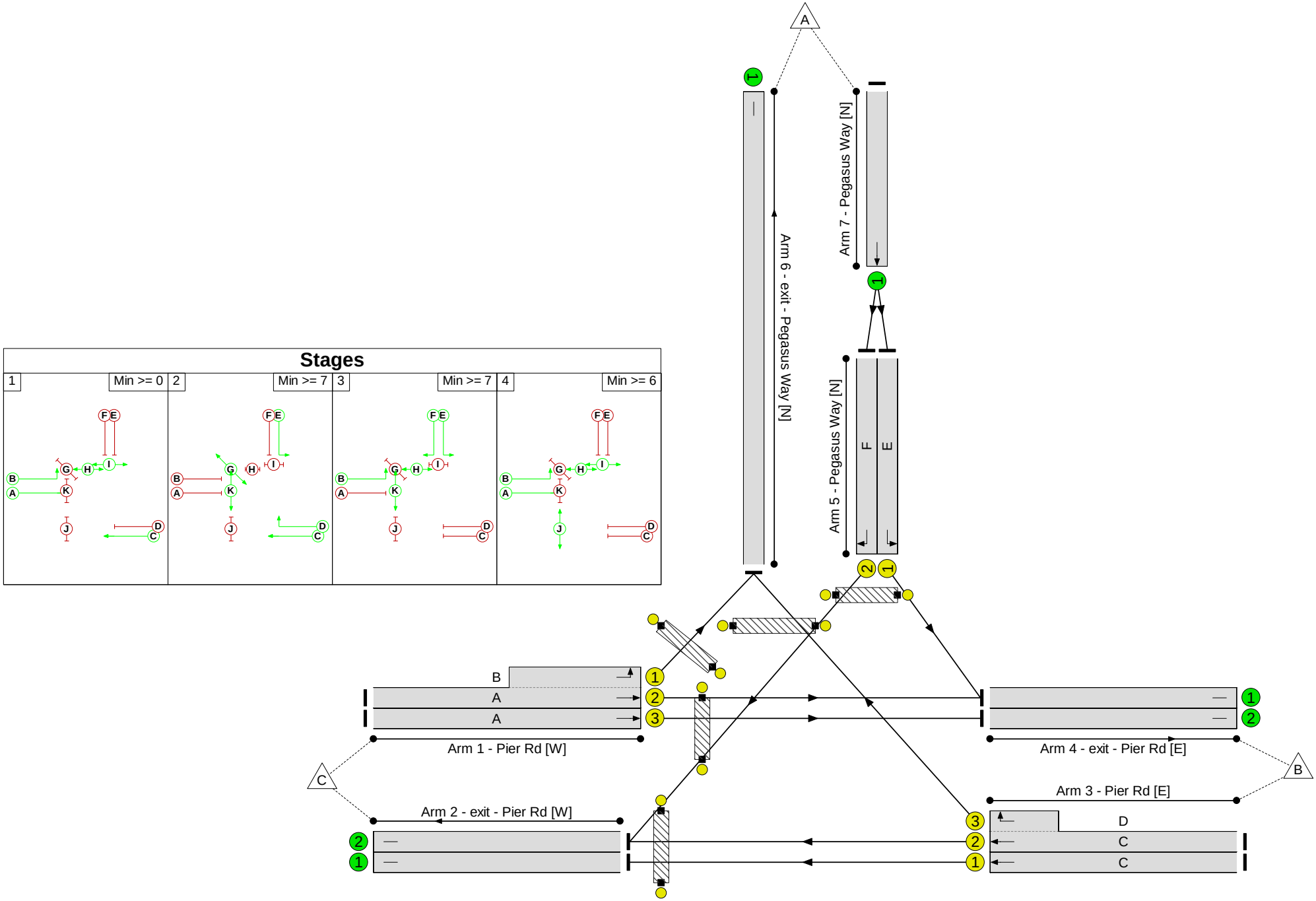
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 32.30 pcuHr
Worst PRC: 2.86 % (On Lane 3/2)

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	41:64	-	859	1965:1854	867+123	86.8 : 86.8%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	41	-	781	1965	917	85.2%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	43	-	831	1965	961	86.5%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	43:10	-	669	1965:1786	559+206	87.5 : 87.5%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	33	-	165	1747	660	25.0%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	15	-	95	1814	322	29.5%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	41	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	33	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

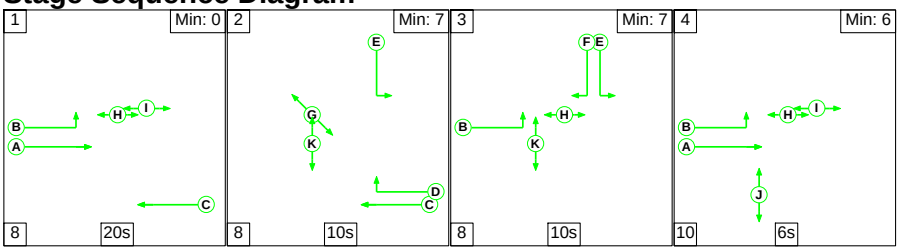
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**19.7**	**12.6**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**19.7**	**12.6**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
1/2+1/1	859	859	-	-	-	4.6	3.1	-	7.7	32.2	17.7	3.1	20.8
1/3	781	781	-	-	-	4.6	2.8	-	7.4	34.0	17.1	2.8	19.9
2/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	831	831	-	-	-	4.7	3.1	-	7.8	33.6	18.2	3.1	21.3
3/2+3/3	669	669	-	-	-	4.1	3.3	-	7.4	39.7	10.1	3.3	13.3
4/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	0.9	0.2	-	1.0	22.9	2.8	0.2	3.0
5/2	95	95	-	-	-	0.8	0.2	-	1.1	40.0	2.1	0.2	2.3
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 2.9 Total Delay for Signalled Lanes (pcuHr): 32.30 Cycle Time (s): 90
PRC Over All Lanes (%): 2.9 Total Delay Over All Lanes(pcuHr): 32.30

Full Input Data And Results

Scenario 2: 'IP Peak MaxSet B' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

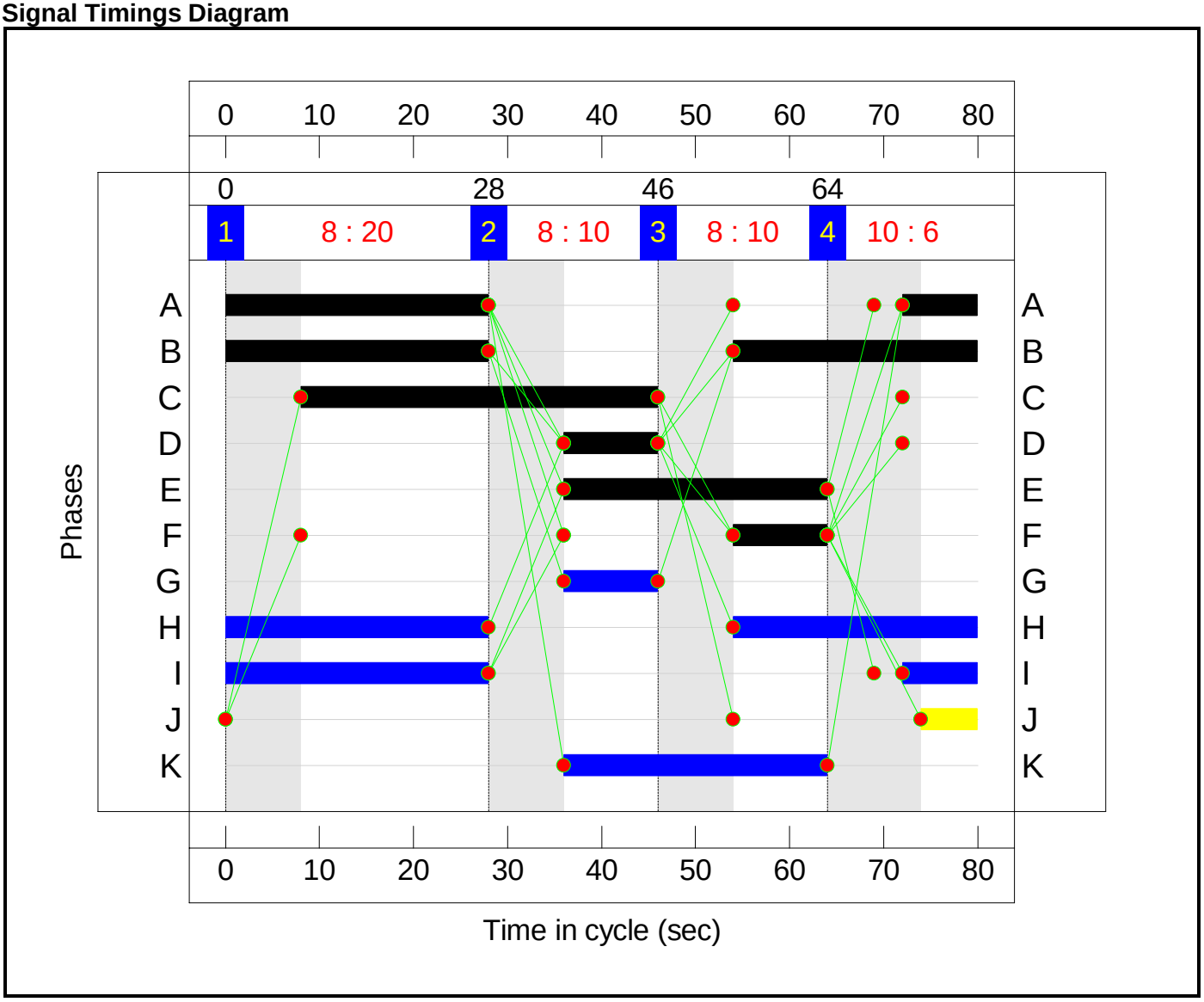
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	20	10	10	6
Change Point	0	28	46	64

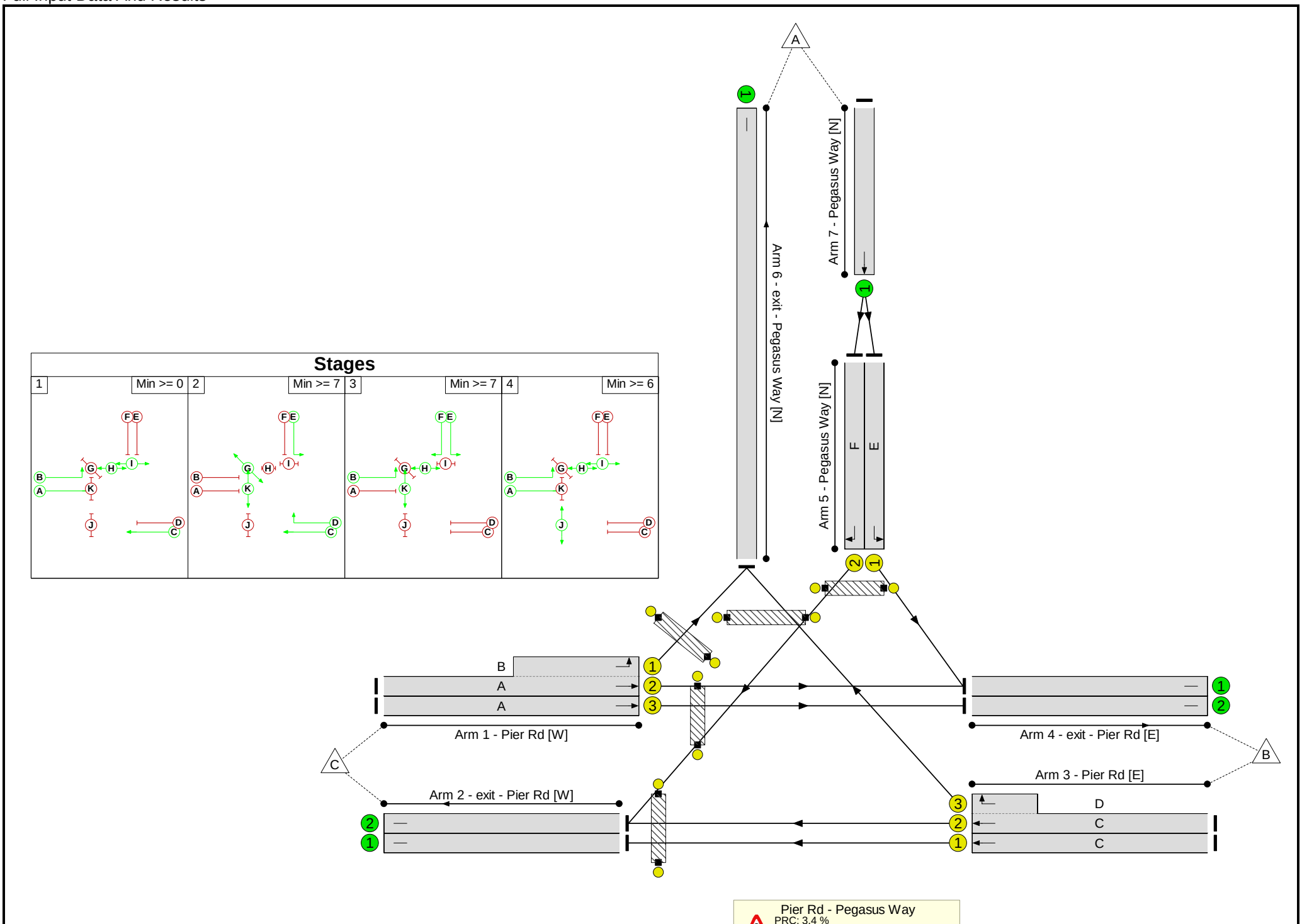
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 27.30 pcuHr
Worst PRC: 3.39 % (On Lane 1/2)

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	36:54	-	863	1965:1854	868+123	87.1 : 87.1%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	36	-	777	1965	909	85.5%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	38	-	719	1965	958	75.1%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	38:10	-	781	1965:1786	765+229	78.5 : 78.5%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	28	-	165	1747	633	26.1%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	10	-	95	1814	249	38.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	36	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	54	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	28	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

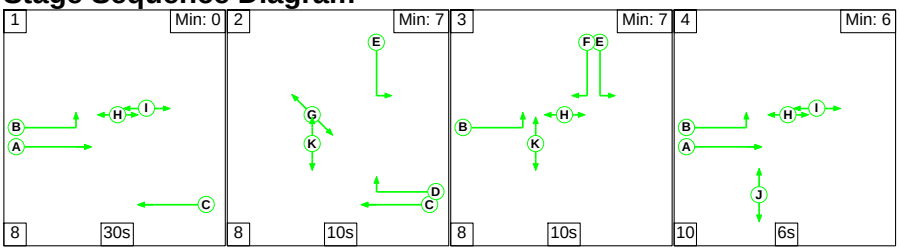
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**17.5**	**9.8**	**0.0**	**27.3**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**17.5**	**9.8**	**0.0**	**27.3**	**-**	**-**	**-**	**-**
1/2+1/1	863	863	-	-	-	4.1	3.2	-	7.3	30.6	15.6	3.2	18.8
1/3	777	777	-	-	-	4.1	2.8	-	7.0	32.2	15.3	2.8	18.2
2/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	719	719	-	-	-	3.3	1.5	-	4.8	24.0	12.8	1.5	14.3
3/2+3/3	781	781	-	-	-	4.3	1.8	-	6.1	28.0	12.2	1.8	14.0
4/1	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	0.8	0.2	-	1.0	21.8	2.6	0.2	2.7
5/2	95	95	-	-	-	0.8	0.3	-	1.1	43.0	1.9	0.3	2.2
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 27.30 Cycle Time (s): 80
PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 27.30

Full Input Data And Results

Scenario 3: 'PM Peak MaxSet C' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

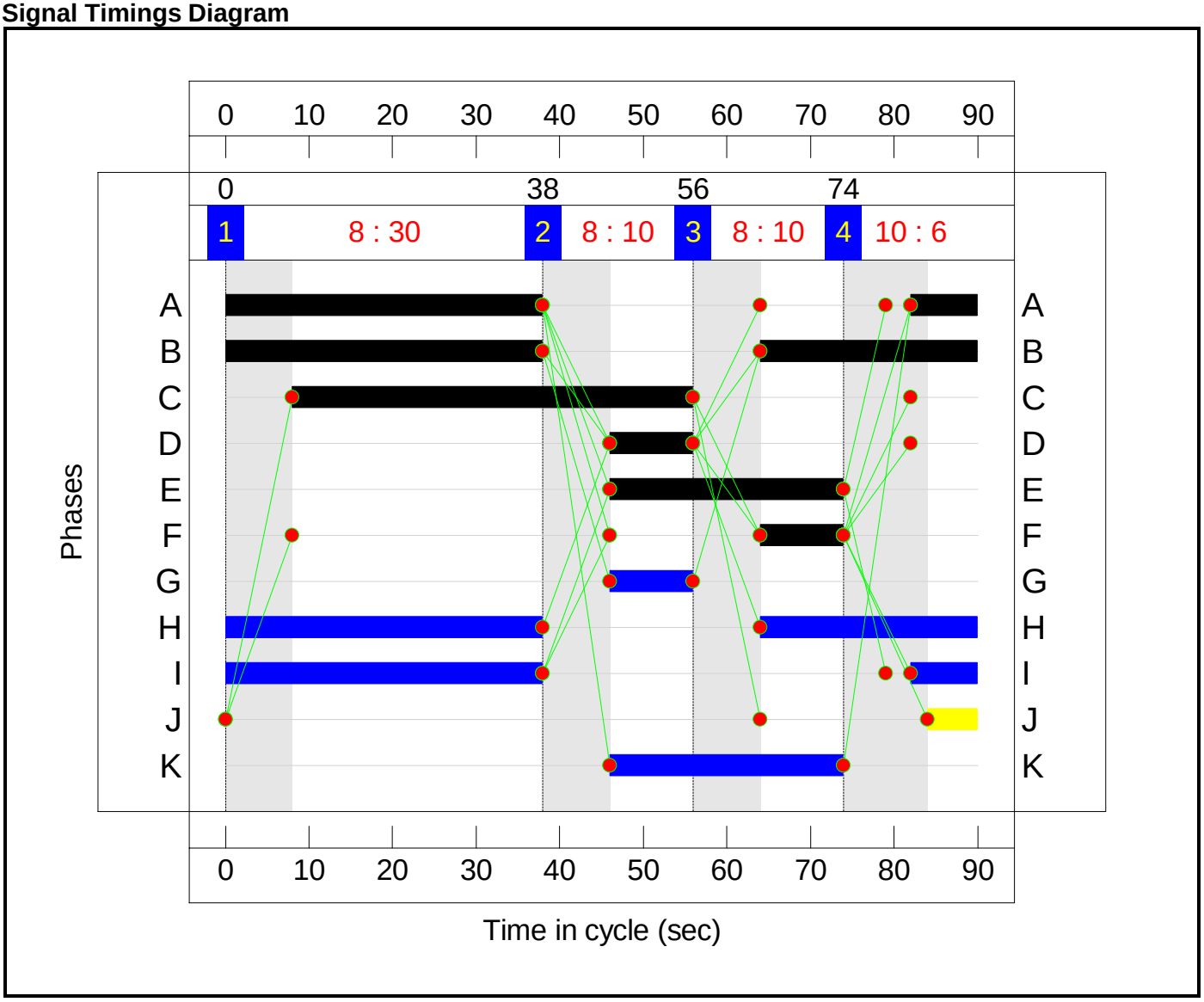
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	30	10	10	6
Change Point	0	38	56	74

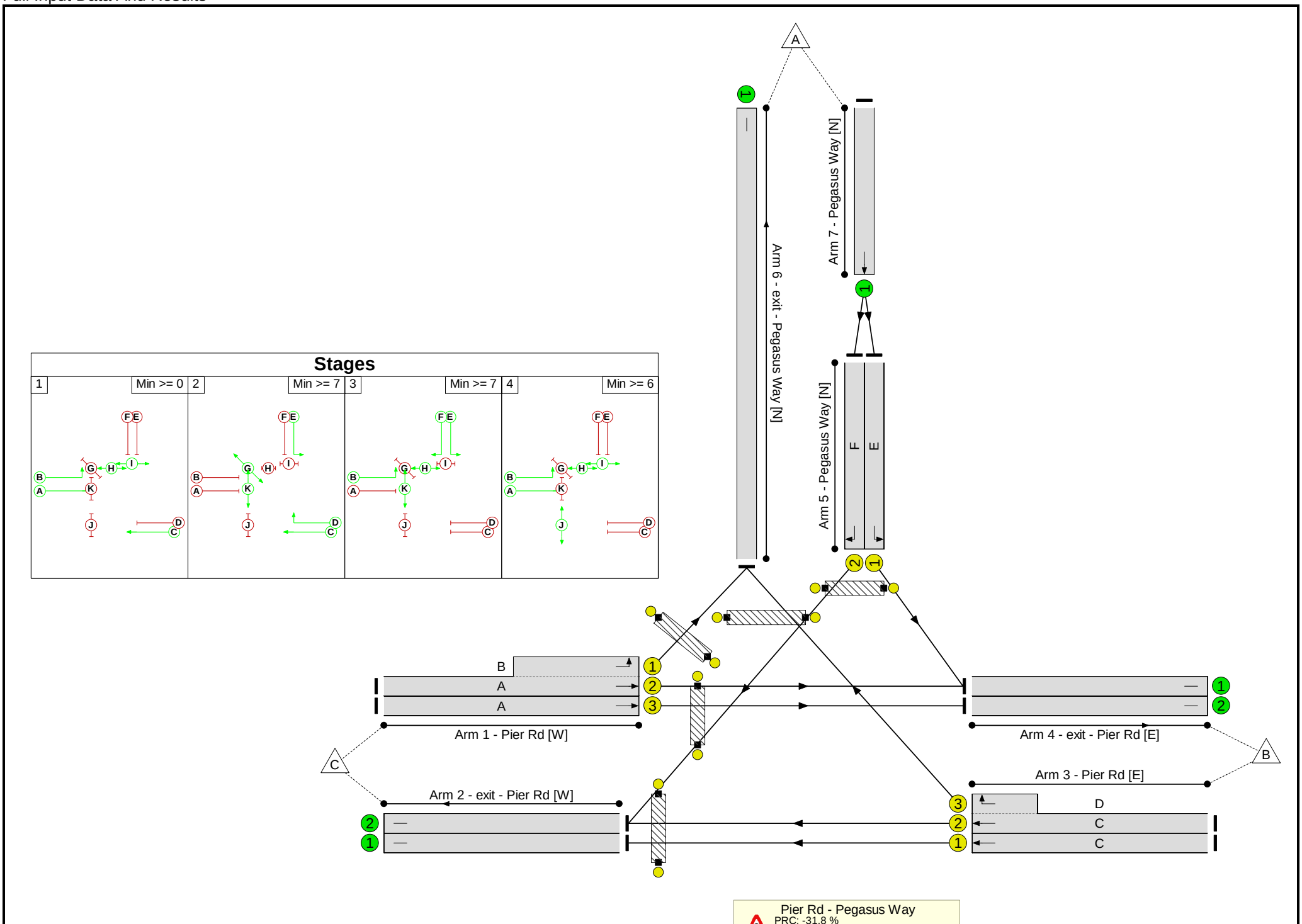
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 105.90 pcuHr
Worst PRC: -31.83 % (On Lane 3/2)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.7%**
Pier Rd - Pegasus Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.7%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	46:64	-	843	1965:1854	1026+2	82.0 : 82.0%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	46	-	840	1965	1026	81.9%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1161	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	48	-	1161	1965	1070	108.5%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	48:10	-	259	1965:1786	0+218	0.0 : 118.7%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	28	-	251	1747	563	44.6%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	10	-	129	1814	222	58.2%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	28	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

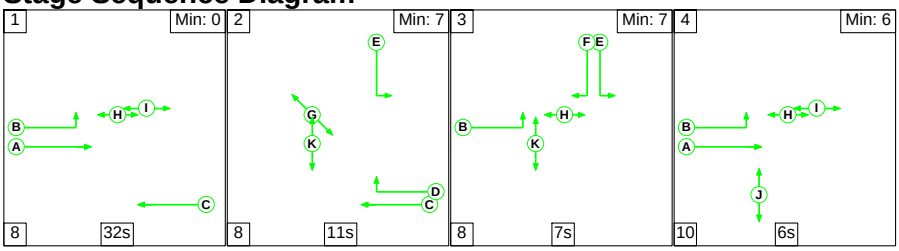
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**26.0**	**79.9**	**0.0**	**105.9**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**26.0**	**79.9**	**0.0**	**105.9**	**-**	**-**	**-**	**-**
1/2+1/1	843	843	-	-	-	4.2	2.2	-	6.4	27.4	17.5	2.2	19.7
1/3	840	840	-	-	-	4.2	2.2	-	6.4	27.4	17.5	2.2	19.7
2/1	1070	1070	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1161	1070	-	-	-	10.3	51.2	-	61.6	190.9	31.3	51.2	82.6
3/2+3/3	259	218	-	-	-	4.3	23.2	-	27.4	381.3	7.8	23.2	31.0
4/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	1.7	0.4	-	2.1	29.9	5.0	0.4	5.4
5/2	129	129	-	-	-	1.3	0.7	-	2.0	56.5	3.0	0.7	3.7
6/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	380	380	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -31.8 Total Delay for Signalled Lanes (pcuHr): 105.90 Cycle Time (s): 90
PRC Over All Lanes (%): -31.8 Total Delay Over All Lanes(pcuHr): 105.90

Full Input Data And Results

Scenario 4: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

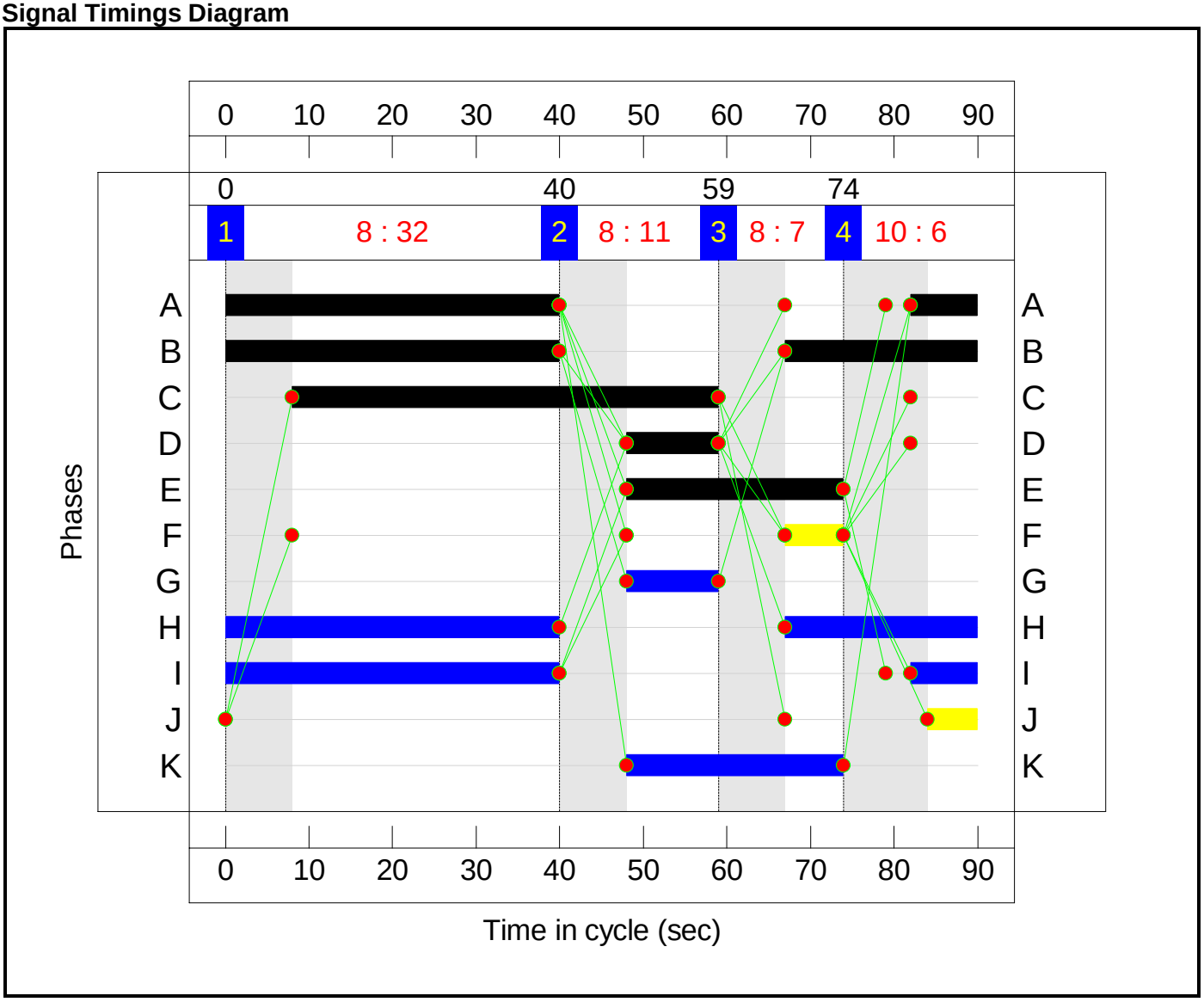
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	32	11	7	6
Change Point	0	40	59	74

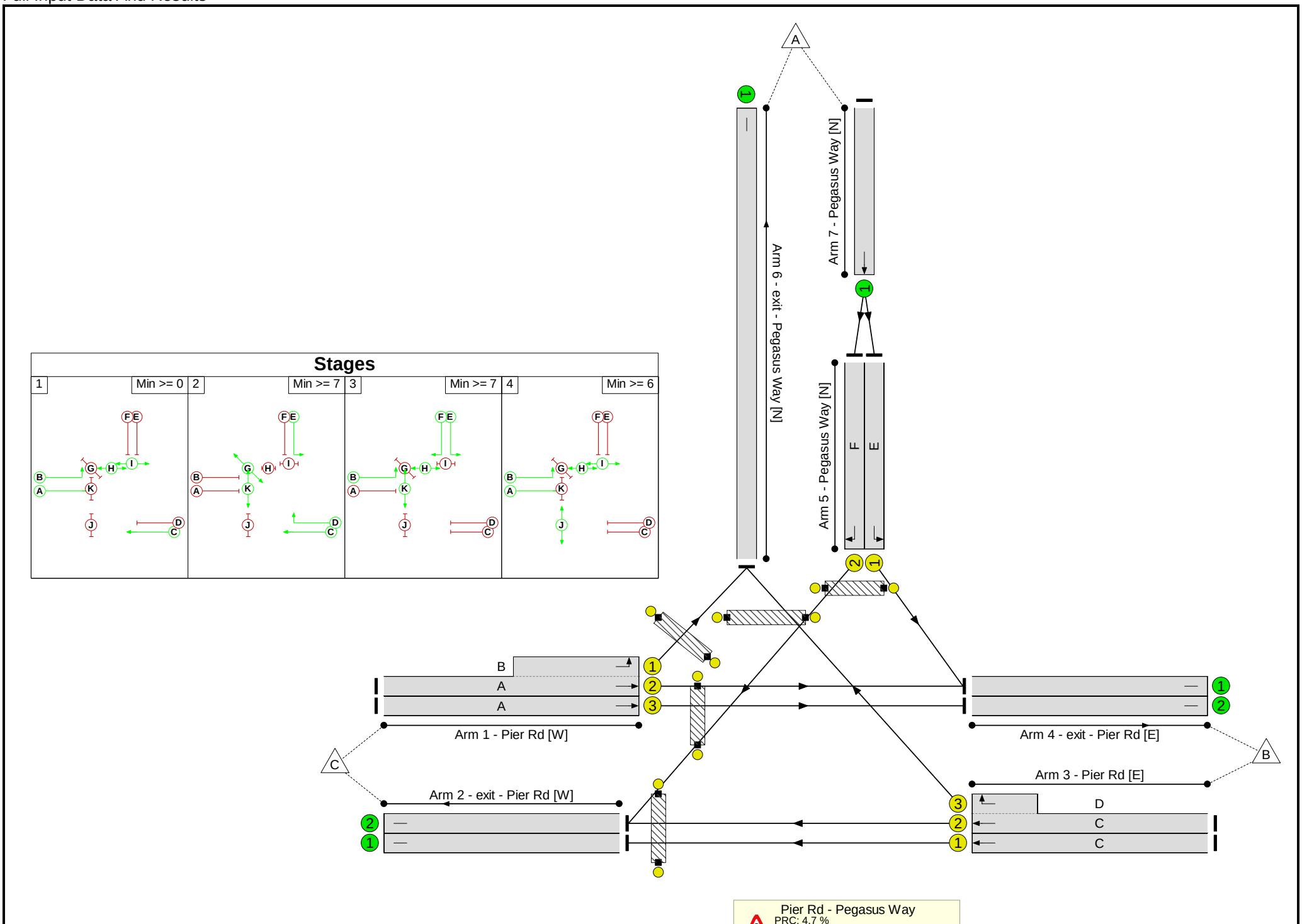
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 25.19 pcuHr
Worst PRC: 4.69 % (On Lane 3/1)

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	48:63	-	862	1965:1854	1000+142	75.5 : 75.5%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	48	-	778	1965	1070	72.7%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	976	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	51	-	976	1965	1135	86.0%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	51:11	-	524	1965:1786	410+215	83.9 : 83.9%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	920	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	26	-	165	1747	524	31.5%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	95	1814	161	58.9%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	11	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	26	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

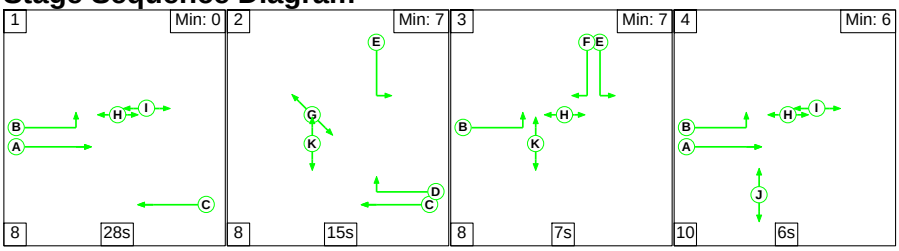
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**16.0**	**9.2**	**0.0**	**25.2**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**16.0**	**9.2**	**0.0**	**25.2**	**-**	**-**	**-**	**-**
1/2+1/1	862	862	-	-	-	3.3	1.5	-	4.9	20.3	14.6	1.5	16.2
1/3	778	778	-	-	-	3.3	1.3	-	4.7	21.6	14.5	1.3	15.8
2/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	976	976	-	-	-	4.3	3.0	-	7.3	26.8	20.3	3.0	23.3
3/2+3/3	524	524	-	-	-	2.8	2.5	-	5.3	36.4	4.4	2.5	6.9
4/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	1.1	0.2	-	1.3	29.4	3.2	0.2	3.4
5/2	95	95	-	-	-	1.0	0.7	-	1.7	66.1	2.3	0.7	3.0
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 4.7 Total Delay for Signalled Lanes (pcuHr): 25.19 Cycle Time (s): 90
PRC Over All Lanes (%): 4.7 Total Delay Over All Lanes(pcuHr): 25.19

Full Input Data And Results

Scenario 5: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

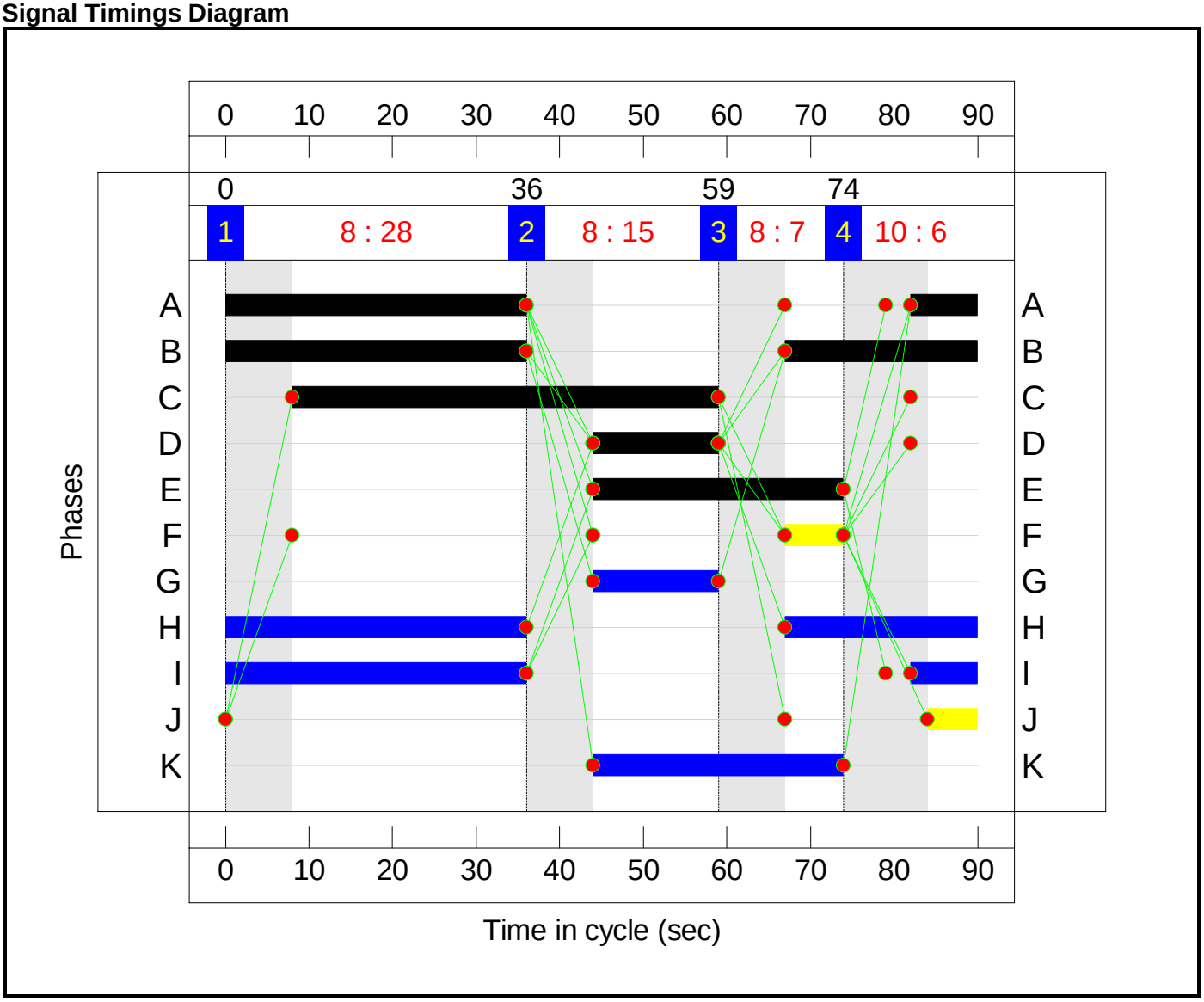
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	28	15	7	6
Change Point	0	36	59	74

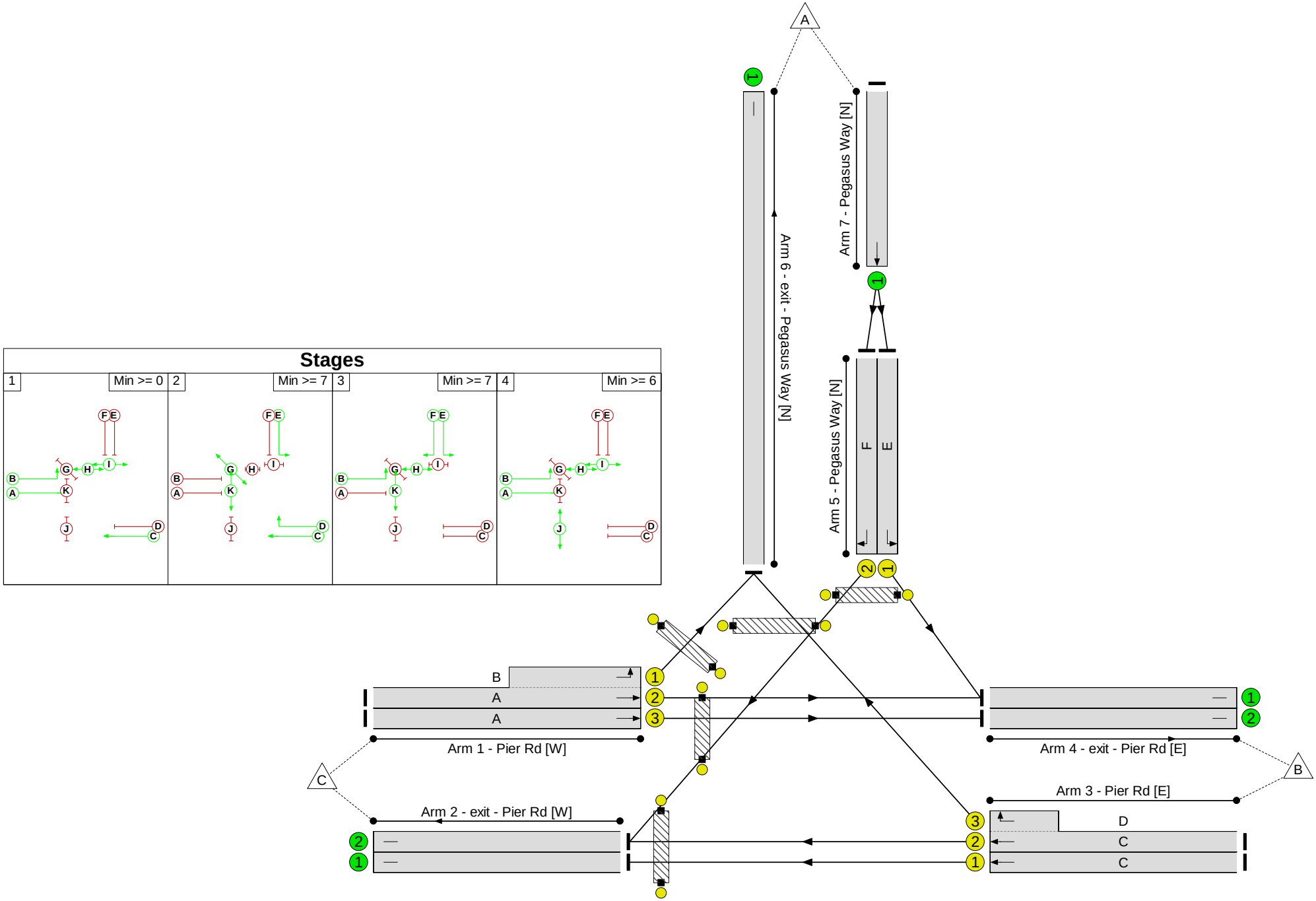
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 39.51 pcuHr
Worst PRC: -6.09 % (On Lane 3/1)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.5%**
Pier Rd - Pegasus Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.5%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	44:59	-	843	1965:1854	982+2	85.6 : 85.6%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	44	-	840	1965	982	85.5%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	51	-	1084	1965	1135	95.5%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	51:15	-	336	1965:1786	87+294	88.2 : 88.2%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	30	-	251	1747	602	41.7%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	129	1814	161	80.0%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	44	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	59	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	15	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	30	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

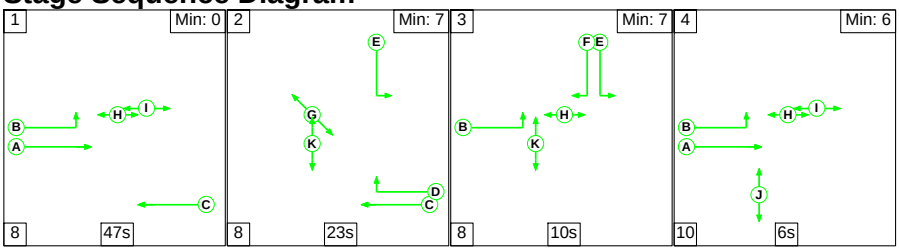
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**20.4**	**19.1**	**0.0**	**39.5**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**20.4**	**19.1**	**0.0**	**39.5**	**-**	**-**	**-**	**-**
1/2+1/1	843	843	-	-	-	4.6	2.9	-	7.5	31.8	18.2	2.9	21.1
1/3	840	840	-	-	-	4.6	2.8	-	7.4	31.8	18.2	2.8	21.0
2/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1084	1084	-	-	-	5.4	8.0	-	13.4	44.6	25.3	8.0	33.3
3/2+3/3	336	336	-	-	-	2.8	3.3	-	6.0	64.6	6.7	3.3	9.9
4/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	1.6	0.4	-	1.9	27.7	4.7	0.4	5.1
5/2	129	129	-	-	-	1.4	1.8	-	3.2	90.4	3.2	1.8	5.0
6/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	380	380	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -6.1 Total Delay for Signalled Lanes (pcuHr): 39.51 Cycle Time (s): 90
PRC Over All Lanes (%): -6.1 Total Delay Over All Lanes(pcuHr): 39.51

Full Input Data And Results

Scenario 6: '2041 DS PM 120CT' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

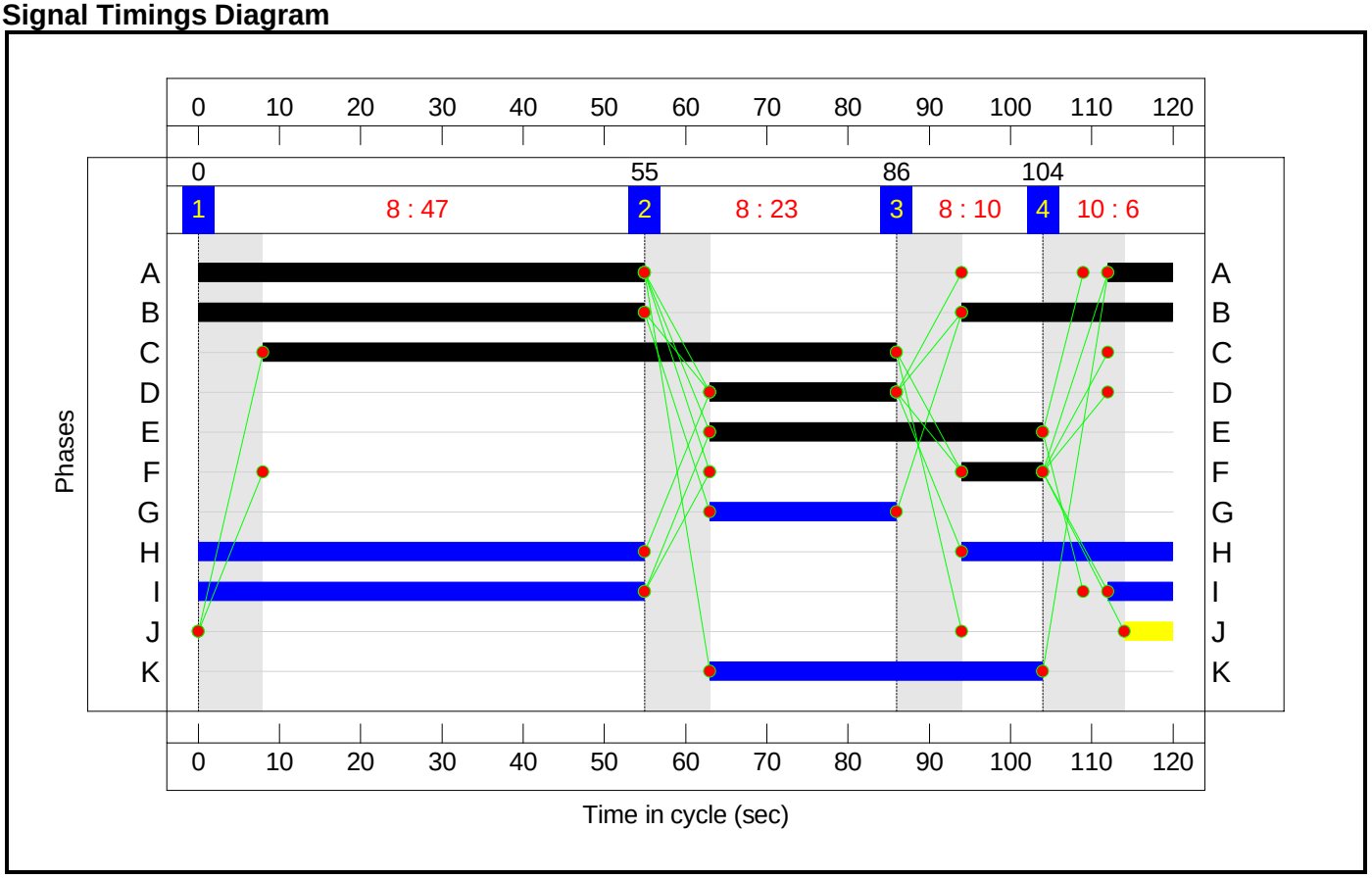
Stage Sequence Diagram



Stage Timings

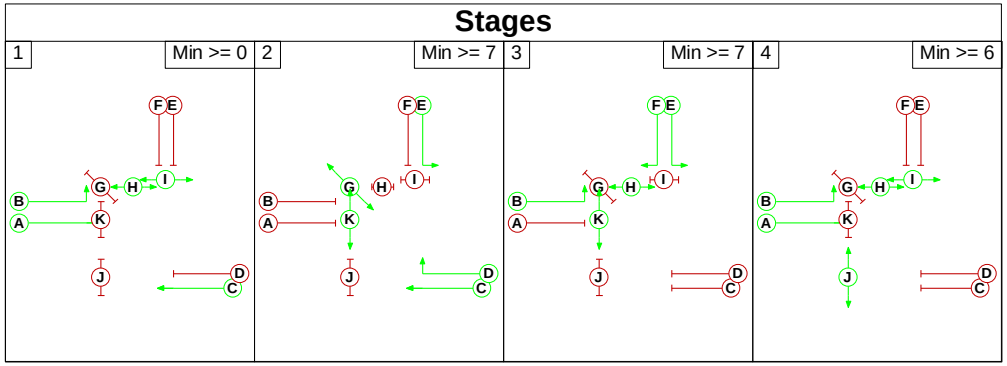
Stage	1	2	3	4
Duration	47	23	10	6
Change Point	0	55	86	104

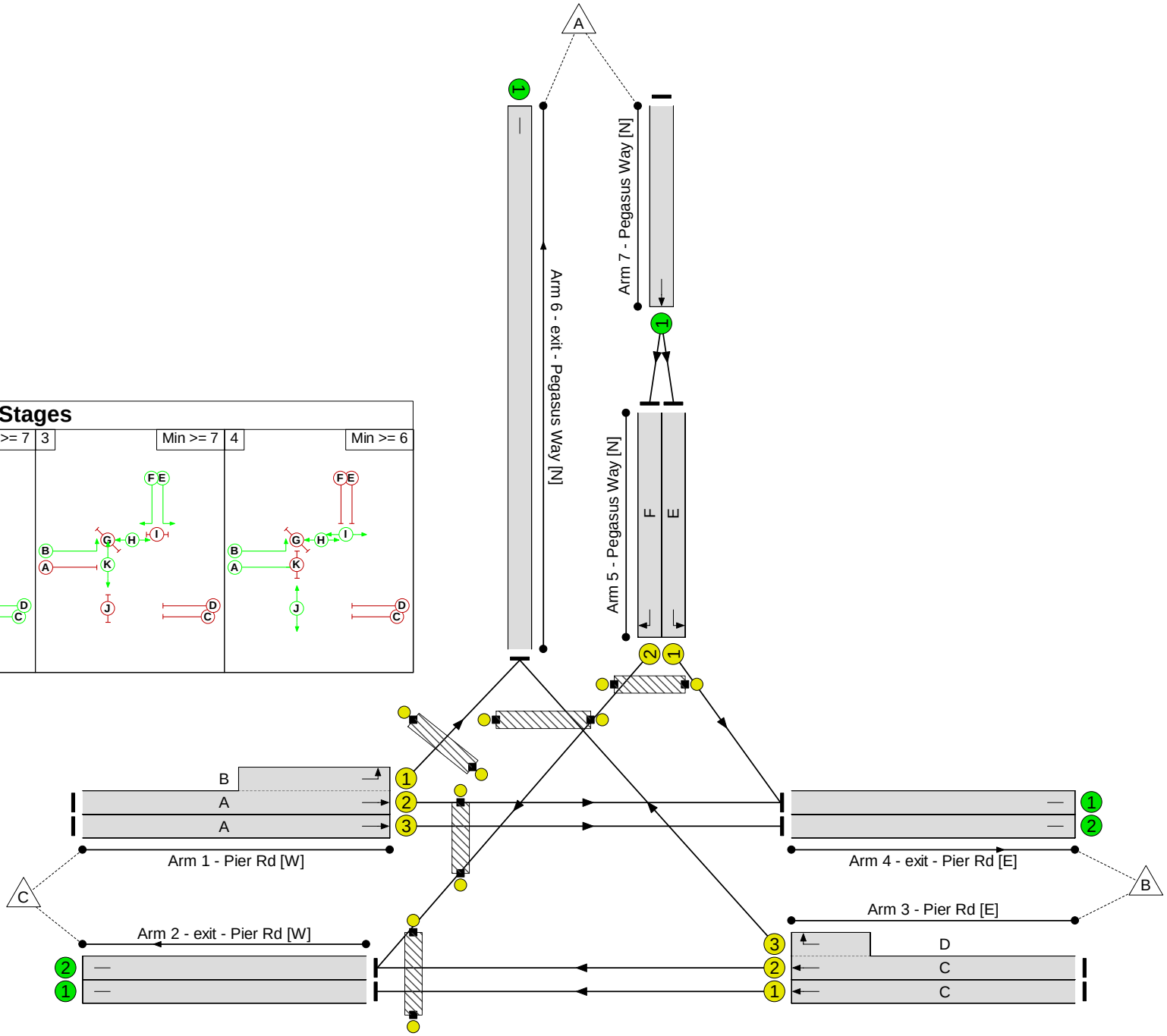
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram





Pier Rd - Pegasus Way
PRC: 7.4 %

Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 33.56 pcuHr
Worst PRC: 7.40 % (On Lane 3/1)

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	63:81	-	843	1965:1854	1048+2	80.2 : 80.2%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	63	-	840	1965	1048	80.2%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	78	-	1084	1965	1294	83.8%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	78:23	-	336	1965:1786	93+314	82.5 : 82.5%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	41	-	251	1747	611	41.0%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	10	-	129	1814	166	77.6%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	63	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	81	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	23	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	41	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

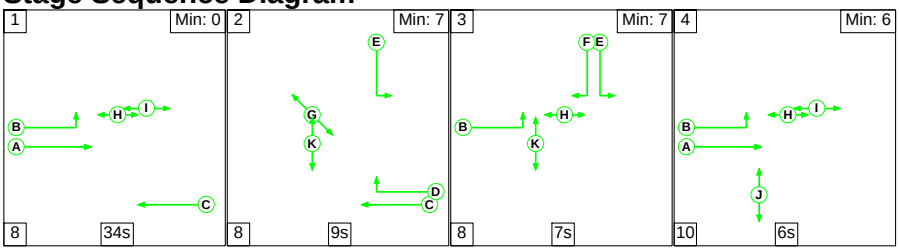
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**22.9**	**10.7**	**0.0**	**33.6**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**22.9**	**10.7**	**0.0**	**33.6**	**-**	**-**	**-**	**-**
1/2+1/1	843	843	-	-	-	5.3	2.0	-	7.3	31.3	22.7	2.0	24.7
1/3	840	840	-	-	-	5.3	2.0	-	7.3	31.3	22.6	2.0	24.6
2/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1084	1084	-	-	-	4.7	2.5	-	7.2	24.0	27.4	2.5	29.9
3/2+3/3	336	336	-	-	-	3.6	2.2	-	5.8	61.8	9.2	2.2	11.4
4/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	2.1	0.3	-	2.4	34.6	6.3	0.3	6.7
5/2	129	129	-	-	-	1.9	1.6	-	3.5	97.8	4.2	1.6	5.8
6/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	380	380	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 33.56 Cycle Time (s): 120
PRC Over All Lanes (%): 7.4 Total Delay Over All Lanes(pcuHr): 33.56

Full Input Data And Results

Scenario 7: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'Network Control Plan 1')

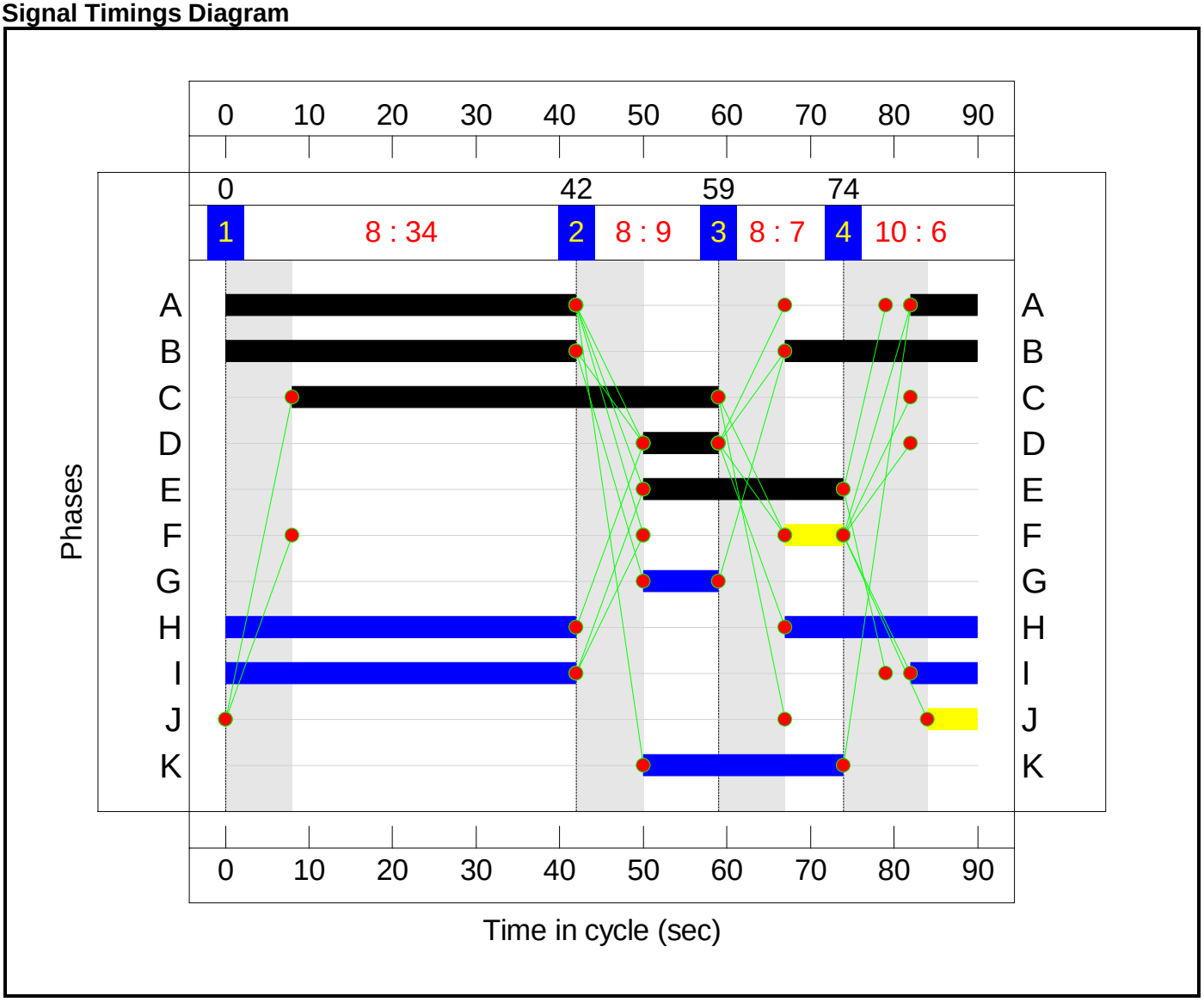
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	34	9	7	6
Change Point	0	42	59	74

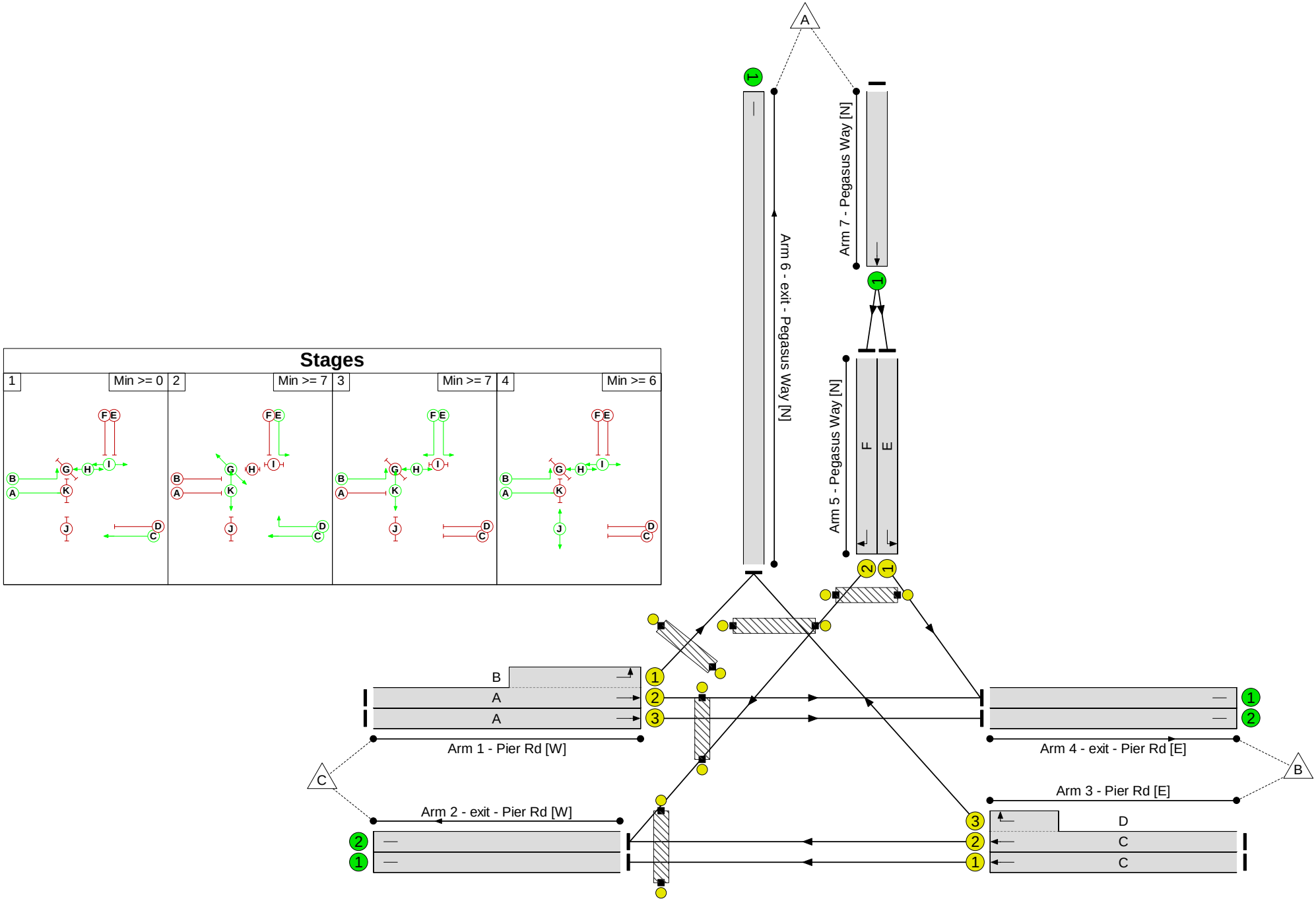
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 18.52 pcuHr
Worst PRC: 24.48 % (On Lane 3/2)

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	50:65	-	780	1965:1854	1023+170	65.4 : 65.4%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	50	-	684	1965	1113	61.4%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	51	-	787	1965	1135	69.3%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	51:9	-	840	1965:1786	971+191	72.3 : 72.3%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	24	-	142	1747	485	29.3%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	76	1814	161	47.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	65	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	24	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

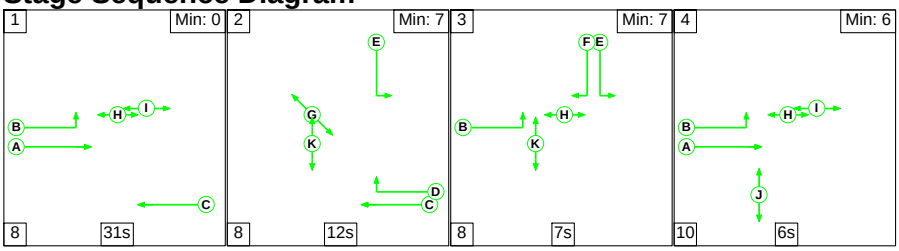
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.7**	**4.8**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**13.7**	**4.8**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
1/2+1/1	780	780	-	-	-	2.5	0.9	-	3.4	15.8	11.1	0.9	12.1
1/3	684	684	-	-	-	2.5	0.8	-	3.3	17.1	11.2	0.8	12.0
2/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	787	787	-	-	-	2.9	1.1	-	4.0	18.5	13.8	1.1	14.9
3/2+3/3	840	840	-	-	-	4.0	1.3	-	5.3	22.7	13.7	1.3	15.0
4/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	142	142	-	-	-	1.0	0.2	-	1.2	30.8	2.8	0.2	3.0
5/2	76	76	-	-	-	0.8	0.4	-	1.3	59.9	1.8	0.4	2.2
6/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	218	218	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 24.5 Total Delay for Signalled Lanes (pcuHr): 18.52 Cycle Time (s): 90
PRC Over All Lanes (%): 24.5 Total Delay Over All Lanes(pcuHr): 18.52

Full Input Data And Results

Scenario 8: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'Network Control Plan 1')

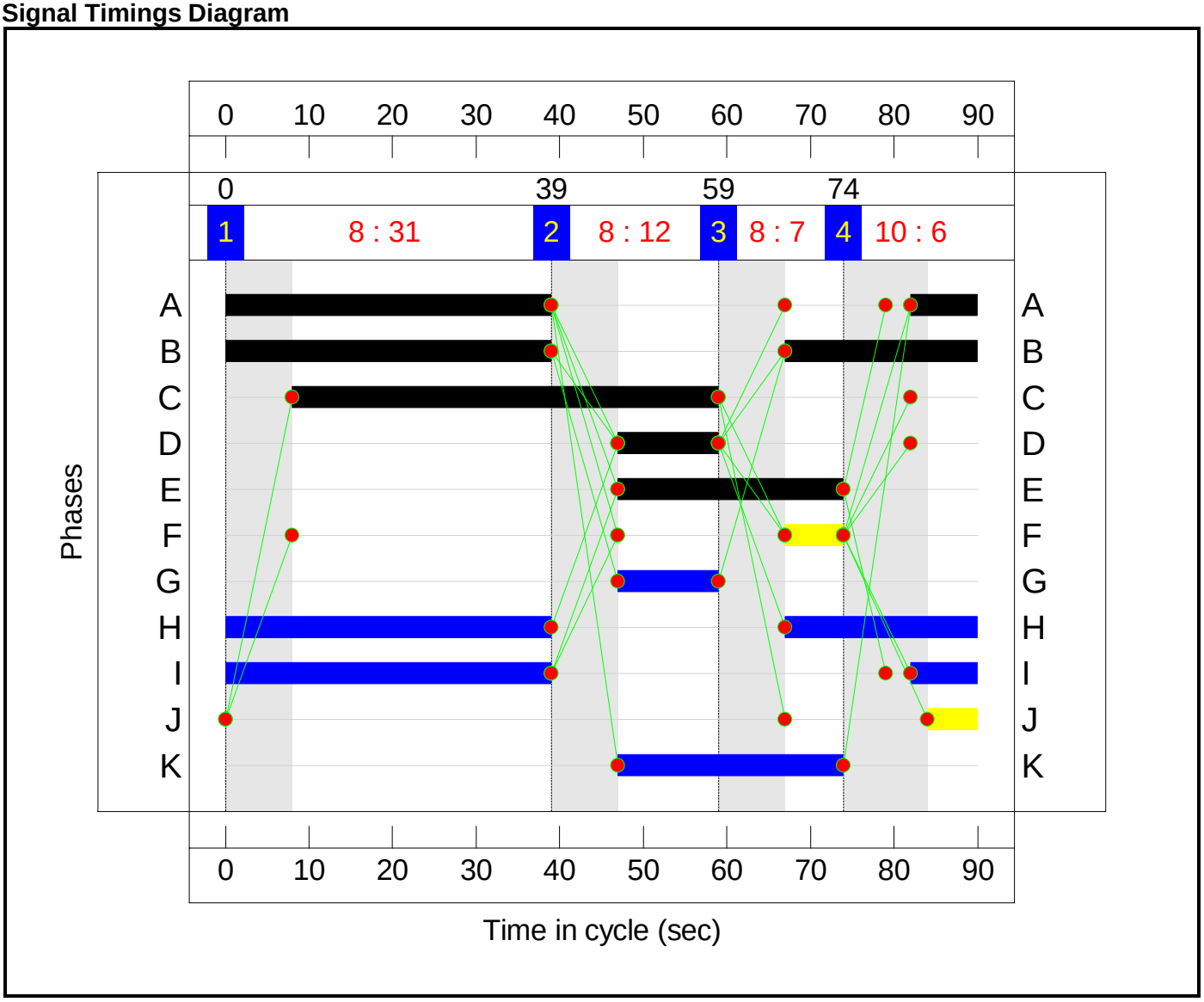
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	31	12	7	6
Change Point	0	39	59	74

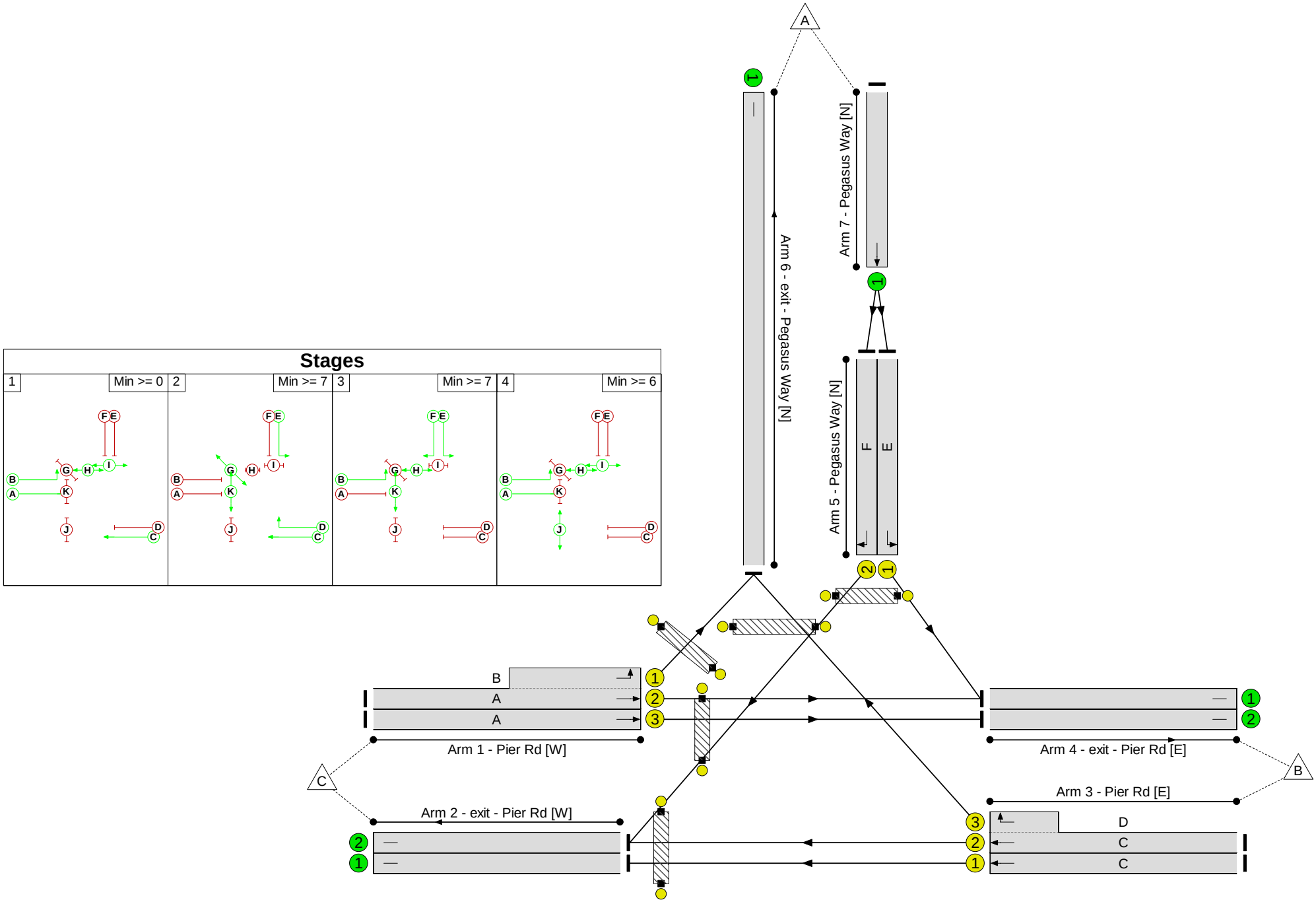
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 21.65 pcuHr
Worst PRC: 12.68 % (On Lane 3/2)

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.9%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.9%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	47:62	-	731	1965:1854	1034+54	67.2 : 67.2%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	47	-	692	1965	1048	66.0%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	51	-	905	1965	1135	79.7%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	51:12	-	549	1965:1786	467+220	79.9 : 79.9%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	27	-	208	1747	544	38.3%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	92	1814	161	57.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	62	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	27	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	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**	**14.8**	**6.8**	**0.0**	**21.7**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**14.8**	**6.8**	**0.0**	**21.7**	**-**	**-**	**-**	**-**
1/2+1/1	731	731	-	-	-	3.0	1.0	-	4.0	19.7	12.4	1.0	13.5
1/3	692	692	-	-	-	2.9	1.0	-	3.9	20.2	12.3	1.0	13.3
2/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	905	905	-	-	-	3.7	1.9	-	5.7	22.6	17.6	1.9	19.5
3/2+3/3	549	549	-	-	-	2.8	1.9	-	4.7	31.1	4.8	1.9	6.7
4/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	208	208	-	-	-	1.4	0.3	-	1.7	29.6	4.0	0.3	4.4
5/2	92	92	-	-	-	1.0	0.7	-	1.7	64.9	2.2	0.7	2.8
6/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	300	300	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

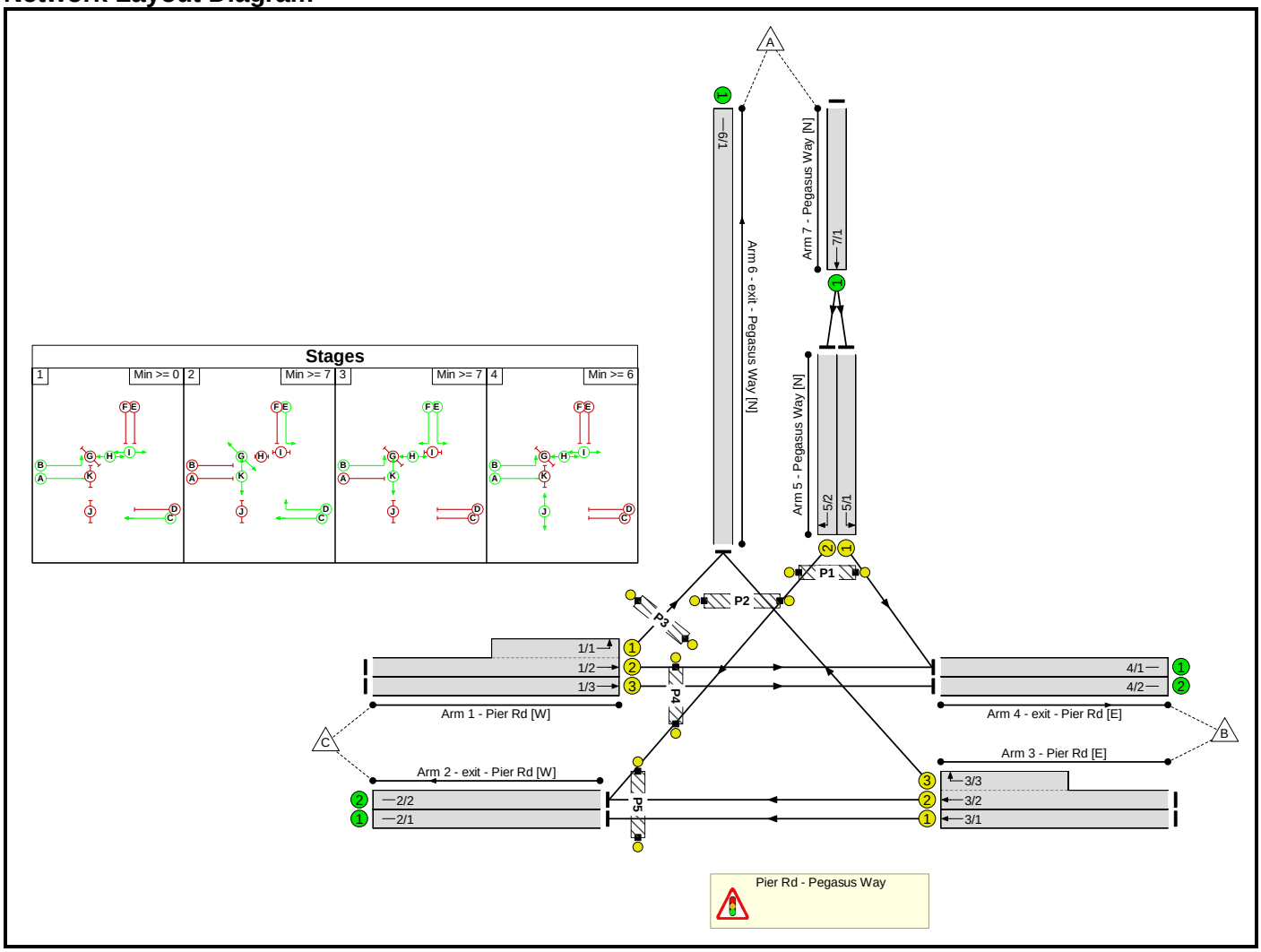
C1 PRC for Signalled Lanes (%): 12.7 Total Delay for Signalled Lanes (pcuHr): 21.65 Cycle Time (s): 90
PRC Over All Lanes (%): 12.7 Total Delay Over All Lanes(pcuHr): 21.65

Full Input Data And Results

User and Project Details

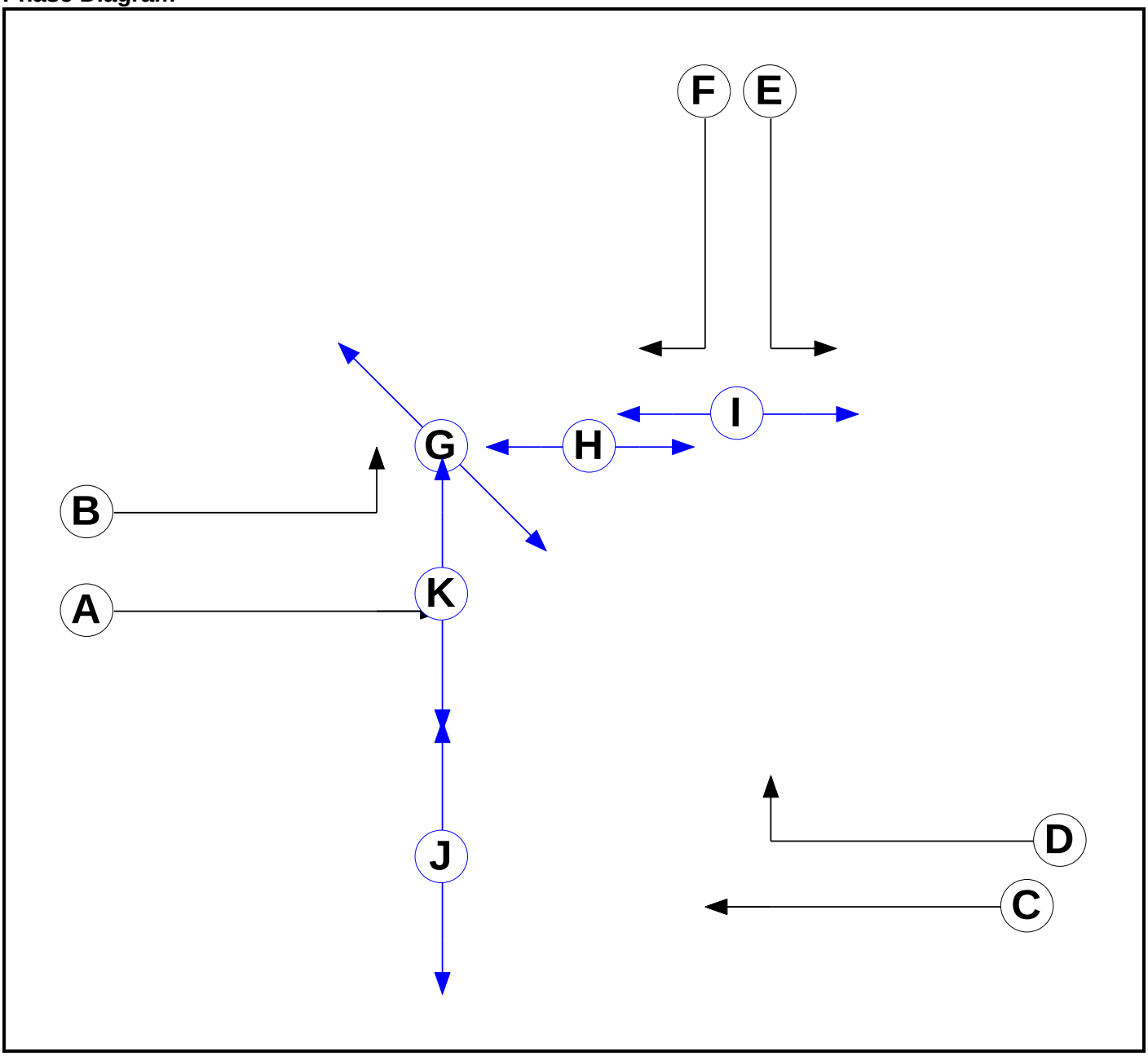
Project:	
Title:	
Location:	
Additional detail:	
File name:	J7_Proposed.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

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	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6

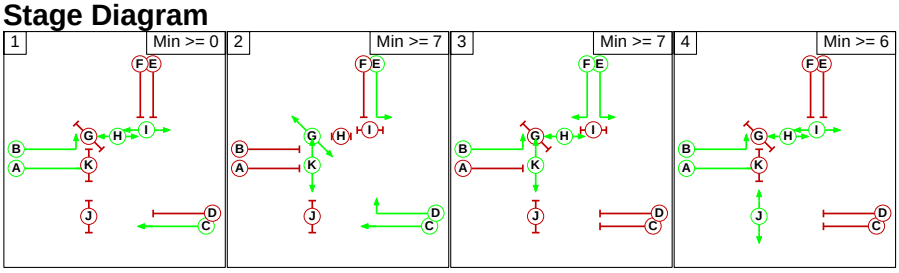
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	-	8	8	8	-	-	-	-	8
B	-		-	8	-	-	8	-	-	-	-
C	-	-		-	-	8	-	-	-	8	-
D	8	8	-		-	8	-	8	-	-	-
E	5	-	-	-		-	-	-	5	-	-
F	8	-	8	8	-		-	-	8	10	-
G	-	8	-	-	-	-		-	-	-	-
H	-	-	-	8	-	-	-		-	-	-
I	-	-	-	-	8	8	-	-		-	-
J	-	-	8	-	-	8	-	-	-		-
K	8	-	-	-	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	E	Losing	3	3

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		8	8	8
	2	8		8	8
	3	8	8		10
	4	8	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Pier Rd - Pegasus Way
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Pier Rd - Pegasus Way												
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 (Pier Rd [W])	U	B	2	3	10.1	Geom	-	3.50	0.00	Y	Arm 6 Left	25.00
1/2 (Pier Rd [W])	U	A	2	3	29.6	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
1/3 (Pier Rd [W])	U	A	2	3	29.6	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
2/1 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Pier Rd [E])	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
3/2 (Pier Rd [E])	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 2 Ahead	Inf
3/3 (Pier Rd [E])	U	D	2	3	10.1	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
4/1 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Pegasus Way [N])	U	E	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 4 Left	12.00
5/2 (Pegasus Way [N])	U	F	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 2 Right	18.00
6/1 (exit - Pegasus Way [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Pegasus Way [N])	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	16:00	17:00	01:00	
3: '2041 RC AM'	08:00	09:00	01:00	
4: '2041 RC PM'	16:00	17:00	01:00	

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	854(In) 747(Out)
1/3	786
2/1	664
2/2	751
3/1	664
3/2 (with short)	836(In) 656(Out)
3/3 (short)	180
4/1	912
4/2	786
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'IP Peak MaxSet B' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: IP Peak MaxSet B
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	858(In) 751(Out)
1/3	782
2/1	654
2/2	761
3/1	654
3/2 (with short)	846(In) 666(Out)
3/3 (short)	180
4/1	916
4/2	782
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'PM Peak MaxSet C' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	251	129	380
	B	259	0	1161	1420
	C	2	1681	0	1683
	Tot.	261	1932	1290	3483

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: PM Peak MaxSet C
Junction: Pier Rd - Pegasus Way	
1/1 (short)	2
1/2 (with short)	843(In) 841(Out)
1/3	840
2/1	1161
2/2	129
3/1	1161
3/2 (with short)	259(In) 0(Out)
3/3 (short)	259
4/1	1092
4/2	840
5/1	251
5/2	129
6/1	261
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	0.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 DS AM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	859(In) 752(Out)
1/3	781
2/1	662
2/2	753
3/1	662
3/2 (with short)	838(In) 658(Out)
3/3 (short)	180
4/1	917
4/2	781
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	251	129	380
	B	259	0	1161	1420
	C	2	1681	0	1683
	Tot.	261	1932	1290	3483

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 DS PM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	2
1/2 (with short)	843(In) 841(Out)
1/3	840
2/1	1055
2/2	235
3/1	1055
3/2 (with short)	365(In) 106(Out)
3/3 (short)	259
4/1	1092
4/2	840
5/1	251
5/2	129
6/1	261
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	142	76	218
	B	138	0	1489	1627
	C	111	1353	0	1464
	Tot.	249	1495	1565	3309

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2041 RC AM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	111
1/2 (with short)	777(In) 666(Out)
1/3	687
2/1	734
2/2	831
3/1	734
3/2 (with short)	893(In) 755(Out)
3/3 (short)	138
4/1	808
4/2	687
5/1	142
5/2	76
6/1	249
7/1	218

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	208	92	300
	B	176	0	1278	1454
	C	36	1387	0	1423
	Tot.	212	1595	1370	3177

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2041 RC PM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	36
1/2 (with short)	727(In) 691(Out)
1/3	696
2/1	633
2/2	737
3/1	633
3/2 (with short)	821(In) 645(Out)
3/3 (short)	176
4/1	899
4/2	696
5/1	208
5/2	92
6/1	212
7/1	300

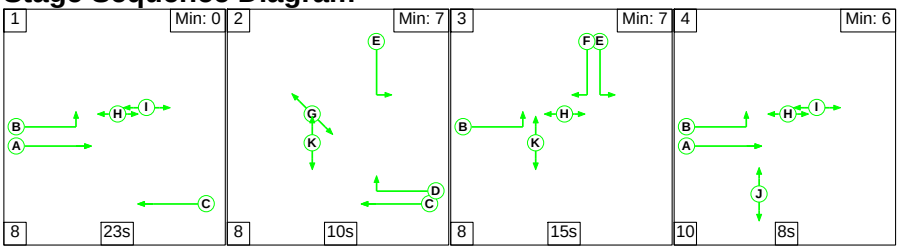
Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
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 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

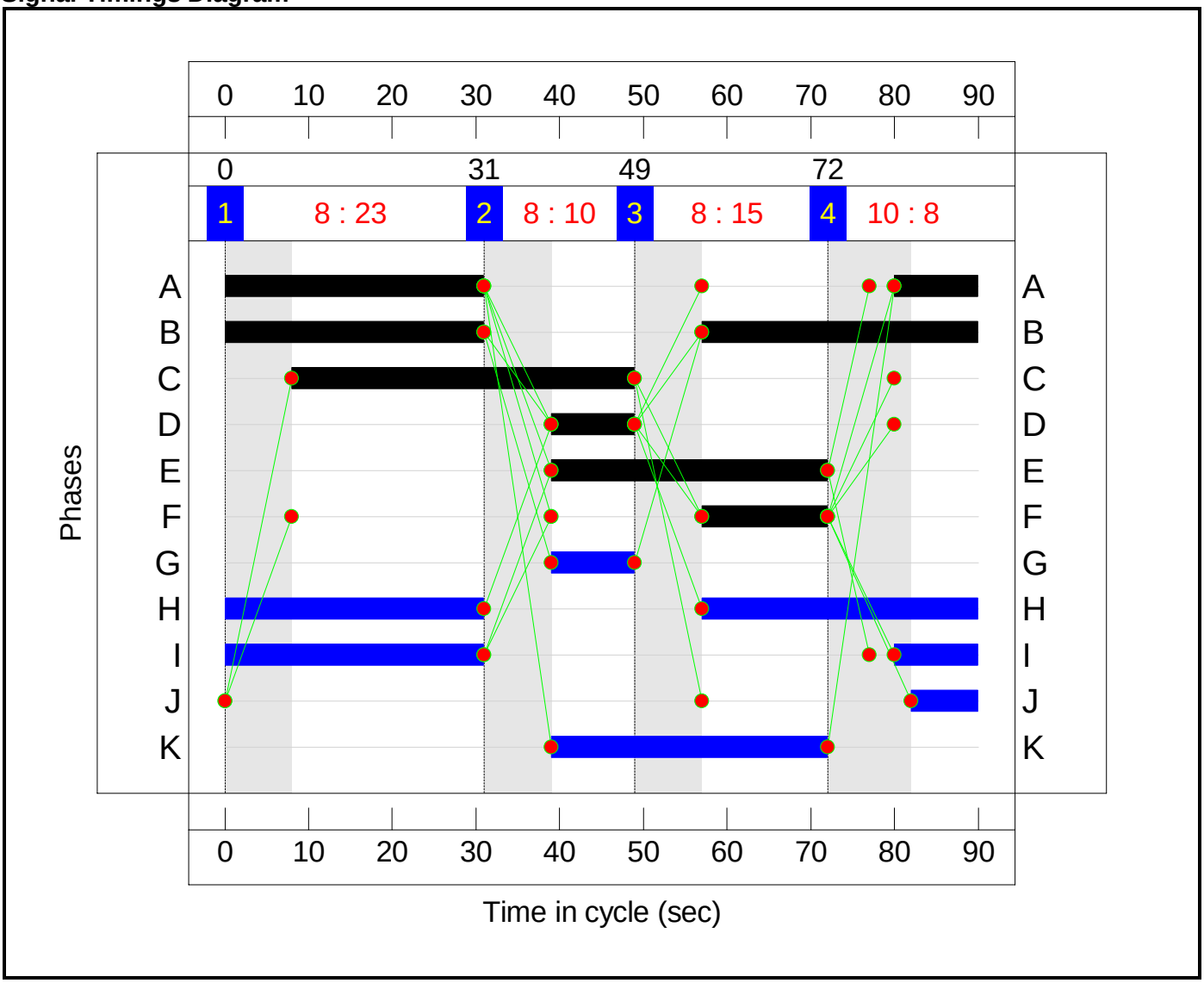


Stage Timings

Stage	1	2	3	4
Duration	23	10	15	8
Change Point	0	31	49	72

Full Input Data And Results

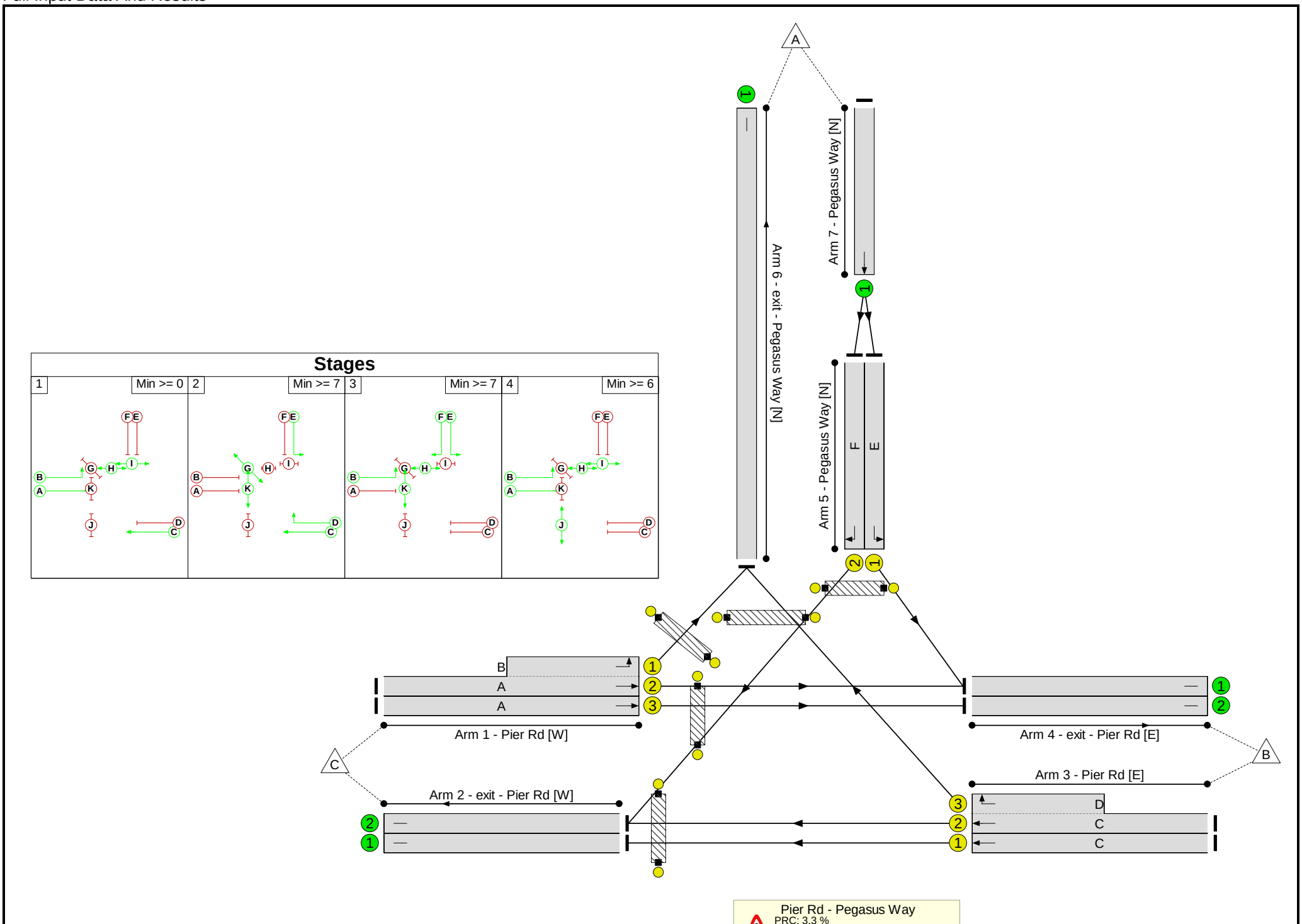
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 29.39 pcuHr
Worst PRC: 3.29 % (On Lane 1/2)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
Pier Rd - Pegasus Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	41:64	-	854	1965:1854	857+123	87.1 : 87.1%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	41	-	786	1965	917	85.7%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	41	-	664	1965	917	72.4%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	41:10	-	836	2105:1786	844+218	77.7 : 82.5%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	912	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	33	-	165	1747	660	25.0%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	15	-	95	1814	322	29.5%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	41	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	33	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	8	-	0	-	0	0.0%

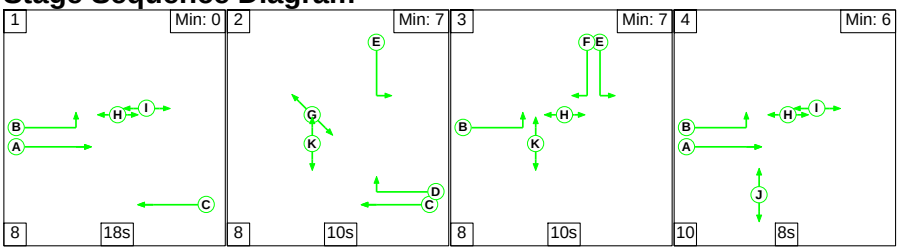
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**19.8**	**9.6**	**0.0**	**29.4**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**19.8**	**9.6**	**0.0**	**29.4**	**-**	**-**	**-**	**-**
1/2+1/1	854	854	-	-	-	4.5	3.2	-	7.7	32.6	17.5	3.2	20.7
1/3	786	786	-	-	-	4.7	2.9	-	7.5	34.5	17.2	2.9	20.1
2/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	664	664	-	-	-	3.6	1.3	-	4.9	26.4	13.3	1.3	14.6
3/2+3/3	836	836	-	-	-	5.3	1.8	-	7.1	30.8	13.8	1.8	15.6
4/1	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	0.9	0.2	-	1.0	22.9	2.8	0.2	3.0
5/2	95	95	-	-	-	0.8	0.2	-	1.1	40.0	2.1	0.2	2.3
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 3.3 Total Delay for Signalled Lanes (pcuHr): 29.39 Cycle Time (s): 90
PRC Over All Lanes (%): 3.3 Total Delay Over All Lanes(pcuHr): 29.39

Full Input Data And Results

Scenario 2: 'IP Peak MaxSet B' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

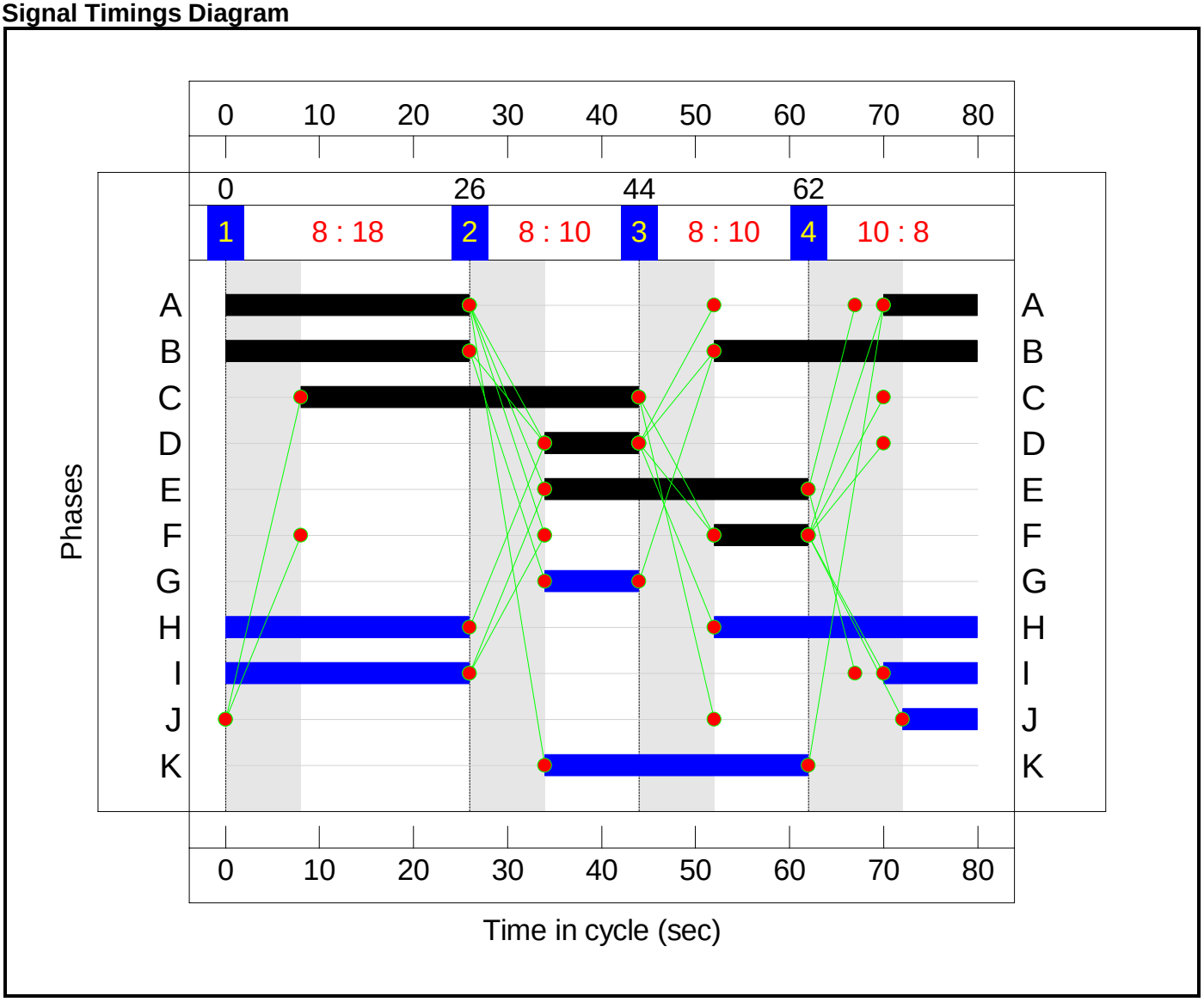
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	18	10	10	8
Change Point	0	26	44	62

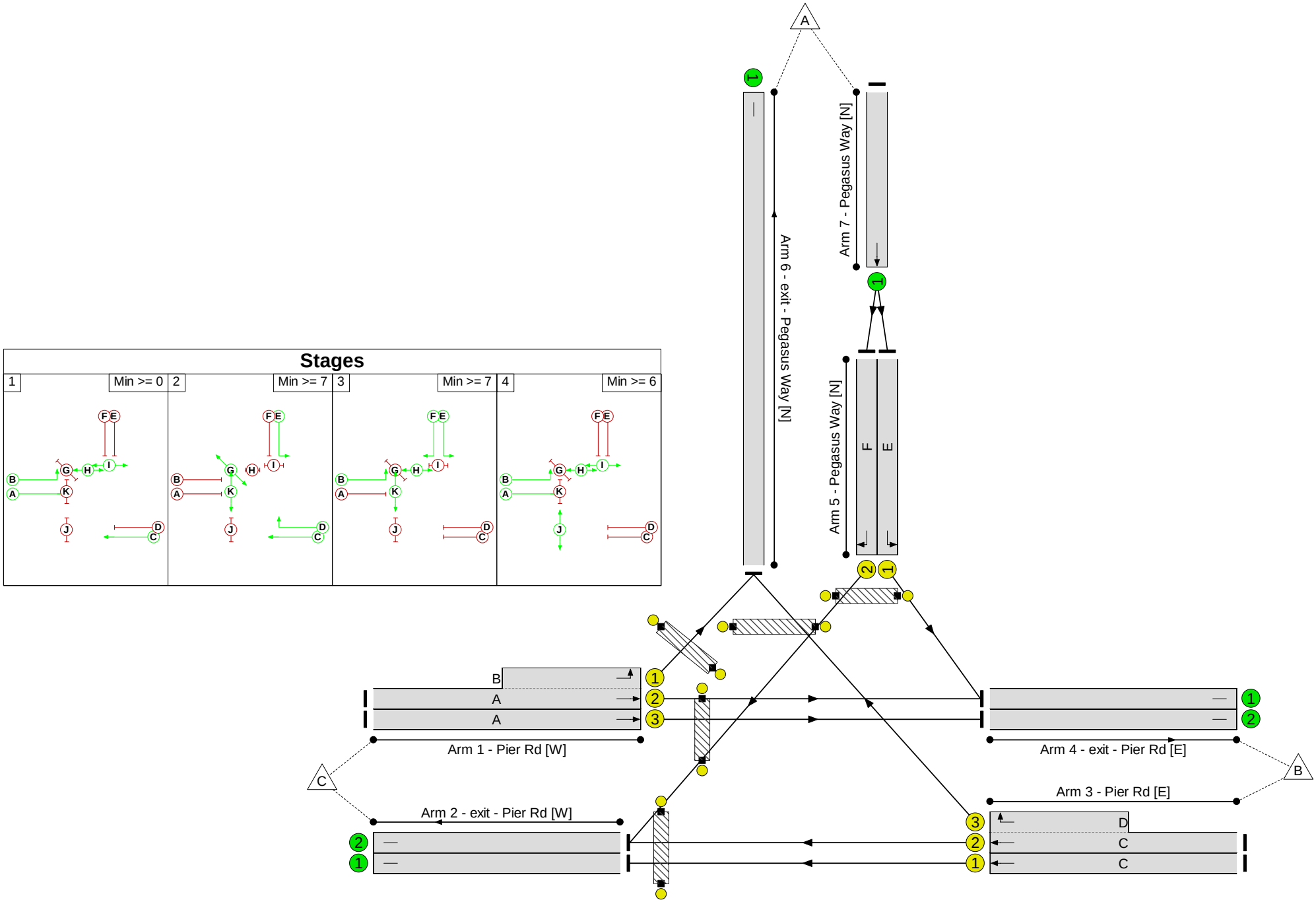
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 27.64 pcuHr
Worst PRC: 2.83 % (On Lane 1/2)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.5%**
Pier Rd - Pegasus Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.5%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	36:54	-	858	1965:1854	858+122	87.5 : 87.5%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	36	-	782	1965	909	86.0%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	36	-	654	1965	909	72.0%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	36:10	-	846	2105:1786	852+230	78.2 : 78.2%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	916	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	28	-	165	1747	633	26.1%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	10	-	95	1814	249	38.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	36	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	54	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	28	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	8	-	0	-	0	0.0%

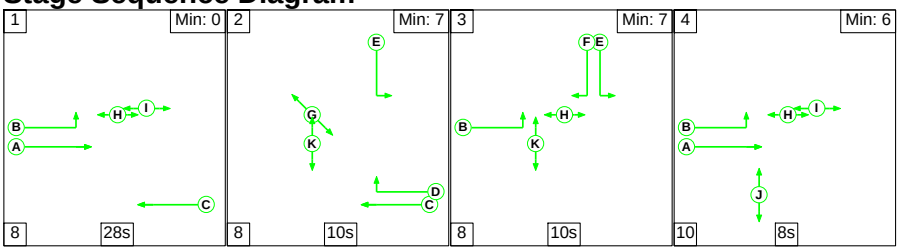
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**17.9**	**9.8**	**0.0**	**27.6**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**17.9**	**9.8**	**0.0**	**27.6**	**-**	**-**	**-**	**-**
1/2+1/1	858	858	-	-	-	4.1	3.3	-	7.4	31.1	15.6	3.3	18.9
1/3	782	782	-	-	-	4.2	2.9	-	7.1	32.8	15.4	2.9	18.4
2/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	654	654	-	-	-	3.1	1.3	-	4.4	24.3	11.6	1.3	12.9
3/2+3/3	846	846	-	-	-	4.8	1.8	-	6.6	27.9	12.5	1.8	14.2
4/1	916	916	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	0.8	0.2	-	1.0	21.8	2.6	0.2	2.7
5/2	95	95	-	-	-	0.8	0.3	-	1.1	43.0	1.9	0.3	2.2
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 2.8 Total Delay for Signalled Lanes (pcuHr): 27.64 Cycle Time (s): 80
PRC Over All Lanes (%): 2.8 Total Delay Over All Lanes(pcuHr): 27.64

Full Input Data And Results

Scenario 3: 'PM Peak MaxSet C' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

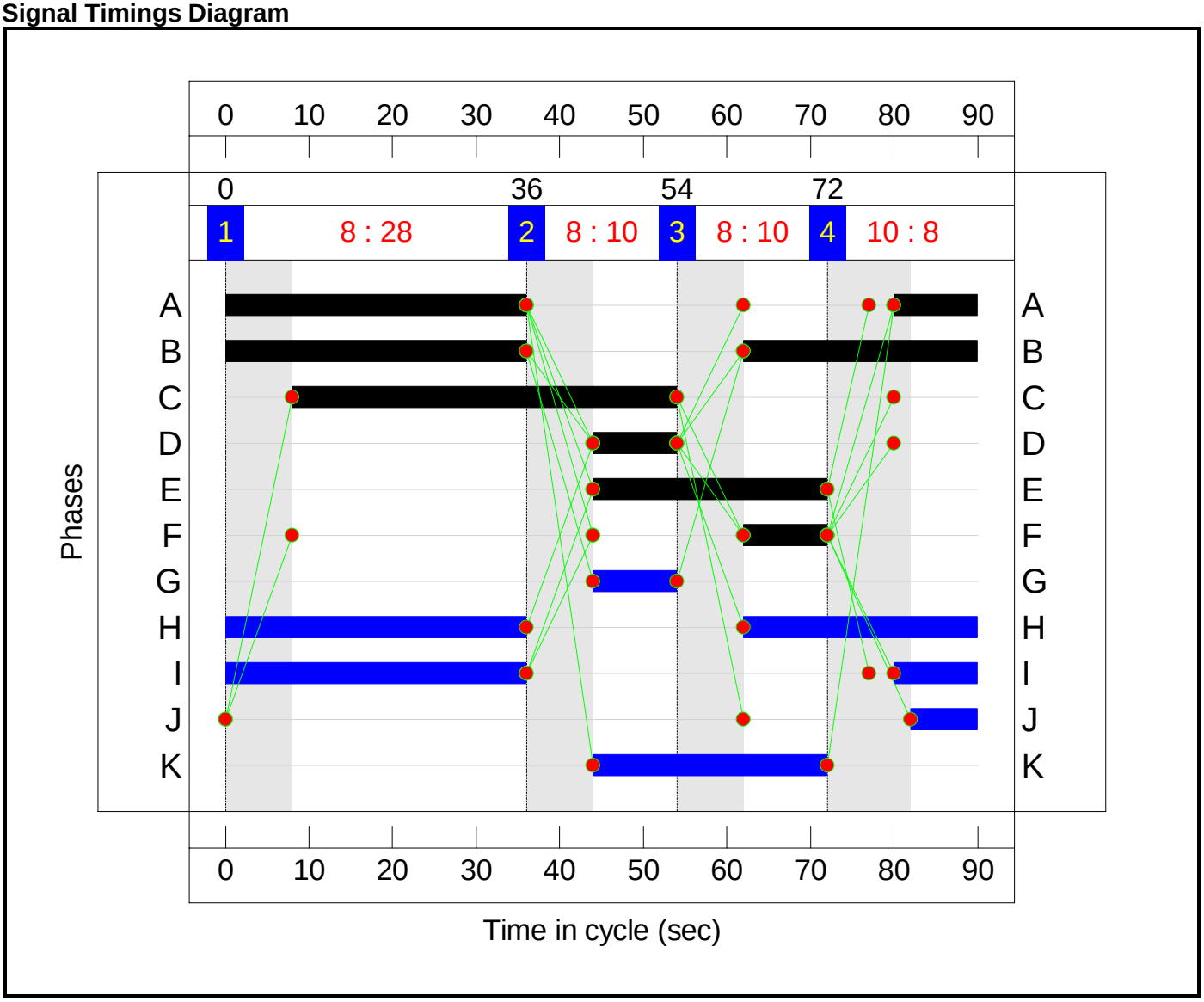
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	28	10	10	8
Change Point	0	36	54	72

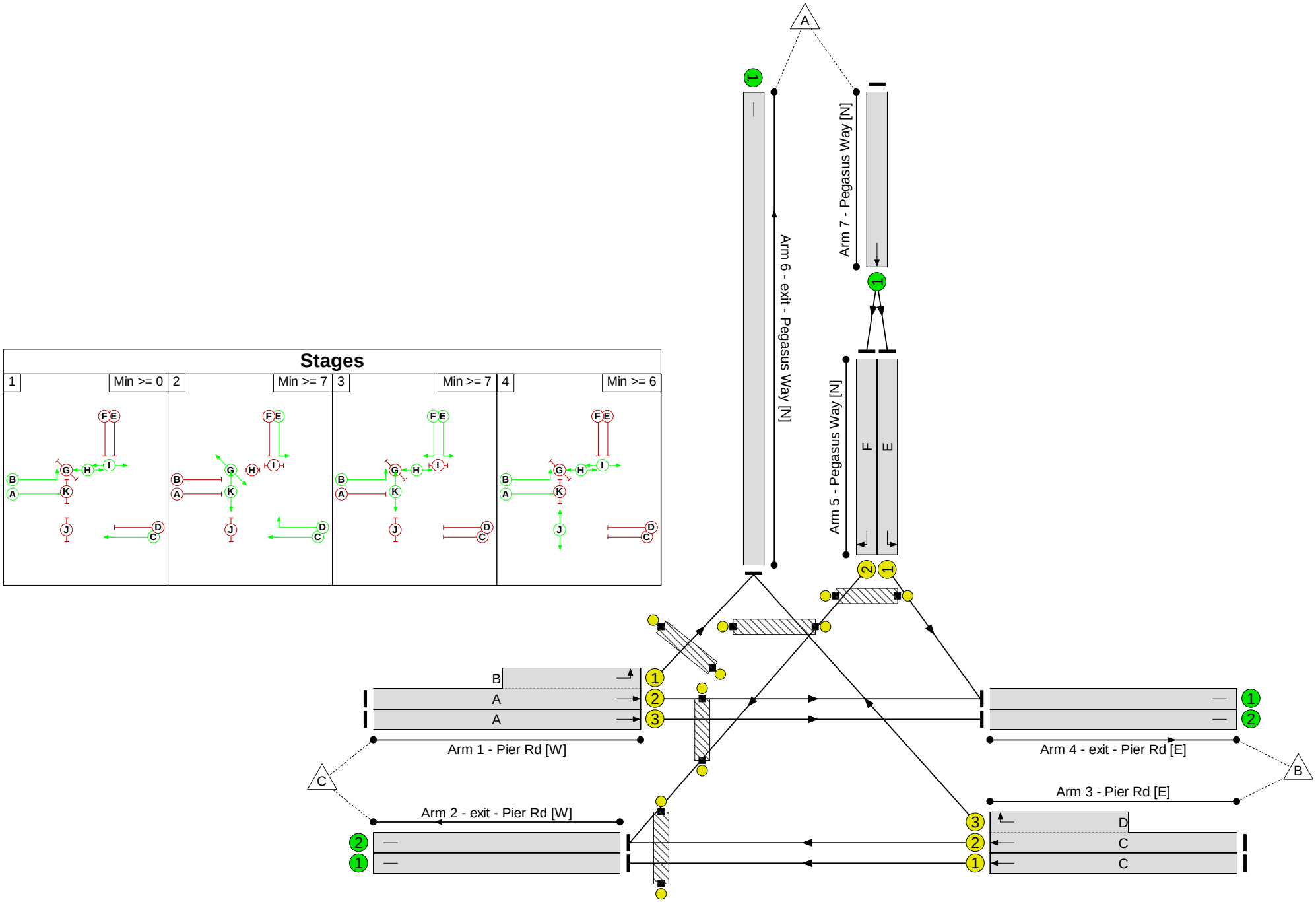
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 128.29 pcuHr
Worst PRC: -31.83 % (On Lane 3/2)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.7%**
Pier Rd - Pegasus Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.7%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	46:64	-	843	1965:1854	1026+2	82.0 : 82.0%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	46	-	840	1965	1026	81.9%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1161	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	46	-	1161	1965	1026	113.1%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	46:10	-	259	2105:1786	0+218	0.0 : 118.7%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	28	-	251	1747	563	44.6%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	10	-	129	1814	222	58.2%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	28	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	8	-	0	-	0	0.0%

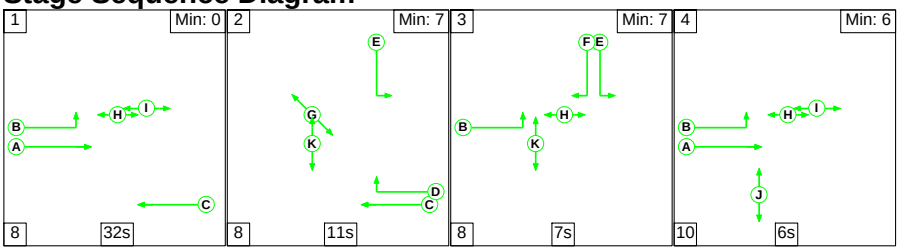
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**28.1**	**100.1**	**0.0**	**128.3**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**28.1**	**100.1**	**0.0**	**128.3**	**-**	**-**	**-**	**-**
1/2+1/1	843	843	-	-	-	4.2	2.2	-	6.4	27.4	17.5	2.2	19.7
1/3	840	840	-	-	-	4.2	2.2	-	6.4	27.4	17.5	2.2	19.7
2/1	1026	1026	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1161	1026	-	-	-	12.4	71.5	-	83.9	260.2	32.4	71.5	103.9
3/2+3/3	259	218	-	-	-	4.3	23.2	-	27.5	381.6	7.5	23.2	30.6
4/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	1.7	0.4	-	2.1	29.9	5.0	0.4	5.4
5/2	129	129	-	-	-	1.3	0.7	-	2.0	56.5	3.0	0.7	3.7
6/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	380	380	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -31.8 Total Delay for Signalled Lanes (pcuHr): 128.29 Cycle Time (s): 90
PRC Over All Lanes (%): -31.8 Total Delay Over All Lanes(pcuHr): 128.29

Full Input Data And Results

Scenario 4: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

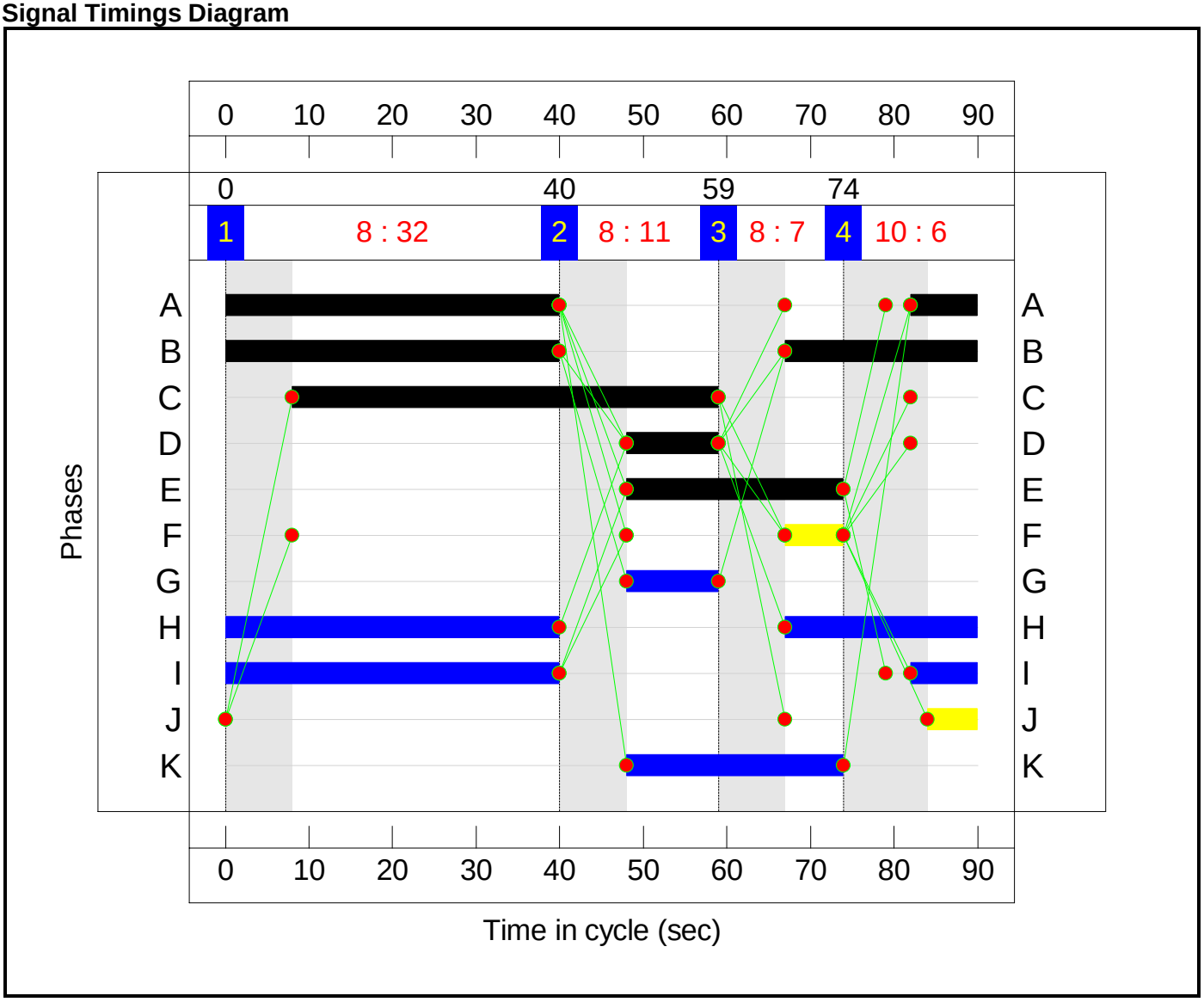
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	32	11	7	6
Change Point	0	40	59	74

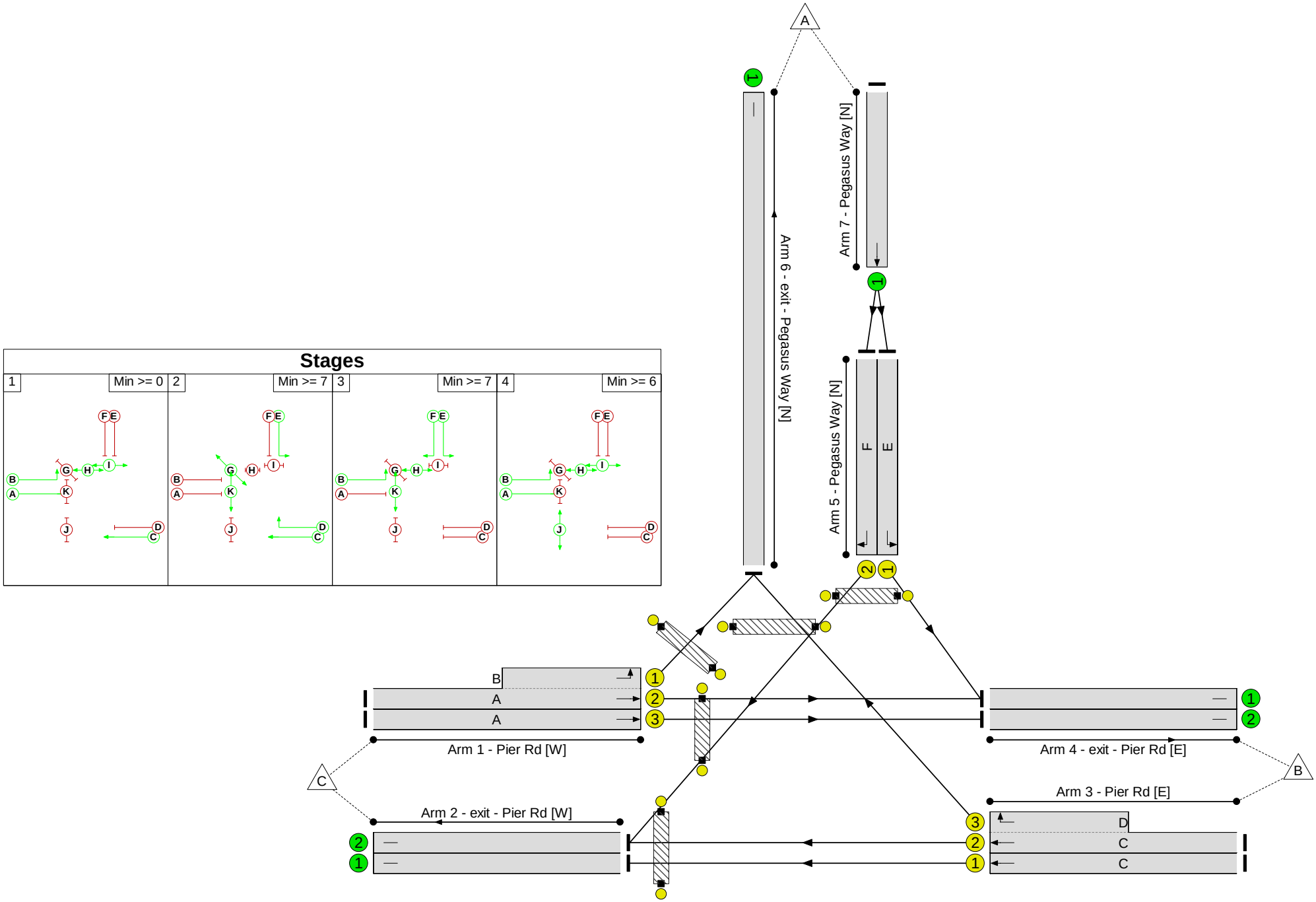
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 20.60 pcuHr
Worst PRC: 18.54 % (On Lane 1/2)

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	48:63	-	859	1965:1854	990+141	75.9 : 75.9%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	48	-	781	1965	1070	73.0%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	51	-	662	1965	1135	58.3%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	51:11	-	838	2105:1786	1022+238	64.4 : 75.6%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	26	-	165	1747	524	31.5%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	95	1814	161	58.9%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	11	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	26	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

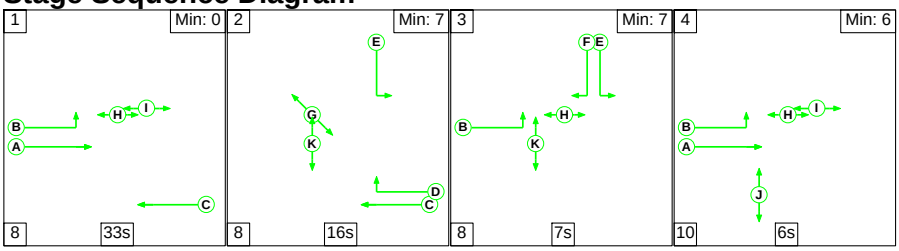
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.1**	**5.5**	**0.0**	**20.6**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**15.1**	**5.5**	**0.0**	**20.6**	**-**	**-**	**-**	**-**
1/2+1/1	859	859	-	-	-	3.3	1.6	-	4.9	20.5	14.6	1.6	16.2
1/3	781	781	-	-	-	3.4	1.3	-	4.7	21.7	14.8	1.3	16.1
2/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	662	662	-	-	-	2.2	0.7	-	2.9	15.9	10.5	0.7	11.2
3/2+3/3	838	838	-	-	-	4.0	1.0	-	5.0	21.5	10.1	1.0	11.0
4/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	1.1	0.2	-	1.3	29.4	3.2	0.2	3.4
5/2	95	95	-	-	-	1.0	0.7	-	1.7	66.1	2.3	0.7	3.0
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 18.5 Total Delay for Signalled Lanes (pcuHr): 20.60 Cycle Time (s): 90
PRC Over All Lanes (%): 18.5 Total Delay Over All Lanes(pcuHr): 20.60

Full Input Data And Results

Scenario 5: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

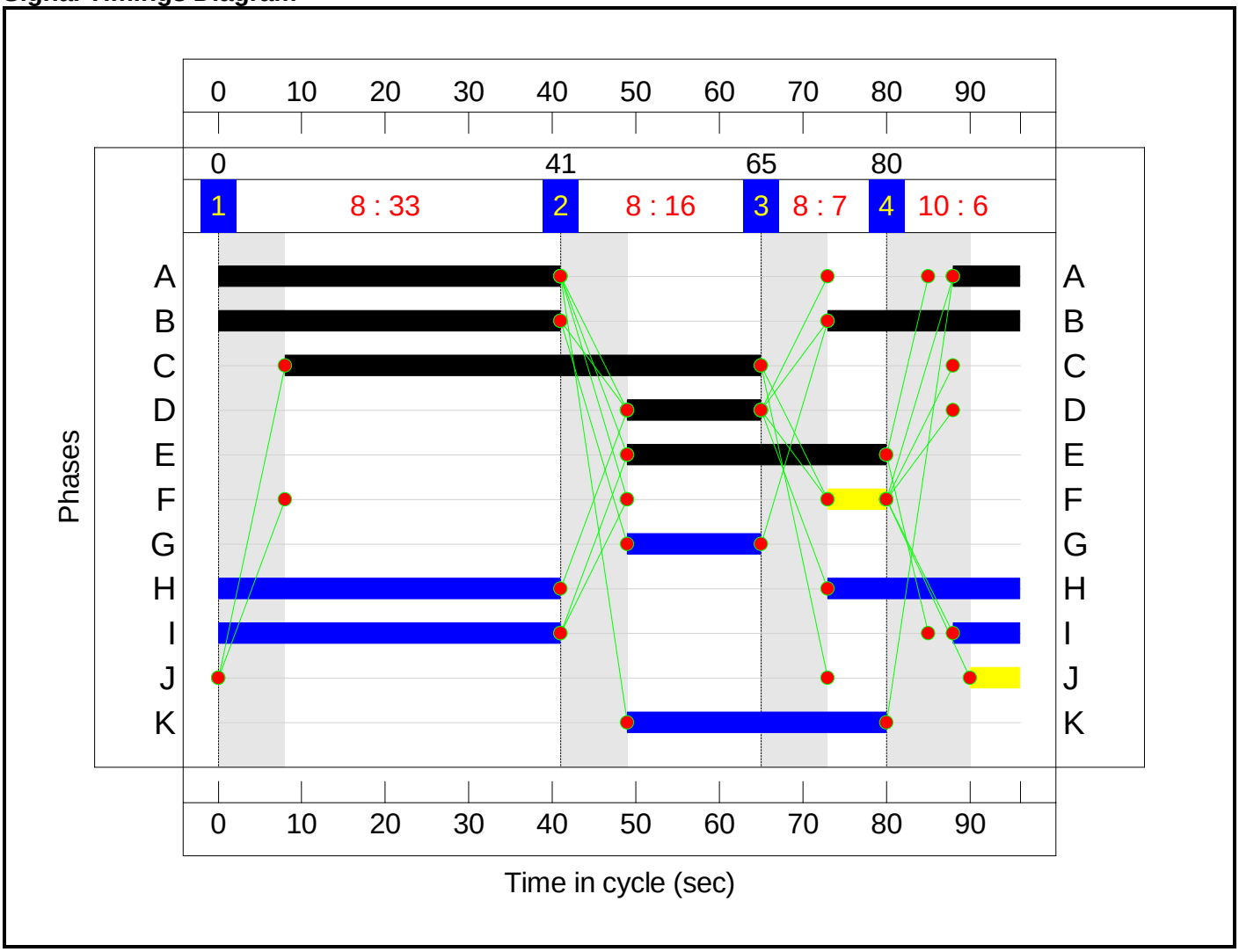
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	33	16	7	6
Change Point	0	41	65	80

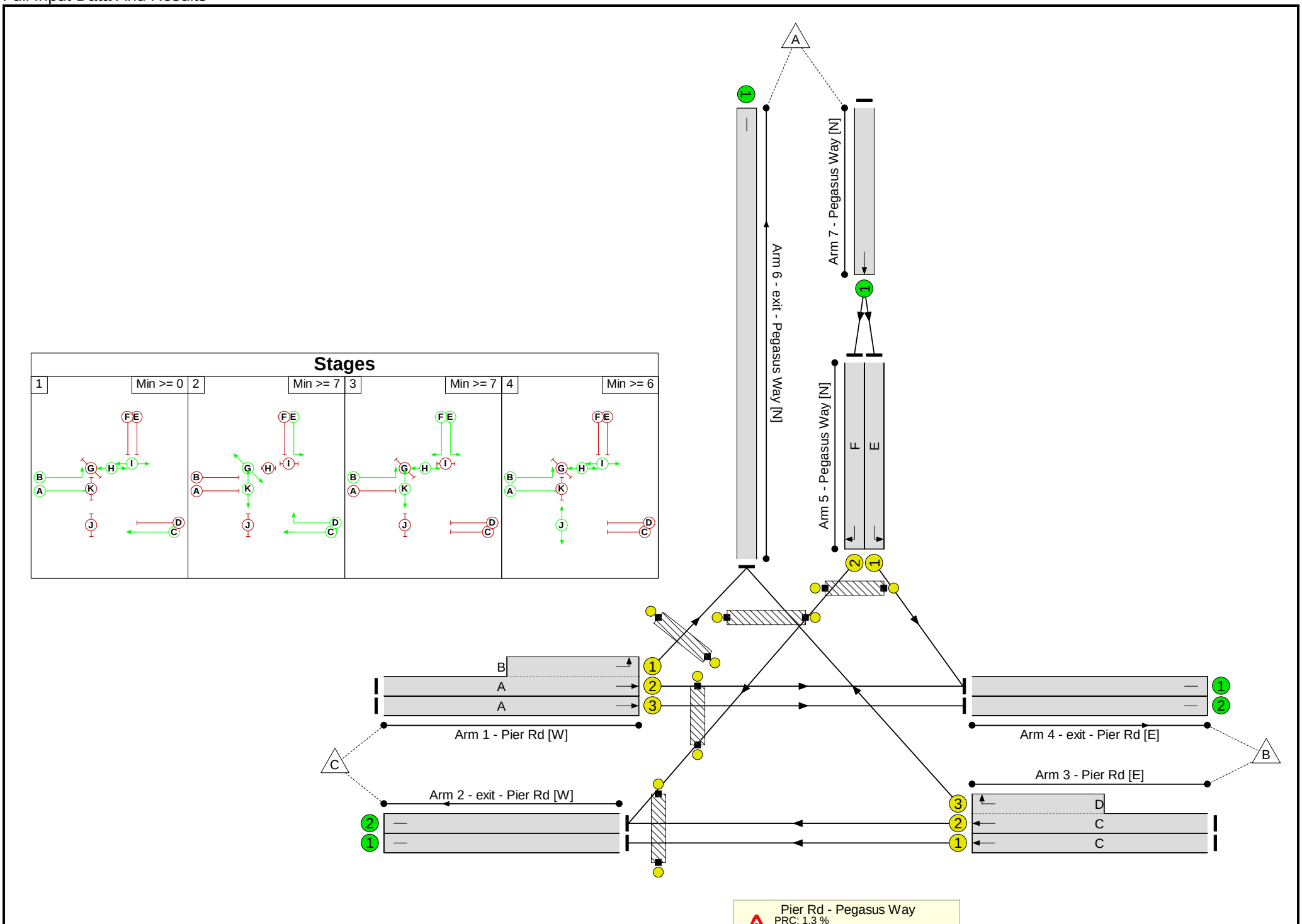
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 33.20 pcuHr
Worst PRC: 1.28 % (On Lane 3/1)

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	49:64	-	843	1965:1854	1023+2	82.2 : 82.2%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	49	-	840	1965	1023	82.1%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1055	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	57	-	1055	1965	1187	88.9%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	57:16	-	365	2105:1786	129+316	81.9 : 81.9%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	31	-	251	1747	582	43.1%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	129	1814	151	85.3%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	16	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	31	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

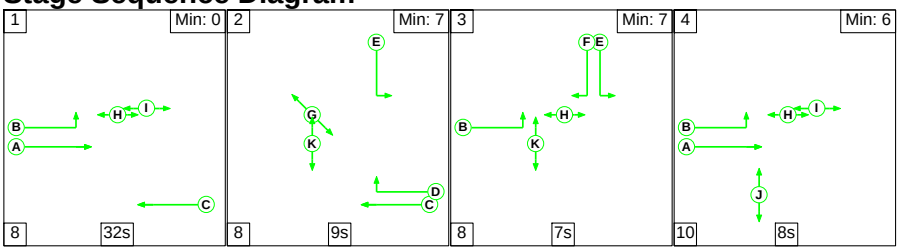
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**20.0**	**13.2**	**0.0**	**33.2**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**20.0**	**13.2**	**0.0**	**33.2**	**-**	**-**	**-**	**-**
1/2+1/1	843	843	-	-	-	4.5	2.2	-	6.8	28.9	18.7	2.2	20.9
1/3	840	840	-	-	-	4.5	2.2	-	6.7	28.8	18.7	2.2	20.9
2/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1055	1055	-	-	-	4.8	3.8	-	8.5	29.1	24.0	3.8	27.8
3/2+3/3	365	365	-	-	-	3.0	2.1	-	5.1	50.5	6.6	2.1	8.8
4/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	1.7	0.4	-	2.1	30.3	5.2	0.4	5.5
5/2	129	129	-	-	-	1.6	2.4	-	3.9	110.2	3.4	2.4	5.8
6/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	380	380	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 1.3 Total Delay for Signalled Lanes (pcuHr): 33.20 Cycle Time (s): 96
PRC Over All Lanes (%): 1.3 Total Delay Over All Lanes(pcuHr): 33.20

Full Input Data And Results

Scenario 6: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'Network Control Plan 1')

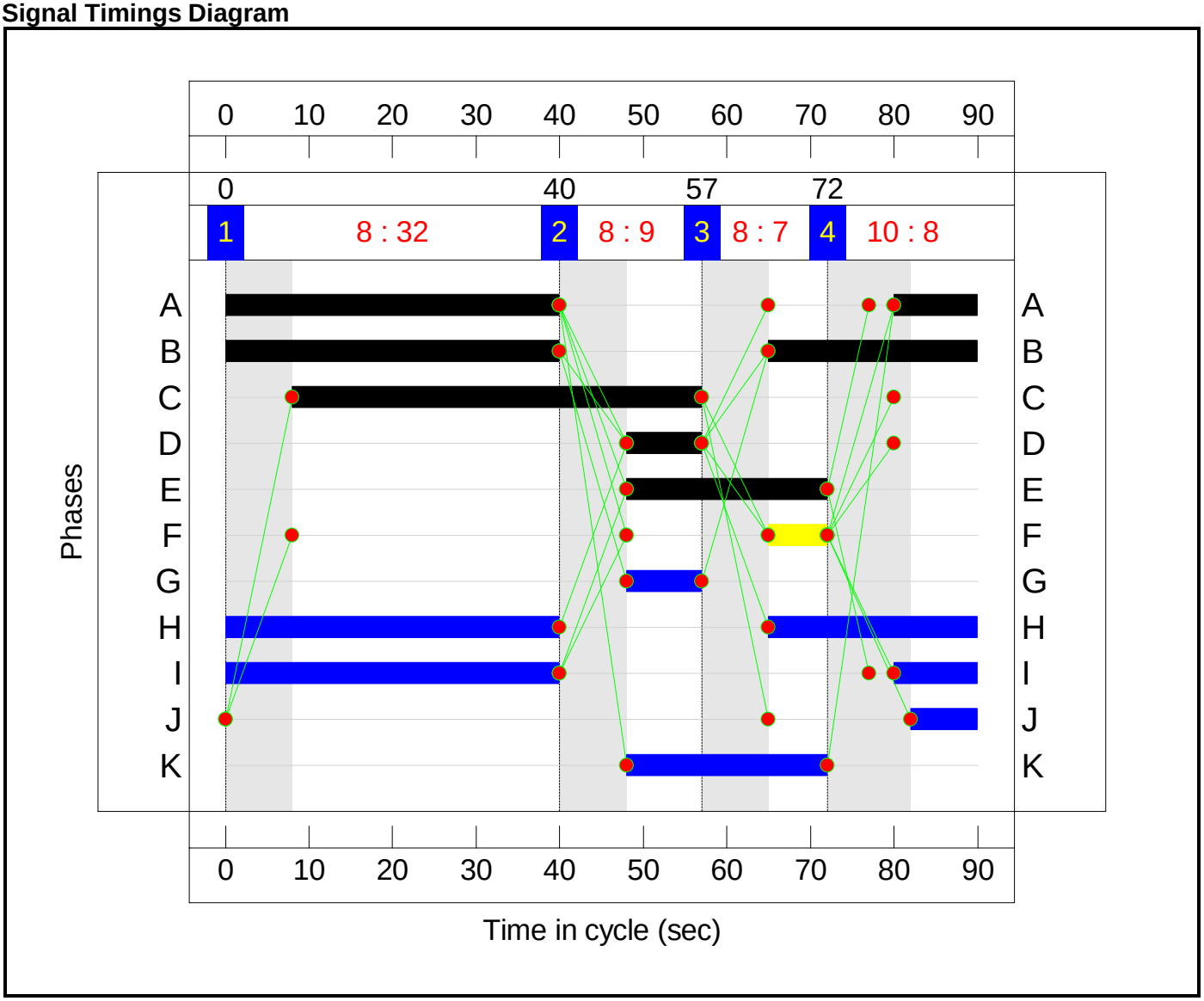
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	32	9	7	8
Change Point	0	40	57	72

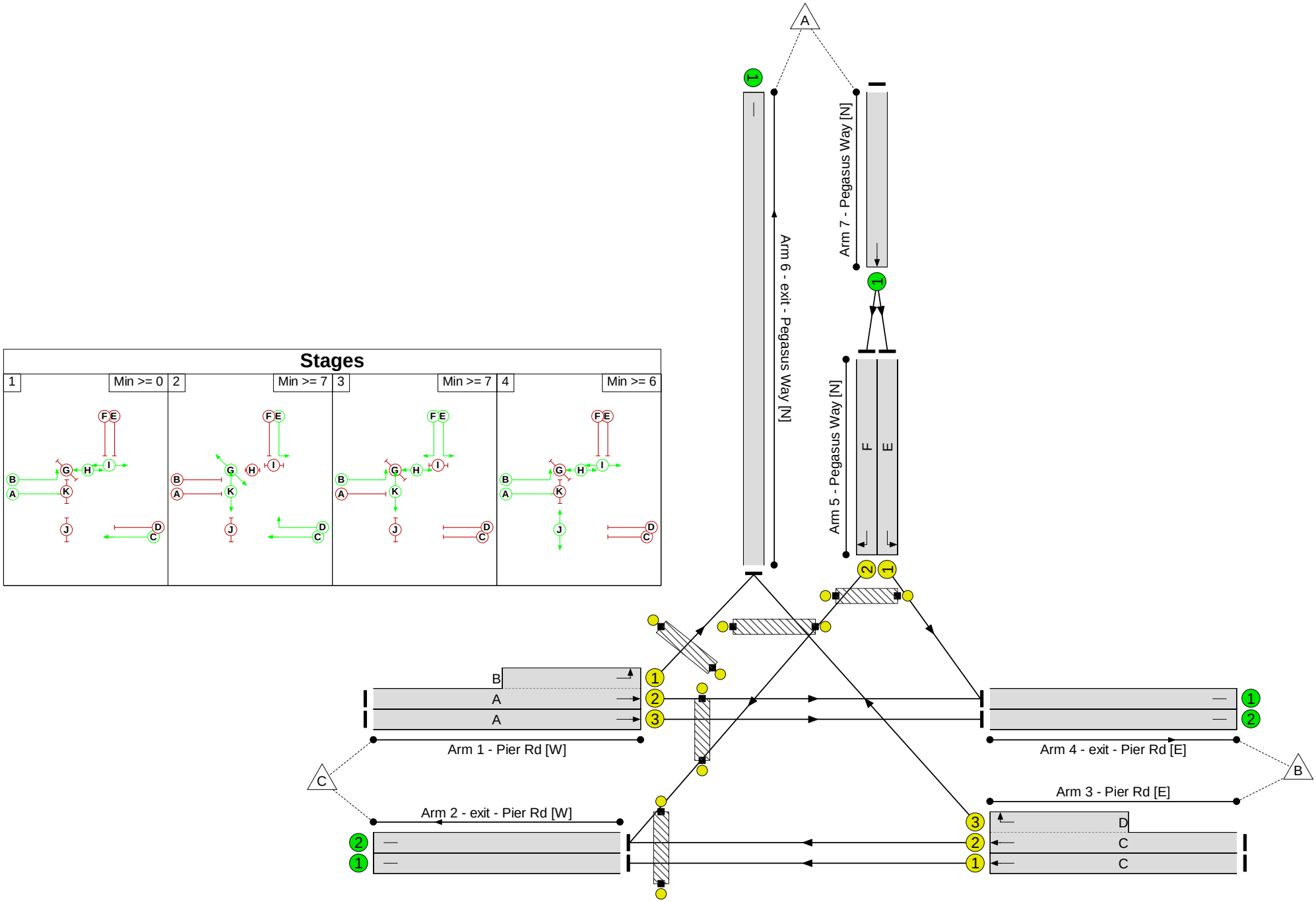
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 18.82 pcuHr
Worst PRC: 23.67 % (On Lane 3/2)

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	50:65	-	777	1965:1854	1015+169	65.6 : 65.6%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	50	-	687	1965	1113	61.7%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	49	-	734	1965	1092	67.2%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	49:9	-	893	2105:1786	1037+190	72.8 : 72.8%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	24	-	142	1747	485	29.3%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	76	1814	161	47.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	65	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	24	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	8	-	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**	**14.1**	**4.7**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**14.1**	**4.7**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
1/2+1/1	777	777	-	-	-	2.5	1.0	-	3.4	15.9	11.0	1.0	11.9
1/3	687	687	-	-	-	2.5	0.8	-	3.3	17.2	11.3	0.8	12.1
2/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	734	734	-	-	-	2.9	1.0	-	3.9	19.2	12.8	1.0	13.9
3/2+3/3	893	893	-	-	-	4.4	1.3	-	5.7	23.1	13.8	1.3	15.1
4/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	142	142	-	-	-	1.0	0.2	-	1.2	30.8	2.8	0.2	3.0
5/2	76	76	-	-	-	0.8	0.4	-	1.3	59.9	1.8	0.4	2.2
6/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	218	218	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 23.7
PRC Over All Lanes (%): 23.7

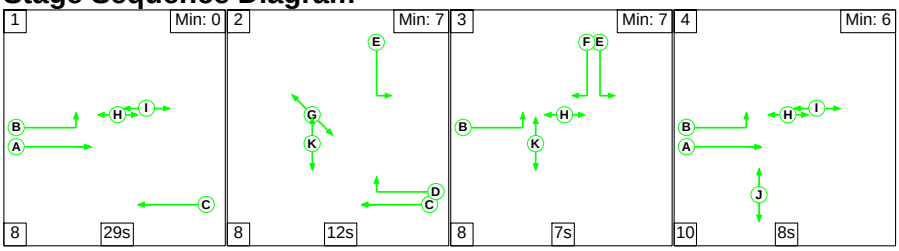
Total Delay for Signalled Lanes (pcuHr): 18.82
Total Delay Over All Lanes(pcuHr): 18.82

Cycle Time (s): 90

Full Input Data And Results

Scenario 7: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'Network Control Plan 1')

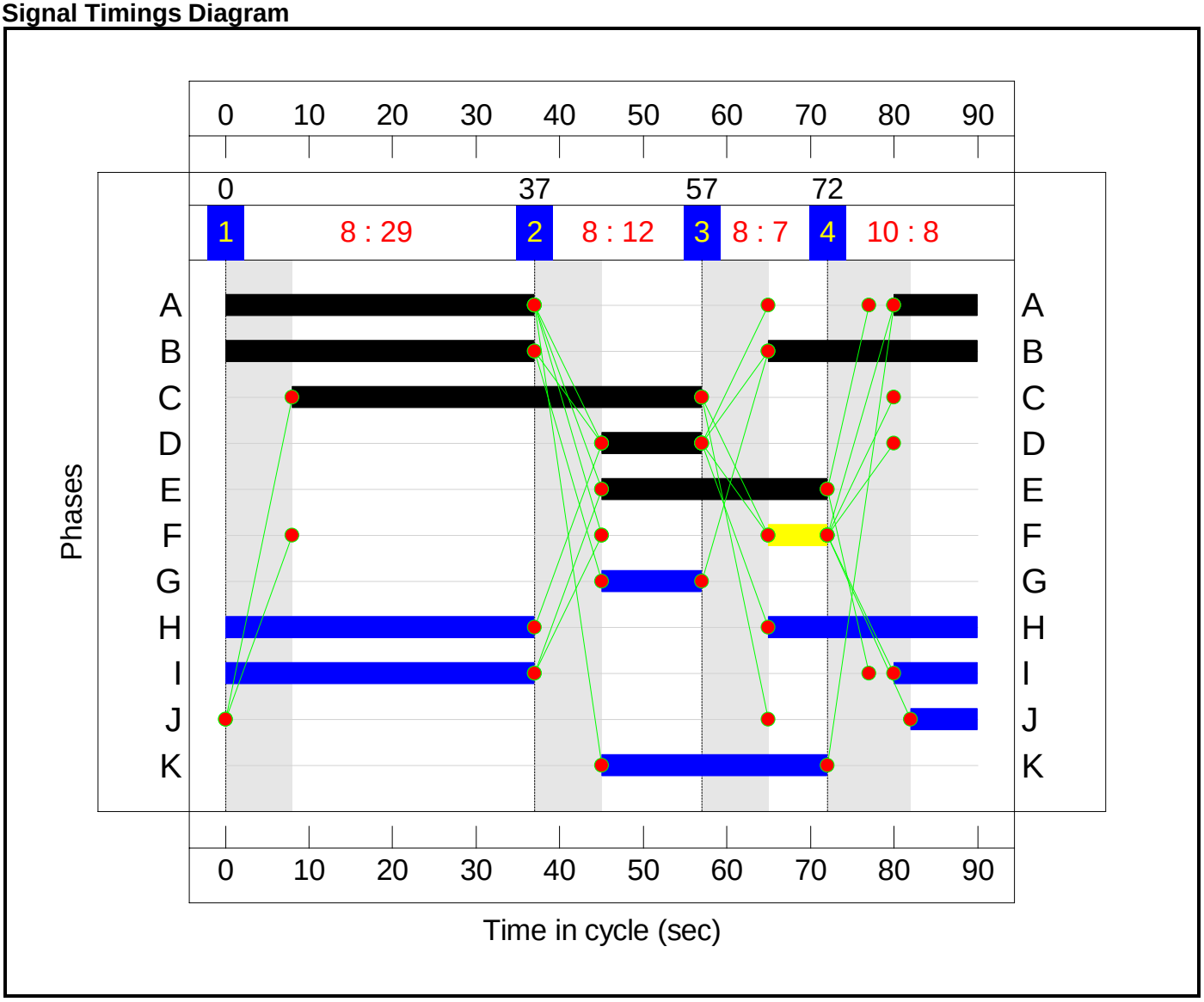
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	29	12	7	8
Change Point	0	37	57	72

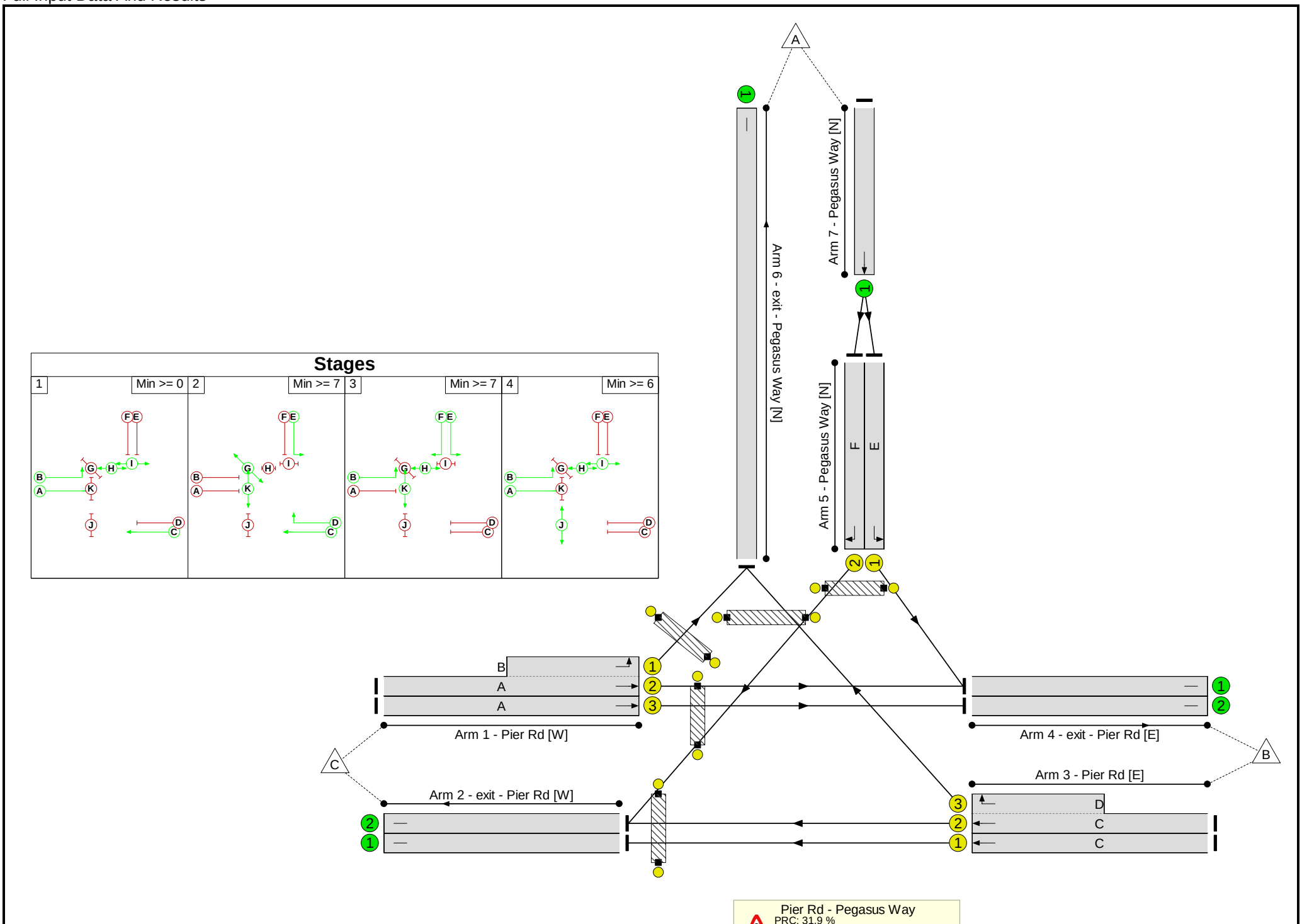
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 19.31 pcuHr
Worst PRC: 31.92 % (On Lane 3/2)

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.2%**
Pier Rd - Pegasus Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.2%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	47:62	-	727	1965:1854	1023+53	67.6 : 67.6%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	47	-	696	1965	1048	66.4%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	49	-	633	1965	1092	58.0%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	49:12	-	821	2105:1786	987+258	65.4 : 68.2%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	27	-	208	1747	544	38.3%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	92	1814	161	57.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	62	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	27	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	8	-	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**	**14.7**	**4.6**	**0.0**	**19.3**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**14.7**	**4.6**	**0.0**	**19.3**	**-**	**-**	**-**	**-**
1/2+1/1	727	727	-	-	-	2.9	1.0	-	4.0	19.7	12.5	1.0	13.6
1/3	696	696	-	-	-	2.9	1.0	-	3.9	20.3	12.6	1.0	13.5
2/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	633	633	-	-	-	2.3	0.7	-	3.0	17.0	10.4	0.7	11.1
3/2+3/3	821	821	-	-	-	4.1	1.0	-	5.0	22.1	10.3	1.0	11.3
4/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	208	208	-	-	-	1.4	0.3	-	1.7	29.6	4.0	0.3	4.4
5/2	92	92	-	-	-	1.0	0.7	-	1.7	64.9	2.2	0.7	2.8
6/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	300	300	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

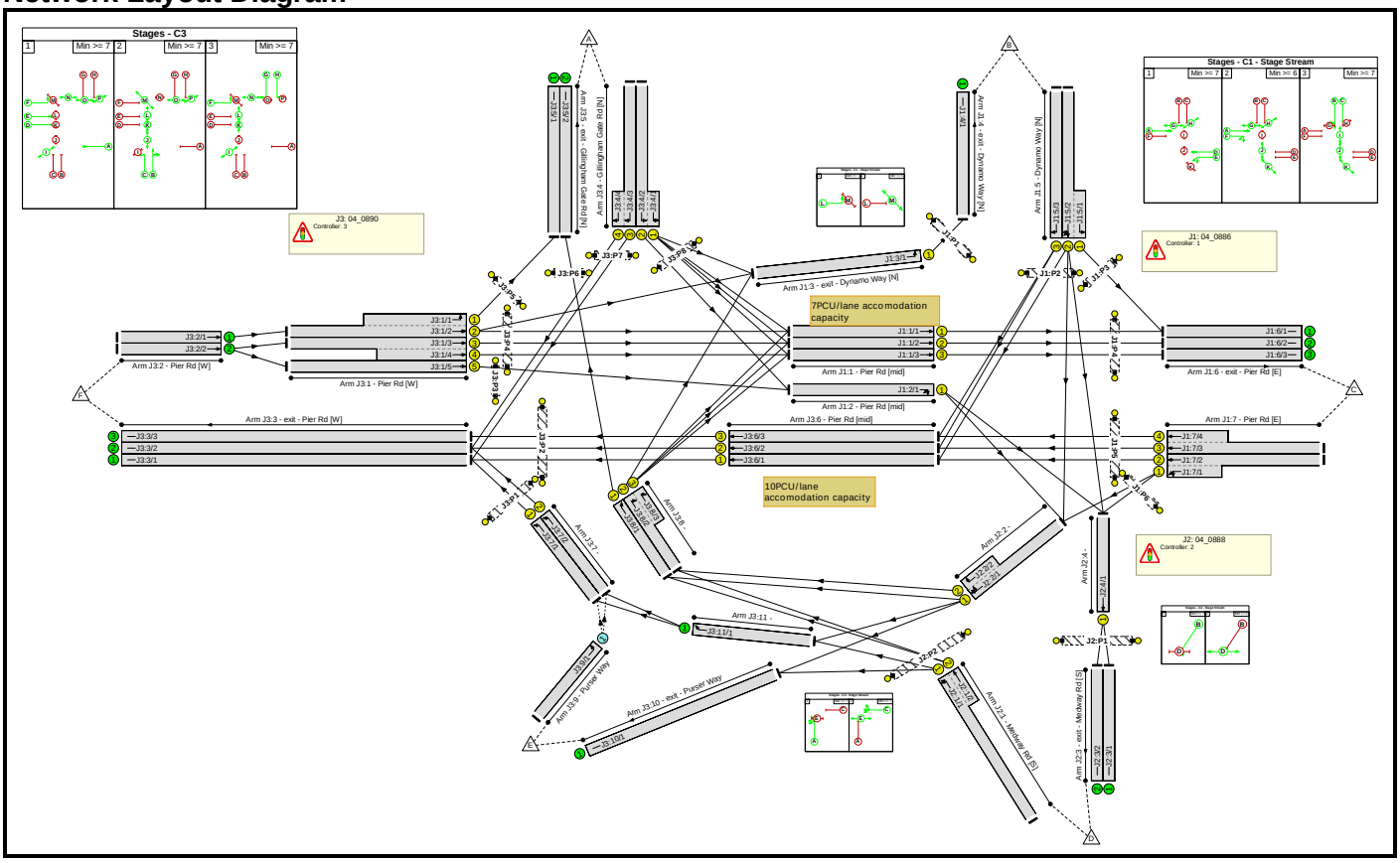
C1 PRC for Signalled Lanes (%): 31.9 Total Delay for Signalled Lanes (pcuHr): 19.31 Cycle Time (s): 90
PRC Over All Lanes (%): 31.9 Total Delay Over All Lanes(pcuHr): 19.31

Full Input Data And Results

User and Project Details

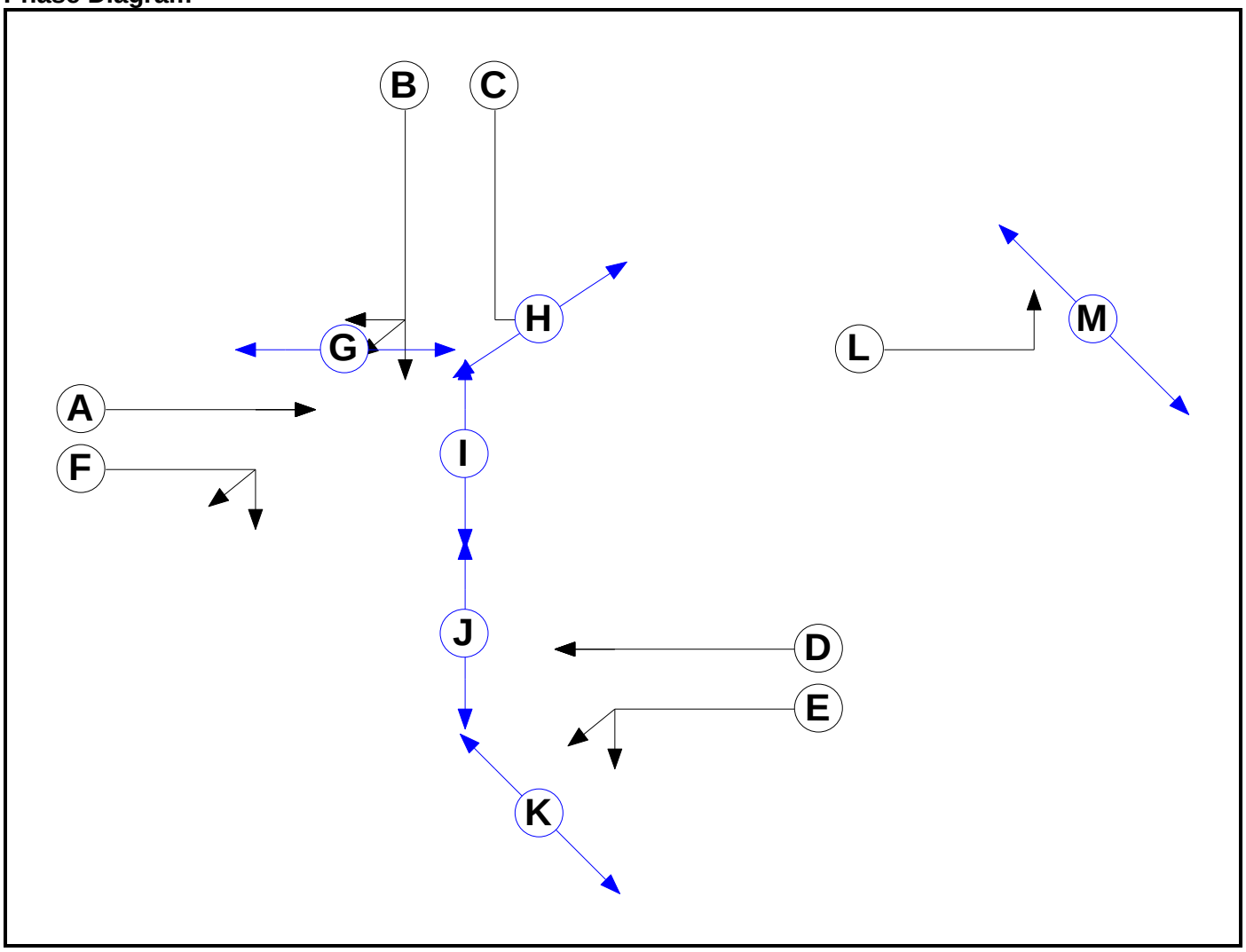
Project:	
Title:	
Location:	
Additional detail:	
File name:	Combined.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1

Phase Diagram



Phase Input Data

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

Full Input Data And Results

Phase Intergreens Matrix

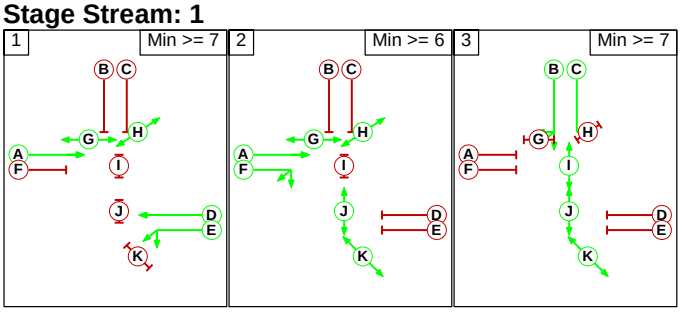
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M
A		12	12	-	-	-	-	-	12	-	-	-	-
B	13		-	13	13	12	12	-	-	-	-	-	-
C	13	-		-	-	-	-	13	-	-	-	-	-
D	-	12	-		-	8	-	-	-	8	-	-	-
E	-	12	-	-		8	-	-	-	-	8	-	-
F	-	12	-	11	11		-	-	-	-	-	-	-
G	-	12	-	-	-	-		-	-	-	-	-	-
H	-	-	12	-	-	-	-		-	-	-	-	-
I	13	-	-	-	-	-	-	-		-	-	-	-
J	-	-	-	11	-	-	-	-	-		-	-	-
K	-	-	-	-	11	-	-	-	-	-		-	-
L	-	-	-	-	-	-	-	-	-	-	-		7
M	-	-	-	-	-	-	-	-	-	-	-	9	

Phases in Stage

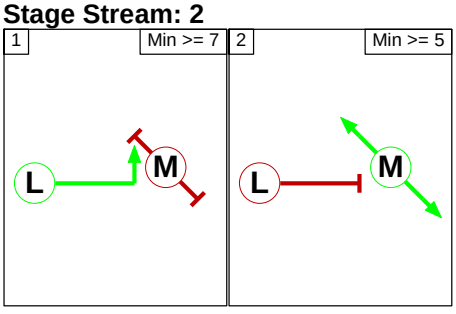
Stream	Stage No.	Phases in Stage
1	1	A D E G H
1	2	A F G H J K
1	3	B C I J K
2	1	L
2	2	M

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

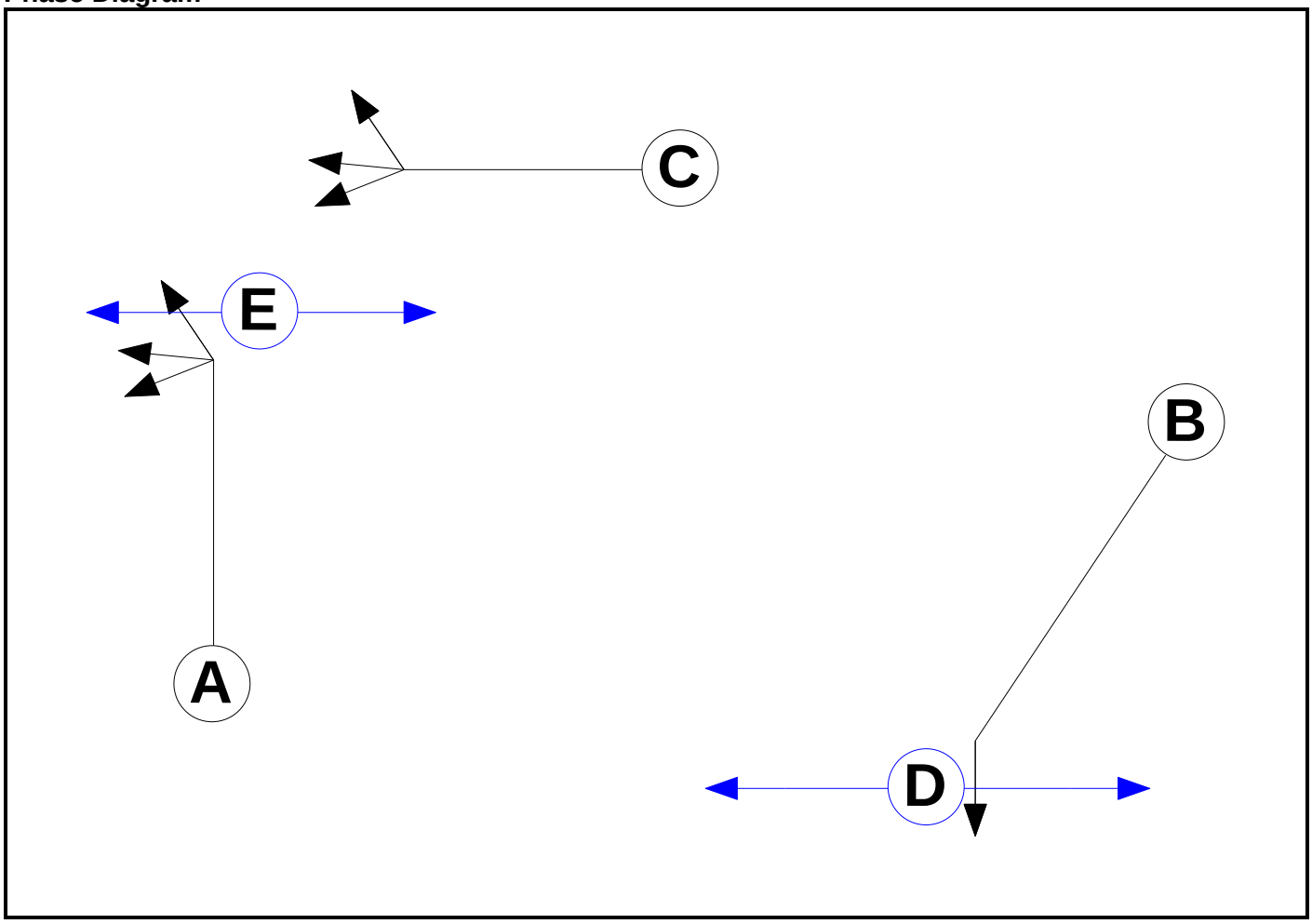
		To Stage		
		1	2	3
From Stage	1		8	12
	2	11		12
	3	13	13	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		7
	2	9	

C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	2		7	7
C	Traffic	1		7	7
D	Pedestrian	2		5	5
E	Pedestrian	1		5	5

Full Input Data And Results

Phase Intergreens Matrix

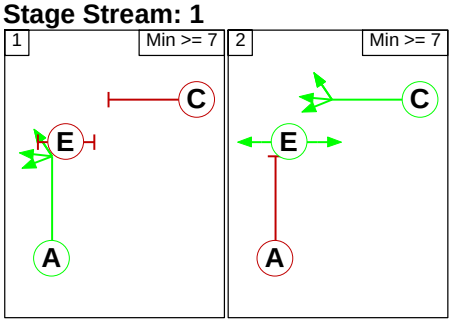
Terminating Phase	Starting Phase A	B	C	D	E
A		-	7	-	7
B	-		-	6	-
C	11	-		-	-
D	-	9	-		-
E	11	-	-	-	

Phases in Stage

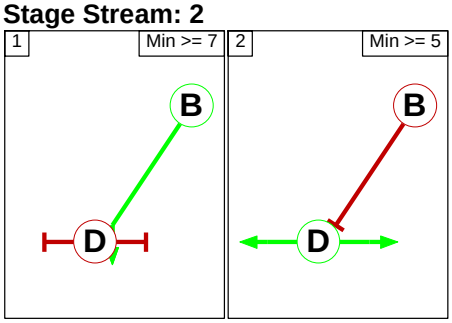
Stream	Stage No.	Phases in Stage
1	1	A
1	2	C E
2	1	B
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

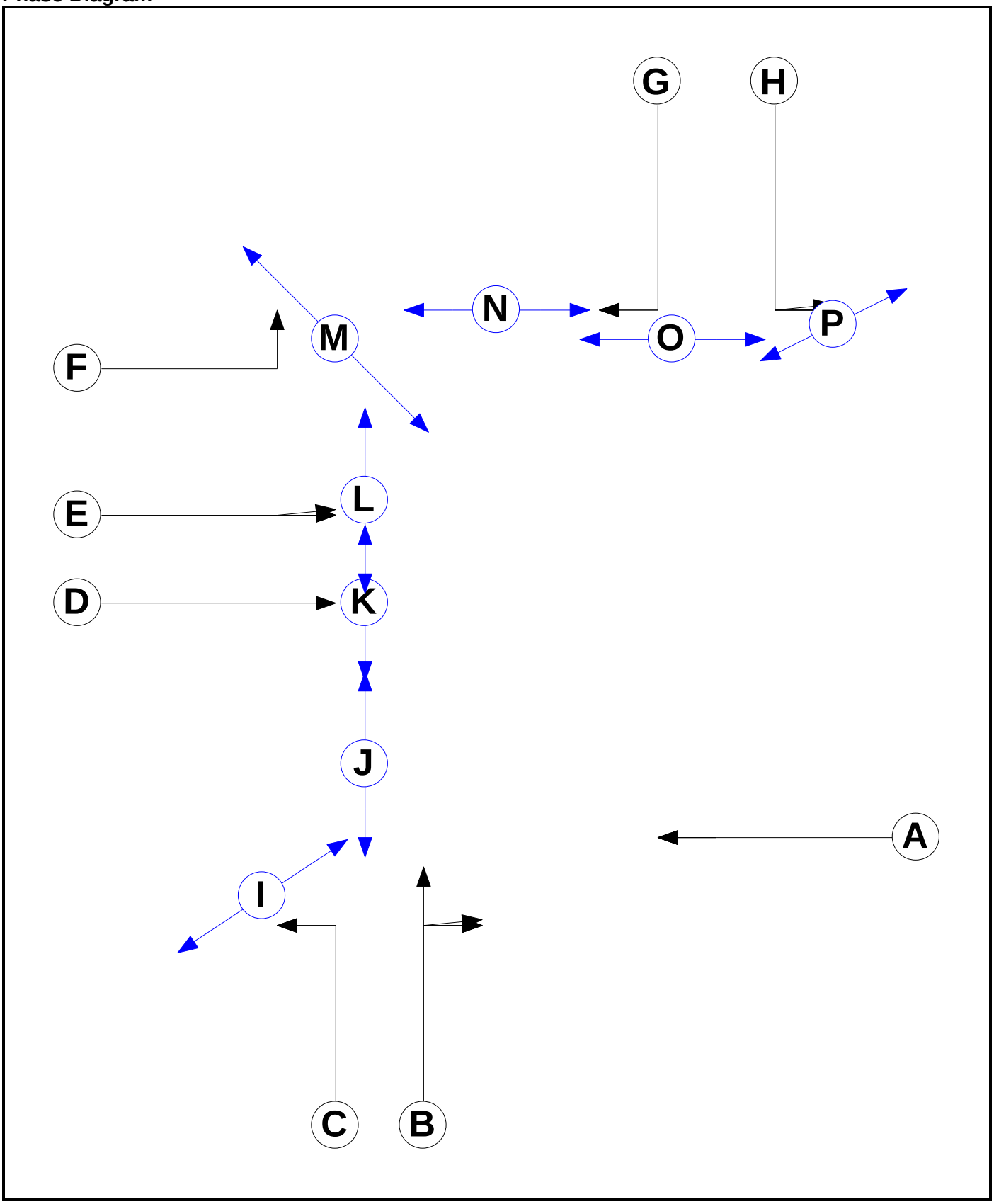
	To Stage		
		1	2
From Stage	1		7
	2	11	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		6
	2	9	

C3

Phase Diagram



Full Input Data And Results

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	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		5	5
N	Pedestrian		5	5
O	Pedestrian		5	5
P	Pedestrian		5	5

Full Input Data And Results

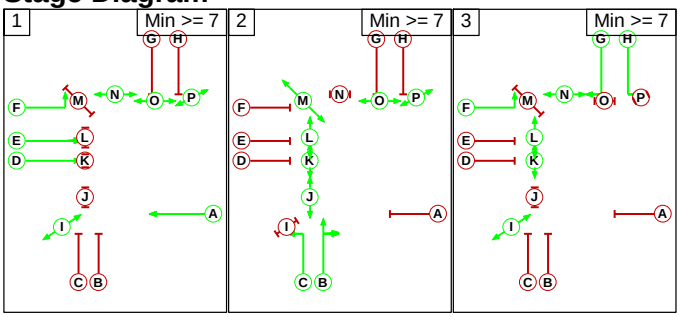
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A		11	11	-	-	-	12	12	-	11	-	-	-	-	-	-
B	13		-	13	13	13	13	13	-	-	-	-	-	13	-	-
C	13	-		-	-	-	13	-	13	-	-	-	-	-	-	-
D	-	11	-		-	-	12	12	-	-	11	-	-	-	-	-
E	-	11	-	-		-	12	12	-	-	-	11	-	-	-	-
F	-	11	-	-	-		-	-	-	-	-	-	11	-	-	-
G	11	13	13	11	11	-		-	-	13	-	-	-	-	13	-
H	11	13	-	12	12	-	-		-	-	-	-	-	-	-	13
I	-	-	12	-	-	-	-	-		-	-	-	-	-	-	-
J	13	-	-	-	-	-	13	-	-		-	-	-	-	-	-
K	-	-	-	13	-	-	-	-	-	-		-	-	-	-	-
L	-	-	-	-	13	-	-	-	-	-	-		-	-	-	-
M	-	-	-	-	-	13	-	-	-	-	-	-		-	-	-
N	-	13	-	-	-	-	-	-	-	-	-	-	-		-	-
O	-	-	-	-	-	-	13	-	-	-	-	-	-	-		-
P	-	-	-	-	-	-	-	13	-	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		13	13
	2	13		13
	3	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: 04_0886
There are no Opposed Lanes in this Junction

Junction: J2: 04_0888
There are no Opposed Lanes in this Junction

Junction: J3: 04_0890											
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)**
J3:9/1 (Purser Way)	J3:7/1 (Left)	1439	0	J3:11/1	1.09	All	-	-	-	-	-
	J3:7/2 (Left)	1439	0	J3:11/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: J1: 04_0886

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)
J1:1/1 (Pier Rd [mid])	U	A	2	3	16.3	Geom	-	3.25	0.00	Y	Arm J1:6 Ahead	Inf
J1:1/2 (Pier Rd [mid])	U	A	2	3	16.3	Geom	-	3.25	0.00	Y	Arm J1:6 Ahead	Inf
J1:1/3 (Pier Rd [mid])	U	A	2	3	16.3	Geom	-	3.25	0.00	Y	Arm J1:6 Ahead	Inf
J1:2/1 (Pier Rd [mid])	U	F	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J2:2 U-Turn	16.00
											Arm J2:4 Right	16.00
J1:3/1 (exit - Dynamo Way [N])	U	L	2	3	17.0	Geom	-	3.25	0.00	Y	Arm J1:4 Left	Inf
J1:4/1 (exit - Dynamo Way [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Dynamo Way [N])	U	C	2	3	6.1	Geom	-	3.25	0.00	Y	Arm J1:6 Left	45.00
J1:5/2 (Dynamo Way [N])	U	B	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J3:6 Right	16.00
											Arm J2:2 Right	25.00
											Arm J2:4 Ahead	Inf
J1:5/3 (Dynamo Way [N])	U	B	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J3:6 Right	16.00
J1:6/1 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/2 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/3 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1 (Pier Rd [E])	U	E	2	3	7.0	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
											Arm J2:4 Left	28.00
J1:7/2 (Pier Rd [E])	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:6 Ahead	Inf
J1:7/3 (Pier Rd [E])	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:6 Ahead	Inf

J1:7/4 (Pier Rd [E])	U	D	2	3	7.8	Geom	-	3.25	0.00	Y	Arm J3:6 Ahead	Inf

Junction: J2: 04_0888

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)
J2:1/1 (Medway Rd [S])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:10 Left	22.00
											Arm J3:11 Left	22.00
J2:1/2 (Medway Rd [S])	U	A	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J3:8 Ahead	25.00
J2:2/1	U	C	2	3	12.2	Geom	-	3.25	0.00	Y	Arm J3:8 Right	28.00
											Arm J3:10 Ahead	28.00
											Arm J3:11 Ahead	28.00
J2:2/2	U	C	2	3	5.2	Geom	-	3.25	0.00	Y	Arm J3:8 Right	28.00
J2:3/1 (exit - Medway Rd [S])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/2 (exit - Medway Rd [S])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1	U	B	2	3	7.8	Geom	-	3.25	0.00	Y	Arm J2:3 Ahead	Inf

Full Input Data And Results

Junction: J3: 04_0890

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)
J3:1/1 (Pier Rd [W])	U	F	2	3	13.2	Geom	-	3.25	0.00	Y	Arm J3:5 Left	24.00
J3:1/2 (Pier Rd [W])	U	E	2	3	19.7	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
											Arm J1:3 Ahead	Inf
J3:1/3 (Pier Rd [W])	U	E	2	3	19.7	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
J3:1/4 (Pier Rd [W])	U	E	2	3	11.5	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
J3:1/5 (Pier Rd [W])	U	D	2	3	19.7	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf
J3:2/1 (Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:2/2 (Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/1 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/2 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/3 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:4/1 (Gillingham Gate Rd [N])	U	H	2	3	4.5	Geom	-	3.25	0.00	Y	Arm J1:1 Left	33.00
											Arm J1:3 Left	Inf
J3:4/2 (Gillingham Gate Rd [N])	U	H	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J1:2 Left	55.00
J3:4/3 (Gillingham Gate Rd [N])	U	G	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J3:3 Right	13.00
J3:4/4 (Gillingham Gate Rd [N])	U	G	2	3	4.5	Geom	-	3.25	0.00	Y	Arm J3:3 Right	10.00
J3:5/1 (exit - Gillingham Gate Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

J3:5/2 (exit - Gillingham Gate Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:6/1 (Pier Rd [mid])	U	A	2	3	14.3	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	Inf
J3:6/2 (Pier Rd [mid])	U	A	2	3	14.3	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	Inf
J3:6/3 (Pier Rd [mid])	U	A	2	3	14.3	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	Inf
J3:7/1	U	C	2	3	3.1	Geom	-	3.25	0.00	Y	Arm J3:3 Left	43.00
J3:7/2	U	C	2	3	3.1	Geom	-	3.25	0.00	Y	Arm J3:3 Left	43.00
J3:8/1	U	B	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J3:5 Ahead	Inf
J3:8/2	U	B	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J1:3 Right	25.00
J3:8/3	U	B	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J1:1 Right	21.00
J3:9/1 (Purser Way)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:7 Left	19.00
J3:10/1 (exit - Purser Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:11/1	U		2	3	11.3	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	16:00	17:00	01:00	
3: '2041 RC AM'	08:00	09:00	01:00	
4: '2041 RC PM'	16:00	17:00	01:00	
5: '2023 Base AM'	07:45	08:45	01:00	
6: '2023 Base PM'	16:30	17:30	01:00	

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	0	72	45	0	275	392
	B	2	0	52	34	6	205	299
	C	221	14	0	76	8	1256	1575
	D	141	16	33	0	0	644	834
	E	0	0	0	0	0	0	0
	F	274	22	1512	316	28	0	2152
	Tot.	638	52	1669	471	42	2380	5252

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A
Junction: J1: 04_0886	
J1:1/1	547
J1:1/2	540
J1:1/3	530
J1:2/1	389
J1:3/1	52
J1:4/1	52
J1:5/1 (short)	52
J1:5/2 (with short)	179(In) 127(Out)
J1:5/3	120
J1:6/1	599
J1:6/2	540
J1:6/3	530
J1:7/1 (short)	319
J1:7/2 (with short)	734(In) 415(Out)
J1:7/3 (with short)	841(In) 421(Out)
J1:7/4 (short)	420
Junction: J2: 04_0888	
J2:1/1 (with short)	834(In) 644(Out)
J2:1/2 (short)	190
J2:2/1 (with short)	279(In) 265(Out)
J2:2/2 (short)	14
J2:3/1	235
J2:3/2	236
J2:4/1	471
Junction: J3: 04_0890	
J3:1/1 (short)	274
J3:1/2 (with short)	820(In) 546(Out)
J3:1/3 (with short)	988(In) 495(Out)
J3:1/4 (short)	493
J3:1/5	344
J3:2/1	820
J3:2/2	1332

Full Input Data And Results

J3:3/1	962
J3:3/2	938
J3:3/3	480
J3:4/1 (short)	72
J3:4/2 (with short)	117(In) 45(Out)
J3:4/3 (with short)	275(In) 140(Out)
J3:4/4 (short)	135
J3:5/1	274
J3:5/2	364
J3:6/1	500
J3:6/2	481
J3:6/3	480
J3:7/1	322
J3:7/2	322
J3:8/1	364
J3:8/2 (with short)	63(In) 30(Out)
J3:8/3 (short)	33
J3:9/1	0
J3:10/1	42
J3:11/1	644

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	7.2 %	1774	1774
				Arm J2:4 Right	16.00	92.8 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	66.9 %	1819	1819
				Arm J2:2 Right	25.00	6.3 %		
				Arm J2:4 Ahead	Inf	26.8 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	76.2 %	1916	1916
				Arm J2:4 Left	28.00	23.8 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	84.2 %	1841	1841
				Arm J3:10 Ahead	28.00	15.8 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	96.0 %	1940	1940
				Arm J1:3 Ahead	Inf	4.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak MaxSet C' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	0	72	45	0	275	392
	B	2	0	52	34	6	205	299
	C	221	14	0	76	8	1256	1575
	D	141	16	33	0	0	644	834
	E	0	0	0	0	0	0	0
	F	274	22	1512	316	28	0	2152
	Tot.	638	52	1669	471	42	2380	5252

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Peak MaxSet C
Junction: J1: 04_0886	
J1:1/1	538
J1:1/2	539
J1:1/3	540
J1:2/1	389
J1:3/1	52
J1:4/1	52
J1:5/1 (short)	52
J1:5/2 (with short)	177(In) 125(Out)
J1:5/3	122
J1:6/1	590
J1:6/2	539
J1:6/3	540
J1:7/1 (short)	319
J1:7/2 (with short)	732(In) 413(Out)
J1:7/3 (with short)	843(In) 421(Out)
J1:7/4 (short)	422
Junction: J2: 04_0888	
J2:1/1 (with short)	834(In) 644(Out)
J2:1/2 (short)	190
J2:2/1 (with short)	279(In) 265(Out)
J2:2/2 (short)	14
J2:3/1	235
J2:3/2	236
J2:4/1	471
Junction: J3: 04_0890	
J3:1/1 (short)	274
J3:1/2 (with short)	814(In) 540(Out)
J3:1/3 (with short)	994(In) 495(Out)
J3:1/4 (short)	499
J3:1/5	344
J3:2/1	814
J3:2/2	1338

Full Input Data And Results

J3:3/1	958
J3:3/2	939
J3:3/3	483
J3:4/1 (short)	72
J3:4/2 (with short)	117(In) 45(Out)
J3:4/3 (with short)	275(In) 140(Out)
J3:4/4 (short)	135
J3:5/1	274
J3:5/2	364
J3:6/1	496
J3:6/2	482
J3:6/3	483
J3:7/1	322
J3:7/2	322
J3:8/1	364
J3:8/2 (with short)	63(In) 30(Out)
J3:8/3 (short)	33
J3:9/1	0
J3:10/1	42
J3:11/1	644

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	7.2 %	1774	1774
				Arm J2:4 Right	16.00	92.8 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	66.4 %	1820	1820
				Arm J2:2 Right	25.00	6.4 %		
				Arm J2:4 Ahead	Inf	27.2 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	76.2 %	1916	1916
				Arm J2:4 Left	28.00	23.8 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	84.2 %	1841	1841
				Arm J3:10 Ahead	28.00	15.8 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	95.9 %	1940	1940
				Arm J1:3 Ahead	Inf	4.1 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	0	72	45	0	275	392
	B	2	0	52	34	6	205	299
	C	221	14	0	76	8	1256	1575
	D	141	16	33	0	0	644	834
	E	0	0	0	0	0	0	0
	F	274	22	1512	316	28	0	2152
	Tot.	638	52	1669	471	42	2380	5252

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2041 DS AM
Junction: J1: 04_0886	
J1:1/1	549
J1:1/2	535
J1:1/3	533
J1:2/1	389
J1:3/1	52
J1:4/1	52
J1:5/1 (short)	52
J1:5/2 (with short)	185(In) 133(Out)
J1:5/3	114
J1:6/1	601
J1:6/2	535
J1:6/3	533
J1:7/1 (short)	319
J1:7/2 (with short)	734(In) 415(Out)
J1:7/3 (with short)	841(In) 421(Out)
J1:7/4 (short)	420
Junction: J2: 04_0888	
J2:1/1 (with short)	834(In) 644(Out)
J2:1/2 (short)	190
J2:2/1 (with short)	279(In) 265(Out)
J2:2/2 (short)	14
J2:3/1	235
J2:3/2	236
J2:4/1	471
Junction: J3: 04_0890	
J3:1/1 (short)	274
J3:1/2 (with short)	818(In) 544(Out)
J3:1/3 (with short)	990(In) 495(Out)
J3:1/4 (short)	495
J3:1/5	344
J3:2/1	818
J3:2/2	1334

Full Input Data And Results

J3:3/1	968
J3:3/2	935
J3:3/3	477
J3:4/1 (short)	72
J3:4/2 (with short)	117(In) 45(Out)
J3:4/3 (with short)	275(In) 140(Out)
J3:4/4 (short)	135
J3:5/1	274
J3:5/2	364
J3:6/1	506
J3:6/2	478
J3:6/3	477
J3:7/1	322
J3:7/2	322
J3:8/1	364
J3:8/2 (with short)	63(In) 30(Out)
J3:8/3 (short)	33
J3:9/1	0
J3:10/1	42
J3:11/1	644

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	7.2 %	1774	1774
				Arm J2:4 Right	16.00	92.8 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	68.4 %	1817	1817
				Arm J2:2 Right	25.00	6.0 %		
				Arm J2:4 Ahead	Inf	25.6 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	76.2 %	1916	1916
				Arm J2:4 Left	28.00	23.8 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	84.2 %	1841	1841
				Arm J3:10 Ahead	28.00	15.8 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	96.0 %	1940	1940
				Arm J1:3 Ahead	Inf	4.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	3	196	77	0	616	892
	B	1	0	94	25	0	255	375
	C	152	57	0	100	0	1177	1486
	D	71	45	55	0	0	736	907
	E	0	0	0	0	0	0	0
	F	188	56	1497	428	0	0	2169
	Tot.	412	161	1842	630	0	2784	5829

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 DS PM
Junction: J1: 04_0886	
J1:1/1	579
J1:1/2	583
J1:1/3	586
J1:2/1	505
J1:3/1	161
J1:4/1	161
J1:5/1 (short)	94
J1:5/2 (with short)	243(In) 149(Out)
J1:5/3	132
J1:6/1	673
J1:6/2	583
J1:6/3	586
J1:7/1 (short)	309
J1:7/2 (with short)	687(In) 378(Out)
J1:7/3 (with short)	799(In) 400(Out)
J1:7/4 (short)	399
Junction: J2: 04_0888	
J2:1/1 (with short)	907(In) 736(Out)
J2:1/2 (short)	171
J2:2/1 (with short)	210(In) 153(Out)
J2:2/2 (short)	57
J2:3/1	314
J2:3/2	316
J2:4/1	630
Junction: J3: 04_0890	
J3:1/1 (short)	188
J3:1/2 (with short)	752(In) 564(Out)
J3:1/3 (with short)	989(In) 494(Out)
J3:1/4 (short)	495
J3:1/5	428
J3:2/1	752
J3:2/2	1417

Full Input Data And Results

J3:3/1	1298
J3:3/2	1021
J3:3/3	465
J3:4/1 (short)	199
J3:4/2 (with short)	276(In) 77(Out)
J3:4/3 (with short)	616(In) 429(Out)
J3:4/4 (short)	187
J3:5/1	188
J3:5/2	224
J3:6/1	501
J3:6/2	466
J3:6/3	465
J3:7/1	368
J3:7/2	368
J3:8/1	224
J3:8/2 (with short)	157(In) 102(Out)
J3:8/3 (short)	55
J3:9/1	0
J3:10/1	0
J3:11/1	736

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	0.0 %	1774	1774
				Arm J2:4 Right	16.00	100.0 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	82.6 %	1800	1800
				Arm J2:2 Right	25.00	0.7 %		
				Arm J2:4 Ahead	Inf	16.8 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	67.6 %	1907	1907
				Arm J2:4 Left	28.00	32.4 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
				Arm J3:10 Ahead	28.00	0.0 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	90.1 %	1940	1940
				Arm J1:3 Ahead	Inf	9.9 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	98.5 %	1857	1857
				Arm J1:3 Left	Inf	1.5 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	18	61	14	4	314	411
	B	0	18	0	14	4	0	36
	C	139	0	0	158	50	1281	1628
	D	74	0	28	0	0	552	654
	E	0	0	0	0	0	0	0
	F	103	0	1389	266	27	0	1785
	Tot.	316	36	1478	452	85	2147	4514

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 RC AM
Junction: J1: 04_0886	
J1:1/1	508
J1:1/2	485
J1:1/3	485
J1:2/1	311
J1:3/1	36
J1:4/1	36
J1:5/1 (short)	0
J1:5/2 (with short)	36(In) 36(Out)
J1:5/3	0
J1:6/1	508
J1:6/2	485
J1:6/3	485
J1:7/1 (short)	347
J1:7/2 (with short)	774(In) 427(Out)
J1:7/3 (with short)	854(In) 427(Out)
J1:7/4 (short)	427
Junction: J2: 04_0888	
J2:1/1 (with short)	654(In) 552(Out)
J2:1/2 (short)	102
J2:2/1 (with short)	242(In) 224(Out)
J2:2/2 (short)	18
J2:3/1	226
J2:3/2	226
J2:4/1	452
Junction: J3: 04_0890	
J3:1/1 (short)	103
J3:1/2 (with short)	598(In) 495(Out)
J3:1/3 (with short)	894(In) 447(Out)
J3:1/4 (short)	447
J3:1/5	293
J3:2/1	598
J3:2/2	1187

Full Input Data And Results

J3:3/1	863
J3:3/2	857
J3:3/3	427
J3:4/1 (short)	79
J3:4/2 (with short)	97(In) 18(Out)
J3:4/3 (with short)	314(In) 160(Out)
J3:4/4 (short)	154
J3:5/1	103
J3:5/2	213
J3:6/1	427
J3:6/2	427
J3:6/3	427
J3:7/1	276
J3:7/2	276
J3:8/1	213
J3:8/2 (with short)	46(In) 18(Out)
J3:8/3 (short)	28
J3:9/1	0
J3:10/1	85
J3:11/1	552

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	10.0 %	1774	1774
				Arm J2:4 Right	16.00	90.0 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	0.0 %	1940	1940
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	0.0 %	1871	1871
				Arm J2:2 Right	25.00	61.1 %		
				Arm J2:4 Ahead	Inf	38.9 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	0.0 %	1940	1940
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	54.5 %	1894	1894
				Arm J2:4 Left	28.00	45.5 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	62.1 %	1841	1841
				Arm J3:10 Ahead	28.00	37.9 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
				Arm J1:3 Ahead	Inf	0.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	77.2 %	1874	1874
				Arm J1:3 Left	Inf	22.8 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	0	103	9	0	501	613
	B	0	0	0	0	0	0	0
	C	57	0	0	234	0	1142	1433
	D	41	0	66	0	0	618	725
	E	0	0	0	0	0	0	0
	F	48	0	1322	377	0	0	1747
	Tot.	146	0	1491	620	0	2261	4518

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2041 RC PM
Junction: J1: 04_0886	
J1:1/1	512
J1:1/2	490
J1:1/3	489
J1:2/1	386
J1:3/1	0
J1:4/1	0
J1:5/1 (short)	0
J1:5/2 (with short)	0(In) 0(Out)
J1:5/3	0
J1:6/1	512
J1:6/2	490
J1:6/3	489
J1:7/1 (short)	291
J1:7/2 (with short)	671(In) 380(Out)
J1:7/3 (with short)	762(In) 381(Out)
J1:7/4 (short)	381
Junction: J2: 04_0888	
J2:1/1 (with short)	725(In) 618(Out)
J2:1/2 (short)	107
J2:2/1 (with short)	57(In) 57(Out)
J2:2/2 (short)	0
J2:3/1	309
J2:3/2	311
J2:4/1	620
Junction: J3: 04_0890	
J3:1/1 (short)	48
J3:1/2 (with short)	524(In) 476(Out)
J3:1/3 (with short)	846(In) 423(Out)
J3:1/4 (short)	423
J3:1/5	377
J3:2/1	524
J3:2/2	1223

Full Input Data And Results

J3:3/1	959
J3:3/2	921
J3:3/3	381
J3:4/1 (short)	103
J3:4/2 (with short)	112(In) 9(Out)
J3:4/3 (with short)	501(In) 270(Out)
J3:4/4 (short)	231
J3:5/1	48
J3:5/2	98
J3:6/1	380
J3:6/2	381
J3:6/3	381
J3:7/1	309
J3:7/2	309
J3:8/1	98
J3:8/2 (with short)	66(In) 0(Out)
J3:8/3 (short)	66
J3:9/1	0
J3:10/1	0
J3:11/1	618

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn Arm J2:4 Right	16.00 16.00	0.0 % 100.0 %	1774	1774
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	0.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	0.0 %	1940	1940
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right Arm J2:2 Right Arm J2:4 Ahead	16.00 25.00 Inf	0.0 % 0.0 % 0.0 %	1940	1940
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	0.0 %	1940	1940
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:4 Left	Inf 28.00	19.6 % 80.4 %	1860	1860
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
				Arm J3:10 Ahead	28.00	0.0 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	0.0 %	1940	1940
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
				Arm J1:3 Ahead	Inf	0.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	0.0 %	1940	1940
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2023 Base AM' (FG5: '2023 Base AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	4	36	25	1	101	167
	B	0	0	42	53	3	86	184
	C	51	57	0	275	54	1334	1771
	D	17	60	135	0	18	179	409
	E	0	0	0	0	0	18	18
	F	124	99	776	233	23	0	1255
	Tot.	192	220	989	586	99	1718	3804

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2023 Base AM
Junction: J1: 04_0886	
J1:1/1	253
J1:1/2	347
J1:1/3	347
J1:2/1	282
J1:3/1	220
J1:4/1	220
J1:5/1 (short)	42
J1:5/2 (with short)	126(In) 84(Out)
J1:5/3	58
J1:6/1	295
J1:6/2	347
J1:6/3	347
J1:7/1 (short)	437
J1:7/2 (with short)	872(In) 435(Out)
J1:7/3 (with short)	899(In) 450(Out)
J1:7/4 (short)	449
Junction: J2: 04_0888	
J2:1/1 (with short)	409(In) 197(Out)
J2:1/2 (short)	212
J2:2/1 (with short)	189(In) 132(Out)
J2:2/2 (short)	57
J2:3/1	291
J2:3/2	295
J2:4/1	586
Junction: J3: 04_0890	
J3:1/1 (short)	124
J3:1/2 (with short)	419(In) 295(Out)
J3:1/3 (with short)	580(In) 290(Out)
J3:1/4 (short)	290
J3:1/5	256
J3:2/1	419
J3:2/2	836

Full Input Data And Results

J3:3/1	613
J3:3/2	627
J3:3/3	478
J3:4/1 (short)	40
J3:4/2 (with short)	66(In) 26(Out)
J3:4/3 (with short)	101(In) 51(Out)
J3:4/4 (short)	50
J3:5/1	124
J3:5/2	68
J3:6/1	463
J3:6/2	479
J3:6/3	478
J3:7/1	99
J3:7/2	98
J3:8/1	68
J3:8/2 (with short)	252(In) 117(Out)
J3:8/3 (short)	135
J3:9/1	18
J3:10/1	99
J3:11/1	179

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	8.5 %	1774	1774
				Arm J2:4 Right	16.00	91.5 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	33.3 %	1877	1877
				Arm J2:2 Right	25.00	3.6 %		
				Arm J2:4 Ahead	Inf	63.1 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	37.1 %	1877	1877
				Arm J2:4 Left	28.00	62.9 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	9.1 %	1816	1816
				Arm J3:11 Left	22.00	90.9 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	38.6 %	1841	1841
				Arm J3:10 Ahead	28.00	61.4 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	66.4 %	1940	1940
				Arm J1:3 Ahead	Inf	33.6 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	90.0 %	1864	1864
				Arm J1:3 Left	Inf	10.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	100.0 %	1798	1798
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2023 Base PM' (FG6: '2023 Base PM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	11	62	27	0	113	213
	B	1	0	142	103	7	110	363
	C	23	63	0	195	18	832	1131
	D	27	113	242	0	13	231	626
	E	0	0	0	0	0	48	48
	F	71	197	1244	262	13	0	1787
	Tot.	122	384	1690	587	51	1334	4168

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2023 Base PM
Junction: J1: 04_0886	
J1:1/1	420
J1:1/2	564
J1:1/3	564
J1:2/1	302
J1:3/1	384
J1:4/1	384
J1:5/1 (short)	142
J1:5/2 (with short)	264(In) 122(Out)
J1:5/3	99
J1:6/1	562
J1:6/2	564
J1:6/3	564
J1:7/1 (short)	299
J1:7/2 (with short)	569(In) 270(Out)
J1:7/3 (with short)	562(In) 281(Out)
J1:7/4 (short)	281
Junction: J2: 04_0888	
J2:1/1 (with short)	626(In) 244(Out)
J2:1/2 (short)	382
J2:2/1 (with short)	125(In) 62(Out)
J2:2/2 (short)	63
J2:3/1	292
J2:3/2	295
J2:4/1	587
Junction: J3: 04_0890	
J3:1/1 (short)	71
J3:1/2 (with short)	584(In) 513(Out)
J3:1/3 (with short)	928(In) 464(Out)
J3:1/4 (short)	464
J3:1/5	275
J3:2/1	584
J3:2/2	1203

Full Input Data And Results

J3:3/1	478
J3:3/2	526
J3:3/3	330
J3:4/1 (short)	73
J3:4/2 (with short)	100(In) 27(Out)
J3:4/3 (with short)	113(In) 57(Out)
J3:4/4 (short)	56
J3:5/1	71
J3:5/2	51
J3:6/1	281
J3:6/2	331
J3:6/3	330
J3:7/1	140
J3:7/2	139
J3:8/1	51
J3:8/2 (with short)	418(In) 176(Out)
J3:8/3 (short)	242
J3:9/1	48
J3:10/1	51
J3:11/1	231

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	4.3 %	1774	1774
				Arm J2:4 Right	16.00	95.7 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	9.0 %	1916	1916
				Arm J2:2 Right	25.00	6.6 %		
				Arm J2:4 Ahead	Inf	84.4 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	34.8 %	1875	1875
				Arm J2:4 Left	28.00	65.2 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	5.3 %	1816	1816
				Arm J3:11 Left	22.00	94.7 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	38.7 %	1841	1841
				Arm J3:10 Ahead	28.00	61.3 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	61.6 %	1940	1940
				Arm J1:3 Ahead	Inf	38.4 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	84.9 %	1868	1868
				Arm J1:3 Left	Inf	15.1 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

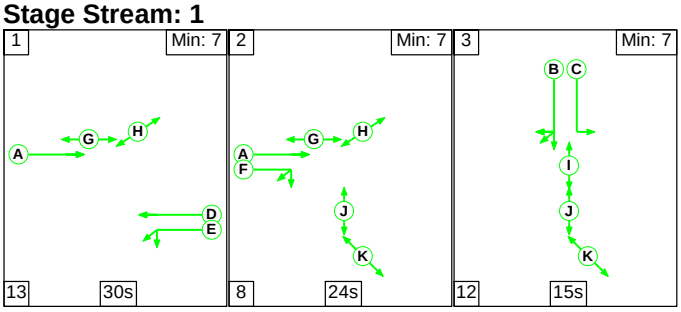
Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	100.0 %	1798	1798
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

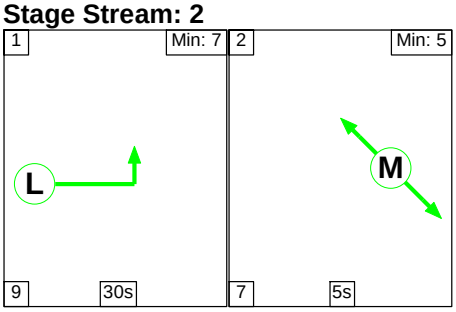
Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

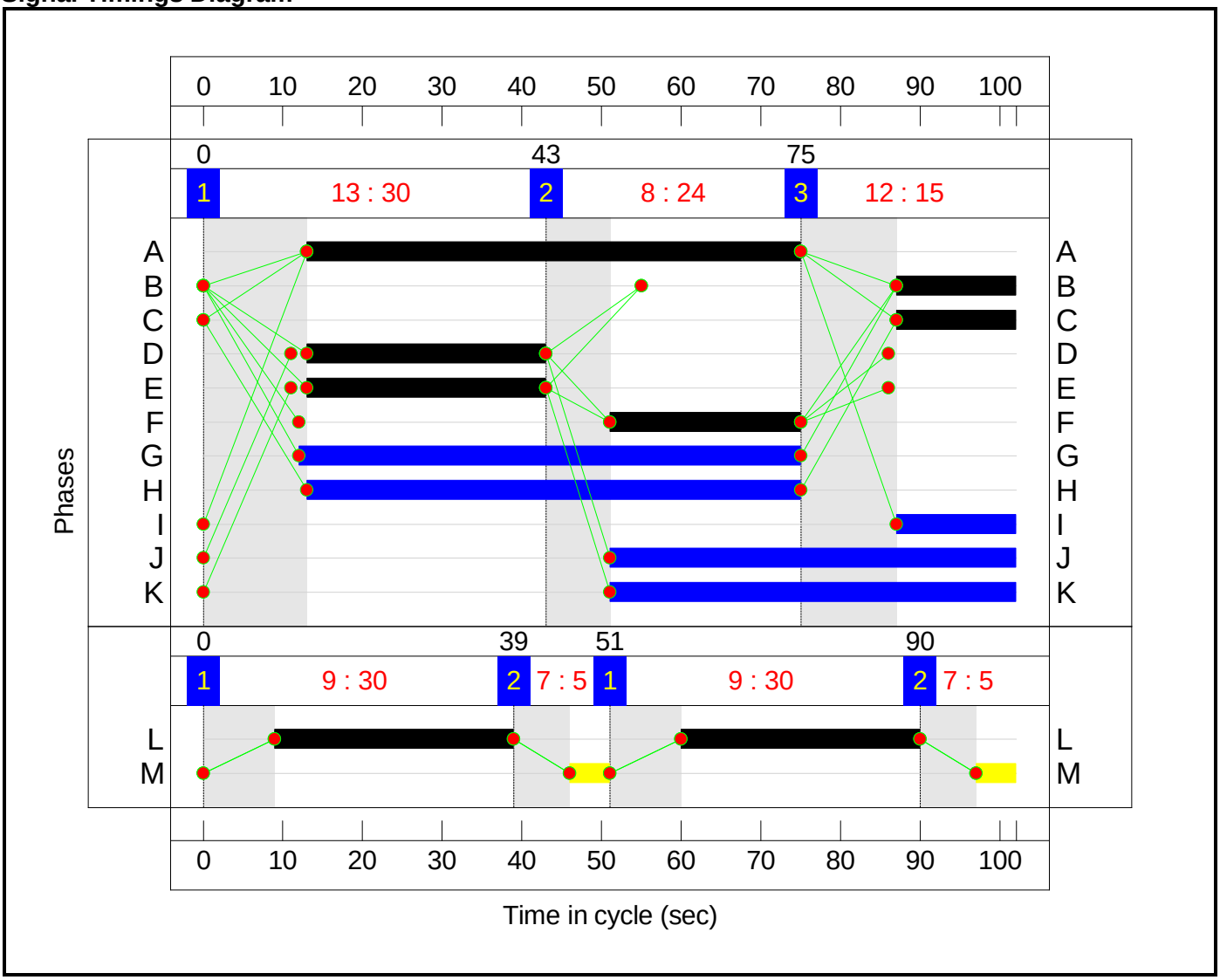
Stage	1	2	3
Duration	30	24	15
Change Point	0	43	75

Stage Stream: 2

Stage	1	2	1	2
Duration	30	5	30	5
Change Point	0	39	51	90

Full Input Data And Results

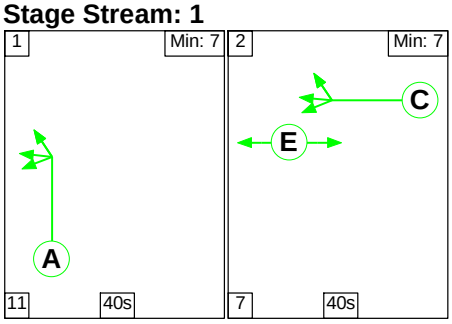
Signal Timings Diagram



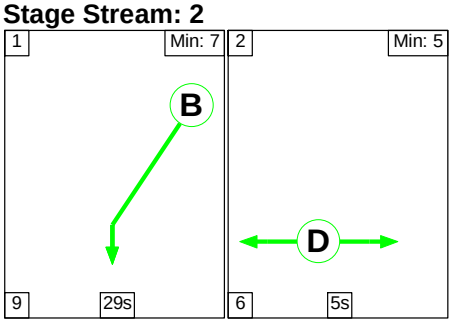
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

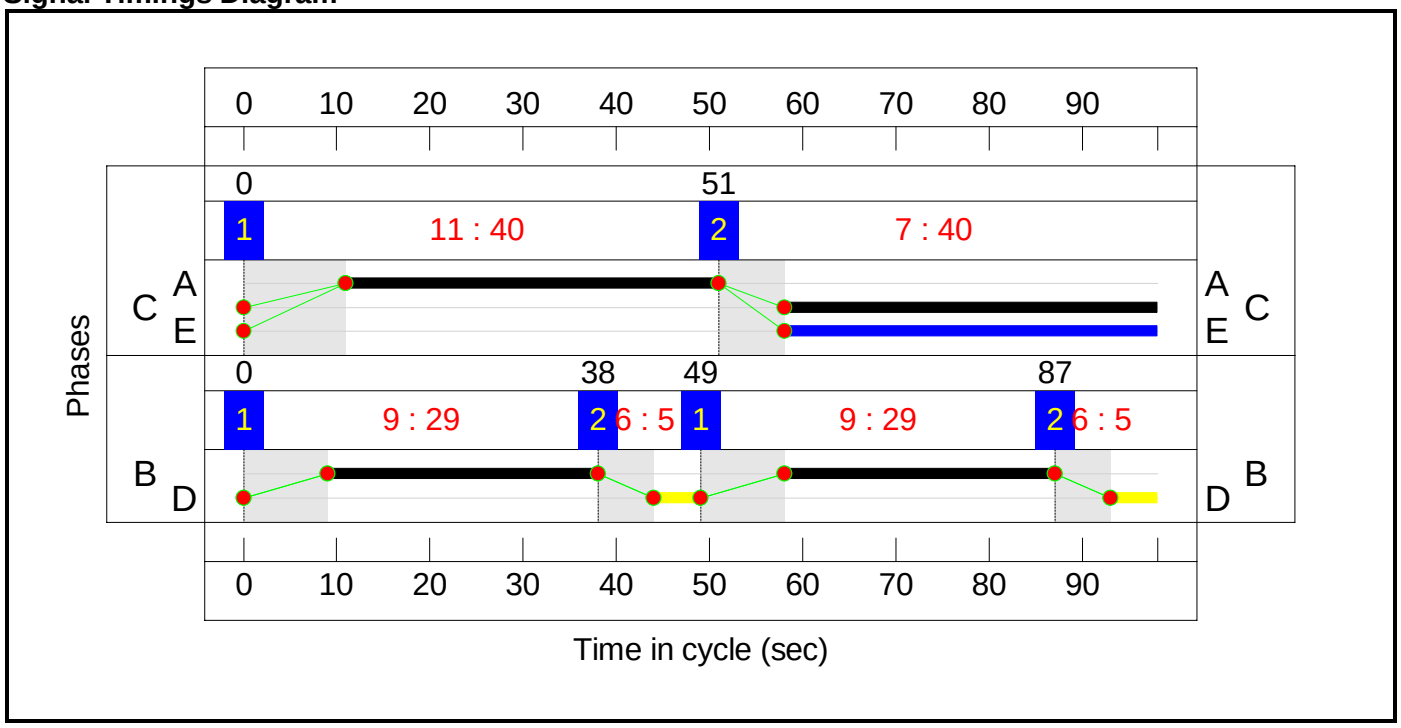
Stage Stream: 1

Stage	1	2
Duration	40	40
Change Point	0	51

Stage Stream: 2

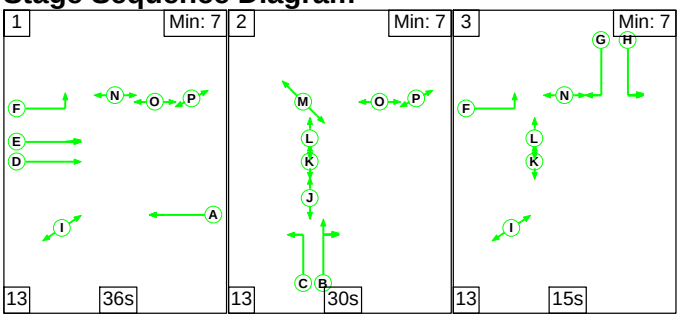
Stage	1	2	1	2
Duration	29	5	29	5
Change Point	0	38	49	87

Signal Timings Diagram



C3

Stage Sequence Diagram

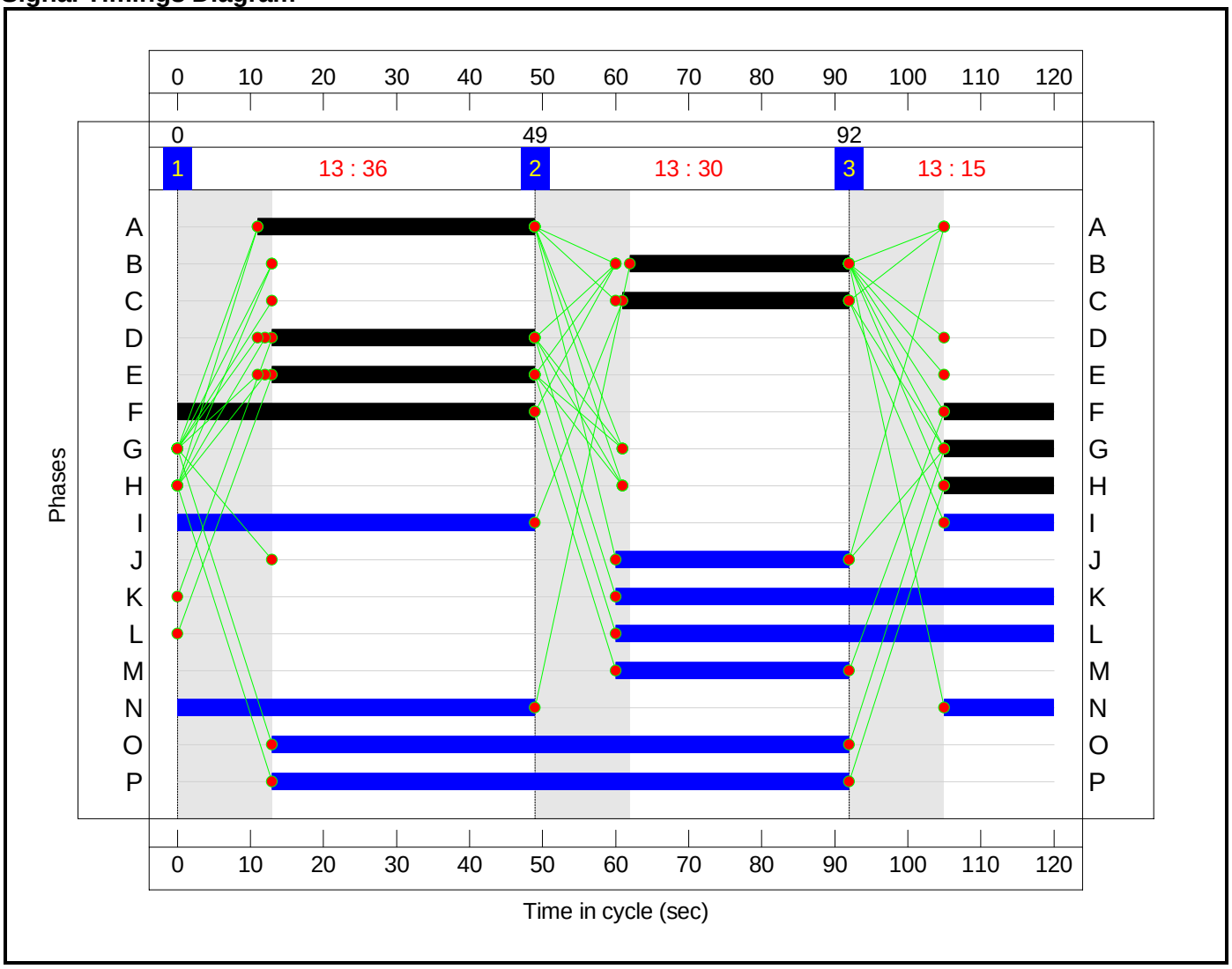


Stage Timings

Stage	1	2	3
Duration	36	30	15
Change Point	0	49	92

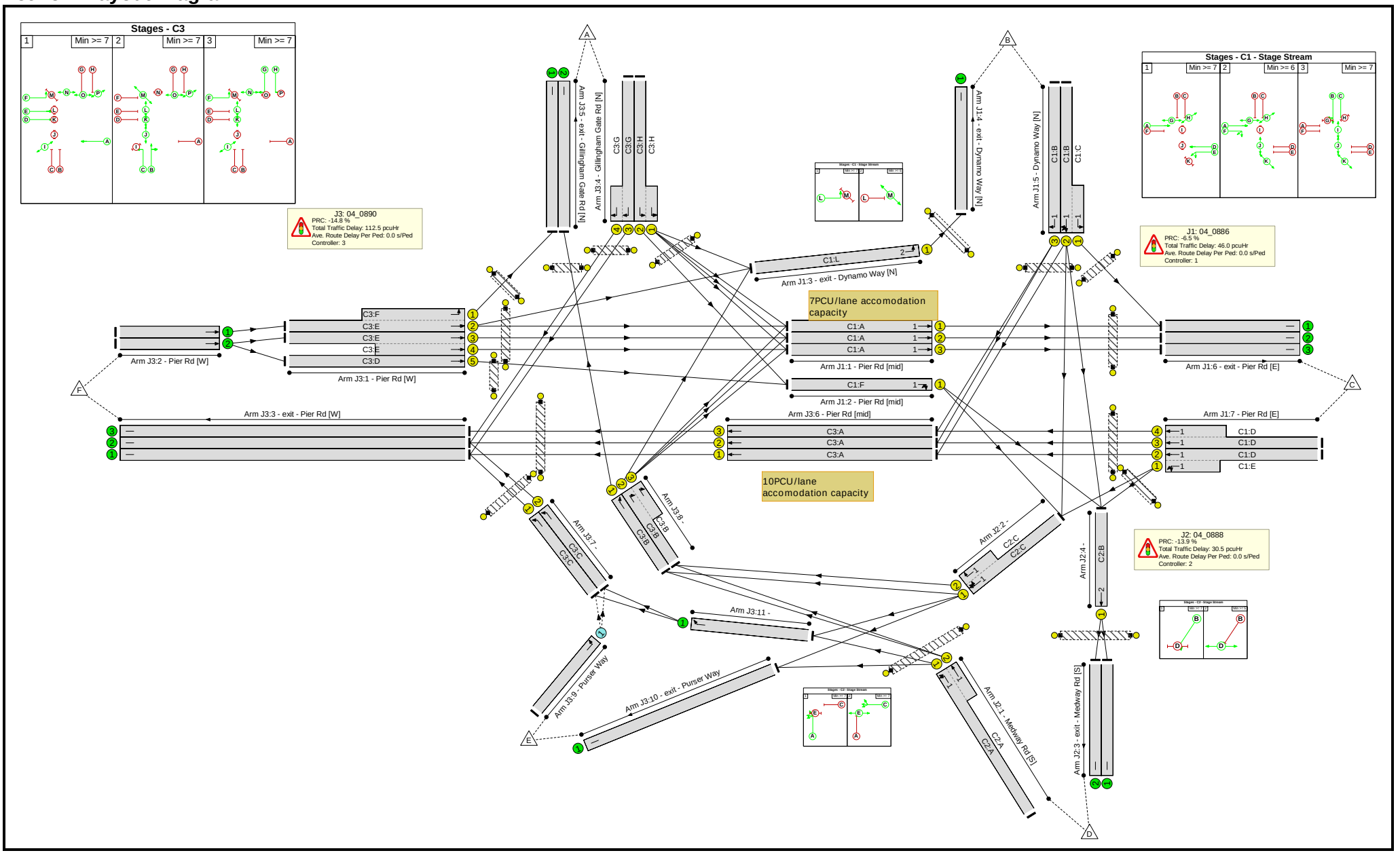
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-6.49	45.89
C1	2	1980.03	0.08
C2	1	-13.94	29.54
C2	2	126.96	0.97
C3	1	-14.79	112.53
Total Network Delay: 189.01 pcuHr			
Worst PRC: -14.79 % (On Lane J3:1/3 in Stream 1)			

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.3%**
J1: 04_0886	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.8%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	547	1940	1198	44.5%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	540	1940	1198	43.7%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	530	1940	1198	42.9%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	24	-	389	1774	435	89.5%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	60	-	52	1940	1179	4.3%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	15	-	179	1819:1877	265+109	47.8 : 47.8%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	15	-	120	1774	278	43.1%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	30	-	734	1940:1916	440+338	94.4 : 94.4%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	30	-	841	1940:1940	439+438	95.8 : 95.8%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	15	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	51	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	51	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.5%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	40	-	834	1816:1830	628+185	102.5 : 102.5%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	40	-	279	1841:1841	741+39	35.8 : 35.8%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	58	-	471	1940	1188	39.7%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	40	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.3%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	36:64	-	820	1940:1826	532+267	102.7 : 102.7%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	36	-	988	1940:1940	479+477	103.3 : 103.3%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	36	-	344	1940	598	57.5%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1332	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	15	-	117	1888:1856	130+208	34.6 : 34.6%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	15	-	275	1739:1687	188+181	74.5 : 74.5%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	38	-	500	1940	631	79.3%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	38	-	481	1940	631	76.3%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	38	-	480	1940	631	76.1%
7/1	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	500	62.8%
7/2	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	500	62.8%
8/1	Ahead	U	N/A	N/A	C3:B		1	30	-	364	1940	501	71.9%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	30	-	63	1830:1811	288+317	10.3 : 10.2%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	947	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	64	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	32	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	60	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	32	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	64	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	79	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	79	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**91.1**	**97.9**	**0.0**	**189.0**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**25.8**	**20.2**	**0.0**	**46.0**	**-**	**-**	**-**	**-**
1/1	533	533	-	-	-	1.5	0.4	-	1.9	13.0	7.8	0.4	8.2
1/2	524	524	-	-	-	1.5	0.4	-	1.9	12.9	7.7	0.4	8.1
1/3	514	514	-	-	-	1.4	0.4	-	1.8	12.8	7.6	0.4	7.9
2/1	389	389	-	-	-	4.0	3.7	-	7.7	71.1	10.6	3.7	14.3
3/1	51	51	-	-	-	0.1	0.0	-	0.1	5.7	0.3	0.0	0.3
4/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	179	179	-	-	-	1.9	0.5	-	2.4	47.7	3.2	0.5	3.7
5/3	120	120	-	-	-	1.3	0.4	-	1.7	50.2	3.1	0.4	3.4
6/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	734	734	-	-	-	6.5	6.5	-	13.0	63.9	14.6	6.5	21.1
7/3+7/4	841	841	-	-	-	7.5	8.0	-	15.5	66.5	15.1	8.0	23.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**9.4**	**21.1**	**0.0**	**30.5**	**-**	**-**	**-**	**-**
1/1+1/2	834	813	-	-	-	7.3	20.5	-	27.8	119.9	22.7	20.5	43.2

Full Input Data And Results

2/1+2/2	279	279	-	-	-	1.5	0.3	-	1.8	22.8	4.9	0.3	5.1
3/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	471	471	-	-	-	0.6	0.3	-	1.0	7.4	3.3	0.3	3.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**55.9**	**56.6**	**0.0**	**112.5**	**-**	**-**	**-**	**-**
1/2+1/1	820	806	-	-	-	8.7	20.7	-	29.4	129.0	22.5	20.7	43.2
1/3+1/4	988	956	-	-	-	12.5	25.5	-	38.0	138.4	24.5	25.5	50.0
1/5	344	344	-	-	-	3.3	0.7	-	4.0	41.9	9.6	0.7	10.2
2/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1332	1332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	117	117	-	-	-	1.5	0.3	-	1.8	54.8	2.2	0.3	2.4
4/3+4/4	275	275	-	-	-	3.7	1.4	-	5.2	67.6	4.4	1.4	5.8
5/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	500	500	-	-	-	5.1	1.9	-	7.0	50.2	15.1	1.9	17.0
6/2	481	481	-	-	-	4.9	1.6	-	6.4	48.1	14.3	1.6	15.9
6/3	480	480	-	-	-	4.8	1.6	-	6.4	48.0	14.3	1.6	15.8
7/1	314	314	-	-	-	3.4	0.8	-	4.2	48.4	9.2	0.8	10.0
7/2	314	314	-	-	-	3.4	0.8	-	4.2	48.4	9.2	0.8	10.0
8/1	361	361	-	-	-	4.1	1.3	-	5.3	53.1	10.9	1.3	12.2
8/2+8/3	62	62	-	-	-	0.6	0.1	-	0.6	36.9	0.8	0.1	0.9
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

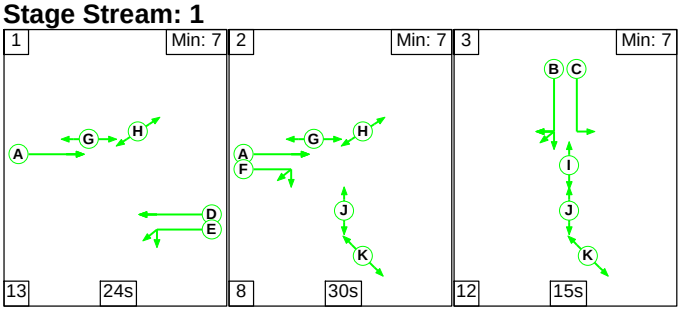
11/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	-6.5	Total Delay for Signalled Lanes (pcuHr):	45.89	Cycle Time (s):	102
C1	Stream: 2 PRC for Signalled Lanes (%):	1980.0	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s):	102
C2	Stream: 1 PRC for Signalled Lanes (%):	-13.9	Total Delay for Signalled Lanes (pcuHr):	29.54	Cycle Time (s):	98
C2	Stream: 2 PRC for Signalled Lanes (%):	127.0	Total Delay for Signalled Lanes (pcuHr):	0.97	Cycle Time (s):	98
C3	PRC for Signalled Lanes (%):	-14.8	Total Delay for Signalled Lanes (pcuHr):	112.53	Cycle Time (s):	120
	PRC Over All Lanes (%):	-14.8	Total Delay Over All Lanes(pcuHr):	189.01		

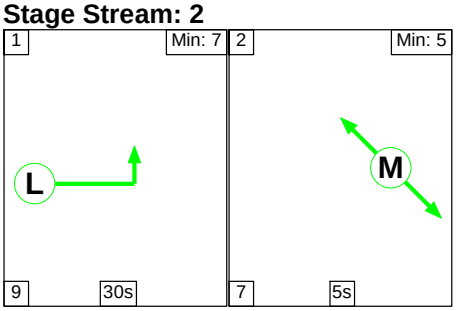
Full Input Data And Results
Scenario 2: 'PM Peak MaxSet C' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

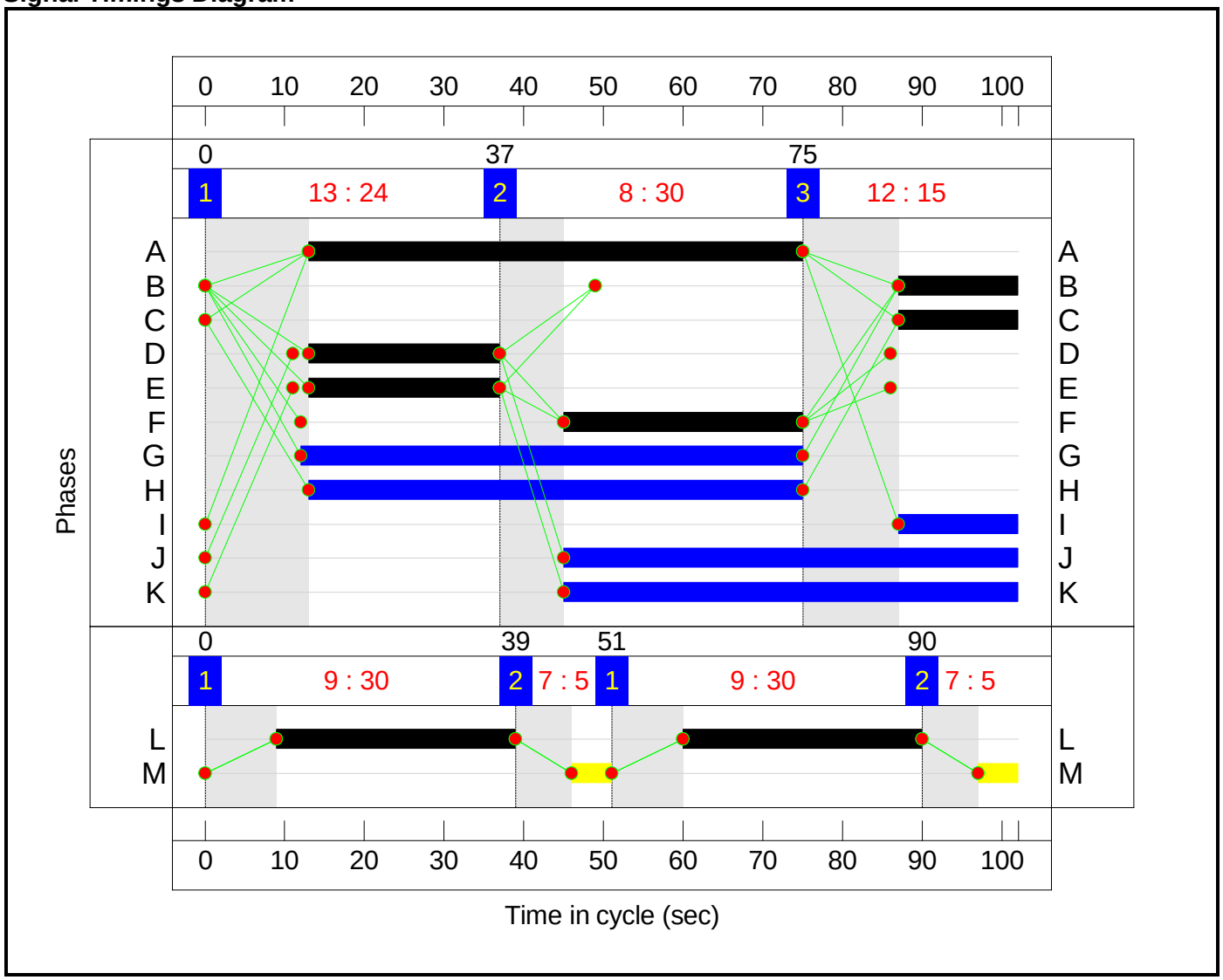
Stage	1	2	3
Duration	24	30	15
Change Point	0	37	75

Stage Stream: 2

Stage	1	2	1	2
Duration	30	5	30	5
Change Point	0	39	51	90

Full Input Data And Results

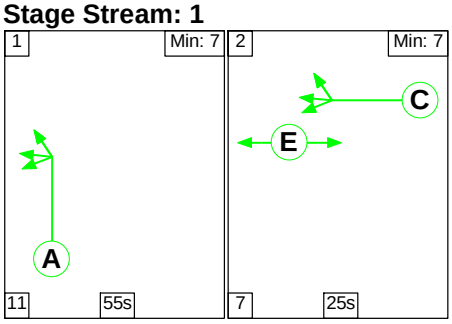
Signal Timings Diagram



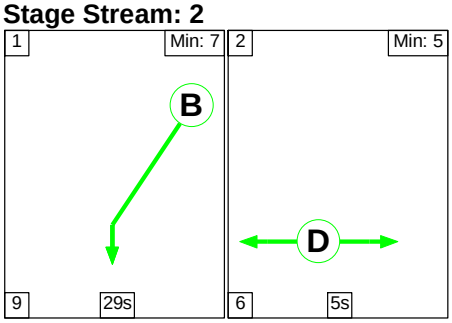
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

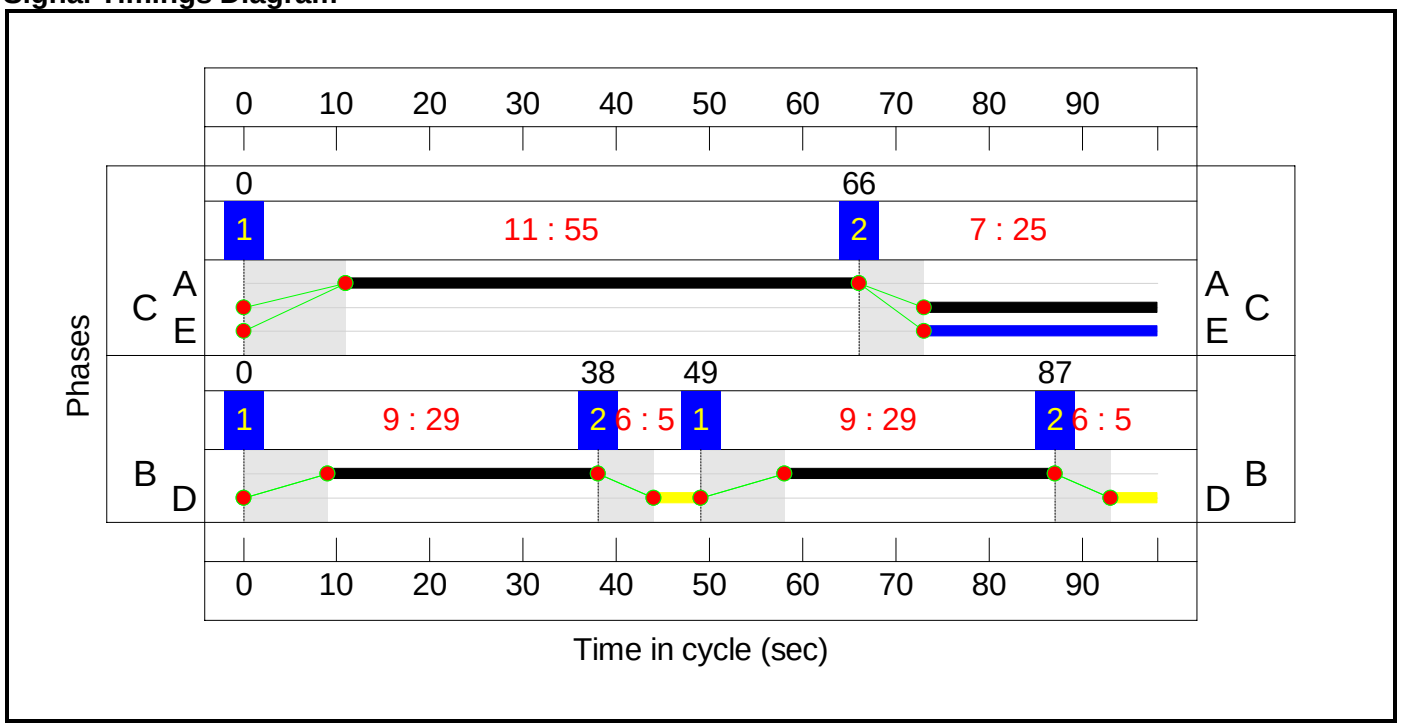
Stage Stream: 1

Stage	1	2
Duration	55	25
Change Point	0	66

Stage Stream: 2

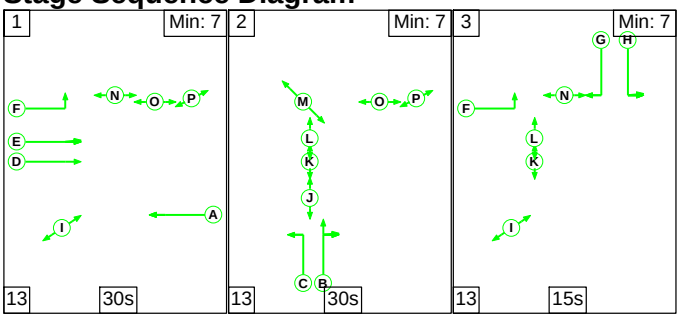
Stage	1	2	1	2
Duration	29	5	29	5
Change Point	0	38	49	87

Signal Timings Diagram



C3

Stage Sequence Diagram

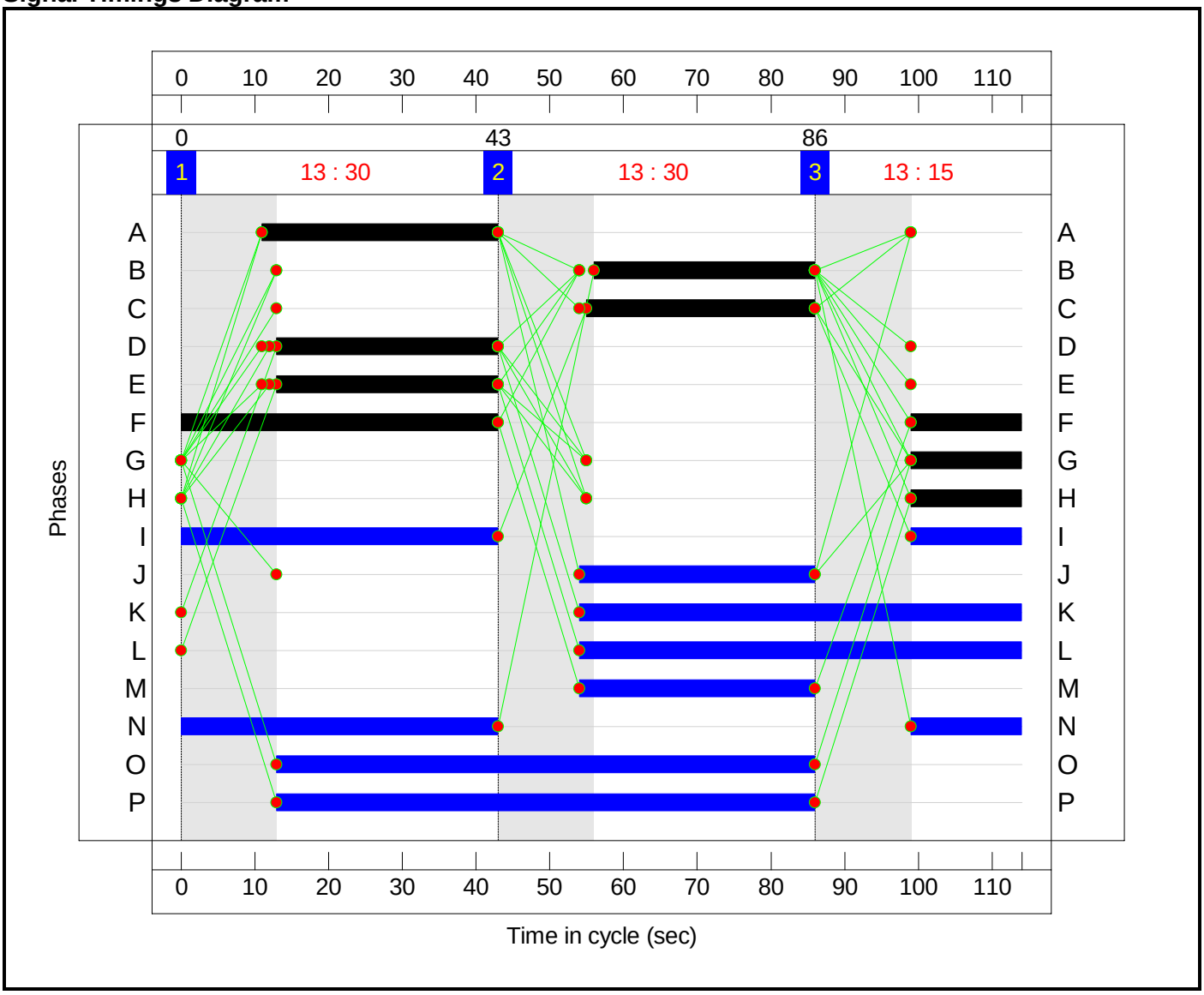


Stage Timings

Stage	1	2	3
Duration	30	30	15
Change Point	0	43	86

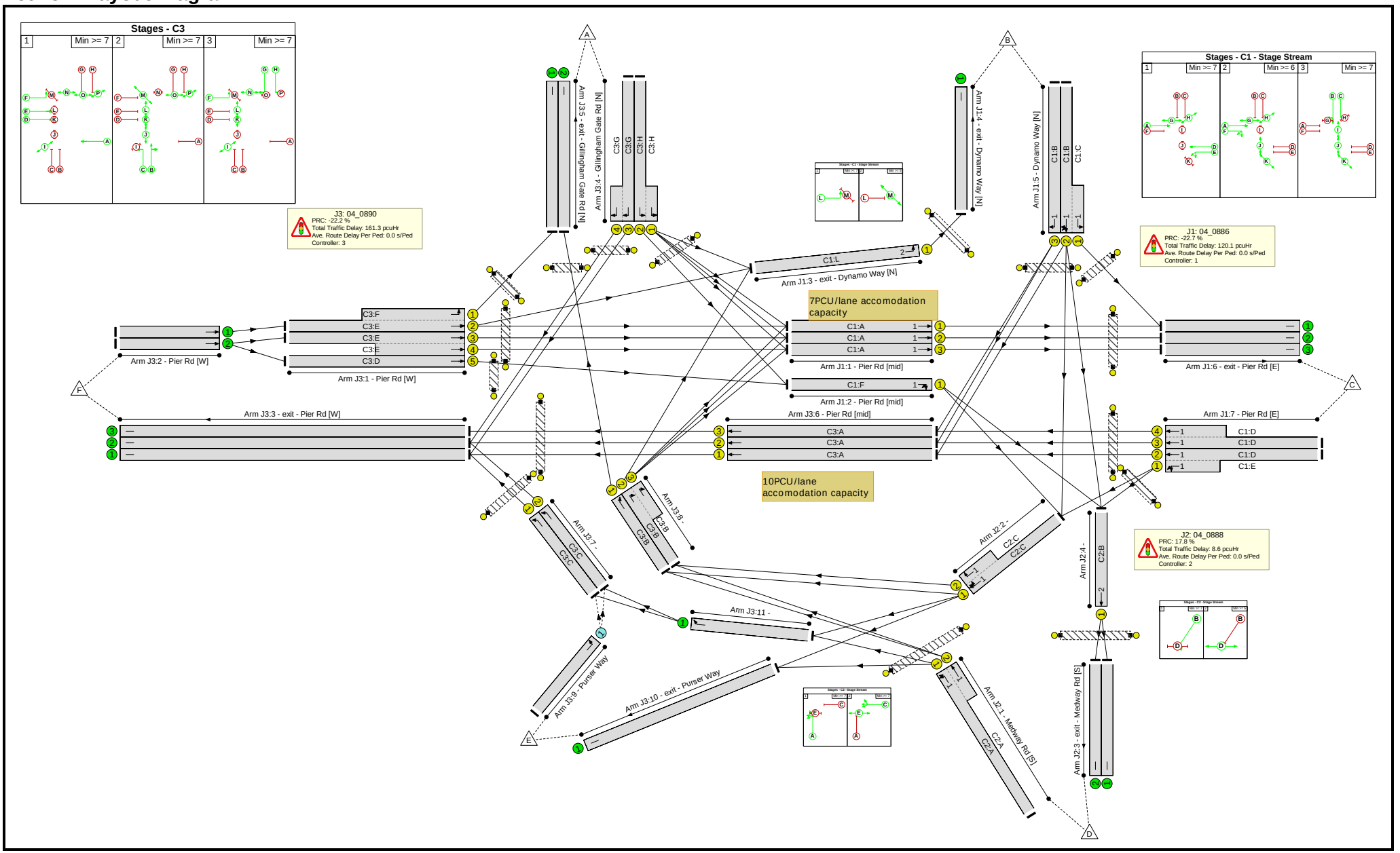
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-22.70	120.04
C1	2	2075.27	0.08
C2	1	17.82	7.68
C2	2	130.37	0.94
C3	1	-22.19	161.35
Total Network Delay: 290.08 pcuHr			
Worst PRC: -22.70 % (On Lane J1:7/3 in Stream 1)			

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.4%**
J1: 04_0886	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.4%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	538	1940	1198	41.1%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	539	1940	1198	41.2%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	540	1940	1198	41.3%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	30	-	389	1774	539	72.1%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	60	-	52	1940	1179	4.1%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	15	-	177	1820:1877	265+110	47.1 : 47.1%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	15	-	122	1774	278	43.8%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	24	-	732	1940:1916	375+290	110.1 : 110.1%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	24	-	843	1940:1940	381+382	110.4 : 110.4%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	15	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	57	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	57	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	55	-	834	1816:1830	843+249	76.4 : 76.4%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	25	-	279	1841:1841	473+25	51.6 : 50.9%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	58	-	471	1940	1188	39.1%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	25	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.0%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	30:58	-	814	1940:1826	493+250	109.6 : 109.6%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	30	-	994	1940:1940	450+454	110.0 : 110.0%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	30	-	344	1940	528	65.2%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1338	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	15	-	117	1888:1856	137+219	32.9 : 32.9%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	15	-	275	1739:1687	198+191	70.8 : 70.8%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	32	-	496	1940	562	81.6%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	32	-	482	1940	562	78.8%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	32	-	483	1940	562	78.9%
7/1	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	526	61.2%
7/2	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	526	61.2%
8/1	Ahead	U	N/A	N/A	C3:B		1	30	-	364	1940	528	65.2%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	30	-	63	1830:1811	303+334	9.5 : 9.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	929	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	58	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	32	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	60	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	32	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	58	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	73	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	73	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**100.3**	**189.8**	**0.0**	**290.1**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**34.1**	**86.0**	**0.0**	**120.1**	**-**	**-**	**-**	**-**
1/1	493	493	-	-	-	1.4	0.3	-	1.7	12.5	7.1	0.3	7.5
1/2	494	494	-	-	-	1.4	0.4	-	1.7	12.6	7.1	0.4	7.5
1/3	495	495	-	-	-	1.4	0.4	-	1.7	12.6	7.1	0.4	7.5
2/1	389	389	-	-	-	3.4	1.3	-	4.7	43.4	9.7	1.3	11.0
3/1	49	49	-	-	-	0.1	0.0	-	0.1	5.7	0.3	0.0	0.3
4/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	177	177	-	-	-	1.9	0.4	-	2.3	47.5	3.2	0.4	3.6
5/3	122	122	-	-	-	1.3	0.4	-	1.7	50.4	3.1	0.4	3.5
6/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	732	665	-	-	-	10.7	38.3	-	49.1	241.3	18.5	38.3	56.8
7/3+7/4	843	763	-	-	-	12.5	44.5	-	57.1	243.7	19.8	44.5	64.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**6.2**	**2.4**	**0.0**	**8.6**	**-**	**-**	**-**	**-**
1/1+1/2	834	834	-	-	-	3.4	1.6	-	5.0	21.5	15.2	1.6	16.8

Full Input Data And Results

2/1+2/2	257	257	-	-	-	2.2	0.5	-	2.7	37.7	5.6	0.5	6.2
3/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	464	464	-	-	-	0.6	0.3	-	0.9	7.3	3.1	0.3	3.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**60.0**	**101.3**	**0.0**	**161.3**	**-**	**-**	**-**	**-**
1/2+1/1	814	757	-	-	-	11.3	40.7	-	51.9	229.7	24.1	40.7	64.7
1/3+1/4	994	904	-	-	-	15.9	50.0	-	66.0	239.0	25.4	50.0	75.4
1/5	344	344	-	-	-	3.5	0.9	-	4.4	46.4	9.6	0.9	10.5
2/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1338	1338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	117	117	-	-	-	1.4	0.2	-	1.7	51.1	2.0	0.2	2.3
4/3+4/4	275	275	-	-	-	3.5	1.2	-	4.7	61.3	4.1	1.2	5.3
5/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	458	458	-	-	-	4.8	2.1	-	6.9	54.4	13.5	2.1	15.6
6/2	442	442	-	-	-	4.6	1.8	-	6.4	51.9	12.8	1.8	14.6
6/3	443	443	-	-	-	4.6	1.8	-	6.4	52.0	12.8	1.8	14.6
7/1	322	322	-	-	-	3.2	0.8	-	4.0	44.3	8.9	0.8	9.6
7/2	322	322	-	-	-	3.2	0.8	-	4.0	44.3	8.9	0.8	9.6
8/1	344	344	-	-	-	3.5	0.9	-	4.4	46.4	9.5	0.9	10.5
8/2+8/3	62	62	-	-	-	0.5	0.1	-	0.6	33.9	0.8	0.1	0.8
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

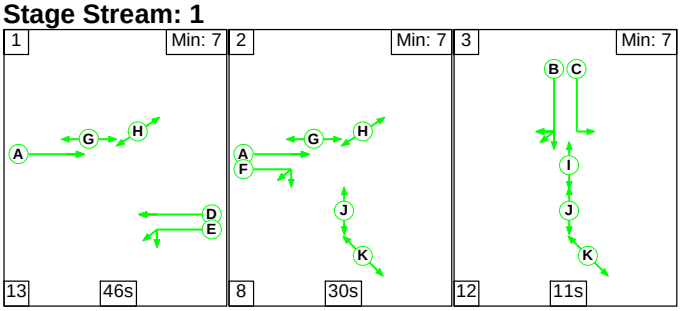
11/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1	PRC for Signalled Lanes (%):	-22.7	Total Delay for Signalled Lanes (pcuHr):	120.04	Cycle Time (s):	102
C1	Stream: 2	PRC for Signalled Lanes (%):	2075.3	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s):	102
C2	Stream: 1	PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):	7.68	Cycle Time (s):	98
C2	Stream: 2	PRC for Signalled Lanes (%):	130.4	Total Delay for Signalled Lanes (pcuHr):	0.94	Cycle Time (s):	98
C3		PRC for Signalled Lanes (%):	-22.2	Total Delay for Signalled Lanes (pcuHr):	161.35	Cycle Time (s):	114
		PRC Over All Lanes (%):	-22.7	Total Delay Over All Lanes(pcuHr):	290.08		

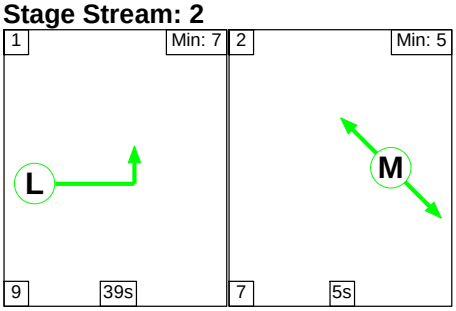
Full Input Data And Results
Scenario 3: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

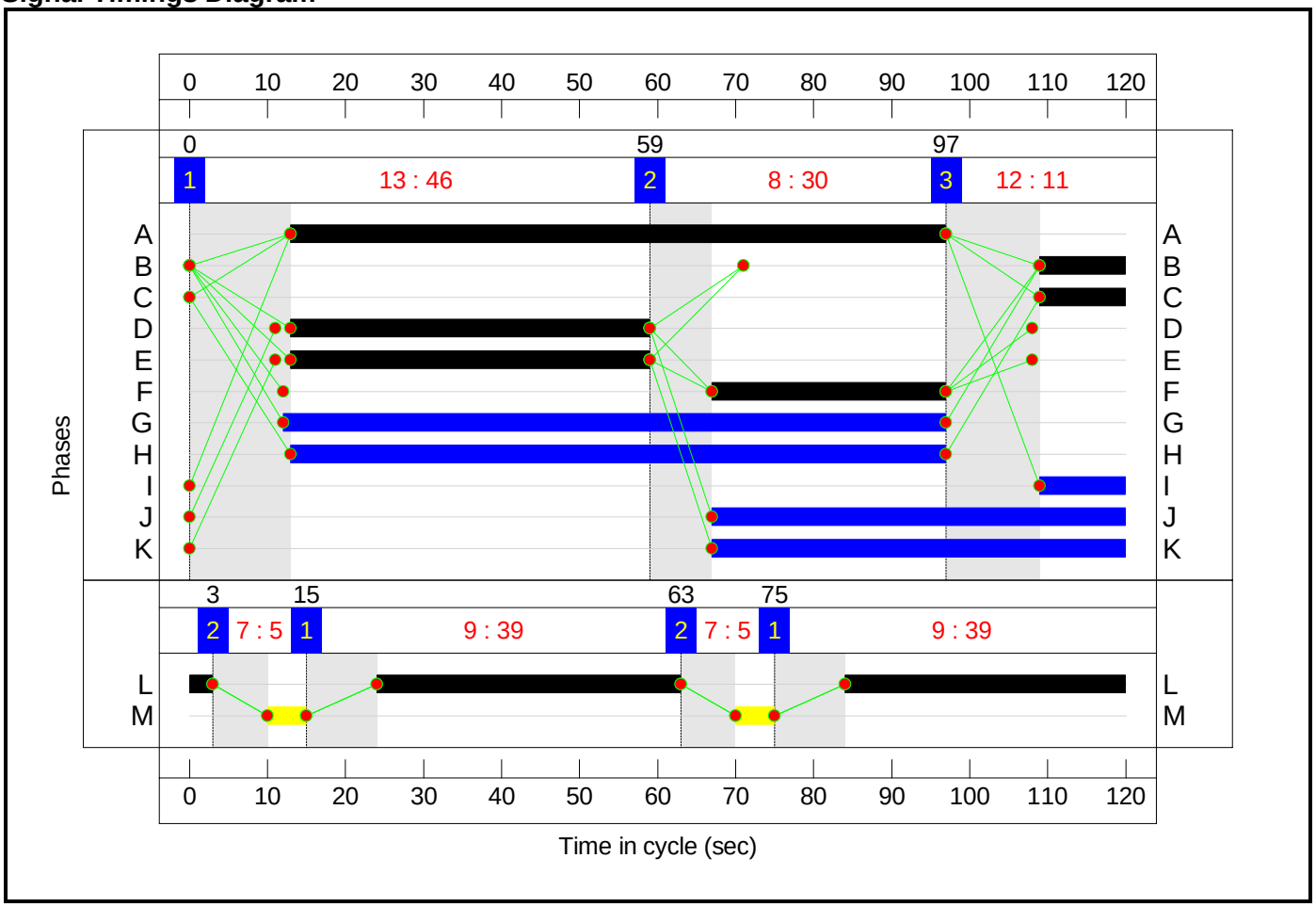
Stage	1	2	3
Duration	46	30	11
Change Point	0	59	97

Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	15	63	75	3

Full Input Data And Results

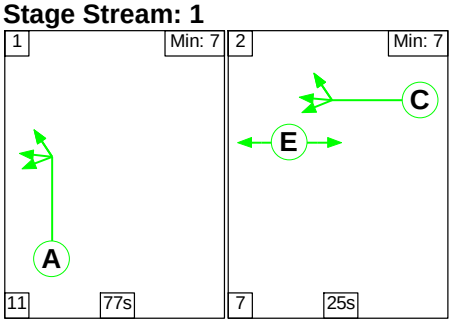
Signal Timings Diagram



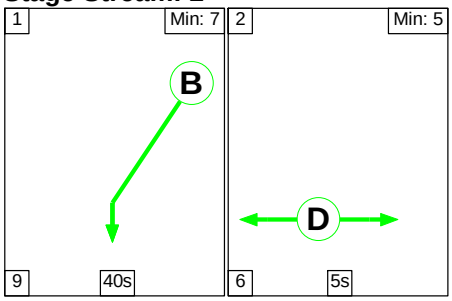
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

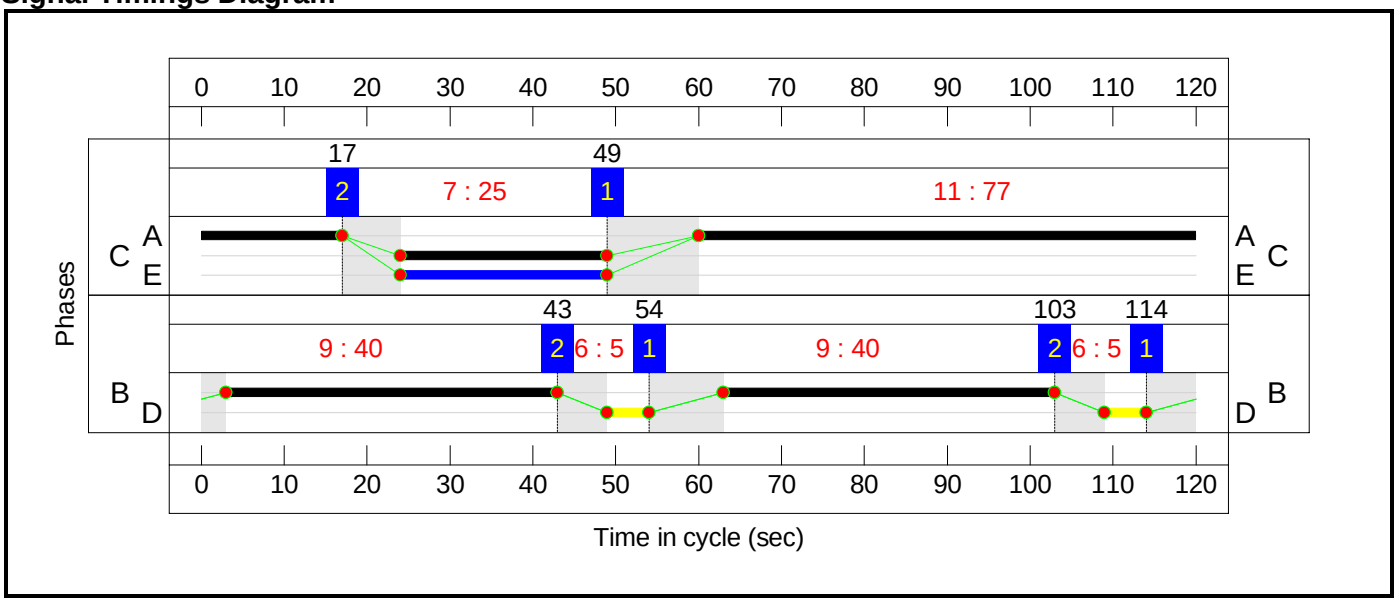
Stage Stream: 1

Stage	1	2
Duration	77	25
Change Point	49	17

Stage Stream: 2

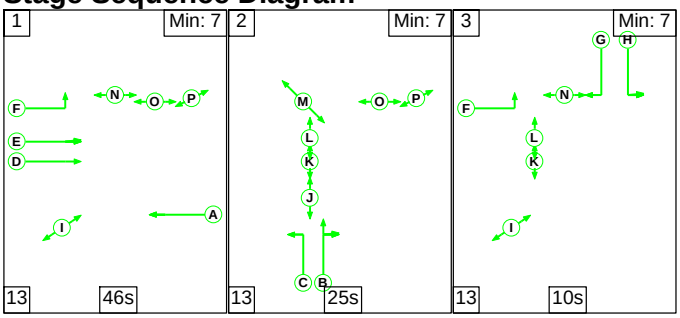
Stage	1	2	1	2
Duration	40	5	40	5
Change Point	114	43	54	103

Signal Timings Diagram



C3

Stage Sequence Diagram

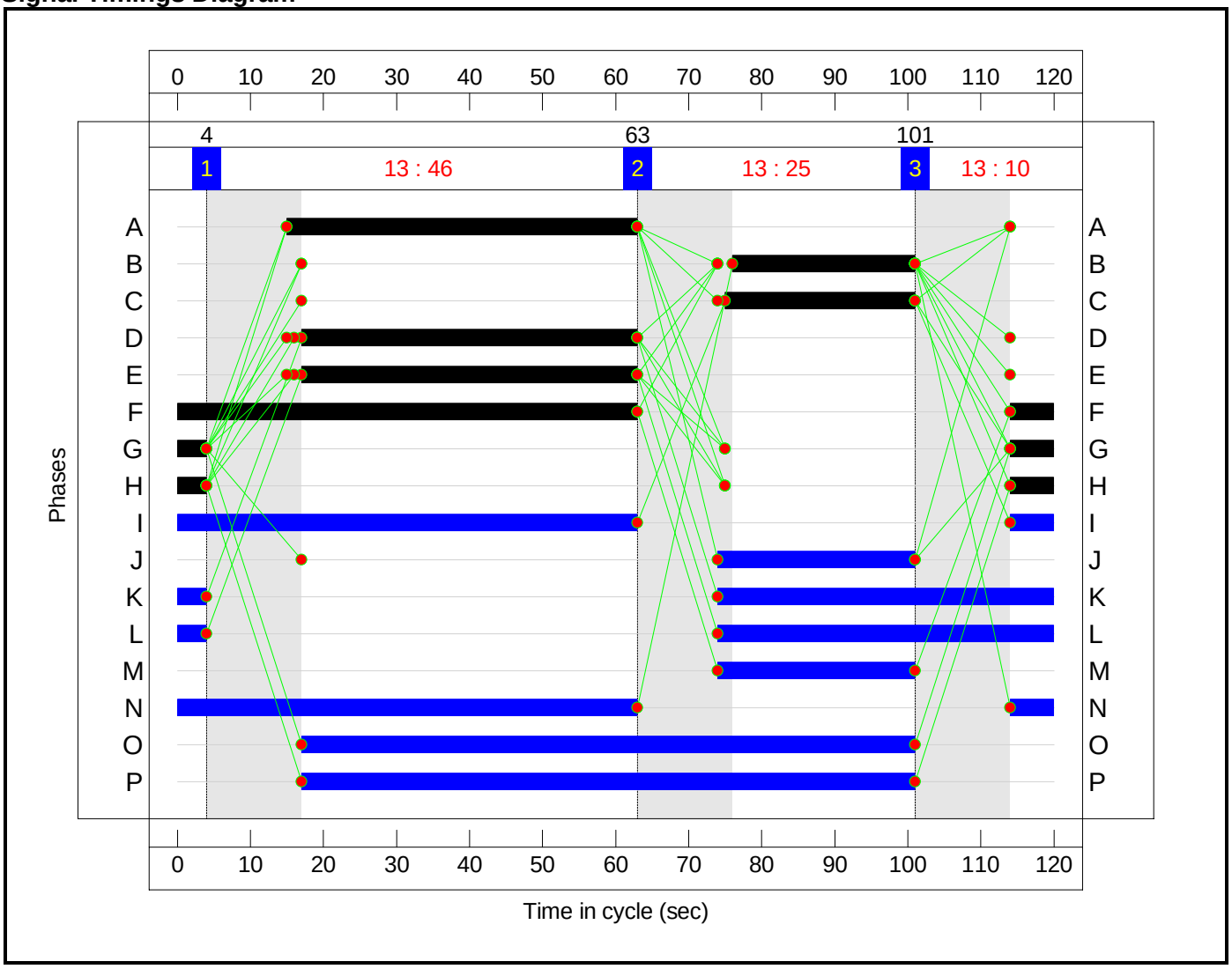


Stage Timings

Stage	1	2	3
Duration	46	25	10
Change Point	4	63	101

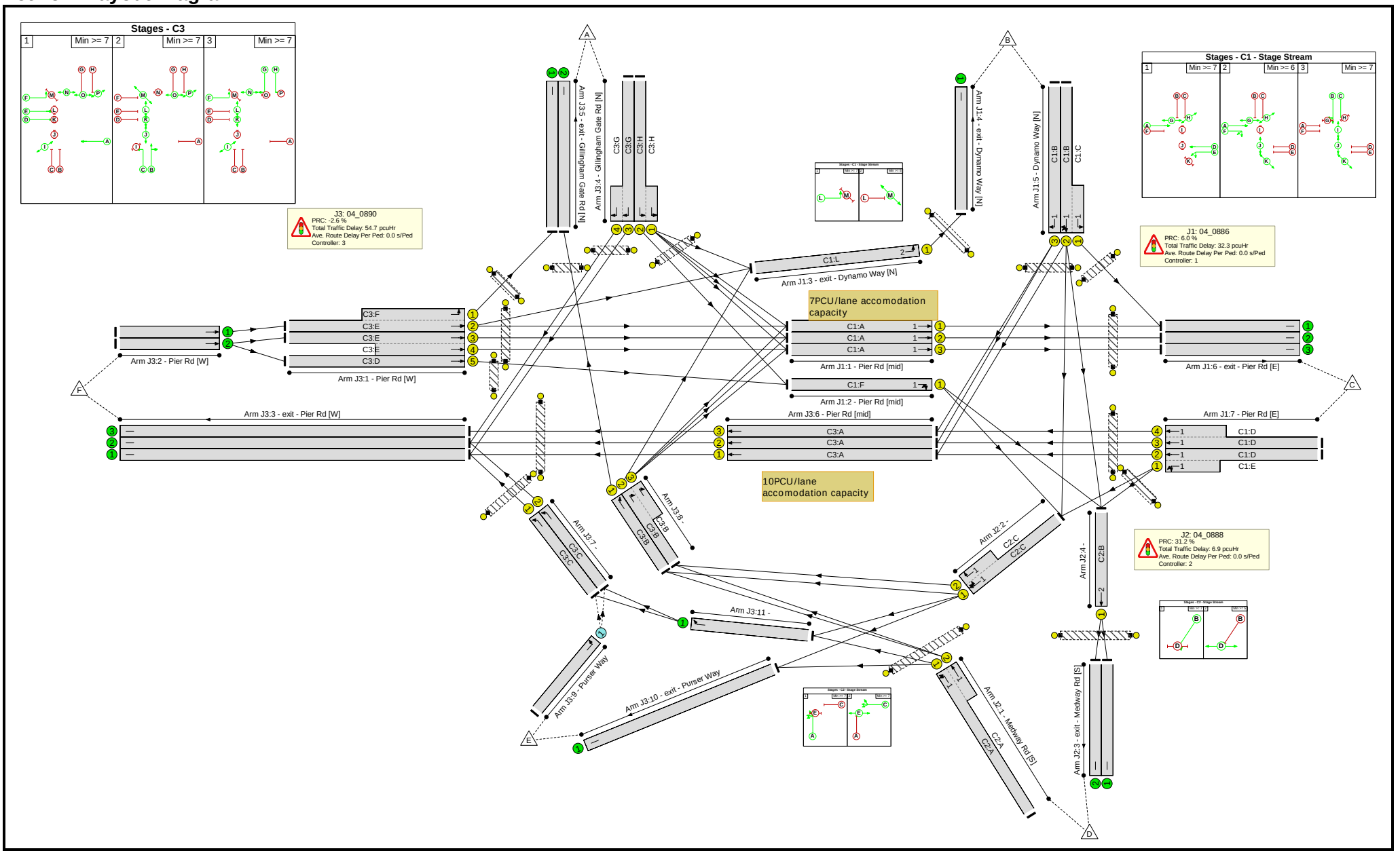
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	6.03	32.26
C1	2	2138.46	0.03
C2	1	31.21	6.51
C2	2	153.31	0.38
C3	1	-2.62	54.71
Total Network Delay: 93.89 pcuHr			
Worst PRC: -2.62 % (On Lane J3:4/3 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.4%**
J1: 04_0886	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.9%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	549	1940	1374	40.0%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	535	1940	1374	38.9%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	533	1940	1374	38.8%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	30	-	389	1774	458	84.9%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	52	1940	1293	4.0%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	11	-	185	1817:1877	182+71	73.2 : 73.2%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	11	-	114	1774	177	64.3%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	46	-	734	1940:1916	519+399	79.9 : 79.9%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	46	-	841	1940:1940	503+502	83.7 : 83.7%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	85	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	84	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	11	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	53	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	53	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.6%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	77	-	834	1816:1830	946+279	68.1 : 68.1%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	25	-	279	1841:1841	386+20	68.6 : 68.6%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	471	1940	1326	35.5%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	25	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.4%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	46:69	-	818	1940:1826	637+321	85.4 : 85.4%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	46	-	990	1940:1940	559+559	88.5 : 88.5%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	46	-	344	1940	760	45.3%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1334	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	968	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	10	-	117	1888:1856	100+160	45.0 : 45.0%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	10	-	275	1739:1687	152+146	92.4 : 92.4%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	506	1940	792	63.9%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	478	1940	792	60.3%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	477	1940	792	60.2%
7/1	Left	U	N/A	N/A	C3:C		1	26	-	322	1875	422	76.3%
7/2	Left	U	N/A	N/A	C3:C		1	26	-	322	1875	422	76.3%
8/1	Ahead	U	N/A	N/A	C3:B		1	25	-	364	1940	420	86.6%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	25	-	63	1830:1811	252+277	11.9 : 11.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	906	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	69	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	27	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	50	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	50	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	27	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	69	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	84	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	84	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**61.1**	**32.8**	**0.0**	**93.9**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**22.1**	**10.2**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
1/1	549	549	-	-	-	0.0	0.3	-	0.4	2.5	0.7	0.3	1.0
1/2	535	535	-	-	-	0.1	0.3	-	0.4	2.7	0.9	0.3	1.3
1/3	533	533	-	-	-	0.1	0.3	-	0.4	2.6	0.9	0.3	1.2
2/1	389	389	-	-	-	4.9	2.6	-	7.5	69.3	13.0	2.6	15.6
3/1	52	52	-	-	-	0.0	0.0	-	0.0	2.0	0.1	0.0	0.1
4/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	185	185	-	-	-	2.7	1.3	-	4.0	77.3	4.3	1.3	5.6
5/3	114	114	-	-	-	1.6	0.9	-	2.5	79.6	3.6	0.9	4.5
6/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	734	734	-	-	-	5.9	2.0	-	7.8	38.4	15.2	2.0	17.2
7/3+7/4	841	841	-	-	-	6.8	2.5	-	9.3	39.7	16.0	2.5	18.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**4.5**	**2.4**	**0.0**	**6.9**	**-**	**-**	**-**	**-**
1/1+1/2	834	834	-	-	-	2.8	1.1	-	3.8	16.5	15.2	1.1	16.3

Full Input Data And Results

2/1+2/2	279	279	-	-	-	1.6	1.1	-	2.7	34.7	6.9	1.1	7.9
3/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	471	471	-	-	-	0.1	0.3	-	0.4	2.9	1.1	0.3	1.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**34.5**	**20.2**	**0.0**	**54.7**	**-**	**-**	**-**	**-**
1/2+1/1	818	818	-	-	-	5.7	2.8	-	8.5	37.3	17.1	2.8	19.9
1/3+1/4	990	990	-	-	-	8.3	3.6	-	11.9	43.3	17.3	3.6	20.9
1/5	344	344	-	-	-	2.6	0.4	-	3.0	31.3	8.4	0.4	8.8
2/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1334	1334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	117	117	-	-	-	1.7	0.4	-	2.1	63.7	2.3	0.4	2.7
4/3+4/4	275	275	-	-	-	4.1	4.4	-	8.5	111.0	4.7	4.4	9.0
5/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	506	506	-	-	-	0.7	0.9	-	1.6	11.5	10.3	0.9	11.1
6/2	478	478	-	-	-	0.5	0.8	-	1.3	9.8	2.4	0.8	3.1
6/3	477	477	-	-	-	0.5	0.8	-	1.3	9.7	2.4	0.8	3.1
7/1	322	322	-	-	-	2.9	1.6	-	4.5	50.0	9.0	1.6	10.5
7/2	322	322	-	-	-	2.9	1.6	-	4.5	50.0	9.0	1.6	10.5
8/1	364	364	-	-	-	4.1	2.9	-	7.0	69.6	11.9	2.9	14.9
8/2+8/3	63	63	-	-	-	0.5	0.1	-	0.6	34.1	0.8	0.1	0.9
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

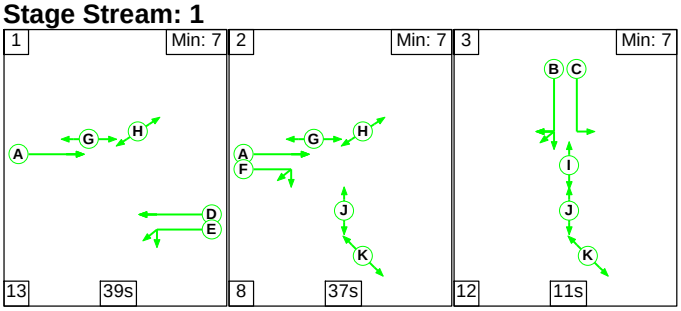
11/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	32.26	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	2138.5	Total Delay for Signalled Lanes (pcuHr):	0.03	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	31.2	Total Delay for Signalled Lanes (pcuHr):	6.51	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	153.3	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	54.71	Cycle Time (s):	120
	PRC Over All Lanes (%):	-2.6	Total Delay Over All Lanes(pcuHr):	93.89		

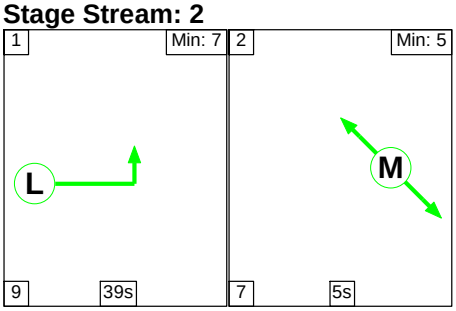
Full Input Data And Results
Scenario 4: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

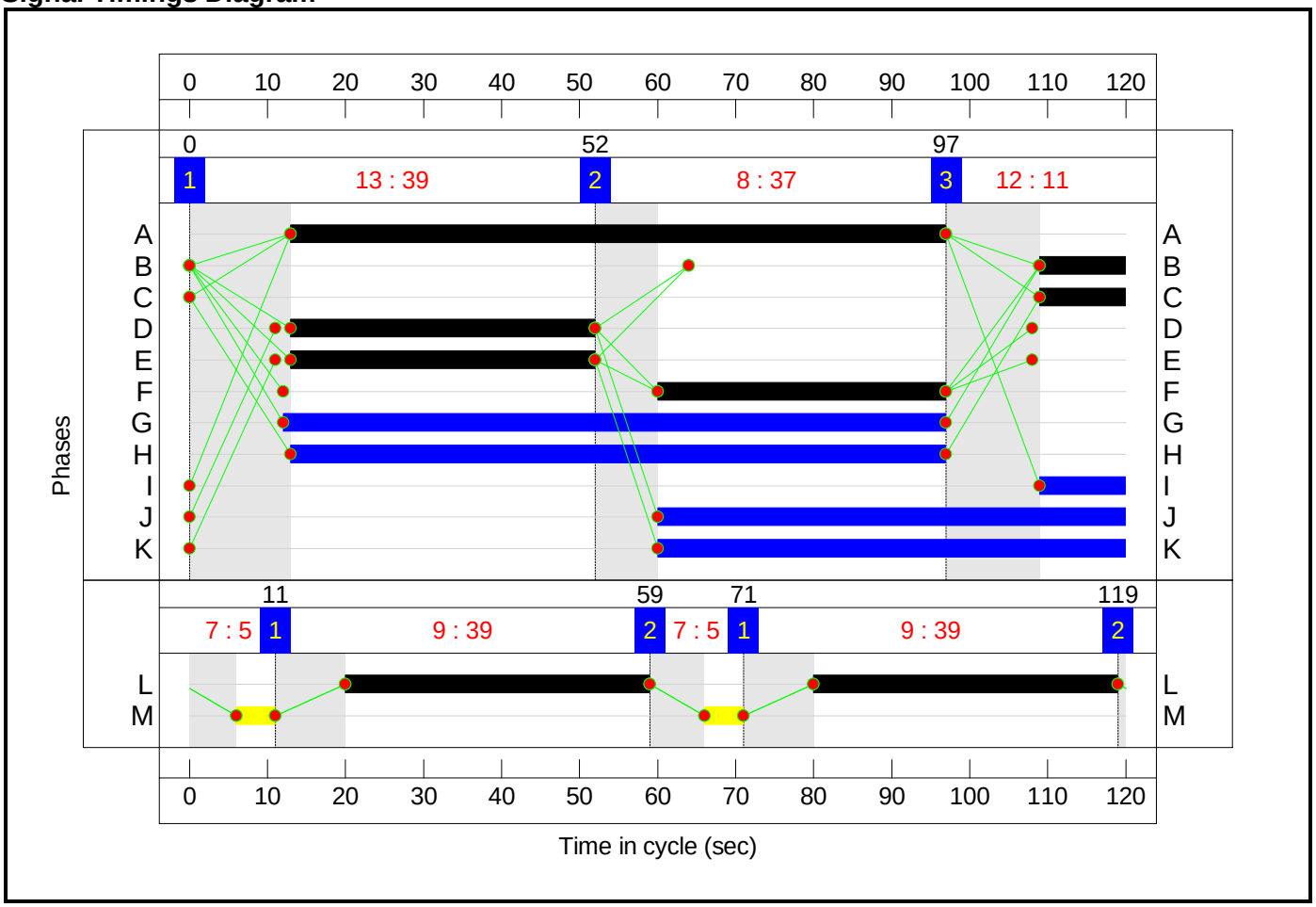
Stage	1	2	3
Duration	39	37	11
Change Point	0	52	97

Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	71	119	11	59

Full Input Data And Results

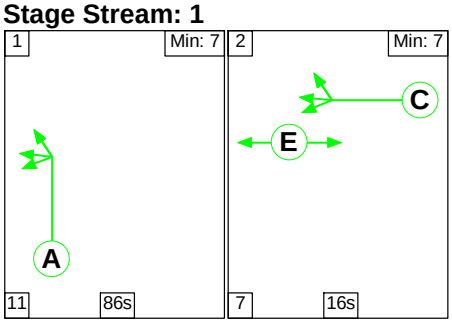
Signal Timings Diagram



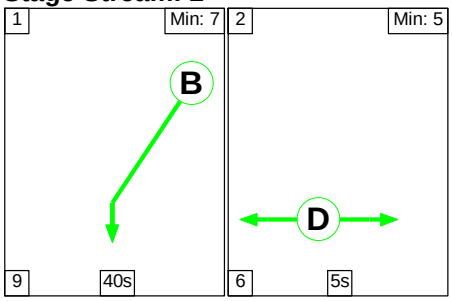
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

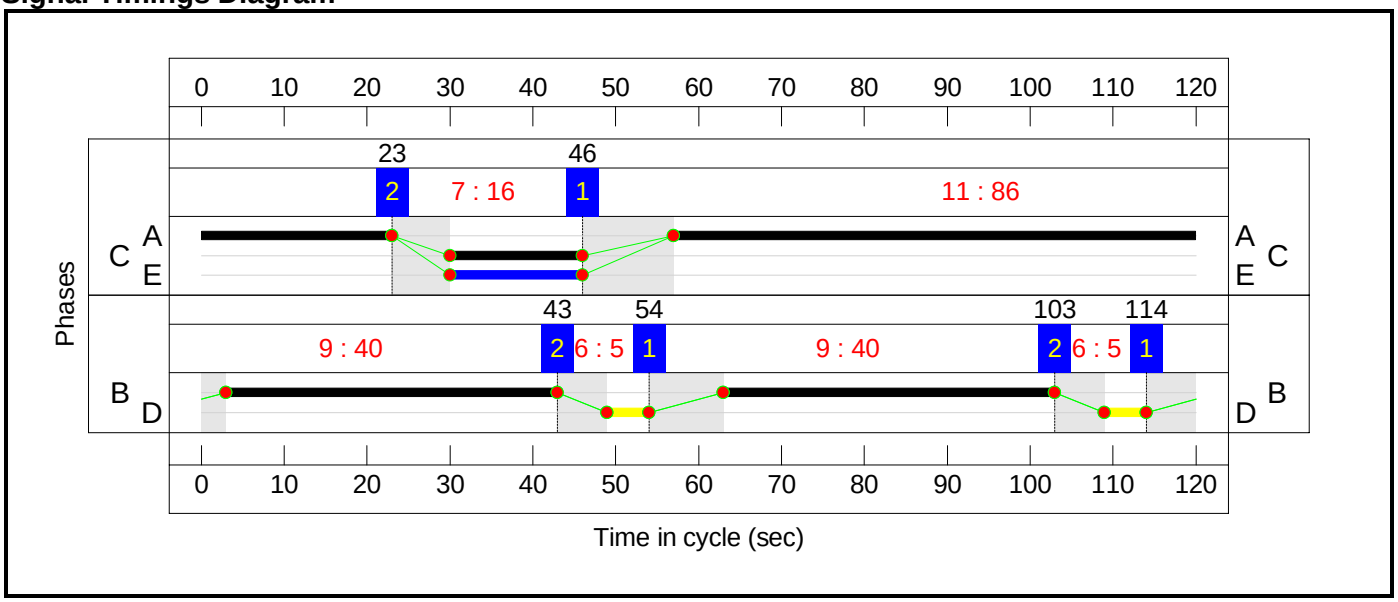
Stage Stream: 1

Stage	1	2
Duration	86	16
Change Point	46	23

Stage Stream: 2

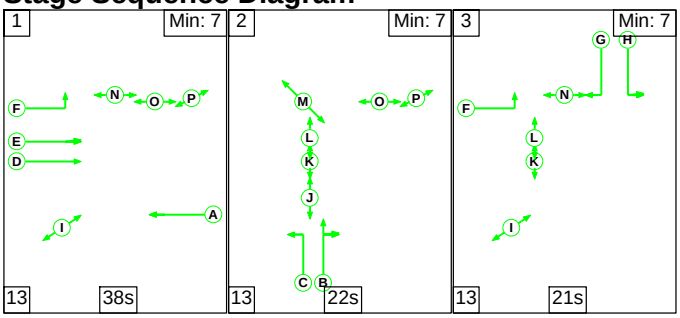
Stage	1	2	1	2
Duration	40	5	40	5
Change Point	114	43	54	103

Signal Timings Diagram



C3

Stage Sequence Diagram

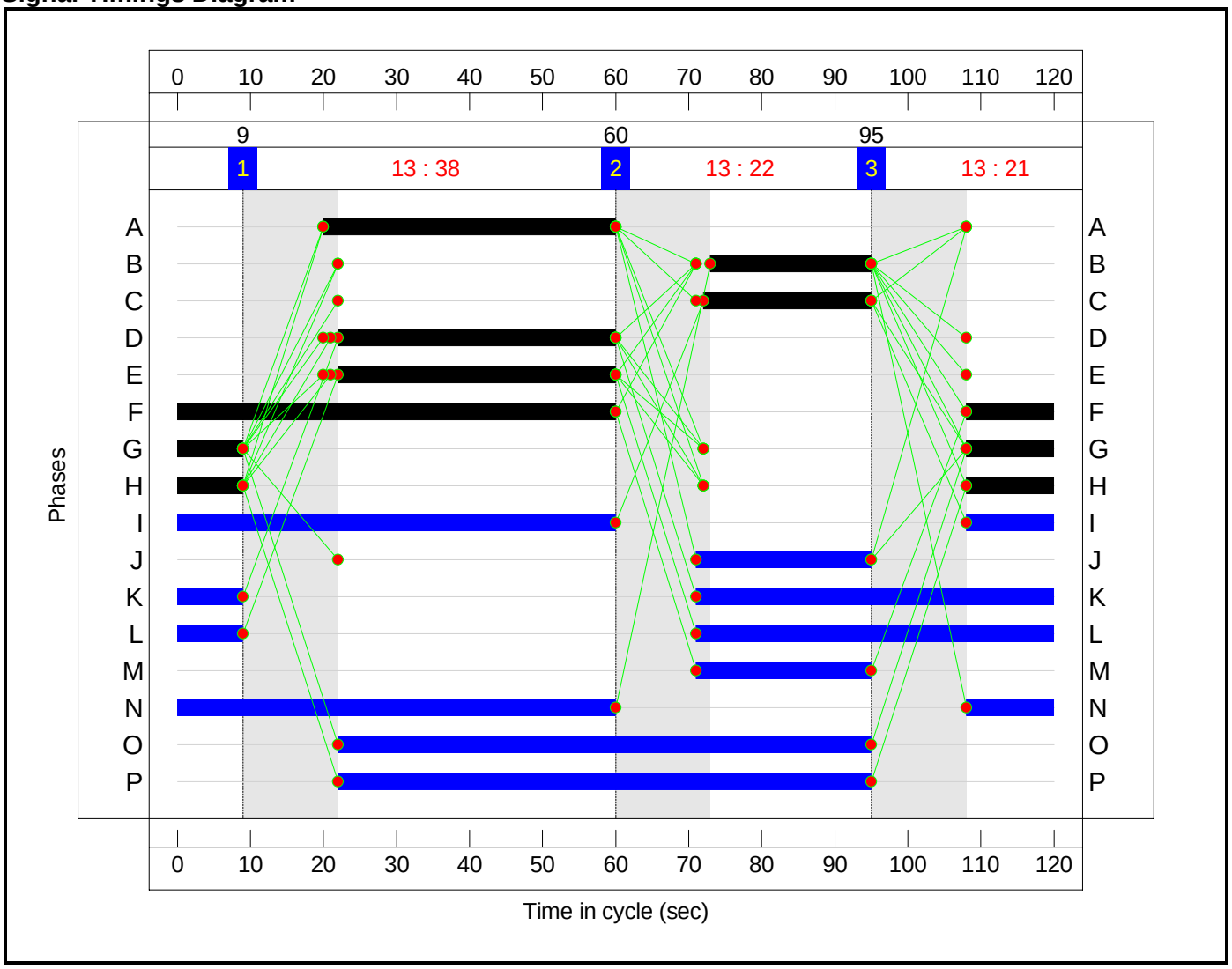


Stage Timings

Stage	1	2	3
Duration	38	22	21
Change Point	9	60	95

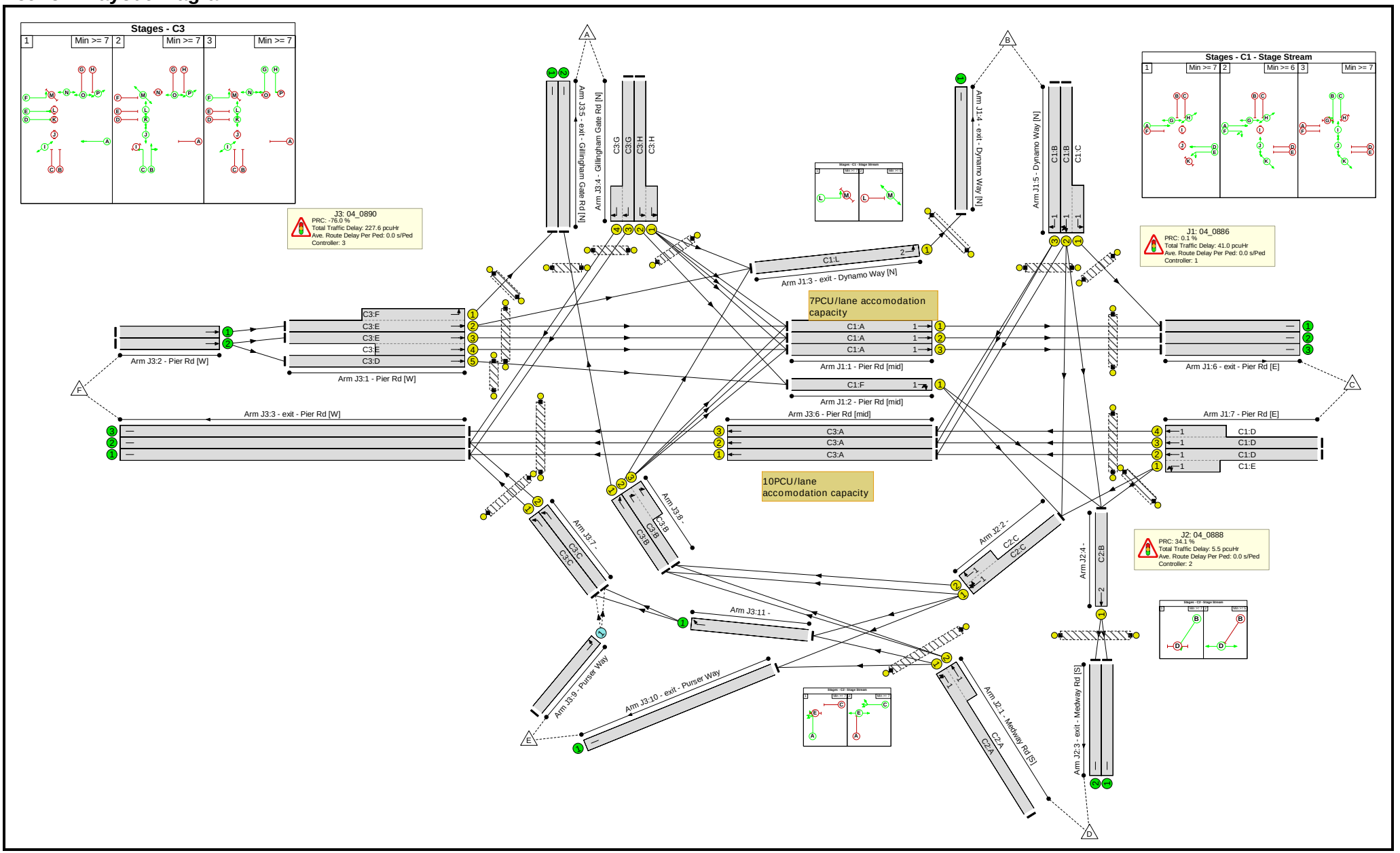
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	0.12	40.82
C1	2	622.98	0.13
C2	1	34.14	4.98
C2	2	89.38	0.54
C3	1	-75.96	227.58
Total Network Delay: 274.05 pcuHr			
Worst PRC: -75.96 % (On Lane J3:4/3 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**158.4%**
J1: 04_0886	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	579	1940	1374	42.1%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	583	1940	1374	42.4%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	586	1940	1374	42.6%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	37	-	505	1774	562	89.9%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	161	1940	1293	12.4%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	11	-	243	1800:1877	180+114	82.8 : 82.8%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	11	-	132	1774	177	74.4%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	39	-	687	1940:1907	448+366	84.3 : 84.3%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	39	-	799	1940:1940	446+445	89.6 : 89.6%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	85	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	84	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	11	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	60	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	60	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.1%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	86	-	907	1816:1830	1097+255	67.1 : 67.1%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	16	-	210	1841:1841	233+87	65.8 : 65.8%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	630	1940	1326	47.5%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	16	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**158.4%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	38:72	-	752	1940:1826	573+191	98.4 : 98.4%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	38	-	989	1940:1940	494+495	100.0 : 100.0%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	38	-	428	1940	631	67.9%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1417	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1298	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1021	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	21	-	276	1888:1857	111+287	69.3 : 69.3%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	21	-	616	1739:1687	271+118	158.4 : 158.4%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	501	1940	663	75.6%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	466	1940	663	70.3%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	465	1940	663	70.2%
7/1	Left	U	N/A	N/A	C3:C		1	23	-	368	1875	375	98.1%
7/2	Left	U	N/A	N/A	C3:C		1	23	-	368	1875	375	98.1%
8/1	Ahead	U	N/A	N/A	C3:B		1	22	-	224	1940	372	60.2%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	22	-	157	1830:1811	278+150	36.6 : 36.6%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	688	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	72	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	58	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	58	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	24	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	72	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	73	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	73	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**91.8**	**182.3**	**0.0**	**274.1**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**25.7**	**15.2**	**0.0**	**41.0**	**-**	**-**	**-**	**-**
1/1	579	579	-	-	-	0.2	0.4	-	0.5	3.4	2.1	0.4	2.4
1/2	583	583	-	-	-	0.2	0.4	-	0.6	3.5	2.2	0.4	2.5
1/3	586	586	-	-	-	0.2	0.4	-	0.6	3.5	2.2	0.4	2.6
2/1	505	505	-	-	-	5.5	3.9	-	9.4	67.3	16.8	3.9	20.7
3/1	161	161	-	-	-	0.1	0.1	-	0.1	3.0	0.4	0.1	0.5
4/1	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	243	243	-	-	-	3.5	2.2	-	5.7	85.0	4.8	2.2	7.1
5/3	132	132	-	-	-	1.9	1.4	-	3.3	89.9	4.3	1.4	5.6
6/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	687	687	-	-	-	6.4	2.6	-	9.0	47.3	14.7	2.6	17.3
7/3+7/4	799	799	-	-	-	7.6	4.0	-	11.6	52.4	16.6	4.0	20.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**3.1**	**2.4**	**0.0**	**5.5**	**-**	**-**	**-**	**-**
1/1+1/2	907	907	-	-	-	2.0	1.0	-	3.0	12.0	14.2	1.0	15.2

Full Input Data And Results

2/1+2/2	210	210	-	-	-	1.0	0.9	-	2.0	33.5	3.9	0.9	4.9
3/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	630	630	-	-	-	0.1	0.5	-	0.5	3.1	0.8	0.5	1.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**63.0**	**164.6**	**0.0**	**227.6**	**-**	**-**	**-**	**-**
1/2+1/1	752	752	-	-	-	6.8	11.0	-	17.8	85.2	20.3	11.0	31.3
1/3+1/4	989	989	-	-	-	10.3	15.8	-	26.0	94.8	21.5	15.8	37.2
1/5	428	428	-	-	-	4.2	1.0	-	5.2	43.9	12.2	1.0	13.3
2/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1417	1417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1140	1140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	276	276	-	-	-	3.4	1.1	-	4.5	58.8	6.7	1.1	7.8
4/3+4/4	616	389	-	-	-	23.4	114.8	-	138.3	808.1	31.7	114.8	146.5
5/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	501	501	-	-	-	1.3	1.5	-	2.9	20.5	15.2	1.5	16.7
6/2	466	466	-	-	-	0.7	1.2	-	1.9	14.4	12.0	1.2	13.2
6/3	465	465	-	-	-	0.7	1.2	-	1.9	14.4	12.0	1.2	13.1
7/1	368	368	-	-	-	4.2	8.0	-	12.2	119.1	12.1	8.0	20.1
7/2	368	368	-	-	-	4.2	8.0	-	12.2	119.1	12.1	8.0	20.1
8/1	224	224	-	-	-	2.3	0.8	-	3.0	48.6	7.1	0.8	7.9
8/2+8/3	157	157	-	-	-	1.5	0.3	-	1.8	41.2	3.0	0.3	3.3
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

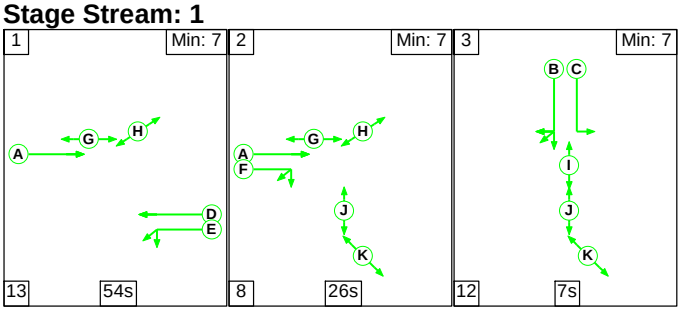
11/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1	PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	40.82	Cycle Time (s):	120
C1	Stream: 2	PRC for Signalled Lanes (%):	623.0	Total Delay for Signalled Lanes (pcuHr):	0.13	Cycle Time (s):	120
C2	Stream: 1	PRC for Signalled Lanes (%):	34.1	Total Delay for Signalled Lanes (pcuHr):	4.98	Cycle Time (s):	120
C2	Stream: 2	PRC for Signalled Lanes (%):	89.4	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s):	120
C3		PRC for Signalled Lanes (%):	-76.0	Total Delay for Signalled Lanes (pcuHr):	227.58	Cycle Time (s):	120
		PRC Over All Lanes (%):	-76.0	Total Delay Over All Lanes(pcuHr):	274.05		

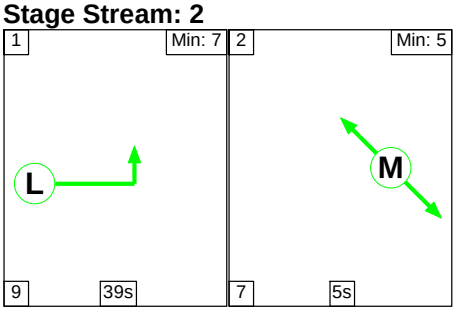
Full Input Data And Results
Scenario 5: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

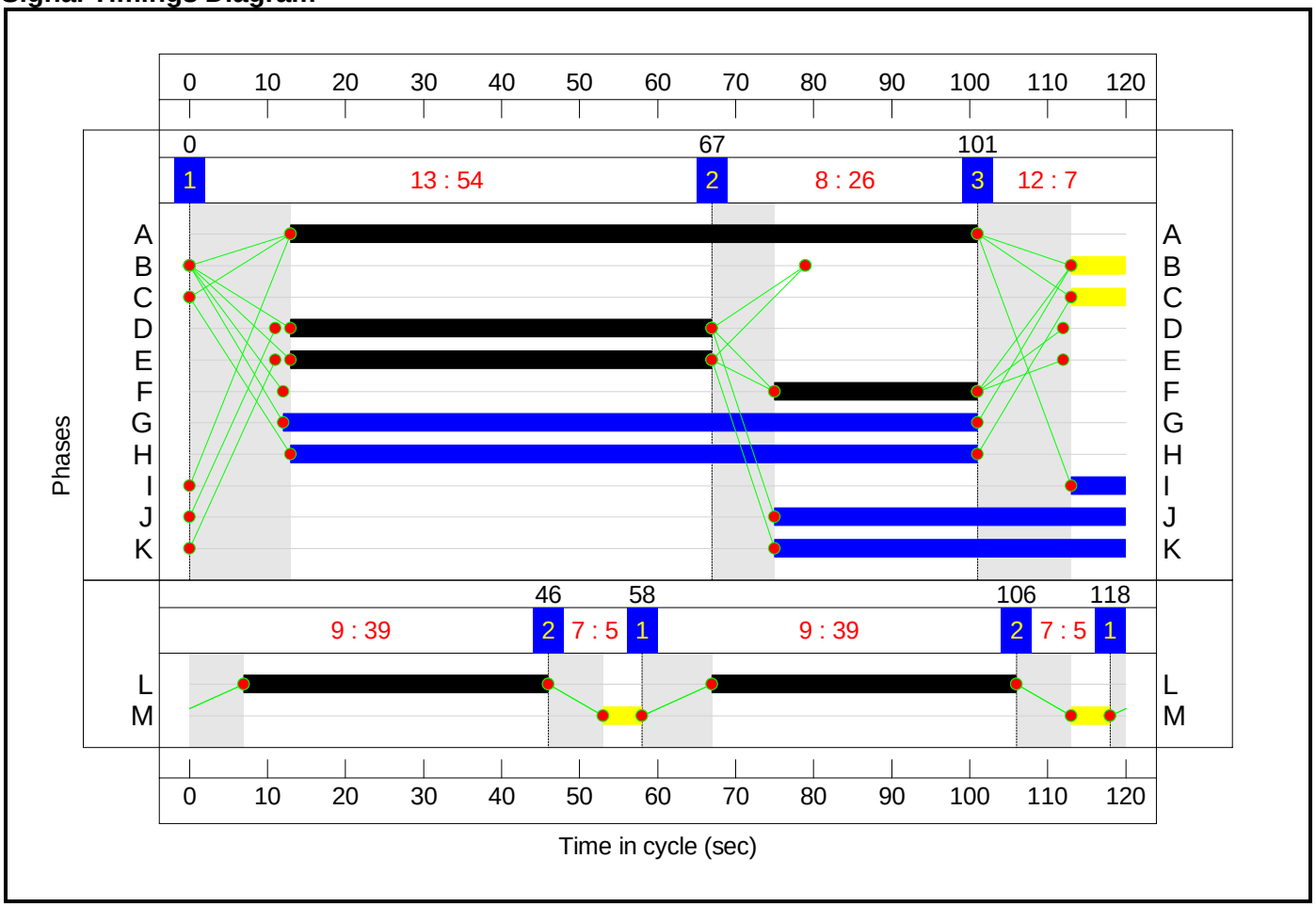
Stage	1	2	3
Duration	54	26	7
Change Point	0	67	101

Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	118	46	58	106

Full Input Data And Results

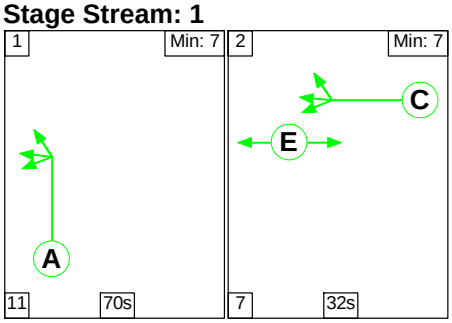
Signal Timings Diagram



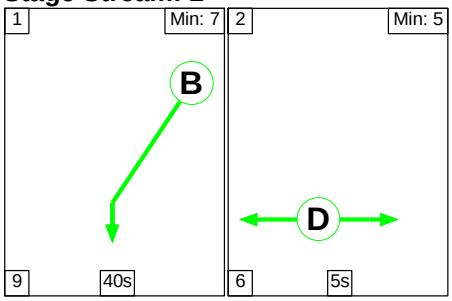
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

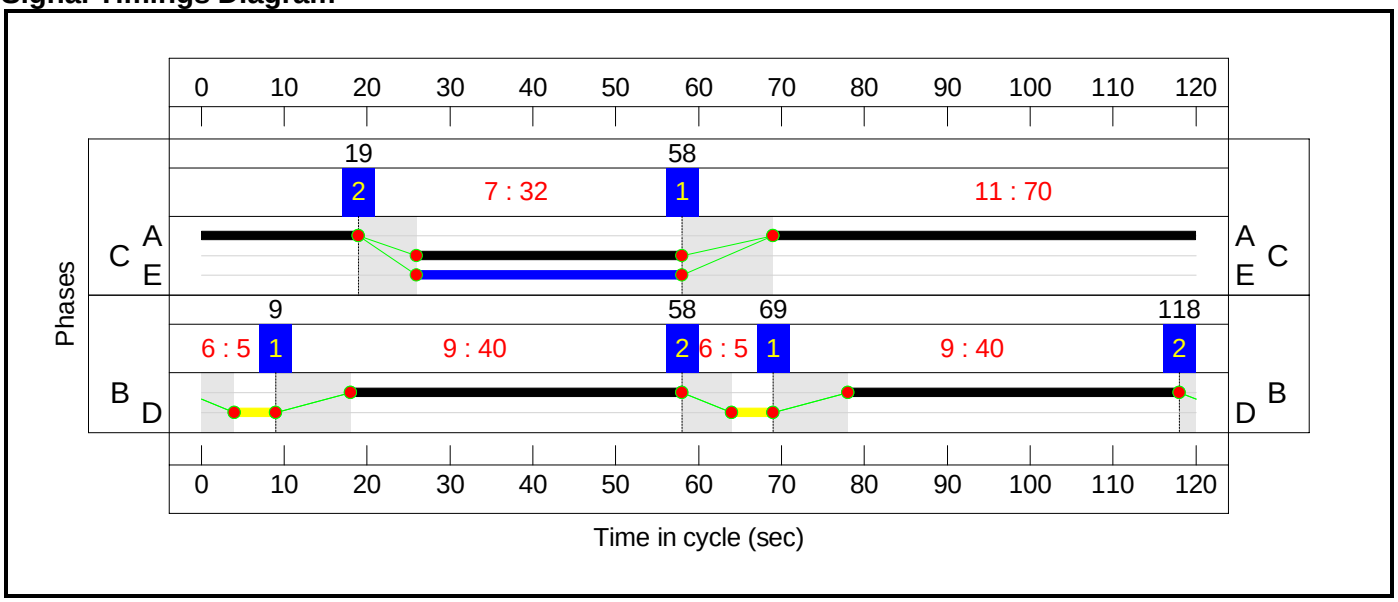
Stage Stream: 1

Stage	1	2
Duration	70	32
Change Point	58	19

Stage Stream: 2

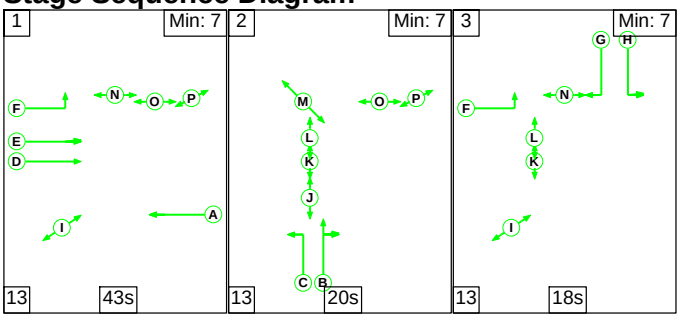
Stage	1	2	1	2
Duration	40	5	40	5
Change Point	69	118	9	58

Signal Timings Diagram



C3

Stage Sequence Diagram

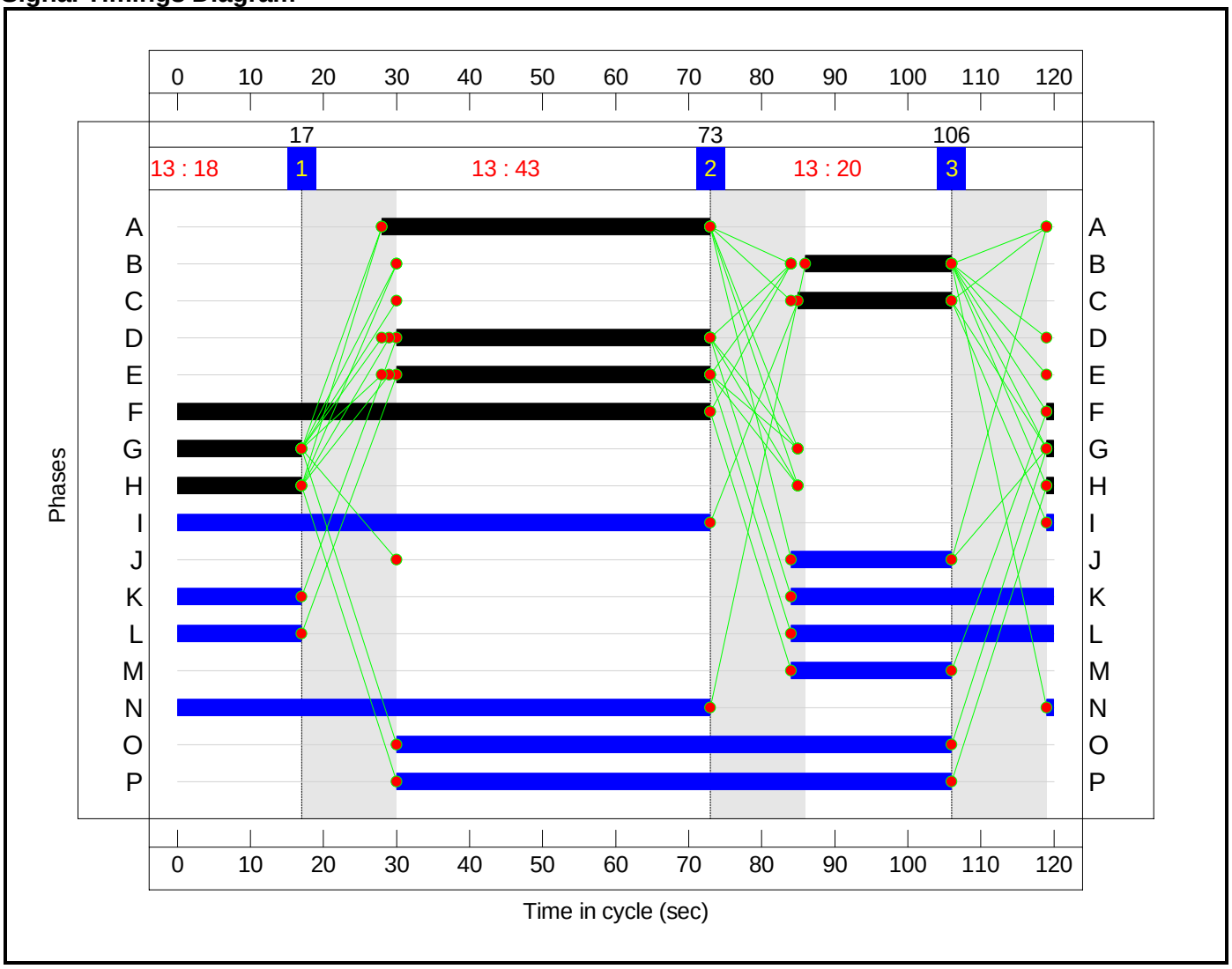


Stage Timings

Stage	1	2	3
Duration	43	20	18
Change Point	17	73	106

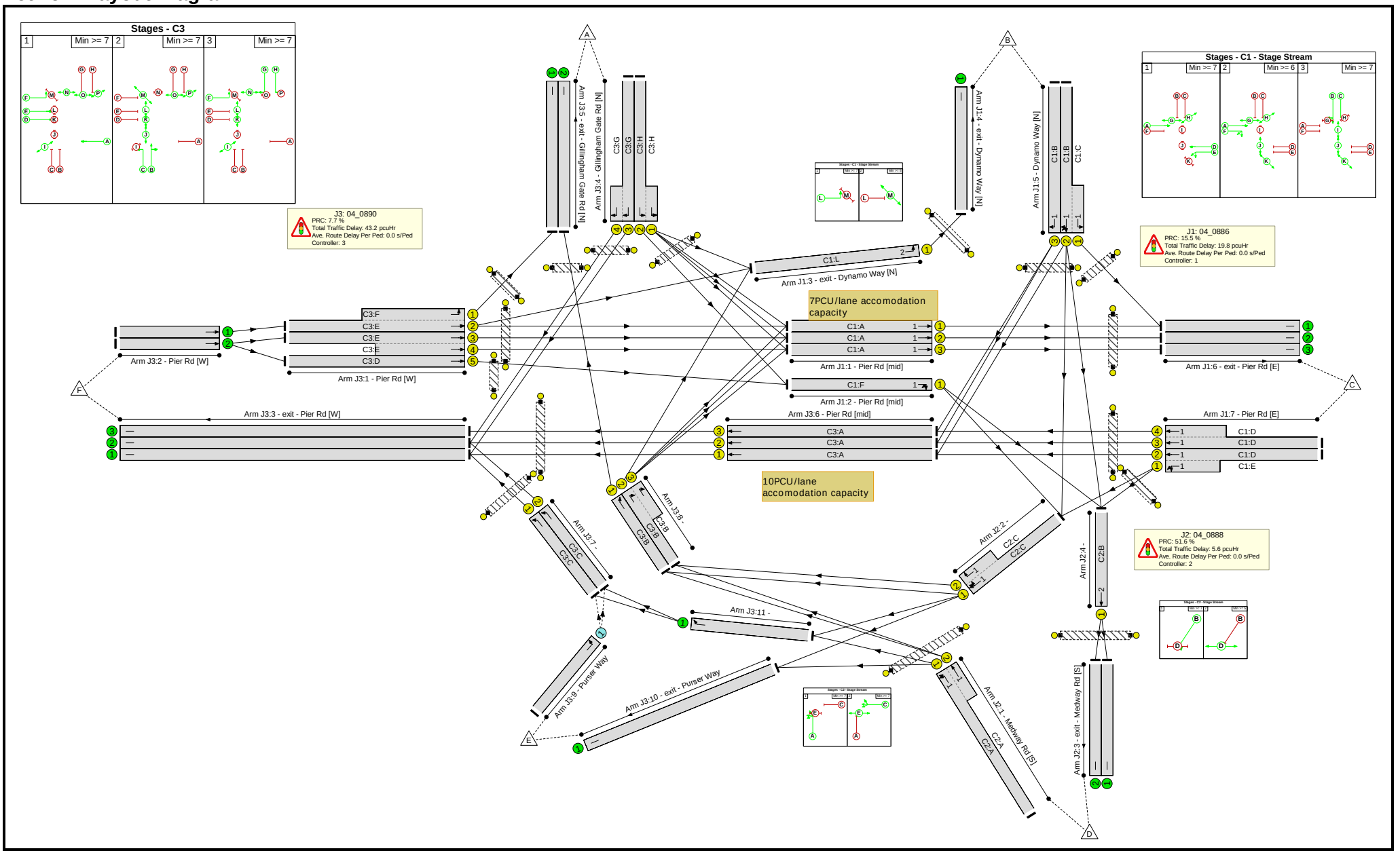
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	15.51	19.79
C1	2	3133.33	0.02
C2	1	51.64	5.22
C2	2	163.96	0.36
C3	1	7.71	43.21
Total Network Delay: 68.59 pcuHr			
Worst PRC: 7.71 % (On Lane J3:1/3 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.6%**
J1: 04_0886	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.9%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	508	1940	1439	35.3%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	485	1940	1439	33.7%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	485	1940	1439	33.7%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	26	-	311	1774	399	77.9%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	36	1940	1293	2.8%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	7	-	36	1871:1940	125+0	28.9 : 0.0%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	7	-	0	1940	129	0.0%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	54	-	774	1940:1894	581+472	73.6 : 73.6%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	54	-	854	1940:1940	567+567	75.3 : 75.3%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	88	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	45	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	45	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.3%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	70	-	654	1816:1830	930+172	59.3 : 59.3%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	32	-	242	1841:1841	480+39	46.7 : 46.7%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	452	1940	1326	34.1%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	32	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.6%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	43:74	-	598	1940:1826	659+137	75.2 : 75.2%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	43	-	894	1940:1940	535+535	83.6 : 83.6%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	43	-	293	1940	711	41.2%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1187	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	18	-	97	1888:1874	61+269	29.3 : 29.3%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	18	-	314	1739:1687	210+202	76.2 : 76.2%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	45	-	427	1940	744	57.4%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	45	-	427	1940	744	57.4%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	45	-	427	1940	744	57.4%
7/1	Left	U	N/A	N/A	C3:C		1	21	-	276	1875	344	80.3%
7/2	Left	U	N/A	N/A	C3:C		1	21	-	276	1875	344	80.3%
8/1	Ahead	U	N/A	N/A	C3:B		1	20	-	213	1940	340	62.7%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	20	-	46	1830:1811	162+251	11.1 : 11.1%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	891	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	85	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	74	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	22	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	53	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	53	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	22	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	74	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	76	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	76	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**48.8**	**19.8**	**0.0**	**68.6**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**14.2**	**5.6**	**0.0**	**19.8**	**-**	**-**	**-**	**-**
1/1	508	508	-	-	-	0.0	0.3	-	0.3	2.0	0.2	0.3	0.5
1/2	485	485	-	-	-	0.0	0.3	-	0.3	2.2	0.7	0.3	1.0
1/3	485	485	-	-	-	0.0	0.3	-	0.3	2.2	0.7	0.3	1.0
2/1	311	311	-	-	-	3.2	1.7	-	4.9	57.1	10.4	1.7	12.1
3/1	36	36	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
4/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	36	36	-	-	-	0.5	0.2	-	0.7	73.5	1.1	0.2	1.3
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	774	774	-	-	-	4.9	1.4	-	6.3	29.3	13.7	1.4	15.0
7/3+7/4	854	854	-	-	-	5.4	1.5	-	6.9	29.2	13.3	1.5	14.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**4.2**	**1.4**	**0.0**	**5.6**	**-**	**-**	**-**	**-**
1/1+1/2	654	654	-	-	-	2.7	0.7	-	3.4	18.6	12.3	0.7	13.1

Full Input Data And Results

2/1+2/2	242	242	-	-	-	1.4	0.4	-	1.8	27.4	5.5	0.4	6.0
3/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	452	452	-	-	-	0.1	0.3	-	0.4	2.9	0.6	0.3	0.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**30.4**	**12.8**	**0.0**	**43.2**	**-**	**-**	**-**	**-**
1/2+1/1	598	598	-	-	-	4.7	1.5	-	6.2	37.3	14.4	1.5	15.9
1/3+1/4	894	894	-	-	-	7.8	2.5	-	10.2	41.2	13.5	2.5	16.0
1/5	293	293	-	-	-	2.3	0.3	-	2.7	32.6	7.2	0.3	7.6
2/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	97	97	-	-	-	1.2	0.2	-	1.4	51.8	2.3	0.2	2.5
4/3+4/4	314	314	-	-	-	4.1	1.6	-	5.6	64.6	5.4	1.6	6.9
5/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	427	427	-	-	-	0.7	0.7	-	1.4	11.8	11.0	0.7	11.7
6/2	427	427	-	-	-	0.8	0.7	-	1.4	12.1	11.1	0.7	11.8
6/3	427	427	-	-	-	0.8	0.7	-	1.4	12.1	11.1	0.7	11.8
7/1	276	276	-	-	-	2.5	1.9	-	4.5	58.1	8.1	1.9	10.0
7/2	276	276	-	-	-	2.5	1.9	-	4.5	58.1	8.1	1.9	10.0
8/1	213	213	-	-	-	2.5	0.8	-	3.4	56.9	6.8	0.8	7.6
8/2+8/3	46	46	-	-	-	0.5	0.1	-	0.6	43.2	0.6	0.1	0.7
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

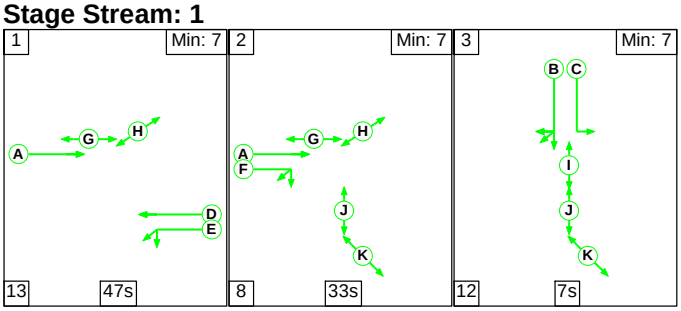
11/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	15.5	Total Delay for Signalled Lanes (pcuHr):	19.79	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	3133.3	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	51.6	Total Delay for Signalled Lanes (pcuHr):	5.22	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	164.0	Total Delay for Signalled Lanes (pcuHr):	0.36	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	43.21	Cycle Time (s):	120
	PRC Over All Lanes (%):	7.7	Total Delay Over All Lanes(pcuHr):	68.59		

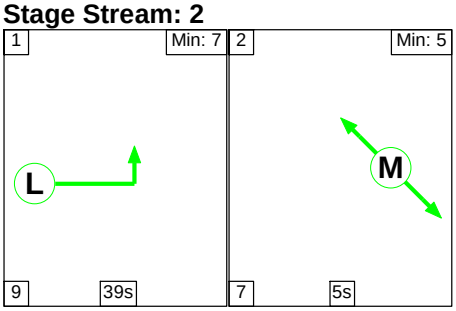
Full Input Data And Results
Scenario 6: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

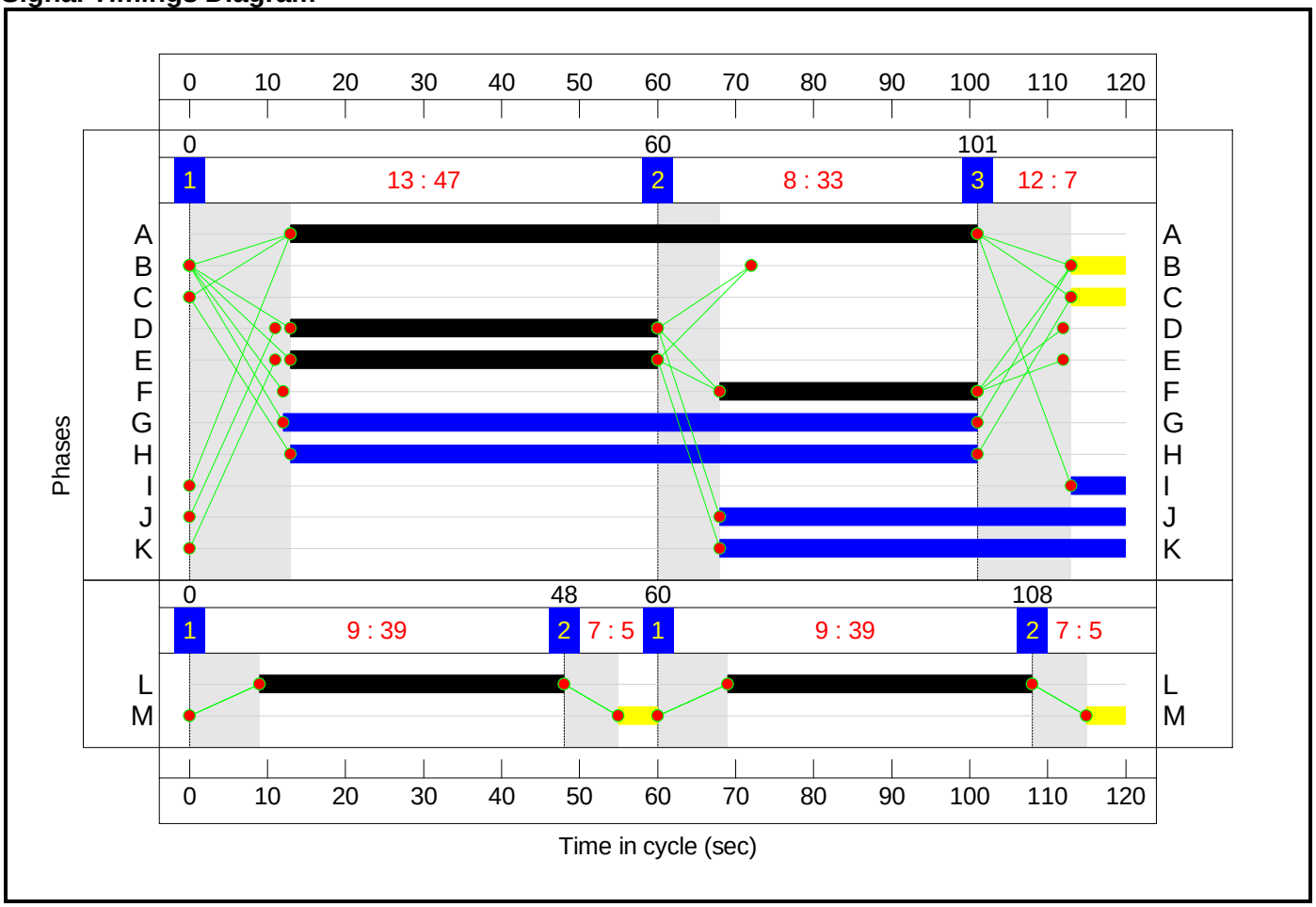
Stage	1	2	3
Duration	47	33	7
Change Point	0	60	101

Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	0	48	60	108

Full Input Data And Results

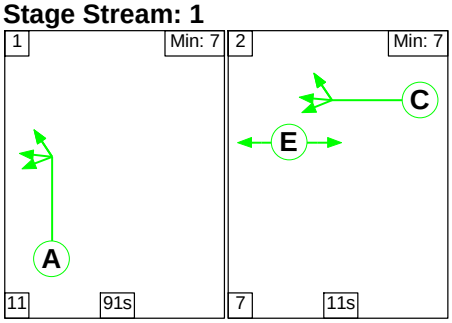
Signal Timings Diagram



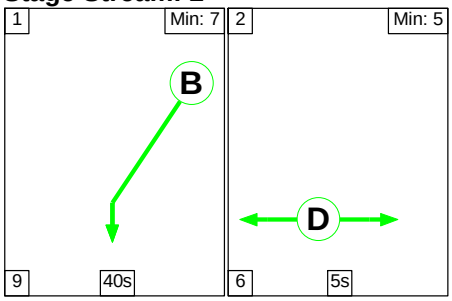
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

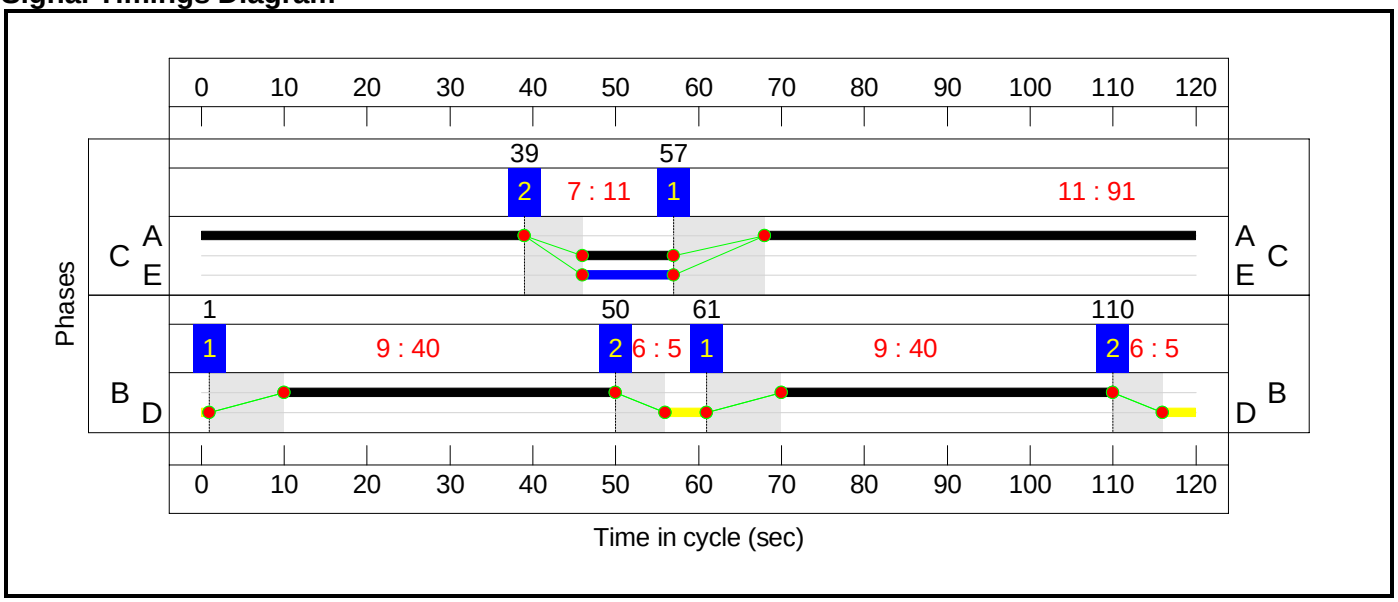
Stage Stream: 1

Stage	1	2
Duration	91	11
Change Point	57	39

Stage Stream: 2

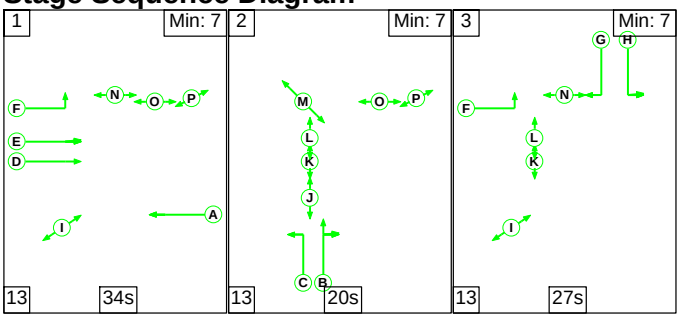
Stage	1	2	1	2
Duration	40	5	40	5
Change Point	1	50	61	110

Signal Timings Diagram



C3

Stage Sequence Diagram

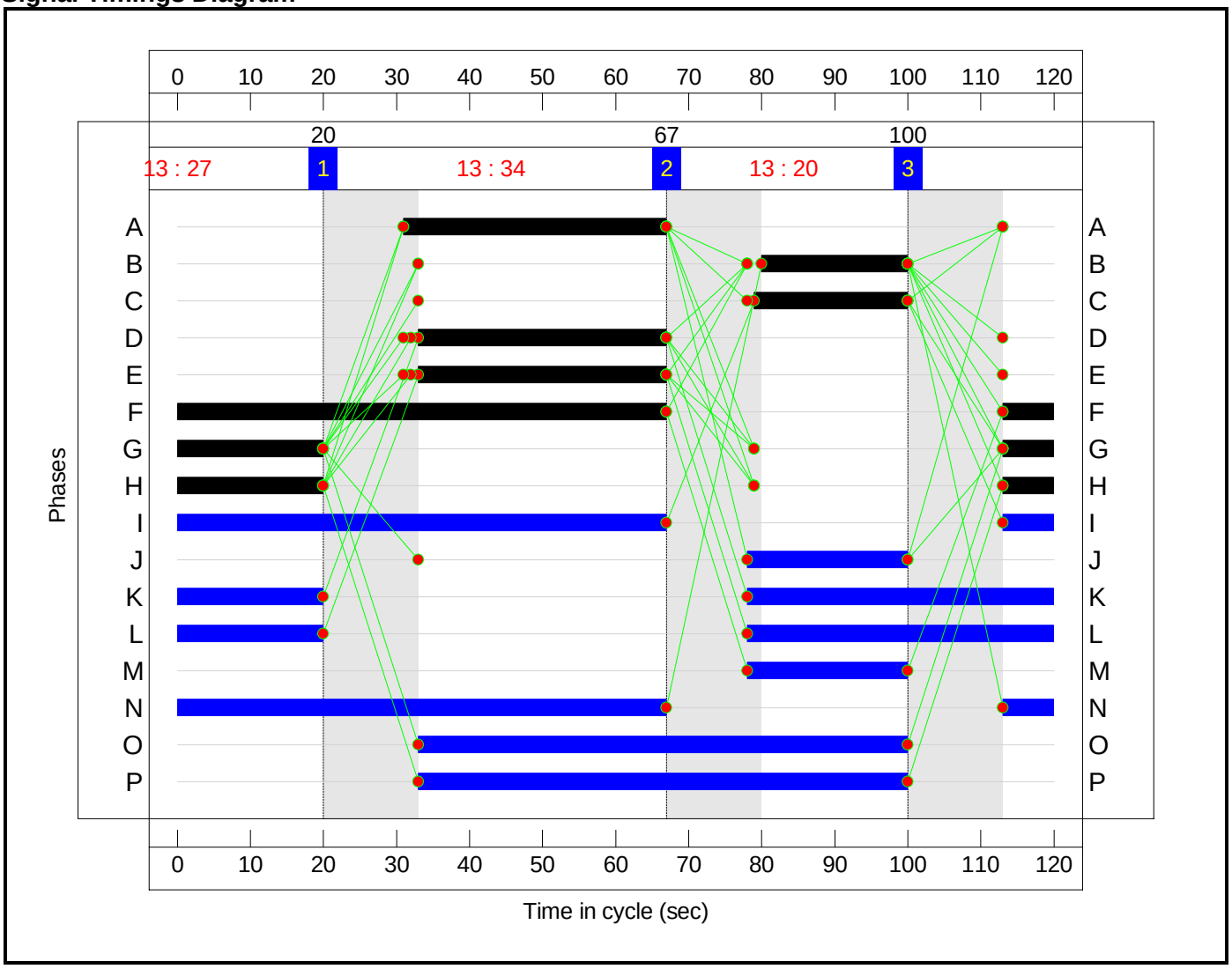


Stage Timings

Stage	1	2	3
Duration	34	20	27
Change Point	20	67	100

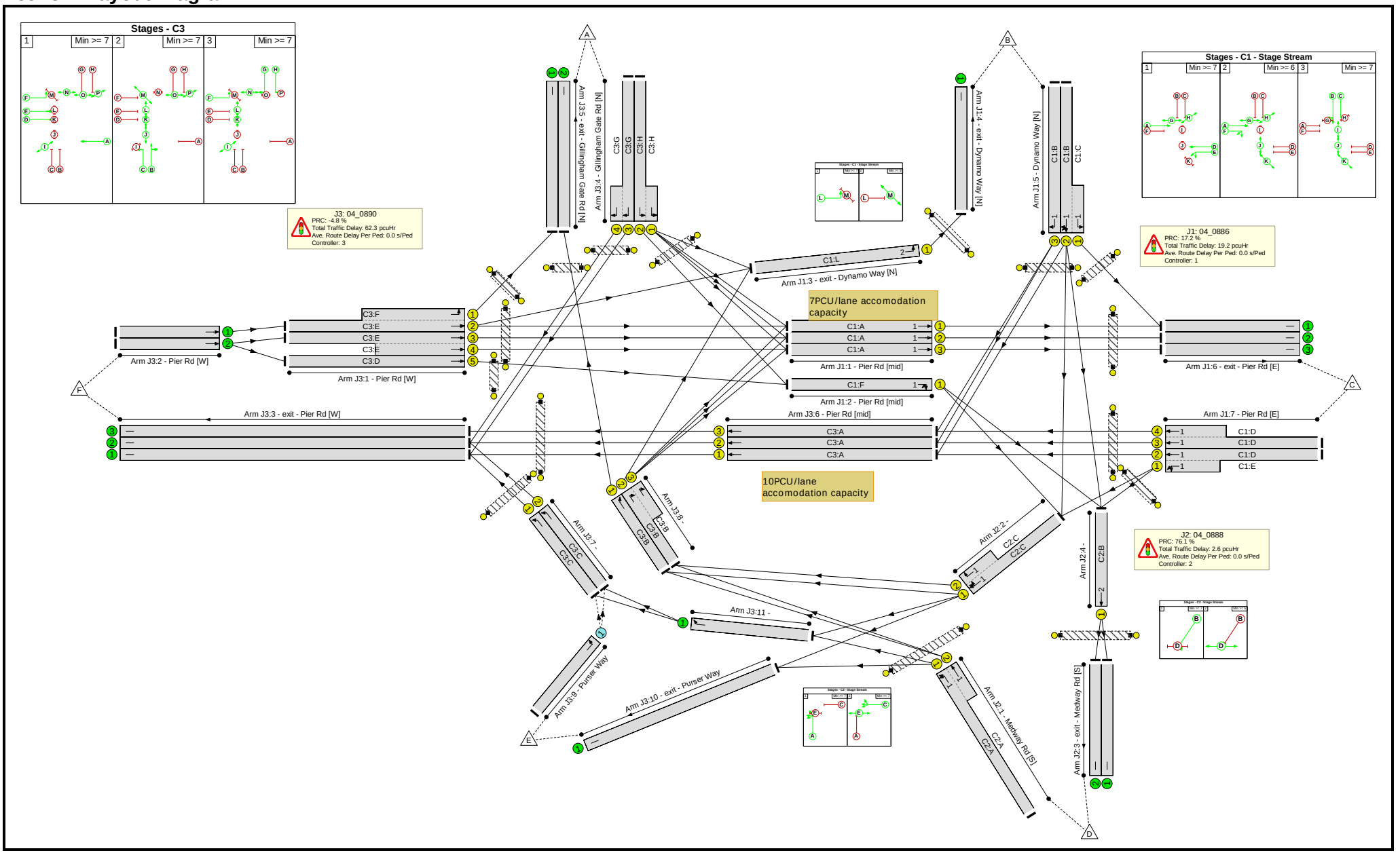
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	17.19	19.24
C1	2	Inf	0.00
C2	1	76.07	2.10
C2	2	92.44	0.54
C3	1	-4.77	62.33
Total Network Delay: 84.21 pcuHr			
Worst PRC: -4.77 % (On Lane J3:4/3 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.3%**
J1: 04_0886	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.8%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	512	1940	1439	35.6%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	490	1940	1439	34.1%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	489	1940	1439	34.0%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	33	-	386	1774	503	76.8%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	0	1940	1293	0.0%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	7	-	0	1940:1940	129+37	0.0 : 0.0%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	7	-	0	1940	129	0.0%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	47	-	671	1940:1860	525+402	72.4 : 72.4%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	47	-	762	1940:1940	510+510	74.6 : 74.6%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	88	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	52	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	52	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.1%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	91	-	725	1816:1830	1209+209	51.1 : 51.1%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	11	-	57	1841:1940	184+0	31.0 : 0.0%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	620	1940	1326	46.8%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	11	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.3%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	34:74	-	524	1940:1826	554+56	85.9 : 85.9%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	34	-	846	1940:1940	462+462	91.5 : 91.5%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	34	-	377	1940	566	66.6%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1223	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	27	-	112	1888:1856	36+413	24.9 : 24.9%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	27	-	501	1739:1687	286+245	94.3 : 94.3%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	36	-	380	1940	598	63.5%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	36	-	381	1940	598	63.7%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	36	-	381	1940	598	63.7%
7/1	Left	U	N/A	N/A	C3:C		1	21	-	309	1875	344	89.9%
7/2	Left	U	N/A	N/A	C3:C		1	21	-	309	1875	344	89.9%
8/1	Ahead	U	N/A	N/A	C3:B		1	20	-	98	1940	340	28.9%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	20	-	66	1940:1811	0+316	0.0 : 20.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	958	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	74	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	22	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	62	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	22	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	74	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	67	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	67	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**52.8**	**31.4**	**0.0**	**84.2**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**14.1**	**5.2**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
1/1	512	512	-	-	-	0.0	0.3	-	0.3	2.3	0.7	0.3	1.0
1/2	490	490	-	-	-	0.1	0.3	-	0.4	2.6	1.2	0.3	1.5
1/3	489	489	-	-	-	0.1	0.3	-	0.4	2.6	1.2	0.3	1.5
2/1	386	386	-	-	-	3.1	1.6	-	4.7	43.7	12.9	1.6	14.5
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	671	671	-	-	-	5.0	1.3	-	6.3	34.0	12.3	1.3	13.6
7/3+7/4	762	762	-	-	-	5.7	1.5	-	7.2	33.9	11.9	1.5	13.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**1.5**	**1.2**	**0.0**	**2.6**	**-**	**-**	**-**	**-**
1/1+1/2	725	725	-	-	-	1.0	0.5	-	1.5	7.5	7.8	0.5	8.3

Full Input Data And Results

2/1+2/2	57	57	-	-	-	0.4	0.2	-	0.6	37.6	1.8	0.2	2.0
3/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	620	620	-	-	-	0.1	0.4	-	0.5	3.1	1.0	0.4	1.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**37.3**	**25.0**	**0.0**	**62.3**	**-**	**-**	**-**	**-**
1/2+1/1	524	524	-	-	-	5.4	2.9	-	8.3	56.8	15.1	2.9	18.0
1/3+1/4	846	846	-	-	-	9.1	4.8	-	13.9	59.0	15.0	4.8	19.8
1/5	377	377	-	-	-	3.9	1.0	-	4.9	46.8	11.0	1.0	12.0
2/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	112	112	-	-	-	1.2	0.2	-	1.3	42.6	2.8	0.2	2.9
4/3+4/4	501	501	-	-	-	6.0	5.9	-	11.9	85.6	12.4	5.9	18.4
5/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	380	380	-	-	-	0.9	0.9	-	1.8	16.9	10.9	0.9	11.8
6/2	381	381	-	-	-	0.9	0.9	-	1.8	17.2	10.9	0.9	11.8
6/3	381	381	-	-	-	0.9	0.9	-	1.8	17.2	10.9	0.9	11.8
7/1	309	309	-	-	-	3.7	3.7	-	7.4	85.8	10.0	3.7	13.7
7/2	309	309	-	-	-	3.7	3.7	-	7.4	85.8	10.0	3.7	13.7
8/1	98	98	-	-	-	0.9	0.2	-	1.1	39.4	3.0	0.2	3.2
8/2+8/3	66	66	-	-	-	0.7	0.1	-	0.8	45.9	1.8	0.1	1.9
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

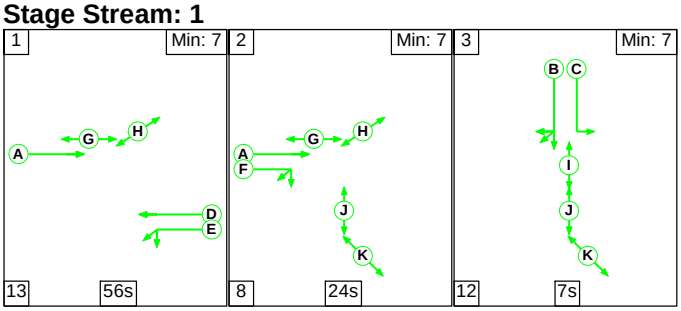
11/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	17.2	Total Delay for Signalled Lanes (pcuHr):	19.24	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	76.1	Total Delay for Signalled Lanes (pcuHr):	2.10	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	92.4	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	-4.8	Total Delay for Signalled Lanes (pcuHr):	62.33	Cycle Time (s):	120
	PRC Over All Lanes (%):	-4.8	Total Delay Over All Lanes(pcuHr):	84.21		

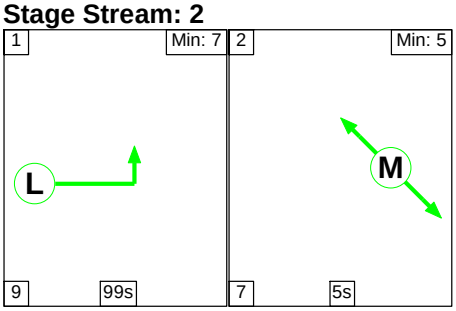
Full Input Data And Results
Scenario 7: '2023 Base AM' (FG5: '2023 Base AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

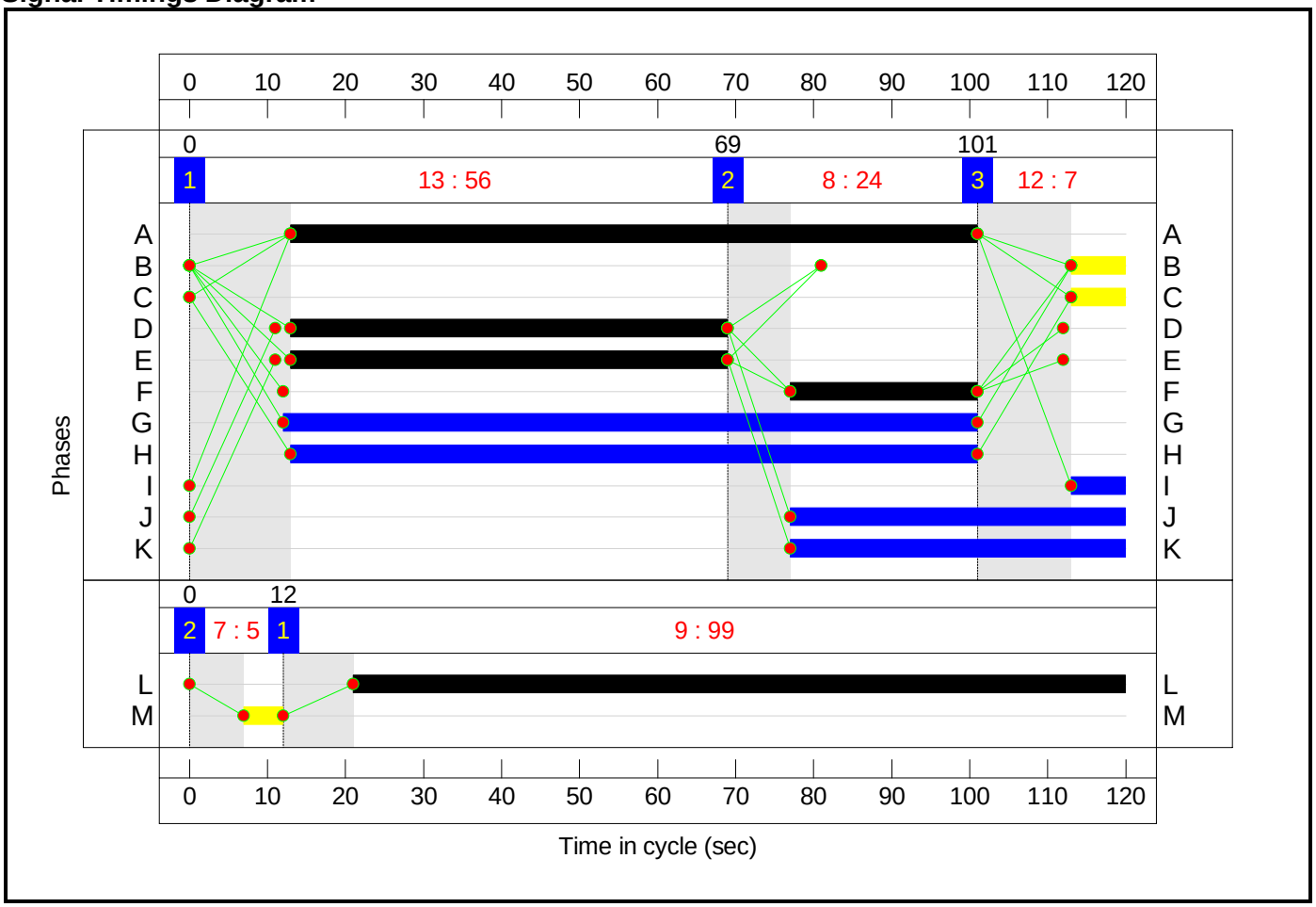
Stage	1	2	3
Duration	56	24	7
Change Point	0	69	101

Stage Stream: 2

Stage	1	2
Duration	99	5
Change Point	12	0

Full Input Data And Results

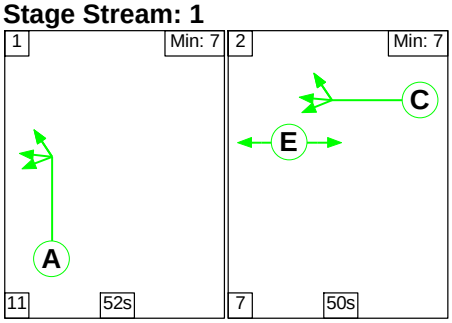
Signal Timings Diagram



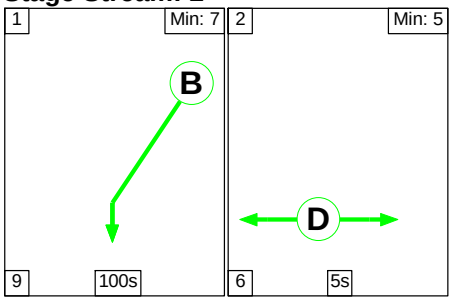
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

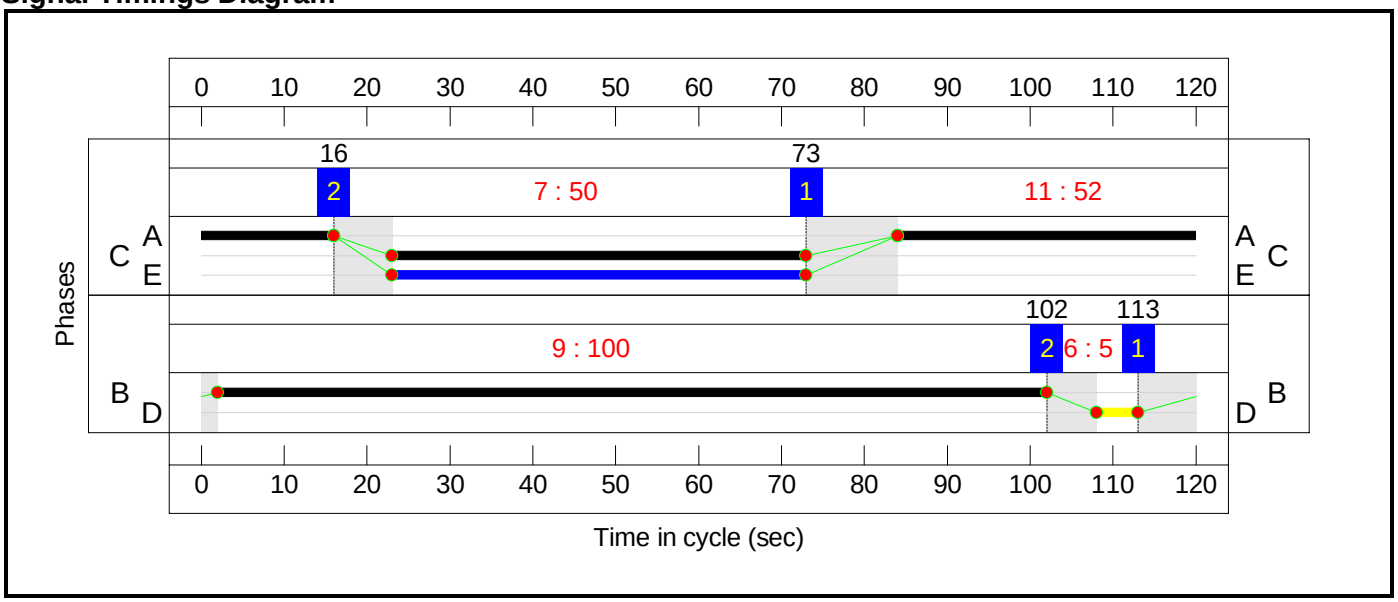
Stage Stream: 1

Stage	1	2
Duration	52	50
Change Point	73	16

Stage Stream: 2

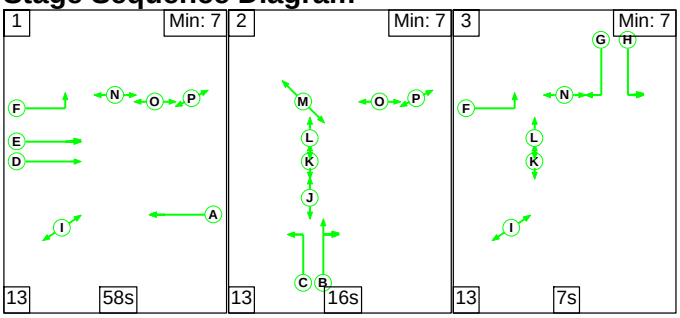
Stage	1	2
Duration	100	5
Change Point	113	102

Signal Timings Diagram



C3

Stage Sequence Diagram

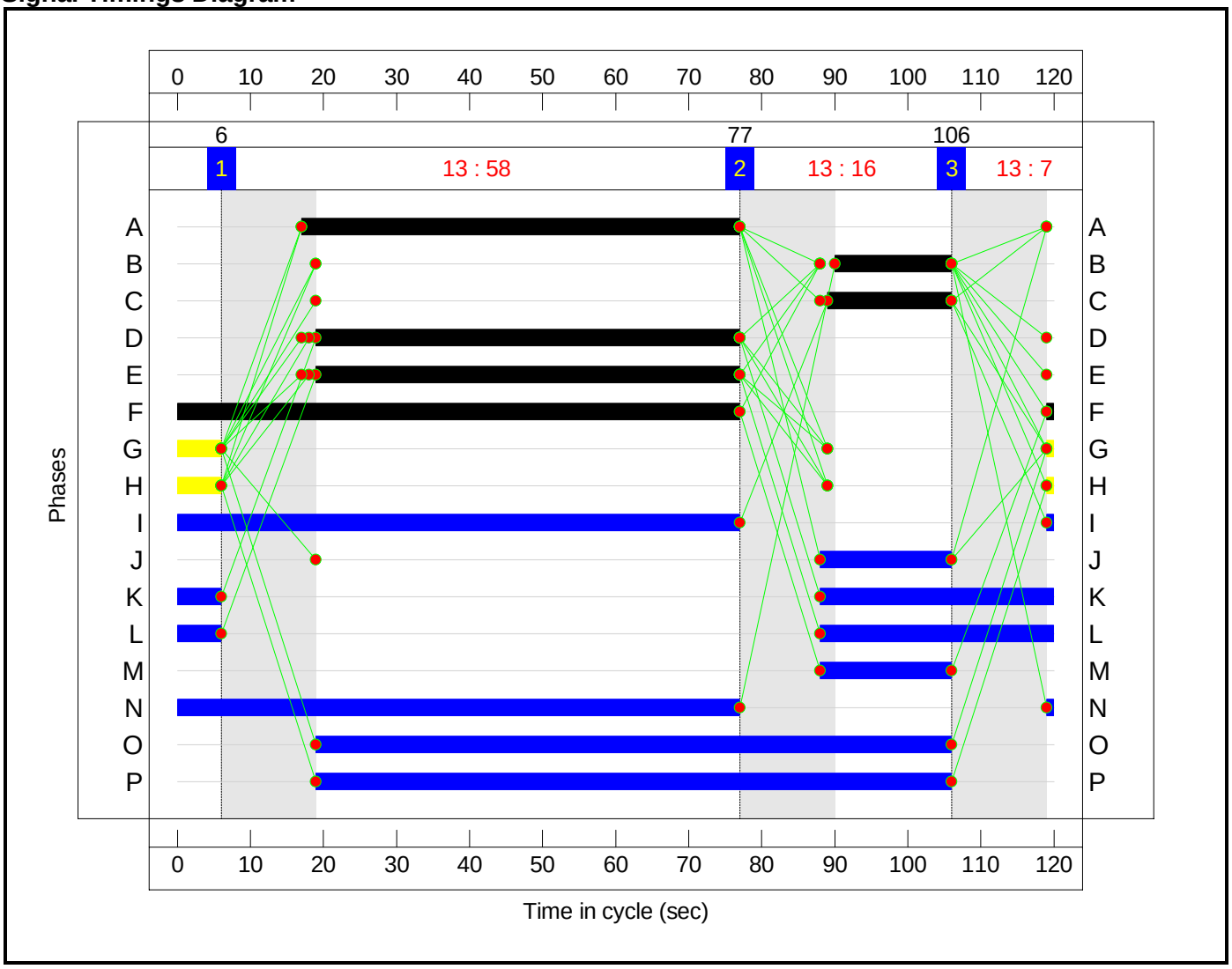


Stage Timings

Stage	1	2	3
Duration	58	16	7
Change Point	6	77	106

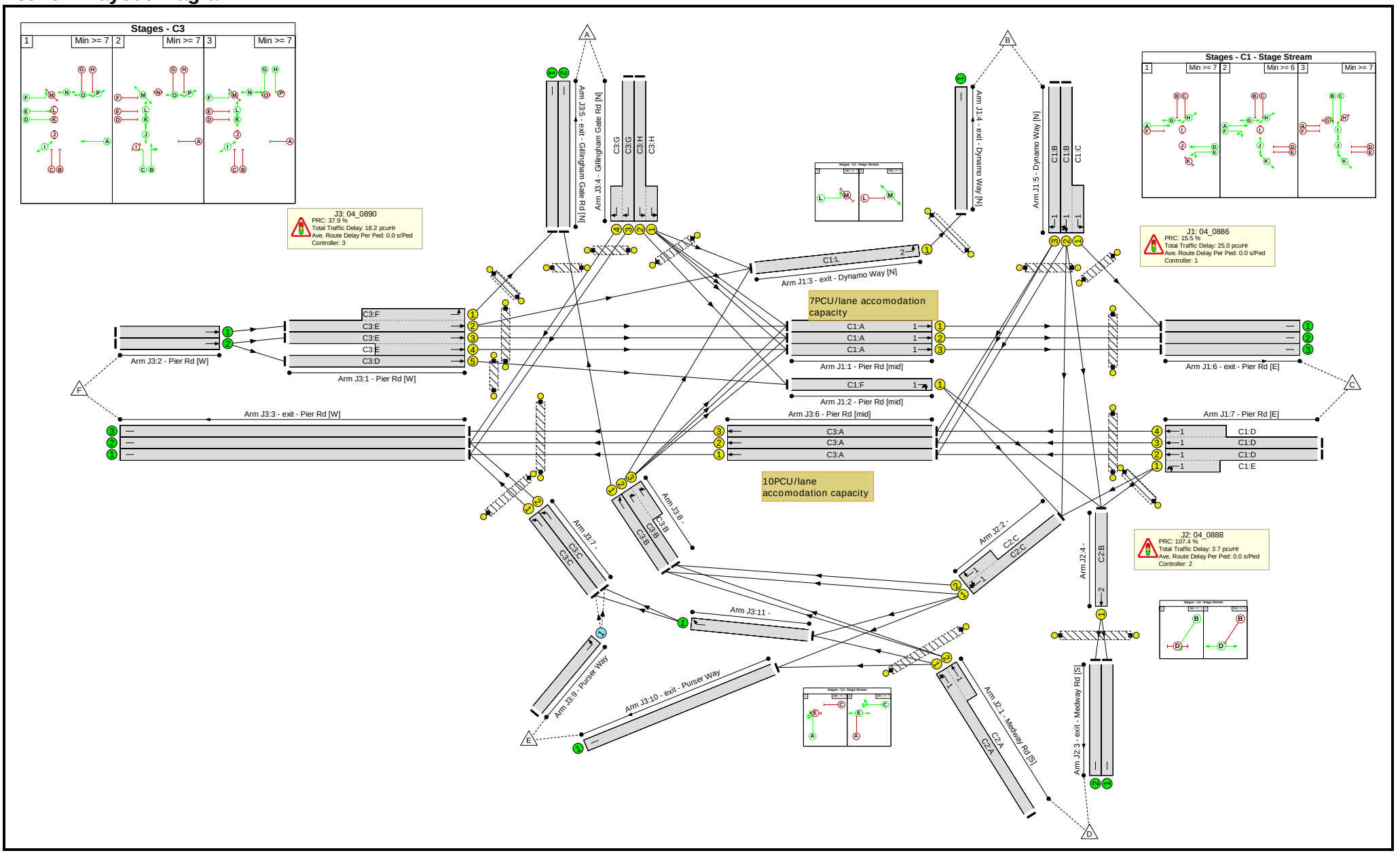
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	15.45	24.87
C1	2	561.36	0.09
C2	1	107.44	3.38
C2	2	150.78	0.34
C3	1	37.91	18.17
Total Network Delay: 46.86 pcuHr			
Worst PRC: 15.45 % (On Lane J1:7/2 in Stream 1)			

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.0%**
J1: 04_0886	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.0%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	253	1940	1439	17.6%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	347	1940	1439	24.1%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	347	1940	1439	24.1%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	24	-	282	1774	370	76.3%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		1	99	-	220	1940	1617	13.6%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	7	-	126	1877:1877	125+63	67.1 : 67.1%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	7	-	58	1774	118	49.0%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	56	-	872	1940:1877	558+561	78.0 : 78.0%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	56	-	899	1940:1940	584+582	77.1 : 77.1%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	88	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	43	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	43	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**43.4%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	52	-	409	1816:1830	454+489	43.4 : 43.4%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	50	-	189	1841:1841	594+256	22.2 : 22.2%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		1	100	-	586	1940	1633	35.9%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	50	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.3%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	58:78	-	419	1940:1826	786+330	37.6 : 37.6%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	58	-	580	1940:1940	656+656	44.2 : 44.2%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	58	-	256	1940	954	26.8%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	7	-	66	1888:1864	81+124	32.2 : 32.2%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	7	-	101	1739:1687	116+112	44.0 : 44.5%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	60	-	463	1940	986	46.9%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	60	-	479	1940	986	48.6%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	60	-	478	1940	986	48.5%
7/1	Left	U	N/A	N/A	C3:C		1	17	-	99	1875	281	35.2%
7/2	Left	U	N/A	N/A	C3:C		1	17	-	98	1875	281	34.8%
8/1	Ahead	U	N/A	N/A	C3:B		1	16	-	68	1940	275	24.7%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	16	-	252	1830:1811	179+207	65.3 : 65.3%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	18	1798	1251	1.4%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	78	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	18	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	38	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	38	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	18	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	78	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	87	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	87	-	0	-	0	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	**-**	**-**	**18**	**0**	**0**	**34.6**	**12.3**	**0.0**	**46.9**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**18.0**	**6.9**	**0.0**	**25.0**	**-**	**-**	**-**	**-**
1/1	253	253	-	-	-	0.3	0.1	-	0.4	5.4	1.5	0.1	1.6
1/2	347	347	-	-	-	0.3	0.2	-	0.4	4.5	1.5	0.2	1.7
1/3	347	347	-	-	-	0.3	0.2	-	0.4	4.5	1.5	0.2	1.7
2/1	282	282	-	-	-	3.6	1.6	-	5.1	65.7	9.4	1.6	11.0
3/1	220	220	-	-	-	0.0	0.1	-	0.1	1.5	0.2	0.1	0.2
4/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	126	126	-	-	-	1.9	1.0	-	2.9	82.6	2.7	1.0	3.7
5/3	58	58	-	-	-	0.9	0.5	-	1.3	83.5	1.9	0.5	2.3
6/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	872	872	-	-	-	5.4	1.7	-	7.1	29.4	15.1	1.7	16.8
7/3+7/4	899	899	-	-	-	5.5	1.7	-	7.1	28.6	14.4	1.7	16.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**2.9**	**0.8**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
1/1+1/2	409	409	-	-	-	2.4	0.4	-	2.8	24.4	4.4	0.4	4.8

Full Input Data And Results

2/1+2/2	189	189	-	-	-	0.5	0.1	-	0.6	11.4	1.7	0.1	1.8
3/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	586	586	-	-	-	0.1	0.3	-	0.3	2.1	1.8	0.3	2.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**18**	**0**	**0**	**13.6**	**4.5**	**0.0**	**18.2**	**-**	**-**	**-**	**-**
1/2+1/1	419	419	-	-	-	1.8	0.3	-	2.1	17.7	5.8	0.3	6.1
1/3+1/4	580	580	-	-	-	2.9	0.4	-	3.3	20.7	5.7	0.4	6.1
1/5	256	256	-	-	-	1.3	0.2	-	1.5	20.4	5.0	0.2	5.2
2/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	66	66	-	-	-	1.0	0.2	-	1.2	66.2	1.3	0.2	1.5
4/3+4/4	101	101	-	-	-	1.5	0.4	-	1.9	67.9	1.6	0.4	2.0
5/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	463	463	-	-	-	0.2	0.4	-	0.6	4.7	1.0	0.4	1.5
6/2	479	479	-	-	-	0.2	0.5	-	0.6	4.9	1.1	0.5	1.6
6/3	478	478	-	-	-	0.2	0.5	-	0.6	4.9	1.1	0.5	1.6
7/1	99	99	-	-	-	0.9	0.3	-	1.1	40.8	1.3	0.3	1.6
7/2	98	98	-	-	-	0.8	0.3	-	1.1	40.8	1.3	0.3	1.6
8/1	68	68	-	-	-	0.8	0.2	-	0.9	49.4	1.9	0.2	2.1
8/2+8/3	252	252	-	-	-	2.2	0.9	-	3.1	44.8	3.1	0.9	4.1
9/1	18	18	18	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
10/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

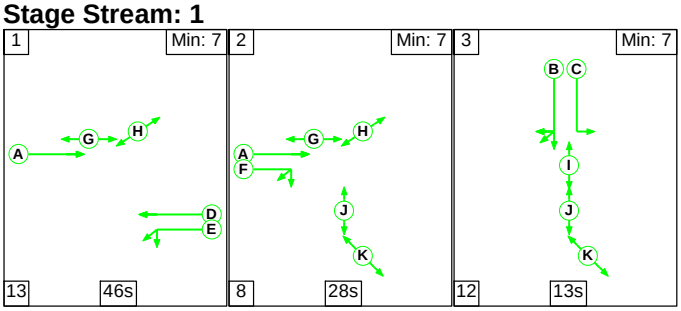
11/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	15.5	Total Delay for Signalled Lanes (pcuHr):	24.87	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	561.4	Total Delay for Signalled Lanes (pcuHr):	0.09	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	107.4	Total Delay for Signalled Lanes (pcuHr):	3.38	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	150.8	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	37.9	Total Delay for Signalled Lanes (pcuHr):	18.17	Cycle Time (s):	120
	PRC Over All Lanes (%):	15.5	Total Delay Over All Lanes(pcuHr):	46.86		

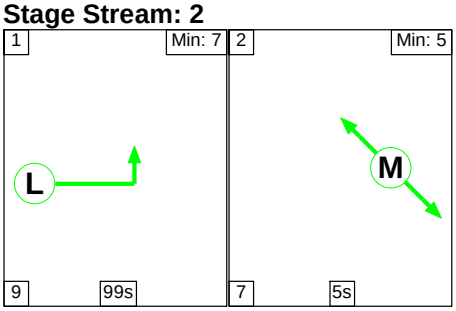
Full Input Data And Results
Scenario 8: '2023 Base PM' (FG6: '2023 Base PM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

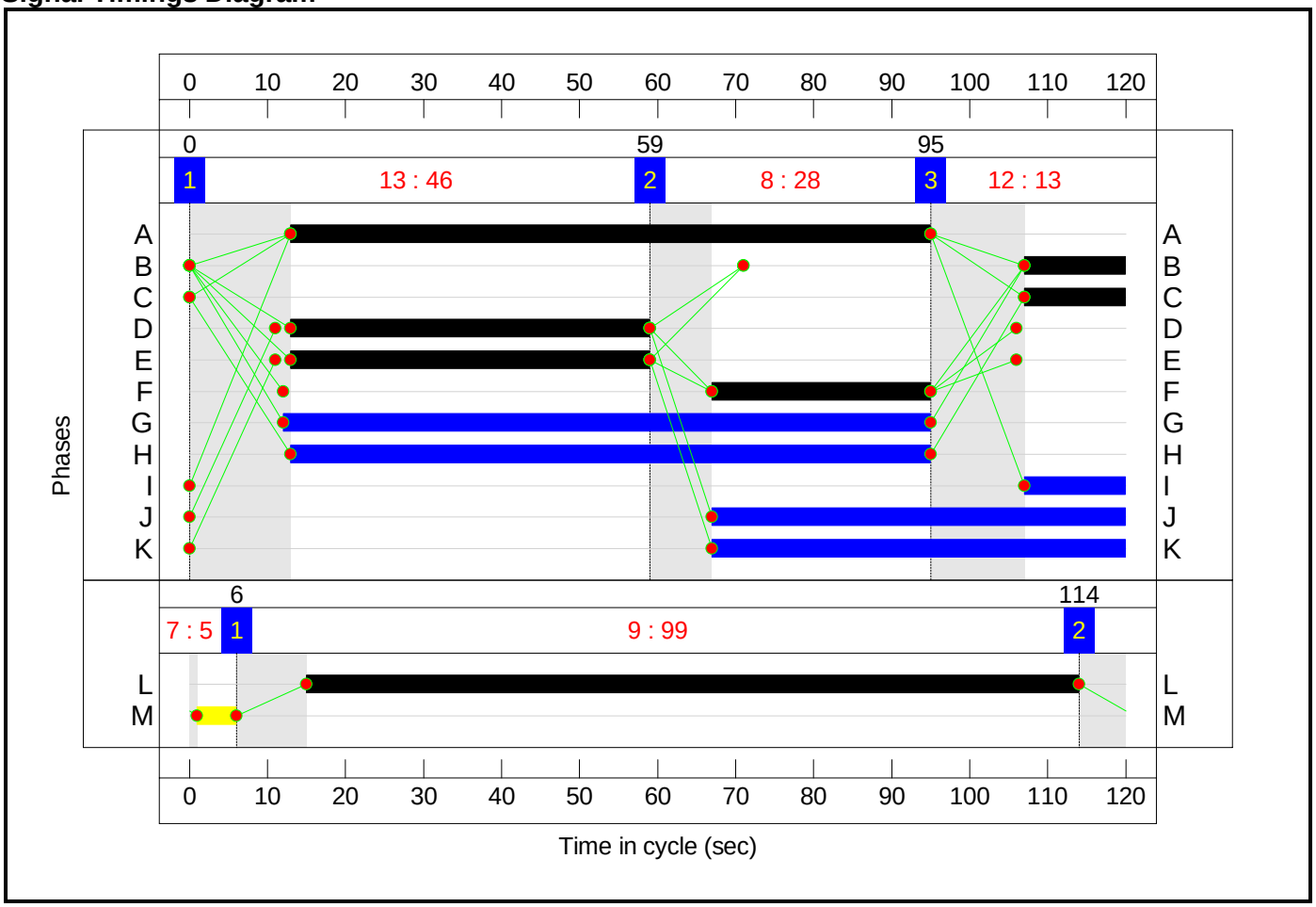
Stage	1	2	3
Duration	46	28	13
Change Point	0	59	95

Stage Stream: 2

Stage	1	2
Duration	99	5
Change Point	6	114

Full Input Data And Results

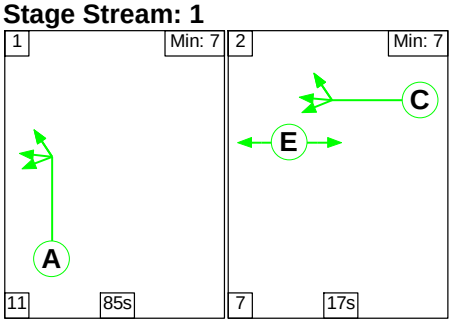
Signal Timings Diagram



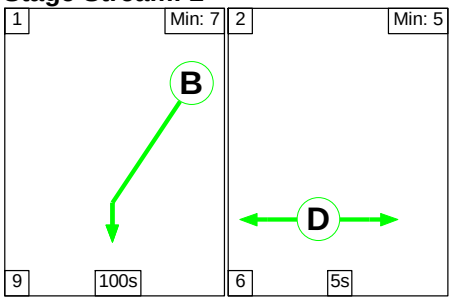
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

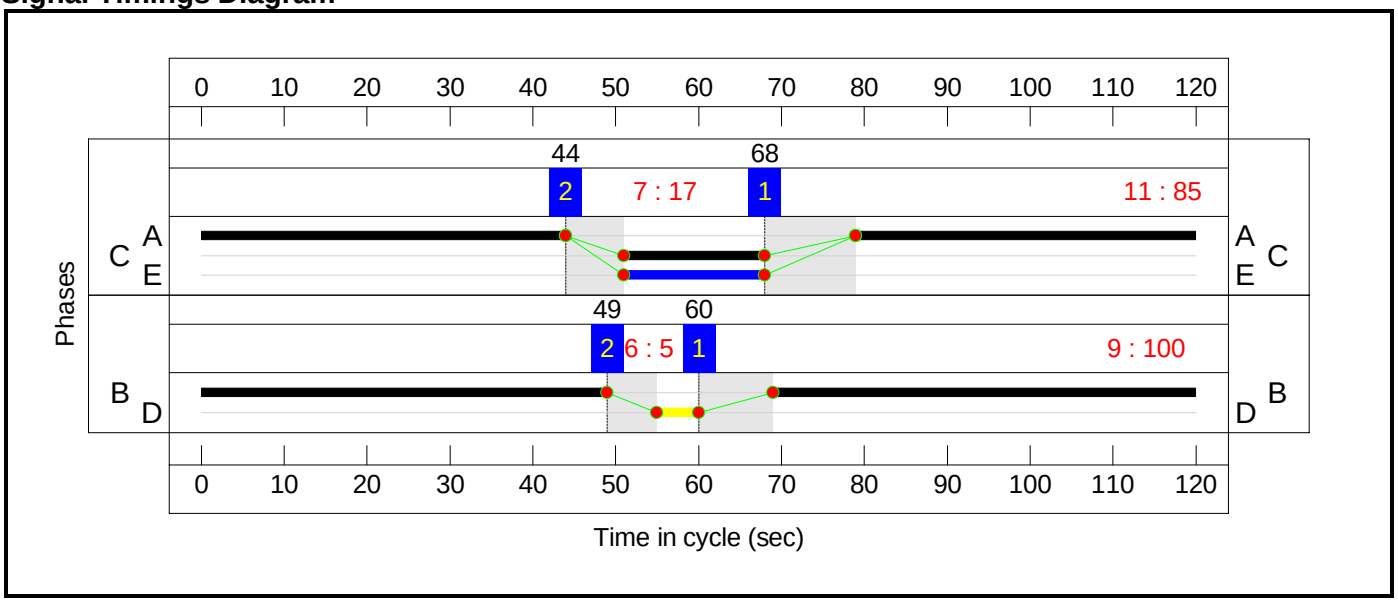
Stage Stream: 1

Stage	1	2
Duration	85	17
Change Point	68	44

Stage Stream: 2

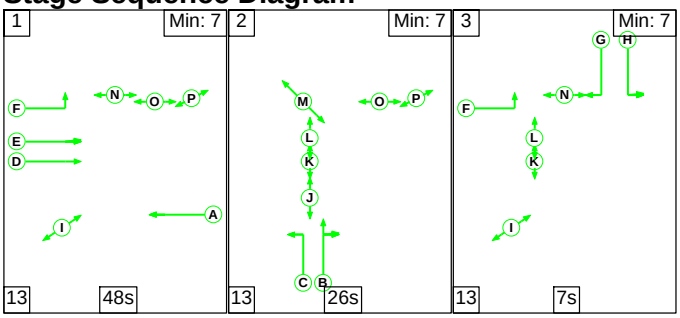
Stage	1	2
Duration	100	5
Change Point	60	49

Signal Timings Diagram



C3

Stage Sequence Diagram

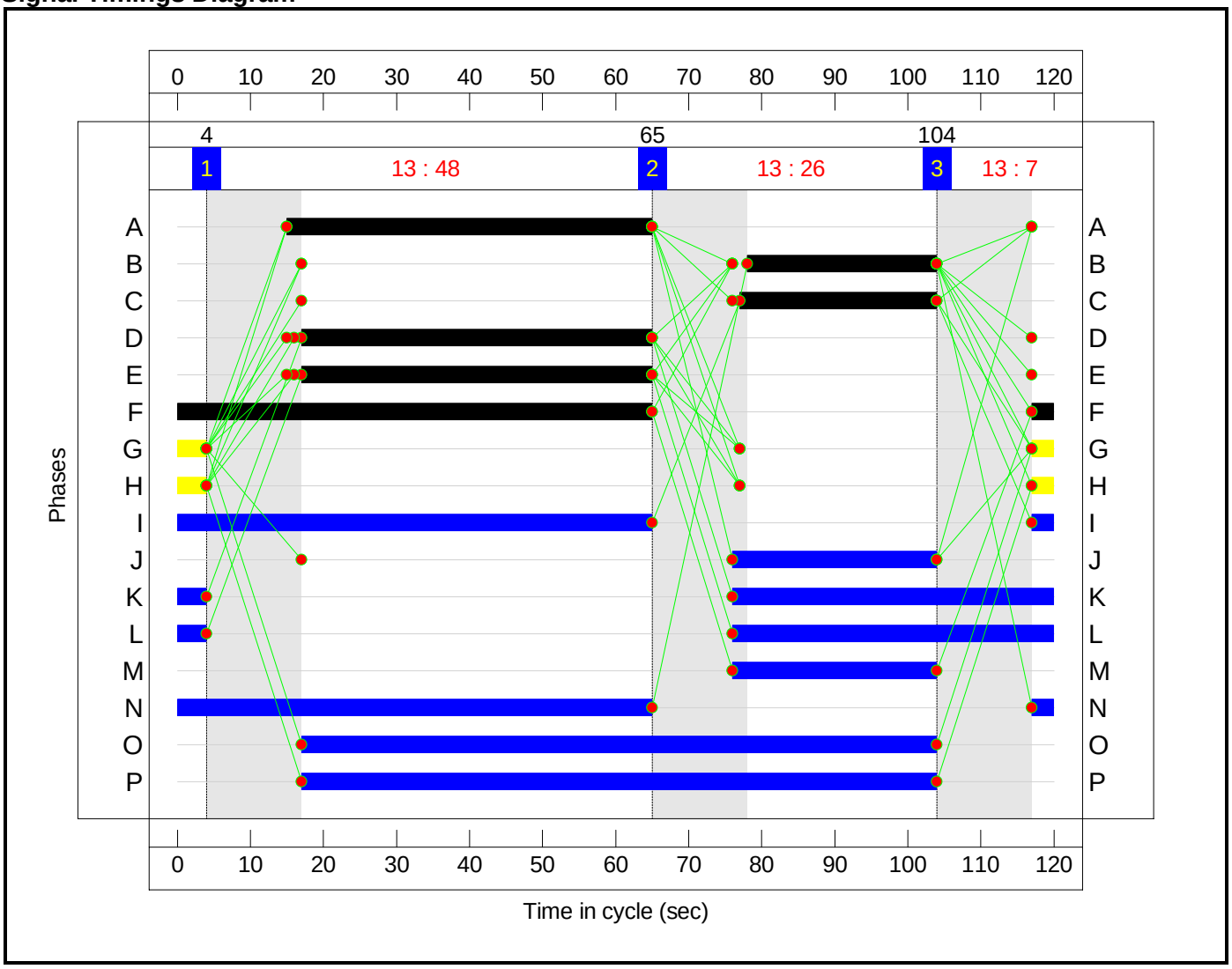


Stage Timings

Stage	1	2	3
Duration	48	26	7
Change Point	4	65	104

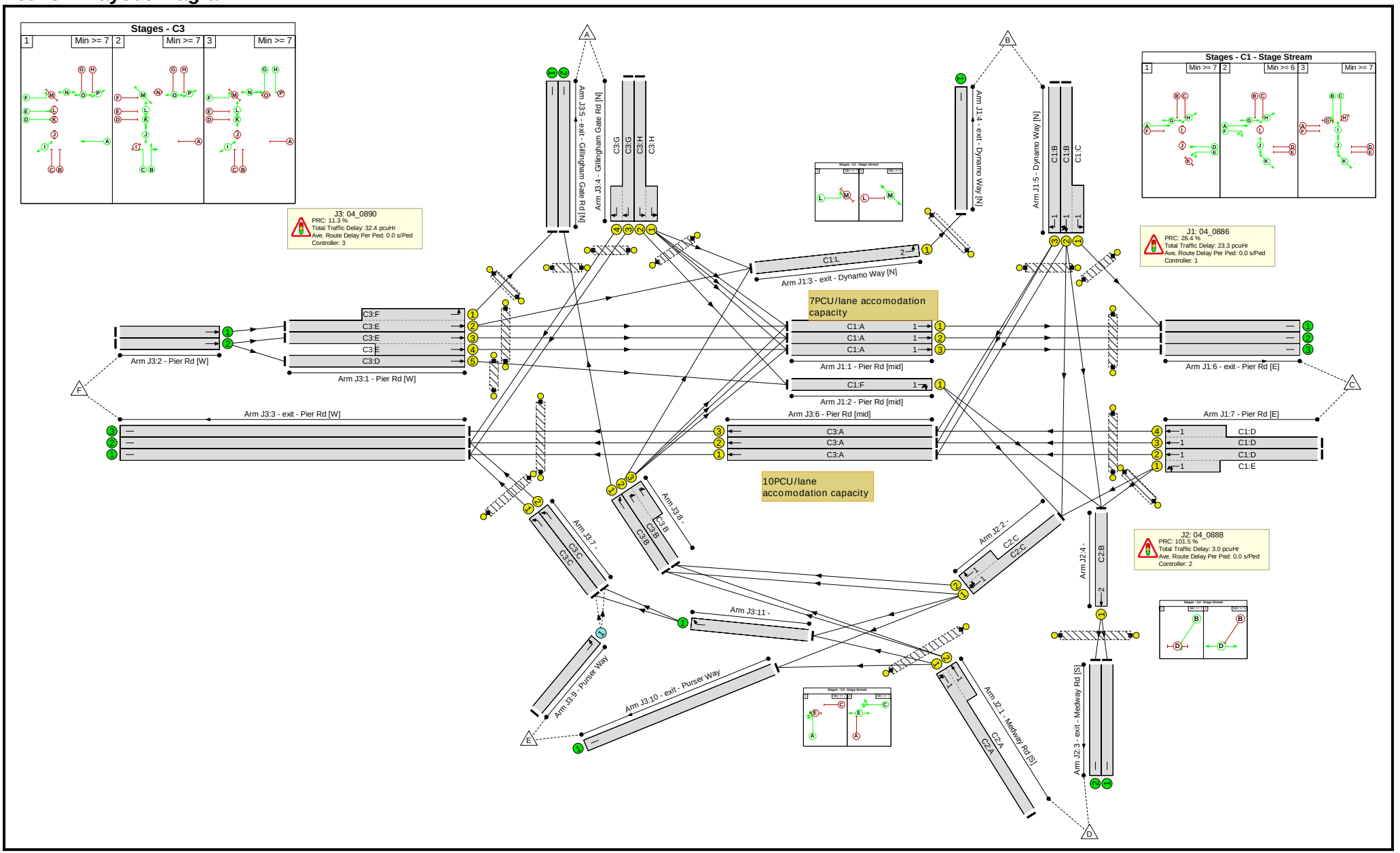
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	26.45	23.17
C1	2	278.91	0.18
C2	1	101.47	2.64
C2	2	150.35	0.36
C3	1	11.27	32.40
Total Network Delay: 58.77 pcuHr			
Worst PRC: 11.27 % (On Lane J3:8/2 in Stream 1)			

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**
J1: 04_0886	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	82	-	420	1940	1342	31.3%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	82	-	564	1940	1342	42.0%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	82	-	564	1940	1342	42.0%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	28	-	302	1774	429	70.4%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		1	99	-	384	1940	1617	23.8%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	13	-	264	1916:1877	171+200	71.2 : 71.2%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	13	-	99	1774	207	47.8%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	46	-	569	1940:1875	446+494	60.6 : 60.6%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	46	-	562	1940:1940	502+502	55.9 : 55.9%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	83	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	82	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	13	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	53	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	53	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.7%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	85	-	626	1816:1830	546+855	44.7 : 44.7%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	17	-	125	1841:1841	214+217	29.0 : 29.0%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		1	100	-	587	1940	1633	35.9%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	17	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	48:68	-	584	1940:1826	746+103	68.8 : 68.8%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	48	-	928	1940:1940	575+575	80.6 : 80.6%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	48	-	275	1940	792	34.7%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1203	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	7	-	100	1888:1868	46+125	58.6 : 58.6%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	7	-	113	1739:1687	116+112	49.2 : 49.8%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	50	-	281	1940	825	34.1%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	50	-	331	1940	825	40.1%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	50	-	330	1940	825	40.0%
7/1	Left	U	N/A	N/A	C3:C		1	27	-	140	1875	438	32.0%
7/2	Left	U	N/A	N/A	C3:C		1	27	-	139	1875	438	31.8%
8/1	Ahead	U	N/A	N/A	C3:B		1	26	-	51	1940	437	11.7%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	26	-	418	1830:1811	218+299	80.9 : 80.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	48	1798	1189	4.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	68	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	28	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	48	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	48	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	28	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	68	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	87	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	87	-	0	-	0	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	**-**	**-**	**48**	**0**	**0**	**44.4**	**14.3**	**0.0**	**58.8**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**18.0**	**5.3**	**0.0**	**23.3**	**-**	**-**	**-**	**-**
1/1	420	420	-	-	-	0.4	0.2	-	0.7	5.6	2.2	0.2	2.4
1/2	564	564	-	-	-	0.4	0.4	-	0.8	5.0	2.1	0.4	2.4
1/3	564	564	-	-	-	0.4	0.4	-	0.8	5.0	2.1	0.4	2.4
2/1	302	302	-	-	-	3.5	1.2	-	4.7	55.5	10.1	1.2	11.2
3/1	384	384	-	-	-	0.0	0.2	-	0.2	1.7	0.4	0.2	0.5
4/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	264	264	-	-	-	3.7	1.2	-	4.9	66.8	4.5	1.2	5.7
5/3	99	99	-	-	-	1.4	0.5	-	1.8	66.1	3.1	0.5	3.5
6/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	569	569	-	-	-	4.1	0.8	-	4.9	31.0	7.3	0.8	8.1
7/3+7/4	562	562	-	-	-	4.1	0.6	-	4.7	30.0	6.6	0.6	7.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**2.1**	**0.9**	**0.0**	**3.0**	**-**	**-**	**-**	**-**
1/1+1/2	626	626	-	-	-	1.0	0.4	-	1.4	8.2	4.5	0.4	4.9

Full Input Data And Results

2/1+2/2	125	125	-	-	-	1.0	0.2	-	1.2	34.9	1.9	0.2	2.1
3/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	587	587	-	-	-	0.1	0.3	-	0.4	2.2	0.8	0.3	1.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**48**	**0**	**0**	**24.3**	**8.1**	**0.0**	**32.4**	**-**	**-**	**-**	**-**
1/2+1/1	584	584	-	-	-	4.3	1.1	-	5.4	33.2	13.8	1.1	14.9
1/3+1/4	928	928	-	-	-	7.1	2.0	-	9.2	35.5	12.8	2.0	14.8
1/5	275	275	-	-	-	1.9	0.3	-	2.1	28.0	6.3	0.3	6.5
2/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	100	100	-	-	-	1.5	0.7	-	2.2	79.1	2.4	0.7	3.0
4/3+4/4	113	113	-	-	-	1.7	0.5	-	2.2	69.5	1.8	0.5	2.3
5/1	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	281	281	-	-	-	0.1	0.3	-	0.4	5.1	0.5	0.3	0.8
6/2	331	331	-	-	-	0.3	0.3	-	0.7	7.4	1.8	0.3	2.2
6/3	330	330	-	-	-	0.3	0.3	-	0.7	7.3	1.8	0.3	2.1
7/1	140	140	-	-	-	1.4	0.2	-	1.6	41.6	2.9	0.2	3.2
7/2	139	139	-	-	-	1.4	0.2	-	1.6	41.5	2.9	0.2	3.1
8/1	51	51	-	-	-	0.4	0.1	-	0.4	30.7	1.3	0.1	1.4
8/2+8/3	418	418	-	-	-	3.9	2.0	-	5.9	51.1	4.7	2.0	6.8
9/1	48	48	48	0	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.1
10/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/1	231	231	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	26.4	Total Delay for Signalled Lanes (pcuHr):	23.17	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	278.9	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	101.5	Total Delay for Signalled Lanes (pcuHr):	2.64	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	150.3	Total Delay for Signalled Lanes (pcuHr):	0.36	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	11.3	Total Delay for Signalled Lanes (pcuHr):	32.40	Cycle Time (s):	120
	PRC Over All Lanes (%):	11.3	Total Delay Over All Lanes(pcuHr):	58.77		

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J8_Proposed_roundabout.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:33:43

»2025, AM
»2025, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025											
Arm 1	D1	2.1	8.52	0.68	A	15 % [Arm 1]	D2	4.8	18.24	0.84	C	-1 % [Arm 4]
Arm 2		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Arm 3		1.1	1.60	0.50	A			1.0	1.54	0.50	A	
Arm 4		0.6	4.83	0.37	A			11.2	43.95	0.94	E	
Arm 5		0.4	4.07	0.27	A			1.0	8.64	0.50	A	
Arm 6		2.4	4.99	0.69	A			3.3	7.29	0.76	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

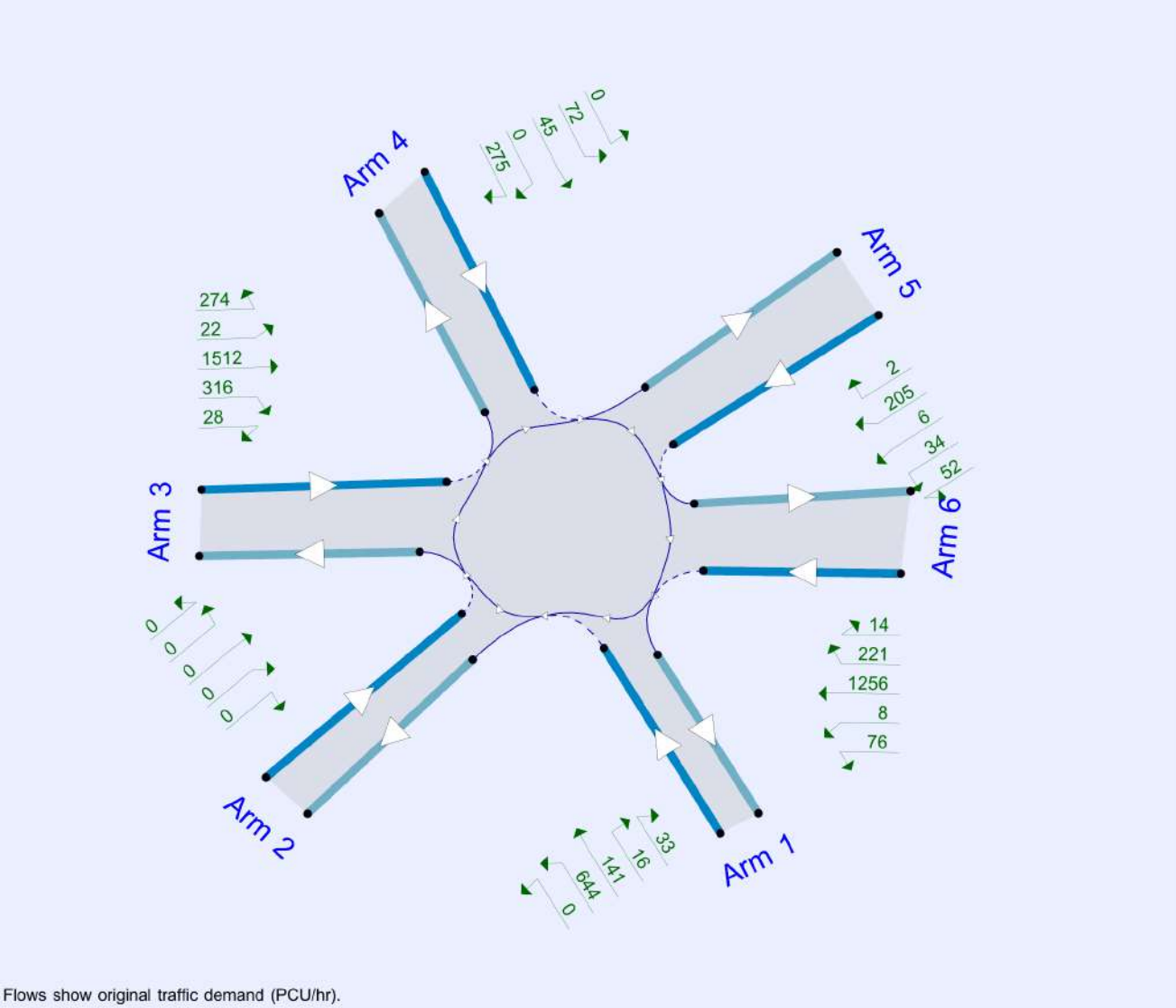
File summary

File Description

Title	
Location	
Site number	
Date	02/04/2025
Version	
Status	In progress
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\FERREIA
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 6 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	4.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	15	Arm 1	4.10	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B204		
2	untitled		
3	Pier Road		
4	Gillingham Gate Rd		
5	ASDA Access		
6	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	9.00	9.00	0.0	15.0	90.0	35.0		
2	3.50	4.50	3.0	6.0	90.0	35.0		
3	9.00	10.50	50.0	10.0	90.0	35.0		
4	9.00	9.00	0.0	40.0	90.0	35.0		
5	9.00	9.00	0.0	30.0	90.0	35.0		
6	9.00	10.50	50.0	40.0	90.0	35.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)	Percentage intercept adjustment (%)
1	None			
2	None			
3	Direct		2096	
4	Percentage			90.00
5	None			
6	None			

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.582	2635
2	0.335	1048
3	0.617	5030
4	0.606	2472
5	0.601	2724
6	0.665	3164

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	834	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	2152	100.000
4		ONE HOUR	✓	392	100.000
5		ONE HOUR	✓	299	100.000
6		ONE HOUR	✓	1575	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	0	644	141	16	33
	2	0	0	0	0	0	0
	3	316	28	0	274	22	1512
	4	45	0	275	0	0	72
	5	34	6	205	2	0	52
	6	76	8	1256	221	14	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To					
		1	2	3	4	5	6
From	1	0	0	1	0	0	1
	2	0	0	0	0	0	0
	3	8	0	0	0	0	6
	4	0	0	0	0	0	0
	5	0	0	0	0	0	0
	6	4	0	7	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.68	8.52	2.1	A	765	1148
2	0.00	0.00	0.0	A	0	0
3	0.50	1.60	1.1	A	1975	2962
4	0.37	4.83	0.6	A	360	540
5	0.27	4.07	0.4	A	274	412
6	0.69	4.99	2.4	A	1445	2168

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 6 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	12.55	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	Arm 4	12.55	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	907	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	2169	100.000
4		ONE HOUR	✓	892	100.000
5		ONE HOUR	✓	375	100.000
6		ONE HOUR	✓	1486	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	0	736	71	45	55
	2	0	0	0	0	0	0
	3	428	0	0	188	56	1497
	4	77	0	616	0	3	196
	5	25	0	255	1	0	94
	6	100	0	1177	152	57	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To					
		1	2	3	4	5	6
From	1	0	0	1	0	0	0
	2	0	0	0	0	0	0
	3	3	0	0	0	0	2
	4	0	0	0	0	0	0
	5	0	0	0	0	0	0
	6	1	0	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.84	18.24	4.8	C	832	1248
2	0.00	0.00	0.0	A	0	0
3	0.50	1.54	1.0	A	1990	2985
4	0.94	43.95	11.2	E	819	1228
5	0.50	8.64	1.0	A	344	516
6	0.76	7.29	3.3	A	1364	2045

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J9_v4.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\9 Dock Road_Middle Street_Wood Street
Report generation date: 25/06/2025 11:39:04

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Dock Rd [E]	A1 D1	104.5	250.74	1.07	F	-18 % [1 - Dock Rd [E]]
2 - A231 Wood Street		1.0	7.70	0.48	A	
3 - Middle St [S]		0.3	8.27	0.21	A	
4 - A231 Dock Rd [W]		3.4	8.84	0.77	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Dock Rd [E]	A2 D2	23.4	65.70	0.98	F	-11 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.5	4.34	0.34	A	
3 - Middle St [S]		0.5	9.45	0.33	A	
4 - A231 Dock Rd [W]		4.8	11.75	0.83	B	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Dock Rd [E]	A3 D3	12.9	37.57	0.94	E	-8 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.8	7.67	0.42	A	
3 - Middle St [S]		0.2	7.32	0.17	A	
4 - A231 Dock Rd [W]		2.2	6.31	0.68	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Dock Rd [E]	A4 D4	6.1	19.19	0.86	C	-1 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.3	3.69	0.21	A	
3 - Middle St [S]		0.4	7.15	0.25	A	
4 - A231 Dock Rd [W]		2.7	7.27	0.73	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

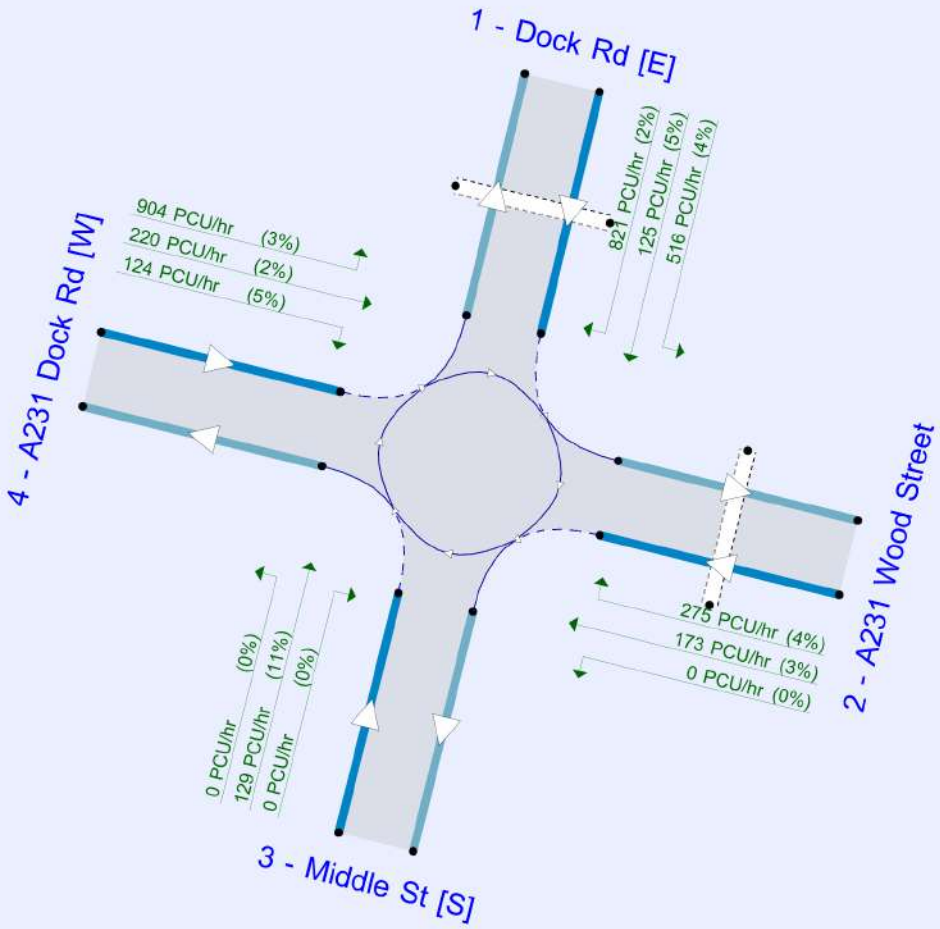
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	111.54	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-18	1 - Dock Rd [E]	111.54	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	None		
2 - A231 Wood Street	Direct	unequal lane usage	-291
3 - Middle St [S]	None		
4 - A231 Dock Rd [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1690
2 - A231 Wood Street	0.755	1826
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1462	100.000
2 - A231 Wood Street		FLAT	✓	448	100.000
3 - Middle St [S]		FLAT	✓	129	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1399	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	516	125	821
	2 - A231 Wood Street	275	0	0	173
	3 - Middle St [S]	129	0	0	0
	4 - A231 Dock Rd [W]	904	220	124	151

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	4	5	2
	2 - A231 Wood Street	4	0	0	3
	3 - Middle St [S]	11	0	0	0
	4 - A231 Dock Rd [W]	3	2	5	4

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	1.07	250.74	104.5	F	1462	1462
2 - A231 Wood Street	0.48	7.70	1.0	A	448	448
3 - Middle St [S]	0.21	8.27	0.3	A	129	129
4 - A231 Dock Rd [W]	0.77	8.84	3.4	A	1399	1399

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	1 - Dock Rd [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - A231 Wood Street - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	31.55	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	1 - Dock Rd [E]	31.55	D

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	None		
2 - A231 Wood Street	Direct	unequal lane usage	0
3 - Middle St [S]	None		
4 - A231 Dock Rd [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1690
2 - A231 Wood Street	0.755	2117
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1342	100.000
2 - A231 Wood Street		FLAT	✓	431	100.000
3 - Middle St [S]		FLAT	✓	203	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1496	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	0.00
2 - A231 Wood Street	[FLAT]	0.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	415	121	806
	2 - A231 Wood Street	213	0	0	218
	3 - Middle St [S]	203	0	0	0
	4 - A231 Dock Rd [W]	1010	294	60	132

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	2	8	2
	2 - A231 Wood Street	3	0	0	1
	3 - Middle St [S]	8	0	0	0
	4 - A231 Dock Rd [W]	3	1	3	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.98	65.70	23.4	F	1342	1342
2 - A231 Wood Street	0.34	4.34	0.5	A	431	431
3 - Middle St [S]	0.33	9.45	0.5	A	203	203
4 - A231 Dock Rd [W]	0.83	11.75	4.8	B	1496	1496

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	19.87	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	1 - Dock Rd [E]	19.87	C

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	None		
2 - A231 Wood Street	Direct	unequal lane usage	-389
3 - Middle St [S]	None		
4 - A231 Dock Rd [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1690
2 - A231 Wood Street	0.755	1728
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1302	100.000
2 - A231 Wood Street		FLAT	✓	356	100.000
3 - Middle St [S]		FLAT	✓	115	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1272	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	410	108	784
	2 - A231 Wood Street	231	0	0	125
	3 - Middle St [S]	115	0	0	0
	4 - A231 Dock Rd [W]	811	206	128	127

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	5	6	2
	2 - A231 Wood Street	5	0	0	3
	3 - Middle St [S]	13	0	0	0
	4 - A231 Dock Rd [W]	4	2	5	5

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.94	37.57	12.9	E	1302	1302
2 - A231 Wood Street	0.42	7.67	0.8	A	356	356
3 - Middle St [S]	0.17	7.32	0.2	A	115	115
4 - A231 Dock Rd [W]	0.68	6.31	2.2	A	1272	1272

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.62	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	1 - Dock Rd [E]	11.62	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1690
2 - A231 Wood Street	0.755	2117
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1174	100.000
2 - A231 Wood Street		FLAT	✓	273	100.000
3 - Middle St [S]		FLAT	✓	181	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1355	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	302	102	770
	2 - A231 Wood Street	169	0	0	104
	3 - Middle St [S]	181	0	0	0
	4 - A231 Dock Rd [W]	852	324	59	120

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	3	9	2
	2 - A231 Wood Street	4	0	0	2
	3 - Middle St [S]	9	0	0	0
	4 - A231 Dock Rd [W]	3	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.86	19.19	6.1	C	1174	1174
2 - A231 Wood Street	0.21	3.69	0.3	A	273	273
3 - Middle St [S]	0.25	7.15	0.4	A	181	181
4 - A231 Dock Rd [W]	0.73	7.27	2.7	A	1355	1355

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J9_Proposed.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:34:15

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Dock Rd [E]	A1 D1	6.9	17.52	0.87	C	-3 % [1 - Dock Rd [E]]
2 - A231 Wood Street		1.0	8.43	0.50	A	
3 - Middle St [S]		0.3	8.82	0.22	A	
4 - A231 Dock Rd [W]		3.4	8.84	0.77	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Dock Rd [E]	A2 D2	4.0	10.96	0.80	B	2 % [4 - A231 Dock Rd [W]]
2 - A231 Wood Street		0.4	3.70	0.30	A	
3 - Middle St [S]		0.5	9.52	0.33	A	
4 - A231 Dock Rd [W]		4.8	11.75	0.83	B	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Dock Rd [E]	A3 D3	5.8	16.32	0.85	C	-1 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.8	7.69	0.42	A	
3 - Middle St [S]		0.8	25.73	0.42	D	
4 - A231 Dock Rd [W]		3.5	10.03	0.77	B	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Dock Rd [E]	A4 D4	2.6	7.77	0.72	A	14 % [4 - A231 Dock Rd [W]]
2 - A231 Wood Street		0.3	3.69	0.21	A	
3 - Middle St [S]		0.4	7.15	0.25	A	
4 - A231 Dock Rd [W]		2.7	7.27	0.73	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

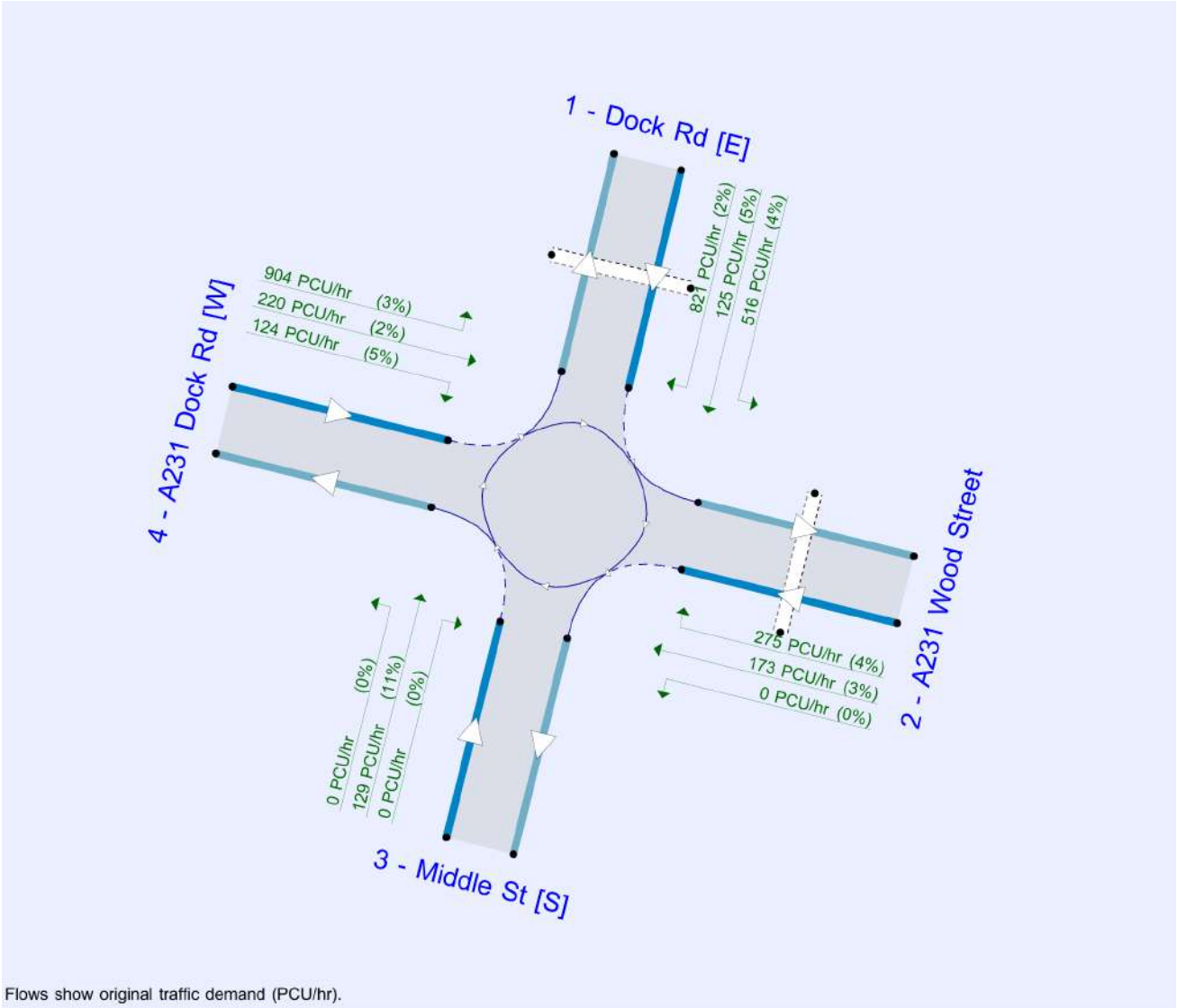
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.48	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	1 - Dock Rd [E]	12.48	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.70	22.0	22.0	34.0	20.0		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	None		
2 - A231 Wood Street	Direct	unequal lane usage	-291
3 - Middle St [S]	None		
4 - A231 Dock Rd [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.733	2034
2 - A231 Wood Street	0.755	1826
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1462	100.000
2 - A231 Wood Street		FLAT	✓	448	100.000
3 - Middle St [S]		FLAT	✓	129	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1399	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	516	125	821
	2 - A231 Wood Street	275	0	0	173
	3 - Middle St [S]	129	0	0	0
	4 - A231 Dock Rd [W]	904	220	124	151

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	4	5	2
	2 - A231 Wood Street	4	0	0	3
	3 - Middle St [S]	11	0	0	0
	4 - A231 Dock Rd [W]	3	2	5	4

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.87	17.52	6.9	C	1462	1462
2 - A231 Wood Street	0.50	8.43	1.0	A	448	448
3 - Middle St [S]	0.22	8.82	0.3	A	129	129
4 - A231 Dock Rd [W]	0.77	8.84	3.4	A	1399	1399

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	1 - Dock Rd [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - A231 Wood Street - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.32	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	2	4 - A231 Dock Rd [W]	10.32	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.70	22.0	22.0	34.0	20.0		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	None		
2 - A231 Wood Street	Direct	unequal lane usage	151
3 - Middle St [S]	None		
4 - A231 Dock Rd [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.733	2034
2 - A231 Wood Street	0.755	2268
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1342	100.000
2 - A231 Wood Street		FLAT	✓	431	100.000
3 - Middle St [S]		FLAT	✓	203	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1496	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	0.00
2 - A231 Wood Street	[FLAT]	0.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	415	121	806
	2 - A231 Wood Street	213	0	0	218
	3 - Middle St [S]	203	0	0	0
	4 - A231 Dock Rd [W]	1010	294	60	132

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	2	8	2
	2 - A231 Wood Street	3	0	0	1
	3 - Middle St [S]	8	0	0	0
	4 - A231 Dock Rd [W]	3	1	3	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.80	10.96	4.0	B	1342	1342
2 - A231 Wood Street	0.30	3.70	0.4	A	431	431
3 - Middle St [S]	0.33	9.52	0.5	A	203	203
4 - A231 Dock Rd [W]	0.83	11.75	4.8	B	1496	1496

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.04	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	1 - Dock Rd [E]	13.04	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.70	22.0	22.0	34.0	20.0		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	Direct	unequal lane usage	-168
2 - A231 Wood Street	Direct	unequal lane usage	-389
3 - Middle St [S]	Direct	unequal lane usage	-397
4 - A231 Dock Rd [W]	Direct	unequal lane usage	-220

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.733	1866
2 - A231 Wood Street	0.755	1728
3 - Middle St [S]	0.575	1001
4 - A231 Dock Rd [W]	0.789	1917

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1302	100.000
2 - A231 Wood Street		FLAT	✓	356	100.000
3 - Middle St [S]		FLAT	✓	115	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1272	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	410	108	784
	2 - A231 Wood Street	231	0	0	125
	3 - Middle St [S]	115	0	0	0
	4 - A231 Dock Rd [W]	811	206	128	127

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	5	6	2
	2 - A231 Wood Street	5	0	0	3
	3 - Middle St [S]	13	0	0	0
	4 - A231 Dock Rd [W]	4	2	5	5

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.85	16.32	5.8	C	1302	1302
2 - A231 Wood Street	0.42	7.69	0.8	A	356	356
3 - Middle St [S]	0.42	25.73	0.8	D	115	115
4 - A231 Dock Rd [W]	0.77	10.03	3.5	B	1272	1272

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	4 - A231 Dock Rd [W]	7.13	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.70	22.0	22.0	34.0	20.0		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.733	2034
2 - A231 Wood Street	0.755	2117
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1174	100.000
2 - A231 Wood Street		FLAT	✓	273	100.000
3 - Middle St [S]		FLAT	✓	181	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1355	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	302	102	770
	2 - A231 Wood Street	169	0	0	104
	3 - Middle St [S]	181	0	0	0
	4 - A231 Dock Rd [W]	852	324	59	120

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	3	9	2
	2 - A231 Wood Street	4	0	0	2
	3 - Middle St [S]	9	0	0	0
	4 - A231 Dock Rd [W]	3	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.72	7.77	2.6	A	1174	1174
2 - A231 Wood Street	0.21	3.69	0.3	A	273	273
3 - Middle St [S]	0.25	7.15	0.4	A	181	181
4 - A231 Dock Rd [W]	0.73	7.27	2.7	A	1355	1355

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J10_v3.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\10 Cornwallis Avenue_Yokosuka Way
Report generation date: 25/06/2025 11:41:05

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Yokosuka Way [N]	A1 D1	0.0	0.00	0.00	A	20 % [3 - Yokosuka Way (S)]
2 - Beechings Way [E]		0.5	2.89	0.34	A	
3 - Yokosuka Way (S)		2.2	5.78	0.68	A	
4 - Cornwallis Ave [W]		0.3	5.18	0.23	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Yokosuka Way [N]	A2 D2	4.5	9.60	0.82	A	3 % [1 - Yokosuka Way [N]]
2 - Beechings Way [E]		0.8	4.81	0.43	A	
3 - Yokosuka Way (S)		1.5	4.38	0.60	A	
4 - Cornwallis Ave [W]		0.7	5.81	0.40	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Yokosuka Way [N]	A3 D3	1.3	3.82	0.56	A	23 % [3 - Yokosuka Way (S)]
2 - Beechings Way [E]		0.8	4.25	0.43	A	
3 - Yokosuka Way (S)		2.0	5.38	0.66	A	
4 - Cornwallis Ave [W]		0.3	5.32	0.21	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Yokosuka Way [N]	A4 D4	2.5	6.02	0.72	A	16 % [1 - Yokosuka Way [N]]
2 - Beechings Way [E]		0.8	5.03	0.43	A	
3 - Yokosuka Way (S)		1.1	3.69	0.52	A	
4 - Cornwallis Ave [W]		0.5	5.01	0.34	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

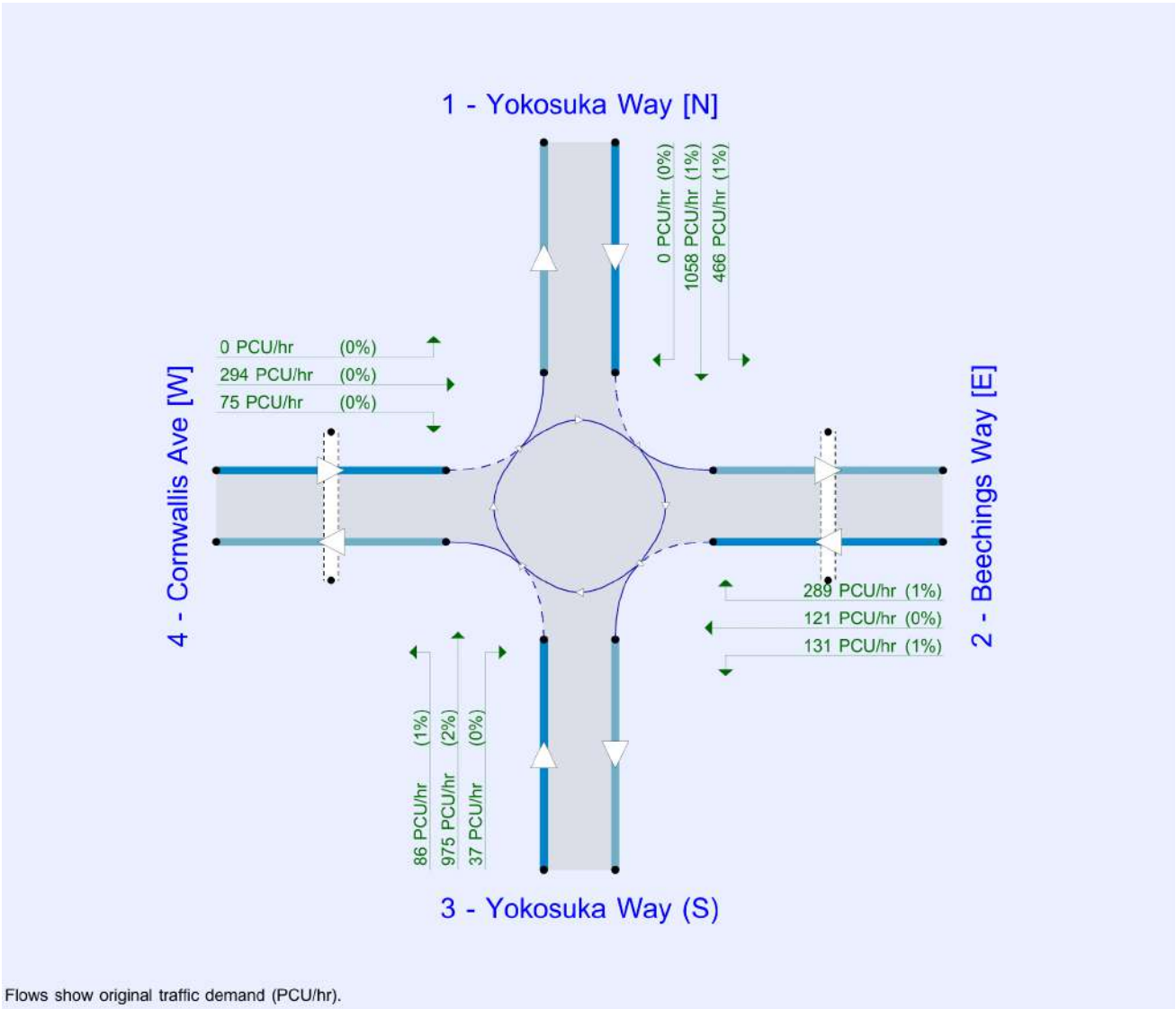
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Yokosuka Way [N] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Cornwallis Ave [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.89	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	3 - Yokosuka Way (S)	4.89	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Yokosuka Way [N]		
2	Beechings Way [E]		
3	Yokosuka Way (S)		
4	Cornwallis Ave [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Yokosuka Way [N]	6.40	9.00	31.3	16.0	55.0	43.4		
2 - Beechings Way [E]	6.10	9.00	4.3	25.0	55.0	21.0		
3 - Yokosuka Way (S)	6.61	9.00	20.8	18.0	55.0	46.4		
4 - Cornwallis Ave [W]	2.75	8.00	33.9	14.0	55.0	24.6		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Beechings Way [E]	14.00	3.00	2.90	1.00	6.00	8.00	40.00
4 - Cornwallis Ave [W]	8.00	3.00	2.90	1.00	6.00	8.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Yokosuka Way [N]	None		
2 - Beechings Way [E]	Direct	unequal lane usage	-170
3 - Yokosuka Way (S)	None		
4 - Cornwallis Ave [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yokosuka Way [N]	0.697	2411
2 - Beechings Way [E]	0.689	2043
3 - Yokosuka Way (S)	0.690	2374
4 - Cornwallis Ave [W]	0.619	1892

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yokosuka Way [N]		FLAT	✓	0	100.000
2 - Beechings Way [E]		FLAT	✓	650	100.000
3 - Yokosuka Way (S)		FLAT	✓	1391	100.000
4 - Cornwallis Ave [W]		FLAT	✓	205	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Yokosuka Way [N]		
2 - Beechings Way [E]	[FLAT]	20.00
3 - Yokosuka Way (S)		
4 - Cornwallis Ave [W]	[FLAT]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	0	0	0
	2 - Beechings Way [E]	303	0	159	188
	3 - Yokosuka Way (S)	1144	100	0	147
	4 - Cornwallis Ave [W]	0	108	97	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	0	0	0
	2 - Beechings Way [E]	2	0	1	1
	3 - Yokosuka Way (S)	4	1	0	1
	4 - Cornwallis Ave [W]	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yokosuka Way [N]	0.00	0.00	0.0	A	0	0
2 - Beechings Way [E]	0.34	2.89	0.5	A	650	650
3 - Yokosuka Way (S)	0.68	5.78	2.2	A	1391	1391
4 - Cornwallis Ave [W]	0.23	5.18	0.3	A	205	205

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Yokosuka Way [N] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Cornwallis Ave [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	2 - Beechings Way [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Cornwallis Ave [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.86	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	3	1 - Yokosuka Way [N]	6.86	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Yokosuka Way [N]		
2	Beechings Way [E]		
3	Yokosuka Way (S)		
4	Cornwallis Ave [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Yokosuka Way [N]	6.40	9.00	31.3	16.0	55.0	43.4		
2 - Beechings Way [E]	6.10	9.00	4.3	25.0	55.0	21.0		
3 - Yokosuka Way (S)	6.61	9.00	20.8	18.0	55.0	46.4		
4 - Cornwallis Ave [W]	2.75	8.00	33.9	14.0	55.0	24.6		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Beechings Way [E]	14.00	3.00	2.90	1.00	6.00	8.00	40.00
4 - Cornwallis Ave [W]	8.00	3.00	2.90	1.00	6.00	8.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Yokosuka Way [N]	None		
2 - Beechings Way [E]	Direct	unequal lane usage	0
3 - Yokosuka Way (S)	None		
4 - Cornwallis Ave [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yokosuka Way [N]	0.697	2411
2 - Beechings Way [E]	0.689	2213
3 - Yokosuka Way (S)	0.690	2374
4 - Cornwallis Ave [W]	0.619	1892

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yokosuka Way [N]		FLAT	✓	1707	100.000
2 - Beechings Way [E]		FLAT	✓	564	100.000
3 - Yokosuka Way (S)		FLAT	✓	1232	100.000
4 - Cornwallis Ave [W]		FLAT	✓	422	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Yokosuka Way [N]		
2 - Beechings Way [E]	[FLAT]	0.00
3 - Yokosuka Way (S)		
4 - Cornwallis Ave [W]	[FLAT]	0.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	494	1213	0
	2 - Beechings Way [E]	279	0	120	165
	3 - Yokosuka Way (S)	1043	45	0	144
	4 - Cornwallis Ave [W]	0	334	88	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	1	1	0
	2 - Beechings Way [E]	1	0	1	0
	3 - Yokosuka Way (S)	2	0	0	0
	4 - Cornwallis Ave [W]	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yokosuka Way [N]	0.82	9.60	4.5	A	1707	1707
2 - Beechings Way [E]	0.43	4.81	0.8	A	564	564
3 - Yokosuka Way (S)	0.60	4.38	1.5	A	1232	1232
4 - Cornwallis Ave [W]	0.40	5.81	0.7	A	422	422

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Yokosuka Way [N] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Cornwallis Ave [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	23	3 - Yokosuka Way (S)	4.60	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Yokosuka Way [N]		
2	Beechings Way [E]		
3	Yokosuka Way (S)		
4	Cornwallis Ave [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Yokosuka Way [N]	6.40	9.00	31.3	16.0	55.0	43.4		
2 - Beechings Way [E]	6.10	9.00	4.3	25.0	55.0	21.0		
3 - Yokosuka Way (S)	6.61	9.00	20.8	18.0	55.0	46.4		
4 - Cornwallis Ave [W]	2.75	8.00	33.9	14.0	55.0	24.6		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Beechings Way [E]	14.00	3.00	2.90	1.00	6.00	8.00	40.00
4 - Cornwallis Ave [W]	8.00	3.00	2.90	1.00	6.00	8.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Yokosuka Way [N]	None		
2 - Beechings Way [E]	Direct	unequal lane usage	0
3 - Yokosuka Way (S)	None		
4 - Cornwallis Ave [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yokosuka Way [N]	0.697	2411
2 - Beechings Way [E]	0.689	2213
3 - Yokosuka Way (S)	0.690	2374
4 - Cornwallis Ave [W]	0.619	1892

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yokosuka Way [N]		FLAT	✓	1239	100.000
2 - Beechings Way [E]		FLAT	✓	649	100.000
3 - Yokosuka Way (S)		FLAT	✓	1353	100.000
4 - Cornwallis Ave [W]		FLAT	✓	183	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Yokosuka Way [N]		
2 - Beechings Way [E]	[FLAT]	20.00
3 - Yokosuka Way (S)		
4 - Cornwallis Ave [W]	[FLAT]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	378	861	0
	2 - Beechings Way [E]	346	0	165	138
	3 - Yokosuka Way (S)	1175	93	0	85
	4 - Cornwallis Ave [W]	0	85	98	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	4	4	0
	2 - Beechings Way [E]	2	0	1	1
	3 - Yokosuka Way (S)	3	1	0	2
	4 - Cornwallis Ave [W]	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yokosuka Way [N]	0.56	3.82	1.3	A	1239	1239
2 - Beechings Way [E]	0.43	4.25	0.8	A	649	649
3 - Yokosuka Way (S)	0.66	5.38	2.0	A	1353	1353
4 - Cornwallis Ave [W]	0.21	5.32	0.3	A	183	183

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Yokosuka Way [N] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Cornwallis Ave [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	2 - Beechings Way [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Cornwallis Ave [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
~~A4~~	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	16	1 - Yokosuka Way [N]	5.04	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Yokosuka Way [N]		
2	Beechings Way [E]		
3	Yokosuka Way (S)		
4	Cornwallis Ave [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Yokosuka Way [N]	6.40	9.00	31.3	16.0	55.0	43.4		
2 - Beechings Way [E]	6.10	9.00	4.3	25.0	55.0	21.0		
3 - Yokosuka Way (S)	6.61	9.00	20.8	18.0	55.0	46.4		
4 - Cornwallis Ave [W]	2.75	8.00	33.9	14.0	55.0	24.6		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Beechings Way [E]	14.00	3.00	2.90	1.00	6.00	8.00	40.00
4 - Cornwallis Ave [W]	8.00	3.00	2.90	1.00	6.00	8.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Yokosuka Way [N]	None		
2 - Beechings Way [E]	Direct	unequal lane usage	-171
3 - Yokosuka Way (S)	None		
4 - Cornwallis Ave [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yokosuka Way [N]	0.697	2411
2 - Beechings Way [E]	0.689	2042
3 - Yokosuka Way (S)	0.690	2374
4 - Cornwallis Ave [W]	0.619	1892

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yokosuka Way [N]		FLAT	✓	1524	100.000
2 - Beechings Way [E]		FLAT	✓	541	100.000
3 - Yokosuka Way (S)		FLAT	✓	1098	100.000
4 - Cornwallis Ave [W]		FLAT	✓	369	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Yokosuka Way [N]		
2 - Beechings Way [E]	[FLAT]	0.00
3 - Yokosuka Way (S)		
4 - Cornwallis Ave [W]	[FLAT]	0.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	466	1058	0
	2 - Beechings Way [E]	289	0	131	121
	3 - Yokosuka Way (S)	975	37	0	86
	4 - Cornwallis Ave [W]	0	294	75	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	1	1	0
	2 - Beechings Way [E]	1	0	1	0
	3 - Yokosuka Way (S)	2	0	0	1
	4 - Cornwallis Ave [W]	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yokosuka Way [N]	0.72	6.02	2.5	A	1524	1524
2 - Beechings Way [E]	0.43	5.03	0.8	A	541	541
3 - Yokosuka Way (S)	0.52	3.69	1.1	A	1098	1098
4 - Cornwallis Ave [W]	0.34	5.01	0.5	A	369	369

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J11_Proposed.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:35:00

«2041 DS AM - 2041 DS, AM
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
A - A278 Hoath Way	A1 D1	3.7	8.03	0.79	A	0 % [B - M2]
B - M2		8.6	33.46	0.90	D	
C - New designed arm		0.7	7.52	0.40	A	
D - M2		0.5	4.62	0.35	A	

	PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
A - A278 Hoath Way	A2 D2	0.8	3.86	0.45	A	3 % [B - M2]
B - M2		7.2	23.97	0.88	C	
C - New designed arm		1.3	6.84	0.56	A	
D - M2		3.8	14.69	0.79	B	

	AM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
A - A278 Hoath Way	A3 D3	1.3	3.95	0.56	A	-12 % [B - M2]
B - M2		203.0	707.20	1.14	F	
C - New designed arm		0.8	7.01	0.45	A	
D - M2		0.6	4.97	0.36	A	

	PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
A - A278 Hoath Way	A4 D4	0.5	2.95	0.33	A	5 % [B - M2]
B - M2		5.7	19.22	0.85	C	
C - New designed arm		1.1	6.04	0.53	A	
D - M2		1.6	8.10	0.61	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

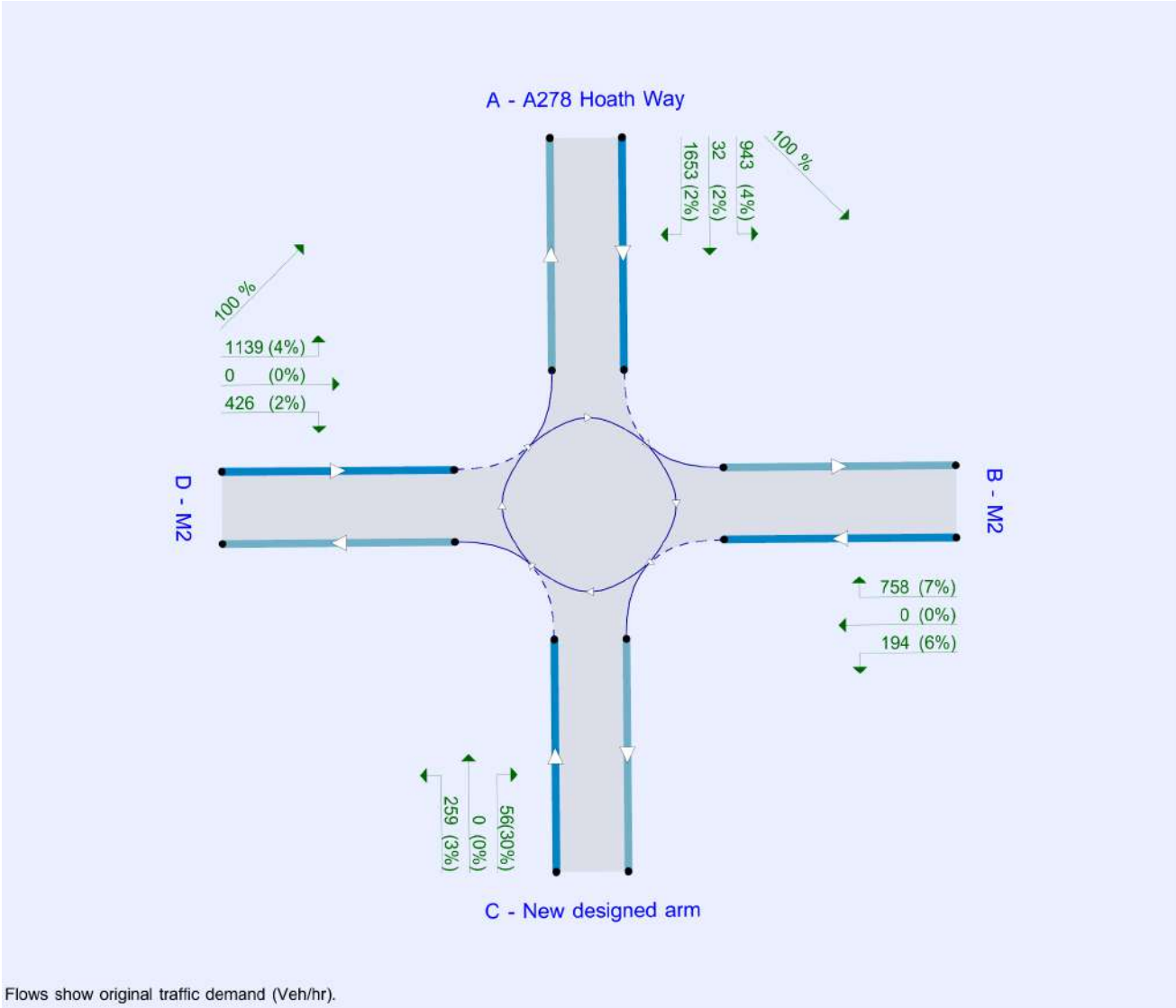
File summary

File Description

Title	M2 J4
Location	Gillingham Interchange
Site number	J4
Date	30/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\KORPAKA
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:30	90	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - M2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M2 J4 Gillingham Interchange	Large Roundabout		A, B, C, D	11.58	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	0	B - M2	11.58	B

Arms

Arms

Arm	Name	Description	No give-way line
A	A278 Hoath Way		
B	M2		
C	New designed arm		
D	M2		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A278 Hoath Way	6.85	7.26	25.4	37.9	91.0	35.0		
B - M2	7.50	10.50	100.0	143.0	92.0	3.0		
C - New designed arm	3.86	7.52	18.2	20.0	92.0	24.0		
D - M2	4.49	4.87	1.1	35.6	91.0	31.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A278 Hoath Way	1692	✓	50.00
B - M2	4319	✓	104.90
C - New designed arm	3459	✓	50.00
D - M2	884	✓	92.65

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A - A278 Hoath Way	✓	100
B - M2		
C - New designed arm		
D - M2	✓	100

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
A - A278 Hoath Way	None		
B - M2	Percentage		60.00
C - New designed arm	None		
D - M2	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A278 Hoath Way	0.788	2576
B - M2	0.359	1902
C - New designed arm	0.394	1841
D - M2	0.761	1902

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A278 Hoath Way		FLAT	✓	2628	100.000
B - M2		FLAT	✓	952	100.000
C - New designed arm		FLAT	✓	315	100.000
D - M2		FLAT	✓	1565	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A278 Hoath Way	B - M2	C - New designed arm	D - M2
From	A - A278 Hoath Way	0	943	32	1653
	B - M2	758	0	194	0
	C - New designed arm	0	56	0	259
	D - M2	1139	0	426	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A278 Hoath Way	B - M2	C - New designed arm	D - M2
From	A - A278 Hoath Way	0	4	2	2
	B - M2	7	0	6	0
	C - New designed arm	0	30	0	3
	D - M2	4	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A278 Hoath Way	0.79	8.03	3.7	A	2646	2528
B - M2	0.90	33.46	8.6	D	952	1428
C - New designed arm	0.40	7.52	0.7	A	315	473
D - M2	0.35	4.62	0.5	A	1587	639

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	479	2135	0.789	1671	737	0.0	3.6	7.530	
B - M2	952	952	238	0	943	2095	1062	0.896	925	56	0.0	6.7	22.986	
C - New designed arm	315	315	79	0	0	2375	807	0.390	312	644	0.0	0.6	7.238	
D - M2	1587	426	107	1139	0	792	1223	0.348	424	1896	0.0	0.5	4.492	

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	482	2133	0.790	1685	755	3.6	3.7	8.009	
B - M2	952	952	238	0	943	2111	1057	0.901	948	56	6.7	7.7	31.067	
C - New designed arm	315	315	79	0	0	2408	795	0.396	315	651	0.6	0.6	7.495	
D - M2	1587	426	107	1139	0	811	1208	0.353	426	1912	0.5	0.5	4.602	

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	482	2133	0.790	1685	757	3.7	3.7	8.020	
B - M2	952	952	238	0	943	2111	1057	0.901	950	56	7.7	8.1	32.381	
C - New designed arm	315	315	79	0	0	2410	794	0.397	315	652	0.6	0.7	7.510	
D - M2	1587	426	107	1139	0	813	1207	0.353	426	1912	0.5	0.5	4.611	

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	482	2133	0.790	1685	757	3.7	3.7	8.023	
B - M2	952	952	238	0	943	2111	1057	0.901	951	56	8.1	8.3	32.943	
C - New designed arm	315	315	79	0	0	2410	794	0.397	315	652	0.7	0.7	7.514	
D - M2	1587	426	107	1139	0	813	1206	0.353	426	1912	0.5	0.5	4.613	

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	482	2133	0.790	1685	758	3.7	3.7	8.025	
B - M2	952	952	238	0	943	2111	1057	0.901	951	56	8.3	8.5	33.258	
C - New designed arm	315	315	79	0	0	2411	794	0.397	315	652	0.7	0.7	7.515	
D - M2	1587	426	107	1139	0	814	1206	0.353	426	1912	0.5	0.5	4.615	

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	482	2133	0.790	1685	758	3.7	3.7	8.027	
B - M2	952	952	238	0	943	2111	1057	0.901	952	56	8.5	8.6	33.461	
C - New designed arm	315	315	79	0	0	2411	794	0.397	315	652	0.7	0.7	7.516	
D - M2	1587	426	107	1139	0	814	1206	0.353	426	1912	0.5	0.5	4.615	

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: Four Elms Rbt_v2.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\Four Elms Roundabout
Report generation date: 25/06/2025 12:00:31

»Base - 2024, AM
»Base - 2024, PM
»Ref Case - RC Demand, AM
»Ref Case - RC Demand, PM
»Ref Case - RC LTC Demand, AM
»Ref Case - RC LTC Demand, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Base - 2024									
1 - Four Elms Hill	A1 D1	2.7	7.61	0.72	A	A1 D2	1.2	4.04	0.53	A
2 - Wulfere Wy		3.9	8.27	0.79	A		3.5	6.94	0.78	A
3 - Hoo Rd		1.6	13.59	0.61	B		1.3	11.28	0.56	B
4 - A289		2.4	5.04	0.69	A		2.0	4.60	0.66	A

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Ref Case - RC Demand									
1 - Four Elms Hill	A2 D3	2.3	5.20	0.69	A	A2 D4	3.2	6.65	0.75	A
2 - Wulfere Wy		2.1	5.68	0.65	A		1.7	5.26	0.62	A
3 - Hoo Rd		2.2	15.84	0.68	C		1.6	13.36	0.62	B
4 - A289		149.2	293.14	1.19	F		228.7	499.66	1.29	F
	Ref Case - RC LTC Demand									
1 - Four Elms Hill	A2 D5	2.2	5.12	0.68	A	A2 D6	3.1	6.51	0.75	A
2 - Wulfere Wy		2.1	5.77	0.65	A		1.8	5.36	0.63	A
3 - Hoo Rd		2.4	16.74	0.70	C		1.7	13.53	0.63	B
4 - A289		153.6	309.27	1.20	F		237.2	529.62	1.31	F

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

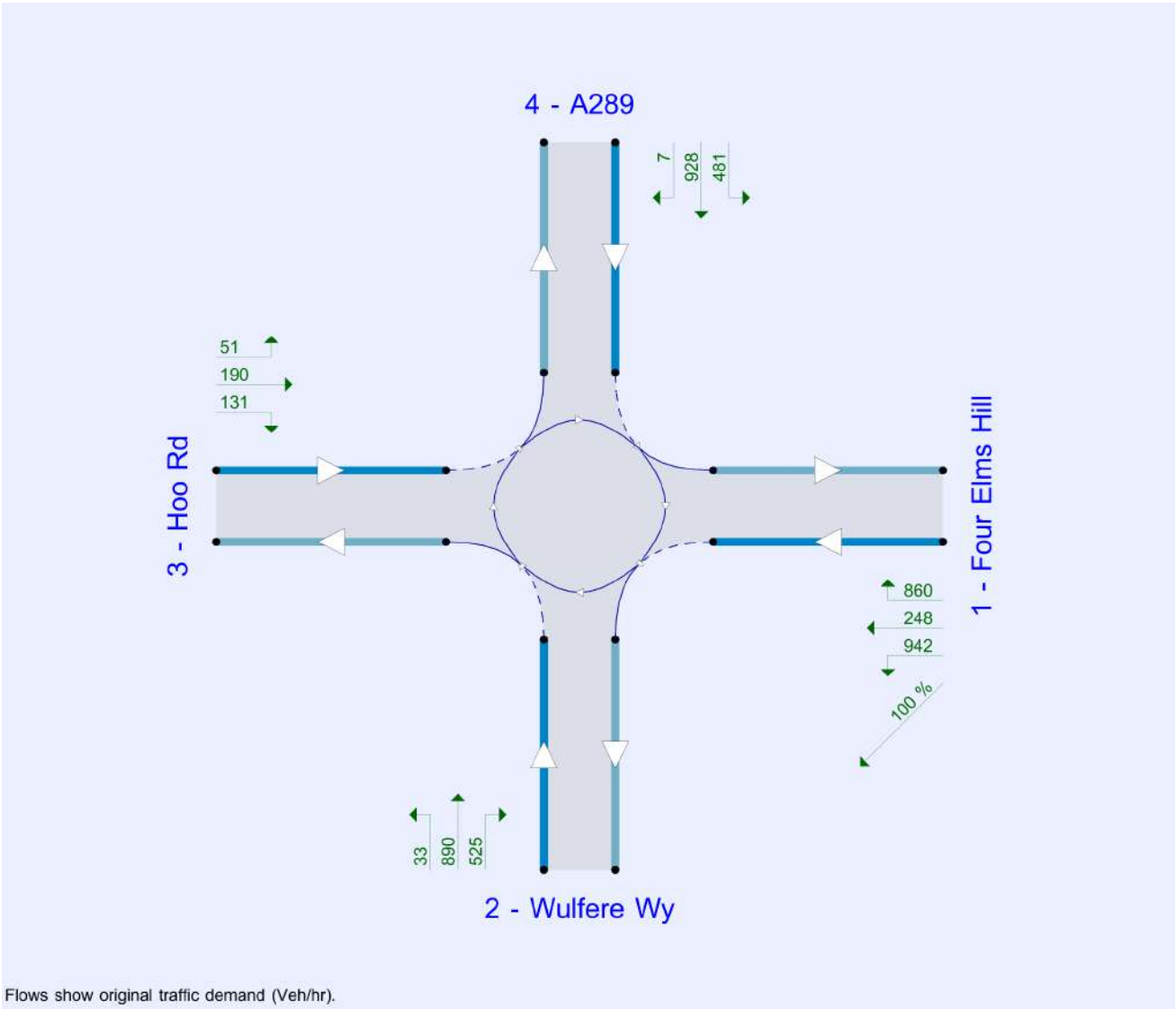
File summary

File Description

Title	
Location	
Site number	
Date	12/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\siudzis
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024	PM	ONE HOUR	16:45	18:15	15	✓
D3	RC Demand	AM	ONE HOUR	07:15	08:45	15	✓
D4	RC Demand	PM	ONE HOUR	16:45	18:15	15	✓
D5	RC LTC Demand	AM	ONE HOUR	07:15	08:45	15	✓
D6	RC LTC Demand	PM	ONE HOUR	16:45	18:15	15	✓

Base - 2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Base	✓	✓	D1, D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	7.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.48	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	3244

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	2061	100.000
2 - Wulfere Wy		ONE HOUR	✓	1450	100.000
3 - Hoo Rd		ONE HOUR	✓	372	100.000
4 - A289		ONE HOUR	✓	1418	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	11	942	248	860
	2 - Wulfere Wy	525	2	33	890
	3 - Hoo Rd	190	131	0	51
	4 - A289	481	928	7	2

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	0	2	2	7
	2 - Wulfere Wy	3	0	12	12
	3 - Hoo Rd	3	7	0	2
	4 - A289	14	12	29	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.72	7.61	2.7	A	1968	1630
2 - Wulfere Wy	0.79	8.27	3.9	A	1447	2170
3 - Hoo Rd	0.61	13.59	1.6	B	356	534
4 - A289	0.69	5.04	2.4	A	1467	2201

Base - 2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Base	✓	✓	D1, D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	5.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.68	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	3244

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	1529	100.000
2 - Wulfere Wy		ONE HOUR	✓	1627	100.000
3 - Hoo Rd		ONE HOUR	✓	368	100.000
4 - A289		ONE HOUR	✓	1394	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	21	633	154	721
	2 - Wulfere Wy	674	6	46	901
	3 - Hoo Rd	245	85	2	36
	4 - A289	630	727	32	5

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	0	1	4	6
	2 - Wulfere Wy	1	0	0	3
	3 - Hoo Rd	3	1	0	3
	4 - A289	4	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.53	4.04	1.2	A	1454	1301
2 - Wulfere Wy	0.78	6.94	3.5	A	1524	2286
3 - Hoo Rd	0.56	11.28	1.3	B	346	519
4 - A289	0.66	4.60	2.0	A	1349	2023

Ref Case - RC Demand, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Ref Case	✓	✓	D3, D4, D5, D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	85.53	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	85.53	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Four Elms Hill	None		
2 - Wulfere Wy	None		
3 - Hoo Rd	None		
4 - A289	Percentage		67.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	2173

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	RC Demand	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	2447	100.000
2 - Wulfere Wy		ONE HOUR	✓	1073	100.000
3 - Hoo Rd		ONE HOUR	✓	444	100.000
4 - A289		ONE HOUR	✓	1408	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	30	1054	218	1145
	2 - Wulfere Wy	595	0	4	474
	3 - Hoo Rd	212	31	0	201
	4 - A289	1095	313	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	0	3	0	4
	2 - Wulfere Wy	6	0	100	19
	3 - Hoo Rd	1	35	0	0
	4 - A289	6	38	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.69	5.20	2.3	A	2316	1980
2 - Wulfere Wy	0.65	5.68	2.1	A	1104	1656
3 - Hoo Rd	0.68	15.84	2.2	C	419	629
4 - A289	1.19	293.14	149.2	F	1461	2192

Ref Case - RC Demand, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Ref Case	✓	✓	D3, D4, D5, D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	157.94	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	157.94	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Four Elms Hill	None		
2 - Wulfere Wy	None		
3 - Hoo Rd	None		
4 - A289	Percentage		67.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	2173

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	RC Demand	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	2298	100.000
2 - Wulfere Wy		ONE HOUR	✓	1023	100.000
3 - Hoo Rd		ONE HOUR	✓	405	100.000
4 - A289		ONE HOUR	✓	1631	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	28	790	236	1244
	2 - Wulfere Wy	627	0	3	393
	3 - Hoo Rd	239	4	0	162
	4 - A289	1186	445	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	1	3	0	6
	2 - Wulfere Wy	3	0	100	12
	3 - Hoo Rd	1	98	0	0
	4 - A289	4	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.75	6.65	3.2	A	2199	2179
2 - Wulfere Wy	0.62	5.26	1.7	A	1002	1503
3 - Hoo Rd	0.62	13.36	1.6	B	377	566
4 - A289	1.29	499.66	228.7	F	1581	2371

Ref Case - RC LTC Demand, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Ref Case	✓	✓	D3, D4, D5, D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	89.01	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	89.01	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Four Elms Hill	None		
2 - Wulfere Wy	None		
3 - Hoo Rd	None		
4 - A289	Percentage		67.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	2173

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	RC LTC Demand	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	2445	100.000
2 - Wulfere Wy		ONE HOUR	✓	1063	100.000
3 - Hoo Rd		ONE HOUR	✓	464	100.000
4 - A289		ONE HOUR	✓	1380	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	30	1065	229	1121
	2 - Wulfere Wy	611	0	4	448
	3 - Hoo Rd	218	45	0	201
	4 - A289	1073	307	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	0	3	0	4
	2 - Wulfere Wy	6	0	100	24
	3 - Hoo Rd	1	25	0	0
	4 - A289	7	39	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.68	5.12	2.2	A	2314	1961
2 - Wulfere Wy	0.65	5.77	2.1	A	1111	1667
3 - Hoo Rd	0.70	16.74	2.4	C	438	657
4 - A289	1.20	309.27	153.6	F	1445	2168

Ref Case - RC LTC Demand, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Ref Case	✓	✓	D3, D4, D5, D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	165.34	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	165.34	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Four Elms Hill	None		
2 - Wulfere Wy	None		
3 - Hoo Rd	None		
4 - A289	Percentage		67.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	2173

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	RC LTC Demand	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	2299	100.000
2 - Wulfere Wy		ONE HOUR	✓	1045	100.000
3 - Hoo Rd		ONE HOUR	✓	406	100.000
4 - A289		ONE HOUR	✓	1619	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	28	811	236	1224
	2 - Wulfere Wy	666	0	3	376
	3 - Hoo Rd	241	4	0	161
	4 - A289	1144	475	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

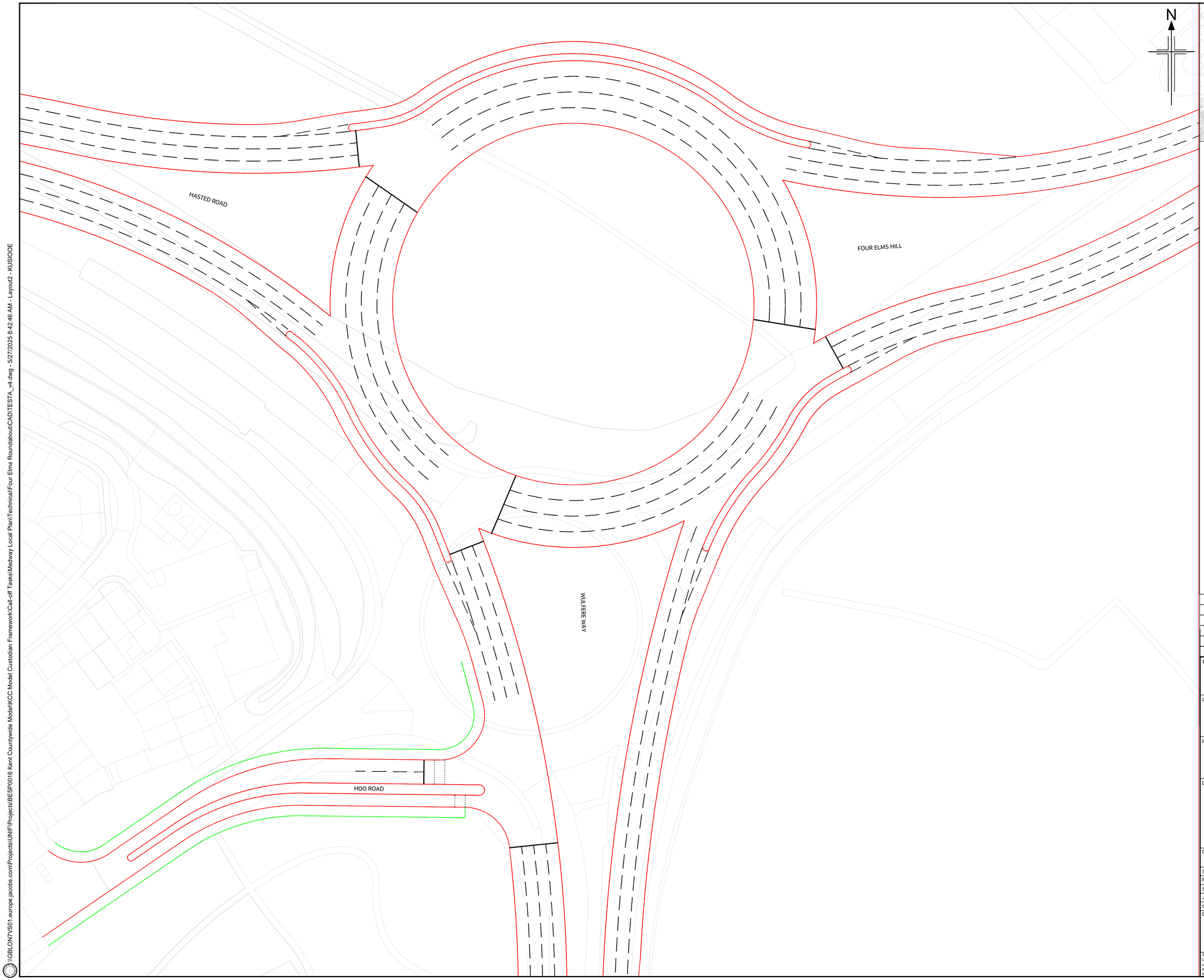
		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	1	3	0	6
	2 - Wulfere Wy	3	0	100	13
	3 - Hoo Rd	1	100	0	0
	4 - A289	4	9	0	0

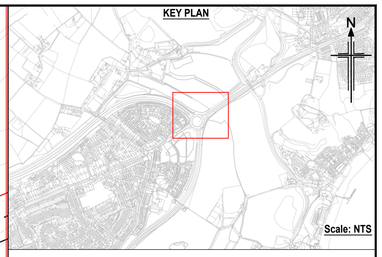
Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.75	6.51	3.1	A	2200	2150
2 - Wulfere Wy	0.63	5.36	1.8	A	1025	1537
3 - Hoo Rd	0.63	13.53	1.7	B	378	568
4 - A289	1.31	529.62	237.2	F	1567	2350

Appendix B. Proposed Mitigation Design Layouts





Notes

1. All dimensions in meters unless stated otherwise.
2. Road markings have been shown indicatively only to present the developing scheme.
3. The drawing has been based on a Topographical survey. Full details on TOPO survey provided separately.
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6. Do not scale from this drawing.
7. The feasibility of this design solution is subject to further work to be conducted at the detailed design stage.
8. All road markings and signs are as per the Traffic Signs Regulations and General Directions 2016 (TSRGD) and Traffic Signs Manual.

Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge

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Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	MAY 2025	DRAFT	EKO	BS	BS	CS

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
A228 Peninsula Way / Main Road Hoo

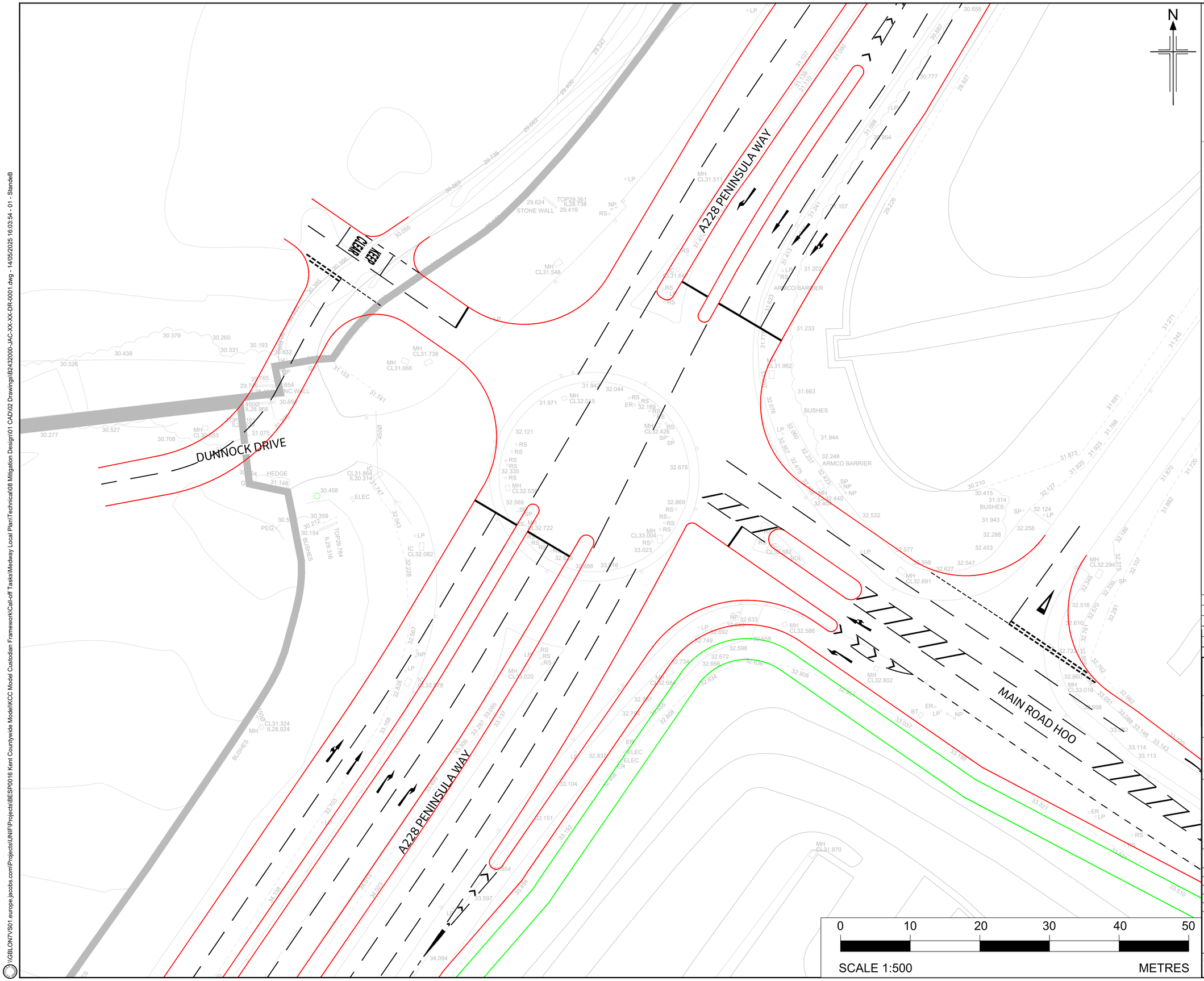
Drawing status: Drawing

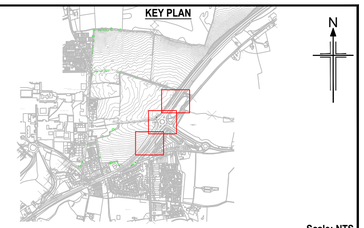
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Jacobs No.		Rev P01
Client no.	B2432000	

Drawing number
PIN | Originator | Volume
B2432000 - JAC - XX -
Location | Type | Role | Number
XX -DR- D -0001

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Scale: NTS

Notes

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Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking

0 10 20 30 40 50

SCALE 1:500 METRES

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Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	MAY 2025	DRAFT	EKO	BS	BS	CS

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
A228 Peninsula Way / Main Road Hoo

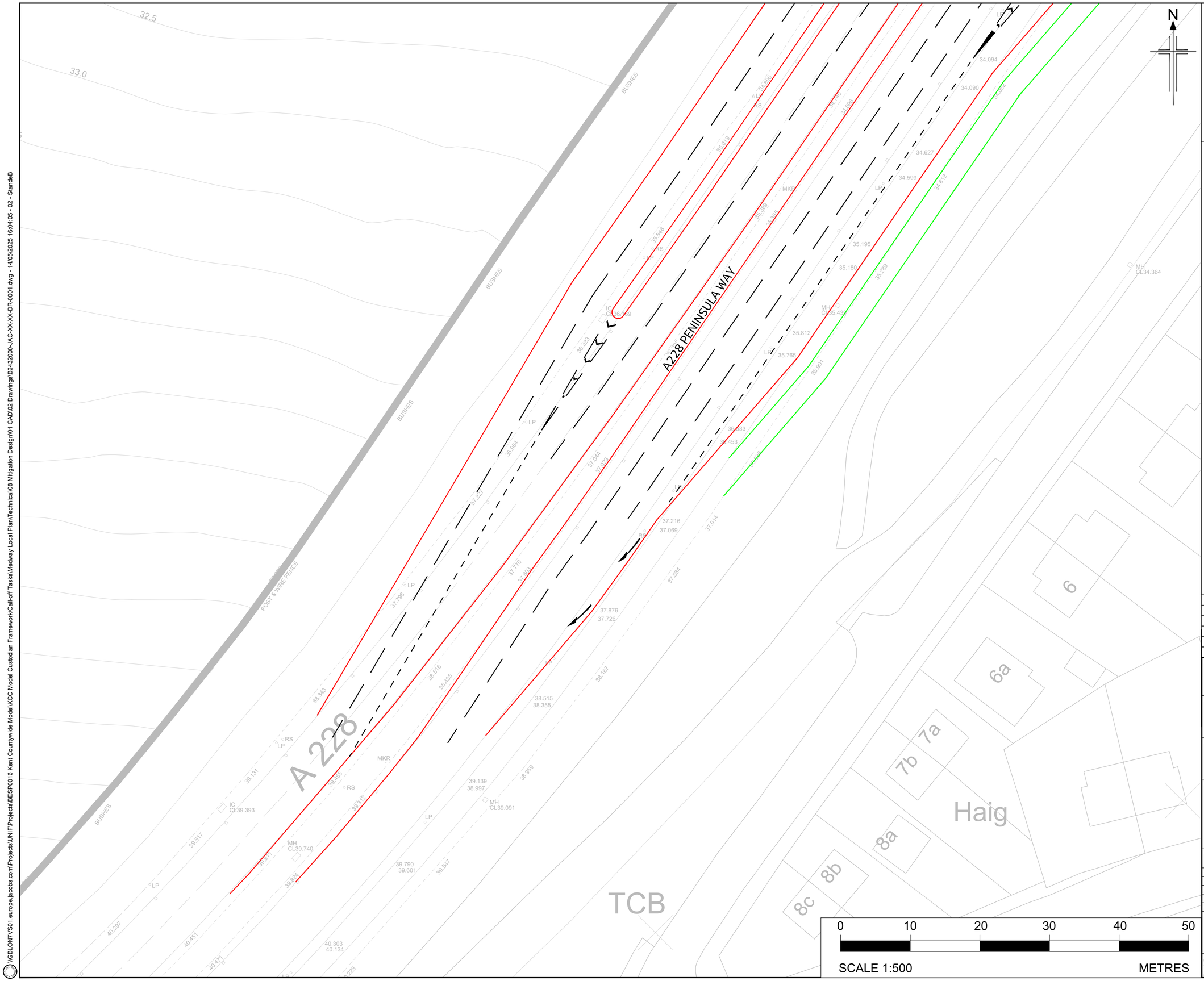
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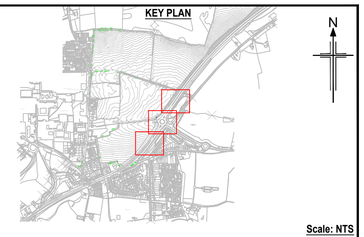
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Scale	1:500 @A1	DO NOT SCALE
Jacobs No.		Rev
Client no.	B2432000	P01

Drawing number
PIN | Originator | Volume
B2432000 - JAC - XX -
Location | Type | Role | Number
XX -DR- D -0001

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Scale: NTS

Notes

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Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking

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Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	MAY 2025	DRAFT	EKO	BS	BS	CS

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
A228 Peninsula Way / Main Road Hoo

Drawing status: Drawing

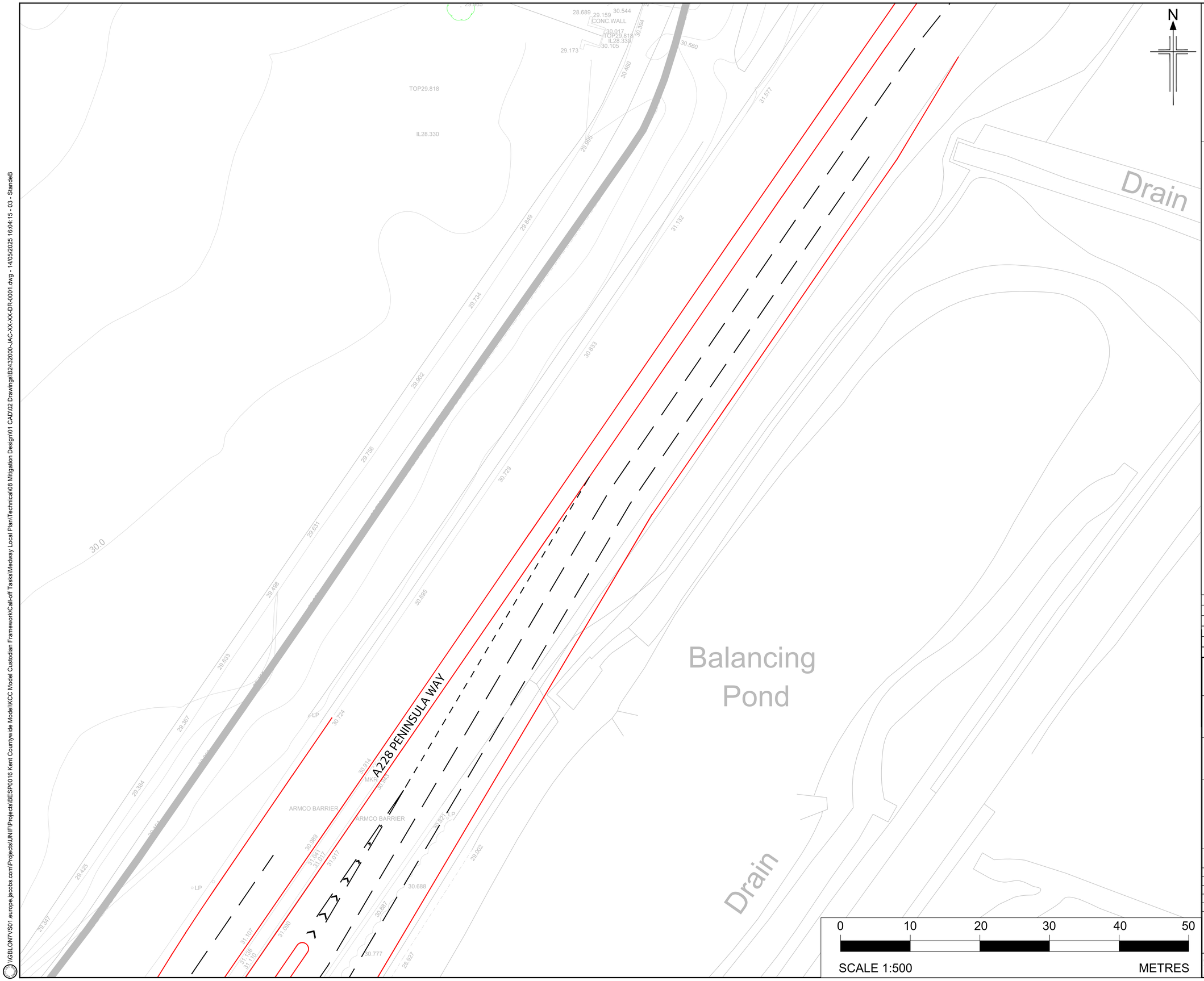
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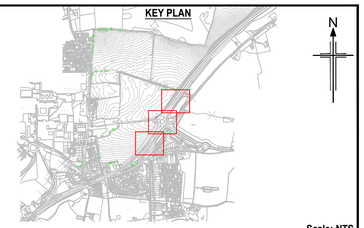
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KEY PLAN



Scale: NTS

Notes

1. All dimensions in meters unless stated otherwise.
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Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking

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Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	APR 2025	DRAFT	EKO	BS	BS	...

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

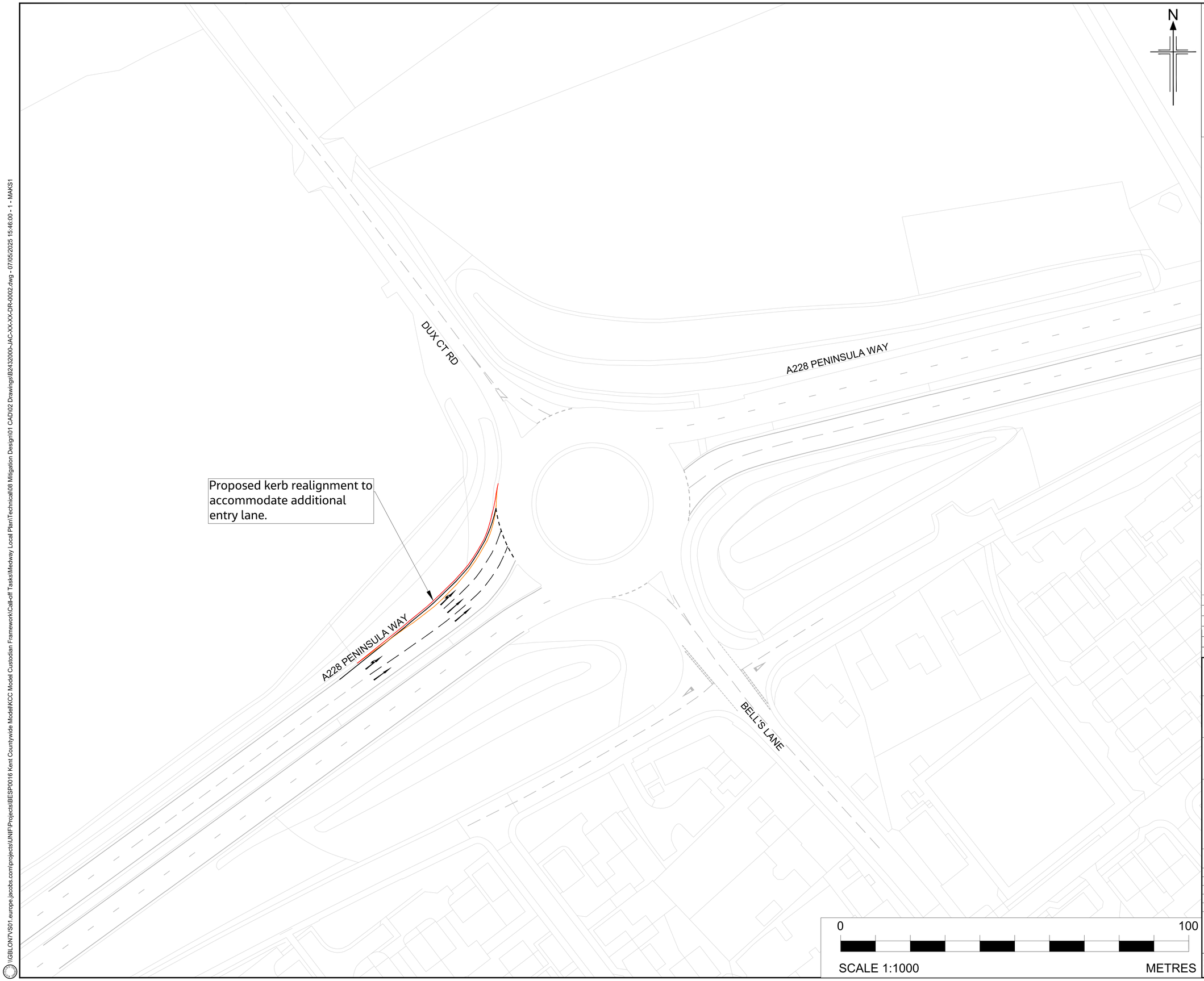
Drawing title: Concept Design
A228 Peninsula Way / Main Road Hoo

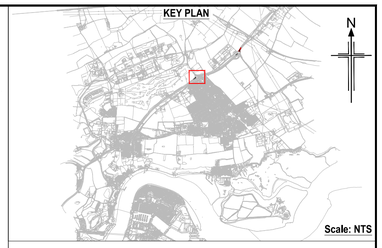
Drawing status: Drawing

State Code	CONCEPT DESIGN	
Project Stage		
Scale	1:500 @A1	DO NOT SCALE
Jacobs No.		Rev P01
Client no.	B2432000	

Drawing number: PIN | Originator | Volume | Location | Type | Role | Number
B2432000 - JAC - XX - XX - DR - D - 0001

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Notes

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2. Road markings have been shown indicatively only to present the developing scheme.
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5. Drawing to be printed in colour.
6. Do not scale from this drawing.
7. The feasibility of this design solution is subject to further work to be conducted at the detailed design stage.
8. All road markings and signs are as per the Traffic Signs Regulations and General Directions 2016 (TSRGD) and Traffic Signs Manual.

Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking
- Existing Kerb to be Removed

0 100

SCALE 1:1000 METRES

DRAFT
FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	25/04/2025	DRAFT	SM	BS	BS	CS

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
A228 Peninsula Way / Bell's Lane
/ Dux Ct Road

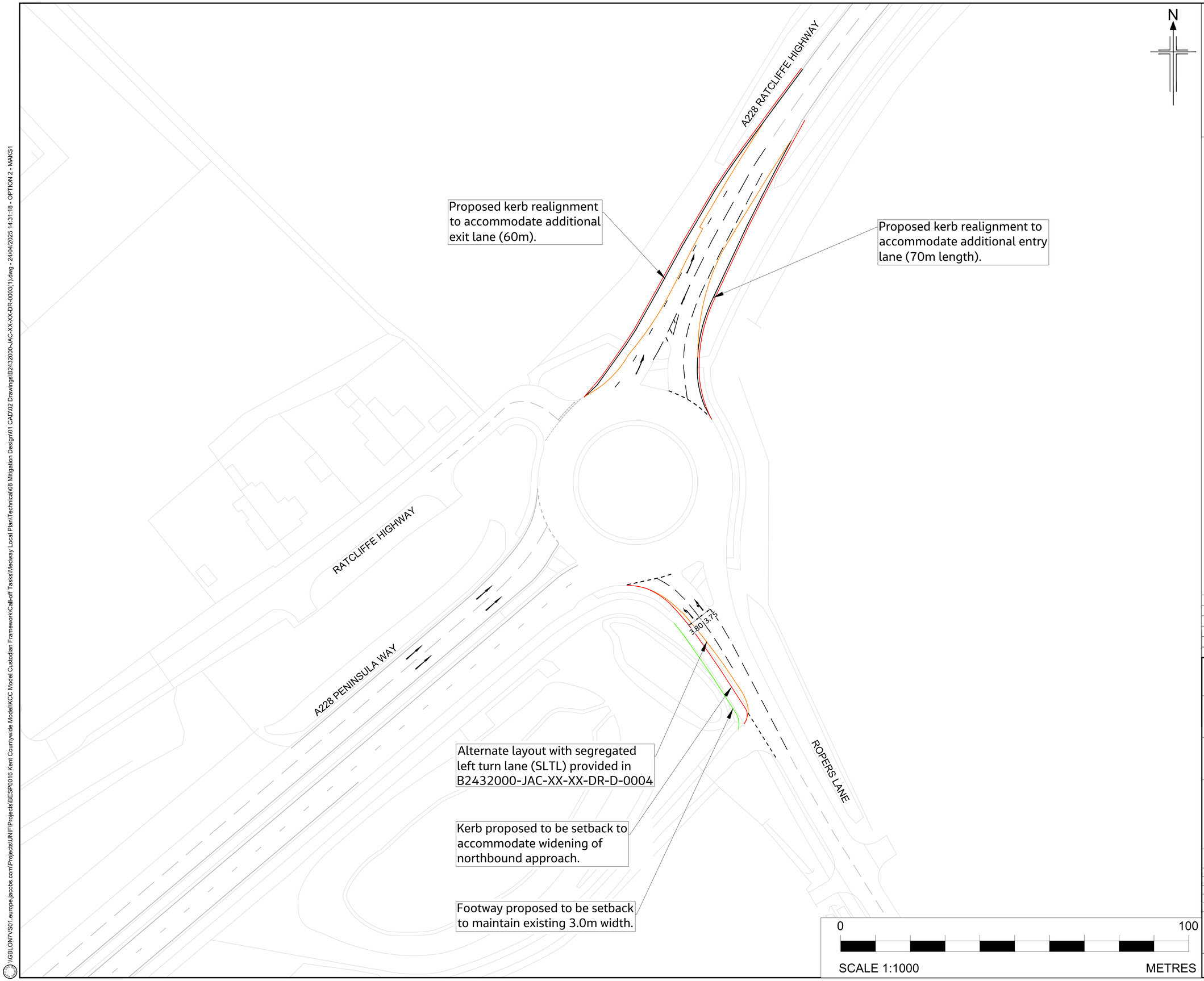
Drawing status: Drawing

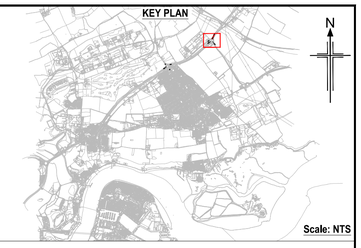
State Code	CONCEPT	
Project Stage		
Scale	1:1000 @A1	DO NOT SCALE
Jacobs No.		Rev P01
Client no.	B2432000	

Drawing number: B2432000 - JAC - XX - XX -DR- D -0002
(PIN | Originator | Volume | Location | Type | Role | Number)

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Notes

1. All dimensions in meters unless stated otherwise.
2. Road markings have been shown indicatively only to present the developing scheme.
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6. Do not scale from this drawing.
7. The feasibility of this design solution is subject to further work to be conducted at the detailed design stage.
8. All road markings and signs are as per the Traffic Signs Regulations and General Directions 2016 (TSRGD) and Traffic Signs Manual.

Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking
- Existing Kerb to be Removed

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FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	25/04/2025	DRAFT	SM	BS	BS	CS

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
A228 Peninsula Way / Ropers Lane / Ratcliffe Highway

Lane Widening Option

Drawing status: Drawing

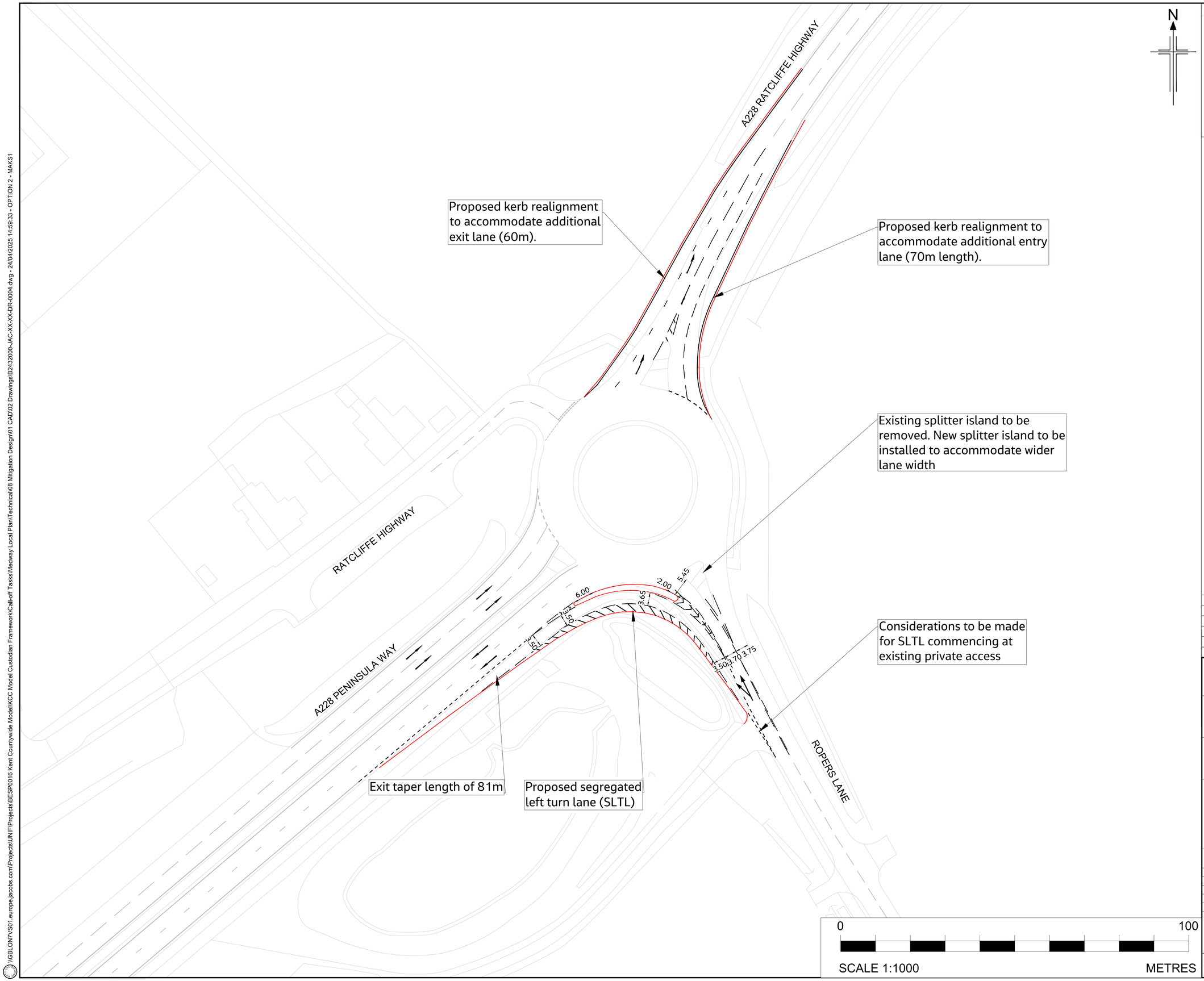
State Code	CONCEPT
Project Stage	
Scale	1:1000 @A1
Jacobs No.	
Client no.	B2432000
Rev	P01

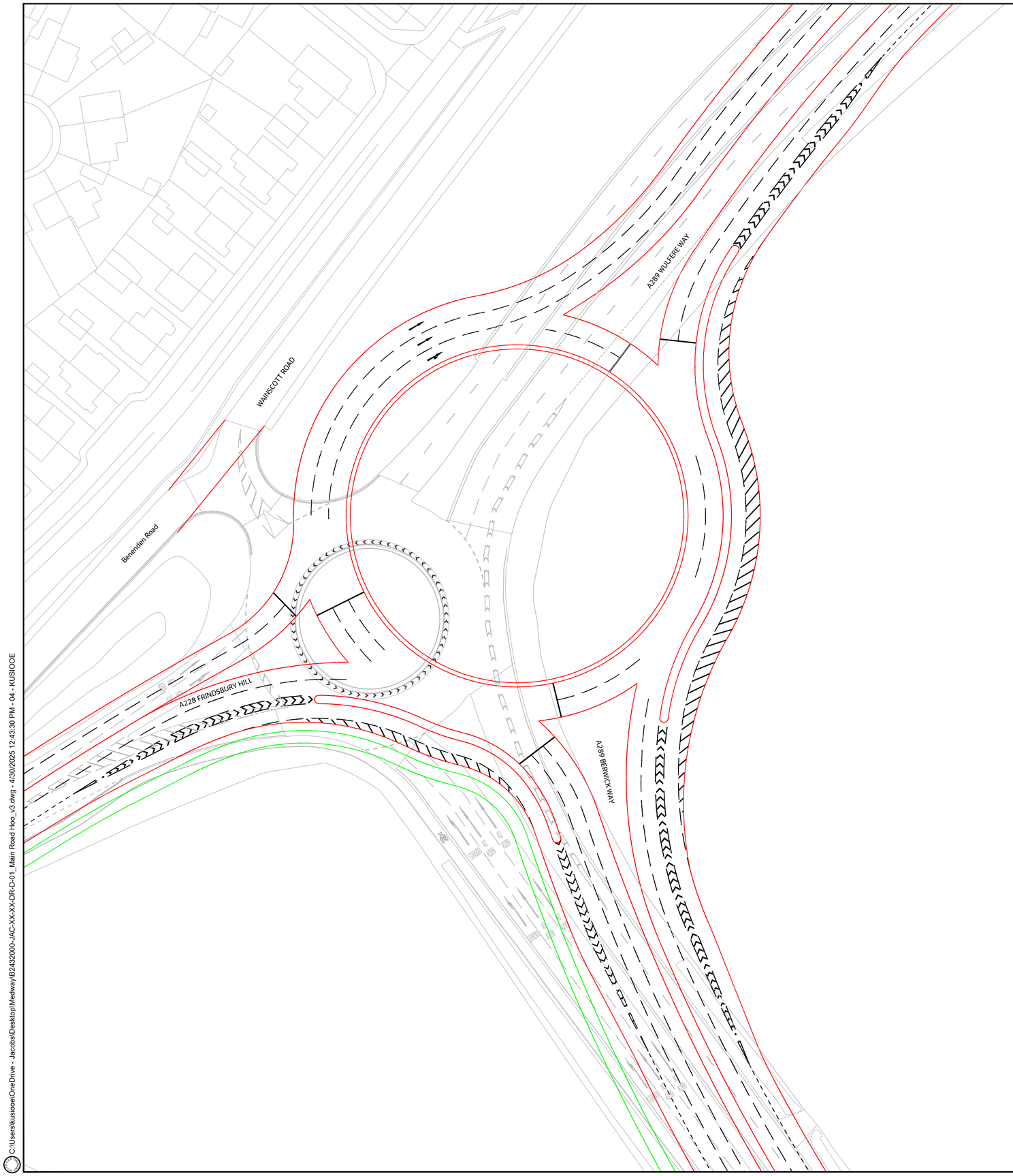
DO NOT SCALE

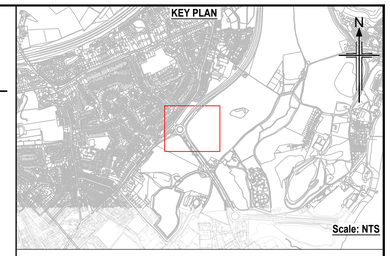
Drawing number
PIN | Originator | Volume | Location | Type | Role | Number
B2432000 - JAC - XX - XX -DR- D -0003

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A228 RATCLIFFE HIGHWAY
RATCLIFFE HIGHWAY
A228 PENINSULA WAY
ROPERS LANE
Proposed kerb realignment to accommodate additional exit lane (60m).
Proposed kerb realignment to accommodate additional entry lane (70m length).
Existing splitter island to be removed. New splitter island to be installed to accommodate wider lane width
Considerations to be made for SLTL commencing at existing private access
Exit taper length of 81m
Proposed segregated left turn lane (SLTL)
6.00
2.00
5.45
3.65
3.70
3.75
3.50
3.51
3.51
3.51





Notes

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5. Drawing to be printed in colour.
6. Do not scale from this drawing.
7. The feasibility of this design solution is subject to further work to be conducted at the detailed design stage.
8. All road markings and signs are as per the Traffic Signs Regulations and General Directions 2016 (TSRGD) and Traffic Signs Manual.

Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking

DRAFT
FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	APR 2025	DRAFT	EKO	BS	...	...

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
Sans Pareil Roundabout

Drawing status: Drawing

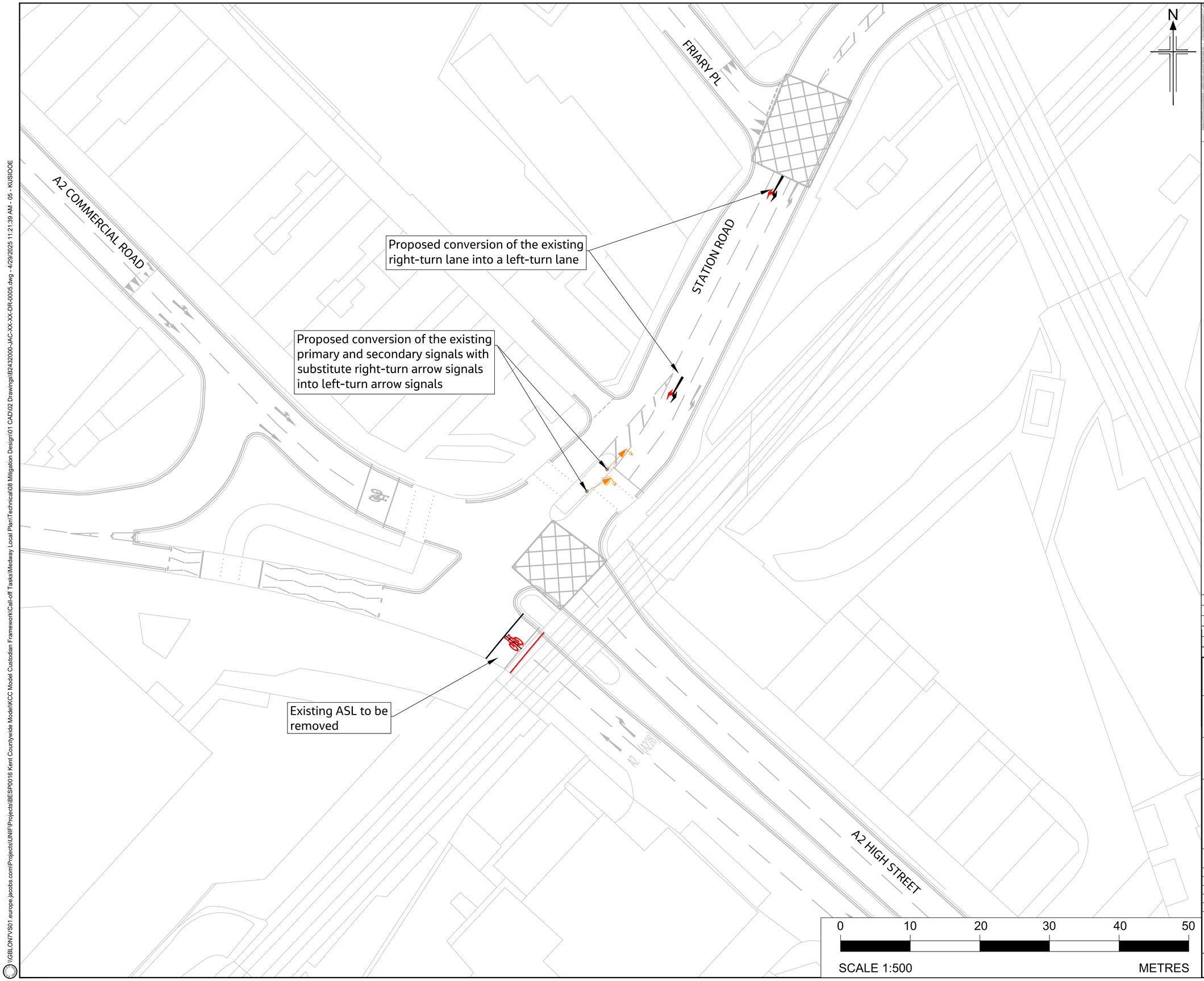
State Code	CONCEPT DESIGN	
Project Stage		
Scale	1:1000 @A1	DO NOT SCALE
Jacobs No.		Rev P01
Client no.	B2432000	

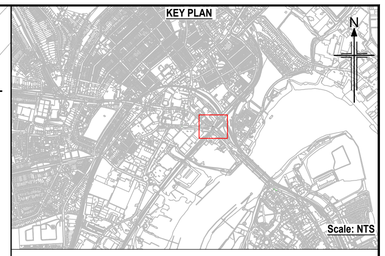
Drawing number: B2432000 - JAC - XX - XX -DR- D -0004
(PIN - Originator - Volume - Location - Type - Role - Number)

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Notes

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2. Road markings have been shown indicatively only to present the developing scheme.
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6. Do not scale from this drawing.
7. The feasibility of this design solution is subject to further work to be conducted at the detailed design stage.
8. All road markings and signs are as per the Traffic Signs Regulations and General Directions 2016 (TSRGD) and Traffic Signs Manual.

Key

- Proposed Marking
- Existing Marking
- Existing Marking to be removed
- Proposed Signals

DRAFT
FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	APR 2025	DRAFT	EKO	BS	BS	-

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

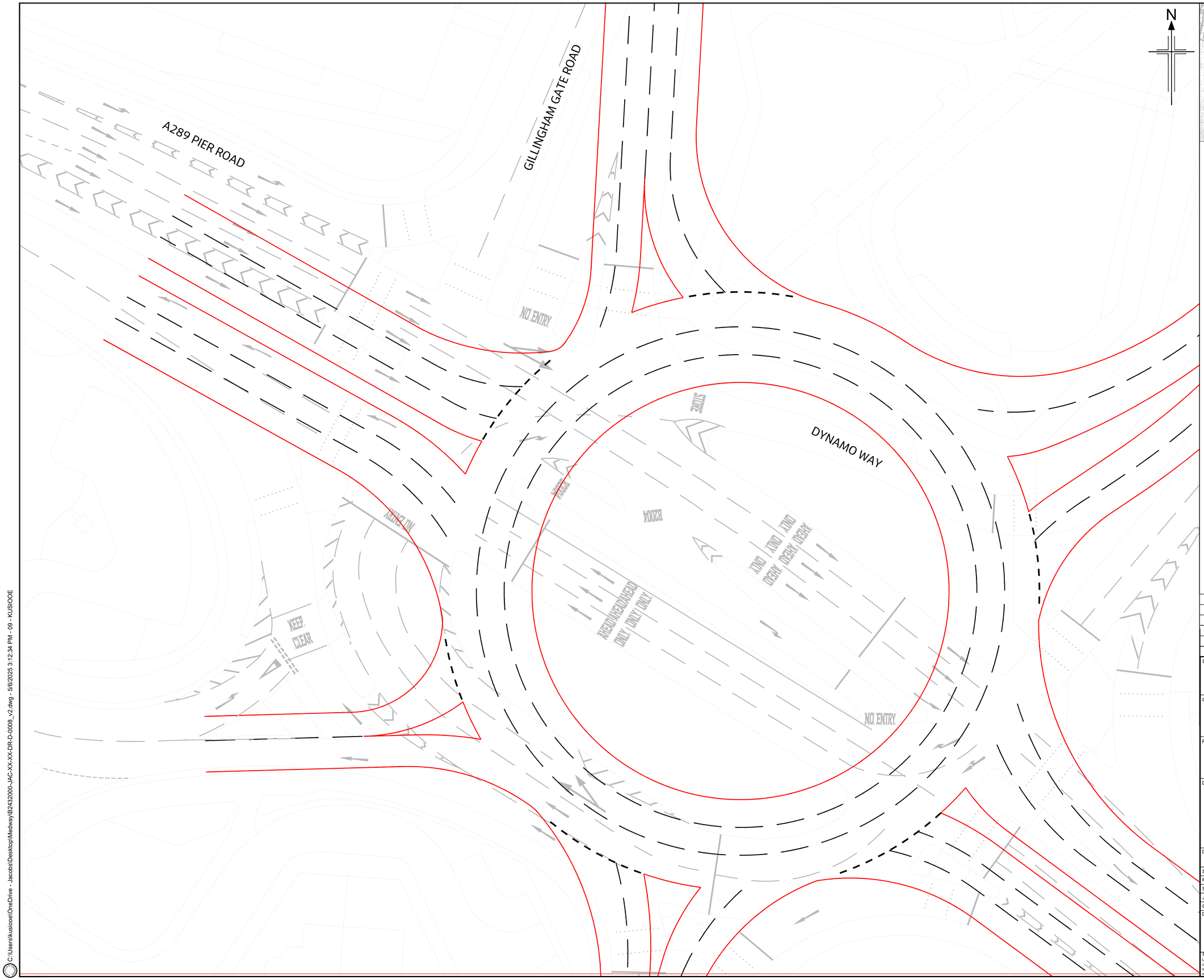
Drawing title: Concept Design
A2 High Street/Station Road

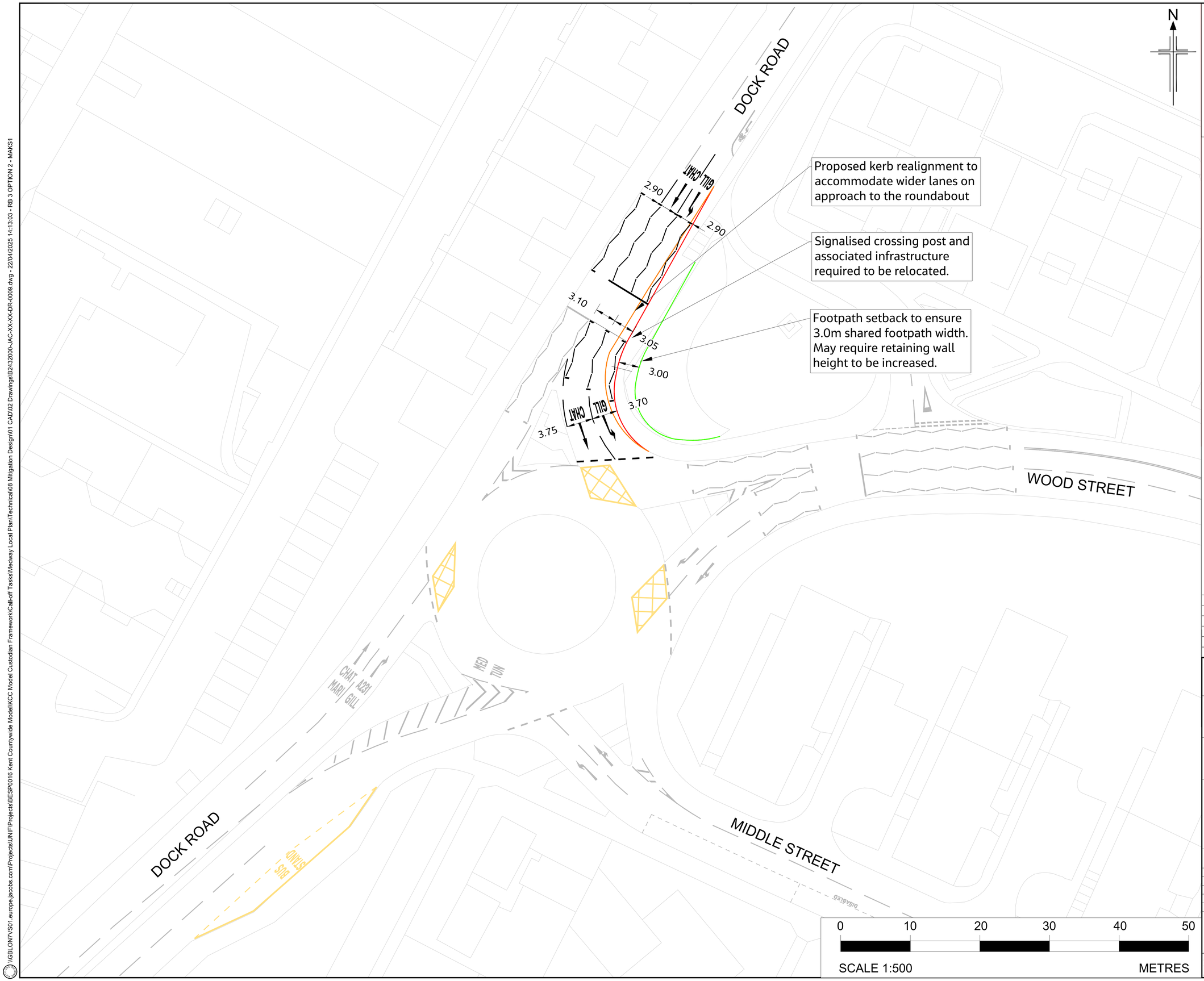
Drawing status: Drawing

State Code	CONCEPT DESIGN		
Project Stage			
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Jacobs No.		Rev	P01
Client no.	B2432000		

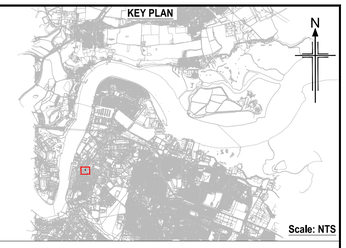
Drawing number: PIN | Originator | Volume | Location | Type | Role | Number
B2432000 - JAC - XX - XX - DR - D - 0005

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A289 PIER ROAD
GILLINGHAM GATE ROAD
DYNAMO WAY
NO ENTRY
NO ENTRY
NO ENTRY
KEEP CLEAR
STOP
ONLY
ONLY
ONLY



KEY PLAN



Scale: NTS

Notes

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Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking
- Existing Kerb to be Removed

DRAFT
FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	18/04/2025	DRAFT	SM	BS	BS	CS

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitgation

Drawing title: Concept Design
Dock Road / Wood Street
/ Middle Street Roundabout

Drawing status: Drawing

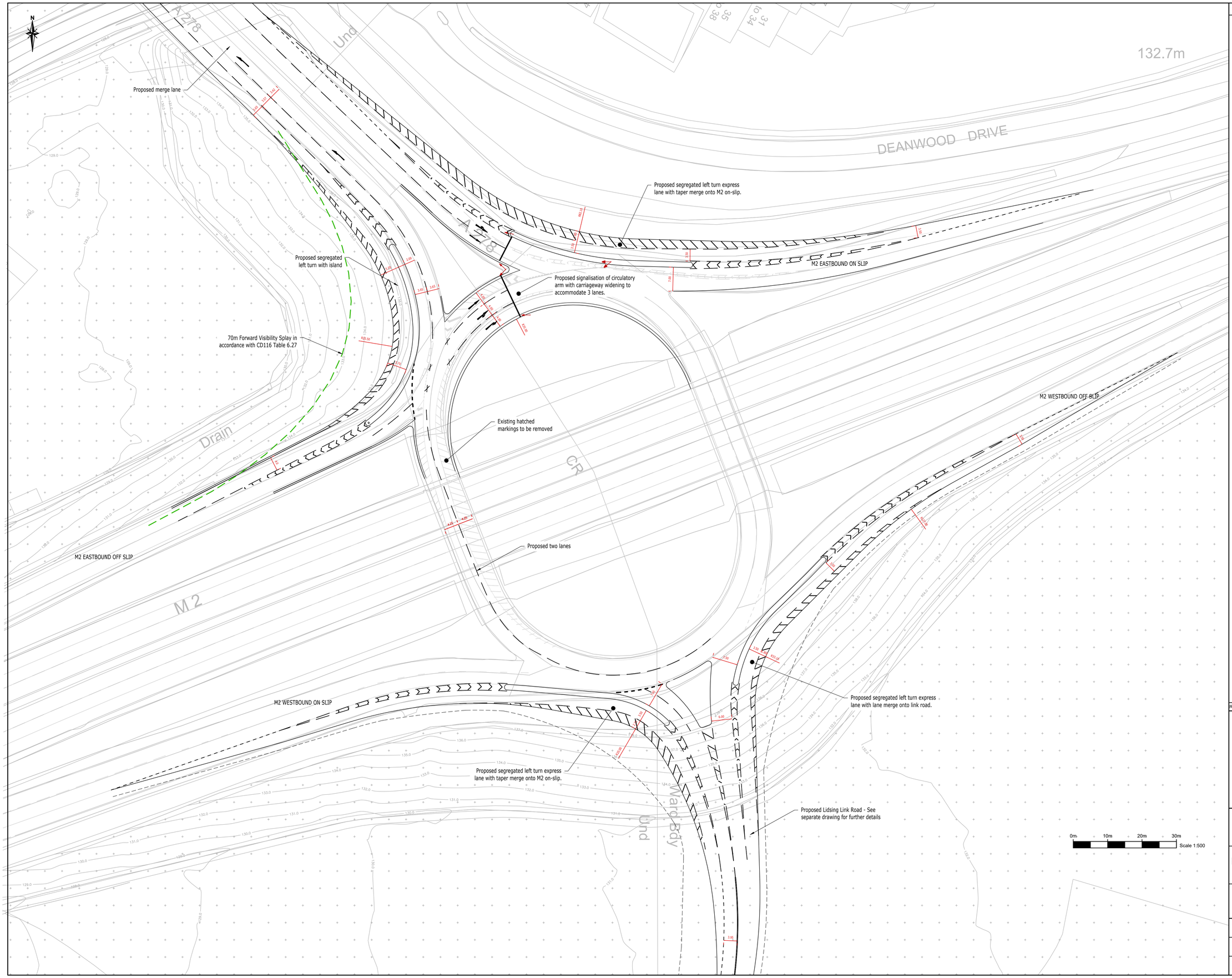
State Code	Concept	
Project Stage		
Scale	1:500 @A1	DO NOT SCALE
Jacobs No.		Rev
Client no.	B2432000	P01

Drawing number: PIN B2432000 - Originator JAC - Volume XX - Location XX - Type DR - Role D - Number 0009

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Plotted: Work set 1:1000-JacC



NOTES

Adapted from Drawing
19-062-017 Rev D

Rev	Amendments	Drn	Chk	App	Date

Charles & Associates

Issued by

Landmark House
Station Road
Hook
Hampshire
RG27 9HA
01256 620420

Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford
Kent
ME20 6SN
01732 448120

enquiries@c-a-uk.com
www.c-a-uk.com

Job Title

Lidsing Garden Community

Drawing Title

Proposed M2 Junction 4 Improvements + Lidsing Link Road Connection

Client

FD Attwood & Partners

Scale	Date	Designed
1:500 @ A1	Mar 2025	DH
Drawn	**Checked**	**Approved**
DH	JW	JW
Job No	**Drawing No**	**Rev**
24-095	24-095-011	-

Appendix C. Order of Magnitude Cost Estimates

Description	A228 Peninsula Way/Main Road Hoo	A228 Peninsula Way/Dux Court Road/Bells Ln	A228 Peninsula Way/Roper's Ln/Ratcliff Highway OP1	A228 Peninsula Way/Roper's Ln/Ratcliff Highway OP2	Sans Pareil Roundabout	A2 High Street/Station Road and A2 High Street/Canal Road	Pier Road/Gillingham Gate/Dynamo Way Gyratory	Dock Road/Middle Street/Wood Street	Four Elms Roundabout
Series 100	£ 960,000.00	£ 480,000.00	£ 576,000.00	£ 576,000.00	£ 960,000.00	£ 384,000.00	£ 1,152,000.00	£ 576,000.00	£ 1,152,000.00
Series 200	£ 47,526.91	£ 1,907.71	£ 7,326.72	£ 9,649.15	£ 68,954.11	£ -	£ 51,715.58	£ 1,244.16	£ 151,699.05
Series 400	£ 60,000.00	£ -	£ -	£ -	£ 60,000.00	£ -	£ 60,000.00	£ -	£ 60,000.00
Series 500	£ 436,248.00	£ 20,572.92	£ 40,940.93	£ 52,165.63	£ 1,838,085.84	£ 16,299.00	£ 1,381,958.13	£ 23,572.17	£ 4,205,764.93
Series 600	£ 1,024,396.80	£ -	£ 17,864.32	£ 56,625.28	£ 8,541,254.40	£ -	£ 6,405,940.80	£ 23,731.20	£ 19,644,885.12
Series 700	£ 847,168.00	£ 11,516.80	£ 89,108.80	£ 108,921.60	£ 2,635,200.00	£ -	£ 1,976,400.00	£ 7,027.20	£ 6,060,960.00
Series 1100	£ 511,155.20	£ 17,056.00	£ 59,686.40	£ 69,824.00	£ 577,971.20	£ -	£ 433,478.40	£ 18,934.40	£ 1,329,333.76
Series 1200	£ 221,600.00	£ 3,300.00	£ 1,000.00	£ 2,000.00	£ 9,000.00	£ 4,500.00	£ 3,375.00	£ 3,375.00	£ 10,350.00
Series 1300	£ 200,000.00	£ 1,280.00	£ 1,280.00	£ 6,400.00	£ 386,480.00	£ 160.00	£ 289,860.00	£ 80.00	£ 888,904.00
Series 1400	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
Series 3000	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00
Total works Cost (£)	**£4,412,094.91**	**£639,633.43**	**£897,207.17**	**£985,585.66**	**£15,180,945.55**	**£508,959.00**	**£11,858,727.91**	**£757,964.13**	**£33,607,896.86**
Design & Supervision	£882,418.98	£127,926.69	£179,441.43	£197,117.13	£3,036,189.11	£101,791.80	£2,371,745.58	£151,592.83	£6,721,579.37
Risks & Contingencies	£1,764,837.96	£255,853.37	£358,882.87	£394,234.27	£6,072,378.22	£203,583.60	£4,743,491.17	£303,185.65	£13,443,158.74
Subtotal	£7,059,351.86	£1,023,413.49	£1,435,531.47	£1,576,937.06	£24,289,512.88	£814,334.40	£18,973,964.66	£1,212,742.61	£53,772,634.97
Fee	£352,967.59	£51,170.67	£71,776.57	£78,846.85	£1,214,475.64	£40,716.72	£948,698.23	£60,637.13	£2,688,631.75
Optimism Bias	£1,411,870.37	£204,682.70	£287,106.29	£315,387.41	£4,857,902.58	£162,866.88	£3,794,792.93	£242,548.52	£10,754,526.99
Final Cost	**£8,824,190**	**£1,279,267**	**£1,794,414**	**£1,971,171**	**£30,361,891**	**£1,017,918**	**£23,717,456**	**£1,515,928**	**£67,215,794**

Description	A228 Peninsula Way/Main Road Hoo	A228 Peninsula Way/Dux Court Road/Bells Ln	A228 Peninsula Way/Roper's Ln/Ratcliff Highway OP1	A228 Peninsula Way/Roper's Ln/Ratcliff Highway OP2	Sans Pareil Roundabout	A2 High Street/Station Road and A2 High Street/Canal Road	Pier Road/Gillingham Gate/Dynamo Way Gyratory	Dock Road/Middle Street/Wood Street	Four Elms Roundabout
Lower Range	£ 7,000,000.00	£ 1,000,000.00	£ 1,000,000.00	£ 1,000,000.00	£ 23,000,000.00	£ 1,000,000.00	£ 18,000,000.00	£ 1,000,000.00	£ 50,000,000.00
Higher Range	£ 11,000,000.00	£ 2,000,000.00	£ 2,000,000.00	£ 2,000,000.00	£ 38,000,000.00	£ 1,000,000.00	£ 30,000,000.00	£ 2,000,000.00	£ 84,000,000.00