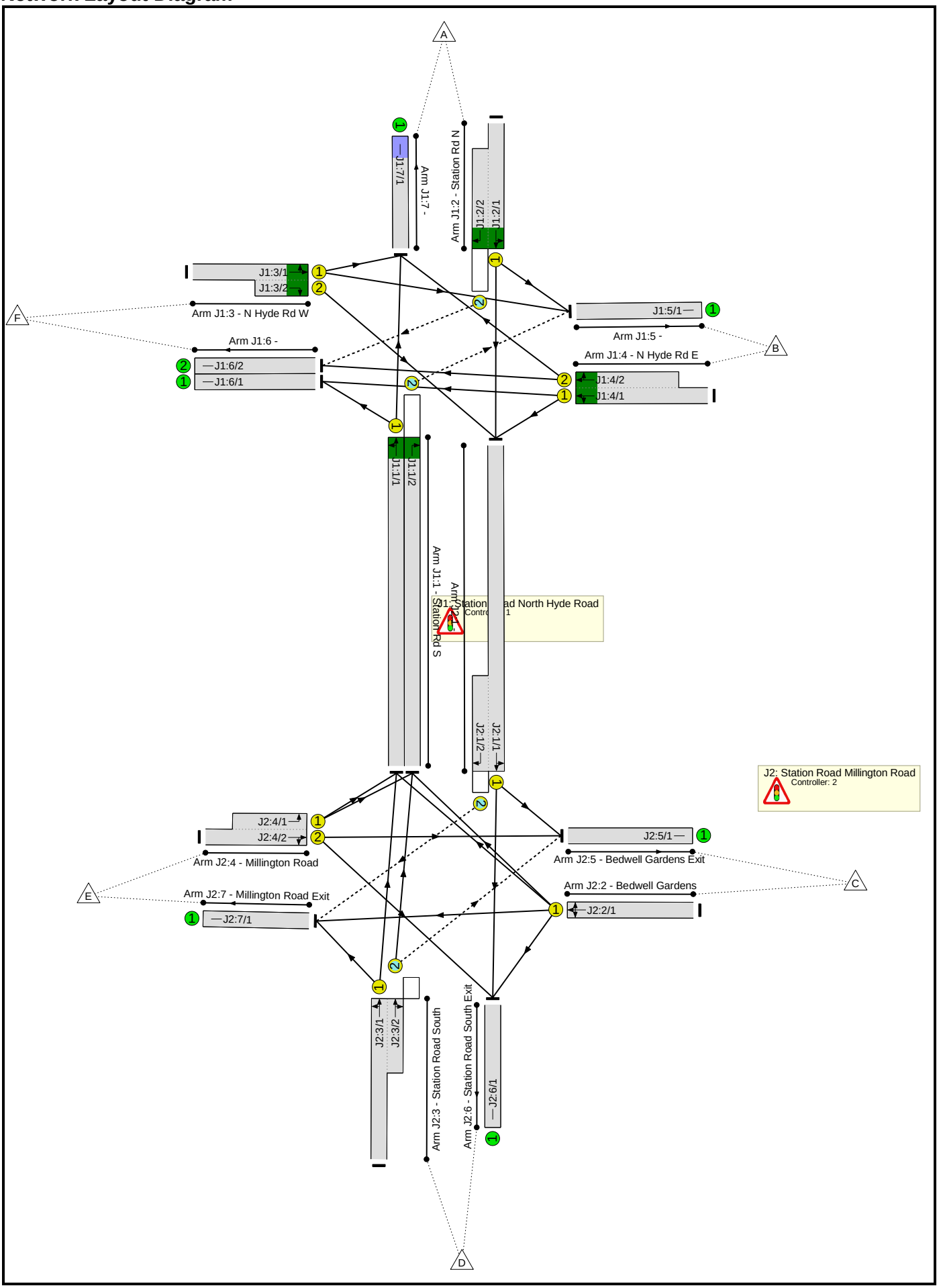
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
File name:	Station Road North Hyde Road Millington Road.lsg3x
Author:	
Company:	
Address:	
Notes:	

Full Input Data And Results

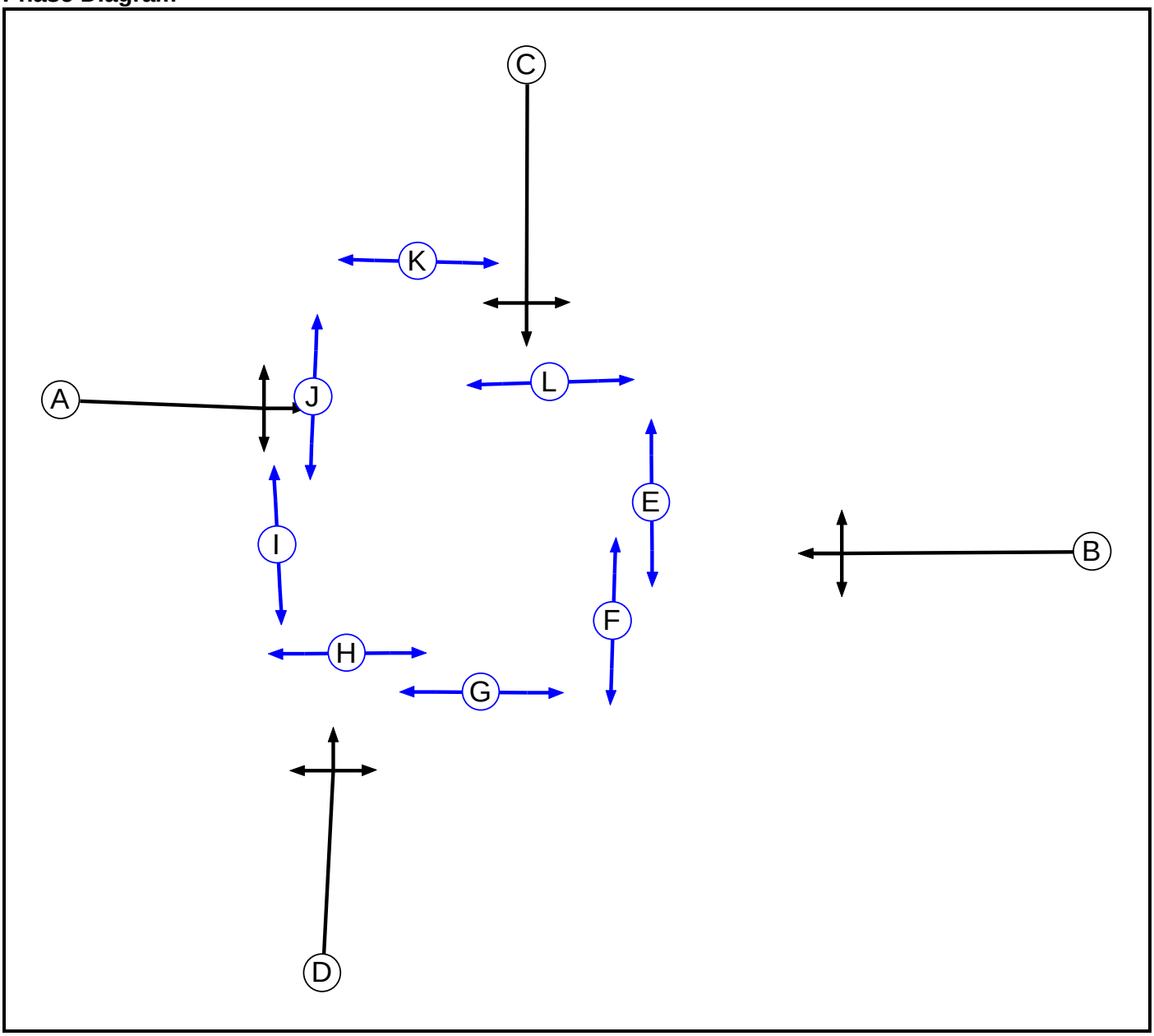
Network Layout Diagram



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	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Pedestrian		6	3

Phase Intergreens Matrix

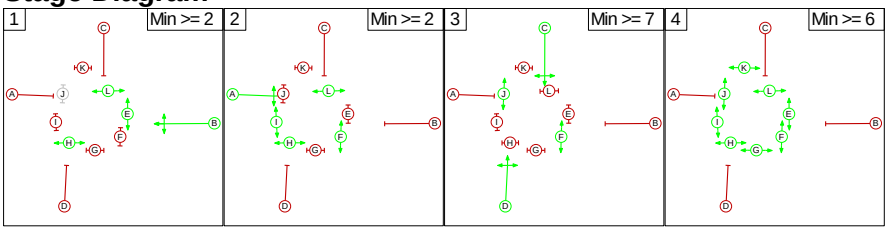
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		7	7	7	9	-	10	-	-	5	8	-
	B	8		7	7	-	6	8	-	9	-	11	-
	C	6	7		-	9	-	9	-	12	-	-	6
	D	7	6	-		12	-	-	6	8	-	9	-
	E	8	-	8	8		-	-	-	-	-	-	-
	F	-	12	-	-	-		-	-	-	-	-	-
	G	9	9	9	-	-	-		-	-	-	-	-
	H	-	-	-	12	-	-	-		-	-	-	-
	I	-	10	10	10	-	-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

Phases in Stage

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

Full Input Data And Results

Stage Diagram



Phase Delays

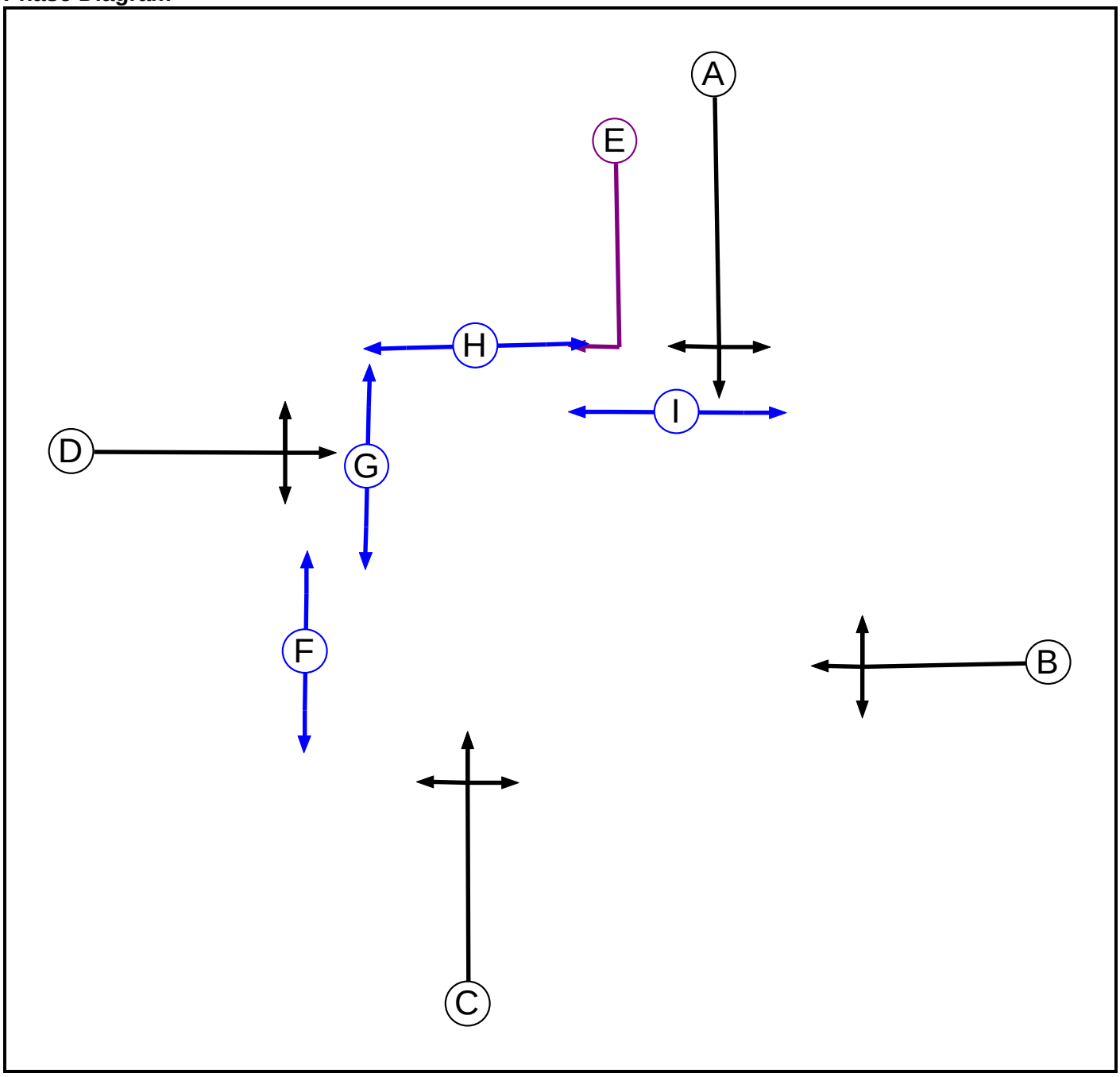
Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	2	2
1	3	B	Losing	5	5
1	3	E	Losing	4	4
1	3	L	Losing	3	3
2	1	A	Losing	5	5
2	3	A	Losing	5	5
2	3	I	Losing	2	2
2	3	L	Losing	3	3
3	1	C	Losing	5	5
3	1	D	Losing	5	5
3	2	C	Losing	3	3
3	2	D	Losing	3	3
4	1	G	Losing	3	3
4	1	I	Losing	2	2
4	1	K	Losing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

Prohibited Stage Change

From Stage	To Stage 1	To Stage 2	To Stage 3	To Stage 4
1		11	12	11
2	14		12	10
3	17	15		12
4	12	10	12	

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	Ind. Arrow	A	3	3
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		6	6
I	Pedestrian		7	7

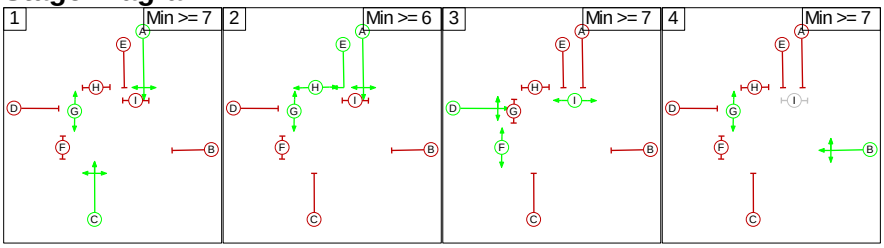
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	4	A	Losing	1	1
3	1	D	Losing	2	2
4	1	B	Losing	3	3

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		10	10	7
	2	8		10	8
	3	9	9		9
	4	8	12	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Station Road North Hyde Road

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)
J1:1/2 (Station Rd S)	J1:5/1 (Right)	1440	0	J1:2/1	1.09	All	4.00	-	0.50	4	4.00
J1:2/2 (Station Rd N)	J1:6/2 (Right)	1440	0	J1:1/1	1.09	All	4.00	-	0.50	4	3.00

Junction: J2: Station Road Millington Road

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)
J2:1/2	J2:7/1 (Right)	1439	0	J2:3/1	1.09	All	2.00	-	0.50	2	2.00
				J2:3/2	1.09	All					
J2:3/2 (Station Road South)	J2:5/1 (Right)	1439	0	J2:1/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: J1: Station Road North Hyde Road

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 (Station Rd S)	U	D	2	3	60.0	User	2287	-	-	-	-	-
J1:1/2 (Station Rd S)	O	D	2	3	60.0	User	1892	-	-	-	-	-
J1:2/1 (Station Rd N)	U	C	2	3	60.0	User	2149	-	-	-	-	-
J1:2/2 (Station Rd N)	O	C	2	3	14.3	User	2040	-	-	-	-	-
J1:3/1 (N Hyde Rd W)	U	A	2	3	60.0	User	1958	-	-	-	-	-
J1:3/2 (N Hyde Rd W)	U	A	2	3	5.0	User	2160	-	-	-	-	-
J1:4/1 (N Hyde Rd E)	U	B	2	3	60.0	User	1966	-	-	-	-	-
J1:4/2 (N Hyde Rd E)	U	B	2	3	9.7	User	2094	-	-	-	-	-
J1:5/1	U		2	3	60.0	User	1800	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/2	U		2	3	60.0	User	1800	-	-	-	-	-
J1:7/1	U		2	3	60.0	User	1800	-	-	-	-	-

Full Input Data And Results

Junction: J2: Station Road Millington Road												
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	U	A	2	3	60.0	User	2064	-	-	-	-	-
J2:1/2	O	A E	2	3	9.0	User	2064	-	-	-	-	-
J2:2/1 (Bedwell Gardens)	U	B	2	3	60.0	User	1995	-	-	-	-	-
J2:3/1 (Station Road South)	U	C	2	3	60.0	User	2021	-	-	-	-	-
J2:3/2 (Station Road South)	O	C	2	3	7.0	User	2156	-	-	-	-	-
J2:4/1 (Millington Road)	U	D	2	3	7.0	User	2386	-	-	-	-	-
J2:4/2 (Millington Road)	U	D	2	3	60.0	User	1982	-	-	-	-	-
J2:5/1 (Bedwell Gardens Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1 (Station Road South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Millington Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base 2016 AM'	08:00	09:00	01:00	
2: 'Base 2016 PM'	17:00	18:00	01:00	

Scenario 1: 'AM Base 2016' (FG1: 'Base 2016 AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	111	46	264	46	72	539
	B	120	0	23	129	23	329	624
	C	30	13	0	0	33	5	81
	D	264	113	2	0	146	44	569
	E	29	13	51	80	0	5	178
	F	42	261	8	44	8	0	363
	Tot.	485	511	130	517	256	455	2354

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base 2016
Junction: J1: Station Road North Hyde Road	
J1:1/1	377
J1:1/2	139
J1:2/1 (with short)	539(In) 467(Out)
J1:2/2 (short)	72
J1:3/1 (with short)	363(In) 303(Out)
J1:3/2 (short)	60
J1:4/1 (with short)	624(In) 312(Out)
J1:4/2 (short)	312
J1:5/1	511
J1:6/1	191
J1:6/2	264
J1:7/1	485
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	591(In) 514(Out)
J2:1/2 (short)	77
J2:2/1	81
J2:3/1 (with short)	569(In) 454(Out)
J2:3/2 (short)	115
J2:4/1 (short)	47
J2:4/2 (with short)	178(In) 131(Out)
J2:5/1	130
J2:6/1	517
J2:7/1	256

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'PM Base 2016' (FG2: 'Base 2016 PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	109	39	220	59	69	496
	B	104	0	19	107	29	281	540
	C	15	10	0	2	34	4	65
	D	217	144	1	0	122	53	537
	E	58	38	72	157	0	14	339
	F	44	299	6	33	9	0	391
	Tot.	438	600	137	519	253	421	2368

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base 2016
Junction: J1: Station Road North Hyde Road	
J1:1/1	361
J1:1/2	192
J1:2/1 (with short)	496(In) 427(Out)
J1:2/2 (short)	69
J1:3/1 (with short)	391(In) 343(Out)
J1:3/2 (short)	48
J1:4/1 (with short)	540(In) 270(Out)
J1:4/2 (short)	270
J1:5/1	600
J1:6/1	186
J1:6/2	235
J1:7/1	438
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	521(In) 424(Out)
J2:1/2 (short)	97
J2:2/1	65
J2:3/1 (with short)	537(In) 392(Out)
J2:3/2 (short)	145
J2:4/1 (short)	110
J2:4/2 (with short)	339(In) 229(Out)
J2:5/1	137
J2:6/1	519
J2:7/1	253

Full Input Data And Results

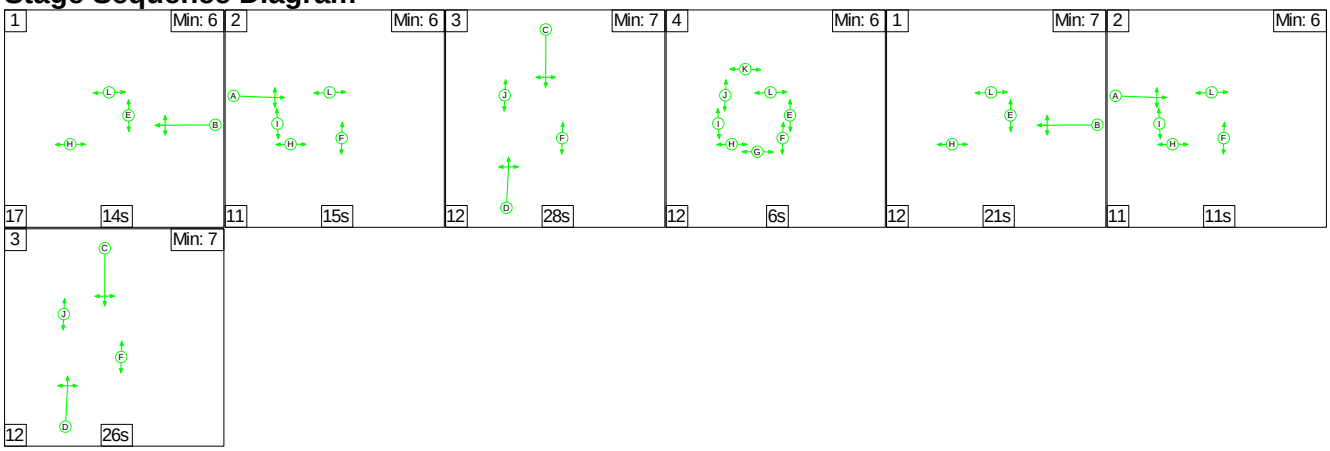
Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2113	2113
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2062	2062
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2010	2010
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						2078	2078
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2078	2078
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1932	1932
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						1988	1988
J1:5/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2026	2026
J2:1/2	This lane uses a directly entered Saturation Flow						2026	2026
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2032	2032
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2023	2023
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1925	1925
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

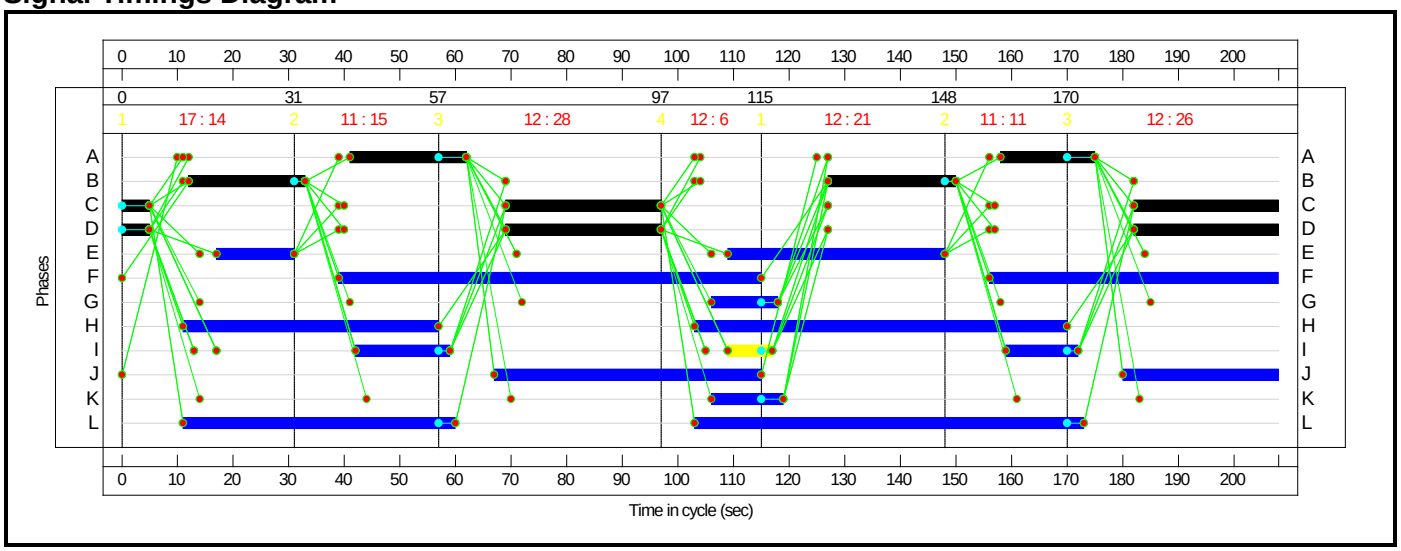
Scenario 1: 'AM Base 2016' (FG1: 'Base 2016 AM', Plan 1: 'Staging Plan No. 1')
C1
Stage Sequence Diagram



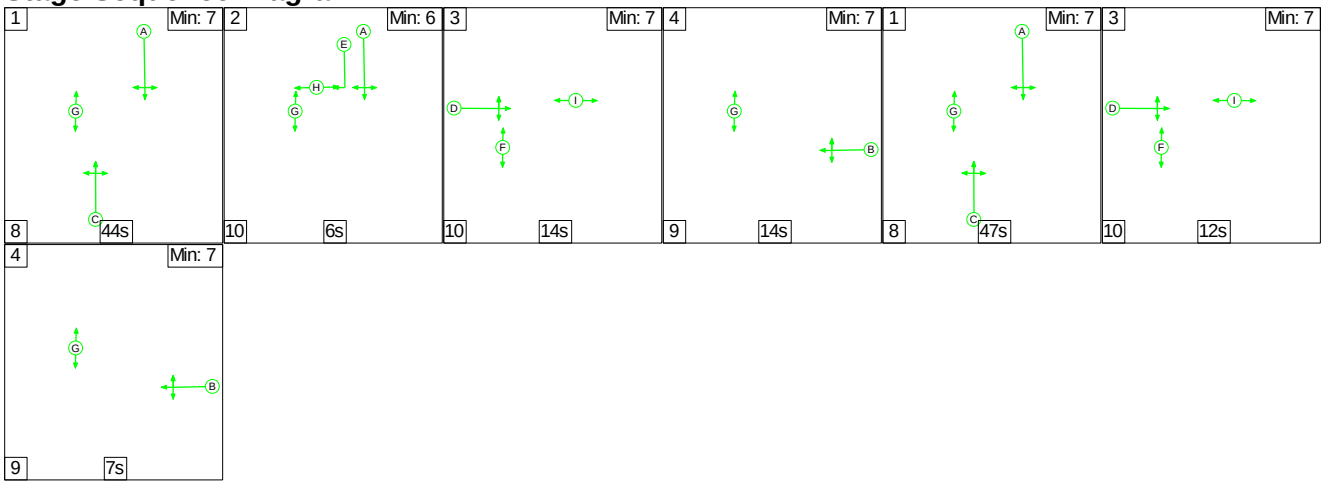
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	14	15	28	6	21	11	26
Change Point	0	31	57	97	115	148	170

Signal Timings Diagram



C2
Stage Sequence Diagram

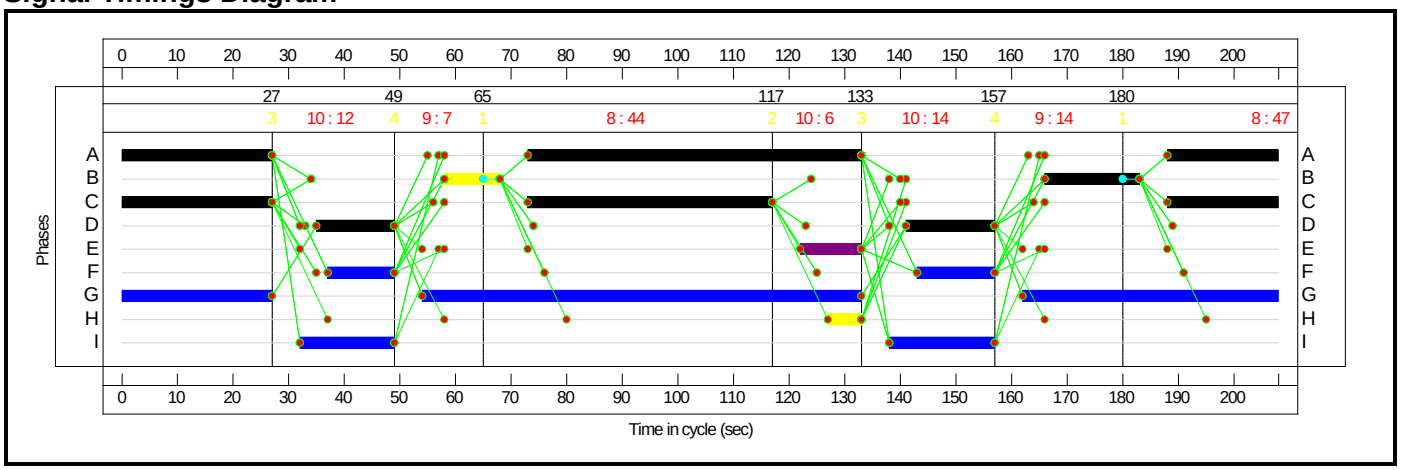


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	44	6	14	14	47	12	7
Change Point	65	117	133	157	180	27	49

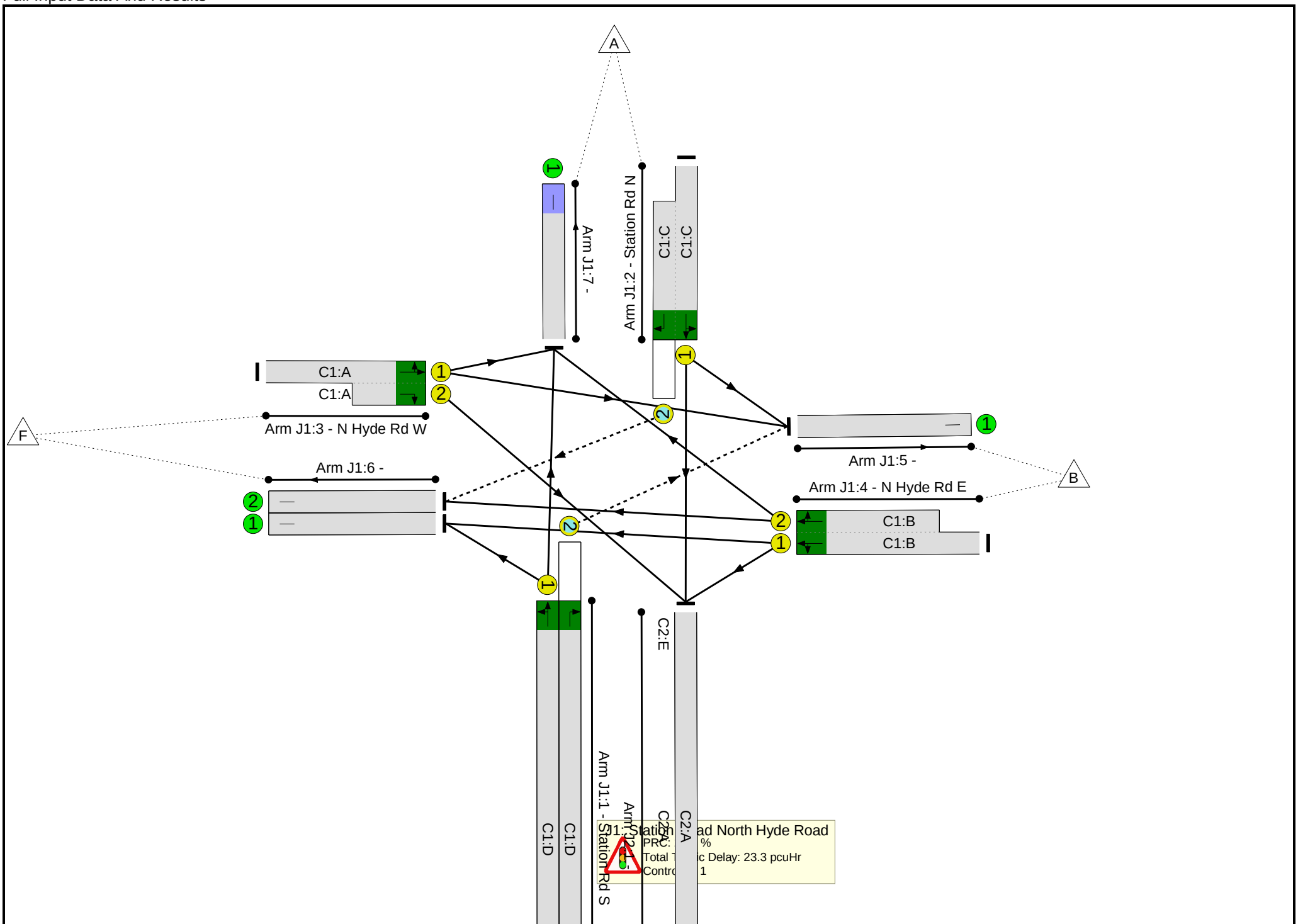
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.8%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.8%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	59	-	377	2287	748	50.4%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	59	-	139	1892	225	61.7%
2/1+2/2	Station Rd N Left Ahead Right	U+O	N/A	N/A	C1:C		2	59	-	539	2149:2040	750	71.8%
3/1+3/2	N Hyde Rd W Ahead Right Left	U	N/A	N/A	C1:A		2	38	-	363	1958:2160	513	70.7%
4/1+4/2	N Hyde Rd E Left Ahead Right	U	N/A	N/A	C1:B		2	44	-	624	1966:2094	875	71.3%
5/1		U	N/A	N/A	-		-	-	-	511	1800	1800	28.4%
6/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	264	1800	1800	14.7%
7/1		U	N/A	N/A	-		-	-	-	485	1800	1800	26.9%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.9%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	107	11	591	2064:2064	1122	52.7%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	27	-	81	1995	278	29.1%
3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	91	-	569	2021:2156	983	57.9%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	30	-	178	1982:2386	389	45.7%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%

Full Input Data And Results

6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	256	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	**-**	**-**	**254**	**0**	**36**	**25.7**	**7.3**	**0.9**	**33.9**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**175**	**0**	**36**	**17.2**	**5.4**	**0.7**	**23.3**	**-**	**-**	**-**	**-**
1/1	377	377	-	-	-	2.1	0.5	-	2.6	24.9	5.2	0.5	5.7
1/2	139	139	105	0	34	0.7	0.8	0.6	2.1	54.0	1.8	0.8	2.6
2/1+2/2	539	539	70	0	2	4.8	1.3	0.1	6.1	40.8	13.9	1.3	15.1
3/1+3/2	363	363	-	-	-	3.6	1.2	-	4.8	47.7	9.8	1.2	11.0
4/1+4/2	624	624	-	-	-	6.0	1.2	-	7.2	41.7	9.2	1.2	10.4
5/1	511	511	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	264	264	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	485	485	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
J2: Station Road Millington Road	**-**	**-**	**79**	**0**	**0**	**8.4**	**1.9**	**0.2**	**10.5**	**-**	**-**	**-**	**-**
1/1+1/2	591	591	77	0	0	2.2	0.6	0.2	3.0	18.5	17.5	0.6	18.0
2/1	81	81	-	-	-	0.9	0.2	-	1.1	49.6	2.3	0.2	2.5
3/1+3/2	569	569	2	0	0	3.3	0.7	0.0	4.0	25.5	12.8	0.7	13.5
4/2+4/1	178	178	-	-	-	1.9	0.4	-	2.4	47.9	3.5	0.4	3.9
5/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	25.3	Total Delay for Signalled Lanes (pcuHr):	22.86
C2	PRC for Signalled Lanes (%):	55.4	Total Delay for Signalled Lanes (pcuHr):	10.55
	PRC Over All Lanes (%):	25.3	Total Delay Over All Lanes(pcuHr):	33.87

Cycle Time (s): 208
Cycle Time (s): 208

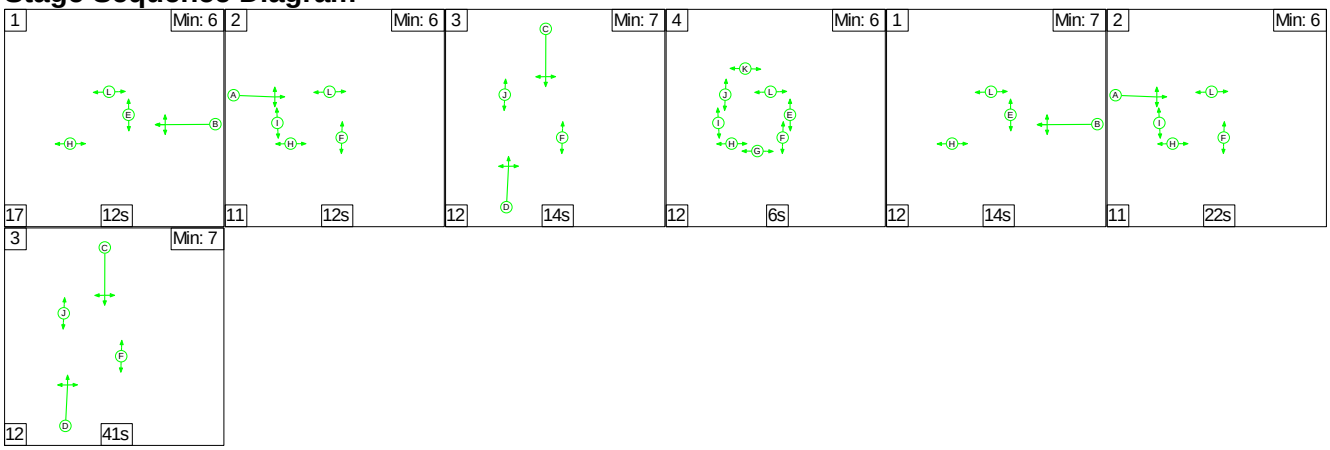
Full Input Data And Results

Full Input Data And Results

Scenario 2: 'PM Base 2016' (FG2: 'Base 2016 PM', Plan 1: 'Staging Plan No. 1')

C1

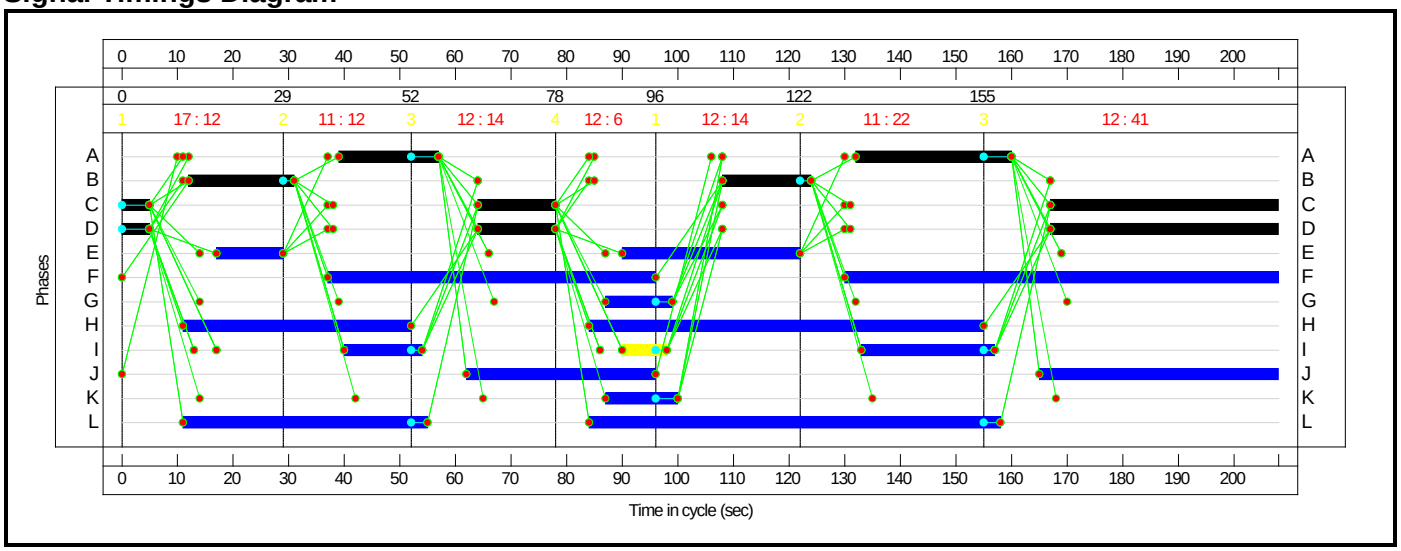
Stage Sequence Diagram



Stage Timings

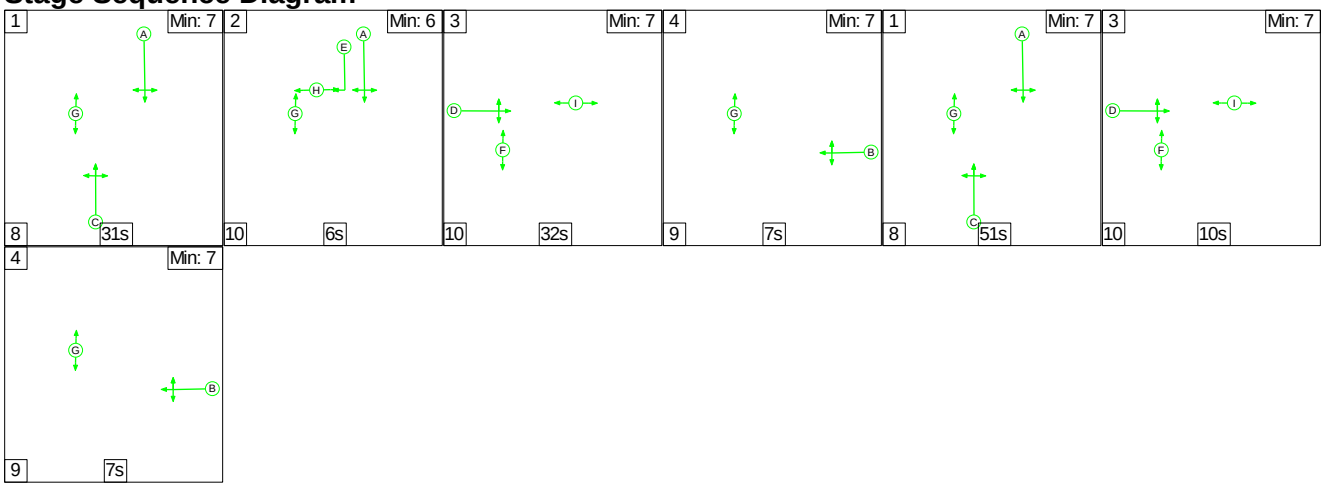
Stage	1	2	3	4	1	2	3
Duration	12	12	14	6	14	22	41
Change Point	0	29	52	78	96	122	155

Signal Timings Diagram



C2

Stage Sequence Diagram

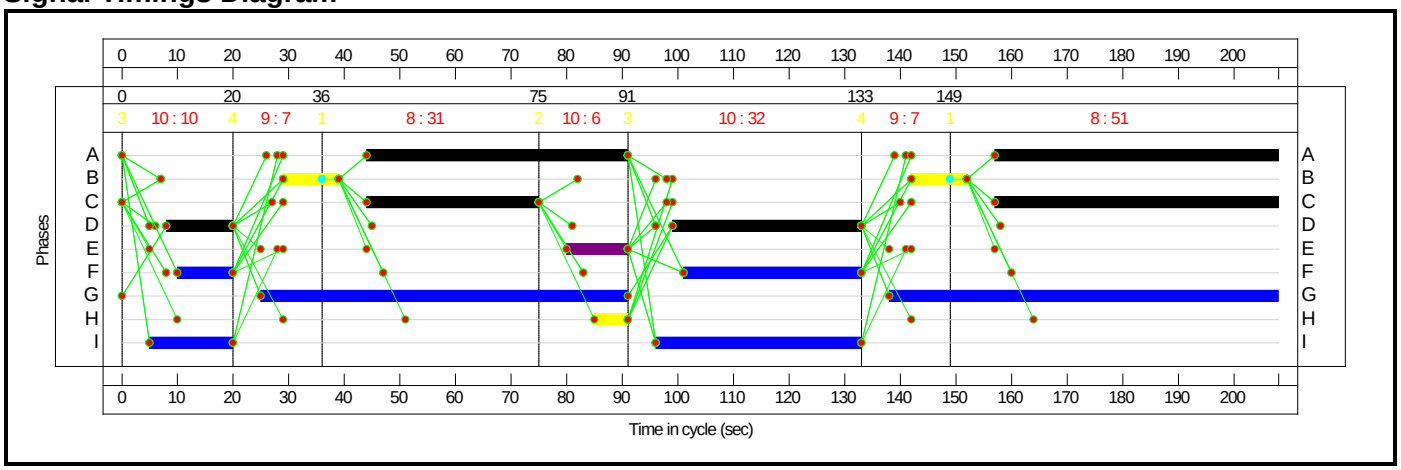


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	31	6	32	7	51	10	7
Change Point	36	75	91	133	149	0	20

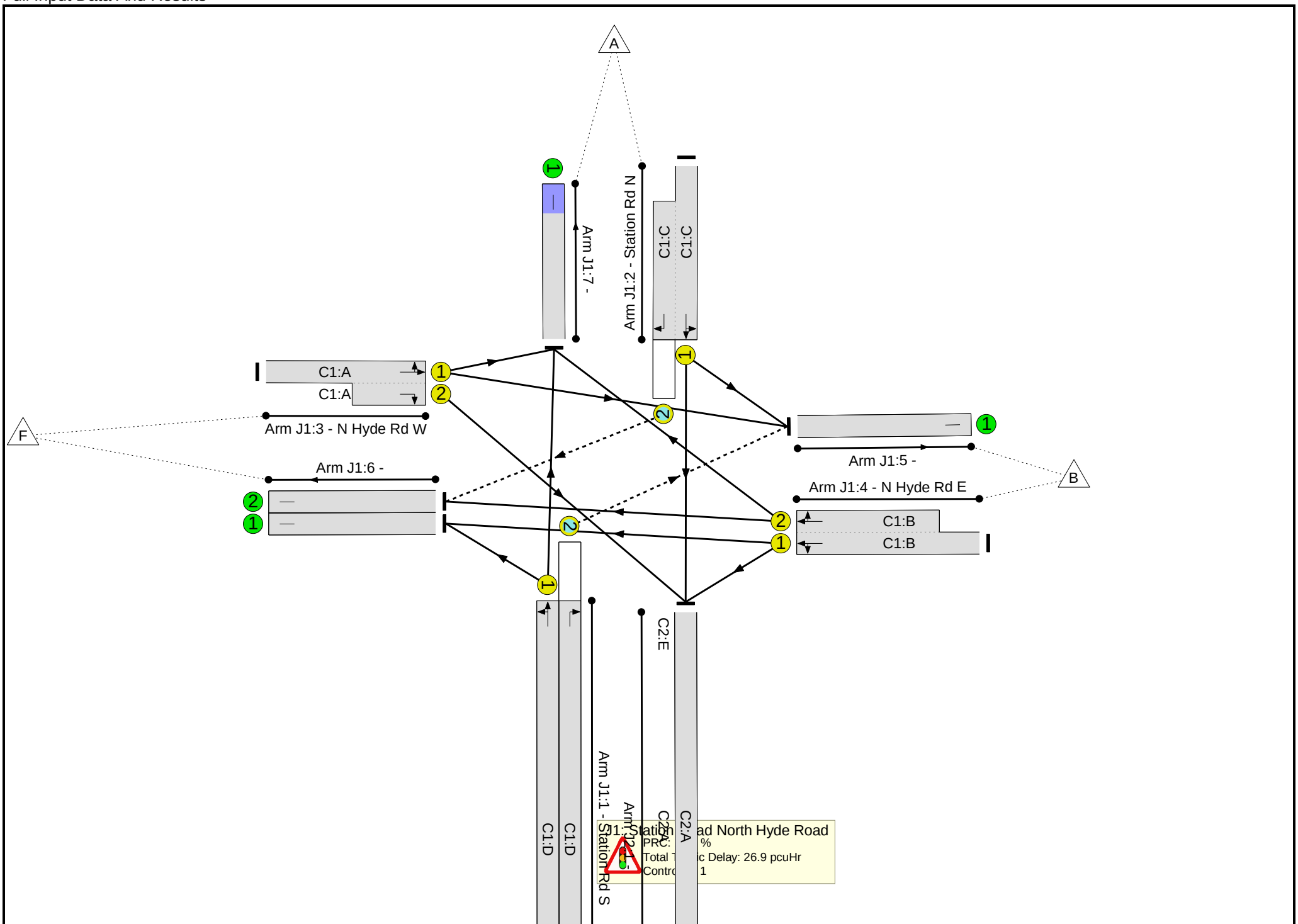
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	60	-	361	2113	630	57.3%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	60	-	192	1892	240	79.9%
2/1+2/2	Station Rd N Left Ahead Right	U+O	N/A	N/A	C1:C		2	60	-	496	2062:2010	685	72.4%
3/1+3/2	N Hyde Rd W Ahead Right Left	U	N/A	N/A	C1:A		2	46	-	391	2078:2078	497	78.7%
4/1+4/2	N Hyde Rd E Left Ahead Right	U	N/A	N/A	C1:B		2	35	-	540	1932:1988	675	80.0%
5/1		U	N/A	N/A	-		-	-	-	600	1800	1800	33.3%
6/1		U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	235	1800	1800	13.1%
7/1		U	N/A	N/A	-		-	-	-	438	1800	1800	24.3%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.0%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	98	11	521	2026:2026	1045	49.8%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	65	1995	211	30.8%
3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	82	-	537	2032:2023	917	58.5%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	46	-	339	1925:2386	575	59.0%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%

Full Input Data And Results

6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	253	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	**-**	**-**	**245**	**17**	**96**	**26.9**	**10.2**	**1.3**	**38.4**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**165**	**0**	**96**	**17.8**	**8.0**	**1.1**	**26.9**	**-**	**-**	**-**	**-**
1/1	361	361	-	-	-	1.8	0.7	-	2.5	24.6	8.5	0.7	9.1
1/2	192	192	111	0	81	1.2	1.8	0.9	3.9	72.6	6.6	1.8	8.4
2/1+2/2	496	496	53	0	16	4.6	1.3	0.3	6.1	44.3	13.2	1.3	14.5
3/1+3/2	391	391	-	-	-	4.0	1.8	-	5.8	53.6	10.6	1.8	12.4
4/1+4/2	540	540	-	-	-	6.2	1.9	-	8.1	54.3	8.3	1.9	10.2
5/1	600	600	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
6/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	235	235	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	438	438	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J2: Station Road Millington Road	**-**	**-**	**81**	**17**	**0**	**9.1**	**2.1**	**0.2**	**11.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	80	17	0	1.5	0.5	0.2	2.2	14.9	5.6	0.5	6.1
2/1	65	65	-	-	-	0.8	0.2	-	1.0	55.7	1.9	0.2	2.1
3/1+3/2	537	537	1	0	0	3.7	0.7	0.0	4.4	29.4	12.8	0.7	13.5
4/2+4/1	339	339	-	-	-	3.2	0.7	-	3.9	41.7	5.9	0.7	6.6
5/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	12.5	Total Delay for Signalled Lanes (pcuHr):	26.41	Cycle Time (s):	208
C2	PRC for Signalled Lanes (%):	52.6	Total Delay for Signalled Lanes (pcuHr):	11.48	Cycle Time (s):	208
	PRC Over All Lanes (%):	12.5	Total Delay Over All Lanes(pcuHr):	38.37		

Full Input Data And Results

Full Input Data And Results

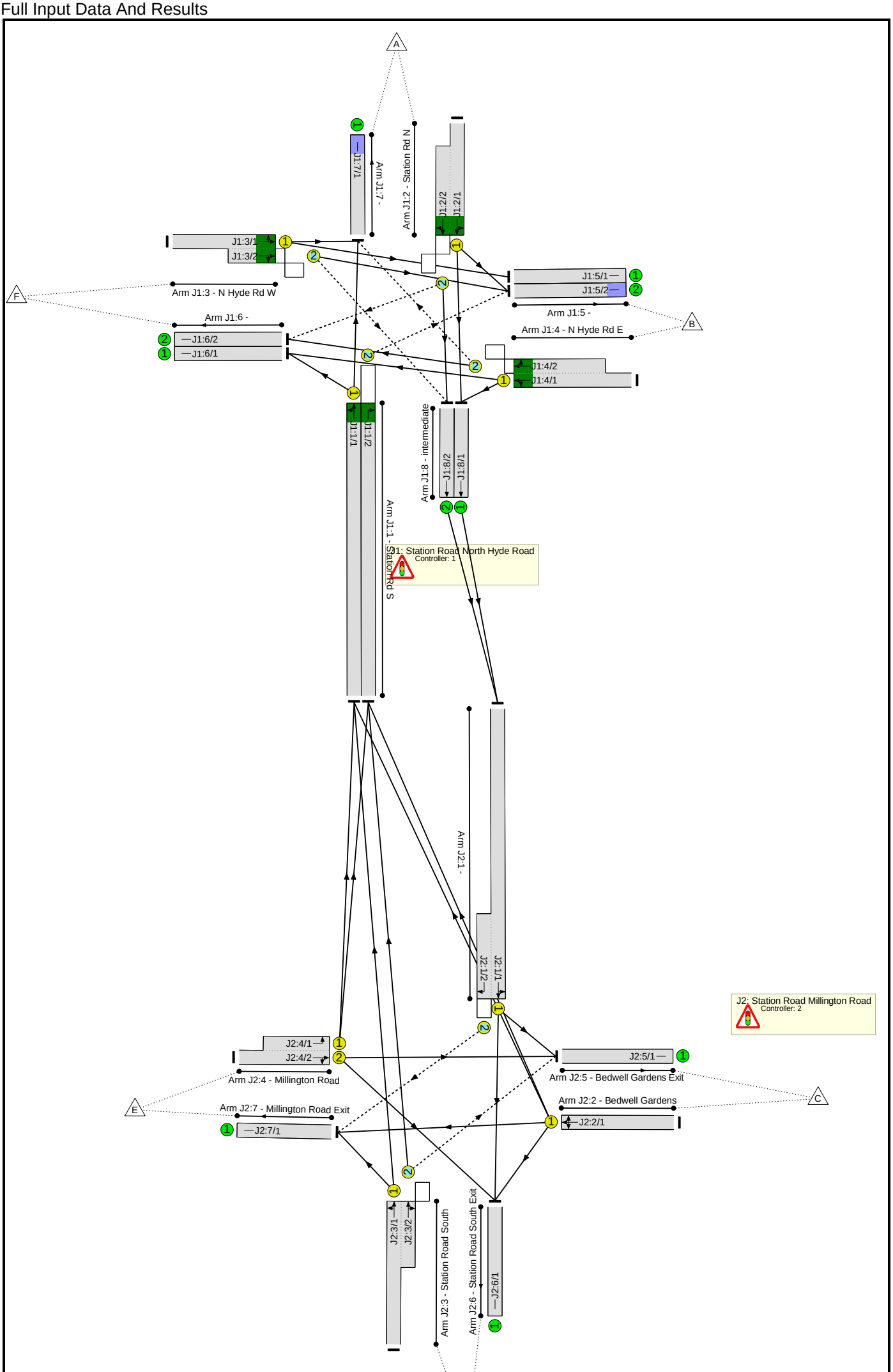
User and Project Details

Project:	
Title:	
Location:	
File name:	Station Rd NH Rd OVF scheme.lsg3x
Author:	
Company:	
Address:	
Notes:	

Full Input Data And Results

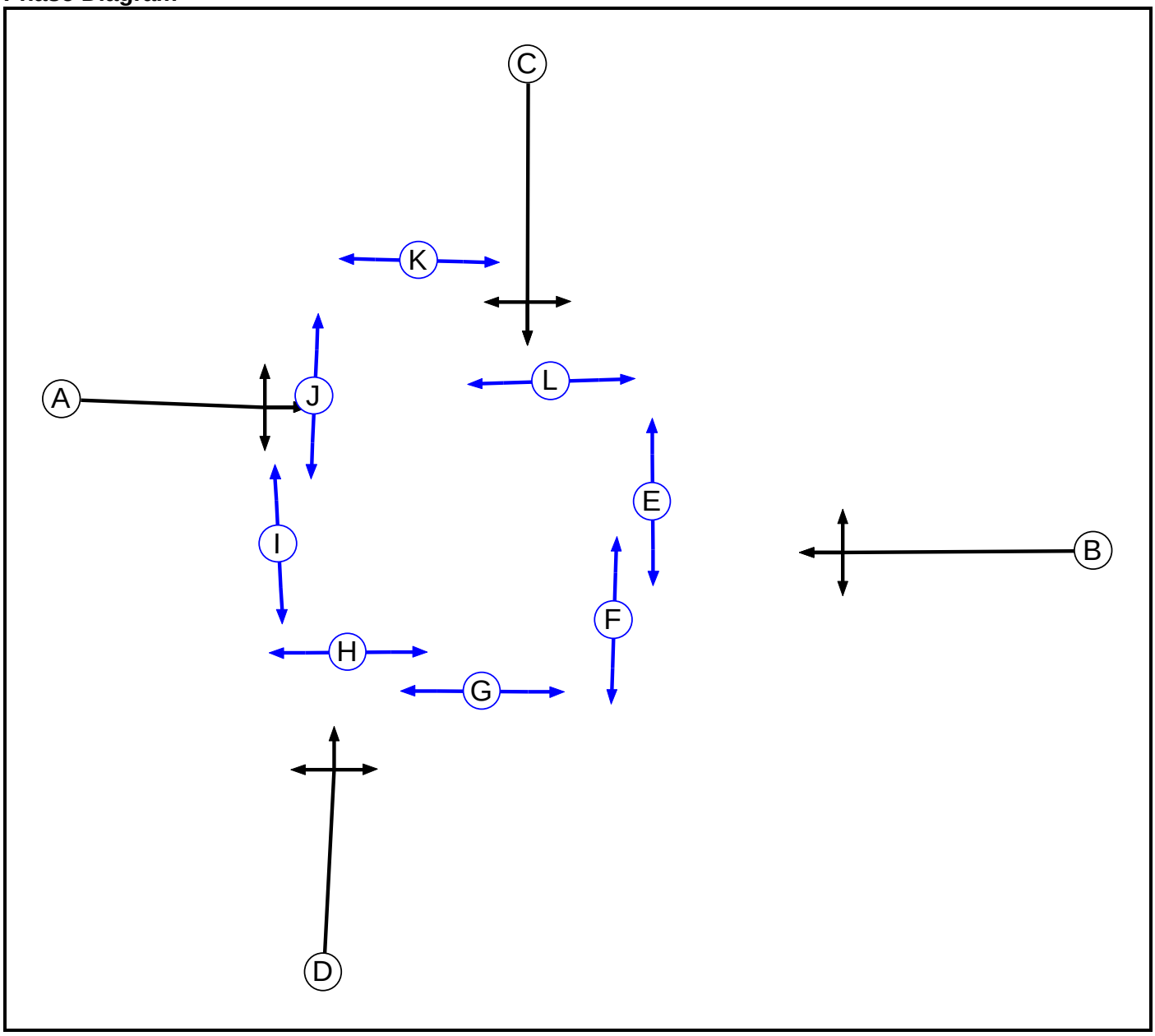
Network Layout Diagram

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	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Pedestrian		6	3

Phase Intergreens Matrix

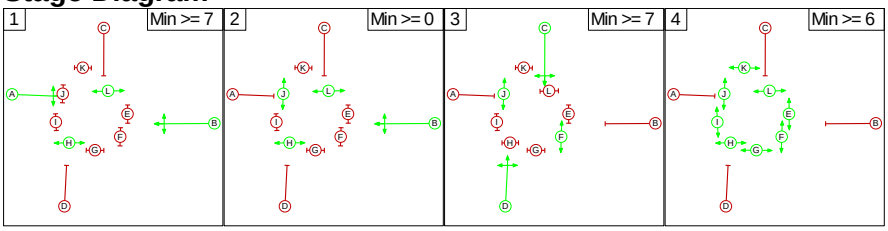
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		-	7	7	9	-	10	-	-	5	8	-
	B	-		7	7	-	6	8	-	9	-	11	-
	C	6	7		-	9	-	9	-	12	-	-	6
	D	7	6	-		12	-	-	6	8	-	9	-
	E	8	-	8	8		-	-	-	-	-	-	-
	F	-	12	-	-	-		-	-	-	-	-	-
	G	9	9	9	-	-	-		-	-	-	-	-
	H	-	-	-	12	-	-	-		-	-	-	-
	I	-	10	10	10	-	-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

Phases in Stage

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

Full Input Data And Results

Stage Diagram



Phase Delays

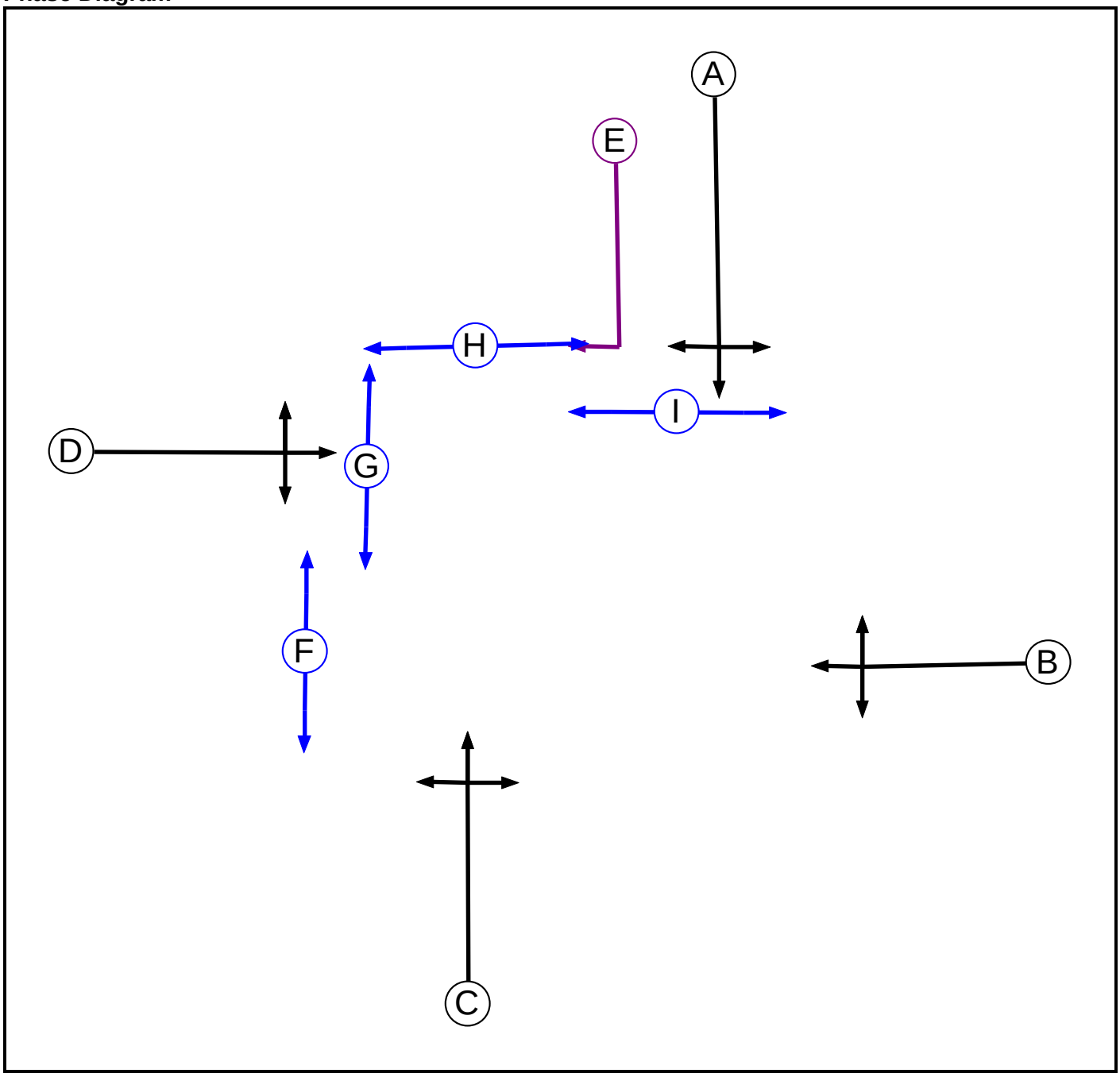
Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	L	Losing	3	3
2	3	L	Losing	3	3
3	1	C	Losing	5	5
3	1	D	Losing	5	5
3	2	C	Losing	3	3
3	2	D	Losing	3	3
4	1	G	Losing	3	3
4	1	I	Losing	2	2
4	1	K	Losing	4	4
4	2	E	Losing	2	2
4	2	G	Losing	1	1
4	2	K	Losing	2	2
4	3	E	Losing	4	4
4	3	L	Losing	3	3

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		5	12	11
	2	10		12	11
	3	12	12		12
	4	12	12	12	

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	Ind. Arrow	A	3	3
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		6	6
I	Pedestrian		7	7

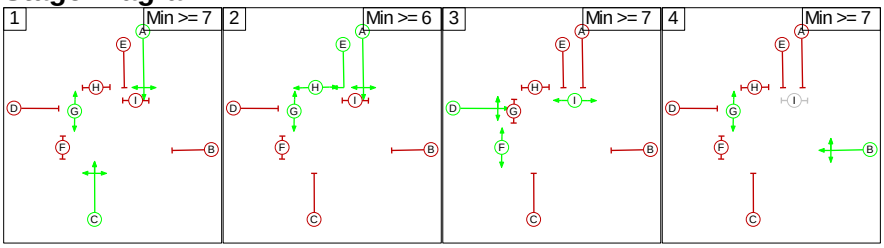
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	4	A	Losing	1	1
3	1	D	Losing	2	2
4	1	B	Losing	3	3

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		10	10	7
	2	8		10	8
	3	9	9		9
	4	8	12	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Station Road North Hyde Road

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)
J1:1/2 (Station Rd S)	J1:5/2 (Right)	1440	0	J1:2/1	1.09	All	4.00	-	0.50	4	4.00
				J1:2/2	1.09	All					
J1:2/2 (Station Rd N)	J1:6/2 (Right)	1440	0	J1:1/1	1.09	All	4.00	2.00	0.50	4	3.00
J1:3/2 (N Hyde Rd W)	J1:8/2 (Right)	1439	0	J1:4/1	1.09	All	3.00	2.00	0.50	3	3.00
				J1:4/2	1.09	All					
J1:4/2 (N Hyde Rd E)	J1:7/1 (Right)	1439	0	J1:3/1	1.09	All	3.00	2.00	0.50	3	2.00
				J1:3/2	1.09	All					

Junction: J2: Station Road Millington Road

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)
J2:1/2	J2:7/1 (Right)	1439	0	J2:3/1	1.09	All	2.00	-	0.50	2	2.00
				J2:3/2	1.09	All					
J2:3/2 (Station Road South)	J2:5/1 (Right)	1439	0	J2:1/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: J1: Station Road North Hyde Road												
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 (Station Rd S)	U	D	2	3	30.0	User	2287	-	-	-	-	-
J1:1/2 (Station Rd S)	O	D	2	3	30.0	User	1892	-	-	-	-	-
J1:2/1 (Station Rd N)	U	C	2	3	60.0	User	2149	-	-	-	-	-
J1:2/2 (Station Rd N)	O	C	2	3	14.3	User	2040	-	-	-	-	-
J1:3/1 (N Hyde Rd W)	U	A	2	3	60.0	User	1958	-	-	-	-	-
J1:3/2 (N Hyde Rd W)	O	A	2	3	5.0	User	2160	-	-	-	-	-
J1:4/1 (N Hyde Rd E)	U	B	2	3	60.0	User	1966	-	-	-	-	-
J1:4/2 (N Hyde Rd E)	O	B	2	3	9.7	User	2094	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/2	U		2	3	60.0	User	1800	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/2	U		2	3	60.0	User	1800	-	-	-	-	-
J1:7/1	U		2	3	60.0	User	1800	-	-	-	-	-
J1:8/1 (intermediate)	U		2	3	5.0	Inf	-	-	-	-	-	-
J1:8/2 (intermediate)	U		2	3	5.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Station Road Millington Road												
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	U	A	2	3	25.0	User	2064	-	-	-	-	-
J2:1/2	O	A E	2	3	9.0	User	2064	-	-	-	-	-
J2:2/1 (Bedwell Gardens)	U	B	2	3	60.0	User	1995	-	-	-	-	-
J2:3/1 (Station Road South)	U	C	2	3	60.0	User	2021	-	-	-	-	-
J2:3/2 (Station Road South)	O	C	2	3	7.0	User	2156	-	-	-	-	-
J2:4/1 (Millington Road)	U	D	2	3	7.0	User	2386	-	-	-	-	-
J2:4/2 (Millington Road)	U	D	2	3	60.0	User	1982	-	-	-	-	-
J2:5/1 (Bedwell Gardens Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1 (Station Road South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Millington Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base 2016 AM'	08:00	09:00	01:00	
2: 'Base 2016 PM'	17:00	18:00	01:00	
3: '2024 Baseline AM'	08:00	09:00	01:00	
4: '2024 Baseline PM'	17:00	18:00	01:00	
5: '2024 With Dev AM'	08:00	09:00	01:00	
6: '2024 With Dev PM'	17:00	18:00	01:00	
7: '2029 Baseline AM'	08:00	09:00	01:00	
8: '2029 Baseline PM'	17:00	18:00	01:00	
9: '2029 With Dev AM'	08:00	09:00	01:00	
10: '2029 With Dev PM'	17:00	18:00	01:00	
11: 'Cumulative 2024 Baseline AM'	08:00	09:00	01:00	
12: 'Cumulative 2024 Baseline PM'	17:00	18:00	01:00	
13: 'Cumulative 2024 With Dev AM'	08:00	09:00	01:00	
14: 'Cumulative 2024 With Dev PM'	17:00	18:00	01:00	
15: 'Cumulative 2029 Baseline AM'	08:00	09:00	01:00	
16: 'Cumulative 2029 Baseline PM'	17:00	18:00	01:00	
17: 'Cumulative 2029 With Dev AM'	08:00	09:00	01:00	
18: 'Cumulative 2029 With Dev PM'	17:00	18:00	01:00	

Scenario 1: 'AM Base 2016' (FG1: 'Base 2016 AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	111	46	264	46	72	539
	B	120	0	23	129	23	329	624
	C	30	13	0	0	33	5	81
	D	264	113	2	0	146	44	569
	E	29	13	51	80	0	5	178
	F	42	261	8	44	8	0	363
	Tot.	485	511	130	517	256	455	2354

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base 2016
Junction: J1: Station Road North Hyde Road	
J1:1/1	377
J1:1/2	139
J1:2/1 (with short)	539(In) 269(Out)
J1:2/2 (short)	270
J1:3/1 (with short)	363(In) 182(Out)
J1:3/2 (short)	181
J1:4/1 (with short)	624(In) 312(Out)
J1:4/2 (short)	312
J1:5/1	140
J1:5/2	371
J1:6/1	191
J1:6/2	264
J1:7/1	485
J1:8/1	333
J1:8/2	258
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	591(In) 514(Out)
J2:1/2 (short)	77
J2:2/1	81
J2:3/1 (with short)	569(In) 454(Out)
J2:3/2 (short)	115
J2:4/1 (short)	47
J2:4/2 (with short)	178(In) 131(Out)
J2:5/1	130
J2:6/1	517
J2:7/1	256

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Base 2016' (FG2: 'Base 2016 PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	109	39	220	59	69	496
	B	104	0	19	107	29	281	540
	C	15	10	0	2	34	4	65
	D	217	144	1	0	122	53	537
	E	58	38	72	157	0	14	339
	F	44	299	6	33	9	0	391
	Tot.	438	600	137	519	253	421	2368

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base 2016
Junction: J1: Station Road North Hyde Road	
J1:1/1	361
J1:1/2	192
J1:2/1 (with short)	496(In) 248(Out)
J1:2/2 (short)	248
J1:3/1 (with short)	391(In) 195(Out)
J1:3/2 (short)	196
J1:4/1 (with short)	540(In) 270(Out)
J1:4/2 (short)	270
J1:5/1	151
J1:5/2	449
J1:6/1	186
J1:6/2	235
J1:7/1	438
J1:8/1	294
J1:8/2	227
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	521(In) 424(Out)
J2:1/2 (short)	97
J2:2/1	65
J2:3/1 (with short)	537(In) 392(Out)
J2:3/2 (short)	145
J2:4/1 (short)	110
J2:4/2 (with short)	339(In) 229(Out)
J2:5/1	137
J2:6/1	519
J2:7/1	253

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2113	2113
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2062	2062
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2010	2010
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						2078	2078
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2078	2078
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1932	1932
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						1988	1988
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2026	2026
J2:1/2	This lane uses a directly entered Saturation Flow						2026	2026
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2032	2032
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2023	2023
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1925	1925
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2024 Baseline AM' (FG3: '2024 Baseline AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	276	51	285	54	140	806
	B	211	0	29	164	31	591	1026
	C	31	19	0	0	36	2	88
	D	311	192	3	0	179	21	706
	E	34	21	58	99	0	2	214
	F	28	442	6	35	6	0	517
	Tot.	615	950	147	583	306	756	3357

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2024 Baseline AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	401
J1:1/2	232
J1:2/1 (with short)	806(In) 404(Out)
J1:2/2 (short)	402
J1:3/1 (with short)	517(In) 258(Out)
J1:3/2 (short)	259
J1:4/1 (with short)	1026(In) 513(Out)
J1:4/2 (short)	513
J1:5/1	230
J1:5/2	720
J1:6/1	314
J1:6/2	442
J1:7/1	615
J1:8/1	352
J1:8/2	309
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	661(In) 570(Out)
J2:1/2 (short)	91
J2:2/1	88
J2:3/1 (with short)	706(In) 511(Out)
J2:3/2 (short)	195
J2:4/1 (short)	57
J2:4/2 (with short)	214(In) 157(Out)
J2:5/1	147
J2:6/1	583
J2:7/1	306

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2024 Baseline PM' (FG4: '2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	265	48	317	73	77	780
	B	174	0	20	130	30	431	785
	C	21	11	0	2	38	3	75
	D	341	173	1	0	137	41	693
	E	80	41	79	187	0	10	397
	F	56	495	5	31	7	0	594
	Tot.	672	985	153	667	285	562	3324

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2024 Baseline PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	496
J1:1/2	225
J1:2/1 (with short)	780(In) 390(Out)
J1:2/2 (short)	390
J1:3/1 (with short)	594(In) 297(Out)
J1:3/2 (short)	297
J1:4/1 (with short)	785(In) 392(Out)
J1:4/2 (short)	393
J1:5/1	241
J1:5/2	744
J1:6/1	266
J1:6/2	296
J1:7/1	672
J1:8/1	305
J1:8/2	356
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	661(In) 551(Out)
J2:1/2 (short)	110
J2:2/1	75
J2:3/1 (with short)	693(In) 519(Out)
J2:3/2 (short)	174
J2:4/1 (short)	131
J2:4/2 (with short)	397(In) 266(Out)
J2:5/1	153
J2:6/1	667
J2:7/1	285

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2024 With Dev AM' (FG5: '2024 With Dev AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	276	54	330	57	170	887
	B	211	0	27	166	28	589	1021
	C	32	18	0	0	36	2	88
	D	325	178	0	0	183	21	707
	E	35	19	58	99	0	3	214
	F	36	427	5	34	6	0	508
	Tot.	639	918	144	629	310	785	3425

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2024 With Dev AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	418
J1:1/2	215
J1:2/1 (with short)	887(In) 444(Out)
J1:2/2 (short)	443
J1:3/1 (with short)	508(In) 254(Out)
J1:3/2 (short)	254
J1:4/1 (with short)	1021(In) 511(Out)
J1:4/2 (short)	510
J1:5/1	218
J1:5/2	700
J1:6/1	316
J1:6/2	469
J1:7/1	639
J1:8/1	389
J1:8/2	318
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	707(In) 616(Out)
J2:1/2 (short)	91
J2:2/1	88
J2:3/1 (with short)	707(In) 529(Out)
J2:3/2 (short)	178
J2:4/1 (short)	57
J2:4/2 (with short)	214(In) 157(Out)
J2:5/1	144
J2:6/1	629
J2:7/1	310

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2024 With Dev PM' (FG6: '2024 With Dev PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	265	50	352	77	98	842
	B	174	0	18	123	27	417	759
	C	22	10	0	2	38	2	74
	D	384	174	2	0	143	42	745
	E	84	38	79	187	0	9	397
	F	86	494	5	32	6	0	623
	Tot.	750	981	154	696	291	568	3440

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2024 With Dev PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	543
J1:1/2	222
J1:2/1 (with short)	842(In) 421(Out)
J1:2/2 (short)	421
J1:3/1 (with short)	623(In) 312(Out)
J1:3/2 (short)	311
J1:4/1 (with short)	759(In) 379(Out)
J1:4/2 (short)	380
J1:5/1	226
J1:5/2	755
J1:6/1	264
J1:6/2	304
J1:7/1	750
J1:8/1	324
J1:8/2	366
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	690(In) 580(Out)
J2:1/2 (short)	110
J2:2/1	74
J2:3/1 (with short)	745(In) 569(Out)
J2:3/2 (short)	176
J2:4/1 (short)	131
J2:4/2 (with short)	397(In) 266(Out)
J2:5/1	154
J2:6/1	696
J2:7/1	291

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2029 Baseline AM' (FG7: '2029 Baseline AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	279	52	292	55	142	820
	B	214	0	30	167	32	600	1043
	C	32	20	0	0	37	2	91
	D	317	195	3	0	183	23	721
	E	34	21	60	101	0	2	218
	F	29	448	6	35	7	0	525
	Tot.	626	963	151	595	314	769	3418

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2029 Baseline AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	410
J1:1/2	236
J1:2/1 (with short)	820(In) 410(Out)
J1:2/2 (short)	410
J1:3/1 (with short)	525(In) 262(Out)
J1:3/2 (short)	263
J1:4/1 (with short)	1043(In) 521(Out)
J1:4/2 (short)	522
J1:5/1	233
J1:5/2	730
J1:6/1	319
J1:6/2	450
J1:7/1	626
J1:8/1	360
J1:8/2	316
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	676(In) 582(Out)
J2:1/2 (short)	94
J2:2/1	91
J2:3/1 (with short)	721(In) 523(Out)
J2:3/2 (short)	198
J2:4/1 (short)	57
J2:4/2 (with short)	218(In) 161(Out)
J2:5/1	151
J2:6/1	595
J2:7/1	314

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2029 Baseline PM' (FG8: '2029 Baseline PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	268	49	323	75	79	794
	B	177	0	20	133	31	438	799
	C	21	11	0	2	39	3	76
	D	347	177	2	0	147	43	716
	E	82	42	80	191	0	10	405
	F	57	503	5	32	7	0	604
	Tot.	684	1001	156	681	299	573	3394

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2029 Baseline PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	506
J1:1/2	230
J1:2/1 (with short)	794(In) 397(Out)
J1:2/2 (short)	397
J1:3/1 (with short)	604(In) 302(Out)
J1:3/2 (short)	302
J1:4/1 (with short)	799(In) 399(Out)
J1:4/2 (short)	400
J1:5/1	245
J1:5/2	756
J1:6/1	271
J1:6/2	302
J1:7/1	684
J1:8/1	313
J1:8/2	362
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	675(In) 562(Out)
J2:1/2 (short)	113
J2:2/1	76
J2:3/1 (with short)	716(In) 537(Out)
J2:3/2 (short)	179
J2:4/1 (short)	134
J2:4/2 (with short)	405(In) 271(Out)
J2:5/1	156
J2:6/1	681
J2:7/1	299

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2029 With Dev AM' (FG9: '2029 With Dev AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	279	55	337	59	172	902
	B	214	0	28	169	29	598	1038
	C	33	18	0	0	37	2	90
	D	331	181	3	0	183	23	721
	E	36	20	60	101	0	2	219
	F	38	430	6	36	6	0	516
	Tot.	652	928	152	643	314	797	3486

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2029 With Dev AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	427
J1:1/2	219
J1:2/1 (with short)	902(In) 452(Out)
J1:2/2 (short)	450
J1:3/1 (with short)	516(In) 258(Out)
J1:3/2 (short)	258
J1:4/1 (with short)	1038(In) 519(Out)
J1:4/2 (short)	519
J1:5/1	220
J1:5/2	708
J1:6/1	320
J1:6/2	477
J1:7/1	652
J1:8/1	399
J1:8/2	326
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	725(In) 631(Out)
J2:1/2 (short)	94
J2:2/1	90
J2:3/1 (with short)	721(In) 537(Out)
J2:3/2 (short)	184
J2:4/1 (short)	58
J2:4/2 (with short)	219(In) 161(Out)
J2:5/1	152
J2:6/1	643
J2:7/1	314

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2029 With Dev PM' (FG10: '2029 With Dev PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	268	52	358	78	100	856
	B	177	0	18	126	28	425	774
	C	22	10	0	2	39	3	76
	D	390	179	2	0	147	43	761
	E	85	39	80	191	0	9	404
	F	87	502	5	32	7	0	633
	Tot.	761	998	157	709	299	580	3504

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2029 With Dev PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	552
J1:1/2	228
J1:2/1 (with short)	856(In) 428(Out)
J1:2/2 (short)	428
J1:3/1 (with short)	633(In) 317(Out)
J1:3/2 (short)	316
J1:4/1 (with short)	774(In) 387(Out)
J1:4/2 (short)	387
J1:5/1	230
J1:5/2	768
J1:6/1	270
J1:6/2	310
J1:7/1	761
J1:8/1	332
J1:8/2	372
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	704(In) 591(Out)
J2:1/2 (short)	113
J2:2/1	76
J2:3/1 (with short)	761(In) 580(Out)
J2:3/2 (short)	181
J2:4/1 (short)	133
J2:4/2 (with short)	404(In) 271(Out)
J2:5/1	157
J2:6/1	709
J2:7/1	299

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Cumulative 2024 Baseline AM' (FG11: 'Cumulative 2024 Baseline AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	276	52	309	55	159	851
	B	211	0	27	161	29	591	1019
	C	31	19	0	0	36	2	88
	D	319	192	3	0	179	21	714
	E	35	21	58	99	0	2	215
	F	35	442	6	35	6	0	524
	Tot.	631	950	146	604	305	775	3411

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Cumulative 2024 Baseline AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	410
J1:1/2	232
J1:2/1 (with short)	851(In) 426(Out)
J1:2/2 (short)	425
J1:3/1 (with short)	524(In) 262(Out)
J1:3/2 (short)	262
J1:4/1 (with short)	1019(In) 510(Out)
J1:4/2 (short)	509
J1:5/1	227
J1:5/2	723
J1:6/1	318
J1:6/2	457
J1:7/1	631
J1:8/1	367
J1:8/2	313
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	680(In) 590(Out)
J2:1/2 (short)	90
J2:2/1	88
J2:3/1 (with short)	714(In) 519(Out)
J2:3/2 (short)	195
J2:4/1 (short)	58
J2:4/2 (with short)	215(In) 157(Out)
J2:5/1	146
J2:6/1	604
J2:7/1	305

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Cumulative 2024 Baseline PM' (FG12: 'Cumulative 2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	265	49	334	74	91	813
	B	174	0	19	132	29	431	785
	C	21	10	0	2	38	2	73
	D	369	175	2	0	143	41	730
	E	83	39	79	187	0	9	397
	F	76	495	5	31	7	0	614
	Tot.	723	984	154	686	291	574	3412

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: Cumulative 2024 Baseline PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	525
J1:1/2	224
J1:2/1 (with short)	813(In) 406(Out)
J1:2/2 (short)	407
J1:3/1 (with short)	614(In) 307(Out)
J1:3/2 (short)	307
J1:4/1 (with short)	785(In) 392(Out)
J1:4/2 (short)	393
J1:5/1	231
J1:5/2	753
J1:6/1	264
J1:6/2	310
J1:7/1	723
J1:8/1	321
J1:8/2	359
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	680(In) 570(Out)
J2:1/2 (short)	110
J2:2/1	73
J2:3/1 (with short)	730(In) 553(Out)
J2:3/2 (short)	177
J2:4/1 (short)	131
J2:4/2 (with short)	397(In) 266(Out)
J2:5/1	154
J2:6/1	686
J2:7/1	291

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'Cumulative 2024 With Dev AM' (FG13: 'Cumulative 2024 With Dev AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	276	55	356	58	189	934
	B	211	0	26	172	28	569	1006
	C	31	19	0	0	36	2	88
	D	335	198	3	0	179	21	736
	E	34	20	58	99	0	3	214
	F	44	448	5	36	6	0	539
	Tot.	655	961	147	663	307	784	3517

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: Cumulative 2024 With Dev AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	426
J1:1/2	237
J1:2/1 (with short)	934(In) 467(Out)
J1:2/2 (short)	467
J1:3/1 (with short)	539(In) 269(Out)
J1:3/2 (short)	270
J1:4/1 (with short)	1006(In) 503(Out)
J1:4/2 (short)	503
J1:5/1	225
J1:5/2	736
J1:6/1	303
J1:6/2	481
J1:7/1	655
J1:8/1	417
J1:8/2	325
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	742(In) 650(Out)
J2:1/2 (short)	92
J2:2/1	88
J2:3/1 (with short)	736(In) 535(Out)
J2:3/2 (short)	201
J2:4/1 (short)	57
J2:4/2 (with short)	214(In) 157(Out)
J2:5/1	147
J2:6/1	663
J2:7/1	307

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'Cumulative 2024 With Dev PM' (FG14: 'Cumulative 2024 With Dev PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	265	50	372	76	112	875
	B	174	0	19	139	28	437	797
	C	22	10	0	2	38	2	74
	D	412	179	2	0	143	42	778
	E	85	37	79	187	0	9	397
	F	106	497	4	32	7	0	646
	Tot.	799	988	154	732	292	602	3567

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: Cumulative 2024 With Dev PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	572
J1:1/2	226
J1:2/1 (with short)	875(In) 437(Out)
J1:2/2 (short)	438
J1:3/1 (with short)	646(In) 323(Out)
J1:3/2 (short)	323
J1:4/1 (with short)	797(In) 399(Out)
J1:4/2 (short)	398
J1:5/1	217
J1:5/2	771
J1:6/1	266
J1:6/2	336
J1:7/1	799
J1:8/1	358
J1:8/2	369
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	727(In) 616(Out)
J2:1/2 (short)	111
J2:2/1	74
J2:3/1 (with short)	778(In) 597(Out)
J2:3/2 (short)	181
J2:4/1 (short)	131
J2:4/2 (with short)	397(In) 266(Out)
J2:5/1	154
J2:6/1	732
J2:7/1	292

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'Cumulative 2029 Baseline AM' (FG15: 'Cumulative 2029 Baseline AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	279	54	316	57	161	867
	B	214	0	29	168	30	600	1041
	C	32	20	0	0	37	2	91
	D	325	195	3	0	183	23	729
	E	35	21	60	101	0	2	219
	F	36	448	6	36	6	0	532
	Tot.	642	963	152	621	313	788	3479

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: Cumulative 2029 Baseline AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	419
J1:1/2	236
J1:2/1 (with short)	867(In) 434(Out)
J1:2/2 (short)	433
J1:3/1 (with short)	532(In) 266(Out)
J1:3/2 (short)	266
J1:4/1 (with short)	1041(In) 520(Out)
J1:4/2 (short)	521
J1:5/1	230
J1:5/2	733
J1:6/1	320
J1:6/2	468
J1:7/1	642
J1:8/1	382
J1:8/2	320
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	702(In) 609(Out)
J2:1/2 (short)	93
J2:2/1	91
J2:3/1 (with short)	729(In) 531(Out)
J2:3/2 (short)	198
J2:4/1 (short)	58
J2:4/2 (with short)	219(In) 161(Out)
J2:5/1	152
J2:6/1	621
J2:7/1	313

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'Cumulative 2029 Baseline PM' (FG12: 'Cumulative 2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	265	49	334	74	91	813
	B	174	0	19	132	29	431	785
	C	21	10	0	2	38	2	73
	D	369	175	2	0	143	41	730
	E	83	39	79	187	0	9	397
	F	76	495	5	31	7	0	614
	Tot.	723	984	154	686	291	574	3412

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: Cumulative 2029 Baseline PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	525
J1:1/2	224
J1:2/1 (with short)	813(In) 406(Out)
J1:2/2 (short)	407
J1:3/1 (with short)	614(In) 307(Out)
J1:3/2 (short)	307
J1:4/1 (with short)	785(In) 392(Out)
J1:4/2 (short)	393
J1:5/1	231
J1:5/2	753
J1:6/1	264
J1:6/2	310
J1:7/1	723
J1:8/1	321
J1:8/2	359
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	680(In) 570(Out)
J2:1/2 (short)	110
J2:2/1	73
J2:3/1 (with short)	730(In) 553(Out)
J2:3/2 (short)	177
J2:4/1 (short)	131
J2:4/2 (with short)	397(In) 266(Out)
J2:5/1	154
J2:6/1	686
J2:7/1	291

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'Cumulative 2029 With Dev AM' (FG17: 'Cumulative 2029 With Dev AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	279	56	363	60	172	930
	B	214	0	27	175	29	604	1049
	C	33	19	0	0	37	2	91
	D	341	201	3	0	183	23	751
	E	35	21	60	101	0	2	219
	F	45	455	6	36	6	0	548
	Tot.	668	975	152	675	315	803	3588

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: Cumulative 2029 With Dev AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	436
J1:1/2	241
J1:2/1 (with short)	930(In) 465(Out)
J1:2/2 (short)	465
J1:3/1 (with short)	548(In) 274(Out)
J1:3/2 (short)	274
J1:4/1 (with short)	1049(In) 524(Out)
J1:4/2 (short)	525
J1:5/1	229
J1:5/2	746
J1:6/1	320
J1:6/2	483
J1:7/1	668
J1:8/1	417
J1:8/2	341
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	758(In) 663(Out)
J2:1/2 (short)	95
J2:2/1	91
J2:3/1 (with short)	751(In) 547(Out)
J2:3/2 (short)	204
J2:4/1 (short)	58
J2:4/2 (with short)	219(In) 161(Out)
J2:5/1	152
J2:6/1	675
J2:7/1	315

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
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 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: 'Cumulative 2029 With Dev PM' (FG18: 'Cumulative 2029 With Dev PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	268	51	378	78	114	889
	B	177	0	19	142	29	445	812
	C	23	10	0	2	39	2	76
	D	418	183	2	0	147	44	794
	E	87	38	80	191	0	9	405
	F	107	506	4	33	7	0	657
	Tot.	812	1005	156	746	300	614	3633

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: Cumulative 2029 With Dev PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	583
J1:1/2	231
J1:2/1 (with short)	889(In) 445(Out)
J1:2/2 (short)	444
J1:3/1 (with short)	657(In) 329(Out)
J1:3/2 (short)	328
J1:4/1 (with short)	812(In) 406(Out)
J1:4/2 (short)	406
J1:5/1	222
J1:5/2	783
J1:6/1	271
J1:6/2	343
J1:7/1	812
J1:8/1	367
J1:8/2	374
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	741(In) 627(Out)
J2:1/2 (short)	114
J2:2/1	76
J2:3/1 (with short)	794(In) 609(Out)
J2:3/2 (short)	185
J2:4/1 (short)	134
J2:4/2 (with short)	405(In) 271(Out)
J2:5/1	156
J2:6/1	746
J2:7/1	300

Full Input Data And Results

Lane Saturation Flows

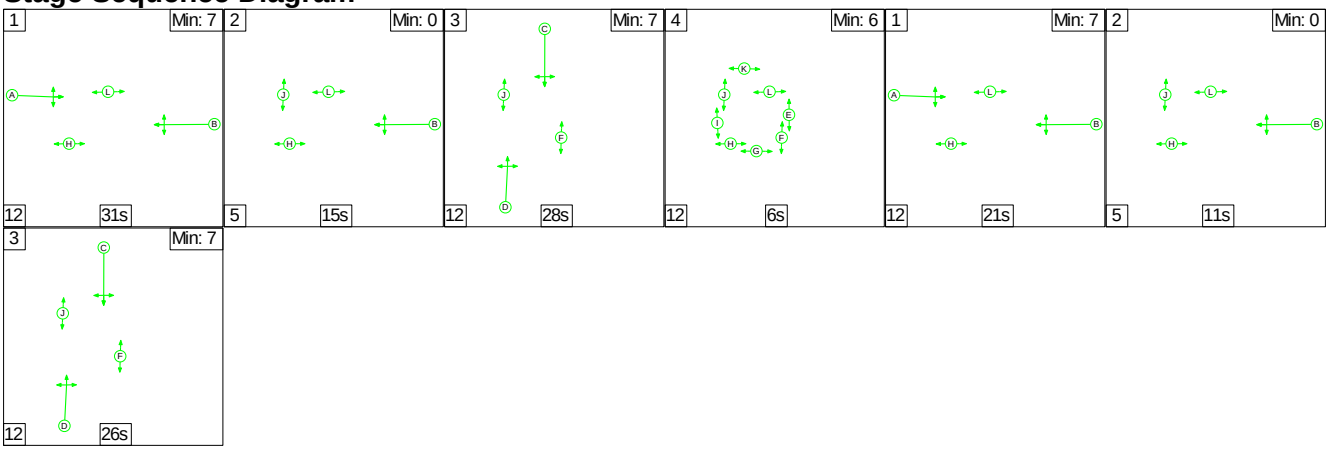
Junction: J1: Station Road North Hyde Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
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	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Base 2016' (FG1: 'Base 2016 AM', Plan 1: 'Staging Plan No. 1')
C1

Stage Sequence Diagram

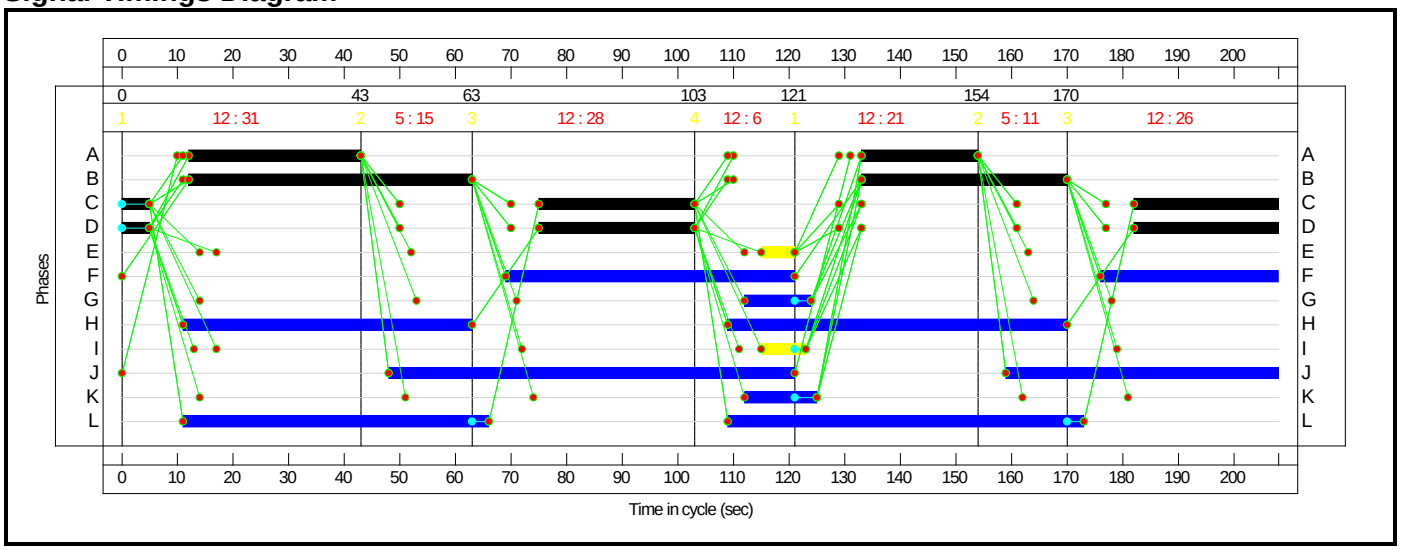


Stage Timings

Stage	1	2	3	4	1	2	3
Duration	31	15	28	6	21	11	26
Change Point	0	43	63	103	121	154	170

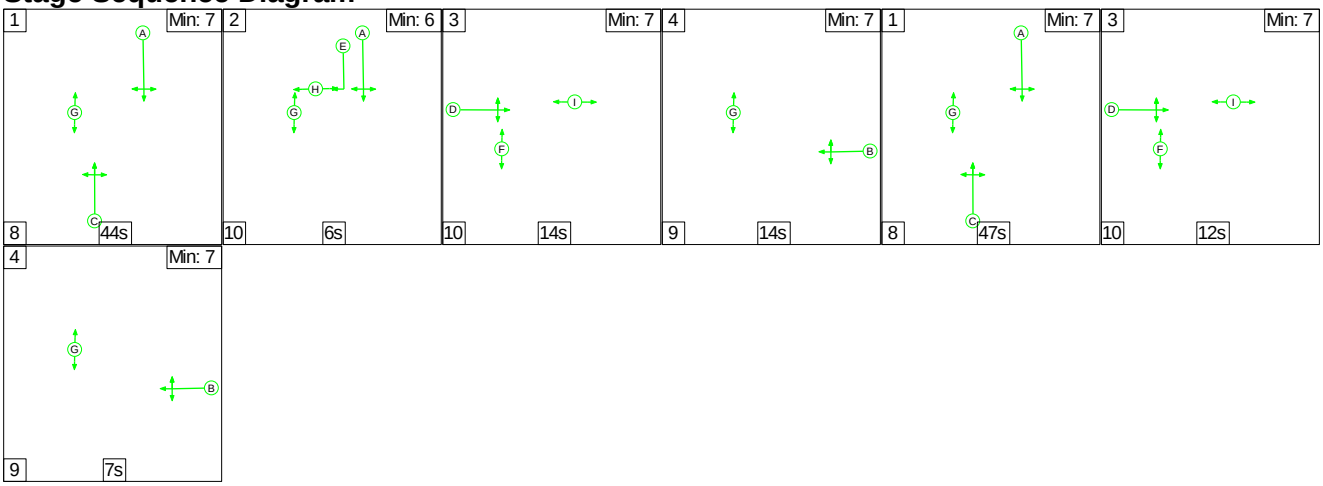
Full Input Data And Results

Signal Timings Diagram



C2

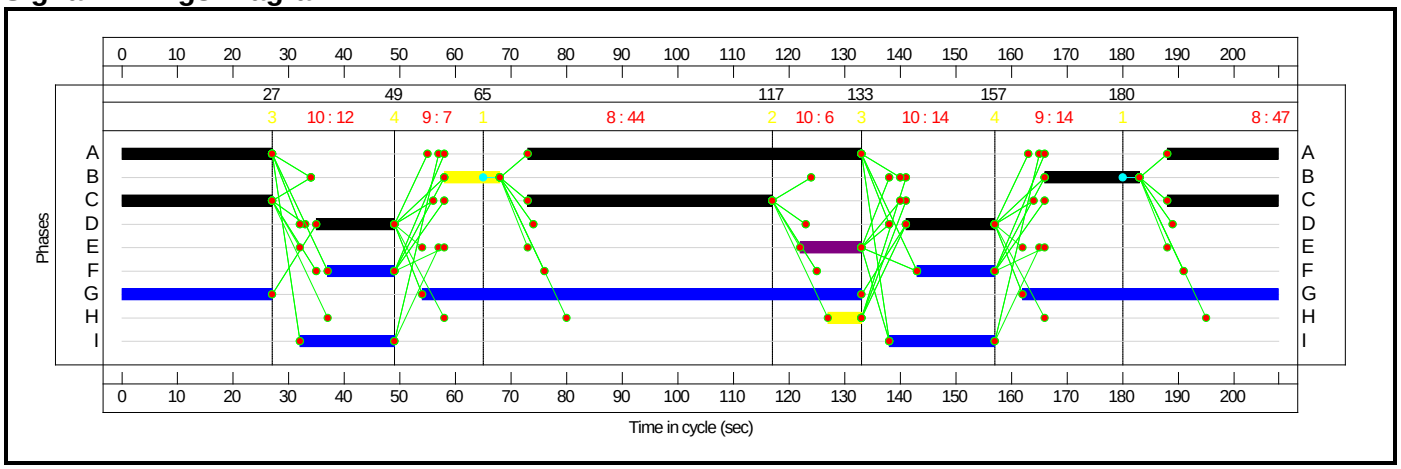
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	44	6	14	14	47	12	7
Change Point	65	117	133	157	180	27	49

Signal Timings Diagram

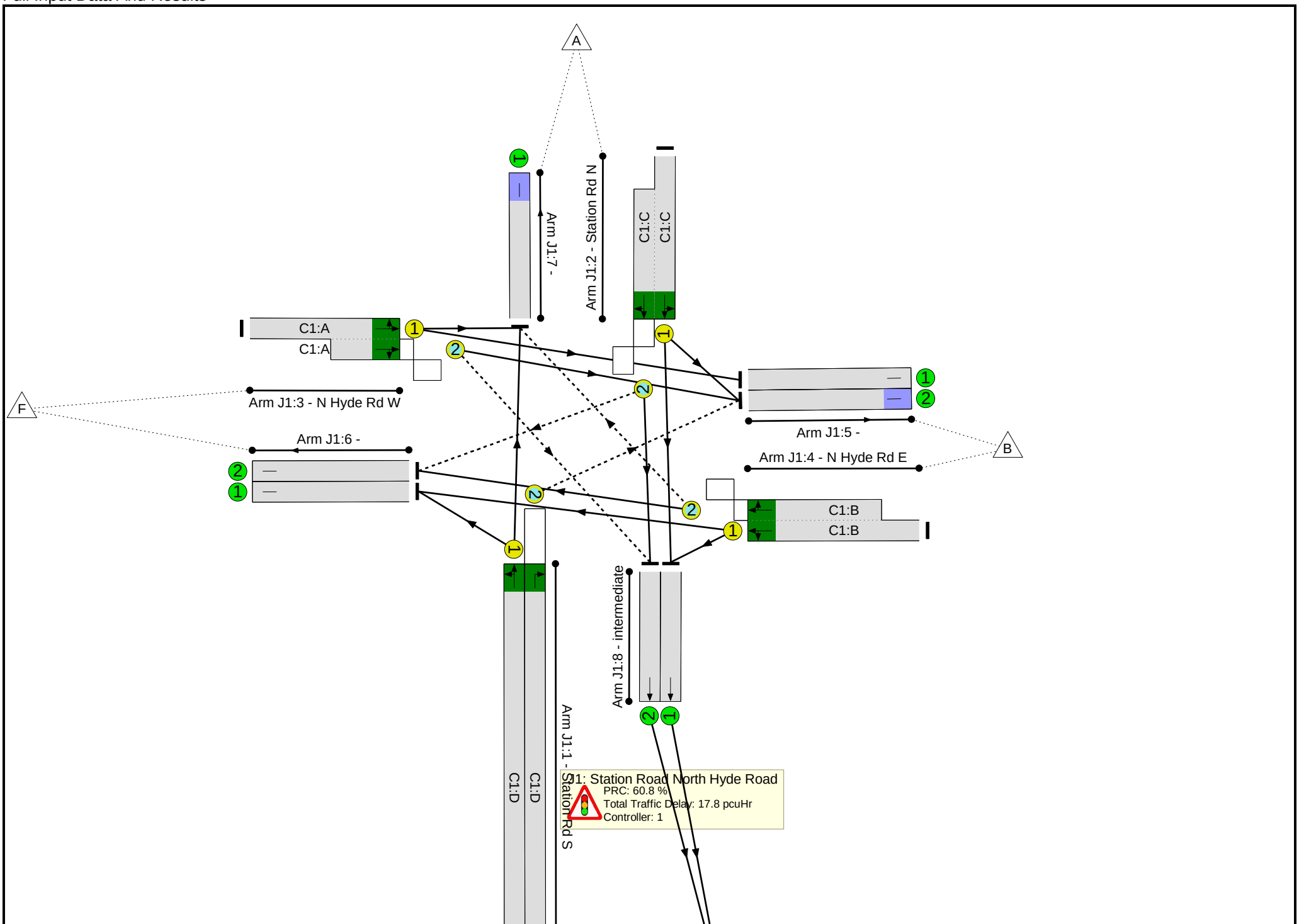


Full Input Data And Results

Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.9%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.0%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	59	-	377	2287	748	50.4%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	59	-	139	1892	248	56.0%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	59	-	539	2149:2040	1083	49.8%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	52	-	363	1958:2160	662	54.8%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	88	-	624	1966:2094	1246	50.1%
5/1		U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	371	1800	1800	20.6%
6/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	264	1800	1800	14.7%
7/1		U	N/A	N/A	-		-	-	-	485	1800	1800	26.9%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.9%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	107	11	591	2064:2064	1122	52.7%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	27	-	81	1995	278	29.1%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	91	-	569	2021:2156	983	57.9%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	30	-	178	1982:2386	389	45.7%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	256	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	**-**	**-**	**419**	**20**	**31**	**21.7**	**5.0**	**1.2**	**27.9**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**341**	**18**	**31**	**13.6**	**3.1**	**1.0**	**17.8**	**-**	**-**	**-**	**-**
1/1	377	377	-	-	-	2.0	0.5	-	2.5	23.5	5.3	0.5	5.8
1/2	139	139	113	0	26	0.7	0.6	0.5	1.8	45.9	1.9	0.6	2.5
2/1+2/2	539	539	70	0	2	4.3	0.5	0.1	4.9	32.7	6.7	0.5	7.2
3/1+3/2	363	363	59	0	1	3.2	0.6	0.3	4.1	40.7	5.0	0.6	5.6
4/1+4/2	624	624	98	18	3	3.5	0.5	0.2	4.1	23.9	7.5	0.5	8.0
5/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	371	371	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
6/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	264	264	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	485	485	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**78**	**1**	**0**	**8.0**	**1.9**	**0.2**	**10.1**	**-**	**-**	**-**	**-**
1/1+1/2	591	591	76	1	0	1.8	0.6	0.2	2.6	15.8	15.5	0.6	16.0
2/1	81	81	-	-	-	0.9	0.2	-	1.1	49.6	2.3	0.2	2.5
3/1+3/2	569	569	2	0	0	3.3	0.7	0.0	4.0	25.4	12.8	0.7	13.5
4/2+4/1	178	178	-	-	-	1.9	0.4	-	2.4	47.9	3.5	0.4	3.9
5/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	60.8	Total Delay for Signalled Lanes (pcuHr):	17.38	Cycle Time (s): 208
C2	PRC for Signalled Lanes (%):	55.4	Total Delay for Signalled Lanes (pcuHr):	10.10	Cycle Time (s): 208
	PRC Over All Lanes (%):	55.4	Total Delay Over All Lanes(pcuHr):	27.88	

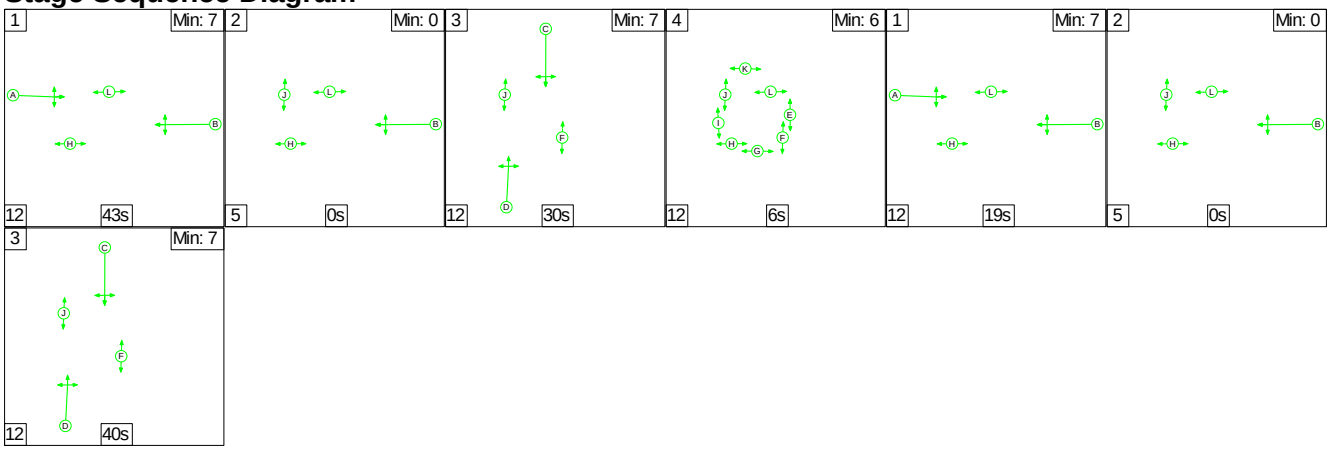
Full Input Data And Results

Full Input Data And Results

Scenario 2: 'PM Base 2016' (FG2: 'Base 2016 PM', Plan 1: 'Staging Plan No. 1')

C1

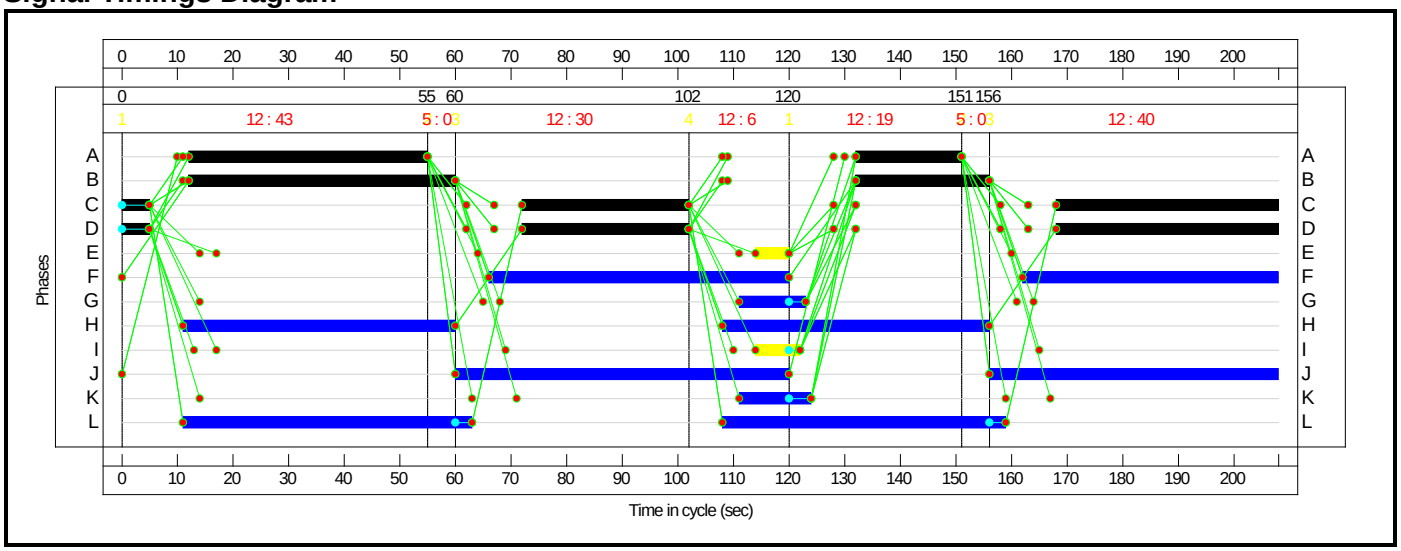
Stage Sequence Diagram



Stage Timings

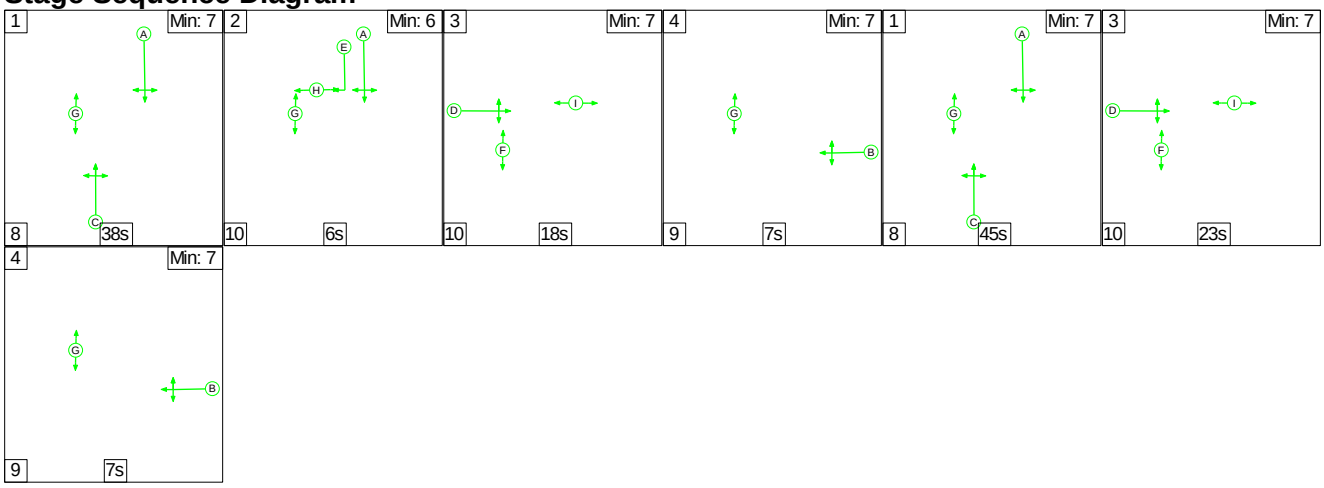
Stage	1	2	3	4	1	2	3
Duration	43	0	30	6	19	0	40
Change Point	0	55	60	102	120	151	156

Signal Timings Diagram



C2

Stage Sequence Diagram

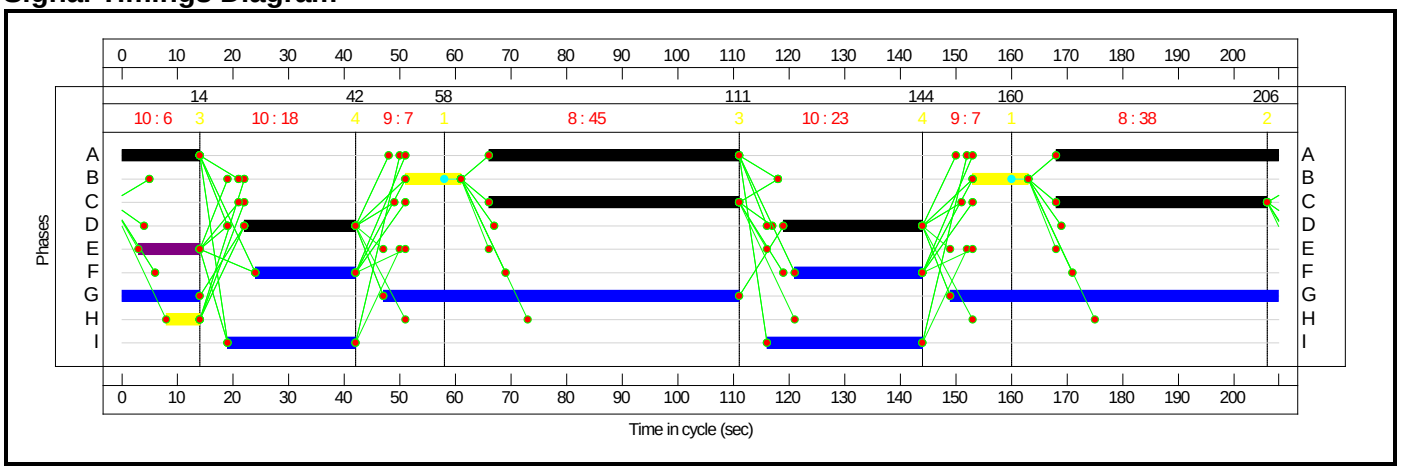


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	38	6	18	7	45	23	7
Change Point	160	206	14	42	58	111	144

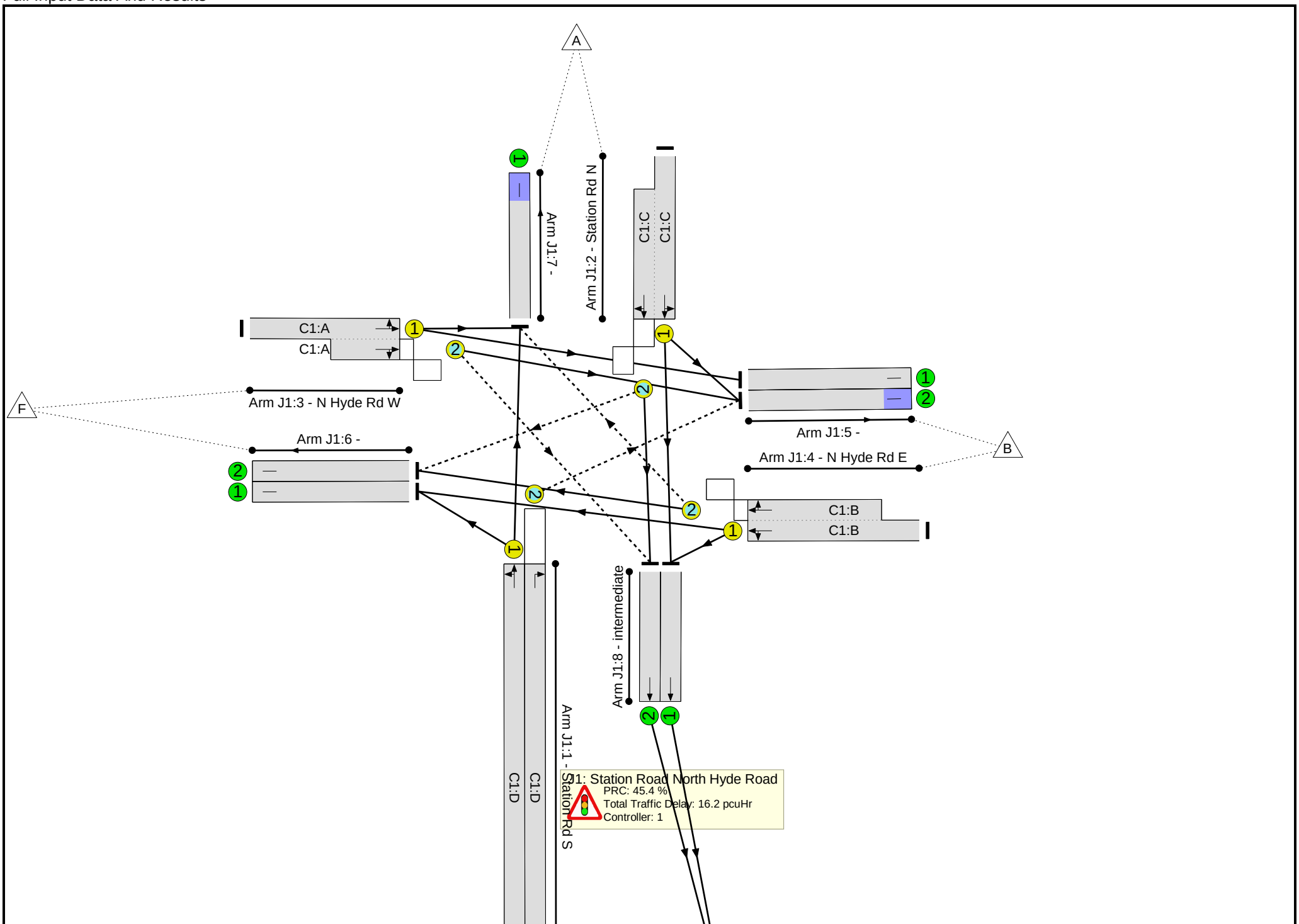
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.9%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.9%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	75	-	361	2113	782	46.2%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	75	-	192	1892	310	61.9%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	75	-	496	2062:2010	1201	41.3%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	62	-	391	2078:2078	805	48.6%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	72	-	540	1932:1988	1038	52.0%
5/1		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	449	1800	1800	24.9%
6/1		U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	235	1800	1800	13.1%
7/1		U	N/A	N/A	-		-	-	-	438	1800	1800	24.3%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.9%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	99	11	521	2026:2026	1055	49.4%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	65	1995	211	30.8%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	83	-	537	2032:2023	927	57.9%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	45	-	339	1925:2386	566	59.9%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	253	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	**-**	**-**	**452**	**7**	**52**	**20.8**	**5.1**	**1.4**	**27.3**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**359**	**3**	**51**	**12.0**	**3.0**	**1.2**	**16.2**	**-**	**-**	**-**	**-**
1/1	361	361	-	-	-	1.3	0.4	-	1.7	17.3	4.1	0.4	4.5
1/2	192	192	156	0	36	0.7	0.8	0.7	2.1	40.2	2.1	0.8	2.9
2/1+2/2	496	496	68	0	1	3.2	0.4	0.1	3.7	27.1	5.2	0.4	5.5
3/1+3/2	391	391	37	0	11	3.0	0.5	0.2	3.7	33.9	4.6	0.5	5.0
4/1+4/2	540	540	98	3	3	3.8	0.5	0.2	4.5	29.8	6.5	0.5	7.0
5/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	449	449	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	235	235	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	438	438	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**93**	**4**	**1**	**8.8**	**2.1**	**0.2**	**11.1**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	92	4	1	1.5	0.5	0.2	2.1	14.8	11.3	0.5	11.8
2/1	65	65	-	-	-	0.8	0.2	-	1.0	55.3	1.8	0.2	2.0
3/1+3/2	537	537	1	0	0	3.3	0.7	0.0	4.0	26.7	9.9	0.7	10.6
4/2+4/1	339	339	-	-	-	3.3	0.7	-	4.0	42.5	6.1	0.7	6.8
5/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	45.4	Total Delay for Signalled Lanes (pcuHr):	15.77	Cycle Time (s): 208
C2	PRC for Signalled Lanes (%):	50.3	Total Delay for Signalled Lanes (pcuHr):	11.12	Cycle Time (s): 208
	PRC Over All Lanes (%):	45.4	Total Delay Over All Lanes(pcuHr):	27.29	

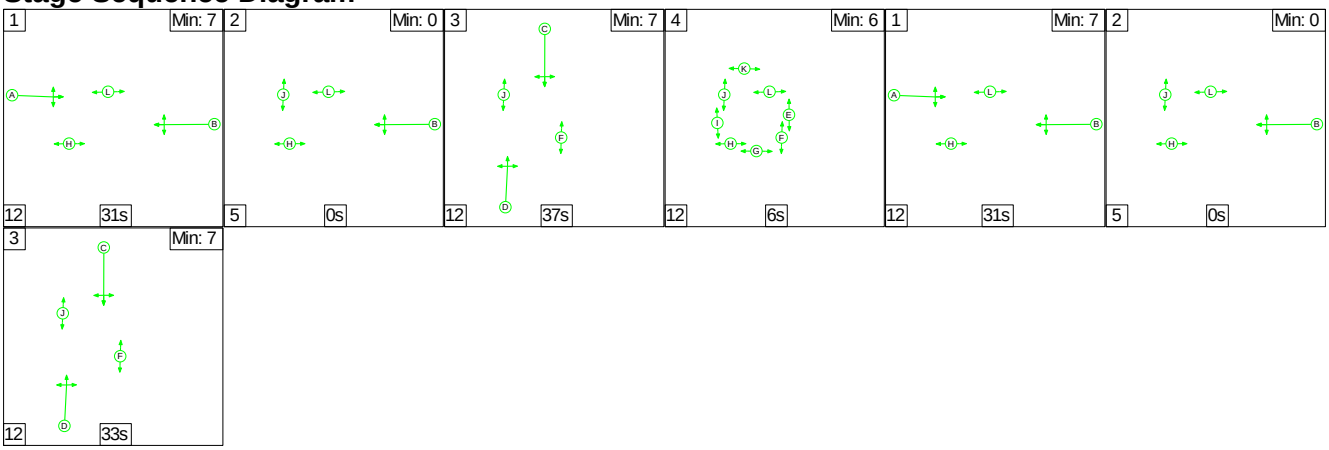
Full Input Data And Results

Full Input Data And Results

Scenario 3: '2024 Baseline AM' (FG3: '2024 Baseline AM', Plan 1: 'Staging Plan No. 1')

C1

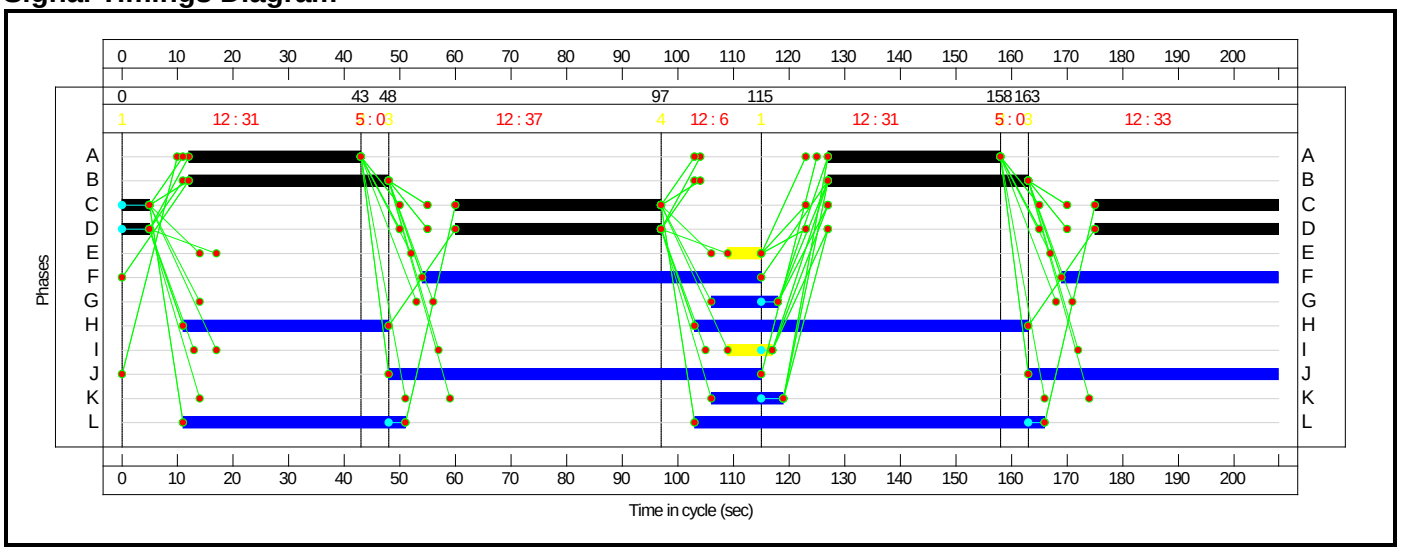
Stage Sequence Diagram



Stage Timings

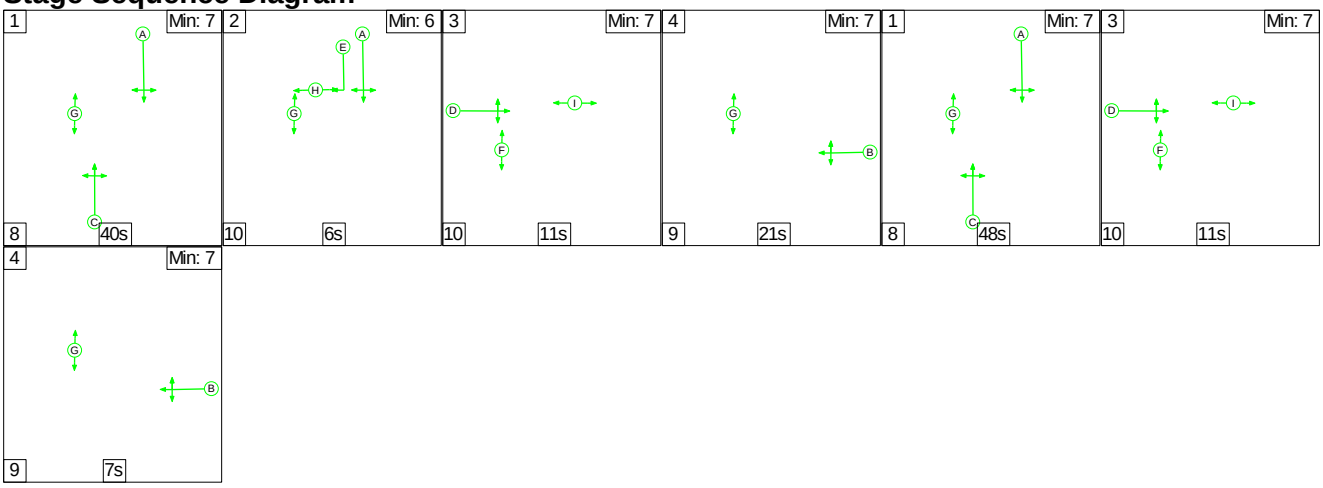
Stage	1	2	3	4	1	2	3
Duration	31	0	37	6	31	0	33
Change Point	0	43	48	97	115	158	163

Signal Timings Diagram



C2

Stage Sequence Diagram

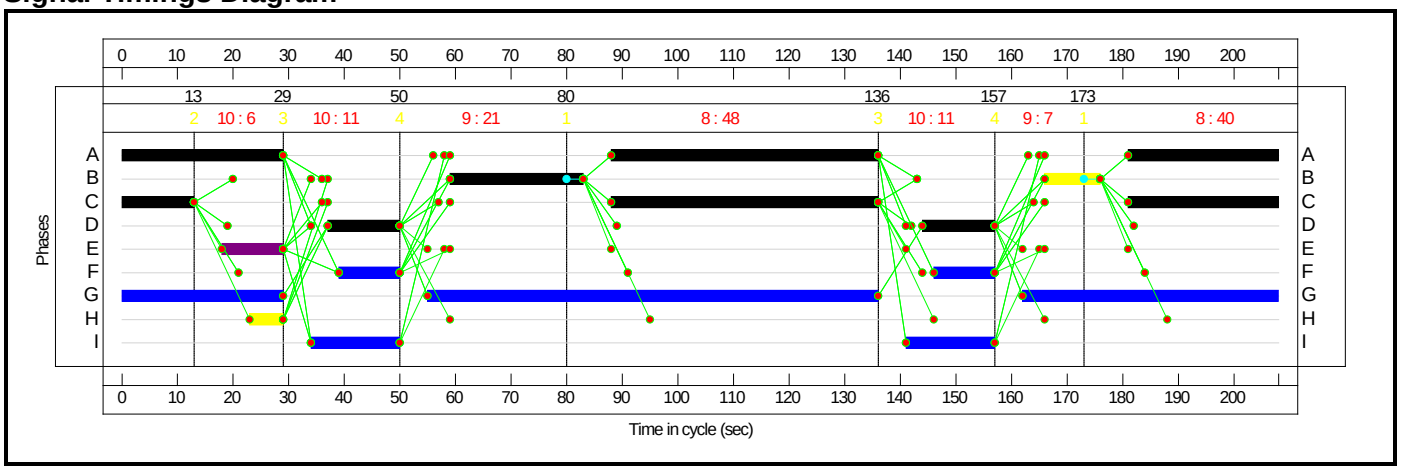


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	40	6	11	21	48	11	7
Change Point	173	13	29	50	80	136	157

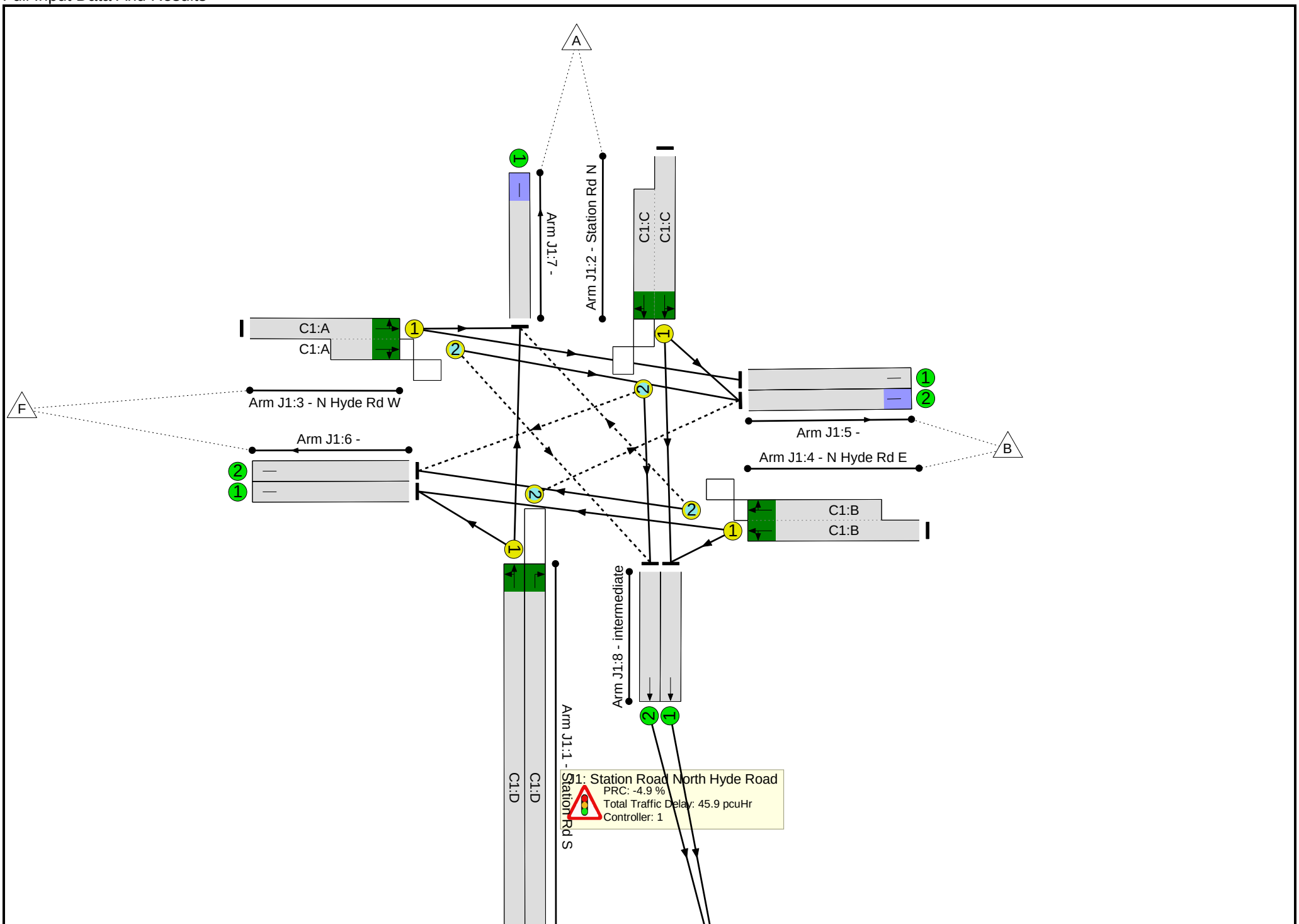
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.4%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	75	-	401	2287	924	43.4%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	75	-	232	1892	246	94.4%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	75	-	806	2149:2040	1087	74.2%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	62	-	517	1958:2160	801	64.5%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	72	-	1026	1966:2094	1088	94.3%
5/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	720	1800	1800	40.0%
6/1		U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	442	1800	1800	24.6%
7/1		U	N/A	N/A	-		-	-	-	615	1800	1800	34.2%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.5%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	104	11	661	2064:2064	1096	60.3%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	34	-	88	1995	345	25.5%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	88	-	706	2021:2156	987	71.5%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	26	-	214	1982:2386	350	61.1%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	306	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	**-**	**-**	**475**	**41**	**208**	**39.6**	**18.1**	**2.9**	**60.6**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**393**	**31**	**206**	**28.3**	**15.2**	**2.5**	**45.9**	**-**	**-**	**-**	**-**
1/1	401	401	-	-	-	4.0	0.4	-	4.4	39.6	14.7	0.4	15.0
1/2	232	232	113	0	119	3.9	4.9	1.3	10.1	157.5	10.9	4.9	15.9
2/1+2/2	806	806	114	0	26	6.1	1.4	0.4	7.9	35.1	13.2	1.4	14.6
3/1+3/2	517	517	2	0	45	4.2	0.9	0.4	5.5	38.3	9.2	0.9	10.1
4/1+4/2	1026	1026	165	31	15	9.9	6.8	0.4	17.0	59.8	24.8	6.8	31.6
5/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	720	720	-	-	-	0.1	0.3	-	0.4	2.0	5.2	0.3	5.5
6/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	442	442	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	615	615	-	-	-	0.1	0.3	-	0.4	2.1	7.2	0.3	7.5
8/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**82**	**10**	**2**	**11.4**	**2.9**	**0.4**	**14.7**	**-**	**-**	**-**	**-**
1/1+1/2	661	661	79	10	2	3.3	0.8	0.4	4.5	24.4	15.4	0.8	16.2
2/1	88	88	-	-	-	0.9	0.2	-	1.1	44.3	2.3	0.2	2.5
3/1+3/2	706	706	3	0	0	4.7	1.2	0.0	5.9	30.2	17.9	1.2	19.2
4/2+4/1	214	214	-	-	-	2.5	0.8	-	3.3	54.8	4.4	0.8	5.2
5/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-4.9	Total Delay for Signalled Lanes (pcuHr):	44.97	Cycle Time (s): 208
C2	PRC for Signalled Lanes (%):	25.9	Total Delay for Signalled Lanes (pcuHr):	14.74	Cycle Time (s): 208
	PRC Over All Lanes (%):	-4.9	Total Delay Over All Lanes(pcuHr):	60.64	

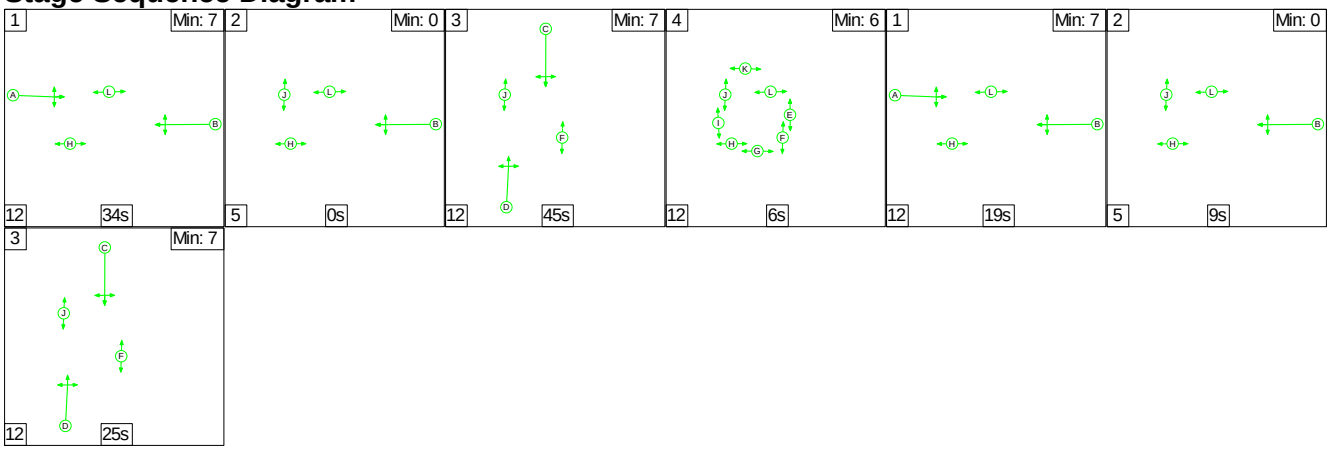
Full Input Data And Results

Full Input Data And Results

Scenario 4: '2024 Baseline PM' (FG4: '2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

C1

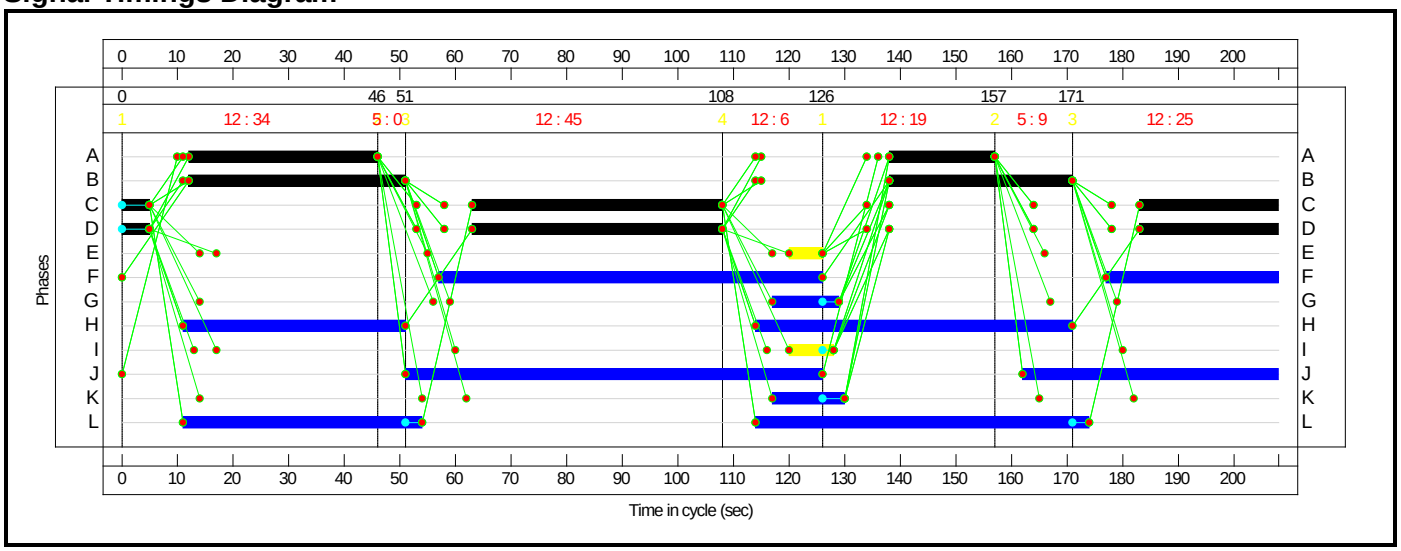
Stage Sequence Diagram



Stage Timings

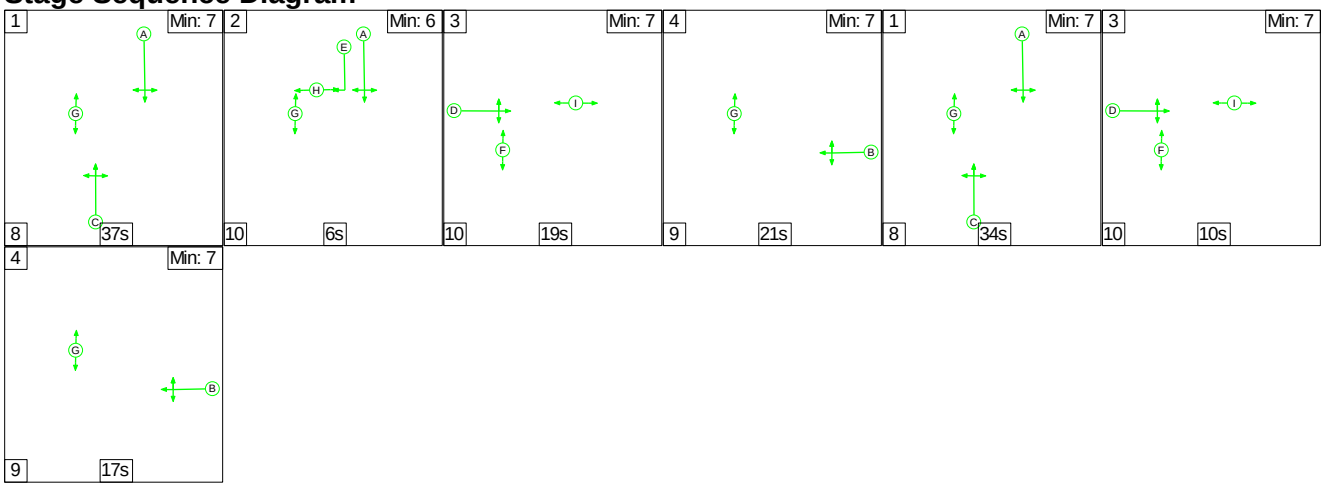
Stage	1	2	3	4	1	2	3
Duration	34	0	45	6	19	9	25
Change Point	0	46	51	108	126	157	171

Signal Timings Diagram



C2

Stage Sequence Diagram

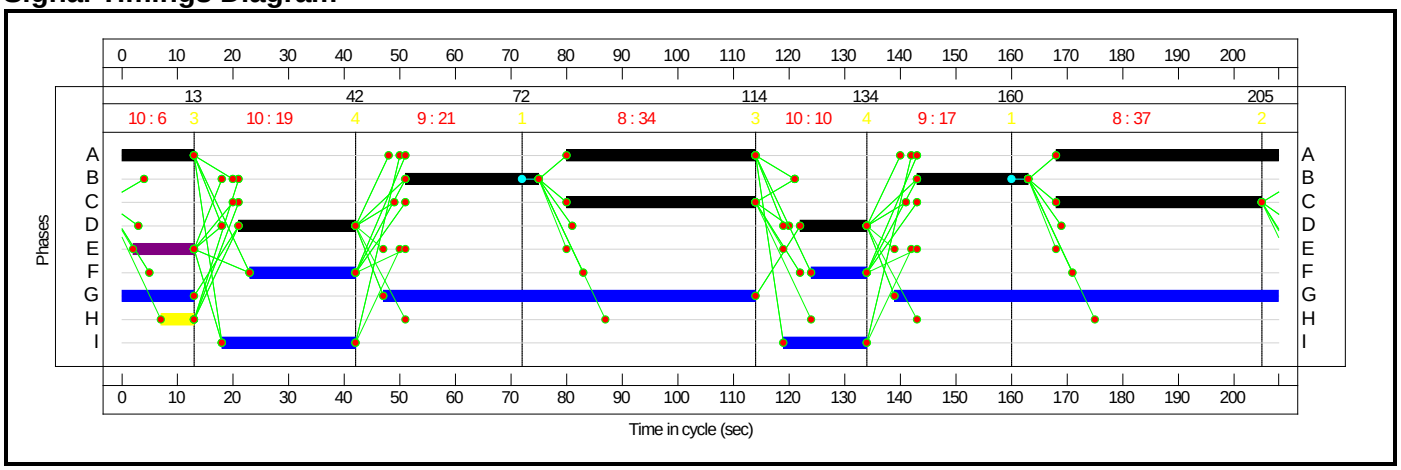


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	37	6	19	21	34	10	17
Change Point	160	205	13	42	72	114	134

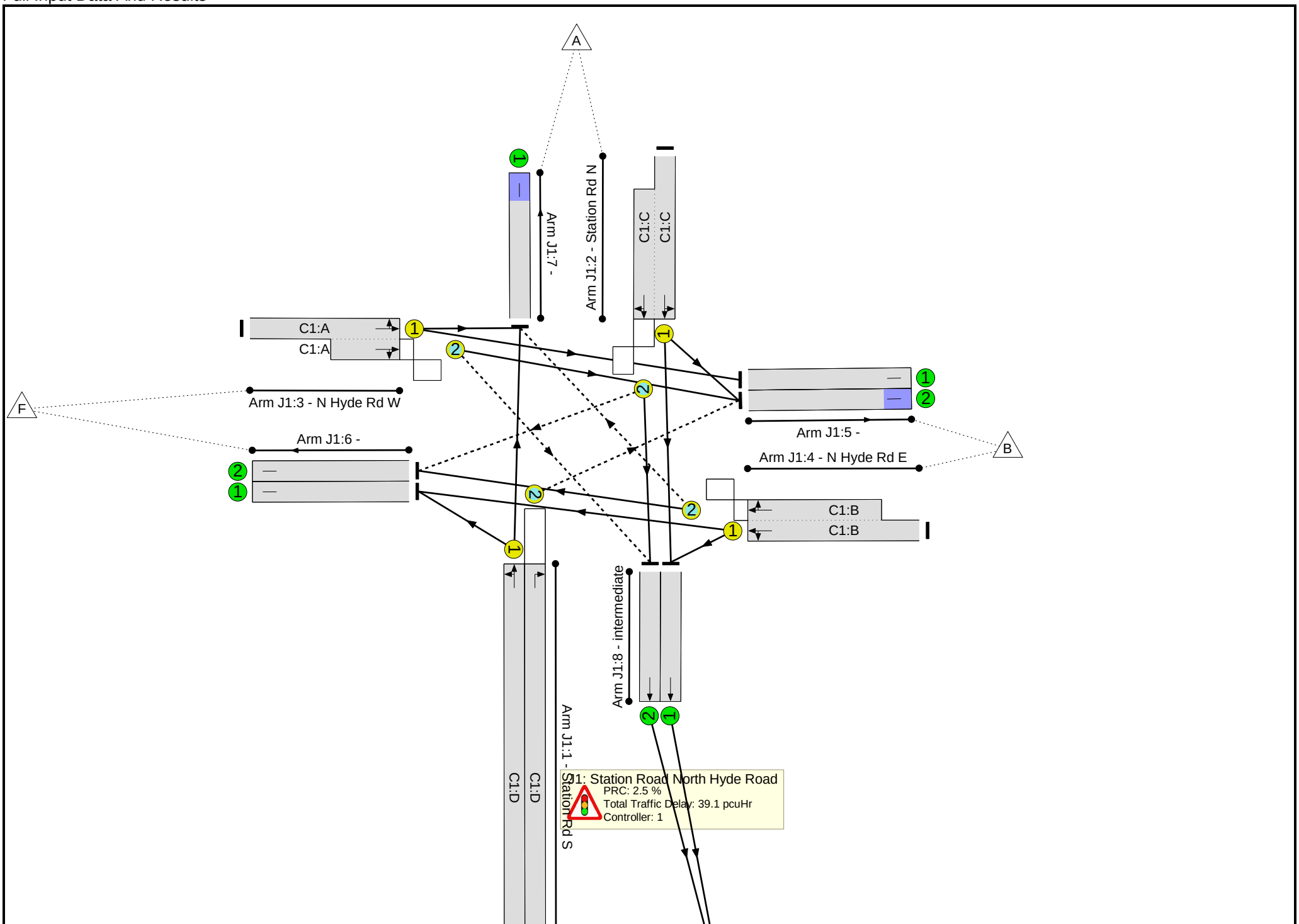
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.8%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.8%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	75	-	496	2287	847	58.6%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	75	-	225	1892	256	87.8%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	75	-	780	2149:2040	1124	69.4%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	53	-	594	1958:2160	712	83.5%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	72	-	785	1966:2094	895	87.8%
5/1		U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	744	1800	1800	41.3%
6/1		U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	296	1800	1800	16.4%
7/1		U	N/A	N/A	-		-	-	-	672	1800	1800	37.3%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.7%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	87	11	661	2064:2064	939	70.4%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	44	-	75	1995	441	17.0%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	71	-	693	2021:2156	807	85.8%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	33	-	397	1982:2386	452	87.7%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	285	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	**-**	**-**	**318**	**116**	**196**	**40.0**	**18.8**	**2.5**	**61.3**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**265**	**94**	**160**	**25.8**	**11.4**	**1.9**	**39.1**	**-**	**-**	**-**	**-**
1/1	496	496	-	-	-	3.6	0.7	-	4.3	30.9	17.2	0.7	17.9
1/2	225	225	123	0	102	2.3	3.0	1.1	6.4	101.7	7.9	3.0	11.0
2/1+2/2	780	780	54	0	23	5.6	1.1	0.2	6.9	31.9	9.9	1.1	11.0
3/1+3/2	594	594	24	0	19	6.4	2.4	0.2	9.0	54.8	14.0	2.4	16.4
4/1+4/2	785	785	64	94	16	7.8	3.4	0.5	11.7	53.5	14.5	3.4	17.9
5/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	744	744	-	-	-	0.0	0.4	-	0.4	1.9	0.8	0.4	1.2
6/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	296	296	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	672	672	-	-	-	0.1	0.3	-	0.4	2.0	3.7	0.3	4.0
8/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**52**	**23**	**36**	**14.2**	**7.4**	**0.6**	**22.2**	**-**	**-**	**-**	**-**
1/1+1/2	661	661	51	23	36	3.0	1.2	0.6	4.7	25.9	15.9	1.2	17.1
2/1	75	75	-	-	-	0.7	0.1	-	0.8	38.7	2.0	0.1	2.1
3/1+3/2	693	693	1	0	0	6.0	2.9	0.0	8.9	46.2	20.2	2.9	23.1
4/2+4/1	397	397	-	-	-	4.5	3.2	-	7.7	69.9	8.6	3.2	11.8
5/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	38.25
C2	PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	22.16
	PRC Over All Lanes (%):	2.5	Total Delay Over All Lanes(pcuHr):	61.26

Cycle Time (s): 208
Cycle Time (s): 208

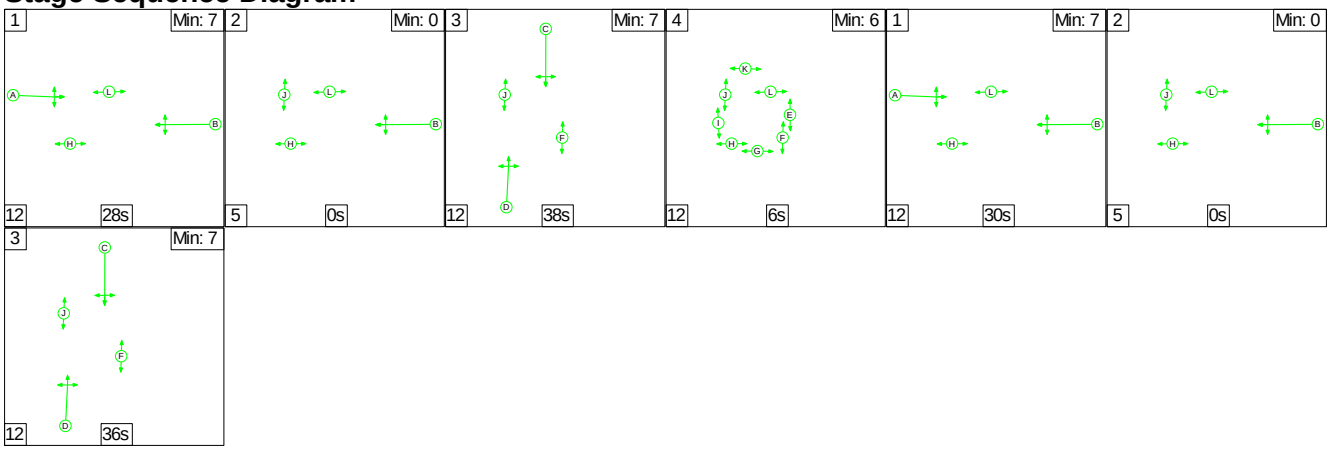
Full Input Data And Results

Full Input Data And Results

Scenario 5: '2024 With Dev AM' (FG5: '2024 With Dev AM', Plan 1: 'Staging Plan No. 1')

C1

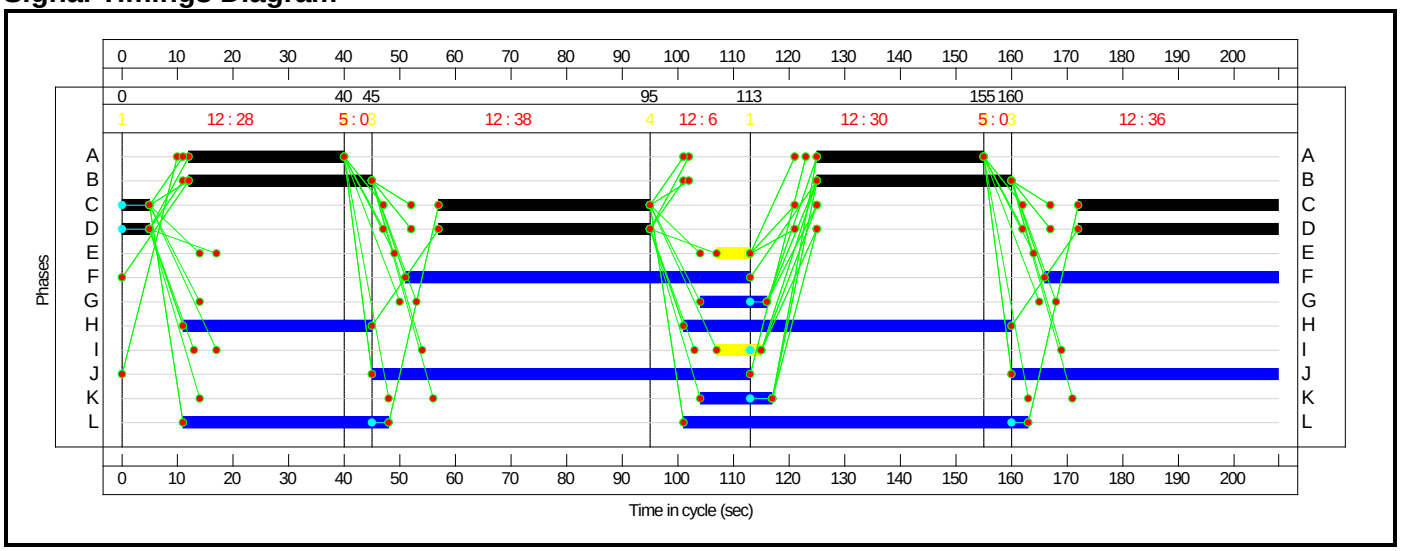
Stage Sequence Diagram



Stage Timings

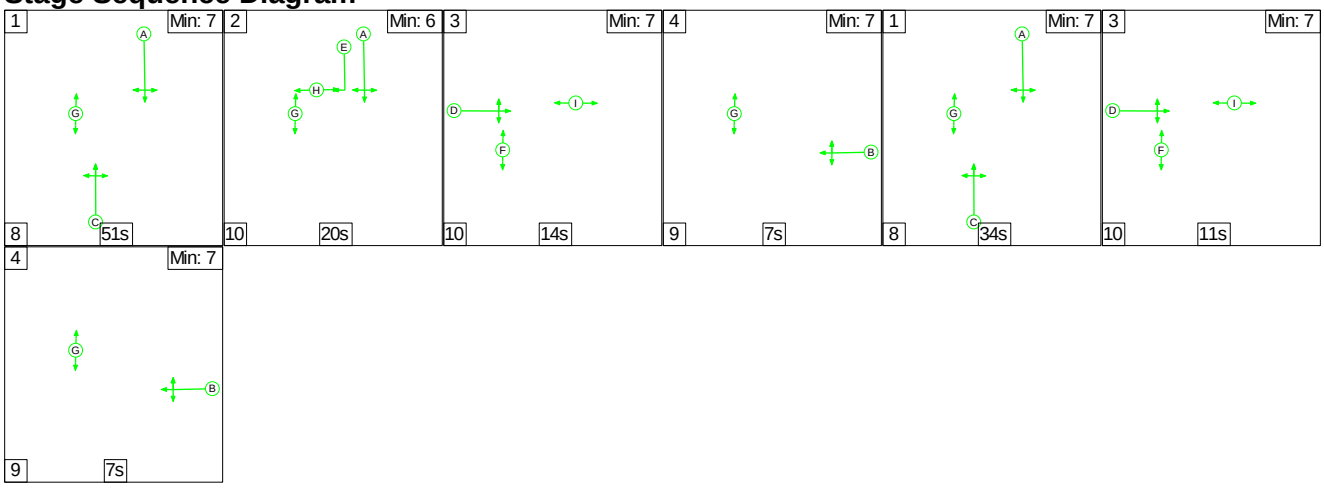
Stage	1	2	3	4	1	2	3
Duration	28	0	38	6	30	0	36
Change Point	0	40	45	95	113	155	160

Signal Timings Diagram



C2

Stage Sequence Diagram

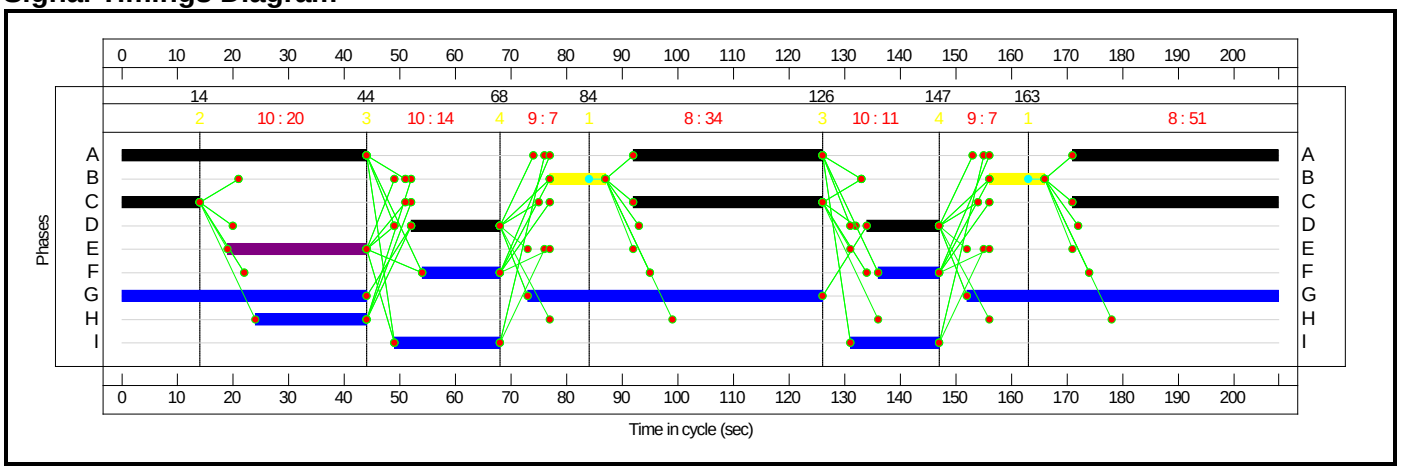


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	51	20	14	7	34	11	7
Change Point	163	14	44	68	84	126	147

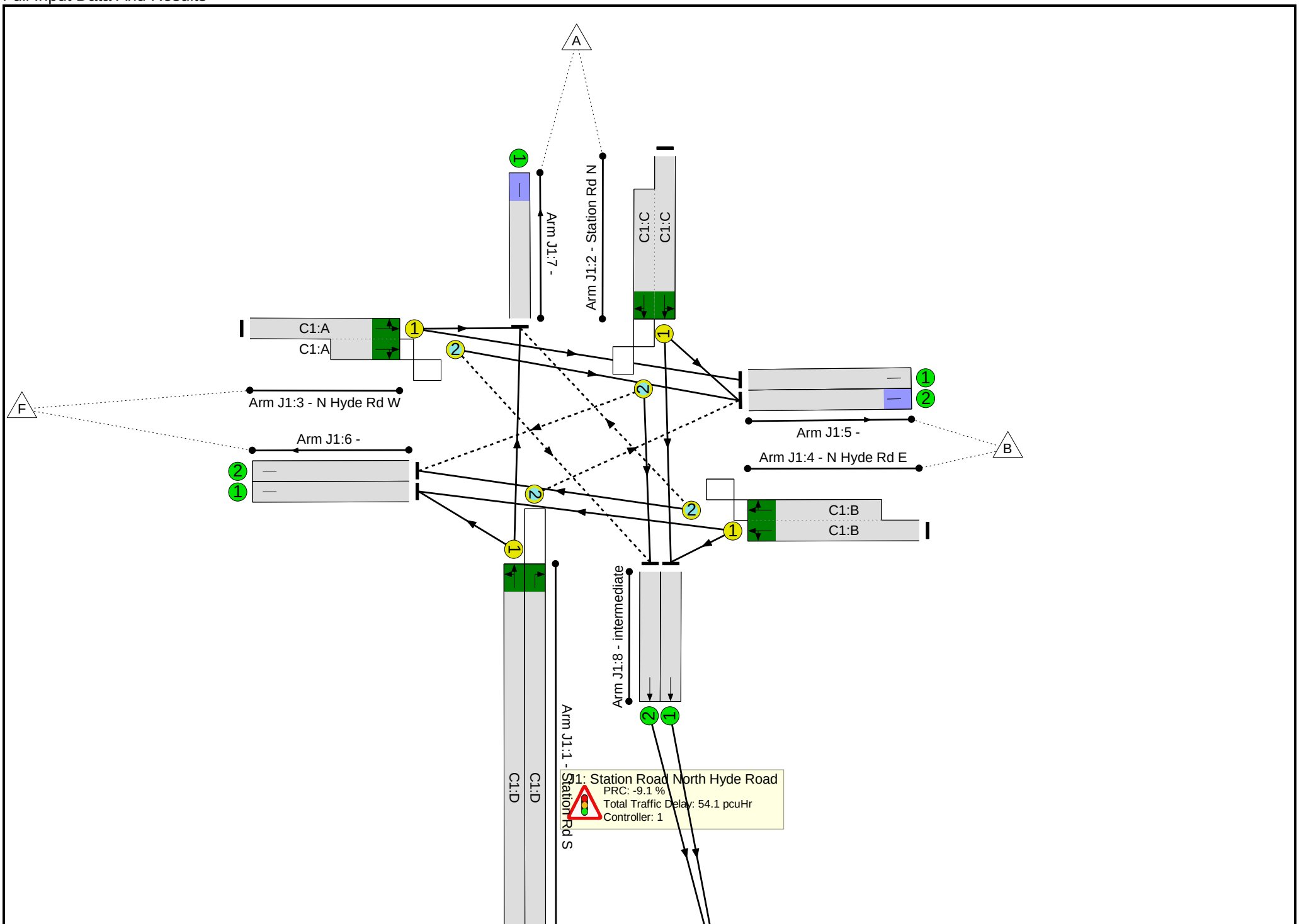
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.2%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.2%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	79	-	418	2287	968	43.2%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	79	-	215	1892	219	98.0%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	79	-	887	2149:2040	1140	77.8%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	58	-	508	1958:2160	761	66.8%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	68	-	1021	1966:2094	1040	98.2%
5/1		U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	700	1800	1800	38.9%
6/1		U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	469	1800	1800	26.1%
7/1		U	N/A	N/A	-		-	-	-	639	1800	1800	35.5%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.8%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	115	25	707	2064:2064	1201	58.9%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	88	1995	211	41.7%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	85	-	707	2021:2156	946	74.8%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	29	-	214	1982:2386	380	56.3%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	310	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	**-**	**-**	**438**	**64**	**229**	**40.2**	**25.2**	**2.9**	**68.4**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**396**	**45**	**200**	**29.5**	**22.1**	**2.5**	**54.1**	**-**	**-**	**-**	**-**
1/1	418	418	-	-	-	3.8	0.4	-	4.2	36.0	18.0	0.4	18.3
1/2	215	215	86	0	129	3.7	6.3	1.5	11.5	192.1	10.3	6.3	16.6
2/1+2/2	887	887	160	0	10	6.7	1.7	0.3	8.8	35.8	14.9	1.7	16.6
3/1+3/2	508	508	0	0	45	4.3	1.0	0.3	5.7	40.3	9.1	1.0	10.1
4/1+4/2	1021	1021	150	45	16	10.7	11.9	0.4	22.9	80.9	24.9	11.9	36.8
5/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	700	700	-	-	-	0.1	0.3	-	0.4	2.0	5.4	0.3	5.7
6/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	469	469	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	639	639	-	-	-	0.1	0.3	-	0.4	2.4	9.1	0.3	9.4
8/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**42**	**19**	**30**	**10.8**	**3.2**	**0.4**	**14.3**	**-**	**-**	**-**	**-**
1/1+1/2	707	707	42	19	30	2.0	0.7	0.4	3.1	15.7	12.7	0.7	13.4
2/1	88	88	-	-	-	1.1	0.4	-	1.5	61.2	3.0	0.4	3.4
3/1+3/2	707	707	0	0	0	5.0	1.5	0.0	6.5	33.2	19.2	1.5	20.7
4/2+4/1	214	214	-	-	-	2.6	0.6	-	3.2	53.9	5.3	0.6	5.9
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-9.1	Total Delay for Signalled Lanes (pcuHr):	53.10
C2	PRC for Signalled Lanes (%):	20.4	Total Delay for Signalled Lanes (pcuHr):	14.29
	PRC Over All Lanes (%):	-9.1	Total Delay Over All Lanes(pcuHr):	68.38

Cycle Time (s): 208

Cycle Time (s): 208

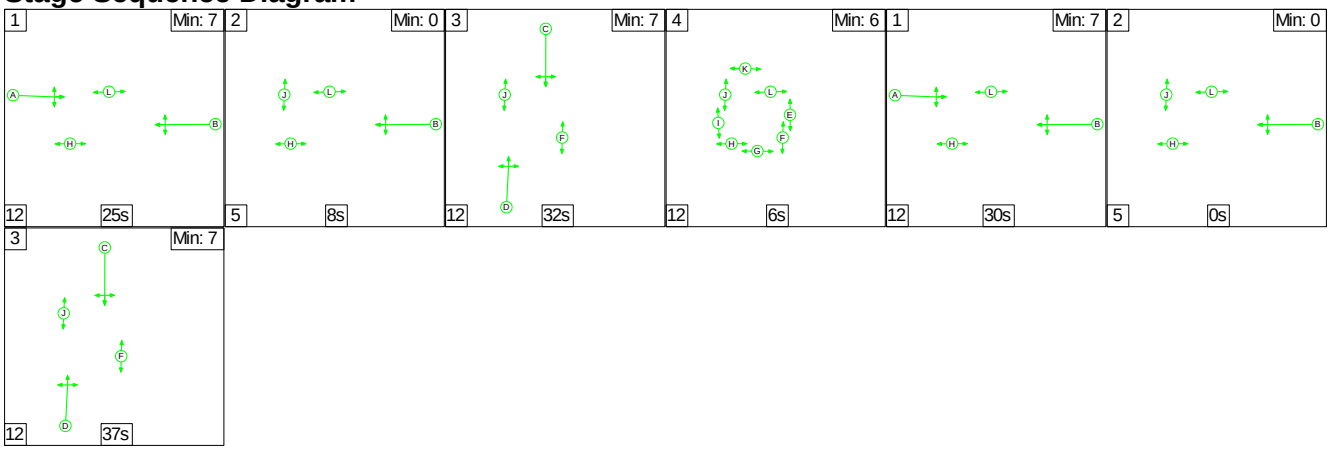
Full Input Data And Results

Full Input Data And Results

Scenario 6: '2024 With Dev PM' (FG6: '2024 With Dev PM', Plan 1: 'Staging Plan No. 1')

C1

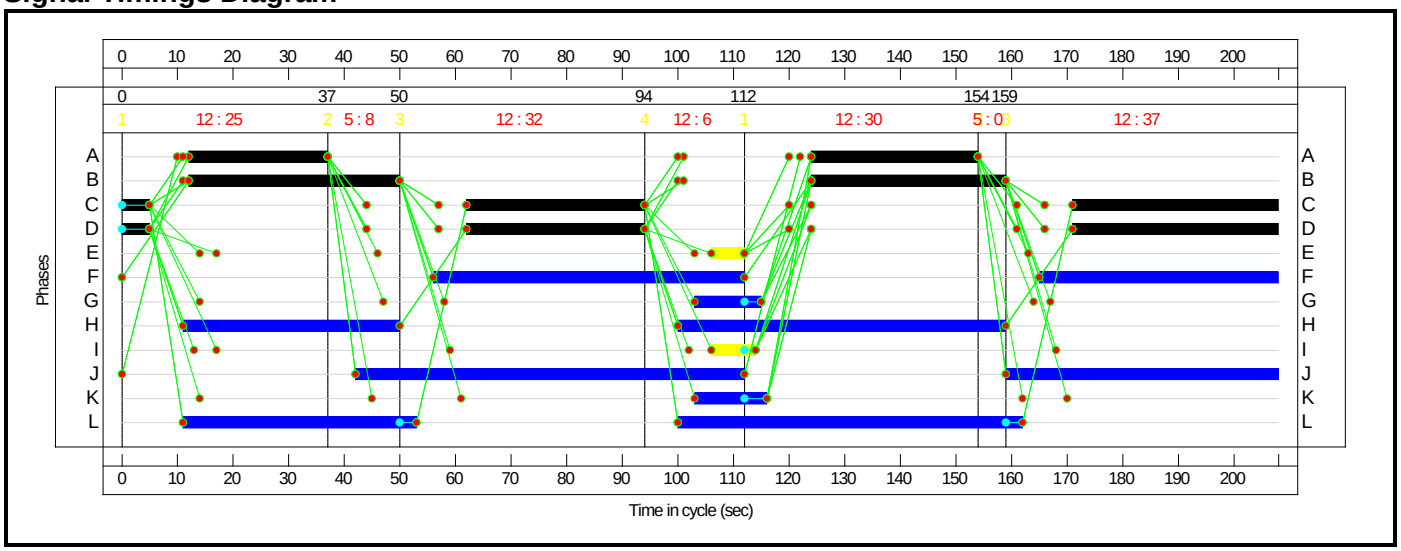
Stage Sequence Diagram



Stage Timings

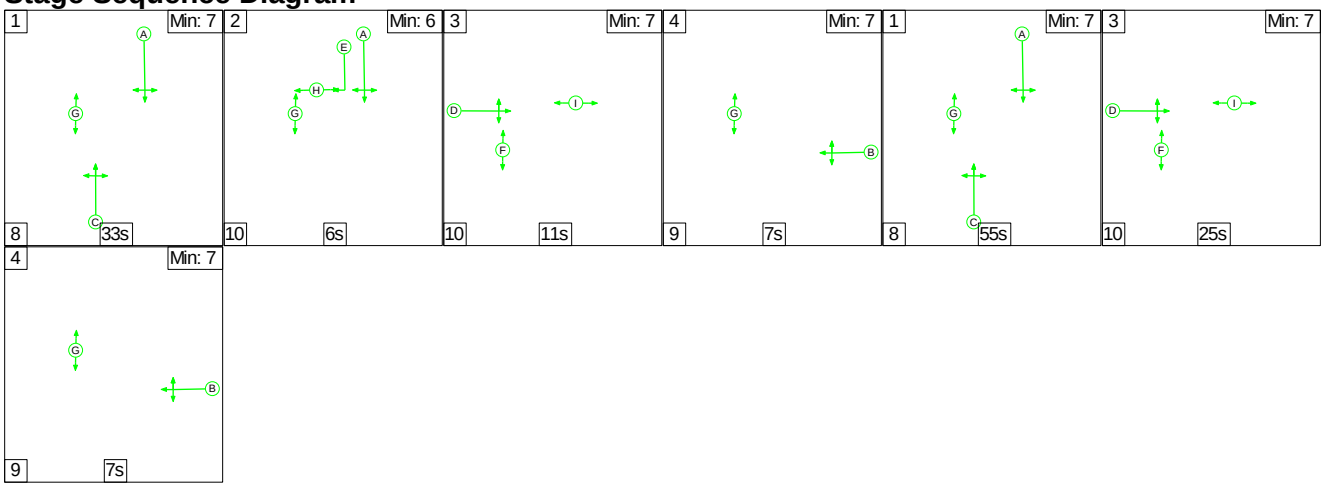
Stage	1	2	3	4	1	2	3
Duration	25	8	32	6	30	0	37
Change Point	0	37	50	94	112	154	159

Signal Timings Diagram



C2

Stage Sequence Diagram

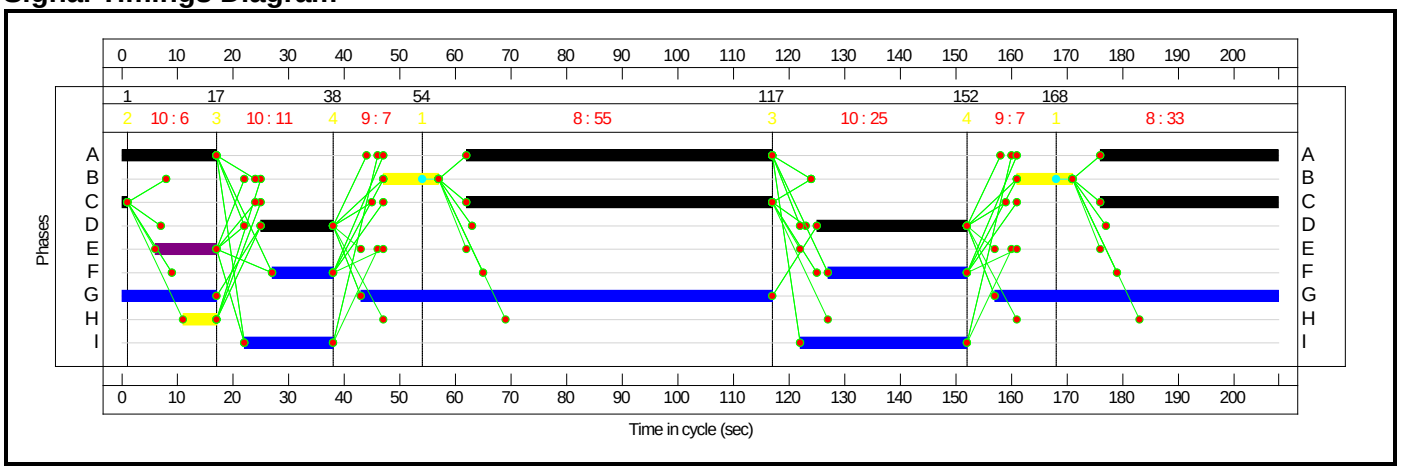


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	33	6	11	7	55	25	7
Change Point	168	1	17	38	54	117	152

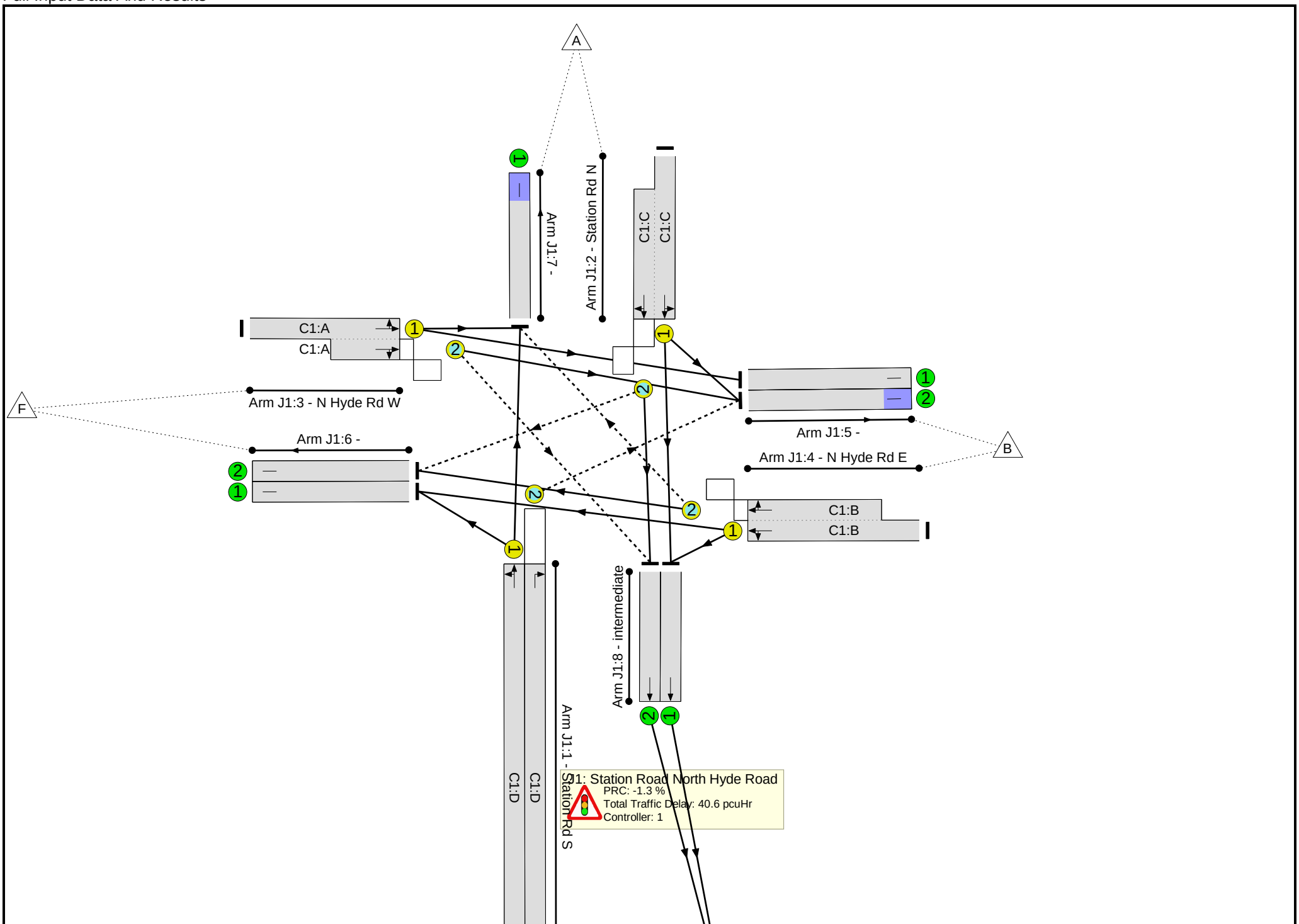
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.2%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.2%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	74	-	543	2287	836	65.0%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	74	-	222	1892	245	90.7%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	74	-	842	2149:2040	1055	79.8%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	55	-	623	1958:2160	731	85.3%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	73	-	759	1966:2094	833	91.2%
5/1		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	755	1800	1800	41.9%
6/1		U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	304	1800	1800	16.9%
7/1		U	N/A	N/A	-		-	-	-	750	1800	1800	41.7%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.9%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	104	11	690	2064:2064	1105	62.4%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	74	1995	211	35.1%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	88	-	745	2021:2156	968	76.9%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	40	-	397	1982:2386	523	75.9%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	291	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	**-**	**-**	**328**	**134**	**187**	**35.6**	**19.0**	**2.7**	**57.2**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**250**	**101**	**187**	**23.7**	**14.7**	**2.1**	**40.6**	**-**	**-**	**-**	**-**
1/1	543	543	-	-	-	2.8	0.9	-	3.8	25.0	9.0	0.9	9.9
1/2	222	222	111	0	111	1.2	3.7	1.0	5.9	96.0	3.6	3.7	7.3
2/1+2/2	842	842	47	0	51	6.3	1.9	0.5	8.7	37.3	11.6	1.9	13.5
3/1+3/2	623	623	42	0	1	5.9	2.8	0.1	8.7	50.4	14.2	2.8	17.0
4/1+4/2	759	759	50	101	23	7.5	4.6	0.5	12.6	59.7	12.7	4.6	17.2
5/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	755	755	-	-	-	0.0	0.4	-	0.4	1.9	0.7	0.4	1.0
6/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	304	304	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	750	750	-	-	-	0.0	0.4	-	0.4	1.8	0.4	0.4	0.7
8/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**78**	**33**	**1**	**11.8**	**4.3**	**0.5**	**16.7**	**-**	**-**	**-**	**-**
1/1+1/2	690	690	76	33	1	2.0	0.8	0.5	3.4	17.6	16.6	0.8	17.4
2/1	74	74	-	-	-	0.9	0.3	-	1.2	56.8	2.2	0.3	2.4
3/1+3/2	745	745	2	0	0	4.8	1.6	0.0	6.5	31.3	15.8	1.6	17.5
4/2+4/1	397	397	-	-	-	4.1	1.5	-	5.6	51.2	7.6	1.5	9.1
5/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-1.3	Total Delay for Signalled Lanes (pcuHr):	39.72	Cycle Time (s): 208
C2	PRC for Signalled Lanes (%):	17.0	Total Delay for Signalled Lanes (pcuHr):	16.66	Cycle Time (s): 208
	PRC Over All Lanes (%):	-1.3	Total Delay Over All Lanes(pcuHr):	57.24	

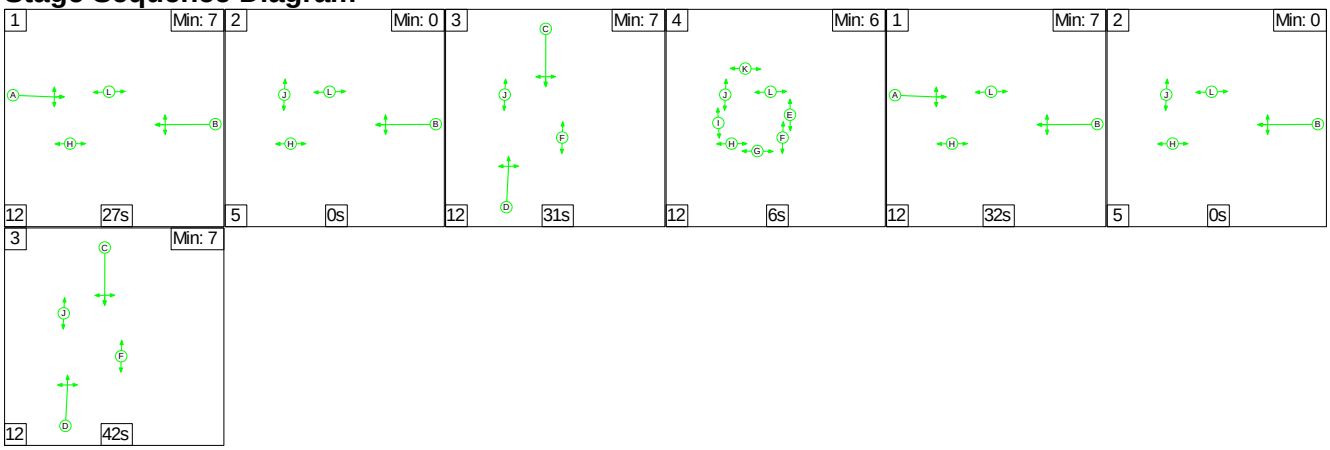
Full Input Data And Results

Full Input Data And Results

Scenario 7: '2029 Baseline AM' (FG7: '2029 Baseline AM', Plan 1: 'Staging Plan No. 1')

C1

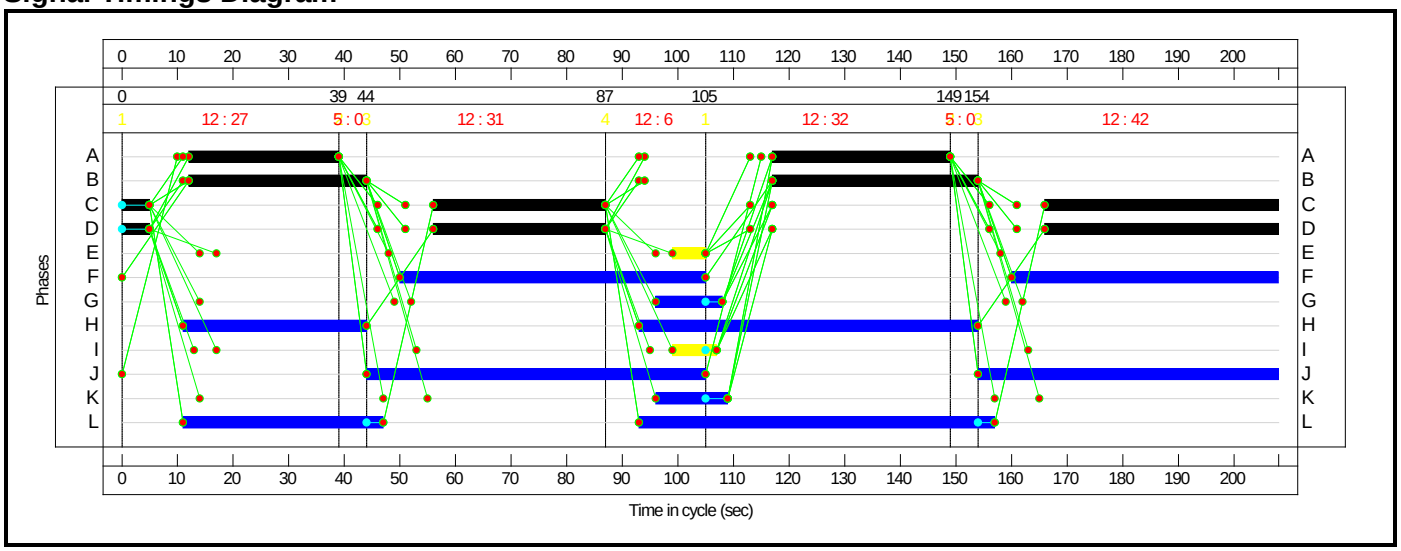
Stage Sequence Diagram



Stage Timings

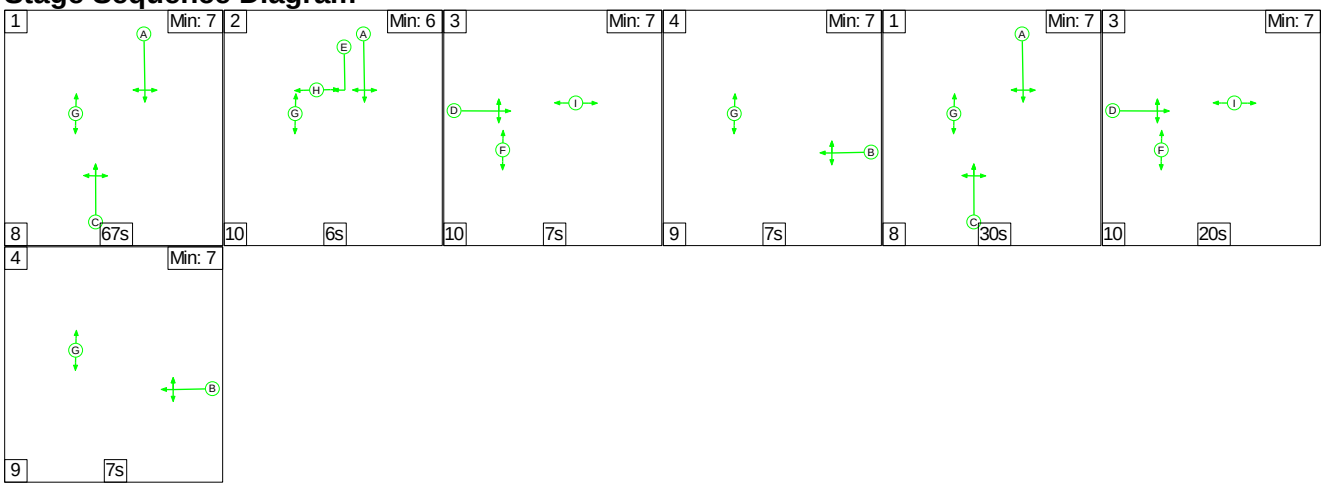
Stage	1	2	3	4	1	2	3
Duration	27	0	31	6	32	0	42
Change Point	0	39	44	87	105	149	154

Signal Timings Diagram



C2

Stage Sequence Diagram

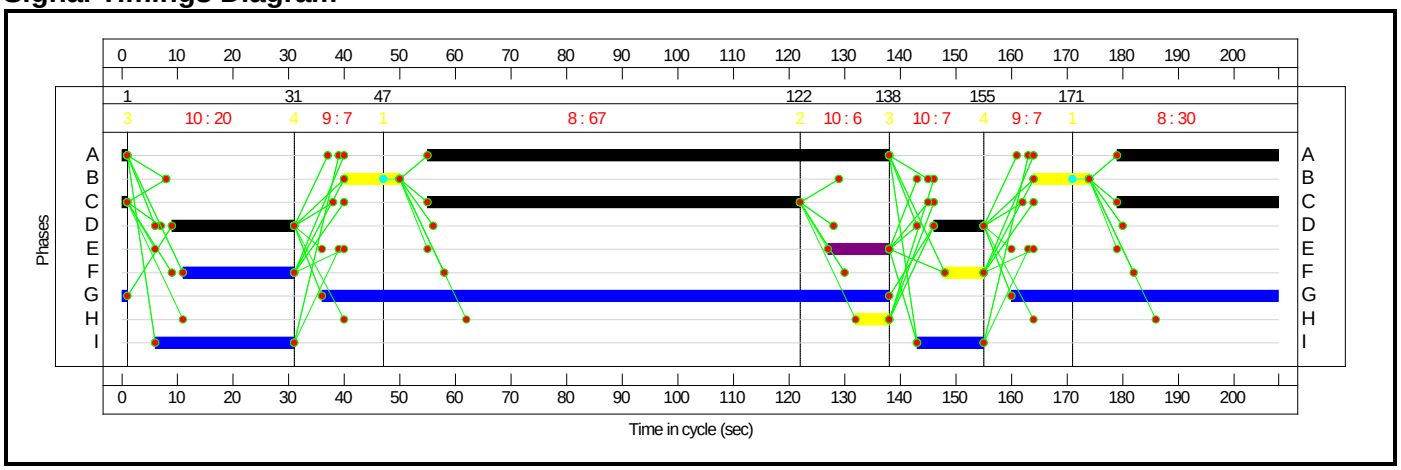


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	67	6	7	7	30	20	7
Change Point	47	122	138	155	171	1	31

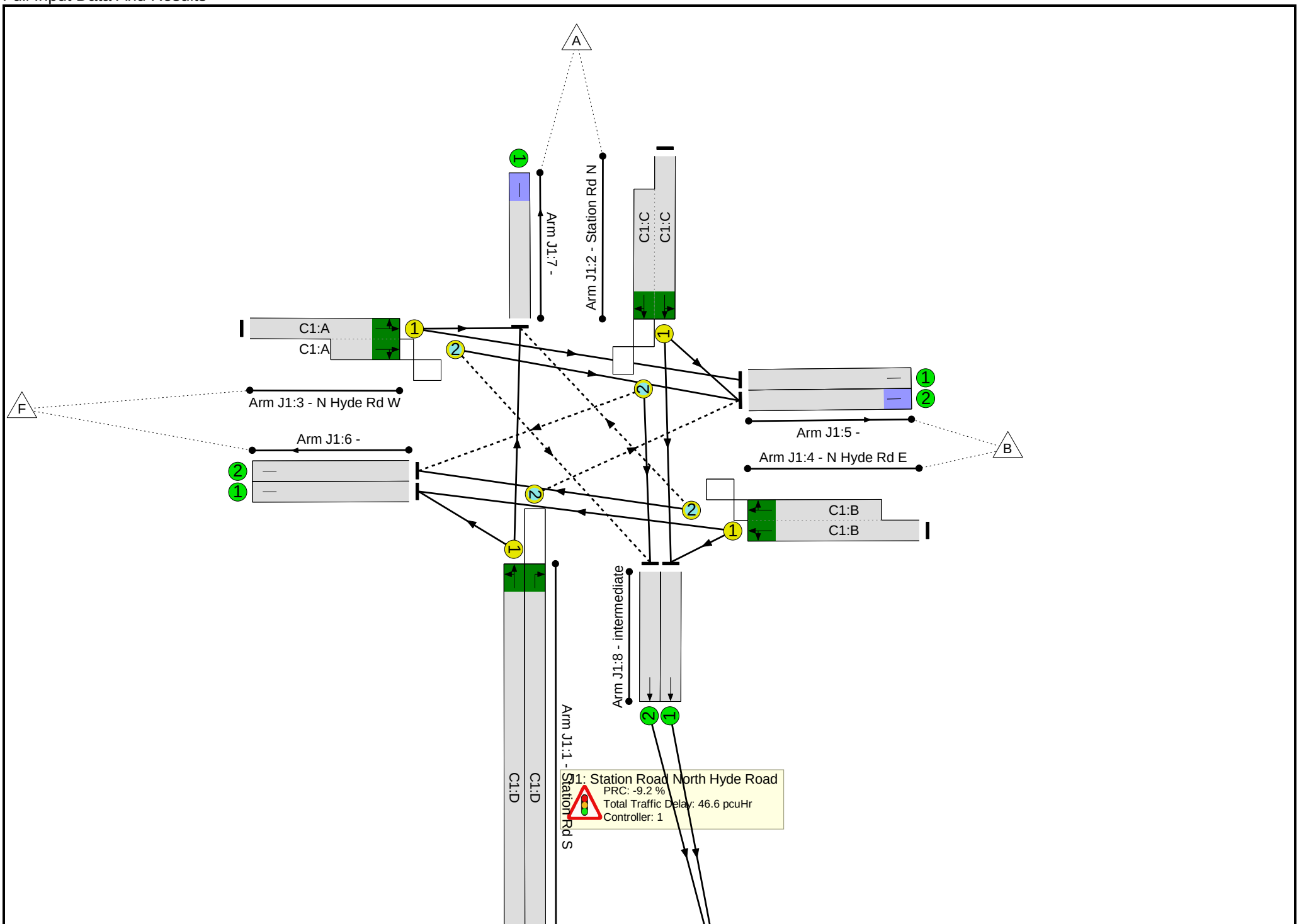
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.3%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.3%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	78	-	410	2287	957	42.9%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	78	-	236	1892	240	98.2%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	78	-	820	2149:2040	1316	62.3%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	59	-	525	1958:2160	771	68.1%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	69	-	1043	1966:2094	1061	98.3%
5/1		U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	730	1800	1800	40.6%
6/1		U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	450	1800	1800	25.0%
7/1		U	N/A	N/A	-		-	-	-	626	1800	1800	34.8%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.0%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	113	11	676	2064:2064	1185	57.0%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	91	1995	211	43.1%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	97	-	721	2021:2156	1076	67.0%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	31	-	218	1982:2386	393	55.5%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	314	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	**-**	**-**	**467**	**54**	**216**	**32.4**	**24.6**	**2.6**	**59.7**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**393**	**53**	**194**	**22.5**	**21.9**	**2.2**	**46.6**	**-**	**-**	**-**	**-**
1/1	410	410	-	-	-	1.5	0.4	-	1.9	16.8	5.8	0.4	6.1
1/2	236	236	108	0	128	1.3	6.7	1.3	9.3	141.7	4.5	6.7	11.2
2/1+2/2	820	820	139	0	3	5.7	0.8	0.1	6.6	28.9	11.3	0.8	12.1
3/1+3/2	525	525	0	0	48	4.4	1.1	0.4	5.8	39.8	8.3	1.1	9.3
4/1+4/2	1043	1043	146	53	15	9.5	12.2	0.4	22.2	76.5	22.4	12.2	34.6
5/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	730	730	-	-	-	0.1	0.3	-	0.4	2.1	5.7	0.3	6.0
6/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	450	450	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	626	626	-	-	-	0.0	0.3	-	0.3	1.5	0.1	0.3	0.4
8/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**74**	**2**	**22**	**10.0**	**2.7**	**0.4**	**13.1**	**-**	**-**	**-**	**-**
1/1+1/2	676	676	71	2	22	2.4	0.7	0.4	3.5	18.5	17.0	0.7	17.7
2/1	91	91	-	-	-	1.2	0.4	-	1.5	60.5	3.0	0.4	3.4
3/1+3/2	721	721	3	0	0	3.8	1.0	0.0	4.8	24.1	13.0	1.0	14.0
4/2+4/1	218	218	-	-	-	2.6	0.6	-	3.2	53.5	5.5	0.6	6.2
5/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-9.2	Total Delay for Signalled Lanes (pcuHr):	45.75
C2	PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):	13.06
	PRC Over All Lanes (%):	-9.2	Total Delay Over All Lanes(pcuHr):	59.66

Cycle Time (s): 208

Cycle Time (s): 208

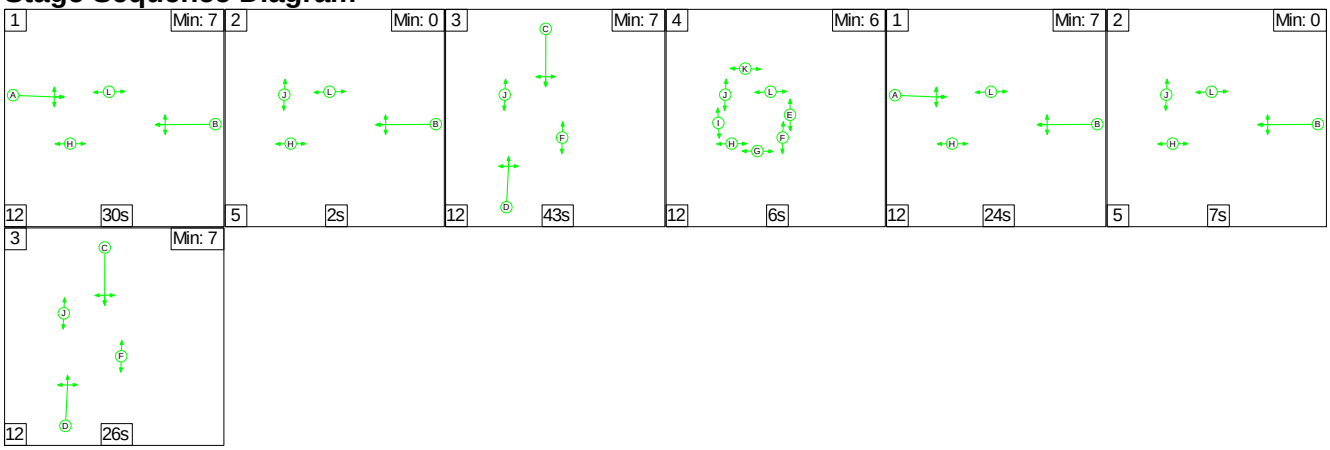
Full Input Data And Results

Full Input Data And Results

Scenario 8: '2029 Baseline PM' (FG8: '2029 Baseline PM', Plan 1: 'Staging Plan No. 1')

C1

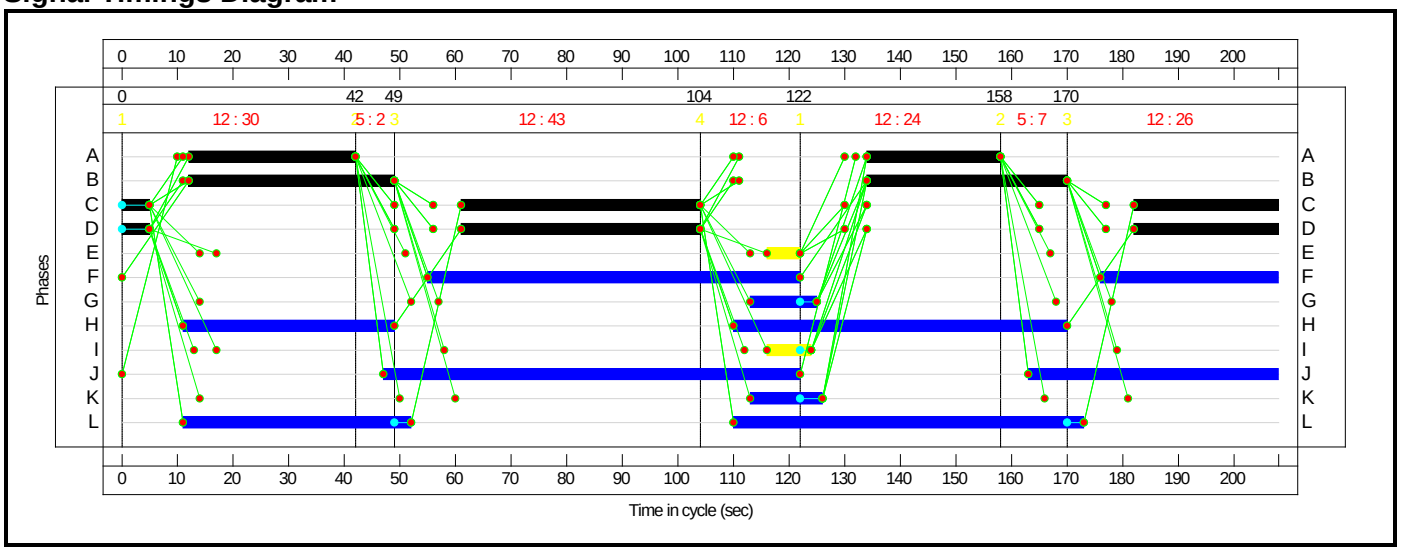
Stage Sequence Diagram



Stage Timings

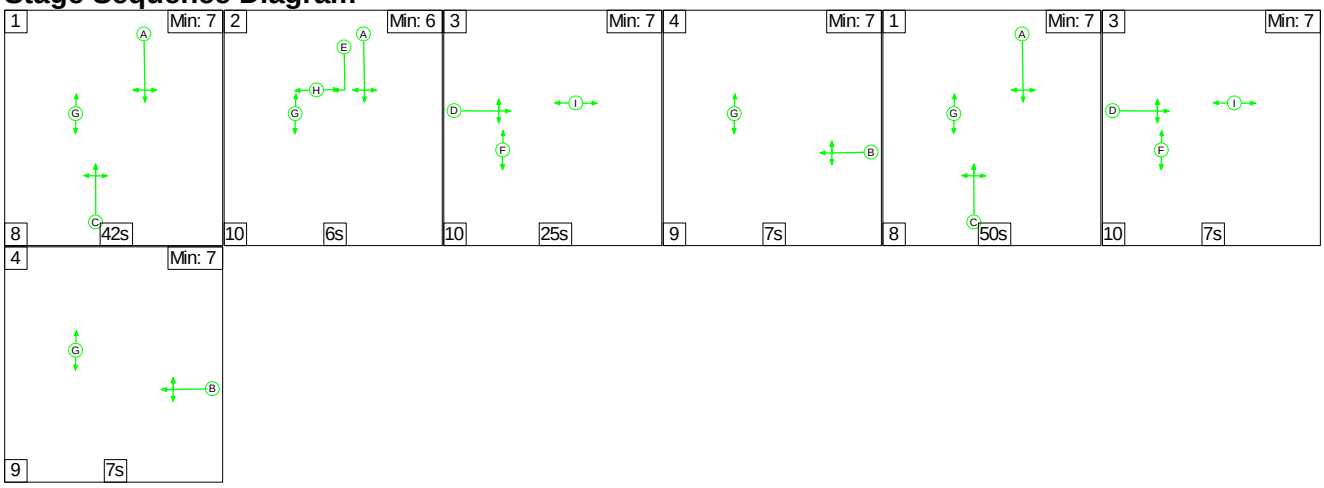
Stage	1	2	3	4	1	2	3
Duration	30	2	43	6	24	7	26
Change Point	0	42	49	104	122	158	170

Signal Timings Diagram



C2

Stage Sequence Diagram

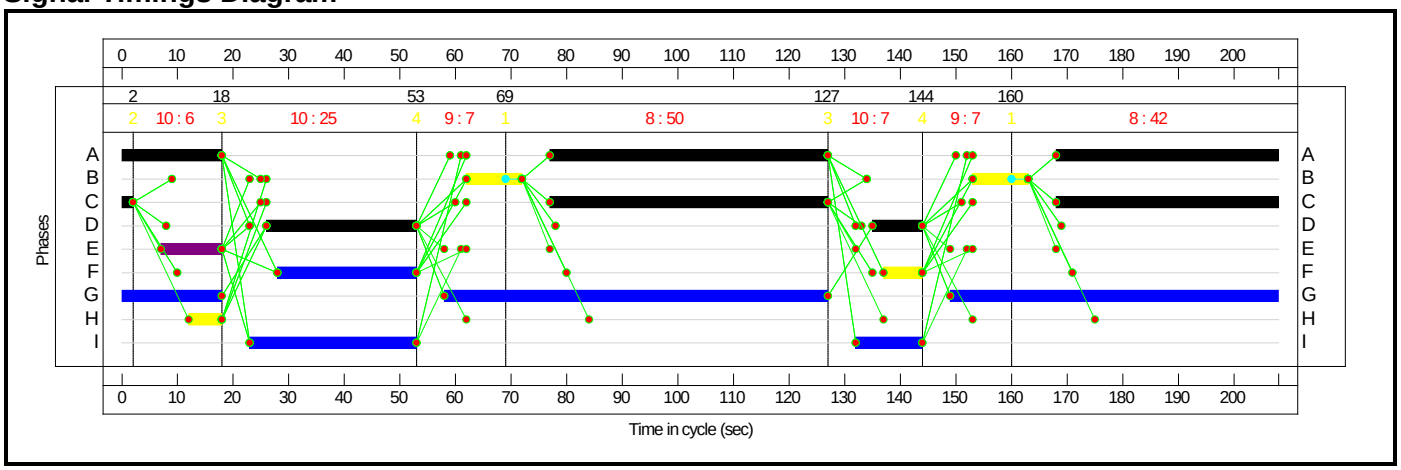


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	42	6	25	7	50	7	7
Change Point	160	2	18	53	69	127	144

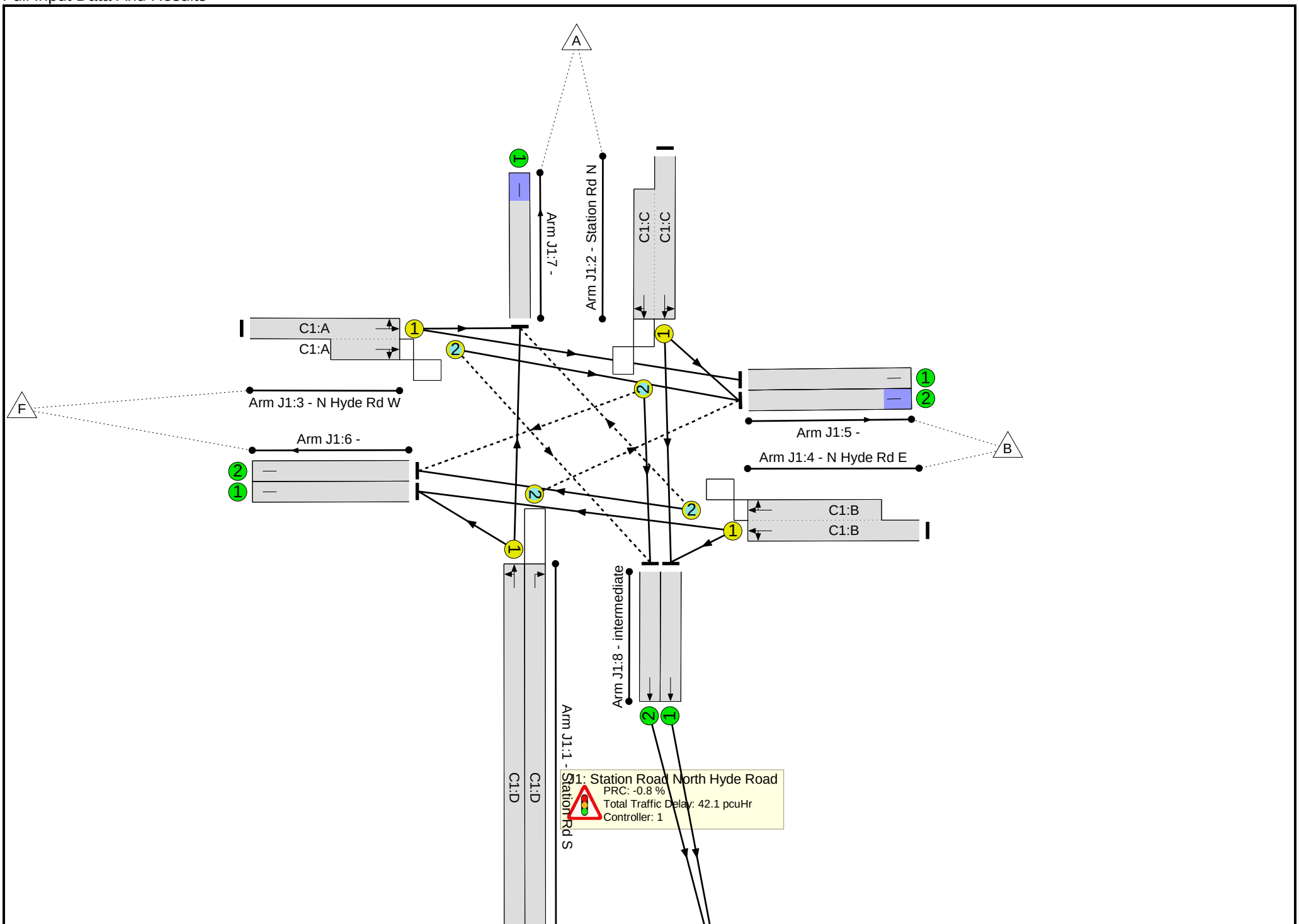
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	74	-	506	2287	836	60.6%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	74	-	230	1892	253	90.8%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	74	-	794	2149:2040	1102	72.1%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	54	-	604	1958:2160	721	83.7%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	73	-	799	1966:2094	881	90.7%
5/1		U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	756	1800	1800	42.0%
6/1		U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	302	1800	1800	16.8%
7/1		U	N/A	N/A	-		-	-	-	684	1800	1800	38.0%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.3%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	108	11	675	2064:2064	1148	58.8%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	76	1995	211	36.0%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	92	-	716	2021:2156	1014	70.6%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	36	-	405	1982:2386	475	85.3%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	299	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	**-**	**-**	**372**	**116**	**158**	**39.6**	**18.3**	**2.4**	**60.3**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**273**	**100**	**157**	**26.7**	**13.4**	**2.0**	**42.1**	**-**	**-**	**-**	**-**
1/1	506	506	-	-	-	3.9	0.8	-	4.7	33.4	17.4	0.8	18.2
1/2	230	230	120	0	110	2.4	3.7	1.1	7.2	113.0	8.1	3.7	11.8
2/1+2/2	794	794	54	0	25	5.9	1.3	0.2	7.4	33.4	10.5	1.3	11.8
3/1+3/2	604	604	38	0	6	5.9	2.5	0.1	8.5	50.8	14.5	2.5	16.9
4/1+4/2	799	799	61	100	16	8.5	4.4	0.5	13.4	60.6	14.5	4.4	18.9
5/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	756	756	-	-	-	0.0	0.4	-	0.4	1.9	0.8	0.4	1.2
6/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	302	302	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	684	684	-	-	-	0.1	0.3	-	0.4	2.0	3.6	0.3	3.9
8/1	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**99**	**16**	**0**	**12.8**	**4.9**	**0.5**	**18.2**	**-**	**-**	**-**	**-**
1/1+1/2	675	675	97	16	0	2.2	0.7	0.5	3.3	17.9	16.1	0.7	16.8
2/1	76	76	-	-	-	0.9	0.3	-	1.2	57.4	2.3	0.3	2.6
3/1+3/2	716	716	2	0	0	4.6	1.2	0.0	5.8	29.2	18.7	1.2	19.9
4/2+4/1	405	405	-	-	-	5.1	2.7	-	7.8	69.5	10.7	2.7	13.4
5/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-0.8	Total Delay for Signalled Lanes (pcuHr):	41.24
C2	PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	18.20
	PRC Over All Lanes (%):	-0.8	Total Delay Over All Lanes(pcuHr):	60.32

Cycle Time (s): 208
Cycle Time (s): 208

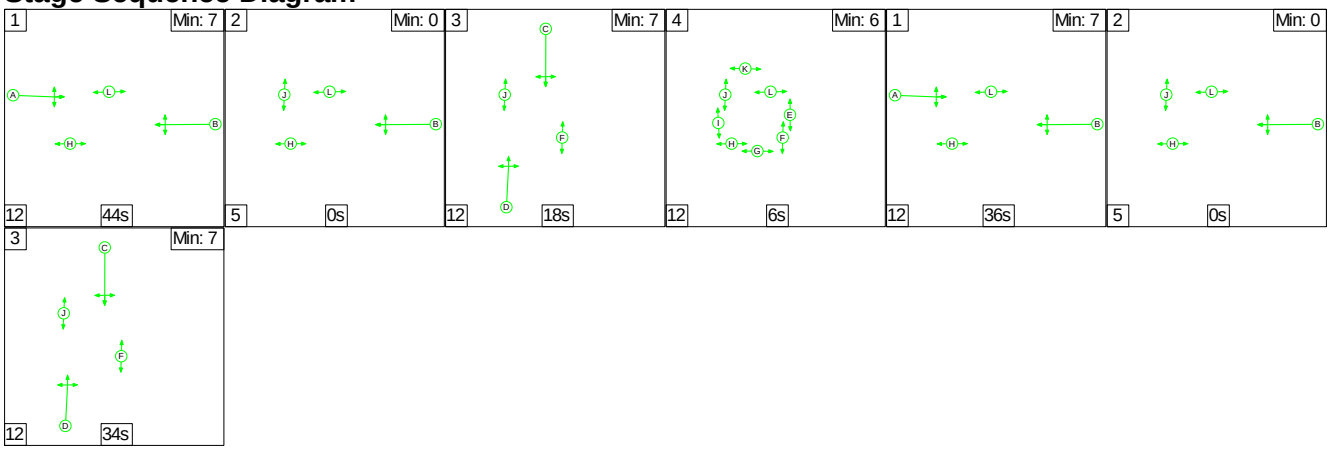
Full Input Data And Results

Full Input Data And Results

Scenario 9: '2029 With Dev AM' (FG9: '2029 With Dev AM', Plan 1: 'Staging Plan No. 1')

C1

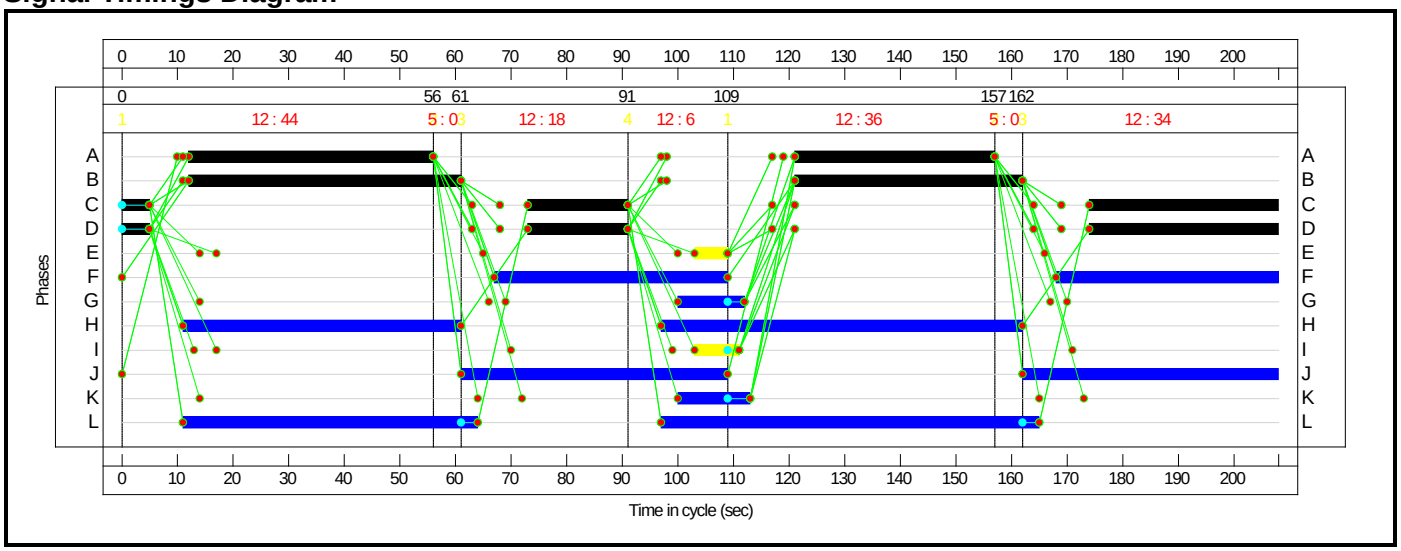
Stage Sequence Diagram



Stage Timings

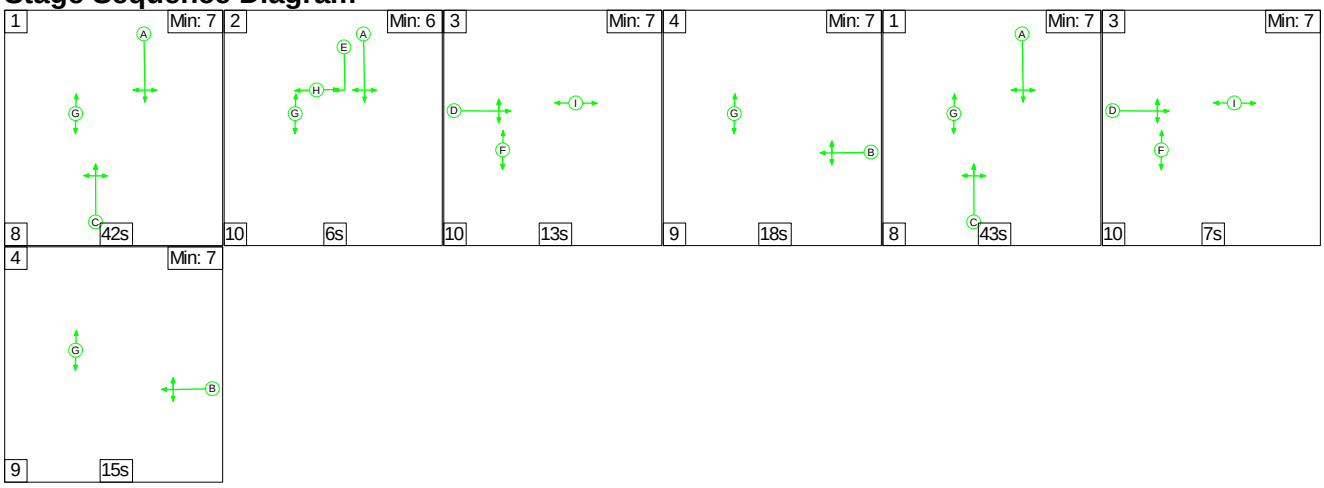
Stage	1	2	3	4	1	2	3
Duration	44	0	18	6	36	0	34
Change Point	0	56	61	91	109	157	162

Signal Timings Diagram



C2

Stage Sequence Diagram

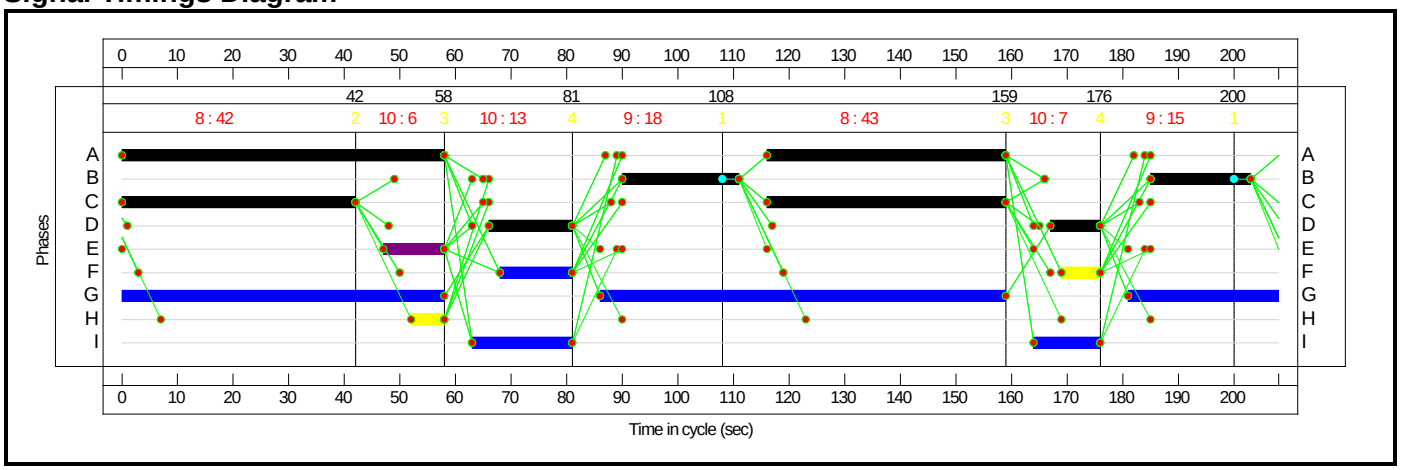


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	42	6	13	18	43	7	15
Change Point	200	42	58	81	108	159	176

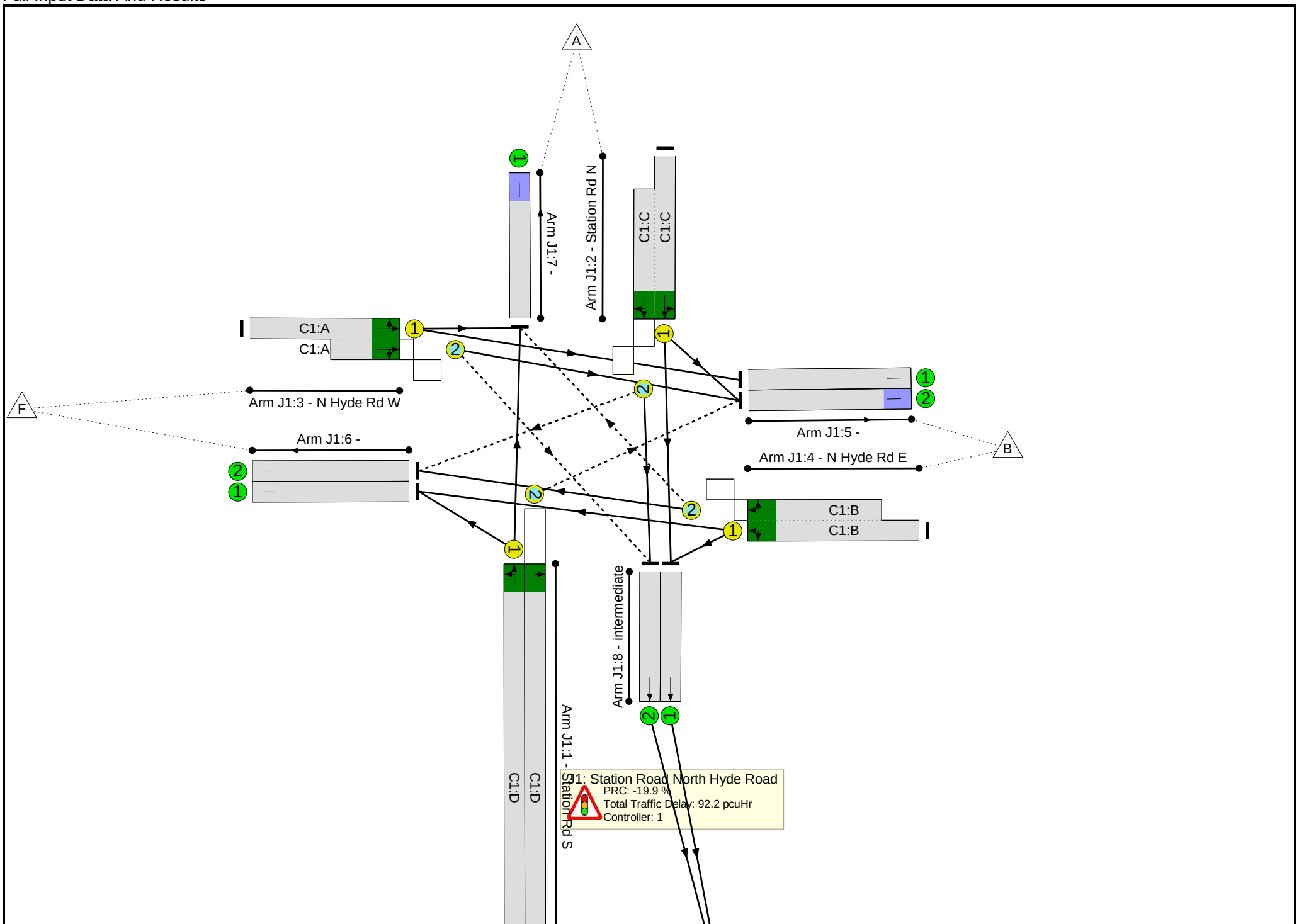
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	-	-		-	-	-	-	-	-	**107.9%**
J1: Station Road North Hyde Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.9%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	57	-	427	2287	726	58.8%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	57	-	219	1892	204	107.5%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	57	-	902	2149:2040	836	107.9%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	80	-	516	1958:2160	897	57.6%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	90	-	1038	1966:2094	1265	82.0%
5/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	708	1800	1800	37.3%
6/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	477	1800	1800	25.8%
7/1		U	N/A	N/A	-		-	-	-	652	1800	1800	36.2%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.1%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	101	11	725	2064:2064	1062	65.1%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	39	-	90	1995	393	22.9%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	85	-	721	2021:2156	947	76.1%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	24	-	219	1982:2386	324	67.5%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	314	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	**-**	**-**	**519**	**10**	**189**	**46.1**	**59.0**	**2.6**	**107.7**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**433**	**6**	**186**	**34.7**	**55.3**	**2.1**	**92.2**	**-**	**-**	**-**	**-**
1/1	427	427	-	-	-	4.8	0.7	-	5.6	46.8	13.6	0.7	14.4
1/2	219	204	65	0	138	4.9	12.2	1.1	18.1	297.8	10.2	12.2	22.4
2/1+2/2	902	836	137	0	22	15.3	38.8	0.3	54.4	217.3	29.3	38.8	68.1
3/1+3/2	516	516	28	0	20	3.1	0.7	0.4	4.2	29.5	5.7	0.7	6.4
4/1+4/2	1038	1038	202	6	6	6.4	2.2	0.3	8.9	31.0	14.9	2.2	17.1
5/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	672	672	-	-	-	0.1	0.3	-	0.4	2.0	5.4	0.3	5.7
6/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	464	464	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	652	652	-	-	-	0.1	0.3	-	0.4	2.0	3.7	0.3	4.0
8/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**87**	**4**	**2**	**11.4**	**3.7**	**0.5**	**15.5**	**-**	**-**	**-**	**-**
1/1+1/2	692	692	84	4	2	2.8	0.9	0.4	4.2	21.9	17.4	0.9	18.3
2/1	90	90	-	-	-	0.9	0.1	-	1.0	41.6	2.5	0.1	2.6
3/1+3/2	721	721	3	0	0	5.0	1.6	0.0	6.6	32.9	18.6	1.6	20.2
4/2+4/1	219	219	-	-	-	2.6	1.0	-	3.6	59.6	4.7	1.0	5.7
5/1	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-19.9	Total Delay for Signalled Lanes (pcuHr):	91.28	Cycle Time (s):	208
C2	PRC for Signalled Lanes (%):	18.3	Total Delay for Signalled Lanes (pcuHr):	15.48	Cycle Time (s):	208
	PRC Over All Lanes (%):	-19.9	Total Delay Over All Lanes(pcuHr):	107.67		

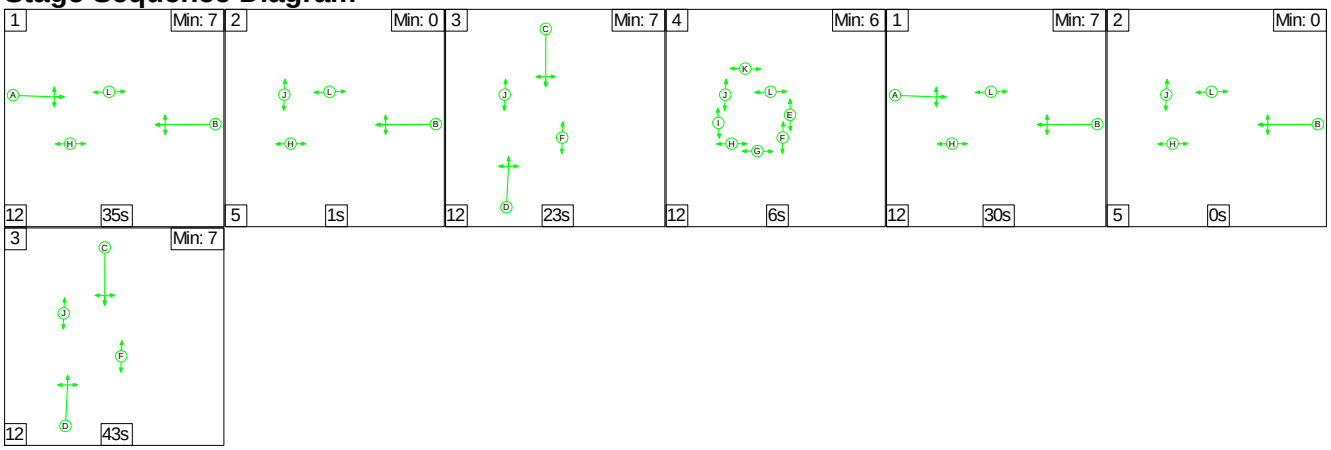
Full Input Data And Results

Full Input Data And Results

Scenario 10: '2029 With Dev PM' (FG10: '2029 With Dev PM', Plan 1: 'Staging Plan No. 1')

C1

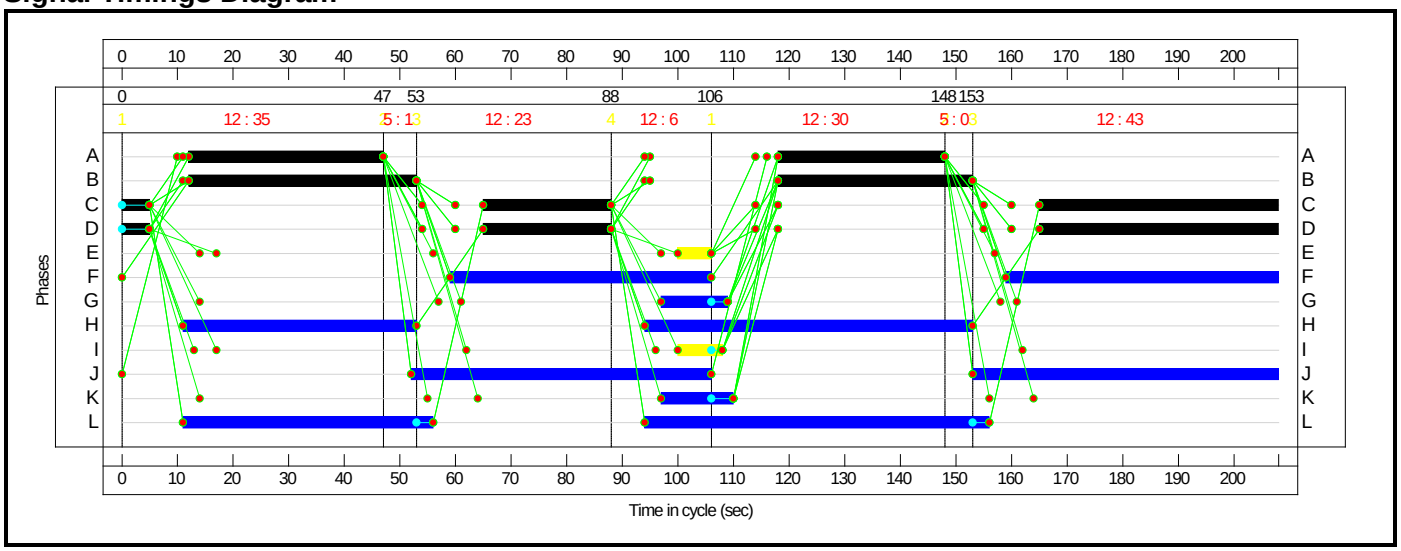
Stage Sequence Diagram



Stage Timings

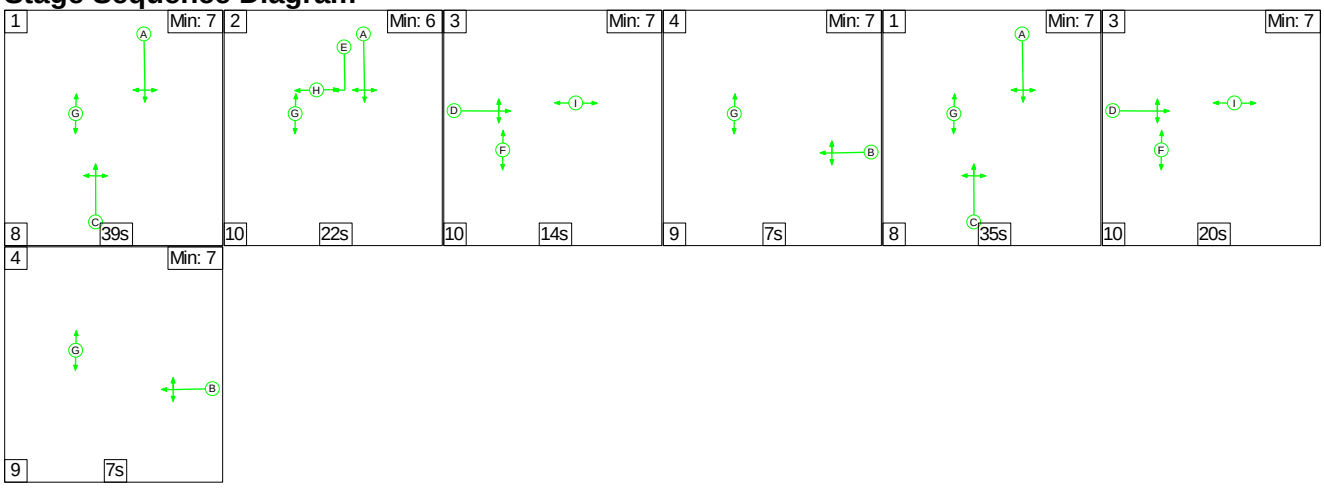
Stage	1	2	3	4	1	2	3
Duration	35	1	23	6	30	0	43
Change Point	0	47	53	88	106	148	153

Signal Timings Diagram



C2

Stage Sequence Diagram

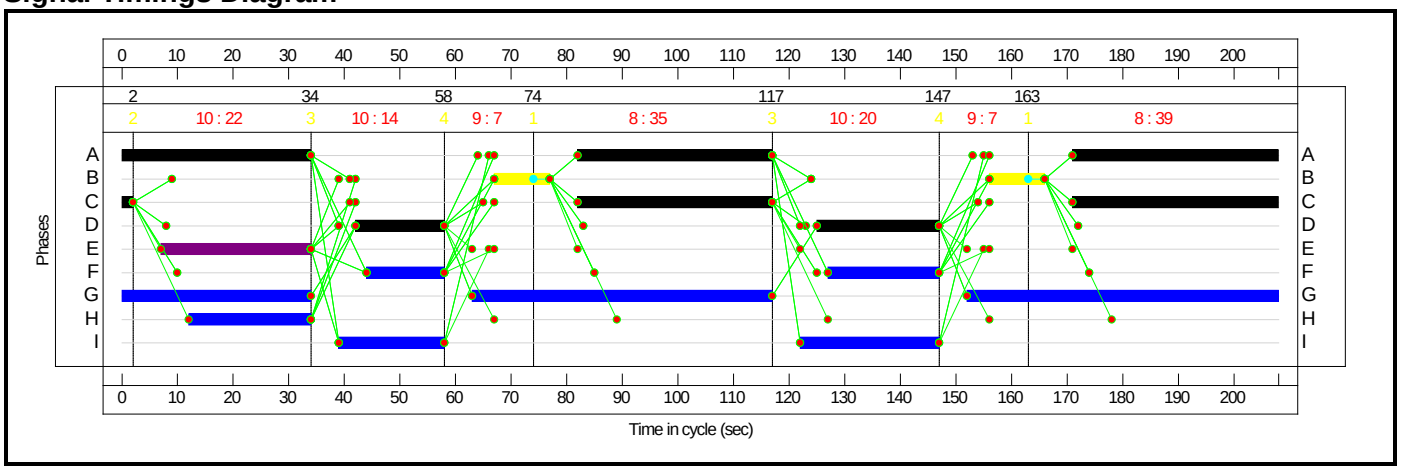


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	39	22	14	7	35	20	7
Change Point	163	2	34	58	74	117	147

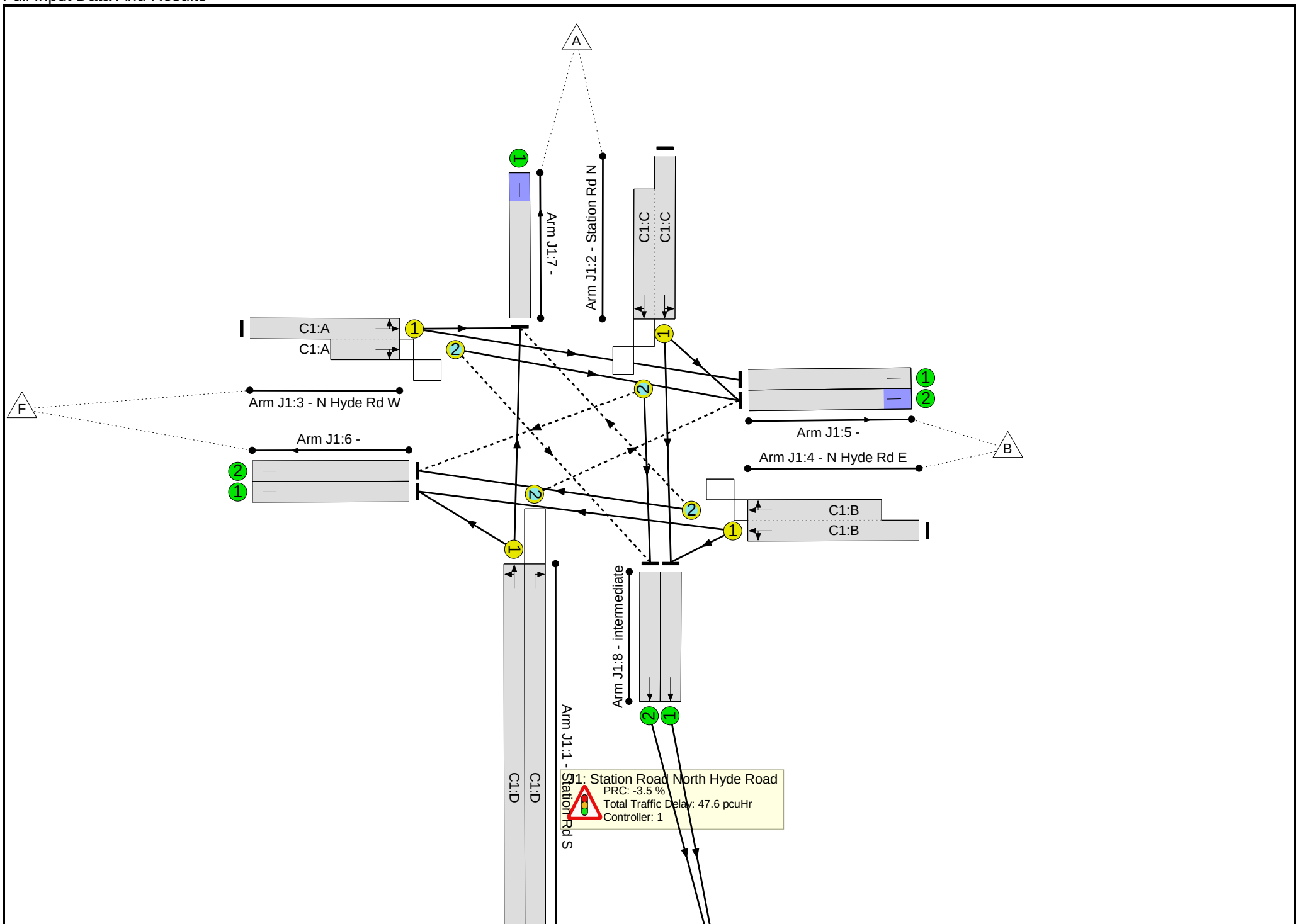
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.1%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.1%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	71	-	552	2287	803	68.8%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	71	-	228	1892	245	93.1%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	71	-	856	2149:2040	923	92.8%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	65	-	633	1958:2160	829	76.3%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	76	-	774	1966:2094	848	91.3%
5/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	768	1800	1800	42.7%
6/1		U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	310	1800	1800	17.2%
7/1		U	N/A	N/A	-		-	-	-	761	1800	1800	42.3%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.6%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	106	27	704	2064:2064	1125	62.6%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	76	1995	211	36.0%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	74	-	761	2021:2156	831	91.6%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	38	-	404	1982:2386	503	80.4%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	299	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	**-**	**-**	**338**	**114**	**212**	**42.4**	**26.0**	**2.9**	**71.3**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**304**	**69**	**176**	**27.3**	**18.1**	**2.2**	**47.6**	**-**	**-**	**-**	**-**
1/1	552	552	-	-	-	5.3	1.1	-	6.4	41.9	24.2	1.1	25.3
1/2	228	228	108	0	120	2.7	4.4	1.1	8.2	129.9	11.1	4.4	15.6
2/1+2/2	856	856	69	0	31	7.6	5.5	0.5	13.6	57.2	14.9	5.5	20.4
3/1+3/2	633	633	41	0	3	5.1	1.6	0.1	6.8	38.6	10.8	1.6	12.4
4/1+4/2	774	774	85	69	23	6.2	4.7	0.6	11.5	53.4	11.2	4.7	15.9
5/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	768	768	-	-	-	0.0	0.4	-	0.4	1.9	0.7	0.4	1.1
6/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	310	310	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	761	761	-	-	-	0.2	0.4	-	0.6	2.8	13.0	0.4	13.3
8/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**34**	**45**	**36**	**15.1**	**7.9**	**0.7**	**23.7**	**-**	**-**	**-**	**-**
1/1+1/2	704	704	32	45	36	2.4	0.8	0.7	3.9	19.9	18.1	0.8	18.9
2/1	76	76	-	-	-	0.9	0.3	-	1.2	57.6	2.4	0.3	2.6
3/1+3/2	761	761	2	0	0	7.1	4.8	0.0	11.9	56.4	23.0	4.8	27.8
4/2+4/1	404	404	-	-	-	4.7	2.0	-	6.6	59.1	10.0	2.0	12.0
5/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	46.53	Cycle Time (s): 208
C2	PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	23.66	Cycle Time (s): 208
	PRC Over All Lanes (%):	-3.5	Total Delay Over All Lanes(pcuHr):	71.29	

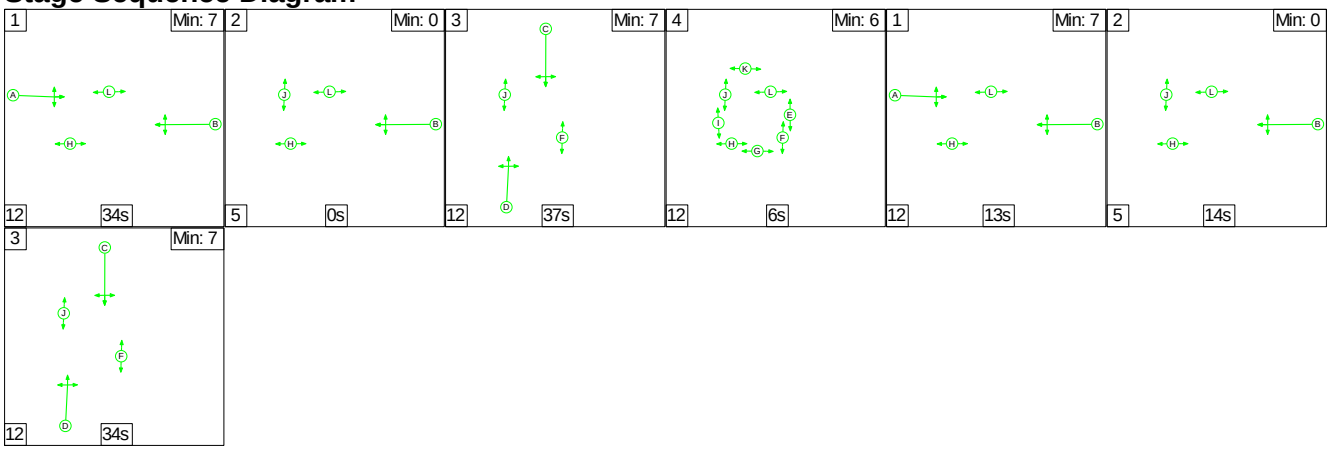
Full Input Data And Results

Full Input Data And Results

Scenario 11: 'Cumulative 2024 Baseline AM' (FG11: 'Cumulative 2024 Baseline AM', Plan 1: 'Staging Plan No. 1')

C1

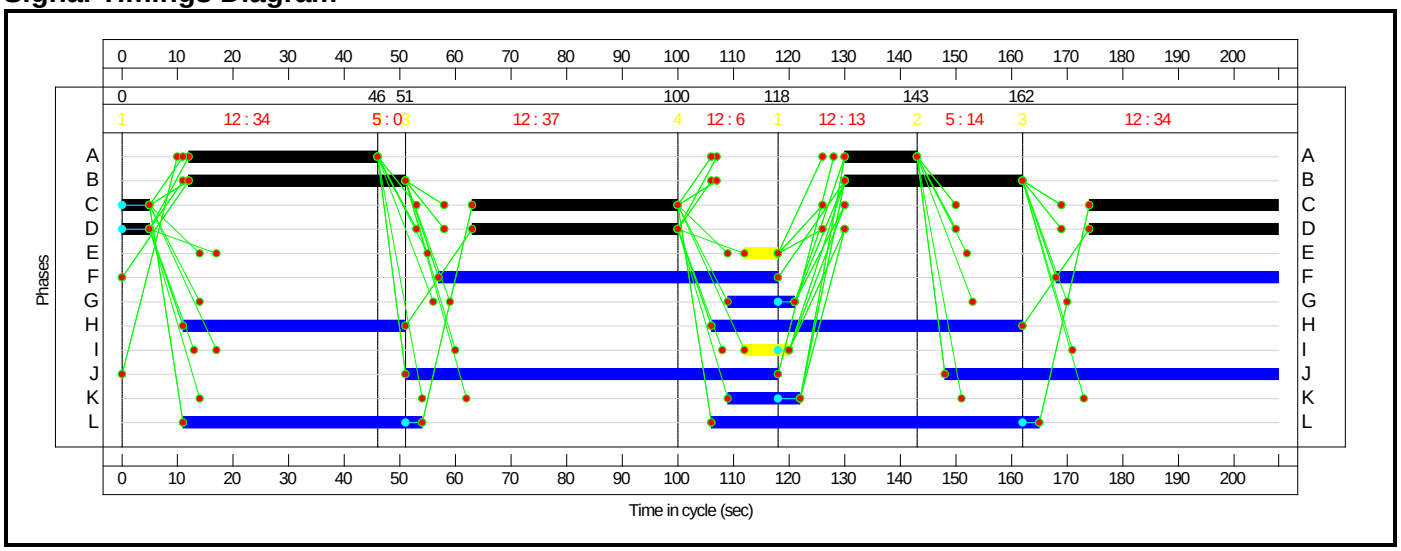
Stage Sequence Diagram



Stage Timings

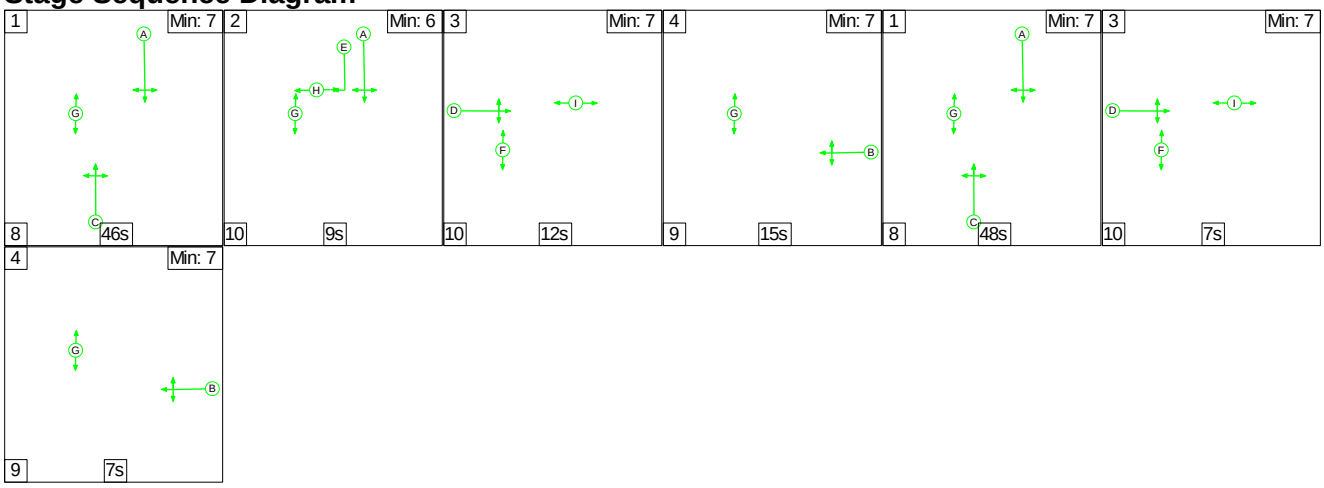
Stage	1	2	3	4	1	2	3
Duration	34	0	37	6	13	14	34
Change Point	0	46	51	100	118	143	162

Signal Timings Diagram



C2

Stage Sequence Diagram

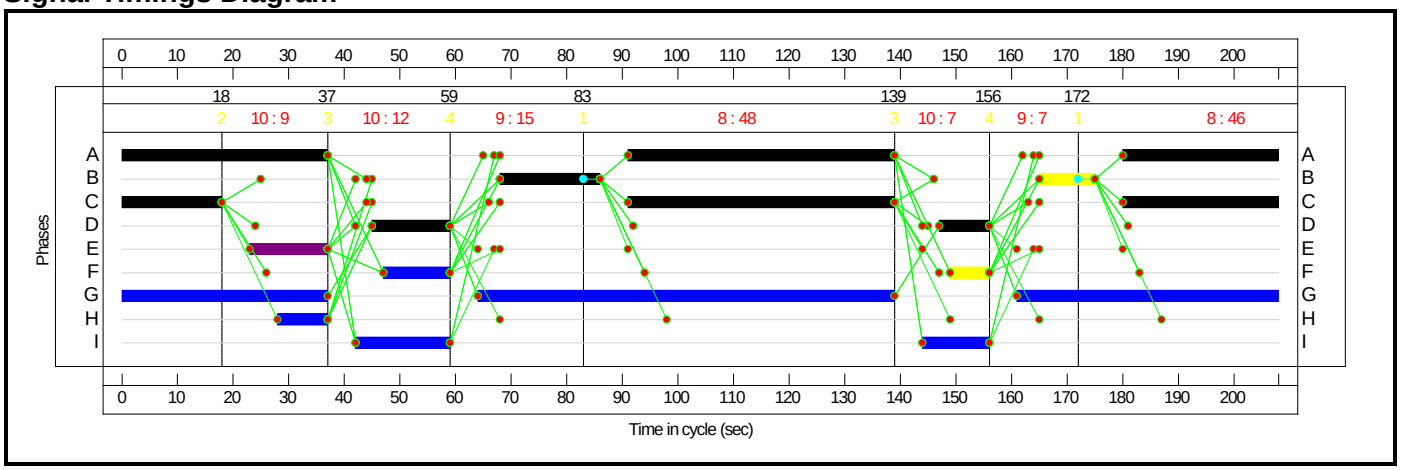


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	46	9	12	15	48	7	7
Change Point	172	18	37	59	83	139	156

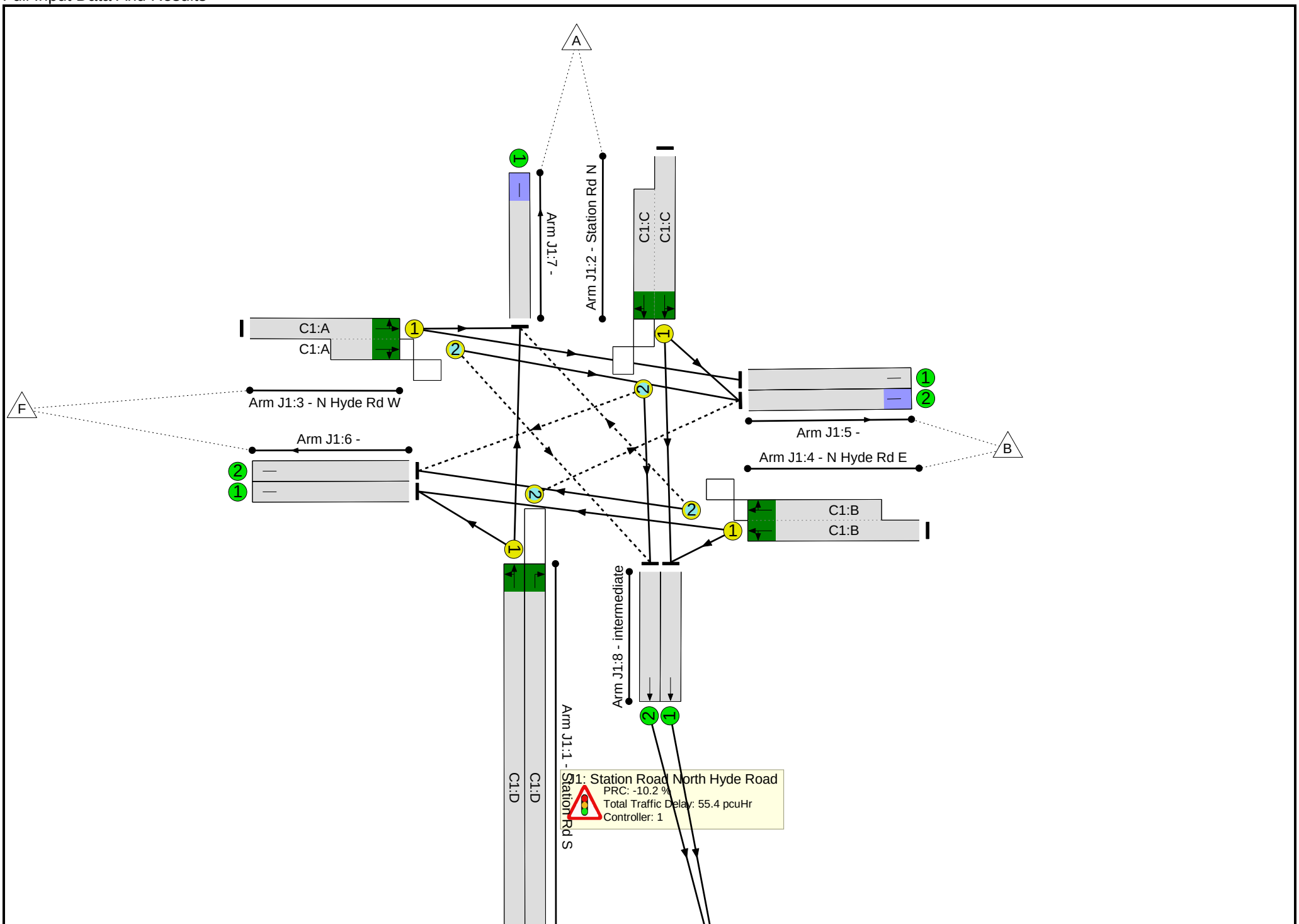
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.2%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.2%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	76	-	410	2287	935	43.9%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	76	-	232	1892	234	99.2%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	76	-	851	2149:2040	1104	77.1%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	47	-	524	1958:2160	652	80.3%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	71	-	1019	1966:2094	1046	97.4%
5/1		U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	723	1800	1800	40.2%
6/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	457	1800	1800	25.4%
7/1		U	N/A	N/A	-		-	-	-	631	1800	1800	35.1%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.3%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	113	14	680	2064:2064	1183	57.5%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	28	-	88	1995	288	30.6%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	94	-	714	2021:2156	1045	68.3%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	23	-	215	1982:2386	316	68.0%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	305	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	**-**	**-**	**388**	**131**	**223**	**40.7**	**25.6**	**2.9**	**69.2**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**309**	**118**	**222**	**30.3**	**22.6**	**2.6**	**55.4**	**-**	**-**	**-**	**-**
1/1	410	410	-	-	-	3.9	0.4	-	4.3	37.7	14.6	0.4	15.0
1/2	232	232	100	0	132	3.8	7.2	1.4	12.4	192.3	10.6	7.2	17.8
2/1+2/2	851	851	134	0	25	6.3	1.7	0.4	8.4	35.4	13.6	1.7	15.2
3/1+3/2	524	524	5	0	42	5.6	2.0	0.3	7.9	54.5	9.8	2.0	11.8
4/1+4/2	1019	1019	70	118	23	10.5	10.6	0.4	21.5	75.9	23.7	10.6	34.3
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	723	723	-	-	-	0.1	0.3	-	0.4	2.1	6.2	0.3	6.5
6/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	457	457	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	631	631	-	-	-	0.1	0.3	-	0.4	2.1	7.2	0.3	7.5
8/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**78**	**13**	**1**	**10.4**	**3.0**	**0.4**	**13.8**	**-**	**-**	**-**	**-**
1/1+1/2	680	680	75	13	1	2.5	0.7	0.4	3.5	18.6	14.4	0.7	15.1
2/1	88	88	-	-	-	1.0	0.2	-	1.2	49.5	2.5	0.2	2.8
3/1+3/2	714	714	3	0	0	4.3	1.1	0.0	5.4	27.3	17.6	1.1	18.7
4/2+4/1	215	215	-	-	-	2.6	1.0	-	3.6	60.6	4.5	1.0	5.6
5/1	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-10.2	Total Delay for Signalled Lanes (pcuHr):	54.45	Cycle Time (s): 208
C2	PRC for Signalled Lanes (%):	31.7	Total Delay for Signalled Lanes (pcuHr):	13.77	Cycle Time (s): 208
	PRC Over All Lanes (%):	-10.2	Total Delay Over All Lanes(pcuHr):	69.18	

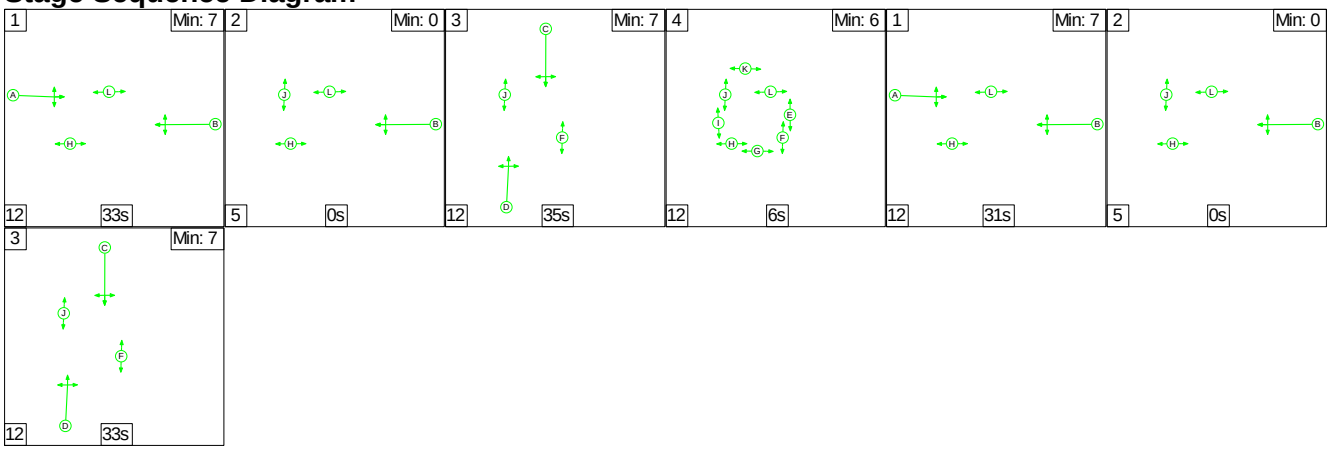
Full Input Data And Results

Full Input Data And Results

Scenario 12: 'Cumulative 2024 Baseline PM' (FG12: 'Cumulative 2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

C1

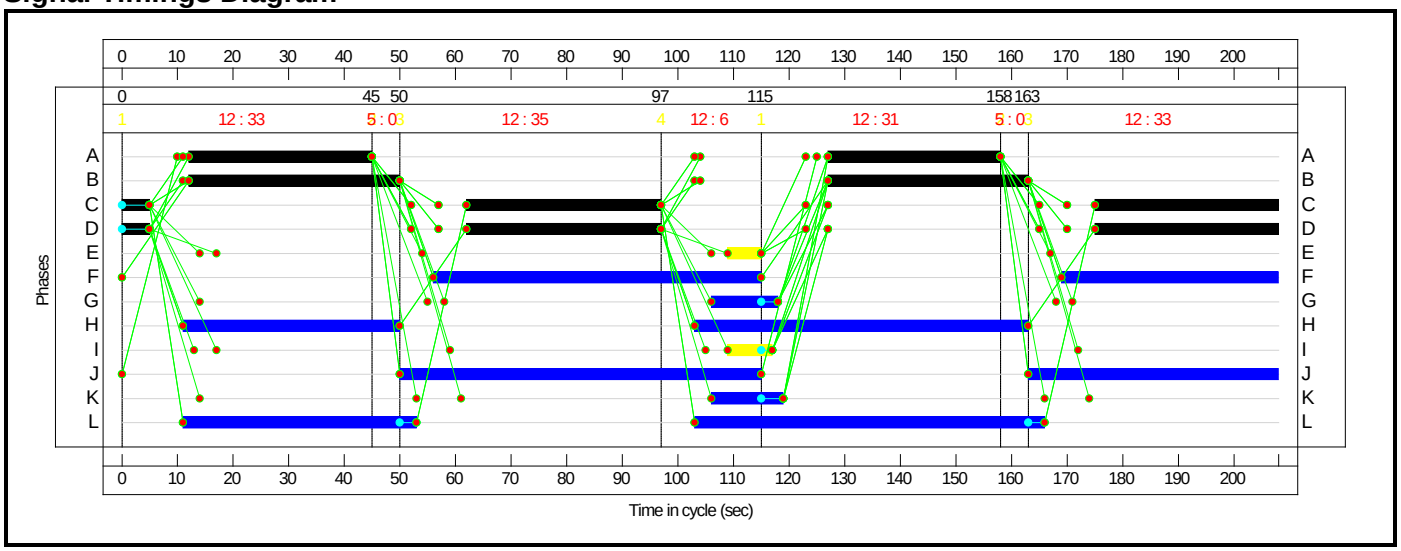
Stage Sequence Diagram



Stage Timings

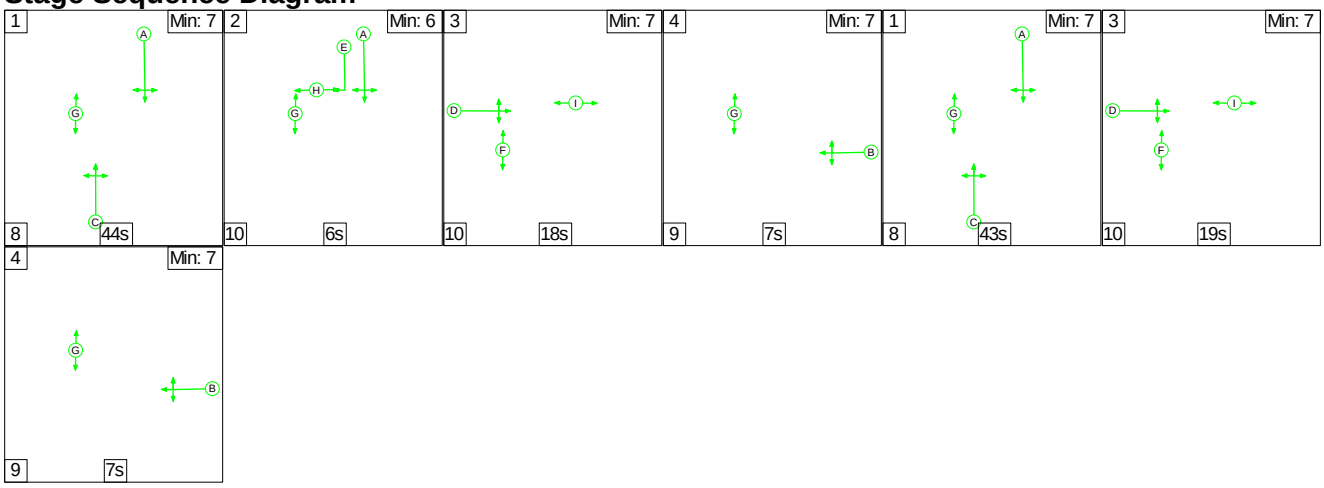
Stage	1	2	3	4	1	2	3
Duration	33	0	35	6	31	0	33
Change Point	0	45	50	97	115	158	163

Signal Timings Diagram



C2

Stage Sequence Diagram

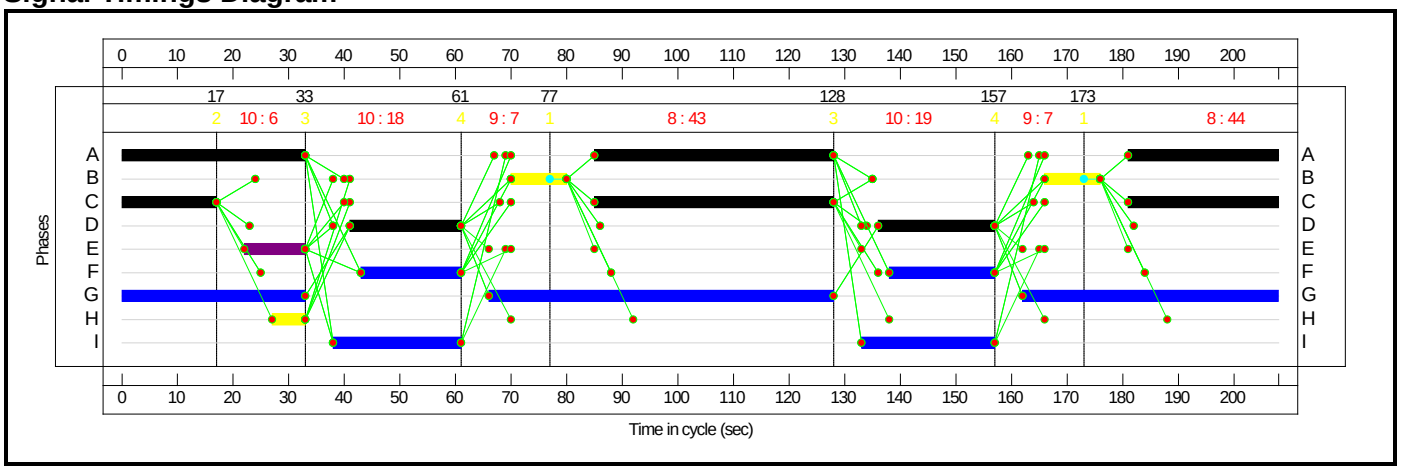


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	44	6	18	7	43	19	7
Change Point	173	17	33	61	77	128	157

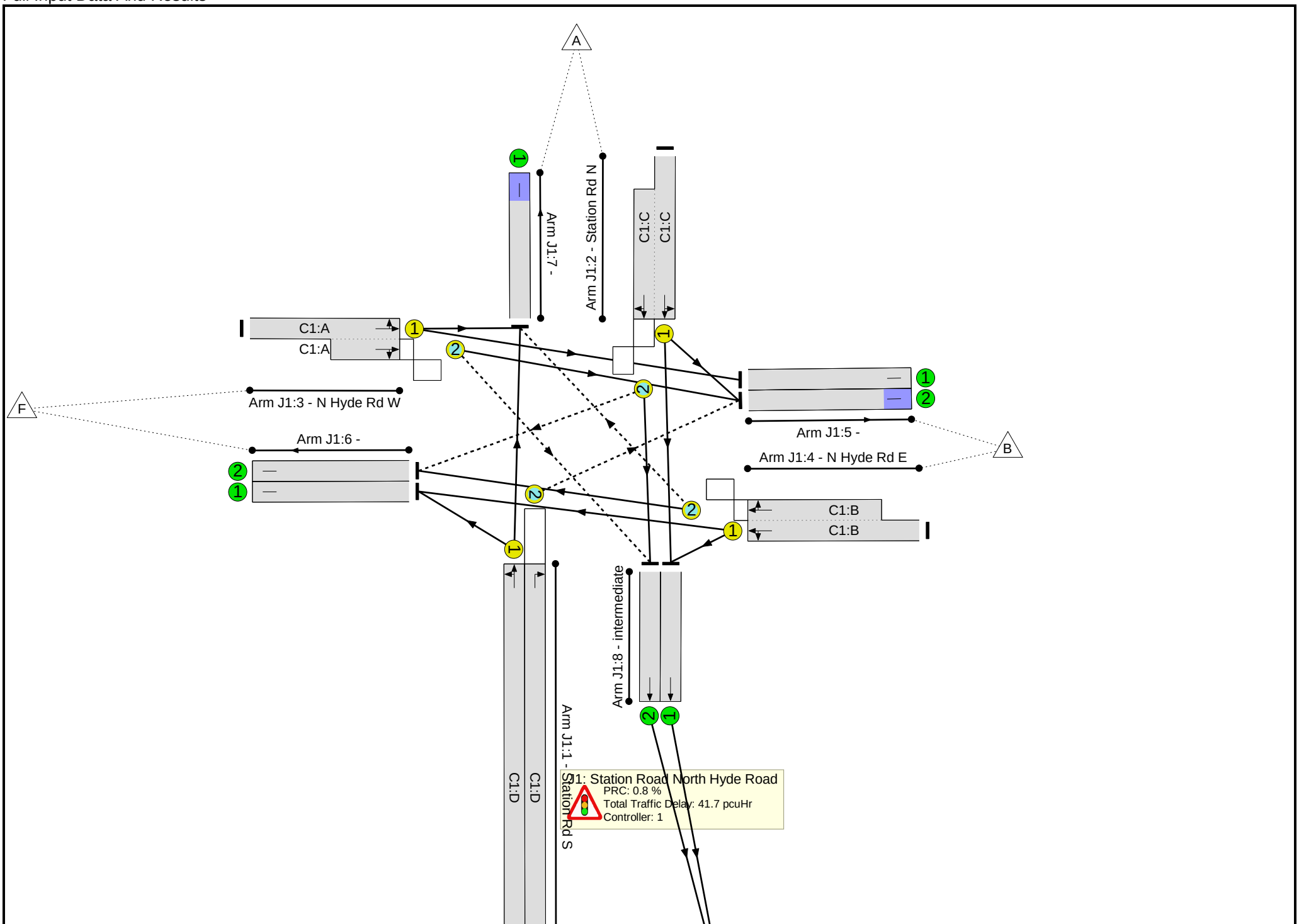
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	73	-	525	2287	825	63.7%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	73	-	224	1892	252	88.9%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	73	-	813	2149:2040	982	82.8%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	64	-	614	1958:2160	820	74.9%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	74	-	785	1966:2094	879	89.3%
5/1		U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	753	1800	1800	41.8%
6/1		U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	310	1800	1800	17.2%
7/1		U	N/A	N/A	-		-	-	-	723	1800	1800	40.2%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	103	11	680	2064:2064	1096	62.0%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	73	1995	211	34.6%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	87	-	730	2021:2156	961	75.9%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	41	-	397	1982:2386	533	74.5%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	291	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	**-**	**-**	**401**	**65**	**178**	**39.4**	**16.6**	**2.6**	**58.6**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**308**	**58**	**166**	**27.2**	**12.6**	**2.0**	**41.7**	**-**	**-**	**-**	**-**
1/1	525	525	-	-	-	5.3	0.9	-	6.2	42.6	21.0	0.9	21.9
1/2	224	224	120	0	104	1.9	3.3	0.9	6.1	98.2	8.6	3.3	11.8
2/1+2/2	813	813	56	0	35	7.0	2.3	0.4	9.7	42.9	13.1	2.3	15.5
3/1+3/2	614	614	37	0	6	5.1	1.5	0.2	6.7	39.2	12.6	1.5	14.0
4/1+4/2	785	785	95	58	21	7.7	3.8	0.6	12.1	55.3	12.5	3.8	16.4
5/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	753	753	-	-	-	0.0	0.4	-	0.4	1.9	0.7	0.4	1.1
6/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	310	310	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	723	723	-	-	-	0.2	0.3	-	0.5	2.4	9.5	0.3	9.8
8/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**93**	**7**	**12**	**12.2**	**4.1**	**0.6**	**16.9**	**-**	**-**	**-**	**-**
1/1+1/2	680	680	91	7	12	2.4	0.8	0.6	3.8	20.2	15.9	0.8	16.8
2/1	73	73	-	-	-	0.9	0.3	-	1.1	56.5	2.1	0.3	2.4
3/1+3/2	730	730	2	0	0	4.8	1.6	0.0	6.4	31.5	17.4	1.6	19.0
4/2+4/1	397	397	-	-	-	4.1	1.4	-	5.5	50.2	8.2	1.4	9.7
5/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	40.76	Cycle Time (s): 208
C2	PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):	16.89	Cycle Time (s): 208
	PRC Over All Lanes (%):	0.8	Total Delay Over All Lanes(pcuHr):	58.63	

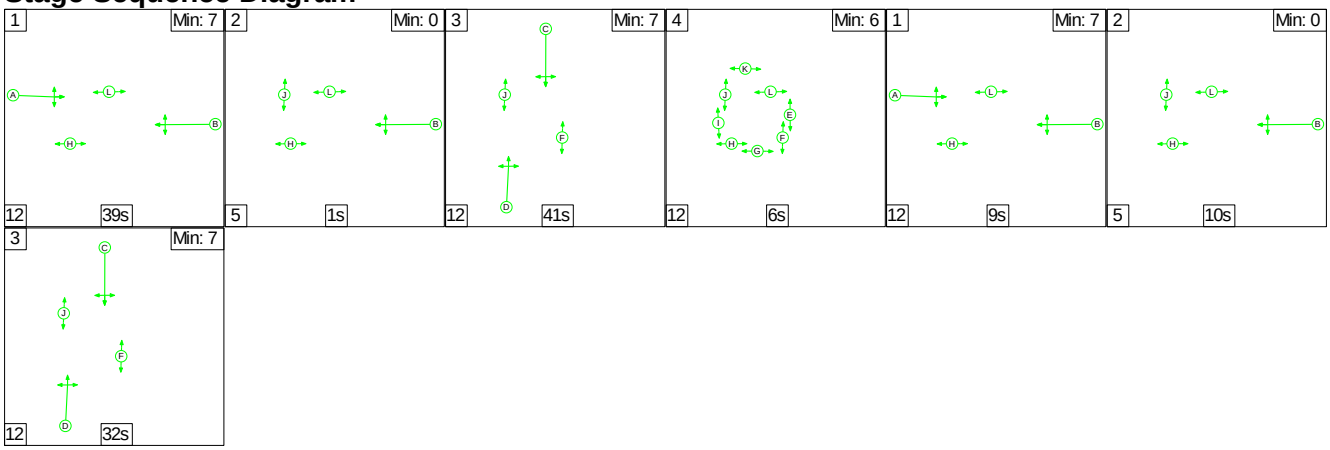
Full Input Data And Results

Full Input Data And Results

Scenario 13: 'Cumulative 2024 With Dev AM' (FG13: 'Cumulative 2024 With Dev AM', Plan 1: 'Staging Plan No. 1')

C1

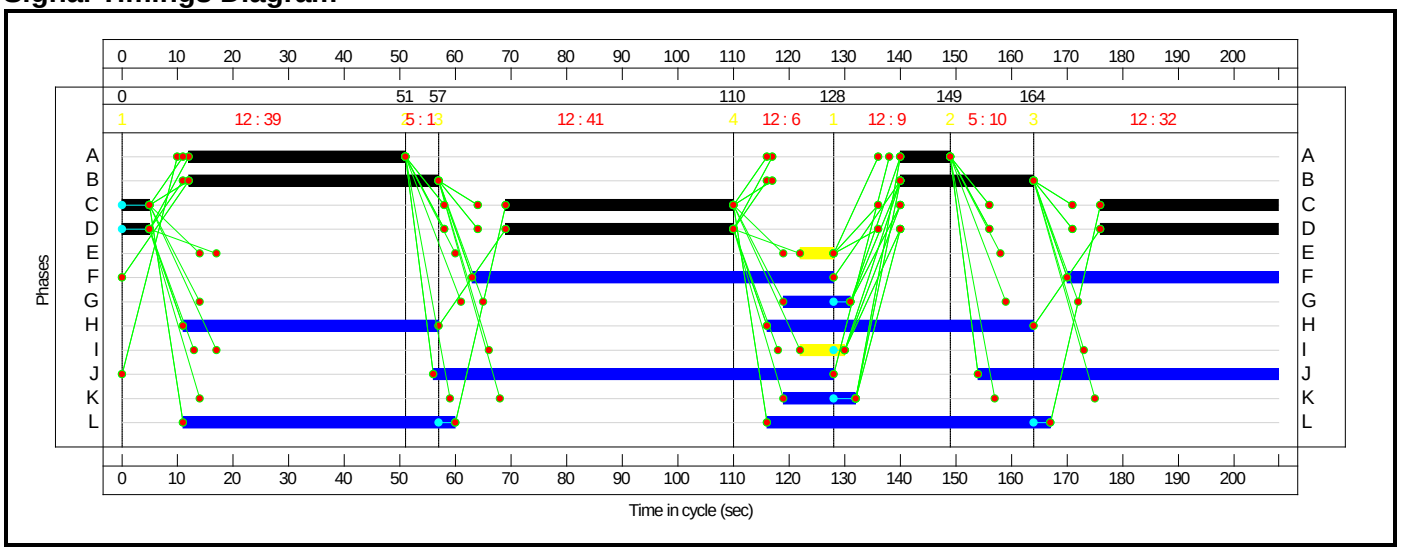
Stage Sequence Diagram



Stage Timings

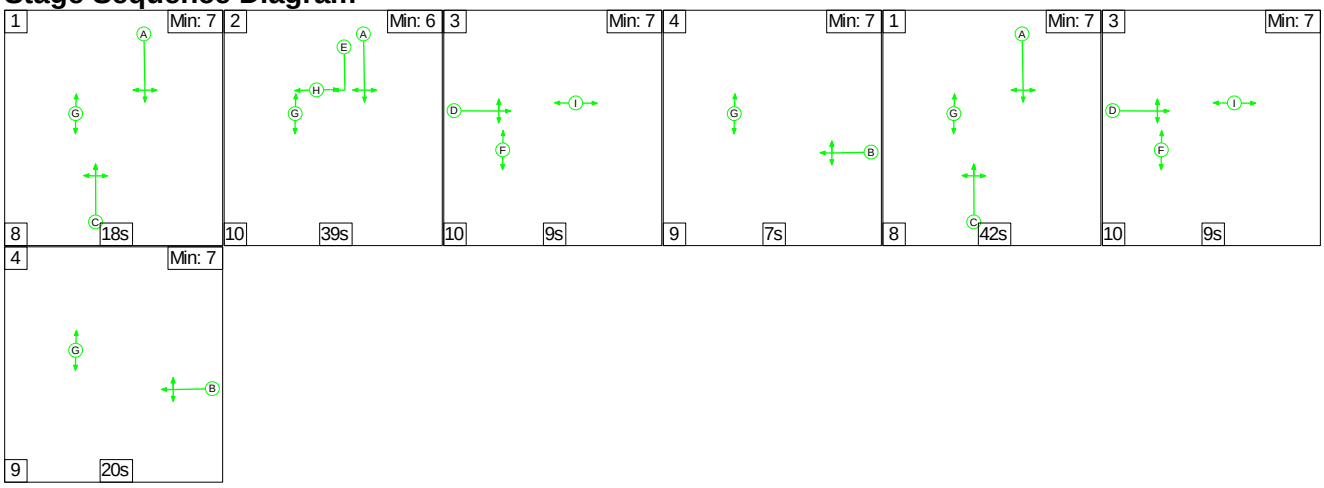
Stage	1	2	3	4	1	2	3
Duration	39	1	41	6	9	10	32
Change Point	0	51	57	110	128	149	164

Signal Timings Diagram



C2

Stage Sequence Diagram

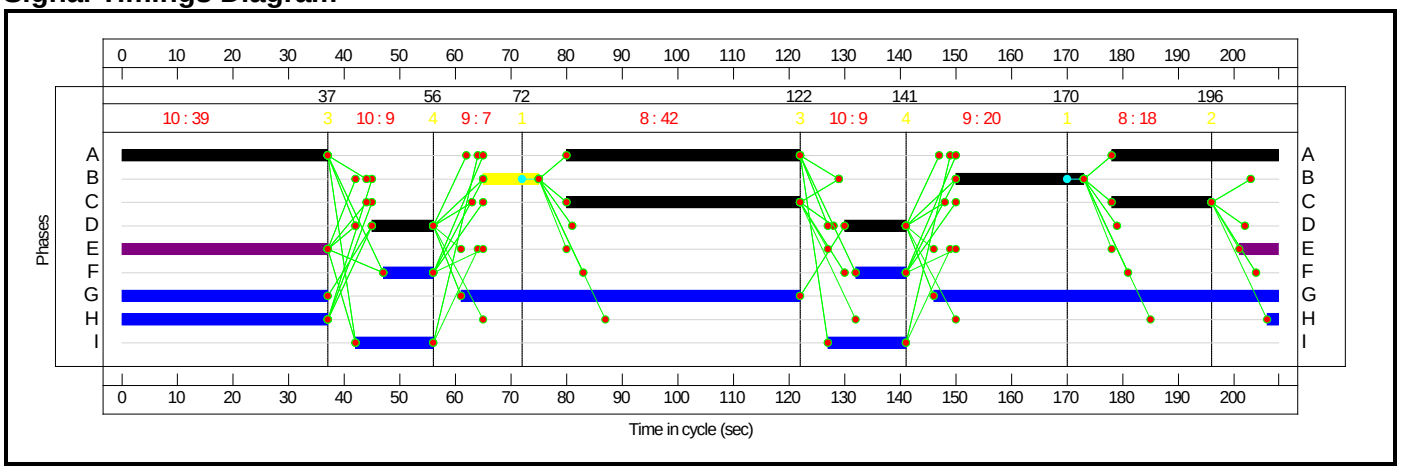


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	18	39	9	7	42	9	20
Change Point	170	196	37	56	72	122	141

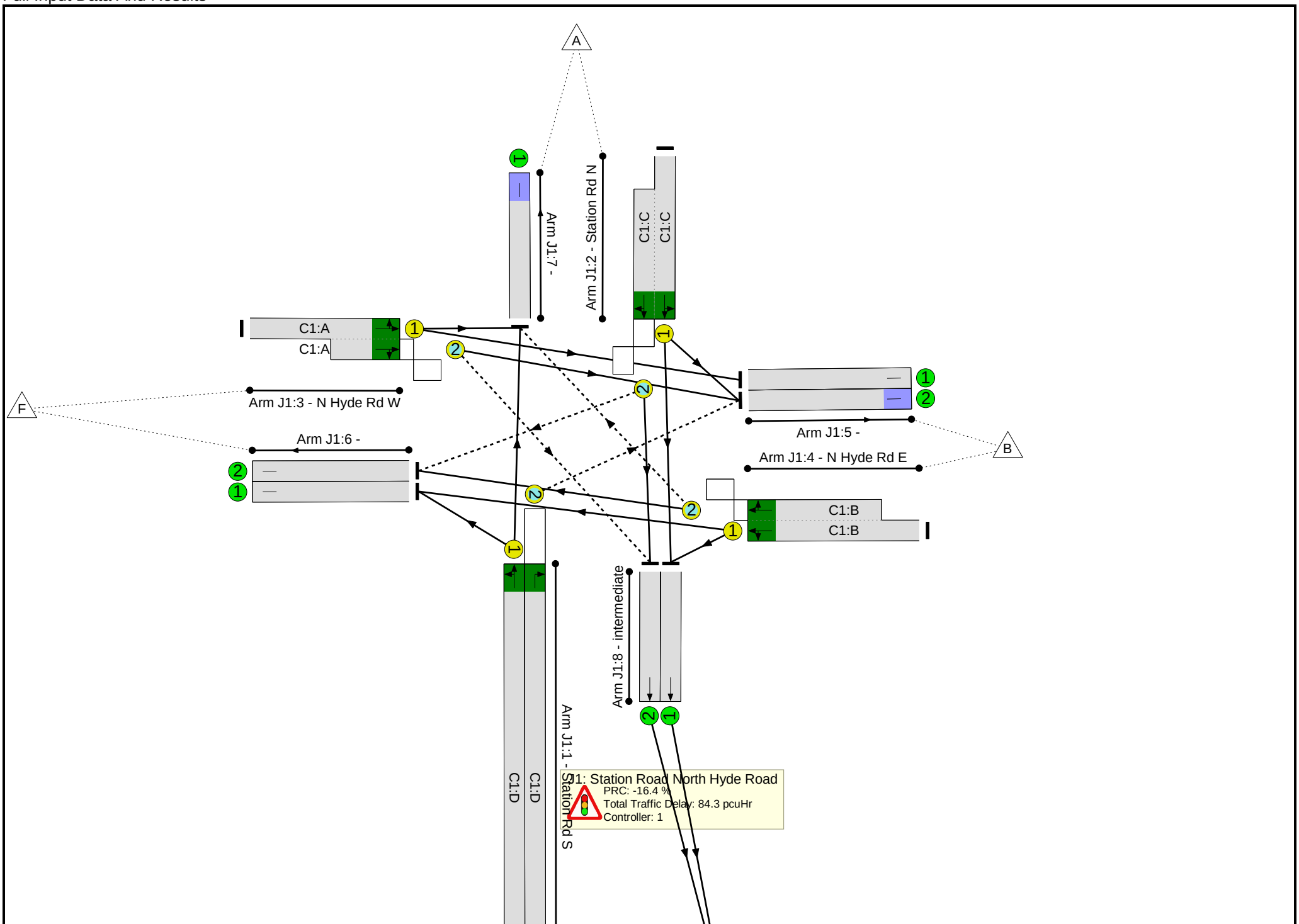
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	-	-		-	-	-	-	-	-	**104.7%**
J1: Station Road North Hyde Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.7%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	78	-	426	2287	957	43.2%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	78	-	237	1892	219	104.7%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	78	-	934	2149:2040	1167	80.0%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	48	-	539	1958:2160	663	81.3%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	69	-	1006	1966:2094	961	104.7%
5/1		U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	736	1800	1800	39.9%
6/1		U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	481	1800	1800	26.0%
7/1		U	N/A	N/A	-		-	-	-	655	1800	1800	35.2%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.8%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	109	44	742	2064:2064	1140	64.2%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	33	-	88	1995	336	26.2%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	60	-	736	2021:2156	709	103.8%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	22	-	214	1982:2386	312	68.7%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	307	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	**-**	**-**	**341**	**163**	**247**	**51.3**	**70.7**	**3.0**	**125.0**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**338**	**108**	**211**	**35.1**	**46.7**	**2.5**	**84.3**	**-**	**-**	**-**	**-**
1/1	413	413	-	-	-	2.0	0.4	-	2.4	21.2	8.1	0.4	8.5
1/2	230	219	84	0	136	2.8	10.6	1.5	14.9	233.0	9.0	10.6	19.6
2/1+2/2	934	934	174	0	15	6.6	2.0	0.4	8.9	34.3	13.5	2.0	15.5
3/1+3/2	539	539	13	0	34	6.9	2.1	0.3	9.3	61.8	13.0	2.1	15.1
4/1+4/2	1006	961	67	108	27	16.7	30.8	0.4	48.0	171.7	29.6	30.8	60.4
5/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	718	718	-	-	-	0.1	0.3	-	0.4	2.1	6.3	0.3	6.6
6/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	468	468	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	633	633	-	-	-	0.0	0.3	-	0.3	1.6	0.4	0.3	0.7
8/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**3**	**55**	**36**	**16.2**	**24.0**	**0.5**	**40.7**	**-**	**-**	**-**	**-**
1/1+1/2	732	732	0	55	36	1.6	0.9	0.5	3.0	14.7	14.8	0.9	15.7
2/1	88	88	-	-	-	0.9	0.2	-	1.1	45.7	2.5	0.2	2.7
3/1+3/2	736	709	3	0	0	10.9	21.9	0.0	32.8	160.5	28.8	21.9	50.8
4/2+4/1	214	214	-	-	-	2.7	1.1	-	3.8	63.4	5.2	1.1	6.3
5/1	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-16.4	Total Delay for Signalled Lanes (pcuHr):	83.43	Cycle Time (s):	208
C2	PRC for Signalled Lanes (%):	-15.3	Total Delay for Signalled Lanes (pcuHr):	40.69	Cycle Time (s):	208
	PRC Over All Lanes (%):	-16.4	Total Delay Over All Lanes(pcuHr):	124.99		

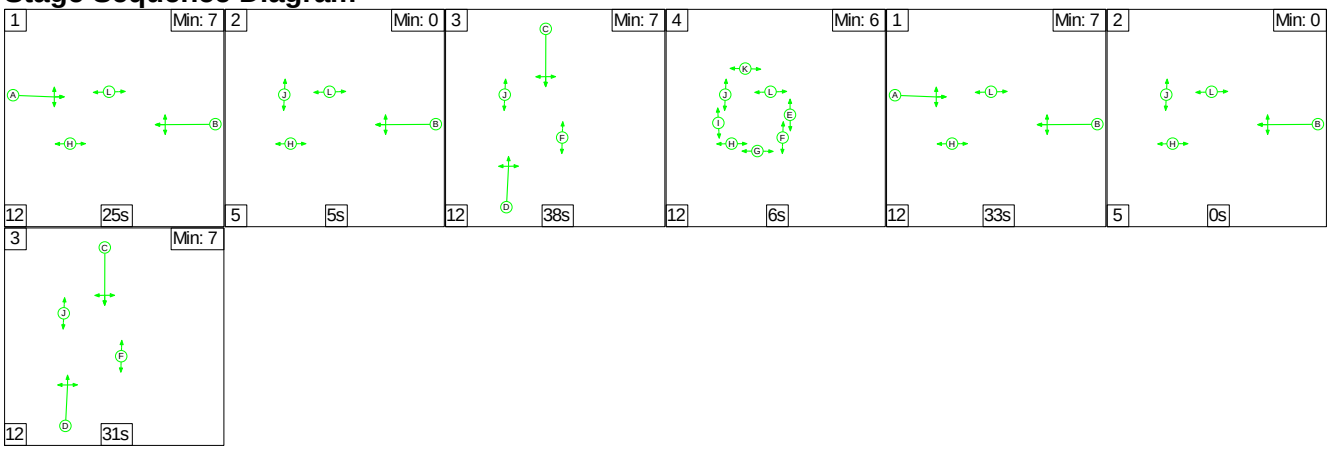
Full Input Data And Results

Full Input Data And Results

Scenario 14: 'Cumulative 2024 With Dev PM' (FG14: 'Cumulative 2024 With Dev PM', Plan 1: 'Staging Plan No. 1')

C1

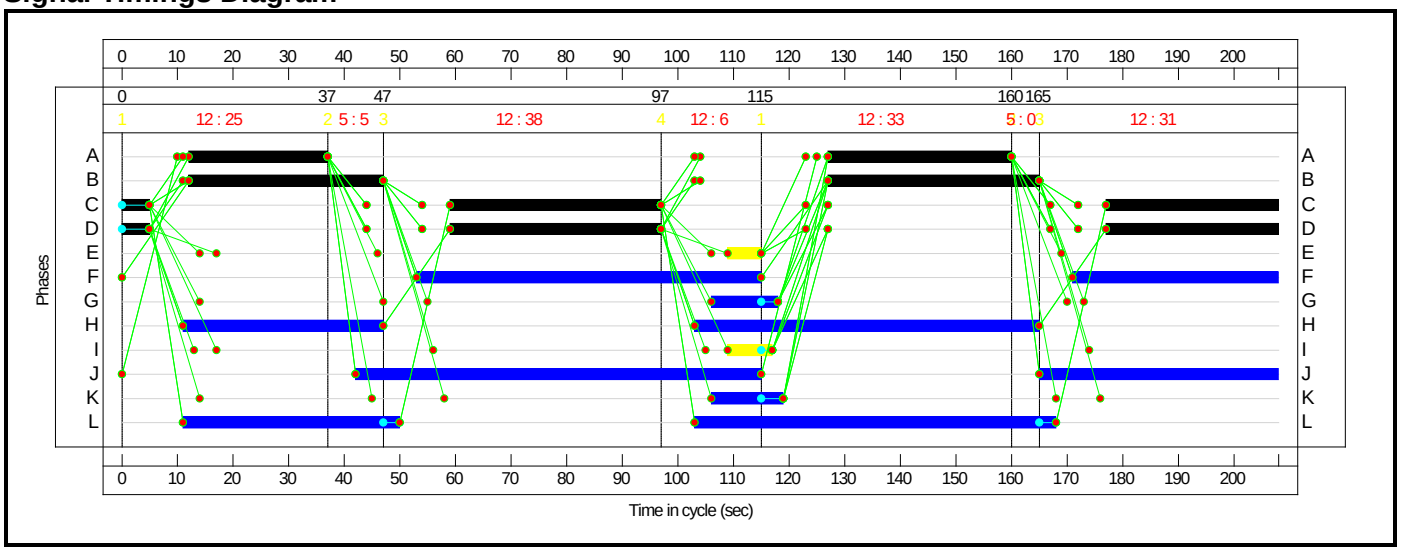
Stage Sequence Diagram



Stage Timings

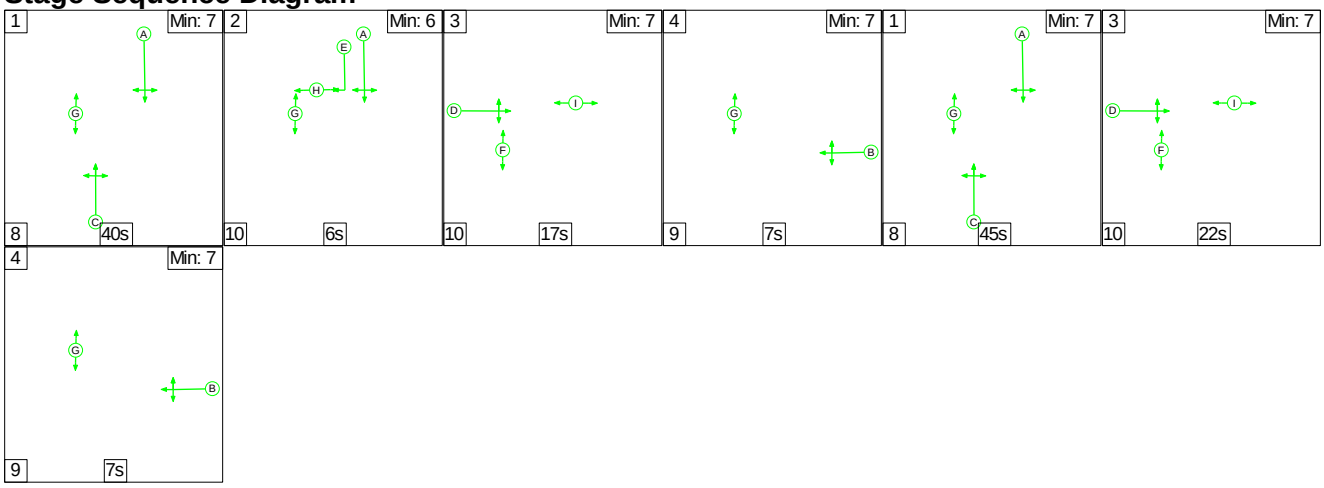
Stage	1	2	3	4	1	2	3
Duration	25	5	38	6	33	0	31
Change Point	0	37	47	97	115	160	165

Signal Timings Diagram



C2

Stage Sequence Diagram

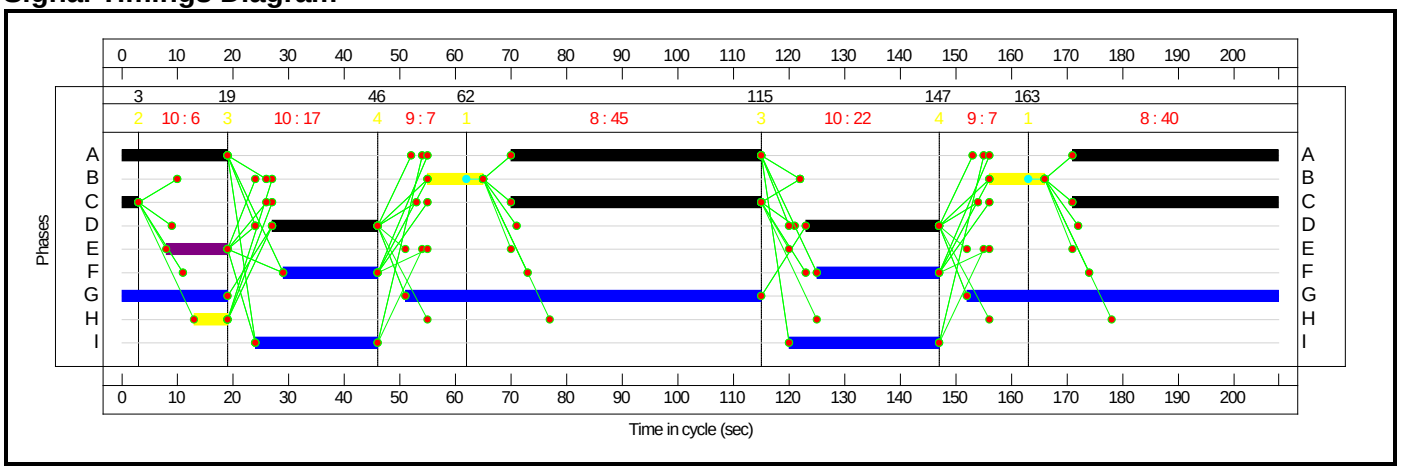


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	40	6	17	7	45	22	7
Change Point	163	3	19	46	62	115	147

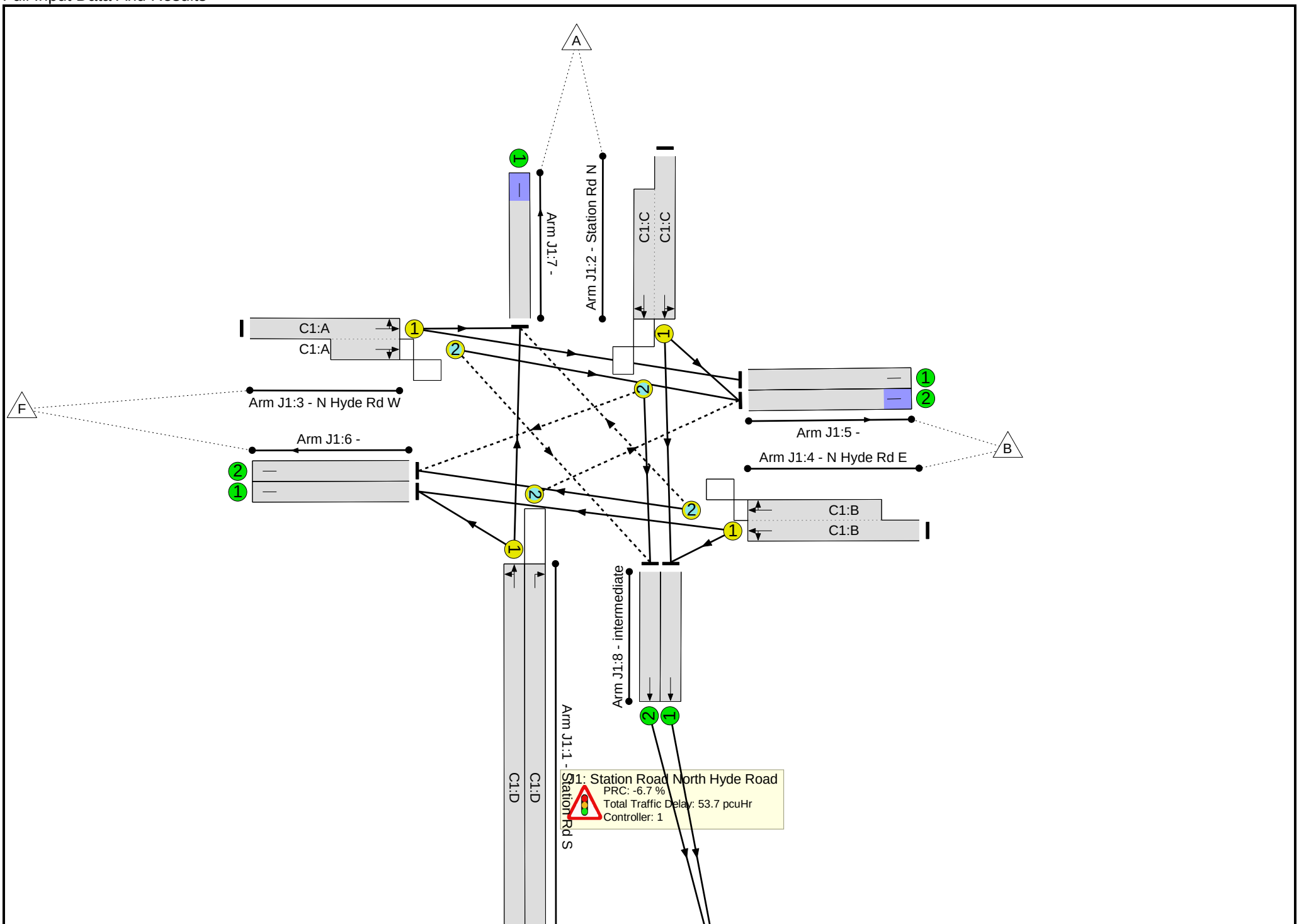
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.0%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.0%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	74	-	572	2287	836	68.5%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	74	-	226	1892	236	95.9%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	74	-	875	2149:2040	973	89.9%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	58	-	646	1958:2160	761	84.9%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	73	-	797	1966:2094	830	96.0%
5/1		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	771	1800	1800	42.8%
6/1		U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	336	1800	1800	18.7%
7/1		U	N/A	N/A	-		-	-	-	799	1800	1800	44.4%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.0%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	101	11	727	2064:2064	1072	67.8%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	74	1995	211	35.1%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	85	-	778	2021:2156	937	83.0%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	43	-	397	1982:2386	553	71.7%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	292	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	**-**	**-**	**342**	**99**	**227**	**41.8**	**27.3**	**2.7**	**71.8**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**267**	**87**	**200**	**29.3**	**22.3**	**2.1**	**53.7**	**-**	**-**	**-**	**-**
1/1	572	572	-	-	-	4.1	1.1	-	5.2	32.9	20.5	1.1	21.6
1/2	226	226	103	0	123	1.8	5.5	1.1	8.4	133.6	8.4	5.5	13.9
2/1+2/2	875	875	67	0	45	8.5	4.1	0.4	13.0	53.4	14.1	4.1	18.2
3/1+3/2	646	646	40	0	3	6.1	2.7	0.1	8.9	49.3	16.0	2.7	18.7
4/1+4/2	797	797	57	87	30	8.6	8.1	0.5	17.2	77.8	16.2	8.1	24.3
5/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	771	771	-	-	-	0.0	0.4	-	0.4	1.9	0.8	0.4	1.2
6/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	336	336	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	799	799	-	-	-	0.1	0.4	-	0.5	2.4	8.9	0.4	9.3
8/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**75**	**11**	**27**	**12.5**	**4.9**	**0.6**	**18.1**	**-**	**-**	**-**	**-**
1/1+1/2	727	727	73	11	27	2.2	1.0	0.6	3.8	18.8	20.0	1.0	21.0
2/1	74	74	-	-	-	0.9	0.3	-	1.2	56.3	2.0	0.3	2.3
3/1+3/2	778	778	2	0	0	5.5	2.4	0.0	7.9	36.5	19.3	2.4	21.6
4/2+4/1	397	397	-	-	-	4.0	1.2	-	5.2	47.4	7.8	1.2	9.0
5/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-6.7	Total Delay for Signalled Lanes (pcuHr):	52.66	Cycle Time (s): 208
C2	PRC for Signalled Lanes (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	18.06	Cycle Time (s): 208
	PRC Over All Lanes (%):	-6.7	Total Delay Over All Lanes(pcuHr):	71.80	

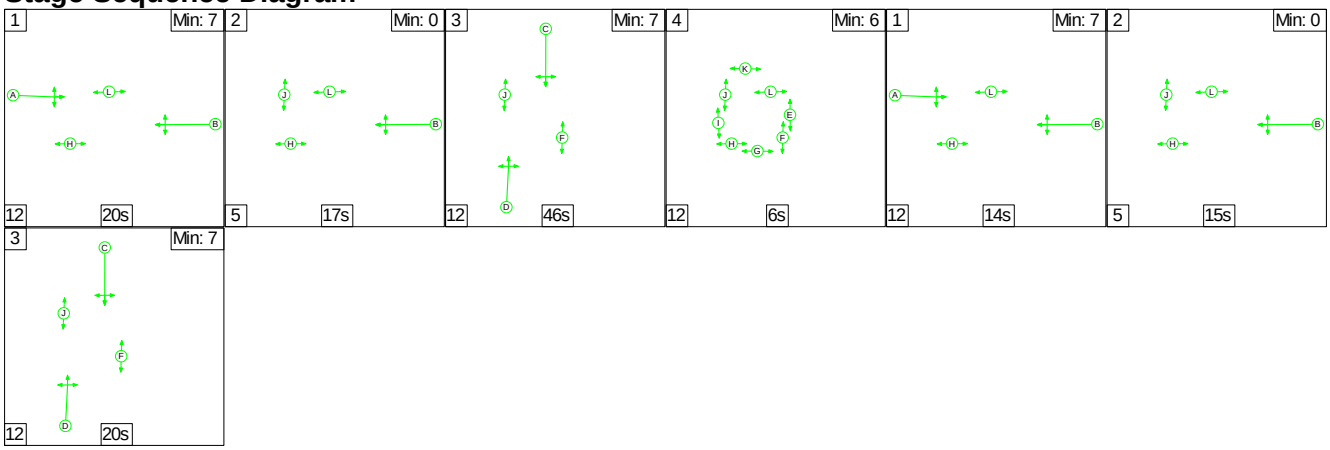
Full Input Data And Results

Full Input Data And Results

Scenario 15: 'Cumulative 2029 Baseline AM' (FG15: 'Cumulative 2029 Baseline AM', Plan 1: 'Staging Plan No. 1')

C1

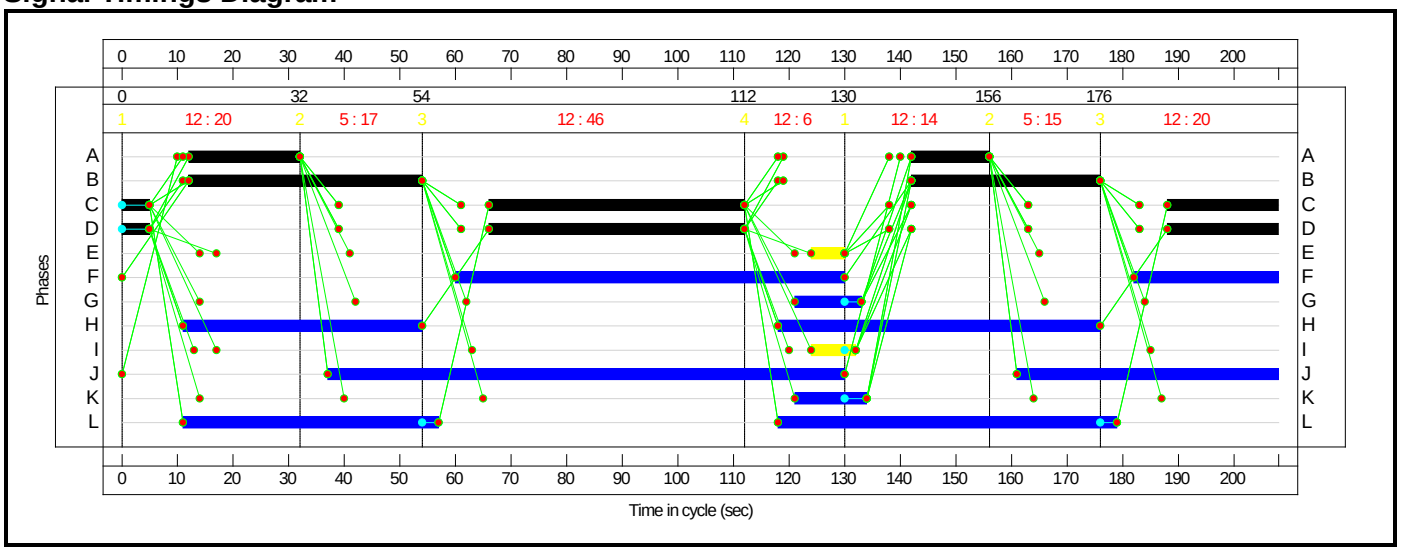
Stage Sequence Diagram



Stage Timings

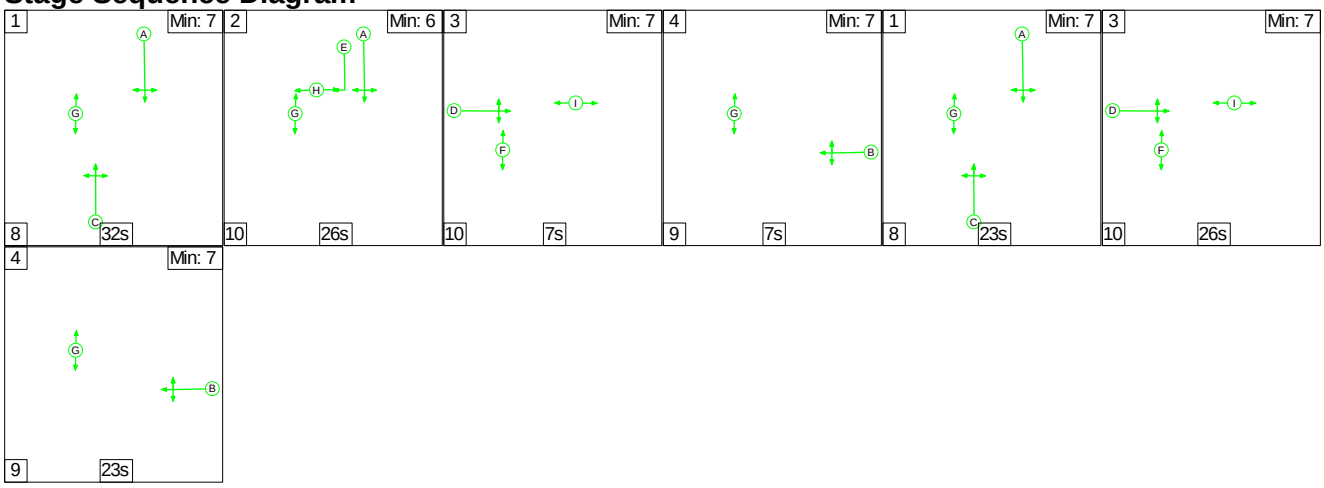
Stage	1	2	3	4	1	2	3
Duration	20	17	46	6	14	15	20
Change Point	0	32	54	112	130	156	176

Signal Timings Diagram



C2

Stage Sequence Diagram

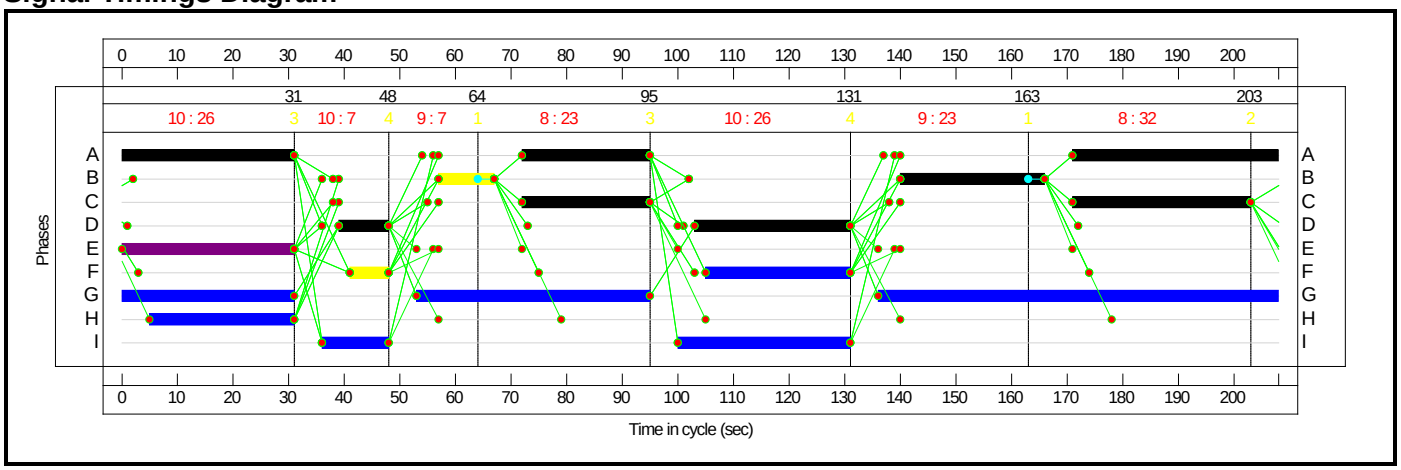


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	32	26	7	7	23	26	23
Change Point	163	203	31	48	64	95	131

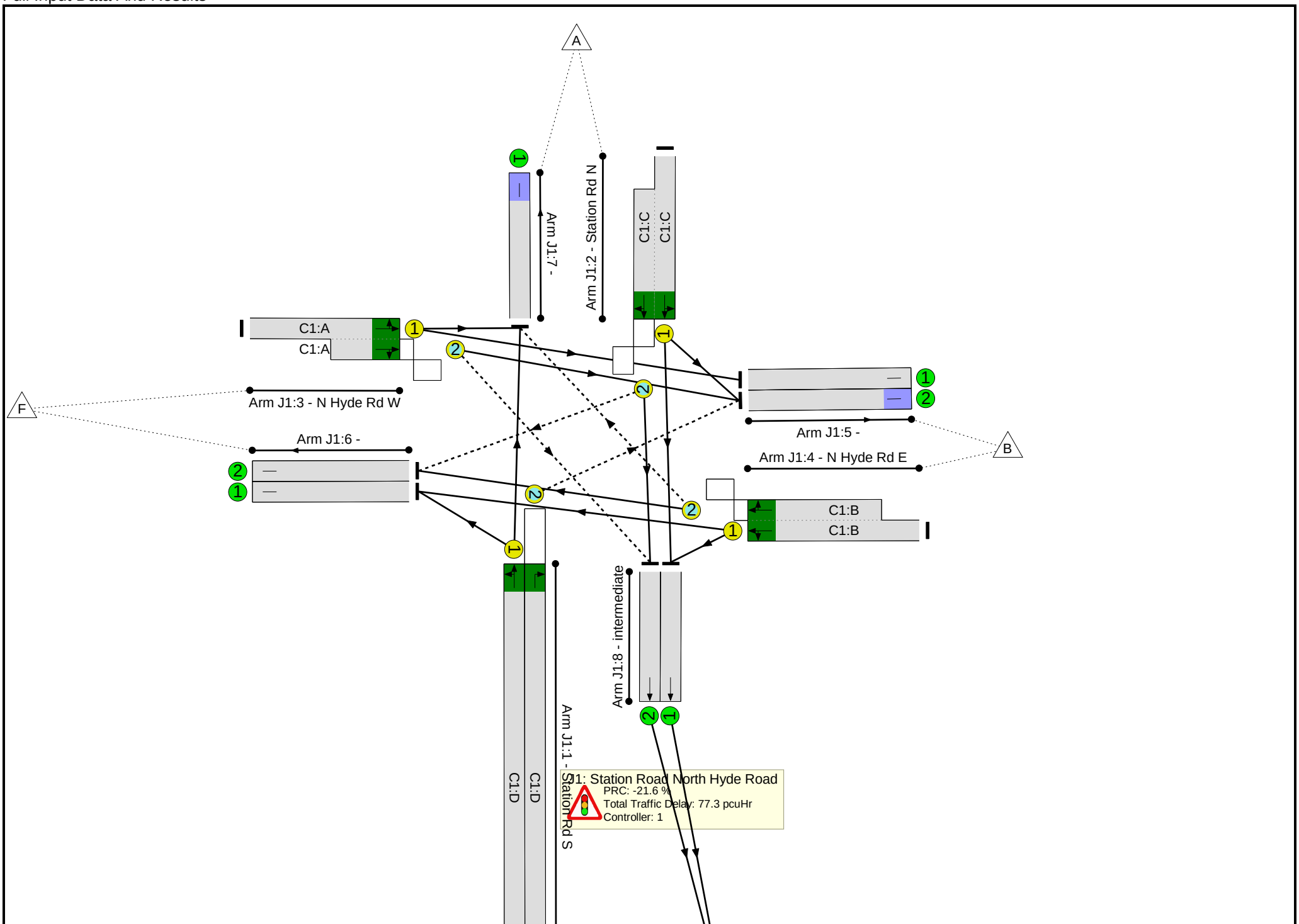
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	-	-		-	-	-	-	-	-	**110.6%**
J1: Station Road North Hyde Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**109.5%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	71	-	419	2287	880	43.8%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	71	-	236	1892	198	109.5%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	71	-	867	2149:2040	1149	75.5%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	34	-	532	1958:2160	524	101.5%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	76	-	1041	1966:2094	1050	99.2%
5/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	733	1800	1800	38.5%
6/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	468	1800	1800	26.0%
7/1		U	N/A	N/A	-		-	-	-	642	1800	1800	33.9%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.6%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	91	31	702	2064:2064	964	72.7%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	36	-	91	1995	364	25.0%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	55	-	729	2021:2156	659	110.6%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	37	-	219	1982:2386	454	48.2%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	313	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	**-**	**-**	**204**	**251**	**261**	**54.0**	**85.6**	**2.7**	**142.3**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**202**	**191**	**228**	**31.0**	**43.9**	**2.3**	**77.3**	**-**	**-**	**-**	**-**
1/1	386	386	-	-	-	0.6	0.4	-	1.0	9.1	7.0	0.4	7.4
1/2	217	198	65	0	134	3.1	13.4	1.4	17.9	296.0	9.6	13.4	23.1
2/1+2/2	867	867	128	0	33	6.6	1.5	0.2	8.3	34.6	12.4	1.5	13.9
3/1+3/2	532	524	10	0	38	9.0	13.7	0.4	23.1	156.5	14.9	13.7	28.6
4/1+4/2	1041	1041	0	191	23	11.6	14.1	0.3	26.1	90.3	27.6	14.1	41.7
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	692	692	-	-	-	0.1	0.3	-	0.4	2.1	6.2	0.3	6.5
6/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	468	468	-	-	-	0.0	0.2	-	0.2	1.4	3.5	0.2	3.7
7/1	610	610	-	-	-	0.0	0.3	-	0.3	1.6	0.3	0.3	0.5
8/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**2**	**60**	**33**	**23.0**	**41.6**	**0.4**	**65.0**	**-**	**-**	**-**	**-**
1/1+1/2	701	701	0	60	33	3.2	1.3	0.4	4.9	25.3	10.5	1.3	11.8
2/1	91	91	-	-	-	0.9	0.2	-	1.1	43.8	2.6	0.2	2.7
3/1+3/2	729	659	2	0	0	16.3	39.7	0.0	56.0	276.4	30.1	39.7	69.8
4/2+4/1	219	219	-	-	-	2.6	0.5	-	3.0	49.6	5.6	0.5	6.1
5/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-21.6	Total Delay for Signalled Lanes (pcuHr):	76.41
C2	PRC for Signalled Lanes (%):	-22.9	Total Delay for Signalled Lanes (pcuHr):	65.01
	PRC Over All Lanes (%):	-22.9	Total Delay Over All Lanes(pcuHr):	142.27

Cycle Time (s): 208

Cycle Time (s): 208

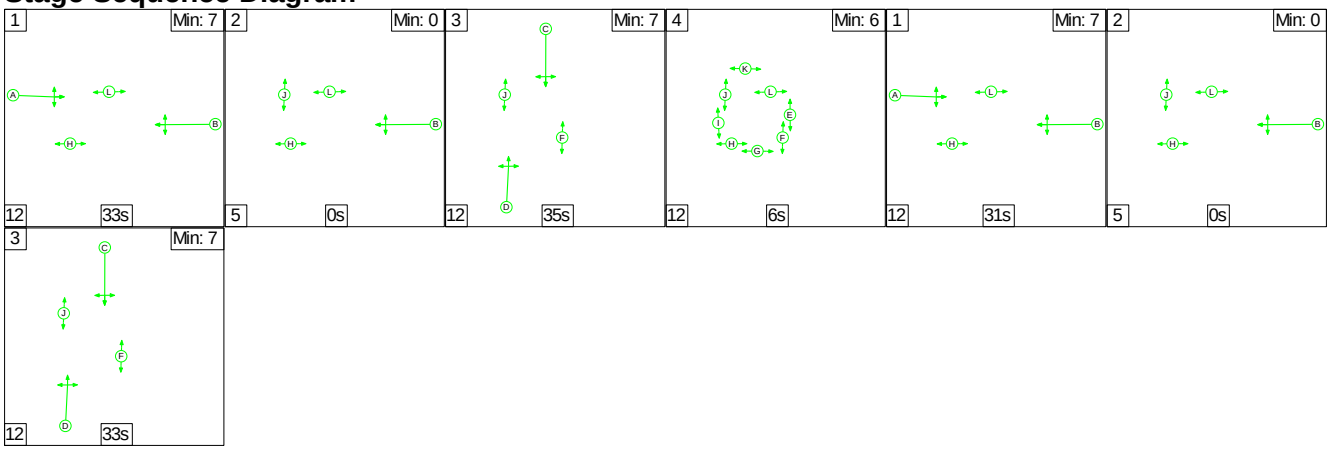
Full Input Data And Results

Full Input Data And Results

Scenario 16: 'Cumulative 2029 Baseline PM' (FG12: 'Cumulative 2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

C1

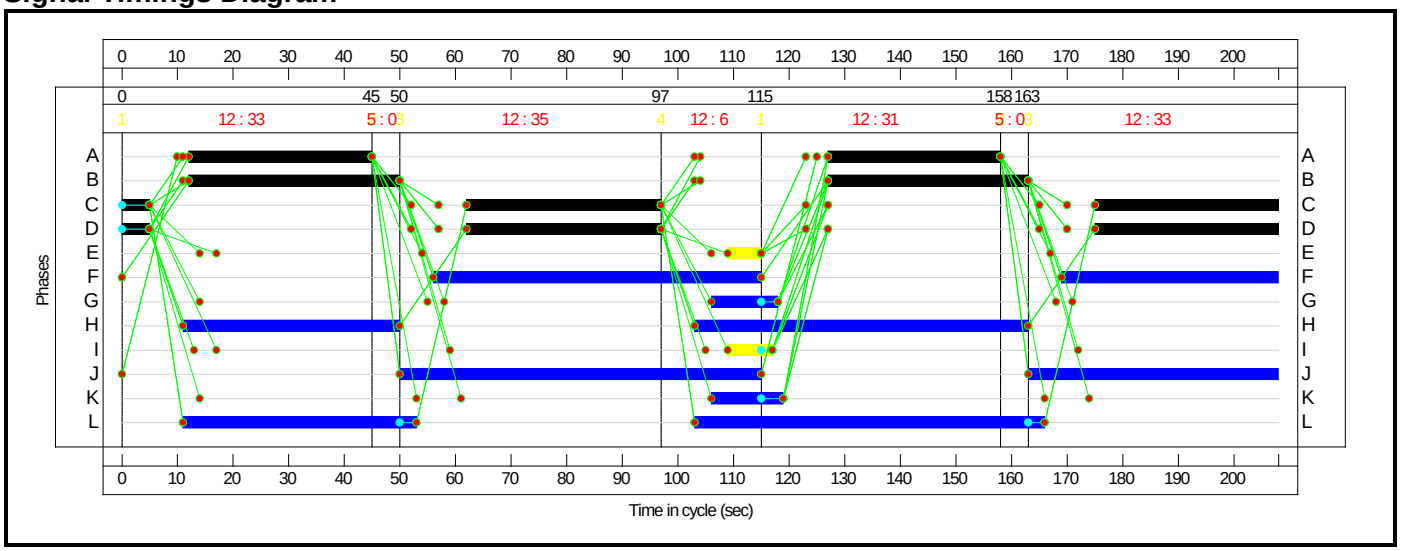
Stage Sequence Diagram



Stage Timings

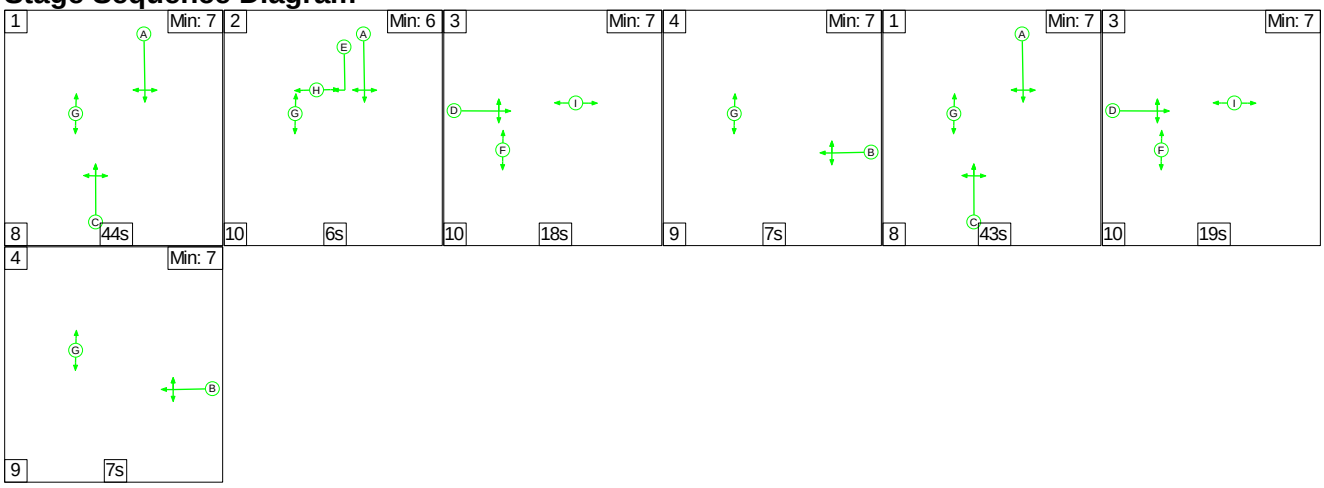
Stage	1	2	3	4	1	2	3
Duration	33	0	35	6	31	0	33
Change Point	0	45	50	97	115	158	163

Signal Timings Diagram



C2

Stage Sequence Diagram

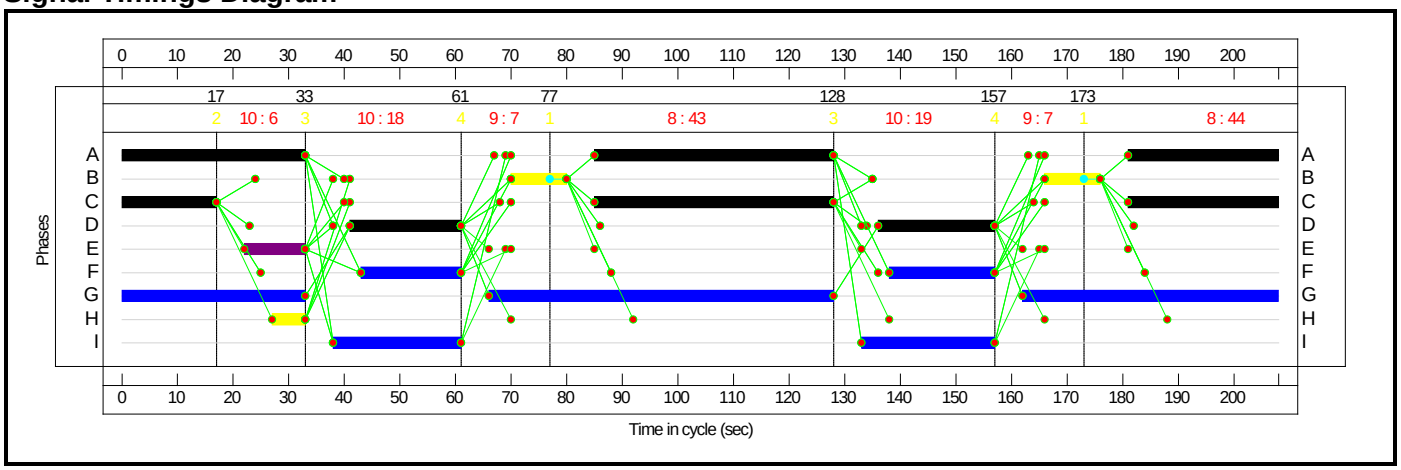


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	44	6	18	7	43	19	7
Change Point	173	17	33	61	77	128	157

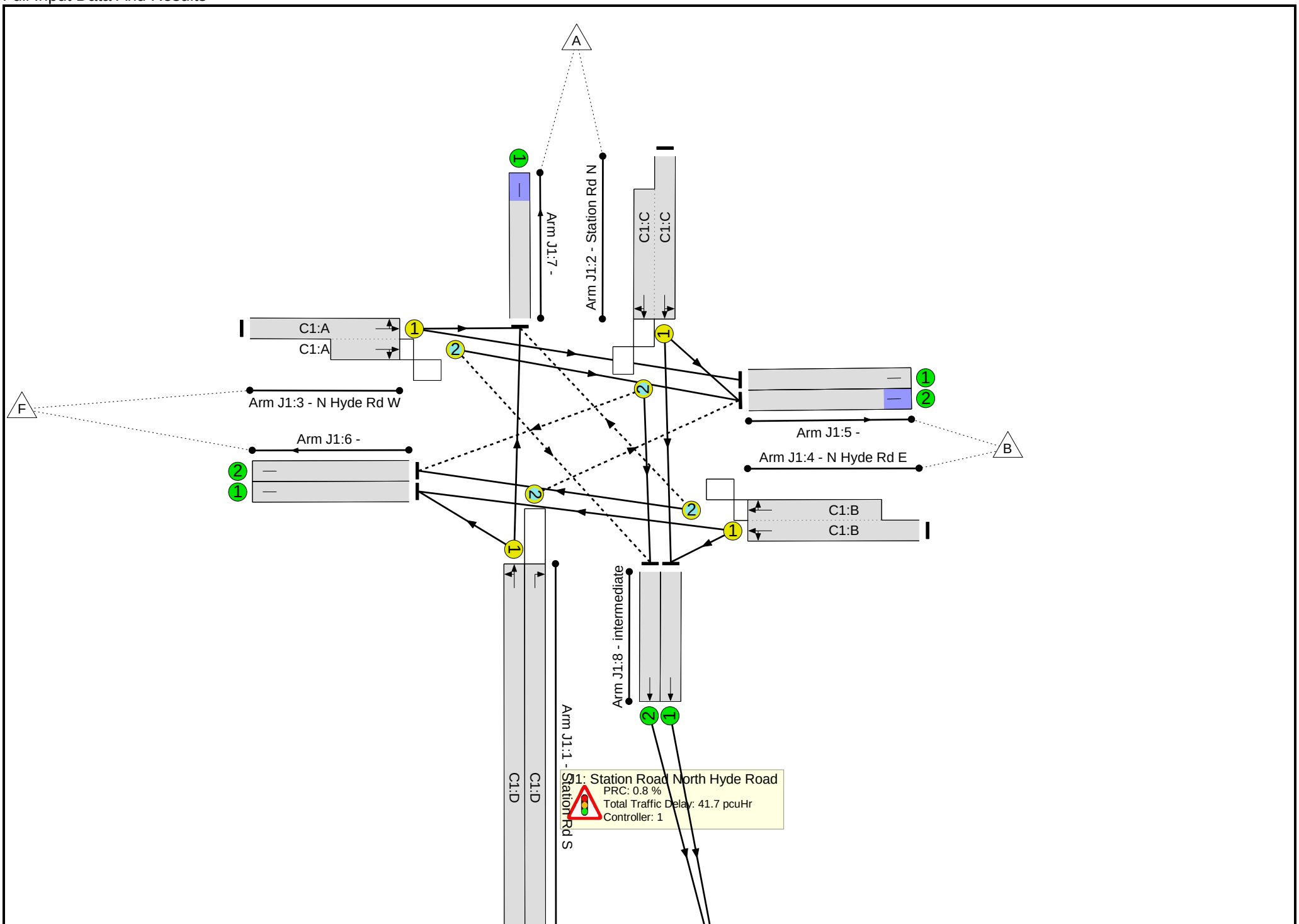
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	73	-	525	2287	825	63.7%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	73	-	224	1892	252	88.9%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	73	-	813	2149:2040	982	82.8%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	64	-	614	1958:2160	820	74.9%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	74	-	785	1966:2094	879	89.3%
5/1		U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	753	1800	1800	41.8%
6/1		U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	310	1800	1800	17.2%
7/1		U	N/A	N/A	-		-	-	-	723	1800	1800	40.2%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	103	11	680	2064:2064	1096	62.0%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	73	1995	211	34.6%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	87	-	730	2021:2156	961	75.9%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	41	-	397	1982:2386	533	74.5%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	291	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	**-**	**-**	**401**	**65**	**178**	**39.4**	**16.6**	**2.6**	**58.6**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**308**	**58**	**166**	**27.2**	**12.6**	**2.0**	**41.7**	**-**	**-**	**-**	**-**
1/1	525	525	-	-	-	5.3	0.9	-	6.2	42.6	21.0	0.9	21.9
1/2	224	224	120	0	104	1.9	3.3	0.9	6.1	98.2	8.6	3.3	11.8
2/1+2/2	813	813	56	0	35	7.0	2.3	0.4	9.7	42.9	13.1	2.3	15.5
3/1+3/2	614	614	37	0	6	5.1	1.5	0.2	6.7	39.2	12.6	1.5	14.0
4/1+4/2	785	785	95	58	21	7.7	3.8	0.6	12.1	55.3	12.5	3.8	16.4
5/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	753	753	-	-	-	0.0	0.4	-	0.4	1.9	0.7	0.4	1.1
6/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	310	310	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	723	723	-	-	-	0.2	0.3	-	0.5	2.4	9.5	0.3	9.8
8/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**93**	**7**	**12**	**12.2**	**4.1**	**0.6**	**16.9**	**-**	**-**	**-**	**-**
1/1+1/2	680	680	91	7	12	2.4	0.8	0.6	3.8	20.2	15.9	0.8	16.8
2/1	73	73	-	-	-	0.9	0.3	-	1.1	56.5	2.1	0.3	2.4
3/1+3/2	730	730	2	0	0	4.8	1.6	0.0	6.4	31.5	17.4	1.6	19.0
4/2+4/1	397	397	-	-	-	4.1	1.4	-	5.5	50.2	8.2	1.4	9.7
5/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	40.76	Cycle Time (s): 208
C2	PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):	16.89	Cycle Time (s): 208
	PRC Over All Lanes (%):	0.8	Total Delay Over All Lanes(pcuHr):	58.63	

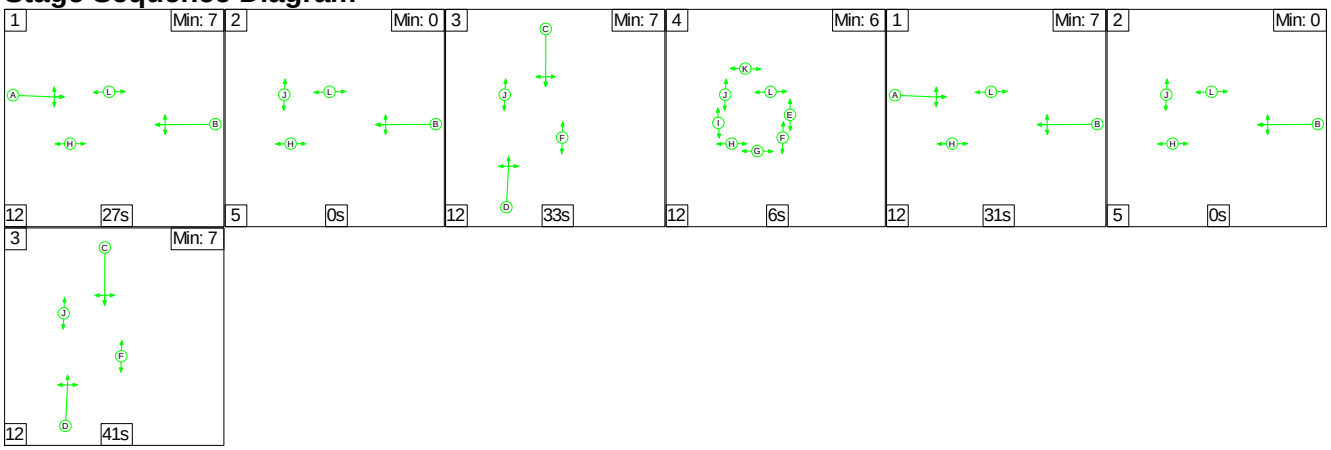
Full Input Data And Results

Full Input Data And Results

Scenario 17: 'Cumulative 2029 With Dev AM' (FG17: 'Cumulative 2029 With Dev AM', Plan 1: 'Staging Plan No. 1')

C1

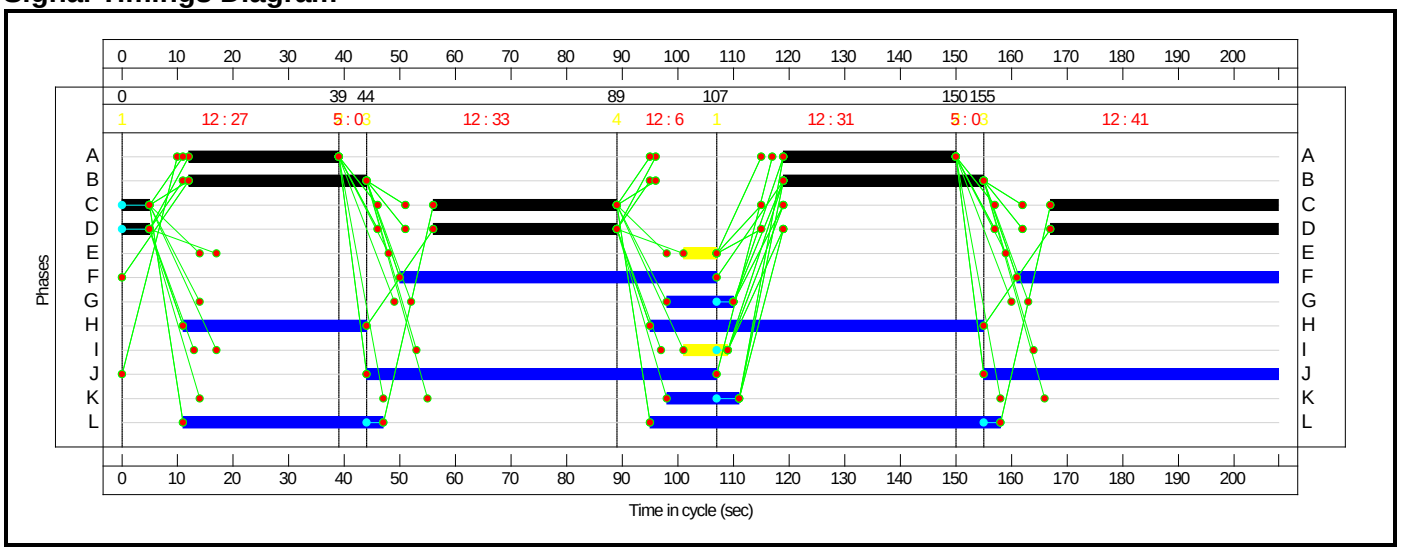
Stage Sequence Diagram



Stage Timings

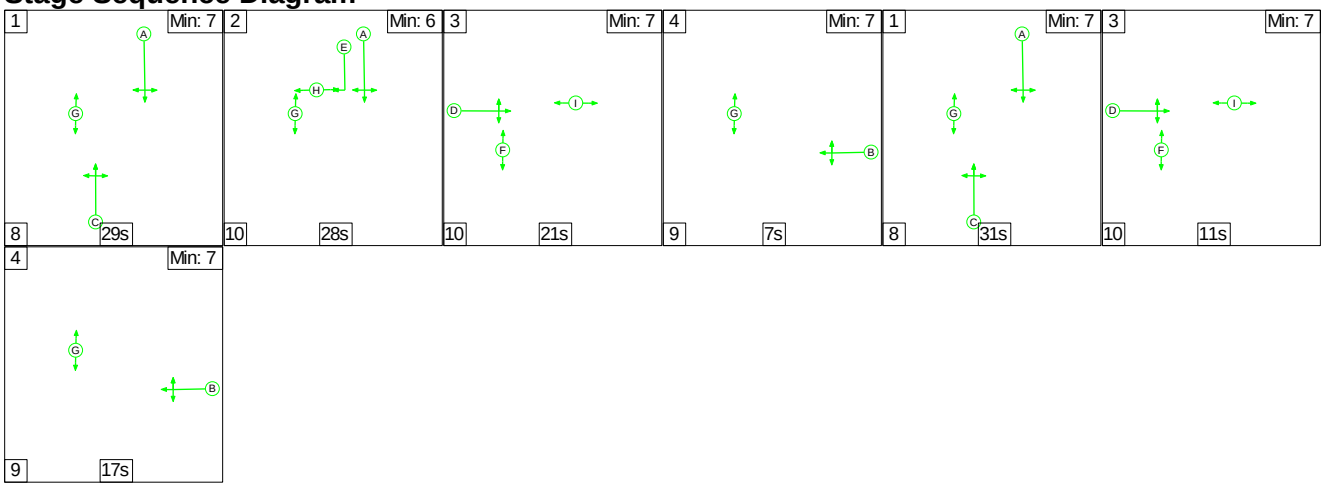
Stage	1	2	3	4	1	2	3
Duration	27	0	33	6	31	0	41
Change Point	0	39	44	89	107	150	155

Signal Timings Diagram



C2

Stage Sequence Diagram

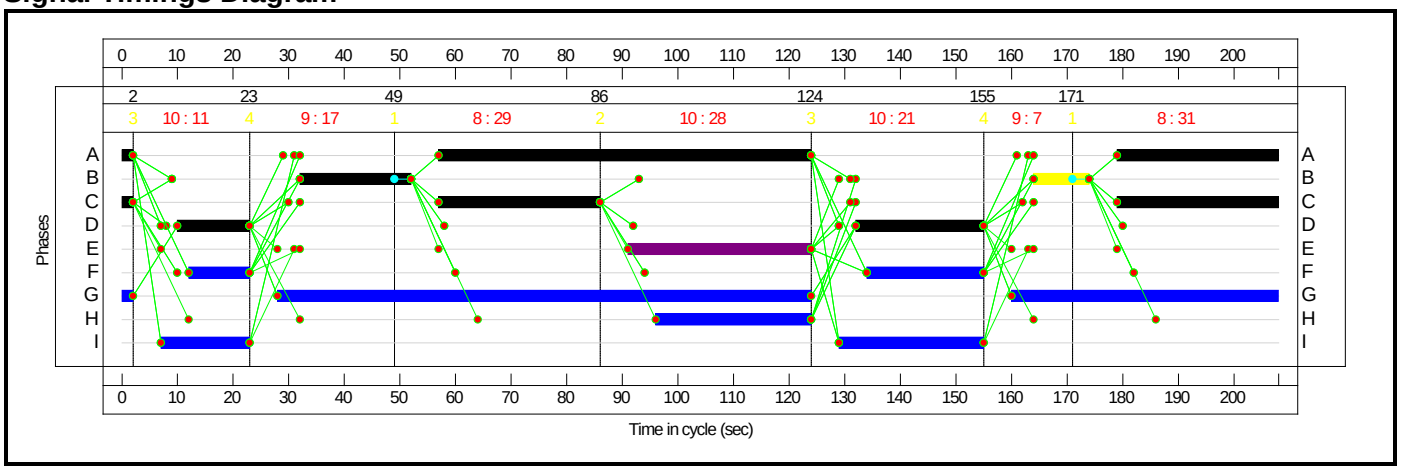


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	29	28	21	7	31	11	17
Change Point	49	86	124	155	171	2	23

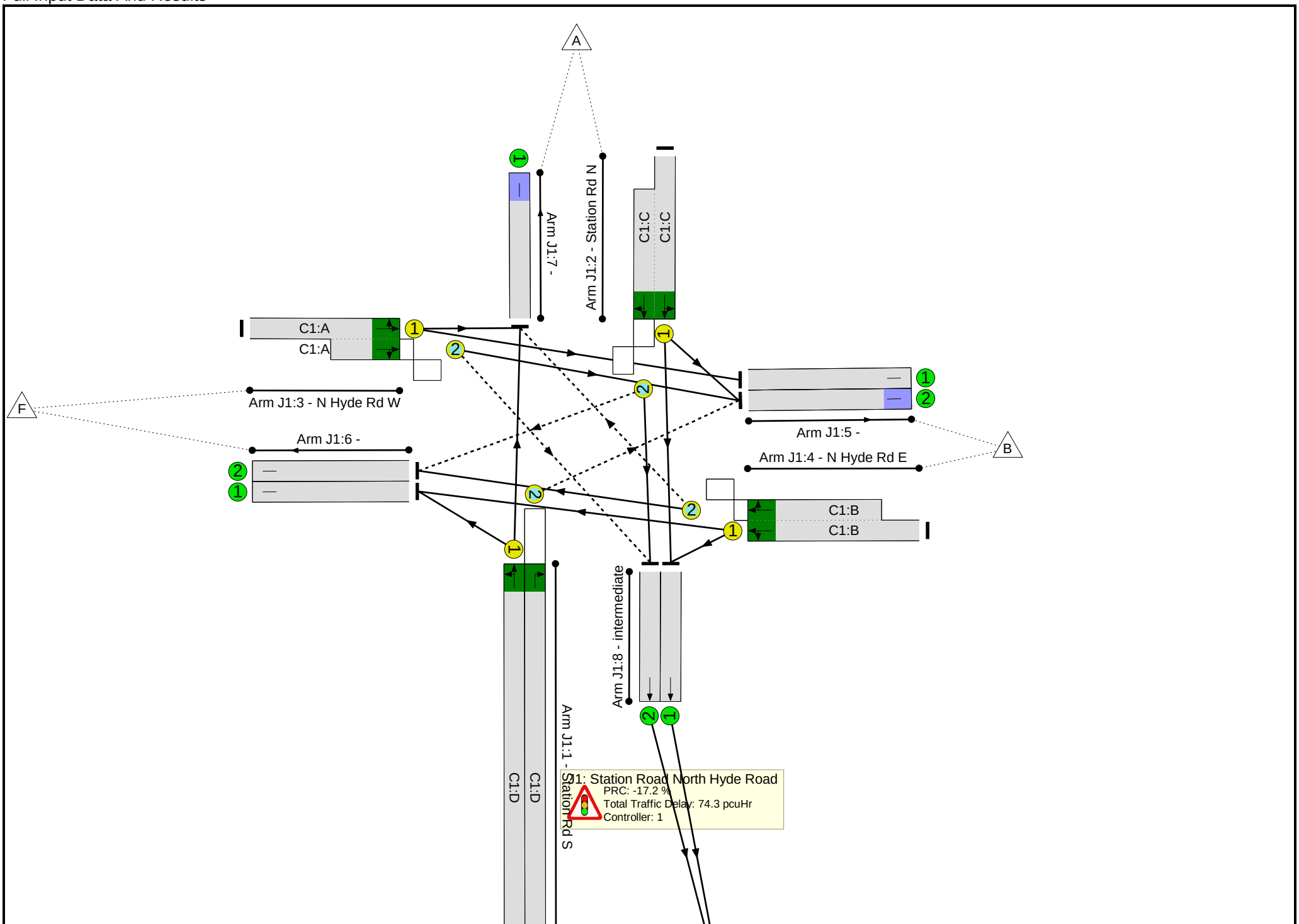
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.0%**
J1: Station Road North Hyde Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.5%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	79	-	436	2287	968	42.9%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	79	-	241	1892	218	105.5%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	79	-	930	2149:2040	1268	73.3%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	58	-	548	1958:2160	761	72.0%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	68	-	1049	1966:2094	1012	103.7%
5/1		U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	746	1800	1800	40.1%
6/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	483	1800	1800	26.2%
7/1		U	N/A	N/A	-		-	-	-	668	1800	1800	35.6%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
J2: Station Road Millington Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.0%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	98	33	758	2064:2064	1031	72.7%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	30	-	91	1995	307	29.6%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	60	-	751	2021:2156	708	106.0%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	36	-	219	1982:2386	449	48.7%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	315	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	**-**	**-**	**368**	**120**	**253**	**50.3**	**72.9**	**2.9**	**126.1**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**367**	**60**	**217**	**29.1**	**42.8**	**2.4**	**74.3**	**-**	**-**	**-**	**-**
1/1	415	415	-	-	-	1.4	0.4	-	1.7	15.0	3.5	0.4	3.9
1/2	230	218	84	0	134	2.0	11.1	1.5	14.6	228.7	4.5	11.1	15.6
2/1+2/2	930	930	159	0	13	6.5	1.4	0.1	8.0	30.9	12.8	1.4	14.2
3/1+3/2	548	548	10	0	38	4.7	1.3	0.3	6.3	41.2	9.6	1.3	10.9
4/1+4/2	1049	1012	114	60	32	14.5	27.9	0.5	42.9	147.1	28.7	27.9	56.6
5/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	723	723	-	-	-	0.1	0.3	-	0.4	2.0	6.0	0.3	6.4
6/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	472	472	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	641	641	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
8/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**1**	**59**	**36**	**21.2**	**30.1**	**0.5**	**51.8**	**-**	**-**	**-**	**-**
1/1+1/2	750	750	0	59	35	4.0	1.3	0.5	5.9	28.1	21.1	1.3	22.4
2/1	91	91	-	-	-	1.1	0.2	-	1.3	50.0	2.9	0.2	3.1
3/1+3/2	751	708	1	0	1	13.7	28.1	0.0	41.8	200.2	27.2	28.1	55.2
4/2+4/1	219	219	-	-	-	2.4	0.5	-	2.9	47.8	5.2	0.5	5.7
5/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-17.2	Total Delay for Signalled Lanes (pcuHr):	73.43	Cycle Time (s): 208
C2	PRC for Signalled Lanes (%):	-17.8	Total Delay for Signalled Lanes (pcuHr):	51.80	Cycle Time (s): 208
	PRC Over All Lanes (%):	-17.8	Total Delay Over All Lanes(pcuHr):	126.09	

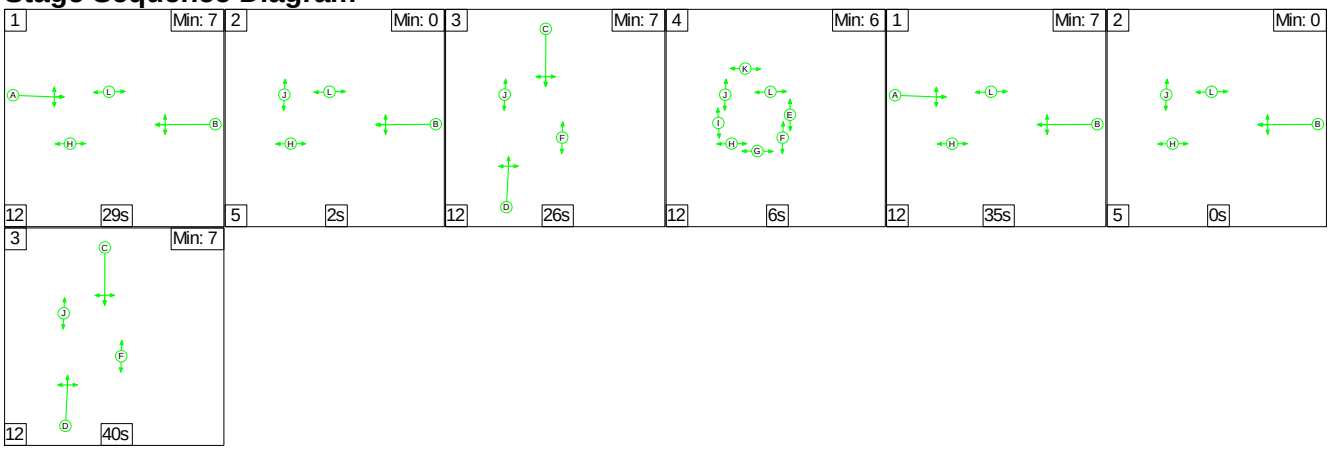
Full Input Data And Results

Full Input Data And Results

Scenario 18: 'Cumulative 2029 With Dev PM' (FG18: 'Cumulative 2029 With Dev PM', Plan 1: 'Staging Plan No. 1')

C1

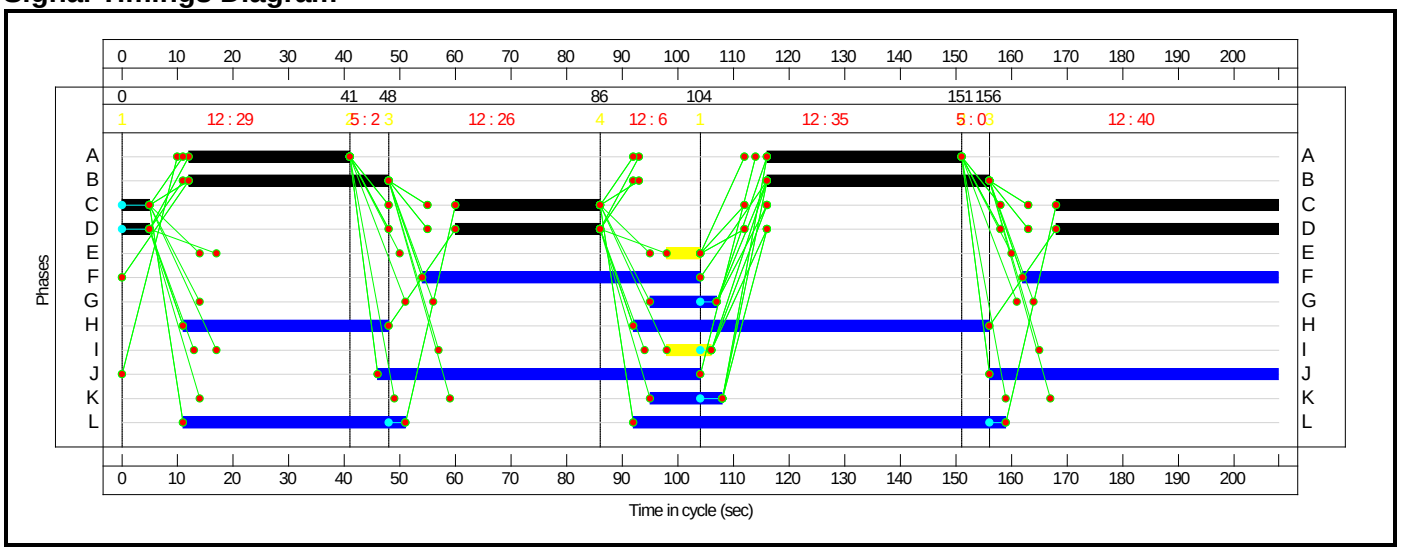
Stage Sequence Diagram



Stage Timings

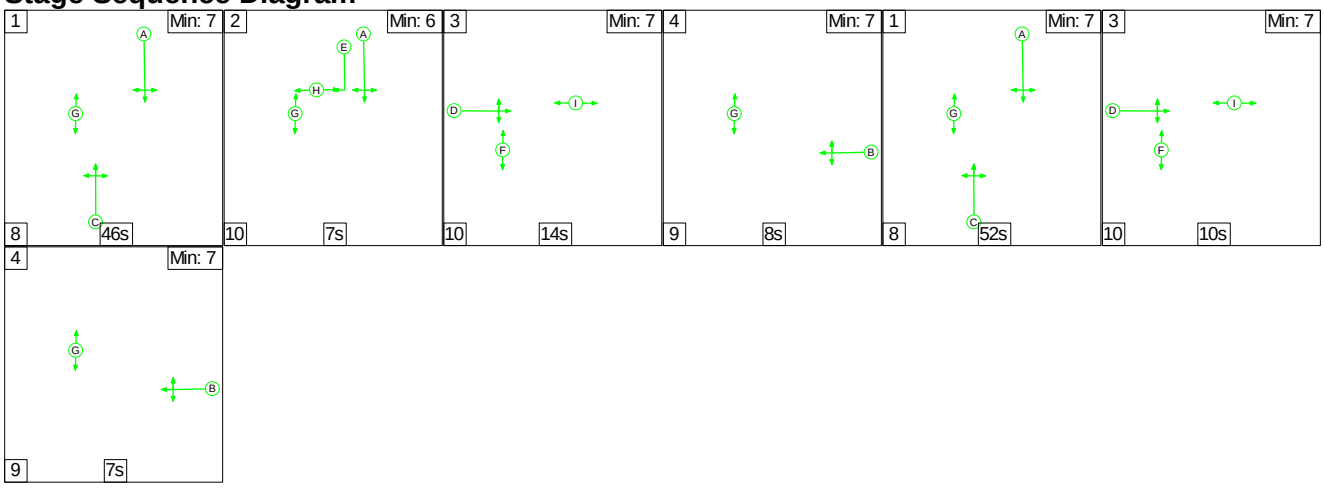
Stage	1	2	3	4	1	2	3
Duration	29	2	26	6	35	0	40
Change Point	0	41	48	86	104	151	156

Signal Timings Diagram



C2

Stage Sequence Diagram

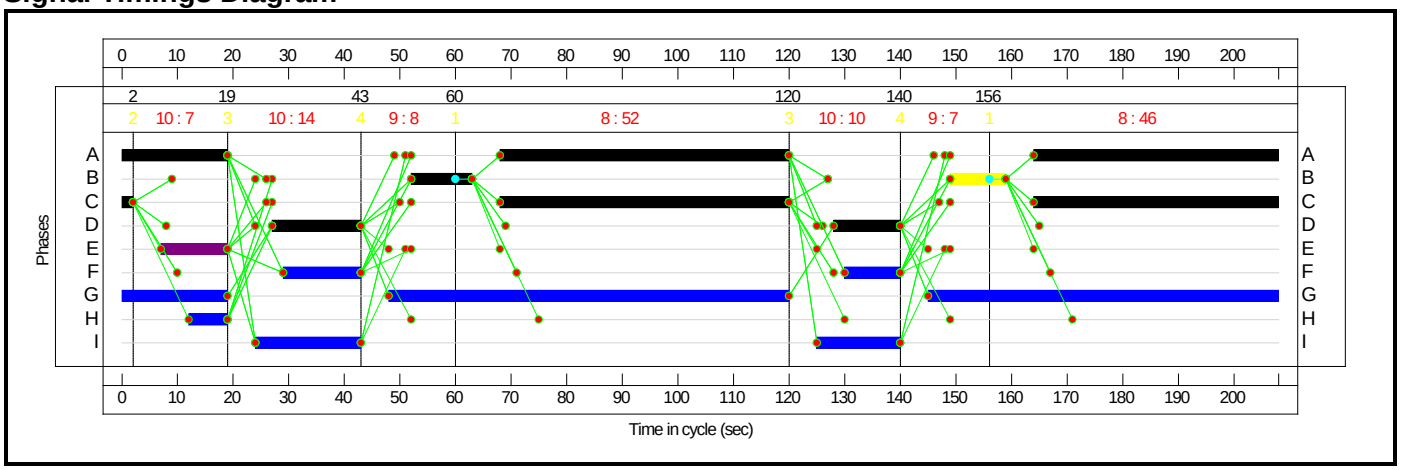


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	46	7	14	8	52	10	7
Change Point	156	2	19	43	60	120	140

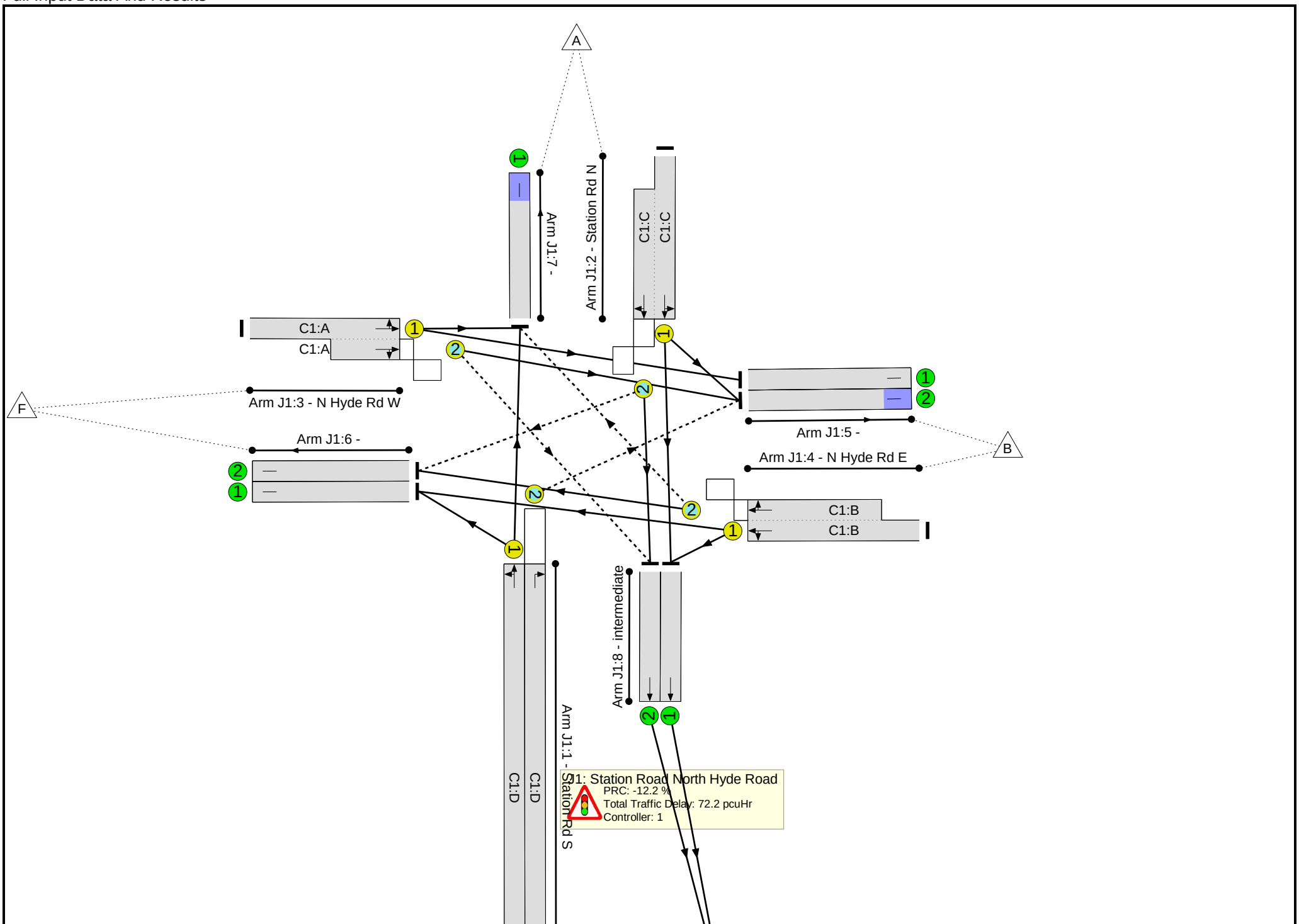
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network 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**	-	-		-	-	-	-	-	-	**100.9%**
J1: Station Road North Hyde Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.9%**
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	71	-	583	2287	803	72.6%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	71	-	231	1892	229	100.9%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	71	-	889	2149:2040	881	100.9%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	64	-	657	1958:2160	820	80.2%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	76	-	812	1966:2094	830	97.9%
5/1		U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	783	1800	1800	43.4%
6/1		U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	343	1800	1800	19.0%
7/1		U	N/A	N/A	-		-	-	-	812	1800	1800	45.1%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.6%**
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	115	12	741	2064:2064	1212	61.0%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	21	-	76	1995	221	34.5%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	98	-	794	2021:2156	1065	74.5%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	28	-	405	1982:2386	402	100.6%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	300	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	**-**	**-**	**372**	**78**	**229**	**43.1**	**53.0**	**2.8**	**98.9**	**-**	**-**	**-**	**-**
J1: Station Road North Hyde Road	**-**	**-**	**272**	**75**	**216**	**30.2**	**39.8**	**2.3**	**72.2**	**-**	**-**	**-**	**-**
1/1	583	583	-	-	-	5.8	1.3	-	7.1	44.1	24.4	1.3	25.7
1/2	231	229	90	0	138	2.4	8.2	1.1	11.6	181.3	9.6	8.2	17.8
2/1+2/2	889	886	72	0	41	9.7	17.0	0.4	27.1	109.8	15.8	17.0	32.8
3/1+3/2	657	657	40	0	4	5.4	2.0	0.1	7.5	41.2	12.5	2.0	14.5
4/1+4/2	812	812	69	75	33	6.6	10.5	0.6	17.7	78.3	12.1	10.5	22.5
5/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	781	781	-	-	-	0.0	0.4	-	0.4	1.9	0.8	0.4	1.1
6/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	342	342	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	812	812	-	-	-	0.2	0.4	-	0.6	2.8	12.5	0.4	12.9
8/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	**-**	**-**	**99**	**3**	**13**	**12.9**	**13.2**	**0.6**	**26.7**	**-**	**-**	**-**	**-**
1/1+1/2	739	739	97	3	13	2.2	0.8	0.5	3.5	17.1	19.1	0.8	19.9
2/1	76	76	-	-	-	0.9	0.3	-	1.2	55.5	2.2	0.3	2.4
3/1+3/2	794	794	2	0	0	4.6	1.4	0.0	6.1	27.6	19.7	1.4	21.2
4/2+4/1	405	403	-	-	-	5.2	10.7	-	15.9	141.5	9.6	10.7	20.3
5/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	743	743	-	-	-	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

C1	PRC for Signalled Lanes (%):	-12.2	Total Delay for Signalled Lanes (pcuHr):	71.08	Cycle Time (s): 208
C2	PRC for Signalled Lanes (%):	-11.8	Total Delay for Signalled Lanes (pcuHr):	26.68	Cycle Time (s): 208
	PRC Over All Lanes (%):	-12.2	Total Delay Over All Lanes(pcuHr):	98.92	

Full Input Data And Results