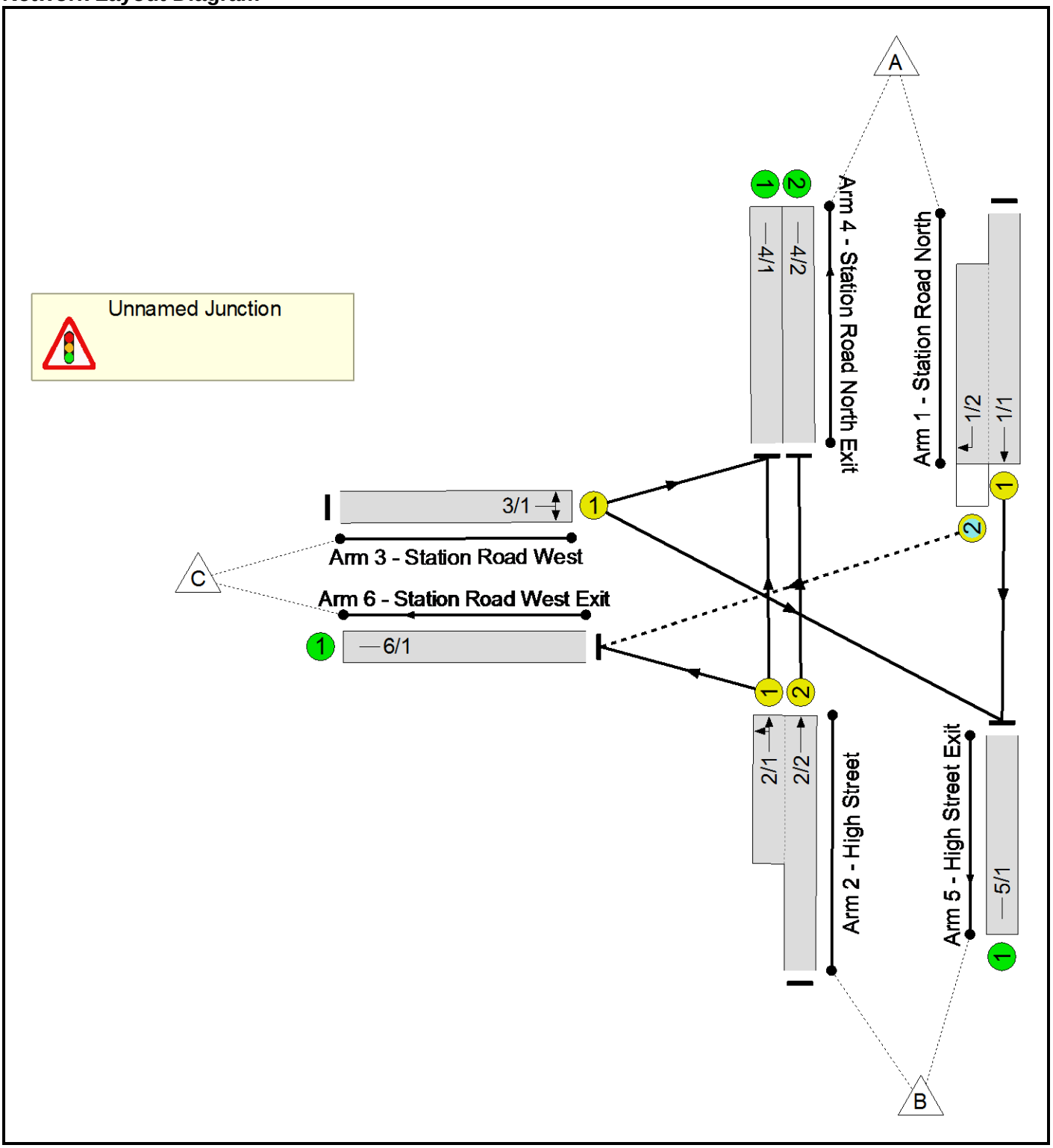
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
File name:	Station Road High Street IMPACT.lsg3x
Author:	
Company:	
Address:	
Notes:	

Full Input Data And Results

Network Layout Diagram



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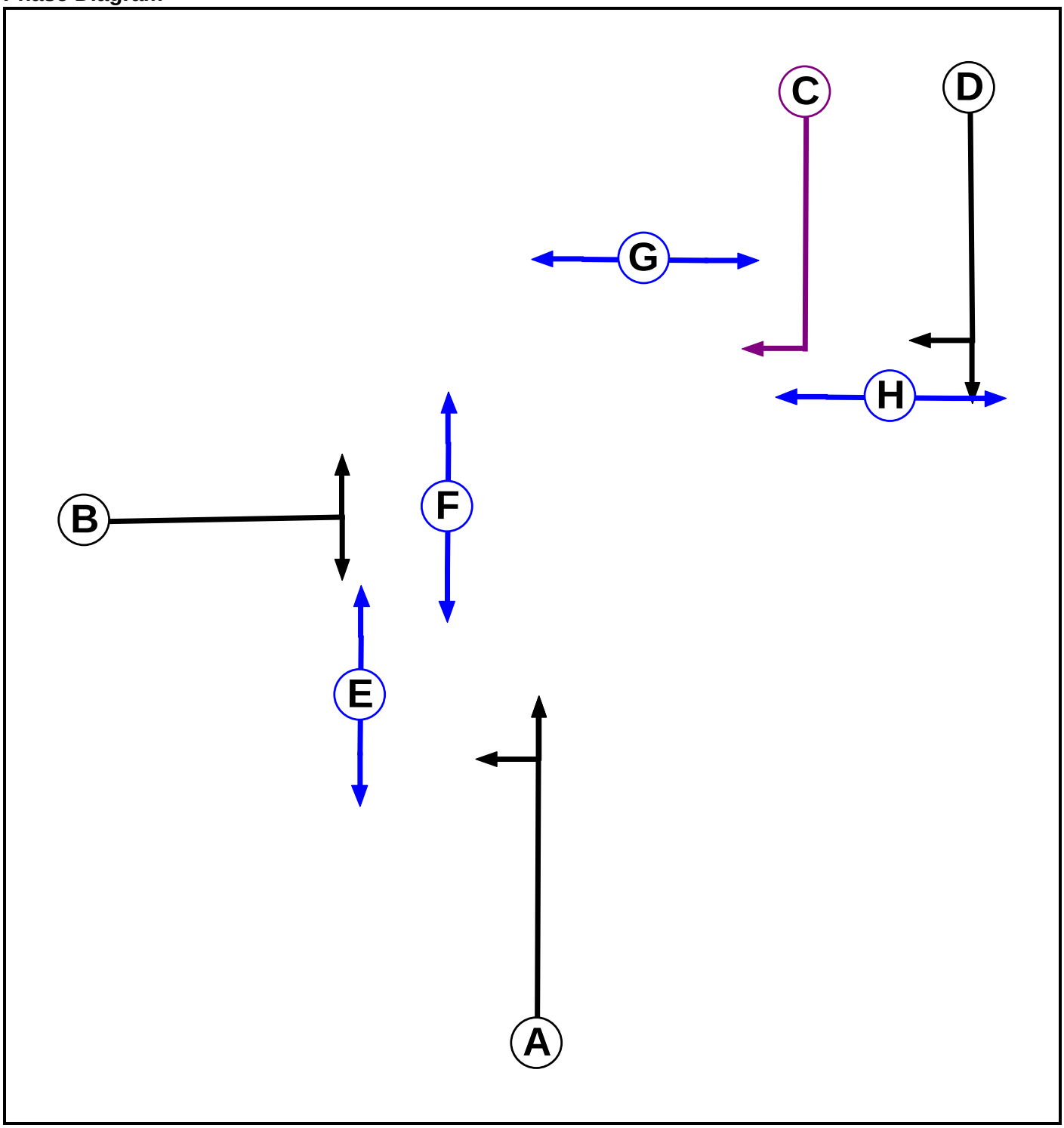
Phase Diagram



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	Ind. Arrow	D	4	4
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6

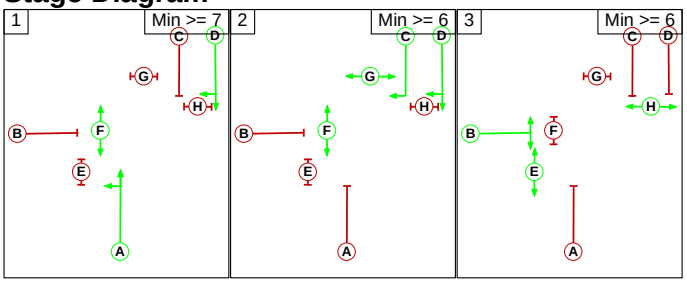
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		8	8
	2	8		10
	3	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Station Road North)	6/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00
				2/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Station Road North)	U	D	2	3	60.0	User	1985	-	-	-	-	-
1/2 (Station Road North)	O	D C	2	3	17.4	User	1945	-	-	-	-	-
2/1 (High Street)	U	A	2	3	7.0	User	2056	-	-	-	-	-
2/2 (High Street)	U	A	2	3	60.0	User	2109	-	-	-	-	-
3/1 (Station Road West)	U	B	2	3	60.0	User	1940	-	-	-	-	-
4/1 (Station Road North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (Station Road North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (High Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Station Road West 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 AM 2106'	08:00	09:00	01:00	
2: 'Base PM 2106'	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: '2024 Cumulative Baseline AM'	08:00	09:00	01:00	
8: '2024 Cumulative Baseline PM'	17:00	18:00	01:00	
9: '2024 Cumulative With Dev AM'	08:00	09:00	01:00	
10: '2024 Cumulative With Dev PM'	17:00	18:00	01:00	
11: '2029 Baseline AM'	08:00	09:00	01:00	
12: '2029 Baseline PM'	17:00	18:00	01:00	
13: '2029 With Dev AM'	08:00	09:00	01:00	
14: '2029 With Dev PM'	17:00	18:00	01:00	
15: '2029 Cumulative Baseline AM'	08:00	09:00	01:00	
16: '2029 Cumulative Baseline PM'	17:00	18:00	01:00	
17: '2029 Cumulative With Dev AM'	08:00	09:00	01:00	
18: '2029 Cumulative With Dev PM'	17:00	18:00	01:00	

Scenario 1: 'Base 2016 AM' (FG1: 'Base AM 2106', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	551	255	806
	B	410	0	211	621
	C	214	262	0	476
	Tot.	624	813	466	1903

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Base 2016 AM
Junction: Unnamed Junction	
1/1 (with short)	806(In) 551(Out)
1/2 (short)	255
2/1 (short)	311
2/2 (with short)	621(In) 310(Out)
3/1	476
4/1	314
4/2	310
5/1	813
6/1	466

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'Base 2016 PM' (FG2: 'Base PM 2106', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	482	221	703
	B	460	0	327	787
	C	207	232	0	439
	Tot.	667	714	548	1929

Traffic Lane Flows

Lane	Scenario 2: Base 2016 PM
Junction: Unnamed Junction	
1/1 (with short)	703(In) 482(Out)
1/2 (short)	221
2/1 (short)	394
2/2 (with short)	787(In) 393(Out)
3/1	439
4/1	274
4/2	393
5/1	714
6/1	548

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						2012	2012
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2026	2026
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2024 Baseline AM' (FG3: '2024 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	615	276	891
	B	506	0	229	735
	C	260	285	0	545
	Tot.	766	900	505	2171

Traffic Lane Flows

Lane	Scenario 3: 2024 Baseline AM
Junction: Unnamed Junction	
1/1 (with short)	891(In) 615(Out)
1/2 (short)	276
2/1 (short)	368
2/2 (with short)	735(In) 367(Out)
3/1	545
4/1	399
4/2	367
5/1	900
6/1	505

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2024 Baseline PM' (FG4: '2024 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	599	270	869
	B	586	0	354	940
	C	256	252	0	508
	Tot.	842	851	624	2317

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2024 Baseline PM
Junction: Unnamed Junction	
1/1 (with short)	869(In) 599(Out)
1/2 (short)	270
2/1 (short)	470
2/2 (with short)	940(In) 470(Out)
3/1	508
4/1	372
4/2	470
5/1	851
6/1	624

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2024 With Dev AM' (FG5: '2024 With Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	654	287	941
	B	511	0	229	740
	C	255	285	0	540
	Tot.	766	939	516	2221

Traffic Lane Flows

Lane	Scenario 5: 2024 With Dev AM
Junction: Unnamed Junction	
1/1 (with short)	941(In) 654(Out)
1/2 (short)	287
2/1 (short)	370
2/2 (with short)	740(In) 370(Out)
3/1	540
4/1	396
4/2	370
5/1	939
6/1	516

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2024 With Dev PM' (FG6: '2024 With Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	625	274	899
	B	621	0	354	975
	C	261	252	0	513
	Tot.	882	877	628	2387

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2024 With Dev PM
Junction: Unnamed Junction	
1/1 (with short)	899(In) 625(Out)
1/2 (short)	274
2/1 (short)	488
2/2 (with short)	975(In) 487(Out)
3/1	513
4/1	395
4/2	487
5/1	877
6/1	628

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2024 Cumulative Baseline AM' (FG7: '2024 Cumulative Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	638	282	920
	B	513	0	229	742
	C	263	285	0	548
	Tot.	776	923	511	2210

Traffic Lane Flows

Lane	Scenario 7: 2024 Cumulative Baseline AM
Junction: Unnamed Junction	
1/1 (with short)	920(In) 638(Out)
1/2 (short)	282
2/1 (short)	371
2/2 (with short)	742(In) 371(Out)
3/1	548
4/1	405
4/2	371
5/1	923
6/1	511

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2024 Cumulative Baseline PM' (FG8: '2024 Cumulative Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	614	275	889
	B	609	0	354	963
	C	262	252	0	514
	Tot.	871	866	629	2366

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2024 Cumulative Baseline PM
Junction: Unnamed Junction	
1/1 (with short)	889(In) 614(Out)
1/2 (short)	275
2/1 (short)	482
2/2 (with short)	963(In) 481(Out)
3/1	514
4/1	390
4/2	481
5/1	866
6/1	629

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2024 Cumulative With Dev AM' (FG9: '2024 Cumulative With Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	679	296	975
	B	527	0	229	756
	C	270	285	0	555
	Tot.	797	964	525	2286

Traffic Lane Flows

Lane	Scenario 9: 2024 Cumulative With Dev AM
Junction: Unnamed Junction	
1/1 (with short)	975(In) 679(Out)
1/2 (short)	296
2/1 (short)	378
2/2 (with short)	756(In) 378(Out)
3/1	555
4/1	419
4/2	378
5/1	964
6/1	525

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2024 Cumulative With Dev PM' (FG10: '2024 Cumulative With Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	647	288	935
	B	646	0	354	1000
	C	273	252	0	525
	Tot.	919	899	642	2460

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2024 Cumulative With Dev PM
Junction: Unnamed Junction	
1/1 (with short)	935(In) 647(Out)
1/2 (short)	288
2/1 (short)	500
2/2 (with short)	1000(In) 500(Out)
3/1	525
4/1	419
4/2	500
5/1	899
6/1	642

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2029 Baseline AM' (FG11: '2029 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	630	283	913
	B	517	0	234	751
	C	265	291	0	556
	Tot.	782	921	517	2220

Traffic Lane Flows

Lane	Scenario 11: 2029 Baseline AM
Junction: Unnamed Junction	
1/1 (with short)	913(In) 630(Out)
1/2 (short)	283
2/1 (short)	376
2/2 (with short)	751(In) 375(Out)
3/1	556
4/1	407
4/2	375
5/1	921
6/1	517

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2029 Baseline PM' (FG12: '2029 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	613	276	889
	B	598	0	363	961
	C	261	259	0	520
	Tot.	859	872	639	2370

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2029 Baseline PM
Junction: Unnamed Junction	
1/1 (with short)	889(In) 613(Out)
1/2 (short)	276
2/1 (short)	481
2/2 (with short)	961(In) 480(Out)
3/1	520
4/1	379
4/2	480
5/1	872
6/1	639

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: '2029 With Dev AM' (FG13: '2029 With Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	669	294	963
	B	522	0	234	756
	C	261	291	0	552
	Tot.	783	960	528	2271

Traffic Lane Flows

Lane	Scenario 13: 2029 With Dev AM
Junction: Unnamed Junction	
1/1 (with short)	963(In) 669(Out)
1/2 (short)	294
2/1 (short)	378
2/2 (with short)	756(In) 378(Out)
3/1	552
4/1	405
4/2	378
5/1	960
6/1	528

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2029 With Dev PM' (FG6: '2024 With Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	625	274	899
	B	621	0	354	975
	C	261	252	0	513
	Tot.	882	877	628	2387

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2029 With Dev PM
Junction: Unnamed Junction	
1/1 (with short)	899(In) 625(Out)
1/2 (short)	274
2/1 (short)	488
2/2 (with short)	975(In) 487(Out)
3/1	513
4/1	395
4/2	487
5/1	877
6/1	628

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 15: '2029 With Dev PM' (FG14: '2029 With Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	639	280	919
	B	634	0	363	997
	C	271	259	0	530
	Tot.	905	898	643	2446

Traffic Lane Flows

Lane	Scenario 15: 2029 With Dev PM
Junction: Unnamed Junction	
1/1 (with short)	919(In) 639(Out)
1/2 (short)	280
2/1 (short)	499
2/2 (with short)	997(In) 498(Out)
3/1	530
4/1	407
4/2	498
5/1	898
6/1	643

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: '2029 Cumulative Baseline AM' (FG15: '2029 Cumulative Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	652	289	941
	B	523	0	234	757
	C	268	291	0	559
	Tot.	791	943	523	2257

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2029 Cumulative Baseline AM
Junction: Unnamed Junction	
1/1 (with short)	941(In) 652(Out)
1/2 (short)	289
2/1 (short)	379
2/2 (with short)	757(In) 378(Out)
3/1	559
4/1	413
4/2	378
5/1	943
6/1	523

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 17: '2029 Cumulative Baseline PM' (FG16: '2029 Cumulative Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	627	281	908
	B	622	0	363	985
	C	268	259	0	527
	Tot.	890	886	644	2420

Traffic Lane Flows

Lane	Scenario 17: 2029 Cumulative Baseline PM
Junction: Unnamed Junction	
1/1 (with short)	908(In) 627(Out)
1/2 (short)	281
2/1 (short)	493
2/2 (with short)	985(In) 492(Out)
3/1	527
4/1	398
4/2	492
5/1	886
6/1	644

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: '2029 Cumulative With Dev AM' (FG17: '2029 Cumulative With Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	693	303	996
	B	537	0	234	771
	C	275	291	0	566
	Tot.	812	984	537	2333

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2029 Cumulative With Dev AM
Junction: Unnamed Junction	
1/1 (with short)	996(In) 693(Out)
1/2 (short)	303
2/1 (short)	386
2/2 (with short)	771(In) 385(Out)
3/1	566
4/1	427
4/2	385
5/1	984
6/1	537

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 19: '2029 Cumulative With Dev PM' (FG18: '2029 Cumulative With Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	661	295	956
	B	659	0	363	1022
	C	279	259	0	538
	Tot.	938	920	658	2516

Traffic Lane Flows

Lane	Scenario 19: 2029 Cumulative With Dev PM
Junction: Unnamed Junction	
1/1 (with short)	956(In) 661(Out)
1/2 (short)	295
2/1 (short)	511
2/2 (with short)	1022(In) 511(Out)
3/1	538
4/1	427
4/2	511
5/1	920
6/1	658

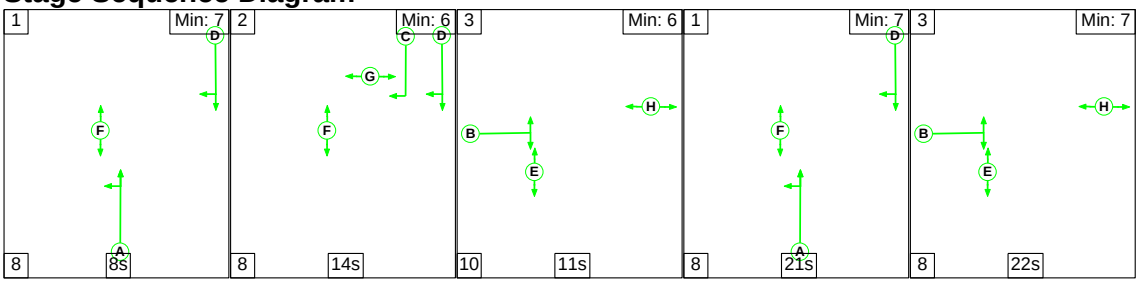
Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Station Road North Lane 1)	This lane uses a directly entered Saturation Flow						1985	1985
1/2 (Station Road North Lane 2)	This lane uses a directly entered Saturation Flow						1945	1945
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						2109	2109
3/1 (Station Road West Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
4/1 (Station Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Station Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Station Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Base 2016 AM' (FG1: 'Base AM 2106', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

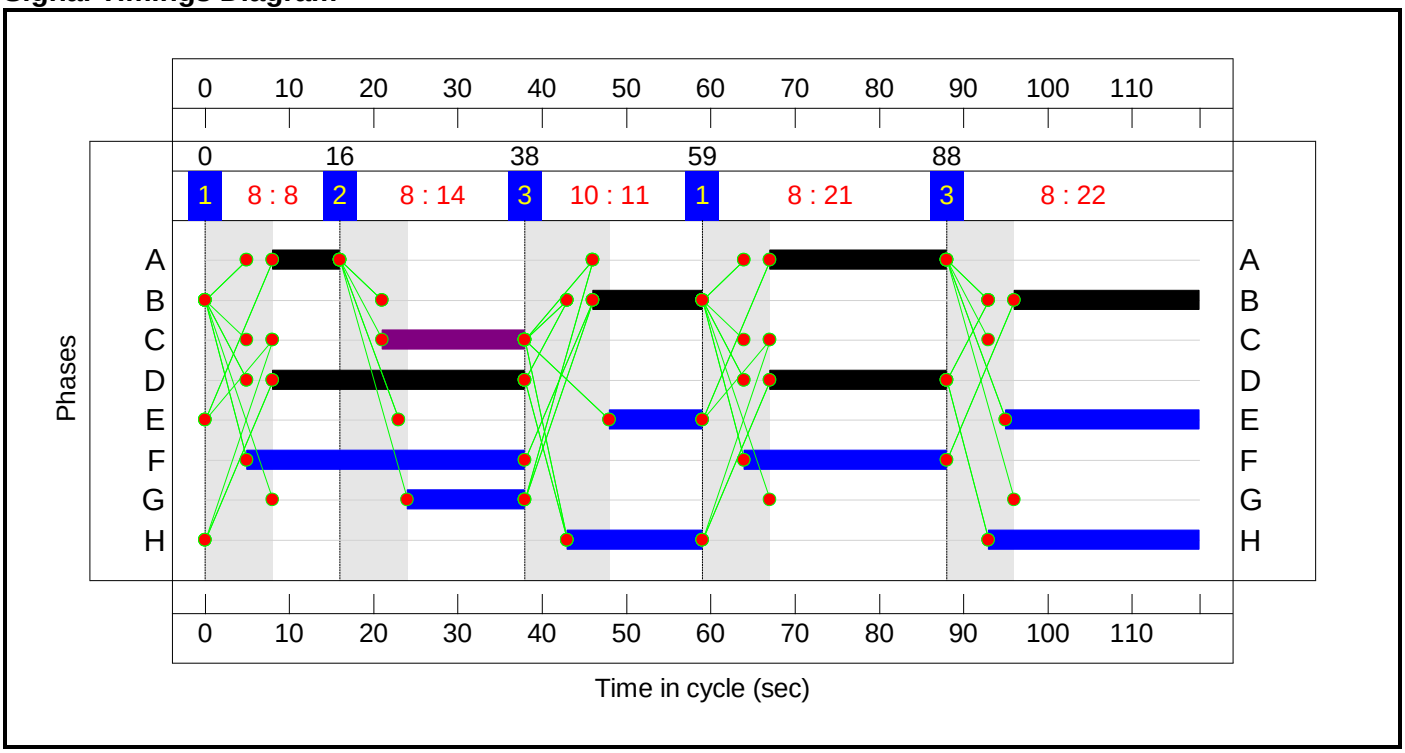


Stage Timings

Stage	1	2	3	1	3
Duration	8	14	11	21	22
Change Point	0	16	38	59	88

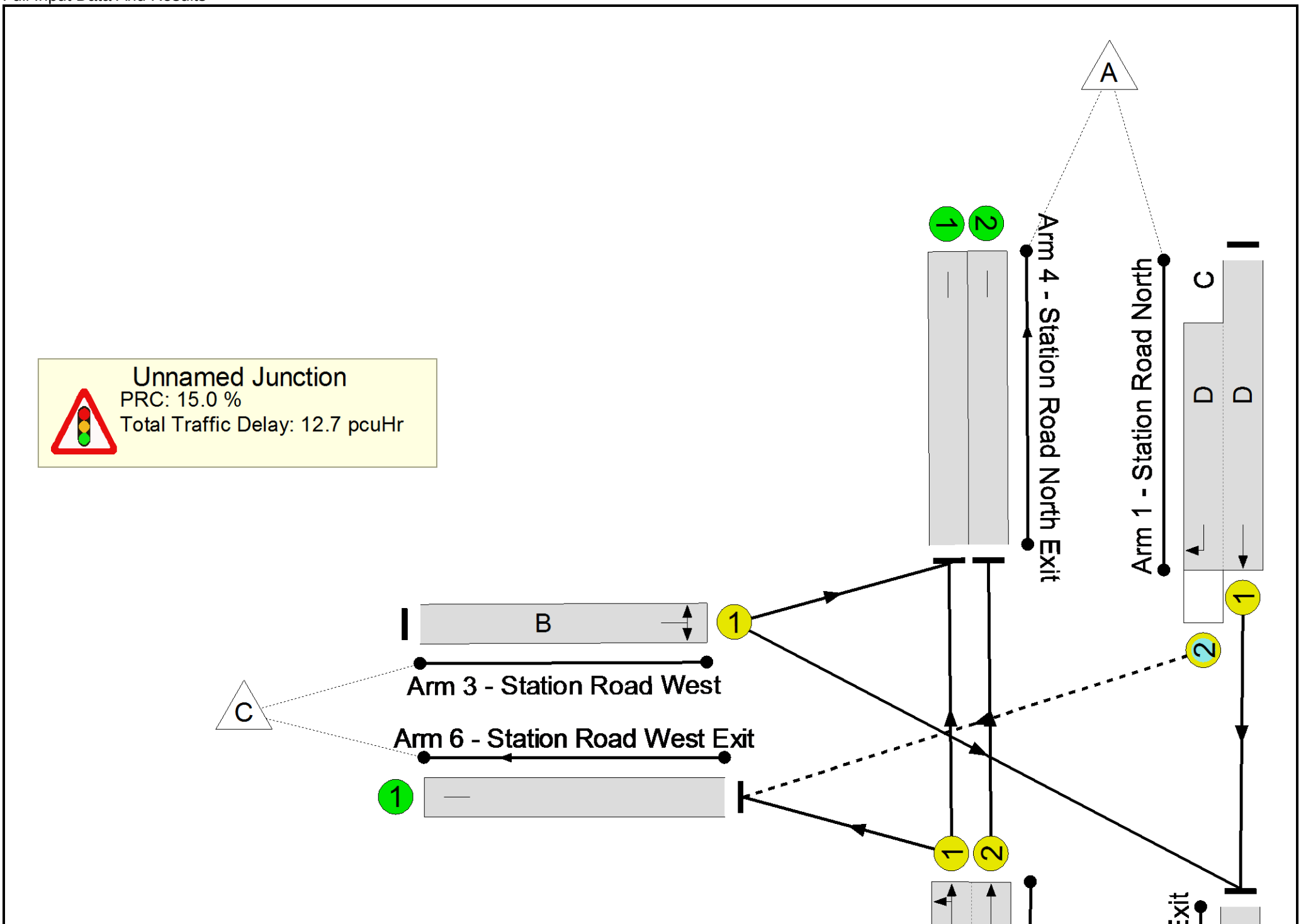
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 15.0 %
Total Traffic Delay: 12.7 pcuHr
A
B
C
D
D
C
1
2
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 6 - Station Road West Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	51	17	806	1985:1945	892+413	61.8 : 61.8%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	29	-	621	2109:2056	457+459	67.8 : 67.8%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	35	-	476	1940	608	78.3%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	466	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	**-**	**-**	**97**	**130**	**28**	**8.7**	**3.6**	**0.4**	**12.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**97**	**130**	**28**	**8.7**	**3.6**	**0.4**	**12.7**	**-**	**-**	**-**	**-**
1/1+1/2	806	806	97	130	28	2.8	0.8	0.4	4.0	18.1	7.8	0.8	8.6
2/2+2/1	621	621	-	-	-	3.3	1.0	-	4.4	25.3	5.0	1.0	6.1
3/1	476	476	-	-	-	2.6	1.8	-	4.3	32.7	7.8	1.8	9.6
4/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

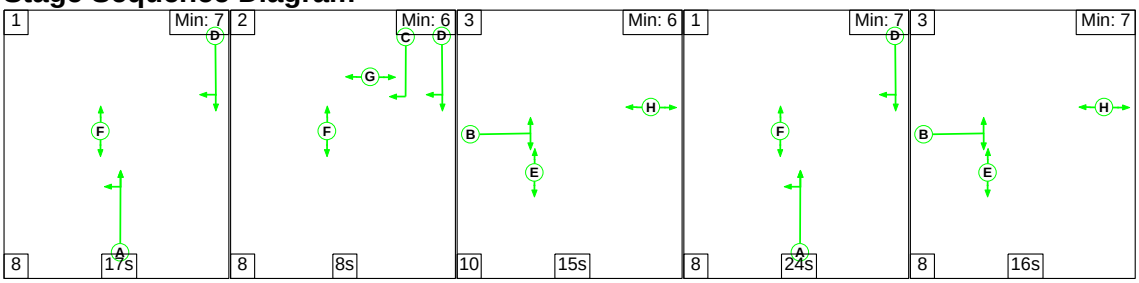
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	12.74	Cycle Time (s):	118
	PRC Over All Lanes (%):	15.0	Total Delay Over All Lanes(pcuHr):	12.74		

Full Input Data And Results

Scenario 2: 'Base 2016 PM' (FG2: 'Base PM 2106', Plan 1: 'Network Control Plan 1')

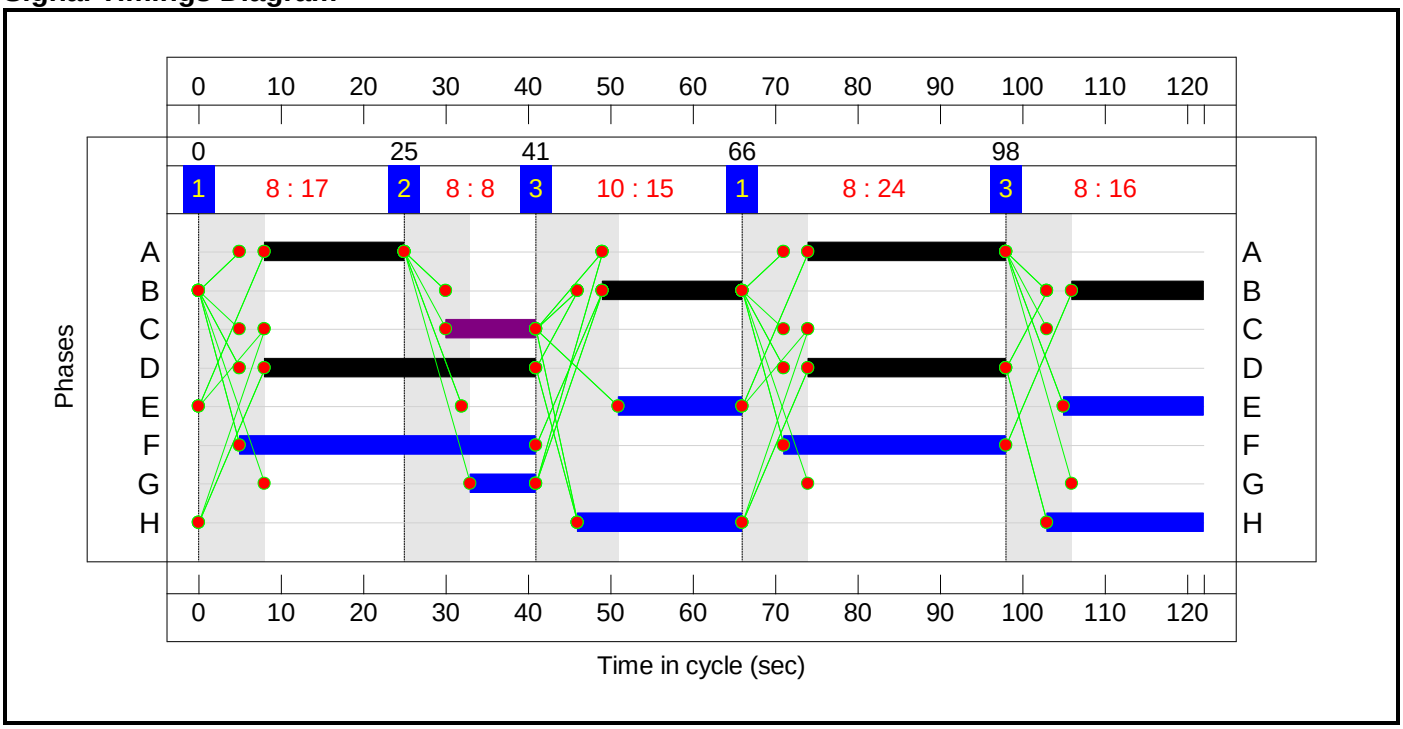
Stage Sequence Diagram



Stage Timings

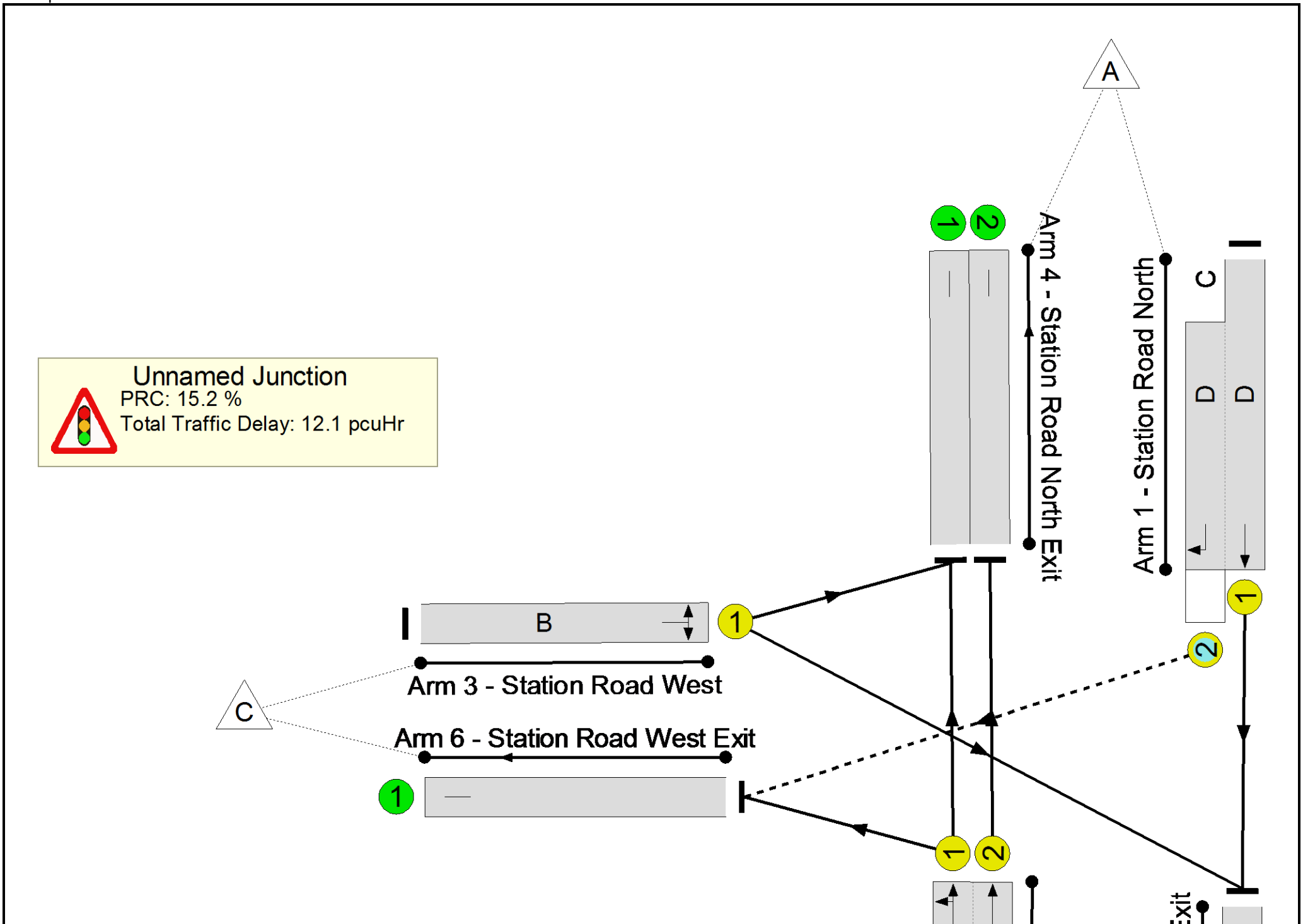
Stage	1	2	3	1	3
Duration	17	8	15	24	16
Change Point	0	25	41	66	98

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 15.2 %
Total Traffic Delay: 12.1 pcuHr
A
B
C
D
D
C
1
2
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 6 - Station Road West Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.2%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	57	11	703	2012:2250	969+444	49.8 : 49.8%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	41	-	787	2081:2026	572+573	68.7 : 68.7%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	33	-	439	1958	562	78.2%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	548	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	**-**	**-**	**110**	**66**	**45**	**8.2**	**3.3**	**0.6**	**12.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**110**	**66**	**45**	**8.2**	**3.3**	**0.6**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	703	703	110	66	45	2.1	0.5	0.6	3.2	16.4	5.6	0.5	6.1
2/2+2/1	787	787	-	-	-	3.6	1.1	-	4.7	21.6	6.5	1.1	7.5
3/1	439	439	-	-	-	2.5	1.7	-	4.2	34.5	7.4	1.7	9.2
4/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

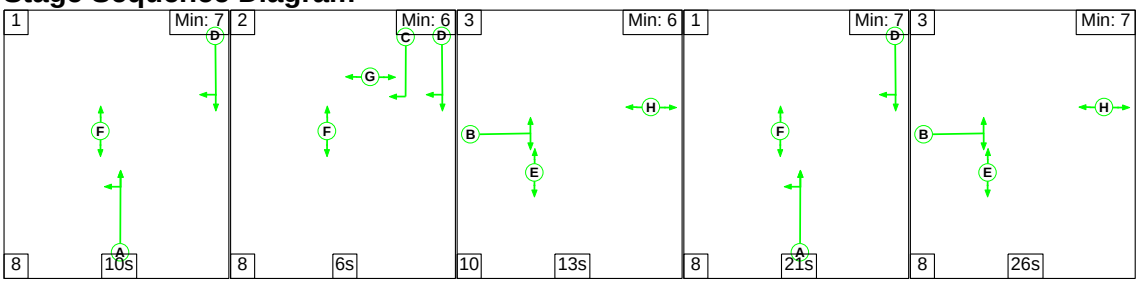
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	15.2	Total Delay for Signalled Lanes (pcuHr):	12.12	Cycle Time (s):	122
	PRC Over All Lanes (%):	15.2	Total Delay Over All Lanes(pcuHr):	12.12		

Full Input Data And Results

Scenario 3: '2024 Baseline AM' (FG3: '2024 Baseline AM', Plan 1: 'Network Control Plan 1')

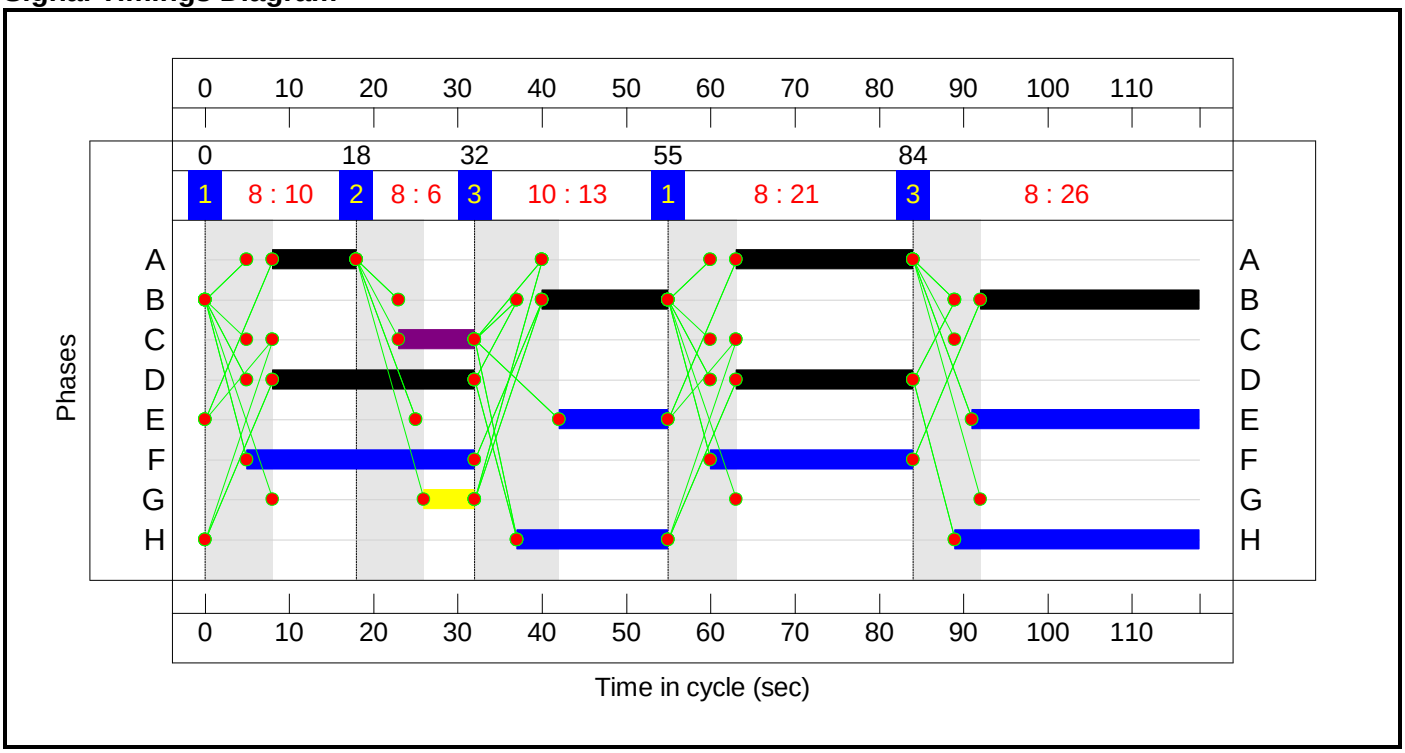
Stage Sequence Diagram



Stage Timings

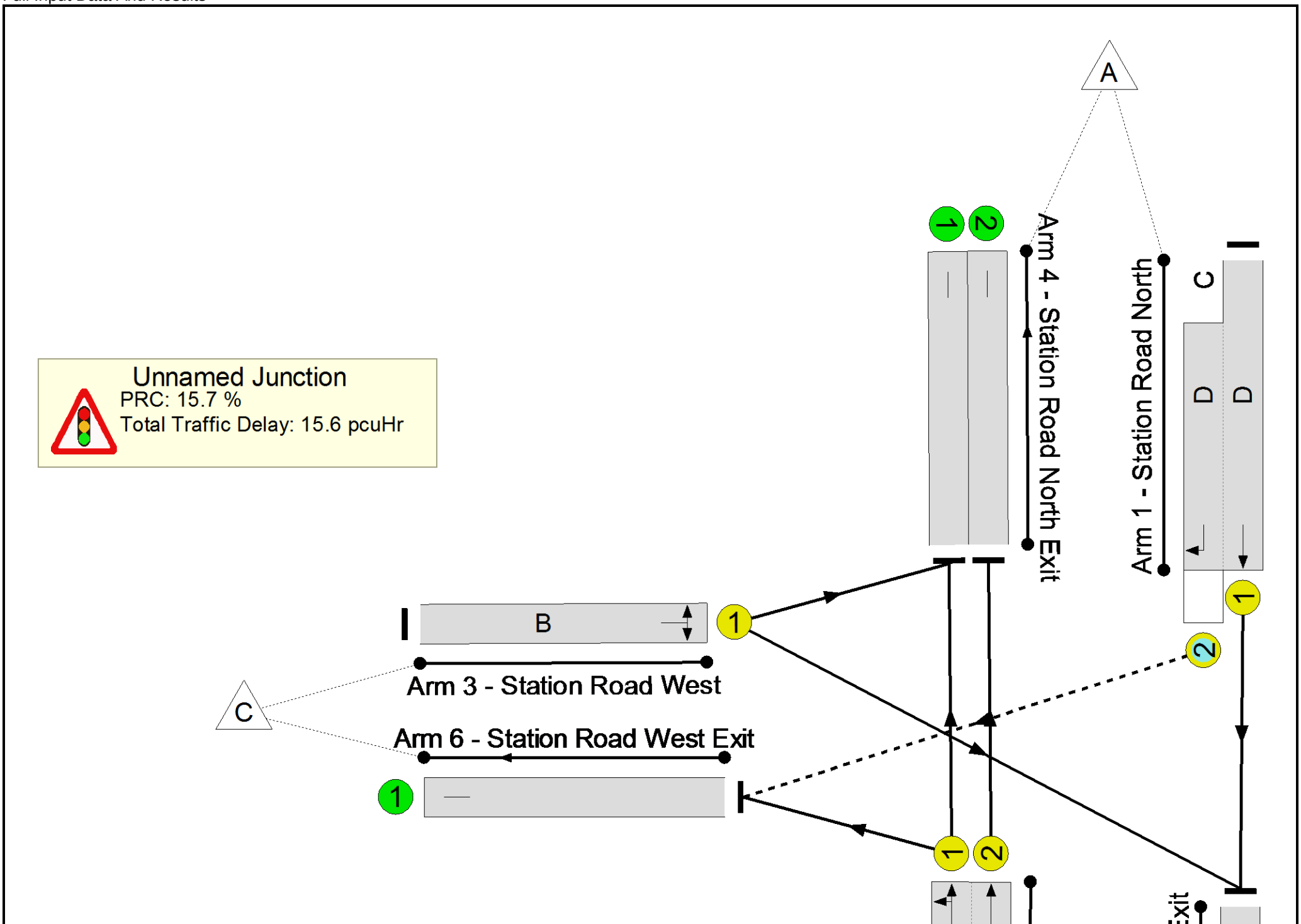
Stage	1	2	3	1	3
Duration	10	6	13	21	26
Change Point	0	18	32	55	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 15.7 %
Total Traffic Delay: 15.6 pcuHr
A
B
C
D
D
C
1
2
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 6 - Station Road West Exit

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	45	9	891	1985:1945	791+374	77.8 : 73.8%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	31	-	735	2109:2056	492+494	74.6 : 74.6%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	41	-	545	1940	707	77.1%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	505	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	**-**	**-**	**76**	**145**	**55**	**10.4**	**4.7**	**0.5**	**15.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**76**	**145**	**55**	**10.4**	**4.7**	**0.5**	**15.6**	**-**	**-**	**-**	**-**
1/1+1/2	891	891	76	145	55	4.1	1.6	0.5	6.2	25.1	10.1	1.6	11.7
2/2+2/1	735	735	-	-	-	3.8	1.4	-	5.2	25.7	5.4	1.4	6.9
3/1	545	545	-	-	-	2.5	1.6	-	4.2	27.5	8.2	1.6	9.8
4/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

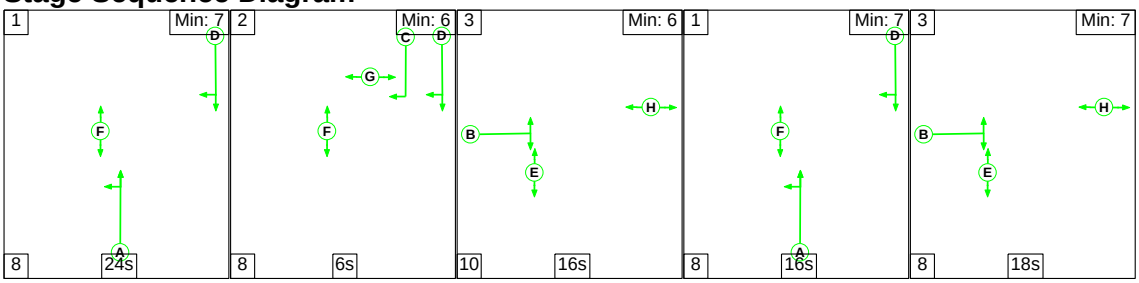
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	15.7	Total Delay for Signalled Lanes (pcuHr):	15.63	Cycle Time (s):	118
	PRC Over All Lanes (%):	15.7	Total Delay Over All Lanes(pcuHr):	15.63		

Full Input Data And Results

Scenario 4: '2024 Baseline PM' (FG4: '2024 Baseline PM', Plan 1: 'Network Control Plan 1')

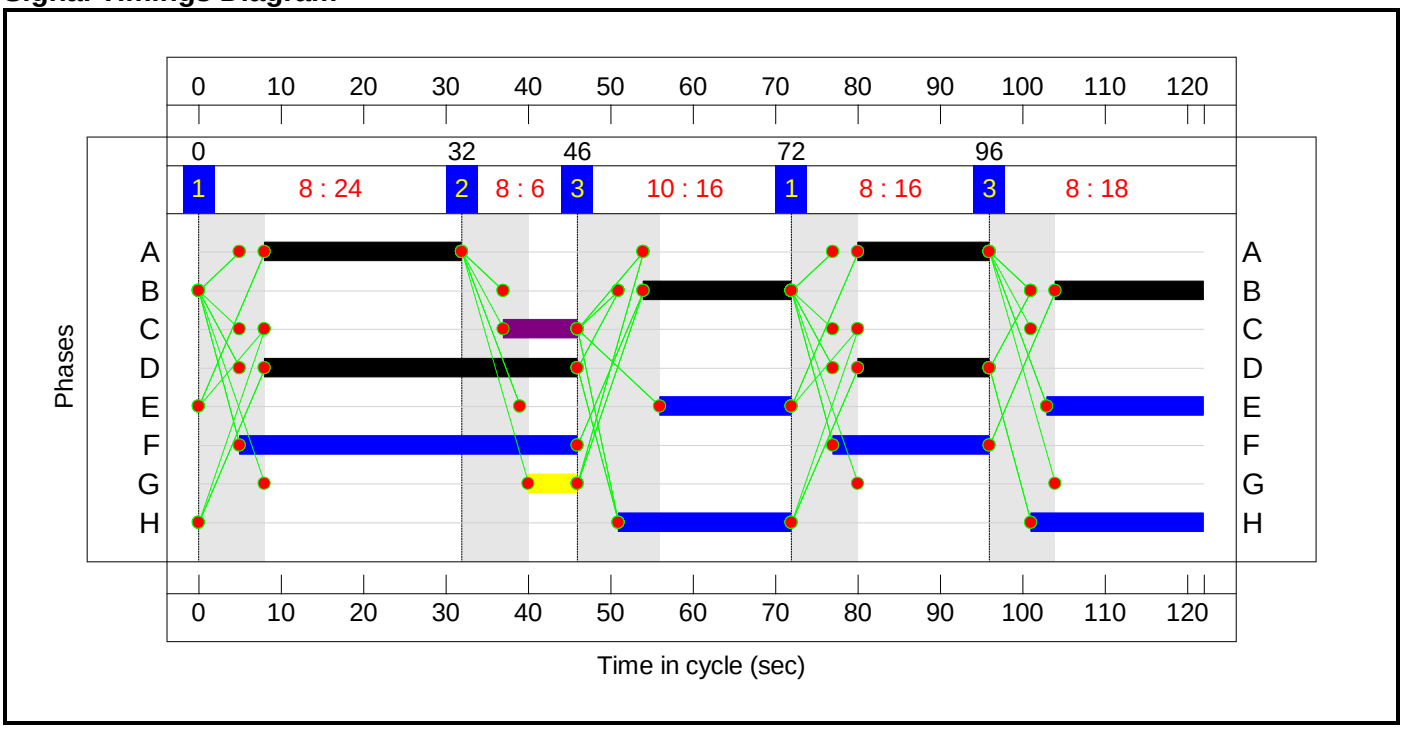
Stage Sequence Diagram



Stage Timings

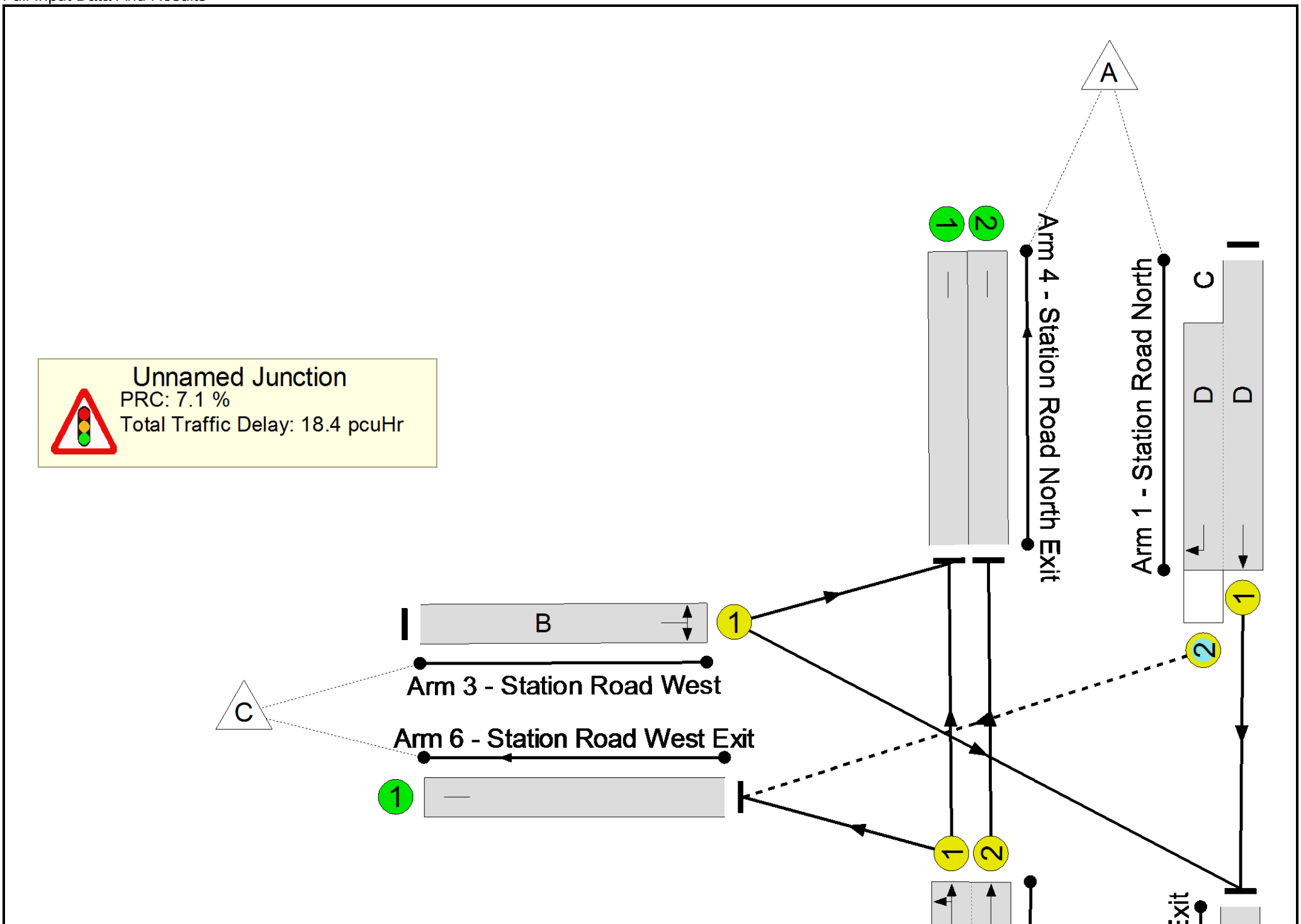
Stage	1	2	3	1	3
Duration	24	6	16	16	18
Change Point	0	32	46	72	96

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 7.1 %
Total Traffic Delay: 18.4 pcuHr
A
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
C
D
D
B
Arm 3 - Station Road West
C
Arm 6 - Station Road West Exit
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	54	9	869	1985:1945	876+360	68.4 : 74.9%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	40	-	940	2109:2056	567+567	82.9 : 82.9%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	36	-	508	1940	604	84.1%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	624	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	**-**	**-**	**51**	**156**	**63**	**11.7**	**6.1**	**0.7**	**18.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**51**	**156**	**63**	**11.7**	**6.1**	**0.7**	**18.4**	**-**	**-**	**-**	**-**
1/1+1/2	869	869	51	156	63	4.2	1.2	0.7	6.0	25.0	7.8	1.2	9.0
2/2+2/1	940	940	-	-	-	4.6	2.4	-	6.9	26.6	9.9	2.4	12.2
3/1	508	508	-	-	-	3.0	2.5	-	5.5	38.7	10.0	2.5	12.5
4/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

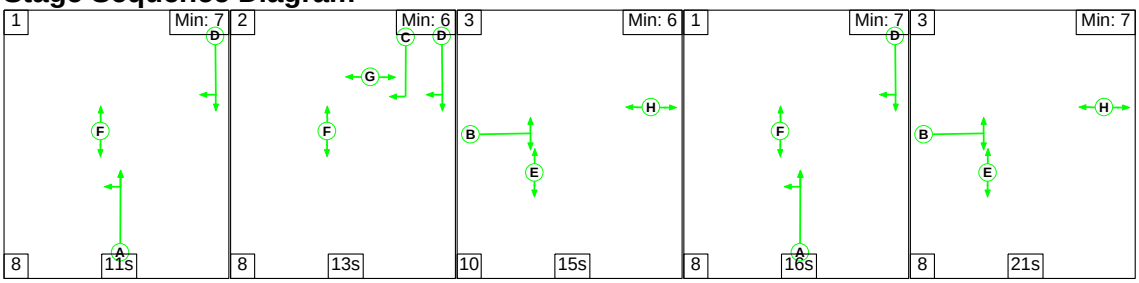
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	18.44	Cycle Time (s):	122
	PRC Over All Lanes (%):	7.1	Total Delay Over All Lanes(pcuHr):	18.44		

Full Input Data And Results

Scenario 5: '2024 With Dev AM' (FG5: '2024 With Dev AM', Plan 1: 'Network Control Plan 1')

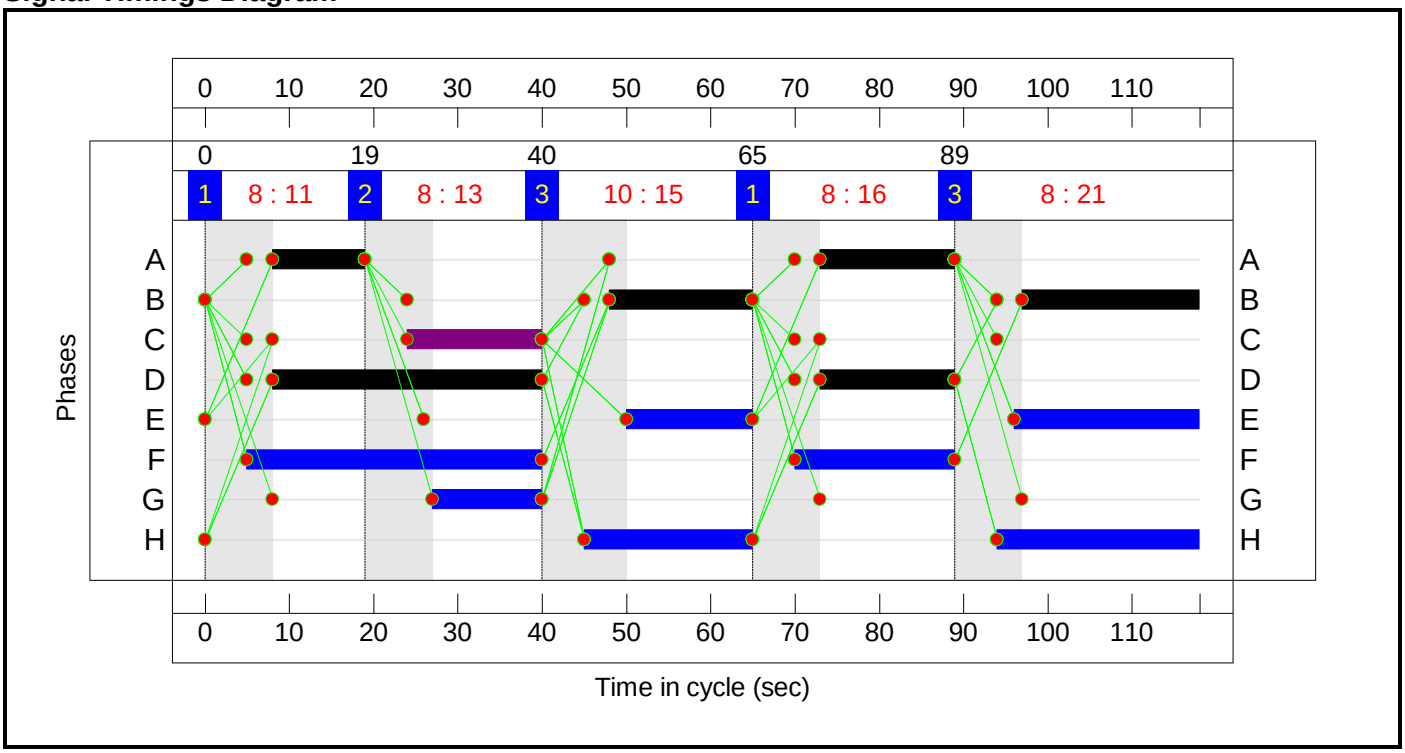
Stage Sequence Diagram



Stage Timings

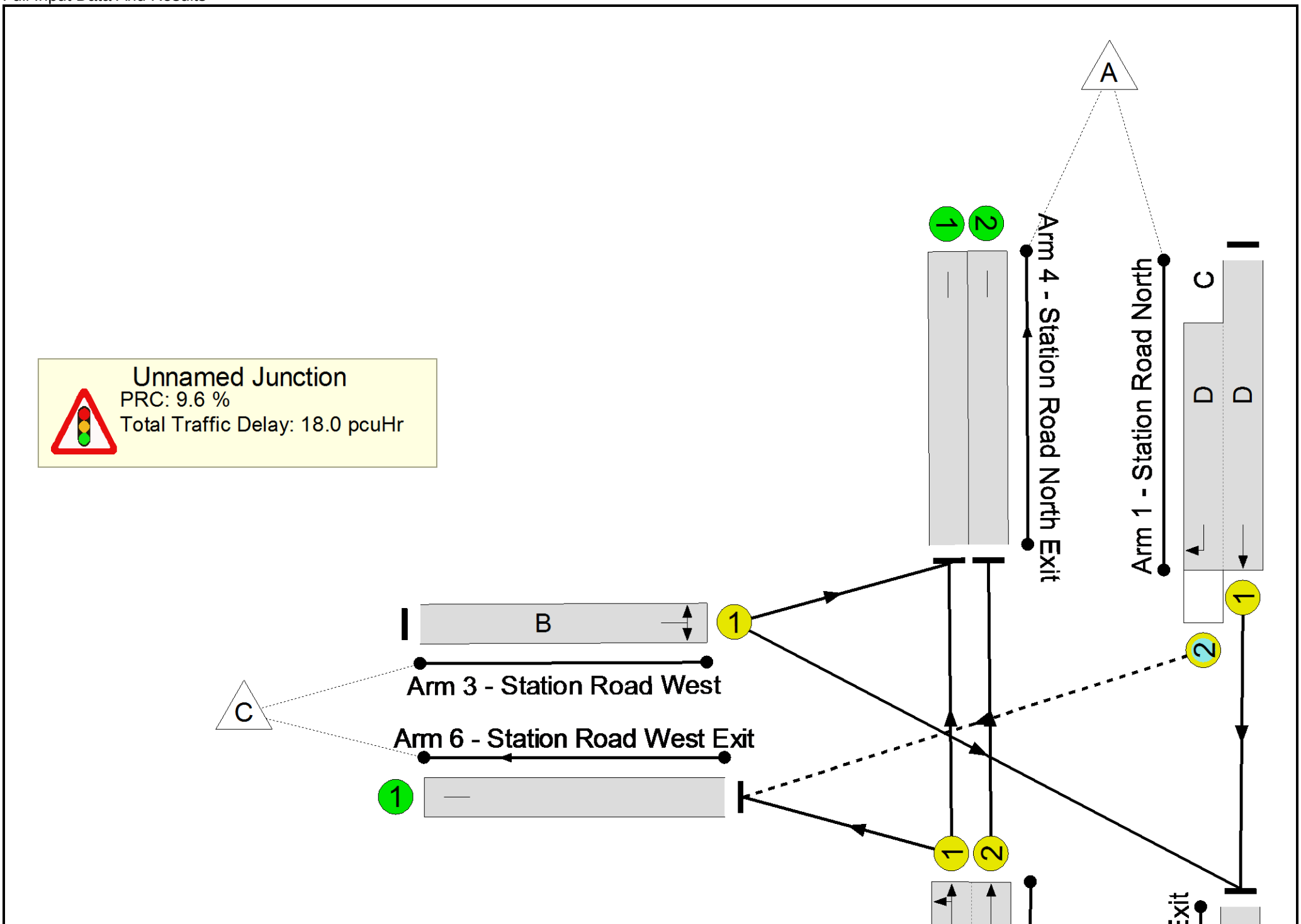
Stage	1	2	3	1	3
Duration	11	13	15	16	21
Change Point	0	19	40	65	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 9.6 %
Total Traffic Delay: 18.0 pcuHr
A
B
C
D
D
C
1
2
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 6 - Station Road West Exit

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.1%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	48	16	941	1985:1945	836+367	78.2 : 78.2%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	27	-	740	2109:2056	467+467	79.3 : 79.3%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	38	-	540	1940	658	82.1%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	516	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	**-**	**-**	**48**	**184**	**55**	**11.7**	**5.9**	**0.5**	**18.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**48**	**184**	**55**	**11.7**	**5.9**	**0.5**	**18.0**	**-**	**-**	**-**	**-**
1/1+1/2	941	941	48	184	55	4.5	1.8	0.5	6.8	25.9	9.6	1.8	11.4
2/2+2/1	740	740	-	-	-	4.3	1.9	-	6.2	30.3	6.6	1.9	8.5
3/1	540	540	-	-	-	2.8	2.2	-	5.0	33.5	9.7	2.2	12.0
4/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

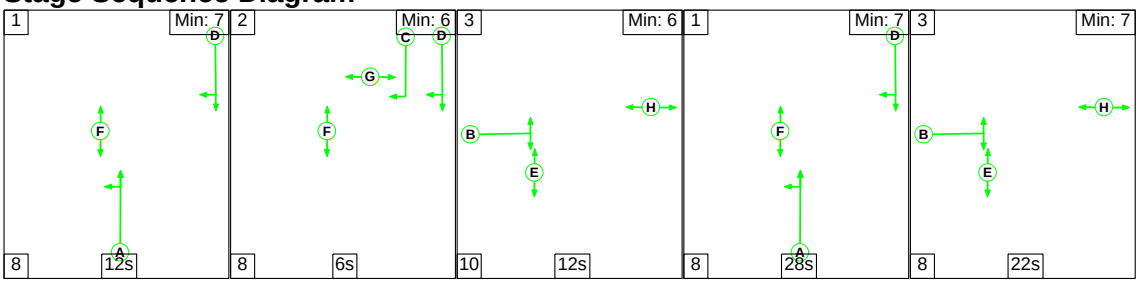
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	18.01	Cycle Time (s):	118
	PRC Over All Lanes (%):	9.6	Total Delay Over All Lanes(pcuHr):	18.01		

Full Input Data And Results

Scenario 6: '2024 With Dev PM' (FG6: '2024 With Dev PM', Plan 1: 'Network Control Plan 1')

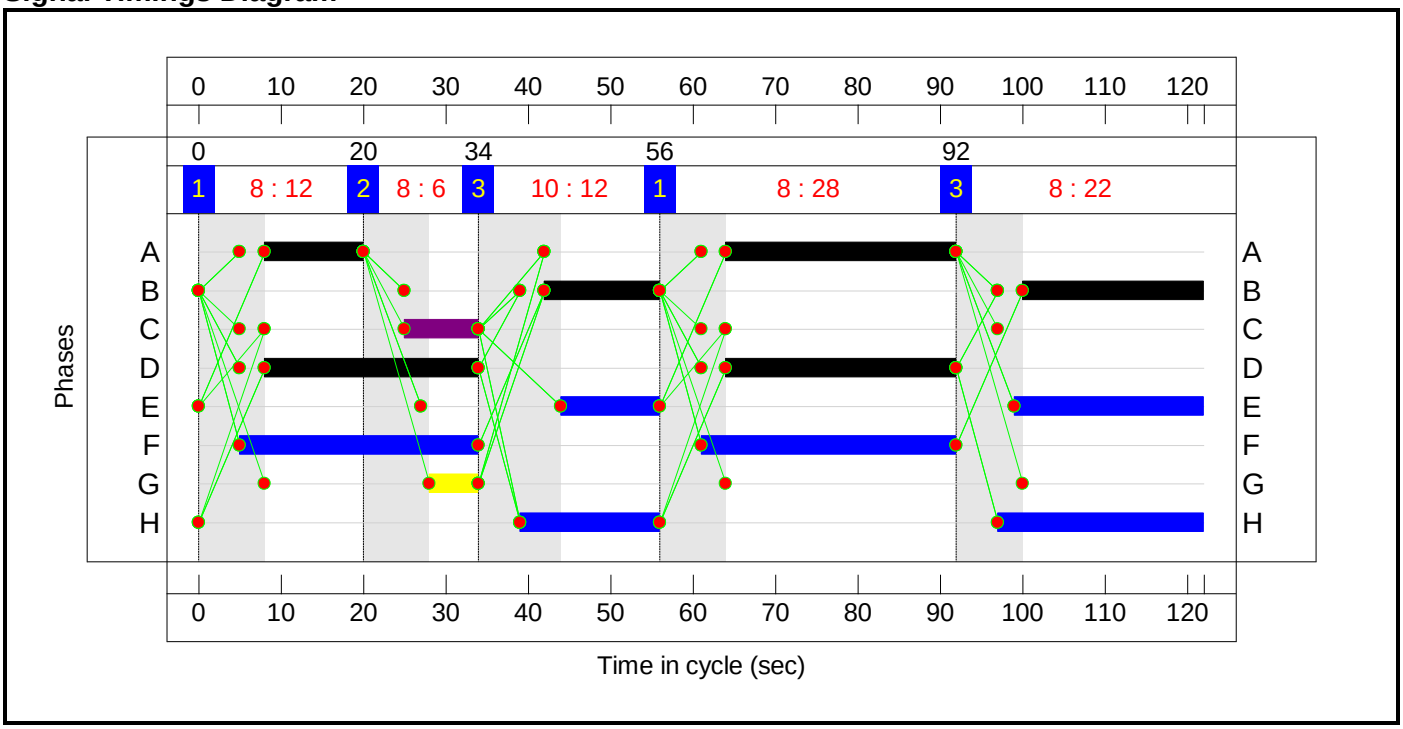
Stage Sequence Diagram



Stage Timings

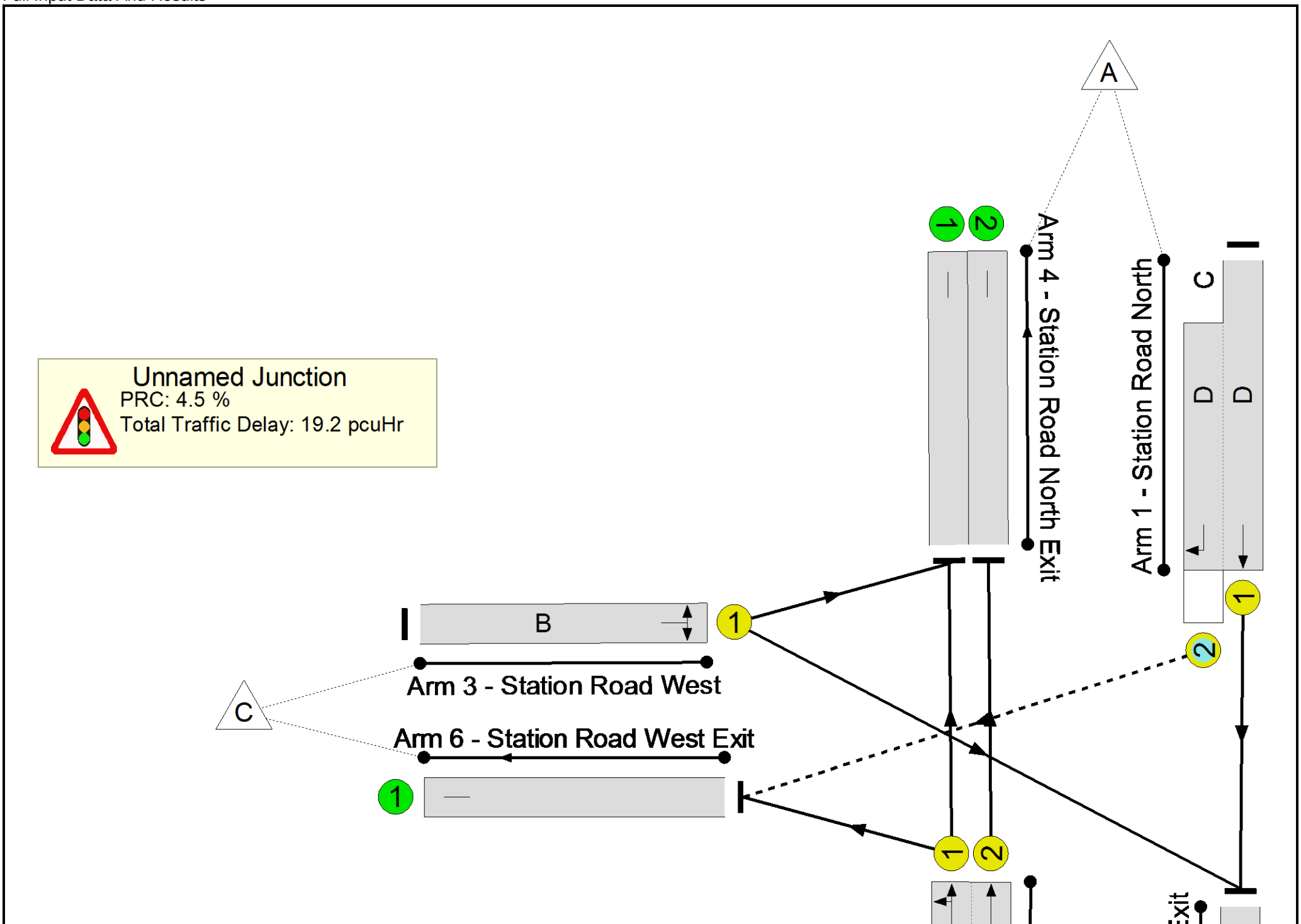
Stage	1	2	3	1	3
Duration	12	6	12	28	22
Change Point	0	20	34	56	92

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 4.5 %
Total Traffic Delay: 19.2 pcuHr
A
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
C
D
D
B
Arm 3 - Station Road West
C
Arm 6 - Station Road West Exit
1
2

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	54	9	899	1985:1945	911+330	68.6 : 82.9%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	40	-	975	2109:2056	566+567	86.1 : 86.1%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	36	-	513	1940	604	84.9%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	628	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	**-**	**-**	**46**	**170**	**57**	**11.6**	**6.9**	**0.7**	**19.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**46**	**170**	**57**	**11.6**	**6.9**	**0.7**	**19.2**	**-**	**-**	**-**	**-**
1/1+1/2	899	899	46	170	57	4.1	1.3	0.7	6.1	24.2	9.4	1.3	10.7
2/2+2/1	975	975	-	-	-	4.7	3.0	-	7.7	28.3	8.9	3.0	11.9
3/1	513	513	-	-	-	2.8	2.7	-	5.5	38.3	8.3	2.7	10.9
4/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

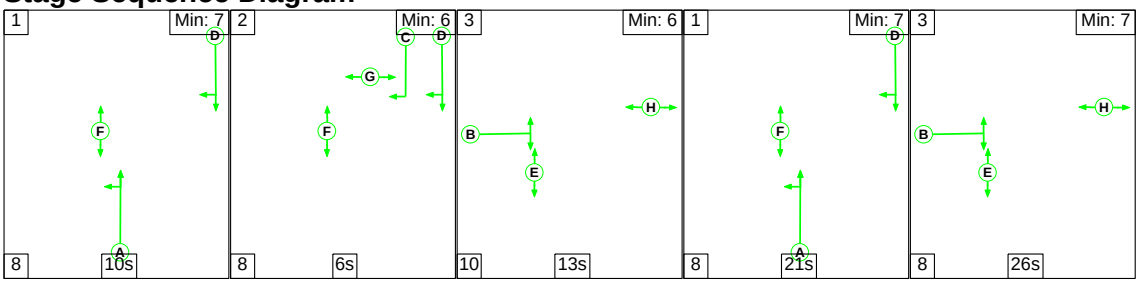
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	19.16	Cycle Time (s):	122
	PRC Over All Lanes (%):	4.5	Total Delay Over All Lanes(pcuHr):	19.16		

Full Input Data And Results

Scenario 7: '2024 Cumulative Baseline AM' (FG7: '2024 Cumulative Baseline AM', Plan 1: 'Network Control Plan 1')

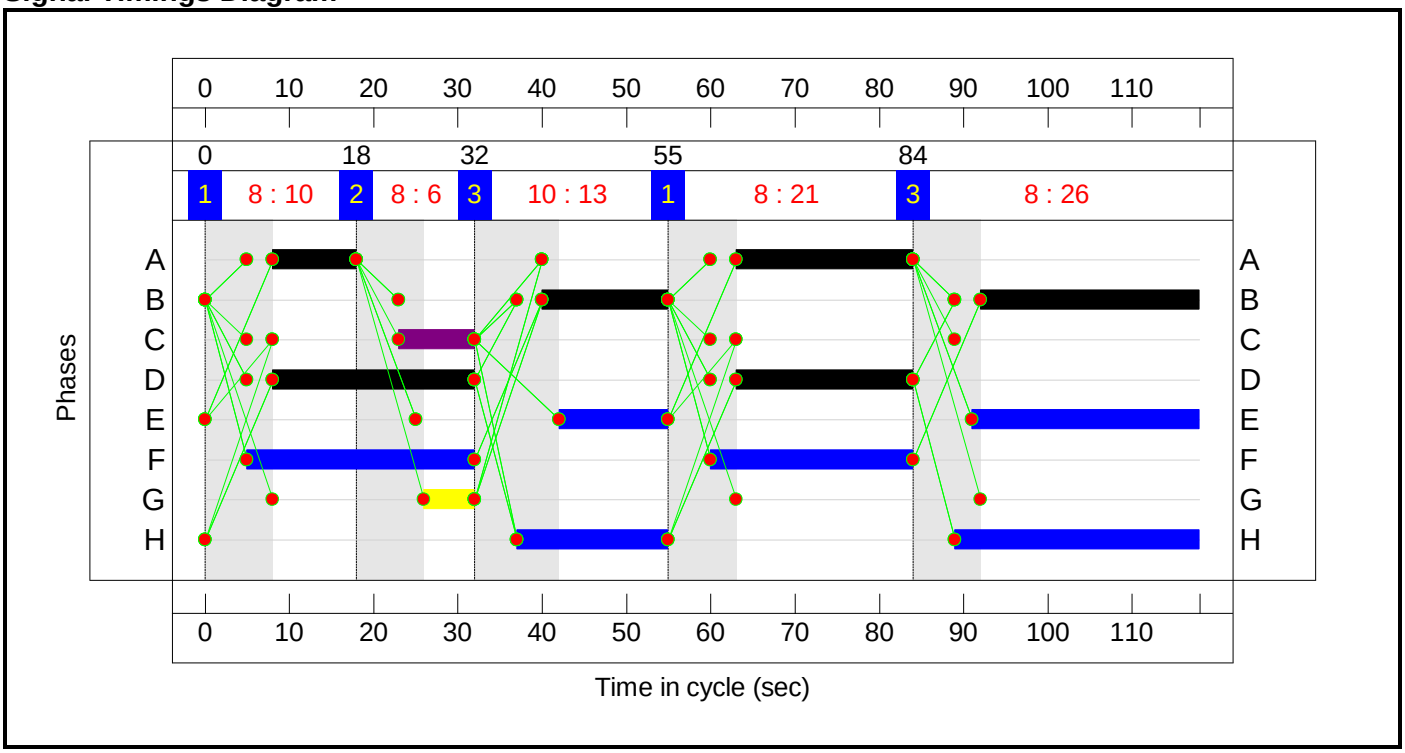
Stage Sequence Diagram



Stage Timings

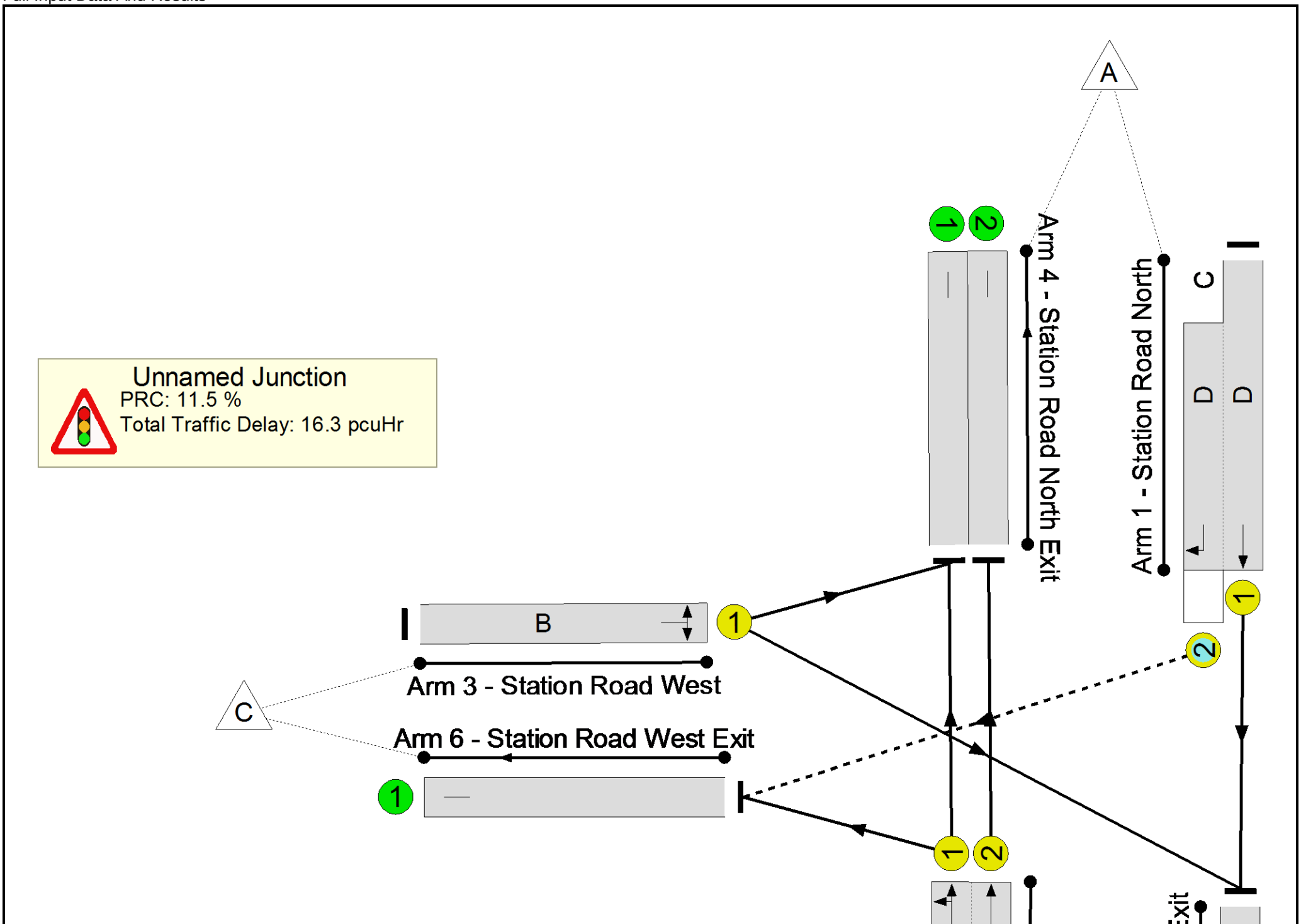
Stage	1	2	3	1	3
Duration	10	6	13	21	26
Change Point	0	18	32	55	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 11.5 %
Total Traffic Delay: 16.3 pcuHr
A
B
C
D
D
C
1
2
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 6 - Station Road West Exit

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	45	9	920	1985:1945	791+373	80.7 : 75.6%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	31	-	742	2109:2056	493+493	75.2 : 75.2%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	41	-	548	1940	707	77.5%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	511	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	**-**	**-**	**74**	**153**	**55**	**10.7**	**5.0**	**0.5**	**16.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**74**	**153**	**55**	**10.7**	**5.0**	**0.5**	**16.3**	**-**	**-**	**-**	**-**
1/1+1/2	920	920	74	153	55	4.3	1.9	0.5	6.7	26.3	10.6	1.9	12.5
2/2+2/1	742	742	-	-	-	3.8	1.5	-	5.3	25.9	5.5	1.5	7.0
3/1	548	548	-	-	-	2.5	1.7	-	4.2	27.7	8.2	1.7	9.9
4/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

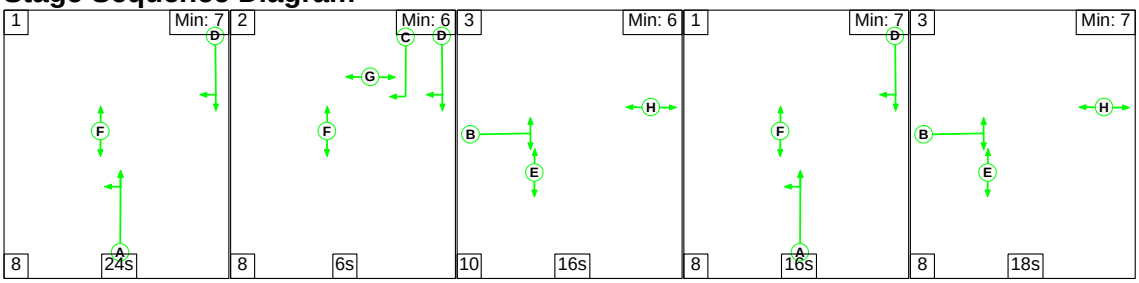
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	11.5	Total Delay for Signalled Lanes (pcuHr):	16.28	Cycle Time (s):	118
	PRC Over All Lanes (%):	11.5	Total Delay Over All Lanes(pcuHr):	16.28		

Full Input Data And Results

Scenario 8: '2024 Cumulative Baseline PM' (FG8: '2024 Cumulative Baseline PM', Plan 1: 'Network Control Plan 1')

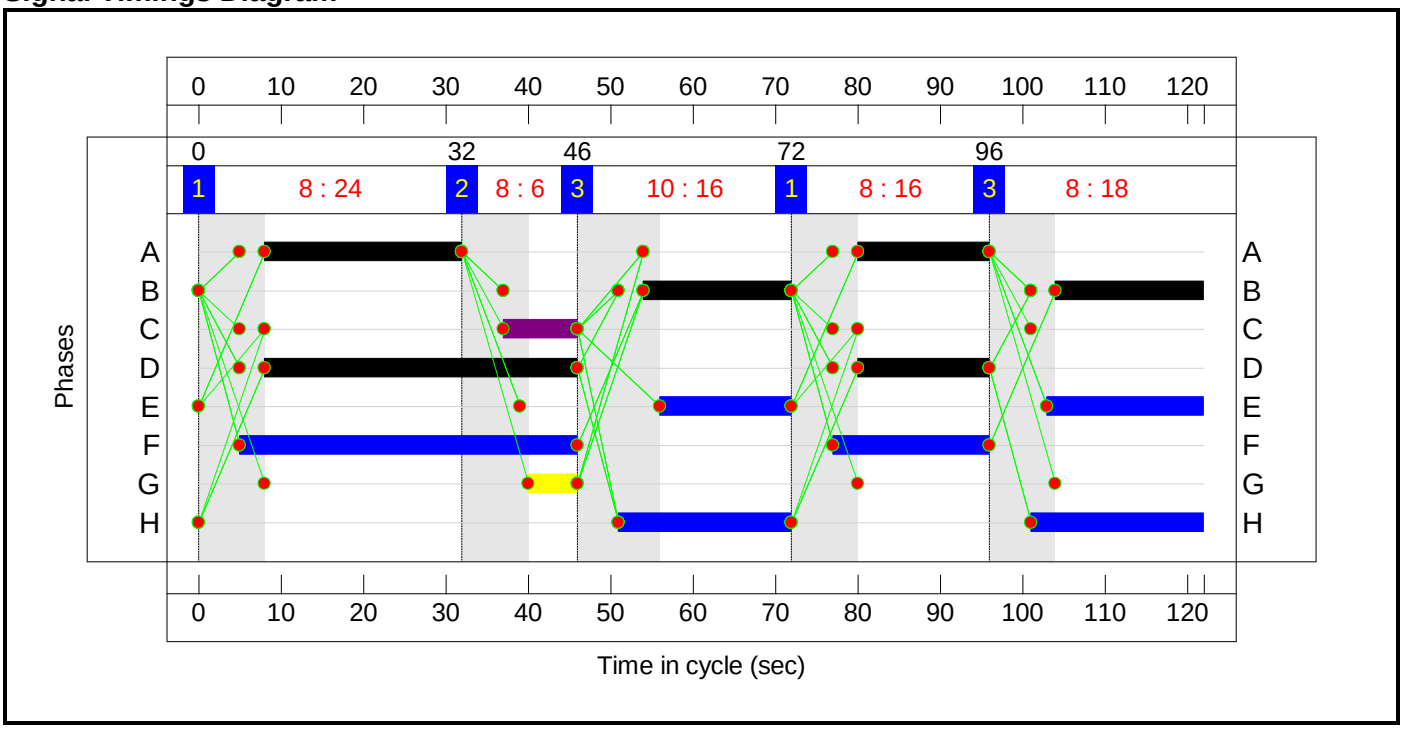
Stage Sequence Diagram



Stage Timings

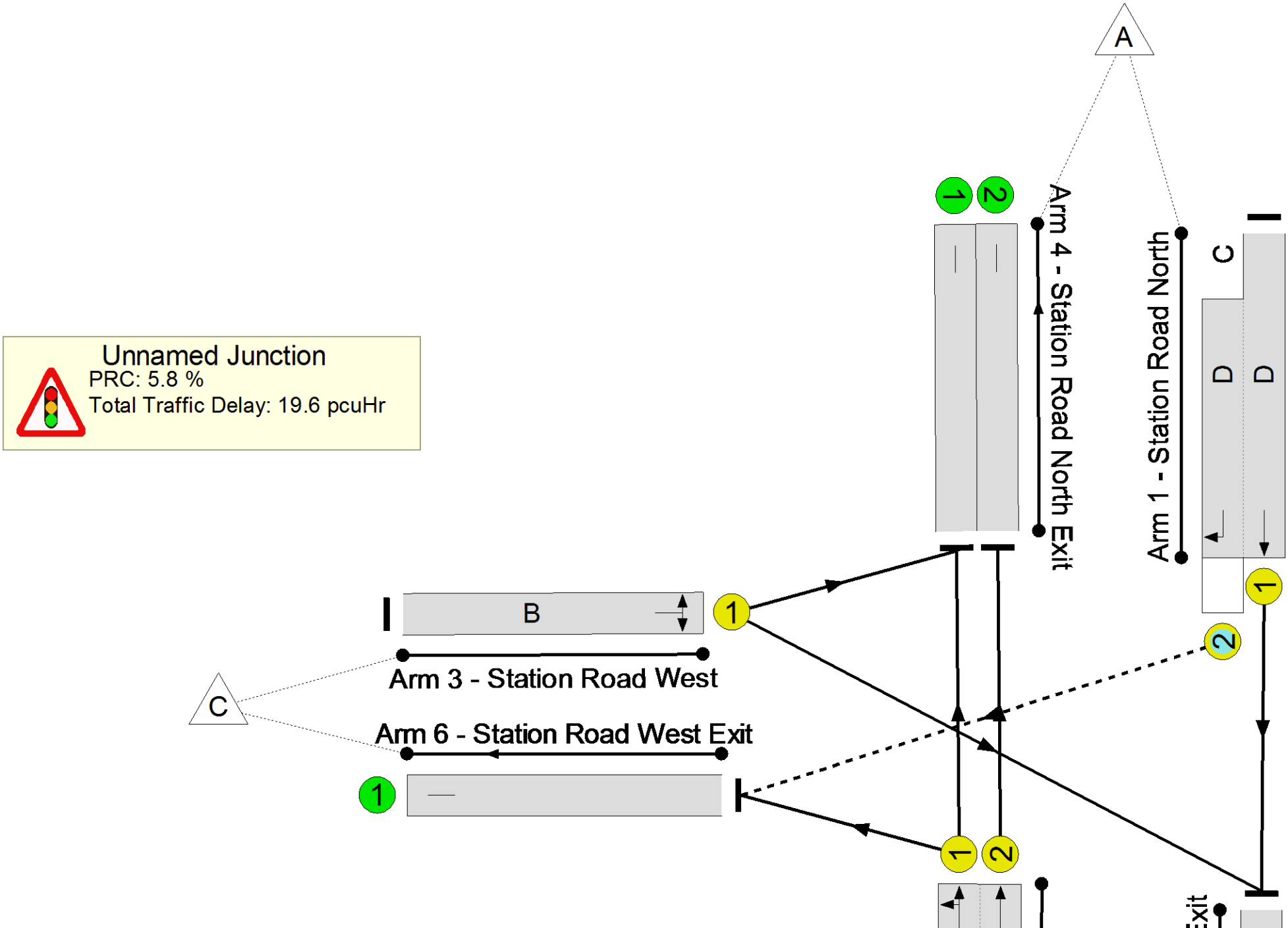
Stage	1	2	3	1	3
Duration	24	6	16	16	18
Change Point	0	32	46	72	96

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 5.8 %
Total Traffic Delay: 19.6 pcuHr
A
B
C
D
D
C
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 4 - Station Road North Exit
Arm 6 - Station Road West Exit
1
2
1
2
1
2
1
2
1

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	54	9	889	1985:1945	876+354	70.1 : 77.7%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	40	-	963	2109:2056	566+567	85.0 : 85.0%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	36	-	514	1940	604	85.1%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	629	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	**-**	**-**	**45**	**167**	**64**	**12.2**	**6.7**	**0.7**	**19.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**45**	**167**	**64**	**12.2**	**6.7**	**0.7**	**19.6**	**-**	**-**	**-**	**-**
1/1+1/2	889	889	45	167	64	4.3	1.3	0.7	6.3	25.7	8.0	1.3	9.3
2/2+2/1	963	963	-	-	-	4.8	2.8	-	7.6	28.3	10.3	2.8	13.0
3/1	514	514	-	-	-	3.0	2.7	-	5.7	39.9	10.3	2.7	13.0
4/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	866	866	-	-	-	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

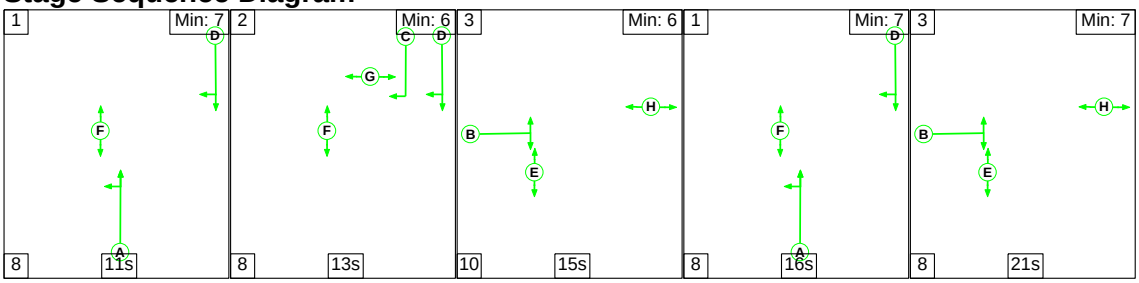
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	19.61	Cycle Time (s):	122
	PRC Over All Lanes (%):	5.8	Total Delay Over All Lanes(pcuHr):	19.61		

Full Input Data And Results

Scenario 9: '2024 Cumulative With Dev AM' (FG9: '2024 Cumulative With Dev AM', Plan 1: 'Network Control Plan 1')

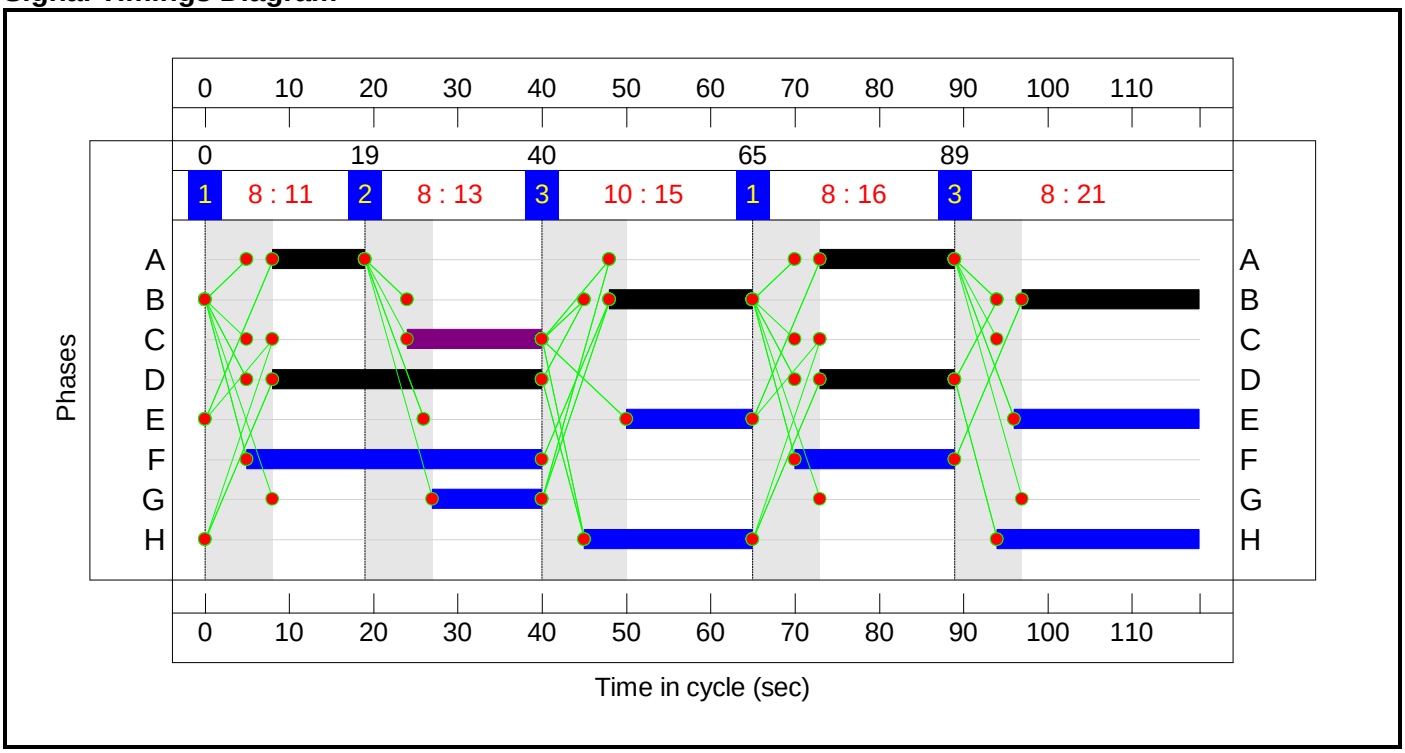
Stage Sequence Diagram



Stage Timings

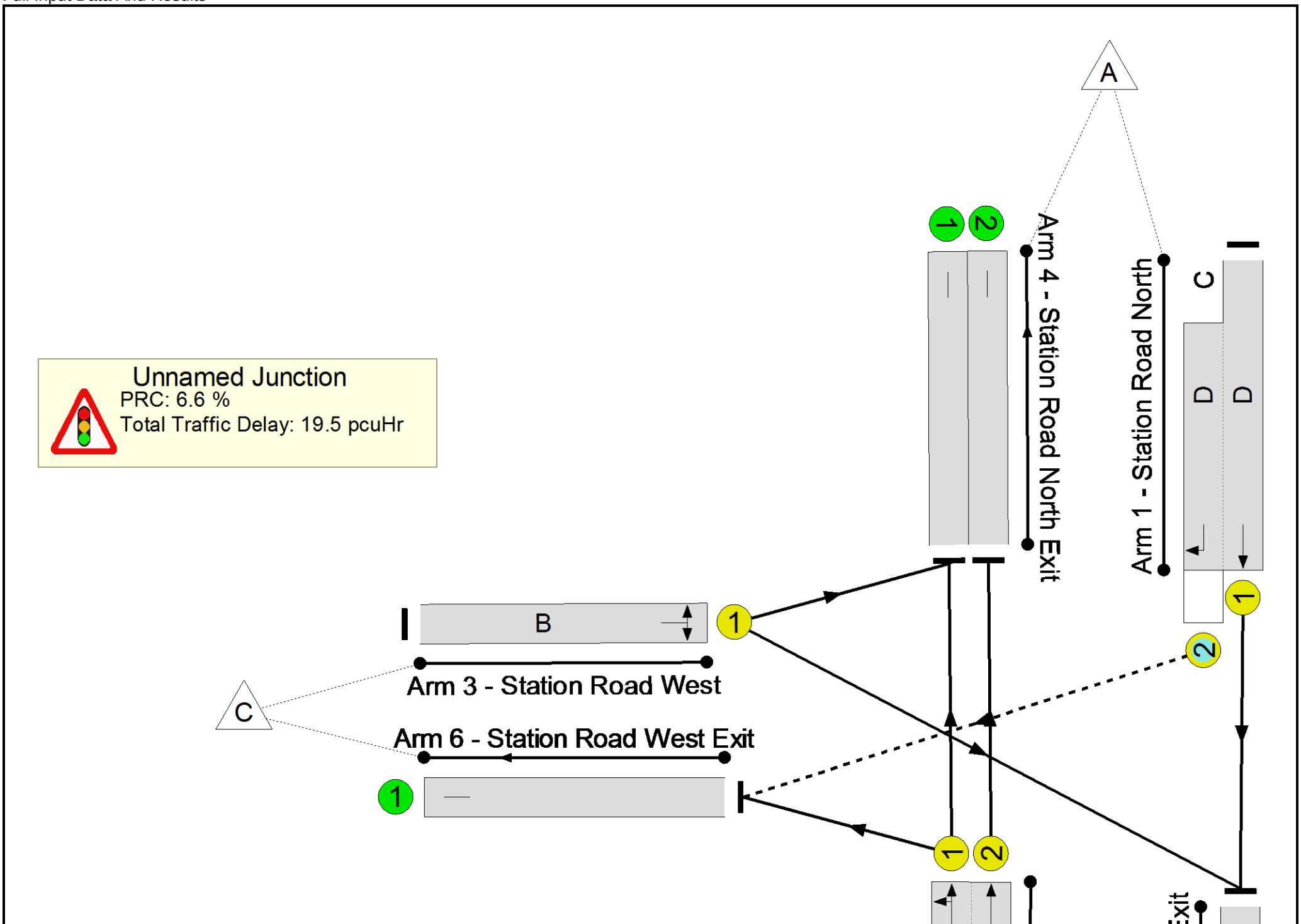
Stage	1	2	3	1	3
Duration	11	13	15	16	21
Change Point	0	19	40	65	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 6.6 %
Total Traffic Delay: 19.5 pcuHr
A
B
C
D
D
C
1
2
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 6 - Station Road West Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.4%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.4%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	48	16	975	1985:1945	836+365	81.2 : 81.2%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	27	-	756	2109:2056	467+467	81.0 : 81.0%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	38	-	555	1940	658	84.4%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	525	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	**-**	**-**	**45**	**195**	**56**	**12.3**	**6.8**	**0.5**	**19.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**45**	**195**	**56**	**12.3**	**6.8**	**0.5**	**19.5**	**-**	**-**	**-**	**-**
1/1+1/2	975	975	45	195	56	4.8	2.1	0.5	7.4	27.3	10.2	2.1	12.3
2/2+2/1	756	756	-	-	-	4.5	2.1	-	6.5	31.2	6.7	2.1	8.8
3/1	555	555	-	-	-	3.0	2.6	-	5.6	36.3	10.0	2.6	12.6
4/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

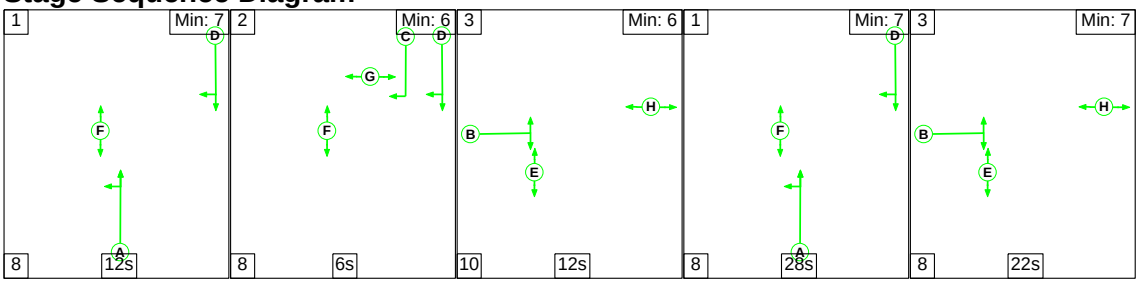
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	6.6	Total Delay for Signalled Lanes (pcuHr):	19.54	Cycle Time (s):	118
	PRC Over All Lanes (%):	6.6	Total Delay Over All Lanes(pcuHr):	19.54		

Full Input Data And Results

Scenario 10: '2024 Cumulative With Dev PM' (FG10: '2024 Cumulative With Dev PM', Plan 1: 'Network Control Plan 1')

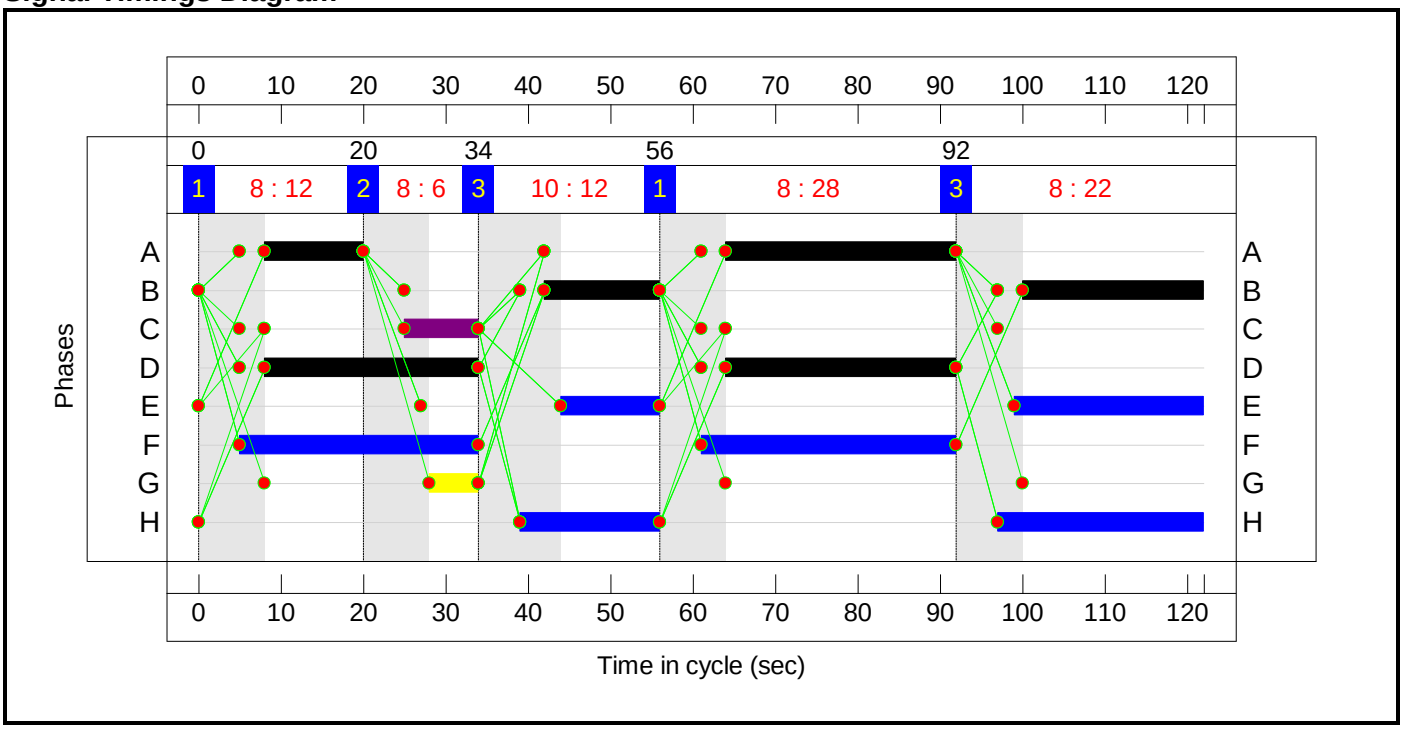
Stage Sequence Diagram



Stage Timings

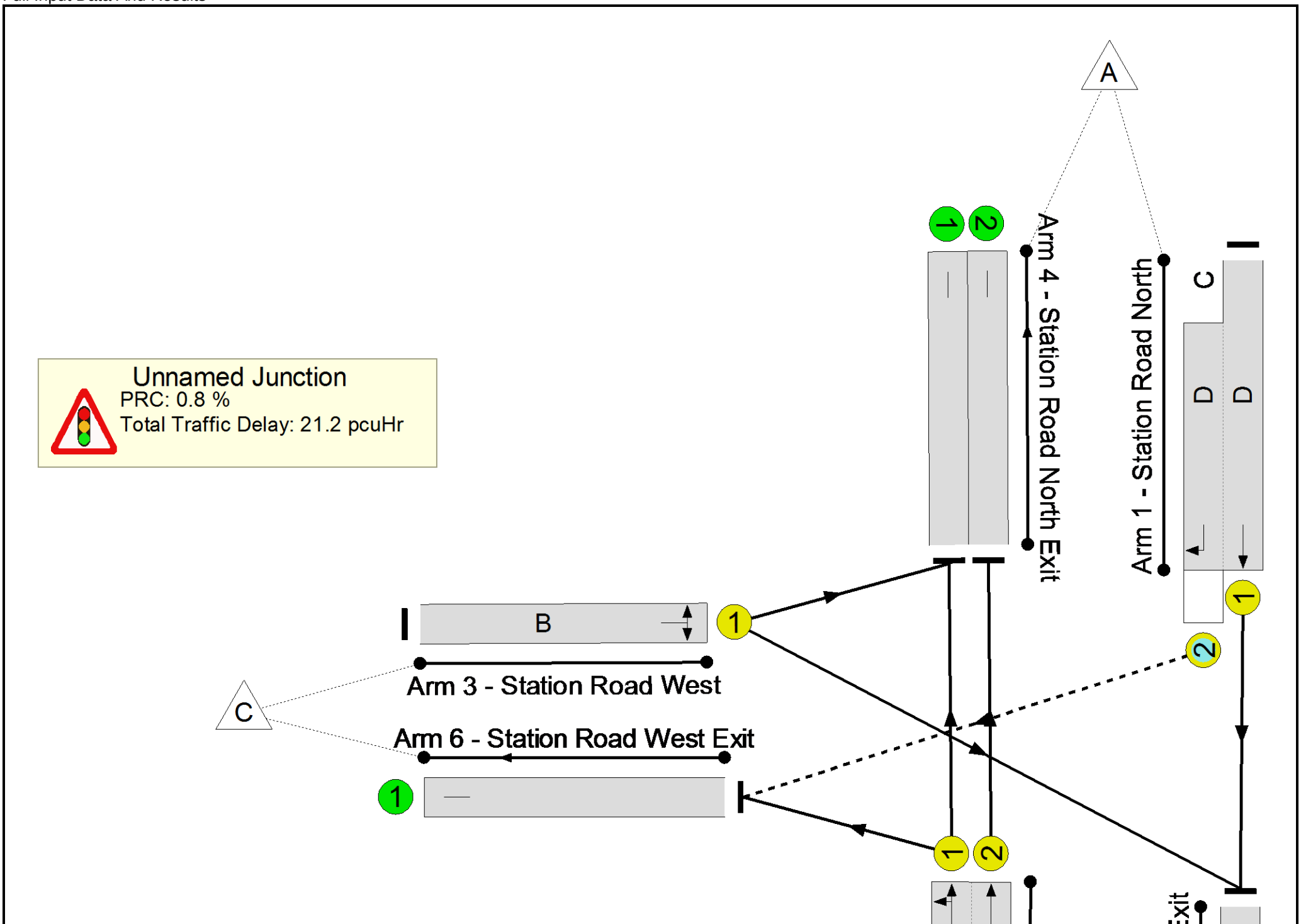
Stage	1	2	3	1	3
Duration	12	6	12	28	22
Change Point	0	20	34	56	92

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 0.8 %
Total Traffic Delay: 21.2 pcuHr
A
B
C
D
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 4 - Station Road North Exit
Arm 6 - Station Road West Exit
1
2

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%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	54	9	935	1985:1945	911+322	71.0 : 89.3%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	40	-	1000	2109:2056	567+567	88.2 : 88.2%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	36	-	525	1940	604	86.9%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	642	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	**-**	**-**	**38**	**191**	**59**	**12.3**	**8.2**	**0.7**	**21.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**38**	**191**	**59**	**12.3**	**8.2**	**0.7**	**21.2**	**-**	**-**	**-**	**-**
1/1+1/2	935	935	38	191	59	4.6	1.5	0.7	6.8	26.2	9.7	1.5	11.3
2/2+2/1	1000	1000	-	-	-	4.8	3.6	-	8.4	30.2	9.8	3.6	13.3
3/1	525	525	-	-	-	2.9	3.1	-	6.0	41.2	8.7	3.1	11.8
4/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

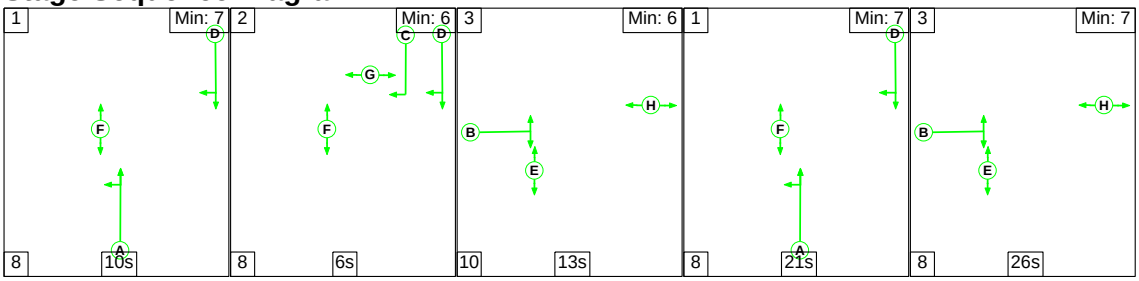
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	21.21	Cycle Time (s):	122
	PRC Over All Lanes (%):	0.8	Total Delay Over All Lanes(pcuHr):	21.21		

Full Input Data And Results

Scenario 11: '2029 Baseline AM' (FG11: '2029 Baseline AM', Plan 1: 'Network Control Plan 1')

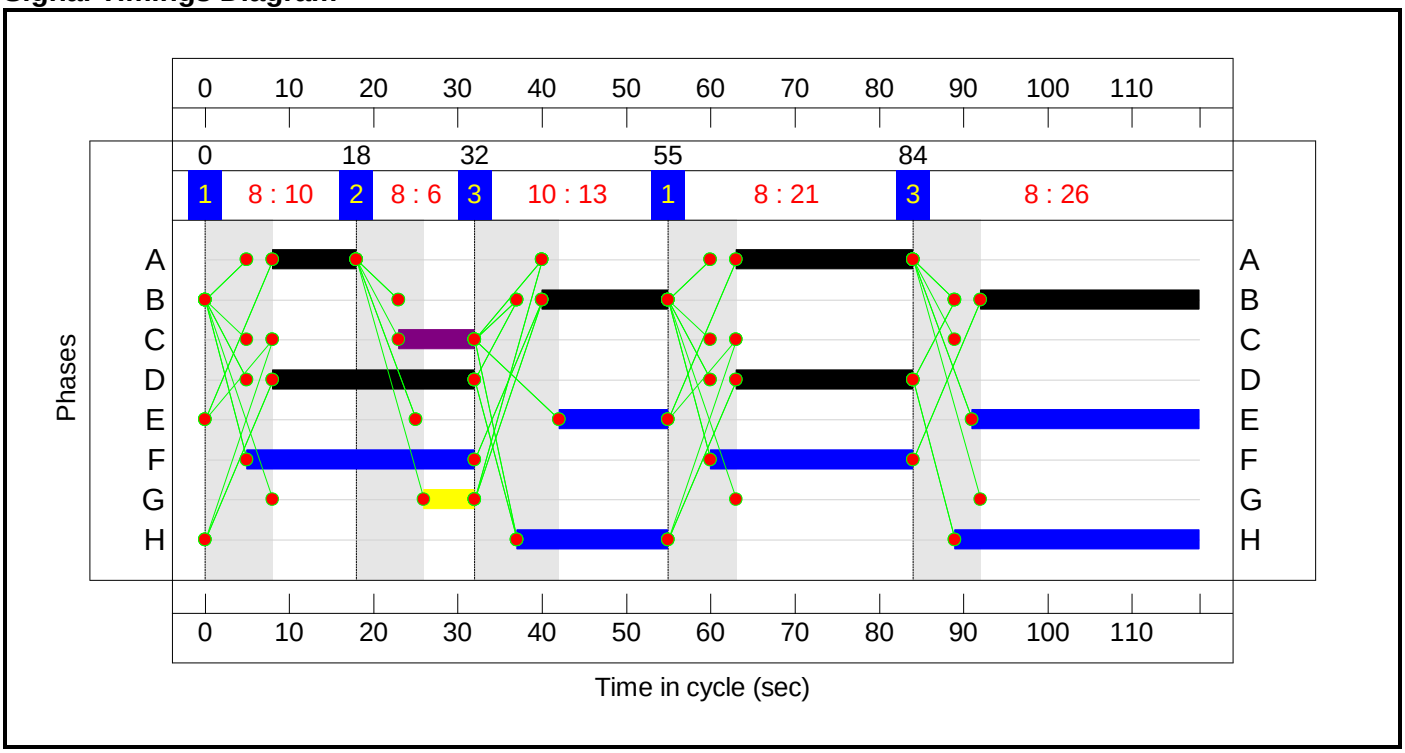
Stage Sequence Diagram



Stage Timings

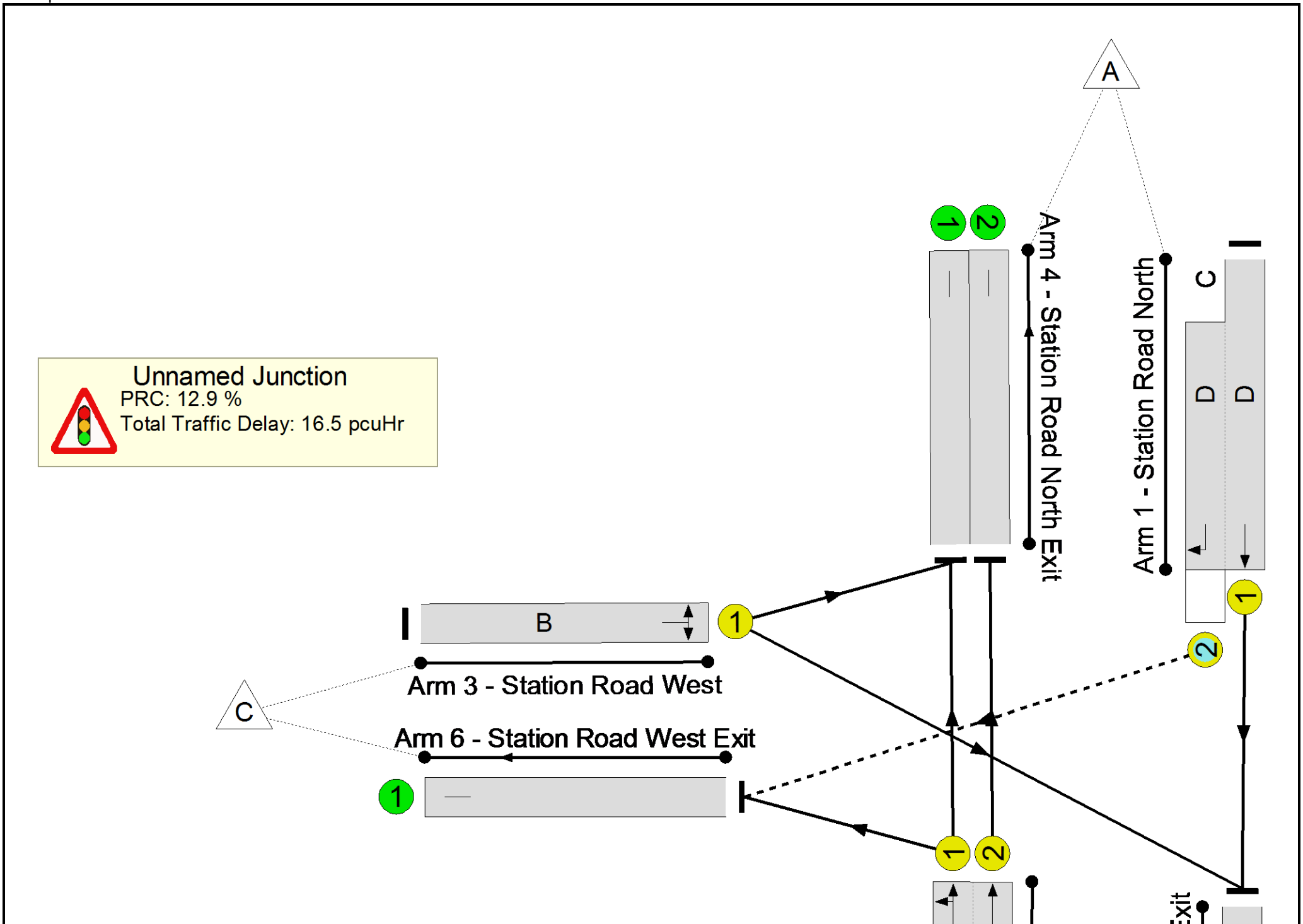
Stage	1	2	3	1	3
Duration	10	6	13	21	26
Change Point	0	18	32	55	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 12.9 %
Total Traffic Delay: 16.5 pcuHr
A
B
C
D
D
C
1
2
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 6 - Station Road West Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.7%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	45	9	913	1985:1945	791+372	79.7 : 76.0%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	31	-	751	2109:2056	492+494	76.2 : 76.2%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	41	-	556	1940	707	78.6%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	517	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	**-**	**-**	**71**	**157**	**55**	**10.8**	**5.2**	**0.5**	**16.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**71**	**157**	**55**	**10.8**	**5.2**	**0.5**	**16.5**	**-**	**-**	**-**	**-**
1/1+1/2	913	913	71	157	55	4.3	1.8	0.5	6.6	26.2	10.5	1.8	12.3
2/2+2/1	751	751	-	-	-	3.9	1.6	-	5.5	26.3	5.5	1.6	7.1
3/1	556	556	-	-	-	2.6	1.8	-	4.4	28.4	8.3	1.8	10.1
4/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	921	921	-	-	-	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

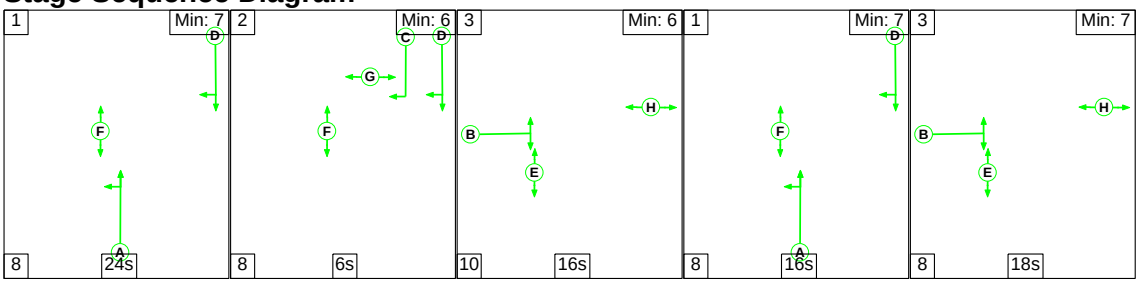
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	12.9	Total Delay for Signalled Lanes (pcuHr):	16.51	Cycle Time (s):	118
	PRC Over All Lanes (%):	12.9	Total Delay Over All Lanes(pcuHr):	16.51		

Full Input Data And Results

Scenario 12: '2029 Baseline PM' (FG12: '2029 Baseline PM', Plan 1: 'Network Control Plan 1')

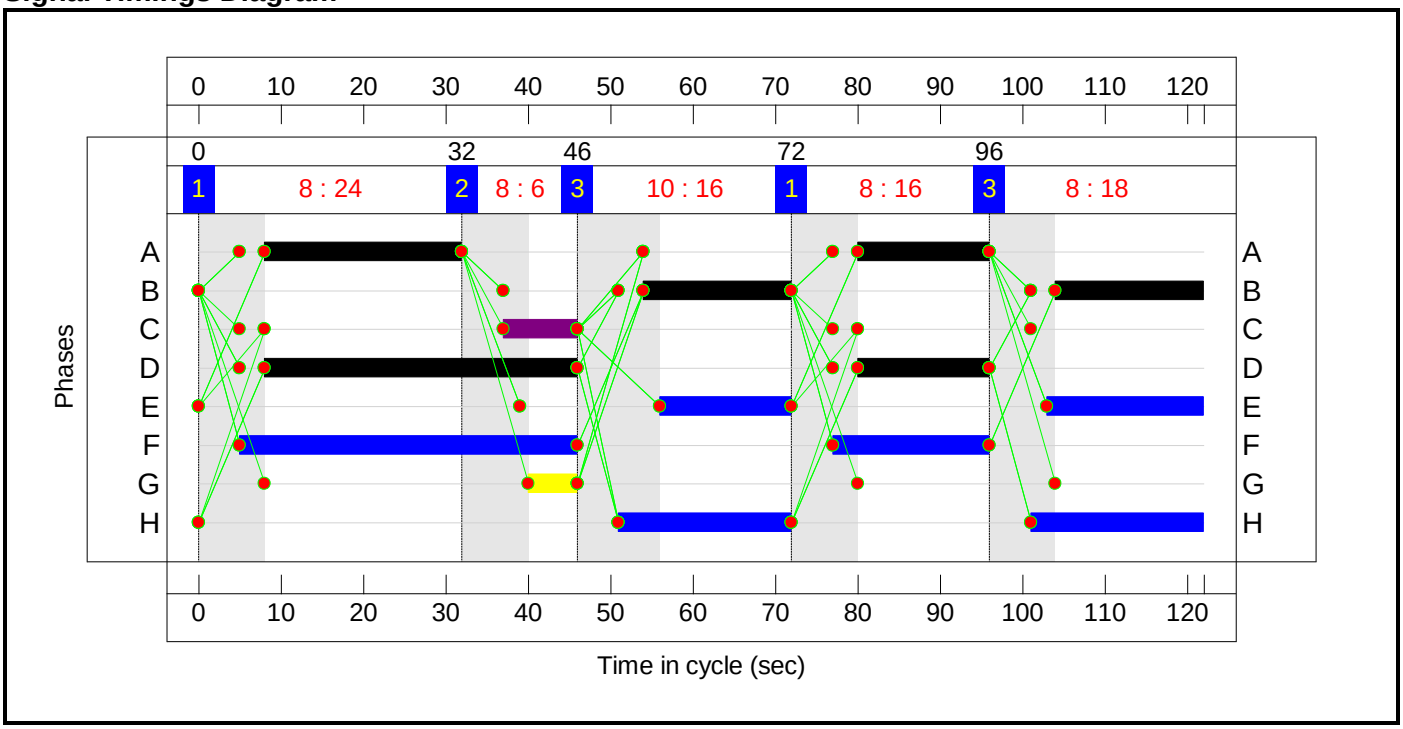
Stage Sequence Diagram



Stage Timings

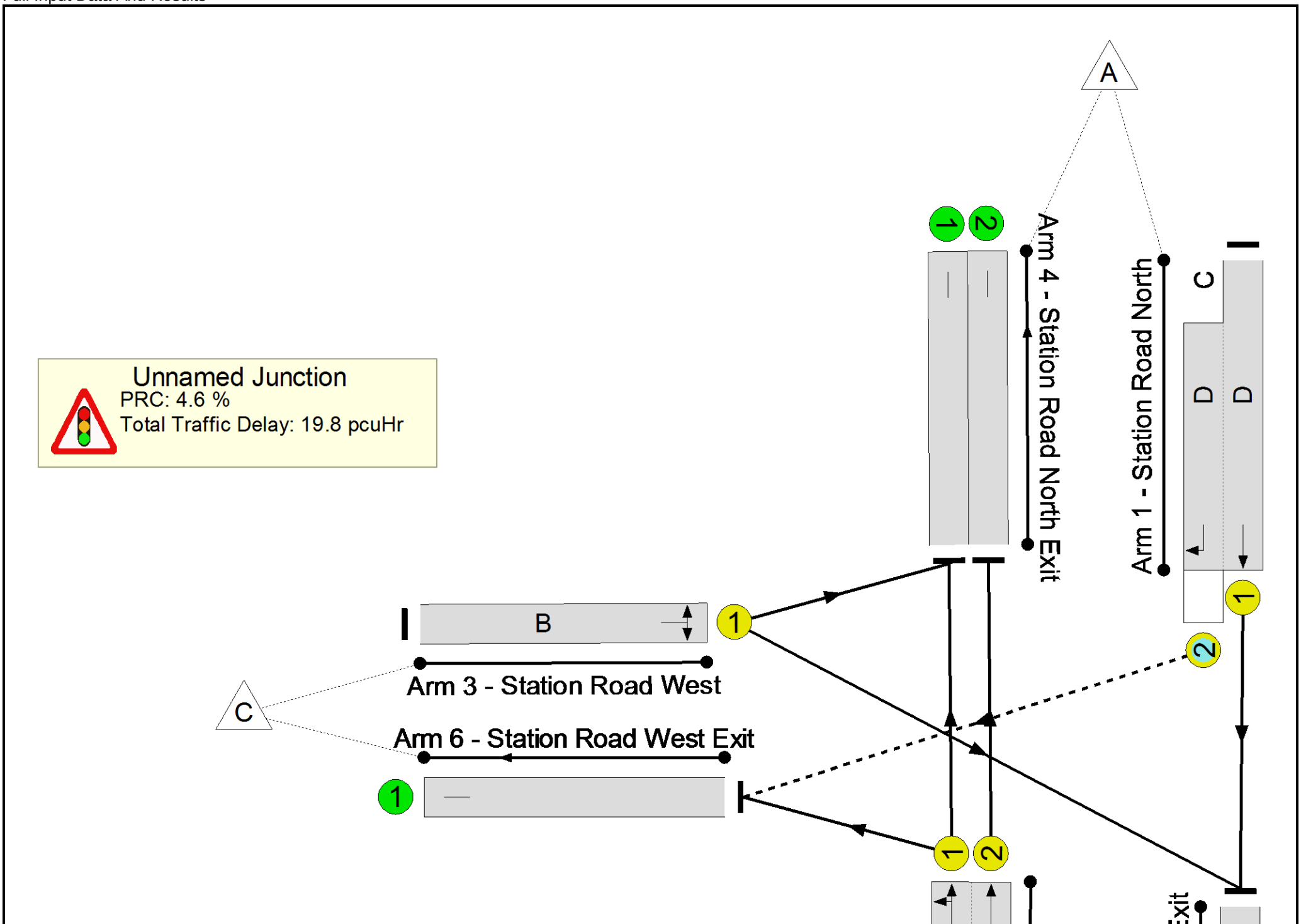
Stage	1	2	3	1	3
Duration	24	6	16	16	18
Change Point	0	32	46	72	96

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 4.6 %
Total Traffic Delay: 19.8 pcuHr
A
B
C
D
D
C
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 4 - Station Road North Exit
Arm 6 - Station Road West Exit
1
2
1
2
1
2
1
2
1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	54	9	889	1985:1945	876+354	70.0 : 77.9%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	40	-	961	2109:2056	566+567	84.9 : 84.9%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	36	-	520	1940	604	86.1%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	639	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	**-**	**-**	**45**	**168**	**64**	**12.2**	**6.9**	**0.7**	**19.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**45**	**168**	**64**	**12.2**	**6.9**	**0.7**	**19.8**	**-**	**-**	**-**	**-**
1/1+1/2	889	889	45	168	64	4.3	1.3	0.7	6.4	25.7	8.0	1.3	9.3
2/2+2/1	961	961	-	-	-	4.8	2.7	-	7.5	28.1	10.3	2.7	13.0
3/1	520	520	-	-	-	3.1	2.9	-	6.0	41.5	10.4	2.9	13.3
4/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

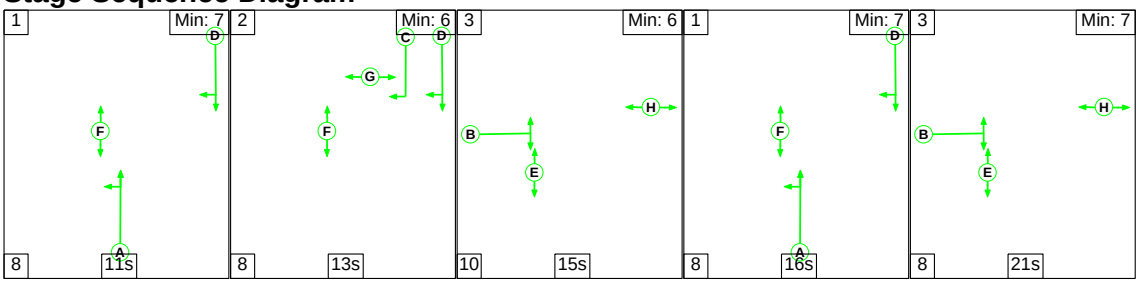
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	19.85	Cycle Time (s):	122
	PRC Over All Lanes (%):	4.6	Total Delay Over All Lanes(pcuHr):	19.85		

Full Input Data And Results

Scenario 13: '2029 With Dev AM' (FG13: '2029 With Dev AM', Plan 1: 'Network Control Plan 1')

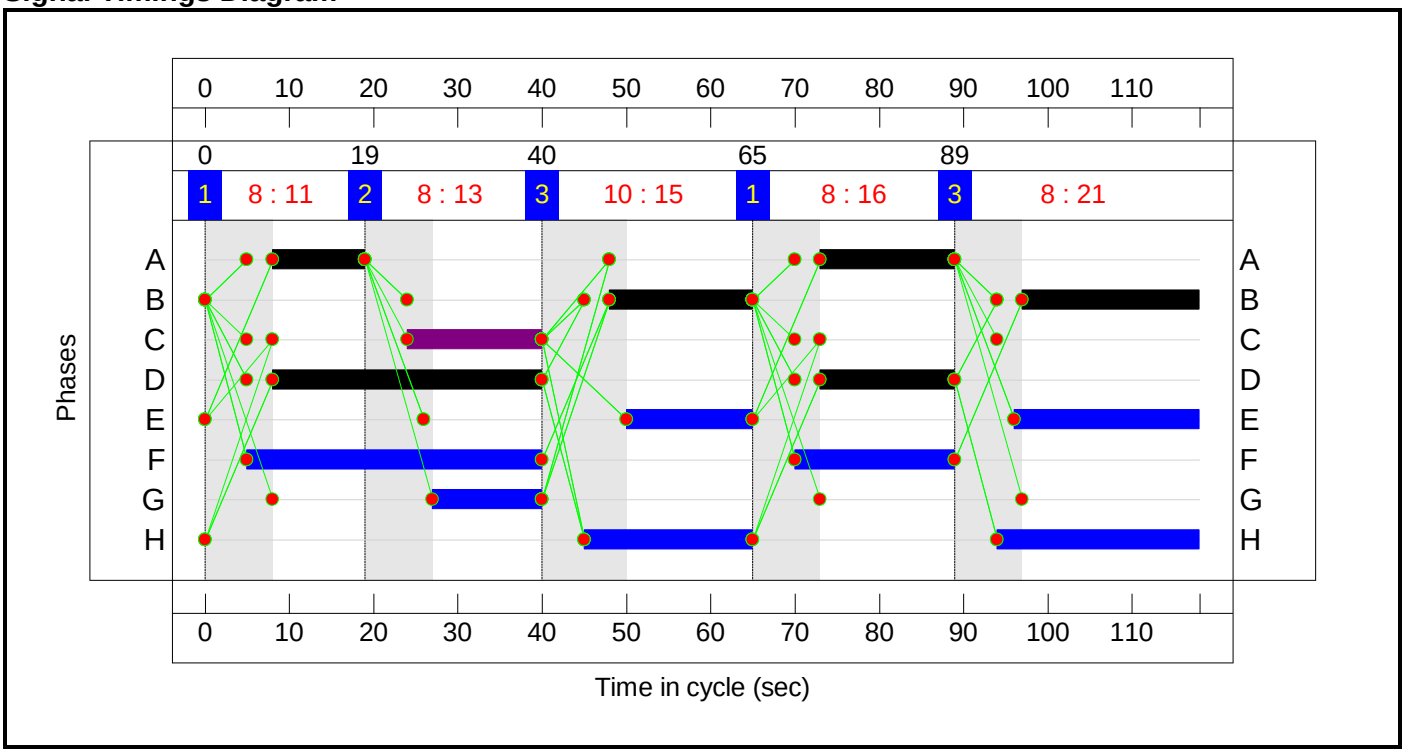
Stage Sequence Diagram



Stage Timings

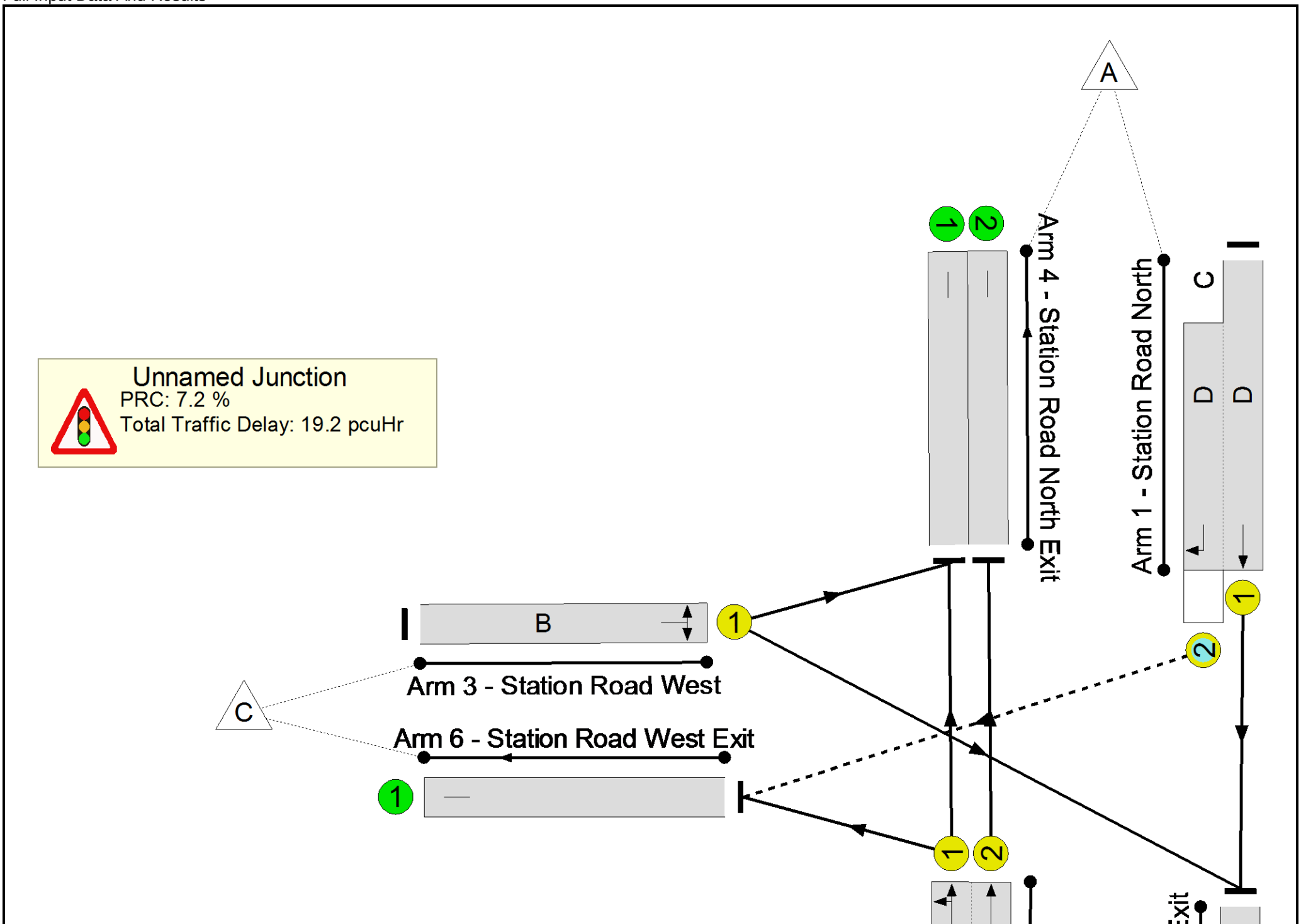
Stage	1	2	3	1	3
Duration	11	13	15	16	21
Change Point	0	19	40	65	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 7.2 %
Total Traffic Delay: 19.2 pcuHr
A
B
C
D
D
C
1
2
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 6 - Station Road West Exit

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	48	16	963	1985:1945	836+368	80.0 : 80.0%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	27	-	756	2109:2056	467+467	81.0 : 81.0%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	38	-	552	1940	658	83.9%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	528	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	**-**	**-**	**45**	**193**	**56**	**12.1**	**6.5**	**0.5**	**19.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**45**	**193**	**56**	**12.1**	**6.5**	**0.5**	**19.2**	**-**	**-**	**-**	**-**
1/1+1/2	963	963	45	193	56	4.7	2.0	0.5	7.2	26.8	10.0	2.0	12.0
2/2+2/1	756	756	-	-	-	4.5	2.1	-	6.5	31.2	6.7	2.1	8.8
3/1	552	552	-	-	-	3.0	2.5	-	5.5	35.7	10.0	2.5	12.5
4/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

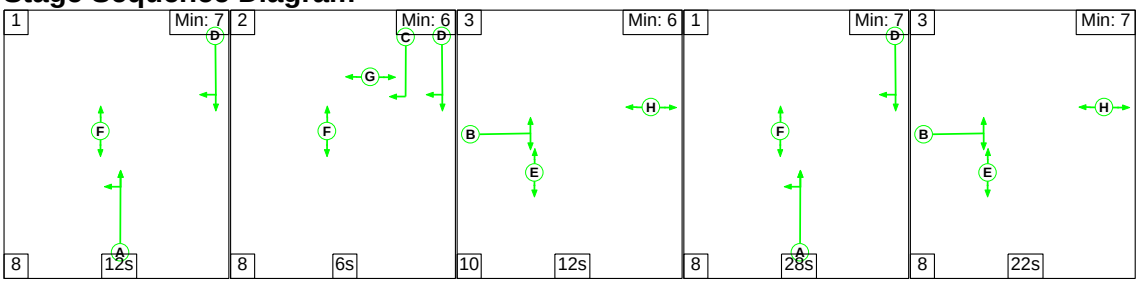
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	7.2	Total Delay for Signalled Lanes (pcuHr):	19.18	Cycle Time (s):	118
	PRC Over All Lanes (%):	7.2	Total Delay Over All Lanes(pcuHr):	19.18		

Full Input Data And Results

Scenario 14: '2029 With Dev PM' (FG6: '2024 With Dev PM', Plan 1: 'Network Control Plan 1')

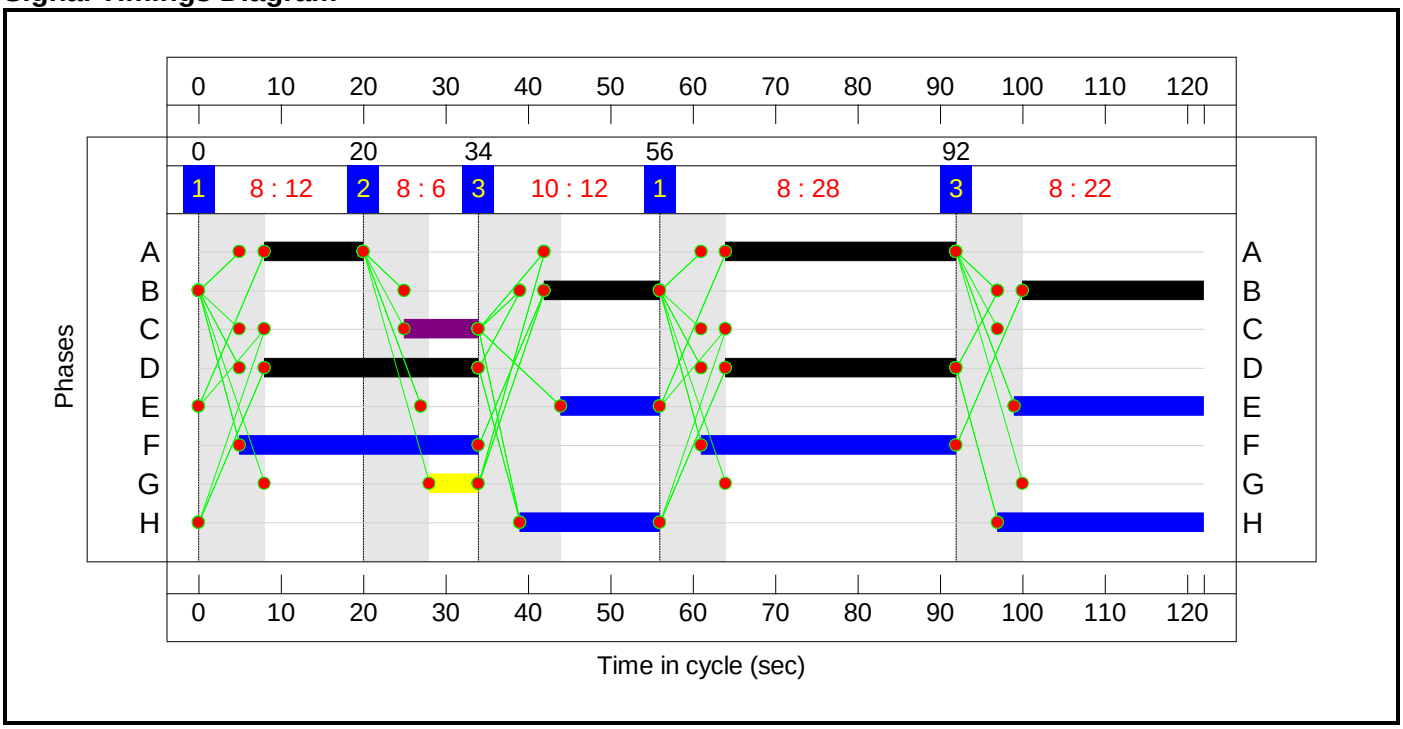
Stage Sequence Diagram



Stage Timings

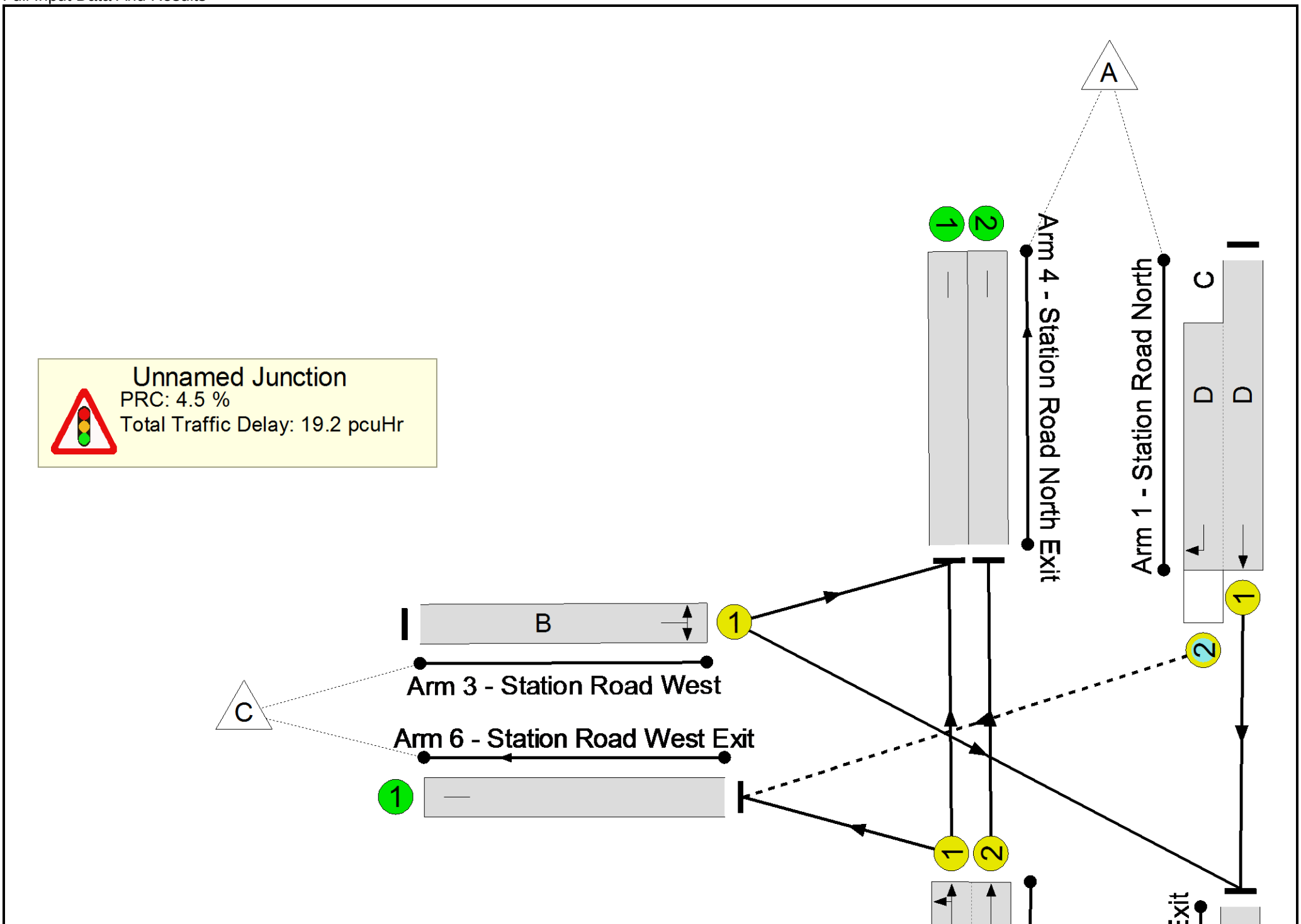
Stage	1	2	3	1	3
Duration	12	6	12	28	22
Change Point	0	20	34	56	92

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 4.5 %
Total Traffic Delay: 19.2 pcuHr
A
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
C
D
D
B
Arm 3 - Station Road West
C
Arm 6 - Station Road West Exit
1
2

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	54	9	899	1985:1945	911+330	68.6 : 82.9%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	40	-	975	2109:2056	566+567	86.1 : 86.1%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	36	-	513	1940	604	84.9%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	628	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	**-**	**-**	**46**	**170**	**57**	**11.6**	**6.9**	**0.7**	**19.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**46**	**170**	**57**	**11.6**	**6.9**	**0.7**	**19.2**	**-**	**-**	**-**	**-**
1/1+1/2	899	899	46	170	57	4.1	1.3	0.7	6.1	24.2	9.4	1.3	10.7
2/2+2/1	975	975	-	-	-	4.7	3.0	-	7.7	28.3	8.9	3.0	11.9
3/1	513	513	-	-	-	2.8	2.7	-	5.5	38.3	8.3	2.7	10.9
4/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

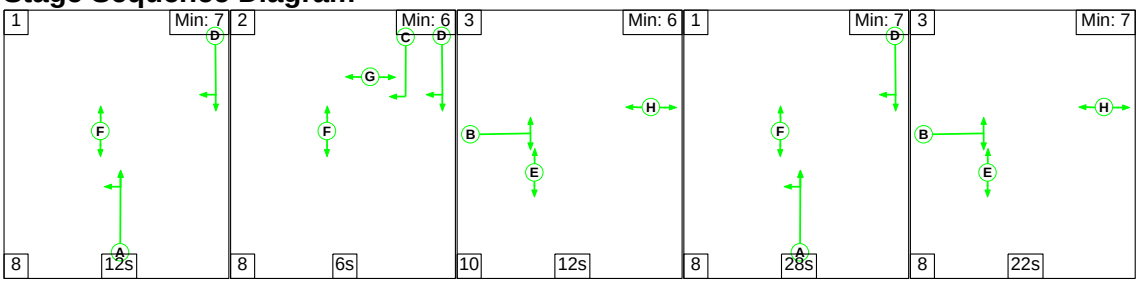
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	19.16	Cycle Time (s):	122
	PRC Over All Lanes (%):	4.5	Total Delay Over All Lanes(pcuHr):	19.16		

Full Input Data And Results

Scenario 15: '2029 With Dev PM' (FG14: '2029 With Dev PM', Plan 1: 'Network Control Plan 1')

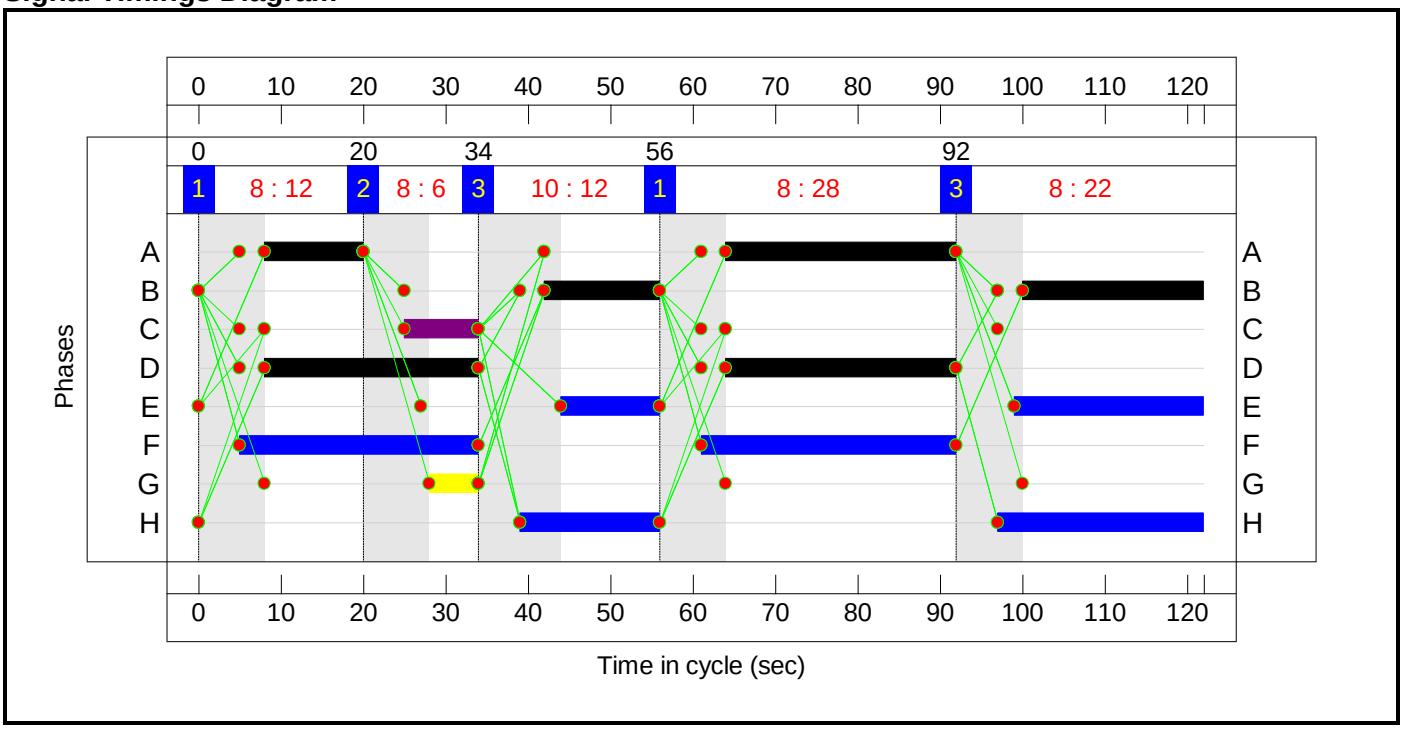
Stage Sequence Diagram



Stage Timings

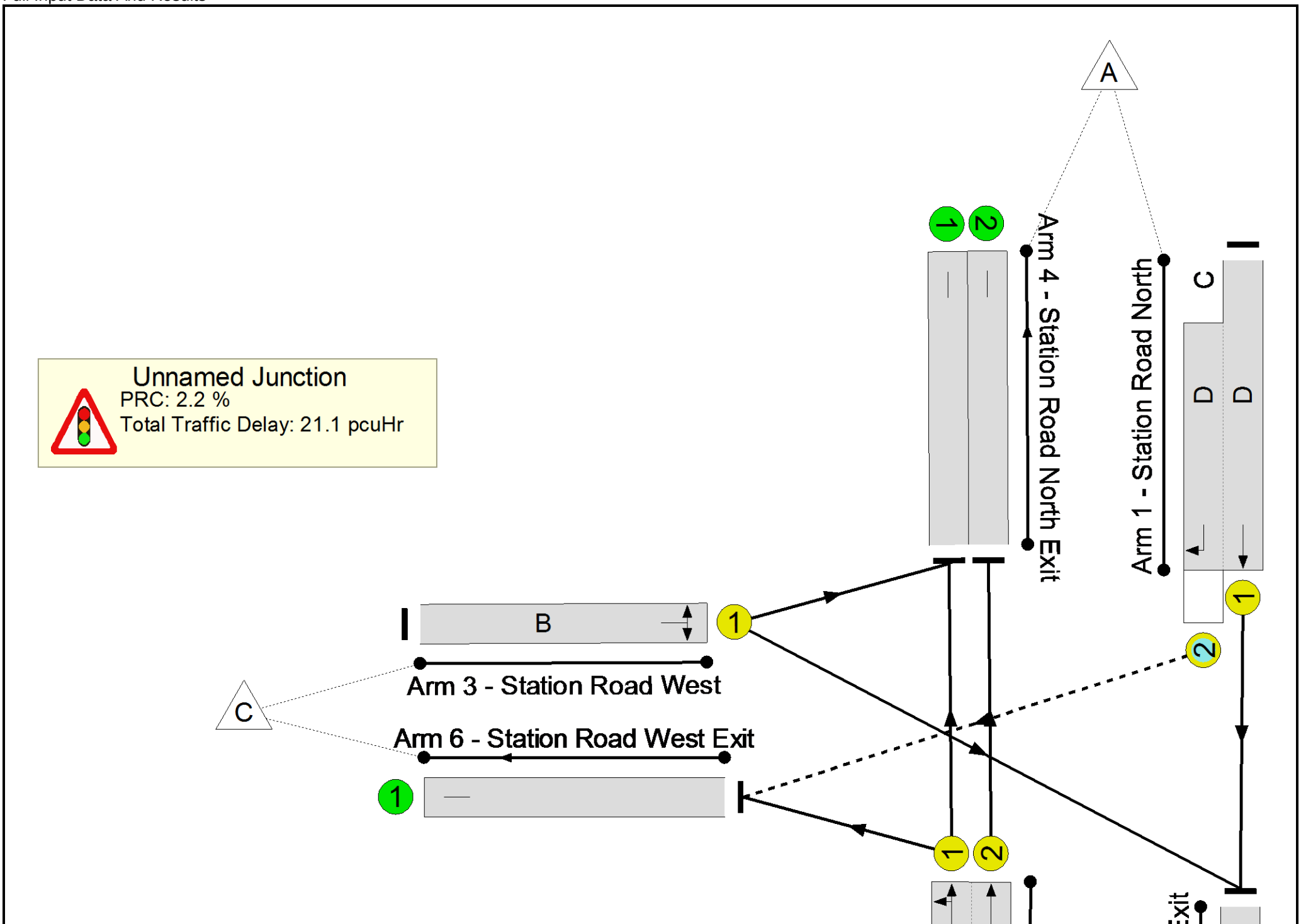
Stage	1	2	3	1	3
Duration	12	6	12	28	22
Change Point	0	20	34	56	92

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 2.2 %
Total Traffic Delay: 21.1 pcuHr
A
B
C
D
D
C
1
2
1
2
1
2
1
1
2
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 6 - Station Road West Exit

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.0%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	54	9	919	1985:1945	911+324	70.1 : 86.5%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	40	-	997	2109:2056	566+567	88.0 : 88.0%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	36	-	530	1940	604	87.7%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	643	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	**-**	**-**	**39**	**183**	**58**	**12.2**	**8.2**	**0.7**	**21.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**39**	**183**	**58**	**12.2**	**8.2**	**0.7**	**21.1**	**-**	**-**	**-**	**-**
1/1+1/2	919	919	39	183	58	4.4	1.4	0.7	6.5	25.4	9.6	1.4	11.0
2/2+2/1	997	997	-	-	-	4.8	3.5	-	8.3	30.0	9.8	3.5	13.3
3/1	530	530	-	-	-	3.0	3.3	-	6.3	42.7	8.8	3.3	12.1
4/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

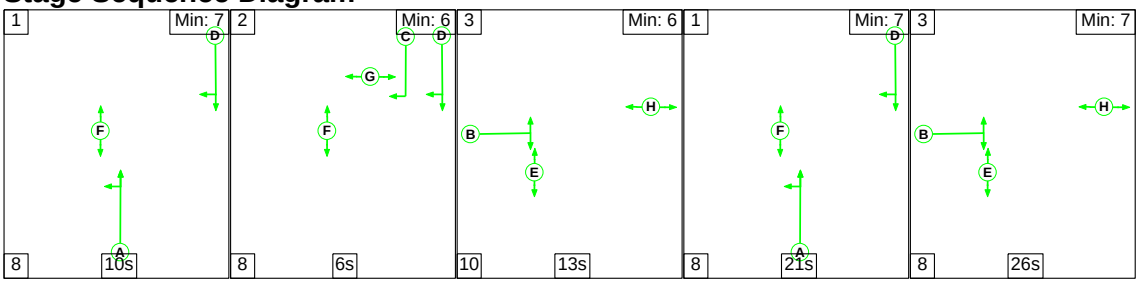
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	2.2	Total Delay for Signalled Lanes (pcuHr):	21.10	Cycle Time (s):	122
	PRC Over All Lanes (%):	2.2	Total Delay Over All Lanes(pcuHr):	21.10		

Full Input Data And Results

Scenario 16: '2029 Cumulative Baseline AM' (FG15: '2029 Cumulative Baseline AM', Plan 1: 'Network Control Plan 1')

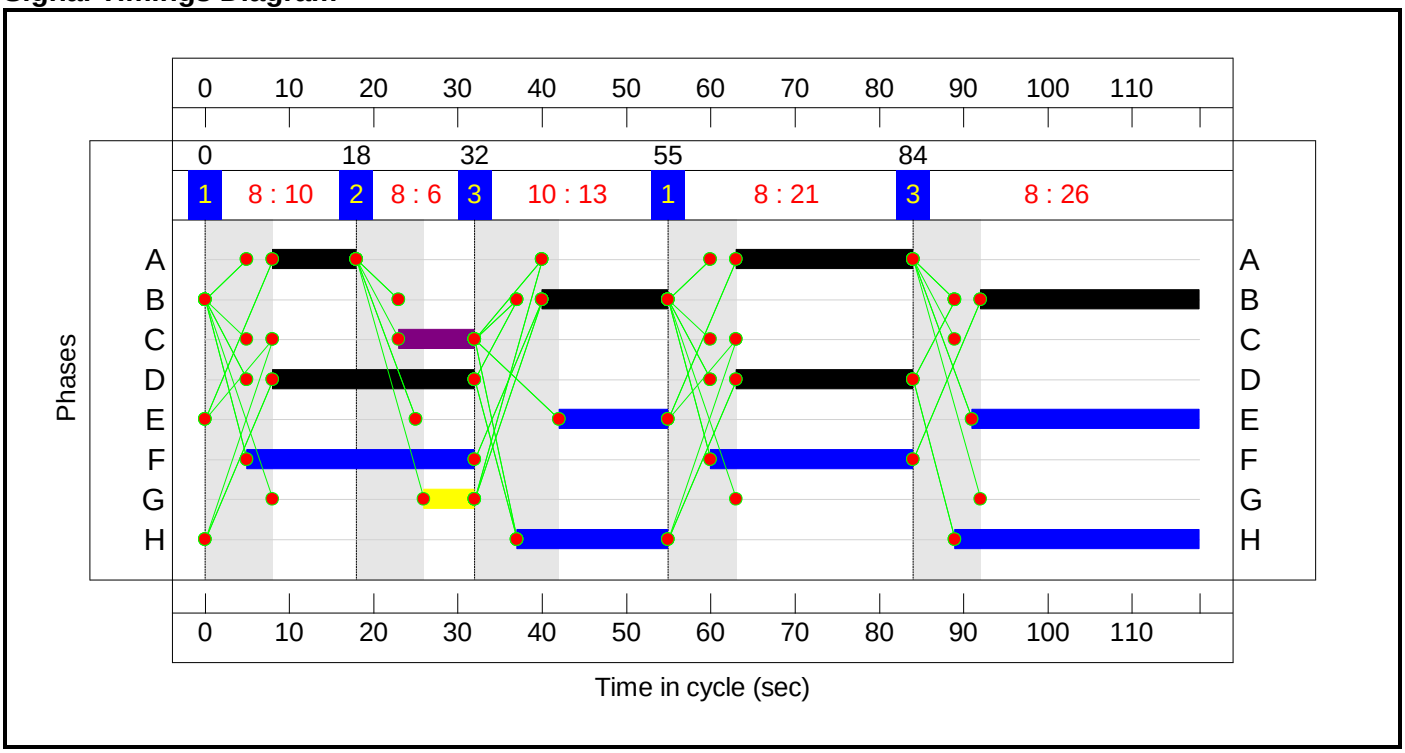
Stage Sequence Diagram



Stage Timings

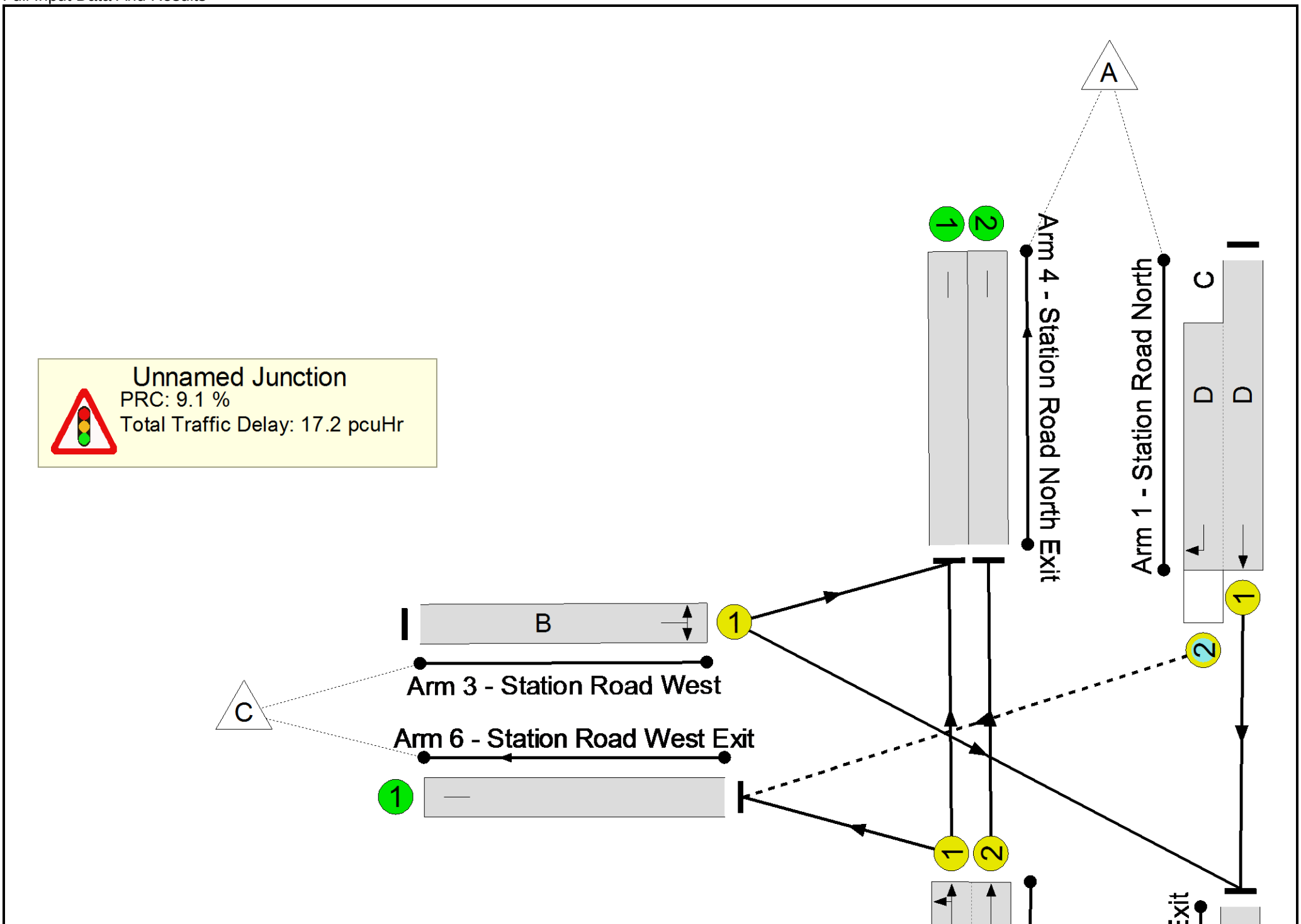
Stage	1	2	3	1	3
Duration	10	6	13	21	26
Change Point	0	18	32	55	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 9.1 %
Total Traffic Delay: 17.2 pcuHr
A
B
C
D
D
C
1
2
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 6 - Station Road West Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	45	9	941	1985:1945	791+372	82.5 : 77.7%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	31	-	757	2109:2056	492+494	76.8 : 76.8%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	41	-	559	1940	707	79.1%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**69**	**165**	**56**	**11.1**	**5.6**	**0.5**	**17.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**69**	**165**	**56**	**11.1**	**5.6**	**0.5**	**17.2**	**-**	**-**	**-**	**-**
1/1+1/2	941	941	69	165	56	4.6	2.1	0.5	7.2	27.5	11.0	2.1	13.1
2/2+2/1	757	757	-	-	-	3.9	1.6	-	5.6	26.5	5.6	1.6	7.2
3/1	559	559	-	-	-	2.6	1.8	-	4.4	28.6	8.4	1.8	10.2
4/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

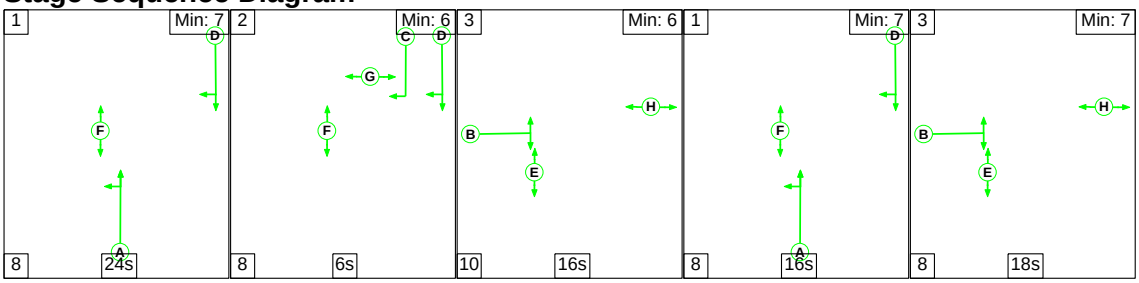
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	17.20	Cycle Time (s):	118
	PRC Over All Lanes (%):	9.1	Total Delay Over All Lanes(pcuHr):	17.20		

Full Input Data And Results

Scenario 17: '2029 Cumulative Baseline PM' (FG16: '2029 Cumulative Baseline PM', Plan 1: 'Network Control Plan 1')

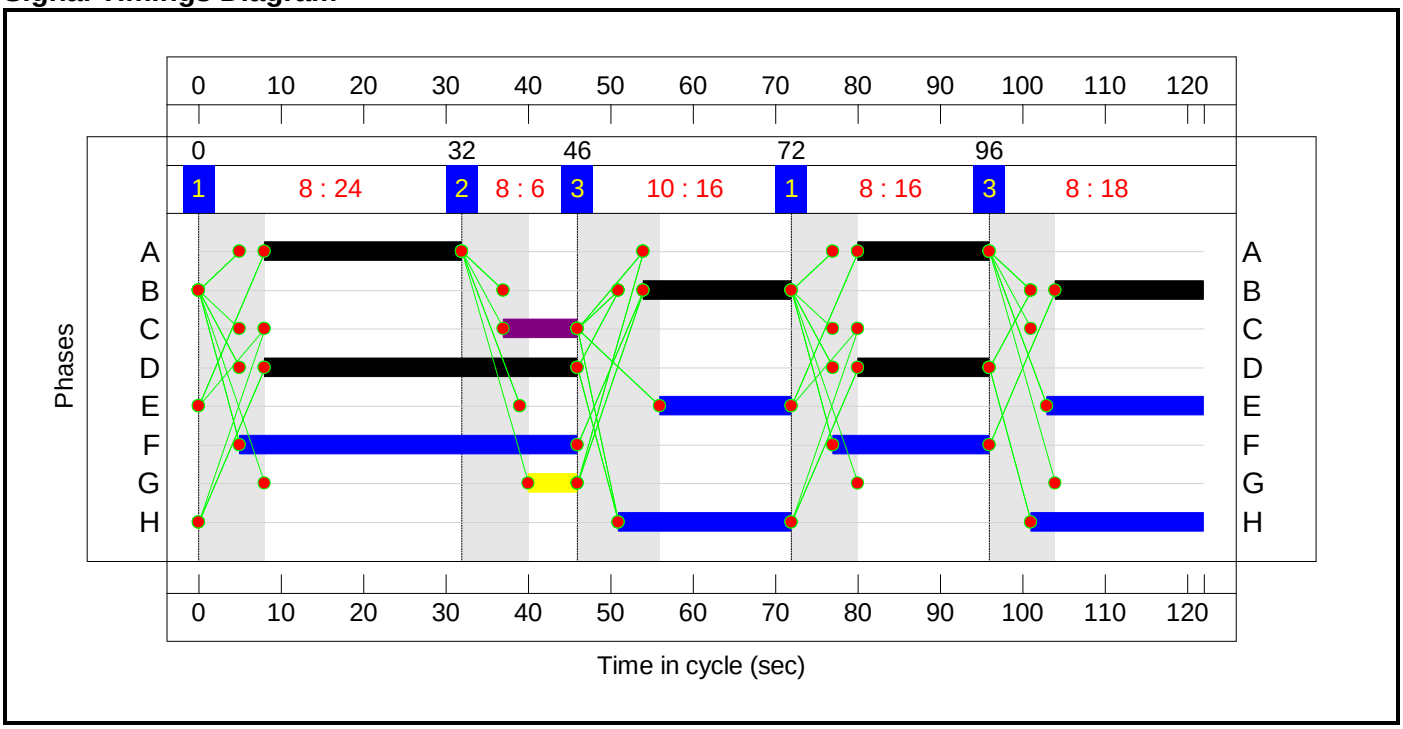
Stage Sequence Diagram



Stage Timings

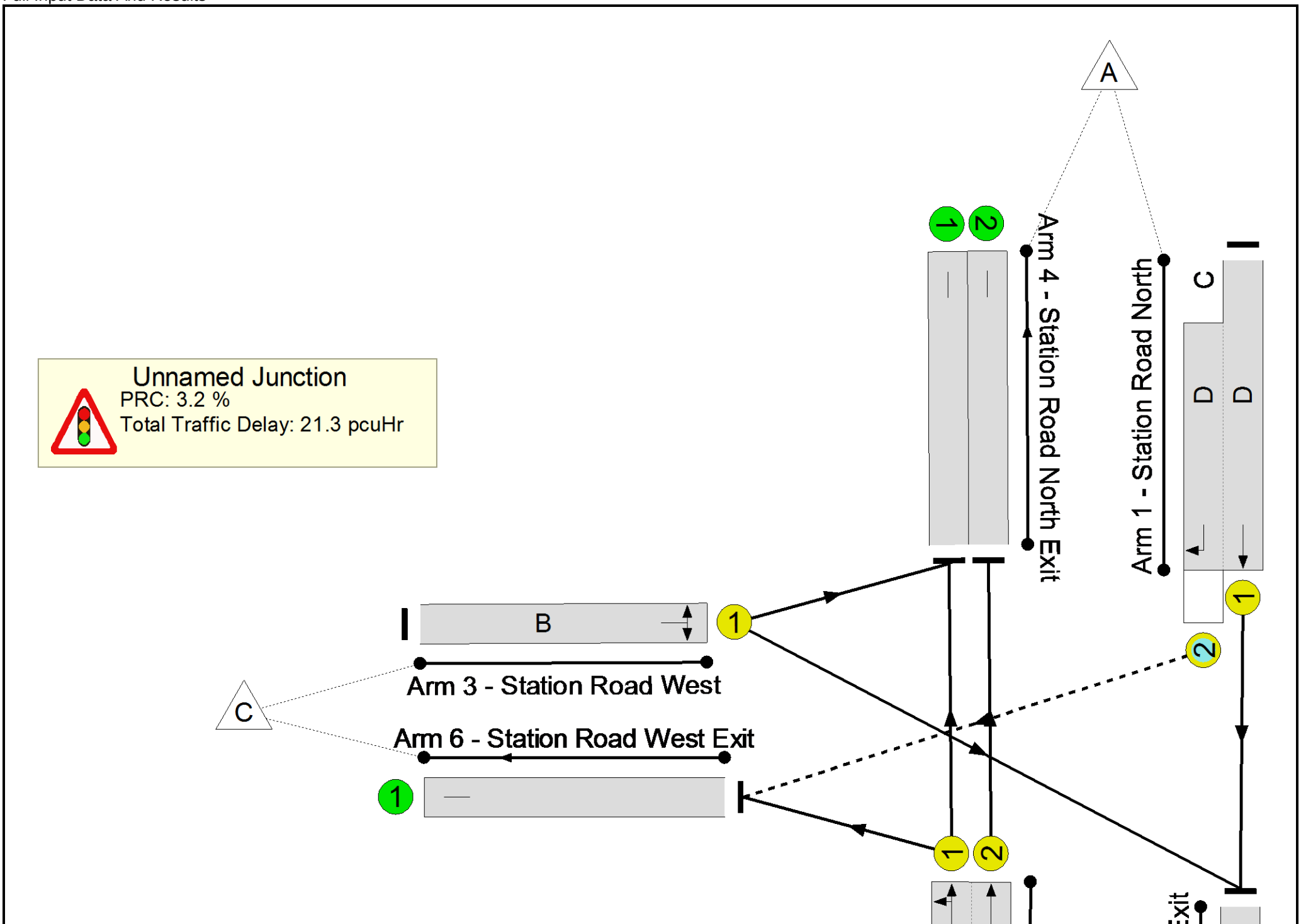
Stage	1	2	3	1	3
Duration	24	6	16	16	18
Change Point	0	32	46	72	96

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 3.2 %
Total Traffic Delay: 21.3 pcuHr
A
B
C
D
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 4 - Station Road North Exit
Arm 6 - Station Road West Exit
1
2

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	54	9	908	1985:1945	876+349	71.6 : 80.4%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	40	-	985	2109:2056	566+567	87.0 : 87.0%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	36	-	527	1940	604	87.2%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	886	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	644	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	**-**	**-**	**40**	**177**	**64**	**12.8**	**7.8**	**0.7**	**21.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**40**	**177**	**64**	**12.8**	**7.8**	**0.7**	**21.3**	**-**	**-**	**-**	**-**
1/1+1/2	908	908	40	177	64	4.5	1.4	0.7	6.7	26.4	8.4	1.4	9.8
2/2+2/1	985	985	-	-	-	5.1	3.2	-	8.3	30.3	11.1	3.2	14.3
3/1	527	527	-	-	-	3.2	3.2	-	6.4	43.5	10.5	3.2	13.7
4/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	886	886	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

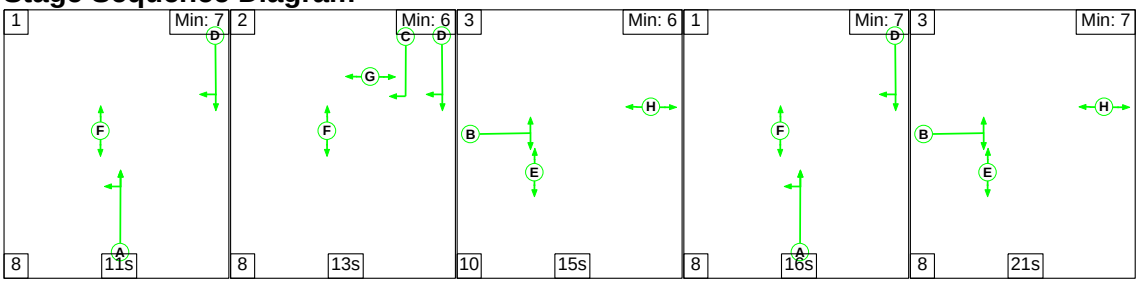
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	21.32	Cycle Time (s):	122
	PRC Over All Lanes (%):	3.2	Total Delay Over All Lanes(pcuHr):	21.32		

Full Input Data And Results

Scenario 18: '2029 Cumulative With Dev AM' (FG17: '2029 Cumulative With Dev AM', Plan 1: 'Network Control Plan 1')

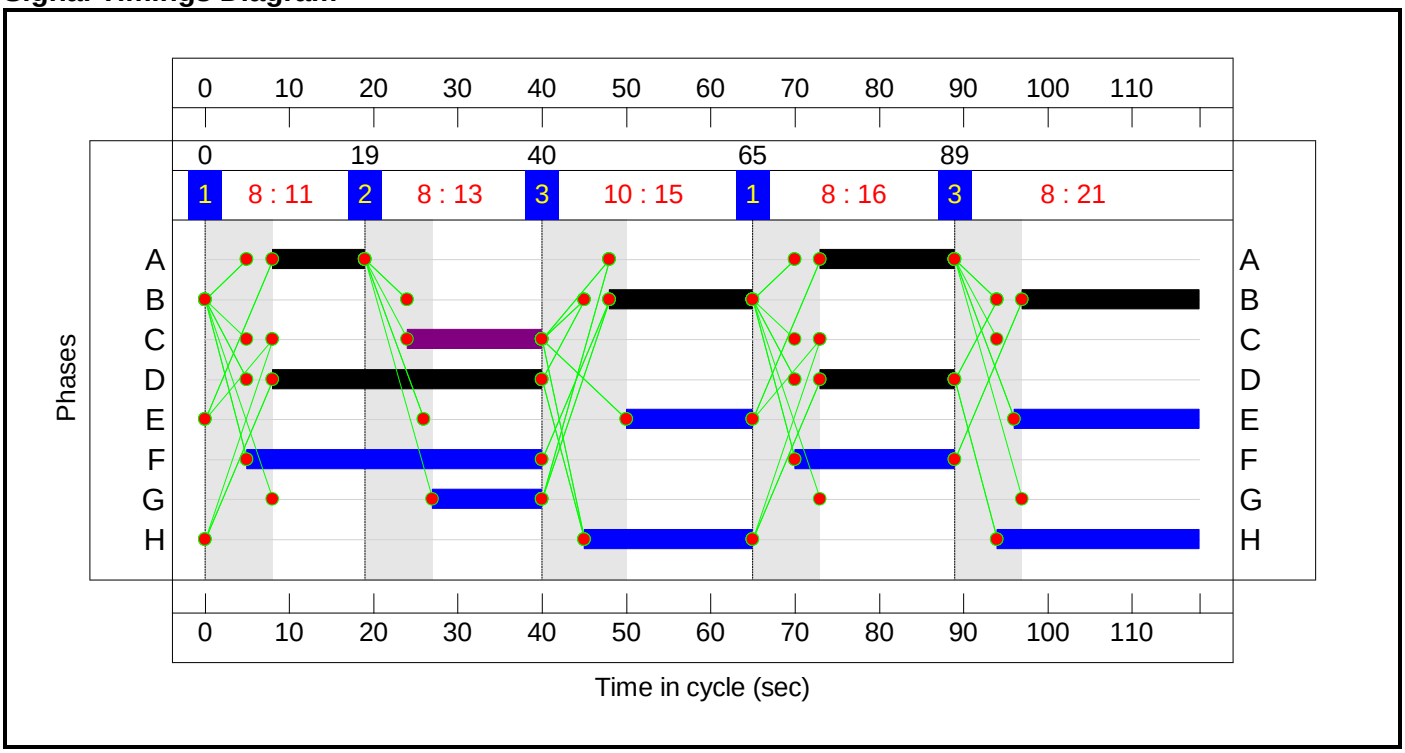
Stage Sequence Diagram



Stage Timings

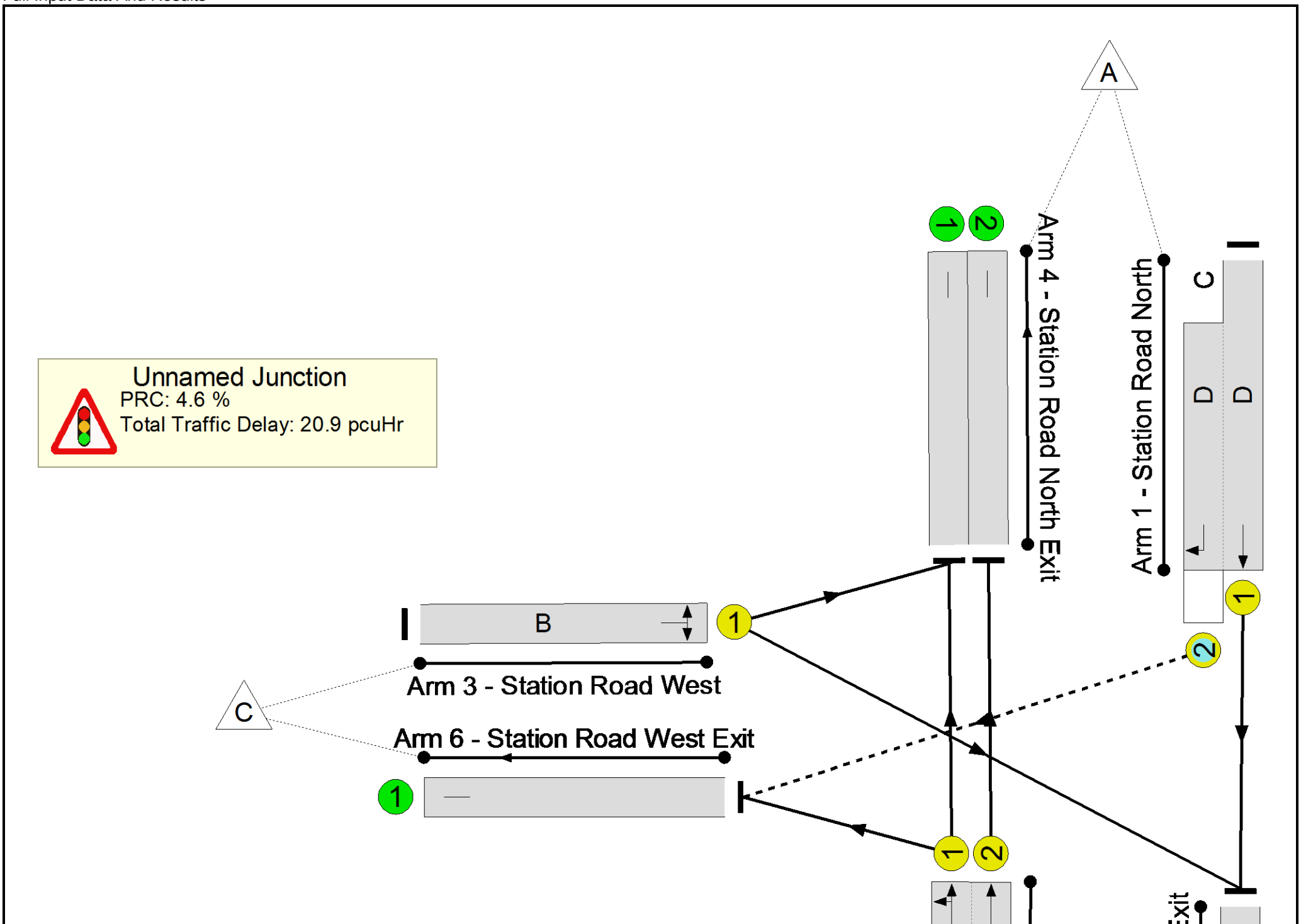
Stage	1	2	3	1	3
Duration	11	13	15	16	21
Change Point	0	19	40	65	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 4.6 %
Total Traffic Delay: 20.9 pcuHr
A
B
C
D
D
C
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 4 - Station Road North Exit
Arm 6 - Station Road West Exit
1
2
1
2
1
2
1
2
1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	48	16	996	1985:1945	836+366	82.9 : 82.9%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	27	-	771	2109:2056	466+467	82.7 : 82.7%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	38	-	566	1940	658	86.1%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	984	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	537	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	**-**	**-**	**37**	**210**	**56**	**12.8**	**7.6**	**0.5**	**20.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**37**	**210**	**56**	**12.8**	**7.6**	**0.5**	**20.9**	**-**	**-**	**-**	**-**
1/1+1/2	996	996	37	210	56	5.1	2.4	0.5	8.0	28.7	10.6	2.4	13.0
2/2+2/1	771	771	-	-	-	4.6	2.3	-	6.9	32.2	7.0	2.3	9.3
3/1	566	566	-	-	-	3.2	2.9	-	6.1	38.7	10.2	2.9	13.1
4/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

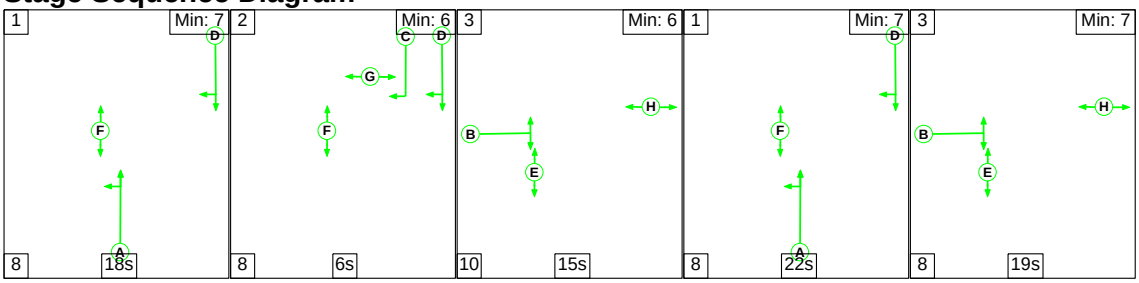
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	20.92	Cycle Time (s):	118
	PRC Over All Lanes (%):	4.6	Total Delay Over All Lanes(pcuHr):	20.92		

Full Input Data And Results

Scenario 19: '2029 Cumulative With Dev PM' (FG18: '2029 Cumulative With Dev PM', Plan 1: 'Network Control Plan 1')

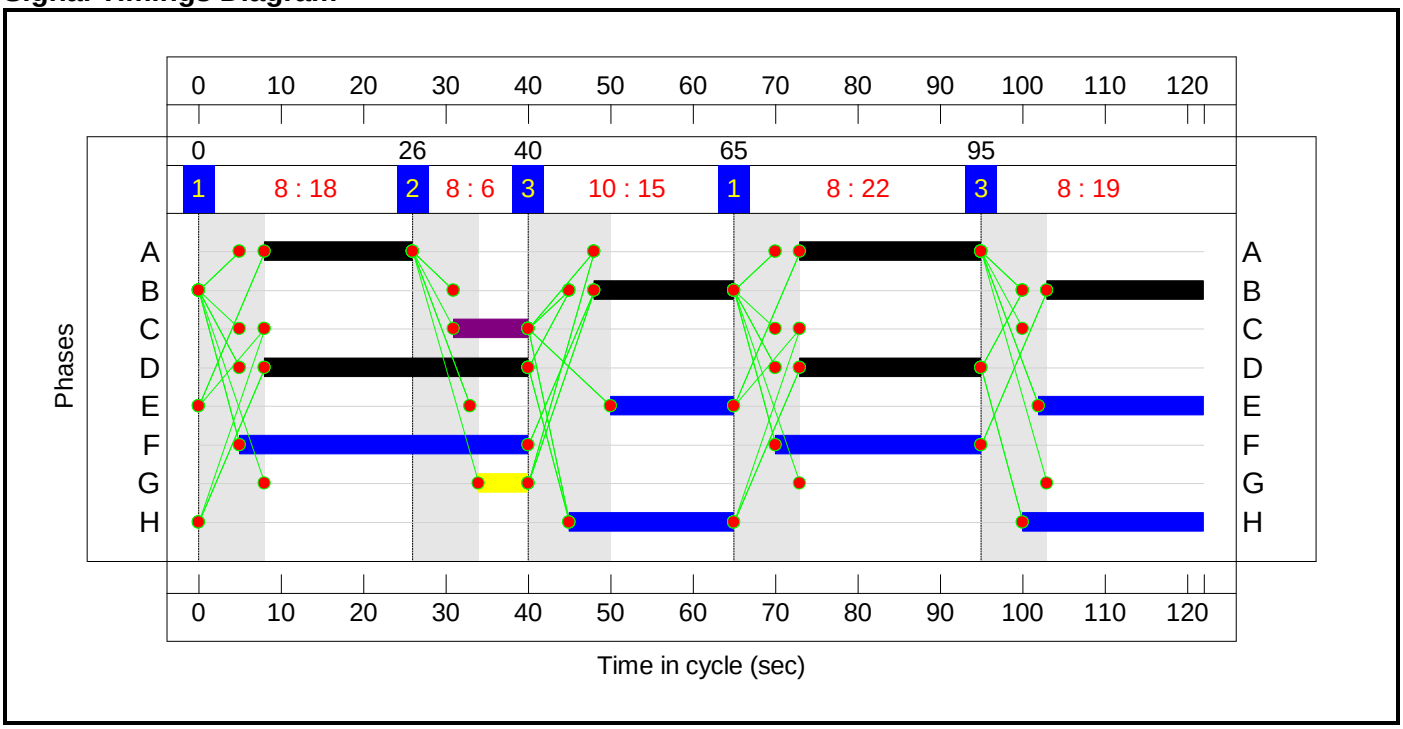
Stage Sequence Diagram



Stage Timings

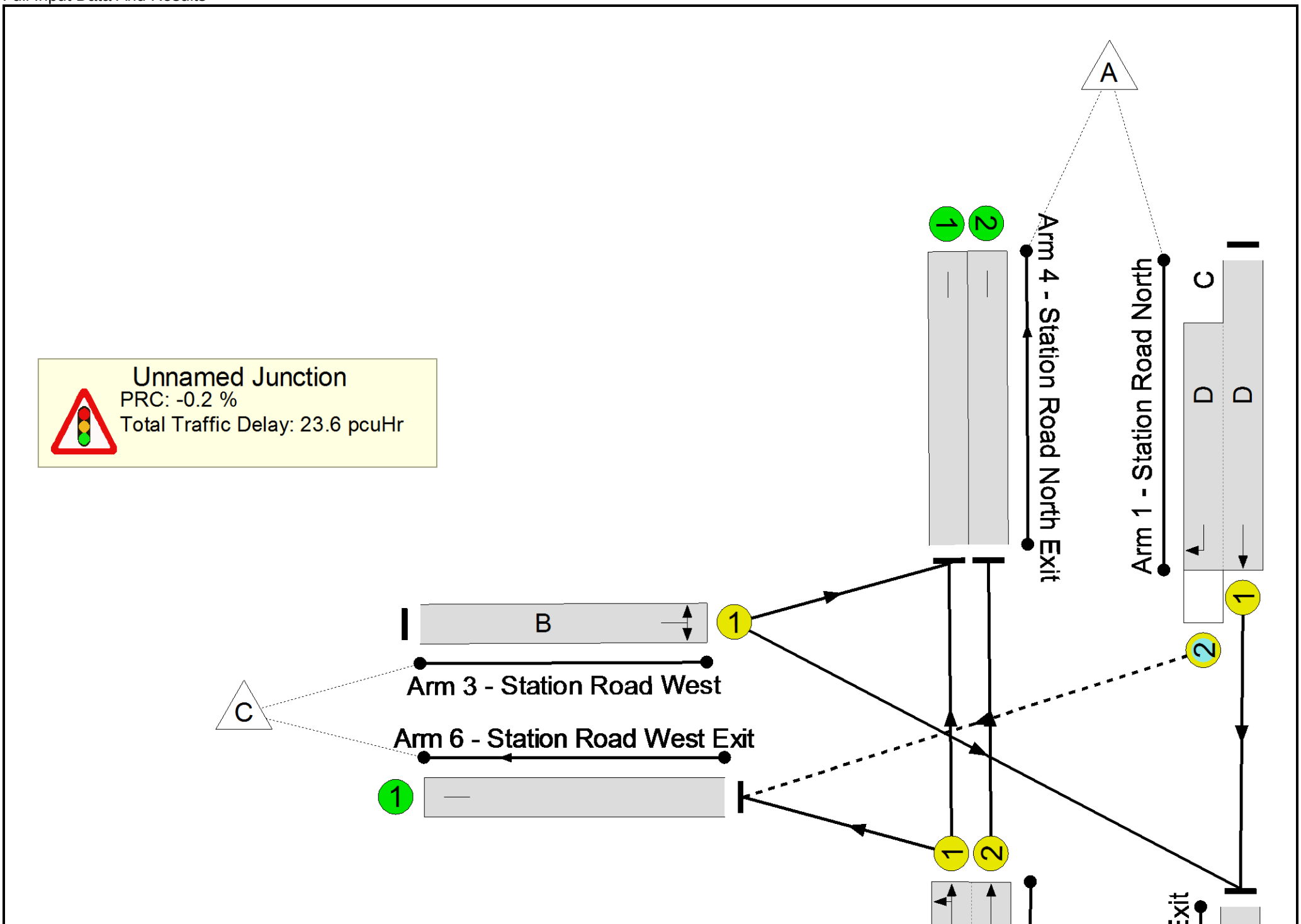
Stage	1	2	3	1	3
Duration	18	6	15	22	19
Change Point	0	26	40	65	95

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -0.2 %
Total Traffic Delay: 23.6 pcuHr
A
B
C
D
D
C
1
2
Arm 4 - Station Road North Exit
Arm 1 - Station Road North
Arm 3 - Station Road West
Arm 6 - Station Road West Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
1/1+1/2	Station Road North Ahead Right	U+O	N/A	N/A	D	C	2	54	9	956	1985:1945	907+328	72.9 : 89.9%
2/2+2/1	High Street Ahead Left	U	N/A	N/A	A		2	40	-	1022	2109:2056	567+567	90.2 : 90.2%
3/1	Station Road West Left Right	U	N/A	N/A	B		2	36	-	538	1940	604	89.0%
4/1	Station Road North Exit	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
4/2	Station Road North Exit	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
5/1	High Street Exit	U	N/A	N/A	-		-	-	-	920	Inf	Inf	0.0%
6/1	Station Road West Exit	U	N/A	N/A	-		-	-	-	658	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	**-**	**-**	**24**	**191**	**80**	**13.3**	**9.6**	**0.7**	**23.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**24**	**191**	**80**	**13.3**	**9.6**	**0.7**	**23.6**	**-**	**-**	**-**	**-**
1/1+1/2	956	956	24	191	80	5.1	1.7	0.7	7.6	28.5	9.2	1.7	10.9
2/2+2/1	1022	1022	-	-	-	5.1	4.3	-	9.4	33.0	11.8	4.3	16.0
3/1	538	538	-	-	-	3.0	3.7	-	6.7	44.8	9.7	3.7	13.4
4/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	23.61	Cycle Time (s):	122
	PRC Over All Lanes (%):	-0.2	Total Delay Over All Lanes(pcuHr):	23.61		