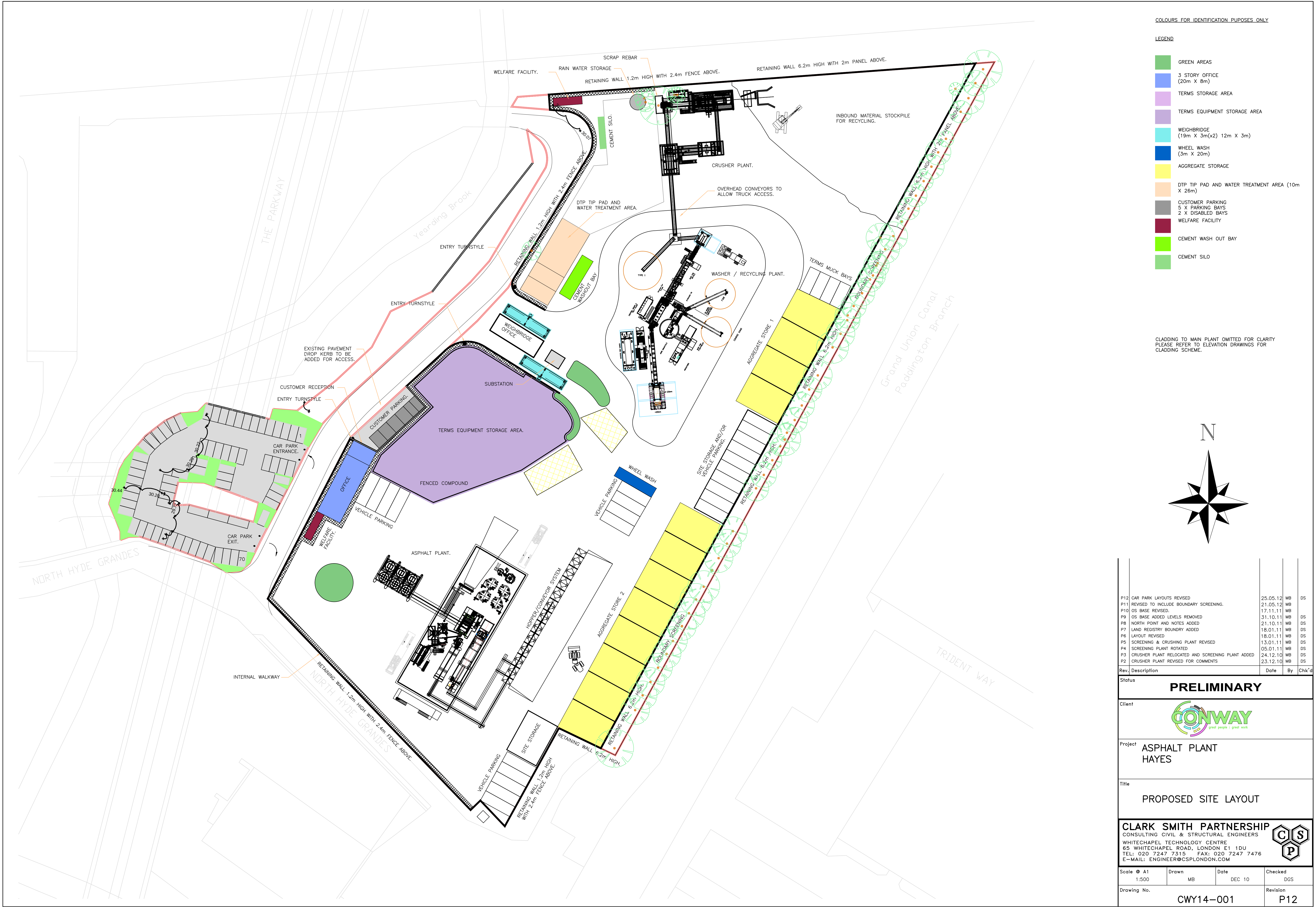


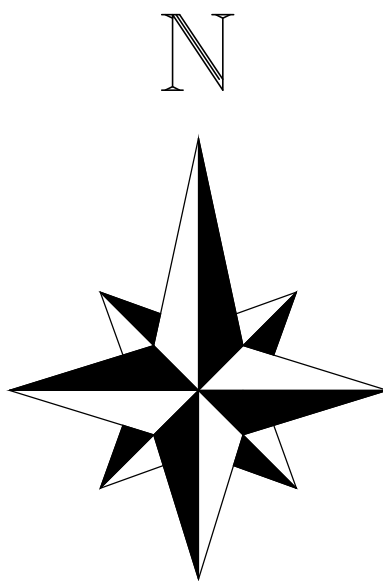


COLOURS FOR IDENTIFICATION PUPOSES ONLY

LEGEND

- GREEN AREAS
- 3 STORY OFFICE (20m X 8m)
- TERMS STORAGE AREA
- TERMS EQUIPMENT STORAGE AREA (19m X 3m(x2) 12m X 3m)
- WEIGHBRIDGE (19m X 3m(x2) 12m X 3m)
- WHEEL WASH (3m X 20m)
- AGGREGATE STORAGE
- DTP TIP PAD AND WATER TREATMENT AREA (10m X 26m)
- CUSTOMER PARKING 5 X PARKING BAYS 2 X DISABLED BAYS
- WELFARE FACILITY
- CEMENT WASH OUT BAY
- CEMENT SILO

CLADDING TO MAIN PLANT OMITTED FOR CLARITY PLEASE REFER TO ELEVATION DRAWINGS FOR CLADDING SCHEME.



P12	CAR PARK LAYOUTS REVISED	25.05.12	MB	DS
P11	REVISED TO INCLUDE BOUNDARY SCREENING.	21.05.12	MB	
P10	OS BASE REVISED.	17.11.11	MB	
P9	OS BASE ADDED LEVELS REMOVED	31.10.11	MB	DS
P8	NORTH POINT AND NOTES ADDED	21.10.11	MB	DS
P7	LAND REGISTRY BOUNDARY ADDED	18.01.11	MB	DS
P6	LAYOUT REVISED	18.01.11	MB	DS
P5	SCREENING & CRUSHING PLANT REVISED	13.01.11	MB	DS
P4	SCREENING PLANT ROTATED	05.01.11	MB	DS
P3	CRUSHER PLANT RELOCATED AND SCREENING PLANT ADDED	24.12.10	MB	DS
P2	CRUSHER PLANT REVISED FOR COMMENTS	23.12.10	MB	DS

Rev.	Description	Date	By	Chk'd
------	-------------	------	----	-------

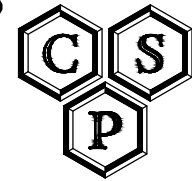
Status	PRELIMINARY			
--------	-------------	--	--	--

Client				
--------	---	--	--	--

Project	ASPHALT PLANT HAYES			
---------	---------------------	--	--	--

Title	PROPOSED SITE LAYOUT			
-------	----------------------	--	--	--

CLARK SMITH PARTNERSHIP CONSULTING CIVIL & STRUCTURAL ENGINEERS WHITECHAPEL TECHNOLOGY CENTRE 65 WHITECHAPEL ROAD, LONDON E1 1DU TEL: 020 7247 7315 FAX: 020 7247 7476 E-MAIL: ENGINEER@CSPLONDON.COM				
---	--	--	--	--



Scale @ A1	Drawn	Date	Checked
1:500	MB	DEC 10	DGS
Drawing No.	CWY14-001		Revision
			P12

Movemen t	00:00- 00:59	01:00- 01:59	02:00- 02:59	03:00- 03:59	04:00- 04:59	05:00- 05:59	06:00- 06:59	07:00- 07:59	08:00- 08:59	09:00- 09:59	10:00- 10:59	11:00- 11:59	12:00- 12:59	13:00- 13:59	14:00- 14:59	15:00- 15:59	16:00- 16:59	17:00- 17:59	18:00- 18:59	19:00- 19:59	20:00- 20:59	21:00- 21:59	22:00- 22:59	23:00- 23:59	
HGV ARR.	5	5	4	2	5	8	23	24	5	12	14	18	14	21	26	23	9	0	0	5	5	6	7	6	247
HGV DEP.	5	5	4	2	11	21	38	34	4	11	16	15	13	11	12	13	3	0	0	5	5	6	7	6	247
CAR ARR.					6	14	24	18	6									3	3	2	2				78
CAR DEP.		3	2	2			3								12	24	20	6	6						78

BULLS BRIDGE - EXAMPLES OF SITE BASED HGVS

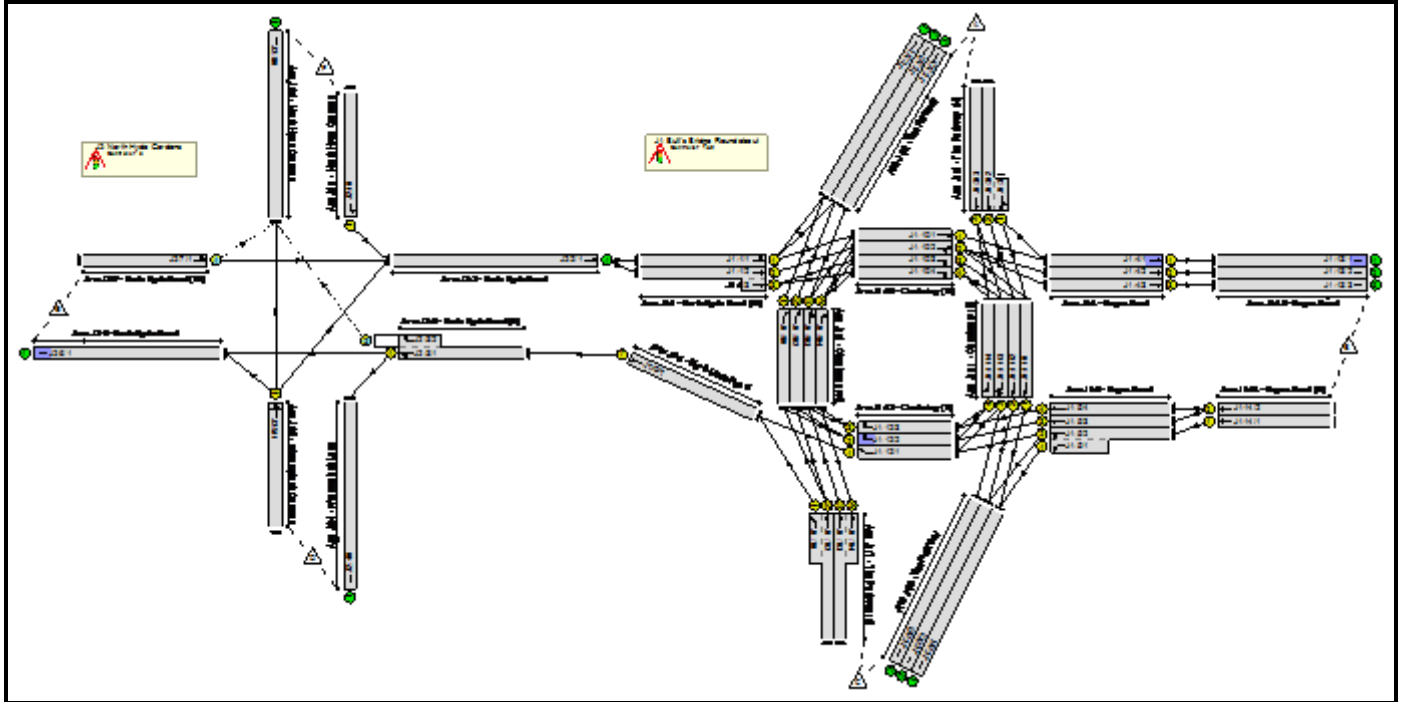


Full Input Data And Results

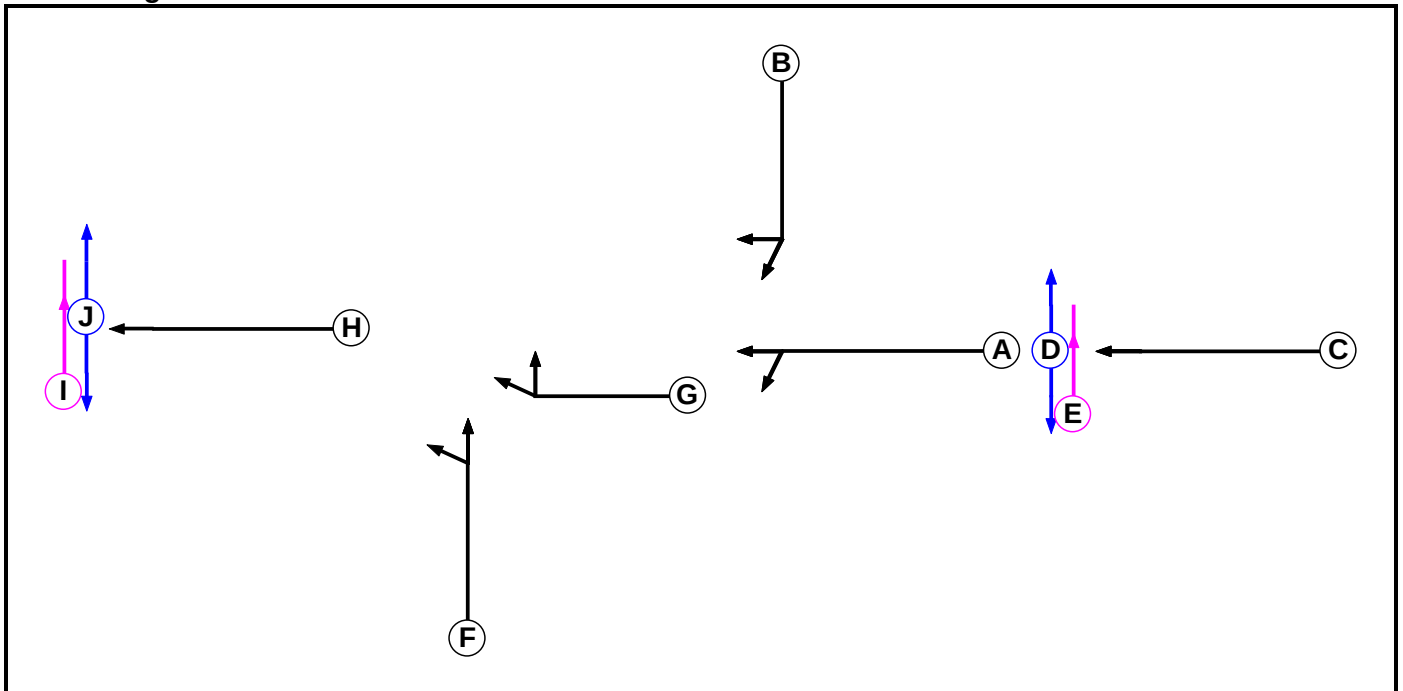
User and Project Details

Title:	Bulls Bridge, North Hyde Gardens
File name:	Bulls Bridge.lsg3x

Network Layout Diagram



C1 - Bulls Roundabout 1 Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Pedestrian	2		7	7
E	Cycle	2		7	7
F	Traffic	3		7	7
G	Traffic	3		7	7
H	Traffic	4		7	7
I	Cycle	4		7	7
J	Pedestrian	4		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		5	-	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-
	C	-	-		5	5	-	-	-	-	-
	D	-	-	8		-	-	-	-	-	-
	E	-	-	8	-		-	-	-	-	-
	F	-	-	-	-	-		5	-	-	-
	G	-	-	-	-	-	5		-	-	-
	H	-	-	-	-	-	-	-		5	5
	I	-	-	-	-	-	-	-	8		-
	J	-	-	-	-	-	-	-	8	-	

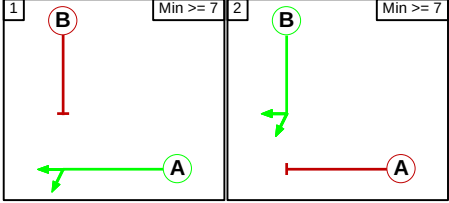
Phases in Stage

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

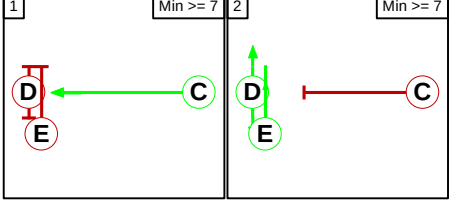
Full Input Data And Results

Stage Diagram

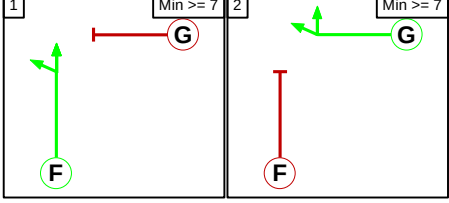
Stage Stream: 1



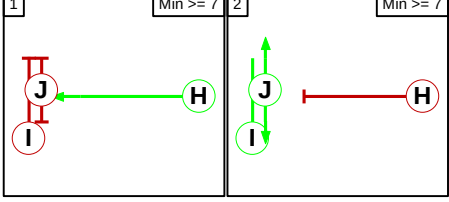
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	5	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	8	

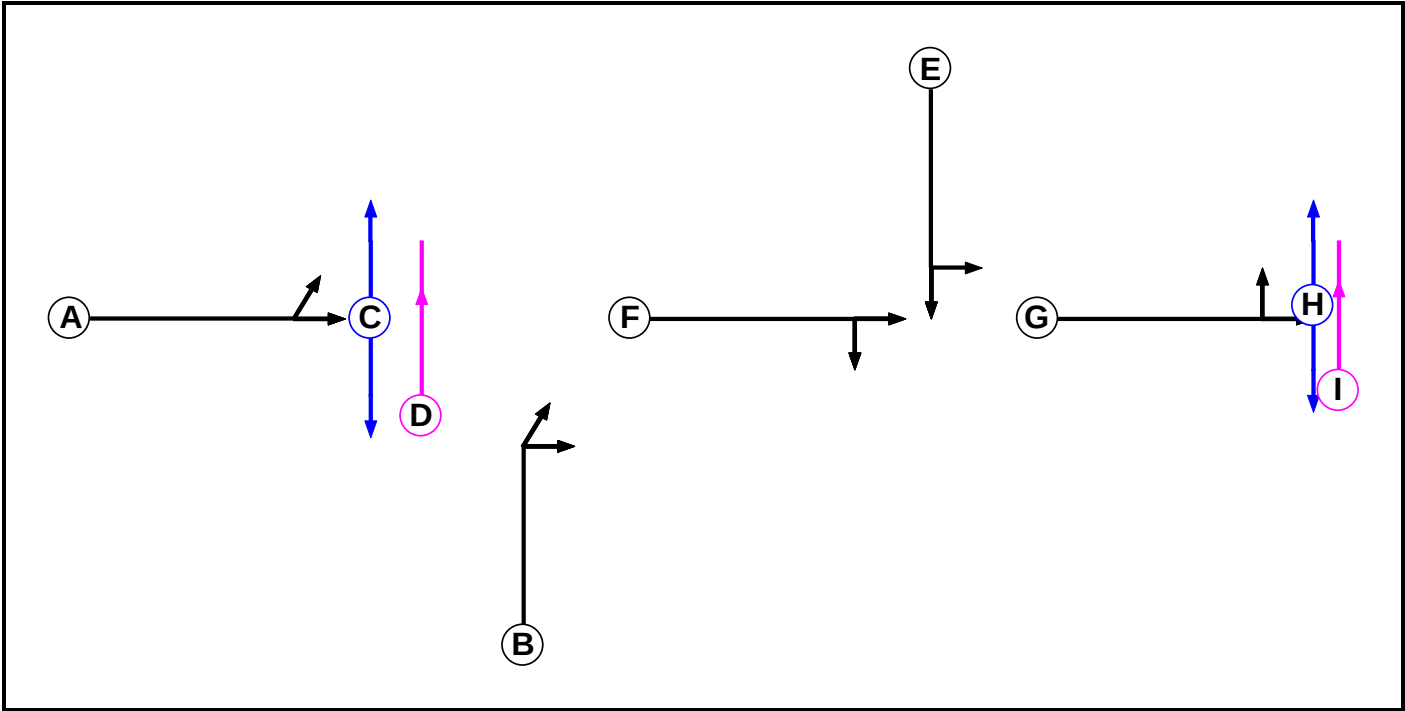
Stage Stream: 3

	To Stage		
From Stage		1	2
	1		5
	2	5	

Stage Stream: 4

	To Stage		
From Stage		1	2
	1		5
	2	8	

C2 - Bulls Roundabout 2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Pedestrian	1		7	7
D	Cycle	1		7	7
E	Traffic	2		7	7
F	Traffic	2		7	7
G	Traffic	3		7	7
H	Pedestrian	3		7	7
I	Cycle	3		7	7

Phase Intergreens Matrix

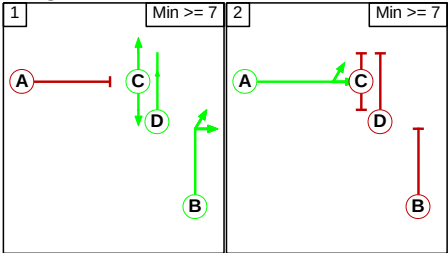
	Starting Phase									
Terminating Phase		A	B	C	D	E	F	G	H	I
	A		5	5	5	-	-	-	-	-
	B	5		-	-	-	-	-	-	-
	C	13	-		-	-	-	-	-	-
	D	13	-	-		-	-	-	-	-
	E	-	-	-	-	<td>5</td> <td>-</td> <td>-</td> <td>-</td>	5	-	-	-
	F	-	-	-	-	5	<td>-</td> <td>-</td> <td>-</td>	-	-	-
	G	-	-	-	-	-	-	<td>5</td> <td>5</td>	5	5
	H	-	-	-	-	-	-	13	<td>-</td>	-
	I	-	-	-	-	-	-	13	-	

Phases in Stage

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

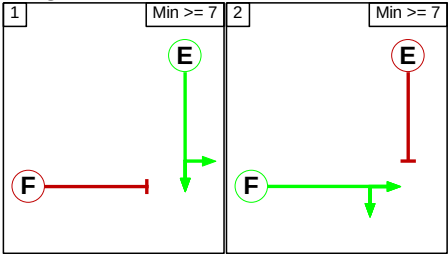
Stage Diagram

Stage Stream: 1

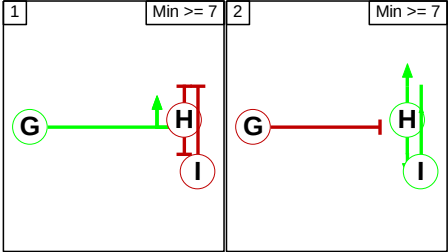


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	B	Gaining absolute	8	3

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage		
	1	2	
	1	13	
2	8		

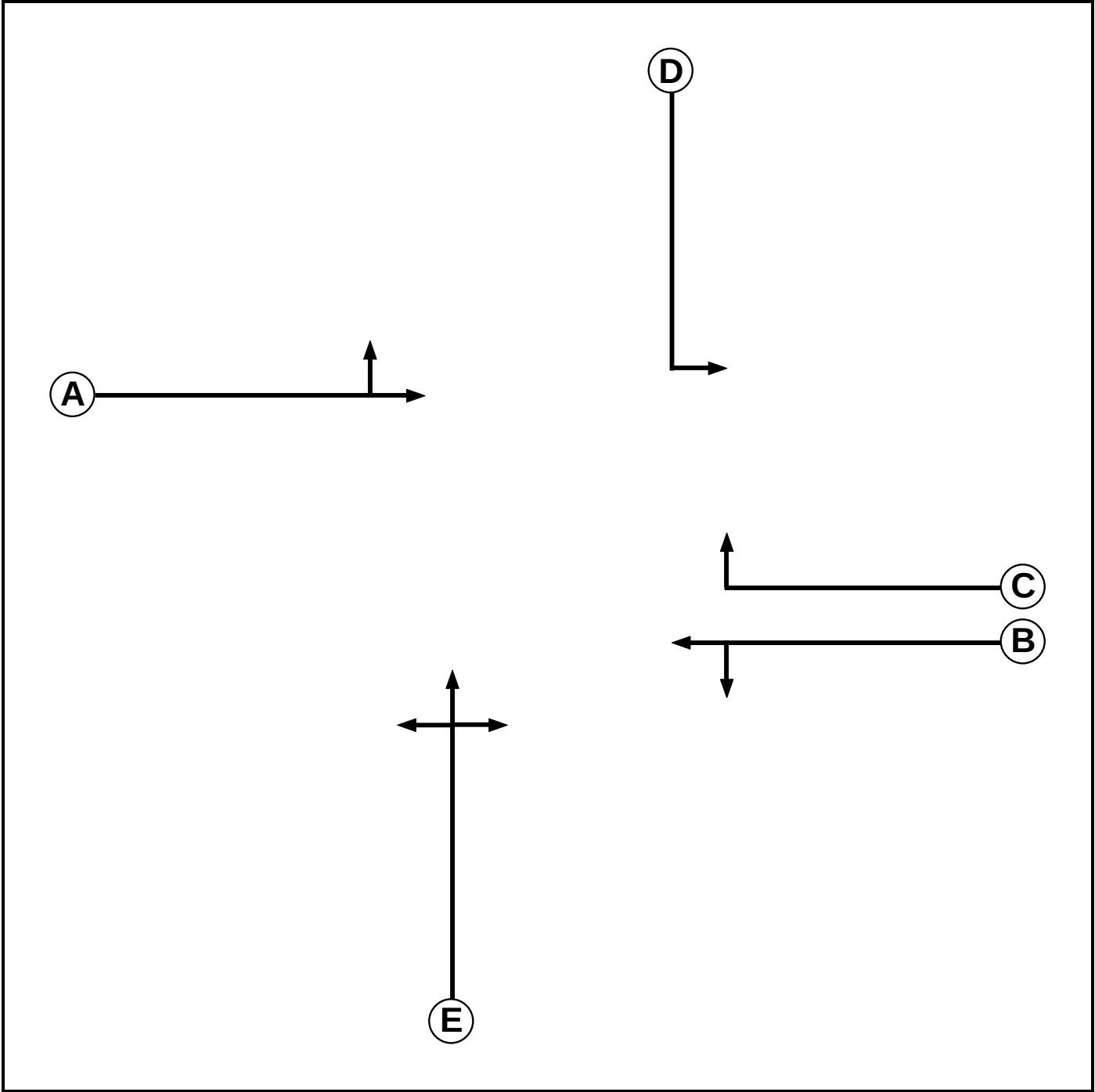
Stage Stream: 2

From Stage	To Stage		
	1	2	
	1	5	
2	5		

Full Input Data And Results
Stage Stream: 3

From Stage	To Stage		
		1	2
	1		5
	2	13	

C3 - North Hyde Gardens
Phase Diagram



Full Input Data And Results

Phase Input Data

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

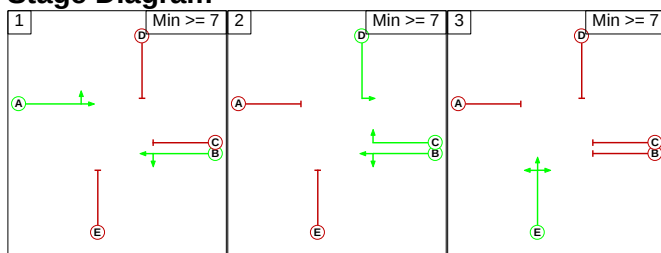
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	7	8	5
	B	-		-	-	9
	C	5	-		-	9
	D	5	-	-		5
	E	5	5	7	9	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
	1	8	9
	2	5	9
	3	5	9

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Bull's Bridge Roundabout
There are no Opposed Lanes in this Junction

Junction: J2: North Hyde Gardens										
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:3/2 (North Hyde Road (E))	J2:8/1 (Right)	1440	J2:7/1	1.09	J2:7/1	3.00	-	0.50	3	3.00
J2:7/1 (North Hyde Road (W))	J2:8/1 (Left)	1440	J2:5/1	1.09	J2:5/1	-	-	-	-	-
			J2:3/2	1.09	J2:3/2					

Full Input Data And Results

Lane Input Data

Junction: J1: Bull's Bridge Roundabout												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (North Hyde Road (W))	U	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:2 Left	113.60
											Arm J1:10 Ahead	Inf
J1:1/2 (North Hyde Road (W))	U	A	2	3	3.0	Geom	-	4.00	0.00	Y	Arm J1:10 Ahead	160.00
J1:1/3 (North Hyde Road (W))	U	A	2	3	3.0	Geom	-	4.00	0.00	Y	Arm J1:10 Ahead	160.00
J1:2/1 (The Parkway)	U		2	3	5.0	Geom	-	3.59	0.00	Y		
J1:2/2 (The Parkway)	U		2	3	60.0	Geom	-	3.59	0.00	Y		
J1:2/3 (The Parkway)	U		2	3	60.0	Geom	-	3.59	0.00	Y		
J1:3/1 (The Parkway (N))	U	E	2	3	4.0	Geom	-	4.30	0.00	Y	Arm J1:4 Left	81.70
											Arm J1:11 Ahead	81.70
J1:3/2 (The Parkway (N))	U	E	2	3	60.0	Geom	-	4.30	0.00	Y	Arm J1:11 Ahead	60.00
J1:3/3 (The Parkway (N))	U	E	2	3	60.0	Geom	-	4.30	0.00	Y	Arm J1:11 Ahead	61.70
J1:4/1 (Hayes Road)	U	G	2	3	9.0	Geom	-	3.43	0.00	Y	Arm J1:13 Ahead	Inf
J1:4/2 (Hayes Road)	U	G	2	3	9.0	Geom	-	3.43	0.00	Y	Arm J1:13 Ahead	Inf
J1:4/3 (Hayes Road)	U	G	2	3	9.0	Geom	-	3.43	0.00	Y	Arm J1:13 Ahead	Inf
J1:5/1 (Hayes Road)	U	A	2	3	7.0	Geom	-	3.21	0.00	Y	Arm J1:6 Left	34.74
J1:5/2 (Hayes Road)	U	A	2	3	6.0	Geom	-	3.21	0.00	Y	Arm J1:6 Left	Inf
											Arm J1:12 Ahead	128.00
J1:5/3 (Hayes Road)	U	A	2	3	9.0	Geom	-	3.21	0.00	Y	Arm J1:12 Ahead	103.70

Full Input Data And Results

J1:5/4 (Hayes Road)	U	A	2	3	9.0	Geom	-	3.21	0.00	Y	Arm J1:12 Ahead	113.50
J1:6/1 (The Parkway)	U		2	3	8.0	Geom	-	4.03	0.00	Y		
J1:6/2 (The Parkway)	U		2	3	60.0	Geom	-	4.03	0.00	Y		
J1:6/3 (The Parkway)	U		2	3	60.0	Geom	-	4.03	0.00	Y		
J1:7/1 (The Parkway (S))	U	F	2	3	6.0	Geom	-	3.57	0.00	Y	Arm J1:8 Left	27.09
J1:7/2 (The Parkway (S))	U	F	2	3	60.0	Geom	-	3.57	0.00	Y	Arm J1:9 Ahead	30.66
J1:7/3 (The Parkway (S))	U	F	2	3	60.0	Geom	-	3.57	0.00	Y	Arm J1:9 Ahead	34.23
J1:7/4 (The Parkway (S))	U	F	2	3	6.0	Geom	-	3.57	0.00	Y	Arm J1:9 Ahead	37.80
J1:8/1 (North Hyde Road)	U	H	2	3	3.0	Geom	-	5.00	0.00	Y	Arm J2:3 Ahead	Inf
J1:9/1 (Circulatory (W))	U	B	2	3	3.0	Geom	-	3.60	0.00	Y	Arm J1:2 Ahead	37.79
J1:9/2 (Circulatory (W))	U	B	2	3	4.0	Geom	-	3.60	0.00	Y	Arm J1:2 Ahead	38.87
J1:9/3 (Circulatory (W))	U	B	2	3	5.0	Geom	-	3.60	0.00	Y	Arm J1:2 Ahead	38.93
											Arm J1:10 Right	38.93
J1:9/4 (Circulatory (W))	U	B	2	3	6.0	Geom	-	3.60	0.00	Y	Arm J1:10 Right	39.81
J1:10/1 (Circulatory (N))	U	F	2	3	3.0	Geom	-	3.56	0.00	Y	Arm J1:4 Ahead	54.35
J1:10/2 (Circulatory (N))	U	F	2	3	4.0	Geom	-	3.56	0.00	Y	Arm J1:4 Ahead	45.27
											Arm J1:11 Right	45.27
J1:10/3 (Circulatory (N))	U	F	2	3	5.0	Geom	-	3.56	0.00	Y	Arm J1:11 Right	48.20
J1:10/4 (Circulatory (N))	U	F	2	3	6.0	Geom	-	3.56	0.00	Y	Arm J1:11 Right	30.30

Full Input Data And Results

J1:11/1 (Circulatory (E))	U	B	2	3	2.0	Geom	-	3.76	0.00	Y	Arm J1:6 Ahead	44.59
J1:11/2 (Circulatory (E))	U	B	2	3	3.0	Geom	-	3.76	0.00	Y	Arm J1:6 Ahead	40.83
J1:11/3 (Circulatory (E))	U	B	2	3	4.0	Geom	-	3.76	0.00	Y	Arm J1:6 Ahead	37.10
											Arm J1:12 Right	37.10
J1:11/4 (Circulatory (E))	U	B	2	3	5.0	Geom	-	3.76	0.00	Y	Arm J1:12 Right	33.30
J1:12/1 (Circulatory (S))	U	G	2	3	3.0	Geom	-	3.76	0.00	Y	Arm J1:8 Ahead	37.83
J1:12/2 (Circulatory (S))	U	G	2	3	5.0	Geom	-	3.76	0.00	Y	Arm J1:9 Right	34.07
J1:12/3 (Circulatory (S))	U	G	2	3	5.0	Geom	-	3.76	0.00	Y	Arm J1:9 Right	30.30
J1:13/1 (Hayes Road)	U		2	3	60.0	Geom	-	3.43	0.00	Y		
J1:13/2 (Hayes Road)	U		2	3	60.0	Geom	-	3.43	0.00	Y		
J1:13/3 (Hayes Road)	U		2	3	60.0	Geom	-	3.43	0.00	Y		
J1:14/1 (Hayes Road (E))	U	C	2	3	60.0	Geom	-	3.55	0.00	Y	Arm J1:5 Ahead	Inf
J1:14/2 (Hayes Road (E))	U	C	2	3	60.0	Geom	-	3.55	0.00	Y	Arm J1:5 Ahead	Inf

Full Input Data And Results

Junction: J2: North Hyde Gardens												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (North Hyde Gardens)	U	D	2	3	60.0	Geom	-	4.25	0.00	Y	Arm J2:2 Left	31.27
J2:2/1 (North Hyde Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/1 (North Hyde Road (E))	U	B	2	3	20.0	Geom	-	3.15	0.00	Y	Arm J2:4 Left	10.40
											Arm J2:6 Ahead	Inf
J2:3/2 (North Hyde Road (E))	O	C	2	3	5.0	Geom	-	3.15	0.00	Y	Arm J2:8 Right	14.72
J2:4/1 (Watersplash Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (Watersplash Gardens)	U	E	2	3	60.0	Geom	-	3.15	0.00	Y	Arm J2:2 Right	16.05
											Arm J2:6 Left	9.27
											Arm J2:8 Ahead	Inf
J2:6/1 (North Hyde Road)	U		2	3	60.0	Geom	-	3.10	0.00	Y		
J2:7/1 (North Hyde Road (W))	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57
J2:8/1 (North Hyde Gardens)	U		2	3	60.0	Geom	-	5.00	0.00	Y		

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2010 Base AM'	08:00	09:00	01:00	
2: '2010 Base PM'	17:00	18:00	01:00	
3: '2016 Base AM'	08:00	09:00	01:00	
4: '2016 Base PM'	17:00	18:00	01:00	
5: '2016 + Com AM'	08:00	09:00	01:00	
6: '2016 + Com PM'	17:00	18:00	01:00	
7: '2016 + Com + Dev AM'	08:00	09:00	01:00	
8: '2016 + Com + Dev PM'	17:00	18:00	01:00	
9: '2016 + Com + Dev AM - Updated'	08:00	09:00	01:00	
10: '2016 + Com + Dev AM - HGV X2 Test'	08:00	09:00	01:00	
11: '2016 + Com + Dev PM - Updated'	17:00	18:00	01:00	

Scenario 1: '2010 Base AM' (FG1: '2010 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	4	574	1362	0	250	30	2220
	B	320	5	315	0	348	43	1031
	C	1492	442	2	0	197	24	2157
	D	0	0	0	0	0	0	0
	E	302	356	111	0	0	26	795
	F	22	25	8	0	0	0	55
	Tot.	2140	1402	1798	0	795	123	6258

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2010 Base AM
Junction: J1: Bull's Bridge Roundabout	
J1:1/1	371
J1:1/2 (with short)	453(In) 336(Out)
J1:1/3 (short)	117
J1:2/1	760
J1:2/2	714
J1:2/3	666
J1:3/1 (short)	892
J1:3/2 (with short)	1179(In) 287(Out)
J1:3/3	1041
J1:4/1	721
J1:4/2	340
J1:4/3	341
J1:5/1 (short)	315
J1:5/2 (with short)	706(In) 391(Out)
J1:5/3	320
J1:5/4	5
J1:6/1	637
J1:6/2	404
J1:6/3	757
J1:7/1 (short)	221
J1:7/2 (with short)	1047(In) 826(Out)
J1:7/3 (with short)	1110(In) 761(Out)
J1:7/4 (short)	349
J1:8/1	892
J1:9/1	575
J1:9/2	575
J1:9/3	766
J1:9/4	349
J1:10/1	147
J1:10/2	685
J1:10/3	117
J1:10/4	0
J1:11/1	322
J1:11/2	404
J1:11/3	1037

Full Input Data And Results

J1:11/4	4
J1:12/1	671
J1:12/2	324
J1:12/3	5
J1:13/1	721
J1:13/2	340
J1:13/3	341
J1:14/1	706
J1:14/2	325
Junction: J2: North Hyde Gardens	
J2:1/1	55
J2:2/1	824
J2:3/1 (with short)	892(In) 795(Out)
J2:3/2 (short)	97
J2:4/1	0
J2:5/1	0
J2:6/1	795
J2:7/1	795
J2:8/1	123

Lane Saturation Flows

Junction: J1: Bull's Bridge Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:2 Left	113.60	87.3 %	1992	1992
				Arm J1:10 Ahead	Inf	12.7 %		
J1:1/2 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:1/3 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:2/1 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/2 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/3 (The Parkway)	3.59	0.00	Y				1974	1974
J1:3/1 (The Parkway (N))	4.30	0.00	Y	Arm J1:4 Left	81.70	64.3 %	2008	2008
				Arm J1:11 Ahead	81.70	35.7 %		
J1:3/2 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	60.00	100.0 %	1995	1995
J1:3/3 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	61.70	100.0 %	1996	1996
J1:4/1 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/2 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/3 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:5/1 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	34.74	100.0 %	1856	1856
J1:5/2 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	Inf	0.0 %	1914	1914
				Arm J1:12 Ahead	128.00	100.0 %		
J1:5/3 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	103.70	100.0 %	1908	1908
J1:5/4 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	113.50	100.0 %	1911	1911
J1:6/1 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/2 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/3 (The Parkway)	4.03	0.00	Y				2018	2018
J1:7/1 (The Parkway (S))	3.57	0.00	Y	Arm J1:8 Left	27.09	100.0 %	1869	1869
J1:7/2 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	30.66	100.0 %	1880	1880
J1:7/3 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	34.23	100.0 %	1889	1889
J1:7/4 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	37.80	100.0 %	1897	1897

Full Input Data And Results

J1:8/1 (North Hyde Road)	5.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	2115	2115
J1:9/1 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	37.79	100.0 %	1900	1900
J1:9/2 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.87	100.0 %	1902	1902
J1:9/3 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.93	86.9 %	1902	1902
				Arm J1:10 Right	38.93	13.1 %		
J1:9/4 (Circulatory (W))	3.60	0.00	Y	Arm J1:10 Right	39.81	100.0 %	1903	1903
J1:10/1 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	54.35	100.0 %	1918	1918
J1:10/2 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	45.27	99.4 %	1908	1908
				Arm J1:11 Right	45.27	0.6 %		
J1:10/3 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	48.20	100.0 %	1912	1912
J1:10/4 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	30.30	0.0 %	1971	1971
J1:11/1 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	44.59	100.0 %	1926	1926
J1:11/2 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	40.83	100.0 %	1920	1920
J1:11/3 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	37.10	73.0 %	1914	1914
				Arm J1:12 Right	37.10	27.0 %		
J1:11/4 (Circulatory (E))	3.76	0.00	Y	Arm J1:12 Right	33.30	100.0 %	1905	1905
J1:12/1 (Circulatory (S))	3.76	0.00	Y	Arm J1:8 Ahead	37.83	100.0 %	1915	1915
J1:12/2 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	34.07	100.0 %	1907	1907
J1:12/3 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	30.30	100.0 %	1897	1897
J1:13/1 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/2 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/3 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:14/1 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970
J1:14/2 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970

Full Input Data And Results

Junction: J2: North Hyde Gardens								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (North Hyde Gardens)	4.25	0.00	Y	Arm J2:2 Left	31.27	100.0 %	1947	1947
J2:2/1 (North Hyde Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:4 Left Arm J2:6 Ahead	10.40 Inf	0.0 % 100.0 %	1930	1930
J2:3/2 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:8 Right	14.72	100.0 %	1752	1752
J2:4/1 (Watersplash Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Watersplash Gardens)	3.15	0.00	Y	Arm J2:2 Right Arm J2:6 Left Arm J2:8 Ahead	16.05 9.27 Inf	0.0 % 0.0 % 0.0 %	1930	1930
J2:6/1 (North Hyde Road)	3.10	0.00	Y				1925	1925
J2:7/1 (North Hyde Road (W))	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57	96.7 % 3.3 %	1936	1936
J2:8/1 (North Hyde Gardens)	5.00	0.00	Y				2115	2115

Scenario 2: '2010 Base PM' (FG2: '2010 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	6	558	1381	0	307	10	2262
	B	421	9	365	0	359	12	1166
	C	1948	390	9	0	177	6	2530
	D	0	0	0	0	0	0	0
	E	341	244	164	0	0	6	755
	F	40	29	20	0	0	0	89
	Tot.	2756	1230	1939	0	843	34	6802

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2010 Base PM
Junction: J1: Bull's Bridge Roundabout	
J1:1/1	381
J1:1/2 (with short)	457(In) 311(Out)
J1:1/3 (short)	146
J1:2/1	963
J1:2/2	885
J1:2/3	908
J1:3/1 (short)	891
J1:3/2 (with short)	1207(In) 316(Out)
J1:3/3	1055
J1:4/1	609
J1:4/2	310
J1:4/3	311
J1:5/1 (short)	351
J1:5/2 (with short)	736(In) 385(Out)
J1:5/3	421
J1:5/4	9
J1:6/1	731
J1:6/2	476
J1:6/3	732
J1:7/1 (short)	183
J1:7/2 (with short)	1223(In) 1040(Out)
J1:7/3 (with short)	1307(In) 950(Out)
J1:7/4 (short)	357
J1:8/1	871
J1:9/1	731
J1:9/2	736
J1:9/3	959
J1:9/4	357
J1:10/1	51
J1:10/2	668
J1:10/3	146
J1:10/4	0
J1:11/1	380
J1:11/2	462
J1:11/3	1049

Full Input Data And Results

J1:11/4	6
J1:12/1	688
J1:12/2	427
J1:12/3	9
J1:13/1	609
J1:13/2	310
J1:13/3	311
J1:14/1	736
J1:14/2	430
Junction: J2: North Hyde Gardens	
J2:1/1	89
J2:2/1	838
J2:3/1 (with short)	871(In) 843(Out)
J2:3/2 (short)	28
J2:4/1	0
J2:5/1	0
J2:6/1	843
J2:7/1	755
J2:8/1	34

Lane Saturation Flows

Junction: J1: Bull's Bridge Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:2 Left	113.60	100.0 %	1989	1989
				Arm J1:10 Ahead	Inf	0.0 %		
J1:1/2 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:1/3 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:2/1 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/2 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/3 (The Parkway)	3.59	0.00	Y				1974	1974
J1:3/1 (The Parkway (N))	4.30	0.00	Y	Arm J1:4 Left	81.70	62.6 %	2008	2008
				Arm J1:11 Ahead	81.70	37.4 %		
J1:3/2 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	60.00	100.0 %	1995	1995
J1:3/3 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	61.70	100.0 %	1996	1996
J1:4/1 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/2 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/3 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:5/1 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	34.74	100.0 %	1856	1856
J1:5/2 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	Inf	3.6 %	1914	1914
				Arm J1:12 Ahead	128.00	96.4 %		
J1:5/3 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	103.70	100.0 %	1908	1908
J1:5/4 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	113.50	100.0 %	1911	1911
J1:6/1 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/2 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/3 (The Parkway)	4.03	0.00	Y				2018	2018
J1:7/1 (The Parkway (S))	3.57	0.00	Y	Arm J1:8 Left	27.09	100.0 %	1869	1869
J1:7/2 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	30.66	100.0 %	1880	1880
J1:7/3 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	34.23	100.0 %	1889	1889
J1:7/4 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	37.80	100.0 %	1897	1897

Full Input Data And Results

J1:8/1 (North Hyde Road)	5.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	2115	2115
J1:9/1 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	37.79	100.0 %	1900	1900
J1:9/2 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.87	100.0 %	1902	1902
J1:9/3 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.93	94.7 %	1902	1902
				Arm J1:10 Right	38.93	5.3 %		
J1:9/4 (Circulatory (W))	3.60	0.00	Y	Arm J1:10 Right	39.81	100.0 %	1903	1903
J1:10/1 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	54.35	100.0 %	1918	1918
J1:10/2 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	45.27	93.0 %	1908	1908
				Arm J1:11 Right	45.27	7.0 %		
J1:10/3 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	48.20	100.0 %	1912	1912
J1:10/4 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	30.30	0.0 %	1971	1971
J1:11/1 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	44.59	100.0 %	1926	1926
J1:11/2 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	40.83	100.0 %	1920	1920
J1:11/3 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	37.10	69.8 %	1914	1914
				Arm J1:12 Right	37.10	30.2 %		
J1:11/4 (Circulatory (E))	3.76	0.00	Y	Arm J1:12 Right	33.30	100.0 %	1905	1905
J1:12/1 (Circulatory (S))	3.76	0.00	Y	Arm J1:8 Ahead	37.83	100.0 %	1915	1915
J1:12/2 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	34.07	100.0 %	1907	1907
J1:12/3 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	30.30	100.0 %	1897	1897
J1:13/1 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/2 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/3 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:14/1 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970
J1:14/2 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970

Full Input Data And Results

Junction: J2: North Hyde Gardens								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (North Hyde Gardens)	4.25	0.00	Y	Arm J2:2 Left	31.27	100.0 %	1947	1947
J2:2/1 (North Hyde Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:4 Left Arm J2:6 Ahead	10.40 Inf	0.0 % 100.0 %	1930	1930
J2:3/2 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:8 Right	14.72	100.0 %	1752	1752
J2:4/1 (Watersplash Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Watersplash Gardens)	3.15	0.00	Y	Arm J2:2 Right Arm J2:6 Left Arm J2:8 Ahead	16.05 9.27 Inf	0.0 % 0.0 % 0.0 %	1930	1930
J2:6/1 (North Hyde Road)	3.10	0.00	Y				1925	1925
J2:7/1 (North Hyde Road (W))	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57	99.2 % 0.8 %	1939	1939
J2:8/1 (North Hyde Gardens)	5.00	0.00	Y				2115	2115

Scenario 3: '2016 Base AM' (FG3: '2016 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	4	594	1410	0	258	32	2298
	B	331	5	326	0	361	44	1067
	C	1545	458	2	0	204	25	2234
	D	0	0	0	0	0	0	0
	E	313	368	115	0	0	27	823
	F	22	26	8	0	0	0	56
	Tot.	2215	1451	1861	0	823	128	6478

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2016 Base AM
Junction: J1: Bull's Bridge Roundabout	
J1:1/1	386
J1:1/2 (with short)	466(In) 347(Out)
J1:1/3 (short)	119
J1:2/1	784
J1:2/2	737
J1:2/3	694
J1:3/1 (short)	923
J1:3/2 (with short)	1221(In) 298(Out)
J1:3/3	1077
J1:4/1	740
J1:4/2	356
J1:4/3	355
J1:5/1 (short)	326
J1:5/2 (with short)	731(In) 405(Out)
J1:5/3	331
J1:5/4	5
J1:6/1	661
J1:6/2	417
J1:6/3	783
J1:7/1 (short)	229
J1:7/2 (with short)	1080(In) 851(Out)
J1:7/3 (with short)	1154(In) 784(Out)
J1:7/4 (short)	370
J1:8/1	924
J1:9/1	593
J1:9/2	593
J1:9/3	789
J1:9/4	370
J1:10/1	146
J1:10/2	717
J1:10/3	119
J1:10/4	0
J1:11/1	335
J1:11/2	417
J1:11/3	1073

Full Input Data And Results

J1:11/4	4
J1:12/1	695
J1:12/2	335
J1:12/3	5
J1:13/1	740
J1:13/2	356
J1:13/3	355
J1:14/1	731
J1:14/2	336
Junction: J2: North Hyde Gardens	
J2:1/1	56
J2:2/1	852
J2:3/1 (with short)	924(In) 823(Out)
J2:3/2 (short)	101
J2:4/1	0
J2:5/1	0
J2:6/1	823
J2:7/1	823
J2:8/1	128

Lane Saturation Flows

Junction: J1: Bull's Bridge Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:2 Left	113.60	86.8 %	1992	1992
				Arm J1:10 Ahead	Inf	13.2 %		
J1:1/2 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:1/3 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:2/1 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/2 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/3 (The Parkway)	3.59	0.00	Y				1974	1974
J1:3/1 (The Parkway (N))	4.30	0.00	Y	Arm J1:4 Left	81.70	64.4 %	2008	2008
				Arm J1:11 Ahead	81.70	35.6 %		
J1:3/2 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	60.00	100.0 %	1995	1995
J1:3/3 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	61.70	100.0 %	1996	1996
J1:4/1 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/2 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/3 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:5/1 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	34.74	100.0 %	1856	1856
J1:5/2 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	Inf	0.0 %	1914	1914
				Arm J1:12 Ahead	128.00	100.0 %		
J1:5/3 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	103.70	100.0 %	1908	1908
J1:5/4 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	113.50	100.0 %	1911	1911
J1:6/1 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/2 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/3 (The Parkway)	4.03	0.00	Y				2018	2018
J1:7/1 (The Parkway (S))	3.57	0.00	Y	Arm J1:8 Left	27.09	100.0 %	1869	1869
J1:7/2 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	30.66	100.0 %	1880	1880
J1:7/3 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	34.23	100.0 %	1889	1889
J1:7/4 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	37.80	100.0 %	1897	1897

Full Input Data And Results

J1:8/1 (North Hyde Road)	5.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	2115	2115
J1:9/1 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	37.79	100.0 %	1900	1900
J1:9/2 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.87	100.0 %	1902	1902
J1:9/3 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.93	88.0 %	1902	1902
				Arm J1:10 Right	38.93	12.0 %		
J1:9/4 (Circulatory (W))	3.60	0.00	Y	Arm J1:10 Right	39.81	100.0 %	1903	1903
J1:10/1 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	54.35	100.0 %	1918	1918
J1:10/2 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	45.27	99.2 %	1908	1908
				Arm J1:11 Right	45.27	0.8 %		
J1:10/3 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	48.20	100.0 %	1912	1912
J1:10/4 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	30.30	0.0 %	1971	1971
J1:11/1 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	44.59	100.0 %	1926	1926
J1:11/2 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	40.83	100.0 %	1920	1920
J1:11/3 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	37.10	73.0 %	1914	1914
				Arm J1:12 Right	37.10	27.0 %		
J1:11/4 (Circulatory (E))	3.76	0.00	Y	Arm J1:12 Right	33.30	100.0 %	1905	1905
J1:12/1 (Circulatory (S))	3.76	0.00	Y	Arm J1:8 Ahead	37.83	100.0 %	1915	1915
J1:12/2 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	34.07	100.0 %	1907	1907
J1:12/3 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	30.30	100.0 %	1897	1897
J1:13/1 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/2 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/3 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:14/1 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970
J1:14/2 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970

Full Input Data And Results

Junction: J2: North Hyde Gardens								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (North Hyde Gardens)	4.25	0.00	Y	Arm J2:2 Left	31.27	100.0 %	1947	1947
J2:2/1 (North Hyde Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:4 Left Arm J2:6 Ahead	10.40 Inf	0.0 % 100.0 %	1930	1930
J2:3/2 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:8 Right	14.72	100.0 %	1752	1752
J2:4/1 (Watersplash Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Watersplash Gardens)	3.15	0.00	Y	Arm J2:2 Right Arm J2:6 Left Arm J2:8 Ahead	16.05 9.27 Inf	0.0 % 0.0 % 0.0 %	1930	1930
J2:6/1 (North Hyde Road)	3.10	0.00	Y				1925	1925
J2:7/1 (North Hyde Road (W))	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57	96.7 % 3.3 %	1936	1936
J2:8/1 (North Hyde Gardens)	5.00	0.00	Y				2115	2115

Scenario 4: '2016 Base PM' (FG4: '2016 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	6	578	1430	0	318	10	2342
	B	436	9	378	0	372	12	1207
	C	2017	404	9	0	184	6	2620
	D	0	0	0	0	0	0	0
	E	353	253	170	0	0	6	782
	F	42	30	20	0	0	0	92
	Tot.	2854	1274	2007	0	874	34	7043

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2016 Base PM
Junction: J1: Bull's Bridge Roundabout	
J1:1/1	395
J1:1/2 (with short)	473(In) 335(Out)
J1:1/3 (short)	138
J1:2/1	1005
J1:2/2	910
J1:2/3	939
J1:3/1 (short)	907
J1:3/2 (with short)	1254(In) 347(Out)
J1:3/3	1088
J1:4/1	635
J1:4/2	319
J1:4/3	320
J1:5/1 (short)	364
J1:5/2 (with short)	762(In) 398(Out)
J1:5/3	436
J1:5/4	9
J1:6/1	754
J1:6/2	499
J1:6/3	754
J1:7/1 (short)	190
J1:7/2 (with short)	1268(In) 1078(Out)
J1:7/3 (with short)	1352(In) 987(Out)
J1:7/4 (short)	365
J1:8/1	902
J1:9/1	759
J1:9/2	761
J1:9/3	996
J1:9/4	365
J1:10/1	57
J1:10/2	700
J1:10/3	138
J1:10/4	0
J1:11/1	390
J1:11/2	485
J1:11/3	1082

Full Input Data And Results

J1:11/4	6
J1:12/1	712
J1:12/2	442
J1:12/3	9
J1:13/1	635
J1:13/2	319
J1:13/3	320
J1:14/1	762
J1:14/2	445
Junction: J2: North Hyde Gardens	
J2:1/1	92
J2:2/1	868
J2:3/1 (with short)	902(In) 874(Out)
J2:3/2 (short)	28
J2:4/1	0
J2:5/1	0
J2:6/1	874
J2:7/1	782
J2:8/1	34

Lane Saturation Flows

Junction: J1: Bull's Bridge Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:2 Left	113.60	100.0 %	1989	1989
				Arm J1:10 Ahead	Inf	0.0 %		
J1:1/2 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:1/3 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:2/1 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/2 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/3 (The Parkway)	3.59	0.00	Y				1974	1974
J1:3/1 (The Parkway (N))	4.30	0.00	Y	Arm J1:4 Left	81.70	63.7 %	2008	2008
				Arm J1:11 Ahead	81.70	36.3 %		
J1:3/2 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	60.00	100.0 %	1995	1995
J1:3/3 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	61.70	100.0 %	1996	1996
J1:4/1 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/2 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/3 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:5/1 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	34.74	100.0 %	1856	1856
J1:5/2 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	Inf	3.5 %	1914	1914
				Arm J1:12 Ahead	128.00	96.5 %		
J1:5/3 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	103.70	100.0 %	1908	1908
J1:5/4 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	113.50	100.0 %	1911	1911
J1:6/1 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/2 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/3 (The Parkway)	4.03	0.00	Y				2018	2018
J1:7/1 (The Parkway (S))	3.57	0.00	Y	Arm J1:8 Left	27.09	100.0 %	1869	1869
J1:7/2 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	30.66	100.0 %	1880	1880
J1:7/3 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	34.23	100.0 %	1889	1889
J1:7/4 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	37.80	100.0 %	1897	1897

Full Input Data And Results

J1:8/1 (North Hyde Road)	5.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	2115	2115
J1:9/1 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	37.79	100.0 %	1900	1900
J1:9/2 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.87	100.0 %	1902	1902
J1:9/3 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.93	94.3 %	1902	1902
				Arm J1:10 Right	38.93	5.7 %		
J1:9/4 (Circulatory (W))	3.60	0.00	Y	Arm J1:10 Right	39.81	100.0 %	1903	1903
J1:10/1 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	54.35	100.0 %	1918	1918
J1:10/2 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	45.27	91.3 %	1908	1908
				Arm J1:11 Right	45.27	8.7 %		
J1:10/3 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	48.20	100.0 %	1912	1912
J1:10/4 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	30.30	0.0 %	1971	1971
J1:11/1 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	44.59	100.0 %	1926	1926
J1:11/2 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	40.83	100.0 %	1920	1920
J1:11/3 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	37.10	69.7 %	1914	1914
				Arm J1:12 Right	37.10	30.3 %		
J1:11/4 (Circulatory (E))	3.76	0.00	Y	Arm J1:12 Right	33.30	100.0 %	1905	1905
J1:12/1 (Circulatory (S))	3.76	0.00	Y	Arm J1:8 Ahead	37.83	100.0 %	1915	1915
J1:12/2 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	34.07	100.0 %	1907	1907
J1:12/3 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	30.30	100.0 %	1897	1897
J1:13/1 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/2 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/3 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:14/1 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970
J1:14/2 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970

Full Input Data And Results

Junction: J2: North Hyde Gardens								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (North Hyde Gardens)	4.25	0.00	Y	Arm J2:2 Left	31.27	100.0 %	1947	1947
J2:2/1 (North Hyde Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:4 Left Arm J2:6 Ahead	10.40 Inf	0.0 % 100.0 %	1930	1930
J2:3/2 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:8 Right	14.72	100.0 %	1752	1752
J2:4/1 (Watersplash Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Watersplash Gardens)	3.15	0.00	Y	Arm J2:2 Right Arm J2:6 Left Arm J2:8 Ahead	16.05 9.27 Inf	0.0 % 0.0 % 0.0 %	1930	1930
J2:6/1 (North Hyde Road)	3.10	0.00	Y				1925	1925
J2:7/1 (North Hyde Road (W))	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57	99.2 % 0.8 %	1939	1939
J2:8/1 (North Hyde Gardens)	5.00	0.00	Y				2115	2115

Scenario 5: '2016 + Com AM' (FG5: '2016 + Com AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	4	594	1410	0	285	32	2325
	B	331	5	326	0	364	42	1068
	C	1545	458	2	0	229	26	2260
	D	0	0	0	0	0	0	0
	E	327	370	128	2	0	27	854
	F	23	25	9	0	0	0	57
	Tot.	2230	1452	1875	2	878	127	6564

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2016 + Com AM
Junction: J1: Bull's Bridge Roundabout	
J1:1/1	398
J1:1/2 (with short)	486(In) 355(Out)
J1:1/3 (short)	131
J1:2/1	794
J1:2/2	735
J1:2/3	701
J1:3/1 (short)	931
J1:3/2 (with short)	1237(In) 306(Out)
J1:3/3	1088
J1:4/1	735
J1:4/2	359
J1:4/3	358
J1:5/1 (short)	326
J1:5/2 (with short)	732(In) 406(Out)
J1:5/3	331
J1:5/4	5
J1:6/1	673
J1:6/2	435
J1:6/3	767
J1:7/1 (short)	255
J1:7/2 (with short)	1099(In) 844(Out)
J1:7/3 (with short)	1161(In) 789(Out)
J1:7/4 (short)	372
J1:8/1	980
J1:9/1	589
J1:9/2	590
J1:9/3	794
J1:9/4	372
J1:10/1	141
J1:10/2	727
J1:10/3	129
J1:10/4	2
J1:11/1	347
J1:11/2	435
J1:11/3	1086

Full Input Data And Results

J1:11/4	4
J1:12/1	725
J1:12/2	335
J1:12/3	5
J1:13/1	735
J1:13/2	359
J1:13/3	358
J1:14/1	732
J1:14/2	336
Junction: J2: North Hyde Gardens	
J2:1/1	57
J2:2/1	884
J2:3/1 (with short)	980(In) 880(Out)
J2:3/2 (short)	100
J2:4/1	2
J2:5/1	0
J2:6/1	878
J2:7/1	854
J2:8/1	127

Lane Saturation Flows

Junction: J1: Bull's Bridge Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:2 Left	113.60	87.9 %	1992	1992
				Arm J1:10 Ahead	Inf	12.1 %		
J1:1/2 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:1/3 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:2/1 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/2 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/3 (The Parkway)	3.59	0.00	Y				1974	1974
J1:3/1 (The Parkway (N))	4.30	0.00	Y	Arm J1:4 Left	81.70	63.8 %	2008	2008
				Arm J1:11 Ahead	81.70	36.2 %		
J1:3/2 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	60.00	100.0 %	1995	1995
J1:3/3 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	61.70	100.0 %	1996	1996
J1:4/1 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/2 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/3 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:5/1 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	34.74	100.0 %	1856	1856
J1:5/2 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	Inf	0.0 %	1914	1914
				Arm J1:12 Ahead	128.00	100.0 %		
J1:5/3 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	103.70	100.0 %	1908	1908
J1:5/4 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	113.50	100.0 %	1911	1911
J1:6/1 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/2 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/3 (The Parkway)	4.03	0.00	Y				2018	2018
J1:7/1 (The Parkway (S))	3.57	0.00	Y	Arm J1:8 Left	27.09	100.0 %	1869	1869
J1:7/2 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	30.66	100.0 %	1880	1880
J1:7/3 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	34.23	100.0 %	1889	1889
J1:7/4 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	37.80	100.0 %	1897	1897

Full Input Data And Results

J1:8/1 (North Hyde Road)	5.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	2115	2115
J1:9/1 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	37.79	100.0 %	1900	1900
J1:9/2 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.87	100.0 %	1902	1902
J1:9/3 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.93	88.3 %	1902	1902
				Arm J1:10 Right	38.93	11.7 %		
J1:9/4 (Circulatory (W))	3.60	0.00	Y	Arm J1:10 Right	39.81	100.0 %	1903	1903
J1:10/1 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	54.35	100.0 %	1918	1918
J1:10/2 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	45.27	98.6 %	1908	1908
				Arm J1:11 Right	45.27	1.4 %		
J1:10/3 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	48.20	100.0 %	1912	1912
J1:10/4 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	30.30	100.0 %	1878	1878
J1:11/1 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	44.59	100.0 %	1926	1926
J1:11/2 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	40.83	100.0 %	1920	1920
J1:11/3 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	37.10	70.6 %	1914	1914
				Arm J1:12 Right	37.10	29.4 %		
J1:11/4 (Circulatory (E))	3.76	0.00	Y	Arm J1:12 Right	33.30	100.0 %	1905	1905
J1:12/1 (Circulatory (S))	3.76	0.00	Y	Arm J1:8 Ahead	37.83	100.0 %	1915	1915
J1:12/2 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	34.07	100.0 %	1907	1907
J1:12/3 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	30.30	100.0 %	1897	1897
J1:13/1 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/2 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/3 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:14/1 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970
J1:14/2 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970

Full Input Data And Results

Junction: J2: North Hyde Gardens								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (North Hyde Gardens)	4.25	0.00	Y	Arm J2:2 Left	31.27	100.0 %	1947	1947
J2:2/1 (North Hyde Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:4 Left Arm J2:6 Ahead	10.40 Inf	0.2 % 99.8 %	1929	1929
J2:3/2 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:8 Right	14.72	100.0 %	1752	1752
J2:4/1 (Watersplash Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Watersplash Gardens)	3.15	0.00	Y	Arm J2:2 Right Arm J2:6 Left Arm J2:8 Ahead	16.05 9.27 Inf	0.0 % 0.0 % 0.0 %	1930	1930
J2:6/1 (North Hyde Road)	3.10	0.00	Y				1925	1925
J2:7/1 (North Hyde Road (W))	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57	96.8 % 3.2 %	1936	1936
J2:8/1 (North Hyde Gardens)	5.00	0.00	Y				2115	2115

Scenario 6: '2016 + Com PM' (FG6: '2016 + Com PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	6	578	1430	0	343	10	2367
	B	436	9	378	0	374	11	1208
	C	2017	404	9	0	208	6	2644
	D	0	0	0	0	0	0	0
	E	380	256	196	2	0	6	840
	F	42	28	22	0	0	0	92
	Tot.	2881	1275	2035	2	925	33	7151

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2016 + Com PM
Junction: J1: Bull's Bridge Roundabout	
J1:1/1	422
J1:1/2 (with short)	504(In) 348(Out)
J1:1/3 (short)	156
J1:2/1	1028
J1:2/2	910
J1:2/3	943
J1:3/1 (short)	919
J1:3/2 (with short)	1267(In) 348(Out)
J1:3/3	1100
J1:4/1	646
J1:4/2	315
J1:4/3	314
J1:5/1 (short)	364
J1:5/2 (with short)	763(In) 399(Out)
J1:5/3	436
J1:5/4	9
J1:6/1	778
J1:6/2	516
J1:6/3	741
J1:7/1 (short)	214
J1:7/2 (with short)	1288(In) 1074(Out)
J1:7/3 (with short)	1356(In) 1002(Out)
J1:7/4 (short)	354
J1:8/1	954
J1:9/1	756
J1:9/2	760
J1:9/3	1011
J1:9/4	354
J1:10/1	68
J1:10/2	702
J1:10/3	154
J1:10/4	2
J1:11/1	414
J1:11/2	502
J1:11/3	1096

Full Input Data And Results

J1:11/4	6
J1:12/1	740
J1:12/2	442
J1:12/3	9
J1:13/1	646
J1:13/2	315
J1:13/3	314
J1:14/1	763
J1:14/2	445
Junction: J2: North Hyde Gardens	
J2:1/1	92
J2:2/1	926
J2:3/1 (with short)	954(In) 927(Out)
J2:3/2 (short)	27
J2:4/1	2
J2:5/1	0
J2:6/1	925
J2:7/1	840
J2:8/1	33

Lane Saturation Flows

Junction: J1: Bull's Bridge Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:2 Left	113.60	100.0 %	1989	1989
				Arm J1:10 Ahead	Inf	0.0 %		
J1:1/2 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:1/3 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:2/1 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/2 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/3 (The Parkway)	3.59	0.00	Y				1974	1974
J1:3/1 (The Parkway (N))	4.30	0.00	Y	Arm J1:4 Left	81.70	62.9 %	2008	2008
				Arm J1:11 Ahead	81.70	37.1 %		
J1:3/2 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	60.00	100.0 %	1995	1995
J1:3/3 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	61.70	100.0 %	1996	1996
J1:4/1 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/2 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/3 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:5/1 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	34.74	100.0 %	1856	1856
J1:5/2 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	Inf	3.5 %	1914	1914
				Arm J1:12 Ahead	128.00	96.5 %		
J1:5/3 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	103.70	100.0 %	1908	1908
J1:5/4 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	113.50	100.0 %	1911	1911
J1:6/1 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/2 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/3 (The Parkway)	4.03	0.00	Y				2018	2018
J1:7/1 (The Parkway (S))	3.57	0.00	Y	Arm J1:8 Left	27.09	100.0 %	1869	1869
J1:7/2 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	30.66	100.0 %	1880	1880
J1:7/3 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	34.23	100.0 %	1889	1889
J1:7/4 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	37.80	100.0 %	1897	1897

Full Input Data And Results

J1:8/1 (North Hyde Road)	5.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	2115	2115
J1:9/1 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	37.79	100.0 %	1900	1900
J1:9/2 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.87	100.0 %	1902	1902
J1:9/3 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.93	93.3 %	1902	1902
				Arm J1:10 Right	38.93	6.7 %		
J1:9/4 (Circulatory (W))	3.60	0.00	Y	Arm J1:10 Right	39.81	100.0 %	1903	1903
J1:10/1 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	54.35	100.0 %	1918	1918
J1:10/2 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	45.27	89.6 %	1908	1908
				Arm J1:11 Right	45.27	10.4 %		
J1:10/3 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	48.20	100.0 %	1912	1912
J1:10/4 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	30.30	100.0 %	1878	1878
J1:11/1 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	44.59	100.0 %	1926	1926
J1:11/2 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	40.83	100.0 %	1920	1920
J1:11/3 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	37.10	67.6 %	1914	1914
				Arm J1:12 Right	37.10	32.4 %		
J1:11/4 (Circulatory (E))	3.76	0.00	Y	Arm J1:12 Right	33.30	100.0 %	1905	1905
J1:12/1 (Circulatory (S))	3.76	0.00	Y	Arm J1:8 Ahead	37.83	100.0 %	1915	1915
J1:12/2 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	34.07	100.0 %	1907	1907
J1:12/3 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	30.30	100.0 %	1897	1897
J1:13/1 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/2 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/3 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:14/1 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970
J1:14/2 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970

Full Input Data And Results

Junction: J2: North Hyde Gardens								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (North Hyde Gardens)	4.25	0.00	Y	Arm J2:2 Left	31.27	100.0 %	1947	1947
J2:2/1 (North Hyde Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:4 Left Arm J2:6 Ahead	10.40 Inf	0.2 % 99.8 %	1929	1929
J2:3/2 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:8 Right	14.72	100.0 %	1752	1752
J2:4/1 (Watersplash Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Watersplash Gardens)	3.15	0.00	Y	Arm J2:2 Right Arm J2:6 Left Arm J2:8 Ahead	16.05 9.27 Inf	0.0 % 0.0 % 0.0 %	1930	1930
J2:6/1 (North Hyde Road)	3.10	0.00	Y				1925	1925
J2:7/1 (North Hyde Road (W))	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57	99.3 % 0.7 %	1939	1939
J2:8/1 (North Hyde Gardens)	5.00	0.00	Y				2115	2115

Scenario 7: '2016 + Com + Dev AM' (FG7: '2016 + Com + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	4	594	1410	0	285	33	2326
	B	331	5	326	0	364	42	1068
	C	1545	458	2	0	230	27	2262
	D	0	0	0	0	0	0	0
	E	327	370	128	2	0	27	854
	F	23	25	9	0	0	0	57
	Tot.	2230	1452	1875	2	879	129	6567

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2016 + Com + Dev AM
Junction: J1: Bull's Bridge Roundabout	
J1:1/1	398
J1:1/2 (with short)	486(In) 354(Out)
J1:1/3 (short)	132
J1:2/1	793
J1:2/2	736
J1:2/3	701
J1:3/1 (short)	931
J1:3/2 (with short)	1238(In) 307(Out)
J1:3/3	1088
J1:4/1	735
J1:4/2	359
J1:4/3	358
J1:5/1 (short)	326
J1:5/2 (with short)	732(In) 406(Out)
J1:5/3	331
J1:5/4	5
J1:6/1	672
J1:6/2	437
J1:6/3	766
J1:7/1 (short)	257
J1:7/2 (with short)	1101(In) 844(Out)
J1:7/3 (with short)	1161(In) 789(Out)
J1:7/4 (short)	372
J1:8/1	983
J1:9/1	589
J1:9/2	590
J1:9/3	794
J1:9/4	372
J1:10/1	141
J1:10/2	726
J1:10/3	130
J1:10/4	2
J1:11/1	346
J1:11/2	437

Full Input Data And Results

J1:11/3	1086
J1:11/4	4
J1:12/1	726
J1:12/2	335
J1:12/3	5
J1:13/1	735
J1:13/2	359
J1:13/3	358
J1:14/1	732
J1:14/2	336
Junction: J2: North Hyde Gardens	
J2:1/1	57
J2:2/1	884
J2:3/1 (with short)	983(In) 881(Out)
J2:3/2 (short)	102
J2:4/1	2
J2:5/1	0
J2:6/1	879
J2:7/1	854
J2:8/1	129

Lane Saturation Flows

Junction: J1: Bull's Bridge Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:2 Left	113.60	87.9 %	1992	1992
				Arm J1:10 Ahead	Inf	12.1 %		
J1:1/2 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:1/3 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:2/1 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/2 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/3 (The Parkway)	3.59	0.00	Y				1974	1974
J1:3/1 (The Parkway (N))	4.30	0.00	Y	Arm J1:4 Left	81.70	63.8 %	2008	2008
				Arm J1:11 Ahead	81.70	36.2 %		
J1:3/2 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	60.00	100.0 %	1995	1995
J1:3/3 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	61.70	100.0 %	1996	1996
J1:4/1 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/2 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/3 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:5/1 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	34.74	100.0 %	1856	1856
J1:5/2 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	Inf	0.0 %	1914	1914
				Arm J1:12 Ahead	128.00	100.0 %		
J1:5/3 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	103.70	100.0 %	1908	1908
J1:5/4 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	113.50	100.0 %	1911	1911
J1:6/1 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/2 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/3 (The Parkway)	4.03	0.00	Y				2018	2018
J1:7/1 (The Parkway (S))	3.57	0.00	Y	Arm J1:8 Left	27.09	100.0 %	1869	1869
J1:7/2 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	30.66	100.0 %	1880	1880
J1:7/3 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	34.23	100.0 %	1889	1889
J1:7/4 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	37.80	100.0 %	1897	1897

Full Input Data And Results

J1:8/1 (North Hyde Road)	5.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	2115	2115
J1:9/1 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	37.79	100.0 %	1900	1900
J1:9/2 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.87	100.0 %	1902	1902
J1:9/3 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.93	88.3 %	1902	1902
				Arm J1:10 Right	38.93	11.7 %		
J1:9/4 (Circulatory (W))	3.60	0.00	Y	Arm J1:10 Right	39.81	100.0 %	1903	1903
J1:10/1 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	54.35	100.0 %	1918	1918
J1:10/2 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	45.27	98.8 %	1908	1908
				Arm J1:11 Right	45.27	1.2 %		
J1:10/3 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	48.20	100.0 %	1912	1912
J1:10/4 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	30.30	100.0 %	1878	1878
J1:11/1 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	44.59	100.0 %	1926	1926
J1:11/2 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	40.83	100.0 %	1920	1920
J1:11/3 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	37.10	70.5 %	1914	1914
				Arm J1:12 Right	37.10	29.5 %		
J1:11/4 (Circulatory (E))	3.76	0.00	Y	Arm J1:12 Right	33.30	100.0 %	1905	1905
J1:12/1 (Circulatory (S))	3.76	0.00	Y	Arm J1:8 Ahead	37.83	100.0 %	1915	1915
J1:12/2 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	34.07	100.0 %	1907	1907
J1:12/3 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	30.30	100.0 %	1897	1897
J1:13/1 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/2 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/3 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:14/1 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970
J1:14/2 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970

Full Input Data And Results

Junction: J2: North Hyde Gardens								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (North Hyde Gardens)	4.25	0.00	Y	Arm J2:2 Left	31.27	100.0 %	1947	1947
J2:2/1 (North Hyde Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:4 Left Arm J2:6 Ahead	10.40 Inf	0.2 % 99.8 %	1929	1929
J2:3/2 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:8 Right	14.72	100.0 %	1752	1752
J2:4/1 (Watersplash Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Watersplash Gardens)	3.15	0.00	Y	Arm J2:2 Right Arm J2:6 Left Arm J2:8 Ahead	16.05 9.27 Inf	0.0 % 0.0 % 0.0 %	1930	1930
J2:6/1 (North Hyde Road)	3.10	0.00	Y				1925	1925
J2:7/1 (North Hyde Road (W))	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57	96.8 % 3.2 %	1936	1936
J2:8/1 (North Hyde Gardens)	5.00	0.00	Y				2115	2115

Scenario 8: '2016 + Com + Dev PM' (FG8: '2016 + Com + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	6	578	1430	0	343	10	2367
	B	436	9	378	0	374	11	1208
	C	2017	404	9	0	208	6	2644
	D	0	0	0	0	0	0	0
	E	380	254	197	2	0	6	839
	F	45	30	23	0	0	0	98
	Tot.	2884	1275	2037	2	925	33	7156

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2016 + Com + Dev PM
Junction: J1: Bull's Bridge Roundabout	
J1:1/1	425
J1:1/2 (with short)	506(In) 347(Out)
J1:1/3 (short)	159
J1:2/1	1031
J1:2/2	911
J1:2/3	942
J1:3/1 (short)	919
J1:3/2 (with short)	1267(In) 348(Out)
J1:3/3	1100
J1:4/1	645
J1:4/2	315
J1:4/3	315
J1:5/1 (short)	365
J1:5/2 (with short)	763(In) 398(Out)
J1:5/3	436
J1:5/4	9
J1:6/1	778
J1:6/2	518
J1:6/3	741
J1:7/1 (short)	214
J1:7/2 (with short)	1289(In) 1075(Out)
J1:7/3 (with short)	1355(In) 1000(Out)
J1:7/4 (short)	355
J1:8/1	954
J1:9/1	756
J1:9/2	761
J1:9/3	1009
J1:9/4	355
J1:10/1	67
J1:10/2	702
J1:10/3	157
J1:10/4	2
J1:11/1	413
J1:11/2	505

Full Input Data And Results

J1:11/3	1096
J1:11/4	6
J1:12/1	740
J1:12/2	442
J1:12/3	9
J1:13/1	645
J1:13/2	315
J1:13/3	315
J1:14/1	763
J1:14/2	445
Junction: J2: North Hyde Gardens	
J2:1/1	98
J2:2/1	931
J2:3/1 (with short)	954(In) 927(Out)
J2:3/2 (short)	27
J2:4/1	2
J2:5/1	0
J2:6/1	925
J2:7/1	839
J2:8/1	33

Lane Saturation Flows

Junction: J1: Bull's Bridge Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:2 Left	113.60	100.0 %	1989	1989
				Arm J1:10 Ahead	Inf	0.0 %		
J1:1/2 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:1/3 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:2/1 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/2 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/3 (The Parkway)	3.59	0.00	Y				1974	1974
J1:3/1 (The Parkway (N))	4.30	0.00	Y	Arm J1:4 Left	81.70	62.9 %	2008	2008
				Arm J1:11 Ahead	81.70	37.1 %		
J1:3/2 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	60.00	100.0 %	1995	1995
J1:3/3 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	61.70	100.0 %	1996	1996
J1:4/1 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/2 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/3 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:5/1 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	34.74	100.0 %	1856	1856
J1:5/2 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	Inf	3.3 %	1914	1914
				Arm J1:12 Ahead	128.00	96.7 %		
J1:5/3 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	103.70	100.0 %	1908	1908
J1:5/4 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	113.50	100.0 %	1911	1911
J1:6/1 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/2 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/3 (The Parkway)	4.03	0.00	Y				2018	2018
J1:7/1 (The Parkway (S))	3.57	0.00	Y	Arm J1:8 Left	27.09	100.0 %	1869	1869
J1:7/2 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	30.66	100.0 %	1880	1880
J1:7/3 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	34.23	100.0 %	1889	1889
J1:7/4 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	37.80	100.0 %	1897	1897

Full Input Data And Results

J1:8/1 (North Hyde Road)	5.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	2115	2115
J1:9/1 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	37.79	100.0 %	1900	1900
J1:9/2 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.87	100.0 %	1902	1902
J1:9/3 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.93	93.4 %	1902	1902
				Arm J1:10 Right	38.93	6.6 %		
J1:9/4 (Circulatory (W))	3.60	0.00	Y	Arm J1:10 Right	39.81	100.0 %	1903	1903
J1:10/1 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	54.35	100.0 %	1918	1918
J1:10/2 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	45.27	89.7 %	1908	1908
				Arm J1:11 Right	45.27	10.3 %		
J1:10/3 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	48.20	100.0 %	1912	1912
J1:10/4 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	30.30	100.0 %	1878	1878
J1:11/1 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	44.59	100.0 %	1926	1926
J1:11/2 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	40.83	100.0 %	1920	1920
J1:11/3 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	37.10	67.6 %	1914	1914
				Arm J1:12 Right	37.10	32.4 %		
J1:11/4 (Circulatory (E))	3.76	0.00	Y	Arm J1:12 Right	33.30	100.0 %	1905	1905
J1:12/1 (Circulatory (S))	3.76	0.00	Y	Arm J1:8 Ahead	37.83	100.0 %	1915	1915
J1:12/2 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	34.07	100.0 %	1907	1907
J1:12/3 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	30.30	100.0 %	1897	1897
J1:13/1 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/2 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/3 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:14/1 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970
J1:14/2 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970

Full Input Data And Results

Junction: J2: North Hyde Gardens								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (North Hyde Gardens)	4.25	0.00	Y	Arm J2:2 Left	31.27	100.0 %	1947	1947
J2:2/1 (North Hyde Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:4 Left Arm J2:6 Ahead	10.40 Inf	0.2 % 99.8 %	1929	1929
J2:3/2 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:8 Right	14.72	100.0 %	1752	1752
J2:4/1 (Watersplash Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Watersplash Gardens)	3.15	0.00	Y	Arm J2:2 Right Arm J2:6 Left Arm J2:8 Ahead	16.05 9.27 Inf	0.0 % 0.0 % 0.0 %	1930	1930
J2:6/1 (North Hyde Road)	3.10	0.00	Y				1925	1925
J2:7/1 (North Hyde Road (W))	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57	99.3 % 0.7 %	1939	1939
J2:8/1 (North Hyde Gardens)	5.00	0.00	Y				2115	2115

Scenario 9: '2016 + Com + Dev AM - Updated' (FG9: '2016 + Com + Dev AM - Updated', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin	A	4	594	1410	0	284	44	2336
	B	331	5	326	0	352	54	1068
	C	1545	458	2	0	243	38	2286
	D	0	0	0	0	0	0	0
	E	325	360	141	2	0	27	855
	F	32	35	14	0	0	0	81
	Tot.	2237	1452	1893	2	879	163	6626

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2016 + Com + Dev AM - Updated
Junction: J1: Bull's Bridge Roundabout	
J1:1/1	405
J1:1/2 (with short)	504(In) 359(Out)
J1:1/3 (short)	145
J1:2/1	797
J1:2/2	732
J1:2/3	708
J1:3/1 (short)	934
J1:3/2 (with short)	1242(In) 308(Out)
J1:3/3	1094
J1:4/1	731
J1:4/2	360
J1:4/3	361
J1:5/1 (short)	326
J1:5/2 (with short)	732(In) 406(Out)
J1:5/3	331
J1:5/4	5
J1:6/1	680
J1:6/2	451
J1:6/3	762
J1:7/1 (short)	281
J1:7/2 (with short)	1118(In) 837(Out)
J1:7/3 (with short)	1168(In) 792(Out)
J1:7/4 (short)	376
J1:8/1	1017
J1:9/1	586
J1:9/2	586
J1:9/3	797
J1:9/4	376
J1:10/1	137
J1:10/2	735
J1:10/3	143
J1:10/4	2
J1:11/1	354
J1:11/2	451

Full Input Data And Results

J1:11/3	1092
J1:11/4	4
J1:12/1	736
J1:12/2	335
J1:12/3	5
J1:13/1	731
J1:13/2	360
J1:13/3	361
J1:14/1	732
J1:14/2	336
Junction: J2: North Hyde Gardens	
J2:1/1	81
J2:2/1	909
J2:3/1 (with short)	1017(In) 881(Out)
J2:3/2 (short)	136
J2:4/1	2
J2:5/1	0
J2:6/1	879
J2:7/1	855
J2:8/1	163

Lane Saturation Flows

Junction: J1: Bull's Bridge Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:2 Left	113.60	88.1 %	1992	1992
				Arm J1:10 Ahead	Inf	11.9 %		
J1:1/2 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:1/3 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:2/1 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/2 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/3 (The Parkway)	3.59	0.00	Y				1974	1974
J1:3/1 (The Parkway (N))	4.30	0.00	Y	Arm J1:4 Left	81.70	63.6 %	2008	2008
				Arm J1:11 Ahead	81.70	36.4 %		
J1:3/2 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	60.00	100.0 %	1995	1995
J1:3/3 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	61.70	100.0 %	1996	1996
J1:4/1 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/2 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/3 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:5/1 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	34.74	100.0 %	1856	1856
J1:5/2 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	Inf	0.0 %	1914	1914
				Arm J1:12 Ahead	128.00	100.0 %		
J1:5/3 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	103.70	100.0 %	1908	1908
J1:5/4 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	113.50	100.0 %	1911	1911
J1:6/1 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/2 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/3 (The Parkway)	4.03	0.00	Y				2018	2018
J1:7/1 (The Parkway (S))	3.57	0.00	Y	Arm J1:8 Left	27.09	100.0 %	1869	1869
J1:7/2 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	30.66	100.0 %	1880	1880
J1:7/3 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	34.23	100.0 %	1889	1889
J1:7/4 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	37.80	100.0 %	1897	1897

Full Input Data And Results

J1:8/1 (North Hyde Road)	5.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	2115	2115
J1:9/1 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	37.79	100.0 %	1900	1900
J1:9/2 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.87	100.0 %	1902	1902
J1:9/3 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.93	88.8 %	1902	1902
				Arm J1:10 Right	38.93	11.2 %		
J1:9/4 (Circulatory (W))	3.60	0.00	Y	Arm J1:10 Right	39.81	100.0 %	1903	1903
J1:10/1 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	54.35	100.0 %	1918	1918
J1:10/2 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	45.27	98.1 %	1908	1908
				Arm J1:11 Right	45.27	1.9 %		
J1:10/3 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	48.20	100.0 %	1912	1912
J1:10/4 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	30.30	100.0 %	1878	1878
J1:11/1 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	44.59	100.0 %	1926	1926
J1:11/2 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	40.83	100.0 %	1920	1920
J1:11/3 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	37.10	69.8 %	1914	1914
				Arm J1:12 Right	37.10	30.2 %		
J1:11/4 (Circulatory (E))	3.76	0.00	Y	Arm J1:12 Right	33.30	100.0 %	1905	1905
J1:12/1 (Circulatory (S))	3.76	0.00	Y	Arm J1:8 Ahead	37.83	100.0 %	1915	1915
J1:12/2 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	34.07	100.0 %	1907	1907
J1:12/3 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	30.30	100.0 %	1897	1897
J1:13/1 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/2 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/3 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:14/1 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970
J1:14/2 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970

Full Input Data And Results

Junction: J2: North Hyde Gardens								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (North Hyde Gardens)	4.25	0.00	Y	Arm J2:2 Left	31.27	100.0 %	1947	1947
J2:2/1 (North Hyde Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:4 Left Arm J2:6 Ahead	10.40 Inf	0.2 % 99.8 %	1929	1929
J2:3/2 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:8 Right	14.72	100.0 %	1752	1752
J2:4/1 (Watersplash Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Watersplash Gardens)	3.15	0.00	Y	Arm J2:2 Right Arm J2:6 Left Arm J2:8 Ahead	16.05 9.27 Inf	0.0 % 0.0 % 0.0 %	1930	1930
J2:6/1 (North Hyde Road)	3.10	0.00	Y				1925	1925
J2:7/1 (North Hyde Road (W))	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57	96.8 % 3.2 %	1936	1936
J2:8/1 (North Hyde Gardens)	5.00	0.00	Y				2115	2115

Scenario 10: '2016 + Com + Dev PM - Updated' (FG11: '2016 + Com + Dev PM - Updated', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin	A	6	578	1430	0	342	12	2368
	B	436	9	378	0	372	14	1209
	C	2017	404	9	0	209	8	2647
	D	0	0	0	0	0	0	0
	E	380	254	197	2	0	6	839
	F	45	30	23	0	0	0	98
	Tot.	2884	1275	2037	2	923	40	7161

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2016 + Com + Dev PM - Updated
Junction: J1: Bull's Bridge Roundabout	
J1:1/1	425
J1:1/2 (with short)	506(In) 347(Out)
J1:1/3 (short)	159
J1:2/1	1028
J1:2/2	911
J1:2/3	945
J1:3/1 (short)	920
J1:3/2 (with short)	1268(In) 348(Out)
J1:3/3	1100
J1:4/1	637
J1:4/2	319
J1:4/3	319
J1:5/1 (short)	365
J1:5/2 (with short)	764(In) 399(Out)
J1:5/3	436
J1:5/4	9
J1:6/1	779
J1:6/2	518
J1:6/3	740
J1:7/1 (short)	217
J1:7/2 (with short)	1289(In) 1072(Out)
J1:7/3 (with short)	1358(In) 995(Out)
J1:7/4 (short)	363
J1:8/1	959
J1:9/1	754
J1:9/2	760
J1:9/3	1004
J1:9/4	363
J1:10/1	59
J1:10/2	710
J1:10/3	157
J1:10/4	2
J1:11/1	414
J1:11/2	505

Full Input Data And Results

J1:11/3	1096
J1:11/4	6
J1:12/1	742
J1:12/2	442
J1:12/3	9
J1:13/1	637
J1:13/2	319
J1:13/3	319
J1:14/1	764
J1:14/2	445
Junction: J2: North Hyde Gardens	
J2:1/1	98
J2:2/1	931
J2:3/1 (with short)	959(In) 925(Out)
J2:3/2 (short)	34
J2:4/1	2
J2:5/1	0
J2:6/1	923
J2:7/1	839
J2:8/1	40

Lane Saturation Flows

Junction: J1: Bull's Bridge Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:2 Left	113.60	100.0 %	1989	1989
				Arm J1:10 Ahead	Inf	0.0 %		
J1:1/2 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:1/3 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:2/1 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/2 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/3 (The Parkway)	3.59	0.00	Y				1974	1974
J1:3/1 (The Parkway (N))	4.30	0.00	Y	Arm J1:4 Left	81.70	62.8 %	2008	2008
				Arm J1:11 Ahead	81.70	37.2 %		
J1:3/2 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	60.00	100.0 %	1995	1995
J1:3/3 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	61.70	100.0 %	1996	1996
J1:4/1 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/2 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/3 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:5/1 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	34.74	100.0 %	1856	1856
J1:5/2 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	Inf	3.3 %	1914	1914
				Arm J1:12 Ahead	128.00	96.7 %		
J1:5/3 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	103.70	100.0 %	1908	1908
J1:5/4 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	113.50	100.0 %	1911	1911
J1:6/1 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/2 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/3 (The Parkway)	4.03	0.00	Y				2018	2018
J1:7/1 (The Parkway (S))	3.57	0.00	Y	Arm J1:8 Left	27.09	100.0 %	1869	1869
J1:7/2 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	30.66	100.0 %	1880	1880
J1:7/3 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	34.23	100.0 %	1889	1889
J1:7/4 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	37.80	100.0 %	1897	1897

Full Input Data And Results

J1:8/1 (North Hyde Road)	5.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	2115	2115
J1:9/1 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	37.79	100.0 %	1900	1900
J1:9/2 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.87	100.0 %	1902	1902
J1:9/3 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.93	94.1 %	1902	1902
				Arm J1:10 Right	38.93	5.9 %		
J1:9/4 (Circulatory (W))	3.60	0.00	Y	Arm J1:10 Right	39.81	100.0 %	1903	1903
J1:10/1 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	54.35	100.0 %	1918	1918
J1:10/2 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	45.27	89.9 %	1908	1908
				Arm J1:11 Right	45.27	10.1 %		
J1:10/3 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	48.20	100.0 %	1912	1912
J1:10/4 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	30.30	100.0 %	1878	1878
J1:11/1 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	44.59	100.0 %	1926	1926
J1:11/2 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	40.83	100.0 %	1920	1920
J1:11/3 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	37.10	67.5 %	1914	1914
				Arm J1:12 Right	37.10	32.5 %		
J1:11/4 (Circulatory (E))	3.76	0.00	Y	Arm J1:12 Right	33.30	100.0 %	1905	1905
J1:12/1 (Circulatory (S))	3.76	0.00	Y	Arm J1:8 Ahead	37.83	100.0 %	1915	1915
J1:12/2 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	34.07	100.0 %	1907	1907
J1:12/3 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	30.30	100.0 %	1897	1897
J1:13/1 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/2 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/3 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:14/1 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970
J1:14/2 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970

Full Input Data And Results

Junction: J2: North Hyde Gardens								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (North Hyde Gardens)	4.25	0.00	Y	Arm J2:2 Left	31.27	100.0 %	1947	1947
J2:2/1 (North Hyde Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:4 Left Arm J2:6 Ahead	10.40 Inf	0.2 % 99.8 %	1929	1929
J2:3/2 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:8 Right	14.72	100.0 %	1752	1752
J2:4/1 (Watersplash Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Watersplash Gardens)	3.15	0.00	Y	Arm J2:2 Right Arm J2:6 Left Arm J2:8 Ahead	16.05 9.27 Inf	0.0 % 0.0 % 0.0 %	1930	1930
J2:6/1 (North Hyde Road)	3.10	0.00	Y				1925	1925
J2:7/1 (North Hyde Road (W))	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57	99.3 % 0.7 %	1939	1939
J2:8/1 (North Hyde Gardens)	5.00	0.00	Y				2115	2115

Scenario 11: '2016 + Com + Dev AM - HGV X2' (FG10: '2016 + Com + Dev AM - HGV X2 Test', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin	A	4	594	1410	0	284	47	2339
	B	331	5	326	0	348	58	1068
	C	1545	458	2	0	247	41	2293
	D	0	0	0	0	0	0	0
	E	324	357	145	2	0	27	855
	F	35	38	16	0	0	0	89
	Tot.	2239	1452	1899	2	879	173	6644

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2016 + Com + Dev AM - HGV X2
Junction: J1: Bull's Bridge Roundabout	
J1:1/1	407
J1:1/2 (with short)	510(In) 359(Out)
J1:1/3 (short)	151
J1:2/1	797
J1:2/2	731
J1:2/3	711
J1:3/1 (short)	935
J1:3/2 (with short)	1244(In) 309(Out)
J1:3/3	1095
J1:4/1	730
J1:4/2	360
J1:4/3	362
J1:5/1 (short)	326
J1:5/2 (with short)	732(In) 406(Out)
J1:5/3	331
J1:5/4	5
J1:6/1	681
J1:6/2	458
J1:6/3	760
J1:7/1 (short)	288
J1:7/2 (with short)	1122(In) 834(Out)
J1:7/3 (with short)	1171(In) 794(Out)
J1:7/4 (short)	377
J1:8/1	1027
J1:9/1	584
J1:9/2	585
J1:9/3	799
J1:9/4	377
J1:10/1	136
J1:10/2	736
J1:10/3	149
J1:10/4	2
J1:11/1	355
J1:11/2	458

Full Input Data And Results

J1:11/3	1093
J1:11/4	4
J1:12/1	739
J1:12/2	335
J1:12/3	5
J1:13/1	730
J1:13/2	360
J1:13/3	362
J1:14/1	732
J1:14/2	336
Junction: J2: North Hyde Gardens	
J2:1/1	89
J2:2/1	917
J2:3/1 (with short)	1027(In) 881(Out)
J2:3/2 (short)	146
J2:4/1	2
J2:5/1	0
J2:6/1	879
J2:7/1	855
J2:8/1	173

Lane Saturation Flows

Junction: J1: Bull's Bridge Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:2 Left	113.60	88.2 %	1992	1992
				Arm J1:10 Ahead	Inf	11.8 %		
J1:1/2 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:1/3 (North Hyde Road (W))	4.00	0.00	Y	Arm J1:10 Ahead	160.00	100.0 %	1996	1996
J1:2/1 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/2 (The Parkway)	3.59	0.00	Y				1974	1974
J1:2/3 (The Parkway)	3.59	0.00	Y				1974	1974
J1:3/1 (The Parkway (N))	4.30	0.00	Y	Arm J1:4 Left	81.70	63.5 %	2008	2008
				Arm J1:11 Ahead	81.70	36.5 %		
J1:3/2 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	60.00	100.0 %	1995	1995
J1:3/3 (The Parkway (N))	4.30	0.00	Y	Arm J1:11 Ahead	61.70	100.0 %	1996	1996
J1:4/1 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/2 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:4/3 (Hayes Road)	3.43	0.00	Y	Arm J1:13 Ahead	Inf	100.0 %	1958	1958
J1:5/1 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	34.74	100.0 %	1856	1856
J1:5/2 (Hayes Road)	3.21	0.00	Y	Arm J1:6 Left	Inf	0.0 %	1914	1914
				Arm J1:12 Ahead	128.00	100.0 %		
J1:5/3 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	103.70	100.0 %	1908	1908
J1:5/4 (Hayes Road)	3.21	0.00	Y	Arm J1:12 Ahead	113.50	100.0 %	1911	1911
J1:6/1 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/2 (The Parkway)	4.03	0.00	Y				2018	2018
J1:6/3 (The Parkway)	4.03	0.00	Y				2018	2018
J1:7/1 (The Parkway (S))	3.57	0.00	Y	Arm J1:8 Left	27.09	100.0 %	1869	1869
J1:7/2 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	30.66	100.0 %	1880	1880
J1:7/3 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	34.23	100.0 %	1889	1889
J1:7/4 (The Parkway (S))	3.57	0.00	Y	Arm J1:9 Ahead	37.80	100.0 %	1897	1897

Full Input Data And Results

J1:8/1 (North Hyde Road)	5.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	2115	2115
J1:9/1 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	37.79	100.0 %	1900	1900
J1:9/2 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.87	100.0 %	1902	1902
J1:9/3 (Circulatory (W))	3.60	0.00	Y	Arm J1:2 Ahead	38.93	89.0 %	1902	1902
				Arm J1:10 Right	38.93	11.0 %		
J1:9/4 (Circulatory (W))	3.60	0.00	Y	Arm J1:10 Right	39.81	100.0 %	1903	1903
J1:10/1 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	54.35	100.0 %	1918	1918
J1:10/2 (Circulatory (N))	3.56	0.00	Y	Arm J1:4 Ahead	45.27	98.1 %	1908	1908
				Arm J1:11 Right	45.27	1.9 %		
J1:10/3 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	48.20	100.0 %	1912	1912
J1:10/4 (Circulatory (N))	3.56	0.00	Y	Arm J1:11 Right	30.30	100.0 %	1878	1878
J1:11/1 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	44.59	100.0 %	1926	1926
J1:11/2 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	40.83	100.0 %	1920	1920
J1:11/3 (Circulatory (E))	3.76	0.00	Y	Arm J1:6 Ahead	37.10	69.5 %	1914	1914
				Arm J1:12 Right	37.10	30.5 %		
J1:11/4 (Circulatory (E))	3.76	0.00	Y	Arm J1:12 Right	33.30	100.0 %	1905	1905
J1:12/1 (Circulatory (S))	3.76	0.00	Y	Arm J1:8 Ahead	37.83	100.0 %	1915	1915
J1:12/2 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	34.07	100.0 %	1907	1907
J1:12/3 (Circulatory (S))	3.76	0.00	Y	Arm J1:9 Right	30.30	100.0 %	1897	1897
J1:13/1 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/2 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:13/3 (Hayes Road)	3.43	0.00	Y				1958	1958
J1:14/1 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970
J1:14/2 (Hayes Road (E))	3.55	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1970	1970

Full Input Data And Results

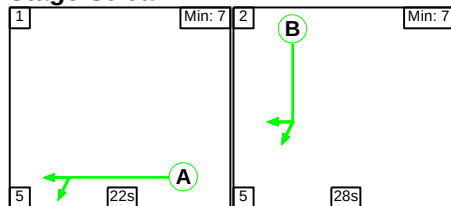
Junction: J2: North Hyde Gardens								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (North Hyde Gardens)	4.25	0.00	Y	Arm J2:2 Left	31.27	100.0 %	1947	1947
J2:2/1 (North Hyde Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:4 Left Arm J2:6 Ahead	10.40 Inf	0.2 % 99.8 %	1929	1929
J2:3/2 (North Hyde Road (E))	3.15	0.00	Y	Arm J2:8 Right	14.72	100.0 %	1752	1752
J2:4/1 (Watersplash Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Watersplash Gardens)	3.15	0.00	Y	Arm J2:2 Right Arm J2:6 Left Arm J2:8 Ahead	16.05 9.27 Inf	0.0 % 0.0 % 0.0 %	1930	1930
J2:6/1 (North Hyde Road)	3.10	0.00	Y				1925	1925
J2:7/1 (North Hyde Road (W))	3.25	0.00	Y	Arm J2:2 Ahead Arm J2:8 Left	Inf 21.57	96.8 % 3.2 %	1936	1936
J2:8/1 (North Hyde Gardens)	5.00	0.00	Y				2115	2115

Scenario 1: '2010 Base AM' (FG1: '2010 Base AM', Plan 1: 'Network Control Plan 1')

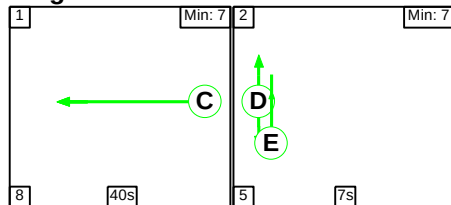
C1 - Bulls Roundabout 1

Stage Sequence Diagram

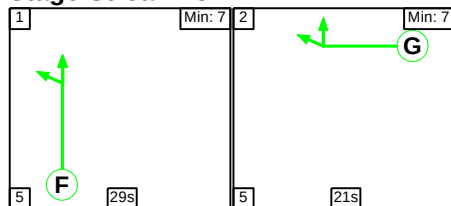
Stage Stream: 1



Stage Stream: 2

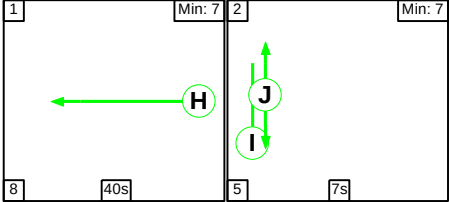


Stage Stream: 3



Full Input Data And Results

Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	27	54

Stage Stream: 2

Stage	1	2
Duration	40	7
Change Point	8	56

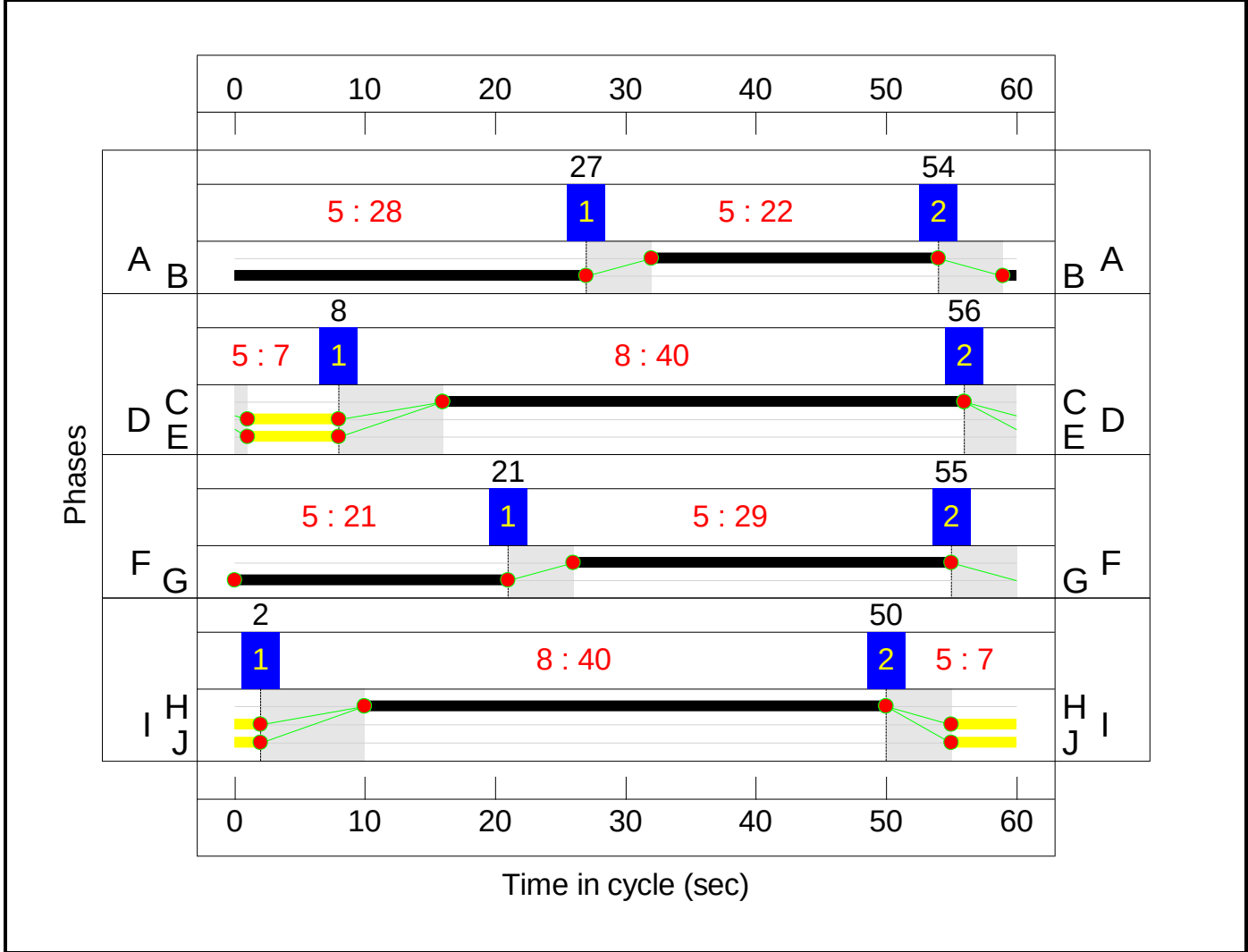
Stage Stream: 3

Stage	1	2
Duration	29	21
Change Point	21	55

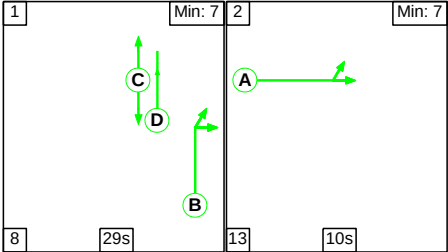
Stage Stream: 4

Stage	1	2
Duration	40	7
Change Point	2	50

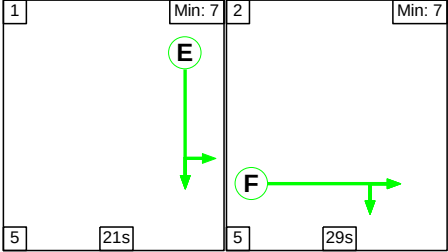
Signal Timings Diagram



C2 - Bulls Roundabout 2
Stage Sequence Diagram
Stage Stream: 1

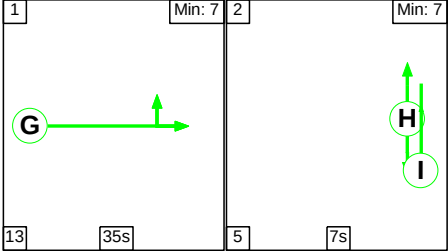


Stage Stream: 2



Full Input Data And Results

Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	42	19

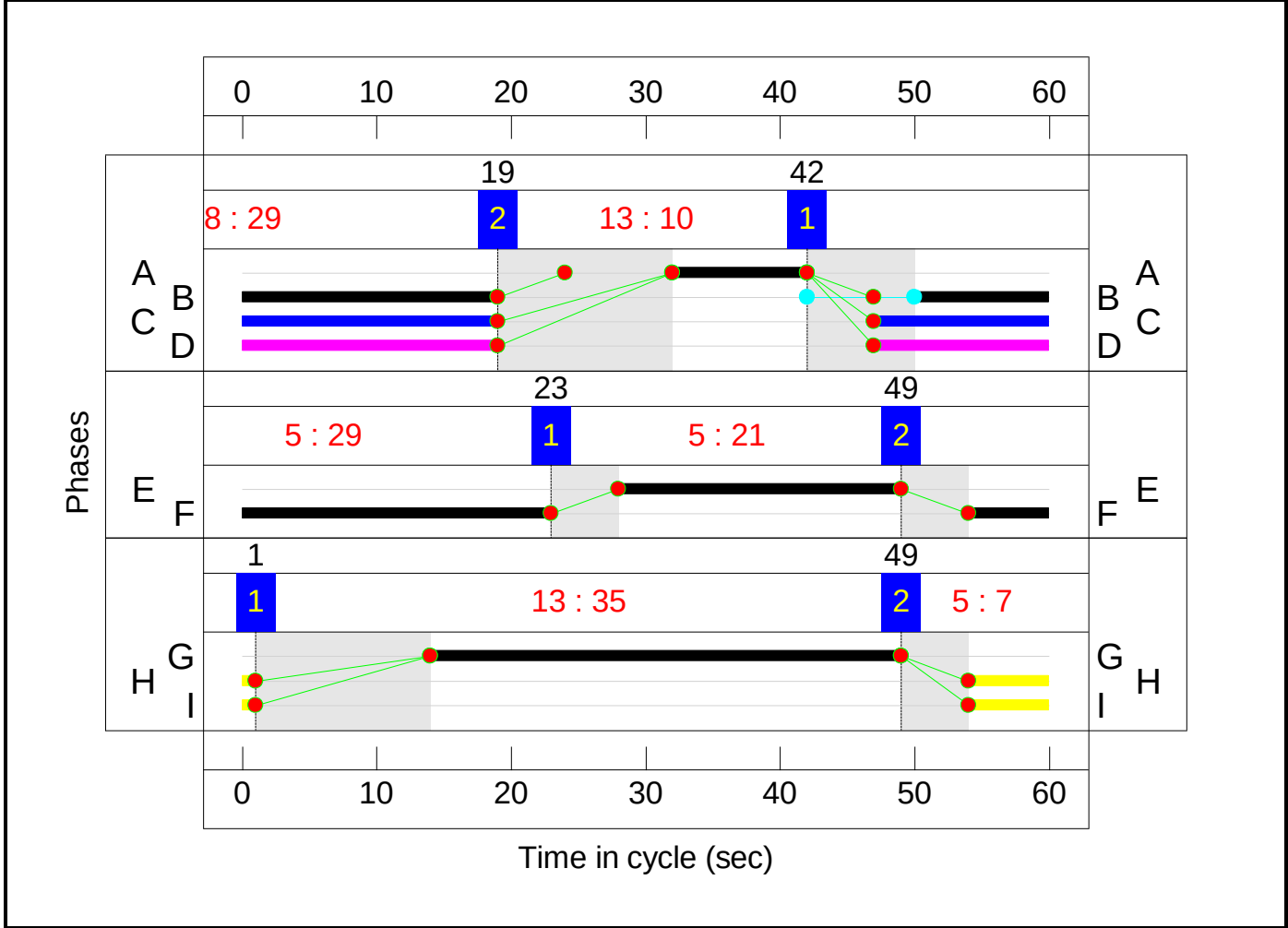
Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	23	49

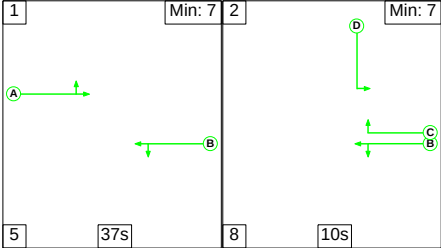
Stage Stream: 3

Stage	1	2
Duration	35	7
Change Point	1	49

Signal Timings Diagram



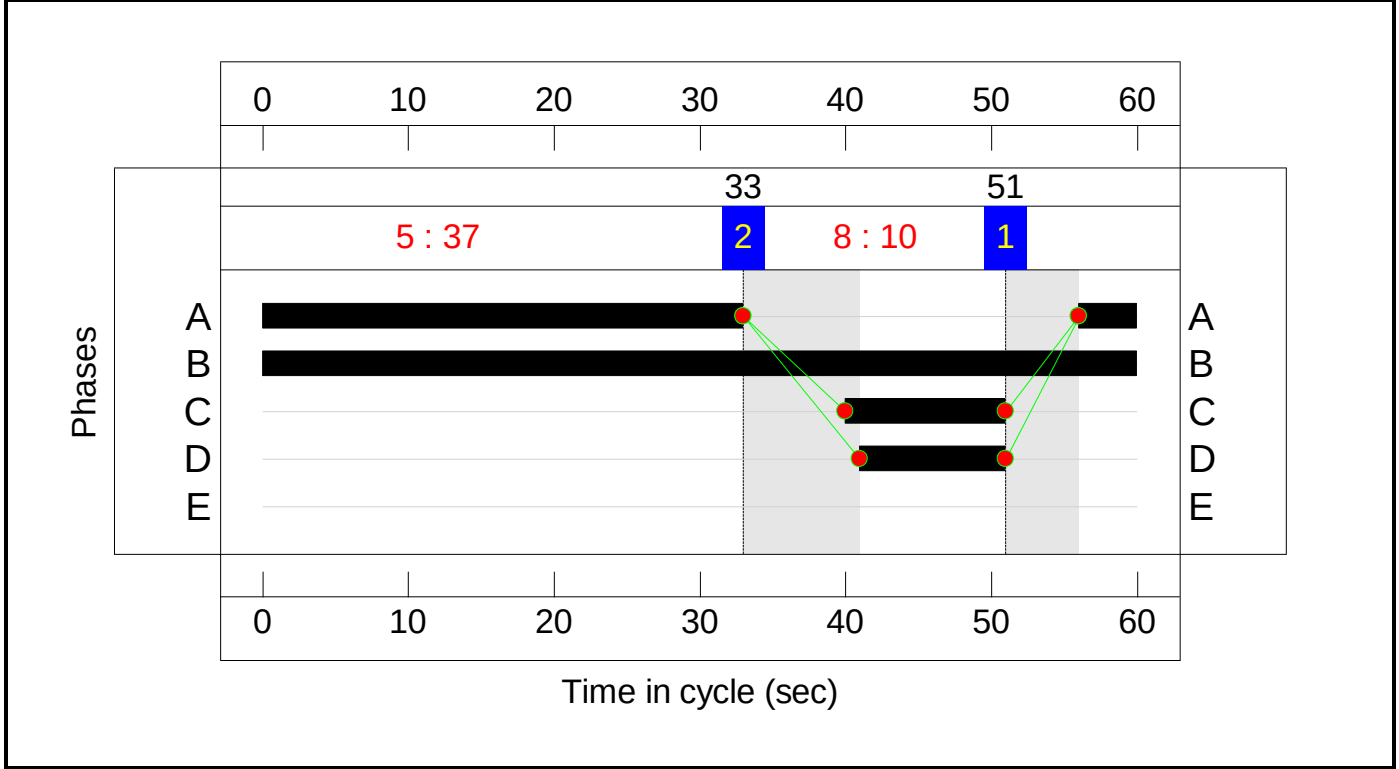
C3 - North Hyde Gardens
Stage Sequence Diagram

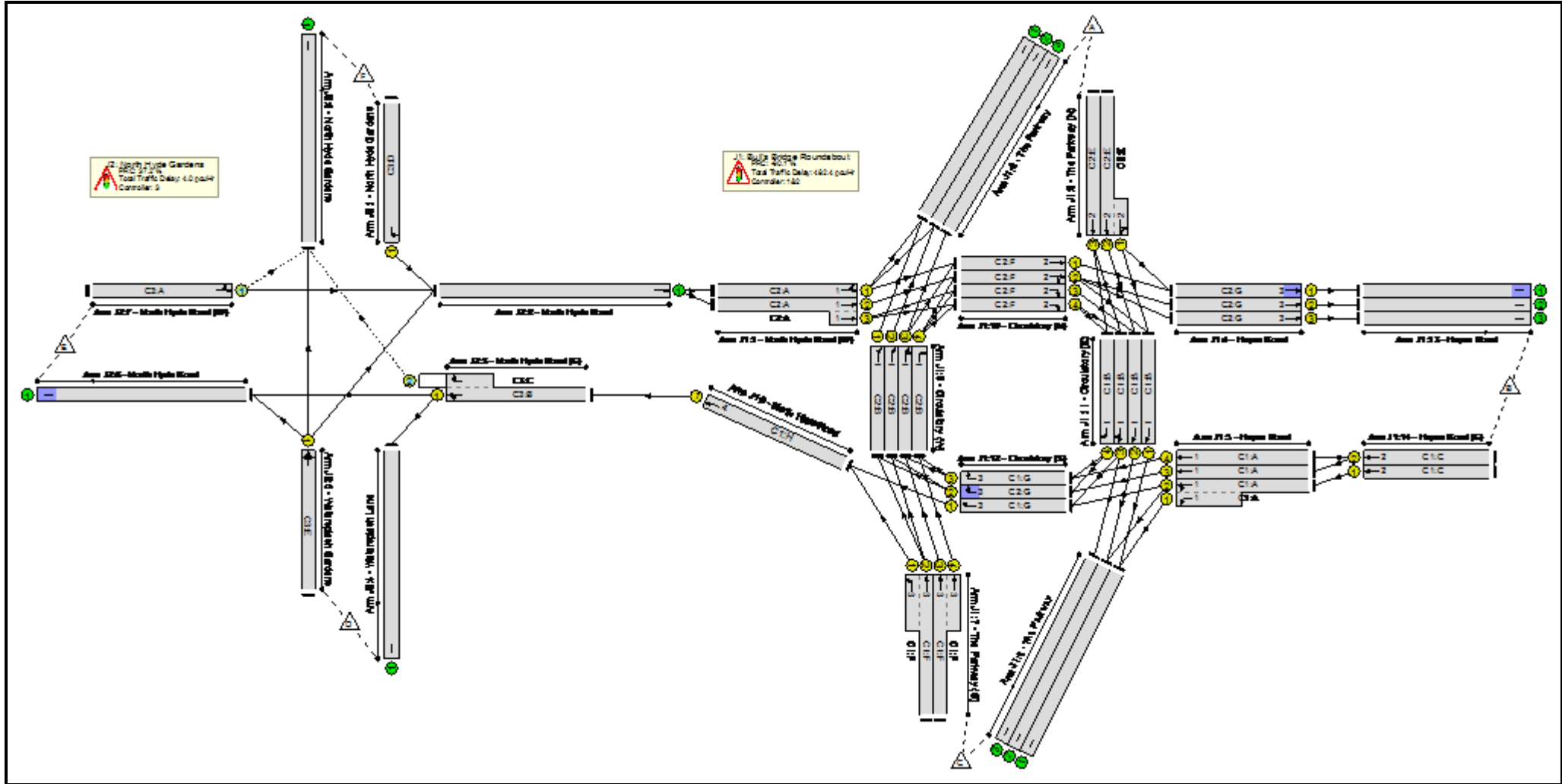


Stage Timings

Stage	1	2
Duration	37	10
Change Point	51	33

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	144.1%
J1: Bull's Bridge Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	144.1%
1/1	North Hyde Road (W) Left Ahead	U	2:1	N/A	C2:A		1	10	-	371	1992	365	101.6%
1/2+1/3	North Hyde Road (W) Ahead	U	2:1	N/A	C2:A		1	10	-	453	1996:1996	442	102.4%
2/1	The Parkway	U	N/A	N/A	-		-	-	-	760	1974	1974	38.3%
2/2	The Parkway	U	N/A	N/A	-		-	-	-	714	1974	1974	36.1%
2/3	The Parkway	U	N/A	N/A	-		-	-	-	666	1974	1974	33.7%
3/2+3/1	The Parkway (N) Left Ahead	U	2:2	N/A	C2:E		1	21	-	1179	1995:2008	818	144.1%
3/3	The Parkway (N) Ahead	U	2:2	N/A	C2:E		1	21	-	1041	1996	732	142.2%
4/1	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	721	1958	1175	46.4%
4/2	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	340	1958	1175	28.6%
4/3	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	341	1958	1175	28.7%
5/2+5/1	Hayes Road Left Ahead	U	1:1	N/A	C1:A		1	22	-	706	1914:1856	1073	65.8%
5/3	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	320	1908	731	43.8%
5/4	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	5	1911	733	0.7%
6/1	The Parkway	U	N/A	N/A	-		-	-	-	637	2018	2018	26.7%
6/2	The Parkway	U	N/A	N/A	-		-	-	-	404	2018	2018	15.5%
6/3	The Parkway	U	N/A	N/A	-		-	-	-	757	2018	2018	26.4%
7/2+7/1	The Parkway (S) Left Ahead	U	1:3	N/A	C1:F		1	29	-	1047	1880:1869	1051	99.6%

Full Input Data And Results

7/3+7/4	The Parkway (S) Ahead	U	1:3	N/A	C1:F		1	29	-	1110	1889:1897	1124	98.7%
8/1	North Hyde Road Ahead	U	1:4	N/A	C1:H		1	40	-	892	2115	1445	56.0%
9/1	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	575	1900	950	60.4%
9/2	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	575	1902	951	60.5%
9/3	Circulatory (W) Ahead Right	U	2:1	N/A	C2:B		1	29	-	766	1902	951	80.5%
9/4	Circulatory (W) Right	U	2:1	N/A	C2:B		1	29	-	349	1903	951	36.7%
10/1	Circulatory (N) Ahead	U	2:2	N/A	C2:F		1	29	-	147	1918	959	15.2%
10/2	Circulatory (N) Ahead Right	U	2:2	N/A	C2:F		1	29	-	685	1908	954	70.9%
10/3	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	117	1912	956	11.9%
10/4	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	0	1971	986	0.0%
11/1	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	322	1926	931	24.1%
11/2	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	404	1920	928	33.8%
11/3	Circulatory (E) Ahead Right	U	1:1	N/A	C1:B		1	28	-	1037	1914	925	78.8%
11/4	Circulatory (E) Right	U	1:1	N/A	C1:B		1	28	-	4	1905	921	0.3%
12/1	Circulatory (S) Ahead	U	1:3	N/A	C1:G		1	21	-	671	1915	702	83.7%
12/2	Circulatory (S) Right	U	2:3	N/A	C2:G		1	35	-	324	1907	1144	28.2%
12/3	Circulatory (S) Right	U	1:3	N/A	C1:G		1	21	-	5	1897	696	0.7%
13/1	Hayes Road	U	N/A	N/A	-		-	-	-	721	1958	1958	27.8%
13/2	Hayes Road	U	N/A	N/A	-		-	-	-	340	1958	1958	17.2%
13/3	Hayes Road	U	N/A	N/A	-		-	-	-	341	1958	1958	17.2%

Full Input Data And Results

14/1	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	706	1970	1346	52.4%
14/2	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	325	1970	1346	24.1%
J2: North Hyde Gardens	-	-	N/A	-	-		-	-	-	-	-	-	65.6%
1/1	North Hyde Gardens Left	U	N/A	N/A	C3:D		1	10	-	55	1947	357	15.4%
2/1	North Hyde Road Ahead	U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
3/1+3/2	North Hyde Road (E) Left Ahead Right	U+O	N/A	N/A	C3:B C3:C		1	60:11	-	892	1930:1752	1909	42.4%
4/1	Watersplash Lane	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Watersplash Gardens Right Left Ahead	U	N/A	N/A	C3:E		0	0	-	0	1930	0	0.0%
6/1	North Hyde Road	U	N/A	N/A	-		-	-	-	795	1925	1925	37.4%
7/1	North Hyde Road (W) Ahead Left	O	N/A	N/A	C3:A		1	37	-	795	1936	1212	65.6%
8/1	North Hyde Gardens	U	N/A	N/A	-		-	-	-	123	2115	2115	5.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	28	87	0	77.7	408.8	0.0	486.5	-	-	-	-
J1: Bull's Bridge Roundabout	-	-	0	0	0	75.4	407.1	0.0	482.4	-	-	-	-
1/1	371	365	-	-	-	2.1	11.2	-	13.3	129.0	6.3	11.2	17.5
1/2+1/3	453	442	-	-	-	2.6	13.7	-	16.3	129.4	6.7	13.7	20.4
2/1	756	756	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/2	712	712	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/3	666	666	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/2+3/1	1179	818	-	-	-	16.4	181.9	-	198.3	605.4	27.8	181.9	209.7
3/3	1041	732	-	-	-	15.2	156.2	-	171.4	592.7	25.3	156.2	181.6
4/1	545	545	-	-	-	0.8	0.4	-	1.3	8.4	3.2	0.4	3.6
4/2	336	336	-	-	-	0.9	0.2	-	1.1	11.6	5.6	0.2	5.8
4/3	337	337	-	-	-	0.9	0.2	-	1.1	11.7	5.6	0.2	5.8
5/2+5/1	706	706	-	-	-	1.8	1.0	-	2.8	14.3	7.2	1.0	8.2
5/3	320	320	-	-	-	0.9	0.4	-	1.3	14.5	3.9	0.4	4.3
5/4	5	5	-	-	-	0.0	0.0	-	0.0	10.6	0.1	0.0	0.1
6/1	540	540	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	313	313	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/3	532	532	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2+7/1	1047	1047	-	-	-	4.0	15.2	-	19.2	66.1	15.6	15.2	30.8
7/3+7/4	1110	1110	-	-	-	4.0	13.5	-	17.5	56.7	15.1	13.5	28.6
8/1	809	809	-	-	-	1.1	0.6	-	1.8	7.8	10.7	0.6	11.3
9/1	574	574	-	-	-	2.0	0.8	-	2.8	17.5	9.1	0.8	9.8
9/2	575	575	-	-	-	2.1	0.8	-	2.8	17.6	9.1	0.8	9.9
9/3	766	766	-	-	-	3.7	2.0	-	5.8	27.1	12.8	2.0	14.8
9/4	349	349	-	-	-	1.2	0.3	-	1.5	15.6	5.8	0.3	6.1
10/1	146	146	-	-	-	0.2	0.1	-	0.2	6.0	0.8	0.1	0.9

Full Input Data And Results

10/2	677	677	-	-	-	2.5	1.2	-	3.8	20.0	11.3	1.2	12.5
10/3	114	114	-	-	-	0.5	0.1	-	0.5	16.8	1.9	0.1	2.0
10/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	225	225	-	-	-	1.2	0.2	-	1.3	21.4	3.7	0.2	3.9
11/2	313	313	-	-	-	1.3	0.3	-	1.6	18.1	5.2	0.3	5.5
11/3	729	729	-	-	-	5.4	1.8	-	7.2	35.4	12.2	1.8	14.0
11/4	3	3	-	-	-	0.0	0.0	-	0.0	17.5	0.0	0.0	0.0
12/1	588	588	-	-	-	3.0	2.5	-	5.5	33.4	9.1	2.5	11.5
12/2	323	323	-	-	-	0.3	0.2	-	0.5	5.6	0.9	0.2	1.1
12/3	5	5	-	-	-	0.0	0.0	-	0.0	21.4	0.1	0.0	0.1
13/1	545	545	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	336	336	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/3	337	337	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/1	706	706	-	-	-	0.9	0.6	-	1.5	7.5	5.7	0.6	6.2
14/2	325	325	-	-	-	0.3	0.2	-	0.5	5.4	2.0	0.2	2.1
J2: North Hyde Gardens	-	-	28	87	0	2.3	1.7	0.0	4.0	-	-	-	-
1/1	55	55	-	-	-	0.3	0.1	-	0.4	26.6	0.8	0.1	0.9
2/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	809	809	2	87	0	0.5	0.4	0.0	0.8	3.7	15.2	0.4	15.6
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	721	721	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	795	795	26	0	0	1.5	0.9	-	2.5	11.2	8.2	0.9	9.1
8/1	114	114	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 - Bulls Roundabout 1	Stream: 1	PRC for Signalled Lanes (%)	14.2	Total Delay for Signalled Lanes (pcuHr)	14.20	Cycle Time (s)	60
C1 - Bulls Roundabout 1	Stream: 2	PRC for Signalled Lanes (%)	71.6	Total Delay for Signalled Lanes (pcuHr)	1.96	Cycle Time (s)	60
C1 - Bulls Roundabout 1	Stream: 3	PRC for Signalled Lanes (%)	-10.7	Total Delay for Signalled Lanes (pcuHr)	42.21	Cycle Time (s)	60
C1 - Bulls Roundabout 1	Stream: 4	PRC for Signalled Lanes (%)	60.8	Total Delay for Signalled Lanes (pcuHr)	1.75	Cycle Time (s)	60
C2 - Bulls Roundabout 2	Stream: 1	PRC for Signalled Lanes (%)	-13.8	Total Delay for Signalled Lanes (pcuHr)	42.45	Cycle Time (s)	60
C2 - Bulls Roundabout 2	Stream: 2	PRC for Signalled Lanes (%)	-60.1	Total Delay for Signalled Lanes (pcuHr)	374.21	Cycle Time (s)	60
C2 - Bulls Roundabout 2	Stream: 3	PRC for Signalled Lanes (%)	94.1	Total Delay for Signalled Lanes (pcuHr)	3.96	Cycle Time (s)	60
C3 - North Hyde Gardens		PRC for Signalled Lanes (%)	37.2	Total Delay for Signalled Lanes (pcuHr)	3.72	Cycle Time (s)	60
		PRC Over All Lanes (%)	-60.1	Total Delay Over All Lanes (pcuHr)	486.49		

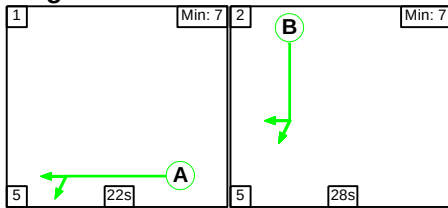
Full Input Data And Results

Scenario 2: '2010 Base PM' (FG2: '2010 Base PM', Plan 1: 'Network Control Plan 1')

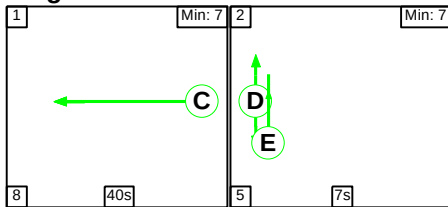
C1 - Bulls Roundabout 1

Stage Sequence Diagram

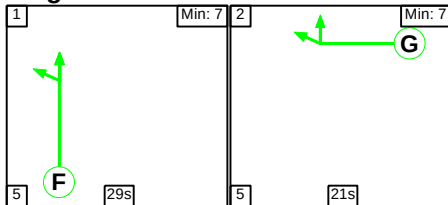
Stage Stream: 1



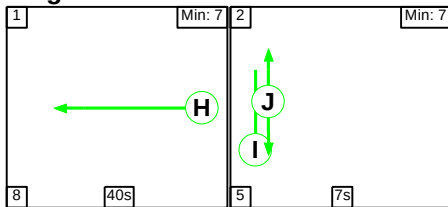
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	27	54

Stage Stream: 2

Stage	1	2
Duration	40	7
Change Point	8	56

Stage Stream: 3

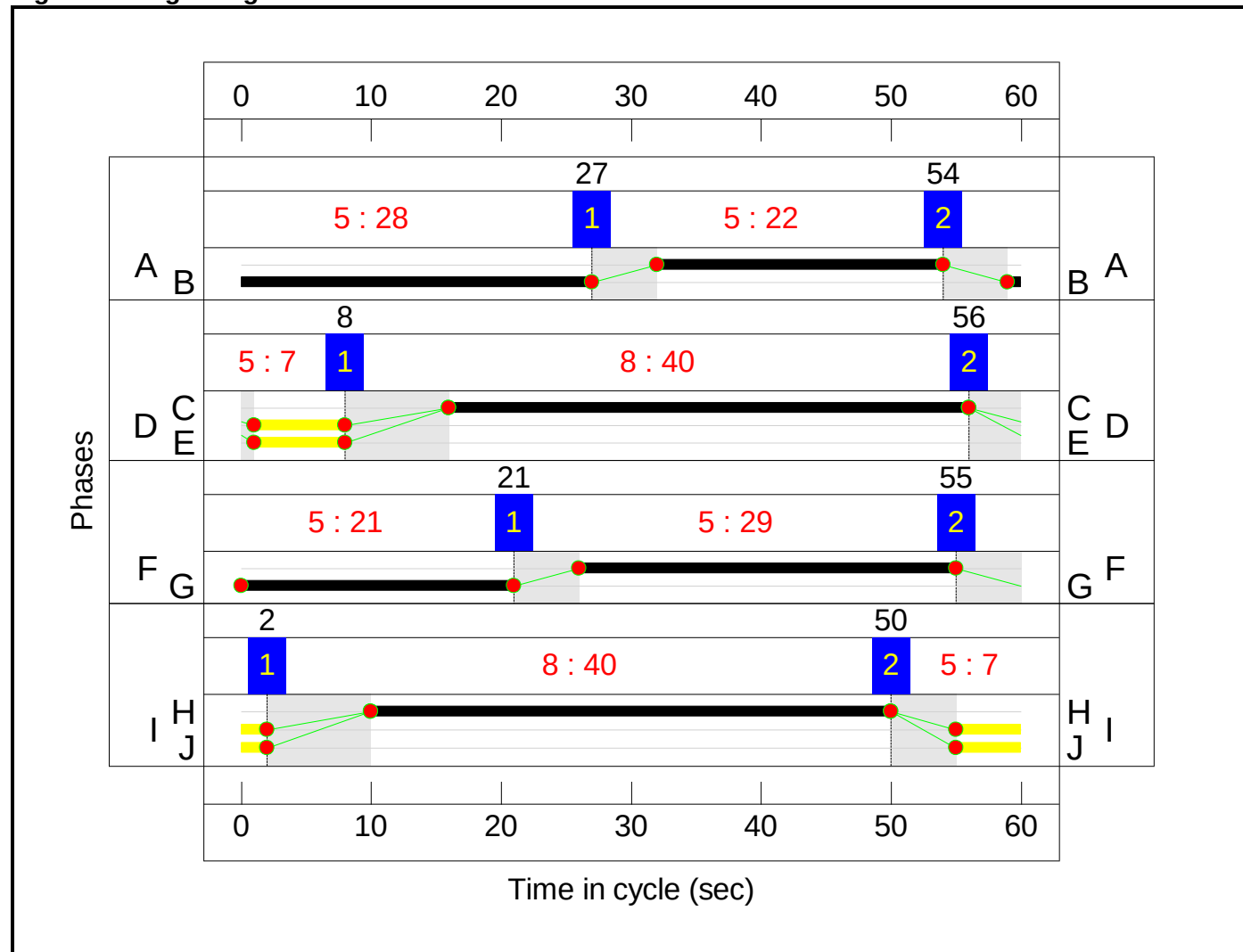
Stage	1	2
Duration	29	21
Change Point	21	55

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	40	7
Change Point	2	50

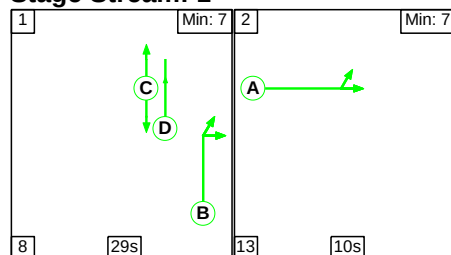
Signal Timings Diagram



C2 - Bulls Roundabout 2

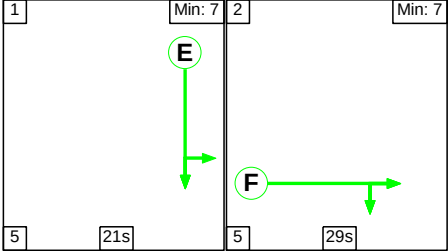
Stage Sequence Diagram

Stage Stream: 1

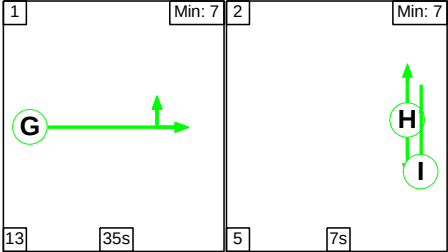


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	42	19

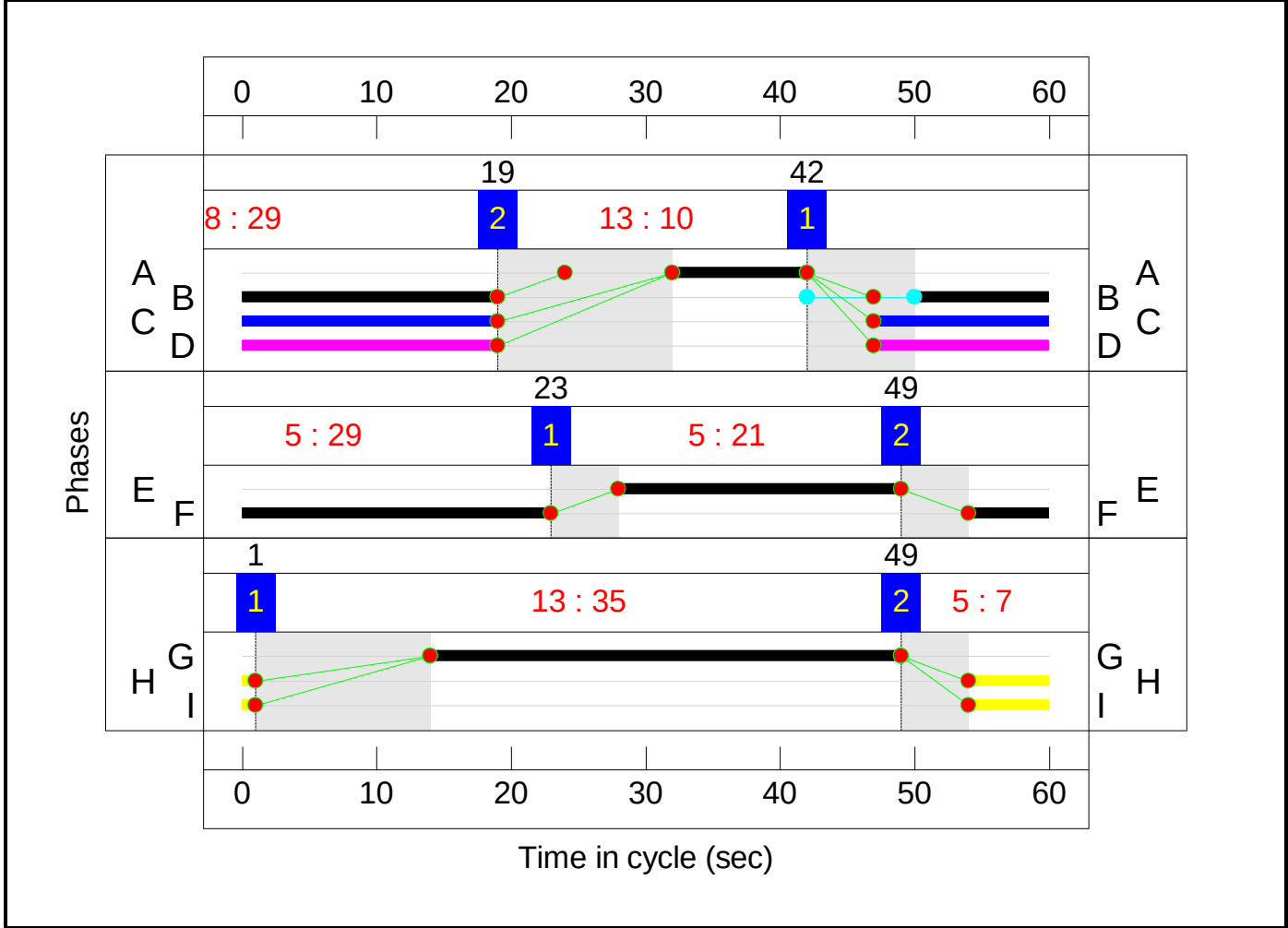
Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	23	49

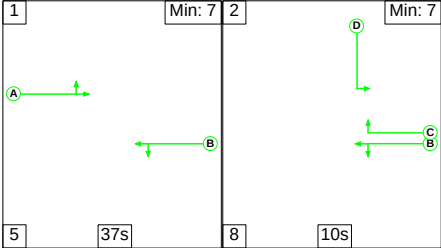
Stage Stream: 3

Stage	1	2
Duration	35	7
Change Point	1	49

Signal Timings Diagram



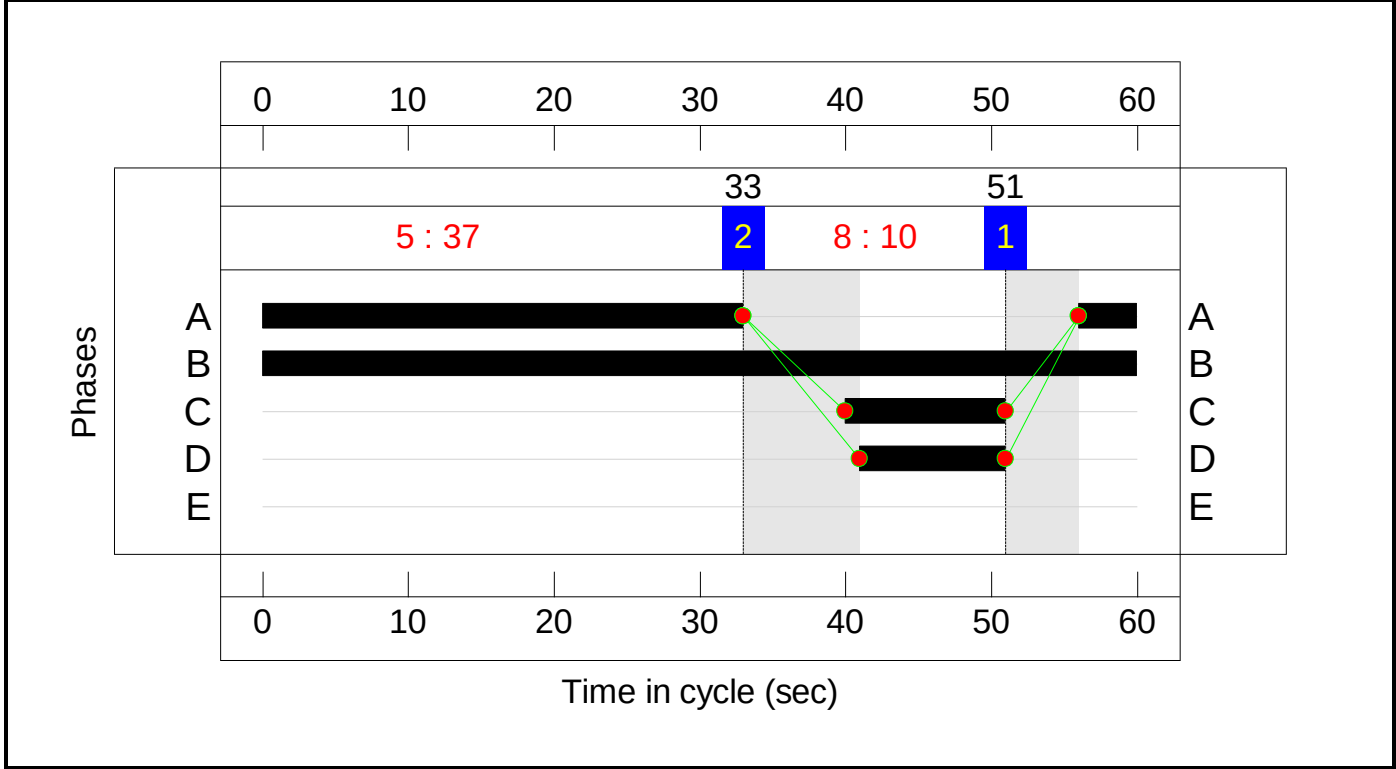
C3 - North Hyde Gardens
Stage Sequence Diagram



Stage Timings

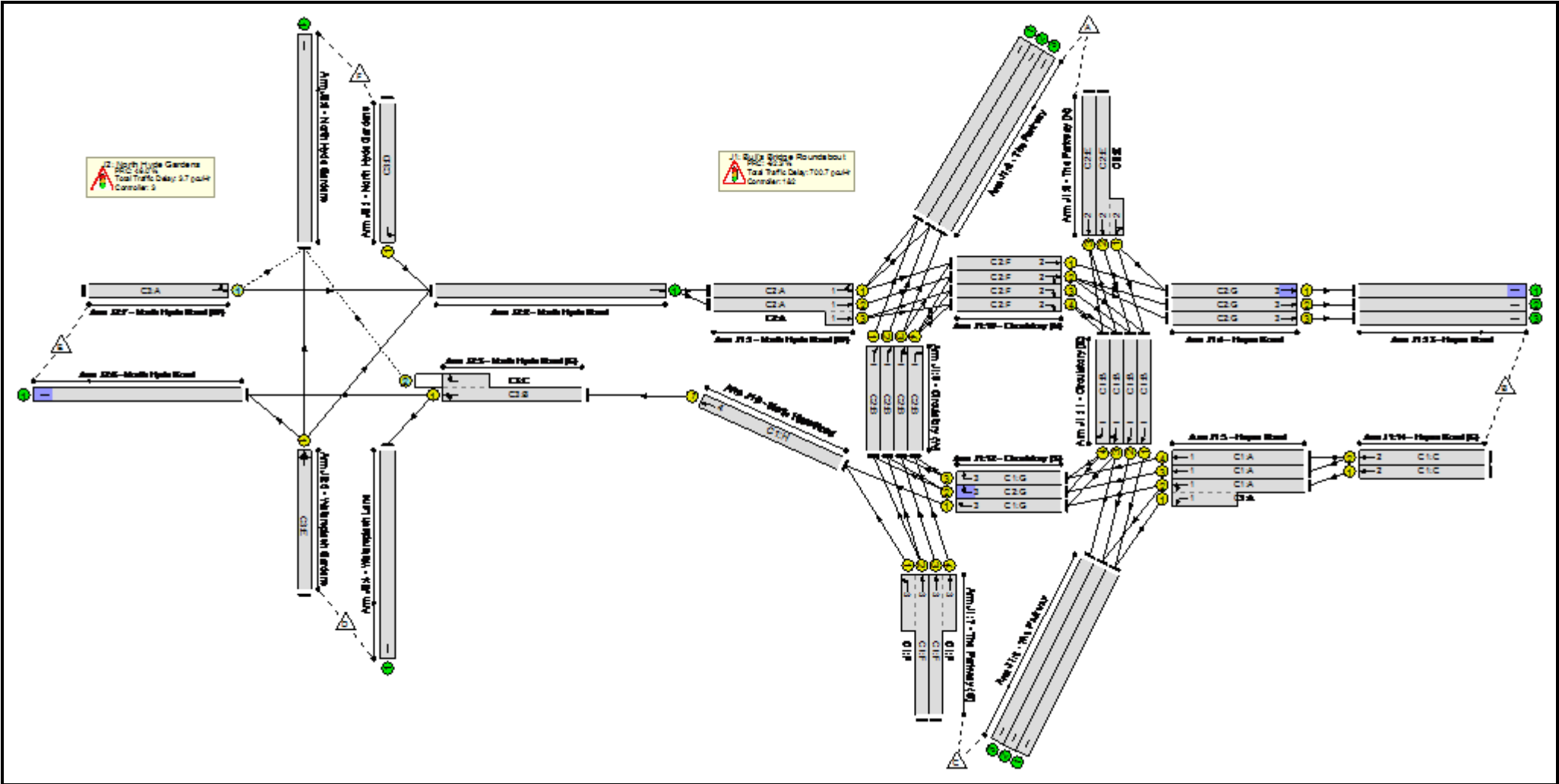
Stage	1	2
Duration	37	10
Change Point	51	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	146.1%
J1: Bull's Bridge Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	146.1%
1/1	North Hyde Road (W) Left Ahead	U	2:1	N/A	C2:A		1	10	-	381	1989	365	104.5%
1/2+1/3	North Hyde Road (W) Ahead	U	2:1	N/A	C2:A		1	10	-	457	1996:1996	464	98.5%
2/1	The Parkway	U	N/A	N/A	-		-	-	-	963	1974	1974	43.8%
2/2	The Parkway	U	N/A	N/A	-		-	-	-	885	1974	1974	40.1%
2/3	The Parkway	U	N/A	N/A	-		-	-	-	908	1974	1974	38.5%
3/2+3/1	The Parkway (N) Left Ahead	U	2:2	N/A	C2:E		1	21	-	1207	1995:2008	826	146.1%
3/3	The Parkway (N) Ahead	U	2:2	N/A	C2:E		1	21	-	1055	1996	732	144.2%
4/1	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	609	1958	1175	36.3%
4/2	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	310	1958	1175	24.0%
4/3	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	311	1958	1175	24.1%
5/2+5/1	Hayes Road Left Ahead	U	1:1	N/A	C1:A		1	22	-	736	1914:1856	1117	65.9%
5/3	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	421	1908	731	57.6%
5/4	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	9	1911	733	1.2%
6/1	The Parkway	U	N/A	N/A	-		-	-	-	731	2018	2018	30.9%
6/2	The Parkway	U	N/A	N/A	-		-	-	-	476	2018	2018	18.6%
6/3	The Parkway	U	N/A	N/A	-		-	-	-	732	2018	2018	25.2%
7/2+7/1	The Parkway (S) Left Ahead	U	1:3	N/A	C1:F		1	29	-	1223	1880:1869	1018	120.1%

Full Input Data And Results

7/3+7/4	The Parkway (S) Ahead	U	1:3	N/A	C1:F		1	29	-	1307	1889:1897	1094	119.5%
8/1	North Hyde Road Ahead	U	1:4	N/A	C1:H		1	40	-	871	2115	1445	51.4%
9/1	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	731	1900	950	67.6%
9/2	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	736	1902	951	68.2%
9/3	Circulatory (W) Ahead Right	U	2:1	N/A	C2:B		1	29	-	959	1902	951	84.6%
9/4	Circulatory (W) Right	U	2:1	N/A	C2:B		1	29	-	357	1903	951	31.4%
10/1	Circulatory (N) Ahead	U	2:2	N/A	C2:F		1	29	-	51	1918	959	4.6%
10/2	Circulatory (N) Ahead Right	U	2:2	N/A	C2:F		1	29	-	668	1908	954	63.9%
10/3	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	146	1912	956	15.3%
10/4	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	0	1971	986	0.0%
11/1	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	380	1926	931	29.4%
11/2	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	462	1920	928	39.0%
11/3	Circulatory (E) Ahead Right	U	1:1	N/A	C1:B		1	28	-	1049	1914	925	78.7%
11/4	Circulatory (E) Right	U	1:1	N/A	C1:B		1	28	-	6	1905	921	0.5%
12/1	Circulatory (S) Ahead	U	1:3	N/A	C1:G		1	21	-	688	1915	702	84.2%
12/2	Circulatory (S) Right	U	2:3	N/A	C2:G		1	35	-	427	1907	1144	37.2%
12/3	Circulatory (S) Right	U	1:3	N/A	C1:G		1	21	-	9	1897	696	1.3%
13/1	Hayes Road	U	N/A	N/A	-		-	-	-	609	1958	1958	21.8%
13/2	Hayes Road	U	N/A	N/A	-		-	-	-	310	1958	1958	14.4%
13/3	Hayes Road	U	N/A	N/A	-		-	-	-	311	1958	1958	14.4%

Full Input Data And Results

14/1	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	736	1970	1346	54.7%
14/2	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	430	1970	1346	31.9%
J2: North Hyde Gardens	-	-	N/A	-	-		-	-	-	-	-	-	61.6%
1/1	North Hyde Gardens Left	U	N/A	N/A	C3:D		1	10	-	89	1947	357	24.9%
2/1	North Hyde Road Ahead	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
3/1+3/2	North Hyde Road (E) Left Ahead Right	U+O	N/A	N/A	C3:B C3:C		1	60:11	-	871	1930:1752	1924	38.6%
4/1	Watersplash Lane	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Watersplash Gardens Right Left Ahead	U	N/A	N/A	C3:E		0	0	-	0	1930	0	0.0%
6/1	North Hyde Road	U	N/A	N/A	-		-	-	-	843	1925	1925	37.4%
7/1	North Hyde Road (W) Ahead Left	O	N/A	N/A	C3:A		1	37	-	755	1939	1225	61.6%
8/1	North Hyde Gardens	U	N/A	N/A	-		-	-	-	34	2115	2115	1.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	6	24	0	92.6	611.8	0.0	704.4	-	-	-	-
J1: Bull's Bridge Roundabout	-	-	0	0	0	90.5	610.2	0.0	700.7	-	-	-	-
1/1	381	365	-	-	-	2.5	14.7	-	17.2	162.7	6.6	14.7	21.3
1/2+1/3	457	457	-	-	-	2.5	9.1	-	11.6	91.1	6.1	9.1	15.2
2/1	865	865	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
2/2	791	791	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/3	760	760	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/2+3/1	1207	826	-	-	-	17.2	191.9	-	209.1	623.8	28.7	191.9	220.6
3/3	1055	732	-	-	-	15.7	163.2	-	178.9	610.6	26.0	163.2	189.2
4/1	426	426	-	-	-	0.5	0.3	-	0.7	6.2	1.4	0.3	1.7
4/2	282	282	-	-	-	0.7	0.2	-	0.9	11.5	4.7	0.2	4.9
4/3	283	283	-	-	-	0.7	0.2	-	0.9	11.5	4.7	0.2	4.9
5/2+5/1	736	736	-	-	-	1.9	1.0	-	2.9	14.1	7.3	1.0	8.2
5/3	421	421	-	-	-	1.3	0.7	-	1.9	16.6	5.5	0.7	6.2
5/4	9	9	-	-	-	0.0	0.0	-	0.0	10.4	0.1	0.0	0.1
6/1	624	624	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	376	376	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/3	508	508	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2+7/1	1223	1018	-	-	-	10.3	105.3	-	115.6	340.4	24.5	105.3	129.8
7/3+7/4	1307	1094	-	-	-	10.5	109.4	-	119.9	330.4	24.8	109.4	134.2
8/1	743	743	-	-	-	1.0	0.5	-	1.5	7.2	10.4	0.5	10.9
9/1	643	643	-	-	-	2.4	1.0	-	3.5	19.4	10.2	1.0	11.2
9/2	648	648	-	-	-	2.4	1.1	-	3.5	19.3	10.3	1.1	11.3
9/3	804	804	-	-	-	3.9	2.6	-	6.6	29.5	13.4	2.6	16.1
9/4	299	299	-	-	-	1.0	0.2	-	1.2	14.3	4.6	0.2	4.8
10/1	44	44	-	-	-	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0

Full Input Data And Results

10/2	610	610	-	-	-	2.3	0.9	-	3.2	18.6	10.2	0.9	11.0
10/3	146	146	-	-	-	0.6	0.1	-	0.7	17.5	2.4	0.1	2.5
10/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	273	273	-	-	-	1.3	0.2	-	1.5	19.4	4.4	0.2	4.6
11/2	362	362	-	-	-	1.5	0.3	-	1.8	18.3	6.0	0.3	6.4
11/3	728	728	-	-	-	5.3	1.8	-	7.1	35.4	12.1	1.8	13.9
11/4	4	4	-	-	-	0.0	0.0	-	0.0	17.5	0.1	0.0	0.1
12/1	591	591	-	-	-	2.9	2.5	-	5.4	33.1	9.0	2.5	11.6
12/2	425	425	-	-	-	0.4	0.3	-	0.7	6.0	1.2	0.3	1.5
12/3	9	9	-	-	-	0.0	0.0	-	0.1	21.4	0.1	0.0	0.2
13/1	426	426	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	282	282	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/3	283	283	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/1	736	736	-	-	-	1.0	0.6	-	1.6	7.7	6.1	0.6	6.7
14/2	430	430	-	-	-	0.5	0.2	-	0.7	5.8	2.9	0.2	3.1
J2: North Hyde Gardens	-	-	6	24	0	2.1	1.6	0.0	3.7	-	-	-	-
1/1	89	89	-	-	-	0.5	0.2	-	0.7	27.7	1.3	0.2	1.4
2/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	743	743	0	24	0	0.2	0.3	0.0	0.5	2.4	14.2	0.3	14.6
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	719	719	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	755	755	6	0	0	1.4	0.8	-	2.2	10.4	7.6	0.8	8.4
8/1	30	30	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1 - Bulls Roundabout 1 Stream: 1 PRC for Signalled Lanes (%): 14.4 Total Delay for Signalled Lanes (pcuHr): 15.32 Cycle Time (s): 60													
C1 - Bulls Roundabout 1 Stream: 2 PRC for Signalled Lanes (%): 64.6 Total Delay for Signalled Lanes (pcuHr): 2.28 Cycle Time (s): 60													
C1 - Bulls Roundabout 1 Stream: 3 PRC for Signalled Lanes (%): -33.5 Total Delay for Signalled Lanes (pcuHr): 241.06 Cycle Time (s): 60													
C1 - Bulls Roundabout 1 Stream: 4 PRC for Signalled Lanes (%): 75.0 Total Delay for Signalled Lanes (pcuHr): 1.49 Cycle Time (s): 60													
C2 - Bulls Roundabout 2 Stream: 1 PRC for Signalled Lanes (%): -16.1 Total Delay for Signalled Lanes (pcuHr): 43.50 Cycle Time (s): 60													
C2 - Bulls Roundabout 2 Stream: 2 PRC for Signalled Lanes (%): -62.3 Total Delay for Signalled Lanes (pcuHr): 391.96 Cycle Time (s): 60													
C2 - Bulls Roundabout 2 Stream: 3 PRC for Signalled Lanes (%): 142.2 Total Delay for Signalled Lanes (pcuHr): 3.24 Cycle Time (s): 60													
C3 - North Hyde Gardens PRC for Signalled Lanes (%): 46.0 Total Delay for Signalled Lanes (pcuHr): 3.38 Cycle Time (s): 60													
PRC Over All Lanes (%): -62.3 Total Delay Over All Lanes(pcuHr): 704.39													

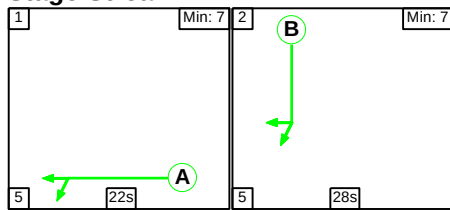
Full Input Data And Results

Scenario 3: '2016 Base AM' (FG3: '2016 Base AM', Plan 1: 'Network Control Plan 1')

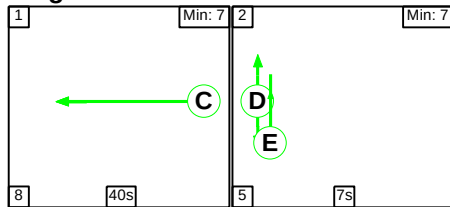
C1 - Bulls Roundabout 1

Stage Sequence Diagram

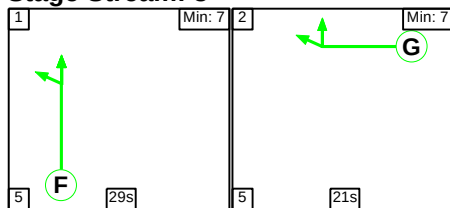
Stage Stream: 1



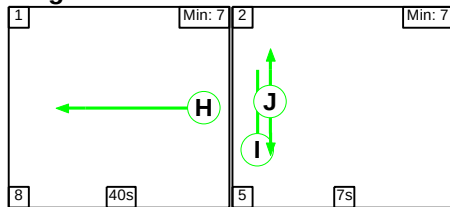
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	27	54

Stage Stream: 2

Stage	1	2
Duration	40	7
Change Point	8	56

Stage Stream: 3

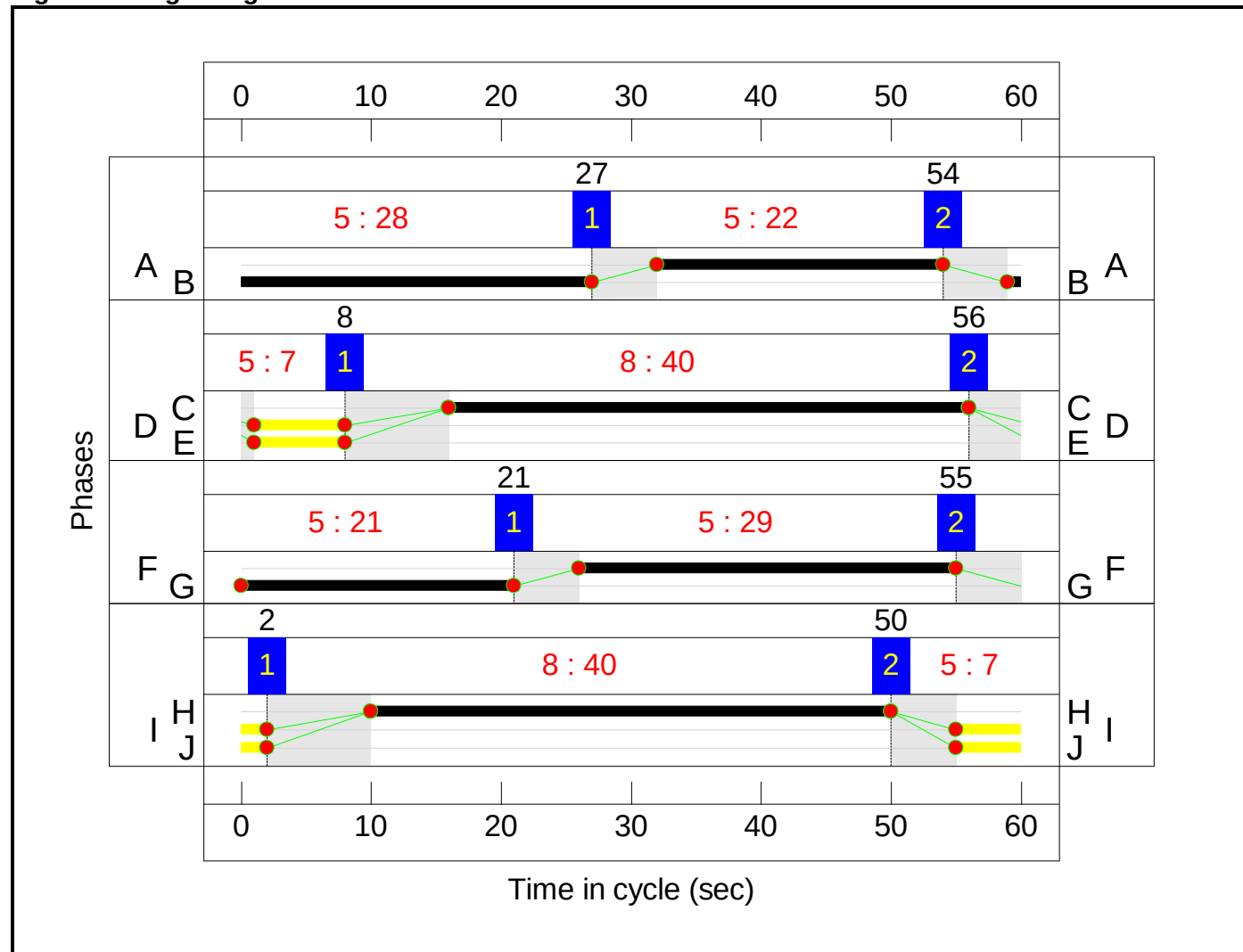
Stage	1	2
Duration	29	21
Change Point	21	55

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	40	7
Change Point	2	50

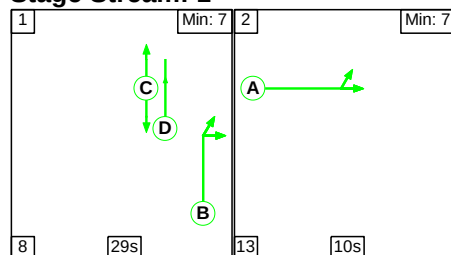
Signal Timings Diagram



C2 - Bulls Roundabout 2

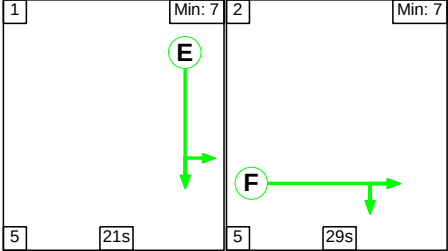
Stage Sequence Diagram

Stage Stream: 1

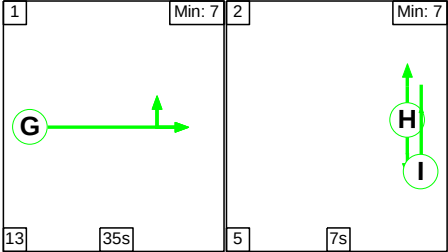


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	42	19

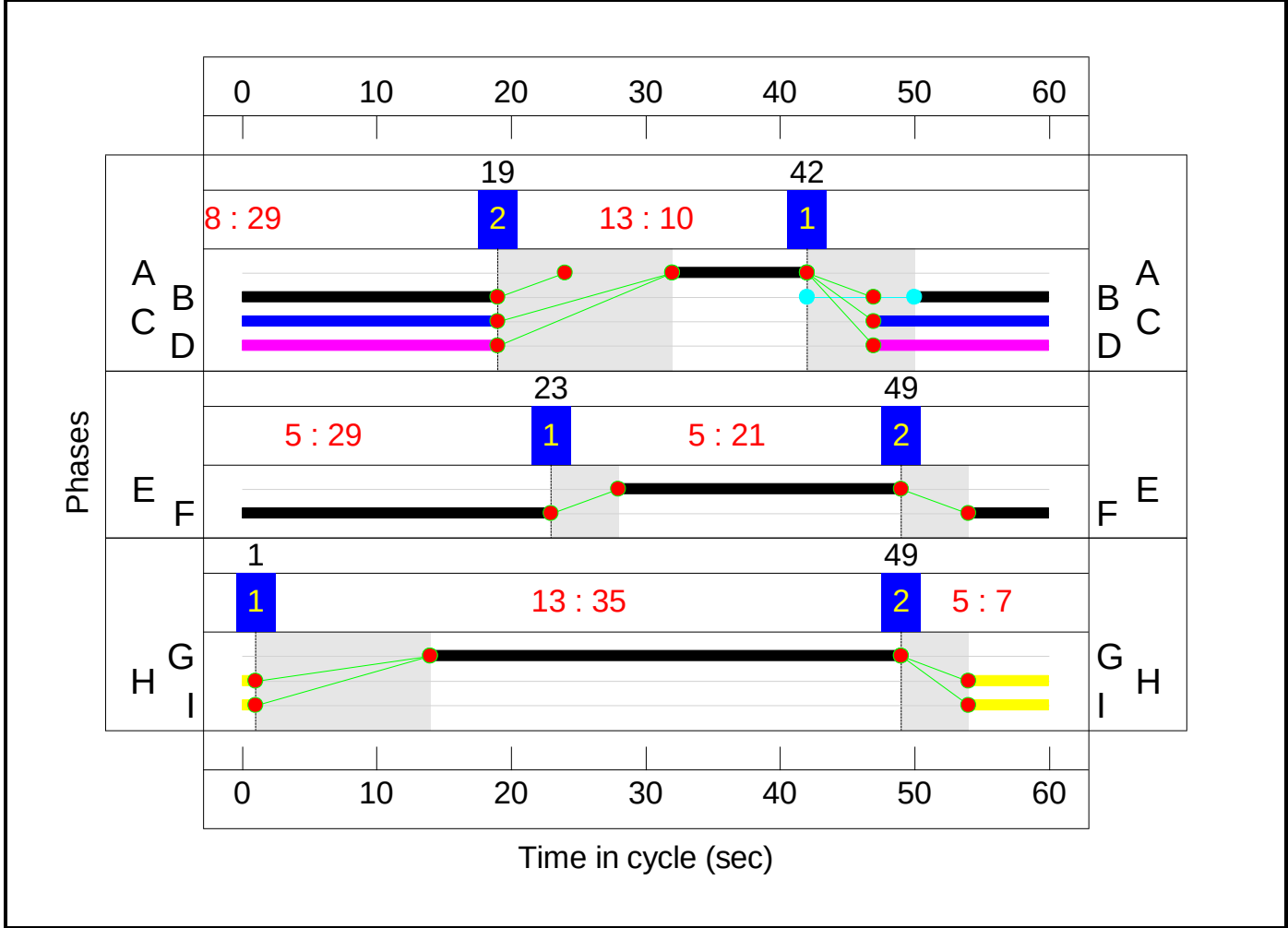
Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	23	49

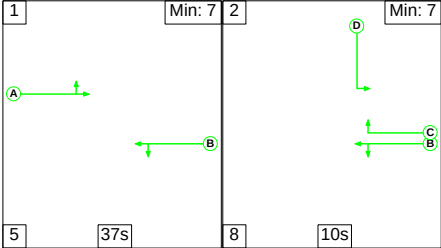
Stage Stream: 3

Stage	1	2
Duration	35	7
Change Point	1	49

Signal Timings Diagram



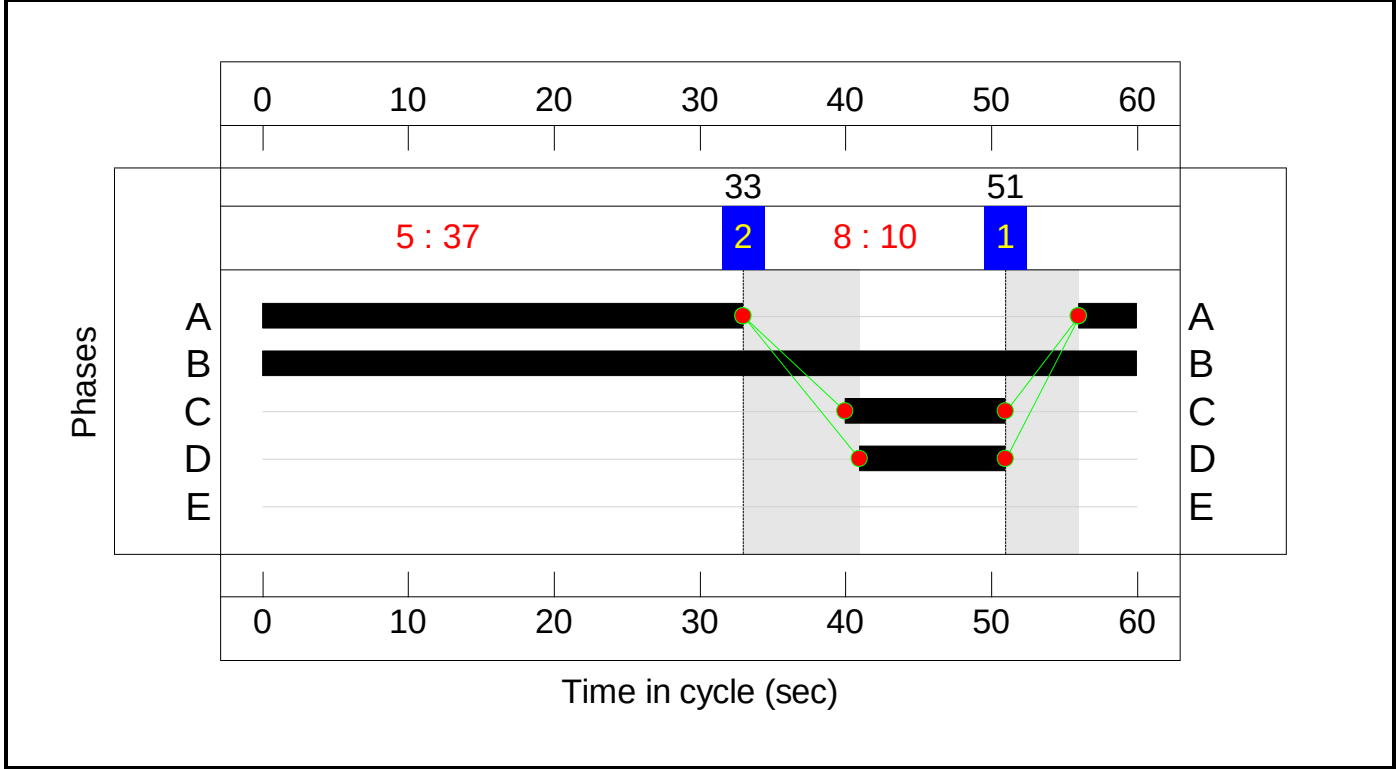
C3 - North Hyde Gardens
Stage Sequence Diagram



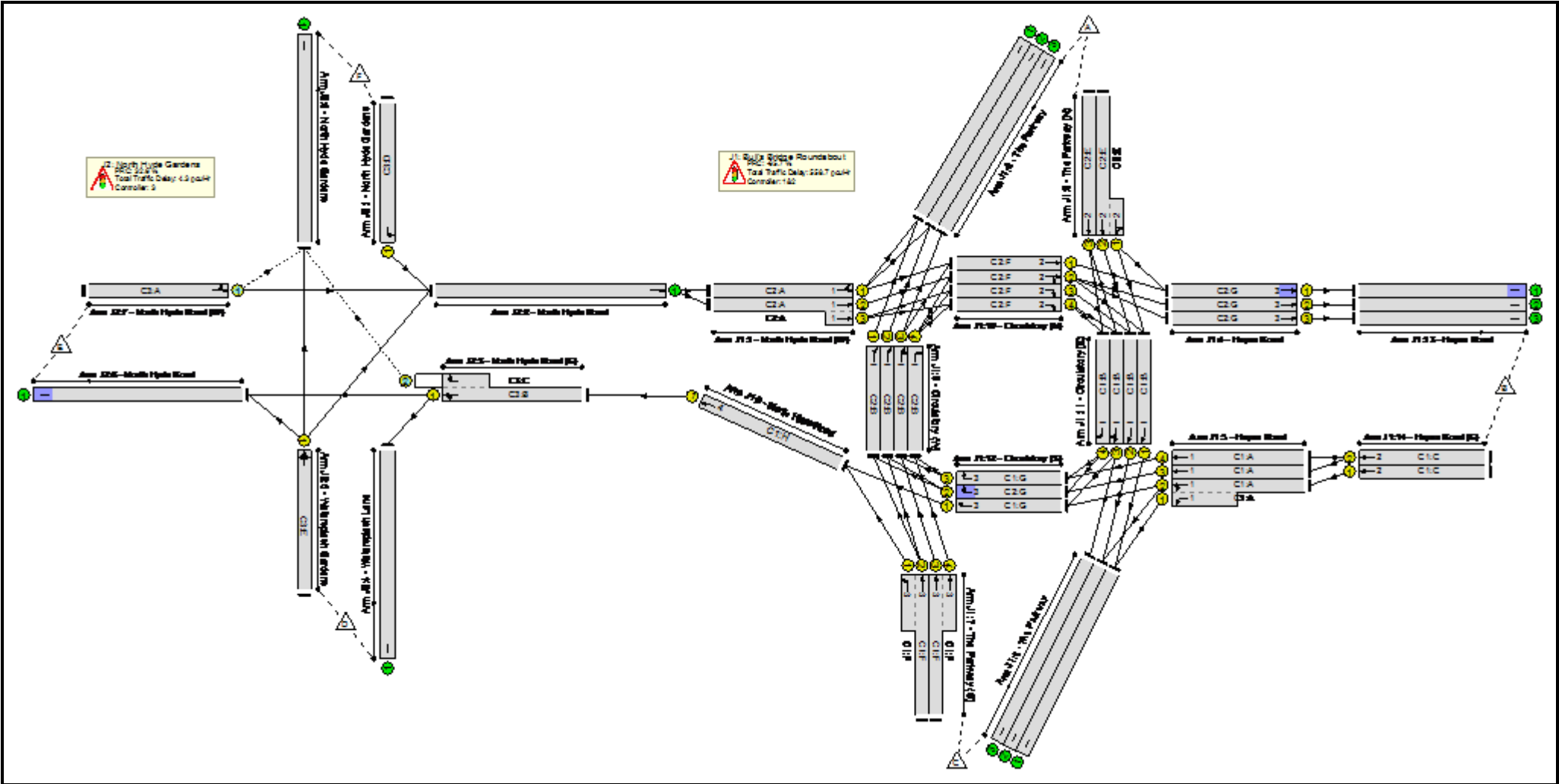
Stage Timings

Stage	1	2
Duration	37	10
Change Point	51	33

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	149.1%
J1: Bull's Bridge Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	149.1%
1/1	North Hyde Road (W) Left Ahead	U	2:1	N/A	C2:A		1	10	-	386	1992	365	105.7%
1/2+1/3	North Hyde Road (W) Ahead	U	2:1	N/A	C2:A		1	10	-	466	1996:1996	441	105.6%
2/1	The Parkway	U	N/A	N/A	-		-	-	-	784	1974	1974	38.6%
2/2	The Parkway	U	N/A	N/A	-		-	-	-	737	1974	1974	36.4%
2/3	The Parkway	U	N/A	N/A	-		-	-	-	694	1974	1974	34.4%
3/2+3/1	The Parkway (N) Left Ahead	U	2:2	N/A	C2:E		1	21	-	1221	1995:2008	819	149.1%
3/3	The Parkway (N) Ahead	U	2:2	N/A	C2:E		1	21	-	1077	1996	732	147.2%
4/1	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	740	1958	1175	45.9%
4/2	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	356	1958	1175	29.2%
4/3	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	355	1958	1175	29.1%
5/2+5/1	Hayes Road Left Ahead	U	1:1	N/A	C1:A		1	22	-	731	1914:1856	1073	68.1%
5/3	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	331	1908	731	45.3%
5/4	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	5	1911	733	0.7%
6/1	The Parkway	U	N/A	N/A	-		-	-	-	661	2018	2018	27.4%
6/2	The Parkway	U	N/A	N/A	-		-	-	-	417	2018	2018	15.5%
6/3	The Parkway	U	N/A	N/A	-		-	-	-	783	2018	2018	26.4%
7/2+7/1	The Parkway (S) Left Ahead	U	1:3	N/A	C1:F		1	29	-	1080	1880:1869	1051	102.7%

Full Input Data And Results

7/3+7/4	The Parkway (S) Ahead	U	1:3	N/A	C1:F		1	29	-	1154	1889:1897	1129	102.2%
8/1	North Hyde Road Ahead	U	1:4	N/A	C1:H		1	40	-	924	2115	1445	57.1%
9/1	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	593	1900	950	61.1%
9/2	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	593	1902	951	61.2%
9/3	Circulatory (W) Ahead Right	U	2:1	N/A	C2:B		1	29	-	789	1902	951	81.2%
9/4	Circulatory (W) Right	U	2:1	N/A	C2:B		1	29	-	370	1903	951	38.0%
10/1	Circulatory (N) Ahead	U	2:2	N/A	C2:F		1	29	-	146	1918	959	14.7%
10/2	Circulatory (N) Ahead Right	U	2:2	N/A	C2:F		1	29	-	717	1908	954	72.3%
10/3	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	119	1912	956	11.8%
10/4	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	0	1971	986	0.0%
11/1	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	335	1926	931	24.3%
11/2	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	417	1920	928	33.6%
11/3	Circulatory (E) Ahead Right	U	1:1	N/A	C1:B		1	28	-	1073	1914	925	78.8%
11/4	Circulatory (E) Right	U	1:1	N/A	C1:B		1	28	-	4	1905	921	0.3%
12/1	Circulatory (S) Ahead	U	1:3	N/A	C1:G		1	21	-	695	1915	702	85.7%
12/2	Circulatory (S) Right	U	2:3	N/A	C2:G		1	35	-	335	1907	1144	29.2%
12/3	Circulatory (S) Right	U	1:3	N/A	C1:G		1	21	-	5	1897	696	0.7%
13/1	Hayes Road	U	N/A	N/A	-		-	-	-	740	1958	1958	27.6%
13/2	Hayes Road	U	N/A	N/A	-		-	-	-	356	1958	1958	17.5%
13/3	Hayes Road	U	N/A	N/A	-		-	-	-	355	1958	1958	17.4%

Full Input Data And Results

14/1	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	731	1970	1346	54.3%
14/2	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	336	1970	1346	25.0%
J2: North Hyde Gardens	-	-	N/A	-	-		-	-	-	-	-	-	67.9%
1/1	North Hyde Gardens Left	U	N/A	N/A	C3:D		1	10	-	56	1947	357	15.7%
2/1	North Hyde Road Ahead	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
3/1+3/2	North Hyde Road (E) Left Ahead Right	U+O	N/A	N/A	C3:B C3:C		1	60:11	-	924	1930:1752	1909	43.2%
4/1	Watersplash Lane	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Watersplash Gardens Right Left Ahead	U	N/A	N/A	C3:E		0	0	-	0	1930	0	0.0%
6/1	North Hyde Road	U	N/A	N/A	-		-	-	-	823	1925	1925	38.2%
7/1	North Hyde Road (W) Ahead Left	O	N/A	N/A	C3:A		1	37	-	823	1936	1212	67.9%
8/1	North Hyde Gardens	U	N/A	N/A	-		-	-	-	128	2115	2115	5.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	29	89	0	83.8	479.2	0.0	563.0	-	-	-	-
J1: Bull's Bridge Roundabout	-	-	0	0	0	81.4	477.3	0.0	558.7	-	-	-	-
1/1	386	365	-	-	-	2.5	16.3	-	18.8	175.5	6.8	16.3	23.1
1/2+1/3	466	440	-	-	-	3.0	18.6	-	21.6	166.8	7.3	18.6	25.9
2/1	761	761	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/2	718	718	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/3	679	679	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/2+3/1	1221	819	-	-	-	18.1	202.7	-	220.7	650.9	29.8	202.7	232.4
3/3	1077	732	-	-	-	16.7	174.1	-	190.8	637.7	27.1	174.1	201.2
4/1	539	539	-	-	-	0.8	0.4	-	1.3	8.4	3.1	0.4	3.5
4/2	343	343	-	-	-	0.9	0.2	-	1.1	11.6	5.7	0.2	5.9
4/3	342	342	-	-	-	0.9	0.2	-	1.1	11.5	5.7	0.2	5.9
5/2+5/1	731	731	-	-	-	1.9	1.1	-	3.0	14.6	7.3	1.1	8.3
5/3	331	331	-	-	-	0.9	0.4	-	1.3	14.7	4.0	0.4	4.5
5/4	5	5	-	-	-	0.0	0.0	-	0.0	10.6	0.1	0.0	0.1
6/1	552	552	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	312	312	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/3	532	532	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2+7/1	1080	1051	-	-	-	4.8	25.0	-	29.8	99.4	17.5	25.0	42.5
7/3+7/4	1154	1129	-	-	-	4.8	24.4	-	29.1	90.9	17.5	24.4	41.8
8/1	825	825	-	-	-	1.1	0.7	-	1.8	7.9	10.9	0.7	11.6
9/1	580	580	-	-	-	2.1	0.8	-	2.8	17.6	9.2	0.8	10.0
9/2	582	582	-	-	-	2.1	0.8	-	2.9	17.7	9.2	0.8	10.0
9/3	772	772	-	-	-	3.7	2.1	-	5.9	27.3	12.9	2.1	15.0
9/4	362	362	-	-	-	1.3	0.3	-	1.6	15.6	6.0	0.3	6.3
10/1	141	141	-	-	-	0.2	0.1	-	0.2	6.4	0.9	0.1	0.9

Full Input Data And Results

10/2	690	690	-	-	-	2.6	1.3	-	3.9	20.3	11.5	1.3	12.8
10/3	112	112	-	-	-	0.5	0.1	-	0.5	16.7	1.9	0.1	1.9
10/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	226	226	-	-	-	1.2	0.2	-	1.3	21.3	3.7	0.2	3.9
11/2	312	312	-	-	-	1.3	0.3	-	1.6	18.2	5.2	0.3	5.5
11/3	729	729	-	-	-	5.4	1.8	-	7.2	35.4	12.2	1.8	14.0
11/4	3	3	-	-	-	0.0	0.0	-	0.0	17.5	0.0	0.0	0.0
12/1	602	602	-	-	-	3.1	2.8	-	6.0	35.6	9.3	2.8	12.2
12/2	334	334	-	-	-	0.3	0.2	-	0.5	5.6	1.0	0.2	1.2
12/3	5	5	-	-	-	0.0	0.0	-	0.0	21.4	0.1	0.0	0.1
13/1	539	539	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	343	343	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/3	342	342	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/1	731	731	-	-	-	1.0	0.6	-	1.6	7.7	6.1	0.6	6.7
14/2	336	336	-	-	-	0.3	0.2	-	0.5	5.4	2.1	0.2	2.2
J2: North Hyde Gardens	-	-	29	89	0	2.4	1.9	0.0	4.3	-	-	-	-
1/1	56	56	-	-	-	0.3	0.1	-	0.4	26.6	0.8	0.1	0.9
2/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	825	825	2	89	0	0.5	0.4	0.0	0.9	3.8	15.8	0.4	16.2
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	735	735	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	823	823	27	0	0	1.6	1.1	-	2.7	11.7	8.7	1.1	9.7
8/1	117	117	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1 - Bulls Roundabout 1 Stream: 1 PRC for Signalled Lanes (%): 14.2 Total Delay for Signalled Lanes (pcuHr): 14.44 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 2 PRC for Signalled Lanes (%): 65.7 Total Delay for Signalled Lanes (pcuHr): 2.07 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 3 PRC for Signalled Lanes (%): -14.1 Total Delay for Signalled Lanes (pcuHr): 64.94 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 4 PRC for Signalled Lanes (%): 57.7 Total Delay for Signalled Lanes (pcuHr): 1.81 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 1 PRC for Signalled Lanes (%): -17.4 Total Delay for Signalled Lanes (pcuHr): 53.55 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 2 PRC for Signalled Lanes (%): -65.7 Total Delay for Signalled Lanes (pcuHr): 416.18 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 3 PRC for Signalled Lanes (%): 96.0 Total Delay for Signalled Lanes (pcuHr): 3.97 Cycle Time (s): 60 C3 - North Hyde Gardens PRC for Signalled Lanes (%): 32.6 Total Delay for Signalled Lanes (pcuHr): 3.95 Cycle Time (s): 60 PRC Over All Lanes (%): -65.7 Total Delay Over All Lanes(pcuHr): 562.97													

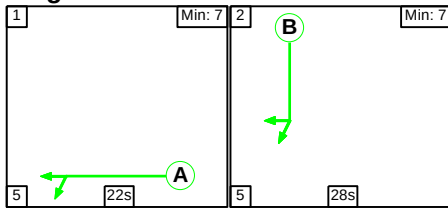
Full Input Data And Results

Scenario 4: '2016 Base PM' (FG4: '2016 Base PM', Plan 1: 'Network Control Plan 1')

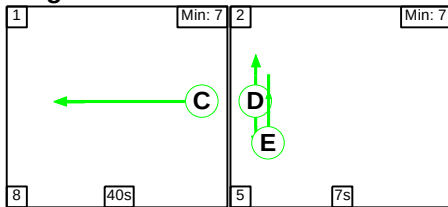
C1 - Bulls Roundabout 1

Stage Sequence Diagram

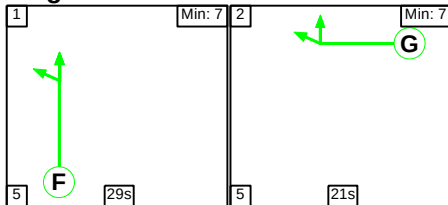
Stage Stream: 1



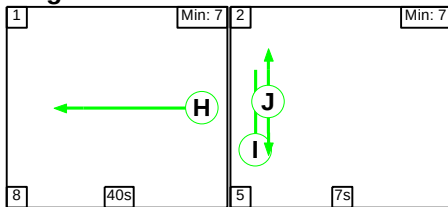
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	27	54

Stage Stream: 2

Stage	1	2
Duration	40	7
Change Point	8	56

Stage Stream: 3

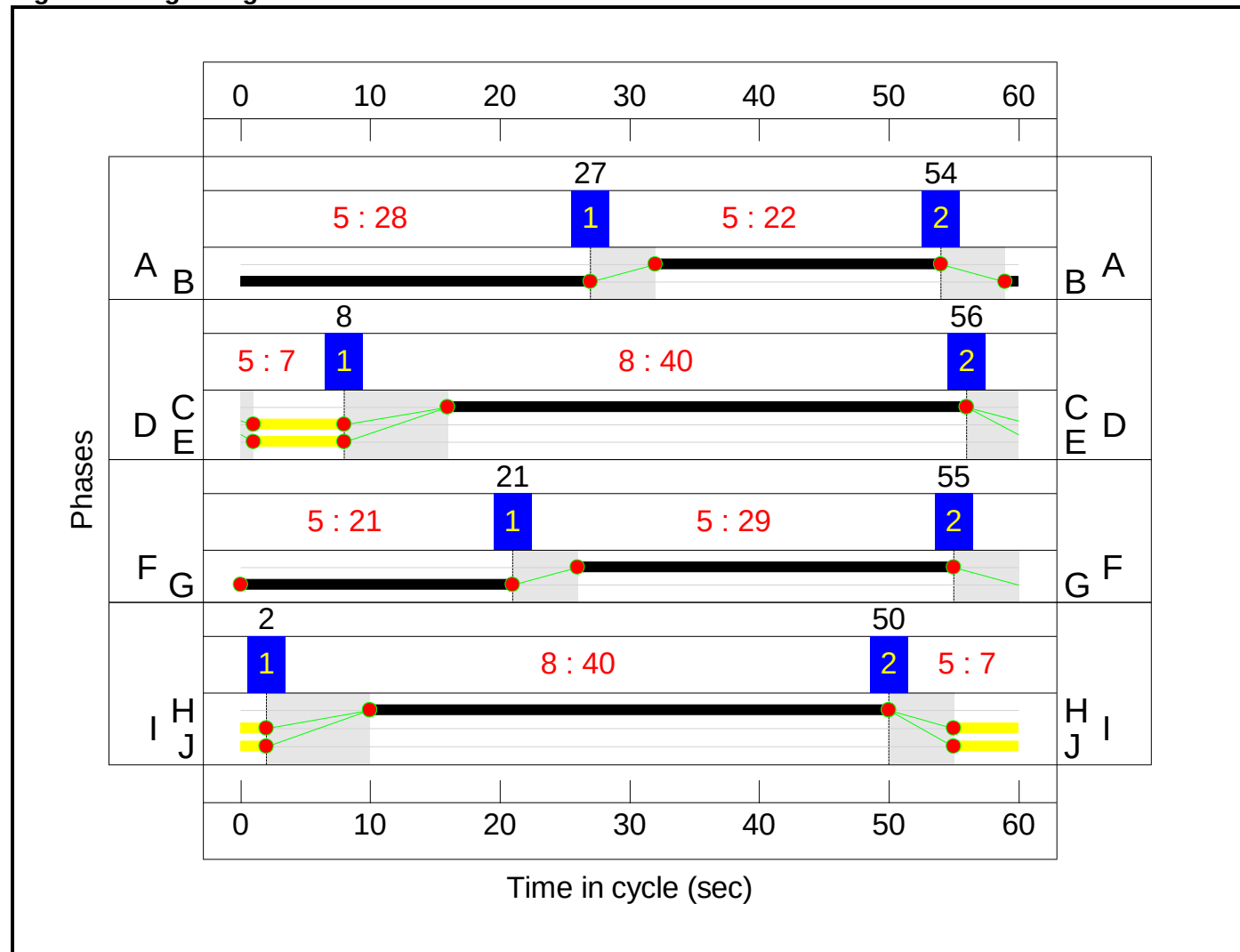
Stage	1	2
Duration	29	21
Change Point	21	55

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	40	7
Change Point	2	50

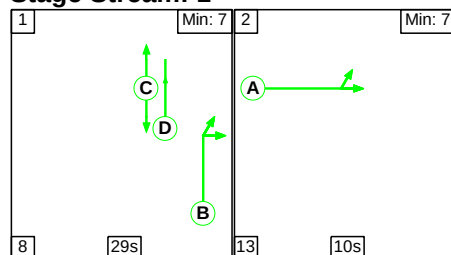
Signal Timings Diagram



C2 - Bulls Roundabout 2

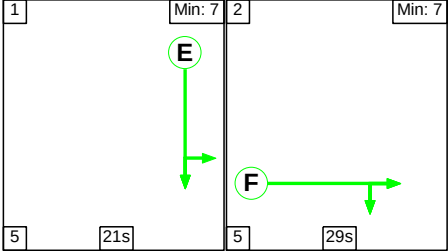
Stage Sequence Diagram

Stage Stream: 1

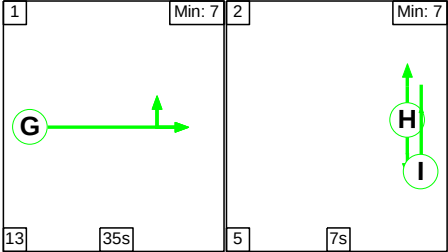


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	42	19

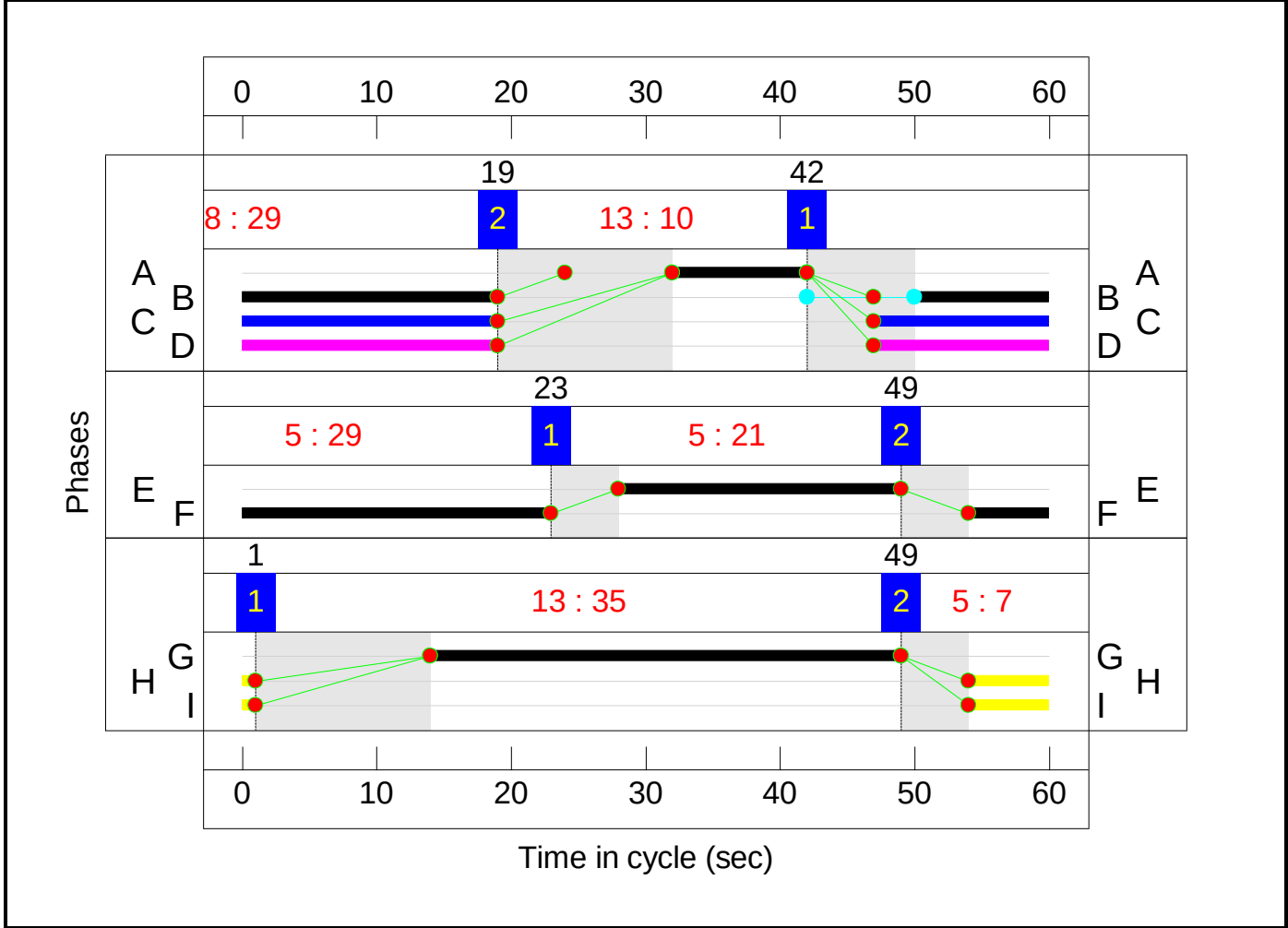
Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	23	49

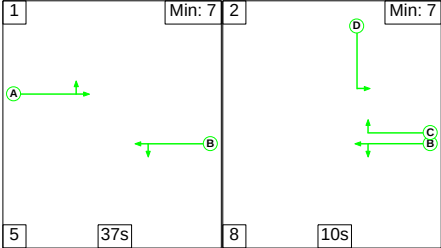
Stage Stream: 3

Stage	1	2
Duration	35	7
Change Point	1	49

Signal Timings Diagram



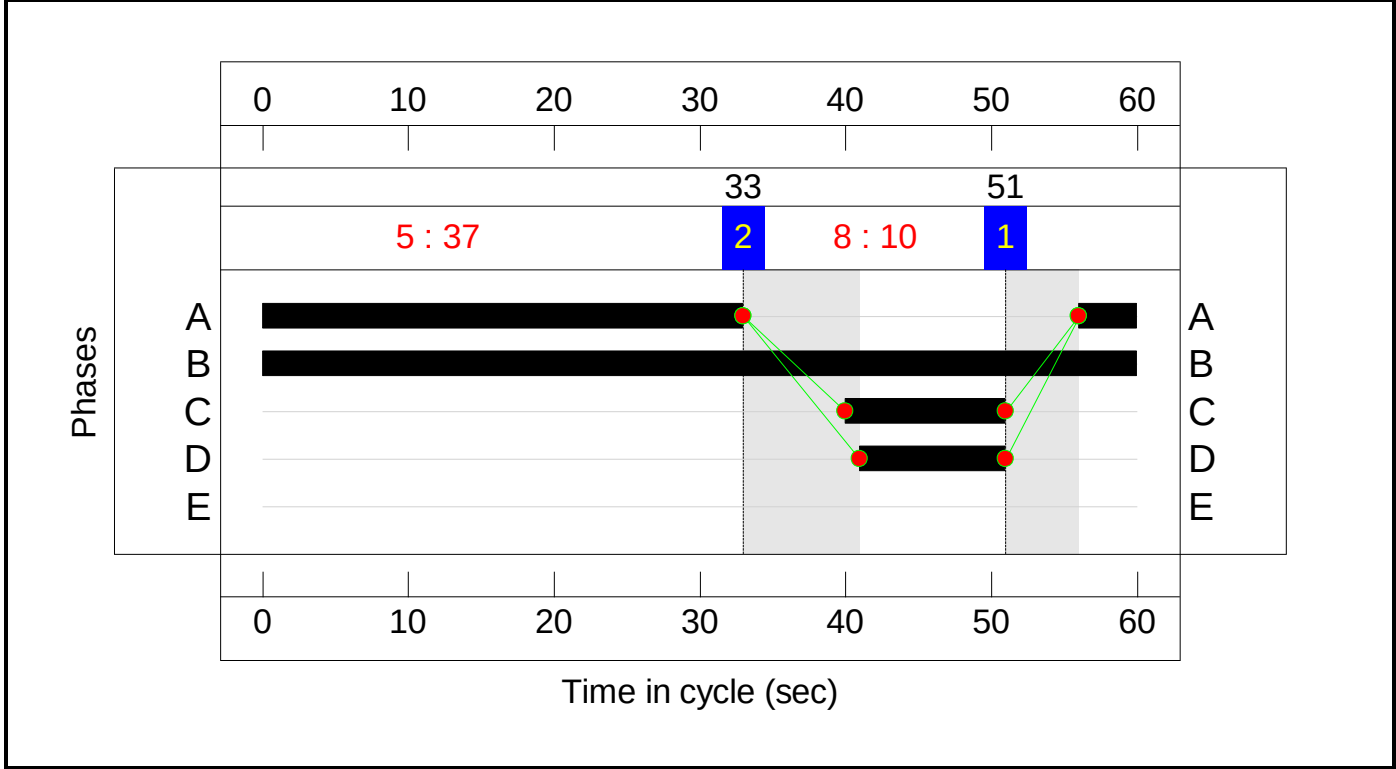
C3 - North Hyde Gardens
Stage Sequence Diagram



Stage Timings

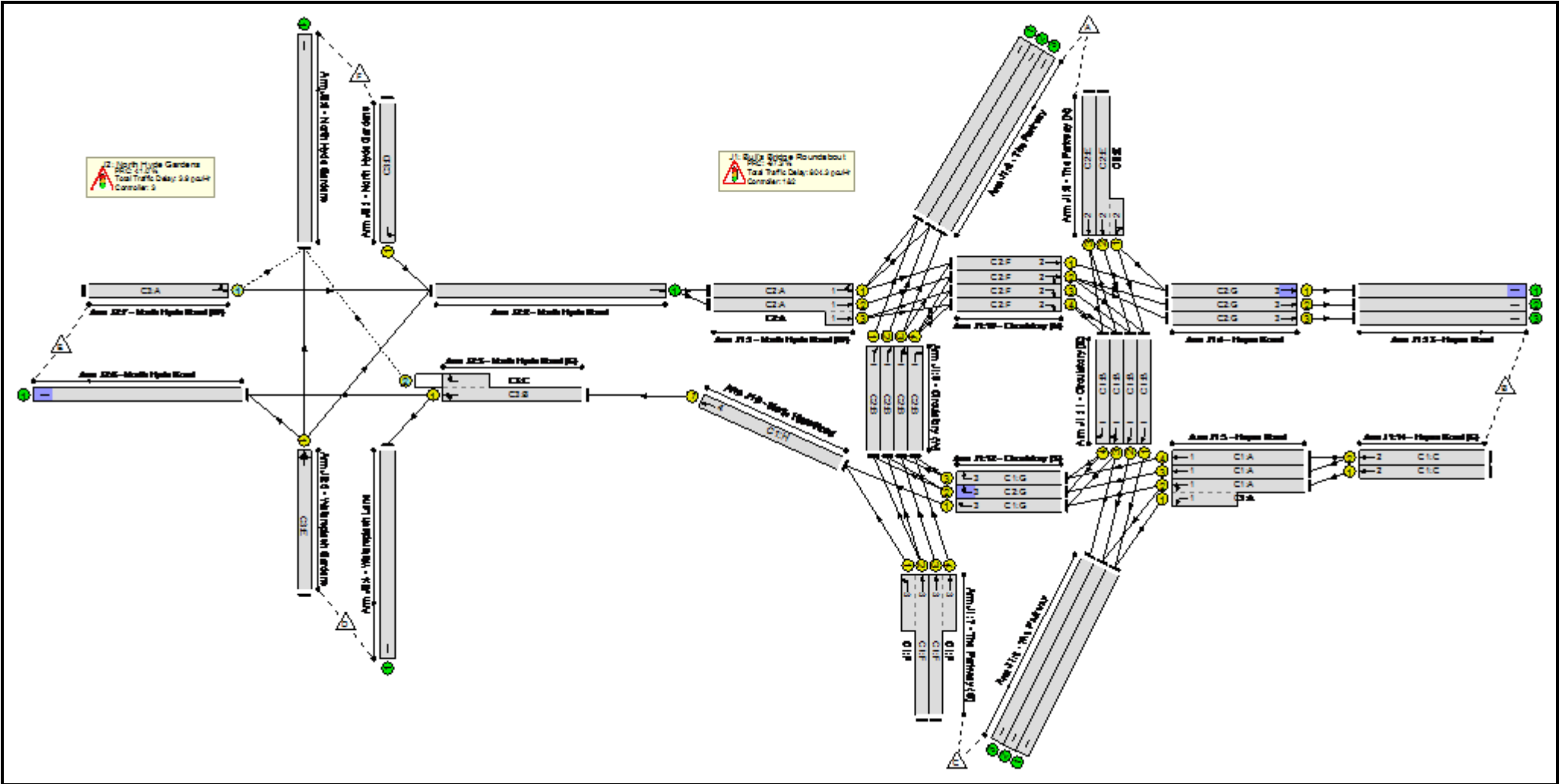
Stage	1	2
Duration	37	10
Change Point	51	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	150.6%
J1: Bull's Bridge Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	150.6%
1/1	North Hyde Road (W) Left Ahead	U	2:1	N/A	C2:A		1	10	-	395	1989	365	108.3%
1/2+1/3	North Hyde Road (W) Ahead	U	2:1	N/A	C2:A		1	10	-	473	1996:1996	454	104.2%
2/1	The Parkway	U	N/A	N/A	-		-	-	-	1005	1974	1974	44.4%
2/2	The Parkway	U	N/A	N/A	-		-	-	-	910	1974	1974	40.2%
2/3	The Parkway	U	N/A	N/A	-		-	-	-	939	1974	1974	38.4%
3/2+3/1	The Parkway (N) Left Ahead	U	2:2	N/A	C2:E		1	21	-	1254	1995:2008	833	150.6%
3/3	The Parkway (N) Ahead	U	2:2	N/A	C2:E		1	21	-	1088	1996	732	148.7%
4/1	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	635	1958	1175	36.7%
4/2	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	319	1958	1175	23.8%
4/3	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	320	1958	1175	23.9%
5/2+5/1	Hayes Road Left Ahead	U	1:1	N/A	C1:A		1	22	-	762	1914:1856	1118	68.1%
5/3	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	436	1908	731	59.6%
5/4	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	9	1911	733	1.2%
6/1	The Parkway	U	N/A	N/A	-		-	-	-	754	2018	2018	31.7%
6/2	The Parkway	U	N/A	N/A	-		-	-	-	499	2018	2018	18.7%
6/3	The Parkway	U	N/A	N/A	-		-	-	-	754	2018	2018	25.1%
7/2+7/1	The Parkway (S) Left Ahead	U	1:3	N/A	C1:F		1	29	-	1268	1880:1869	1018	124.5%

Full Input Data And Results

7/3+7/4	The Parkway (S) Ahead	U	1:3	N/A	C1:F		1	29	-	1352	1889:1897	1092	123.8%
8/1	North Hyde Road Ahead	U	1:4	N/A	C1:H		1	40	-	902	2115	1445	52.4%
9/1	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	759	1900	950	68.4%
9/2	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	761	1902	951	68.9%
9/3	Circulatory (W) Ahead Right	U	2:1	N/A	C2:B		1	29	-	996	1902	951	84.8%
9/4	Circulatory (W) Right	U	2:1	N/A	C2:B		1	29	-	365	1903	951	31.0%
10/1	Circulatory (N) Ahead	U	2:2	N/A	C2:F		1	29	-	57	1918	959	5.0%
10/2	Circulatory (N) Ahead Right	U	2:2	N/A	C2:F		1	29	-	700	1908	954	64.7%
10/3	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	138	1912	956	13.9%
10/4	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	0	1971	986	0.0%
11/1	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	390	1926	931	29.6%
11/2	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	485	1920	928	39.1%
11/3	Circulatory (E) Ahead Right	U	1:1	N/A	C1:B		1	28	-	1082	1914	925	78.7%
11/4	Circulatory (E) Right	U	1:1	N/A	C1:B		1	28	-	6	1905	921	0.4%
12/1	Circulatory (S) Ahead	U	1:3	N/A	C1:G		1	21	-	712	1915	702	86.1%
12/2	Circulatory (S) Right	U	2:3	N/A	C2:G		1	35	-	442	1907	1144	38.5%
12/3	Circulatory (S) Right	U	1:3	N/A	C1:G		1	21	-	9	1897	696	1.3%
13/1	Hayes Road	U	N/A	N/A	-		-	-	-	635	1958	1958	22.0%
13/2	Hayes Road	U	N/A	N/A	-		-	-	-	319	1958	1958	14.3%
13/3	Hayes Road	U	N/A	N/A	-		-	-	-	320	1958	1958	14.3%

Full Input Data And Results

14/1	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	762	1970	1346	56.6%
14/2	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	445	1970	1346	33.1%
J2: North Hyde Gardens	-	-	N/A	-	-		-	-	-	-	-	-	63.8%
1/1	North Hyde Gardens Left	U	N/A	N/A	C3:D		1	10	-	92	1947	357	25.8%
2/1	North Hyde Road Ahead	U	N/A	N/A	-		-	-	-	868	Inf	Inf	0.0%
3/1+3/2	North Hyde Road (E) Left Ahead Right	U+O	N/A	N/A	C3:B C3:C		1	60:11	-	902	1930:1752	1924	39.4%
4/1	Watersplash Lane	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Watersplash Gardens Right Left Ahead	U	N/A	N/A	C3:E		0	0	-	0	1930	0	0.0%
6/1	North Hyde Road	U	N/A	N/A	-		-	-	-	874	1925	1925	38.1%
7/1	North Hyde Road (W) Ahead Left	O	N/A	N/A	C3:A		1	37	-	782	1939	1225	63.8%
8/1	North Hyde Gardens	U	N/A	N/A	-		-	-	-	34	2115	2115	1.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	6	23	0	100.8	707.4	0.0	808.2	-	-	-	-
J1: Bull's Bridge Roundabout	-	-	0	0	0	98.6	705.7	0.0	804.3	-	-	-	-
1/1	395	365	-	-	-	2.9	20.1	-	23.0	209.8	7.1	20.1	27.2
1/2+1/3	473	455	-	-	-	3.0	16.7	-	19.7	150.0	7.1	16.7	23.8
2/1	877	877	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
2/2	793	793	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/3	758	758	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/2+3/1	1254	833	-	-	-	18.9	212.0	-	230.9	662.8	30.6	212.0	242.6
3/3	1088	732	-	-	-	17.1	179.6	-	196.7	650.9	27.6	179.6	207.2
4/1	432	432	-	-	-	0.5	0.3	-	0.7	6.2	1.5	0.3	1.8
4/2	279	279	-	-	-	0.7	0.2	-	0.9	11.2	4.7	0.2	4.8
4/3	280	280	-	-	-	0.7	0.2	-	0.9	11.3	4.7	0.2	4.8
5/2+5/1	762	762	-	-	-	2.0	1.1	-	3.1	14.4	7.3	1.1	8.3
5/3	436	436	-	-	-	1.3	0.7	-	2.1	17.0	5.7	0.7	6.4
5/4	9	9	-	-	-	0.0	0.0	-	0.0	10.3	0.1	0.0	0.1
6/1	640	640	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	377	377	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/3	507	507	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2+7/1	1268	1018	-	-	-	12.1	127.4	-	139.5	396.0	26.6	127.4	154.0
7/3+7/4	1352	1092	-	-	-	12.4	132.6	-	145.0	386.1	27.1	132.6	159.7
8/1	757	757	-	-	-	1.0	0.5	-	1.5	7.3	10.7	0.5	11.2
9/1	650	650	-	-	-	2.5	1.1	-	3.5	19.6	10.3	1.1	11.4
9/2	656	656	-	-	-	2.5	1.1	-	3.6	19.6	10.4	1.1	11.5
9/3	806	806	-	-	-	4.0	2.7	-	6.6	29.7	13.4	2.7	16.1
9/4	295	295	-	-	-	0.9	0.2	-	1.2	14.3	4.5	0.2	4.7
10/1	48	48	-	-	-	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0

Full Input Data And Results

10/2	617	617	-	-	-	2.3	0.9	-	3.3	19.0	10.3	0.9	11.2
10/3	133	133	-	-	-	0.6	0.1	-	0.6	17.2	2.2	0.1	2.3
10/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	276	276	-	-	-	1.2	0.2	-	1.4	18.6	4.4	0.2	4.6
11/2	363	363	-	-	-	1.6	0.3	-	1.9	19.1	6.1	0.3	6.4
11/3	728	728	-	-	-	5.3	1.8	-	7.2	35.4	12.1	1.8	13.9
11/4	4	4	-	-	-	0.0	0.0	-	0.0	17.5	0.1	0.0	0.1
12/1	605	605	-	-	-	3.0	2.9	-	5.9	35.3	9.3	2.9	12.2
12/2	440	440	-	-	-	0.4	0.3	-	0.7	6.0	1.3	0.3	1.6
12/3	9	9	-	-	-	0.0	0.0	-	0.1	21.4	0.2	0.0	0.2
13/1	432	432	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	279	279	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/3	280	280	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/1	762	762	-	-	-	1.0	0.7	-	1.7	8.0	6.4	0.7	7.0
14/2	445	445	-	-	-	0.5	0.2	-	0.7	5.9	3.0	0.2	3.2
J2: North Hyde Gardens	-	-	6	23	0	2.2	1.7	0.0	3.9	-	-	-	-
1/1	92	92	-	-	-	0.5	0.2	-	0.7	27.8	1.3	0.2	1.5
2/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	757	757	0	23	0	0.2	0.3	0.0	0.5	2.5	14.8	0.3	15.1
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	734	734	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	782	782	6	0	0	1.5	0.9	-	2.4	10.8	7.8	0.9	8.7
8/1	30	30	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 - Bulls Roundabout 1	Stream: 1	PRC for Signalled Lanes (%)	14.4	Total Delay for Signalled Lanes (pcuHr):	15.65	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 2	PRC for Signalled Lanes (%)	59.0	Total Delay for Signalled Lanes (pcuHr):	2.42	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 3	PRC for Signalled Lanes (%)	-38.4	Total Delay for Signalled Lanes (pcuHr):	290.45	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 4	PRC for Signalled Lanes (%)	71.8	Total Delay for Signalled Lanes (pcuHr):	1.53	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 1	PRC for Signalled Lanes (%)	-20.4	Total Delay for Signalled Lanes (pcuHr):	57.64	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 2	PRC for Signalled Lanes (%)	-67.3	Total Delay for Signalled Lanes (pcuHr):	431.49	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 3	PRC for Signalled Lanes (%)	134.0	Total Delay for Signalled Lanes (pcuHr):	3.23	Cycle Time (s):	60
C3 - North Hyde Gardens		PRC for Signalled Lanes (%)	41.0	Total Delay for Signalled Lanes (pcuHr):	3.58	Cycle Time (s):	60
		PRC Over All Lanes (%)	-67.3	Total Delay Over All Lanes (pcuHr):	808.19		

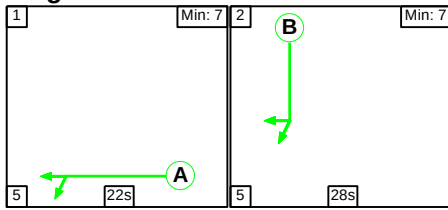
Full Input Data And Results

Scenario 5: '2016 + Com AM' (FG5: '2016 + Com AM', Plan 1: 'Network Control Plan 1')

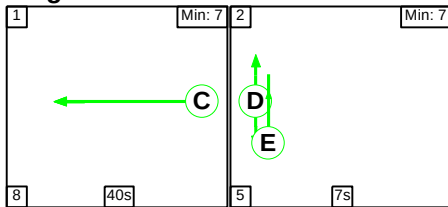
C1 - Bulls Roundabout 1

Stage Sequence Diagram

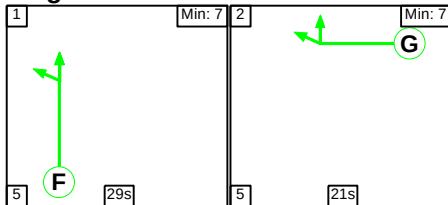
Stage Stream: 1



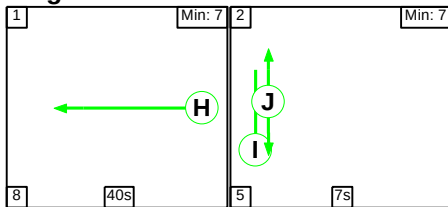
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	27	54

Stage Stream: 2

Stage	1	2
Duration	40	7
Change Point	8	56

Stage Stream: 3

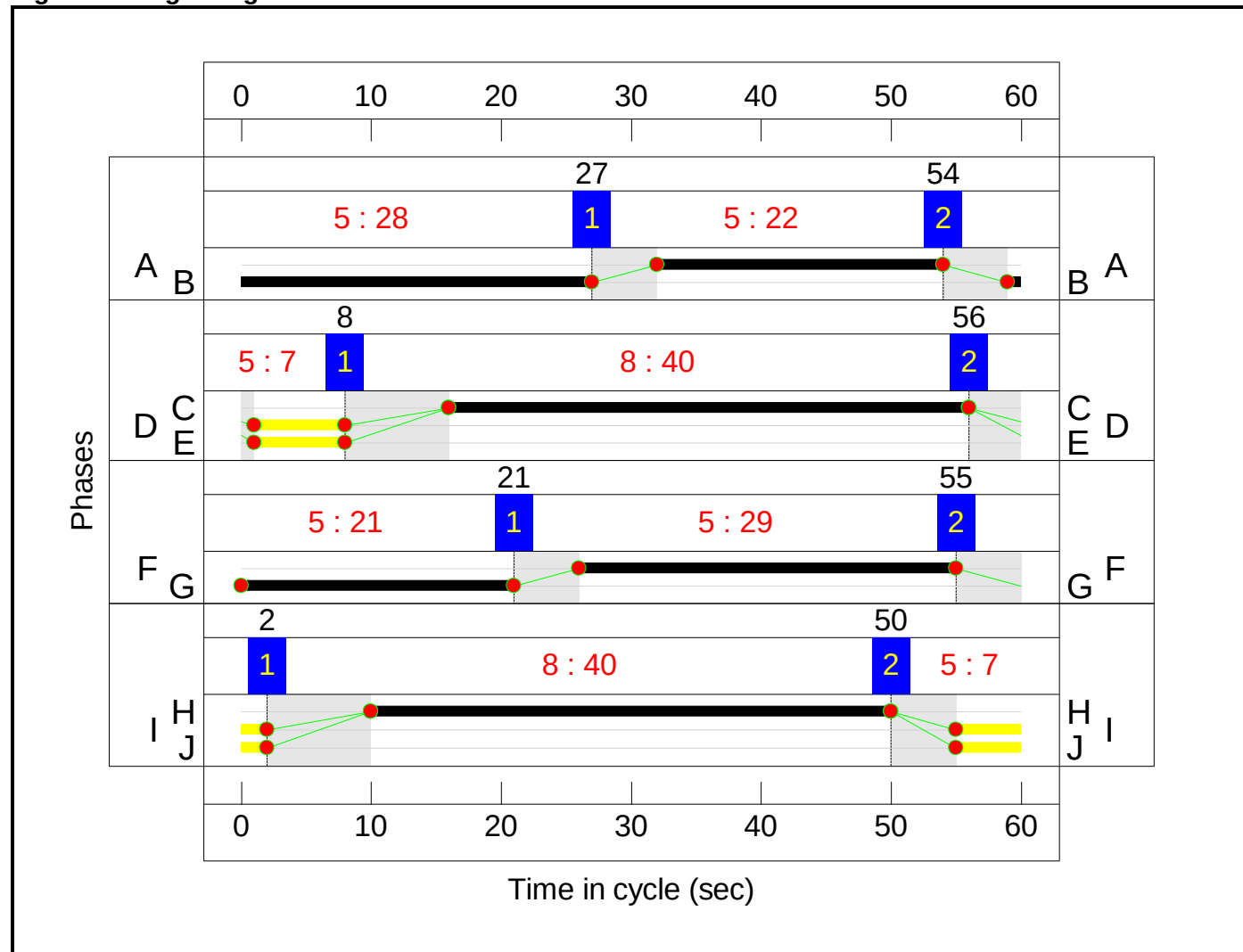
Stage	1	2
Duration	29	21
Change Point	21	55

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	40	7
Change Point	2	50

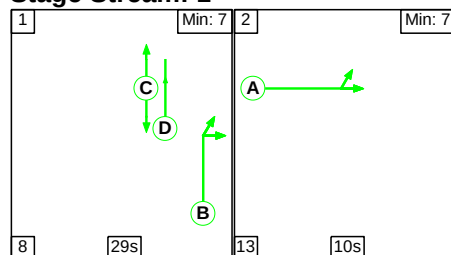
Signal Timings Diagram



C2 - Bulls Roundabout 2

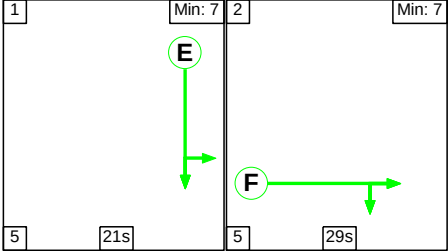
Stage Sequence Diagram

Stage Stream: 1

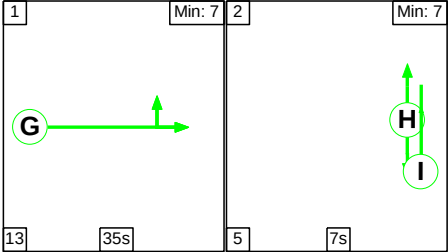


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	42	19

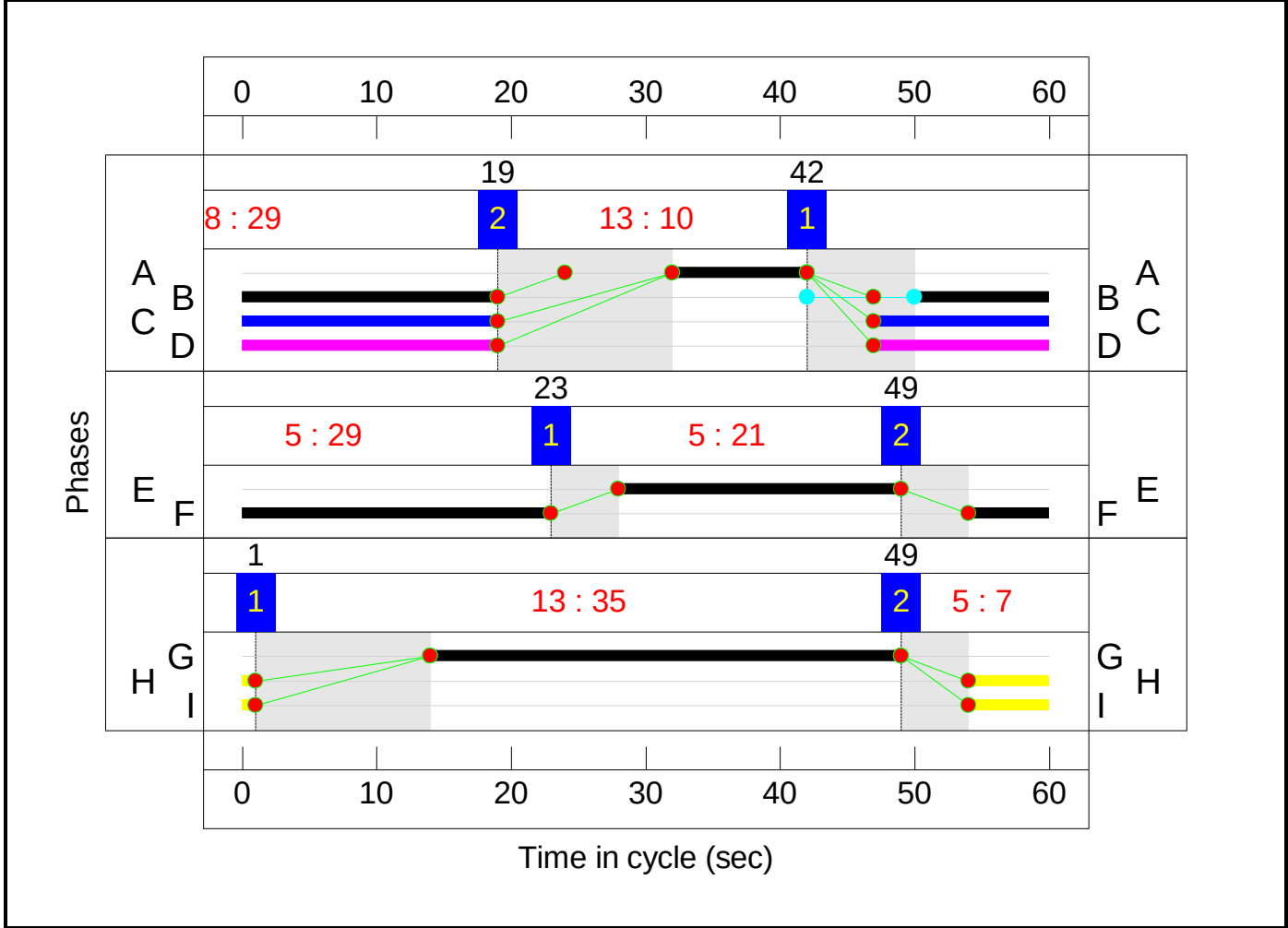
Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	23	49

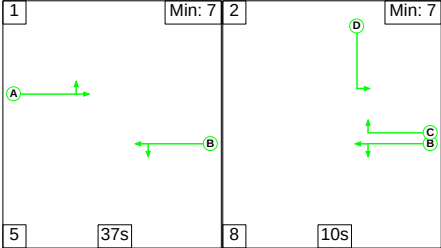
Stage Stream: 3

Stage	1	2
Duration	35	7
Change Point	1	49

Signal Timings Diagram



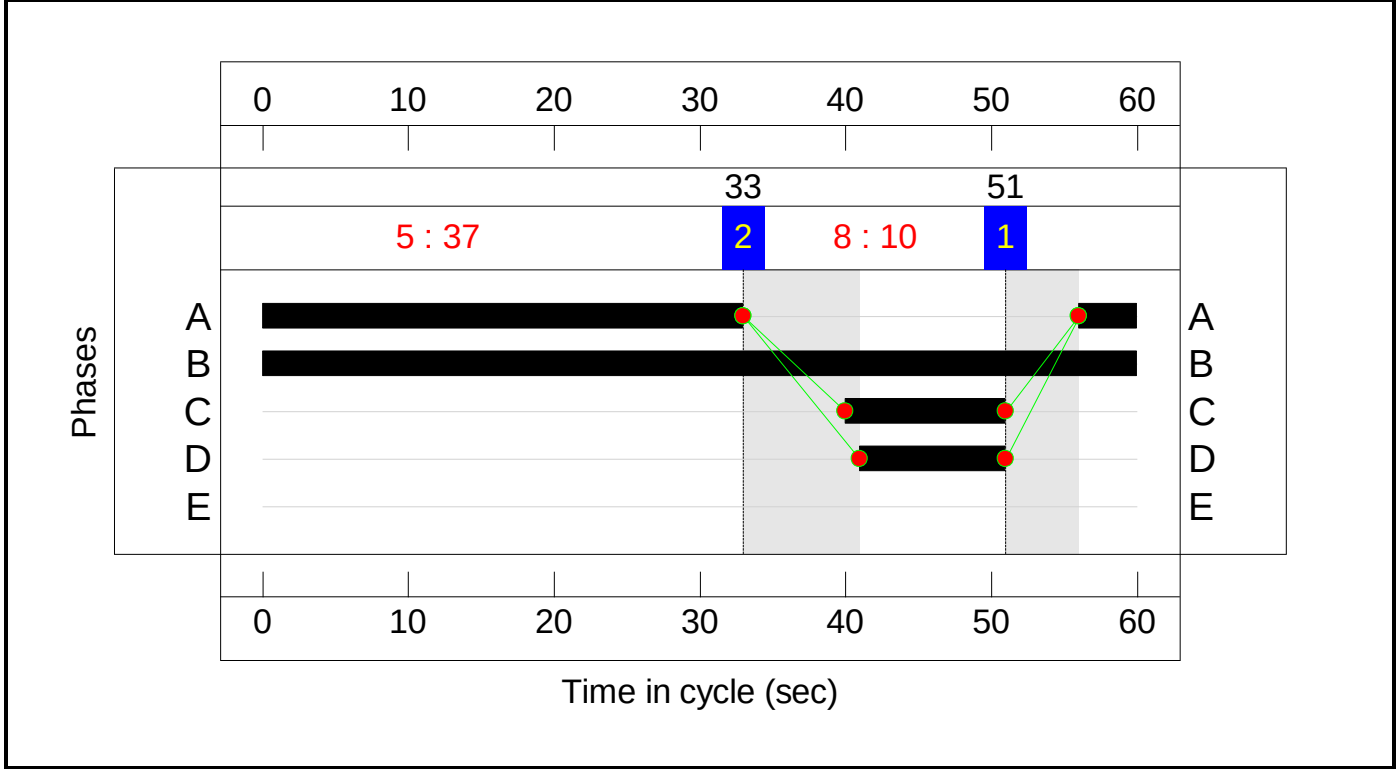
C3 - North Hyde Gardens
Stage Sequence Diagram



Stage Timings

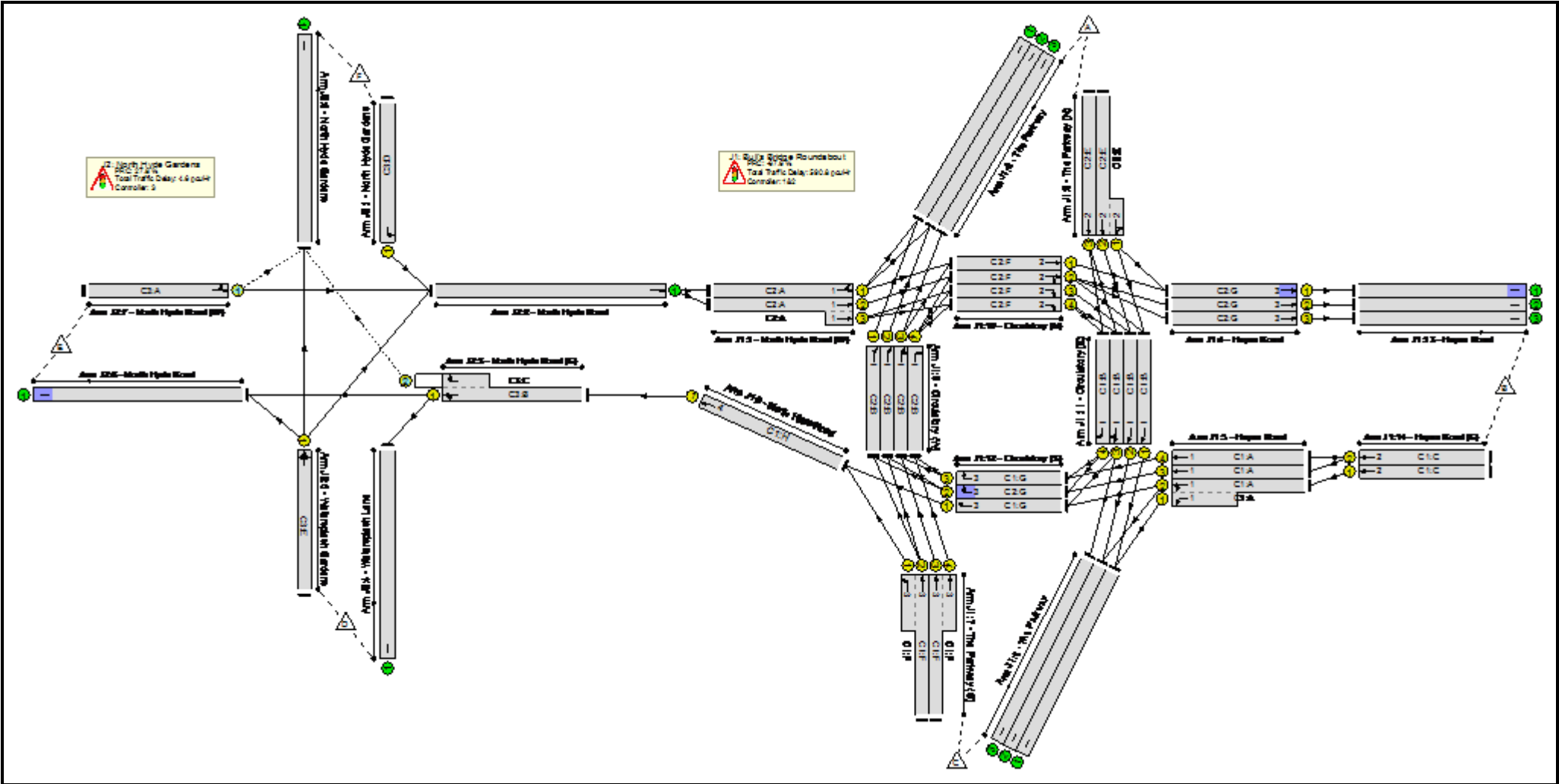
Stage	1	2
Duration	37	10
Change Point	51	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	150.8%
J1: Bull's Bridge Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	150.8%
1/1	North Hyde Road (W) Left Ahead	U	2:1	N/A	C2:A		1	10	-	398	1992	365	109.0%
1/2+1/3	North Hyde Road (W) Ahead	U	2:1	N/A	C2:A		1	10	-	486	1996:1996	446	109.0%
2/1	The Parkway	U	N/A	N/A	-		-	-	-	794	1974	1974	38.6%
2/2	The Parkway	U	N/A	N/A	-		-	-	-	735	1974	1974	35.9%
2/3	The Parkway	U	N/A	N/A	-		-	-	-	701	1974	1974	34.5%
3/2+3/1	The Parkway (N) Left Ahead	U	2:2	N/A	C2:E		1	21	-	1237	1995:2008	820	150.8%
3/3	The Parkway (N) Ahead	U	2:2	N/A	C2:E		1	21	-	1088	1996	732	148.7%
4/1	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	735	1958	1175	45.0%
4/2	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	359	1958	1175	28.9%
4/3	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	358	1958	1175	28.8%
5/2+5/1	Hayes Road Left Ahead	U	1:1	N/A	C1:A		1	22	-	732	1914:1856	1072	68.3%
5/3	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	331	1908	731	45.3%
5/4	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	5	1911	733	0.7%
6/1	The Parkway	U	N/A	N/A	-		-	-	-	673	2018	2018	27.7%
6/2	The Parkway	U	N/A	N/A	-		-	-	-	435	2018	2018	15.9%
6/3	The Parkway	U	N/A	N/A	-		-	-	-	767	2018	2018	25.6%
7/2+7/1	The Parkway (S) Left Ahead	U	1:3	N/A	C1:F		1	29	-	1099	1880:1869	1063	103.4%

Full Input Data And Results

7/3+7/4	The Parkway (S) Ahead	U	1:3	N/A	C1:F		1	29	-	1161	1889:1897	1129	102.9%
8/1	North Hyde Road Ahead	U	1:4	N/A	C1:H		1	40	-	980	2115	1445	60.0%
9/1	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	589	1900	950	60.4%
9/2	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	590	1902	951	60.6%
9/3	Circulatory (W) Ahead Right	U	2:1	N/A	C2:B		1	29	-	794	1902	951	81.2%
9/4	Circulatory (W) Right	U	2:1	N/A	C2:B		1	29	-	372	1903	951	38.0%
10/1	Circulatory (N) Ahead	U	2:2	N/A	C2:F		1	29	-	141	1918	959	14.0%
10/2	Circulatory (N) Ahead Right	U	2:2	N/A	C2:F		1	29	-	727	1908	954	72.0%
10/3	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	129	1912	956	12.4%
10/4	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	2	1878	939	0.2%
11/1	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	347	1926	931	25.0%
11/2	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	435	1920	928	34.6%
11/3	Circulatory (E) Ahead Right	U	1:1	N/A	C1:B		1	28	-	1086	1914	925	79.0%
11/4	Circulatory (E) Right	U	1:1	N/A	C1:B		1	28	-	4	1905	921	0.3%
12/1	Circulatory (S) Ahead	U	1:3	N/A	C1:G		1	21	-	725	1915	702	88.4%
12/2	Circulatory (S) Right	U	2:3	N/A	C2:G		1	35	-	335	1907	1144	29.2%
12/3	Circulatory (S) Right	U	1:3	N/A	C1:G		1	21	-	5	1897	696	0.7%
13/1	Hayes Road	U	N/A	N/A	-		-	-	-	735	1958	1958	27.0%
13/2	Hayes Road	U	N/A	N/A	-		-	-	-	359	1958	1958	17.3%
13/3	Hayes Road	U	N/A	N/A	-		-	-	-	358	1958	1958	17.3%

Full Input Data And Results

14/1	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	732	1970	1346	54.4%
14/2	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	336	1970	1346	25.0%
J2: North Hyde Gardens	-	-	N/A	-	-		-	-	-	-	-	-	70.4%
1/1	North Hyde Gardens Left	U	N/A	N/A	C3:D		1	10	-	57	1947	357	16.0%
2/1	North Hyde Road Ahead	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
3/1+3/2	North Hyde Road (E) Left Ahead Right	U+O	N/A	N/A	C3:B C3:C		1	60:11	-	980	1929:1752	1909	45.4%
4/1	Watersplash Lane	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
5/1	Watersplash Gardens Right Left Ahead	U	N/A	N/A	C3:E		0	0	-	0	1930	0	0.0%
6/1	North Hyde Road	U	N/A	N/A	-		-	-	-	878	1925	1925	40.4%
7/1	North Hyde Road (W) Ahead Left	O	N/A	N/A	C3:A		1	37	-	854	1936	1213	70.4%
8/1	North Hyde Gardens	U	N/A	N/A	-		-	-	-	127	2115	2115	5.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	29	87	0	86.2	509.1	0.0	595.4	-	-	-	-
J1: Bull's Bridge Roundabout	-	-	0	0	0	83.7	507.1	0.0	590.8	-	-	-	-
1/1	398	365	-	-	-	2.8	21.1	-	23.9	216.5	7.2	21.1	28.3
1/2+1/3	486	445	-	-	-	3.4	24.9	-	28.3	209.4	7.9	24.9	32.8
2/1	762	762	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/2	709	709	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/3	682	682	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/2+3/1	1237	820	-	-	-	18.7	209.9	-	228.6	665.3	30.5	209.9	240.4
3/3	1088	732	-	-	-	17.1	179.6	-	196.7	650.9	27.6	179.6	207.2
4/1	528	528	-	-	-	0.8	0.4	-	1.2	8.2	3.0	0.4	3.4
4/2	339	339	-	-	-	0.9	0.2	-	1.1	11.5	5.7	0.2	5.9
4/3	338	338	-	-	-	0.9	0.2	-	1.1	11.5	5.6	0.2	5.8
5/2+5/1	732	732	-	-	-	1.9	1.1	-	3.0	14.7	7.3	1.1	8.3
5/3	331	331	-	-	-	0.9	0.4	-	1.3	14.7	4.0	0.4	4.5
5/4	5	5	-	-	-	0.0	0.0	-	0.0	10.6	0.1	0.0	0.1
6/1	559	559	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	321	321	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/3	516	516	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2+7/1	1099	1063	-	-	-	5.0	27.8	-	32.7	107.2	17.7	27.8	45.5
7/3+7/4	1161	1129	-	-	-	4.9	26.9	-	31.9	98.8	17.7	26.9	44.6
8/1	868	868	-	-	-	1.2	0.7	-	2.0	8.2	11.4	0.7	12.1
9/1	574	574	-	-	-	2.0	0.8	-	2.8	17.5	9.1	0.8	9.8
9/2	576	576	-	-	-	2.1	0.8	-	2.8	17.6	9.1	0.8	9.9
9/3	772	772	-	-	-	3.7	2.1	-	5.9	27.3	12.9	2.1	15.0
9/4	362	362	-	-	-	1.3	0.3	-	1.6	15.6	6.0	0.3	6.3
10/1	134	134	-	-	-	0.1	0.1	-	0.2	6.2	0.8	0.1	0.9

Full Input Data And Results

10/2	687	687	-	-	-	2.6	1.3	-	3.8	20.1	11.5	1.3	12.7
10/3	118	118	-	-	-	0.5	0.1	-	0.6	16.9	2.0	0.1	2.0
10/4	2	2	-	-	-	0.0	0.0	-	0.0	15.0	0.0	0.0	0.0
11/1	233	233	-	-	-	1.2	0.2	-	1.4	21.1	3.8	0.2	4.0
11/2	321	321	-	-	-	1.4	0.3	-	1.6	18.2	5.4	0.3	5.6
11/3	731	731	-	-	-	5.4	1.8	-	7.2	35.5	12.2	1.8	14.0
11/4	3	3	-	-	-	0.0	0.0	-	0.0	17.5	0.0	0.0	0.0
12/1	621	621	-	-	-	3.2	3.5	-	6.7	39.0	9.7	3.5	13.3
12/2	334	334	-	-	-	0.3	0.2	-	0.5	5.6	1.0	0.2	1.2
12/3	5	5	-	-	-	0.0	0.0	-	0.0	21.4	0.1	0.0	0.1
13/1	528	528	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	339	339	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/3	338	338	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/1	732	732	-	-	-	1.0	0.6	-	1.6	7.7	6.1	0.6	6.7
14/2	336	336	-	-	-	0.3	0.2	-	0.5	5.4	2.1	0.2	2.2
J2: North Hyde Gardens	-	-	29	87	0	2.5	2.1	0.0	4.6	-	-	-	-
1/1	57	57	-	-	-	0.3	0.1	-	0.4	26.7	0.8	0.1	0.9
2/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	868	868	2	87	0	0.5	0.4	0.0	0.9	3.8	16.7	0.4	17.2
4/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	777	777	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/1	854	854	27	0	0	1.7	1.2	-	2.9	12.3	9.3	1.2	10.4
8/1	116	116	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1 - Bulls Roundabout 1 Stream: 1 PRC for Signalled Lanes (%): 13.9 Total Delay for Signalled Lanes (pcuHr): 14.56 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 2 PRC for Signalled Lanes (%): 65.5 Total Delay for Signalled Lanes (pcuHr): 2.07 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 3 PRC for Signalled Lanes (%): -14.8 Total Delay for Signalled Lanes (pcuHr): 71.34 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 4 PRC for Signalled Lanes (%): 49.9 Total Delay for Signalled Lanes (pcuHr): 1.97 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 1 PRC for Signalled Lanes (%): -21.1 Total Delay for Signalled Lanes (pcuHr): 65.24 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 2 PRC for Signalled Lanes (%): -67.6 Total Delay for Signalled Lanes (pcuHr): 429.96 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 3 PRC for Signalled Lanes (%): 100.2 Total Delay for Signalled Lanes (pcuHr): 3.89 Cycle Time (s): 60 C3 - North Hyde Gardens PRC for Signalled Lanes (%): 27.8 Total Delay for Signalled Lanes (pcuHr): 4.25 Cycle Time (s): 60 PRC Over All Lanes (%): -67.6 Total Delay Over All Lanes(pcuHr): 595.37													

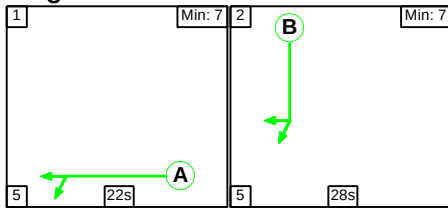
Full Input Data And Results

Scenario 6: '2016 + Com PM' (FG6: '2016 + Com PM', Plan 1: 'Network Control Plan 1')

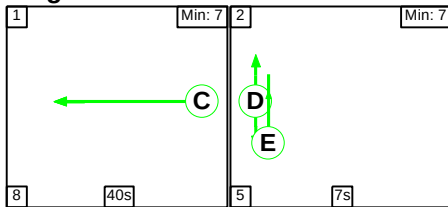
C1 - Bulls Roundabout 1

Stage Sequence Diagram

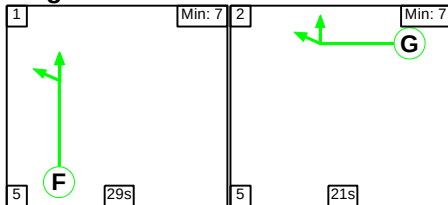
Stage Stream: 1



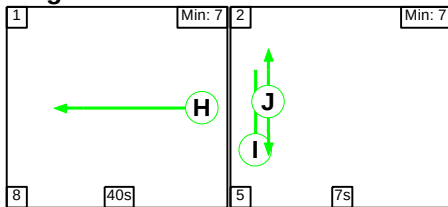
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	27	54

Stage Stream: 2

Stage	1	2
Duration	40	7
Change Point	8	56

Stage Stream: 3

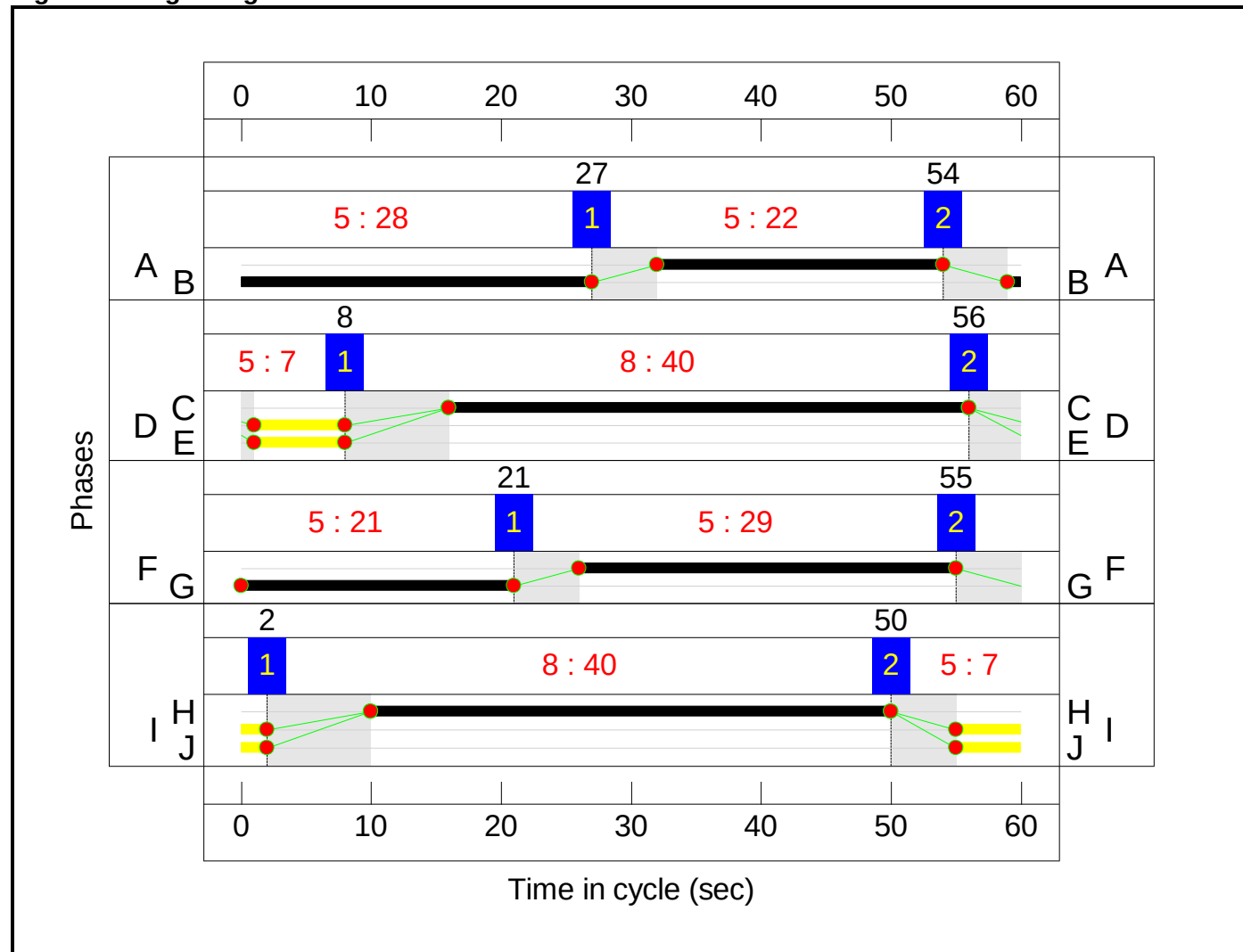
Stage	1	2
Duration	29	21
Change Point	21	55

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	40	7
Change Point	2	50

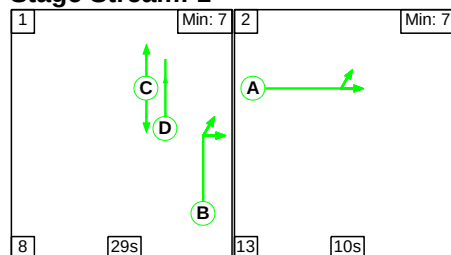
Signal Timings Diagram



C2 - Bulls Roundabout 2

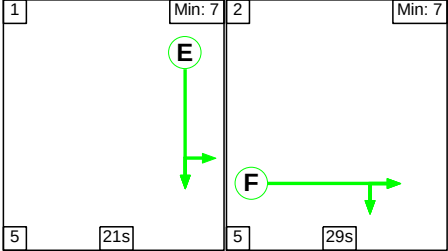
Stage Sequence Diagram

Stage Stream: 1

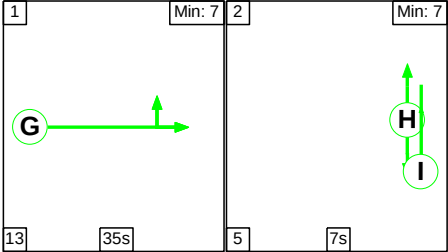


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	42	19

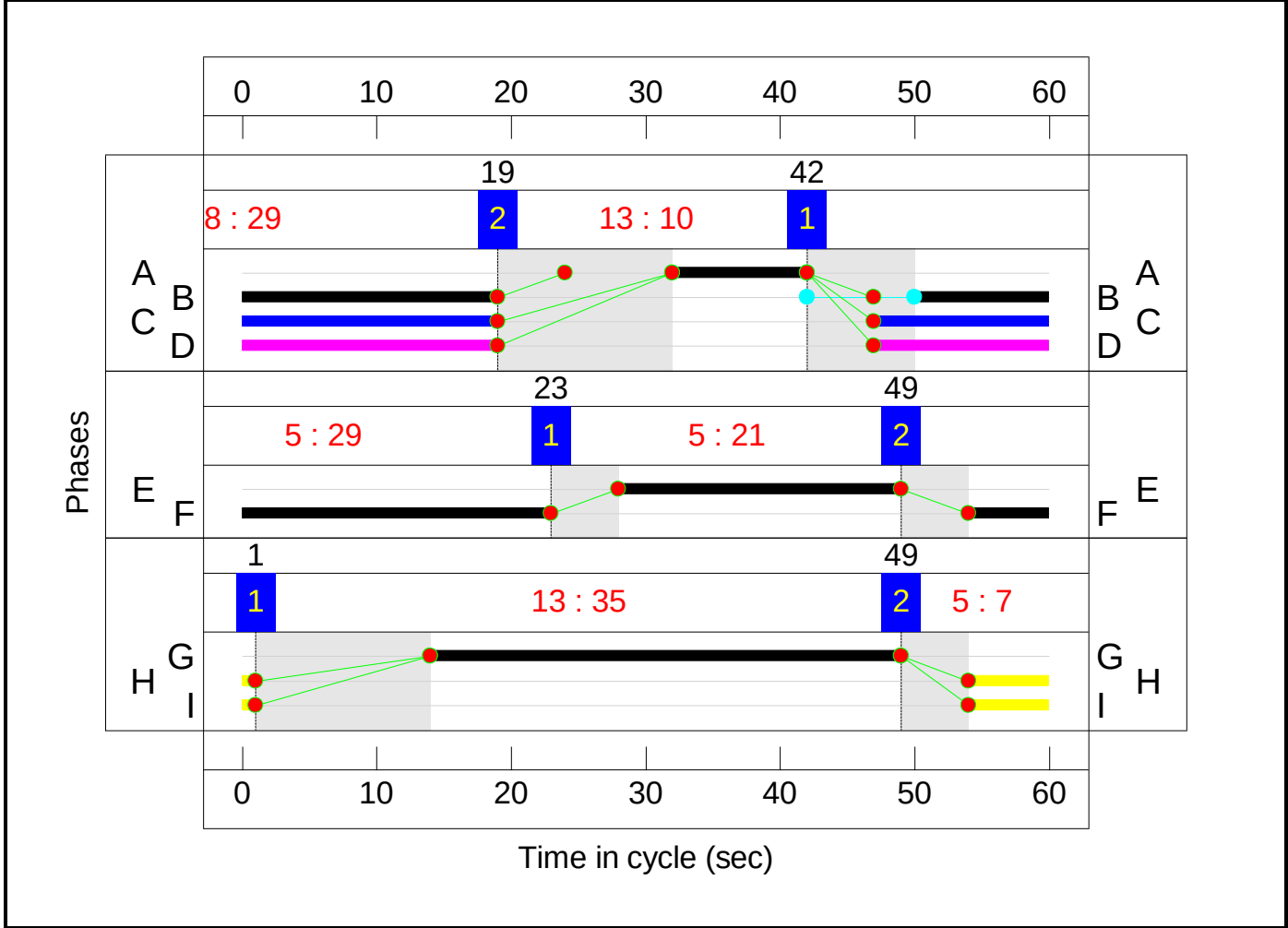
Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	23	49

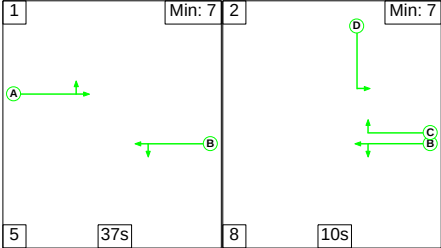
Stage Stream: 3

Stage	1	2
Duration	35	7
Change Point	1	49

Signal Timings Diagram



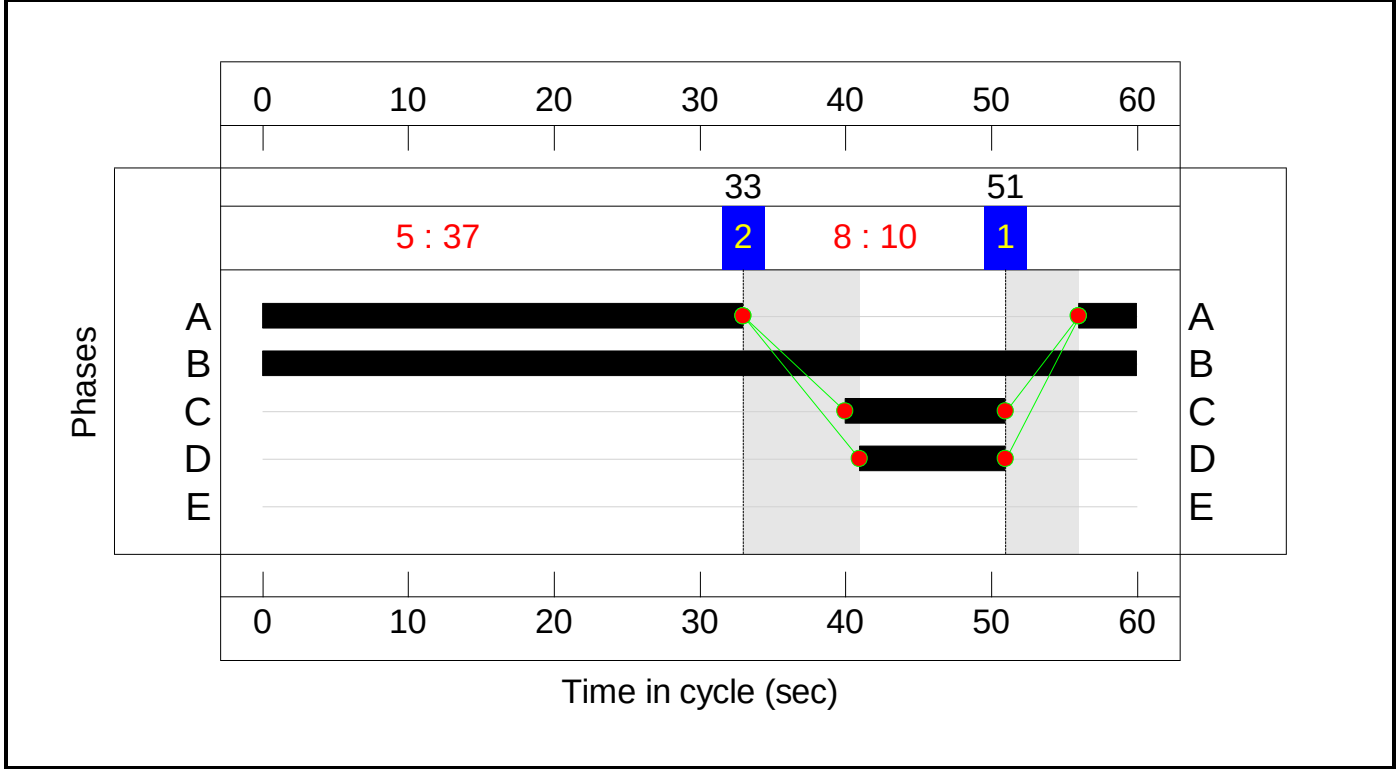
C3 - North Hyde Gardens
Stage Sequence Diagram



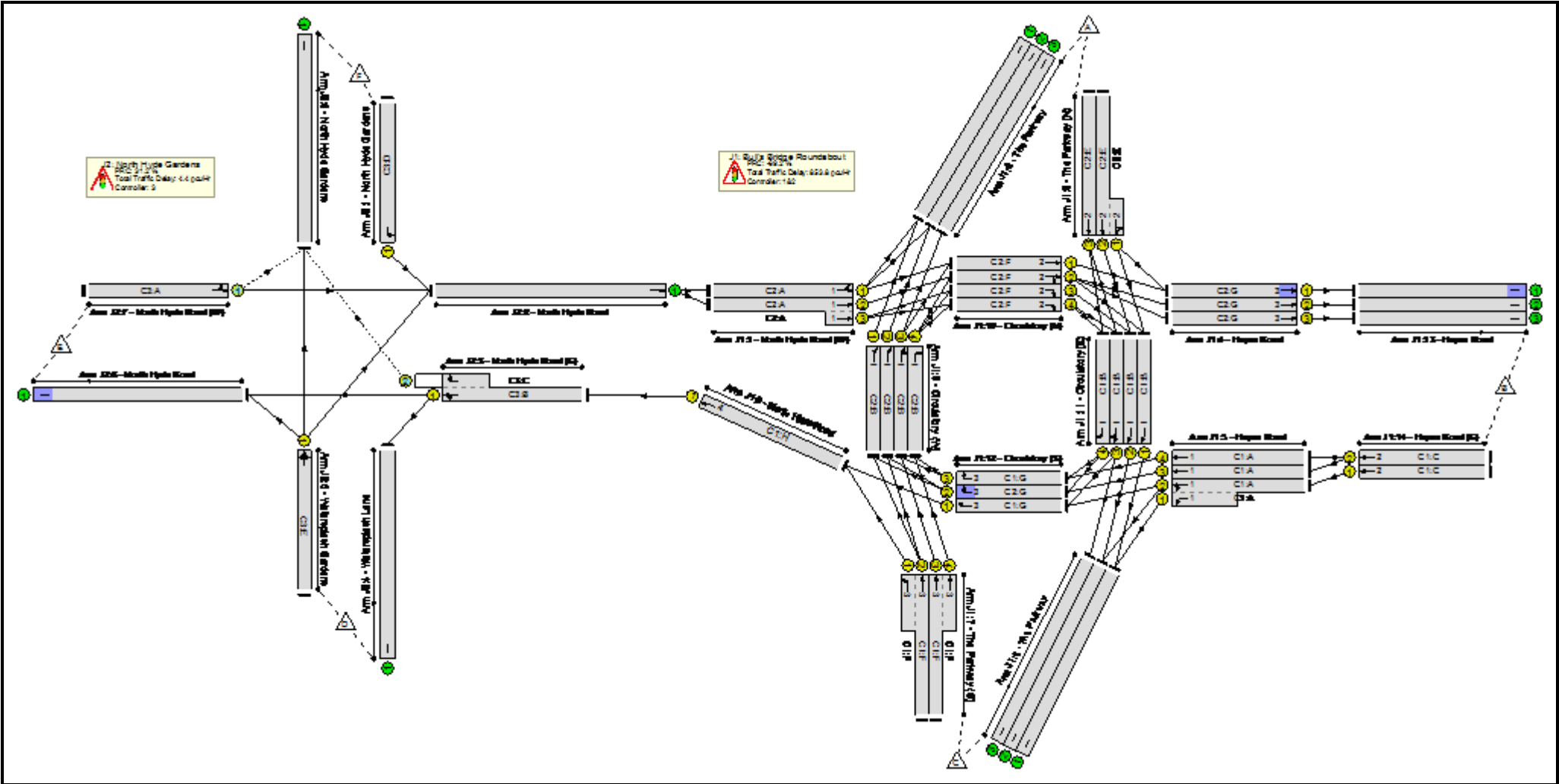
Stage Timings

Stage	1	2
Duration	37	10
Change Point	51	33

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	152.3%
J1: Bull's Bridge Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	152.3%
1/1	North Hyde Road (W) Left Ahead	U	2:1	N/A	C2:A		1	10	-	422	1989	365	115.7%
1/2+1/3	North Hyde Road (W) Ahead	U	2:1	N/A	C2:A		1	10	-	504	1996:1996	460	109.5%
2/1	The Parkway	U	N/A	N/A	-		-	-	-	1028	1974	1974	44.5%
2/2	The Parkway	U	N/A	N/A	-		-	-	-	910	1974	1974	39.6%
2/3	The Parkway	U	N/A	N/A	-		-	-	-	943	1974	1974	38.3%
3/2+3/1	The Parkway (N) Left Ahead	U	2:2	N/A	C2:E		1	21	-	1267	1995:2008	832	152.3%
3/3	The Parkway (N) Ahead	U	2:2	N/A	C2:E		1	21	-	1100	1996	732	150.3%
4/1	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	646	1958	1175	37.1%
4/2	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	315	1958	1175	22.8%
4/3	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	314	1958	1175	22.8%
5/2+5/1	Hayes Road Left Ahead	U	1:1	N/A	C1:A		1	22	-	763	1914:1856	1117	68.3%
5/3	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	436	1908	731	59.6%
5/4	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	9	1911	733	1.2%
6/1	The Parkway	U	N/A	N/A	-		-	-	-	778	2018	2018	32.4%
6/2	The Parkway	U	N/A	N/A	-		-	-	-	516	2018	2018	19.0%
6/3	The Parkway	U	N/A	N/A	-		-	-	-	741	2018	2018	24.4%
7/2+7/1	The Parkway (S) Left Ahead	U	1:3	N/A	C1:F		1	29	-	1288	1880:1869	1026	125.5%

Full Input Data And Results

7/3+7/4	The Parkway (S) Ahead	U	1:3	N/A	C1:F		1	29	-	1356	1889:1897	1086	124.9%
8/1	North Hyde Road Ahead	U	1:4	N/A	C1:H		1	40	-	954	2115	1445	54.8%
9/1	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	756	1900	950	67.8%
9/2	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	760	1902	951	68.5%
9/3	Circulatory (W) Ahead Right	U	2:1	N/A	C2:B		1	29	-	1011	1902	951	85.3%
9/4	Circulatory (W) Right	U	2:1	N/A	C2:B		1	29	-	354	1903	951	29.8%
10/1	Circulatory (N) Ahead	U	2:2	N/A	C2:F		1	29	-	68	1918	959	5.9%
10/2	Circulatory (N) Ahead Right	U	2:2	N/A	C2:F		1	29	-	702	1908	954	63.0%
10/3	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	154	1912	956	14.7%
10/4	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	2	1878	939	0.2%
11/1	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	414	1926	931	31.1%
11/2	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	502	1920	928	39.8%
11/3	Circulatory (E) Ahead Right	U	1:1	N/A	C1:B		1	28	-	1096	1914	925	78.9%
11/4	Circulatory (E) Right	U	1:1	N/A	C1:B		1	28	-	6	1905	921	0.4%
12/1	Circulatory (S) Ahead	U	1:3	N/A	C1:G		1	21	-	740	1915	702	88.5%
12/2	Circulatory (S) Right	U	2:3	N/A	C2:G		1	35	-	442	1907	1144	38.5%
12/3	Circulatory (S) Right	U	1:3	N/A	C1:G		1	21	-	9	1897	696	1.3%
13/1	Hayes Road	U	N/A	N/A	-		-	-	-	646	1958	1958	22.3%
13/2	Hayes Road	U	N/A	N/A	-		-	-	-	315	1958	1958	13.7%
13/3	Hayes Road	U	N/A	N/A	-		-	-	-	314	1958	1958	13.7%

Full Input Data And Results

14/1	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	763	1970	1346	56.7%
14/2	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	445	1970	1346	33.1%
J2: North Hyde Gardens	-	-	N/A	-	-		-	-	-	-	-	-	68.6%
1/1	North Hyde Gardens Left	U	N/A	N/A	C3:D		1	10	-	92	1947	357	25.8%
2/1	North Hyde Road Ahead	U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
3/1+3/2	North Hyde Road (E) Left Ahead Right	U+O	N/A	N/A	C3:B C3:C		1	60:11	-	954	1929:1752	1924	41.2%
4/1	Watersplash Lane	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
5/1	Watersplash Gardens Right Left Ahead	U	N/A	N/A	C3:E		0	0	-	0	1930	0	0.0%
6/1	North Hyde Road	U	N/A	N/A	-		-	-	-	925	1925	1925	39.9%
7/1	North Hyde Road (W) Ahead Left	O	N/A	N/A	C3:A		1	37	-	840	1939	1225	68.6%
8/1	North Hyde Gardens	U	N/A	N/A	-		-	-	-	33	2115	2115	1.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	6	22	0	104.4	753.8	0.0	858.2	-	-	-	-
J1: Bull's Bridge Roundabout	-	-	0	0	0	102.0	751.8	0.0	853.8	-	-	-	-
1/1	422	365	-	-	-	3.6	32.0	-	35.6	303.8	8.0	32.0	40.0
1/2+1/3	504	460	-	-	-	3.7	26.6	-	30.3	216.3	8.0	26.6	34.6
2/1	879	879	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
2/2	781	781	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/3	755	755	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/2+3/1	1267	832	-	-	-	19.4	219.0	-	238.4	677.3	31.3	219.0	250.2
3/3	1100	732	-	-	-	17.6	185.5	-	203.2	664.9	28.2	185.5	213.7
4/1	436	436	-	-	-	0.5	0.3	-	0.8	6.3	1.5	0.3	1.8
4/2	268	268	-	-	-	0.7	0.1	-	0.8	11.2	4.5	0.1	4.6
4/3	267	267	-	-	-	0.7	0.1	-	0.8	11.2	4.5	0.1	4.6
5/2+5/1	763	763	-	-	-	2.0	1.1	-	3.1	14.4	7.3	1.1	8.4
5/3	436	436	-	-	-	1.3	0.7	-	2.1	17.0	5.7	0.7	6.4
5/4	9	9	-	-	-	0.0	0.0	-	0.0	10.3	0.1	0.0	0.1
6/1	654	654	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	383	383	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/3	493	493	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2+7/1	1288	1026	-	-	-	12.6	133.2	-	145.8	407.4	27.2	133.2	160.4
7/3+7/4	1356	1086	-	-	-	12.9	137.5	-	150.3	399.0	27.6	137.5	165.0
8/1	792	792	-	-	-	1.1	0.6	-	1.7	7.5	11.0	0.6	11.6
9/1	644	644	-	-	-	2.4	1.0	-	3.5	19.5	10.2	1.0	11.3
9/2	652	652	-	-	-	2.4	1.1	-	3.5	19.5	10.3	1.1	11.4
9/3	812	812	-	-	-	4.0	2.8	-	6.8	30.1	13.5	2.8	16.3
9/4	284	284	-	-	-	0.9	0.2	-	1.1	14.0	4.3	0.2	4.5
10/1	56	56	-	-	-	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0

Full Input Data And Results

10/2	601	601	-	-	-	2.3	0.8	-	3.1	18.7	10.0	0.8	10.9
10/3	141	141	-	-	-	0.6	0.1	-	0.7	17.2	2.3	0.1	2.4
10/4	2	2	-	-	-	0.0	0.0	-	0.0	14.8	0.0	0.0	0.0
11/1	290	290	-	-	-	1.3	0.2	-	1.5	18.5	4.6	0.2	4.8
11/2	369	369	-	-	-	1.6	0.3	-	1.9	18.9	6.2	0.3	6.5
11/3	730	730	-	-	-	5.4	1.8	-	7.2	35.4	12.2	1.8	14.0
11/4	4	4	-	-	-	0.0	0.0	-	0.0	17.5	0.1	0.0	0.1
12/1	622	622	-	-	-	3.1	3.5	-	6.6	38.5	9.7	3.5	13.2
12/2	440	440	-	-	-	0.4	0.3	-	0.7	6.0	1.3	0.3	1.6
12/3	9	9	-	-	-	0.0	0.0	-	0.1	21.4	0.2	0.0	0.2
13/1	436	436	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	268	268	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/3	267	267	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/1	763	763	-	-	-	1.0	0.7	-	1.7	8.0	6.6	0.7	7.2
14/2	445	445	-	-	-	0.5	0.2	-	0.7	5.9	3.0	0.2	3.2
J2: North Hyde Gardens	-	-	6	22	0	2.4	1.9	0.0	4.4	-	-	-	-
1/1	92	92	-	-	-	0.5	0.2	-	0.7	27.8	1.3	0.2	1.5
2/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	792	792	0	22	0	0.2	0.3	0.0	0.6	2.5	15.7	0.3	16.1
4/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	768	768	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/1	840	840	6	0	0	1.7	1.1	-	2.7	11.8	8.9	1.1	10.0
8/1	28	28	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 - Bulls Roundabout 1	Stream: 1	PRC for Signalled Lanes (%)	14.1	Total Delay for Signalled Lanes (pcuHr):	15.77	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 2	PRC for Signalled Lanes (%)	58.8	Total Delay for Signalled Lanes (pcuHr):	2.42	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 3	PRC for Signalled Lanes (%)	-39.4	Total Delay for Signalled Lanes (pcuHr):	302.76	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 4	PRC for Signalled Lanes (%)	64.2	Total Delay for Signalled Lanes (pcuHr):	1.66	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 1	PRC for Signalled Lanes (%)	-28.6	Total Delay for Signalled Lanes (pcuHr):	80.79	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 2	PRC for Signalled Lanes (%)	-69.2	Total Delay for Signalled Lanes (pcuHr):	445.39	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 3	PRC for Signalled Lanes (%)	134.0	Total Delay for Signalled Lanes (pcuHr):	3.16	Cycle Time (s):	60
C3 - North Hyde Gardens		PRC for Signalled Lanes (%)	31.2	Total Delay for Signalled Lanes (pcuHr):	4.02	Cycle Time (s):	60
		PRC Over All Lanes (%)	-69.2	Total Delay Over All Lanes (pcuHr):	858.16		

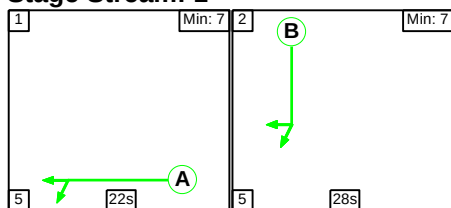
Full Input Data And Results

Scenario 7: '2016 + Com + Dev AM' (FG7: '2016 + Com + Dev AM', Plan 1: 'Network Control Plan 1')

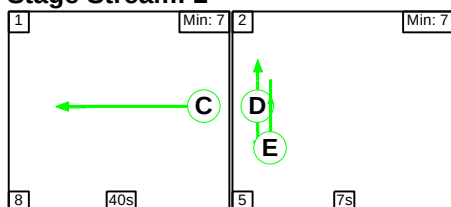
C1 - Bulls Roundabout 1

Stage Sequence Diagram

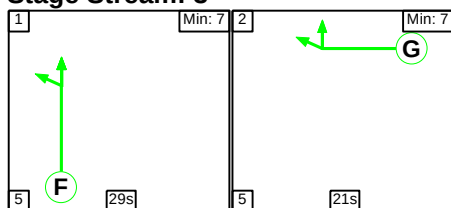
Stage Stream: 1



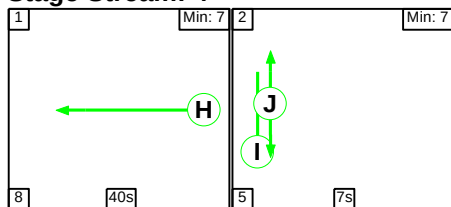
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	27	54

Stage Stream: 2

Stage	1	2
Duration	40	7
Change Point	8	56

Stage Stream: 3

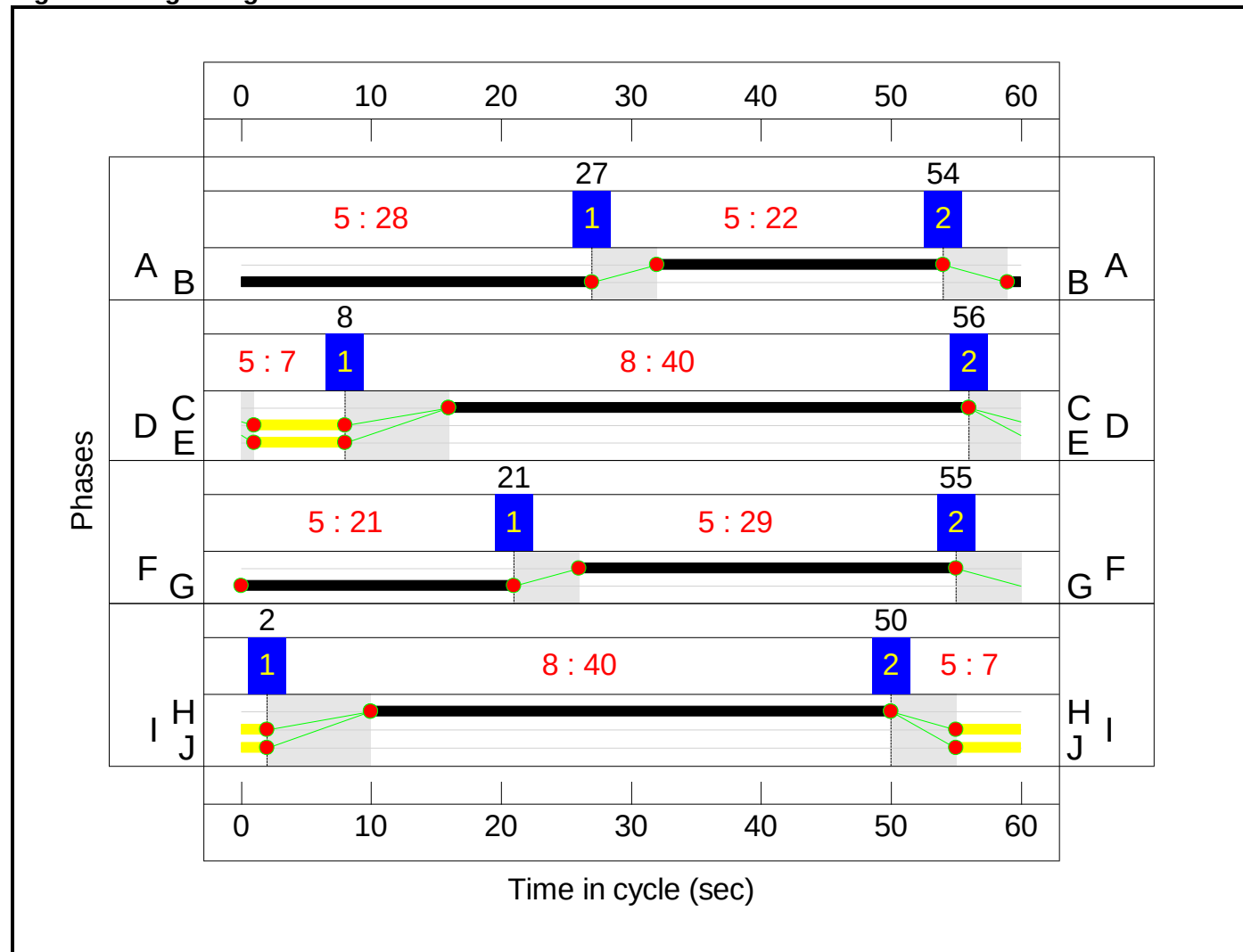
Stage	1	2
Duration	29	21
Change Point	21	55

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	40	7
Change Point	2	50

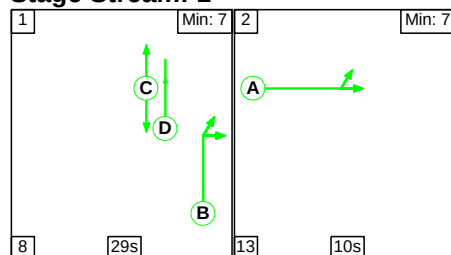
Signal Timings Diagram



C2 - Bulls Roundabout 2

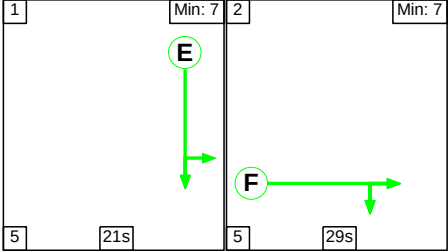
Stage Sequence Diagram

Stage Stream: 1

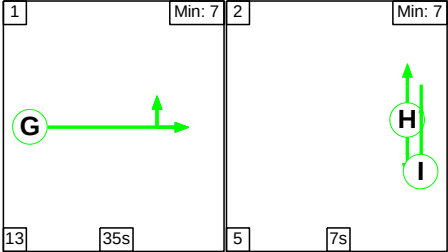


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	42	19

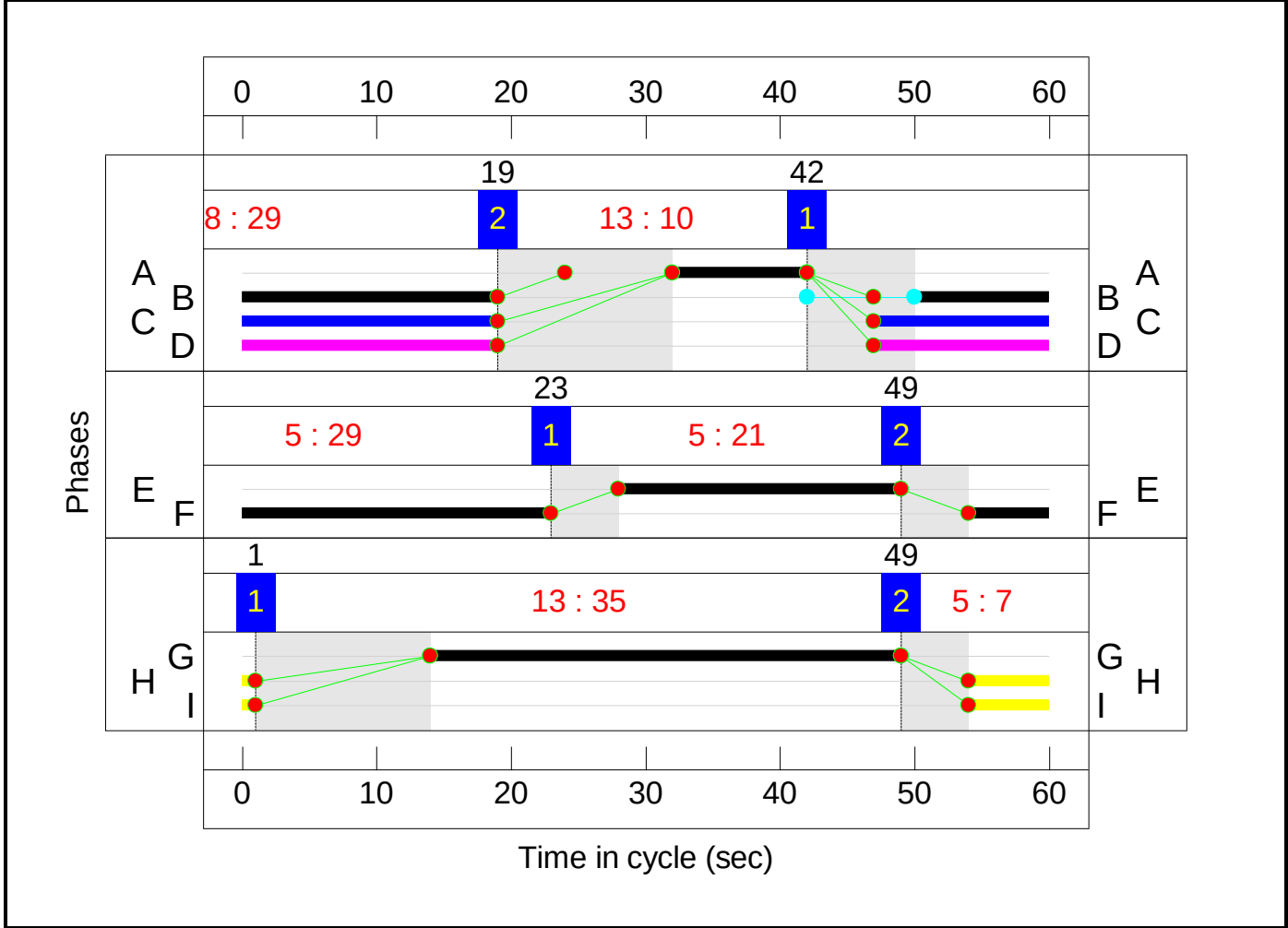
Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	23	49

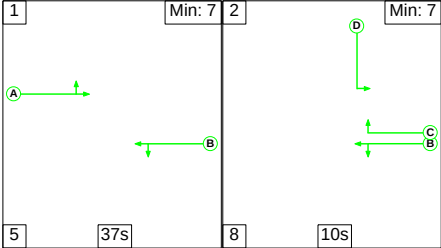
Stage Stream: 3

Stage	1	2
Duration	35	7
Change Point	1	49

Signal Timings Diagram



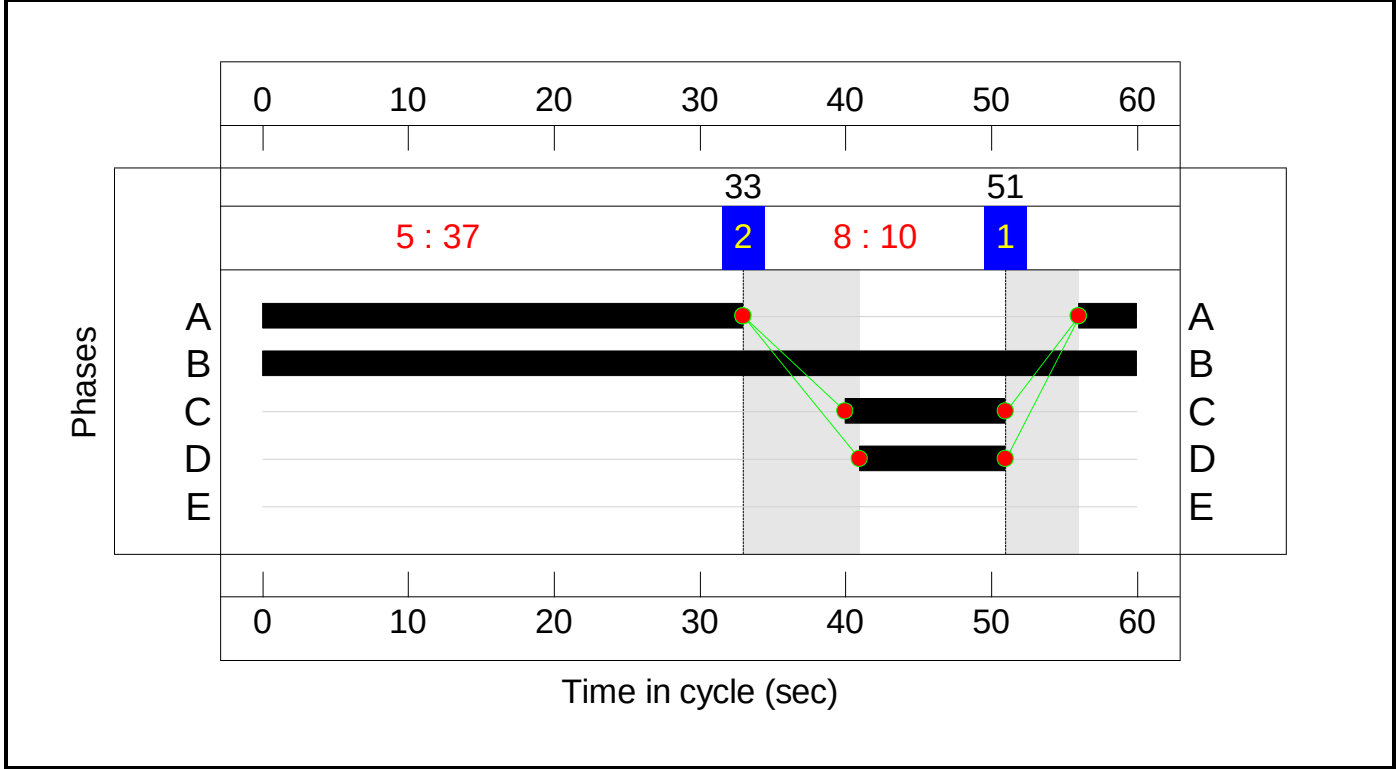
C3 - North Hyde Gardens
Stage Sequence Diagram



Stage Timings

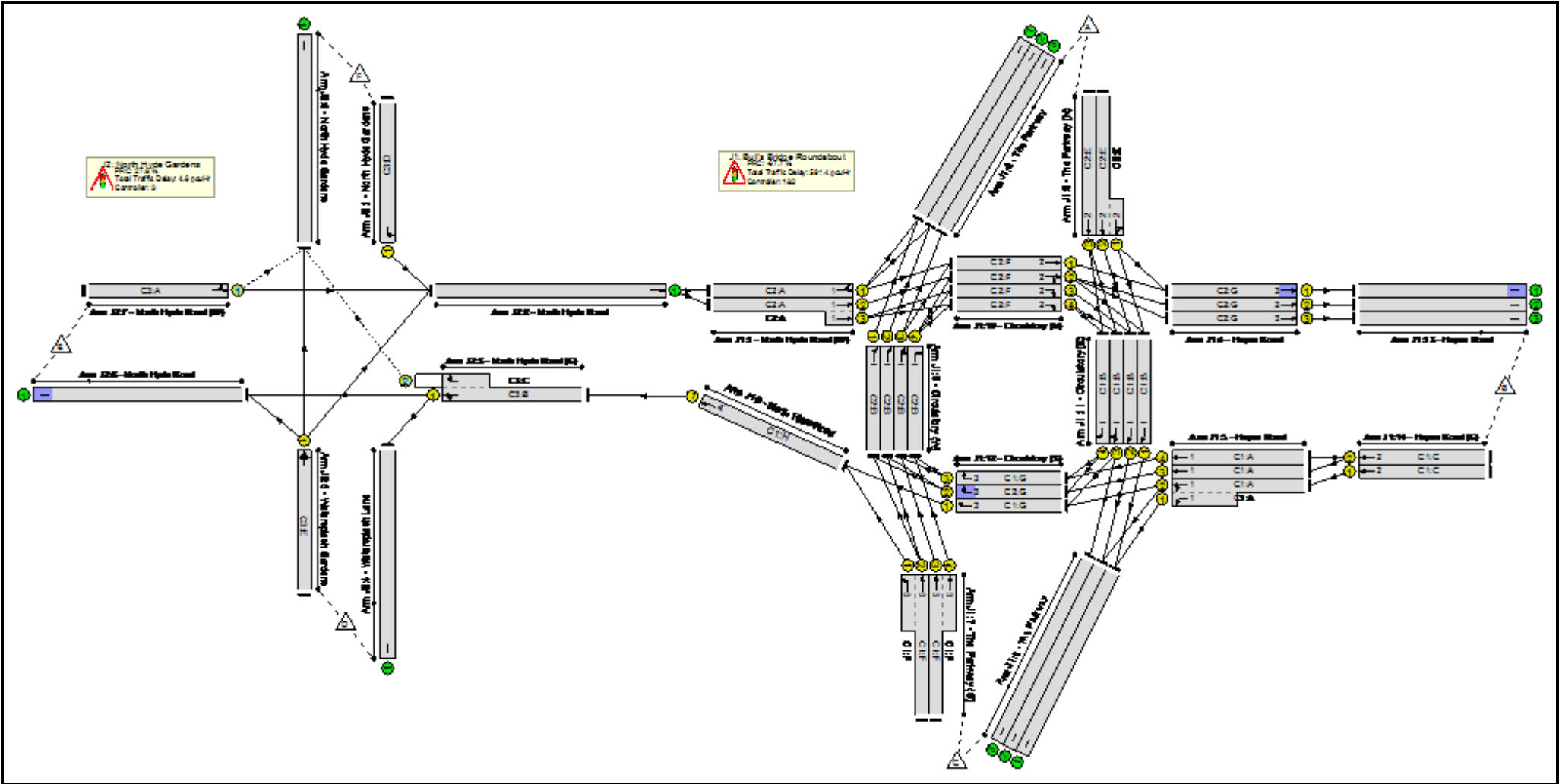
Stage	1	2
Duration	37	10
Change Point	51	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	150.9%
J1: Bull's Bridge Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	150.9%
1/1	North Hyde Road (W) Left Ahead	U	2:1	N/A	C2:A		1	10	-	398	1992	365	109.0%
1/2+1/3	North Hyde Road (W) Ahead	U	2:1	N/A	C2:A		1	10	-	486	1996:1996	447	108.8%
2/1	The Parkway	U	N/A	N/A	-		-	-	-	793	1974	1974	38.5%
2/2	The Parkway	U	N/A	N/A	-		-	-	-	736	1974	1974	36.0%
2/3	The Parkway	U	N/A	N/A	-		-	-	-	701	1974	1974	34.5%
3/2+3/1	The Parkway (N) Left Ahead	U	2:2	N/A	C2:E		1	21	-	1238	1995:2008	820	150.9%
3/3	The Parkway (N) Ahead	U	2:2	N/A	C2:E		1	21	-	1088	1996	732	148.7%
4/1	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	735	1958	1175	44.9%
4/2	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	359	1958	1175	28.9%
4/3	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	358	1958	1175	28.8%
5/2+5/1	Hayes Road Left Ahead	U	1:1	N/A	C1:A		1	22	-	732	1914:1856	1072	68.3%
5/3	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	331	1908	731	45.3%
5/4	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	5	1911	733	0.7%
6/1	The Parkway	U	N/A	N/A	-		-	-	-	672	2018	2018	27.6%
6/2	The Parkway	U	N/A	N/A	-		-	-	-	437	2018	2018	16.0%
6/3	The Parkway	U	N/A	N/A	-		-	-	-	766	2018	2018	25.5%
7/2+7/1	The Parkway (S) Left Ahead	U	1:3	N/A	C1:F		1	29	-	1101	1880:1869	1064	103.5%

Full Input Data And Results

7/3+7/4	The Parkway (S) Ahead	U	1:3	N/A	C1:F		1	29	-	1161	1889:1897	1129	102.9%
8/1	North Hyde Road Ahead	U	1:4	N/A	C1:H		1	40	-	983	2115	1445	60.2%
9/1	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	589	1900	950	60.4%
9/2	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	590	1902	951	60.6%
9/3	Circulatory (W) Ahead Right	U	2:1	N/A	C2:B		1	29	-	794	1902	951	81.2%
9/4	Circulatory (W) Right	U	2:1	N/A	C2:B		1	29	-	372	1903	951	38.0%
10/1	Circulatory (N) Ahead	U	2:2	N/A	C2:F		1	29	-	141	1918	959	14.0%
10/2	Circulatory (N) Ahead Right	U	2:2	N/A	C2:F		1	29	-	726	1908	954	72.0%
10/3	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	130	1912	956	12.5%
10/4	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	2	1878	939	0.2%
11/1	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	346	1926	931	24.9%
11/2	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	437	1920	928	34.8%
11/3	Circulatory (E) Ahead Right	U	1:1	N/A	C1:B		1	28	-	1086	1914	925	79.0%
11/4	Circulatory (E) Right	U	1:1	N/A	C1:B		1	28	-	4	1905	921	0.3%
12/1	Circulatory (S) Ahead	U	1:3	N/A	C1:G		1	21	-	726	1915	702	88.5%
12/2	Circulatory (S) Right	U	2:3	N/A	C2:G		1	35	-	335	1907	1144	29.2%
12/3	Circulatory (S) Right	U	1:3	N/A	C1:G		1	21	-	5	1897	696	0.7%
13/1	Hayes Road	U	N/A	N/A	-		-	-	-	735	1958	1958	27.0%
13/2	Hayes Road	U	N/A	N/A	-		-	-	-	359	1958	1958	17.3%
13/3	Hayes Road	U	N/A	N/A	-		-	-	-	358	1958	1958	17.3%

Full Input Data And Results

14/1	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	732	1970	1346	54.4%
14/2	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	336	1970	1346	25.0%
J2: North Hyde Gardens	-	-	N/A	-	-		-	-	-	-	-	-	70.4%
1/1	North Hyde Gardens Left	U	N/A	N/A	C3:D		1	10	-	57	1947	357	16.0%
2/1	North Hyde Road Ahead	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
3/1+3/2	North Hyde Road (E) Left Ahead Right	U+O	N/A	N/A	C3:B C3:C		1	60:11	-	983	1929:1752	1909	45.6%
4/1	Watersplash Lane	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
5/1	Watersplash Gardens Right Left Ahead	U	N/A	N/A	C3:E		0	0	-	0	1930	0	0.0%
6/1	North Hyde Road	U	N/A	N/A	-		-	-	-	879	1925	1925	40.4%
7/1	North Hyde Road (W) Ahead Left	O	N/A	N/A	C3:A		1	37	-	854	1936	1213	70.4%
8/1	North Hyde Gardens	U	N/A	N/A	-		-	-	-	129	2115	2115	5.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	29	89	0	86.3	509.7	0.0	596.0	-	-	-	-
J1: Bull's Bridge Roundabout	-	-	0	0	0	83.7	507.6	0.0	591.4	-	-	-	-
1/1	398	365	-	-	-	2.8	21.1	-	23.9	216.5	7.2	21.1	28.3
1/2+1/3	486	446	-	-	-	3.4	24.6	-	28.0	207.1	7.9	24.6	32.5
2/1	761	761	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/2	710	710	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/3	682	682	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/2+3/1	1238	820	-	-	-	18.7	210.3	-	229.0	666.0	30.5	210.3	240.8
3/3	1088	732	-	-	-	17.1	179.6	-	196.7	650.9	27.6	179.6	207.2
4/1	528	528	-	-	-	0.8	0.4	-	1.2	8.2	3.0	0.4	3.4
4/2	340	340	-	-	-	0.9	0.2	-	1.1	11.5	5.7	0.2	5.9
4/3	339	339	-	-	-	0.9	0.2	-	1.1	11.5	5.6	0.2	5.8
5/2+5/1	732	732	-	-	-	1.9	1.1	-	3.0	14.7	7.3	1.1	8.3
5/3	331	331	-	-	-	0.9	0.4	-	1.3	14.7	4.0	0.4	4.5
5/4	5	5	-	-	-	0.0	0.0	-	0.0	10.6	0.1	0.0	0.1
6/1	558	558	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	323	323	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/3	515	515	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2+7/1	1101	1064	-	-	-	5.0	28.2	-	33.2	108.5	17.7	28.2	45.9
7/3+7/4	1161	1129	-	-	-	4.9	26.9	-	31.9	98.8	17.7	26.9	44.6
8/1	870	870	-	-	-	1.2	0.8	-	2.0	8.2	11.4	0.8	12.2
9/1	574	574	-	-	-	2.0	0.8	-	2.8	17.5	9.1	0.8	9.8
9/2	576	576	-	-	-	2.1	0.8	-	2.8	17.6	9.1	0.8	9.9
9/3	772	772	-	-	-	3.7	2.1	-	5.9	27.3	12.9	2.1	15.0
9/4	362	362	-	-	-	1.3	0.3	-	1.6	15.6	6.0	0.3	6.3
10/1	134	134	-	-	-	0.1	0.1	-	0.2	6.2	0.8	0.1	0.9

Full Input Data And Results

10/2	687	687	-	-	-	2.6	1.3	-	3.8	20.1	11.4	1.3	12.7
10/3	119	119	-	-	-	0.5	0.1	-	0.6	16.9	2.0	0.1	2.1
10/4	2	2	-	-	-	0.0	0.0	-	0.0	15.0	0.0	0.0	0.0
11/1	232	232	-	-	-	1.2	0.2	-	1.4	21.2	3.8	0.2	4.0
11/2	323	323	-	-	-	1.4	0.3	-	1.6	18.2	5.4	0.3	5.6
11/3	731	731	-	-	-	5.4	1.8	-	7.2	35.5	12.2	1.8	14.0
11/4	3	3	-	-	-	0.0	0.0	-	0.0	17.5	0.0	0.0	0.0
12/1	622	622	-	-	-	3.2	3.6	-	6.8	39.1	9.7	3.6	13.3
12/2	334	334	-	-	-	0.3	0.2	-	0.5	5.6	1.0	0.2	1.2
12/3	5	5	-	-	-	0.0	0.0	-	0.0	21.4	0.1	0.0	0.1
13/1	528	528	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	340	340	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/3	339	339	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/1	732	732	-	-	-	1.0	0.6	-	1.6	7.7	6.1	0.6	6.7
14/2	336	336	-	-	-	0.3	0.2	-	0.5	5.4	2.1	0.2	2.2
J2: North Hyde Gardens	-	-	29	89	0	2.6	2.1	0.0	4.6	-	-	-	-
1/1	57	57	-	-	-	0.3	0.1	-	0.4	26.7	0.8	0.1	0.9
2/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	870	870	2	89	0	0.5	0.4	0.0	0.9	3.9	16.8	0.4	17.2
4/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	778	778	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/1	854	854	27	0	0	1.7	1.2	-	2.9	12.3	9.3	1.2	10.4
8/1	117	117	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1 - Bulls Roundabout 1 Stream: 1 PRC for Signalled Lanes (%): 13.9 Total Delay for Signalled Lanes (pcuHr): 14.57 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 2 PRC for Signalled Lanes (%): 65.5 Total Delay for Signalled Lanes (pcuHr): 2.07 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 3 PRC for Signalled Lanes (%): -15.0 Total Delay for Signalled Lanes (pcuHr): 71.84 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 4 PRC for Signalled Lanes (%): 49.5 Total Delay for Signalled Lanes (pcuHr): 1.98 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 1 PRC for Signalled Lanes (%): -21.1 Total Delay for Signalled Lanes (pcuHr): 64.93 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 2 PRC for Signalled Lanes (%): -67.7 Total Delay for Signalled Lanes (pcuHr): 430.36 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 3 PRC for Signalled Lanes (%): 100.2 Total Delay for Signalled Lanes (pcuHr): 3.90 Cycle Time (s): 60 C3 - North Hyde Gardens PRC for Signalled Lanes (%): 27.8 Total Delay for Signalled Lanes (pcuHr): 4.26 Cycle Time (s): 60 PRC Over All Lanes (%): -67.7 Total Delay Over All Lanes(pcuHr): 595.99													

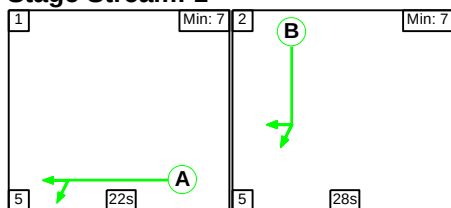
Full Input Data And Results

Scenario 8: '2016 + Com + Dev PM' (FG8: '2016 + Com + Dev PM', Plan 1: 'Network Control Plan 1')

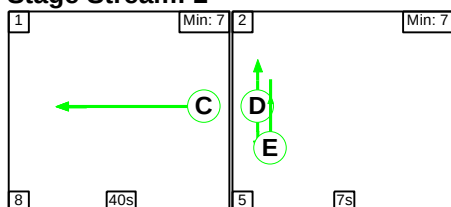
C1 - Bulls Roundabout 1

Stage Sequence Diagram

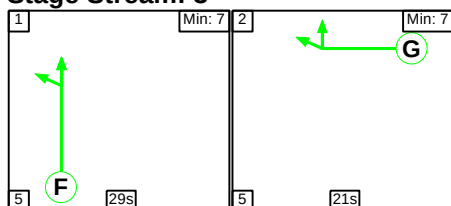
Stage Stream: 1



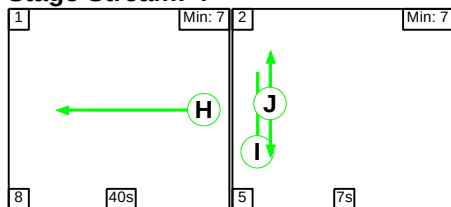
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	27	54

Stage Stream: 2

Stage	1	2
Duration	40	7
Change Point	8	56

Stage Stream: 3

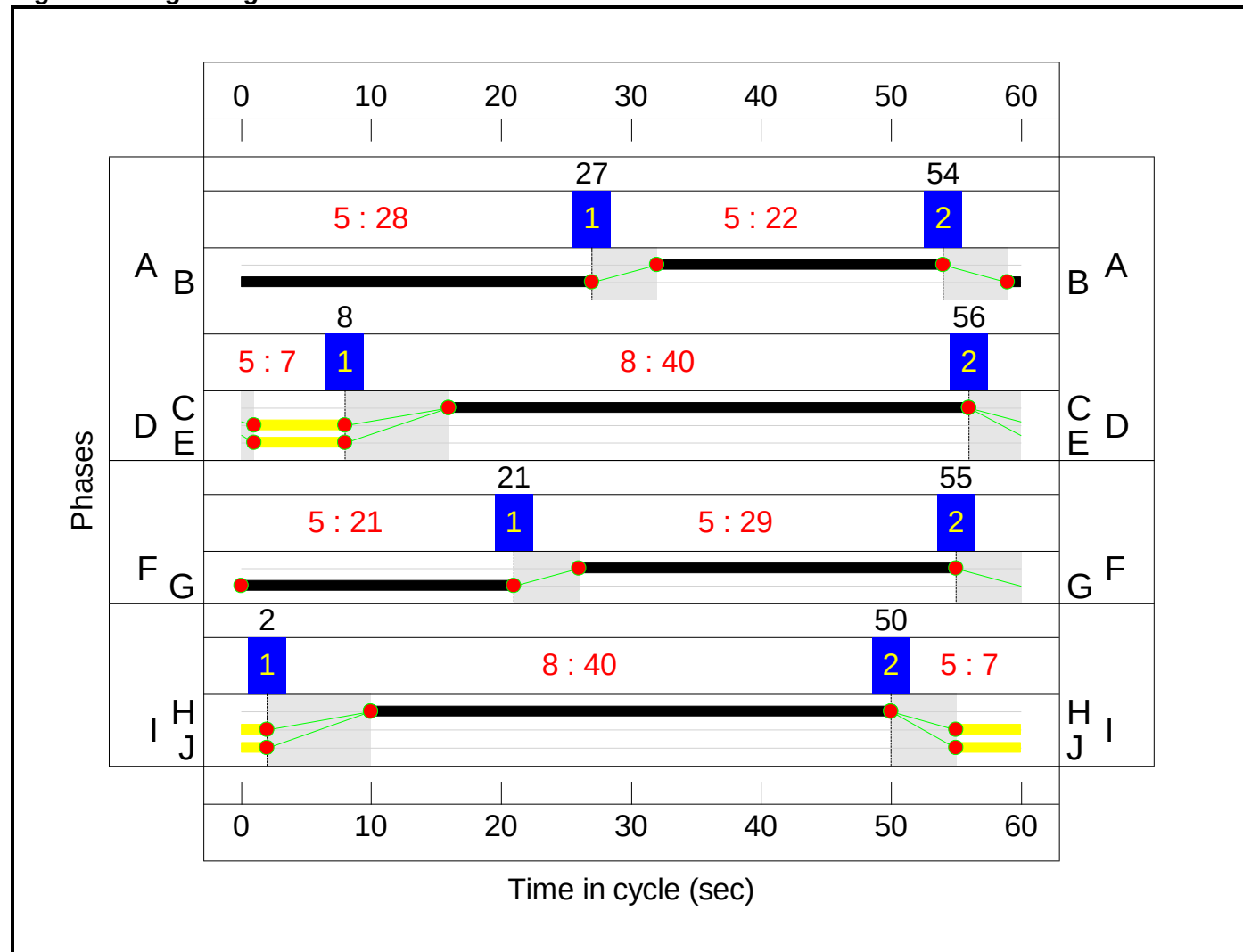
Stage	1	2
Duration	29	21
Change Point	21	55

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	40	7
Change Point	2	50

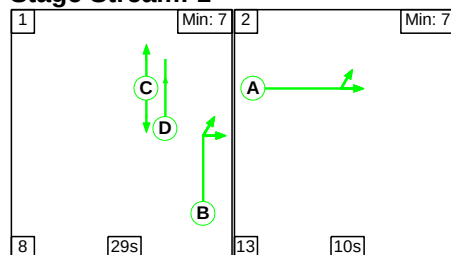
Signal Timings Diagram



C2 - Bulls Roundabout 2

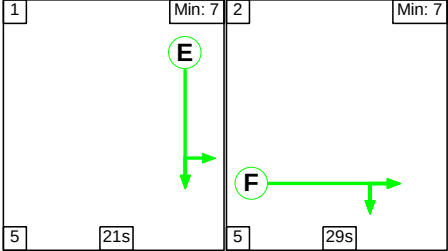
Stage Sequence Diagram

Stage Stream: 1

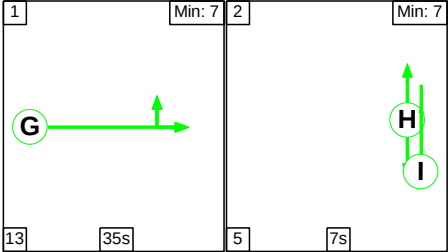


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	42	19

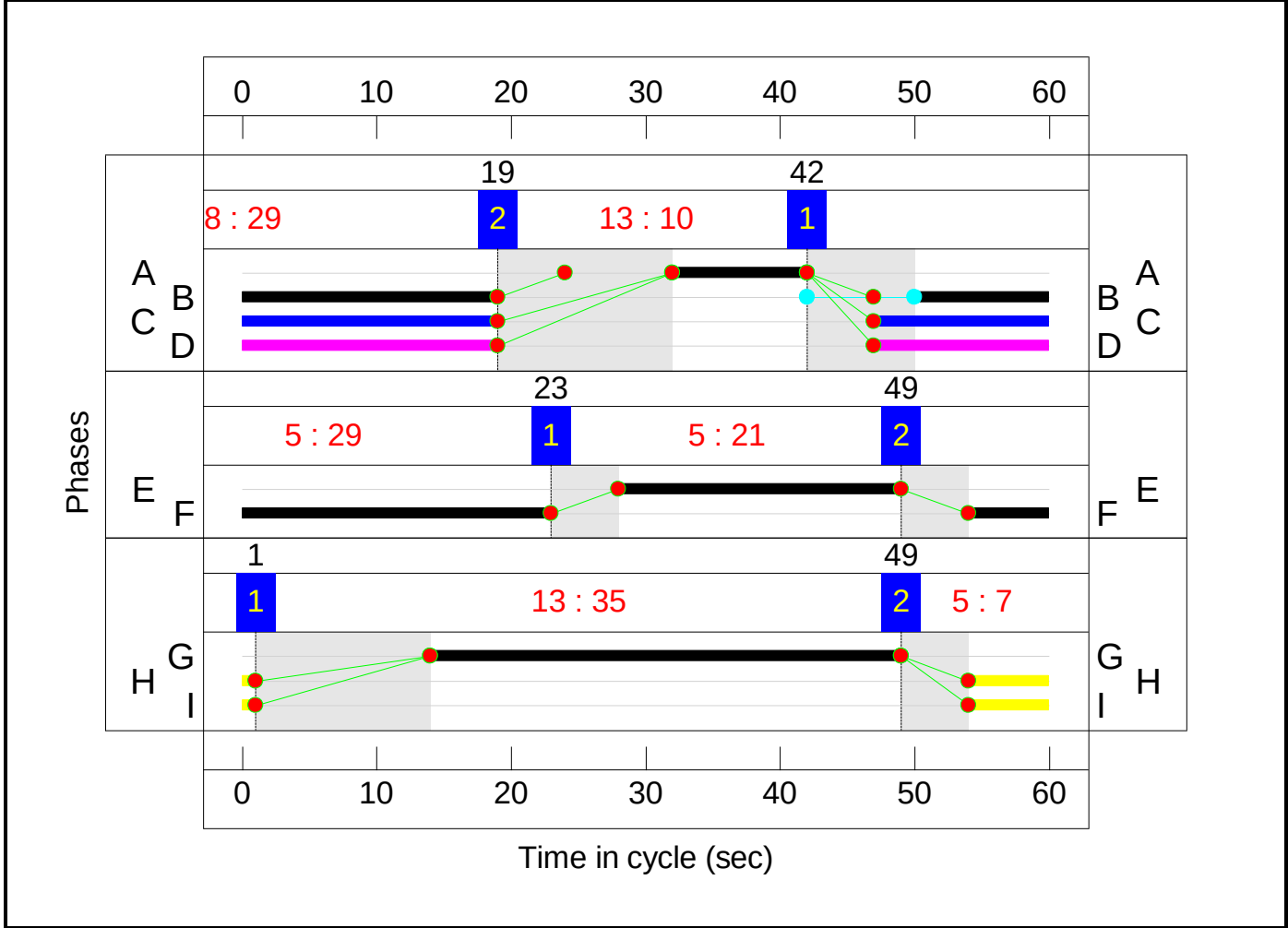
Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	23	49

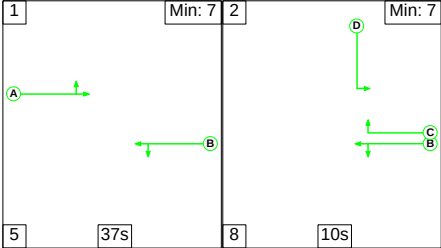
Stage Stream: 3

Stage	1	2
Duration	35	7
Change Point	1	49

Signal Timings Diagram



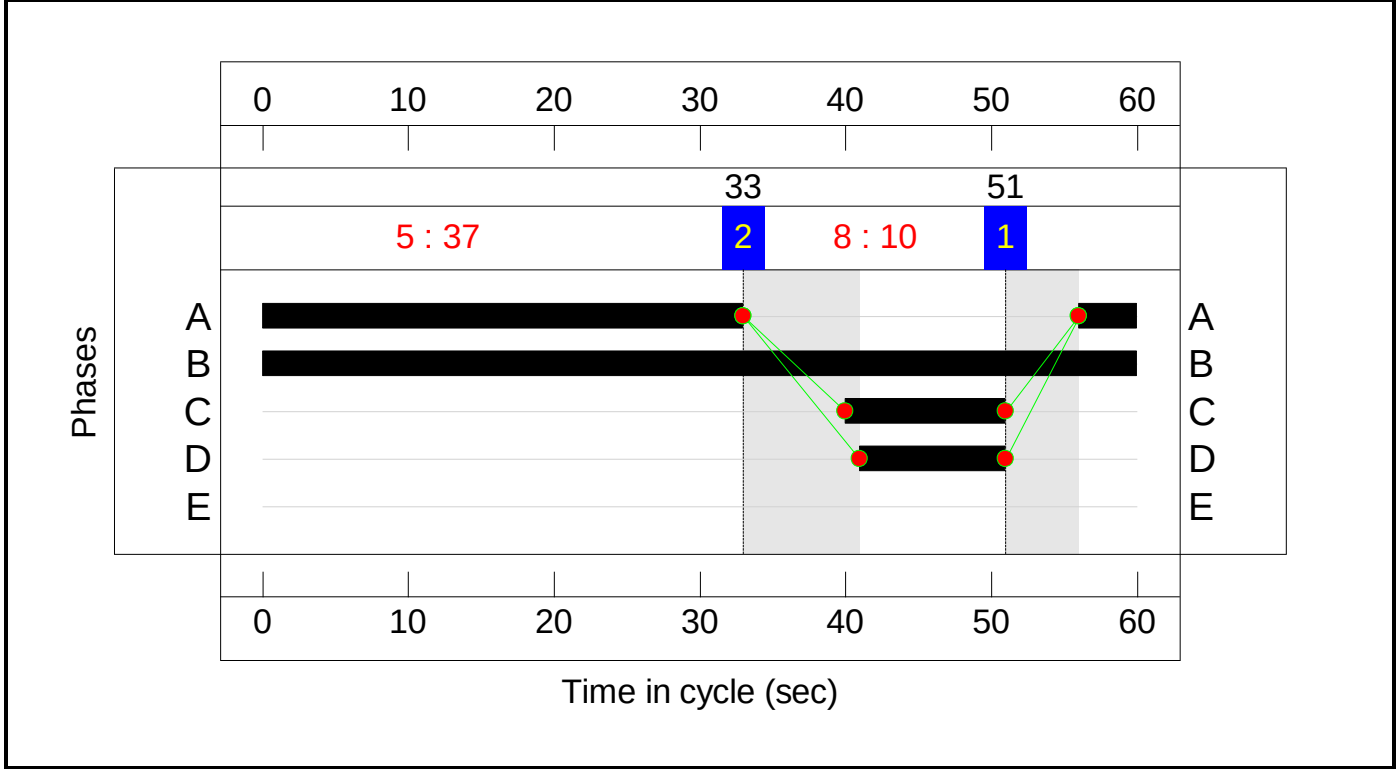
C3 - North Hyde Gardens
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	37	10
Change Point	51	33

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	152.3%
J1: Bull's Bridge Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	152.3%
1/1	North Hyde Road (W) Left Ahead	U	2:1	N/A	C2:A		1	10	-	425	1989	365	116.6%
1/2+1/3	North Hyde Road (W) Ahead	U	2:1	N/A	C2:A		1	10	-	506	1996:1996	462	109.5%
2/1	The Parkway	U	N/A	N/A	-		-	-	-	1031	1974	1974	44.6%
2/2	The Parkway	U	N/A	N/A	-		-	-	-	911	1974	1974	39.6%
2/3	The Parkway	U	N/A	N/A	-		-	-	-	942	1974	1974	38.3%
3/2+3/1	The Parkway (N) Left Ahead	U	2:2	N/A	C2:E		1	21	-	1267	1995:2008	832	152.3%
3/3	The Parkway (N) Ahead	U	2:2	N/A	C2:E		1	21	-	1100	1996	732	150.3%
4/1	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	645	1958	1175	37.0%
4/2	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	315	1958	1175	22.8%
4/3	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	315	1958	1175	22.8%
5/2+5/1	Hayes Road Left Ahead	U	1:1	N/A	C1:A		1	22	-	763	1914:1856	1119	68.2%
5/3	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	436	1908	731	59.6%
5/4	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	9	1911	733	1.2%
6/1	The Parkway	U	N/A	N/A	-		-	-	-	778	2018	2018	32.4%
6/2	The Parkway	U	N/A	N/A	-		-	-	-	518	2018	2018	19.1%
6/3	The Parkway	U	N/A	N/A	-		-	-	-	741	2018	2018	24.4%
7/2+7/1	The Parkway (S) Left Ahead	U	1:3	N/A	C1:F		1	29	-	1289	1880:1869	1026	125.6%

Full Input Data And Results

7/3+7/4	The Parkway (S) Ahead	U	1:3	N/A	C1:F		1	29	-	1355	1889:1897	1087	124.7%
8/1	North Hyde Road Ahead	U	1:4	N/A	C1:H		1	40	-	954	2115	1445	54.8%
9/1	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	756	1900	950	67.8%
9/2	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	761	1902	951	68.6%
9/3	Circulatory (W) Ahead Right	U	2:1	N/A	C2:B		1	29	-	1009	1902	951	85.3%
9/4	Circulatory (W) Right	U	2:1	N/A	C2:B		1	29	-	355	1903	951	29.9%
10/1	Circulatory (N) Ahead	U	2:2	N/A	C2:F		1	29	-	67	1918	959	5.8%
10/2	Circulatory (N) Ahead Right	U	2:2	N/A	C2:F		1	29	-	702	1908	954	63.0%
10/3	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	157	1912	956	15.0%
10/4	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	2	1878	939	0.2%
11/1	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	413	1926	931	31.0%
11/2	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	505	1920	928	40.1%
11/3	Circulatory (E) Ahead Right	U	1:1	N/A	C1:B		1	28	-	1096	1914	925	78.9%
11/4	Circulatory (E) Right	U	1:1	N/A	C1:B		1	28	-	6	1905	921	0.4%
12/1	Circulatory (S) Ahead	U	1:3	N/A	C1:G		1	21	-	740	1915	702	88.5%
12/2	Circulatory (S) Right	U	2:3	N/A	C2:G		1	35	-	442	1907	1144	38.5%
12/3	Circulatory (S) Right	U	1:3	N/A	C1:G		1	21	-	9	1897	696	1.3%
13/1	Hayes Road	U	N/A	N/A	-		-	-	-	645	1958	1958	22.2%
13/2	Hayes Road	U	N/A	N/A	-		-	-	-	315	1958	1958	13.7%
13/3	Hayes Road	U	N/A	N/A	-		-	-	-	315	1958	1958	13.7%

Full Input Data And Results

14/1	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	763	1970	1346	56.7%
14/2	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	445	1970	1346	33.1%
J2: North Hyde Gardens	-	-	N/A	-	-		-	-	-	-	-	-	68.5%
1/1	North Hyde Gardens Left	U	N/A	N/A	C3:D		1	10	-	98	1947	357	27.5%
2/1	North Hyde Road Ahead	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
3/1+3/2	North Hyde Road (E) Left Ahead Right	U+O	N/A	N/A	C3:B C3:C		1	60:11	-	954	1929:1752	1924	41.2%
4/1	Watersplash Lane	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
5/1	Watersplash Gardens Right Left Ahead	U	N/A	N/A	C3:E		0	0	-	0	1930	0	0.0%
6/1	North Hyde Road	U	N/A	N/A	-		-	-	-	925	1925	1925	39.9%
7/1	North Hyde Road (W) Ahead Left	O	N/A	N/A	C3:A		1	37	-	839	1939	1225	68.5%
8/1	North Hyde Gardens	U	N/A	N/A	-		-	-	-	33	2115	2115	1.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	6	22	0	104.6	755.0	0.0	859.6	-	-	-	-
J1: Bull's Bridge Roundabout	-	-	0	0	0	102.1	753.0	0.0	855.2	-	-	-	-
1/1	425	365	-	-	-	3.7	33.4	-	37.1	314.2	8.1	33.4	41.4
1/2+1/3	506	462	-	-	-	3.7	26.7	-	30.4	216.4	8.1	26.7	34.8
2/1	880	880	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
2/2	781	781	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/3	755	755	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/2+3/1	1267	832	-	-	-	19.4	219.0	-	238.4	677.3	31.3	219.0	250.2
3/3	1100	732	-	-	-	17.6	185.5	-	203.2	664.9	28.2	185.5	213.7
4/1	435	435	-	-	-	0.5	0.3	-	0.8	6.3	1.5	0.3	1.8
4/2	268	268	-	-	-	0.7	0.1	-	0.8	11.2	4.5	0.1	4.6
4/3	268	268	-	-	-	0.7	0.1	-	0.8	11.2	4.5	0.1	4.6
5/2+5/1	763	763	-	-	-	2.0	1.1	-	3.1	14.4	7.3	1.1	8.3
5/3	436	436	-	-	-	1.3	0.7	-	2.1	17.0	5.7	0.7	6.4
5/4	9	9	-	-	-	0.0	0.0	-	0.0	10.3	0.1	0.0	0.1
6/1	654	654	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	385	385	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/3	493	493	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2+7/1	1289	1026	-	-	-	12.6	133.7	-	146.3	408.7	27.3	133.7	161.0
7/3+7/4	1355	1087	-	-	-	12.8	136.7	-	149.4	397.1	27.5	136.7	164.2
8/1	792	792	-	-	-	1.1	0.6	-	1.7	7.5	11.0	0.6	11.6
9/1	644	644	-	-	-	2.4	1.0	-	3.5	19.5	10.2	1.0	11.3
9/2	652	652	-	-	-	2.4	1.1	-	3.5	19.5	10.3	1.1	11.4
9/3	811	811	-	-	-	4.0	2.8	-	6.8	30.1	13.5	2.8	16.3
9/4	285	285	-	-	-	0.9	0.2	-	1.1	14.1	4.3	0.2	4.5
10/1	56	56	-	-	-	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0

Full Input Data And Results

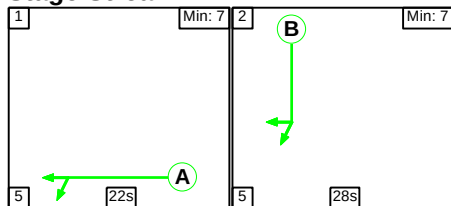
10/2	601	601	-	-	-	2.3	0.8	-	3.1	18.7	10.0	0.8	10.9
10/3	143	143	-	-	-	0.6	0.1	-	0.7	17.3	2.4	0.1	2.5
10/4	2	2	-	-	-	0.0	0.0	-	0.0	14.8	0.0	0.0	0.0
11/1	289	289	-	-	-	1.3	0.2	-	1.5	18.6	4.6	0.2	4.8
11/2	372	372	-	-	-	1.6	0.3	-	1.9	18.8	6.2	0.3	6.5
11/3	730	730	-	-	-	5.4	1.8	-	7.2	35.4	12.2	1.8	14.0
11/4	4	4	-	-	-	0.0	0.0	-	0.0	17.5	0.1	0.0	0.1
12/1	622	622	-	-	-	3.1	3.5	-	6.6	38.5	9.7	3.5	13.2
12/2	440	440	-	-	-	0.4	0.3	-	0.7	6.0	1.3	0.3	1.6
12/3	9	9	-	-	-	0.0	0.0	-	0.1	21.4	0.2	0.0	0.2
13/1	435	435	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	268	268	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/3	268	268	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/1	763	763	-	-	-	1.0	0.7	-	1.7	8.0	6.6	0.7	7.2
14/2	445	445	-	-	-	0.5	0.2	-	0.7	5.9	3.0	0.2	3.2
J2: North Hyde Gardens	-	-	6	22	0	2.4	2.0	0.0	4.4	-	-	-	-
1/1	98	98	-	-	-	0.6	0.2	-	0.8	28.0	1.4	0.2	1.6
2/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	792	792	0	22	0	0.2	0.3	0.0	0.6	2.5	15.7	0.3	16.1
4/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	768	768	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/1	839	839	6	0	0	1.7	1.1	-	2.7	11.8	8.9	1.1	9.9
8/1	28	28	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 - Bulls Roundabout 1	Stream: 1	PRC for Signalled Lanes (%)	14.1	Total Delay for Signalled Lanes (pcuHr):	15.77	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 2	PRC for Signalled Lanes (%)	58.8	Total Delay for Signalled Lanes (pcuHr):	2.42	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 3	PRC for Signalled Lanes (%)	-39.5	Total Delay for Signalled Lanes (pcuHr):	302.47	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 4	PRC for Signalled Lanes (%)	64.2	Total Delay for Signalled Lanes (pcuHr):	1.66	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 1	PRC for Signalled Lanes (%)	-29.5	Total Delay for Signalled Lanes (pcuHr):	82.41	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 2	PRC for Signalled Lanes (%)	-69.2	Total Delay for Signalled Lanes (pcuHr):	445.40	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 3	PRC for Signalled Lanes (%)	134.0	Total Delay for Signalled Lanes (pcuHr):	3.17	Cycle Time (s):	60
C3 - North Hyde Gardens		PRC for Signalled Lanes (%)	31.4	Total Delay for Signalled Lanes (pcuHr):	4.06	Cycle Time (s):	60
		PRC Over All Lanes (%)	-69.2	Total Delay Over All Lanes (pcuHr):	859.55		

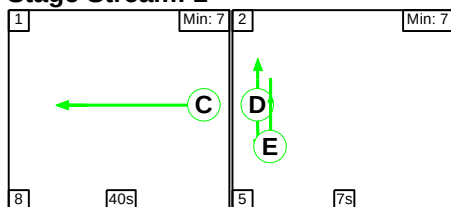
C1 - Bulls Roundabout 1

Stage Sequence Diagram

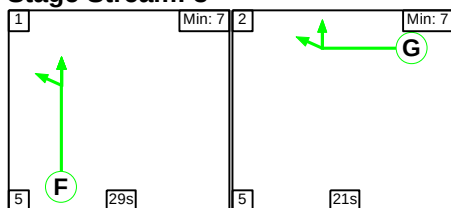
Stage Stream: 1



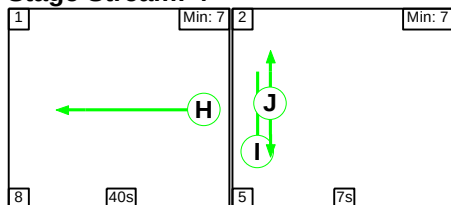
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	27	54

Stage Stream: 2

Stage	1	2
Duration	40	7
Change Point	8	56

Stage Stream: 3

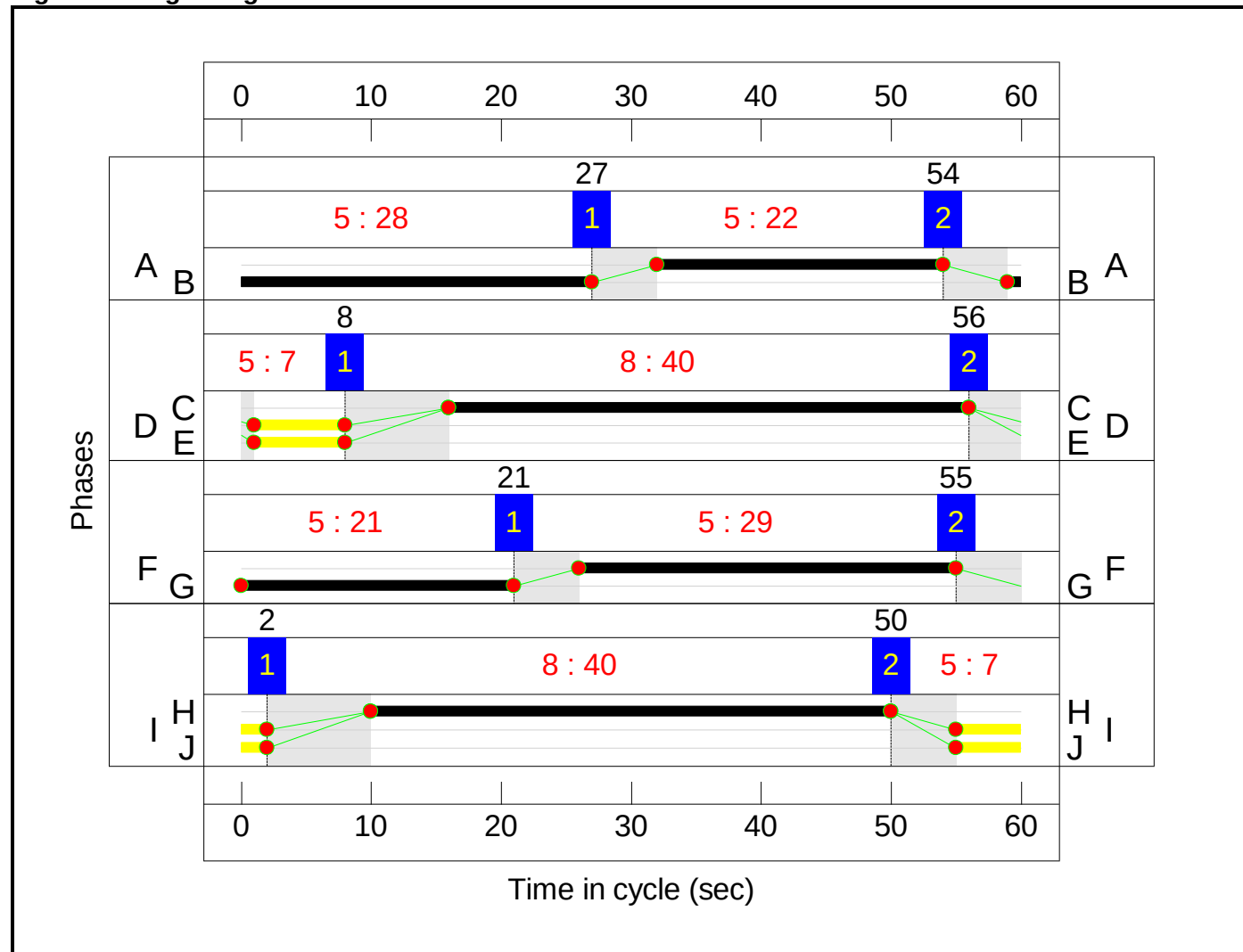
Stage	1	2
Duration	29	21
Change Point	21	55

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	40	7
Change Point	2	50

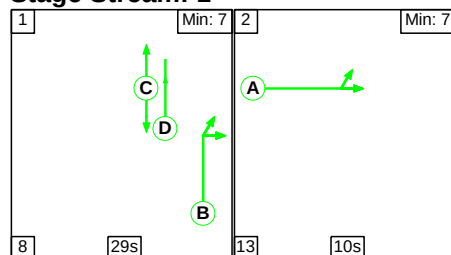
Signal Timings Diagram



C2 - Bulls Roundabout 2

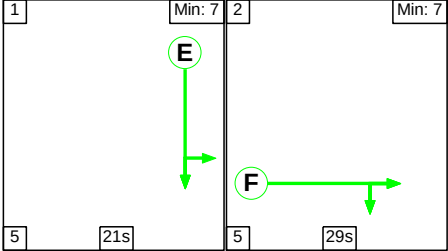
Stage Sequence Diagram

Stage Stream: 1

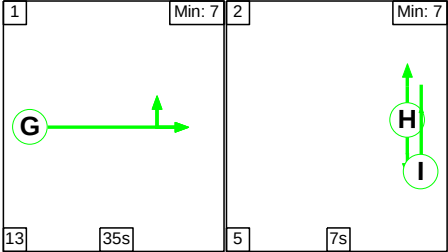


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	42	19

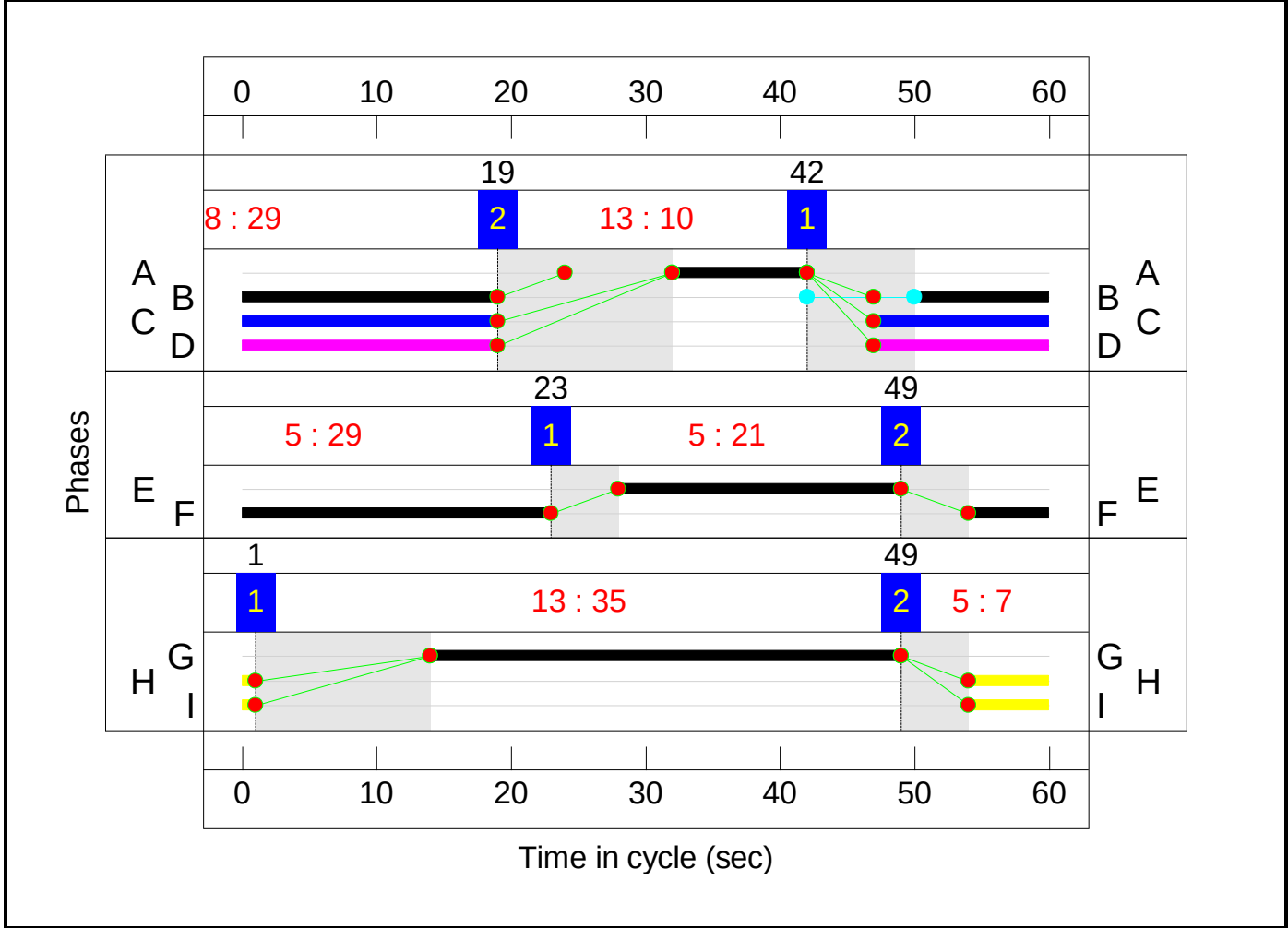
Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	23	49

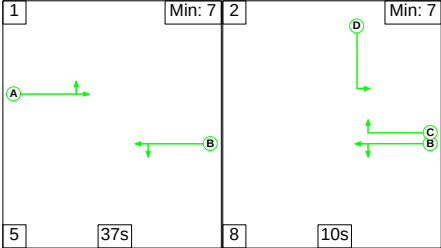
Stage Stream: 3

Stage	1	2
Duration	35	7
Change Point	1	49

Signal Timings Diagram



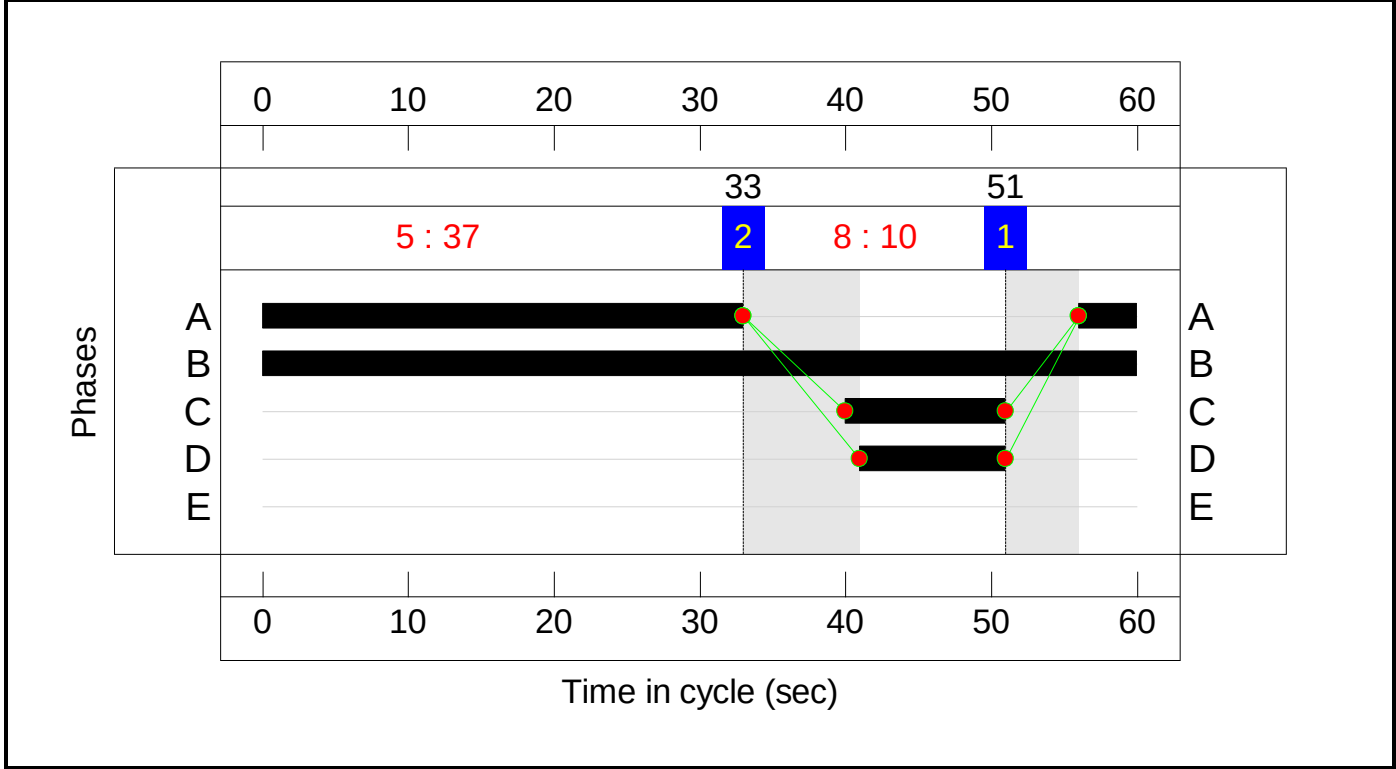
C3 - North Hyde Gardens
Stage Sequence Diagram



Stage Timings

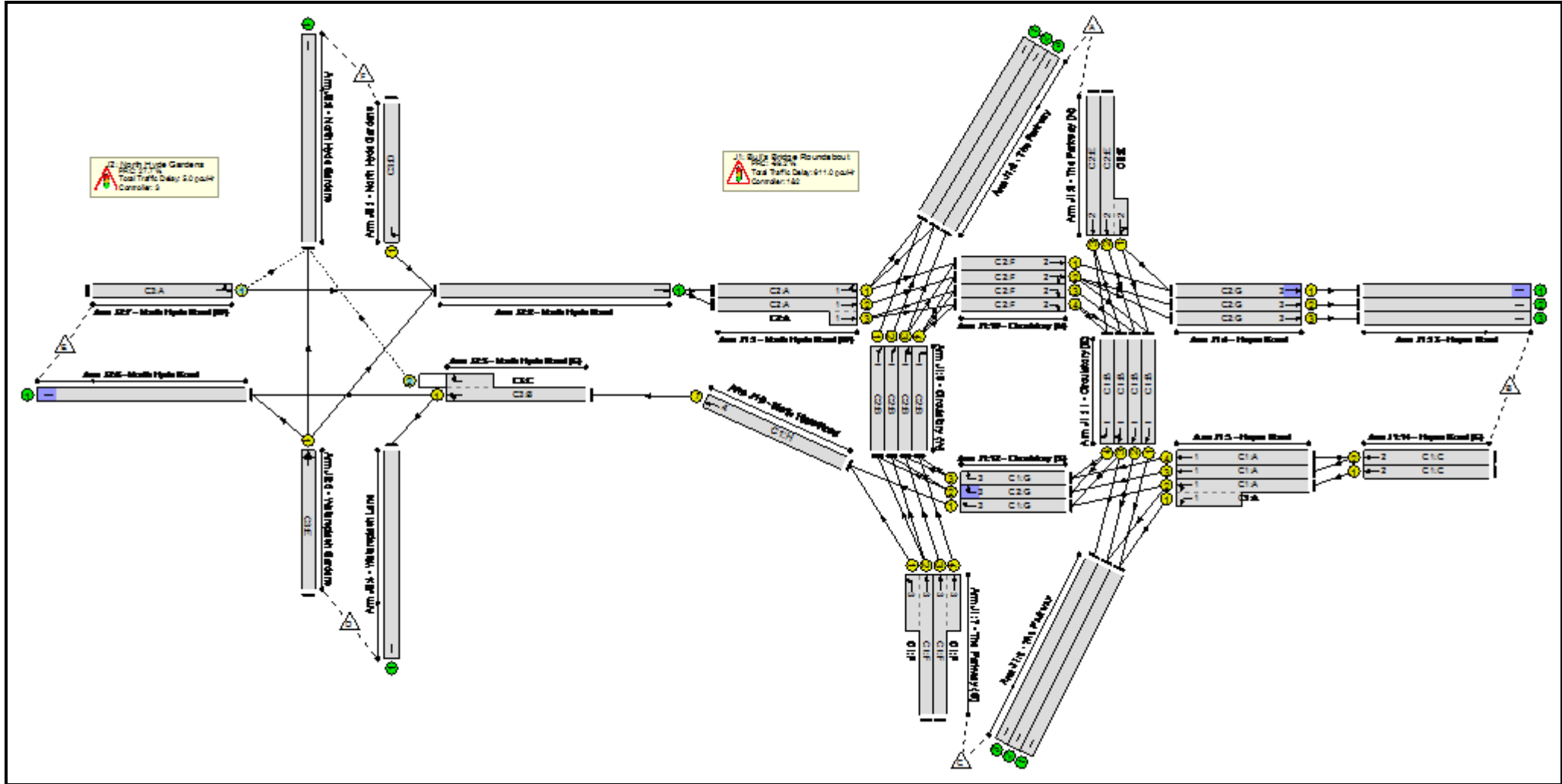
Stage	1	2
Duration	37	10
Change Point	51	33

Signal Timings Diagram



The diagram illustrates the traffic flow and lane configuration for the J1111 and J1112 roundabouts. The roundabouts are shown as circular structures with multiple lanes. The traffic flow is indicated by arrows and numbers. The legend specifies the roundabout type and the total traffic delay. The table below provides the traffic flow data for each approach.

Approach	Flow 1	Flow 2	Flow 3	Flow 4	Flow 5	Flow 6	Flow 7	Flow 8	Flow 9	Flow 10	Flow 11	Flow 12	Flow 13	Flow 14	Flow 15	Flow 16	Flow 17	Flow 18	Flow 19	Flow 20	Flow 21	Flow 22	Flow 23	Flow 24	Flow 25	Flow 26	Flow 27	Flow 28	Flow 29	Flow 30	Flow 31	Flow 32	Flow 33	Flow 34	Flow 35	Flow 36	Flow 37	Flow 38	Flow 39	Flow 40	Flow 41	Flow 42	Flow 43	Flow 44	Flow 45	Flow 46	Flow 47	Flow 48	Flow 49	Flow 50	Flow 51	Flow 52	Flow 53	Flow 54	Flow 55	Flow 56	Flow 57	Flow 58	Flow 59	Flow 60	Flow 61	Flow 62	Flow 63	Flow 64	Flow 65	Flow 66	Flow 67	Flow 68	Flow 69	Flow 70	Flow 71	Flow 72	Flow 73	Flow 74	Flow 75	Flow 76	Flow 77	Flow 78	Flow 79	Flow 80	Flow 81	Flow 82	Flow 83	Flow 84	Flow 85	Flow 86	Flow 87	Flow 88	Flow 89	Flow 90	Flow 91	Flow 92	Flow 93	Flow 94	Flow 95	Flow 96	Flow 97	Flow 98	Flow 99	Flow 100
Approach 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100



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	-	-		-	-	-	-	-	-	151.4%
J1: Bull's Bridge Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	151.4%
1/1	North Hyde Road (W) Left Ahead	U	2:1	N/A	C2:A		1	10	-	405	1992	365	110.9%
1/2+1/3	North Hyde Road (W) Ahead	U	2:1	N/A	C2:A		1	10	-	504	1996:1996	452	111.4%
2/1	The Parkway	U	N/A	N/A	-		-	-	-	797	1974	1974	38.5%
2/2	The Parkway	U	N/A	N/A	-		-	-	-	732	1974	1974	35.6%
2/3	The Parkway	U	N/A	N/A	-		-	-	-	708	1974	1974	34.7%
3/2+3/1	The Parkway (N) Left Ahead	U	2:2	N/A	C2:E		1	21	-	1242	1995:2008	820	151.4%
3/3	The Parkway (N) Ahead	U	2:2	N/A	C2:E		1	21	-	1094	1996	732	149.5%
4/1	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	731	1958	1175	44.4%
4/2	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	360	1958	1175	28.6%
4/3	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	361	1958	1175	28.7%
5/2+5/1	Hayes Road Left Ahead	U	1:1	N/A	C1:A		1	22	-	732	1914:1856	1072	68.3%
5/3	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	331	1908	731	45.3%
5/4	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	5	1911	733	0.7%
6/1	The Parkway	U	N/A	N/A	-		-	-	-	680	2018	2018	27.9%
6/2	The Parkway	U	N/A	N/A	-		-	-	-	451	2018	2018	16.4%
6/3	The Parkway	U	N/A	N/A	-		-	-	-	762	2018	2018	25.3%
7/2+7/1	The Parkway (S) Left Ahead	U	1:3	N/A	C1:F		1	29	-	1118	1880:1869	1075	104.0%

Full Input Data And Results

7/3+7/4	The Parkway (S) Ahead	U	1:3	N/A	C1:F		1	29	-	1168	1889:1897	1130	103.4%
8/1	North Hyde Road Ahead	U	1:4	N/A	C1:H		1	40	-	1017	2115	1445	62.1%
9/1	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	586	1900	950	59.9%
9/2	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	586	1902	951	59.9%
9/3	Circulatory (W) Ahead Right	U	2:1	N/A	C2:B		1	29	-	797	1902	951	81.1%
9/4	Circulatory (W) Right	U	2:1	N/A	C2:B		1	29	-	376	1903	951	38.2%
10/1	Circulatory (N) Ahead	U	2:2	N/A	C2:F		1	29	-	137	1918	959	13.5%
10/2	Circulatory (N) Ahead Right	U	2:2	N/A	C2:F		1	29	-	735	1908	954	71.8%
10/3	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	143	1912	956	13.4%
10/4	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	2	1878	939	0.2%
11/1	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	354	1926	931	25.5%
11/2	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	451	1920	928	35.7%
11/3	Circulatory (E) Ahead Right	U	1:1	N/A	C1:B		1	28	-	1092	1914	925	79.0%
11/4	Circulatory (E) Right	U	1:1	N/A	C1:B		1	28	-	4	1905	921	0.3%
12/1	Circulatory (S) Ahead	U	1:3	N/A	C1:G		1	21	-	736	1915	702	89.3%
12/2	Circulatory (S) Right	U	2:3	N/A	C2:G		1	35	-	335	1907	1144	29.2%
12/3	Circulatory (S) Right	U	1:3	N/A	C1:G		1	21	-	5	1897	696	0.7%
13/1	Hayes Road	U	N/A	N/A	-		-	-	-	731	1958	1958	26.6%
13/2	Hayes Road	U	N/A	N/A	-		-	-	-	360	1958	1958	17.1%
13/3	Hayes Road	U	N/A	N/A	-		-	-	-	361	1958	1958	17.2%

Full Input Data And Results

14/1	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	732	1970	1346	54.4%
14/2	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	336	1970	1346	25.0%
J2: North Hyde Gardens	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
1/1	North Hyde Gardens Left	U	N/A	N/A	C3:D		1	10	-	81	1947	357	22.7%
2/1	North Hyde Road Ahead	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
3/1+3/2	North Hyde Road (E) Left Ahead Right	U+O	N/A	N/A	C3:B C3:C		1	60:11	-	1017	1929:1752	1903	47.2%
4/1	Watersplash Lane	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
5/1	Watersplash Gardens Right Left Ahead	U	N/A	N/A	C3:E		0	0	-	0	1930	0	0.0%
6/1	North Hyde Road	U	N/A	N/A	-		-	-	-	879	1925	1925	40.3%
7/1	North Hyde Road (W) Ahead Left	O	N/A	N/A	C3:A		1	37	-	855	1936	1213	70.5%
8/1	North Hyde Gardens	U	N/A	N/A	-		-	-	-	163	2115	2115	6.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	29	118	0	88.1	527.9	0.0	616.0	-	-	-	-
J1: Bull's Bridge Roundabout	-	-	0	0	0	85.2	525.8	0.0	611.0	-	-	-	-
1/1	405	365	-	-	-	3.1	24.1	-	27.2	241.6	7.4	24.1	31.5
1/2+1/3	504	451	-	-	-	3.9	30.0	-	33.9	242.2	8.4	30.0	38.4
2/1	759	759	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/2	702	702	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/3	685	685	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/2+3/1	1242	820	-	-	-	18.9	212.3	-	231.2	670.1	30.7	212.3	243.0
3/3	1094	732	-	-	-	17.4	182.6	-	199.9	657.9	27.9	182.6	210.4
4/1	522	522	-	-	-	0.8	0.4	-	1.2	8.2	2.9	0.4	3.3
4/2	336	336	-	-	-	0.9	0.2	-	1.1	11.4	5.6	0.2	5.8
4/3	337	337	-	-	-	0.9	0.2	-	1.1	11.5	5.6	0.2	5.8
5/2+5/1	732	732	-	-	-	1.9	1.1	-	3.0	14.7	7.3	1.1	8.3
5/3	331	331	-	-	-	0.9	0.4	-	1.3	14.7	4.0	0.4	4.5
5/4	5	5	-	-	-	0.0	0.0	-	0.0	10.6	0.1	0.0	0.1
6/1	563	563	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	331	331	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/3	510	510	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2+7/1	1118	1075	-	-	-	5.2	30.5	-	35.7	114.8	18.0	30.5	48.5
7/3+7/4	1168	1130	-	-	-	5.1	29.1	-	34.2	105.3	17.9	29.1	47.0
8/1	897	897	-	-	-	1.3	0.8	-	2.1	8.4	11.9	0.8	12.7
9/1	569	569	-	-	-	2.0	0.7	-	2.8	17.4	9.0	0.7	9.7
9/2	570	570	-	-	-	2.0	0.7	-	2.8	17.5	9.0	0.7	9.8
9/3	771	771	-	-	-	3.7	2.1	-	5.8	27.3	12.9	2.1	14.9
9/4	364	364	-	-	-	1.3	0.3	-	1.6	15.7	6.1	0.3	6.4
10/1	129	129	-	-	-	0.1	0.1	-	0.2	6.2	0.8	0.1	0.9

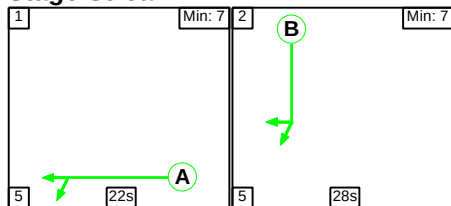
Full Input Data And Results

10/2	685	685	-	-	-	2.5	1.3	-	3.8	20.0	11.4	1.3	12.7
10/3	128	128	-	-	-	0.5	0.1	-	0.6	17.0	2.1	0.1	2.2
10/4	2	2	-	-	-	0.0	0.0	-	0.0	14.9	0.0	0.0	0.0
11/1	237	237	-	-	-	1.2	0.2	-	1.4	21.0	3.9	0.2	4.1
11/2	331	331	-	-	-	1.4	0.3	-	1.7	18.0	5.5	0.3	5.8
11/3	731	731	-	-	-	5.4	1.8	-	7.2	35.5	12.2	1.8	14.0
11/4	3	3	-	-	-	0.0	0.0	-	0.0	17.5	0.0	0.0	0.0
12/1	627	627	-	-	-	3.2	3.8	-	7.0	40.3	9.8	3.8	13.6
12/2	334	334	-	-	-	0.3	0.2	-	0.5	5.6	1.0	0.2	1.2
12/3	5	5	-	-	-	0.0	0.0	-	0.0	21.4	0.1	0.0	0.1
13/1	522	522	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	336	336	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/3	337	337	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/1	732	732	-	-	-	1.0	0.6	-	1.6	7.7	6.1	0.6	6.7
14/2	336	336	-	-	-	0.3	0.2	-	0.5	5.4	2.1	0.2	2.2
J2: North Hyde Gardens	-	-	29	118	0	2.8	2.2	0.0	5.0	-	-	-	-
1/1	81	81	-	-	-	0.5	0.1	-	0.6	27.4	1.1	0.1	1.3
2/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	897	897	2	118	0	0.6	0.4	0.0	1.1	4.4	17.2	0.4	17.7
4/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	776	776	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/1	855	855	27	0	0	1.7	1.2	-	2.9	12.3	9.3	1.2	10.4
8/1	147	147	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1 - Bulls Roundabout 1 Stream: 1 PRC for Signalled Lanes (%): 13.9 Total Delay for Signalled Lanes (pcuHr): 14.61 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 2 PRC for Signalled Lanes (%): 65.5 Total Delay for Signalled Lanes (pcuHr): 2.07 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 3 PRC for Signalled Lanes (%): -15.5 Total Delay for Signalled Lanes (pcuHr): 76.90 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 4 PRC for Signalled Lanes (%): 44.9 Total Delay for Signalled Lanes (pcuHr): 2.10 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 1 PRC for Signalled Lanes (%): -23.8 Total Delay for Signalled Lanes (pcuHr): 74.03 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 2 PRC for Signalled Lanes (%): -68.2 Total Delay for Signalled Lanes (pcuHr): 435.75 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 3 PRC for Signalled Lanes (%): 102.7 Total Delay for Signalled Lanes (pcuHr): 3.84 Cycle Time (s): 60 C3 - North Hyde Gardens PRC for Signalled Lanes (%): 27.7 Total Delay for Signalled Lanes (pcuHr): 4.64 Cycle Time (s): 60 PRC Over All Lanes (%): -68.2 Total Delay Over All Lanes(pcuHr): 616.03													

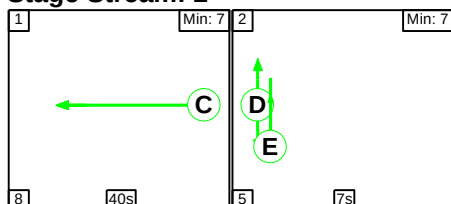
C1 - Bulls Roundabout 1

Stage Sequence Diagram

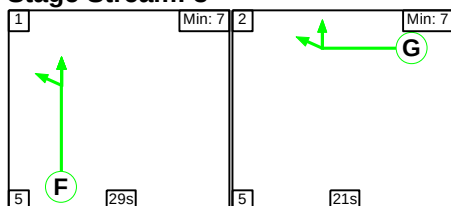
Stage Stream: 1



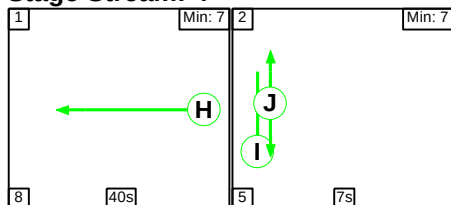
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	27	54

Stage Stream: 2

Stage	1	2
Duration	40	7
Change Point	8	56

Stage Stream: 3

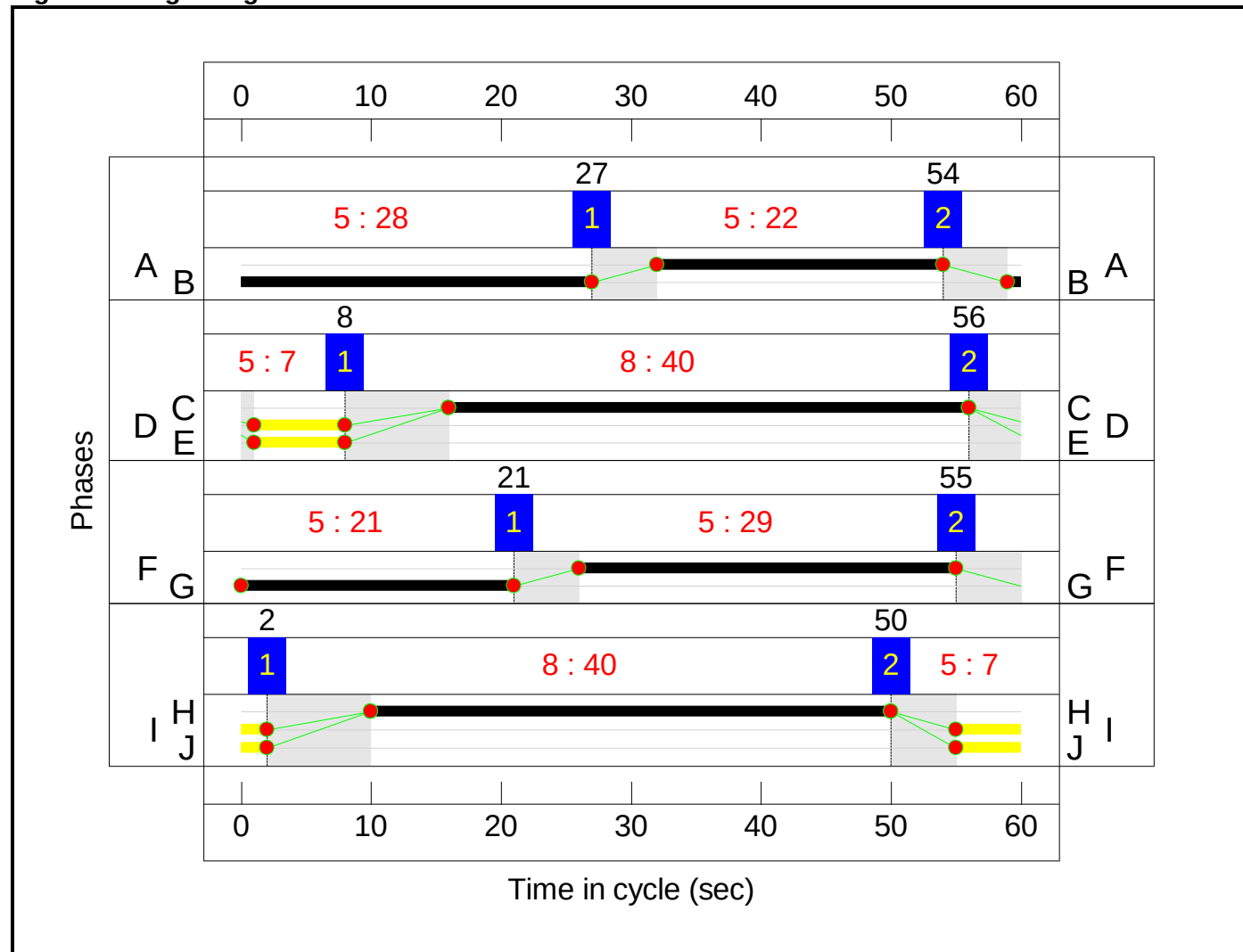
Stage	1	2
Duration	29	21
Change Point	21	55

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	40	7
Change Point	2	50

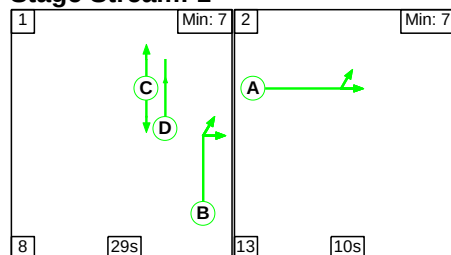
Signal Timings Diagram



C2 - Bulls Roundabout 2

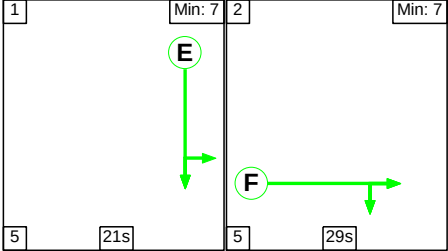
Stage Sequence Diagram

Stage Stream: 1

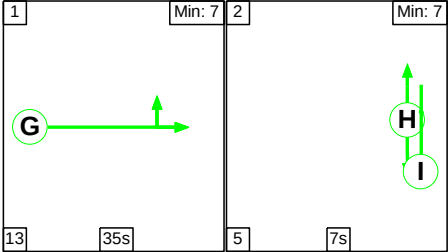


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	42	19

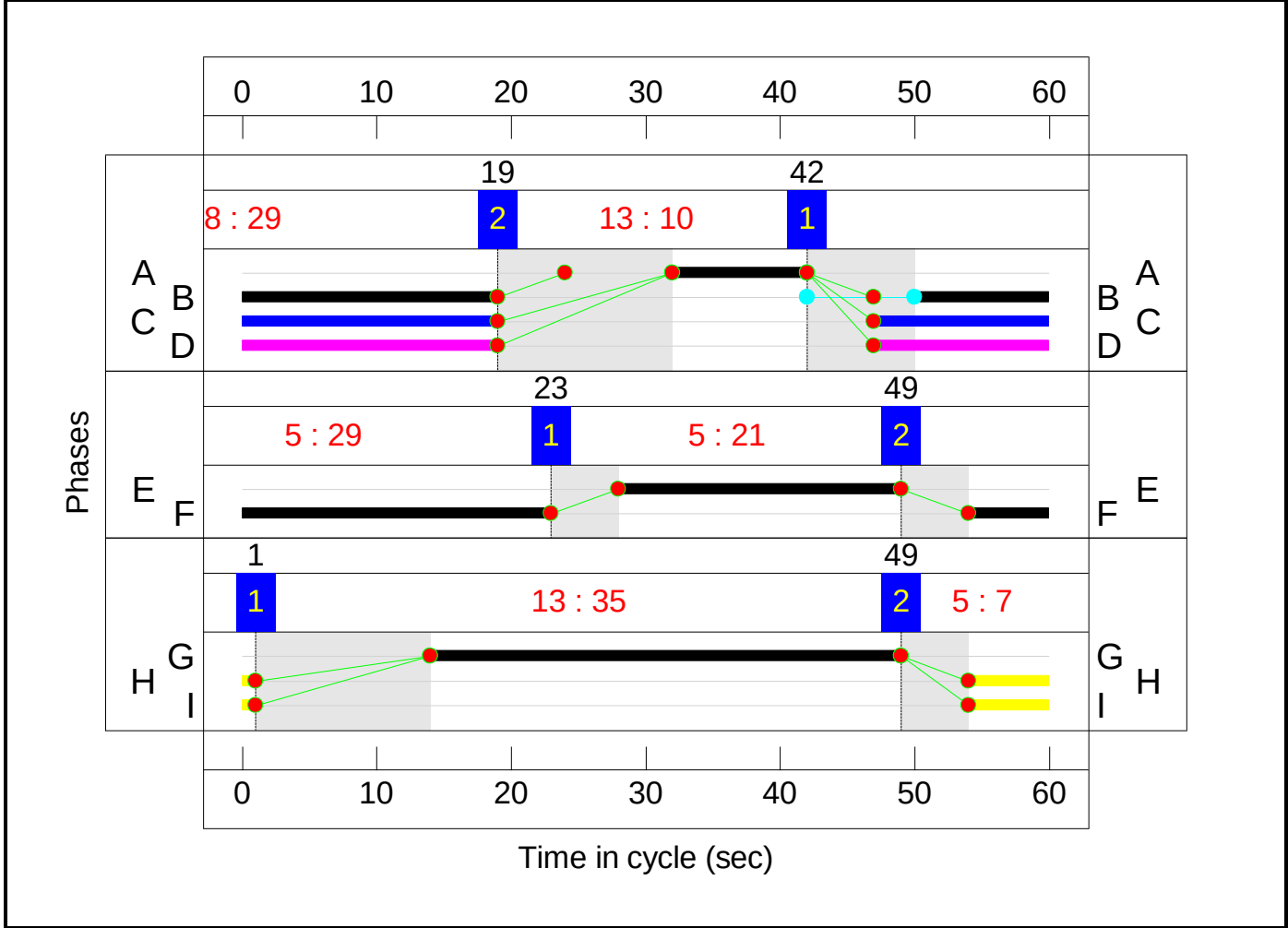
Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	23	49

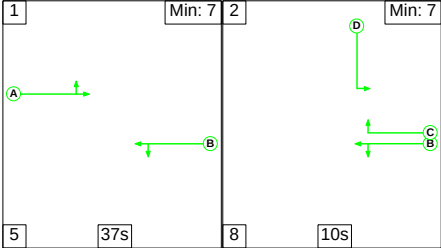
Stage Stream: 3

Stage	1	2
Duration	35	7
Change Point	1	49

Signal Timings Diagram



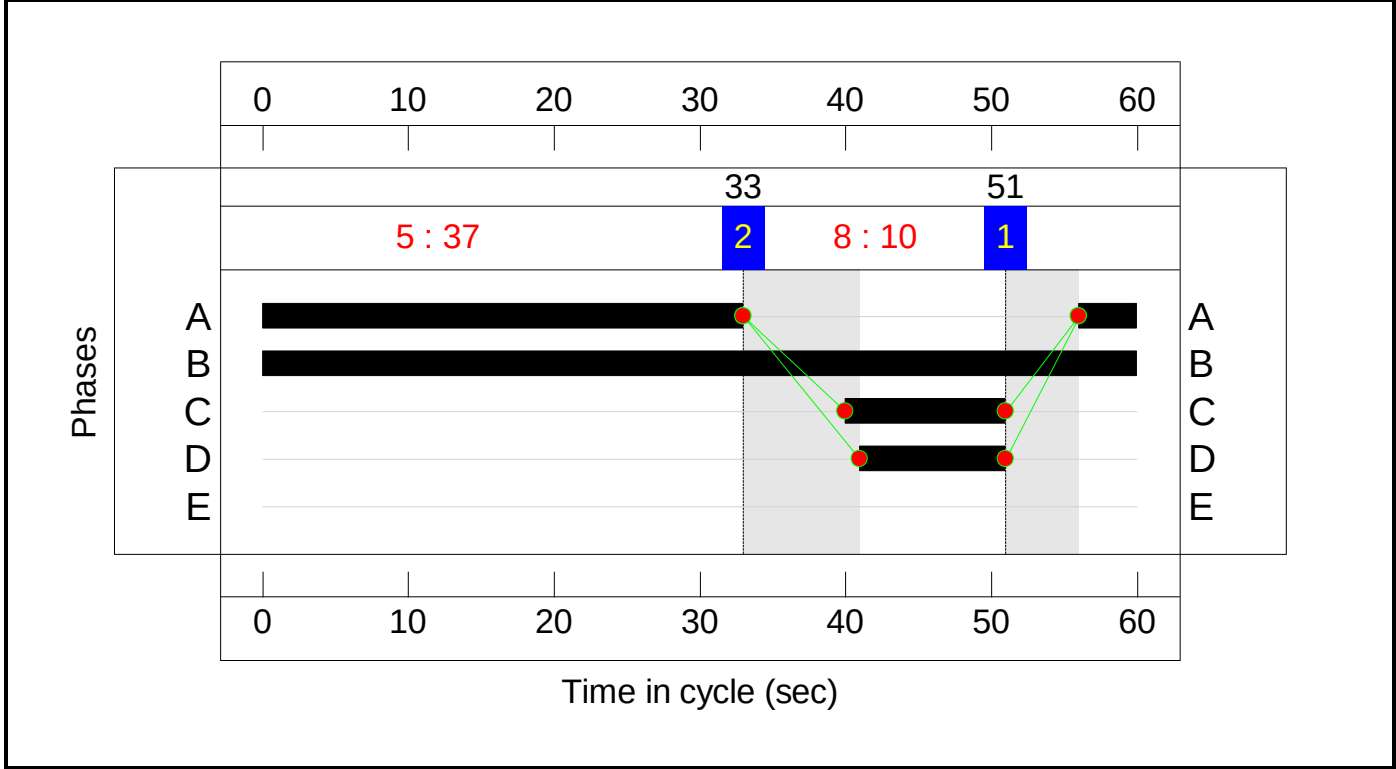
C3 - North Hyde Gardens
Stage Sequence Diagram

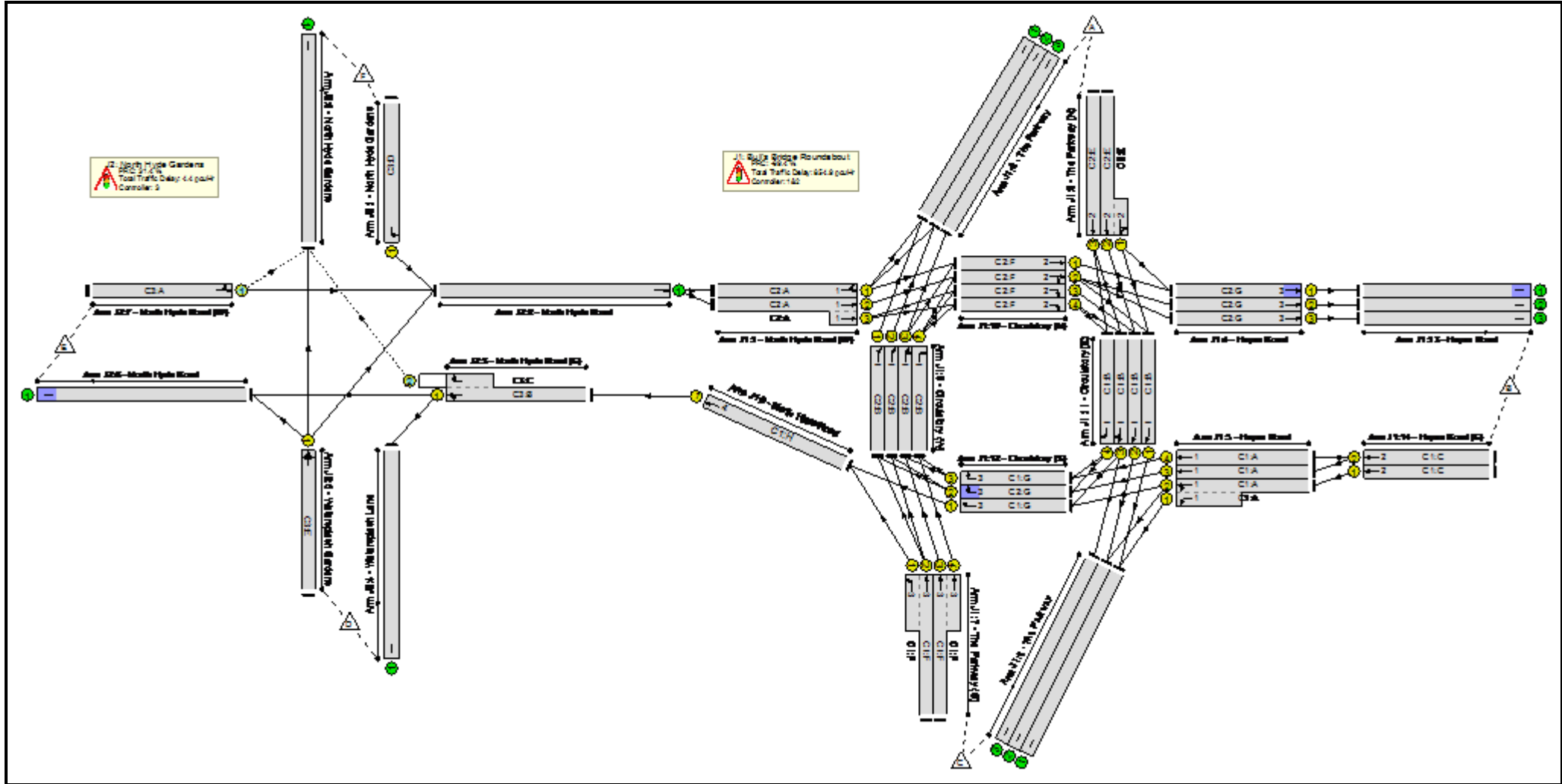


Stage Timings

Stage	1	2
Duration	37	10
Change Point	51	33

Signal Timings Diagram



[illegible]

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	-	-		-	-	-	-	-	-	152.4%
J1: Bull's Bridge Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	152.4%
1/1	North Hyde Road (W) Left Ahead	U	2:1	N/A	C2:A		1	10	-	425	1989	365	116.6%
1/2+1/3	North Hyde Road (W) Ahead	U	2:1	N/A	C2:A		1	10	-	506	1996:1996	462	109.5%
2/1	The Parkway	U	N/A	N/A	-		-	-	-	1028	1974	1974	44.5%
2/2	The Parkway	U	N/A	N/A	-		-	-	-	911	1974	1974	39.6%
2/3	The Parkway	U	N/A	N/A	-		-	-	-	945	1974	1974	38.4%
3/2+3/1	The Parkway (N) Left Ahead	U	2:2	N/A	C2:E		1	21	-	1268	1995:2008	832	152.4%
3/3	The Parkway (N) Ahead	U	2:2	N/A	C2:E		1	21	-	1100	1996	732	150.3%
4/1	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	637	1958	1175	36.5%
4/2	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	319	1958	1175	23.1%
4/3	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	319	1958	1175	23.1%
5/2+5/1	Hayes Road Left Ahead	U	1:1	N/A	C1:A		1	22	-	764	1914:1856	1119	68.3%
5/3	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	436	1908	731	59.6%
5/4	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	9	1911	733	1.2%
6/1	The Parkway	U	N/A	N/A	-		-	-	-	779	2018	2018	32.4%
6/2	The Parkway	U	N/A	N/A	-		-	-	-	518	2018	2018	19.1%
6/3	The Parkway	U	N/A	N/A	-		-	-	-	740	2018	2018	24.4%
7/2+7/1	The Parkway (S) Left Ahead	U	1:3	N/A	C1:F		1	29	-	1289	1880:1869	1028	125.4%

Full Input Data And Results

7/3+7/4	The Parkway (S) Ahead	U	1:3	N/A	C1:F		1	29	-	1358	1889:1897	1090	124.6%
8/1	North Hyde Road Ahead	U	1:4	N/A	C1:H		1	40	-	959	2115	1445	55.1%
9/1	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	754	1900	950	67.7%
9/2	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	760	1902	951	68.6%
9/3	Circulatory (W) Ahead Right	U	2:1	N/A	C2:B		1	29	-	1004	1902	951	84.9%
9/4	Circulatory (W) Right	U	2:1	N/A	C2:B		1	29	-	363	1903	951	30.6%
10/1	Circulatory (N) Ahead	U	2:2	N/A	C2:F		1	29	-	59	1918	959	5.1%
10/2	Circulatory (N) Ahead Right	U	2:2	N/A	C2:F		1	29	-	710	1908	954	63.7%
10/3	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	157	1912	956	15.0%
10/4	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	2	1878	939	0.2%
11/1	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	414	1926	931	31.1%
11/2	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	505	1920	928	40.0%
11/3	Circulatory (E) Ahead Right	U	1:1	N/A	C1:B		1	28	-	1096	1914	925	78.9%
11/4	Circulatory (E) Right	U	1:1	N/A	C1:B		1	28	-	6	1905	921	0.4%
12/1	Circulatory (S) Ahead	U	1:3	N/A	C1:G		1	21	-	742	1915	702	88.8%
12/2	Circulatory (S) Right	U	2:3	N/A	C2:G		1	35	-	442	1907	1144	38.5%
12/3	Circulatory (S) Right	U	1:3	N/A	C1:G		1	21	-	9	1897	696	1.3%
13/1	Hayes Road	U	N/A	N/A	-		-	-	-	637	1958	1958	21.9%
13/2	Hayes Road	U	N/A	N/A	-		-	-	-	319	1958	1958	13.9%
13/3	Hayes Road	U	N/A	N/A	-		-	-	-	319	1958	1958	13.9%

Full Input Data And Results

14/1	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	764	1970	1346	56.8%
14/2	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	445	1970	1346	33.1%
J2: North Hyde Gardens	-	-	N/A	-	-		-	-	-	-	-	-	68.5%
1/1	North Hyde Gardens Left	U	N/A	N/A	C3:D		1	10	-	98	1947	357	27.5%
2/1	North Hyde Road Ahead	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
3/1+3/2	North Hyde Road (E) Left Ahead Right	U+O	N/A	N/A	C3:B C3:C		1	60:11	-	959	1929:1752	1922	41.4%
4/1	Watersplash Lane	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
5/1	Watersplash Gardens Right Left Ahead	U	N/A	N/A	C3:E		0	0	-	0	1930	0	0.0%
6/1	North Hyde Road	U	N/A	N/A	-		-	-	-	923	1925	1925	39.8%
7/1	North Hyde Road (W) Ahead Left	O	N/A	N/A	C3:A		1	37	-	839	1939	1225	68.5%
8/1	North Hyde Gardens	U	N/A	N/A	-		-	-	-	40	2115	2115	1.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	6	28	0	104.6	754.7	0.0	859.3	-	-	-	-
J1: Bull's Bridge Roundabout	-	-	0	0	0	102.1	752.8	0.0	854.9	-	-	-	-
1/1	425	365	-	-	-	3.7	33.4	-	37.1	314.2	8.1	33.4	41.4
1/2+1/3	506	462	-	-	-	3.7	26.7	-	30.4	216.4	8.1	26.7	34.8
2/1	878	878	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
2/2	781	781	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/3	759	759	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/2+3/1	1268	832	-	-	-	19.5	219.5	-	239.0	678.5	31.3	219.5	250.8
3/3	1100	732	-	-	-	17.6	185.5	-	203.2	664.9	28.2	185.5	213.7
4/1	428	428	-	-	-	0.5	0.3	-	0.7	6.2	1.5	0.3	1.8
4/2	272	272	-	-	-	0.7	0.2	-	0.8	11.2	4.5	0.2	4.7
4/3	272	272	-	-	-	0.7	0.2	-	0.8	11.2	4.5	0.2	4.7
5/2+5/1	764	764	-	-	-	2.0	1.1	-	3.1	14.4	7.3	1.1	8.4
5/3	436	436	-	-	-	1.3	0.7	-	2.1	17.0	5.7	0.7	6.4
5/4	9	9	-	-	-	0.0	0.0	-	0.0	10.3	0.1	0.0	0.1
6/1	654	654	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	384	384	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/3	492	492	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2+7/1	1289	1028	-	-	-	12.6	133.1	-	145.7	406.9	27.2	133.1	160.3
7/3+7/4	1358	1090	-	-	-	12.8	136.4	-	149.2	395.4	27.5	136.4	163.9
8/1	796	796	-	-	-	1.1	0.6	-	1.7	7.6	11.1	0.6	11.7
9/1	643	643	-	-	-	2.4	1.0	-	3.5	19.4	10.2	1.0	11.2
9/2	652	652	-	-	-	2.4	1.1	-	3.5	19.5	10.3	1.1	11.4
9/3	808	808	-	-	-	4.0	2.7	-	6.7	29.8	13.5	2.7	16.2
9/4	291	291	-	-	-	0.9	0.2	-	1.1	14.2	4.4	0.2	4.7
10/1	49	49	-	-	-	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0

Full Input Data And Results

10/2	608	608	-	-	-	2.3	0.9	-	3.2	18.7	10.1	0.9	11.0
10/3	143	143	-	-	-	0.6	0.1	-	0.7	17.3	2.4	0.1	2.5
10/4	2	2	-	-	-	0.0	0.0	-	0.0	14.8	0.0	0.0	0.0
11/1	289	289	-	-	-	1.3	0.2	-	1.5	18.6	4.6	0.2	4.8
11/2	371	371	-	-	-	1.6	0.3	-	1.9	18.8	6.2	0.3	6.5
11/3	730	730	-	-	-	5.4	1.8	-	7.2	35.4	12.2	1.8	14.0
11/4	4	4	-	-	-	0.0	0.0	-	0.0	17.5	0.1	0.0	0.1
12/1	623	623	-	-	-	3.1	3.6	-	6.7	38.9	9.7	3.6	13.3
12/2	440	440	-	-	-	0.4	0.3	-	0.7	6.0	1.3	0.3	1.6
12/3	9	9	-	-	-	0.0	0.0	-	0.1	21.4	0.2	0.0	0.2
13/1	428	428	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	272	272	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/3	272	272	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/1	764	764	-	-	-	1.0	0.7	-	1.7	8.0	6.6	0.7	7.2
14/2	445	445	-	-	-	0.5	0.2	-	0.7	5.9	3.0	0.2	3.2
J2: North Hyde Gardens	-	-	6	28	0	2.5	2.0	0.0	4.4	-	-	-	-
1/1	98	98	-	-	-	0.6	0.2	-	0.8	28.0	1.4	0.2	1.6
2/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	796	796	0	28	0	0.2	0.4	0.0	0.6	2.6	15.8	0.4	16.1
4/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	766	766	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/1	839	839	6	0	0	1.7	1.1	-	2.7	11.8	8.9	1.1	9.9
8/1	34	34	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 - Bulls Roundabout 1	Stream: 1	PRC for Signalled Lanes (%)	14.1	Total Delay for Signalled Lanes (pcuHr):	15.78	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 2	PRC for Signalled Lanes (%)	58.6	Total Delay for Signalled Lanes (pcuHr):	2.43	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 3	PRC for Signalled Lanes (%)	-39.4	Total Delay for Signalled Lanes (pcuHr):	301.62	Cycle Time (s):	60
C1 - Bulls Roundabout 1	Stream: 4	PRC for Signalled Lanes (%)	63.3	Total Delay for Signalled Lanes (pcuHr):	1.67	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 1	PRC for Signalled Lanes (%)	-29.5	Total Delay for Signalled Lanes (pcuHr):	82.35	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 2	PRC for Signalled Lanes (%)	-69.4	Total Delay for Signalled Lanes (pcuHr):	446.03	Cycle Time (s):	60
C2 - Bulls Roundabout 2	Stream: 3	PRC for Signalled Lanes (%)	134.0	Total Delay for Signalled Lanes (pcuHr):	3.16	Cycle Time (s):	60
C3 - North Hyde Gardens		PRC for Signalled Lanes (%)	31.4	Total Delay for Signalled Lanes (pcuHr):	4.09	Cycle Time (s):	60
		PRC Over All Lanes (%)	-69.4	Total Delay Over All Lanes (pcuHr):	859.33		

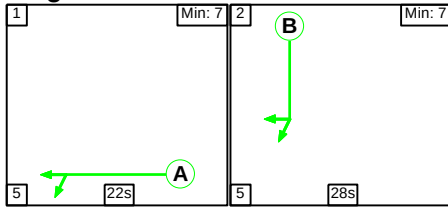
Full Input Data And Results

Scenario 11: '2016 + Com + Dev AM - HGV X2' (FG10: '2016 + Com + Dev AM - HGV X2 Test', Plan 1: 'Network Control Plan 1')

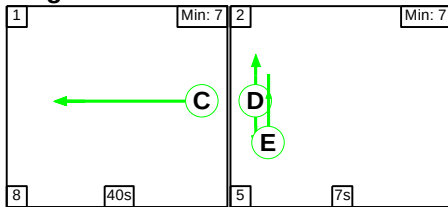
C1 - Bulls Roundabout 1

Stage Sequence Diagram

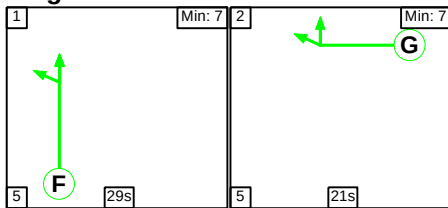
Stage Stream: 1



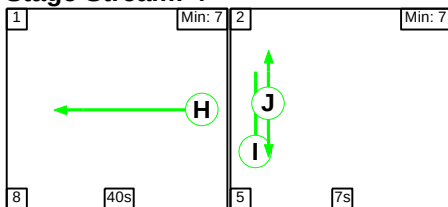
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	27	54

Stage Stream: 2

Stage	1	2
Duration	40	7
Change Point	8	56

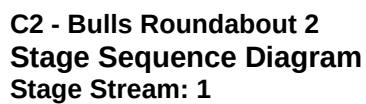
Stage Stream: 3

Stage	1	2
Duration	29	21
Change Point	21	55

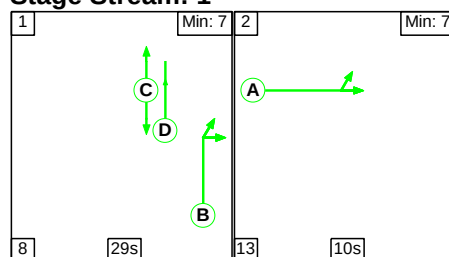
Stage Stream: 4

Signal Timings Diagram

Signal Timings Diagram

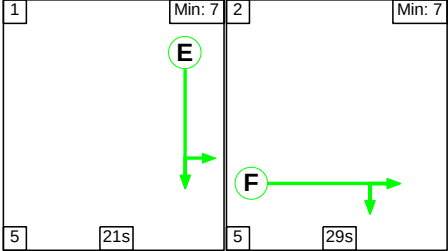


Stage Stream: 1

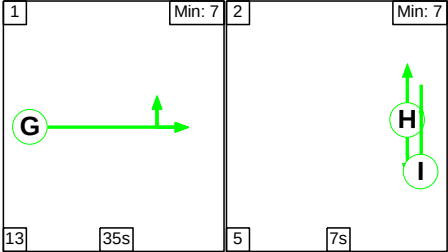


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	42	19

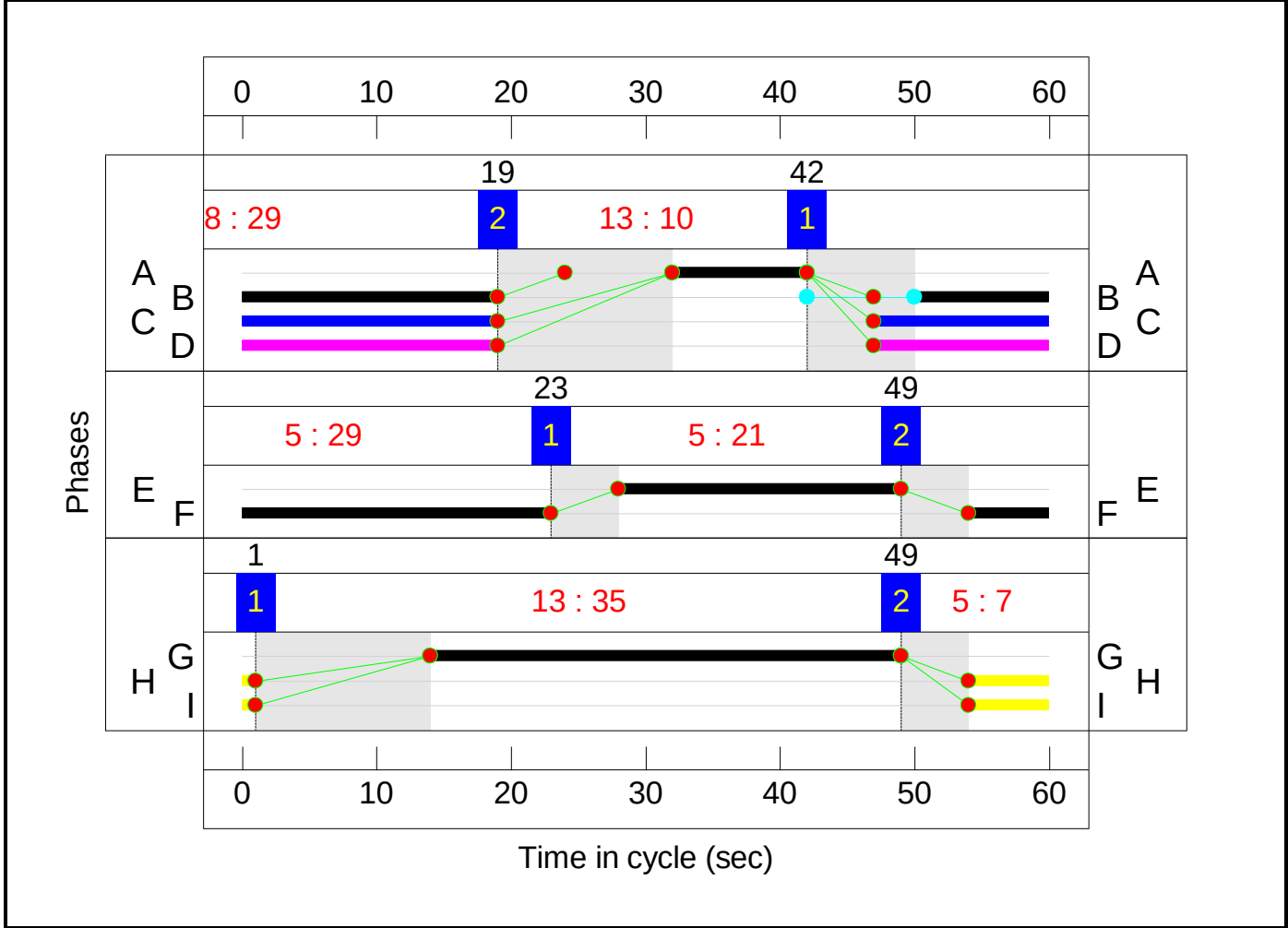
Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	23	49

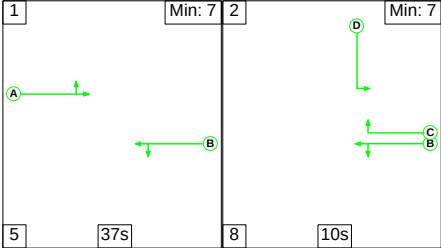
Stage Stream: 3

Stage	1	2
Duration	35	7
Change Point	1	49

Signal Timings Diagram



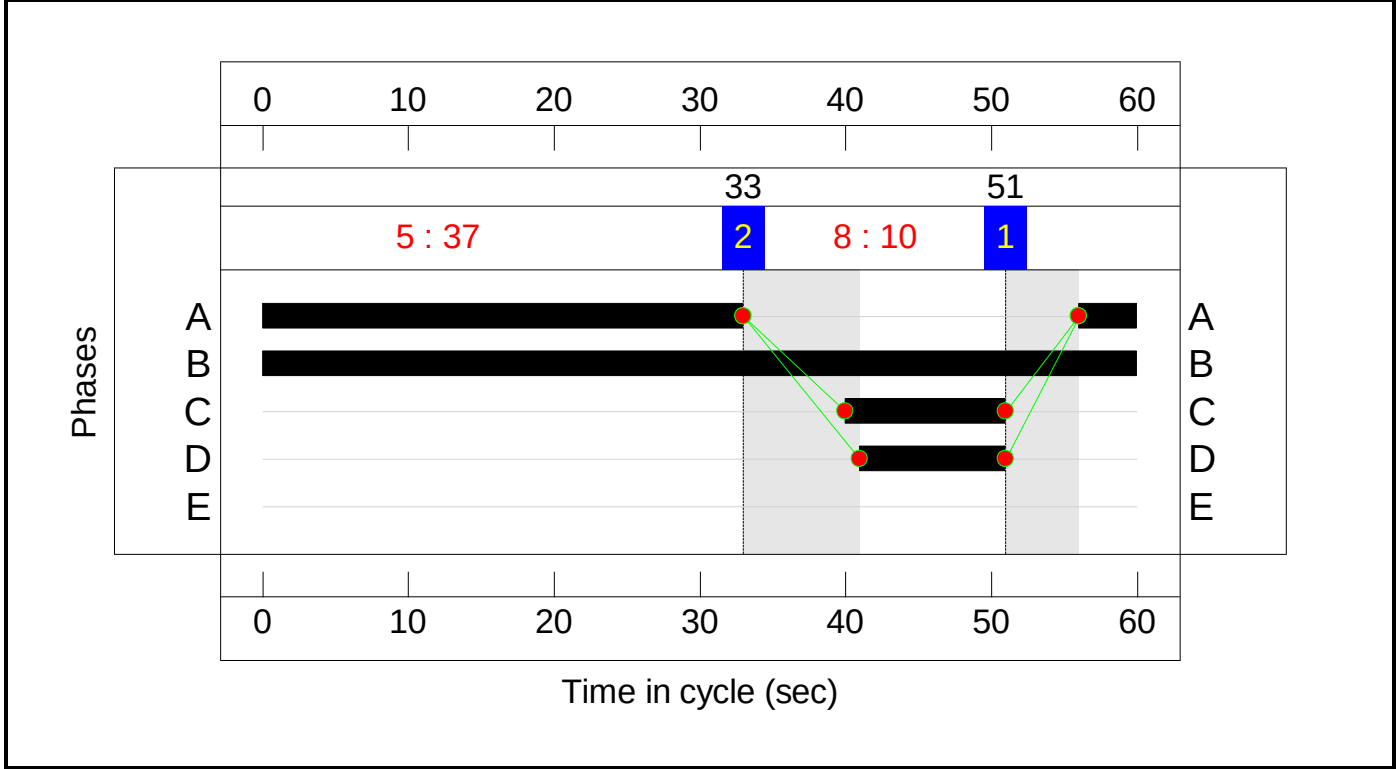
C3 - North Hyde Gardens
Stage Sequence Diagram



Stage Timings

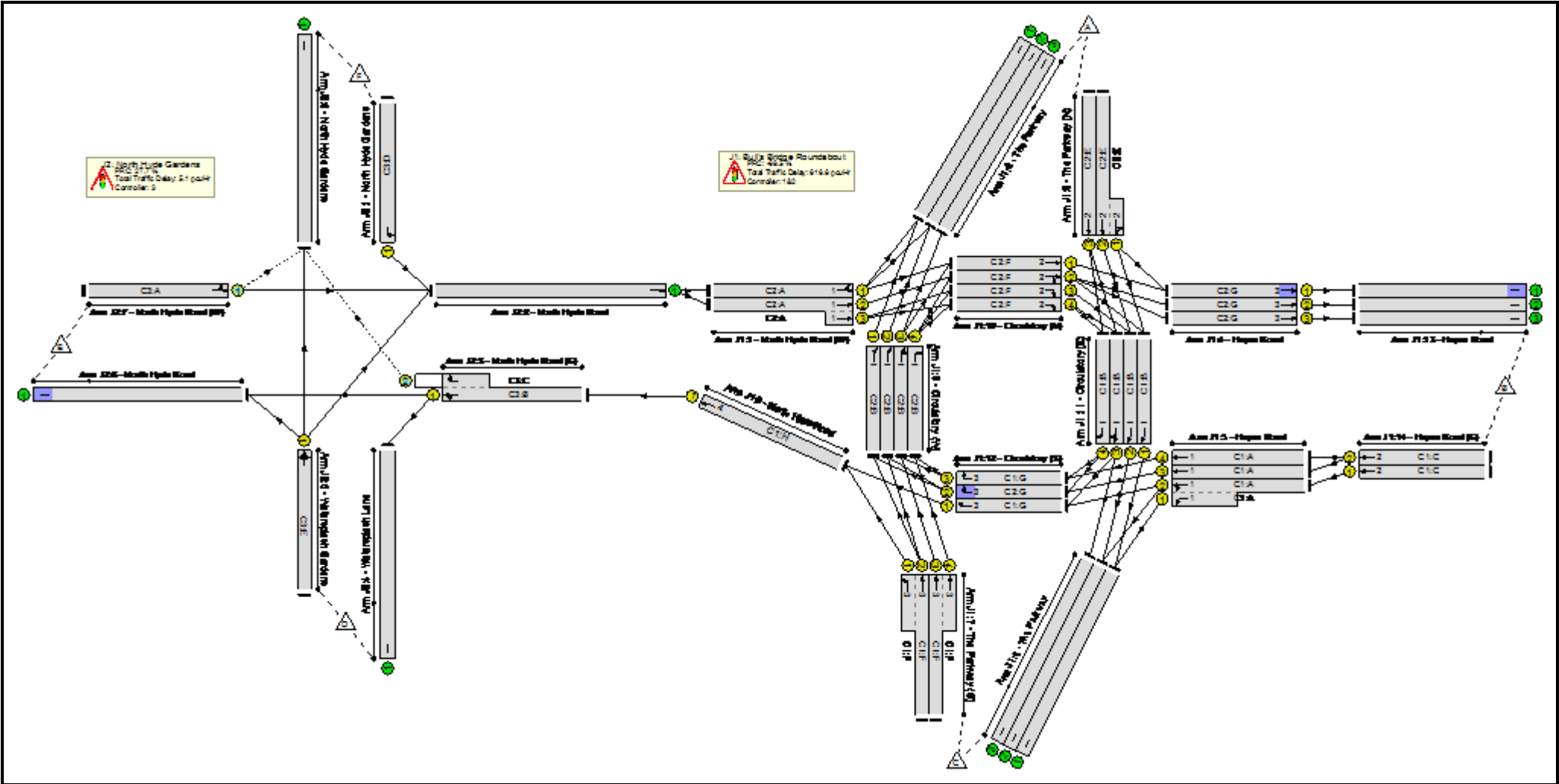
Stage	1	2
Duration	37	10
Change Point	51	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	151.6%
J1: Bull's Bridge Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	151.6%
1/1	North Hyde Road (W) Left Ahead	U	2:1	N/A	C2:A		1	10	-	407	1992	365	111.4%
1/2+1/3	North Hyde Road (W) Ahead	U	2:1	N/A	C2:A		1	10	-	510	1996:1996	455	112.0%
2/1	The Parkway	U	N/A	N/A	-		-	-	-	797	1974	1974	38.4%
2/2	The Parkway	U	N/A	N/A	-		-	-	-	731	1974	1974	35.5%
2/3	The Parkway	U	N/A	N/A	-		-	-	-	711	1974	1974	34.8%
3/2+3/1	The Parkway (N) Left Ahead	U	2:2	N/A	C2:E		1	21	-	1244	1995:2008	821	151.6%
3/3	The Parkway (N) Ahead	U	2:2	N/A	C2:E		1	21	-	1095	1996	732	149.6%
4/1	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	730	1958	1175	44.2%
4/2	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	360	1958	1175	28.5%
4/3	Hayes Road Ahead	U	2:3	N/A	C2:G		1	35	-	362	1958	1175	28.6%
5/2+5/1	Hayes Road Left Ahead	U	1:1	N/A	C1:A		1	22	-	732	1914:1856	1072	68.3%
5/3	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	331	1908	731	45.3%
5/4	Hayes Road Ahead	U	1:1	N/A	C1:A		1	22	-	5	1911	733	0.7%
6/1	The Parkway	U	N/A	N/A	-		-	-	-	681	2018	2018	27.9%
6/2	The Parkway	U	N/A	N/A	-		-	-	-	458	2018	2018	16.7%
6/3	The Parkway	U	N/A	N/A	-		-	-	-	760	2018	2018	25.2%
7/2+7/1	The Parkway (S) Left Ahead	U	1:3	N/A	C1:F		1	29	-	1122	1880:1869	1079	104.0%

Full Input Data And Results

7/3+7/4	The Parkway (S) Ahead	U	1:3	N/A	C1:F		1	29	-	1171	1889:1897	1130	103.6%
8/1	North Hyde Road Ahead	U	1:4	N/A	C1:H		1	40	-	1027	2115	1445	62.7%
9/1	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	584	1900	950	59.6%
9/2	Circulatory (W) Ahead	U	2:1	N/A	C2:B		1	29	-	585	1902	951	59.8%
9/3	Circulatory (W) Ahead Right	U	2:1	N/A	C2:B		1	29	-	799	1902	951	81.1%
9/4	Circulatory (W) Right	U	2:1	N/A	C2:B		1	29	-	377	1903	951	38.2%
10/1	Circulatory (N) Ahead	U	2:2	N/A	C2:F		1	29	-	136	1918	959	13.3%
10/2	Circulatory (N) Ahead Right	U	2:2	N/A	C2:F		1	29	-	736	1908	954	71.7%
10/3	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	149	1912	956	13.9%
10/4	Circulatory (N) Right	U	2:2	N/A	C2:F		1	29	-	2	1878	939	0.2%
11/1	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	355	1926	931	25.5%
11/2	Circulatory (E) Ahead	U	1:1	N/A	C1:B		1	28	-	458	1920	928	36.2%
11/3	Circulatory (E) Ahead Right	U	1:1	N/A	C1:B		1	28	-	1093	1914	925	79.0%
11/4	Circulatory (E) Right	U	1:1	N/A	C1:B		1	28	-	4	1905	921	0.3%
12/1	Circulatory (S) Ahead	U	1:3	N/A	C1:G		1	21	-	739	1915	702	89.6%
12/2	Circulatory (S) Right	U	2:3	N/A	C2:G		1	35	-	335	1907	1144	29.2%
12/3	Circulatory (S) Right	U	1:3	N/A	C1:G		1	21	-	5	1897	696	0.7%
13/1	Hayes Road	U	N/A	N/A	-		-	-	-	730	1958	1958	26.5%
13/2	Hayes Road	U	N/A	N/A	-		-	-	-	360	1958	1958	17.1%
13/3	Hayes Road	U	N/A	N/A	-		-	-	-	362	1958	1958	17.2%

Full Input Data And Results

14/1	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	732	1970	1346	54.4%
14/2	Hayes Road (E) Ahead	U	1:2	N/A	C1:C		1	40	-	336	1970	1346	25.0%
J2: North Hyde Gardens	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
1/1	North Hyde Gardens Left	U	N/A	N/A	C3:D		1	10	-	89	1947	357	24.9%
2/1	North Hyde Road Ahead	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
3/1+3/2	North Hyde Road (E) Left Ahead Right	U+O	N/A	N/A	C3:B C3:C		1	60:11	-	1027	1929:1752	1902	47.6%
4/1	Watersplash Lane	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
5/1	Watersplash Gardens Right Left Ahead	U	N/A	N/A	C3:E		0	0	-	0	1930	0	0.0%
6/1	North Hyde Road	U	N/A	N/A	-		-	-	-	879	1925	1925	40.3%
7/1	North Hyde Road (W) Ahead Left	O	N/A	N/A	C3:A		1	37	-	855	1936	1213	70.5%
8/1	North Hyde Gardens	U	N/A	N/A	-		-	-	-	173	2115	2115	7.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	29	126	0	88.6	533.1	0.0	621.7	-	-	-	-
J1: Bull's Bridge Roundabout	-	-	0	0	0	85.7	530.9	0.0	616.6	-	-	-	-
1/1	407	365	-	-	-	3.2	25.0	-	28.1	248.8	7.5	25.0	32.5
1/2+1/3	510	454	-	-	-	4.0	31.4	-	35.4	249.9	8.4	31.4	39.9
2/1	758	758	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/2	700	700	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/3	686	686	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/2+3/1	1244	821	-	-	-	19.0	213.2	-	232.2	671.8	30.8	213.2	244.0
3/3	1095	732	-	-	-	17.4	183.1	-	200.5	659.1	27.9	183.1	211.0
4/1	520	520	-	-	-	0.8	0.4	-	1.2	8.1	2.9	0.4	3.3
4/2	334	334	-	-	-	0.9	0.2	-	1.1	11.4	5.6	0.2	5.8
4/3	336	336	-	-	-	0.9	0.2	-	1.1	11.5	5.6	0.2	5.8
5/2+5/1	732	732	-	-	-	1.9	1.1	-	3.0	14.7	7.3	1.1	8.3
5/3	331	331	-	-	-	0.9	0.4	-	1.3	14.7	4.0	0.4	4.5
5/4	5	5	-	-	-	0.0	0.0	-	0.0	10.6	0.1	0.0	0.1
6/1	564	564	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	336	336	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/3	508	508	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2+7/1	1122	1079	-	-	-	5.2	30.7	-	35.9	115.3	18.0	30.7	48.7
7/3+7/4	1171	1130	-	-	-	5.2	30.2	-	35.4	108.8	18.0	30.2	48.2
8/1	906	906	-	-	-	1.3	0.8	-	2.1	8.5	11.9	0.8	12.7
9/1	567	567	-	-	-	2.0	0.7	-	2.7	17.4	8.9	0.7	9.7
9/2	569	569	-	-	-	2.0	0.7	-	2.8	17.5	9.0	0.7	9.8
9/3	771	771	-	-	-	3.7	2.1	-	5.8	27.3	12.9	2.1	14.9
9/4	364	364	-	-	-	1.3	0.3	-	1.6	15.7	6.1	0.3	6.4
10/1	128	128	-	-	-	0.1	0.1	-	0.2	6.2	0.8	0.1	0.8

Full Input Data And Results

10/2	684	684	-	-	-	2.5	1.3	-	3.8	19.9	11.4	1.3	12.6
10/3	132	132	-	-	-	0.5	0.1	-	0.6	17.1	2.2	0.1	2.3
10/4	2	2	-	-	-	0.0	0.0	-	0.0	14.8	0.0	0.0	0.0
11/1	238	238	-	-	-	1.2	0.2	-	1.4	21.0	3.9	0.2	4.1
11/2	336	336	-	-	-	1.4	0.3	-	1.7	18.0	5.6	0.3	5.9
11/3	731	731	-	-	-	5.4	1.8	-	7.2	35.5	12.2	1.8	14.0
11/4	3	3	-	-	-	0.0	0.0	-	0.0	17.5	0.0	0.0	0.0
12/1	629	629	-	-	-	3.2	3.9	-	7.1	40.8	9.8	3.9	13.7
12/2	334	334	-	-	-	0.3	0.2	-	0.5	5.6	1.0	0.2	1.2
12/3	5	5	-	-	-	0.0	0.0	-	0.0	21.4	0.1	0.0	0.1
13/1	520	520	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	334	334	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/3	336	336	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/1	732	732	-	-	-	1.0	0.6	-	1.6	7.7	6.1	0.6	6.7
14/2	336	336	-	-	-	0.3	0.2	-	0.5	5.4	2.1	0.2	2.2
J2: North Hyde Gardens	-	-	29	126	0	2.9	2.2	0.0	5.1	-	-	-	-
1/1	89	89	-	-	-	0.5	0.2	-	0.7	27.7	1.3	0.2	1.4
2/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	906	906	2	126	0	0.7	0.5	0.0	1.2	4.6	17.3	0.5	17.8
4/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	775	775	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/1	855	855	27	0	0	1.7	1.2	-	2.9	12.3	9.3	1.2	10.4
8/1	156	156	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1 - Bulls Roundabout 1 Stream: 1 PRC for Signalled Lanes (%): 13.9 Total Delay for Signalled Lanes (pcuHr): 14.63 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 2 PRC for Signalled Lanes (%): 65.5 Total Delay for Signalled Lanes (pcuHr): 2.07 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 3 PRC for Signalled Lanes (%): -15.6 Total Delay for Signalled Lanes (pcuHr): 78.47 Cycle Time (s): 60 C1 - Bulls Roundabout 1 Stream: 4 PRC for Signalled Lanes (%): 43.6 Total Delay for Signalled Lanes (pcuHr): 2.14 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 1 PRC for Signalled Lanes (%): -24.5 Total Delay for Signalled Lanes (pcuHr): 76.44 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 2 PRC for Signalled Lanes (%): -68.5 Total Delay for Signalled Lanes (pcuHr): 437.27 Cycle Time (s): 60 C2 - Bulls Roundabout 2 Stream: 3 PRC for Signalled Lanes (%): 103.5 Total Delay for Signalled Lanes (pcuHr): 3.83 Cycle Time (s): 60 C3 - North Hyde Gardens PRC for Signalled Lanes (%): 27.7 Total Delay for Signalled Lanes (pcuHr): 4.76 Cycle Time (s): 60 PRC Over All Lanes (%): -68.5 Total Delay Over All Lanes(pcuHr): 621.70													

