

Basic Results Summary

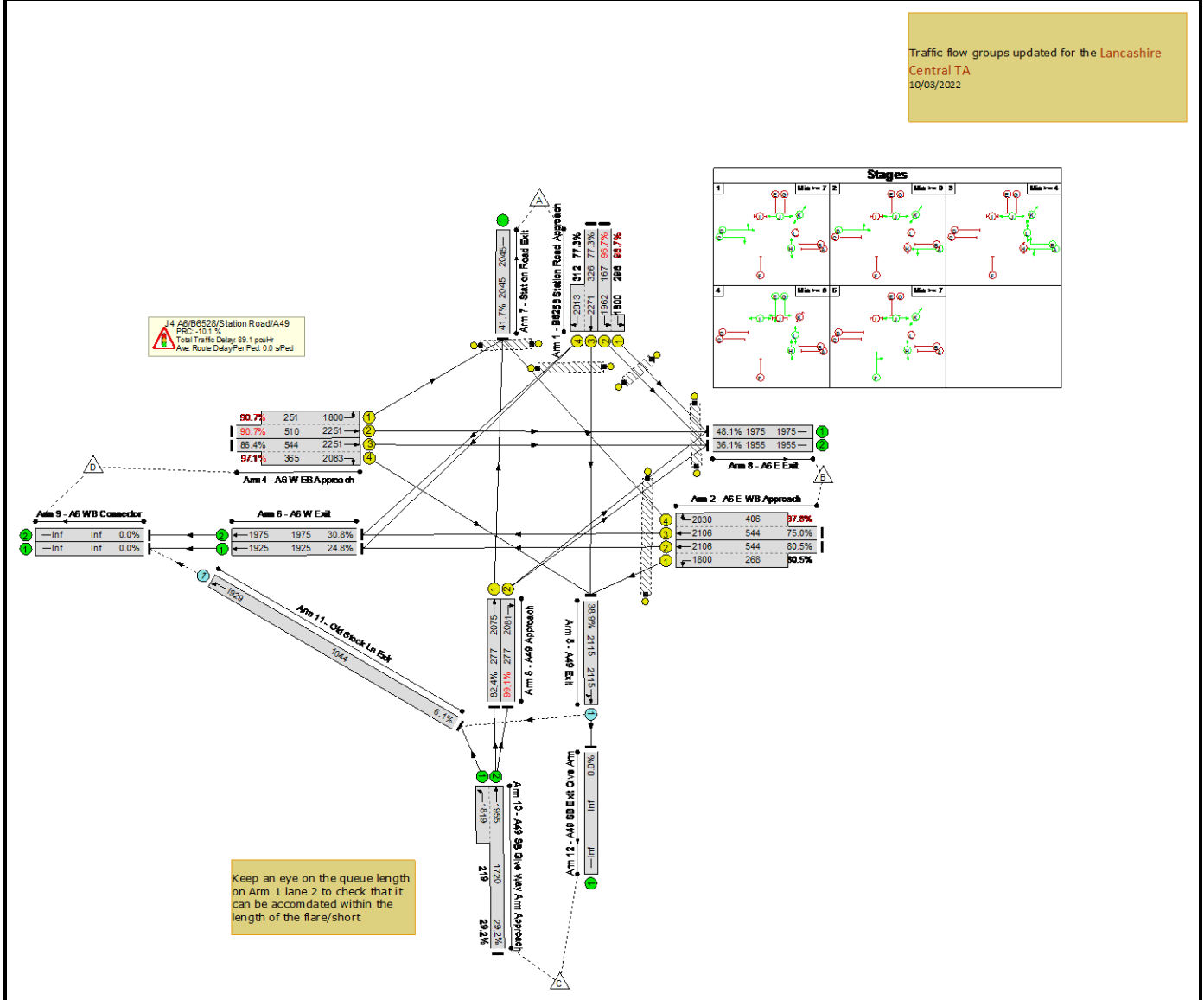
8/1	A6 E Exit	U	-	-	-	-	787	1975	1975	39.8%	-	-	-	0.5	2.1	13.5
8/2	A6 E Exit	U	-	-	-	-	724	1955	1955	37.0%	-	-	-	0.4	2.0	12.9
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	493	1955:1819	1689+247	25.5 : 25.5%	-	-	-	0.2	1.2	0.2
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	63	1929	995	6.3%	63	0	0	0.1	6.6	0.6
Ped Link: P1	Unnamed Ped Link	-	H	1	68	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K	1	82	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J	1	80	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I	1	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
C1		PRC for Signalled Lanes (%):		5.0		Total Delay for Signalled Lanes (pcuHr):		59.08		Cycle Time (s):		120				
		PRC Over All Lanes (%):		5.0		Total Delay Over All Lanes(pcuHr):		61.08								

Basic Results Summary

Scenario 16: 'DS2 2037 PM' (FG16: 'DS2 2037 + Committed and Expected Developments + Proposed development - PM', Plan 1: 'No Peds')

Network Layout Diagram

Traffic flow groups updated for the Lancashire Central TA
10/05/2022



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J11&&4 A6&Wigan Rd	-	-	-		-	-	-	-	-	-	99.1%	64	0	0	89.1	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	99.1%	64	0	0	89.1	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	26	-	447	1962:1800	167+296	96.7 : 96.7%	-	-	-	13.0	104.6	21.0
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	26	-	493	2271:2013	326+312	77.3 : 77.3%	-	-	-	7.3	53.4	11.6
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	30	-	654	2106:1800	544+268	80.5 : 80.5%	-	-	-	9.3	51.4	15.6
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	30:23	-	805	2106:2030	544+406	75.0 : 97.8%	-	-	-	12.6	56.3	15.8
3/1	A49 Approach Ahead	U	F		1	15	-	228	2075	277	82.4%	-	-	-	5.4	84.6	9.5
3/2	A49 Approach Right	U	F		1	15	-	275	2081	277	99.1%	-	-	-	11.7	152.7	16.8
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	28	-	691	2251:1800	510+251	90.7 : 90.7%	-	-	-	12.4	64.8	19.0
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	28:20	-	824	2251:2083	544+365	86.4 : 97.1%	-	-	-	14.9	65.3	19.4
5/1	A49 Exit Right Ahead	O	-		-	-	-	822	2115	2115	38.9%	0	0	0	0.3	1.4	2.7
6/1	A6 W Exit Ahead	U	-		-	-	-	478	1925	1925	24.8%	-	-	-	0.2	1.7	10.6
6/2	A6 W Exit Ahead	U	-		-	-	-	609	1975	1975	30.8%	-	-	-	0.2	1.5	8.6
7/1	Station Road Exit	U	-		-	-	-	853	2045	2045	41.7%	-	-	-	0.4	1.5	0.4

Basic Results Summary

8/1	A6 E Exit	U	-	-	-	-	950	1975	1975	48.1%	-	-	-	0.6	2.4	15.0
8/2	A6 E Exit	U	-	-	-	-	705	1955	1955	36.1%	-	-	-	0.4	2.1	13.5
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	567	1955:1819	1720+219	29.2 : 29.2%	-	-	-	0.2	1.3	0.2
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	64	1929	1044	6.1%	64	0	0	0.1	4.7	0.5
Ped Link: P1	Unnamed Ped Link	-	H	1	76	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K	1	82	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J	1	80	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I	1	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
C1		PRC for Signalled Lanes (%):		-10.1		Total Delay for Signalled Lanes (pcuHr):		86.63		Cycle Time (s):		120				
		PRC Over All Lanes (%):		-10.1		Total Delay Over All Lanes(pcuHr):		89.10								

Basic Results Summary
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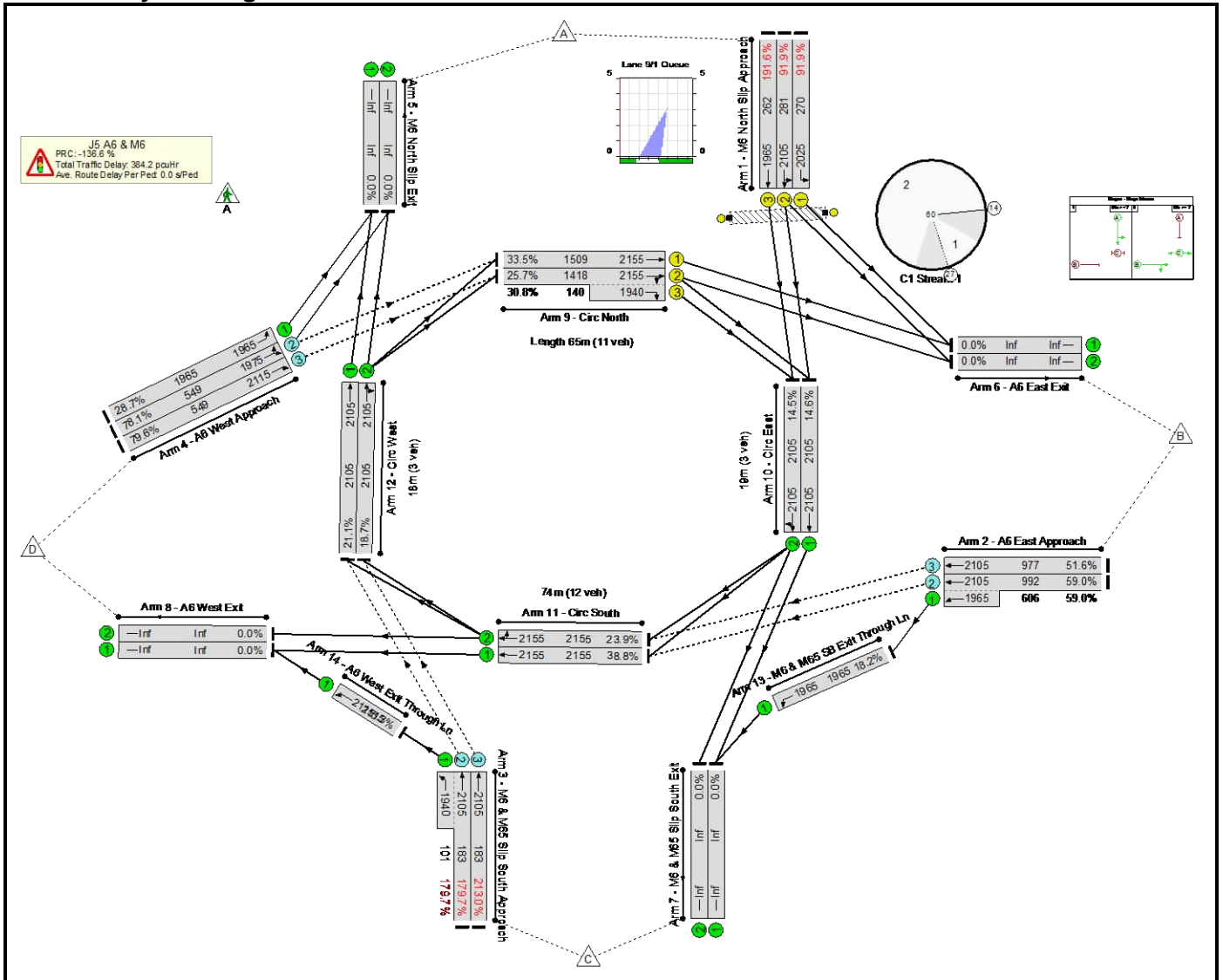
User and Project Details

Project:	Cuerden Strategic Site
Title:	Junction 5 Proposed Mitigation
Location:	Cuerden
Additional detail:	12/07/17 Relating to comments from Nail S and Martin P I have added an additional lane to M6 North Slip (Arm 1) and a dedicated left turn lane to A6 West (Arm 4). 1st June 2017 Based upon drawings supplied by Martin Porter of Lancashire County Council 28th April 2017. Junction has been previously modelled in ARCADY.
File name:	J5 A6 & M6 Option 2 No Wigan Road RA_311018_FINAL_WSP_Mit_30052022_V2.lsg3x
Author:	L Griffiths
Company:	Mott MacDonald
Address:	9 Portland St, Manchester, M1

Basic Results Summary

Scenario 1: 'DM1 2032 AM' (FG1: 'DM1 2032 + Committed Developments - without dev - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	213.0%	2321	0	0	384.2	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	213.0%	2321	0	0	384.2	-	-
1/1	M6 North Slip Approach Left	U	A		1	7	-	248	2025	270	91.9%	-	-	-	5.9	85.3	8.2
1/2	M6 North Slip Approach Left Ahead	U	A		1	7	-	258	2105	281	91.9%	-	-	-	6.0	83.8	8.4
1/3	M6 North Slip Approach Ahead	U	A		1	7	-	502	1965	262	191.6%	-	-	-	131.0	939.2	133.4
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	942	2105:1965	992+606	59.0 : 59.0%	585	0	0	1.0	4.0	4.5
2/3	A6 East Approach Ahead	O	-		-	-	-	504	2105	977	51.6%	504	0	0	0.8	5.6	3.6
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	510	2105:1940	183+101	179.7 : 179.7%	183	0	0	120.3	849.0	128.2
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	390	2105	183	213.0%	183	0	0	112.7	1040.2	123.9
4/1	A6 West Approach Left	U	-		-	-	-	564	1965	1965	28.7%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	429	1975	549	78.1%	429	0	0	2.0	16.5	6.0
4/3	A6 West Approach Ahead	O	-		-	-	-	437	2115	549	79.6%	437	0	0	2.1	17.7	6.3
9/1	Circ North Ahead	U	B		1	41	-	623	2155	1509	33.5%	-	-	-	0.7	5.1	3.3

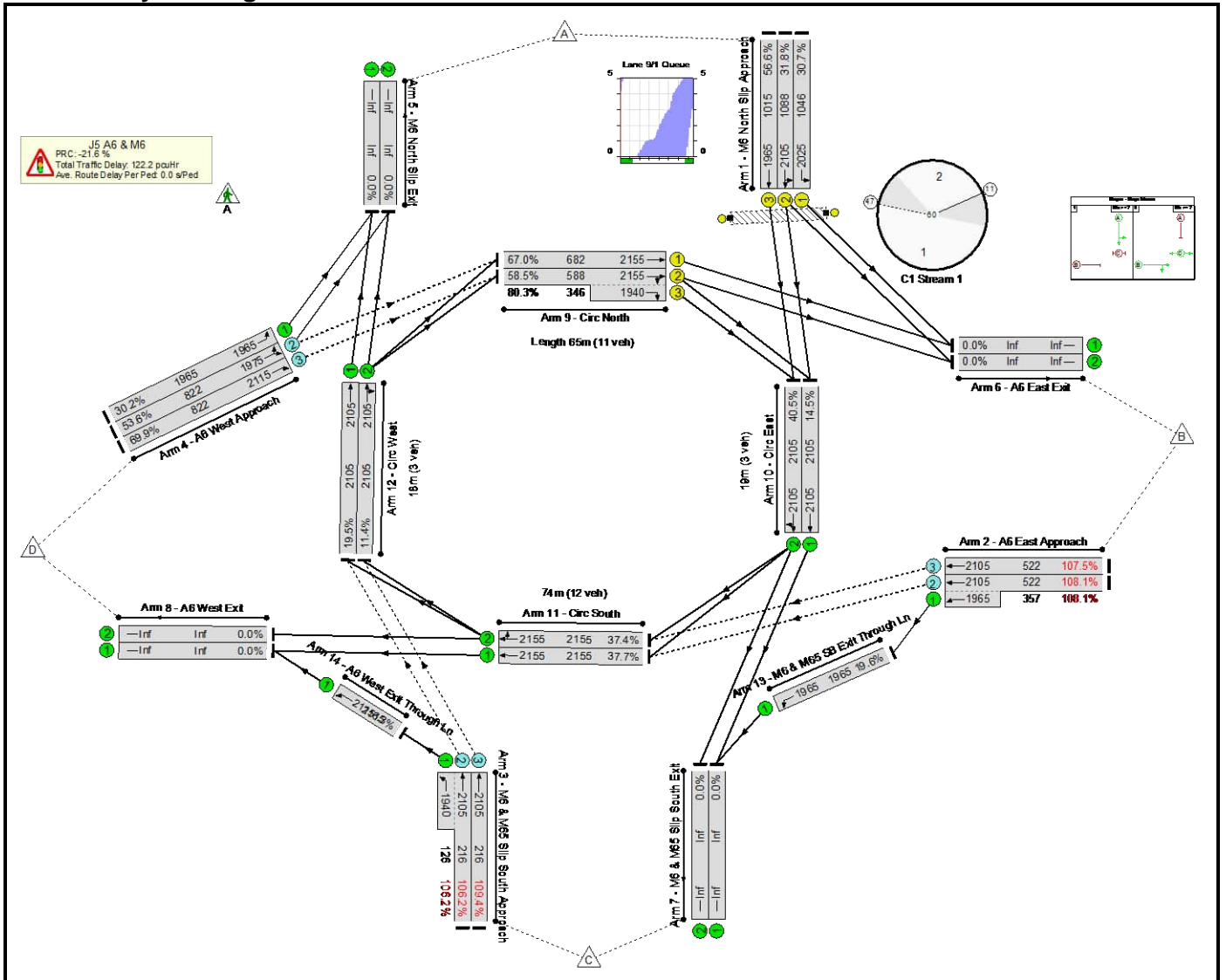
Basic Results Summary

9/2+9/3	Circ North Ahead Right	U	B		1	41	-	633	2155:1940	1418+140	25.7 : 30.8%	-	-	-	0.5	4.1	1.9
10/1	Circ East Ahead	U	-		-	-	-	308	2105	2105	14.6%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	559	2105	2105	14.5%	-	-	-	0.1	1.0	0.1
11/1	Circ South Ahead	U	-		-	-	-	1066	2155	2155	38.8%	-	-	-	0.3	1.4	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	525	2155	2155	23.9%	-	-	-	0.2	1.1	0.2
12/1	Circ West Ahead	U	-		-	-	-	590	2105	2105	21.1%	-	-	-	0.1	1.1	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	632	2105	2105	18.7%	-	-	-	0.1	1.1	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	357	1965	1965	18.2%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	181	2115	2115	5.3%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	42	-	0	-	0	0.0%	-	-	-	-	-	-
<p>C1 Stream: 1 PRC for Signalled Lanes (%): -112.9 Total Delay for Signalled Lanes (pcuHr): 144.02 Cycle Time (s): 60 PRC Over All Lanes (%): -136.6 Total Delay Over All Lanes(pcuHr): 384.15</p>																	

Basic Results Summary

Scenario 2: 'DM1 2032 PM' (FG2: 'DM1 2032 + Committed Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	109.4%	2491	0	0	122.2	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	109.4%	2491	0	0	122.2	-	-
1/1	M6 North Slip Approach Left	U	A		1	30	-	321	2025	1046	30.7%	-	-	-	1.0	10.8	3.3
1/2	M6 North Slip Approach Left Ahead	U	A		1	30	-	346	2105	1088	31.8%	-	-	-	1.0	10.8	3.5
1/3	M6 North Slip Approach Ahead	U	A		1	30	-	575	1965	1015	56.6%	-	-	-	2.2	14.0	7.0
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	950	2105:1965	522+357	108.1 : 108.1%	522	0	0	44.4	168.4	65.6
2/3	A6 East Approach Ahead	O	-		-	-	-	561	2105	522	107.5%	522	0	0	28.2	181.0	49.3
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	363	2105:1940	216+126	106.2 : 106.2%	216	0	0	18.0	178.1	26.5
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	236	2105	216	109.4%	216	0	0	16.3	249.2	25.0
4/1	A6 West Approach Left	U	-		-	-	-	593	1965	1965	30.2%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	441	1975	822	53.6%	441	0	0	0.8	6.4	3.3
4/3	A6 West Approach Ahead	O	-		-	-	-	575	2115	822	69.9%	575	0	0	1.6	9.7	5.3
9/1	Circ North Ahead	U	B		1	18	-	502	2155	682	67.0%	-	-	-	3.1	24.8	7.7

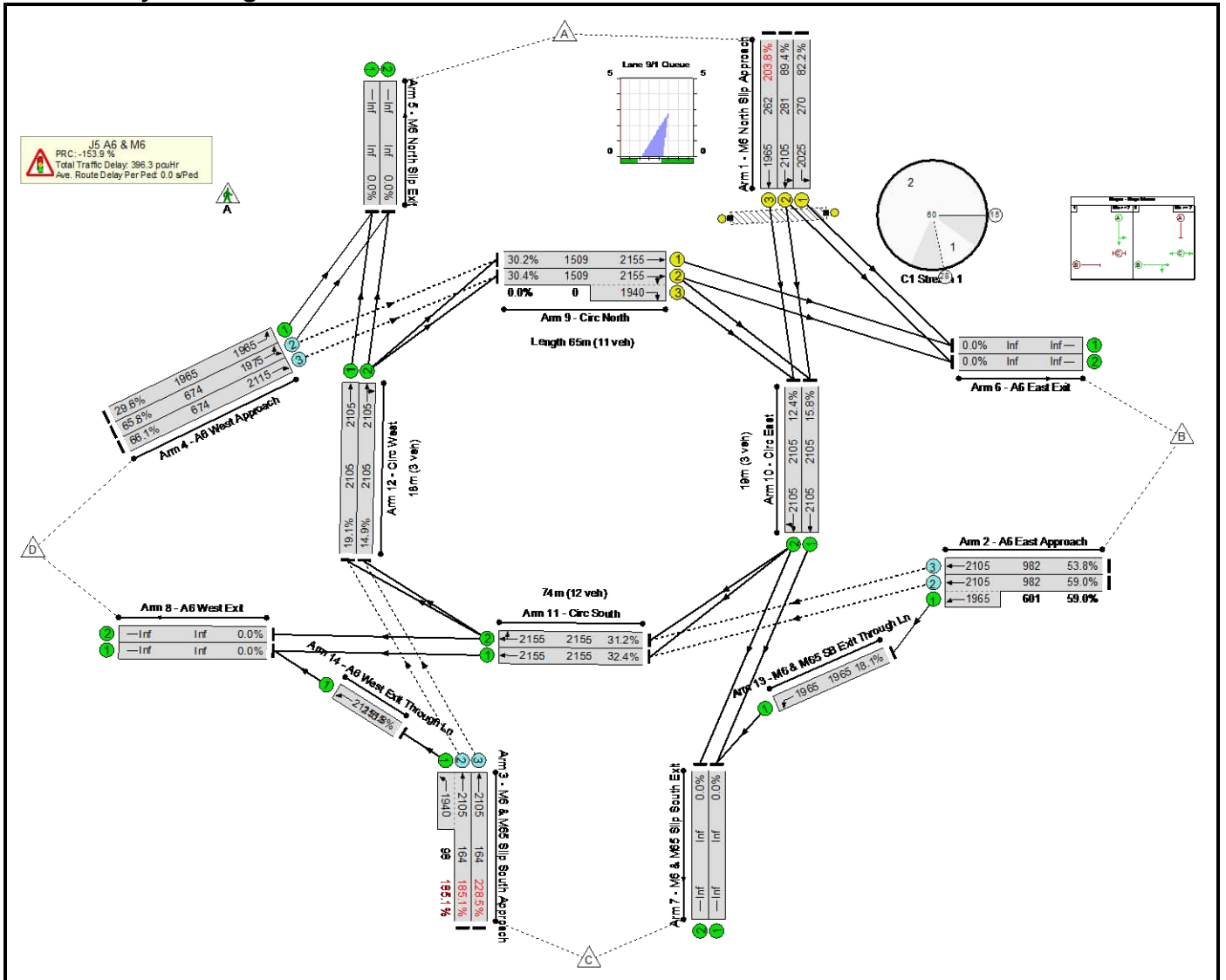
Basic Results Summary

9/2+9/3	Circ North Ahead Right	U	B		1	18	-	750	2155:1940	588+346	58.5 : 80.3%	-	-	-	3.9	22.7	5.8
10/1	Circ East Ahead	U	-		-	-	-	306	2105	2105	14.5%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	853	2105	2105	40.5%	-	-	-	0.3	1.4	0.3
11/1	Circ South Ahead	U	-		-	-	-	854	2155	2155	37.7%	-	-	-	0.3	1.3	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	846	2155	2155	37.4%	-	-	-	0.3	1.3	0.3
12/1	Circ West Ahead	U	-		-	-	-	438	2105	2105	19.5%	-	-	-	0.1	1.1	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	425	2105	2105	11.4%	-	-	-	0.1	1.0	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	386	1965	1965	19.6%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	134	2115	2115	6.3%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	19	-	0	-	0	0.0%	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 12.1								Total Delay for Signalled Lanes (pcuHr): 11.32		Cycle Time (s): 60							
PRC Over All Lanes (%): -21.6								Total Delay Over All Lanes(pcuHr): 122.17									

Basic Results Summary

Scenario 3: 'DM2 2032 AM' (FG3: 'DM2 2032 + Committed and Expected Developments - without dev - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	228.5%	2324	0	0	396.3	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	228.5%	2324	0	0	396.3	-	-
1/1	M6 North Slip Approach Left	U	A		1	7	-	222	2025	270	82.2%	-	-	-	3.7	59.8	5.7
1/2	M6 North Slip Approach Left Ahead	U	A		1	7	-	251	2105	281	89.4%	-	-	-	5.2	74.9	7.5
1/3	M6 North Slip Approach Ahead	U	A		1	7	-	534	1965	262	203.8%	-	-	-	148.1	998.6	150.6
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	935	2105:1965	982+601	59.0 : 59.0%	580	0	0	1.0	4.0	4.6
2/3	A6 East Approach Ahead	O	-		-	-	-	529	2105	982	53.8%	529	0	0	0.8	5.7	3.8
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	485	2105:1940	164+98	185.1 : 185.1%	164	0	0	118.3	877.8	125.8
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	374	2105	164	228.5%	164	0	0	114.5	1102.6	124.7
4/1	A6 West Approach Left	U	-		-	-	-	581	1965	1965	29.6%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	443	1975	674	65.8%	443	0	0	1.0	8.5	2.9
4/3	A6 West Approach Ahead	O	-		-	-	-	445	2115	674	66.1%	445	0	0	1.1	8.5	2.9
9/1	Circ North Ahead	U	B		1	41	-	627	2155	1509	30.2%	-	-	-	0.6	5.0	2.9

Basic Results Summary

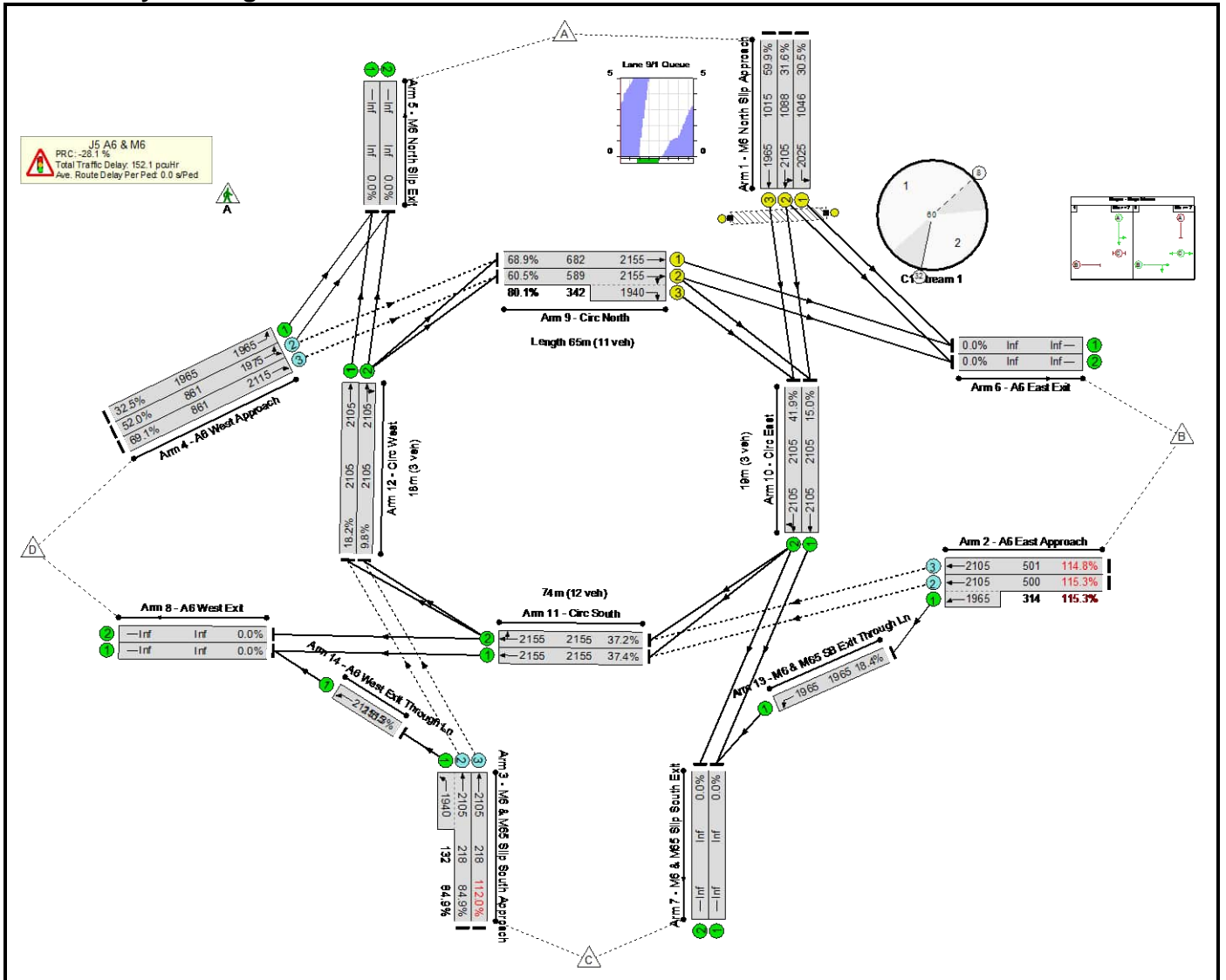
9/2+9/3	Circ North Ahead Right	U	B		1	41	-	635	2155:1940	1509+0	30.4 : 0.0%	-	-	-	0.7	5.1	3.0
10/1	Circ East Ahead	U	-		-	-	-	332	2105	2105	15.8%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	534	2105	2105	12.4%	-	-	-	0.1	1.0	0.1
11/1	Circ South Ahead	U	-		-	-	-	822	2155	2155	32.4%	-	-	-	0.2	1.2	0.2
11/2	Circ South Ahead Right	U	-		-	-	-	821	2155	2155	31.2%	-	-	-	0.2	1.2	0.2
12/1	Circ West Ahead	U	-		-	-	-	542	2105	2105	19.1%	-	-	-	0.1	1.1	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	662	2105	2105	14.9%	-	-	-	0.1	1.0	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	355	1965	1965	18.1%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	182	2115	2115	5.8%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	42	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -126.5 Total Delay for Signalled Lanes (pcuHr): 158.32 Cycle Time (s): 60
 PRC Over All Lanes (%): -153.9 Total Delay Over All Lanes(pcuHr): 396.28

Basic Results Summary

Scenario 4: 'DM2 2032 PM' (FG4: 'DM2 2032 + Committed and Expected Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	115.3%	2446	0	0	152.1	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	115.3%	2446	0	0	152.1	-	-
1/1	M6 North Slip Approach Left	U	A		1	30	-	319	2025	1046	30.5%	-	-	-	1.0	10.8	3.2
1/2	M6 North Slip Approach Left Ahead	U	A		1	30	-	344	2105	1088	31.6%	-	-	-	1.0	10.8	3.5
1/3	M6 North Slip Approach Ahead	U	A		1	30	-	608	1965	1015	59.9%	-	-	-	2.5	14.6	7.7
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	938	2105:1965	500+314	115.3 : 115.3%	500	0	0	69.7	267.3	87.1
2/3	A6 East Approach Ahead	O	-		-	-	-	575	2105	501	114.8%	501	0	0	44.4	278.2	62.0
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	297	2105:1940	218+132	84.9 : 84.9%	185	0	0	3.6	43.8	5.5
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	244	2105	218	112.0%	218	0	0	18.9	278.4	26.4
4/1	A6 West Approach Left	U	-		-	-	-	638	1965	1965	32.5%	-	-	-	0.2	1.4	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	448	1975	861	52.0%	448	0	0	0.7	5.5	3.2
4/3	A6 West Approach Ahead	O	-		-	-	-	595	2115	861	69.1%	595	0	0	1.4	8.8	5.2
9/1	Circ North Ahead	U	B		1	18	-	541	2155	682	68.9%	-	-	-	3.4	26.1	7.9

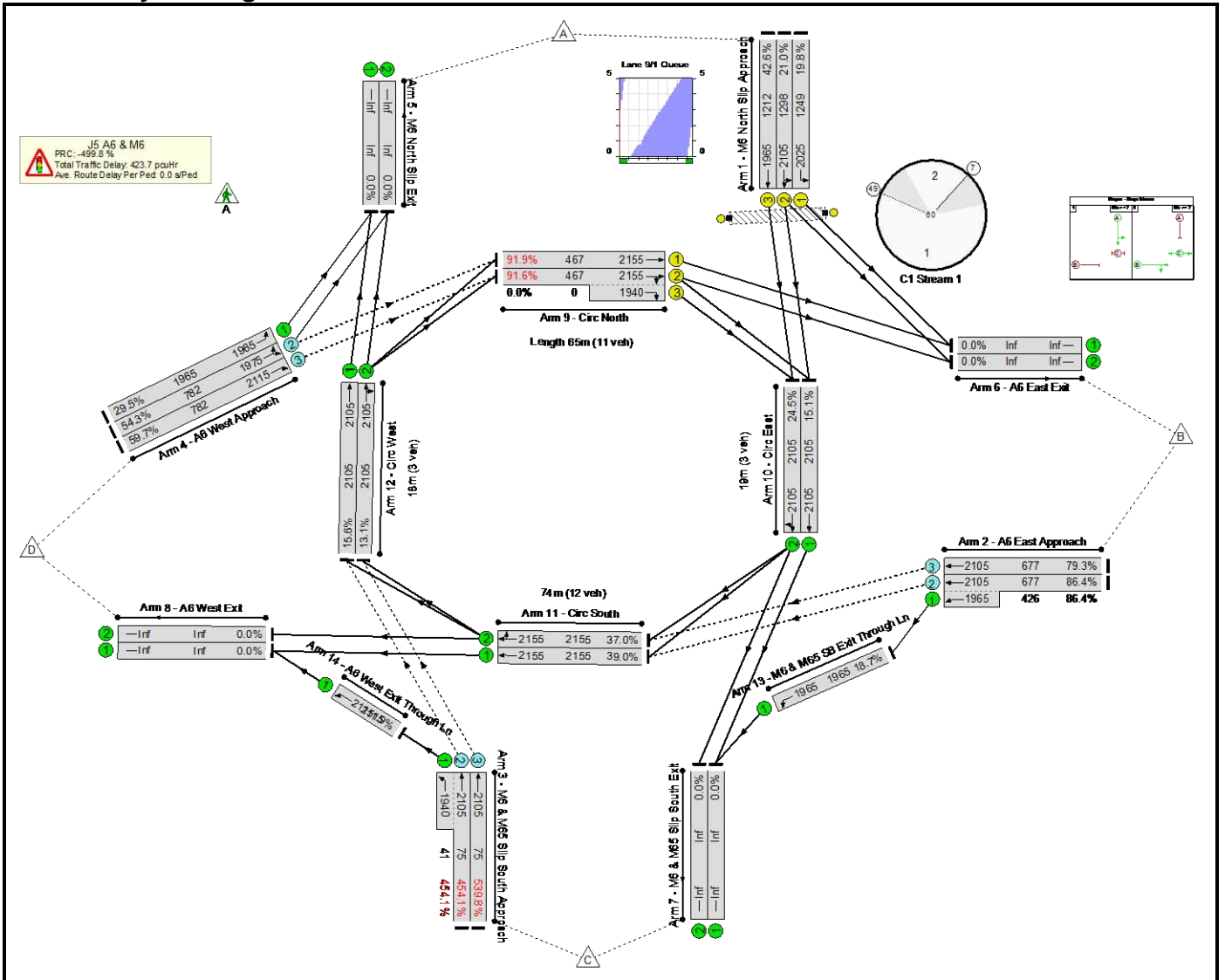
Basic Results Summary

9/2+9/3	Circ North Ahead Right	U	B		1	18	-	746	2155:1940	589+342	60.5 : 80.1%	-	-	-	4.0	22.6	6.0
10/1	Circ East Ahead	U	-		-	-	-	315	2105	2105	15.0%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	882	2105	2105	41.9%	-	-	-	0.4	1.5	0.4
11/1	Circ South Ahead	U	-		-	-	-	883	2155	2155	37.4%	-	-	-	0.3	1.3	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	876	2155	2155	37.2%	-	-	-	0.3	1.3	0.3
12/1	Circ West Ahead	U	-		-	-	-	412	2105	2105	18.2%	-	-	-	0.1	1.0	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	414	2105	2105	9.8%	-	-	-	0.1	0.9	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	362	1965	1965	18.4%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	112	2115	2115	5.3%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	19	-	0	-	0	0.0%	-	-	-	-	-	-
<p>C1 Stream: 1 PRC for Signalled Lanes (%): 12.3 Total Delay for Signalled Lanes (pcuHr): 11.82 Cycle Time (s): 60 PRC Over All Lanes (%): -28.1 Total Delay Over All Lanes(pcuHr): 152.11</p>																	

Basic Results Summary

Scenario 5: 'DM1 2037 AM' (FG5: 'DM1 2037 + Committed Developments - without dev - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	539.8%	2163	0	0	423.7	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	539.8%	2163	0	0	423.7	-	-
1/1	M6 North Slip Approach Left	U	A		1	36	-	247	2025	1249	19.8%	-	-	-	0.5	6.8	1.9
1/2	M6 North Slip Approach Left Ahead	U	A		1	36	-	272	2105	1298	21.0%	-	-	-	0.5	6.8	2.1
1/3	M6 North Slip Approach Ahead	U	A		1	36	-	516	1965	1212	42.6%	-	-	-	1.2	8.6	4.8
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	953	2105:1965	677+426	86.4 : 86.4%	585	0	0	3.9	14.9	10.0
2/3	A6 East Approach Ahead	O	-		-	-	-	537	2105	677	79.3%	537	0	0	2.5	17.1	7.8
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	526	2105:1940	75+41	454.1 : 454.1%	75	0	0	219.3	1501.0	226.7
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	403	2105	75	539.8%	75	0	0	178.4	1593.7	184.9
4/1	A6 West Approach Left	U	-		-	-	-	580	1965	1965	29.5%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	425	1975	782	54.3%	425	0	0	0.6	5.1	1.2
4/3	A6 West Approach Ahead	O	-		-	-	-	467	2115	782	59.7%	467	0	0	0.8	5.8	1.5
9/1	Circ North Ahead	U	B		1	12	-	643	2155	467	91.9%	-	-	-	7.3	61.3	11.5

Basic Results Summary

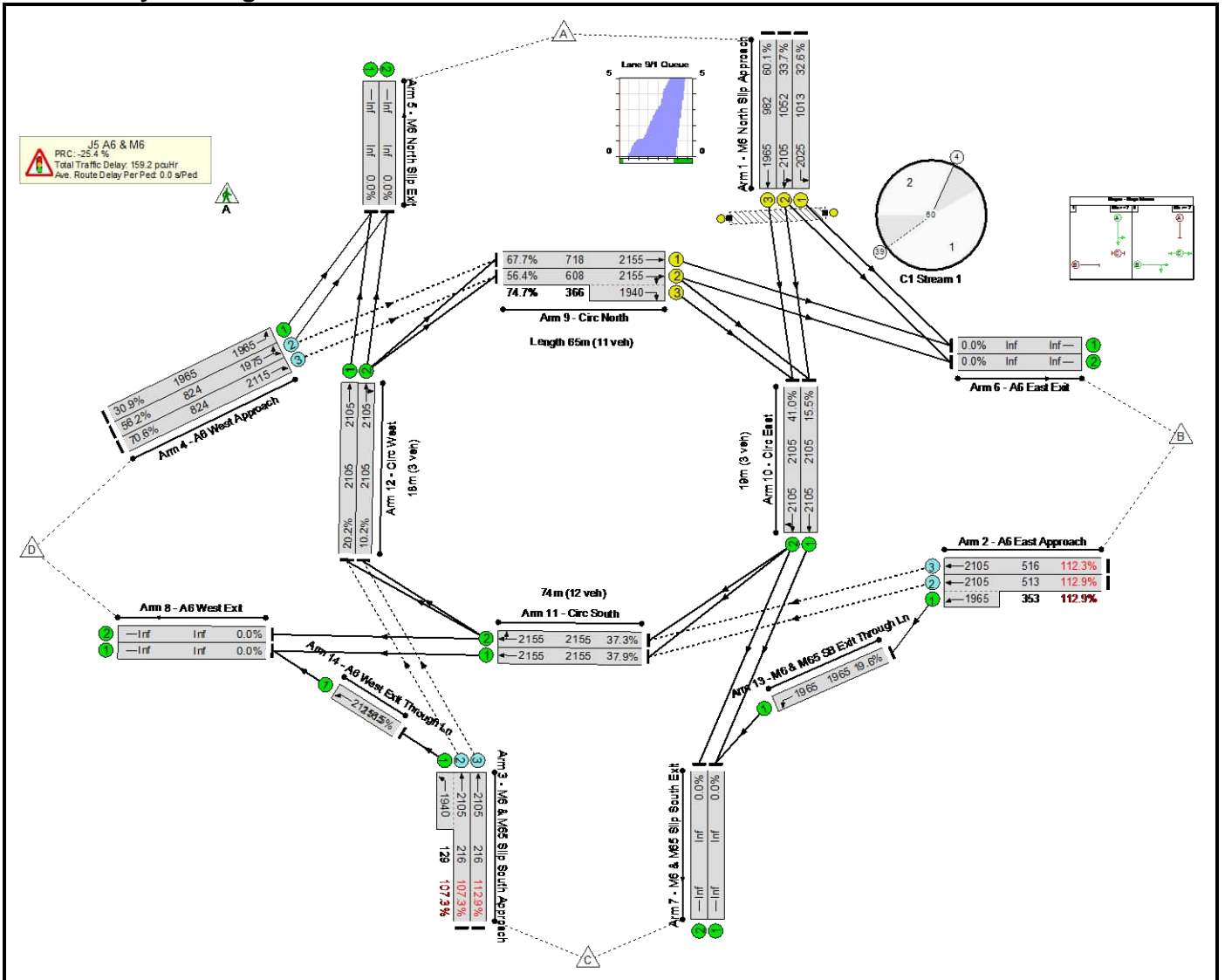
9/2+9/3	Circ North Ahead Right	U	B		1	12	-	652	2155:1940	467+0	91.6 : 0.0%	-	-	-	7.2	60.8	11.4
10/1	Circ East Ahead	U	-		-	-	-	373	2105	2105	15.1%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	516	2105	2105	24.5%	-	-	-	0.2	1.1	0.2
11/1	Circ South Ahead	U	-		-	-	-	840	2155	2155	39.0%	-	-	-	0.3	1.4	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	798	2155	2155	37.0%	-	-	-	0.3	1.3	0.3
12/1	Circ West Ahead	U	-		-	-	-	592	2105	2105	15.6%	-	-	-	0.1	1.0	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	670	2105	2105	13.1%	-	-	-	0.1	1.0	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	368	1965	1965	18.7%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	187	2115	2115	1.9%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	13	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -2.1 Total Delay for Signalled Lanes (pcuHr): 16.74 Cycle Time (s): 60
 PRC Over All Lanes (%): -499.8 Total Delay Over All Lanes(pcuHr): 423.67

Basic Results Summary

Scenario 6: 'DM1 2037 PM' (FG6: 'DM1 2037 + Committed Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	112.9%	2506	0	0	159.2	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	112.9%	2506	0	0	159.2	-	-
1/1	M6 North Slip Approach Left	U	A		1	29	-	330	2025	1013	32.6%	-	-	-	1.1	11.6	3.4
1/2	M6 North Slip Approach Left Ahead	U	A		1	29	-	355	2105	1052	33.7%	-	-	-	1.1	11.6	3.8
1/3	M6 North Slip Approach Ahead	U	A		1	29	-	590	1965	982	60.1%	-	-	-	2.5	15.3	7.6
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	978	2105:1965	513+353	112.9% : 112.9%	513	0	0	64.3	236.7	85.7
2/3	A6 East Approach Ahead	O	-		-	-	-	579	2105	516	112.3%	516	0	0	39.8	247.2	61.7
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	370	2105:1940	216+129	107.3% : 107.3%	216	0	0	19.7	191.8	28.8
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	244	2105	216	112.9%	216	0	0	19.8	292.0	29.0
4/1	A6 West Approach Left	U	-		-	-	-	608	1965	1965	30.9%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	463	1975	824	56.2%	463	0	0	0.9	6.9	3.7
4/3	A6 West Approach Ahead	O	-		-	-	-	582	2115	824	70.6%	582	0	0	1.6	10.1	5.7
9/1	Circ North Ahead	U	B		1	19	-	562	2155	718	67.7%	-	-	-	3.3	24.2	8.0

Basic Results Summary

9/2+9/3	Circ North Ahead Right	U	B		1	19	-	727	2155:1940	608+366	56.4 : 74.7%	-	-	-	3.6	20.8	5.3
10/1	Circ East Ahead	U	-		-	-	-	327	2105	2105	15.5%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	863	2105	2105	41.0%	-	-	-	0.3	1.4	0.3
11/1	Circ South Ahead	U	-		-	-	-	882	2155	2155	37.9%	-	-	-	0.3	1.3	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	866	2155	2155	37.3%	-	-	-	0.3	1.3	0.3
12/1	Circ West Ahead	U	-		-	-	-	467	2105	2105	20.2%	-	-	-	0.1	1.1	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	420	2105	2105	10.2%	-	-	-	0.1	1.0	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	399	1965	1965	19.6%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	138	2115	2115	6.5%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 20.6								Total Delay for Signalled Lanes (pcuHr): 11.53		Cycle Time (s): 60							
PRC Over All Lanes (%): -25.4								Total Delay Over All Lanes(pcuHr): 159.20									

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	658.8%	2173	0	0	452.9	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	658.8%	2173	0	0	452.9	-	-
1/1	M6 North Slip Approach Left	U	A		1	38	-	229	2025	1316	17.4%	-	-	-	0.4	5.8	1.6
1/2	M6 North Slip Approach Left Ahead	U	A		1	38	-	257	2105	1368	18.8%	-	-	-	0.4	5.8	1.8
1/3	M6 North Slip Approach Ahead	U	A		1	38	-	548	1965	1277	42.9%	-	-	-	1.2	7.6	4.8
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	959	2105:1965	678+419	87.4 : 87.4%	593	0	0	4.2	15.9	10.9
2/3	A6 East Approach Ahead	O	-		-	-	-	549	2105	678	81.0%	549	0	0	2.8	18.3	8.5
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	501	2105:1940	59+35	532.8 : 532.8%	59	0	0	217.3	1561.6	224.0
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	387	2105	59	658.8%	59	0	0	178.3	1659.0	184.1
4/1	A6 West Approach Left	U	-		-	-	-	597	1965	1965	30.4%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	420	1975	778	54.0%	420	0	0	0.6	5.1	1.3
4/3	A6 West Approach Ahead	O	-		-	-	-	494	2115	778	63.5%	494	0	0	0.9	6.5	1.8
9/1	Circ North Ahead	U	B		1	10	-	644	2155	395	106.9%	-	-	-	22.9	195.1	26.6

Basic Results Summary

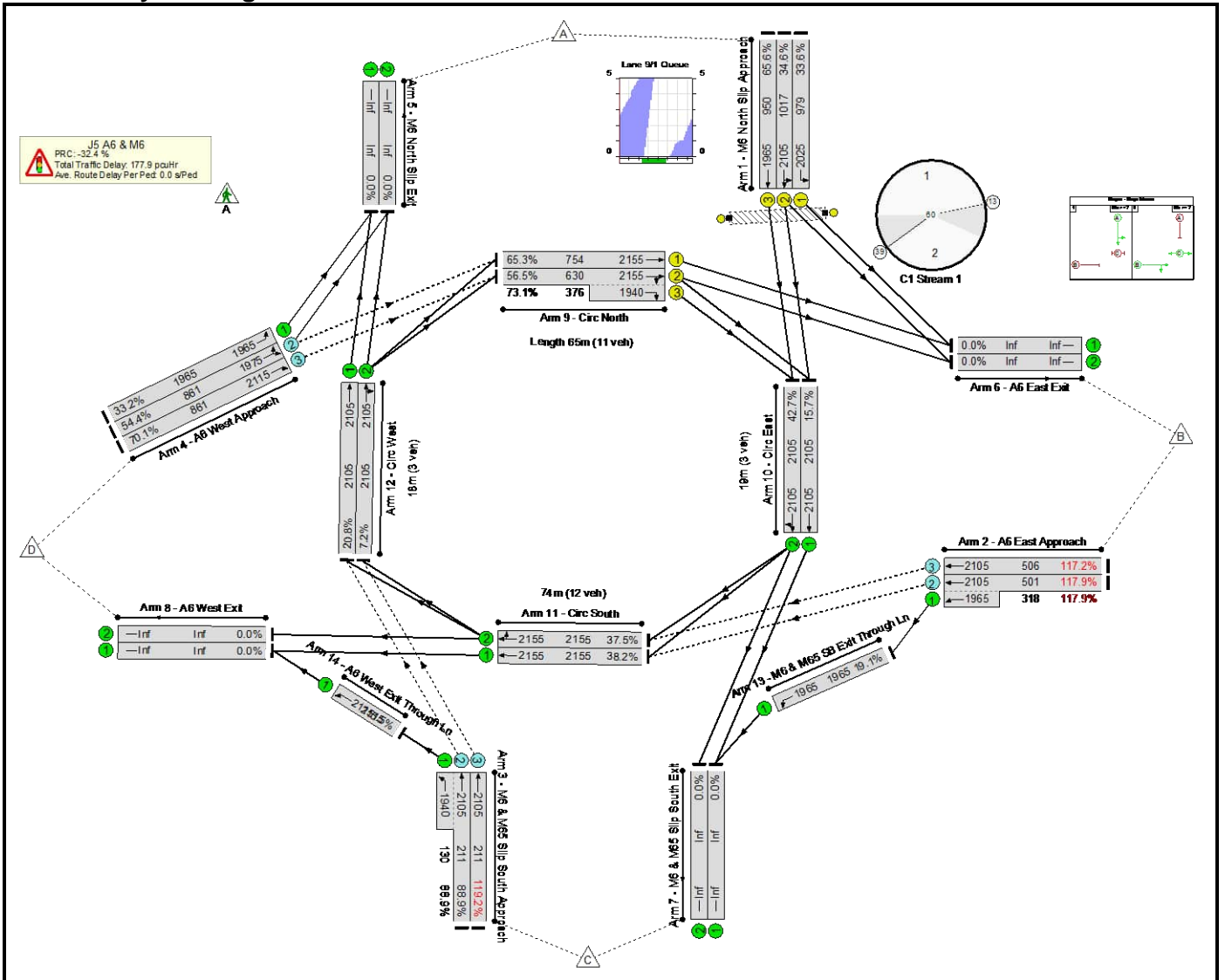
9/2+9/3	Circ North Ahead Right	U	B		1	10	-	657	2155:1940	395+0	106.7 : 0.0%	-	-	-	22.5	192.5	26.4
10/1	Circ East Ahead	U	-		-	-	-	340	2105	2105	12.6%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	548	2105	2105	26.0%	-	-	-	0.2	1.2	0.2
11/1	Circ South Ahead	U	-		-	-	-	852	2155	2155	39.5%	-	-	-	0.3	1.4	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	838	2155	2155	38.9%	-	-	-	0.3	1.4	0.3
12/1	Circ West Ahead	U	-		-	-	-	581	2105	2105	15.5%	-	-	-	0.1	1.0	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	663	2105	2105	13.3%	-	-	-	0.1	1.0	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	366	1965	1965	18.6%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	188	2115	2115	1.7%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	11	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 47.35 Cycle Time (s): 60
 PRC Over All Lanes (%): -632.0 Total Delay Over All Lanes(pcuHr): 452.94

Basic Results Summary

Scenario 8: 'DM2 2037 PM' (FG8: 'DM2 2037 + Committed and Expected Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	119.2%	2479	0	0	177.9	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	119.2%	2479	0	0	177.9	-	-
1/1	M6 North Slip Approach Left	U	A		1	28	-	329	2025	979	33.6%	-	-	-	1.1	12.3	3.6
1/2	M6 North Slip Approach Left Ahead	U	A		1	28	-	352	2105	1017	34.6%	-	-	-	1.2	12.3	3.9
1/3	M6 North Slip Approach Ahead	U	A		1	28	-	623	1965	950	65.6%	-	-	-	3.0	17.2	8.7
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	966	2105:1965	501+318	117.9 : 117.9%	501	0	0	80.9	301.5	97.3
2/3	A6 East Approach Ahead	O	-		-	-	-	593	2105	506	117.2%	506	0	0	51.1	310.2	76.3
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	304	2105:1940	211+130	88.9 : 88.9%	188	0	0	4.5	53.3	6.4
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	252	2105	211	119.2%	211	0	0	25.5	364.6	32.6
4/1	A6 West Approach Left	U	-		-	-	-	653	1965	1965	33.2%	-	-	-	0.2	1.4	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	468	1975	861	54.4%	468	0	0	0.7	5.7	3.6
4/3	A6 West Approach Ahead	O	-		-	-	-	604	2115	861	70.1%	604	0	0	1.5	9.1	5.7
9/1	Circ North Ahead	U	B		1	20	-	588	2155	754	65.3%	-	-	-	3.2	23.3	7.9

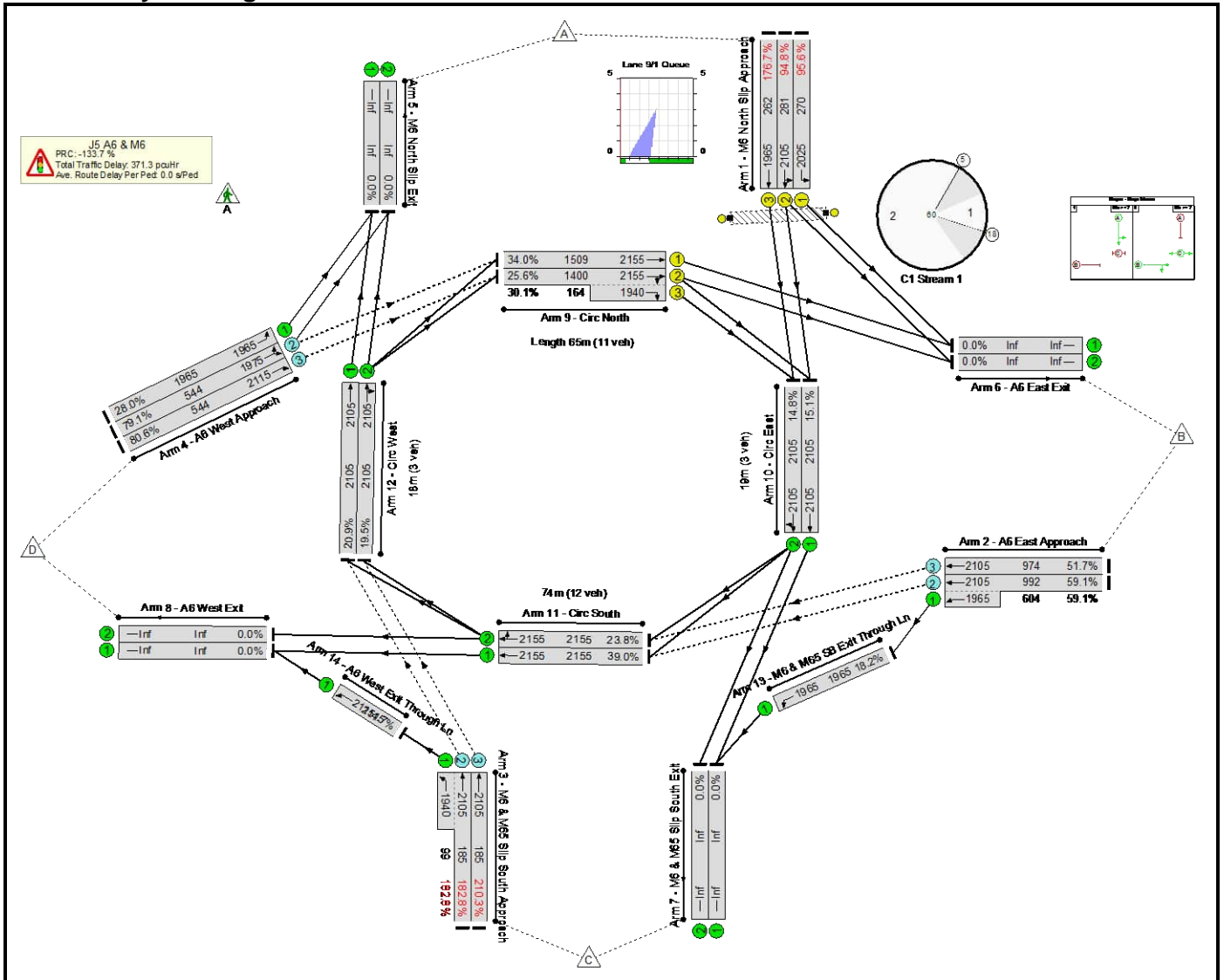
Basic Results Summary

9/2+9/3	Circ North Ahead Right	U	B		1	20	-	736	2155:1940	630+376	56.5 : 73.1%	-	-	-	3.4	19.6	5.3
10/1	Circ East Ahead	U	-		-	-	-	330	2105	2105	15.7%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	898	2105	2105	42.7%	-	-	-	0.4	1.5	0.4
11/1	Circ South Ahead	U	-		-	-	-	913	2155	2155	38.2%	-	-	-	0.3	1.4	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	894	2155	2155	37.5%	-	-	-	0.3	1.3	0.3
12/1	Circ West Ahead	U	-		-	-	-	481	2105	2105	20.8%	-	-	-	0.1	1.1	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	369	2105	2105	7.2%	-	-	-	0.0	0.9	0.0
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	375	1965	1965	19.1%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	116	2115	2115	5.5%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 23.1								Total Delay for Signalled Lanes (pcuHr): 11.94		Cycle Time (s): 60							
PRC Over All Lanes (%): -32.4								Total Delay Over All Lanes(pcuHr): 177.87									

Basic Results Summary

Scenario 9: 'DS1 2032 AM' (FG9: 'DS1 2032 + Committed Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	210.3%	2329	0	0	371.3	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	210.3%	2329	0	0	371.3	-	-
1/1	M6 North Slip Approach Left	U	A		1	7	-	258	2025	270	95.6%	-	-	-	7.4	103.6	9.8
1/2	M6 North Slip Approach Left Ahead	U	A		1	7	-	266	2105	281	94.8%	-	-	-	7.2	97.2	9.6
1/3	M6 North Slip Approach Ahead	U	A		1	7	-	463	1965	262	176.7%	-	-	-	110.8	861.2	113.4
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	943	2105:1965	992+604	59.1 : 59.1%	586	0	0	1.1	4.0	4.5
2/3	A6 East Approach Ahead	O	-		-	-	-	504	2105	974	51.7%	504	0	0	0.8	5.7	3.6
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	520	2105:1940	185+99	182.8 : 182.8%	185	0	0	125.7	870.0	133.6
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	390	2105	185	210.3%	185	0	0	111.6	1030.2	122.7
4/1	A6 West Approach Left	U	-		-	-	-	551	1965	1965	28.0%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	430	1975	544	79.1%	430	0	0	2.1	17.4	6.1
4/3	A6 West Approach Ahead	O	-		-	-	-	438	2115	544	80.6%	438	0	0	2.3	18.7	6.4
9/1	Circ North Ahead	U	B		1	41	-	628	2155	1509	34.0%	-	-	-	0.7	5.1	3.3

Basic Results Summary

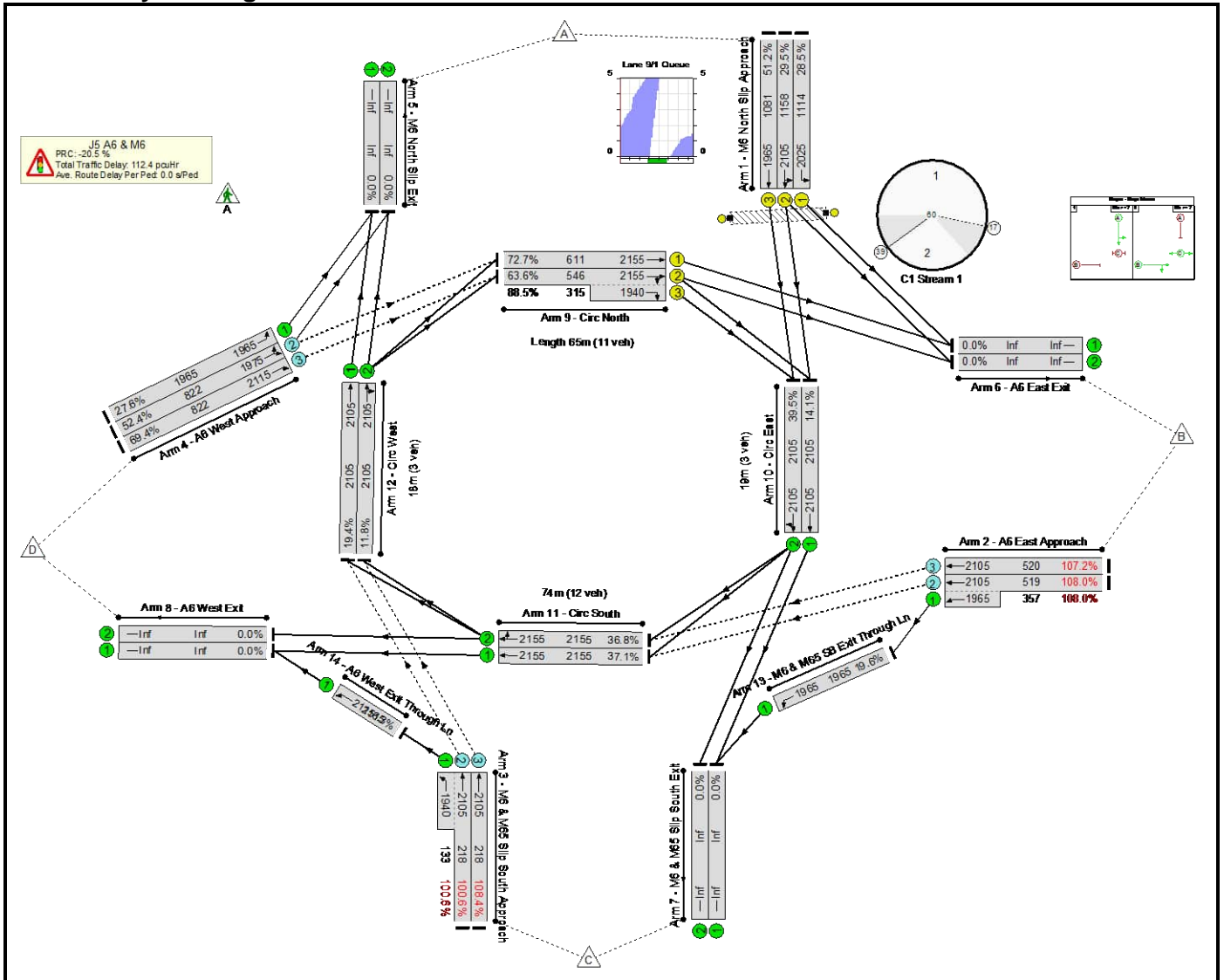
9/2+9/3	Circ North Ahead Right	U	B		1	41	-	630	2155:1940	1400+164	25.6 : 30.1%	-	-	-	0.5	4.0	1.8
10/1	Circ East Ahead	U	-		-	-	-	317	2105	2105	15.1%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	529	2105	2105	14.8%	-	-	-	0.1	1.0	0.1
11/1	Circ South Ahead	U	-		-	-	-	1034	2155	2155	39.0%	-	-	-	0.3	1.4	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	519	2155	2155	23.8%	-	-	-	0.2	1.1	0.2
12/1	Circ West Ahead	U	-		-	-	-	594	2105	2105	20.9%	-	-	-	0.1	1.1	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	638	2105	2105	19.5%	-	-	-	0.1	1.1	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	357	1965	1965	18.2%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	181	2115	2115	4.7%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	42	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -96.4 Total Delay for Signalled Lanes (pcuHr): 126.55 Cycle Time (s): 60
 PRC Over All Lanes (%): -133.7 Total Delay Over All Lanes(pcuHr): 371.27

Basic Results Summary

Scenario 10: 'DS1 2032 PM' (FG10: 'DS1 2032 + Committed Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	108.4%	2476	0	0	112.4	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	108.4%	2476	0	0	112.4	-	-
1/1	M6 North Slip Approach Left	U	A		1	32	-	317	2025	1114	28.5%	-	-	-	0.8	9.5	3.0
1/2	M6 North Slip Approach Left Ahead	U	A		1	32	-	342	2105	1158	29.5%	-	-	-	0.9	9.5	3.2
1/3	M6 North Slip Approach Ahead	U	A		1	32	-	553	1965	1081	51.2%	-	-	-	1.8	11.9	6.2
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	947	2105:1965	519+357	108.0 : 108.0%	519	0	0	43.4	165.1	60.6
2/3	A6 East Approach Ahead	O	-		-	-	-	557	2105	520	107.2%	520	0	0	26.9	173.9	44.1
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	353	2105:1940	218+133	100.6 : 100.6%	218	0	0	11.3	115.1	18.0
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	236	2105	218	108.4%	218	0	0	15.4	234.3	22.3
4/1	A6 West Approach Left	U	-		-	-	-	543	1965	1965	27.6%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	431	1975	822	52.4%	431	0	0	0.7	6.1	2.9
4/3	A6 West Approach Ahead	O	-		-	-	-	571	2115	822	69.4%	571	0	0	1.5	9.4	4.9
9/1	Circ North Ahead	U	B		1	16	-	476	2155	611	72.7%	-	-	-	3.6	29.0	8.0

Basic Results Summary

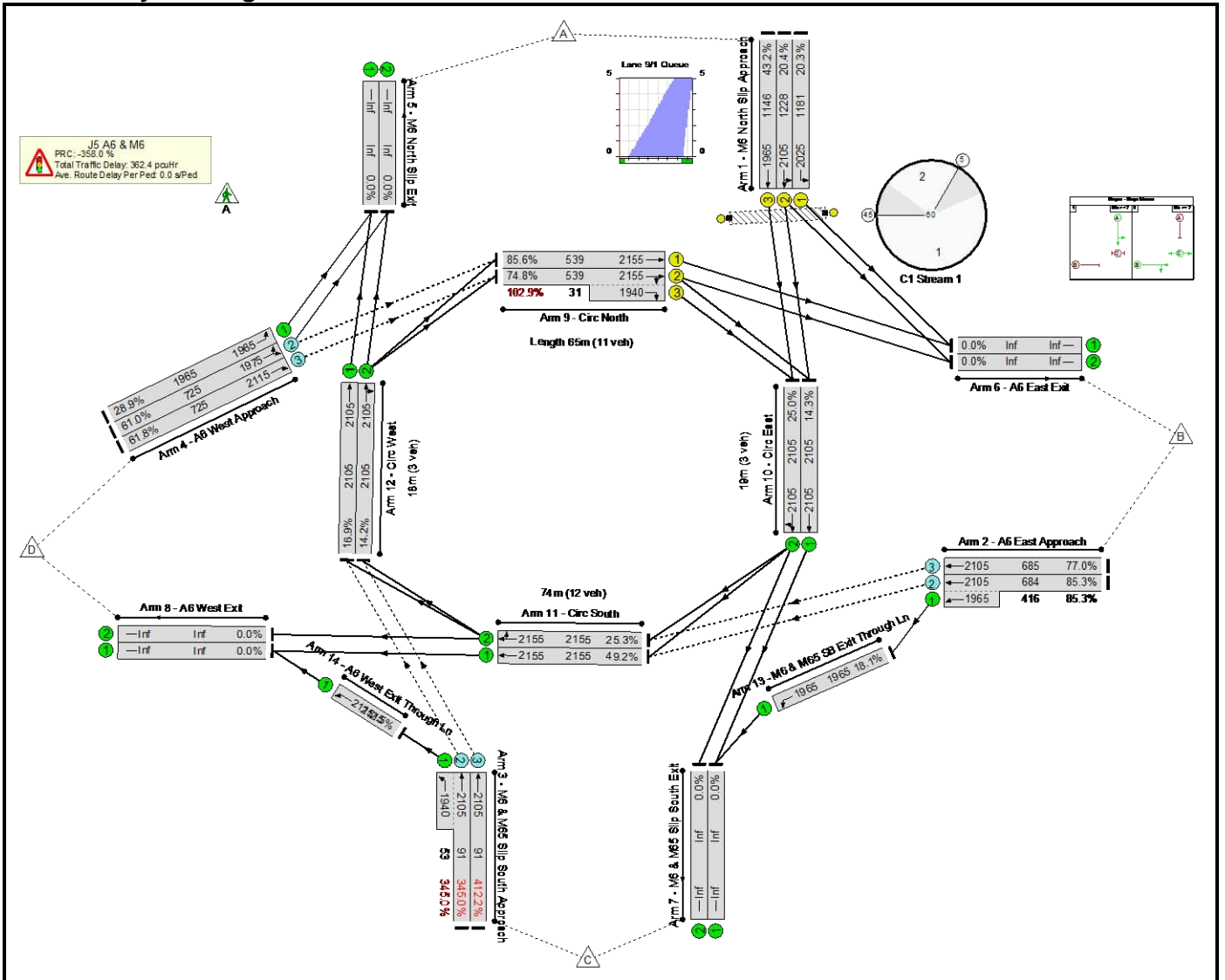
9/2+9/3	Circ North Ahead Right	U	B		1	16	-	762	2155:1940	546+315	63.6 : 88.5%	-	-	-	4.6	26.3	6.4
10/1	Circ East Ahead	U	-		-	-	-	297	2105	2105	14.1%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	832	2105	2105	39.5%	-	-	-	0.3	1.4	0.3
11/1	Circ South Ahead	U	-		-	-	-	840	2155	2155	37.1%	-	-	-	0.3	1.3	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	831	2155	2155	36.8%	-	-	-	0.3	1.3	0.3
12/1	Circ West Ahead	U	-		-	-	-	424	2105	2105	19.4%	-	-	-	0.1	1.1	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	429	2105	2105	11.8%	-	-	-	0.1	1.0	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	386	1965	1965	19.6%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	134	2115	2115	6.3%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	17	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 1.7 Total Delay for Signalled Lanes (pcuHr): 11.72 Cycle Time (s): 60
 PRC Over All Lanes (%): -20.5 Total Delay Over All Lanes(pcuHr): 112.44

Basic Results Summary

Scenario 11: 'DS2 2032 AM' (FG11: 'DS2 2032 + Committed and Expected Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	412.2%	2181	0	0	362.4	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	412.2%	2181	0	0	362.4	-	-
1/1	M6 North Slip Approach Left	U	A		1	34	-	240	2025	1181	20.3%	-	-	-	0.5	7.8	2.0
1/2	M6 North Slip Approach Left Ahead	U	A		1	34	-	251	2105	1228	20.4%	-	-	-	0.5	7.8	2.1
1/3	M6 North Slip Approach Ahead	U	A		1	34	-	495	1965	1146	43.2%	-	-	-	1.3	9.7	4.9
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	938	2105:1965	684+416	85.3 : 85.3%	583	0	0	3.6	13.7	9.6
2/3	A6 East Approach Ahead	O	-		-	-	-	527	2105	685	77.0%	527	0	0	2.2	15.1	7.1
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	495	2105:1940	91+53	345.0 : 345.0%	91	0	0	187.3	1362.1	193.6
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	374	2105	91	412.2%	91	0	0	153.9	1481.4	161.0
4/1	A6 West Approach Left	U	-		-	-	-	568	1965	1965	28.9%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	442	1975	725	61.0%	442	0	0	0.8	6.5	1.9
4/3	A6 West Approach Ahead	O	-		-	-	-	448	2115	725	61.8%	448	0	0	0.8	6.6	1.9
9/1	Circ North Ahead	U	B		1	14	-	634	2155	539	85.6%	-	-	-	5.5	43.3	10.1

Basic Results Summary

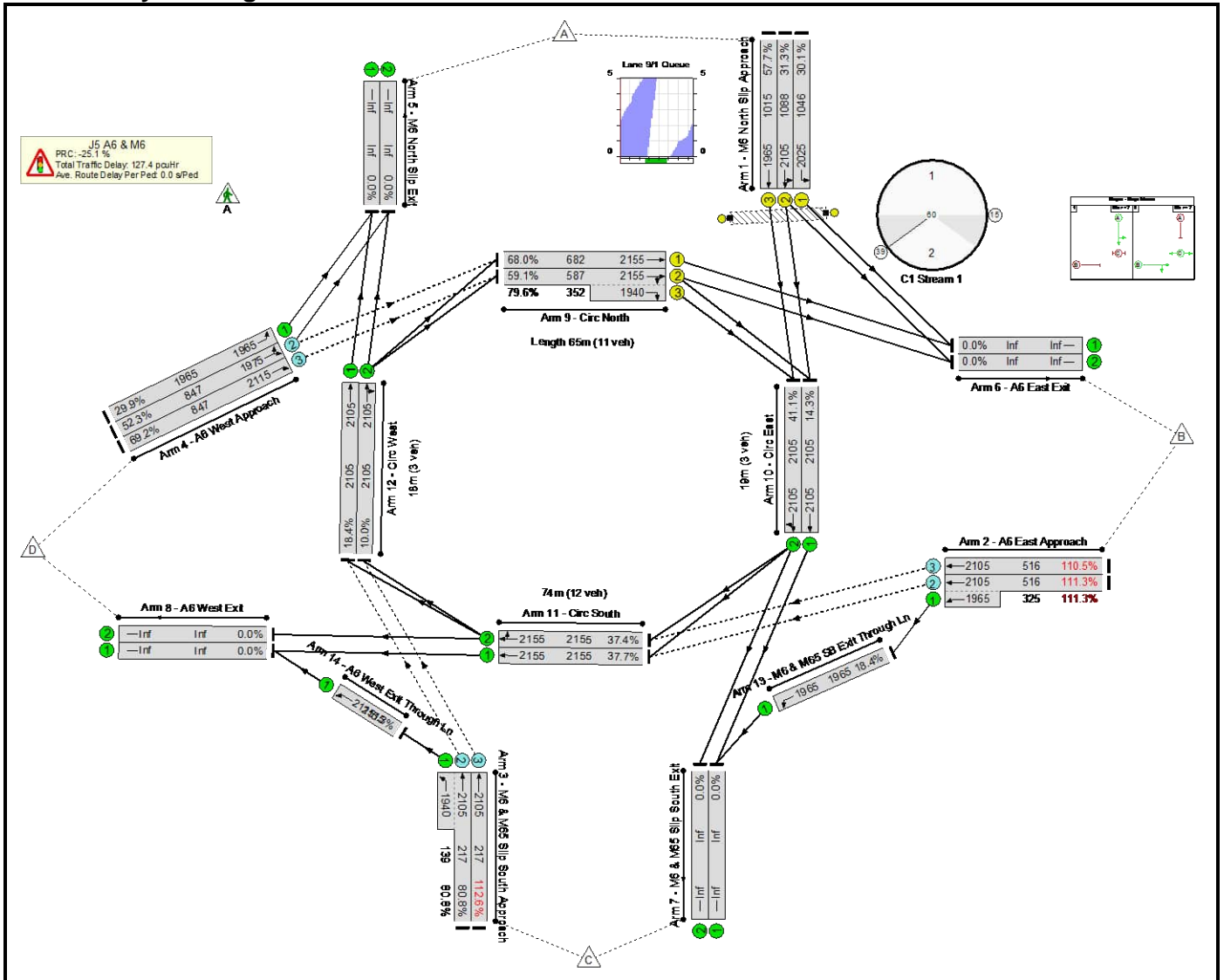
9/2+9/3	Circ North Ahead Right	U	B		1	14	-	630	2155:1940	539+31	74.8 : 102.9%	-	-	-	4.5	37.1	8.1
10/1	Circ East Ahead	U	-		-	-	-	316	2105	2105	14.3%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	529	2105	2105	25.0%	-	-	-	0.2	1.1	0.2
11/1	Circ South Ahead	U	-		-	-	-	1060	2155	2155	49.2%	-	-	-	0.5	1.6	0.5
11/2	Circ South Ahead Right	U	-		-	-	-	545	2155	2155	25.3%	-	-	-	0.2	1.1	0.2
12/1	Circ West Ahead	U	-		-	-	-	579	2105	2105	16.9%	-	-	-	0.1	1.0	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	635	2105	2105	14.2%	-	-	-	0.1	1.0	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	355	1965	1965	18.1%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	182	2115	2115	2.5%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	15	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -14.3 Total Delay for Signalled Lanes (pcuHr): 12.43 Cycle Time (s): 60
 PRC Over All Lanes (%): -358.0 Total Delay Over All Lanes(pcuHr): 362.42

Basic Results Summary

Scenario 12: 'DS2 2032 PM' (FG12: 'DS2 2032 + Committed and Expected Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	112.6%	2452	0	0	127.4	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	112.6%	2452	0	0	127.4	-	-
1/1	M6 North Slip Approach Left	U	A		1	30	-	315	2025	1046	30.1%	-	-	-	0.9	10.8	3.2
1/2	M6 North Slip Approach Left Ahead	U	A		1	30	-	340	2105	1088	31.3%	-	-	-	1.0	10.8	3.4
1/3	M6 North Slip Approach Ahead	U	A		1	30	-	586	1965	1015	57.7%	-	-	-	2.3	14.2	7.4
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	936	2105:1965	516+325	111.3 : 111.3%	516	0	0	55.3	212.8	72.3
2/3	A6 East Approach Ahead	O	-		-	-	-	570	2105	516	110.5%	516	0	0	34.6	218.7	51.6
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	287	2105:1940	217+139	80.8 : 80.8%	175	0	0	3.0	37.1	4.8
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	244	2105	217	112.6%	217	0	0	19.3	284.8	26.4
4/1	A6 West Approach Left	U	-		-	-	-	588	1965	1965	29.9%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	443	1975	847	52.3%	443	0	0	0.7	5.6	3.3
4/3	A6 West Approach Ahead	O	-		-	-	-	586	2115	847	69.2%	586	0	0	1.5	8.9	5.2
9/1	Circ North Ahead	U	B		1	18	-	526	2155	682	68.0%	-	-	-	3.3	25.7	7.8

Basic Results Summary

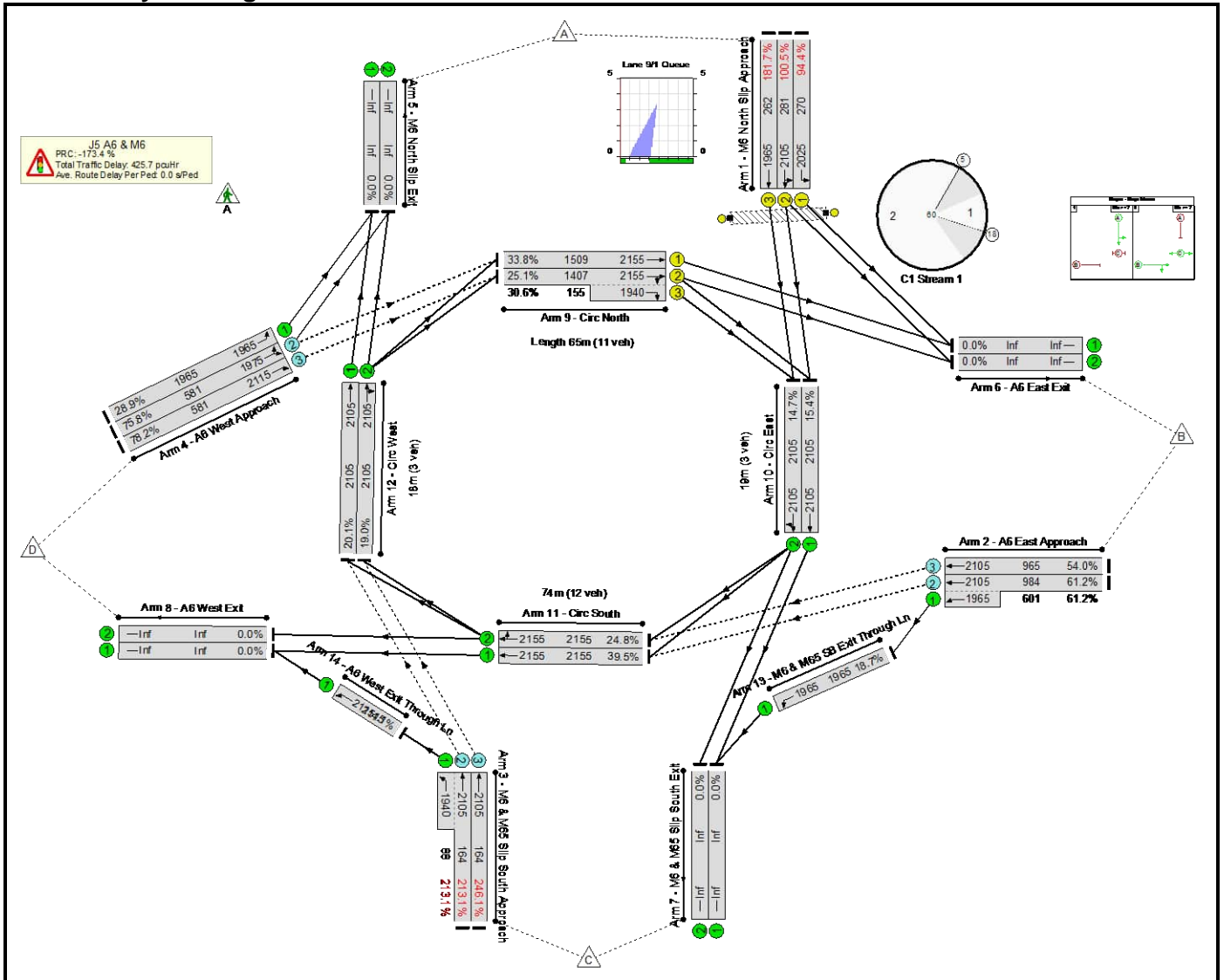
9/2+9/3	Circ North Ahead Right	U	B		1	18	-	747	2155:1940	587+352	59.1 : 79.6%	-	-	-	3.9	22.5	5.8
10/1	Circ East Ahead	U	-		-	-	-	301	2105	2105	14.3%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	866	2105	2105	41.1%	-	-	-	0.3	1.5	0.3
11/1	Circ South Ahead	U	-		-	-	-	870	2155	2155	37.7%	-	-	-	0.3	1.3	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	860	2155	2155	37.4%	-	-	-	0.3	1.3	0.3
12/1	Circ West Ahead	U	-		-	-	-	409	2105	2105	18.4%	-	-	-	0.1	1.0	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	407	2105	2105	10.0%	-	-	-	0.1	0.9	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	362	1965	1965	18.4%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	112	2115	2115	5.3%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	19	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 13.1 Total Delay for Signalled Lanes (pcuHr): 11.50 Cycle Time (s): 60
 PRC Over All Lanes (%): -25.1 Total Delay Over All Lanes(pcuHr): 127.44

Basic Results Summary

Scenario 13: 'DS1 2037 AM' (FG13: 'DS1 2037 + Committed Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	246.1%	2345	0	0	425.7	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	246.1%	2345	0	0	425.7	-	-
1/1	M6 North Slip Approach Left	U	A		1	7	-	255	2025	270	94.4%	-	-	-	6.9	97.4	9.3
1/2	M6 North Slip Approach Left Ahead	U	A		1	7	-	282	2105	281	100.5%	-	-	-	10.8	138.0	13.5
1/3	M6 North Slip Approach Ahead	U	A		1	7	-	476	1965	262	181.7%	-	-	-	117.7	890.1	120.4
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	970	2105:1965	984+601	61.2 : 61.2%	602	0	0	1.2	4.3	5.0
2/3	A6 East Approach Ahead	O	-		-	-	-	521	2105	965	54.0%	521	0	0	0.9	6.1	3.9
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	536	2105:1940	164+88	213.1 : 213.1%	164	0	0	152.0	1020.7	159.6
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	403	2105	164	246.1%	164	0	0	130.3	1164.1	140.6
4/1	A6 West Approach Left	U	-		-	-	-	568	1965	1965	28.9%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	440	1975	581	75.8%	440	0	0	1.6	13.2	5.4
4/3	A6 West Approach Ahead	O	-		-	-	-	454	2115	581	78.2%	454	0	0	1.9	14.9	8.2
9/1	Circ North Ahead	U	B		1	41	-	640	2155	1509	33.8%	-	-	-	0.8	5.5	3.6

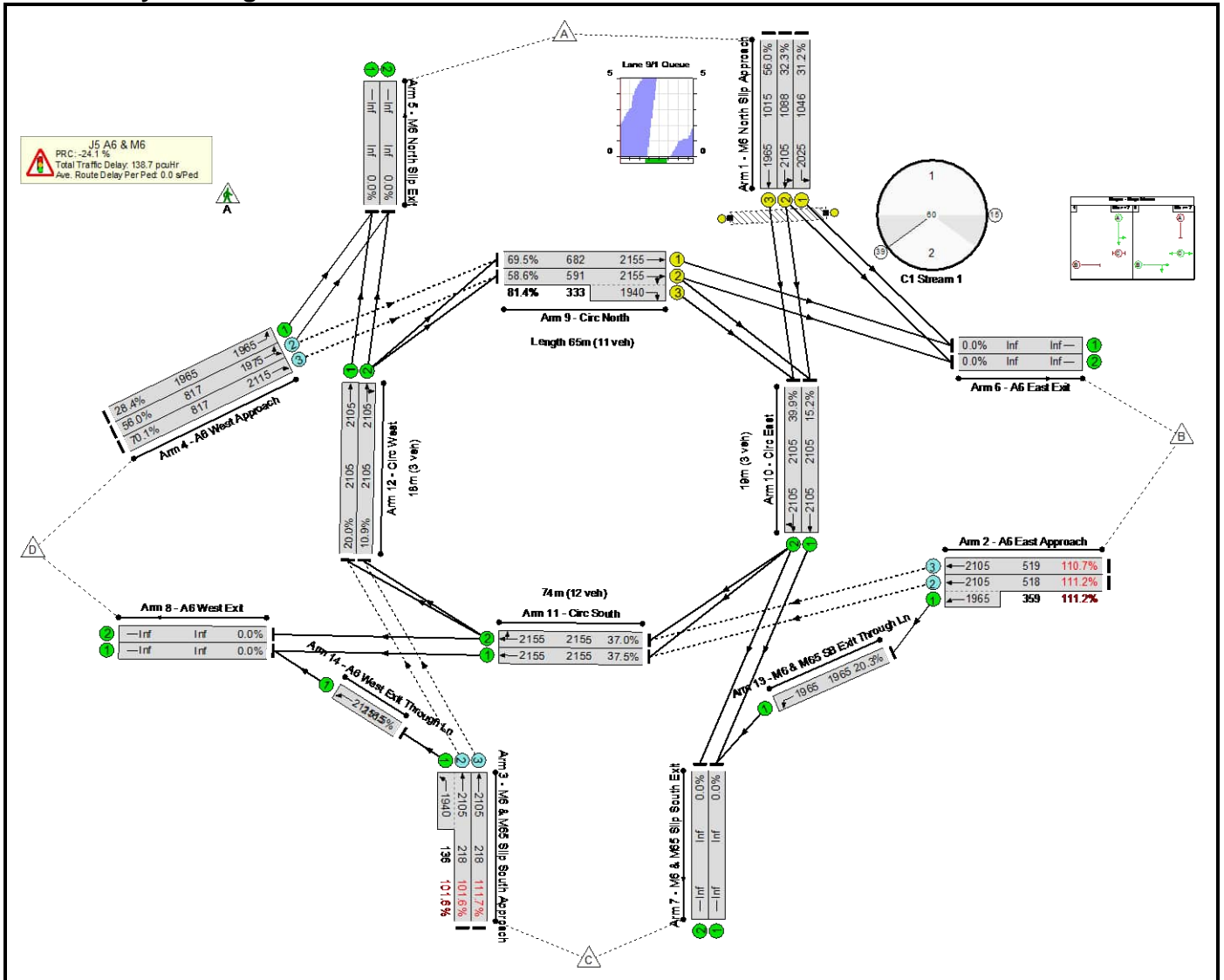
Basic Results Summary

9/2+9/3	Circ North Ahead Right	U	B		1	41	-	657	2155:1940	1407+155	25.1 : 30.6%	-	-	-	0.4	4.0	1.8
10/1	Circ East Ahead	U	-		-	-	-	326	2105	2105	15.4%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	541	2105	2105	14.7%	-	-	-	0.1	1.0	0.1
11/1	Circ South Ahead	U	-		-	-	-	1055	2155	2155	39.5%	-	-	-	0.3	1.4	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	544	2155	2155	24.8%	-	-	-	0.2	1.1	0.2
12/1	Circ West Ahead	U	-		-	-	-	608	2105	2105	20.1%	-	-	-	0.1	1.1	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	664	2105	2105	19.0%	-	-	-	0.1	1.1	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	368	1965	1965	18.7%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	187	2115	2115	4.1%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	42	-	0	-	0	0.0%	-	-	-	-	-	-
<p>C1 Stream: 1 PRC for Signalled Lanes (%): -101.9 Total Delay for Signalled Lanes (pcuHr): 136.63 Cycle Time (s): 60 PRC Over All Lanes (%): -173.4 Total Delay Over All Lanes(pcuHr): 425.69</p>																	

Basic Results Summary

Scenario 14: 'DS1 2037 PM' (FG14: 'DS1 2037 + Committed Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	111.7%	2505	0	0	138.7	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	111.7%	2505	0	0	138.7	-	-
1/1	M6 North Slip Approach Left	U	A		1	30	-	326	2025	1046	31.2%	-	-	-	1.0	10.9	3.3
1/2	M6 North Slip Approach Left Ahead	U	A		1	30	-	351	2105	1088	32.3%	-	-	-	1.1	10.9	3.6
1/3	M6 North Slip Approach Ahead	U	A		1	30	-	569	1965	1015	56.0%	-	-	-	2.2	13.9	7.0
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	975	2105:1965	518+359	111.2 : 111.2%	518	0	0	56.8	209.7	73.9
2/3	A6 East Approach Ahead	O	-		-	-	-	575	2105	519	110.7%	519	0	0	35.4	221.8	52.6
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	360	2105:1940	218+136	101.6 : 101.6%	218	0	0	12.4	124.4	19.4
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	244	2105	218	111.7%	218	0	0	18.5	273.4	25.6
4/1	A6 West Approach Left	U	-		-	-	-	558	1965	1965	28.4%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	458	1975	817	56.0%	458	0	0	0.9	6.8	3.6
4/3	A6 West Approach Ahead	O	-		-	-	-	573	2115	817	70.1%	573	0	0	1.6	9.9	5.3
9/1	Circ North Ahead	U	B		1	18	-	523	2155	682	69.5%	-	-	-	3.3	25.4	8.0

Basic Results Summary

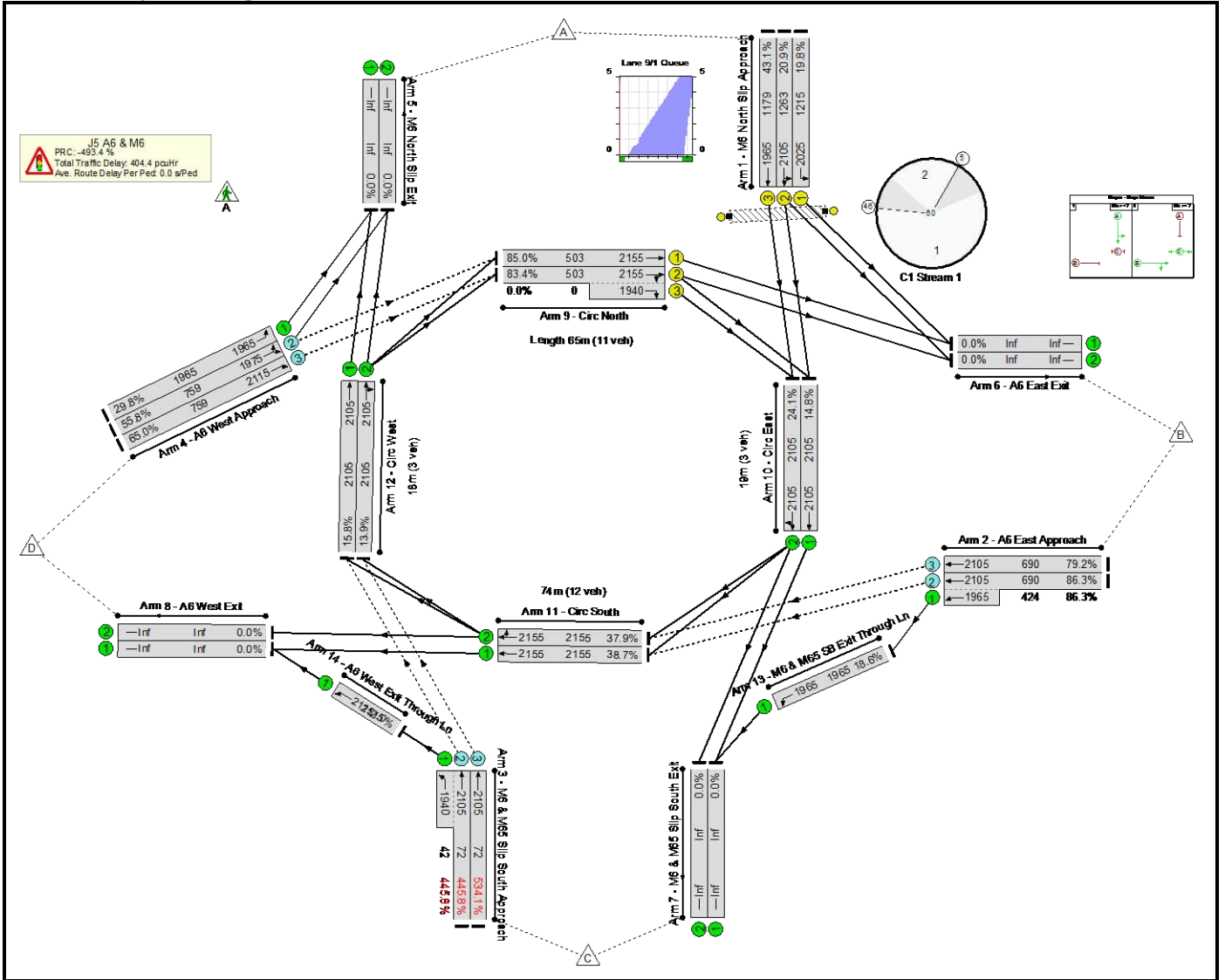
9/2+9/3	Circ North Ahead Right	U	B		1	18	-	752	2155:1940	591+333	58.6 : 81.4%	-	-	-	3.9	22.7	5.8
10/1	Circ East Ahead	U	-		-	-	-	321	2105	2105	15.2%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	840	2105	2105	39.9%	-	-	-	0.3	1.4	0.3
11/1	Circ South Ahead	U	-		-	-	-	866	2155	2155	37.5%	-	-	-	0.3	1.3	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	854	2155	2155	37.0%	-	-	-	0.3	1.3	0.3
12/1	Circ West Ahead	U	-		-	-	-	446	2105	2105	20.0%	-	-	-	0.1	1.1	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	431	2105	2105	10.9%	-	-	-	0.1	1.0	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	399	1965	1965	20.3%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	138	2115	2115	6.5%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	19	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 10.6 Total Delay for Signalled Lanes (pcuHr): 11.47 Cycle Time (s): 60
 PRC Over All Lanes (%): -24.1 Total Delay Over All Lanes(pcuHr): 138.68

Basic Results Summary

Scenario 15: 'DS2 2037 AM' (FG15: 'DS2 2037 + Committed and Expected Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	534.1%	2204	0	0	404.4	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	534.1%	2204	0	0	404.4	-	-
1/1	M6 North Slip Approach Left	U	A		1	35	-	240	2025	1215	19.8%	-	-	-	0.5	7.3	1.9
1/2	M6 North Slip Approach Left Ahead	U	A		1	35	-	264	2105	1263	20.9%	-	-	-	0.5	7.3	2.1
1/3	M6 North Slip Approach Ahead	U	A		1	35	-	508	1965	1179	43.1%	-	-	-	1.3	9.2	4.9
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	962	2105:1965	690+424	86.3 : 86.3%	596	0	0	3.9	14.6	10.2
2/3	A6 East Approach Ahead	O	-		-	-	-	547	2105	690	79.2%	547	0	0	2.5	16.7	7.8
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	511	2105:1940	72+42	445.8 : 445.8%	72	0	0	211.6	1491.0	218.9
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	387	2105	72	534.1%	72	0	0	170.9	1589.7	177.2
4/1	A6 West Approach Left	U	-		-	-	-	585	1965	1965	29.8%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	423	1975	759	55.8%	423	0	0	0.6	5.5	1.3
4/3	A6 West Approach Ahead	O	-		-	-	-	493	2115	759	65.0%	493	0	0	0.9	6.9	1.9
9/1	Circ North Ahead	U	B		1	13	-	639	2155	503	85.0%	-	-	-	5.2	44.1	9.4

Basic Results Summary

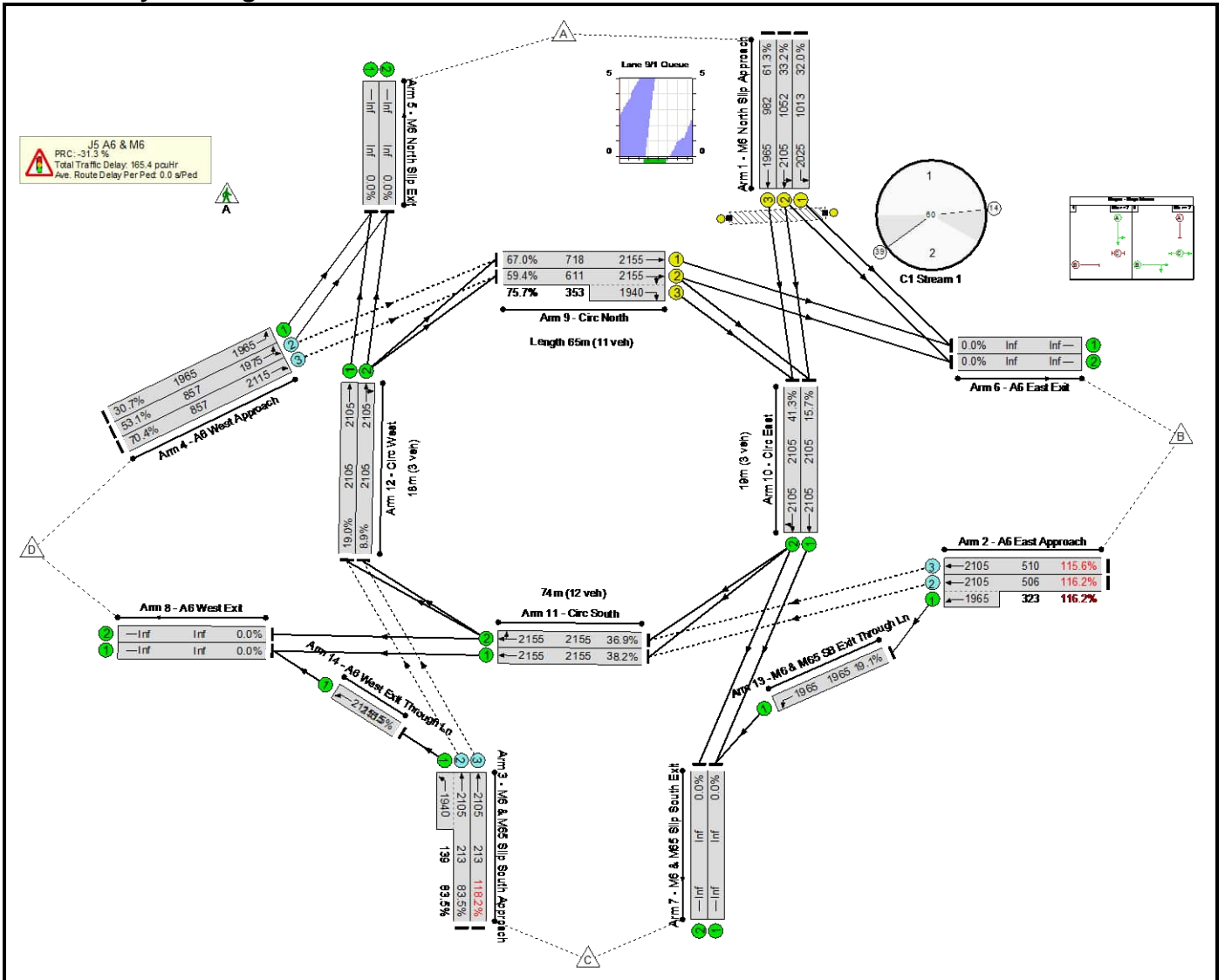
9/2+9/3	Circ North Ahead Right	U	B		1	13	-	664	2155:1940	503+0	83.4 : 0.0%	-	-	-	5.0	42.5	9.0
10/1	Circ East Ahead	U	-		-	-	-	358	2105	2105	14.8%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	508	2105	2105	24.1%	-	-	-	0.2	1.1	0.2
11/1	Circ South Ahead	U	-		-	-	-	834	2155	2155	38.7%	-	-	-	0.3	1.4	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	817	2155	2155	37.9%	-	-	-	0.3	1.3	0.3
12/1	Circ West Ahead	U	-		-	-	-	583	2105	2105	15.8%	-	-	-	0.1	1.0	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	671	2105	2105	13.9%	-	-	-	0.1	1.0	0.1
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	366	1965	1965	18.6%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	188	2115	2115	2.0%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	14	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 5.9 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 60
 PRC Over All Lanes (%): -493.4 Total Delay Over All Lanes(pcuHr): 404.43

Basic Results Summary

Scenario 16: 'DS2 2037 PM' (FG16: 'DS2 2037 + Committed and Expected Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 5 Proposed Mitigation	-	-	-		-	-	-	-	-	-	118.2%	2465	0	0	165.4	-	-
J5 A6 & M6	-	-	-		-	-	-	-	-	-	118.2%	2465	0	0	165.4	-	-
1/1	M6 North Slip Approach Left	U	A		1	29	-	324	2025	1013	32.0%	-	-	-	1.0	11.6	3.4
1/2	M6 North Slip Approach Left Ahead	U	A		1	29	-	349	2105	1052	33.2%	-	-	-	1.1	11.5	3.6
1/3	M6 North Slip Approach Ahead	U	A		1	29	-	602	1965	982	61.3%	-	-	-	2.6	15.5	8.0
2/2+2/1	A6 East Approach Ahead Ahead2	O+U	-		-	-	-	963	2105:1965	506+323	116.2 : 116.2%	506	0	0	74.6	279.0	91.3
2/3	A6 East Approach Ahead	O	-		-	-	-	589	2105	510	115.6%	510	0	0	47.2	288.7	72.6
3/2+3/1	M6 & M65 Slip South Approach Ahead Left	O+U	-		-	-	-	294	2105:1940	213+139	83.5 : 83.5%	178	0	0	3.3	40.8	5.2
3/3	M6 & M65 Slip South Approach Ahead	O	-		-	-	-	252	2105	213	118.2%	213	0	0	24.6	352.1	31.8
4/1	A6 West Approach Left	U	-		-	-	-	603	1965	1965	30.7%	-	-	-	0.2	1.3	0.2
4/2	A6 West Approach Left Ahead	O	-		-	-	-	455	1975	857	53.1%	455	0	0	0.7	5.5	3.3
4/3	A6 West Approach Ahead	O	-		-	-	-	603	2115	857	70.4%	603	0	0	1.5	9.1	5.5
9/1	Circ North Ahead	U	B		1	19	-	580	2155	718	67.0%	-	-	-	3.3	24.9	7.9

Basic Results Summary

9/2+9/3	Circ North Ahead Right	U	B		1	19	-	730	2155:1940	611+353	59.4 : 75.7%	-	-	-	3.6	20.8	5.6
10/1	Circ East Ahead	U	-		-	-	-	330	2105	2105	15.7%	-	-	-	0.1	1.0	0.1
10/2	Circ East Ahead Right	U	-		-	-	-	869	2105	2105	41.3%	-	-	-	0.4	1.5	0.4
11/1	Circ South Ahead	U	-		-	-	-	905	2155	2155	38.2%	-	-	-	0.3	1.4	0.3
11/2	Circ South Ahead Right	U	-		-	-	-	874	2155	2155	36.9%	-	-	-	0.3	1.3	0.3
12/1	Circ West Ahead	U	-		-	-	-	434	2105	2105	19.0%	-	-	-	0.1	1.1	0.1
12/2	Circ West Ahead Right	U	-		-	-	-	406	2105	2105	8.9%	-	-	-	0.0	0.9	0.0
13/1	M6 & M65 SB Exit Through Ln Left	U	-		-	-	-	375	1965	1965	19.1%	-	-	-	0.1	1.1	0.1
14/1	A6 West Exit Through Ln Ahead	U	-		-	-	-	116	2115	2115	5.5%	-	-	-	0.0	0.9	0.0
Ped Link: P1	M6 North Approach	-	C		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 18.8								Total Delay for Signalled Lanes (pcuHr): 11.73		Cycle Time (s): 60							
PRC Over All Lanes (%): -31.3								Total Delay Over All Lanes(pcuHr): 165.39									

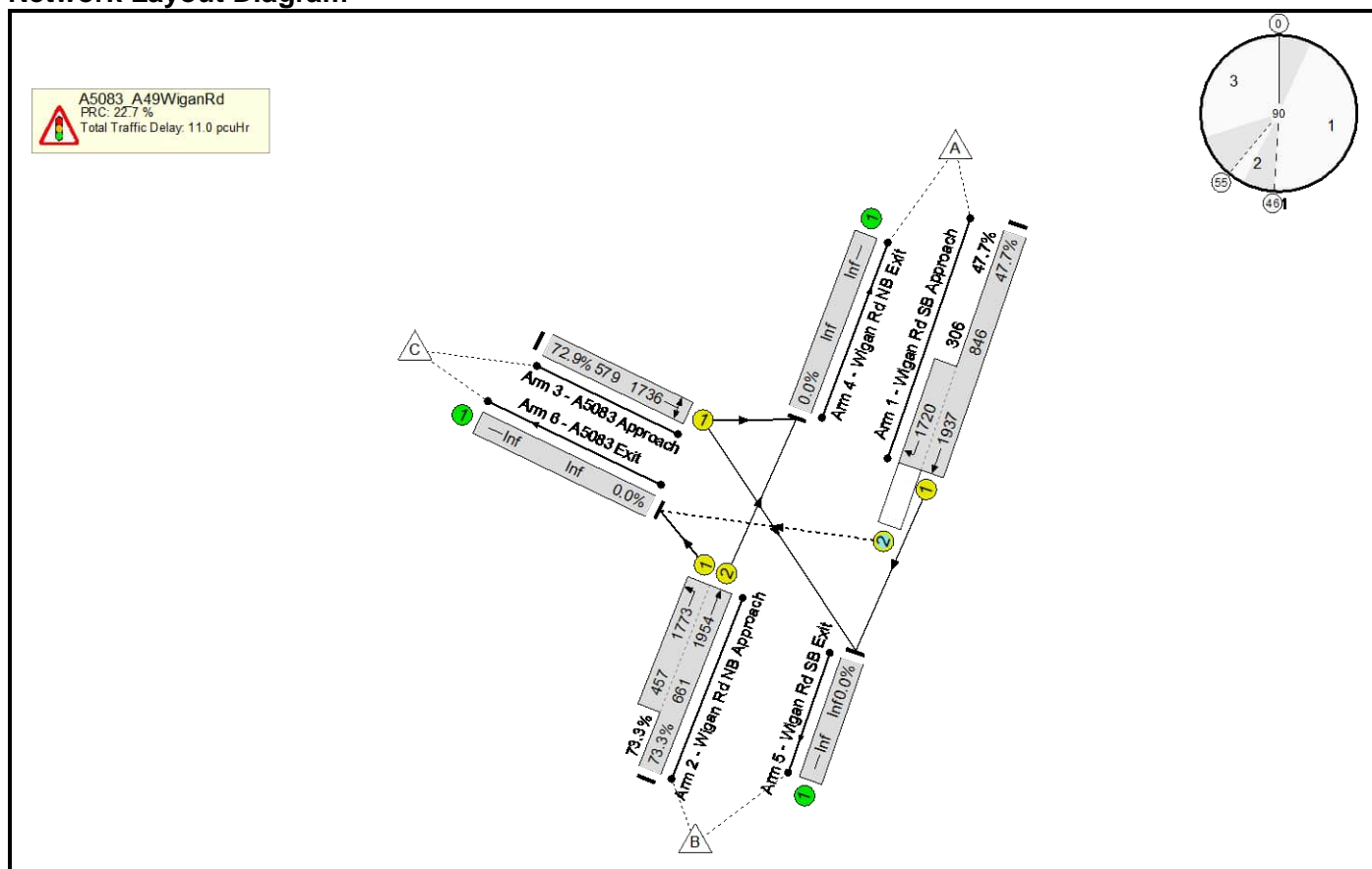
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Lancashire Central
Title:	Junction 7 A5083_Wigan Rd
Location:	
Additional detail:	
File name:	J7 A5083_WiganRd_WSP_31052022.lsg3x
Author:	HB
Company:	WSP
Address:	8 First St, Manchester

Scenario 1: 'DM1 2032 AM' (FG1: 'DM1 2032 + Committed Developments - without dev - AM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

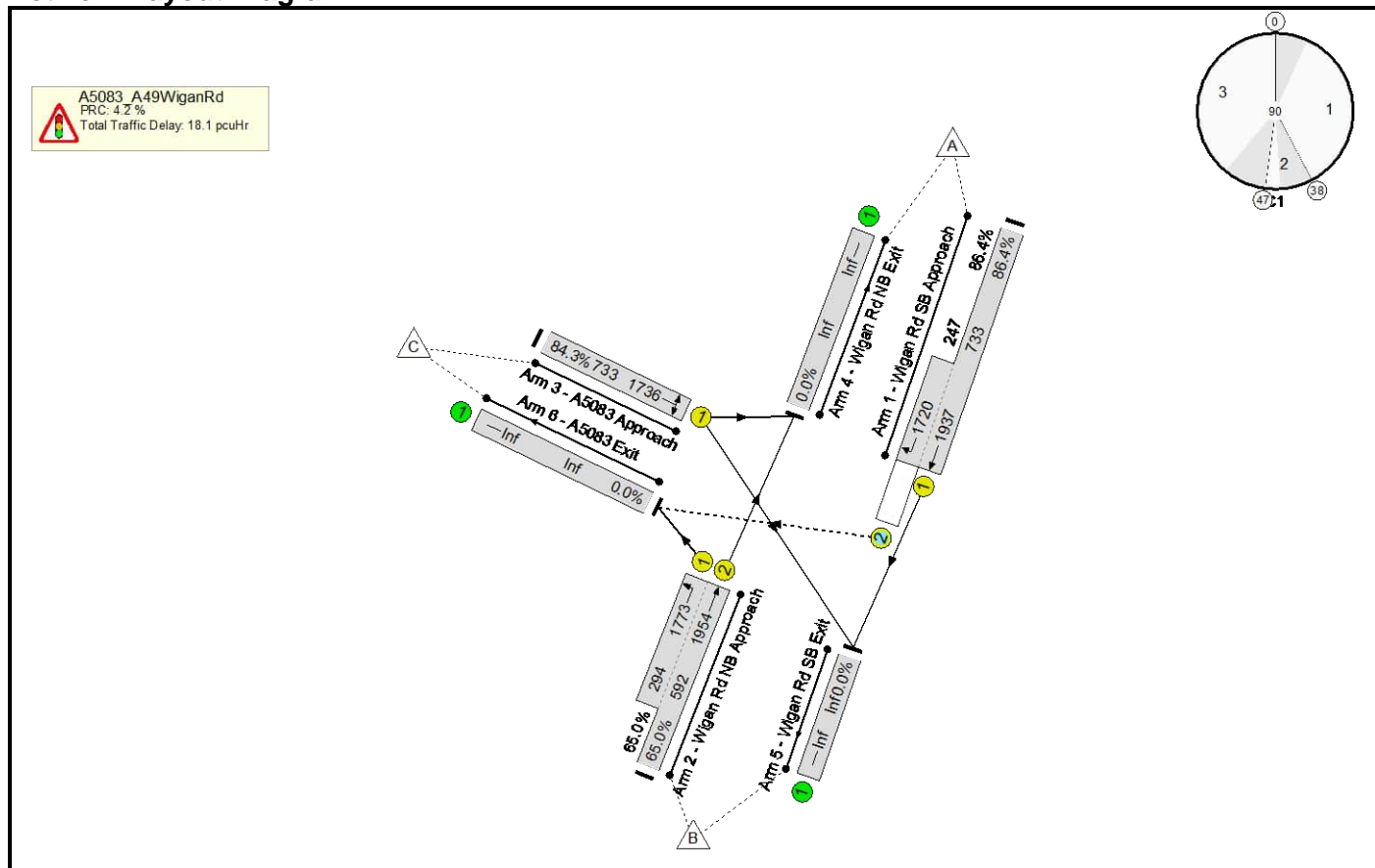
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)		
Network: Junction 7 A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	73.3%	128	11	6	11.0	-	-		
A5083_A49WiganRd	-	-	-		-	-	-	-	-	-	73.3%	128	11	6	11.0	-	-		
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	49	3	549	1937:1720	846+306	47.7 : 47.7%	128	11	6	2.6	17.2	6.1		
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	40:73	33	820	1954:1773	661+457	73.3 : 73.3%	-	-	-	3.9	17.2	10.1		
3/1	A5083 Approach Left Right	U	D		1	29	-	422	1736	579	72.9%	-	-	-	4.4	37.7	10.6		
C1		PRC for Signalled Lanes (%):		22.7		PRC Over All Lanes (%):		22.7		Total Delay for Signalled Lanes (pcuHr):		10.96		Total Delay Over All Lanes(pcuHr):		10.96		Cycle Time (s): 90	

Basic Results Summary

Scenario 2: 'DM1 2032 PM' (FG2: 'DM1 2032 + Committed Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

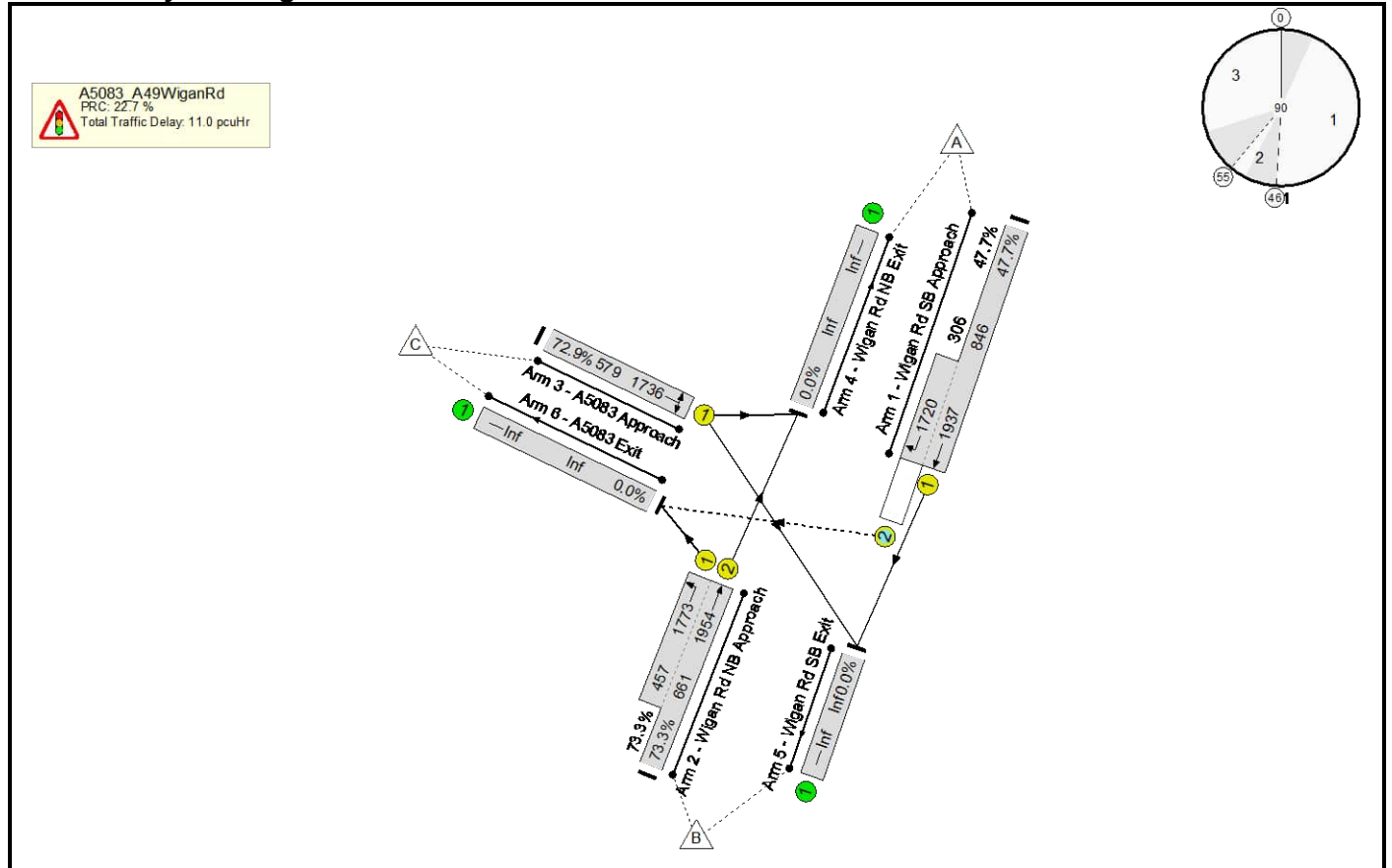
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 7	-	-	-		-	-	-	-	-	-	86.4%	171	32	9	18.1	-	-
A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	86.4%	171	32	9	18.1	-	-
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	41	3	846	1937:1720	733+247	86.4 : 86.4%	171	32	9	8.1	34.6	19.0
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	32:73	41	576	1954:1773	592+294	65.0 : 65.0%	-	-	-	3.4	21.3	8.4
3/1	A5083 Approach Left Right	U	D		1	37	-	618	1736	733	84.3%	-	-	-	6.6	38.3	16.3
C1		PRC for Signalled Lanes (%):		4.2		Total Delay for Signalled Lanes (pcuHr):		18.12		Cycle Time (s):		90					
		PRC Over All Lanes (%):		4.2		Total Delay Over All Lanes (pcuHr):		18.12									

Basic Results Summary

Scenario 3: 'DM2 2032 AM' (FG3: 'DS2 2032 + Committed and Expected Developments - without dev - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

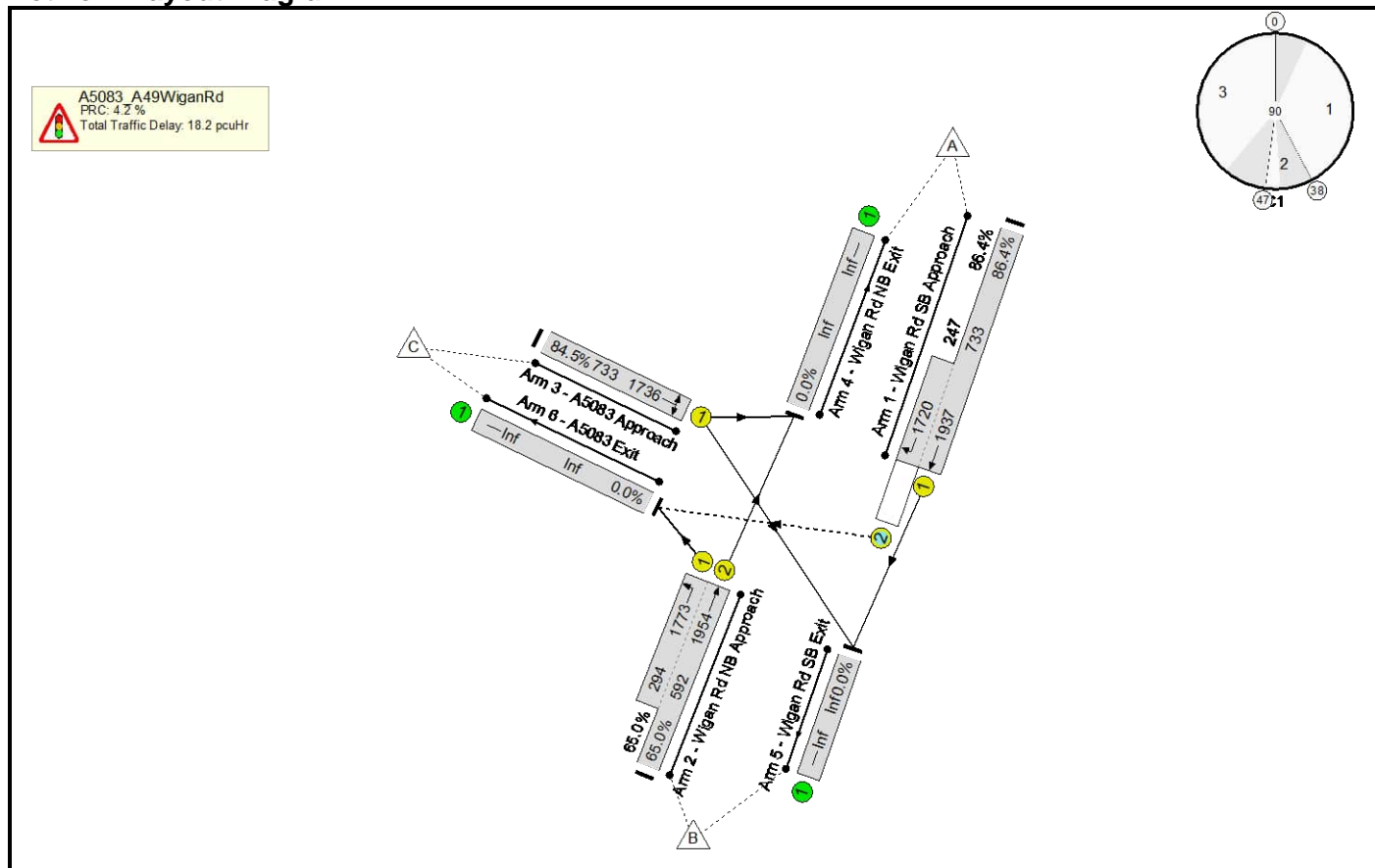
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Junction 7 A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	73.3%	128	11	6	11.0	-	-	
A5083_A49WiganRd	-	-	-		-	-	-	-	-	-	73.3%	128	11	6	11.0	-	-	
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	49	3	549	1937:1720	846+306	47.7 : 47.7%	128	11	6	2.6	17.2	6.1	
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	40:73	33	820	1954:1773	661+457	73.3 : 73.3%	-	-	-	3.9	17.2	10.1	
3/1	A5083 Approach Left Right	U	D		1	29	-	422	1736	579	72.9%	-	-	-	4.4	37.7	10.6	
C1		PRC for Signalled Lanes (%):					22.7	Total Delay for Signalled Lanes (pcuHr):					10.96	Cycle Time (s): 90				
		PRC Over All Lanes (%):					22.7	Total Delay Over All Lanes(pcuHr):					10.96					

Basic Results Summary

Scenario 4: 'DM2 2032 PM' (FG4: 'DS2 2032 + Committed and Expected Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

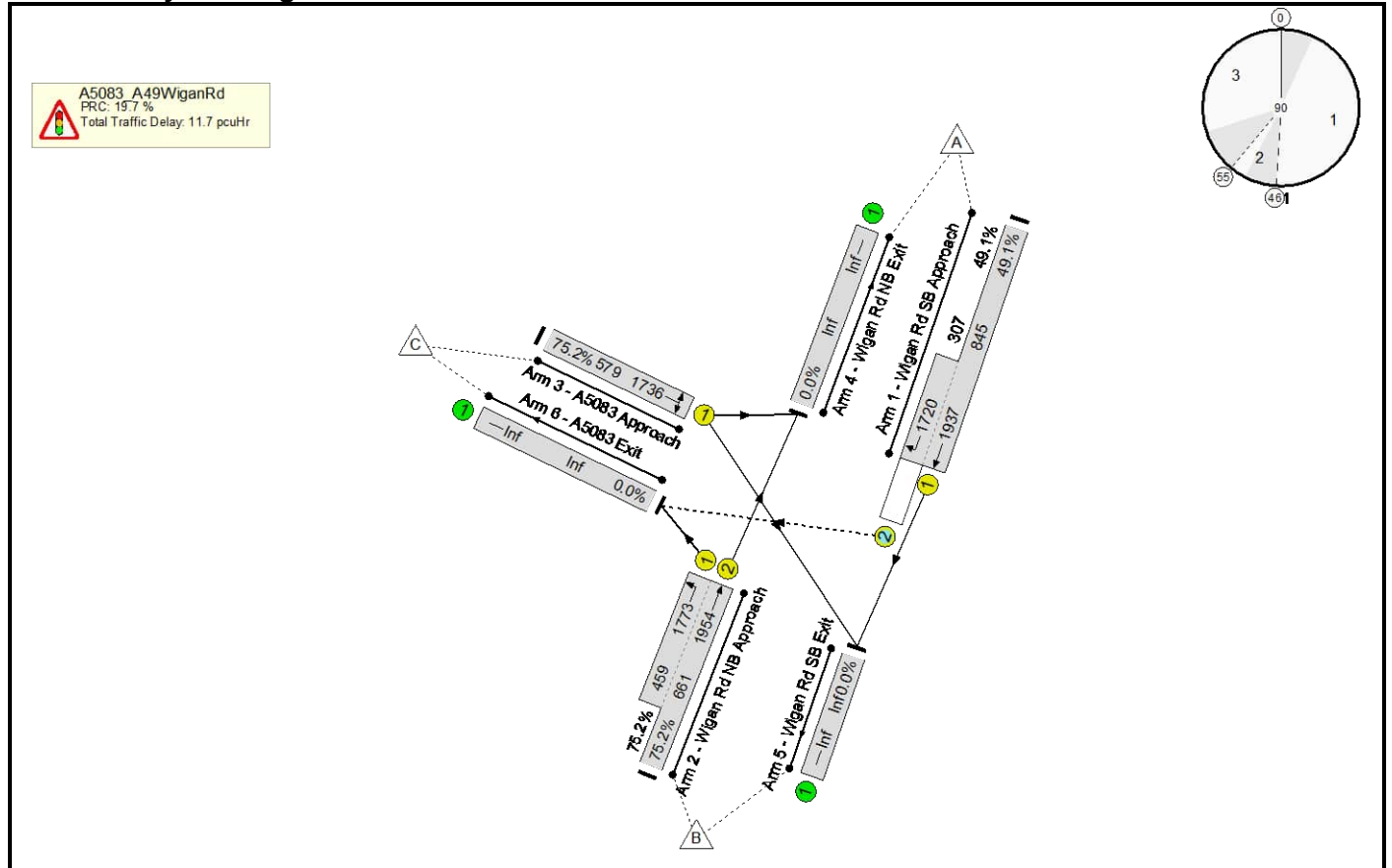
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 7 A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	86.4%	171	32	9	18.2	-	-
A5083_A49WiganRd	-	-	-		-	-	-	-	-	-	86.4%	171	32	9	18.2	-	-
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	41	3	846	1937:1720	733+247	86.4 : 86.4%	171	32	9	8.1	34.6	19.0
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	32:73	41	576	1954:1773	592+294	65.0 : 65.0%	-	-	-	3.4	21.3	8.4
3/1	A5083 Approach Left Right	U	D		1	37	-	619	1736	733	84.5%	-	-	-	6.6	38.5	16.4
C1		PRC for Signalled Lanes (%):		4.2		Total Delay for Signalled Lanes (pcuHr):		18.15		Cycle Time (s):		90					
		PRC Over All Lanes (%):		4.2		Total Delay Over All Lanes (pcuHr):		18.15									

Basic Results Summary

Scenario 5: 'DM1 2037 AM' (FG5: 'DM1 2037 + Committed Developments - without dev - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

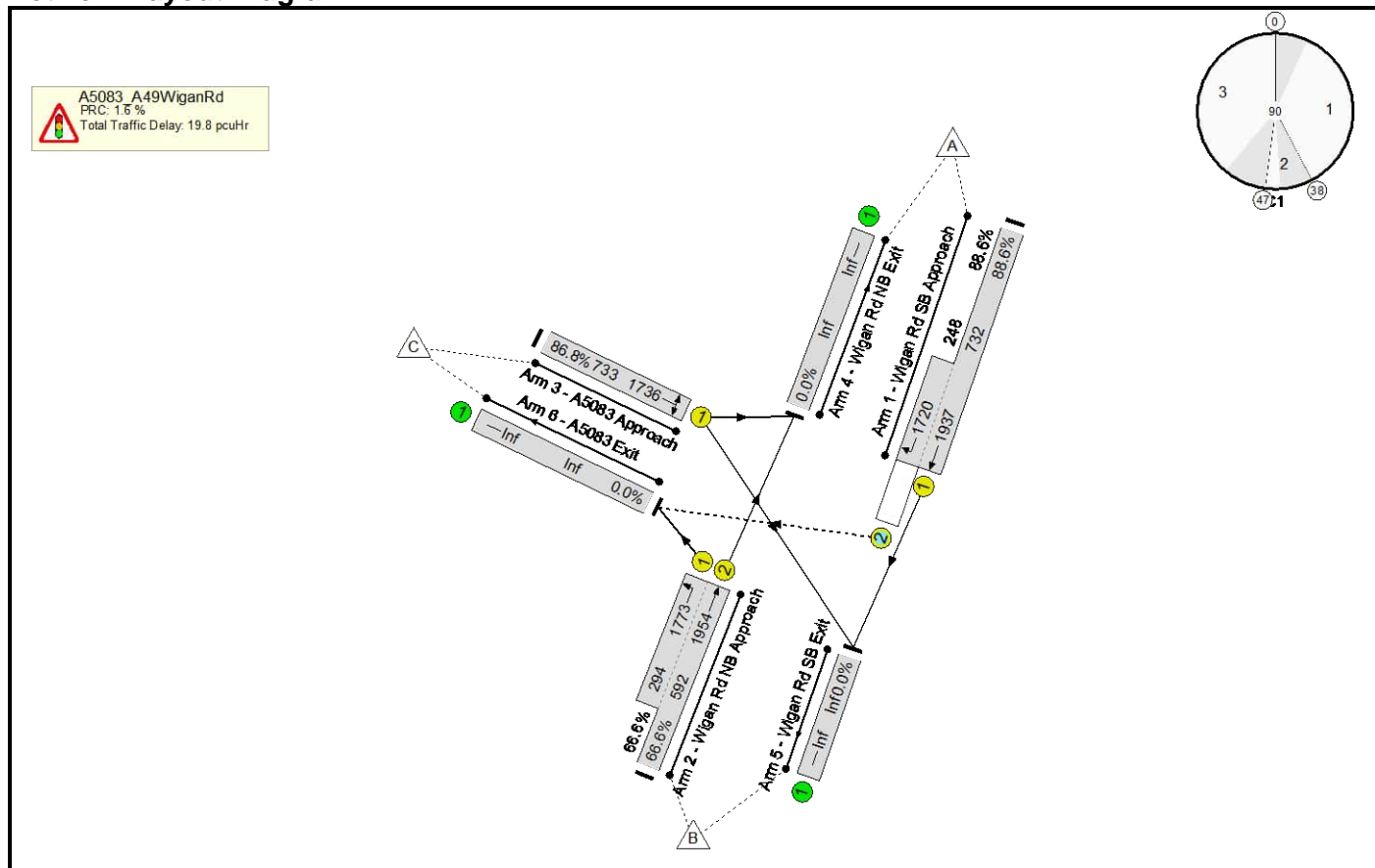
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)		
Network: Junction 7	-	-	-		-	-	-	-	-	-	75.2%	133	12	7	11.7	-	-		
A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	75.2%	133	12	7	11.7	-	-		
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	49	3	566	1937:1720	845+307	49.1 : 49.1%	133	12	7	2.8	17.8	6.2		
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	40:73	33	842	1954:1773	661+459	75.2 : 75.2%	-	-	-	4.1	17.7	10.9		
3/1	A5083 Approach Left Right	U	D		1	29	-	435	1736	579	75.2%	-	-	-	4.7	39.0	11.1		
C1		PRC for Signalled Lanes (%):		19.7		PRC Over All Lanes (%):		19.7		Total Delay for Signalled Lanes (pcuHr):		11.65		Total Delay Over All Lanes(pcuHr):		11.65		Cycle Time (s): 90	

Basic Results Summary

Scenario 6: 'DM1 2037 PM' (FG6: 'DM1 2037 + Committed Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

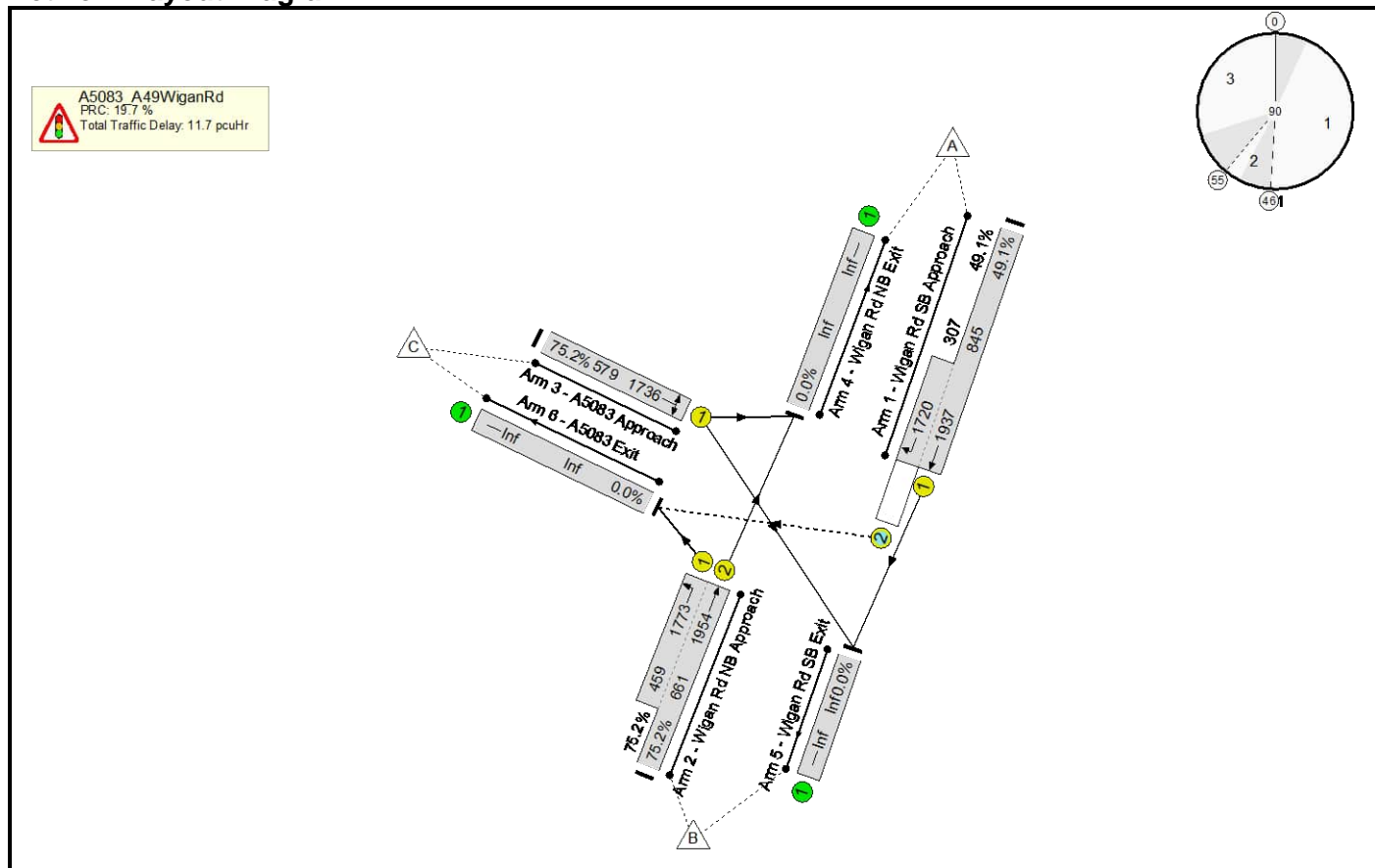
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Junction 7 A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	88.6%	161	50	10	19.8	-	-	
A5083_A49WiganRd	-	-	-		-	-	-	-	-	-	88.6%	161	50	10	19.8	-	-	
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	41	3	868	1937:1720	732+248	88.6 : 88.6%	161	50	10	9.0	37.3	20.6	
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	32:73	41	590	1954:1773	592+294	66.6 : 66.6%	-	-	-	3.6	21.7	8.8	
3/1	A5083 Approach Left Right	U	D		1	37	-	636	1736	733	86.8%	-	-	-	7.3	41.2	17.6	
C1		PRC for Signalled Lanes (%):					1.6	Total Delay for Signalled Lanes (pcuHr):					19.82	Cycle Time (s):		90		
		PRC Over All Lanes (%):					1.6	Total Delay Over All Lanes(pcuHr):					19.82					

Basic Results Summary

Scenario 7: 'DM2 2037 AM' (FG7: 'DM2 2037 + Committed and Expected Developments - without dev - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

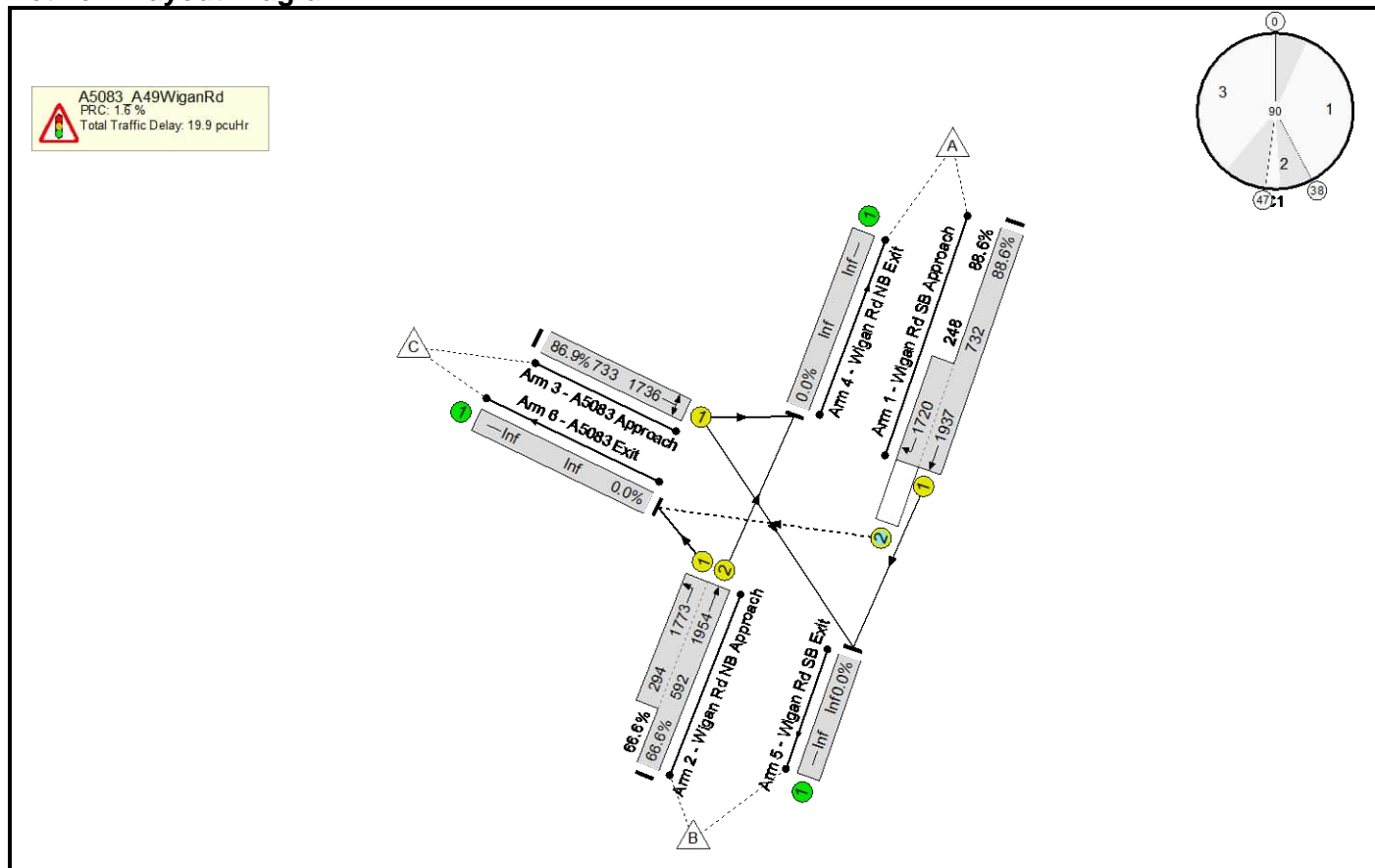
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Junction 7 A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	75.2%	133	12	7	11.7	-	-	
A5083_A49WiganRd	-	-	-		-	-	-	-	-	-	75.2%	133	12	7	11.7	-	-	
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	49	3	566	1937:1720	845+307	49.1 : 49.1%	133	12	7	2.8	17.8	6.2	
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	40:73	33	842	1954:1773	661+459	75.2 : 75.2%	-	-	-	4.1	17.7	10.9	
3/1	A5083 Approach Left Right	U	D		1	29	-	435	1736	579	75.2%	-	-	-	4.7	39.0	11.1	
C1		PRC for Signalled Lanes (%):					19.7	Total Delay for Signalled Lanes (pcuHr):					11.65	Cycle Time (s):		90		
		PRC Over All Lanes (%):					19.7	Total Delay Over All Lanes(pcuHr):					11.65					

Basic Results Summary

Scenario 8: 'DM2 2037 PM' (FG8: 'DM2 2037 + Committed and Expected Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

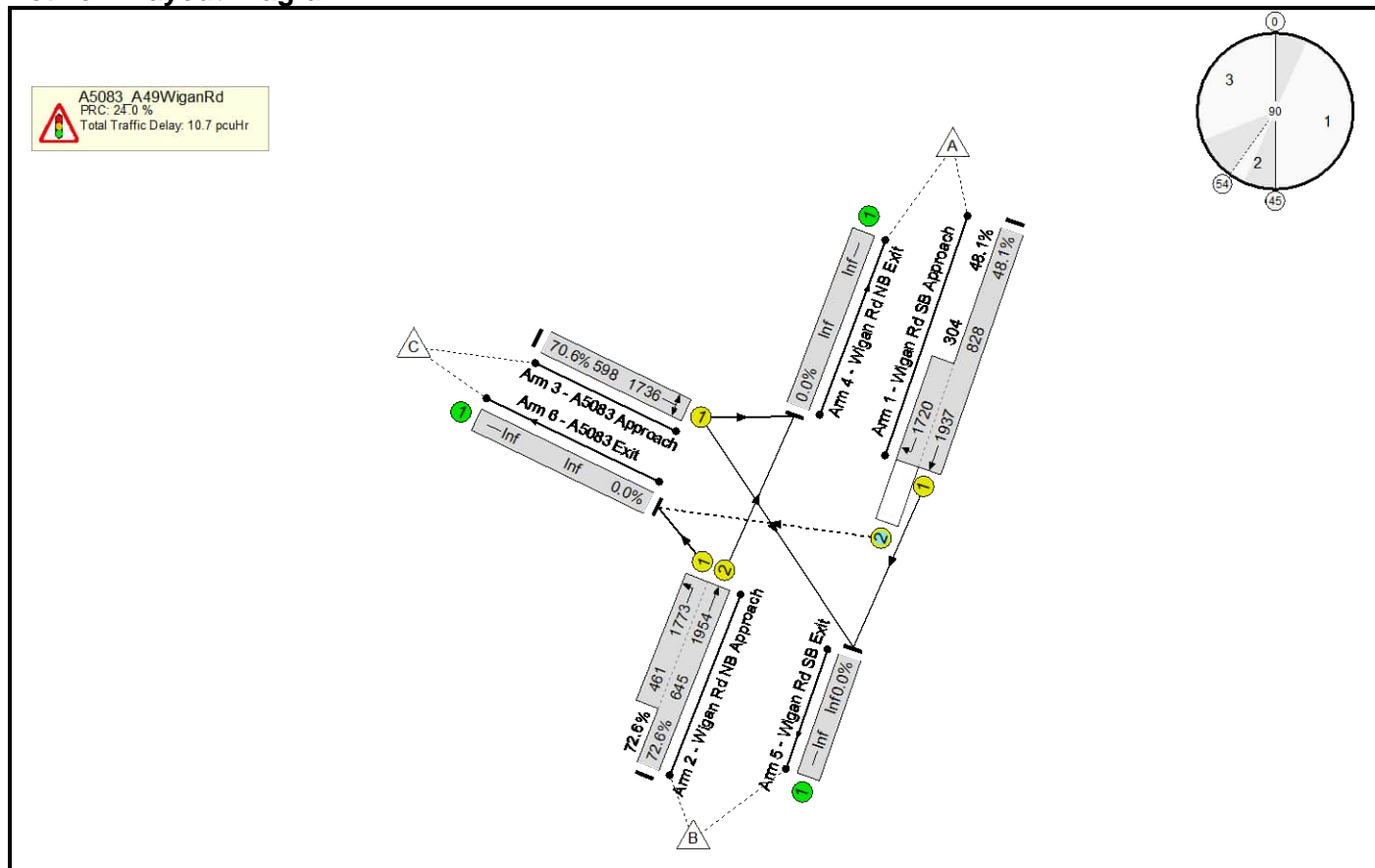
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Junction 7	-	-	-		-	-	-	-	-	-	88.6%	161	50	10	19.9	-	-	
A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	88.6%	161	50	10	19.9	-	-	
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	41	3	868	1937:1720	732+248	88.6 : 88.6%	161	50	10	9.0	37.3	20.6	
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	32:73	41	590	1954:1773	592+294	66.6 : 66.6%	-	-	-	3.6	21.7	8.8	
3/1	A5083 Approach Left Right	U	D		1	37	-	637	1736	733	86.9%	-	-	-	7.3	41.3	17.6	
C1		PRC for Signalled Lanes (%):					1.6	Total Delay for Signalled Lanes (pcuHr):					19.87	Cycle Time (s):		90		
		PRC Over All Lanes (%):					1.6	Total Delay Over All Lanes (pcuHr):					19.87					

Basic Results Summary

Scenario 9: 'DS1 2032 AM' (FG9: 'DS1 2032 + Committed Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

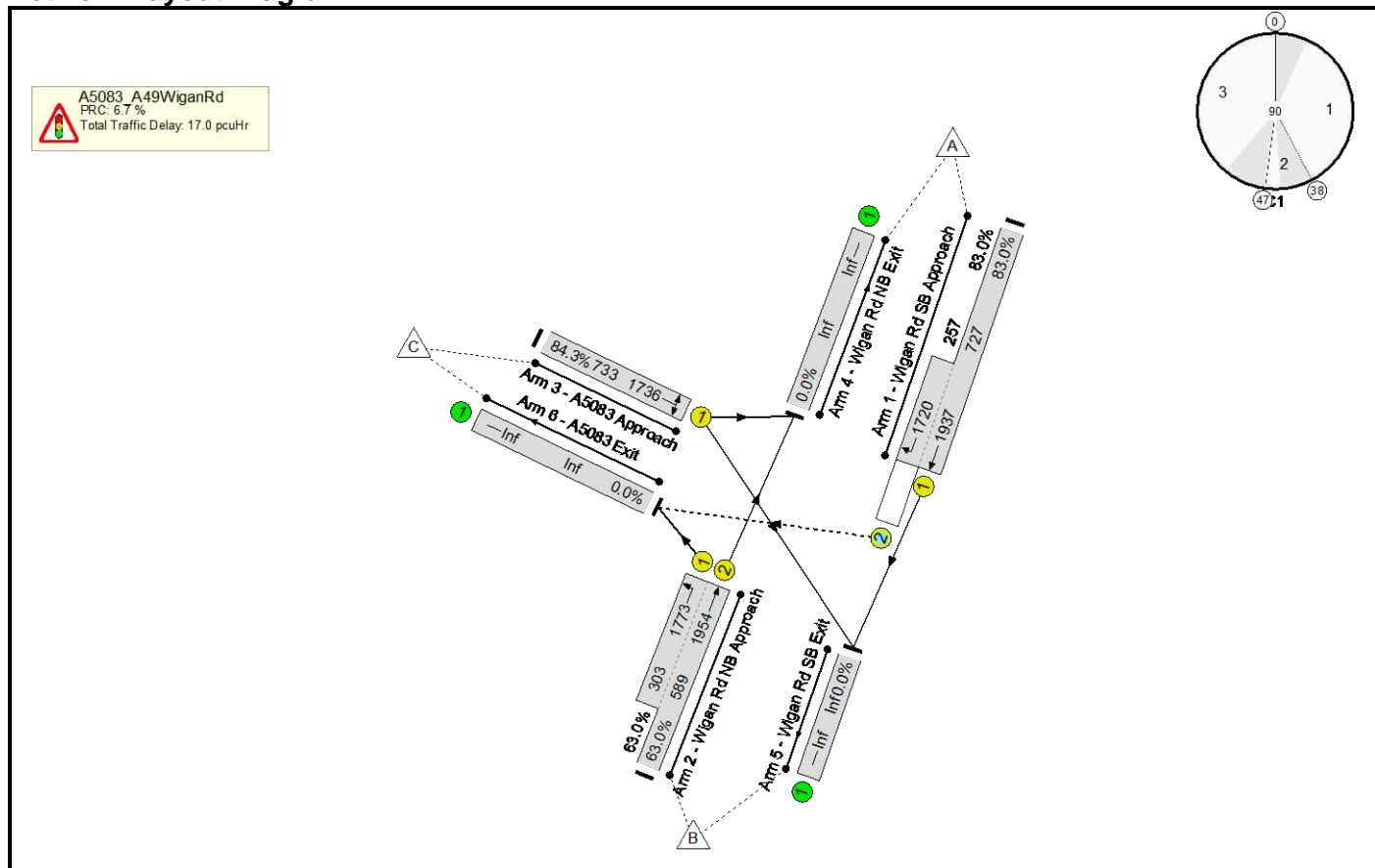
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Junction 7 A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	72.6%	128	11	6	10.7	-	-	
A5083_A49WiganRd	-	-	-		-	-	-	-	-	-	72.6%	128	11	6	10.7	-	-	
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	48	3	544	1937:1720	828+304	48.1 : 48.1%	128	11	6	2.7	17.7	6.1	
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	39:73	34	803	1954:1773	645+461	72.6 : 72.6%	-	-	-	3.9	17.3	9.8	
3/1	A5083 Approach Left Right	U	D		1	30	-	422	1736	598	70.6%	-	-	-	4.2	35.6	10.2	
C1		PRC for Signalled Lanes (%):				24.0	Total Delay for Signalled Lanes (pcuHr):				10.71	Cycle Time (s):		90				
		PRC Over All Lanes (%):				24.0	Total Delay Over All Lanes(pcuHr):				10.71							

Basic Results Summary

Scenario 10: 'DS1 2032 PM' (FG10: 'DS1 2032 + Committed Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

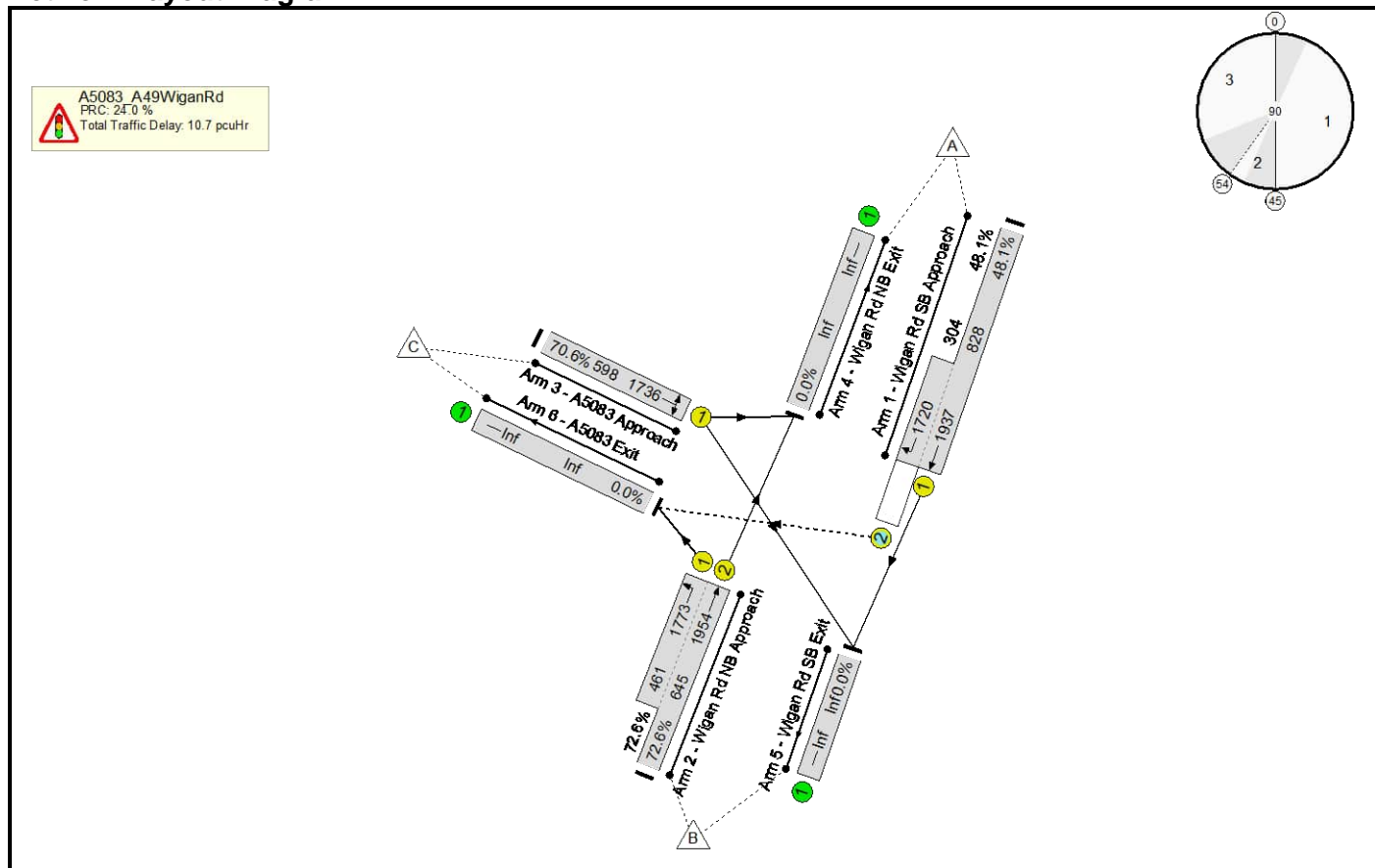
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)				
Network: Junction 7 A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	84.3%	177	27	9	17.0	-	-				
A5083_A49WiganRd	-	-	-		-	-	-	-	-	-	84.3%	177	27	9	17.0	-	-				
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	41	3	816	1937:1720	727+257	83.0 : 83.0%	177	27	9	7.2	31.7	16.9				
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	32:73	41	562	1954:1773	589+303	63.0 : 63.0%	-	-	-	3.2	20.7	8.1				
3/1	A5083 Approach Left Right	U	D		1	37	-	618	1736	733	84.3%	-	-	-	6.6	38.3	16.3				
C1		PRC for Signalled Lanes (%):		6.7		Total Delay for Signalled Lanes (pcuHr):		16.98		Cycle Time (s):		90		PRC Over All Lanes (%):		6.7		Total Delay Over All Lanes (pcuHr):		16.98	

Basic Results Summary

Scenario 11: 'DS2 2032 AM' (FG11: 'DS2 2032 + Committed and Expected Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

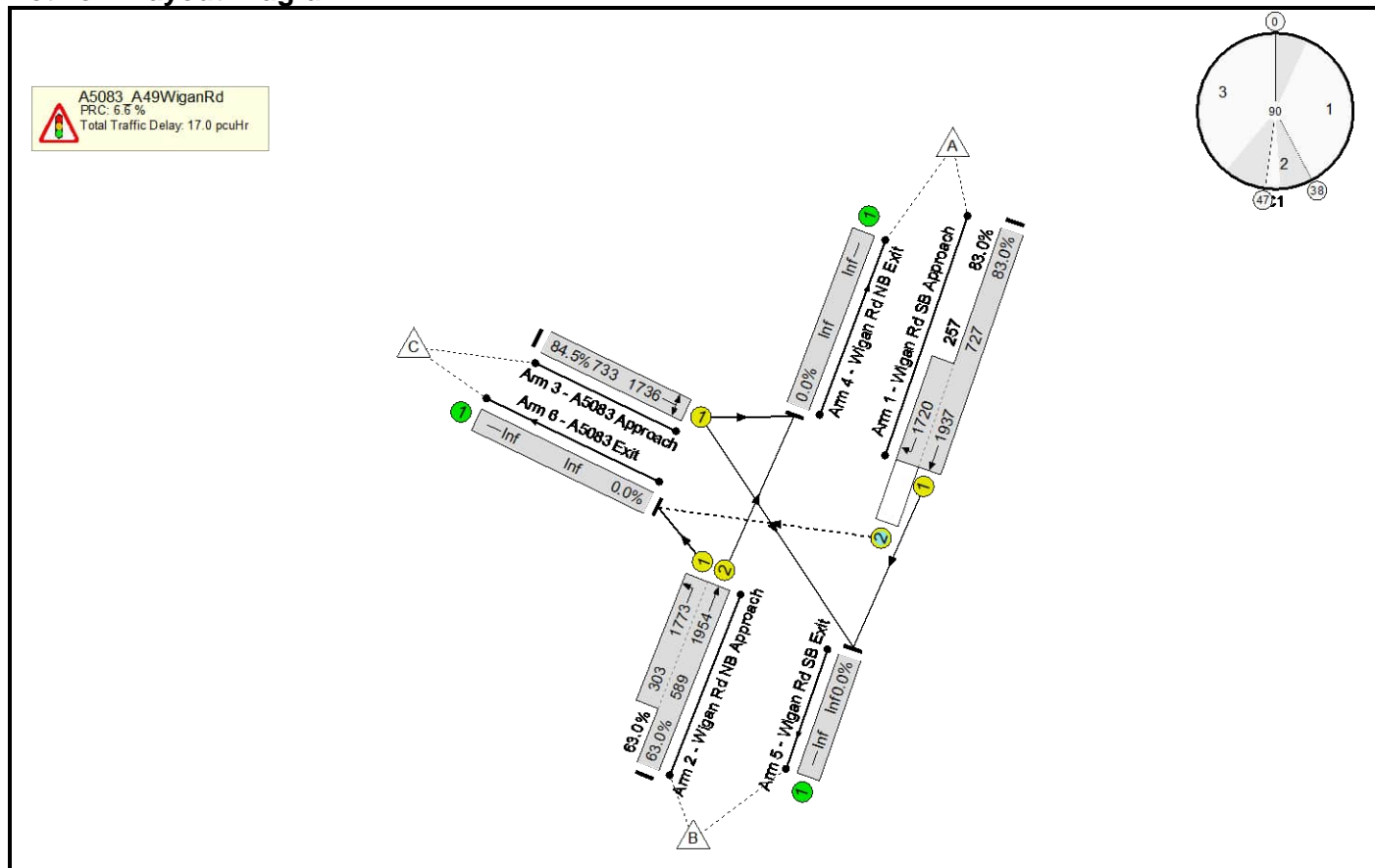
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Junction 7 A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	72.6%	128	11	6	10.7	-	-	
A5083_A49WiganRd	-	-	-		-	-	-	-	-	-	72.6%	128	11	6	10.7	-	-	
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	48	3	544	1937:1720	828+304	48.1 : 48.1%	128	11	6	2.7	17.7	6.1	
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	39:73	34	803	1954:1773	645+461	72.6 : 72.6%	-	-	-	3.9	17.3	9.8	
3/1	A5083 Approach Left Right	U	D		1	30	-	422	1736	598	70.6%	-	-	-	4.2	35.6	10.2	
C1		PRC for Signalled Lanes (%):				24.0	Total Delay for Signalled Lanes (pcuHr):				10.71	Cycle Time (s):		90				
		PRC Over All Lanes (%):				24.0	Total Delay Over All Lanes(pcuHr):				10.71							

Basic Results Summary

Scenario 12: 'DS2 2032 PM' (FG12: 'DS2 2032 + Committed and Expected Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

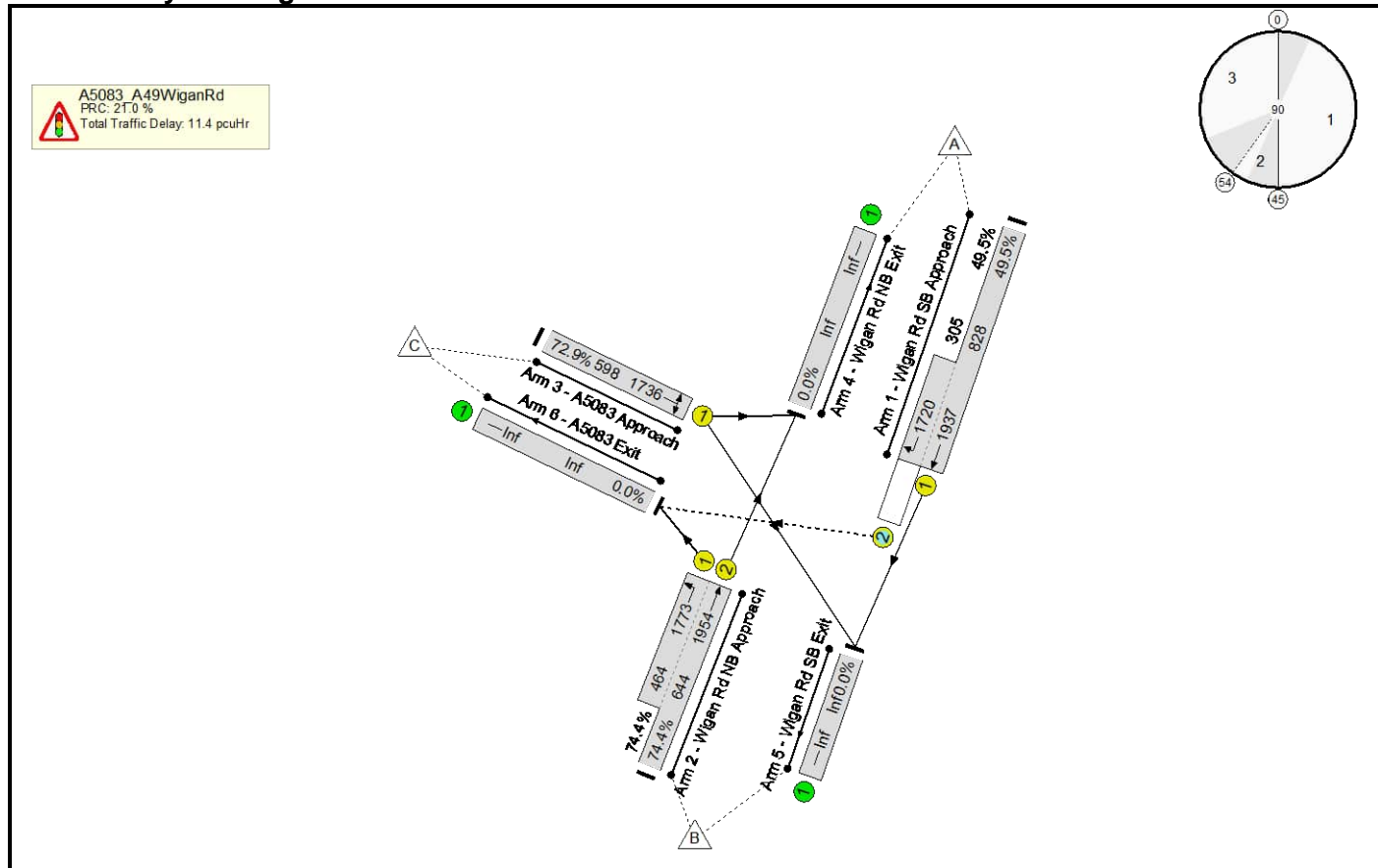
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Junction 7	-	-	-		-	-	-	-	-	-	84.5%	177	27	9	17.0	-	-	
A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	84.5%	177	27	9	17.0	-	-	
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	41	3	816	1937:1720	727+257	83.0 : 83.0%	177	27	9	7.2	31.7	16.9	
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	32:73	41	562	1954:1773	589+303	63.0 : 63.0%	-	-	-	3.2	20.7	8.1	
3/1	A5083 Approach Left Right	U	D		1	37	-	619	1736	733	84.5%	-	-	-	6.6	38.5	16.4	
C1		PRC for Signalled Lanes (%):					6.6	Total Delay for Signalled Lanes (pcuHr):					17.02	Cycle Time (s):		90		
		PRC Over All Lanes (%):					6.6	Total Delay Over All Lanes (pcuHr):					17.02					

Basic Results Summary

Scenario 13: 'DS1 2037 AM' (FG13: 'DS1 2037 + Committed Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

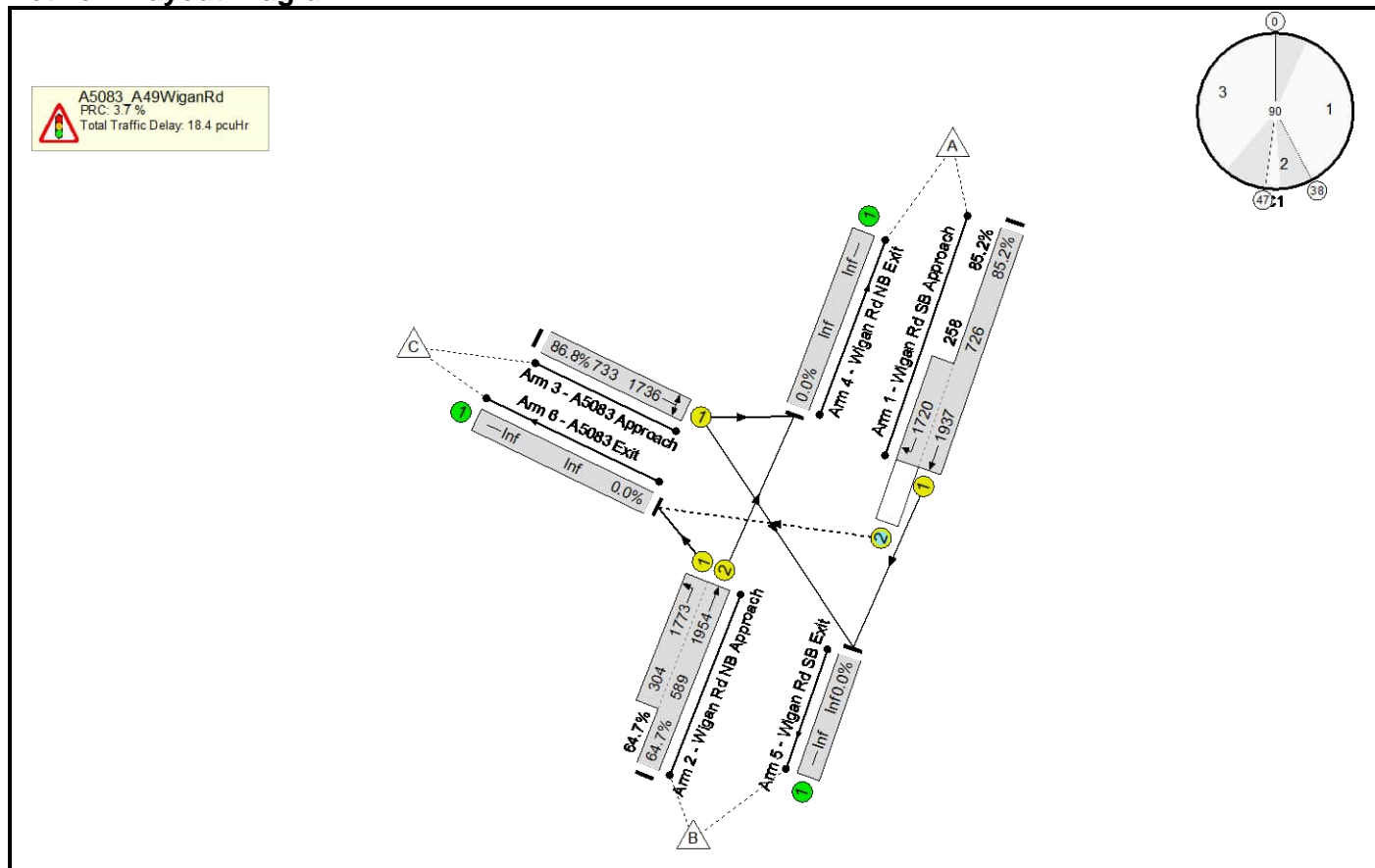
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)		
Network: Junction 7 A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	74.4%	133	12	7	11.4	-	-		
A5083_A49WiganRd	-	-	-		-	-	-	-	-	-	74.4%	133	12	7	11.4	-	-		
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	48	3	561	1937:1720	828+305	49.5 : 49.5%	133	12	7	2.8	18.2	6.4		
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	39:73	34	824	1954:1773	644+464	74.4 : 74.4%	-	-	-	4.1	17.7	10.2		
3/1	A5083 Approach Left Right	U	D		1	30	-	436	1736	598	72.9%	-	-	-	4.5	36.8	10.8		
C1		PRC for Signalled Lanes (%):		21.0		PRC Over All Lanes (%):		21.0		Total Delay for Signalled Lanes (pcuHr):		11.35		Total Delay Over All Lanes(pcuHr):		11.35		Cycle Time (s): 90	

Basic Results Summary

Scenario 14: 'DS1 2037 PM' (FG14: 'DS1 2037 + Committed Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

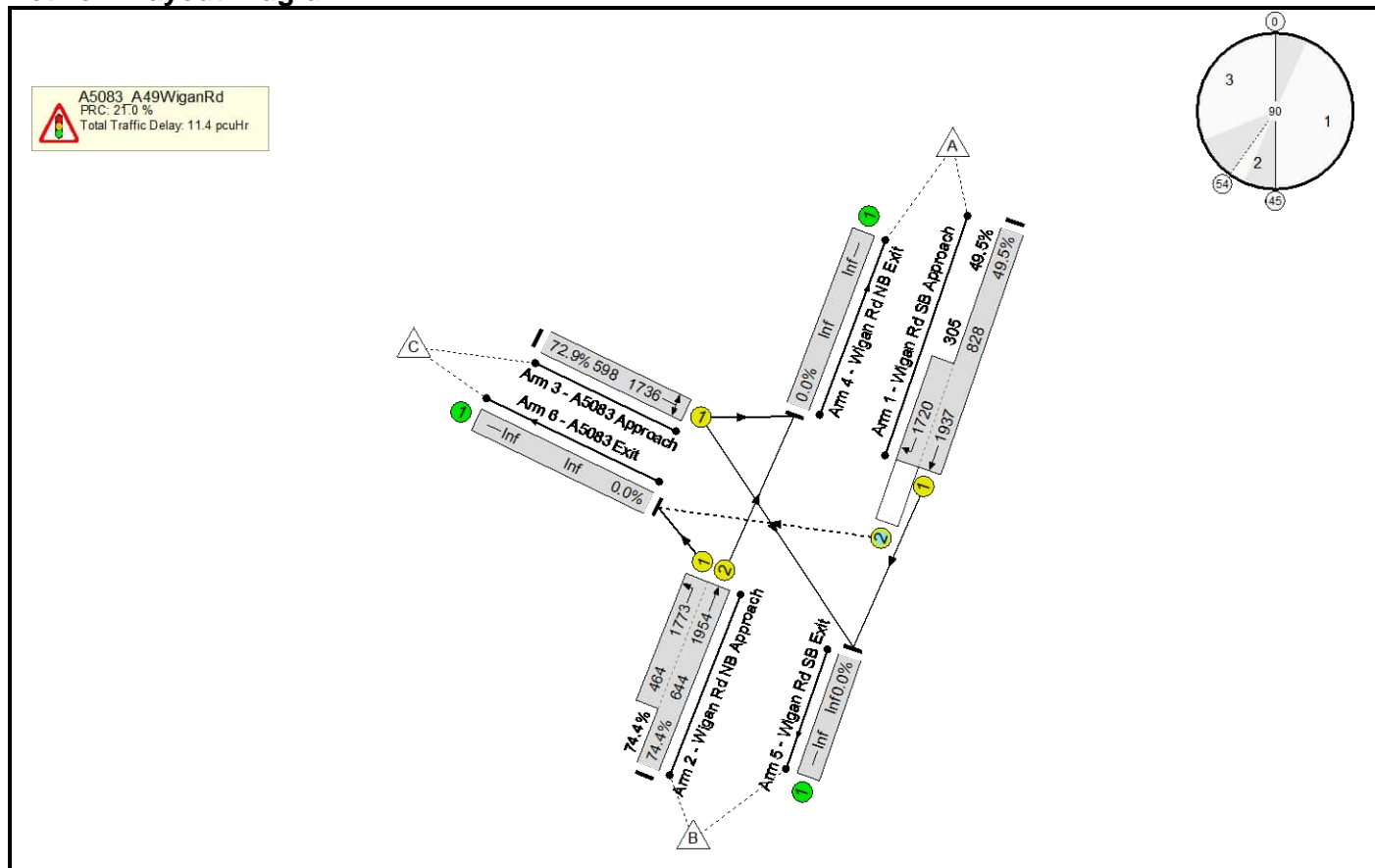
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)		
Network: Junction 7	-	-	-		-	-	-	-	-	-	86.8%	171	39	10	18.4	-	-		
A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	86.8%	171	39	10	18.4	-	-		
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	41	3	838	1937:1720	726+258	85.2 : 85.2%	171	39	10	7.8	33.5	18.2		
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	32:73	41	578	1954:1773	589+304	64.7 : 64.7%	-	-	-	3.4	21.0	8.3		
3/1	A5083 Approach Left Right	U	D		1	37	-	636	1736	733	86.8%	-	-	-	7.3	41.2	17.6		
C1		PRC for Signalled Lanes (%):		3.7		PRC Over All Lanes (%):		3.7		Total Delay for Signalled Lanes (pcuHr):		18.44		Total Delay Over All Lanes (pcuHr):		18.44		Cycle Time (s): 90	

Basic Results Summary

Scenario 15: 'DS2 2037 AM' (FG15: 'DS2 2037 + Committed and Expected Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

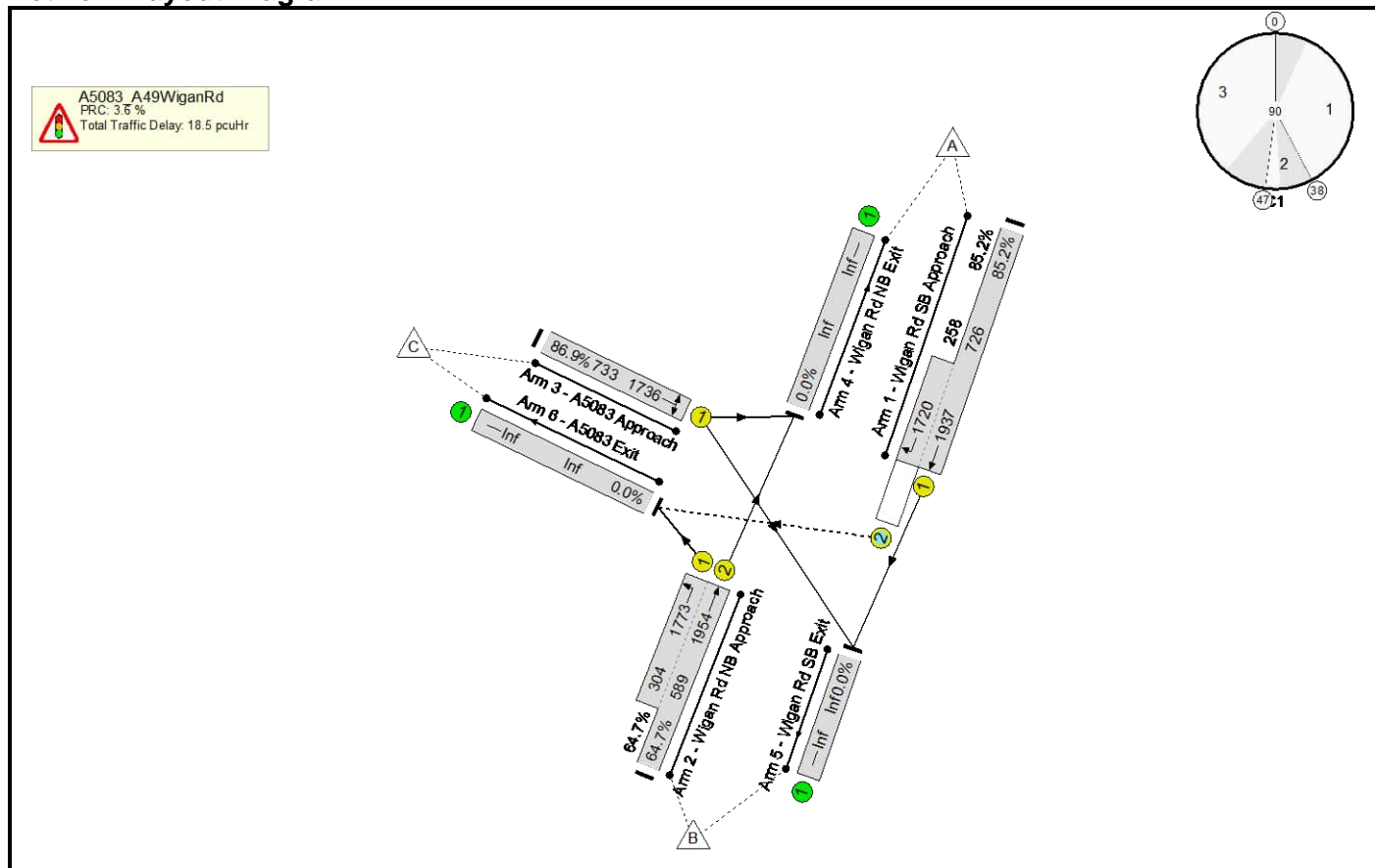
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Junction 7	-	-	-		-	-	-	-	-	-	74.4%	133	12	7	11.4	-	-	
A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	74.4%	133	12	7	11.4	-	-	
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	48	3	561	1937:1720	828+305	49.5 : 49.5%	133	12	7	2.8	18.2	6.4	
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	39:73	34	824	1954:1773	644+464	74.4 : 74.4%	-	-	-	4.1	17.7	10.2	
3/1	A5083 Approach Left Right	U	D		1	30	-	436	1736	598	72.9%	-	-	-	4.5	36.8	10.8	
C1						PRC for Signalled Lanes (%): 21.0		Total Delay for Signalled Lanes (pcuHr): 11.35			Cycle Time (s): 90							
						PRC Over All Lanes (%): 21.0		Total Delay Over All Lanes(pcuHr): 11.35										

Basic Results Summary

Scenario 16: 'DS2 2037 PM' (FG16: 'DS2 2037 + Committed and Expected Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 7 A5083_Wigan Rd	-	-	-		-	-	-	-	-	-	86.9%	171	39	10	18.5	-	-
A5083_A49WiganRd	-	-	-		-	-	-	-	-	-	86.9%	171	39	10	18.5	-	-
1/1+1/2	Wigan Rd SB Approach Ahead Right	U+O	A	C	1	41	3	838	1937:1720	726+258	85.2 : 85.2%	171	39	10	7.8	33.5	18.2
2/2+2/1	Wigan Rd NB Approach Ahead Left	U	B	E	1	32:73	41	578	1954:1773	589+304	64.7 : 64.7%	-	-	-	3.4	21.0	8.3
3/1	A5083 Approach Left Right	U	D		1	37	-	637	1736	733	86.9%	-	-	-	7.3	41.3	17.6
C1		PRC for Signalled Lanes (%):		3.6		Total Delay for Signalled Lanes (pcuHr):		18.49		Cycle Time (s):		90					
		PRC Over All Lanes (%):		3.6		Total Delay Over All Lanes (pcuHr):		18.49									

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	370964 Cuerden Strategic Site
Title:	J8 M6 & M65
Location:	Cuerden
Additional detail:	2nd June 2017 Post Submission TA Addendum updates. Flows have been updated for all scenarios. Have updated the giveway co-efficient to be more in line with a signalised roundabout.
File name:	J8 M65&M6_v2 flows_No Wigan Road (Oct RA_091118)_FINAL_WSP_1_31052022.lsg3x
Author:	J Keen
Company:	Mott MacDonald
Address:	4th Floor, Portland St, Manchester, M1 3BE

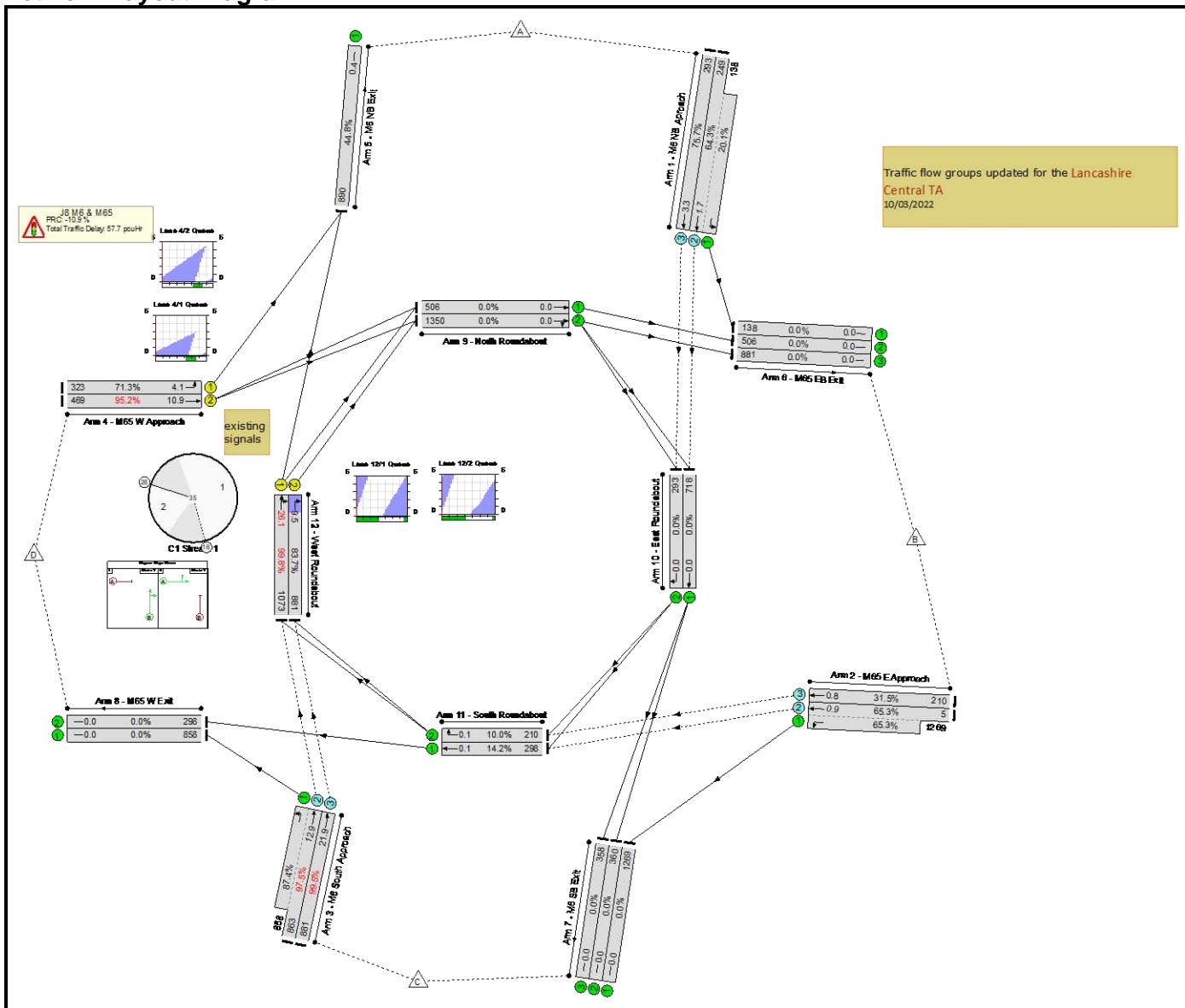
Scenario 1: 'DM1 2032 AM' (FG1: 'DM1 2032 + Committed Developments - without dev - AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	138	249	293	680
	B	210	0	1269	5	1484
	C	357	1387	0	858	2602
	D	323	0	469	0	792
	Tot.	890	1525	1987	1156	5558

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	99.8%	2501	0	0	57.7	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	99.8%	2501	0	0	57.7	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	387	2091:1692	387+688	64.3 : 20.1%	249	0	0	0.5	5.0	1.7	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	293	2091	387	75.7%	293	0	0	1.8	22.5	3.3	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1274	2115:1951	8+1944	65.3 : 65.3%	5	0	0	0.9	2.6	0.9	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	210	1975	666	31.5%	210	0	0	0.3	4.5	0.8	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1721	1927:2012	885+981	97.5 : 87.4%	863	0	0	5.9	12.4	12.9	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	881	2063	885	99.5%	881	0	0	14.3	58.6	21.9	3/3
4/1	M65 W Approach Left	U	A		1	7	-	323	1983	453	71.3%	-	-	-	2.3	26.0	4.1	4/1
4/2	M65 W Approach Ahead	U	A		1	7	-	469	2155	493	95.2%	-	-	-	8.2	62.7	10.9	4/2
5/1	M6 NB Exit	U	-		-	-	-	890	1985	1985	44.8%	-	-	-	0.4	1.6	0.4	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	298	2105	2105	14.2%	-	-	-	0.1	1.0	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	210	2105	2105	10.0%	-	-	-	0.1	0.9	0.1	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	18	-	1073	1980	1075	99.8%	-	-	-	18.5	62.0	26.1	12/1
12/2	West Roundabout Right	U	B		1	18	-	881	1940	1053	83.7%	-	-	-	4.3	17.8	9.5	12/2
C1 Stream: 1		PRC for Signalled Lanes (%):		-10.9		Total Delay for Signalled Lanes (pcuHr):		33.34		Cycle Time (s):		35						
		PRC Over All Lanes (%):		-10.9		Total Delay Over All Lanes(pcuHr):		57.71										

Basic Results Summary

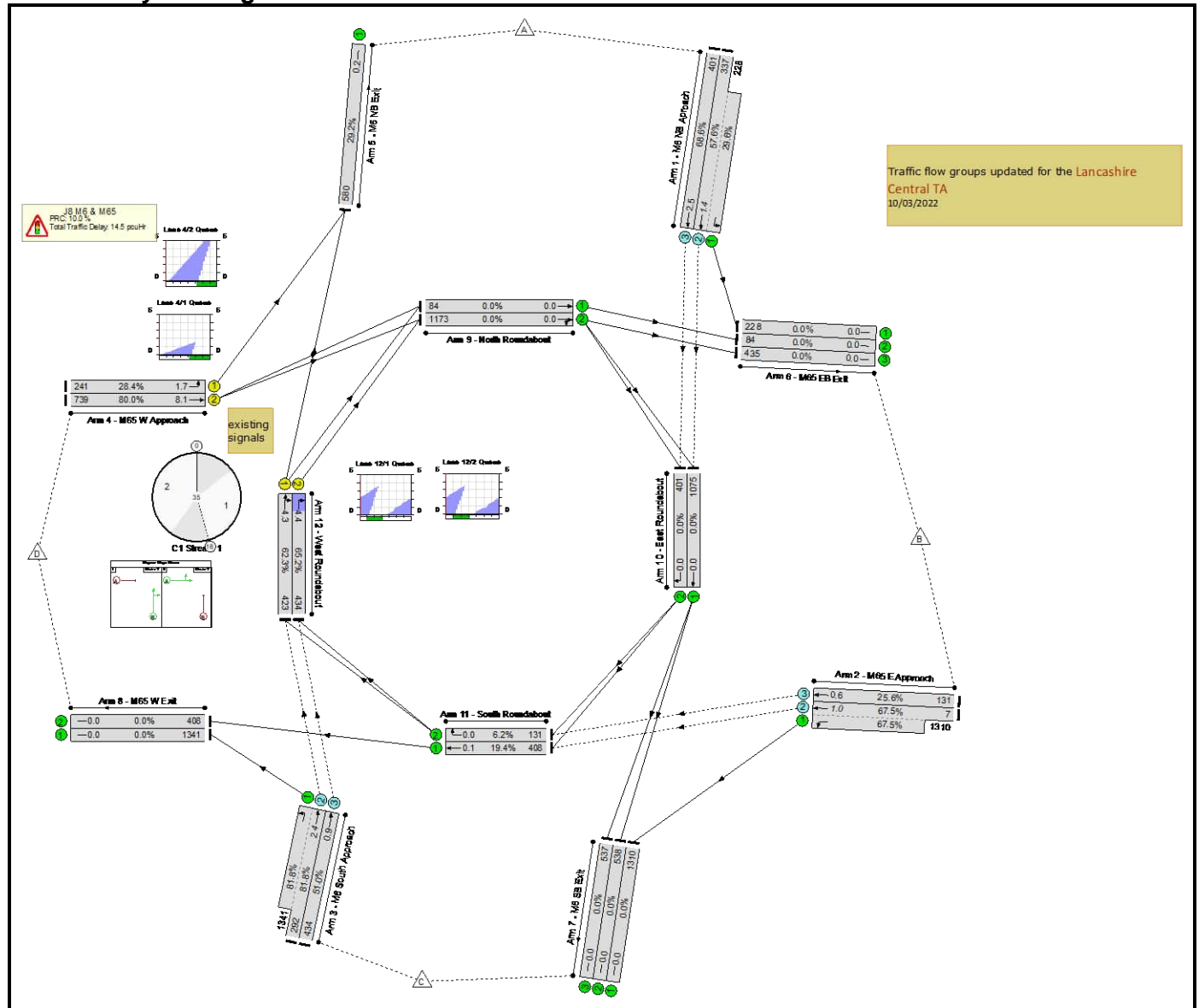
Scenario 2: 'DM1 2032 PM' (FG2: 'DM1 2032 + Committed Developments - without dev - PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	228	337	401	966
	B	131	0	1310	7	1448
	C	208	518	0	1341	2067
	D	241	1	738	0	980
	Tot.	580	747	2385	1749	5461

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	81.8%	1602	0	0	14.5	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	81.8%	1602	0	0	14.5	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	565	2091:1692	585+770	57.6 : 29.6%	337	0	0	0.4	2.6	1.4	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	401	2091	585	68.6%	401	0	0	1.2	10.6	2.5	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1317	2115:1951	10+1941	67.5 : 67.5%	7	0	0	1.0	2.8	1.0	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	131	1975	513	25.6%	131	0	0	0.2	5.8	0.6	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1633	1927:2012	357+1639	81.8 : 81.8%	292	0	0	2.2	4.9	2.4	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	434	2063	851	51.0%	434	0	0	0.5	4.4	0.9	3/3
4/1	M65 W Approach Left	U	A		1	14	-	241	1983	850	28.4%	-	-	-	0.6	9.5	1.7	4/1
4/2	M65 W Approach Ahead	U	A		1	14	-	739	2155	924	80.0%	-	-	-	3.7	18.3	8.1	4/2
5/1	M6 NB Exit	U	-		-	-	-	580	1985	1985	29.2%	-	-	-	0.2	1.3	0.2	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	408	2105	2105	19.4%	-	-	-	0.1	1.1	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	131	2105	2105	6.2%	-	-	-	0.0	0.9	0.0	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	11	-	423	1980	679	62.3%	-	-	-	2.0	17.4	4.3	12/1
12/2	West Roundabout Right	U	B		1	11	-	434	1940	665	65.2%	-	-	-	2.1	17.4	4.4	12/2
C1 Stream: 1		PRC for Signalled Lanes (%):		12.5		Total Delay for Signalled Lanes (pcuHr):		8.52		Cycle Time (s):		35						
		PRC Over All Lanes (%):		10.0		Total Delay Over All Lanes(pcuHr):		14.47										

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	99.8%	2500	0	0	61.3	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	99.8%	2500	0	0	61.3	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	388	2091:1692	382+691	65.2 : 20.1%	249	0	0	0.5	4.9	1.7	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	294	2091	382	77.0%	294	0	0	1.9	23.8	3.4	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1273	2115:1951	8+1944	65.2 : 65.2%	5	0	0	0.9	2.6	0.9	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	210	1975	659	31.9%	210	0	0	0.3	4.6	0.8	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1728	1927:2012	884+985	97.6 : 87.8%	863	0	0	6.1	12.7	13.3	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	879	2063	884	99.4%	879	0	0	14.1	57.7	21.9	3/3
4/1	M65 W Approach Left	U	A		1	7	-	270	1983	453	59.6%	-	-	-	1.6	21.8	3.1	4/1
4/2	M65 W Approach Ahead	U	A		1	7	-	491	2155	493	99.7%	-	-	-	12.5	91.9	15.3	4/2
5/1	M6 NB Exit	U	-		-	-	-	840	1985	1985	42.3%	-	-	-	0.4	1.6	0.4	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	299	2105	2105	14.2%	-	-	-	0.1	1.0	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	210	2105	2105	10.0%	-	-	-	0.1	0.9	0.1	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	18	-	1073	1980	1075	99.8%	-	-	-	18.5	62.0	26.1	12/1
12/2	West Roundabout Right	U	B		1	18	-	879	1940	1053	83.5%	-	-	-	4.3	17.7	9.5	12/2
C1 Stream: 1		PRC for Signalled Lanes (%):		-10.9		Total Delay for Signalled Lanes (pcuHr):		36.96		Cycle Time (s):		35						
		PRC Over All Lanes (%):		-10.9		Total Delay Over All Lanes(pcuHr):		61.33										

Basic Results Summary

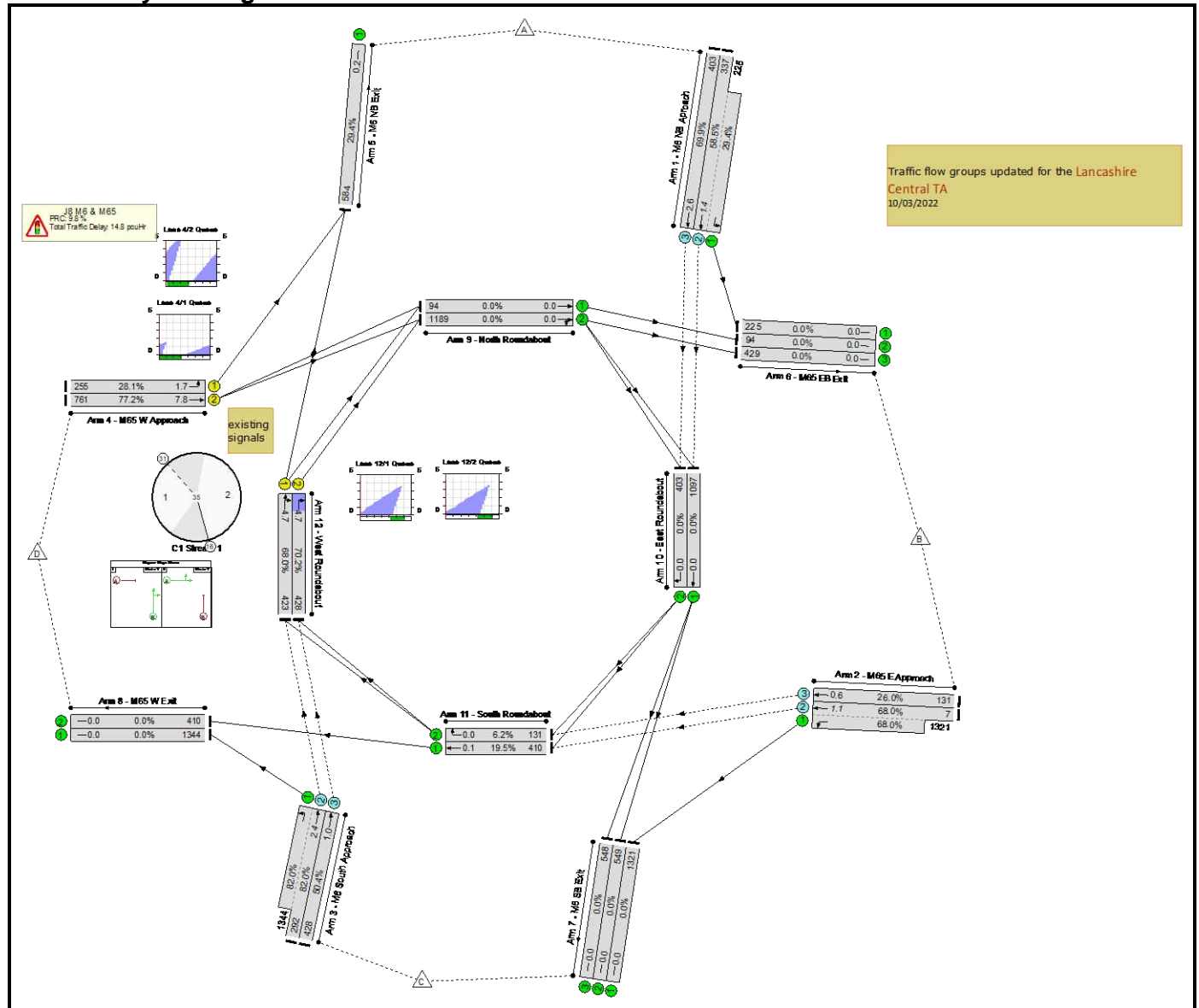
Scenario 4: 'DM2 2032 PM' (FG4: 'DM2 2032 + Committed and Expected Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	225	337	403	965	
B	131	0	1321	7	1459	
C	198	522	0	1344	2064	
D	255	1	760	0	1016	
Tot.	584	748	2418	1754	5504	

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	82.0%	1598	0	0	14.8	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	82.0%	1598	0	0	14.8	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	562	2091:1692	576+765	58.5 : 29.4%	337	0	0	0.4	2.6	1.4	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	403	2091	576	69.9%	403	0	0	1.3	11.3	2.6	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1328	2115:1951	10+1942	68.0 : 68.0%	7	0	0	1.1	2.9	1.1	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	131	1975	505	26.0%	131	0	0	0.2	5.9	0.6	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1636	1927:2012	356+1640	82.0 : 82.0%	292	0	0	2.2	4.9	2.4	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	428	2063	849	50.4%	428	0	0	0.5	4.4	1.0	3/3
4/1	M65 W Approach Left	U	A		1	15	-	255	1983	907	28.1%	-	-	-	0.6	8.7	1.7	4/1
4/2	M65 W Approach Ahead	U	A		1	15	-	761	2155	985	77.2%	-	-	-	3.4	15.9	7.8	4/2
5/1	M6 NB Exit	U	-		-	-	-	584	1985	1985	29.4%	-	-	-	0.2	1.3	0.2	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	410	2105	2105	19.5%	-	-	-	0.1	1.1	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	131	2105	2105	6.2%	-	-	-	0.0	0.9	0.0	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	10	-	423	1980	622	68.0%	-	-	-	2.4	20.3	4.7	12/1
12/2	West Roundabout Right	U	B		1	10	-	428	1940	610	70.2%	-	-	-	2.4	20.3	4.7	12/2
C1 Stream: 1					PRC for Signalled Lanes (%):		16.5		Total Delay for Signalled Lanes (pcuHr):		8.77		Cycle Time (s):		35			
					PRC Over All Lanes (%):		9.8		Total Delay Over All Lanes(pcuHr):		14.84							

Basic Results Summary

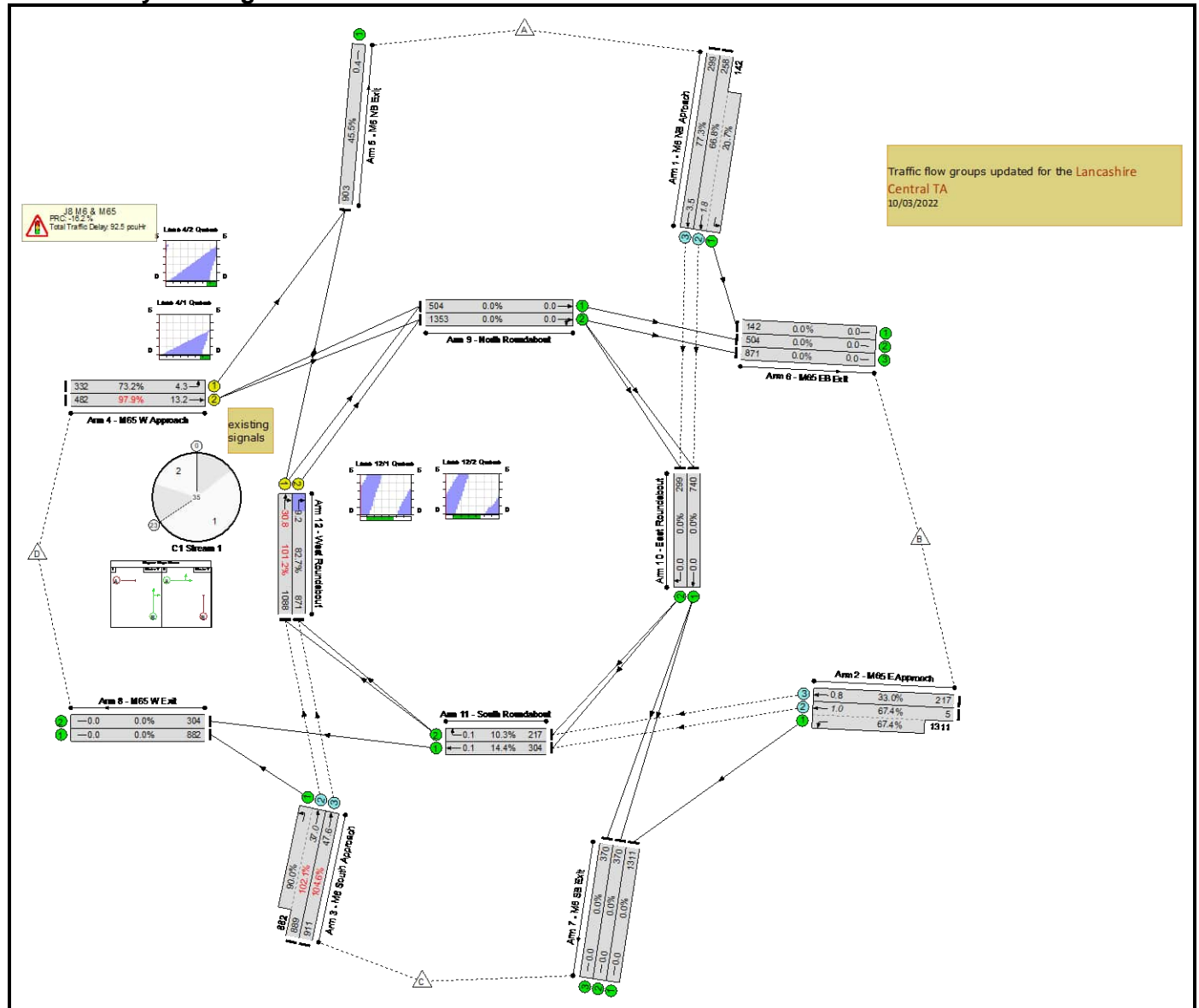
Scenario 5: 'DM1 2037 AM' (FG5: 'DM1 2037 + Committed Developments - without dev - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	142	258	299	699
	B	217	0	1311	5	1533
	C	368	1432	0	882	2682
	D	332	0	482	0	814
	Tot.	917	1574	2051	1186	5728

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	104.6%	2521	0	0	92.5	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	104.6%	2521	0	0	92.5	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	400	2091:1692	386+685	66.8 : 20.7%	258	0	0	0.6	5.1	1.8	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	299	2091	387	77.3%	299	0	0	2.0	23.6	3.5	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1316	2115:1951	7+1944	67.4 : 67.4%	5	0	0	1.0	2.8	1.0	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	217	1975	657	33.0%	217	0	0	0.3	4.7	0.8	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1771	1927:2012	871+980	102.1 : 90.0%	871	0	0	18.8	38.3	37.0	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	911	2063	871	104.6%	871	0	0	29.3	115.7	47.6	3/3
4/1	M65 W Approach Left	U	A		1	7	-	332	1983	453	73.2%	-	-	-	2.5	27.0	4.3	4/1
4/2	M65 W Approach Ahead	U	A		1	7	-	482	2155	493	97.9%	-	-	-	10.4	78.0	13.2	4/2
5/1	M6 NB Exit	U	-		-	-	-	917	1985	1985	45.5%	-	-	-	0.4	1.7	0.4	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	304	2105	2105	14.4%	-	-	-	0.1	1.0	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	217	2105	2105	10.3%	-	-	-	0.1	1.0	0.1	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	18	-	1106	1980	1075	101.2%	-	-	-	22.9	75.9	30.8	12/1
12/2	West Roundabout Right	U	B		1	18	-	911	1940	1053	82.7%	-	-	-	4.1	17.1	9.2	12/2
C1 Stream: 1		PRC for Signalled Lanes (%):				-12.5		Total Delay for Signalled Lanes (pcuHr):		40.01		Cycle Time (s):		35				
		PRC Over All Lanes (%):				-16.2		Total Delay Over All Lanes(pcuHr):		92.52								

Basic Results Summary

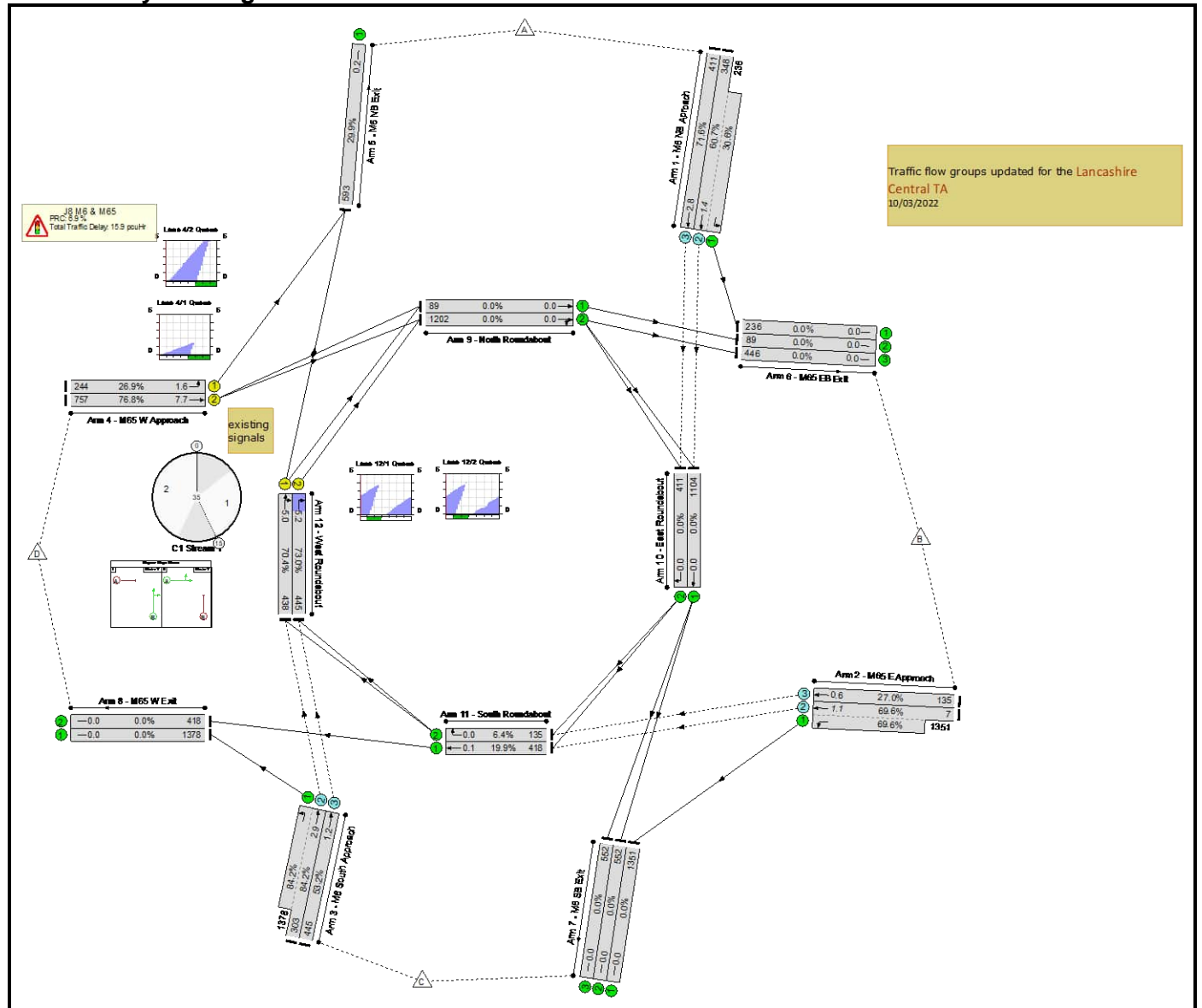
Scenario 6: 'DM1 2037 PM' (FG6: 'DM1 2037 + Committed Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	236	348	411	995
	B	135	0	1351	7	1493
	C	214	534	0	1378	2126
	D	244	1	756	0	1001
	Tot.	593	771	2455	1796	5615

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	84.2%	1649	0	0	15.9	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	84.2%	1649	0	0	15.9	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	584	2091:1692	574+771	60.7 : 30.6%	348	0	0	0.4	2.7	1.4	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	411	2091	574	71.6%	411	0	0	1.4	12.0	2.8	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1358	2115:1951	10+1942	69.6 : 69.6%	7	0	0	1.1	3.0	1.1	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	135	1975	500	27.0%	135	0	0	0.2	6.0	0.6	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1681	1927:2012	360+1636	84.2 : 84.2%	303	0	0	2.6	5.6	2.9	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	445	2063	836	53.2%	445	0	0	0.6	4.7	1.2	3/3
4/1	M65 W Approach Left	U	A		1	15	-	244	1983	907	26.9%	-	-	-	0.6	8.6	1.6	4/1
4/2	M65 W Approach Ahead	U	A		1	15	-	757	2155	985	76.8%	-	-	-	3.3	15.7	7.7	4/2
5/1	M6 NB Exit	U	-		-	-	-	593	1985	1985	29.9%	-	-	-	0.2	1.3	0.2	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	418	2105	2105	19.9%	-	-	-	0.1	1.1	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	135	2105	2105	6.4%	-	-	-	0.0	0.9	0.0	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	10	-	438	1980	622	70.4%	-	-	-	2.6	21.1	5.0	12/1
12/2	West Roundabout Right	U	B		1	10	-	445	1940	610	73.0%	-	-	-	2.6	21.3	5.2	12/2
C1 Stream: 1					PRC for Signalled Lanes (%):		17.1	Total Delay for Signalled Lanes (pcuHr):			9.10	Cycle Time (s):		35				
					PRC Over All Lanes (%):		6.9	Total Delay Over All Lanes(pcuHr):			15.85							

Basic Results Summary

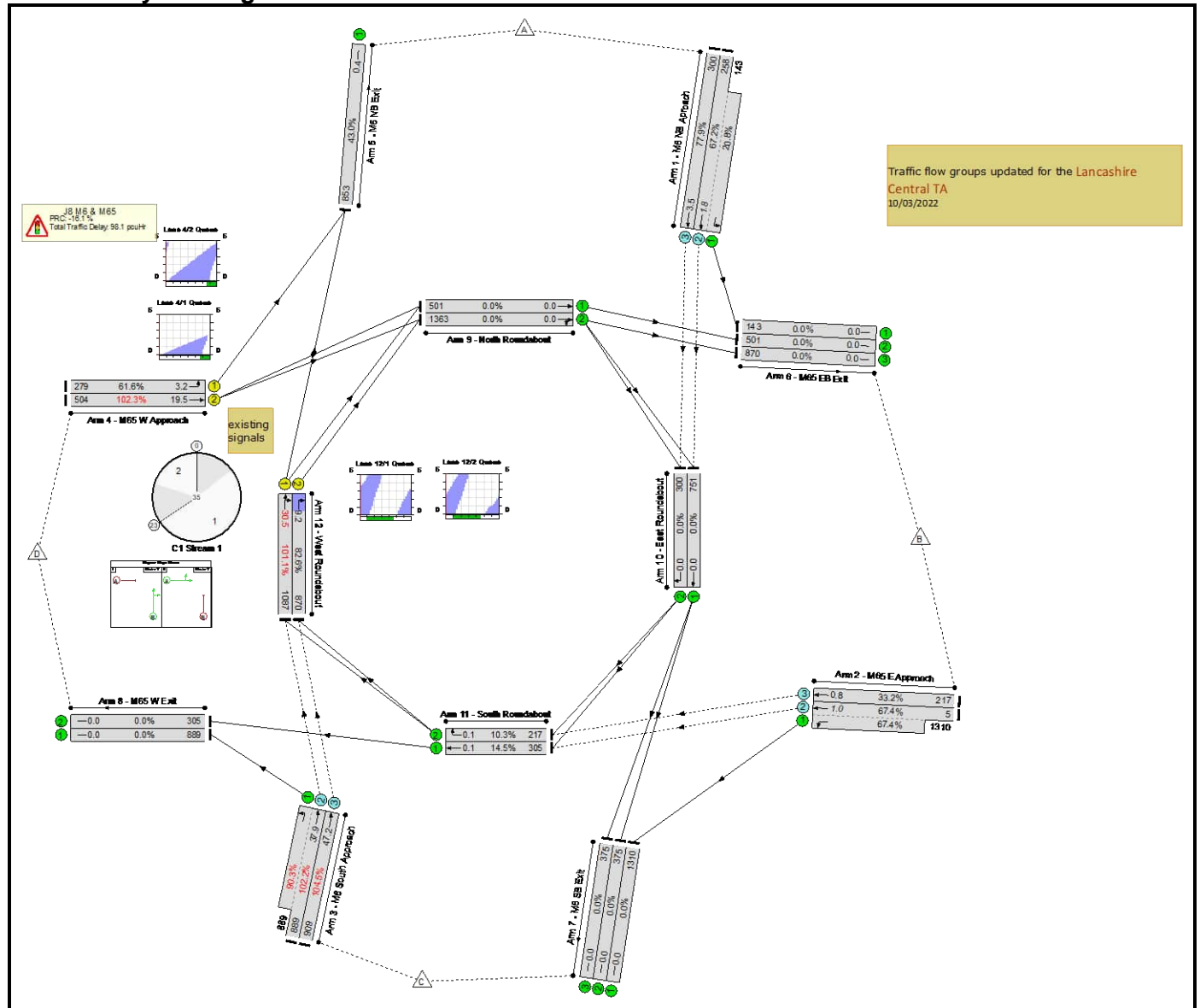
Scenario 7: 'DM2 2037 AM' (FG7: 'DM2 2037 + Committed and Expected Developments - without dev - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	143	258	300	701
	B	217	0	1310	5	1532
	C	371	1427	0	889	2687
	D	279	0	504	0	783
	Tot.	867	1570	2072	1194	5703

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	104.5%	2520	0	0	98.1	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	104.5%	2520	0	0	98.1	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	401	2091:1692	384+688	67.2 : 20.8%	258	0	0	0.6	5.0	1.8	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	300	2091	385	77.9%	300	0	0	2.0	24.3	3.5	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1315	2115:1951	7+1944	67.4 : 67.4%	5	0	0	1.0	2.8	1.0	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	217	1975	653	33.2%	217	0	0	0.3	4.8	0.8	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1778	1927:2012	870+984	102.2 : 90.3%	870	0	0	19.7	40.0	37.9	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	909	2063	870	104.5%	870	0	0	28.9	114.5	47.2	3/3
4/1	M65 W Approach Left	U	A		1	7	-	279	1983	453	61.6%	-	-	-	1.7	22.4	3.2	4/1
4/2	M65 W Approach Ahead	U	A		1	7	-	504	2155	493	102.3%	-	-	-	16.6	118.3	19.5	4/2
5/1	M6 NB Exit	U	-		-	-	-	867	1985	1985	43.0%	-	-	-	0.4	1.6	0.4	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	305	2105	2105	14.5%	-	-	-	0.1	1.0	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	217	2105	2105	10.3%	-	-	-	0.1	1.0	0.1	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	18	-	1106	1980	1075	101.1%	-	-	-	22.6	74.8	30.5	12/1
12/2	West Roundabout Right	U	B		1	18	-	909	1940	1053	82.6%	-	-	-	4.1	17.1	9.2	12/2
C1 Stream: 1		PRC for Signalled Lanes (%):				-13.7		Total Delay for Signalled Lanes (pcuHr):		44.99		Cycle Time (s):		35				
		PRC Over All Lanes (%):				-16.1		Total Delay Over All Lanes(pcuHr):		98.05								

Basic Results Summary

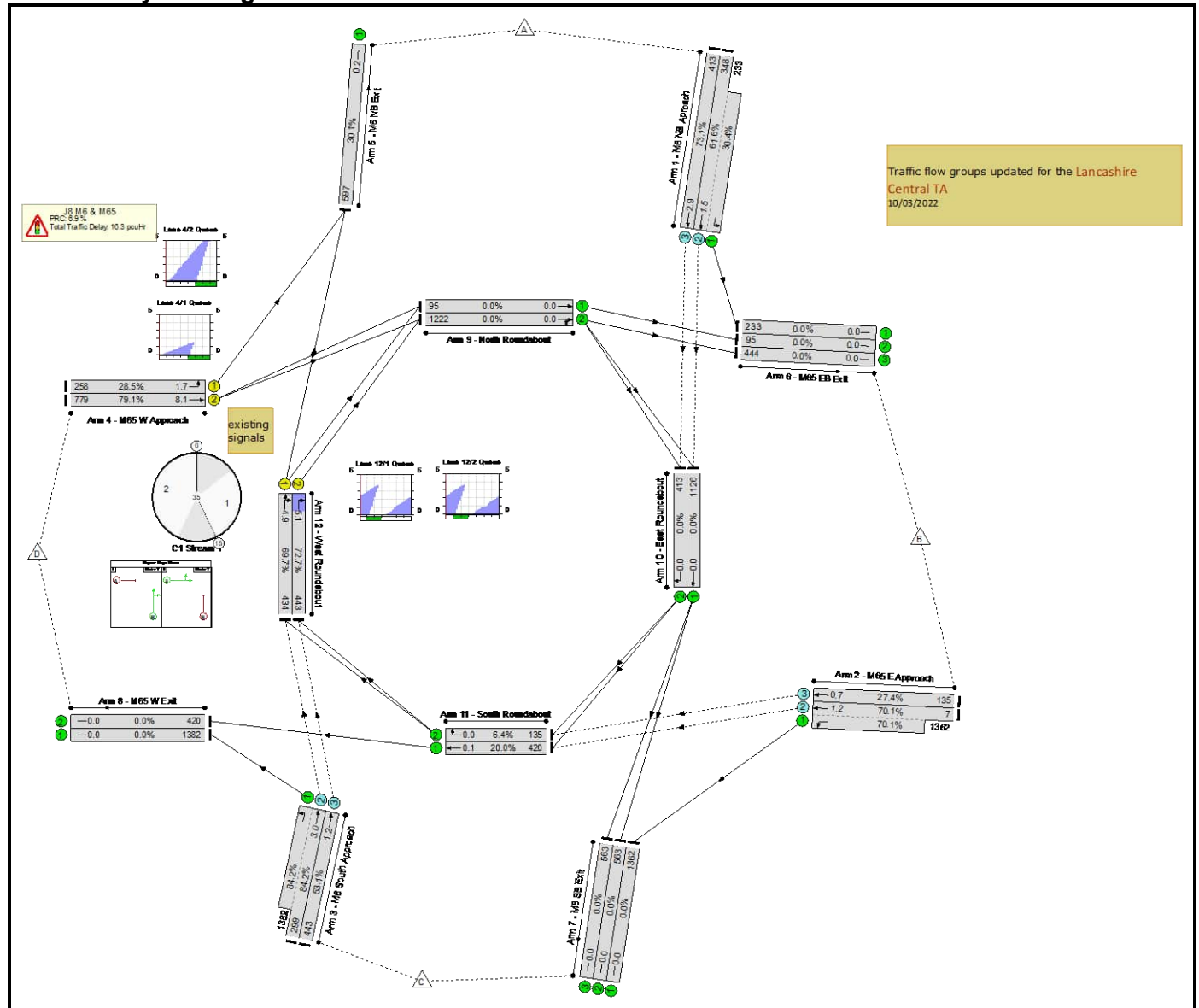
Scenario 8: 'DM2 2037 PM' (FG8: 'DM2 2037 + Committed and Expected Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	233	348	413	994
	B	135	0	1362	7	1504
	C	204	538	0	1382	2124
	D	258	1	778	0	1037
	Tot.	597	772	2488	1802	5659

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	84.2%	1645	0	0	16.3	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	84.2%	1645	0	0	16.3	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	581	2091:1692	565+766	61.6 : 30.4%	348	0	0	0.5	2.8	1.5	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	413	2091	565	73.1%	413	0	0	1.5	12.8	2.9	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1369	2115:1951	10+1942	70.1 : 70.1%	7	0	0	1.2	3.1	1.2	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	135	1975	492	27.4%	135	0	0	0.2	6.3	0.7	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1681	1927:2012	355+1641	84.2 : 84.2%	299	0	0	2.6	5.6	3.0	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	443	2063	834	53.1%	443	0	0	0.6	4.8	1.2	3/3
4/1	M65 W Approach Left	U	A		1	15	-	258	1983	907	28.5%	-	-	-	0.6	8.7	1.7	4/1
4/2	M65 W Approach Ahead	U	A		1	15	-	779	2155	985	79.1%	-	-	-	3.6	16.7	8.1	4/2
5/1	M6 NB Exit	U	-		-	-	-	597	1985	1985	30.1%	-	-	-	0.2	1.3	0.2	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	420	2105	2105	20.0%	-	-	-	0.1	1.1	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	135	2105	2105	6.4%	-	-	-	0.0	0.9	0.0	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	10	-	434	1980	622	69.7%	-	-	-	2.5	20.9	4.9	12/1
12/2	West Roundabout Right	U	B		1	10	-	443	1940	610	72.7%	-	-	-	2.6	21.1	5.1	12/2
C1 Stream: 1					PRC for Signalled Lanes (%):		13.8		Total Delay for Signalled Lanes (pcuHr):			9.35		Cycle Time (s): 35				
					PRC Over All Lanes (%):		6.9		Total Delay Over All Lanes(pcuHr):			16.26						

Basic Results Summary

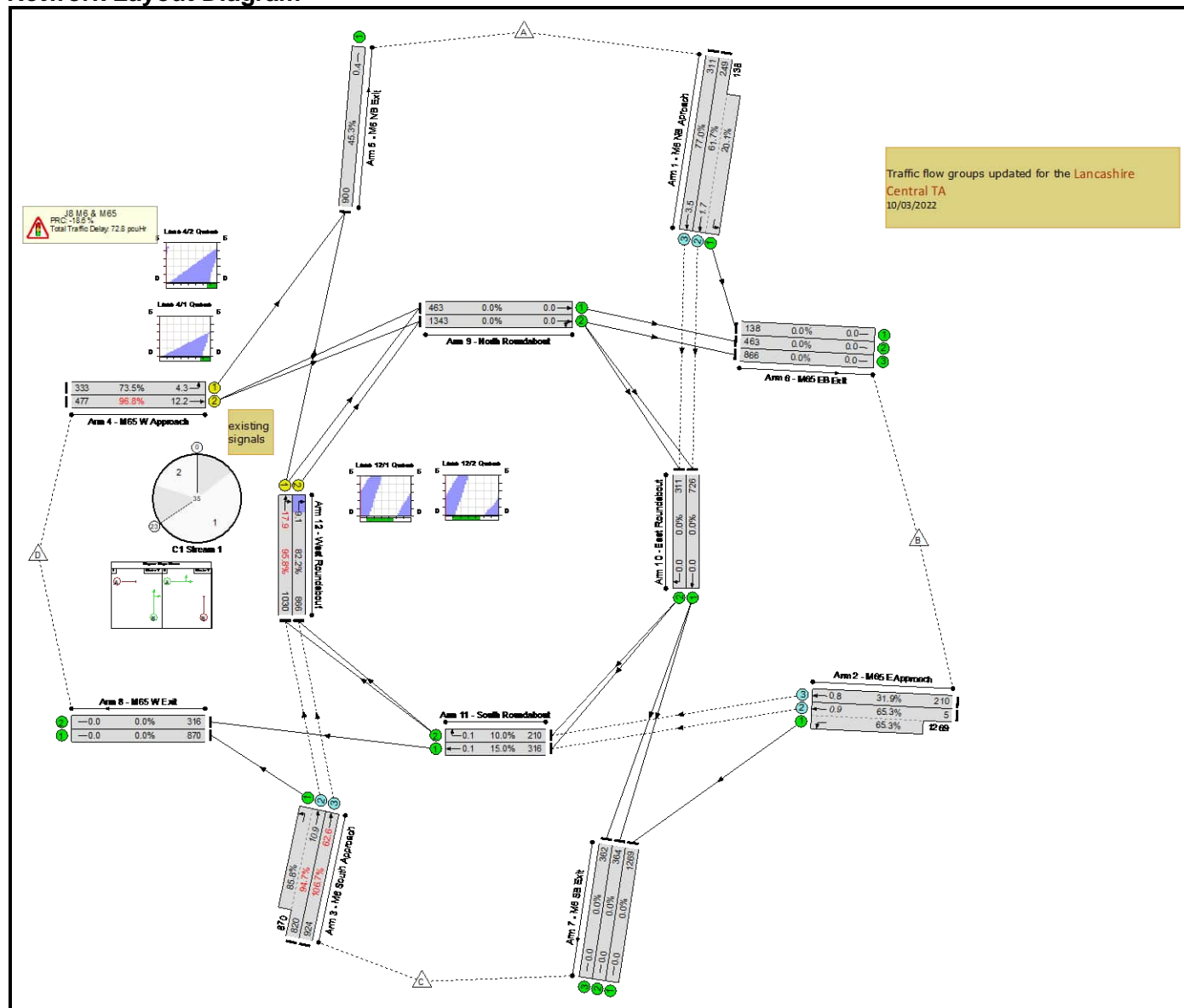
Scenario 9: 'DS1 2032 AM' (FG9: 'DS1 2032 + Committed Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	138	249	311	698
	B	210	0	1269	5	1484
	C	357	1387	0	870	2614
	D	333	0	477	0	810
	Tot.	900	1525	1995	1186	5606

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	106.7%	2461	0	0	72.8	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	106.7%	2461	0	0	72.8	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	387	2091:1692	404+688	61.7 : 20.1%	249	0	0	0.5	4.6	1.7	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	311	2091	404	77.0%	311	0	0	1.9	22.4	3.5	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1274	2115:1951	8+1944	65.3 : 65.3%	5	0	0	0.9	2.6	0.9	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	210	1975	658	31.9%	210	0	0	0.3	4.5	0.8	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1690	1927:2012	866+1014	94.7 : 85.8%	820	0	0	4.6	9.8	10.9	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	924	2063	866	106.7%	866	0	0	37.2	145.0	62.6	3/3
4/1	M65 W Approach Left	U	A		1	7	-	333	1983	453	73.5%	-	-	-	2.5	27.2	4.3	4/1
4/2	M65 W Approach Ahead	U	A		1	7	-	477	2155	493	96.8%	-	-	-	9.5	71.5	12.2	4/2
5/1	M6 NB Exit	U	-		-	-	-	900	1985	1985	45.3%	-	-	-	0.4	1.7	0.4	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	316	2105	2105	15.0%	-	-	-	0.1	1.0	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	210	2105	2105	10.0%	-	-	-	0.1	0.9	0.1	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	18	-	1030	1980	1075	95.8%	-	-	-	10.7	37.5	17.9	12/1
12/2	West Roundabout Right	U	B		1	18	-	924	1940	1053	82.2%	-	-	-	4.0	16.8	9.1	12/2
C1 Stream: 1		PRC for Signalled Lanes (%):				-7.6		Total Delay for Signalled Lanes (pcuHr):		26.75		Cycle Time (s):		35				
		PRC Over All Lanes (%):				-18.6		Total Delay Over All Lanes(pcuHr):		72.77								

Basic Results Summary

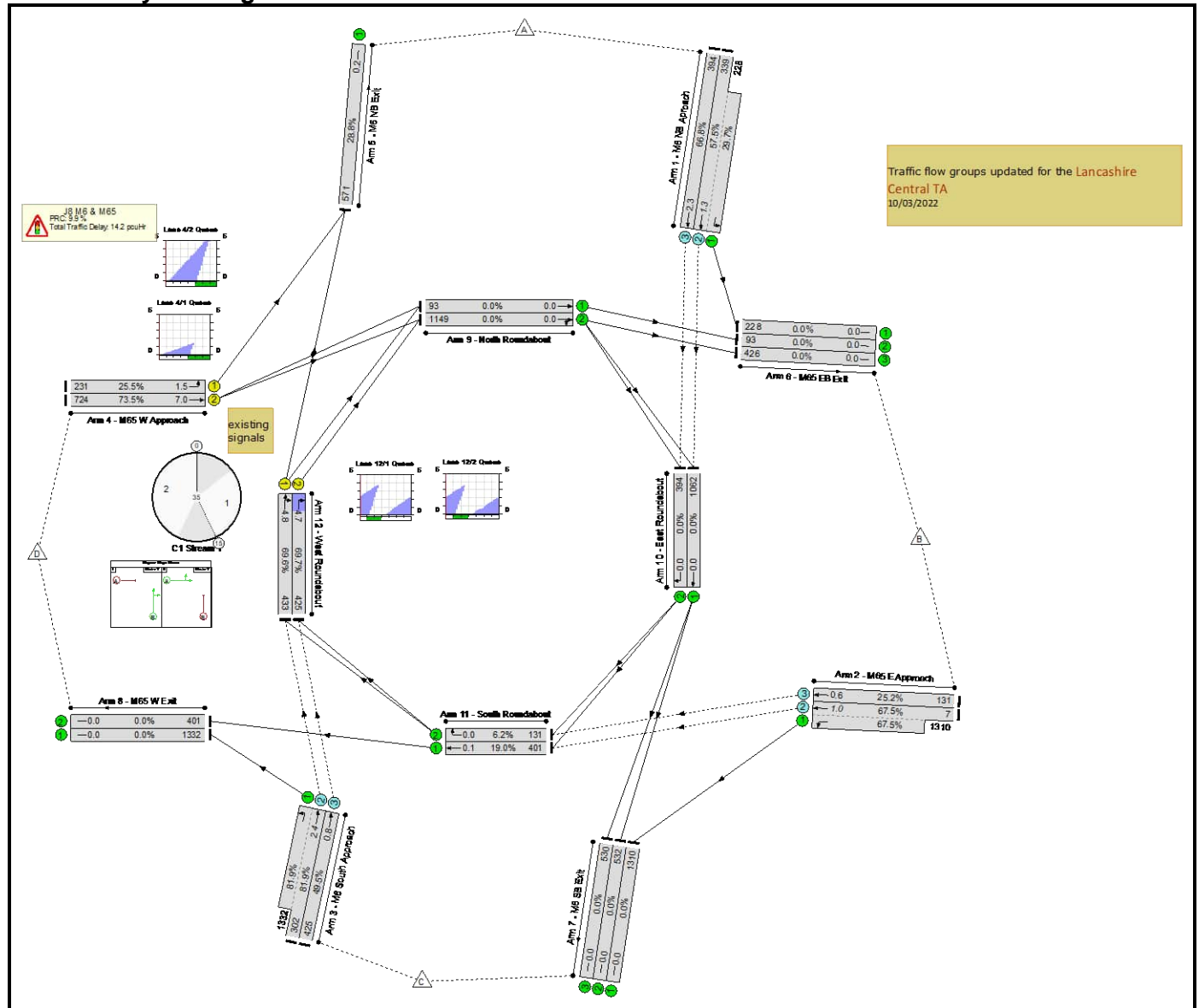
Scenario 10: 'DS1 2032 PM' (FG10: 'DS1 2032 + Committed Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	228	339	394	961
	B	131	0	1310	7	1448
	C	209	518	0	1332	2059
	D	231	1	723	0	955
	Tot.	571	747	2372	1733	5423

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	81.9%	1598	0	0	14.2	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	81.9%	1598	0	0	14.2	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	567	2091:1692	590+768	57.5 : 29.7%	339	0	0	0.4	2.6	1.3	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	394	2091	590	66.8%	394	0	0	1.1	9.9	2.3	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1317	2115:1951	10+1941	67.5 : 67.5%	7	0	0	1.0	2.8	1.0	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	131	1975	519	25.2%	131	0	0	0.2	5.5	0.6	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1634	1927:2012	369+1627	81.9 : 81.9%	302	0	0	2.2	4.9	2.4	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	425	2063	859	49.5%	425	0	0	0.5	4.2	0.8	3/3
4/1	M65 W Approach Left	U	A		1	15	-	231	1983	907	25.5%	-	-	-	0.5	8.5	1.5	4/1
4/2	M65 W Approach Ahead	U	A		1	15	-	724	2155	985	73.5%	-	-	-	2.9	14.6	7.0	4/2
5/1	M6 NB Exit	U	-		-	-	-	571	1985	1985	28.8%	-	-	-	0.2	1.3	0.2	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	401	2105	2105	19.0%	-	-	-	0.1	1.1	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	131	2105	2105	6.2%	-	-	-	0.0	0.9	0.0	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	10	-	433	1980	622	69.6%	-	-	-	2.5	20.8	4.8	12/1
12/2	West Roundabout Right	U	B		1	10	-	425	1940	610	69.7%	-	-	-	2.4	20.1	4.7	12/2
C1 Stream: 1					PRC for Signalled Lanes (%):		22.5		Total Delay for Signalled Lanes (pcuHr):			8.35		Cycle Time (s): 35				
					PRC Over All Lanes (%):		9.9		Total Delay Over All Lanes(pcuHr):			14.17						

Basic Results Summary

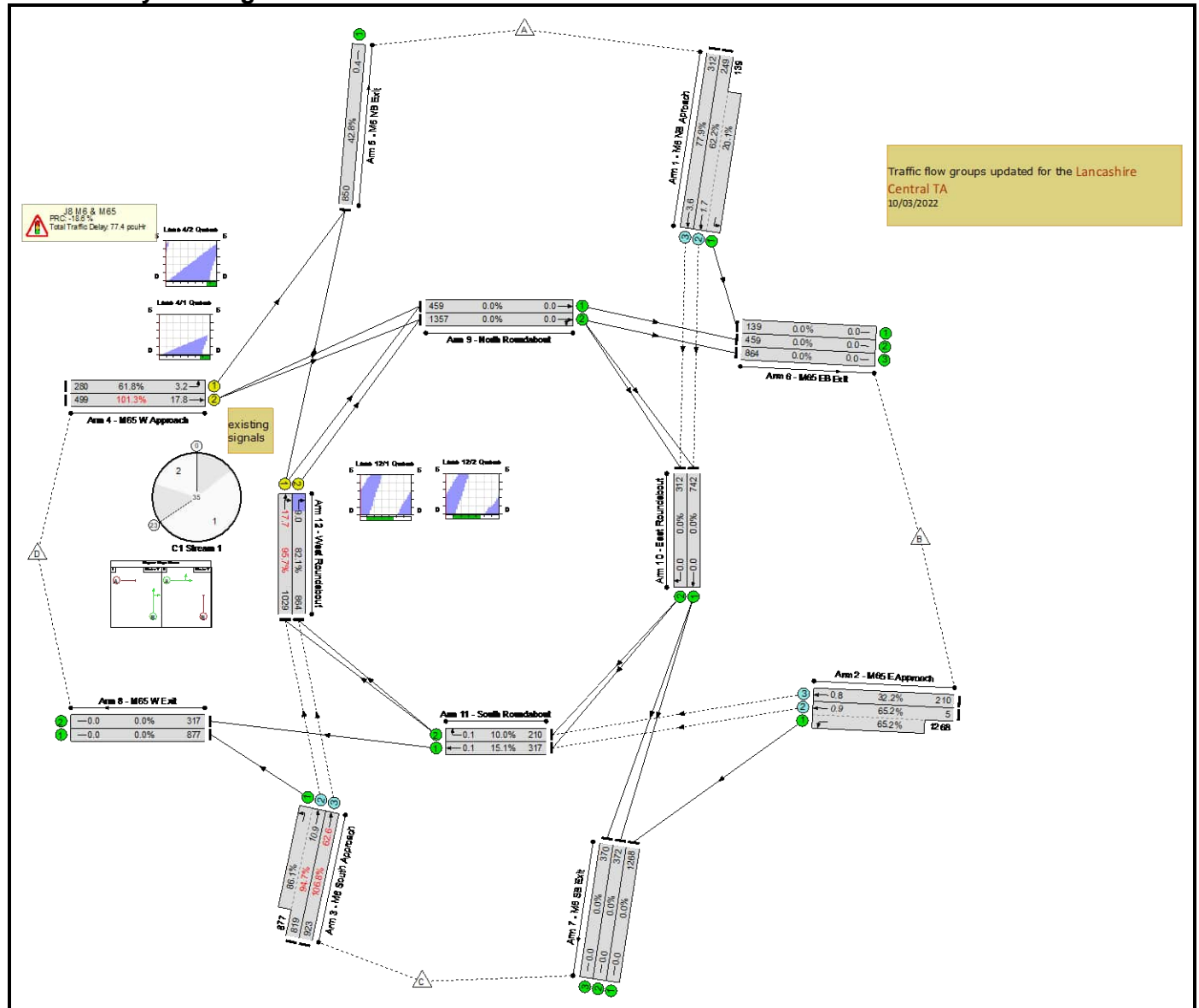
Scenario 11: 'DS2 2032 AM' (FG11: 'DS2 2032 + Committed and Expected Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	139	249	312	700
	B	210	0	1268	5	1483
	C	360	1382	0	877	2619
	D	280	0	499	0	779
	Tot.	850	1521	2016	1194	5581

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	106.8%	2459	0	0	77.4	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	106.8%	2459	0	0	77.4	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	388	2091:1692	400+691	62.2 : 20.1%	249	0	0	0.5	4.5	1.7	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	312	2091	400	77.9%	312	0	0	2.0	23.3	3.6	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1273	2115:1951	8+1944	65.2 : 65.2%	5	0	0	0.9	2.6	0.9	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	210	1975	652	32.2%	210	0	0	0.3	4.6	0.8	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1696	1927:2012	864+1019	94.7 : 86.1%	819	0	0	4.7	9.9	10.9	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	923	2063	864	106.8%	864	0	0	37.2	145.2	62.6	3/3
4/1	M65 W Approach Left	U	A		1	7	-	280	1983	453	61.8%	-	-	-	1.7	22.4	3.2	4/1
4/2	M65 W Approach Ahead	U	A		1	7	-	499	2155	493	101.3%	-	-	-	14.9	107.4	17.8	4/2
5/1	M6 NB Exit	U	-		-	-	-	850	1985	1985	42.8%	-	-	-	0.4	1.6	0.4	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	317	2105	2105	15.1%	-	-	-	0.1	1.0	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	210	2105	2105	10.0%	-	-	-	0.1	0.9	0.1	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	18	-	1029	1980	1075	95.7%	-	-	-	10.6	37.1	17.7	12/1
12/2	West Roundabout Right	U	B		1	18	-	923	1940	1053	82.1%	-	-	-	4.0	16.8	9.0	12/2
C1 Stream: 1		PRC for Signalled Lanes (%):				-12.6		Total Delay for Signalled Lanes (pcuHr):		31.27		Cycle Time (s):		35				
		PRC Over All Lanes (%):				-18.6		Total Delay Over All Lanes(pcuHr):		77.39								

Basic Results Summary

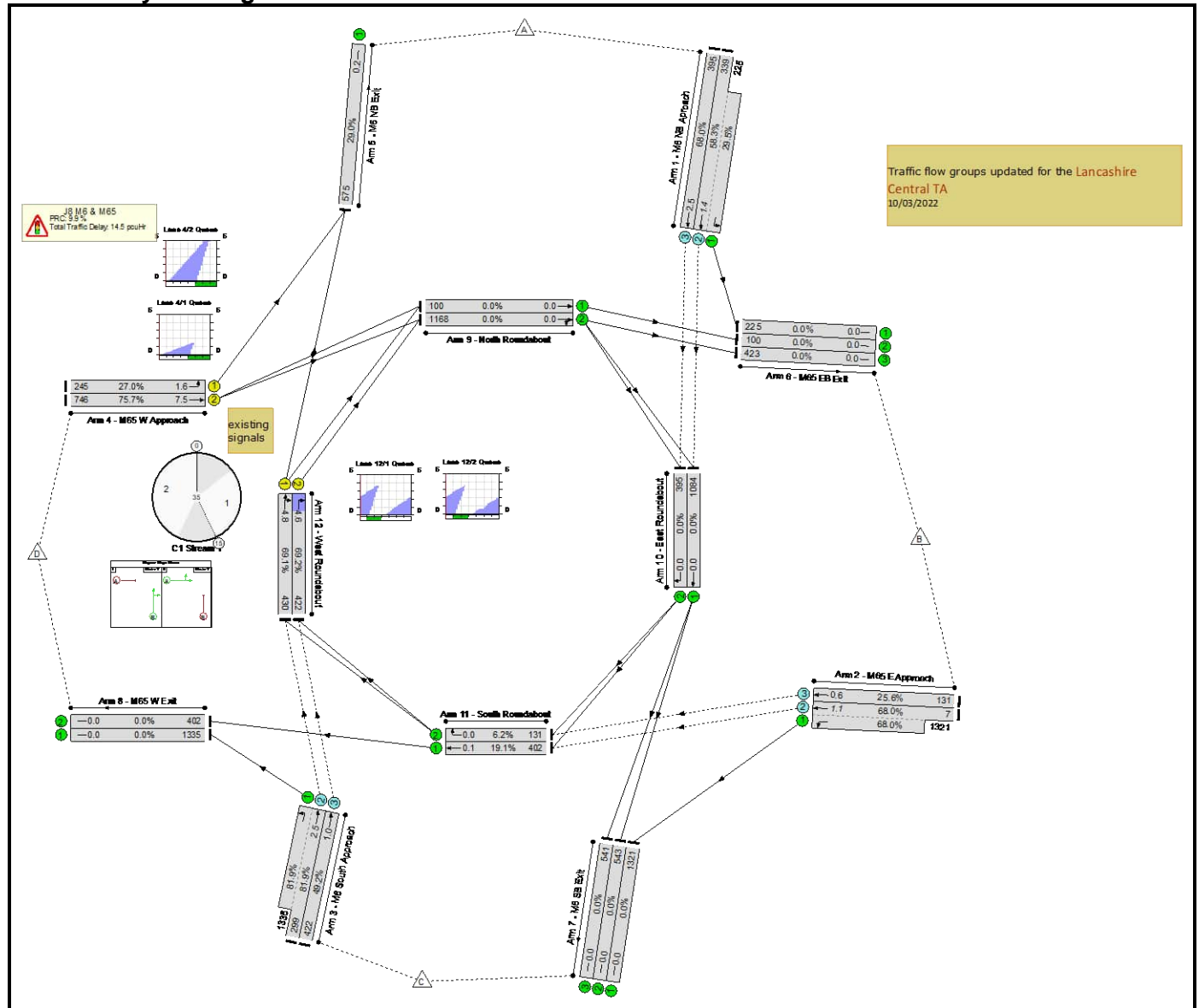
Scenario 12: 'DS2 2032 PM' (FG12: 'DS2 2032 + Committed and Expected Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	225	339	395	959
	B	131	0	1321	7	1459
	C	199	522	0	1335	2056
	D	245	1	745	0	991
	Tot.	575	748	2405	1737	5465

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	81.9%	1593	0	0	14.5	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	81.9%	1593	0	0	14.5	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	564	2091:1692	581+762	58.3 : 29.5%	339	0	0	0.4	2.6	1.4	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	395	2091	581	68.0%	395	0	0	1.1	10.5	2.5	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1328	2115:1951	10+1942	68.0 : 68.0%	7	0	0	1.1	2.9	1.1	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	131	1975	512	25.6%	131	0	0	0.2	5.7	0.6	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1634	1927:2012	365+1631	81.9 : 81.9%	299	0	0	2.2	4.9	2.5	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	422	2063	858	49.2%	422	0	0	0.5	4.2	1.0	3/3
4/1	M65 W Approach Left	U	A		1	15	-	245	1983	907	27.0%	-	-	-	0.6	8.6	1.6	4/1
4/2	M65 W Approach Ahead	U	A		1	15	-	746	2155	985	75.7%	-	-	-	3.2	15.3	7.5	4/2
5/1	M6 NB Exit	U	-		-	-	-	575	1985	1985	29.0%	-	-	-	0.2	1.3	0.2	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	402	2105	2105	19.1%	-	-	-	0.1	1.1	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	131	2105	2105	6.2%	-	-	-	0.0	0.9	0.0	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	10	-	430	1980	622	69.1%	-	-	-	2.5	20.6	4.8	12/1
12/2	West Roundabout Right	U	B		1	10	-	422	1940	610	69.2%	-	-	-	2.3	19.9	4.6	12/2
C1 Stream: 1					PRC for Signalled Lanes (%):		18.9		Total Delay for Signalled Lanes (pcuHr):		8.55		Cycle Time (s):		35			
					PRC Over All Lanes (%):		9.9		Total Delay Over All Lanes(pcuHr):		14.47							

Basic Results Summary

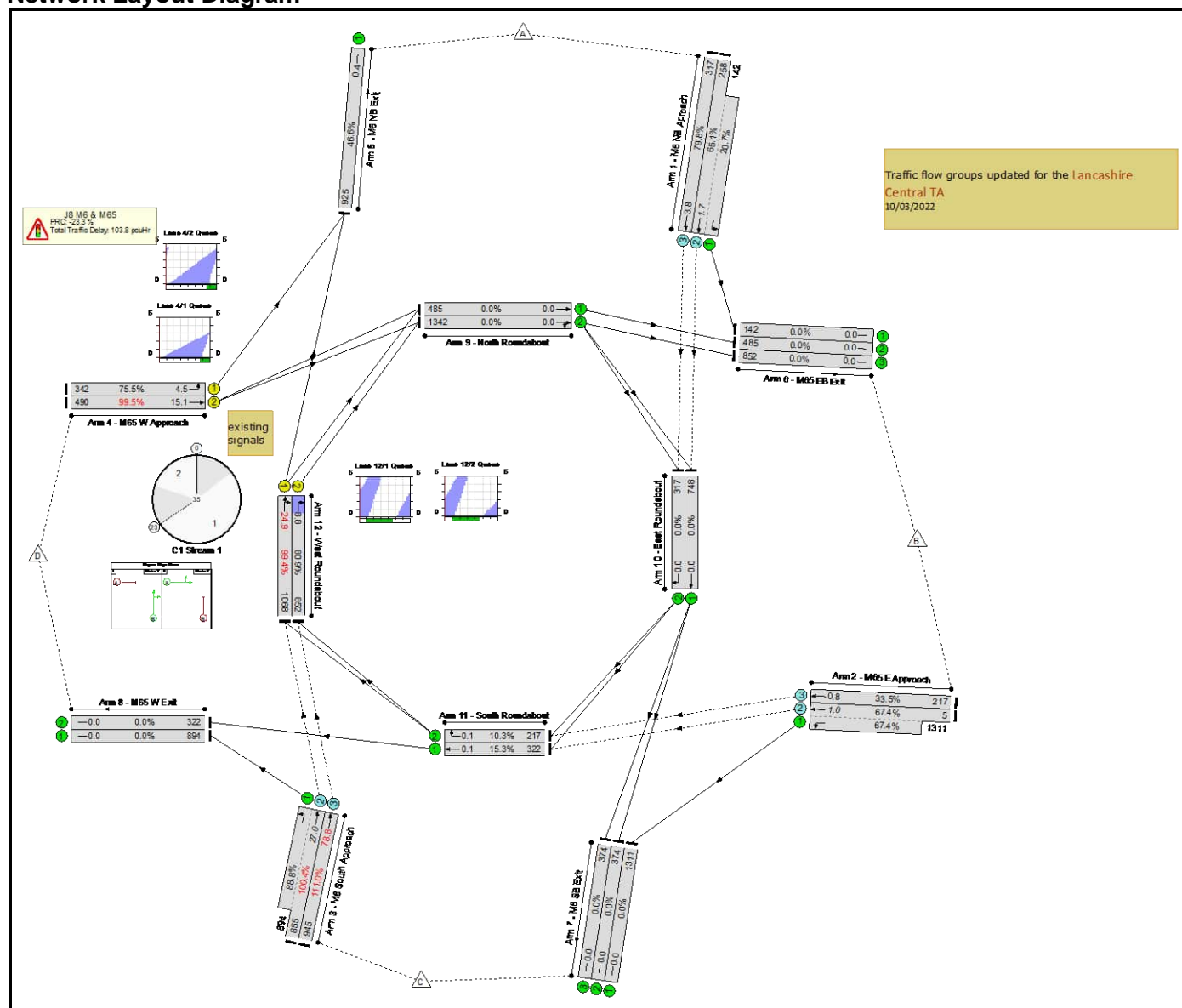
Scenario 13: 'DS1 2037 AM' (FG13: 'DS1 2037 + Committed Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	142	258	317	717
	B	217	0	1311	5	1533
	C	368	1432	0	894	2694
	D	342	0	490	0	832
	Tot.	927	1574	2059	1216	5776

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	111.0%	2500	0	0	103.8	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	111.0%	2500	0	0	103.8	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	400	2091:1692	396+685	65.1 : 20.7%	258	0	0	0.5	4.7	1.7	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	317	2091	397	79.8%	317	0	0	2.2	25.2	3.8	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1316	2115:1951	7+1944	67.4 : 67.4%	5	0	0	1.0	2.8	1.0	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	217	1975	648	33.5%	217	0	0	0.3	4.8	0.8	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1749	1927:2012	852+1007	100.4 : 88.8%	852	0	0	9.3	19.1	27.0	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	945	2063	852	111.0%	852	0	0	53.7	204.5	78.8	3/3
4/1	M65 W Approach Left	U	A		1	7	-	342	1983	453	75.5%	-	-	-	2.7	28.4	4.5	4/1
4/2	M65 W Approach Ahead	U	A		1	7	-	490	2155	493	99.5%	-	-	-	12.3	90.2	15.1	4/2
5/1	M6 NB Exit	U	-		-	-	-	927	1985	1985	46.6%	-	-	-	0.4	1.7	0.4	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	322	2105	2105	15.3%	-	-	-	0.1	1.0	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	217	2105	2105	10.3%	-	-	-	0.1	1.0	0.1	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	18	-	1072	1980	1075	99.4%	-	-	-	17.4	58.5	24.9	12/1
12/2	West Roundabout Right	U	B		1	18	-	945	1940	1053	80.9%	-	-	-	3.8	16.1	8.8	12/2
C1 Stream: 1		PRC for Signalled Lanes (%):		-10.5		Total Delay for Signalled Lanes (pcuHr):		36.15		Cycle Time (s):		35						
		PRC Over All Lanes (%):		-23.3		Total Delay Over All Lanes(pcuHr):		103.76										

Basic Results Summary

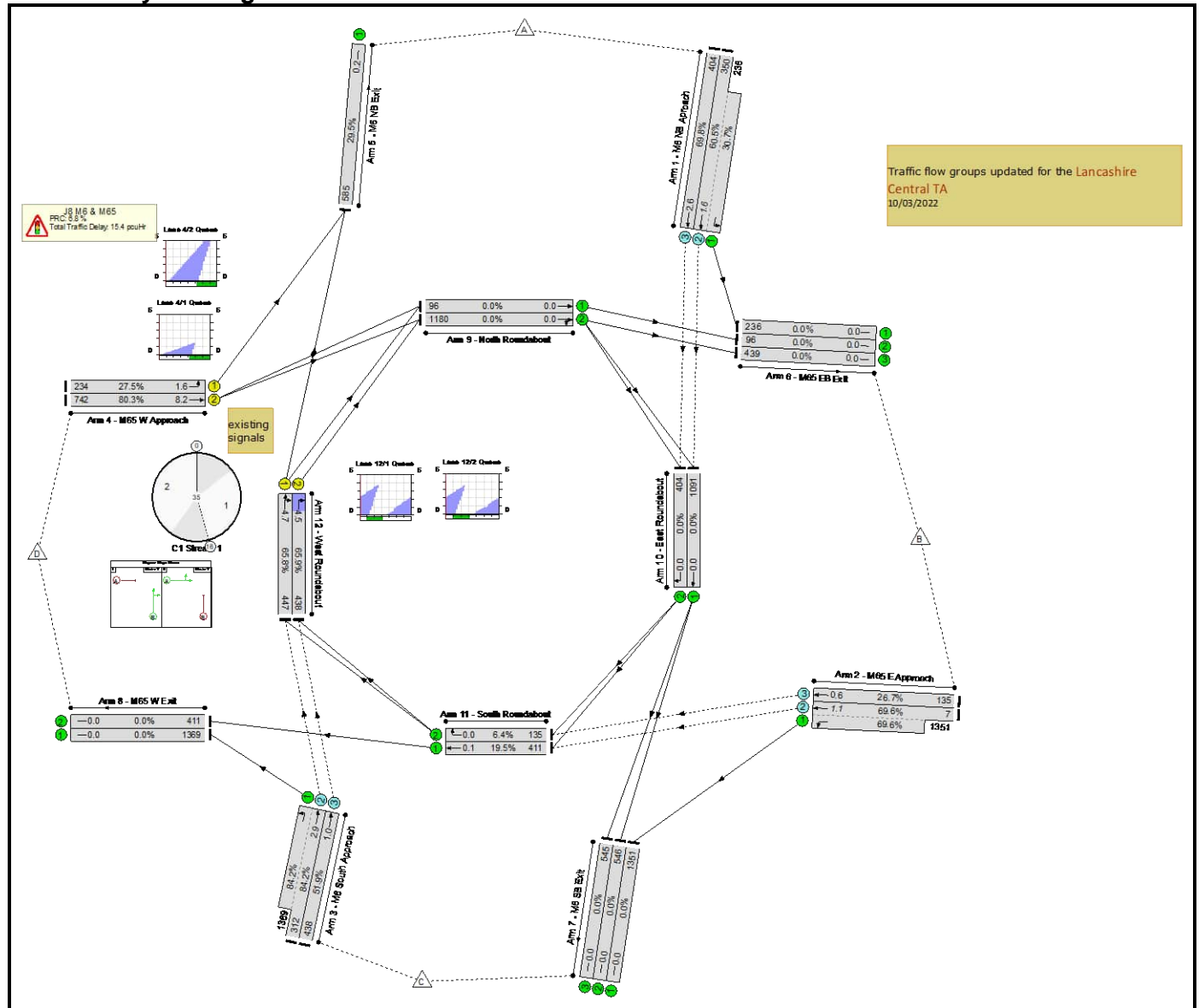
Scenario 14: 'DS1 2037 PM' (FG14: 'DS1 2037 + Committed Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	236	350	404	990
	B	135	0	1351	7	1493
	C	216	534	0	1369	2119
	D	234	1	741	0	976
	Tot.	585	771	2442	1780	5578

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	84.2%	1646	0	0	15.4	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	84.2%	1646	0	0	15.4	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	586	2091:1692	579+769	60.5 : 30.7%	350	0	0	0.4	2.7	1.6	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	404	2091	579	69.8%	404	0	0	1.3	11.2	2.6	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1358	2115:1951	10+1942	69.6 : 69.6%	7	0	0	1.1	3.0	1.1	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	135	1975	506	26.7%	135	0	0	0.2	6.0	0.6	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1681	1927:2012	370+1625	84.2 : 84.2%	312	0	0	2.6	5.6	2.9	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	438	2063	844	51.9%	438	0	0	0.6	4.6	1.0	3/3
4/1	M65 W Approach Left	U	A		1	14	-	234	1983	850	27.5%	-	-	-	0.6	9.4	1.6	4/1
4/2	M65 W Approach Ahead	U	A		1	14	-	742	2155	924	80.3%	-	-	-	3.8	18.4	8.2	4/2
5/1	M6 NB Exit	U	-		-	-	-	585	1985	1985	29.5%	-	-	-	0.2	1.3	0.2	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	411	2105	2105	19.5%	-	-	-	0.1	1.1	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	135	2105	2105	6.4%	-	-	-	0.0	0.9	0.0	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	11	-	447	1980	679	65.8%	-	-	-	2.3	18.3	4.7	12/1
12/2	West Roundabout Right	U	B		1	11	-	438	1940	665	65.9%	-	-	-	2.1	17.5	4.5	12/2
C1 Stream: 1					PRC for Signalled Lanes (%):		12.0		Total Delay for Signalled Lanes (pcuHr):			8.81		Cycle Time (s): 35				
					PRC Over All Lanes (%):		6.8		Total Delay Over All Lanes(pcuHr):			15.43						

Basic Results Summary

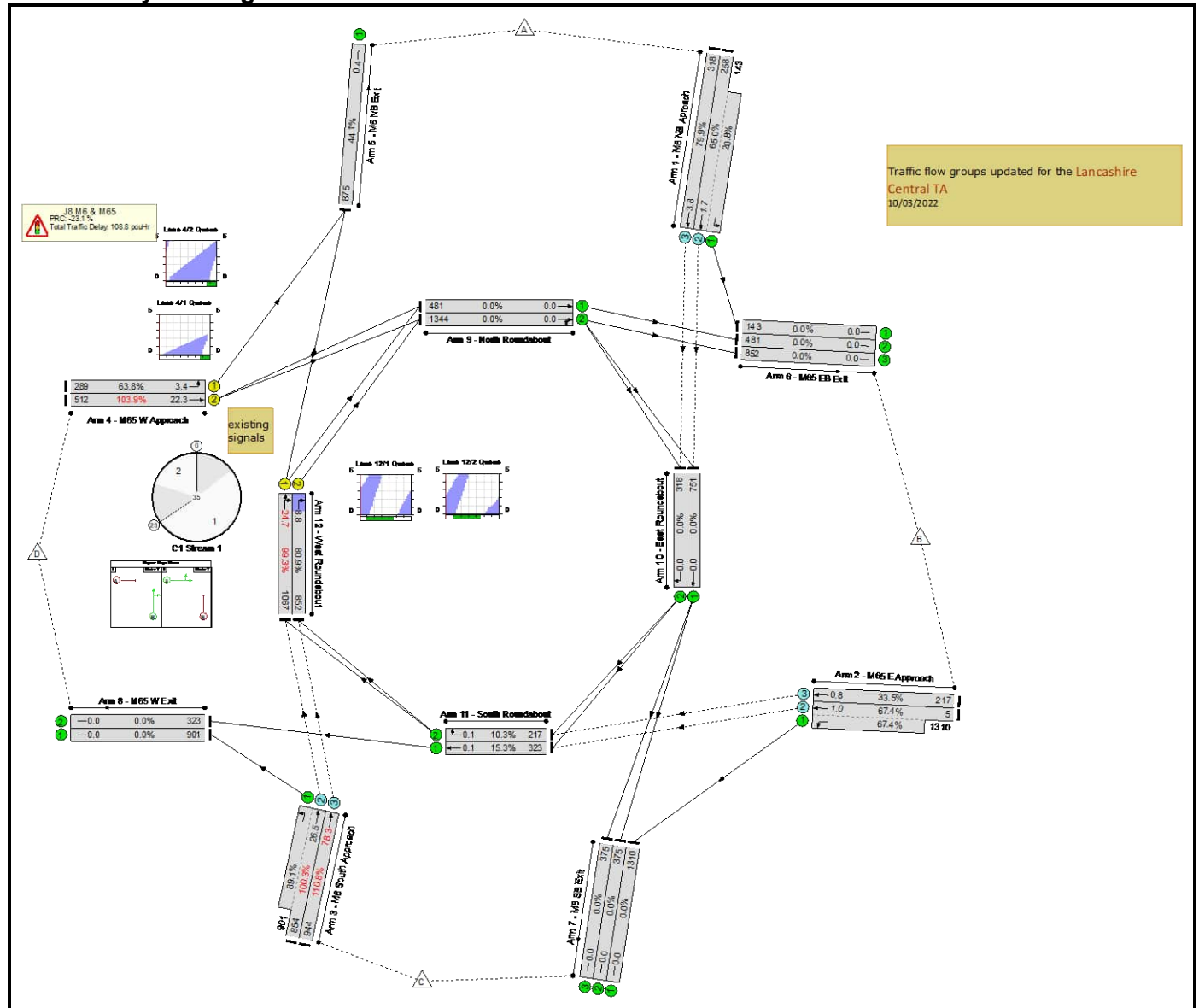
Scenario 15: 'DS2 2037 AM' (FG15: 'DS2 2037 + Committed and Expected Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	143	258	318	719
	B	217	0	1310	5	1532
	C	371	1427	0	901	2699
	D	289	0	512	0	801
	Tot.	877	1570	2080	1224	5751

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	110.8%	2502	0	0	108.8	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	110.8%	2502	0	0	108.8	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	401	2091:1692	397+688	65.0 : 20.8%	258	0	0	0.5	4.7	1.7	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	318	2091	398	79.9%	318	0	0	2.2	25.2	3.8	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1315	2115:1951	7+1944	67.4 : 67.4%	5	0	0	1.0	2.8	1.0	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	217	1975	647	33.5%	217	0	0	0.3	4.8	0.8	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1755	1927:2012	852+1011	100.3 : 89.1%	852	0	0	8.8	18.1	26.5	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	944	2063	852	110.8%	852	0	0	53.1	202.6	78.3	3/3
4/1	M65 W Approach Left	U	A		1	7	-	289	1983	453	63.8%	-	-	-	1.9	23.1	3.4	4/1
4/2	M65 W Approach Ahead	U	A		1	7	-	512	2155	493	103.9%	-	-	-	19.5	136.9	22.3	4/2
5/1	M6 NB Exit	U	-		-	-	-	877	1985	1985	44.1%	-	-	-	0.4	1.6	0.4	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	323	2105	2105	15.3%	-	-	-	0.1	1.0	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	217	2105	2105	10.3%	-	-	-	0.1	1.0	0.1	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	18	-	1071	1980	1075	99.3%	-	-	-	17.1	57.7	24.7	12/1
12/2	West Roundabout Right	U	B		1	18	-	944	1940	1053	80.9%	-	-	-	3.8	16.1	8.8	12/2
C1 Stream: 1		PRC for Signalled Lanes (%):		-15.5		Total Delay for Signalled Lanes (pcuHr):		42.25		Cycle Time (s):		35						
		PRC Over All Lanes (%):		-23.1		Total Delay Over All Lanes(pcuHr):		108.79										

Basic Results Summary

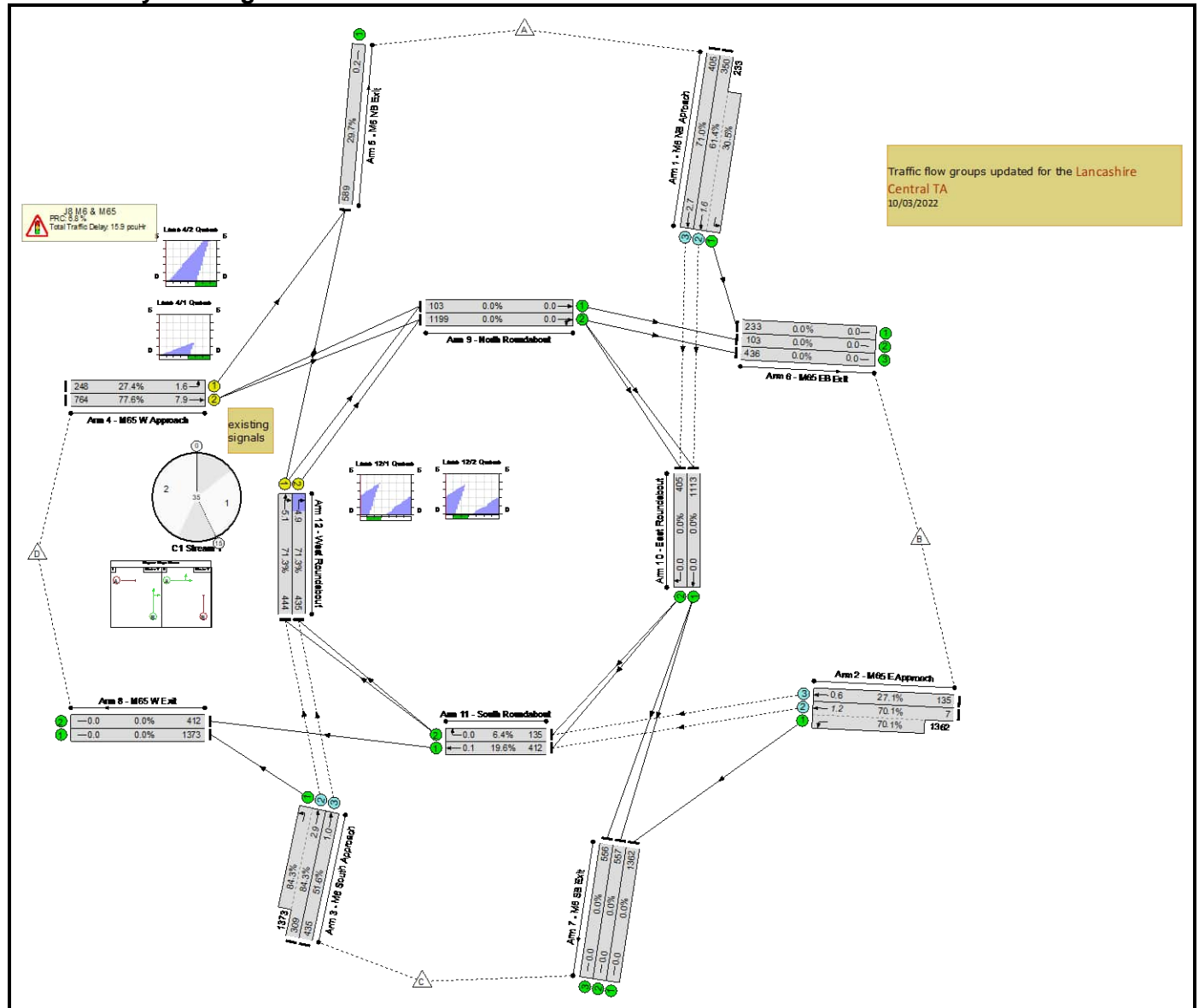
Scenario 16: 'DS2 2037 PM' (FG16: 'DS2 2037 + Committed and Expected Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	233	350	405	988
	B	135	0	1362	7	1504
	C	206	538	0	1373	2117
	D	248	1	763	0	1012
	Tot.	589	772	2475	1785	5621

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: J8 M6 & M65	-	-	-		-	-	-	-	-	-	84.3%	1641	0	0	15.9	-	-	Network: J8 M6 & M65
J8 M6 & M65	-	-	-		-	-	-	-	-	-	84.3%	1641	0	0	15.9	-	-	J8 M6 & M65
1/2+1/1	M6 NB Approach Left Ahead	O+U	-		-	-	-	583	2091:1692	570+764	61.4 : 30.5%	350	0	0	0.5	2.8	1.6	1/2+1/1
1/3	M6 NB Approach Ahead	O	-		-	-	-	405	2091	570	71.0%	405	0	0	1.3	11.8	2.7	1/3
2/2+2/1	M65 E Approach Left Ahead	O+U	-		-	-	-	1369	2115:1951	10+1942	70.1 : 70.1%	7	0	0	1.2	3.1	1.2	2/2+2/1
2/3	M65 E Approach Ahead	O	-		-	-	-	135	1975	499	27.1%	135	0	0	0.2	6.1	0.6	2/3
3/2+3/1	M6 South Approach Left Ahead	O+U	-		-	-	-	1682	1927:2012	367+1629	84.3 : 84.3%	309	0	0	2.6	5.7	2.9	3/2+3/1
3/3	M6 South Approach Ahead	O	-		-	-	-	435	2063	843	51.6%	435	0	0	0.5	4.5	1.0	3/3
4/1	M65 W Approach Left	U	A		1	15	-	248	1983	907	27.4%	-	-	-	0.6	8.6	1.6	4/1
4/2	M65 W Approach Ahead	U	A		1	15	-	764	2155	985	77.6%	-	-	-	3.4	16.0	7.9	4/2
5/1	M6 NB Exit	U	-		-	-	-	589	1985	1985	29.7%	-	-	-	0.2	1.3	0.2	5/1
11/1	South Roundabout Ahead	U	-		-	-	-	412	2105	2105	19.6%	-	-	-	0.1	1.1	0.1	11/1
11/2	South Roundabout Right	U	-		-	-	-	135	2105	2105	6.4%	-	-	-	0.0	0.9	0.0	11/2

Basic Results Summary

12/1	West Roundabout Ahead Right	U	B		1	10	-	444	1980	622	71.3%	-	-	-	2.6	21.5	5.1	12/1
12/2	West Roundabout Right	U	B		1	10	-	435	1940	610	71.3%	-	-	-	2.5	20.6	4.9	12/2
C1 Stream: 1					PRC for Signalled Lanes (%):		16.1		Total Delay for Signalled Lanes (pcuHr):			9.14		Cycle Time (s): 35				
					PRC Over All Lanes (%):		6.8		Total Delay Over All Lanes(pcuHr):			15.87						

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	370964 - Cuerden Strategic Site
Title:	M65 Access Roundabout Modification
Location:	Cuerden
Additional detail:	<p>26/06/17 Redistributed 2024 traffic added using new through site access.</p> <p>TA Addendum Models. Flows have been updated in agreement with Neil Stevens at LCC.</p> <p>30/10/18 Updated 2024 traffic flows from revised VISSIM model added to reflect alternative trip distribution resulting from change of land use.</p>
File name:	J10_M65_Opt2_October update (RA 201118)_FINAL_WSP.lsg3x
Author:	J Keen (LCC update Richard Askew 06/11/2017)
Company:	Mott MacDonald
Address:	4th Floor, Portland St, Manchester, M1 3BE

Scenario 1: 'DM1 2032 AM' (FG1: 'DM1 2032 + Committed Developments - without dev - AM ', Plan 1: 'Network Control Plan 1')

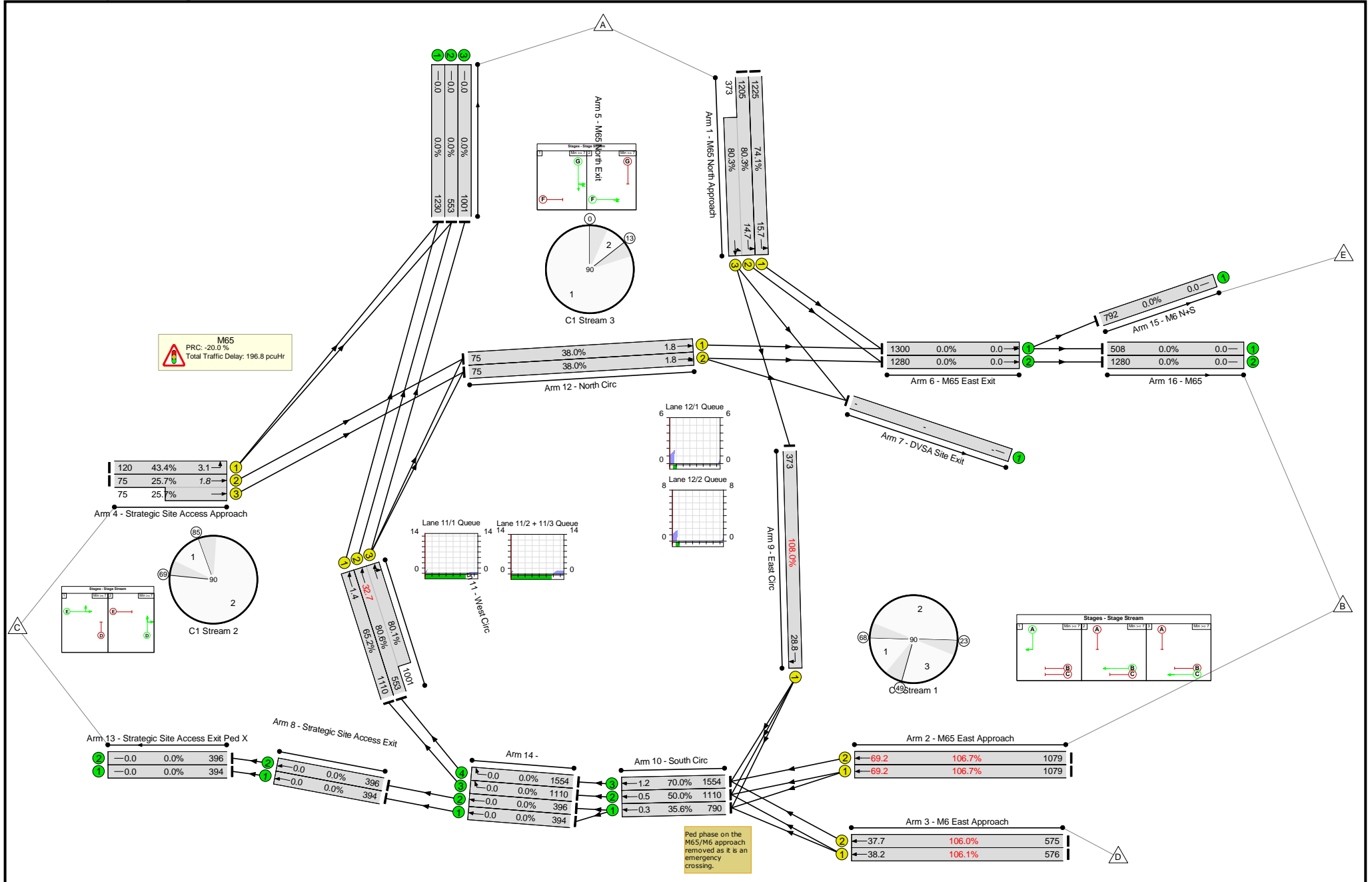
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1702	373	0	728	2803
	B	1898	0	260	0	0	2158
	C	120	86	0	0	64	270
	D	938	0	213	0	0	1151
	E	0	0	0	0	0	0
	Tot.	2956	1788	846	0	792	6382

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	108.0%	0	0	0	196.8	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	108.0%	0	0	0	196.8	-	-	M65
1/1	M65 North Approach Left	U	G		1	72	-	1225	2037	1652	74.1%	-	-	-	2.8	8.2	15.7	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	72	-	1578	2178:2148	1500+464	80.3 : 80.3%	-	-	-	3.4	7.8	14.7	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	40	-	1079	2220	1011	106.7%	-	-	-	51.1	170.6	69.2	2/1
2/2	M65 East Approach Ahead	U	B		1	40	-	1079	2220	1011	106.7%	-	-	-	51.1	170.6	69.2	2/2
3/1	M6 East Approach Ahead	U	C		1	21	-	576	2220	543	106.1%	-	-	-	29.7	185.5	38.2	3/1
3/2	M6 East Approach Ahead	U	C		1	21	-	575	2220	543	106.0%	-	-	-	29.2	183.0	37.7	3/2
4/1	Strategic Site Access Approach Left	U	E		1	11	-	120	2075	277	43.4%	-	-	-	1.6	47.3	3.1	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	11	-	150	2220:2220	292+292	25.7 : 25.7%	-	-	-	1.6	39.2	1.8	4/2+4/3
9/1	East Circ Right	U	A		1	13	-	373	2220	345	108.0%	-	-	-	23.4	226.1	28.8	9/1
10/1	South Circ Ahead	U	-		-	-	-	846	2220	2220	35.6%	-	-	-	0.3	1.3	0.3	10/1
10/2	South Circ Ahead	U	-		-	-	-	1182	2220	2220	50.0%	-	-	-	0.5	1.6	0.5	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1654	2220	2220	70.0%	-	-	-	1.2	2.7	1.2	10/3	
11/1	West Circ Ahead	U	D		1	68	-	1182	2220	1702	65.2%	-	-	-	0.1	0.3	1.4	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	68	-	1654	2220:2135	686+1250	80.6 : 80.1%	-	-	-	0.4	0.8	32.7	11/2+11/3
12/1	North Circ Ahead	U	F		1	7	-	75	2220	197	38.0%	-	-	-	0.2	8.7	1.8	12/1
12/2	North Circ Ahead Ahead2	U	F		1	7	-	75	2220	197	38.0%	-	-	-	0.2	8.7	1.8	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):		-20.0		Total Delay for Signalled Lanes (pcuHr):		184.58		Cycle Time (s):		90					
		C1	Stream: 2 PRC for Signalled Lanes (%):		11.7		Total Delay for Signalled Lanes (pcuHr):		3.67		Cycle Time (s):		90					
		C1	Stream: 3 PRC for Signalled Lanes (%):		12.1		Total Delay for Signalled Lanes (pcuHr):		6.58		Cycle Time (s):		90					
			PRC Over All Lanes (%):		-20.0		Total Delay Over All Lanes(pcuHr):		196.77									

Basic Results Summary

Scenario 2: 'DM1 2032 PM' (FG2: 'DM1 2032 + Committed Developments - without dev - PM ', Plan 1: 'Network Control Plan 1')

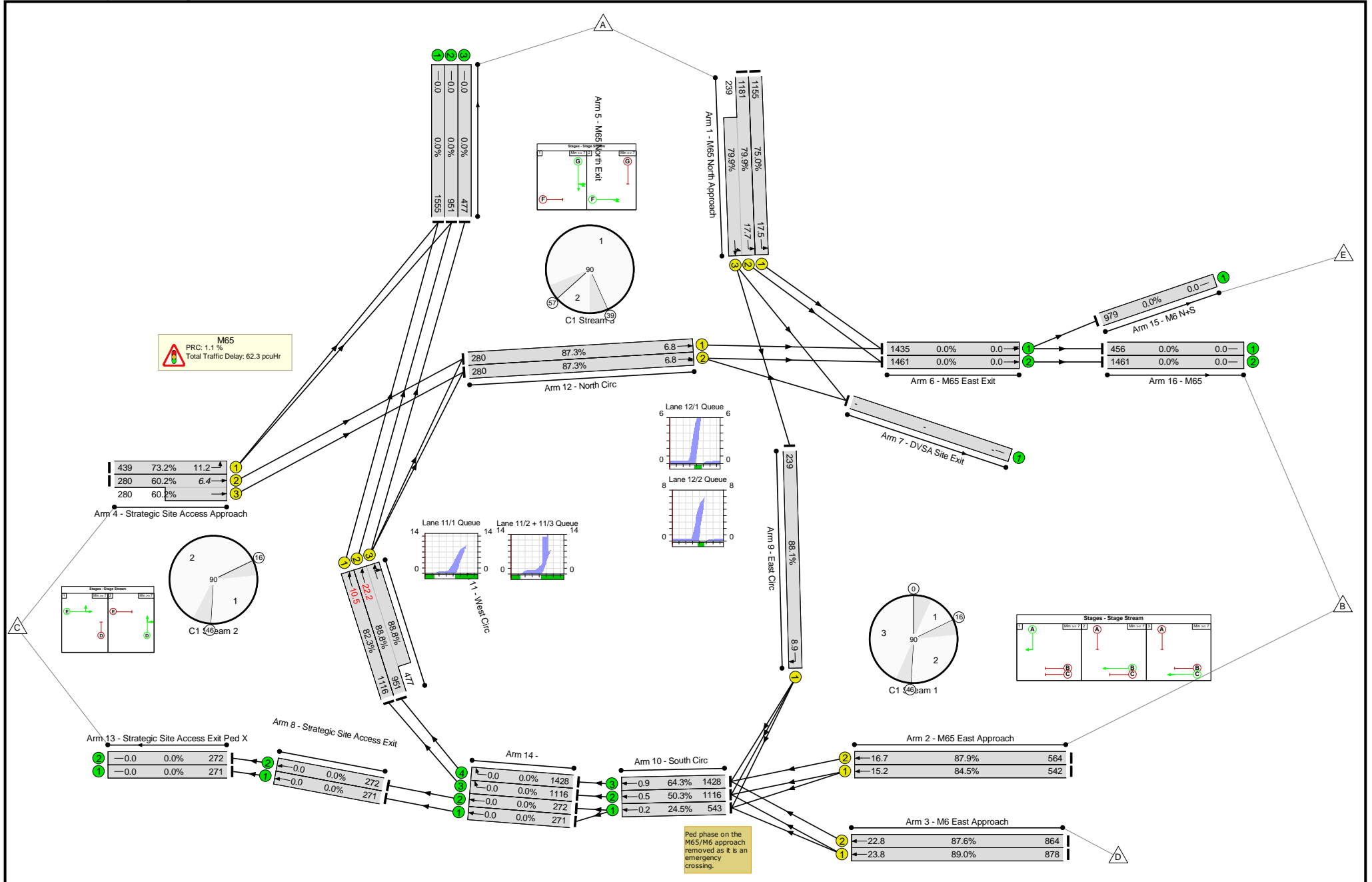
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1609	239	0	727	2575
	B	936	0	170	0	0	1106
	C	439	308	0	0	252	999
	D	1608	0	134	0	0	1742
	E	0	0	0	0	0	0
	Tot.	2983	1917	543	0	979	6422

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	89.0%	0	0	0	62.3	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	89.0%	0	0	0	62.3	-	-	M65
1/1	M65 North Approach Left	U	G		1	67	-	1155	2037	1539	75.0%	-	-	-	3.5	10.9	17.5	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	67	-	1420	2178:2148	1478+299	79.9 : 79.9%	-	-	-	4.1	10.4	17.7	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	25	-	542	2220	641	84.5%	-	-	-	7.1	47.3	15.2	2/1
2/2	M65 East Approach Ahead	U	B		1	25	-	564	2220	641	87.9%	-	-	-	8.1	51.9	16.7	2/2
3/1	M6 East Approach Ahead	U	C		1	39	-	878	2220	987	89.0%	-	-	-	9.4	38.5	23.8	3/1
3/2	M6 East Approach Ahead	U	C		1	39	-	864	2220	987	87.6%	-	-	-	8.8	36.7	22.8	3/2
4/1	Strategic Site Access Approach Left	U	E		1	25	-	439	2075	599	73.2%	-	-	-	4.9	39.9	11.2	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	25	-	560	2220:2220	465+465	60.2 : 60.2%	-	-	-	4.8	30.9	6.4	4/2+4/3
9/1	East Circ Right	U	A		1	10	-	239	2220	271	88.1%	-	-	-	5.5	82.5	8.9	9/1
10/1	South Circ Ahead	U	-		-	-	-	543	2220	2220	24.5%	-	-	-	0.2	1.1	0.2	10/1
10/2	South Circ Ahead	U	-		-	-	-	1116	2220	2220	50.3%	-	-	-	0.5	1.6	0.5	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1428	2220	2220	64.3%	-	-	-	0.9	2.3	0.9	10/3	
11/1	West Circ Ahead	U	D		1	54	-	1116	2220	1357	82.3%	-	-	-	1.3	4.2	10.5	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	54	-	1428	2220:2135	1071+537	88.8 : 88.8%	-	-	-	1.4	3.4	22.2	11/2+11/3
12/1	North Circ Ahead	U	F		1	12	-	280	2220	321	87.3%	-	-	-	0.9	12.1	6.8	12/1
12/2	North Circ Ahead Ahead2	U	F		1	12	-	280	2220	321	87.3%	-	-	-	0.9	12.1	6.8	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):		1.1		Total Delay for Signalled Lanes (pcuHr):		38.92		Cycle Time (s):		90					
		C1	Stream: 2 PRC for Signalled Lanes (%):		1.4		Total Delay for Signalled Lanes (pcuHr):		12.33		Cycle Time (s):		90					
		C1	Stream: 3 PRC for Signalled Lanes (%):		3.1		Total Delay for Signalled Lanes (pcuHr):		9.47		Cycle Time (s):		90					
			PRC Over All Lanes (%):		1.1		Total Delay Over All Lanes(pcuHr):		62.28									

Basic Results Summary

Scenario 3: 'DM2 2032 AM' (FG3: 'DM2 2032 + Committed and Expected Developments - without dev - AM', Plan 1: 'Network Control Plan 1')

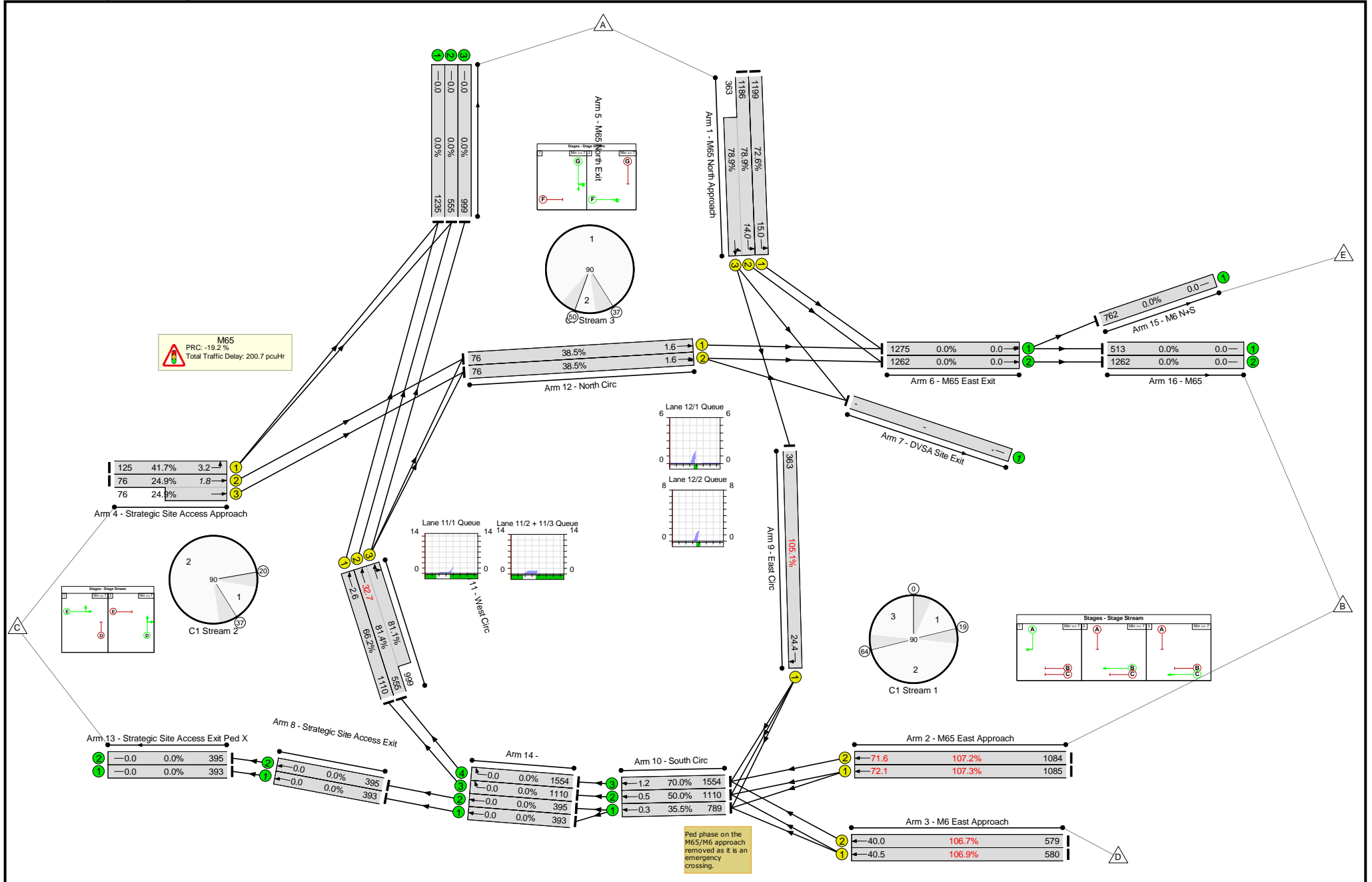
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1688	363	0	697	2748
	B	1908	0	261	0	0	2169
	C	125	87	0	0	65	277
	D	945	0	214	0	0	1159
	E	0	0	0	0	0	0
	Tot.	2978	1775	838	0	762	6353

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	107.3%	0	0	0	200.7	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	107.3%	0	0	0	200.7	-	-	M65
1/1	M65 North Approach Left	U	G		1	72	-	1199	2037	1652	72.6%	-	-	-	2.6	7.9	15.0	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	72	-	1549	2178:2148	1503+460	78.9 : 78.9%	-	-	-	3.2	7.5	14.0	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	40	-	1085	2220	1011	107.3%	-	-	-	53.2	176.7	72.1	2/1
2/2	M65 East Approach Ahead	U	B		1	40	-	1084	2220	1011	107.2%	-	-	-	52.8	175.2	71.6	2/2
3/1	M6 East Approach Ahead	U	C		1	21	-	580	2220	543	106.9%	-	-	-	32.0	198.6	40.5	3/1
3/2	M6 East Approach Ahead	U	C		1	21	-	579	2220	543	106.7%	-	-	-	31.5	196.0	40.0	3/2
4/1	Strategic Site Access Approach Left	U	E		1	12	-	125	2075	300	41.7%	-	-	-	1.6	45.3	3.2	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	12	-	152	2220:2220	305+305	24.9 : 24.9%	-	-	-	1.6	38.1	1.8	4/2+4/3
9/1	East Circ Right	U	A		1	13	-	363	2220	345	105.1%	-	-	-	19.4	192.1	24.4	9/1
10/1	South Circ Ahead	U	-		-	-	-	838	2220	2220	35.5%	-	-	-	0.3	1.3	0.3	10/1
10/2	South Circ Ahead	U	-		-	-	-	1190	2220	2220	50.0%	-	-	-	0.5	1.6	0.5	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1663	2220	2220	70.0%	-	-	-	1.2	2.7	1.2	10/3	
11/1	West Circ Ahead	U	D		1	67	-	1190	2220	1677	66.2%	-	-	-	0.1	0.4	2.6	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	67	-	1663	2220:2135	681+1232	81.4 : 81.1%	-	-	-	0.4	0.9	32.7	11/2+11/3
12/1	North Circ Ahead	U	F		1	7	-	76	2220	197	38.5%	-	-	-	0.2	8.2	1.6	12/1
12/2	North Circ Ahead Ahead2	U	F		1	7	-	76	2220	197	38.5%	-	-	-	0.2	8.2	1.6	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):		-19.2		Total Delay for Signalled Lanes (pcuHr):		188.91		Cycle Time (s):		90					
		C1	Stream: 2 PRC for Signalled Lanes (%):		10.6		Total Delay for Signalled Lanes (pcuHr):		3.68		Cycle Time (s):		90					
		C1	Stream: 3 PRC for Signalled Lanes (%):		14.0		Total Delay for Signalled Lanes (pcuHr):		6.17		Cycle Time (s):		90					
			PRC Over All Lanes (%):		-19.2		Total Delay Over All Lanes(pcuHr):		200.70									

Basic Results Summary

Scenario 4: 'DM2 2032 PM' (FG4: 'DM2 2032 + Committed and Expected Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1557	208	0	765	2530
	B	1005	0	169	0	0	1174
	C	445	306	0	0	250	1001
	D	1614	0	133	0	0	1747
	E	0	0	0	0	0	0
	Tot.	3064	1863	510	0	1015	6452

Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	90.4%	0	0	0	63.8	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	90.4%	0	0	0	63.8	-	-	M65
1/1	M65 North Approach Left	U	G		1	67	-	1142	2037	1539	74.2%	-	-	-	3.4	10.6	17.3	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	67	-	1388	2178:2148	1497+264	78.8 : 78.8%	-	-	-	3.9	10.2	17.6	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	26	-	581	2220	666	87.2%	-	-	-	8.0	49.6	16.9	2/1
2/2	M65 East Approach Ahead	U	B		1	26	-	593	2220	666	89.0%	-	-	-	8.6	52.5	17.7	2/2
3/1	M6 East Approach Ahead	U	C		1	39	-	855	2220	987	86.7%	-	-	-	8.5	35.6	22.3	3/1
3/2	M6 East Approach Ahead	U	C		1	39	-	892	2220	987	90.4%	-	-	-	10.1	40.6	24.9	3/2
4/1	Strategic Site Access Approach Left	U	E		1	23	-	445	2075	553	80.4%	-	-	-	5.8	46.8	12.4	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	23	-	556	2220:2220	440+440	63.1 : 63.1%	-	-	-	5.1	33.2	6.6	4/2+4/3
9/1	East Circ Right	U	A		1	9	-	208	2220	247	84.3%	-	-	-	4.5	77.7	7.5	9/1
10/1	South Circ Ahead	U	-		-	-	-	510	2220	2220	23.0%	-	-	-	0.1	1.1	0.1	10/1
10/2	South Circ Ahead	U	-		-	-	-	1134	2220	2220	51.1%	-	-	-	0.5	1.7	0.5	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1485	2220	2220	66.9%	-	-	-	1.0	2.4	1.0	10/3	
11/1	West Circ Ahead	U	D		1	56	-	1134	2220	1406	80.7%	-	-	-	1.2	3.9	11.1	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	56	-	1485	2220:2135	1102+558	89.5 : 89.5%	-	-	-	1.3	3.2	24.1	11/2+11/3
12/1	North Circ Ahead	U	F		1	12	-	278	2220	321	86.7%	-	-	-	0.8	10.8	6.7	12/1
12/2	North Circ Ahead Ahead2	U	F		1	12	-	278	2220	321	86.7%	-	-	-	0.8	10.8	6.7	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):				-0.5	Total Delay for Signalled Lanes (pcuHr):		39.67		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):				0.6	Total Delay for Signalled Lanes (pcuHr):		13.46		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):				3.8	Total Delay for Signalled Lanes (pcuHr):		8.98		Cycle Time (s):		90				
			PRC Over All Lanes (%):				-0.5	Total Delay Over All Lanes(pcuHr):		63.78								

Basic Results Summary

Scenario 5: 'DM1 2037 AM' (FG5: 'DM1 2037 + Committed Developments - without dev - AM', Plan 1: 'Network Control Plan 1')

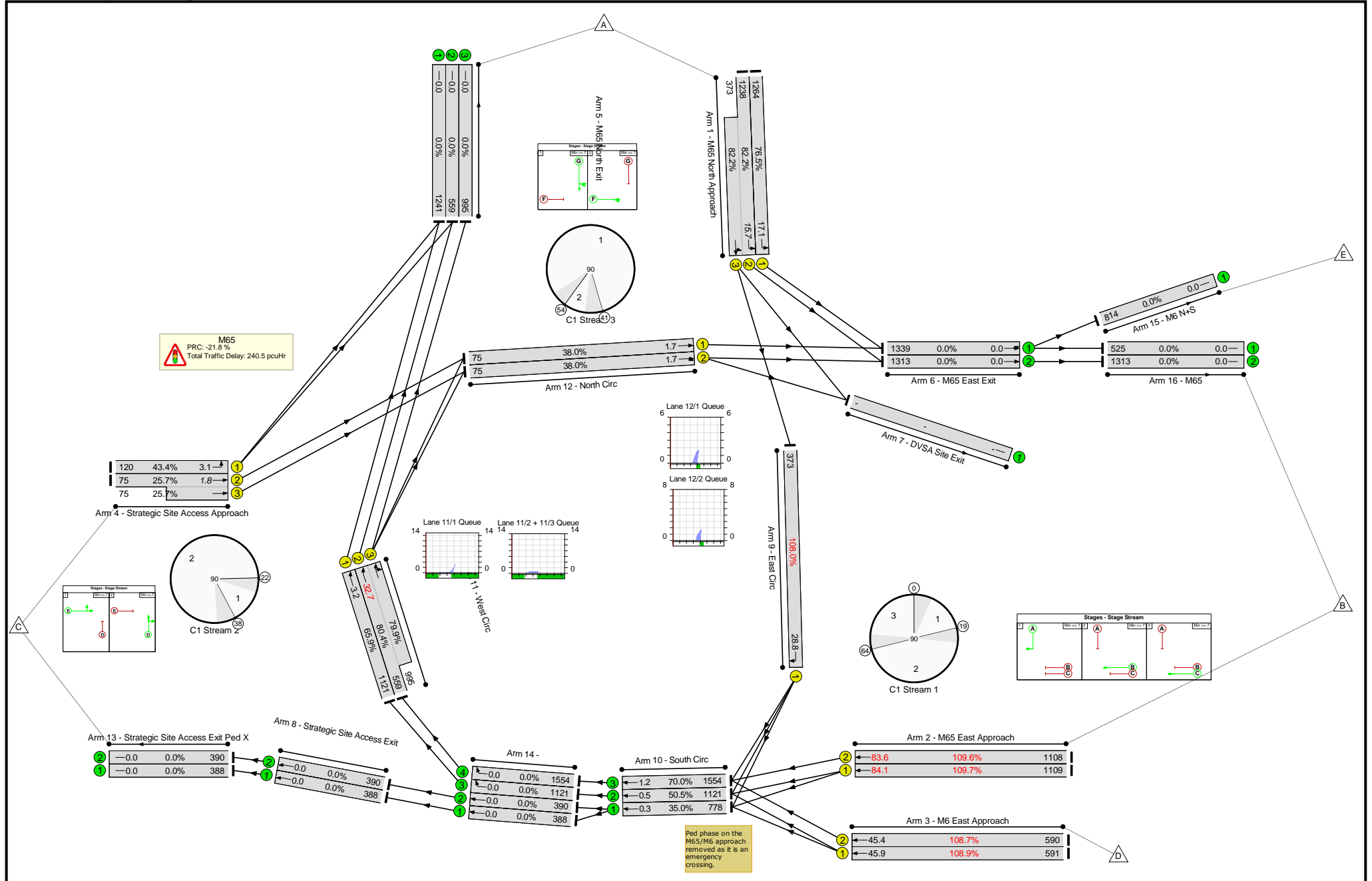
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1752	373	0	750	2875
	B	1957	0	260	0	0	2217
	C	120	86	0	0	64	270
	D	968	0	213	0	0	1181
	E	0	0	0	0	0	0
	Tot.	3045	1838	846	0	814	6543

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	109.7%	0	0	0	240.5	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	109.7%	0	0	0	240.5	-	-	M65
1/1	M65 North Approach Left	U	G		1	72	-	1264	2037	1652	76.5%	-	-	-	3.1	8.8	17.1	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	72	-	1611	2178:2148	1506+454	82.2 : 82.2%	-	-	-	3.8	8.4	15.7	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	40	-	1109	2220	1011	109.7%	-	-	-	65.2	211.5	84.1	2/1
2/2	M65 East Approach Ahead	U	B		1	40	-	1108	2220	1011	109.6%	-	-	-	64.6	210.0	83.6	2/2
3/1	M6 East Approach Ahead	U	C		1	21	-	591	2220	543	108.9%	-	-	-	37.3	227.4	45.9	3/1
3/2	M6 East Approach Ahead	U	C		1	21	-	590	2220	543	108.7%	-	-	-	36.8	224.8	45.4	3/2
4/1	Strategic Site Access Approach Left	U	E		1	11	-	120	2075	277	43.4%	-	-	-	1.6	47.3	3.1	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	11	-	150	2220:2220	292+292	25.7 : 25.7%	-	-	-	1.6	39.2	1.8	4/2+4/3
9/1	East Circ Right	U	A		1	13	-	373	2220	345	108.0%	-	-	-	23.8	229.7	28.8	9/1
10/1	South Circ Ahead	U	-		-	-	-	846	2220	2220	35.0%	-	-	-	0.3	1.2	0.3	10/1
10/2	South Circ Ahead	U	-		-	-	-	1227	2220	2220	50.5%	-	-	-	0.5	1.6	0.5	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1698	2220	2220	70.0%	-	-	-	1.2	2.7	1.2	10/3	
11/1	West Circ Ahead	U	D		1	68	-	1227	2220	1702	65.9%	-	-	-	0.1	0.3	3.2	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	68	-	1698	2220:2135	695+1246	80.4 : 79.9%	-	-	-	0.2	0.6	32.7	11/2+11/3
12/1	North Circ Ahead	U	F		1	7	-	75	2220	197	38.0%	-	-	-	0.2	7.9	1.7	12/1
12/2	North Circ Ahead Ahead2	U	F		1	7	-	75	2220	197	38.0%	-	-	-	0.2	7.9	1.7	12/2
		C1		Stream: 1 PRC for Signalled Lanes (%):		-21.8		Total Delay for Signalled Lanes (pcuHr):		227.78		Cycle Time (s):		90				
		C1		Stream: 2 PRC for Signalled Lanes (%):		11.9		Total Delay for Signalled Lanes (pcuHr):		3.56		Cycle Time (s):		90				
		C1		Stream: 3 PRC for Signalled Lanes (%):		9.5		Total Delay for Signalled Lanes (pcuHr):		7.19		Cycle Time (s):		90				
				PRC Over All Lanes (%):		-21.8		Total Delay Over All Lanes(pcuHr):		240.47								

Basic Results Summary

Scenario 6: 'DM1 2037 PM' (FG6: 'DM1 2037 + Committed Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

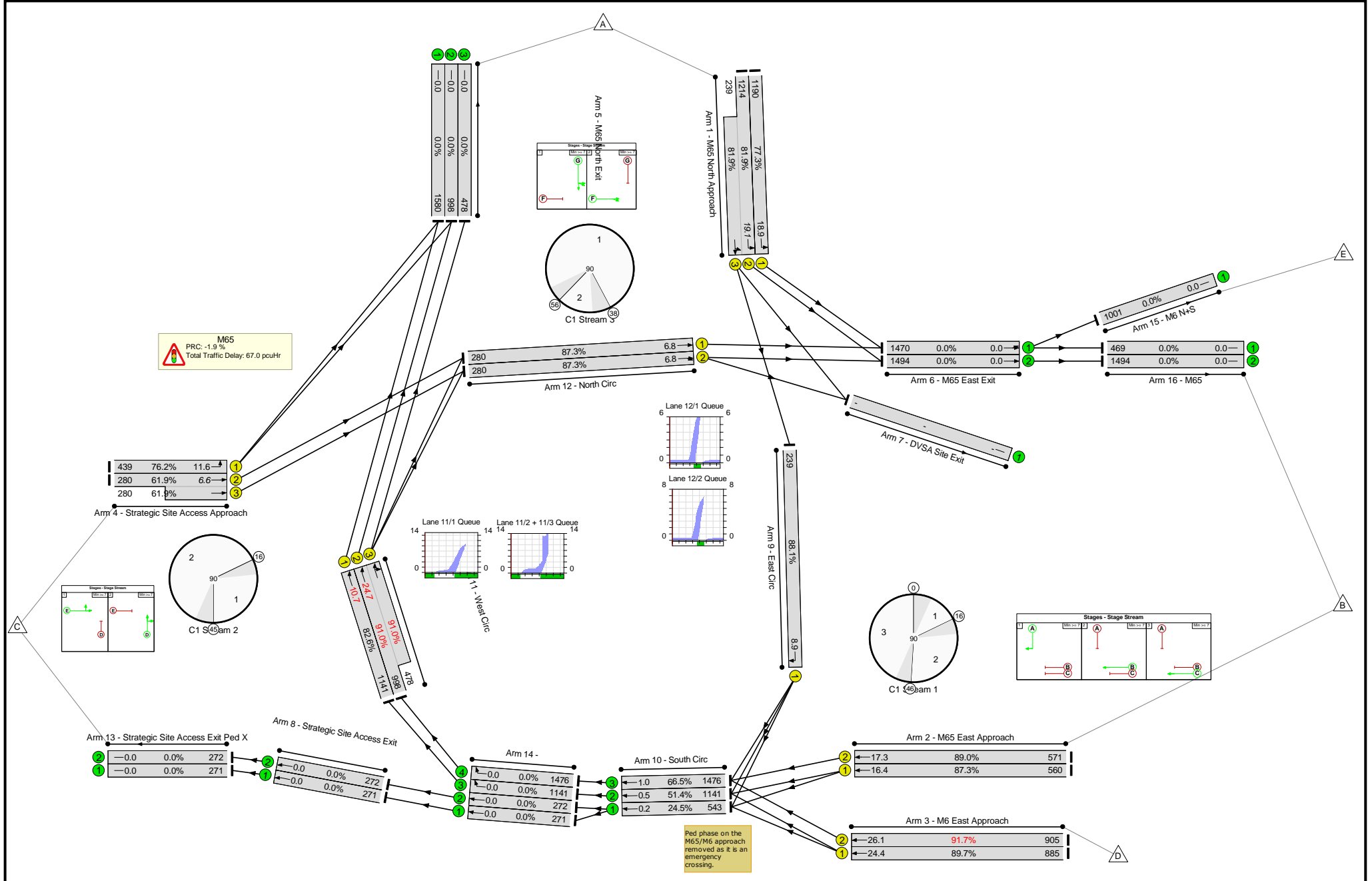
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1655	239	0	749	2643
	B	961	0	170	0	0	1131
	C	439	308	0	0	252	999
	D	1656	0	134	0	0	1790
	E	0	0	0	0	0	0
	Tot.	3056	1963	543	0	1001	6563

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	91.7%	0	0	0	67.0	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	91.7%	0	0	0	67.0	-	-	M65
1/1	M65 North Approach Left	U	G		1	67	-	1190	2037	1539	77.3%	-	-	-	3.8	11.6	18.9	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	67	-	1453	2178:2148	1482+292	81.9 : 81.9%	-	-	-	4.5	11.1	19.1	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	25	-	560	2220	641	87.3%	-	-	-	7.9	51.0	16.4	2/1
2/2	M65 East Approach Ahead	U	B		1	25	-	571	2220	641	89.0%	-	-	-	8.5	53.8	17.3	2/2
3/1	M6 East Approach Ahead	U	C		1	39	-	885	2220	987	89.7%	-	-	-	9.7	39.5	24.4	3/1
3/2	M6 East Approach Ahead	U	C		1	39	-	905	2220	987	91.7%	-	-	-	10.8	43.1	26.1	3/2
4/1	Strategic Site Access Approach Left	U	E		1	24	-	439	2075	576	76.2%	-	-	-	5.2	42.6	11.6	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	24	-	560	2220:2220	453+453	61.9 : 61.9%	-	-	-	5.0	32.1	6.6	4/2+4/3
9/1	East Circ Right	U	A		1	10	-	239	2220	271	88.1%	-	-	-	5.5	82.5	8.9	9/1
10/1	South Circ Ahead	U	-		-	-	-	543	2220	2220	24.5%	-	-	-	0.2	1.1	0.2	10/1
10/2	South Circ Ahead	U	-		-	-	-	1141	2220	2220	51.4%	-	-	-	0.5	1.7	0.5	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1476	2220	2220	66.5%	-	-	-	1.0	2.4	1.0	10/3	
11/1	West Circ Ahead	U	D		1	55	-	1141	2220	1381	82.6%	-	-	-	1.2	3.9	10.7	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	55	-	1476	2220:2135	1096+525	91.0 : 91.0%	-	-	-	1.3	3.3	24.7	11/2+11/3
12/1	North Circ Ahead	U	F		1	12	-	280	2220	321	87.3%	-	-	-	0.9	11.5	6.8	12/1
12/2	North Circ Ahead Ahead2	U	F		1	12	-	280	2220	321	87.3%	-	-	-	0.9	11.5	6.8	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):				-1.9	Total Delay for Signalled Lanes (pcuHr):		42.49		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):				-1.1	Total Delay for Signalled Lanes (pcuHr):		12.77		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):				3.1	Total Delay for Signalled Lanes (pcuHr):		10.09		Cycle Time (s):		90				
			PRC Over All Lanes (%):				-1.9	Total Delay Over All Lanes (pcuHr):		67.03								

Basic Results Summary

Scenario 7: 'DM2 2037 AM' (FG7: 'DM2 2037 + Committed and Expected Developments - without dev - AM', Plan 1: 'Network Control Plan 1')

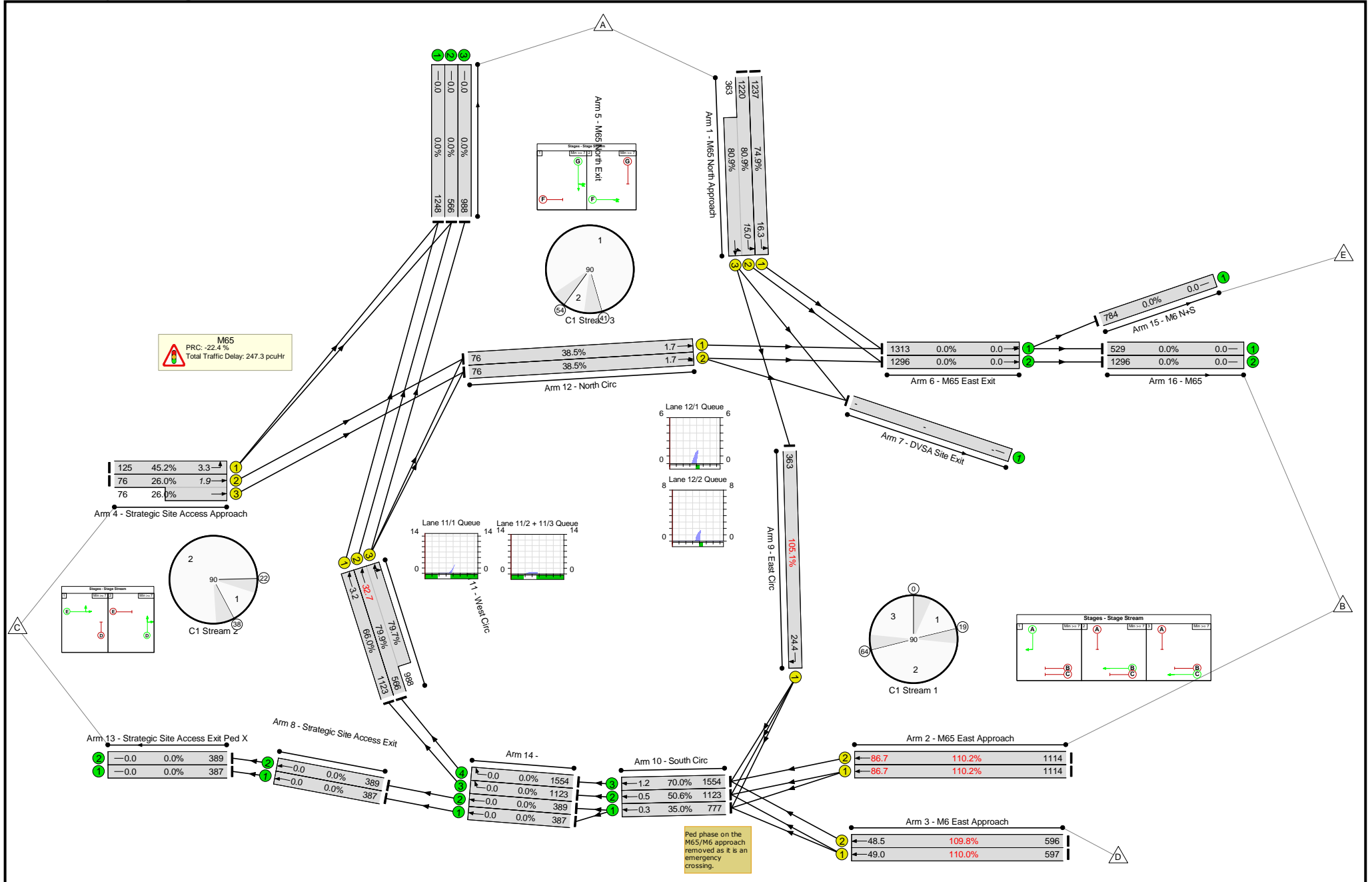
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1738	363	0	719	2820
	B	1967	0	261	0	0	2228
	C	125	87	0	0	65	277
	D	979	0	214	0	0	1193
	E	0	0	0	0	0	0
	Tot.	3071	1825	838	0	784	6518

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	110.2%	0	0	0	247.3	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	110.2%	0	0	0	247.3	-	-	M65
1/1	M65 North Approach Left	U	G		1	72	-	1237	2037	1652	74.9%	-	-	-	2.9	8.4	16.3	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	72	-	1583	2178:2148	1508+449	80.9 : 80.9%	-	-	-	3.5	8.0	15.0	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	40	-	1114	2220	1011	110.2%	-	-	-	67.7	218.7	86.7	2/1
2/2	M65 East Approach Ahead	U	B		1	40	-	1114	2220	1011	110.2%	-	-	-	67.7	218.7	86.7	2/2
3/1	M6 East Approach Ahead	U	C		1	21	-	597	2220	543	110.0%	-	-	-	40.3	243.2	49.0	3/1
3/2	M6 East Approach Ahead	U	C		1	21	-	596	2220	543	109.8%	-	-	-	39.8	240.6	48.5	3/2
4/1	Strategic Site Access Approach Left	U	E		1	11	-	125	2075	277	45.2%	-	-	-	1.7	47.8	3.3	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	11	-	152	2220:2220	292+292	26.0 : 26.0%	-	-	-	1.7	39.2	1.9	4/2+4/3
9/1	East Circ Right	U	A		1	13	-	363	2220	345	105.1%	-	-	-	19.4	192.1	24.4	9/1
10/1	South Circ Ahead	U	-		-	-	-	838	2220	2220	35.0%	-	-	-	0.3	1.2	0.3	10/1
10/2	South Circ Ahead	U	-		-	-	-	1236	2220	2220	50.6%	-	-	-	0.5	1.6	0.5	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1710	2220	2220	70.0%	-	-	-	1.2	2.7	1.2	10/3	
11/1	West Circ Ahead	U	D		1	68	-	1236	2220	1702	66.0%	-	-	-	0.1	0.3	3.2	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	68	-	1710	2220:2135	709+1239	79.9 : 79.7%	-	-	-	0.2	0.6	32.7	11/2+11/3
12/1	North Circ Ahead	U	F		1	7	-	76	2220	197	38.5%	-	-	-	0.2	7.9	1.7	12/1
12/2	North Circ Ahead Ahead2	U	F		1	7	-	76	2220	197	38.5%	-	-	-	0.2	7.9	1.7	12/2
		C1		Stream: 1 PRC for Signalled Lanes (%):		-22.4		Total Delay for Signalled Lanes (pcuHr):		234.90		Cycle Time (s):		90				
		C1		Stream: 2 PRC for Signalled Lanes (%):		12.6		Total Delay for Signalled Lanes (pcuHr):		3.66		Cycle Time (s):		90				
		C1		Stream: 3 PRC for Signalled Lanes (%):		11.3		Total Delay for Signalled Lanes (pcuHr):		6.74		Cycle Time (s):		90				
				PRC Over All Lanes (%):		-22.4		Total Delay Over All Lanes(pcuHr):		247.25								

Basic Results Summary

Scenario 8: 'DM2 2037 PM' (FG8: 'DM2 2037 + Committed and Expected Developments - without dev - PM', Plan 1: 'Network Control Plan 1')

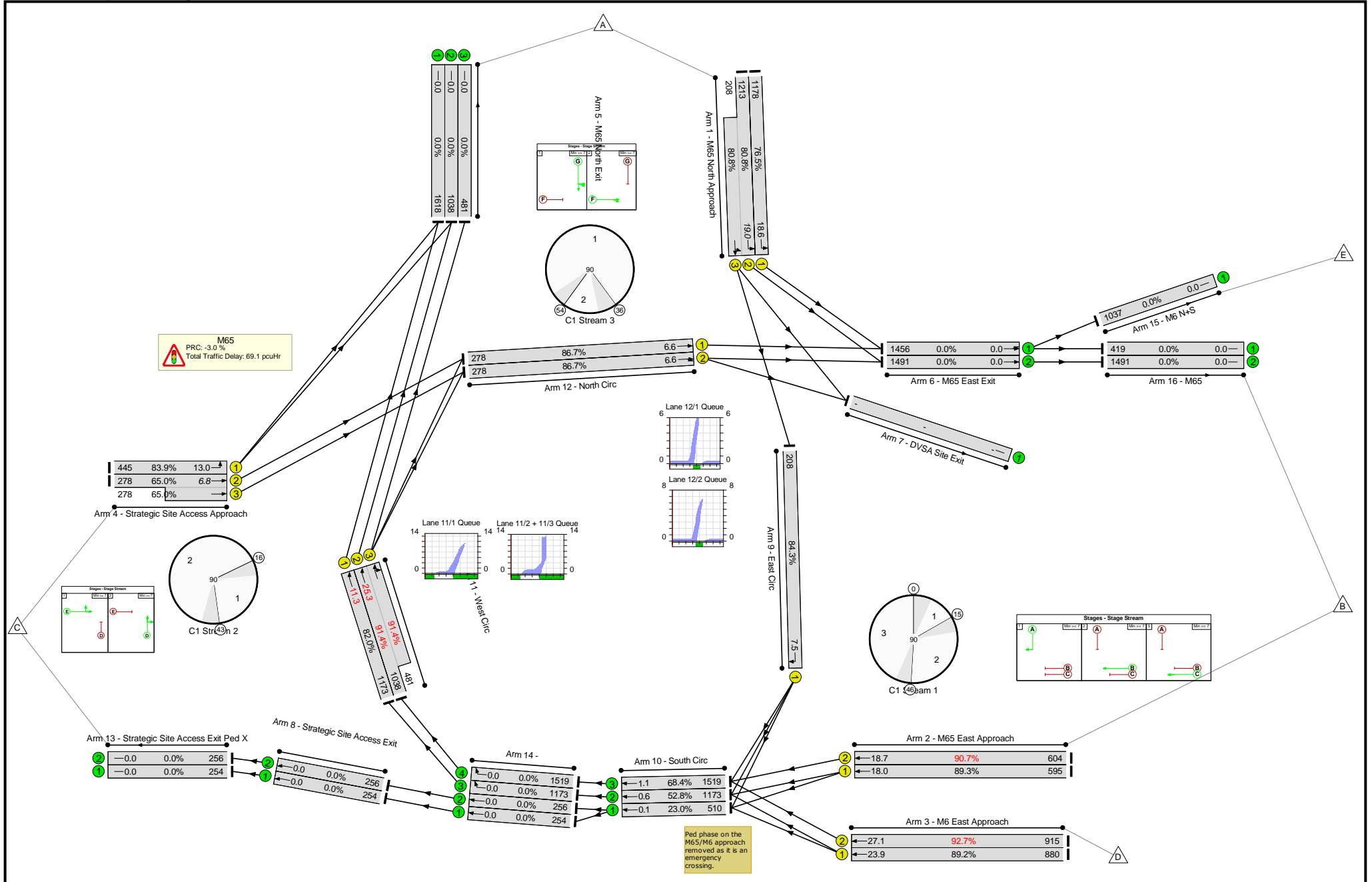
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1604	208	0	787	2599
	B	1030	0	169	0	0	1199
	C	445	306	0	0	250	1001
	D	1662	0	133	0	0	1795
	E	0	0	0	0	0	0
	Tot.	3137	1910	510	0	1037	6594

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	92.7%	0	0	0	69.1	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	92.7%	0	0	0	69.1	-	-	M65
1/1	M65 North Approach Left	U	G		1	67	-	1178	2037	1539	76.5%	-	-	-	3.7	11.3	18.6	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	67	-	1421	2178:2148	1501+257	80.8 : 80.8%	-	-	-	4.3	10.9	19.0	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	26	-	595	2220	666	89.3%	-	-	-	8.8	53.0	18.0	2/1
2/2	M65 East Approach Ahead	U	B		1	26	-	604	2220	666	90.7%	-	-	-	9.4	55.8	18.7	2/2
3/1	M6 East Approach Ahead	U	C		1	39	-	880	2220	987	89.2%	-	-	-	9.5	38.8	23.9	3/1
3/2	M6 East Approach Ahead	U	C		1	39	-	915	2220	987	92.7%	-	-	-	11.5	45.4	27.1	3/2
4/1	Strategic Site Access Approach Left	U	E		1	22	-	445	2075	530	83.9%	-	-	-	6.4	51.7	13.0	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	22	-	556	2220:2220	428+428	65.0 : 65.0%	-	-	-	5.3	34.5	6.8	4/2+4/3
9/1	East Circ Right	U	A		1	9	-	208	2220	247	84.3%	-	-	-	4.5	77.7	7.5	9/1
10/1	South Circ Ahead	U	-		-	-	-	510	2220	2220	23.0%	-	-	-	0.1	1.1	0.1	10/1
10/2	South Circ Ahead	U	-		-	-	-	1173	2220	2220	52.8%	-	-	-	0.6	1.7	0.6	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1519	2220	2220	68.4%	-	-	-	1.1	2.6	1.1	10/3	
11/1	West Circ Ahead	U	D		1	57	-	1173	2220	1431	82.0%	-	-	-	1.2	3.7	11.3	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	57	-	1519	2220:2135	1136+526	91.4 : 91.4%	-	-	-	1.2	2.9	25.3	11/2+11/3
12/1	North Circ Ahead	U	F		1	12	-	278	2220	321	86.7%	-	-	-	0.8	10.2	6.6	12/1
12/2	North Circ Ahead Ahead2	U	F		1	12	-	278	2220	321	86.7%	-	-	-	0.8	10.2	6.6	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):				-3.0	Total Delay for Signalled Lanes (pcuHr):		43.62		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):				-1.5	Total Delay for Signalled Lanes (pcuHr):		14.14		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):				3.8	Total Delay for Signalled Lanes (pcuHr):		9.58		Cycle Time (s):		90				
			PRC Over All Lanes (%):				-3.0	Total Delay Over All Lanes(pcuHr):		69.13								

Basic Results Summary

Scenario 9: 'DS1 2032 AM' (FG9: 'DS1 2032 + Committed Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

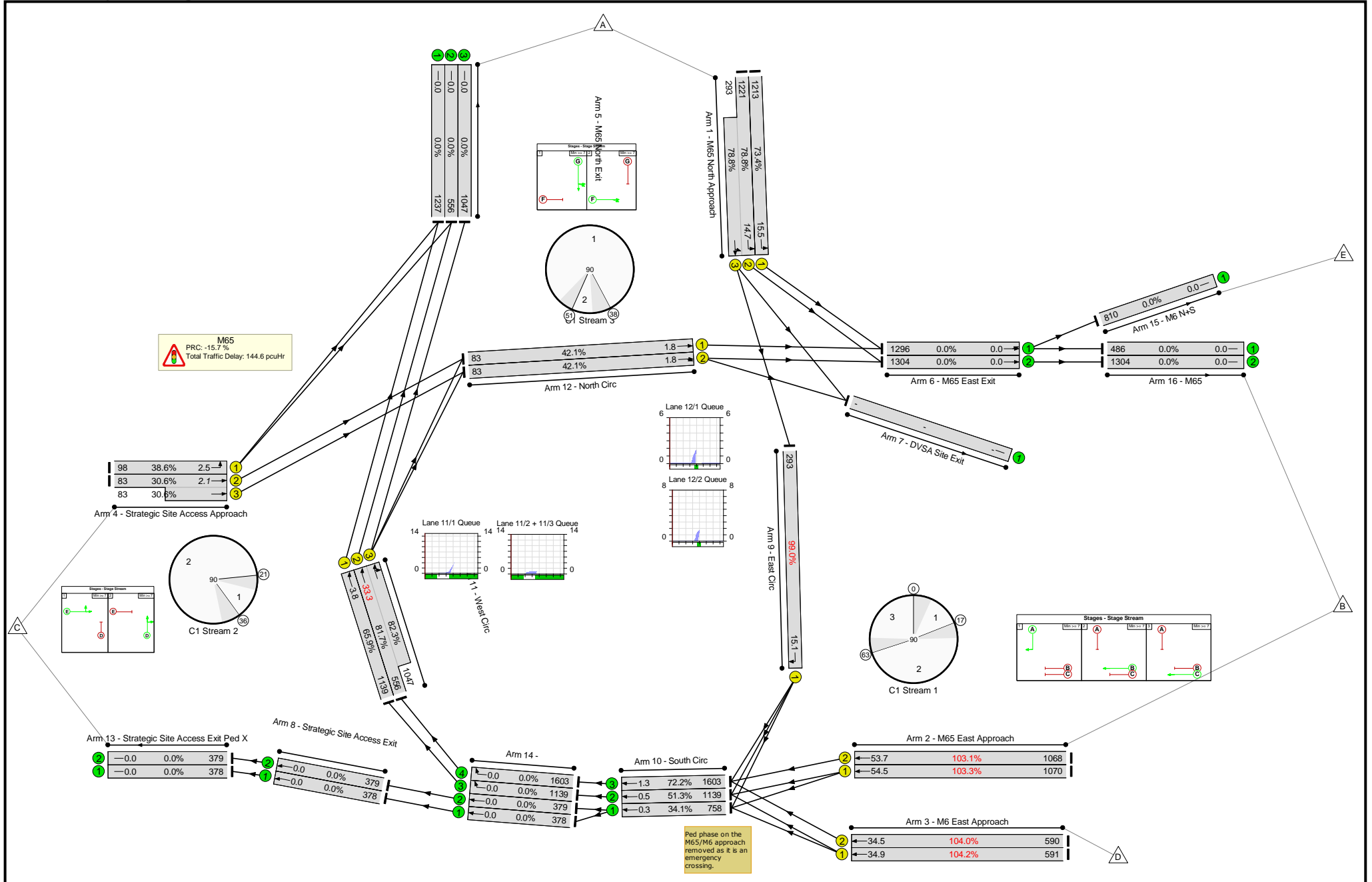
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1702	293	0	732	2727
	B	1898	0	240	0	0	2138
	C	98	88	0	0	78	264
	D	939	0	242	0	0	1181
	E	0	0	0	0	0	0
	Tot.	2935	1790	775	0	810	6310

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	104.2%	0	0	0	144.6	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	104.2%	0	0	0	144.6	-	-	M65
1/1	M65 North Approach Left	U	G		1	72	-	1213	2037	1652	73.4%	-	-	-	2.7	8.0	15.5	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	72	-	1514	2178:2148	1550+372	78.8 : 78.8%	-	-	-	3.2	7.7	14.7	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	41	-	1070	2220	1036	103.3%	-	-	-	35.3	118.9	54.5	2/1
2/2	M65 East Approach Ahead	U	B		1	41	-	1068	2220	1036	103.1%	-	-	-	34.5	116.4	53.7	2/2
3/1	M6 East Approach Ahead	U	C		1	22	-	591	2220	567	104.2%	-	-	-	26.2	159.5	34.9	3/1
3/2	M6 East Approach Ahead	U	C		1	22	-	590	2220	567	104.0%	-	-	-	25.7	157.1	34.5	3/2
4/1	Strategic Site Access Approach Left	U	E		1	10	-	98	2075	254	38.6%	-	-	-	1.3	47.9	2.5	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	10	-	166	2220:2220	271+271	30.6 : 30.6%	-	-	-	1.9	40.8	2.1	4/2+4/3
9/1	East Circ Right	U	A		1	11	-	293	2220	296	99.0%	-	-	-	10.9	133.4	15.1	9/1
10/1	South Circ Ahead	U	-		-	-	-	775	2220	2220	34.1%	-	-	-	0.3	1.2	0.3	10/1
10/2	South Circ Ahead	U	-		-	-	-	1179	2220	2220	51.3%	-	-	-	0.5	1.7	0.5	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-		-	-	-	1658	2220	2220	72.2%	-	-	-	1.3	2.9	1.3	10/3
11/1	West Circ Ahead	U	D		1	69	-	1179	2220	1727	65.9%	-	-	-	0.1	0.4	3.8	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	69	-	1658	2220:2135	681+1272	81.7 : 82.3%	-	-	-	0.3	0.7	33.3	11/2+11/3
12/1	North Circ Ahead	U	F		1	7	-	83	2220	197	42.1%	-	-	-	0.2	7.6	1.8	12/1
12/2	North Circ Ahead Ahead2	U	F		1	7	-	83	2220	197	42.1%	-	-	-	0.2	7.6	1.8	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):		-15.7		Total Delay for Signalled Lanes (pcuHr):		132.65		Cycle Time (s):		90					
		C1	Stream: 2 PRC for Signalled Lanes (%):		9.3		Total Delay for Signalled Lanes (pcuHr):		3.60		Cycle Time (s):		90					
		C1	Stream: 3 PRC for Signalled Lanes (%):		14.2		Total Delay for Signalled Lanes (pcuHr):		6.29		Cycle Time (s):		90					
			PRC Over All Lanes (%):		-15.7		Total Delay Over All Lanes(pcuHr):		144.63									

Basic Results Summary

Scenario 10: 'DS1 2032 PM' (FG10: 'DS1 2032 + Committed Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

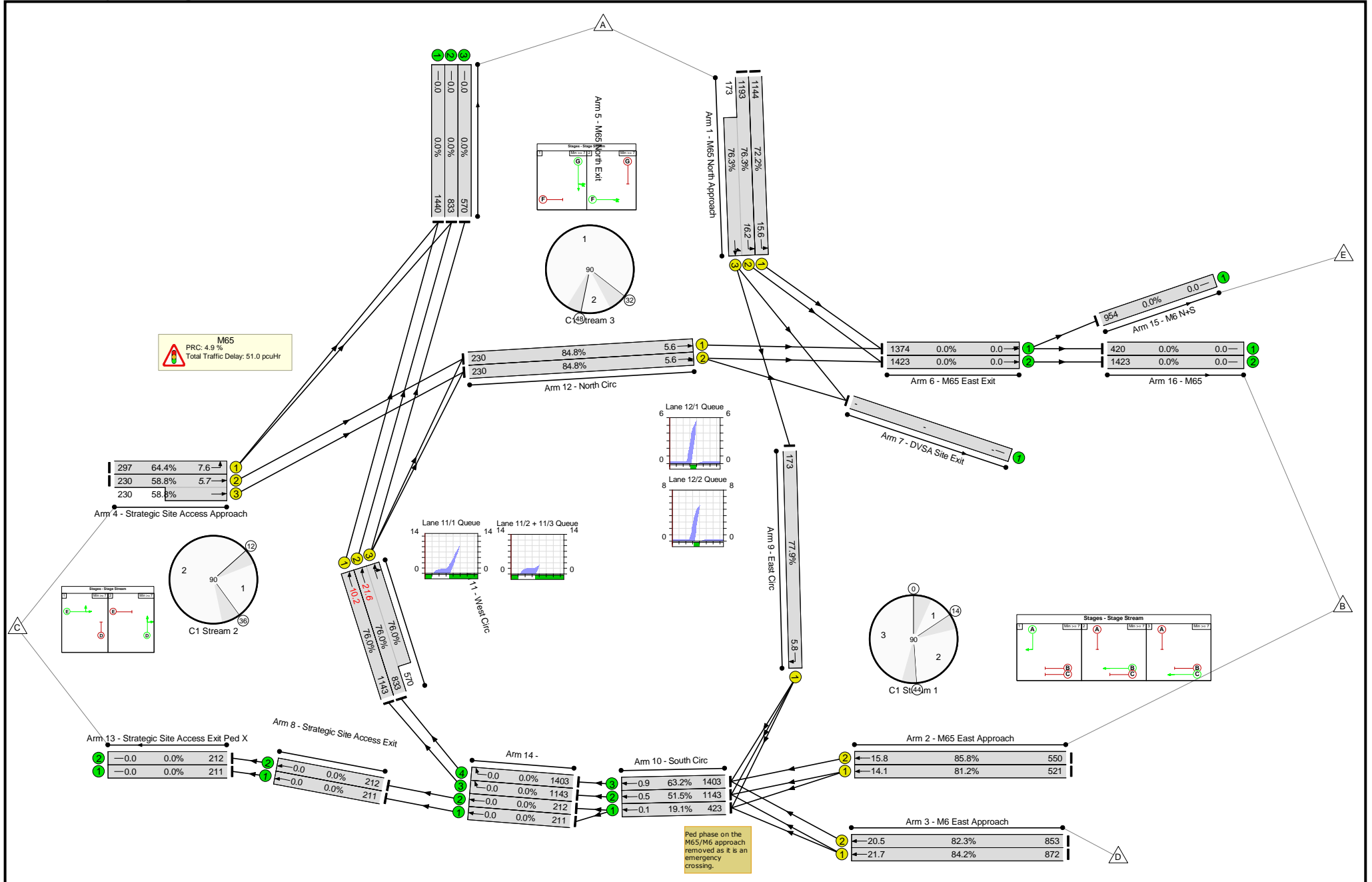
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1609	173	0	728	2510
	B	937	0	134	0	0	1071
	C	297	234	0	0	226	757
	D	1609	0	116	0	0	1725
	E	0	0	0	0	0	0
	Tot.	2843	1843	423	0	954	6063

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	85.8%	0	0	0	51.0	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	85.8%	0	0	0	51.0	-	-	M65
1/1	M65 North Approach Left	U	G		1	69	-	1144	2037	1584	72.2%	-	-	-	2.9	9.1	15.6	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	69	-	1366	2178:2148	1563+227	76.3 : 76.3%	-	-	-	3.3	8.8	16.2	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	25	-	521	2220	641	81.2%	-	-	-	6.4	44.2	14.1	2/1
2/2	M65 East Approach Ahead	U	B		1	25	-	550	2220	641	85.8%	-	-	-	7.5	48.8	15.8	2/2
3/1	M6 East Approach Ahead	U	C		1	41	-	872	2220	1036	84.2%	-	-	-	7.7	31.7	21.7	3/1
3/2	M6 East Approach Ahead	U	C		1	41	-	853	2220	1036	82.3%	-	-	-	7.2	30.4	20.5	3/2
4/1	Strategic Site Access Approach Left	U	E		1	19	-	297	2075	461	64.4%	-	-	-	3.5	42.6	7.6	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	19	-	460	2220:2220	391+391	58.8 : 58.8%	-	-	-	4.6	35.9	5.7	4/2+4/3
9/1	East Circ Right	U	A		1	8	-	173	2220	222	77.9%	-	-	-	3.4	71.5	5.8	9/1
10/1	South Circ Ahead	U	-		-	-	-	423	2220	2220	19.1%	-	-	-	0.1	1.0	0.1	10/1
10/2	South Circ Ahead	U	-		-	-	-	1143	2220	2220	51.5%	-	-	-	0.5	1.7	0.5	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1403	2220	2220	63.2%	-	-	-	0.9	2.2	0.9	10/3	
11/1	West Circ Ahead	U	D		1	60	-	1143	2220	1505	76.0%	-	-	-	0.9	2.8	10.2	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	60	-	1403	2220:2135	1096+750	76.0 : 76.0%	-	-	-	0.8	2.1	21.6	11/2+11/3
12/1	North Circ Ahead	U	F		1	10	-	230	2220	271	84.8%	-	-	-	0.6	9.9	5.6	12/1
12/2	North Circ Ahead Ahead2	U	F		1	10	-	230	2220	271	84.8%	-	-	-	0.6	9.9	5.6	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):		4.9		Total Delay for Signalled Lanes (pcuHr):		32.17		Cycle Time (s):		90					
		C1	Stream: 2 PRC for Signalled Lanes (%):		18.5		Total Delay for Signalled Lanes (pcuHr):		9.81		Cycle Time (s):		90					
		C1	Stream: 3 PRC for Signalled Lanes (%):		6.2		Total Delay for Signalled Lanes (pcuHr):		7.51		Cycle Time (s):		90					
			PRC Over All Lanes (%):		4.9		Total Delay Over All Lanes(pcuHr):		51.00									

Basic Results Summary

Scenario 11: 'DS2 2032 AM' (FG11: 'DS2 2032 + Committed and Expected Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

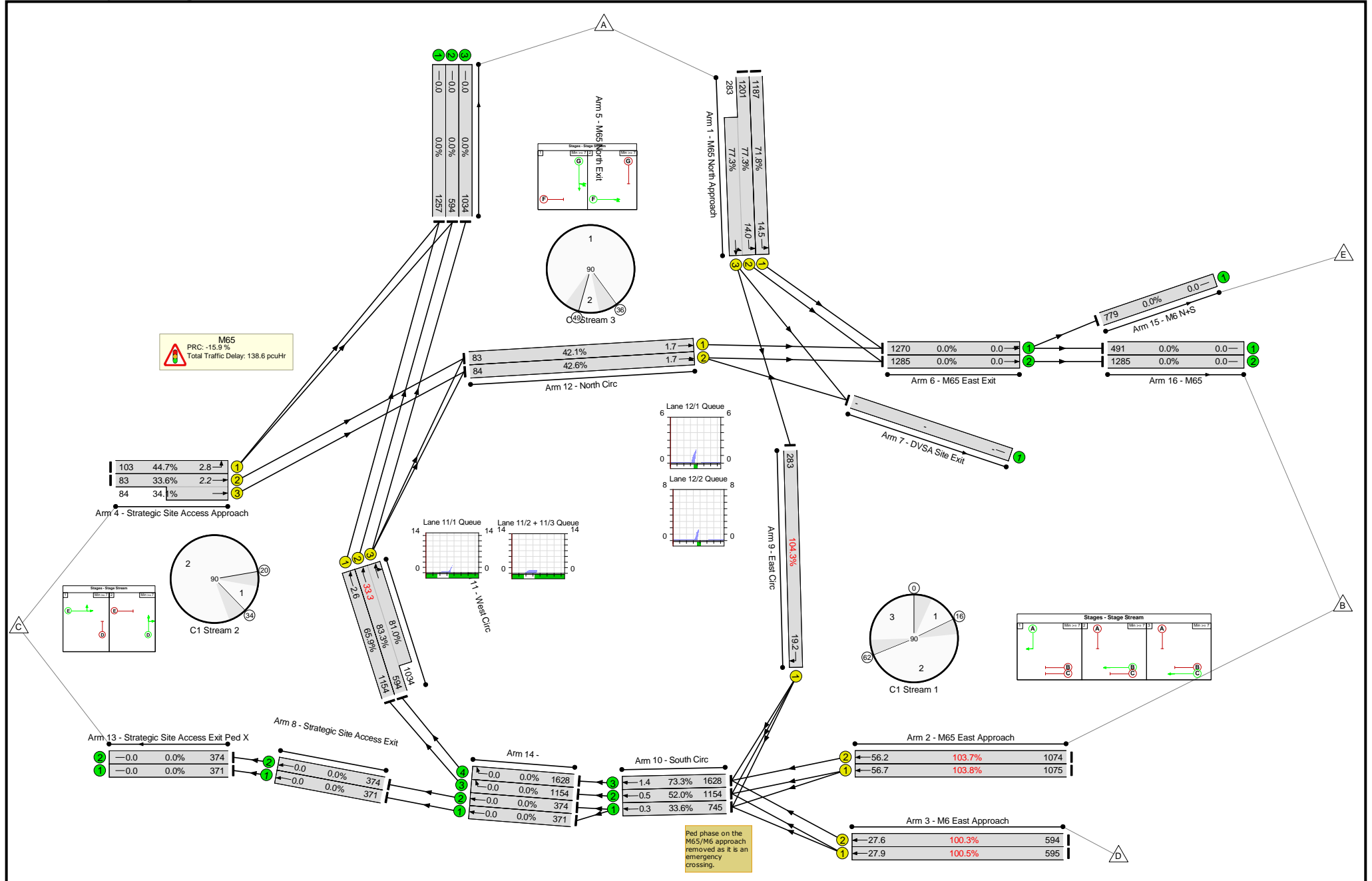
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1688	283	0	700	2671
	B	1908	0	241	0	0	2149
	C	103	88	0	0	79	270
	D	946	0	243	0	0	1189
	E	0	0	0	0	0	0
	Tot.	2957	1776	767	0	779	6279

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	104.3%	0	0	0	138.6	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	104.3%	0	0	0	138.6	-	-	M65
1/1	M65 North Approach Left	U	G		1	72	-	1187	2037	1652	71.8%	-	-	-	2.5	7.7	14.5	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	72	-	1484	2178:2148	1553+366	77.3 : 77.3%	-	-	-	3.0	7.4	14.0	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	41	-	1075	2220	1036	103.8%	-	-	-	37.5	125.5	56.7	2/1
2/2	M65 East Approach Ahead	U	B		1	41	-	1074	2220	1036	103.7%	-	-	-	37.0	124.2	56.2	2/2
3/1	M6 East Approach Ahead	U	C		1	23	-	595	2220	592	100.5%	-	-	-	18.6	112.4	27.9	3/1
3/2	M6 East Approach Ahead	U	C		1	23	-	594	2220	592	100.3%	-	-	-	18.2	110.6	27.6	3/2
4/1	Strategic Site Access Approach Left	U	E		1	9	-	103	2075	231	44.7%	-	-	-	1.5	51.5	2.8	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	9	-	167	2220:2220	247+247	33.6 : 34.1%	-	-	-	2.0	42.5	2.2	4/2+4/3
9/1	East Circ Right	U	A		1	10	-	283	2220	271	104.3%	-	-	-	15.3	194.9	19.2	9/1
10/1	South Circ Ahead	U	-		-	-	-	767	2220	2220	33.6%	-	-	-	0.3	1.2	0.3	10/1
10/2	South Circ Ahead	U	-		-	-	-	1186	2220	2220	52.0%	-	-	-	0.5	1.7	0.5	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-		-	-	-	1668	2220	2220	73.3%	-	-	-	1.4	3.0	1.4	10/3	
11/1	West Circ Ahead	U	D		1	70	-	1186	2220	1751	65.9%	-	-	-	0.1	0.3	2.6	11/1	
11/2+11/3	West Circ Ahead Right	U	D		1	70	-	1668	2220:2135	713+1276	83.3 : 81.0%	-	-	-	0.3	0.8	33.3	11/2+11/3	
12/1	North Circ Ahead	U	F		1	7	-	83	2220	197	42.1%	-	-	-	0.2	7.6	1.7	12/1	
12/2	North Circ Ahead Ahead2	U	F		1	7	-	84	2220	197	42.6%	-	-	-	0.2	7.7	1.7	12/2	
								C1 Stream: 1 PRC for Signalled Lanes (%):	-15.9	Total Delay for Signalled Lanes (pcuHr):		126.66	Cycle Time (s):		90				
								C1 Stream: 2 PRC for Signalled Lanes (%):	8.0	Total Delay for Signalled Lanes (pcuHr):		3.89	Cycle Time (s):		90				
								C1 Stream: 3 PRC for Signalled Lanes (%):	16.4	Total Delay for Signalled Lanes (pcuHr):		5.93	Cycle Time (s):		90				
								PRC Over All Lanes (%):	-15.9	Total Delay Over All Lanes(pcuHr):		138.64							

Basic Results Summary

Scenario 12: 'DS2 2032 PM' (FG12: 'DS2 2032 + Committed and Expected Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

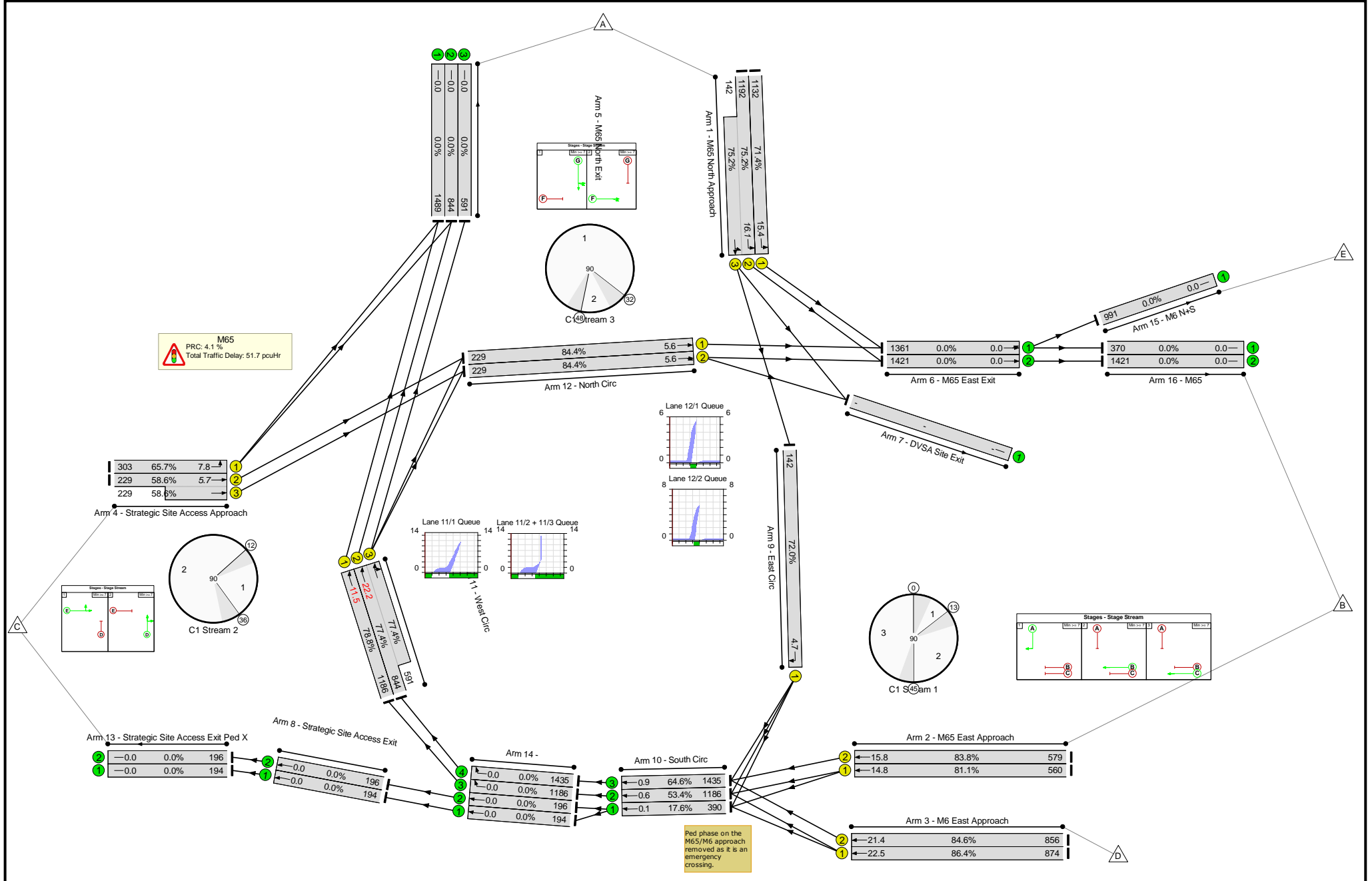
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1558	142	0	766	2466
	B	1006	0	133	0	0	1139
	C	303	233	0	0	225	761
	D	1615	0	115	0	0	1730
	E	0	0	0	0	0	0
	Tot.	2924	1791	390	0	991	6096

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	86.4%	0	0	0	51.7	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	86.4%	0	0	0	51.7	-	-	M65
1/1	M65 North Approach Left	U	G		1	69	-	1132	2037	1584	71.4%	-	-	-	2.8	9.0	15.4	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	69	-	1334	2178:2148	1585+189	75.2 : 75.2%	-	-	-	3.2	8.7	16.1	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	27	-	560	2220	691	81.1%	-	-	-	6.5	41.9	14.8	2/1
2/2	M65 East Approach Ahead	U	B		1	27	-	579	2220	691	83.8%	-	-	-	7.1	44.3	15.8	2/2
3/1	M6 East Approach Ahead	U	C		1	40	-	874	2220	1011	86.4%	-	-	-	8.4	34.6	22.5	3/1
3/2	M6 East Approach Ahead	U	C		1	40	-	856	2220	1011	84.6%	-	-	-	7.8	32.9	21.4	3/2
4/1	Strategic Site Access Approach Left	U	E		1	19	-	303	2075	461	65.7%	-	-	-	3.6	43.1	7.8	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	19	-	458	2220:2220	391+391	58.6 : 58.6%	-	-	-	4.6	35.9	5.7	4/2+4/3
9/1	East Circ Right	U	A		1	7	-	142	2220	197	72.0%	-	-	-	2.7	68.7	4.7	9/1
10/1	South Circ Ahead	U	-		-	-	-	390	2220	2220	17.6%	-	-	-	0.1	1.0	0.1	10/1
10/2	South Circ Ahead	U	-		-	-	-	1186	2220	2220	53.4%	-	-	-	0.6	1.7	0.6	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1435	2220	2220	64.6%	-	-	-	0.9	2.3	0.9	10/3	
11/1	West Circ Ahead	U	D		1	60	-	1186	2220	1505	78.8%	-	-	-	1.1	3.4	11.5	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	60	-	1435	2220:2135	1091+764	77.4 : 77.4%	-	-	-	0.9	2.3	22.2	11/2+11/3
12/1	North Circ Ahead	U	F		1	10	-	229	2220	271	84.4%	-	-	-	0.6	9.9	5.6	12/1
12/2	North Circ Ahead Ahead2	U	F		1	10	-	229	2220	271	84.4%	-	-	-	0.6	9.9	5.6	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):		4.1		Total Delay for Signalled Lanes (pcuHr):		32.57		Cycle Time (s):		90					
		C1	Stream: 2 PRC for Signalled Lanes (%):		14.2		Total Delay for Signalled Lanes (pcuHr):		10.23		Cycle Time (s):		90					
		C1	Stream: 3 PRC for Signalled Lanes (%):		6.6		Total Delay for Signalled Lanes (pcuHr):		7.30		Cycle Time (s):		90					
			PRC Over All Lanes (%):		4.1		Total Delay Over All Lanes(pcuHr):		51.69									

Basic Results Summary

Scenario 13: 'DS1 2037 AM' (FG13: 'DS1 2037 + Committed Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

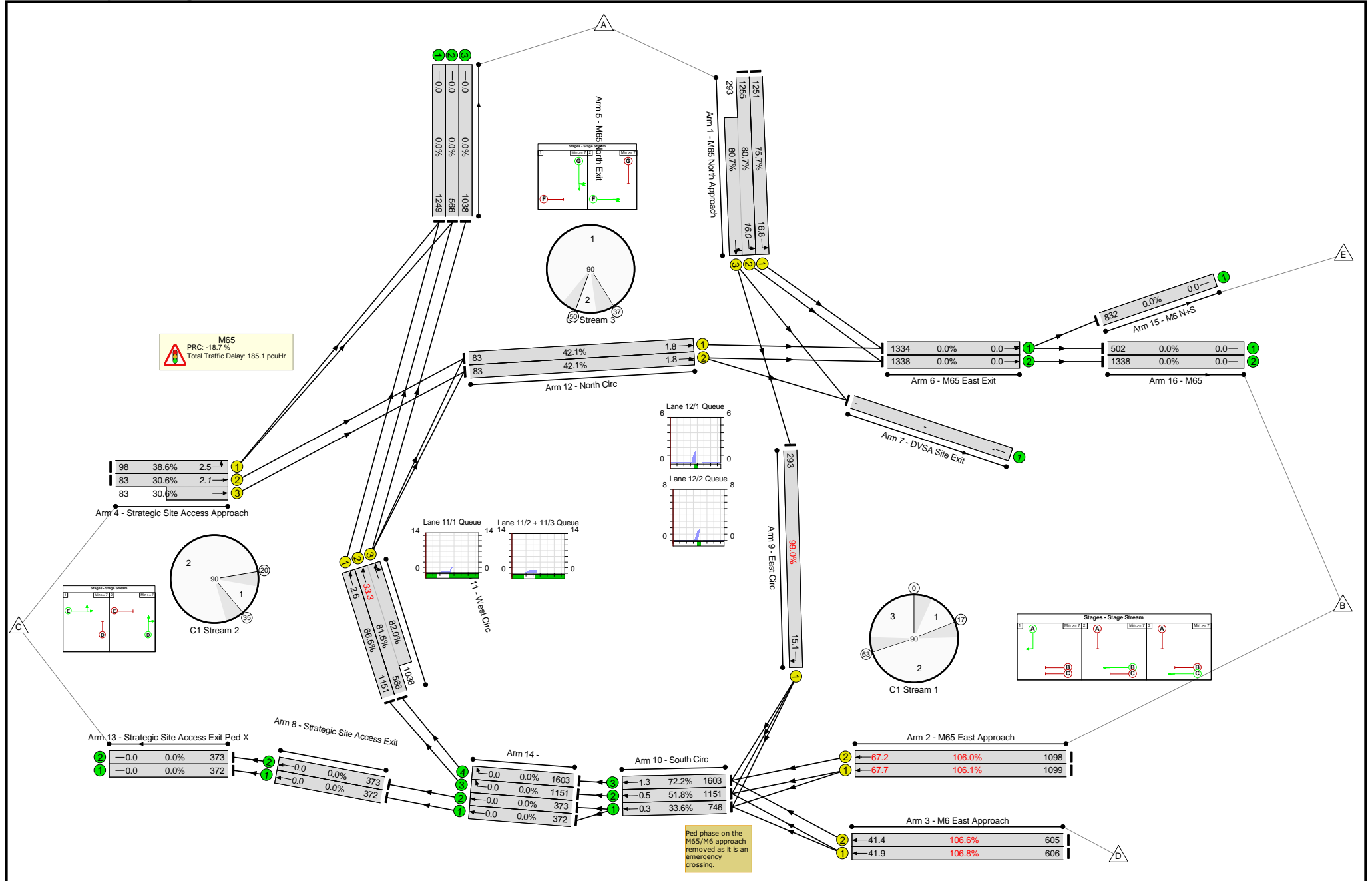
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1752	293	0	754	2799
	B	1957	0	240	0	0	2197
	C	98	88	0	0	78	264
	D	969	0	242	0	0	1211
	E	0	0	0	0	0	0
	Tot.	3024	1840	775	0	832	6471

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	106.8%	0	0	0	185.1	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	106.8%	0	0	0	185.1	-	-	M65
1/1	M65 North Approach Left	U	G		1	72	-	1251	2037	1652	75.7%	-	-	-	3.0	8.6	16.8	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	72	-	1548	2178:2148	1554+363	80.7 : 80.7%	-	-	-	3.5	8.2	16.0	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	41	-	1099	2220	1036	106.1%	-	-	-	48.3	158.3	67.7	2/1
2/2	M65 East Approach Ahead	U	B		1	41	-	1098	2220	1036	106.0%	-	-	-	47.8	156.9	67.2	2/2
3/1	M6 East Approach Ahead	U	C		1	22	-	606	2220	567	106.8%	-	-	-	33.0	196.0	41.9	3/1
3/2	M6 East Approach Ahead	U	C		1	22	-	605	2220	567	106.6%	-	-	-	32.5	193.5	41.4	3/2
4/1	Strategic Site Access Approach Left	U	E		1	10	-	98	2075	254	38.6%	-	-	-	1.3	47.9	2.5	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	10	-	166	2220:2220	271+271	30.6 : 30.6%	-	-	-	1.9	40.8	2.1	4/2+4/3
9/1	East Circ Right	U	A		1	11	-	293	2220	296	99.0%	-	-	-	10.9	133.4	15.1	9/1
10/1	South Circ Ahead	U	-		-	-	-	775	2220	2220	33.6%	-	-	-	0.3	1.2	0.3	10/1
10/2	South Circ Ahead	U	-		-	-	-	1223	2220	2220	51.8%	-	-	-	0.5	1.7	0.5	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-		-	-	-	1703	2220	2220	72.2%	-	-	-	1.3	2.9	1.3	10/3
11/1	West Circ Ahead	U	D		1	69	-	1223	2220	1727	66.6%	-	-	-	0.1	0.4	2.6	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	69	-	1703	2220:2135	694+1266	81.6 : 82.0%	-	-	-	0.4	0.8	33.3	11/2+11/3
12/1	North Circ Ahead	U	F		1	7	-	83	2220	197	42.1%	-	-	-	0.2	7.6	1.8	12/1
12/2	North Circ Ahead Ahead2	U	F		1	7	-	83	2220	197	42.1%	-	-	-	0.2	7.6	1.8	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):		-18.7		Total Delay for Signalled Lanes (pcuHr):		172.51		Cycle Time (s):		90					
		C1	Stream: 2 PRC for Signalled Lanes (%):		9.8		Total Delay for Signalled Lanes (pcuHr):		3.66		Cycle Time (s):		90					
		C1	Stream: 3 PRC for Signalled Lanes (%):		11.5		Total Delay for Signalled Lanes (pcuHr):		6.89		Cycle Time (s):		90					
			PRC Over All Lanes (%):		-18.7		Total Delay Over All Lanes(pcuHr):		185.15									

Basic Results Summary

Scenario 14: 'DS1 2037 PM' (FG14: 'DS1 2037 + Committed Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

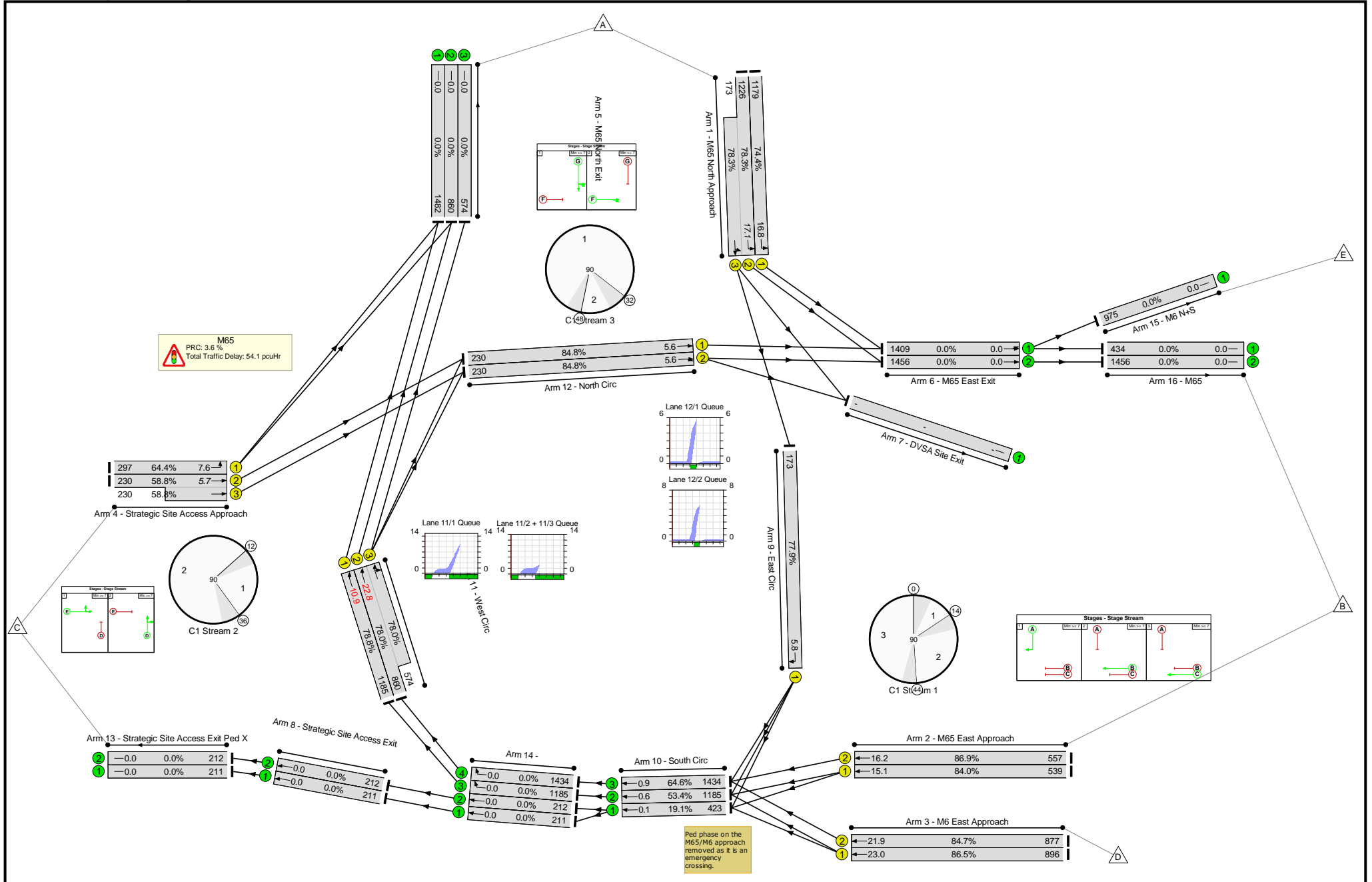
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1656	173	0	749	2578
	B	962	0	134	0	0	1096
	C	297	234	0	0	226	757
	D	1657	0	116	0	0	1773
	E	0	0	0	0	0	0
	Tot.	2916	1890	423	0	975	6204

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	86.9%	0	0	0	54.1	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	86.9%	0	0	0	54.1	-	-	M65
1/1	M65 North Approach Left	U	G		1	69	-	1179	2037	1584	74.4%	-	-	-	3.2	9.7	16.8	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	69	-	1399	2178:2148	1566+221	78.3 : 78.3%	-	-	-	3.6	9.3	17.1	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	25	-	539	2220	641	84.0%	-	-	-	7.0	46.8	15.1	2/1
2/2	M65 East Approach Ahead	U	B		1	25	-	557	2220	641	86.9%	-	-	-	7.8	50.3	16.2	2/2
3/1	M6 East Approach Ahead	U	C		1	41	-	896	2220	1036	86.5%	-	-	-	8.4	33.8	23.0	3/1
3/2	M6 East Approach Ahead	U	C		1	41	-	877	2220	1036	84.7%	-	-	-	7.8	32.1	21.9	3/2
4/1	Strategic Site Access Approach Left	U	E		1	19	-	297	2075	461	64.4%	-	-	-	3.5	42.6	7.6	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	19	-	460	2220:2220	391+391	58.8 : 58.8%	-	-	-	4.6	35.9	5.7	4/2+4/3
9/1	East Circ Right	U	A		1	8	-	173	2220	222	77.9%	-	-	-	3.4	71.5	5.8	9/1
10/1	South Circ Ahead	U	-		-	-	-	423	2220	2220	19.1%	-	-	-	0.1	1.0	0.1	10/1
10/2	South Circ Ahead	U	-		-	-	-	1185	2220	2220	53.4%	-	-	-	0.6	1.7	0.6	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1434	2220	2220	64.6%	-	-	-	0.9	2.3	0.9	10/3	
11/1	West Circ Ahead	U	D		1	60	-	1185	2220	1505	78.8%	-	-	-	1.0	3.0	10.9	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	60	-	1434	2220:2135	1102+736	78.0 : 78.0%	-	-	-	0.9	2.2	22.8	11/2+11/3
12/1	North Circ Ahead	U	F		1	10	-	230	2220	271	84.8%	-	-	-	0.6	9.9	5.6	12/1
12/2	North Circ Ahead Ahead2	U	F		1	10	-	230	2220	271	84.8%	-	-	-	0.6	9.9	5.6	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%)		3.6		Total Delay for Signalled Lanes (pcuHr):		34.46		Cycle Time (s):		90					
		C1	Stream: 2 PRC for Signalled Lanes (%)		14.3		Total Delay for Signalled Lanes (pcuHr):		9.96		Cycle Time (s):		90					
		C1	Stream: 3 PRC for Signalled Lanes (%)		6.2		Total Delay for Signalled Lanes (pcuHr):		8.07		Cycle Time (s):		90					
			PRC Over All Lanes (%)		3.6		Total Delay Over All Lanes(pcuHr):		54.09									

Basic Results Summary

Scenario 15: 'DS2 2037 AM' (FG15: 'DS2 2037 + Committed and Expected Developments + Proposed development - AM', Plan 1: 'Network Control Plan 1')

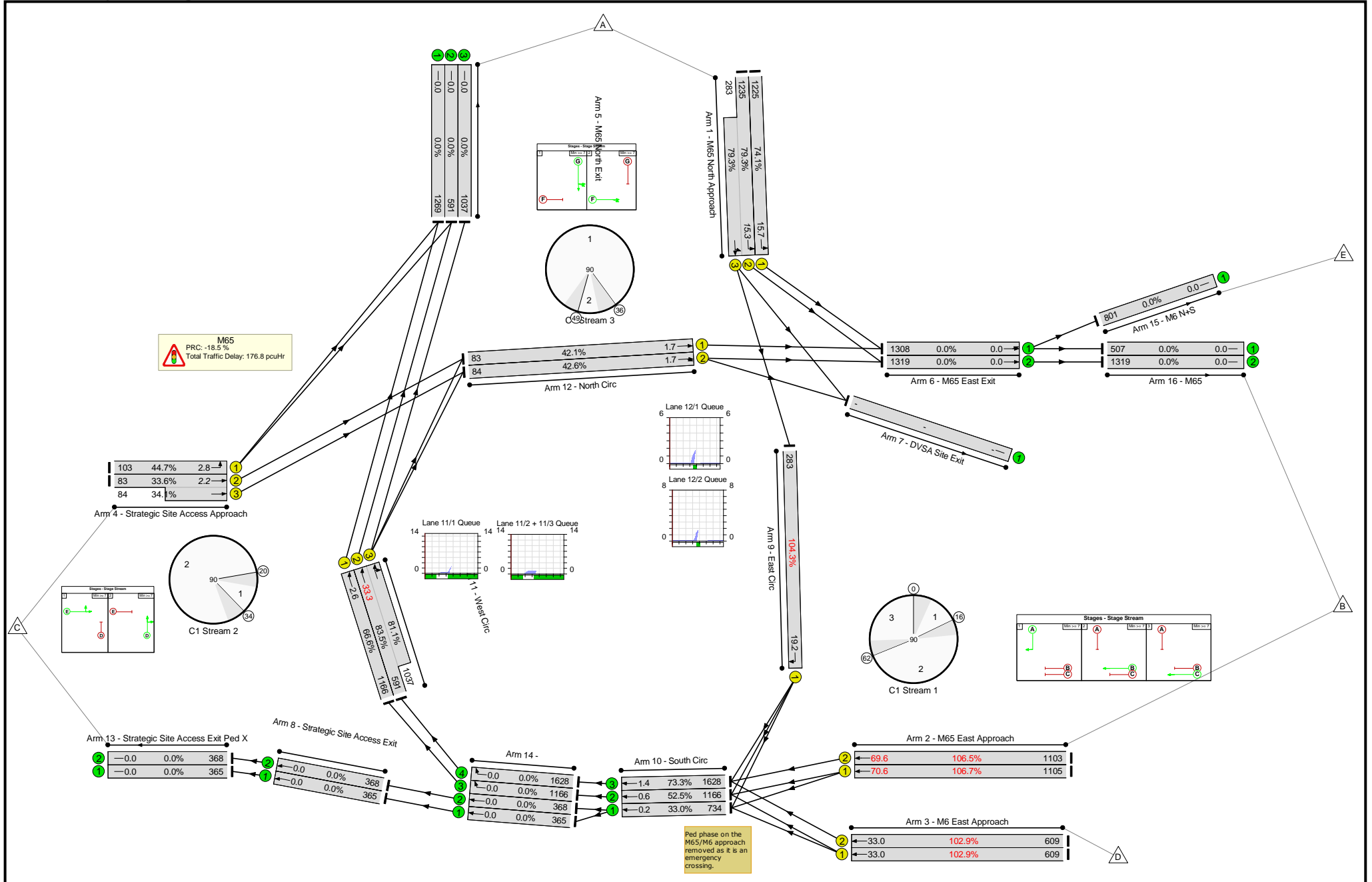
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1738	283	0	722	2743
	B	1967	0	241	0	0	2208
	C	103	88	0	0	79	270
	D	975	0	243	0	0	1218
	E	0	0	0	0	0	0
	Tot.	3045	1826	767	0	801	6439

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	106.7%	0	0	0	176.8	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	106.7%	0	0	0	176.8	-	-	M65
1/1	M65 North Approach Left	U	G		1	72	-	1225	2037	1652	74.1%	-	-	-	2.8	8.2	15.7	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	72	-	1518	2178:2148	1558+357	79.3 : 79.3%	-	-	-	3.3	7.9	15.3	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	41	-	1105	2220	1036	106.7%	-	-	-	51.2	166.8	70.6	2/1
2/2	M65 East Approach Ahead	U	B		1	41	-	1103	2220	1036	106.5%	-	-	-	50.2	163.9	69.6	2/2
3/1	M6 East Approach Ahead	U	C		1	23	-	609	2220	592	102.9%	-	-	-	23.8	140.6	33.0	3/1
3/2	M6 East Approach Ahead	U	C		1	23	-	609	2220	592	102.9%	-	-	-	23.8	140.6	33.0	3/2
4/1	Strategic Site Access Approach Left	U	E		1	9	-	103	2075	231	44.7%	-	-	-	1.5	51.5	2.8	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	9	-	167	2220:2220	247+247	33.6 : 34.1%	-	-	-	2.0	42.5	2.2	4/2+4/3
9/1	East Circ Right	U	A		1	10	-	283	2220	271	104.3%	-	-	-	15.3	194.9	19.2	9/1
10/1	South Circ Ahead	U	-		-	-	-	767	2220	2220	33.0%	-	-	-	0.2	1.2	0.2	10/1
10/2	South Circ Ahead	U	-		-	-	-	1230	2220	2220	52.5%	-	-	-	0.6	1.7	0.6	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-		-	-	-	1712	2220	2220	73.3%	-	-	-	1.4	3.0	1.4	10/3
11/1	West Circ Ahead	U	D		1	70	-	1230	2220	1751	66.6%	-	-	-	0.1	0.3	2.6	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	70	-	1712	2220:2135	708+1279	83.5 : 81.1%	-	-	-	0.3	0.8	33.3	11/2+11/3
12/1	North Circ Ahead	U	F		1	7	-	83	2220	197	42.1%	-	-	-	0.2	7.6	1.7	12/1
12/2	North Circ Ahead Ahead2	U	F		1	7	-	84	2220	197	42.6%	-	-	-	0.2	7.7	1.7	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):		-18.5		Total Delay for Signalled Lanes (pcuHr):		164.29		Cycle Time (s):		90					
		C1	Stream: 2 PRC for Signalled Lanes (%):		7.8		Total Delay for Signalled Lanes (pcuHr):		3.90		Cycle Time (s):		90					
		C1	Stream: 3 PRC for Signalled Lanes (%):		13.5		Total Delay for Signalled Lanes (pcuHr):		6.46		Cycle Time (s):		90					
			PRC Over All Lanes (%):		-18.5		Total Delay Over All Lanes(pcuHr):		176.82									

Basic Results Summary

Scenario 16: 'DS2 2037 PM' (FG16: 'DS2 2037 + Committed and Expected Developments + Proposed development - PM', Plan 1: 'Network Control Plan 1')

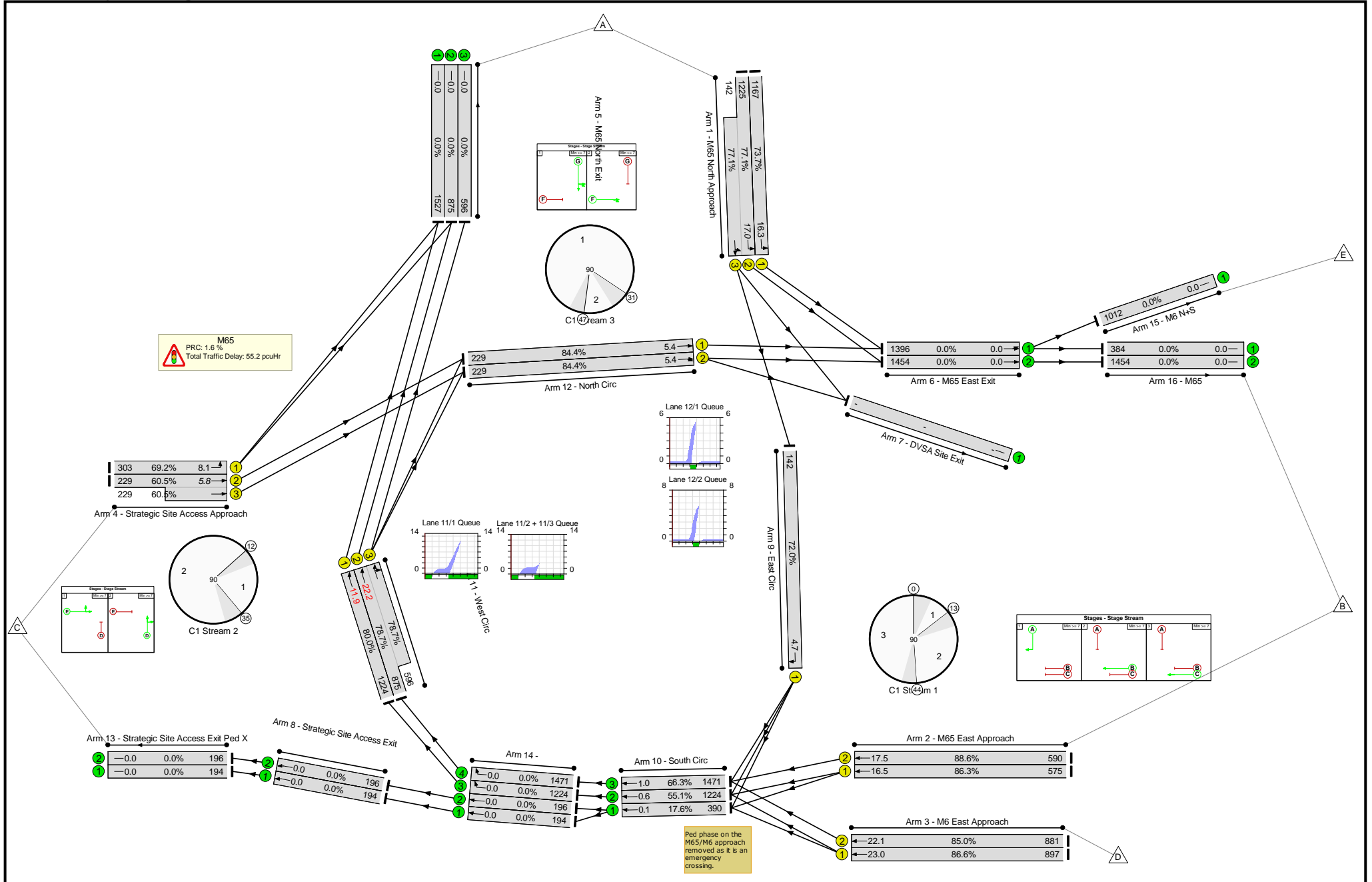
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1605	142	0	787	2534
	B	1032	0	133	0	0	1165
	C	303	233	0	0	225	761
	D	1663	0	115	0	0	1778
	E	0	0	0	0	0	0
	Tot.	2998	1838	390	0	1012	6238

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network: M65 Access Roundabout Modification	-	-	-		-	-	-	-	-	-	88.6%	0	0	0	55.2	-	-	Network: M65 Access Roundabout Modification
M65	-	-	-		-	-	-	-	-	-	88.6%	0	0	0	55.2	-	-	M65
1/1	M65 North Approach Left	U	G		1	69	-	1167	2037	1584	73.7%	-	-	-	3.1	9.5	16.3	1/1
1/2+1/3	M65 North Approach Left Left2 Ahead	U	G		1	69	-	1367	2178:2148	1588+184	77.1 : 77.1%	-	-	-	3.5	9.2	17.0	1/2+1/3
2/1	M65 East Approach Ahead	U	B		1	26	-	575	2220	666	86.3%	-	-	-	7.7	48.3	16.5	2/1
2/2	M65 East Approach Ahead	U	B		1	26	-	590	2220	666	88.6%	-	-	-	8.5	51.7	17.5	2/2
3/1	M6 East Approach Ahead	U	C		1	41	-	897	2220	1036	86.6%	-	-	-	8.4	33.9	23.0	3/1
3/2	M6 East Approach Ahead	U	C		1	41	-	881	2220	1036	85.0%	-	-	-	7.9	32.4	22.1	3/2
4/1	Strategic Site Access Approach Left	U	E		1	18	-	303	2075	438	69.2%	-	-	-	3.9	45.9	8.1	4/1
4/2+4/3	Strategic Site Access Approach Ahead	U	E		1	18	-	458	2220:2220	379+379	60.5 : 60.5%	-	-	-	4.7	37.2	5.8	4/2+4/3
9/1	East Circ Right	U	A		1	7	-	142	2220	197	72.0%	-	-	-	2.7	68.7	4.7	9/1
10/1	South Circ Ahead	U	-		-	-	-	390	2220	2220	17.6%	-	-	-	0.1	1.0	0.1	10/1
10/2	South Circ Ahead	U	-		-	-	-	1224	2220	2220	55.1%	-	-	-	0.6	1.8	0.6	10/2

Basic Results Summary

10/3	South Circ Ahead	U	-	-	-	-	1471	2220	2220	66.3%	-	-	-	1.0	2.4	1.0	10/3	
11/1	West Circ Ahead	U	D		1	61	-	1224	2220	1529	80.0%	-	-	-	1.0	3.0	11.9	11/1
11/2+11/3	West Circ Ahead Right	U	D		1	61	-	1471	2220:2135	1112+757	78.7 : 78.7%	-	-	-	0.8	2.1	22.2	11/2+11/3
12/1	North Circ Ahead	U	F		1	10	-	229	2220	271	84.4%	-	-	-	0.6	9.5	5.4	12/1
12/2	North Circ Ahead Ahead2	U	F		1	10	-	229	2220	271	84.4%	-	-	-	0.6	9.5	5.4	12/2
		C1	Stream: 1 PRC for Signalled Lanes (%):		1.6		Total Delay for Signalled Lanes (pcuHr):		35.28		Cycle Time (s):		90					
		C1	Stream: 2 PRC for Signalled Lanes (%):		12.5		Total Delay for Signalled Lanes (pcuHr):		10.46		Cycle Time (s):		90					
		C1	Stream: 3 PRC for Signalled Lanes (%):		6.6		Total Delay for Signalled Lanes (pcuHr):		7.78		Cycle Time (s):		90					
			PRC Over All Lanes (%):		1.6		Total Delay Over All Lanes(pcuHr):		55.21									

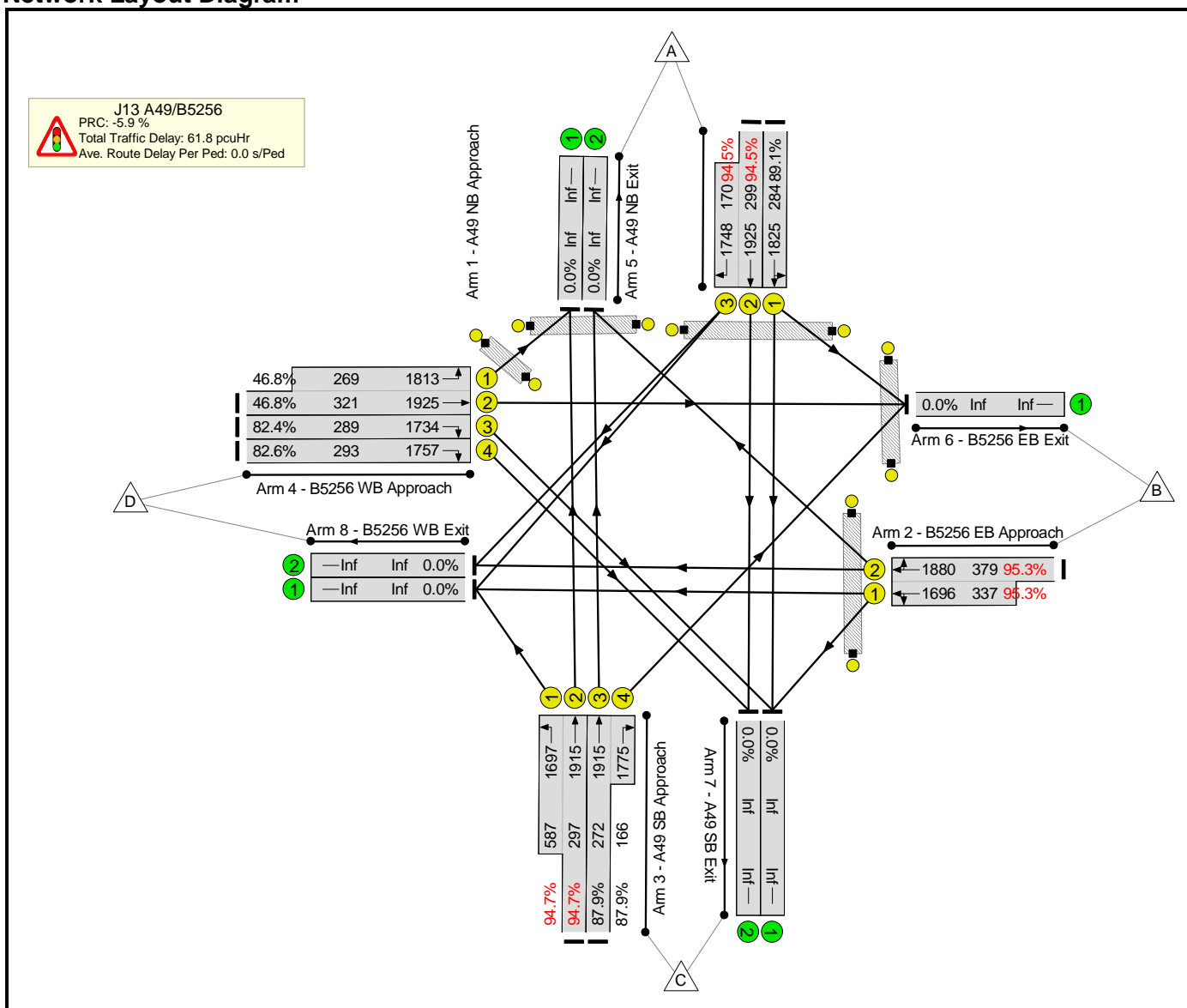
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Lancashire Central
Title:	J13 Lancaster Lane_B5256
Location:	
Model Assumptions:	Model set up as per Cuerden TA model
Additional detail:	
File name:	J13_LeylandWay_LancasterLn_WiganRd_WSP_31052022.lsg3x
Author:	
Company:	WSP
Address:	8 First St, Manchester

Scenario 1: 'DM1 2032 AM' (FG1: 'DM1 2032 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	95.3%	0	0	0	61.8	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	95.3%	0	0	0	61.8	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	13	-	253	1825	284	89.1%	-	-	-	6.0	85.1	9.5
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	13	-	444	1925:1748	299+170	94.5 : 94.5%	-	-	-	10.4	84.7	12.9
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	19	-	682	1880:1696	379+337	95.3 : 95.3%	-	-	-	13.5	71.5	16.9
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	15:35	-	837	1915:1697	297+587	94.7 : 94.7%	-	-	-	13.4	57.7	22.2
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	15	-	385	1915:1775	272+166	87.9 : 87.9%	-	-	-	6.9	64.8	9.8
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	14:21	-	276	1925:1813	321+269	46.8 : 46.8%	-	-	-	2.3	30.3	3.8
4/3	B5256 WB Approach Right	U	D		1	14	-	238	1734	289	82.4%	-	-	-	4.5	68.8	7.8
4/4	B5256 WB Approach Right	U	D		1	14	-	242	1757	293	82.6%	-	-	-	4.6	68.8	8.0
Ped Link: P1	Unnamed Ped Link	-	G		1	64	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	59	-	0	-	0	0.0%	-	-	-	-	-	-

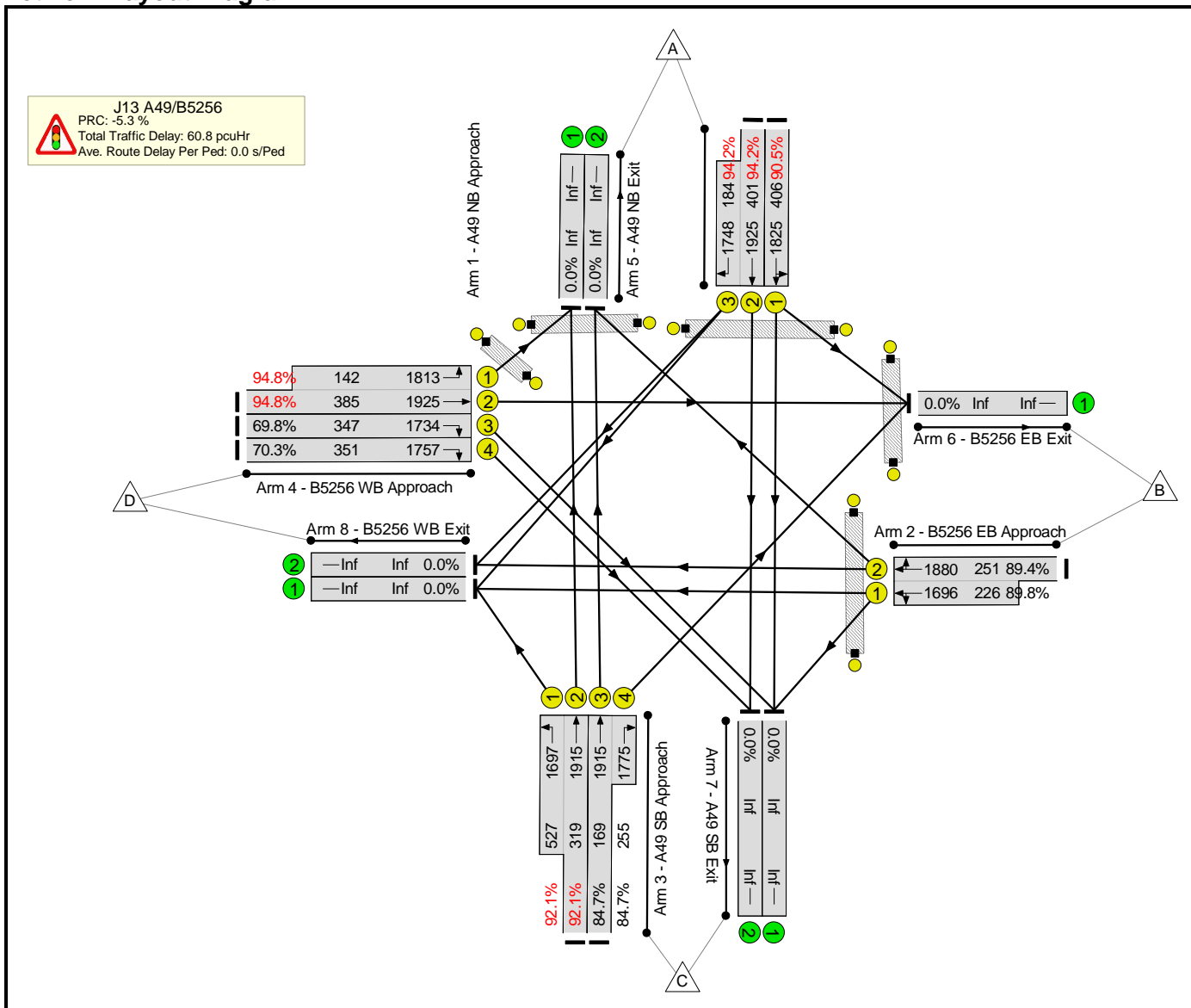
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-5.9		Total Delay for Signalled Lanes (pcuHr):		61.83		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-5.9		Total Delay Over All Lanes(pcuHr):		61.83								

Basic Results Summary

Scenario 2: 'DM1 2032 PM' (FG2: 'DM1 2032 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	94.8%	0	0	0	60.8	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	94.8%	0	0	0	60.8	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	19	-	367	1825	406	90.5%	-	-	-	7.4	72.8	12.8
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	19	-	551	1925:1748	401+184	94.2 : 94.2%	-	-	-	11.1	72.2	15.8
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	11	-	427	1880:1696	251+226	89.4 : 89.8%	-	-	-	8.3	69.8	9.2
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	14:37	-	779	1915:1697	319+527	92.1 : 92.1%	-	-	-	10.9	50.5	15.7
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	14	-	359	1915:1775	169+255	84.7 : 84.7%	-	-	-	6.1	60.8	8.3
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	17:30	-	500	1925:1813	385+142	94.8 : 94.8%	-	-	-	10.2	73.8	15.2
4/3	B5256 WB Approach Right	U	D		1	17	-	242	1734	347	69.8%	-	-	-	3.4	50.3	6.7
4/4	B5256 WB Approach Right	U	D		1	17	-	247	1757	351	70.3%	-	-	-	3.5	50.4	6.9
Ped Link: P1	Unnamed Ped Link	-	G		1	58	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	67	-	0	-	0	0.0%	-	-	-	-	-	-

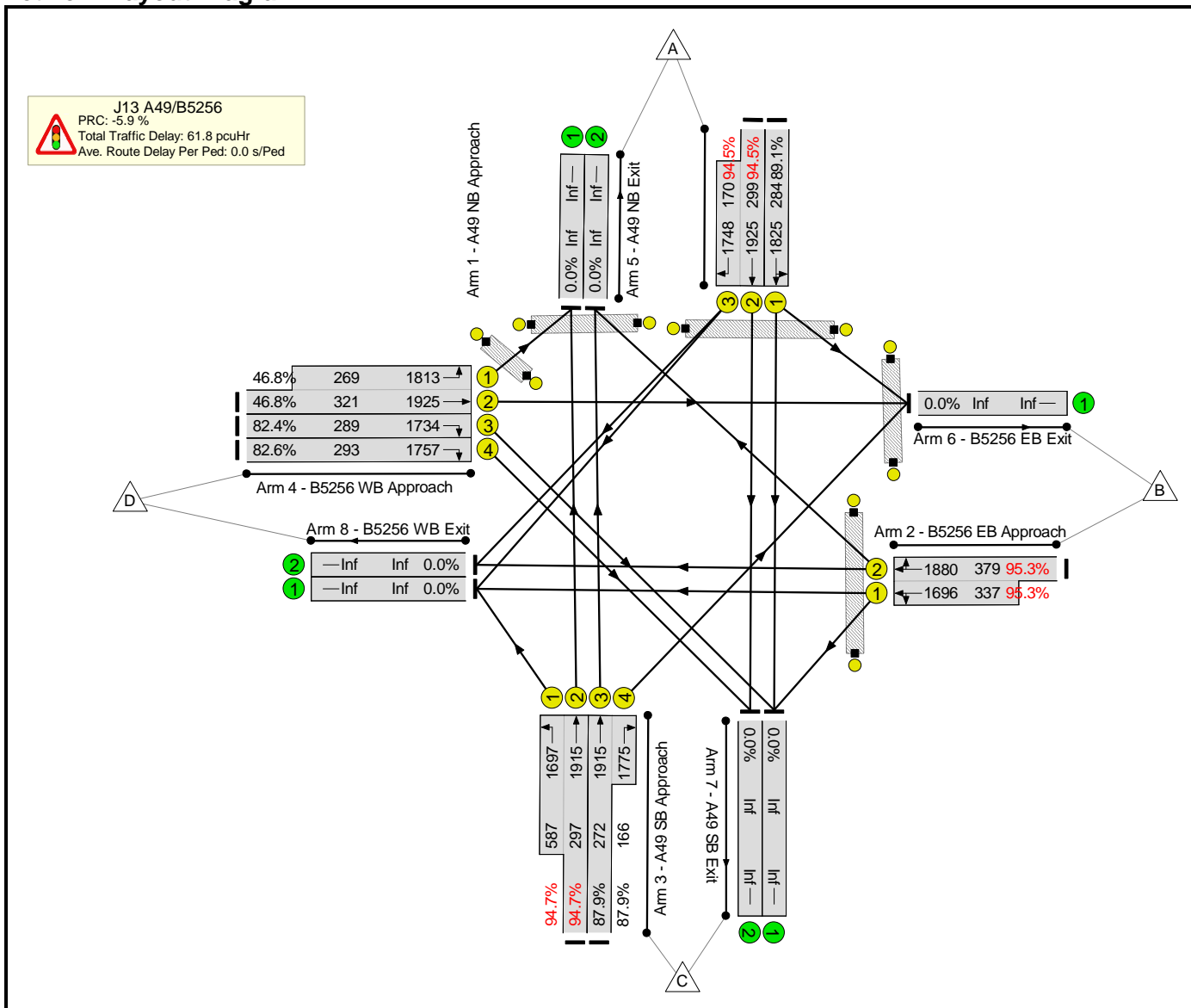
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-5.3		Total Delay for Signalled Lanes (pcuHr):		60.83		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-5.3		Total Delay Over All Lanes(pcuHr):		60.83								

Basic Results Summary

Scenario 3: 'DM2 2032 AM' (FG3: 'DM2 2032 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	95.3%	0	0	0	61.8	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	95.3%	0	0	0	61.8	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	13	-	253	1825	284	89.1%	-	-	-	6.0	85.1	9.5
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	13	-	444	1925:1748	299+170	94.5 : 94.5%	-	-	-	10.4	84.7	12.9
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	19	-	682	1880:1696	379+337	95.3 : 95.3%	-	-	-	13.5	71.5	16.9
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	15:35	-	837	1915:1697	297+587	94.7 : 94.7%	-	-	-	13.4	57.7	22.2
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	15	-	385	1915:1775	272+166	87.9 : 87.9%	-	-	-	6.9	64.8	9.8
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	14:21	-	276	1925:1813	321+269	46.8 : 46.8%	-	-	-	2.3	30.3	3.8
4/3	B5256 WB Approach Right	U	D		1	14	-	238	1734	289	82.4%	-	-	-	4.5	68.8	7.8
4/4	B5256 WB Approach Right	U	D		1	14	-	242	1757	293	82.6%	-	-	-	4.6	68.8	8.0
Ped Link: P1	Unnamed Ped Link	-	G		1	64	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	59	-	0	-	0	0.0%	-	-	-	-	-	-

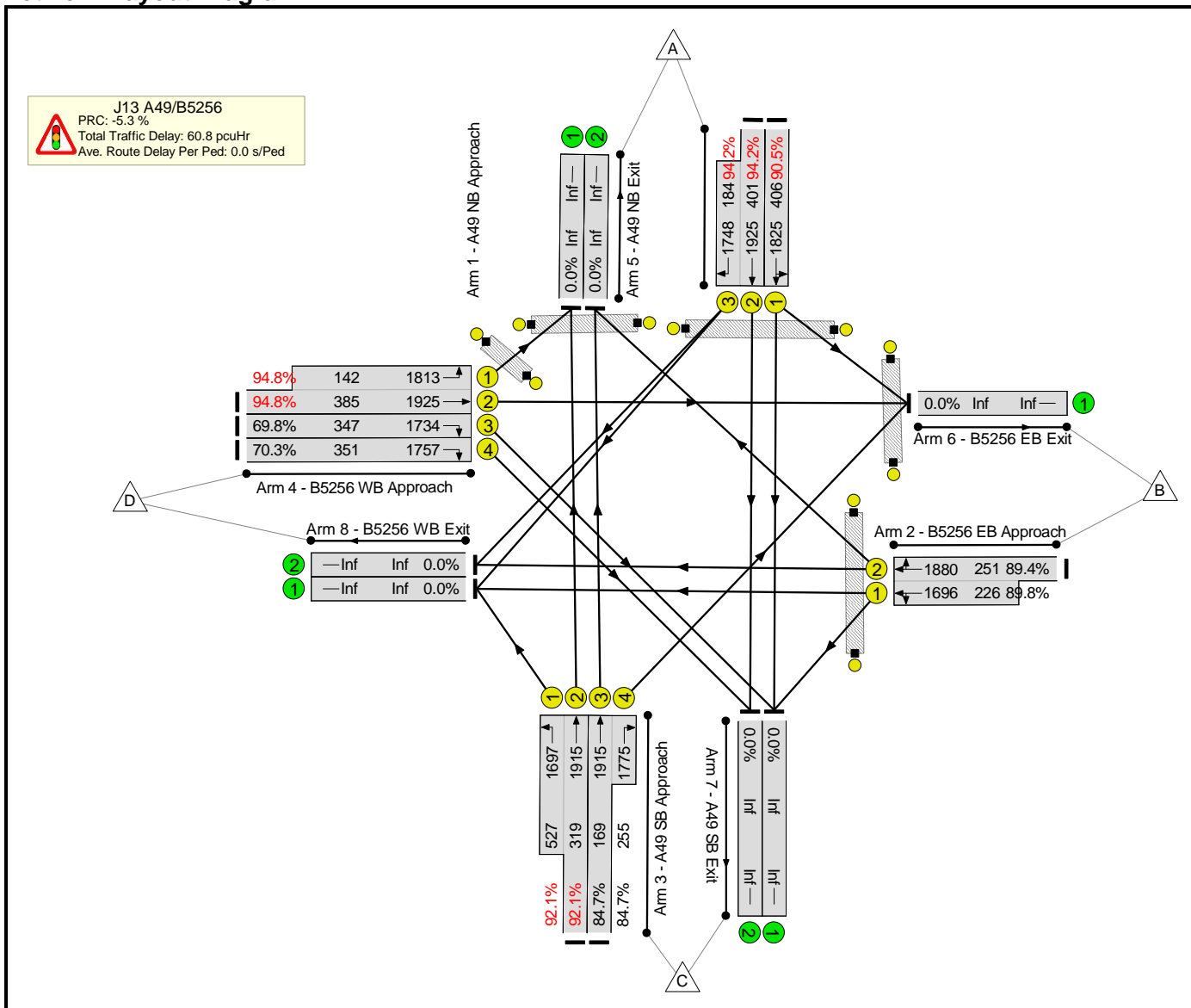
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-5.9		Total Delay for Signalled Lanes (pcuHr):		61.83		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-5.9		Total Delay Over All Lanes(pcuHr):		61.83								

Basic Results Summary

Scenario 4: 'DM2 2032 PM' (FG4: 'DM2 2032 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	94.8%	0	0	0	60.8	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	94.8%	0	0	0	60.8	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	19	-	367	1825	406	90.5%	-	-	-	7.4	72.8	12.8
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	19	-	551	1925:1748	401+184	94.2 : 94.2%	-	-	-	11.1	72.2	15.8
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	11	-	427	1880:1696	251+226	89.4 : 89.8%	-	-	-	8.3	69.8	9.2
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	14:37	-	779	1915:1697	319+527	92.1 : 92.1%	-	-	-	10.9	50.5	15.7
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	14	-	359	1915:1775	169+255	84.7 : 84.7%	-	-	-	6.1	60.8	8.3
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	17:30	-	500	1925:1813	385+142	94.8 : 94.8%	-	-	-	10.2	73.8	15.2
4/3	B5256 WB Approach Right	U	D		1	17	-	242	1734	347	69.8%	-	-	-	3.4	50.3	6.7
4/4	B5256 WB Approach Right	U	D		1	17	-	247	1757	351	70.3%	-	-	-	3.5	50.4	6.9
Ped Link: P1	Unnamed Ped Link	-	G		1	58	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	67	-	0	-	0	0.0%	-	-	-	-	-	-

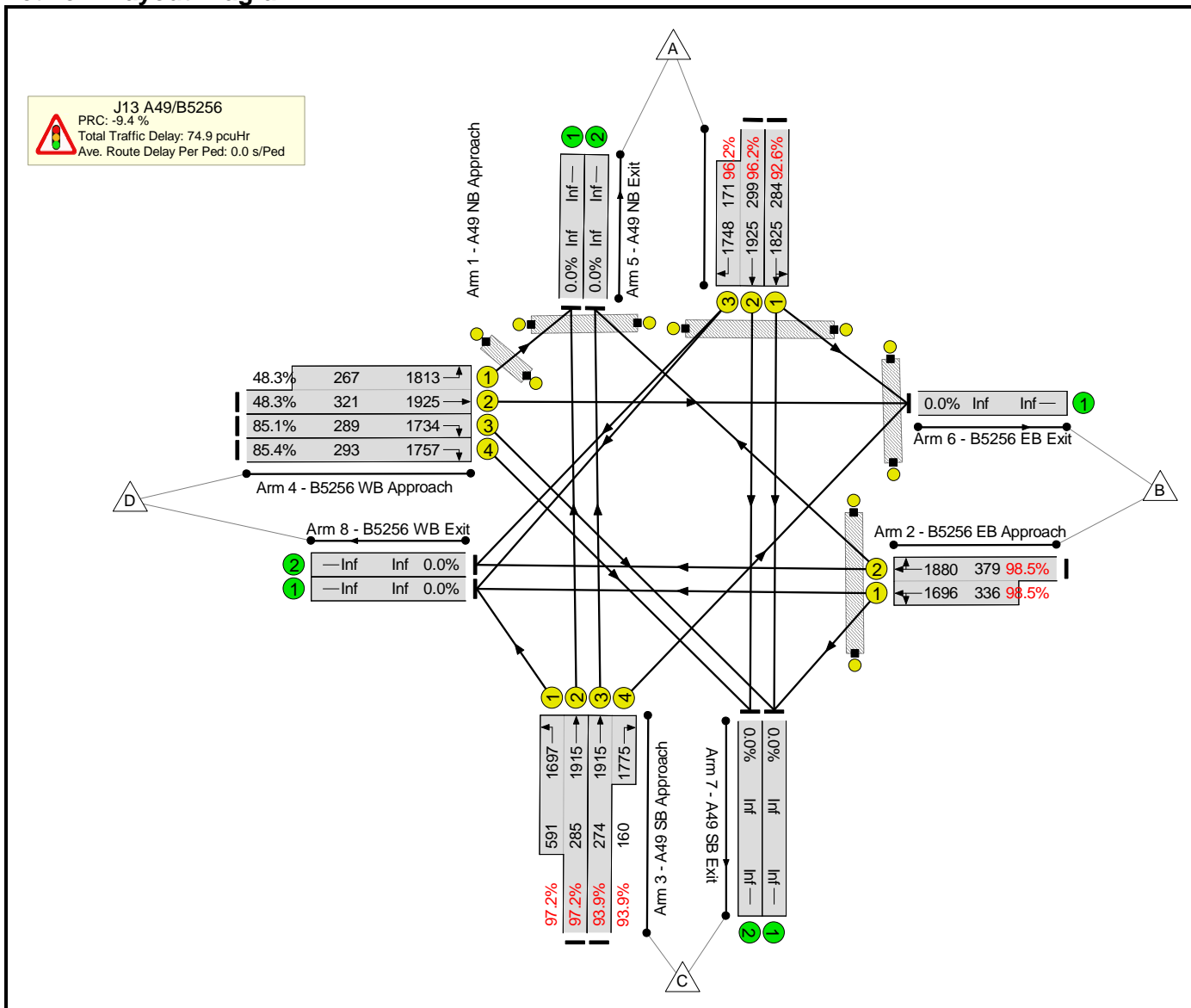
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-5.3		Total Delay for Signalled Lanes (pcuHr):		60.83		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-5.3		Total Delay Over All Lanes(pcuHr):		60.83								

Basic Results Summary

Scenario 5: 'DM1 2037 AM' (FG5: 'DM1 2037 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	98.5%	0	0	0	74.9	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	98.5%	0	0	0	74.9	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	13	-	263	1825	284	92.6%	-	-	-	7.2	98.0	10.9
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	13	-	452	1925:1748	299+171	96.2 : 96.2%	-	-	-	11.7	93.0	14.2
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	19	-	704	1880:1696	379+336	98.5 : 98.5%	-	-	-	17.7	90.3	21.3
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	15:35	-	851	1915:1697	285+591	97.2 : 97.2%	-	-	-	16.4	69.2	26.0
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	15	-	407	1915:1775	274+160	93.9 : 93.9%	-	-	-	9.4	83.3	12.9
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	14:21	-	284	1925:1813	321+267	48.3 : 48.3%	-	-	-	2.4	30.6	4.0
4/3	B5256 WB Approach Right	U	D		1	14	-	246	1734	289	85.1%	-	-	-	5.0	73.8	8.5
4/4	B5256 WB Approach Right	U	D		1	14	-	250	1757	293	85.4%	-	-	-	5.1	73.9	8.6
Ped Link: P1	Unnamed Ped Link	-	G		1	64	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	59	-	0	-	0	0.0%	-	-	-	-	-	-

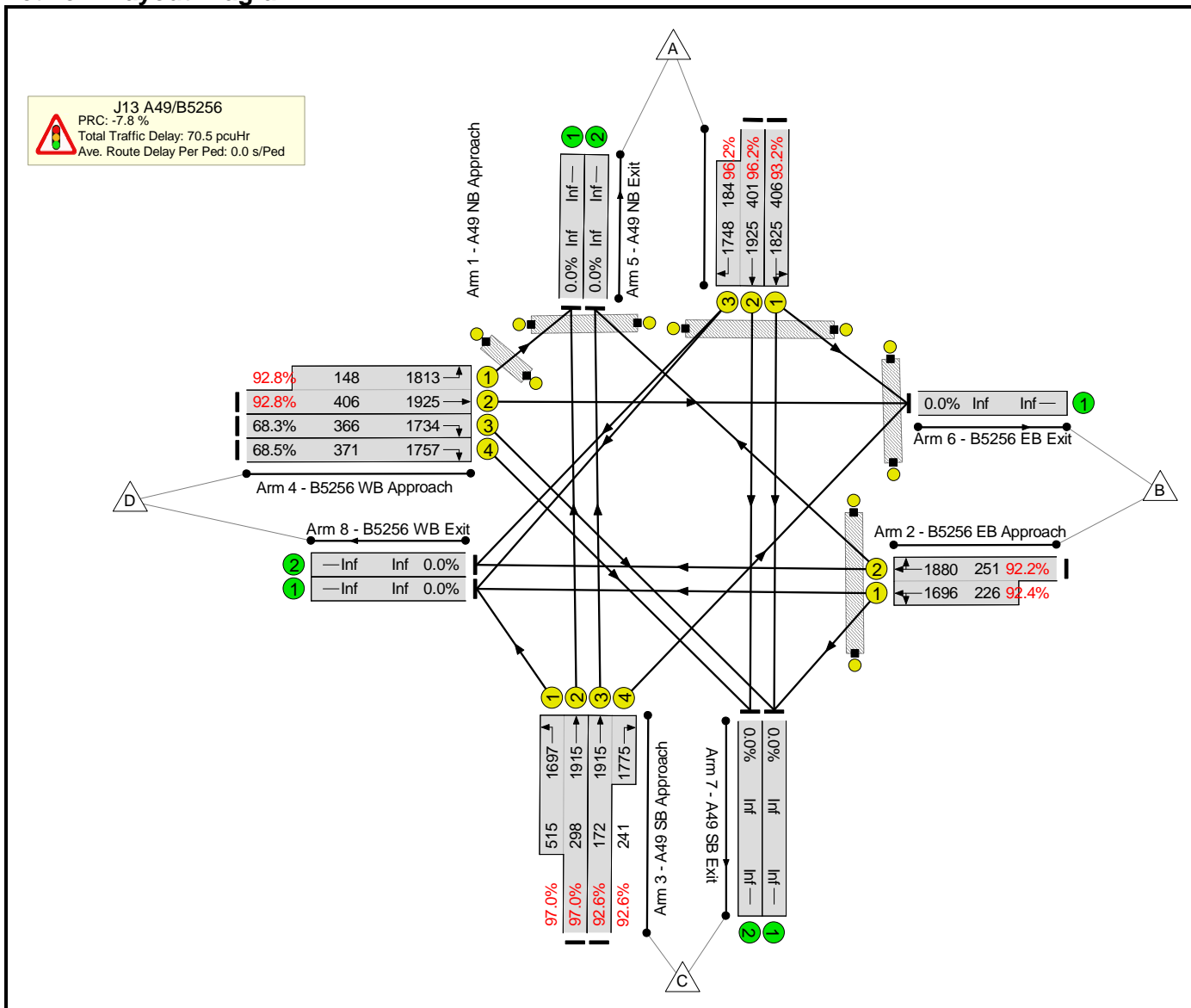
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-9.4		Total Delay for Signalled Lanes (pcuHr):		74.87		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-9.4		Total Delay Over All Lanes(pcuHr):		74.87								

Basic Results Summary

Scenario 6: 'DM1 2037 PM' (FG6: 'DM1 2037 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	97.0%	0	0	0	70.5	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	97.0%	0	0	0	70.5	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	19	-	378	1825	406	93.2%	-	-	-	8.6	82.2	14.3
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	19	-	563	1925:1748	401+184	96.2 : 96.2%	-	-	-	12.7	81.5	17.7
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	11	-	440	1880:1696	251+226	92.2 : 92.4%	-	-	-	9.5	77.4	10.4
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	13:37	-	789	1915:1697	298+515	97.0 : 97.0%	-	-	-	15.2	69.5	20.8
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	13	-	382	1915:1775	172+241	92.6 : 92.6%	-	-	-	8.6	81.2	11.0
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	18:31	-	514	1925:1813	406+148	92.8 : 92.8%	-	-	-	9.1	64.0	14.3
4/3	B5256 WB Approach Right	U	D		1	18	-	250	1734	366	68.3%	-	-	-	3.3	48.0	6.8
4/4	B5256 WB Approach Right	U	D		1	18	-	254	1757	371	68.5%	-	-	-	3.4	47.9	6.9
Ped Link: P1	Unnamed Ped Link	-	G		1	58	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	31	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	67	-	0	-	0	0.0%	-	-	-	-	-	-

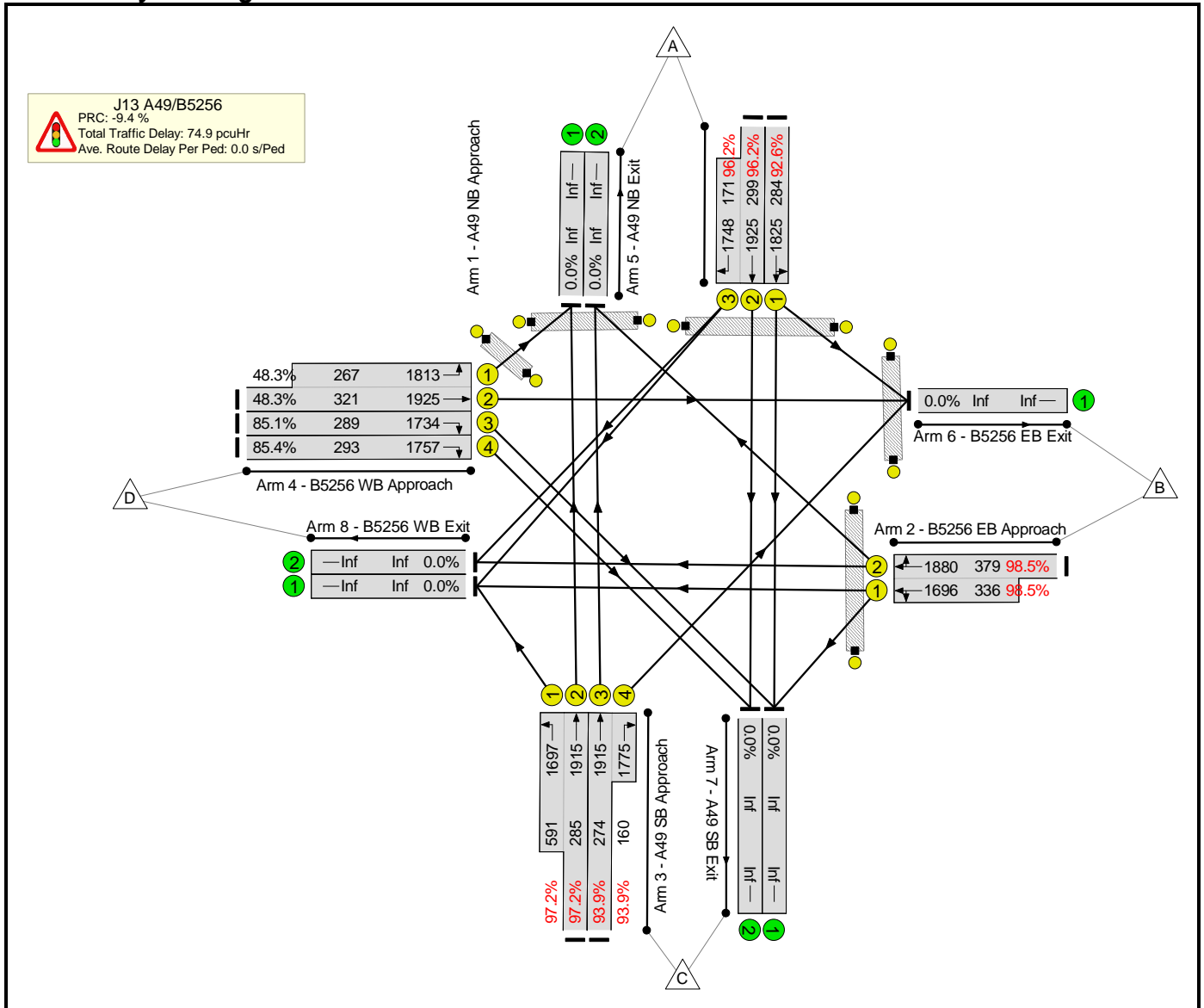
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-7.8		Total Delay for Signalled Lanes (pcuHr):		70.53		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-7.8		Total Delay Over All Lanes(pcuHr):		70.53								

Basic Results Summary

Scenario 7: 'DM2 2037 AM' (FG7: 'DM2 2037 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	98.5%	0	0	0	74.9	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	98.5%	0	0	0	74.9	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	13	-	263	1825	284	92.6%	-	-	-	7.2	98.0	10.9
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	13	-	452	1925:1748	299+171	96.2 : 96.2%	-	-	-	11.7	93.0	14.2
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	19	-	704	1880:1696	379+336	98.5 : 98.5%	-	-	-	17.7	90.3	21.3
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	15:35	-	851	1915:1697	285+591	97.2 : 97.2%	-	-	-	16.4	69.2	26.0
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	15	-	407	1915:1775	274+160	93.9 : 93.9%	-	-	-	9.4	83.3	12.9
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	14:21	-	284	1925:1813	321+267	48.3 : 48.3%	-	-	-	2.4	30.6	4.0
4/3	B5256 WB Approach Right	U	D		1	14	-	246	1734	289	85.1%	-	-	-	5.0	73.8	8.5
4/4	B5256 WB Approach Right	U	D		1	14	-	250	1757	293	85.4%	-	-	-	5.1	73.9	8.6
Ped Link: P1	Unnamed Ped Link	-	G		1	64	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	59	-	0	-	0	0.0%	-	-	-	-	-	-

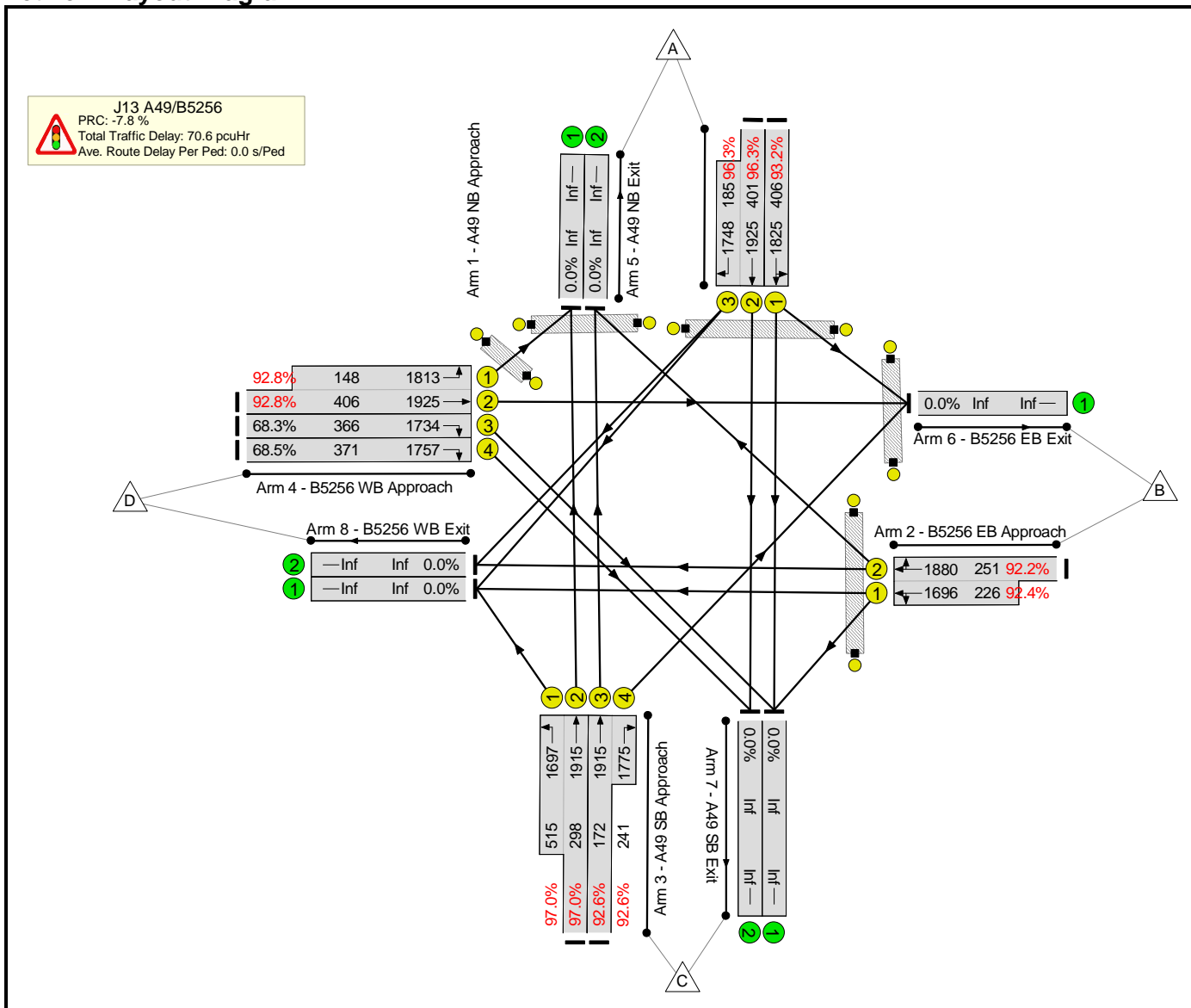
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-9.4		Total Delay for Signalled Lanes (pcuHr):		74.87		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-9.4		Total Delay Over All Lanes(pcuHr):		74.87								

Basic Results Summary

Scenario 8: 'DM2 2037 PM' (FG8: 'DM2 2037 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	97.0%	0	0	0	70.6	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	97.0%	0	0	0	70.6	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	19	-	378	1825	406	93.2%	-	-	-	8.6	82.2	14.3
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	19	-	564	1925:1748	401+185	96.3 : 96.3%	-	-	-	12.8	81.7	17.8
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	11	-	440	1880:1696	251+226	92.2 : 92.4%	-	-	-	9.5	77.4	10.4
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	13:37	-	789	1915:1697	298+515	97.0 : 97.0%	-	-	-	15.2	69.5	20.8
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	13	-	382	1915:1775	172+241	92.6 : 92.6%	-	-	-	8.6	81.2	11.0
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	18:31	-	514	1925:1813	406+148	92.8 : 92.8%	-	-	-	9.1	64.0	14.3
4/3	B5256 WB Approach Right	U	D		1	18	-	250	1734	366	68.3%	-	-	-	3.3	48.0	6.8
4/4	B5256 WB Approach Right	U	D		1	18	-	254	1757	371	68.5%	-	-	-	3.4	47.9	6.9
Ped Link: P1	Unnamed Ped Link	-	G		1	58	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	31	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	67	-	0	-	0	0.0%	-	-	-	-	-	-

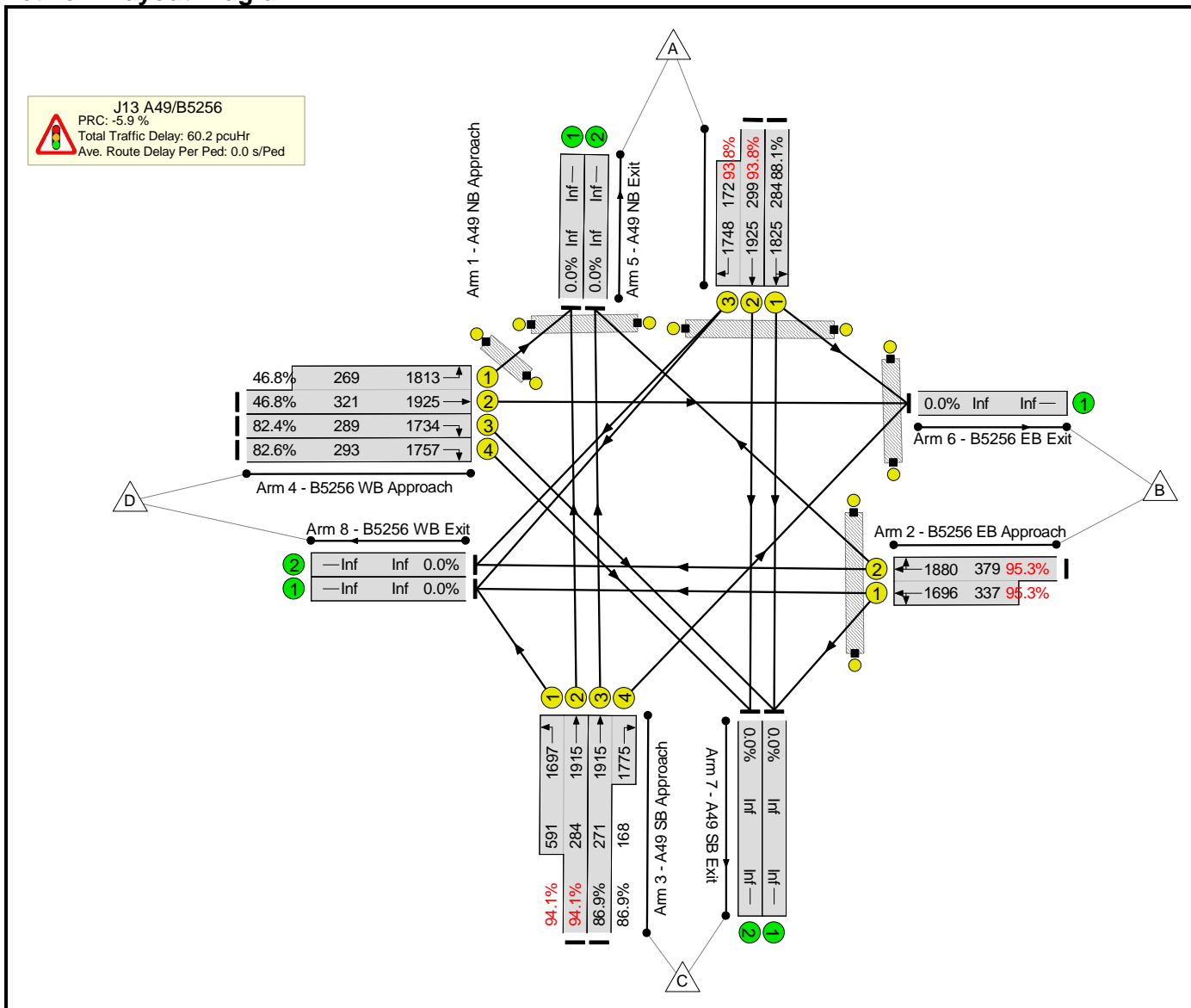
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-7.8		Total Delay for Signalled Lanes (pcuHr):		70.58		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-7.8		Total Delay Over All Lanes(pcuHr):		70.58								

Basic Results Summary

Scenario 9: 'DS1 2032 AM' (FG9: 'DS1 2032 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	95.3%	0	0	0	60.2	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	95.3%	0	0	0	60.2	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	13	-	250	1825	284	88.1%	-	-	-	5.7	82.0	9.2
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	13	-	442	1925:1748	299+172	93.8 : 93.8%	-	-	-	10.0	81.7	12.4
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	19	-	682	1880:1696	379+337	95.3 : 95.3%	-	-	-	13.5	71.5	16.9
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	15:35	-	823	1915:1697	284+591	94.1 : 94.1%	-	-	-	12.8	55.8	21.6
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	15	-	382	1915:1775	271+168	86.9 : 86.9%	-	-	-	6.7	62.9	9.5
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	14:21	-	276	1925:1813	321+269	46.8 : 46.8%	-	-	-	2.3	30.3	3.8
4/3	B5256 WB Approach Right	U	D		1	14	-	238	1734	289	82.4%	-	-	-	4.5	68.8	7.8
4/4	B5256 WB Approach Right	U	D		1	14	-	242	1757	293	82.6%	-	-	-	4.6	68.8	8.0
Ped Link: P1	Unnamed Ped Link	-	G		1	64	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	59	-	0	-	0	0.0%	-	-	-	-	-	-

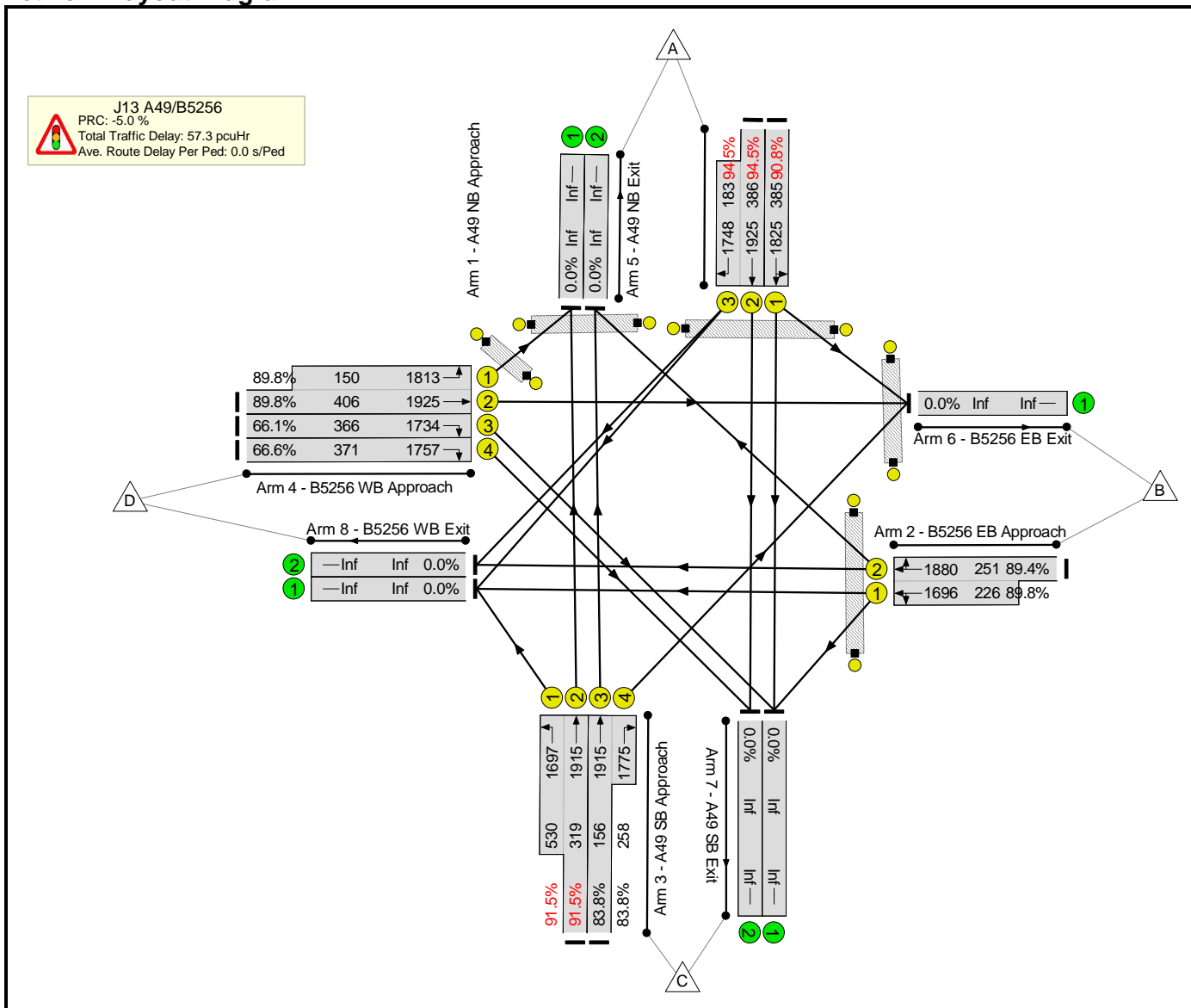
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	16	-	0	-	0	0.0%	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-5.9		Total Delay for Signalled Lanes (pcuHr):		60.21		Cycle Time (s):		90			
			PRC Over All Lanes (%):		-5.9		Total Delay Over All Lanes(pcuHr):		60.21							

Basic Results Summary

Scenario 10: 'DS1 2032 PM' (FG10: 'DS1 2032 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	94.5%	0	0	0	57.3	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	94.5%	0	0	0	57.3	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	18	-	350	1825	385	90.8%	-	-	-	7.4	76.2	12.5
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	18	-	538	1925:1748	386+183	94.5 : 94.5%	-	-	-	11.2	75.0	15.5
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	11	-	427	1880:1696	251+226	89.4 : 89.8%	-	-	-	8.3	69.8	9.2
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	14:38	-	777	1915:1697	319+530	91.5 : 91.5%	-	-	-	10.5	48.5	15.0
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	14	-	347	1915:1775	156+258	83.8 : 83.8%	-	-	-	5.8	60.1	8.0
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	18:30	-	500	1925:1813	406+150	89.8 : 89.8%	-	-	-	7.8	55.9	12.7
4/3	B5256 WB Approach Right	U	D		1	18	-	242	1734	366	66.1%	-	-	-	3.1	46.8	6.5
4/4	B5256 WB Approach Right	U	D		1	18	-	247	1757	371	66.6%	-	-	-	3.2	46.9	6.6
Ped Link: P1	Unnamed Ped Link	-	G		1	59	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	67	-	0	-	0	0.0%	-	-	-	-	-	-

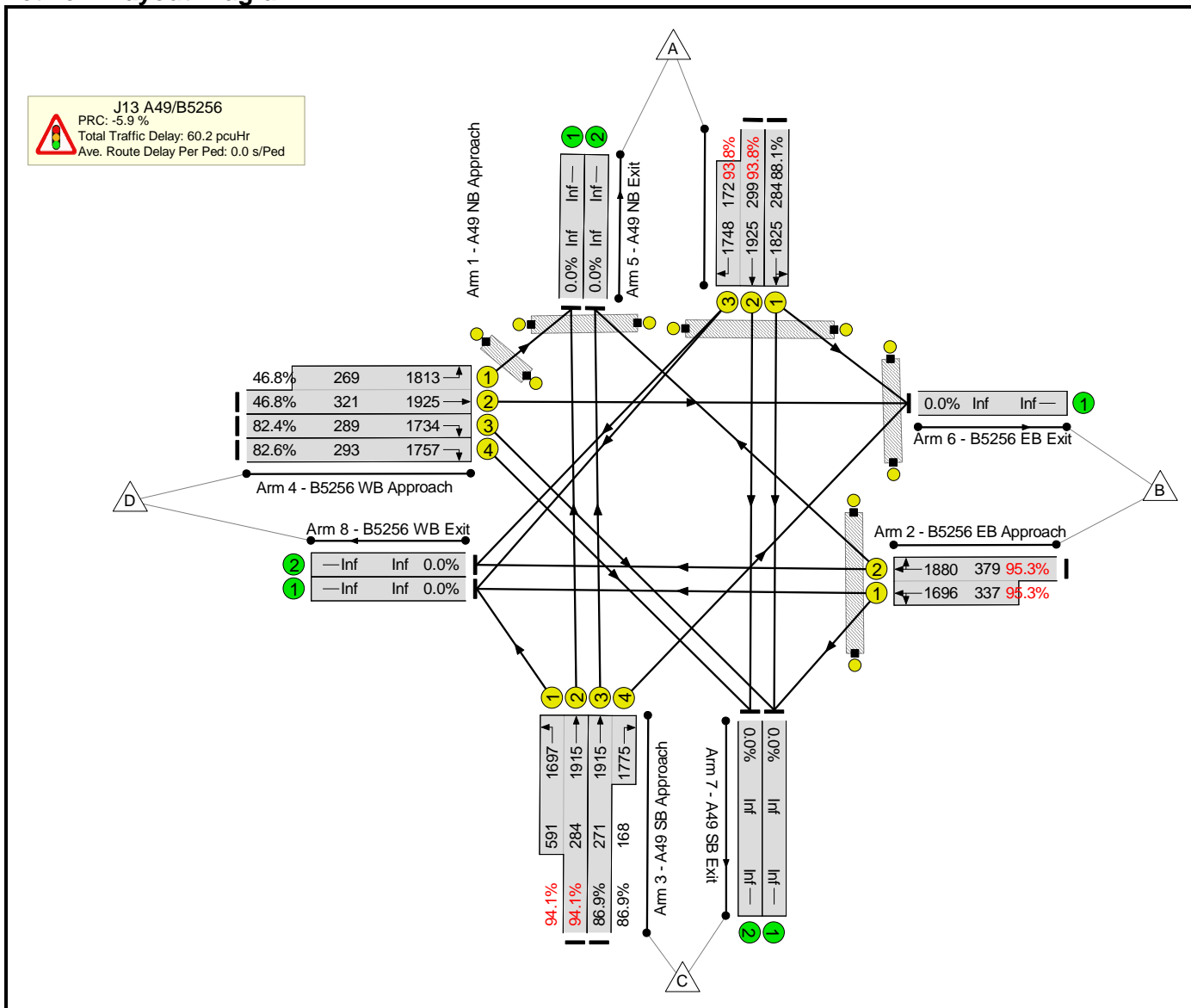
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-5.0		Total Delay for Signalled Lanes (pcuHr):		57.28		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-5.0		Total Delay Over All Lanes(pcuHr):		57.28								

Basic Results Summary

Scenario 11: 'DS2 2032 AM' (FG11: 'DS2 2032 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	95.3%	0	0	0	60.2	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	95.3%	0	0	0	60.2	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	13	-	250	1825	284	88.1%	-	-	-	5.7	82.0	9.2
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	13	-	442	1925:1748	299+172	93.8 : 93.8%	-	-	-	10.0	81.7	12.4
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	19	-	682	1880:1696	379+337	95.3 : 95.3%	-	-	-	13.5	71.5	16.9
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	15:35	-	823	1915:1697	284+591	94.1 : 94.1%	-	-	-	12.8	55.8	21.6
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	15	-	382	1915:1775	271+168	86.9 : 86.9%	-	-	-	6.7	62.9	9.5
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	14:21	-	276	1925:1813	321+269	46.8 : 46.8%	-	-	-	2.3	30.3	3.8
4/3	B5256 WB Approach Right	U	D		1	14	-	238	1734	289	82.4%	-	-	-	4.5	68.8	7.8
4/4	B5256 WB Approach Right	U	D		1	14	-	242	1757	293	82.6%	-	-	-	4.6	68.8	8.0
Ped Link: P1	Unnamed Ped Link	-	G		1	64	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	59	-	0	-	0	0.0%	-	-	-	-	-	-

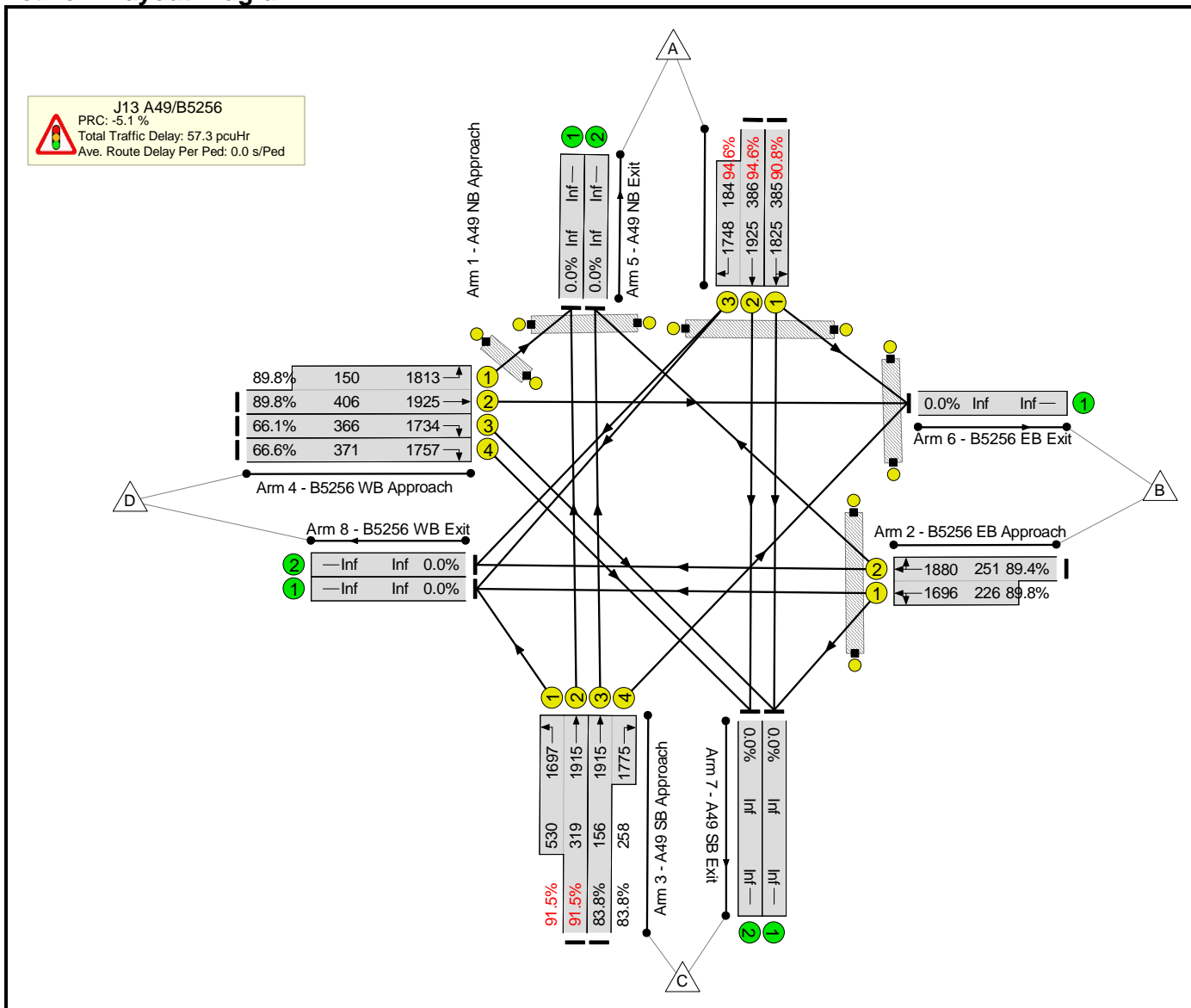
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-5.9		Total Delay for Signalled Lanes (pcuHr):		60.21		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-5.9		Total Delay Over All Lanes(pcuHr):		60.21								

Basic Results Summary

Scenario 12: 'DS2 2032 PM' (FG12: 'DS2 2032 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	94.6%	0	0	0	57.3	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	94.6%	0	0	0	57.3	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	18	-	350	1825	385	90.8%	-	-	-	7.4	76.2	12.5
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	18	-	539	1925:1748	386+184	94.6 : 94.6%	-	-	-	11.2	75.1	15.5
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	11	-	427	1880:1696	251+226	89.4 : 89.8%	-	-	-	8.3	69.8	9.2
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	14:38	-	777	1915:1697	319+530	91.5 : 91.5%	-	-	-	10.5	48.5	15.0
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	14	-	347	1915:1775	156+258	83.8 : 83.8%	-	-	-	5.8	60.1	8.0
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	18:30	-	500	1925:1813	406+150	89.8 : 89.8%	-	-	-	7.8	55.9	12.7
4/3	B5256 WB Approach Right	U	D		1	18	-	242	1734	366	66.1%	-	-	-	3.1	46.8	6.5
4/4	B5256 WB Approach Right	U	D		1	18	-	247	1757	371	66.6%	-	-	-	3.2	46.9	6.6
Ped Link: P1	Unnamed Ped Link	-	G		1	59	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	67	-	0	-	0	0.0%	-	-	-	-	-	-

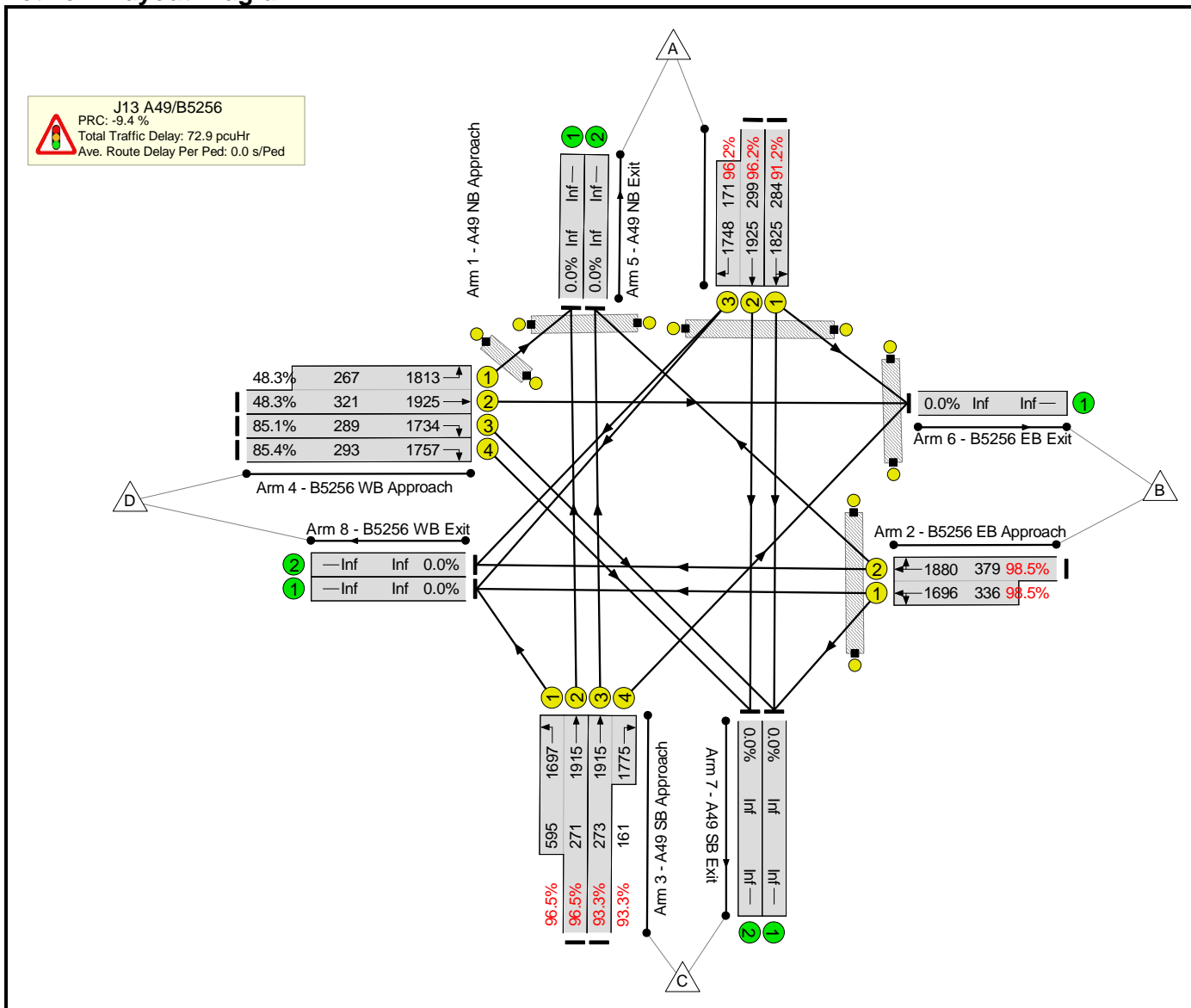
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-5.1		Total Delay for Signalled Lanes (pcuHr):		57.32		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-5.1		Total Delay Over All Lanes(pcuHr):		57.32								

Basic Results Summary

Scenario 13: 'DS1 2037 AM' (FG13: 'DS1 2037 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	98.5%	0	0	0	72.9	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	98.5%	0	0	0	72.9	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	13	-	259	1825	284	91.2%	-	-	-	6.6	92.3	10.3
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	13	-	452	1925:1748	299+171	96.2 : 96.2%	-	-	-	11.7	93.0	14.2
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	19	-	704	1880:1696	379+336	98.5 : 98.5%	-	-	-	17.7	90.3	21.3
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	15:35	-	835	1915:1697	271+595	96.5 : 96.5%	-	-	-	15.2	65.7	24.9
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	15	-	405	1915:1775	273+161	93.3 : 93.3%	-	-	-	9.1	80.6	12.5
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	14:21	-	284	1925:1813	321+267	48.3 : 48.3%	-	-	-	2.4	30.6	4.0
4/3	B5256 WB Approach Right	U	D		1	14	-	246	1734	289	85.1%	-	-	-	5.0	73.8	8.5
4/4	B5256 WB Approach Right	U	D		1	14	-	250	1757	293	85.4%	-	-	-	5.1	73.9	8.6
Ped Link: P1	Unnamed Ped Link	-	G		1	64	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	59	-	0	-	0	0.0%	-	-	-	-	-	-

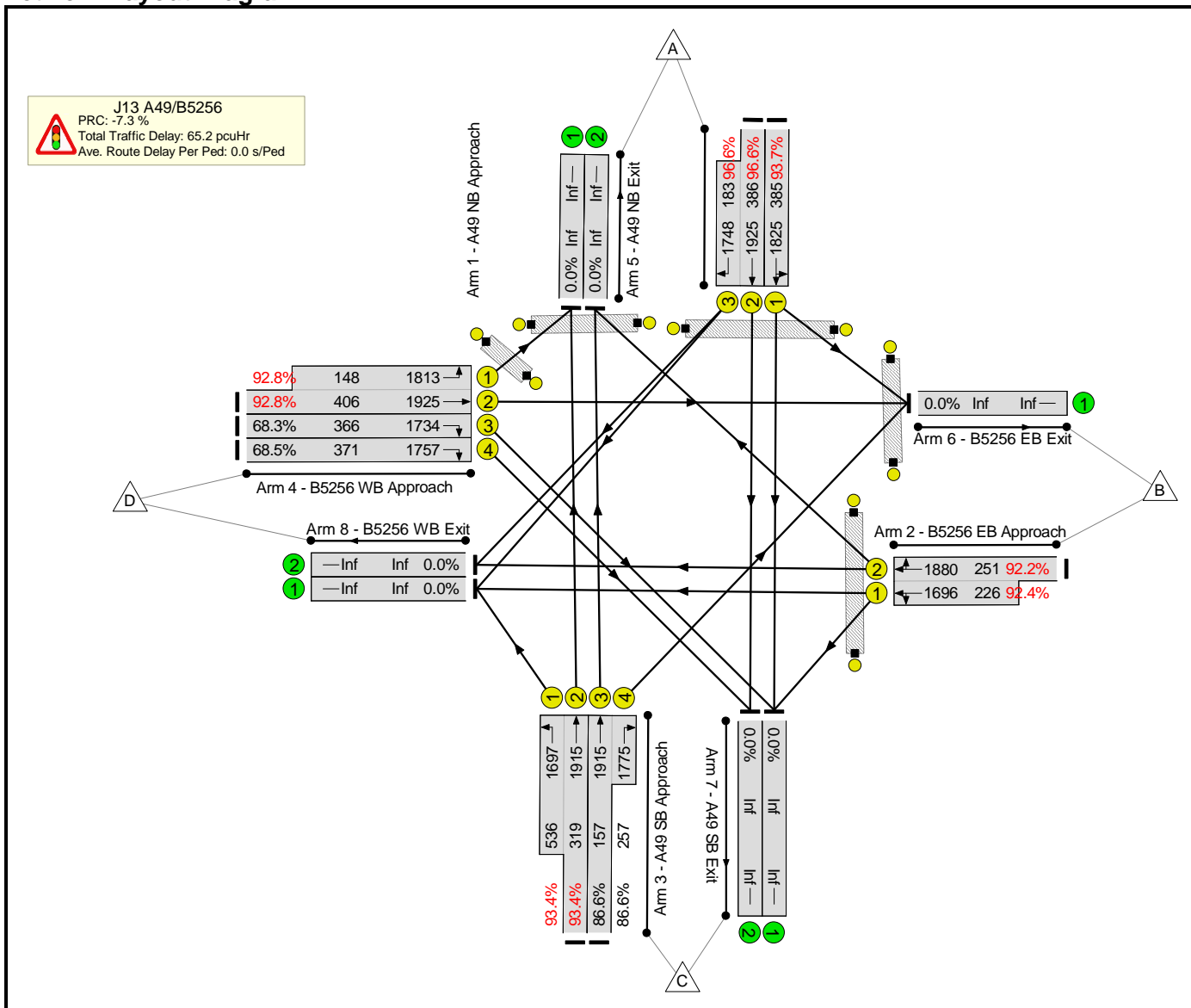
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-9.4		Total Delay for Signalled Lanes (pcuHr):		72.88		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-9.4		Total Delay Over All Lanes(pcuHr):		72.88								

Basic Results Summary

Scenario 14: 'DS1 2037 PM' (FG14: 'DS1 2037 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	96.6%	0	0	0	65.2	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	96.6%	0	0	0	65.2	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	18	-	361	1825	385	93.7%	-	-	-	8.7	86.8	14.0
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	18	-	550	1925:1748	386+183	96.6 : 96.6%	-	-	-	13.0	85.2	17.6
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	11	-	440	1880:1696	251+226	92.2 : 92.4%	-	-	-	9.5	77.4	10.4
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	14:38	-	798	1915:1697	319+536	93.4 : 93.4%	-	-	-	11.7	53.0	17.0
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	14	-	359	1915:1775	157+257	86.6 : 86.6%	-	-	-	6.4	64.6	8.9
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	18:30	-	514	1925:1813	406+148	92.8 : 92.8%	-	-	-	9.1	64.0	14.3
4/3	B5256 WB Approach Right	U	D		1	18	-	250	1734	366	68.3%	-	-	-	3.3	48.0	6.8
4/4	B5256 WB Approach Right	U	D		1	18	-	254	1757	371	68.5%	-	-	-	3.4	47.9	6.9
Ped Link: P1	Unnamed Ped Link	-	G		1	59	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	67	-	0	-	0	0.0%	-	-	-	-	-	-

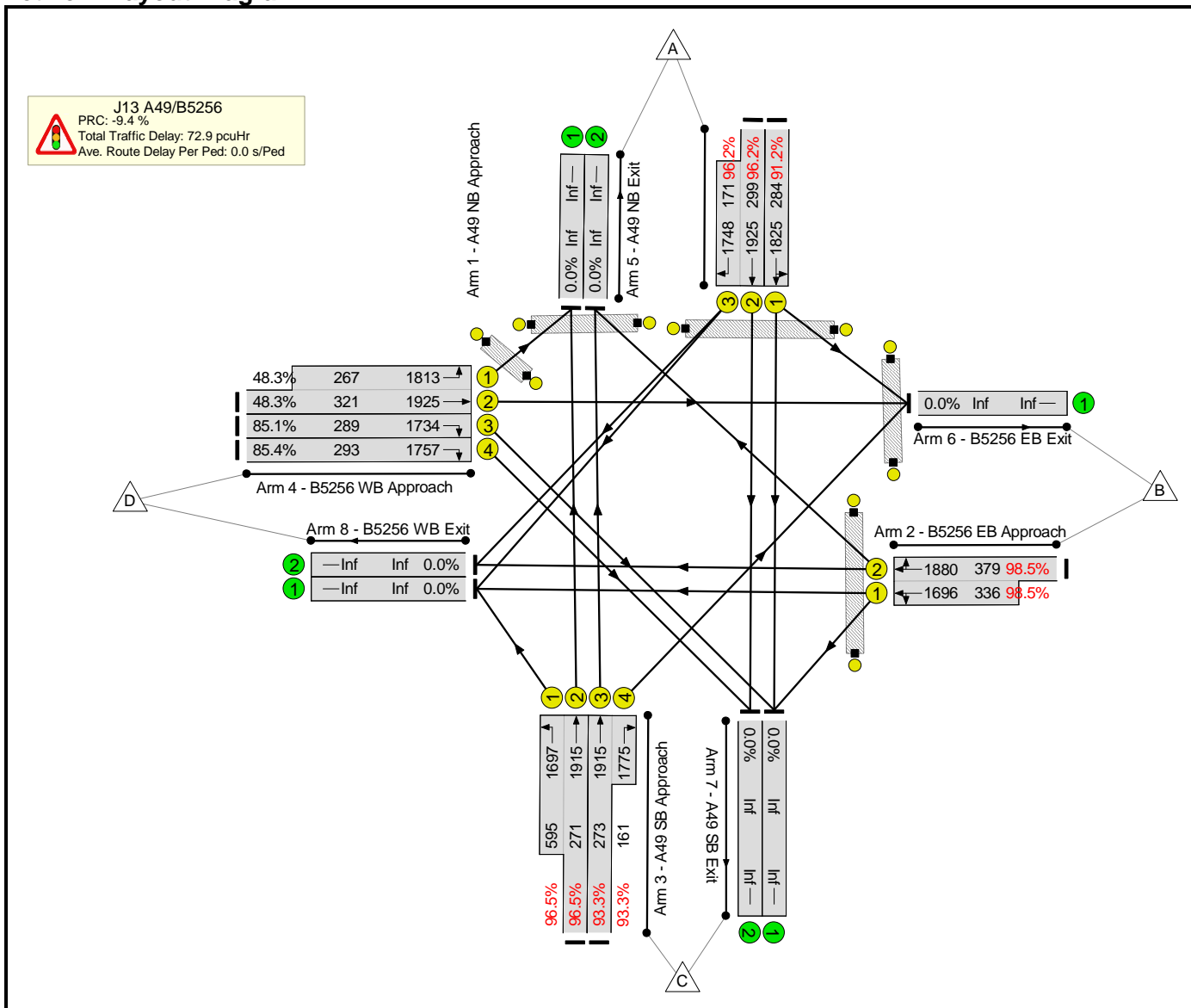
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-7.3		Total Delay for Signalled Lanes (pcuHr):		65.22		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-7.3		Total Delay Over All Lanes(pcuHr):		65.22								

Basic Results Summary

Scenario 15: 'DS2 2037 AM' (FG15: 'DS2 2037 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	98.5%	0	0	0	72.9	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	98.5%	0	0	0	72.9	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	13	-	259	1825	284	91.2%	-	-	-	6.6	92.3	10.3
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	13	-	452	1925:1748	299+171	96.2 : 96.2%	-	-	-	11.7	93.0	14.2
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	19	-	704	1880:1696	379+336	98.5 : 98.5%	-	-	-	17.7	90.3	21.3
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	15:35	-	835	1915:1697	271+595	96.5 : 96.5%	-	-	-	15.2	65.7	24.9
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	15	-	405	1915:1775	273+161	93.3 : 93.3%	-	-	-	9.1	80.6	12.5
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	14:21	-	284	1925:1813	321+267	48.3 : 48.3%	-	-	-	2.4	30.6	4.0
4/3	B5256 WB Approach Right	U	D		1	14	-	246	1734	289	85.1%	-	-	-	5.0	73.8	8.5
4/4	B5256 WB Approach Right	U	D		1	14	-	250	1757	293	85.4%	-	-	-	5.1	73.9	8.6
Ped Link: P1	Unnamed Ped Link	-	G		1	64	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	59	-	0	-	0	0.0%	-	-	-	-	-	-

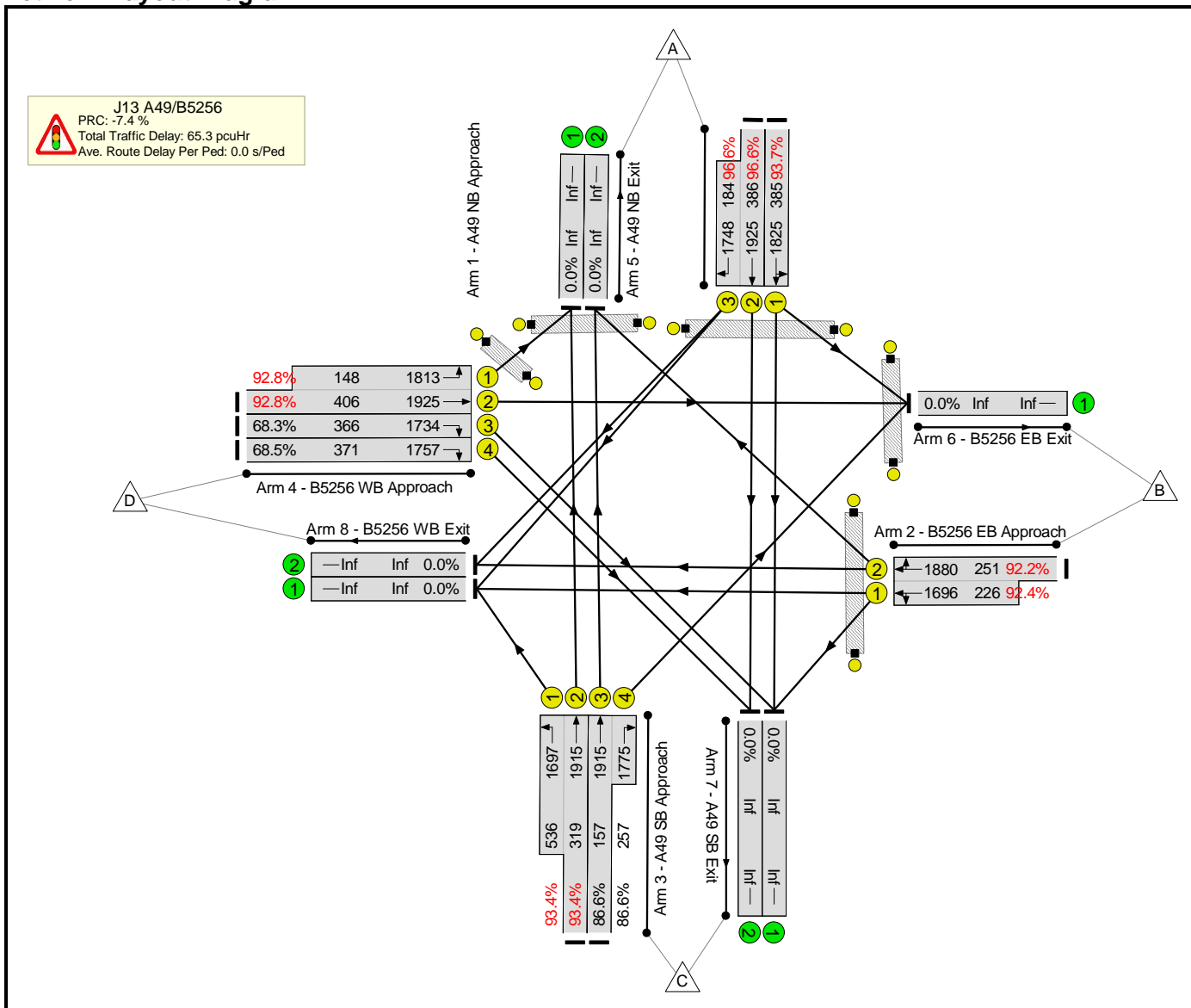
Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	K		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-9.4		Total Delay for Signalled Lanes (pcuHr):		72.88		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-9.4		Total Delay Over All Lanes(pcuHr):		72.88								

Basic Results Summary

Scenario 16: 'DS2 2037 PM' (FG16: 'DS2 2037 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J13 Lancaster Lane_B5256	-	-	-		-	-	-	-	-	-	96.6%	0	0	0	65.3	-	-
J13 A49/B5256	-	-	-		-	-	-	-	-	-	96.6%	0	0	0	65.3	-	-
1/1	A49 NB Approach Left Ahead	U	B		1	18	-	361	1825	385	93.7%	-	-	-	8.7	86.8	14.0
1/2+1/3	A49 NB Approach Ahead Right	U	B		1	18	-	551	1925:1748	386+184	96.6 : 96.6%	-	-	-	13.1	85.3	17.6
2/2+2/1	B5256 EB Approach Right Left Ahead	U	A		1	11	-	440	1880:1696	251+226	92.2 : 92.4%	-	-	-	9.5	77.4	10.4
3/2+3/1	A49 SB Approach Ahead Left	U	E F		1	14:38	-	798	1915:1697	319+536	93.4 : 93.4%	-	-	-	11.7	53.0	17.0
3/3+3/4	A49 SB Approach Ahead Right	U	E		1	14	-	359	1915:1775	157+257	86.6 : 86.6%	-	-	-	6.4	64.6	8.9
4/2+4/1	B5256 WB Approach Left Ahead	U	D C		1:2	18:30	-	514	1925:1813	406+148	92.8 : 92.8%	-	-	-	9.1	64.0	14.3
4/3	B5256 WB Approach Right	U	D		1	18	-	250	1734	366	68.3%	-	-	-	3.3	48.0	6.8
4/4	B5256 WB Approach Right	U	D		1	18	-	254	1757	371	68.5%	-	-	-	3.4	47.9	6.9
Ped Link: P1	Unnamed Ped Link	-	G		1	59	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		2	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	67	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

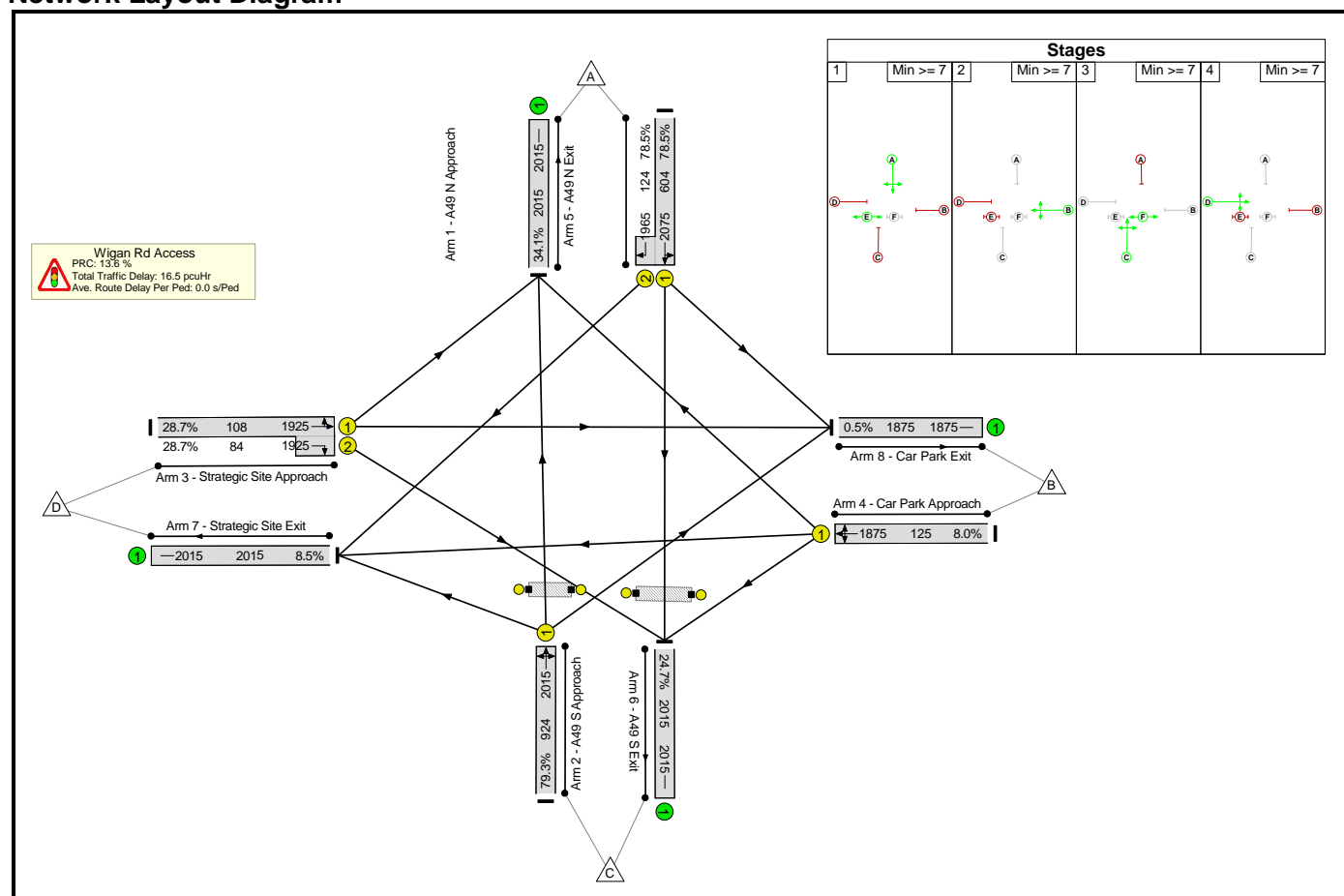
Ped Link: P5	Unnamed Ped Link	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-7.4		Total Delay for Signalled Lanes (pcuHr):		65.27		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-7.4		Total Delay Over All Lanes(pcuHr):		65.27								

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	370964-Cuerden Strategic Site
Title:	Wigan Road Access Junction
Location:	Cuerden
Additional detail:	
File name:	Wigan Rd Access Jn_30052022.lsg3x
Author:	Aditya Sohoni
Company:	WSP
Address:	11th Floor, MFAR Building, Manyata Tech Park, Greenheart Phase IV, Nagavara Outer Ring Road, Bengaluru, Karnataka - 560045, India

Scenario 1: 'DM1 2032 AM' (FG1: 'DM1 2032 + Committed Developments - without dev - AM ', Plan 1: 'No Peds')



Basic Results Summary

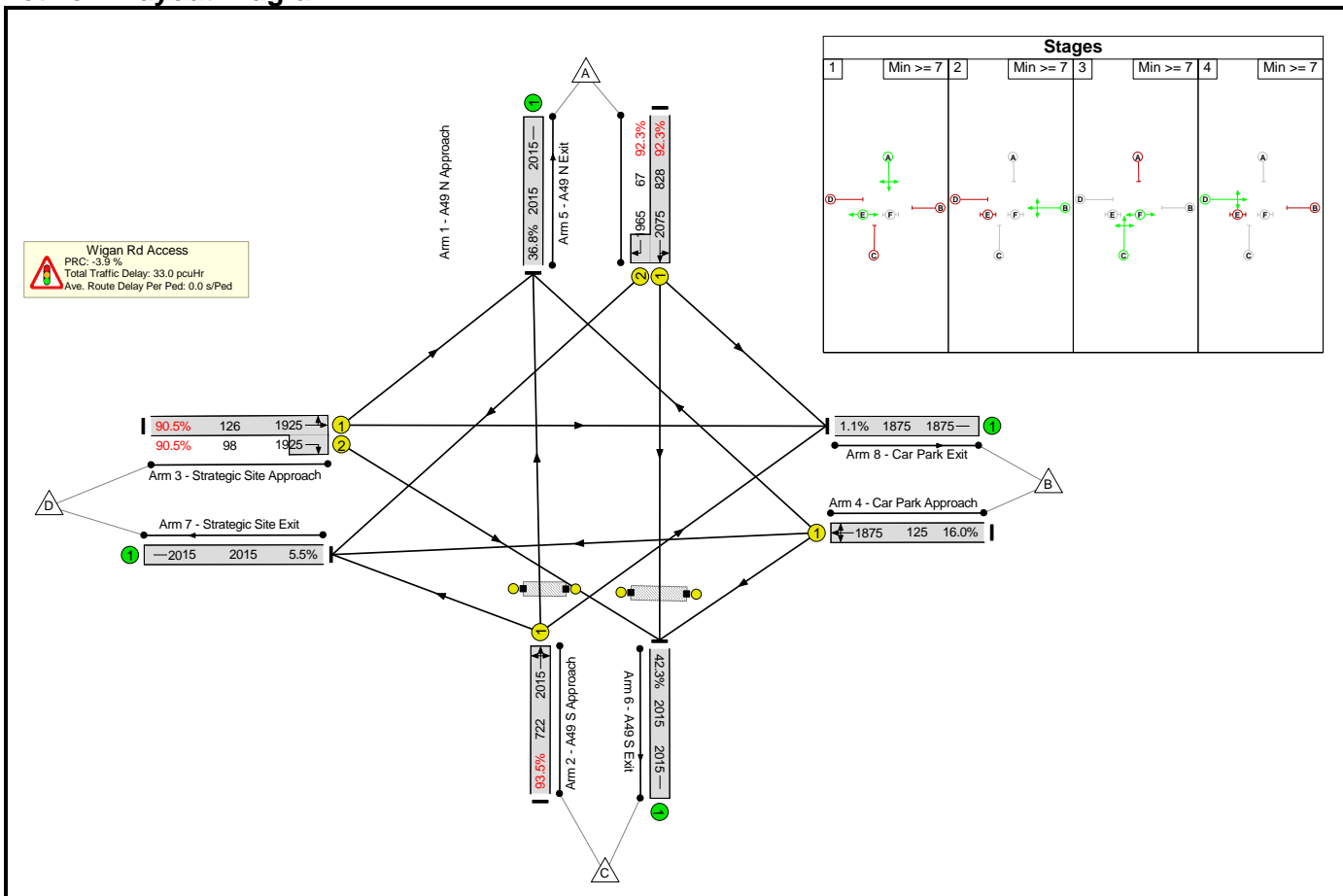
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)			
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	79.3%	0	0	0	16.5	-	-			
Wigan Rd Access	-	-	-		-	-	-	-	-	-	79.3%	0	0	0	16.5	-	-			
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	40	-	571	2075:1965	604+124	78.5 : 78.5%	-	-	-	7.3	46.2	18.3			
2/1	A49 S Approach Ahead Left Right	U	C		1	54	-	732	2015	924	79.3%	-	-	-	7.5	36.9	22.6			
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	7	-	55	1925:1925	108+84	28.7 : 28.7%	-	-	-	1.0	66.2	1.2			
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	10	1875	125	8.0%	-	-	-	0.2	68.4	0.4			
5/1	A49 N Exit	U	-		-	-	-	688	2015	2015	34.1%	-	-	-	0.3	1.4	0.3			
6/1	A49 S Exit	U	-		-	-	-	498	2015	2015	24.7%	-	-	-	0.2	1.2	0.2			
7/1	Strategic Site Exit	U	-		-	-	-	172	2015	2015	8.5%	-	-	-	0.0	1.0	0.0			
8/1	Car Park Exit	U	-		-	-	-	10	1875	1875	0.5%	-	-	-	0.0	1.0	0.0			
Ped Link: P1	Unnamed Ped Link	-	E		1	35	-	0	-	0	0.0%	-	-	-	-	-	-			
Ped Link: P2	Unnamed Ped Link	-	F		1	56	-	0	-	0	0.0%	-	-	-	-	-	-			
		C1	PRC for Signalled Lanes (%):		13.6		PRC Over All Lanes (%):		13.6		Total Delay for Signalled Lanes (pcuHr):		16.02		Total Delay Over All Lanes(pcuHr):		16.49		Cycle Time (s): 120	

Basic Results Summary

Scenario 2: 'DM1 2032 PM' (FG2: 'DM1 2032 + Committed Developments - without dev - PM ', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

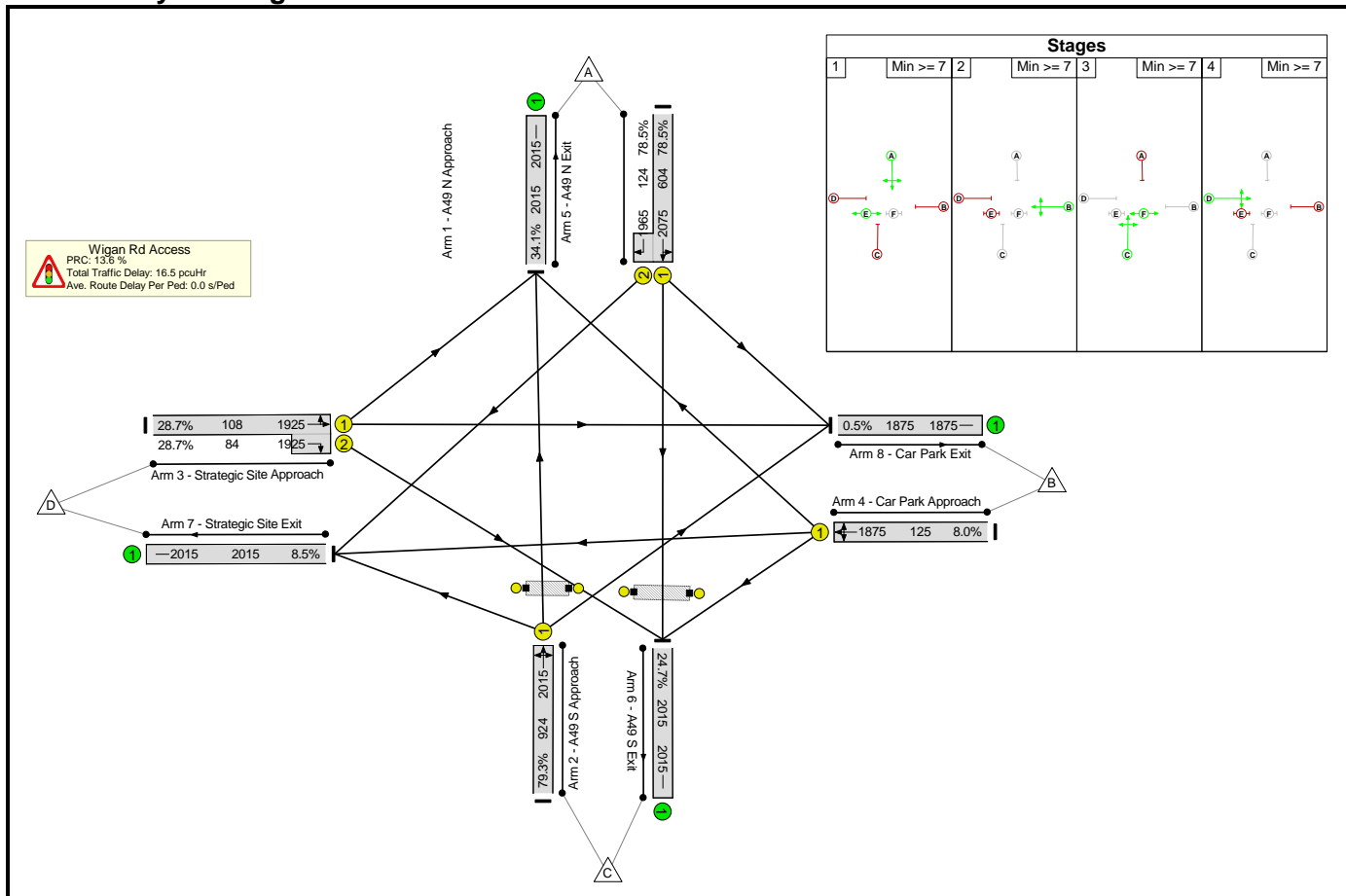
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)			
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	93.5%	0	0	0	33.0	-	-			
Wigan Rd Access	-	-	-		-	-	-	-	-	-	93.5%	0	0	0	33.0	-	-			
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	50	-	826	2075:1965	828+67	92.3 : 92.3%	-	-	-	12.6	55.0	31.0			
2/1	A49 S Approach Ahead Left Right	U	C		1	42	-	675	2015	722	93.5%	-	-	-	12.7	67.9	27.3			
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	9	-	203	1925:1925	126+98	90.5 : 90.5%	-	-	-	6.6	116.6	7.9			
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	20	1875	125	16.0%	-	-	-	0.4	70.0	0.7			
5/1	A49 N Exit	U	-		-	-	-	741	2015	2015	36.8%	-	-	-	0.3	1.4	0.3			
6/1	A49 S Exit	U	-		-	-	-	853	2015	2015	42.3%	-	-	-	0.4	1.6	3.2			
7/1	Strategic Site Exit	U	-		-	-	-	110	2015	2015	5.5%	-	-	-	0.0	0.9	0.0			
8/1	Car Park Exit	U	-		-	-	-	20	1875	1875	1.1%	-	-	-	0.0	1.0	0.0			
Ped Link: P1	Unnamed Ped Link	-	E		1	45	-	0	-	0	0.0%	-	-	-	-	-	-			
Ped Link: P2	Unnamed Ped Link	-	F		1	44	-	0	-	0	0.0%	-	-	-	-	-	-			
		C1	PRC for Signalled Lanes (%):		-3.9		PRC Over All Lanes (%):		-3.9		Total Delay for Signalled Lanes (pcuHr):		32.32		Total Delay Over All Lanes(pcuHr):		33.02		Cycle Time (s): 120	

Basic Results Summary

Scenario 3: 'DM2 2032 AM' (FG3: 'DM2 2032 + Committed and Expected Developments - without dev - AM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

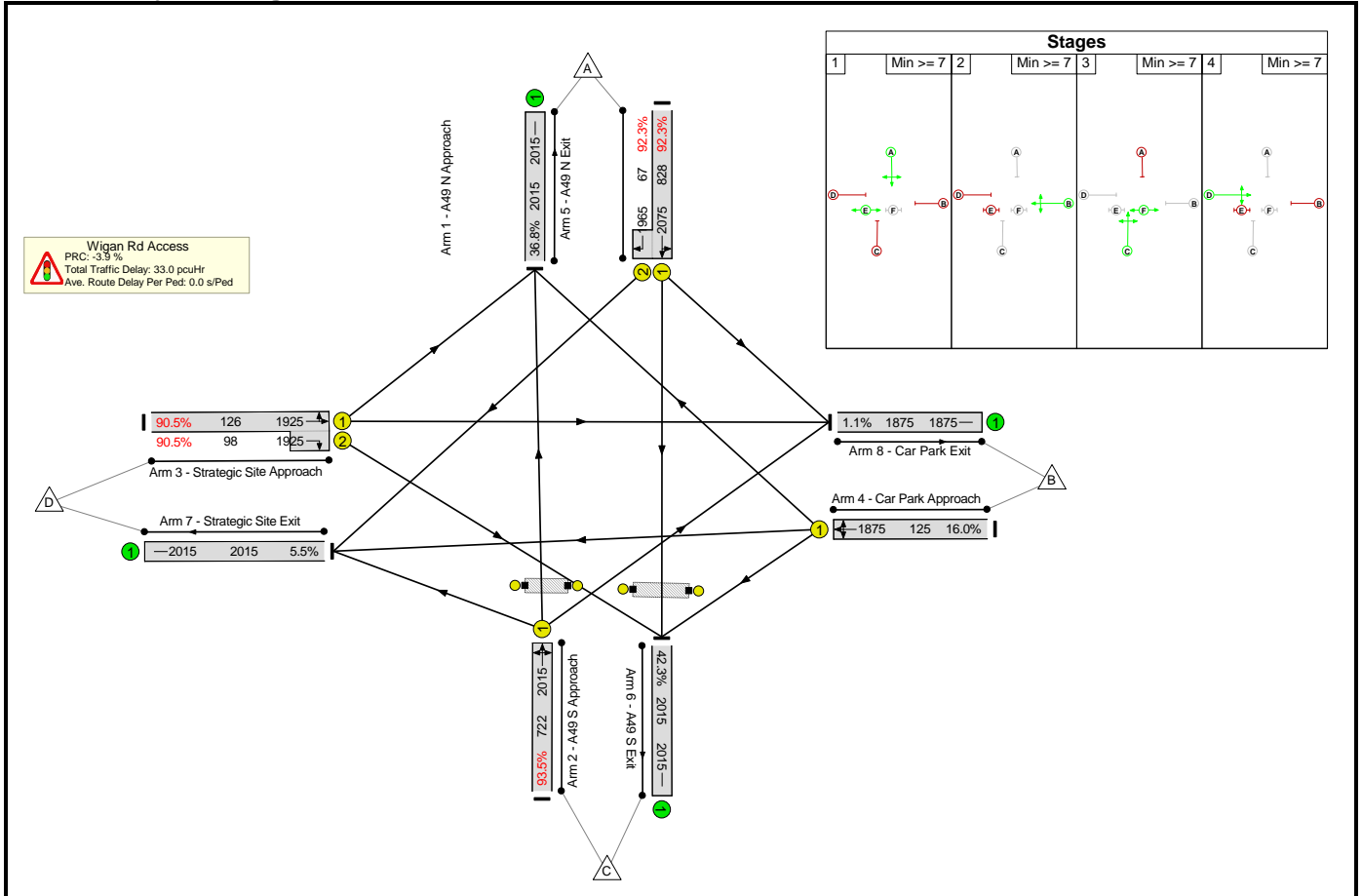
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	79.3%	0	0	0	16.5	-	-
Wigan Rd Access	-	-	-		-	-	-	-	-	-	79.3%	0	0	0	16.5	-	-
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	40	-	571	2075:1965	604+124	78.5 : 78.5%	-	-	-	7.3	46.2	18.3
2/1	A49 S Approach Ahead Left Right	U	C		1	54	-	732	2015	924	79.3%	-	-	-	7.5	36.9	22.6
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	7	-	55	1925:1925	108+84	28.7 : 28.7%	-	-	-	1.0	66.2	1.2
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	10	1875	125	8.0%	-	-	-	0.2	68.4	0.4
5/1	A49 N Exit	U	-		-	-	-	688	2015	2015	34.1%	-	-	-	0.3	1.4	0.3
6/1	A49 S Exit	U	-		-	-	-	498	2015	2015	24.7%	-	-	-	0.2	1.2	0.2
7/1	Strategic Site Exit	U	-		-	-	-	172	2015	2015	8.5%	-	-	-	0.0	1.0	0.0
8/1	Car Park Exit	U	-		-	-	-	10	1875	1875	0.5%	-	-	-	0.0	1.0	0.0
Ped Link: P1	Unnamed Ped Link	-	E		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	56	-	0	-	0	0.0%	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):		13.6		Total Delay for Signalled Lanes (pcuHr):			16.02		Cycle Time (s): 120				
				PRC Over All Lanes (%):		13.6		Total Delay Over All Lanes(pcuHr):			16.49						

Basic Results Summary

Scenario 4: 'DM2 2032 PM' (FG4: 'DM2 2032 + Committed and Expected Developments - without dev - PM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

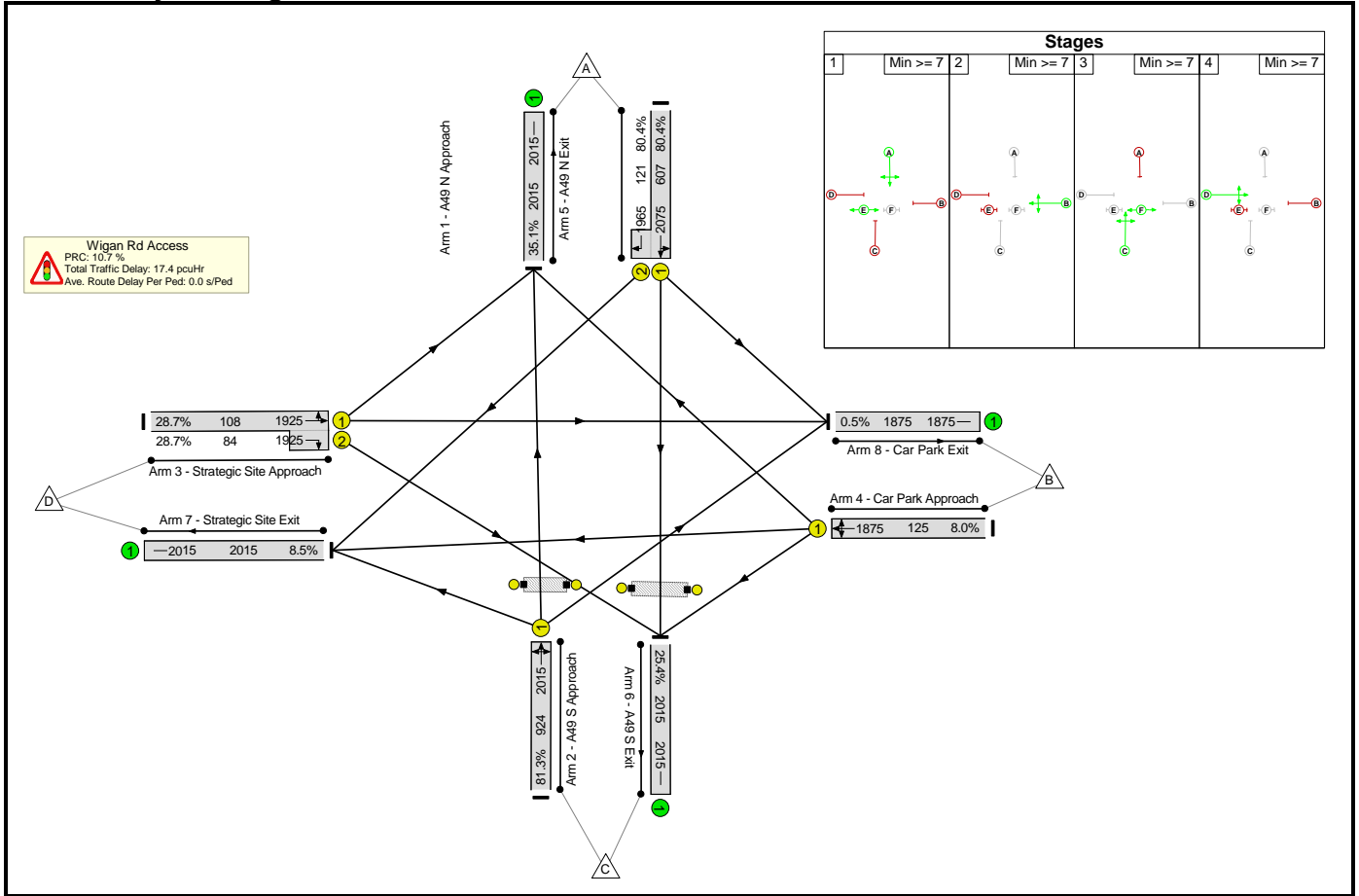
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)					
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	93.5%	0	0	0	33.0	-	-					
Wigan Rd Access	-	-	-		-	-	-	-	-	-	93.5%	0	0	0	33.0	-	-					
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	50	-	826	2075:1965	828+67	92.3 : 92.3%	-	-	-	12.6	55.0	31.0					
2/1	A49 S Approach Ahead Left Right	U	C		1	42	-	675	2015	722	93.5%	-	-	-	12.7	67.9	27.3					
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	9	-	203	1925:1925	126+98	90.5 : 90.5%	-	-	-	6.6	116.6	7.9					
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	20	1875	125	16.0%	-	-	-	0.4	70.0	0.7					
5/1	A49 N Exit	U	-		-	-	-	741	2015	2015	36.8%	-	-	-	0.3	1.4	0.3					
6/1	A49 S Exit	U	-		-	-	-	853	2015	2015	42.3%	-	-	-	0.4	1.6	3.2					
7/1	Strategic Site Exit	U	-		-	-	-	110	2015	2015	5.5%	-	-	-	0.0	0.9	0.0					
8/1	Car Park Exit	U	-		-	-	-	20	1875	1875	1.1%	-	-	-	0.0	1.0	0.0					
Ped Link: P1	Unnamed Ped Link	-	E		1	45	-	0	-	0	0.0%	-	-	-	-	-	-					
Ped Link: P2	Unnamed Ped Link	-	F		1	44	-	0	-	0	0.0%	-	-	-	-	-	-					
		C1	PRC for Signalled Lanes (%):		-3.9		PRC Over All Lanes (%):		-3.9		Total Delay for Signalled Lanes (pcuHr):		32.32		Total Delay Over All Lanes(pcuHr):		33.02		Cycle Time (s):		120	

Basic Results Summary

Scenario 5: 'DM1 2037 AM' (FG5: 'DM1 2037 + Committed Developments - without dev - AM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

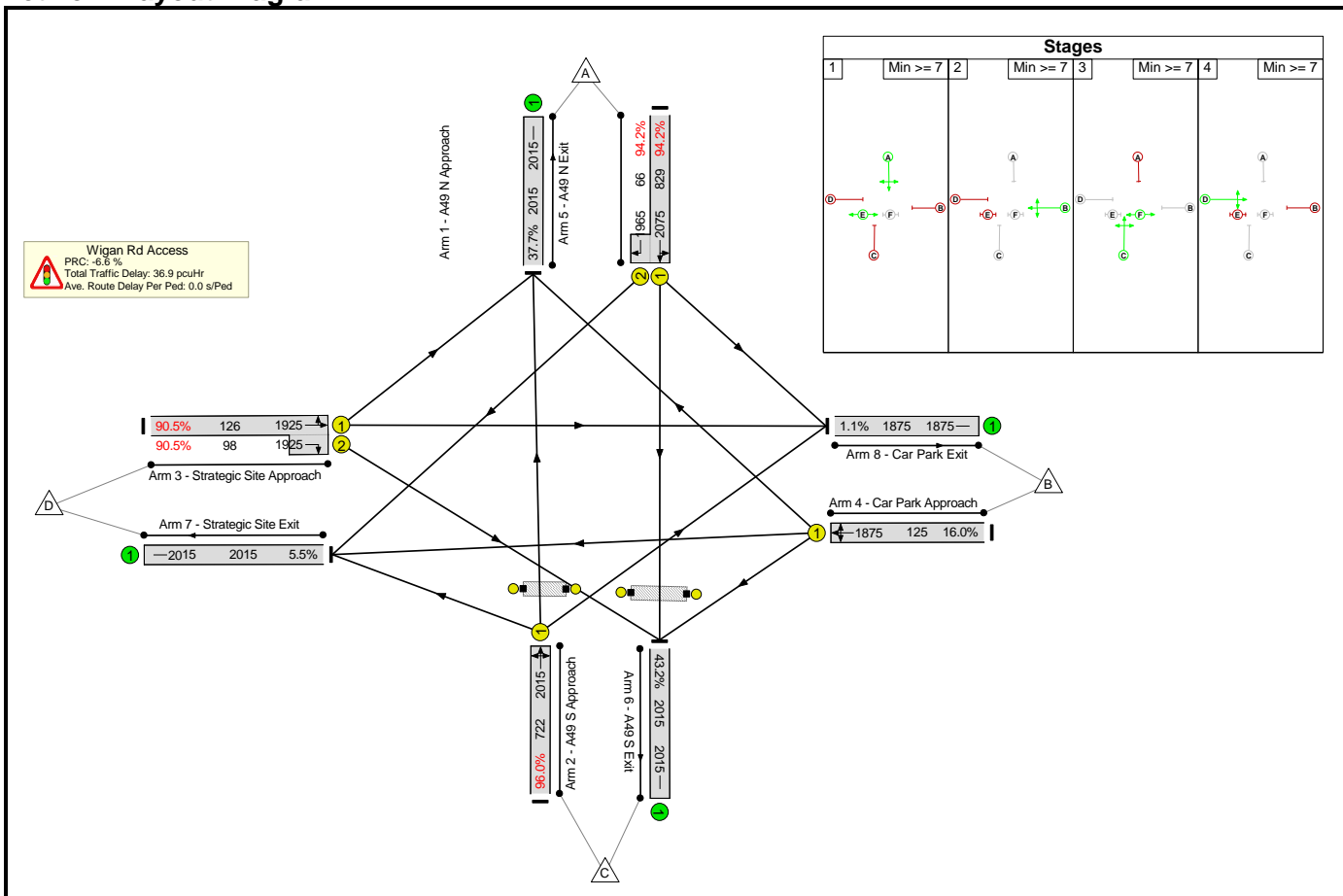
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	81.3%	0	0	0	17.4	-	-
Wigan Rd Access	-	-	-		-	-	-	-	-	-	81.3%	0	0	0	17.4	-	-
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	40	-	585	2075:1965	607+121	80.4 : 80.4%	-	-	-	7.7	47.6	19.1
2/1	A49 S Approach Ahead Left Right	U	C		1	54	-	751	2015	924	81.3%	-	-	-	8.0	38.2	23.6
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	7	-	55	1925:1925	108+84	28.7 : 28.7%	-	-	-	1.0	66.2	1.2
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	10	1875	125	8.0%	-	-	-	0.2	68.4	0.4
5/1	A49 N Exit	U	-		-	-	-	707	2015	2015	35.1%	-	-	-	0.3	1.4	0.3
6/1	A49 S Exit	U	-		-	-	-	512	2015	2015	25.4%	-	-	-	0.2	1.2	0.2
7/1	Strategic Site Exit	U	-		-	-	-	172	2015	2015	8.5%	-	-	-	0.0	1.0	0.0
8/1	Car Park Exit	U	-		-	-	-	10	1875	1875	0.5%	-	-	-	0.0	1.0	0.0
Ped Link: P1	Unnamed Ped Link	-	E		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	56	-	0	-	0	0.0%	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):		10.7		Total Delay for Signalled Lanes (pcuHr):			16.91		Cycle Time (s): 120				
				PRC Over All Lanes (%):		10.7		Total Delay Over All Lanes(pcuHr):			17.40						

Basic Results Summary

Scenario 6: 'DM1 2037 PM' (FG6: 'DM1 2037 + Committed Developments - without dev - PM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

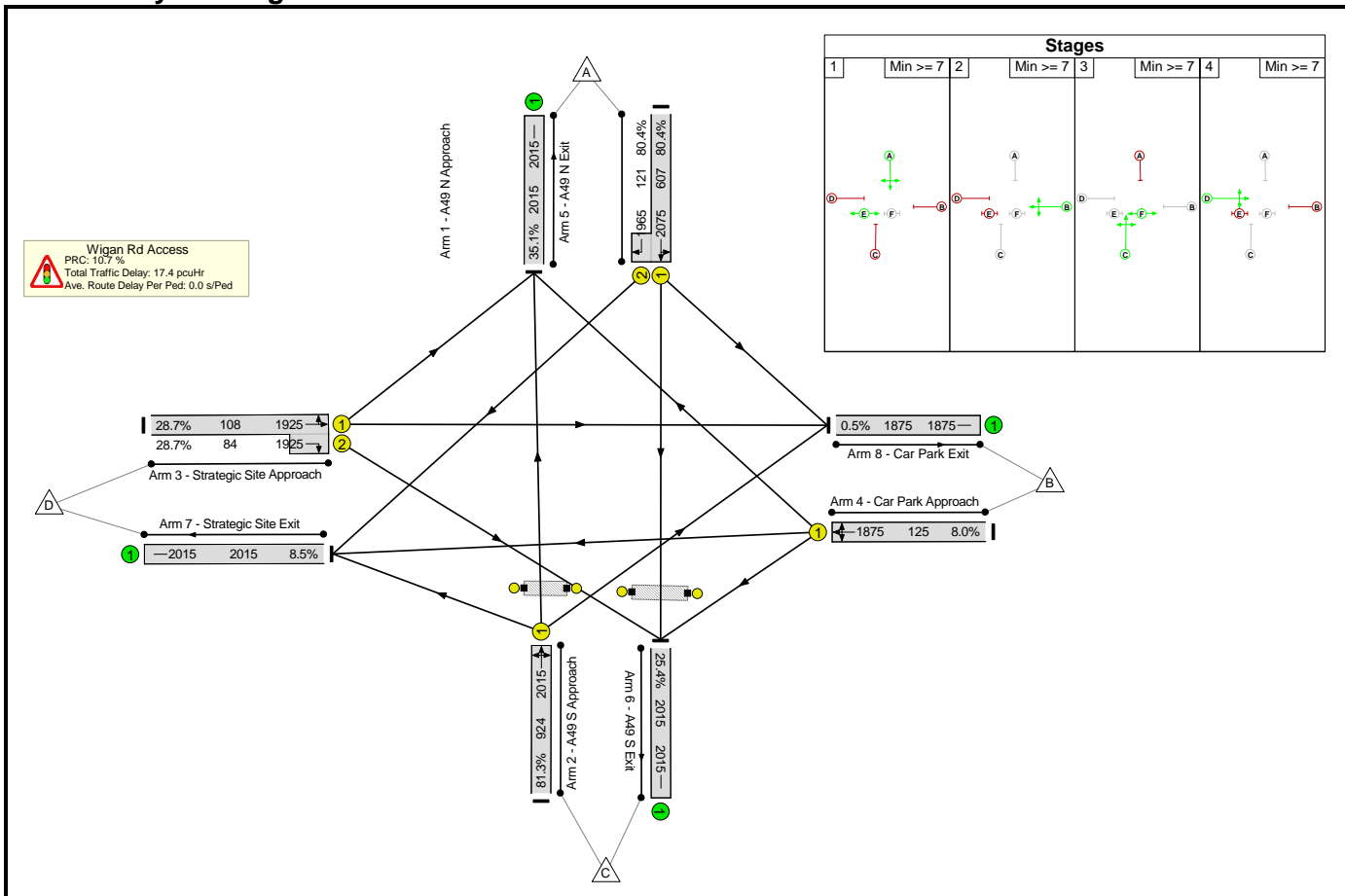
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)					
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	96.0%	0	0	0	36.9	-	-					
Wigan Rd Access	-	-	-		-	-	-	-	-	-	96.0%	0	0	0	36.9	-	-					
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	50	-	843	2075:1965	829+66	94.2 : 94.2%	-	-	-	14.2	60.6	33.0					
2/1	A49 S Approach Ahead Left Right	U	C		1	42	-	693	2015	722	96.0%	-	-	-	15.0	78.0	30.3					
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	9	-	203	1925:1925	126+98	90.5 : 90.5%	-	-	-	6.6	116.6	7.9					
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	20	1875	125	16.0%	-	-	-	0.4	70.0	0.7					
5/1	A49 N Exit	U	-		-	-	-	759	2015	2015	37.7%	-	-	-	0.3	1.4	0.3					
6/1	A49 S Exit	U	-		-	-	-	870	2015	2015	43.2%	-	-	-	0.4	1.6	3.7					
7/1	Strategic Site Exit	U	-		-	-	-	110	2015	2015	5.5%	-	-	-	0.0	0.9	0.0					
8/1	Car Park Exit	U	-		-	-	-	20	1875	1875	1.1%	-	-	-	0.0	1.0	0.0					
Ped Link: P1	Unnamed Ped Link	-	E		1	45	-	0	-	0	0.0%	-	-	-	-	-	-					
Ped Link: P2	Unnamed Ped Link	-	F		1	44	-	0	-	0	0.0%	-	-	-	-	-	-					
		C1	PRC for Signalled Lanes (%):		-6.6		PRC Over All Lanes (%):		-6.6		Total Delay for Signalled Lanes (pcuHr):		36.17		Total Delay Over All Lanes(pcuHr):		36.89		Cycle Time (s):		120	

Basic Results Summary

Scenario 7: 'DM2 2037 AM' (FG7: 'DM2 2037 + Committed and Expected Developments - without dev - AM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

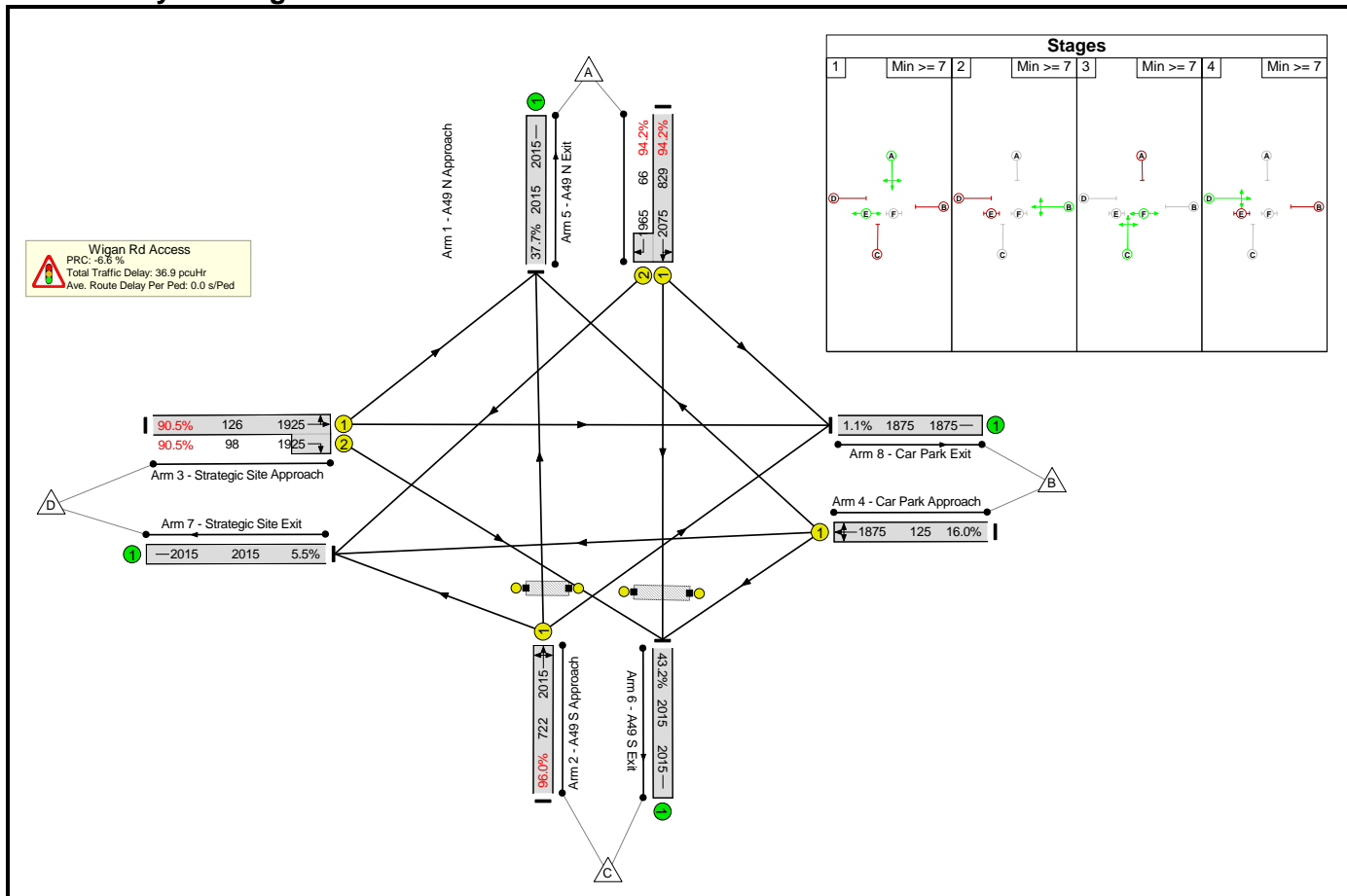
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	81.3%	0	0	0	17.4	-	-
Wigan Rd Access	-	-	-		-	-	-	-	-	-	81.3%	0	0	0	17.4	-	-
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	40	-	585	2075:1965	607+121	80.4 : 80.4%	-	-	-	7.7	47.6	19.1
2/1	A49 S Approach Ahead Left Right	U	C		1	54	-	751	2015	924	81.3%	-	-	-	8.0	38.2	23.6
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	7	-	55	1925:1925	108+84	28.7 : 28.7%	-	-	-	1.0	66.2	1.2
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	10	1875	125	8.0%	-	-	-	0.2	68.4	0.4
5/1	A49 N Exit	U	-		-	-	-	707	2015	2015	35.1%	-	-	-	0.3	1.4	0.3
6/1	A49 S Exit	U	-		-	-	-	512	2015	2015	25.4%	-	-	-	0.2	1.2	0.2
7/1	Strategic Site Exit	U	-		-	-	-	172	2015	2015	8.5%	-	-	-	0.0	1.0	0.0
8/1	Car Park Exit	U	-		-	-	-	10	1875	1875	0.5%	-	-	-	0.0	1.0	0.0
Ped Link: P1	Unnamed Ped Link	-	E		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	56	-	0	-	0	0.0%	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):		10.7		Total Delay for Signalled Lanes (pcuHr):			16.91		Cycle Time (s): 120				
				PRC Over All Lanes (%):		10.7		Total Delay Over All Lanes(pcuHr):			17.40						

Basic Results Summary

Scenario 8: 'DM2 2037 PM' (FG8: 'DM2 2037 + Committed and Expected Developments - without dev - PM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

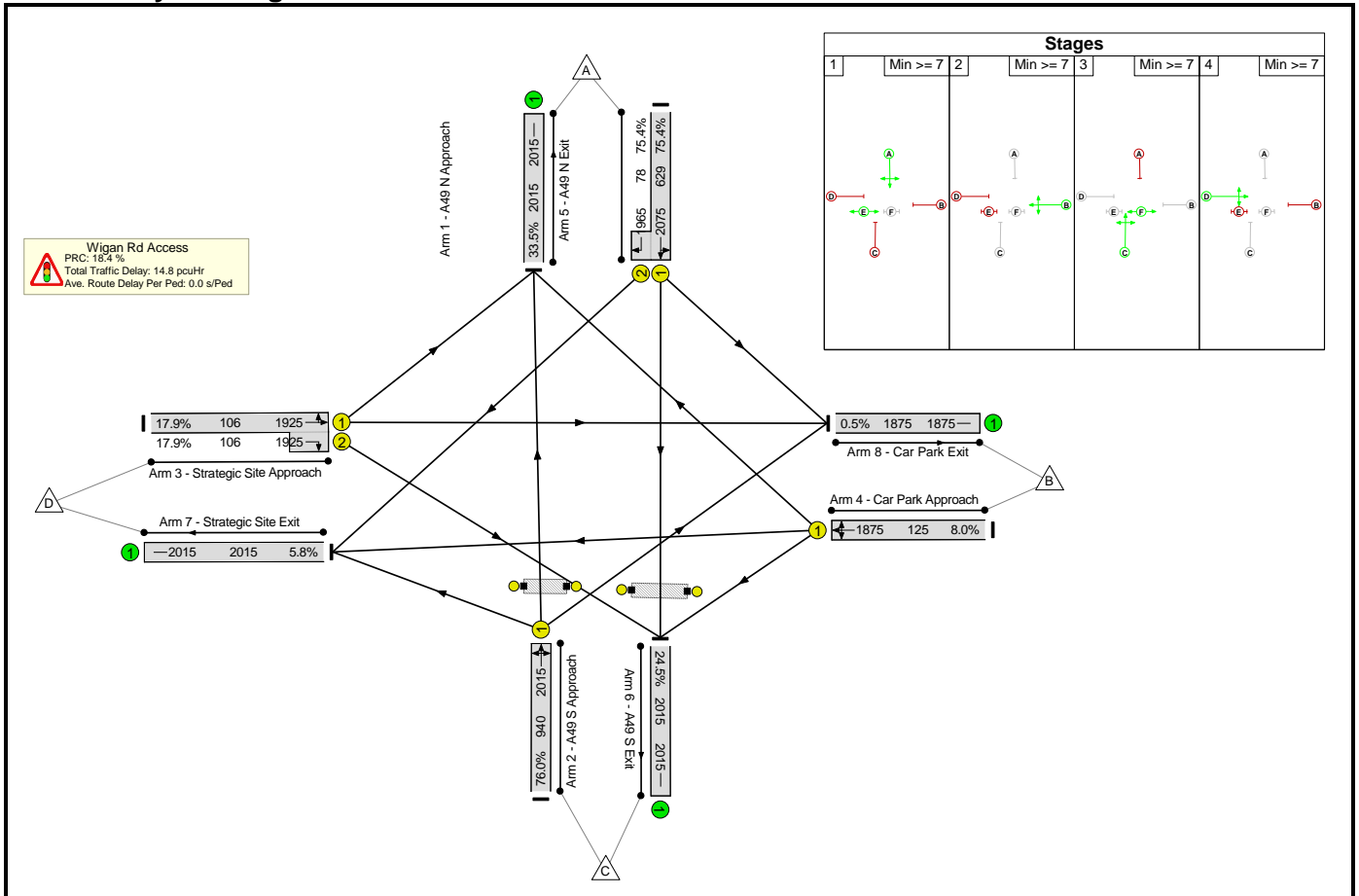
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	96.0%	0	0	0	36.9	-	-	
Wigan Rd Access	-	-	-		-	-	-	-	-	-	96.0%	0	0	0	36.9	-	-	
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	50	-	843	2075:1965	829+66	94.2 : 94.2%	-	-	-	14.2	60.6	33.0	
2/1	A49 S Approach Ahead Left Right	U	C		1	42	-	693	2015	722	96.0%	-	-	-	15.0	78.0	30.3	
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	9	-	203	1925:1925	126+98	90.5 : 90.5%	-	-	-	6.6	116.6	7.9	
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	20	1875	125	16.0%	-	-	-	0.4	70.0	0.7	
5/1	A49 N Exit	U	-		-	-	-	759	2015	2015	37.7%	-	-	-	0.3	1.4	0.3	
6/1	A49 S Exit	U	-		-	-	-	870	2015	2015	43.2%	-	-	-	0.4	1.6	3.7	
7/1	Strategic Site Exit	U	-		-	-	-	110	2015	2015	5.5%	-	-	-	0.0	0.9	0.0	
8/1	Car Park Exit	U	-		-	-	-	20	1875	1875	1.1%	-	-	-	0.0	1.0	0.0	
Ped Link: P1	Unnamed Ped Link	-	E		1	45	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P2	Unnamed Ped Link	-	F		1	44	-	0	-	0	0.0%	-	-	-	-	-	-	
		C1	PRC for Signalled Lanes (%):		-6.6		PRC Over All Lanes (%):		-6.6		Total Delay for Signalled Lanes (pcuHr):		36.17		Cycle Time (s):		120	
											Total Delay Over All Lanes(pcuHr):		36.89					

Basic Results Summary

Scenario 9: 'DS1 2032 AM' (FG9: 'DS1 2032 + Committed Developments + Proposed development - AM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

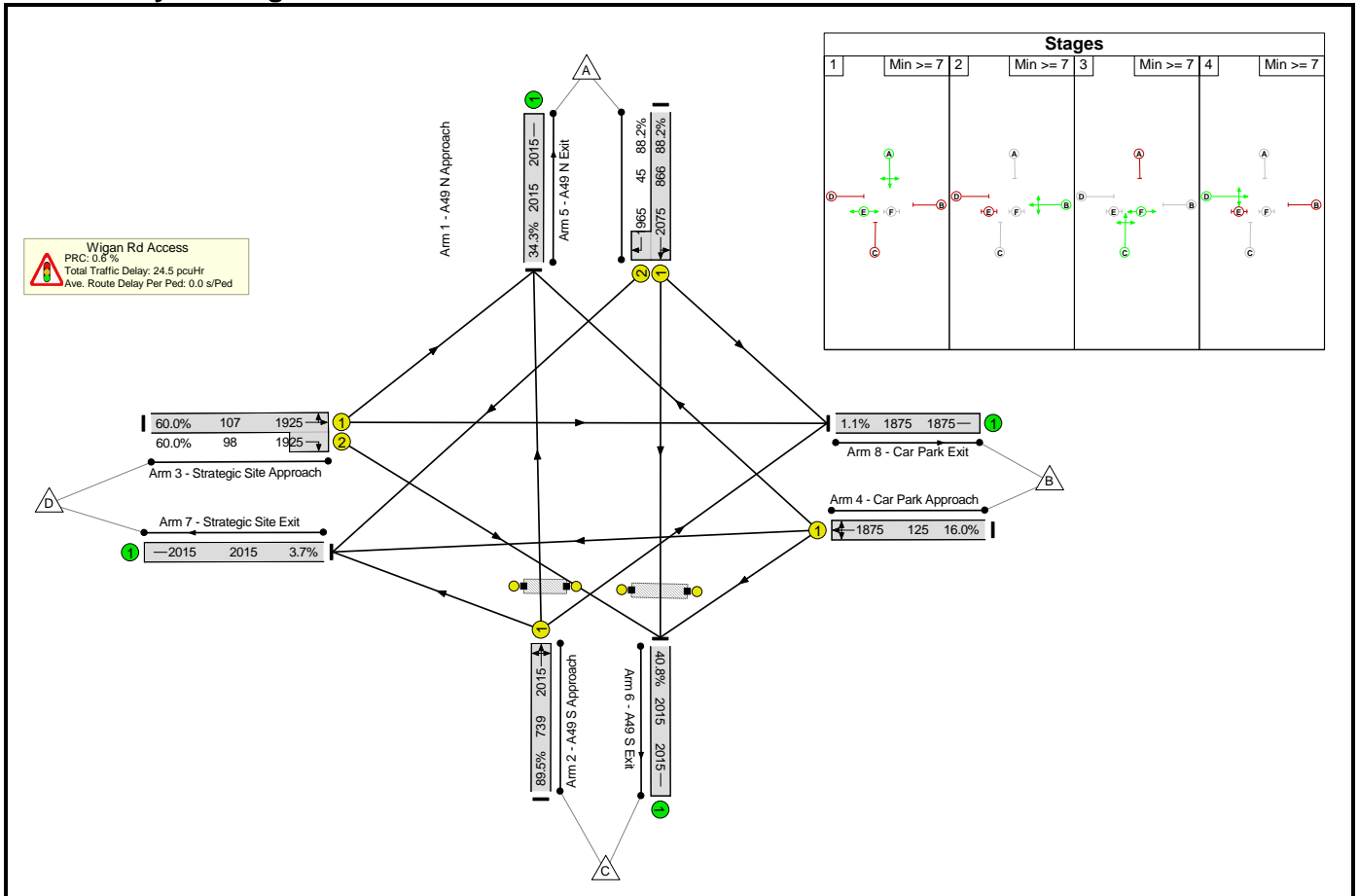
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	76.0%	0	0	0	14.8	-	-
Wigan Rd Access	-	-	-		-	-	-	-	-	-	76.0%	0	0	0	14.8	-	-
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	39	-	533	2075:1965	629+78	75.4 : 75.4%	-	-	-	6.7	45.3	16.9
2/1	A49 S Approach Ahead Left Right	U	C		1	55	-	715	2015	940	76.0%	-	-	-	6.8	34.3	21.2
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	7	-	38	1925:1925	106+106	17.9 : 17.9%	-	-	-	0.7	63.2	0.7
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	10	1875	125	8.0%	-	-	-	0.2	68.4	0.4
5/1	A49 N Exit	U	-		-	-	-	676	2015	2015	33.5%	-	-	-	0.3	1.3	0.3
6/1	A49 S Exit	U	-		-	-	-	493	2015	2015	24.5%	-	-	-	0.2	1.2	0.7
7/1	Strategic Site Exit	U	-		-	-	-	117	2015	2015	5.8%	-	-	-	0.0	0.9	0.0
8/1	Car Park Exit	U	-		-	-	-	10	1875	1875	0.5%	-	-	-	0.0	1.0	0.0
Ped Link: P1	Unnamed Ped Link	-	E		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):		18.4	Total Delay for Signalled Lanes (pcuHr):		14.39	Cycle Time (s):		120					
				PRC Over All Lanes (%):		18.4	Total Delay Over All Lanes(pcuHr):		14.83								

Basic Results Summary

Scenario 10: 'DS1 2032 PM' (FG10: 'DS1 2032 + Committed Developments + Proposed development - PM', Plan 1: 'No Peds')

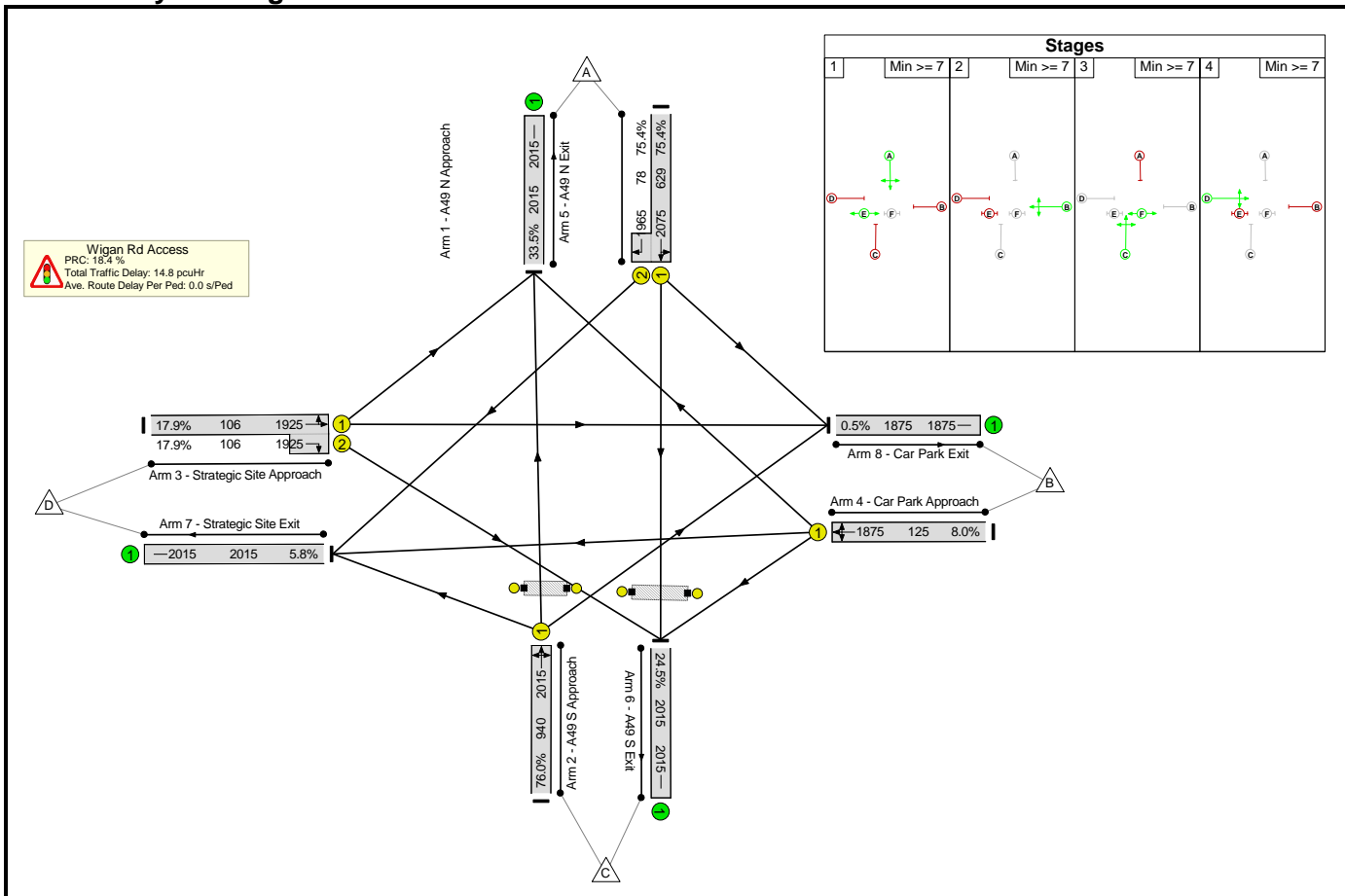
Network Layout Diagram



Basic Results Summary

Scenario 11: 'DS2 2032 AM' (FG11: 'DS2 2032 + Committed and Expected Developments + Proposed development - AM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

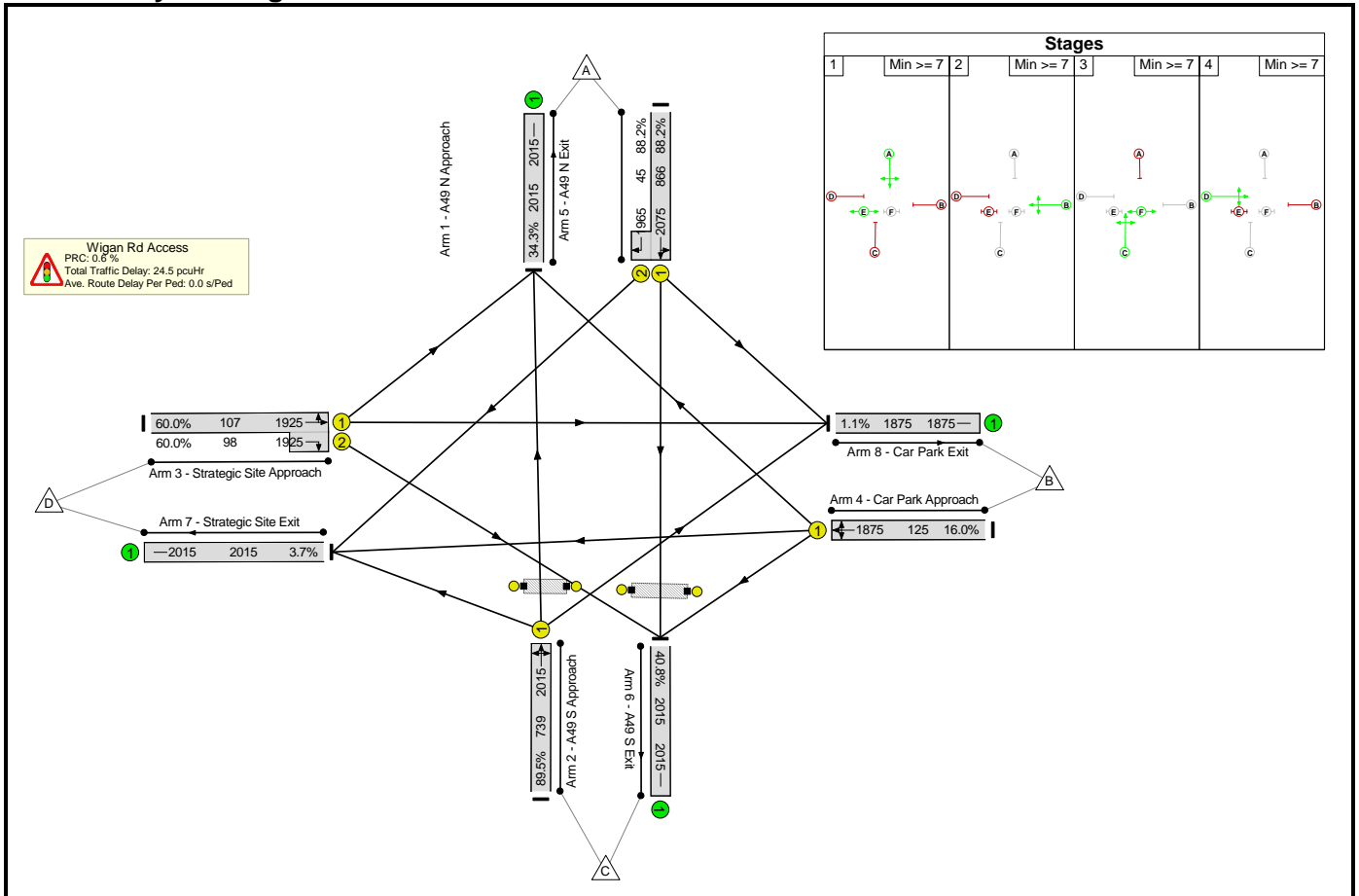
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	76.0%	0	0	0	14.8	-	-
Wigan Rd Access	-	-	-		-	-	-	-	-	-	76.0%	0	0	0	14.8	-	-
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	39	-	533	2075:1965	629+78	75.4 : 75.4%	-	-	-	6.7	45.3	16.9
2/1	A49 S Approach Ahead Left Right	U	C		1	55	-	715	2015	940	76.0%	-	-	-	6.8	34.3	21.2
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	7	-	38	1925:1925	106+106	17.9 : 17.9%	-	-	-	0.7	63.2	0.7
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	10	1875	125	8.0%	-	-	-	0.2	68.4	0.4
5/1	A49 N Exit	U	-		-	-	-	676	2015	2015	33.5%	-	-	-	0.3	1.3	0.3
6/1	A49 S Exit	U	-		-	-	-	493	2015	2015	24.5%	-	-	-	0.2	1.2	0.7
7/1	Strategic Site Exit	U	-		-	-	-	117	2015	2015	5.8%	-	-	-	0.0	0.9	0.0
8/1	Car Park Exit	U	-		-	-	-	10	1875	1875	0.5%	-	-	-	0.0	1.0	0.0
Ped Link: P1	Unnamed Ped Link	-	E		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):		18.4		Total Delay for Signalled Lanes (pcuHr):			14.39		Cycle Time (s): 120				
				PRC Over All Lanes (%):		18.4		Total Delay Over All Lanes(pcuHr):			14.83						

Basic Results Summary

Scenario 12: 'DS2 2032 PM' (FG12: 'DS2 2032 + Committed and Expected Developments + Proposed development - PM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

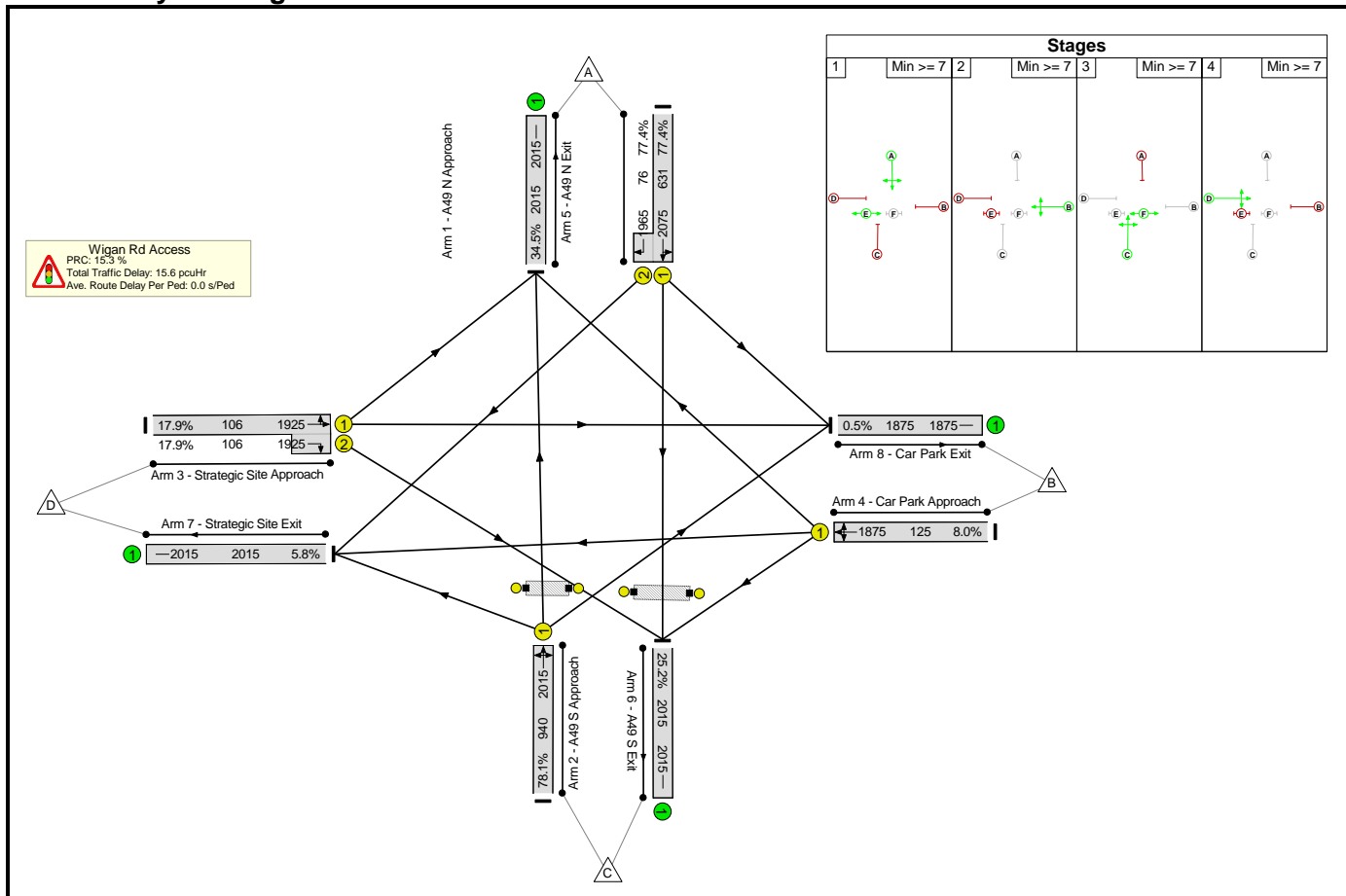
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	89.5%	0	0	0	24.5	-	-
Wigan Rd Access	-	-	-		-	-	-	-	-	-	89.5%	0	0	0	24.5	-	-
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	51	-	804	2075:1965	866+45	88.2 : 88.2%	-	-	-	10.4	46.7	27.8
2/1	A49 S Approach Ahead Left Right	U	C		1	43	-	661	2015	739	89.5%	-	-	-	10.4	56.9	24.6
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	7	-	123	1925:1925	107+98	60.0 : 60.0%	-	-	-	2.6	75.6	2.8
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	20	1875	125	16.0%	-	-	-	0.4	70.0	0.7
5/1	A49 N Exit	U	-		-	-	-	691	2015	2015	34.3%	-	-	-	0.3	1.4	0.3
6/1	A49 S Exit	U	-		-	-	-	823	2015	2015	40.8%	-	-	-	0.3	1.5	7.1
7/1	Strategic Site Exit	U	-		-	-	-	74	2015	2015	3.7%	-	-	-	0.0	0.9	0.0
8/1	Car Park Exit	U	-		-	-	-	20	1875	1875	1.1%	-	-	-	0.0	1.0	0.0
Ped Link: P1	Unnamed Ped Link	-	E		1	46	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	45	-	0	-	0	0.0%	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):		0.6		Total Delay for Signalled Lanes (pcuHr):			23.83		Cycle Time (s): 120				
				PRC Over All Lanes (%):		0.6		Total Delay Over All Lanes(pcuHr):			24.47						

Basic Results Summary

Scenario 13: 'DS1 2037 AM' (FG13: 'DS1 2037 + Committed Developments + Proposed development - AM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

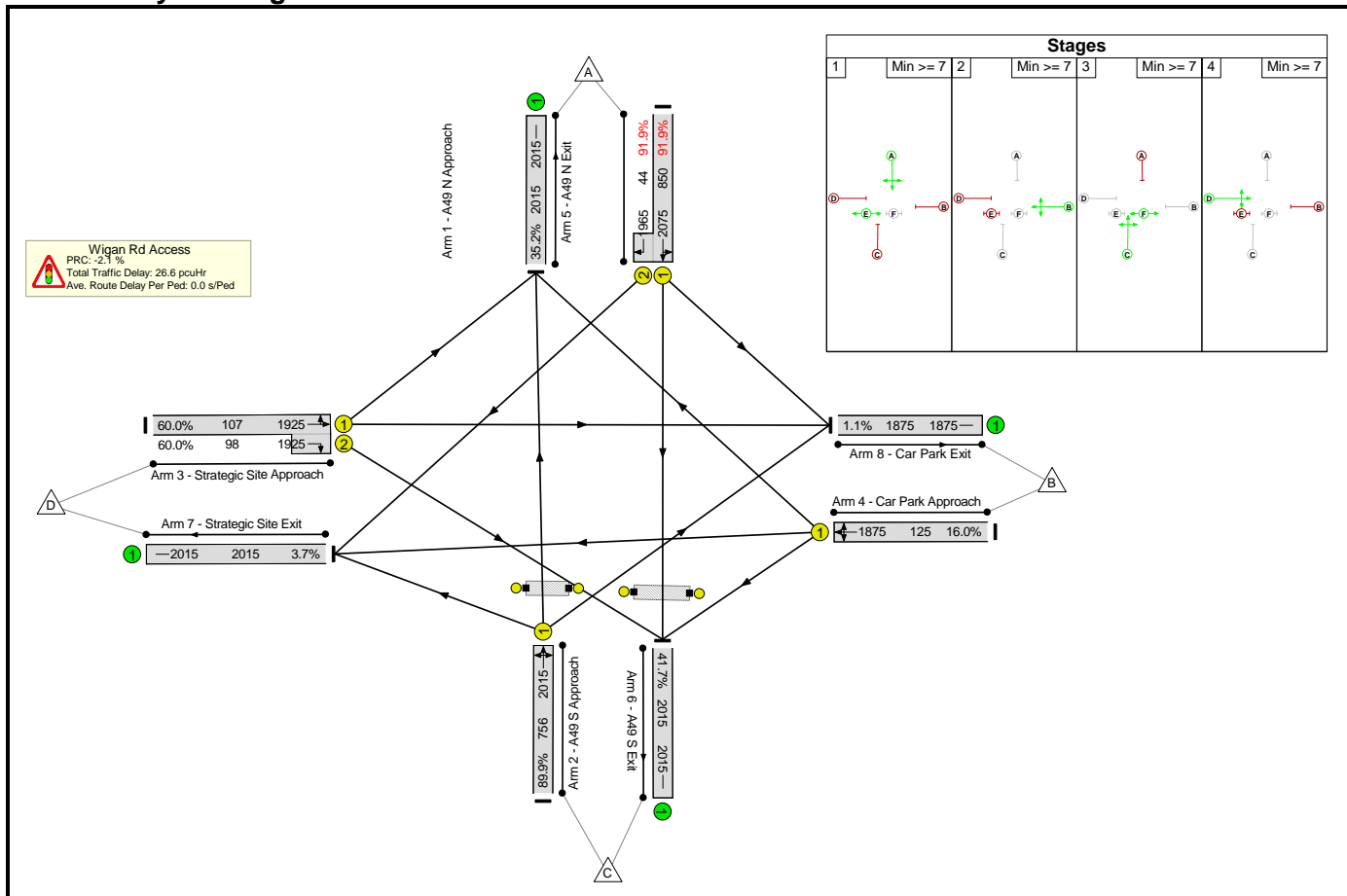
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	78.1%	0	0	0	15.6	-	-
Wigan Rd Access	-	-	-		-	-	-	-	-	-	78.1%	0	0	0	15.6	-	-
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	39	-	547	2075:1965	631+76	77.4 : 77.4%	-	-	-	7.1	46.5	17.7
2/1	A49 S Approach Ahead Left Right	U	C		1	55	-	734	2015	940	78.1%	-	-	-	7.2	35.4	22.1
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	7	-	38	1925:1925	106+106	17.9 : 17.9%	-	-	-	0.7	63.2	0.7
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	10	1875	125	8.0%	-	-	-	0.2	68.4	0.4
5/1	A49 N Exit	U	-		-	-	-	695	2015	2015	34.5%	-	-	-	0.3	1.4	0.3
6/1	A49 S Exit	U	-		-	-	-	507	2015	2015	25.2%	-	-	-	0.2	1.2	1.3
7/1	Strategic Site Exit	U	-		-	-	-	117	2015	2015	5.8%	-	-	-	0.0	0.9	0.0
8/1	Car Park Exit	U	-		-	-	-	10	1875	1875	0.5%	-	-	-	0.0	1.0	0.0
Ped Link: P1	Unnamed Ped Link	-	E		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):		15.3		Total Delay for Signalled Lanes (pcuHr):			15.15		Cycle Time (s): 120				
				PRC Over All Lanes (%):		15.3		Total Delay Over All Lanes(pcuHr):			15.61						

Basic Results Summary

Scenario 14: 'DS1 2037 PM' (FG14: 'DS1 2037 + Committed Developments + Proposed development - PM', Plan 1: 'No Peds')

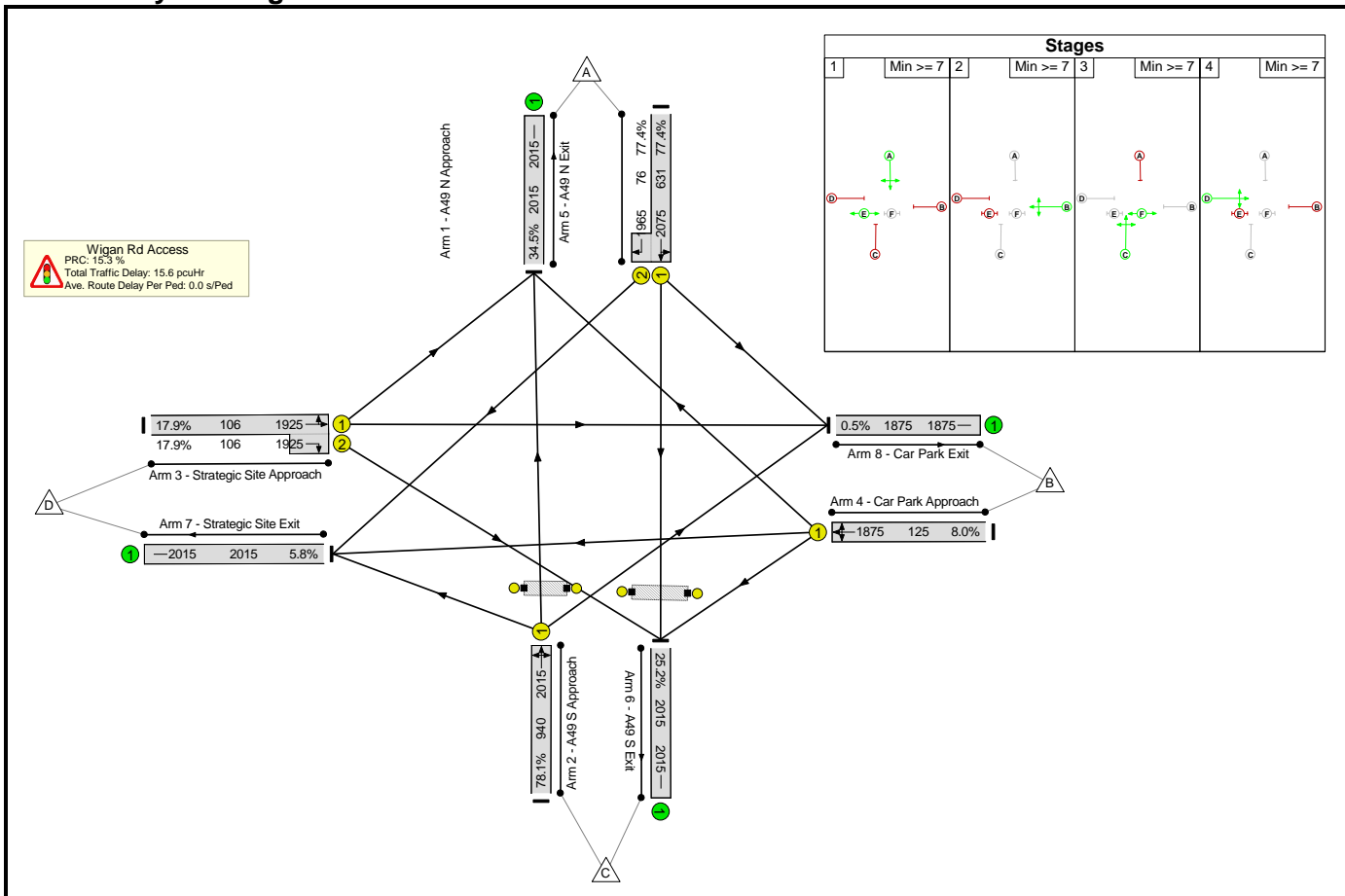
Network Layout Diagram



Basic Results Summary

Scenario 15: 'DS2 2037 AM' (FG15: 'DS2 2037 + Committed and Expected Developments + Proposed development - AM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

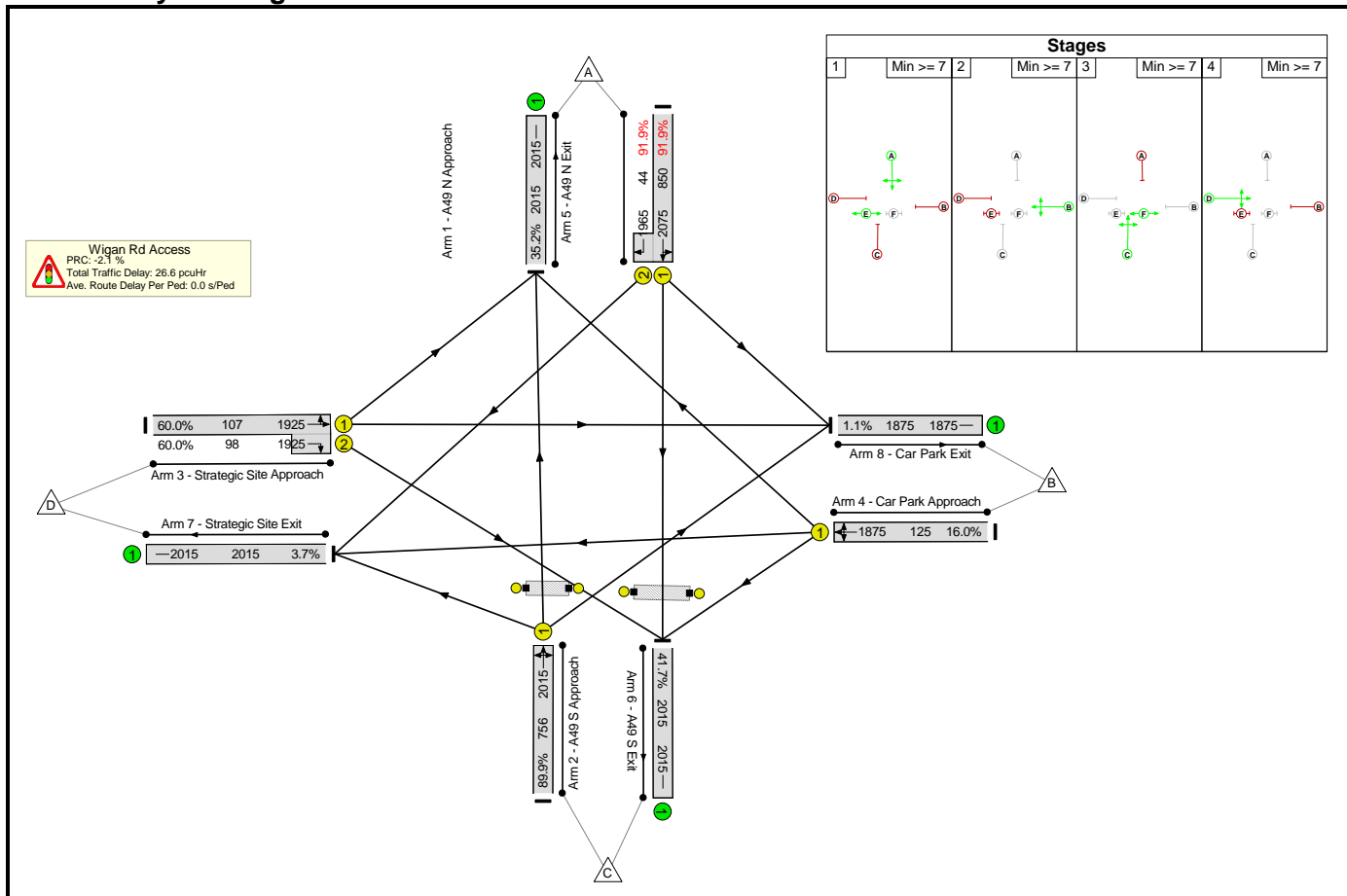
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	78.1%	0	0	0	15.6	-	-
Wigan Rd Access	-	-	-		-	-	-	-	-	-	78.1%	0	0	0	15.6	-	-
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	39	-	547	2075:1965	631+76	77.4 : 77.4%	-	-	-	7.1	46.5	17.7
2/1	A49 S Approach Ahead Left Right	U	C		1	55	-	734	2015	940	78.1%	-	-	-	7.2	35.4	22.1
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	7	-	38	1925:1925	106+106	17.9 : 17.9%	-	-	-	0.7	63.2	0.7
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	10	1875	125	8.0%	-	-	-	0.2	68.4	0.4
5/1	A49 N Exit	U	-		-	-	-	695	2015	2015	34.5%	-	-	-	0.3	1.4	0.3
6/1	A49 S Exit	U	-		-	-	-	507	2015	2015	25.2%	-	-	-	0.2	1.2	1.3
7/1	Strategic Site Exit	U	-		-	-	-	117	2015	2015	5.8%	-	-	-	0.0	0.9	0.0
8/1	Car Park Exit	U	-		-	-	-	10	1875	1875	0.5%	-	-	-	0.0	1.0	0.0
Ped Link: P1	Unnamed Ped Link	-	E		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):		15.3		Total Delay for Signalled Lanes (pcuHr):		15.15		Cycle Time (s):		120			
				PRC Over All Lanes (%):		15.3		Total Delay Over All Lanes(pcuHr):		15.61							

Basic Results Summary

Scenario 16: 'DS2 2037 PM' (FG16: 'DS2 2037 + Committed and Expected Developments + Proposed development - PM', Plan 1: 'No Peds')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Wigan Road Access Junction	-	-	-		-	-	-	-	-	-	91.9%	0	0	0	26.6	-	-	
Wigan Rd Access	-	-	-		-	-	-	-	-	-	91.9%	0	0	0	26.6	-	-	
1/1+1/2	A49 N Approach Ahead Right Left	U	A		1	50	-	821	2075:1965	850+44	91.9% : 91.9%	-	-	-	12.3	54.0	30.6	
2/1	A49 S Approach Ahead Left Right	U	C		1	44	-	679	2015	756	89.9%	-	-	-	10.7	56.6	25.3	
3/1+3/2	Strategic Site Approach Left Right Ahead	U	D		1	7	-	123	1925:1925	107+98	60.0% : 60.0%	-	-	-	2.6	75.6	2.8	
4/1	Car Park Approach Right Left Ahead	U	B		1	7	-	20	1875	125	16.0%	-	-	-	0.4	70.0	0.7	
5/1	A49 N Exit	U	-		-	-	-	709	2015	2015	35.2%	-	-	-	0.3	1.4	0.3	
6/1	A49 S Exit	U	-		-	-	-	840	2015	2015	41.7%	-	-	-	0.4	1.5	7.6	
7/1	Strategic Site Exit	U	-		-	-	-	74	2015	2015	3.7%	-	-	-	0.0	0.9	0.0	
8/1	Car Park Exit	U	-		-	-	-	20	1875	1875	1.1%	-	-	-	0.0	1.0	0.0	
Ped Link: P1	Unnamed Ped Link	-	E		1	45	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P2	Unnamed Ped Link	-	F		1	46	-	0	-	0	0.0%	-	-	-	-	-	-	
		C1	PRC for Signalled Lanes (%):				-2.1	Total Delay for Signalled Lanes (pcuHr):				25.97	Cycle Time (s):		120			
			PRC Over All Lanes (%):				-2.1	Total Delay Over All Lanes(pcuHr):				26.62						