

DS1 2037, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	Stream D-ABC	0.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	DS1 2037	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	846	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	767	100.000
D		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	844	2
	B	0	0	0	0
	C	748	0	0	19
	D	7	0	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To			

		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	6.99	0.0	A	2	3
A-B					0	0
A-C					774	1162
D-ABC	0.32	25.36	0.5	D	56	84
C-ABD	0.00	0.00	0.0	A	0	0
C-D					17	26
C-A					686	1030

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	523	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	305	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.38	590	0.003	1	0.0	0.0	6.117	A
A-B	0	0			0				
A-C	635	159			635				
D-ABC	46	11	310	0.148	45	0.0	0.2	13.563	B
C-ABD	0	0	1156	0.000	0	0.0	0.0	0.000	A
C-D	14	4			14				
C-A	563	141			563				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	490	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	256	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.45	559	0.003	2	0.0	0.0	6.457	A
A-B	0	0			0				
A-C	759	190			759				
D-ABC	55	14	268	0.205	55	0.2	0.3	16.843	C
C-ABD	0	0	1082	0.000	0	0.0	0.0	0.000	A
C-D	17	4			17				
C-A	672	168			672				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	443	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	189	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.55	517	0.004	2	0.0	0.0	6.993	A
A-B	0	0			0				

A-C	929	232			929				
D-ABC	67	17	209	0.321	66	0.3	0.5	25.090	D
C-ABD	0	0	980	0.000	0	0.0	0.0	0.000	A
C-D	21	5			21				
C-A	824	206			824				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	443	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	189	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.55	517	0.004	2	0.0	0.0	6.993	A
A-B	0	0			0				
A-C	929	232			929				
D-ABC	67	17	209	0.321	67	0.5	0.5	25.358	D
C-ABD	0	0	979	0.000	0	0.0	0.0	0.000	A
C-D	21	5			21				
C-A	824	206			824				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	489	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	256	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.45	559	0.003	2	0.0	0.0	6.457	A
A-B	0	0			0				
A-C	759	190			759				
D-ABC	55	14	268	0.205	56	0.5	0.3	17.021	C
C-ABD	0	0	1081	0.000	0	0.0	0.0	0.000	A
C-D	17	4			17				
C-A	672	168			672				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	523	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	305	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.38	590	0.003	2	0.0	0.0	6.117	A
A-B	0	0			0				
A-C	635	159			635				
D-ABC	46	11	310	0.148	46	0.3	0.2	13.667	B
C-ABD	0	0	1155	0.000	0	0.0	0.0	0.000	A
C-D	14	4			14				
C-A	563	141			563				

DS1 2037, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.41	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	18	Stream D-ABC	0.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	DS1 2037	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	706	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	895	100.000
D		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	700	6
	B	0	0	0	0
	C	850	0	0	45
	D	3	0	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			

		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
A-BCD	0.01	7.63	0.0	A	6	8
A-B					0	0
A-C					642	963
D-ABC	0.16	21.40	0.2	C	27	40
C-ABD	0.00	0.00	0.0	A	0	0
C-D					41	62
C-A					780	1170

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	556	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	322	0.000	0	0.0	0.0	0.000	A
A-BCD	5	1	564	0.008	4	0.0	0.0	6.438	A
A-B	0	0			0				
A-C	527	132			527				
D-ABC	22	5	303	0.072	22	0.0	0.1	12.768	B
C-ABD	0	0	1228	0.000	0	0.0	0.0	0.000	A
C-D	34	8			34				
C-A	640	160			640				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	529	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	276	0.000	0	0.0	0.0	0.000	A
A-BCD	5	1	528	0.010	5	0.0	0.0	6.890	A
A-B	0	0			0				
A-C	629	157			629				
D-ABC	26	7	260	0.100	26	0.1	0.1	15.361	C
C-ABD	0	0	1169	0.000	0	0.0	0.0	0.000	A
C-D	40	10			40				
C-A	764	191			764				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	492	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	213	0.000	0	0.0	0.0	0.000	A
A-BCD	7	2	478	0.014	7	0.0	0.0	7.629	A
A-B	0	0			0				

A-C	771	193			771				
D-ABC	32	8	200	0.160	32	0.1	0.2	21.326	C
C-ABD	0	0	1086	0.000	0	0.0	0.0	0.000	A
C-D	50	12			50				
C-A	936	234			936				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	492	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	213	0.000	0	0.0	0.0	0.000	A
A-BCD	7	2	478	0.014	7	0.0	0.0	7.629	A
A-B	0	0			0				
A-C	771	193			771				
D-ABC	32	8	200	0.160	32	0.2	0.2	21.397	C
C-ABD	0	0	1086	0.000	0	0.0	0.0	0.000	A
C-D	50	12			50				
C-A	936	234			936				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	529	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	276	0.000	0	0.0	0.0	0.000	A
A-BCD	5	1	528	0.010	5	0.0	0.0	6.893	A
A-B	0	0			0				
A-C	629	157			629				
D-ABC	26	7	260	0.100	26	0.2	0.1	15.418	C
C-ABD	0	0	1168	0.000	0	0.0	0.0	0.000	A
C-D	40	10			40				
C-A	764	191			764				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	556	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	322	0.000	0	0.0	0.0	0.000	A
A-BCD	5	1	564	0.008	5	0.0	0.0	6.439	A
A-B	0	0			0				
A-C	527	132			527				
D-ABC	22	5	303	0.072	22	0.1	0.1	12.809	B
C-ABD	0	0	1228	0.000	0	0.0	0.0	0.000	A
C-D	34	8			34				
C-A	640	160			640				

DS2 2037, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	7	Stream D-ABC	0.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	DS2 2037	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	912	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	775	100.000
D		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	910	2
	B	0	0	0	0
	C	753	3	0	19
	D	7	0	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To			

		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	7.01	0.0	A	2	3
A-B					0	0
A-C					835	1253
D-ABC	0.34	27.60	0.5	D	56	84
C-ABD	0.01	7.73	0.0	A	3	4
C-D					17	26
C-A					691	1036

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	511	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	292	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.38	589	0.003	1	0.0	0.0	6.128	A
A-B	0	0			0				
A-C	685	171			685				
D-ABC	46	11	302	0.152	45	0.0	0.2	13.961	B
C-ABD	2	0.56	564	0.004	2	0.0	0.0	6.408	A
C-D	14	4			14				
C-A	567	142			567				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	475	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	241	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.45	558	0.003	2	0.0	0.0	6.471	A
A-B	0	0			0				
A-C	818	205			818				
D-ABC	55	14	259	0.212	54	0.2	0.3	17.601	C
C-ABD	3	0.67	524	0.005	3	0.0	0.0	6.901	A
C-D	17	4			17				
C-A	677	169			677				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	425	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	169	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.55	515	0.004	2	0.0	0.0	7.013	A
A-B	0	0			0				

A-C	1002	250			1002				
D-ABC	67	17	197	0.340	66	0.3	0.5	27.246	D
C-ABD	3	0.83	469	0.007	3	0.0	0.0	7.721	A
C-D	21	5			21				
C-A	829	207			829				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	425	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	169	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.55	515	0.004	2	0.0	0.0	7.013	A
A-B	0	0			0				
A-C	1002	250			1002				
D-ABC	67	17	197	0.340	67	0.5	0.5	27.600	D
C-ABD	3	0.83	469	0.007	3	0.0	0.0	7.725	A
C-D	21	5			21				
C-A	829	207			829				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	474	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	240	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.45	558	0.003	2	0.0	0.0	6.471	A
A-B	0	0			0				
A-C	818	205			818				
D-ABC	55	14	259	0.212	56	0.5	0.3	17.818	C
C-ABD	3	0.67	524	0.005	3	0.0	0.0	6.909	A
C-D	17	4			17				
C-A	677	169			677				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	510	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	292	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.38	589	0.003	2	0.0	0.0	6.128	A
A-B	0	0			0				
A-C	685	171			685				
D-ABC	46	11	302	0.152	46	0.3	0.2	14.076	B
C-ABD	2	0.56	564	0.004	2	0.0	0.0	6.414	A
C-D	14	4			14				
C-A	567	142			567				

DS2 2037, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	Stream D-ABC	0.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	DS2 2037	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	679	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	935	100.000
D		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	673	6
	B	1	0	4	0
	C	884	6	0	45
	D	3	0	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			

		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.28	0.0	A	4	6
B-AD	0.01	17.02	0.0	C	0.92	1
A-BCD	0.01	7.80	0.0	A	6	8
A-B					0	0
A-C					618	926
D-ABC	0.16	22.01	0.2	C	27	40
C-ABD	0.01	6.61	0.0	A	6	8
C-D					41	62
C-A					811	1217

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	561	0.005	3	0.0	0.0	6.452	A
B-AD	0.75	0.19	322	0.002	0.74	0.0	0.0	11.222	B
A-BCD	5	1	556	0.008	4	0.0	0.0	6.522	A
A-B	0	0			0				
A-C	507	127			507				
D-ABC	22	5	300	0.073	22	0.0	0.1	12.911	B
C-ABD	5	1	620	0.007	4	0.0	0.0	5.849	A
C-D	34	8			34				
C-A	666	166			666				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	535	0.007	4	0.0	0.0	6.777	A
B-AD	0.90	0.22	276	0.003	0.90	0.0	0.0	13.095	B
A-BCD	5	1	519	0.010	5	0.0	0.0	7.005	A
A-B	0	0			0				
A-C	605	151			605				
D-ABC	26	7	256	0.102	26	0.1	0.1	15.612	C
C-ABD	5	1	591	0.009	5	0.0	0.0	6.145	A
C-D	40	10			40				
C-A	795	199			795				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	499	0.009	4	0.0	0.0	7.283	A
B-AD	1	0.28	213	0.005	1	0.0	0.0	17.018	C
A-BCD	7	2	468	0.014	7	0.0	0.0	7.804	A
A-B	0	0			0				

A-C	741	185			741				
D-ABC	32	8	195	0.163	32	0.1	0.2	21.925	C
C-ABD	7	2	552	0.012	7	0.0	0.0	6.605	A
C-D	50	12			50				
C-A	973	243			973				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	499	0.009	4	0.0	0.0	7.284	A
B-AD	1	0.28	213	0.005	1	0.0	0.0	17.024	C
A-BCD	7	2	468	0.014	7	0.0	0.0	7.804	A
A-B	0	0			0				
A-C	741	185			741				
D-ABC	32	8	195	0.163	32	0.2	0.2	22.005	C
C-ABD	7	2	551	0.012	7	0.0	0.0	6.606	A
C-D	50	12			50				
C-A	973	243			973				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	535	0.007	4	0.0	0.0	6.778	A
B-AD	0.90	0.22	276	0.003	0.91	0.0	0.0	13.103	B
A-BCD	5	1	519	0.010	5	0.0	0.0	7.006	A
A-B	0	0			0				
A-C	605	151			605				
D-ABC	26	7	256	0.102	26	0.2	0.1	15.673	C
C-ABD	5	1	591	0.009	5	0.0	0.0	6.148	A
C-D	40	10			40				
C-A	795	199			795				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	561	0.005	3	0.0	0.0	6.454	A
B-AD	0.75	0.19	321	0.002	0.76	0.0	0.0	11.229	B
A-BCD	5	1	556	0.008	5	0.0	0.0	6.525	A
A-B	0	0			0				
A-C	507	127			507				
D-ABC	22	5	300	0.073	22	0.1	0.1	12.956	B
C-ABD	5	1	620	0.007	5	0.0	0.0	5.850	A
C-D	34	8			34				
C-A	666	166			666				

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
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Filename: Internal Roundabout - RA1.j10

Path: \\uk.wspgroup.com\Central Data\Projects\70084xxx\70084465 - Lancashire Central, Cuerden\03 WIP\Junction Modelling\Site Access and Internal Models

Report generation date: 20/06/2022 16:45:11

»DS 2037, AM

»DS 2037, PM

Summary of junction performance

AM										PM								
Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	
DS 2037																		
Arm 1		0.1	0.5	3.62	0.09	A												
Arm 2	D1	0.4	1.6	1.90	0.30	A	2.40	A	176 %	D2	0.2	0.5	1.57	0.17	A	4.34	A	55 %
Arm 3		0.3	1.0	3.55	0.20	A			[Arm 2]		1.1	1.5	5.88	0.53	A			[Arm 3]

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

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

File summary

File Description

Title	Internal Roundabout 1
Location	Lancashire Central
Site number	RA1
Date	16/05/2022
Version	
Status	Proposed
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INKA03198
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓				✓	RFC/DOS	0.85	36.00	20.00	✓	500

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	DS 2037	AM	2037 Do-Something	ONE HOUR	07:15	08:45	15	✓	✓
D2	DS 2037	PM	2037 Do-Something	ONE HOUR	16:15	17:45	15	✓	✓

Analysis Set Details

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

DS 2037, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - DS 2037, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	RA1	Standard Roundabout		1, 2, 3	2.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	176	Arm 2	2.40	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Northern Arm	Northern Arm	
2	Eastern Arm	Eastern Arm	
3	Southern Arm	Southern Arm	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.65	6.19	4.6	12.7	60.7	61.0		
2	7.60	10.28	10.6	41.1	60.7	33.0		
3	5.00	5.00	0.0	24.8	60.7	60.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.431	1197
2	0.745	2791
3	0.472	1372

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	DS 2037	AM	2037 Do-Something	ONE HOUR	07:15	08:45	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	88	100.000
2		ONE HOUR	✓	768	100.000
3		ONE HOUR	✓	235	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	69	19
	2	153	0	615
	3	43	192	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	0
	2	2	0	2
	3	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.09	3.62	0.1	0.5	A	88	88
2	0.30	1.90	0.4	1.6	A	768	768
3	0.20	3.55	0.3	1.0	A	235	235

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	79	20	172	1122	0.071	79	176	0.1	0.1	3.504	A
2	690	173	17	2778	0.249	690	234	0.3	0.3	1.758	A
3	211	53	137	1307	0.162	211	570	0.2	0.2	3.351	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	97	24	211	1105	0.088	97	216	0.1	0.1	3.624	A
2	846	211	21	2775	0.305	845	287	0.3	0.4	1.901	A
3	259	65	168	1292	0.200	259	698	0.2	0.3	3.552	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	97	24	211	1105	0.088	97	216	0.1	0.1	3.624	A
2	846	211	21	2775	0.305	846	287	0.4	0.4	1.901	A
3	259	65	168	1292	0.200	259	698	0.3	0.3	3.552	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	79	20	173	1122	0.071	79	176	0.1	0.1	3.508	A
2	690	173	17	2778	0.249	691	235	0.4	0.3	1.758	A
3	211	53	138	1307	0.162	211	570	0.3	0.2	3.355	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.08	0.03	0.25	0.46	0.48			N/A	N/A

2	0.34	0.00	0.00	0.34	0.34			N/A	N/A
3	0.20	0.00	0.00	0.20	0.20			N/A	N/A

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.10	0.03	0.26	0.47	0.50			N/A	N/A
2	0.45	0.03	0.26	0.46	0.49			N/A	N/A
3	0.25	0.03	0.26	0.46	0.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.10	0.00	0.00	0.10	0.10			N/A	N/A
2	0.45	0.03	0.34	1.40	1.65			N/A	N/A
3	0.25	0.03	0.28	0.51	0.99			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2	0.34	0.00	0.00	0.34	0.34			N/A	N/A
3	0.20	0.00	0.00	0.20	0.20			N/A	N/A

DS 2037, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - DS 2037, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	RA1	Standard Roundabout		1, 2, 3	4.34	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	55	Arm 3	4.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	DS 2037	PM	2037 Do-Something	ONE HOUR	16:15	17:45	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	215	100.000
2		ONE HOUR	✓	419	100.000
3		ONE HOUR	✓	623	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	168	47
	2	141	0	278
	3	40	583	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.26	5.27	0.3	1.5	A	215	215

2	0.17	1.57	0.2	0.5	A	419	419
3	0.53	5.88	1.1	1.5	A	623	623

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	193	48	523	971	0.199	193	163	0.2	0.2	4.627	A
2	377	94	42	2759	0.137	377	674	0.1	0.2	1.510	A
3	560	140	127	1312	0.427	559	292	0.5	0.7	4.779	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	237	59	641	920	0.257	236	199	0.2	0.3	5.261	A
2	461	115	52	2752	0.168	461	825	0.2	0.2	1.570	A
3	686	171	155	1298	0.528	684	358	0.7	1.1	5.850	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	237	59	642	920	0.257	237	199	0.3	0.3	5.270	A
2	461	115	52	2752	0.168	461	827	0.2	0.2	1.570	A
3	686	171	155	1298	0.528	686	358	1.1	1.1	5.878	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	193	48	525	970	0.199	194	163	0.3	0.3	4.639	A
2	377	94	42	2759	0.137	377	677	0.2	0.2	1.510	A
3	560	140	127	1312	0.427	562	292	1.1	0.8	4.809	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.25	0.00	0.00	0.25	0.25			N/A	N/A
2	0.16	0.00	0.00	0.16	0.16			N/A	N/A
3	0.74	0.11	0.86	1.39	1.46			N/A	N/A

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.03	0.25	0.46	0.48			N/A	N/A
2	0.20	0.03	0.25	0.45	0.48			N/A	N/A
3	1.11	0.03	0.26	1.11	1.11			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.35	0.03	0.32	1.18	1.46			N/A	N/A
2	0.20	0.03	0.25	0.45	0.48			N/A	N/A
3	1.11	0.03	0.27	1.11	1.12			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.25	0.00	0.00	0.25	0.25			N/A	N/A
2	0.16	0.00	0.00	0.16	0.16			N/A	N/A
3	0.75	0.25	0.95	1.39	1.45			N/A	N/A

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
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Filename: Internal Roundabout 2 - RA2.j10

Path: \\uk.wspgroup.com\Central Data\Projects\70084xxx\70084465 - Lancashire Central, Cuerden\03 WIP\Junction Modelling\Site Access and Internal Models

Report generation date: 20/06/2022 17:17:43

»DS 2037, AM

»DS 2037, PM

Summary of junction performance

		AM							PM									
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
DS 2037																		
Arm 1	D1	0.7	2.3	3.81	0.43	A	3.87	A	120 % [Arm 1]	D2	0.3	1.2	2.86	0.22	A	4.80	A	63 % [Arm 4]
Arm 2		0.2	0.5	4.73	0.16	A					0.4	1.6	5.09	0.29	A			
Arm 3		0.1	0.5	2.89	0.11	A					0.4	1.1	4.00	0.27	A			
Arm 4		0.1	0.5	5.18	0.07	A					0.5	2.3	9.12	0.34	A			

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

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

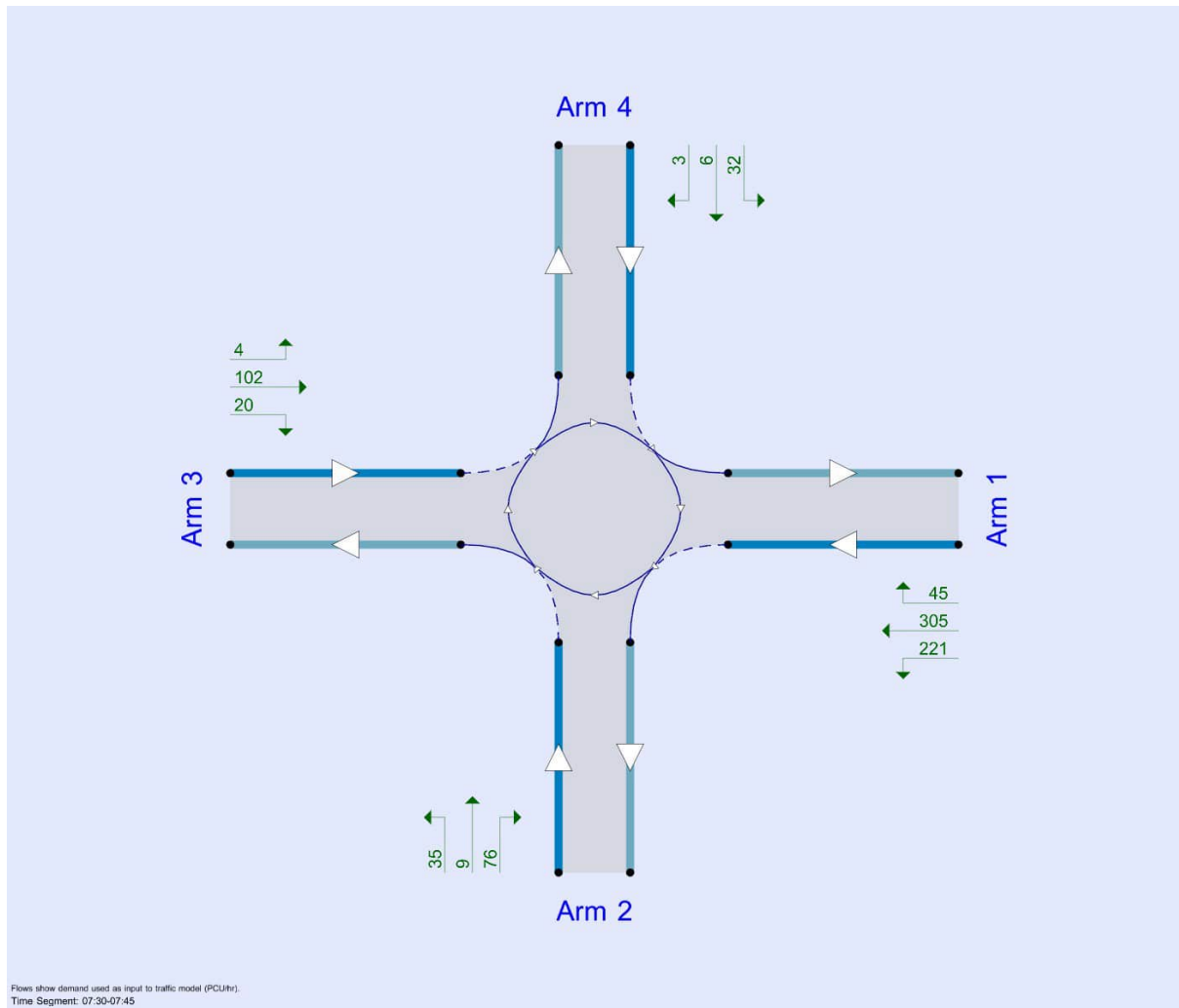
File summary

File Description

Title	Internal Roundabout 2
Location	Lancashire Central
Site number	2
Date	17/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INKA03198
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	DS 2037	AM	Do Something 2037	ONE HOUR	07:15	08:45	15		✓
D2	DS 2037	PM		ONE HOUR	16:15	17:45	15	✓	✓

Analysis Set Details

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

DS 2037, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	untitled	Standard Roundabout		1, 2, 3, 4	3.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	120	Arm 1	3.87	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Northern Arm	Northern Arm	
2	Eastern Arm		
3	Southern Arm	C	
4	Eastern Arm	D	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	5.00	6.37	4.6	35.0	30.0	46.0		
2	3.65	3.65	0.0	15.0	30.0	14.0		
3	5.00	5.00	0.0	15.0	30.0	29.0		
4	3.00	3.00	0.0	7.5	30.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.640	1667
2	0.557	1149
3	0.612	1496
4	0.469	860

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DS 2037	AM	Do Something 2037	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	635	100.000
2		ONE HOUR	✓	134	100.000
3		ONE HOUR	✓	140	100.000
4		ONE HOUR	✓	46	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	246	339	50
	2	85	0	39	10
	3	114	22	0	4
	4	36	7	3	0

Proportions

		To			
		1	2	3	4
From	1	0.00	0.39	0.53	0.08
	2	0.63	0.00	0.29	0.07
	3	0.81	0.16	0.00	0.03
	4	0.78	0.15	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Average PCU Per Veh

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	1	478	478
	2	101	101
	3	105	105
	4	35	35
07:30-07:45	1	571	571
	2	120	120
	3	126	126
	4	41	41
07:45-08:00	1	699	699
	2	148	148
	3	154	154
	4	51	51
08:00-08:15	1	699	699
	2	148	148
	3	154	154
	4	51	51
08:15-08:30	1	571	571
	2	120	120
	3	126	126
	4	41	41
08:30-08:45	1	478	478
	2	101	101
	3	105	105
	4	35	35

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	3.81	0.7	2.3	A	583	874
2	0.16	4.73	0.2	0.5	A	123	184
3	0.11	2.89	0.1	0.5	A	128	193
4	0.07	5.18	0.1	0.5	A	42	63

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	478	120	24	1652	0.289	476	176	0.0	0.4	3.059	A
2	101	25	294	985	0.102	100	206	0.0	0.1	4.066	A
3	105	26	109	1429	0.074	105	286	0.0	0.1	2.719	A
4	35	9	166	782	0.044	34	48	0.0	0.0	4.812	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	571	143	29	1649	0.346	570	211	0.4	0.5	3.336	A
2	120	30	352	953	0.126	120	247	0.1	0.1	4.323	A
3	126	31	130	1416	0.089	126	342	0.1	0.1	2.790	A
4	41	10	199	767	0.054	41	57	0.0	0.1	4.960	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	699	175	35	1645	0.425	698	258	0.5	0.7	3.801	A
2	148	37	431	909	0.162	147	302	0.1	0.2	4.725	A
3	154	39	159	1398	0.110	154	419	0.1	0.1	2.893	A
4	51	13	243	746	0.068	51	70	0.1	0.1	5.176	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	699	175	35	1644	0.425	699	259	0.7	0.7	3.807	A
2	148	37	432	909	0.162	148	303	0.2	0.2	4.728	A
3	154	39	160	1398	0.110	154	419	0.1	0.1	2.893	A
4	51	13	243	746	0.068	51	70	0.1	0.1	5.177	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	571	143	29	1649	0.346	572	212	0.7	0.5	3.344	A
2	120	30	353	953	0.126	121	248	0.2	0.1	4.329	A
3	126	31	131	1416	0.089	126	343	0.1	0.1	2.793	A
4	41	10	199	767	0.054	41	58	0.1	0.1	4.962	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	478	120	24	1652	0.289	479	177	0.5	0.4	3.069	A
2	101	25	295	985	0.102	101	207	0.1	0.1	4.075	A
3	105	26	109	1429	0.074	105	287	0.1	0.1	2.722	A
4	35	9	167	782	0.044	35	48	0.1	0.0	4.819	A

Queue Variation Results for each time segment

07:15 - 07:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.41	0.00	0.00	0.41	0.41			N/A	N/A
2	0.11	0.00	0.00	0.11	0.11			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.05	0.00	0.00	0.05	0.05			N/A	N/A

07:30 - 07:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.53	0.53	1.00	1.40	1.45			N/A	N/A
2	0.14	0.00	0.00	0.14	0.14			N/A	N/A
3	0.10	0.03	0.25	0.45	0.48			N/A	N/A
4	0.06	0.03	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.73	0.03	0.25	0.73	0.73			N/A	N/A

2	0.19	0.03	0.26	0.46	0.48			N/A	N/A
3	0.12	0.03	0.26	0.46	0.49			N/A	N/A
4	0.07	0.03	0.26	0.47	0.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.74	0.03	0.28	0.74	2.31			N/A	N/A
2	0.19	0.03	0.25	0.45	0.48			N/A	N/A
3	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.53	0.53	1.00	1.40	1.45			N/A	N/A
2	0.15	0.00	0.00	0.15	0.15			N/A	N/A
3	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.41	0.00	0.00	0.41	0.41			N/A	N/A
2	0.11	0.00	0.00	0.11	0.11			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.05	0.00	0.00	0.05	0.05			N/A	N/A

DS 2037, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - DS 2037, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	untitled	Standard Roundabout		1, 2, 3, 4	4.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	63	Arm 4	4.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	DS 2037	PM	ONE HOUR	16:15	17:45	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	325	100.000
2		ONE HOUR	✓	264	100.000
3		ONE HOUR	✓	303	100.000
4		ONE HOUR	✓	184	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	90	91	144
	2	217	0	18	29
	3	262	30	0	11
	4	144	29	11	0

Proportions

		To			
		1	2	3	4
From	1	0.00	0.28	0.28	0.44
	2	0.82	0.00	0.07	0.11
	3	0.86	0.10	0.00	0.04
	4	0.78	0.16	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Average PCU Per Veh

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

--	--	--	--

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	1	245	245
	2	199	199
	3	228	228
	4	139	139
16:30-16:45	1	292	292
	2	237	237
	3	272	272
	4	165	165
16:45-17:00	1	358	358
	2	291	291
	3	334	334
	4	203	203
17:00-17:15	1	358	358
	2	291	291
	3	334	334
	4	203	203
17:15-17:30	1	292	292
	2	237	237
	3	272	272
	4	165	165
17:30-17:45	1	245	245
	2	199	199
	3	228	228
	4	139	139

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.22	2.86	0.3	1.2	A	325	325
2	0.29	5.09	0.4	1.6	A	264	264
3	0.27	4.00	0.4	1.1	A	303	303
4	0.34	9.12	0.5	2.3	A	184	184

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	292	73	63	1627	0.180	292	559	0.2	0.2	2.696	A
2	237	59	221	1026	0.231	237	134	0.2	0.3	4.561	A
3	272	68	350	1281	0.213	272	108	0.2	0.3	3.567	A
4	165	41	457	646	0.256	165	165	0.3	0.3	7.487	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	358	89	77	1618	0.221	358	685	0.2	0.3	2.856	A
2	291	73	271	998	0.291	290	164	0.3	0.4	5.079	A
3	334	83	429	1233	0.271	333	132	0.3	0.4	3.999	A
4	203	51	560	597	0.339	202	202	0.3	0.5	9.086	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	358	89	77	1618	0.221	358	686	0.3	0.3	2.856	A
2	291	73	271	998	0.291	291	164	0.4	0.4	5.086	A
3	334	83	429	1233	0.271	334	132	0.4	0.4	4.003	A
4	203	51	560	597	0.339	203	203	0.5	0.5	9.124	A

17:15 - 17:30

Arm	Total Demand	Junction Arrivals	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of

	(PCU/hr)	(PCU)					(PCU/hr)	(PCU)	(PCU)		service
1	292	73	63	1627	0.180	292	561	0.3	0.2	2.698	A
2	237	59	221	1026	0.231	238	134	0.4	0.3	4.571	A
3	272	68	351	1281	0.213	273	108	0.4	0.3	3.575	A
4	165	41	458	645	0.256	166	166	0.5	0.3	7.528	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.22	0.00	0.00	0.22	0.22			N/A	N/A
2	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3	0.27	0.00	0.00	0.27	0.27			N/A	N/A
4	0.34	0.00	0.00	0.34	0.34			N/A	N/A

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.28	0.03	0.25	0.45	0.48			N/A	N/A
2	0.41	0.03	0.25	0.46	0.48			N/A	N/A
3	0.37	0.03	0.25	0.45	0.48			N/A	N/A
4	0.51	0.03	0.26	0.51	0.51			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.28	0.03	0.30	0.86	1.19			N/A	N/A
2	0.41	0.03	0.31	1.32	1.62			N/A	N/A
3	0.37	0.03	0.32	1.10	1.10			N/A	N/A
4	0.51	0.03	0.30	1.39	2.32			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.22	0.00	0.00	0.22	0.22			N/A	N/A
2	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3	0.27	0.00	0.00	0.27	0.27			N/A	N/A
4	0.35	0.00	0.00	0.35	0.35			N/A	N/A

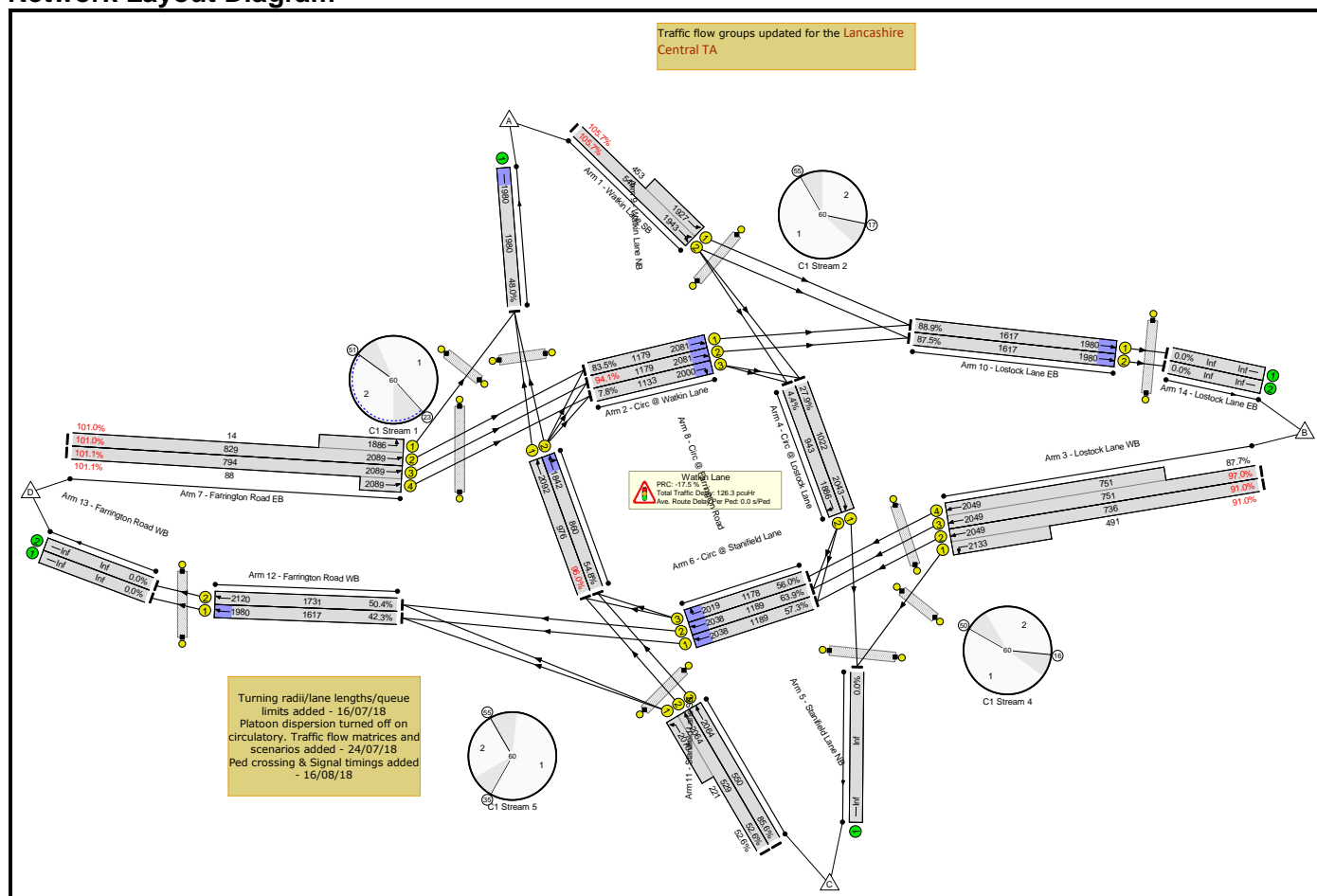
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	A582
Title:	Stanifield Lane Roundabout
Location:	
Additional detail:	
File name:	J1 Stanifield Lane-A582_WSP_Mit_30052022.lsg3x
Author:	Richard Askew
Company:	LCC
Address:	

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	105.7%	0	0	0	126.3	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	105.7%	0	0	0	126.3	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	17	-	1054	1943:1927	544+453	105.7 : 105.7%	-	-	-	43.4	148.3	49.6
2/1	Circ @ Watkin Lane Ahead	U	D		1	33	-	992	2081	1179	83.5%	-	-	-	0.7	2.6	2.6
2/2	Circ @ Watkin Lane Ahead	U	D		1	33	-	1118	2081	1179	94.1%	-	-	-	1.7	5.4	5.3
2/3	Circ @ Watkin Lane Right	U	D		1	33	-	89	2000	1133	7.8%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	21	-	1117	2049:2133	736+491	91.0 : 91.0%	-	-	-	9.9	31.9	15.1
3/3+3/4	Lostock Lane WB Ahead	U	M		1	21	-	1388	2049:2049	751+751	97.0 : 87.7%	-	-	-	12.6	32.6	17.3
4/1	Circ @ Lostock Lane Ahead	U	L		1	29	-	297	2043	1022	27.9%	-	-	-	0.8	10.4	3.9
4/2	Circ @ Lostock Lane Right	U	L		1	29	-	44	1886	943	4.4%	-	-	-	0.1	8.3	0.6
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	15	-	394	2064:2070	529+221	52.6 : 52.6%	-	-	-	2.5	23.3	4.4
5/3	Stanifield Lane NB Ahead	U	P		1	15	-	471	2064	550	85.6%	-	-	-	5.5	42.1	10.2
6/1	Circ @ Stanifield Lane Ahead	U	O		1	34	-	682	2038	1189	57.3%	-	-	-	0.0	0.1	0.1
6/2	Circ @ Stanifield Lane Ahead	U	O		1	34	-	761	2038	1189	63.9%	-	-	-	0.0	0.1	0.1

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	34	-	659	2019	1178	56.0%	-	-	-	0.0	0.1	0.2
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	23	-	851	2089:1886	829+14	101.0 : 101.0%	-	-	-	21.1	89.4	30.9
7/3+7/4	Farrington Road EB Ahead	U	B		1	23	-	891	2089:2089	794+88	101.1 : 101.1%	-	-	-	22.0	88.9	31.9
8/1	Circ @ Farrington Road Ahead	U	A		1	27	-	937	2092	976	96.0%	-	-	-	1.7	6.4	6.1
8/2	Circ @ Farrington Road Right Ahead	U	A		1	27	-	471	1842	860	54.8%	-	-	-	2.0	15.4	8.5
9/1	Watkin Lane NB	U	-		-	-	-	951	1980	1980	48.0%	-	-	-	0.5	1.8	0.6
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1471	1980	1617	88.9%	-	-	-	1.1	2.6	7.5
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1441	1980	1617	87.5%	-	-	-	0.6	1.5	4.8
12/1	Farrington Road WB Ahead	U	J		1	48	-	684	1980	1617	42.3%	-	-	-	0.0	0.2	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	875	2120	1731	50.4%	-	-	-	0.0	0.1	0.2
Ped Link: P1	Unnamed Ped Link	-	H		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	33	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	29	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-12.3		Total Delay for Signalled Lanes (pcuHr):		46.83		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-17.5		Total Delay for Signalled Lanes (pcuHr):		45.80		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		78.4		Total Delay for Signalled Lanes (pcuHr):		0.06		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		-7.8		Total Delay for Signalled Lanes (pcuHr):		23.36		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		5.2		Total Delay for Signalled Lanes (pcuHr):		8.11		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		1.3		Total Delay for Signalled Lanes (pcuHr):		1.65		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-17.5		Total Delay Over All Lanes(pcuHr):		126.29								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	112.5%	0	0	0	223.8	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	112.5%	0	0	0	223.8	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	20	-	1044	1932:1927	587+572	90.1 : 90.1%	-	-	-	9.3	32.0	12.0
2/1	Circ @ Watkin Lane Ahead	U	D		1	30	-	823	2081	1075	76.5%	-	-	-	0.9	4.0	2.7
2/2	Circ @ Watkin Lane Ahead	U	D		1	30	-	907	2081	1075	84.4%	-	-	-	1.8	7.3	5.5
2/3	Circ @ Watkin Lane Right	U	D		1	30	-	130	2000	1033	12.6%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	22	-	1307	2049:2133	763+417	110.8 : 110.8%	-	-	-	78.2	215.3	89.1
3/3+3/4	Lostock Lane WB Ahead	U	M		1	22	-	1757	2049:2049	785+785	111.1 : 112.5%	-	-	-	111.9	229.2	113.9
4/1	Circ @ Lostock Lane Ahead	U	L		1	28	-	405	2043	987	41.0%	-	-	-	1.2	10.5	5.6
4/2	Circ @ Lostock Lane Right	U	L		1	28	-	29	1886	912	3.2%	-	-	-	0.0	5.5	0.4
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	20	-	267	2064:2070	641+320	27.8 : 27.8%	-	-	-	1.2	16.3	2.3
5/3	Stanifield Lane NB Ahead	U	P		1	20	-	436	2064	722	60.4%	-	-	-	2.7	22.3	6.7
6/1	Circ @ Stanifield Lane Ahead	U	O		1	29	-	845	2038	1019	74.8%	-	-	-	0.0	0.1	0.1
6/2	Circ @ Stanifield Lane Ahead	U	O		1	29	-	902	2038	1019	79.9%	-	-	-	0.0	0.2	0.1

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	29	-	884	2019	1009	77.8%	-	-	-	0.0	0.2	0.2
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	23	-	706	2089:1886	820+42	81.9 : 81.9%	-	-	-	5.3	26.9	12.2
7/3+7/4	Farrington Road EB Ahead	U	B		1	23	-	752	2089:2089	753+157	82.6 : 82.6%	-	-	-	5.5	26.4	12.2
8/1	Circ @ Farrington Road Ahead	U	A		1	27	-	1058	2092	976	98.3%	-	-	-	1.4	5.1	9.3
8/2	Circ @ Farrington Road Right Ahead	U	A		1	27	-	440	1843	860	51.1%	-	-	-	3.0	24.2	7.8
9/1	Watkin Lane NB	U	-		-	-	-	1096	1980	1980	50.4%	-	-	-	0.6	2.2	1.0
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1338	1980	1617	82.7%	-	-	-	0.5	1.4	4.9
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1132	1980	1617	70.0%	-	-	-	0.2	0.7	1.7
12/1	Farrington Road WB Ahead	U	J		1	48	-	845	1980	1617	47.2%	-	-	-	0.0	0.2	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	991	2120	1731	52.2%	-	-	-	0.0	0.1	0.2
Ped Link: P1	Unnamed Ped Link	-	H		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	28	-	0	-	0	0.0%	-	-	-	-	-	-

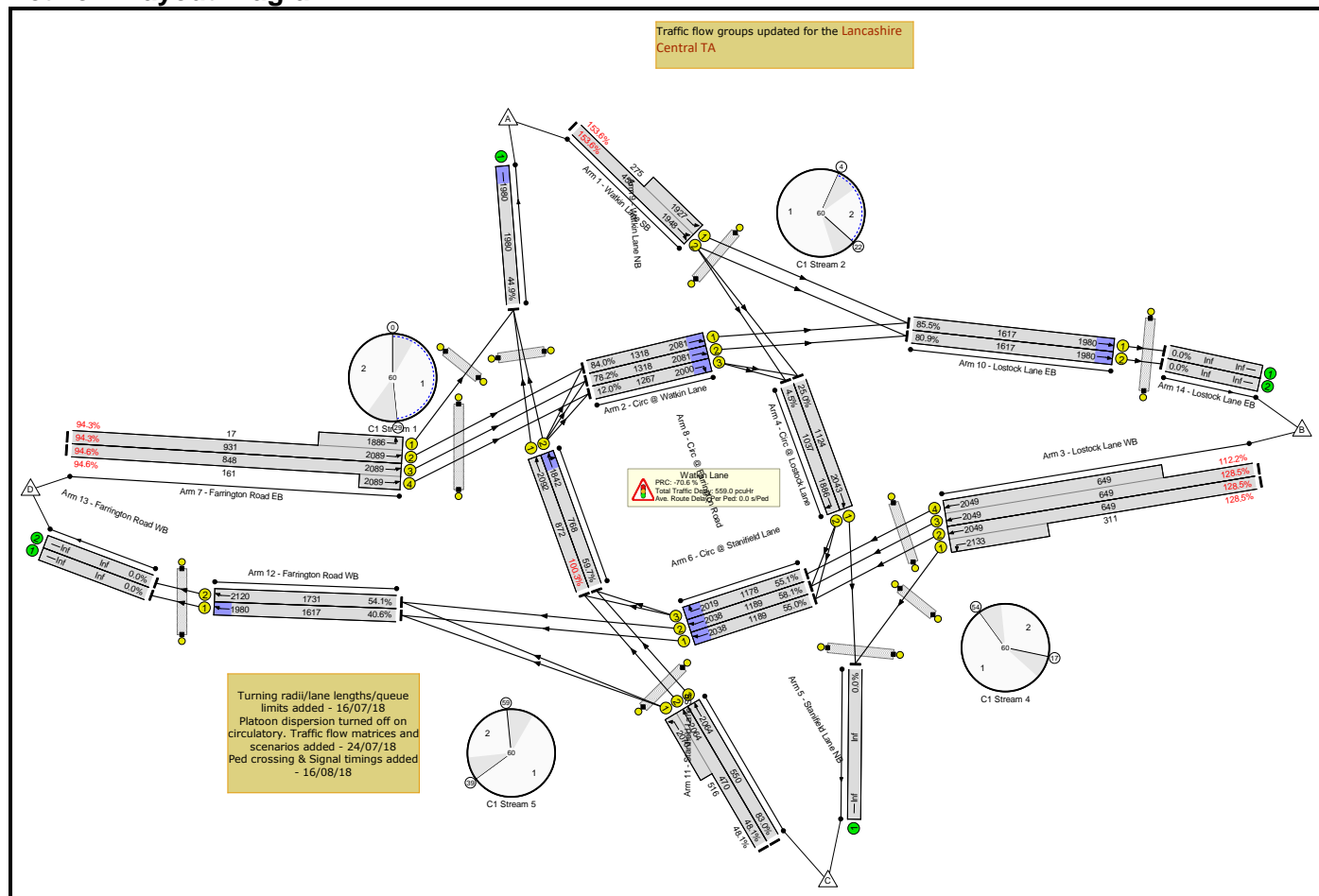
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-9.2		Total Delay for Signalled Lanes (pcuHr):		15.09		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-0.1		Total Delay for Signalled Lanes (pcuHr):		12.01		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		72.5		Total Delay for Signalled Lanes (pcuHr):		0.06		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		-25.1		Total Delay for Signalled Lanes (pcuHr):		191.26		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		12.6		Total Delay for Signalled Lanes (pcuHr):		4.01		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		8.8		Total Delay for Signalled Lanes (pcuHr):		0.74		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-25.1		Total Delay Over All Lanes(pcuHr):		223.78								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	153.6%	0	0	0	559.0	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	153.6%	0	0	0	559.0	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	13	-	1121	1948:1927	455+275	153.6 : 153.6%	-	-	-	214.8	689.9	219.3
2/1	Circ @ Watkin Lane Ahead	U	D		1	37	-	1107	2081	1318	84.0%	-	-	-	0.9	2.9	3.8
2/2	Circ @ Watkin Lane Ahead	U	D		1	37	-	1030	2081	1318	78.2%	-	-	-	0.9	3.1	3.8
2/3	Circ @ Watkin Lane Right	U	D		1	37	-	152	2000	1267	12.0%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	18	-	1234	2049:2133	649+311	128.5 : 128.5%	-	-	-	153.9	449.0	161.6
3/3+3/4	Lostock Lane WB Ahead	U	M		1	18	-	1562	2049:2049	649+649	128.5 : 112.2%	-	-	-	152.0	350.3	152.0
4/1	Circ @ Lostock Lane Ahead	U	L		1	32	-	352	2043	1124	25.0%	-	-	-	0.6	7.5	3.1
4/2	Circ @ Lostock Lane Right	U	L		1	32	-	70	1886	1037	4.5%	-	-	-	0.0	3.0	0.4
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	15	-	474	2064:2070	470+516	48.1 : 48.1%	-	-	-	2.9	21.7	3.8
5/3	Stanifield Lane NB Ahead	U	P		1	15	-	457	2064	550	83.0%	-	-	-	5.0	39.1	9.4
6/1	Circ @ Stanifield Lane Ahead	U	O		1	34	-	842	2038	1189	55.0%	-	-	-	0.0	0.1	0.1
6/2	Circ @ Stanifield Lane Ahead	U	O		1	34	-	896	2038	1189	58.1%	-	-	-	0.0	0.1	0.1

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	34	-	728	2019	1178	55.1%	-	-	-	0.0	0.1	0.2
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	26	-	894	2089:1886	931+17	94.3 : 94.3%	-	-	-	10.5	42.3	20.6
7/3+7/4	Farrington Road EB Ahead	U	B		1	26	-	954	2089:2089	848+161	94.6 : 94.6%	-	-	-	10.9	41.3	21.2
8/1	Circ @ Farrington Road Ahead	U	A		1	24	-	953	2092	872	100.3%	-	-	-	2.3	9.3	15.8
8/2	Circ @ Farrington Road Right Ahead	U	A		1	24	-	458	1842	768	59.7%	-	-	-	2.7	21.5	8.4
9/1	Watkin Lane NB	U	-		-	-	-	970	1980	1980	44.9%	-	-	-	0.5	2.1	3.2
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1530	1980	1617	85.5%	-	-	-	0.6	1.6	5.0
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1458	1980	1617	80.9%	-	-	-	0.3	1.0	4.8
12/1	Farrington Road WB Ahead	U	J		1	48	-	844	1980	1617	40.6%	-	-	-	0.0	0.2	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	1142	2120	1731	54.1%	-	-	-	0.0	0.1	0.2
Ped Link: P1	Unnamed Ped Link	-	H		1	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	32	-	0	-	0	0.0%	-	-	-	-	-	-

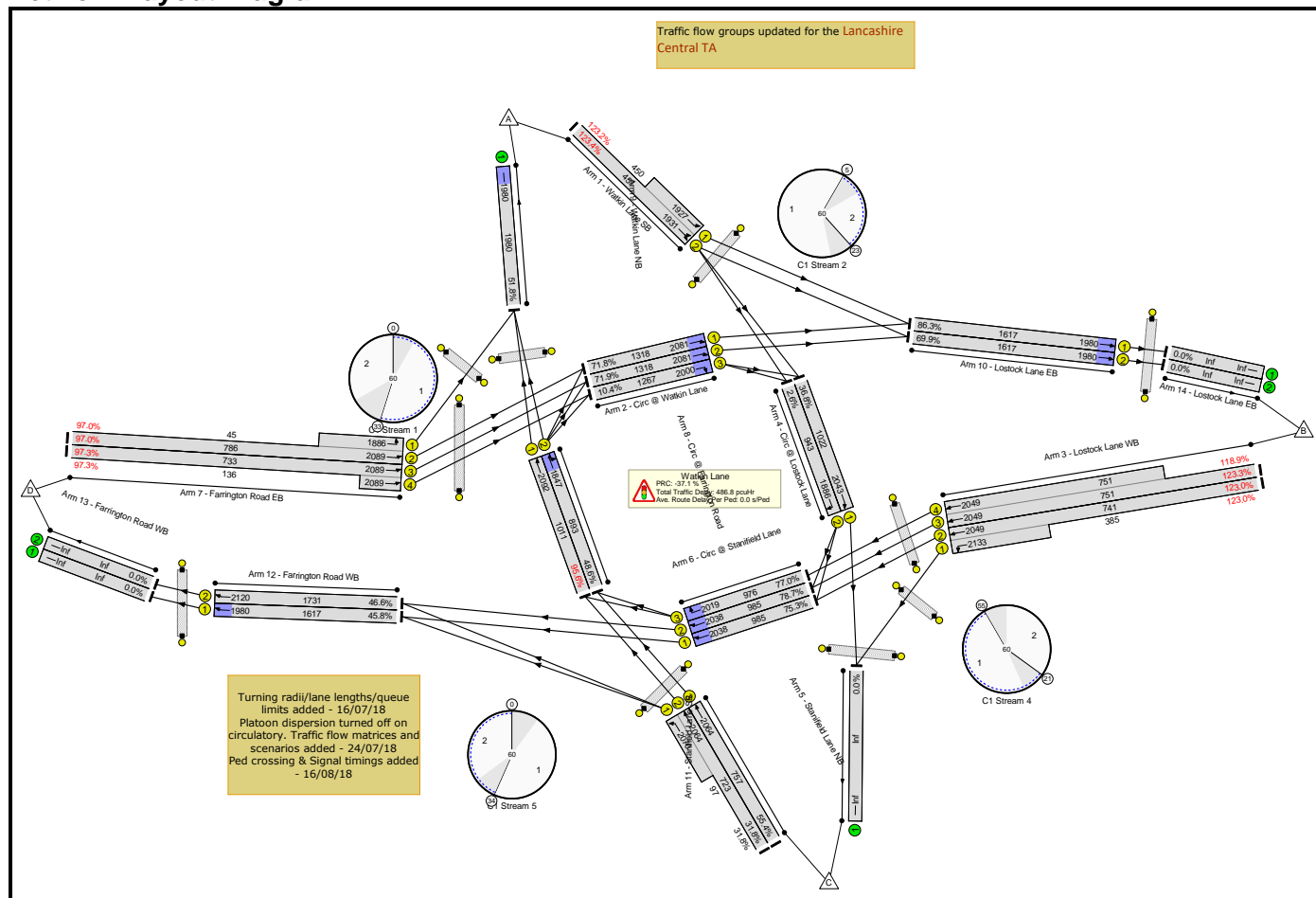
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	24	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-11.4		Total Delay for Signalled Lanes (pcuHr):		26.45		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-70.6		Total Delay for Signalled Lanes (pcuHr):		216.60		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		66.4		Total Delay for Signalled Lanes (pcuHr):		0.05		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		-42.8		Total Delay for Signalled Lanes (pcuHr):		306.55		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		8.4		Total Delay for Signalled Lanes (pcuHr):		7.88		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		5.3		Total Delay for Signalled Lanes (pcuHr):		0.98		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-70.6		Total Delay Over All Lanes (pcuHr):		559.02								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	123.4%	0	0	0	486.8	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	123.4%	0	0	0	486.8	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	13	-	1110	1931:1927	451+450	123.4 : 123.2%	-	-	-	120.5	390.8	123.6
2/1	Circ @ Watkin Lane Ahead	U	D		1	37	-	946	2081	1318	71.8%	-	-	-	0.8	2.9	3.1
2/2	Circ @ Watkin Lane Ahead	U	D		1	37	-	948	2081	1318	71.9%	-	-	-	1.0	3.9	3.9
2/3	Circ @ Watkin Lane Right	U	D		1	37	-	132	2000	1267	10.4%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	21	-	1386	2049:2133	741+385	123.0 : 123.0%	-	-	-	146.9	381.5	157.0
3/3+3/4	Lostock Lane WB Ahead	U	M		1	21	-	1819	2049:2049	751+751	123.3 : 118.9%	-	-	-	180.1	356.4	179.4
4/1	Circ @ Lostock Lane Ahead	U	L		1	29	-	433	2043	1022	36.8%	-	-	-	1.1	10.4	5.3
4/2	Circ @ Lostock Lane Right	U	L		1	29	-	30	1886	943	2.6%	-	-	-	0.0	4.7	0.3
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	21	-	261	2064:2070	723+97	31.8 : 31.8%	-	-	-	1.2	16.6	2.9
5/3	Stanifield Lane NB Ahead	U	P		1	21	-	419	2064	757	55.4%	-	-	-	2.4	20.4	6.1
6/1	Circ @ Stanifield Lane Ahead	U	O		1	28	-	912	2038	985	75.3%	-	-	-	0.0	0.1	0.1
6/2	Circ @ Stanifield Lane Ahead	U	O		1	28	-	956	2038	985	78.7%	-	-	-	0.0	0.1	0.1

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	28	-	893	2019	976	77.0%	-	-	-	0.0	0.2	0.2
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	22	-	806	2089:1886	786+45	97.0 : 97.0%	-	-	-	13.2	58.9	21.7
7/3+7/4	Farrington Road EB Ahead	U	B		1	22	-	845	2089:2089	733+136	97.3 : 97.3%	-	-	-	14.0	59.5	22.6
8/1	Circ @ Farrington Road Ahead	U	A		1	28	-	1105	2092	1011	95.6%	-	-	-	1.2	4.6	4.0
8/2	Circ @ Farrington Road Right Ahead	U	A		1	28	-	437	1847	893	48.6%	-	-	-	2.8	23.0	7.5
9/1	Watkin Lane NB	U	-		-	-	-	1167	1980	1980	51.8%	-	-	-	0.6	2.0	0.8
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1500	1980	1617	86.3%	-	-	-	0.5	1.4	3.8
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1173	1980	1617	69.9%	-	-	-	0.5	1.5	4.5
12/1	Farrington Road WB Ahead	U	J		1	48	-	912	1980	1617	45.8%	-	-	-	0.0	0.2	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	987	2120	1731	46.6%	-	-	-	0.0	0.0	0.1
Ped Link: P1	Unnamed Ped Link	-	H		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	29	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

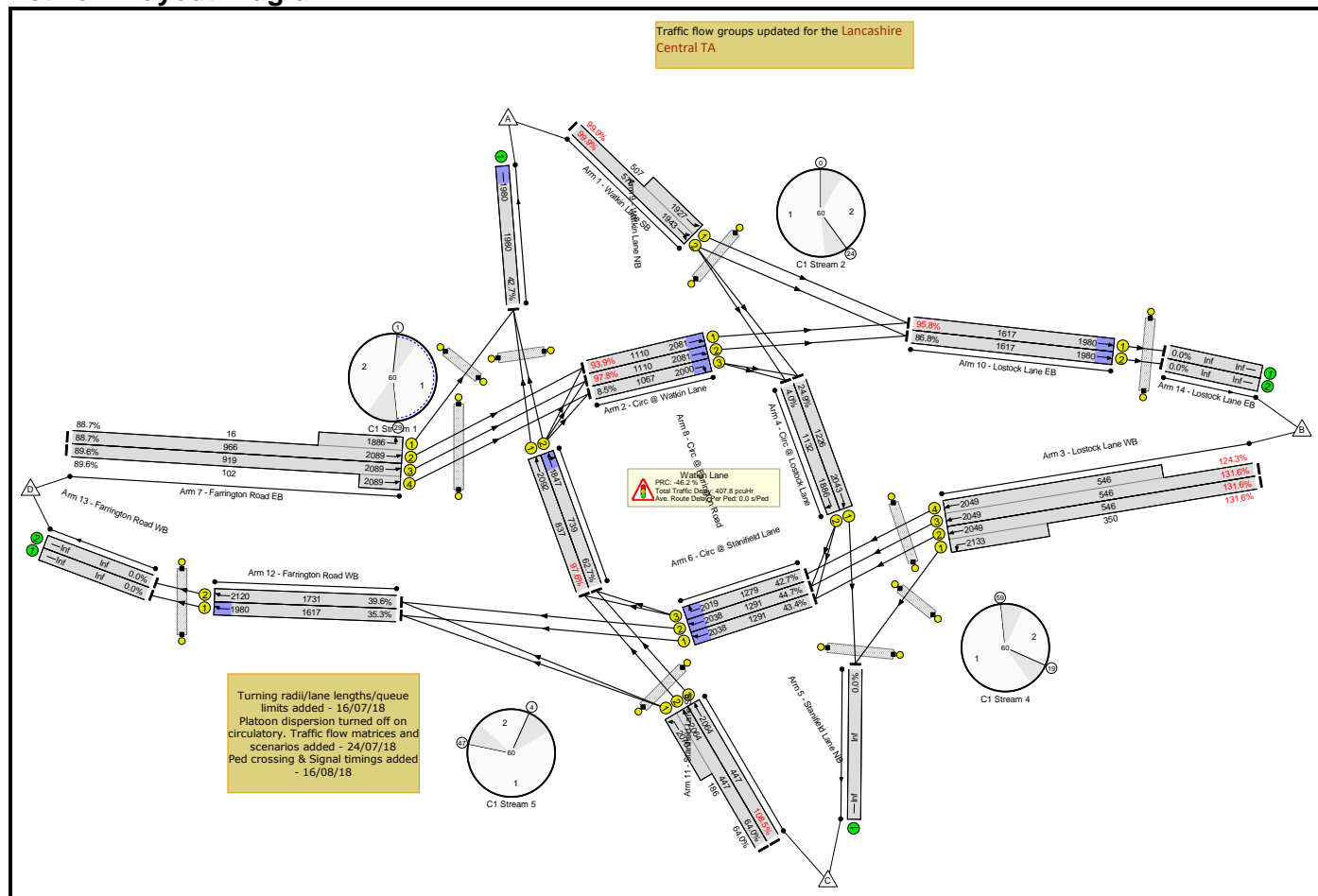
Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	28	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1	PRC for Signalled Lanes (%)	-8.1	Total Delay for Signalled Lanes (pcuHr)	31.16	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	-37.1	Total Delay for Signalled Lanes (pcuHr)	122.27	Cycle Time (s)	60
C1	Stream: 3	PRC for Signalled Lanes (%)	93.2	Total Delay for Signalled Lanes (pcuHr)	0.04	Cycle Time (s)	60
C1	Stream: 4	PRC for Signalled Lanes (%)	-36.9	Total Delay for Signalled Lanes (pcuHr)	328.07	Cycle Time (s)	60
C1	Stream: 5	PRC for Signalled Lanes (%)	14.3	Total Delay for Signalled Lanes (pcuHr)	3.64	Cycle Time (s)	60
C1	Stream: 6	PRC for Signalled Lanes (%)	4.3	Total Delay for Signalled Lanes (pcuHr)	1.01	Cycle Time (s)	60
		PRC Over All Lanes (%)	-37.1	Total Delay Over All Lanes (pcuHr)	486.76		

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	131.6%	0	0	0	407.8	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	131.6%	0	0	0	407.8	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	19	-	1083	1943:1927	576+507	99.9 : 99.9%	-	-	-	21.9	72.7	27.4
2/1	Circ @ Watkin Lane Ahead	U	D		1	31	-	1058	2081	1110	93.9%	-	-	-	1.4	4.8	4.3
2/2	Circ @ Watkin Lane Ahead	U	D		1	31	-	1108	2081	1110	97.8%	-	-	-	1.9	6.1	6.1
2/3	Circ @ Watkin Lane Right	U	D		1	31	-	91	2000	1067	8.5%	-	-	-	0.0	1.8	0.1
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	15	-	1179	2049:2133	546+350	131.6 : 131.6%	-	-	-	157.4	480.7	163.3
3/3+3/4	Lostock Lane WB Ahead	U	M		1	15	-	1398	2049:2049	546+546	131.6 : 124.3%	-	-	-	172.4	444.0	169.7
4/1	Circ @ Lostock Lane Ahead	U	L		1	35	-	305	2043	1226	24.9%	-	-	-	0.6	7.0	3.9
4/2	Circ @ Lostock Lane Right	U	L		1	35	-	45	1886	1132	4.0%	-	-	-	0.1	5.9	0.6
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	12	-	405	2064:2070	447+186	64.0 : 64.0%	-	-	-	3.2	28.7	5.2
5/3	Stanifield Lane NB Ahead	U	P		1	12	-	485	2064	447	108.5%	-	-	-	28.4	210.7	32.7
6/1	Circ @ Stanifield Lane Ahead	U	O		1	37	-	733	2038	1291	43.4%	-	-	-	0.0	0.1	0.1
6/2	Circ @ Stanifield Lane Ahead	U	O		1	37	-	750	2038	1291	44.7%	-	-	-	0.0	0.1	0.1

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	37	-	679	2019	1279	42.7%	-	-	-	0.0	0.1	0.1
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	27	-	871	2089:1886	966+16	88.7 : 88.7%	-	-	-	7.2	29.7	16.7
7/3+7/4	Farrington Road EB Ahead	U	B		1	27	-	915	2089:2089	919+102	89.6 : 89.6%	-	-	-	7.6	30.0	17.2
8/1	Circ @ Farrington Road Ahead	U	A		1	23	-	945	2092	837	97.6%	-	-	-	1.5	6.7	8.2
8/2	Circ @ Farrington Road Right Ahead	U	A		1	23	-	505	1847	739	62.7%	-	-	-	2.0	15.2	8.4
9/1	Watkin Lane NB	U	-		-	-	-	979	1980	1980	42.7%	-	-	-	0.5	2.0	0.8
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1565	1980	1617	95.8%	-	-	-	1.1	2.7	8.9
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1425	1980	1617	86.8%	-	-	-	0.5	1.4	5.1
12/1	Farrington Road WB Ahead	U	J		1	48	-	744	1980	1617	35.3%	-	-	-	0.0	0.1	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	858	2120	1731	39.6%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	H		1	23	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	31	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	35	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

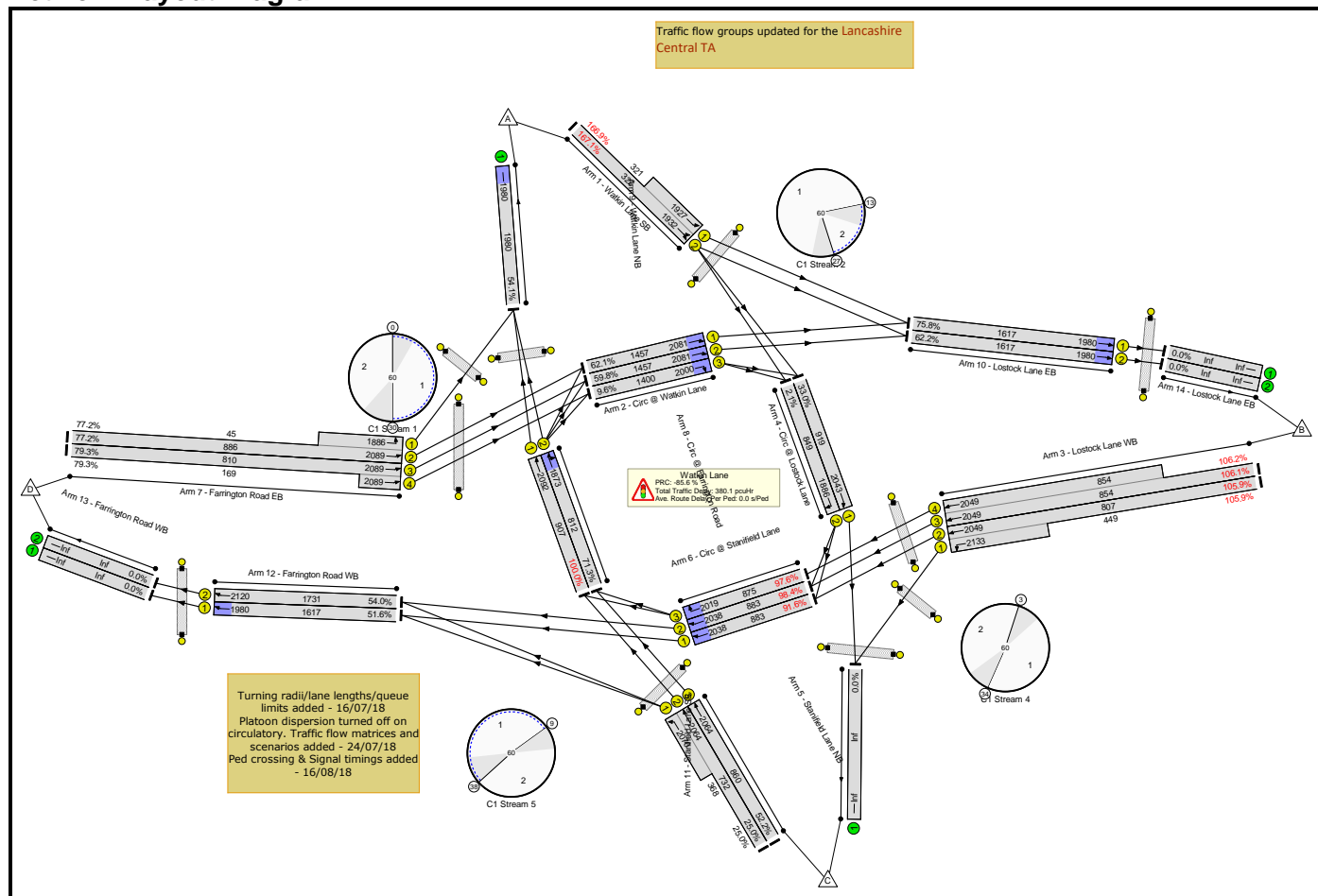
Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	38	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	23	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1	PRC for Signalled Lanes (%)	-8.4	Total Delay for Signalled Lanes (pcuHr)	18.27	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	-11.0	Total Delay for Signalled Lanes (pcuHr)	25.16	Cycle Time (s)	60
C1	Stream: 3	PRC for Signalled Lanes (%)	127.3	Total Delay for Signalled Lanes (pcuHr)	0.02	Cycle Time (s)	60
C1	Stream: 4	PRC for Signalled Lanes (%)	-46.2	Total Delay for Signalled Lanes (pcuHr)	330.53	Cycle Time (s)	60
C1	Stream: 5	PRC for Signalled Lanes (%)	-20.5	Total Delay for Signalled Lanes (pcuHr)	31.66	Cycle Time (s)	60
C1	Stream: 6	PRC for Signalled Lanes (%)	-6.5	Total Delay for Signalled Lanes (pcuHr)	1.68	Cycle Time (s)	60
		PRC Over All Lanes (%)	-46.2	Total Delay Over All Lanes (pcuHr)	407.78		

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	167.1%	0	0	0	380.1	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	167.1%	0	0	0	380.1	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	9	-	1074	1932:1927	322+321	167.1 : 166.9%	-	-	-	235.5	789.5	235.8
2/1	Circ @ Watkin Lane Ahead	U	D		1	41	-	905	2081	1457	62.1%	-	-	-	0.2	0.9	2.8
2/2	Circ @ Watkin Lane Ahead	U	D		1	41	-	871	2081	1457	59.8%	-	-	-	0.2	1.0	2.9
2/3	Circ @ Watkin Lane Right	U	D		1	41	-	134	2000	1400	9.6%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	24	-	1329	2049:2133	807+449	105.9 : 105.9%	-	-	-	51.9	140.7	63.7
3/3+3/4	Lostock Lane WB Ahead	U	M		1	24	-	1813	2049:2049	854+854	106.1 : 106.2%	-	-	-	71.0	141.1	75.4
4/1	Circ @ Lostock Lane Ahead	U	L		1	26	-	417	2043	919	33.0%	-	-	-	0.6	7.6	2.2
4/2	Circ @ Lostock Lane Right	U	L		1	26	-	30	1886	849	2.1%	-	-	-	0.0	0.0	0.0
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	24	-	275	2064:2070	732+368	25.0 : 25.0%	-	-	-	1.0	13.2	2.1
5/3	Stanifield Lane NB Ahead	U	P		1	24	-	449	2064	860	52.2%	-	-	-	2.2	17.4	6.0
6/1	Circ @ Stanifield Lane Ahead	U	O		1	25	-	858	2038	883	91.6%	-	-	-	0.0	0.1	0.1
6/2	Circ @ Stanifield Lane Ahead	U	O		1	25	-	932	2038	883	98.4%	-	-	-	0.1	0.4	0.3

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	25	-	907	2019	875	97.6%	-	-	-	0.2	0.7	0.2
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	25	-	719	2089:1886	886+45	77.2 : 77.2%	-	-	-	4.5	22.5	11.2
7/3+7/4	Farrington Road EB Ahead	U	B		1	25	-	777	2089:2089	810+169	79.3 : 79.3%	-	-	-	4.9	22.6	11.7
8/1	Circ @ Farrington Road Ahead	U	A		1	25	-	952	2092	907	100.0%	-	-	-	3.4	13.6	15.3
8/2	Circ @ Farrington Road Right Ahead	U	A		1	25	-	587	1873	812	71.3%	-	-	-	2.4	14.9	4.7
9/1	Watkin Lane NB	U	-		-	-	-	1125	1980	1980	54.1%	-	-	-	1.5	5.1	15.9
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1441	1980	1617	75.8%	-	-	-	0.1	0.4	1.1
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1096	1980	1617	62.2%	-	-	-	0.1	0.4	1.1
12/1	Farrington Road WB Ahead	U	J		1	48	-	884	1980	1617	51.6%	-	-	-	0.0	0.2	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	998	2120	1731	54.0%	-	-	-	0.0	0.1	0.1
Ped Link: P1	Unnamed Ped Link	-	H		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	26	-	0	-	0	0.0%	-	-	-	-	-	-

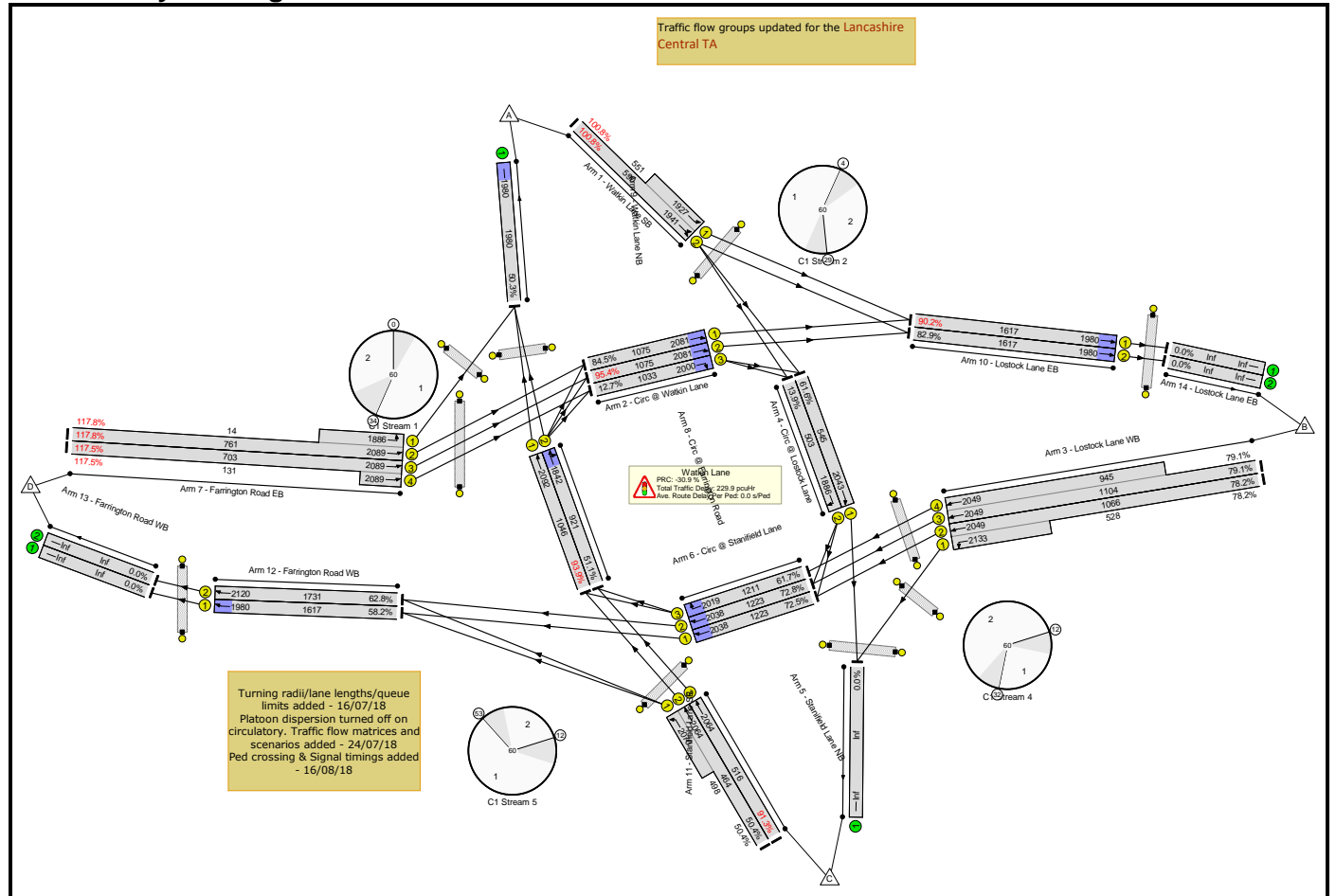
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-11.2		Total Delay for Signalled Lanes (pcuHr):		15.16		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-85.6		Total Delay for Signalled Lanes (pcuHr):		236.03		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		66.6		Total Delay for Signalled Lanes (pcuHr):		0.06		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		-18.0		Total Delay for Signalled Lanes (pcuHr):		123.62		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		-9.4		Total Delay for Signalled Lanes (pcuHr):		3.47		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		18.7		Total Delay for Signalled Lanes (pcuHr):		0.27		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-85.6		Total Delay Over All Lanes(pcuHr):		380.13								

Basic Results Summary

Scenario 7: 'DM2 2037 AM' (FG7: 'DM 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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	117.8%	0	0	0	229.9	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	117.8%	0	0	0	229.9	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	20	-	1150	1941:1927	590+551	100.8 : 100.8%	-	-	-	25.5	79.8	32.0
2/1	Circ @ Watkin Lane Ahead	U	D		1	30	-	1044	2081	1075	84.5%	-	-	-	0.8	3.2	2.5
2/2	Circ @ Watkin Lane Ahead	U	D		1	30	-	1149	2081	1075	95.4%	-	-	-	2.0	7.1	6.0
2/3	Circ @ Watkin Lane Right	U	D		1	30	-	154	2000	1033	12.7%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	35	-	1247	2049:2133	1066+528	78.2 : 78.2%	-	-	-	4.3	12.5	11.0
3/3+3/4	Lostock Lane WB Ahead	U	M		1	35	-	1621	2049:2049	1104+945	79.1 : 79.1%	-	-	-	5.5	12.2	11.8
4/1	Circ @ Lostock Lane Ahead	U	L		1	15	-	360	2043	545	61.6%	-	-	-	1.1	11.7	4.1
4/2	Circ @ Lostock Lane Right	U	L		1	15	-	71	1886	503	13.9%	-	-	-	0.1	3.5	0.3
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	14	-	485	2064:2070	464+498	50.4 : 50.4%	-	-	-	3.1	22.9	4.1
5/3	Stanifield Lane NB Ahead	U	P		1	14	-	471	2064	516	91.3%	-	-	-	7.2	55.4	12.0
6/1	Circ @ Stanifield Lane Ahead	U	O		1	35	-	887	2038	1223	72.5%	-	-	-	2.7	11.0	8.3
6/2	Circ @ Stanifield Lane Ahead	U	O		1	35	-	891	2038	1223	72.8%	-	-	-	3.0	12.1	8.6

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	35	-	748	2019	1211	61.7%	-	-	-	2.0	9.7	6.3
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	21	-	912	2089:1886	761+14	117.8 : 117.8%	-	-	-	80.8	319.0	90.2
7/3+7/4	Farrington Road EB Ahead	U	B		1	21	-	980	2089:2089	703+131	117.5 : 117.5%	-	-	-	86.6	318.0	95.9
8/1	Circ @ Farrington Road Ahead	U	A		1	29	-	982	2092	1046	93.9%	-	-	-	2.4	8.9	10.2
8/2	Circ @ Farrington Road Right Ahead	U	A		1	29	-	471	1842	921	51.1%	-	-	-	0.8	5.8	8.4
9/1	Watkin Lane NB	U	-		-	-	-	998	1980	1980	50.3%	-	-	-	0.5	2.0	0.8
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1599	1980	1617	90.2%	-	-	-	0.8	2.1	6.4
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1467	1980	1617	82.9%	-	-	-	0.6	1.5	6.5
12/1	Farrington Road WB Ahead	U	J		1	48	-	942	1980	1617	58.2%	-	-	-	0.0	0.1	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	1087	2120	1731	62.8%	-	-	-	0.1	0.2	0.6
Ped Link: P1	Unnamed Ped Link	-	H		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	19	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	15	-	0	-	0	0.0%	-	-	-	-	-	-

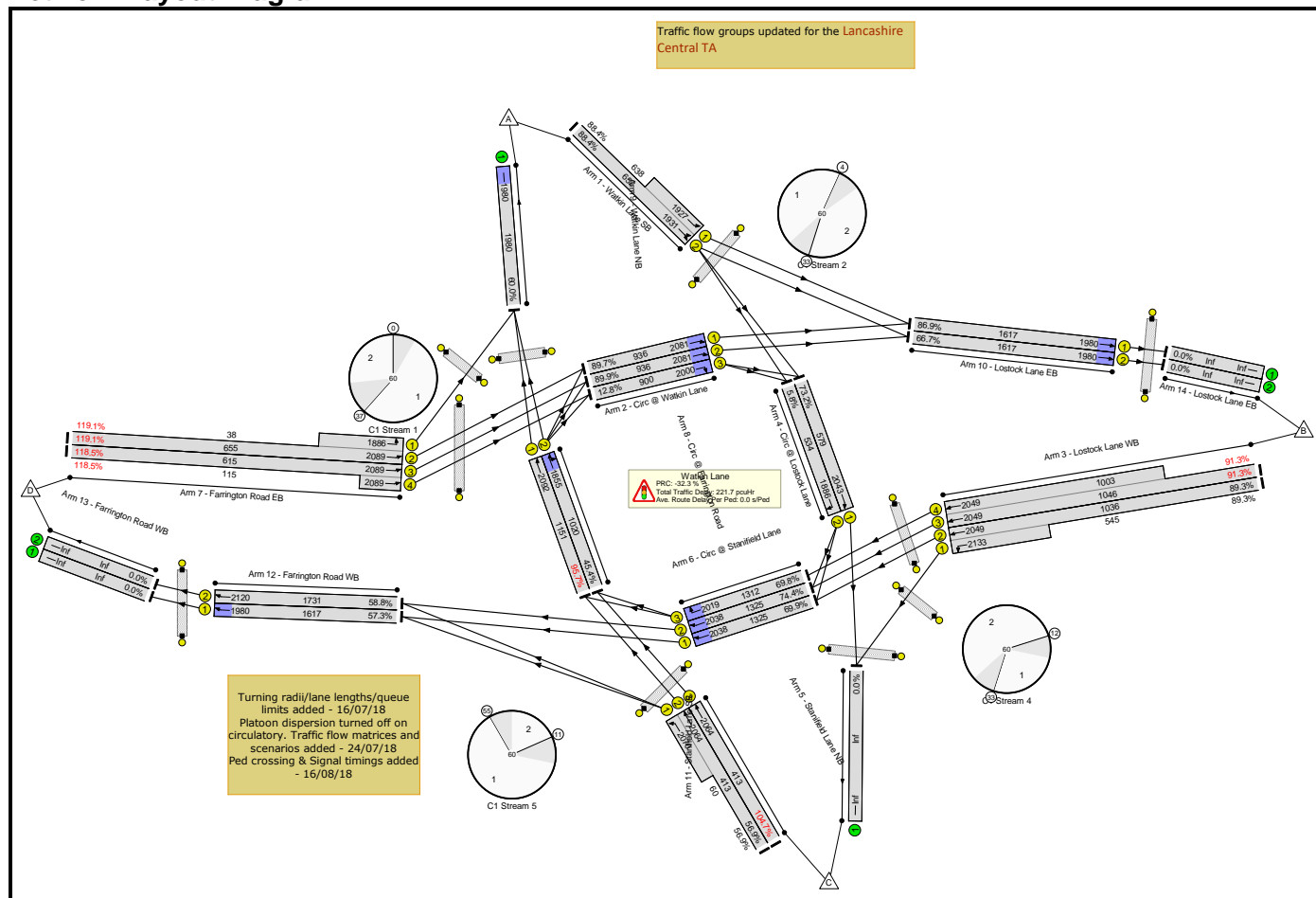
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	36	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-30.9		Total Delay for Signalled Lanes (pcuHr):		170.57		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-12.0		Total Delay for Signalled Lanes (pcuHr):		28.30		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		43.4		Total Delay for Signalled Lanes (pcuHr):		0.11		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		13.8		Total Delay for Signalled Lanes (pcuHr):		10.98		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		-1.4		Total Delay for Signalled Lanes (pcuHr):		18.04		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		-0.3		Total Delay for Signalled Lanes (pcuHr):		1.39		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-30.9		Total Delay Over All Lanes (pcuHr):		229.92								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	119.1%	0	0	0	221.7	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	119.1%	0	0	0	221.7	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	24	-	1140	1931:1927	652+638	88.4 : 88.4%	-	-	-	8.2	26.0	11.5
2/1	Circ @ Watkin Lane Ahead	U	D		1	26	-	974	2081	936	89.7%	-	-	-	1.2	5.3	3.1
2/2	Circ @ Watkin Lane Ahead	U	D		1	26	-	966	2081	936	89.9%	-	-	-	1.6	6.7	3.8
2/3	Circ @ Watkin Lane Right	U	D		1	26	-	136	2000	900	12.8%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	34	-	1412	2049:2133	1036+545	89.3 : 89.3%	-	-	-	7.3	18.7	15.7
3/3+3/4	Lostock Lane WB Ahead	U	M		1	34	-	1871	2049:2049	1046+1003	91.3 : 91.3%	-	-	-	10.0	19.2	17.2
4/1	Circ @ Lostock Lane Ahead	U	L		1	16	-	445	2043	579	73.2%	-	-	-	1.2	10.3	5.9
4/2	Circ @ Lostock Lane Right	U	L		1	16	-	31	1886	534	5.8%	-	-	-	0.0	3.8	0.1
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	11	-	269	2064:2070	413+60	56.9 : 56.9%	-	-	-	2.3	30.2	4.2
5/3	Stanifield Lane NB Ahead	U	P		1	11	-	432	2064	413	104.7%	-	-	-	19.7	164.4	23.8
6/1	Circ @ Stanifield Lane Ahead	U	O		1	38	-	926	2038	1325	69.9%	-	-	-	2.8	10.9	8.6
6/2	Circ @ Stanifield Lane Ahead	U	O		1	38	-	985	2038	1325	74.4%	-	-	-	3.1	11.2	9.5

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	38	-	916	2019	1312	69.8%	-	-	-	2.8	10.9	8.5
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	18	-	825	2089:1886	655+38	119.1 : 119.1%	-	-	-	77.4	337.9	85.2
7/3+7/4	Farrington Road EB Ahead	U	B		1	18	-	864	2089:2089	615+115	118.5 : 118.5%	-	-	-	79.9	332.9	87.7
8/1	Circ @ Farrington Road Ahead	U	A		1	32	-	1101	2092	1151	95.7%	-	-	-	2.3	7.4	10.4
8/2	Circ @ Farrington Road Right Ahead	U	A		1	32	-	482	1855	1020	45.4%	-	-	-	0.6	4.3	3.2
9/1	Watkin Lane NB	U	-		-	-	-	1196	1980	1980	60.0%	-	-	-	0.9	2.7	2.7
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1538	1980	1617	86.9%	-	-	-	0.3	0.9	2.8
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1202	1980	1617	66.7%	-	-	-	0.1	0.4	0.9
12/1	Farrington Road WB Ahead	U	J		1	48	-	927	1980	1617	57.3%	-	-	-	0.0	0.1	0.1
12/2	Farrington Road WB Ahead	U	J		1	48	-	1018	2120	1731	58.8%	-	-	-	0.0	0.0	0.1
Ped Link: P1	Unnamed Ped Link	-	H		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	16	-	0	-	0	0.0%	-	-	-	-	-	-

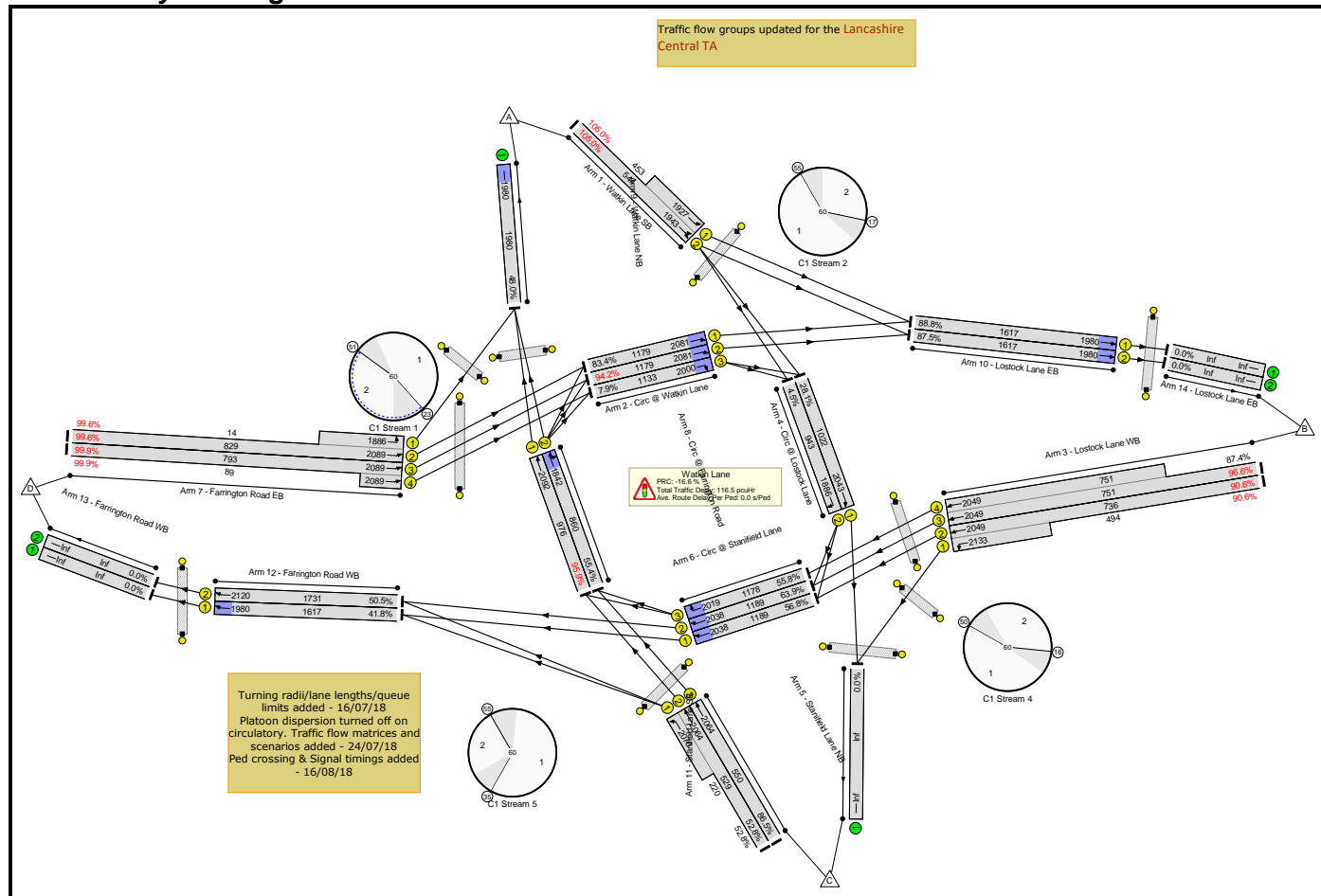
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	39	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-32.3		Total Delay for Signalled Lanes (pcuHr):		160.16		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		0.1		Total Delay for Signalled Lanes (pcuHr):		11.02		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		53.1		Total Delay for Signalled Lanes (pcuHr):		0.03		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		-1.5		Total Delay for Signalled Lanes (pcuHr):		18.54		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		-16.3		Total Delay for Signalled Lanes (pcuHr):		30.62		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		3.6		Total Delay for Signalled Lanes (pcuHr):		0.46		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-32.3		Total Delay Over All Lanes (pcuHr):		221.73								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	105.0%	0	0	0	116.5	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	105.0%	0	0	0	116.5	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	17	-	1047	1943:1927	544+453	105.0 : 105.0%	-	-	-	40.1	138.0	46.3
2/1	Circ @ Watkin Lane Ahead	U	D		1	33	-	983	2081	1179	83.4%	-	-	-	0.7	2.7	2.6
2/2	Circ @ Watkin Lane Ahead	U	D		1	33	-	1111	2081	1179	94.2%	-	-	-	1.7	5.4	5.3
2/3	Circ @ Watkin Lane Right	U	D		1	33	-	89	2000	1133	7.9%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	21	-	1115	2049:2133	736+494	90.6 : 90.6%	-	-	-	9.7	31.3	14.9
3/3+3/4	Lostock Lane WB Ahead	U	M		1	21	-	1383	2049:2049	751+751	96.6 : 87.4%	-	-	-	12.3	32.0	17.0
4/1	Circ @ Lostock Lane Ahead	U	L		1	29	-	297	2043	1022	28.1%	-	-	-	0.8	10.4	3.9
4/2	Circ @ Lostock Lane Right	U	L		1	29	-	44	1886	943	4.5%	-	-	-	0.1	8.3	0.6
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	15	-	395	2064:2070	529+220	52.8 : 52.8%	-	-	-	2.6	23.3	4.4
5/3	Stanifield Lane NB Ahead	U	P		1	15	-	476	2064	550	86.5%	-	-	-	5.7	43.4	10.5
6/1	Circ @ Stanifield Lane Ahead	U	O		1	34	-	676	2038	1189	56.8%	-	-	-	0.0	0.0	0.1
6/2	Circ @ Stanifield Lane Ahead	U	O		1	34	-	761	2038	1189	63.9%	-	-	-	0.0	0.1	0.1

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	34	-	657	2019	1178	55.8%	-	-	-	0.0	0.1	0.1
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	23	-	840	2089:1886	829+14	99.6 : 99.6%	-	-	-	17.9	76.7	27.3
7/3+7/4	Farrington Road EB Ahead	U	B		1	23	-	881	2089:2089	793+89	99.9 : 99.9%	-	-	-	18.9	77.2	28.5
8/1	Circ @ Farrington Road Ahead	U	A		1	27	-	936	2092	976	95.9%	-	-	-	1.7	6.4	6.1
8/2	Circ @ Farrington Road Right Ahead	U	A		1	27	-	476	1842	860	55.4%	-	-	-	2.0	15.5	8.6
9/1	Watkin Lane NB	U	-		-	-	-	950	1980	1980	48.0%	-	-	-	0.5	1.8	0.6
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1459	1980	1617	88.8%	-	-	-	1.1	2.6	7.6
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1430	1980	1617	87.5%	-	-	-	0.6	1.5	4.7
12/1	Farrington Road WB Ahead	U	J		1	48	-	677	1980	1617	41.8%	-	-	-	0.0	0.1	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	876	2120	1731	50.5%	-	-	-	0.0	0.1	0.3
Ped Link: P1	Unnamed Ped Link	-	H		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	33	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	29	-	0	-	0	0.0%	-	-	-	-	-	-

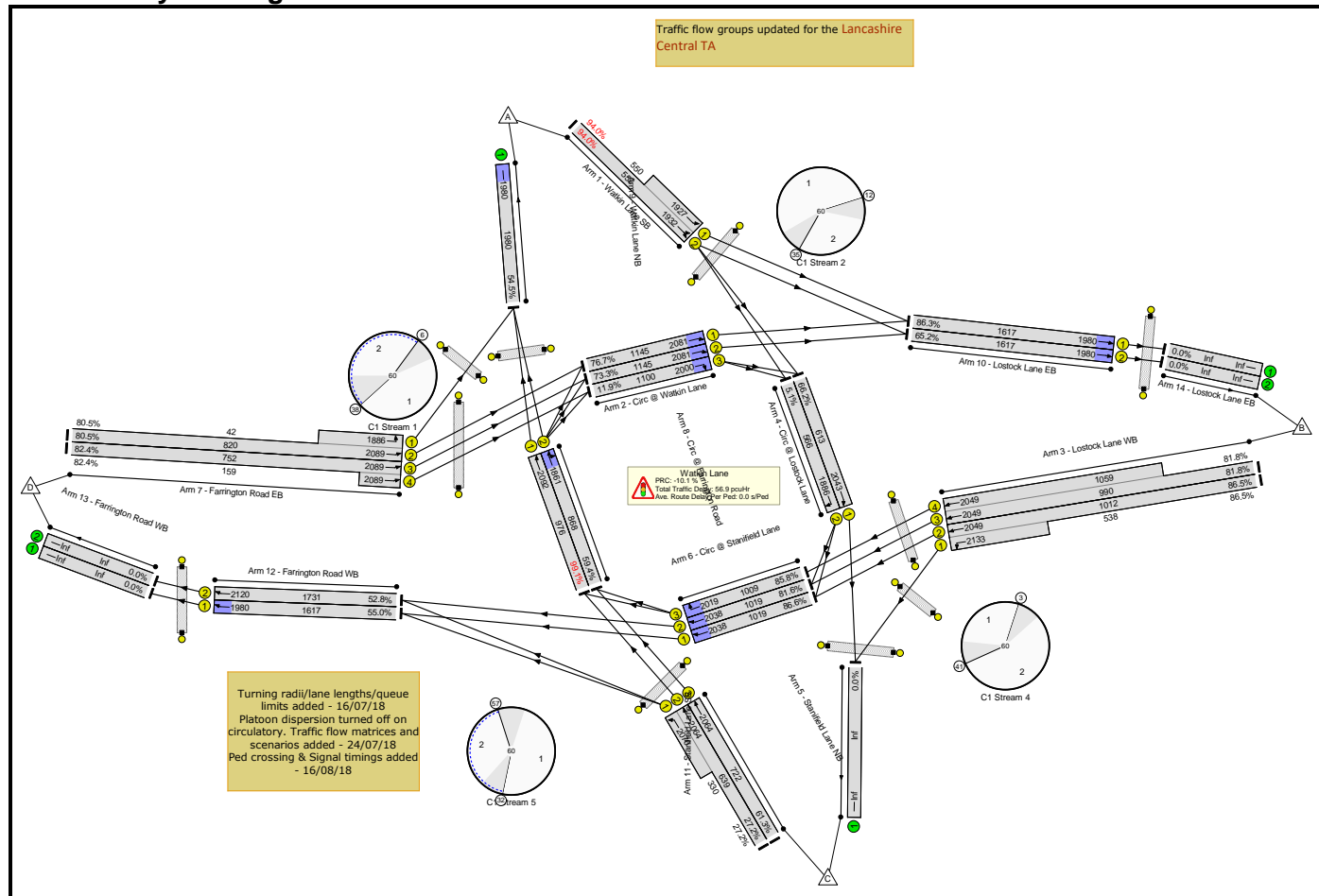
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-11.0		Total Delay for Signalled Lanes (pcuHr):		40.48		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-16.6		Total Delay for Signalled Lanes (pcuHr):		42.53		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		78.2		Total Delay for Signalled Lanes (pcuHr):		0.06		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		-7.4		Total Delay for Signalled Lanes (pcuHr):		22.91		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		4.1		Total Delay for Signalled Lanes (pcuHr):		8.35		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		1.3		Total Delay for Signalled Lanes (pcuHr):		1.66		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-16.6		Total Delay Over All Lanes (pcuHr):		116.47								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	99.1%	0	0	0	56.9	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	99.1%	0	0	0	56.9	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	18	-	1036	1932:1927	552+550	94.0 : 94.0%	-	-	-	12.0	41.8	14.9
2/1	Circ @ Watkin Lane Ahead	U	D		1	32	-	878	2081	1145	76.7%	-	-	-	1.3	5.2	3.6
2/2	Circ @ Watkin Lane Ahead	U	D		1	32	-	839	2081	1145	73.3%	-	-	-	1.3	5.5	3.7
2/3	Circ @ Watkin Lane Right	U	D		1	32	-	131	2000	1100	11.9%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	33	-	1340	2049:2133	1012+538	86.5 : 86.5%	-	-	-	6.4	17.2	14.0
3/3+3/4	Lostock Lane WB Ahead	U	M		1	33	-	1676	2049:2049	990+1059	81.8 : 81.8%	-	-	-	6.7	14.3	13.0
4/1	Circ @ Lostock Lane Ahead	U	L		1	17	-	406	2043	613	66.2%	-	-	-	2.1	18.4	6.3
4/2	Circ @ Lostock Lane Right	U	L		1	17	-	29	1886	566	5.1%	-	-	-	0.1	16.3	0.5
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	20	-	264	2064:2070	639+330	27.2 : 27.2%	-	-	-	1.2	16.2	2.2
5/3	Stanifield Lane NB Ahead	U	P		1	20	-	443	2064	722	61.3%	-	-	-	2.8	22.6	6.8
6/1	Circ @ Stanifield Lane Ahead	U	O		1	29	-	882	2038	1019	86.6%	-	-	-	1.7	7.0	3.9
6/2	Circ @ Stanifield Lane Ahead	U	O		1	29	-	832	2038	1019	81.6%	-	-	-	1.5	6.7	3.7

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	29	-	866	2019	1009	85.8%	-	-	-	1.7	7.0	3.8
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	23	-	694	2089:1886	820+42	80.5 : 80.5%	-	-	-	5.0	26.0	11.5
7/3+7/4	Farrington Road EB Ahead	U	B		1	23	-	750	2089:2089	752+159	82.4 : 82.4%	-	-	-	5.4	26.2	12.1
8/1	Circ @ Farrington Road Ahead	U	A		1	27	-	967	2092	976	99.1%	-	-	-	1.8	6.5	14.6
8/2	Circ @ Farrington Road Right Ahead	U	A		1	27	-	516	1861	868	59.4%	-	-	-	4.3	29.7	8.7
9/1	Watkin Lane NB	U	-		-	-	-	1079	1980	1980	54.5%	-	-	-	1.0	3.3	10.3
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1395	1980	1617	86.3%	-	-	-	0.4	0.9	5.4
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1054	1980	1617	65.2%	-	-	-	0.2	0.7	1.7
12/1	Farrington Road WB Ahead	U	J		1	48	-	889	1980	1617	55.0%	-	-	-	0.0	0.1	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	915	2120	1731	52.8%	-	-	-	0.0	0.1	0.2
Ped Link: P1	Unnamed Ped Link	-	H		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	17	-	0	-	0	0.0%	-	-	-	-	-	-

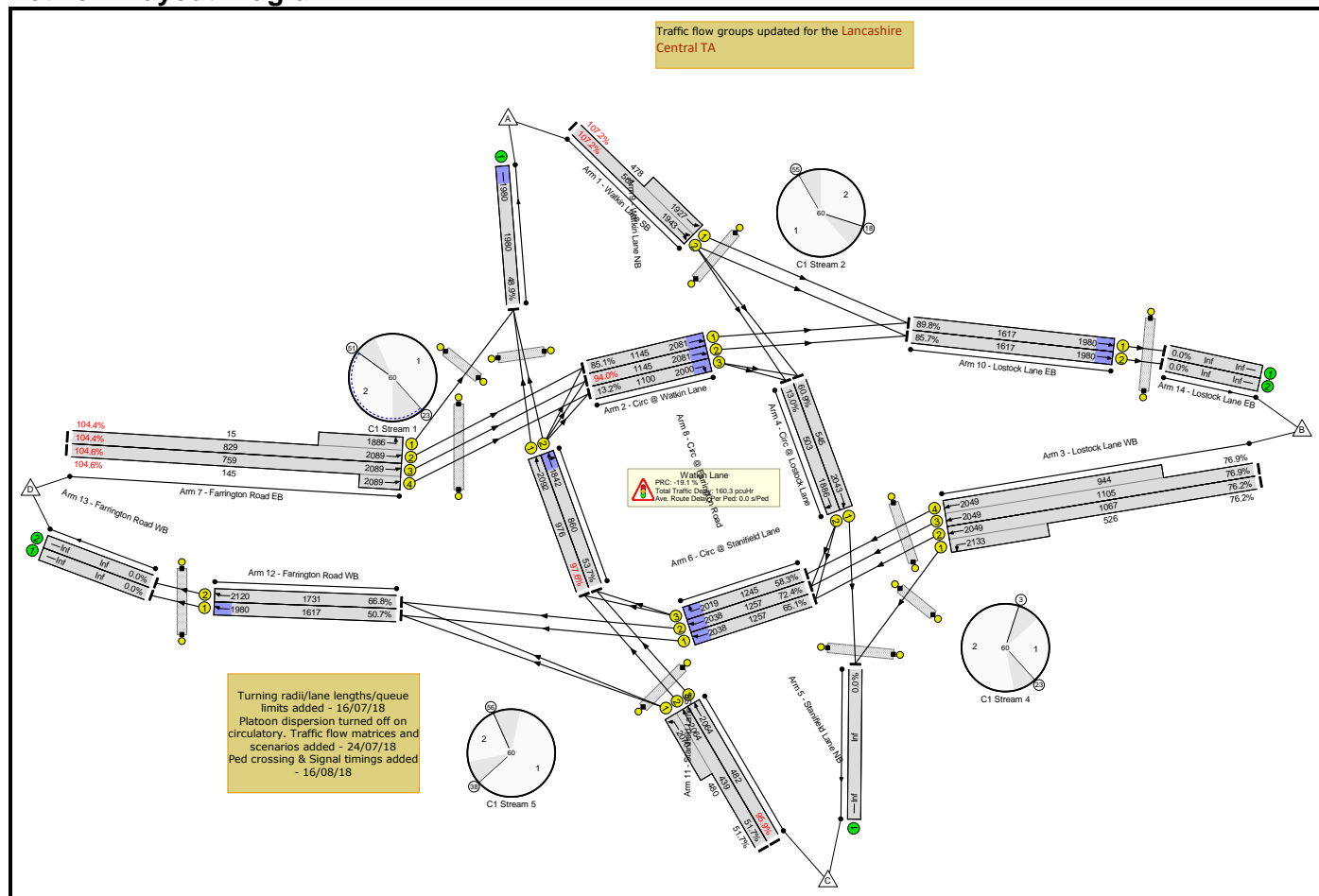
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-10.1		Total Delay for Signalled Lanes (pcuHr):		16.48		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-4.4		Total Delay for Signalled Lanes (pcuHr):		14.59		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		63.7		Total Delay for Signalled Lanes (pcuHr):		0.05		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		4.1		Total Delay for Signalled Lanes (pcuHr):		15.29		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		4.0		Total Delay for Signalled Lanes (pcuHr):		8.90		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		4.3		Total Delay for Signalled Lanes (pcuHr):		0.57		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-10.1		Total Delay Over All Lanes(pcuHr):		56.85								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	107.2%	0	0	0	160.3	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	107.2%	0	0	0	160.3	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	18	-	1114	1943:1927	561+478	107.2 : 107.2%	-	-	-	52.1	168.5	58.9
2/1	Circ @ Watkin Lane Ahead	U	D		1	32	-	1010	2081	1145	85.1%	-	-	-	0.7	2.6	2.4
2/2	Circ @ Watkin Lane Ahead	U	D		1	32	-	1111	2081	1145	94.0%	-	-	-	1.8	6.0	5.9
2/3	Circ @ Watkin Lane Right	U	D		1	32	-	152	2000	1100	13.2%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	35	-	1214	2049:2133	1067+526	76.2 : 76.2%	-	-	-	4.0	12.0	10.4
3/3+3/4	Lostock Lane WB Ahead	U	M		1	35	-	1575	2049:2049	1105+944	76.9 : 76.9%	-	-	-	5.1	11.6	11.1
4/1	Circ @ Lostock Lane Ahead	U	L		1	15	-	352	2043	545	60.9%	-	-	-	1.1	11.6	4.1
4/2	Circ @ Lostock Lane Right	U	L		1	15	-	70	1886	503	13.0%	-	-	-	0.0	1.3	0.2
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	13	-	475	2064:2070	439+480	51.7 : 51.7%	-	-	-	3.2	24.0	4.1
5/3	Stanifield Lane NB Ahead	U	P		1	13	-	462	2064	482	95.9%	-	-	-	9.8	76.6	14.5
6/1	Circ @ Stanifield Lane Ahead	U	O		1	36	-	818	2038	1257	65.1%	-	-	-	3.7	16.1	10.8
6/2	Circ @ Stanifield Lane Ahead	U	O		1	36	-	914	2038	1257	72.4%	-	-	-	4.0	15.8	12.0

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	36	-	726	2019	1245	58.3%	-	-	-	3.0	15.0	9.3
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	23	-	881	2089:1886	829+15	104.4 : 104.4%	-	-	-	31.9	130.5	42.6
7/3+7/4	Farrington Road EB Ahead	U	B		1	23	-	946	2089:2089	759+145	104.6 : 104.6%	-	-	-	34.2	130.3	45.1
8/1	Circ @ Farrington Road Ahead	U	A		1	27	-	953	2092	976	97.6%	-	-	-	1.7	6.4	6.9
8/2	Circ @ Farrington Road Right Ahead	U	A		1	27	-	462	1842	860	53.7%	-	-	-	1.6	12.3	8.3
9/1	Watkin Lane NB	U	-		-	-	-	969	1980	1980	48.9%	-	-	-	0.5	2.0	0.8
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1523	1980	1617	89.8%	-	-	-	1.0	2.5	7.3
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1442	1980	1617	85.7%	-	-	-	0.6	1.5	4.1
12/1	Farrington Road WB Ahead	U	J		1	48	-	820	1980	1617	50.7%	-	-	-	0.0	0.1	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	1160	2120	1731	66.8%	-	-	-	0.1	0.4	0.9
Ped Link: P1	Unnamed Ped Link	-	H		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	15	-	0	-	0	0.0%	-	-	-	-	-	-

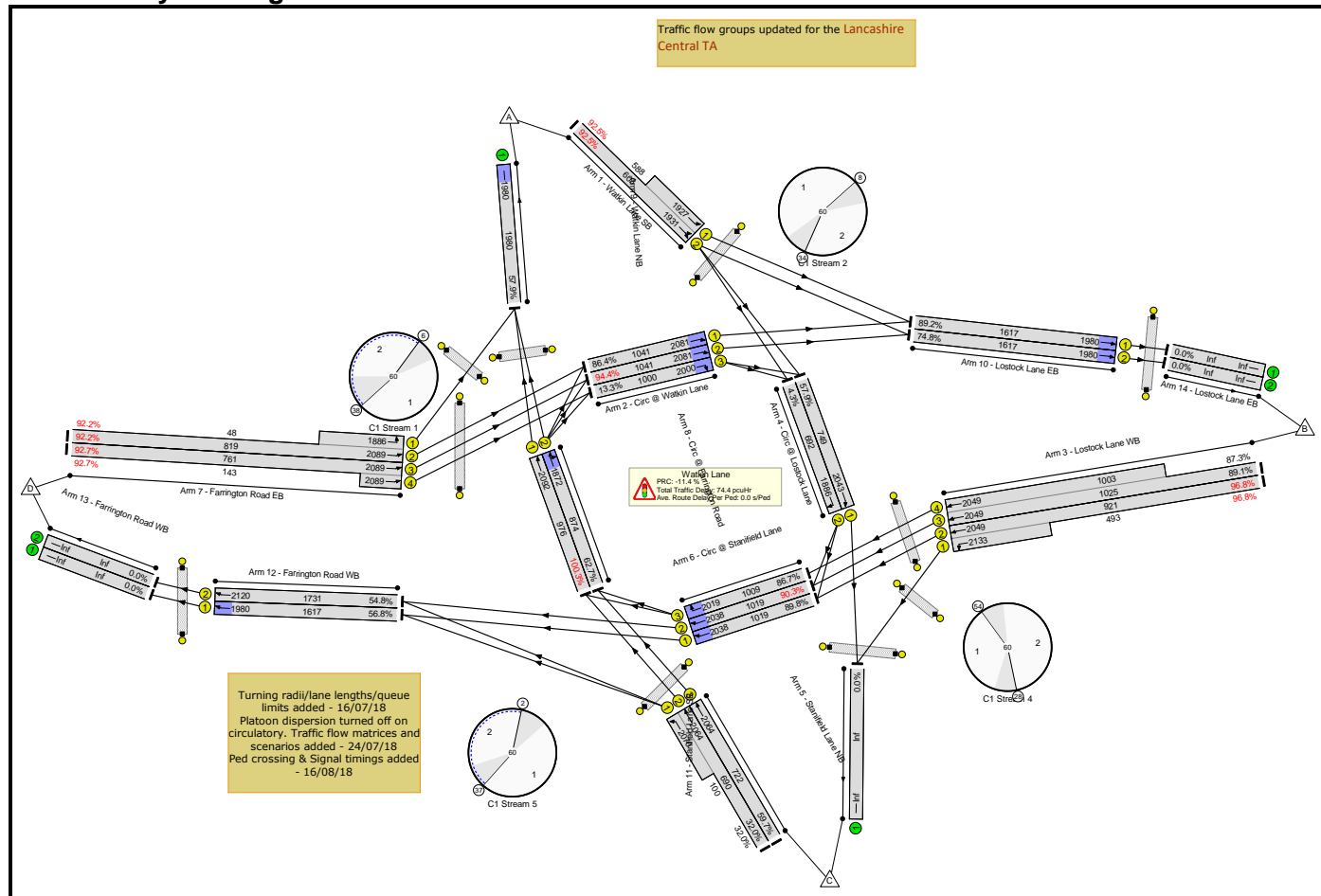
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-16.2		Total Delay for Signalled Lanes (pcuHr):		69.45		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-19.1		Total Delay for Signalled Lanes (pcuHr):		54.62		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		34.8		Total Delay for Signalled Lanes (pcuHr):		0.15		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		17.1		Total Delay for Signalled Lanes (pcuHr):		10.22		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		-6.6		Total Delay for Signalled Lanes (pcuHr):		23.69		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		0.2		Total Delay for Signalled Lanes (pcuHr):		1.61		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-19.1		Total Delay Over All Lanes(pcuHr):		160.29								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	100.3%	0	0	0	74.4	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	100.3%	0	0	0	74.4	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	21	-	1102	1931:1927	603+588	92.5 : 92.5%	-	-	-	10.6	34.8	14.5
2/1	Circ @ Watkin Lane Ahead	U	D		1	29	-	899	2081	1041	86.4%	-	-	-	1.0	4.0	2.8
2/2	Circ @ Watkin Lane Ahead	U	D		1	29	-	982	2081	1041	94.4%	-	-	-	1.9	7.1	5.6
2/3	Circ @ Watkin Lane Right	U	D		1	29	-	133	2000	1000	13.3%	-	-	-	0.0	0.5	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	29	-	1369	2049:2133	921+493	96.8 : 96.8%	-	-	-	15.1	39.6	25.9
3/3+3/4	Lostock Lane WB Ahead	U	M		1	29	-	1788	2049:2049	1025+1003	89.1 : 87.3%	-	-	-	10.2	20.6	17.3
4/1	Circ @ Lostock Lane Ahead	U	L		1	21	-	434	2043	749	57.9%	-	-	-	1.6	13.1	6.3
4/2	Circ @ Lostock Lane Right	U	L		1	21	-	30	1886	692	4.3%	-	-	-	0.1	6.9	0.4
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	20	-	253	2064:2070	690+100	32.0 : 32.0%	-	-	-	1.2	17.4	2.9
5/3	Stanifield Lane NB Ahead	U	P		1	20	-	431	2064	722	59.7%	-	-	-	2.7	22.2	6.6
6/1	Circ @ Stanifield Lane Ahead	U	O		1	29	-	915	2038	1019	89.8%	-	-	-	1.0	4.1	15.0
6/2	Circ @ Stanifield Lane Ahead	U	O		1	29	-	920	2038	1019	90.3%	-	-	-	0.8	3.3	15.3

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	29	-	875	2019	1009	86.7%	-	-	-	0.7	2.9	14.1
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	23	-	799	2089:1886	819+48	92.2 : 92.2%	-	-	-	8.9	39.9	17.2
7/3+7/4	Farrington Road EB Ahead	U	B		1	23	-	838	2089:2089	761+143	92.7 : 92.7%	-	-	-	9.3	39.8	17.6
8/1	Circ @ Farrington Road Ahead	U	A		1	27	-	979	2092	976	100.3%	-	-	-	3.5	12.7	17.7
8/2	Circ @ Farrington Road Right Ahead	U	A		1	27	-	548	1872	874	62.7%	-	-	-	3.7	24.4	9.0
9/1	Watkin Lane NB	U	-		-	-	-	1150	1980	1980	57.9%	-	-	-	1.3	4.0	12.1
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1443	1980	1617	89.2%	-	-	-	0.5	1.3	5.0
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1209	1980	1617	74.8%	-	-	-	0.2	0.7	1.3
12/1	Farrington Road WB Ahead	U	J		1	48	-	919	1980	1617	56.8%	-	-	-	0.1	0.2	0.3
12/2	Farrington Road WB Ahead	U	J		1	48	-	948	2120	1731	54.8%	-	-	-	0.0	0.0	0.1
Ped Link: P1	Unnamed Ped Link	-	H		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	21	-	0	-	0	0.0%	-	-	-	-	-	-

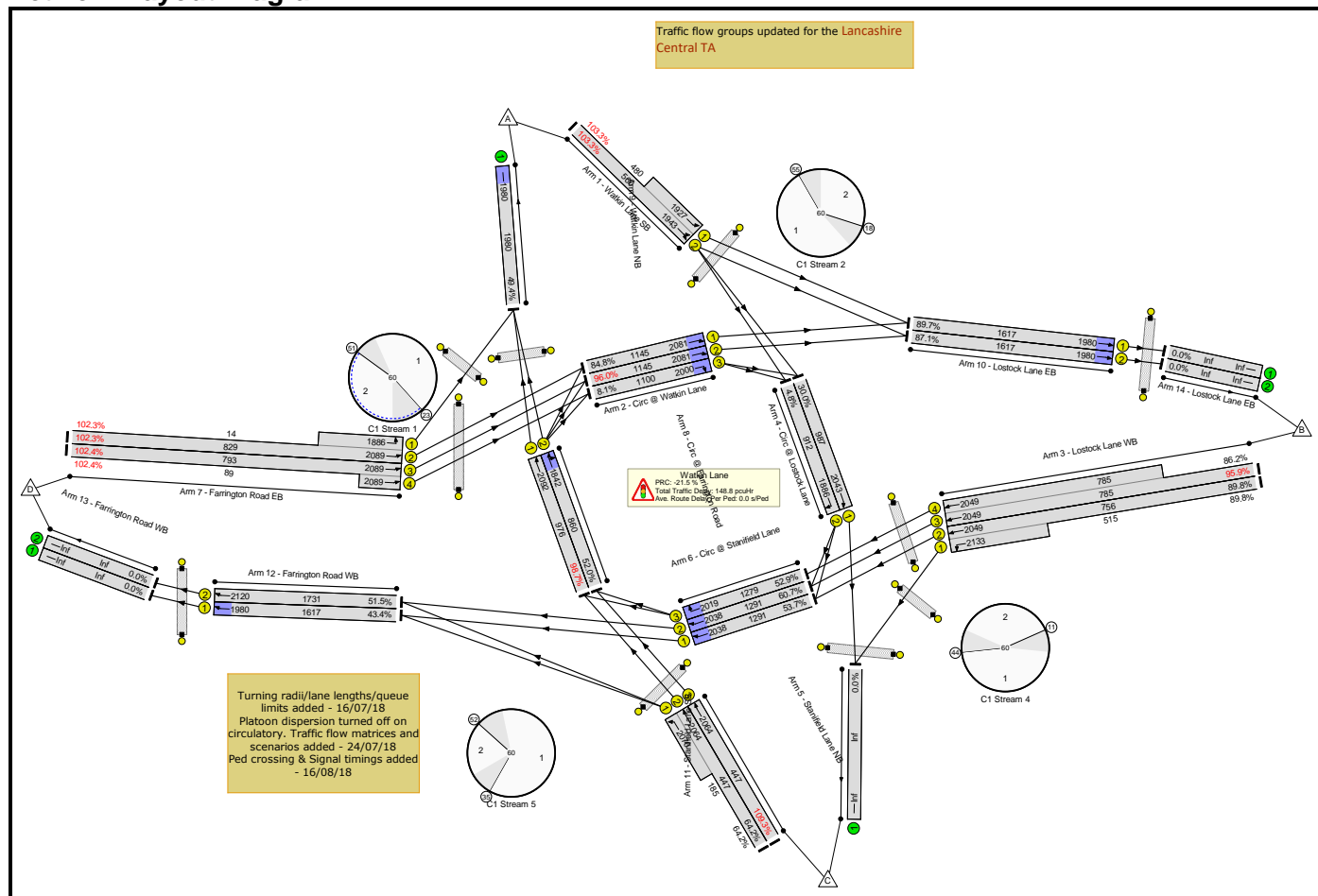
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-11.4		Total Delay for Signalled Lanes (pcuHr):		25.29		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-4.9		Total Delay for Signalled Lanes (pcuHr):		13.60		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		58.4		Total Delay for Signalled Lanes (pcuHr):		0.07		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		-7.6		Total Delay for Signalled Lanes (pcuHr):		26.93		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		-0.3		Total Delay for Signalled Lanes (pcuHr):		6.47		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		0.9		Total Delay for Signalled Lanes (pcuHr):		0.75		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-11.4		Total Delay Over All Lanes (pcuHr):		74.39								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	109.3%	0	0	0	148.8	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	109.3%	0	0	0	148.8	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	18	-	1075	1943:1927	560+480	103.3 : 103.3%	-	-	-	34.0	113.9	40.2
2/1	Circ @ Watkin Lane Ahead	U	D		1	32	-	1003	2081	1145	84.8%	-	-	-	0.7	2.6	2.4
2/2	Circ @ Watkin Lane Ahead	U	D		1	32	-	1146	2081	1145	96.0%	-	-	-	1.7	5.6	5.1
2/3	Circ @ Watkin Lane Right	U	D		1	32	-	91	2000	1100	8.1%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	22	-	1141	2049:2133	756+515	89.8 : 89.8%	-	-	-	9.2	29.1	14.5
3/3+3/4	Lostock Lane WB Ahead	U	M		1	22	-	1430	2049:2049	785+785	95.9 : 86.2%	-	-	-	11.7	29.5	16.9
4/1	Circ @ Lostock Lane Ahead	U	L		1	28	-	305	2043	987	30.0%	-	-	-	0.7	8.6	4.2
4/2	Circ @ Lostock Lane Right	U	L		1	28	-	45	1886	912	4.8%	-	-	-	0.1	4.5	0.5
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	12	-	406	2064:2070	447+185	64.2 : 64.2%	-	-	-	3.2	28.7	5.2
5/3	Stanifield Lane NB Ahead	U	P		1	12	-	489	2064	447	109.3%	-	-	-	29.7	218.7	34.5
6/1	Circ @ Stanifield Lane Ahead	U	O		1	37	-	693	2038	1291	53.7%	-	-	-	0.6	2.9	11.3
6/2	Circ @ Stanifield Lane Ahead	U	O		1	37	-	784	2038	1291	60.7%	-	-	-	0.6	3.0	12.6

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	37	-	677	2019	1279	52.9%	-	-	-	0.6	3.0	11.3
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	23	-	862	2089:1886	829+14	102.3 : 102.3%	-	-	-	24.9	104.1	35.0
7/3+7/4	Farrington Road EB Ahead	U	B		1	23	-	903	2089:2089	793+89	102.4 : 102.4%	-	-	-	26.1	103.9	36.6
8/1	Circ @ Farrington Road Ahead	U	A		1	27	-	964	2092	976	98.7%	-	-	-	0.8	3.1	9.9
8/2	Circ @ Farrington Road Right Ahead	U	A		1	27	-	489	1842	860	52.0%	-	-	-	1.9	15.1	8.0
9/1	Watkin Lane NB	U	-		-	-	-	978	1980	1980	49.4%	-	-	-	0.6	2.2	1.0
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1499	1980	1617	89.7%	-	-	-	1.0	2.5	7.3
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1466	1980	1617	87.1%	-	-	-	0.6	1.5	4.1
12/1	Farrington Road WB Ahead	U	J		1	48	-	703	1980	1617	43.4%	-	-	-	0.0	0.2	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	893	2120	1731	51.5%	-	-	-	0.0	0.2	0.3
Ped Link: P1	Unnamed Ped Link	-	H		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	28	-	0	-	0	0.0%	-	-	-	-	-	-

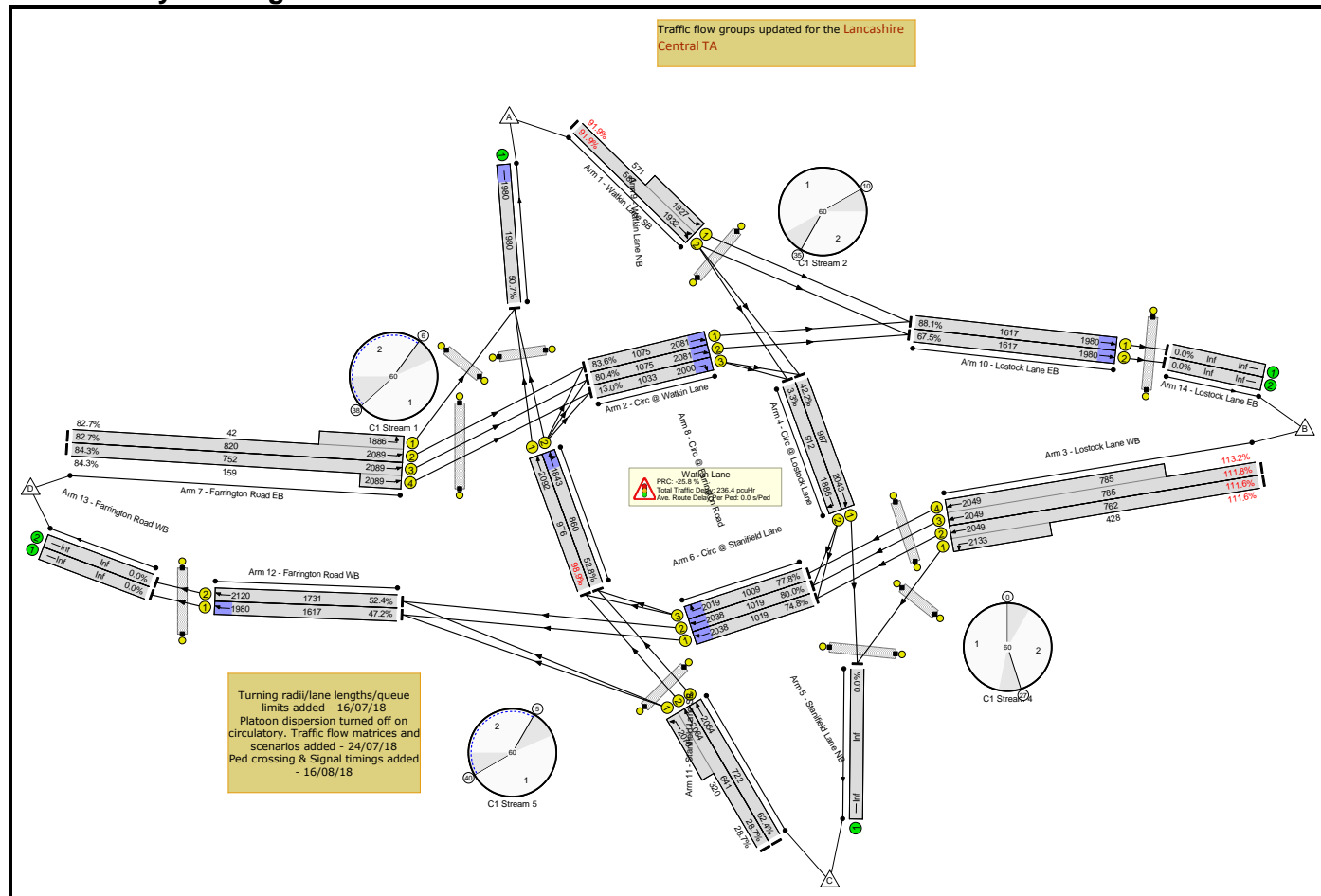
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	38	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-13.8		Total Delay for Signalled Lanes (pcuHr):		53.70		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-14.8		Total Delay for Signalled Lanes (pcuHr):		36.42		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		74.7		Total Delay for Signalled Lanes (pcuHr):		0.07		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		-6.5		Total Delay for Signalled Lanes (pcuHr):		21.71		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		-21.5		Total Delay for Signalled Lanes (pcuHr):		34.72		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		0.3		Total Delay for Signalled Lanes (pcuHr):		1.62		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-21.5		Total Delay Over All Lanes(pcuHr):		148.84								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	113.2%	0	0	0	236.4	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	113.2%	0	0	0	236.4	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	20	-	1065	1932:1927	587+571	91.9 : 91.9%	-	-	-	10.3	34.9	13.5
2/1	Circ @ Watkin Lane Ahead	U	D		1	30	-	899	2081	1075	83.6%	-	-	-	1.3	5.1	3.7
2/2	Circ @ Watkin Lane Ahead	U	D		1	30	-	864	2081	1075	80.4%	-	-	-	1.3	5.6	3.8
2/3	Circ @ Watkin Lane Right	U	D		1	30	-	134	2000	1033	13.0%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	22	-	1328	2049:2133	762+428	111.6 : 111.6%	-	-	-	83.5	226.4	94.4
3/3+3/4	Lostock Lane WB Ahead	U	M		1	22	-	1767	2049:2049	785+785	111.8 : 113.2%	-	-	-	117.0	238.4	118.9
4/1	Circ @ Lostock Lane Ahead	U	L		1	28	-	417	2043	987	42.2%	-	-	-	1.1	9.9	5.8
4/2	Circ @ Lostock Lane Right	U	L		1	28	-	30	1886	912	3.3%	-	-	-	0.0	4.7	0.4
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	20	-	276	2064:2070	641+320	28.7 : 28.7%	-	-	-	1.3	16.3	2.3
5/3	Stanifield Lane NB Ahead	U	P		1	20	-	451	2064	722	62.4%	-	-	-	2.9	22.8	7.0
6/1	Circ @ Stanifield Lane Ahead	U	O		1	29	-	850	2038	1019	74.8%	-	-	-	0.0	0.1	0.1
6/2	Circ @ Stanifield Lane Ahead	U	O		1	29	-	908	2038	1019	80.0%	-	-	-	0.1	0.3	0.1

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	29	-	889	2019	1009	77.8%	-	-	-	0.0	0.2	0.2
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	23	-	713	2089:1886	820+42	82.7 : 82.7%	-	-	-	5.4	27.4	12.5
7/3+7/4	Farrington Road EB Ahead	U	B		1	23	-	768	2089:2089	752+159	84.3 : 84.3%	-	-	-	5.9	27.6	12.9
8/1	Circ @ Farrington Road Ahead	U	A		1	27	-	1069	2092	976	98.9%	-	-	-	1.4	5.2	11.6
8/2	Circ @ Farrington Road Right Ahead	U	A		1	27	-	455	1843	860	52.8%	-	-	-	3.1	24.4	8.1
9/1	Watkin Lane NB	U	-		-	-	-	1108	1980	1980	50.7%	-	-	-	0.6	2.3	4.7
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1424	1980	1617	88.1%	-	-	-	0.8	2.0	9.2
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1091	1980	1617	67.5%	-	-	-	0.2	0.7	2.4
12/1	Farrington Road WB Ahead	U	J		1	48	-	851	1980	1617	47.2%	-	-	-	0.0	0.2	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	999	2120	1731	52.4%	-	-	-	0.0	0.1	0.2
Ped Link: P1	Unnamed Ped Link	-	H		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	28	-	0	-	0	0.0%	-	-	-	-	-	-

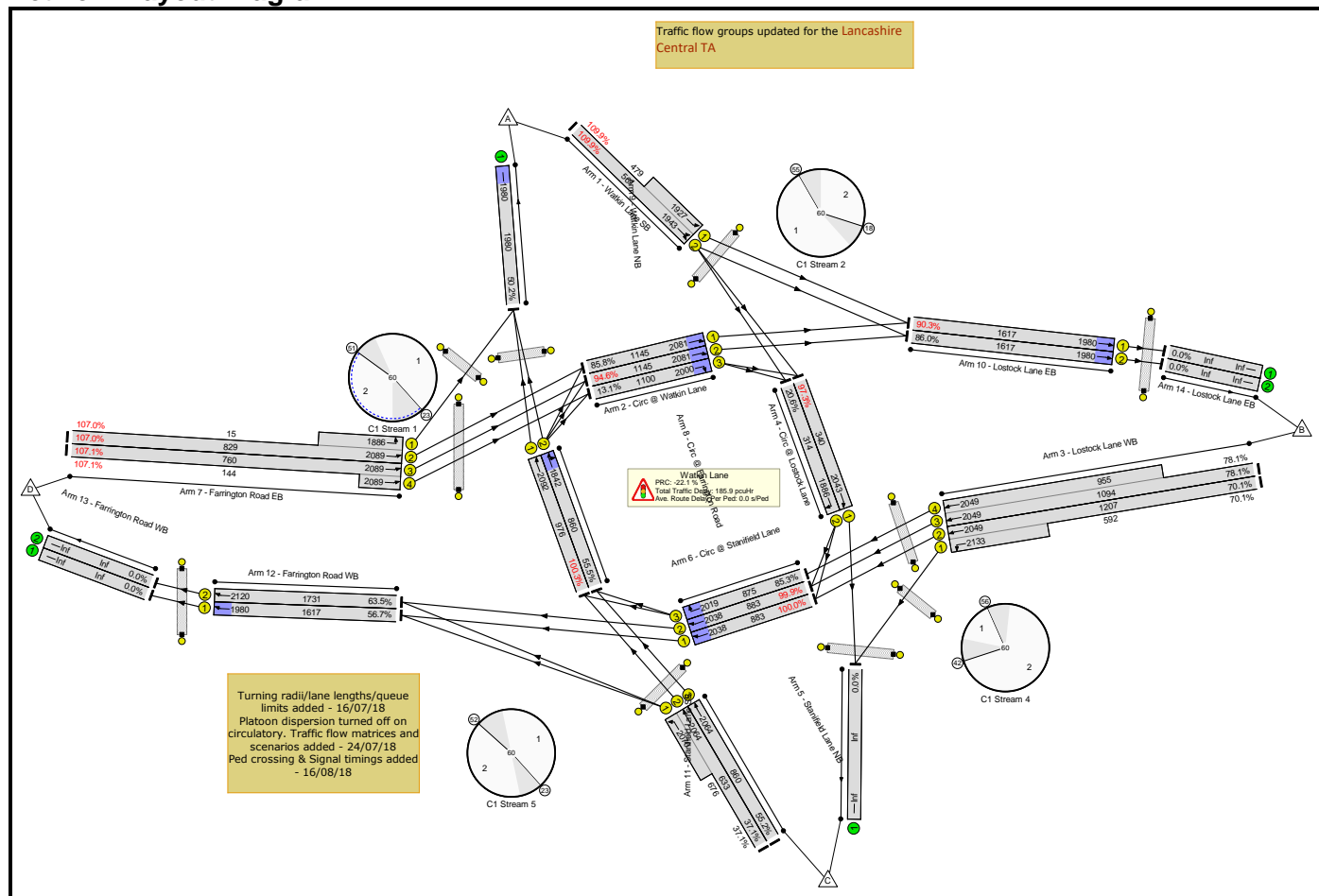
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%):		-9.9		Total Delay for Signalled Lanes (pcuHr):		15.82		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%):		-2.2		Total Delay for Signalled Lanes (pcuHr):		12.95		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%):		71.9		Total Delay for Signalled Lanes (pcuHr):		0.06		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%):		-25.8		Total Delay for Signalled Lanes (pcuHr):		201.70		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%):		12.5		Total Delay for Signalled Lanes (pcuHr):		4.22		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%):		2.2		Total Delay for Signalled Lanes (pcuHr):		1.00		Cycle Time (s):		60				
			PRC Over All Lanes (%):		-25.8		Total Delay Over All Lanes(pcuHr):		236.38								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	109.9%	0	0	0	185.9	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	109.9%	0	0	0	185.9	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	18	-	1142	1943:1927	561+479	109.9 : 109.9%	-	-	-	65.8	207.3	72.5
2/1	Circ @ Watkin Lane Ahead	U	D		1	32	-	1040	2081	1145	85.8%	-	-	-	0.7	2.7	2.5
2/2	Circ @ Watkin Lane Ahead	U	D		1	32	-	1136	2081	1145	94.6%	-	-	-	1.8	6.0	5.9
2/3	Circ @ Watkin Lane Right	U	D		1	32	-	154	2000	1100	13.1%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	41	-	1261	2049:2133	1207+592	70.1 : 70.1%	-	-	-	2.6	7.5	8.2
3/3+3/4	Lostock Lane WB Ahead	U	M		1	41	-	1601	2049:2049	1094+955	78.1 : 78.1%	-	-	-	3.8	8.4	8.9
4/1	Circ @ Lostock Lane Ahead	U	L		1	9	-	360	2043	340	97.3%	-	-	-	2.5	27.2	5.4
4/2	Circ @ Lostock Lane Right	U	L		1	9	-	71	1886	314	20.6%	-	-	-	0.6	33.2	1.1
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	24	-	486	2064:2070	633+676	37.1 : 37.1%	-	-	-	1.9	13.8	3.0
5/3	Stanifield Lane NB Ahead	U	P		1	24	-	475	2064	860	55.2%	-	-	-	2.4	17.9	6.6
6/1	Circ @ Stanifield Lane Ahead	U	O		1	25	-	887	2038	883	100.0%	-	-	-	3.2	13.0	14.8
6/2	Circ @ Stanifield Lane Ahead	U	O		1	25	-	885	2038	883	99.9%	-	-	-	3.1	12.5	14.5

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	25	-	746	2019	875	85.3%	-	-	-	2.3	11.0	5.7
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	23	-	903	2089:1886	829+15	107.0 : 107.0%	-	-	-	41.7	166.3	53.3
7/3+7/4	Farrington Road EB Ahead	U	B		1	23	-	968	2089:2089	760+144	107.1 : 107.1%	-	-	-	44.3	164.7	55.4
8/1	Circ @ Farrington Road Ahead	U	A		1	27	-	979	2092	976	100.3%	-	-	-	3.5	12.9	17.7
8/2	Circ @ Farrington Road Right Ahead	U	A		1	27	-	477	1842	860	55.5%	-	-	-	3.5	26.1	8.6
9/1	Watkin Lane NB	U	-		-	-	-	997	1980	1980	50.2%	-	-	-	0.6	2.3	5.0
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1566	1980	1617	90.3%	-	-	-	1.0	2.5	7.4
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1475	1980	1617	86.0%	-	-	-	0.6	1.6	4.1
12/1	Farrington Road WB Ahead	U	J		1	48	-	921	1980	1617	56.7%	-	-	-	0.1	0.3	0.3
12/2	Farrington Road WB Ahead	U	J		1	48	-	1102	2120	1731	63.5%	-	-	-	0.1	0.2	0.5
Ped Link: P1	Unnamed Ped Link	-	H		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	9	-	0	-	0	0.0%	-	-	-	-	-	-

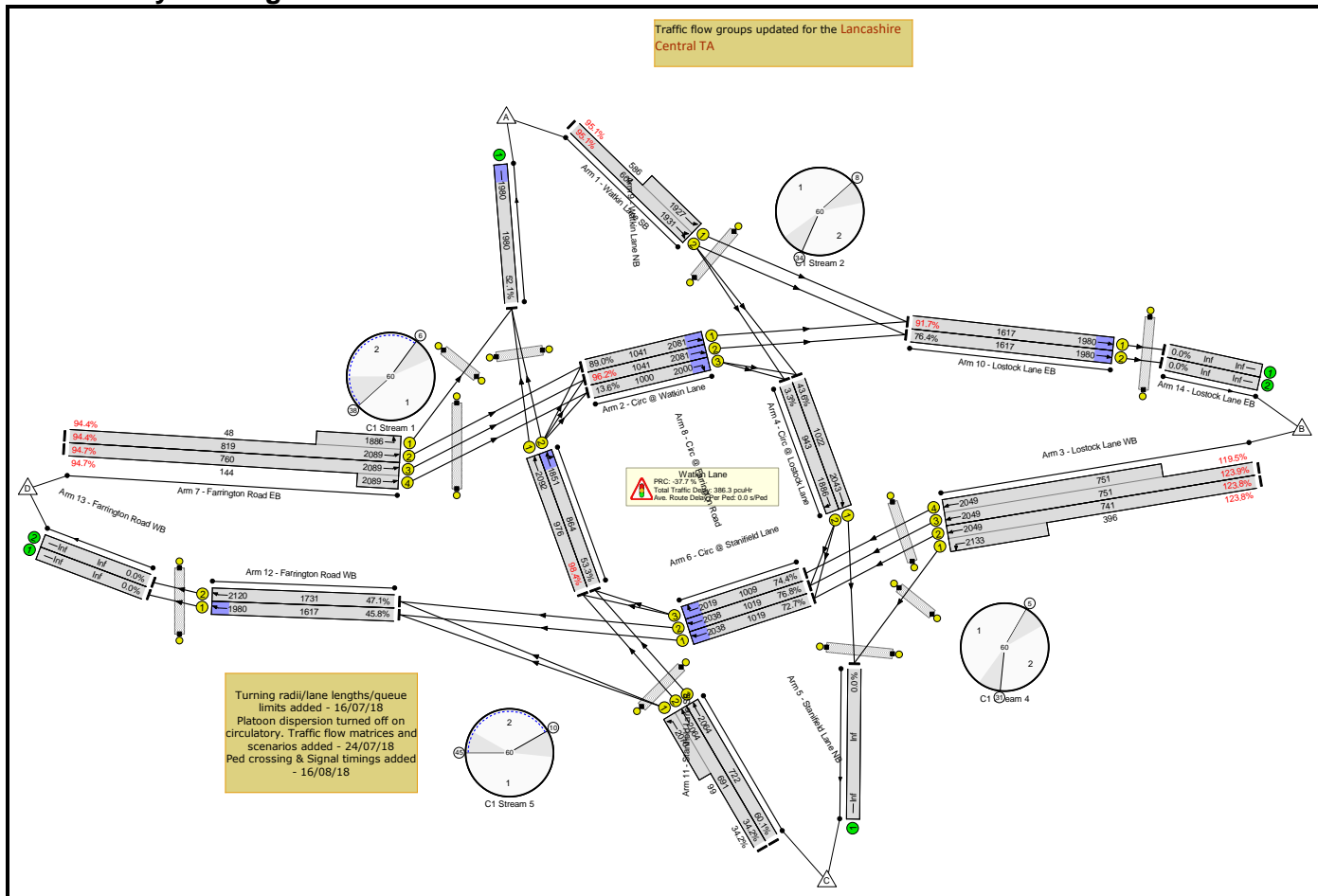
Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-19.0		Total Delay for Signalled Lanes (pcuHr):		92.98		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-22.1		Total Delay for Signalled Lanes (pcuHr):		68.32		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		41.7		Total Delay for Signalled Lanes (pcuHr):		0.12		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		-8.1		Total Delay for Signalled Lanes (pcuHr):		9.49		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		-11.1		Total Delay for Signalled Lanes (pcuHr):		12.77		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		-0.4		Total Delay for Signalled Lanes (pcuHr):		1.63		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-22.1		Total Delay Over All Lanes (pcuHr):		185.95								

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: Stanifield Lane Roundabout	-	-	-		-	-	-	-	-	-	123.9%	0	0	0	386.3	-	-
Watkin Lane	-	-	-		-	-	-	-	-	-	123.9%	0	0	0	386.3	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	21	-	1131	1931:1927	604+586	95.1 : 95.1%	-	-	-	13.0	41.4	17.6
2/1	Circ @ Watkin Lane Ahead	U	D		1	29	-	926	2081	1041	89.0%	-	-	-	1.1	4.1	3.0
2/2	Circ @ Watkin Lane Ahead	U	D		1	29	-	1001	2081	1041	96.2%	-	-	-	2.0	7.1	5.7
2/3	Circ @ Watkin Lane Right	U	D		1	29	-	136	2000	1000	13.6%	-	-	-	0.0	0.5	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	21	-	1407	2049:2133	741+396	123.8 : 123.8%	-	-	-	152.0	388.9	162.8
3/3+3/4	Lostock Lane WB Ahead	U	M		1	21	-	1829	2049:2049	751+751	123.9 : 119.5%	-	-	-	184.4	363.0	184.5
4/1	Circ @ Lostock Lane Ahead	U	L		1	29	-	445	2043	1022	43.6%	-	-	-	1.5	12.3	5.9
4/2	Circ @ Lostock Lane Right	U	L		1	29	-	31	1886	943	3.3%	-	-	-	0.1	9.5	0.5
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	20	-	270	2064:2070	691+99	34.2 : 34.2%	-	-	-	1.3	17.6	3.1
5/3	Stanifield Lane NB Ahead	U	P		1	20	-	434	2064	722	60.1%	-	-	-	2.7	22.3	6.7
6/1	Circ @ Stanifield Lane Ahead	U	O		1	29	-	917	2038	1019	72.7%	-	-	-	0.0	0.1	0.1
6/2	Circ @ Stanifield Lane Ahead	U	O		1	29	-	962	2038	1019	76.8%	-	-	-	0.0	0.1	0.1

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	29	-	898	2019	1009	74.4%	-	-	-	0.0	0.2	0.2
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	23	-	818	2089:1886	819+48	94.4 : 94.4%	-	-	-	10.5	46.2	19.2
7/3+7/4	Farrington Road EB Ahead	U	B		1	23	-	856	2089:2089	760+144	94.7 : 94.7%	-	-	-	10.9	45.7	19.6
8/1	Circ @ Farrington Road Ahead	U	A		1	27	-	1102	2092	976	98.4%	-	-	-	2.7	10.3	12.2
8/2	Circ @ Farrington Road Right Ahead	U	A		1	27	-	466	1851	864	53.3%	-	-	-	2.5	19.2	8.0
9/1	Watkin Lane NB	U	-		-	-	-	1179	1980	1980	52.1%	-	-	-	0.7	2.5	7.3
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1483	1980	1617	91.7%	-	-	-	0.6	1.4	5.7
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1235	1980	1617	76.4%	-	-	-	0.3	0.8	1.8
12/1	Farrington Road WB Ahead	U	J		1	48	-	917	1980	1617	45.8%	-	-	-	0.0	0.2	0.2
12/2	Farrington Road WB Ahead	U	J		1	48	-	996	2120	1731	47.1%	-	-	-	0.0	0.0	0.1
Ped Link: P1	Unnamed Ped Link	-	H		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	29	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%)		-9.3		Total Delay for Signalled Lanes (pcuHr):		26.56		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		-6.9		Total Delay for Signalled Lanes (pcuHr):		16.05		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		90.9		Total Delay for Signalled Lanes (pcuHr):		0.04		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%)		-37.7		Total Delay for Signalled Lanes (pcuHr):		338.05		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%)		17.2		Total Delay for Signalled Lanes (pcuHr):		4.06		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%)		-1.9		Total Delay for Signalled Lanes (pcuHr):		0.85		Cycle Time (s):		60				
			PRC Over All Lanes (%)		-37.7		Total Delay Over All Lanes (pcuHr):		386.34								

Basic Results Summary
Basic Results Summary

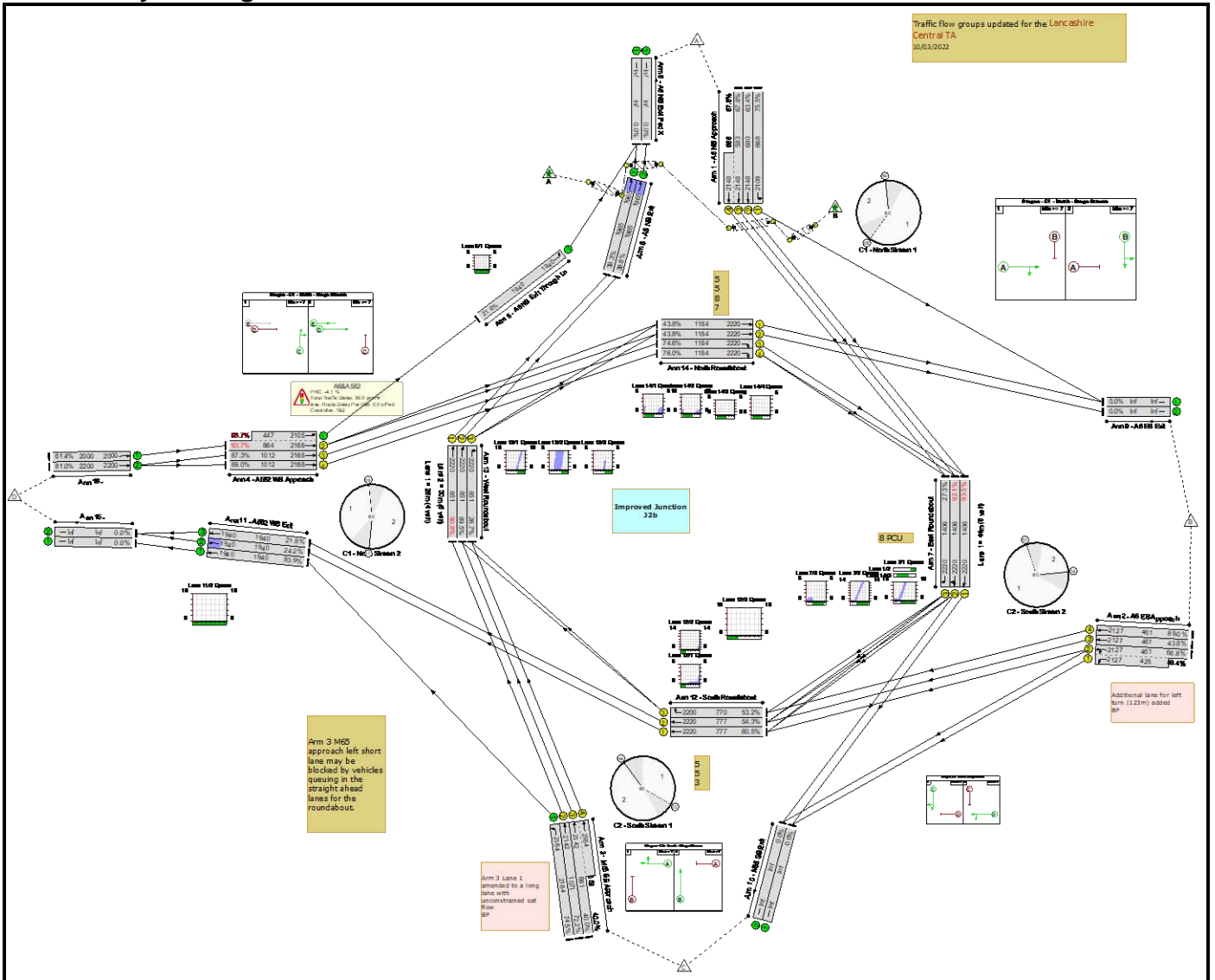
User and Project Details

Project:	370964 Cuerden Strategic Site
Title:	J2 A6 & A582 With Proposed Mitigation
Location:	Cuerden
Additional detail:	<p>8/6/2017 Martin Porter of LCC made comments. Actioned the following: Improved the saturation flows by 3% Unchecked the nearside lane Removed Slither Queues as best as possible</p> <p>TA Addendum Models. Flows have been updated in agreement with Neil Stevens at LCC.</p> <p>22/05/17 Amendments to file (J2 A6A582 TA Adden V1A) to test 90s cycle and 90% dos on entry links</p> <p>Proposed Geom J2b Bev Price</p> <p>09/04/2018 Richard Askew of LCC actioned the following: - Applied traffic flows provided by Chris Sibthorpe (Mott Mac) from updated VISSIM model - 4th lane on east and west circulatories removed - Removed De-slithering where no longer needed</p> <p>06/08/20 Four additional scenarios based on SATURN flow outputs for AM/PM peaks. Some model amendments also carried out. See TN.</p>
File name:	J2 A6&A582 DS_v6_WSP_Mit_30052022.lsg3x
Author:	L Griffiths
Company:	Mott MacDonald
Address:	4th Floor, 9 Portland St, Manchester, M1 2 3BE

Basic Results Summary

Scenario 1: 'DM1 2032 AM' (FG1: 'Do-Minimum: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	93.7%	0	0	0	99.0	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	93.7%	0	0	0	99.0	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	18	-	504	2109	668	75.5%	-	-	-	4.1	29.2	8.9	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	18	-	431	2148	680	63.4%	-	-	-	3.0	24.7	7.0	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	18	-	779	2148:2148	583+566	67.8 : 67.8%	-	-	-	4.8	22.0	6.5	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	12	-	514	2127:2127	461+425	66.8 : 48.4%	-	-	-	3.7	25.9	5.3	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	12	-	201	2127	461	43.6%	-	-	-	1.5	27.2	3.2	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	12	-	410	2127	461	89.0%	-	-	-	6.1	53.9	10.1	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1628	2184	2184	74.5%	-	-	-	1.5	3.2	1.5	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	29	-	773	2142	1071	72.2%	-	-	-	3.8	17.7	11.2	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	29	-	579	2142:2184	881+568	40.0 : 40.0%	-	-	-	1.7	10.8	3.8	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	27	-	1228	2168:2105	864+447	93.7 : 93.7%	-	-	-	9.5	28.0	19.9	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	27	-	883	2168	1012	87.3%	-	-	-	6.8	27.7	16.3	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	27	-	900	2168	1012	89.0%	-	-	-	7.4	29.7	17.3	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	419	1940	1940	21.6%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	773	1965	1965	39.3%	-	-	-	0.5	2.3	6.9	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	762	1965	1965	38.8%	-	-	-	0.5	2.3	1.3	6/2
7/1	East Roundabout Ahead	U	C2:C		1	37	-	1314	2220	1406	93.5%	-	-	-	8.2	22.6	21.8	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	37	-	1295	2220	1406	92.1%	-	-	-	7.3	20.2	21.1	7/2
7/3	East Roundabout Right	U	C2:C		1	37	-	384	2220	1406	27.3%	-	-	-	0.4	4.0	0.9	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1628	1940	1940	83.9%	-	-	-	2.6	5.7	2.6	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	470	1940	1940	24.2%	-	-	-	0.2	1.3	0.3	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	422	1940	1940	21.8%	-	-	-	0.1	1.2	1.8	11/3
12/1	South Roundabout Ahead	U	C2:A		1	20	-	470	2220	777	60.5%	-	-	-	1.2	9.3	3.5	12/1
12/2	South Roundabout Ahead	U	C2:A		1	20	-	422	2220	777	54.3%	-	-	-	1.2	10.7	4.3	12/2
12/3	South Roundabout Right	U	C2:A		1	20	-	410	2200	770	53.2%	-	-	-	0.6	5.0	0.6	12/3
13/1	West Roundabout Ahead	U	C1:C		1	22	-	773	2220	851	90.8%	-	-	-	5.7	26.5	16.5	13/1

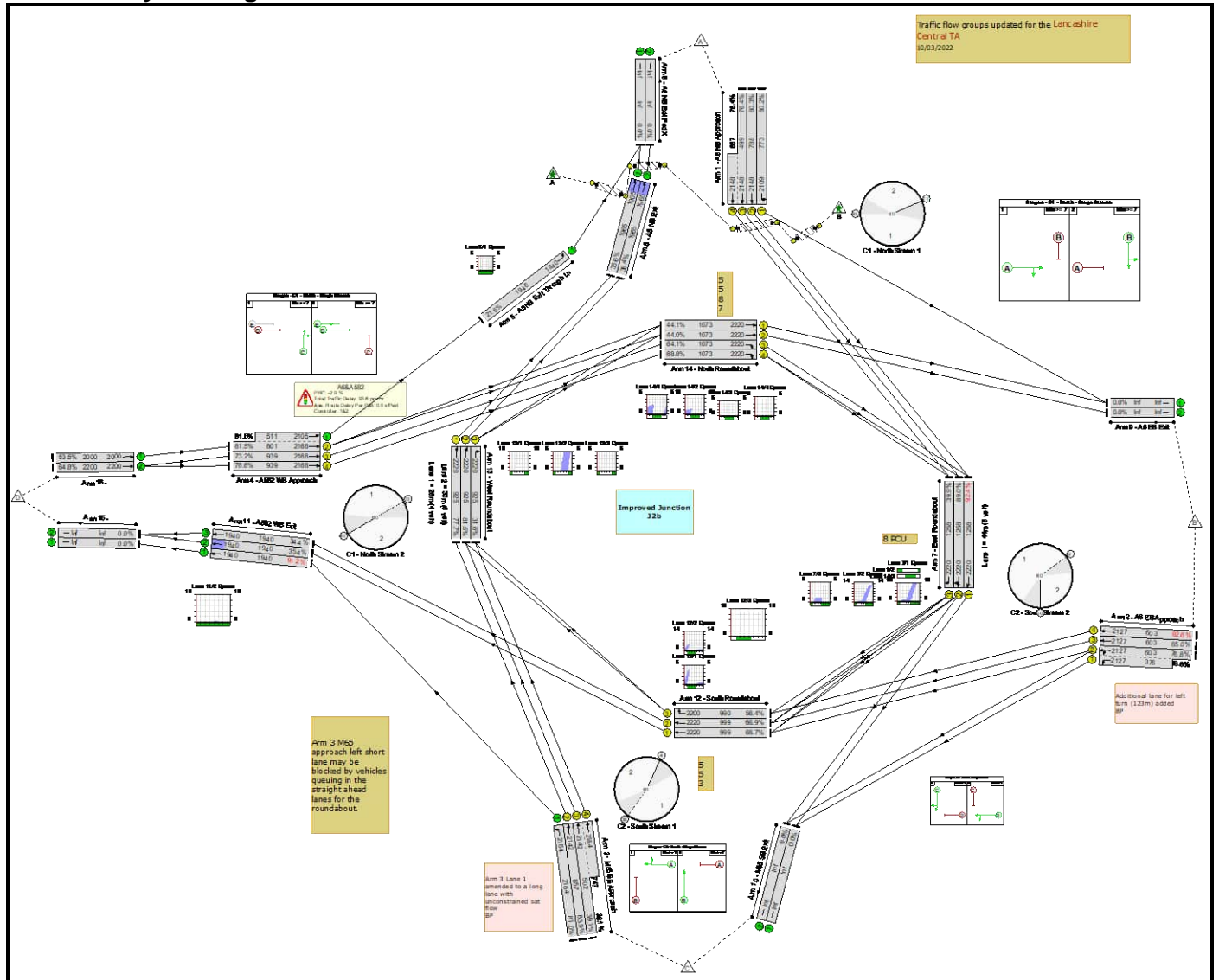
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	22	-	762	2220	851	89.5%	-	-	-	8.1	38.3	16.3	13/2
13/3	West Roundabout Right	U	C1:C		1	22	-	227	2220	851	26.7%	-	-	-	0.5	7.2	2.8	13/3
14/1	North Roundabout Ahead	U	C1:A		1	31	-	518	2220	1184	43.8%	-	-	-	1.0	6.8	2.3	14/1
14/2	North Roundabout Ahead	U	C1:A		1	31	-	518	2220	1184	43.8%	-	-	-	1.0	6.8	2.3	14/2
14/3	North Roundabout Right	U	C1:A		1	31	-	883	2220	1184	74.6%	-	-	-	1.5	5.9	1.5	14/3
14/4	North Roundabout Right	U	C1:A		1	31	-	900	2220	1184	76.0%	-	-	-	1.6	6.3	1.6	14/4
16/1	Ahead	U	-		-	-	-	1228	2000	2000	61.4%	-	-	-	0.8	2.3	0.8	16/1
16/2	Ahead	U	-		-	-	-	1783	2200	2200	81.0%	-	-	-	2.1	4.3	2.1	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North Stream: 1 PRC for Signalled Lanes (%):	18.4			Total Delay for Signalled Lanes (pcuHr):				16.78		Cycle Time (s): 60				
				C1 - North Stream: 2 PRC for Signalled Lanes (%):	-4.1			Total Delay for Signalled Lanes (pcuHr):				38.01		Cycle Time (s): 60				
				C2 - South Stream: 1 PRC for Signalled Lanes (%):	24.7			Total Delay for Signalled Lanes (pcuHr):				8.57		Cycle Time (s): 60				
				C2 - South Stream: 2 PRC for Signalled Lanes (%):	-3.8			Total Delay for Signalled Lanes (pcuHr):				27.30		Cycle Time (s): 60				
				PRC Over All Lanes (%):	-4.1			Total Delay Over All Lanes(pcuHr):				99.02						

Basic Results Summary

Scenario 2: 'DM1 2032 PM' (FG2: 'Do-Minimum: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	92.6%	0	0	0	93.6	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	92.6%	0	0	0	93.6	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	21	-	620	2109	773	80.2%	-	-	-	4.9	28.5	11.1	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	21	-	475	2148	788	60.3%	-	-	-	2.8	21.2	7.1	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	21	-	883	2148:2148	499+657	76.4 : 76.4%	-	-	-	5.3	21.8	8.4	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	16	-	752	2127:2127	603+376	76.8 : 76.8%	-	-	-	5.6	26.8	8.6	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	16	-	392	2127	603	65.0%	-	-	-	3.0	27.4	6.6	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	16	-	558	2127	603	92.6%	-	-	-	8.3	53.7	14.1	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1769	2184	2184	81.0%	-	-	-	2.1	4.3	2.1	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	23	-	719	2142	857	83.9%	-	-	-	5.8	28.9	13.3	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	23	-	488	2142:2184	502+747	39.1 : 39.1%	-	-	-	2.0	14.6	3.6	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	25	-	1070	2168:2105	801+511	81.5 : 81.5%	-	-	-	4.7	15.7	10.9	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	25	-	688	2168	939	73.2%	-	-	-	4.1	21.2	10.7	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	25	-	738	2168	939	78.6%	-	-	-	4.8	23.4	12.3	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	417	1940	1940	21.5%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	719	1965	1965	36.6%	-	-	-	0.4	1.8	3.1	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	754	1965	1965	38.4%	-	-	-	0.5	2.3	1.3	6/2
7/1	East Roundabout Ahead	U	C2:C		1	33	-	1163	2220	1258	92.4%	-	-	-	8.2	25.3	24.3	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	33	-	1119	2220	1258	89.0%	-	-	-	6.6	21.4	21.9	7/2
7/3	East Roundabout Right	U	C2:C		1	33	-	502	2220	1258	39.9%	-	-	-	0.7	5.1	1.3	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1769	1940	1940	91.2%	-	-	-	4.9	10.0	4.9	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	686	1940	1940	35.4%	-	-	-	0.3	1.6	0.6	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	668	1940	1940	34.4%	-	-	-	0.3	1.5	4.6	11/3
12/1	South Roundabout Ahead	U	C2:A		1	26	-	686	2220	999	68.7%	-	-	-	1.7	8.9	4.9	12/1
12/2	South Roundabout Ahead	U	C2:A		1	26	-	668	2220	999	66.9%	-	-	-	1.8	9.7	5.6	12/2
12/3	South Roundabout Right	U	C2:A		1	26	-	558	2200	990	56.4%	-	-	-	0.6	4.2	0.6	12/3
13/1	West Roundabout Ahead	U	C1:C		1	24	-	719	2220	925	77.7%	-	-	-	1.7	8.6	1.7	13/1

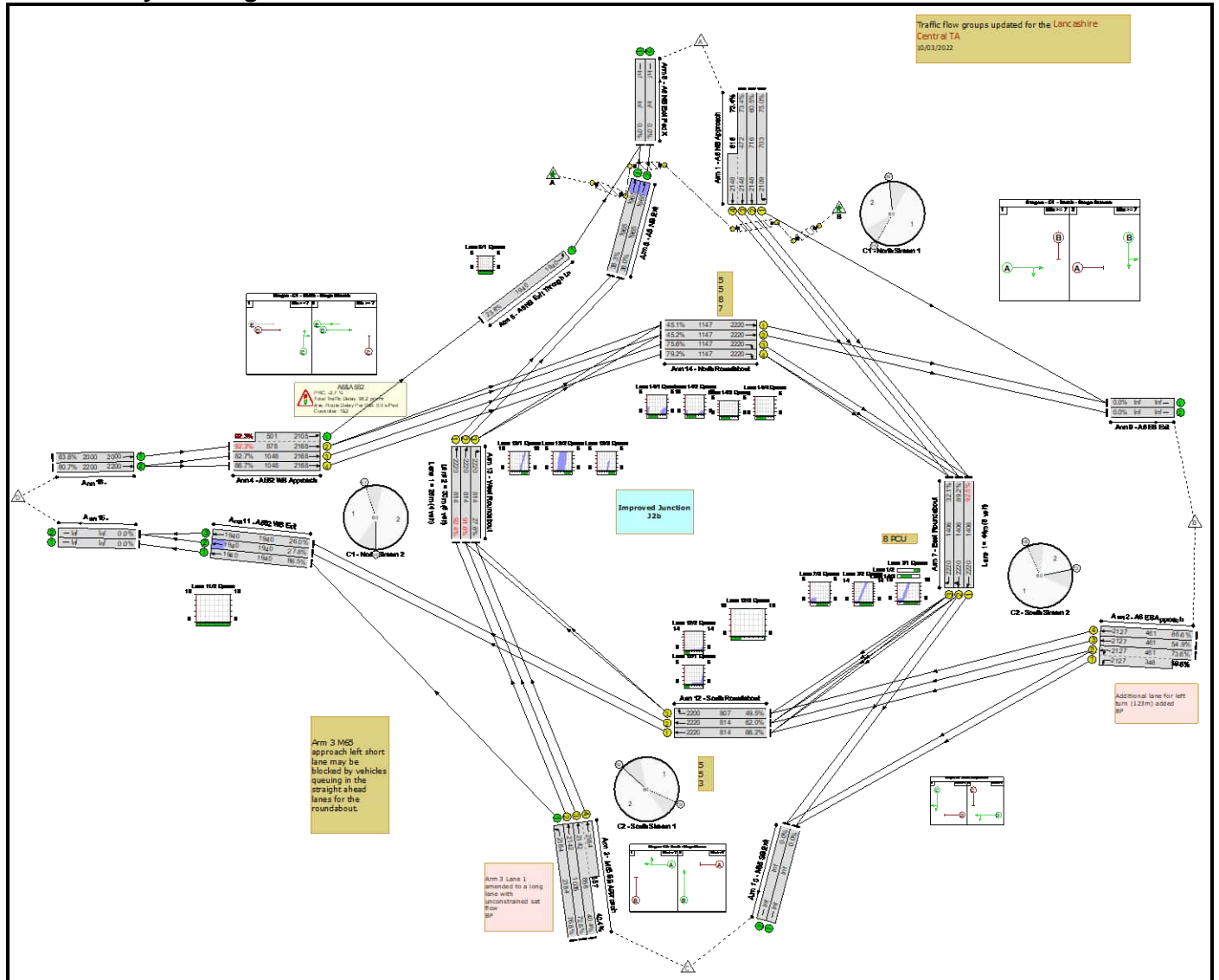
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	24	-	754	2220	925	81.5%	-	-	-	6.2	29.4	14.5	13/2
13/3	West Roundabout Right	U	C1:C		1	24	-	292	2220	925	31.6%	-	-	-	0.2	2.8	0.2	13/3
14/1	North Roundabout Ahead	U	C1:A		1	28	-	473	2220	1073	44.1%	-	-	-	1.3	9.7	3.1	14/1
14/2	North Roundabout Ahead	U	C1:A		1	28	-	472	2220	1073	44.0%	-	-	-	1.3	9.7	3.1	14/2
14/3	North Roundabout Right	U	C1:A		1	28	-	688	2220	1073	64.1%	-	-	-	0.9	4.7	0.9	14/3
14/4	North Roundabout Right	U	C1:A		1	28	-	738	2220	1073	68.8%	-	-	-	1.1	5.3	1.1	14/4
16/1	Ahead	U	-		-	-	-	1070	2000	2000	53.5%	-	-	-	0.6	1.9	0.6	16/1
16/2	Ahead	U	-		-	-	-	1426	2200	2200	64.8%	-	-	-	0.9	2.3	0.9	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			12.3	Total Delay for Signalled Lanes (pcuHr):			17.56	Cycle Time (s):			60		
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			10.4	Total Delay for Signalled Lanes (pcuHr):			21.62	Cycle Time (s):			60		
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			7.2	Total Delay for Signalled Lanes (pcuHr):			11.88	Cycle Time (s):			60		
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-2.9	Total Delay for Signalled Lanes (pcuHr):			32.44	Cycle Time (s):			60		
				PRC Over All Lanes (%):			-2.9	Total Delay Over All Lanes(pcuHr):			93.55							

Basic Results Summary

Scenario 3: 'DM2 2032 AM' (FG3: 'Do-Minimum Sensitivity Test: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	92.5%	0	0	0	98.2	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	92.5%	0	0	0	98.2	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	19	-	527	2109	703	75.0%	-	-	-	4.1	27.8	9.2	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	19	-	433	2148	716	60.5%	-	-	-	2.8	23.0	6.8	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	19	-	798	2148:2148	472+616	73.4 : 73.4%	-	-	-	5.0	22.6	7.6	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	12	-	546	2127:2127	461+348	73.6 : 59.5%	-	-	-	4.3	28.1	6.2	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	12	-	253	2127	461	54.9%	-	-	-	2.1	29.5	4.3	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	12	-	399	2127	461	86.6%	-	-	-	5.5	49.2	9.3	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1678	2184	2184	76.8%	-	-	-	1.6	3.5	1.6	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	28	-	752	2142	1035	72.6%	-	-	-	3.9	18.6	11.1	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	28	-	572	2142:2184	858+557	40.4 : 40.4%	-	-	-	1.8	11.5	3.8	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	28	-	1272	2168:2105	878+501	92.3 : 92.3%	-	-	-	8.4	23.7	18.4	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	28	-	867	2168	1048	82.7%	-	-	-	5.6	23.0	14.6	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	28	-	908	2168	1048	86.7%	-	-	-	6.6	26.1	16.5	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	462	1940	1940	23.8%	-	-	-	0.2	1.2	0.2	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	752	1965	1965	38.3%	-	-	-	0.5	2.3	6.5	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	746	1965	1965	38.0%	-	-	-	0.5	2.3	1.3	6/2
7/1	East Roundabout Ahead	U	C2:C		1	37	-	1300	2220	1406	92.5%	-	-	-	7.8	21.5	21.0	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	37	-	1254	2220	1406	89.2%	-	-	-	6.1	17.5	19.8	7/2
7/3	East Roundabout Right	U	C2:C		1	37	-	452	2220	1406	32.1%	-	-	-	0.6	4.4	1.2	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1678	1940	1940	86.5%	-	-	-	3.1	6.7	3.1	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	539	1940	1940	27.8%	-	-	-	0.2	1.3	0.4	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	505	1940	1940	26.0%	-	-	-	0.2	1.3	2.4	11/3
12/1	South Roundabout Ahead	U	C2:A		1	21	-	539	2220	814	66.2%	-	-	-	1.5	10.0	4.3	12/1
12/2	South Roundabout Ahead	U	C2:A		1	21	-	505	2220	814	62.0%	-	-	-	1.5	10.8	5.0	12/2
12/3	South Roundabout Right	U	C2:A		1	21	-	399	2200	807	49.5%	-	-	-	0.5	4.4	0.5	12/3
13/1	West Roundabout Ahead	U	C1:C		1	21	-	752	2220	814	92.4%	-	-	-	6.4	30.7	17.1	13/1

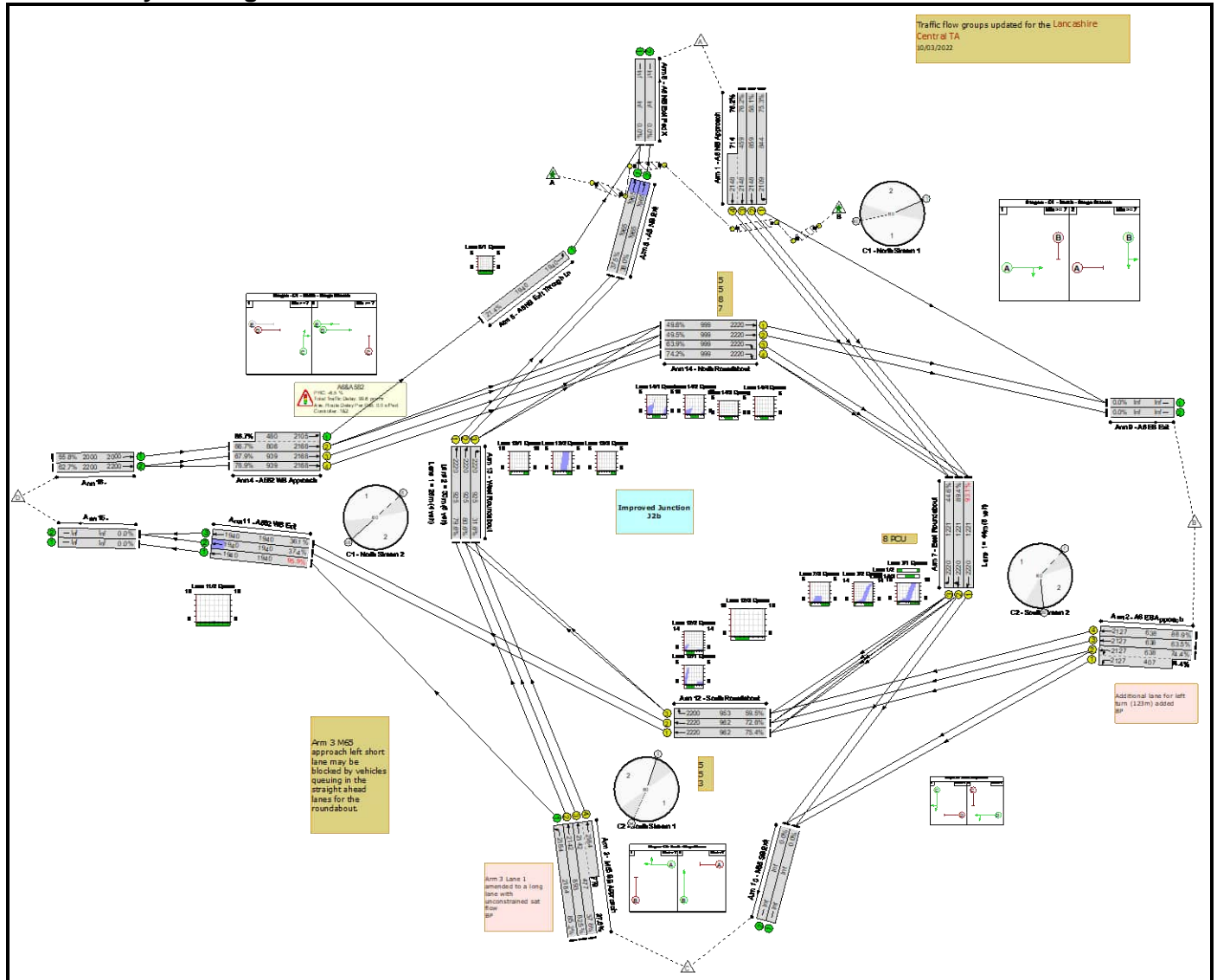
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	21	-	746	2220	814	91.6%	-	-	-	8.9	42.9	17.0	13/2
13/3	West Roundabout Right	U	C1:C		1	21	-	225	2220	814	27.6%	-	-	-	0.5	7.5	2.8	13/3
14/1	North Roundabout Ahead	U	C1:A		1	30	-	517	2220	1147	45.1%	-	-	-	1.0	7.2	2.9	14/1
14/2	North Roundabout Ahead	U	C1:A		1	30	-	518	2220	1147	45.2%	-	-	-	1.0	7.3	2.9	14/2
14/3	North Roundabout Right	U	C1:A		1	30	-	867	2220	1147	75.6%	-	-	-	1.5	6.4	1.5	14/3
14/4	North Roundabout Right	U	C1:A		1	30	-	908	2220	1147	79.2%	-	-	-	1.9	7.4	1.9	14/4
16/1	Ahead	U	-		-	-	-	1272	2000	2000	63.6%	-	-	-	0.9	2.5	0.9	16/1
16/2	Ahead	U	-		-	-	-	1775	2200	2200	80.7%	-	-	-	2.1	4.2	2.1	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			13.7	Total Delay for Signalled Lanes (pcuHr):			17.35	Cycle Time (s):			60		
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			-2.6	Total Delay for Signalled Lanes (pcuHr):			36.27	Cycle Time (s):			60		
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			23.9	Total Delay for Signalled Lanes (pcuHr):			9.20	Cycle Time (s):			60		
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-2.7	Total Delay for Signalled Lanes (pcuHr):			26.22	Cycle Time (s):			60		
				PRC Over All Lanes (%):			-2.7	Total Delay Over All Lanes(pcuHr):			98.24							

Basic Results Summary

Scenario 4: 'DM2 2032 PM' (FG4: 'Do-Minimum Sensitivity Test: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	95.9%	0	0	0	99.6	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	95.9%	0	0	0	99.6	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	23	-	635	2109	844	75.3%	-	-	-	4.2	24.0	10.5	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	23	-	499	2148	859	58.1%	-	-	-	2.6	19.0	7.1	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	23	-	894	2148:2148	459+714	76.2 : 76.2%	-	-	-	5.0	20.2	8.8	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	17	-	778	2127:2127	638+407	74.4 : 74.4%	-	-	-	5.4	24.9	8.6	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	17	-	405	2127	638	63.5%	-	-	-	2.9	25.8	6.6	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	17	-	567	2127	638	88.9%	-	-	-	6.8	43.0	12.6	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1860	2184	2184	85.2%	-	-	-	2.8	5.5	2.8	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	24	-	736	2142	893	82.5%	-	-	-	5.5	26.7	13.1	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	24	-	471	2142:2184	477+778	37.6 : 37.6%	-	-	-	1.8	13.8	3.5	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	25	-	1115	2168:2105	806+480	86.7 : 86.7%	-	-	-	5.9	19.1	12.9	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	25	-	638	2168	939	67.9%	-	-	-	3.5	19.6	9.6	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	25	-	741	2168	939	78.9%	-	-	-	4.8	23.5	12.3	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	416	1940	1940	21.4%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	736	1965	1965	37.5%	-	-	-	0.4	1.9	3.1	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	746	1965	1965	38.0%	-	-	-	0.5	2.2	1.3	6/2
7/1	East Roundabout Ahead	U	C2:C		1	32	-	1137	2220	1221	93.1%	-	-	-	8.8	28.0	24.5	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	32	-	1091	2220	1221	89.4%	-	-	-	7.2	23.7	21.7	7/2
7/3	East Roundabout Right	U	C2:C		1	32	-	544	2220	1221	44.6%	-	-	-	0.9	6.2	1.8	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1860	1940	1940	95.9%	-	-	-	9.4	18.2	9.4	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	725	1940	1940	37.4%	-	-	-	0.3	1.7	0.7	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	700	1940	1940	36.1%	-	-	-	0.4	2.0	9.7	11/3
12/1	South Roundabout Ahead	U	C2:A		1	25	-	725	2220	962	75.4%	-	-	-	2.3	11.4	5.7	12/1
12/2	South Roundabout Ahead	U	C2:A		1	25	-	700	2220	962	72.8%	-	-	-	2.3	11.8	6.2	12/2
12/3	South Roundabout Right	U	C2:A		1	25	-	567	2200	953	59.5%	-	-	-	0.7	4.6	0.7	12/3
13/1	West Roundabout Ahead	U	C1:C		1	24	-	736	2220	925	79.6%	-	-	-	1.9	9.3	1.9	13/1

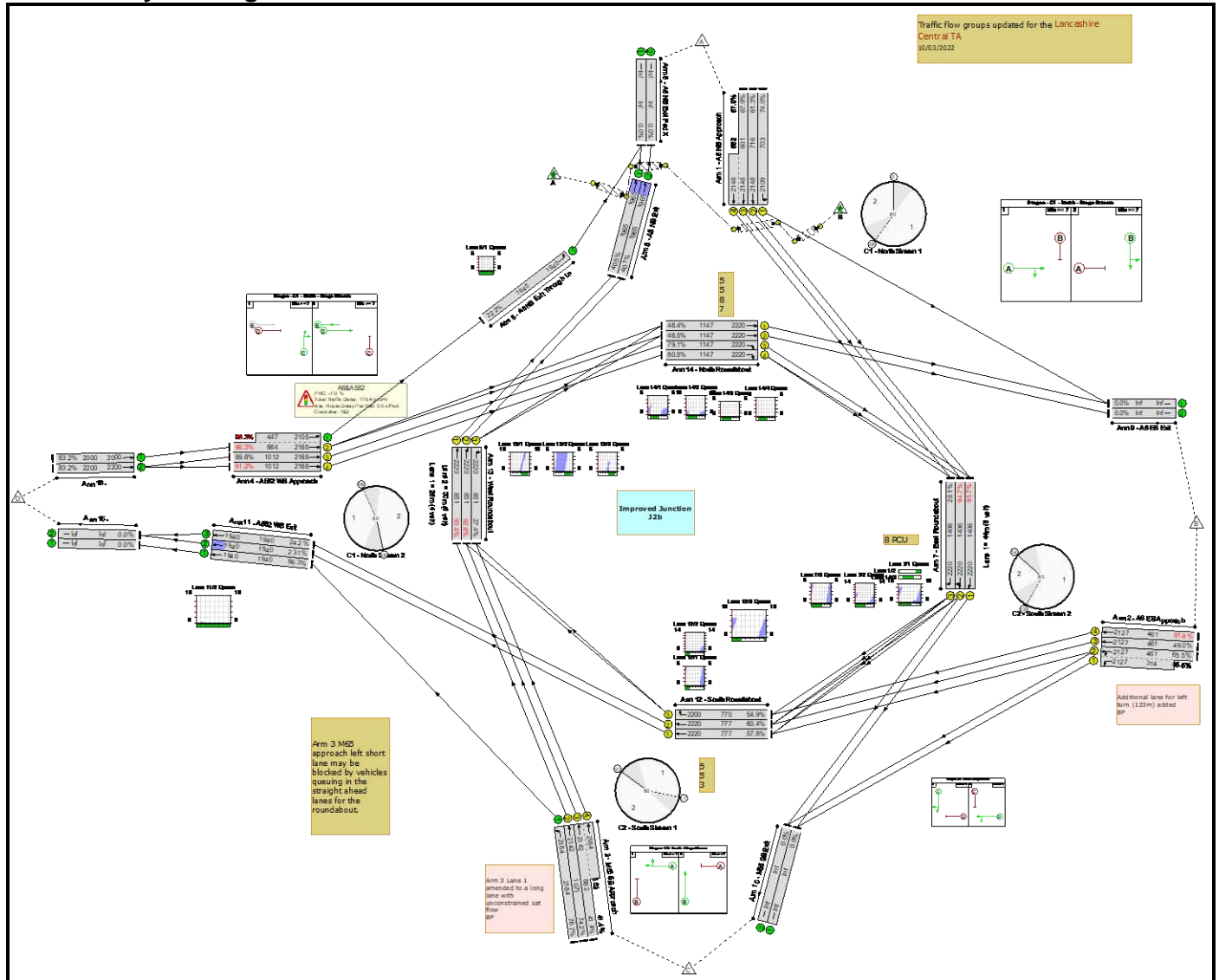
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	24	-	746	2220	925	80.6%	-	-	-	6.0	29.1	14.2	13/2	
13/3	West Roundabout Right	U	C1:C		1	24	-	292	2220	925	31.6%	-	-	-	0.2	2.8	0.2	13/3	
14/1	North Roundabout Ahead	U	C1:A		1	26	-	496	2220	999	49.6%	-	-	-	1.5	10.7	4.4	14/1	
14/2	North Roundabout Ahead	U	C1:A		1	26	-	495	2220	999	49.5%	-	-	-	1.5	10.7	4.4	14/2	
14/3	North Roundabout Right	U	C1:A		1	26	-	638	2220	999	63.9%	-	-	-	0.9	5.0	0.9	14/3	
14/4	North Roundabout Right	U	C1:A		1	26	-	741	2220	999	74.2%	-	-	-	1.4	6.9	1.4	14/4	
16/1	Ahead	U	-		-	-	-	1115	2000	2000	55.8%	-	-	-	0.6	2.0	0.6	16/1	
16/2	Ahead	U	-		-	-	-	1379	2200	2200	62.7%	-	-	-	0.8	2.2	0.8	16/2	
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1	
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2	
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3	
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4	
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			18.1	Total Delay for Signalled Lanes (pcuHr):			17.14	Cycle Time (s):			60			
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			3.8	Total Delay for Signalled Lanes (pcuHr):			22.39	Cycle Time (s):			60			
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			9.1	Total Delay for Signalled Lanes (pcuHr):			12.61	Cycle Time (s):			60			
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-3.5	Total Delay for Signalled Lanes (pcuHr):			32.01	Cycle Time (s):			60			
				PRC Over All Lanes (%):			-6.5	Total Delay Over All Lanes(pcuHr):			99.56								

Basic Results Summary

Scenario 5: 'DM1 2037 AM' (FG5: 'Do-Minimum: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	96.3%	0	0	0	119.4	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	96.3%	0	0	0	119.4	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	19	-	520	2109	703	74.0%	-	-	-	4.0	27.4	9.1	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	19	-	439	2148	716	61.3%	-	-	-	2.8	23.2	6.9	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	19	-	803	2148:2148	601+582	67.9 : 67.9%	-	-	-	4.7	21.1	6.6	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	12	-	508	2127:2127	461+314	65.5 : 65.5%	-	-	-	3.9	27.7	5.5	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	12	-	226	2127	461	49.0%	-	-	-	1.8	28.2	3.7	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	12	-	423	2127	461	91.8%	-	-	-	7.2	61.4	11.3	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1675	2184	2184	76.7%	-	-	-	1.6	3.5	1.6	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	29	-	795	2142	1071	74.2%	-	-	-	4.1	18.4	11.8	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	29	-	598	2142:2184	882+563	41.4 : 41.4%	-	-	-	1.8	10.9	4.0	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	27	-	1263	2168:2105	864+447	96.3 : 96.3%	-	-	-	12.8	36.4	24.1	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	27	-	907	2168	1012	89.6%	-	-	-	7.7	30.6	17.9	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	27	-	923	2168	1012	91.2%	-	-	-	8.5	33.2	18.8	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	431	1940	1940	22.2%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	795	1965	1965	40.5%	-	-	-	0.5	2.4	7.2	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	788	1965	1965	40.1%	-	-	-	0.5	2.4	1.4	6/2
7/1	East Roundabout Ahead	U	C2:C		1	37	-	1346	2220	1406	95.7%	-	-	-	10.5	28.0	18.6	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	37	-	1331	2220	1406	94.7%	-	-	-	9.1	24.5	15.0	7/2
7/3	East Roundabout Right	U	C2:C		1	37	-	395	2220	1406	28.1%	-	-	-	1.4	12.8	6.8	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1675	1940	1940	86.3%	-	-	-	3.1	6.6	3.1	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	449	1940	1940	23.1%	-	-	-	0.2	1.4	0.5	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	469	1940	1940	24.2%	-	-	-	0.2	1.3	2.9	11/3
12/1	South Roundabout Ahead	U	C2:A		1	20	-	449	2220	777	57.8%	-	-	-	1.6	13.2	6.3	12/1
12/2	South Roundabout Ahead	U	C2:A		1	20	-	469	2220	777	60.4%	-	-	-	1.5	11.3	4.5	12/2
12/3	South Roundabout Right	U	C2:A		1	20	-	423	2200	770	54.9%	-	-	-	2.0	17.0	7.7	12/3
13/1	West Roundabout Ahead	U	C1:C		1	22	-	795	2220	851	93.4%	-	-	-	7.2	32.4	18.5	13/1

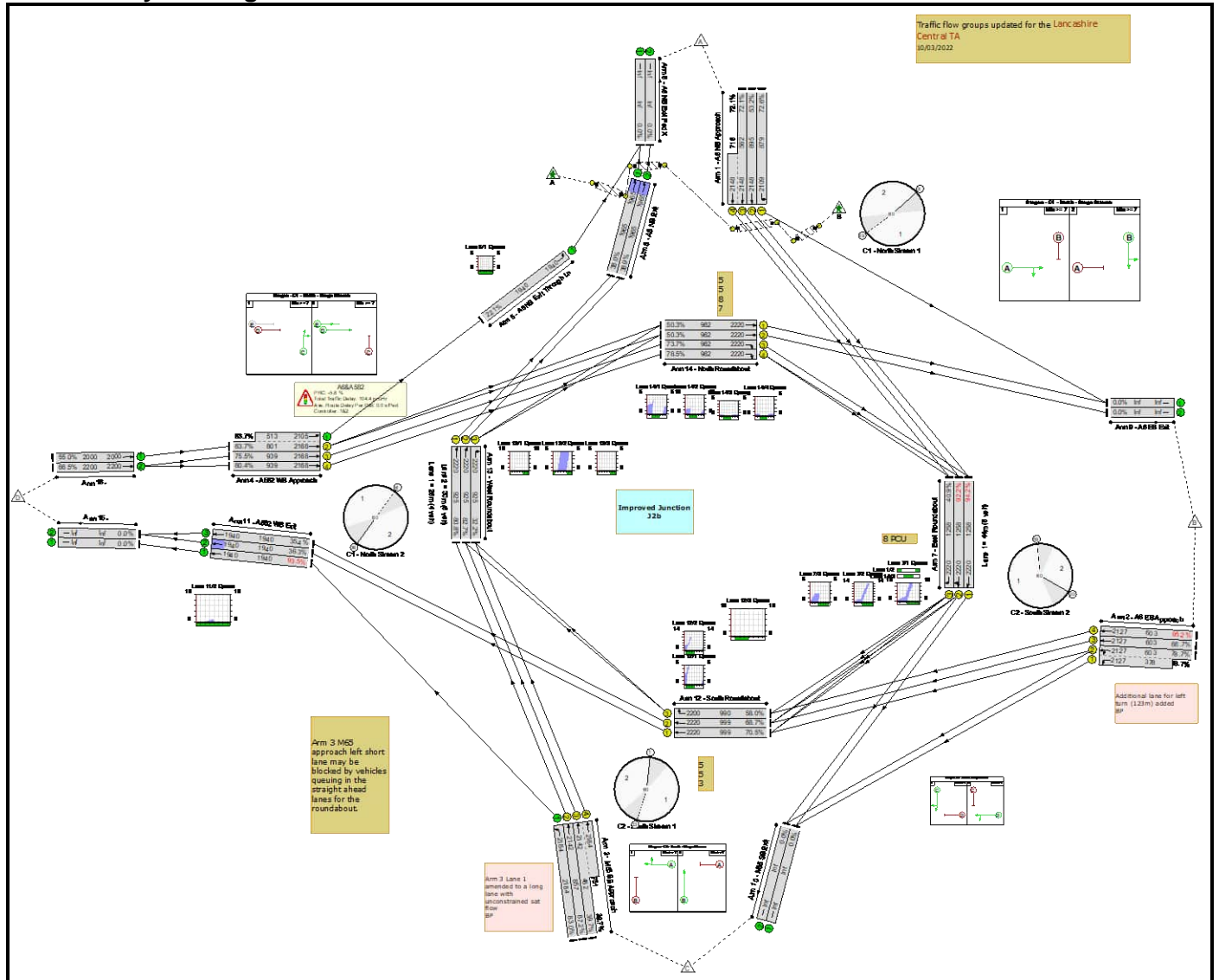
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	22	-	788	2220	851	92.6%	-	-	-	10.6	48.2	18.2	13/2
13/3	West Roundabout Right	U	C1:C		1	22	-	233	2220	851	27.4%	-	-	-	0.5	7.3	2.8	13/3
14/1	North Roundabout Ahead	U	C1:A		1	30	-	532	2220	1147	46.4%	-	-	-	1.2	8.2	4.2	14/1
14/2	North Roundabout Ahead	U	C1:A		1	30	-	533	2220	1147	46.5%	-	-	-	1.2	8.3	4.2	14/2
14/3	North Roundabout Right	U	C1:A		1	30	-	907	2220	1147	79.1%	-	-	-	1.9	7.4	1.9	14/3
14/4	North Roundabout Right	U	C1:A		1	30	-	923	2220	1147	80.5%	-	-	-	2.0	7.9	2.0	14/4
16/1	Ahead	U	-		-	-	-	1263	2000	2000	63.2%	-	-	-	0.9	2.4	0.9	16/1
16/2	Ahead	U	-		-	-	-	1830	2200	2200	83.2%	-	-	-	2.4	4.8	2.4	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			11.8	Total Delay for Signalled Lanes (pcuHr):			17.82	Cycle Time (s):			60		
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			-7.0	Total Delay for Signalled Lanes (pcuHr):			47.19	Cycle Time (s):			60		
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			21.2	Total Delay for Signalled Lanes (pcuHr):			10.99	Cycle Time (s):			60		
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-6.4	Total Delay for Signalled Lanes (pcuHr):			33.85	Cycle Time (s):			60		
				PRC Over All Lanes (%):			-7.0	Total Delay Over All Lanes(pcuHr):			119.39							

Basic Results Summary

Scenario 6: 'DM1 2037 PM' (FG6: 'Do-Minimum: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	95.2%	0	0	0	104.4	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	95.2%	0	0	0	104.4	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	24	-	638	2109	879	72.6%	-	-	-	3.9	22.0	10.2	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	24	-	476	2148	895	53.2%	-	-	-	2.3	17.4	6.4	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	24	-	920	2148:2148	562+715	72.1 : 72.1%	-	-	-	4.6	18.1	7.9	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	16	-	771	2127:2127	603+378	78.7 : 78.7%	-	-	-	5.9	27.5	9.1	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	16	-	402	2127	603	66.7%	-	-	-	3.1	27.9	6.9	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	16	-	574	2127	603	95.2%	-	-	-	10.2	63.7	16.0	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1813	2184	2184	83.0%	-	-	-	2.4	4.8	2.4	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	23	-	747	2142	857	87.2%	-	-	-	6.7	32.1	14.6	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	23	-	489	2142:2184	482+751	39.7 : 39.7%	-	-	-	2.0	14.7	3.7	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	25	-	1099	2168:2105	801+513	83.7 : 83.7%	-	-	-	5.1	16.7	11.6	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	25	-	709	2168	939	75.5%	-	-	-	4.3	22.0	11.4	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	25	-	755	2168	939	80.4%	-	-	-	5.1	24.3	12.9	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	429	1940	1940	22.1%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	747	1965	1965	38.0%	-	-	-	0.4	1.9	3.7	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	765	1965	1965	38.9%	-	-	-	0.5	2.3	1.4	6/2
7/1	East Roundabout Ahead	U	C2:C		1	33	-	1185	2220	1258	94.2%	-	-	-	9.1	27.6	20.5	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	33	-	1160	2220	1258	92.2%	-	-	-	7.5	23.3	19.5	7/2
7/3	East Roundabout Right	U	C2:C		1	33	-	515	2220	1258	40.9%	-	-	-	1.0	7.3	2.4	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1813	1940	1940	93.5%	-	-	-	6.5	12.9	6.5	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	704	1940	1940	36.3%	-	-	-	0.4	2.1	1.2	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	686	1940	1940	35.4%	-	-	-	0.4	2.0	9.2	11/3
12/1	South Roundabout Ahead	U	C2:A		1	26	-	704	2220	999	70.5%	-	-	-	2.0	10.5	11.8	12/1
12/2	South Roundabout Ahead	U	C2:A		1	26	-	686	2220	999	68.7%	-	-	-	2.2	11.4	11.2	12/2
12/3	South Roundabout Right	U	C2:A		1	26	-	574	2200	990	58.0%	-	-	-	0.7	4.3	0.7	12/3
13/1	West Roundabout Ahead	U	C1:C		1	24	-	747	2220	925	80.8%	-	-	-	2.1	9.9	2.1	13/1

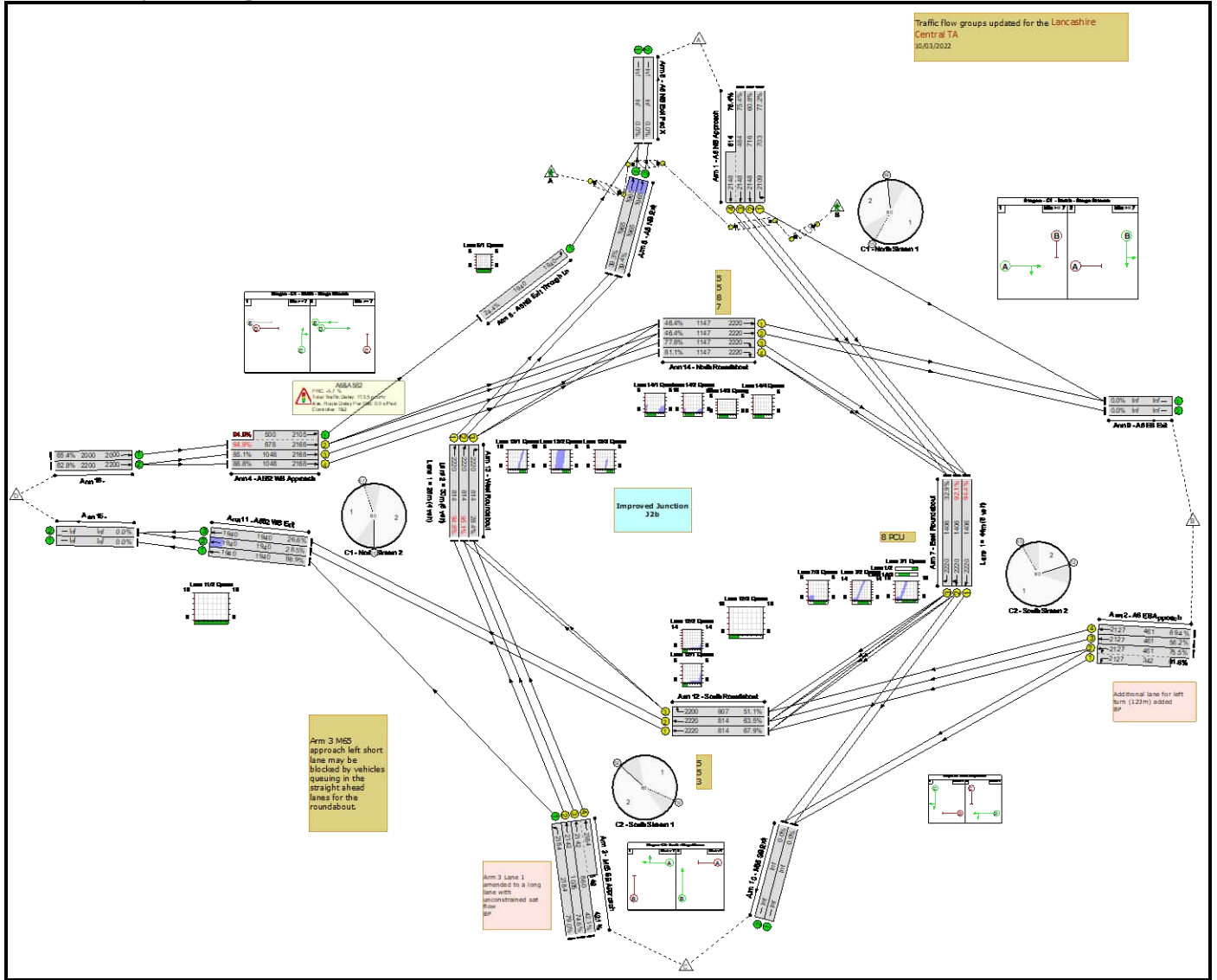
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	24	-	765	2220	925	82.7%	-	-	-	7.3	34.5	14.8	13/2
13/3	West Roundabout Right	U	C1:C		1	24	-	298	2220	925	32.2%	-	-	-	0.2	2.9	0.2	13/3
14/1	North Roundabout Ahead	U	C1:A		1	25	-	484	2220	962	50.3%	-	-	-	1.5	11.4	4.4	14/1
14/2	North Roundabout Ahead	U	C1:A		1	25	-	484	2220	962	50.3%	-	-	-	1.5	11.4	4.4	14/2
14/3	North Roundabout Right	U	C1:A		1	25	-	709	2220	962	73.7%	-	-	-	1.6	8.2	1.8	14/3
14/4	North Roundabout Right	U	C1:A		1	25	-	755	2220	962	78.5%	-	-	-	2.0	9.7	2.2	14/4
16/1	Ahead	U	-		-	-	-	1099	2000	2000	55.0%	-	-	-	0.6	2.0	0.6	16/1
16/2	Ahead	U	-		-	-	-	1464	2200	2200	66.5%	-	-	-	1.0	2.4	1.0	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			14.7	Total Delay for Signalled Lanes (pcuHr):			17.53	Cycle Time (s):			60		
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			7.5	Total Delay for Signalled Lanes (pcuHr):			24.17	Cycle Time (s):			60		
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			3.2	Total Delay for Signalled Lanes (pcuHr):			13.55	Cycle Time (s):			60		
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-5.8	Total Delay for Signalled Lanes (pcuHr):			36.81	Cycle Time (s):			60		
				PRC Over All Lanes (%):			-5.8	Total Delay Over All Lanes(pcuHr):			104.38							

Basic Results Summary

Scenario 7: 'DM2 2037 AM' (FG7: 'Do-Minimum Sensitivity Test: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	95.1%	0	0	0	113.5	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	95.1%	0	0	0	113.5	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	19	-	543	2109	703	77.2%	-	-	-	4.4	29.0	9.7	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	19	-	435	2148	716	60.8%	-	-	-	2.8	23.1	6.8	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	19	-	828	2148:2148	484+614	75.4 : 75.4%	-	-	-	5.3	23.2	7.9	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	12	-	559	2127:2127	461+342	75.5 : 61.6%	-	-	-	4.5	28.7	6.5	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	12	-	259	2127	461	56.2%	-	-	-	2.1	29.8	4.5	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	12	-	412	2127	461	89.4%	-	-	-	6.3	54.9	10.3	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1725	2184	2184	79.0%	-	-	-	1.9	3.9	1.9	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	28	-	772	2142	1035	74.6%	-	-	-	4.1	19.3	11.7	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	28	-	593	2142:2184	860+549	42.1 : 42.1%	-	-	-	1.9	11.6	4.1	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	28	-	1307	2168:2105	878+500	94.9 : 94.9%	-	-	-	10.7	29.6	21.7	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	28	-	892	2168	1048	85.1%	-	-	-	6.1	24.8	15.6	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	28	-	930	2168	1048	88.8%	-	-	-	7.3	28.4	17.7	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	474	1940	1940	24.4%	-	-	-	0.2	1.2	0.2	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	772	1965	1965	39.3%	-	-	-	0.5	2.3	6.9	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	774	1965	1965	39.4%	-	-	-	0.5	2.3	1.4	6/2
7/1	East Roundabout Ahead	U	C2:C		1	37	-	1327	2220	1406	94.4%	-	-	-	9.2	25.1	23.1	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	37	-	1295	2220	1406	92.1%	-	-	-	7.4	20.6	21.7	7/2
7/3	East Roundabout Right	U	C2:C		1	37	-	463	2220	1406	32.9%	-	-	-	0.6	4.7	1.4	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1725	1940	1940	88.9%	-	-	-	3.9	8.1	3.9	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	553	1940	1940	28.5%	-	-	-	0.2	1.4	0.4	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	517	1940	1940	26.6%	-	-	-	0.2	1.6	6.8	11/3
12/1	South Roundabout Ahead	U	C2:A		1	21	-	553	2220	814	67.9%	-	-	-	1.6	10.6	4.5	12/1
12/2	South Roundabout Ahead	U	C2:A		1	21	-	517	2220	814	63.5%	-	-	-	1.6	11.4	5.2	12/2
12/3	South Roundabout Right	U	C2:A		1	21	-	412	2200	807	51.1%	-	-	-	0.5	4.5	0.5	12/3
13/1	West Roundabout Ahead	U	C1:C		1	21	-	772	2220	814	94.8%	-	-	-	8.2	38.2	19.4	13/1

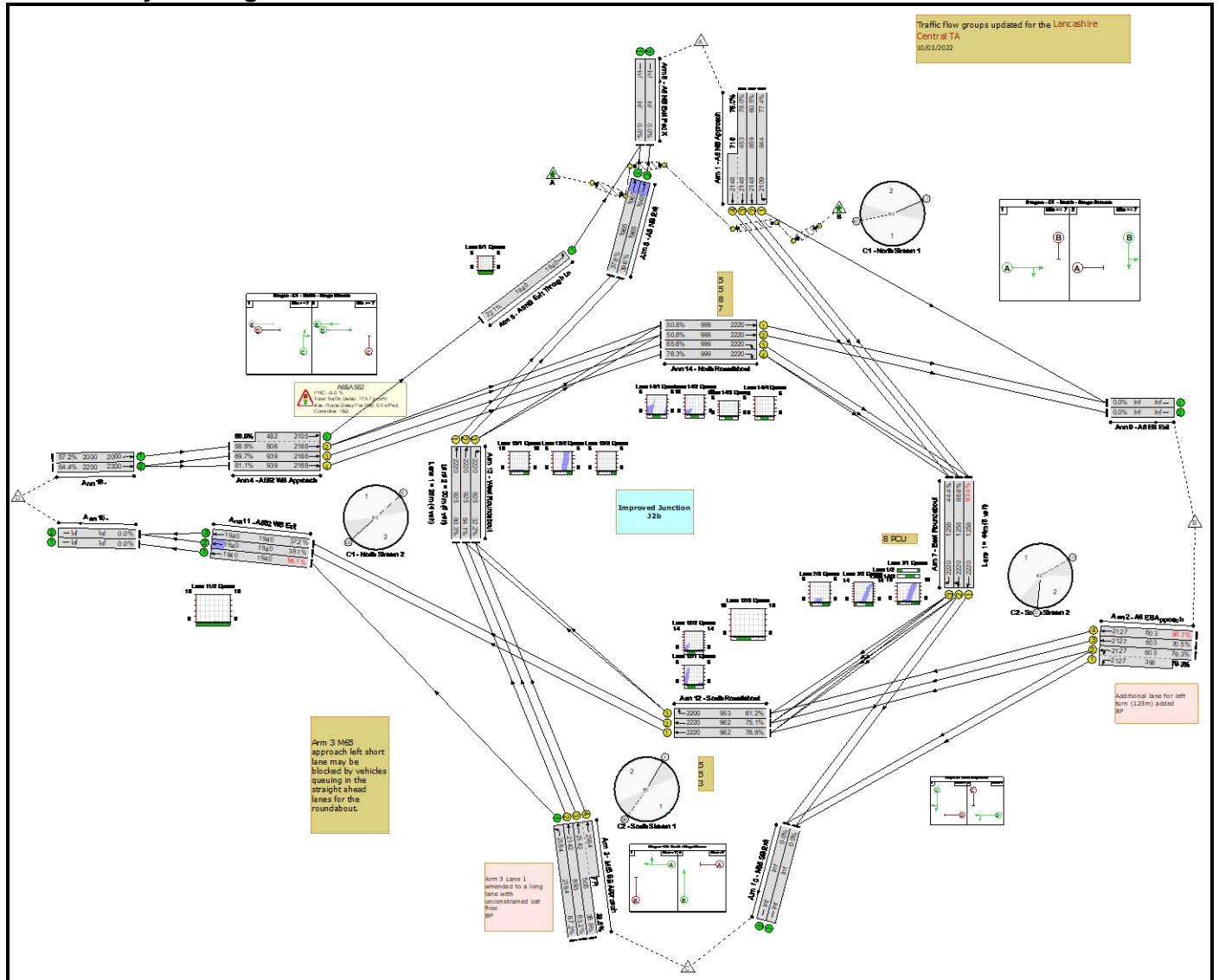
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	21	-	774	2220	814	95.1%	-	-	-	11.5	53.6	19.8	13/2
13/3	West Roundabout Right	U	C1:C		1	21	-	231	2220	814	28.4%	-	-	-	0.5	7.6	2.9	13/3
14/1	North Roundabout Ahead	U	C1:A		1	30	-	532	2220	1147	46.4%	-	-	-	1.1	7.3	3.0	14/1
14/2	North Roundabout Ahead	U	C1:A		1	30	-	532	2220	1147	46.4%	-	-	-	1.1	7.4	3.0	14/2
14/3	North Roundabout Right	U	C1:A		1	30	-	892	2220	1147	77.8%	-	-	-	1.7	7.0	1.7	14/3
14/4	North Roundabout Right	U	C1:A		1	30	-	930	2220	1147	81.1%	-	-	-	2.1	8.1	2.1	14/4
16/1	Ahead	U	-		-	-	-	1307	2000	2000	65.4%	-	-	-	0.9	2.6	0.9	16/1
16/2	Ahead	U	-		-	-	-	1822	2200	2200	82.8%	-	-	-	2.4	4.7	2.4	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			11.0	Total Delay for Signalled Lanes (pcuHr):			18.49	Cycle Time (s):			60		
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			-5.7	Total Delay for Signalled Lanes (pcuHr):			44.40	Cycle Time (s):			60		
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			20.7	Total Delay for Signalled Lanes (pcuHr):			9.82	Cycle Time (s):			60		
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-4.9	Total Delay for Signalled Lanes (pcuHr):			30.14	Cycle Time (s):			60		
				PRC Over All Lanes (%):			-5.7	Total Delay Over All Lanes(pcuHr):			113.51							

Basic Results Summary

Scenario 8: 'DM2 2037 PM' (FG8: 'Do-Minimum Sensitivity Test: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	98.1%	0	0	0	115.7	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	98.1%	0	0	0	115.7	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	23	-	653	2109	844	77.4%	-	-	-	4.5	24.9	11.1	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	23	-	520	2148	859	60.5%	-	-	-	2.8	19.5	7.6	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	23	-	911	2148:2148	453+716	78.0 : 78.0%	-	-	-	5.3	20.9	9.2	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	16	-	787	2127:2127	603+390	79.3 : 79.3%	-	-	-	6.1	27.8	9.2	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	16	-	425	2127	603	70.5%	-	-	-	3.5	29.3	7.4	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	16	-	583	2127	603	96.7%	-	-	-	11.6	71.4	17.7	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1904	2184	2184	87.2%	-	-	-	3.3	6.3	3.3	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	24	-	743	2142	893	83.2%	-	-	-	5.6	27.3	13.3	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	24	-	493	2142:2184	505+771	38.6 : 38.6%	-	-	-	1.9	13.9	3.6	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	25	-	1144	2168:2105	806+482	88.9 : 88.9%	-	-	-	6.6	20.9	14.2	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	25	-	655	2168	939	69.7%	-	-	-	3.7	20.1	9.9	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	25	-	762	2168	939	81.1%	-	-	-	5.2	24.8	13.1	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	428	1940	1940	22.1%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	743	1965	1965	37.8%	-	-	-	0.4	1.9	3.8	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	778	1965	1965	39.6%	-	-	-	0.5	2.3	1.4	6/2
7/1	East Roundabout Ahead	U	C2:C		1	33	-	1175	2220	1258	93.4%	-	-	-	9.5	29.0	25.3	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	33	-	1115	2220	1258	88.6%	-	-	-	7.4	23.9	21.8	7/2
7/3	East Roundabout Right	U	C2:C		1	33	-	558	2220	1258	44.4%	-	-	-	0.8	5.0	1.3	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1904	1940	1940	98.1%	-	-	-	14.6	27.6	14.6	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	739	1940	1940	38.1%	-	-	-	0.3	1.7	0.7	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	722	1940	1940	37.2%	-	-	-	0.3	1.7	5.8	11/3
12/1	South Roundabout Ahead	U	C2:A		1	25	-	739	2220	962	76.8%	-	-	-	2.5	12.1	6.0	12/1
12/2	South Roundabout Ahead	U	C2:A		1	25	-	722	2220	962	75.1%	-	-	-	2.5	12.4	6.4	12/2
12/3	South Roundabout Right	U	C2:A		1	25	-	583	2200	953	61.2%	-	-	-	0.8	4.8	0.8	12/3
13/1	West Roundabout Ahead	U	C1:C		1	24	-	743	2220	925	80.3%	-	-	-	2.2	10.8	2.4	13/1

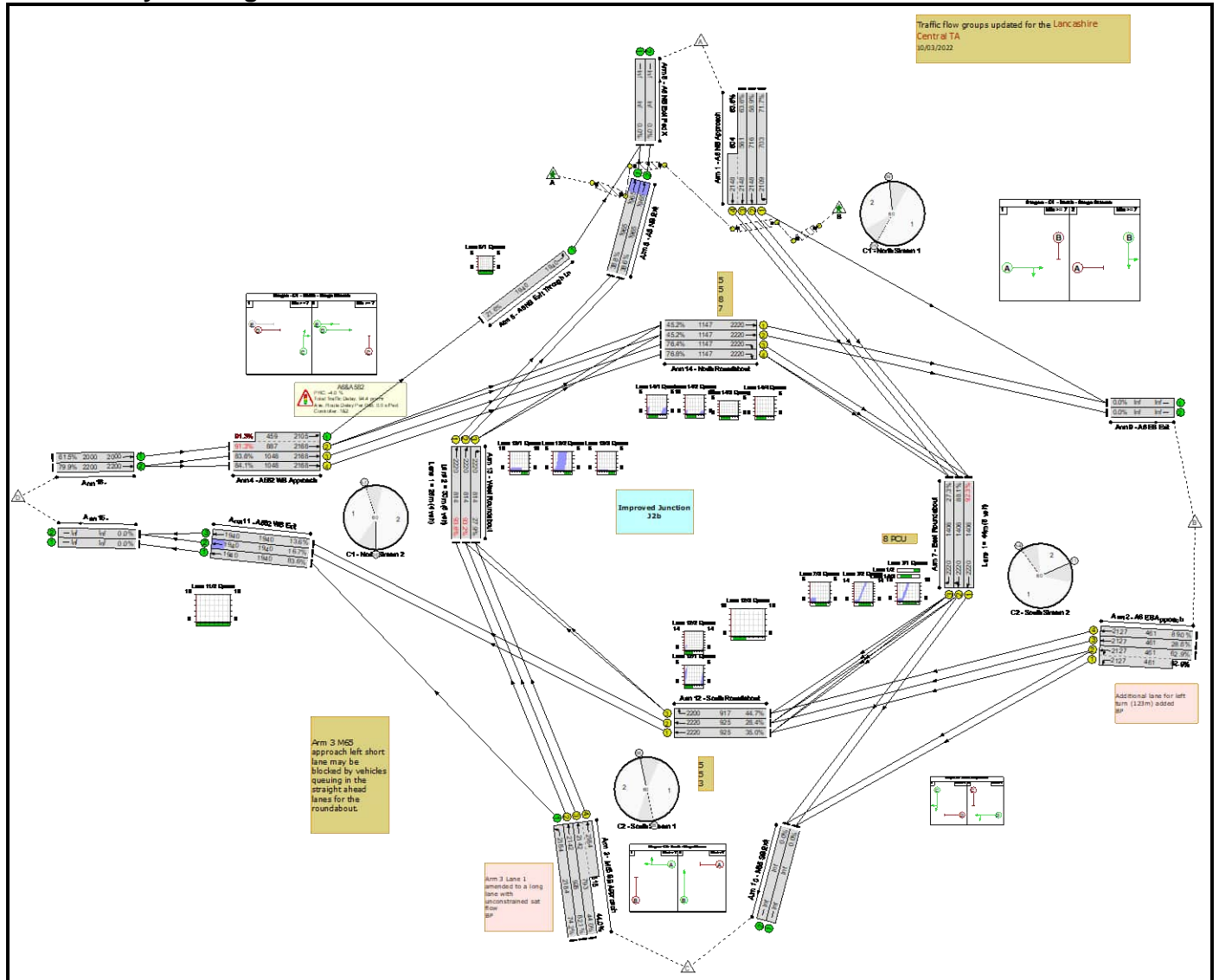
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	24	-	778	2220	925	84.1%	-	-	-	6.2	28.9	15.3	13/2	
13/3	West Roundabout Right	U	C1:C		1	24	-	298	2220	925	32.2%	-	-	-	0.3	4.0	0.4	13/3	
14/1	North Roundabout Ahead	U	C1:A		1	26	-	507	2220	999	50.8%	-	-	-	1.5	10.4	4.5	14/1	
14/2	North Roundabout Ahead	U	C1:A		1	26	-	507	2220	999	50.8%	-	-	-	1.5	10.4	4.5	14/2	
14/3	North Roundabout Right	U	C1:A		1	26	-	655	2220	999	65.6%	-	-	-	0.9	5.2	0.9	14/3	
14/4	North Roundabout Right	U	C1:A		1	26	-	762	2220	999	76.3%	-	-	-	1.6	7.5	1.6	14/4	
16/1	Ahead	U	-		-	-	-	1144	2000	2000	57.2%	-	-	-	0.7	2.1	0.7	16/1	
16/2	Ahead	U	-		-	-	-	1417	2200	2200	64.4%	-	-	-	0.9	2.3	0.9	16/2	
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1	
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2	
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3	
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4	
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			15.4	Total Delay for Signalled Lanes (pcuHr):			18.10	Cycle Time (s):			60			
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			1.3	Total Delay for Signalled Lanes (pcuHr):			24.36	Cycle Time (s):			60			
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			8.1	Total Delay for Signalled Lanes (pcuHr):			13.27	Cycle Time (s):			60			
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-7.5	Total Delay for Signalled Lanes (pcuHr):			38.73	Cycle Time (s):			60			
				PRC Over All Lanes (%):			-9.0	Total Delay Over All Lanes(pcuHr):			115.66								

Basic Results Summary

Scenario 9: 'DS1 2032 AM' (FG9: 'Do-Something: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	93.6%	0	0	0	94.4	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	93.6%	0	0	0	94.4	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	19	-	504	2109	703	71.7%	-	-	-	3.7	26.5	8.5	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	19	-	422	2148	716	58.9%	-	-	-	2.7	22.7	6.5	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	19	-	741	2148:2148	561+604	63.6 : 63.6%	-	-	-	4.2	20.3	6.0	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	12	-	580	2127:2127	461+461	62.9 : 62.9%	-	-	-	4.3	26.6	5.2	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	12	-	132	2127	461	28.6%	-	-	-	0.9	25.1	2.0	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	12	-	410	2127	461	89.0%	-	-	-	6.1	53.9	10.1	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1621	2184	2184	74.2%	-	-	-	1.4	3.2	1.4	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	25	-	762	2142	928	82.1%	-	-	-	5.4	25.5	13.2	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	25	-	576	2142:2184	793+515	44.0 : 44.0%	-	-	-	2.2	13.7	4.3	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	28	-	1229	2168:2105	887+459	91.3 : 91.3%	-	-	-	7.8	22.7	17.7	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	28	-	876	2168	1048	83.6%	-	-	-	5.7	23.6	15.1	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	28	-	881	2168	1048	84.1%	-	-	-	5.9	24.0	15.3	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	419	1940	1940	21.6%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	762	1965	1965	38.8%	-	-	-	0.4	2.1	5.0	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	759	1965	1965	38.6%	-	-	-	0.5	2.3	1.3	6/2
7/1	East Roundabout Ahead	U	C2:C		1	37	-	1298	2220	1406	92.3%	-	-	-	7.3	20.4	21.2	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	37	-	1238	2220	1406	88.1%	-	-	-	5.3	15.4	19.2	7/2
7/3	East Roundabout Right	U	C2:C		1	37	-	384	2220	1406	27.3%	-	-	-	0.5	4.7	1.3	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1621	1940	1940	83.6%	-	-	-	2.5	5.6	2.5	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	324	1940	1940	16.7%	-	-	-	0.1	1.2	0.3	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	263	1940	1940	13.6%	-	-	-	0.1	1.1	1.8	11/3
12/1	South Roundabout Ahead	U	C2:A		1	24	-	324	2220	925	35.0%	-	-	-	1.0	11.6	4.8	12/1
12/2	South Roundabout Ahead	U	C2:A		1	24	-	263	2220	925	28.4%	-	-	-	0.6	8.5	4.0	12/2
12/3	South Roundabout Right	U	C2:A		1	24	-	410	2200	917	44.7%	-	-	-	0.4	3.5	0.4	12/3
13/1	West Roundabout Ahead	U	C1:C		1	21	-	762	2220	814	93.6%	-	-	-	6.7	31.8	7.8	13/1

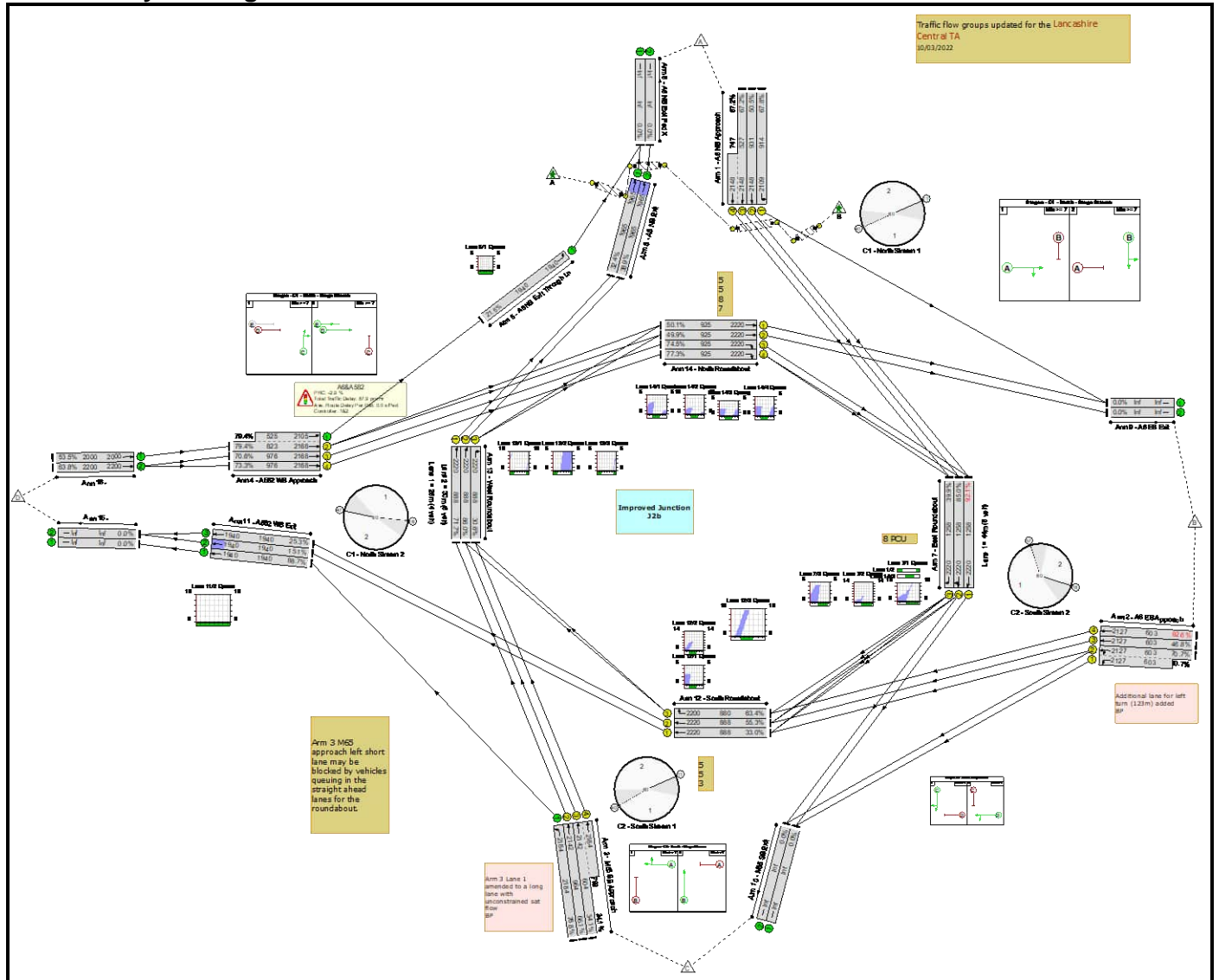
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	21	-	759	2220	814	93.2%	-	-	-	10.0	47.2	18.2	13/2
13/3	West Roundabout Right	U	C1:C		1	21	-	227	2220	814	27.9%	-	-	-	0.4	6.6	0.6	13/3
14/1	North Roundabout Ahead	U	C1:A		1	30	-	518	2220	1147	45.2%	-	-	-	1.0	7.1	2.9	14/1
14/2	North Roundabout Ahead	U	C1:A		1	30	-	519	2220	1147	45.2%	-	-	-	1.0	7.1	2.9	14/2
14/3	North Roundabout Right	U	C1:A		1	30	-	876	2220	1147	76.4%	-	-	-	1.6	6.6	1.6	14/3
14/4	North Roundabout Right	U	C1:A		1	30	-	881	2220	1147	76.8%	-	-	-	1.6	6.7	1.6	14/4
16/1	Ahead	U	-		-	-	-	1229	2000	2000	61.5%	-	-	-	0.8	2.3	0.8	16/1
16/2	Ahead	U	-		-	-	-	1757	2200	2200	79.9%	-	-	-	2.0	4.0	2.0	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			17.2	Total Delay for Signalled Lanes (pcuHr):			15.83	Cycle Time (s):			60		
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			-4.0	Total Delay for Signalled Lanes (pcuHr):			36.46	Cycle Time (s):			60		
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			9.6	Total Delay for Signalled Lanes (pcuHr):			9.66	Cycle Time (s):			60		
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-2.6	Total Delay for Signalled Lanes (pcuHr):			24.49	Cycle Time (s):			60		
				PRC Over All Lanes (%):			-4.0	Total Delay Over All Lanes(pcuHr):			94.39							

Basic Results Summary

Scenario 10: 'DS1 2032 PM' (FG10: 'Do-Something: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	92.6%	0	0	0	87.9	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	92.6%	0	0	0	87.9	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	25	-	620	2109	914	67.8%	-	-	-	3.4	19.7	9.3	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	25	-	470	2148	931	50.5%	-	-	-	2.1	16.2	6.1	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	25	-	856	2148:2148	527+747	67.2 : 67.2%	-	-	-	3.9	16.4	7.2	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	16	-	852	2127:2127	603+603	70.7 : 70.7%	-	-	-	5.8	24.3	7.5	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	16	-	282	2127	603	46.8%	-	-	-	1.8	23.4	4.3	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	16	-	558	2127	603	92.6%	-	-	-	8.3	53.7	14.1	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1720	2184	2184	78.8%	-	-	-	1.8	3.8	1.8	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	26	-	637	2142	964	66.1%	-	-	-	3.3	18.4	9.1	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	26	-	478	2142:2184	604+798	34.1 : 34.1%	-	-	-	1.6	12.2	3.1	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	26	-	1070	2168:2105	823+525	79.4 : 79.4%	-	-	-	4.3	14.3	10.4	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	26	-	689	2168	976	70.6%	-	-	-	3.7	19.5	10.4	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	26	-	715	2168	976	73.3%	-	-	-	4.0	20.4	11.1	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	417	1940	1940	21.5%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	637	1965	1965	32.4%	-	-	-	0.3	1.8	3.1	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	764	1965	1965	38.9%	-	-	-	0.5	2.3	1.4	6/2
7/1	East Roundabout Ahead	U	C2:C		1	33	-	1159	2220	1258	92.1%	-	-	-	7.3	22.5	20.4	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	33	-	1069	2220	1258	85.0%	-	-	-	3.5	11.8	6.9	7/2
7/3	East Roundabout Right	U	C2:C		1	33	-	502	2220	1258	39.9%	-	-	-	1.9	13.8	4.5	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1720	1940	1940	88.7%	-	-	-	3.8	7.9	3.8	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	293	1940	1940	15.1%	-	-	-	0.1	1.1	0.1	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	491	1940	1940	25.3%	-	-	-	0.2	1.4	5.1	11/3
12/1	South Roundabout Ahead	U	C2:A		1	23	-	293	2220	888	33.0%	-	-	-	1.0	12.7	2.7	12/1
12/2	South Roundabout Ahead	U	C2:A		1	23	-	491	2220	888	55.3%	-	-	-	2.1	15.4	7.1	12/2
12/3	South Roundabout Right	U	C2:A		1	23	-	558	2200	880	63.4%	-	-	-	2.4	15.3	10.2	12/3
13/1	West Roundabout Ahead	U	C1:C		1	23	-	637	2220	888	71.7%	-	-	-	1.7	9.3	10.1	13/1

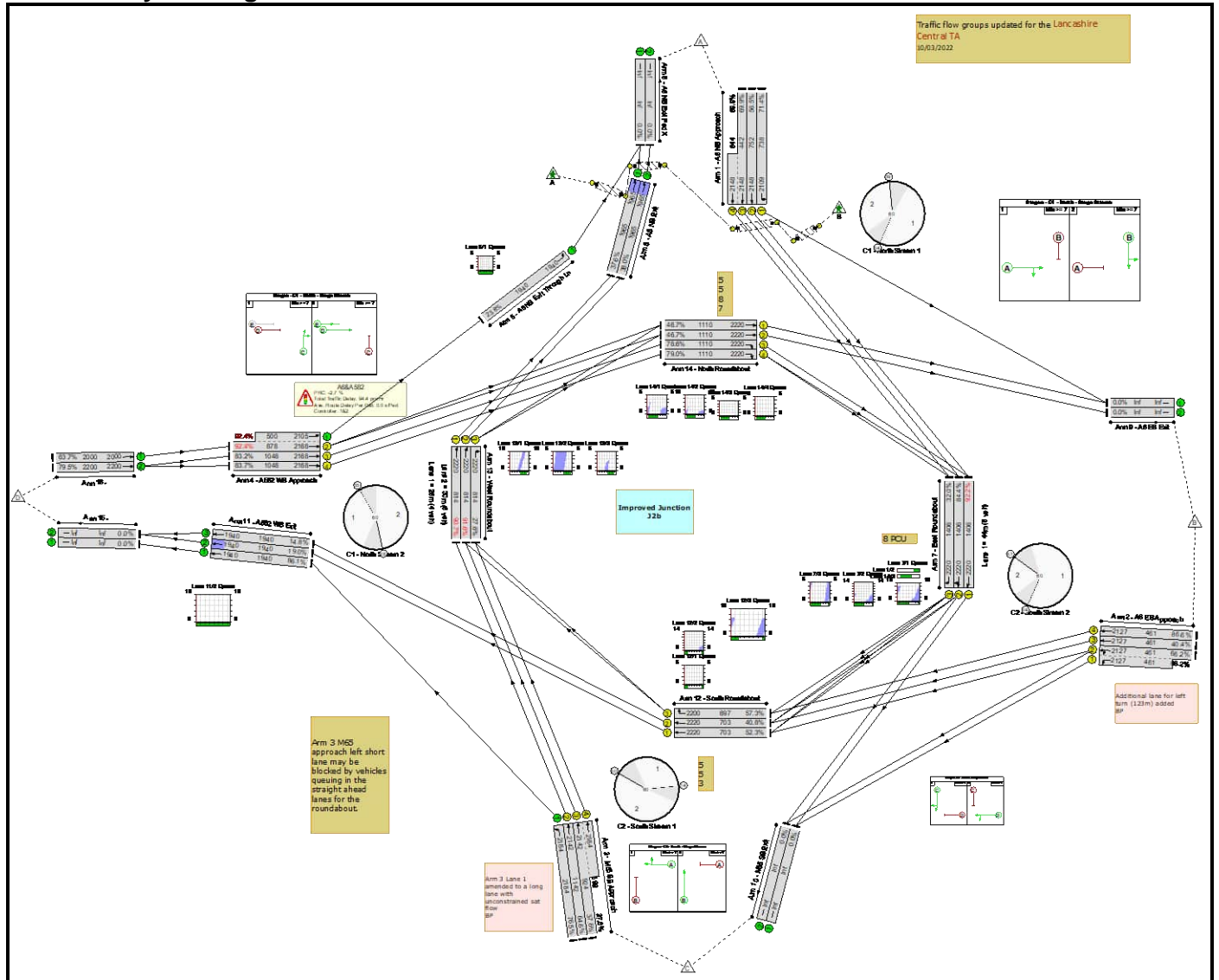
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	23	-	764	2220	888	86.0%	-	-	-	8.5	40.2	15.4	13/2
13/3	West Roundabout Right	U	C1:C		1	23	-	272	2220	888	30.6%	-	-	-	0.4	4.9	3.3	13/3
14/1	North Roundabout Ahead	U	C1:A		1	24	-	463	2220	925	50.1%	-	-	-	1.6	12.6	3.8	14/1
14/2	North Roundabout Ahead	U	C1:A		1	24	-	462	2220	925	49.9%	-	-	-	1.6	12.6	3.8	14/2
14/3	North Roundabout Right	U	C1:A		1	24	-	689	2220	925	74.5%	-	-	-	2.5	13.3	3.5	14/3
14/4	North Roundabout Right	U	C1:A		1	24	-	715	2220	925	77.3%	-	-	-	2.9	14.5	4.0	14/4
16/1	Ahead	U	-		-	-	-	1070	2000	2000	53.5%	-	-	-	0.6	1.9	0.6	16/1
16/2	Ahead	U	-		-	-	-	1404	2200	2200	63.8%	-	-	-	0.9	2.3	0.9	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			16.4	Total Delay for Signalled Lanes (pcuHr):			18.07	Cycle Time (s):			60		
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			4.6	Total Delay for Signalled Lanes (pcuHr):			22.59	Cycle Time (s):			60		
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			36.2	Total Delay for Signalled Lanes (pcuHr):			10.37	Cycle Time (s):			60		
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-2.9	Total Delay for Signalled Lanes (pcuHr):			28.59	Cycle Time (s):			60		
				PRC Over All Lanes (%):			-2.9	Total Delay Over All Lanes(pcuHr):			87.91							

Basic Results Summary

Scenario 11: 'DS2 2032 AM' (FG11: 'Do-Something Sensitivity Test: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	92.4%	0	0	0	94.4	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	92.4%	0	0	0	94.4	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	20	-	527	2109	738	71.4%	-	-	-	3.7	25.3	8.7	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	20	-	425	2148	752	56.5%	-	-	-	2.5	21.3	6.3	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	20	-	759	2148:2148	442+644	69.9 : 69.9%	-	-	-	4.4	21.0	7.3	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	12	-	610	2127:2127	461+461	66.2 : 66.2%	-	-	-	4.6	27.2	5.5	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	12	-	186	2127	461	40.4%	-	-	-	1.4	26.7	3.0	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	12	-	399	2127	461	86.6%	-	-	-	5.5	49.2	9.3	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1671	2184	2184	76.5%	-	-	-	1.6	3.5	1.6	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	31	-	738	2142	1142	64.6%	-	-	-	3.0	14.4	9.5	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	31	-	572	2142:2184	924+599	37.6 : 37.6%	-	-	-	1.5	9.5	3.5	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	28	-	1273	2168:2105	878+500	92.4 : 92.4%	-	-	-	8.4	23.8	18.4	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	28	-	872	2168	1048	83.2%	-	-	-	5.7	23.4	14.8	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	28	-	877	2168	1048	83.7%	-	-	-	5.8	23.7	15.2	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	462	1940	1940	23.8%	-	-	-	0.2	1.2	0.2	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	738	1965	1965	37.6%	-	-	-	0.5	2.2	6.1	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	746	1965	1965	38.0%	-	-	-	0.5	2.3	1.3	6/2
7/1	East Roundabout Ahead	U	C2:C		1	37	-	1297	2220	1406	92.2%	-	-	-	7.3	20.4	14.7	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	37	-	1186	2220	1406	84.4%	-	-	-	4.1	12.4	8.8	7/2
7/3	East Roundabout Right	U	C2:C		1	37	-	450	2220	1406	32.0%	-	-	-	1.7	13.9	7.7	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1671	1940	1940	86.1%	-	-	-	3.0	6.5	3.0	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	368	1940	1940	19.0%	-	-	-	0.1	1.1	0.1	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	287	1940	1940	14.8%	-	-	-	0.1	1.1	1.2	11/3
12/1	South Roundabout Ahead	U	C2:A		1	18	-	368	2220	703	52.3%	-	-	-	0.6	5.7	0.8	12/1
12/2	South Roundabout Ahead	U	C2:A		1	18	-	287	2220	703	40.8%	-	-	-	0.9	11.7	3.4	12/2
12/3	South Roundabout Right	U	C2:A		1	18	-	399	2200	697	57.3%	-	-	-	2.0	17.8	7.3	12/3
13/1	West Roundabout Ahead	U	C1:C		1	21	-	738	2220	814	90.7%	-	-	-	6.0	29.3	15.8	13/1

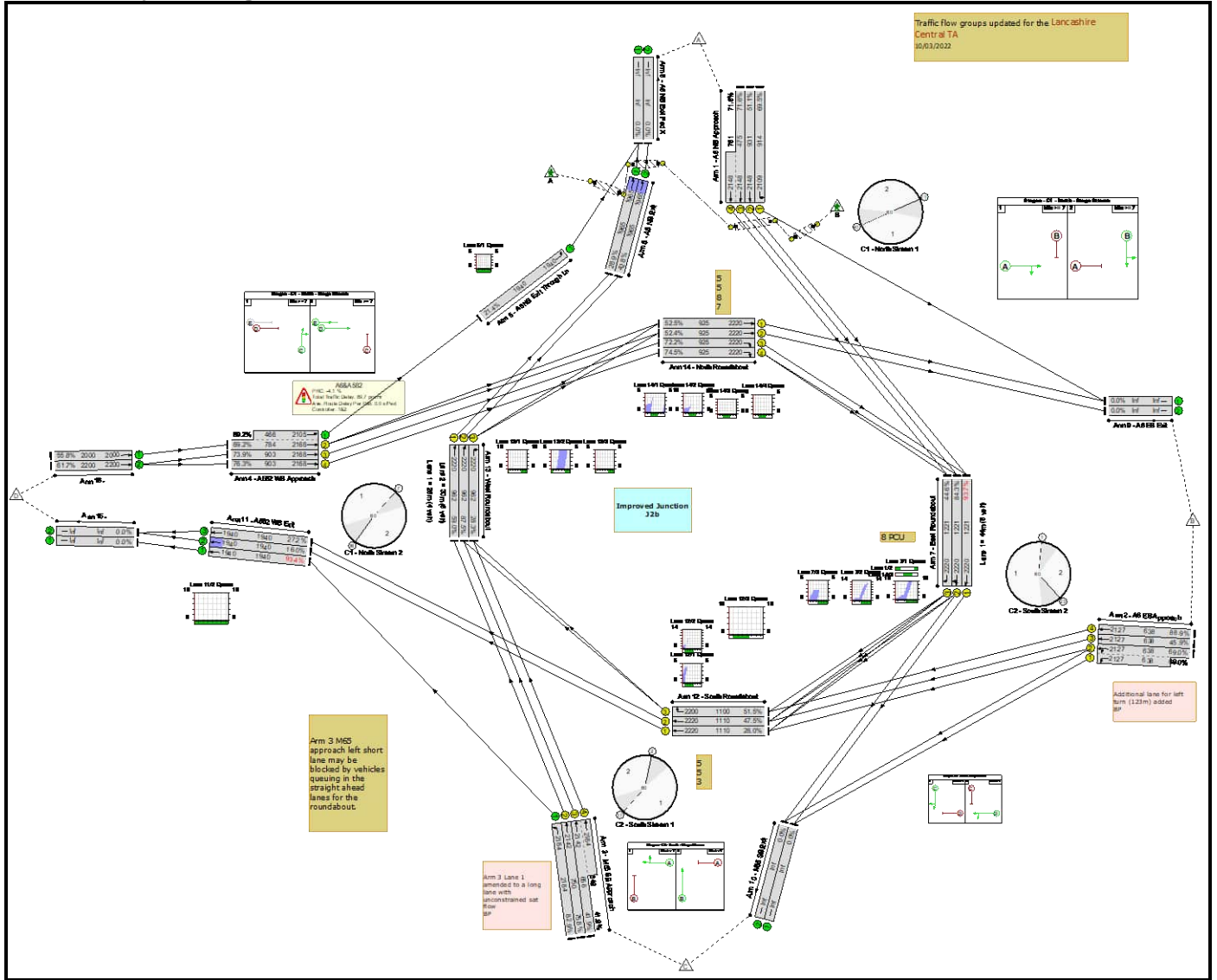
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	21	-	746	2220	814	91.6%	-	-	-	10.0	48.1	17.0	13/2
13/3	West Roundabout Right	U	C1:C		1	21	-	225	2220	814	27.6%	-	-	-	0.6	9.2	2.8	13/3
14/1	North Roundabout Ahead	U	C1:A		1	29	-	518	2220	1110	46.7%	-	-	-	1.2	8.1	3.8	14/1
14/2	North Roundabout Ahead	U	C1:A		1	29	-	518	2220	1110	46.7%	-	-	-	1.2	8.2	3.8	14/2
14/3	North Roundabout Right	U	C1:A		1	29	-	872	2220	1110	78.6%	-	-	-	1.8	7.5	1.8	14/3
14/4	North Roundabout Right	U	C1:A		1	29	-	877	2220	1110	79.0%	-	-	-	1.9	7.6	1.9	14/4
16/1	Ahead	U	-		-	-	-	1273	2000	2000	63.7%	-	-	-	0.9	2.5	0.9	16/1
16/2	Ahead	U	-		-	-	-	1749	2200	2200	79.5%	-	-	-	1.9	4.0	1.9	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			13.9	Total Delay for Signalled Lanes (pcuHr):			16.65	Cycle Time (s):			60		
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			-2.7	Total Delay for Signalled Lanes (pcuHr):			36.41	Cycle Time (s):			60		
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			39.3	Total Delay for Signalled Lanes (pcuHr):			7.95	Cycle Time (s):			60		
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-2.5	Total Delay for Signalled Lanes (pcuHr):			24.62	Cycle Time (s):			60		
				PRC Over All Lanes (%):			-2.7	Total Delay Over All Lanes(pcuHr):			94.36							

Basic Results Summary

Scenario 12: 'DS2 2032 PM' (FG12: 'Do-Something Sensitivity Test: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	93.7%	0	0	0	89.7	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	93.7%	0	0	0	89.7	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	25	-	635	2109	914	69.5%	-	-	-	3.6	20.2	9.6	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	25	-	476	2148	931	51.1%	-	-	-	2.2	16.3	6.2	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	25	-	885	2148:2148	475+761	71.6 : 71.6%	-	-	-	4.3	17.5	8.1	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	17	-	880	2127:2127	638+638	69.0 : 69.0%	-	-	-	5.6	23.1	7.5	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	17	-	293	2127	638	45.9%	-	-	-	1.8	22.3	4.3	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	17	-	567	2127	638	88.9%	-	-	-	6.8	43.0	12.6	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1811	2184	2184	82.9%	-	-	-	2.4	4.8	2.4	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	20	-	568	2142	750	75.8%	-	-	-	4.3	27.0	9.9	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	20	-	547	2142:2184	656+649	41.9 : 41.9%	-	-	-	2.6	16.9	3.7	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	24	-	1115	2168:2105	784+466	89.2 : 89.2%	-	-	-	6.8	22.0	13.8	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	24	-	668	2168	903	73.9%	-	-	-	4.1	22.3	10.7	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	24	-	689	2168	903	76.3%	-	-	-	4.4	23.2	11.3	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	416	1940	1940	21.4%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	568	1965	1965	28.9%	-	-	-	0.2	1.5	0.6	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	842	1965	1965	42.8%	-	-	-	0.6	2.5	1.5	6/2
7/1	East Roundabout Ahead	U	C2:C		1	32	-	1144	2220	1221	93.7%	-	-	-	8.8	27.8	19.5	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	32	-	1029	2220	1221	84.3%	-	-	-	4.8	16.6	15.5	7/2
7/3	East Roundabout Right	U	C2:C		1	32	-	545	2220	1221	44.6%	-	-	-	1.3	8.8	2.9	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1811	1940	1940	93.4%	-	-	-	6.4	12.7	6.4	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	311	1940	1940	16.0%	-	-	-	0.1	1.1	0.2	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	527	1940	1940	27.2%	-	-	-	0.2	1.5	5.7	11/3
12/1	South Roundabout Ahead	U	C2:A		1	29	-	311	2220	1110	28.0%	-	-	-	0.8	9.4	4.0	12/1
12/2	South Roundabout Ahead	U	C2:A		1	29	-	527	2220	1110	47.5%	-	-	-	1.0	6.7	7.4	12/2
12/3	South Roundabout Right	U	C2:A		1	29	-	567	2200	1100	51.5%	-	-	-	0.5	3.4	0.5	12/3
13/1	West Roundabout Ahead	U	C1:C		1	25	-	568	2220	962	59.0%	-	-	-	0.7	4.6	0.7	13/1

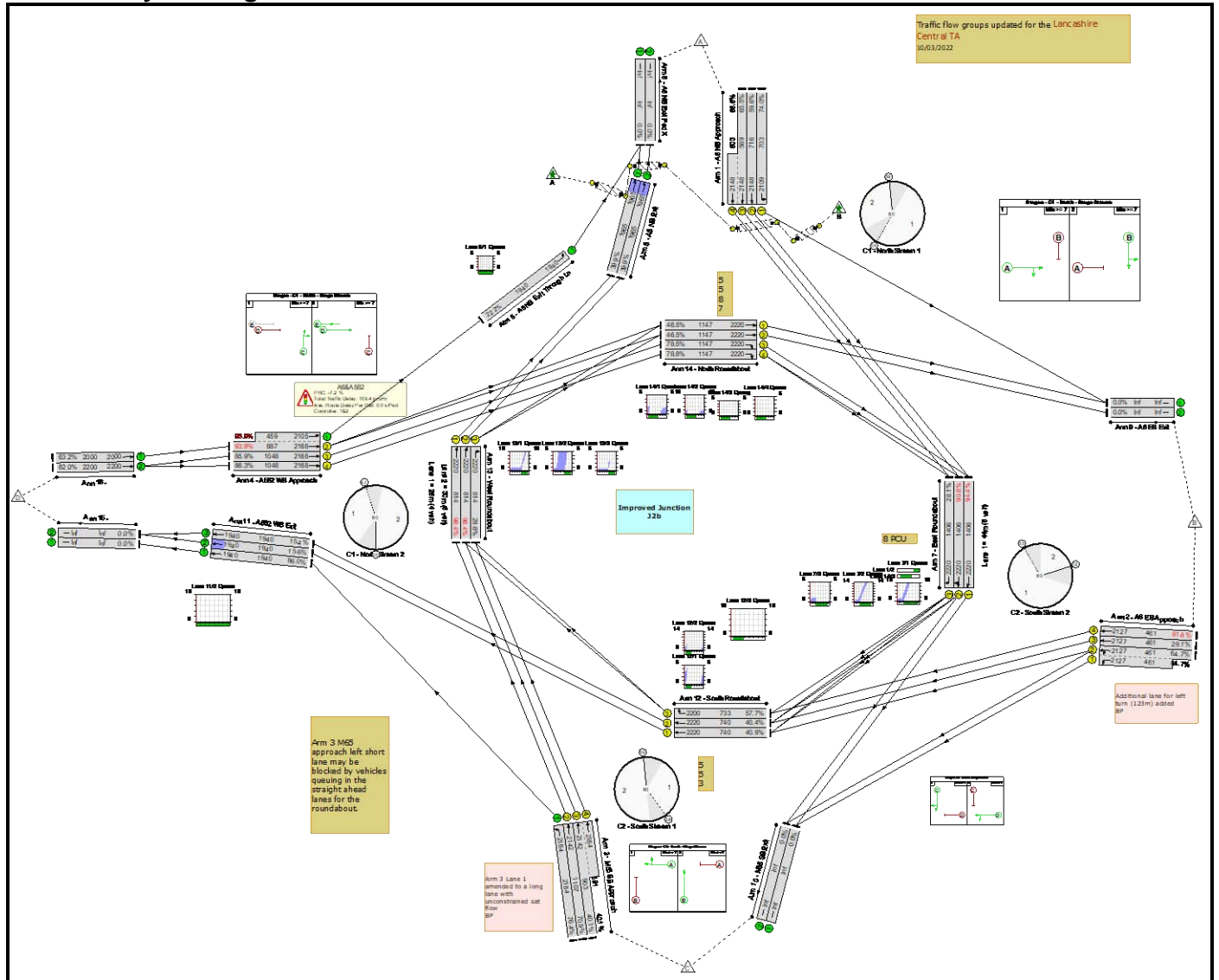
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	25	-	842	2220	962	87.5%	-	-	-	8.0	34.3	17.1	13/2
13/3	West Roundabout Right	U	C1:C		1	25	-	272	2220	962	28.3%	-	-	-	0.2	2.6	0.2	13/3
14/1	North Roundabout Ahead	U	C1:A		1	24	-	486	2220	925	52.5%	-	-	-	1.4	10.6	4.9	14/1
14/2	North Roundabout Ahead	U	C1:A		1	24	-	485	2220	925	52.4%	-	-	-	1.4	10.6	4.9	14/2
14/3	North Roundabout Right	U	C1:A		1	24	-	668	2220	925	72.2%	-	-	-	1.3	6.9	1.3	14/3
14/4	North Roundabout Right	U	C1:A		1	24	-	689	2220	925	74.5%	-	-	-	1.4	7.5	1.4	14/4
16/1	Ahead	U	-		-	-	-	1115	2000	2000	55.8%	-	-	-	0.6	2.0	0.6	16/1
16/2	Ahead	U	-		-	-	-	1357	2200	2200	61.7%	-	-	-	0.8	2.1	0.8	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			20.8	Total Delay for Signalled Lanes (pcuHr):			15.59	Cycle Time (s):			60		
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			0.9	Total Delay for Signalled Lanes (pcuHr):			24.34	Cycle Time (s):			60		
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			18.8	Total Delay for Signalled Lanes (pcuHr):			9.14	Cycle Time (s):			60		
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-4.1	Total Delay for Signalled Lanes (pcuHr):			29.14	Cycle Time (s):			60		
				PRC Over All Lanes (%):			-4.1	Total Delay Over All Lanes(pcuHr):			89.72							

Basic Results Summary

Scenario 13: 'DS1 2037 AM' (FG13: 'Do-Something: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	96.4%	0	0	0	109.4	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	96.4%	0	0	0	109.4	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	19	-	520	2109	703	74.0%	-	-	-	4.0	27.4	9.1	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	19	-	427	2148	716	59.6%	-	-	-	2.7	22.8	6.5	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	19	-	768	2148:2148	569+603	65.5 : 65.5%	-	-	-	4.4	20.7	6.3	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	12	-	596	2127:2127	461+461	64.7 : 64.7%	-	-	-	4.5	26.9	5.4	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	12	-	134	2127	461	29.1%	-	-	-	0.9	25.2	2.1	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	12	-	423	2127	461	91.8%	-	-	-	7.2	61.4	11.3	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1668	2184	2184	76.4%	-	-	-	1.6	3.5	1.6	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	30	-	785	2142	1107	70.9%	-	-	-	3.6	16.6	11.0	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	30	-	595	2142:2184	903+581	40.1 : 40.1%	-	-	-	1.7	10.2	3.8	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	28	-	1264	2168:2105	887+459	93.9 : 93.9%	-	-	-	9.7	27.7	20.6	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	28	-	900	2168	1048	85.9%	-	-	-	6.4	25.4	16.2	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	28	-	904	2168	1048	86.3%	-	-	-	6.5	25.7	16.3	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	431	1940	1940	22.2%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	785	1965	1965	39.9%	-	-	-	0.5	2.4	7.1	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	785	1965	1965	39.9%	-	-	-	0.5	2.4	1.4	6/2
7/1	East Roundabout Ahead	U	C2:C		1	37	-	1327	2220	1406	94.4%	-	-	-	9.2	25.1	23.2	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	37	-	1277	2220	1406	90.8%	-	-	-	6.7	18.8	20.6	7/2
7/3	East Roundabout Right	U	C2:C		1	37	-	395	2220	1406	28.1%	-	-	-	0.5	4.5	1.2	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1668	1940	1940	86.0%	-	-	-	3.0	6.5	3.0	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	303	1940	1940	15.6%	-	-	-	0.1	1.2	0.2	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	299	1940	1940	15.4%	-	-	-	0.1	1.2	2.8	11/3
12/1	South Roundabout Ahead	U	C2:A		1	19	-	303	2220	740	40.9%	-	-	-	1.1	13.0	4.5	12/1
12/2	South Roundabout Ahead	U	C2:A		1	19	-	299	2220	740	40.4%	-	-	-	0.9	11.2	4.7	12/2
12/3	South Roundabout Right	U	C2:A		1	19	-	423	2200	733	57.7%	-	-	-	0.7	5.8	0.7	12/3
13/1	West Roundabout Ahead	U	C1:C		1	21	-	785	2220	814	96.4%	-	-	-	10.2	46.6	21.2	13/1

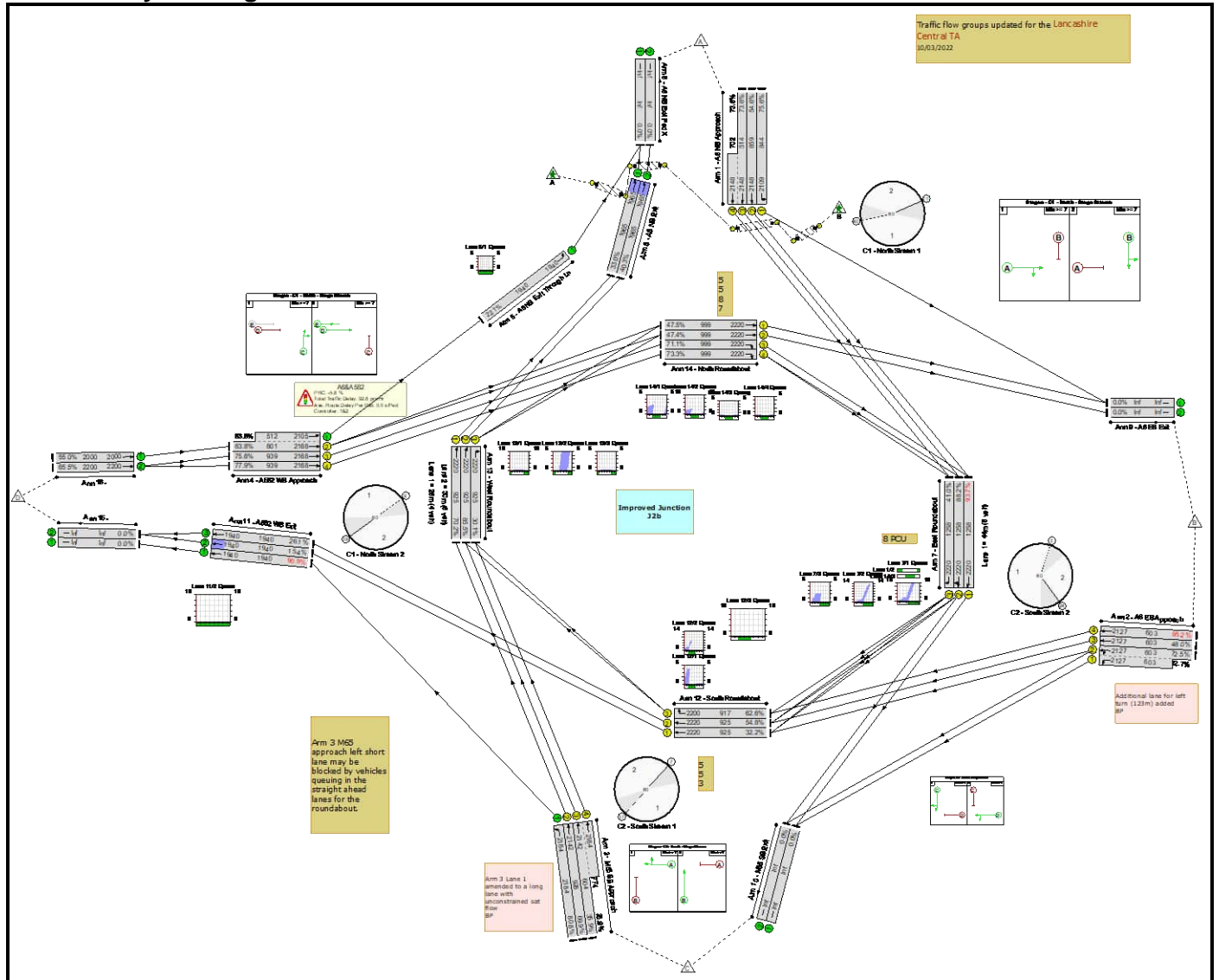
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	21	-	785	2220	814	96.4%	-	-	-	13.1	60.3	21.5	13/2
13/3	West Roundabout Right	U	C1:C		1	21	-	233	2220	814	28.6%	-	-	-	0.6	8.7	2.9	13/3
14/1	North Roundabout Ahead	U	C1:A		1	30	-	533	2220	1147	46.5%	-	-	-	1.1	7.3	3.0	14/1
14/2	North Roundabout Ahead	U	C1:A		1	30	-	533	2220	1147	46.5%	-	-	-	1.1	7.4	3.0	14/2
14/3	North Roundabout Right	U	C1:A		1	30	-	900	2220	1147	78.5%	-	-	-	1.8	7.2	1.8	14/3
14/4	North Roundabout Right	U	C1:A		1	30	-	904	2220	1147	78.8%	-	-	-	1.8	7.3	1.8	14/4
16/1	Ahead	U	-		-	-	-	1264	2000	2000	63.2%	-	-	-	0.9	2.4	0.9	16/1
16/2	Ahead	U	-		-	-	-	1804	2200	2200	82.0%	-	-	-	2.3	4.5	2.3	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			14.2	Total Delay for Signalled Lanes (pcuHr):			16.89	Cycle Time (s):			60		
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			-7.2	Total Delay for Signalled Lanes (pcuHr):			46.40	Cycle Time (s):			60		
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			26.9	Total Delay for Signalled Lanes (pcuHr):			8.02	Cycle Time (s):			60		
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-4.9	Total Delay for Signalled Lanes (pcuHr):			29.01	Cycle Time (s):			60		
				PRC Over All Lanes (%):			-7.2	Total Delay Over All Lanes(pcuHr):			109.40							

Basic Results Summary

Scenario 14: 'DS1 2037 PM' (FG14: 'Do-Something: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	95.2%	0	0	0	92.8	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	95.2%	0	0	0	92.8	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	23	-	638	2109	844	75.6%	-	-	-	4.3	24.1	10.6	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	23	-	469	2148	859	54.6%	-	-	-	2.4	18.4	6.6	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	23	-	894	2148:2148	514+702	73.6 : 73.6%	-	-	-	4.8	19.3	8.1	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	16	-	875	2127:2127	603+603	72.5 : 72.7%	-	-	-	6.0	24.8	7.9	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	16	-	289	2127	603	48.0%	-	-	-	1.9	23.6	4.4	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	16	-	574	2127	603	95.2%	-	-	-	10.2	63.7	16.0	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1764	2184	2184	80.8%	-	-	-	2.1	4.2	2.1	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	25	-	649	2142	928	69.9%	-	-	-	3.6	20.2	9.8	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	25	-	495	2142:2184	604+774	35.9 : 35.9%	-	-	-	1.8	12.9	3.2	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	25	-	1100	2168:2105	801+512	83.8 : 83.8%	-	-	-	5.1	16.8	11.7	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	25	-	710	2168	939	75.6%	-	-	-	4.4	22.1	11.4	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	25	-	732	2168	939	77.9%	-	-	-	4.7	23.1	12.1	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	429	1940	1940	22.1%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	649	1965	1965	33.0%	-	-	-	0.3	1.6	0.7	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	791	1965	1965	40.3%	-	-	-	0.5	2.4	1.4	6/2
7/1	East Roundabout Ahead	U	C2:C		1	33	-	1179	2220	1258	93.7%	-	-	-	8.7	26.5	19.9	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	33	-	1110	2220	1258	88.2%	-	-	-	5.7	18.4	17.1	7/2
7/3	East Roundabout Right	U	C2:C		1	33	-	516	2220	1258	41.0%	-	-	-	1.1	7.6	2.4	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1764	1940	1940	90.9%	-	-	-	4.8	9.7	4.8	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	298	1940	1940	15.4%	-	-	-	0.1	1.1	0.2	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	507	1940	1940	26.1%	-	-	-	0.2	1.5	6.1	11/3
12/1	South Roundabout Ahead	U	C2:A		1	24	-	298	2220	925	32.2%	-	-	-	1.1	13.4	4.1	12/1
12/2	South Roundabout Ahead	U	C2:A		1	24	-	507	2220	925	54.8%	-	-	-	1.5	10.7	7.8	12/2
12/3	South Roundabout Right	U	C2:A		1	24	-	574	2200	917	62.6%	-	-	-	0.8	5.2	0.8	12/3
13/1	West Roundabout Ahead	U	C1:C		1	24	-	649	2220	925	70.2%	-	-	-	1.5	8.2	1.7	13/1

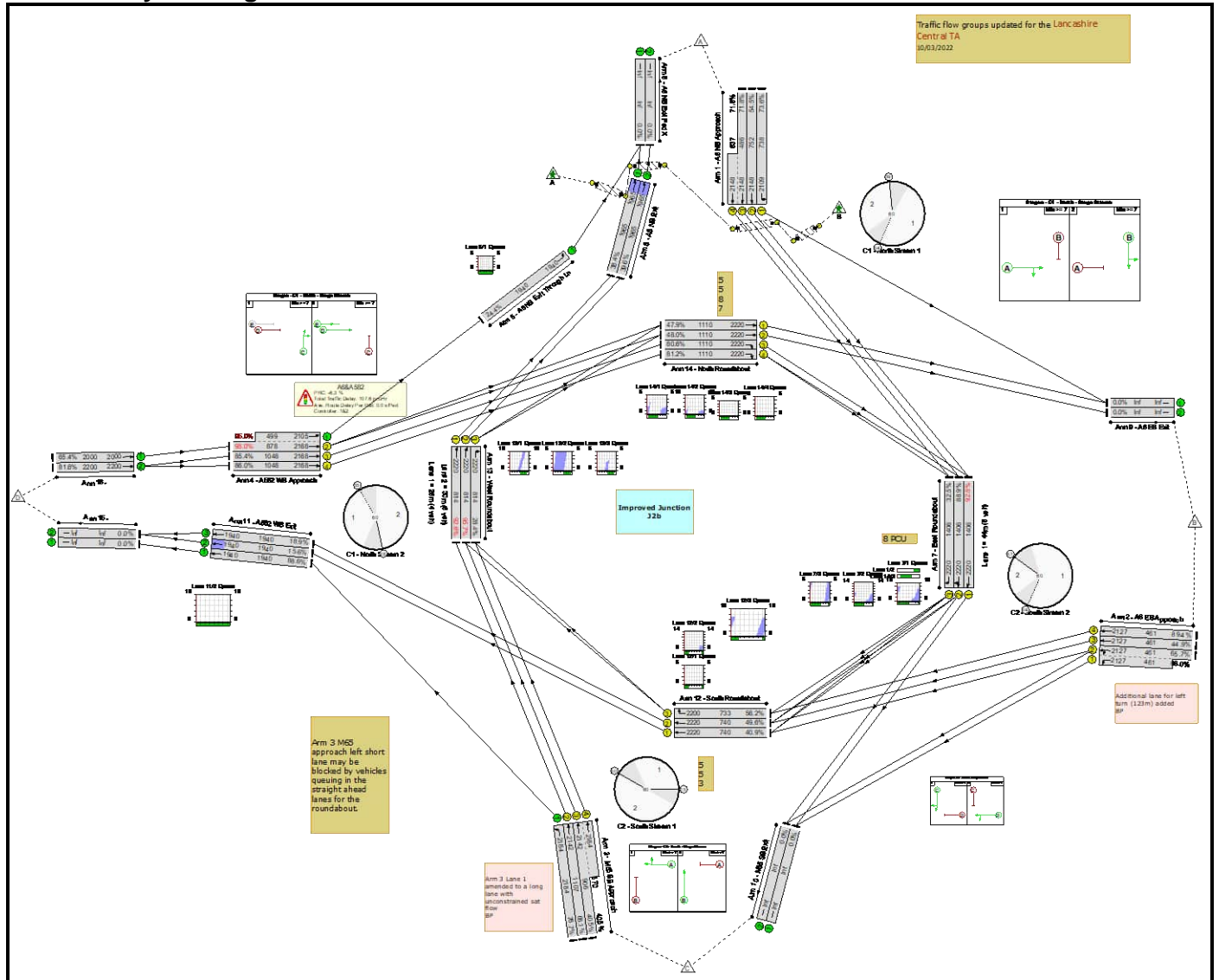
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	24	-	791	2220	925	85.5%	-	-	-	7.9	35.8	15.7	13/2	
13/3	West Roundabout Right	U	C1:C		1	24	-	278	2220	925	30.1%	-	-	-	0.3	4.5	0.4	13/3	
14/1	North Roundabout Ahead	U	C1:A		1	26	-	475	2220	999	47.5%	-	-	-	1.3	10.2	3.8	14/1	
14/2	North Roundabout Ahead	U	C1:A		1	26	-	474	2220	999	47.4%	-	-	-	1.3	10.2	3.8	14/2	
14/3	North Roundabout Right	U	C1:A		1	26	-	710	2220	999	71.1%	-	-	-	1.3	6.7	1.4	14/3	
14/4	North Roundabout Right	U	C1:A		1	26	-	732	2220	999	73.3%	-	-	-	1.5	7.2	1.6	14/4	
16/1	Ahead	U	-		-	-	-	1100	2000	2000	55.0%	-	-	-	0.6	2.0	0.6	16/1	
16/2	Ahead	U	-		-	-	-	1442	2200	2200	65.5%	-	-	-	0.9	2.4	0.9	16/2	
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1	
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2	
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3	
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4	
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			19.0	Total Delay for Signalled Lanes (pcuHr):			16.95	Cycle Time (s):			60			
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			5.2	Total Delay for Signalled Lanes (pcuHr):			23.85	Cycle Time (s):			60			
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			28.7	Total Delay for Signalled Lanes (pcuHr):			8.88	Cycle Time (s):			60			
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-5.8	Total Delay for Signalled Lanes (pcuHr):			33.52	Cycle Time (s):			60			
				PRC Over All Lanes (%):			-5.8	Total Delay Over All Lanes(pcuHr):			92.85								

Basic Results Summary

Scenario 15: 'DS2 2037 AM' (FG15: 'Do-Something Sensitivity Test: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	95.7%	0	0	0	107.6	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	95.7%	0	0	0	107.6	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	20	-	543	2109	738	73.6%	-	-	-	3.9	26.2	9.2	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	20	-	410	2148	752	54.5%	-	-	-	2.4	20.9	6.1	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	20	-	806	2148:2148	486+637	71.8 : 71.8%	-	-	-	4.8	21.3	7.5	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	12	-	607	2127:2127	461+461	65.7 : 66.0%	-	-	-	4.6	27.2	5.5	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	12	-	207	2127	461	44.9%	-	-	-	1.6	27.5	3.4	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	12	-	412	2127	461	89.4%	-	-	-	6.3	54.9	10.3	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1718	2184	2184	78.7%	-	-	-	1.8	3.8	1.8	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	30	-	754	2142	1107	68.1%	-	-	-	3.3	15.9	10.3	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	30	-	598	2142:2184	906+570	40.5 : 40.5%	-	-	-	1.7	10.3	3.8	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	28	-	1308	2168:2105	878+499	95.0 : 95.0%	-	-	-	10.9	29.9	22.2	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	28	-	895	2168	1048	85.4%	-	-	-	6.2	25.0	15.8	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	28	-	901	2168	1048	86.0%	-	-	-	6.4	25.5	16.2	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	474	1940	1940	24.4%	-	-	-	0.2	1.2	0.2	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	754	1965	1965	38.4%	-	-	-	0.5	2.3	6.5	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	779	1965	1965	39.6%	-	-	-	0.5	2.4	1.4	6/2
7/1	East Roundabout Ahead	U	C2:C		1	37	-	1305	2220	1406	92.8%	-	-	-	7.7	21.2	13.6	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	37	-	1250	2220	1406	88.9%	-	-	-	5.4	15.7	10.6	7/2
7/3	East Roundabout Right	U	C2:C		1	37	-	457	2220	1406	32.5%	-	-	-	1.8	14.0	7.9	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1718	1940	1940	88.6%	-	-	-	3.7	7.8	3.7	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	303	1940	1940	15.6%	-	-	-	0.1	1.1	0.1	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	367	1940	1940	18.9%	-	-	-	0.1	1.2	1.2	11/3
12/1	South Roundabout Ahead	U	C2:A		1	19	-	303	2220	740	40.9%	-	-	-	0.3	4.1	0.3	12/1
12/2	South Roundabout Ahead	U	C2:A		1	19	-	367	2220	740	49.6%	-	-	-	1.1	11.3	3.9	12/2
12/3	South Roundabout Right	U	C2:A		1	19	-	412	2200	733	56.2%	-	-	-	2.0	17.4	7.5	12/3
13/1	West Roundabout Ahead	U	C1:C		1	21	-	754	2220	814	92.6%	-	-	-	6.9	32.9	17.3	13/1

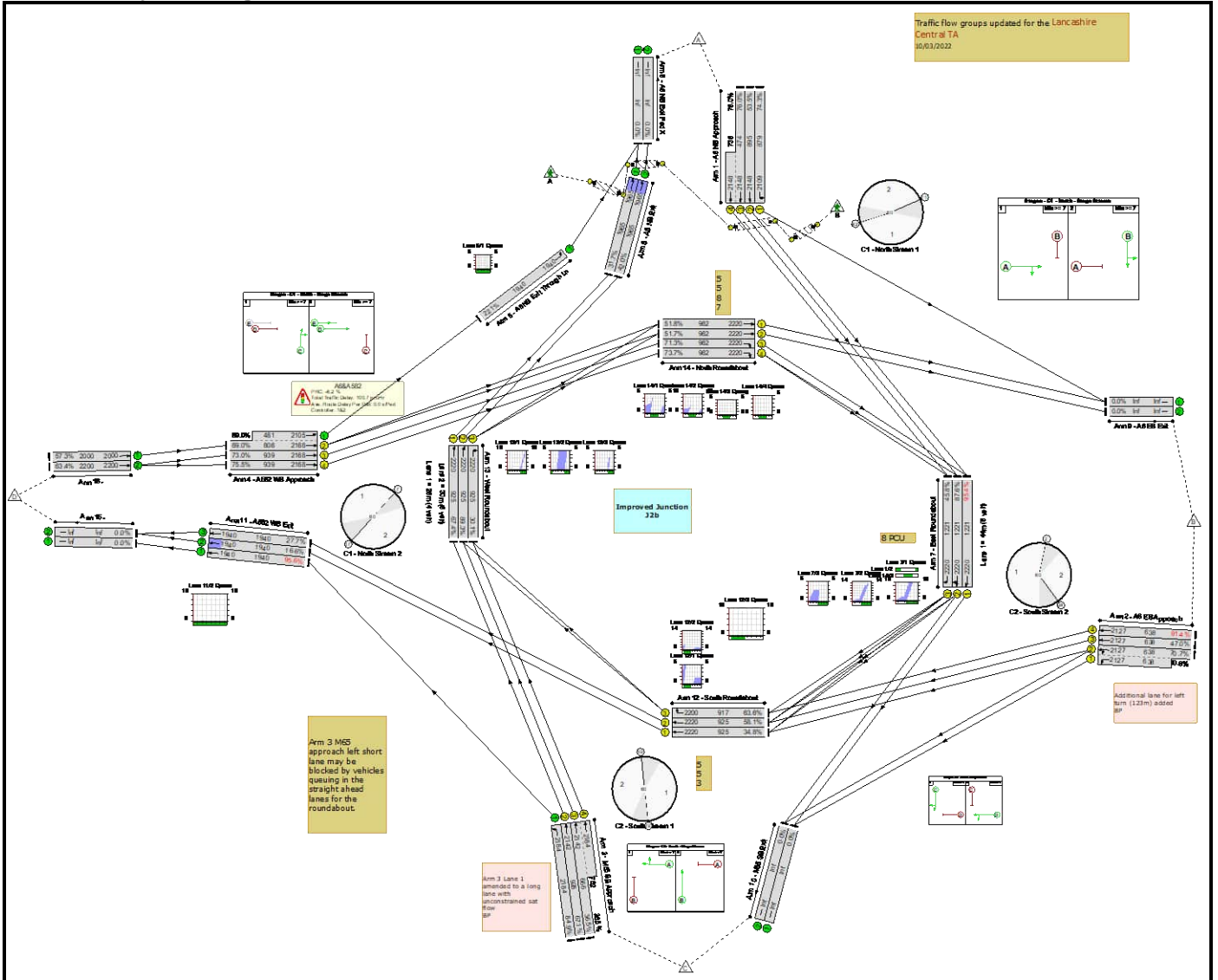
Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	21	-	779	2220	814	95.7%	-	-	-	13.1	60.5	20.5	13/2
13/3	West Roundabout Right	U	C1:C		1	21	-	231	2220	814	28.4%	-	-	-	0.6	8.7	2.9	13/3
14/1	North Roundabout Ahead	U	C1:A		1	29	-	532	2220	1110	47.9%	-	-	-	1.2	8.2	4.2	14/1
14/2	North Roundabout Ahead	U	C1:A		1	29	-	533	2220	1110	48.0%	-	-	-	1.2	8.3	4.2	14/2
14/3	North Roundabout Right	U	C1:A		1	29	-	895	2220	1110	80.6%	-	-	-	2.0	8.2	2.0	14/3
14/4	North Roundabout Right	U	C1:A		1	29	-	901	2220	1110	81.2%	-	-	-	2.1	8.4	2.1	14/4
16/1	Ahead	U	-		-	-	-	1308	2000	2000	65.4%	-	-	-	0.9	2.6	0.9	16/1
16/2	Ahead	U	-		-	-	-	1796	2200	2200	81.6%	-	-	-	2.2	4.4	2.2	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North Stream: 1 PRC for Signalled Lanes (%):	10.9			Total Delay for Signalled Lanes (pcuHr):				17.70		Cycle Time (s): 60				
				C1 - North Stream: 2 PRC for Signalled Lanes (%):	-6.3			Total Delay for Signalled Lanes (pcuHr):				43.98		Cycle Time (s): 60				
				C2 - South Stream: 1 PRC for Signalled Lanes (%):	32.1			Total Delay for Signalled Lanes (pcuHr):				8.52		Cycle Time (s): 60				
				C2 - South Stream: 2 PRC for Signalled Lanes (%):	-3.1			Total Delay for Signalled Lanes (pcuHr):				27.34		Cycle Time (s): 60				
				PRC Over All Lanes (%):	-6.3			Total Delay Over All Lanes(pcuHr):				107.60						

Basic Results Summary

Scenario 16: 'DS2 2037 PM' (FG16: 'Do-Something Sensitivity Test: 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)	Item
Network: J2 A6 & A582 With Proposed Mitigation	-	-	-		-	-	-	-	-	-	95.6%	0	0	0	100.7	-	-	Network: J2 A6 & A582 With Proposed Mitigation
A6&&A582	-	-	-		-	-	-	-	-	-	95.6%	0	0	0	100.7	-	-	A6&&A582
1/1	A6 NB Approach Left	U	C1:B		1	24	-	653	2109	879	74.3%	-	-	-	4.1	22.7	10.5	1/1
1/2	A6 NB Approach Ahead	U	C1:B		1	24	-	479	2148	895	53.5%	-	-	-	2.3	17.5	6.6	1/2
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	24	-	919	2148:2148	474+736	76.0 : 76.0%	-	-	-	4.9	19.3	8.9	1/3+1/4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	17	-	903	2127:2127	638+638	70.7 : 70.8%	-	-	-	5.9	23.5	7.9	2/2+2/1
2/3	A6 EB Approach Ahead	U	C2:D		1	17	-	300	2127	638	47.0%	-	-	-	1.9	22.4	4.4	2/3
2/4	A6 EB Approach Ahead	U	C2:D		1	17	-	583	2127	638	91.4%	-	-	-	7.8	48.3	13.8	2/4
3/1	M65 SB Approach Left	U	-		-	-	-	1855	2184	2184	84.9%	-	-	-	2.8	5.4	2.8	3/1
3/2	M65 SB Approach Ahead	U	C2:B		1	25	-	623	2142	928	67.1%	-	-	-	3.4	19.4	9.1	3/2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	25	-	521	2142:2184	666+762	36.5 : 36.5%	-	-	-	1.9	13.0	3.2	3/3+3/4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	25	-	1145	2168:2105	806+481	89.0 : 89.0%	-	-	-	6.7	21.0	14.2	4/2+4/1

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	25	-	686	2168	939	73.0%	-	-	-	4.0	21.1	10.7	4/3
4/4	A582 WB Approach Ahead	U	C1:D		1	25	-	709	2168	939	75.5%	-	-	-	4.3	22.0	11.4	4/4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	428	1940	1940	22.1%	-	-	-	0.1	1.2	0.1	5/1
6/1	A6 NB Exit Ahead	U	-		-	-	-	623	1965	1965	31.7%	-	-	-	0.3	1.8	3.2	6/1
6/2	A6 NB Exit Ahead	U	-		-	-	-	826	1965	1965	42.0%	-	-	-	0.6	2.5	1.5	6/2
7/1	East Roundabout Ahead	U	C2:C		1	32	-	1165	2220	1221	95.4%	-	-	-	10.7	33.0	21.4	7/1
7/2	East Roundabout Ahead Right	U	C2:C		1	32	-	1069	2220	1221	87.6%	-	-	-	5.7	19.3	16.6	7/2
7/3	East Roundabout Right	U	C2:C		1	32	-	559	2220	1221	45.8%	-	-	-	1.5	9.7	3.2	7/3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1855	1940	1940	95.6%	-	-	-	9.0	17.5	9.0	11/1
11/2	A582 WB Exit Ahead	U	-		-	-	-	322	1940	1940	16.6%	-	-	-	0.1	1.3	0.3	11/2
11/3	A582 WB Exit Ahead	U	-		-	-	-	537	1940	1940	27.7%	-	-	-	0.2	1.4	4.0	11/3
12/1	South Roundabout Ahead	U	C2:A		1	24	-	322	2220	925	34.8%	-	-	-	1.5	17.3	5.6	12/1
12/2	South Roundabout Ahead	U	C2:A		1	24	-	537	2220	925	58.1%	-	-	-	1.6	10.4	4.6	12/2
12/3	South Roundabout Right	U	C2:A		1	24	-	583	2200	917	63.6%	-	-	-	0.9	5.4	0.9	12/3
13/1	West Roundabout Ahead	U	C1:C		1	24	-	623	2220	925	67.4%	-	-	-	1.6	9.1	10.0	13/1

Basic Results Summary

13/2	West Roundabout Ahead	U	C1:C		1	24	-	826	2220	925	89.3%	-	-	-	9.1	39.7	17.6	13/2
13/3	West Roundabout Right	U	C1:C		1	24	-	278	2220	925	30.1%	-	-	-	0.4	5.5	3.5	13/3
14/1	North Roundabout Ahead	U	C1:A		1	25	-	498	2220	962	51.8%	-	-	-	1.6	11.4	5.0	14/1
14/2	North Roundabout Ahead	U	C1:A		1	25	-	497	2220	962	51.7%	-	-	-	1.6	11.4	5.0	14/2
14/3	North Roundabout Right	U	C1:A		1	25	-	686	2220	962	71.3%	-	-	-	1.2	6.5	1.2	14/3
14/4	North Roundabout Right	U	C1:A		1	25	-	709	2220	962	73.7%	-	-	-	1.4	7.0	1.4	14/4
16/1	Ahead	U	-		-	-	-	1145	2000	2000	57.3%	-	-	-	0.7	2.1	0.7	16/1
16/2	Ahead	U	-		-	-	-	1395	2200	2200	63.4%	-	-	-	0.9	2.2	0.9	16/2
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P1
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P2
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P3
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf	Ped Link: P4
				C1 - North	Stream: 1 PRC for Signalled Lanes (%):			18.4	Total Delay for Signalled Lanes (pcuHr):			17.13	Cycle Time (s):			60		
				C1 - North	Stream: 2 PRC for Signalled Lanes (%):			0.8	Total Delay for Signalled Lanes (pcuHr):			26.16	Cycle Time (s):			60		
				C2 - South	Stream: 1 PRC for Signalled Lanes (%):			34.1	Total Delay for Signalled Lanes (pcuHr):			9.21	Cycle Time (s):			60		
				C2 - South	Stream: 2 PRC for Signalled Lanes (%):			-6.0	Total Delay for Signalled Lanes (pcuHr):			33.50	Cycle Time (s):			60		
				PRC Over All Lanes (%):			-6.2	Total Delay Over All Lanes(pcuHr):			100.66							

Basic Results Summary

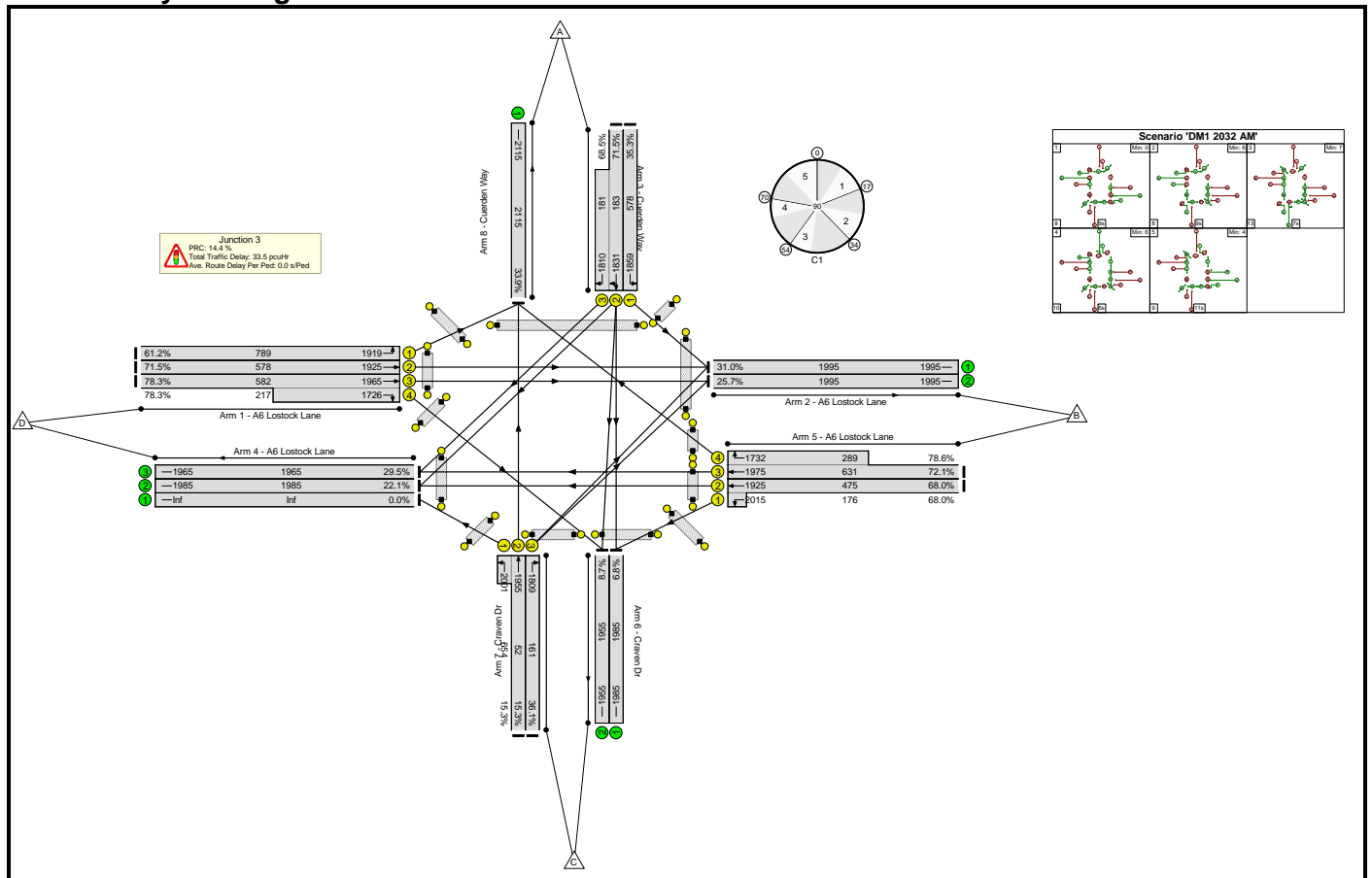
Basic Results Summary

User and Project Details

Project:	Lancashire Central Junction Modelling
Title:	
Location:	
Site Ref(s):	Junction 3
Date Started:	10.02.2022
Additional detail:	
File name:	J3 A6 Lostock Ln_Cuerden Way_WSP_31052022.lsg3x
Author:	Michael Spector
Company:	
Address:	

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	-	-	-		-	-	-	-	-	-	78.6%	0	0	0	33.5	-	-
Junction 3	-	-	-		-	-	-	-	-	-	78.6%	0	0	0	33.5	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	483	1919	789	61.2%	-	-	-	2.3	17.2	5.9
1/2	A6 Lostock Lane Ahead	U	B		1	26	-	413	1925	578	71.5%	-	-	-	4.5	38.9	10.4
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	26:11	-	626	1965:1726	582+217	78.3 : 78.3%	-	-	-	7.2	41.3	12.2
2/1	A6 Lostock Lane	U	-		-	-	-	618	1995	1995	31.0%	-	-	-	0.2	1.3	0.2
2/2	A6 Lostock Lane	U	-		-	-	-	513	1995	1995	25.7%	-	-	-	0.2	1.2	0.2
3/1	Cuerden Way	U	-		-	-	-	718	2115	2115	33.9%	-	-	-	0.3	1.3	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	439	1985	1985	22.1%	-	-	-	0.1	1.2	0.1
4/3	A6 Lostock Lane	U	-		-	-	-	579	1965	1965	29.5%	-	-	-	0.2	1.3	5.1
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	28	-	443	1925:2015	475+176	68.0 : 68.0%	-	-	-	4.2	34.4	9.8
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	28:14	-	682	1975:1732	631+289	72.1 : 78.6%	-	-	-	7.1	37.4	11.4
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:30	-	108	1955:2001	52+654	15.3 : 15.3%	-	-	-	0.7	24.7	1.8
6/3	Craven Dr Right	U	E		1	7	-	58	1809	161	36.1%	-	-	-	0.9	56.0	1.6
7/1	Craven Dr	U	-		-	-	-	135	1985	1985	6.8%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	170	1955	1955	8.7%	-	-	-	0.0	1.0	0.0
8/1	Cuerden Way Left	U	I		1	27	-	204	1859	578	35.3%	-	-	-	1.6	28.8	4.2

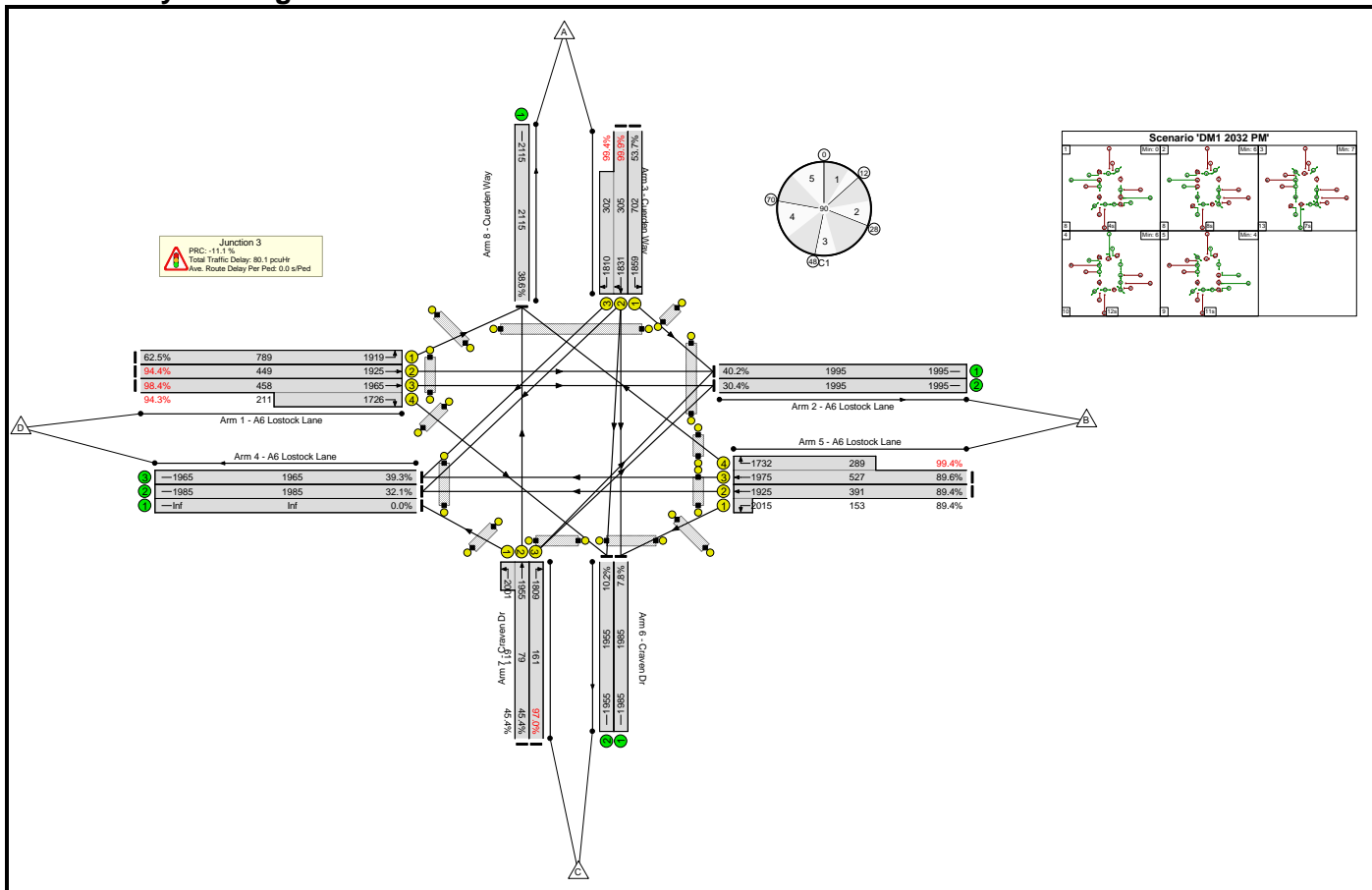
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	8	-	255	1831:1810	183+181	71.5 : 68.5%	-	-	-	3.9	55.4	4.3
Ped Link: P1	Unnamed Ped Link	-	V		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	40	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	51	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	67	-	0	-	0	0.0%	-	-	-	-	-	-
		C1		PRC for Signalled Lanes (%):		14.4		Total Delay for Signalled Lanes (pcuHr):		32.46		Cycle Time (s):		90			
				PRC Over All Lanes (%):		14.4		Total Delay Over All Lanes(pcuHr):		33.55							

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	-	-	-		-	-	-	-	-	-	99.9%	0	0	0	80.1	-	-
Junction 3	-	-	-		-	-	-	-	-	-	99.9%	0	0	0	80.1	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	493	1919	789	62.5%	-	-	-	2.3	16.6	5.8
1/2	A6 Lostock Lane Ahead	U	B		1	20	-	424	1925	449	94.4%	-	-	-	9.8	83.0	16.1
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	20:10	-	650	1965:1726	458+211	98.4 : 94.3%	-	-	-	15.2	84.5	19.9
2/1	A6 Lostock Lane	U	-		-	-	-	802	1995	1995	40.2%	-	-	-	0.3	1.5	0.3
2/2	A6 Lostock Lane	U	-		-	-	-	606	1995	1995	30.4%	-	-	-	0.2	1.3	0.2
3/1	Cuerden Way	U	-		-	-	-	816	2115	2115	38.6%	-	-	-	0.3	1.4	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	637	1985	1985	32.1%	-	-	-	0.2	1.3	0.2
4/3	A6 Lostock Lane	U	-		-	-	-	772	1965	1965	39.3%	-	-	-	0.3	1.5	6.4
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	23	-	487	1925:2015	391+153	89.4 : 89.4%	-	-	-	8.0	58.9	14.6
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	23:14	-	759	1975:1732	527+289	89.6 : 99.4%	-	-	-	12.8	60.6	16.9
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:29	-	313	1955:2001	79+611	45.4 : 45.4%	-	-	-	2.6	29.7	6.0
6/3	Craven Dr Right	U	E		1	7	-	156	1809	161	97.0%	-	-	-	6.9	160.0	9.0
7/1	Craven Dr	U	-		-	-	-	155	1985	1985	7.8%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	199	1955	1955	10.2%	-	-	-	0.1	1.0	0.1
8/1	Cuerden Way Left	U	I		1	33	-	377	1859	702	53.7%	-	-	-	2.9	27.4	7.9

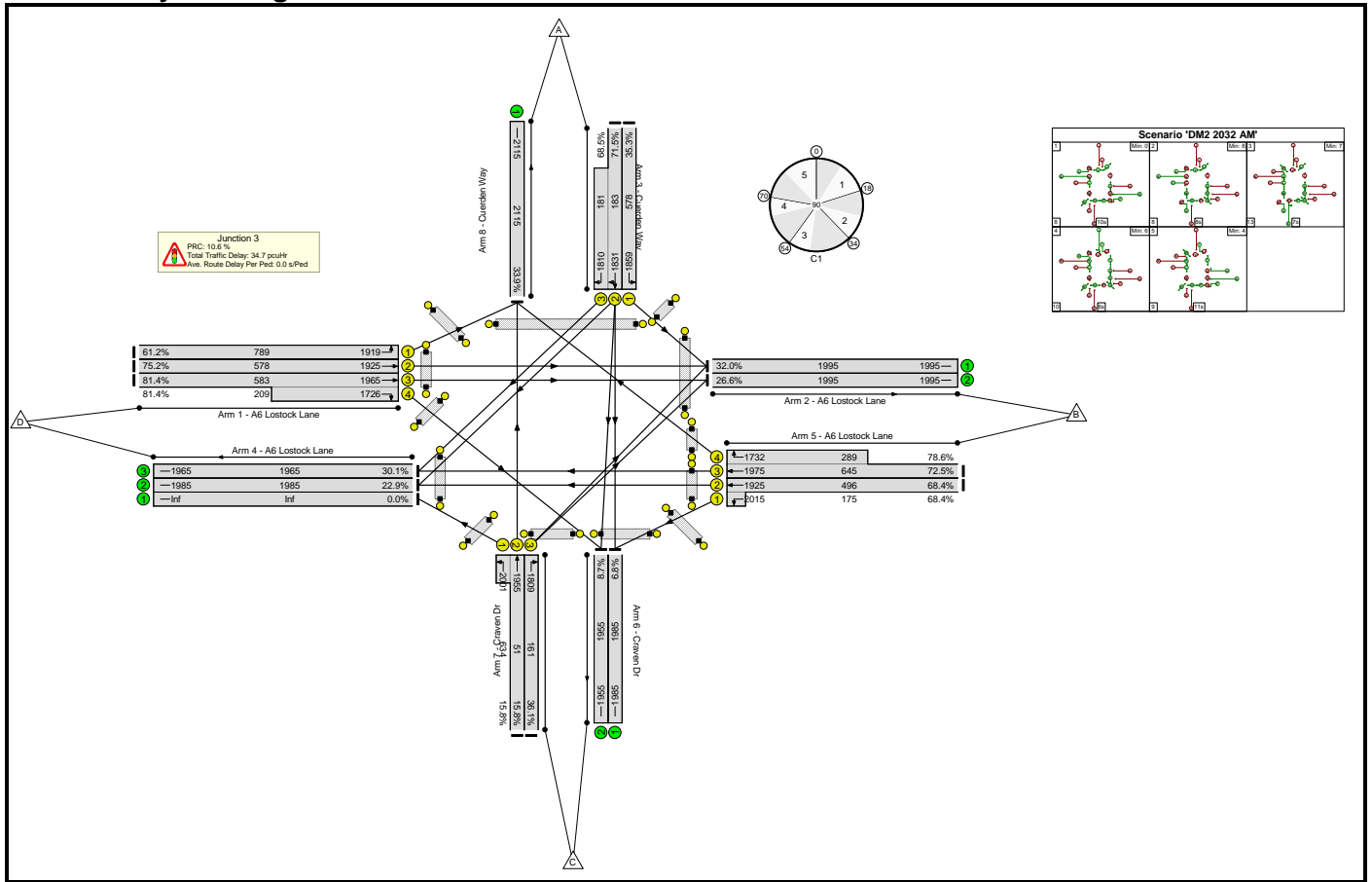
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	14	-	605	1831:1810	305+302	99.9 : 99.4%	-	-	-	18.1	108.0	19.4
Ped Link: P1	Unnamed Ped Link	-	V		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	53	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	53	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	68	-	0	-	0	0.0%	-	-	-	-	-	-
		C1		PRC for Signalled Lanes (%):		-11.1		Total Delay for Signalled Lanes (pcuHr):		78.55		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-11.1		Total Delay Over All Lanes(pcuHr):		80.08							

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	-	-	-		-	-	-	-	-	-	81.4%	0	0	0	34.7	-	-
Junction 3	-	-	-		-	-	-	-	-	-	81.4%	0	0	0	34.7	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	483	1919	789	61.2%	-	-	-	2.3	17.2	5.9
1/2	A6 Lostock Lane Ahead	U	B		1	26	-	434	1925	578	75.2%	-	-	-	4.9	40.8	11.2
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	26:10	-	644	1965:1726	583+209	81.4 : 81.4%	-	-	-	7.8	43.4	13.1
2/1	A6 Lostock Lane	U	-		-	-	-	639	1995	1995	32.0%	-	-	-	0.2	1.3	0.2
2/2	A6 Lostock Lane	U	-		-	-	-	531	1995	1995	26.6%	-	-	-	0.2	1.2	0.2
3/1	Cuerden Way	U	-		-	-	-	718	2115	2115	33.9%	-	-	-	0.3	1.3	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	455	1985	1985	22.9%	-	-	-	0.1	1.2	0.1
4/3	A6 Lostock Lane	U	-		-	-	-	592	1965	1965	30.1%	-	-	-	0.2	1.3	5.1
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	29	-	459	1925:2015	496+175	68.4 : 68.4%	-	-	-	4.3	33.7	10.2
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	29:14	-	695	1975:1732	645+289	72.5 : 78.6%	-	-	-	7.1	36.8	11.6
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:29	-	108	1955:2001	51+634	15.8 : 15.8%	-	-	-	0.8	25.4	1.8
6/3	Craven Dr Right	U	E		1	7	-	58	1809	161	36.1%	-	-	-	0.9	56.0	1.6
7/1	Craven Dr	U	-		-	-	-	135	1985	1985	6.8%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	170	1955	1955	8.7%	-	-	-	0.0	1.0	0.0
8/1	Cuerden Way Left	U	I		1	27	-	204	1859	578	35.3%	-	-	-	1.6	28.8	4.2

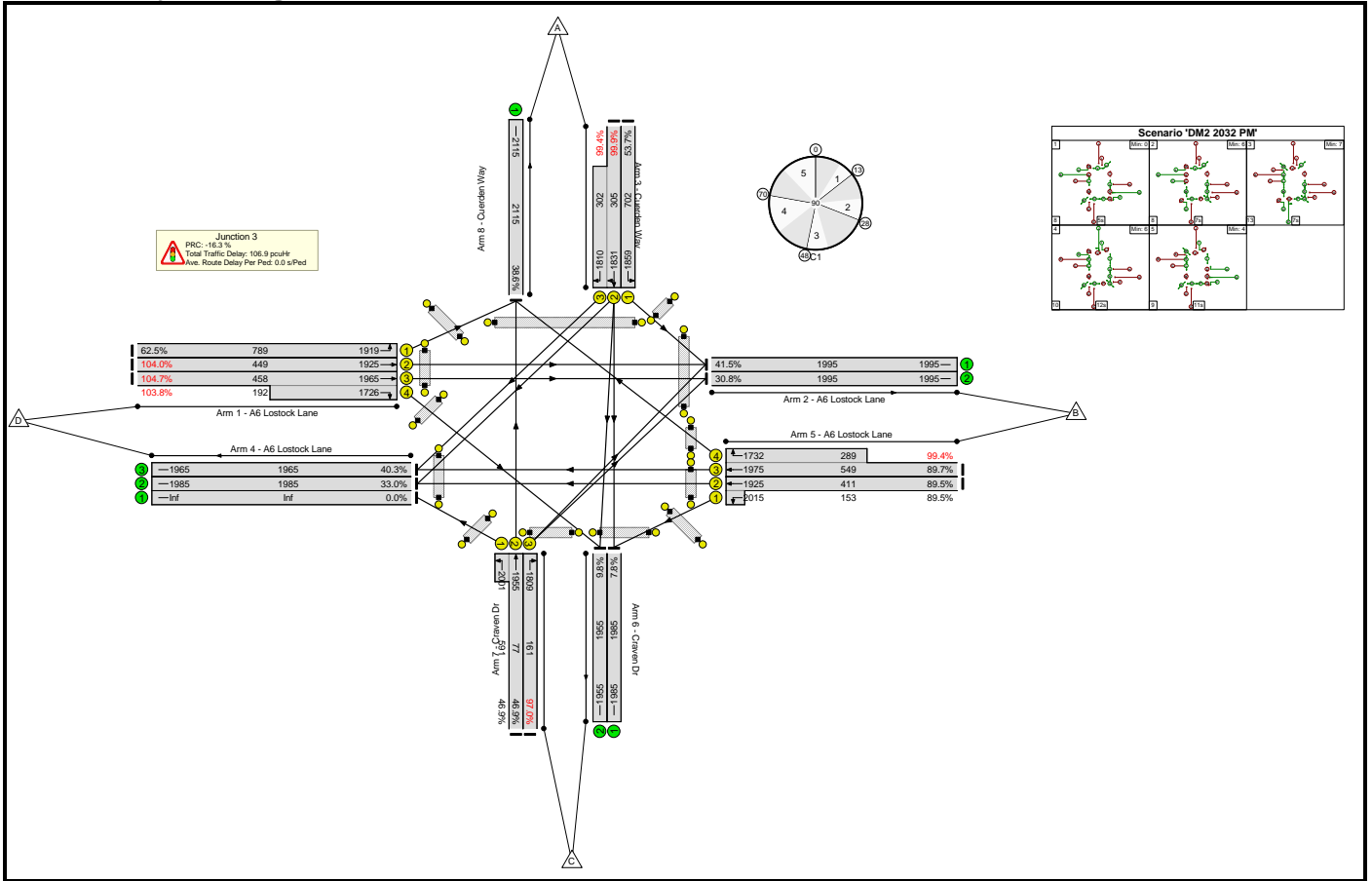
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	8	-	255	1831:1810	183+181	71.5 : 68.5%	-	-	-	3.9	55.4	4.3
Ped Link: P1	Unnamed Ped Link	-	V		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	51	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	68	-	0	-	0	0.0%	-	-	-	-	-	-
		C1		PRC for Signalled Lanes (%):		10.6		Total Delay for Signalled Lanes (pcuHr):		33.62		Cycle Time (s):		90			
				PRC Over All Lanes (%):		10.6		Total Delay Over All Lanes(pcuHr):		34.74							

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	-	-	-		-	-	-	-	-	-	104.7%	0	0	0	106.9	-	-
Junction 3	-	-	-		-	-	-	-	-	-	104.7%	0	0	0	106.9	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	493	1919	789	62.5%	-	-	-	2.3	16.6	5.8
1/2	A6 Lostock Lane Ahead	U	B		1	20	-	467	1925	449	104.0%	-	-	-	21.4	165.1	28.3
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	20:9	-	679	1965:1726	458+192	104.7 : 103.8%	-	-	-	30.1	159.8	34.6
2/1	A6 Lostock Lane	U	-		-	-	-	845	1995	1995	41.5%	-	-	-	0.4	1.5	0.4
2/2	A6 Lostock Lane	U	-		-	-	-	635	1995	1995	30.8%	-	-	-	0.2	1.3	0.2
3/1	Cuerden Way	U	-		-	-	-	816	2115	2115	38.6%	-	-	-	0.3	1.4	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	655	1985	1985	33.0%	-	-	-	0.2	1.4	0.2
4/3	A6 Lostock Lane	U	-		-	-	-	792	1965	1965	40.3%	-	-	-	0.3	1.5	6.9
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	24	-	505	1925:2015	411+153	89.5 : 89.5%	-	-	-	8.1	57.5	15.1
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	24:14	-	779	1975:1732	549+289	89.7 : 99.4%	-	-	-	12.9	59.4	17.4
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:28	-	313	1955:2001	77+591	46.9 : 46.9%	-	-	-	2.7	30.7	6.2
6/3	Craven Dr Right	U	E		1	7	-	156	1809	161	97.0%	-	-	-	6.9	160.0	9.0
7/1	Craven Dr	U	-		-	-	-	155	1985	1985	7.8%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	199	1955	1955	9.8%	-	-	-	0.1	1.0	0.1
8/1	Cuerden Way Left	U	I		1	33	-	377	1859	702	53.7%	-	-	-	2.9	27.4	7.9

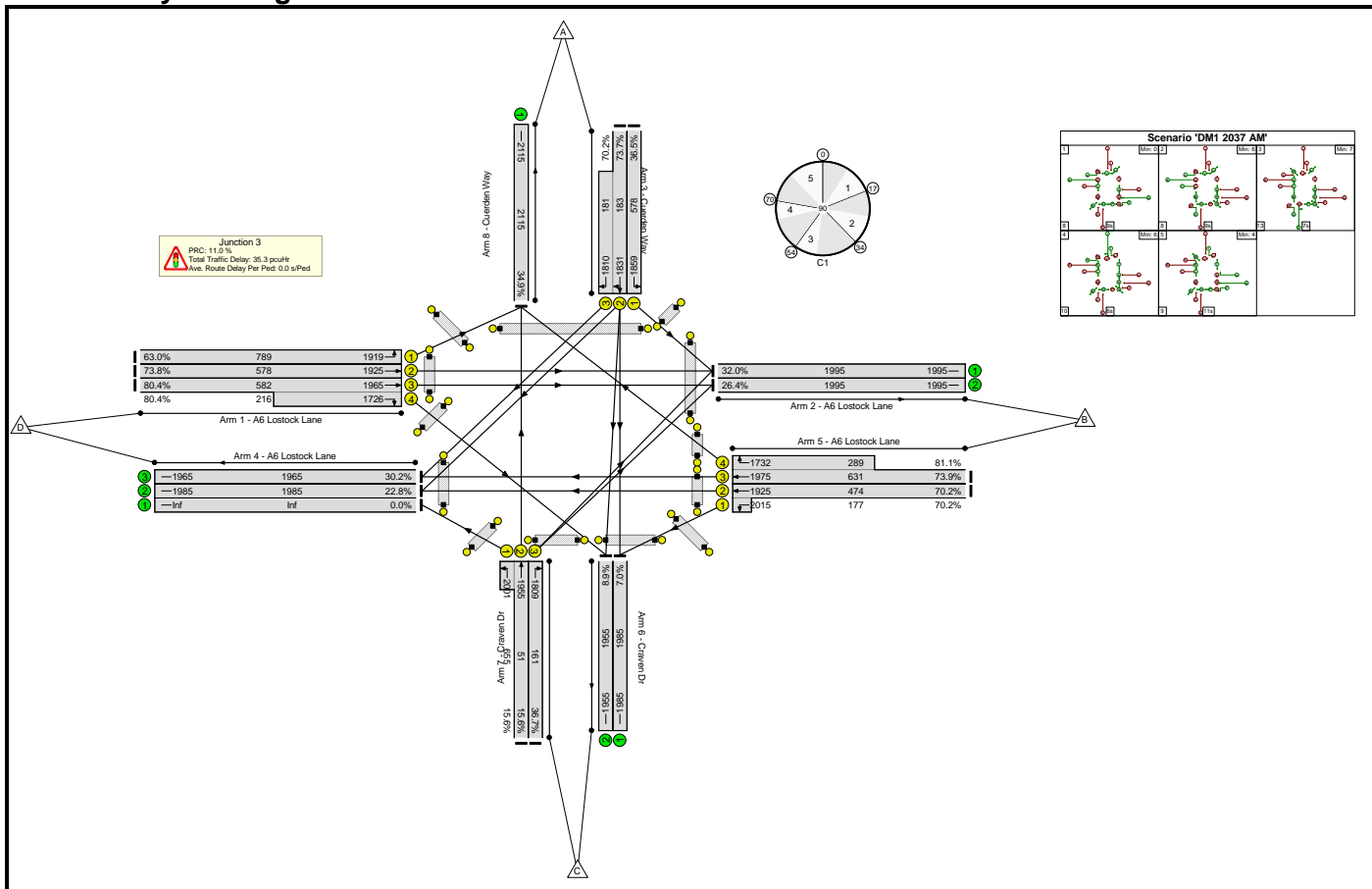
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	14	-	605	1831:1810	305+302	99.9 : 99.4%	-	-	-	18.1	108.0	19.4
Ped Link: P1	Unnamed Ped Link	-	V		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	52	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	52	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	36	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	50	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	69	-	0	-	0	0.0%	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		-16.3		Total Delay for Signalled Lanes (pcuHr):		105.36		Cycle Time (s):		90					
		PRC Over All Lanes (%):		-16.3		Total Delay Over All Lanes(pcuHr):		106.94									

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	-	-	-		-	-	-	-	-	-	81.1%	0	0	0	35.3	-	-
Junction 3	-	-	-		-	-	-	-	-	-	81.1%	0	0	0	35.3	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	497	1919	789	63.0%	-	-	-	2.5	17.9	6.4
1/2	A6 Lostock Lane Ahead	U	B		1	26	-	426	1925	578	73.8%	-	-	-	4.7	40.0	10.8
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	26:11	-	642	1965:1726	582+216	80.4 : 80.4%	-	-	-	7.6	42.5	12.7
2/1	A6 Lostock Lane	U	-		-	-	-	638	1995	1995	32.0%	-	-	-	0.2	1.3	0.2
2/2	A6 Lostock Lane	U	-		-	-	-	526	1995	1995	26.4%	-	-	-	0.2	1.2	0.2
3/1	Cuerden Way	U	-		-	-	-	739	2115	2115	34.9%	-	-	-	0.3	1.3	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	453	1985	1985	22.8%	-	-	-	0.1	1.2	0.1
4/3	A6 Lostock Lane	U	-		-	-	-	593	1965	1965	30.2%	-	-	-	0.2	1.3	5.1
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	28	-	457	1925:2015	474+177	70.2 : 70.2%	-	-	-	4.5	35.3	10.3
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	28:14	-	700	1975:1732	631+289	73.9 : 81.1%	-	-	-	7.4	38.2	11.8
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:30	-	110	1955:2001	51+655	15.6 : 15.6%	-	-	-	0.8	24.7	1.8
6/3	Craven Dr Right	U	E		1	7	-	59	1809	161	36.7%	-	-	-	0.9	56.2	1.7
7/1	Craven Dr	U	-		-	-	-	139	1985	1985	7.0%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	174	1955	1955	8.9%	-	-	-	0.0	1.0	0.0
8/1	Cuerden Way Left	U	I		1	27	-	211	1859	578	36.5%	-	-	-	1.7	29.0	4.3

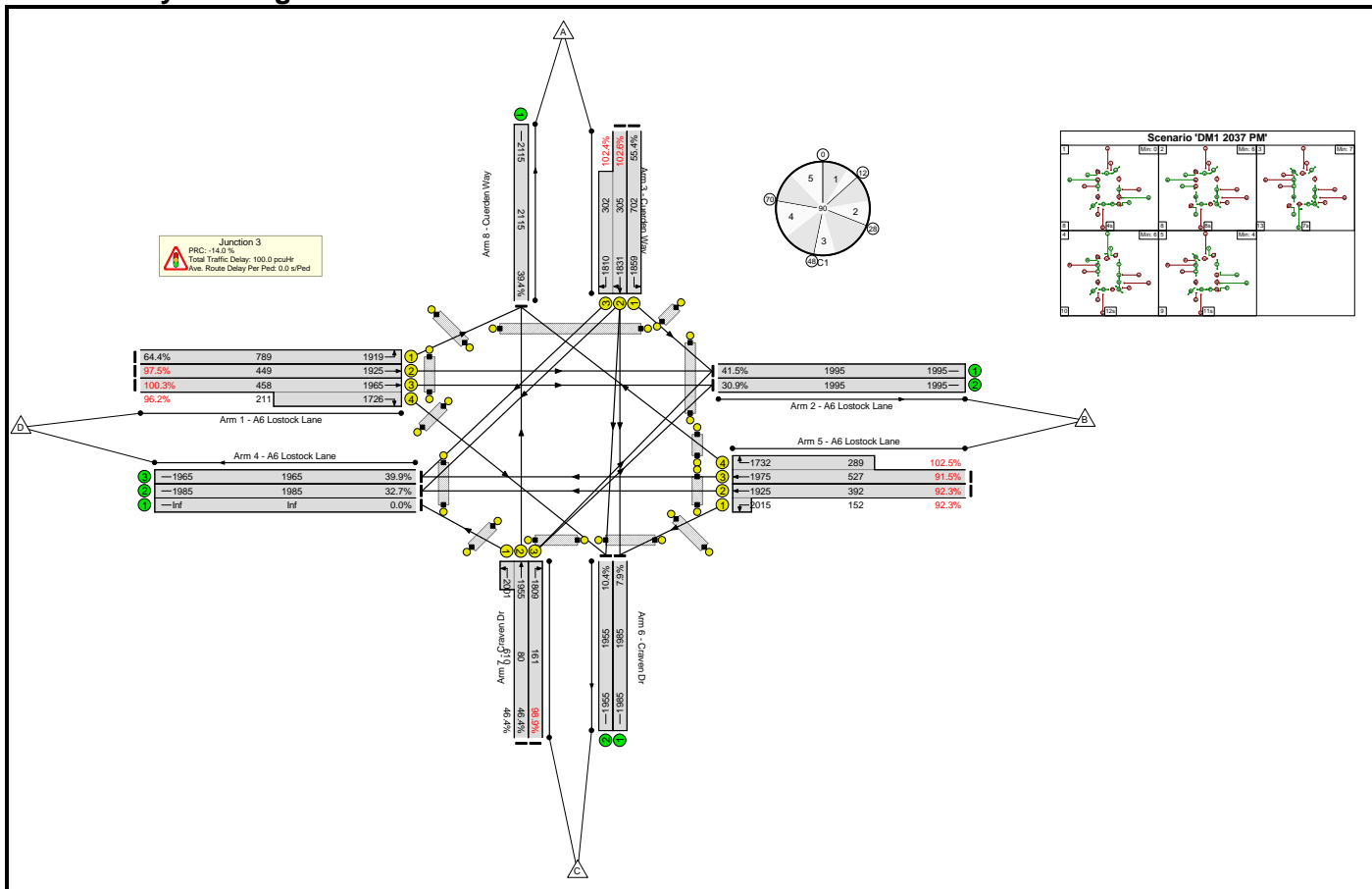
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	8	-	262	1831:1810	183+181	73.7 : 70.2%	-	-	-	4.1	56.5	4.5
Ped Link: P1	Unnamed Ped Link	-	V		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	40	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	51	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	67	-	0	-	0	0.0%	-	-	-	-	-	-
		C1		PRC for Signalled Lanes (%):		11.0		Total Delay for Signalled Lanes (pcuHr):		34.17		Cycle Time (s):		90			
				PRC Over All Lanes (%):		11.0		Total Delay Over All Lanes(pcuHr):		35.30							

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	-	-	-		-	-	-	-	-	-	102.6%	0	0	0	100.0	-	-
Junction 3	-	-	-		-	-	-	-	-	-	102.6%	0	0	0	100.0	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	508	1919	789	64.4%	-	-	-	2.4	17.0	6.0
1/2	A6 Lostock Lane Ahead	U	B		1	20	-	438	1925	449	97.5%	-	-	-	12.2	100.3	18.9
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	20:10	-	663	1965:1726	458+211	100.3 : 96.2%	-	-	-	18.8	102.1	23.6
2/1	A6 Lostock Lane	U	-		-	-	-	828	1995	1995	41.5%	-	-	-	0.4	1.5	0.4
2/2	A6 Lostock Lane	U	-		-	-	-	618	1995	1995	30.9%	-	-	-	0.2	1.3	0.2
3/1	Cuerden Way	U	-		-	-	-	841	2115	2115	39.4%	-	-	-	0.3	1.4	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	657	1985	1985	32.7%	-	-	-	0.2	1.3	0.2
4/3	A6 Lostock Lane	U	-		-	-	-	791	1965	1965	39.9%	-	-	-	0.3	1.5	6.9
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	23	-	502	1925:2015	392+152	92.3 : 92.3%	-	-	-	9.2	66.3	16.2
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	23:14	-	778	1975:1732	527+289	91.5 : 102.5%	-	-	-	18.7	86.4	22.8
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:29	-	320	1955:2001	80+610	46.4 : 46.4%	-	-	-	2.7	29.9	6.3
6/3	Craven Dr Right	U	E		1	7	-	159	1809	161	98.9%	-	-	-	7.7	173.9	9.8
7/1	Craven Dr	U	-		-	-	-	158	1985	1985	7.9%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	203	1955	1955	10.4%	-	-	-	0.1	1.0	0.1
8/1	Cuerden Way Left	U	I		1	33	-	389	1859	702	55.4%	-	-	-	3.0	27.8	8.2

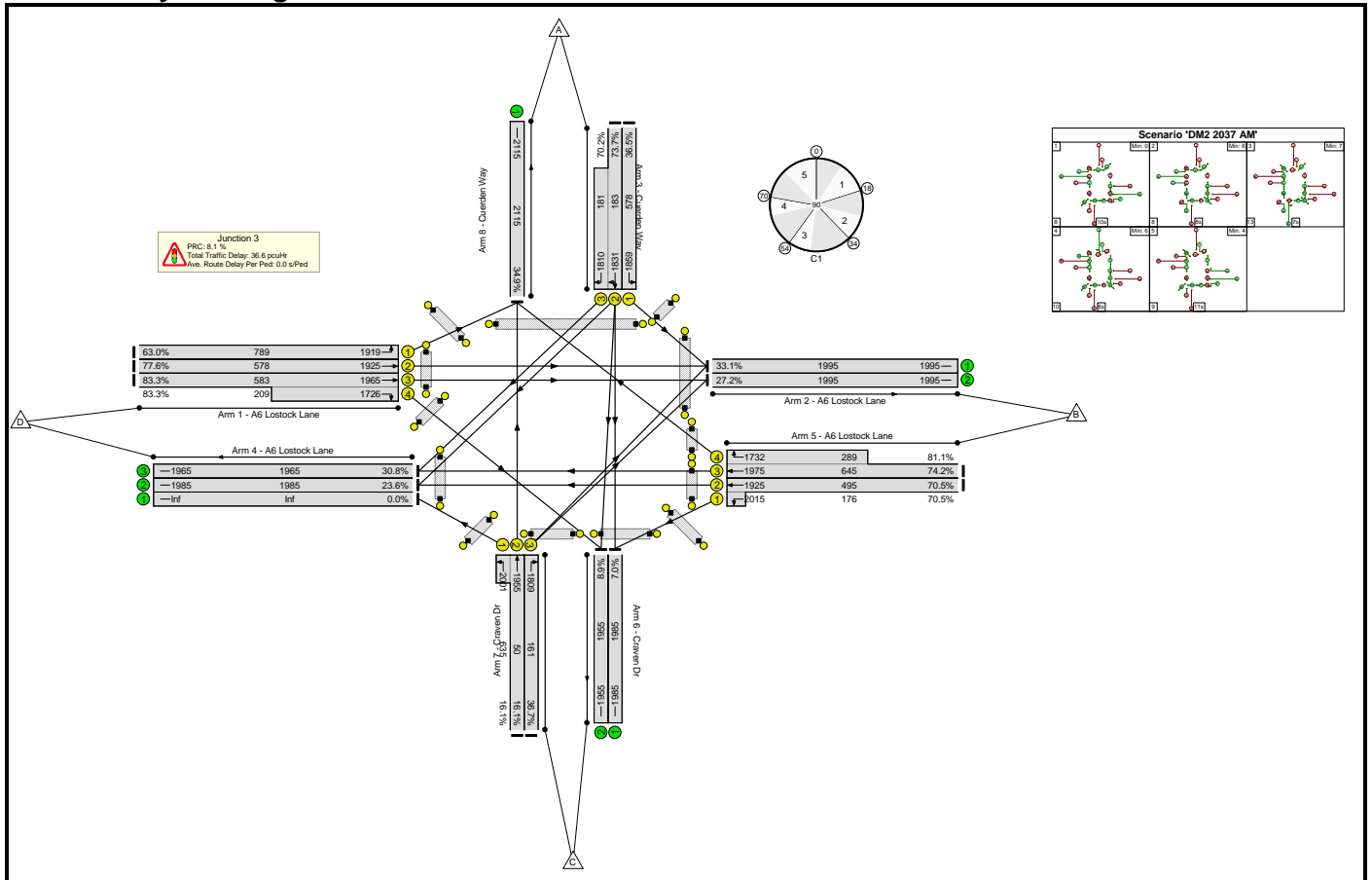
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	14	-	622	1831:1810	305+302	102.6 : 102.4%	-	-	-	23.8	137.7	24.8	
Ped Link: P1	Unnamed Ped Link	-	V		1	20	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P3	Unnamed Ped Link	-	U		1	43	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P4	Unnamed Ped Link	-	T		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P6	Unnamed Ped Link	-	R		1	53	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P7	Unnamed Ped Link	-	Q		1	53	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P8	Unnamed Ped Link	-	P		2	35	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P10	Unnamed Ped Link	-	N		1	49	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P11	Unnamed Ped Link	-	M		1	28	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P12	Unnamed Ped Link	-	K		1	57	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P13	Unnamed Ped Link	-	L		1	68	-	0	-	0	0.0%	-	-	-	-	-	-	
C1		PRC for Signalled Lanes (%):		-14.0	Total Delay for Signalled Lanes (pcuHr):		98.45	Cycle Time (s):		90	PRC Over All Lanes (%):		-14.0	Total Delay Over All Lanes(pcuHr):		100.03		

Basic Results Summary

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

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	-	-	-		-	-	-	-	-	-	83.3%	0	0	0	36.6	-	-
Junction 3	-	-	-		-	-	-	-	-	-	83.3%	0	0	0	36.6	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	497	1919	789	63.0%	-	-	-	2.5	17.9	6.4
1/2	A6 Lostock Lane Ahead	U	B		1	26	-	448	1925	578	77.6%	-	-	-	5.3	42.3	11.9
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	26:10	-	659	1965:1726	583+209	83.3 : 83.3%	-	-	-	8.2	44.8	13.6
2/1	A6 Lostock Lane	U	-		-	-	-	660	1995	1995	33.1%	-	-	-	0.2	1.3	0.2
2/2	A6 Lostock Lane	U	-		-	-	-	543	1995	1995	27.2%	-	-	-	0.2	1.2	0.2
3/1	Cuerden Way	U	-		-	-	-	739	2115	2115	34.9%	-	-	-	0.3	1.3	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	469	1985	1985	23.6%	-	-	-	0.2	1.2	0.2
4/3	A6 Lostock Lane	U	-		-	-	-	606	1965	1965	30.8%	-	-	-	0.2	1.3	5.7
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	29	-	473	1925:2015	495+176	70.5 : 70.5%	-	-	-	4.5	34.5	10.6
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	29:14	-	713	1975:1732	645+289	74.2 : 81.1%	-	-	-	7.5	37.6	12.1
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:29	-	110	1955:2001	50+635	16.1 : 16.1%	-	-	-	0.8	25.4	1.9
6/3	Craven Dr Right	U	E		1	7	-	59	1809	161	36.7%	-	-	-	0.9	56.2	1.7
7/1	Craven Dr	U	-		-	-	-	139	1985	1985	7.0%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	174	1955	1955	8.9%	-	-	-	0.0	1.0	0.0
8/1	Cuerden Way Left	U	I		1	27	-	211	1859	578	36.5%	-	-	-	1.7	29.0	4.3

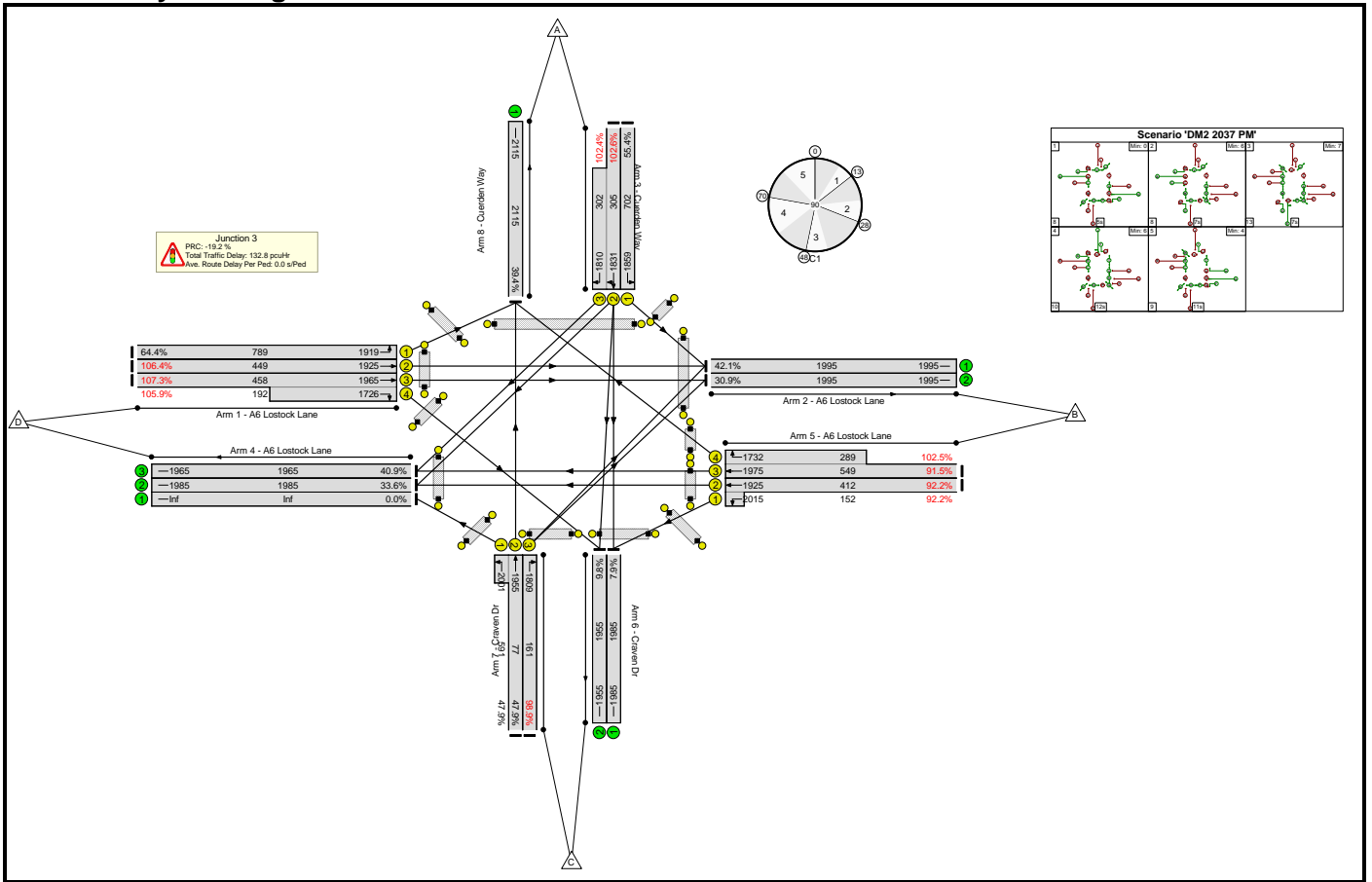
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	8	-	262	1831:1810	183+181	73.7 : 70.2%	-	-	-	4.1	56.5	4.5
Ped Link: P1	Unnamed Ped Link	-	V		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	51	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	68	-	0	-	0	0.0%	-	-	-	-	-	-
		C1		PRC for Signalled Lanes (%):		8.1		Total Delay for Signalled Lanes (pcuHr):		35.45		Cycle Time (s):		90			
				PRC Over All Lanes (%):		8.1		Total Delay Over All Lanes(pcuHr):		36.61							

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	-	-	-		-	-	-	-	-	-	107.3%	0	0	0	132.8	-	-
Junction 3	-	-	-		-	-	-	-	-	-	107.3%	0	0	0	132.8	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	508	1919	789	64.4%	-	-	-	2.4	17.0	6.0
1/2	A6 Lostock Lane Ahead	U	B		1	20	-	478	1925	449	106.4%	-	-	-	26.2	197.1	33.0
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	20:9	-	695	1965:1726	458+192	107.3 : 105.9%	-	-	-	37.4	193.7	41.6
2/1	A6 Lostock Lane	U	-		-	-	-	868	1995	1995	42.1%	-	-	-	0.4	1.6	0.4
2/2	A6 Lostock Lane	U	-		-	-	-	650	1995	1995	30.9%	-	-	-	0.2	1.3	0.2
3/1	Cuerden Way	U	-		-	-	-	841	2115	2115	39.4%	-	-	-	0.3	1.4	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	675	1985	1985	33.6%	-	-	-	0.3	1.4	0.3
4/3	A6 Lostock Lane	U	-		-	-	-	811	1965	1965	40.9%	-	-	-	0.3	1.6	7.5
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	24	-	520	1925:2015	412+152	92.2 : 92.2%	-	-	-	9.3	64.5	16.7
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	24:14	-	798	1975:1732	549+289	91.5 : 102.5%	-	-	-	18.7	84.4	23.2
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:28	-	320	1955:2001	77+591	47.9 : 47.9%	-	-	-	2.7	30.9	6.4
6/3	Craven Dr Right	U	E		1	7	-	159	1809	161	98.9%	-	-	-	7.7	173.9	9.8
7/1	Craven Dr	U	-		-	-	-	158	1985	1985	7.9%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	203	1955	1955	9.8%	-	-	-	0.1	1.0	0.1
8/1	Cuerden Way Left	U	I		1	33	-	389	1859	702	55.4%	-	-	-	3.0	27.8	8.2

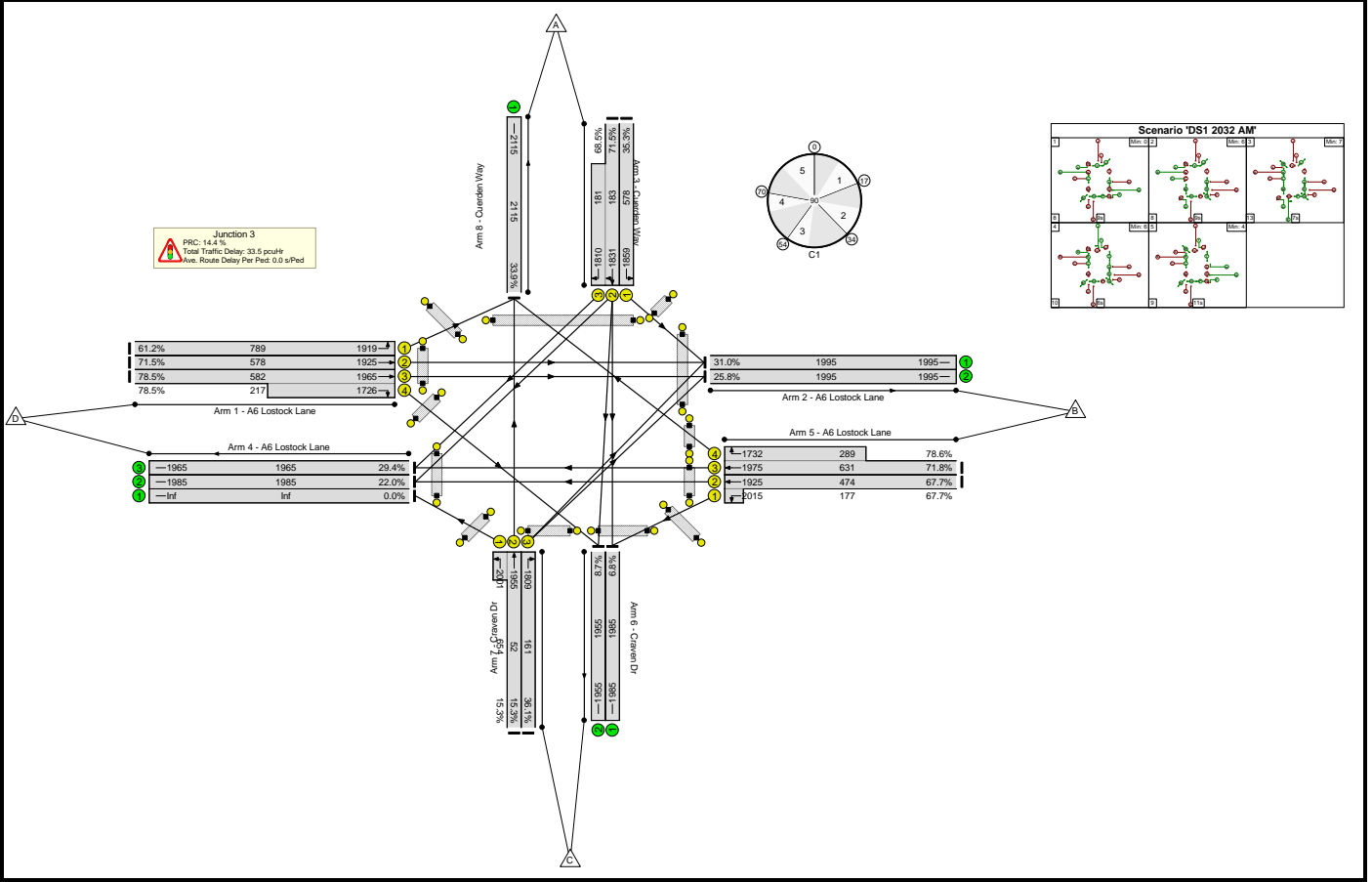
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	14	-	622	1831:1810	305+302	102.6 : 102.4%	-	-	-	23.8	137.7	24.8
Ped Link: P1	Unnamed Ped Link	-	V		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	52	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	52	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	36	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	50	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	69	-	0	-	0	0.0%	-	-	-	-	-	-
		C1			PRC for Signalled Lanes (%):		-19.2	Total Delay for Signalled Lanes (pcuHr):		131.21	Cycle Time (s):		90				
					PRC Over All Lanes (%):		-19.2	Total Delay Over All Lanes(pcuHr):		132.82							

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	-	-	-		-	-	-	-	-	-	78.6%	0	0	0	33.5	-	-
Junction 3	-	-	-		-	-	-	-	-	-	78.6%	0	0	0	33.5	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	483	1919	789	61.2%	-	-	-	2.3	17.2	5.9
1/2	A6 Lostock Lane Ahead	U	B		1	26	-	413	1925	578	71.5%	-	-	-	4.5	38.9	10.4
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	26:11	-	627	1965:1726	582+217	78.5 : 78.5%	-	-	-	7.2	41.4	12.2
2/1	A6 Lostock Lane	U	-		-	-	-	618	1995	1995	31.0%	-	-	-	0.2	1.3	0.2
2/2	A6 Lostock Lane	U	-		-	-	-	514	1995	1995	25.8%	-	-	-	0.2	1.2	0.2
3/1	Cuerden Way	U	-		-	-	-	718	2115	2115	33.9%	-	-	-	0.3	1.3	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	437	1985	1985	22.0%	-	-	-	0.1	1.2	0.1
4/3	A6 Lostock Lane	U	-		-	-	-	577	1965	1965	29.4%	-	-	-	0.2	1.3	5.1
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	28	-	441	1925:2015	474+177	67.7 : 67.7%	-	-	-	4.2	34.3	9.7
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	28:14	-	680	1975:1732	631+289	71.8 : 78.6%	-	-	-	7.0	37.3	11.3
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:30	-	108	1955:2001	52+654	15.3 : 15.3%	-	-	-	0.7	24.7	1.8
6/3	Craven Dr Right	U	E		1	7	-	58	1809	161	36.1%	-	-	-	0.9	56.0	1.6
7/1	Craven Dr	U	-		-	-	-	135	1985	1985	6.8%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	170	1955	1955	8.7%	-	-	-	0.0	1.0	0.0
8/1	Cuerden Way Left	U	I		1	27	-	204	1859	578	35.3%	-	-	-	1.6	28.8	4.2

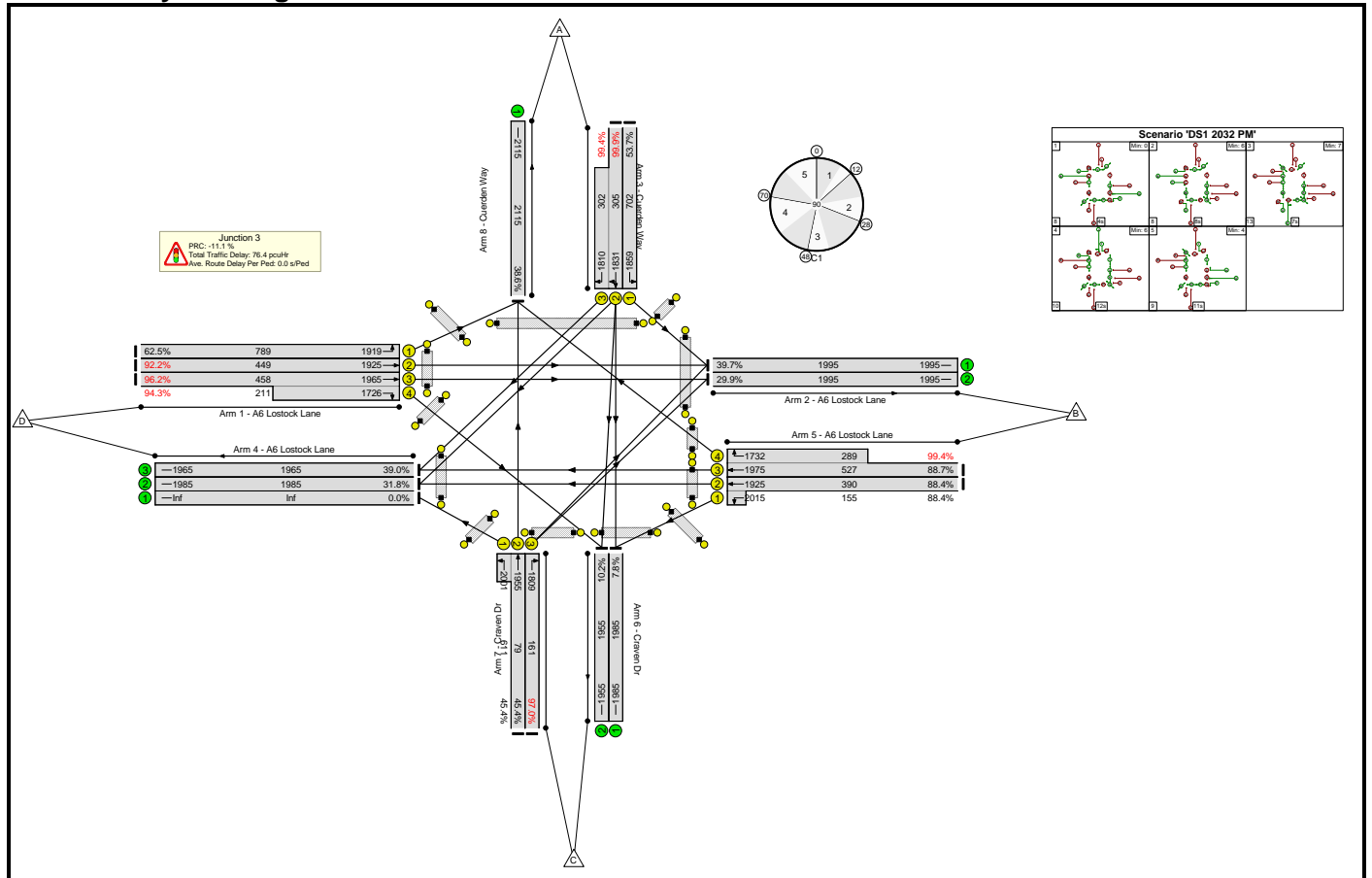
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	8	-	255	1831:1810	183+181	71.5 : 68.5%	-	-	-	3.9	55.4	4.3
Ped Link: P1	Unnamed Ped Link	-	V		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	40	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	51	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	67	-	0	-	0	0.0%	-	-	-	-	-	-
		C1		PRC for Signalled Lanes (%):		14.4		Total Delay for Signalled Lanes (pcuHr):		32.41		Cycle Time (s):		90			
				PRC Over All Lanes (%):		14.4		Total Delay Over All Lanes(pcuHr):		33.50							

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	-	-	-		-	-	-	-	-	-	99.9%	0	0	0	76.4	-	-
Junction 3	-	-	-		-	-	-	-	-	-	99.9%	0	0	0	76.4	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	493	1919	789	62.5%	-	-	-	2.3	16.6	5.8
1/2	A6 Lostock Lane Ahead	U	B		1	20	-	414	1925	449	92.2%	-	-	-	8.5	74.2	14.7
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	20:10	-	640	1965:1726	458+211	96.2 : 94.3%	-	-	-	13.6	76.6	18.1
2/1	A6 Lostock Lane	U	-		-	-	-	792	1995	1995	39.7%	-	-	-	0.3	1.5	0.3
2/2	A6 Lostock Lane	U	-		-	-	-	596	1995	1995	29.9%	-	-	-	0.2	1.3	0.2
3/1	Cuerden Way	U	-		-	-	-	816	2115	2115	38.6%	-	-	-	0.3	1.4	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	632	1985	1985	31.8%	-	-	-	0.2	1.3	0.2
4/3	A6 Lostock Lane	U	-		-	-	-	767	1965	1965	39.0%	-	-	-	0.3	1.5	6.3
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	23	-	482	1925:2015	390+155	88.4 : 88.4%	-	-	-	7.6	56.8	14.2
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	23:14	-	754	1975:1732	527+289	88.7 : 99.4%	-	-	-	12.3	59.0	16.4
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:29	-	313	1955:2001	79+611	45.4 : 45.4%	-	-	-	2.6	29.7	6.0
6/3	Craven Dr Right	U	E		1	7	-	156	1809	161	97.0%	-	-	-	6.9	160.0	9.0
7/1	Craven Dr	U	-		-	-	-	155	1985	1985	7.8%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	199	1955	1955	10.2%	-	-	-	0.1	1.0	0.1
8/1	Cuerden Way Left	U	I		1	33	-	377	1859	702	53.7%	-	-	-	2.9	27.4	7.9

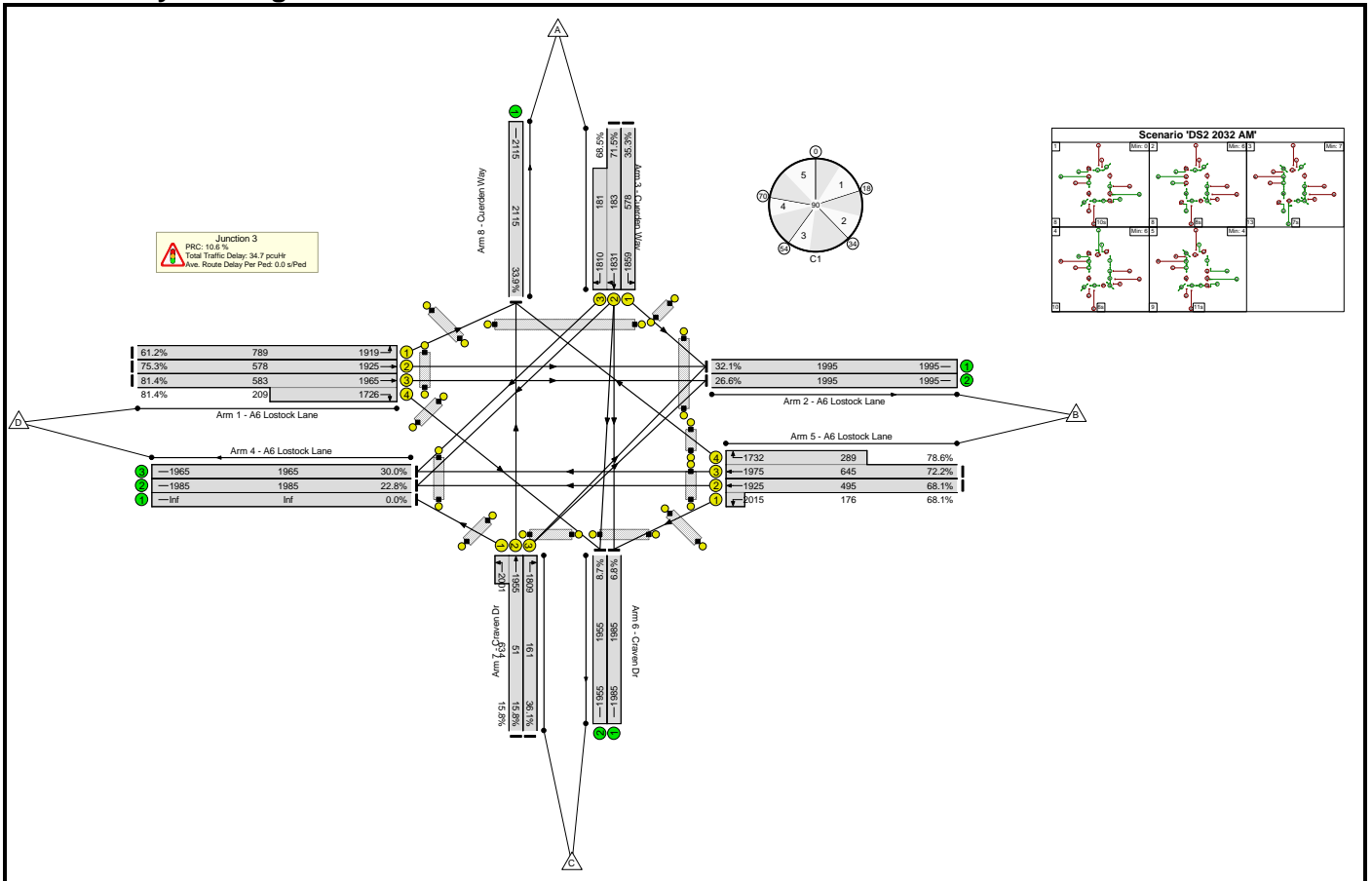
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	14	-	605	1831:1810	305+302	99.9 : 99.4%	-	-	-	18.1	108.0	19.4
Ped Link: P1	Unnamed Ped Link	-	V		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	53	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	53	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	68	-	0	-	0	0.0%	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		-11.1		Total Delay for Signalled Lanes (pcuHr):		74.89		Cycle Time (s):		90					
		PRC Over All Lanes (%):		-11.1		Total Delay Over All Lanes(pcuHr):		76.40									

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	-	-	-		-	-	-	-	-	-	81.4%	0	0	0	34.7	-	-
Junction 3	-	-	-		-	-	-	-	-	-	81.4%	0	0	0	34.7	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	483	1919	789	61.2%	-	-	-	2.3	17.2	5.9
1/2	A6 Lostock Lane Ahead	U	B		1	26	-	435	1925	578	75.3%	-	-	-	4.9	40.9	11.3
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	26:10	-	644	1965:1726	583+209	81.4 : 81.4%	-	-	-	7.8	43.4	13.1
2/1	A6 Lostock Lane	U	-		-	-	-	640	1995	1995	32.1%	-	-	-	0.2	1.3	0.2
2/2	A6 Lostock Lane	U	-		-	-	-	531	1995	1995	26.6%	-	-	-	0.2	1.2	0.2
3/1	Cuerden Way	U	-		-	-	-	718	2115	2115	33.9%	-	-	-	0.3	1.3	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	453	1985	1985	22.8%	-	-	-	0.1	1.2	0.1
4/3	A6 Lostock Lane	U	-		-	-	-	590	1965	1965	30.0%	-	-	-	0.2	1.3	5.1
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	29	-	457	1925:2015	495+176	68.1 : 68.1%	-	-	-	4.3	33.6	10.1
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	29:14	-	693	1975:1732	645+289	72.2 : 78.6%	-	-	-	7.1	36.8	11.5
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:29	-	108	1955:2001	51+634	15.8 : 15.8%	-	-	-	0.8	25.4	1.8
6/3	Craven Dr Right	U	E		1	7	-	58	1809	161	36.1%	-	-	-	0.9	56.0	1.6
7/1	Craven Dr	U	-		-	-	-	135	1985	1985	6.8%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	170	1955	1955	8.7%	-	-	-	0.0	1.0	0.0
8/1	Cuerden Way Left	U	I		1	27	-	204	1859	578	35.3%	-	-	-	1.6	28.8	4.2

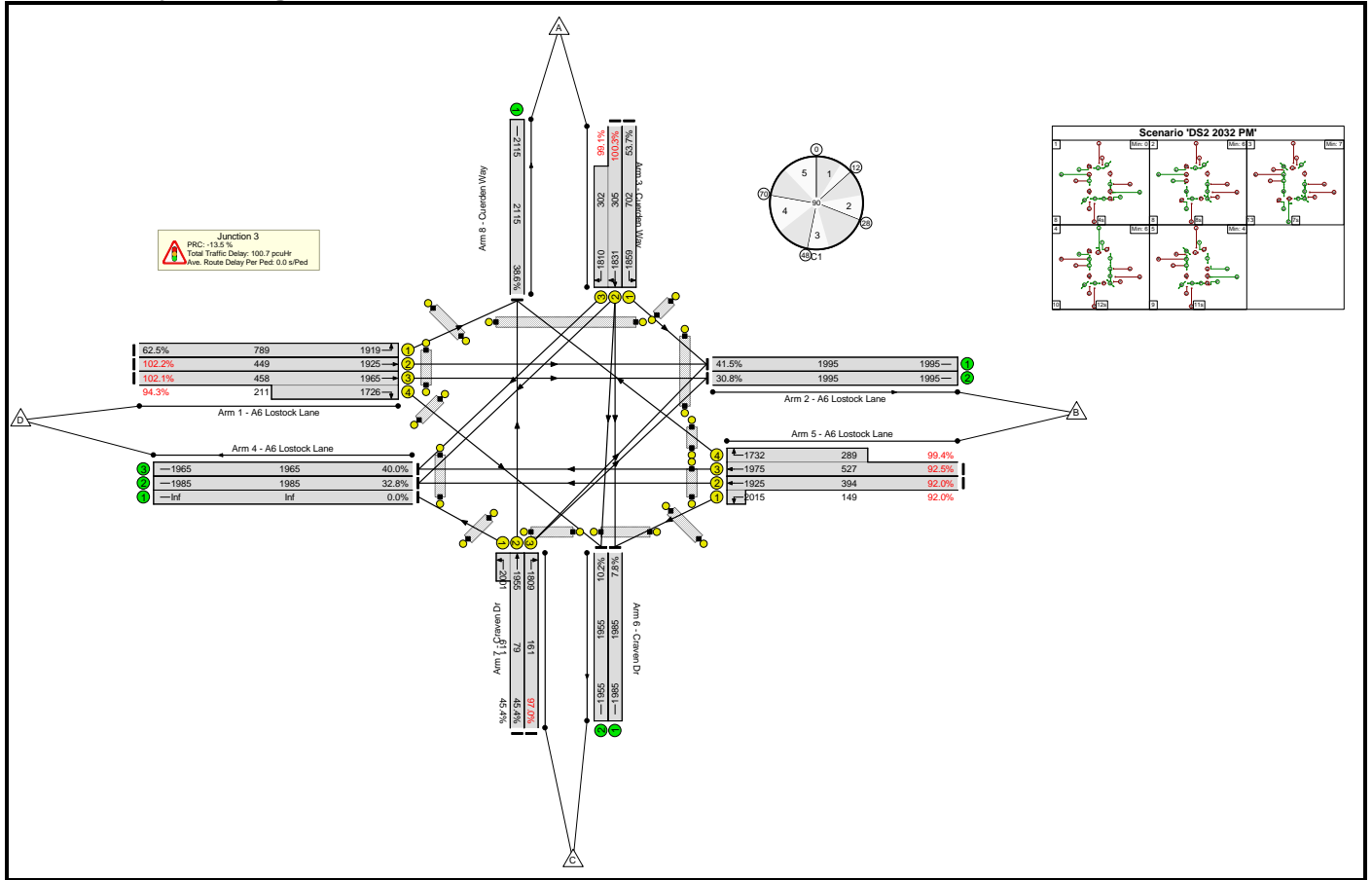
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	8	-	255	1831:1810	183+181	71.5 : 68.5%	-	-	-	3.9	55.4	4.3
Ped Link: P1	Unnamed Ped Link	-	V		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	51	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	68	-	0	-	0	0.0%	-	-	-	-	-	-
		C1		PRC for Signalled Lanes (%):		10.6		Total Delay for Signalled Lanes (pcuHr):		33.57		Cycle Time (s):		90			
				PRC Over All Lanes (%):		10.6		Total Delay Over All Lanes(pcuHr):		34.69							

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	-	-	-		-	-	-	-	-	-	102.2%	0	0	0	100.7	-	-
Junction 3	-	-	-		-	-	-	-	-	-	102.2%	0	0	0	100.7	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	493	1919	789	62.5%	-	-	-	2.3	16.6	5.8
1/2	A6 Lostock Lane Ahead	U	B		1	20	-	459	1925	449	102.2%	-	-	-	18.3	143.4	25.2
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	20:10	-	667	1965:1726	458+211	102.1 : 94.3%	-	-	-	24.1	130.3	29.0
2/1	A6 Lostock Lane	U	-		-	-	-	837	1995	1995	41.5%	-	-	-	0.4	1.5	0.4
2/2	A6 Lostock Lane	U	-		-	-	-	623	1995	1995	30.8%	-	-	-	0.2	1.3	0.2
3/1	Cuerden Way	U	-		-	-	-	816	2115	2115	38.6%	-	-	-	0.3	1.4	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	651	1985	1985	32.8%	-	-	-	0.2	1.3	0.2
4/3	A6 Lostock Lane	U	-		-	-	-	786	1965	1965	40.0%	-	-	-	0.3	1.5	6.9
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	23	-	500	1925:2015	394+149	92.0 : 92.0%	-	-	-	9.1	65.6	16.1
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	23:14	-	774	1975:1732	527+289	92.5 : 99.4%	-	-	-	14.3	66.6	18.8
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:29	-	313	1955:2001	79+611	45.4 : 45.4%	-	-	-	2.6	29.7	6.0
6/3	Craven Dr Right	U	E		1	7	-	156	1809	161	97.0%	-	-	-	6.9	160.0	9.0
7/1	Craven Dr	U	-		-	-	-	155	1985	1985	7.8%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	199	1955	1955	10.2%	-	-	-	0.1	1.0	0.1
8/1	Cuerden Way Left	U	I		1	33	-	377	1859	702	53.7%	-	-	-	2.9	27.4	7.9

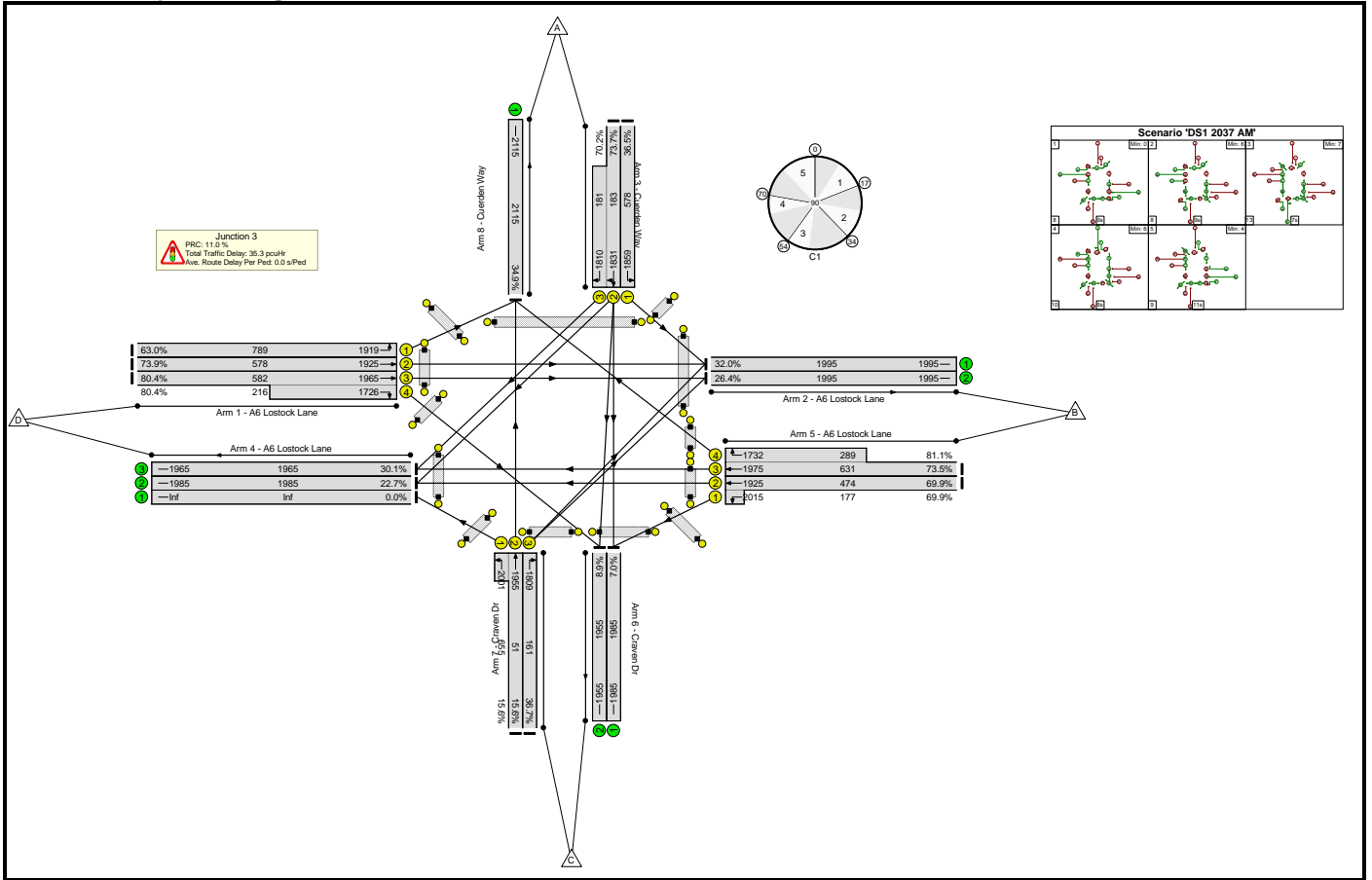
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	14	-	605	1831:1810	305+302	100.3 : 99.1%	-	-	-	18.6	110.6	19.9
Ped Link: P1	Unnamed Ped Link	-	V		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	53	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	53	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	68	-	0	-	0	0.0%	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		-13.5		Total Delay for Signalled Lanes (pcuHr):		99.10		Cycle Time (s):		90					
		PRC Over All Lanes (%):		-13.5		Total Delay Over All Lanes(pcuHr):		100.67									

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	-	-	-		-	-	-	-	-	-	81.1%	0	0	0	35.3	-	-
Junction 3	-	-	-		-	-	-	-	-	-	81.1%	0	0	0	35.3	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	497	1919	789	63.0%	-	-	-	2.5	17.9	6.4
1/2	A6 Lostock Lane Ahead	U	B		1	26	-	427	1925	578	73.9%	-	-	-	4.8	40.1	10.9
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	26:11	-	642	1965:1726	582+216	80.4 : 80.4%	-	-	-	7.6	42.5	12.7
2/1	A6 Lostock Lane	U	-		-	-	-	639	1995	1995	32.0%	-	-	-	0.2	1.3	0.2
2/2	A6 Lostock Lane	U	-		-	-	-	526	1995	1995	26.4%	-	-	-	0.2	1.2	0.2
3/1	Cuerden Way	U	-		-	-	-	739	2115	2115	34.9%	-	-	-	0.3	1.3	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	451	1985	1985	22.7%	-	-	-	0.1	1.2	0.1
4/3	A6 Lostock Lane	U	-		-	-	-	591	1965	1965	30.1%	-	-	-	0.2	1.3	5.1
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	28	-	455	1925:2015	474+177	69.9 : 69.9%	-	-	-	4.4	35.1	10.3
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	28:14	-	698	1975:1732	631+289	73.5 : 81.1%	-	-	-	7.4	38.1	11.7
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:30	-	110	1955:2001	51+655	15.6 : 15.6%	-	-	-	0.8	24.7	1.8
6/3	Craven Dr Right	U	E		1	7	-	59	1809	161	36.7%	-	-	-	0.9	56.2	1.7
7/1	Craven Dr	U	-		-	-	-	139	1985	1985	7.0%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	174	1955	1955	8.9%	-	-	-	0.0	1.0	0.0
8/1	Cuerden Way Left	U	I		1	27	-	211	1859	578	36.5%	-	-	-	1.7	29.0	4.3

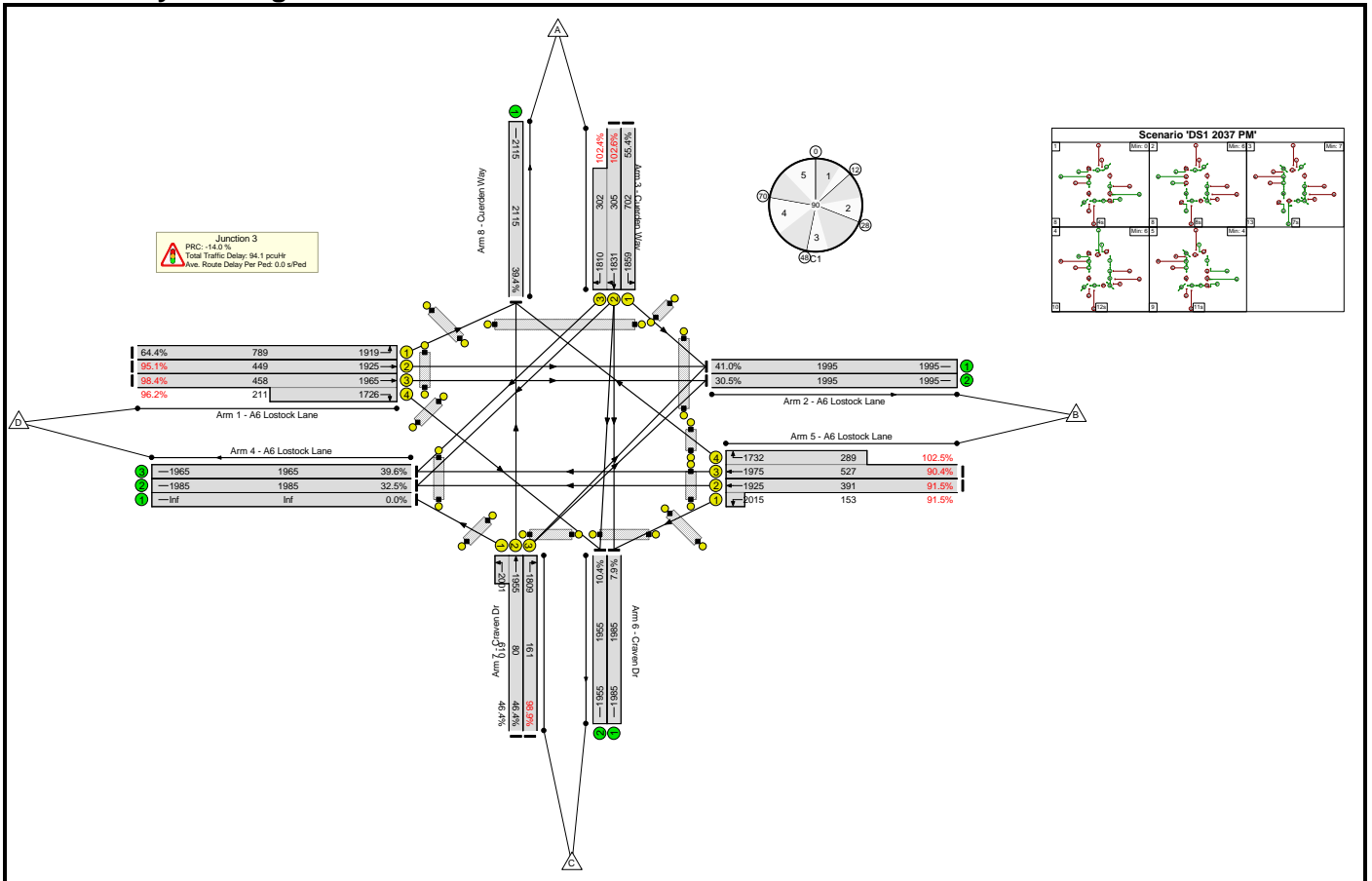
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	8	-	262	1831:1810	183+181	73.7 : 70.2%	-	-	-	4.1	56.5	4.5
Ped Link: P1	Unnamed Ped Link	-	V		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	40	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	51	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	67	-	0	-	0	0.0%	-	-	-	-	-	-
		C1		PRC for Signalled Lanes (%):		11.0		Total Delay for Signalled Lanes (pcuHr):		34.12		Cycle Time (s):		90			
				PRC Over All Lanes (%):		11.0		Total Delay Over All Lanes(pcuHr):		35.25							

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	-	-	-		-	-	-	-	-	-	102.6%	0	0	0	94.1	-	-
Junction 3	-	-	-		-	-	-	-	-	-	102.6%	0	0	0	94.1	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	508	1919	789	64.4%	-	-	-	2.4	17.0	6.0
1/2	A6 Lostock Lane Ahead	U	B		1	20	-	427	1925	449	95.1%	-	-	-	10.2	86.1	16.6
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	20:10	-	654	1965:1726	458+211	98.4 : 96.2%	-	-	-	16.0	88.1	20.6
2/1	A6 Lostock Lane	U	-		-	-	-	817	1995	1995	41.0%	-	-	-	0.3	1.5	0.3
2/2	A6 Lostock Lane	U	-		-	-	-	609	1995	1995	30.5%	-	-	-	0.2	1.3	0.2
3/1	Cuerden Way	U	-		-	-	-	841	2115	2115	39.4%	-	-	-	0.3	1.4	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	653	1985	1985	32.5%	-	-	-	0.2	1.3	0.2
4/3	A6 Lostock Lane	U	-		-	-	-	785	1965	1965	39.6%	-	-	-	0.3	1.5	6.9
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	23	-	498	1925:2015	391+153	91.5 : 91.5%	-	-	-	8.8	63.9	15.7
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	23:14	-	772	1975:1732	527+289	90.4 : 102.5%	-	-	-	17.9	83.7	21.8
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:29	-	320	1955:2001	80+610	46.4 : 46.4%	-	-	-	2.7	29.9	6.3
6/3	Craven Dr Right	U	E		1	7	-	159	1809	161	98.9%	-	-	-	7.7	173.9	9.8
7/1	Craven Dr	U	-		-	-	-	158	1985	1985	7.9%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	203	1955	1955	10.4%	-	-	-	0.1	1.0	0.1
8/1	Cuerden Way Left	U	I		1	33	-	389	1859	702	55.4%	-	-	-	3.0	27.8	8.2

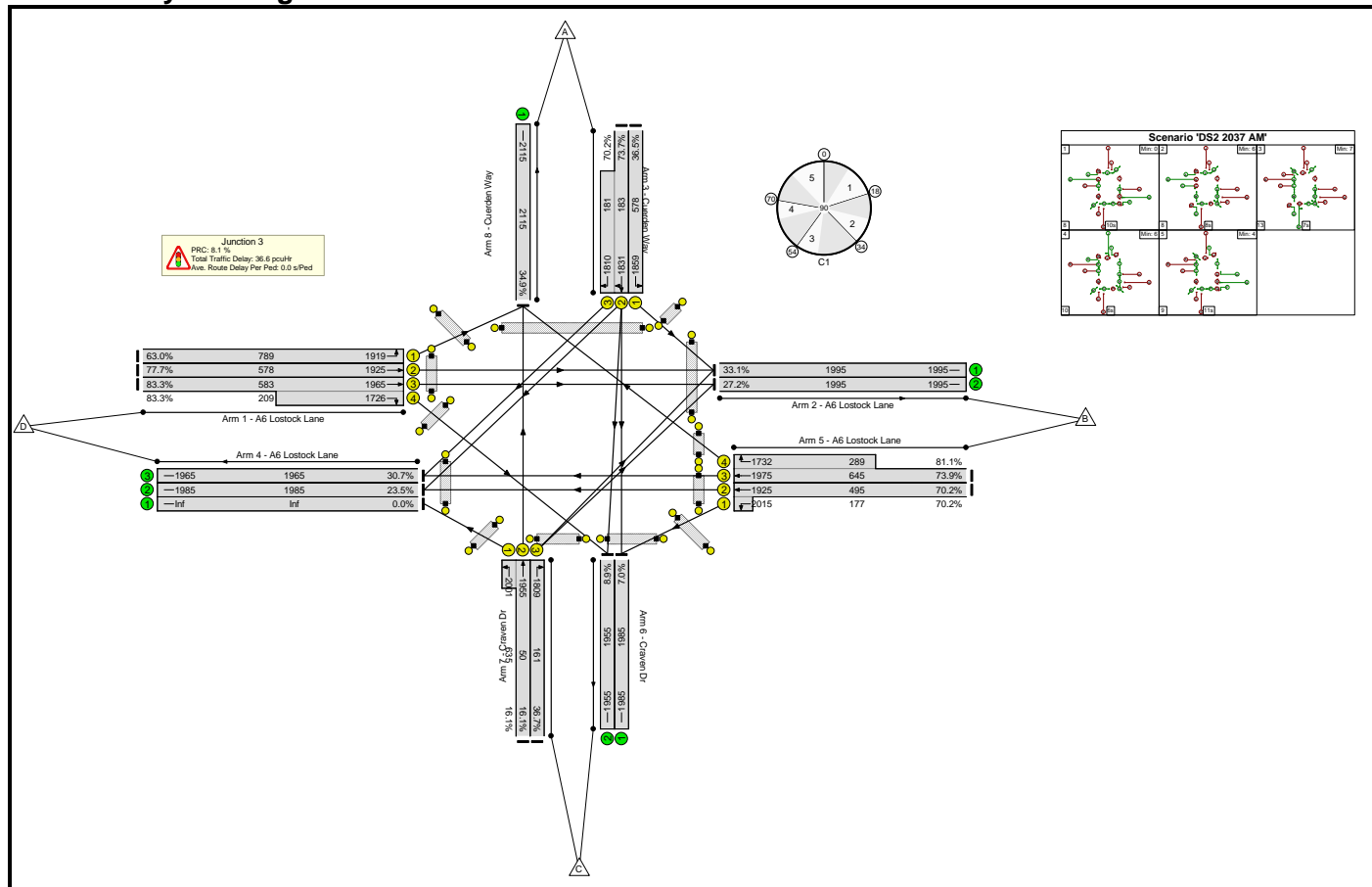
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	14	-	622	1831:1810	305+302	102.6 : 102.4%	-	-	-	23.8	137.7	24.8
Ped Link: P1	Unnamed Ped Link	-	V		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	53	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	53	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	68	-	0	-	0	0.0%	-	-	-	-	-	-
		C1		PRC for Signalled Lanes (%):		-14.0		Total Delay for Signalled Lanes (pcuHr):		92.53		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-14.0		Total Delay Over All Lanes(pcuHr):		94.09							

Basic Results Summary

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

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	-	-	-		-	-	-	-	-	-	83.3%	0	0	0	36.6	-	-
Junction 3	-	-	-		-	-	-	-	-	-	83.3%	0	0	0	36.6	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	497	1919	789	63.0%	-	-	-	2.5	17.9	6.4
1/2	A6 Lostock Lane Ahead	U	B		1	26	-	449	1925	578	77.7%	-	-	-	5.3	42.4	11.9
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	26:10	-	659	1965:1726	583+209	83.3 : 83.3%	-	-	-	8.2	44.8	13.6
2/1	A6 Lostock Lane	U	-		-	-	-	661	1995	1995	33.1%	-	-	-	0.2	1.3	0.2
2/2	A6 Lostock Lane	U	-		-	-	-	543	1995	1995	27.2%	-	-	-	0.2	1.2	0.2
3/1	Cuerden Way	U	-		-	-	-	739	2115	2115	34.9%	-	-	-	0.3	1.3	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	467	1985	1985	23.5%	-	-	-	0.2	1.2	0.2
4/3	A6 Lostock Lane	U	-		-	-	-	604	1965	1965	30.7%	-	-	-	0.2	1.3	5.7
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	29	-	471	1925:2015	495+177	70.2 : 70.2%	-	-	-	4.5	34.4	10.5
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	29:14	-	711	1975:1732	645+289	73.9 : 81.1%	-	-	-	7.4	37.5	12.0
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:29	-	110	1955:2001	50+635	16.1 : 16.1%	-	-	-	0.8	25.4	1.9
6/3	Craven Dr Right	U	E		1	7	-	59	1809	161	36.7%	-	-	-	0.9	56.2	1.7
7/1	Craven Dr	U	-		-	-	-	139	1985	1985	7.0%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	174	1955	1955	8.9%	-	-	-	0.0	1.0	0.0
8/1	Cuerden Way Left	U	I		1	27	-	211	1859	578	36.5%	-	-	-	1.7	29.0	4.3

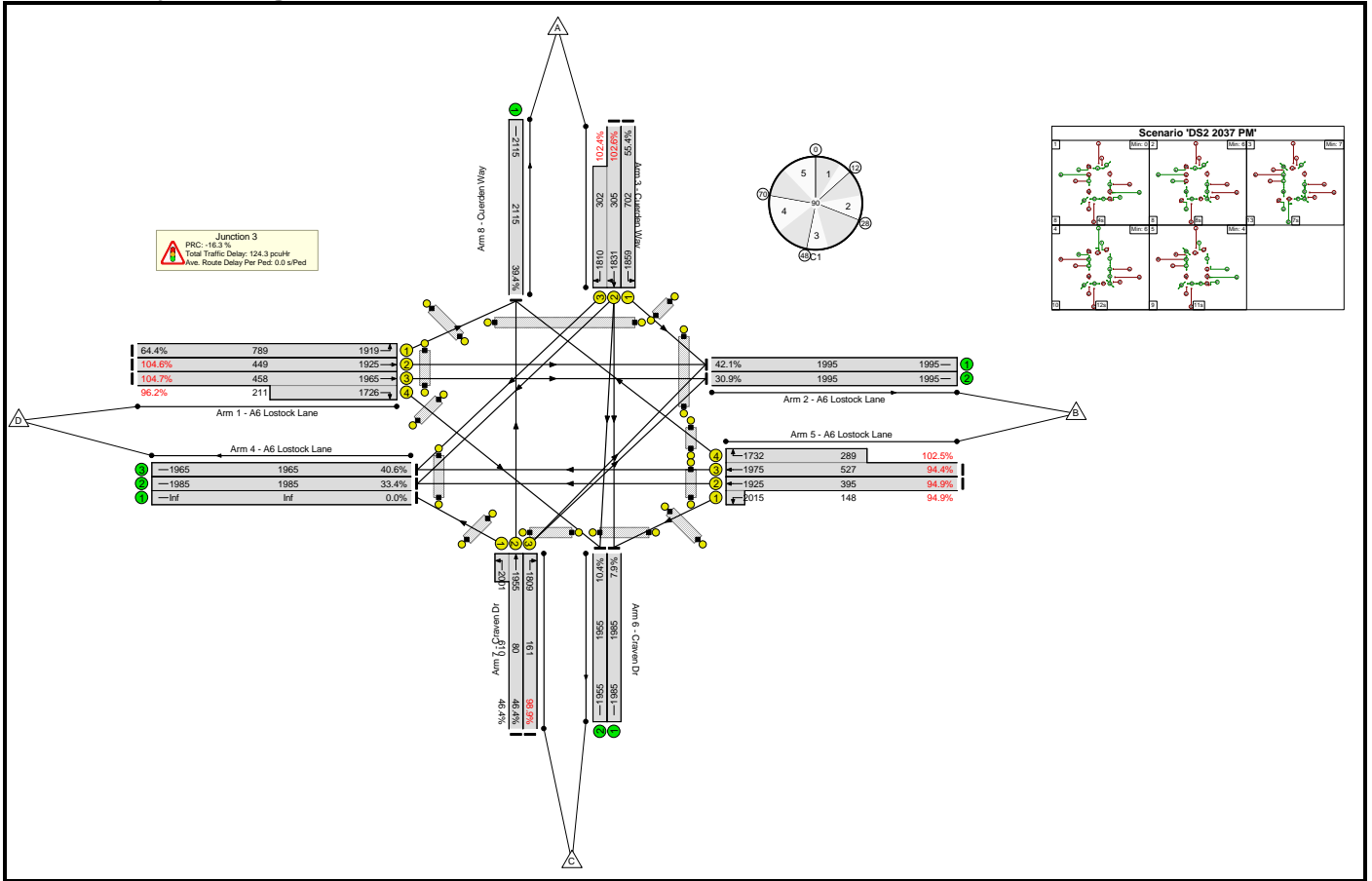
Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	8	-	262	1831:1810	183+181	73.7 : 70.2%	-	-	-	4.1	56.5	4.5
Ped Link: P1	Unnamed Ped Link	-	V		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	51	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	68	-	0	-	0	0.0%	-	-	-	-	-	-
		C1		PRC for Signalled Lanes (%):		8.1		Total Delay for Signalled Lanes (pcuHr):		35.40		Cycle Time (s):		90			
				PRC Over All Lanes (%):		8.1		Total Delay Over All Lanes(pcuHr):		36.56							

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	-	-	-		-	-	-	-	-	-	104.7%	0	0	0	124.3	-	-
Junction 3	-	-	-		-	-	-	-	-	-	104.7%	0	0	0	124.3	-	-
1/1	A6 Lostock Lane Left	U	A		2	35	-	508	1919	789	64.4%	-	-	-	2.4	17.0	6.0
1/2	A6 Lostock Lane Ahead	U	B		1	20	-	470	1925	449	104.6%	-	-	-	22.7	173.6	29.5
1/3+1/4	A6 Lostock Lane Ahead Right	U	B C		1	20:10	-	683	1965:1726	458+211	104.7 : 96.2%	-	-	-	28.6	150.9	33.4
2/1	A6 Lostock Lane	U	-		-	-	-	860	1995	1995	42.1%	-	-	-	0.4	1.6	0.4
2/2	A6 Lostock Lane	U	-		-	-	-	638	1995	1995	30.9%	-	-	-	0.2	1.3	0.2
3/1	Cuerden Way	U	-		-	-	-	841	2115	2115	39.4%	-	-	-	0.3	1.4	0.3
4/2	A6 Lostock Lane	U	-		-	-	-	670	1985	1985	33.4%	-	-	-	0.3	1.4	0.3
4/3	A6 Lostock Lane	U	-		-	-	-	806	1965	1965	40.6%	-	-	-	0.3	1.6	7.5
5/2+5/1	A6 Lostock Lane Ahead Left	U	G F		1	23	-	515	1925:2015	395+148	94.9 : 94.9%	-	-	-	10.9	76.2	18.2
5/3+5/4	A6 Lostock Lane Right Ahead	U	G H		1	23:14	-	793	1975:1732	527+289	94.4 : 102.5%	-	-	-	21.0	95.2	25.4
6/2+6/1	Craven Dr Ahead Left	U	E D		1	7:29	-	320	1955:2001	80+610	46.4 : 46.4%	-	-	-	2.7	29.9	6.3
6/3	Craven Dr Right	U	E		1	7	-	159	1809	161	98.9%	-	-	-	7.7	173.9	9.8
7/1	Craven Dr	U	-		-	-	-	158	1985	1985	7.9%	-	-	-	0.0	1.0	0.0
7/2	Craven Dr	U	-		-	-	-	203	1955	1955	10.4%	-	-	-	0.1	1.0	0.1
8/1	Cuerden Way Left	U	I		1	33	-	389	1859	702	55.4%	-	-	-	3.0	27.8	8.2

Basic Results Summary

8/2+8/3	Cuerden Way Right Ahead	U	J		1	14	-	622	1831:1810	305+302	102.6 : 102.4%	-	-	-	23.8	137.7	24.8
Ped Link: P1	Unnamed Ped Link	-	V		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	W		2	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	U		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	T		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	S		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	R		1	53	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		1	53	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	P		2	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	O		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	N		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	M		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	K		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	L		1	68	-	0	-	0	0.0%	-	-	-	-	-	-
		C1			PRC for Signalled Lanes (%):		-16.3	Total Delay for Signalled Lanes (pcuHr):		122.69	Cycle Time (s):		90				
					PRC Over All Lanes (%):		-16.3	Total Delay Over All Lanes(pcuHr):		124.30							

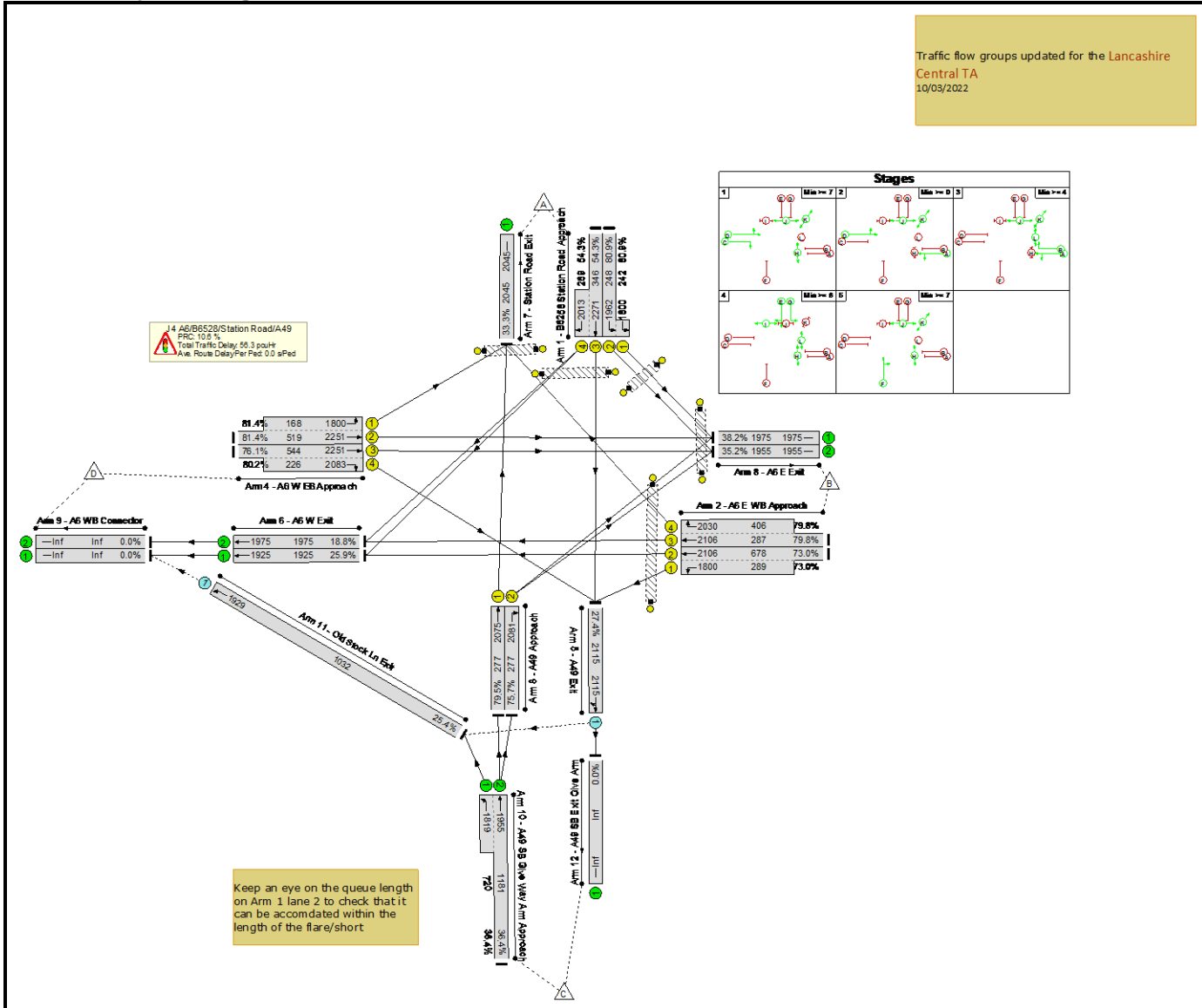
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	370964-Cuerden Strategic Site
Title:	J11&4 A6&Wigan Rd
Location:	Cuerden
Additional detail:	<p>12/07/17 Relating to agreement from Neil/Martin have added an additional short left lane on the Station Rd approach. Also added a dedicated left turn on the A6 Lostock Ln West approach.</p> <p>11/07/17 Extended the left turn lane on the Station Rd approach</p> <p>4/07/17 Dedicated left turn lane on the A582 East approach.</p> <p>Saturation Flows have also been increased by 3% in line with Martin Porter's comments regarding MOVA.</p> <p>28/06/17 Updated the junction with teh proposed mitigation measures.</p> <p>TA Addendem Models. Flows have been updated in agreement with Neil Stevens at LCC.</p>
File name:	J4&11 A6&Wigan Rd _no Wigan Rd_RA 221118lsg3x_WSP_Mit_30052022.lsg3x
Author:	Lewis Griffiths
Company:	Mott MacDonald
Address:	Mott MacDonald, 9 Portland Street, Manchester M1 3BE, United Kingdom

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

Traffic flow groups updated for the Lancashire Central TA
 10/03/2022



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	-	-	-		-	-	-	-	-	-	81.4%	262	0	0	56.3	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	81.4%	262	0	0	56.3	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	26	-	397	1962:1800	248+242	80.9 : 80.9%	-	-	-	6.7	60.7	12.5
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	26	-	334	2271:2013	346+269	54.3 : 54.3%	-	-	-	4.2	45.5	6.0
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	38	-	706	2106:1800	678+289	73.0 : 73.0%	-	-	-	8.1	41.1	15.8
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	38:23	-	553	2106:2030	287+406	79.8 : 79.8%	-	-	-	8.0	52.0	12.2
3/1	A49 Approach Ahead	U	F		1	15	-	220	2075	277	79.5%	-	-	-	4.9	80.3	8.9
3/2	A49 Approach Right	U	F		1	15	-	210	2081	277	75.7%	-	-	-	4.4	75.7	8.2
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	28	-	559	2251:1800	519+168	81.4 : 81.4%	-	-	-	8.5	54.8	15.1
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	28:12	-	595	2251:2083	544+226	76.1 : 80.2%	-	-	-	9.2	55.4	14.4
5/1	A49 Exit Right Ahead	O	-		-	-	-	580	2115	2115	27.4%	0	0	0	0.2	1.2	0.8
6/1	A6 W Exit Ahead	U	-		-	-	-	498	1925	1925	25.9%	-	-	-	0.2	1.7	11.7
6/2	A6 W Exit Ahead	U	-		-	-	-	372	1975	1975	18.8%	-	-	-	0.1	1.1	1.2
7/1	Station Road Exit	U	-		-	-	-	681	2045	2045	33.3%	-	-	-	0.2	1.3	0.2

Basic Results Summary

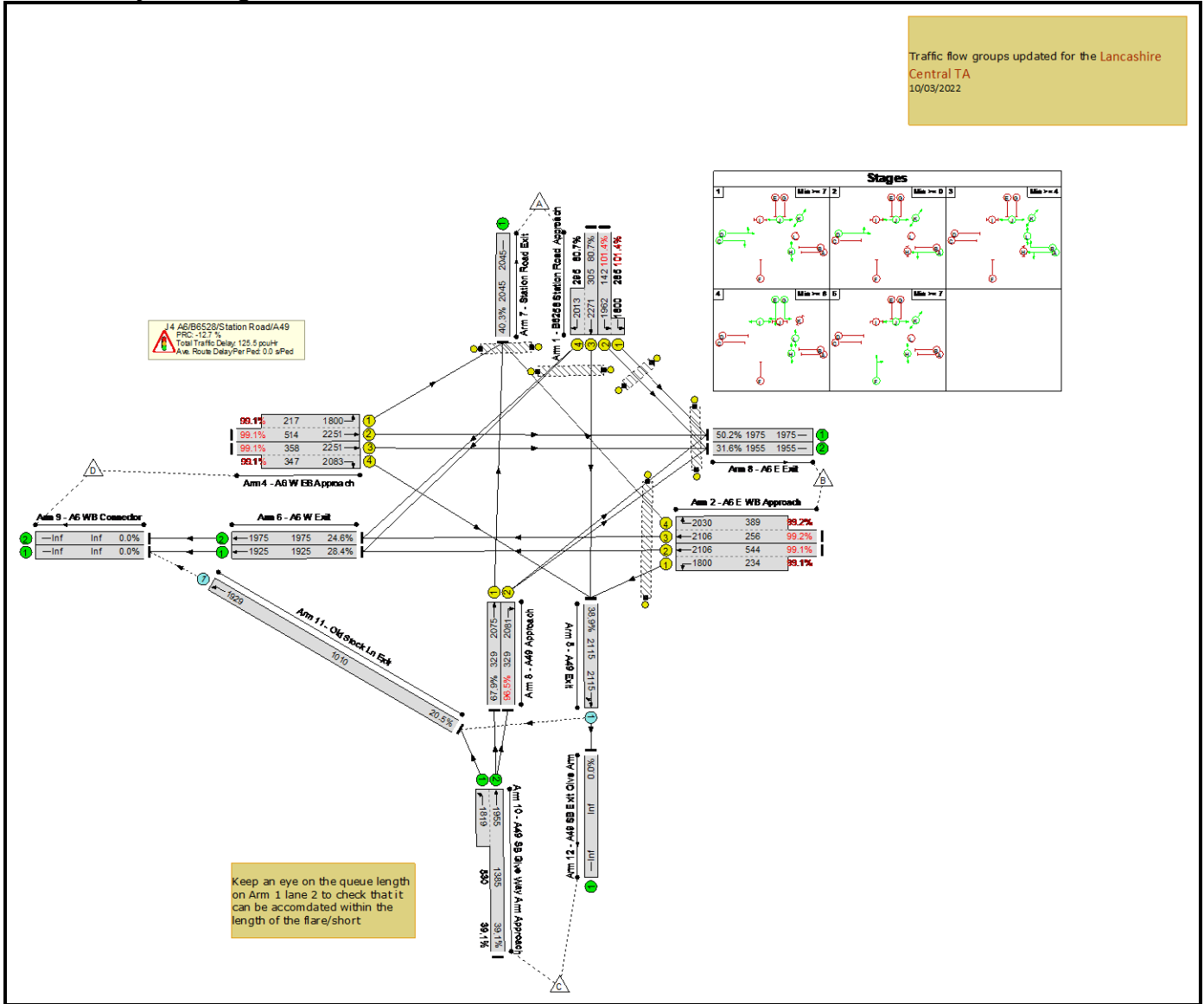
8/1	A6 E Exit	U	-	-	-	-	754	1975	1975	38.2%	-	-	-	0.4	2.0	12.5
8/2	A6 E Exit	U	-	-	-	-	689	1955	1955	35.2%	-	-	-	0.3	1.8	11.2
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	692	1955:1819	1181+720	36.4 : 36.4%	-	-	-	0.3	1.5	0.3
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	262	1929	1032	25.4%	262	0	0	0.5	6.9	3.0
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 (%):		10.6		Total Delay for Signalled Lanes (pcuHr):		53.96		Cycle Time (s):		120				
		PRC Over All Lanes (%):		10.6		Total Delay Over All Lanes(pcuHr):		56.32								

Basic Results Summary

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

Network Layout Diagram

Traffic flow groups updated for the Lancashire Central TA
10/03/2022



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	-	-	-		-	-	-	-	-	-	101.4%	207	0	0	125.5	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	101.4%	207	0	0	125.5	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	24	-	433	1962:1800	142+285	101.4 : 101.4%	-	-	-	17.9	148.9	25.9
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	24	-	484	2271:2013	305+295	80.7 : 80.7%	-	-	-	7.8	57.9	11.9
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	30	-	771	2106:1800	544+234	99.1 : 99.1%	-	-	-	21.3	99.4	30.0
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	30:22	-	640	2106:2030	256+389	99.2 : 99.2%	-	-	-	19.3	108.4	24.2
3/1	A49 Approach Ahead	U	F		1	18	-	223	2075	329	67.9%	-	-	-	4.0	64.4	8.0
3/2	A49 Approach Right	U	F		1	18	-	318	2081	329	96.5%	-	-	-	10.9	123.7	17.0
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	28	-	724	2251:1800	514+217	99.1 : 99.1%	-	-	-	21.0	104.3	29.6
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	28:19	-	699	2251:2083	358+347	99.1 : 99.1%	-	-	-	20.5	105.7	23.1
5/1	A49 Exit Right Ahead	O	-		-	-	-	822	2115	2115	38.9%	0	0	0	0.3	1.4	4.5
6/1	A6 W Exit Ahead	U	-		-	-	-	546	1925	1925	28.4%	-	-	-	0.3	2.1	14.9
6/2	A6 W Exit Ahead	U	-		-	-	-	485	1975	1975	24.6%	-	-	-	0.2	1.2	2.4
7/1	Station Road Exit	U	-		-	-	-	824	2045	2045	40.3%	-	-	-	0.3	1.5	0.3

Basic Results Summary

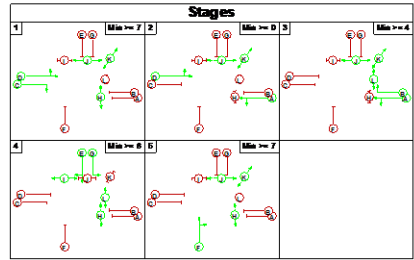
8/1	A6 E Exit	U	-	-	-	-	996	1975	1975	50.2%	-	-	-	0.7	2.6	16.2
8/2	A6 E Exit	U	-	-	-	-	619	1955	1955	31.6%	-	-	-	0.3	1.6	8.6
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	748	1955:1819	1385+530	39.1 : 39.1%	-	-	-	0.3	1.5	0.3
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	207	1929	1010	20.5%	207	0	0	0.4	7.7	2.4
Ped Link: P1	Unnamed Ped Link	-	H	1	76	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K	1	84	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J	1	82	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I	1	22	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
C1		PRC for Signalled Lanes (%):		-12.7		Total Delay for Signalled Lanes (pcuHr):		122.65		Cycle Time (s):		120				
		PRC Over All Lanes (%):		-12.7		Total Delay Over All Lanes(pcuHr):		125.53								

Basic Results Summary

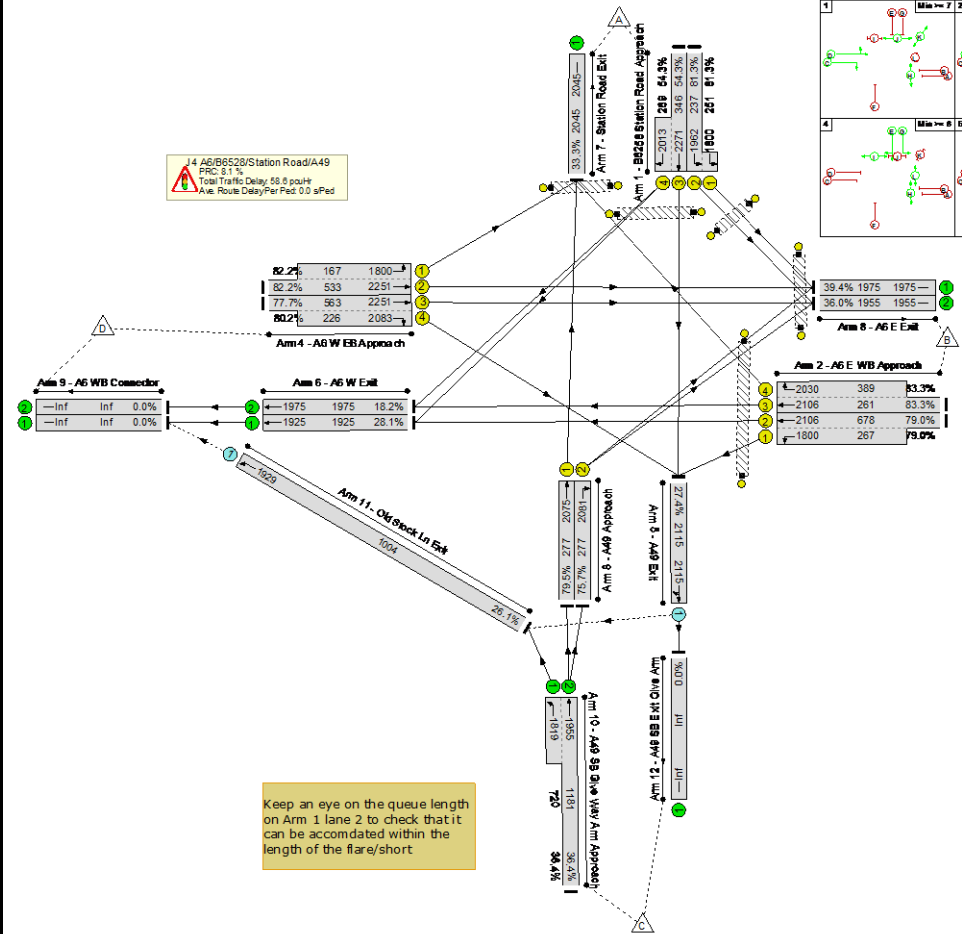
Scenario 3: 'DM2 2032 AM' (FG3: 'DM2 2032 + Committed and Expected Developments - without dev - AM', Plan 1: 'No Peds')

Network Layout Diagram

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



J4 A6/B6528/Station Road/A49
PFD: 2.1 %
Total Traffic Delay: 55.6 points
Ave. Route Delay/Per Ped: 0.0 s/Ped



Keep an eye on the queue length on Arm 1 lane 2 to check that it can be accommodated within the length of the flare/short

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	-	-	-		-	-	-	-	-	-	83.3%	262	0	0	58.6	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	83.3%	262	0	0	58.6	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	26	-	397	1962:1800	237+251	81.3 : 81.3%	-	-	-	6.7	61.2	12.6
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	26	-	334	2271:2013	346+269	54.3 : 54.3%	-	-	-	4.2	45.5	6.0
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	38	-	747	2106:1800	678+267	79.0 : 79.0%	-	-	-	9.1	44.0	17.9
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	38:22	-	541	2106:2030	261+389	83.3 : 83.3%	-	-	-	8.4	56.0	12.7
3/1	A49 Approach Ahead	U	F		1	15	-	220	2075	277	79.5%	-	-	-	4.9	80.3	8.9
3/2	A49 Approach Right	U	F		1	15	-	210	2081	277	75.7%	-	-	-	4.4	75.7	8.2
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	29	-	575	2251:1800	533+167	82.2 : 82.2%	-	-	-	8.7	54.6	15.7
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	29:12	-	618	2251:2083	563+226	77.7 : 80.2%	-	-	-	9.5	55.3	15.3
5/1	A49 Exit Right Ahead	O	-		-	-	-	580	2115	2115	27.4%	0	0	0	0.2	1.2	0.8
6/1	A6 W Exit Ahead	U	-		-	-	-	540	1925	1925	28.1%	-	-	-	0.3	1.9	13.6
6/2	A6 W Exit Ahead	U	-		-	-	-	359	1975	1975	18.2%	-	-	-	0.1	1.1	0.7
7/1	Station Road Exit	U	-		-	-	-	681	2045	2045	33.3%	-	-	-	0.2	1.3	0.2

Basic Results Summary

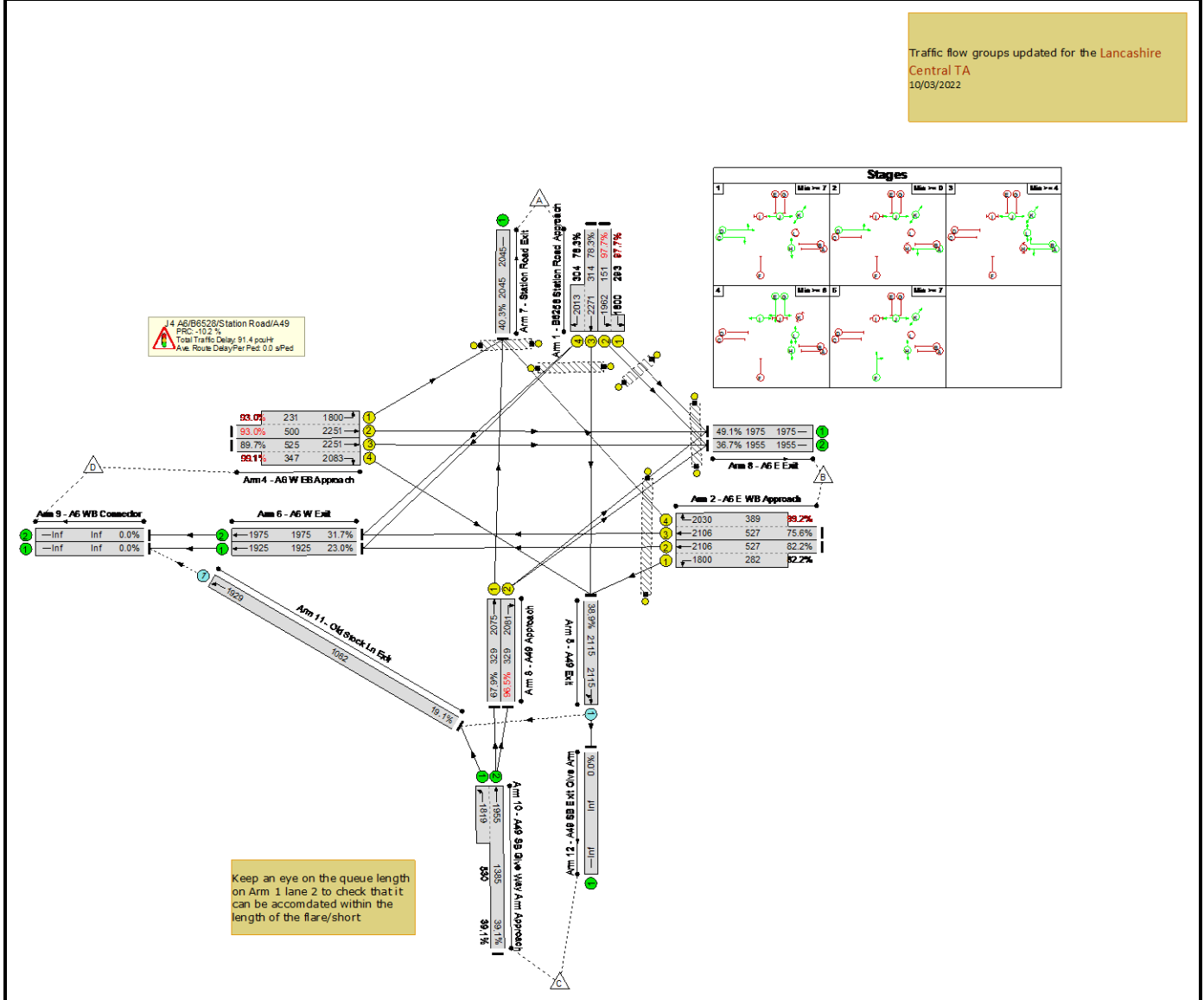
8/1	A6 E Exit	U	-	-	-	-	779	1975	1975	39.4%	-	-	-	0.4	2.1	13.1
8/2	A6 E Exit	U	-	-	-	-	703	1955	1955	36.0%	-	-	-	0.4	1.9	11.9
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	692	1955:1819	1181+720	36.4 : 36.4%	-	-	-	0.3	1.5	0.3
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	262	1929	1004	26.1%	262	0	0	0.6	8.1	3.2
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 (%):		8.1		Total Delay for Signalled Lanes (pcuHr):		56.04		Cycle Time (s):		120				
		PRC Over All Lanes (%):		8.1		Total Delay Over All Lanes(pcuHr):		58.57								

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

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	-	-	-		-	-	-	-	-	-	99.2%	207	0	0	91.4	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	99.2%	207	0	0	91.4	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	25	-	433	1962:1800	151+293	97.7 : 97.7%	-	-	-	13.6	113.2	21.5
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	25	-	484	2271:2013	314+304	78.3 : 78.3%	-	-	-	7.4	55.1	11.4
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	29	-	665	2106:1800	527+282	82.2 : 82.2%	-	-	-	9.9	53.3	15.8
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	29:22	-	784	2106:2030	527+389	75.6 : 99.2%	-	-	-	12.6	58.1	15.6
3/1	A49 Approach Ahead	U	F		1	18	-	223	2075	329	67.9%	-	-	-	4.0	64.4	8.0
3/2	A49 Approach Right	U	F		1	18	-	318	2081	329	96.5%	-	-	-	10.9	123.7	17.0
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	27	-	680	2251:1800	500+231	93.0 : 93.0%	-	-	-	13.6	72.2	20.4
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	27:19	-	815	2251:2083	525+347	89.7 : 99.1%	-	-	-	16.5	72.9	21.1
5/1	A49 Exit Right Ahead	O	-		-	-	-	822	2115	2115	38.9%	0	0	0	0.3	1.4	4.5
6/1	A6 W Exit Ahead	U	-		-	-	-	442	1925	1925	23.0%	-	-	-	0.2	1.6	10.6
6/2	A6 W Exit Ahead	U	-		-	-	-	627	1975	1975	31.7%	-	-	-	0.3	1.5	8.5
7/1	Station Road Exit	U	-		-	-	-	824	2045	2045	40.3%	-	-	-	0.3	1.5	0.3

Basic Results Summary

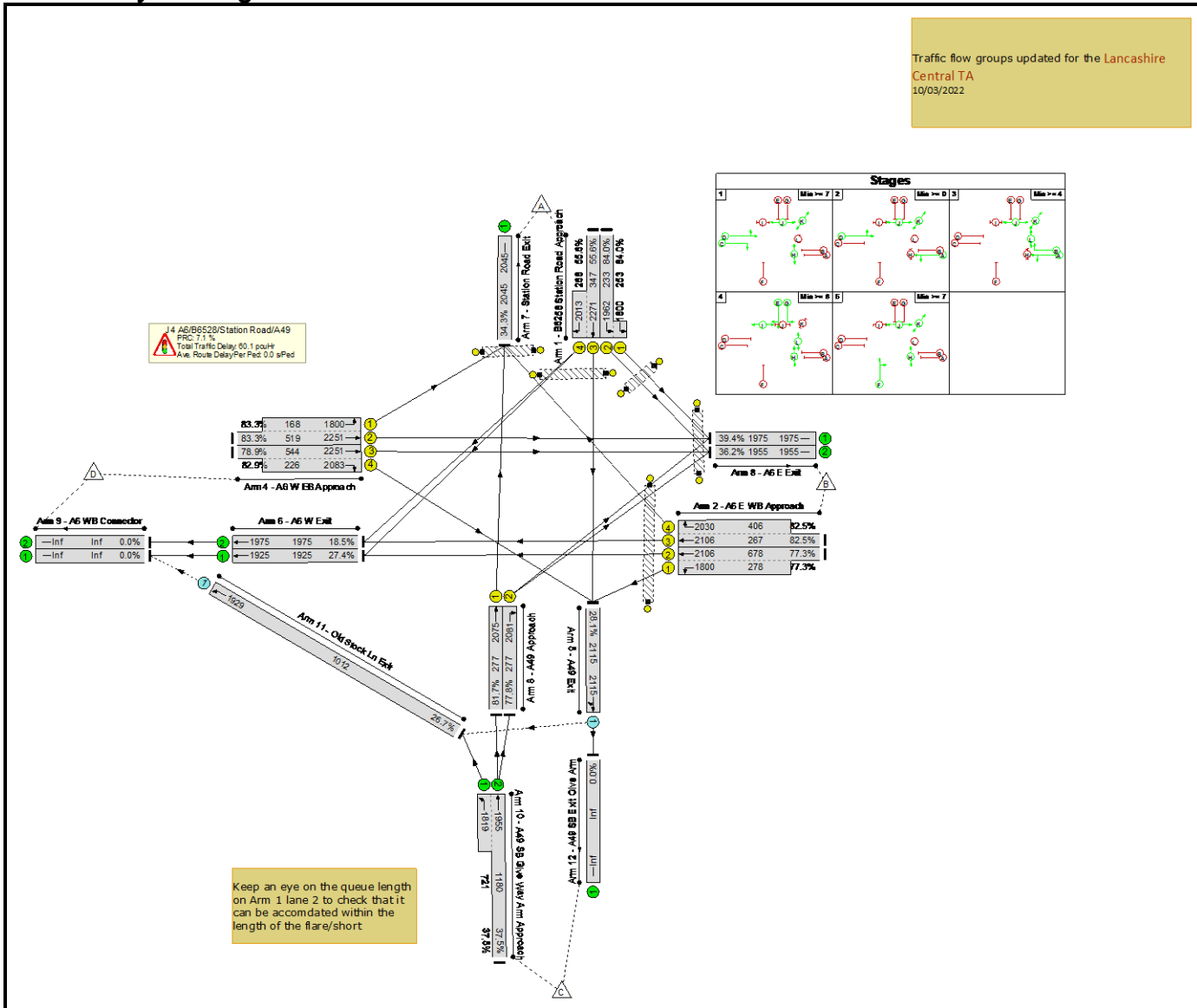
8/1	A6 E Exit	U	-	-	-	-	970	1975	1975	49.1%	-	-	-	0.6	2.4	14.8
8/2	A6 E Exit	U	-	-	-	-	717	1955	1955	36.7%	-	-	-	0.4	2.1	13.6
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	748	1955:1819	1385+530	39.1 : 39.1%	-	-	-	0.3	1.5	0.3
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	207	1929	1082	19.1%	207	0	0	0.3	5.5	1.9
Ped Link: P1	Unnamed Ped Link	-	H	1	77	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K	1	83	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J	1	81	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I	1	23	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
C1		PRC for Signalled Lanes (%):		-10.2		Total Delay for Signalled Lanes (pcuHr):		88.56		Cycle Time (s):		120				
		PRC Over All Lanes (%):		-10.2		Total Delay Over All Lanes(pcuHr):		91.38								

Basic Results Summary

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

Network Layout Diagram

Traffic flow groups updated for the Lancashire Central TA
10/03/2022



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	-	-	-		-	-	-	-	-	-	84.0%	270	0	0	60.1	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	84.0%	270	0	0	60.1	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	26	-	409	1962:1800	233+253	84.0 : 84.0%	-	-	-	7.3	64.5	13.6
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	26	-	342	2271:2013	347+268	55.6 : 55.6%	-	-	-	4.3	45.8	6.3
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	38	-	739	2106:1800	678+278	77.3 : 77.3%	-	-	-	8.8	43.0	17.2
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	38:23	-	555	2106:2030	267+406	82.5 : 82.5%	-	-	-	8.4	54.6	12.9
3/1	A49 Approach Ahead	U	F		1	15	-	226	2075	277	81.7%	-	-	-	5.2	83.4	9.3
3/2	A49 Approach Right	U	F		1	15	-	216	2081	277	77.8%	-	-	-	4.7	78.1	8.6
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	28	-	572	2251:1800	519+168	83.3 : 83.3%	-	-	-	9.0	56.5	15.8
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	28:12	-	616	2251:2083	544+226	78.9 : 82.9%	-	-	-	9.8	57.0	15.3
5/1	A49 Exit Right Ahead	O	-		-	-	-	595	2115	2115	28.1%	0	0	0	0.2	1.2	0.8
6/1	A6 W Exit Ahead	U	-		-	-	-	528	1925	1925	27.4%	-	-	-	0.3	1.9	13.1
6/2	A6 W Exit Ahead	U	-		-	-	-	365	1975	1975	18.5%	-	-	-	0.1	1.1	0.7
7/1	Station Road Exit	U	-		-	-	-	701	2045	2045	34.3%	-	-	-	0.3	1.3	0.3

Basic Results Summary

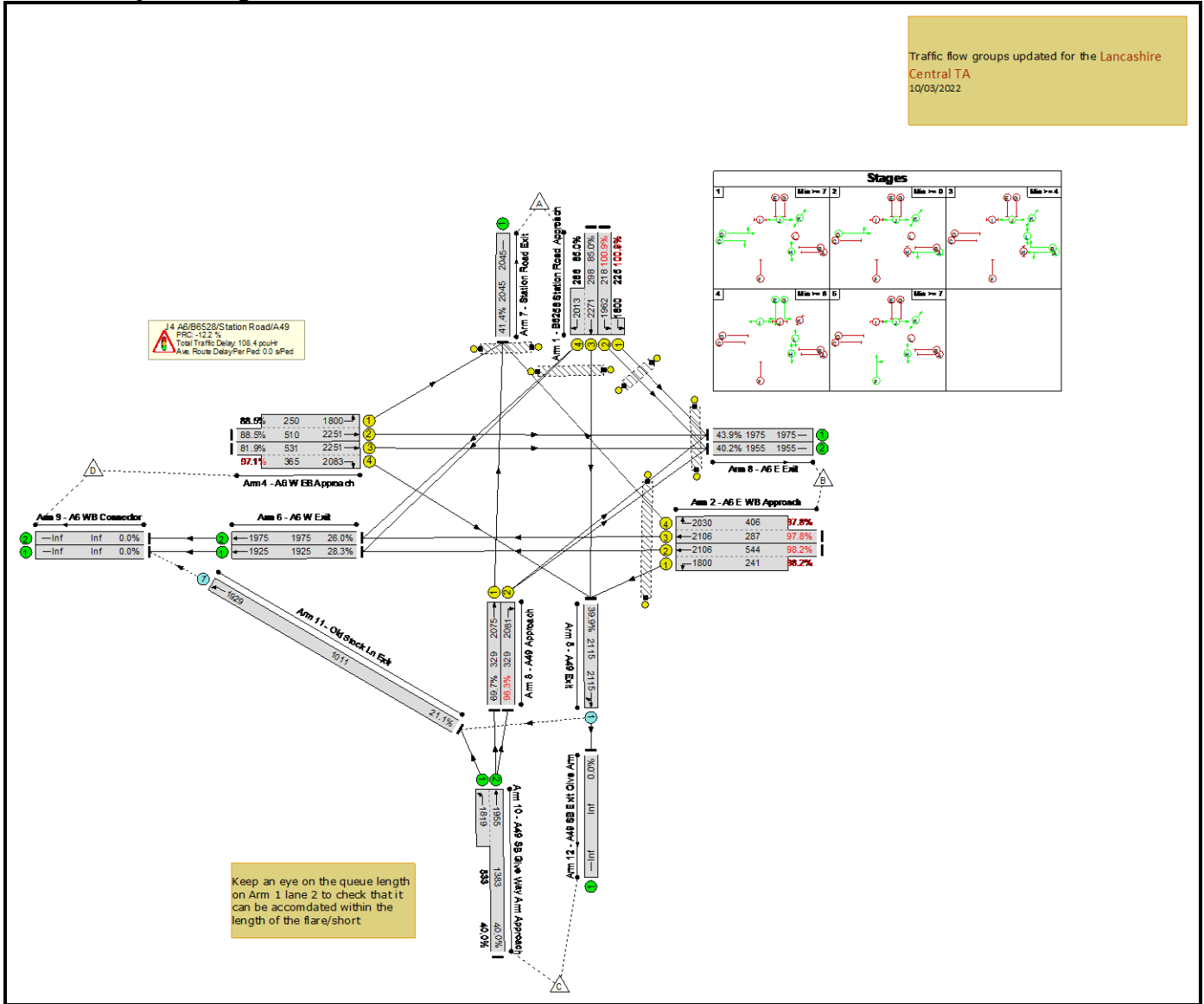
8/1	A6 E Exit	U	-	-	-	-	779	1975	1975	39.4%	-	-	-	0.4	2.1	13.0
8/2	A6 E Exit	U	-	-	-	-	707	1955	1955	36.2%	-	-	-	0.4	1.9	11.8
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	712	1955:1819	1180+721	37.5 : 37.5%	-	-	-	0.3	1.5	0.3
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	270	1929	1012	26.7%	270	0	0	0.6	7.8	3.3
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 (%):		7.1		Total Delay for Signalled Lanes (pcuHr):		57.57		Cycle Time (s):		120				
		PRC Over All Lanes (%):		7.1		Total Delay Over All Lanes(pcuHr):		60.11								

Basic Results Summary

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

Network Layout Diagram

Traffic flow groups updated for the Lancashire Central TA
10/03/2022



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	-	-	-		-	-	-	-	-	-	100.9%	213	0	0	108.4	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	100.9%	213	0	0	108.4	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	23	-	447	1962:1800	218+225	100.9 : 100.9%	-	-	-	17.6	142.0	24.9
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	23	-	496	2271:2013	298+286	85.0 : 85.0%	-	-	-	8.7	63.5	13.2
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	30	-	771	2106:1800	544+241	98.2 : 98.2%	-	-	-	19.8	92.4	28.4
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	30:23	-	678	2106:2030	287+406	97.8 : 97.8%	-	-	-	18.0	95.4	22.9
3/1	A49 Approach Ahead	U	F		1	18	-	229	2075	329	69.7%	-	-	-	4.2	65.5	8.3
3/2	A49 Approach Right	U	F		1	18	-	324	2081	329	98.3%	-	-	-	12.3	136.2	18.4
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	28	-	673	2251:1800	510+250	88.5 : 88.5%	-	-	-	11.4	61.0	17.8
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	28:20	-	789	2251:2083	531+365	81.9 : 97.1%	-	-	-	13.5	61.5	17.0
5/1	A49 Exit Right Ahead	O	-		-	-	-	844	2115	2115	39.9%	0	0	0	0.3	1.4	2.7
6/1	A6 W Exit Ahead	U	-		-	-	-	544	1925	1925	28.3%	-	-	-	0.3	2.1	14.8
6/2	A6 W Exit Ahead	U	-		-	-	-	514	1975	1975	26.0%	-	-	-	0.2	1.3	3.6
7/1	Station Road Exit	U	-		-	-	-	847	2045	2045	41.4%	-	-	-	0.4	1.5	0.4

Basic Results Summary

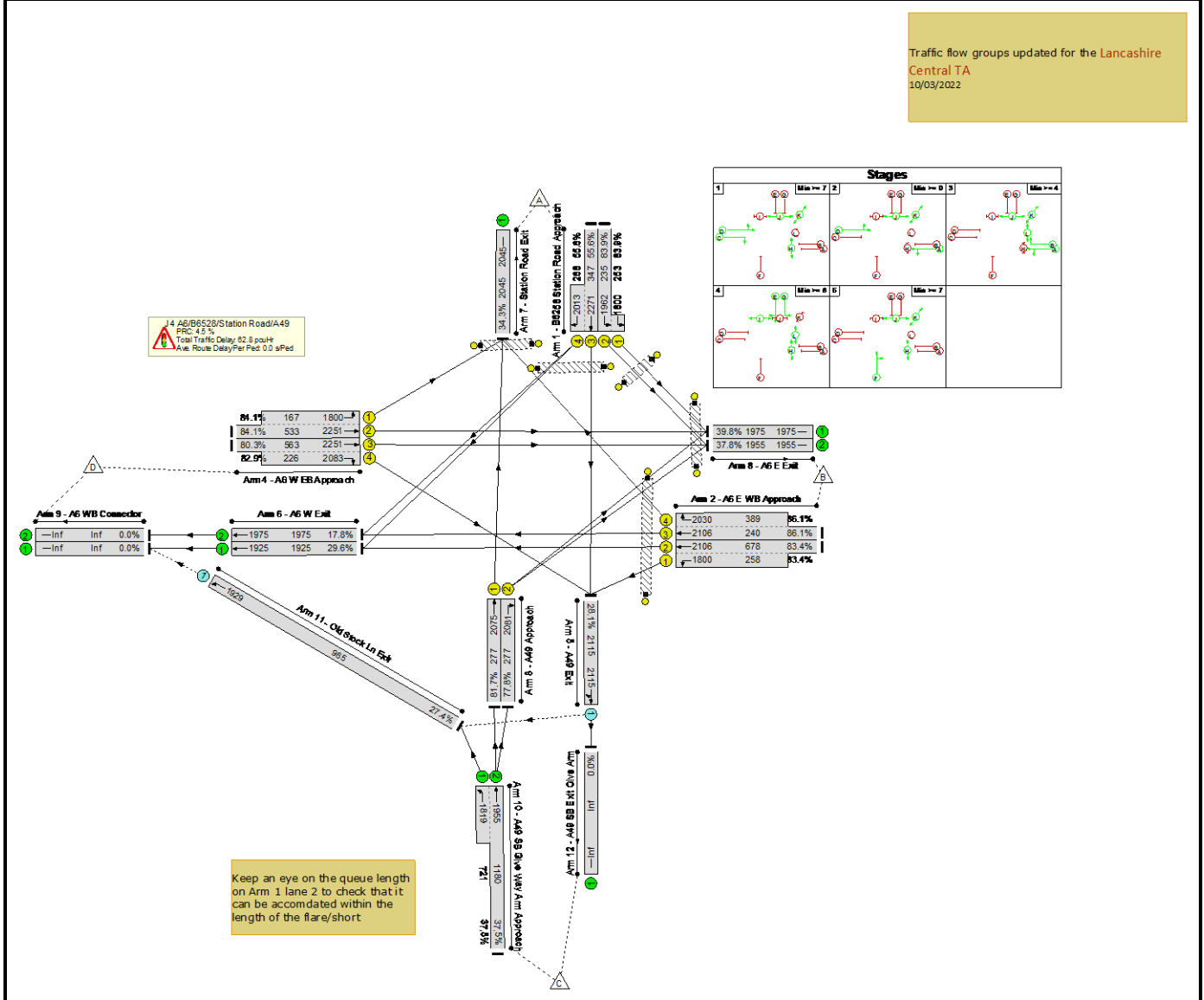
8/1	A6 E Exit	U	-	-	-	-	870	1975	1975	43.9%	-	-	-	0.5	2.2	13.9
8/2	A6 E Exit	U	-	-	-	-	788	1955	1955	40.2%	-	-	-	0.4	2.0	12.0
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	766	1955:1819	1383+533	40.0 : 40.0%	-	-	-	0.3	1.6	0.3
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	213	1929	1011	21.1%	213	0	0	0.5	7.7	2.4
Ped Link: P1	Unnamed Ped Link	-	H	1	76	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K	1	85	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J	1	83	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I	1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
C1		PRC for Signalled Lanes (%):		-12.2		Total Delay for Signalled Lanes (pcuHr):		105.43		Cycle Time (s):		120				
		PRC Over All Lanes (%):		-12.2		Total Delay Over All Lanes(pcuHr):		108.37								

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

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	-	-	-		-	-	-	-	-	-	86.1%	270	0	0	62.8	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	86.1%	270	0	0	62.8	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	26	-	409	1962:1800	235+253	83.9 : 83.9%	-	-	-	7.3	64.3	13.5
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	26	-	342	2271:2013	347+268	55.6 : 55.6%	-	-	-	4.3	45.8	6.3
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	38	-	781	2106:1800	678+258	83.4 : 83.4%	-	-	-	10.2	46.9	19.7
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	38:22	-	542	2106:2030	240+389	86.1 : 86.1%	-	-	-	9.0	59.9	13.7
3/1	A49 Approach Ahead	U	F		1	15	-	226	2075	277	81.7%	-	-	-	5.2	83.4	9.3
3/2	A49 Approach Right	U	F		1	15	-	216	2081	277	77.8%	-	-	-	4.7	78.1	8.6
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	29	-	588	2251:1800	533+167	84.1 : 84.1%	-	-	-	9.2	56.3	16.5
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	29:12	-	639	2251:2083	563+226	80.3 : 82.9%	-	-	-	10.1	56.9	16.1
5/1	A49 Exit Right Ahead	O	-		-	-	-	595	2115	2115	28.1%	0	0	0	0.2	1.2	0.8
6/1	A6 W Exit Ahead	U	-		-	-	-	570	1925	1925	29.6%	-	-	-	0.3	2.0	14.9
6/2	A6 W Exit Ahead	U	-		-	-	-	352	1975	1975	17.8%	-	-	-	0.1	1.1	0.1
7/1	Station Road Exit	U	-		-	-	-	701	2045	2045	34.3%	-	-	-	0.3	1.3	0.3

Basic Results Summary

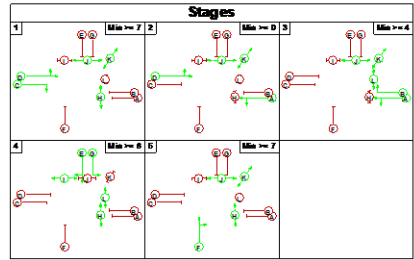
8/1	A6 E Exit	U	-	-	-	-	786	1975	1975	39.8%	-	-	-	0.5	2.1	13.5
8/2	A6 E Exit	U	-	-	-	-	739	1955	1955	37.8%	-	-	-	0.4	2.0	12.5
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	712	1955:1819	1180+721	37.5 : 37.5%	-	-	-	0.3	1.5	0.3
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	270	1929	985	27.4%	270	0	0	0.7	9.0	3.5
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 (%):		4.5		Total Delay for Signalled Lanes (pcuHr):		60.07		Cycle Time (s):		120				
		PRC Over All Lanes (%):		4.5		Total Delay Over All Lanes(pcuHr):		62.80								

Basic Results Summary

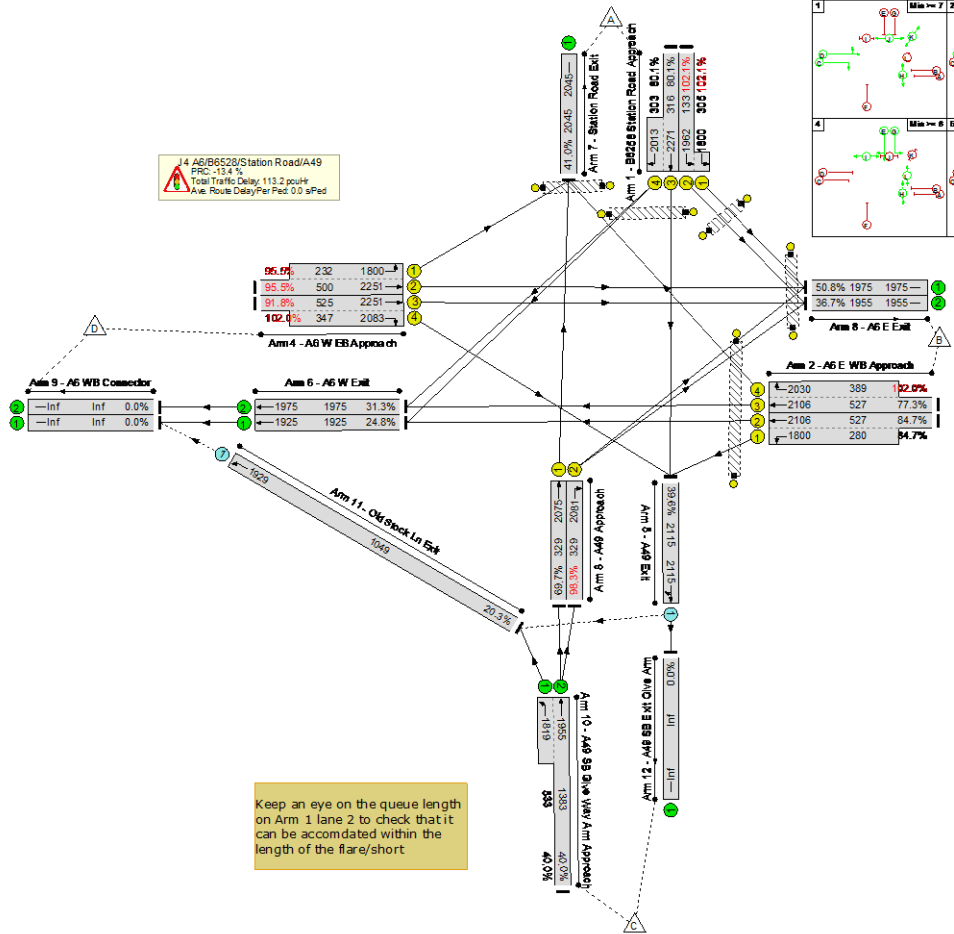
Scenario 8: 'DM2 2037 PM' (FG8: 'DM2 2037 + Committed and Expected Developments - without dev - PM', Plan 1: 'No Peds')

Network Layout Diagram

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



J4 A6/B6528/Station Road/A49
PIC: 13.4 %
Total Traffic Delay: 113.2 pcu.h
Ave. Route Delay/Per Ped: 0.0 s/Ped



Keep an eye on the queue length on Arm 1 lane 2 to check that it can be accommodated within the length of the flare/short

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	-	-	-		-	-	-	-	-	-	102.1%	213	0	0	113.2	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	102.1%	213	0	0	113.2	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	25	-	447	1962:1800	133+305	102.1 : 102.1%	-	-	-	19.2	154.7	27.6
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	25	-	496	2271:2013	316+303	80.1 : 80.1%	-	-	-	7.8	56.4	12.1
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	29	-	683	2106:1800	527+280	84.7 : 84.7%	-	-	-	10.5	55.4	16.8
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	29:22	-	804	2106:2030	527+389	77.3 : 102.0%	-	-	-	17.8	79.9	20.9
3/1	A49 Approach Ahead	U	F		1	18	-	229	2075	329	69.7%	-	-	-	4.2	65.5	8.3
3/2	A49 Approach Right	U	F		1	18	-	324	2081	329	98.3%	-	-	-	12.3	136.2	18.4
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	27	-	698	2251:1800	500+232	95.5 : 95.5%	-	-	-	15.7	81.0	23.2
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	27:19	-	836	2251:2083	525+347	91.8 : 102.0%	-	-	-	22.7	97.9	27.1
5/1	A49 Exit Right Ahead	O	-		-	-	-	844	2115	2115	39.6%	0	0	0	0.3	1.4	5.1
6/1	A6 W Exit Ahead	U	-		-	-	-	478	1925	1925	24.8%	-	-	-	0.2	1.7	11.1
6/2	A6 W Exit Ahead	U	-		-	-	-	618	1975	1975	31.3%	-	-	-	0.3	1.5	8.7
7/1	Station Road Exit	U	-		-	-	-	847	2045	2045	41.0%	-	-	-	0.3	1.5	0.3

Basic Results Summary

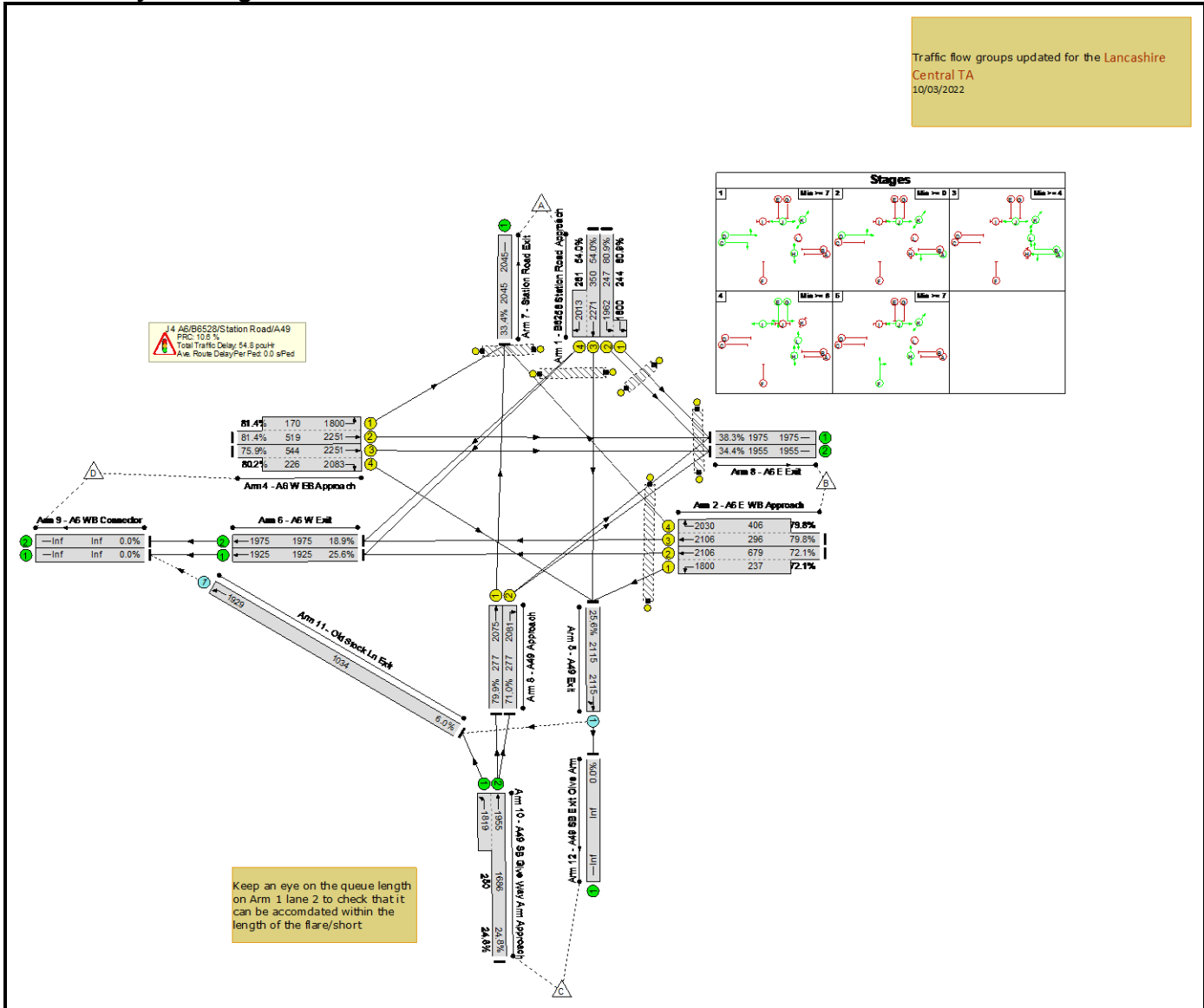
8/1	A6 E Exit	U	-	-	-	-	1009	1975	1975	50.8%	-	-	-	0.7	2.5	15.2
8/2	A6 E Exit	U	-	-	-	-	721	1955	1955	36.7%	-	-	-	0.4	2.2	14.1
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	766	1955:1819	1383+533	40.0 : 40.0%	-	-	-	0.3	1.6	0.3
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	213	1929	1049	20.3%	213	0	0	0.3	5.9	2.1
Ped Link: P1	Unnamed Ped Link	-	H	1	77	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K	1	83	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J	1	81	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I	1	23	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
C1		PRC for Signalled Lanes (%):		-13.4		Total Delay for Signalled Lanes (pcuHr):		110.21		Cycle Time (s):		120				
		PRC Over All Lanes (%):		-13.4		Total Delay Over All Lanes(pcuHr):		113.17								

Basic Results Summary

Scenario 9: 'DS1 2032 AM' (FG9: 'DS1 2032 + Committed Developments + Proposed development - AM', 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	-	-	-		-	-	-	-	-	-	81.4%	62	0	0	54.8	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	81.4%	62	0	0	54.8	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	26	-	397	1962:1800	247+244	80.9 : 80.9%	-	-	-	6.7	60.7	12.5
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	26	-	330	2271:2013	350+261	54.0 : 54.0%	-	-	-	4.2	45.5	6.1
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	38	-	660	2106:1800	679+237	72.1 : 72.1%	-	-	-	7.5	41.2	15.5
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	38:23	-	560	2106:2030	296+406	79.8 : 79.8%	-	-	-	8.1	51.8	12.2
3/1	A49 Approach Ahead	U	F		1	15	-	221	2075	277	79.9%	-	-	-	5.0	80.8	9.0
3/2	A49 Approach Right	U	F		1	15	-	197	2081	277	71.0%	-	-	-	3.9	71.5	7.4
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	28	-	560	2251:1800	519+170	81.4 : 81.4%	-	-	-	8.5	54.8	15.1
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	28:12	-	594	2251:2083	544+226	75.9 : 80.2%	-	-	-	9.1	55.4	14.4
5/1	A49 Exit Right Ahead	O	-		-	-	-	541	2115	2115	25.6%	0	0	0	0.2	1.1	0.8
6/1	A6 W Exit Ahead	U	-		-	-	-	492	1925	1925	25.6%	-	-	-	0.2	1.7	11.5
6/2	A6 W Exit Ahead	U	-		-	-	-	374	1975	1975	18.9%	-	-	-	0.1	1.1	1.2
7/1	Station Road Exit	U	-		-	-	-	683	2045	2045	33.4%	-	-	-	0.3	1.3	0.3

Basic Results Summary

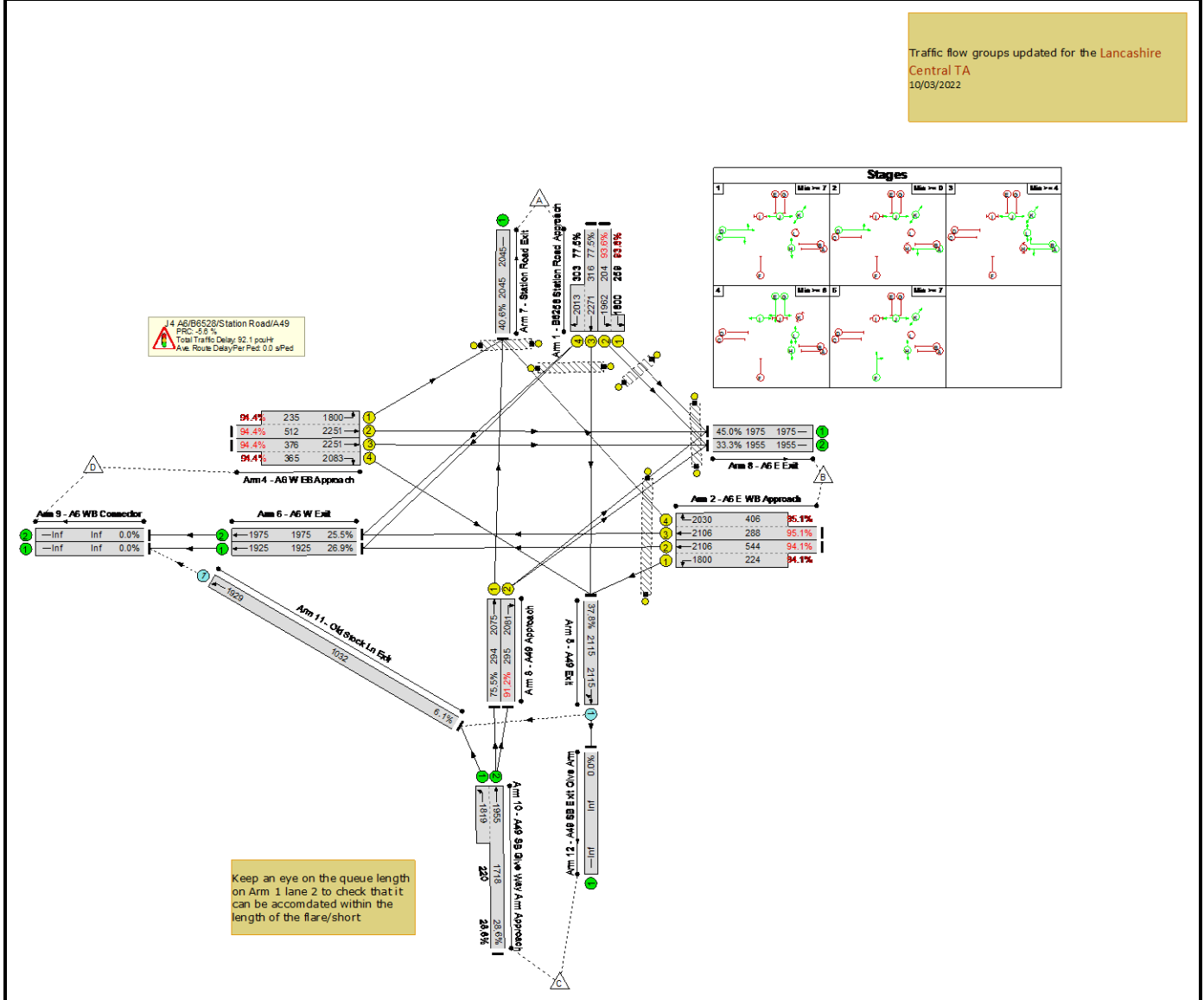
8/1	A6 E Exit	U	-	-	-	-	756	1975	1975	38.3%	-	-	-	0.4	2.0	12.5
8/2	A6 E Exit	U	-	-	-	-	673	1955	1955	34.4%	-	-	-	0.3	1.8	11.2
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	480	1955:1819	1686+250	24.8 : 24.8%	-	-	-	0.2	1.2	0.2
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	62	1929	1034	6.0%	62	0	0	0.1	5.2	0.5
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 (%):		10.6		Total Delay for Signalled Lanes (pcuHr):		52.99		Cycle Time (s):		120				
		PRC Over All Lanes (%):		10.6		Total Delay Over All Lanes(pcuHr):		54.78								

Basic Results Summary

Scenario 10: 'DS1 2032 PM' (FG10: 'DS1 2032 + Committed 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	-	-	-		-	-	-	-	-	-	95.1%	63	0	0	92.1	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	95.1%	63	0	0	92.1	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	25	-	433	1962:1800	204+259	93.6 : 93.6%	-	-	-	10.8	89.4	17.9
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	25	-	480	2271:2013	316+303	77.5 : 77.5%	-	-	-	7.3	54.5	11.2
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	30	-	723	2106:1800	544+224	94.1 : 94.1%	-	-	-	14.7	73.0	22.9
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	30:23	-	660	2106:2030	288+406	95.1 : 95.1%	-	-	-	14.9	81.0	19.5
3/1	A49 Approach Ahead	U	F		1	16	-	222	2075	294	75.5%	-	-	-	4.5	73.5	8.6
3/2	A49 Approach Right	U	F		1	16	-	269	2081	295	91.2%	-	-	-	7.8	104.1	12.8
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	28	-	705	2251:1800	512+235	94.4 : 94.4%	-	-	-	14.8	75.7	22.3
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	28:20	-	699	2251:2083	376+365	94.4 : 94.4%	-	-	-	15.1	77.9	17.7
5/1	A49 Exit Right Ahead	O	-		-	-	-	800	2115	2115	37.8%	0	0	0	0.3	1.4	0.9
6/1	A6 W Exit Ahead	U	-		-	-	-	518	1925	1925	26.9%	-	-	-	0.3	2.0	13.9
6/2	A6 W Exit Ahead	U	-		-	-	-	503	1975	1975	25.5%	-	-	-	0.2	1.2	3.5
7/1	Station Road Exit	U	-		-	-	-	830	2045	2045	40.6%	-	-	-	0.3	1.5	0.3

Basic Results Summary

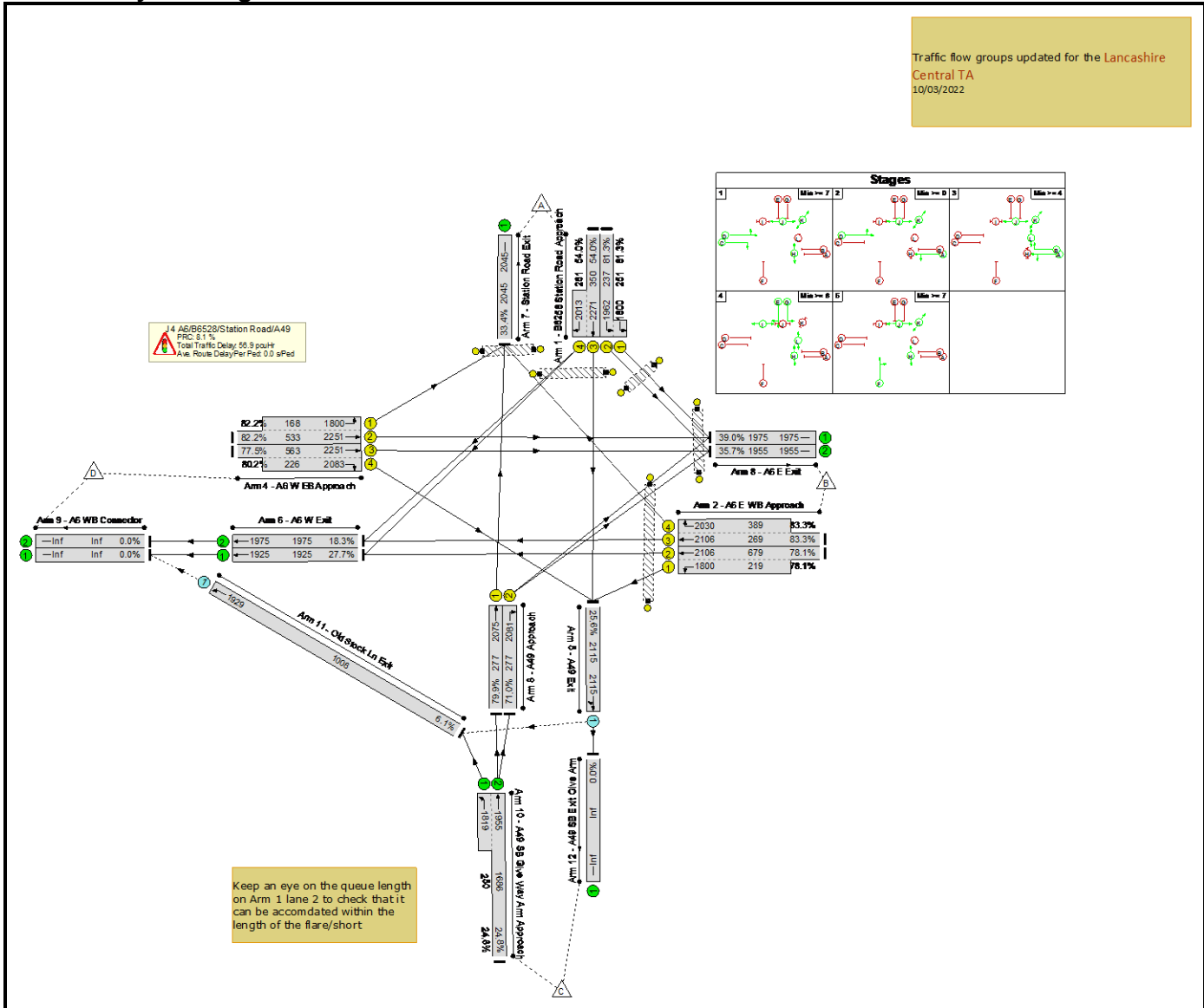
8/1	A6 E Exit	U	-	-	-	-	889	1975	1975	45.0%	-	-	-	0.6	2.4	15.2
8/2	A6 E Exit	U	-	-	-	-	651	1955	1955	33.3%	-	-	-	0.3	1.6	8.6
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	554	1955:1819	1718+220	28.6 : 28.6%	-	-	-	0.2	1.3	0.2
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	63	1929	1032	6.1%	63	0	0	0.1	6.1	0.6
Ped Link: P1	Unnamed Ped Link	-	H	1	76	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K	1	83	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J	1	81	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I	1	23	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
C1		PRC for Signalled Lanes (%):		-5.6		Total Delay for Signalled Lanes (pcuHr):		89.79		Cycle Time (s):		120				
		PRC Over All Lanes (%):		-5.6		Total Delay Over All Lanes(pcuHr):		92.08								

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

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	-	-	-		-	-	-	-	-	-	83.3%	62	0	0	56.9	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	83.3%	62	0	0	56.9	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	26	-	397	1962:1800	237+251	81.3 : 81.3%	-	-	-	6.7	61.2	12.6
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	26	-	330	2271:2013	350+261	54.0 : 54.0%	-	-	-	4.2	45.5	6.1
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	38	-	701	2106:1800	679+219	78.1 : 78.1%	-	-	-	8.6	44.0	17.7
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	38:22	-	548	2106:2030	269+389	83.3 : 83.3%	-	-	-	8.5	55.8	12.7
3/1	A49 Approach Ahead	U	F		1	15	-	221	2075	277	79.9%	-	-	-	5.0	80.8	9.0
3/2	A49 Approach Right	U	F		1	15	-	197	2081	277	71.0%	-	-	-	3.9	71.5	7.4
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	29	-	576	2251:1800	533+168	82.2 : 82.2%	-	-	-	8.7	54.6	15.7
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	29:12	-	617	2251:2083	563+226	77.5 : 80.2%	-	-	-	9.5	55.2	15.2
5/1	A49 Exit Right Ahead	O	-		-	-	-	541	2115	2115	25.6%	0	0	0	0.2	1.1	0.8
6/1	A6 W Exit Ahead	U	-		-	-	-	533	1925	1925	27.7%	-	-	-	0.3	1.9	13.2
6/2	A6 W Exit Ahead	U	-		-	-	-	362	1975	1975	18.3%	-	-	-	0.1	1.1	0.7
7/1	Station Road Exit	U	-		-	-	-	683	2045	2045	33.4%	-	-	-	0.3	1.3	0.3

Basic Results Summary

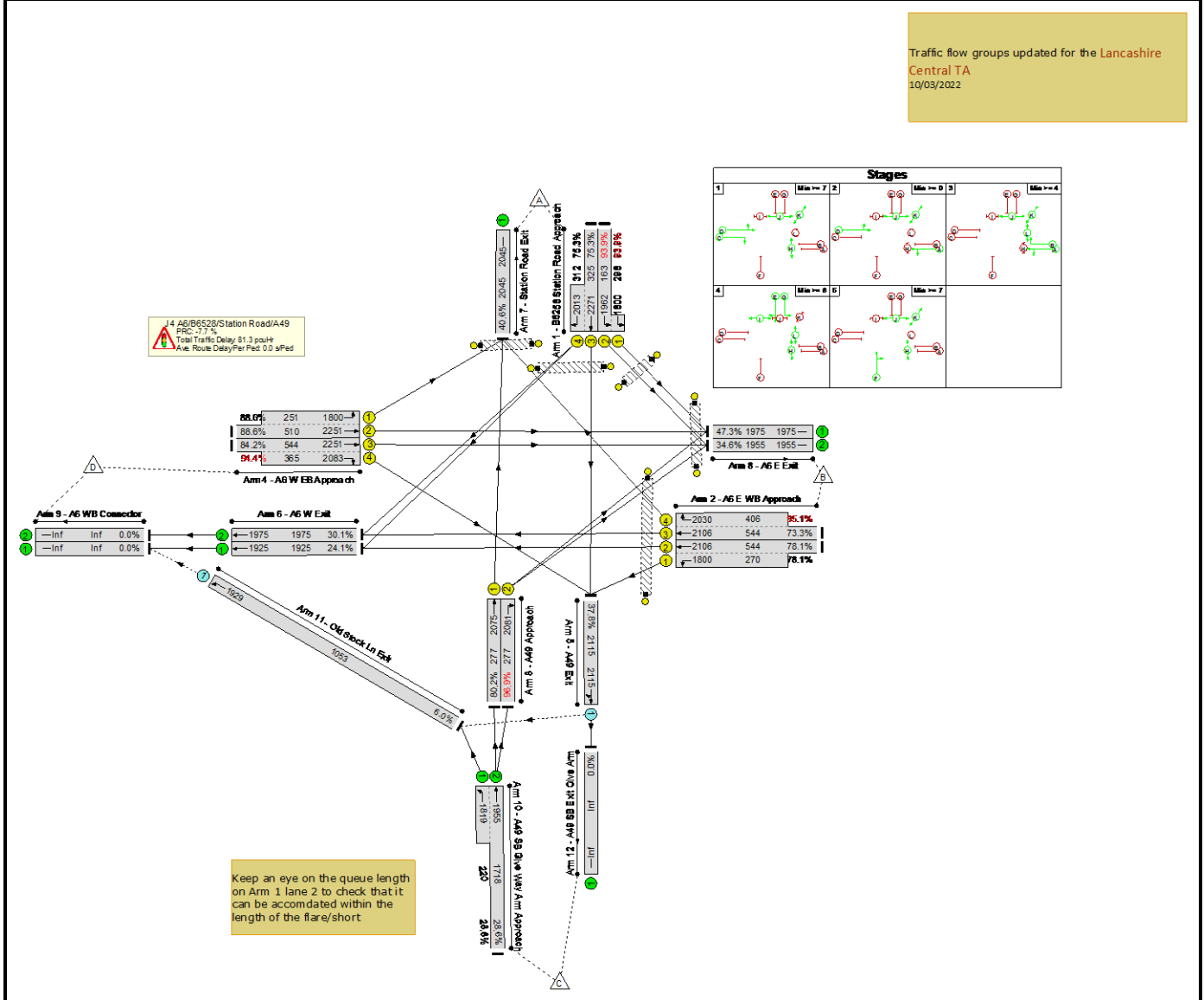
8/1	A6 E Exit	U	-	-	-	-	770	1975	1975	39.0%	-	-	-	0.4	2.1	13.0
8/2	A6 E Exit	U	-	-	-	-	698	1955	1955	35.7%	-	-	-	0.4	1.9	11.9
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	480	1955:1819	1686+250	24.8 : 24.8%	-	-	-	0.2	1.2	0.2
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	62	1929	1008	6.1%	62	0	0	0.1	6.0	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 (%):		8.1		Total Delay for Signalled Lanes (pcuHr):		55.03		Cycle Time (s):		120				
		PRC Over All Lanes (%):		8.1		Total Delay Over All Lanes(pcuHr):		56.92								

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

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	-	-	-		-	-	-	-	-	-	96.9%	63	0	0	81.3	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	96.9%	63	0	0	81.3	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	26	-	433	1962:1800	163+298	93.9 : 93.9%	-	-	-	10.9	90.4	18.6
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	26	-	480	2271:2013	325+312	75.3 : 75.3%	-	-	-	7.0	52.2	10.9
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	30	-	636	2106:1800	544+270	78.1 : 78.1%	-	-	-	8.8	49.9	14.9
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	30:23	-	785	2106:2030	544+406	73.3 : 95.1%	-	-	-	11.9	54.6	15.0
3/1	A49 Approach Ahead	U	F		1	15	-	222	2075	277	80.2%	-	-	-	5.0	81.3	9.1
3/2	A49 Approach Right	U	F		1	15	-	269	2081	277	96.9%	-	-	-	10.2	136.8	15.2
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	28	-	674	2251:1800	510+251	88.6 : 88.6%	-	-	-	11.4	61.0	17.8
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	28:20	-	802	2251:2083	544+365	84.2 : 94.4%	-	-	-	13.7	61.6	18.0
5/1	A49 Exit Right Ahead	O	-		-	-	-	800	2115	2115	37.8%	0	0	0	0.3	1.4	0.9
6/1	A6 W Exit Ahead	U	-		-	-	-	464	1925	1925	24.1%	-	-	-	0.2	1.6	10.0
6/2	A6 W Exit Ahead	U	-		-	-	-	595	1975	1975	30.1%	-	-	-	0.2	1.4	8.5
7/1	Station Road Exit	U	-		-	-	-	830	2045	2045	40.6%	-	-	-	0.3	1.5	0.3

Basic Results Summary

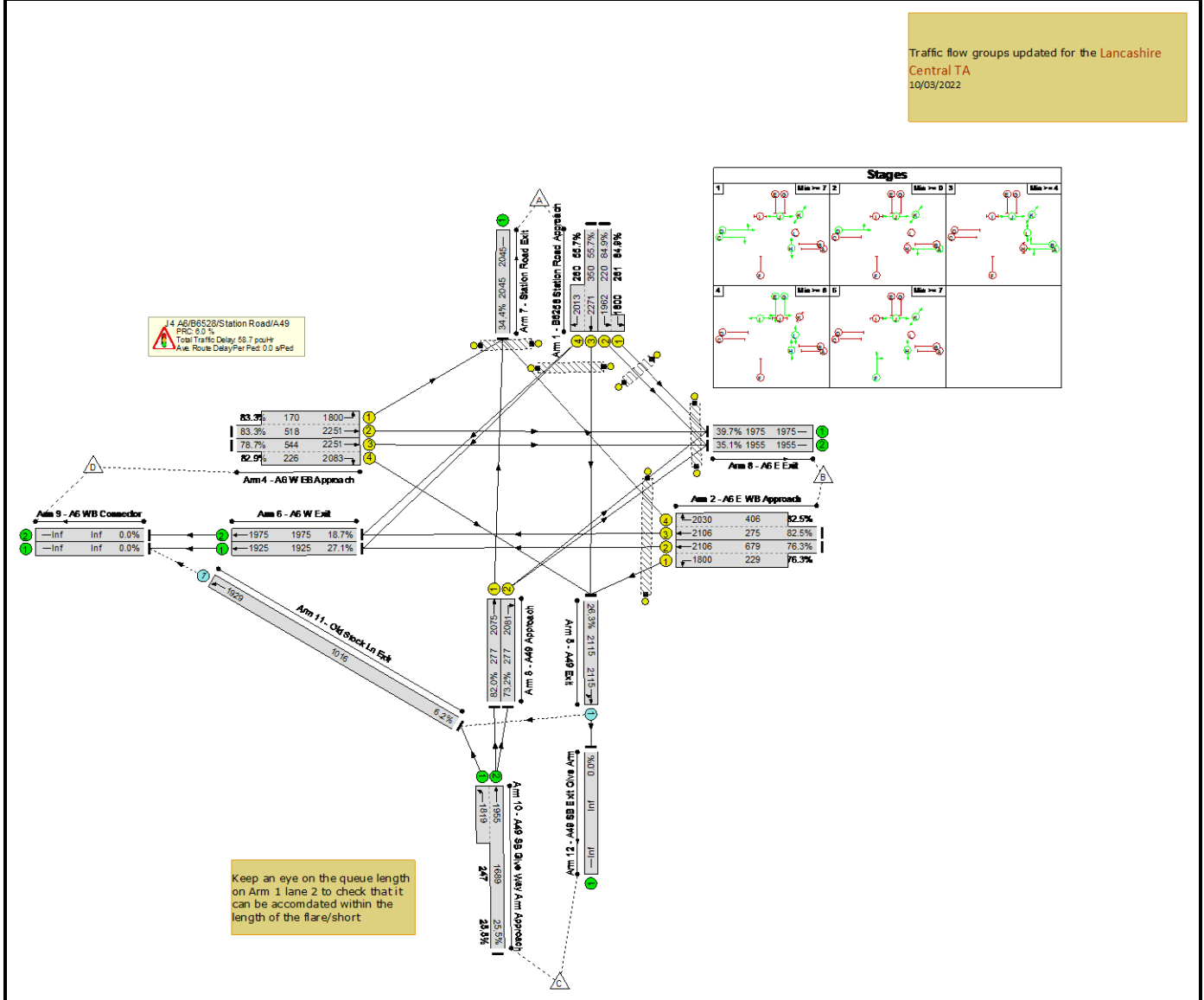
8/1	A6 E Exit	U	-	-	-	-	935	1975	1975	47.3%	-	-	-	0.6	2.3	14.5
8/2	A6 E Exit	U	-	-	-	-	677	1955	1955	34.6%	-	-	-	0.4	2.0	13.0
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	554	1955:1819	1718+220	28.6 : 28.6%	-	-	-	0.2	1.3	0.2
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	63	1929	1053	6.0%	63	0	0	0.1	4.5	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 (%):		-7.7		Total Delay for Signalled Lanes (pcuHr):		78.95		Cycle Time (s):		120				
		PRC Over All Lanes (%):		-7.7		Total Delay Over All Lanes(pcuHr):		81.30								

Basic Results Summary

Scenario 13: 'DS1 2037 AM' (FG13: 'DS1 2037 + Committed Developments + Proposed development - AM', 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	-	-	-		-	-	-	-	-	-	84.9%	63	0	0	58.7	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	84.9%	63	0	0	58.7	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	26	-	409	1962:1800	220+261	84.9 : 84.9%	-	-	-	7.5	66.0	14.0
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	26	-	340	2271:2013	350+260	55.7 : 55.7%	-	-	-	4.3	45.8	6.4
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	38	-	693	2106:1800	679+229	76.3 : 76.3%	-	-	-	8.3	43.0	17.0
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	38:23	-	562	2106:2030	275+406	82.5 : 82.5%	-	-	-	8.5	54.3	12.9
3/1	A49 Approach Ahead	U	F		1	15	-	227	2075	277	82.0%	-	-	-	5.3	84.0	9.4
3/2	A49 Approach Right	U	F		1	15	-	203	2081	277	73.2%	-	-	-	4.1	73.3	7.8
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	28	-	574	2251:1800	518+170	83.3 : 83.3%	-	-	-	9.0	56.4	15.8
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	28:12	-	615	2251:2083	544+226	78.7 : 82.9%	-	-	-	9.7	56.9	15.3
5/1	A49 Exit Right Ahead	O	-		-	-	-	557	2115	2115	26.3%	0	0	0	0.2	1.2	0.8
6/1	A6 W Exit Ahead	U	-		-	-	-	521	1925	1925	27.1%	-	-	-	0.3	1.8	12.7
6/2	A6 W Exit Ahead	U	-		-	-	-	369	1975	1975	18.7%	-	-	-	0.1	1.1	0.7
7/1	Station Road Exit	U	-		-	-	-	704	2045	2045	34.4%	-	-	-	0.3	1.3	0.3

Basic Results Summary

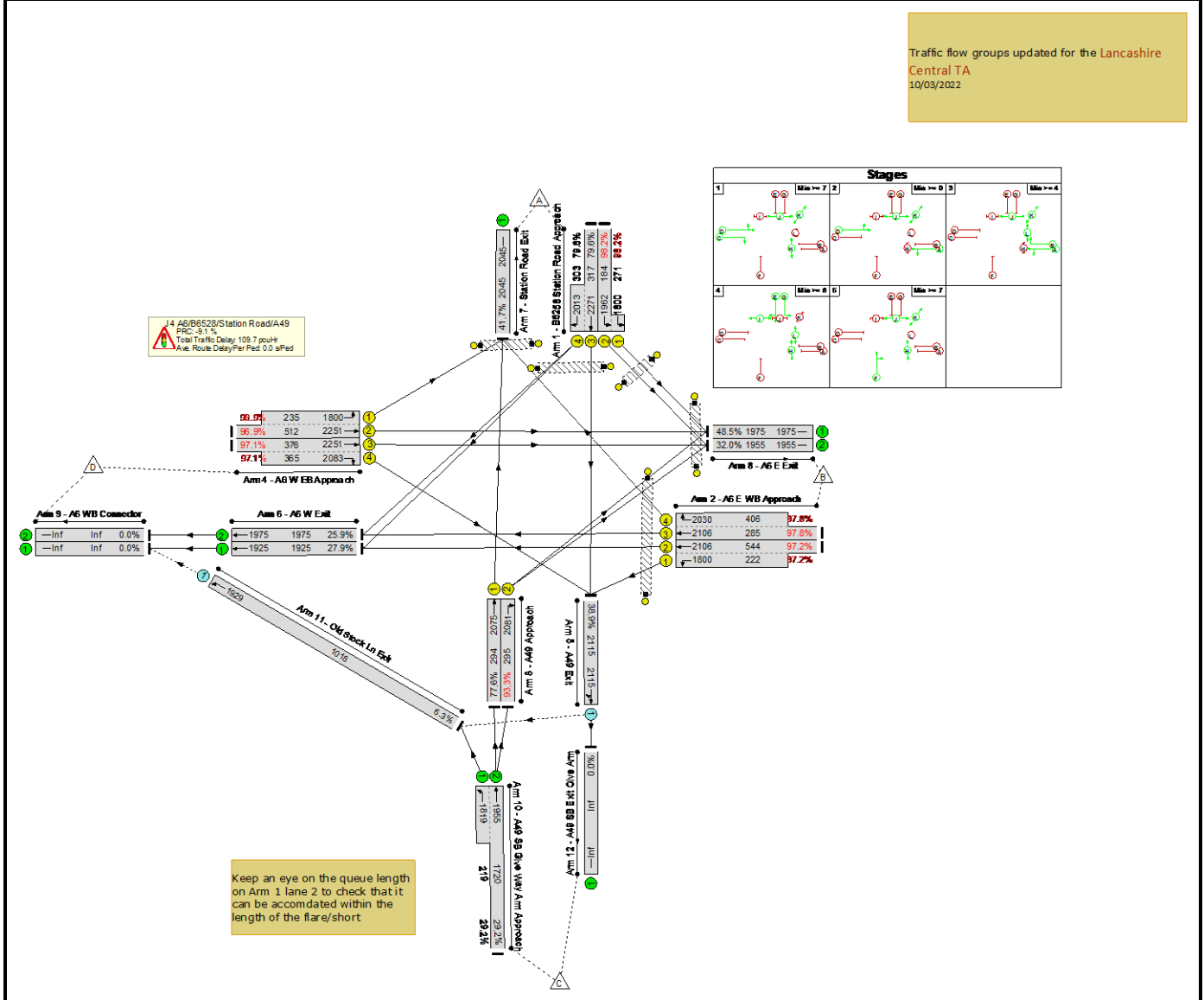
8/1	A6 E Exit	U	-	-	-	-	785	1975	1975	39.7%	-	-	-	0.4	2.1	13.0
8/2	A6 E Exit	U	-	-	-	-	687	1955	1955	35.1%	-	-	-	0.4	1.9	11.8
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	493	1955:1819	1689+247	25.5 : 25.5%	-	-	-	0.2	1.2	0.2
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	63	1929	1016	6.2%	63	0	0	0.1	5.8	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 (%):		6.0		Total Delay for Signalled Lanes (pcuHr):		56.75		Cycle Time (s):		120				
		PRC Over All Lanes (%):		6.0		Total Delay Over All Lanes(pcuHr):		58.65								

Basic Results Summary

Scenario 14: 'DS1 2037 PM' (FG14: 'DS1 2037 + Committed 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	-	-	-		-	-	-	-	-	-	98.2%	64	0	0	109.7	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	98.2%	64	0	0	109.7	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	25	-	447	1962:1800	184+271	98.2 : 98.2%	-	-	-	14.4	115.9	22.2
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	25	-	493	2271:2013	317+303	79.6 : 79.6%	-	-	-	7.7	56.0	12.0
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	30	-	745	2106:1800	544+222	97.2 : 97.2%	-	-	-	18.1	87.3	26.7
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	30:23	-	676	2106:2030	285+406	97.8 : 97.8%	-	-	-	17.9	95.5	22.8
3/1	A49 Approach Ahead	U	F		1	16	-	228	2075	294	77.6%	-	-	-	4.8	75.7	8.9
3/2	A49 Approach Right	U	F		1	16	-	275	2081	295	93.3%	-	-	-	8.6	112.5	13.7
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	28	-	724	2251:1800	512+235	96.9 : 96.9%	-	-	-	17.7	88.2	25.6
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	28:20	-	719	2251:2083	376+365	97.1 : 97.1%	-	-	-	18.1	90.6	20.8
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	-		-	-	-	537	1925	1925	27.9%	-	-	-	0.3	2.0	14.6
6/2	A6 W Exit Ahead	U	-		-	-	-	512	1975	1975	25.9%	-	-	-	0.2	1.3	3.5
7/1	Station Road Exit	U	-		-	-	-	853	2045	2045	41.7%	-	-	-	0.4	1.5	0.4

Basic Results Summary

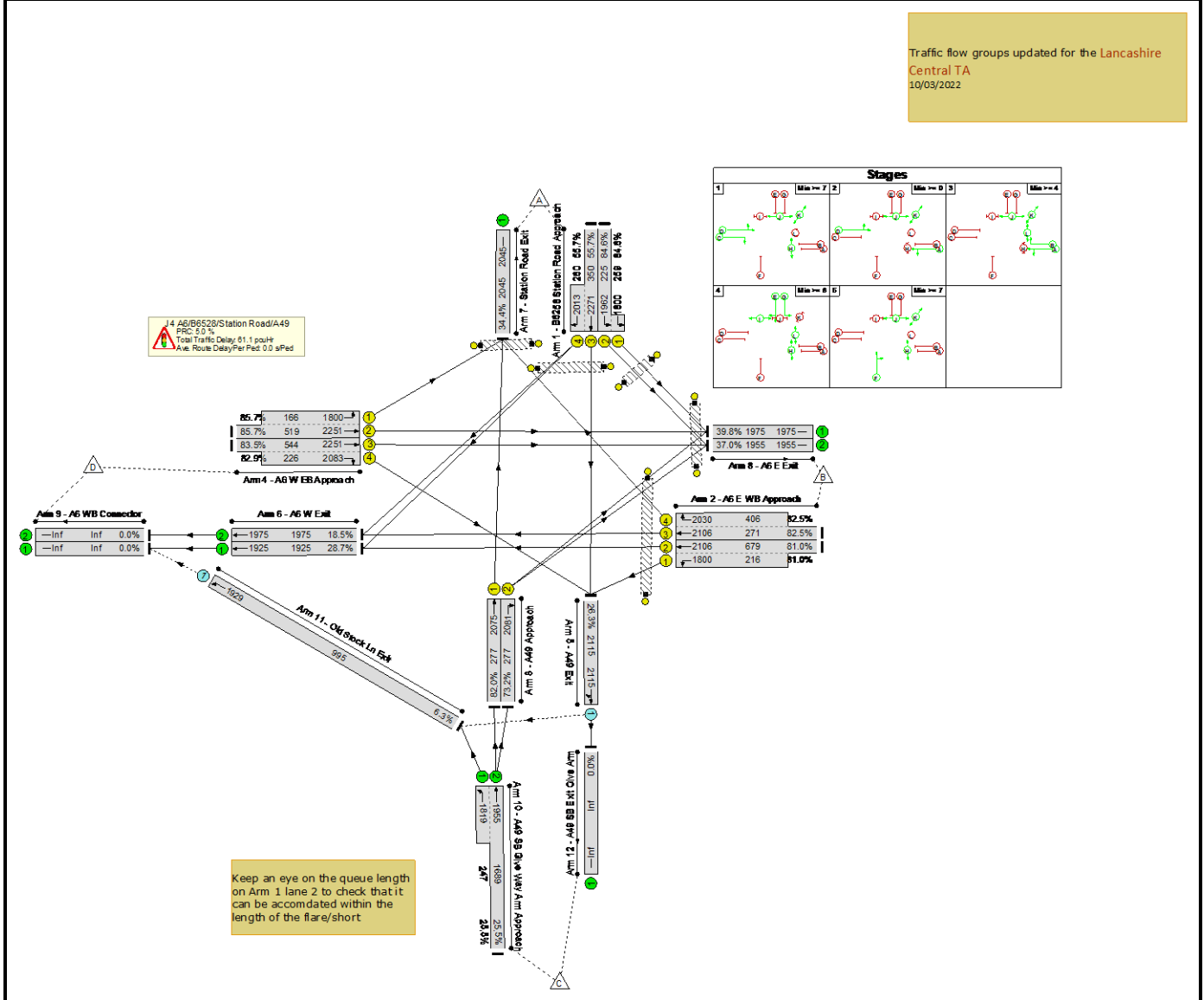
8/1	A6 E Exit	U	-	-	-	-	957	1975	1975	48.5%	-	-	-	0.7	2.5	15.7
8/2	A6 E Exit	U	-	-	-	-	626	1955	1955	32.0%	-	-	-	0.3	1.6	9.1
10/2+10/1	A49 SB Give Way Arm Approach Ahead Left	U	-	-	-	-	567	1955:1819	1720+219	29.2 : 29.2%	-	-	-	0.2	1.3	0.2
11/1	Old Stock Ln Exit Ahead	O	-	-	-	-	64	1929	1018	6.3%	64	0	0	0.1	6.5	0.6
Ped Link: P1	Unnamed Ped Link	-	H	1	76	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K	1	83	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J	1	81	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I	1	23	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
C1		PRC for Signalled Lanes (%):		-9.1		Total Delay for Signalled Lanes (pcuHr):		107.28		Cycle Time (s):		120				
		PRC Over All Lanes (%):		-9.1		Total Delay Over All Lanes(pcuHr):		109.70								

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

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	-	-	-		-	-	-	-	-	-	85.7%	63	0	0	61.1	-	-
J4 A6/B6528/Station Road/A49	-	-	-		-	-	-	-	-	-	85.7%	63	0	0	61.1	-	-
1/2+1/1	B6258 Station Road Approach Left	U	G		1	26	-	409	1962:1800	225+259	84.6 : 84.6%	-	-	-	7.4	65.5	13.8
1/3+1/4	B6258 Station Road Approach Ahead Right	U	E		1	26	-	340	2271:2013	350+260	55.7 : 55.7%	-	-	-	4.3	45.8	6.4
2/2+2/1	A6 E WB Approach Left Ahead	U	A		1	38	-	725	2106:1800	679+216	81.0 : 81.0%	-	-	-	9.2	45.7	18.7
2/3+2/4	A6 E WB Approach Ahead Right	U	A B		1	38:23	-	559	2106:2030	271+406	82.5 : 82.5%	-	-	-	8.5	54.5	12.9
3/1	A49 Approach Ahead	U	F		1	15	-	227	2075	277	82.0%	-	-	-	5.3	84.0	9.4
3/2	A49 Approach Right	U	F		1	15	-	203	2081	277	73.2%	-	-	-	4.1	73.3	7.8
4/2+4/1	A6 W EB Approach Left Ahead	U	D		1	28	-	587	2251:1800	519+166	85.7 : 85.7%	-	-	-	9.6	59.1	16.8
4/3+4/4	A6 W EB Approach Right Ahead	U	D C		1	28:12	-	641	2251:2083	544+226	83.5 : 82.9%	-	-	-	10.6	59.4	16.7
5/1	A49 Exit Right Ahead	O	-		-	-	-	557	2115	2115	26.3%	0	0	0	0.2	1.2	0.8
6/1	A6 W Exit Ahead	U	-		-	-	-	553	1925	1925	28.7%	-	-	-	0.3	2.0	14.2
6/2	A6 W Exit Ahead	U	-		-	-	-	366	1975	1975	18.5%	-	-	-	0.1	1.1	0.7
7/1	Station Road Exit	U	-		-	-	-	704	2045	2045	34.4%	-	-	-	0.3	1.3	0.3