

Appendix N

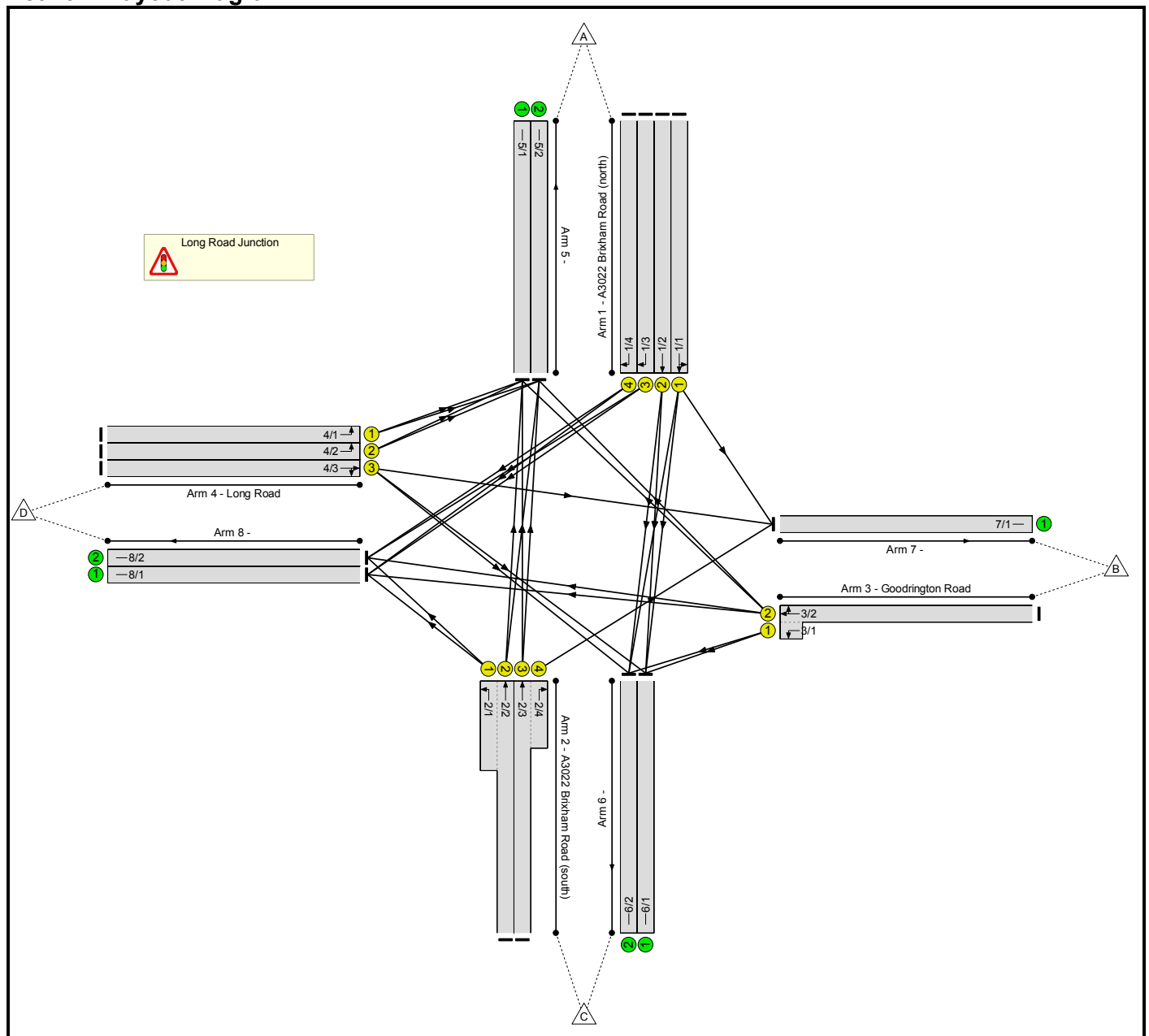
LinSig Output

Full Input Data And Results
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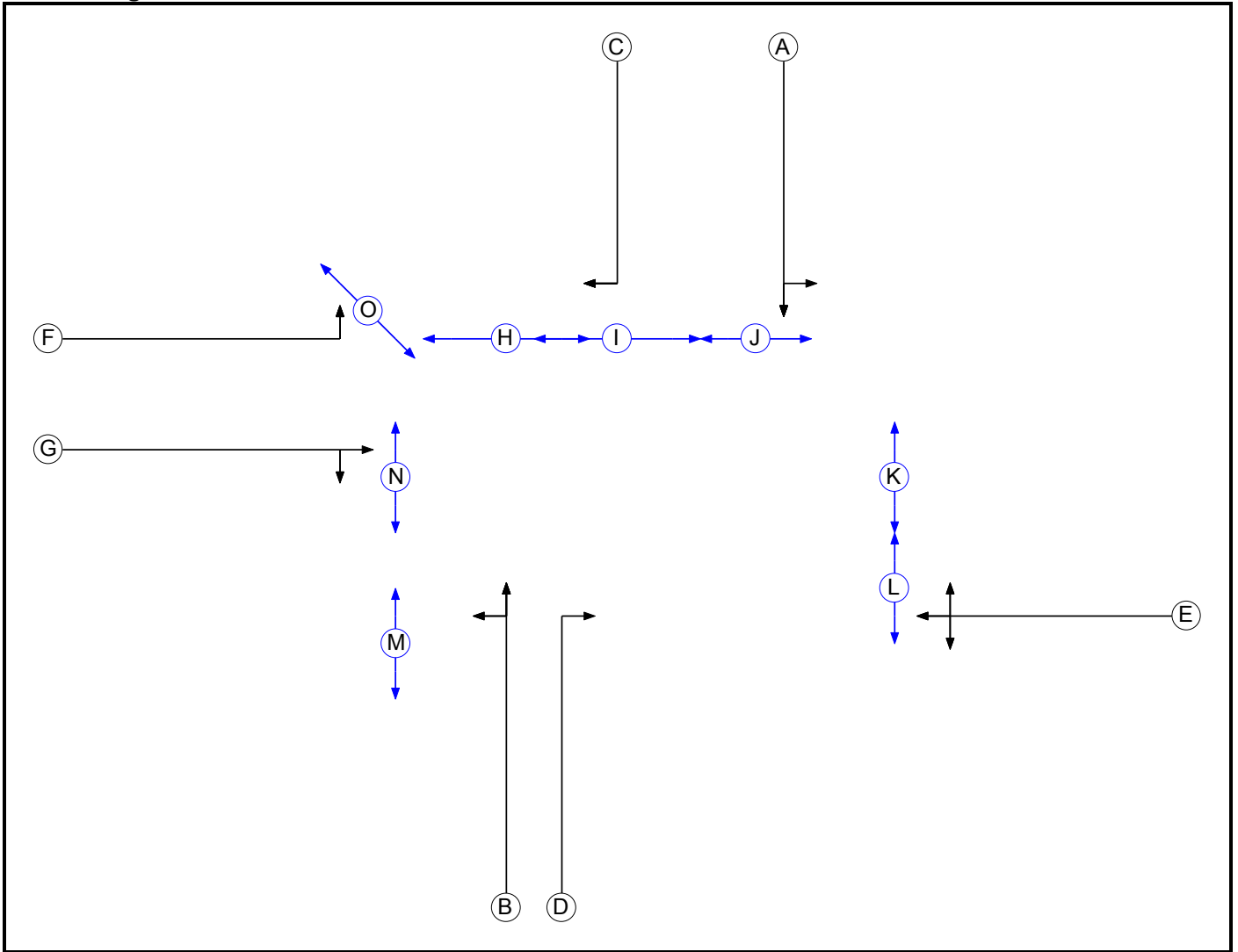
User and Project Details

Project:	Inglewood
Title:	Long Road Existing Junction
Location:	Torbay
File name:	Long Road Junction.lsg3x
Author:	FF
Company:	Key Transport Consultants
Address:	26 Berkeley Square, Bristol, BS8 1HP
Notes:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	6
B	Traffic		7	7
C	Traffic		7	6
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	4
H	Pedestrian		7	3
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Pedestrian		7	7
L	Pedestrian		7	7
M	Pedestrian		7	7
N	Pedestrian		7	6
O	Pedestrian		7	6

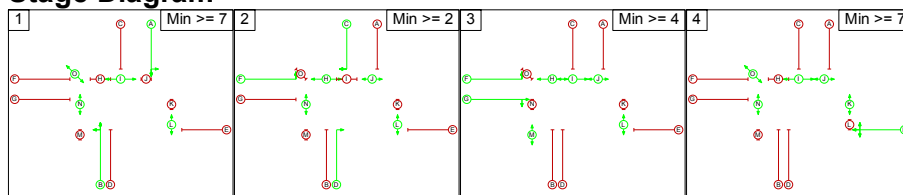
Phase Intergrens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	ABILNO
2	CDFHJLN
3	FGHIJLM
4	EIJKNO

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	8	8
1	2	B	Losing	3	3
1	2	O	Losing	4	4
1	3	A	Losing	8	8
1	3	N	Losing	8	8
1	3	O	Losing	1	1
1	4	A	Losing	1	1
1	4	B	Losing	2	2
2	1	C	Losing	8	8
2	1	D	Losing	2	2
2	1	F	Losing	6	6
2	1	H	Losing	6	6
2	3	C	Losing	1	1
2	3	N	Losing	1	1
2	4	C	Losing	6	6
2	4	D	Losing	6	6
2	4	H	Losing	4	4
2	4	L	Losing	3	3
3	1	F	Losing	8	8
3	1	G	Losing	3	3
3	1	H	Losing	8	8
3	1	M	Losing	6	6
3	2	G	Losing	5	5
3	2	I	Losing	2	2
3	4	G	Losing	4	4
3	4	H	Losing	4	4
3	4	L	Losing	3	3
3	4	M	Losing	2	2
4	2	E	Losing	1	1
4	2	O	Losing	6	6
4	3	E	Losing	1	1
4	3	N	Losing	3	3
4	3	O	Losing	6	6

Full Input Data And Results

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1	■	14	13	10
	2	14	■	10	14
	3	16	11	■	14
	4	8	13	13	■

Full Input Data And Results

Give-Way Lane Input Data

Junction: Long Road Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Long Road Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3022 Brixham Road (north))	U	A	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	16.00
1/2 (A3022 Brixham Road (north))	U	A	2	3	60.0	Geom	-	3.20	0.00	N	Arm 6 Ahead	Inf
1/3 (A3022 Brixham Road (north))	U	C	2	3	11.0	Geom	-	3.05	0.00	Y	Arm 8 Right	11.80
1/4 (A3022 Brixham Road (north))	U	C	2	3	11.0	Geom	-	3.05	0.00	N	Arm 8 Right	9.20
2/1 (A3022 Brixham Road (south))	U	B	2	3	8.0	Geom	-	3.10	0.00	Y	Arm 8 Left	9.20
2/2 (A3022 Brixham Road (south))	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
2/3 (A3022 Brixham Road (south))	U	B	2	3	60.0	Geom	-	3.30	0.00	N	Arm 5 Ahead	Inf
2/4 (A3022 Brixham Road (south))	U	D	2	3	6.0	Geom	-	3.50	0.00	Y	Arm 7 Right	10.80
3/1 (Goodrington Road)	U	E	2	3	2.0	Geom	-	3.35	0.00	Y	Arm 6 Left	7.60
3/2 (Goodrington Road)	U	E	2	3	60.0	Geom	-	3.35	0.00	Y	Arm 5 Right	25.60
											Arm 8 Ahead	Inf
4/1 (Long Road)	U	F	2	3	13.5	Geom	-	3.00	0.00	Y	Arm 5 Left	18.70
4/2 (Long Road)	U	F	2	3	13.5	Geom	-	3.00	0.00	N	Arm 5 Left	23.40
4/3 (Long Road)	U	G	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	20.20
											Arm 7 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 Base AM'	08:00	09:00	01:00	
2: '2017 Base PM'	17:00	18:00	01:00	
33: 'TA 2024 + Dev AM'	08:00	09:00	01:00	F31+F3
34: 'TA 2024 + Dev PM'	17:00	18:00	01:00	F32+F4
31: 'TA 2024 AM'	08:00	09:00	01:00	F1+F11
32: 'TA 2024 PM'	17:00	18:00	01:00	F2+F12
35: 'TA 2019 AM'	08:00	09:00	01:00	F1+F13
36: 'TA 2019 PM'	17:00	18:00	01:00	F2+F14

Scenario 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	98	464	362	924
	B	225	0	4	198	427
	C	707	9	0	82	798
	D	149	50	16	0	215
	Tot.	1081	157	484	642	2364

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2017 Base AM
Junction: Long Road Junction	
1/1	258
1/2	304
1/3	176
1/4	186
2/1 (short)	82
2/2 (with short)	404(In) 322(Out)
2/3 (with short)	394(In) 385(Out)
2/4 (short)	9
3/1 (short)	4
3/2 (with short)	427(In) 423(Out)
4/1	64
4/2	85
4/3	66
5/1	540
5/2	541
6/1	244
6/2	240
7/1	157
8/1	321
8/2	321

Full Input Data And Results

Lane Saturation Flows

Junction: Long Road Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.20	0.00	Y	Arm 6 Ahead	Inf	62.0 %	1868	1868
				Arm 7 Left	16.00	38.0 %		
1/2 (A3022 Brixham Road (north))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
1/3 (A3022 Brixham Road (north))	3.05	0.00	Y	Arm 8 Right	11.80	100.0 %	1703	1703
1/4 (A3022 Brixham Road (north))	3.05	0.00	N	Arm 8 Right	9.20	100.0 %	1771	1771
2/1 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 8 Left	9.20	100.0 %	1655	1655
2/2 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
2/3 (A3022 Brixham Road (south))	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
2/4 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 7 Right	10.80	100.0 %	1725	1725
3/1 (Goodrington Road)	3.35	0.00	Y	Arm 6 Left	7.60	100.0 %	1629	1629
3/2 (Goodrington Road)	3.35	0.00	Y	Arm 5 Right	25.60	53.2 %	1891	1891
				Arm 8 Ahead	Inf	46.8 %		
4/1 (Long Road)	3.00	0.00	Y	Arm 5 Left	18.70	100.0 %	1773	1773
4/2 (Long Road)	3.00	0.00	N	Arm 5 Left	23.40	100.0 %	1931	1931
4/3 (Long Road)	3.50	0.00	Y	Arm 6 Right	20.20	24.2 %	1930	1930
				Arm 7 Ahead	Inf	75.8 %		
5/1				Infinite Saturation Flow			Inf	Inf
5/2				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf
8/2				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	250	741	170	1161
	B	118	0	14	73	205
	C	594	14	0	44	652
	D	345	161	70	0	576
	Tot.	1057	425	825	287	2594

Traffic Lane Flows

Lane	Scenario 2: 2017 Base PM
Junction: Long Road Junction	
1/1	458
1/2	533
1/3	82
1/4	88
2/1 (short)	44
2/2 (with short)	320(In) 276(Out)
2/3 (with short)	332(In) 318(Out)
2/4 (short)	14
3/1 (short)	14
3/2 (with short)	205(In) 191(Out)
4/1	158
4/2	187
4/3	231
5/1	528
5/2	529
6/1	420
6/2	405
7/1	425
8/1	143
8/2	144

Full Input Data And Results

Lane Saturation Flows

Junction: Long Road Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.20	0.00	Y	Arm 6 Ahead	Inf	45.4 %	1841	1841
				Arm 7 Left	16.00	54.6 %		
1/2 (A3022 Brixham Road (north))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
1/3 (A3022 Brixham Road (north))	3.05	0.00	Y	Arm 8 Right	11.80	100.0 %	1703	1703
1/4 (A3022 Brixham Road (north))	3.05	0.00	N	Arm 8 Right	9.20	100.0 %	1771	1771
2/1 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 8 Left	9.20	100.0 %	1655	1655
2/2 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
2/3 (A3022 Brixham Road (south))	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
2/4 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 7 Right	10.80	100.0 %	1725	1725
3/1 (Goodrington Road)	3.35	0.00	Y	Arm 6 Left	7.60	100.0 %	1629	1629
3/2 (Goodrington Road)	3.35	0.00	Y	Arm 5 Right	25.60	61.8 %	1882	1882
				Arm 8 Ahead	Inf	38.2 %		
4/1 (Long Road)	3.00	0.00	Y	Arm 5 Left	18.70	100.0 %	1773	1773
4/2 (Long Road)	3.00	0.00	N	Arm 5 Left	23.40	100.0 %	1931	1931
4/3 (Long Road)	3.50	0.00	Y	Arm 6 Right	20.20	30.3 %	1922	1922
				Arm 7 Ahead	Inf	69.7 %		
5/1				Infinite Saturation Flow			Inf	Inf
5/2				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf
8/2				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 23: 'TA 2024 + Dev AM' (FG33: 'TA 2024 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	114	607	586	1307	
B	237	0	23	261	521	
C	891	31	0	84	1006	
D	235	72	17	0	324	
Tot.	1363	217	647	931	3158	

Traffic Lane Flows

Lane	Scenario 23: TA 2024 + Dev AM
Junction: Long Road Junction	
1/1	336
1/2	385
1/3	286
1/4	300
2/1 (short)	84
2/2 (with short)	498(In) 414(Out)
2/3 (with short)	508(In) 477(Out)
2/4 (short)	31
3/1 (short)	23
3/2 (with short)	521(In) 498(Out)
4/1	106
4/2	129
4/3	89
5/1	681
5/2	682
6/1	336
6/2	311
7/1	217
8/1	465
8/2	466

Full Input Data And Results

Lane Saturation Flows

Junction: Long Road Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.20	0.00	Y	Arm 6 Ahead	Inf	66.1 %	1875	1875
				Arm 7 Left	16.00	33.9 %		
1/2 (A3022 Brixham Road (north))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
1/3 (A3022 Brixham Road (north))	3.05	0.00	Y	Arm 8 Right	11.80	100.0 %	1703	1703
1/4 (A3022 Brixham Road (north))	3.05	0.00	N	Arm 8 Right	9.20	100.0 %	1771	1771
2/1 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 8 Left	9.20	100.0 %	1655	1655
2/2 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
2/3 (A3022 Brixham Road (south))	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
2/4 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 7 Right	10.80	100.0 %	1725	1725
3/1 (Goodrington Road)	3.35	0.00	Y	Arm 6 Left	7.60	100.0 %	1629	1629
3/2 (Goodrington Road)	3.35	0.00	Y	Arm 5 Right	25.60	47.6 %	1897	1897
				Arm 8 Ahead	Inf	52.4 %		
4/1 (Long Road)	3.00	0.00	Y	Arm 5 Left	18.70	100.0 %	1773	1773
4/2 (Long Road)	3.00	0.00	N	Arm 5 Left	23.40	100.0 %	1931	1931
4/3 (Long Road)	3.50	0.00	Y	Arm 6 Right	20.20	19.1 %	1938	1938
				Arm 7 Ahead	Inf	80.9 %		
5/1				Infinite Saturation Flow			Inf	Inf
5/2				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf
8/2				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 24: 'TA 2024 + Dev PM' (FG34: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	265	943	275	1483	
B	134	0	42	102	278	
C	790	43	0	48	881	
D	621	234	75	0	930	
Tot.	1545	542	1060	425	3572	

Traffic Lane Flows

Lane	Scenario 24: TA 2024 + Dev PM
Junction: Long Road Junction	
1/1	565
1/2	643
1/3	134
1/4	141
2/1 (short)	48
2/2 (with short)	422(In) 374(Out)
2/3 (with short)	459(In) 416(Out)
2/4 (short)	43
3/1 (short)	42
3/2 (with short)	278(In) 236(Out)
4/1	292
4/2	329
4/3	309
5/1	773
5/2	772
6/1	552
6/2	508
7/1	542
8/1	212
8/2	213

Full Input Data And Results

Lane Saturation Flows

Junction: Long Road Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.20	0.00	Y	Arm 6 Ahead	Inf	53.1 %	1853	1853
				Arm 7 Left	16.00	46.9 %		
1/2 (A3022 Brixham Road (north))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
1/3 (A3022 Brixham Road (north))	3.05	0.00	Y	Arm 8 Right	11.80	100.0 %	1703	1703
1/4 (A3022 Brixham Road (north))	3.05	0.00	N	Arm 8 Right	9.20	100.0 %	1771	1771
2/1 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 8 Left	9.20	100.0 %	1655	1655
2/2 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
2/3 (A3022 Brixham Road (south))	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
2/4 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 7 Right	10.80	100.0 %	1725	1725
3/1 (Goodrington Road)	3.35	0.00	Y	Arm 6 Left	7.60	100.0 %	1629	1629
3/2 (Goodrington Road)	3.35	0.00	Y	Arm 5 Right	25.60	56.8 %	1887	1887
				Arm 8 Ahead	Inf	43.2 %		
4/1 (Long Road)	3.00	0.00	Y	Arm 5 Left	18.70	100.0 %	1773	1773
4/2 (Long Road)	3.00	0.00	N	Arm 5 Left	23.40	100.0 %	1931	1931
4/3 (Long Road)	3.50	0.00	Y	Arm 6 Right	20.20	24.3 %	1930	1930
				Arm 7 Ahead	Inf	75.7 %		
5/1				Infinite Saturation Flow			Inf	Inf
5/2				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf
8/2				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 25: 'TA 2024 AM' (FG31: 'TA 2024 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	114	560	586	1260	
B	237	0	21	261	519	
C	803	26	0	84	913	
D	235	72	17	0	324	
Tot.	1275	212	598	931	3016	

Traffic Lane Flows

Lane	Scenario 25: TA 2024 AM
Junction: Long Road Junction	
1/1	312
1/2	362
1/3	286
1/4	300
2/1 (short)	84
2/2 (with short)	456(In) 372(Out)
2/3 (with short)	457(In) 431(Out)
2/4 (short)	26
3/1 (short)	21
3/2 (with short)	519(In) 498(Out)
4/1	106
4/2	129
4/3	89
5/1	638
5/2	637
6/1	310
6/2	288
7/1	212
8/1	465
8/2	466

Full Input Data And Results

Lane Saturation Flows

Junction: Long Road Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.20	0.00	Y	Arm 6 Ahead	Inf	63.5 %	1871	1871
				Arm 7 Left	16.00	36.5 %		
1/2 (A3022 Brixham Road (north))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
1/3 (A3022 Brixham Road (north))	3.05	0.00	Y	Arm 8 Right	11.80	100.0 %	1703	1703
1/4 (A3022 Brixham Road (north))	3.05	0.00	N	Arm 8 Right	9.20	100.0 %	1771	1771
2/1 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 8 Left	9.20	100.0 %	1655	1655
2/2 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
2/3 (A3022 Brixham Road (south))	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
2/4 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 7 Right	10.80	100.0 %	1725	1725
3/1 (Goodrington Road)	3.35	0.00	Y	Arm 6 Left	7.60	100.0 %	1629	1629
3/2 (Goodrington Road)	3.35	0.00	Y	Arm 5 Right	25.60	47.6 %	1897	1897
				Arm 8 Ahead	Inf	52.4 %		
4/1 (Long Road)	3.00	0.00	Y	Arm 5 Left	18.70	100.0 %	1773	1773
4/2 (Long Road)	3.00	0.00	N	Arm 5 Left	23.40	100.0 %	1931	1931
4/3 (Long Road)	3.50	0.00	Y	Arm 6 Right	20.20	19.1 %	1938	1938
				Arm 7 Ahead	Inf	80.9 %		
5/1				Infinite Saturation Flow			Inf	Inf
5/2				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf
8/2				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 26: 'TA 2024 PM' (FG32: 'TA 2024 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	265	843	275	1383
	B	134	0	35	102	271
	C	731	39	0	48	818
	D	621	234	75	0	930
	Tot.	1486	538	953	425	3402

Traffic Lane Flows

Lane	Scenario 26: TA 2024 PM
Junction: Long Road Junction	
1/1	515
1/2	593
1/3	134
1/4	141
2/1 (short)	48
2/2 (with short)	394(In) 346(Out)
2/3 (with short)	424(In) 385(Out)
2/4 (short)	39
3/1 (short)	35
3/2 (with short)	271(In) 236(Out)
4/1	292
4/2	329
4/3	309
5/1	744
5/2	742
6/1	494
6/2	459
7/1	538
8/1	212
8/2	213

Full Input Data And Results

Lane Saturation Flows

Junction: Long Road Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.20	0.00	Y	Arm 6 Ahead	Inf	48.5 %	1846	1846
				Arm 7 Left	16.00	51.5 %		
1/2 (A3022 Brixham Road (north))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
1/3 (A3022 Brixham Road (north))	3.05	0.00	Y	Arm 8 Right	11.80	100.0 %	1703	1703
1/4 (A3022 Brixham Road (north))	3.05	0.00	N	Arm 8 Right	9.20	100.0 %	1771	1771
2/1 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 8 Left	9.20	100.0 %	1655	1655
2/2 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
2/3 (A3022 Brixham Road (south))	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
2/4 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 7 Right	10.80	100.0 %	1725	1725
3/1 (Goodrington Road)	3.35	0.00	Y	Arm 6 Left	7.60	100.0 %	1629	1629
3/2 (Goodrington Road)	3.35	0.00	Y	Arm 5 Right	25.60	56.8 %	1887	1887
				Arm 8 Ahead	Inf	43.2 %		
4/1 (Long Road)	3.00	0.00	Y	Arm 5 Left	18.70	100.0 %	1773	1773
4/2 (Long Road)	3.00	0.00	N	Arm 5 Left	23.40	100.0 %	1931	1931
4/3 (Long Road)	3.50	0.00	Y	Arm 6 Right	20.20	24.3 %	1930	1930
				Arm 7 Ahead	Inf	75.7 %		
5/1				Infinite Saturation Flow			Inf	Inf
5/2				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf
8/2				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 27: 'TA 2019 AM' (FG35: 'TA 2019 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	100	531	547	1178
	B	229	0	21	251	501
	C	780	26	0	82	888
	D	216	68	16	0	300
	Tot.	1225	194	568	880	2867

Traffic Lane Flows

Lane	Scenario 27: TA 2019 AM
Junction: Long Road Junction	
1/1	292
1/2	339
1/3	268
1/4	279
2/1 (short)	82
2/2 (with short)	444(In) 362(Out)
2/3 (with short)	444(In) 418(Out)
2/4 (short)	26
3/1 (short)	21
3/2 (with short)	501(In) 480(Out)
4/1	98
4/2	118
4/3	84
5/1	613
5/2	612
6/1	294
6/2	274
7/1	194
8/1	439
8/2	441

Full Input Data And Results

Lane Saturation Flows

Junction: Long Road Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.20	0.00	Y	Arm 6 Ahead	Inf	65.8 %	1875	1875
				Arm 7 Left	16.00	34.2 %		
1/2 (A3022 Brixham Road (north))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
1/3 (A3022 Brixham Road (north))	3.05	0.00	Y	Arm 8 Right	11.80	100.0 %	1703	1703
1/4 (A3022 Brixham Road (north))	3.05	0.00	N	Arm 8 Right	9.20	100.0 %	1771	1771
2/1 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 8 Left	9.20	100.0 %	1655	1655
2/2 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
2/3 (A3022 Brixham Road (south))	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
2/4 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 7 Right	10.80	100.0 %	1725	1725
3/1 (Goodrington Road)	3.35	0.00	Y	Arm 6 Left	7.60	100.0 %	1629	1629
3/2 (Goodrington Road)	3.35	0.00	Y	Arm 5 Right	25.60	47.7 %	1897	1897
				Arm 8 Ahead	Inf	52.3 %		
4/1 (Long Road)	3.00	0.00	Y	Arm 5 Left	18.70	100.0 %	1773	1773
4/2 (Long Road)	3.00	0.00	N	Arm 5 Left	23.40	100.0 %	1931	1931
4/3 (Long Road)	3.50	0.00	Y	Arm 6 Right	20.20	19.0 %	1938	1938
				Arm 7 Ahead	Inf	81.0 %		
5/1				Infinite Saturation Flow			Inf	Inf
5/2				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf
8/2				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 28: 'TA 2019 PM' (FG36: 'TA 2019 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	254	822	239	1315
	B	121	0	35	93	249
	C	696	39	0	44	779
	D	558	219	70	0	847
	Tot.	1375	512	927	376	3190

Traffic Lane Flows

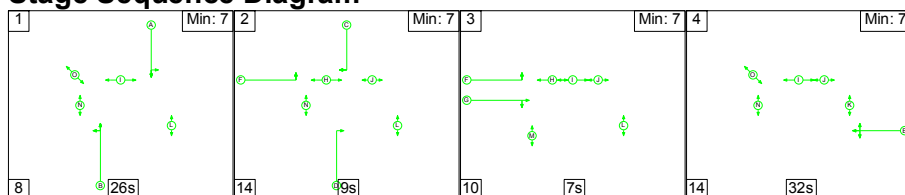
Lane	Scenario 28: TA 2019 PM
Junction: Long Road Junction	
1/1	500
1/2	576
1/3	116
1/4	123
2/1 (short)	44
2/2 (with short)	374(In) 330(Out)
2/3 (with short)	405(In) 366(Out)
2/4 (short)	39
3/1 (short)	35
3/2 (with short)	249(In) 214(Out)
4/1	260
4/2	298
4/3	289
5/1	688
5/2	687
6/1	481
6/2	446
7/1	512
8/1	187
8/2	189

Lane Saturation Flows

Junction: Long Road Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.20	0.00	Y	Arm 6 Ahead	Inf	49.2 %	1847	1847
				Arm 7 Left	16.00	50.8 %		
1/2 (A3022 Brixham Road (north))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
1/3 (A3022 Brixham Road (north))	3.05	0.00	Y	Arm 8 Right	11.80	100.0 %	1703	1703
1/4 (A3022 Brixham Road (north))	3.05	0.00	N	Arm 8 Right	9.20	100.0 %	1771	1771
2/1 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 8 Left	9.20	100.0 %	1655	1655
2/2 (A3022 Brixham Road (south))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
2/3 (A3022 Brixham Road (south))	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
2/4 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 7 Right	10.80	100.0 %	1725	1725
3/1 (Goodrington Road)	3.35	0.00	Y	Arm 6 Left	7.60	100.0 %	1629	1629
3/2 (Goodrington Road)	3.35	0.00	Y	Arm 5 Right	25.60	56.5 %	1887	1887
				Arm 8 Ahead	Inf	43.5 %		
4/1 (Long Road)	3.00	0.00	Y	Arm 5 Left	18.70	100.0 %	1773	1773
4/2 (Long Road)	3.00	0.00	N	Arm 5 Left	23.40	100.0 %	1931	1931
4/3 (Long Road)	3.50	0.00	Y	Arm 6 Right	20.20	24.2 %	1930	1930
				Arm 7 Ahead	Inf	75.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

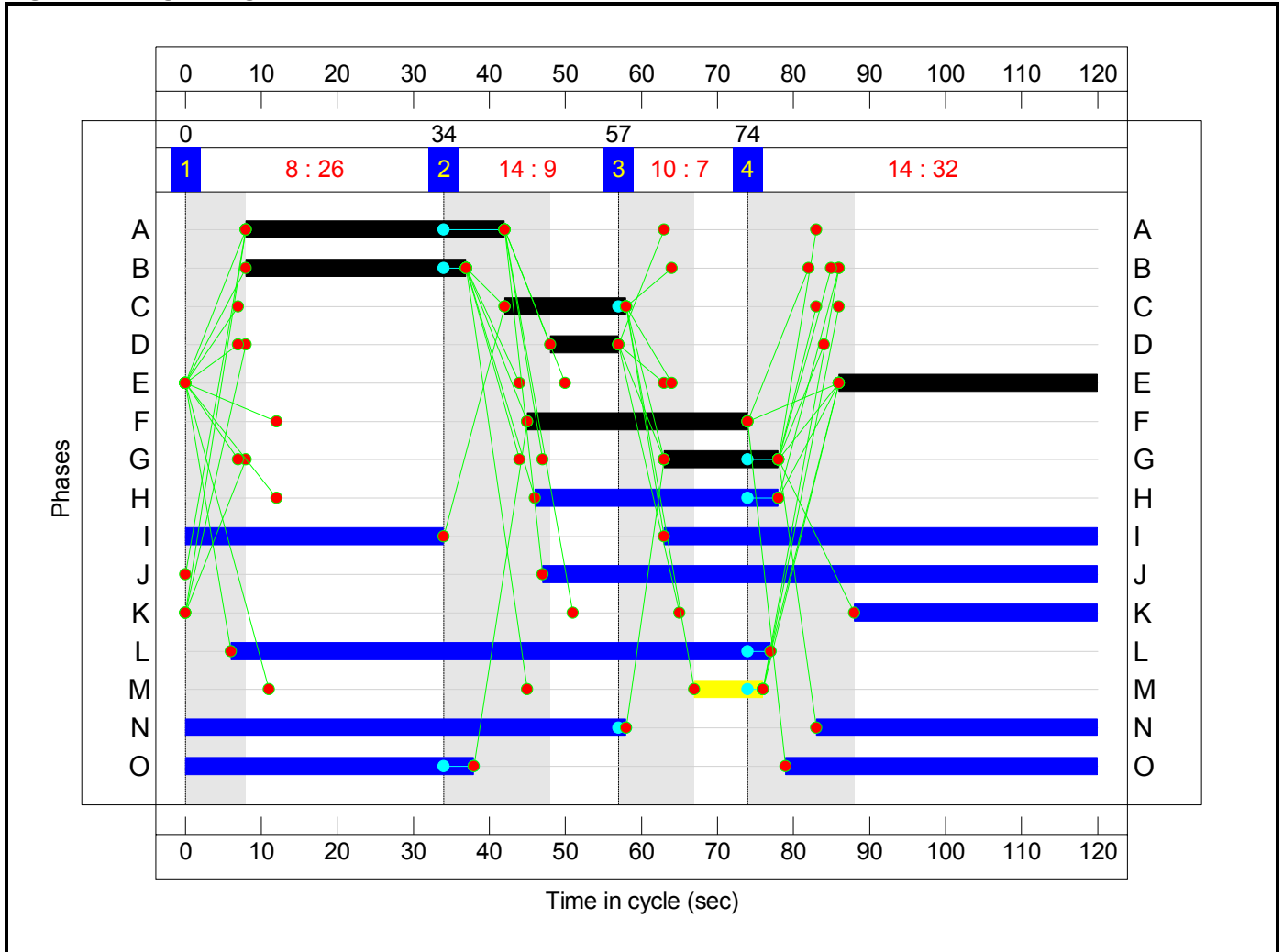


Full Input Data And Results

Stage Timings

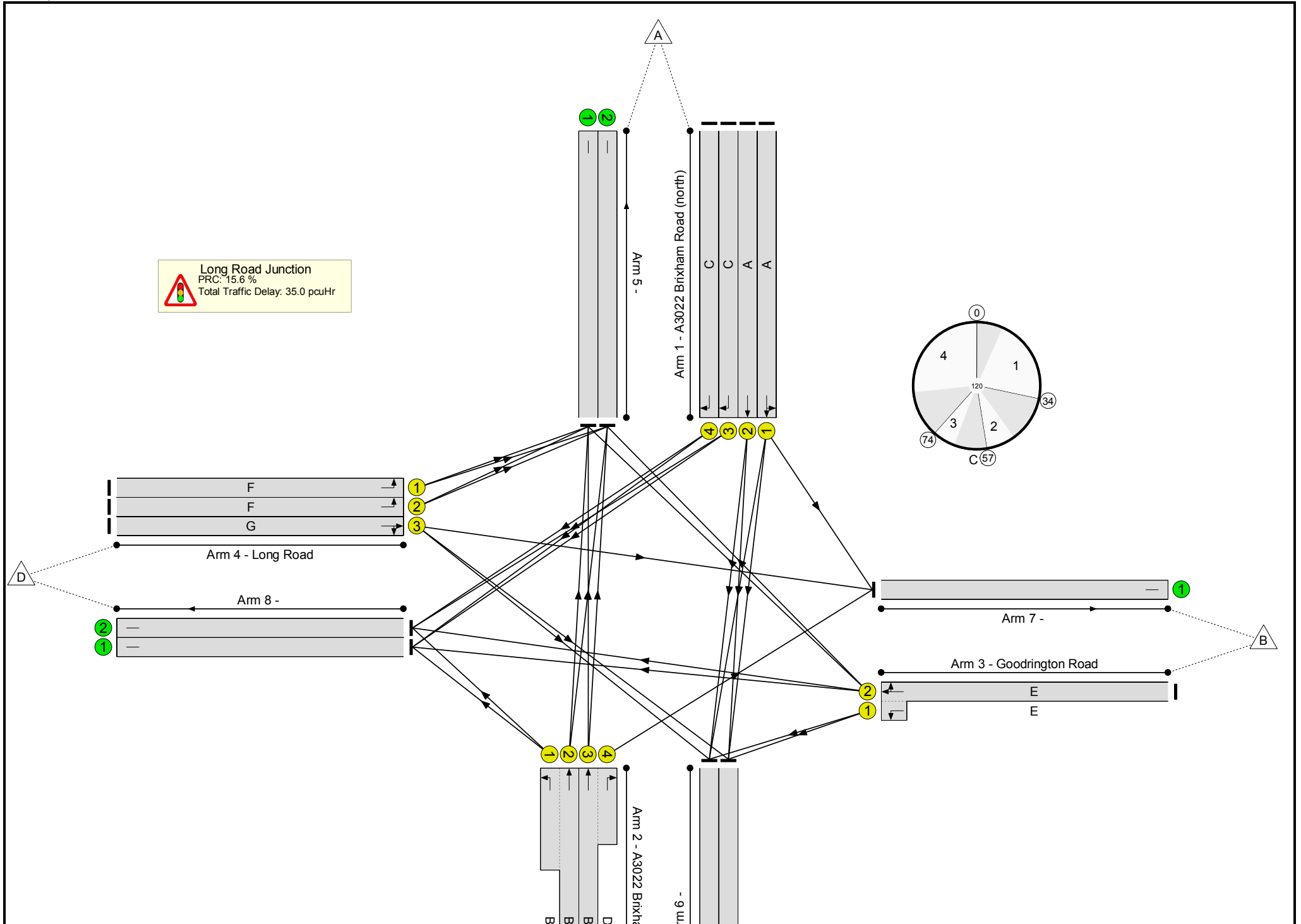
Stage	1	2	3	4
Duration	26	9	7	32
Change Point	0	34	57	74

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
Long Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	34	-	258	1868	545	47.4%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	34	-	304	2075	605	50.2%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	176	1703	241	73.0%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	186	1771	251	74.1%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	29	-	404	1925:1655	426+108	75.7 : 75.7%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	29:9	-	394	2085:1725	518+12	74.3 : 74.3%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	34	-	427	1891:1629	543+5	77.9 : 77.9%
4/1	Long Road Left	U	N/A	N/A	F		1	29	-	64	1773	443	14.4%
4/2	Long Road Left	U	N/A	N/A	F		1	29	-	85	1931	483	17.6%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	15	-	66	1930	257	25.6%
5/1		U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%

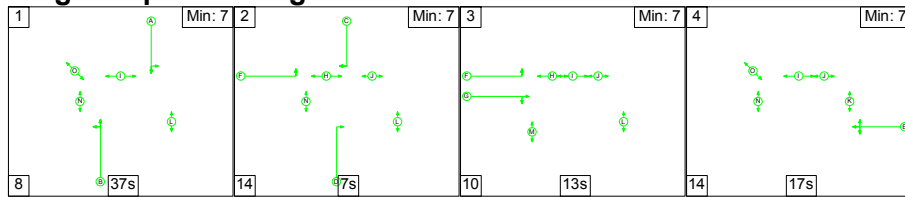
Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	-	-	0	0	0	26.4	8.6	0.0	35.0	-	-	-	-
Long Road Junction	-	-	0	0	0	26.4	8.6	0.0	35.0	-	-	-	-
1/1	258	258	-	-	-	2.5	0.4	-	3.0	41.2	7.0	0.4	7.5
1/2	304	304	-	-	-	3.0	0.5	-	3.5	41.2	8.4	0.5	8.9
1/3	176	176	-	-	-	2.4	1.3	-	3.7	75.8	5.6	1.3	6.9
1/4	186	186	-	-	-	2.6	1.4	-	3.9	76.0	5.9	1.4	7.3
2/2+2/1	404	404	-	-	-	4.5	1.5	-	6.0	53.4	10.2	1.5	11.7
2/3+2/4	394	394	-	-	-	4.6	1.4	-	6.0	54.6	11.9	1.4	13.3
3/2+3/1	427	427	-	-	-	4.6	1.7	-	6.3	53.4	13.0	1.7	14.7
4/1	64	64	-	-	-	0.6	0.1	-	0.7	39.8	1.7	0.1	1.7
4/2	85	85	-	-	-	0.8	0.1	-	0.9	39.8	2.2	0.1	2.3
4/3	66	66	-	-	-	0.9	0.2	-	1.0	56.1	2.0	0.2	2.1
5/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		15.6	Total Delay for Signalled Lanes (pcuHr):		35.04	Cycle Time (s): 120				
			PRC Over All Lanes (%):		15.6	Total Delay Over All Lanes(pcuHr):		35.04					

Full Input Data And Results

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

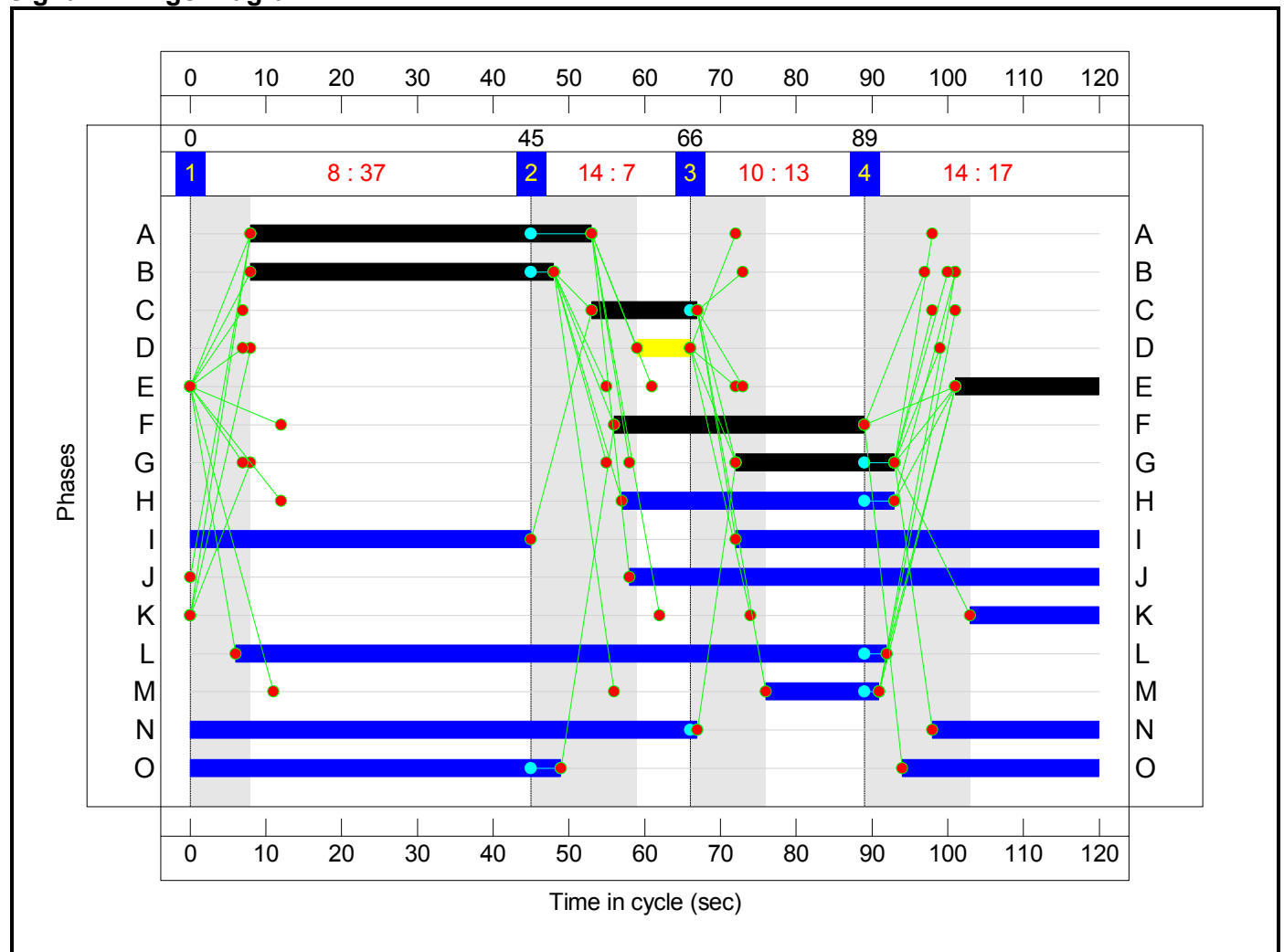
Stage Sequence Diagram



Stage Timings

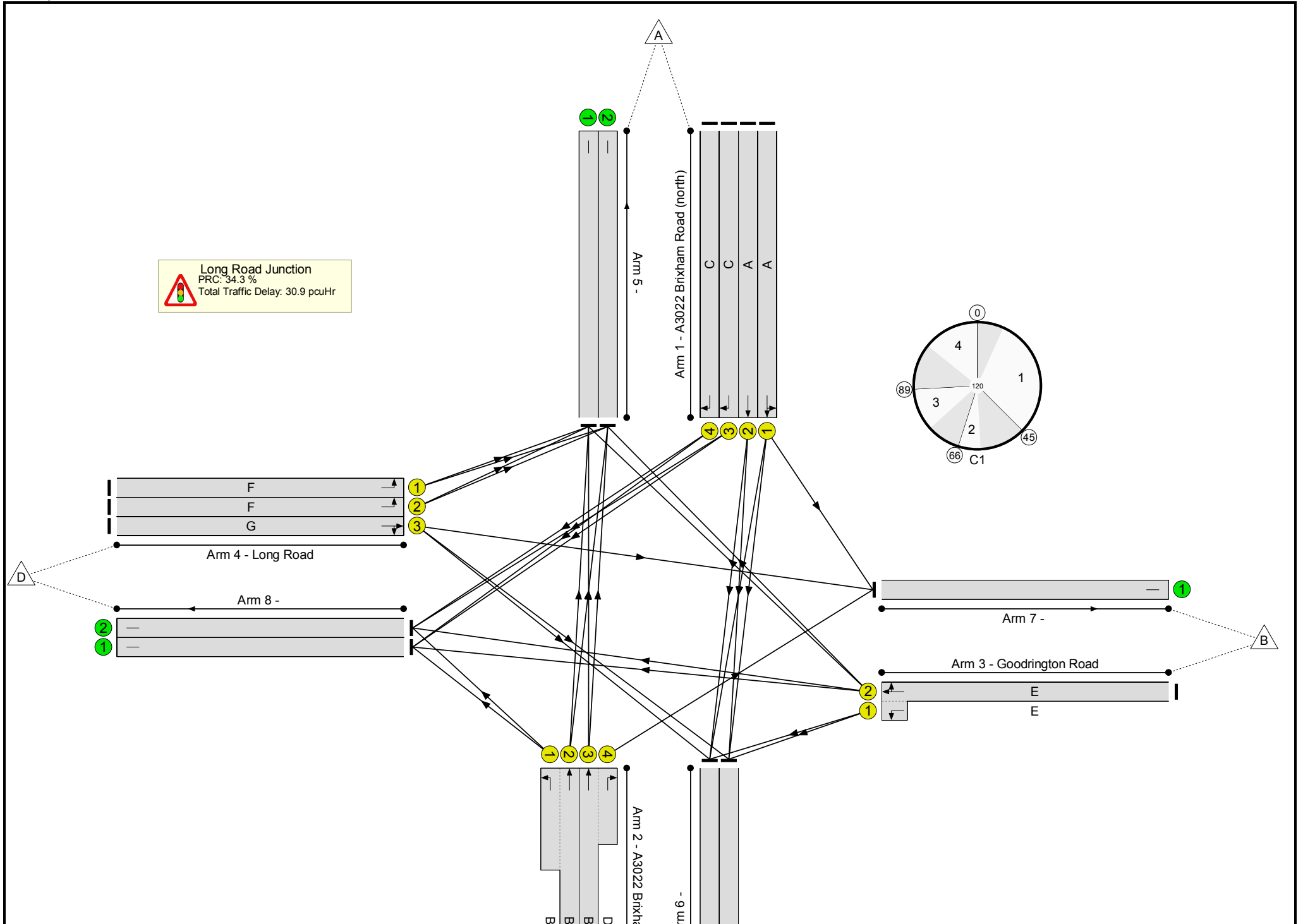
Stage	1	2	3	4
Duration	37	7	13	17
Change Point	0	45	66	89

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	67.0%
Long Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	67.0%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	45	-	458	1841	706	64.9%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	45	-	533	2075	795	67.0%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	82	1703	213	38.5%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	88	1771	221	39.8%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	40	-	320	1925:1655	592+94	46.6 : 46.6%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	40:7	-	332	2085:1725	691+30	46.0 : 46.0%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	19	-	205	1882:1629	291+21	65.6 : 65.6%
4/1	Long Road Left	U	N/A	N/A	F		1	33	-	158	1773	502	31.5%
4/2	Long Road Left	U	N/A	N/A	F		1	33	-	187	1931	547	34.2%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	21	-	231	1922	352	65.6%
5/1		U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%

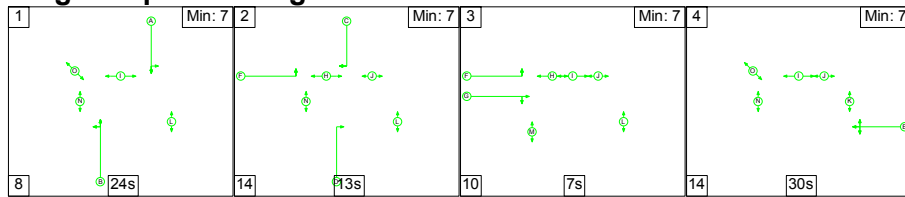
Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	-	-	0	0	0	25.1	5.8	0.0	30.9	-	-	-	-
Long Road Junction	-	-	0	0	0	25.1	5.8	0.0	30.9	-	-	-	-
1/1	458	458	-	-	-	3.9	0.9	-	4.8	37.6	12.5	0.9	13.4
1/2	533	533	-	-	-	4.5	1.0	-	5.6	37.5	14.7	1.0	15.7
1/3	82	82	-	-	-	1.1	0.3	-	1.4	62.0	2.5	0.3	2.8
1/4	88	88	-	-	-	1.2	0.3	-	1.5	61.8	2.7	0.3	3.0
2/2+2/1	320	320	-	-	-	2.7	0.4	-	3.1	34.8	7.1	0.4	7.5
2/3+2/4	332	332	-	-	-	2.9	0.4	-	3.3	36.2	8.3	0.4	8.7
3/2+3/1	205	205	-	-	-	2.7	0.9	-	3.6	63.1	6.2	0.9	7.2
4/1	158	158	-	-	-	1.5	0.2	-	1.7	39.1	4.1	0.2	4.4
4/2	187	187	-	-	-	1.8	0.3	-	2.0	39.1	4.9	0.3	5.2
4/3	231	231	-	-	-	2.9	0.9	-	3.9	60.1	7.1	0.9	8.1
5/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		34.3	Total Delay for Signalled Lanes (pcuHr):		30.88	Cycle Time (s): 120				
			PRC Over All Lanes (%):		34.3	Total Delay Over All Lanes(pcuHr):		30.88					

Full Input Data And Results

Scenario 23: 'TA 2024 + Dev AM' (FG33: 'TA 2024 + Dev AM', Plan 1: 'Network Control Plan 1')

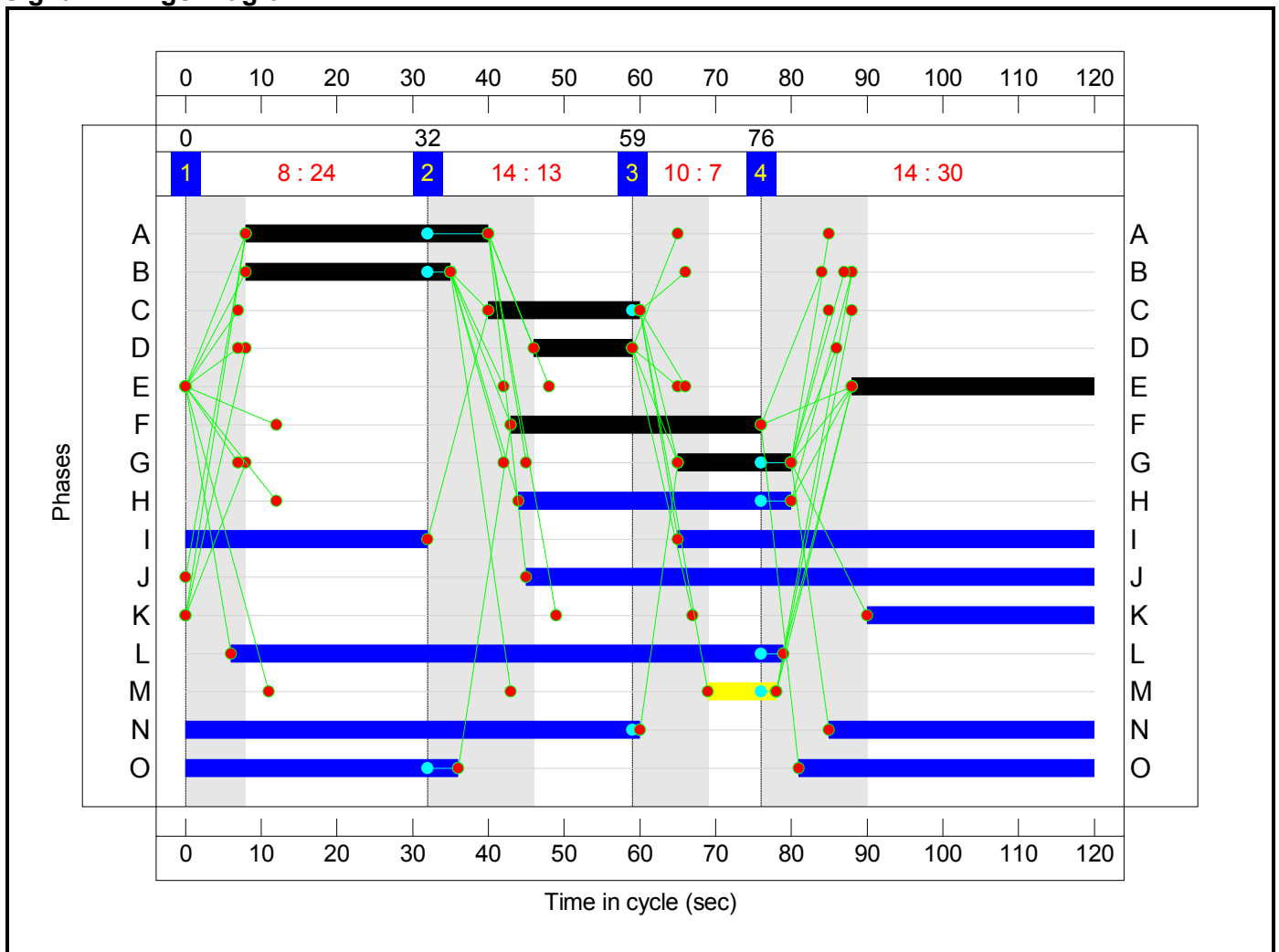
Stage Sequence Diagram



Stage Timings

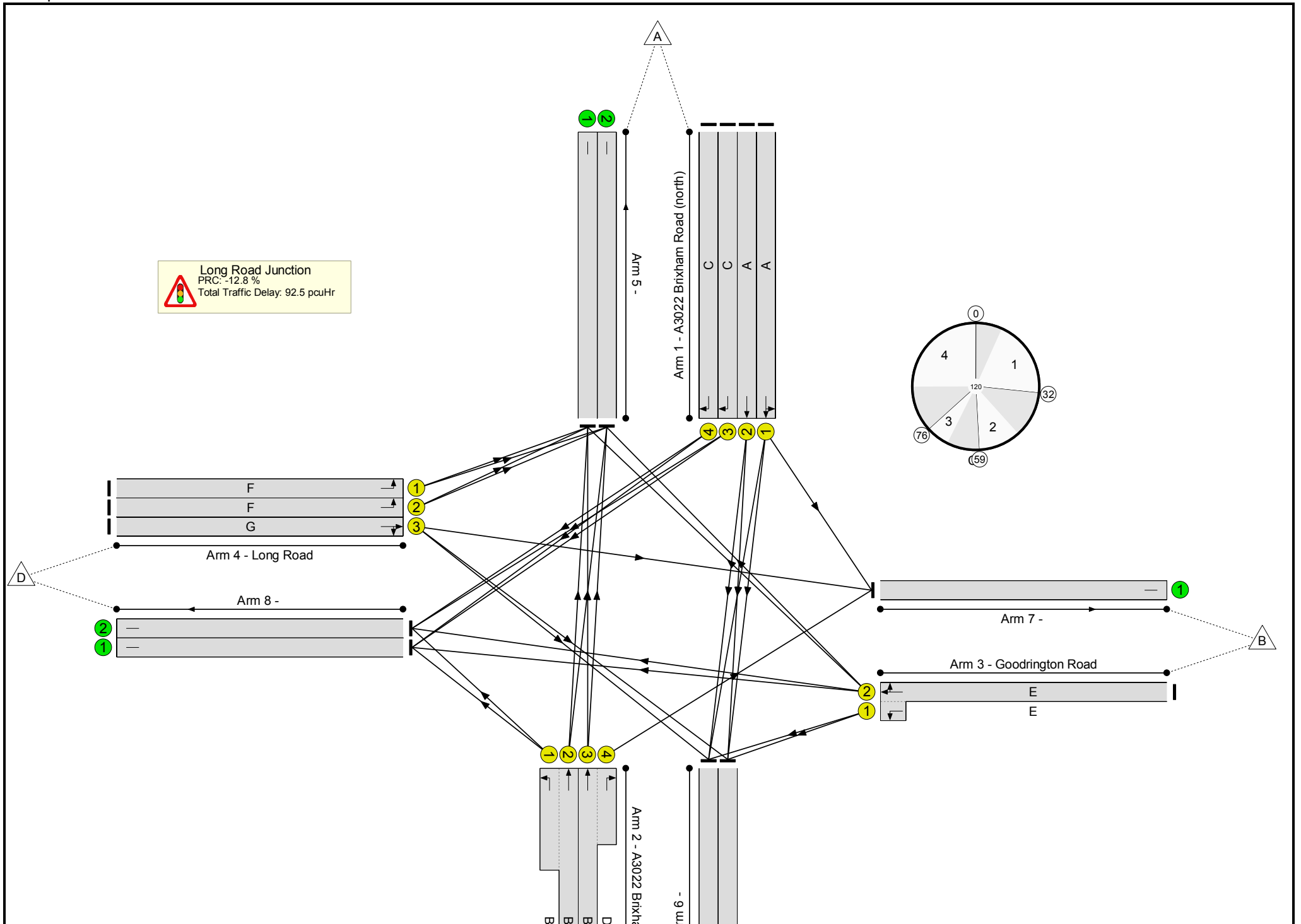
Stage	1	2	3	4
Duration	24	13	7	30
Change Point	0	32	59	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	101.5%
Long Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	101.5%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	32	-	336	1875	516	65.2%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	32	-	385	2075	571	67.5%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	20	-	286	1703	298	96.0%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	20	-	300	1771	310	96.8%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	27	-	498	1925:1655	409+83	101.3 : 101.3%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	27:13	-	508	2085:1725	470+31	101.5 : 101.5%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	32	-	521	1897:1629	495+23	100.6 : 100.6%
4/1	Long Road Left	U	N/A	N/A	F		1	33	-	106	1773	502	21.1%
4/2	Long Road Left	U	N/A	N/A	F		1	33	-	129	1931	547	23.6%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	15	-	89	1938	258	34.4%
5/1		U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%

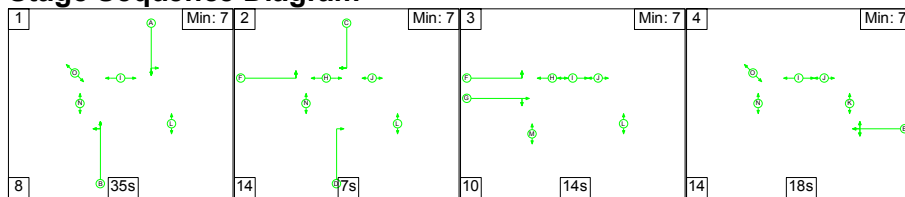
Full Input Data And Results

7/1		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	-	-	0	0	0	39.1	53.4	0.0	92.5	-	-	-	-
Long Road Junction	-	-	0	0	0	39.1	53.4	0.0	92.5	-	-	-	-
1/1	336	336	-	-	-	3.6	0.9	-	4.5	48.3	9.8	0.9	10.7
1/2	385	385	-	-	-	4.1	1.0	-	5.2	48.3	11.3	1.0	12.4
1/3	286	286	-	-	-	3.9	6.0	-	9.9	124.2	9.4	6.0	15.3
1/4	300	300	-	-	-	4.1	6.5	-	10.6	127.5	9.9	6.5	16.4
2/2+2/1	498	492	-	-	-	6.7	12.9	-	19.5	141.2	15.3	12.9	28.2
2/3+2/4	508	501	-	-	-	6.9	13.3	-	20.2	143.1	16.9	13.3	30.2
3/2+3/1	521	518	-	-	-	6.5	12.2	-	18.7	129.4	17.4	12.2	29.6
4/1	106	106	-	-	-	1.0	0.1	-	1.1	37.3	2.7	0.1	2.8
4/2	129	129	-	-	-	1.2	0.2	-	1.3	37.3	3.3	0.2	3.5
4/3	89	89	-	-	-	1.2	0.3	-	1.4	57.8	2.7	0.3	3.0
5/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		-12.8	Total Delay for Signalled Lanes (pcuHr):		92.49	Cycle Time (s):		120			
		PRC Over All Lanes (%):		-12.8	Total Delay Over All Lanes (pcuHr):		92.49						

Full Input Data And Results

Scenario 24: 'TA 2024 + Dev PM' (FG34: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

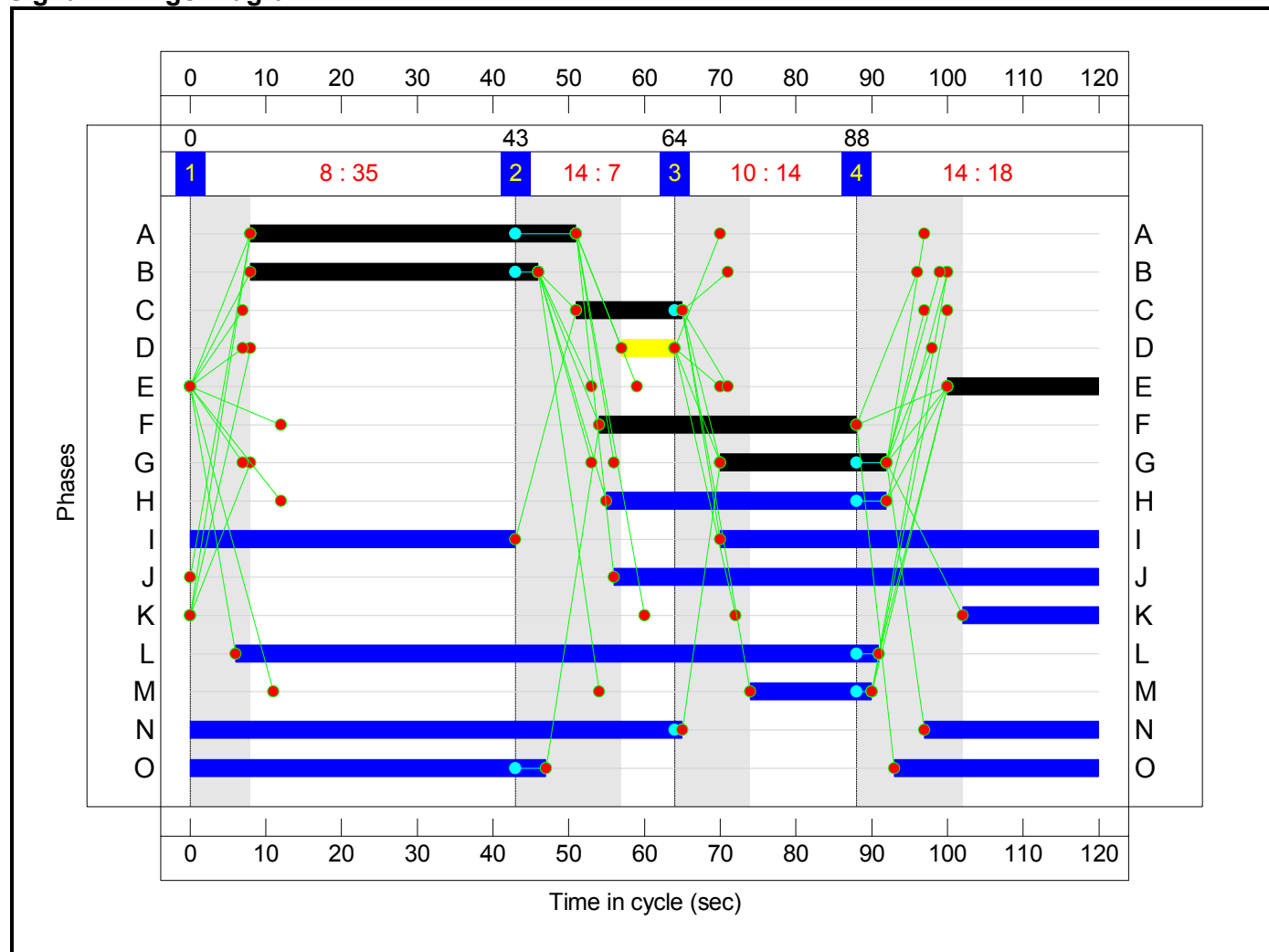
Stage Sequence Diagram



Stage Timings

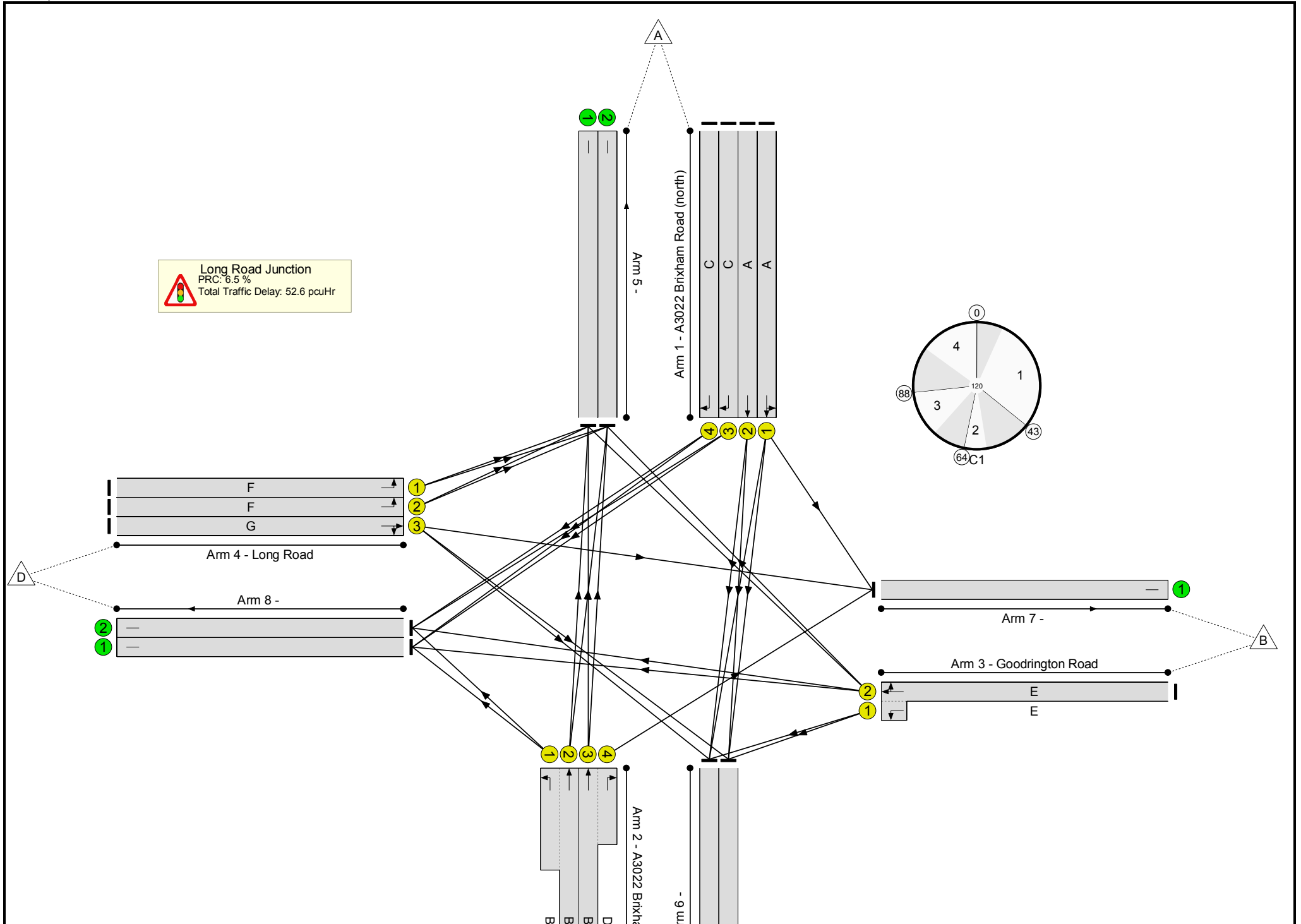
Stage	1	2	3	4
Duration	35	7	14	18
Change Point	0	43	64	88

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
Long Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	43	-	565	1853	679	83.2%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	43	-	643	2075	761	84.5%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	134	1703	213	62.9%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	141	1771	221	63.7%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	38	-	422	1925:1655	575+74	65.0 : 65.0%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	38:7	-	459	2085:1725	628+65	66.3 : 66.3%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	20	-	278	1887:1629	282+50	83.8 : 83.8%
4/1	Long Road Left	U	N/A	N/A	F		1	34	-	292	1773	517	56.5%
4/2	Long Road Left	U	N/A	N/A	F		1	34	-	329	1931	563	58.4%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	22	-	309	1930	370	83.5%
5/1		U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%

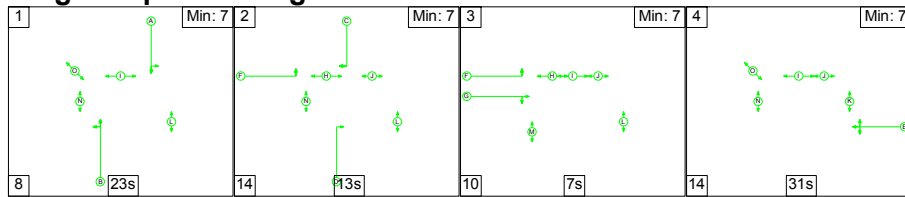
Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	-	-	0	0	0	37.9	14.6	0.0	52.6	-	-	-	-
Long Road Junction	-	-	0	0	0	37.9	14.6	0.0	52.6	-	-	-	-
1/1	565	565	-	-	-	5.4	2.4	-	7.8	49.7	17.1	2.4	19.5
1/2	643	643	-	-	-	6.2	2.6	-	8.8	49.5	19.6	2.6	22.3
1/3	134	134	-	-	-	1.9	0.8	-	2.7	72.2	4.2	0.8	5.0
1/4	141	141	-	-	-	2.0	0.9	-	2.8	71.8	4.5	0.9	5.3
2/2+2/1	422	422	-	-	-	3.9	0.9	-	4.9	41.4	10.8	0.9	11.7
2/3+2/4	459	459	-	-	-	4.6	1.0	-	5.6	43.7	12.4	1.0	13.4
3/2+3/1	278	278	-	-	-	3.7	2.4	-	6.0	78.3	8.5	2.4	10.9
4/1	292	292	-	-	-	2.9	0.6	-	3.6	44.0	8.2	0.6	8.8
4/2	329	329	-	-	-	3.3	0.7	-	4.0	43.9	9.3	0.7	10.0
4/3	309	309	-	-	-	4.0	2.4	-	6.4	74.1	9.9	2.4	12.2
5/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		6.5	Total Delay for Signalled Lanes (pcuHr):		52.57	Cycle Time (s): 120				
			PRC Over All Lanes (%):		6.5	Total Delay Over All Lanes(pcuHr):		52.57					

Full Input Data And Results

Scenario 25: 'TA 2024 AM' (FG31: 'TA 2024 AM', Plan 1: 'Network Control Plan 1')

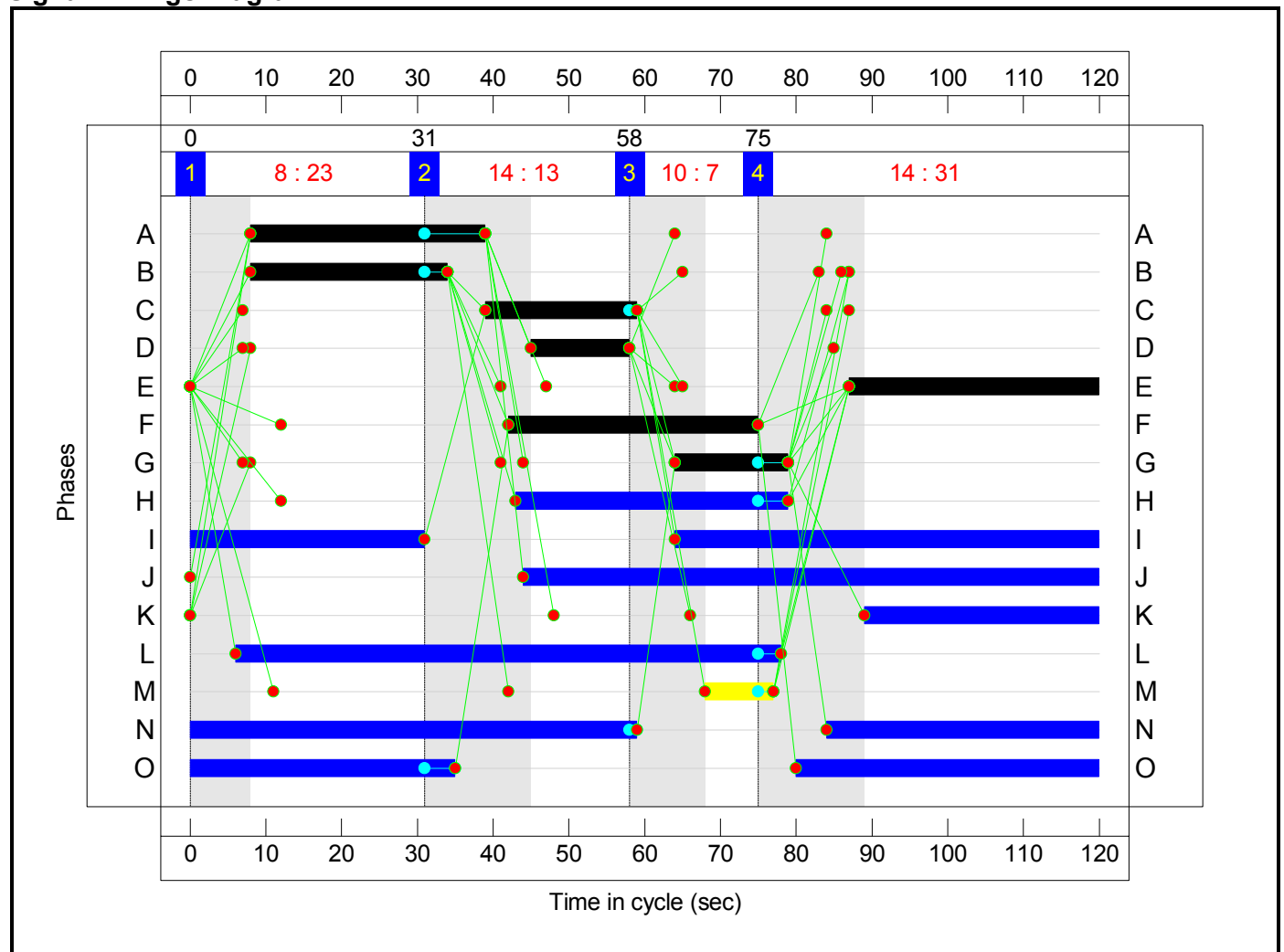
Stage Sequence Diagram



Stage Timings

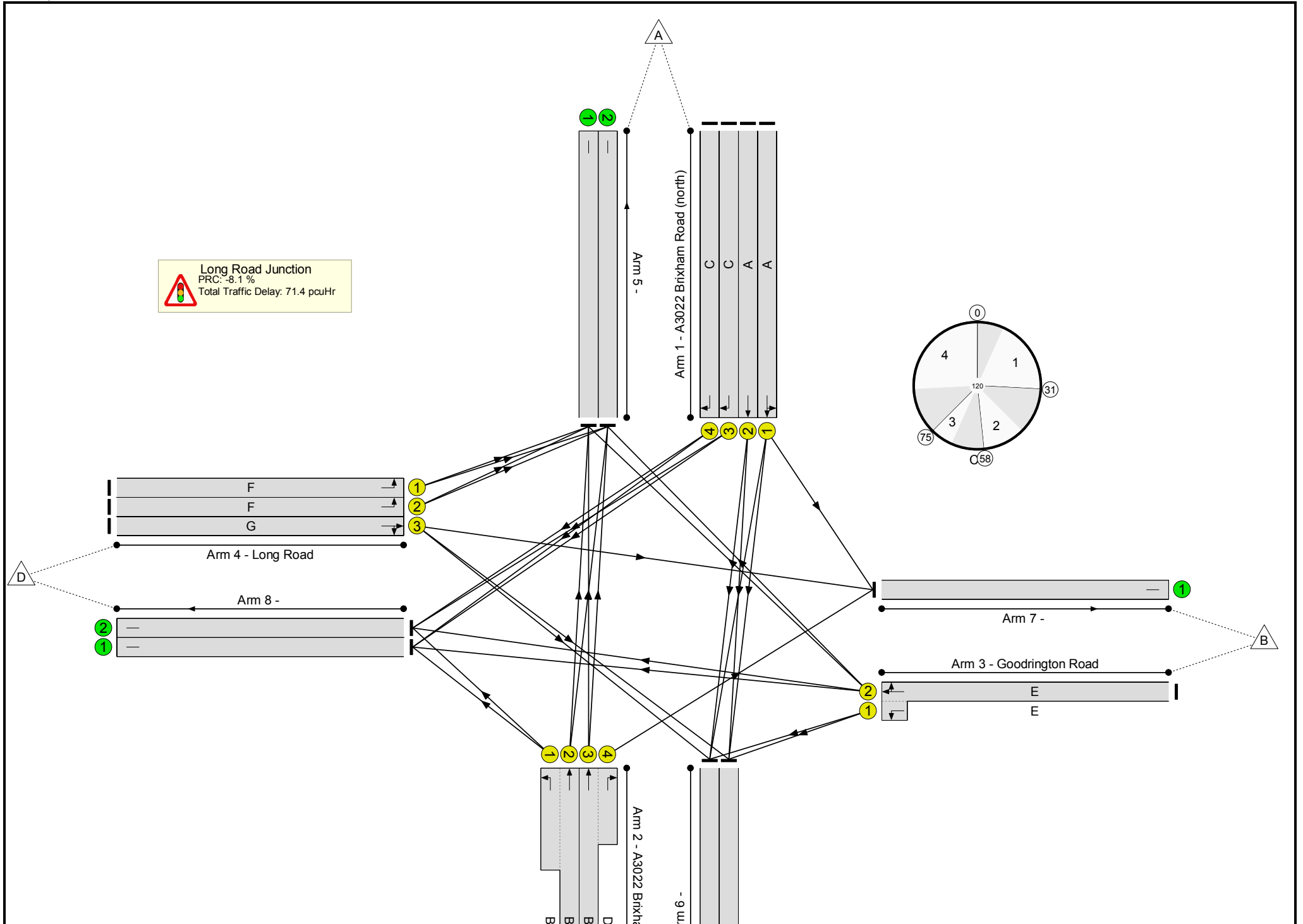
Stage	1	2	3	4
Duration	23	13	7	31
Change Point	0	31	58	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
Long Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	31	-	312	1871	499	62.5%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	31	-	362	2075	553	65.4%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	20	-	286	1703	298	96.0%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	20	-	300	1771	310	96.8%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	26	-	456	1925:1655	392+89	94.8 : 94.8%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	26:13	-	457	2085:1725	455+27	94.7 : 94.7%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	33	-	519	1897:1629	512+22	97.3 : 97.3%
4/1	Long Road Left	U	N/A	N/A	F		1	33	-	106	1773	502	21.1%
4/2	Long Road Left	U	N/A	N/A	F		1	33	-	129	1931	547	23.6%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	15	-	89	1938	258	34.4%
5/1		U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%

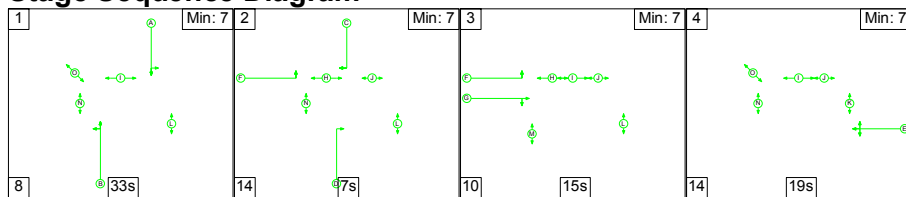
Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	-	-	0	0	0	36.2	35.3	0.0	71.4	-	-	-	-
Long Road Junction	-	-	0	0	0	36.2	35.3	0.0	71.4	-	-	-	-
1/1	312	312	-	-	-	3.4	0.8	-	4.2	48.3	9.1	0.8	9.9
1/2	362	362	-	-	-	3.9	0.9	-	4.9	48.4	10.7	0.9	11.6
1/3	286	286	-	-	-	3.9	6.0	-	9.9	124.2	9.4	6.0	15.3
1/4	300	300	-	-	-	4.1	6.5	-	10.6	127.5	9.9	6.5	16.4
2/2+2/1	456	456	-	-	-	5.6	6.1	-	11.7	92.7	13.0	6.1	19.1
2/3+2/4	457	457	-	-	-	5.8	6.0	-	11.8	93.2	14.6	6.0	20.7
3/2+3/1	519	519	-	-	-	6.1	8.3	-	14.4	100.1	16.9	8.3	25.2
4/1	106	106	-	-	-	1.0	0.1	-	1.1	37.3	2.7	0.1	2.8
4/2	129	129	-	-	-	1.2	0.2	-	1.3	37.3	3.3	0.2	3.5
4/3	89	89	-	-	-	1.2	0.3	-	1.4	57.8	2.7	0.3	3.0
5/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		-8.1	Total Delay for Signalled Lanes (pcuHr):		71.42	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-8.1	Total Delay Over All Lanes(pcuHr):		71.42					

Full Input Data And Results

Scenario 26: 'TA 2024 PM' (FG32: 'TA 2024 PM', Plan 1: 'Network Control Plan 1')

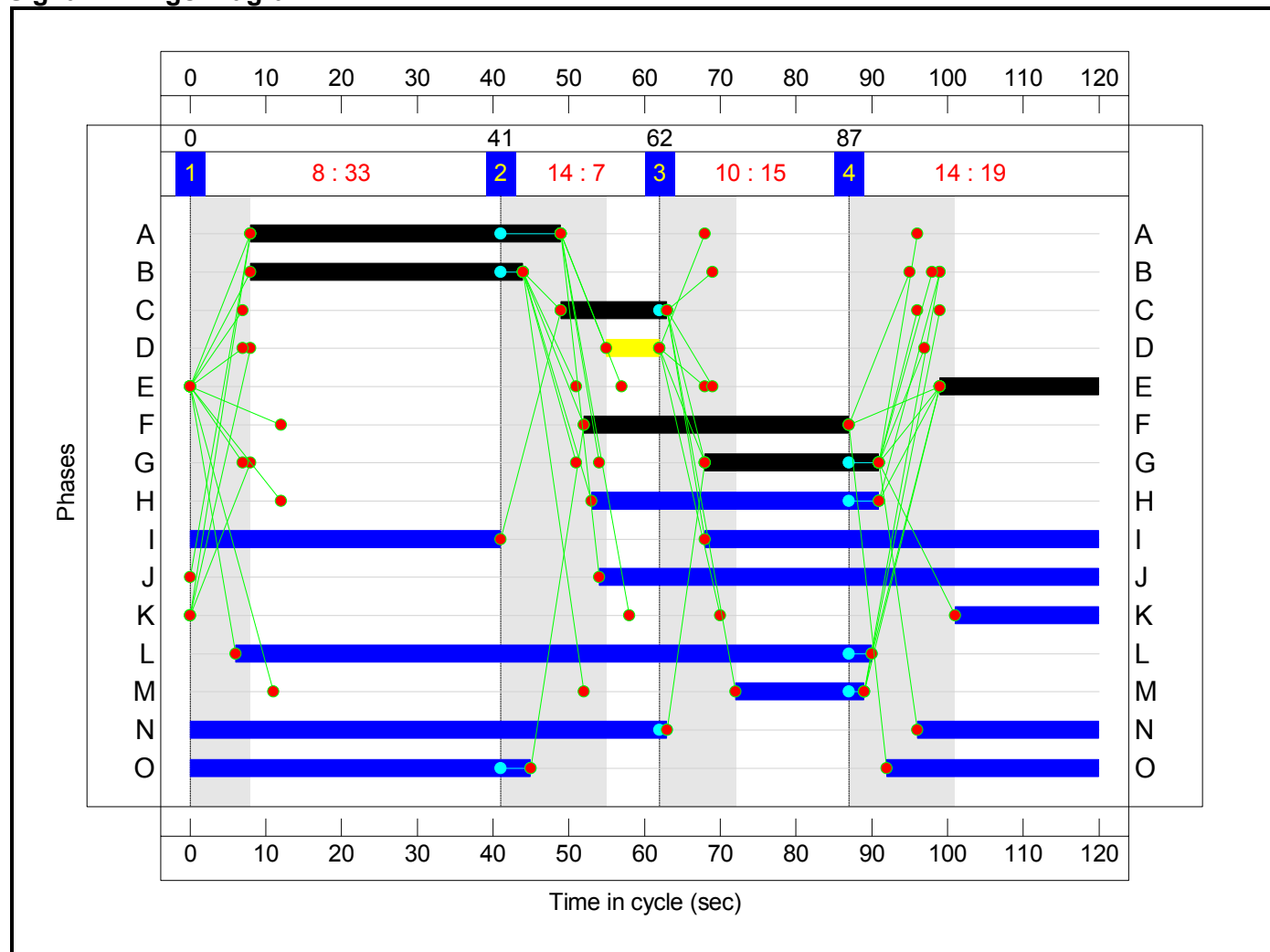
Stage Sequence Diagram



Stage Timings

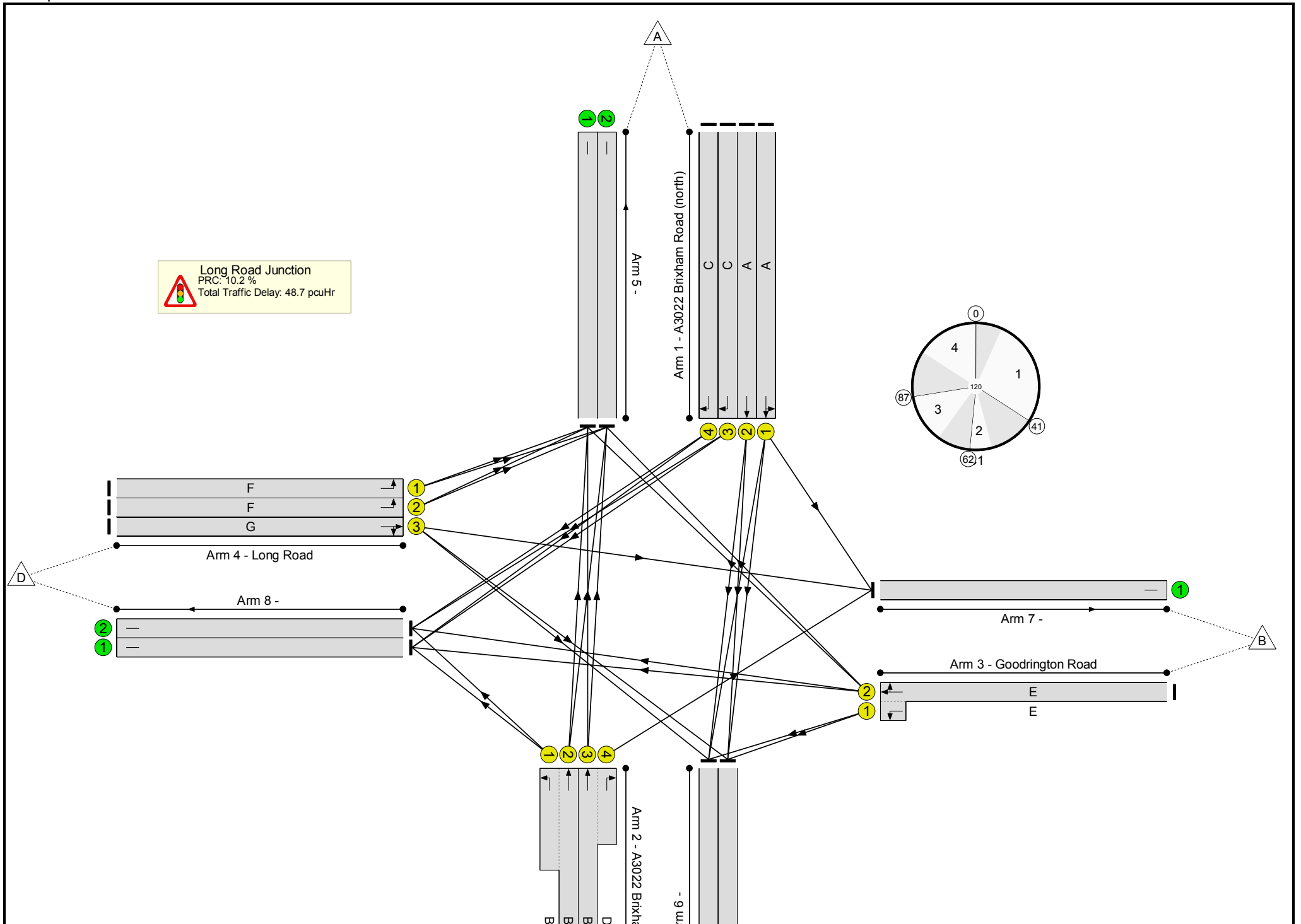
Stage	1	2	3	4
Duration	33	7	15	19
Change Point	0	41	62	87

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.7%
Long Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.7%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	41	-	515	1846	646	79.7%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	41	-	593	2075	726	81.7%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	134	1703	213	62.9%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	141	1771	221	63.7%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	36	-	394	1925:1655	544+75	63.6 : 63.6%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	36:7	-	424	2085:1725	598+61	64.4 : 64.4%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	21	-	271	1887:1629	302+45	78.3 : 78.3%
4/1	Long Road Left	U	N/A	N/A	F		1	35	-	292	1773	532	54.9%
4/2	Long Road Left	U	N/A	N/A	F		1	35	-	329	1931	579	56.8%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	23	-	309	1930	386	80.1%
5/1		U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%

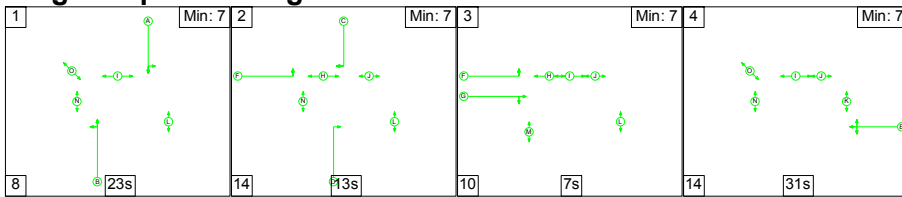
Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	-	-	0	0	0	36.3	12.4	0.0	48.7	-	-	-	-
Long Road Junction	-	-	0	0	0	36.3	12.4	0.0	48.7	-	-	-	-
1/1	515	515	-	-	-	5.0	1.9	-	6.9	48.5	15.5	1.9	17.4
1/2	593	593	-	-	-	5.8	2.2	-	8.0	48.6	18.0	2.2	20.1
1/3	134	134	-	-	-	1.9	0.8	-	2.7	72.2	4.2	0.8	5.0
1/4	141	141	-	-	-	2.0	0.9	-	2.8	71.8	4.5	0.9	5.3
2/2+2/1	394	394	-	-	-	3.8	0.9	-	4.6	42.4	9.9	0.9	10.8
2/3+2/4	424	424	-	-	-	4.4	0.9	-	5.3	44.6	11.4	0.9	12.3
3/2+3/1	271	271	-	-	-	3.5	1.7	-	5.2	69.3	8.3	1.7	10.0
4/1	292	292	-	-	-	2.9	0.6	-	3.5	42.7	8.1	0.6	8.7
4/2	329	329	-	-	-	3.2	0.7	-	3.9	42.6	9.2	0.7	9.9
4/3	309	309	-	-	-	3.9	1.9	-	5.8	68.0	9.8	1.9	11.7
5/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		10.2	Total Delay for Signalled Lanes (pcuHr):		48.75	Cycle Time (s): 120				
			PRC Over All Lanes (%):		10.2	Total Delay Over All Lanes(pcuHr):		48.75					

Full Input Data And Results

Scenario 27: 'TA 2019 AM' (FG35: 'TA 2019 AM', Plan 1: 'Network Control Plan 1')

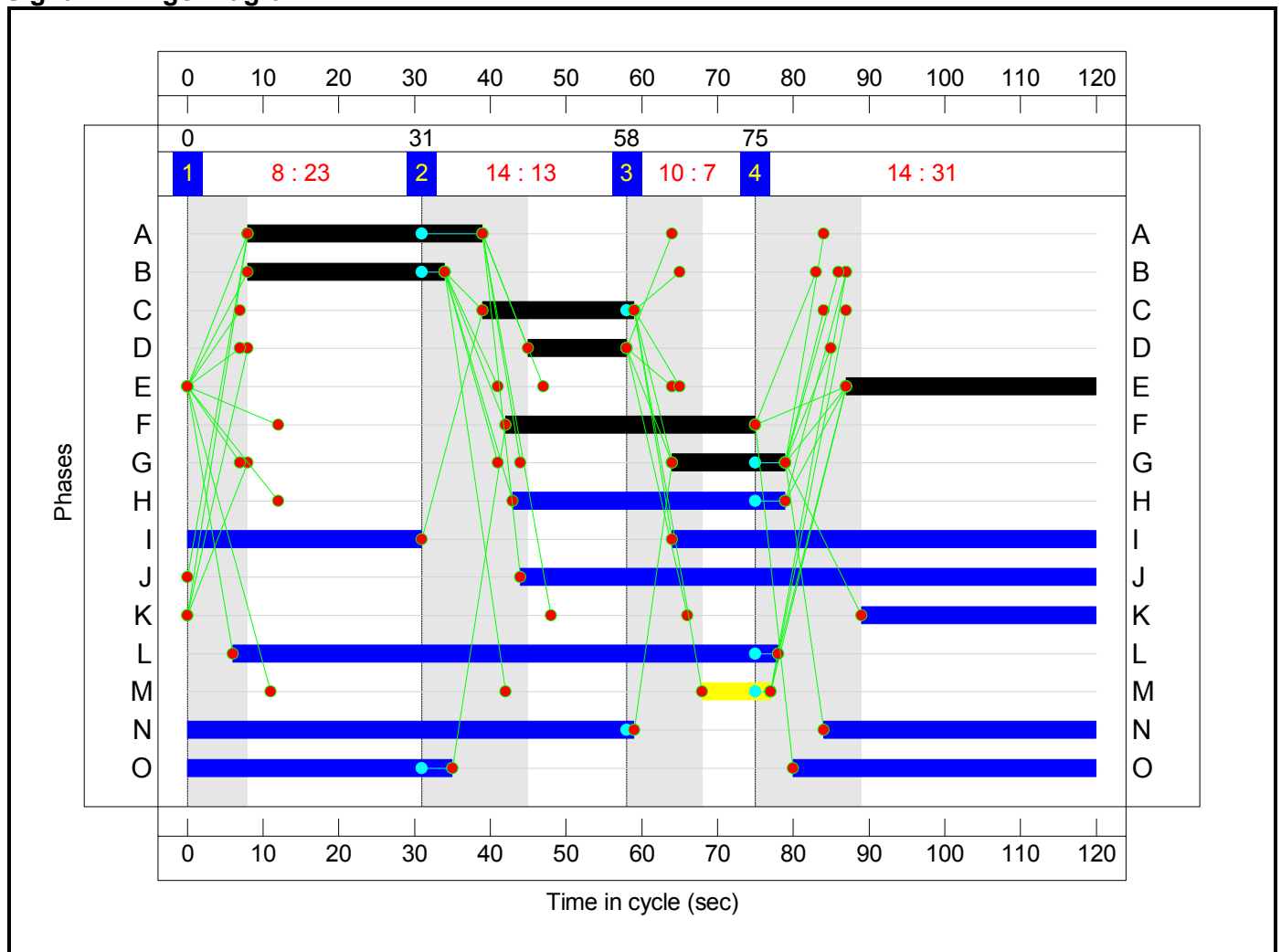
Stage Sequence Diagram



Stage Timings

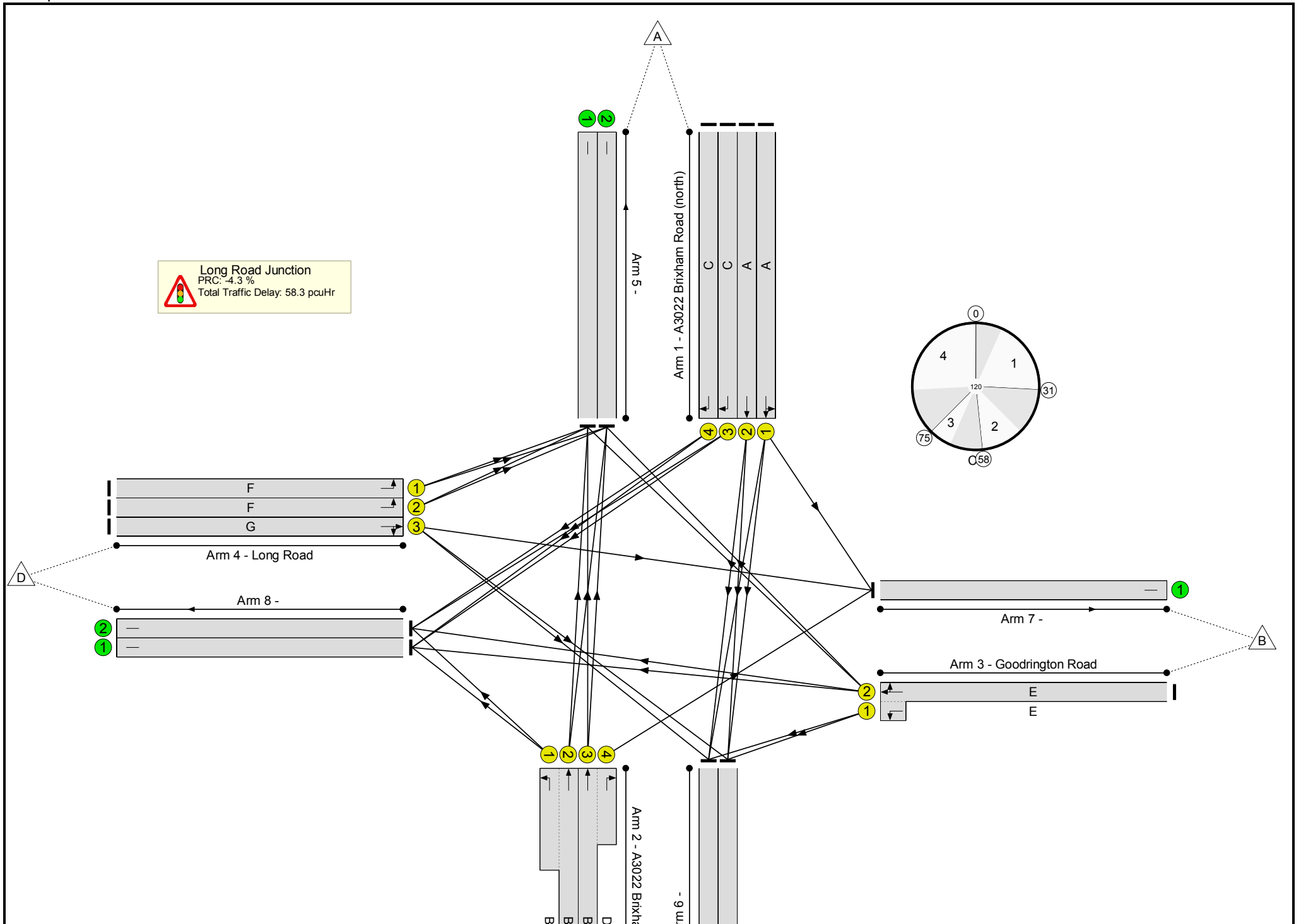
Stage	1	2	3	4
Duration	23	13	7	31
Change Point	0	31	58	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	93.9%
Long Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	93.9%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	31	-	292	1875	500	58.4%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	31	-	339	2075	553	61.3%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	20	-	268	1703	298	89.9%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	20	-	279	1771	310	90.0%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	26	-	444	1925:1655	392+89	92.3 : 92.3%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	26:13	-	444	2085:1725	455+28	91.9 : 91.9%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	33	-	501	1897:1629	511+22	93.9 : 93.9%
4/1	Long Road Left	U	N/A	N/A	F		1	33	-	98	1773	502	19.5%
4/2	Long Road Left	U	N/A	N/A	F		1	33	-	118	1931	547	21.6%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	15	-	84	1938	258	32.5%
5/1		U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%

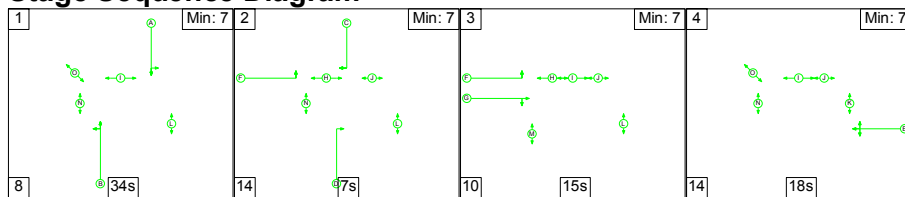
Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	-	-	0	0	0	34.0	24.3	0.0	58.3	-	-	-	-
Long Road Junction	-	-	0	0	0	34.0	24.3	0.0	58.3	-	-	-	-
1/1	292	292	-	-	-	3.1	0.7	-	3.8	46.8	8.4	0.7	9.1
1/2	339	339	-	-	-	3.6	0.8	-	4.4	46.9	9.9	0.8	10.7
1/3	268	268	-	-	-	3.6	3.6	-	7.2	96.8	8.7	3.6	12.3
1/4	279	279	-	-	-	3.8	3.6	-	7.4	95.6	9.1	3.6	12.7
2/2+2/1	444	444	-	-	-	5.4	4.8	-	10.2	82.6	12.5	4.8	17.2
2/3+2/4	444	444	-	-	-	5.6	4.6	-	10.2	82.7	14.1	4.6	18.7
3/2+3/1	501	501	-	-	-	5.8	5.7	-	11.5	82.9	16.2	5.7	21.9
4/1	98	98	-	-	-	0.9	0.1	-	1.0	37.1	2.5	0.1	2.6
4/2	118	118	-	-	-	1.1	0.1	-	1.2	37.0	3.0	0.1	3.1
4/3	84	84	-	-	-	1.1	0.2	-	1.3	57.4	2.5	0.2	2.8
5/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		-4.3	Total Delay for Signalled Lanes (pcuHr):		58.30	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-4.3	Total Delay Over All Lanes(pcuHr):		58.30					

Full Input Data And Results

Scenario 28: 'TA 2019 PM' (FG36: 'TA 2019 PM', Plan 1: 'Network Control Plan 1')

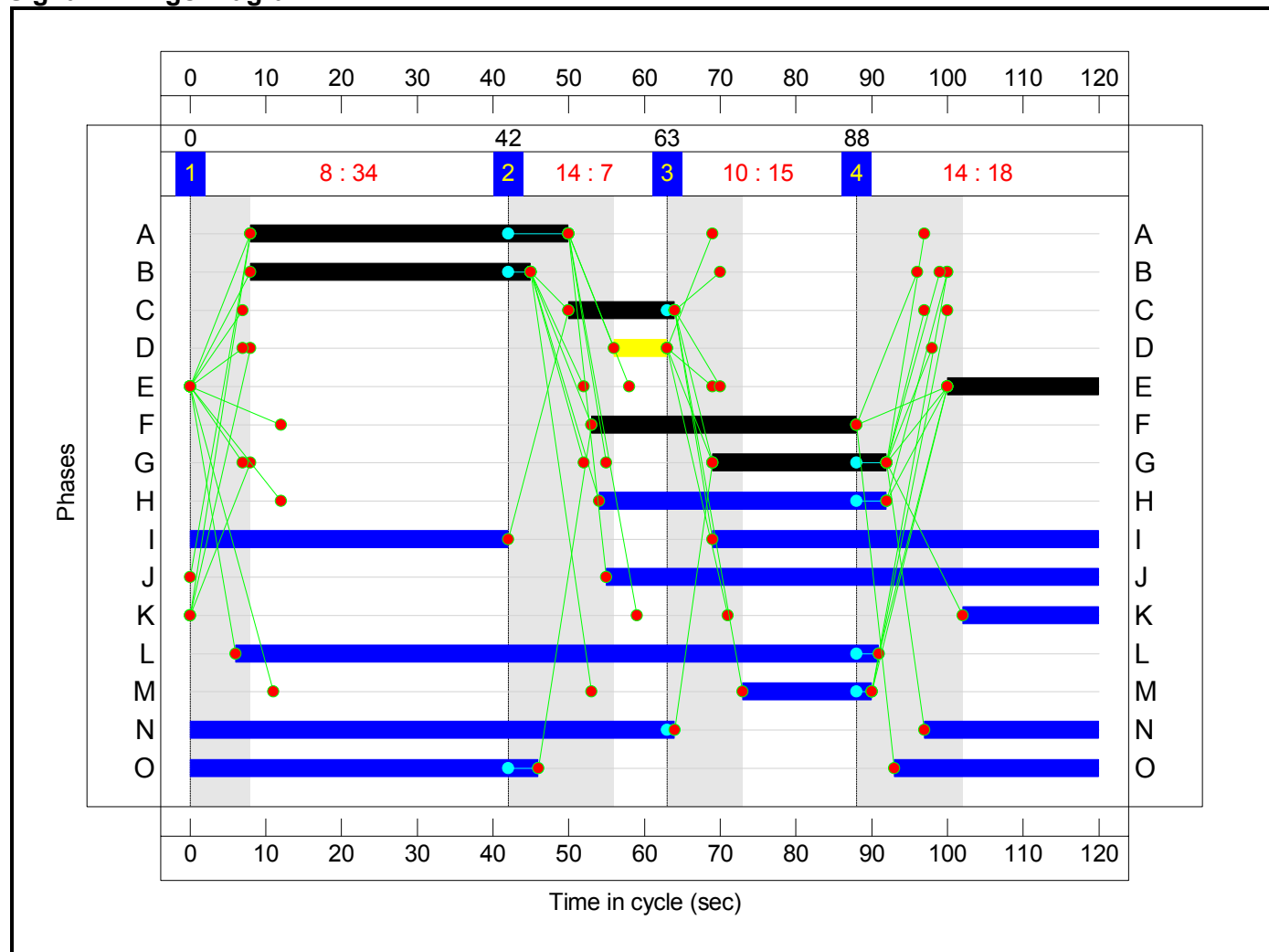
Stage Sequence Diagram



Stage Timings

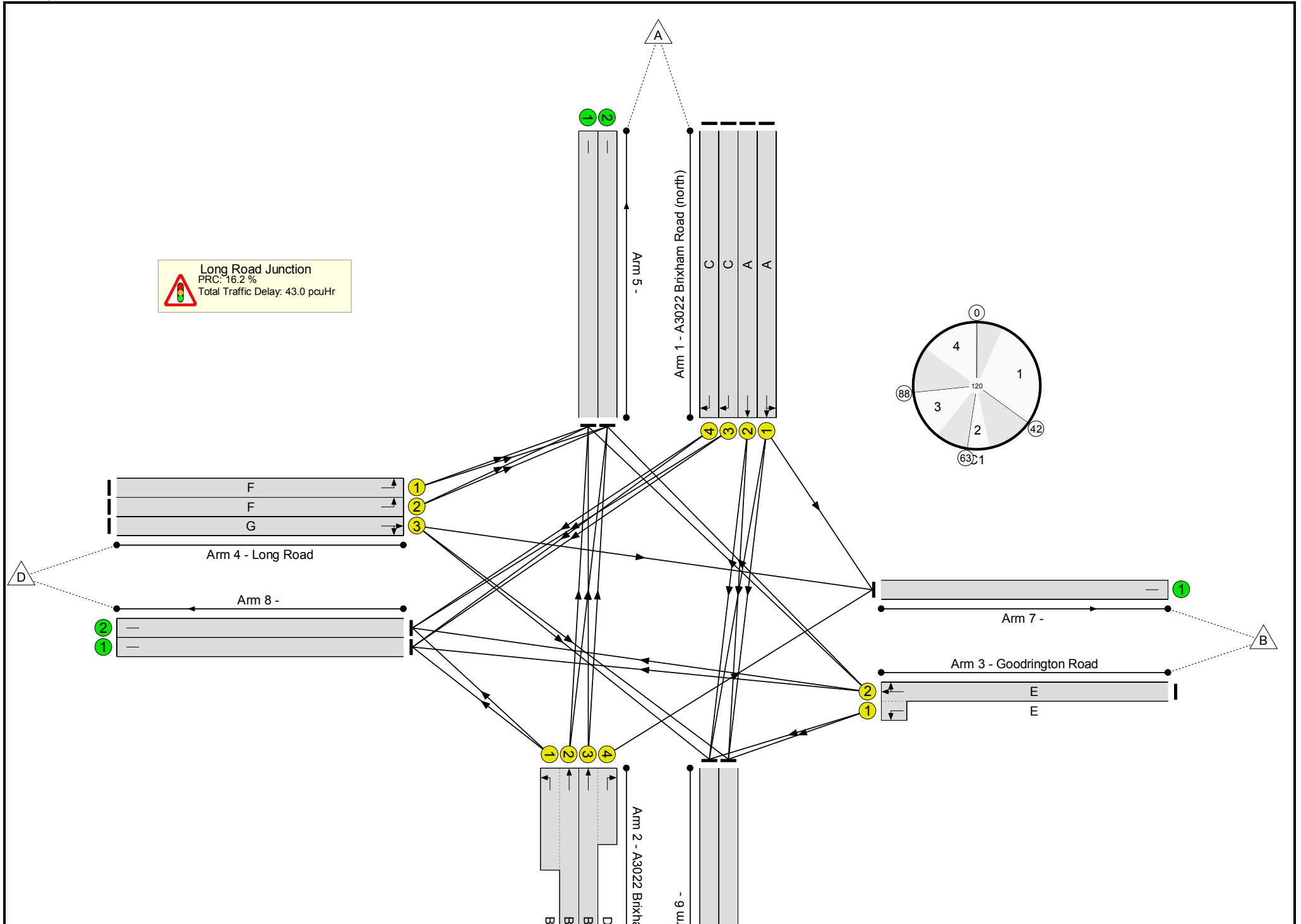
Stage	1	2	3	4
Duration	34	7	15	18
Change Point	0	42	63	88

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
Long Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	42	-	500	1847	662	75.5%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	42	-	576	2075	744	77.5%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	116	1703	213	54.5%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	123	1771	221	55.6%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	37	-	374	1925:1655	559+75	59.0 : 59.0%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	37:7	-	405	2085:1725	611+65	59.9 : 59.9%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	20	-	249	1887:1629	285+47	75.2 : 75.2%
4/1	Long Road Left	U	N/A	N/A	F		1	35	-	260	1773	532	48.9%
4/2	Long Road Left	U	N/A	N/A	F		1	35	-	298	1931	579	51.4%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	23	-	289	1930	386	74.9%
5/1		U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%

Full Input Data And Results

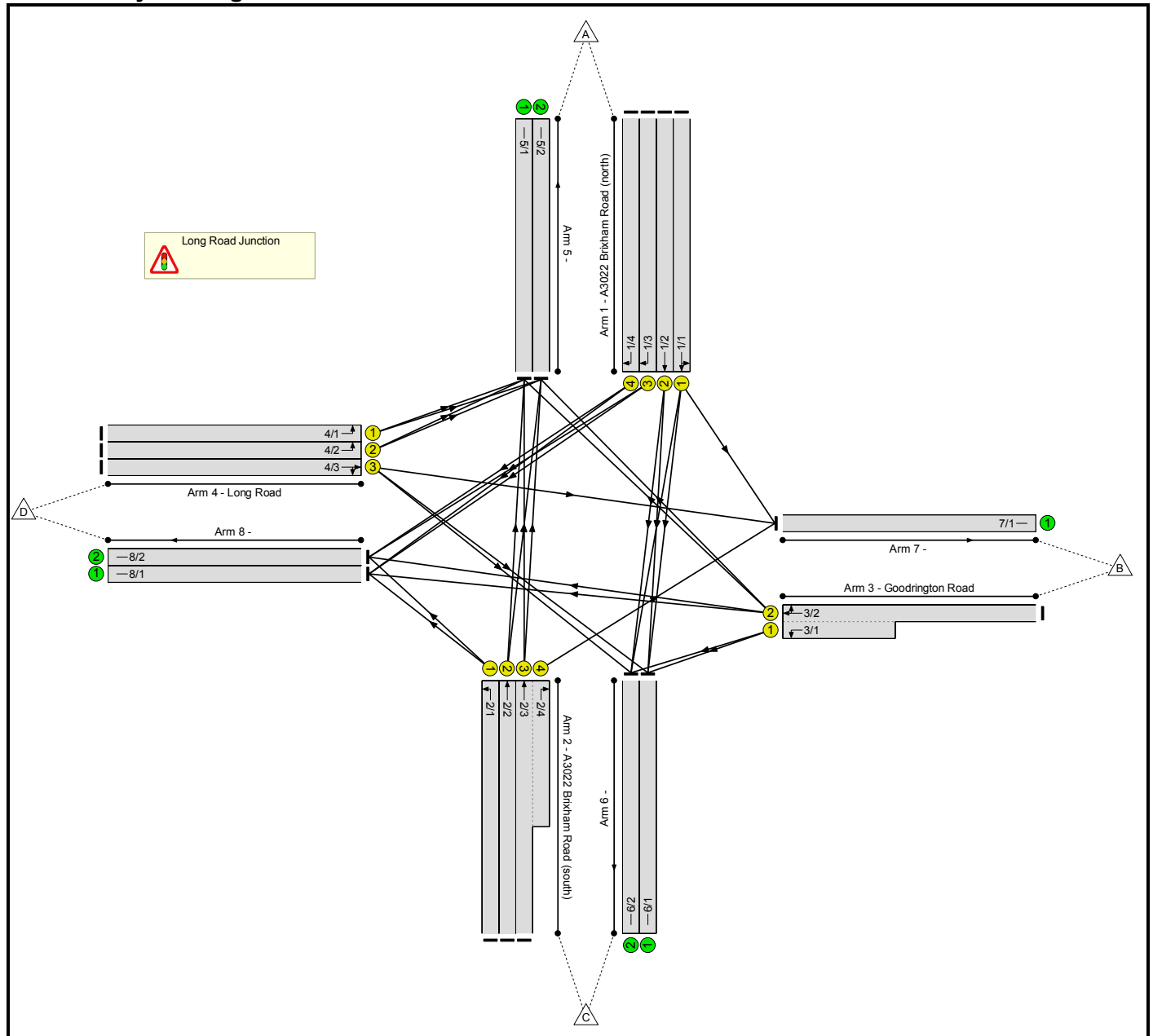
8/1		U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	-	-	0	0	0	33.2	9.8	0.0	43.0	-	-	-	-
Long Road Junction	-	-	0	0	0	33.2	9.8	0.0	43.0	-	-	-	-
1/1	500	500	-	-	-	4.7	1.5	-	6.2	44.8	14.6	1.5	16.1
1/2	576	576	-	-	-	5.5	1.7	-	7.2	44.7	17.0	1.7	18.6
1/3	116	116	-	-	-	1.6	0.6	-	2.2	67.7	3.6	0.6	4.2
1/4	123	123	-	-	-	1.7	0.6	-	2.3	67.4	3.8	0.6	4.4
2/2+2/1	374	374	-	-	-	3.5	0.7	-	4.2	40.2	9.2	0.7	9.9
2/3+2/4	405	405	-	-	-	4.0	0.7	-	4.8	42.5	10.6	0.7	11.4
3/2+3/1	249	249	-	-	-	3.2	1.5	-	4.7	67.8	7.5	1.5	8.9
4/1	260	260	-	-	-	2.5	0.5	-	3.0	41.1	7.1	0.5	7.6
4/2	298	298	-	-	-	2.9	0.5	-	3.4	41.1	8.2	0.5	8.7
4/3	289	289	-	-	-	3.6	1.4	-	5.1	63.2	9.0	1.4	10.4
5/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		16.2	Total Delay for Signalled Lanes (pcuHr):		42.96	Cycle Time (s): 120				
			PRC Over All Lanes (%):		16.2	Total Delay Over All Lanes(pcuHr):		42.96					

Full Input Data And Results
Full Input Data And Results

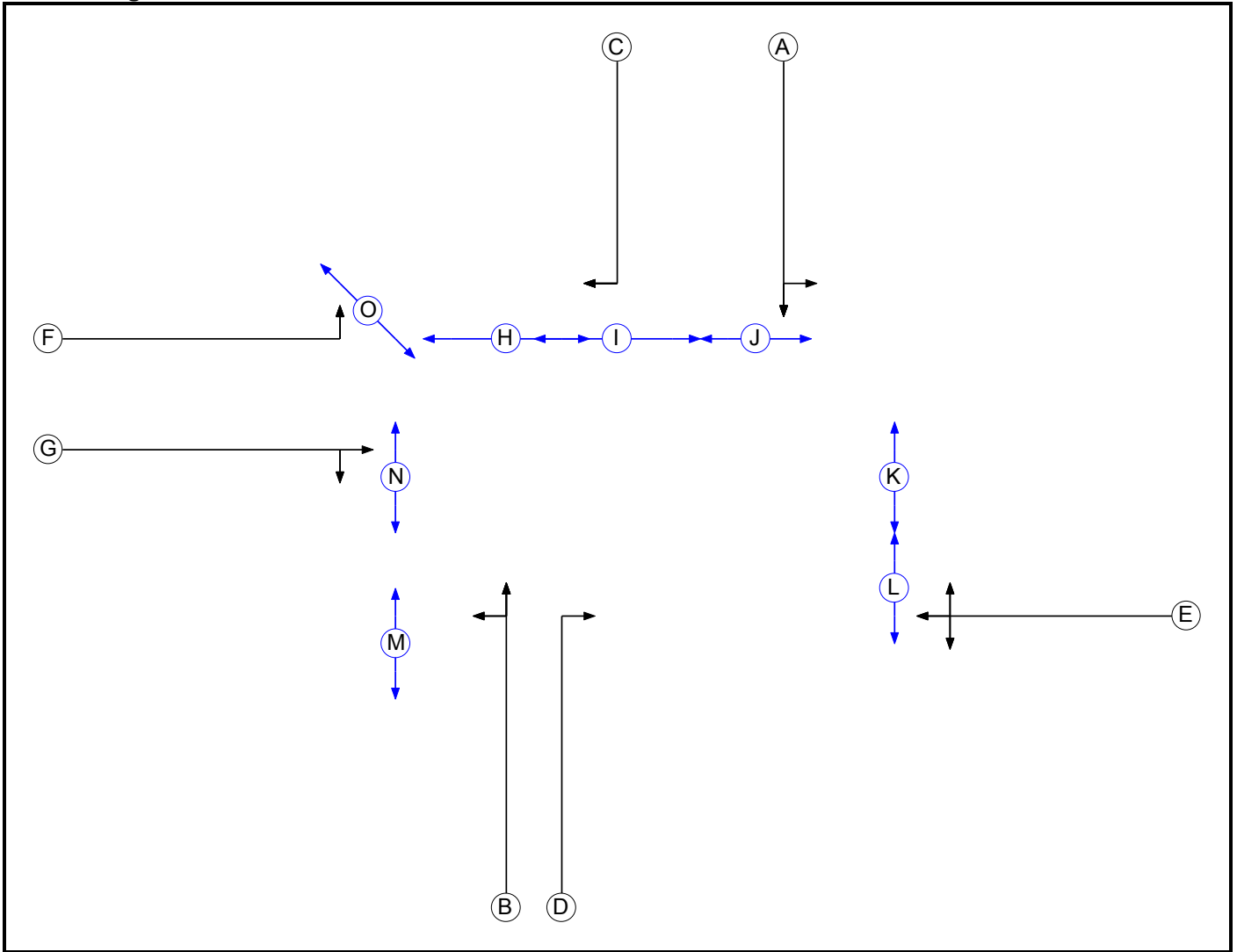
User and Project Details

Project:	Inglewood
Title:	Long Road Junction - KTC proposed highway works
Location:	Torbay
File name:	Long Road Junction (Possible amendments with additional land 0734-040RevB).lsg3x
Author:	FF
Company:	Key Transport Consultants
Address:	26 Berkeley Square, Bristol, BS8 1HP
Notes:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	5
B	Traffic		7	7
C	Traffic		7	6
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	4
H	Pedestrian		7	3
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Pedestrian		7	7
L	Pedestrian		7	7
M	Pedestrian		7	7
N	Pedestrian		7	6
O	Pedestrian		7	6

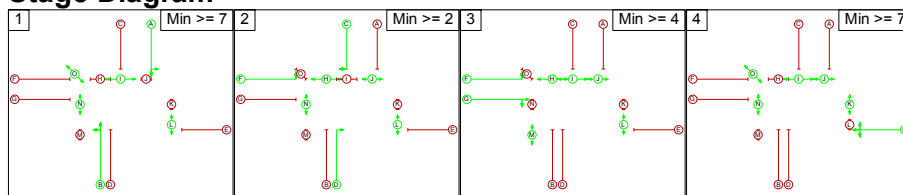
Phase Intergrens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	ABILNO
2	CDFHJLN
3	FGHIJLM
4	EIJKNO

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	8	8
1	2	B	Losing	3	3
1	2	O	Losing	4	4
1	3	A	Losing	8	8
1	3	N	Losing	8	8
1	3	O	Losing	1	1
1	4	A	Losing	2	2
1	4	B	Losing	3	3
2	1	C	Losing	8	8
2	1	D	Losing	2	2
2	1	F	Losing	6	6
2	1	H	Losing	6	6
2	3	C	Losing	1	1
2	3	N	Losing	1	1
2	4	C	Losing	6	6
2	4	D	Losing	6	6
2	4	H	Losing	4	4
2	4	L	Losing	2	2
3	1	F	Losing	8	8
3	1	G	Losing	3	3
3	1	H	Losing	8	8
3	1	M	Losing	6	6
3	2	G	Losing	5	5
3	2	I	Losing	2	2
3	4	G	Losing	4	4
3	4	H	Losing	4	4
3	4	L	Losing	2	2
3	4	M	Losing	2	2
4	2	E	Losing	1	1
4	2	O	Losing	6	6
4	3	E	Losing	1	1
4	3	N	Losing	3	3
4	3	O	Losing	6	6

Full Input Data And Results

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1	■	14	13	11
	2	14	■	10	14
	3	16	11	■	14
	4	8	13	13	■

Full Input Data And Results

Give-Way Lane Input Data

Junction: Long Road Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Long Road Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3022 Brixham Road (north))	U	A	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	16.00
1/2 (A3022 Brixham Road (north))	U	A	2	3	60.0	Geom	-	3.20	0.00	N	Arm 6 Ahead	Inf
1/3 (A3022 Brixham Road (north))	U	C	2	3	11.0	Geom	-	3.05	0.00	Y	Arm 8 Right	11.80
1/4 (A3022 Brixham Road (north))	U	C	2	3	11.0	Geom	-	3.05	0.00	N	Arm 8 Right	9.20
2/1 (A3022 Brixham Road (south))	U	B	2	3	12.0	Geom	-	3.00	0.00	Y	Arm 8 Left	5.20
2/2 (A3022 Brixham Road (south))	U	B	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 5 Ahead	Inf
2/3 (A3022 Brixham Road (south))	U	B	2	3	60.0	Geom	-	3.70	0.00	N	Arm 5 Ahead	Inf
2/4 (A3022 Brixham Road (south))	U	D	2	3	13.0	Geom	-	3.70	0.00	Y	Arm 7 Right	10.80
3/1 (Goodrington Road)	U	E	2	3	10.0	Geom	-	3.35	0.00	Y	Arm 6 Left	7.60
3/2 (Goodrington Road)	U	E	2	3	60.0	Geom	-	3.35	0.00	Y	Arm 5 Right	25.60
											Arm 8 Ahead	Inf
4/1 (Long Road)	U	F	2	3	13.5	Geom	-	3.00	0.00	Y	Arm 5 Left	18.70
4/2 (Long Road)	U	F	2	3	13.5	Geom	-	3.00	0.00	N	Arm 5 Left	23.40
4/3 (Long Road)	U	G	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	20.20
											Arm 7 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
33: 'TA 2024 + Dev AM'	08:00	09:00	01:00	F31+F3
34: 'TA 2024 + Dev PM'	17:00	18:00	01:00	F32+F4

Scenario 23: 'TA 2024 + Dev AM' (FG33: 'TA 2024 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	114	607	586	1307	
B	237	0	23	261	521	
C	891	32	0	84	1007	
D	235	72	17	0	324	
Tot.	1363	218	647	931	3159	

Traffic Lane Flows

Lane	Scenario 23: TA 2024 + Dev AM
Junction: Long Road Junction	
1/1	336
1/2	385
1/3	286
1/4	300
2/1	84
2/2	432
2/3 (with short)	491(In) 459(Out)
2/4 (short)	32
3/1 (short)	23
3/2 (with short)	521(In) 498(Out)
4/1	106
4/2	129
4/3	89
5/1	681
5/2	682
6/1	335
6/2	312
7/1	218
8/1	465
8/2	466

Full Input Data And Results

Lane Saturation Flows

Junction: Long Road Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.20	0.00	Y	Arm 6 Ahead	Inf	66.1 %	1875	1875
				Arm 7 Left	16.00	33.9 %		
1/2 (A3022 Brixham Road (north))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
1/3 (A3022 Brixham Road (north))	3.05	0.00	Y	Arm 8 Right	11.80	100.0 %	1703	1703
1/4 (A3022 Brixham Road (north))	3.05	0.00	N	Arm 8 Right	9.20	100.0 %	1771	1771
2/1 (A3022 Brixham Road (south))	3.00	0.00	Y	Arm 8 Left	5.20	100.0 %	1486	1486
2/2 (A3022 Brixham Road (south))	3.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1990	1990
2/3 (A3022 Brixham Road (south))	3.70	0.00	N	Arm 5 Ahead	Inf	100.0 %	2125	2125
2/4 (A3022 Brixham Road (south))	3.70	0.00	Y	Arm 7 Right	10.80	100.0 %	1743	1743
3/1 (Goodrington Road)	3.35	0.00	Y	Arm 6 Left	7.60	100.0 %	1629	1629
3/2 (Goodrington Road)	3.35	0.00	Y	Arm 5 Right	25.60	47.6 %	1897	1897
				Arm 8 Ahead	Inf	52.4 %		
4/1 (Long Road)	3.00	0.00	Y	Arm 5 Left	18.70	100.0 %	1773	1773
4/2 (Long Road)	3.00	0.00	N	Arm 5 Left	23.40	100.0 %	1931	1931
4/3 (Long Road)	3.50	0.00	Y	Arm 6 Right	20.20	19.1 %	1938	1938
				Arm 7 Ahead	Inf	80.9 %		
5/1				Infinite Saturation Flow			Inf	Inf
5/2				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf
8/2				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 24: 'TA 2024 + Dev PM' (FG34: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	265	930	275	1470
	B	134	0	41	102	277
	C	784	43	0	48	875
	D	621	234	75	0	930
	Tot.	1539	542	1046	425	3552

Traffic Lane Flows

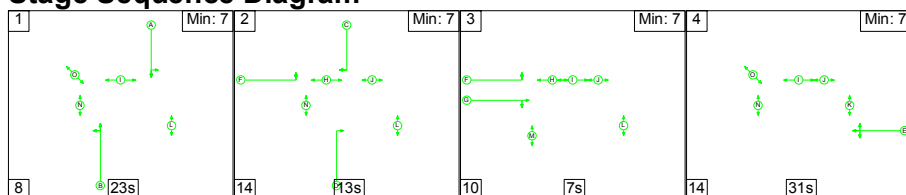
Lane	Scenario 24: TA 2024 + Dev PM
Junction: Long Road Junction	
1/1	557
1/2	638
1/3	134
1/4	141
2/1	48
2/2	376
2/3 (with short)	451(In) 408(Out)
2/4 (short)	43
3/1 (short)	41
3/2 (with short)	277(In) 236(Out)
4/1	292
4/2	329
4/3	309
5/1	770
5/2	769
6/1	544
6/2	502
7/1	542
8/1	212
8/2	213

Lane Saturation Flows

Junction: Long Road Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.20	0.00	Y	Arm 6 Ahead	Inf	52.4 %	1852	1852
				Arm 7 Left	16.00	47.6 %		
1/2 (A3022 Brixham Road (north))	3.20	0.00	N	Arm 6 Ahead	Inf	100.0 %	2075	2075
1/3 (A3022 Brixham Road (north))	3.05	0.00	Y	Arm 8 Right	11.80	100.0 %	1703	1703
1/4 (A3022 Brixham Road (north))	3.05	0.00	N	Arm 8 Right	9.20	100.0 %	1771	1771
2/1 (A3022 Brixham Road (south))	3.00	0.00	Y	Arm 8 Left	5.20	100.0 %	1486	1486
2/2 (A3022 Brixham Road (south))	3.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1990	1990
2/3 (A3022 Brixham Road (south))	3.70	0.00	N	Arm 5 Ahead	Inf	100.0 %	2125	2125
2/4 (A3022 Brixham Road (south))	3.70	0.00	Y	Arm 7 Right	10.80	100.0 %	1743	1743
3/1 (Goodrington Road)	3.35	0.00	Y	Arm 6 Left	7.60	100.0 %	1629	1629
3/2 (Goodrington Road)	3.35	0.00	Y	Arm 5 Right	25.60	56.8 %	1887	1887
				Arm 8 Ahead	Inf	43.2 %		
4/1 (Long Road)	3.00	0.00	Y	Arm 5 Left	18.70	100.0 %	1773	1773
4/2 (Long Road)	3.00	0.00	N	Arm 5 Left	23.40	100.0 %	1931	1931
4/3 (Long Road)	3.50	0.00	Y	Arm 6 Right	20.20	24.3 %	1930	1930
				Arm 7 Ahead	Inf	75.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 23: 'TA 2024 + Dev AM' (FG33: 'TA 2024 + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

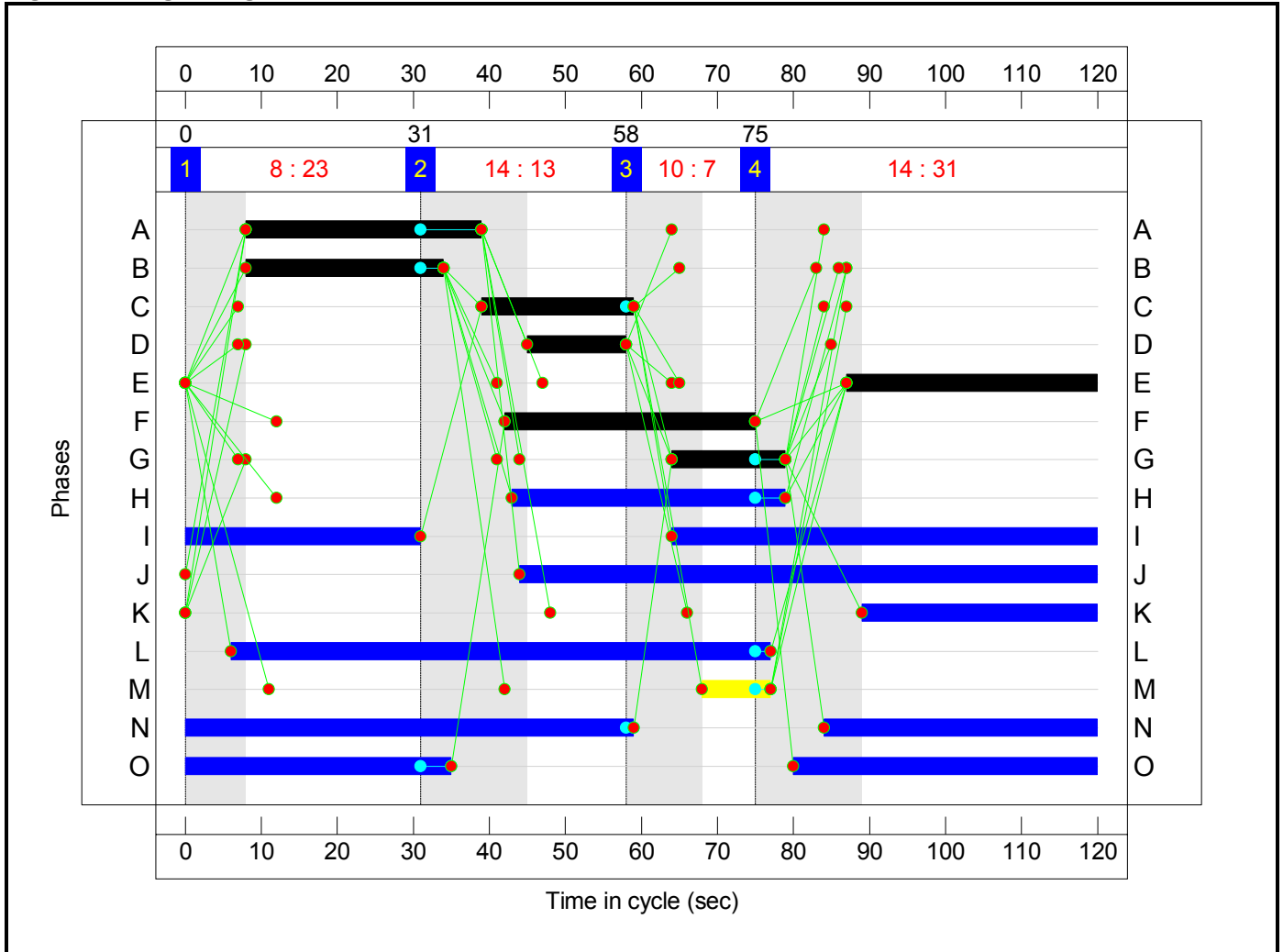


Full Input Data And Results

Stage Timings

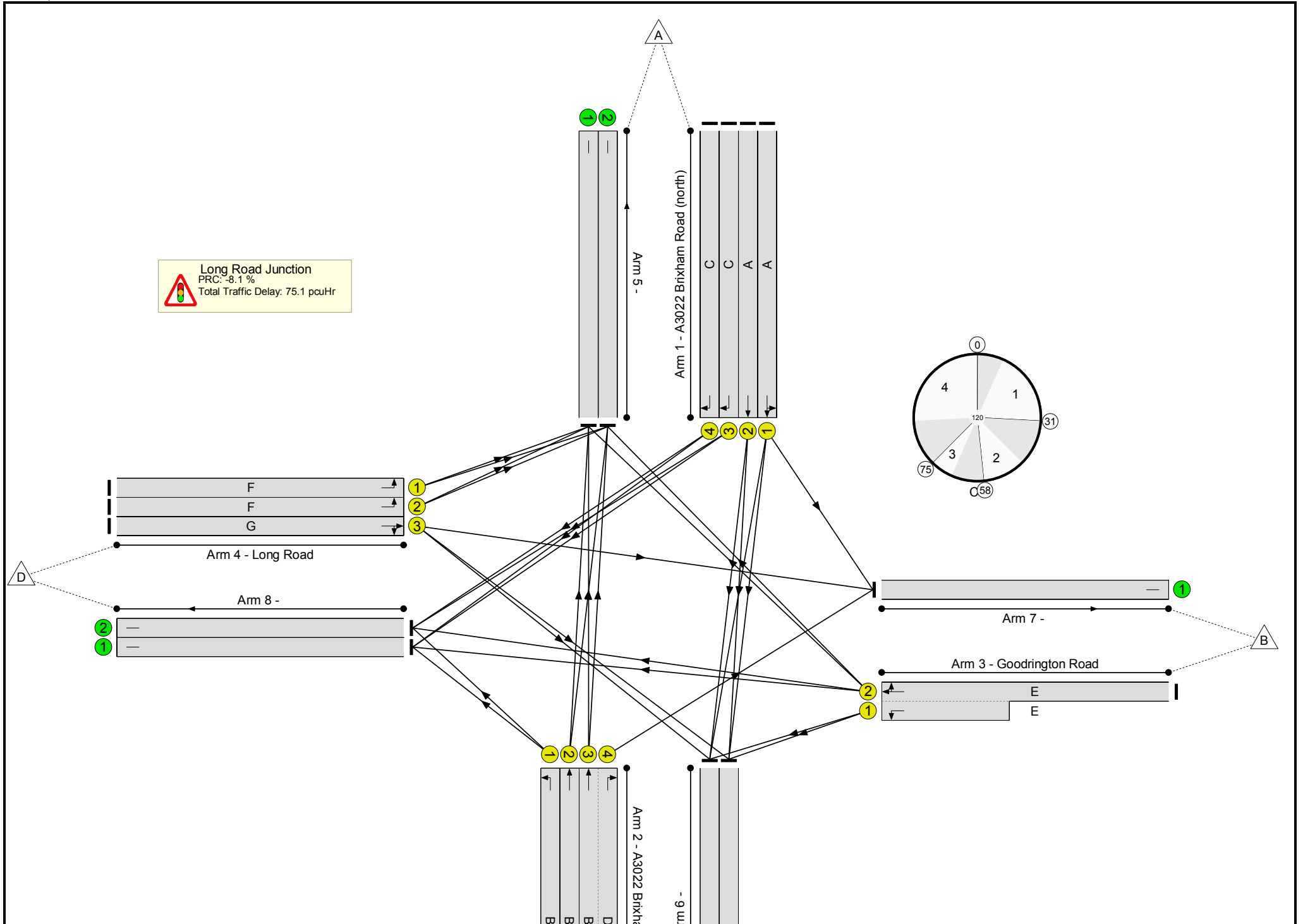
Stage	1	2	3	4
Duration	23	13	7	31
Change Point	0	31	58	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Junction - KTC proposed highway works	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
Long Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	31	-	336	1875	500	67.2%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	31	-	385	2075	553	69.6%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	20	-	286	1703	298	96.0%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	20	-	300	1771	310	96.8%
2/1	A3022 Brixham Road (south) Left	U	N/A	N/A	B		1	26	-	84	1486	334	25.1%
2/2	A3022 Brixham Road (south) Ahead	U	N/A	N/A	B		1	26	-	432	1990	448	96.5%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	26:13	-	491	2125:1743	472+33	97.3 : 97.3%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	33	-	521	1897:1629	525+24	94.9 : 94.9%
4/1	Long Road Left	U	N/A	N/A	F		1	33	-	106	1773	502	21.1%
4/2	Long Road Left	U	N/A	N/A	F		1	33	-	129	1931	547	23.6%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	15	-	89	1938	258	34.4%
5/1		U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%

Full Input Data And Results

6/2		U	N/A	N/A	-		-	-	-	312	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Junction - KTC proposed highway works	-	-	0	0	0	38.0	37.1	0.0	75.1	-	-	-	-
Long Road Junction	-	-	0	0	0	38.0	37.1	0.0	75.1	-	-	-	-
1/1	336	336	-	-	-	3.7	1.0	-	4.7	50.2	10.0	1.0	11.0
1/2	385	385	-	-	-	4.2	1.1	-	5.4	50.2	11.5	1.1	12.7
1/3	286	286	-	-	-	3.9	6.0	-	9.9	124.2	9.4	6.0	15.3
1/4	300	300	-	-	-	4.1	6.5	-	10.6	127.5	9.9	6.5	16.4
2/1	84	84	-	-	-	0.9	0.2	-	1.1	45.4	2.3	0.2	2.5
2/2	432	432	-	-	-	5.5	7.2	-	12.7	105.8	14.2	7.2	21.3
2/3+2/4	491	491	-	-	-	6.3	8.2	-	14.5	106.3	15.2	8.2	23.4
3/2+3/1	521	521	-	-	-	6.0	6.4	-	12.4	85.7	16.5	6.4	22.8
4/1	106	106	-	-	-	1.0	0.1	-	1.1	37.3	2.7	0.1	2.8
4/2	129	129	-	-	-	1.2	0.2	-	1.3	37.3	3.3	0.2	3.5
4/3	89	89	-	-	-	1.2	0.3	-	1.4	57.8	2.7	0.3	3.0
5/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

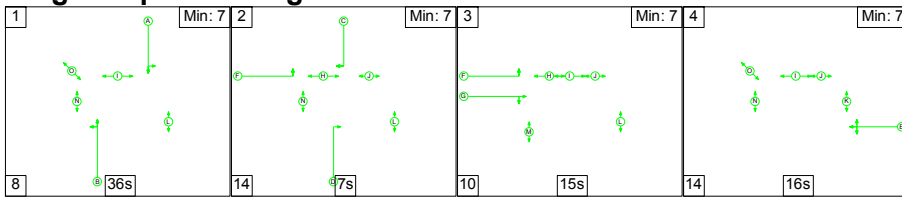
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	75.06	Cycle Time (s):	120
	PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes(pcuHr):	75.06		

Full Input Data And Results

Scenario 24: 'TA 2024 + Dev PM' (FG34: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

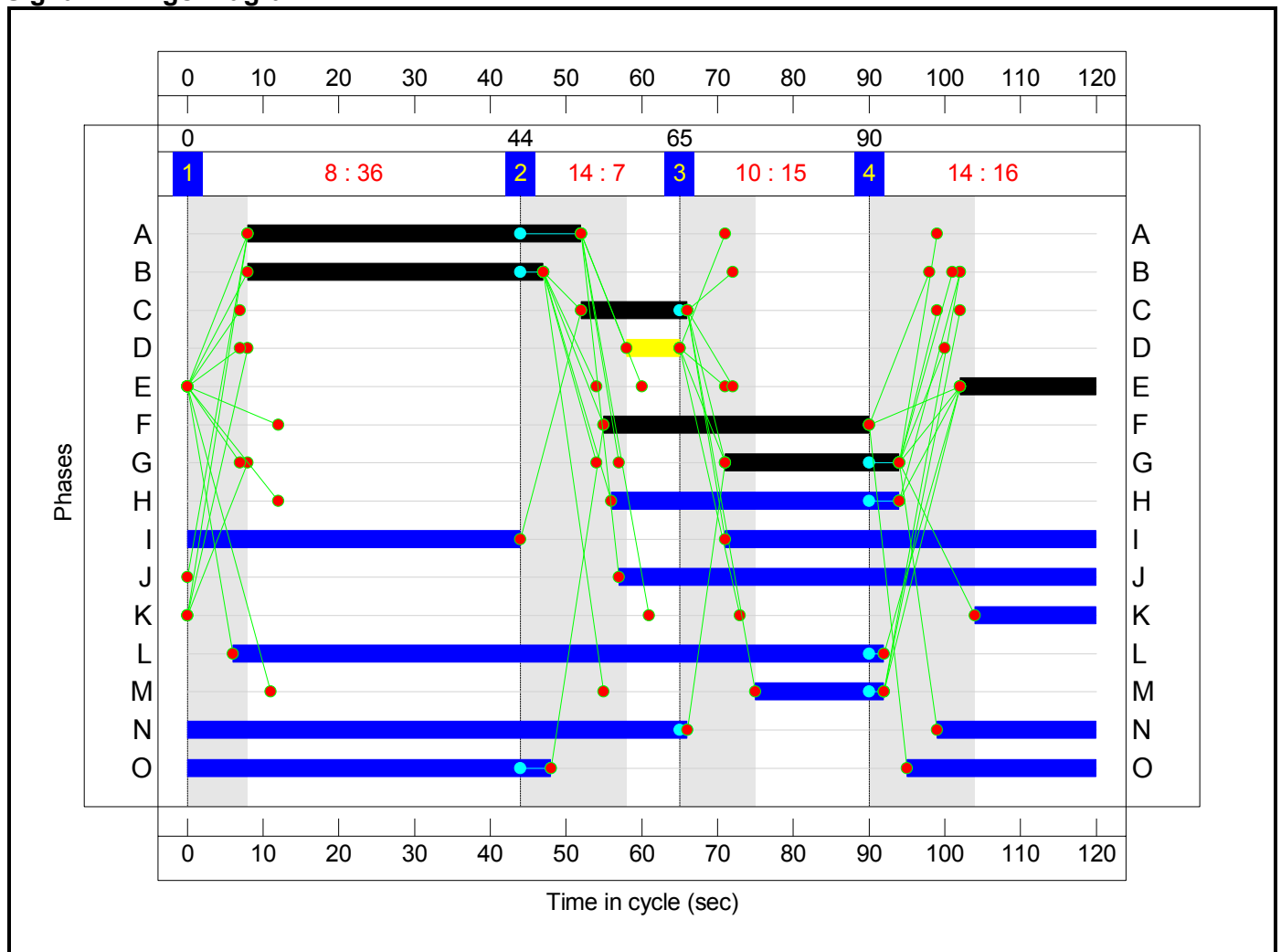
Stage Sequence Diagram



Stage Timings

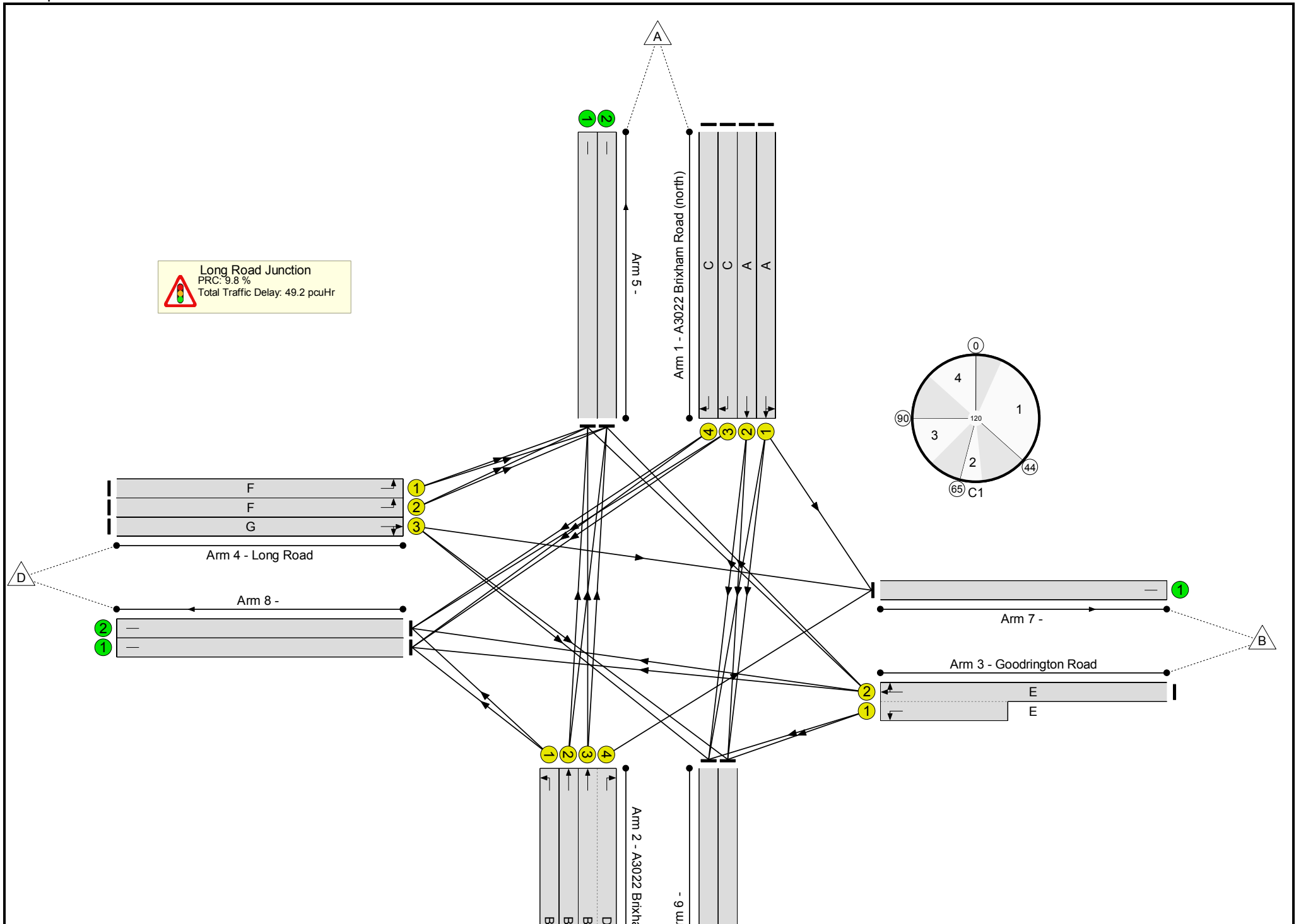
Stage	1	2	3	4
Duration	36	7	15	16
Change Point	0	44	65	90

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Junction - KTC proposed highway works	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
Long Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	44	-	557	1852	694	80.2%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	44	-	638	2075	778	82.0%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	134	1703	213	62.9%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	141	1771	221	63.7%
2/1	A3022 Brixham Road (south) Left	U	N/A	N/A	B		1	39	-	48	1486	495	9.7%
2/2	A3022 Brixham Road (south) Ahead	U	N/A	N/A	B		1	39	-	376	1990	663	56.7%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	39:7	-	451	2125:1743	672+71	60.7 : 60.7%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	18	-	277	1887:1629	299+52	79.0 : 79.0%
4/1	Long Road Left	U	N/A	N/A	F		1	35	-	292	1773	532	54.9%
4/2	Long Road Left	U	N/A	N/A	F		1	35	-	329	1931	579	56.8%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	23	-	309	1930	386	80.1%
5/1		U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%

Full Input Data And Results

6/2		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Junction - KTC proposed highway works	-	-	0	0	0	36.9	12.3	0.0	49.2	-	-	-	-
Long Road Junction	-	-	0	0	0	36.9	12.3	0.0	49.2	-	-	-	-
1/1	557	557	-	-	-	5.2	2.0	-	7.2	46.2	16.6	2.0	18.5
1/2	638	638	-	-	-	6.0	2.2	-	8.2	46.3	19.1	2.2	21.3
1/3	134	134	-	-	-	1.9	0.8	-	2.7	72.2	4.2	0.8	5.0
1/4	141	141	-	-	-	2.0	0.9	-	2.8	71.8	4.5	0.9	5.3
2/1	48	48	-	-	-	0.4	0.1	-	0.4	31.6	1.1	0.1	1.1
2/2	376	376	-	-	-	3.4	0.7	-	4.1	39.1	10.2	0.7	10.9
2/3+2/4	451	451	-	-	-	4.4	0.8	-	5.1	41.1	11.2	0.8	12.0
3/2+3/1	277	277	-	-	-	3.7	1.8	-	5.5	71.2	7.5	1.8	9.3
4/1	292	292	-	-	-	2.9	0.6	-	3.5	42.7	8.1	0.6	8.7
4/2	329	329	-	-	-	3.2	0.7	-	3.9	42.6	9.2	0.7	9.9
4/3	309	309	-	-	-	3.9	1.9	-	5.8	68.0	9.8	1.9	11.7
5/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

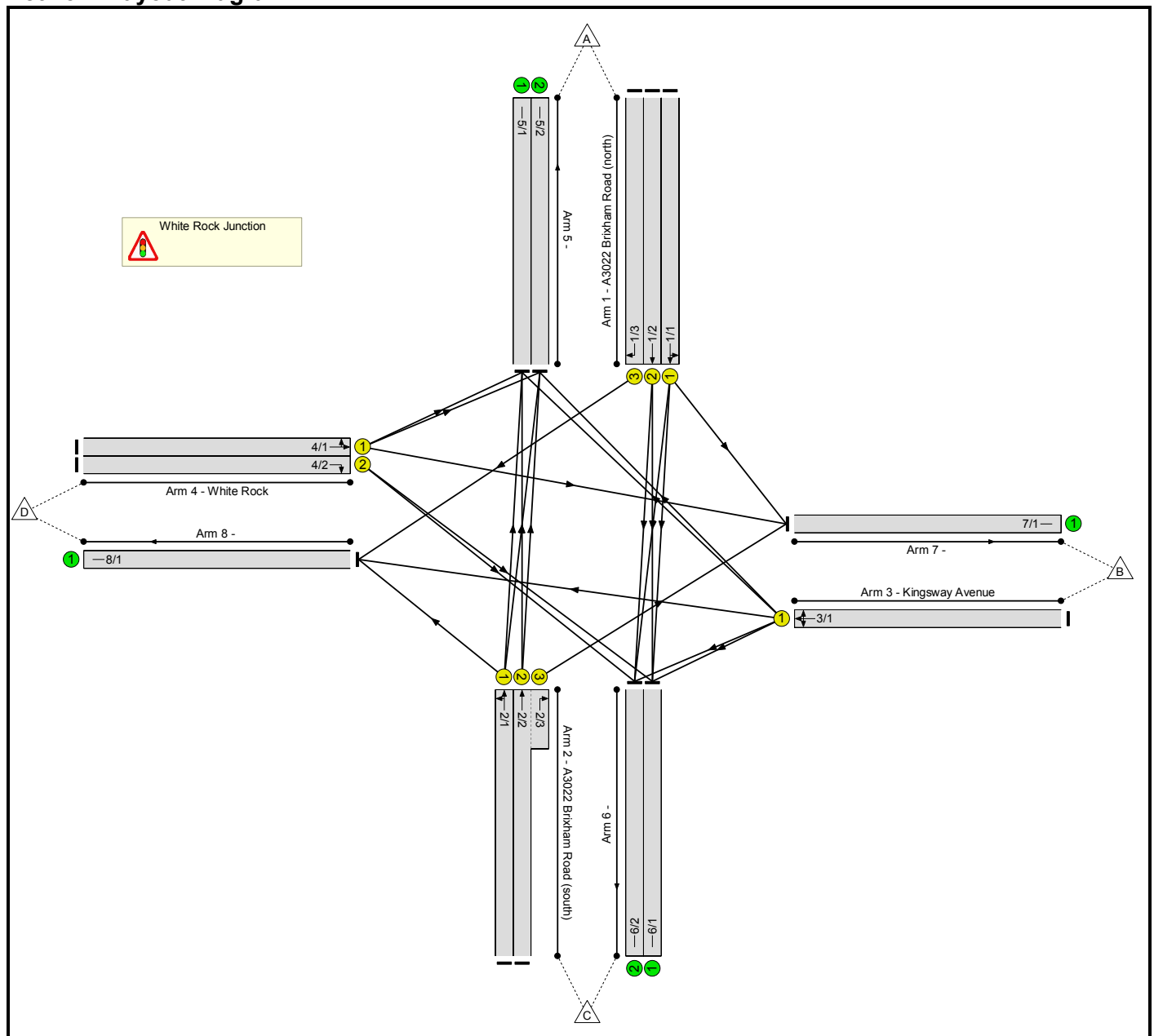
C1	PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	49.18	Cycle Time (s):	120
	PRC Over All Lanes (%):	9.8	Total Delay Over All Lanes(pcuHr):	49.18		

Full Input Data And Results
Full Input Data And Results

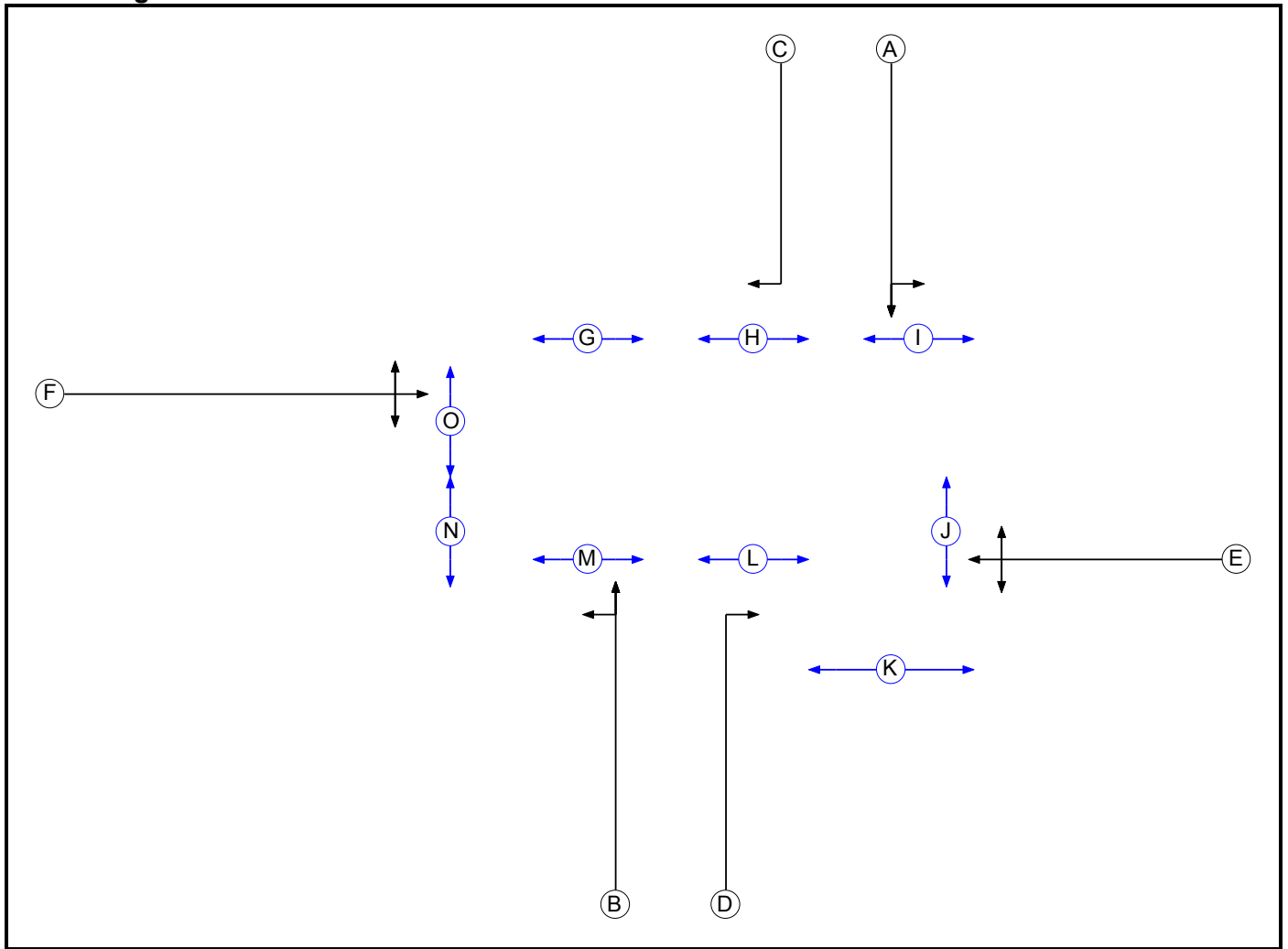
User and Project Details

Project:	Inglewood
Title:	White Rock Junction
Location:	Torbay
File name:	White Rock Junction.lsg3x
Author:	FF
Company:	Key Transport Consultants
Address:	26 Berkeley Square, Bristol, BS8 1HP
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	5
D	Traffic		7	6
E	Traffic		7	7
F	Traffic		7	6
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Pedestrian		7	7
L	Pedestrian		7	7
M	Pedestrian		7	7
N	Pedestrian		7	7
O	Pedestrian		7	7

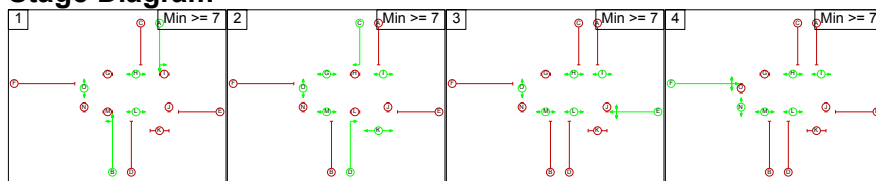
Phase Intergrens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	ABHLO
2	CDGIKMO
3	EHILMO
4	FHILMN

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	H	Losing	1	1
1	3	B	Losing	1	1
1	4	A	Losing	3	3
1	4	B	Losing	1	1
2	1	C	Losing	2	2
2	1	D	Losing	2	2
2	3	C	Losing	3	3
2	3	D	Losing	1	1
2	4	C	Losing	3	3
2	4	D	Losing	3	3
3	1	E	Losing	3	3
3	2	L	Losing	1	1
3	4	E	Losing	1	1
4	1	F	Losing	3	3
4	1	M	Losing	2	2
4	1	N	Losing	3	3
4	2	F	Losing	2	2
4	2	H	Losing	2	2
4	2	L	Losing	2	2
4	3	F	Losing	1	1

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		12	6	10
	2	8		8	14
	3	8	11		12
	4	10	14	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: White Rock Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: White Rock Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3022 Brixham Road (north))	U	A	2	3	60.0	Geom	-	3.58	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	10.50
1/2 (A3022 Brixham Road (north))	U	A	2	3	60.0	Geom	-	3.43	0.00	N	Arm 6 Ahead	Inf
1/3 (A3022 Brixham Road (north))	U	C	2	3	9.0	Geom	-	2.95	0.00	Y	Arm 8 Right	13.50
2/1 (A3022 Brixham Road (south))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	15.60
2/2 (A3022 Brixham Road (south))	U	B	2	3	8.0	Geom	-	3.42	0.00	N	Arm 5 Ahead	Inf
2/3 (A3022 Brixham Road (south))	U	D	2	3	5.0	Geom	-	3.17	0.00	Y	Arm 7 Right	14.30
3/1 (Kingsway Avenue)	U	E	2	3	60.0	Geom	-	3.02	0.00	Y	Arm 5 Right	23.00
											Arm 6 Left	10.20
											Arm 8 Ahead	Inf
4/1 (White Rock)	U	F	2	3	60.0	Geom	-	2.93	0.00	Y	Arm 5 Left	11.80
											Arm 7 Ahead	Inf
4/2 (White Rock)	U	F	2	3	3.0	Geom	-	3.20	0.00	Y	Arm 6 Right	22.80
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 Base AM'	08:00	09:00	01:00	
2: '2017 Base PM'	17:00	18:00	01:00	
31: 'TA 2019 AM'	08:00	09:00	01:00	F1+F11
32: 'TA 2019 PM'	17:00	18:00	01:00	F2+F12
33: 'TA 2024 AM'	08:00	09:00	01:00	F1+F13
34: 'TA 2024 PM'	17:00	18:00	01:00	F2+F14
35: 'TA 2024 + Dev AM'	08:00	09:00	01:00	F33+F3
36: 'TA 2024 + Dev PM'	17:00	18:00	01:00	F34+F4

Scenario 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	22	455	6	483
	B	32	0	13	8	53
	C	747	10	0	34	791
	D	18	8	14	0	40
	Tot.	797	40	482	48	1367

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2017 Base AM
Junction: White Rock Junction	
1/1	222
1/2	255
1/3	6
2/1	376
2/2 (with short)	415(In) 405(Out)
2/3 (short)	10
3/1	53
4/1	26
4/2	14
5/1	398
5/2	399
6/1	247
6/2	235
7/1	40
8/1	48

Full Input Data And Results

Lane Saturation Flows

Junction: White Rock Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.58	0.00	Y	Arm 6 Ahead	Inf	90.1 %	1945	1945
				Arm 7 Left	10.50	9.9 %		
1/2 (A3022 Brixham Road (north))	3.43	0.00	N	Arm 6 Ahead	Inf	100.0 %	2098	2098
1/3 (A3022 Brixham Road (north))	2.95	0.00	Y	Arm 8 Right	13.50	100.0 %	1719	1719
2/1 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 5 Ahead	Inf	91.0 %	1948	1948
				Arm 8 Left	15.60	9.0 %		
2/2 (A3022 Brixham Road (south))	3.42	0.00	N	Arm 5 Ahead	Inf	100.0 %	2097	2097
2/3 (A3022 Brixham Road (south))	3.17	0.00	Y	Arm 7 Right	14.30	100.0 %	1749	1749
				Arm 5 Right	23.00	60.4 %		
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 6 Left	10.20	24.5 %	1783	1783
				Arm 8 Ahead	Inf	15.1 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	69.2 %	1754	1754
				Arm 7 Ahead	Inf	30.8 %		
4/2 (White Rock)	3.20	0.00	Y	Arm 6 Right	22.80	100.0 %	1816	1816
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	39	763	17	819	
B	22	0	4	8	34	
C	610	6	0	13	629	
D	23	7	17	0	47	
Tot.	655	52	784	38	1529	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2017 Base PM
Junction: White Rock Junction	
1/1	379
1/2	423
1/3	17
2/1	299
2/2 (with short)	330(In) 324(Out)
2/3 (short)	6
3/1	34
4/1	30
4/2	17
5/1	328
5/2	327
6/1	395
6/2	389
7/1	52
8/1	38

Full Input Data And Results

Lane Saturation Flows

Junction: White Rock Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.58	0.00	Y	Arm 6 Ahead	Inf	89.7 %	1944	1944
				Arm 7 Left	10.50	10.3 %		
1/2 (A3022 Brixham Road (north))	3.43	0.00	N	Arm 6 Ahead	Inf	100.0 %	2098	2098
1/3 (A3022 Brixham Road (north))	2.95	0.00	Y	Arm 8 Right	13.50	100.0 %	1719	1719
2/1 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 5 Ahead	Inf	95.7 %	1957	1957
2/2 (A3022 Brixham Road (south))				Arm 8 Left	15.60	4.3 %		
2/2 (A3022 Brixham Road (south))	3.42	0.00	N	Arm 5 Ahead	Inf	100.0 %	2097	2097
2/3 (A3022 Brixham Road (south))	3.17	0.00	Y	Arm 7 Right	14.30	100.0 %	1749	1749
3/1 (Kingsway Avenue)				Arm 5 Right	23.00	64.7 %		
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 6 Left	10.20	11.8 %	1809	1809
				Arm 8 Ahead	Inf	23.5 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	76.7 %	1739	1739
4/2 (White Rock)				Arm 7 Ahead	Inf	23.3 %		
4/2 (White Rock)	3.20	0.00	Y	Arm 6 Right	22.80	100.0 %	1816	1816
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 23: 'TA 2019 AM' (FG31: 'TA 2019 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	23	466	80	569	
B	33	0	13	8	54	
C	759	10	0	197	966	
D	97	8	62	0	167	
Tot.	889	41	541	285	1756	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: TA 2019 AM
Junction: White Rock Junction	
1/1	229
1/2	260
1/3	80
2/1	451
2/2 (with short)	515(In) 505(Out)
2/3 (short)	10
3/1	54
4/1	105
4/2	62
5/1	445
5/2	444
6/1	277
6/2	264
7/1	41
8/1	285

Full Input Data And Results

Lane Saturation Flows

Junction: White Rock Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.58	0.00	Y	Arm 6 Ahead	Inf	90.0 %	1945	1945
				Arm 7 Left	10.50	10.0 %		
1/2 (A3022 Brixham Road (north))	3.43	0.00	N	Arm 6 Ahead	Inf	100.0 %	2098	2098
1/3 (A3022 Brixham Road (north))	2.95	0.00	Y	Arm 8 Right	13.50	100.0 %	1719	1719
2/1 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 5 Ahead	Inf	56.3 %	1886	1886
				Arm 8 Left	15.60	43.7 %		
2/2 (A3022 Brixham Road (south))	3.42	0.00	N	Arm 5 Ahead	Inf	100.0 %	2097	2097
2/3 (A3022 Brixham Road (south))	3.17	0.00	Y	Arm 7 Right	14.30	100.0 %	1749	1749
				Arm 5 Right	23.00	61.1 %		
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 6 Left	10.20	24.1 %	1783	1783
				Arm 8 Ahead	Inf	14.8 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	92.4 %	1707	1707
				Arm 7 Ahead	Inf	7.6 %		
4/2 (White Rock)	3.20	0.00	Y	Arm 6 Right	22.80	100.0 %	1816	1816
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 24: 'TA 2019 PM' (FG32: 'TA 2019 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	40	782	108	930	
B	23	0	4	8	35	
C	637	6	0	109	752	
D	136	7	130	0	273	
Tot.	796	53	916	225	1990	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: TA 2019 PM
Junction: White Rock Junction	
1/1	388
1/2	434
1/3	108
2/1	353
2/2 (with short)	399(In) 393(Out)
2/3 (short)	6
3/1	35
4/1	143
4/2	130
5/1	398
5/2	398
6/1	460
6/2	456
7/1	53
8/1	225

Full Input Data And Results

Lane Saturation Flows

Junction: White Rock Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.58	0.00	Y	Arm 6 Ahead	Inf	89.7 %	1944	1944
				Arm 7 Left	10.50	10.3 %		
1/2 (A3022 Brixham Road (north))	3.43	0.00	N	Arm 6 Ahead	Inf	100.0 %	2098	2098
1/3 (A3022 Brixham Road (north))	2.95	0.00	Y	Arm 8 Right	13.50	100.0 %	1719	1719
2/1 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 5 Ahead	Inf	69.1 %	1908	1908
				Arm 8 Left	15.60	30.9 %		
2/2 (A3022 Brixham Road (south))	3.42	0.00	N	Arm 5 Ahead	Inf	100.0 %	2097	2097
2/3 (A3022 Brixham Road (south))	3.17	0.00	Y	Arm 7 Right	14.30	100.0 %	1749	1749
				Arm 5 Right	23.00	65.7 %		
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 6 Left	10.20	11.4 %	1809	1809
				Arm 8 Ahead	Inf	22.9 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	95.1 %	1702	1702
				Arm 7 Ahead	Inf	4.9 %		
4/2 (White Rock)	3.20	0.00	Y	Arm 6 Right	22.80	100.0 %	1816	1816
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 25: 'TA 2024 AM' (FG33: 'TA 2024 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	23	490	80	593	
B	33	0	13	8	54	
C	780	10	0	216	1006	
D	97	8	68	0	173	
Tot.	910	41	571	304	1826	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 25: TA 2024 AM
Junction: White Rock Junction	
1/1	239
1/2	274
1/3	80
2/1	470
2/2 (with short)	536(In) 526(Out)
2/3 (short)	10
3/1	54
4/1	105
4/2	68
5/1	456
5/2	454
6/1	292
6/2	279
7/1	41
8/1	304

Full Input Data And Results

Lane Saturation Flows

Junction: White Rock Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.58	0.00	Y	Arm 6 Ahead	Inf	90.4 %	1946	1946
				Arm 7 Left	10.50	9.6 %		
1/2 (A3022 Brixham Road (north))	3.43	0.00	N	Arm 6 Ahead	Inf	100.0 %	2098	2098
1/3 (A3022 Brixham Road (north))	2.95	0.00	Y	Arm 8 Right	13.50	100.0 %	1719	1719
2/1 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 5 Ahead	Inf	54.0 %	1882	1882
				Arm 8 Left	15.60	46.0 %		
2/2 (A3022 Brixham Road (south))	3.42	0.00	N	Arm 5 Ahead	Inf	100.0 %	2097	2097
2/3 (A3022 Brixham Road (south))	3.17	0.00	Y	Arm 7 Right	14.30	100.0 %	1749	1749
				Arm 5 Right	23.00	61.1 %		
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 6 Left	10.20	24.1 %	1783	1783
				Arm 8 Ahead	Inf	14.8 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	92.4 %	1707	1707
				Arm 7 Ahead	Inf	7.6 %		
4/2 (White Rock)	3.20	0.00	Y	Arm 6 Right	22.80	100.0 %	1816	1816
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 26: 'TA 2024 PM' (FG34: 'TA 2024 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	41	805	108	954	
B	23	0	5	8	36	
C	675	6	0	129	810	
D	136	7	148	0	291	
Tot.	834	54	958	245	2091	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 26: TA 2024 PM
Junction: White Rock Junction	
1/1	401
1/2	445
1/3	108
2/1	381
2/2 (with short)	429(In) 423(Out)
2/3 (short)	6
3/1	36
4/1	143
4/2	148
5/1	418
5/2	416
6/1	482
6/2	476
7/1	54
8/1	245

Full Input Data And Results

Lane Saturation Flows

Junction: White Rock Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.58	0.00	Y	Arm 6 Ahead	Inf	89.8 %	1945	1945
				Arm 7 Left	10.50	10.2 %		
1/2 (A3022 Brixham Road (north))	3.43	0.00	N	Arm 6 Ahead	Inf	100.0 %	2098	2098
1/3 (A3022 Brixham Road (north))	2.95	0.00	Y	Arm 8 Right	13.50	100.0 %	1719	1719
2/1 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 5 Ahead	Inf	66.1 %	1903	1903
				Arm 8 Left	15.60	33.9 %		
2/2 (A3022 Brixham Road (south))	3.42	0.00	N	Arm 5 Ahead	Inf	100.0 %	2097	2097
2/3 (A3022 Brixham Road (south))	3.17	0.00	Y	Arm 7 Right	14.30	100.0 %	1749	1749
				Arm 5 Right	23.00	63.9 %		
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 6 Left	10.20	13.9 %	1805	1805
				Arm 8 Ahead	Inf	22.2 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	95.1 %	1702	1702
				Arm 7 Ahead	Inf	4.9 %		
4/2 (White Rock)	3.20	0.00	Y	Arm 6 Right	22.80	100.0 %	1816	1816
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 27: 'TA 2024 + Dev AM' (FG35: 'TA 2024 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	23	539	80	642	
B	33	0	13	8	54	
C	873	10	0	226	1109	
D	97	8	82	0	187	
Tot.	1003	41	634	314	1992	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 27: TA 2024 + Dev AM
Junction: White Rock Junction	
1/1	263
1/2	299
1/3	80
2/1	520
2/2 (with short)	589(In) 579(Out)
2/3 (short)	10
3/1	54
4/1	105
4/2	82
5/1	503
5/2	500
6/1	323
6/2	311
7/1	41
8/1	314

Full Input Data And Results

Lane Saturation Flows

Junction: White Rock Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.58	0.00	Y	Arm 6 Ahead	Inf	91.3 %	1949	1949
				Arm 7 Left	10.50	8.7 %		
1/2 (A3022 Brixham Road (north))	3.43	0.00	N	Arm 6 Ahead	Inf	100.0 %	2098	2098
1/3 (A3022 Brixham Road (north))	2.95	0.00	Y	Arm 8 Right	13.50	100.0 %	1719	1719
2/1 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 5 Ahead	Inf	56.5 %	1886	1886
				Arm 8 Left	15.60	43.5 %		
2/2 (A3022 Brixham Road (south))	3.42	0.00	N	Arm 5 Ahead	Inf	100.0 %	2097	2097
2/3 (A3022 Brixham Road (south))	3.17	0.00	Y	Arm 7 Right	14.30	100.0 %	1749	1749
				Arm 5 Right	23.00	61.1 %		
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 6 Left	10.20	24.1 %	1783	1783
				Arm 8 Ahead	Inf	14.8 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	92.4 %	1707	1707
				Arm 7 Ahead	Inf	7.6 %		
4/2 (White Rock)	3.20	0.00	Y	Arm 6 Right	22.80	100.0 %	1816	1816
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 28: 'TA 2024 + Dev PM' (FG36: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	41	912	108	1061	
B	23	0	5	8	36	
C	745	6	0	139	890	
D	136	7	149	0	292	
Tot.	904	54	1066	255	2279	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 28: TA 2024 + Dev PM
Junction: White Rock Junction	
1/1	453
1/2	500
1/3	108
2/1	419
2/2 (with short)	471(In) 465(Out)
2/3 (short)	6
3/1	36
4/1	143
4/2	149
5/1	452
5/2	452
6/1	536
6/2	530
7/1	54
8/1	255

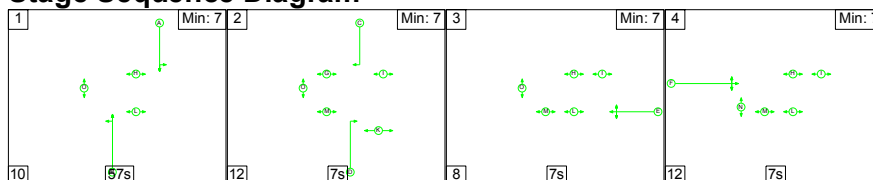
Full Input Data And Results

Lane Saturation Flows

Junction: White Rock Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3022 Brixham Road (north))	3.58	0.00	Y	Arm 6 Ahead	Inf	90.9 %	1948	1948
				Arm 7 Left	10.50	9.1 %		
1/2 (A3022 Brixham Road (north))	3.43	0.00	N	Arm 6 Ahead	Inf	100.0 %	2098	2098
1/3 (A3022 Brixham Road (north))	2.95	0.00	Y	Arm 8 Right	13.50	100.0 %	1719	1719
2/1 (A3022 Brixham Road (south))	3.50	0.00	Y	Arm 5 Ahead	Inf	66.8 %	1904	1904
				Arm 8 Left	15.60	33.2 %		
2/2 (A3022 Brixham Road (south))	3.42	0.00	N	Arm 5 Ahead	Inf	100.0 %	2097	2097
2/3 (A3022 Brixham Road (south))	3.17	0.00	Y	Arm 7 Right	14.30	100.0 %	1749	1749
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 5 Right	23.00	63.9 %	1805	1805
				Arm 6 Left	10.20	13.9 %		
				Arm 8 Ahead	Inf	22.2 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	95.1 %	1702	1702
				Arm 7 Ahead	Inf	4.9 %		
4/2 (White Rock)	3.20	0.00	Y	Arm 6 Right	22.80	100.0 %	1816	1816
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

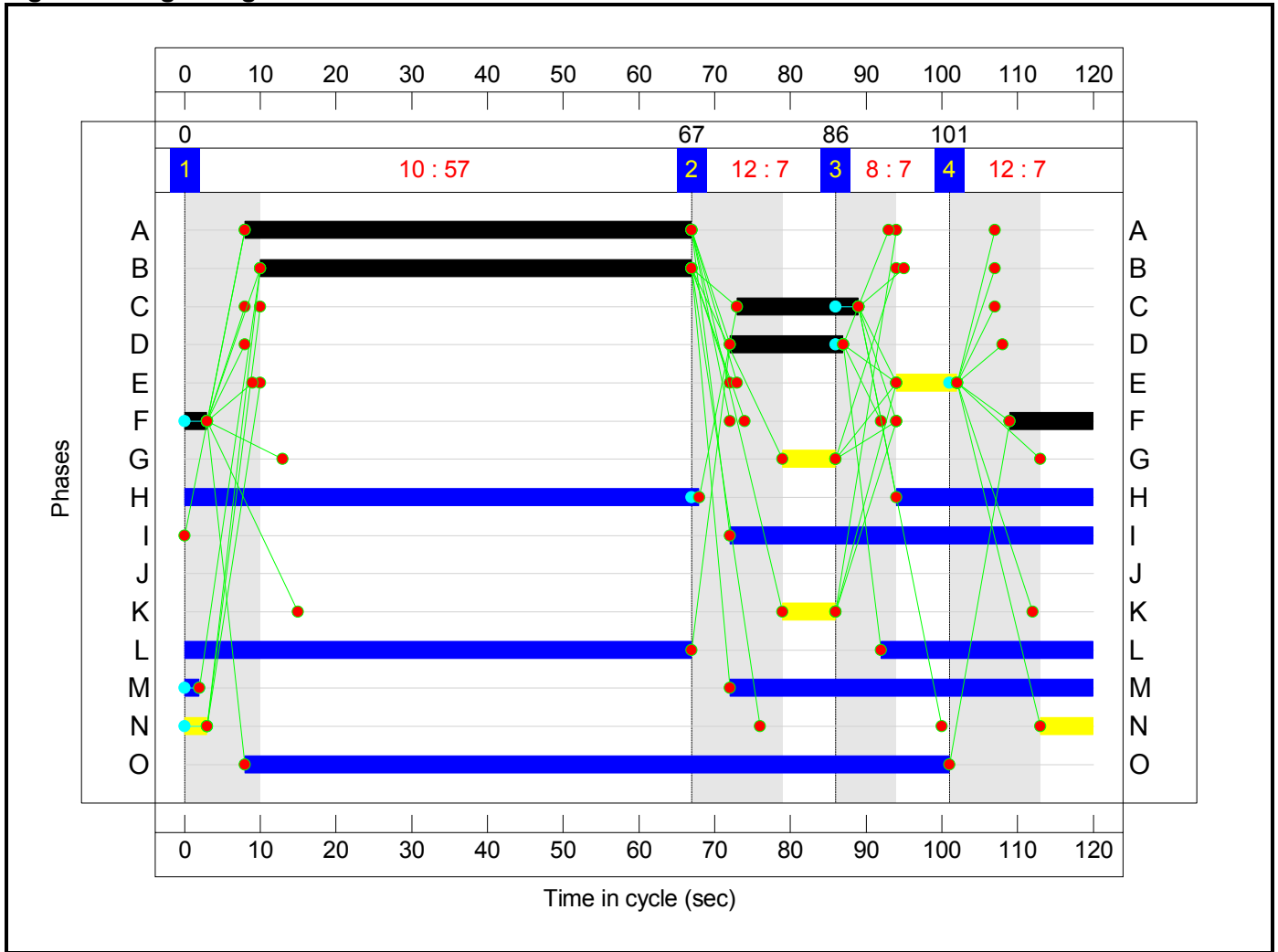
Stage Sequence Diagram



Stage Timings

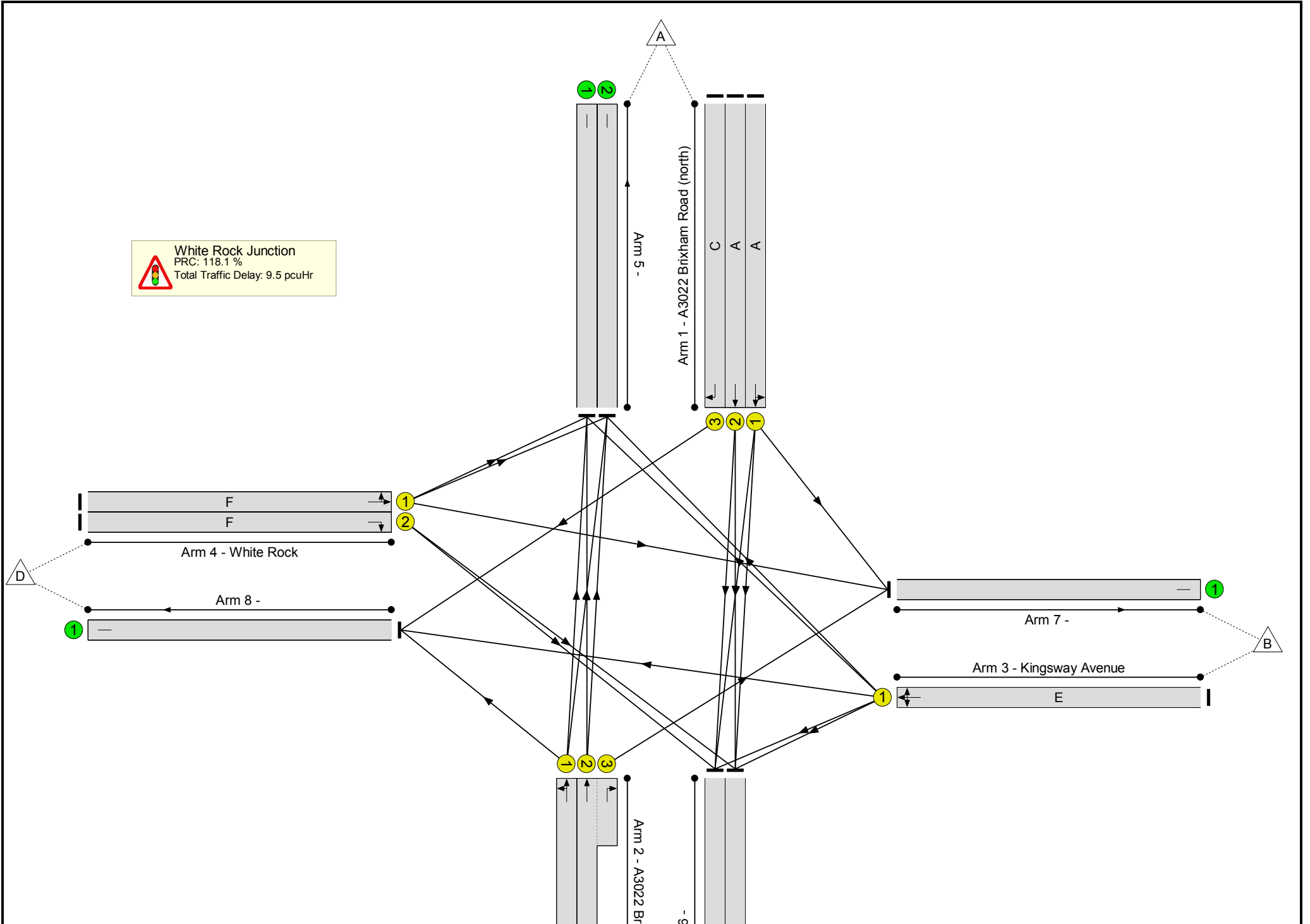
Stage	1	2	3	4
Duration	57	7	7	7
Change Point	0	67	86	101

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	41.3%
White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	41.3%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	59	-	222	1945	973	22.8%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	59	-	255	2098	1049	24.3%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	6	1719	244	2.5%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	57	-	376	1948	942	39.9%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	57:15	-	415	2097:1749	982+24	41.3 : 41.3%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	53	1783	134	39.6%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	14	-	26	1754	219	11.9%
4/2	White Rock Right	U	N/A	N/A	F		1	14	-	14	1816	227	6.2%
5/1		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%

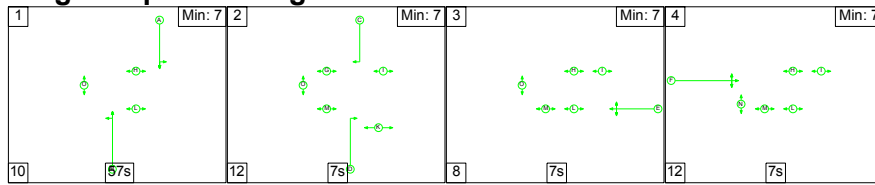
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: White Rock Junction	-	-	0	0	0	8.1	1.4	0.0	9.5	-	-	-	-
White Rock Junction	-	-	0	0	0	8.1	1.4	0.0	9.5	-	-	-	-
1/1	222	222	-	-	-	1.0	0.1	-	1.2	19.3	4.1	0.1	4.3
1/2	255	255	-	-	-	1.2	0.2	-	1.4	19.3	4.8	0.2	5.0
1/3	6	6	-	-	-	0.1	0.0	-	0.1	52.2	0.2	0.0	0.2
2/1	376	376	-	-	-	2.1	0.3	-	2.4	23.0	7.9	0.3	8.3
2/2+2/3	415	415	-	-	-	2.4	0.4	-	2.7	23.7	8.8	0.4	9.1
3/1	53	53	-	-	-	0.8	0.3	-	1.1	75.1	1.7	0.3	2.0
4/1	26	26	-	-	-	0.3	0.1	-	0.4	56.0	0.8	0.1	0.8
4/2	14	14	-	-	-	0.2	0.0	-	0.2	54.8	0.4	0.0	0.4
5/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		118.1	Total Delay for Signalled Lanes (pcuHr):		9.50	Cycle Time (s): 120				
			PRC Over All Lanes (%):		118.1	Total Delay Over All Lanes(pcuHr):		9.50					

Full Input Data And Results

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

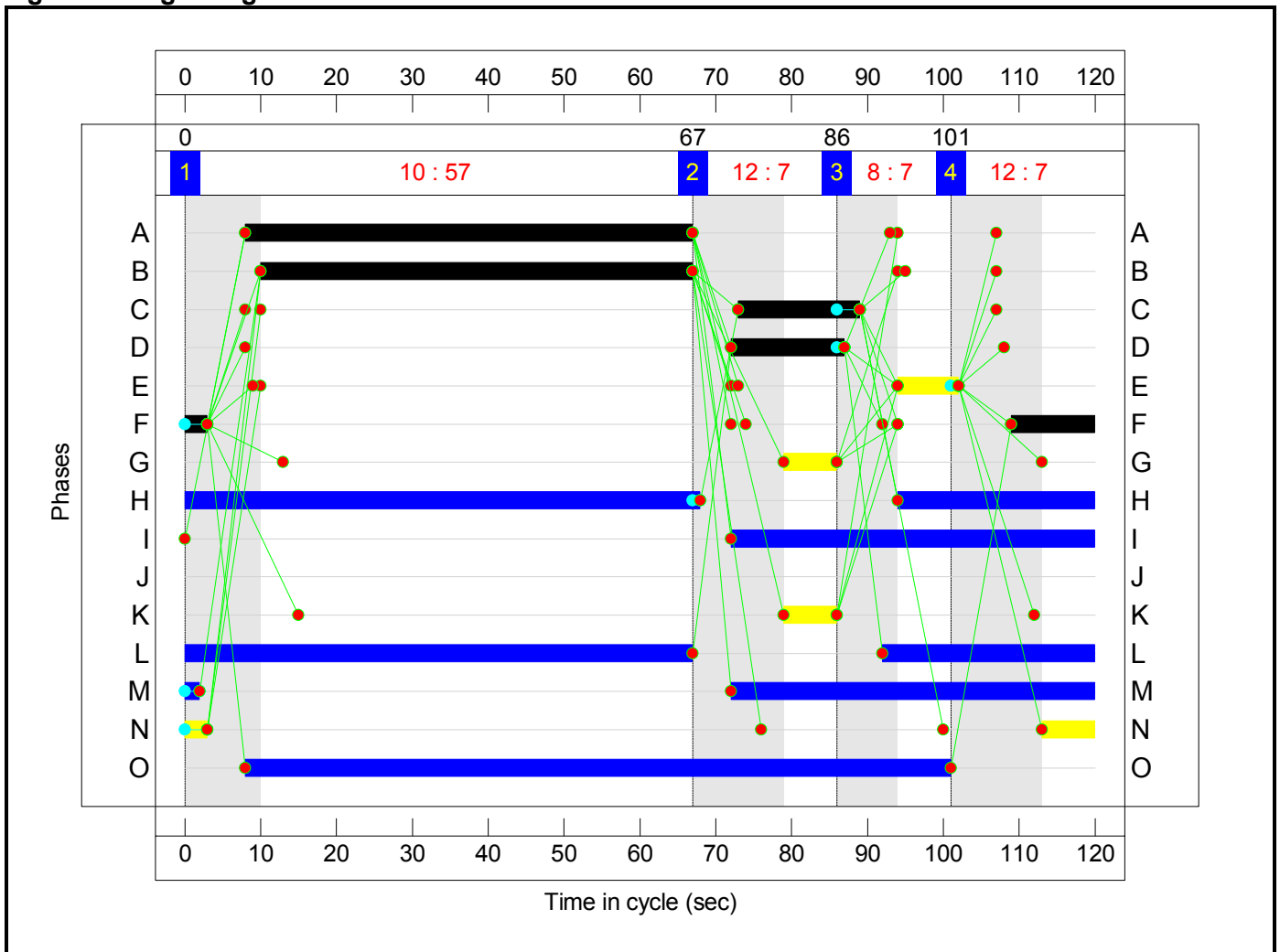
Stage Sequence Diagram



Stage Timings

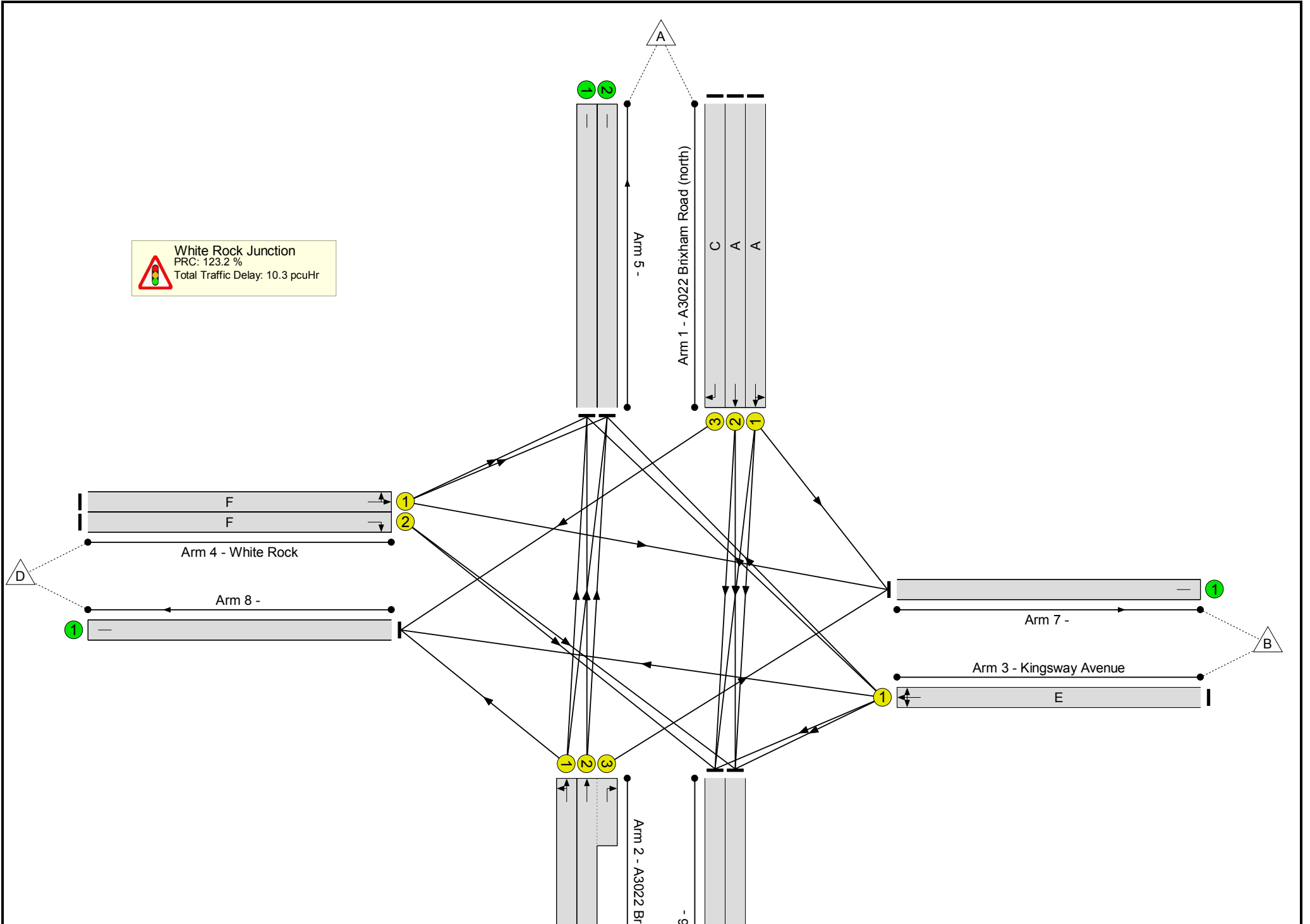
Stage	1	2	3	4
Duration	57	7	7	7
Change Point	0	67	86	101

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	40.3%
White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	40.3%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	59	-	379	1944	972	39.0%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	59	-	423	2098	1049	40.3%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	17	1719	244	7.0%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	57	-	299	1957	946	31.6%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	57:15	-	330	2097:1749	988+18	32.8 : 32.8%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	34	1809	136	25.1%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	14	-	30	1739	217	13.8%
4/2	White Rock Right	U	N/A	N/A	F		1	14	-	17	1816	227	7.5%
5/1		U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%

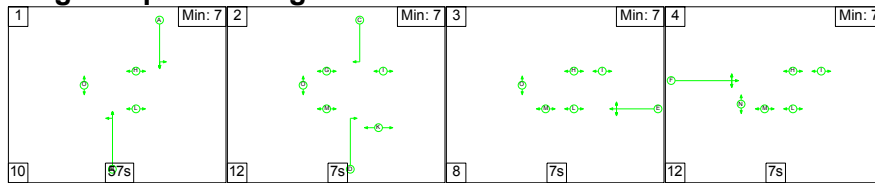
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: White Rock Junction	-	-	0	0	0	8.8	1.5	0.0	10.3	-	-	-	-
White Rock Junction	-	-	0	0	0	8.8	1.5	0.0	10.3	-	-	-	-
1/1	379	379	-	-	-	2.0	0.3	-	2.3	21.7	7.8	0.3	8.1
1/2	423	423	-	-	-	2.2	0.3	-	2.5	21.7	8.8	0.3	9.1
1/3	17	17	-	-	-	0.2	0.0	-	0.2	52.6	0.5	0.0	0.5
2/1	299	299	-	-	-	1.6	0.2	-	1.8	21.7	6.1	0.2	6.3
2/2+2/3	330	330	-	-	-	1.8	0.2	-	2.0	22.2	6.6	0.2	6.8
3/1	34	34	-	-	-	0.5	0.2	-	0.7	70.0	1.1	0.2	1.2
4/1	30	30	-	-	-	0.4	0.1	-	0.5	56.4	0.9	0.1	1.0
4/2	17	17	-	-	-	0.2	0.0	-	0.3	54.9	0.5	0.0	0.5
5/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		123.2	Total Delay for Signalled Lanes (pcuHr):		10.30	Cycle Time (s): 120				
			PRC Over All Lanes (%):		123.2	Total Delay Over All Lanes(pcuHr):		10.30					

Full Input Data And Results

Scenario 23: 'TA 2019 AM' (FG31: 'TA 2019 AM', Plan 1: 'Network Control Plan 1')

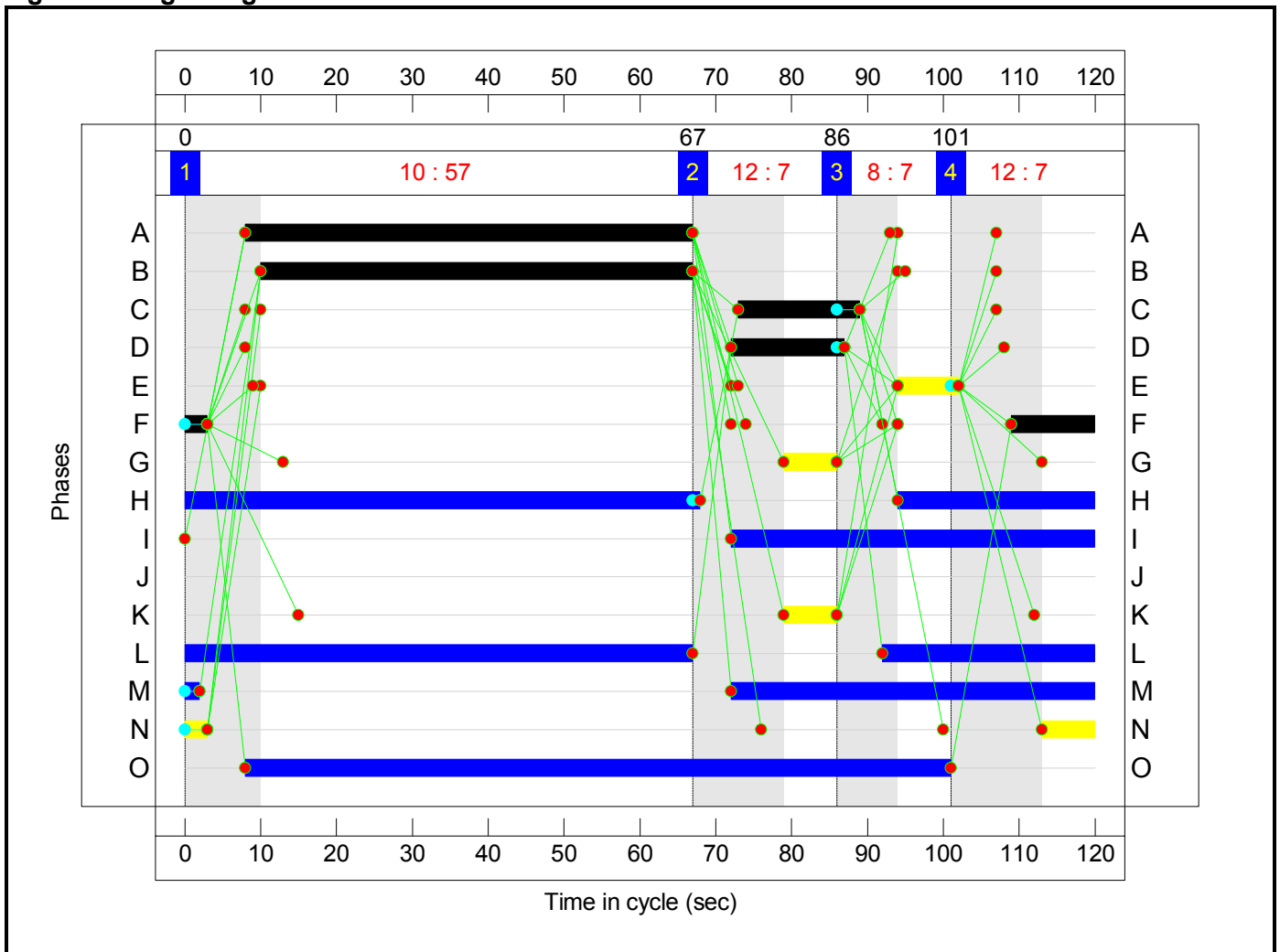
Stage Sequence Diagram



Stage Timings

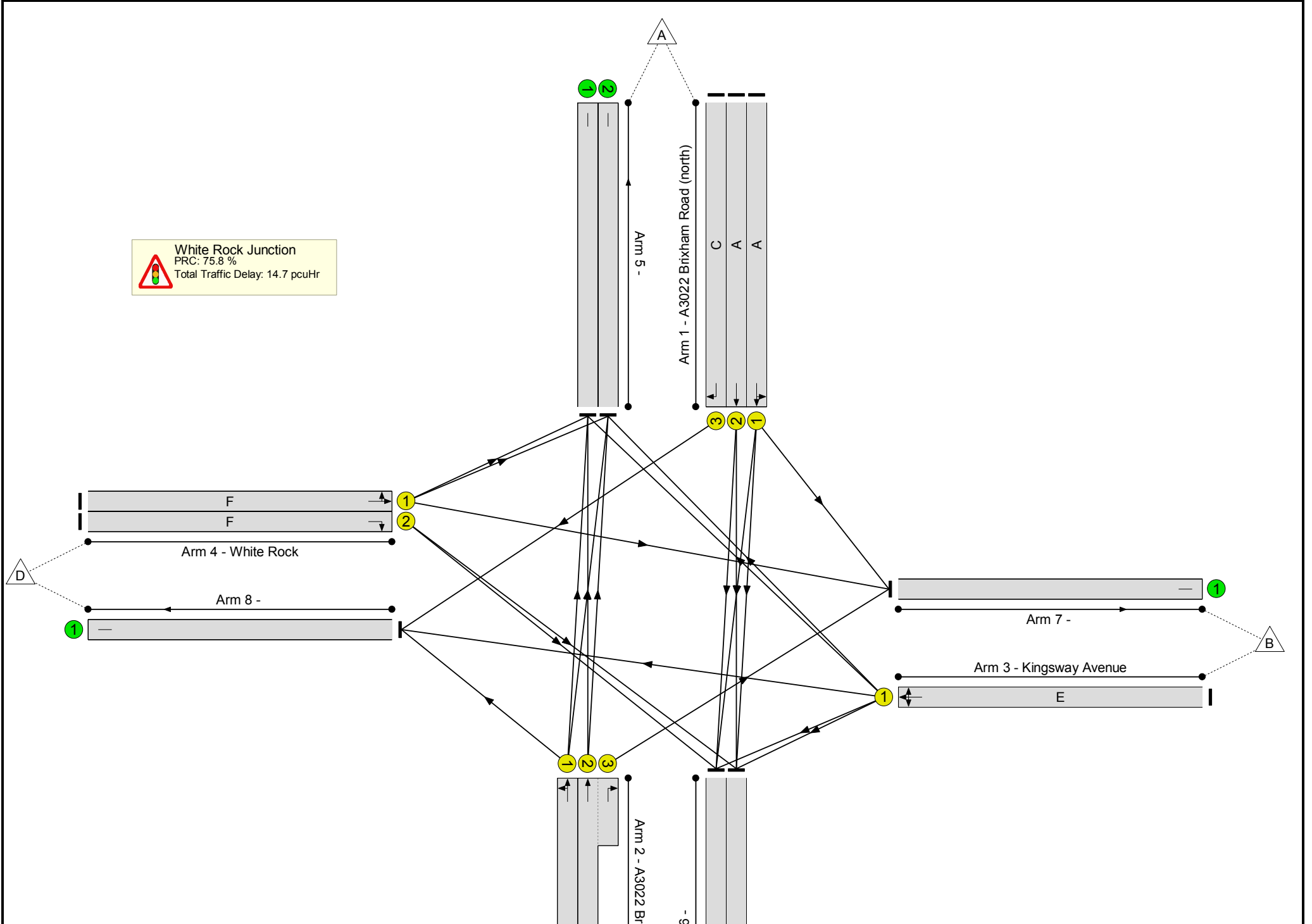
Stage	1	2	3	4
Duration	57	7	7	7
Change Point	0	67	86	101

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	51.2%
White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	51.2%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	59	-	229	1945	973	23.5%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	59	-	260	2098	1049	24.8%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	80	1719	244	32.9%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	57	-	451	1886	912	49.5%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	57:15	-	515	2097:1749	986+20	51.2 : 51.2%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	54	1783	134	40.4%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	14	-	105	1707	213	49.2%
4/2	White Rock Right	U	N/A	N/A	F		1	14	-	62	1816	227	27.3%
5/1		U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%

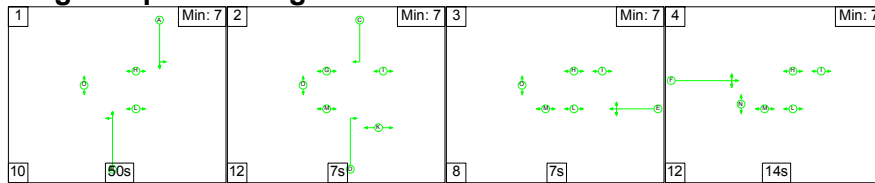
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: White Rock Junction	-	-	0	0	0	12.1	2.6	0.0	14.7	-	-	-	-
White Rock Junction	-	-	0	0	0	12.1	2.6	0.0	14.7	-	-	-	-
1/1	229	229	-	-	-	1.1	0.2	-	1.2	19.4	4.3	0.2	4.5
1/2	260	260	-	-	-	1.2	0.2	-	1.4	19.4	4.9	0.2	5.1
1/3	80	80	-	-	-	1.0	0.2	-	1.3	57.3	2.4	0.2	2.6
2/1	451	451	-	-	-	2.6	0.5	-	3.1	25.0	10.1	0.5	10.6
2/2+2/3	515	515	-	-	-	3.1	0.5	-	3.6	25.4	11.6	0.5	12.2
3/1	54	54	-	-	-	0.8	0.3	-	1.1	75.4	1.7	0.3	2.0
4/1	105	105	-	-	-	1.4	0.5	-	1.9	65.4	3.2	0.5	3.7
4/2	62	62	-	-	-	0.8	0.2	-	1.0	58.5	1.9	0.2	2.0
5/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		75.8	Total Delay for Signalled Lanes (pcuHr):		14.72	Cycle Time (s): 120				
			PRC Over All Lanes (%):		75.8	Total Delay Over All Lanes(pcuHr):		14.72					

Full Input Data And Results

Scenario 24: 'TA 2019 PM' (FG32: 'TA 2019 PM', Plan 1: 'Network Control Plan 1')

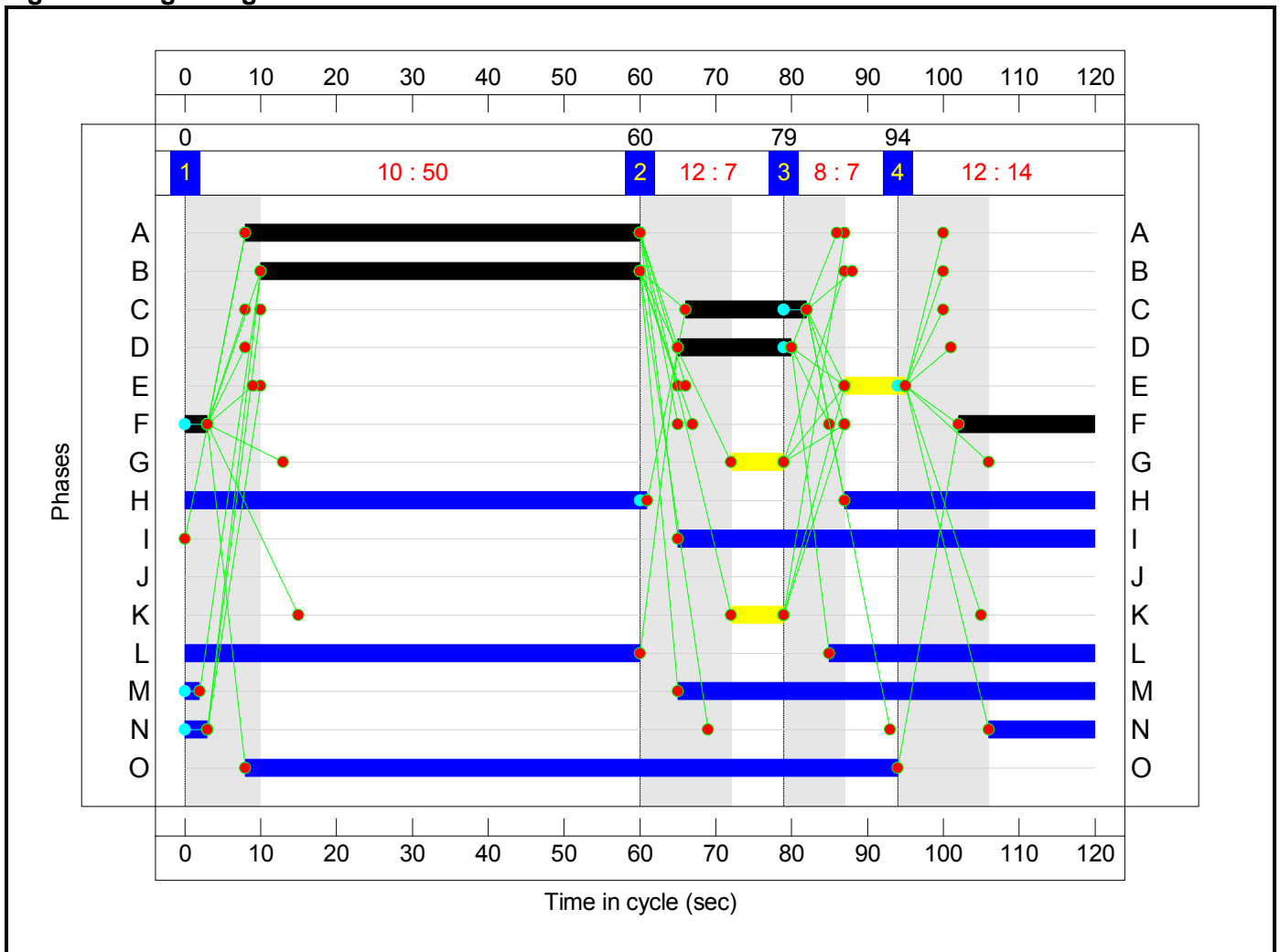
Stage Sequence Diagram



Stage Timings

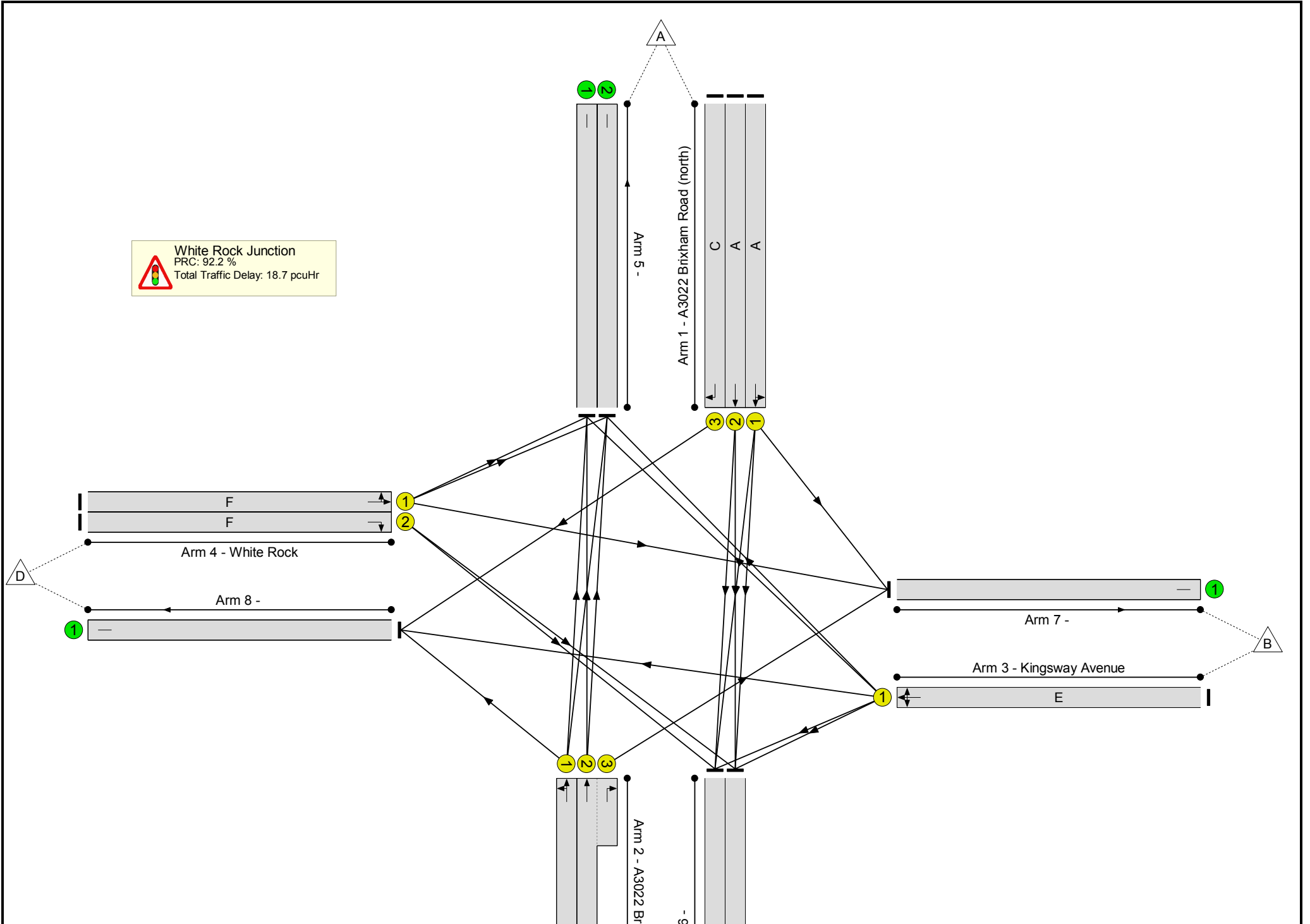
Stage	1	2	3	4
Duration	50	7	7	14
Change Point	0	60	79	94

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



White Rock Junction
PRC: 92.2 %
Total Traffic Delay: 18.7 pcuHr

Arm 1 - A3022 Brixham Road (north)

Arm 2 - A3022 Brixham Road (south)

Arm 4 - White Rock

Arm 7 -

Arm 3 - Kingsway Avenue

Arm 8 -

A

B

D

1 2

3 2 1

1 2

1 2 3

1

1

1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	46.8%
White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	46.8%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	52	-	388	1944	859	45.2%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	52	-	434	2098	927	46.8%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	108	1719	244	44.3%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	50	-	353	1908	811	43.5%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	50:15	-	399	2097:1749	871+13	45.1 : 45.1%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	35	1809	136	25.8%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	21	-	143	1702	312	45.8%
4/2	White Rock Right	U	N/A	N/A	F		1	21	-	130	1816	333	39.0%
5/1		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	53	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%

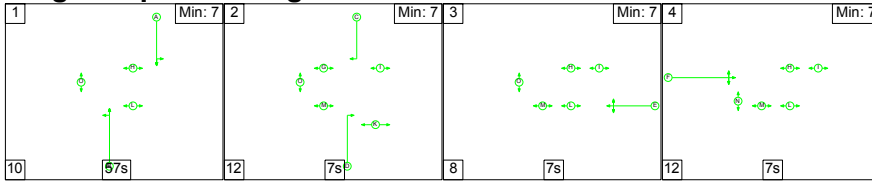
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: White Rock Junction	-	-	0	0	0	15.7	3.0	0.0	18.7	-	-	-	-
White Rock Junction	-	-	0	0	0	15.7	3.0	0.0	18.7	-	-	-	-
1/1	388	388	-	-	-	2.5	0.4	-	2.9	27.2	8.9	0.4	9.4
1/2	434	434	-	-	-	2.8	0.4	-	3.3	27.2	10.1	0.4	10.6
1/3	108	108	-	-	-	1.4	0.4	-	1.8	60.4	3.3	0.4	3.7
2/1	353	353	-	-	-	2.4	0.4	-	2.8	28.3	8.2	0.4	8.6
2/2+2/3	399	399	-	-	-	2.8	0.4	-	3.2	28.6	9.3	0.4	9.8
3/1	35	35	-	-	-	0.5	0.2	-	0.7	70.2	1.1	0.2	1.3
4/1	143	143	-	-	-	1.7	0.4	-	2.2	54.3	4.2	0.4	4.6
4/2	130	130	-	-	-	1.6	0.3	-	1.9	52.0	3.8	0.3	4.1
5/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		92.2	Total Delay for Signalled Lanes (pcuHr):		18.68	Cycle Time (s): 120				
			PRC Over All Lanes (%):		92.2	Total Delay Over All Lanes(pcuHr):		18.68					

Full Input Data And Results

Scenario 25: 'TA 2024 AM' (FG33: 'TA 2024 AM', Plan 1: 'Network Control Plan 1')

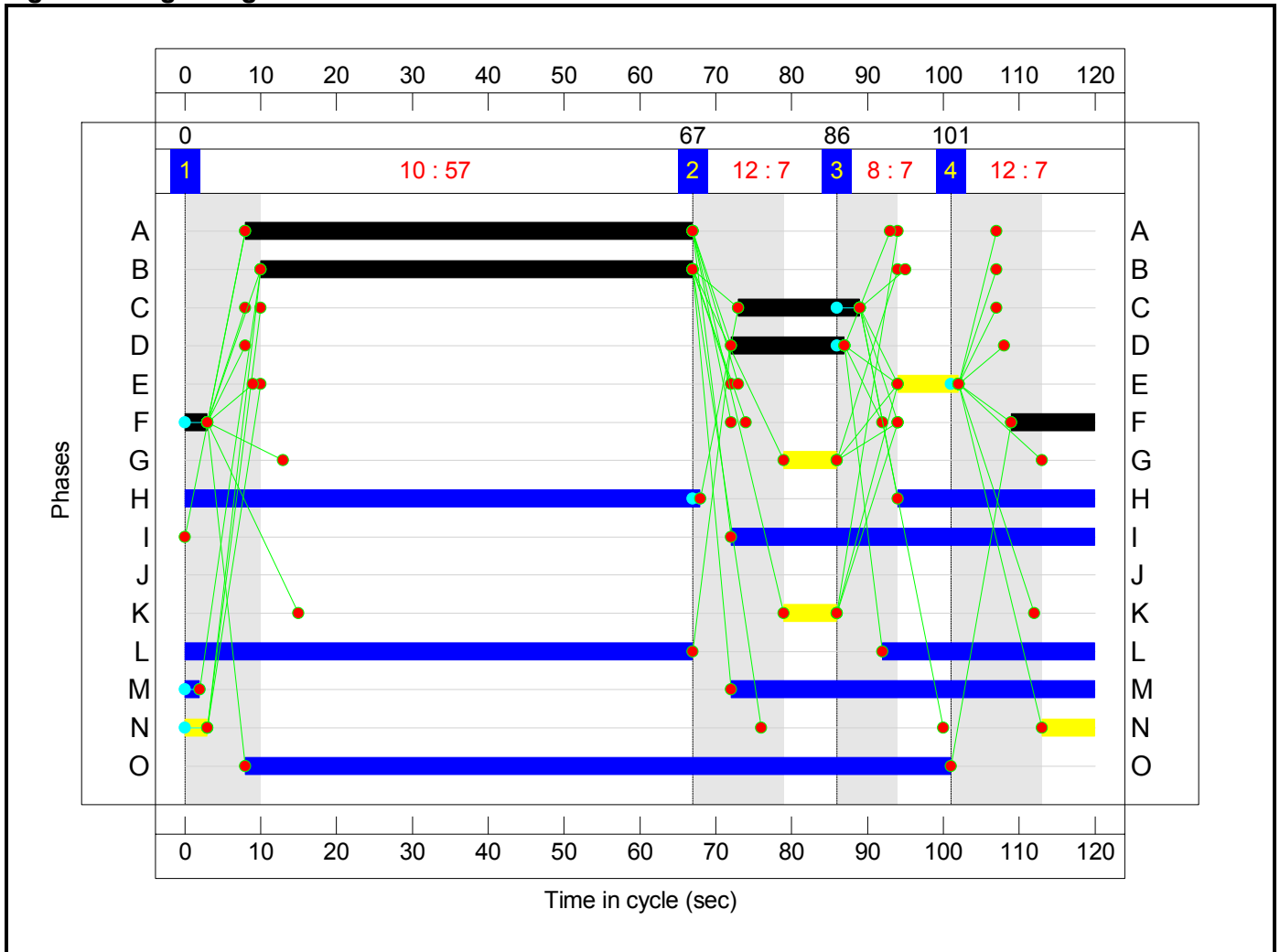
Stage Sequence Diagram



Stage Timings

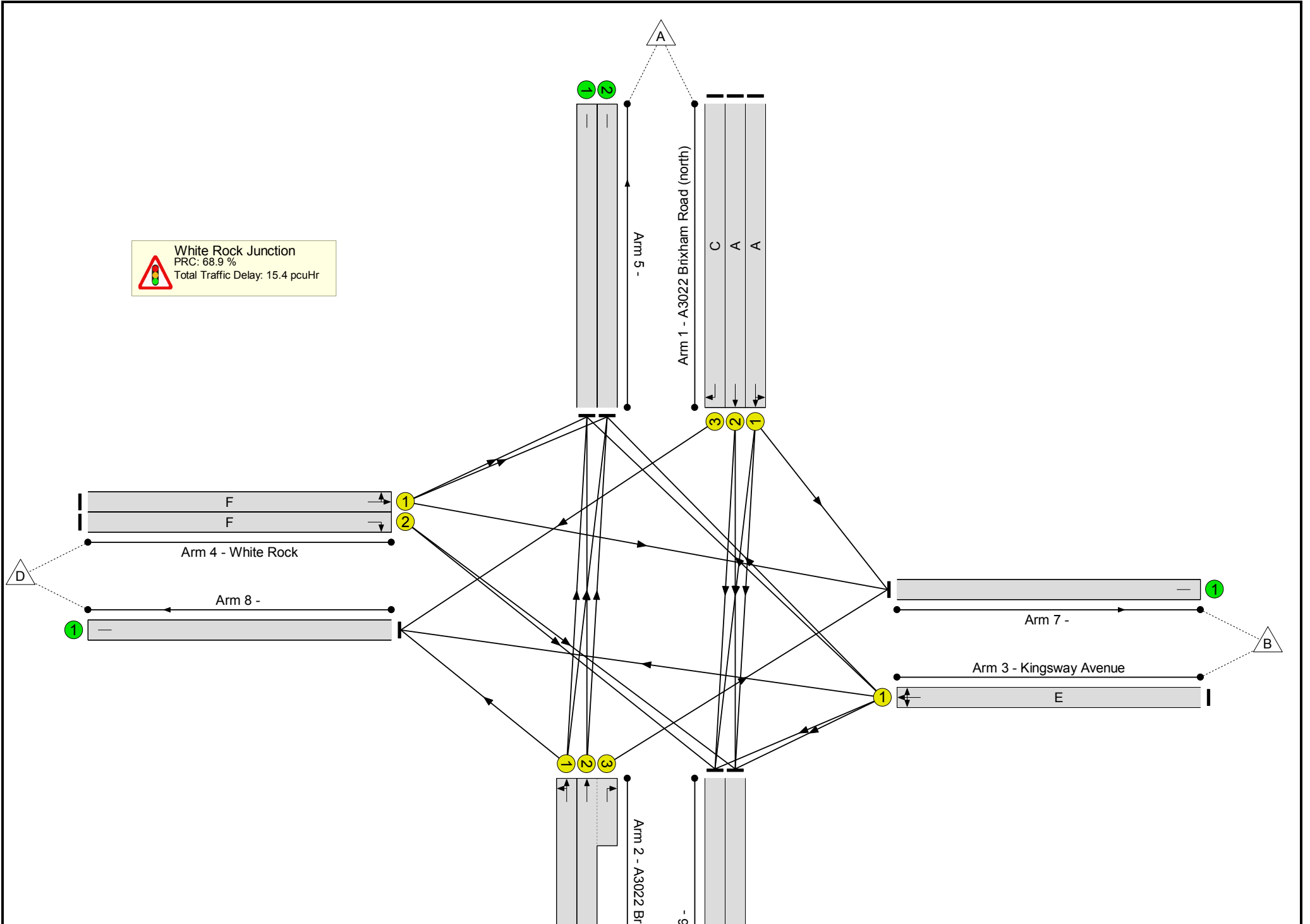
Stage	1	2	3	4
Duration	57	7	7	7
Change Point	0	67	86	101

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



White Rock Junction
PRC: 68.9 %
Total Traffic Delay: 15.4 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	53.3%
White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	53.3%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	59	-	239	1946	973	24.6%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	59	-	274	2098	1049	26.1%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	80	1719	244	32.9%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	57	-	470	1882	910	51.7%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	57:15	-	536	2097:1749	987+19	53.3 : 53.3%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	54	1783	134	40.4%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	14	-	105	1707	213	49.2%
4/2	White Rock Right	U	N/A	N/A	F		1	14	-	68	1816	227	30.0%
5/1		U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%

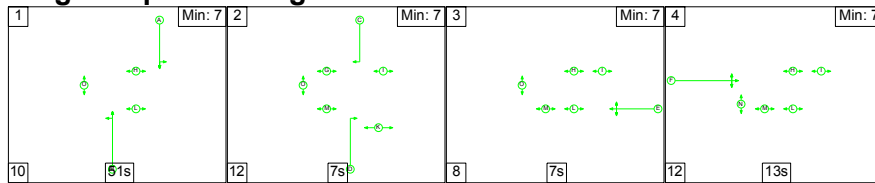
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: White Rock Junction	-	-	0	0	0	12.7	2.7	0.0	15.4	-	-	-	-
White Rock Junction	-	-	0	0	0	12.7	2.7	0.0	15.4	-	-	-	-
1/1	239	239	-	-	-	1.1	0.2	-	1.3	19.6	4.5	0.2	4.7
1/2	274	274	-	-	-	1.3	0.2	-	1.5	19.6	5.3	0.2	5.4
1/3	80	80	-	-	-	1.0	0.2	-	1.3	57.3	2.4	0.2	2.6
2/1	470	470	-	-	-	2.8	0.5	-	3.3	25.4	10.7	0.5	11.2
2/2+2/3	536	536	-	-	-	3.3	0.6	-	3.9	25.9	12.3	0.6	12.8
3/1	54	54	-	-	-	0.8	0.3	-	1.1	75.4	1.7	0.3	2.0
4/1	105	105	-	-	-	1.4	0.5	-	1.9	65.4	3.2	0.5	3.7
4/2	68	68	-	-	-	0.9	0.2	-	1.1	59.0	2.1	0.2	2.3
5/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		68.9	Total Delay for Signalled Lanes (pcuHr):		15.39	Cycle Time (s): 120				
			PRC Over All Lanes (%):		68.9	Total Delay Over All Lanes(pcuHr):		15.39					

Full Input Data And Results

Scenario 26: 'TA 2024 PM' (FG34: 'TA 2024 PM', Plan 1: 'Network Control Plan 1')

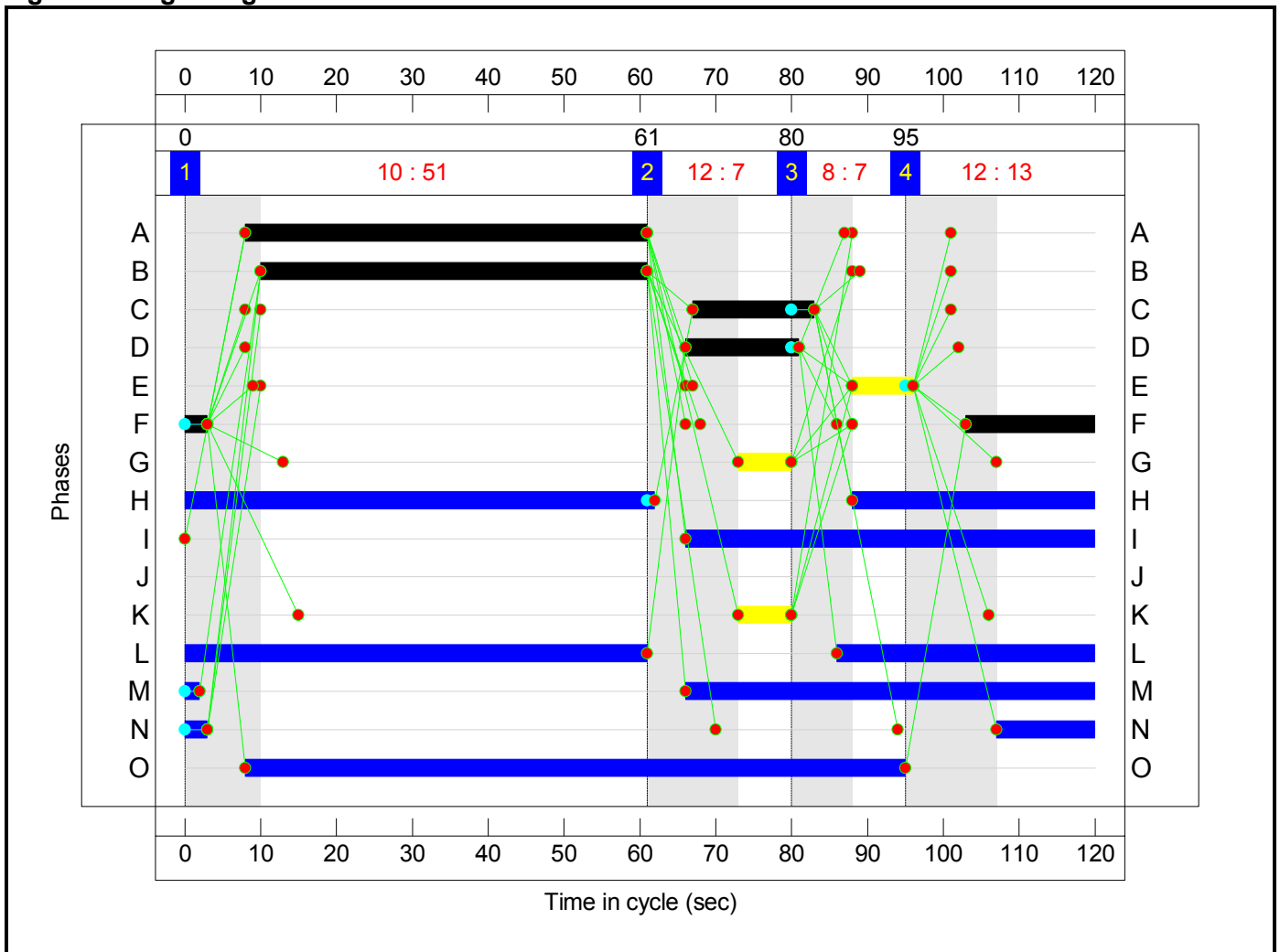
Stage Sequence Diagram



Stage Timings

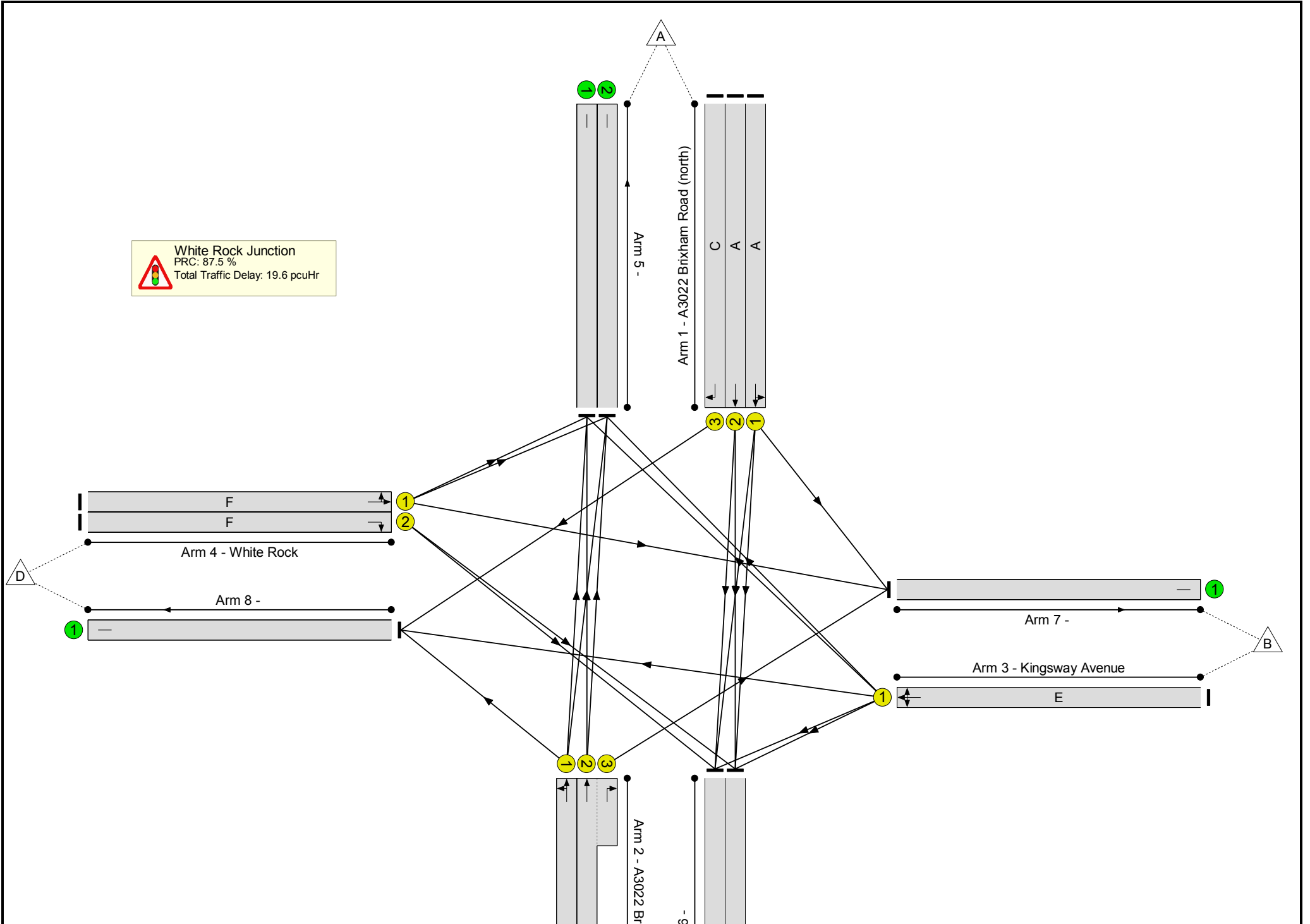
Stage	1	2	3	4
Duration	51	7	7	13
Change Point	0	61	80	95

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	48.0%
White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	48.0%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	53	-	401	1945	875	45.8%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	53	-	445	2098	944	47.1%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	108	1719	244	44.3%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	51	-	381	1903	825	46.2%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	51:15	-	429	2097:1749	889+13	47.6 : 47.6%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	36	1805	135	26.6%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	20	-	143	1702	298	48.0%
4/2	White Rock Right	U	N/A	N/A	F		1	20	-	148	1816	318	46.6%
5/1		U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%

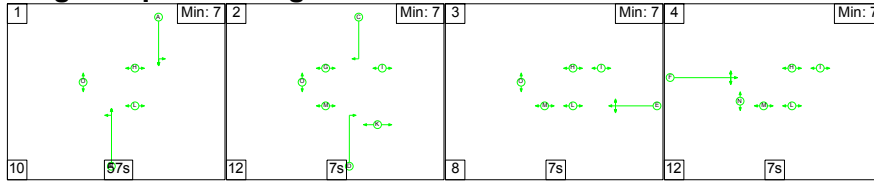
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: White Rock Junction	-	-	0	0	0	16.4	3.2	0.0	19.6	-	-	-	-
White Rock Junction	-	-	0	0	0	16.4	3.2	0.0	19.6	-	-	-	-
1/1	401	401	-	-	-	2.5	0.4	-	3.0	26.7	9.2	0.4	9.7
1/2	445	445	-	-	-	2.8	0.4	-	3.3	26.6	10.3	0.4	10.7
1/3	108	108	-	-	-	1.4	0.4	-	1.8	60.4	3.3	0.4	3.7
2/1	381	381	-	-	-	2.5	0.4	-	3.0	28.1	9.0	0.4	9.4
2/2+2/3	429	429	-	-	-	2.9	0.5	-	3.4	28.4	10.1	0.5	10.5
3/1	36	36	-	-	-	0.5	0.2	-	0.7	70.5	1.1	0.2	1.3
4/1	143	143	-	-	-	1.8	0.5	-	2.2	56.1	4.3	0.5	4.7
4/2	148	148	-	-	-	1.8	0.4	-	2.3	55.0	4.4	0.4	4.8
5/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		87.5	Total Delay for Signalled Lanes (pcuHr):		19.63	Cycle Time (s): 120				
			PRC Over All Lanes (%):		87.5	Total Delay Over All Lanes(pcuHr):		19.63					

Full Input Data And Results

Scenario 27: 'TA 2024 + Dev AM' (FG35: 'TA 2024 + Dev AM', Plan 1: 'Network Control Plan 1')

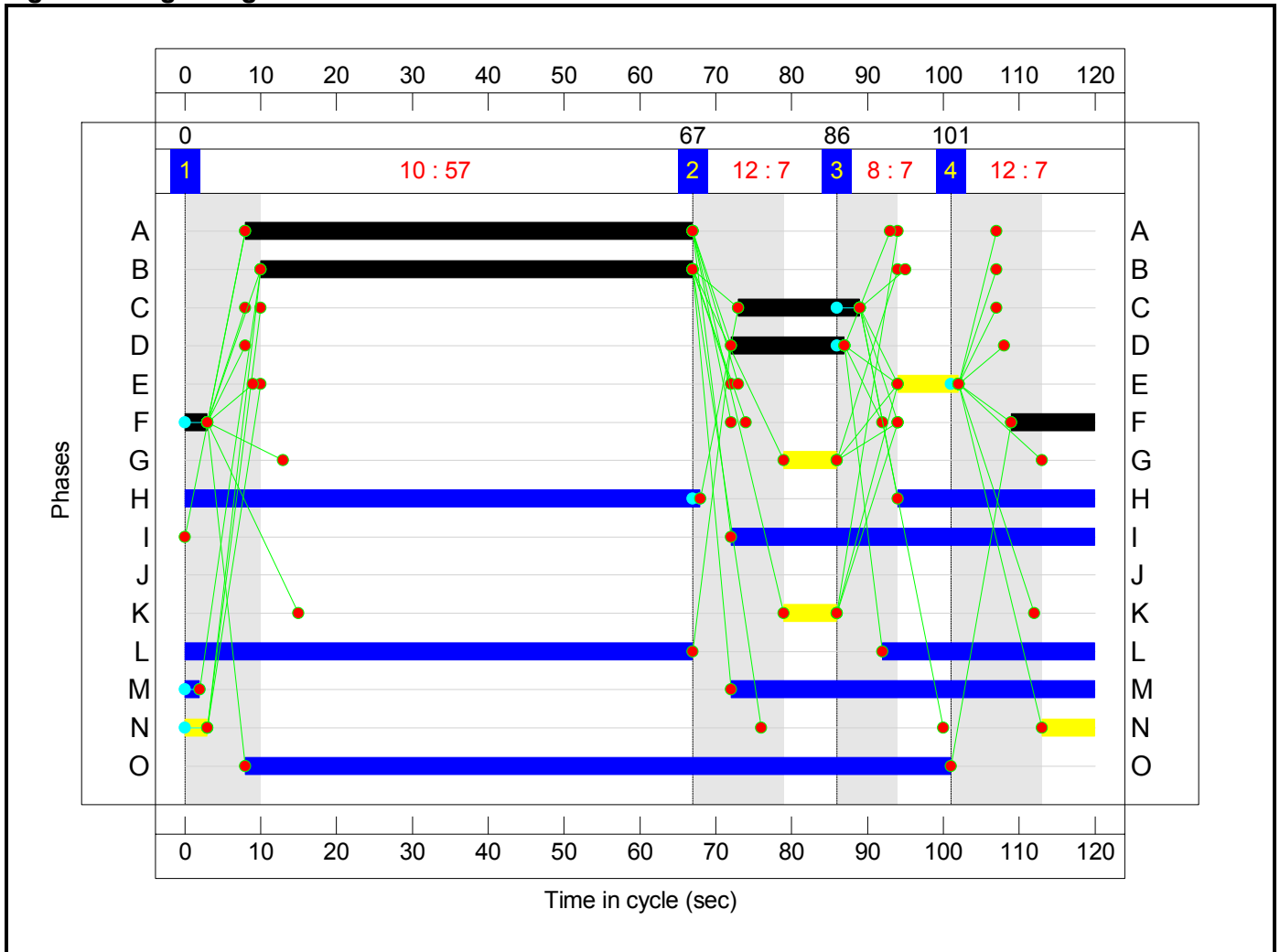
Stage Sequence Diagram



Stage Timings

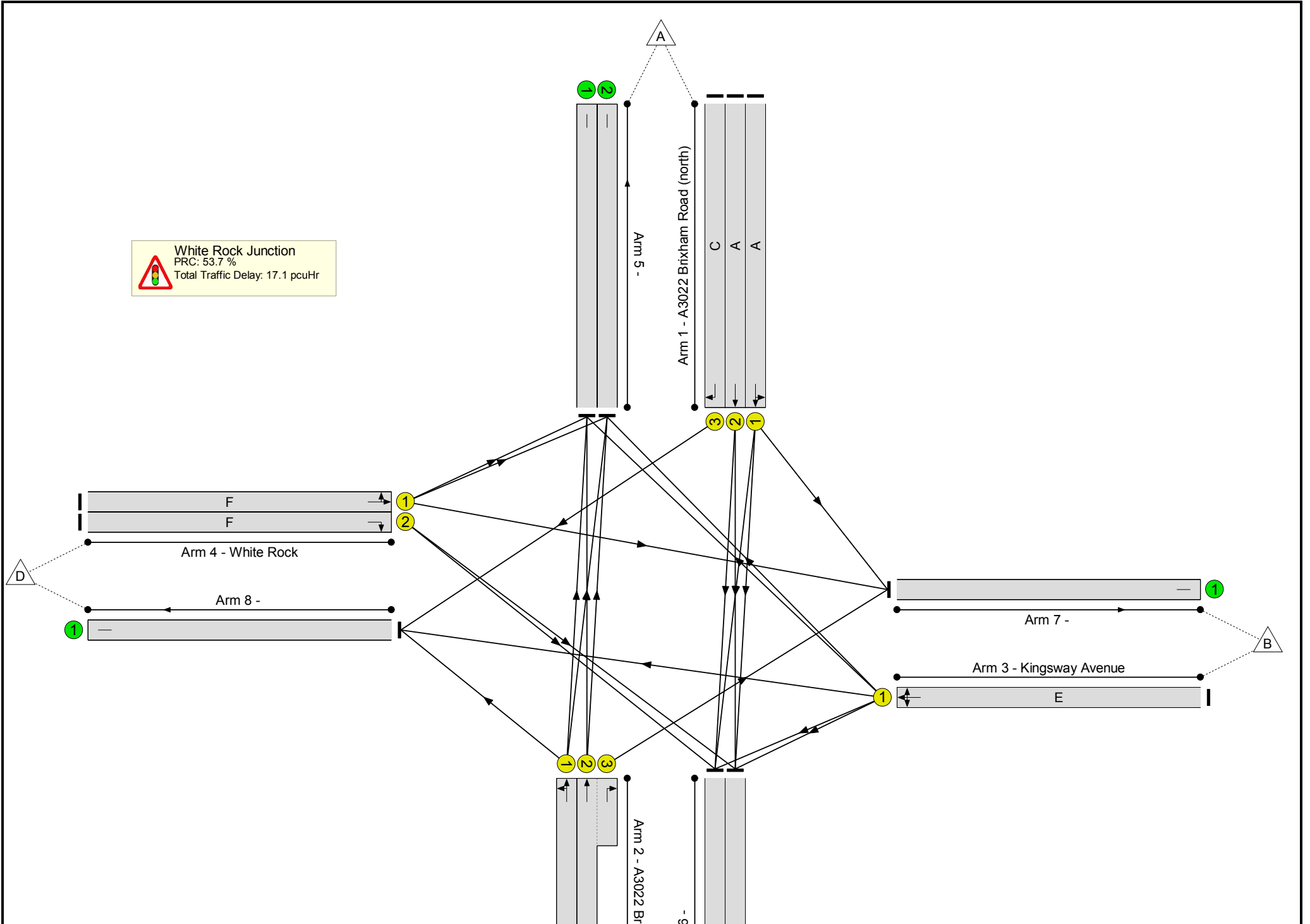
Stage	1	2	3	4
Duration	57	7	7	7
Change Point	0	67	86	101

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	58.5%
White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	58.5%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	59	-	263	1949	975	27.0%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	59	-	299	2098	1049	28.5%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	80	1719	244	32.9%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	57	-	520	1886	912	57.0%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	57:15	-	589	2097:1749	989+17	58.5 : 58.5%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	54	1783	134	40.4%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	14	-	105	1707	213	49.2%
4/2	White Rock Right	U	N/A	N/A	F		1	14	-	82	1816	227	36.1%
5/1		U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%

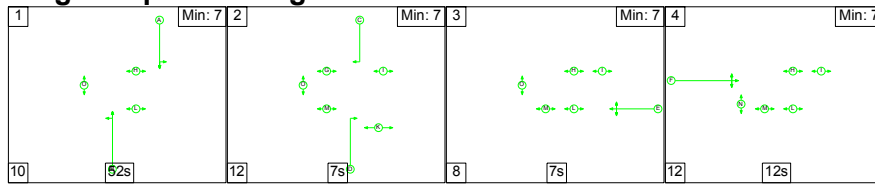
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: White Rock Junction	-	-	0	0	0	14.0	3.1	0.0	17.1	-	-	-	-
White Rock Junction	-	-	0	0	0	14.0	3.1	0.0	17.1	-	-	-	-
1/1	263	263	-	-	-	1.3	0.2	-	1.5	19.9	5.0	0.2	5.2
1/2	299	299	-	-	-	1.5	0.2	-	1.7	19.9	5.7	0.2	5.9
1/3	80	80	-	-	-	1.0	0.2	-	1.3	57.3	2.4	0.2	2.6
2/1	520	520	-	-	-	3.2	0.7	-	3.9	26.7	12.3	0.7	12.9
2/2+2/3	589	589	-	-	-	3.7	0.7	-	4.4	27.1	14.0	0.7	14.7
3/1	54	54	-	-	-	0.8	0.3	-	1.1	75.4	1.7	0.3	2.0
4/1	105	105	-	-	-	1.4	0.5	-	1.9	65.4	3.2	0.5	3.7
4/2	82	82	-	-	-	1.1	0.3	-	1.4	60.5	2.5	0.3	2.8
5/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		53.7	Total Delay for Signalled Lanes (pcuHr):		17.08	Cycle Time (s): 120				
			PRC Over All Lanes (%):		53.7	Total Delay Over All Lanes(pcuHr):		17.08					

Full Input Data And Results

Scenario 28: 'TA 2024 + Dev PM' (FG36: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

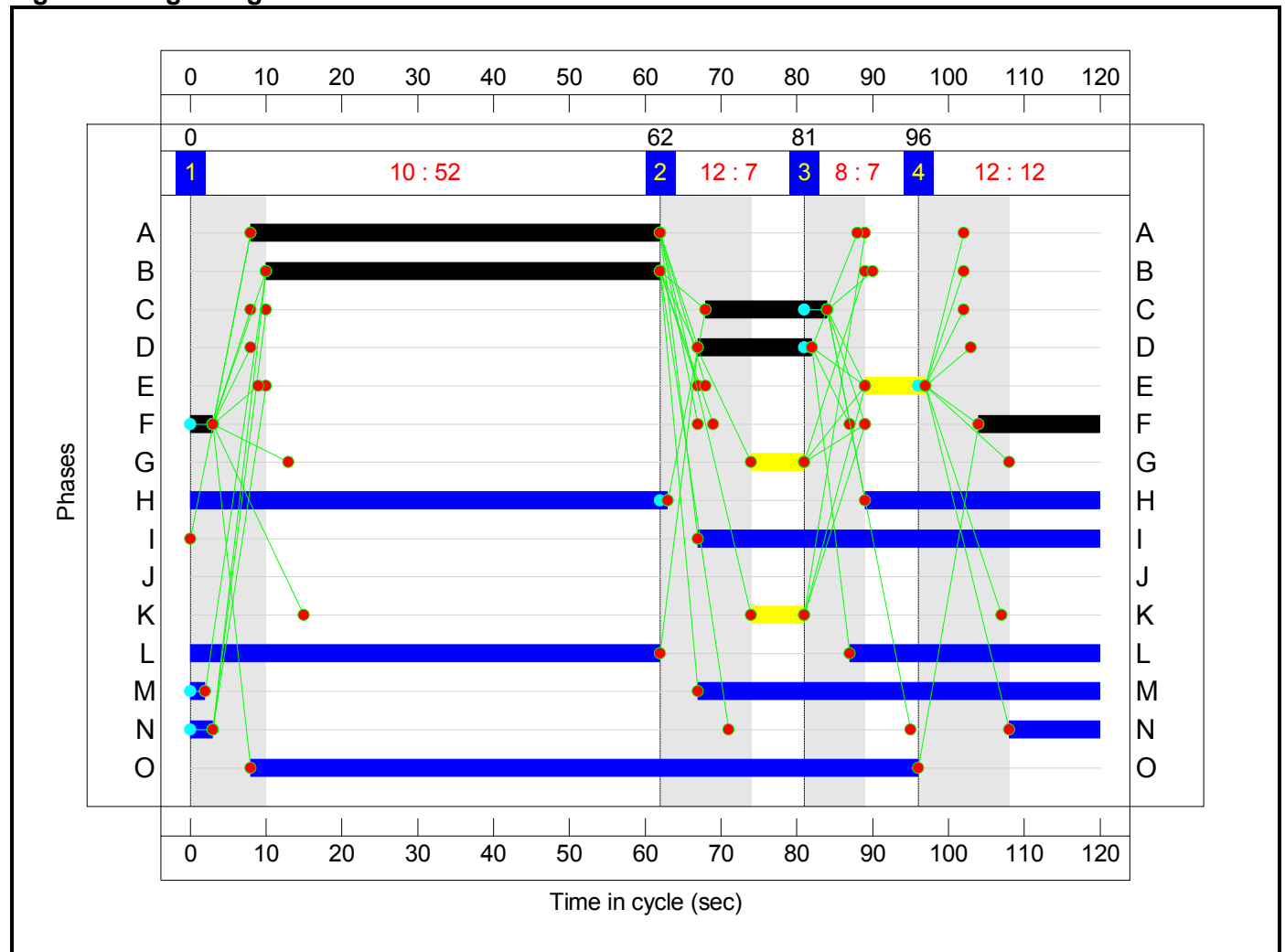
Stage Sequence Diagram



Stage Timings

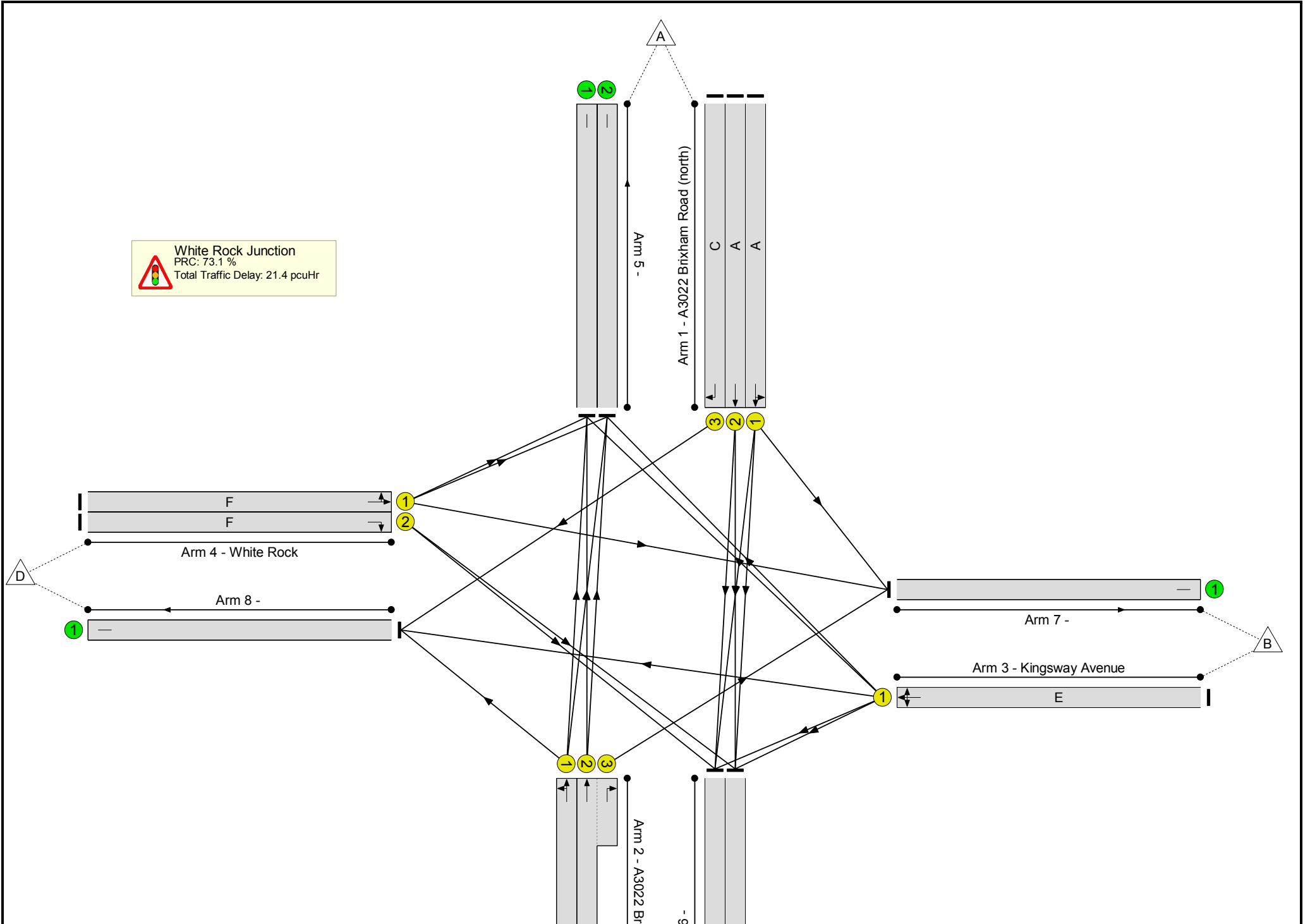
Stage	1	2	3	4
Duration	52	7	7	12
Change Point	0	62	81	96

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	52.0%
White Rock Junction	-	-	N/A	-	-		-	-	-	-	-	-	52.0%
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	54	-	453	1948	893	50.7%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	54	-	500	2098	962	52.0%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	108	1719	244	44.3%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	52	-	419	1904	841	49.8%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	52:15	-	471	2097:1749	907+12	51.3 : 51.3%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	36	1805	135	26.6%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	19	-	143	1702	284	50.4%
4/2	White Rock Right	U	N/A	N/A	F		1	19	-	149	1816	303	49.2%
5/1		U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%

Full Input Data And Results

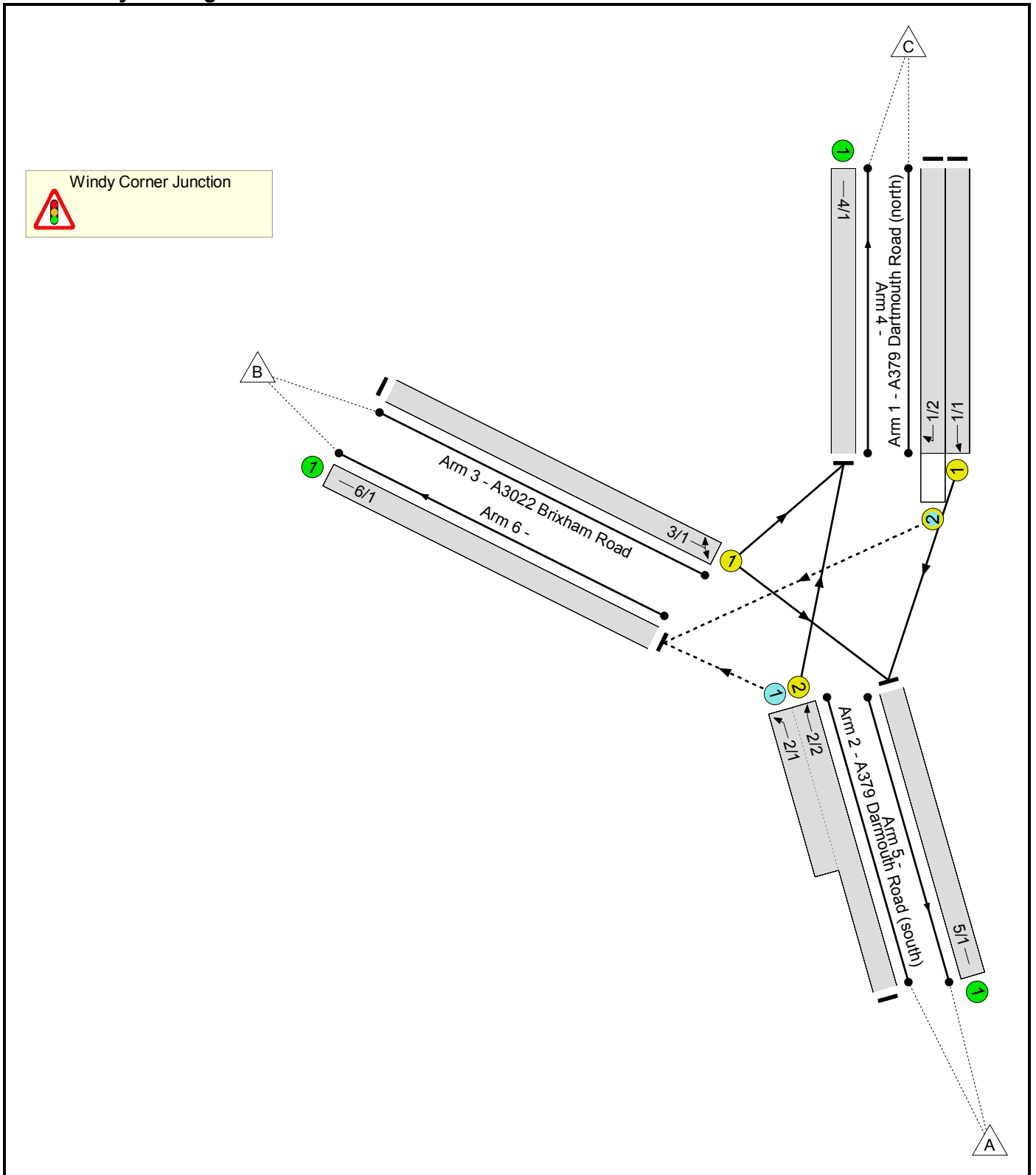
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: White Rock Junction	-	-	0	0	0	17.7	3.6	0.0	21.4	-	-	-	-
White Rock Junction	-	-	0	0	0	17.7	3.6	0.0	21.4	-	-	-	-
1/1	453	453	-	-	-	2.9	0.5	-	3.4	27.0	10.6	0.5	11.1
1/2	500	500	-	-	-	3.2	0.5	-	3.8	27.0	11.8	0.5	12.3
1/3	108	108	-	-	-	1.4	0.4	-	1.8	60.4	3.3	0.4	3.7
2/1	419	419	-	-	-	2.8	0.5	-	3.3	28.2	9.9	0.5	10.4
2/2+2/3	471	471	-	-	-	3.2	0.5	-	3.7	28.5	11.2	0.5	11.7
3/1	36	36	-	-	-	0.5	0.2	-	0.7	70.5	1.1	0.2	1.3
4/1	143	143	-	-	-	1.8	0.5	-	2.3	58.2	4.3	0.5	4.8
4/2	149	149	-	-	-	1.9	0.5	-	2.4	57.0	4.5	0.5	5.0
5/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		73.1	Total Delay for Signalled Lanes (pcuHr):		21.36	Cycle Time (s): 120				
			PRC Over All Lanes (%):		73.1	Total Delay Over All Lanes(pcuHr):		21.36					

Full Input Data And Results

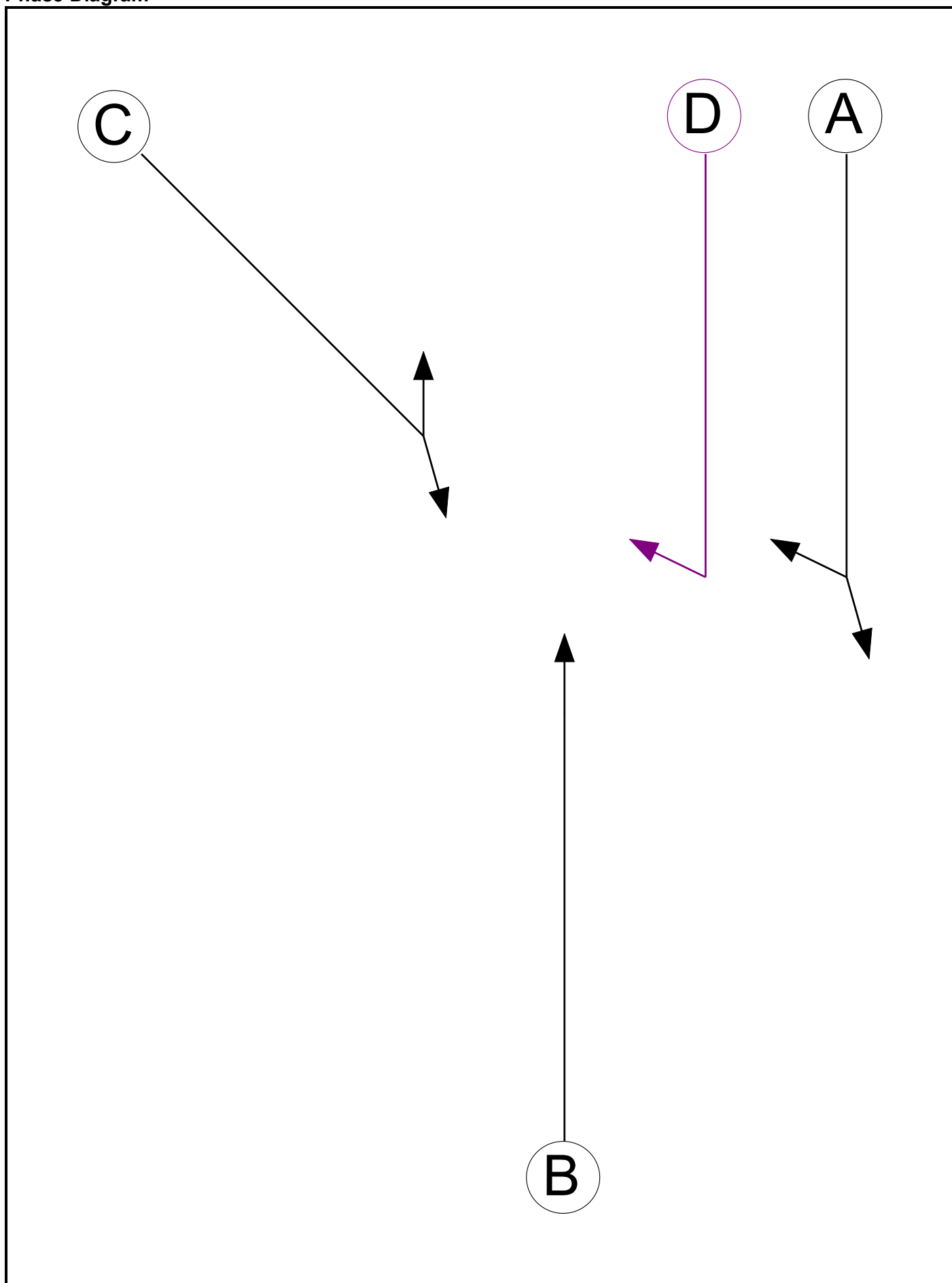
User and Project Details

Project:	Inglewood
Title:	Windy Corner Existing Junction
Location:	
File name:	Windy Corner Existing Copy (modelled as existing give way).lsg3x
Author:	FF
Company:	Key Transport Consultants
Address:	26 Berkeley Square, Bristol, BS8 1HP
Notes:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	A	4	4

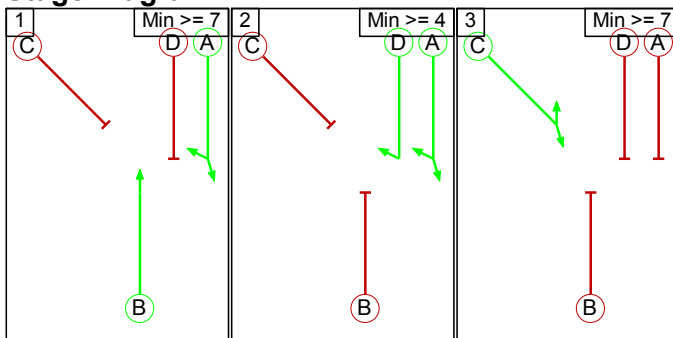
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A	-	5	-	
	B	-	6	3	
	C	5	7	-	5
	D	-	6	5	-

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	1	1

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	-	3	6
	2	6	-	5
	3	7	5	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Windy Corner Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (A379 Dartmouth Road (north))	6/1 (Right)	1439	0	2/1 2/2	1.09 1.09	All All	3.00	-	0.50	3	2.00
2/1 (A379 Darmouth Road (south))	6/1 (Left)	1940	0	1/2	1.09	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Windy Corner Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A379 Dartmouth Road (north))	U	A	2	3	10.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
1/2 (A379 Dartmouth Road (north))	O	A D	2	3	10.4	Geom	-	3.00	0.00	Y	Arm 6 Right	9.30
2/1 (A379 Dartmouth Road (south))	O		2	3	10.4	Geom	-	4.20	0.00	Y	Arm 6 Left	48.20
2/2 (A379 Dartmouth Road (south))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
3/1 (A3022 Brixham Road)	U	C	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Left Arm 5 Right	8.90 22.10
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 Base AM'	08:00	09:00	01:00	
2: '2017 Base PM'	17:00	18:00	01:00	
17: 'TA 2019 AM'	08:00	09:00	01:00	F1+F13
18: 'TA 2019 PM'	17:00	18:00	01:00	F2+F14
21: 'TA 2024 AM'	08:00	09:00	01:00	F1+F15
22: 'TA 2024 PM'	17:00	18:00	01:00	F2+F16

Scenario 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				Tot.
	A	B	C	Tot.	
Origin	A	0	756	604	1360
	B	505	0	27	532
	C	646	56	0	702
	Tot.	1151	812	631	2594

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2017 Base AM
Junction: Windy Corner Junction	
1/1	646
1/2	56
2/1 (short)	756
2/2 (with short)	1360(In) 604(Out)
3/1	532
4/1	631
5/1	1151
6/1	812

Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649
2/1 (A379 Dartmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974
2/2 (A379 Dartmouth Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left	8.90	5.1 %	1841	1841
				Arm 5 Right	22.10	94.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	590	496	1086
	B	709	0	44	753
	C	565	43	0	608
	Tot.	1274	633	540	2447

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2017 Base PM
Junction: Windy Corner Junction	
1/1	565
1/2	43
2/1 (short)	590
2/2 (with short)	1086(In) 496(Out)
3/1	753
4/1	540
5/1	1274
6/1	633

Lane Saturation Flows

Junction: Windy Corner Junction									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925	
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649	
2/1 (A379 Darmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974	
2/2 (A379 Darmouth Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965	
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left	8.90	5.8 %	1839	1839	
				Arm 5 Right	22.10	94.2 %			
4/1	Infinite Saturation Flow							Inf	Inf
5/1	Infinite Saturation Flow							Inf	Inf
6/1	Infinite Saturation Flow							Inf	Inf

Scenario 11: 'TA 2019 AM' (FG17: 'TA 2019 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	929	604	1533
	B	562	0	28	590
	C	646	56	0	702
	Tot.	1208	985	632	2825

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: TA 2019 AM
Junction: Windy Corner Junction	
1/1	646
1/2	56
2/1 (short)	929
2/2 (with short)	1533(In) 604(Out)
3/1	590
4/1	632
5/1	1208
6/1	985

Lane Saturation Flows

Junction: Windy Corner Junction									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925	
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649	
2/1 (A379 Dartmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974	
2/2 (A379 Dartmouth Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965	
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left	8.90	4.7 %	1841	1841	
				Arm 5 Right	22.10	95.3 %			
4/1	Infinite Saturation Flow							Inf	Inf
5/1	Infinite Saturation Flow							Inf	Inf
6/1	Infinite Saturation Flow							Inf	Inf

Scenario 12: 'TA 2019 PM' (FG18: 'TA 2019 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	707	496	1203
	B	840	0	46	886
	C	565	45	0	610
	Tot.	1405	752	542	2699

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: TA 2019 PM
Junction: Windy Corner Junction	
1/1	565
1/2	45
2/1 (short)	707
2/2 (with short)	1203(In) 496(Out)
3/1	886
4/1	542
5/1	1405
6/1	752

Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649
2/1 (A379 Darmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974
2/2 (A379 Darmouth Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left	8.90	5.2 %	1840	1840
				Arm 5 Right	22.10	94.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'TA 2024 AM' (FG21: 'TA 2024 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	968	604	1572
	B	592	0	28	620
	C	646	57	0	703
	Tot.	1238	1025	632	2895

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: TA 2024 AM
Junction: Windy Corner Junction	
1/1	646
1/2	57
2/1 (short)	968
2/2 (with short)	1572(In) 604(Out)
3/1	620
4/1	632
5/1	1238
6/1	1025

Lane Saturation Flows

Junction: Windy Corner Junction									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925	
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649	
2/1 (A379 Darmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974	
2/2 (A379 Darmouth Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965	
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left	8.90	4.5 %	1842	1842	
				Arm 5 Right	22.10	95.5 %			
4/1	Infinite Saturation Flow							Inf	Inf
5/1	Infinite Saturation Flow							Inf	Inf
6/1	Infinite Saturation Flow							Inf	Inf

Scenario 16: 'TA 2024 PM' (FG22: 'TA 2024 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	764	496	1260
	B	880	0	46	926
	C	565	45	0	610
	Tot.	1445	809	542	2796

Full Input Data And Results

Traffic Lane Flows

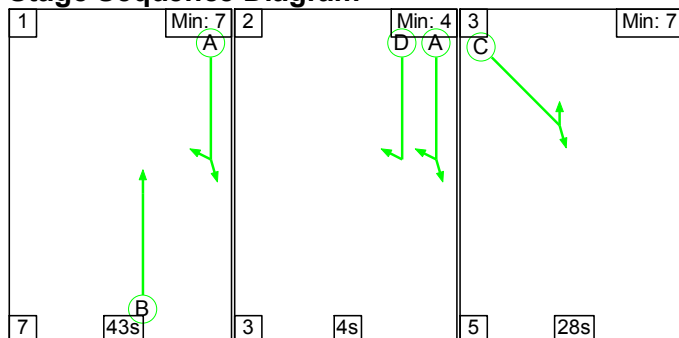
Lane	Scenario 16: TA 2024 PM
Junction: Windy Corner Junction	
1/1	565
1/2	45
2/1 (short)	764
2/2 (with short)	1260(In) 496(Out)
3/1	926
4/1	542
5/1	1445
6/1	809

Lane Saturation Flows

Junction: Windy Corner Junction									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925	
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649	
2/1 (A379 Darmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974	
2/2 (A379 Darmouth Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965	
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left	8.90	5.0 %	1841	1841	
				Arm 5 Right	22.10	95.0 %			
4/1	Infinite Saturation Flow							Inf	Inf
5/1	Infinite Saturation Flow							Inf	Inf
6/1	Infinite Saturation Flow							Inf	Inf

Scenario 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

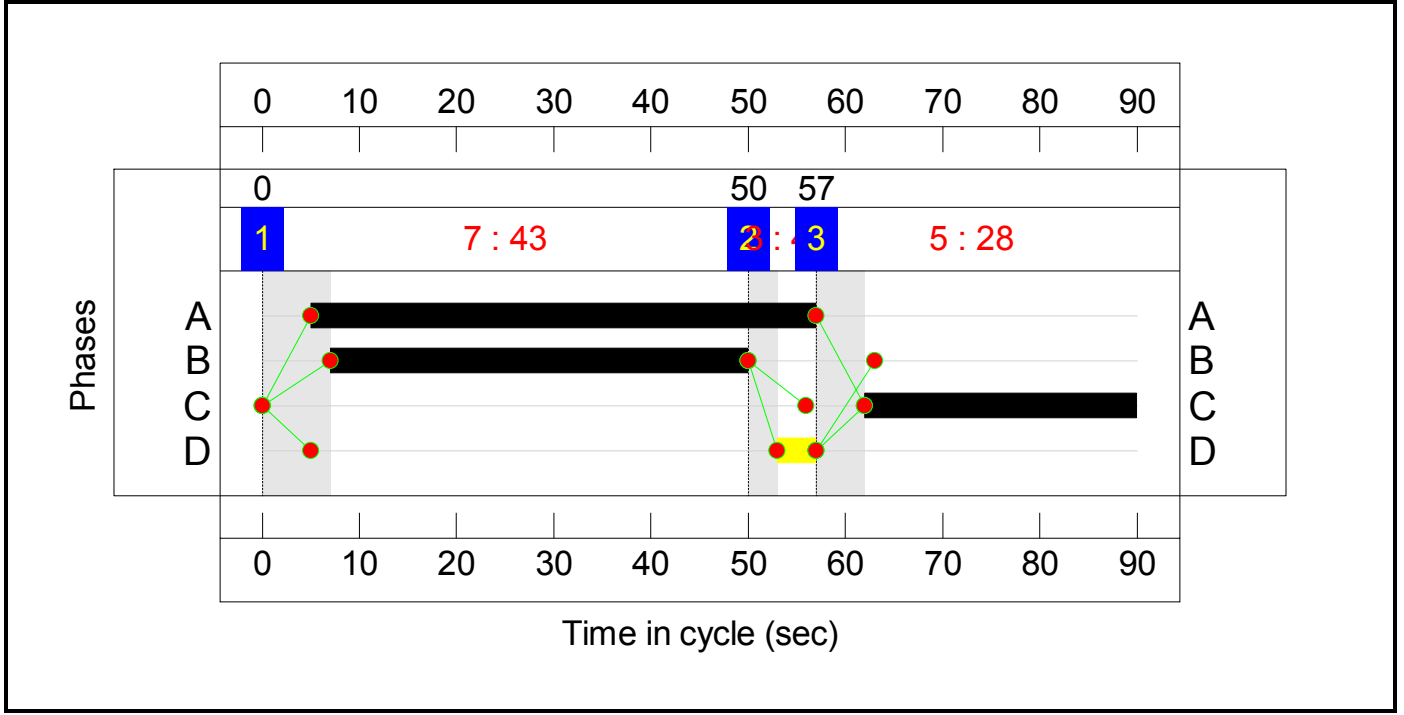


Full Input Data And Results

Stage Timings


Stage	1	2	3
Duration	43	4	28
Change Point	0	50	57

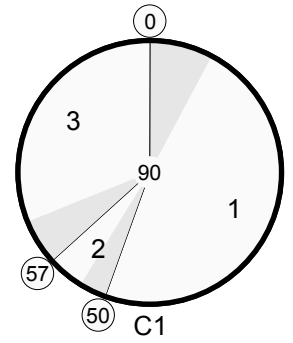
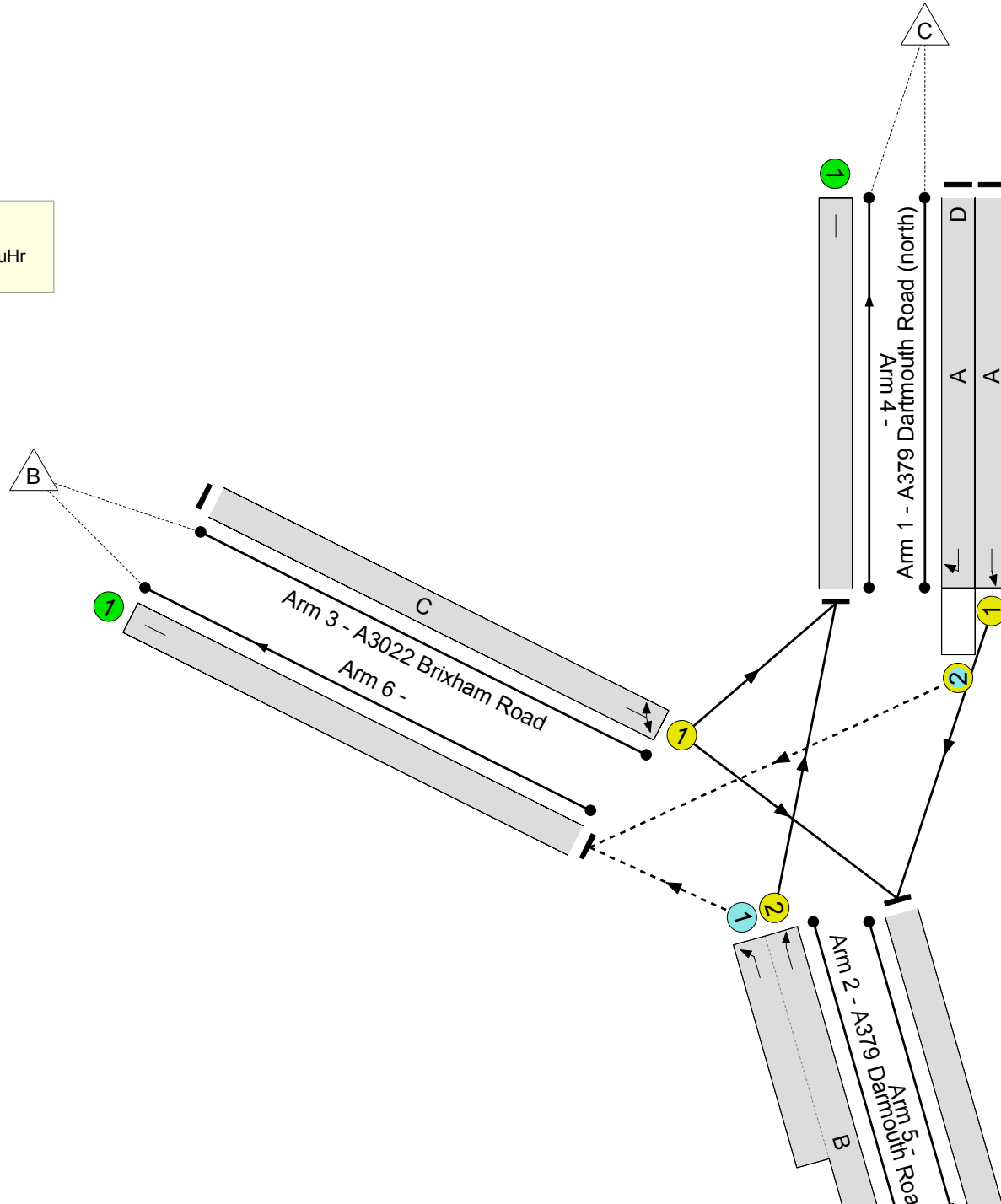
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

 Windy Corner Junction
PRC: -0.7 %
Total Traffic Delay: 19.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
1/1	A379 Dartmouth Road Ahead	U	N/A	N/A	A		1	52	-	646	1925	1134	57.0%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	52	4	56	1649	161	34.8%
2/2+2/1	A379 Dartmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	43	-	1360	1965:1974	667+834	90.6 : 90.6%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	28	-	532	1841	593	89.7%
4/1		U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1151	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	812	Inf	Inf	0.0%

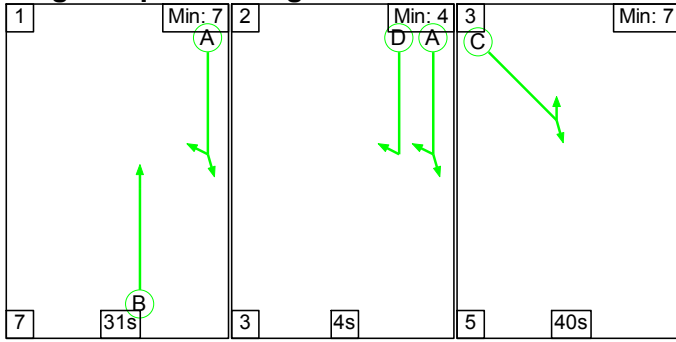
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Existing Junction	-	-	501	311	0	9.3	9.3	0.4	19.1	-	-	-	-
Windy Corner Junction	-	-	501	311	0	9.3	9.3	0.4	19.1	-	-	-	-
1/1	646	646	-	-	-	2.1	0.7	-	2.7	15.1	9.9	0.7	10.5
1/2	56	56	56	0	0	0.1	0.3	0.4	0.8	51.8	0.6	0.3	0.9
2/2+2/1	1360	1360	445	311	0	2.9	4.5	-	7.4	19.6	13.4	4.5	18.0
3/1	532	532	-	-	-	4.3	3.9	-	8.2	55.2	12.6	3.9	16.4
4/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1151	1151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -0.7 Total Delay for Signalled Lanes (pcuHr): 19.09 Cycle Time (s): 90 PRC Over All Lanes (%): -0.7 Total Delay Over All Lanes(pcuHr): 19.09													

Full Input Data And Results

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

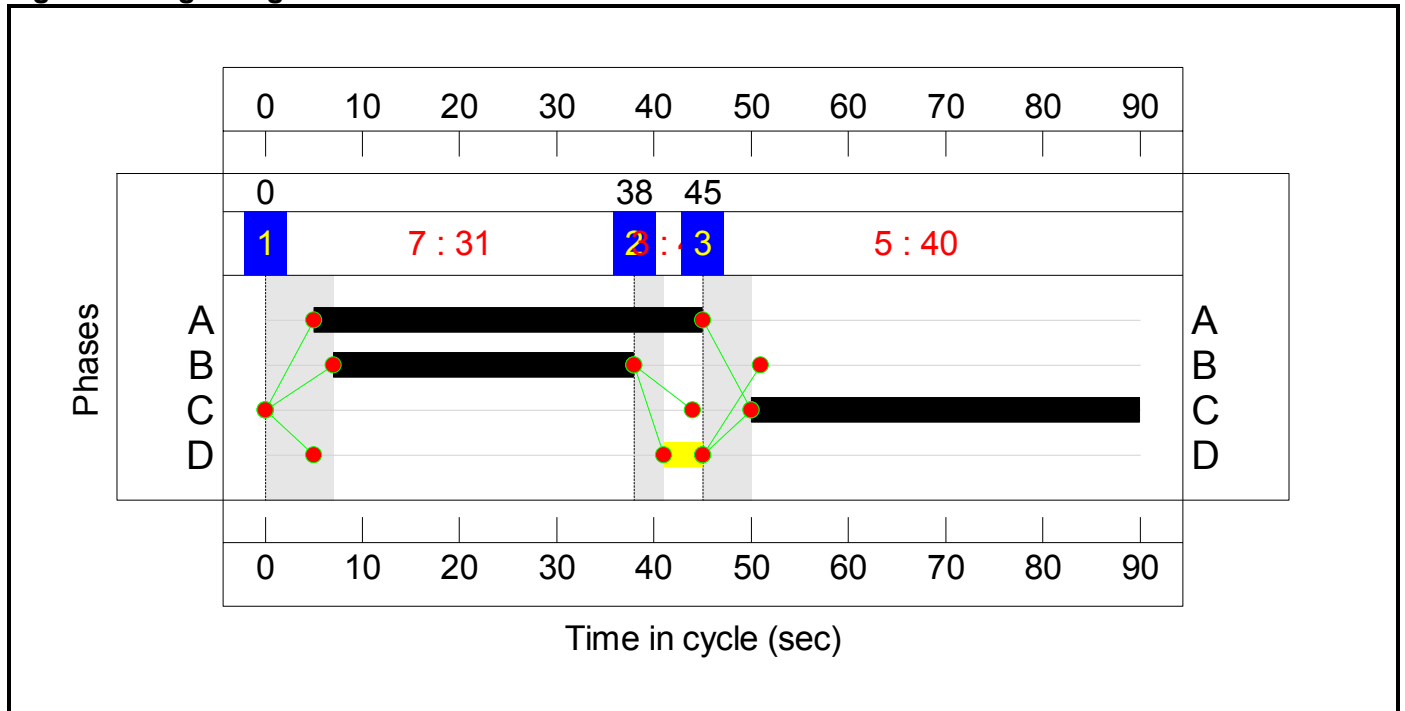
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	31	4	40
Change Point	0	38	45

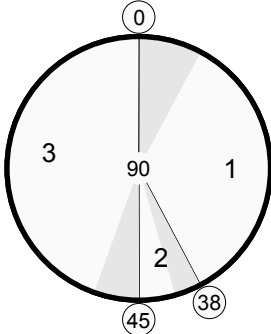
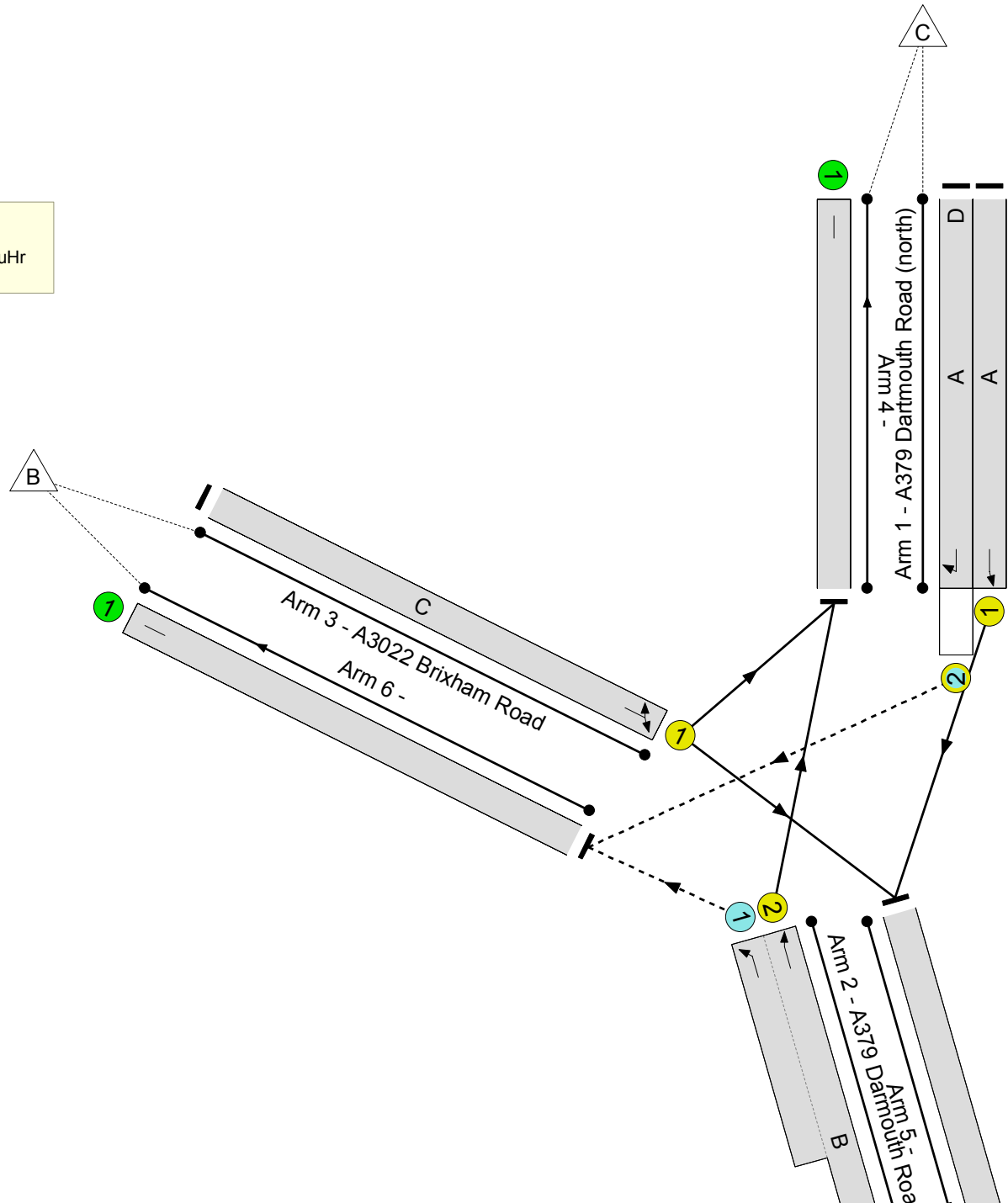
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

 Windy Corner Junction
PRC: 0.1 %
Total Traffic Delay: 20.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
1/1	A379 Dartmouth Road Ahead	U	N/A	N/A	A		1	40	-	565	1925	877	64.4%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	40	4	43	1649	207	20.8%
2/2+2/1	A379 Dartmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	31	-	1086	1965:1974	554+659	89.6 : 89.6%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	40	-	753	1839	838	89.9%
4/1		U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1274	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%

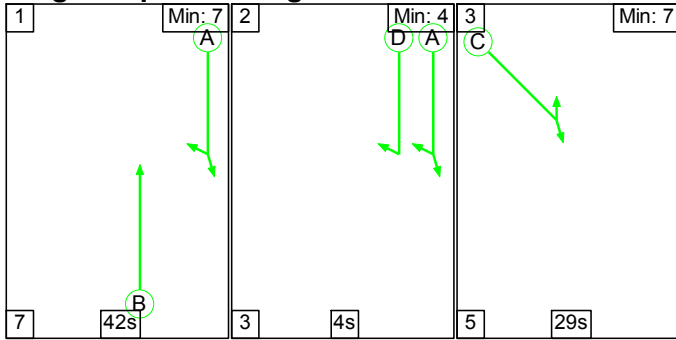
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Existing Junction	-	-	312	321	0	11.3	9.1	0.1	20.6	-	-	-	-
Windy Corner Junction	-	-	312	321	0	11.3	9.1	0.1	20.6	-	-	-	-
1/1	565	565	-	-	-	3.0	0.9	-	3.9	24.6	10.8	0.9	11.7
1/2	43	43	43	0	0	0.2	0.1	0.1	0.4	37.0	0.6	0.1	0.7
2/2+2/1	1086	1086	269	321	0	3.4	4.0	-	7.5	24.8	11.0	4.0	15.0
3/1	753	753	-	-	-	4.7	4.1	-	8.8	42.0	17.2	4.1	21.2
4/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1274	1274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 0.1 Total Delay for Signalled Lanes (pcuHr): 20.58 Cycle Time (s): 90 PRC Over All Lanes (%): 0.1 Total Delay Over All Lanes(pcuHr): 20.58</p>													

Full Input Data And Results

Scenario 11: 'TA 2019 AM' (FG17: 'TA 2019 AM', Plan 1: 'Network Control Plan 1')

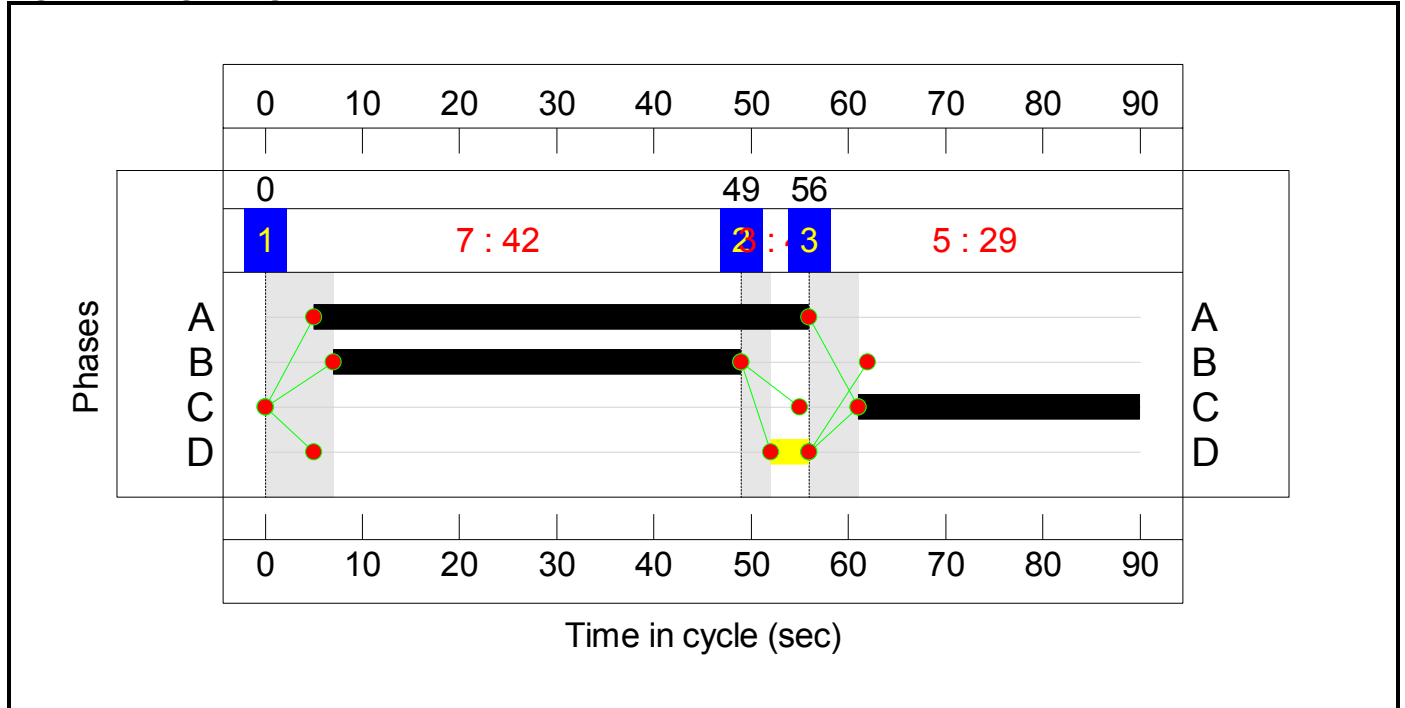
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	42	4	29
Change Point	0	49	56

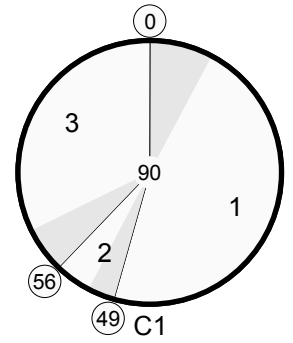
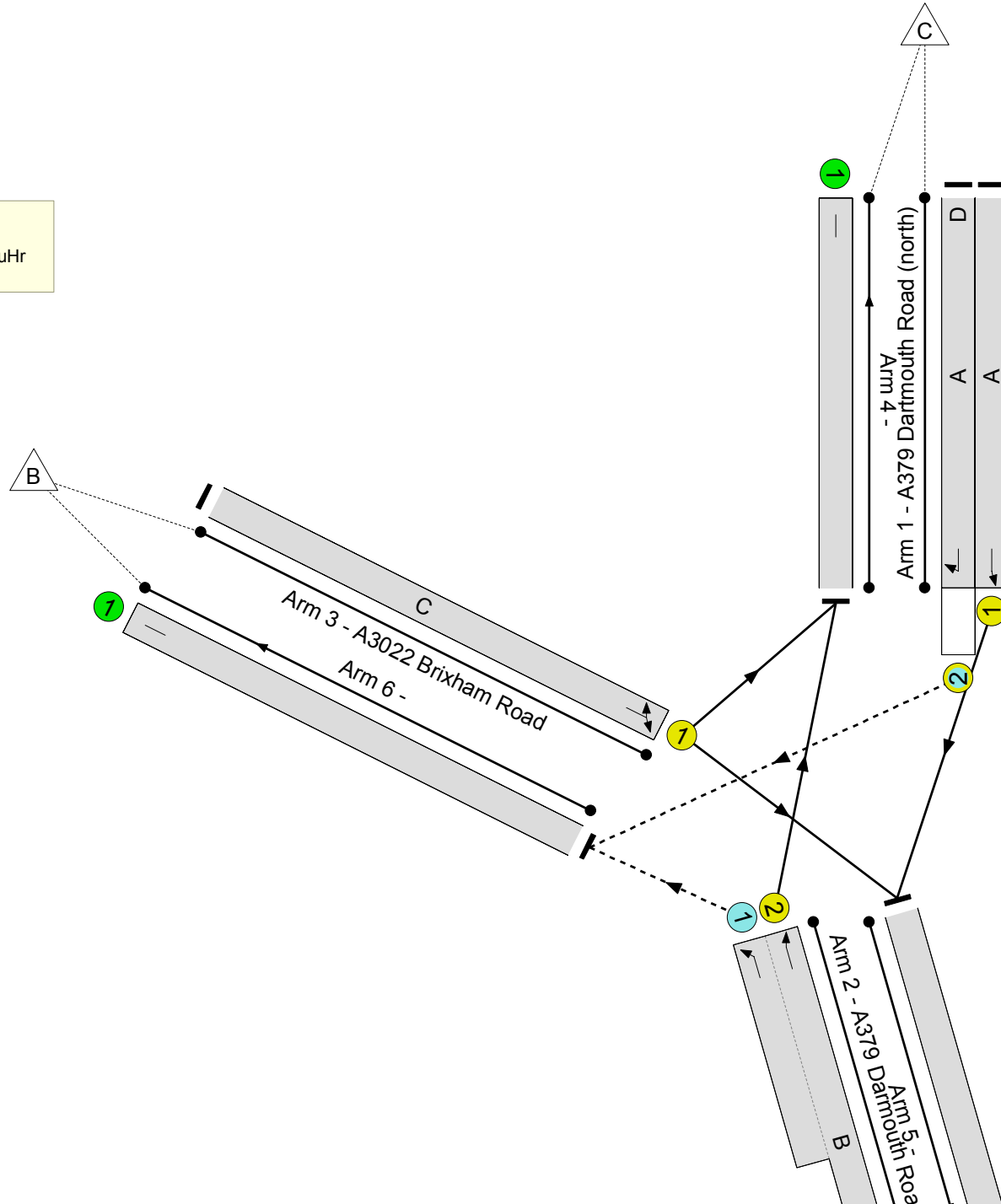
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Windy Corner Junction
 PRC: -6.8 %
 Total Traffic Delay: 28.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
1/1	A379 Dartmouth Road Ahead	U	N/A	N/A	A		1	51	-	646	1925	1112	58.1%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	51	4	56	1649	148	37.7%
2/2+2/1	A379 Dartmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	42	-	1533	1965:1974	630+969	95.9 : 95.9%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	29	-	590	1841	614	96.1%
4/1		U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1208	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%

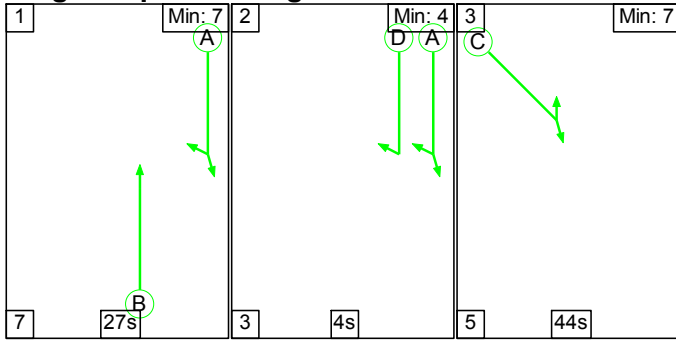
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Existing Junction	-	-	593	392	0	10.2	17.7	0.5	28.4	-	-	-	-
Windy Corner Junction	-	-	593	392	0	10.2	17.7	0.5	28.4	-	-	-	-
1/1	646	646	-	-	-	2.2	0.7	-	2.9	15.9	10.2	0.7	10.9
1/2	56	56	56	0	0	0.1	0.3	0.5	0.9	57.6	0.6	0.3	0.9
2/2+2/1	1533	1533	537	392	0	3.1	9.1	-	12.2	28.7	16.8	9.1	25.9
3/1	590	590	-	-	-	4.8	7.6	-	12.4	75.8	14.4	7.6	22.0
4/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1208	1208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -6.8 Total Delay for Signalled Lanes (pcuHr): 28.37 Cycle Time (s): 90 PRC Over All Lanes (%): -6.8 Total Delay Over All Lanes(pcuHr): 28.37</p>													

Full Input Data And Results

Scenario 12: 'TA 2019 PM' (FG18: 'TA 2019 PM', Plan 1: 'Network Control Plan 1')

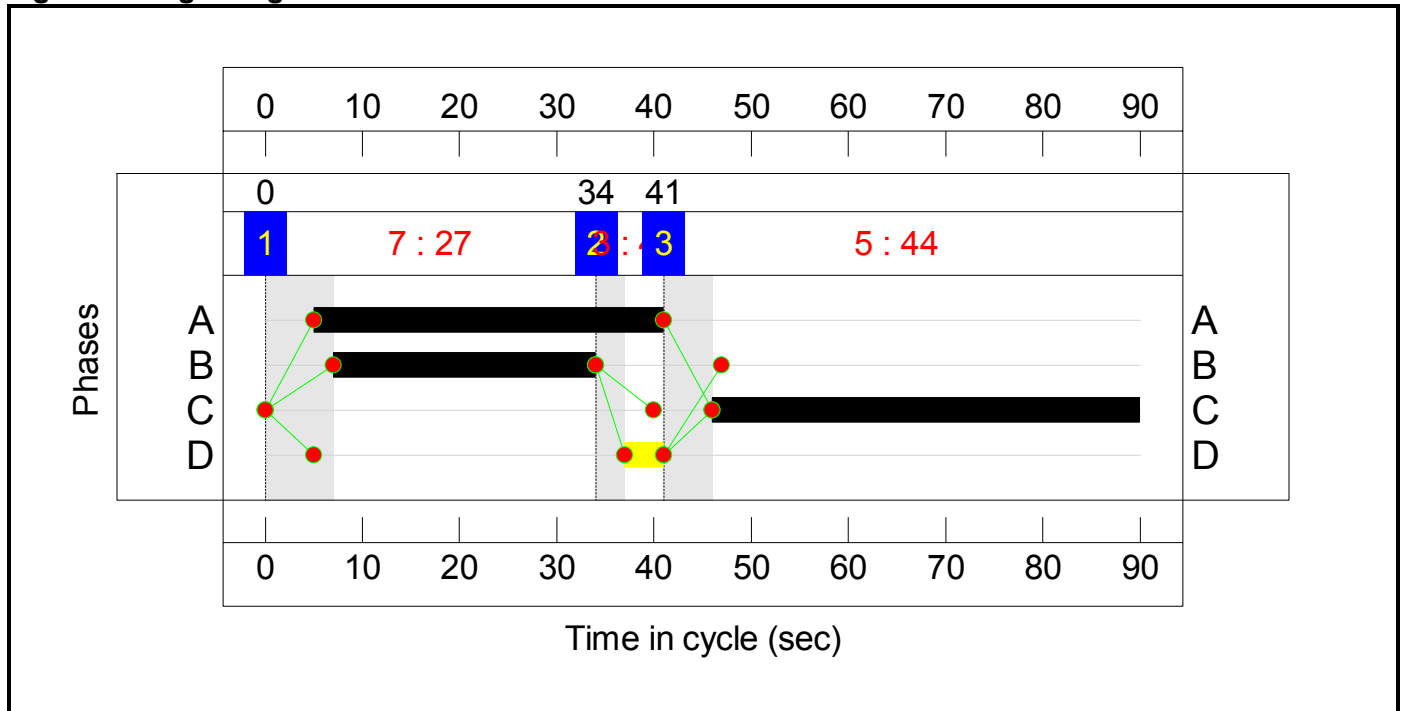
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	27	4	44
Change Point	0	34	41

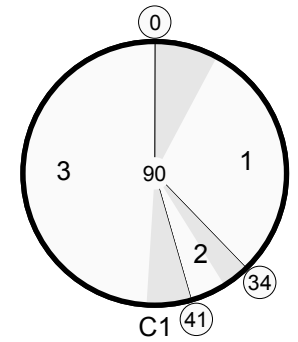
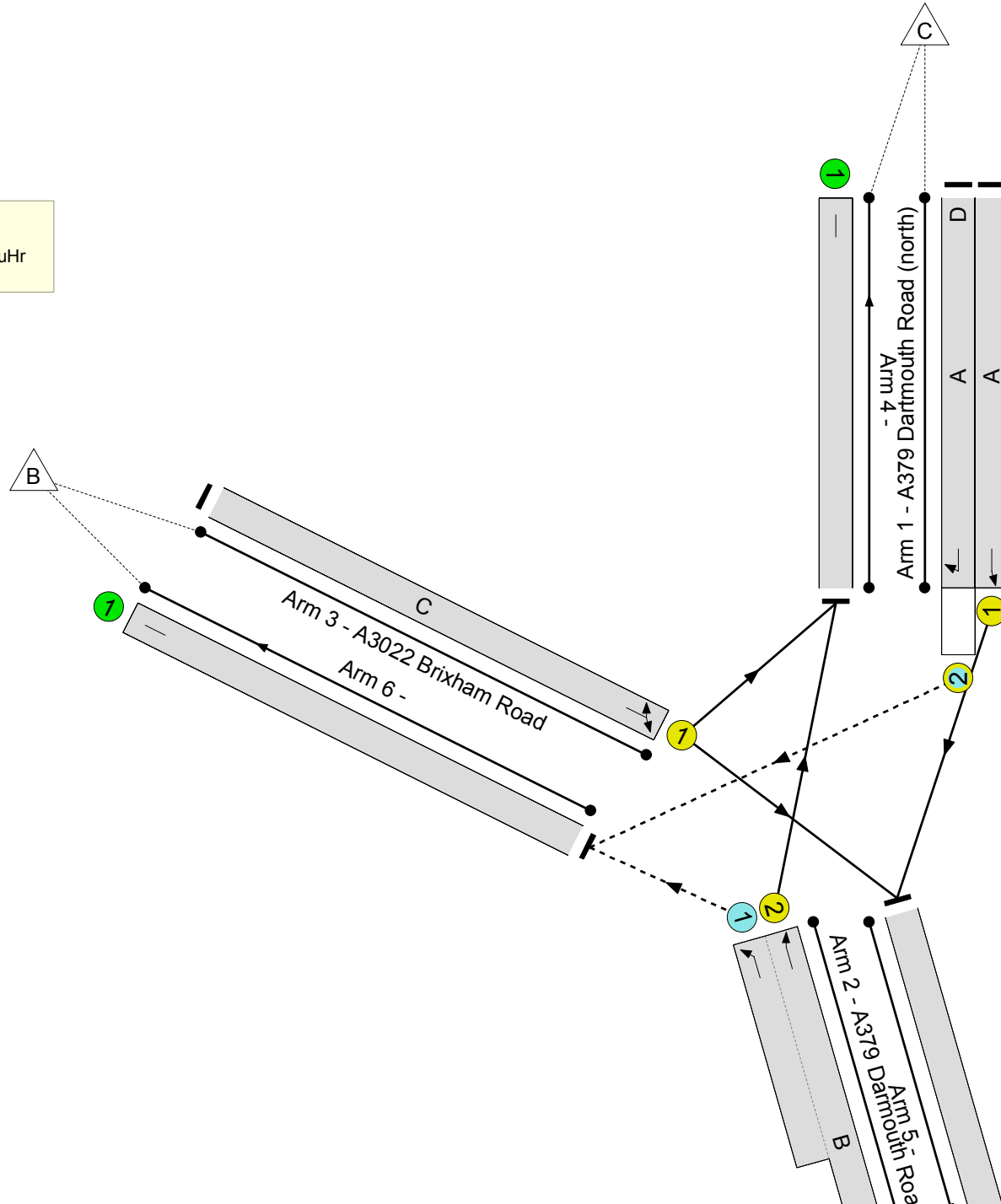
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Windy Corner Junction
 PRC: -9.3 %
 Total Traffic Delay: 36.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	98.4%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	98.4%
1/1	A379 Dartmouth Road Ahead	U	N/A	N/A	A		1	36	-	565	1925	791	71.4%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	36	4	45	1649	167	26.9%
2/2+2/1	A379 Dartmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	27	-	1203	1965:1974	504+719	98.4 : 98.4%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	44	-	886	1840	920	96.3%
4/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1405	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%

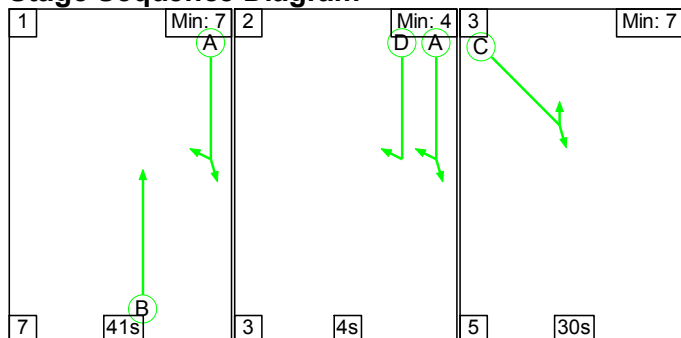
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Existing Junction	-	-	336	416	0	13.0	23.1	0.2	36.3	-	-	-	-
Windy Corner Junction	-	-	336	416	0	13.0	23.1	0.2	36.3	-	-	-	-
1/1	565	565	-	-	-	3.5	1.2	-	4.7	30.0	11.8	1.2	13.0
1/2	45	45	45	0	0	0.2	0.2	0.2	0.6	48.8	0.7	0.2	0.9
2/2+2/1	1203	1203	291	416	0	4.0	13.0	-	17.0	51.0	14.7	13.0	27.8
3/1	886	886	-	-	-	5.3	8.6	-	14.0	56.8	21.2	8.6	29.8
4/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1405	1405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-9.3	Total Delay for Signalled Lanes (pcuHr):		36.32	Cycle Time (s): 90				
			PRC Over All Lanes (%):		-9.3	Total Delay Over All Lanes(pcuHr):		36.32					

Full Input Data And Results

Scenario 15: 'TA 2024 AM' (FG21: 'TA 2024 AM', Plan 1: 'Network Control Plan 1')

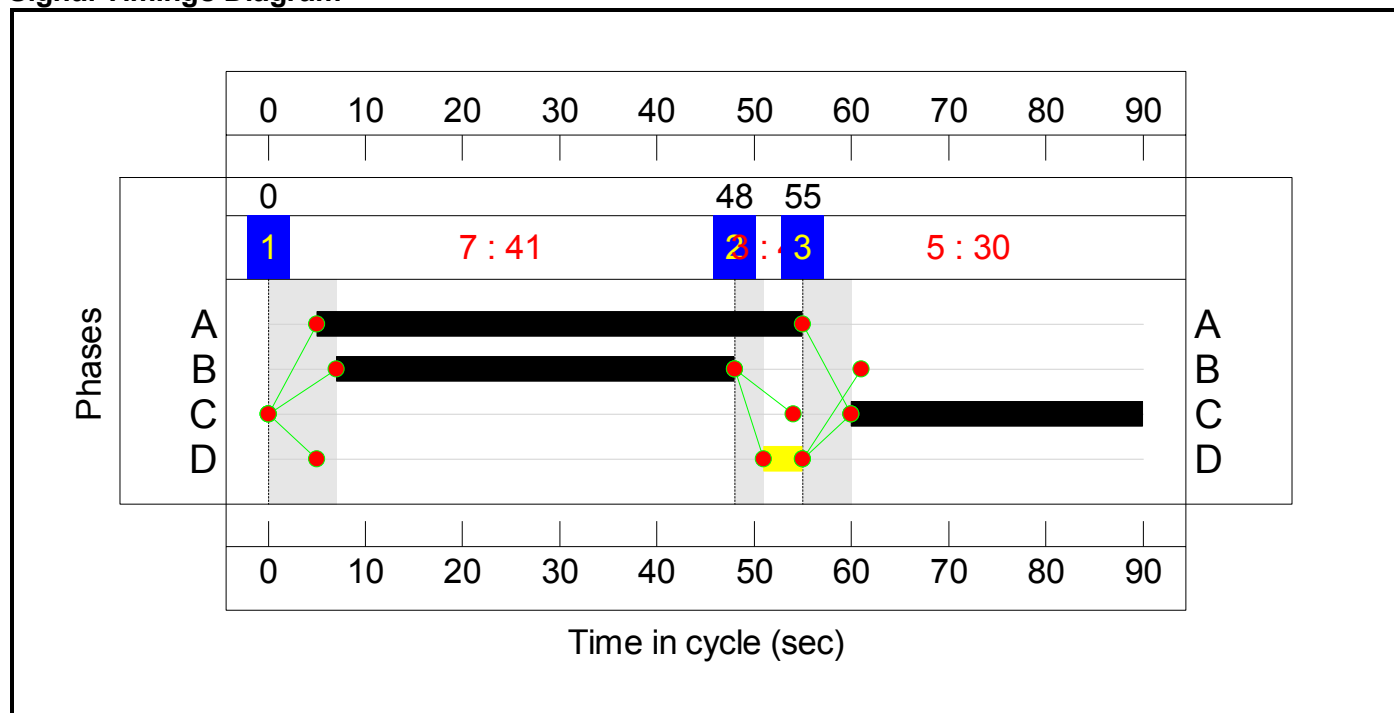
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	41	4	30
Change Point	0	48	55

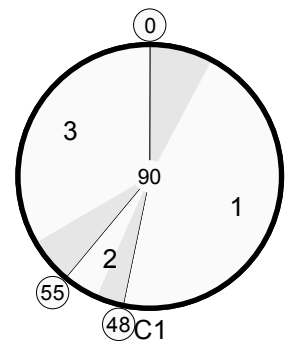
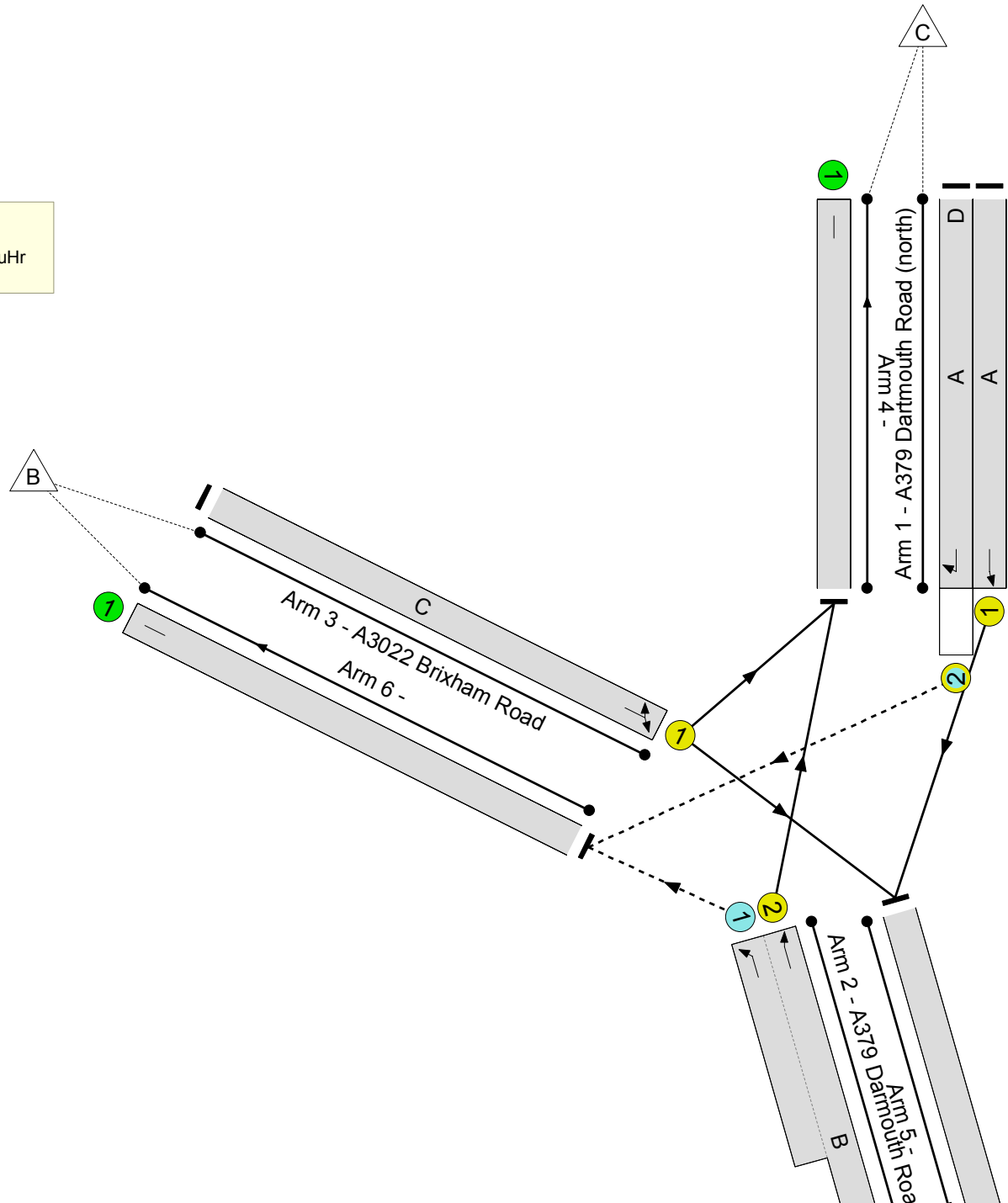
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

 **Windy Corner Junction**
PRC: -8.9 %
Total Traffic Delay: 35.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	98.0%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	98.0%
1/1	A379 Dartmouth Road Ahead	U	N/A	N/A	A		1	50	-	646	1925	1091	59.2%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	50	4	57	1649	146	39.2%
2/2+2/1	A379 Dartmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	41	-	1572	1965:1974	616+988	98.0 : 98.0%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	30	-	620	1842	634	97.7%
4/1		U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1238	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%

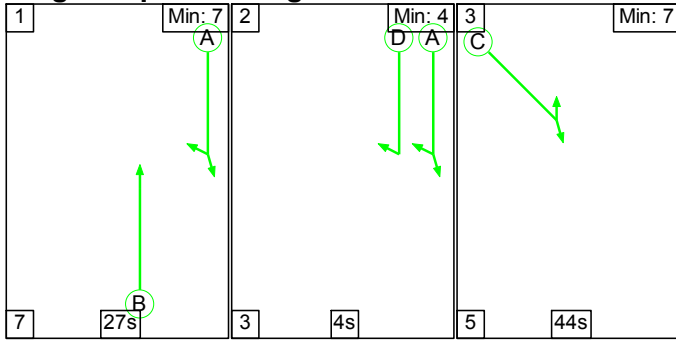
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Existing Junction	-	-	606	419	0	10.7	23.8	0.5	35.0	-	-	-	-
Windy Corner Junction	-	-	606	419	0	10.7	23.8	0.5	35.0	-	-	-	-
1/1	646	646	-	-	-	2.3	0.7	-	3.0	16.8	10.4	0.7	11.1
1/2	57	57	57	0	0	0.1	0.3	0.5	0.9	59.7	0.6	0.3	1.0
2/2+2/1	1572	1572	549	419	0	3.3	13.4	-	16.7	38.3	19.6	13.4	33.0
3/1	620	620	-	-	-	5.0	9.3	-	14.4	83.4	15.2	9.3	24.5
4/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1238	1238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -8.9 Total Delay for Signalled Lanes (pcuHr): 35.03 Cycle Time (s): 90 PRC Over All Lanes (%): -8.9 Total Delay Over All Lanes(pcuHr): 35.03													

Full Input Data And Results

Scenario 16: 'TA 2024 PM' (FG22: 'TA 2024 PM', Plan 1: 'Network Control Plan 1')

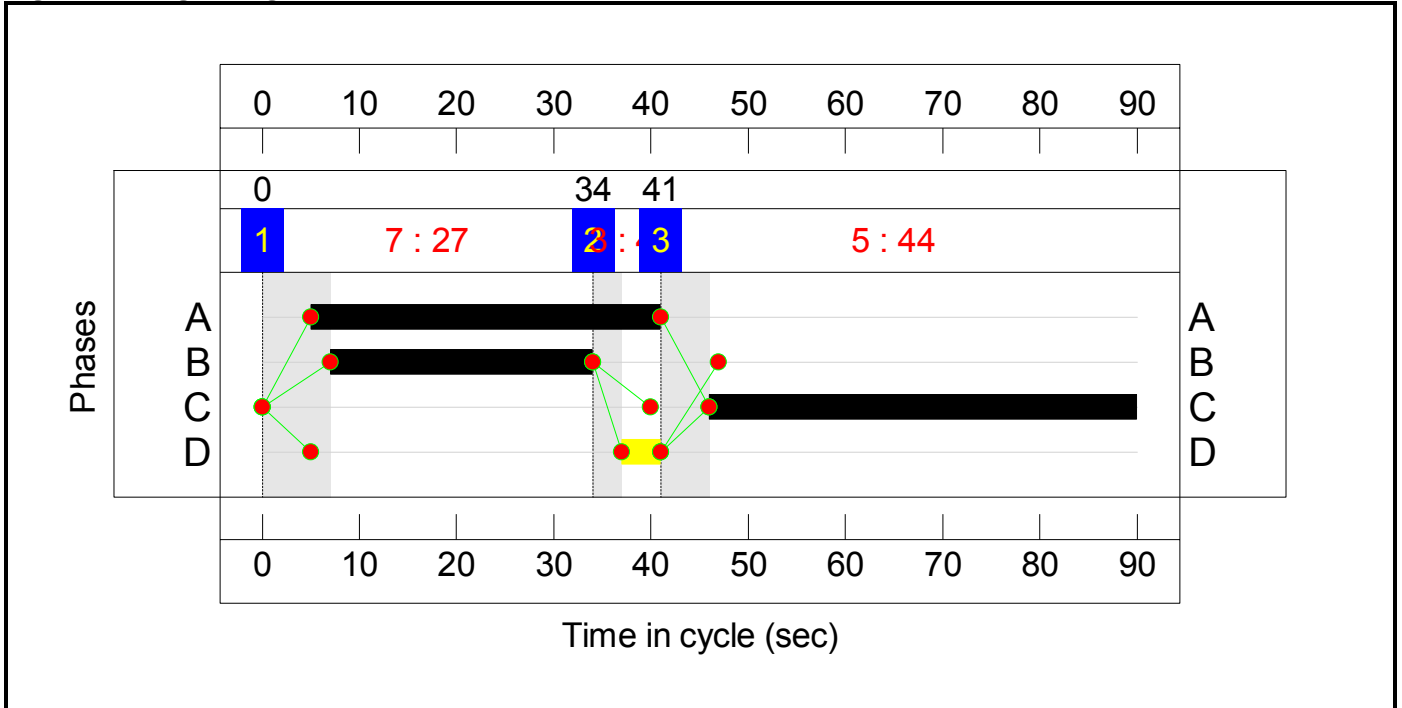
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	27	4	44
Change Point	0	34	41

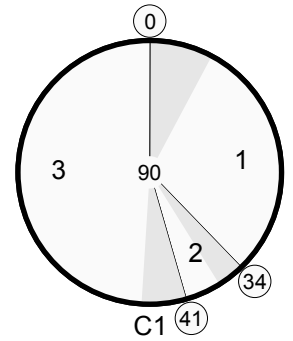
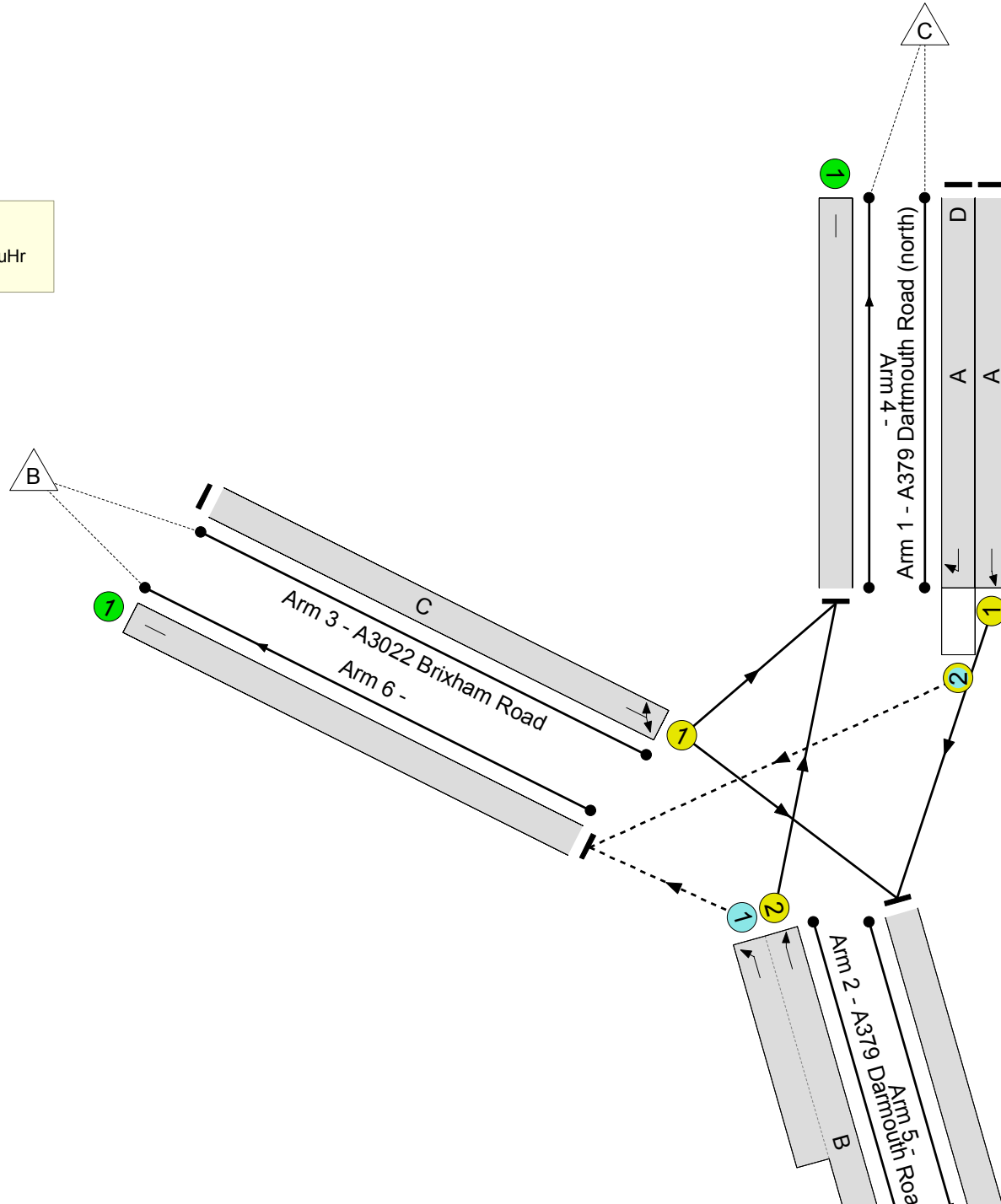
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Windy Corner Junction
 PRC: -11.8 %
 Total Traffic Delay: 47.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	36	-	565	1925	791	71.4%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	36	4	45	1649	161	27.9%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	27	-	1260	1965:1974	500+771	99.1 : 99.1%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	44	-	926	1841	921	100.6%
4/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1445	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%

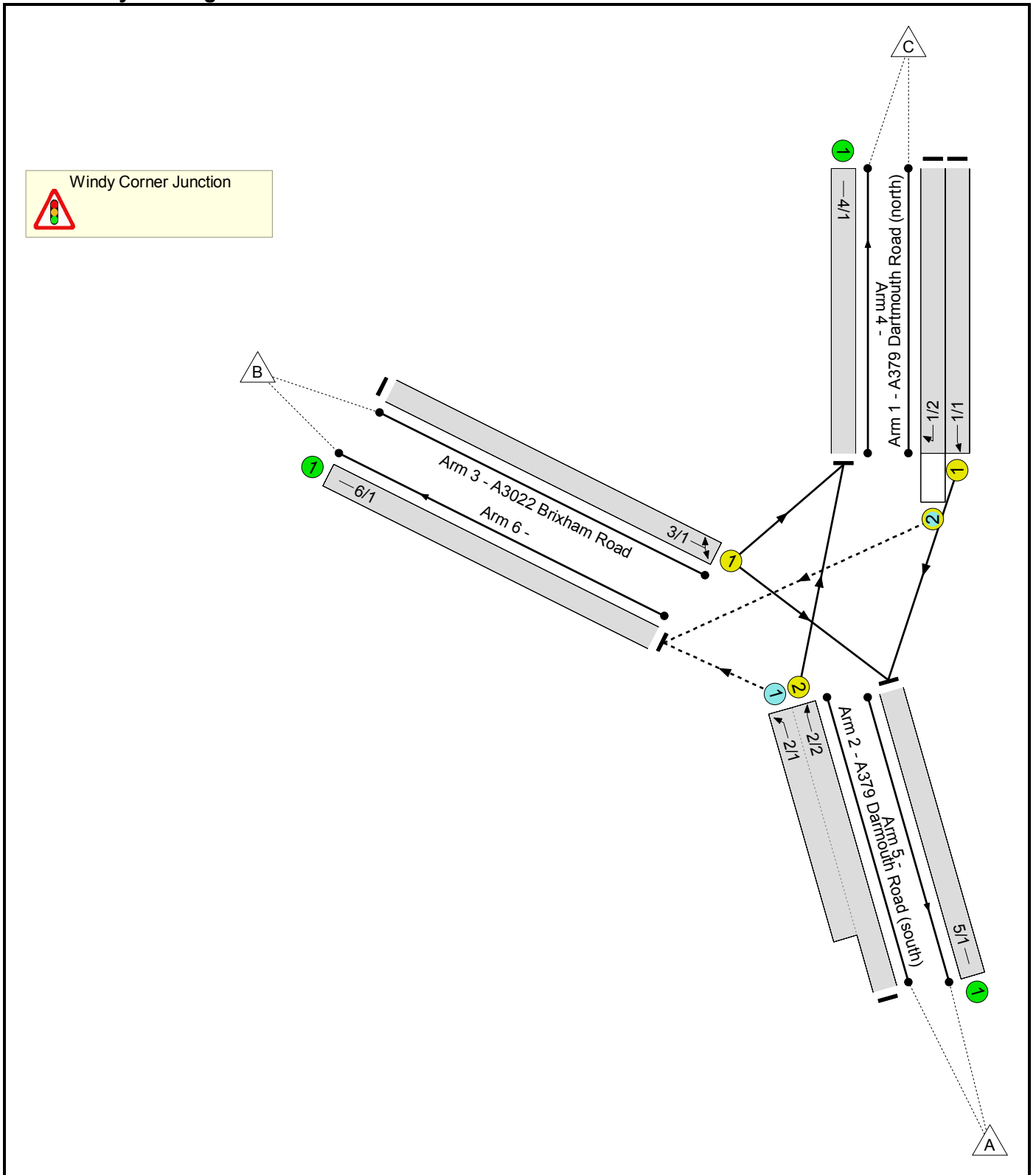
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Existing Junction	-	-	359	450	0	13.8	33.3	0.2	47.3	-	-	-	-
Windy Corner Junction	-	-	359	450	0	13.8	33.3	0.2	47.3	-	-	-	-
1/1	565	565	-	-	-	3.5	1.2	-	4.7	30.0	11.8	1.2	13.0
1/2	45	45	45	0	0	0.2	0.2	0.2	0.6	50.5	0.7	0.2	0.9
2/2+2/1	1260	1260	314	450	0	4.0	15.2	-	19.2	54.9	15.3	15.2	30.5
3/1	926	921	-	-	-	6.1	16.7	-	22.7	88.4	23.3	16.7	39.9
4/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1440	1440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -11.8 Total Delay for Signalled Lanes (pcuHr): 47.28 Cycle Time (s): 90</p> <p> PRC Over All Lanes (%): -11.8 Total Delay Over All Lanes(pcuHr): 47.28</p>													

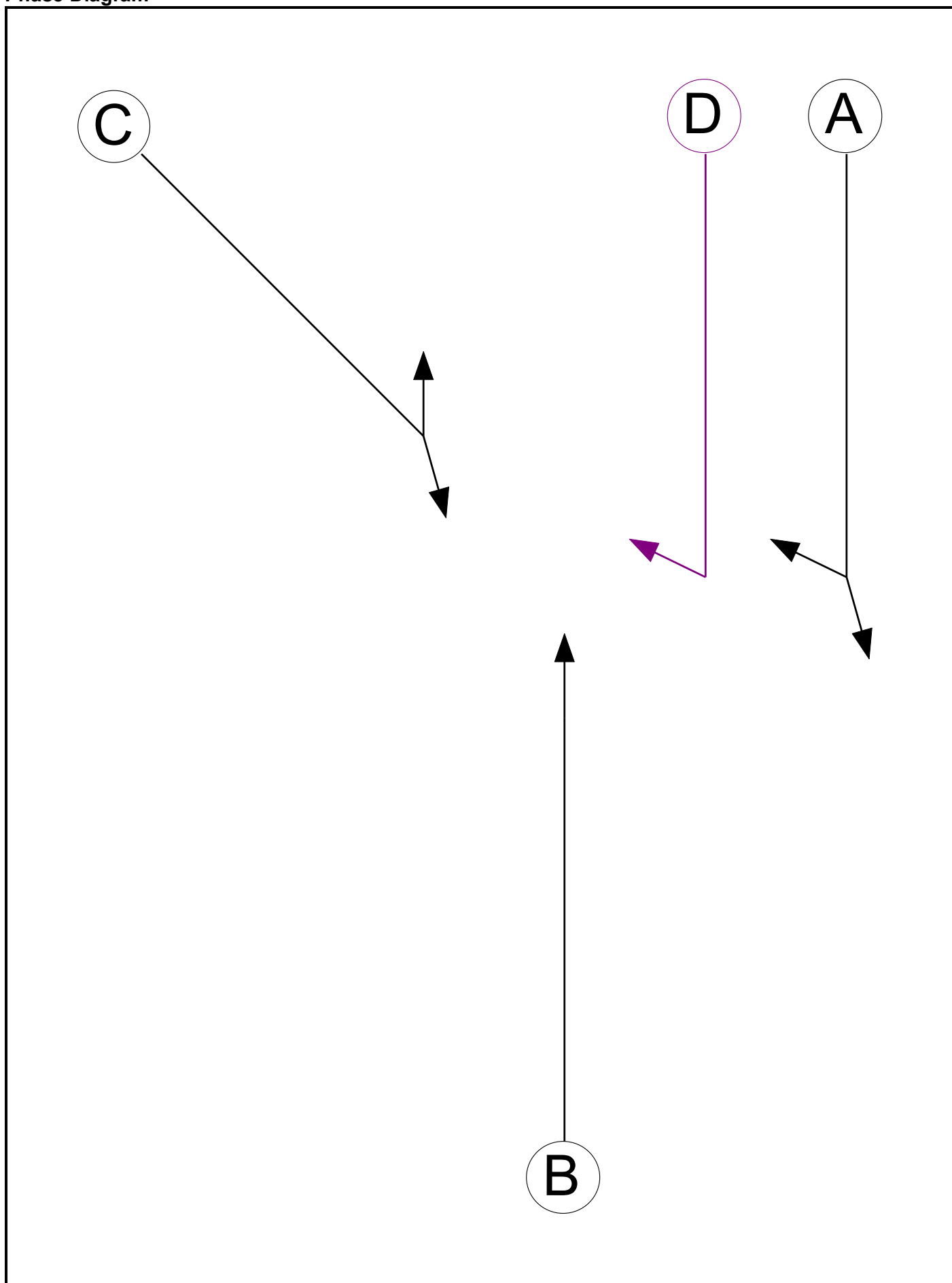
Full Input Data And Results**User and Project Details**

Project:	Inglewood
Title:	Windy Corner Junction - with Torbay Council Proposed Highway Works
Location:	
File name:	Windy Corner Existing Copy (modelled with Torbay proposed highway works 0734-033A).lsg3x
Author:	FF
Company:	Key Transport Consultants
Address:	26 Berkeley Square, Bristol, BS8 1HP
Notes:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	A	4	4

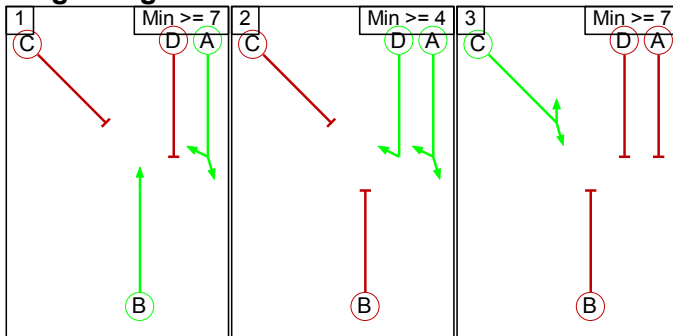
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A	-	5	-	-
	B	-	-	6	3
	C	5	7	-	5
	D	-	6	5	-

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	1	1

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	-	3	6
	2	6	-	5
	3	7	5	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Windy Corner Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (A379 Dartmouth Road (north))	6/1 (Right)	1439	0	2/1 2/2	1.09 1.09	All All	3.00	-	0.50	3	2.00
2/1 (A379 Darmouth Road (south))	6/1 (Left)	1940	0	1/2	1.09	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Windy Corner Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A379 Dartmouth Road (north))	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
1/2 (A379 Dartmouth Road (north))	O	A D	2	3	10.4	Geom	-	3.00	0.00	Y	Arm 6 Right	9.30
2/1 (A379 Dartmouth Road (south))	O		2	3	37.0	Geom	-	4.20	0.00	Y	Arm 6 Left	48.20
2/2 (A379 Dartmouth Road (south))	U	B	2	3	60.0	Geom	-	3.58	0.00	Y	Arm 4 Ahead	Inf
3/1 (A3022 Brixham Road)	U	C	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Left Arm 5 Right	8.90 22.10
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	11.8	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 Base AM'	08:00	09:00	01:00	
2: '2017 Base PM'	17:00	18:00	01:00	
17: 'TA 2019 AM'	08:00	09:00	01:00	F1+F13
18: 'TA 2019 PM'	17:00	18:00	01:00	F2+F14
21: 'TA 2024 AM'	08:00	09:00	01:00	F1+F15
22: 'TA 2024 PM'	17:00	18:00	01:00	F2+F16
23: 'TA 2024 + Dev AM'	08:00	09:00	01:00	F21+F3
24: 'TA 2024 + Dev PM'	17:00	18:00	01:00	F22+F4

Full Input Data And Results

Scenario 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
A	0	756	604	1360	
B	505	0	27	532	
C	646	56	0	702	
Tot.	1151	812	631	2594	

Traffic Lane Flows

Lane	Scenario 1: 2017 Base AM
Junction: Windy Corner Junction	
1/1	646
1/2	56
2/1 (short)	756
2/2 (with short)	1360(In) 604(Out)
3/1	532
4/1	631
5/1	1151
6/1	812

Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649
2/1 (A379 Darmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974
2/2 (A379 Darmouth Road (south))	3.58	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1973	1973
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left Arm 5 Right	8.90 22.10	5.1 % 94.9 %	1841	1841
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
A	0	590	496	1086	
B	709	0	44	753	
C	565	43	0	608	
Tot.	1274	633	540	2447	

Traffic Lane Flows

Lane	Scenario 2: 2017 Base PM
Junction: Windy Corner Junction	
1/1	565
1/2	43
2/1 (short)	590
2/2 (with short)	1086(In) 496(Out)
3/1	753
4/1	540
5/1	1274
6/1	633

Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649
2/1 (A379 Dartmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974
2/2 (A379 Dartmouth Road (south))	3.58	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1973	1973
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left	8.90	5.8 %	1839	1839
				Arm 5 Right	22.10	94.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: 'TA 2019 AM' (FG17: 'TA 2019 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
A	0	929	604	1533	
B	562	0	28	590	
C	646	56	0	702	
Tot.	1208	985	632	2825	

Traffic Lane Flows

Lane	Scenario 11: TA 2019 AM
Junction: Windy Corner Junction	
1/1	646
1/2	56
2/1 (short)	929
2/2 (with short)	1533(In) 604(Out)
3/1	590
4/1	632
5/1	1208
6/1	985

Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649
2/1 (A379 Dartmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974
2/2 (A379 Dartmouth Road (south))	3.58	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1973	1973
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left	8.90	4.7 %	1841	1841
				Arm 5 Right	22.10	95.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: 'TA 2019 PM' (FG18: 'TA 2019 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
A	0	707	496	1203	
B	840	0	46	886	
C	565	45	0	610	
Tot.	1405	752	542	2699	

Traffic Lane Flows

Lane	Scenario 12: TA 2019 PM
Junction: Windy Corner Junction	
1/1	565
1/2	45
2/1 (short)	707
2/2 (with short)	1203(In) 496(Out)
3/1	886
4/1	542
5/1	1405
6/1	752

Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649
2/1 (A379 Dartmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974
2/2 (A379 Dartmouth Road (south))	3.58	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1973	1973
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left	8.90	5.2 %	1840	1840
				Arm 5 Right	22.10	94.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 15: 'TA 2024 AM' (FG21: 'TA 2024 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
A	0	968	604	1572	
B	592	0	28	620	
C	646	57	0	703	
Tot.	1238	1025	632	2895	

Traffic Lane Flows

Lane	Scenario 15: TA 2024 AM
Junction: Windy Corner Junction	
1/1	646
1/2	57
2/1 (short)	968
2/2 (with short)	1572(In) 604(Out)
3/1	620
4/1	632
5/1	1238
6/1	1025

Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649
2/1 (A379 Dartmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974
2/2 (A379 Dartmouth Road (south))	3.58	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1973	1973
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left	8.90	4.5 %	1842	1842
				Arm 5 Right	22.10	95.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 16: 'TA 2024 PM' (FG22: 'TA 2024 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
A	0	764	496	1260	
B	880	0	46	926	
C	565	45	0	610	
Tot.	1445	809	542	2796	

Traffic Lane Flows

Lane	Scenario 16: TA 2024 PM
Junction: Windy Corner Junction	
1/1	565
1/2	45
2/1 (short)	764
2/2 (with short)	1260(In) 496(Out)
3/1	926
4/1	542
5/1	1445
6/1	809

Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649
2/1 (A379 Dartmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974
2/2 (A379 Dartmouth Road (south))	3.58	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1973	1973
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left	8.90	5.0 %	1841	1841
				Arm 5 Right	22.10	95.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 17: 'TA 2024 + Dev AM' (FG23: 'TA 2024 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
A	0	990	604	1594	
B	623	0	33	656	
C	646	61	0	707	
Tot.	1269	1051	637	2957	

Traffic Lane Flows

Lane	Scenario 17: TA 2024 + Dev AM
Junction: Windy Corner Junction	
1/1	646
1/2	61
2/1 (short)	990
2/2 (with short)	1594(In) 604(Out)
3/1	656
4/1	637
5/1	1269
6/1	1051

Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649
2/1 (A379 Darmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974
2/2 (A379 Darmouth Road (south))	3.58	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1973	1973
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left Arm 5 Right	8.90 22.10	5.0 % 95.0 %	1841	1841
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 18: 'TA 2024 + Dev PM' (FG24: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
A	0	792	496	1288	
B	898	0	49	947	
C	565	50	0	615	
Tot.	1463	842	545	2850	

Traffic Lane Flows

Lane	Scenario 18: TA 2024 + Dev PM
Junction: Windy Corner Junction	
1/1	565
1/2	50
2/1 (short)	792
2/2 (with short)	1288(In) 496(Out)
3/1	947
4/1	545
5/1	1463
6/1	842

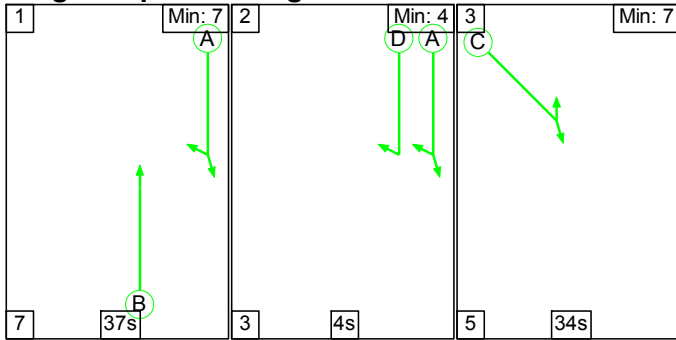
Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	3.10	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1925	1925
1/2 (A379 Dartmouth Road (north))	3.00	0.00	Y	Arm 6 Right	9.30	100.0 %	1649	1649
2/1 (A379 Darmouth Road (south))	4.20	0.00	Y	Arm 6 Left	48.20	100.0 %	1974	1974
2/2 (A379 Darmouth Road (south))	3.58	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1973	1973
3/1 (A3022 Brixham Road)	3.60	0.00	Y	Arm 4 Left Arm 5 Right	8.90 22.10	5.2 % 94.8 %	1840	1840
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

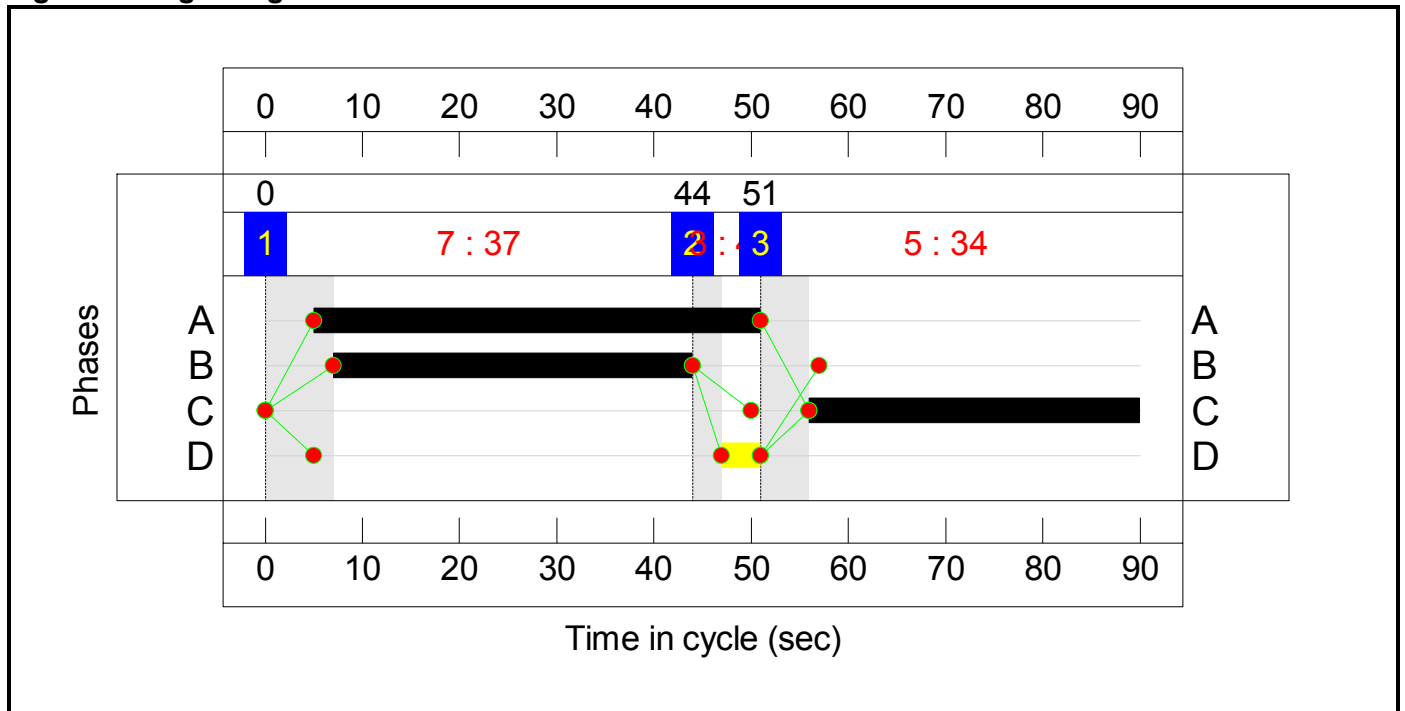
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	37	4	34
Change Point	0	44	51

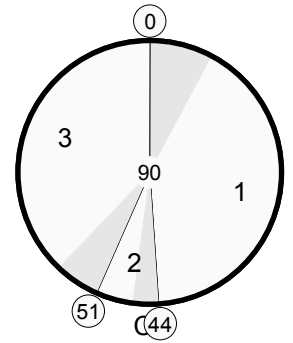
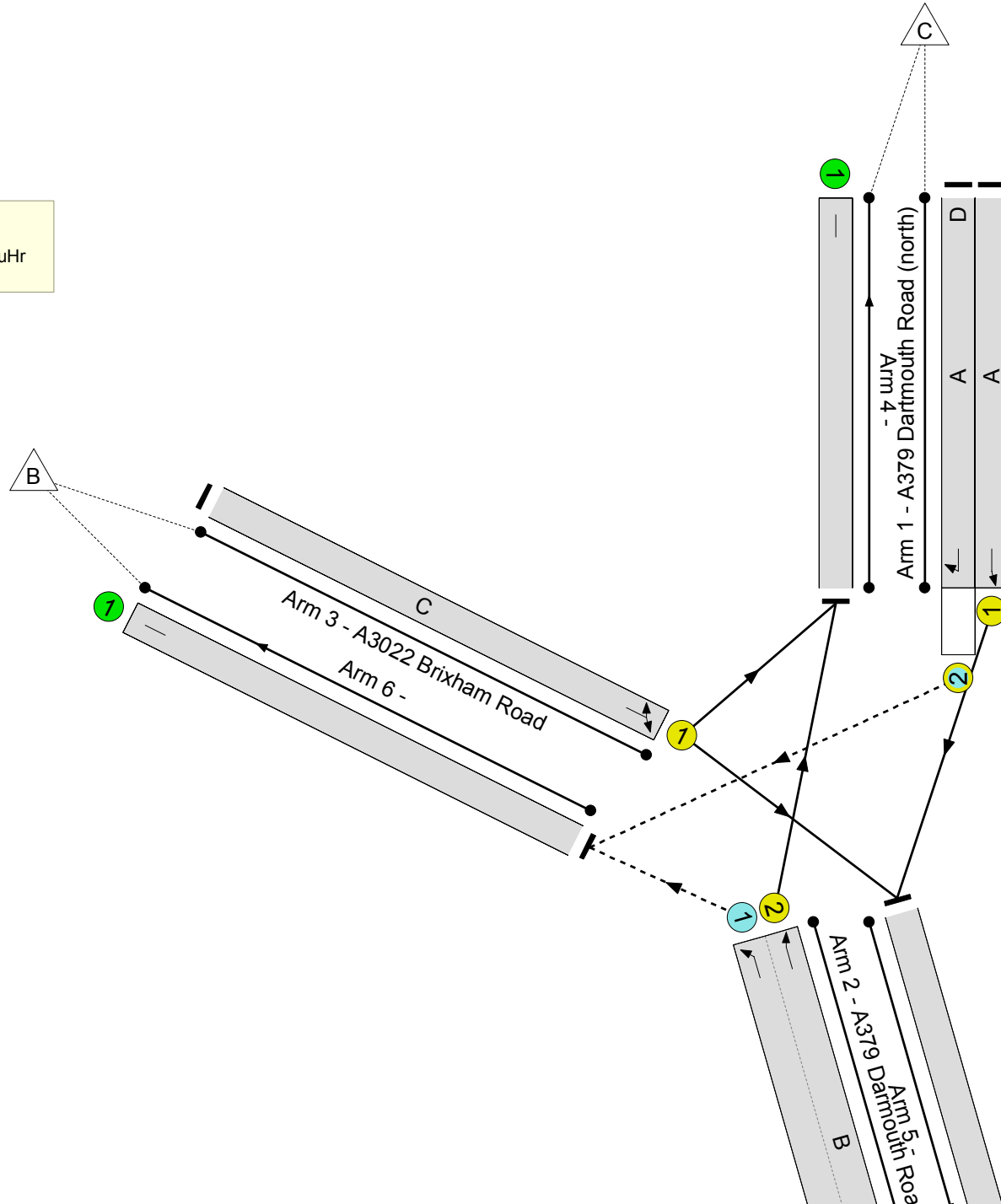
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Windy Corner Junction
 PRC: 21.1 %
 Total Traffic Delay: 14.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	N/A	-	-		-	-	-	-	-	-	74.3%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.3%
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	46	-	646	1925	1005	64.3%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	46	4	56	1649	161	34.8%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	37	-	1360	1973:1974	833+1097	72.5 : 68.9%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	34	-	532	1841	716	74.3%
4/1		U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1151	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	812	Inf	Inf	0.0%

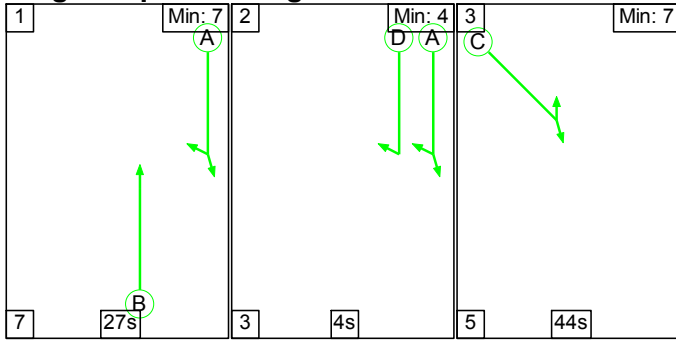
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	451	361	0	10.1	3.8	0.4	14.2	-	-	-	-
Windy Corner Junction	-	-	451	361	0	10.1	3.8	0.4	14.2	-	-	-	-
1/1	646	646	-	-	-	2.8	0.9	-	3.7	20.4	11.5	0.9	12.4
1/2	56	56	56	0	0	0.2	0.3	0.4	0.8	52.5	0.7	0.3	0.9
2/2+2/1	1360	1360	395	361	0	3.6	1.2	-	4.8	12.8	12.4	1.2	13.6
3/1	532	532	-	-	-	3.5	1.4	-	4.9	33.3	11.4	1.4	12.8
4/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1151	1151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 21.1 Total Delay for Signalled Lanes (pcuHr): 14.22 Cycle Time (s): 90</p> <p>PRC Over All Lanes (%): 21.1 Total Delay Over All Lanes(pcuHr): 14.22</p>													

Full Input Data And Results

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

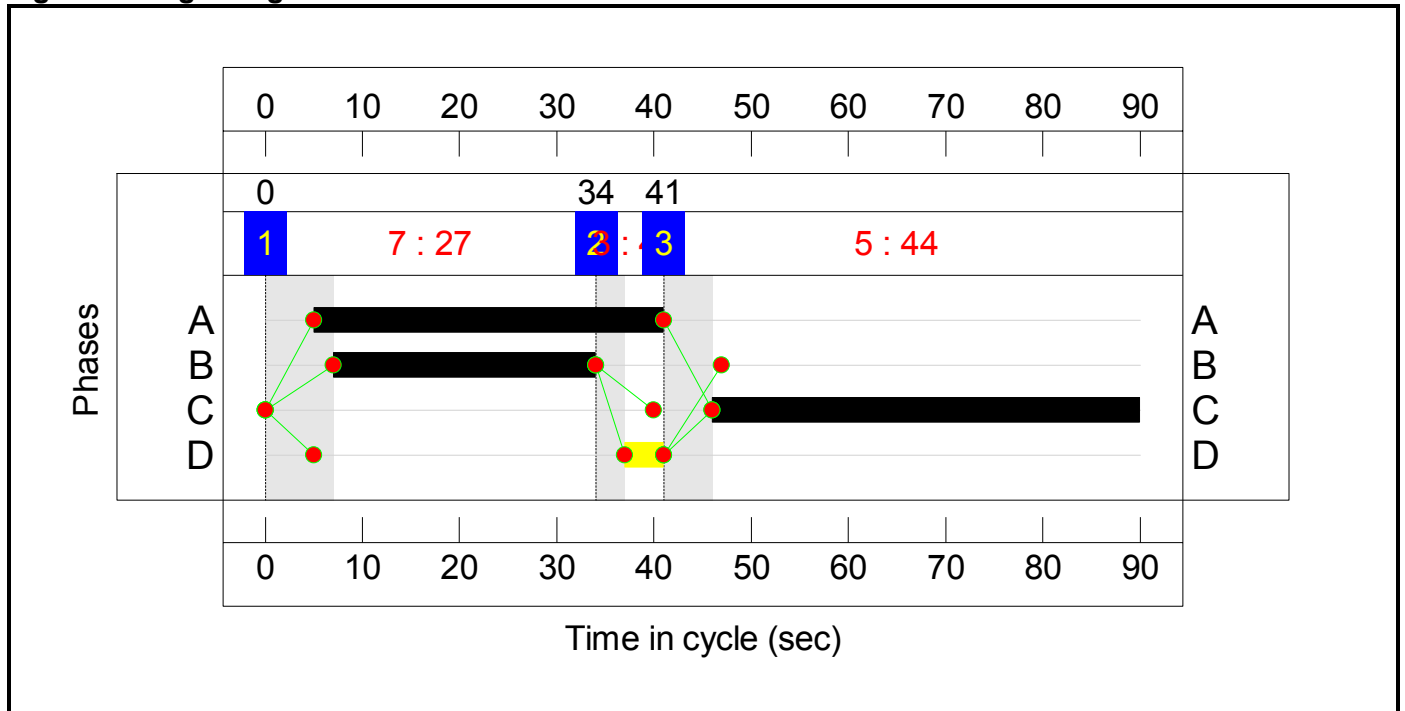
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	27	4	44
Change Point	0	34	41

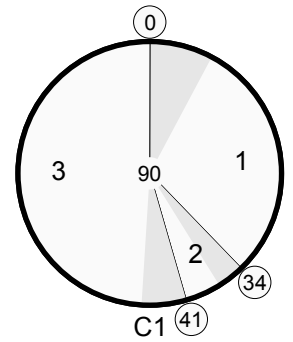
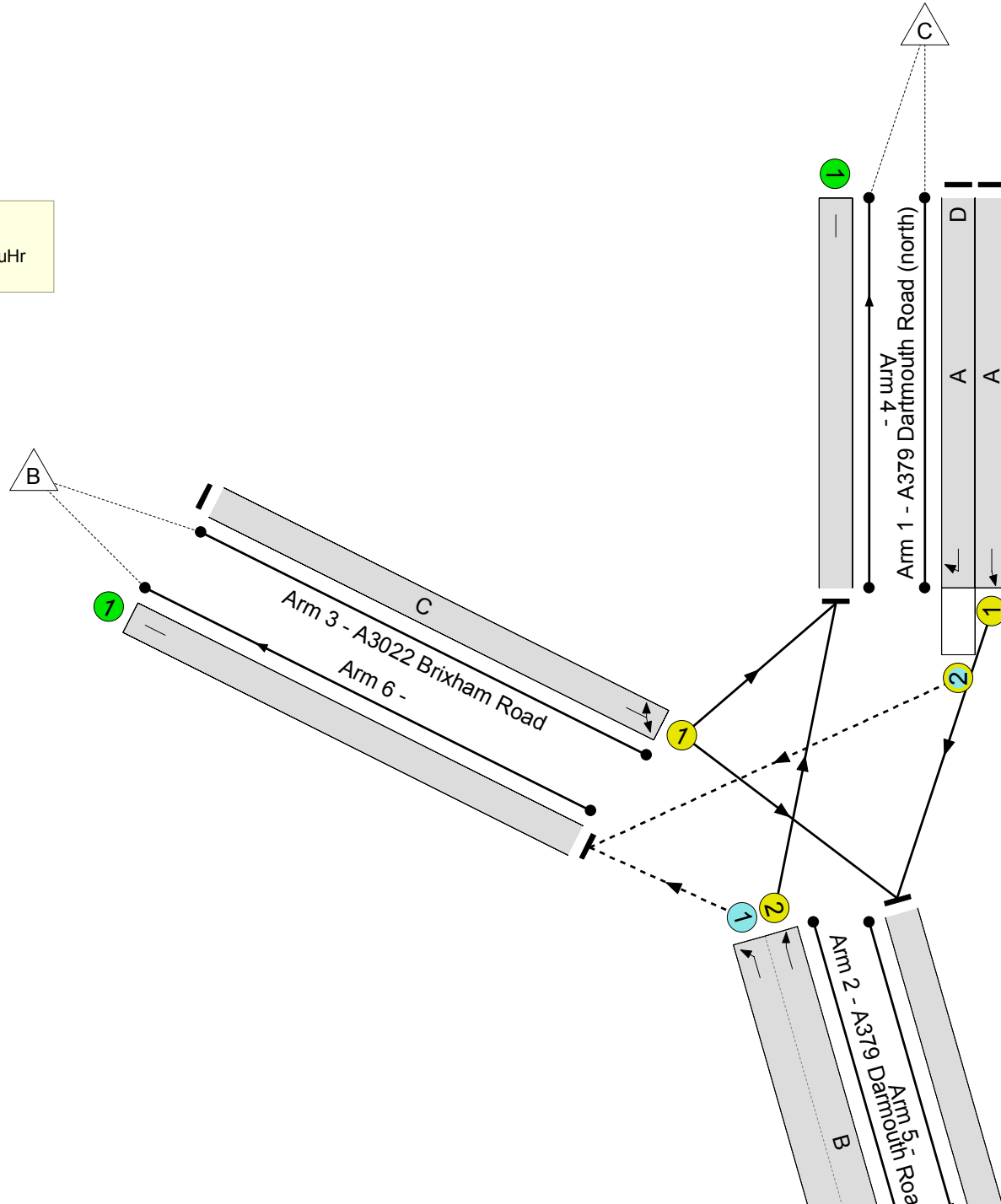
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Windy Corner Junction
 PRC: 9.9 %
 Total Traffic Delay: 16.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	36	-	565	1925	791	71.4%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	36	4	43	1649	193	22.3%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	27	-	1086	1973:1974	614+1049	80.8 : 56.2%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	44	-	753	1839	919	81.9%
4/1		U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1274	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%

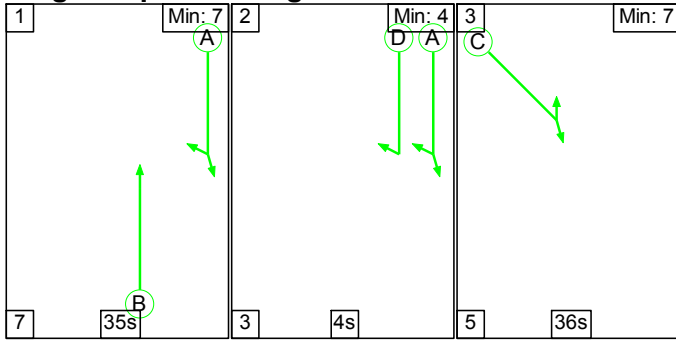
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	286	347	0	11.6	4.5	0.2	16.3	-	-	-	-
Windy Corner Junction	-	-	286	347	0	11.6	4.5	0.2	16.3	-	-	-	-
1/1	565	565	-	-	-	3.5	1.2	-	4.7	30.0	11.8	1.2	13.0
1/2	43	43	43	0	0	0.2	0.1	0.2	0.5	42.0	0.6	0.1	0.8
2/2+2/1	1086	1086	243	347	0	3.9	0.9	-	4.9	16.1	11.3	0.9	12.2
3/1	753	753	-	-	-	4.0	2.2	-	6.2	29.6	15.9	2.2	18.1
4/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1274	1274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		9.9	Total Delay for Signalled Lanes (pcuHr):		16.26	Cycle Time (s): 90				
			PRC Over All Lanes (%):		9.9	Total Delay Over All Lanes(pcuHr):		16.26					

Full Input Data And Results

Scenario 11: 'TA 2019 AM' (FG17: 'TA 2019 AM', Plan 1: 'Network Control Plan 1')

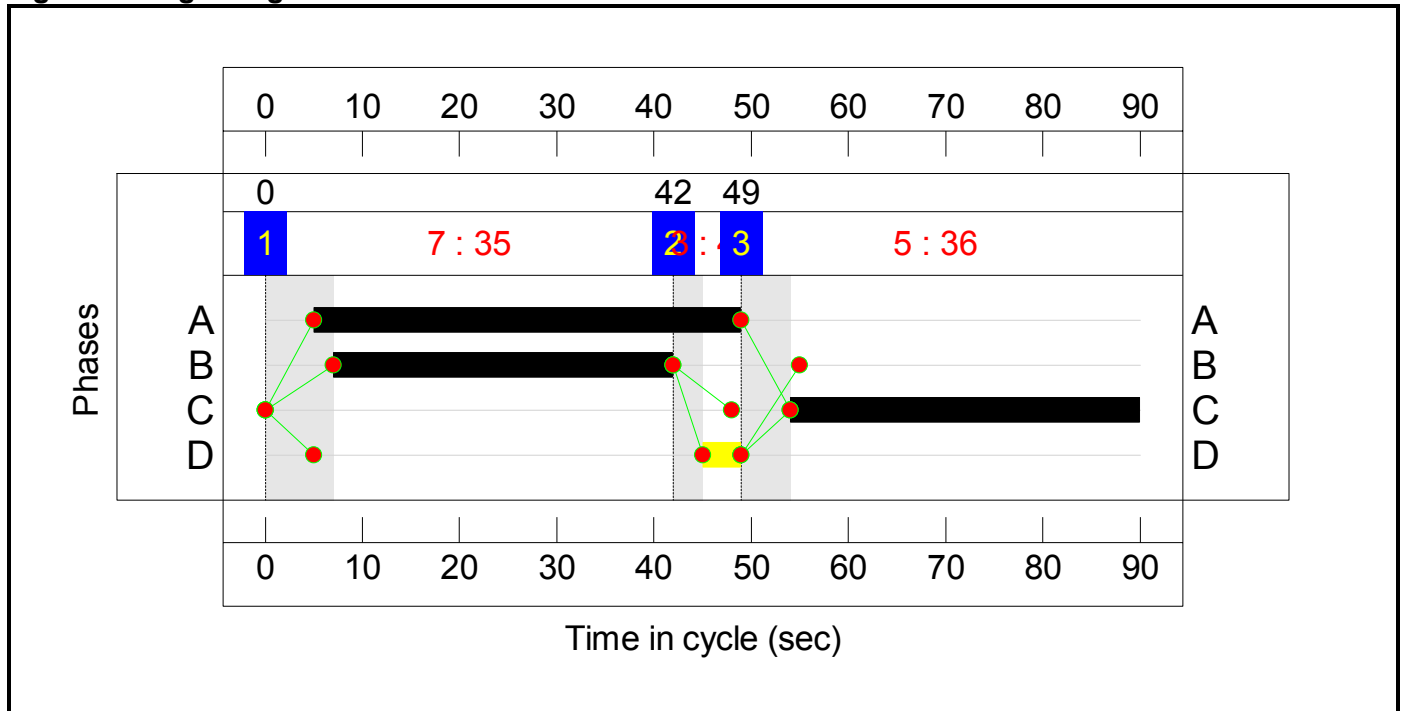
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	35	4	36
Change Point	0	42	49

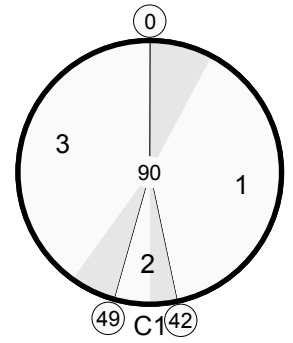
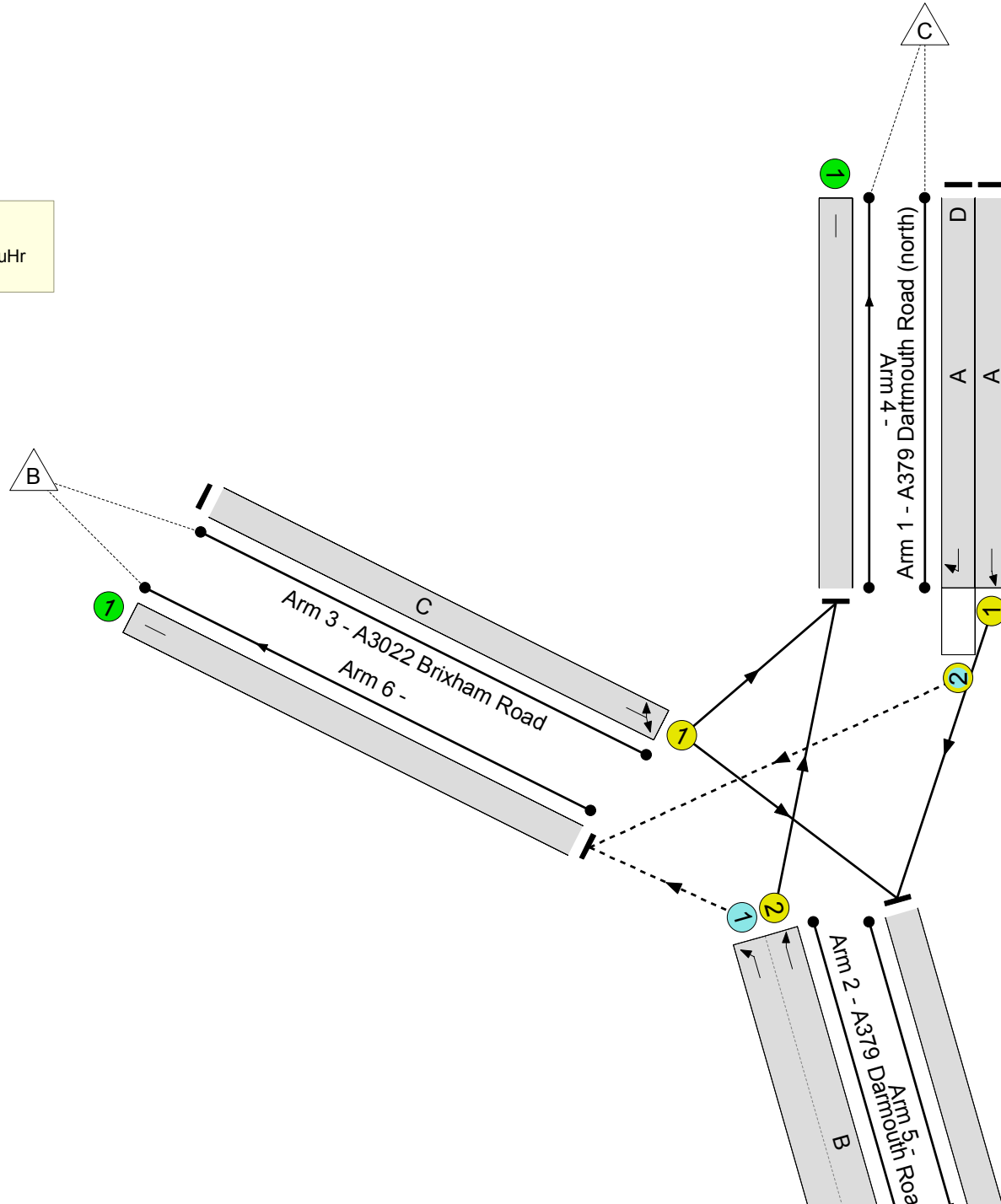
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Windy Corner Junction
 PRC: 15.5 %
 Total Traffic Delay: 16.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	44	-	646	1925	962	67.1%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	44	4	56	1649	148	37.7%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	35	-	1533	1973:1974	778+1196	77.7 : 77.7%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	36	-	590	1841	757	78.0%
4/1		U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1208	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%

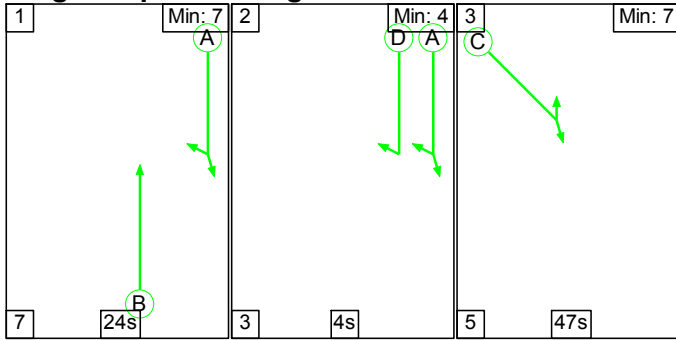
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	521	465	0	10.9	4.8	0.4	16.1	-	-	-	-
Windy Corner Junction	-	-	521	465	0	10.9	4.8	0.4	16.1	-	-	-	-
1/1	646	646	-	-	-	3.0	1.0	-	4.1	22.6	12.0	1.0	13.0
1/2	56	56	56	0	0	0.2	0.3	0.4	0.9	58.2	0.7	0.3	1.0
2/2+2/1	1533	1533	465	465	0	3.9	1.7	-	5.6	13.3	12.9	1.7	14.6
3/1	590	590	-	-	-	3.8	1.7	-	5.5	33.5	12.6	1.7	14.4
4/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1208	1208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		15.5	Total Delay for Signalled Lanes (pcuHr):		16.10	Cycle Time (s): 90				
			PRC Over All Lanes (%):		15.5	Total Delay Over All Lanes(pcuHr):		16.10					

Full Input Data And Results

Scenario 12: 'TA 2019 PM' (FG18: 'TA 2019 PM', Plan 1: 'Network Control Plan 1')

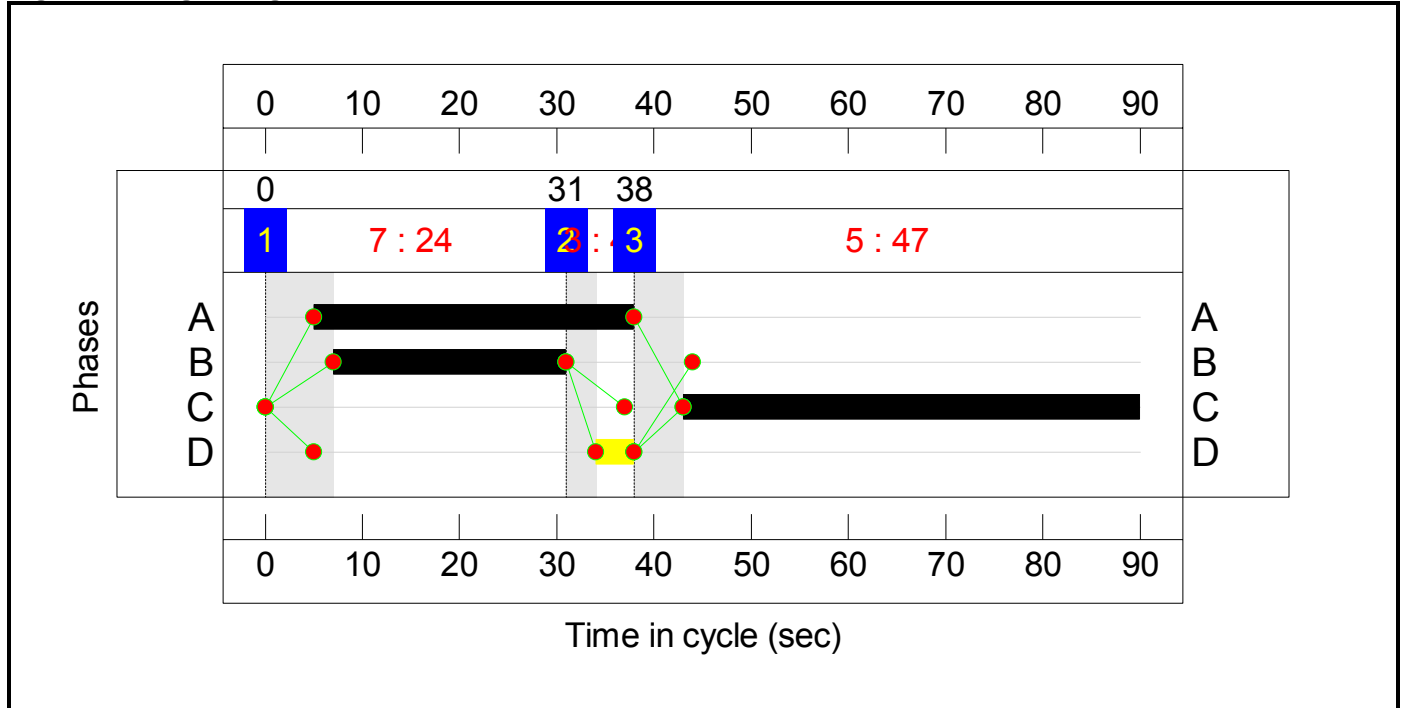
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	24	4	47
Change Point	0	31	38

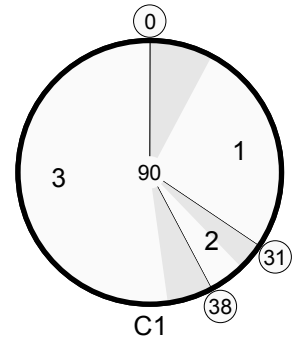
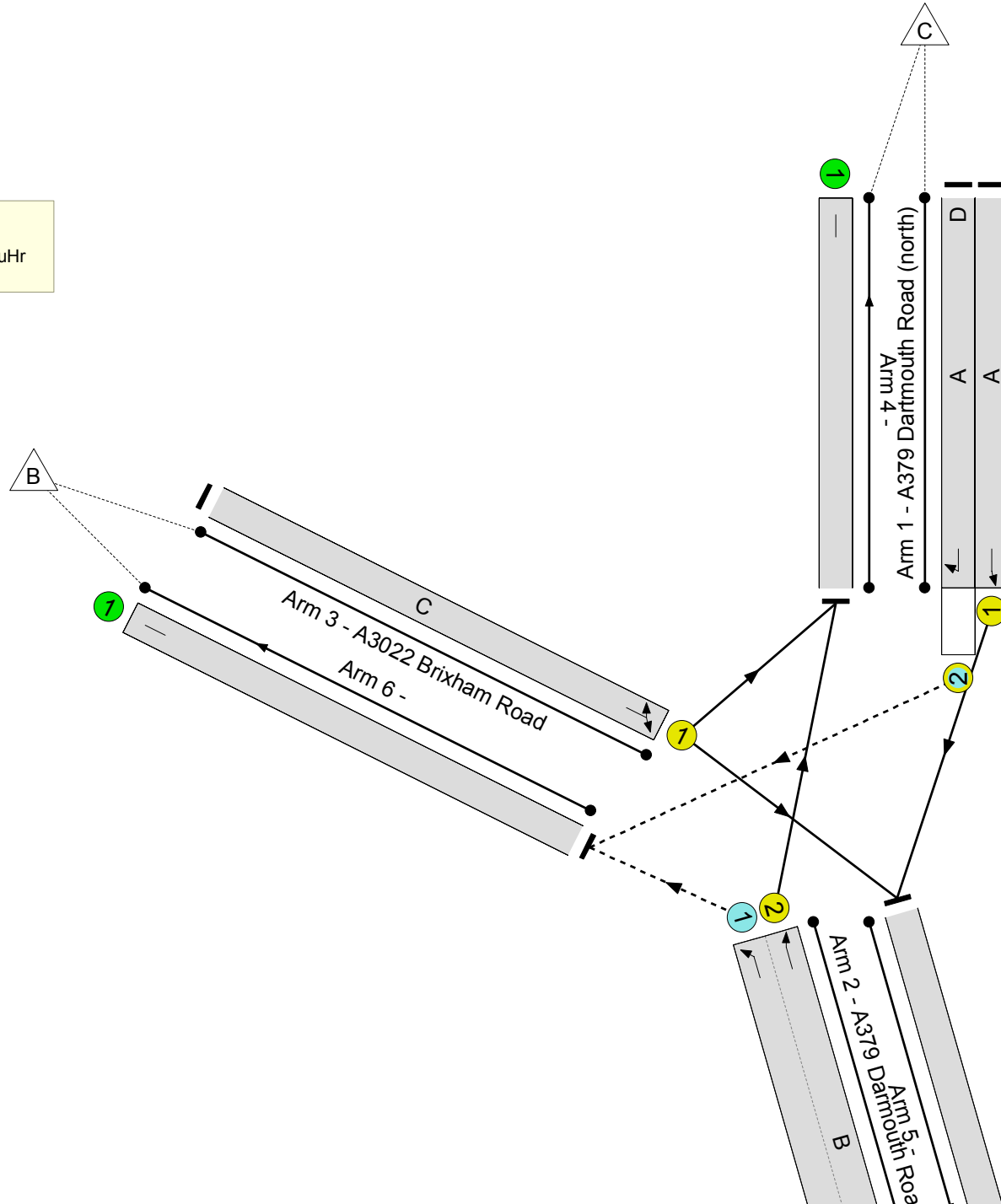
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Windy Corner Junction
 PRC: -0.6 %
 Total Traffic Delay: 20.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	N/A	-	-		-	-	-	-	-	-	90.5%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.5%
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	33	-	565	1925	727	77.7%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	33	4	45	1649	169	26.7%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	24	-	1203	1973:1974	548+1160	90.5 : 61.0%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	47	-	886	1840	981	90.3%
4/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1405	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%

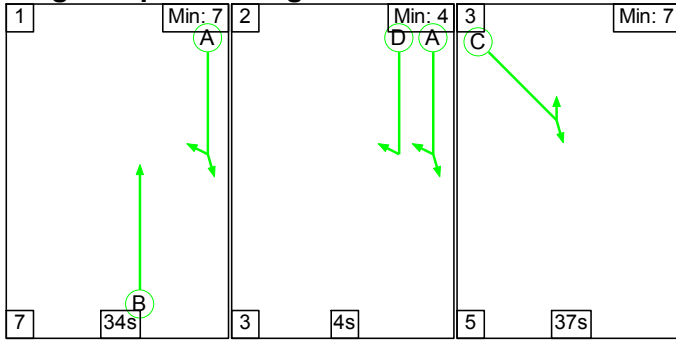
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	312	440	0	13.1	7.3	0.2	20.6	-	-	-	-
Windy Corner Junction	-	-	312	440	0	13.1	7.3	0.2	20.6	-	-	-	-
1/1	565	565	-	-	-	3.9	1.7	-	5.6	35.5	12.4	1.7	14.1
1/2	45	45	45	0	0	0.2	0.2	0.2	0.6	48.9	0.7	0.2	0.9
2/2+2/1	1203	1203	267	440	0	4.3	1.2	-	5.5	16.5	11.8	1.2	13.0
3/1	886	886	-	-	-	4.7	4.3	-	8.9	36.2	19.9	4.3	24.2
4/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1405	1405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-0.6	Total Delay for Signalled Lanes (pcuHr):		20.61	Cycle Time (s): 90				
			PRC Over All Lanes (%):		-0.6	Total Delay Over All Lanes (pcuHr):		20.61					

Full Input Data And Results

Scenario 15: 'TA 2024 AM' (FG21: 'TA 2024 AM', Plan 1: 'Network Control Plan 1')

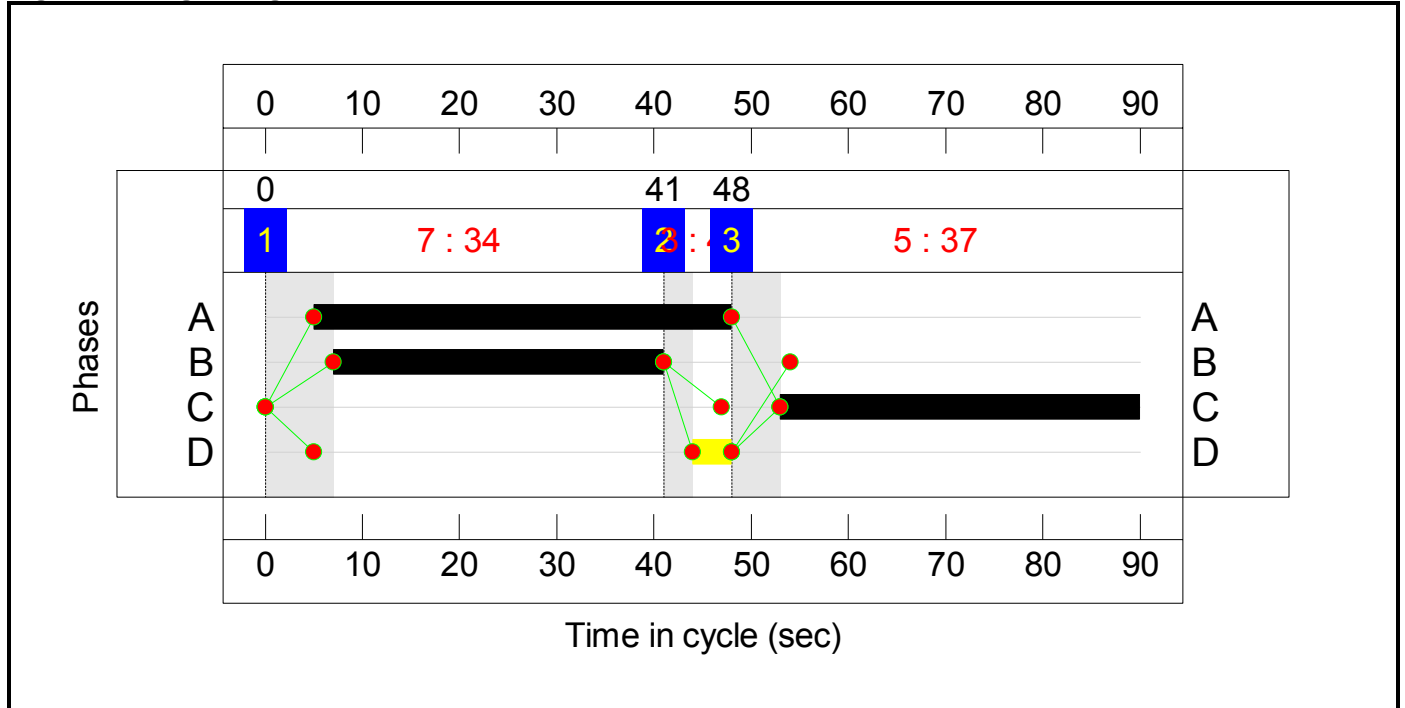
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	34	4	37
Change Point	0	41	48

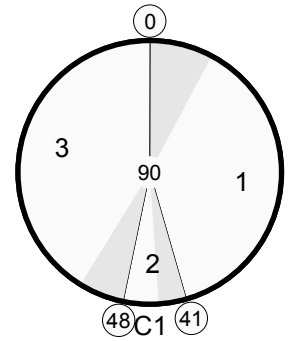
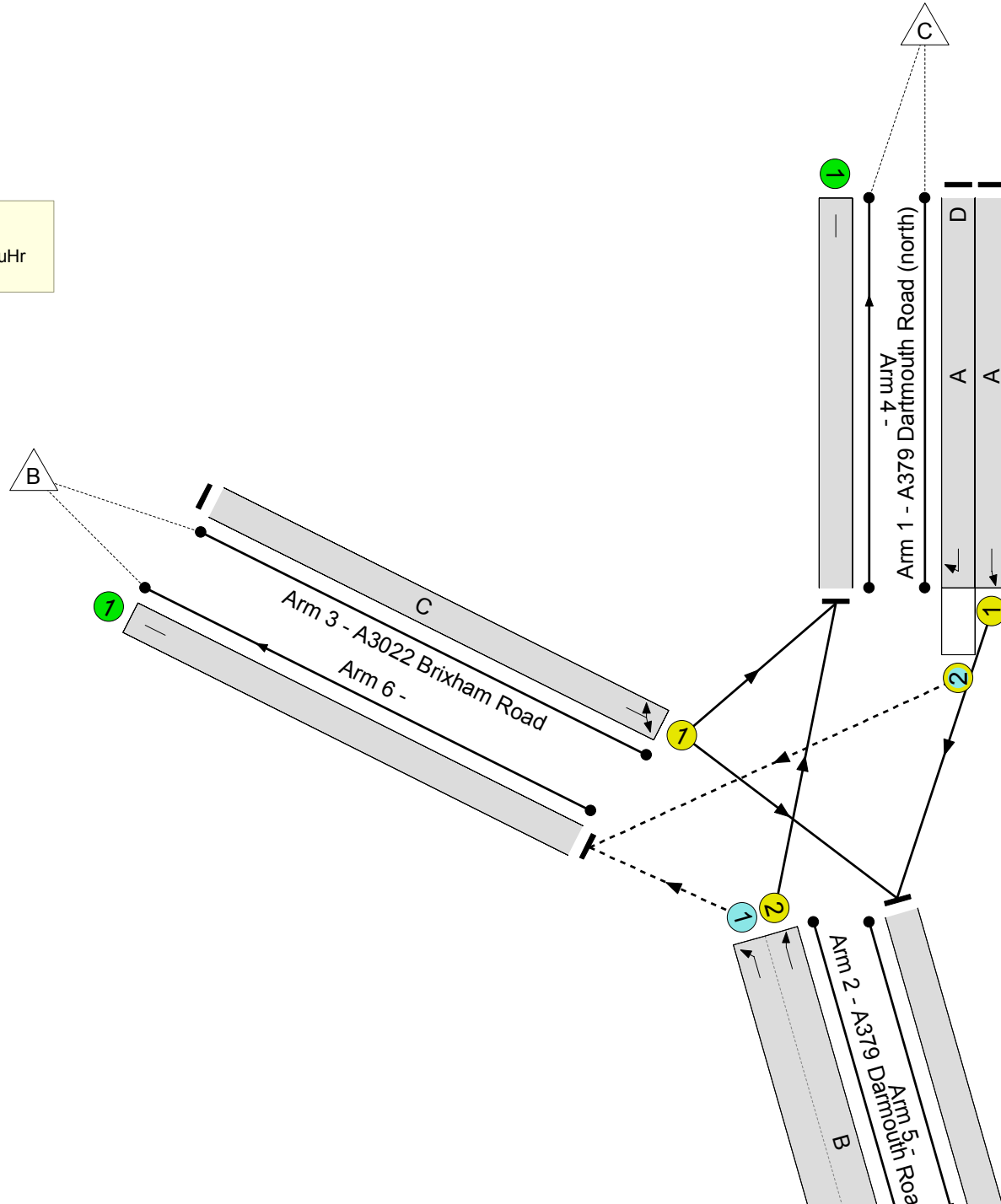
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Windy Corner Junction
 PRC: 12.9 %
 Total Traffic Delay: 17.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	43	-	646	1925	941	68.6%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	43	4	57	1649	146	39.2%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	34	-	1572	1973:1974	758+1215	79.7 : 79.7%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	37	-	620	1842	778	79.7%
4/1		U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1238	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%

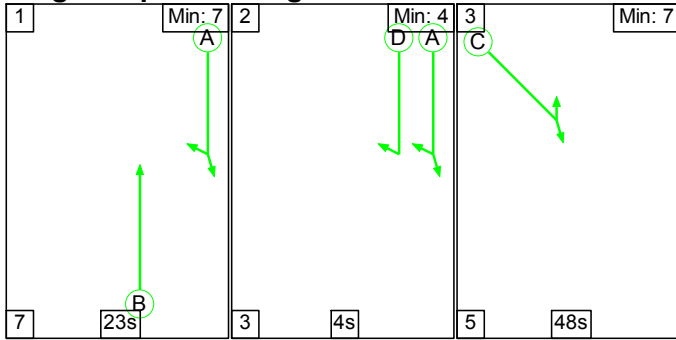
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	530	495	0	11.3	5.3	0.4	17.0	-	-	-	-
Windy Corner Junction	-	-	530	495	0	11.3	5.3	0.4	17.0	-	-	-	-
1/1	646	646	-	-	-	3.2	1.1	-	4.3	23.7	12.4	1.1	13.5
1/2	57	57	57	0	0	0.2	0.3	0.4	1.0	60.2	0.7	0.3	1.1
2/2+2/1	1572	1572	473	495	0	4.1	1.9	-	6.0	13.7	13.3	1.9	15.2
3/1	620	620	-	-	-	3.9	1.9	-	5.8	33.8	13.4	1.9	15.4
4/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1238	1238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		12.9	Total Delay for Signalled Lanes (pcuHr):		17.04	Cycle Time (s): 90				
			PRC Over All Lanes (%):		12.9	Total Delay Over All Lanes (pcuHr):		17.04					

Full Input Data And Results

Scenario 16: 'TA 2024 PM' (FG22: 'TA 2024 PM', Plan 1: 'Network Control Plan 1')

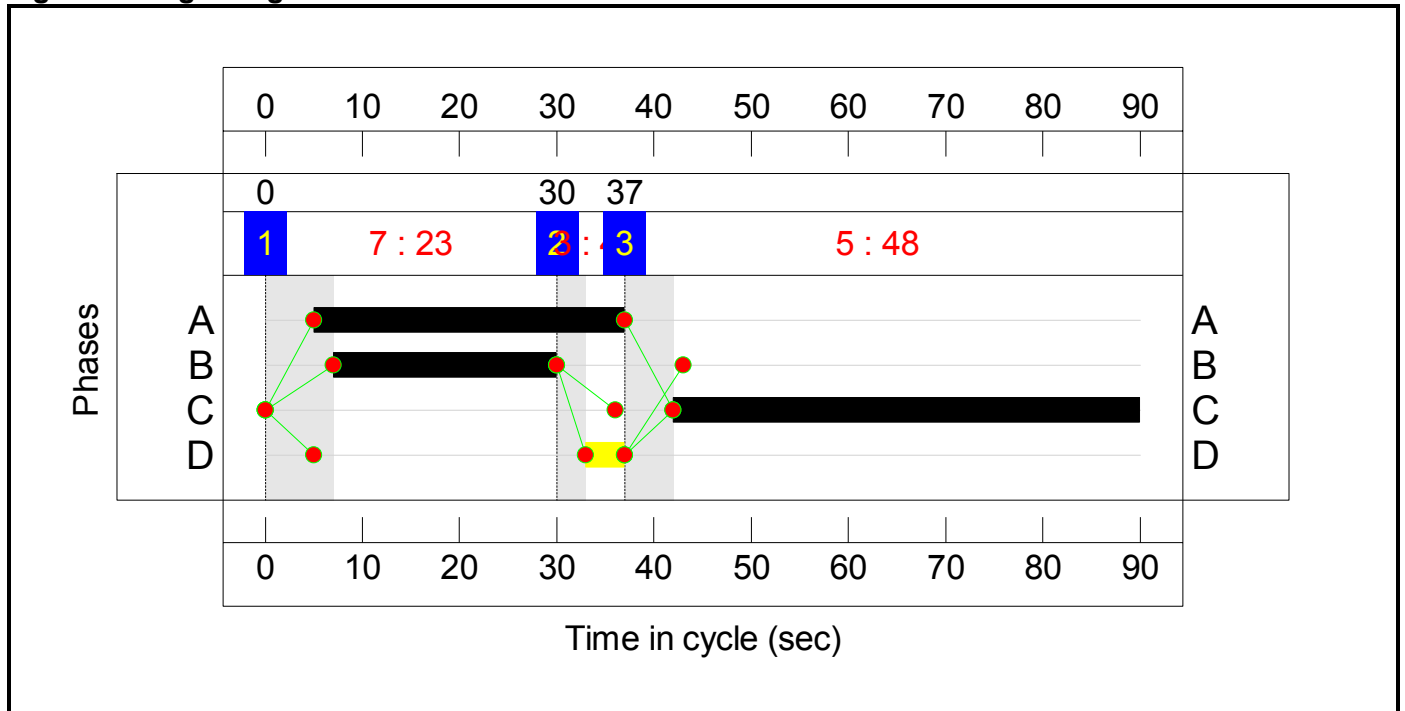
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	23	4	48
Change Point	0	30	37

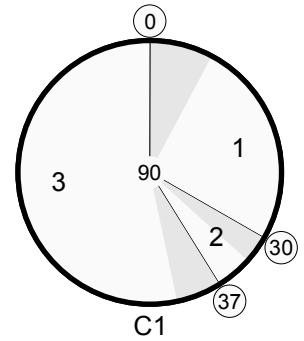
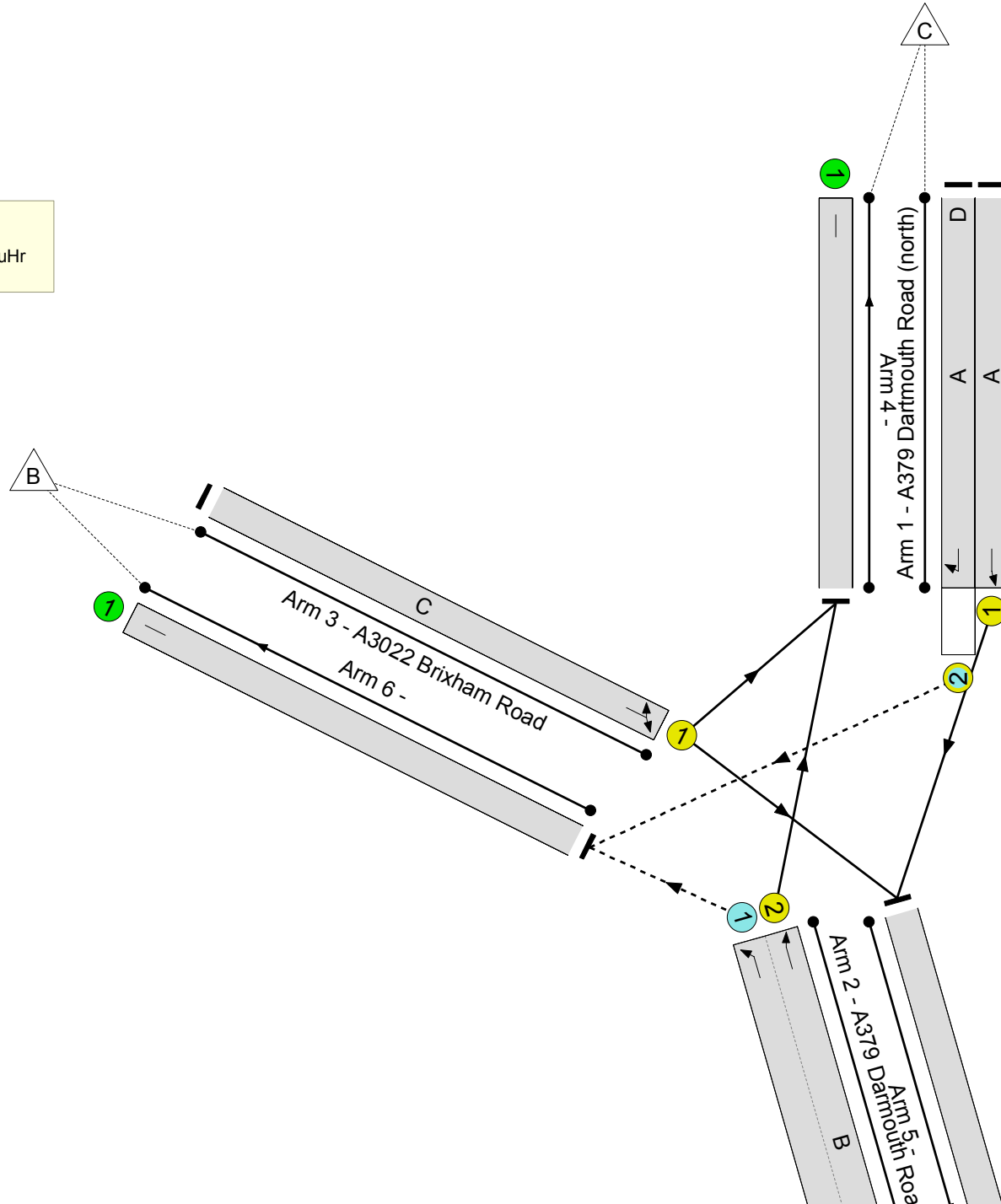
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Windy Corner Junction
 PRC: -4.7 %
 Total Traffic Delay: 22.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	32	-	565	1925	706	80.0%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	32	4	45	1649	161	27.9%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	23	-	1260	1973:1974	526+1197	94.3 : 63.8%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	48	-	926	1841	1002	92.4%
4/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1445	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%

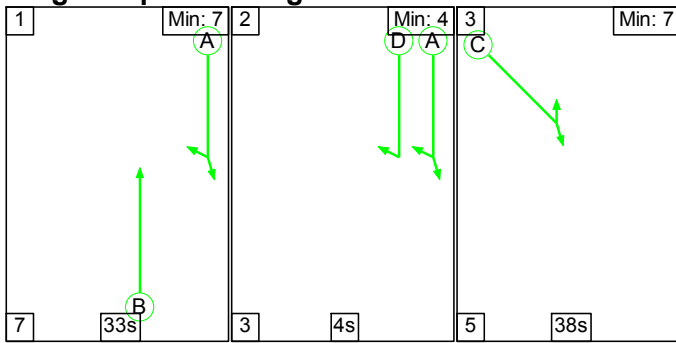
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	325	484	0	13.5	8.8	0.2	22.6	-	-	-	-
Windy Corner Junction	-	-	325	484	0	13.5	8.8	0.2	22.6	-	-	-	-
1/1	565	565	-	-	-	4.0	2.0	-	6.0	38.0	12.6	2.0	14.5
1/2	45	45	45	0	0	0.2	0.2	0.2	0.6	51.1	0.7	0.2	0.9
2/2+2/1	1260	1260	280	484	0	4.5	1.4	-	5.8	16.6	12.1	1.4	13.5
3/1	926	926	-	-	-	4.8	5.3	-	10.2	39.5	21.1	5.3	26.4
4/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1445	1445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-4.7	Total Delay for Signalled Lanes (pcuHr):			22.57	Cycle Time (s): 90				
			PRC Over All Lanes (%):	-4.7	Total Delay Over All Lanes(pcuHr):			22.57					

Full Input Data And Results

Scenario 17: 'TA 2024 + Dev AM' (FG23: 'TA 2024 + Dev AM', Plan 1: 'Network Control Plan 1')

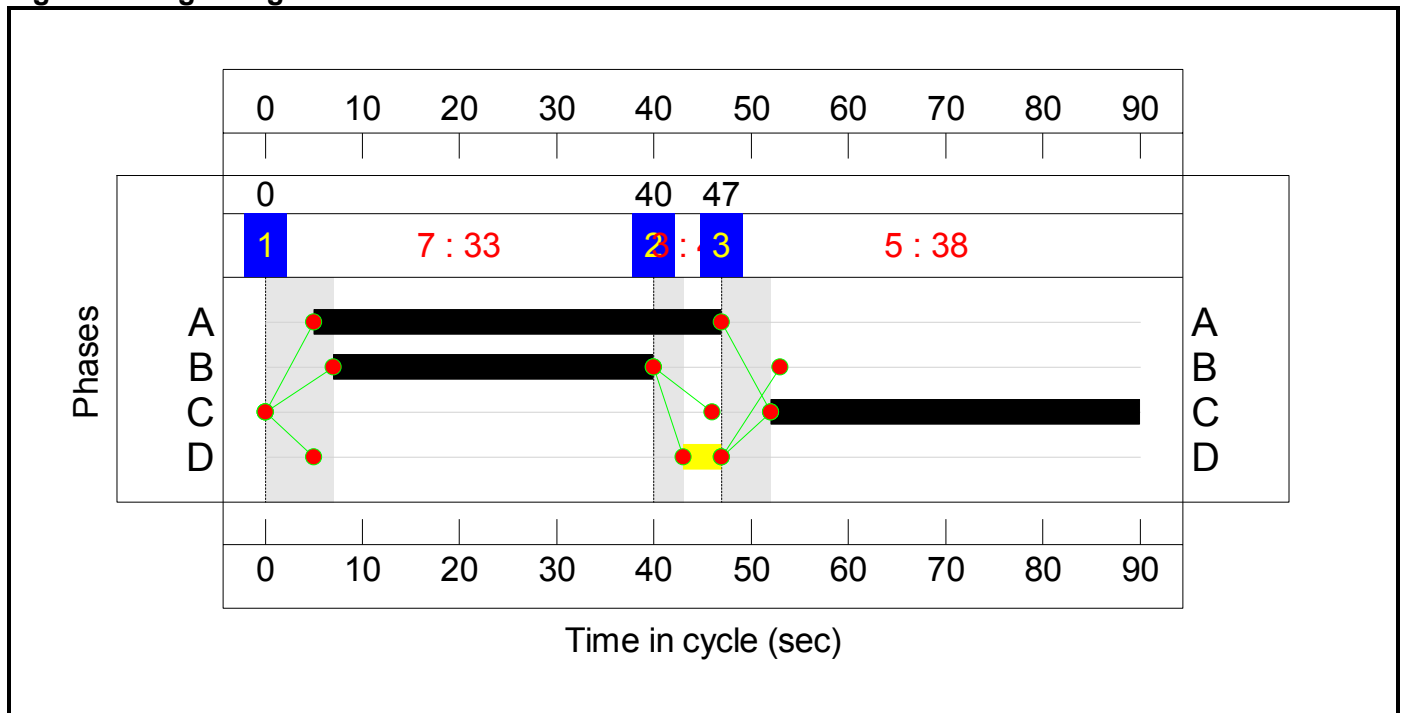
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	33	4	38
Change Point	0	40	47

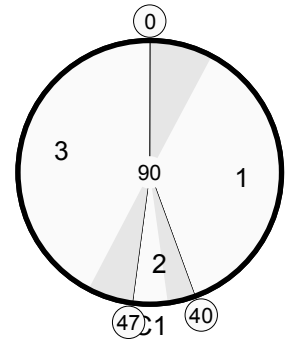
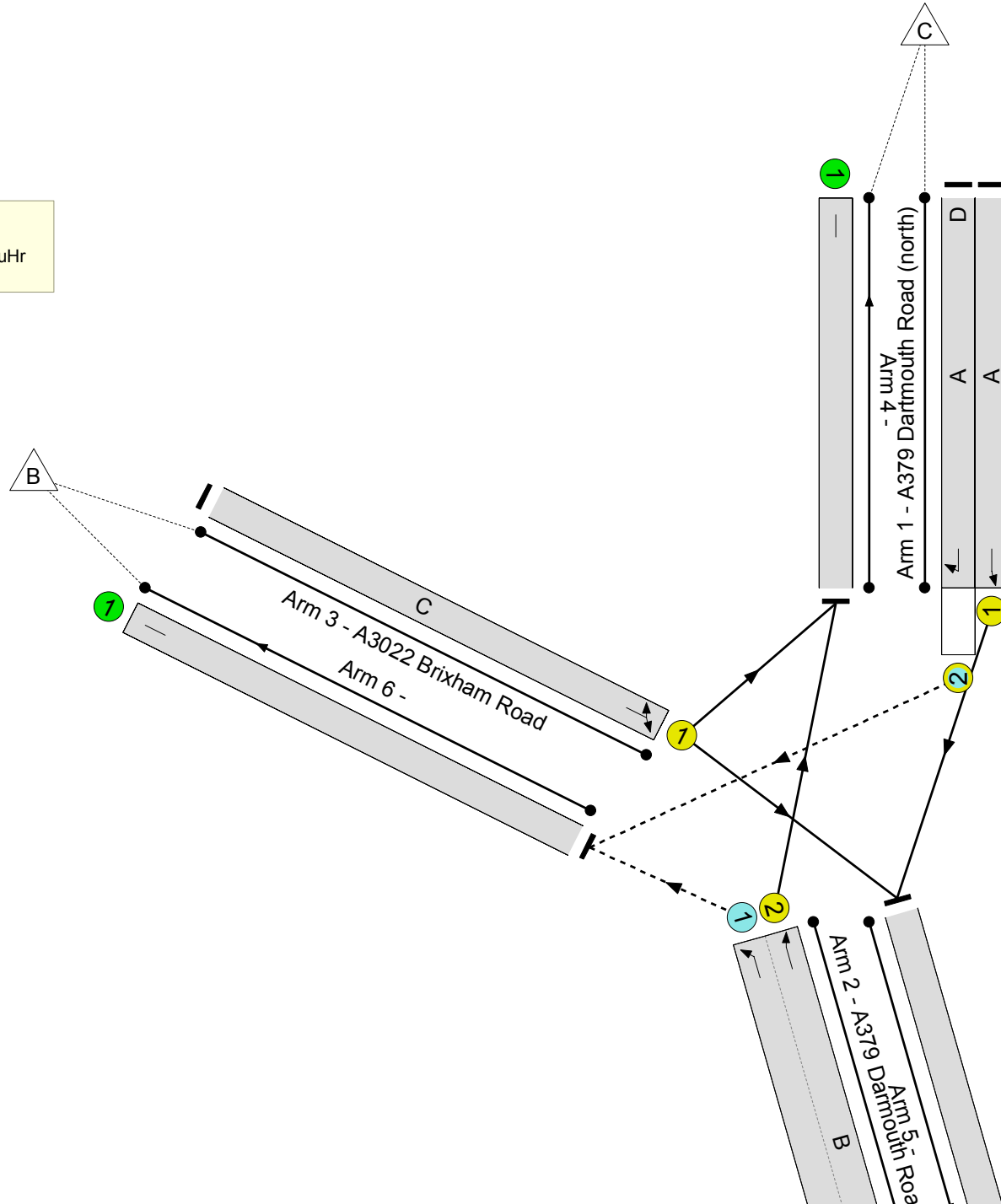
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Windy Corner Junction
 PRC: 9.4 %
 Total Traffic Delay: 18.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	N/A	-	-		-	-	-	-	-	-	82.2%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.2%
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	42	-	646	1925	920	70.2%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	42	4	61	1649	144	42.4%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	33	-	1594	1973:1974	745+1226	81.0 : 80.8%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	38	-	656	1841	798	82.2%
4/1		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1269	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%

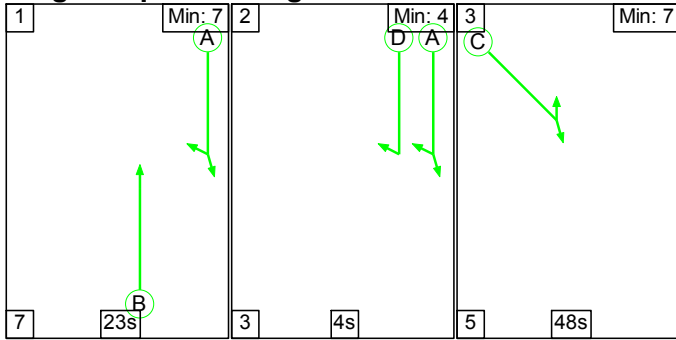
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	534	517	0	11.8	5.9	0.5	18.2	-	-	-	-
Windy Corner Junction	-	-	534	517	0	11.8	5.9	0.5	18.2	-	-	-	-
1/1	646	646	-	-	-	3.3	1.2	-	4.5	25.0	12.6	1.2	13.7
1/2	61	61	61	0	0	0.2	0.4	0.5	1.1	62.9	0.8	0.4	1.2
2/2+2/1	1594	1594	473	517	0	4.2	2.1	-	6.3	14.2	13.4	2.1	15.5
3/1	656	656	-	-	-	4.1	2.2	-	6.3	34.8	14.4	2.2	16.6
4/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1269	1269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 9.4		PRC Over All Lanes (%): 9.4		Total Delay for Signalled Lanes (pcuHr): 18.19		Total Delay Over All Lanes(pcuHr): 18.19		Cycle Time (s): 90		

Full Input Data And Results

Scenario 18: 'TA 2024 + Dev PM' (FG24: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

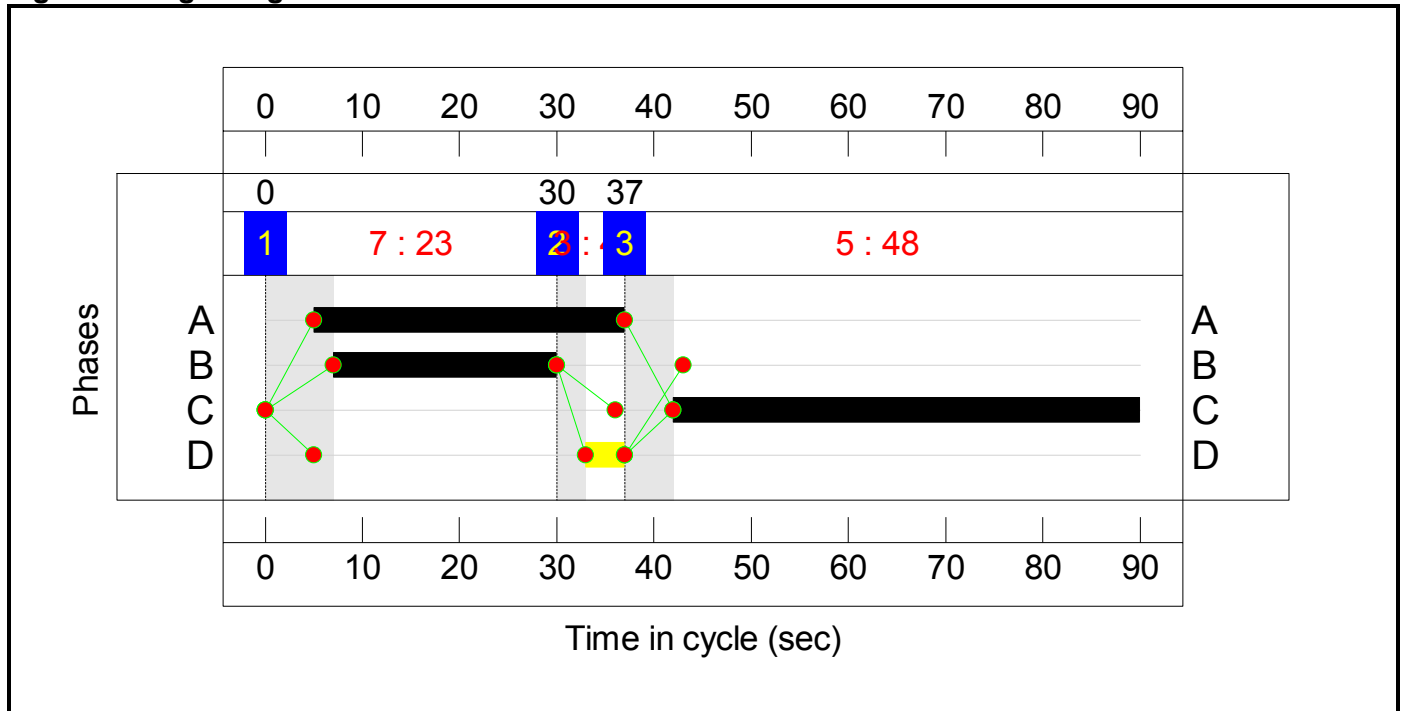
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	23	4	48
Change Point	0	30	37

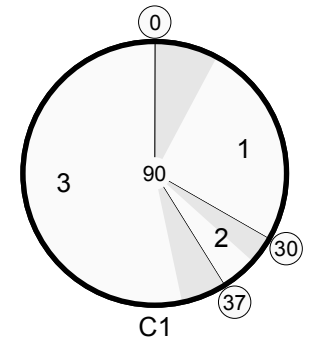
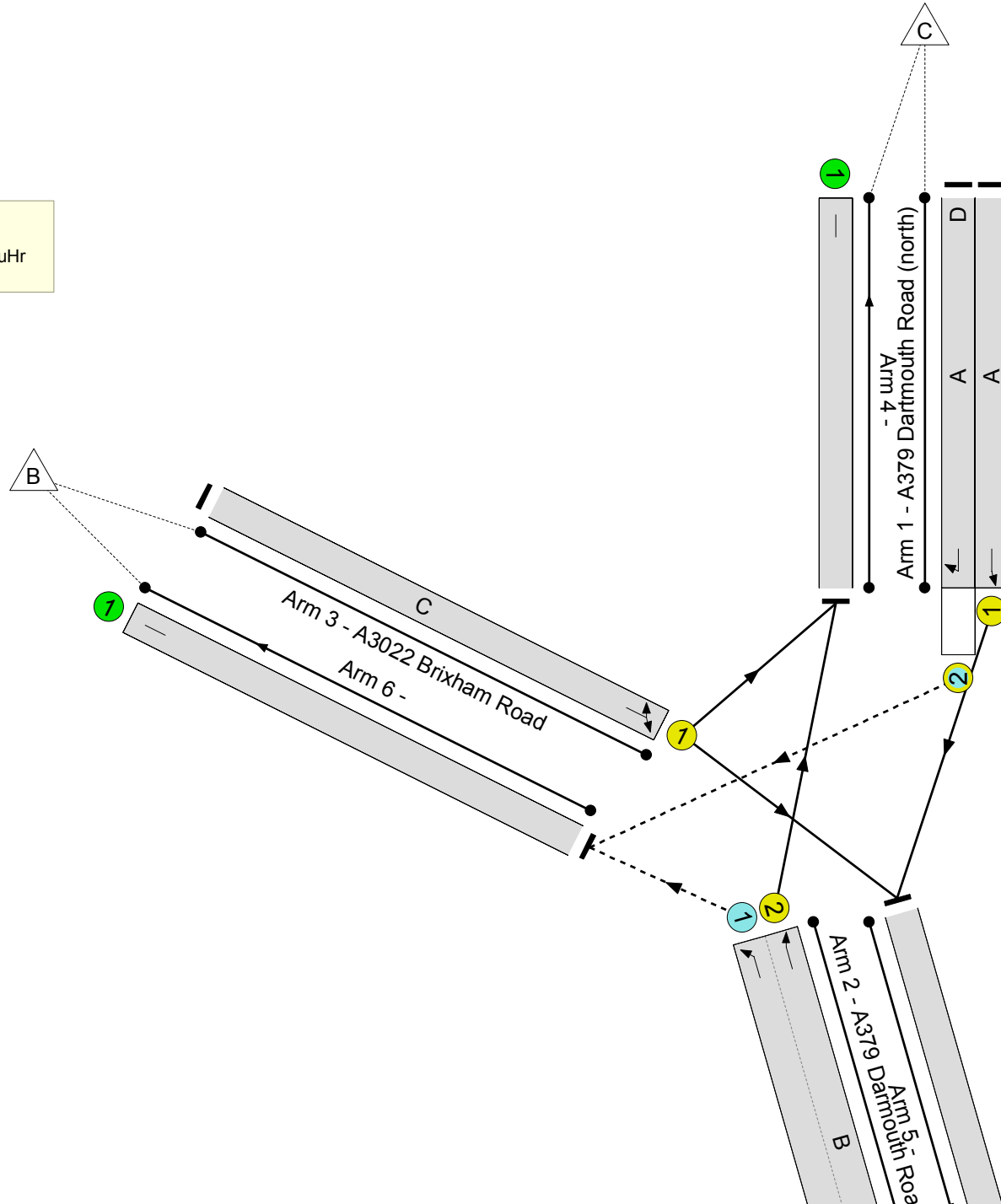
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Windy Corner Junction
 PRC: -5.0 %
 Total Traffic Delay: 24.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	N/A	-	-		-	-	-	-	-	-	94.5%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	94.5%
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	32	-	565	1925	706	80.0%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	32	4	50	1649	159	31.5%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	23	-	1288	1973:1974	526+1214	94.3 : 65.3%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	48	-	947	1840	1002	94.5%
4/1		U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1463	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%

Full Input Data And Results

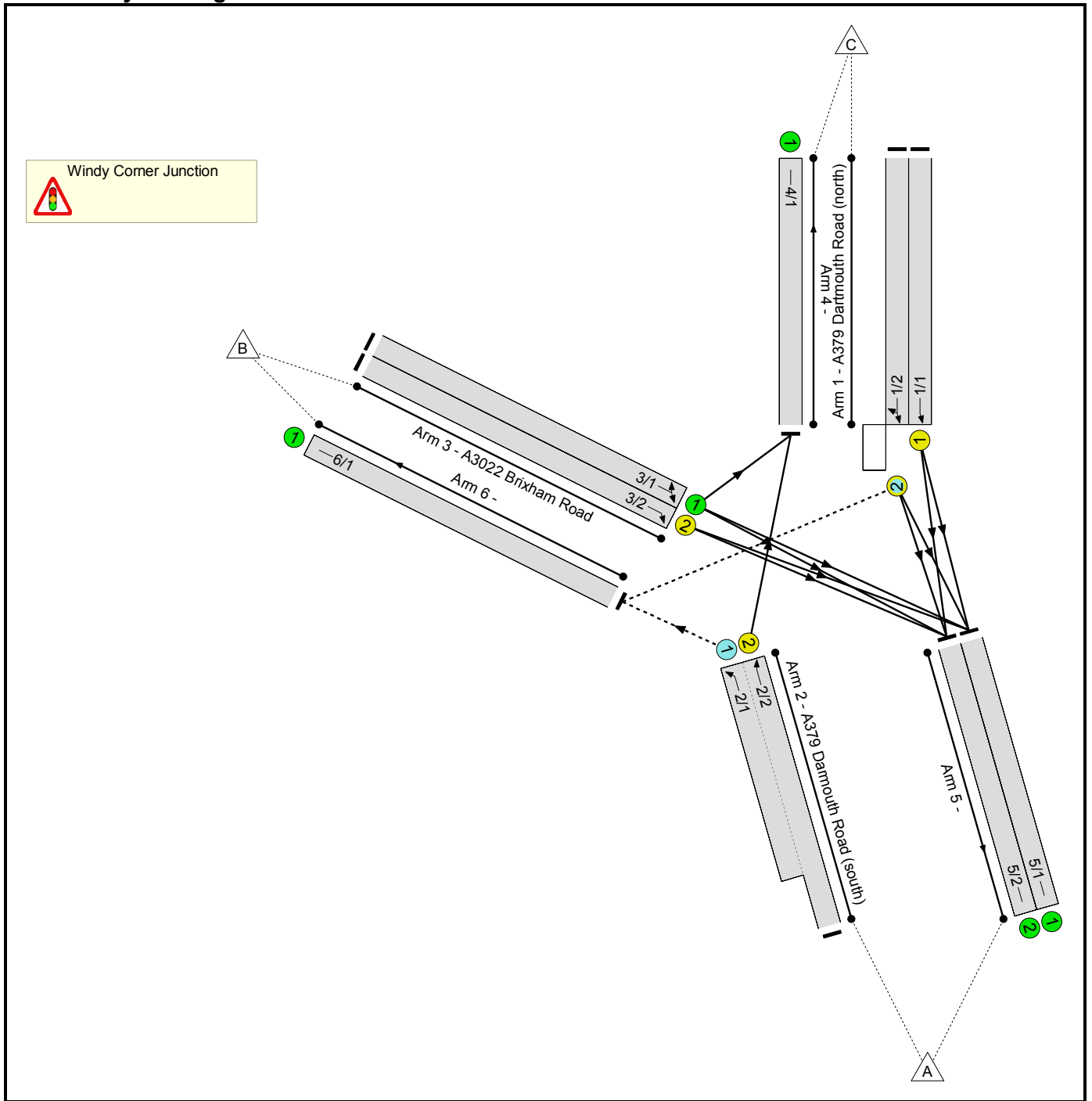
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	340	502	0	13.8	10.5	0.3	24.5	-	-	-	-
Windy Corner Junction	-	-	340	502	0	13.8	10.5	0.3	24.5	-	-	-	-
1/1	565	565	-	-	-	4.0	2.0	-	6.0	38.0	12.6	2.0	14.5
1/2	50	50	50	0	0	0.3	0.2	0.3	0.7	53.3	0.8	0.2	1.0
2/2+2/1	1288	1288	290	502	0	4.5	1.4	-	5.9	16.4	12.1	1.4	13.5
3/1	947	947	-	-	-	5.1	6.9	-	12.0	45.5	22.1	6.9	29.0
4/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1463	1463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-5.0	Total Delay for Signalled Lanes (pcuHr):		24.54	Cycle Time (s): 90				
			PRC Over All Lanes (%):		-5.0	Total Delay Over All Lanes(pcuHr):		24.54					

Full Input Data And Results

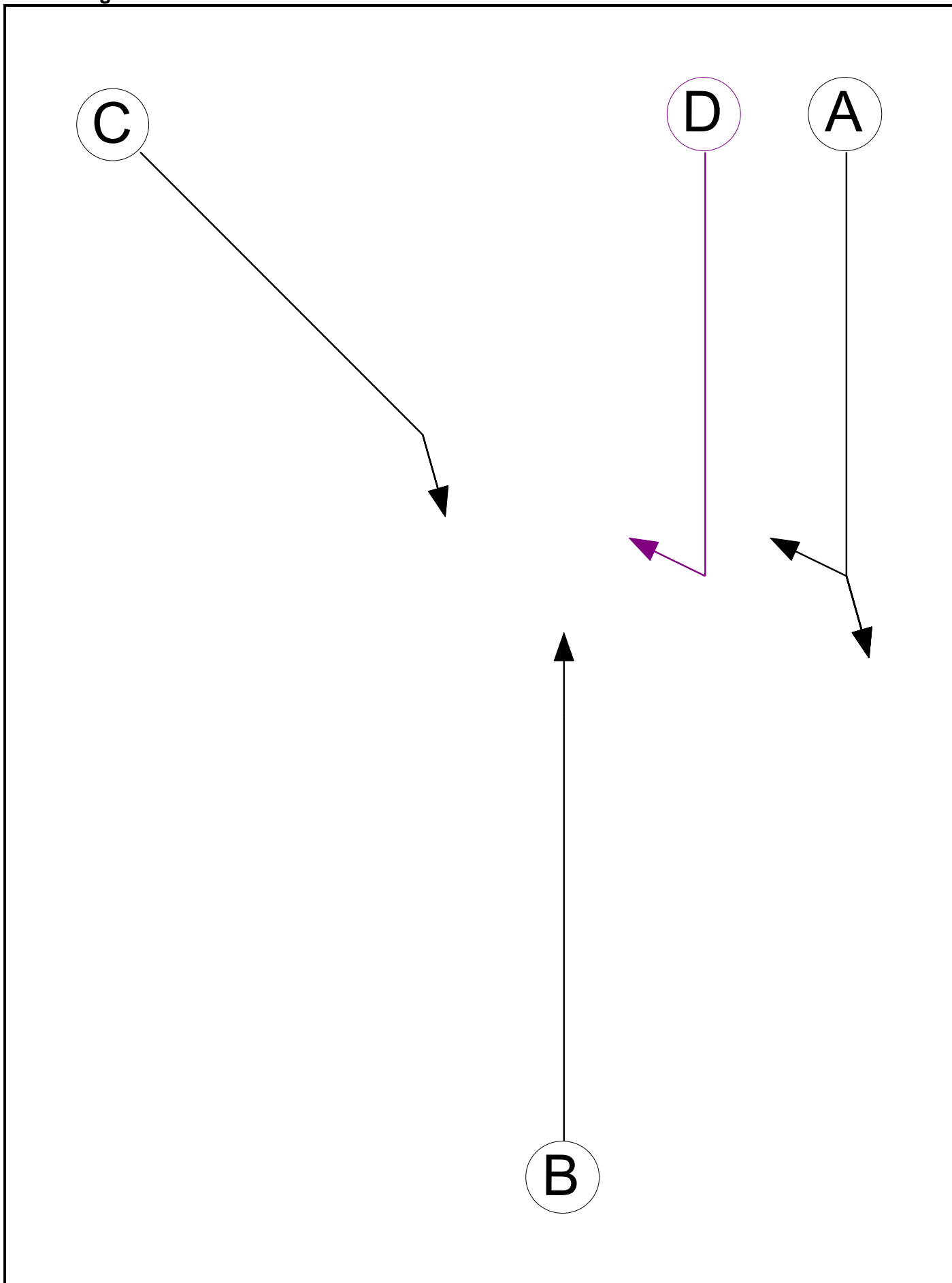
User and Project Details

Project:	Inglewood
Title:	Windy Corner Junction - KTC proposed highway works
Location:	
File name:	Windy Corner Existing Copy (modelled with KTC proposed highway works 0734-044).lsg3x
Author:	FF
Company:	Key Transport Consultants
Address:	26 Berkeley Square, Bristol, BS8 1HP
Notes:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	A	4	4

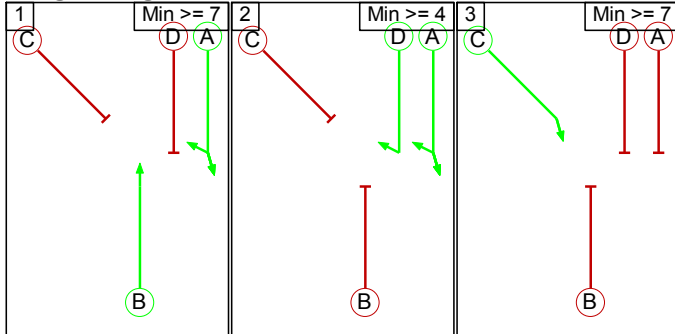
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A	-	5	-	-
	B	-	-	6	3
	C	5	7	-	5
	D	-	6	5	-

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	1	1

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	-	3	6
	2	6	-	5
	3	7	5	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Windy Corner Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (A379 Dartmouth Road (north))	6/1 (Right)	1439	0	2/1 2/2	1.09 1.09	All All	3.00	3.00	0.50	3	2.00
2/1 (A379 Darmouth Road (south))	6/1 (Left)	1940	0	1/2	1.09	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Windy Corner Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A379 Dartmouth Road (north))	U	A	2	3	10.0	Geom	-	2.85	0.00	Y	Arm 5 Ahead	Inf
1/2 (A379 Dartmouth Road (north))	O	A D	2	3	10.4	Geom	-	3.36	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 9.30
2/1 (A379 Dartmouth Road (south))	O		2	3	37.0	Geom	-	4.10	0.00	Y	Arm 6 Left	48.20
2/2 (A379 Dartmouth Road (south))	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 4 Ahead	Inf
3/1 (A3022 Brixham Road)	U		2	3	2.0	Geom	-	3.05	0.00	Y	Arm 4 Left Arm 5 Right	9.00 17.90
3/2 (A3022 Brixham Road)	U	C	2	3	60.0	Geom	-	3.60	0.00	N	Arm 5 Right	16.80
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	7.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
23: 'TA 2024 + Dev AM'	08:00	09:00	01:00	F21+F3
24: 'TA 2024 + Dev PM'	17:00	18:00	01:00	F22+F4

Scenario 17: 'TA 2024 + Dev AM' (FG23: 'TA 2024 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				Tot.
	A	B	C	Tot.	
A	0	990	604	1594	
B	623	0	33	656	
C	646	61	0	707	
Tot.	1269	1051	637	2957	

Full Input Data And Results

Traffic Lane Flows

Scenario 17: TA 2024 + Dev AM	
Junction: Windy Corner Junction	
1/1	646
1/2	61
2/1 (short)	990
2/2 (with short)	1594(In) 604(Out)
3/1	33
3/2	623
4/1	637
5/1	0
5/2	1269
6/1	1051

Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	2.85	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1900	1900
1/2 (A379 Dartmouth Road (north))	3.36	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1680	1680
				Arm 6 Right	9.30	100.0 %		
2/1 (A379 Darmouth Road (south))	4.10	0.00	Y	Arm 6 Left	48.20	100.0 %	1964	1964
2/2 (A379 Darmouth Road (south))	4.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/1 (A3022 Brixham Road)	3.05	0.00	Y	Arm 4 Left	9.00	100.0 %	1646	1646
				Arm 5 Right	17.90	0.0 %		
3/2 (A3022 Brixham Road)	3.60	0.00	N	Arm 5 Right	16.80	100.0 %	1942	1942
4/1				Infinite Saturation Flow			Inf	Inf
5/1				Infinite Saturation Flow			Inf	Inf
5/2				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 18: 'TA 2024 + Dev PM' (FG24: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
A	0	792	496	1288	
B	898	0	49	947	
C	565	50	0	615	
Tot.	1463	842	545	2850	

Traffic Lane Flows

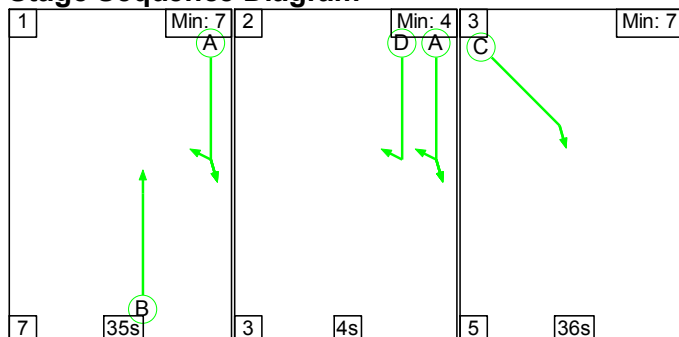
Lane	Scenario 18: TA 2024 + Dev PM
Junction: Windy Corner Junction	
1/1	543
1/2	72
2/1 (short)	792
2/2 (with short)	1288(In) 496(Out)
3/1	49
3/2	898
4/1	545
5/1	11
5/2	1452
6/1	842

Lane Saturation Flows

Junction: Windy Corner Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A379 Dartmouth Road (north))	2.85	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1900	1900
1/2 (A379 Dartmouth Road (north))	3.36	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 9.30	30.6 % 69.4 %	1754	1754
2/1 (A379 Darmouth Road (south))	4.10	0.00	Y	Arm 6 Left	48.20	100.0 %	1964	1964
2/2 (A379 Darmouth Road (south))	4.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/1 (A3022 Brixham Road)	3.05	0.00	Y	Arm 4 Left Arm 5 Right	9.00 17.90	100.0 % 0.0 %	1646	1646
3/2 (A3022 Brixham Road)	3.60	0.00	N	Arm 5 Right	16.80	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'TA 2024 + Dev AM' (FG23: 'TA 2024 + Dev AM', Plan 1: 'Network Control Plan 1')

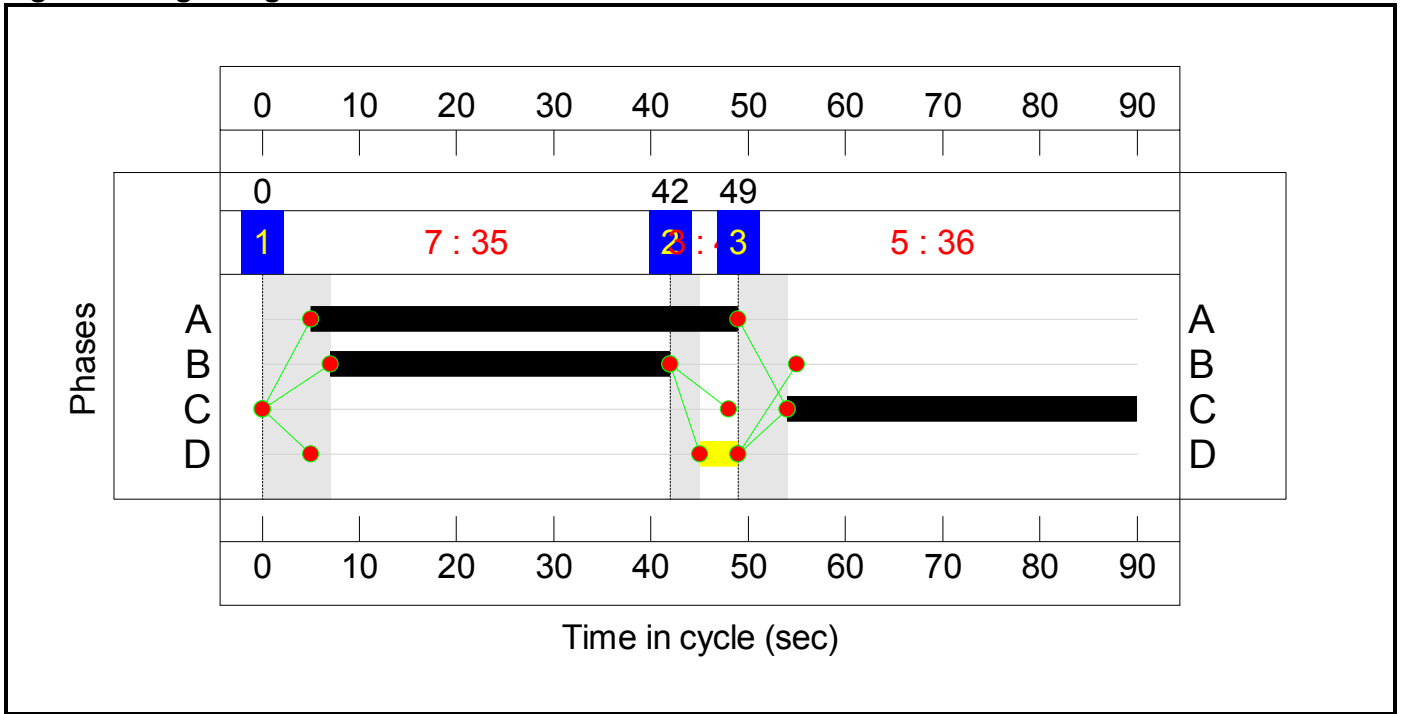
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	35	4	36
Change Point	0	42	49

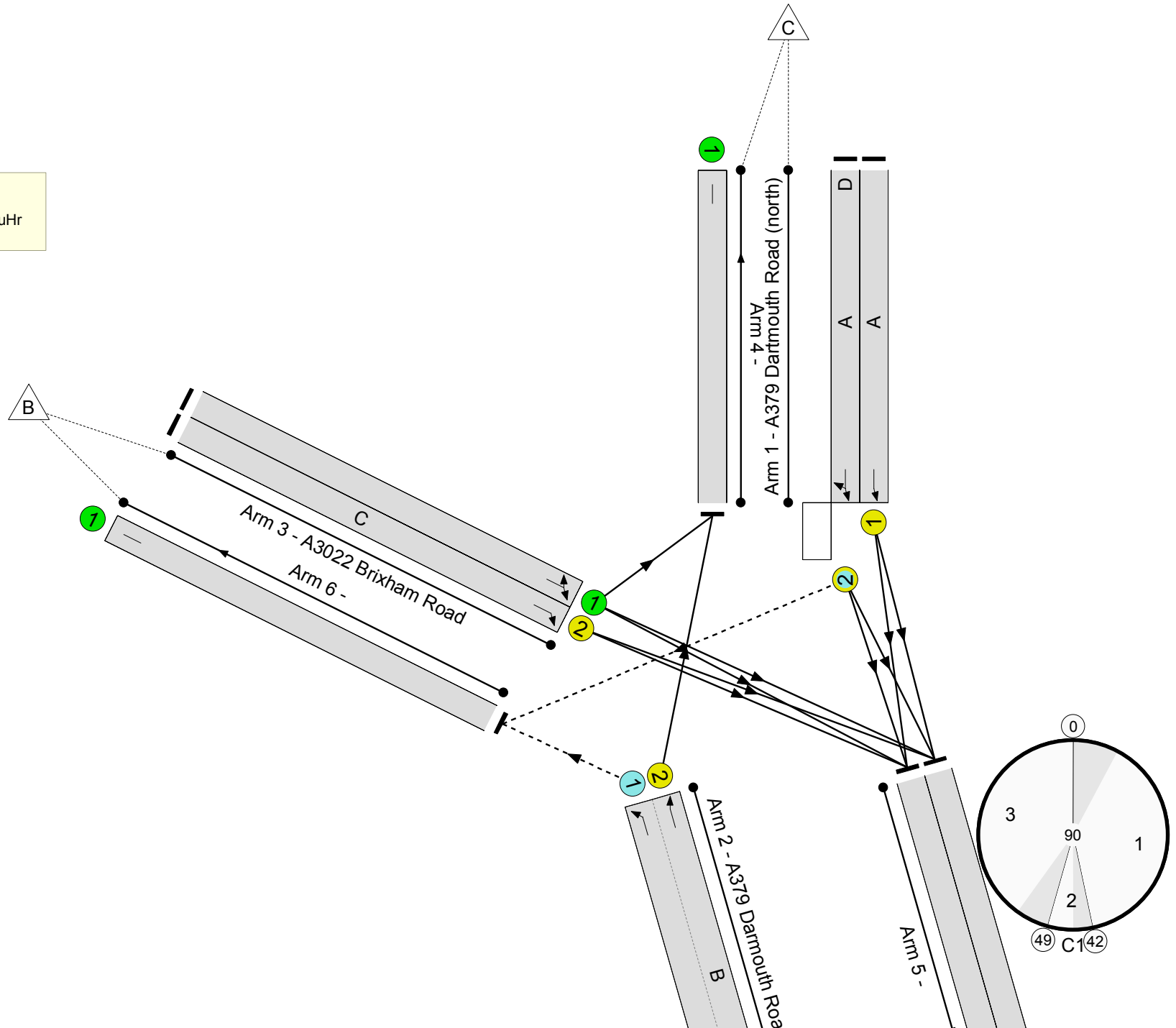
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

 Windy Corner Junction
PRC: 12.0 %
Total Traffic Delay: 16.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - KTC proposed highway works	-	-	N/A	-	-		-	-	-	-	-	-	80.4%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.4%
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	44	-	646	1900	950	68.0%
1/2	A379 Dartmouth Road (north) Ahead Right	O	N/A	N/A	A	D	1	44	4	61	1680	144	42.4%
2/2+2/1	A379 Dartmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	35	-	1594	2015:1964	751+1232	80.4 : 80.4%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	-		-	-	-	33	1646	1646	2.0%
3/2	A3022 Brixham Road Right	U	N/A	N/A	C		1	36	-	623	1942	798	78.0%
4/1		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1269	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%

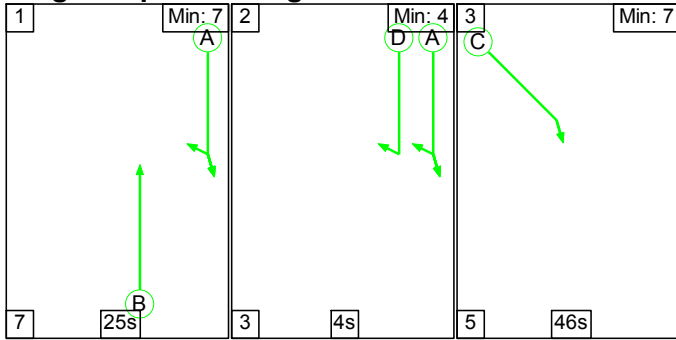
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - KTC proposed highway works	-	-	556	495	0	11.1	5.2	0.5	16.8	-	-	-	-
Windy Corner Junction	-	-	556	495	0	11.1	5.2	0.5	16.8	-	-	-	-
1/1	646	646	-	-	-	3.1	1.1	-	4.1	22.9	12.2	1.1	13.3
1/2	61	61	61	0	0	0.2	0.4	0.5	1.1	62.8	0.8	0.4	1.1
2/2+2/1	1594	1594	495	495	0	3.9	2.0	-	5.9	13.3	12.9	2.0	14.9
3/1	33	33	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
3/2	623	623	-	-	-	4.0	1.7	-	5.7	33.0	13.5	1.7	15.2
4/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1269	1269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		12.0	Total Delay for Signalled Lanes (pcuHr):		16.81	Cycle Time (s): 90				
			PRC Over All Lanes (%):		12.0	Total Delay Over All Lanes(pcuHr):		16.82					

Full Input Data And Results

Scenario 18: 'TA 2024 + Dev PM' (FG24: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

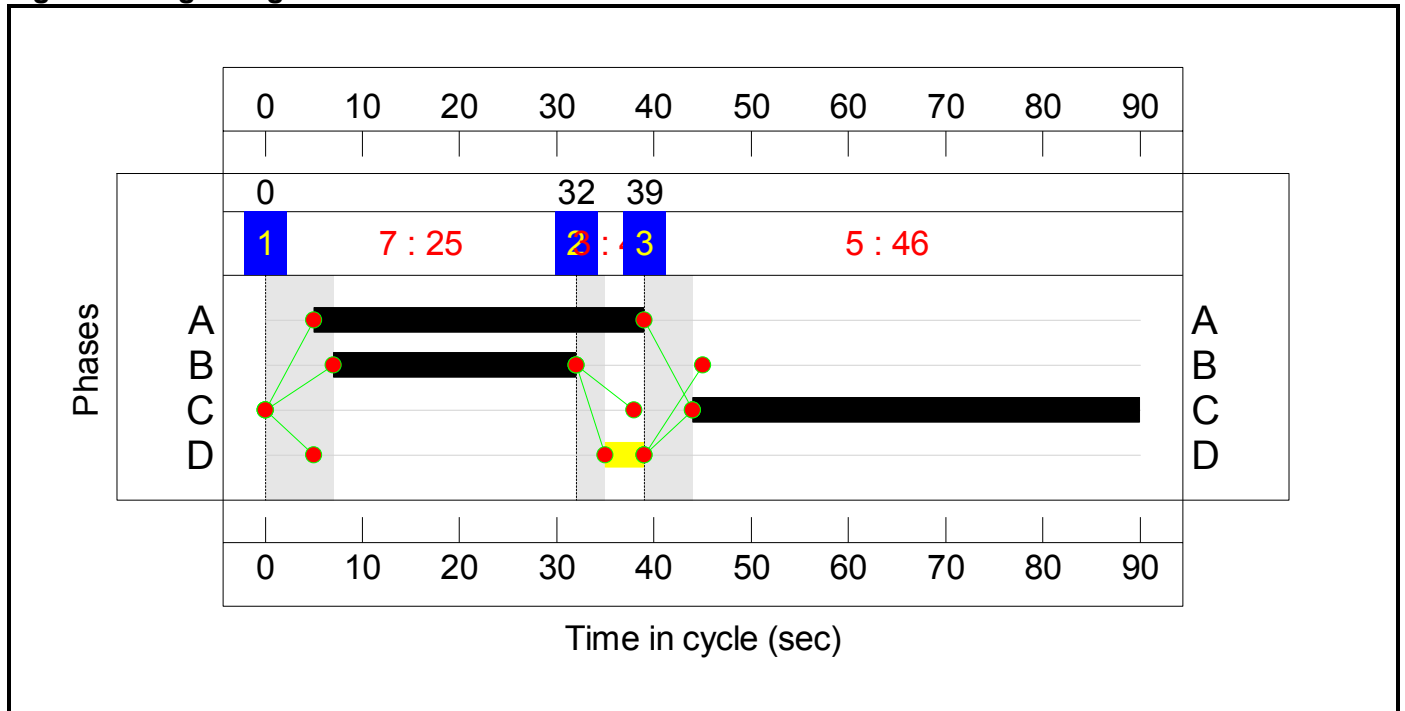
Stage Sequence Diagram



Stage Timings


Stage	1	2	3
Duration	25	4	46
Change Point	0	32	39

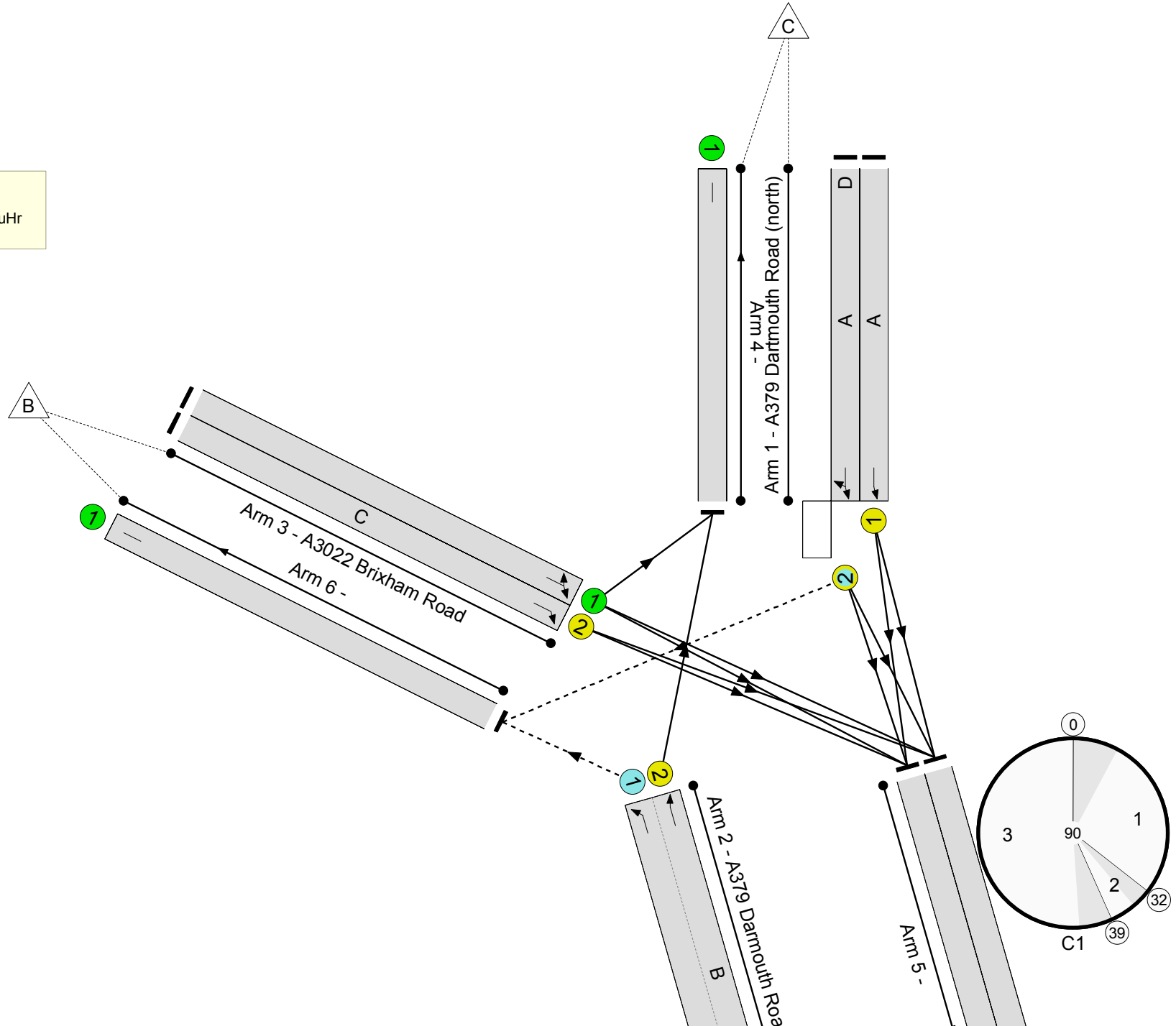
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

 Windy Corner Junction
PRC: 1.6 %
Total Traffic Delay: 19.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - KTC proposed highway works	-	-	N/A	-	-		-	-	-	-	-	-	88.5%
Windy Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.5%
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	34	-	543	1900	739	73.5%
1/2	A379 Dartmouth Road (north) Ahead Right	O	N/A	N/A	A	D	1	34	4	72	1754	229	31.4%
2/2+2/1	A379 Dartmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	25	-	1288	2015:1964	582+1220	85.2 : 64.9%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	-		-	-	-	49	1646	1646	3.0%
3/2	A3022 Brixham Road Right	U	N/A	N/A	C		1	46	-	898	1942	1014	88.5%
4/1		U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1452	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - KTC proposed highway works	-	-	358	484	0	12.8	6.5	0.3	19.6	-	-	-	-
Windy Corner Junction	-	-	358	484	0	12.8	6.5	0.3	19.6	-	-	-	-
1/1	543	543	-	-	-	3.5	1.4	-	4.9	32.6	11.6	1.4	13.0
1/2	72	72	50	0	0	0.4	0.2	0.3	0.8	41.9	1.1	0.2	1.4
2/2+2/1	1288	1288	308	484	0	4.2	1.2	-	5.4	15.1	11.6	1.2	12.8
3/1	49	49	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
3/2	898	898	-	-	-	4.8	3.6	-	8.4	33.7	19.7	3.6	23.3
4/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1452	1452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 1.6 Total Delay for Signalled Lanes (pcuHr): 19.57 Cycle Time (s): 90</p> <p> PRC Over All Lanes (%): 1.6 Total Delay Over All Lanes(pcuHr): 19.58</p>													

Appendix O
ARCADY Output

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]
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Filename: Proposed Site Access 0734-032 - updated development flows.arc8

Path: F:\DATA\Jobs\0734 White Rock 2, Paignton\Technical\ARCADY

Report generation date: 21/09/2017 16:32:20

-
- » (Default Analysis Set) - 2017 Base, AM
 - » (Default Analysis Set) - 2017 Base, PM
 - » (Default Analysis Set) - 2019 Base, AM
 - » (Default Analysis Set) - 2019 Base, PM
 - » (Default Analysis Set) - 2024 Base, AM
 - » (Default Analysis Set) - 2024 Base, PM
 - » (Default Analysis Set) - 2024 Base + Dev, AM
 - » (Default Analysis Set) - 2024 Base + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2017 Base								
Arm 1	0.55	3.77	0.34	A	1.15	5.11	0.52	A
Arm 2	1.30	5.25	0.56	A	0.74	3.98	0.42	A
Arm 3	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Arm 4	0.00	0.00	0.00	A	0.00	0.00	0.00	A
A1 - 2019 Base								
Arm 1	0.65	4.00	0.38	A	1.66	6.32	0.62	A
Arm 2	2.13	7.11	0.67	A	1.03	4.61	0.50	A
Arm 3	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Arm 4	0.00	0.00	0.00	A	0.00	0.00	0.00	A
A1 - 2024 Base								
Arm 1	0.71	4.12	0.40	A	1.89	6.85	0.65	A
Arm 2	2.41	7.73	0.70	A	1.20	4.99	0.54	A
Arm 3	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Arm 4	0.00	0.00	0.00	A	0.00	0.00	0.00	A
A1 - 2024 Base + Dev								
Arm 1	0.89	4.65	0.46	A	2.80	9.14	0.73	A
Arm 2	3.20	9.81	0.76	A	1.50	5.93	0.59	A
Arm 3	0.56	15.50	0.36	C	0.20	9.22	0.16	A
Arm 4	0.14	9.78	0.12	A	0.05	6.70	0.05	A

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D9 - 2017 Base, AM" model duration: 07:45 - 09:15

"D10 - 2017 Base, PM" model duration: 16:45 - 18:15

"D11 - 2019 Base, AM" model duration: 07:45 - 09:15

"D12 - 2019 Base, PM" model duration: 16:45 - 18:15

"D15 - 2024 Base, AM" model duration: 07:45 - 09:15

"D16 - 2024 Base, PM" model duration: 16:45 - 18:15

"D17 - 2024 Base + Dev, AM" model duration: 07:45 - 09:15

"D18 - 2024 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 21/09/2017 16:32:17

File summary

Title	White Rock 2
Location	Paignton
Site Number	0734
Date	07/06/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	0734
Enumerator	fflanagan
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	475.00	100.000
2	ONE HOUR	✓	818.00	100.000
3	ONE HOUR	✓	0.00	100.000
4	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	475.000	0.000	0.000
	2	818.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	1.00	0.00	0.00
	2	1.00	0.00	0.00	0.00
	3	0.25	0.25	0.25	0.25
	4	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.075	1.000	1.000
	2	1.049	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	7.5	0.0	0.0
	2	4.9	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.34	3.77	0.55	A	435.87	653.80	38.19	3.50	0.42	38.19	3.51
2	0.56	5.25	1.30	A	750.61	1125.92	83.81	4.47	0.93	83.82	4.47
3	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	357.60	89.40	356.32	613.28	0.00	0.00	1547.82	1388.89	0.231	0.00	0.32	3.245	A
2	615.83	153.96	613.28	356.32	0.00	0.00	1620.40	1520.98	0.380	0.00	0.64	3.740	A
3	0.00	0.00	0.00	0.00	613.28	0.00	600.22	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	613.28	0.00	720.08	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	427.02	106.75	426.67	734.46	0.00	0.00	1547.82	1388.90	0.276	0.32	0.41	3.452	A
2	735.37	183.84	734.46	426.67	0.00	0.00	1620.40	1520.98	0.454	0.64	0.86	4.258	A
3	0.00	0.00	0.00	0.00	734.46	0.00	547.48	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	734.46	0.00	664.33	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	522.98	130.75	522.43	898.91	0.00	0.00	1547.82	1388.90	0.338	0.41	0.55	3.772	A
2	900.63	225.16	898.91	522.43	0.00	0.00	1620.40	1520.98	0.556	0.86	1.30	5.221	A
3	0.00	0.00	0.00	0.00	898.91	0.00	475.92	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	898.91	0.00	588.68	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	522.98	130.75	522.98	900.60	0.00	0.00	1547.82	1388.90	0.338	0.55	0.55	3.775	A
2	900.63	225.16	900.60	522.98	0.00	0.00	1620.40	1520.98	0.556	1.30	1.30	5.246	A
3	0.00	0.00	0.00	0.00	900.60	0.00	475.18	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	900.60	0.00	587.90	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	427.02	106.75	427.56	737.07	0.00	0.00	1547.82	1388.90	0.276	0.55	0.41	3.458	A
2	735.37	183.84	737.07	427.56	0.00	0.00	1620.40	1520.98	0.454	1.30	0.88	4.283	A
3	0.00	0.00	0.00	0.00	737.07	0.00	546.35	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	737.07	0.00	663.13	240.73	0.000	0.00	0.00	0.000	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	357.60	89.40	357.95	616.76	0.00	0.00	1547.82	1388.89	0.231	0.41	0.32	3.255	A
2	615.83	153.96	616.76	357.95	0.00	0.00	1620.40	1520.98	0.380	0.88	0.65	3.765	A
3	0.00	0.00	0.00	0.00	616.76	0.00	598.70	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	616.76	0.00	718.48	240.73	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.73	0.32	3.245	A	A
2	9.33	0.62	3.740	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	6.02	0.40	3.452	A	A
2	12.68	0.85	4.258	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.03	0.54	3.772	A	A
2	18.84	1.26	5.221	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.19	0.55	3.775	A	A
2	19.51	1.30	5.246	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	6.28	0.42	3.458	A	A
2	13.53	0.90	4.283	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.94	0.33	3.255	A	A
2	9.91	0.66	3.765	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2017 Base, PM

Data Errors and Warnings

No errors or warnings

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	738.00	100.000
2	ONE HOUR	✓	612.00	100.000
3	ONE HOUR	✓	0.00	100.000
4	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	738.000	0.000	0.000
	2	612.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	1.00	0.00	0.00
	2	1.00	0.00	0.00	0.00
	3	0.25	0.25	0.25	0.25
	4	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.044	1.000	1.000
	2	1.048	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	4.4	0.0	0.0
	2	4.8	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.52	5.11	1.15	A	677.20	1015.80	74.82	4.42	0.83	74.83	4.42
2	0.42	3.98	0.74	A	561.58	842.37	50.66	3.61	0.56	50.66	3.61
3	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	555.61	138.90	553.28	459.09	0.00	0.00	1547.82	1388.90	0.359	0.00	0.58	3.772	A
2	460.75	115.19	459.09	553.28	0.00	0.00	1620.40	1520.98	0.284	0.00	0.41	3.244	A
3	0.00	0.00	0.00	0.00	459.09	0.00	667.31	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	459.09	0.00	791.02	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	663.45	165.86	662.66	549.69	0.00	0.00	1547.82	1388.90	0.429	0.58	0.78	4.242	A
2	550.18	137.54	549.69	662.66	0.00	0.00	1620.40	1520.98	0.340	0.41	0.54	3.521	A
3	0.00	0.00	0.00	0.00	549.69	0.00	627.89	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	549.69	0.00	749.34	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	812.55	203.14	811.10	673.01	0.00	0.00	1547.82	1388.90	0.525	0.78	1.14	5.091	A
2	673.82	168.46	673.01	811.10	0.00	0.00	1620.40	1520.98	0.416	0.54	0.74	3.979	A
3	0.00	0.00	0.00	0.00	673.01	0.00	574.22	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	673.01	0.00	692.60	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	812.55	203.14	812.53	673.81	0.00	0.00	1547.82	1388.90	0.525	1.14	1.15	5.111	A
2	673.82	168.46	673.81	812.53	0.00	0.00	1620.40	1520.98	0.416	0.74	0.74	3.985	A
3	0.00	0.00	0.00	0.00	673.81	0.00	573.87	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	673.81	0.00	692.23	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	663.45	165.86	664.88	550.98	0.00	0.00	1547.82	1388.90	0.429	1.15	0.79	4.264	A
2	550.18	137.54	550.98	664.88	0.00	0.00	1620.40	1520.98	0.340	0.74	0.54	3.532	A
3	0.00	0.00	0.00	0.00	550.98	0.00	627.33	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	550.98	0.00	748.74	240.73	0.000	0.00	0.00	0.000	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	555.61	138.90	556.41	461.24	0.00	0.00	1547.82	1388.90	0.359	0.79	0.59	3.796	A
2	460.75	115.19	461.24	556.41	0.00	0.00	1620.40	1520.98	0.284	0.54	0.42	3.255	A
3	0.00	0.00	0.00	0.00	461.24	0.00	666.38	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	461.24	0.00	790.03	240.73	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.49	0.57	3.772	A	A
2	6.08	0.41	3.244	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	11.41	0.76	4.242	A	A
2	7.90	0.53	3.521	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	16.62	1.11	5.091	A	A
2	10.88	0.73	3.979	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	17.17	1.14	5.111	A	A
2	11.13	0.74	3.985	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	12.14	0.81	4.264	A	A
2	8.28	0.55	3.532	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.00	0.60	3.796	A	A
2	6.37	0.42	3.255	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2019 Base, AM

Data Errors and Warnings

No errors or warnings

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	534.00	100.000
2	ONE HOUR	✓	993.00	100.000
3	ONE HOUR	✓	0.00	100.000
4	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	534.000	0.000	0.000
	2	993.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	1.00	0.00	0.00
	2	1.00	0.00	0.00	0.00
	3	0.25	0.25	0.25	0.25
	4	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.066	1.000	1.000
	2	1.041	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	6.6	0.0	0.0
	2	4.1	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.38	4.00	0.65	A	490.01	735.01	44.87	3.66	0.50	44.87	3.66
2	0.67	7.11	2.13	A	911.19	1366.79	127.17	5.58	1.41	127.18	5.58
3	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	402.02	100.51	400.53	744.05	0.00	0.00	1547.82	1388.90	0.260	0.00	0.37	3.340	A
2	747.58	186.90	744.05	400.53	0.00	0.00	1620.40	1520.98	0.461	0.00	0.88	4.259	A
3	0.00	0.00	0.00	0.00	744.05	0.00	543.31	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	744.05	0.00	659.92	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	480.06	120.01	479.64	891.18	0.00	0.00	1547.82	1388.90	0.310	0.37	0.48	3.590	A
2	892.69	223.17	891.18	479.64	0.00	0.00	1620.40	1520.98	0.551	0.88	1.26	5.129	A
3	0.00	0.00	0.00	0.00	891.18	0.00	479.28	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	891.18	0.00	592.23	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	587.94	146.99	587.26	1089.92	0.00	0.00	1547.82	1388.90	0.380	0.48	0.65	3.993	A
2	1093.31	273.33	1089.92	587.26	0.00	0.00	1620.40	1520.98	0.675	1.26	2.11	7.020	A
3	0.00	0.00	0.00	0.00	1089.92	0.00	392.80	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	1089.92	0.00	500.80	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	587.94	146.99	587.94	1093.22	0.00	0.00	1547.82	1388.90	0.380	0.65	0.65	3.997	A
2	1093.31	273.33	1093.22	587.94	0.00	0.00	1620.40	1520.98	0.675	2.11	2.13	7.106	A
3	0.00	0.00	0.00	0.00	1093.22	0.00	391.36	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	1093.22	0.00	499.29	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	480.06	120.01	480.73	896.05	0.00	0.00	1547.82	1388.90	0.310	0.65	0.48	3.597	A
2	892.69	223.17	896.05	480.73	0.00	0.00	1620.40	1520.98	0.551	2.13	1.29	5.197	A
3	0.00	0.00	0.00	0.00	896.05	0.00	477.16	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	896.05	0.00	589.99	240.73	0.000	0.00	0.00	0.000	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	402.02	100.51	402.45	749.16	0.00	0.00	1547.82	1388.90	0.260	0.48	0.38	3.350	A
2	747.58	186.90	749.16	402.45	0.00	0.00	1620.40	1520.98	0.461	1.29	0.90	4.310	A
3	0.00	0.00	0.00	0.00	749.16	0.00	541.09	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	749.16	0.00	657.57	240.73	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.46	0.36	3.340	A	A
2	12.84	0.86	4.259	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.04	0.47	3.590	A	A
2	18.37	1.22	5.129	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.54	0.64	3.993	A	A
2	30.15	2.01	7.020	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.75	0.65	3.997	A	A
2	31.87	2.12	7.106	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.36	0.49	3.597	A	A
2	20.10	1.34	5.197	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.72	0.38	3.350	A	A
2	13.84	0.92	4.310	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2019 Base, PM

Data Errors and Warnings

No errors or warnings

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	869.00	100.000
2	ONE HOUR	✓	735.00	100.000
3	ONE HOUR	✓	0.00	100.000
4	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	869.000	0.000	0.000
	2	735.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	1.00	0.00	0.00
	2	1.00	0.00	0.00	0.00
	3	0.25	0.25	0.25	0.25
	4	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.037	1.000	1.000
	2	1.040	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	3.7	0.0	0.0
	2	4.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.62	6.32	1.66	A	797.41	1196.11	103.17	5.18	1.15	103.18	5.18
2	0.50	4.61	1.03	A	674.45	1011.67	68.13	4.04	0.76	68.14	4.04
3	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	654.23	163.56	651.22	551.20	0.00	0.00	1547.82	1388.90	0.423	0.00	0.75	4.149	A
2	553.35	138.34	551.20	651.22	0.00	0.00	1620.40	1520.98	0.341	0.00	0.54	3.494	A
3	0.00	0.00	0.00	0.00	551.20	0.00	627.23	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	551.20	0.00	748.64	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	781.21	195.30	780.04	660.05	0.00	0.00	1547.82	1388.90	0.505	0.75	1.05	4.856	A
2	660.75	165.19	660.05	780.04	0.00	0.00	1620.40	1520.98	0.408	0.54	0.71	3.896	A
3	0.00	0.00	0.00	0.00	660.05	0.00	579.86	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	660.05	0.00	698.56	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	956.79	239.20	954.37	807.98	0.00	0.00	1547.82	1388.89	0.618	1.05	1.65	6.266	A
2	809.25	202.31	807.98	954.37	0.00	0.00	1620.40	1520.98	0.499	0.71	1.03	4.600	A
3	0.00	0.00	0.00	0.00	807.98	0.00	515.48	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	807.98	0.00	630.51	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	956.79	239.20	956.73	809.23	0.00	0.00	1547.82	1388.89	0.618	1.65	1.66	6.315	A
2	809.25	202.31	809.23	956.73	0.00	0.00	1620.40	1520.98	0.499	1.03	1.03	4.615	A
3	0.00	0.00	0.00	0.00	809.23	0.00	514.94	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	809.23	0.00	629.93	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	781.21	195.30	783.60	661.99	0.00	0.00	1547.82	1388.90	0.505	1.66	1.07	4.901	A
2	660.75	165.19	661.99	783.60	0.00	0.00	1620.40	1520.98	0.408	1.03	0.72	3.912	A
3	0.00	0.00	0.00	0.00	661.99	0.00	579.02	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	661.99	0.00	697.67	240.73	0.000	0.00	0.00	0.000	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	654.23	163.56	655.44	554.06	0.00	0.00	1547.82	1388.90	0.423	1.07	0.77	4.190	A
2	553.35	138.34	554.06	655.44	0.00	0.00	1620.40	1520.98	0.341	0.72	0.54	3.515	A
3	0.00	0.00	0.00	0.00	554.06	0.00	625.98	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	554.06	0.00	747.32	240.73	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	10.97	0.73	4.149	A	A
2	7.85	0.52	3.494	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	15.28	1.02	4.856	A	A
2	10.46	0.70	3.896	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	23.78	1.59	6.266	A	A
2	15.02	1.00	4.600	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	24.87	1.66	6.315	A	A
2	15.46	1.03	4.615	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	16.53	1.10	4.901	A	A
2	11.06	0.74	3.912	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	11.75	0.78	4.190	A	A
2	8.28	0.55	3.515	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2024 Base, AM

Data Errors and Warnings

No errors or warnings

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	564.00	100.000
2	ONE HOUR	✓	1033.00	100.000
3	ONE HOUR	✓	0.00	100.000
4	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	564.000	0.000	0.000
	2	1033.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	1.00	0.00	0.00
	2	1.00	0.00	0.00	0.00
	3	0.25	0.25	0.25	0.25
	4	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.062	1.000	1.000
	2	1.039	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	6.2	0.0	0.0
	2	3.9	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.40	4.12	0.71	A	517.54	776.30	48.55	3.75	0.54	48.55	3.75
2	0.70	7.73	2.41	A	947.90	1421.85	140.54	5.93	1.56	140.56	5.93
3	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	424.61	106.15	423.01	773.90	0.00	0.00	1547.82	1388.90	0.274	0.00	0.40	3.395	A
2	777.70	194.42	773.90	423.01	0.00	0.00	1620.40	1520.98	0.480	0.00	0.95	4.400	A
3	0.00	0.00	0.00	0.00	773.90	0.00	530.32	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	773.90	0.00	646.19	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	507.02	126.76	506.56	926.94	0.00	0.00	1547.82	1388.90	0.328	0.40	0.51	3.669	A
2	928.65	232.16	926.94	506.56	0.00	0.00	1620.40	1520.98	0.573	0.95	1.38	5.381	A
3	0.00	0.00	0.00	0.00	926.94	0.00	463.72	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	926.94	0.00	575.78	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	620.98	155.24	620.21	1133.34	0.00	0.00	1547.82	1388.90	0.401	0.51	0.71	4.118	A
2	1137.35	284.34	1133.34	620.21	0.00	0.00	1620.40	1520.98	0.702	1.38	2.38	7.616	A
3	0.00	0.00	0.00	0.00	1133.34	0.00	373.90	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	1133.34	0.00	480.83	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	620.98	155.24	620.97	1137.23	0.00	0.00	1547.82	1388.90	0.401	0.71	0.71	4.124	A
2	1137.35	284.34	1137.23	620.97	0.00	0.00	1620.40	1520.98	0.702	2.38	2.41	7.735	A
3	0.00	0.00	0.00	0.00	1137.23	0.00	372.21	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	1137.23	0.00	479.04	240.73	0.000	0.00	0.00	0.000	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	507.02	126.76	507.78	932.64	0.00	0.00	1547.82	1388.90	0.328	0.71	0.52	3.677	A
2	928.65	232.16	932.64	507.78	0.00	0.00	1620.40	1520.98	0.573	2.41	1.41	5.469	A
3	0.00	0.00	0.00	0.00	932.64	0.00	461.24	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	932.64	0.00	573.16	240.73	0.000	0.00	0.00	0.000	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	424.61	106.15	425.08	779.48	0.00	0.00	1547.82	1388.90	0.274	0.52	0.40	3.408	A
2	777.70	194.42	779.48	425.08	0.00	0.00	1620.40	1520.98	0.480	1.41	0.97	4.458	A
3	0.00	0.00	0.00	0.00	779.48	0.00	527.89	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	779.48	0.00	643.62	240.73	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.86	0.39	3.395	A	A
2	13.78	0.92	4.400	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.59	0.51	3.669	A	A
2	20.00	1.33	5.381	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	10.38	0.69	4.118	A	A
2	33.81	2.25	7.616	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	10.62	0.71	4.124	A	A
2	36.00	2.40	7.735	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.95	0.53	3.677	A	A
2	22.05	1.47	5.469	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	6.15	0.41	3.408	A	A
2	14.91	0.99	4.458	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2024 Base, PM

Data Errors and Warnings

No errors or warnings

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	912.00	100.000
2	ONE HOUR	✓	793.00	100.000
3	ONE HOUR	✓	0.00	100.000
4	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	912.000	0.000	0.000
	2	793.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	1.00	0.00	0.00
	2	1.00	0.00	0.00	0.00
	3	0.25	0.25	0.25	0.25
	4	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.035	1.000	1.000
	2	1.037	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	3.5	0.0	0.0
	2	3.7	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.65	6.85	1.89	A	836.87	1255.30	114.91	5.49	1.28	114.92	5.49
2	0.54	4.99	1.20	A	727.67	1091.51	78.06	4.29	0.87	78.07	4.29
3	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	686.60	171.65	683.33	594.61	0.00	0.00	1547.82	1388.89	0.444	0.00	0.82	4.293	A
2	597.01	149.25	594.61	683.33	0.00	0.00	1620.40	1520.98	0.368	0.00	0.60	3.632	A
3	0.00	0.00	0.00	0.00	594.61	0.00	608.34	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	594.61	0.00	728.67	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	819.87	204.97	818.53	712.06	0.00	0.00	1547.82	1388.90	0.530	0.82	1.15	5.099	A
2	712.89	178.22	712.06	818.53	0.00	0.00	1620.40	1520.98	0.440	0.60	0.81	4.106	A
3	0.00	0.00	0.00	0.00	712.06	0.00	557.23	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	712.06	0.00	674.64	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1004.13	251.03	1001.25	871.55	0.00	0.00	1547.82	1388.90	0.649	1.15	1.87	6.780	A
2	873.11	218.28	871.55	1001.25	0.00	0.00	1620.40	1520.98	0.539	0.81	1.20	4.975	A
3	0.00	0.00	0.00	0.00	871.55	0.00	487.82	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	871.55	0.00	601.26	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1004.13	251.03	1004.05	873.08	0.00	0.00	1547.82	1388.90	0.649	1.87	1.89	6.849	A
2	873.11	218.28	873.08	1004.05	0.00	0.00	1620.40	1520.98	0.539	1.20	1.20	4.995	A
3	0.00	0.00	0.00	0.00	873.08	0.00	487.16	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	873.08	0.00	600.56	240.73	0.000	0.00	0.00	0.000	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	819.87	204.97	822.72	714.42	0.00	0.00	1547.82	1388.90	0.530	1.89	1.18	5.158	A
2	712.89	178.22	714.42	822.72	0.00	0.00	1620.40	1520.98	0.440	1.20	0.82	4.127	A
3	0.00	0.00	0.00	0.00	714.42	0.00	556.20	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	714.42	0.00	673.55	240.73	0.000	0.00	0.00	0.000	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	686.60	171.65	687.99	597.86	0.00	0.00	1547.82	1388.89	0.444	1.18	0.83	4.341	A
2	597.01	149.25	597.86	687.99	0.00	0.00	1620.40	1520.98	0.368	0.82	0.61	3.653	A
3	0.00	0.00	0.00	0.00	597.86	0.00	606.92	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	597.86	0.00	727.17	240.73	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	11.89	0.79	4.293	A	A
2	8.79	0.59	3.632	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	16.80	1.12	5.099	A	A
2	11.87	0.79	4.106	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	26.86	1.79	6.780	A	A
2	17.45	1.16	4.975	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	28.26	1.88	6.849	A	A
2	18.03	1.20	4.995	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	18.30	1.22	5.158	A	A
2	12.62	0.84	4.127	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	12.79	0.85	4.341	A	A
2	9.31	0.62	3.653	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2024 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	627.00	100.000
2	ONE HOUR	✓	1089.00	100.000
3	ONE HOUR	✓	119.00	100.000
4	ONE HOUR	✓	46.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	564.000	49.000	14.000
	2	1033.000	0.000	51.000	5.000
	3	70.000	49.000	0.000	0.000
	4	33.000	13.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.90	0.08	0.02
	2	0.95	0.00	0.05	0.00
	3	0.59	0.41	0.00	0.00
	4	0.72	0.28	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.062	1.000	1.000
	2	1.039	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	6.2	0.0	0.0
	2	3.9	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.46	4.65	0.89	A	575.35	863.02	59.22	4.12	0.66	59.22	4.12
2	0.76	9.81	3.20	A	999.29	1498.93	174.87	7.00	1.94	174.89	7.00
3	0.36	15.50	0.56	C	109.20	163.79	31.49	11.53	0.35	31.49	11.54
4	0.12	9.78	0.14	A	42.21	63.32	8.39	7.95	0.09	8.39	7.95

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	472.04	118.01	470.15	850.46	46.27	0.00	1520.59	1456.31	0.310	0.00	0.47	3.611	A
2	819.86	204.96	815.50	469.18	47.24	0.00	1591.96	1532.29	0.515	0.00	1.09	4.781	A
3	89.59	22.40	88.77	74.93	787.81	0.00	524.27	217.37	0.171	0.00	0.20	8.252	A
4	34.63	8.66	34.39	14.24	862.34	0.00	605.50	233.54	0.057	0.00	0.06	6.300	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	563.66	140.92	563.07	1018.84	55.55	0.00	1515.13	1456.31	0.372	0.47	0.62	3.988	A
2	978.99	244.75	976.77	562.04	56.58	0.00	1586.34	1532.29	0.617	1.09	1.64	6.102	A
3	106.98	26.74	106.59	89.75	943.60	0.00	456.47	217.37	0.234	0.20	0.30	10.278	B
4	41.35	10.34	41.26	17.06	1033.13	0.00	526.93	233.54	0.078	0.06	0.08	7.410	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	690.34	172.58	689.29	1244.36	67.81	0.00	1507.92	1456.31	0.458	0.62	0.88	4.636	A
2	1199.01	299.75	1193.02	687.84	69.26	0.00	1578.70	1532.29	0.759	1.64	3.14	9.531	A
3	131.02	32.76	130.05	109.74	1152.54	0.00	365.54	217.37	0.358	0.30	0.54	15.223	C
4	50.65	12.66	50.45	20.87	1261.72	0.00	421.76	233.54	0.120	0.08	0.13	9.690	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	690.34	172.58	690.32	1250.48	68.24	0.00	1507.66	1456.31	0.458	0.88	0.89	4.648	A
2	1199.01	299.75	1198.75	689.20	69.36	0.00	1578.64	1532.29	0.760	3.14	3.20	9.807	A
3	131.02	32.76	130.98	110.09	1158.03	0.00	363.16	217.37	0.361	0.54	0.56	15.498	C
4	50.65	12.66	50.64	20.92	1268.09	0.00	418.84	233.54	0.121	0.13	0.14	9.777	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	563.66	140.92	564.69	1027.66	56.19	0.00	1514.75	1456.31	0.372	0.89	0.63	4.004	A
2	978.99	244.75	985.00	564.14	56.74	0.00	1586.24	1532.29	0.617	3.20	1.70	6.271	A
3	106.98	26.74	107.95	90.26	951.48	0.00	453.04	217.37	0.236	0.56	0.31	10.462	B
4	41.35	10.34	41.55	17.13	1042.30	0.00	522.71	233.54	0.079	0.14	0.09	7.484	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	472.04	118.01	472.65	857.79	46.88	0.00	1520.23	1456.31	0.311	0.63	0.48	3.628	A
2	819.86	204.96	822.21	472.03	47.49	0.00	1591.81	1532.29	0.515	1.70	1.11	4.864	A
3	89.59	22.40	90.01	75.44	794.25	0.00	521.46	217.37	0.172	0.31	0.21	8.351	A
4	34.63	8.66	34.73	14.33	869.93	0.00	602.01	233.54	0.058	0.09	0.06	6.348	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	6.92	0.46	3.611	A	A
2	15.74	1.05	4.781	A	A
3	2.94	0.20	8.252	A	A
4	0.88	0.06	6.300	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.14	0.61	3.988	A	A
2	23.73	1.58	6.102	A	A
3	4.38	0.29	10.278	B	B
4	1.24	0.08	7.410	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	12.93	0.86	4.636	A	A
2	43.76	2.92	9.531	A	A
3	7.74	0.52	15.223	C	B
4	1.96	0.13	9.690	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	13.28	0.89	4.648	A	A
2	47.69	3.18	9.807	A	A
3	8.28	0.55	15.498	C	B
4	2.04	0.14	9.777	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.65	0.64	4.004	A	A
2	26.73	1.78	6.271	A	A
3	4.91	0.33	10.462	B	B
4	1.34	0.09	7.484	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.30	0.49	3.628	A	A
2	17.22	1.15	4.864	A	A
3	3.24	0.22	8.351	A	A
4	0.94	0.06	6.348	A	A

(Default Analysis Set) - 2024 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1020.00	100.000
2	ONE HOUR	✓	836.00	100.000
3	ONE HOUR	✓	70.00	100.000
4	ONE HOUR	✓	25.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	912.000	78.000	30.000
	2	793.000	0.000	32.000	11.000
	3	47.000	23.000	0.000	0.000
	4	18.000	7.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.89	0.08	0.03
	2	0.95	0.00	0.04	0.01
	3	0.67	0.33	0.00	0.00
	4	0.72	0.28	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.035	1.000	1.000
	2	1.037	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	3.5	0.0	0.0
	2	3.7	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
1	0.73	9.14	2.80	A	935.97	1403.95	157.80	6.74	1.75	157.83	6.74
2	0.59	5.93	1.50	A	767.13	1150.69	93.64	4.88	1.04	93.65	4.88
3	0.16	9.22	0.20	A	64.23	96.35	12.64	7.87	0.14	12.64	7.87
4	0.05	6.70	0.05	A	22.94	34.41	3.41	5.95	0.04	3.41	5.95

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	767.91	191.98	763.82	643.01	22.43	0.00	1534.62	1467.86	0.500	0.00	1.02	4.792	A
2	629.38	157.35	626.64	705.38	80.88	0.00	1571.71	1526.82	0.400	0.00	0.69	3.932	A
3	52.70	13.17	52.31	82.40	625.12	0.00	595.06	209.32	0.089	0.00	0.10	6.629	A
4	18.82	4.71	18.71	30.71	646.72	0.00	704.70	239.64	0.027	0.00	0.03	5.248	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	916.96	229.24	914.99	770.21	26.92	0.00	1531.98	1467.86	0.599	1.02	1.51	5.997	A
2	751.55	187.89	750.49	845.03	96.88	0.00	1562.07	1526.82	0.481	0.69	0.95	4.586	A
3	62.93	15.73	62.79	98.70	748.67	0.00	541.30	209.32	0.116	0.10	0.13	7.521	A
4	22.47	5.62	22.44	36.79	774.68	0.00	645.83	239.64	0.035	0.03	0.04	5.774	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1123.04	280.76	1118.07	942.41	32.93	0.00	1528.44	1467.86	0.735	1.51	2.76	8.936	A
2	920.45	230.11	918.29	1032.61	118.38	0.00	1549.12	1526.82	0.594	0.95	1.49	5.886	A
3	77.07	19.27	76.81	120.65	916.02	0.00	468.47	209.32	0.165	0.13	0.19	9.186	A
4	27.53	6.88	27.47	44.97	947.87	0.00	566.15	239.64	0.049	0.04	0.05	6.682	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	1123.04	280.76	1122.85	944.63	33.03	0.00	1528.38	1467.86	0.735	2.76	2.80	9.141	A
2	920.45	230.11	920.41	1036.99	118.89	0.00	1548.82	1526.82	0.594	1.49	1.50	5.929	A
3	77.07	19.27	77.07	121.10	918.20	0.00	467.52	209.32	0.165	0.19	0.20	9.219	A
4	27.53	6.88	27.52	45.14	950.13	0.00	565.11	239.64	0.049	0.05	0.05	6.695	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	916.96	229.24	921.93	773.56	27.07	0.00	1531.89	1467.86	0.599	2.80	1.56	6.136	A
2	751.55	187.89	753.68	851.38	97.62	0.00	1561.63	1526.82	0.481	1.50	0.97	4.623	A
3	62.93	15.73	63.18	99.35	751.95	0.00	539.87	209.32	0.117	0.20	0.13	7.555	A
4	22.47	5.62	22.53	37.03	778.10	0.00	644.26	239.64	0.035	0.05	0.04	5.792	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
1	767.91	191.98	769.98	647.10	22.64	0.00	1534.50	1467.86	0.500	1.56	1.04	4.868	A
2	629.38	157.35	630.48	711.10	81.53	0.00	1571.31	1526.82	0.401	0.97	0.70	3.966	A
3	52.70	13.17	52.84	83.01	628.99	0.00	593.38	209.32	0.089	0.13	0.10	6.660	A
4	18.82	4.71	18.86	30.94	650.89	0.00	702.78	239.64	0.027	0.04	0.03	5.265	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	14.78	0.99	4.792	A	A
2	10.01	0.67	3.932	A	A
3	1.40	0.09	6.629	A	A
4	0.40	0.03	5.248	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	21.90	1.46	5.997	A	A
2	13.92	0.93	4.586	A	A
3	1.91	0.13	7.521	A	A
4	0.53	0.04	5.774	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	38.71	2.58	8.936	A	A
2	21.57	1.44	5.886	A	A
3	2.83	0.19	9.186	A	A
4	0.74	0.05	6.682	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	41.78	2.79	9.141	A	A
2	22.49	1.50	5.929	A	A
3	2.93	0.20	9.219	A	A
4	0.76	0.05	6.695	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	24.50	1.63	6.136	A	A
2	14.97	1.00	4.623	A	A
3	2.05	0.14	7.555	A	A
4	0.56	0.04	5.792	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	16.13	1.08	4.868	A	A
2	10.68	0.71	3.966	A	A
3	1.51	0.10	6.660	A	A
4	0.42	0.03	5.265	A	A