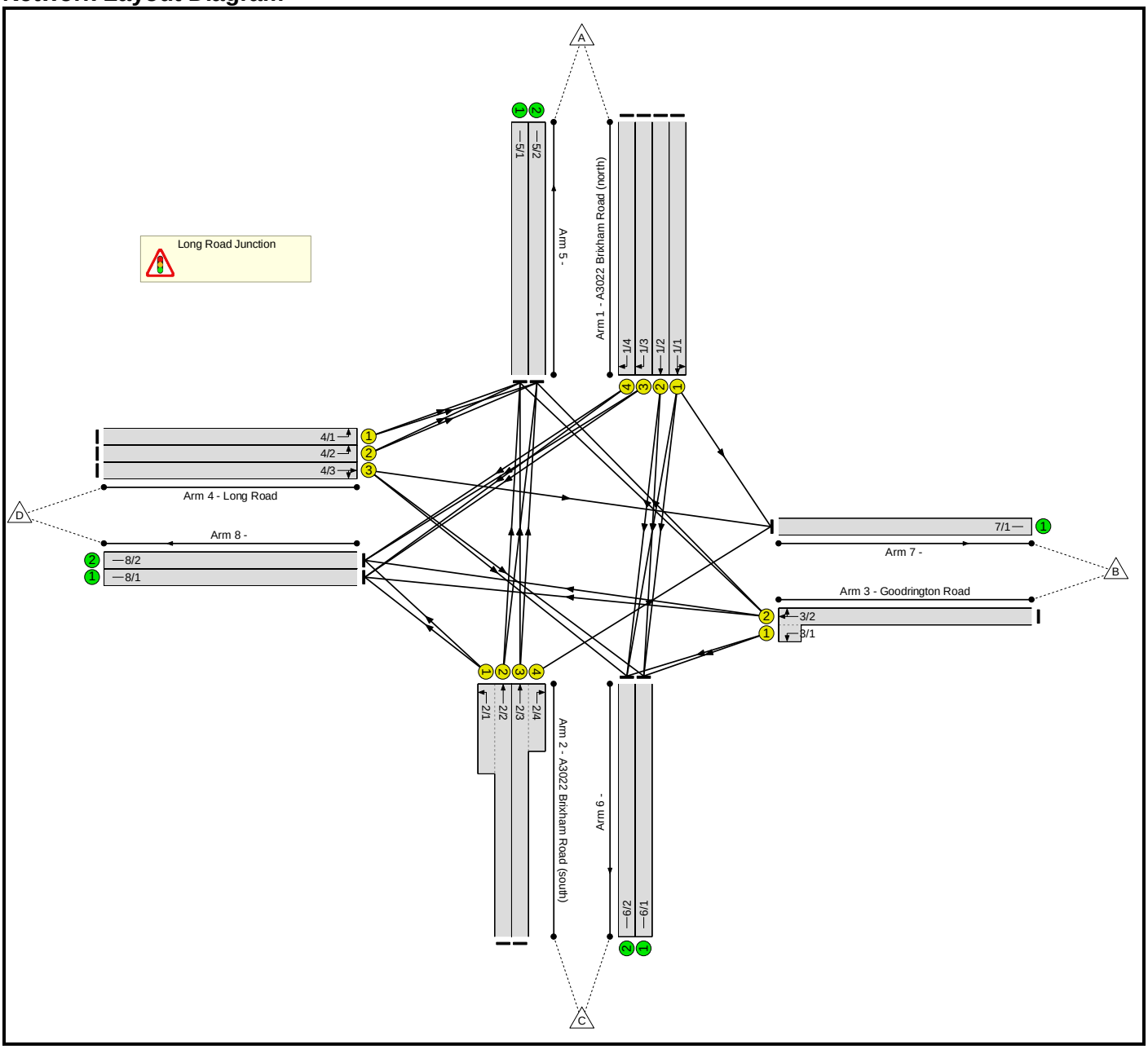
Appendix TAA1-J

Full Input Data And Results

User and Project Details

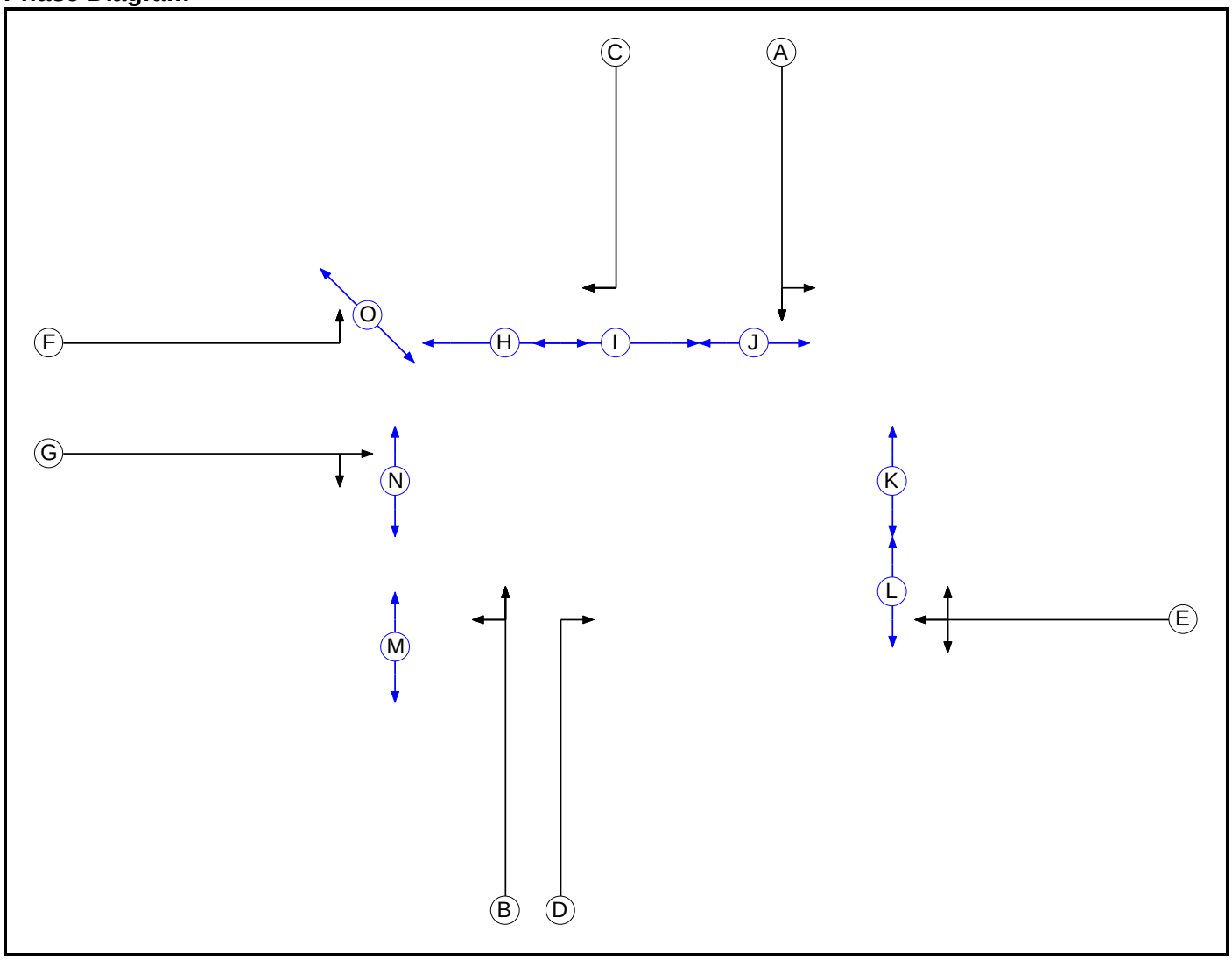
Project:	**Inglewood**
Title:	**Long Road Existing Junction**
Location:	Torbay
File name:	Long Road Junction.lsg3x
Author:	FF
Company:	Key Transport Consultants
Address:	26 Berkeley Square, Bristol, BS8 1HP
Notes:	

Network Layout Diagram



Full Input Data And Results

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

Full Input Data And Results

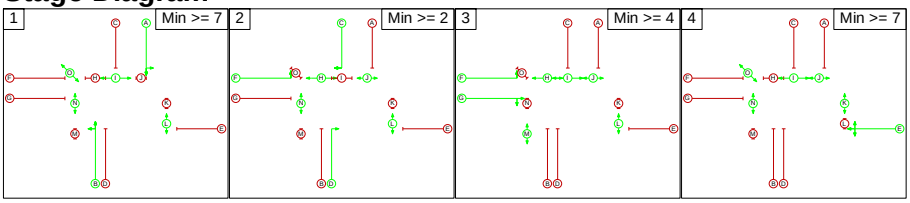
Phase Intergreens Matrix

		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	A B I L N O
2	C D F H J L N
3	F G H I J L M
4	E I J K N O

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	-	-	-	-	-	-

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 :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	218	741	194	1153
	B	133	0	13	88	234
	C	620	20	0	33	673
	D	431	166	63	0	660
	Tot.	1184	404	817	315	2720

Traffic Lane Flows

Lane	Scenario 2: 2017 Base PM
Junction: Long Road Junction	
1/1	444
1/2	515
1/3	94
1/4	100
2/1 (short)	33
2/2 (with short)	323(In) 290(Out)
2/3 (with short)	350(In) 330(Out)
2/4 (short)	20
3/1 (short)	13
3/2 (with short)	234(In) 221(Out)
4/1	200
4/2	231
4/3	229
5/1	592
5/2	592
6/1	416
6/2	401
7/1	404
8/1	157
8/2	158

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	50.9 %	1850	1850
				Arm 7 Left	16.00	49.1 %		
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	60.2 %	1884	1884
				Arm 8 Ahead	Inf	39.8 %		
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	27.5 %	1926	1926
				Arm 7 Ahead	Inf	72.5 %		
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	233	935	299	1467
	B	149	0	40	117	306
	C	814	49	0	37	900
	D	707	239	68	0	1014
	Tot.	1670	521	1043	453	3687

Traffic Lane Flows

Lane	Scenario 24: TA 2024 + Dev PM
Junction: Long Road Junction	
1/1	547
1/2	621
1/3	146
1/4	153
2/1 (short)	37
2/2 (with short)	427(In) 390(Out)
2/3 (with short)	473(In) 424(Out)
2/4 (short)	49
3/1 (short)	40
3/2 (with short)	306(In) 266(Out)
4/1	334
4/2	373
4/3	307
5/1	836
5/2	834
6/1	541
6/2	502
7/1	521
8/1	225
8/2	228

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	57.4 %	1861	1861
				Arm 7 Left	16.00	42.6 %		
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	56.0 %	1888	1888
				Arm 8 Ahead	Inf	44.0 %		
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	22.1 %	1933	1933
				Arm 7 Ahead	Inf	77.9 %		
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 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 :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	233	843	299	1375
	B	149	0	34	117	300
	C	757	45	0	37	839
	D	707	239	68	0	1014
	Tot.	1613	517	945	453	3528

Traffic Lane Flows

Lane	Scenario 26: TA 2024 PM
Junction: Long Road Junction	
1/1	501
1/2	575
1/3	146
1/4	153
2/1 (short)	37
2/2 (with short)	399(In) 362(Out)
2/3 (with short)	440(In) 395(Out)
2/4 (short)	45
3/1 (short)	34
3/2 (with short)	300(In) 266(Out)
4/1	334
4/2	373
4/3	307
5/1	808
5/2	805
6/1	489
6/2	456
7/1	517
8/1	225
8/2	228

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	53.5 %	1854	1854
				Arm 7 Left	16.00	46.5 %		
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	56.0 %	1888	1888
				Arm 8 Ahead	Inf	44.0 %		
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	22.1 %	1933	1933
				Arm 7 Ahead	Inf	77.9 %		
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 27: 'TA 2019 AM' (FG35: 'TA 2019 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	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 :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	222	822	263	1307
	B	136	0	34	108	278
	C	722	45	0	33	800
	D	644	224	63	0	931
	Tot.	1502	491	919	404	3316

Traffic Lane Flows

Lane	Scenario 28: TA 2019 PM
Junction: Long Road Junction	
1/1	486
1/2	558
1/3	128
1/4	135
2/1 (short)	33
2/2 (with short)	377(In) 344(Out)
2/3 (with short)	423(In) 378(Out)
2/4 (short)	45
3/1 (short)	34
3/2 (with short)	278(In) 244(Out)
4/1	302
4/2	342
4/3	287
5/1	751
5/2	751
6/1	477
6/2	442
7/1	491
8/1	201
8/2	203

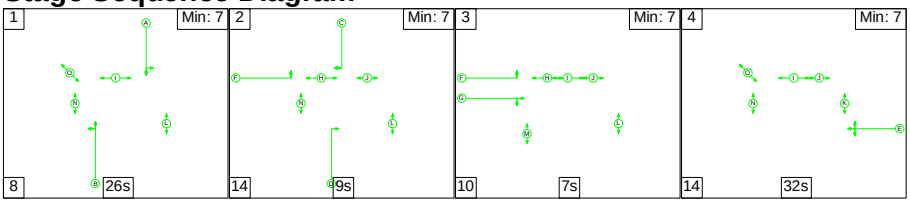
Full Input Data And Results

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	54.3 %	1856	1856
				Arm 7 Left	16.00	45.7 %		
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	55.7 %	1888	1888
				Arm 8 Ahead	Inf	44.3 %		
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	22.0 %	1933	1933
				Arm 7 Ahead	Inf	78.0 %		
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

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

Stage Sequence Diagram

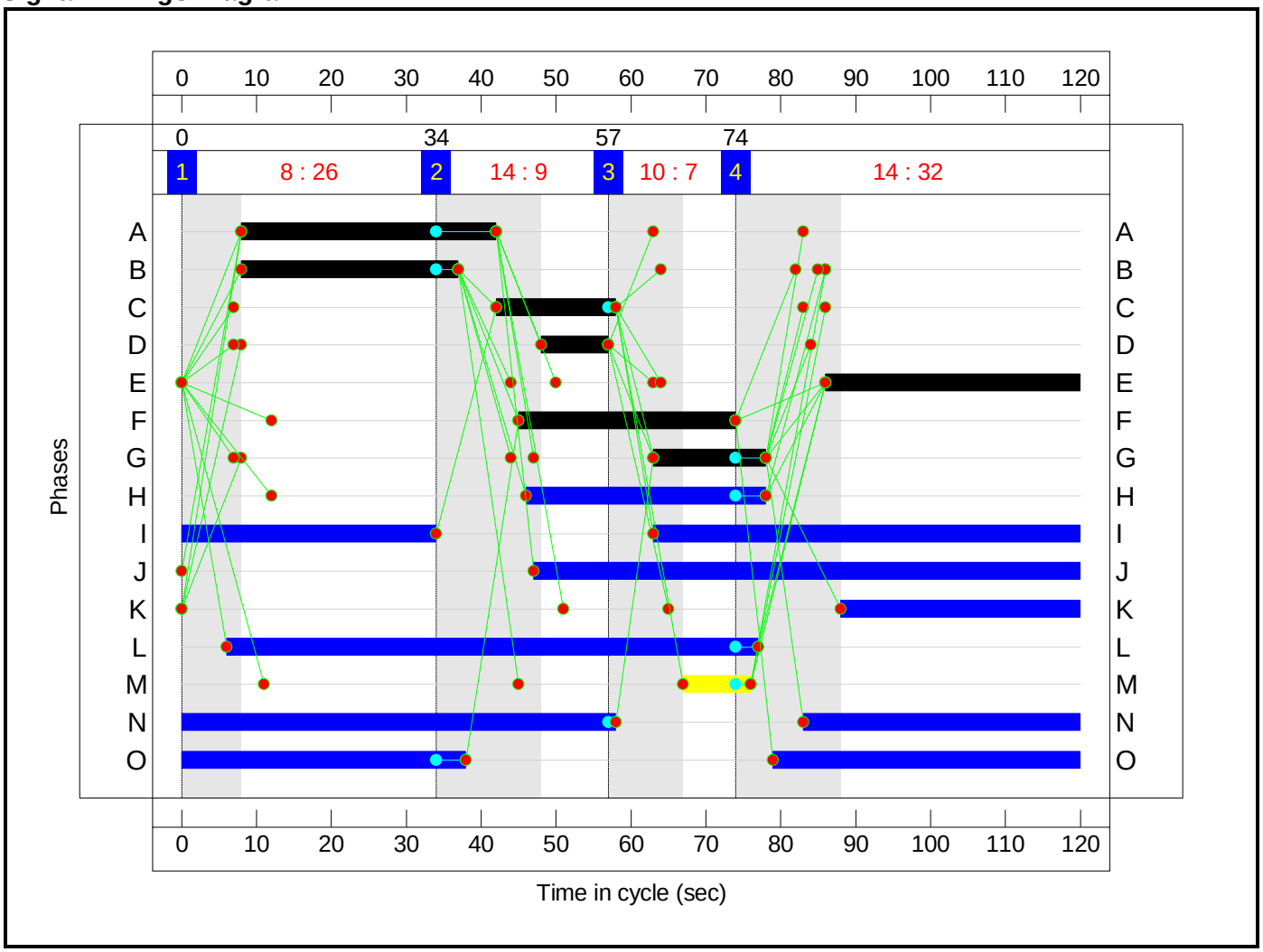


Full Input Data And Results

Stage Timings

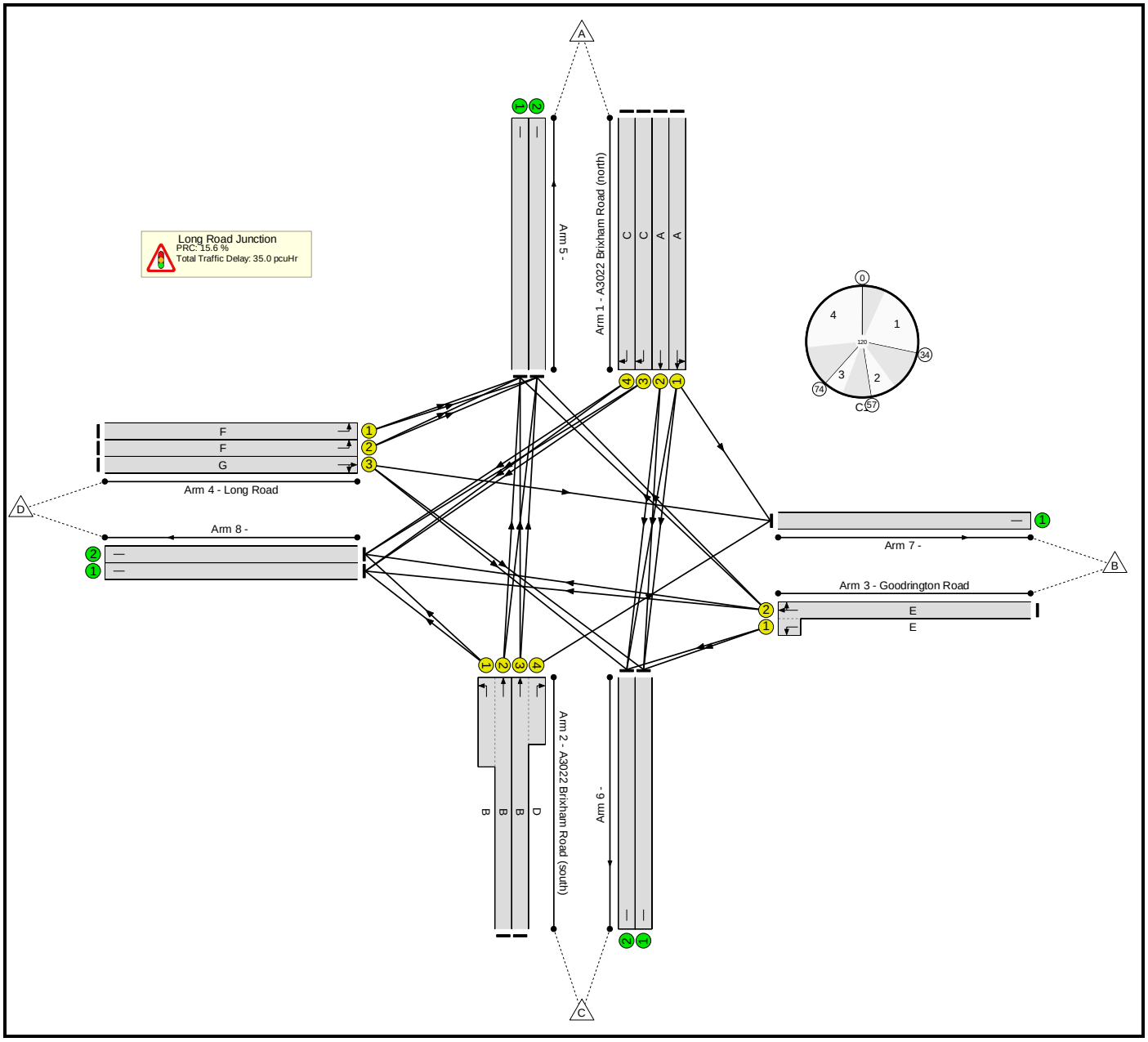
Stage	1	2	3	4
Duration	26	9	7	32
Change Point	0	34	57	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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%

Full Input Data And Results

7/1		U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%

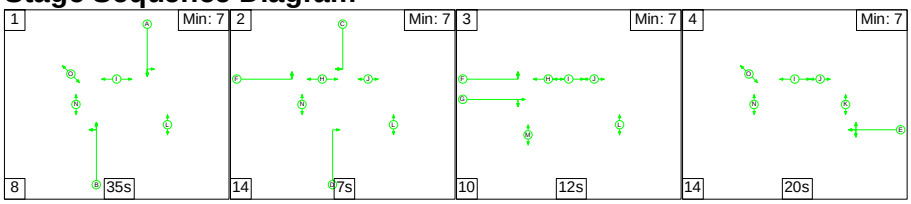
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	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')

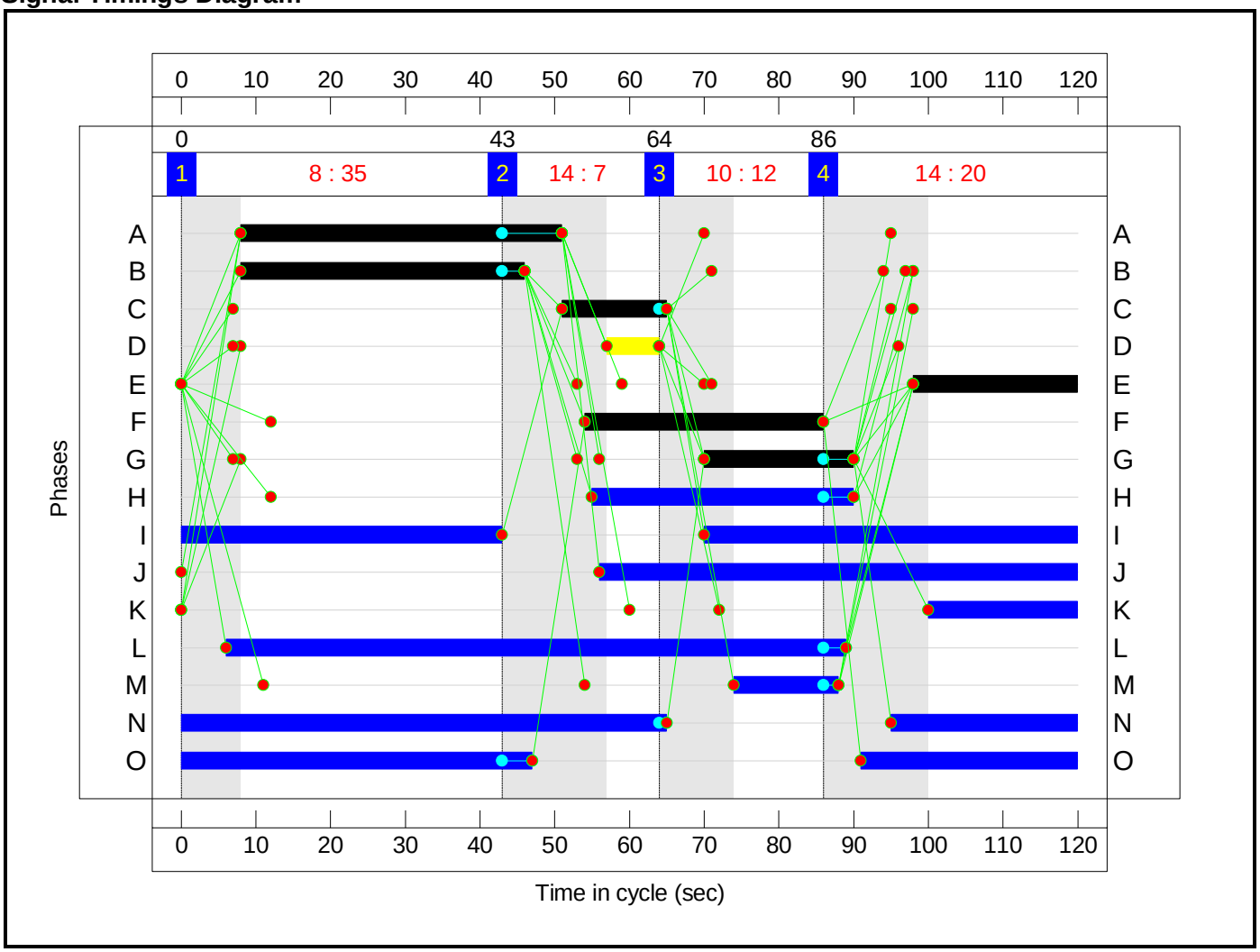
Stage Sequence Diagram



Stage Timings

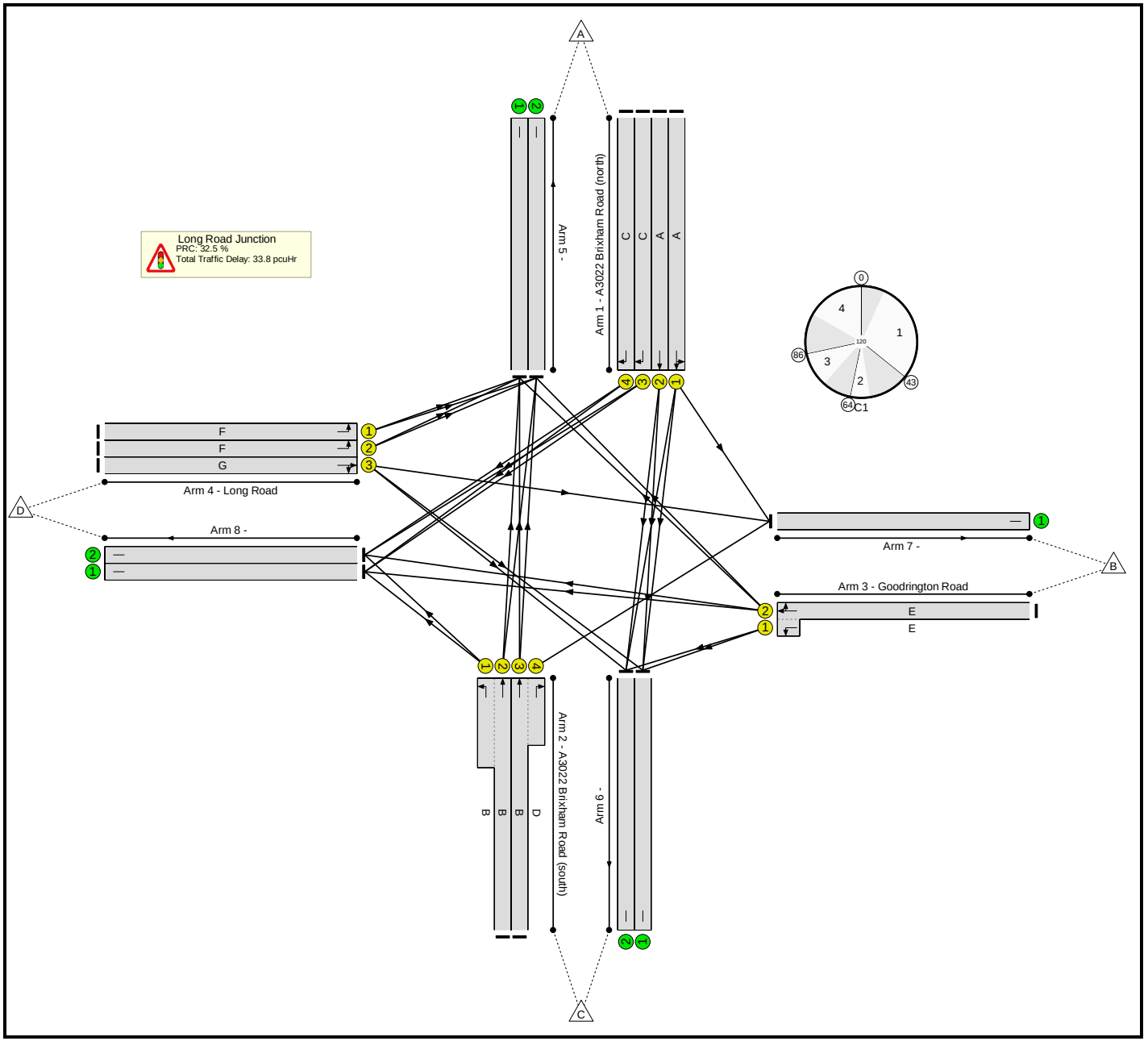
Stage	1	2	3	4
Duration	35	7	12	20
Change Point	0	43	64	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Existing Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.9%**
Long Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.9%**
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	43	-	444	1850	678	65.5%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	43	-	515	2075	761	67.7%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	94	1703	213	44.2%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	100	1771	221	45.2%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	38	-	323	1925:1655	580+66	50.0 : 50.0%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	38:7	-	350	2085:1725	649+39	50.8 : 50.8%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	22	-	234	1884:1629	339+20	65.1 : 65.1%
4/1	Long Road Left	U	N/A	N/A	F		1	32	-	200	1773	488	41.0%
4/2	Long Road Left	U	N/A	N/A	F		1	32	-	231	1931	531	43.5%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	20	-	229	1926	337	67.9%
5/1		U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%

Full Input Data And Results

7/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%

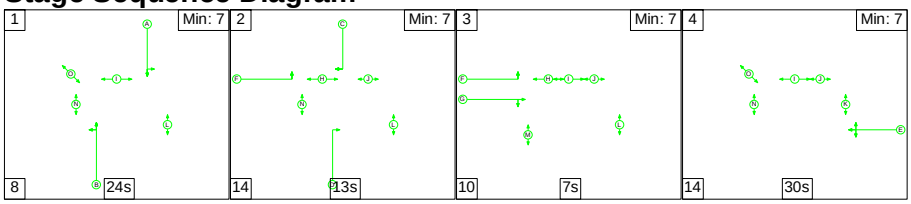
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	**-**	**-**	**0**	**0**	**0**	**27.4**	**6.5**	**0.0**	**33.8**	**-**	**-**	**-**	**-**
Long Road Junction	**-**	**-**	**0**	**0**	**0**	**27.4**	**6.5**	**0.0**	**33.8**	**-**	**-**	**-**	**-**
1/1	444	444	-	-	-	3.9	0.9	-	4.8	39.3	12.2	0.9	13.1
1/2	515	515	-	-	-	4.6	1.0	-	5.6	39.3	14.4	1.0	15.5
1/3	94	94	-	-	-	1.3	0.4	-	1.7	63.7	2.9	0.4	3.3
1/4	100	100	-	-	-	1.4	0.4	-	1.8	63.4	3.1	0.4	3.5
2/2+2/1	323	323	-	-	-	2.8	0.5	-	3.3	37.3	7.7	0.5	8.2
2/3+2/4	350	350	-	-	-	3.3	0.5	-	3.8	38.9	9.0	0.5	9.5
3/2+3/1	234	234	-	-	-	2.9	0.9	-	3.8	58.9	7.0	0.9	8.0
4/1	200	200	-	-	-	2.0	0.3	-	2.3	41.8	5.4	0.3	5.8
4/2	231	231	-	-	-	2.3	0.4	-	2.7	41.8	6.3	0.4	6.7
4/3	229	229	-	-	-	2.9	1.0	-	4.0	62.7	7.1	1.0	8.2
5/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 32.5 Total Delay for Signalled Lanes (pcuHr): 33.84 Cycle Time (s): 120
PRC Over All Lanes (%): 32.5 Total Delay Over All Lanes(pcuHr): 33.84

Full Input Data And Results

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

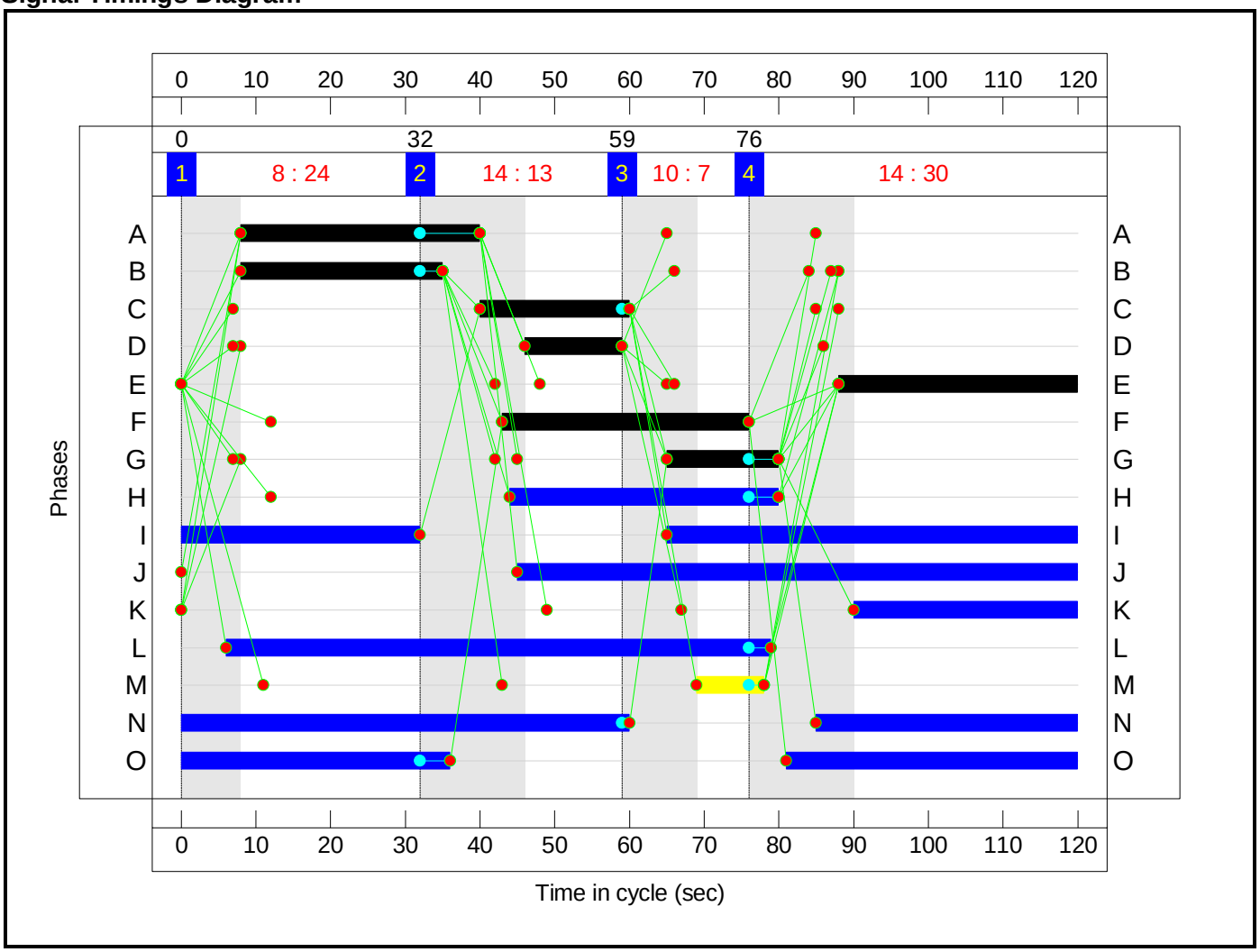
Stage Sequence Diagram



Stage Timings

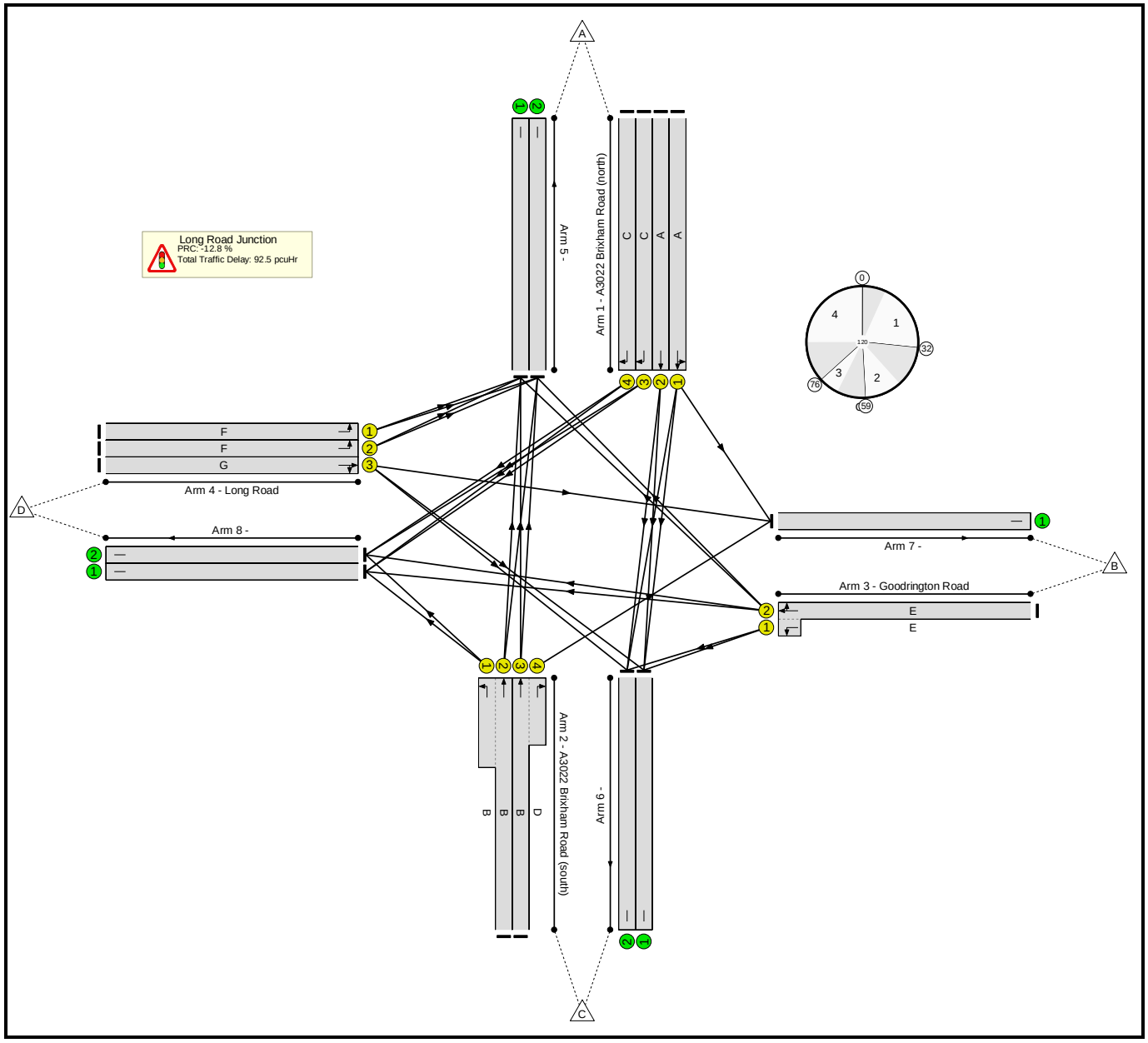
Stage	1	2	3	4
Duration	24	13	7	30
Change Point	0	32	59	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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%

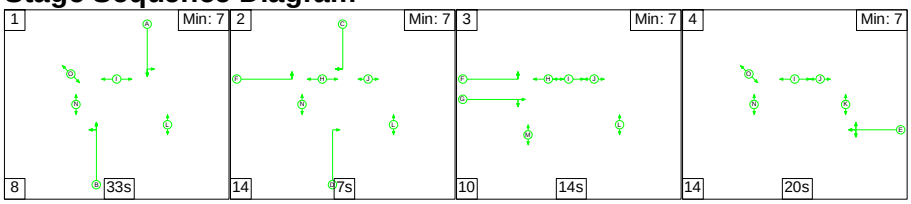
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	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')

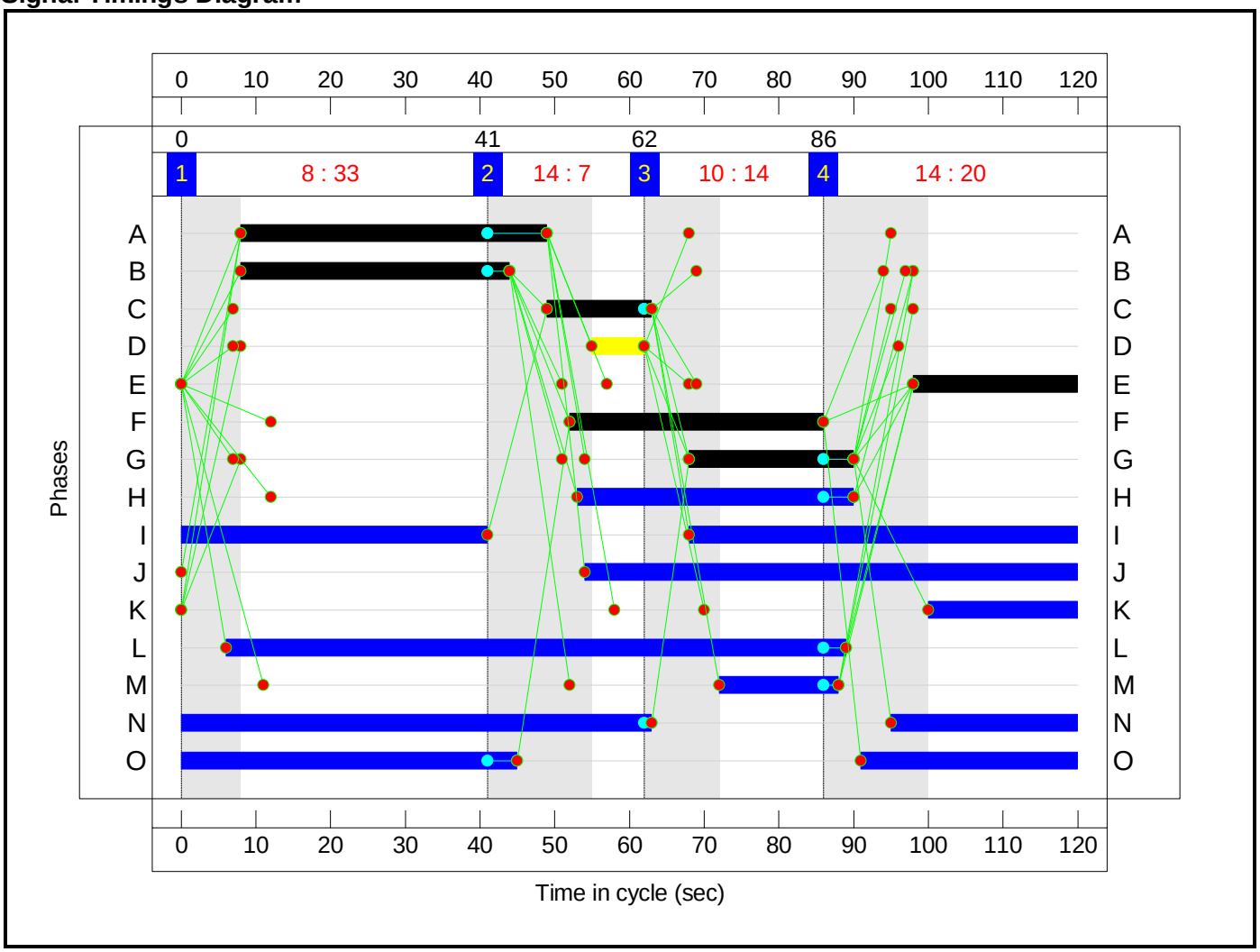
Stage Sequence Diagram



Stage Timings

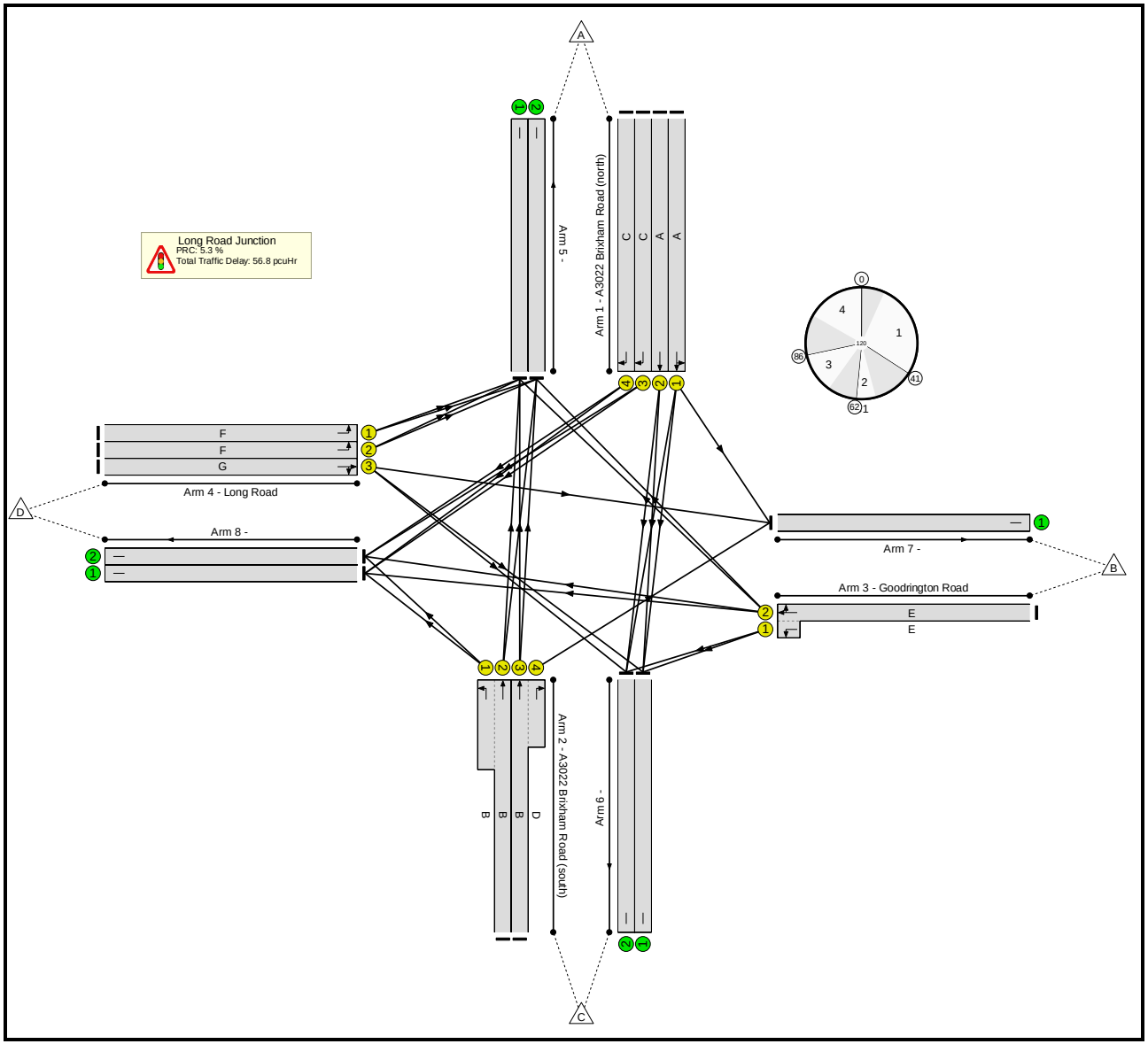
Stage	1	2	3	4
Duration	33	7	14	20
Change Point	0	41	62	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Existing Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.5%**
Long Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.5%**
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	41	-	547	1861	651	84.0%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	41	-	621	2075	726	85.5%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	146	1703	213	68.6%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	153	1771	221	69.1%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	36	-	427	1925:1655	558+53	69.9 : 69.9%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	36:7	-	473	2085:1725	592+68	71.7 : 71.7%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	22	-	306	1888:1629	315+47	84.6 : 84.6%
4/1	Long Road Left	U	N/A	N/A	F		1	34	-	334	1773	517	64.6%
4/2	Long Road Left	U	N/A	N/A	F		1	34	-	373	1931	563	66.2%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	22	-	307	1933	370	82.9%
5/1		U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%

Full Input Data And Results

7/1		U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%

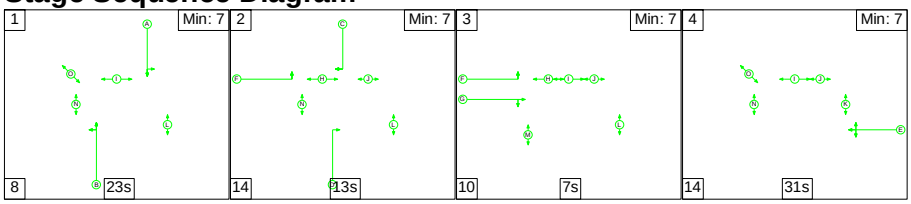
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	**-**	**-**	**0**	**0**	**0**	**40.3**	**16.5**	**0.0**	**56.8**	**-**	**-**	**-**	**-**
Long Road Junction	**-**	**-**	**0**	**0**	**0**	**40.3**	**16.5**	**0.0**	**56.8**	**-**	**-**	**-**	**-**
1/1	547	547	-	-	-	5.5	2.5	-	8.0	52.4	16.7	2.5	19.2
1/2	621	621	-	-	-	6.2	2.8	-	9.0	52.4	19.1	2.8	21.9
1/3	146	146	-	-	-	2.0	1.1	-	3.1	76.3	4.6	1.1	5.7
1/4	153	153	-	-	-	2.1	1.1	-	3.2	75.8	4.8	1.1	5.9
2/2+2/1	427	427	-	-	-	4.2	1.1	-	5.4	45.4	11.7	1.1	12.8
2/3+2/4	473	473	-	-	-	5.0	1.2	-	6.2	47.6	13.1	1.2	14.4
3/2+3/1	306	306	-	-	-	4.0	2.5	-	6.5	76.1	9.5	2.5	12.0
4/1	334	334	-	-	-	3.4	0.9	-	4.3	46.8	9.6	0.9	10.6
4/2	373	373	-	-	-	3.9	1.0	-	4.8	46.7	10.9	1.0	11.8
4/3	307	307	-	-	-	4.0	2.3	-	6.2	73.1	9.8	2.3	12.1
5/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	541	541	-	-	-	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	521	521	-	-	-	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
8/2	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 5.3 Total Delay for Signalled Lanes (pcuHr): 56.83 Cycle Time (s): 120
PRC Over All Lanes (%): 5.3 Total Delay Over All Lanes(pcuHr): 56.83

Full Input Data And Results

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

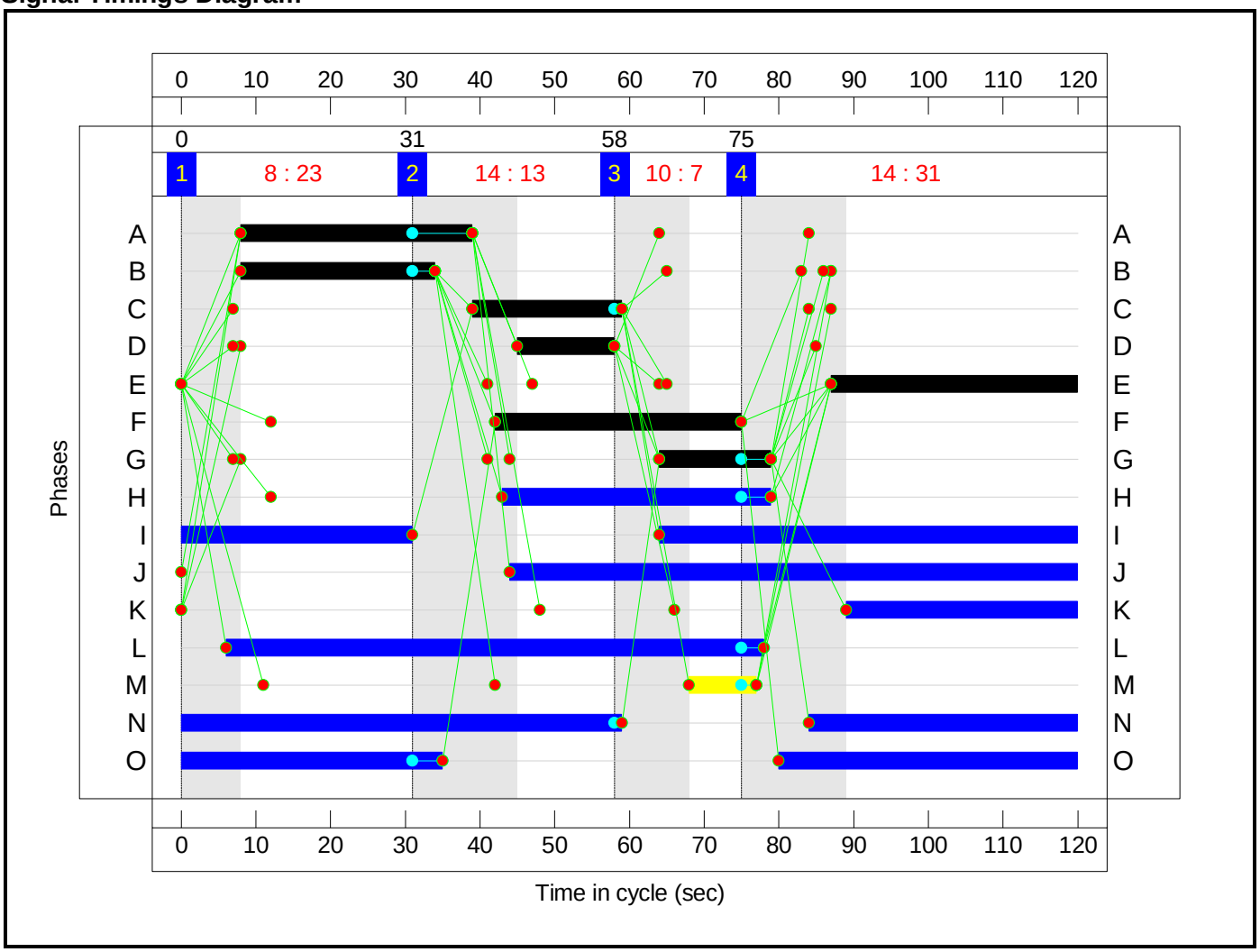
Stage Sequence Diagram



Stage Timings

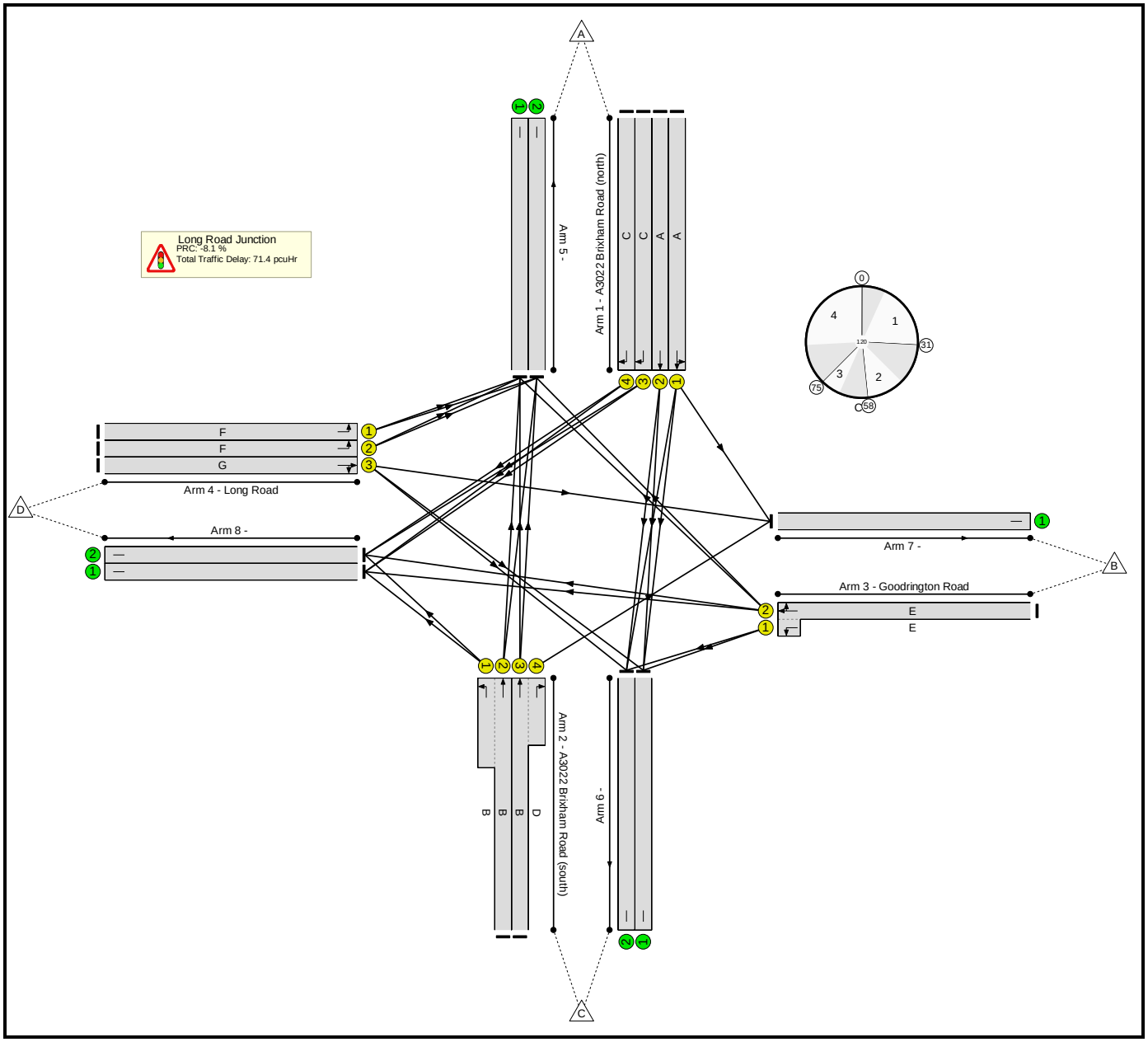
Stage	1	2	3	4
Duration	23	13	7	31
Change Point	0	31	58	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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%

Full Input Data And Results

7/1		U	N/A	N/A	-		-	-	-	212	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%

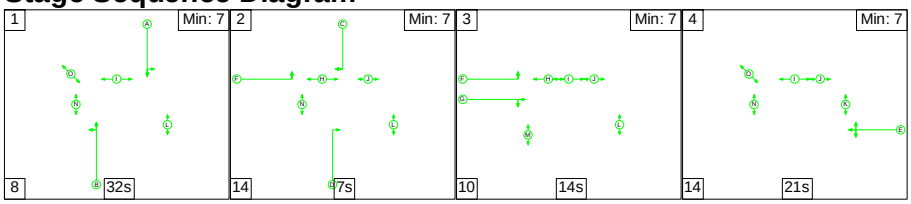
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	**-**	**-**	**0**	**0**	**0**	**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')

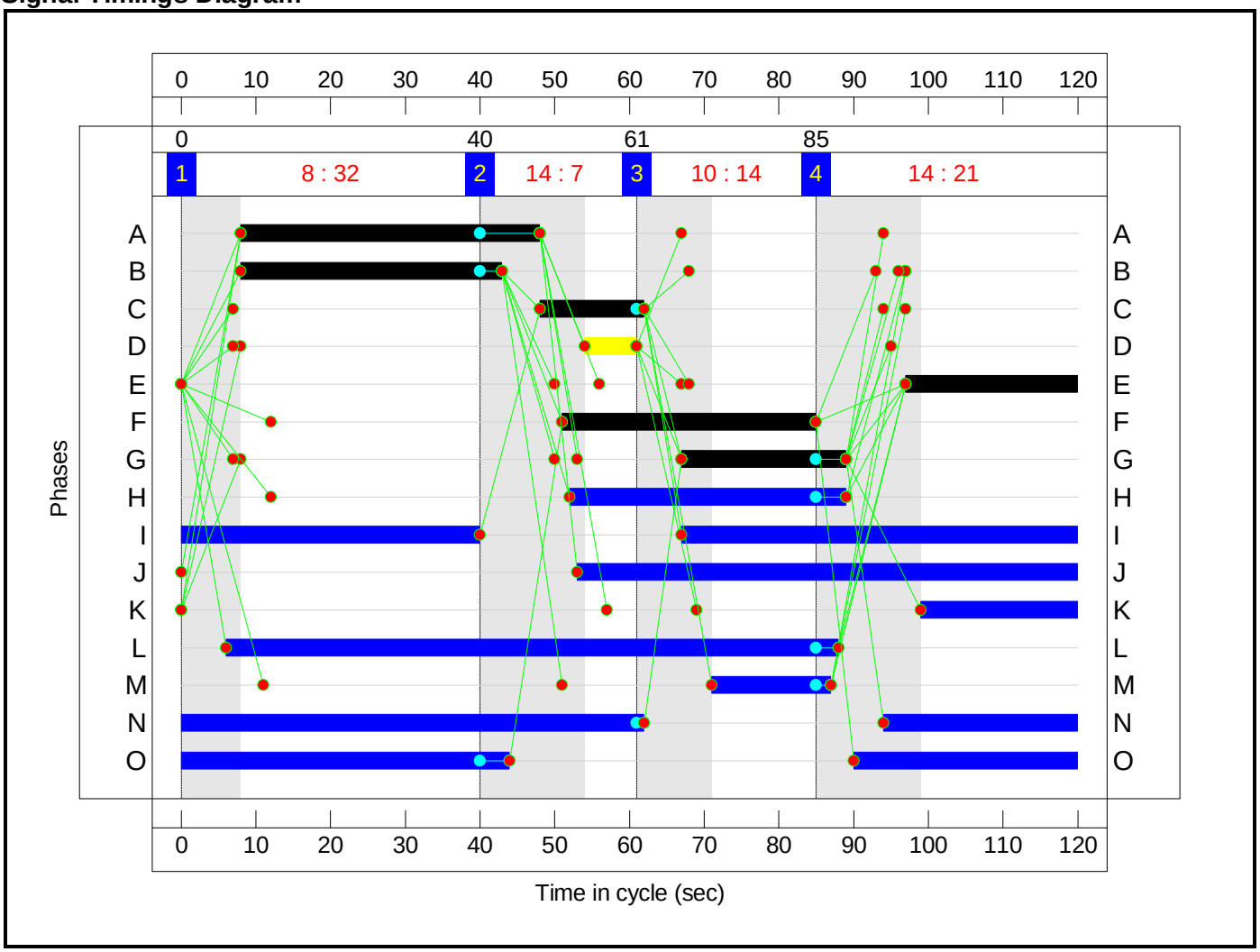
Stage Sequence Diagram



Stage Timings

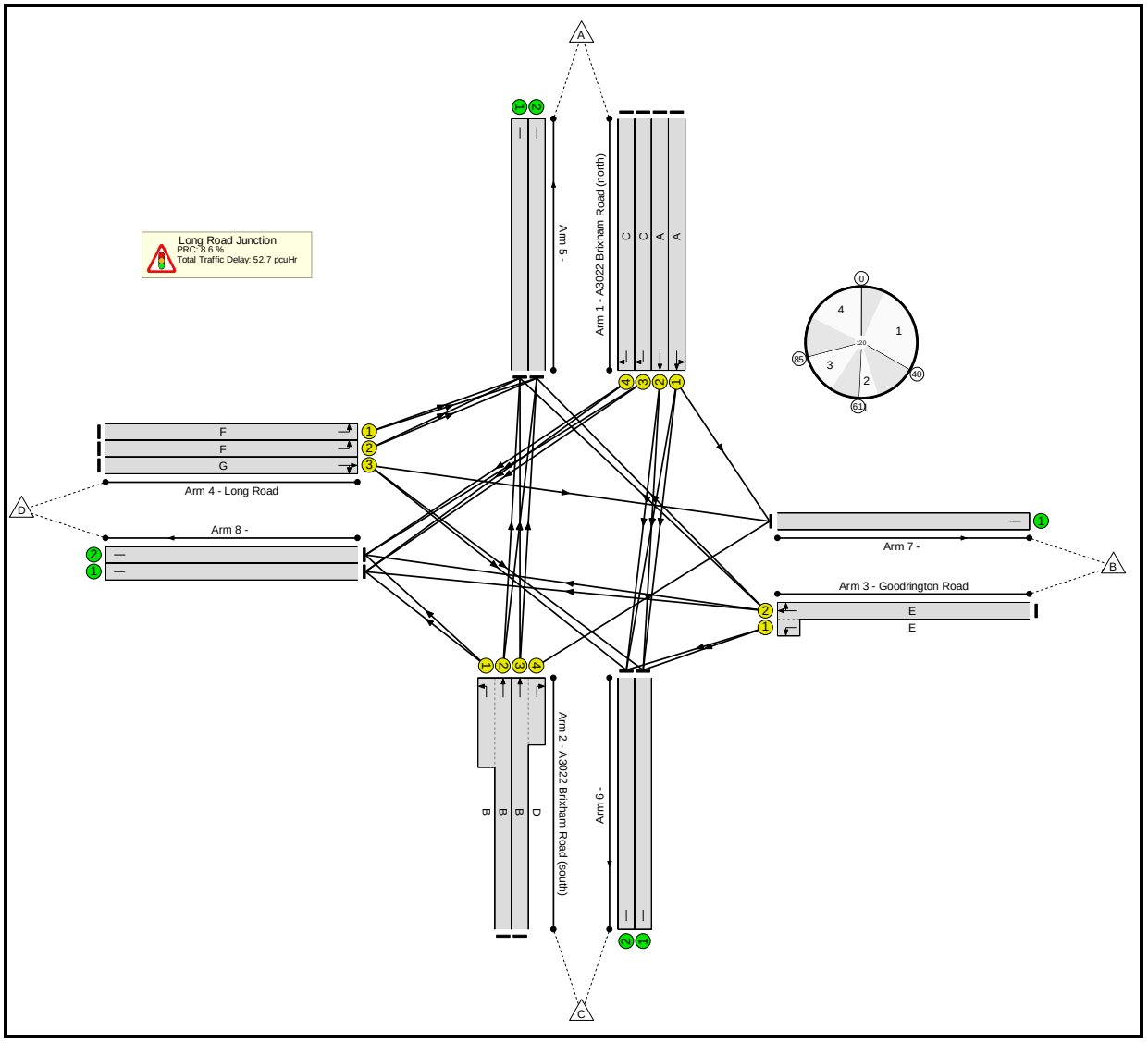
Stage	1	2	3	4
Duration	32	7	14	21
Change Point	0	40	61	85

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Long Road Existing Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
Long Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	40	-	501	1854	633	79.1%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	40	-	575	2075	709	81.1%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	146	1703	213	68.6%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	153	1771	221	69.1%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	35	-	399	1925:1655	541+55	66.9 : 66.9%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	35:7	-	440	2085:1725	577+66	68.4 : 68.4%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	23	-	300	1888:1629	334+43	79.6 : 79.6%
4/1	Long Road Left	U	N/A	N/A	F		1	34	-	334	1773	517	64.6%
4/2	Long Road Left	U	N/A	N/A	F		1	34	-	373	1931	563	66.2%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	22	-	307	1933	370	82.9%
5/1		U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%

Full Input Data And Results

7/1		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%

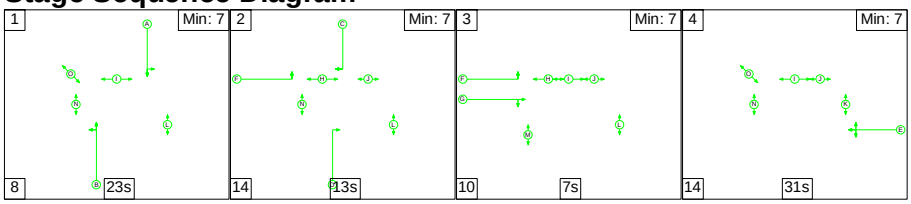
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Long Road Existing Junction	**-**	**-**	**0**	**0**	**0**	**38.6**	**14.1**	**0.0**	**52.7**	**-**	**-**	**-**	**-**
Long Road Junction	**-**	**-**	**0**	**0**	**0**	**38.6**	**14.1**	**0.0**	**52.7**	**-**	**-**	**-**	**-**
1/1	501	501	-	-	-	5.0	1.8	-	6.8	48.9	15.0	1.8	16.9
1/2	575	575	-	-	-	5.7	2.1	-	7.8	49.0	17.4	2.1	19.5
1/3	146	146	-	-	-	2.0	1.1	-	3.1	76.3	4.6	1.1	5.7
1/4	153	153	-	-	-	2.1	1.1	-	3.2	75.8	4.8	1.1	5.9
2/2+2/1	399	399	-	-	-	4.0	1.0	-	5.0	44.9	10.7	1.0	11.7
2/3+2/4	440	440	-	-	-	4.7	1.1	-	5.7	47.0	12.0	1.1	13.1
3/2+3/1	300	300	-	-	-	3.8	1.9	-	5.7	67.8	9.2	1.9	11.1
4/1	334	334	-	-	-	3.4	0.9	-	4.3	46.8	9.6	0.9	10.6
4/2	373	373	-	-	-	3.9	1.0	-	4.8	46.7	10.9	1.0	11.8
4/3	307	307	-	-	-	4.0	2.3	-	6.2	73.1	9.8	2.3	12.1
5/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	489	489	-	-	-	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	517	517	-	-	-	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
8/2	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 52.73 Cycle Time (s): 120
PRC Over All Lanes (%): 8.6 Total Delay Over All Lanes(pcuHr): 52.73

Full Input Data And Results

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

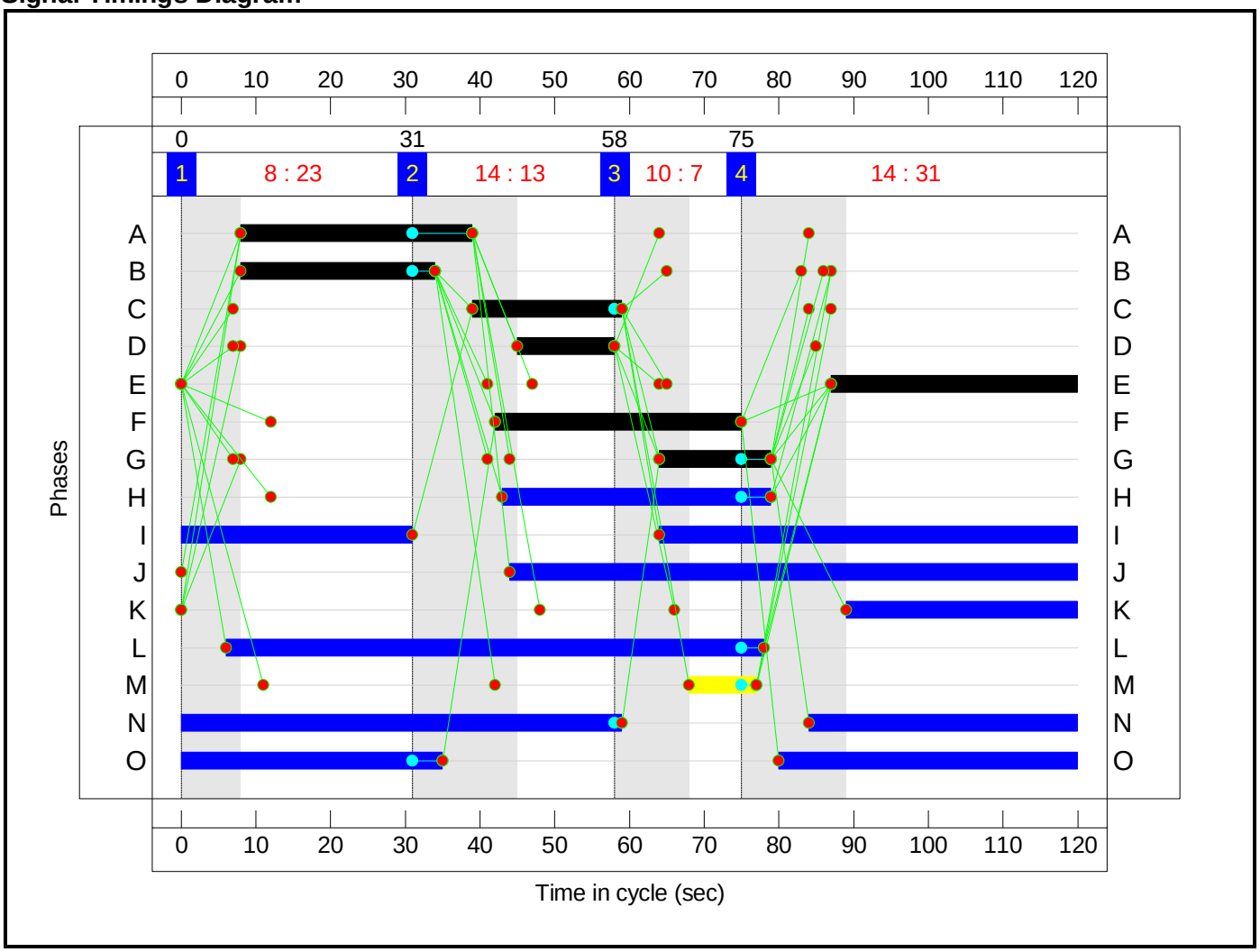
Stage Sequence Diagram



Stage Timings

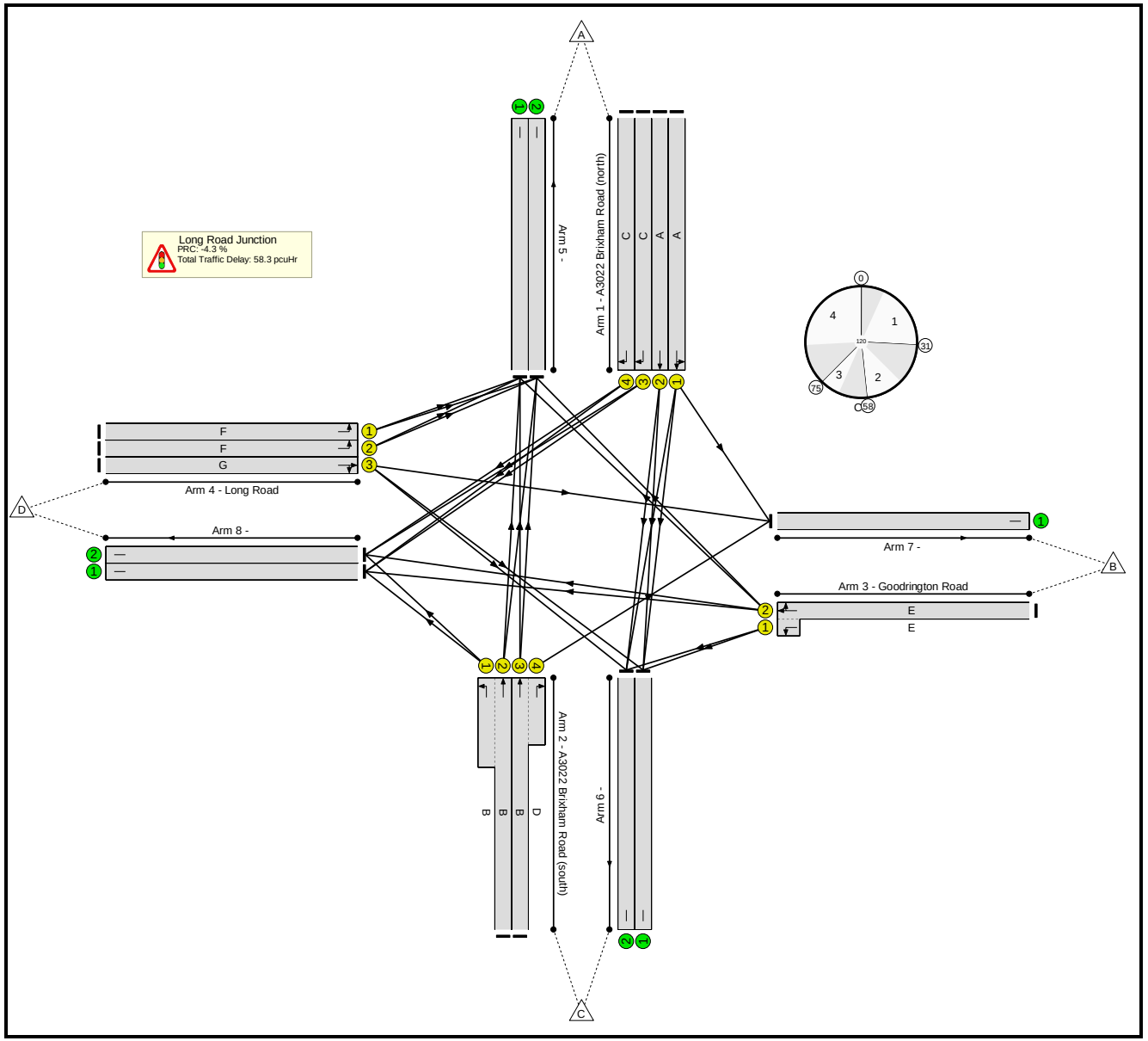
Stage	1	2	3	4
Duration	23	13	7	31
Change Point	0	31	58	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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%

Full Input Data And Results

7/1		U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%

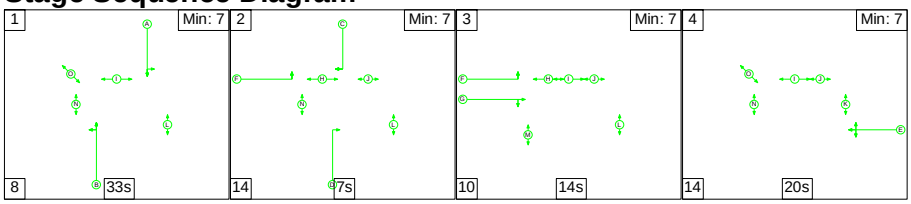
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	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')

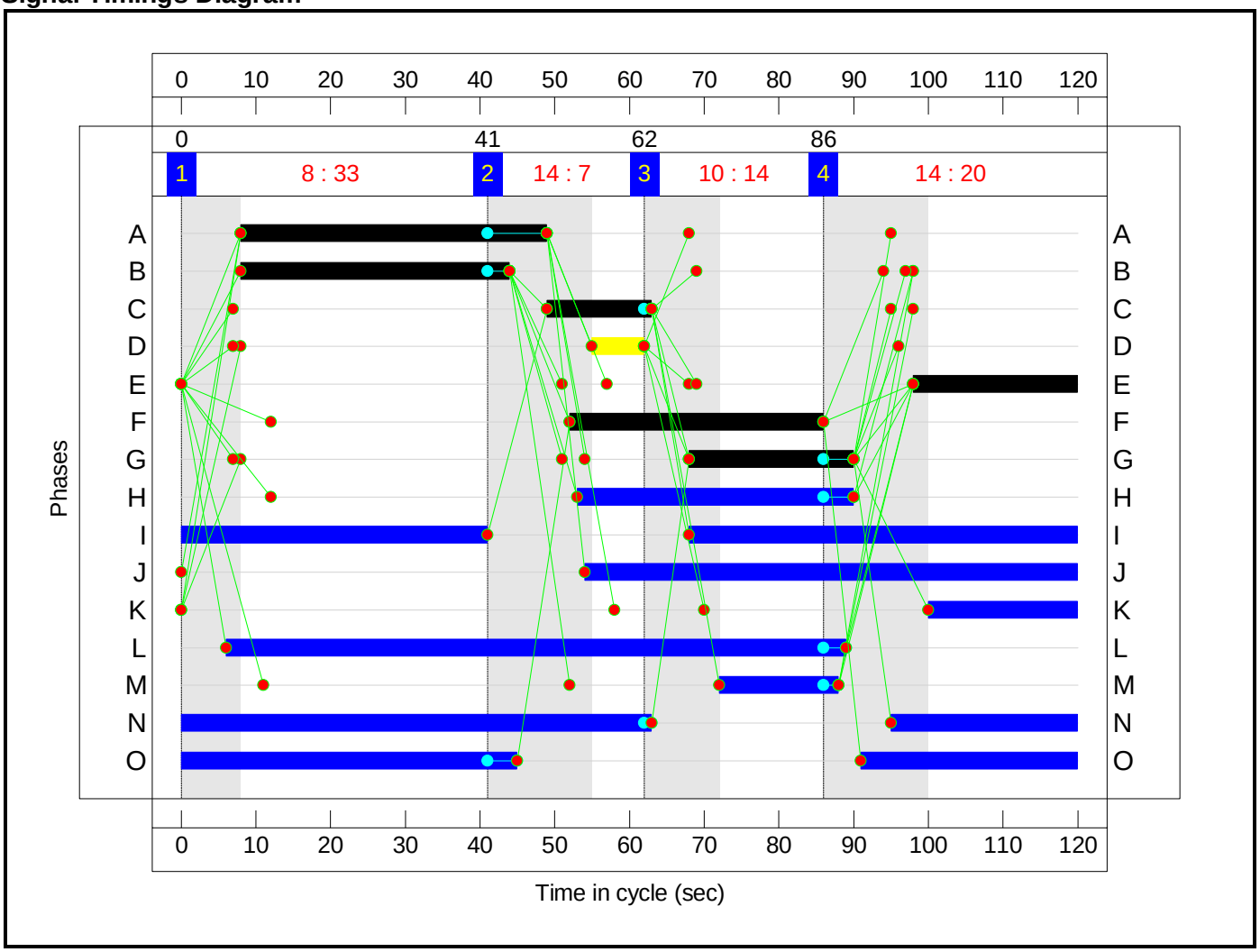
Stage Sequence Diagram



Stage Timings

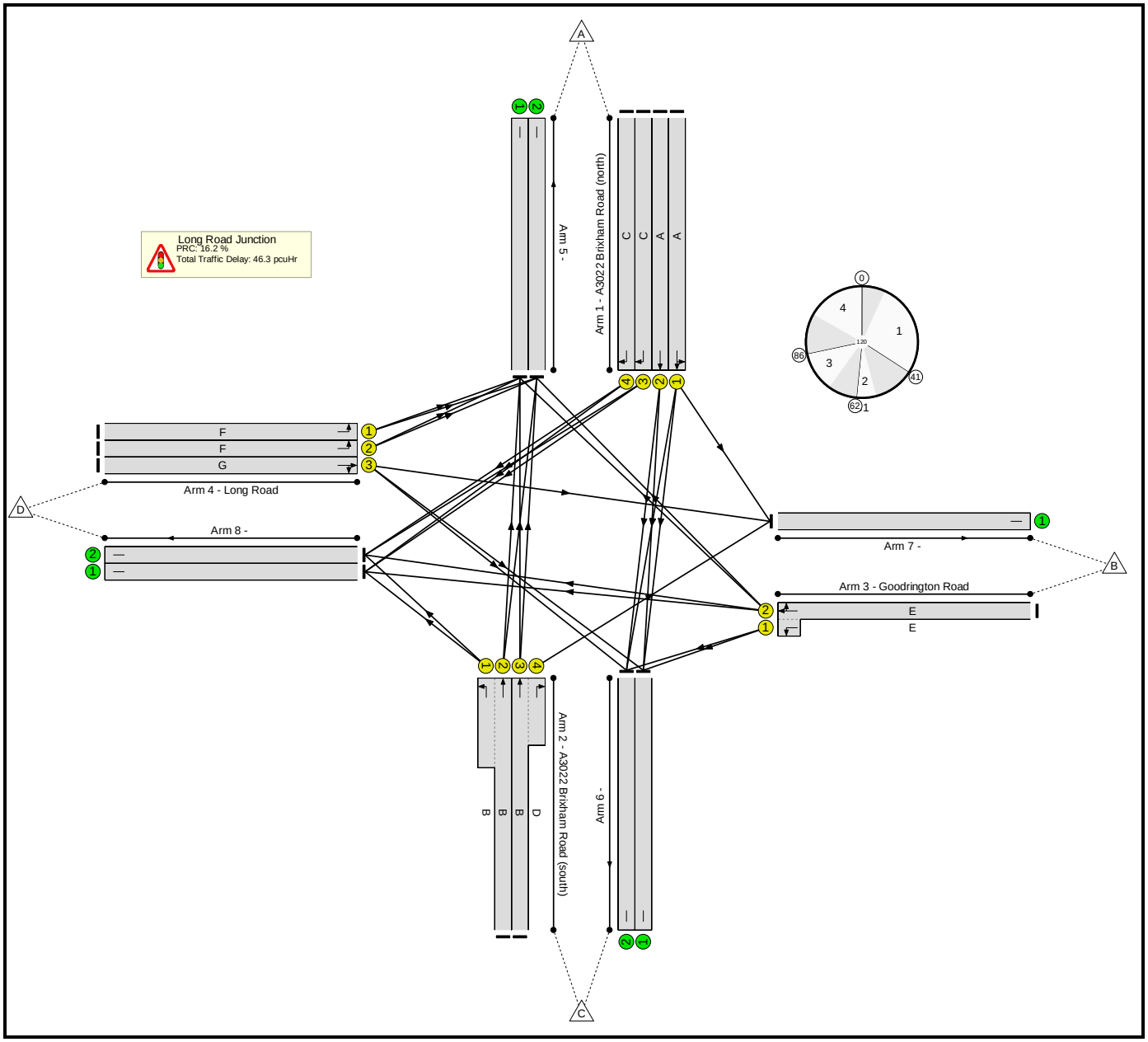
Stage	1	2	3	4
Duration	33	7	14	20
Change Point	0	41	62	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 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	41	-	486	1856	650	74.8%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	41	-	558	2075	726	76.8%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	128	1703	213	60.1%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	135	1771	221	61.0%
2/2+2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	36	-	377	1925:1655	557+53	61.7 : 61.7%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	36:7	-	423	2085:1725	590+70	64.1 : 64.1%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	22	-	278	1888:1629	317+44	76.9 : 76.9%
4/1	Long Road Left	U	N/A	N/A	F		1	34	-	302	1773	517	58.4%
4/2	Long Road Left	U	N/A	N/A	F		1	34	-	342	1931	563	60.7%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	22	-	287	1933	370	77.5%
5/1		U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%

Full Input Data And Results

7/1		U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	203	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**	**35.3**	**11.0**	**0.0**	**46.3**	**-**	**-**	**-**	**-**
Long Road Junction	**-**	**-**	**0**	**0**	**0**	**35.3**	**11.0**	**0.0**	**46.3**	**-**	**-**	**-**	**-**
1/1	486	486	-	-	-	4.6	1.5	-	6.1	45.2	14.2	1.5	15.6
1/2	558	558	-	-	-	5.4	1.6	-	7.0	45.2	16.4	1.6	18.1
1/3	128	128	-	-	-	1.8	0.7	-	2.5	70.5	4.0	0.7	4.8
1/4	135	135	-	-	-	1.9	0.8	-	2.6	70.2	4.2	0.8	5.0
2/2+2/1	377	377	-	-	-	3.6	0.8	-	4.4	42.2	9.8	0.8	10.6
2/3+2/4	423	423	-	-	-	4.4	0.9	-	5.2	44.7	11.3	0.9	12.2
3/2+3/1	278	278	-	-	-	3.5	1.6	-	5.1	66.5	8.4	1.6	10.0
4/1	302	302	-	-	-	3.0	0.7	-	3.7	44.6	8.6	0.7	9.3
4/2	342	342	-	-	-	3.5	0.8	-	4.2	44.7	9.8	0.8	10.6
4/3	287	287	-	-	-	3.7	1.7	-	5.3	66.8	9.0	1.7	10.7
5/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

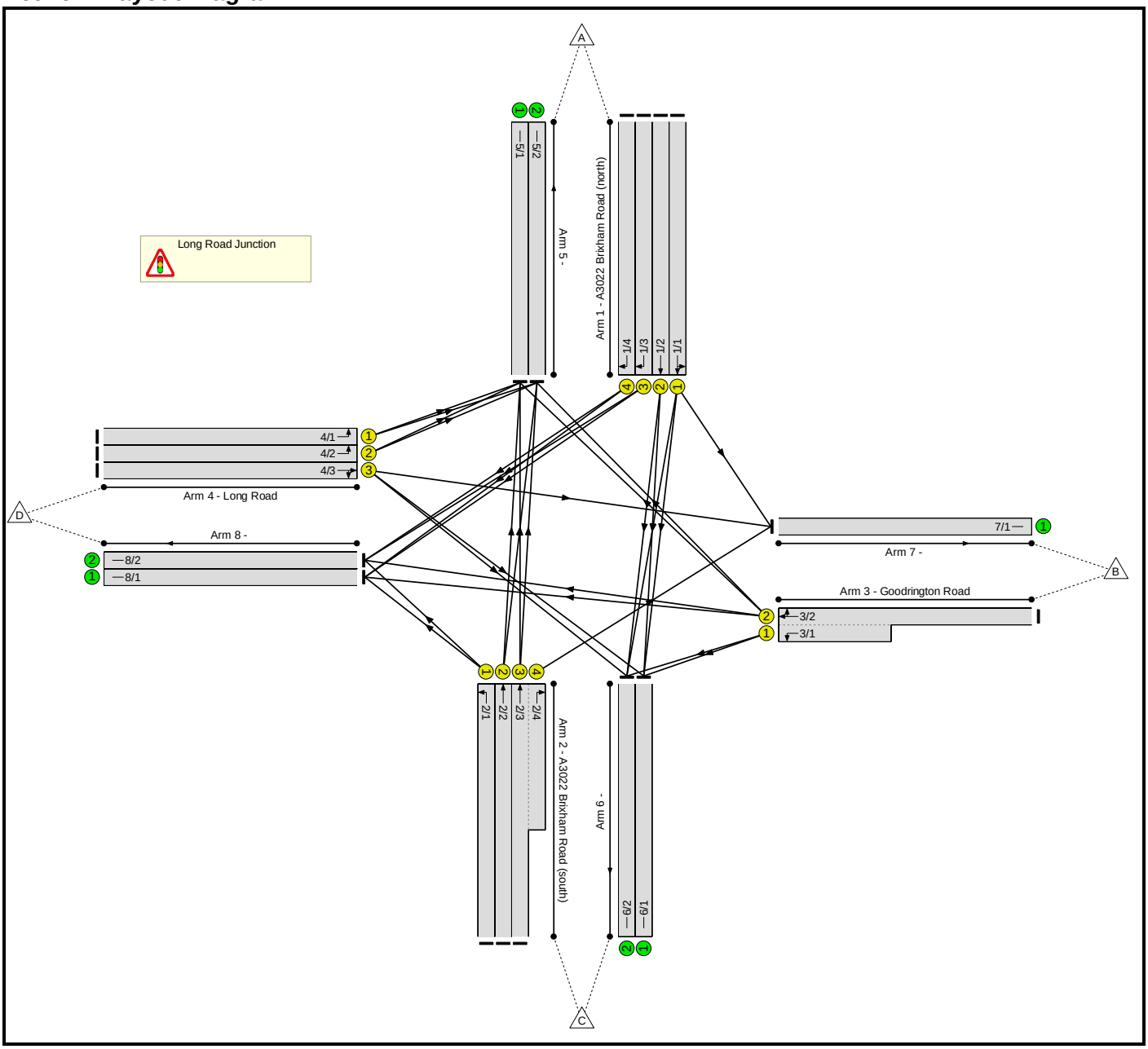
C1 PRC for Signalled Lanes (%): 16.2 Total Delay for Signalled Lanes (pcuHr): 46.35 Cycle Time (s): 120
PRC Over All Lanes (%): 16.2 Total Delay Over All Lanes(pcuHr): 46.35

Full Input Data And Results

User and Project Details

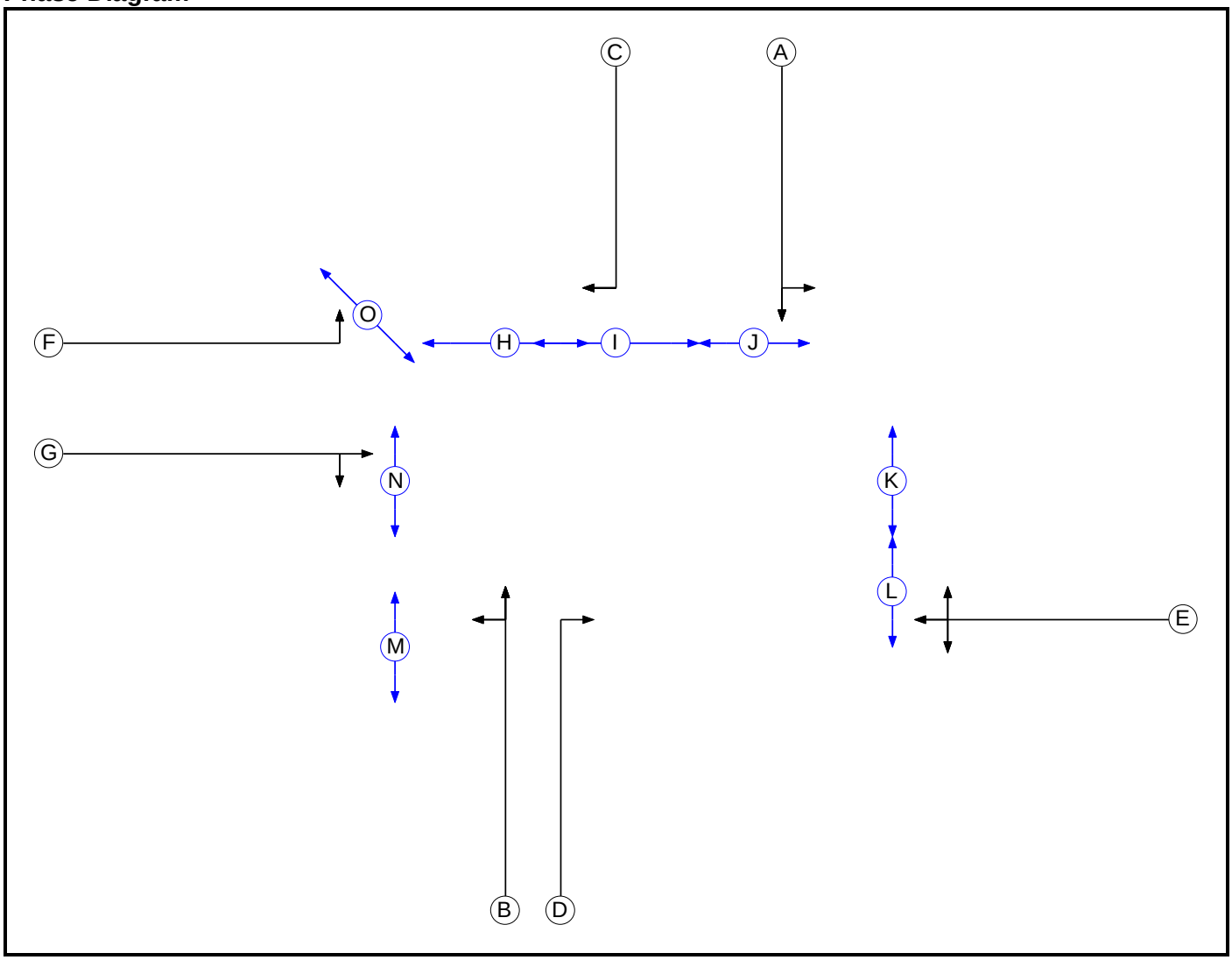
Project:	**Inglewood**
Title:	**Long Road Junction - KTC proposed highway works**
Location:	Torbay
File name:	Long Road Junction (Possible amendments with additional land 0734-040RevB).lsg3x
Author:	FF
Company:	Key Transport Consultants
Address:	26 Berkeley Square, Bristol, BS8 1HP
Notes:	

Network Layout Diagram



Full Input Data And Results

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

Full Input Data And Results

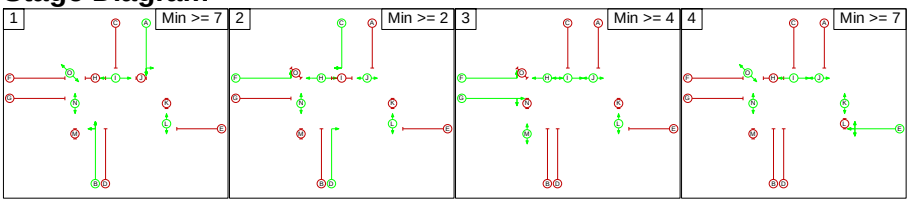
Phase Intergreens Matrix

		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	A B I L N O
2	C D F H J L N
3	F G H I J L M
4	E I J K N O

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	-	-	-	-	-	-

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 :

		Destination				
		A	B	C	D	Tot.
Origin	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

Full Input Data And Results

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)	490(In) 459(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	335
6/2	312
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))	3.00	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 :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	233	935	299	1467
	B	149	0	40	117	306
	C	814	49	0	37	900
	D	707	239	68	0	1014
	Tot.	1670	521	1043	453	3687

Traffic Lane Flows

Lane	Scenario 24: TA 2024 + Dev PM
Junction: Long Road Junction	
1/1	547
1/2	621
1/3	146
1/4	153
2/1	37
2/2	392
2/3 (with short)	471(In) 422(Out)
2/4 (short)	49
3/1 (short)	40
3/2 (with short)	306(In) 266(Out)
4/1	334
4/2	373
4/3	307
5/1	836
5/2	834
6/1	542
6/2	501
7/1	521
8/1	225
8/2	228

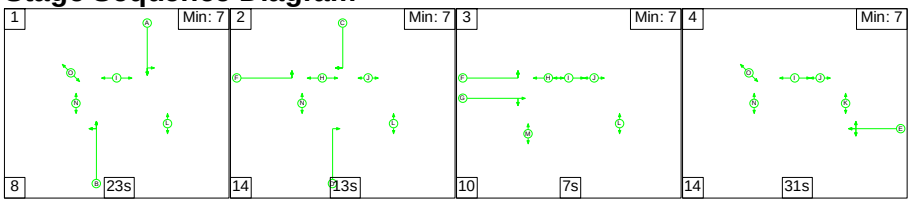
Full Input Data And Results

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	57.4 %	1861	1861
				Arm 7 Left	16.00	42.6 %		
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	56.0 %	1888	1888
				Arm 8 Ahead	Inf	44.0 %		
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	22.1 %	1933	1933
				Arm 7 Ahead	Inf	77.9 %		
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

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

Stage Sequence Diagram

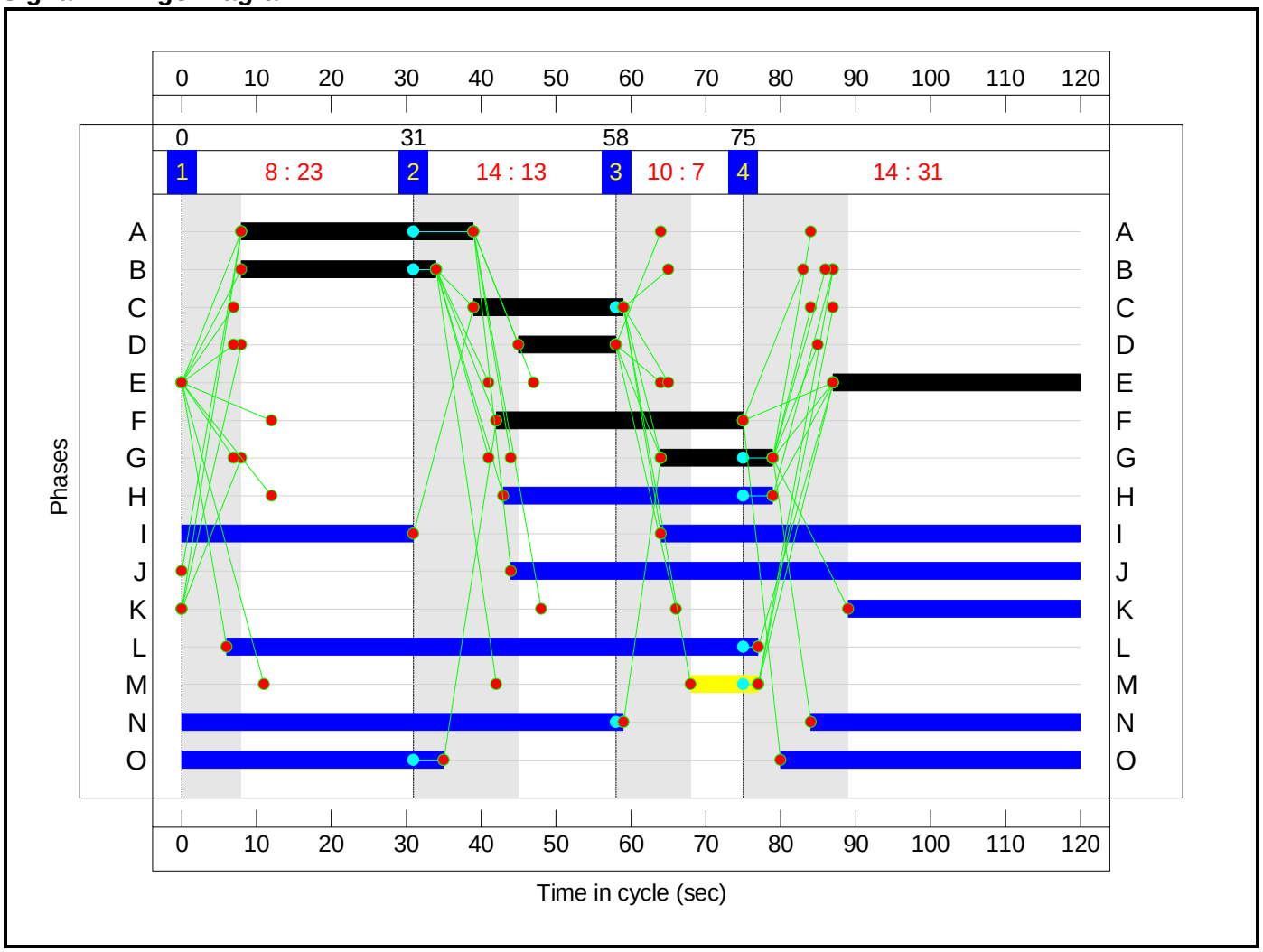


Full Input Data And Results

Stage Timings

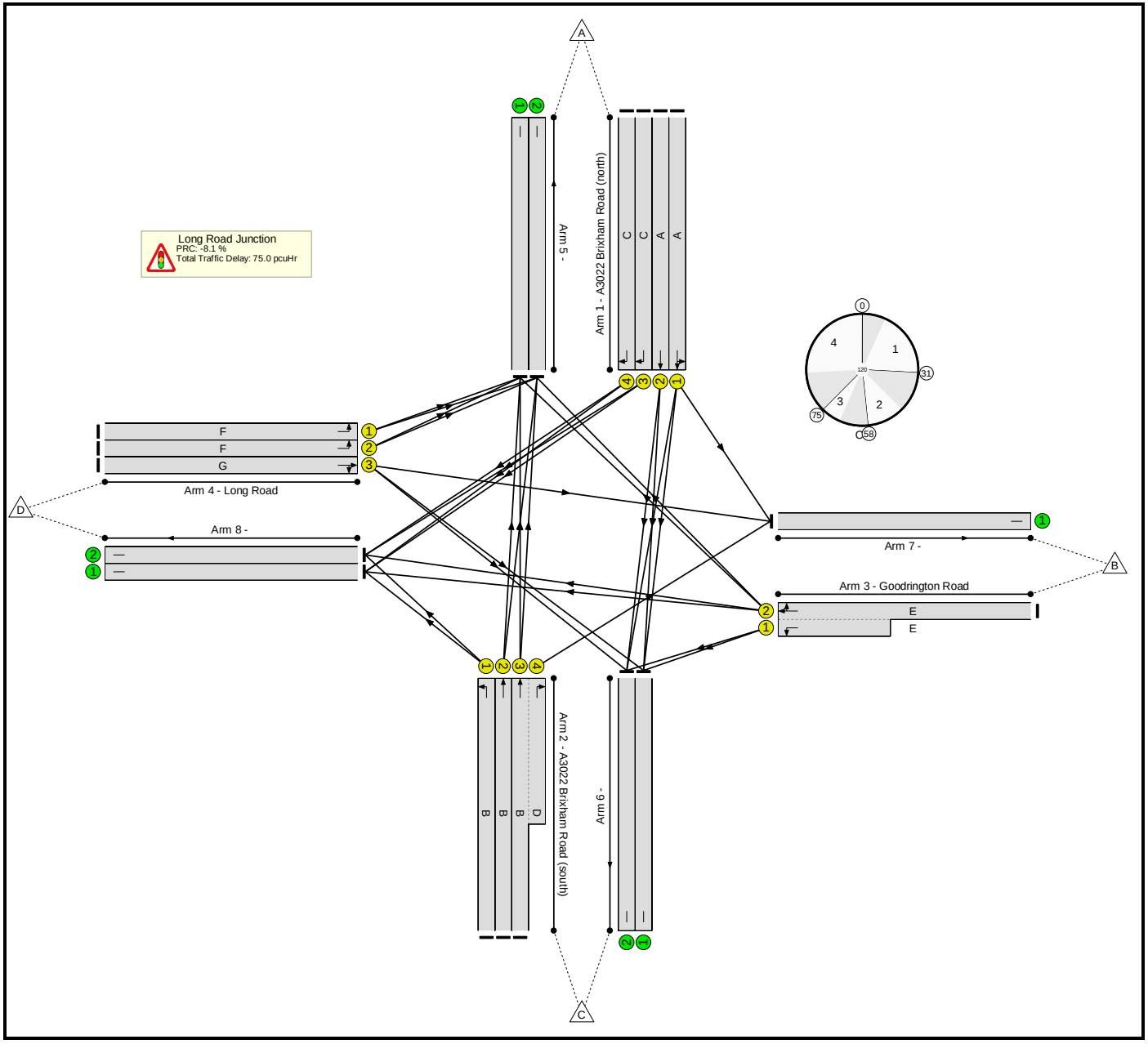
Stage	1	2	3	4
Duration	23	13	7	31
Change Point	0	31	58	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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	-	490	2125:1743	472+32	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	-		-	-	-	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 Junction - KTC proposed highway works	**-**	**-**	**0**	**0**	**0**	**37.9**	**37.1**	**0.0**	**75.0**	**-**	**-**	**-**	**-**
Long Road Junction	**-**	**-**	**0**	**0**	**0**	**37.9**	**37.1**	**0.0**	**75.0**	**-**	**-**	**-**	**-**
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	490	490	-	-	-	6.3	8.2	-	14.4	106.1	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	217	217	-	-	-	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

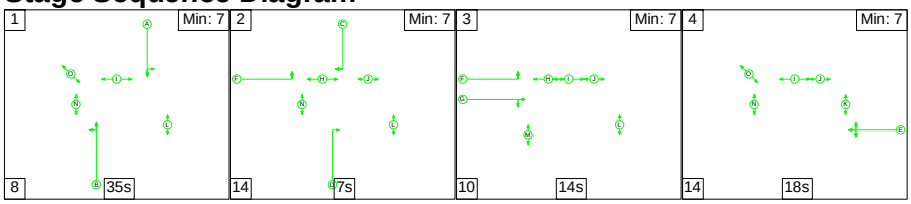
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	75.00	Cycle Time (s):	120
	PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes(pcuHr):	75.00		

Full Input Data And Results

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

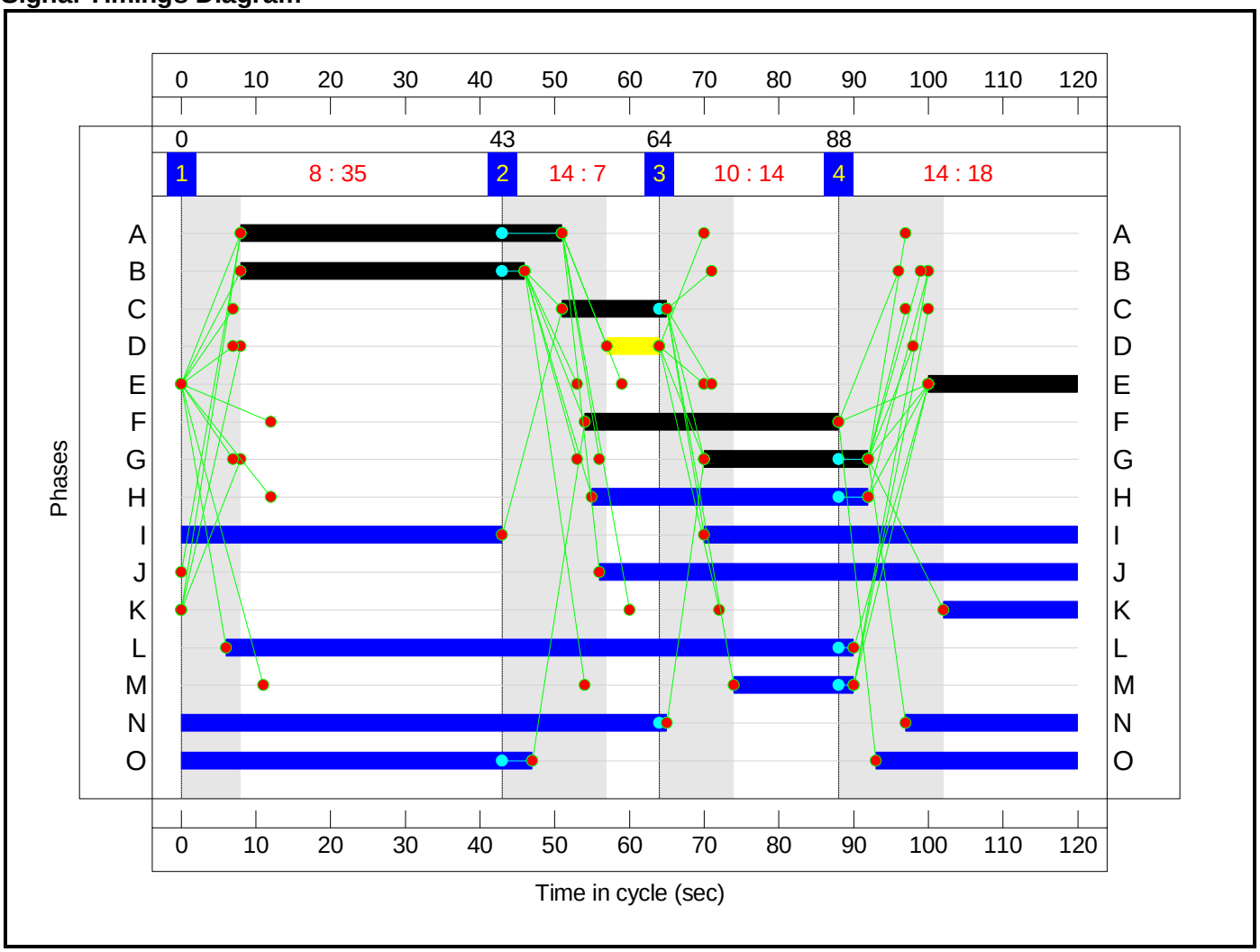
Stage Sequence Diagram



Stage Timings

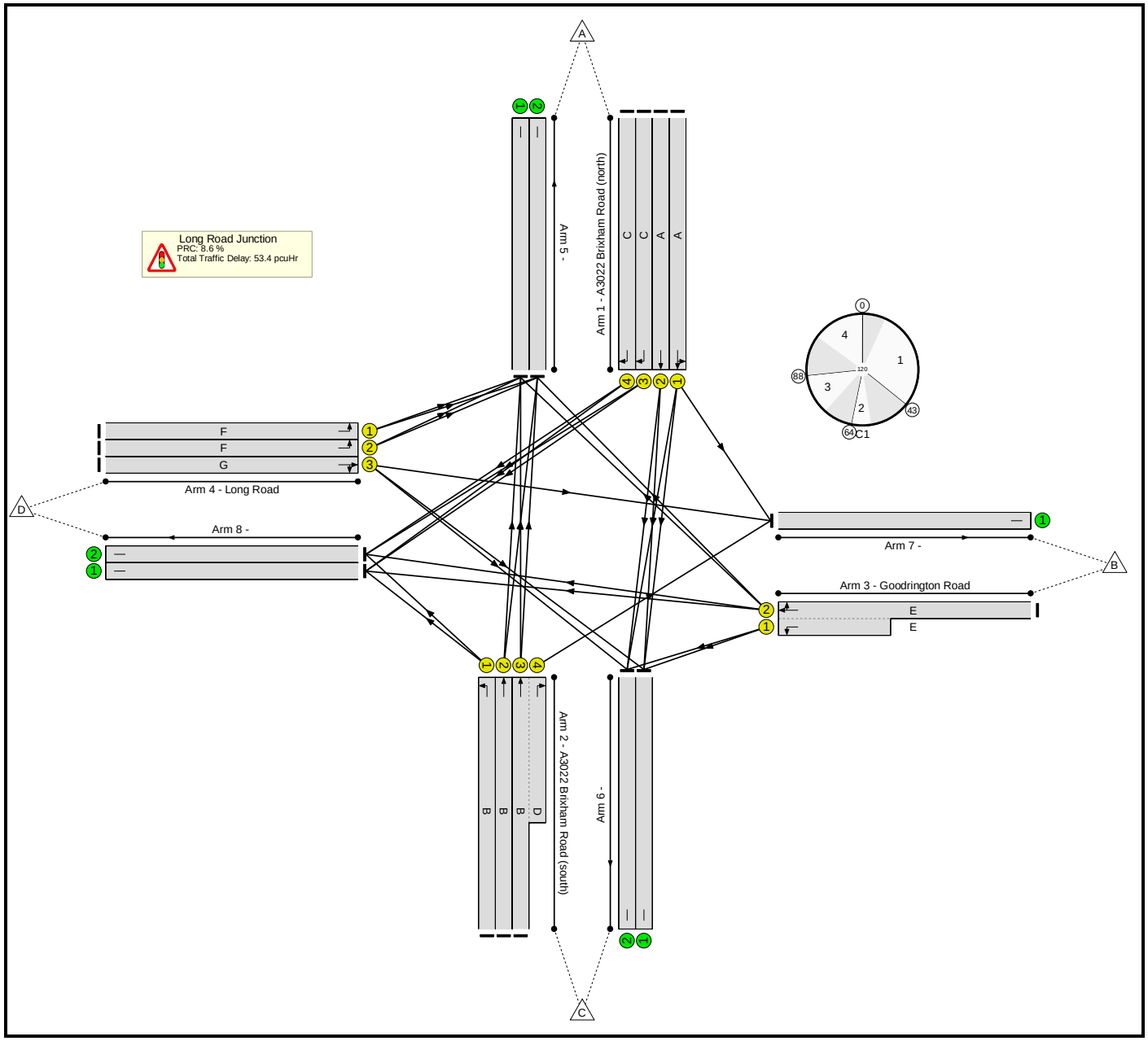
Stage	1	2	3	4
Duration	35	7	14	18
Change Point	0	43	64	88

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**82.9%**
Long Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.9%**
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	43	-	547	1861	682	80.2%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	43	-	621	2075	761	81.6%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	146	1703	213	68.6%
1/4	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	14	-	153	1771	221	69.1%
2/1	A3022 Brixham Road (south) Left	U	N/A	N/A	B		1	38	-	37	1486	483	7.7%
2/2	A3022 Brixham Road (south) Ahead	U	N/A	N/A	B		1	38	-	392	1990	647	60.6%
2/3+2/4	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	38:7	-	471	2125:1743	654+76	64.6 : 64.6%
3/2+3/1	Goodrington Road Right Left Ahead	U	N/A	N/A	E		1	20	-	306	1888:1629	327+49	81.4 : 81.4%
4/1	Long Road Left	U	N/A	N/A	F		1	34	-	334	1773	517	64.6%
4/2	Long Road Left	U	N/A	N/A	F		1	34	-	373	1931	563	66.2%
4/3	Long Road Right Ahead	U	N/A	N/A	G		1	22	-	307	1933	370	82.9%
5/1		U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%

Full Input Data And Results

6/2		U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	228	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**	**39.3**	**14.2**	**0.0**	**53.4**	**-**	**-**	**-**	**-**
Long Road Junction	**-**	**-**	**0**	**0**	**0**	**39.3**	**14.2**	**0.0**	**53.4**	**-**	**-**	**-**	**-**
1/1	547	547	-	-	-	5.2	2.0	-	7.1	47.0	16.3	2.0	18.2
1/2	621	621	-	-	-	5.9	2.2	-	8.1	46.8	18.6	2.2	20.8
1/3	146	146	-	-	-	2.0	1.1	-	3.1	76.3	4.6	1.1	5.7
1/4	153	153	-	-	-	2.1	1.1	-	3.2	75.8	4.8	1.1	5.9
2/1	37	37	-	-	-	0.3	0.0	-	0.3	32.1	0.9	0.0	0.9
2/2	392	392	-	-	-	3.7	0.8	-	4.5	41.1	10.9	0.8	11.7
2/3+2/4	471	471	-	-	-	4.7	0.9	-	5.6	43.1	11.8	0.9	12.7
3/2+3/1	306	306	-	-	-	4.0	2.1	-	6.0	71.1	8.5	2.1	10.6
4/1	334	334	-	-	-	3.4	0.9	-	4.3	46.8	9.6	0.9	10.6
4/2	373	373	-	-	-	3.9	1.0	-	4.8	46.7	10.9	1.0	11.8
4/3	307	307	-	-	-	4.0	2.3	-	6.2	73.1	9.8	2.3	12.1
5/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	521	521	-	-	-	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
8/2	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

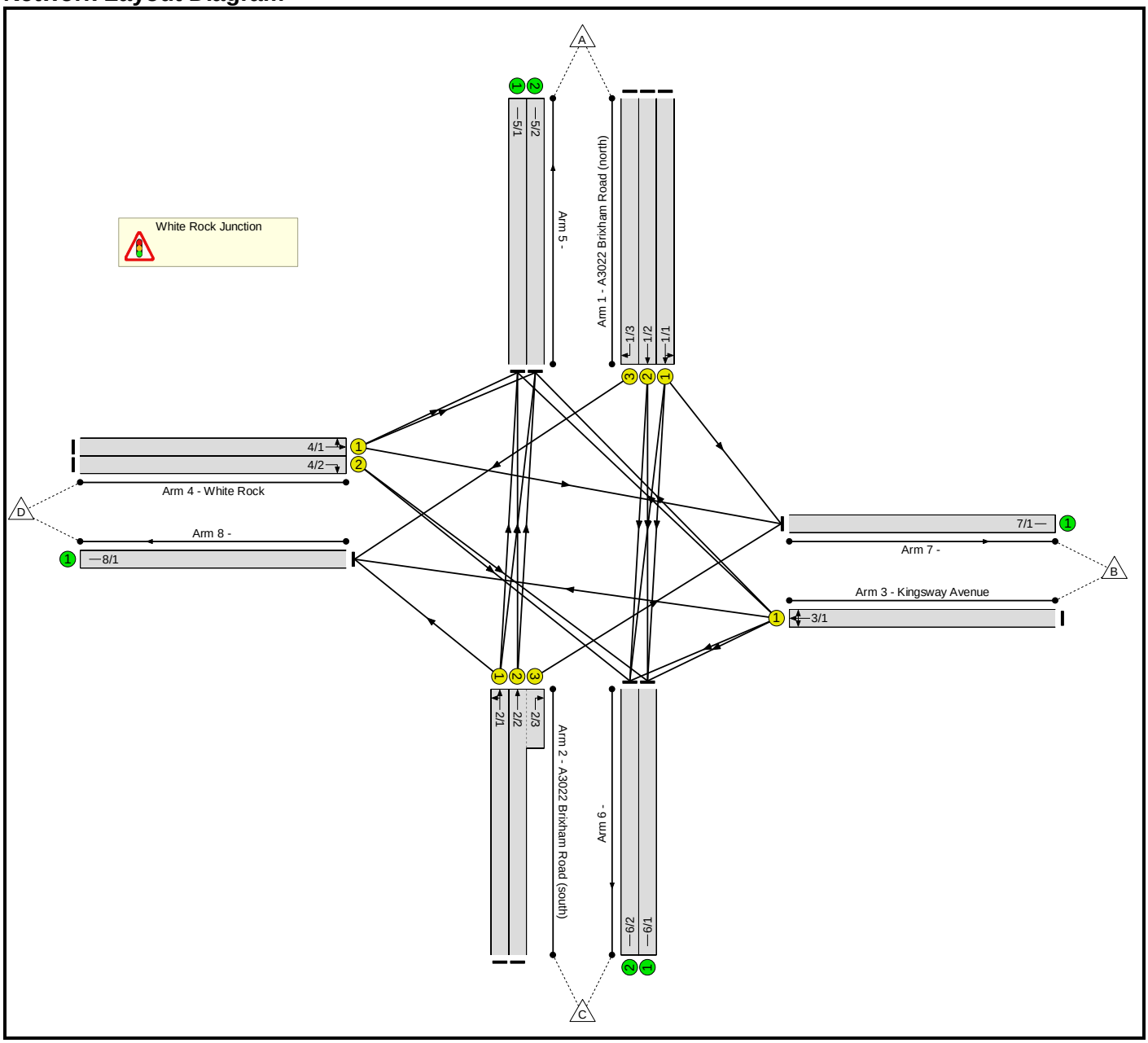
C1	PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	53.43	Cycle Time (s):	120
	PRC Over All Lanes (%):	8.6	Total Delay Over All Lanes(pcuHr):	53.43		

Full Input Data And Results

User and Project Details

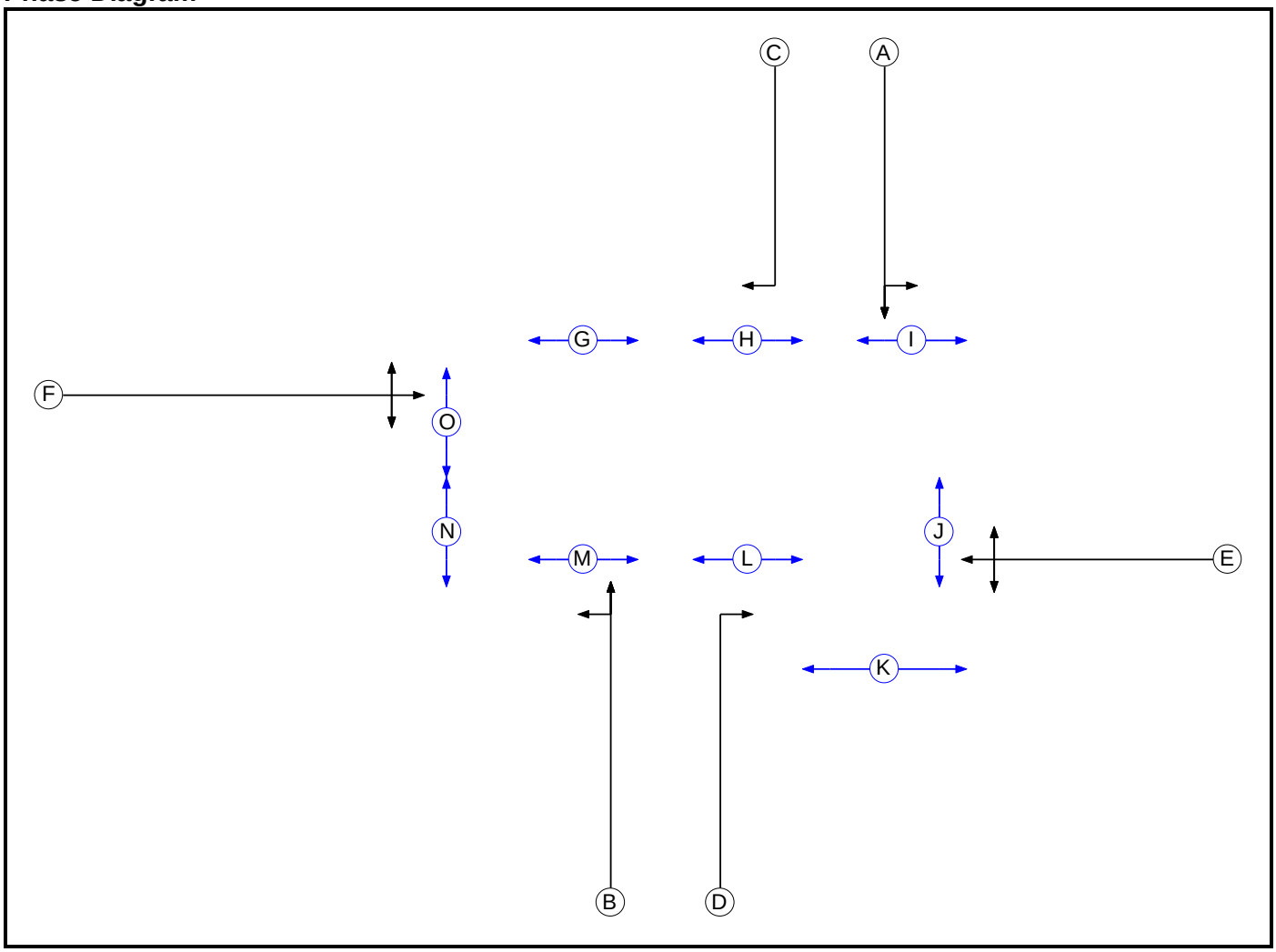
Project:	**Inglewood**
Title:	**White Rock Junction**
Location:	Torbay
File name:	White Rock Junction.lsg3x
Author:	FF
Company:	Key Transport Consultants
Address:	26 Berkeley Square, Bristol, BS8 1HP
Notes:	

Network Layout Diagram



Full Input Data And Results

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

Full Input Data And Results

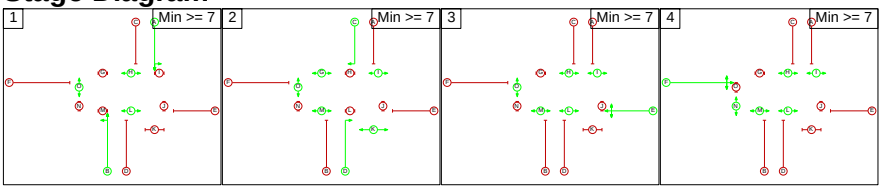
Phase Intergreens Matrix

		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	A B H L O
2	C D G I K M O
3	E H I L M O
4	F H I L M N

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

From Stage \ To Stage	1	2	3	4
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
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 5 Right	23.00	60.4 %	1783	1783
				Arm 6 Left	10.20	24.5 %		
				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 :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	26	778	15	819
	B	11	0	5	9	25
	C	658	6	0	19	683
	D	12	12	14	0	38
	Tot.	681	44	797	43	1565

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2017 Base PM
Junction: White Rock Junction	
1/1	382
1/2	422
1/3	15
2/1	325
2/2 (with short)	358(In) 352(Out)
2/3 (short)	6
3/1	25
4/1	24
4/2	14
5/1	341
5/2	340
6/1	401
6/2	396
7/1	44
8/1	43

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	93.2 %	1954	1954
				Arm 7 Left	10.50	6.8 %		
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	94.2 %	1954	1954
				Arm 8 Left	15.60	5.8 %		
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	44.0 %	1812	1812
				Arm 6 Left	10.20	20.0 %		
				Arm 8 Ahead	Inf	36.0 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	50.0 %	1794	1794
				Arm 7 Ahead	Inf	50.0 %		
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
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 5 Right	23.00	61.1 %	1783	1783
				Arm 6 Left	10.20	24.1 %		
				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	27	797	106	930
	B	12	0	5	9	26
	C	685	6	0	115	806
	D	125	12	127	0	264
	Tot.	822	45	929	230	2026

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: TA 2019 PM
Junction: White Rock Junction	
1/1	391
1/2	433
1/3	106
2/1	379
2/2 (with short)	427(In) 421(Out)
2/3 (short)	6
3/1	26
4/1	137
4/2	127
5/1	411
5/2	411
6/1	467
6/2	462
7/1	45
8/1	230

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	93.1 %	1954	1954
				Arm 7 Left	10.50	6.9 %		
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	69.7 %	1909	1909
				Arm 8 Left	15.60	30.3 %		
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)	3.02	0.00	Y	Arm 5 Right	23.00	46.2 %	1811	1811
				Arm 6 Left	10.20	19.2 %		
				Arm 8 Ahead	Inf	34.6 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	91.2 %	1710	1710
				Arm 7 Ahead	Inf	8.8 %		
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 25: 'TA 2024 AM' (FG33: 'TA 2024 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	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
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 5 Right	23.00	61.1 %	1783	1783
				Arm 6 Left	10.20	24.1 %		
				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	28	820	106	954
	B	12	0	6	9	27
	C	723	6	0	135	864
	D	125	12	145	0	282
	Tot.	860	46	971	250	2127

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 26: TA 2024 PM
Junction: White Rock Junction	
1/1	402
1/2	446
1/3	106
2/1	407
2/2 (with short)	457(In) 451(Out)
2/3 (short)	6
3/1	27
4/1	137
4/2	145
5/1	431
5/2	429
6/1	489
6/2	482
7/1	46
8/1	250

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	93.0 %	1954	1954
				Arm 7 Left	10.50	7.0 %		
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	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	44.4 %	1806	1806
				Arm 6 Left	10.20	22.2 %		
				Arm 8 Ahead	Inf	33.3 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	91.2 %	1710	1710
				Arm 7 Ahead	Inf	8.8 %		
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 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
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 5 Right	23.00	61.1 %	1783	1783
				Arm 6 Left	10.20	24.1 %		
				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 28: 'TA 2024 + Dev PM' (FG36: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	28	919	106	1053
	B	12	0	6	9	27
	C	789	6	0	145	940
	D	125	12	148	0	285
	Tot.	926	46	1073	260	2305

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 28: TA 2024 + Dev PM
Junction: White Rock Junction	
1/1	450
1/2	497
1/3	106
2/1	443
2/2 (with short)	497(In) 491(Out)
2/3 (short)	6
3/1	27
4/1	137
4/2	148
5/1	463
5/2	463
6/1	539
6/2	534
7/1	46
8/1	260

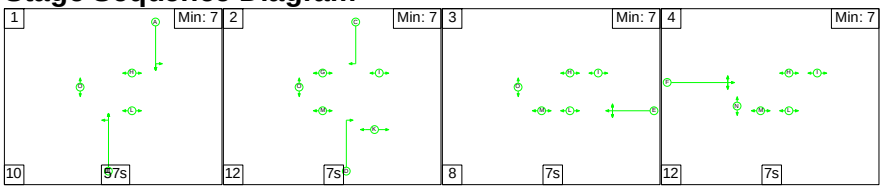
Full Input Data And Results

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	93.8 %	1956	1956
				Arm 7 Left	10.50	6.2 %		
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	67.3 %	1905	1905
				Arm 8 Left	15.60	32.7 %		
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
3/1 (Kingsway Avenue)	3.02	0.00	Y	Arm 5 Right	23.00	44.4 %	1806	1806
				Arm 6 Left	10.20	22.2 %		
				Arm 8 Ahead	Inf	33.3 %		
4/1 (White Rock)	2.93	0.00	Y	Arm 5 Left	11.80	91.2 %	1710	1710
				Arm 7 Ahead	Inf	8.8 %		
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 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

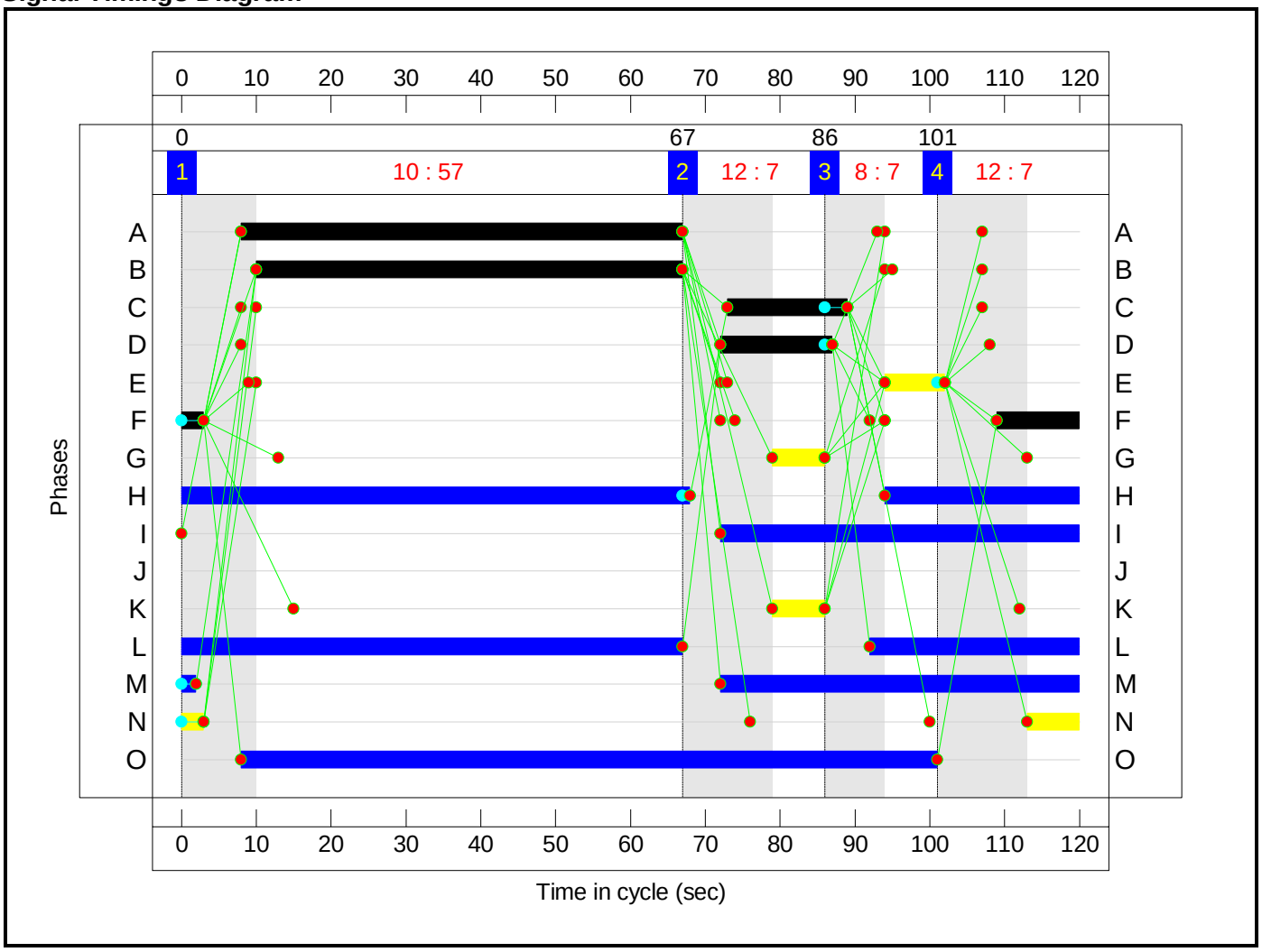


Stage Timings

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

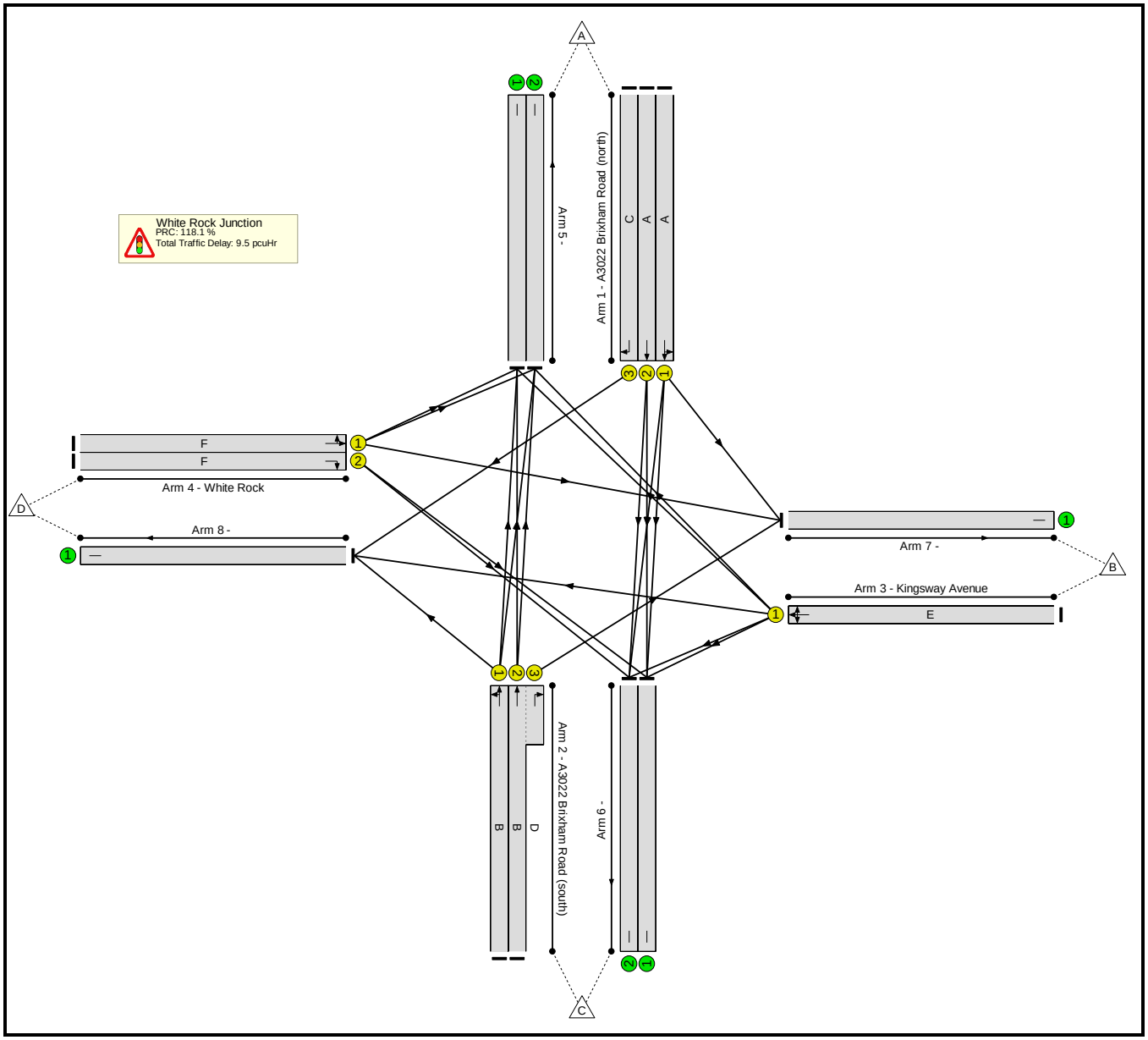
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 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

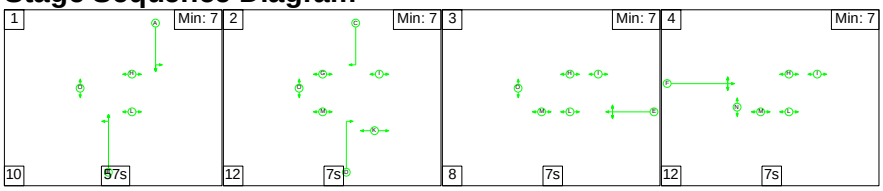
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	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')

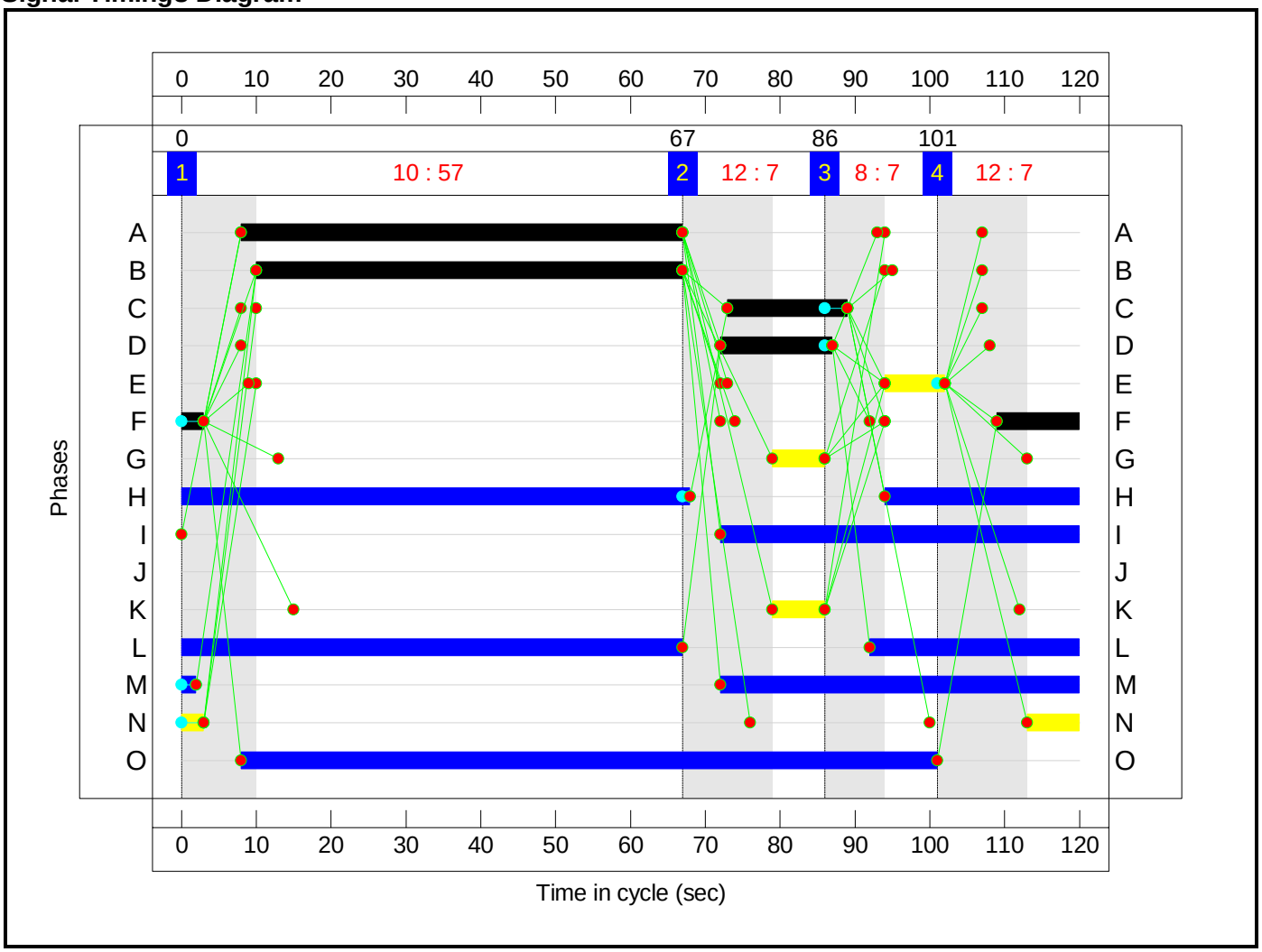
Stage Sequence Diagram



Stage Timings

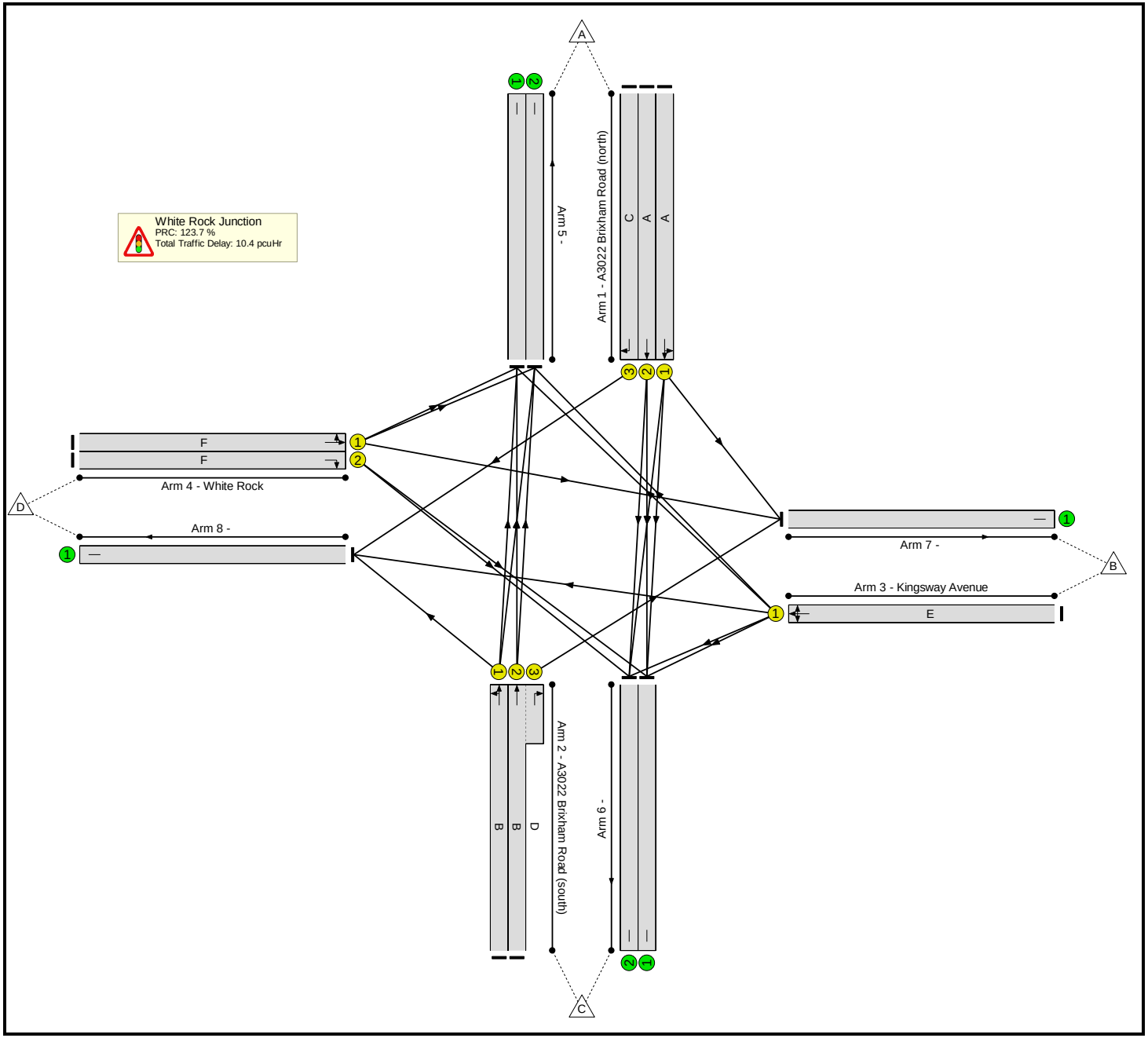
Stage	1	2	3	4
Duration	57	7	7	7
Change Point	0	67	86	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.2%**
White Rock Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.2%**
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	59	-	382	1954	977	39.1%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	59	-	422	2098	1049	40.2%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	15	1719	244	6.2%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	57	-	325	1954	944	34.4%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	57:15	-	358	2097:1749	989+17	35.6 : 35.6%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	25	1812	136	18.4%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	14	-	24	1794	224	10.7%
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	-		-	-	-	341	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	44	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%

Full Input Data And Results

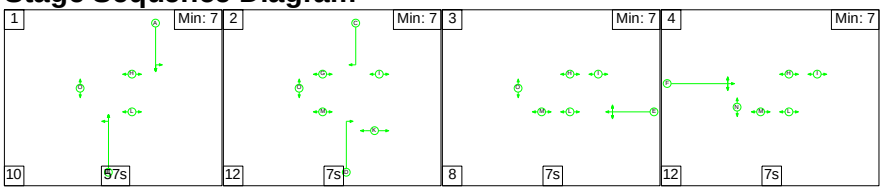
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: White Rock Junction	**-**	**-**	**0**	**0**	**0**	**8.9**	**1.4**	**0.0**	**10.4**	**-**	**-**	**-**	**-**
White Rock Junction	**-**	**-**	**0**	**0**	**0**	**8.9**	**1.4**	**0.0**	**10.4**	**-**	**-**	**-**	**-**
1/1	382	382	-	-	-	2.0	0.3	-	2.3	21.7	7.9	0.3	8.2
1/2	422	422	-	-	-	2.2	0.3	-	2.5	21.6	8.8	0.3	9.1
1/3	15	15	-	-	-	0.2	0.0	-	0.2	52.5	0.4	0.0	0.5
2/1	325	325	-	-	-	1.7	0.3	-	2.0	22.1	6.7	0.3	6.9
2/2+2/3	358	358	-	-	-	2.0	0.3	-	2.2	22.6	7.4	0.3	7.6
3/1	25	25	-	-	-	0.4	0.1	-	0.5	68.3	0.8	0.1	0.9
4/1	24	24	-	-	-	0.3	0.1	-	0.4	55.6	0.7	0.1	0.8
4/2	14	14	-	-	-	0.2	0.0	-	0.2	54.8	0.4	0.0	0.4
5/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 123.7 Total Delay for Signalled Lanes (pcuHr): 10.35 Cycle Time (s): 120
PRC Over All Lanes (%): 123.7 Total Delay Over All Lanes(pcuHr): 10.35

Full Input Data And Results

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

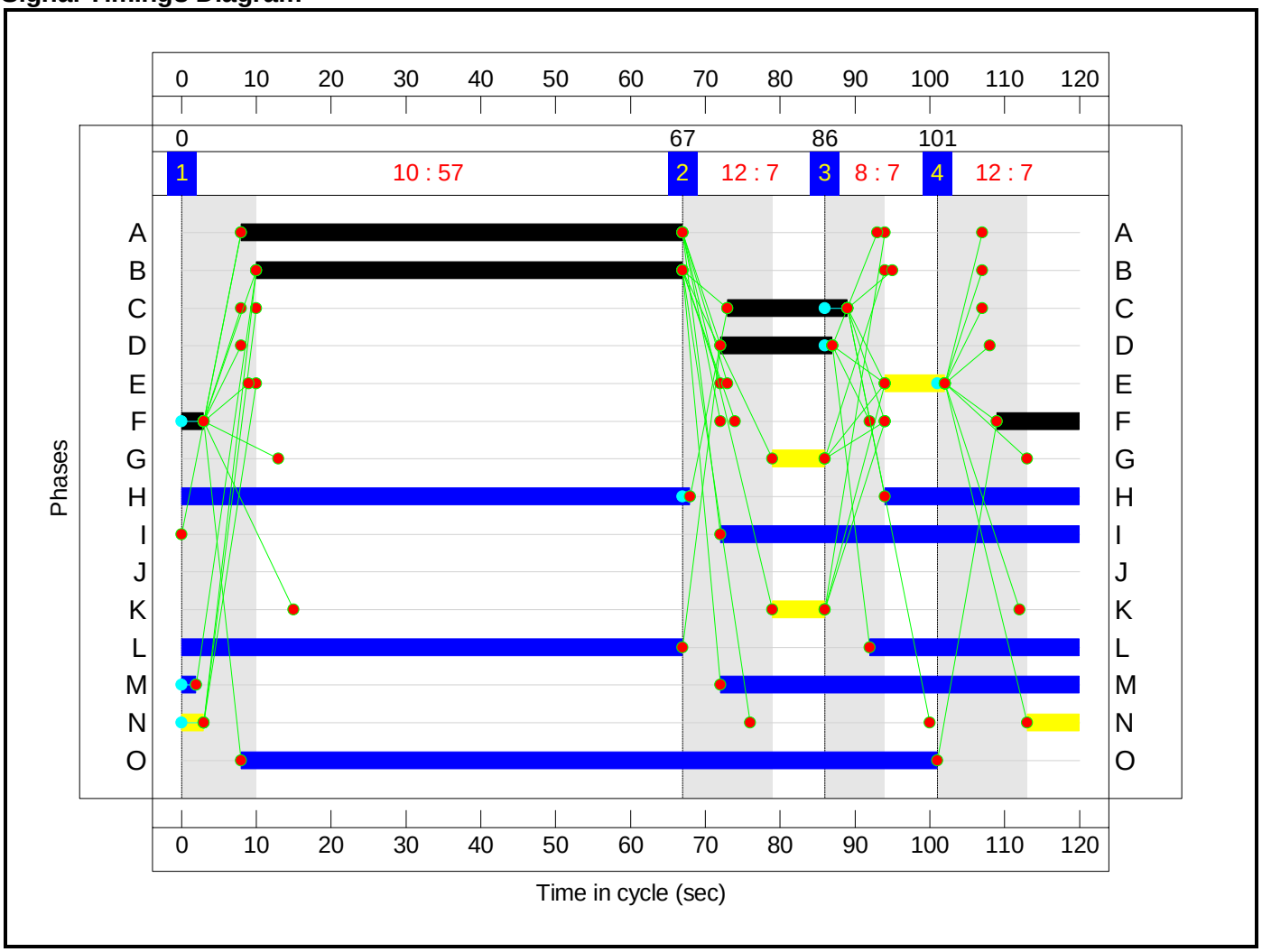
Stage Sequence Diagram



Stage Timings

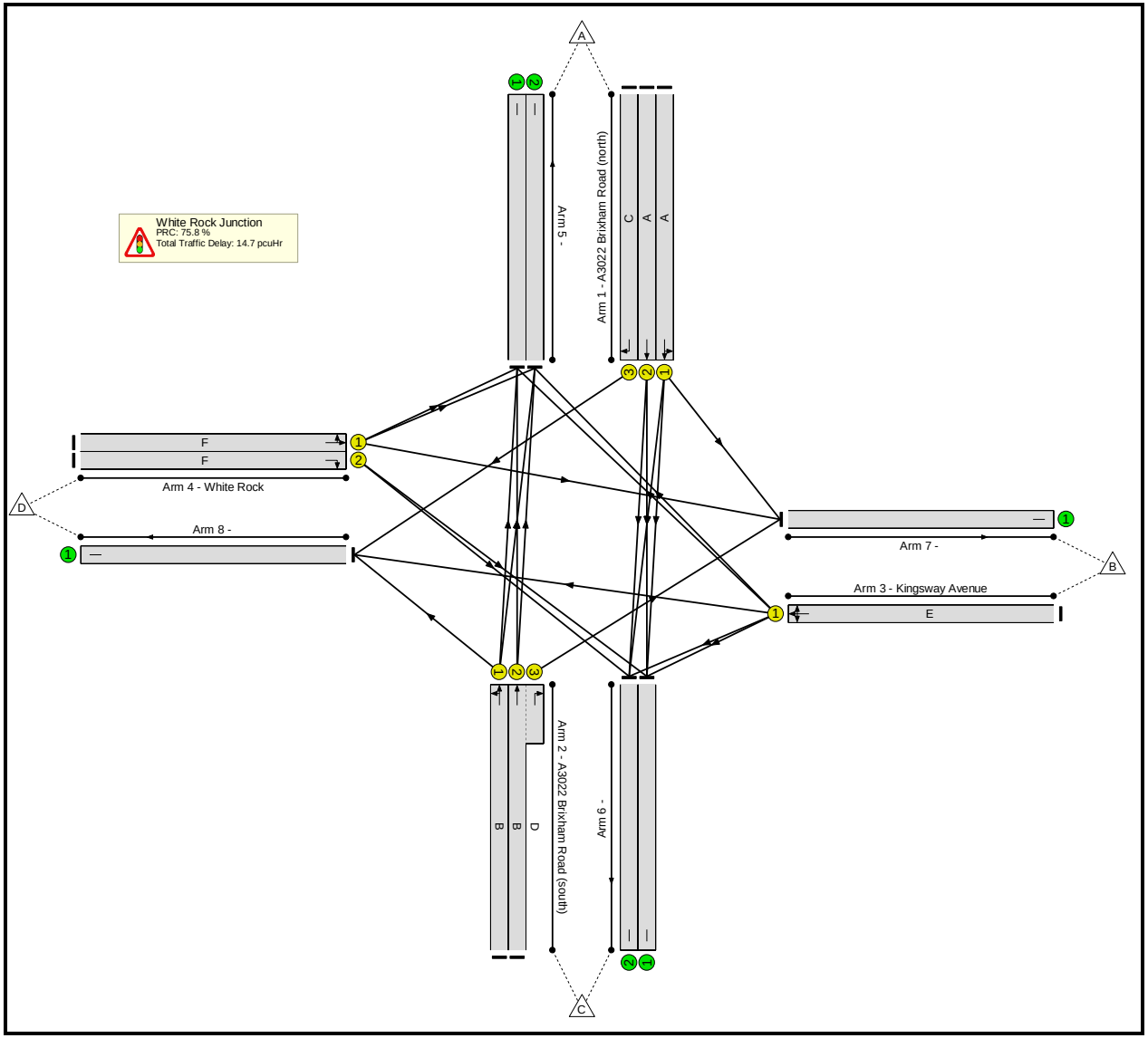
Stage	1	2	3	4
Duration	57	7	7	7
Change Point	0	67	86	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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

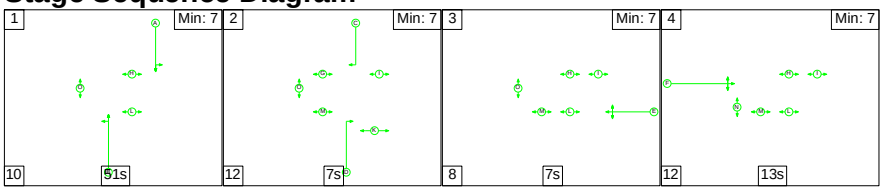
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	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')

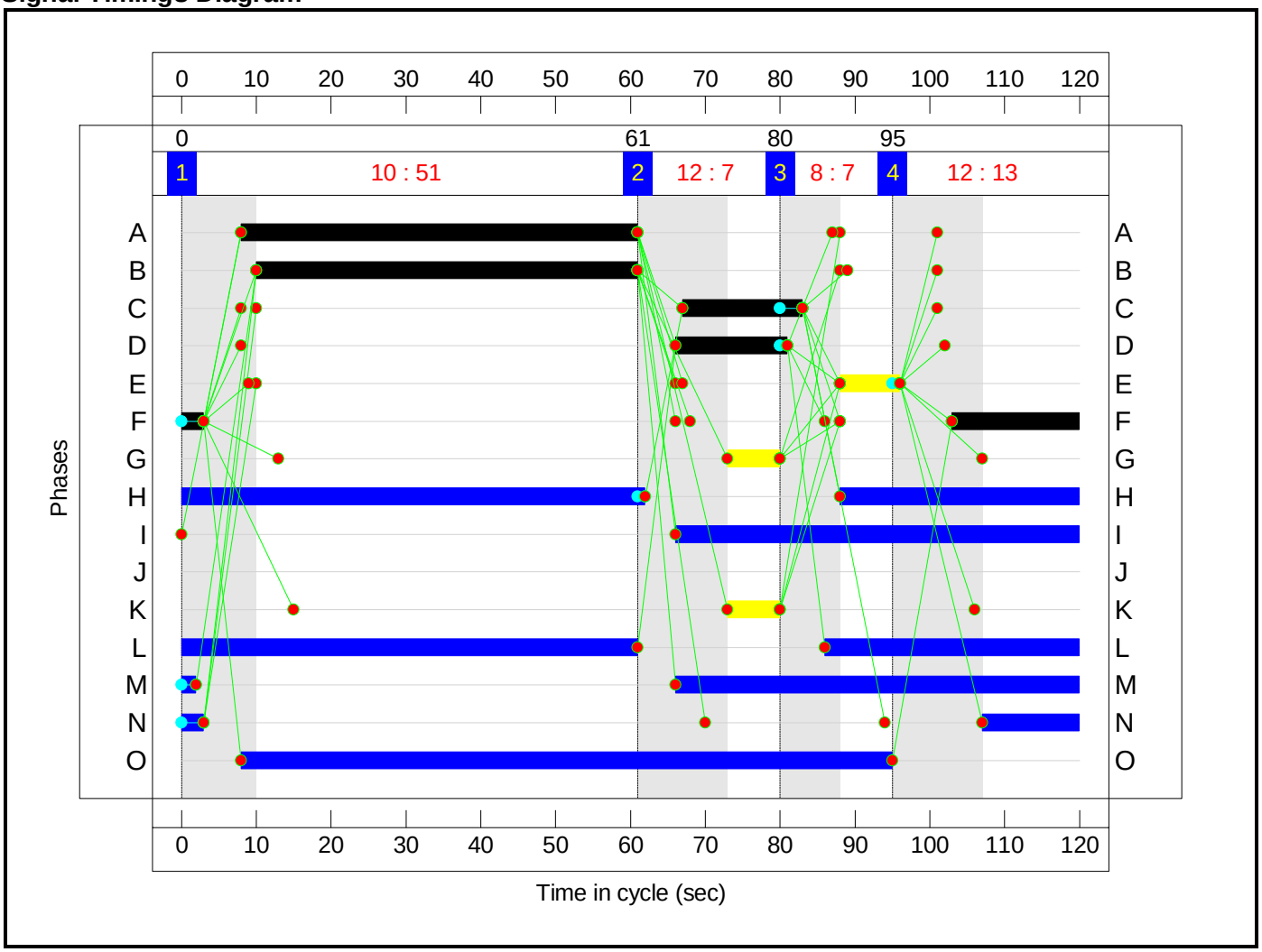
Stage Sequence Diagram



Stage Timings

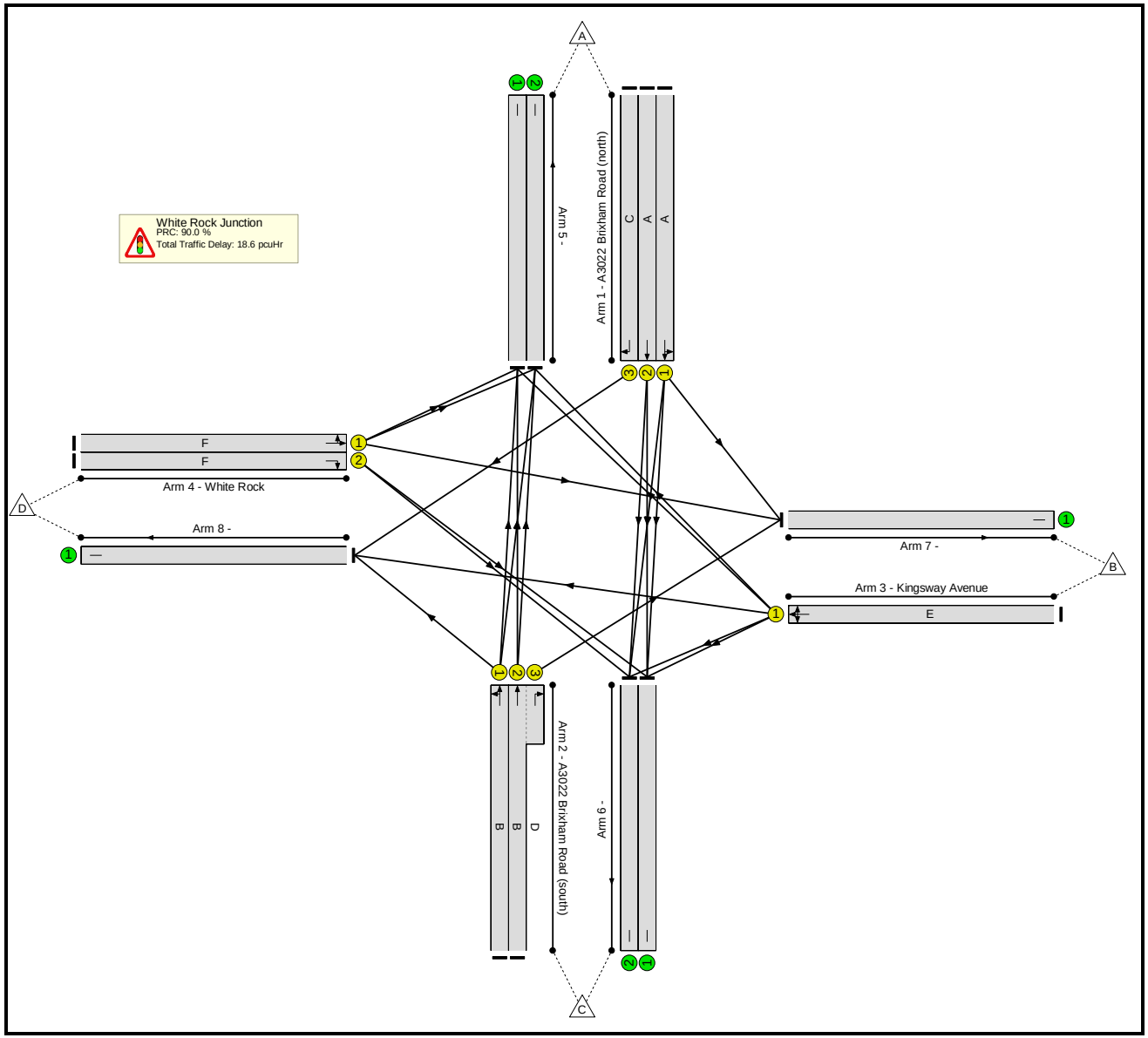
Stage	1	2	3	4
Duration	51	7	7	13
Change Point	0	61	80	95

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**47.4%**
White Rock Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**47.4%**
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	53	-	391	1954	879	44.5%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	53	-	433	2098	944	45.9%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	106	1719	244	43.5%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	51	-	379	1909	827	45.8%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	51:15	-	427	2097:1749	889+13	47.4 : 47.4%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	26	1811	136	19.1%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	20	-	137	1710	299	45.8%
4/2	White Rock Right	U	N/A	N/A	F		1	20	-	127	1816	318	40.0%
5/1		U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

Full Input Data And Results

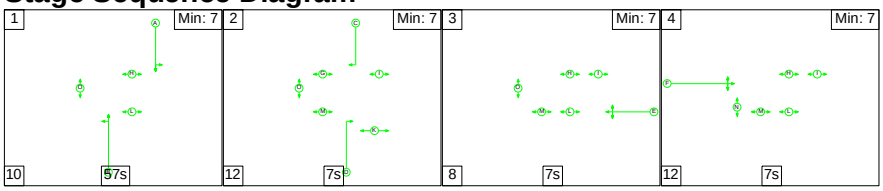
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: White Rock Junction	**-**	**-**	**0**	**0**	**0**	**15.7**	**2.9**	**0.0**	**18.6**	**-**	**-**	**-**	**-**
White Rock Junction	**-**	**-**	**0**	**0**	**0**	**15.7**	**2.9**	**0.0**	**18.6**	**-**	**-**	**-**	**-**
1/1	391	391	-	-	-	2.5	0.4	-	2.9	26.4	8.9	0.4	9.3
1/2	433	433	-	-	-	2.8	0.4	-	3.2	26.4	10.0	0.4	10.4
1/3	106	106	-	-	-	1.4	0.4	-	1.8	60.1	3.2	0.4	3.6
2/1	379	379	-	-	-	2.5	0.4	-	3.0	28.0	8.8	0.4	9.3
2/2+2/3	427	427	-	-	-	2.9	0.4	-	3.4	28.4	10.0	0.4	10.5
3/1	26	26	-	-	-	0.4	0.1	-	0.5	68.5	0.8	0.1	0.9
4/1	137	137	-	-	-	1.7	0.4	-	2.1	55.4	4.1	0.4	4.5
4/2	127	127	-	-	-	1.5	0.3	-	1.9	53.3	3.7	0.3	4.1
5/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 90.0 Total Delay for Signalled Lanes (pcuHr): 18.61 Cycle Time (s): 120
PRC Over All Lanes (%): 90.0 Total Delay Over All Lanes(pcuHr): 18.61

Full Input Data And Results

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

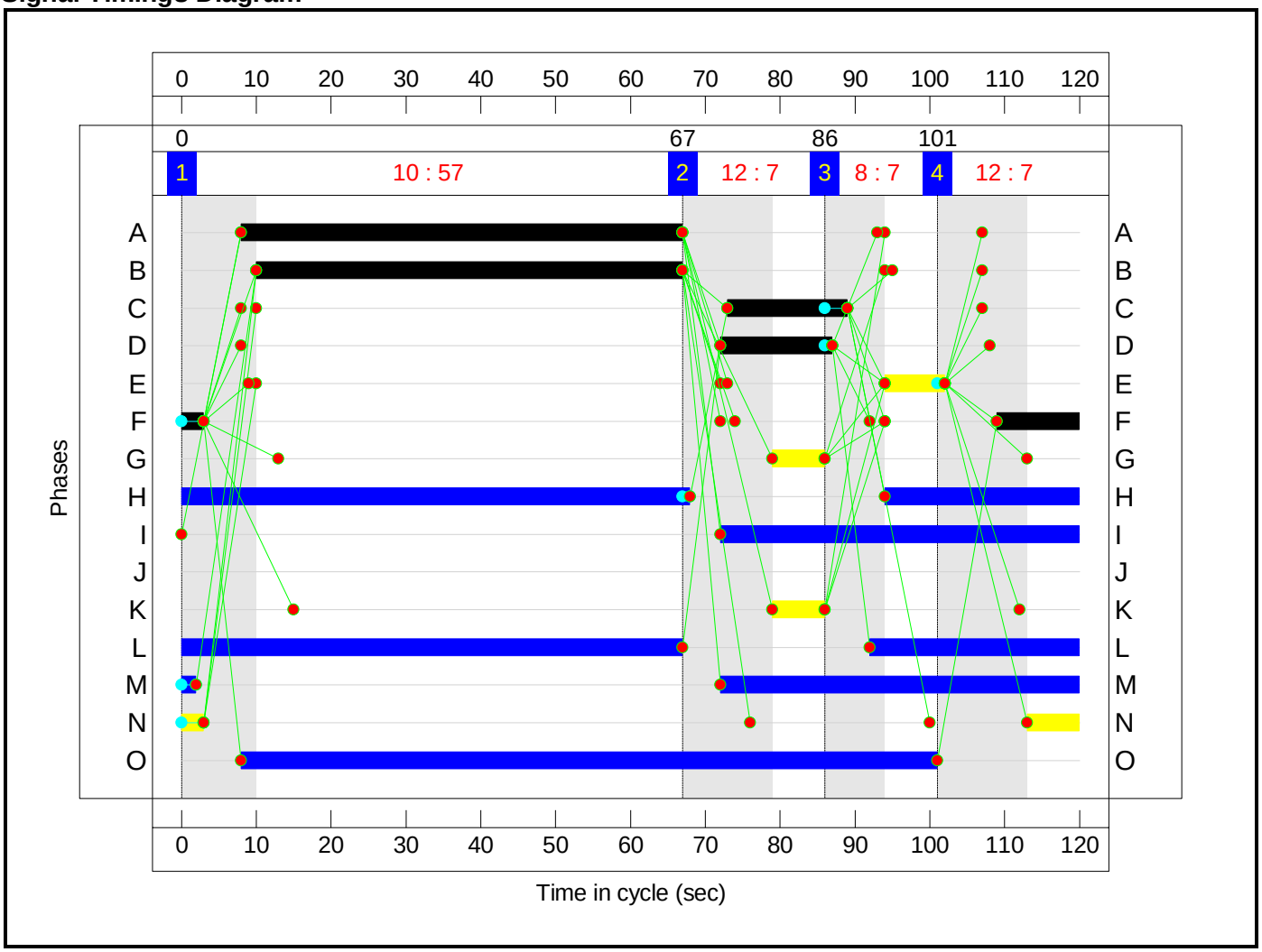
Stage Sequence Diagram



Stage Timings

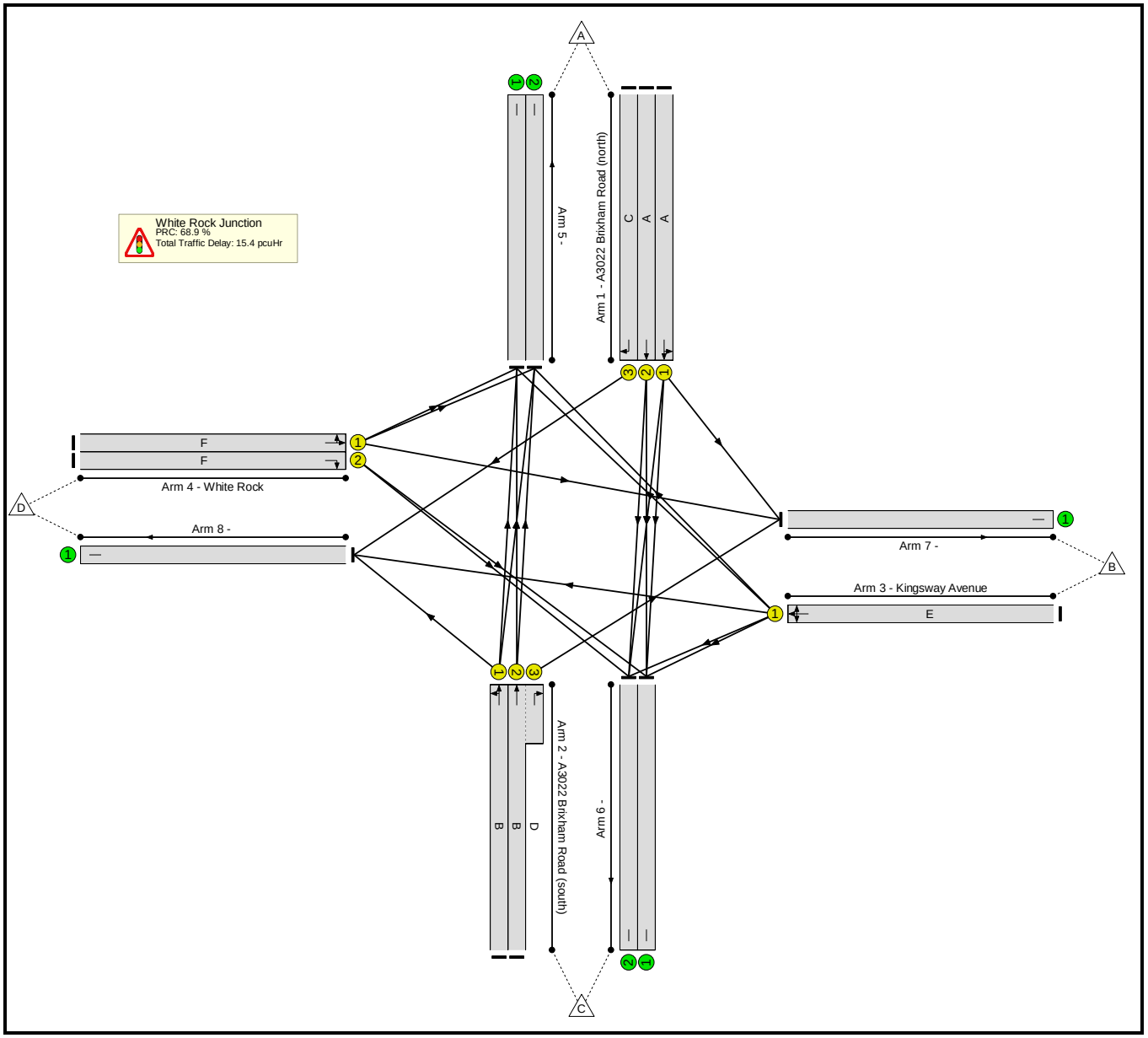
Stage	1	2	3	4
Duration	57	7	7	7
Change Point	0	67	86	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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

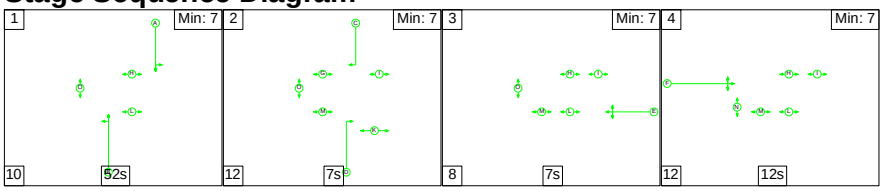
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	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')

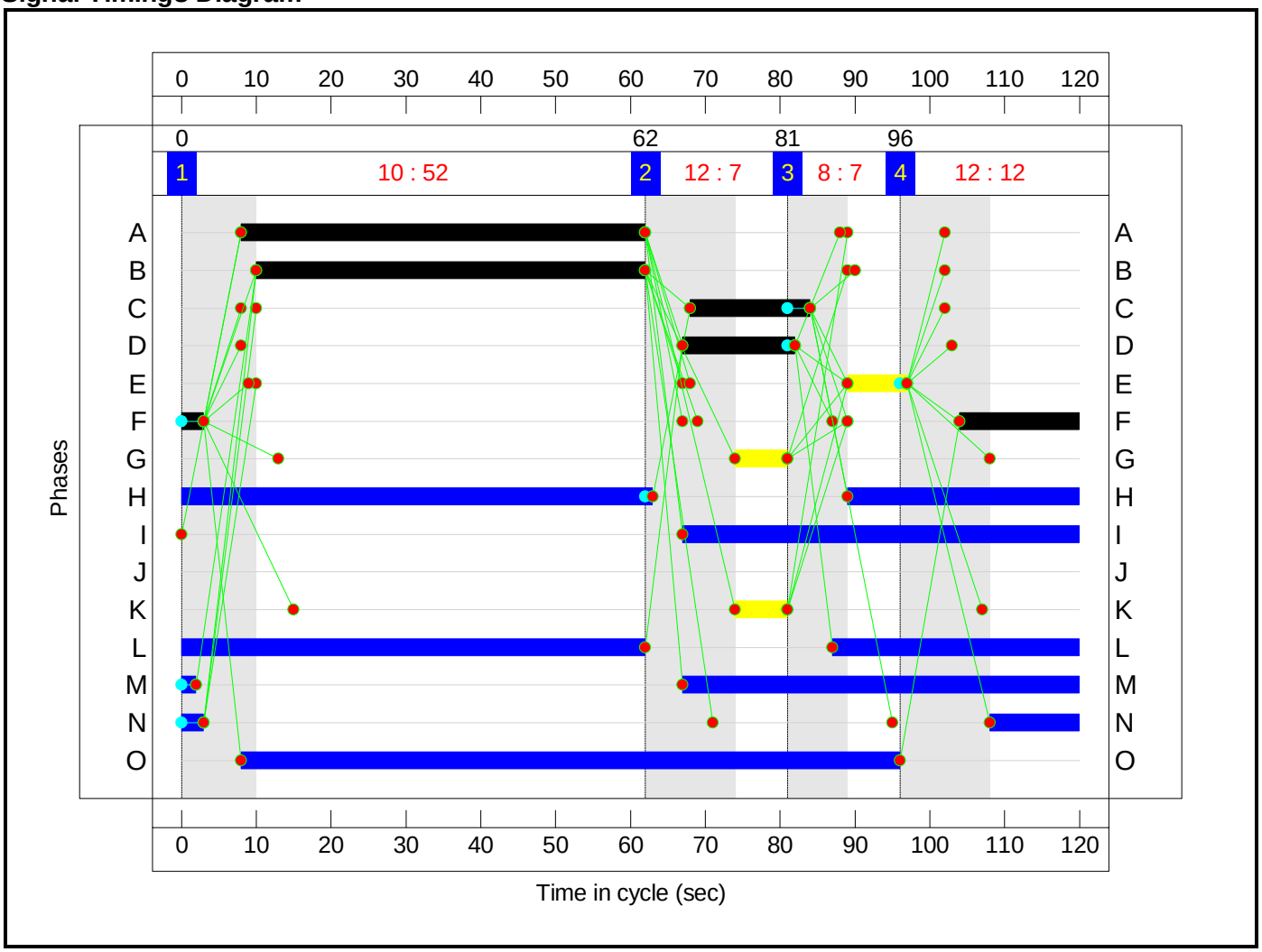
Stage Sequence Diagram



Stage Timings

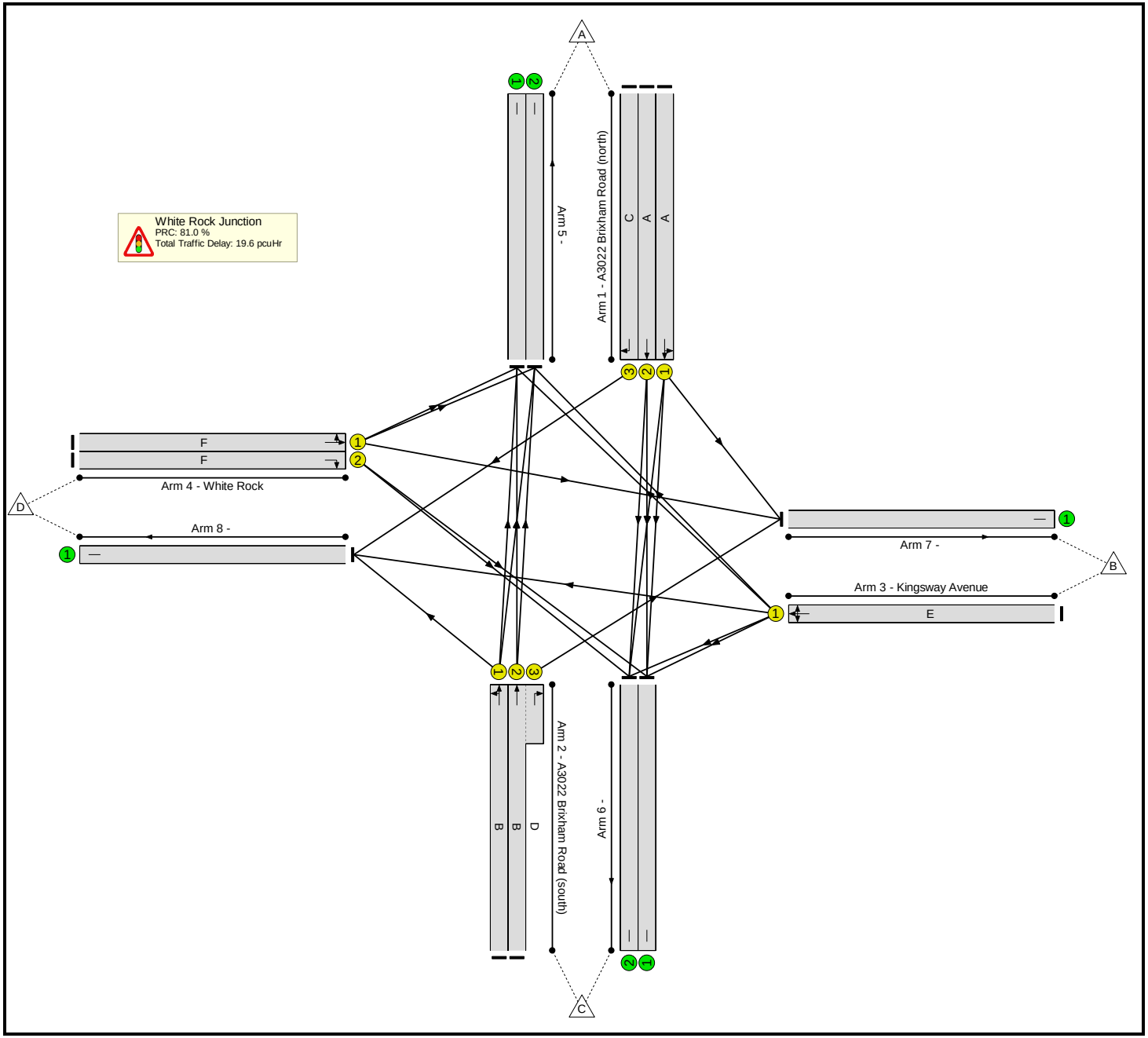
Stage	1	2	3	4
Duration	52	7	7	12
Change Point	0	62	81	96

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.7%**
White Rock Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.7%**
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	54	-	402	1954	896	44.9%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	54	-	446	2098	962	46.4%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	106	1719	244	43.5%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	52	-	407	1904	841	48.4%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	52:15	-	457	2097:1749	907+12	49.7 : 49.7%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	27	1806	135	19.9%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	19	-	137	1710	285	48.1%
4/2	White Rock Right	U	N/A	N/A	F		1	19	-	145	1816	303	47.9%
5/1		U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	250	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**	**16.3**	**3.2**	**0.0**	**19.6**	**-**	**-**	**-**	**-**
White Rock Junction	**-**	**-**	**0**	**0**	**0**	**16.3**	**3.2**	**0.0**	**19.6**	**-**	**-**	**-**	**-**
1/1	402	402	-	-	-	2.5	0.4	-	2.9	25.8	9.0	0.4	9.5
1/2	446	446	-	-	-	2.8	0.4	-	3.2	25.8	10.2	0.4	10.6
1/3	106	106	-	-	-	1.4	0.4	-	1.8	60.1	3.2	0.4	3.6
2/1	407	407	-	-	-	2.7	0.5	-	3.2	27.9	9.6	0.5	10.1
2/2+2/3	457	457	-	-	-	3.1	0.5	-	3.6	28.2	10.9	0.5	11.3
3/1	27	27	-	-	-	0.4	0.1	-	0.5	68.7	0.8	0.1	1.0
4/1	137	137	-	-	-	1.7	0.5	-	2.2	57.4	4.1	0.5	4.6
4/2	145	145	-	-	-	1.8	0.5	-	2.3	56.6	4.4	0.5	4.8
5/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 81.0
PRC Over All Lanes (%): 81.0

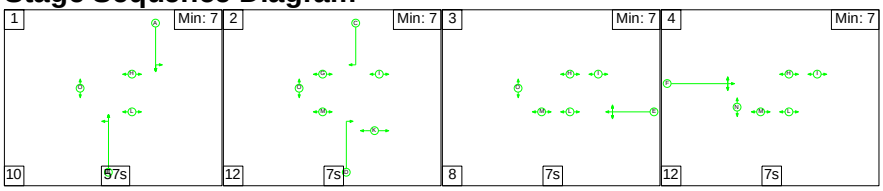
Total Delay for Signalled Lanes (pcuHr): 19.57
Total Delay Over All Lanes(pcuHr): 19.57

Cycle Time (s): 120

Full Input Data And Results

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

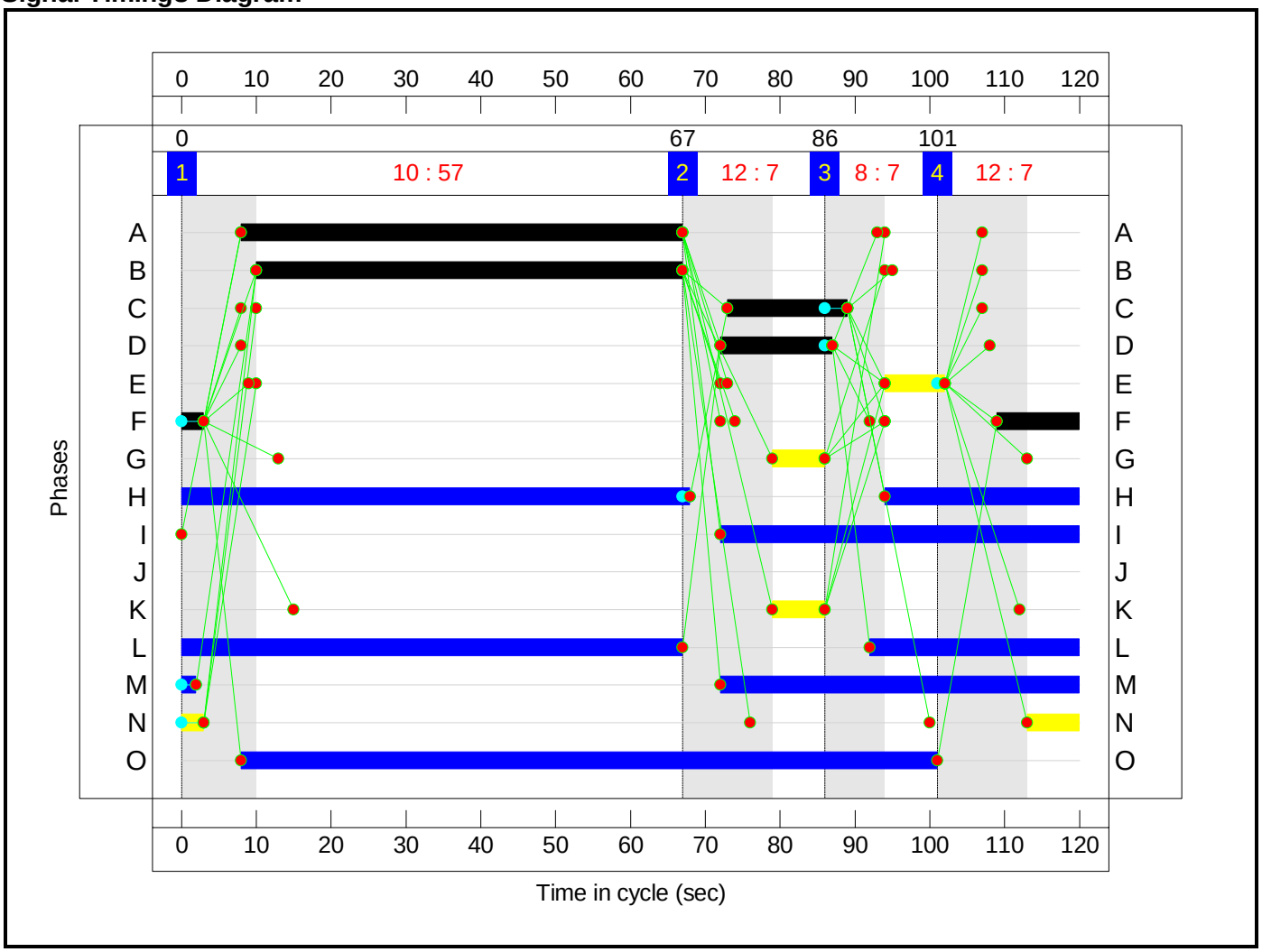
Stage Sequence Diagram



Stage Timings

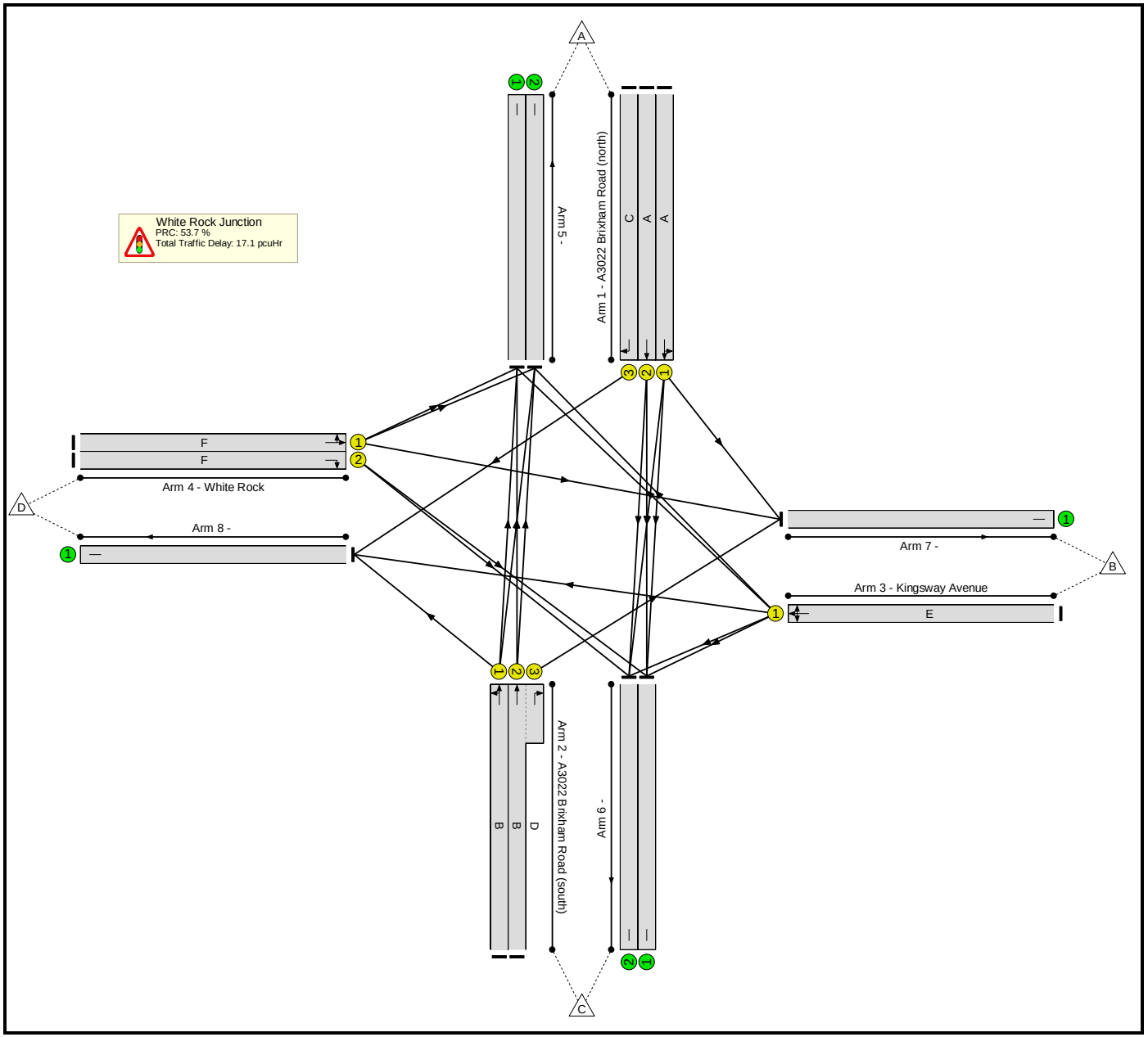
Stage	1	2	3	4
Duration	57	7	7	7
Change Point	0	67	86	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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

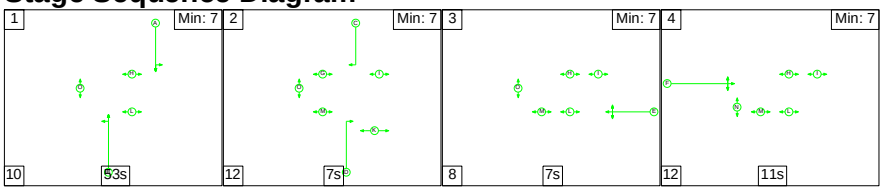
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	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')

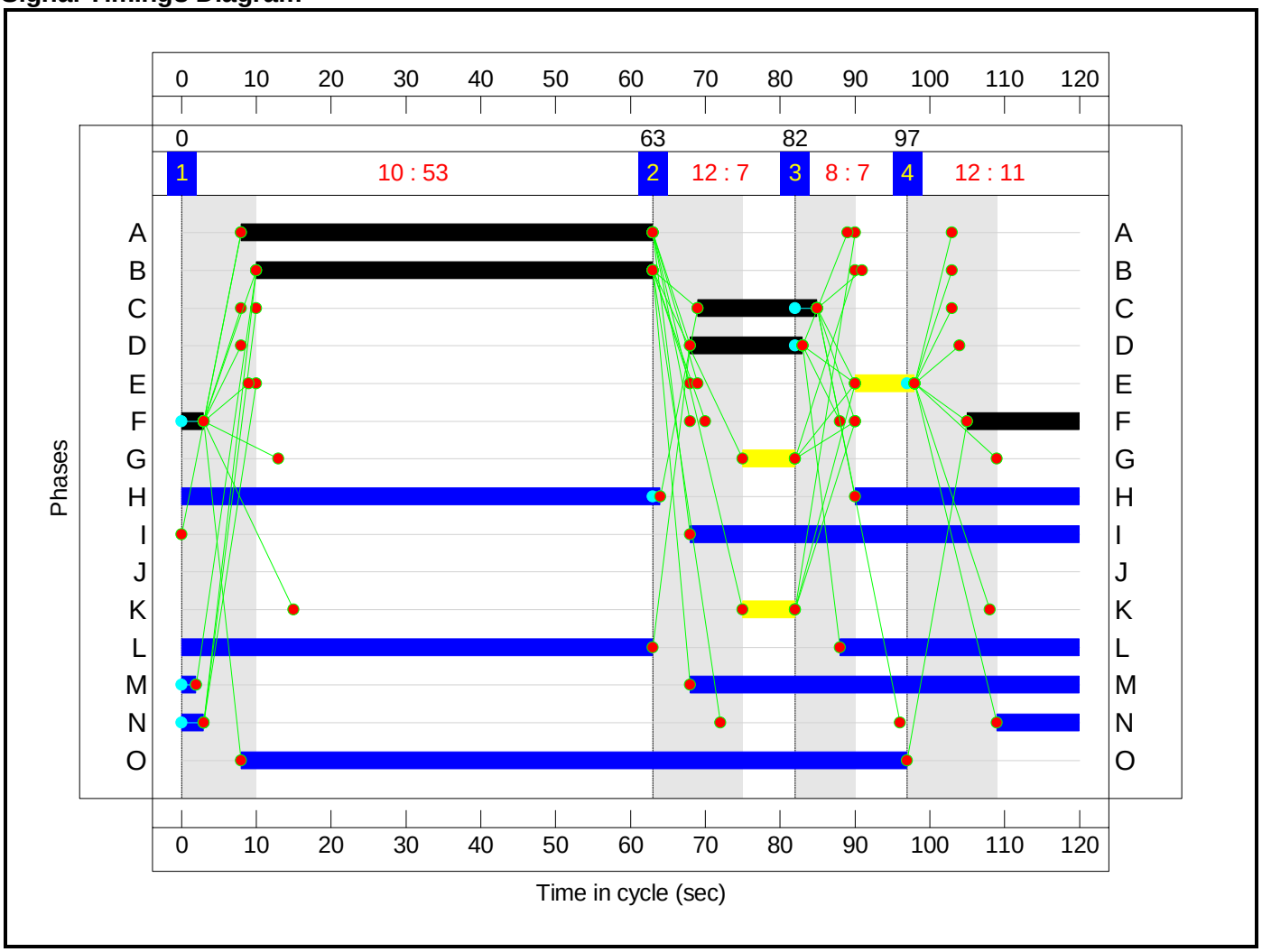
Stage Sequence Diagram



Stage Timings

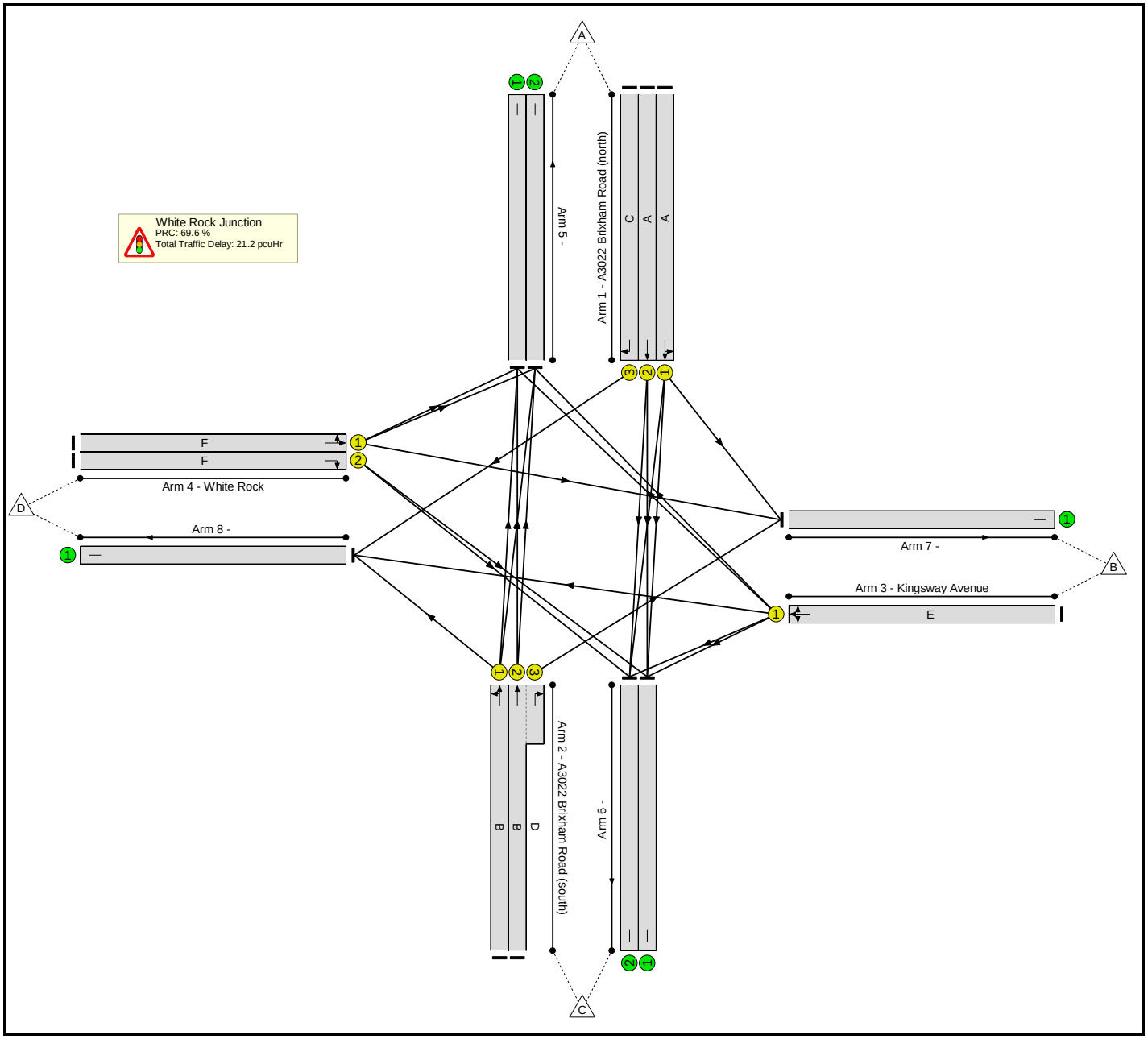
Stage	1	2	3	4
Duration	53	7	7	11
Change Point	0	63	82	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: White Rock Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.1%**
White Rock Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.1%**
1/1	A3022 Brixham Road (north) Ahead Left	U	N/A	N/A	A		1	55	-	450	1956	913	49.3%
1/2	A3022 Brixham Road (north) Ahead	U	N/A	N/A	A		1	55	-	497	2098	979	50.8%
1/3	A3022 Brixham Road (north) Right	U	N/A	N/A	C		1	16	-	106	1719	244	43.5%
2/1	A3022 Brixham Road (south) Ahead Left	U	N/A	N/A	B		1	53	-	443	1905	857	51.7%
2/2+2/3	A3022 Brixham Road (south) Ahead Right	U	N/A	N/A	B D		1	53:15	-	497	2097:1749	925+11	53.1 : 53.1%
3/1	Kingsway Avenue Right Left Ahead	U	N/A	N/A	E		1	8	-	27	1806	135	19.9%
4/1	White Rock Left Ahead	U	N/A	N/A	F		1	18	-	137	1710	271	50.6%
4/2	White Rock Right	U	N/A	N/A	F		1	18	-	148	1816	288	51.5%
5/1		U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	260	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**	**17.5**	**3.6**	**0.0**	**21.2**	**-**	**-**	**-**	**-**
White Rock Junction	**-**	**-**	**0**	**0**	**0**	**17.5**	**3.6**	**0.0**	**21.2**	**-**	**-**	**-**	**-**
1/1	450	450	-	-	-	2.8	0.5	-	3.3	26.0	10.4	0.5	10.9
1/2	497	497	-	-	-	3.1	0.5	-	3.6	26.1	11.5	0.5	12.0
1/3	106	106	-	-	-	1.4	0.4	-	1.8	60.1	3.2	0.4	3.6
2/1	443	443	-	-	-	2.9	0.5	-	3.4	28.0	10.5	0.5	11.0
2/2+2/3	497	497	-	-	-	3.3	0.6	-	3.9	28.3	11.8	0.6	12.4
3/1	27	27	-	-	-	0.4	0.1	-	0.5	68.7	0.8	0.1	1.0
4/1	137	137	-	-	-	1.8	0.5	-	2.3	59.6	4.1	0.5	4.7
4/2	148	148	-	-	-	1.9	0.5	-	2.4	59.1	4.5	0.5	5.0
5/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 69.6 Total Delay for Signalled Lanes (pcuHr): 21.19 Cycle Time (s): 120
PRC Over All Lanes (%): 69.6 Total Delay Over All Lanes(pcuHr): 21.19

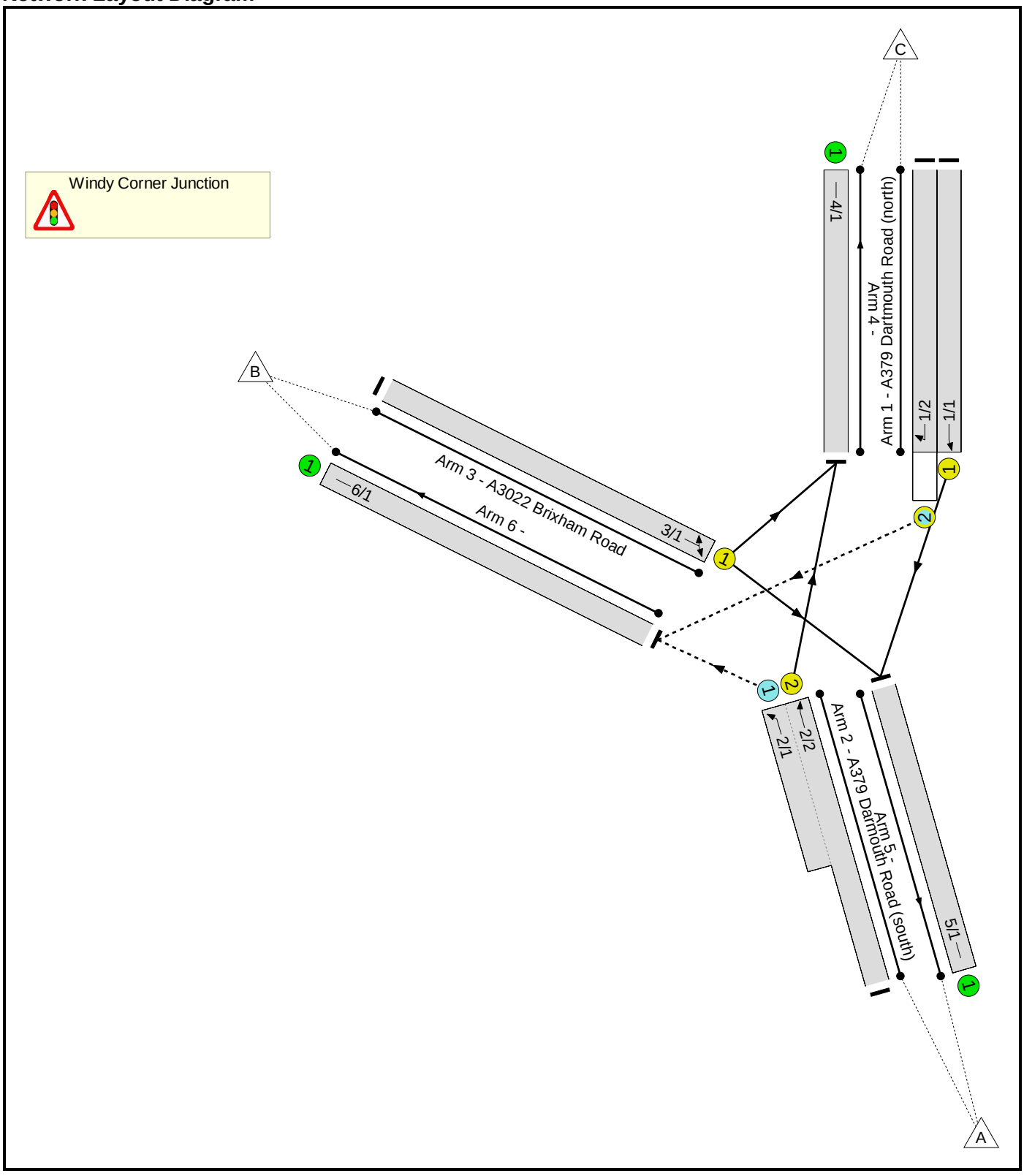
Full Input Data And Results

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:	

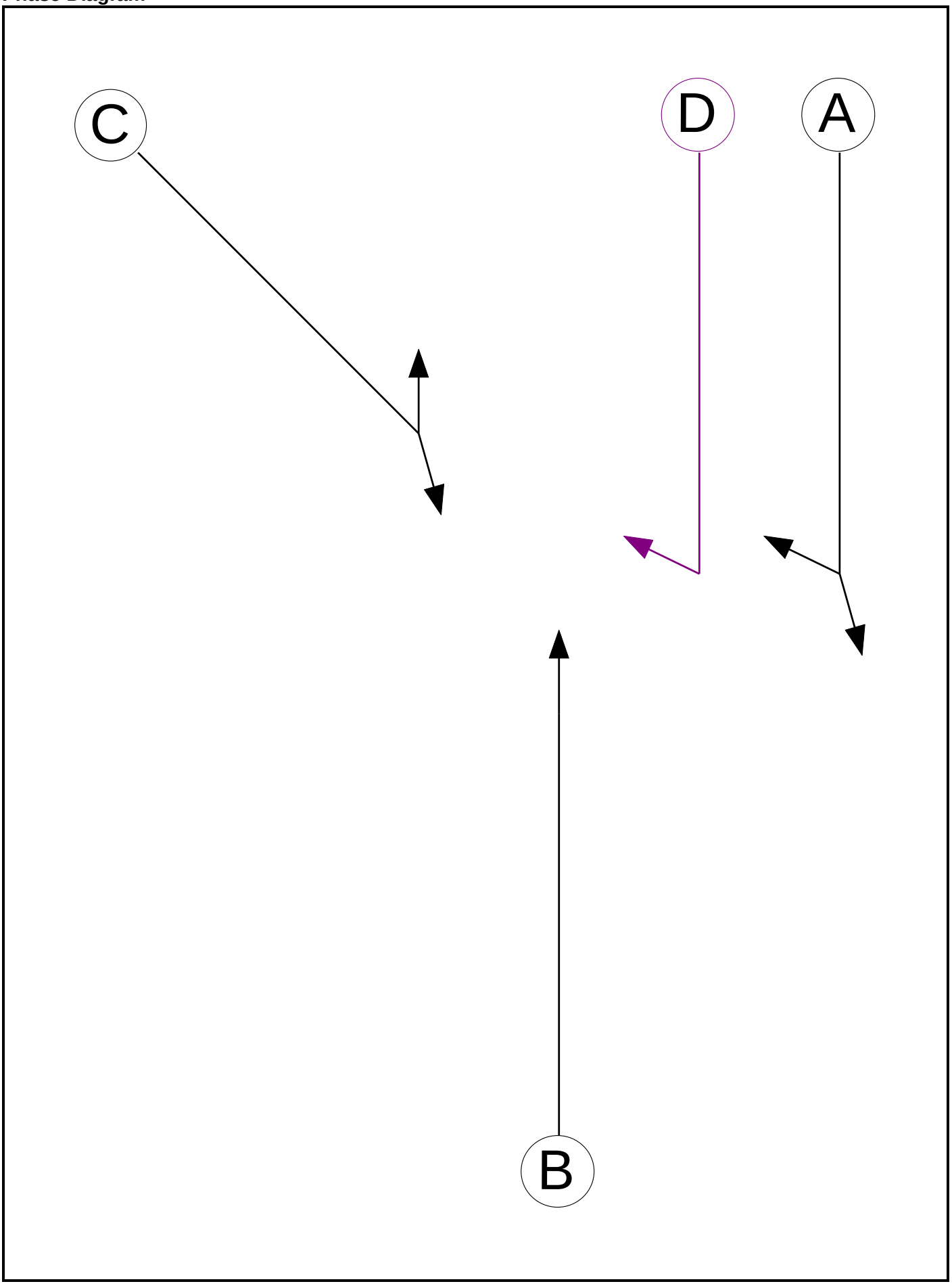
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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

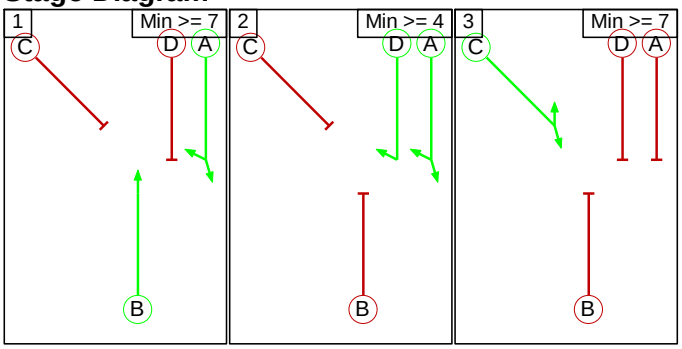
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D
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

From Stage \ To Stage	1	2	3
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	1.09	All	3.00	-	0.50	3	2.00
				2/2	1.09	All					
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 Darmouth Road (south))	O		2	3	10.4	Geom	-	4.20	0.00	Y	Arm 6 Left	48.20
2/2 (A379 Darmouth 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			
		A	B	C	Tot.
Origin	A	0	756	604	1360
	B	505	0	27	532
	C	668	56	0	724
	Tot.	1173	812	631	2616

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2017 Base AM
Junction: Windy Corner Junction	
1/1	668
1/2	56
2/1 (short)	756
2/2 (with short)	1360(In) 604(Out)
3/1	532
4/1	631
5/1	1173
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))	3.50	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	659	540	1199
	B	717	0	63	780
	C	587	45	0	632
	Tot.	1304	704	603	2611

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2017 Base PM
Junction: Windy Corner Junction	
1/1	587
1/2	45
2/1 (short)	659
2/2 (with short)	1199(In) 540(Out)
3/1	780
4/1	603
5/1	1304
6/1	704

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	8.1 %	1835	1835
				Arm 5 Right	22.10	91.9 %		
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	668	56	0	724
	Tot.	1230	985	632	2847

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: TA 2019 AM
Junction: Windy Corner Junction	
1/1	668
1/2	56
2/1 (short)	929
2/2 (with short)	1533(In) 604(Out)
3/1	590
4/1	632
5/1	1230
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 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	4.7 %	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	776	540	1316
	B	848	0	65	913
	C	587	47	0	634
	Tot.	1435	823	605	2863

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: TA 2019 PM
Junction: Windy Corner Junction	
1/1	587
1/2	47
2/1 (short)	776
2/2 (with short)	1316(In) 540(Out)
3/1	913
4/1	605
5/1	1435
6/1	823

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	7.1 %	1837	1837
				Arm 5 Right	22.10	92.9 %		
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	668	57	0	725
	Tot.	1260	1025	632	2917

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: TA 2024 AM
Junction: Windy Corner Junction	
1/1	668
1/2	57
2/1 (short)	968
2/2 (with short)	1572(In) 604(Out)
3/1	620
4/1	632
5/1	1260
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	833	540	1373
	B	888	0	65	953
	C	587	47	0	634
	Tot.	1475	880	605	2960

Full Input Data And Results

Traffic Lane Flows

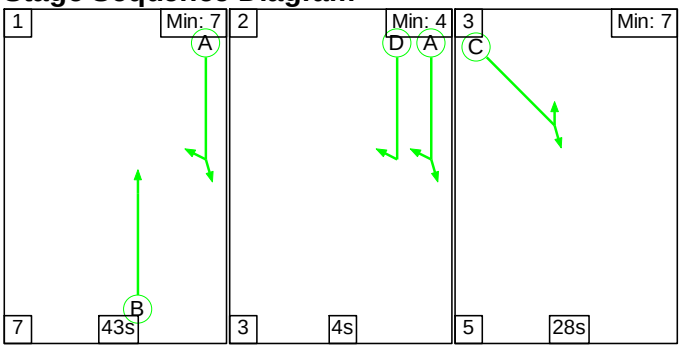
Lane	Scenario 16: TA 2024 PM
Junction: Windy Corner Junction	
1/1	587
1/2	47
2/1 (short)	833
2/2 (with short)	1373(In) 540(Out)
3/1	953
4/1	605
5/1	1475
6/1	880

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	6.8 %	1838	1838
				Arm 5 Right	22.10	93.2 %		
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

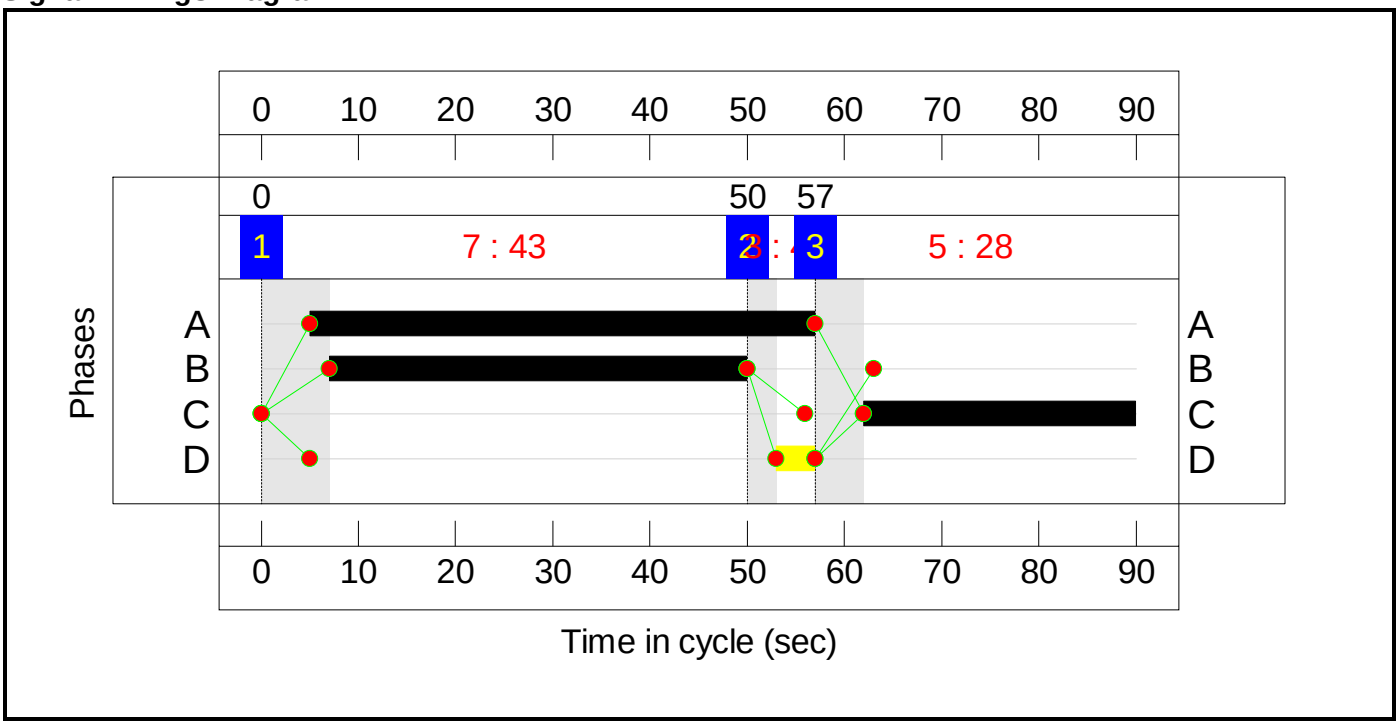


Full Input Data And Results

Stage Timings

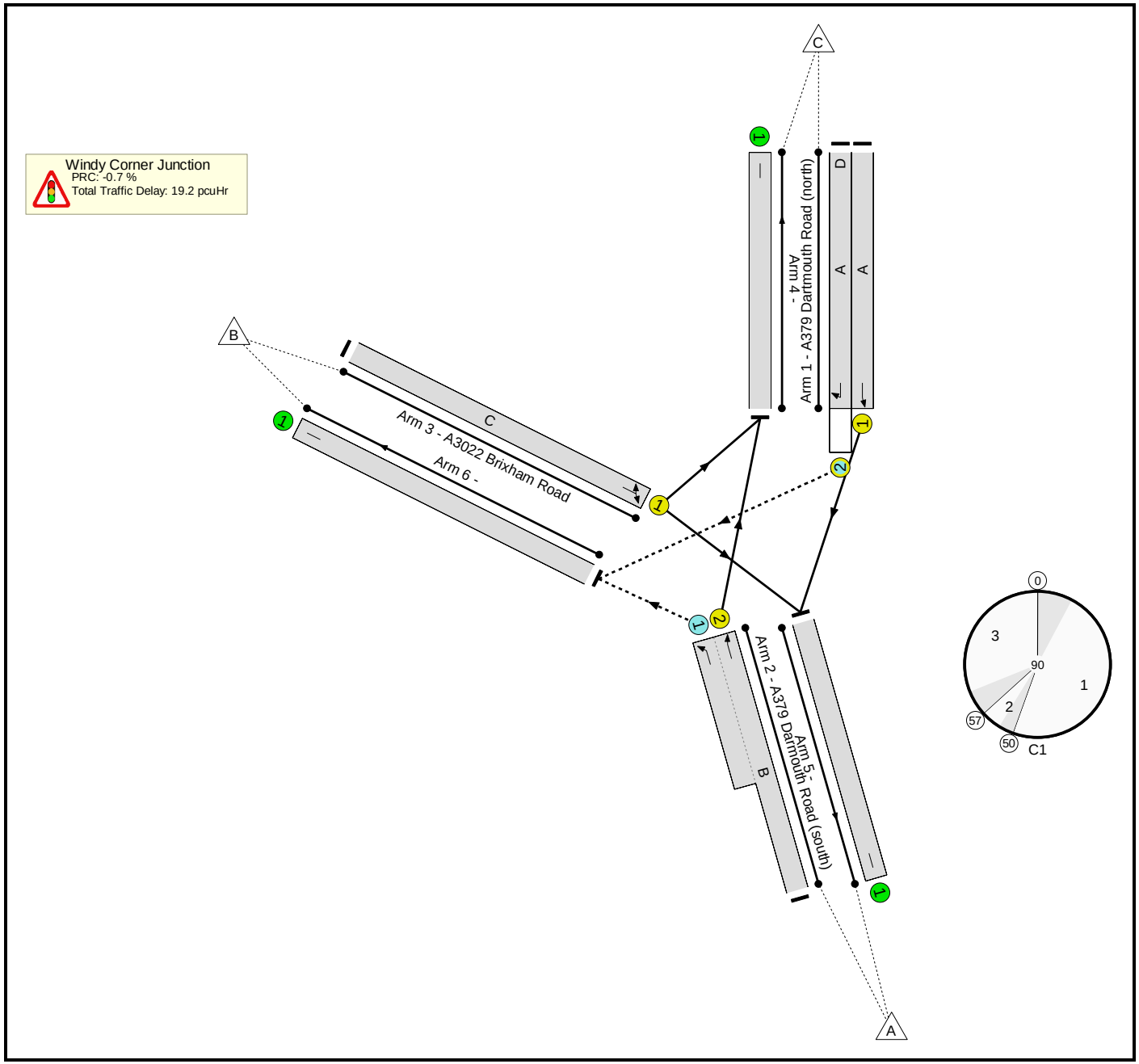
Stage	1	2	3
Duration	43	4	28
Change Point	0	50	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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 (north) Ahead	U	N/A	N/A	A		1	52	-	668	1925	1134	58.9%
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 Darmouth 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	-		-	-	-	1173	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	812	Inf	Inf	0.0%

Full Input Data And Results

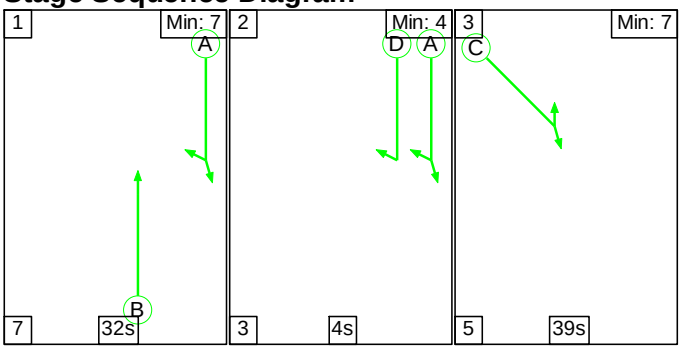
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Existing Junction	**-**	**-**	**501**	**311**	**0**	**9.5**	**9.4**	**0.4**	**19.2**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**501**	**311**	**0**	**9.5**	**9.4**	**0.4**	**19.2**	**-**	**-**	**-**	**-**
1/1	668	668	-	-	-	2.2	0.7	-	2.9	15.5	10.4	0.7	11.1
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	1173	1173	-	-	-	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): 19.25 Cycle Time (s): 90
PRC Over All Lanes (%): -0.7 Total Delay Over All Lanes(pcuHr): 19.25

Full Input Data And Results

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

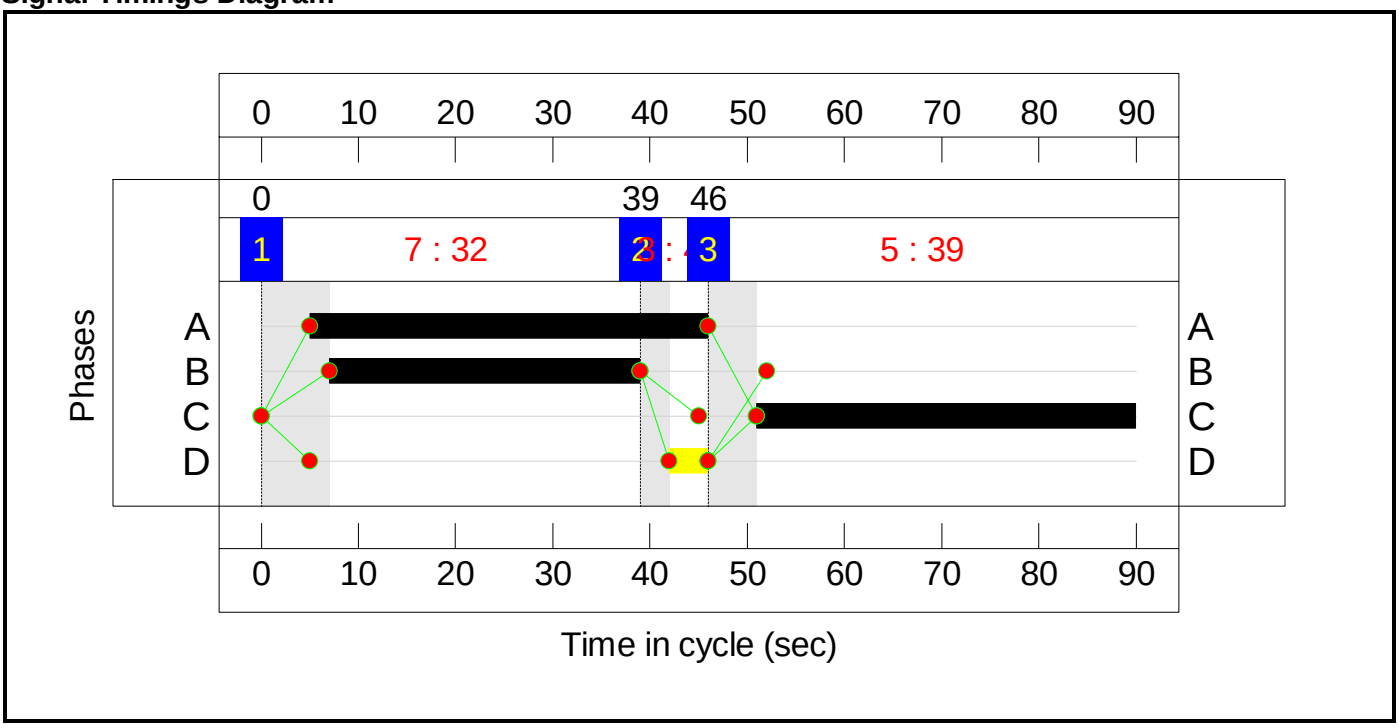
Stage Sequence Diagram



Stage Timings

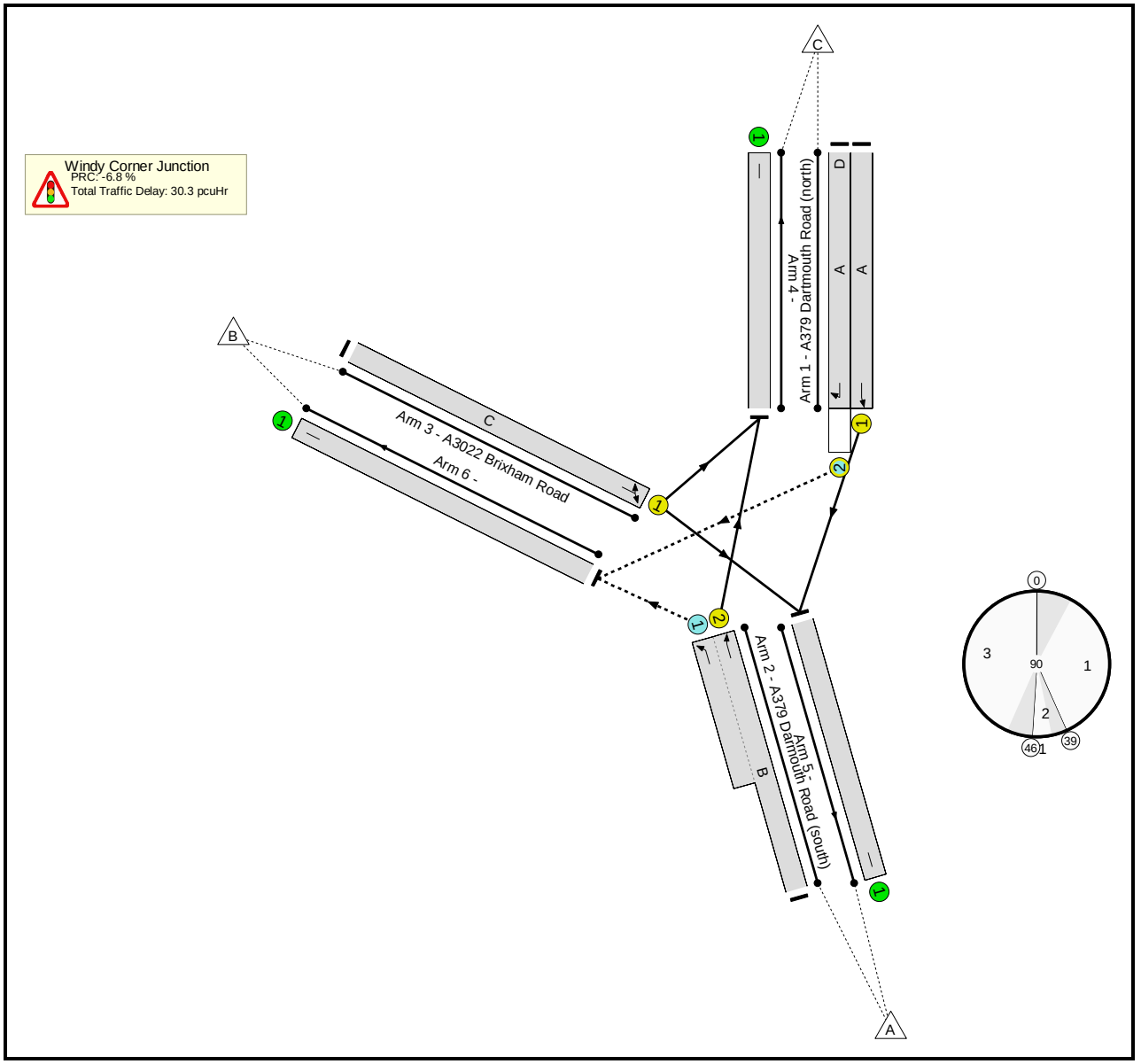
Stage	1	2	3
Duration	32	4	39
Change Point	0	39	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Existing Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.2%**
Windy Corner Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.2%**
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	41	-	587	1925	898	65.3%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	41	4	45	1649	175	25.7%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	32	-	1199	1965:1974	562+685	96.2 : 96.2%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	39	-	780	1835	816	95.6%
4/1		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1304	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%

Full Input Data And Results

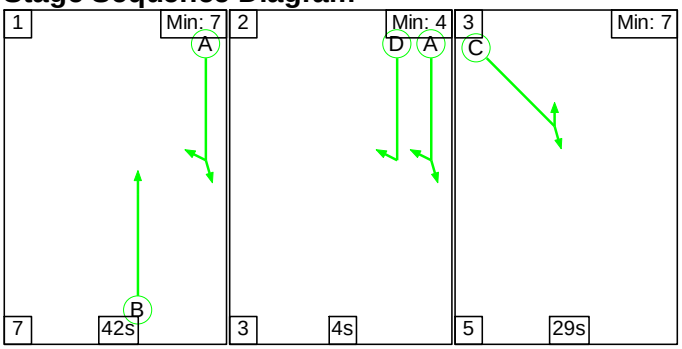
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Existing Junction	**-**	**-**	**353**	**351**	**0**	**12.2**	**17.8**	**0.2**	**30.3**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**353**	**351**	**0**	**12.2**	**17.8**	**0.2**	**30.3**	**-**	**-**	**-**	**-**
1/1	587	587	-	-	-	3.0	0.9	-	3.9	24.2	11.3	0.9	12.2
1/2	45	45	45	0	0	0.2	0.2	0.2	0.6	45.8	0.6	0.2	0.8
2/2+2/1	1199	1199	308	351	0	3.8	9.1	-	12.9	38.8	15.7	9.1	24.8
3/1	780	780	-	-	-	5.2	7.7	-	12.9	59.5	18.6	7.7	26.3
4/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1304	1304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -6.8 Total Delay for Signalled Lanes (pcuHr): 30.33 Cycle Time (s): 90
PRC Over All Lanes (%): -6.8 Total Delay Over All Lanes(pcuHr): 30.33

Full Input Data And Results

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

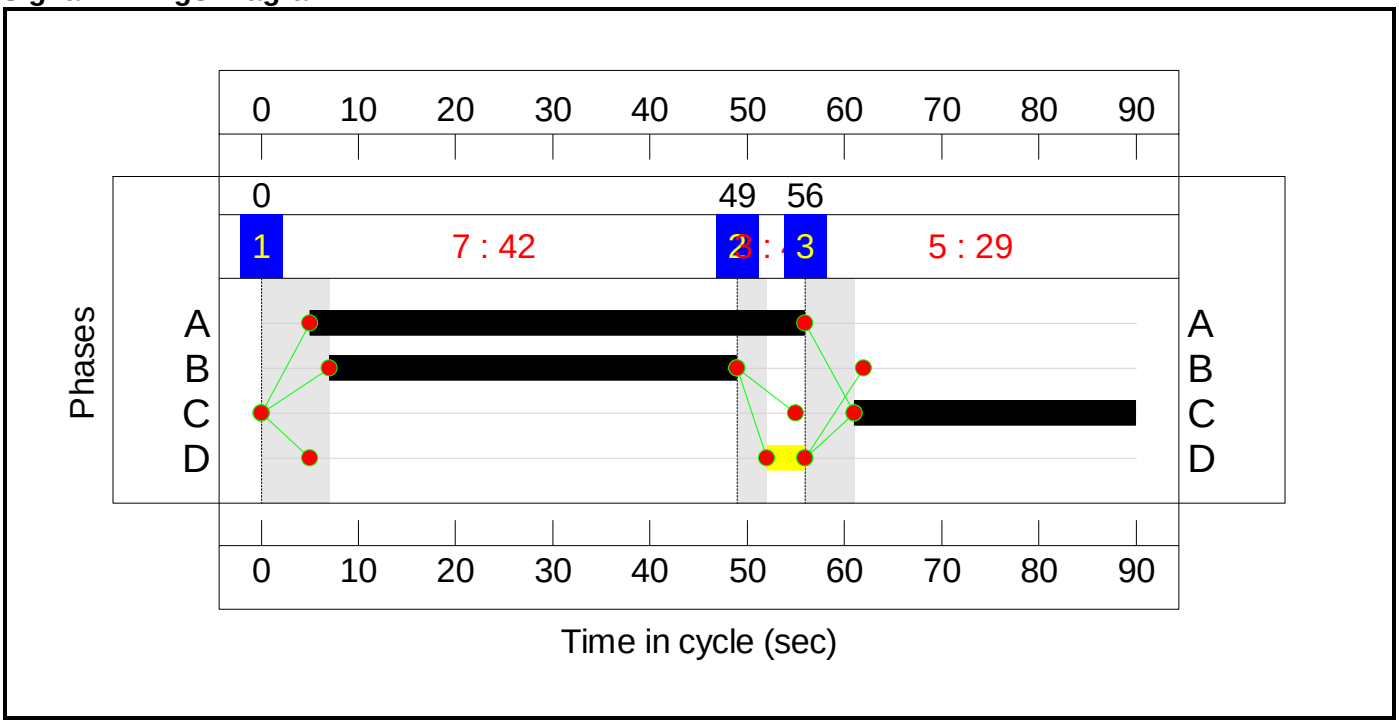
Stage Sequence Diagram



Stage Timings

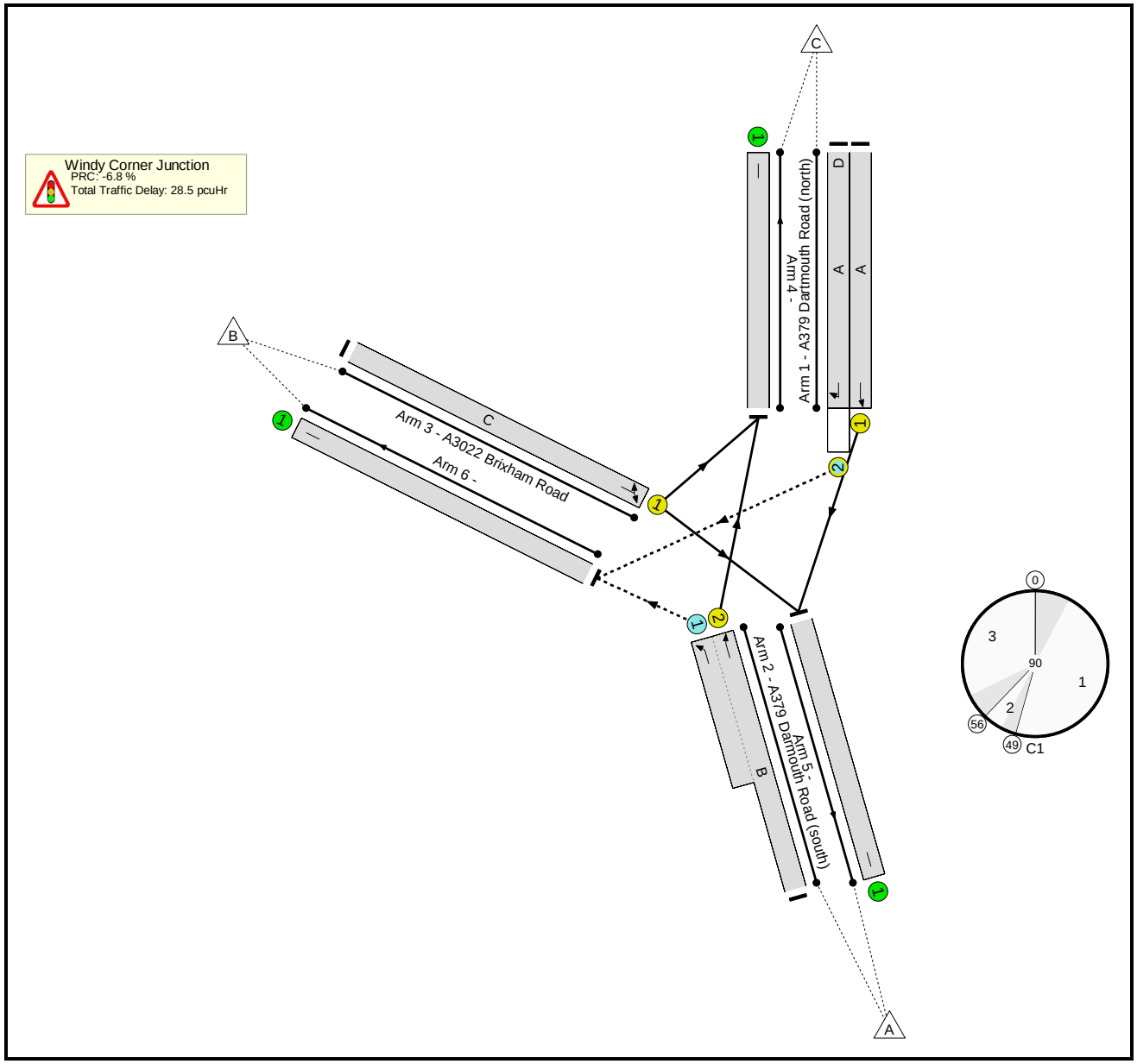
Stage	1	2	3
Duration	42	4	29
Change Point	0	49	56

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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 (north) Ahead	U	N/A	N/A	A		1	51	-	668	1925	1112	60.1%
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 Darmouth 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	-		-	-	-	1230	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%

Full Input Data And Results

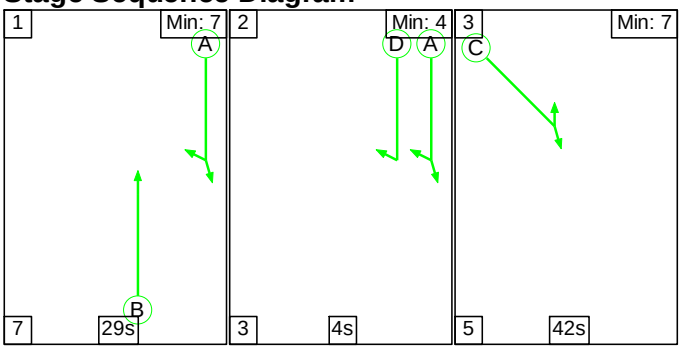
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Existing Junction	**-**	**-**	**593**	**392**	**0**	**10.3**	**17.8**	**0.5**	**28.5**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**593**	**392**	**0**	**10.3**	**17.8**	**0.5**	**28.5**	**-**	**-**	**-**	**-**
1/1	668	668	-	-	-	2.3	0.7	-	3.0	16.3	10.8	0.7	11.5
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	1230	1230	-	-	-	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 (%): -6.8 Total Delay for Signalled Lanes (pcuHr): 28.54 Cycle Time (s): 90
PRC Over All Lanes (%): -6.8 Total Delay Over All Lanes(pcuHr): 28.54

Full Input Data And Results

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

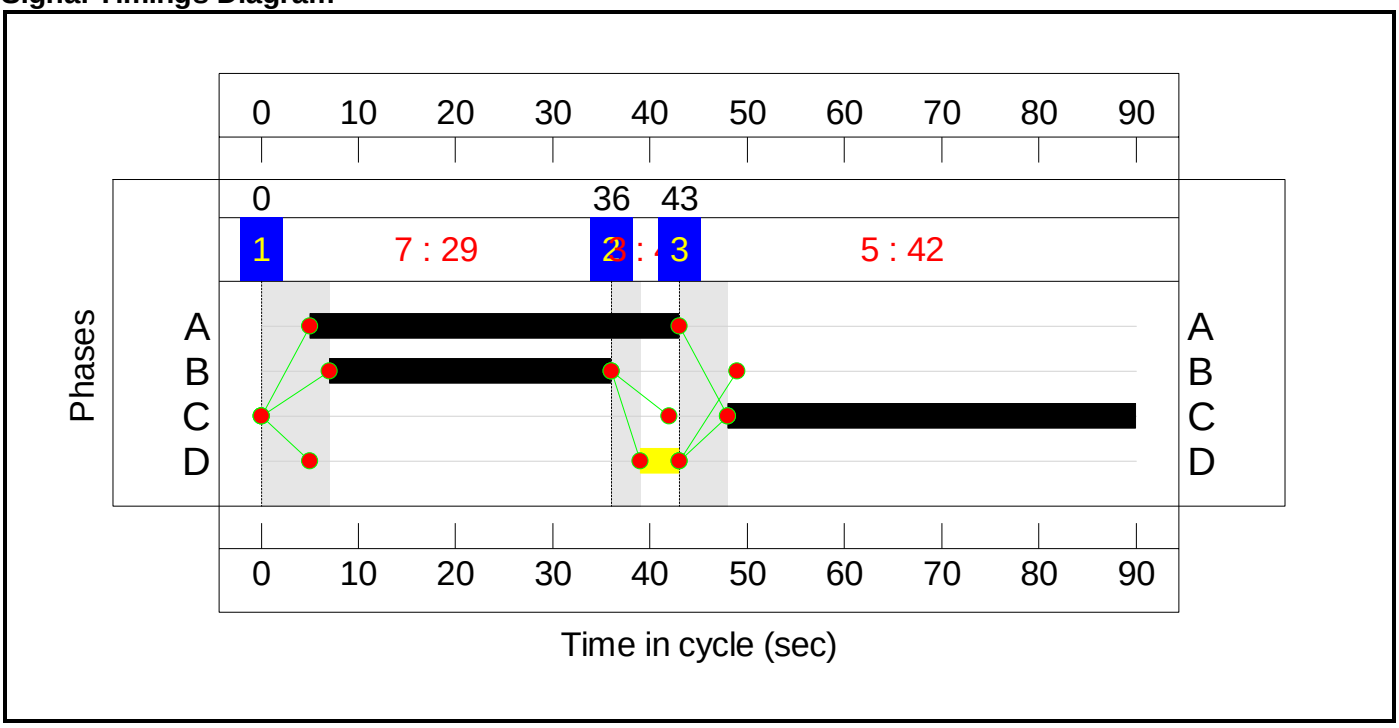
Stage Sequence Diagram



Stage Timings

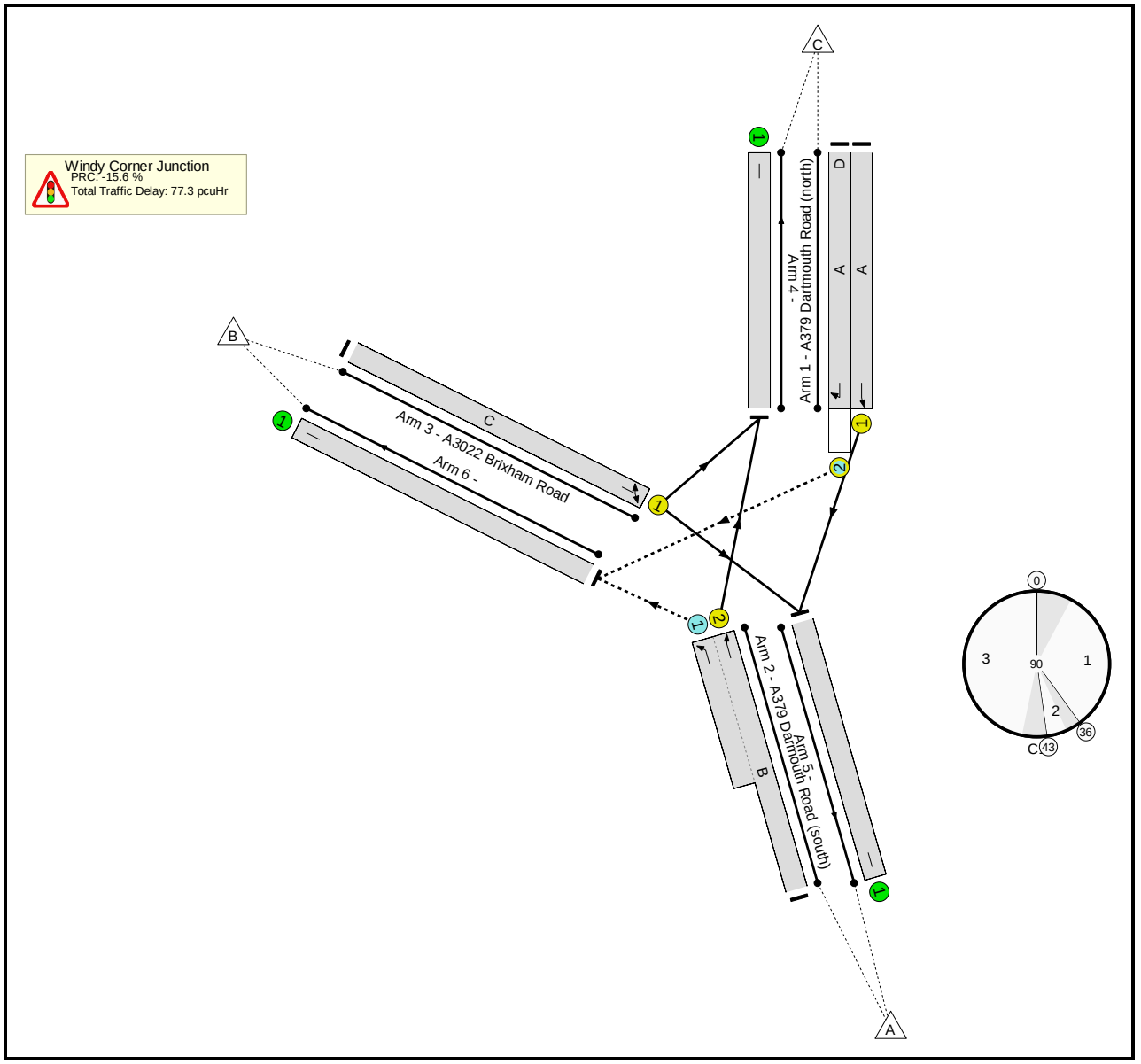
Stage	1	2	3
Duration	29	4	42
Change Point	0	36	43

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Existing Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.0%**
Windy Corner Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.0%**
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	38	-	587	1925	834	70.4%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	38	4	47	1649	136	34.5%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	29	-	1316	1965:1974	522+750	103.5 : 103.5%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	42	-	913	1837	878	104.0%
4/1		U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1435	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%

Full Input Data And Results

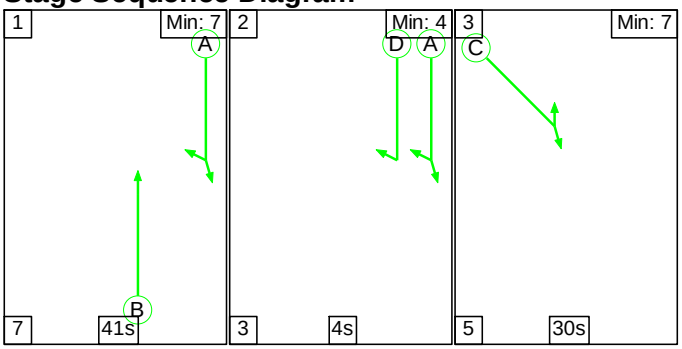
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Existing Junction	**-**	**-**	**370**	**453**	**0**	**16.9**	**60.1**	**0.3**	**77.3**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**370**	**453**	**0**	**16.9**	**60.1**	**0.3**	**77.3**	**-**	**-**	**-**	**-**
1/1	587	587	-	-	-	3.4	1.2	-	4.6	28.0	11.9	1.2	13.1
1/2	47	47	47	0	0	0.2	0.3	0.3	0.8	60.7	0.7	0.3	0.9
2/2+2/1	1316	1298	323	453	0	5.4	32.3	-	37.7	103.2	23.9	32.3	56.2
3/1	913	878	-	-	-	7.9	26.3	-	34.2	135.0	23.8	26.3	50.2
4/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1402	1402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	823	823	-	-	-	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): 77.32 Cycle Time (s): 90
PRC Over All Lanes (%): -15.6 Total Delay Over All Lanes(pcuHr): 77.32

Full Input Data And Results

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

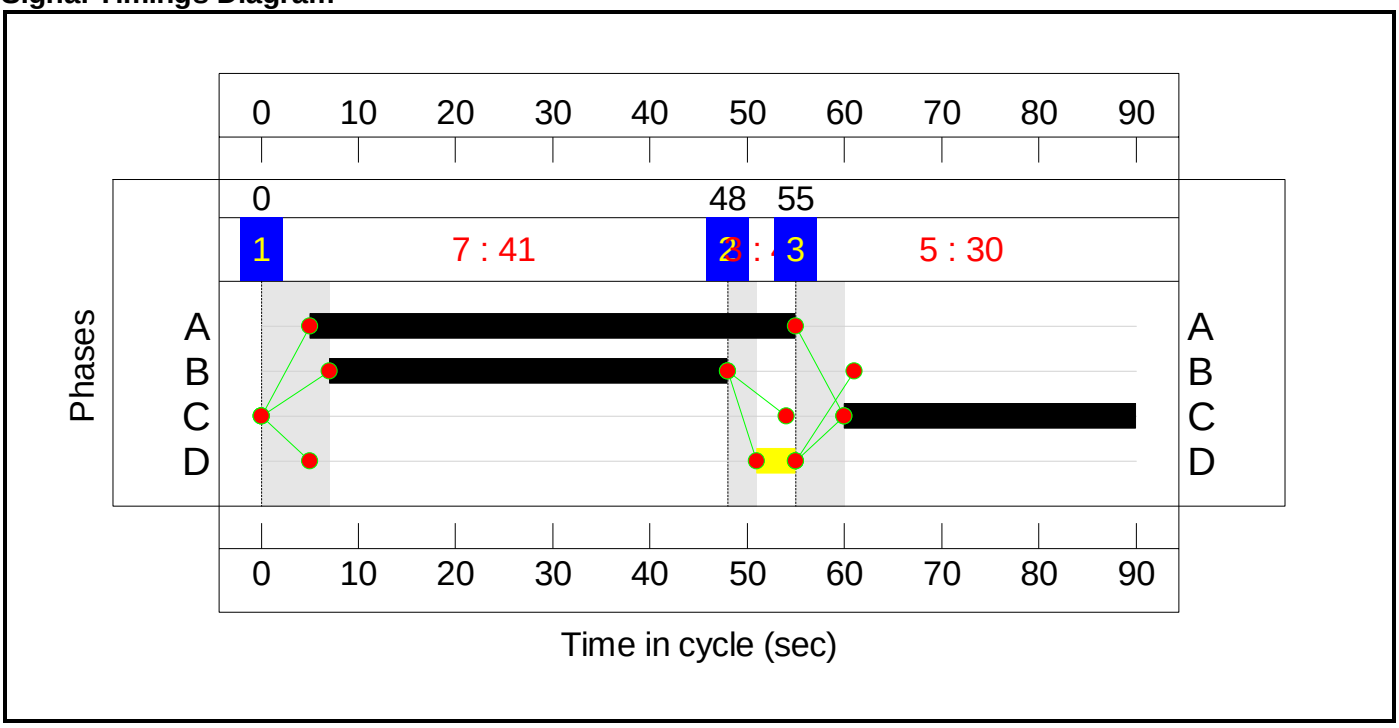
Stage Sequence Diagram



Stage Timings

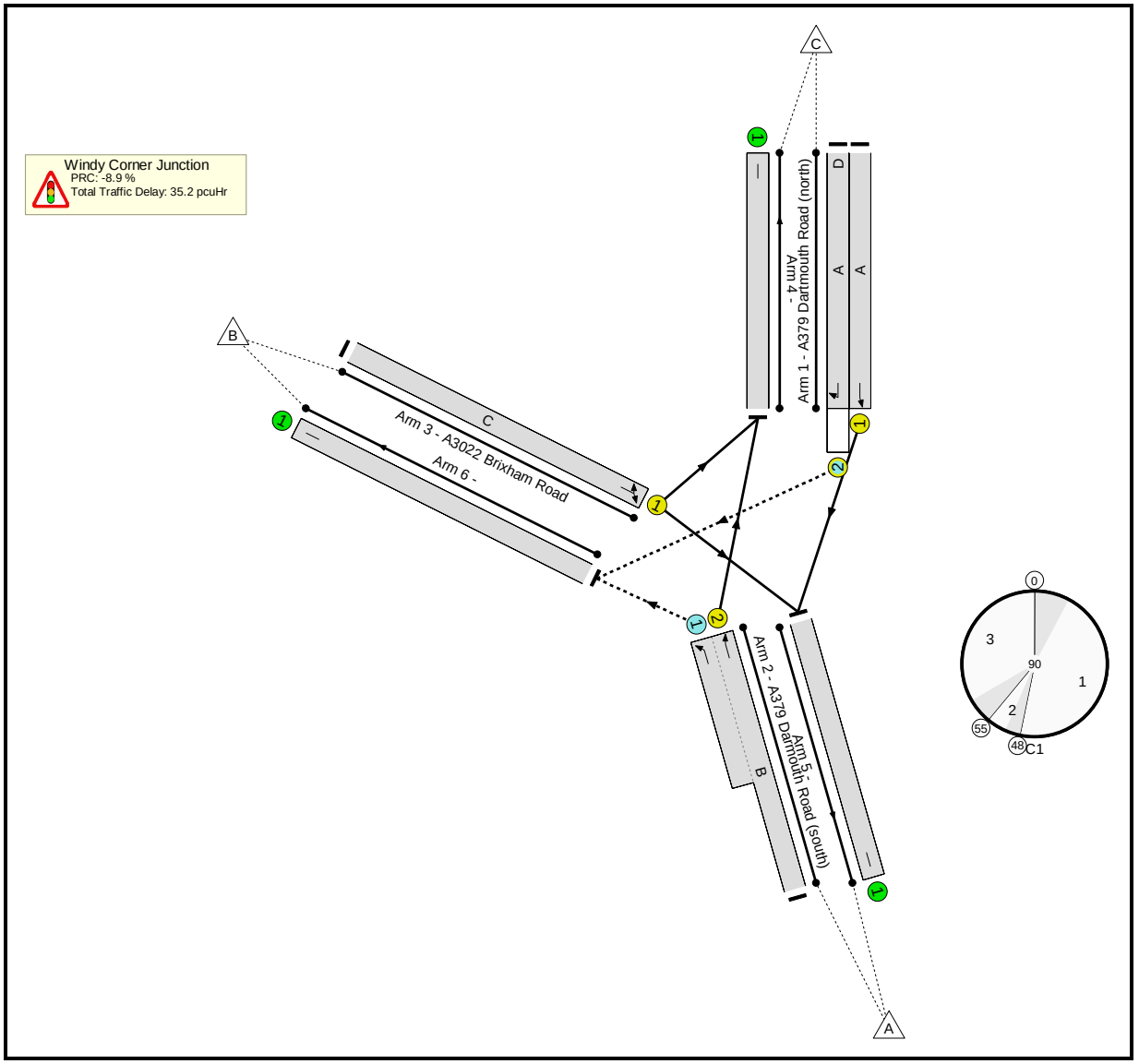
Stage	1	2	3
Duration	41	4	30
Change Point	0	48	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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 (north) Ahead	U	N/A	N/A	A		1	50	-	668	1925	1091	61.2%
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 Darmouth 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	-		-	-	-	1260	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%

Full Input Data And Results

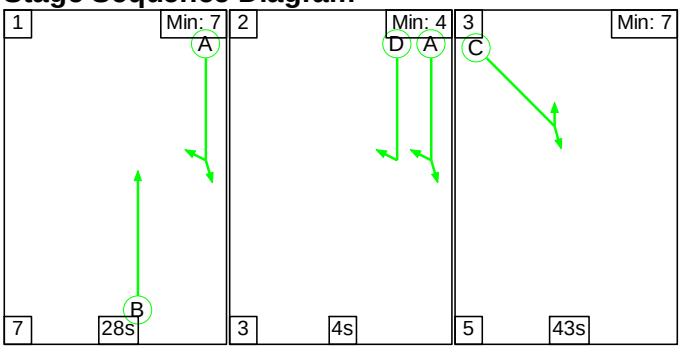
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Existing Junction	**-**	**-**	**606**	**419**	**0**	**10.8**	**23.9**	**0.5**	**35.2**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**606**	**419**	**0**	**10.8**	**23.9**	**0.5**	**35.2**	**-**	**-**	**-**	**-**
1/1	668	668	-	-	-	2.4	0.8	-	3.2	17.2	10.9	0.8	11.7
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	1260	1260	-	-	-	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): 35.21 Cycle Time (s): 90
PRC Over All Lanes (%): -8.9 Total Delay Over All Lanes(pcuHr): 35.21

Full Input Data And Results

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

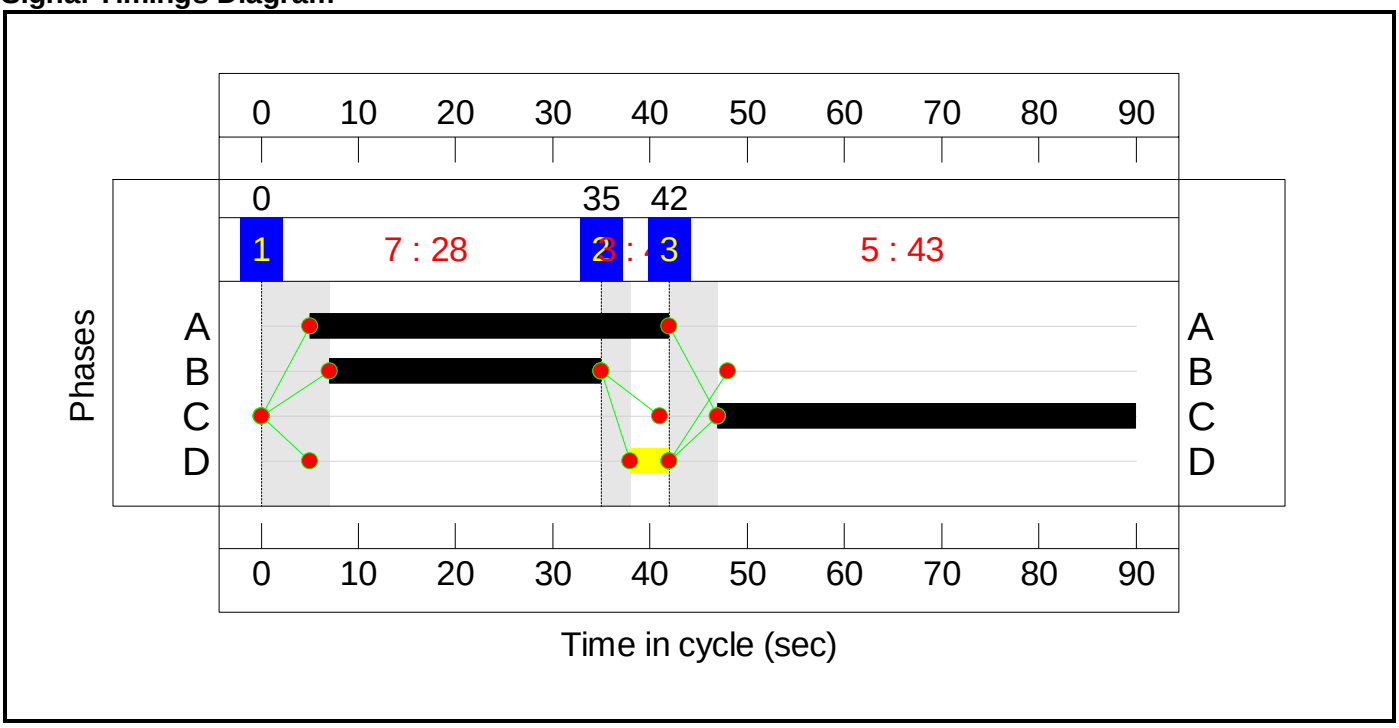
Stage Sequence Diagram



Stage Timings

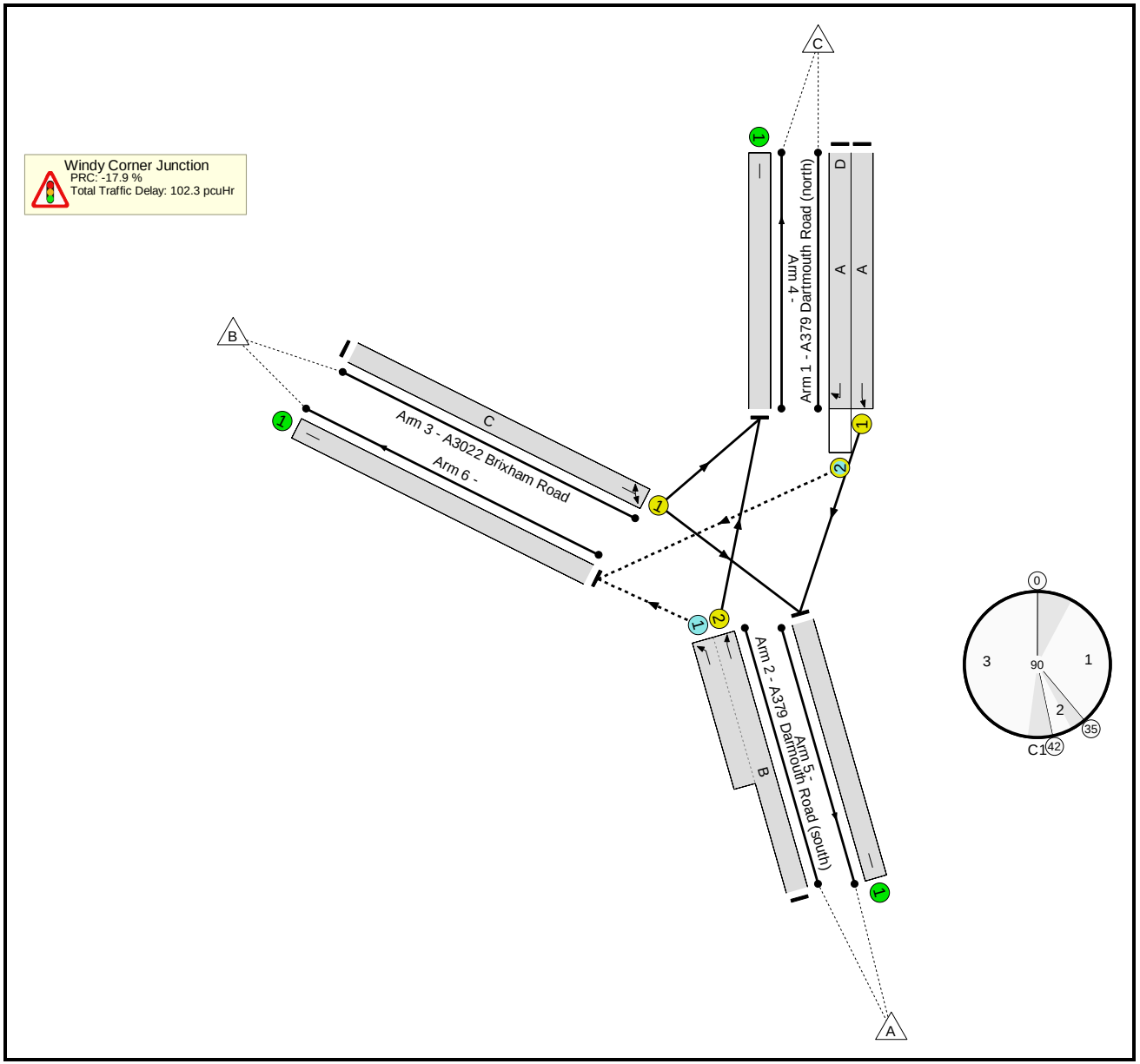
Stage	1	2	3
Duration	28	4	43
Change Point	0	35	42

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Existing Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.1%**
Windy Corner Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.1%**
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	37	-	587	1925	813	72.2%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	37	4	47	1649	133	35.2%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	28	-	1373	1965:1974	509+785	106.1 : 106.1%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	43	-	953	1838	899	106.1%
4/1		U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1475	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	880	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	**-**	**-**	**339**	**541**	**0**	**19.4**	**82.6**	**0.4**	**102.3**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**339**	**541**	**0**	**19.4**	**82.6**	**0.4**	**102.3**	**-**	**-**	**-**	**-**
1/1	587	587	-	-	-	3.5	1.3	-	4.8	29.5	12.1	1.3	13.4
1/2	47	47	47	0	0	0.2	0.3	0.4	0.9	65.8	0.7	0.3	1.0
2/2+2/1	1373	1342	292	541	0	6.5	46.8	-	53.4	140.0	29.5	46.8	76.3
3/1	953	899	-	-	-	9.1	34.2	-	43.3	163.5	25.8	34.2	59.9
4/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1424	1424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -17.9 Total Delay for Signalled Lanes (pcuHr): 102.33 Cycle Time (s): 90
PRC Over All Lanes (%): -17.9 Total Delay Over All Lanes(pcuHr): 102.33

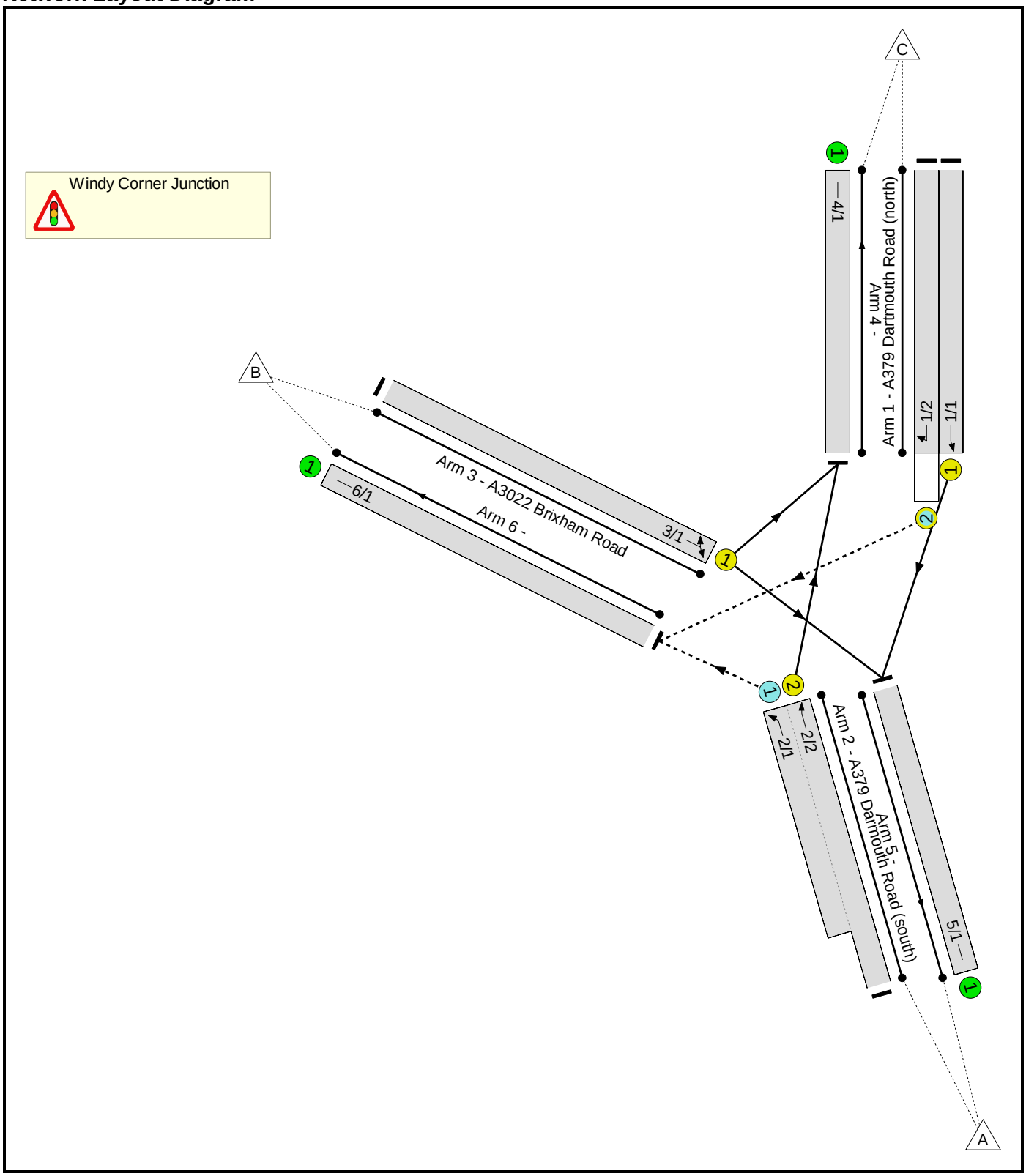
Full Input Data And Results

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:	

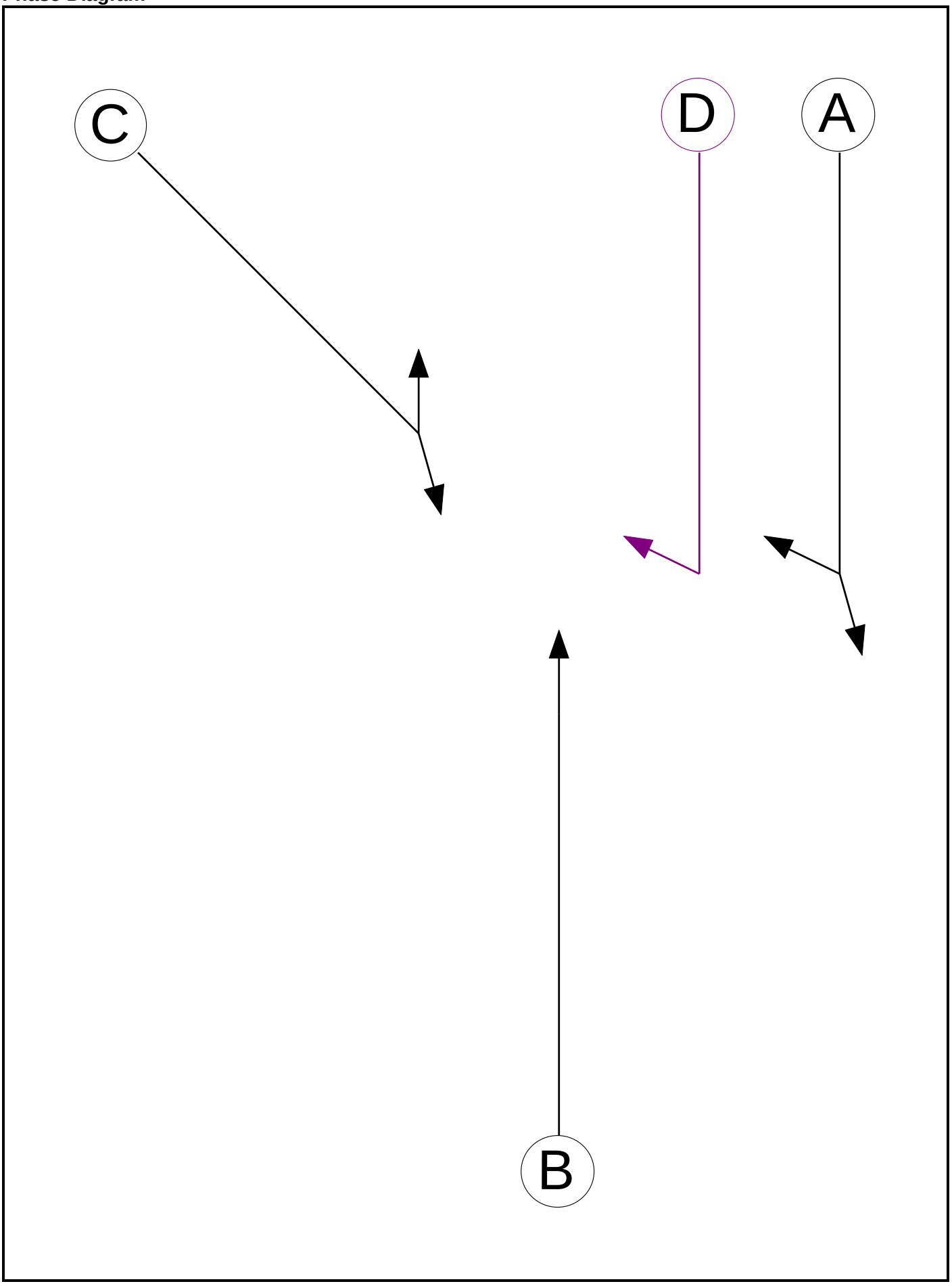
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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

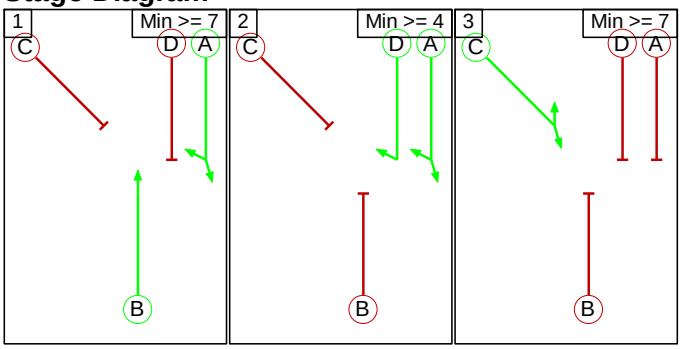
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D
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

From Stage \ To Stage	1	2	3
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	1.09	All	3.00	-	0.50	3	2.00
				2/2	1.09	All					
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 Darmouth Road (south))	O		2	3	37.0	Geom	-	4.20	0.00	Y	Arm 6 Left	48.20
2/2 (A379 Darmouth 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

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	756	604	1360
	B	505	0	27	532
	C	668	56	0	724
	Tot.	1173	812	631	2616

Traffic Lane Flows

Lane	Scenario 1: 2017 Base AM
Junction: Windy Corner Junction	
1/1	668
1/2	56
2/1 (short)	756
2/2 (with short)	1360(In) 604(Out)
3/1	532
4/1	631
5/1	1173
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	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

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	Tot.
Origin	A	0	659	540	1199
	B	717	0	63	780
	C	587	45	0	632
	Tot.	1304	704	603	2611

Traffic Lane Flows

Lane	Scenario 2: 2017 Base PM
Junction: Windy Corner Junction	
1/1	587
1/2	45
2/1 (short)	659
2/2 (with short)	1199(In) 540(Out)
3/1	780
4/1	603
5/1	1304
6/1	704

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	8.90	8.1 %	1835	1835
				Arm 5 Right	22.10	91.9 %		
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 :

		Destination			
		A	B	C	Tot.
Origin	A	0	929	604	1533
	B	562	0	28	590
	C	668	56	0	724
	Tot.	1230	985	632	2847

Traffic Lane Flows

Lane	Scenario 11: TA 2019 AM
Junction: Windy Corner Junction	
1/1	668
1/2	56
2/1 (short)	929
2/2 (with short)	1533(In) 604(Out)
3/1	590
4/1	632
5/1	1230
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 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	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 :

		Destination			
		A	B	C	Tot.
Origin	A	0	776	540	1316
	B	848	0	65	913
	C	587	47	0	634
	Tot.	1435	823	605	2863

Traffic Lane Flows

Lane	Scenario 12: TA 2019 PM
Junction: Windy Corner Junction	
1/1	587
1/2	47
2/1 (short)	776
2/2 (with short)	1316(In) 540(Out)
3/1	913
4/1	605
5/1	1435
6/1	823

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	8.90	7.1 %	1837	1837
				Arm 5 Right	22.10	92.9 %		
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 :

		Destination			
		A	B	C	Tot.
Origin	A	0	968	604	1572
	B	592	0	28	620
	C	668	57	0	725
	Tot.	1260	1025	632	2917

Traffic Lane Flows

Lane	Scenario 15: TA 2024 AM
Junction: Windy Corner Junction	
1/1	668
1/2	57
2/1 (short)	968
2/2 (with short)	1572(In) 604(Out)
3/1	620
4/1	632
5/1	1260
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))	3.58	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 :

		Destination			
		A	B	C	Tot.
Origin	A	0	833	540	1373
	B	888	0	65	953
	C	587	47	0	634
	Tot.	1475	880	605	2960

Traffic Lane Flows

Lane	Scenario 16: TA 2024 PM
Junction: Windy Corner Junction	
1/1	587
1/2	47
2/1 (short)	833
2/2 (with short)	1373(In) 540(Out)
3/1	953
4/1	605
5/1	1475
6/1	880

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	8.90	6.8 %	1838	1838
				Arm 5 Right	22.10	93.2 %		
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 17: 'TA 2024 + Dev AM' (FG23: 'TA 2024 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	990	604	1594
	B	623	0	33	656
	C	668	61	0	729
	Tot.	1291	1051	637	2979

Traffic Lane Flows

Lane	Scenario 17: TA 2024 + Dev AM
Junction: Windy Corner Junction	
1/1	668
1/2	61
2/1 (short)	990
2/2 (with short)	1594(In) 604(Out)
3/1	656
4/1	637
5/1	1291
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	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 18: 'TA 2024 + Dev PM' (FG24: 'TA 2024 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	860	540	1400
	B	907	0	68	975
	C	587	51	0	638
	Tot.	1494	911	608	3013

Traffic Lane Flows

Lane	Scenario 18: TA 2024 + Dev PM
Junction: Windy Corner Junction	
1/1	587
1/2	51
2/1 (short)	860
2/2 (with short)	1400(In) 540(Out)
3/1	975
4/1	608
5/1	1494
6/1	911

Lane Saturation Flows

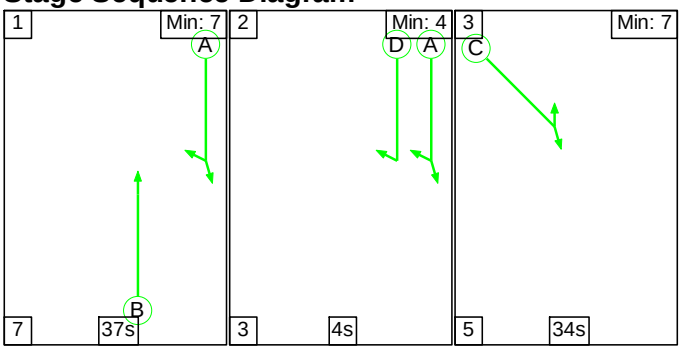
Junction: Windy Corner Junction

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	8.90	7.0 %	1837	1837
				Arm 5 Right	22.10	93.0 %		
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 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

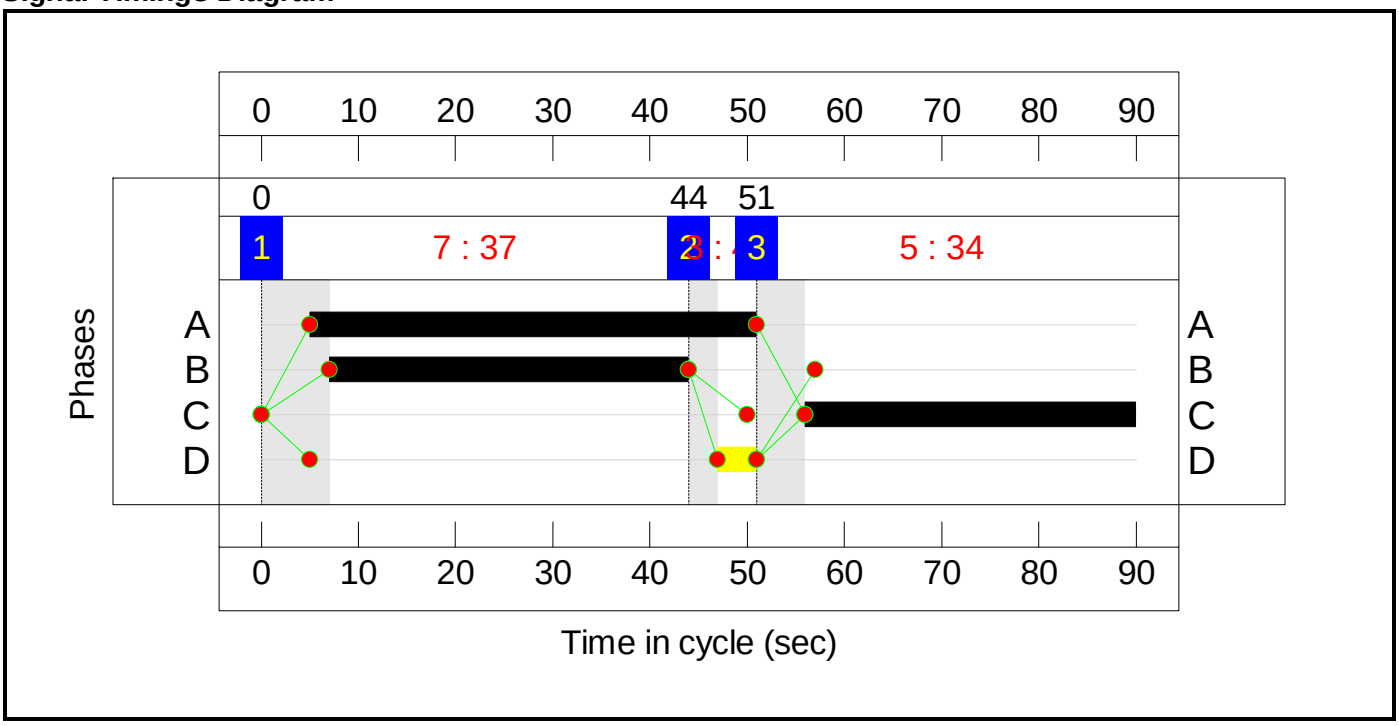
Stage Sequence Diagram



Stage Timings

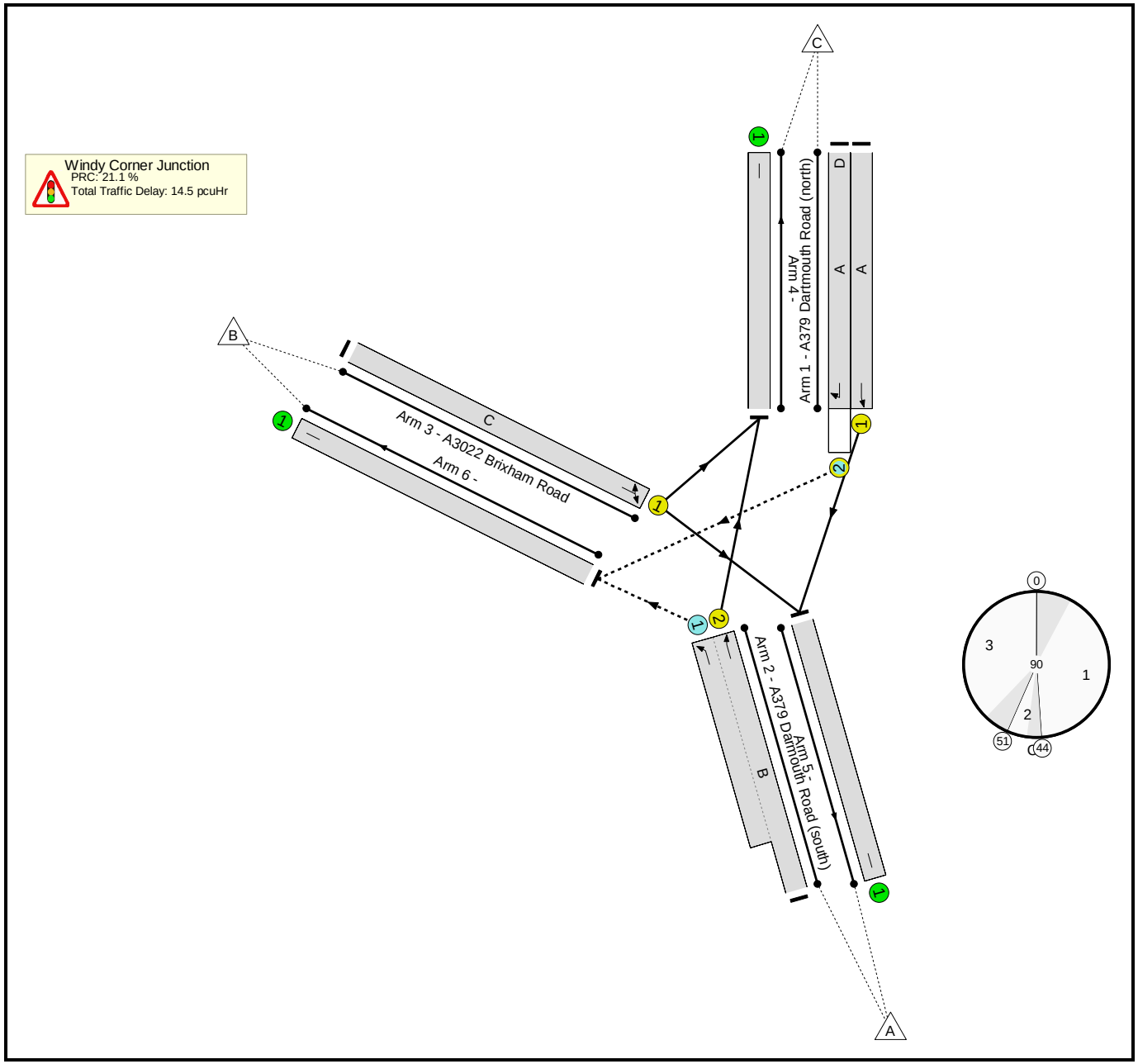
Stage	1	2	3
Duration	37	4	34
Change Point	0	44	51

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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	-	668	1925	1005	66.4%
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	-		-	-	-	1173	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	812	Inf	Inf	0.0%

Full Input Data And Results

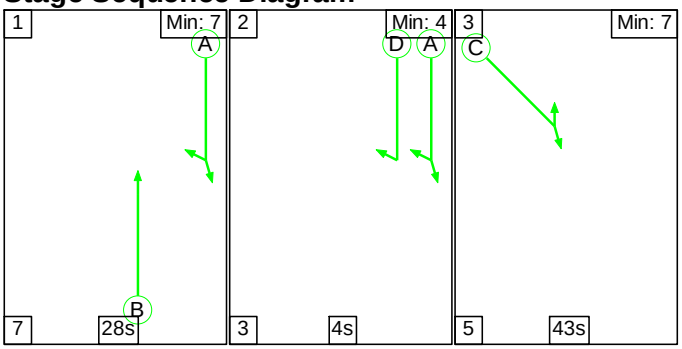
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	**-**	**-**	**451**	**361**	**0**	**10.2**	**3.9**	**0.4**	**14.5**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**451**	**361**	**0**	**10.2**	**3.9**	**0.4**	**14.5**	**-**	**-**	**-**	**-**
1/1	668	668	-	-	-	2.9	1.0	-	3.9	21.0	12.1	1.0	13.0
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	1173	1173	-	-	-	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 (%): 21.1 Total Delay for Signalled Lanes (pcuHr): 14.46 Cycle Time (s): 90
PRC Over All Lanes (%): 21.1 Total Delay Over All Lanes(pcuHr): 14.46

Full Input Data And Results

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

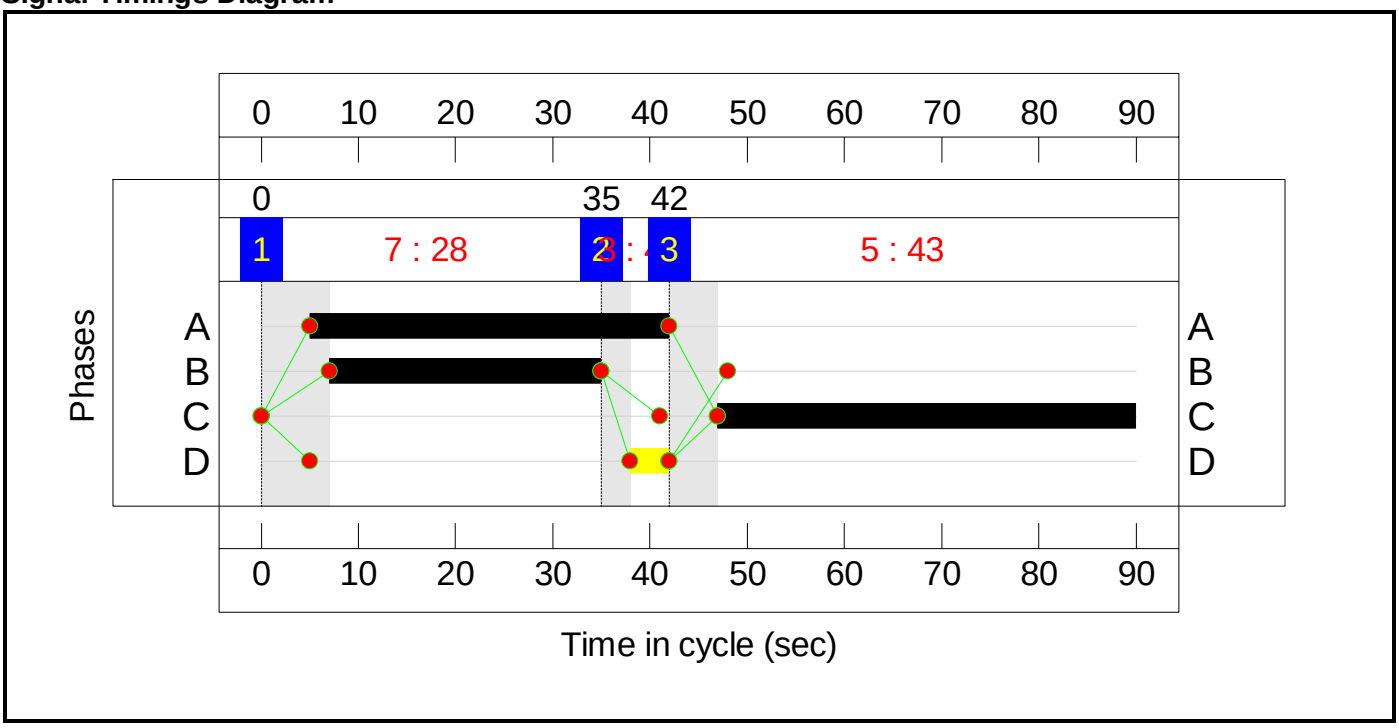
Stage Sequence Diagram



Stage Timings

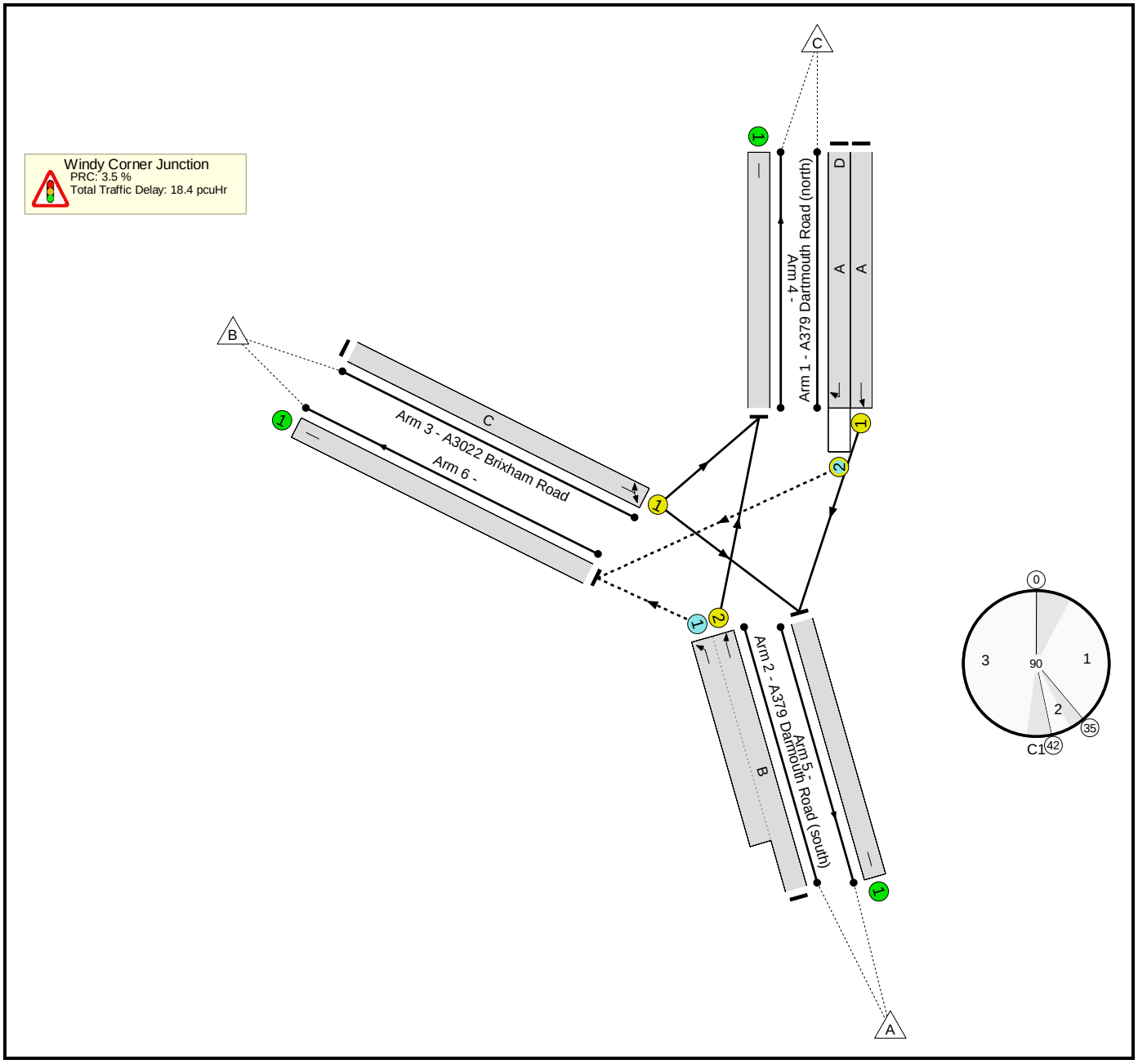
Stage	1	2	3
Duration	28	4	43
Change Point	0	35	42

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
Windy Corner Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	37	-	587	1925	813	72.2%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	37	4	45	1649	177	25.4%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	28	-	1199	1973:1974	636+1085	84.9 : 60.8%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	43	-	780	1835	897	86.9%
4/1		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1304	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%

Full Input Data And Results

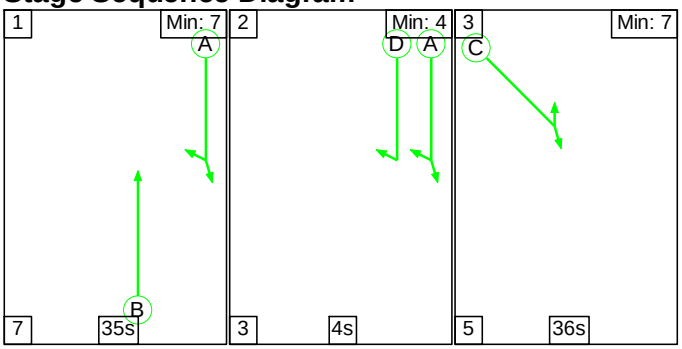
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	**-**	**-**	**323**	**381**	**0**	**12.4**	**5.8**	**0.2**	**18.4**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**323**	**381**	**0**	**12.4**	**5.8**	**0.2**	**18.4**	**-**	**-**	**-**	**-**
1/1	587	587	-	-	-	3.5	1.3	-	4.8	29.5	12.1	1.3	13.4
1/2	45	45	45	0	0	0.2	0.2	0.2	0.6	46.0	0.7	0.2	0.8
2/2+2/1	1199	1199	278	381	0	4.3	1.1	-	5.4	16.3	12.5	1.1	13.6
3/1	780	780	-	-	-	4.4	3.2	-	7.6	35.0	17.3	3.2	20.5
4/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1304	1304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3.5 Total Delay for Signalled Lanes (pcuHr): 18.39 Cycle Time (s): 90
PRC Over All Lanes (%): 3.5 Total Delay Over All Lanes(pcuHr): 18.39

Full Input Data And Results

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

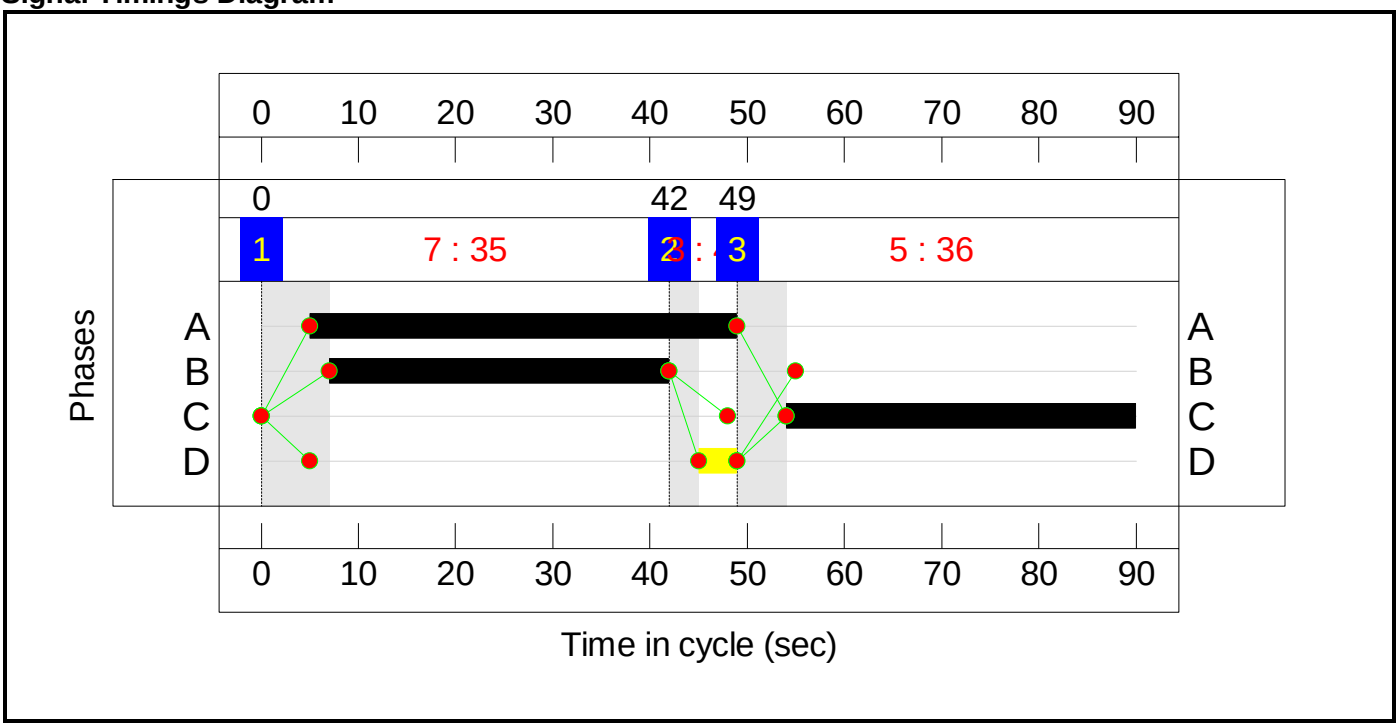
Stage Sequence Diagram



Stage Timings

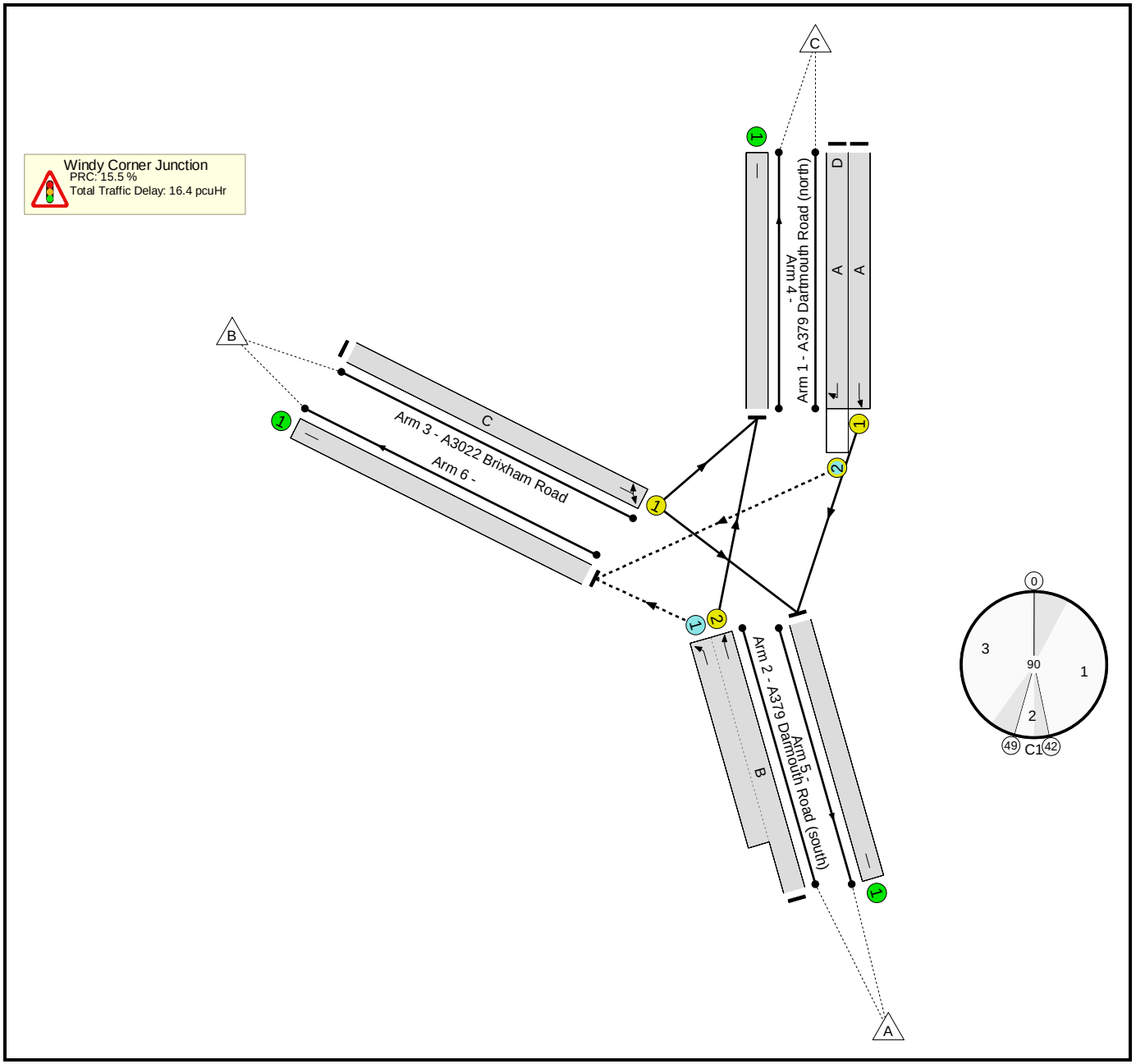
Stage	1	2	3
Duration	35	4	36
Change Point	0	42	49

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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	-	668	1925	962	69.4%
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	-		-	-	-	1230	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%

Full Input Data And Results

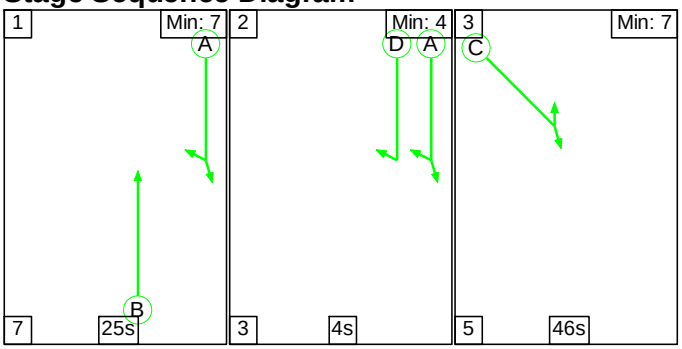
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	**-**	**-**	**521**	**465**	**0**	**11.1**	**4.9**	**0.4**	**16.4**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**521**	**465**	**0**	**11.1**	**4.9**	**0.4**	**16.4**	**-**	**-**	**-**	**-**
1/1	668	668	-	-	-	3.2	1.1	-	4.3	23.3	12.6	1.1	13.7
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	1230	1230	-	-	-	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): 16.37 Cycle Time (s): 90
PRC Over All Lanes (%): 15.5 Total Delay Over All Lanes(pcuHr): 16.37

Full Input Data And Results

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

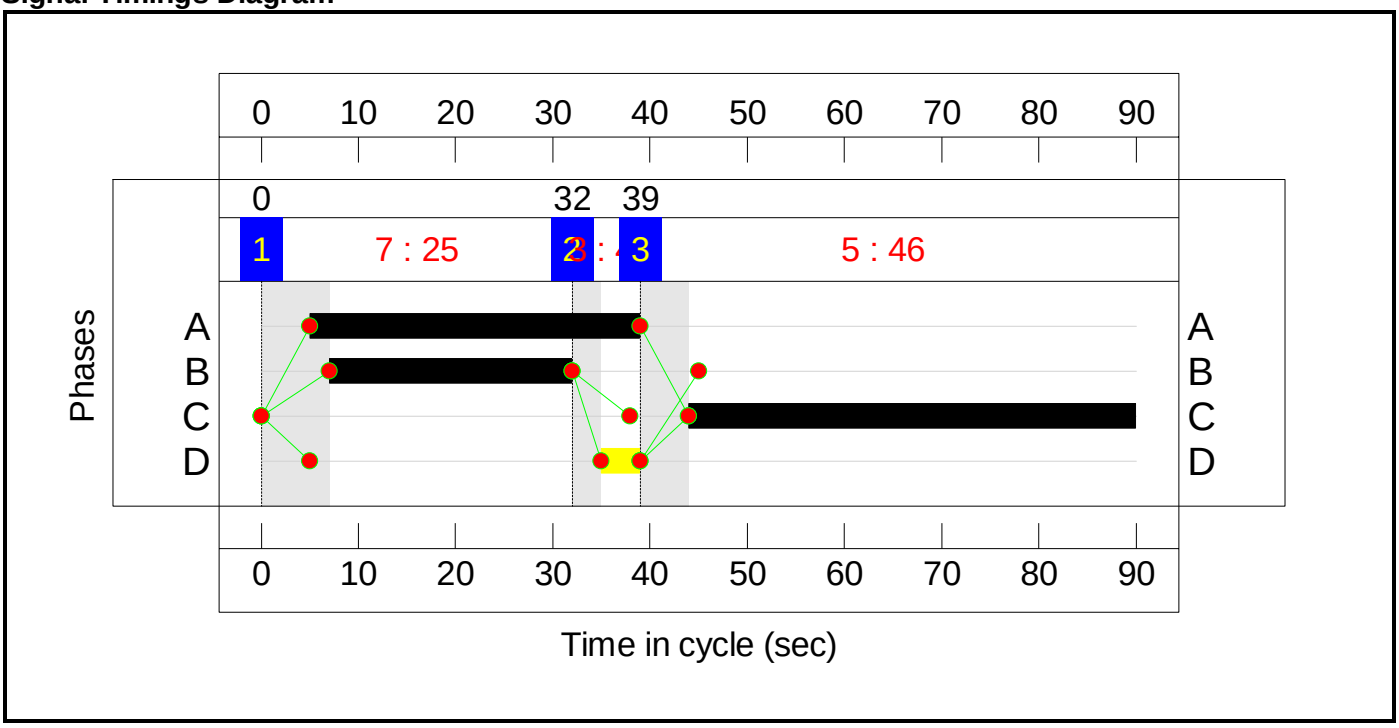
Stage Sequence Diagram



Stage Timings

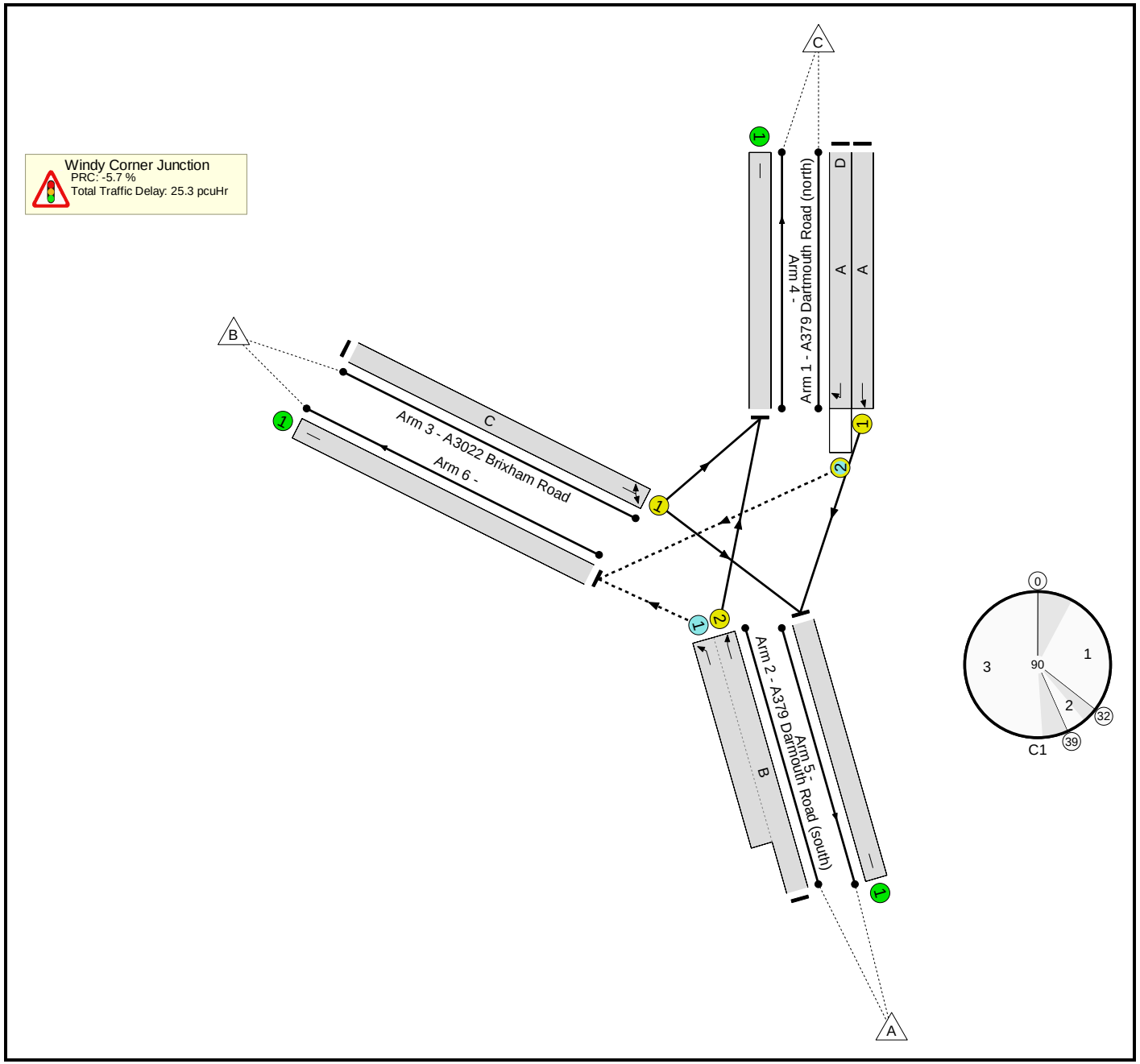
Stage	1	2	3
Duration	25	4	46
Change Point	0	32	39

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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**	-	-		-	-	-	-	-	-	**95.2%**
Windy Corner Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.2%**
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	34	-	587	1925	749	78.4%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	34	4	47	1649	160	29.5%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	25	-	1316	1973:1974	570+1164	94.7 : 66.7%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	46	-	913	1837	959	95.2%
4/1		U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1435	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%

Full Input Data And Results

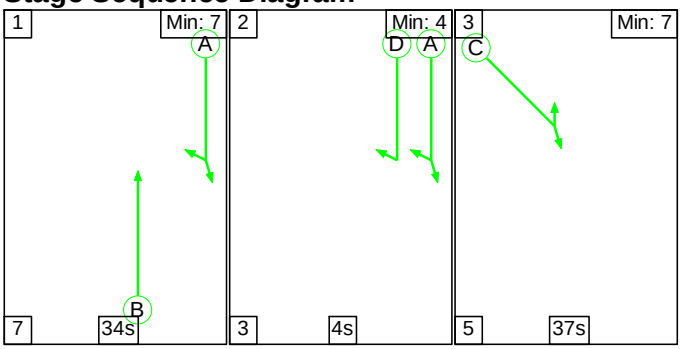
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	**-**	**-**	**349**	**474**	**0**	**14.0**	**11.0**	**0.2**	**25.3**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**349**	**474**	**0**	**14.0**	**11.0**	**0.2**	**25.3**	**-**	**-**	**-**	**-**
1/1	587	587	-	-	-	3.9	1.8	-	5.7	35.1	12.9	1.8	14.7
1/2	47	47	47	0	0	0.2	0.2	0.2	0.7	51.9	0.7	0.2	0.9
2/2+2/1	1316	1316	302	474	0	4.7	1.6	-	6.3	17.1	13.2	1.6	14.8
3/1	913	913	-	-	-	5.2	7.5	-	12.6	49.8	21.6	7.5	29.0
4/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1435	1435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -5.7 Total Delay for Signalled Lanes (pcuHr): 25.29 Cycle Time (s): 90
PRC Over All Lanes (%): -5.7 Total Delay Over All Lanes(pcuHr): 25.29

Full Input Data And Results

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

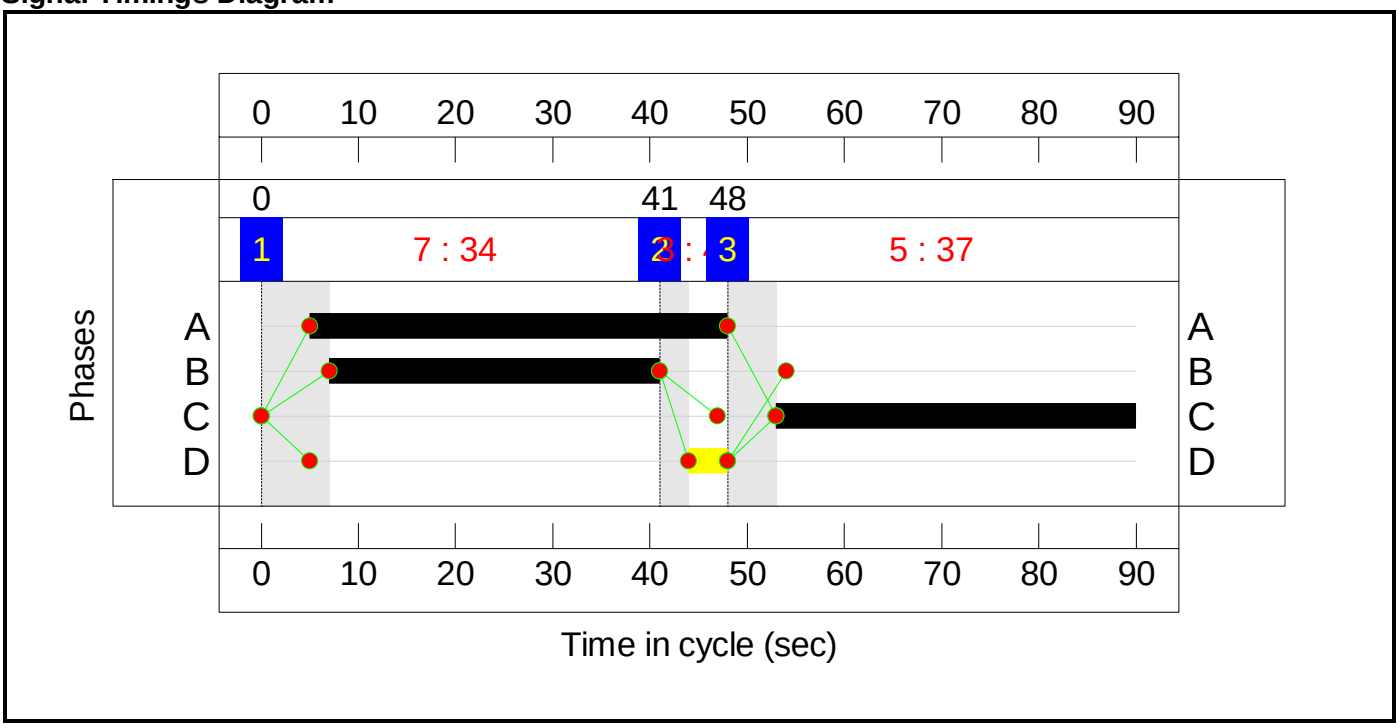
Stage Sequence Diagram



Stage Timings

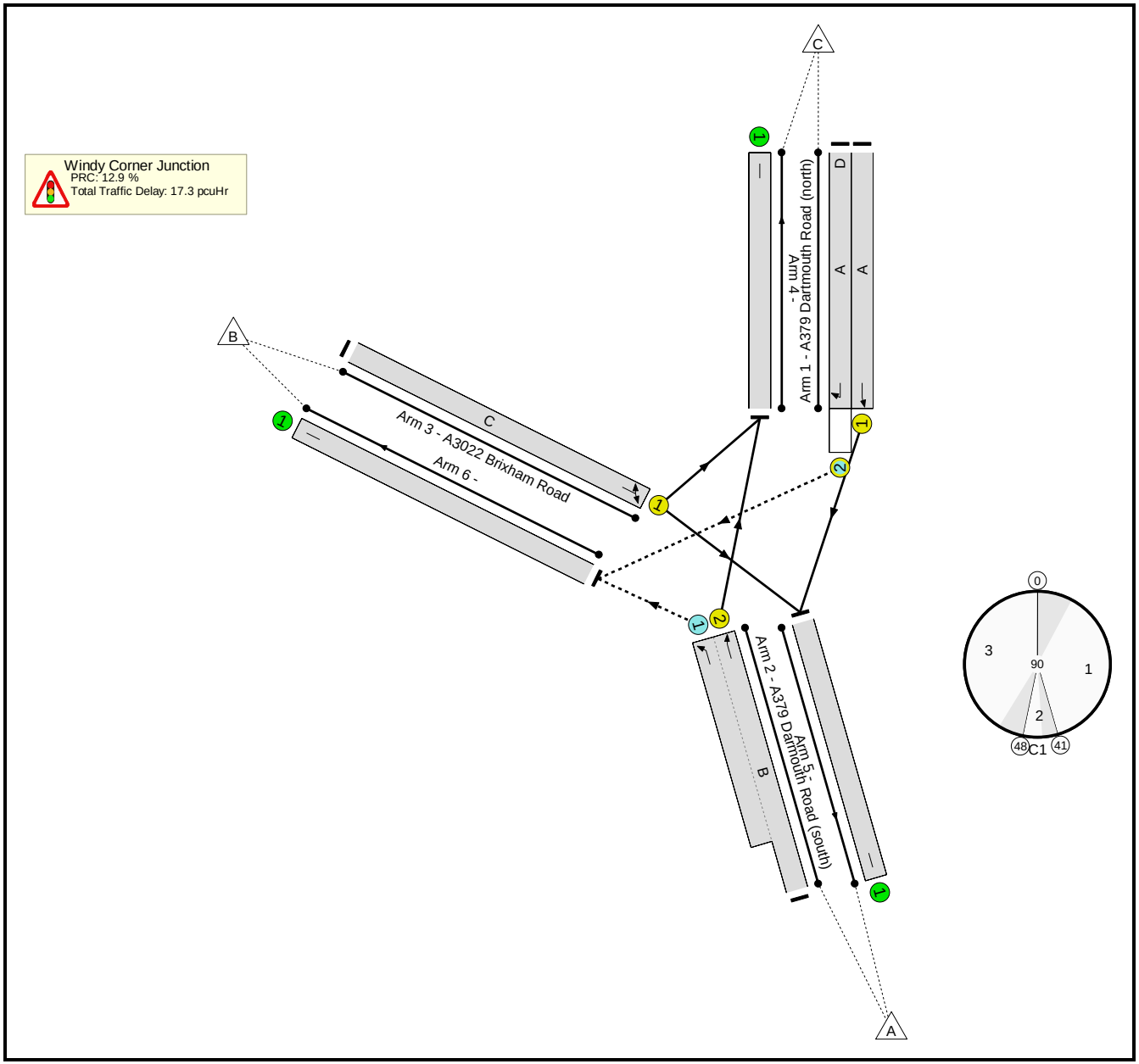
Stage	1	2	3
Duration	34	4	37
Change Point	0	41	48

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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	-	668	1925	941	71.0%
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	-		-	-	-	1260	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%

Full Input Data And Results

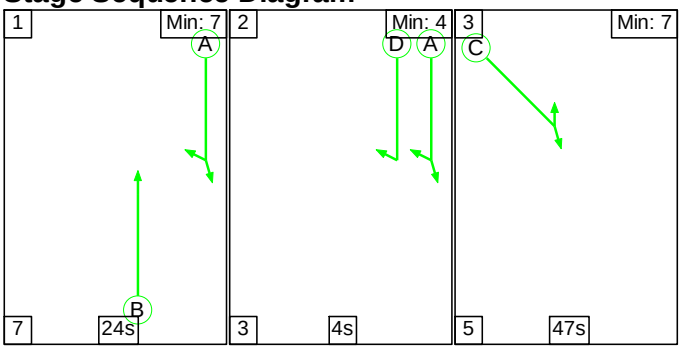
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	**-**	**-**	**530**	**495**	**0**	**11.5**	**5.4**	**0.4**	**17.3**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**530**	**495**	**0**	**11.5**	**5.4**	**0.4**	**17.3**	**-**	**-**	**-**	**-**
1/1	668	668	-	-	-	3.3	1.2	-	4.6	24.5	13.0	1.2	14.2
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	1260	1260	-	-	-	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): 17.33 Cycle Time (s): 90
PRC Over All Lanes (%): 12.9 Total Delay Over All Lanes(pcuHr): 17.33

Full Input Data And Results

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

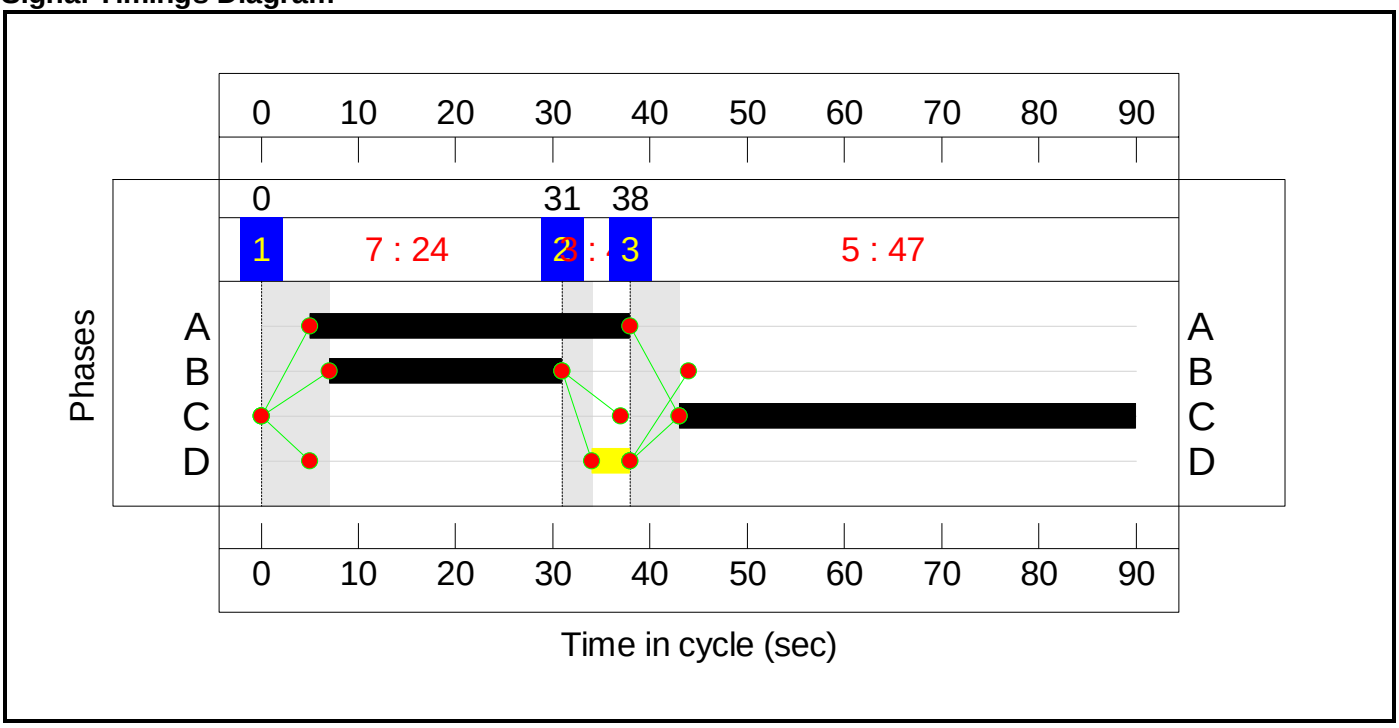
Stage Sequence Diagram



Stage Timings

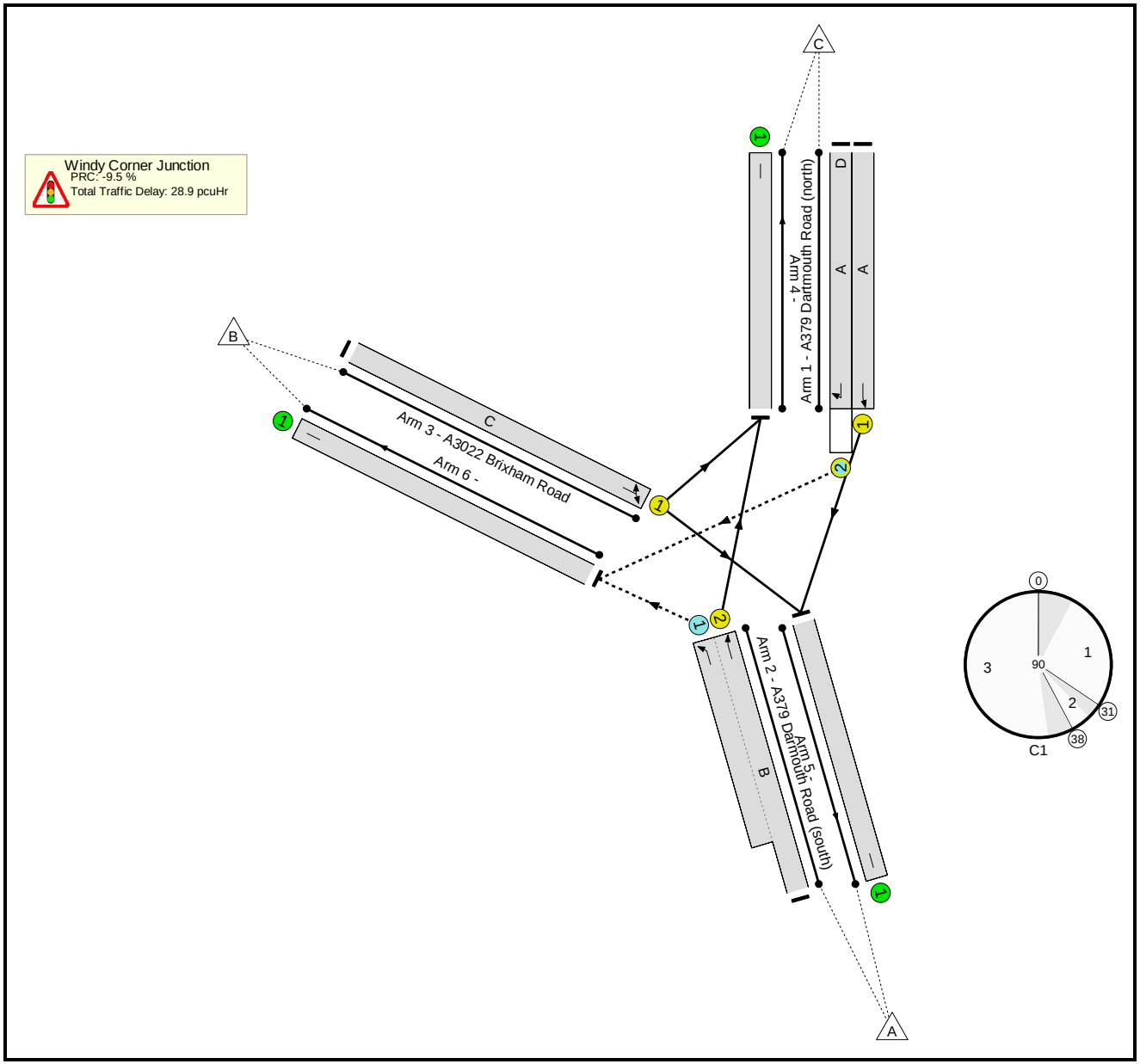
Stage	1	2	3
Duration	24	4	47
Change Point	0	31	38

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.5%**
Windy Corner Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.5%**
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	33	-	587	1925	727	80.7%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	33	4	47	1649	155	30.2%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	24	-	1373	1973:1974	548+1197	98.5 : 69.6%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	47	-	953	1838	980	97.2%
4/1		U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1475	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%

Full Input Data And Results

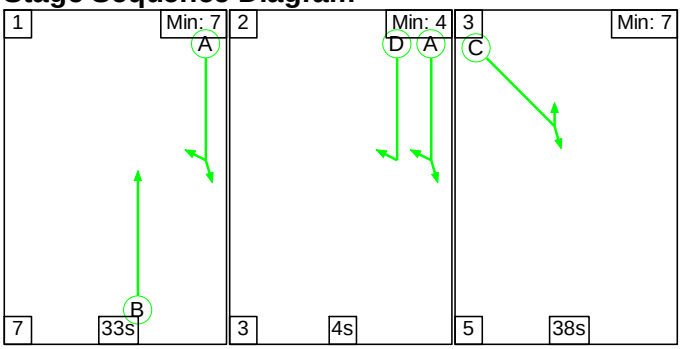
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	**-**	**-**	**362**	**518**	**0**	**14.6**	**14.1**	**0.2**	**28.9**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**362**	**518**	**0**	**14.6**	**14.1**	**0.2**	**28.9**	**-**	**-**	**-**	**-**
1/1	587	587	-	-	-	4.1	2.0	-	6.1	37.5	13.0	2.0	15.1
1/2	47	47	47	0	0	0.2	0.2	0.2	0.7	53.4	0.7	0.2	1.0
2/2+2/1	1373	1373	315	518	0	4.8	1.8	-	6.7	17.5	13.4	1.8	15.2
3/1	953	953	-	-	-	5.4	10.1	-	15.4	58.3	23.0	10.1	33.1
4/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1475	1475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -9.5 Total Delay for Signalled Lanes (pcuHr): 28.94 Cycle Time (s): 90
PRC Over All Lanes (%): -9.5 Total Delay Over All Lanes(pcuHr): 28.94

Full Input Data And Results

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

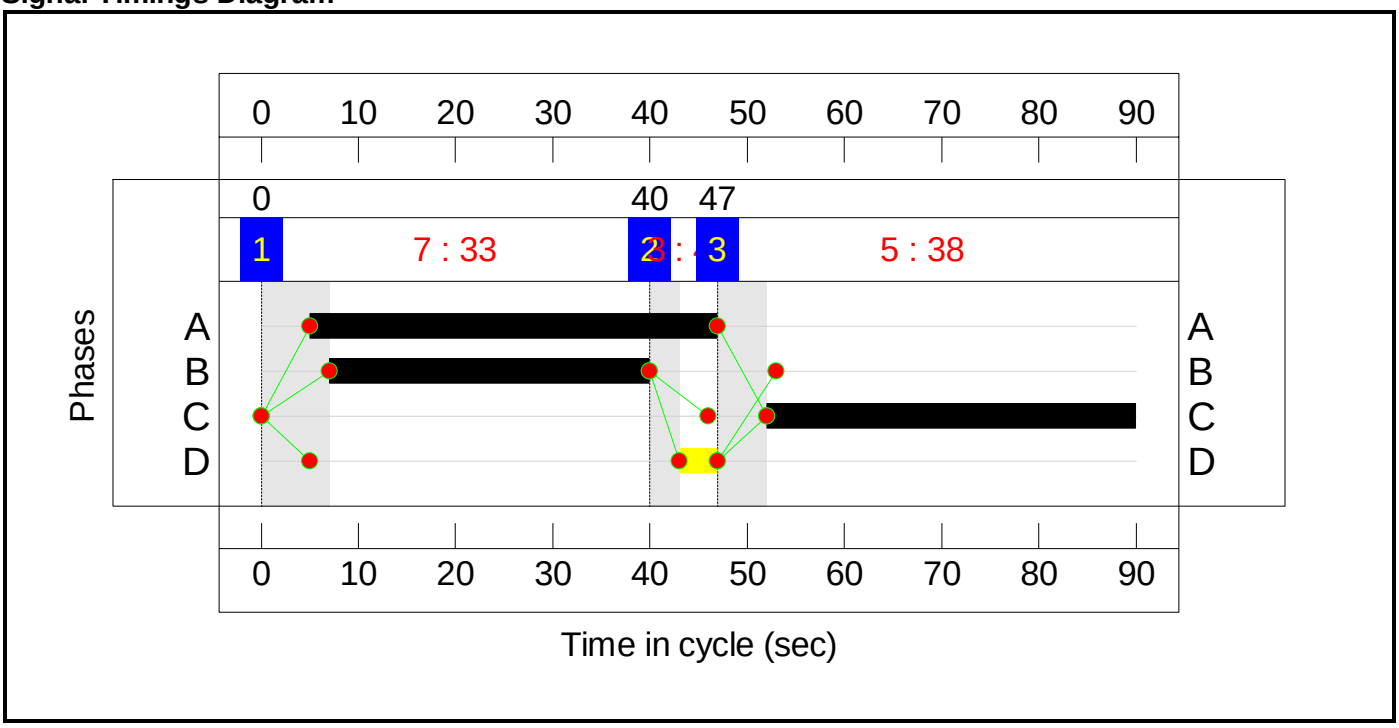
Stage Sequence Diagram



Stage Timings

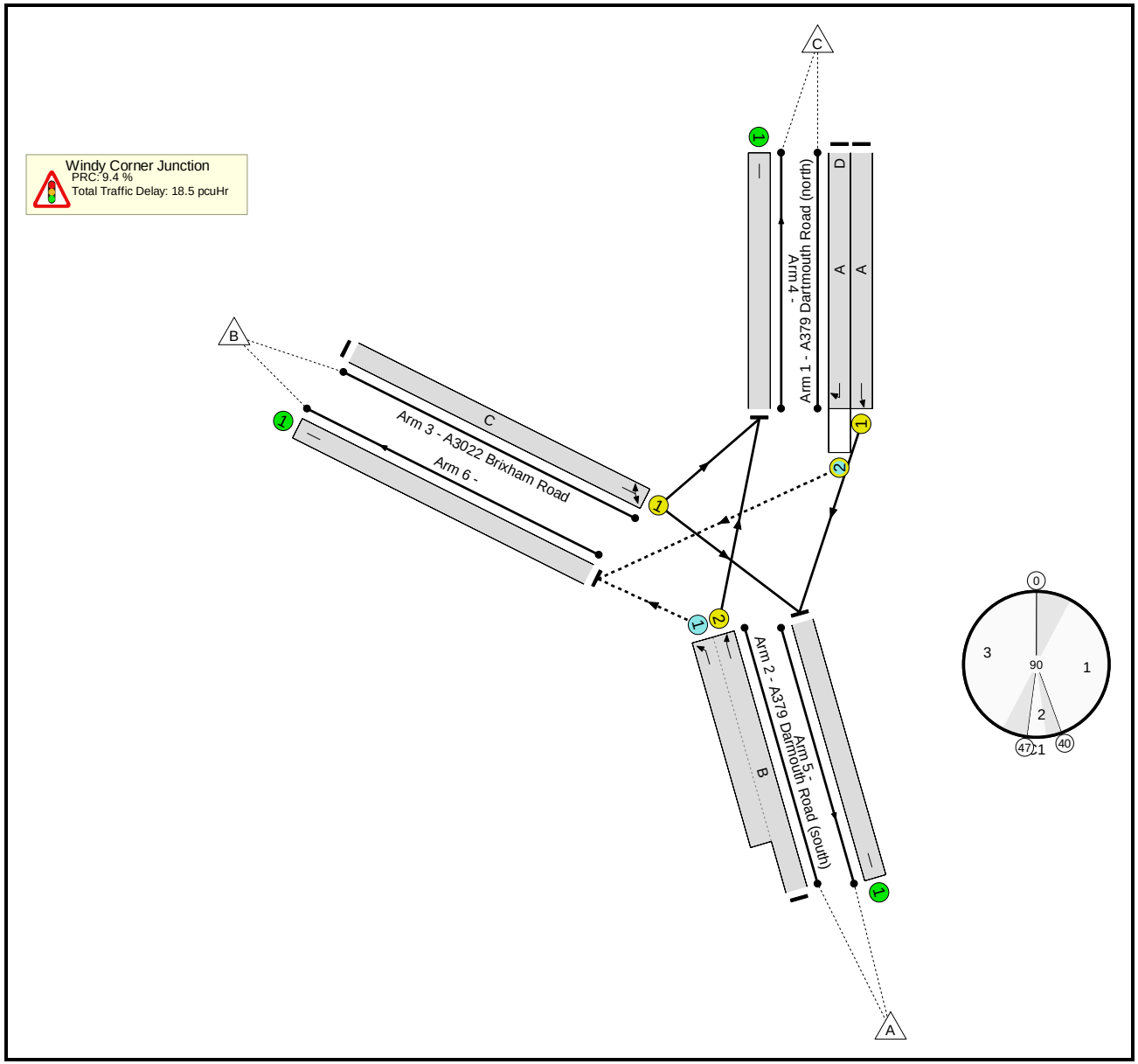
Stage	1	2	3
Duration	33	4	38
Change Point	0	40	47

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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	-	668	1925	920	72.6%
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	-		-	-	-	1291	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%

Full Input Data And Results

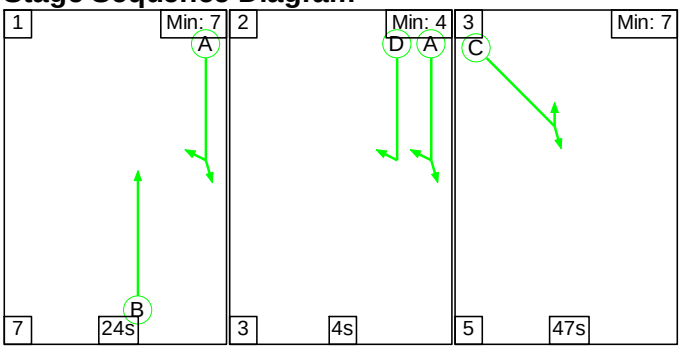
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - with Torbay Council Proposed Highway Works	**-**	**-**	**534**	**517**	**0**	**12.0**	**6.0**	**0.5**	**18.5**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**534**	**517**	**0**	**12.0**	**6.0**	**0.5**	**18.5**	**-**	**-**	**-**	**-**
1/1	668	668	-	-	-	3.5	1.3	-	4.8	25.9	13.2	1.3	14.5
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	1291	1291	-	-	-	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 Total Delay for Signalled Lanes (pcuHr): 18.50 Cycle Time (s): 90
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 18.50

Full Input Data And Results

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

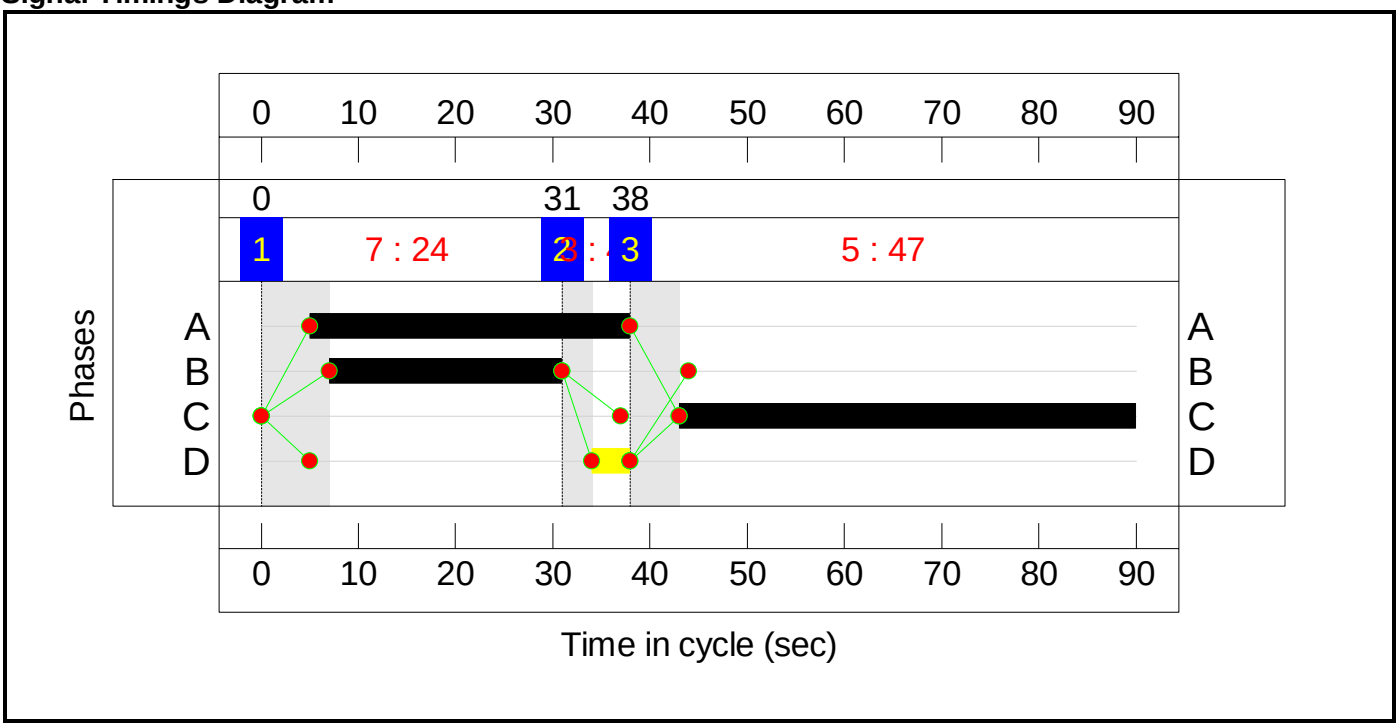
Stage Sequence Diagram



Stage Timings

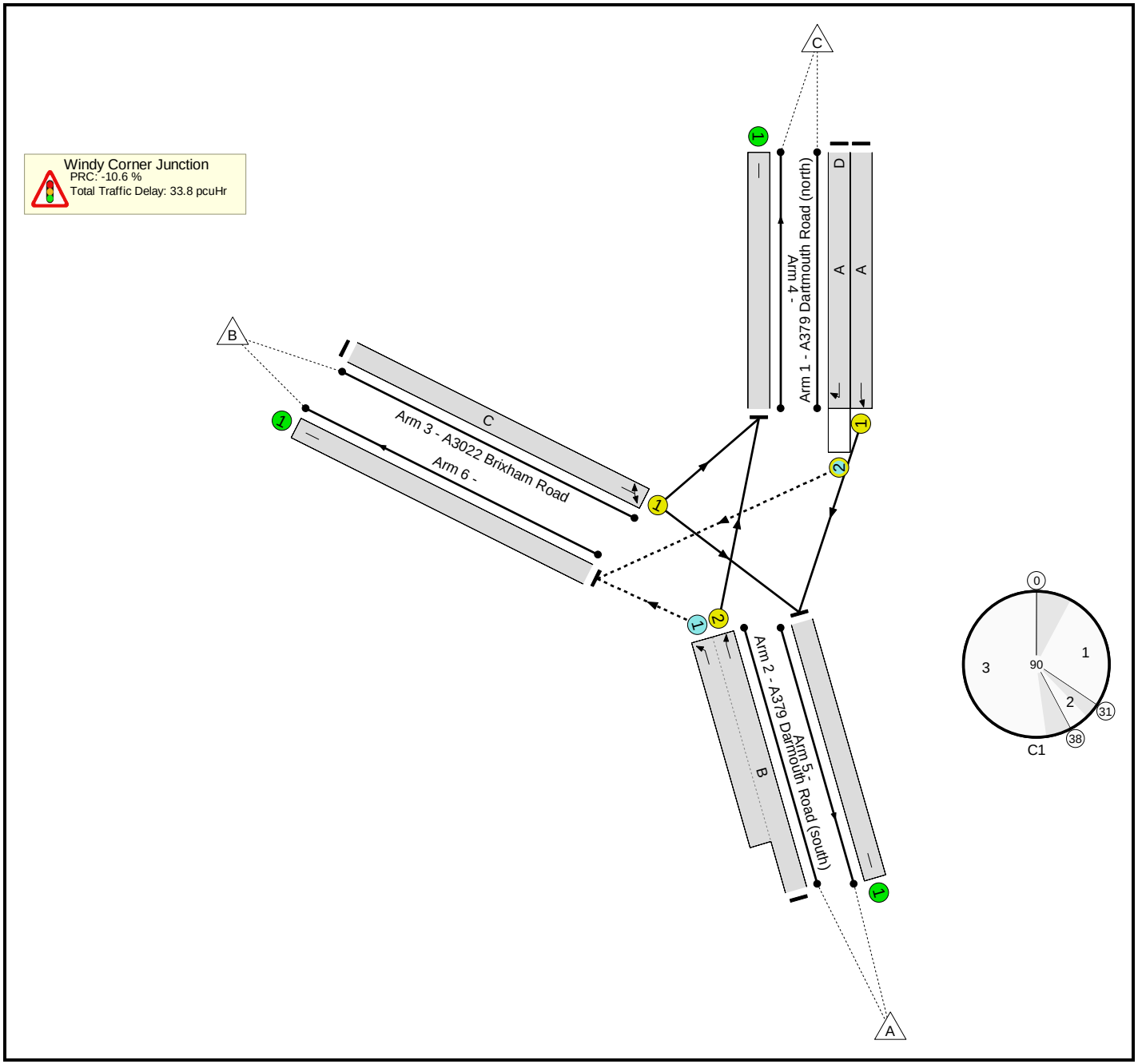
Stage	1	2	3
Duration	24	4	47
Change Point	0	31	38

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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**	-	-		-	-	-	-	-	-	**99.5%**
Windy Corner Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	33	-	587	1925	727	80.7%
1/2	A379 Dartmouth Road (north) Right	O	N/A	N/A	A	D	1	33	4	51	1649	153	33.2%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	24	-	1400	1973:1974	548+1212	98.5 : 70.9%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	C		1	47	-	975	1837	980	99.5%
4/1		U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1494	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	911	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	**-**	**-**	**376**	**535**	**0**	**14.8**	**18.7**	**0.3**	**33.8**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**376**	**535**	**0**	**14.8**	**18.7**	**0.3**	**33.8**	**-**	**-**	**-**	**-**
1/1	587	587	-	-	-	4.1	2.0	-	6.1	37.5	13.0	2.0	15.1
1/2	51	51	51	0	0	0.3	0.2	0.3	0.8	55.3	0.8	0.2	1.1
2/2+2/1	1400	1400	325	535	0	4.8	1.9	-	6.8	17.4	13.4	1.9	15.3
3/1	975	975	-	-	-	5.7	14.5	-	20.1	74.3	24.1	14.5	38.6
4/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1494	1494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -10.6 Total Delay for Signalled Lanes (pcuHr): 33.81 Cycle Time (s): 90
PRC Over All Lanes (%): -10.6 Total Delay Over All Lanes(pcuHr): 33.81

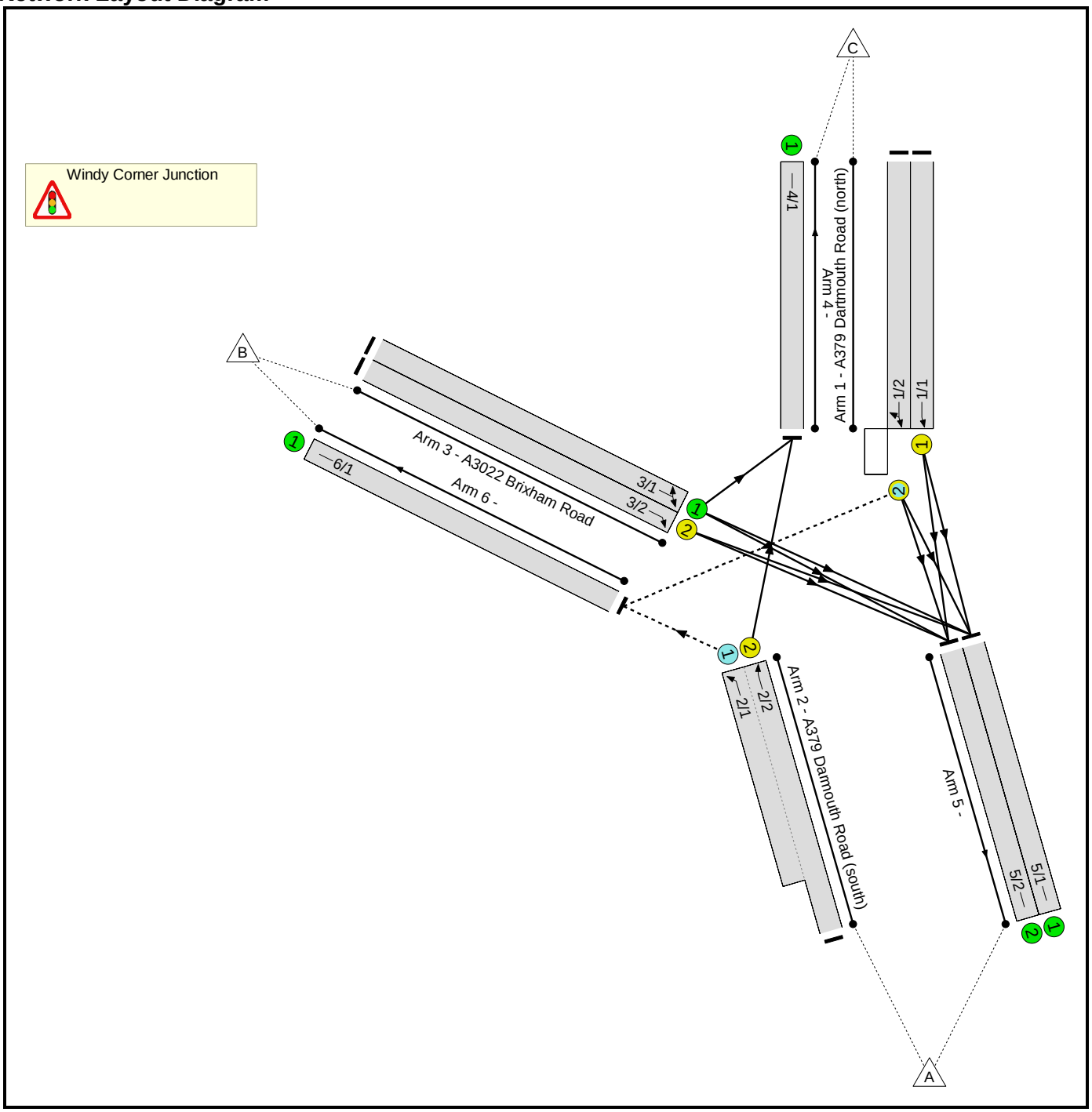
Full Input Data And Results

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:	

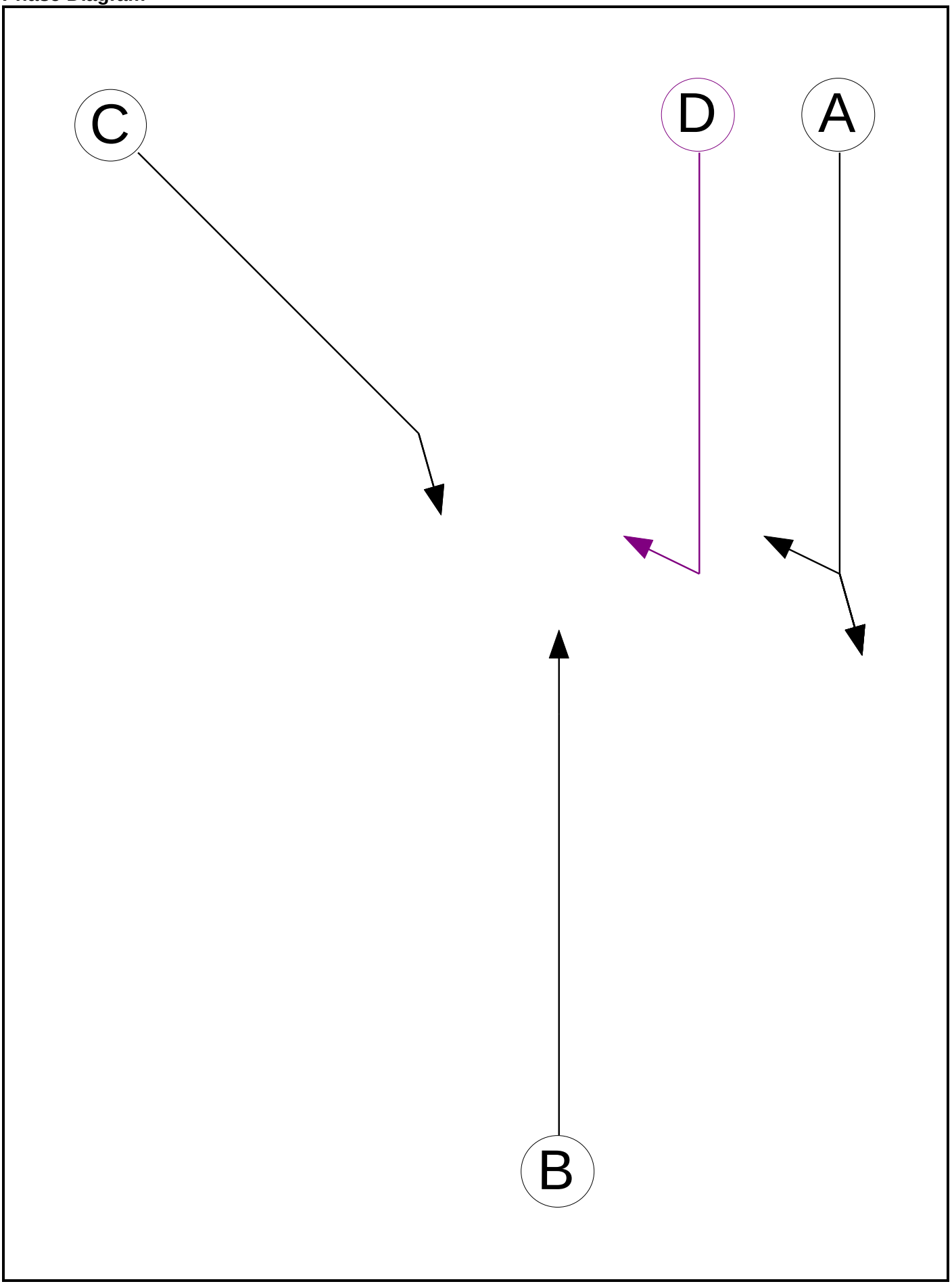
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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

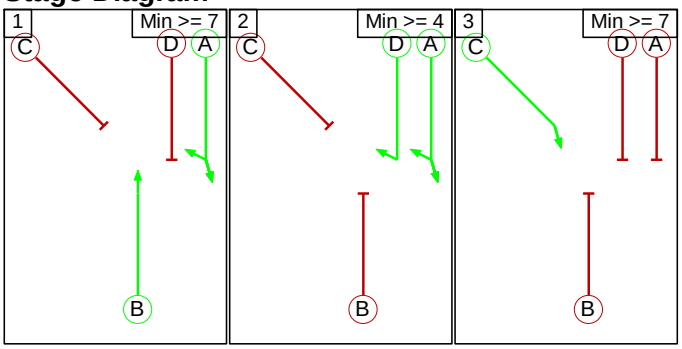
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D
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

From Stage \ To Stage	1	2	3
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	1.09	All	3.00	3.00	0.50	3	2.00
				2/2	1.09	All					
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 Darmouth Road (south))	O		2	3	37.0	Geom	-	4.10	0.00	Y	Arm 6 Left	48.20
2/2 (A379 Darmouth 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 :

		Destination			
		A	B	C	Tot.
Origin	A	0	990	604	1594
	B	623	0	33	656
	C	668	61	0	729
	Tot.	1291	1051	637	2979

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: TA 2024 + Dev AM
Junction: Windy Corner Junction	
1/1	668
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	1291
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 :

		Destination			
		A	B	C	Tot.
Origin	A	0	860	540	1400
	B	907	0	68	975
	C	587	51	0	638
	Tot.	1494	911	608	3013

Traffic Lane Flows

Lane	Scenario 18: TA 2024 + Dev PM
Junction: Windy Corner Junction	
1/1	583
1/2	55
2/1 (short)	860
2/2 (with short)	1400(In) 540(Out)
3/1	68
3/2	907
4/1	608
5/1	2
5/2	1492
6/1	911

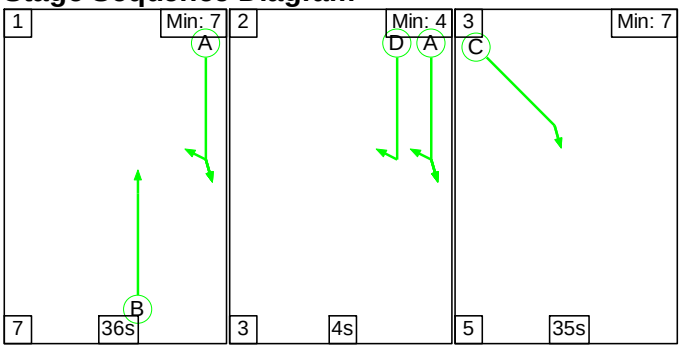
Full Input Data And Results

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	7.3 %	1697	1697
				Arm 6 Right	9.30	92.7 %		
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

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

Stage Sequence Diagram

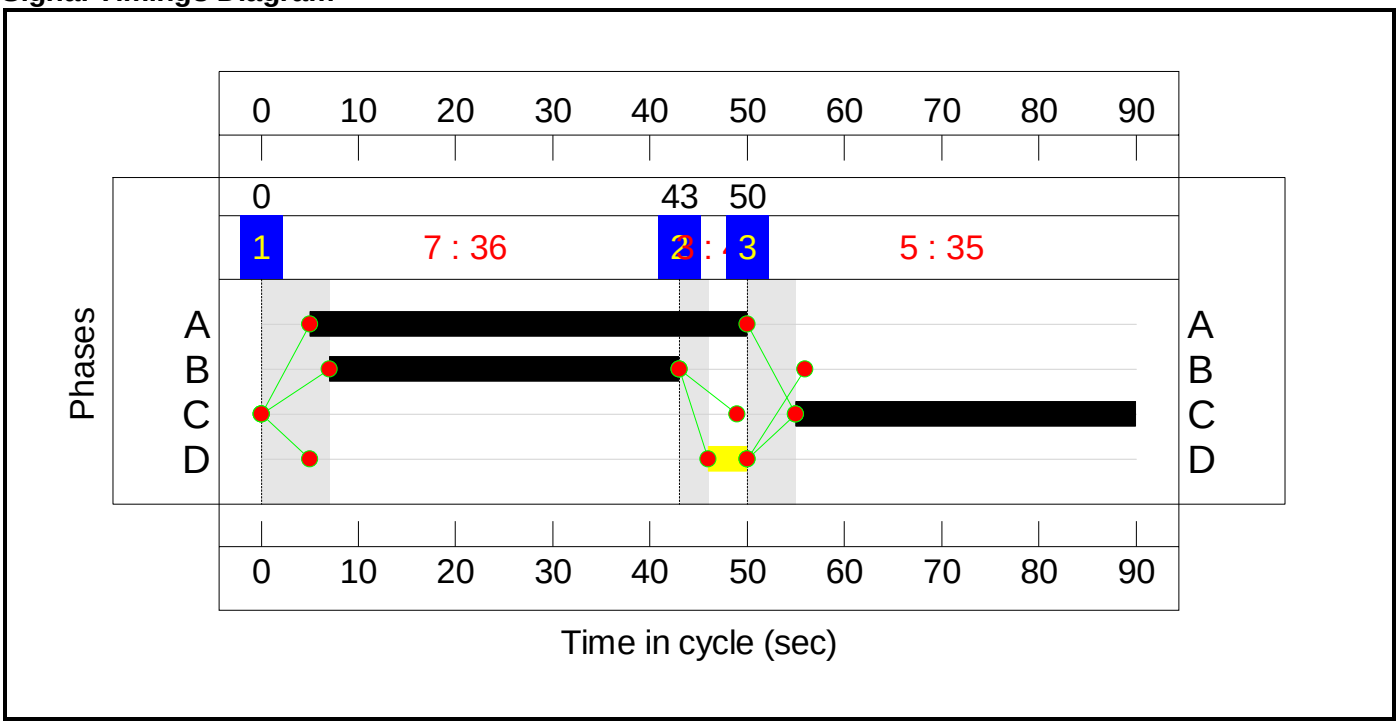


Stage Timings

Stage	1	2	3
Duration	36	4	35
Change Point	0	43	50

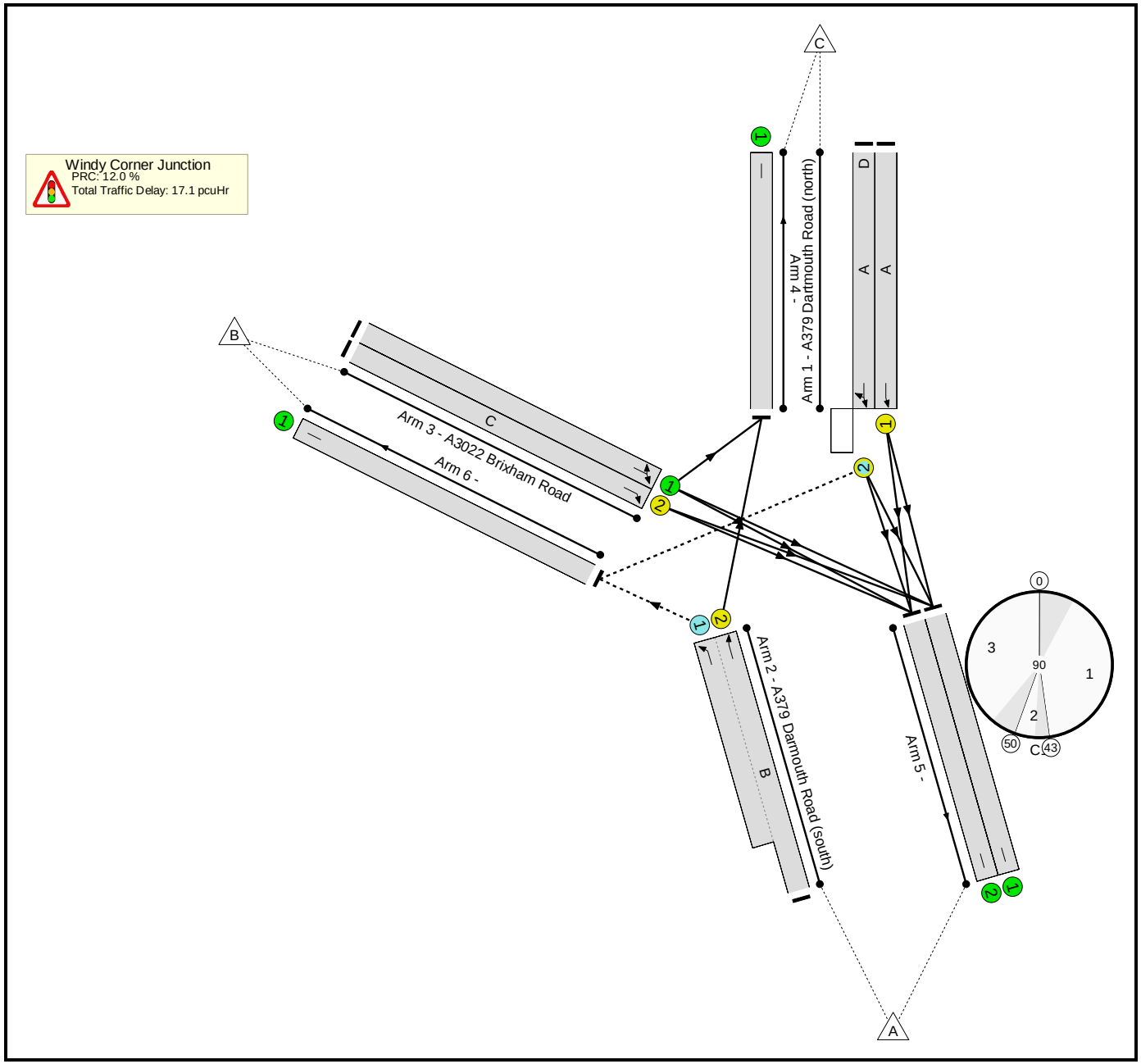
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 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	45	-	668	1900	971	68.8%
1/2	A379 Dartmouth Road (north) Ahead Right	O	N/A	N/A	A	D	1	45	4	61	1680	144	42.4%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	36	-	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	35	-	623	1942	777	80.2%
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	-		-	-	-	1291	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%

Full Input Data And Results

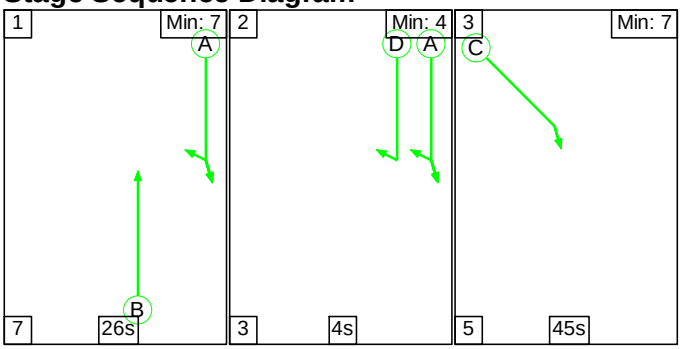
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Windy Corner Junction - KTC proposed highway works	**-**	**-**	**567**	**484**	**0**	**11.1**	**5.5**	**0.5**	**17.1**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**567**	**484**	**0**	**11.1**	**5.5**	**0.5**	**17.1**	**-**	**-**	**-**	**-**
1/1	668	668	-	-	-	3.1	1.1	-	4.2	22.5	12.4	1.1	13.5
1/2	61	61	61	0	0	0.2	0.4	0.5	1.1	62.7	0.8	0.4	1.1
2/2+2/1	1594	1594	506	484	0	3.7	2.0	-	5.8	13.0	12.6	2.0	14.6
3/1	33	33	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
3/2	623	623	-	-	-	4.1	2.0	-	6.1	35.3	13.7	2.0	15.6
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	1291	1291	-	-	-	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): 17.10 Cycle Time (s): 90
PRC Over All Lanes (%): 12.0 Total Delay Over All Lanes(pcuHr): 17.11

Full Input Data And Results

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

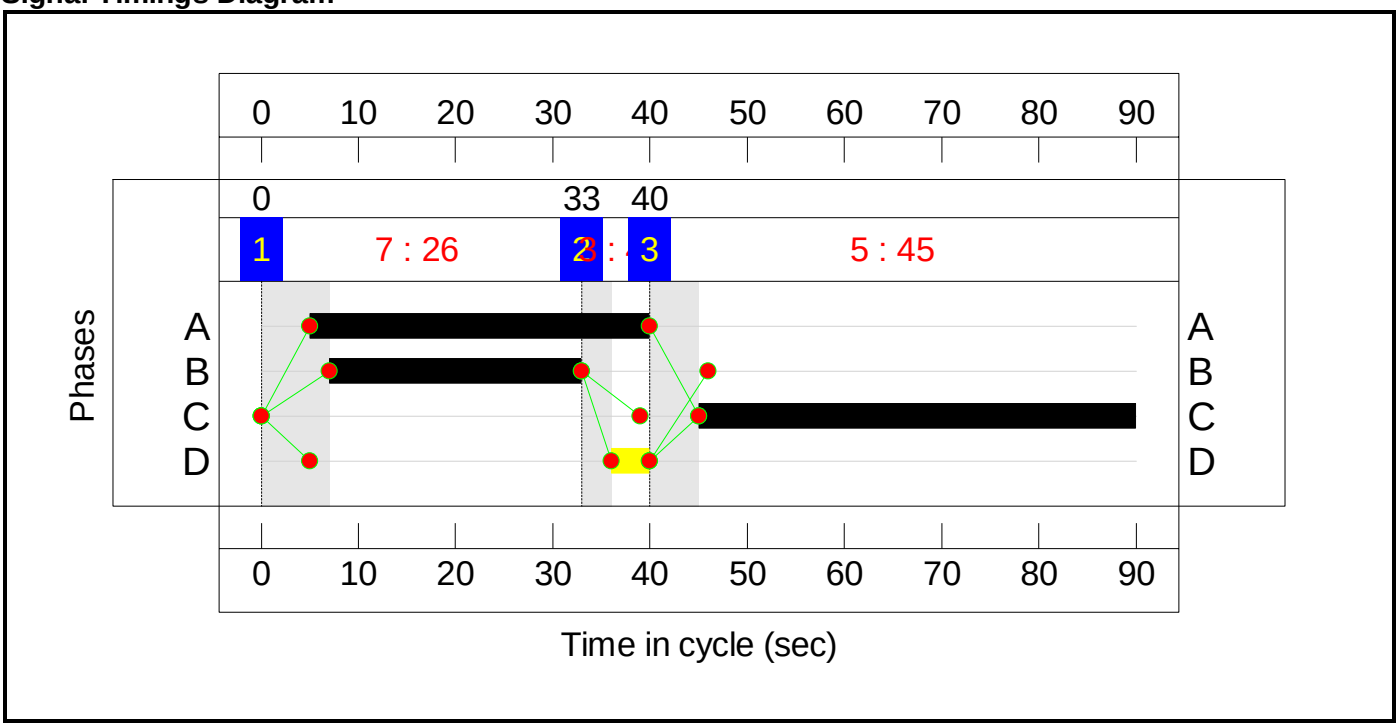
Stage Sequence Diagram



Stage Timings

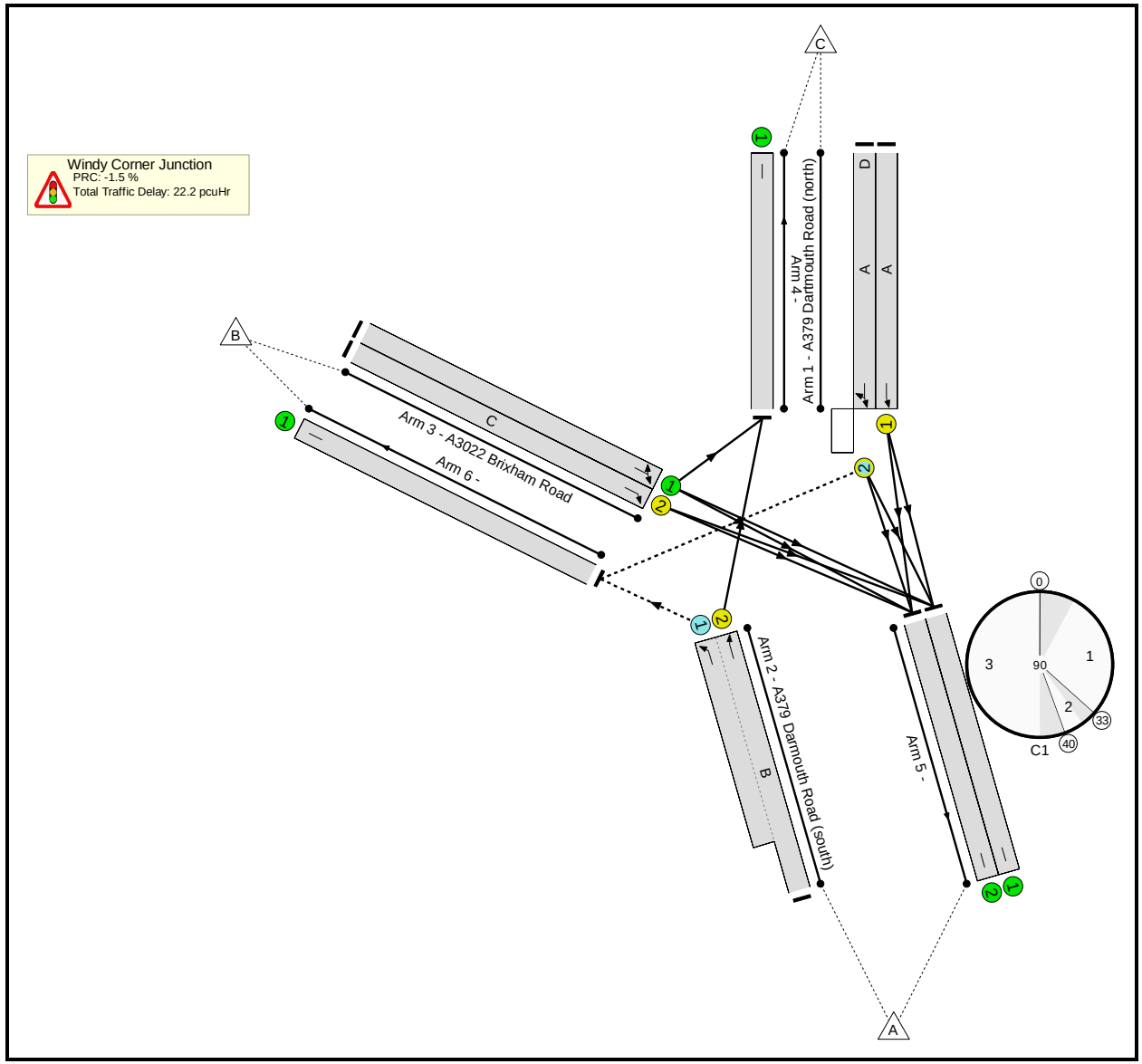
Stage	1	2	3
Duration	26	4	45
Change Point	0	33	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

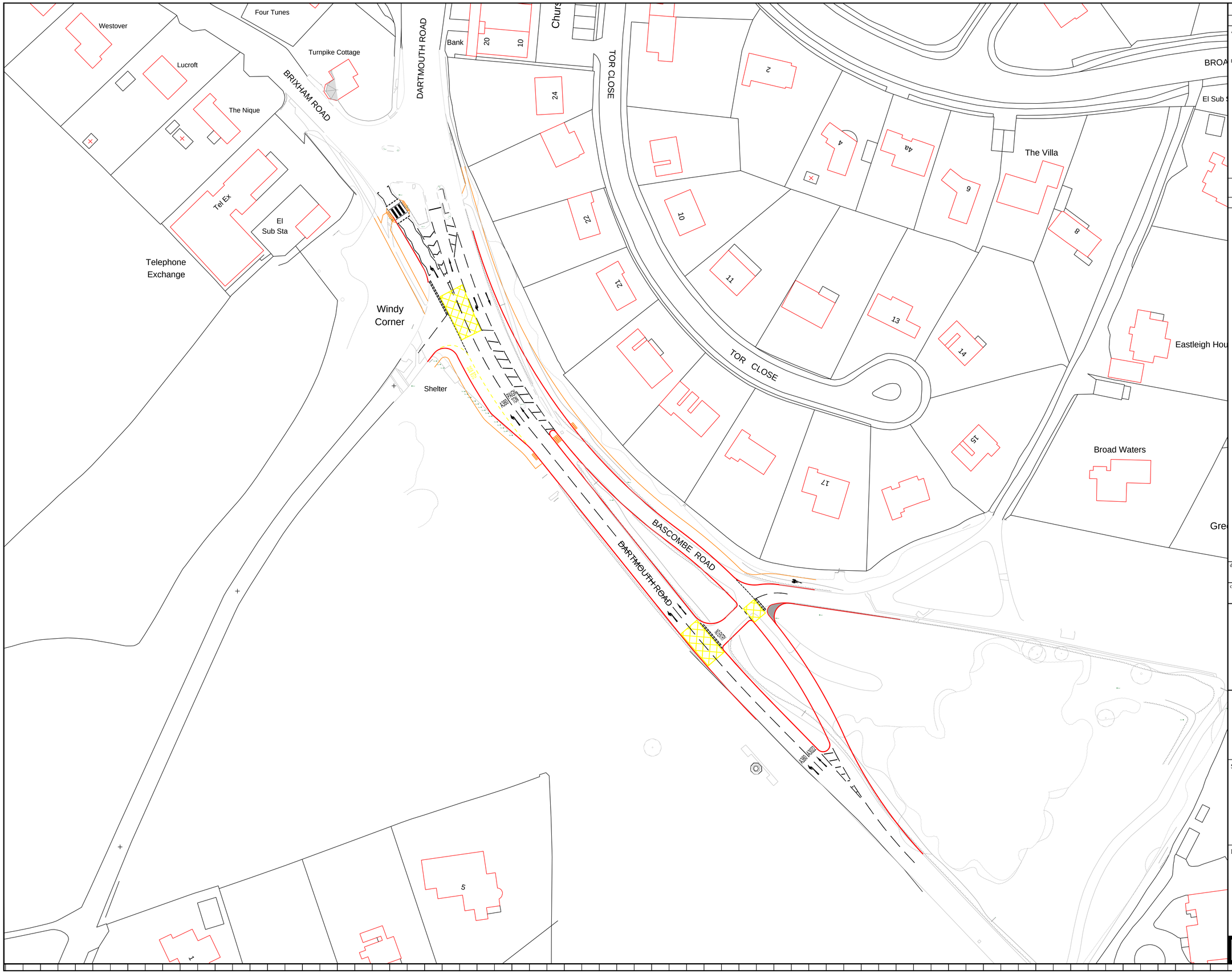
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Windy Corner Junction - KTC proposed highway works	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.4%**
Windy Corner Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.4%**
1/1	A379 Dartmouth Road (north) Ahead	U	N/A	N/A	A		1	35	-	583	1900	760	76.7%
1/2	A379 Dartmouth Road (north) Ahead Right	O	N/A	N/A	A	D	1	35	4	55	1697	165	33.3%
2/2+2/1	A379 Darmouth Road (south) Ahead Left	U+O	N/A	N/A	B -		1	26	-	1400	2015:1964	605+1218	89.3 : 70.6%
3/1	A3022 Brixham Road Left Right	U	N/A	N/A	-		-	-	-	68	1646	1646	4.1%
3/2	A3022 Brixham Road Right	U	N/A	N/A	C		1	45	-	907	1942	993	91.4%
4/1		U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1492	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	911	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	**-**	**-**	**395**	**516**	**0**	**13.6**	**8.3**	**0.3**	**22.2**	**-**	**-**	**-**	**-**
Windy Corner Junction	**-**	**-**	**395**	**516**	**0**	**13.6**	**8.3**	**0.3**	**22.2**	**-**	**-**	**-**	**-**
1/1	583	583	-	-	-	3.8	1.6	-	5.4	33.4	12.5	1.6	14.1
1/2	55	55	51	0	0	0.3	0.2	0.3	0.8	52.4	0.8	0.2	1.1
2/2+2/1	1400	1400	344	516	0	4.5	1.6	-	6.2	15.8	12.9	1.6	14.5
3/1	68	68	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
3/2	907	907	-	-	-	5.1	4.8	-	9.9	39.1	20.7	4.8	25.4
4/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1492	1492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -1.5 Total Delay for Signalled Lanes (pcuHr): 22.22 Cycle Time (s): 90
PRC Over All Lanes (%): -1.5 Total Delay Over All Lanes(pcuHr): 22.24

Appendix TAA1-K



REVISIONS					
no.	date	By	Checked	details	rev.
A	30-06-17	KF	RS	Alignment adjusted to consider land take. Bus stop location revised. Crossing point added.	B
B	26-07-17	KF	RS	Hatched over-run added at Bascombe Road junction. Cycle/footpath extended into Bascombe Road	

drawing number 8/9/7_01

NOTES

no.	details
	New Kerb Line
	New Footway
	Vehicle overrun area

NORTH

drawn	scale(s)
RDS/KF	1:500 @A1
checked	date
RDS	JUNE 2017

TORBAY DEVELOPMENT AGENCY
TOR HILL HOUSE TORQUAY, TQ2 5QW
TEL. 01803 208973 ; FAX. 01803 208976

TORBAY COUNCIL

SCHEME TITLE

WESTERN CORRIDOR

WINDY CORNER
JUNCTION IMPROVEMENT

DRAWING TITLE

PRELIMINARY DESIGN
OPTION 1

drawing number 8/9/7_01 rev. B

CAD FILE NAME : F:\DATA\Jobs\0734 White Rock 2, Paignton\AutoCAD\0734-040RevA.dwg

10mm 0 10mm

BRIXHAM ROAD

Garage

Beefeater Restaurant 208 covers

BRIXHAM ROAD (SOUTH) LEFT TURN LANE INCREASED FROM APPROXIMATELY 8pcus TO 12pcus

BRIXHAM ROAD (SOUTH) RIGHT TURN LANE INCREASED FROM APPROXIMATELY 6pcus TO 13pcus

RETAINING WALL

GOODRINGTON ROAD WESTBOUND LEFT TURN LANE INCREASED FROM APPROXIMATELY 2pcus TO 10pcus

REV		DR	CH	PA	DATE
A	Removal of verge between footway and retaining wall.	FF	DT	DT	AUG 17

INGLEWOOD, PAIGNTON

PROPOSED LONG ROAD JUNCTION IMPROVEMENTS

ABACUS PROJECTS LTD

KTC
KEY TRANSPORT CONSULTANTS LTD
26 BERKELEY SQUARE
BRISTOL
BS8 1HP
Tel : 0117 920 9430
E-mail : info@key-transport.com

DRAWN BY	CHECKED BY	PASSED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
MJ	DRK	DRK	JUL 17	1:1000@A3	PRELIMINARY

DRAWING NUMBER	REV.
0734-040	A

CAD FILE NAME : F:\DATA\Jobs\0734 White Rock 2, Paignton\AutoCAD\0734-053.dwg

STRAIGHT AHEAD MOVEMENTS PERMITTED FROM BOTH SOUTHBOUND LANES

MARKED RIGHT TURN BAY TO PREVENT TURNING VEHICLES FROM BLOCKING THE THROUGH MOVEMENT

REMOVAL OF EXISTING ISLAND

KERB REALIGNED

RELOCATION OF ISLAND TO ALLOW TWO SOUTHBOUND LANES

ISLAND RELOCATED TO ALLOW SHORT LENGTH OF TWO LANE ENTRY

RELOCATION AND RESIZING OF EXISTING ISLAND

ASSUMED LOCATION OF CHAMBERS BASED ON ONSITE MEASUREMENTS. TOPOGRAPHIC SURVEY WOULD BE REQUIRED TO CONFIRM.

AMENDMENT TO RADIUS. EDGE OF BUS STOP SET BACK BY APPROXIMATELY 700mm

A379 DARTMOUTH ROAD

A3022 BRIXHAM ROAD

A380 PAIGNTON

BUS STOP

Bank

Nique

Tel Ex

Telephone Exchange

Windy Corner

Shelter

LANGDON LANE

DARTMOUTH ROAD

BASCOMBE ROAD

Turnpike Cottage

VEHICLE SWEPT PATH SHOWING TWO ESTATE CARS TURNING RIGHT OUT OF BRIXHAM ROAD

VEHICLE SWEPT PATH SHOWING 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF BRIXHAM ROAD

VEHICLE SWEPT PATH SHOWING 16.5m ARTICULATED VEHICLE TURNING RIGHT INTO BRIXHAM ROAD

KEY

- EXISTING COVER LOCATIONS
- EXISTING BT CABINETS

REV		DR	CH	PA	DATE

NOTE: INCLUDES ALL IMPROVEMENTS ALREADY PROPOSED ON TORBAY COUNCIL'S DRAWING, TITLE: WESTERN CORRIDOR WINDY CORNER JUNCTION IMPROVEMENT, PRELIMINARY DESIGN OPTION 1, DRAWING NUMBER: 8/9/7_01B

INGLEWOOD

WINDY CORNER HIGHWAY IMPROVEMENTS OPTION 3B MAINTAINING EXISTING WESTERN KERBLINE

DRAWN BY	CHECKED BY	PASSED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
FF	DRK	DRK	OCT 17	1:500@A3	PRELIMINARY

ABACUS PROJECTS LTD

KTC
KEY TRANSPORT CONSULTANTS LTD
26 BERKELEY SQUARE
BRISTOL
BS8 1HP
Tel : 0117 920 9430
E-mail : info@key-transport.com

DRAWING NUMBER 0734-053

REV.

Appendix TAA1-L

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Proposed Site Access 0734-032 - updated development flows.arc8
Path: F:\DATA\Jobs\0734 White Rock 2, Paignton\Technical\ARCADY\December
Report generation date: 20/12/2017 14:19:28

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2017 Base							
Arm 1	0.54	3.76	0.34	A	1.19	5.15	0.54	A
Arm 2	1.20	4.95	0.54	A	0.95	4.38	0.48	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	3.99	0.38	A	1.73	6.44	0.63	A
Arm 2	1.96	6.66	0.66	A	1.32	5.21	0.57	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	4.11	0.40	A	1.98	7.01	0.66	A
Arm 2	2.21	7.23	0.69	A	1.55	5.72	0.60	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	0.88	4.63	0.46	A	2.92	9.41	0.75	A
Arm 2	2.91	9.07	0.74	A	1.98	7.00	0.66	A
Arm 3	0.53	14.86	0.35	B	0.25	10.70	0.20	B
Arm 4	0.13	9.50	0.12	A	0.06	7.43	0.06	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: 15:45 - 17:15
"D11 - 2019 Base, AM" model duration: 07:45 - 09:15
"D12 - 2019 Base, PM" model duration: 15:45 - 17:15
"D15 - 2024 Base, AM" model duration: 07:45 - 09:15
"D16 - 2024 Base, PM" model duration: 15:45 - 17:15
"D17 - 2024 Base + Dev, AM" model duration: 07:45 - 09:15
"D18 - 2024 Base + Dev, PM" model duration: 15:45 - 17:15

Run using Junctions 8.0.4.487 at 20/12/2017 14:19:26

File summary

Title	White Rock 2
Location	Paignton
Site Number	0734
Date	20/12/2017
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	✓	474.00	100.000
2	ONE HOUR	✓	797.00	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	474.000	0.000	0.000
	2	797.000	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	1.072	1.000	1.000
	2	1.022	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	7.2	0.0	0.0
	2	2.2	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	3.76	0.54	A	434.95	652.43	37.97	3.49	0.42	37.97	3.49
2	0.54	4.95	1.20	A	731.34	1097.01	77.68	4.25	0.86	77.69	4.25
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	356.85	89.21	355.57	597.63	0.00	0.00	1547.82	1388.89	0.231	0.00	0.32	3.234	A
2	600.02	150.01	597.63	355.57	0.00	0.00	1620.40	1520.98	0.370	0.00	0.60	3.590	A
3	0.00	0.00	0.00	0.00	597.63	0.00	607.02	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	597.63	0.00	727.28	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	426.12	106.53	425.77	715.66	0.00	0.00	1547.82	1388.90	0.275	0.32	0.41	3.439	A
2	716.49	179.12	715.66	425.77	0.00	0.00	1620.40	1520.98	0.442	0.60	0.80	4.063	A
3	0.00	0.00	0.00	0.00	715.66	0.00	555.66	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	715.66	0.00	672.98	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	521.88	130.47	521.34	875.96	0.00	0.00	1547.82	1388.90	0.337	0.41	0.54	3.757	A
2	877.51	219.38	875.96	521.34	0.00	0.00	1620.40	1520.98	0.542	0.80	1.19	4.932	A
3	0.00	0.00	0.00	0.00	875.96	0.00	485.91	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	875.96	0.00	599.24	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	521.88	130.47	521.88	877.49	0.00	0.00	1547.82	1388.90	0.337	0.54	0.54	3.760	A
2	877.51	219.38	877.49	521.88	0.00	0.00	1620.40	1520.98	0.542	1.19	1.20	4.952	A
3	0.00	0.00	0.00	0.00	877.49	0.00	485.24	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	877.49	0.00	598.53	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	426.12	106.53	426.65	718.02	0.00	0.00	1547.82	1388.90	0.275	0.54	0.41	3.445	A
2	716.49	179.12	718.02	426.65	0.00	0.00	1620.40	1520.98	0.442	1.20	0.82	4.085	A
3	0.00	0.00	0.00	0.00	718.02	0.00	554.63	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	718.02	0.00	671.89	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	356.85	89.21	357.20	600.87	0.00	0.00	1547.82	1388.89	0.231	0.41	0.32	3.244	A
2	600.02	150.01	600.87	357.20	0.00	0.00	1620.40	1520.98	0.370	0.82	0.60	3.613	A
3	0.00	0.00	0.00	0.00	600.87	0.00	605.61	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	600.87	0.00	725.79	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	4.70	0.31	3.234	A	A
2	8.73	0.58	3.590	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	5.99	0.40	3.439	A	A
2	11.81	0.79	4.063	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	7.99	0.53	3.757	A	A
2	17.38	1.16	4.932	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	8.14	0.54	3.760	A	A
2	17.96	1.20	4.952	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	6.24	0.42	3.445	A	A
2	12.55	0.84	4.085	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	4.91	0.33	3.244	A	A
2	9.25	0.62	3.613	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	✓	757.00	100.000
2	ONE HOUR	✓	709.00	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	757.000	0.000	0.000
	2	709.000	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	1.023	1.000	1.000
	2	1.023	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	2.3	0.0	0.0
	2	2.3	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	0.54	5.15	1.19	A	694.64	1041.95	76.90	4.43	0.85	76.90	4.43
2	0.48	4.38	0.95	A	650.59	975.89	62.94	3.87	0.70	62.94	3.87
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: (15:45-16:00)

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	569.91	142.48	567.54	531.77	0.00	0.00	1547.82	1388.90	0.368	0.00	0.59	3.747	A
2	533.77	133.44	531.77	567.54	0.00	0.00	1620.40	1520.98	0.329	0.00	0.50	3.377	A
3	0.00	0.00	0.00	0.00	531.77	0.00	635.68	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	531.77	0.00	757.58	240.73	0.000	0.00	0.00	0.000	A

Main results: (16:00-16:15)

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	680.53	170.13	679.71	636.74	0.00	0.00	1547.82	1388.90	0.440	0.59	0.80	4.239	A
2	637.38	159.34	636.74	679.71	0.00	0.00	1620.40	1520.98	0.393	0.50	0.66	3.742	A
3	0.00	0.00	0.00	0.00	636.74	0.00	590.01	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	636.74	0.00	709.29	240.73	0.000	0.00	0.00	0.000	A

Main results: (16:15-16:30)

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	833.47	208.37	831.94	779.49	0.00	0.00	1547.82	1388.90	0.538	0.80	1.18	5.132	A
2	780.62	195.16	779.49	831.94	0.00	0.00	1620.40	1520.98	0.482	0.66	0.94	4.374	A
3	0.00	0.00	0.00	0.00	779.49	0.00	527.89	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	779.49	0.00	643.62	240.73	0.000	0.00	0.00	0.000	A

Main results: (16:30-16:45)

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	833.47	208.37	833.44	780.61	0.00	0.00	1547.82	1388.90	0.538	1.18	1.19	5.154	A
2	780.62	195.16	780.61	833.44	0.00	0.00	1620.40	1520.98	0.482	0.94	0.95	4.385	A
3	0.00	0.00	0.00	0.00	780.61	0.00	527.40	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	780.61	0.00	643.10	240.73	0.000	0.00	0.00	0.000	A

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	680.53	170.13	682.04	638.49	0.00	0.00	1547.82	1388.90	0.440	1.19	0.81	4.262	A
2	637.38	159.34	638.49	682.04	0.00	0.00	1620.40	1520.98	0.393	0.95	0.67	3.753	A
3	0.00	0.00	0.00	0.00	638.49	0.00	589.24	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	638.49	0.00	708.48	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	569.91	142.48	570.75	534.42	0.00	0.00	1547.82	1388.90	0.368	0.81	0.60	3.774	A
2	533.77	133.44	534.42	570.75	0.00	0.00	1620.40	1520.98	0.329	0.67	0.51	3.392	A
3	0.00	0.00	0.00	0.00	534.42	0.00	634.53	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	534.42	0.00	756.36	240.73	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

Queueing Delay results: (15:45-16:00)

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	8.66	0.58	3.747	A	A
2	7.33	0.49	3.377	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (16:00-16:15)

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	11.69	0.78	4.239	A	A
2	9.70	0.65	3.742	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (16:15-16:30)

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	17.17	1.14	5.132	A	A
2	13.80	0.92	4.374	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (16:30-16:45)

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	17.75	1.18	5.154	A	A
2	14.17	0.94	4.385	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

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	12.45	0.83	4.262	A	A
2	10.23	0.68	3.753	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	9.18	0.61	3.774	A	A
2	7.71	0.51	3.392	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	✓	533.00	100.000
2	ONE HOUR	✓	972.00	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	533.000	0.000	0.000
	2	972.000	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	1.064	1.000	1.000
	2	1.019	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	6.4	0.0	0.0
	2	1.9	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	0.38	3.99	0.65	A	489.09	733.64	44.66	3.65	0.50	44.67	3.65
2	0.66	6.66	1.96	A	891.92	1337.89	118.16	5.30	1.31	118.17	5.30
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	401.27	100.32	399.79	728.44	0.00	0.00	1547.82	1388.90	0.259	0.00	0.37	3.332	A
2	731.77	182.94	728.44	399.79	0.00	0.00	1620.40	1520.98	0.452	0.00	0.83	4.098	A
3	0.00	0.00	0.00	0.00	728.44	0.00	550.10	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	728.44	0.00	667.10	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	479.16	119.79	478.74	872.42	0.00	0.00	1547.82	1388.90	0.310	0.37	0.47	3.580	A
2	873.81	218.45	872.42	478.74	0.00	0.00	1620.40	1520.98	0.539	0.83	1.18	4.895	A
3	0.00	0.00	0.00	0.00	872.42	0.00	487.44	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	872.42	0.00	600.86	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	586.84	146.71	586.16	1067.14	0.00	0.00	1547.82	1388.90	0.379	0.47	0.65	3.980	A
2	1070.19	267.55	1067.14	586.16	0.00	0.00	1620.40	1520.98	0.660	1.18	1.94	6.593	A
3	0.00	0.00	0.00	0.00	1067.14	0.00	402.71	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	1067.14	0.00	511.28	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	586.84	146.71	586.84	1070.11	0.00	0.00	1547.82	1388.90	0.379	0.65	0.65	3.985	A
2	1070.19	267.55	1070.11	586.84	0.00	0.00	1620.40	1520.98	0.660	1.94	1.96	6.663	A
3	0.00	0.00	0.00	0.00	1070.11	0.00	401.41	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	1070.11	0.00	509.92	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	479.16	119.79	479.83	876.83	0.00	0.00	1547.82	1388.90	0.310	0.65	0.48	3.590	A
2	873.81	218.45	876.83	479.83	0.00	0.00	1620.40	1520.98	0.539	1.96	1.21	4.954	A
3	0.00	0.00	0.00	0.00	876.83	0.00	485.53	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	876.83	0.00	598.84	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	401.27	100.32	401.69	733.21	0.00	0.00	1547.82	1388.90	0.259	0.48	0.37	3.342	A
2	731.77	182.94	733.21	401.69	0.00	0.00	1620.40	1520.98	0.452	1.21	0.85	4.142	A
3	0.00	0.00	0.00	0.00	733.21	0.00	548.02	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	733.21	0.00	664.91	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	5.44	0.36	3.332	A	A
2	12.11	0.81	4.098	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	7.00	0.47	3.580	A	A
2	17.20	1.15	4.895	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	9.49	0.63	3.980	A	A
2	27.83	1.86	6.593	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	9.70	0.65	3.985	A	A
2	29.30	1.95	6.663	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	7.33	0.49	3.590	A	A
2	18.72	1.25	4.954	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	5.70	0.38	3.342	A	A
2	13.00	0.87	4.142	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	✓	888.00	100.000
2	ONE HOUR	✓	832.00	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	888.000	0.000	0.000
	2	832.000	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	1.020	1.000	1.000
	2	1.020	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	2.0	0.0	0.0
	2	2.0	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	0.63	6.44	1.73	A	814.84	1222.27	106.52	5.23	1.18	106.53	5.23
2	0.57	5.21	1.32	A	763.46	1145.19	84.28	4.42	0.94	84.29	4.42
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: (15:45-16:00)

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	668.53	167.13	665.46	623.82	0.00	0.00	1547.82	1388.89	0.432	0.00	0.77	4.148	A
2	626.37	156.59	623.82	665.46	0.00	0.00	1620.40	1520.98	0.387	0.00	0.64	3.675	A
3	0.00	0.00	0.00	0.00	623.82	0.00	595.63	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	623.82	0.00	715.23	240.73	0.000	0.00	0.00	0.000	A

Main results: (16:00-16:15)

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	798.29	199.57	797.07	747.04	0.00	0.00	1547.82	1388.90	0.516	0.77	1.07	4.883	A
2	747.95	186.99	747.04	797.07	0.00	0.00	1620.40	1520.98	0.462	0.64	0.87	4.200	A
3	0.00	0.00	0.00	0.00	747.04	0.00	542.01	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	747.04	0.00	658.55	240.73	0.000	0.00	0.00	0.000	A

Main results: (16:15-16:30)

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	977.71	244.43	975.14	914.28	0.00	0.00	1547.82	1388.90	0.632	1.07	1.72	6.382	A
2	916.05	229.01	914.28	975.14	0.00	0.00	1620.40	1520.98	0.565	0.87	1.31	5.188	A
3	0.00	0.00	0.00	0.00	914.28	0.00	469.23	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	914.28	0.00	581.61	240.73	0.000	0.00	0.00	0.000	A

Main results: (16:30-16:45)

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	977.71	244.43	977.64	916.02	0.00	0.00	1547.82	1388.90	0.632	1.72	1.73	6.437	A
2	916.05	229.01	916.02	977.64	0.00	0.00	1620.40	1520.98	0.565	1.31	1.32	5.212	A
3	0.00	0.00	0.00	0.00	916.02	0.00	468.47	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	916.02	0.00	580.81	240.73	0.000	0.00	0.00	0.000	A

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	798.29	199.57	800.83	749.69	0.00	0.00	1547.82	1388.90	0.516	1.73	1.10	4.931	A
2	747.95	186.99	749.69	800.83	0.00	0.00	1620.40	1520.98	0.462	1.32	0.88	4.227	A
3	0.00	0.00	0.00	0.00	749.69	0.00	540.85	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	749.69	0.00	657.32	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	668.53	167.13	669.80	627.31	0.00	0.00	1547.82	1388.89	0.432	1.10	0.78	4.189	A
2	626.37	156.59	627.31	669.80	0.00	0.00	1620.40	1520.98	0.387	0.88	0.65	3.700	A
3	0.00	0.00	0.00	0.00	627.31	0.00	594.11	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	627.31	0.00	713.63	240.73	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

Queueing Delay results: (15:45-16:00)

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	11.20	0.75	4.148	A	A
2	9.33	0.62	3.675	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (16:00-16:15)

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	15.70	1.05	4.883	A	A
2	12.72	0.85	4.200	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (16:15-16:30)

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	24.71	1.65	6.382	A	A
2	19.03	1.27	5.188	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (16:30-16:45)

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	25.90	1.73	6.437	A	A
2	19.72	1.31	5.212	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

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	17.01	1.13	4.931	A	A
2	13.58	0.91	4.227	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	12.00	0.80	4.189	A	A
2	9.90	0.66	3.700	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	✓	563.00	100.000
2	ONE HOUR	✓	1012.00	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	563.000	0.000	0.000
	2	1012.000	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	1.060	1.000	1.000
	2	1.018	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	6.0	0.0	0.0
	2	1.8	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	0.40	4.11	0.71	A	516.62	774.93	48.33	3.74	0.54	48.33	3.74
2	0.69	7.23	2.21	A	928.63	1392.94	130.53	5.62	1.45	130.54	5.62
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	423.86	105.96	422.27	758.30	0.00	0.00	1547.82	1388.90	0.274	0.00	0.40	3.386	A
2	761.89	190.47	758.30	422.27	0.00	0.00	1620.40	1520.98	0.470	0.00	0.90	4.233	A
3	0.00	0.00	0.00	0.00	758.30	0.00	537.10	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	758.30	0.00	653.36	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	506.13	126.53	505.67	908.20	0.00	0.00	1547.82	1388.90	0.327	0.40	0.51	3.659	A
2	909.77	227.44	908.20	505.67	0.00	0.00	1620.40	1520.98	0.561	0.90	1.29	5.134	A
3	0.00	0.00	0.00	0.00	908.20	0.00	471.87	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	908.20	0.00	584.40	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	619.87	154.97	619.11	1110.63	0.00	0.00	1547.82	1388.90	0.400	0.51	0.70	4.105	A
2	1114.23	278.56	1110.63	619.11	0.00	0.00	1620.40	1520.98	0.688	1.29	2.19	7.137	A
3	0.00	0.00	0.00	0.00	1110.63	0.00	383.78	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	1110.63	0.00	491.27	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	619.87	154.97	619.86	1114.13	0.00	0.00	1547.82	1388.90	0.400	0.70	0.71	4.112	A
2	1114.23	278.56	1114.13	619.86	0.00	0.00	1620.40	1520.98	0.688	2.19	2.21	7.233	A
3	0.00	0.00	0.00	0.00	1114.13	0.00	382.26	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	1114.13	0.00	489.67	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	506.13	126.53	506.87	913.34	0.00	0.00	1547.82	1388.90	0.327	0.71	0.52	3.670	A
2	909.77	227.44	913.34	506.87	0.00	0.00	1620.40	1520.98	0.561	2.21	1.32	5.208	A
3	0.00	0.00	0.00	0.00	913.34	0.00	469.64	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	913.34	0.00	582.04	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	423.86	105.96	424.32	763.52	0.00	0.00	1547.82	1388.90	0.274	0.52	0.40	3.399	A
2	761.89	190.47	763.52	424.32	0.00	0.00	1620.40	1520.98	0.470	1.32	0.91	4.284	A
3	0.00	0.00	0.00	0.00	763.52	0.00	534.83	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	763.52	0.00	650.96	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	5.84	0.39	3.386	A	A
2	13.01	0.87	4.233	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	7.55	0.50	3.659	A	A
2	18.73	1.25	5.134	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	10.33	0.69	4.105	A	A
2	31.18	2.08	7.137	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	10.57	0.70	4.112	A	A
2	33.04	2.20	7.233	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	7.92	0.53	3.670	A	A
2	20.54	1.37	5.208	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	6.12	0.41	3.399	A	A
2	14.03	0.94	4.284	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	✓	931.00	100.000
2	ONE HOUR	✓	890.00	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	931.000	0.000	0.000
	2	890.000	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	1.019	1.000	1.000
	2	1.018	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	1.9	0.0	0.0
	2	1.8	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	0.66	7.01	1.98	A	854.30	1281.45	118.86	5.57	1.32	118.88	5.57
2	0.60	5.72	1.55	A	816.68	1225.02	96.64	4.73	1.07	96.65	4.73
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: (15:45-16:00)

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	700.91	175.23	697.56	667.19	0.00	0.00	1547.82	1388.90	0.453	0.00	0.84	4.298	A
2	670.04	167.51	667.19	697.56	0.00	0.00	1620.40	1520.98	0.414	0.00	0.71	3.833	A
3	0.00	0.00	0.00	0.00	667.19	0.00	576.76	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	667.19	0.00	695.28	240.73	0.000	0.00	0.00	0.000	A

Main results: (16:00-16:15)

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	836.95	209.24	835.55	799.01	0.00	0.00	1547.82	1388.90	0.541	0.84	1.19	5.139	A
2	800.09	200.02	799.01	835.55	0.00	0.00	1620.40	1520.98	0.494	0.71	0.98	4.456	A
3	0.00	0.00	0.00	0.00	799.01	0.00	519.39	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	799.01	0.00	634.64	240.73	0.000	0.00	0.00	0.000	A

Main results: (16:15-16:30)

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	1025.05	256.26	1021.97	977.71	0.00	0.00	1547.82	1388.90	0.662	1.19	1.95	6.934	A
2	979.91	244.98	977.71	1021.97	0.00	0.00	1620.40	1520.98	0.605	0.98	1.53	5.683	A
3	0.00	0.00	0.00	0.00	977.71	0.00	441.63	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	977.71	0.00	552.43	240.73	0.000	0.00	0.00	0.000	A

Main results: (16:30-16:45)

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	1025.05	256.26	1024.97	979.86	0.00	0.00	1547.82	1388.90	0.662	1.95	1.98	7.013	A
2	979.91	244.98	979.86	1024.97	0.00	0.00	1620.40	1520.98	0.605	1.53	1.55	5.721	A
3	0.00	0.00	0.00	0.00	979.86	0.00	440.69	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	979.86	0.00	551.44	240.73	0.000	0.00	0.00	0.000	A

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	836.95	209.24	840.00	802.26	0.00	0.00	1547.82	1388.90	0.541	1.98	1.21	5.206	A
2	800.09	200.02	802.26	840.00	0.00	0.00	1620.40	1520.98	0.494	1.55	1.00	4.490	A
3	0.00	0.00	0.00	0.00	802.26	0.00	517.98	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	802.26	0.00	633.14	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	700.91	175.23	702.36	671.16	0.00	0.00	1547.82	1388.90	0.453	1.21	0.85	4.346	A
2	670.04	167.51	671.16	702.36	0.00	0.00	1620.40	1520.98	0.414	1.00	0.72	3.865	A
3	0.00	0.00	0.00	0.00	671.16	0.00	575.03	179.02	0.000	0.00	0.00	0.000	A
4	0.00	0.00	0.00	0.00	671.16	0.00	693.45	240.73	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

Queueing Delay results: (15:45-16:00)

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	12.15	0.81	4.298	A	A
2	10.39	0.69	3.833	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (16:00-16:15)

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	17.28	1.15	5.139	A	A
2	14.40	0.96	4.456	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (16:15-16:30)

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	27.98	1.87	6.934	A	A
2	22.18	1.48	5.683	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

Queueing Delay results: (16:30-16:45)

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	29.51	1.97	7.013	A	A
2	23.11	1.54	5.721	A	A
3	0.00	0.00	0.000	A	A
4	0.00	0.00	0.000	A	A

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	18.86	1.26	5.206	A	A
2	15.48	1.03	4.490	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	13.08	0.87	4.346	A	A
2	11.08	0.74	3.865	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	✓	626.00	100.000
2	ONE HOUR	✓	1068.00	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	563.000	49.000	14.000
	2	1012.000	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	1.060	1.000	1.000
	2	1.018	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	6.0	0.0	0.0
	2	1.8	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	0.46	4.63	0.88	A	574.43	861.64	58.96	4.11	0.66	58.97	4.11
2	0.74	9.07	2.91	A	980.02	1470.02	161.64	6.60	1.80	161.66	6.60
3	0.35	14.86	0.53	B	109.20	163.79	30.56	11.19	0.34	30.56	11.19
4	0.12	9.50	0.13	A	42.21	63.32	8.22	7.79	0.09	8.22	7.79

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	471.29	117.82	469.40	834.89	46.28	0.00	1520.59	1456.08	0.310	0.00	0.47	3.602	A
2	804.05	201.01	799.94	468.44	47.24	0.00	1591.96	1532.17	0.505	0.00	1.03	4.599	A
3	89.59	22.40	88.79	74.94	772.24	0.00	531.04	218.01	0.169	0.00	0.20	8.125	A
4	34.63	8.66	34.39	14.24	846.78	0.00	612.66	234.01	0.057	0.00	0.06	6.222	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	562.76	140.69	562.17	1000.15	55.55	0.00	1515.13	1456.08	0.371	0.47	0.62	3.977	A
2	960.11	240.03	958.08	561.15	56.58	0.00	1586.34	1532.17	0.605	1.03	1.53	5.809	A
3	106.98	26.74	106.60	89.75	924.90	0.00	464.61	218.01	0.230	0.20	0.29	10.046	B
4	41.35	10.34	41.26	17.06	1014.44	0.00	535.53	234.01	0.077	0.06	0.08	7.283	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	689.24	172.31	688.20	1221.93	67.83	0.00	1507.90	1456.08	0.457	0.62	0.88	4.622	A
2	1175.89	293.97	1170.58	686.77	69.26	0.00	1578.70	1532.17	0.745	1.53	2.86	8.856	A
3	131.02	32.76	130.11	109.77	1130.08	0.00	375.32	218.01	0.349	0.29	0.52	14.625	B
4	50.65	12.66	50.45	20.87	1239.31	0.00	432.08	234.01	0.117	0.08	0.13	9.428	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	689.24	172.31	689.22	1227.42	68.25	0.00	1507.66	1456.08	0.457	0.88	0.88	4.634	A
2	1175.89	293.97	1175.68	688.10	69.36	0.00	1578.64	1532.17	0.745	2.86	2.91	9.072	A
3	131.02	32.76	130.98	110.09	1134.96	0.00	373.20	218.01	0.351	0.52	0.53	14.858	B
4	50.65	12.66	50.64	20.92	1245.02	0.00	429.45	234.01	0.118	0.13	0.13	9.503	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	562.76	140.69	563.79	1008.07	56.16	0.00	1514.77	1456.08	0.372	0.88	0.63	3.994	A
2	960.11	240.03	965.42	563.21	56.74	0.00	1586.24	1532.17	0.605	2.91	1.58	5.948	A
3	106.98	26.74	107.89	90.23	931.93	0.00	461.55	218.01	0.232	0.53	0.31	10.204	B
4	41.35	10.34	41.54	17.13	1022.69	0.00	531.73	234.01	0.078	0.13	0.09	7.348	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	471.29	117.82	471.89	841.77	46.87	0.00	1520.24	1456.08	0.310	0.63	0.48	3.619	A
2	804.05	201.01	806.19	471.27	47.49	0.00	1591.81	1532.17	0.505	1.58	1.05	4.672	A
3	89.59	22.40	89.99	75.43	778.25	0.00	528.43	218.01	0.170	0.31	0.21	8.219	A
4	34.63	8.66	34.73	14.33	853.91	0.00	609.38	234.01	0.057	0.09	0.06	6.267	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	6.89	0.46	3.602	A	A
2	14.87	0.99	4.599	A	A
3	2.90	0.19	8.125	A	A
4	0.87	0.06	6.222	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	9.10	0.61	3.977	A	A
2	22.22	1.48	5.809	A	A
3	4.28	0.29	10.046	B	B
4	1.22	0.08	7.283	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	12.87	0.86	4.622	A	A
2	40.12	2.67	8.856	A	A
3	7.46	0.50	14.625	B	B
4	1.91	0.13	9.428	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	13.22	0.88	4.634	A	A
2	43.39	2.89	9.072	A	A
3	7.95	0.53	14.858	B	B
4	1.98	0.13	9.503	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	9.61	0.64	3.994	A	A
2	24.84	1.66	5.948	A	A
3	4.79	0.32	10.204	B	B
4	1.31	0.09	7.348	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	7.27	0.48	3.619	A	A
2	16.20	1.08	4.672	A	A
3	3.19	0.21	8.219	A	A
4	0.93	0.06	6.267	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	✓	1032.00	100.000
2	ONE HOUR	✓	936.00	100.000
3	ONE HOUR	✓	76.00	100.000
4	ONE HOUR	✓	26.00	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	931.000	70.000	31.000
	2	890.000	0.000	34.000	12.000
	3	47.000	29.000	0.000	0.000
	4	19.000	7.000	0.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.90	0.07	0.03
	2	0.95	0.00	0.04	0.01
	3	0.62	0.38	0.00	0.00
	4	0.73	0.27	0.00	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.019	1.000	1.000
	2	1.018	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	1.9	0.0	0.0
	2	1.8	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	0.75	9.41	2.92	A	946.98	1420.47	162.28	6.85	1.80	162.30	6.86
2	0.66	7.00	1.98	A	858.89	1288.33	117.89	5.49	1.31	117.90	5.49
3	0.20	10.70	0.25	B	69.74	104.61	15.36	8.81	0.17	15.36	8.81
4	0.06	7.43	0.06	A	23.86	35.79	3.85	6.46	0.04	3.85	6.46

Main Results for each time segment

Main results: (15:45-16:00)

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	776.94	194.24	772.80	716.26	26.90	0.00	1531.99	1464.33	0.507	0.00	1.04	4.797	A
2	704.67	176.17	701.40	724.07	75.63	0.00	1574.86	1534.11	0.447	0.00	0.82	4.177	A
3	57.22	14.30	56.77	77.90	699.14	0.00	562.85	204.61	0.102	0.00	0.11	7.107	A
4	19.57	4.89	19.45	32.21	723.70	0.00	669.28	237.01	0.029	0.00	0.03	5.540	A

Main results: (16:00-16:15)

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	927.75	231.94	925.71	857.95	32.29	0.00	1528.82	1464.33	0.607	1.04	1.54	6.050	A
2	841.44	210.36	840.04	867.40	90.60	0.00	1565.85	1534.11	0.537	0.82	1.17	5.034	A
3	68.32	17.08	68.15	93.30	837.33	0.00	502.71	204.61	0.136	0.11	0.16	8.280	A
4	23.37	5.84	23.33	38.58	866.91	0.00	603.40	237.01	0.039	0.03	0.04	6.205	A

Main results: (16:15-16:30)

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	1136.25	284.06	1130.97	1049.29	39.48	0.00	1524.59	1464.33	0.745	1.54	2.86	9.178	A
2	1030.56	257.64	1027.39	1059.77	110.69	0.00	1553.75	1534.11	0.663	1.17	1.96	6.915	A
3	83.68	20.92	83.32	114.03	1024.04	0.00	421.46	204.61	0.199	0.16	0.24	10.636	B
4	28.63	7.16	28.55	47.14	1060.22	0.00	514.47	237.01	0.056	0.04	0.06	7.408	A

Main results: (16:30-16:45)

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	1136.25	284.06	1136.04	1052.48	39.63	0.00	1524.50	1464.33	0.745	2.86	2.92	9.412	A
2	1030.56	257.64	1030.47	1064.49	111.18	0.00	1553.46	1534.11	0.663	1.96	1.98	6.998	A
3	83.68	20.92	83.67	114.49	1027.16	0.00	420.11	204.61	0.199	0.24	0.25	10.700	B
4	28.63	7.16	28.62	47.34	1063.49	0.00	512.96	237.01	0.056	0.06	0.06	7.431	A

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	927.75	231.94	933.03	862.68	32.52	0.00	1528.69	1464.33	0.607	2.92	1.60	6.199	A
2	841.44	210.36	844.59	874.23	91.31	0.00	1565.42	1534.11	0.538	1.98	1.20	5.101	A
3	68.32	17.08	68.67	93.97	841.93	0.00	500.71	204.61	0.136	0.25	0.16	8.340	A
4	23.37	5.84	23.45	38.86	871.75	0.00	601.17	237.01	0.039	0.06	0.04	6.231	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	776.94	194.24	779.10	721.26	27.18	0.00	1531.82	1464.33	0.507	1.60	1.06	4.877	A
2	704.67	176.17	706.13	730.03	76.25	0.00	1574.49	1534.11	0.448	1.20	0.83	4.225	A
3	57.22	14.30	57.40	78.50	703.88	0.00	560.79	204.61	0.102	0.16	0.11	7.153	A
4	19.57	4.89	19.62	32.46	728.83	0.00	666.92	237.01	0.029	0.04	0.03	5.561	A

Queueing Delay Results for each time segment

Queueing Delay results: (15:45-16:00)

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	14.96	1.00	4.797	A	A
2	11.88	0.79	4.177	A	A
3	1.63	0.11	7.107	A	A
4	0.44	0.03	5.540	A	A

Queueing Delay results: (16:00-16:15)

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	22.33	1.49	6.050	A	A
2	17.02	1.13	5.034	A	A
3	2.28	0.15	8.280	A	A
4	0.59	0.04	6.205	A	A

Queueing Delay results: (16:15-16:30)

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	40.11	2.67	9.178	A	A
2	28.04	1.87	6.915	A	A
3	3.54	0.24	10.636	B	B
4	0.86	0.06	7.408	A	A

Queueing Delay results: (16:30-16:45)

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	43.46	2.90	9.412	A	A
2	29.60	1.97	6.998	A	A
3	3.69	0.25	10.700	B	B
4	0.88	0.06	7.431	A	A

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	25.06	1.67	6.199	A	A
2	18.58	1.24	5.101	A	A
3	2.47	0.16	8.340	A	A
4	0.62	0.04	6.231	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	16.36	1.09	4.877	A	A
2	12.77	0.85	4.225	A	A
3	1.76	0.12	7.153	A	A
4	0.47	0.03	5.561	A	A