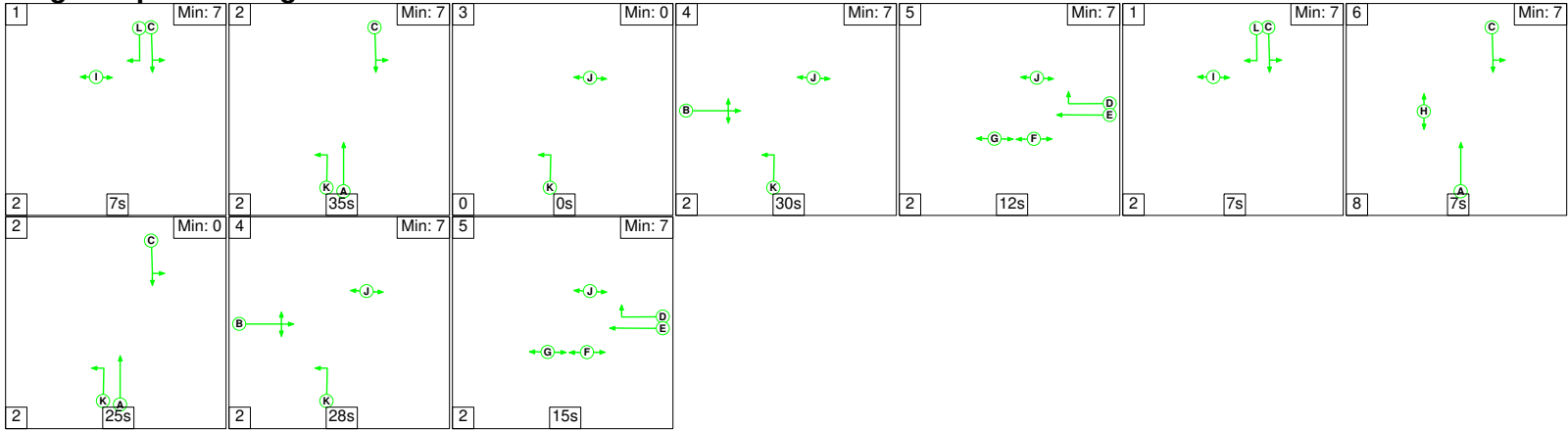


Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	21.4	26.1	0.0	47.4	-	-	-	-
Unnamed Junction	-	-	0	0	0	21.4	26.1	0.0	47.4	-	-	-	-
1/2+1/1	690	690	-	-	-	5.2	6.8	-	12.0	62.5	16.3	6.8	23.1
2/1+2/2	680	680	-	-	-	6.1	6.2	-	12.3	65.1	13.1	6.2	19.2
3/2+3/1	797	797	-	-	-	5.4	6.1	-	11.6	52.3	11.2	6.1	17.3
4/1+4/2	473	473	-	-	-	4.6	5.9	-	10.6	80.4	10.9	5.9	16.8
5/1	704	704	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	754	754	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	834	834	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
8/1	348	348	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		-5.5	Total Delay for Signalled Lanes (pcuHr):			46.40	Cycle Time (s): 190			
			PRC Over All Lanes (%):		-5.5	Total Delay Over All Lanes (pcuHr):			47.42				

Scenario 12: 'Scenario 12' (FG12: '2024 PM + COM + DEV', Plan 1: 'Network Control Plan 1')

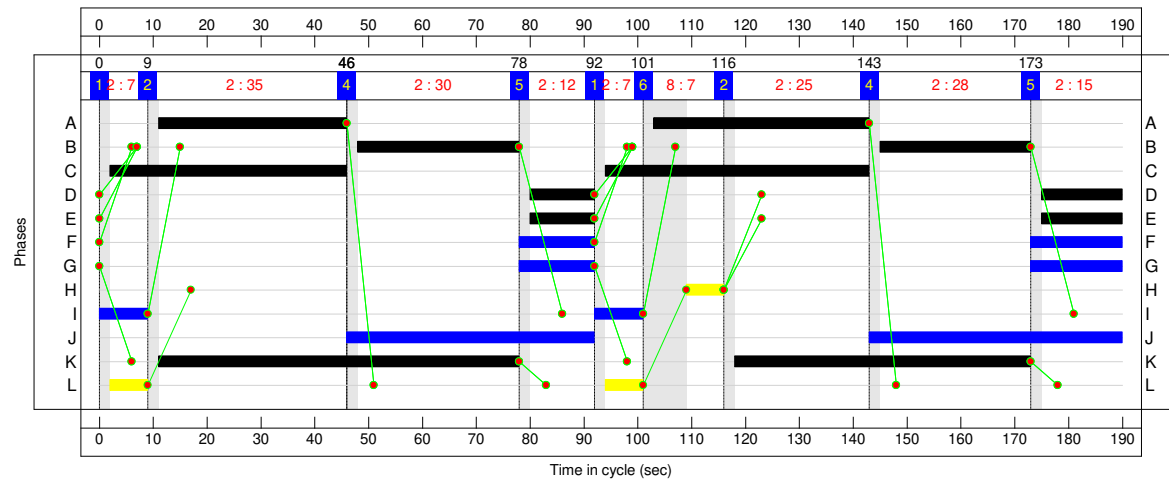
Stage Sequence Diagram



Stage Timings

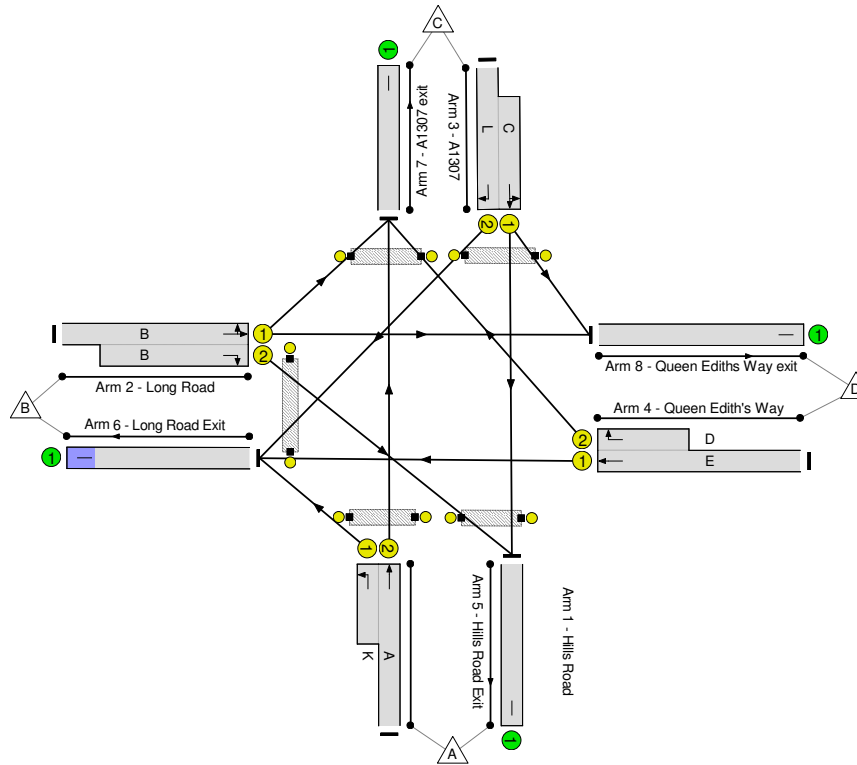
Stage	1	2	3	4	5	1	6	2	4	5
Duration	7	35	0	30	12	7	7	25	28	15
Change Point	0	9	46	46	78	92	101	116	143	173

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: 3.1 %
 Total Traffic Delay: 27.6 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



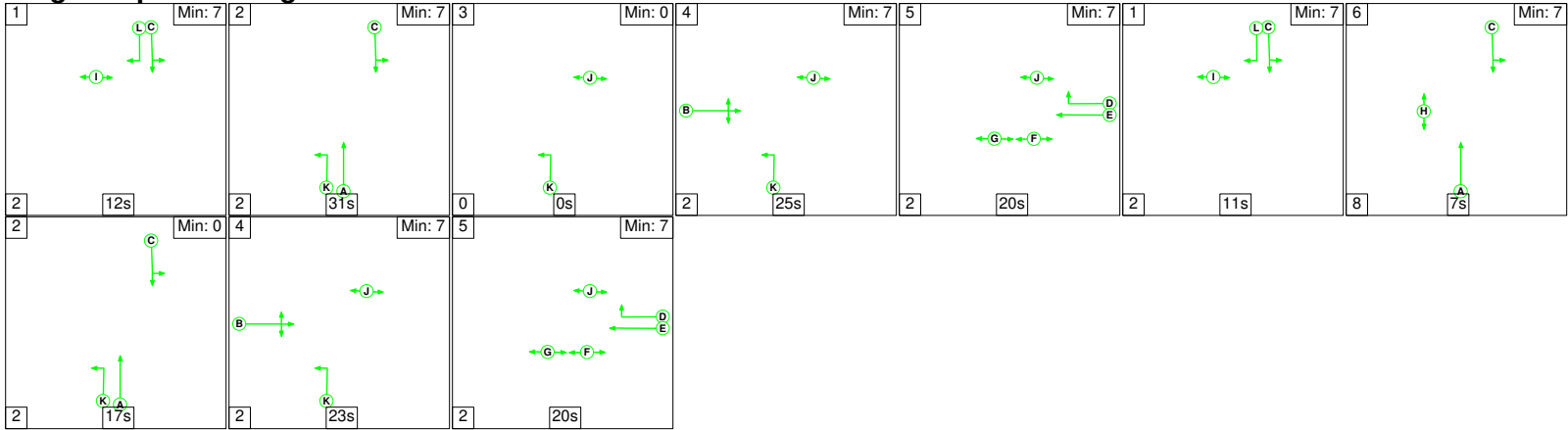
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	75:122	-	736	1905:2015	696+148	87.3 : 87.3%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	58	-	701	2055:1925	605+207	86.3 : 86.3%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	14:93	-	536	1920:2035	162+605	69.9 : 69.9%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	27	-	295	2035:1895	302+37	87.1 : 87.1%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	564	1955	1955	28.8%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	505	1985	1985	25.4%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	757	2095	2095	36.1%
8/1	Queen Ediths Way exit	U	N/A	N/A	-		-	-	-	442	1951	1951	22.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	31	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		2	18	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		2	93	-	0	-	0	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	-	-	0	0	0	16.4	11.2	0.0	27.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	16.4	11.2	0.0	27.6	-	-	-	-
1/2+1/1	736	736	-	-	-	4.6	3.2	-	7.8	38.3	16.6	3.2	19.8
2/1+2/2	701	701	-	-	-	5.5	3.0	-	8.5	43.8	13.1	3.0	16.1
3/2+3/1	536	536	-	-	-	3.1	1.1	-	4.2	28.5	7.0	1.1	8.2
4/1+4/2	295	295	-	-	-	3.2	3.0	-	6.2	75.1	7.0	3.0	10.0
5/1	564	564	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	505	505	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	757	757	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
8/1	442	442	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		3.1	Total Delay for Signalled Lanes (pcuHr):		26.76	Cycle Time (s): 190				
			PRC Over All Lanes (%):		3.1	Total Delay Over All Lanes (pcuHr):		27.56					

Scenario 13: 'Scenario 13' (FG13: '2029 AM + COM + DEV', Plan 1: 'Network Control Plan 1')

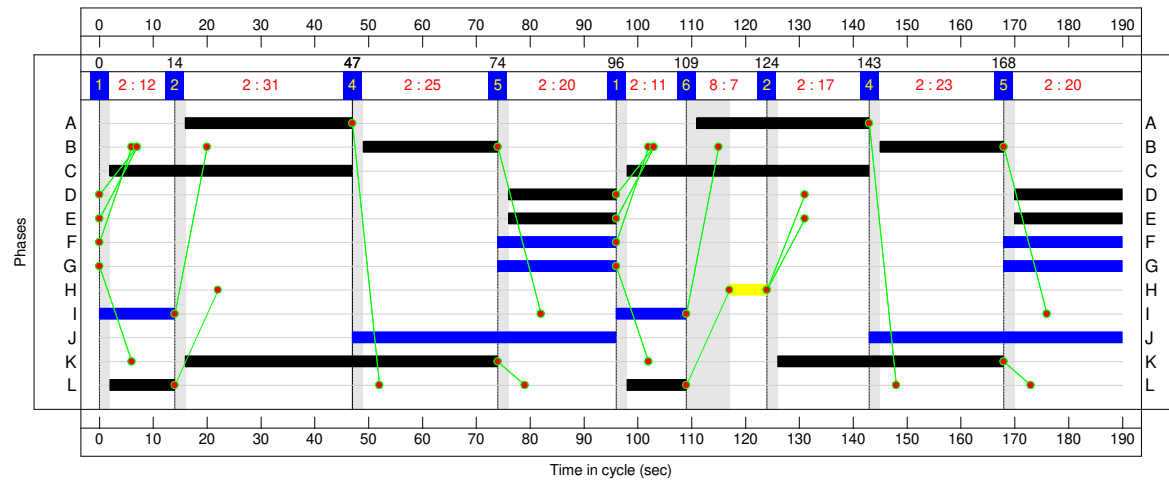
Stage Sequence Diagram



Stage Timings

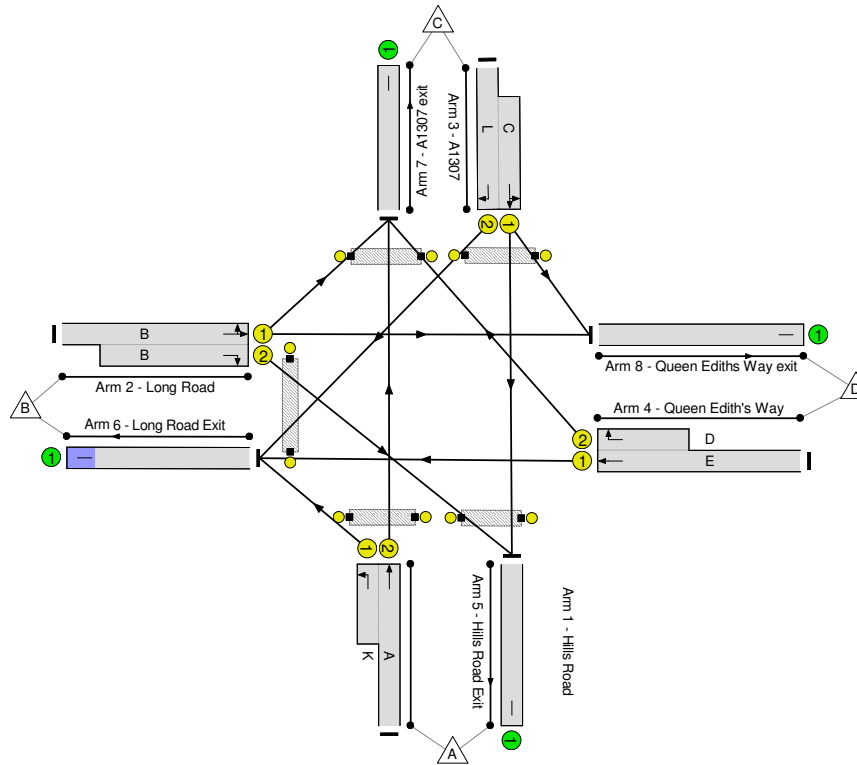
Stage	1	2	3	4	5	1	6	2	4	5
Duration	12	31	0	25	20	11	7	17	23	20
Change Point	0	14	47	47	74	96	109	124	143	168

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: -9.9 %
 Total Traffic Delay: 66.7 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



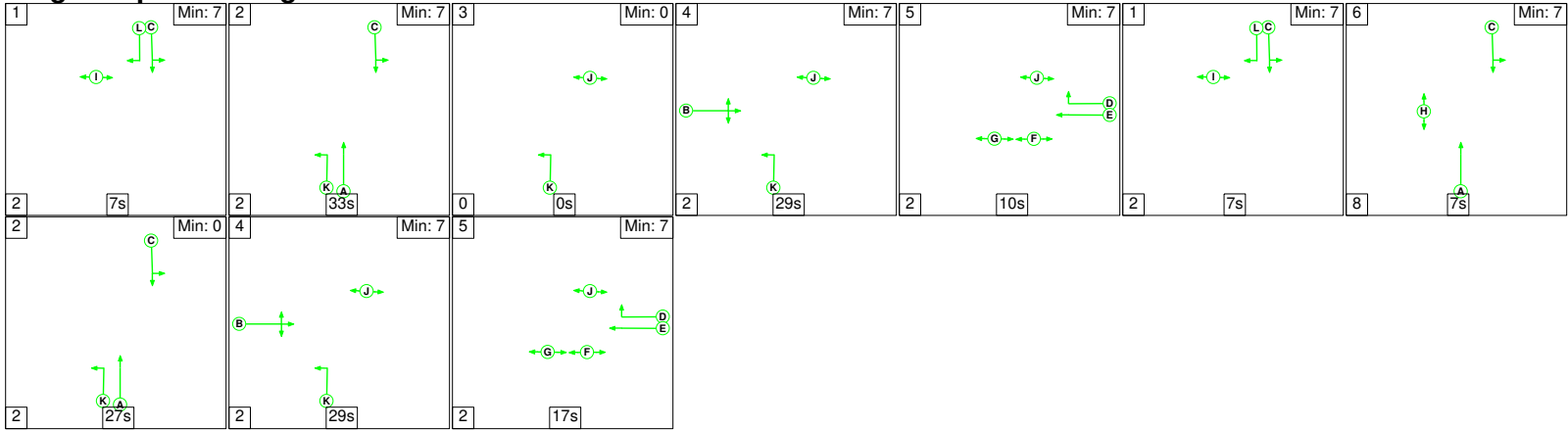
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	98.9%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	63:100	-	719	1905:2015	589+137	98.9 : 98.9%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	48	-	709	2055:1925	524+197	98.2 : 98.2%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	23:90	-	825	1920:2035	253+588	98.2 : 98.2%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	40	-	495	2035:1895	409+92	98.8 : 98.8%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	726	1955	1955	37.1%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	788	1985	1985	39.7%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	870	2095	2095	41.5%
8/1	Queen Ediths Way exit	U	N/A	N/A	-		-	-	-	364	1951	1951	18.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	44	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	44	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		2	27	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		2	96	-	0	-	0	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	-	-	0	0	0	22.8	43.9	0.0	66.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	22.8	43.9	0.0	66.7	-	-	-	-
1/2+1/1	719	719	-	-	-	5.5	11.6	-	17.1	85.7	17.7	11.6	29.3
2/1+2/2	709	709	-	-	-	6.5	10.5	-	17.1	86.6	14.1	10.5	24.6
3/2+3/1	825	825	-	-	-	5.8	11.0	-	16.9	73.5	12.4	11.0	23.4
4/1+4/2	495	495	-	-	-	4.9	9.7	-	14.6	106.4	11.6	9.7	21.3
5/1	726	726	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	788	788	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.4
7/1	870	870	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
8/1	364	364	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		-9.9	Total Delay for Signalled Lanes (pcuHr):		65.65	Cycle Time (s): 190				
			PRC Over All Lanes (%):		-9.9	Total Delay Over All Lanes (pcuHr):		66.74					

Scenario 14: 'Scenario 14' (FG14: '2029 PM + COM + DEV', Plan 1: 'Network Control Plan 1')

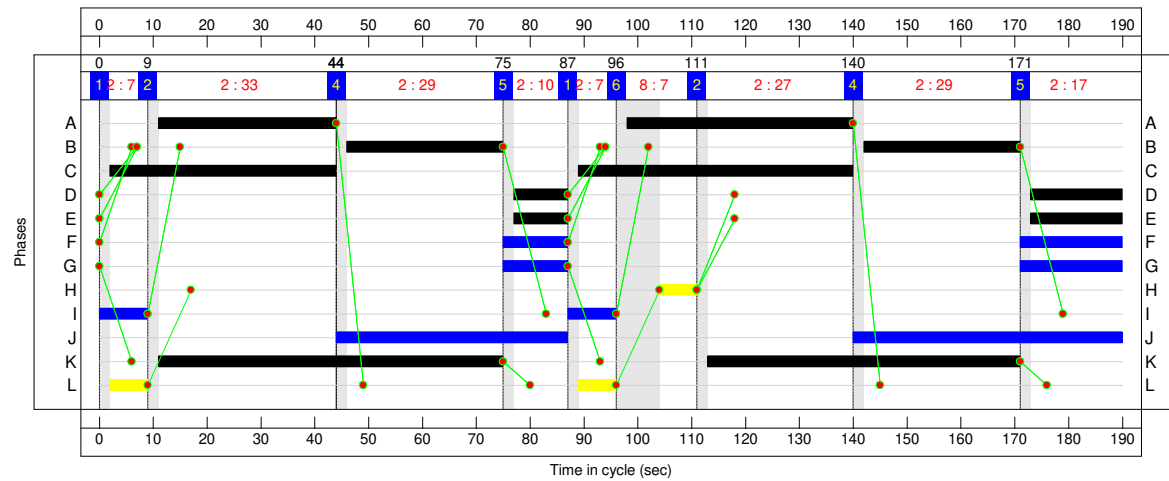
Stage Sequence Diagram



Stage Timings

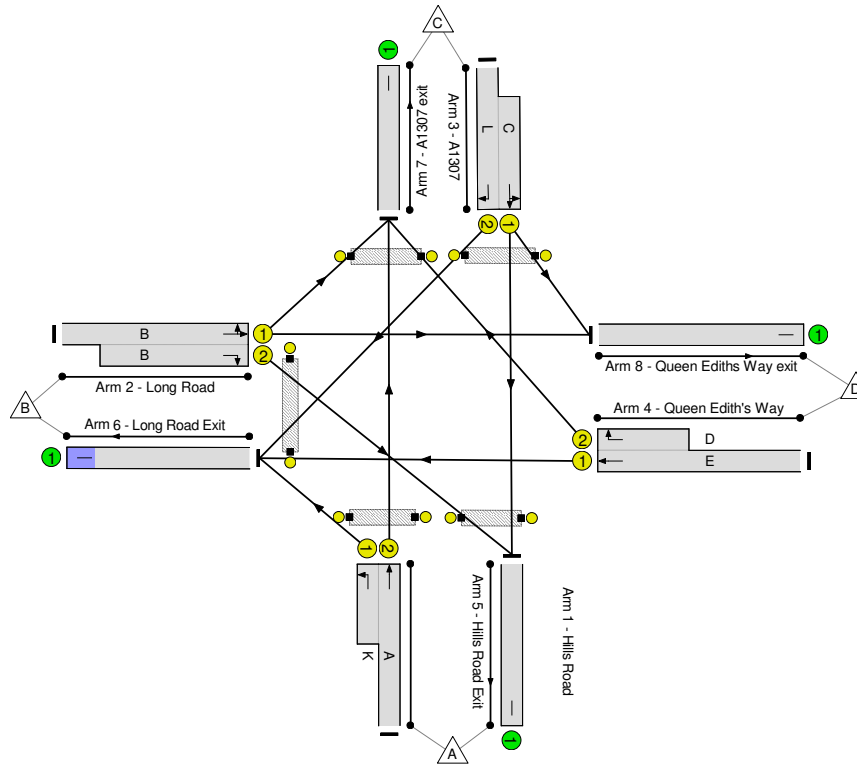
Stage	1	2	3	4	5	1	6	2	4	5
Duration	7	33	0	29	10	7	7	27	29	17
Change Point	0	9	44	44	75	87	96	111	140	171

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: -1.3 %
 Total Traffic Delay: 32.1 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	75:122	-	761	1905:2015	695+149	90.2 : 90.2%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	58	-	731	2055:1925	605+206	90.1 : 90.1%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	14:93	-	559	1920:2035	162+604	73.0 : 73.0%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	27	-	309	2035:1895	302+37	91.1 : 91.1%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	587	1955	1955	30.0%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	527	1985	1985	26.5%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	784	2095	2095	37.4%
8/1	Queen Ediths Way exit	U	N/A	N/A	-		-	-	-	462	1951	1951	23.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	31	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		2	18	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		2	93	-	0	-	0	0.0%

[illegible]

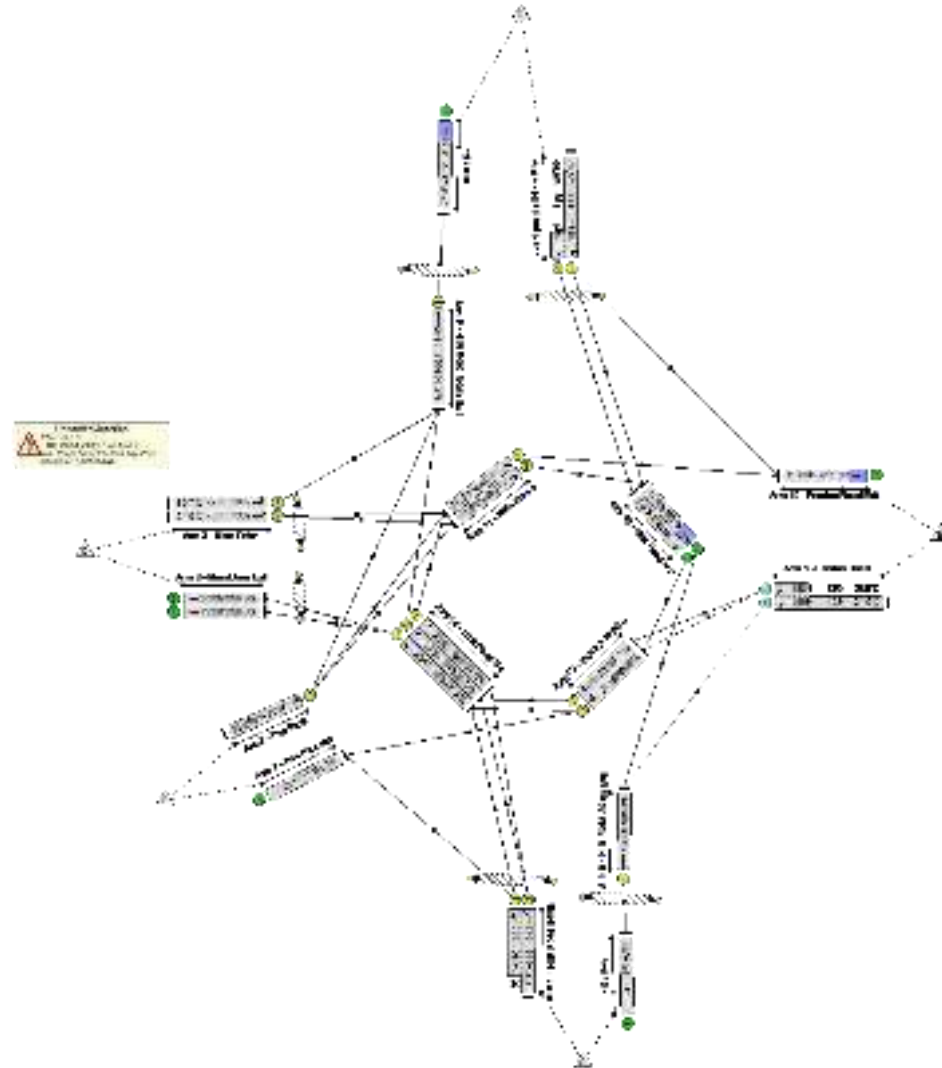
Appendix M - Addenbrooke's Hospital partially signalised roundabout (with mitigation)

Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Fendon Road Roundabout with bus park - mitigation.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Scenario 1' (FG1: '2019 AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

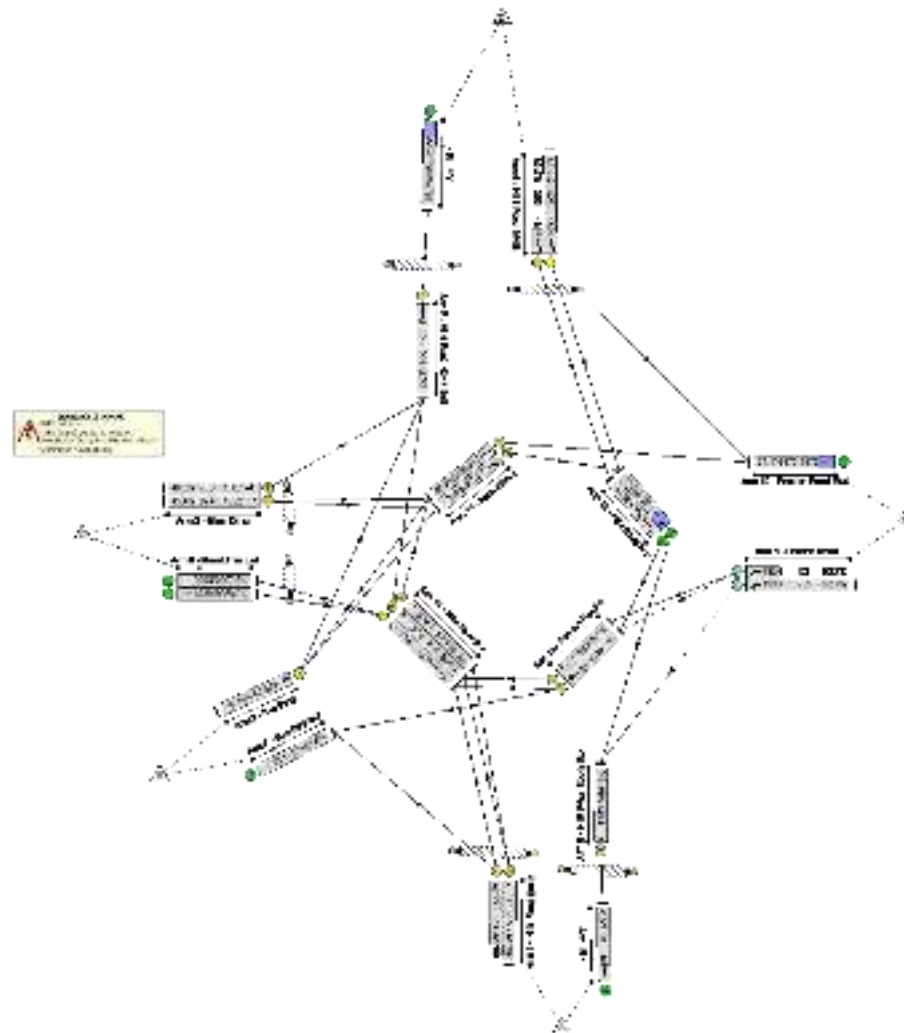


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	66.6%	468	0	0	12.7	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	66.6%	468	0	0	12.7	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	20	-	871	1895:1855	898+410	66.6 : 66.6%	-	-	-	1.6	6.7	4.8
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	41	2075	184	22.2%	-	-	-	0.6	50.7	1.1
3/1	Main Drive Left	U	C1:A		1	34	-	259	1867	726	35.7%	-	-	-	1.7	23.4	4.8
3/2	Main Drive Ahead	U	C1:A		1	34	-	182	1952	759	24.0%	-	-	-	1.1	21.7	3.2
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	11	-	423	1854:1887	411+351	55.5 : 55.5%	-	-	-	2.0	16.9	2.7
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	242	1999:1984	139+850	24.5 : 24.5%	468	0	0	0.2	2.6	0.5
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	395	1985	1698	23.3%	-	-	-	0.3	2.6	1.9
7/1	Bus Park exit	U	-		-	-	-	27	2115	2115	1.3%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	321	1936	1936	16.6%	-	-	-	0.1	1.1	0.1
8/2	Main Drive Exit	U	-		-	-	-	320	2000	2000	16.0%	-	-	-	0.1	1.1	0.1
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	565	2115	1551	36.4%	-	-	-	0.4	2.2	1.0
10/1	Fendon Road Exit	U	-		-	-	-	390	1973	1973	19.8%	-	-	-	0.1	1.2	0.2

11/1	Main drive c Ahead	U	C3:B		1	20	-	387	2042	1046	37.0%	-	-	-	0.6	6.0	2.6
11/2	Main drive c Right	U	C3:B		1	20	-	136	2073	1062	12.8%	-	-	-	0.2	5.3	0.8
12/1	Hills Road N c Ahead	U	-		-	-	-	361	2019	2019	17.9%	-	-	-	0.0	0.0	0.0
12/2	Hills Road N c Right	U	-		-	-	-	195	2088	2088	9.3%	-	-	-	0.0	0.0	0.0
13/1	Fendon Road c Ahead Right	U	C4:C		1	11	-	395	2115	619	63.8%	-	-	-	0.8	7.2	2.0
13/2	Fendon Road c Right	U	C4:C		1	11	-	8	2135	625	1.3%	-	-	-	0.0	10.6	0.1
14/1	Hills Road S c Ahead	U	C1:F		1	79	-	641	2047	1820	35.2%	-	-	-	0.1	0.8	2.5
14/2	Hills Road S c Ahead	U	C1:B		1	40	-	283	2080	948	29.9%	-	-	-	1.2	15.4	4.4
14/3	Hills Road S c Right	U	C1:B		1	40	-	323	2083	949	34.0%	-	-	-	1.4	15.8	5.1
15/1		U	-		-	-	-	565	2053	2053	27.5%	-	-	-	0.2	1.2	0.2
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C5:B		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:C		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:D		1	42	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C2:B		3	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	C3:C		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%):								152.3	Total Delay for Signalised Lanes (pcuHr):			6.13	Cycle Time (s): 90				
C2 Stream: 1 PRC for Signalised Lanes (%):								147.1	Total Delay for Signalised Lanes (pcuHr):			0.35	Cycle Time (s): 90				
C3 Stream: 1 PRC for Signalised Lanes (%):								62.2	Total Delay for Signalised Lanes (pcuHr):			2.83	Cycle Time (s): 41				
C4 Stream: 1 PRC for Signalised Lanes (%):								35.1	Total Delay for Signalised Lanes (pcuHr):			2.43	Cycle Time (s): 41				
C5 Stream: 1 PRC for Signalised Lanes (%):								286.9	Total Delay for Signalised Lanes (pcuHr):			0.28	Cycle Time (s): 90				
PRC Over All Lanes (%):								35.1	Total Delay Over All Lanes(pcuHr):			12.72					

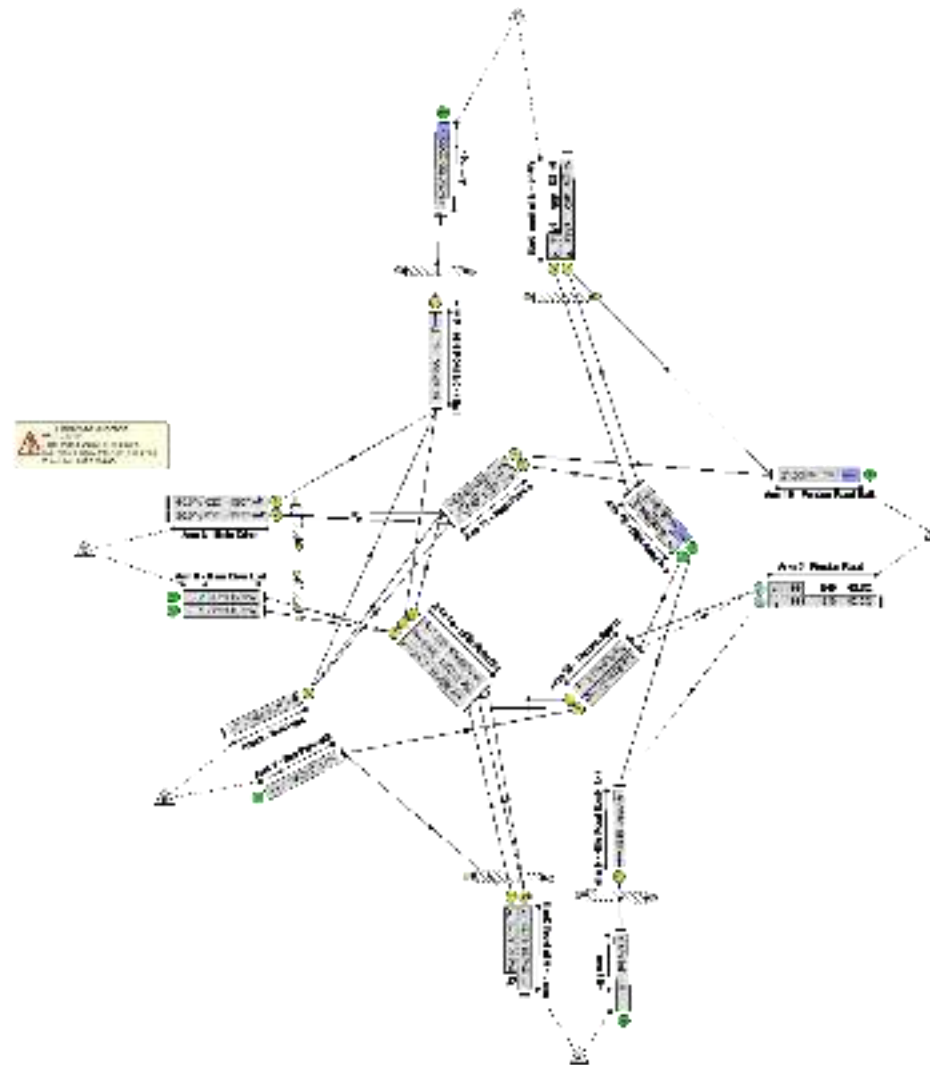
Scenario 2: 'Scenario 2' (FG2: '2019 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	57.4%	860	0	0	17.5	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	57.4%	860	0	0	17.5	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	54	-	707	1895:1855	1180+217	50.6 : 50.6%	-	-	-	1.0	5.1	5.8
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	37	2075	184	20.1%	-	-	-	0.5	50.3	1.0
3/1	Main Drive Left	U	C1:A		1	37	-	382	1867	788	48.5%	-	-	-	2.5	23.3	7.4
3/2	Main Drive Ahead	U	C1:A		1	37	-	374	1952	824	45.4%	-	-	-	2.3	22.6	7.1
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	11	-	427	1854:1887	408+366	55.2 : 55.2%	-	-	-	2.0	16.8	2.7
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	433	1999:1984	759+63	52.7 : 52.7%	860	0	0	0.6	5.0	1.3
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	975	1985	1698	57.4%	-	-	-	1.2	4.3	7.4
7/1	Bus Park exit	U	-		-	-	-	31	2115	2115	1.5%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	155	1936	1936	8.0%	-	-	-	0.0	1.0	0.0
8/2	Main Drive Exit	U	-		-	-	-	156	2000	2000	7.8%	-	-	-	0.0	1.0	0.0
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	508	2115	1551	32.8%	-	-	-	0.3	2.1	1.2
10/1	Fendon Road Exit	U	-		-	-	-	535	1973	1973	27.1%	-	-	-	0.2	1.3	0.3

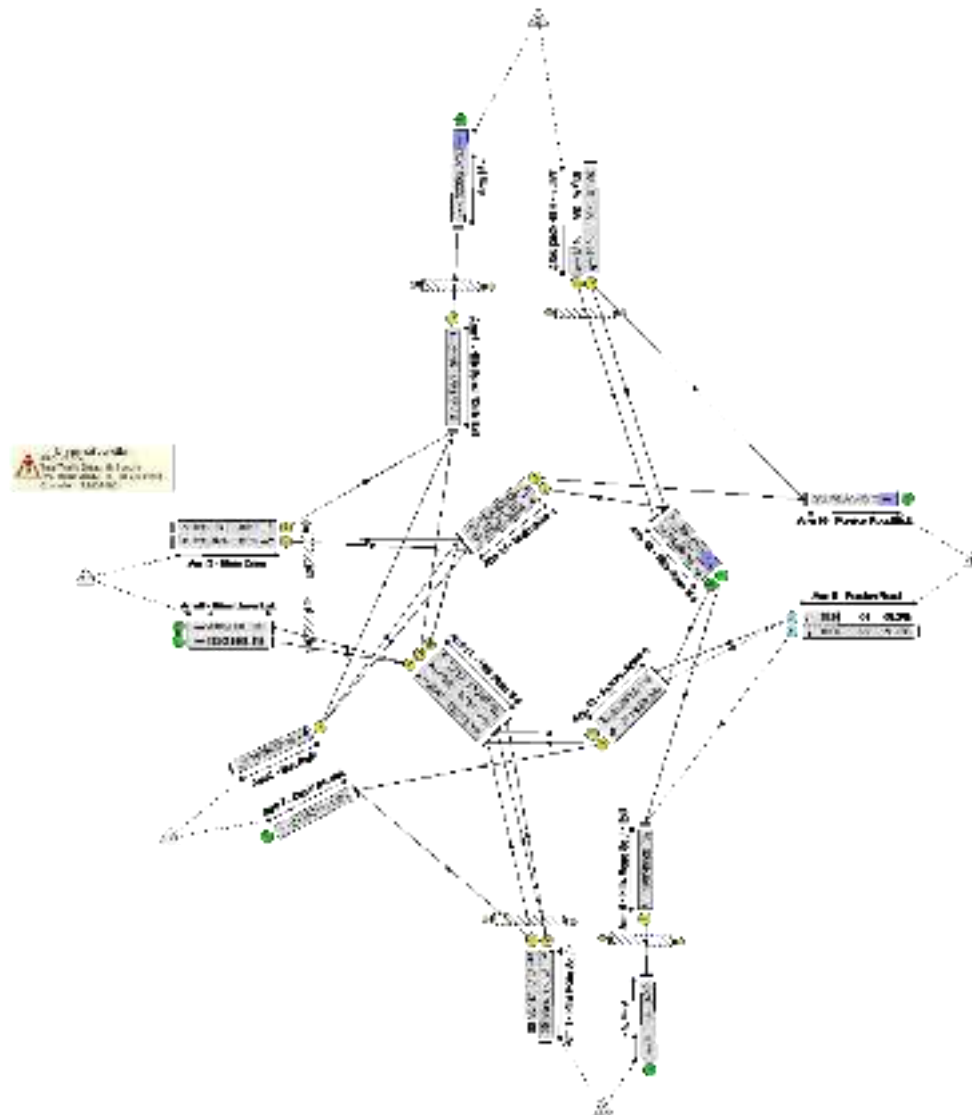
Scenario 3: 'Scenario 3' (FG3: '2024 AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.9%	1126	0	0	14.8	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	72.9%	1126	0	0	14.8	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	20	-	954	1895:1855	898+410	72.9 : 72.9%	-	-	-	1.8	6.9	5.5
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	43	2075	184	23.3%	-	-	-	0.6	50.9	1.1
3/1	Main Drive Left	U	C1:A		1	29	-	284	1867	622	45.6%	-	-	-	2.3	28.9	5.9
3/2	Main Drive Ahead	U	C1:A		1	29	-	199	1952	651	30.6%	-	-	-	1.5	26.3	3.9
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	13	-	463	1854:1887	460+395	54.2 : 54.2%	-	-	-	1.9	14.8	2.7
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	572	1999:1984	815+540	42.2 : 42.2%	1126	0	0	0.4	2.6	0.9
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	739	1985	1698	43.5%	-	-	-	0.7	3.4	4.5
7/1	Bus Park exit	U	-		-	-	-	30	2115	2115	1.4%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	351	1936	1936	18.1%	-	-	-	0.1	1.1	0.1
8/2	Main Drive Exit	U	-		-	-	-	351	2000	2000	17.6%	-	-	-	0.1	1.1	0.1
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	620	2115	1551	40.0%	-	-	-	0.4	2.3	1.1
10/1	Fendon Road Exit	U	-		-	-	-	424	1973	1973	21.5%	-	-	-	0.1	1.2	0.2

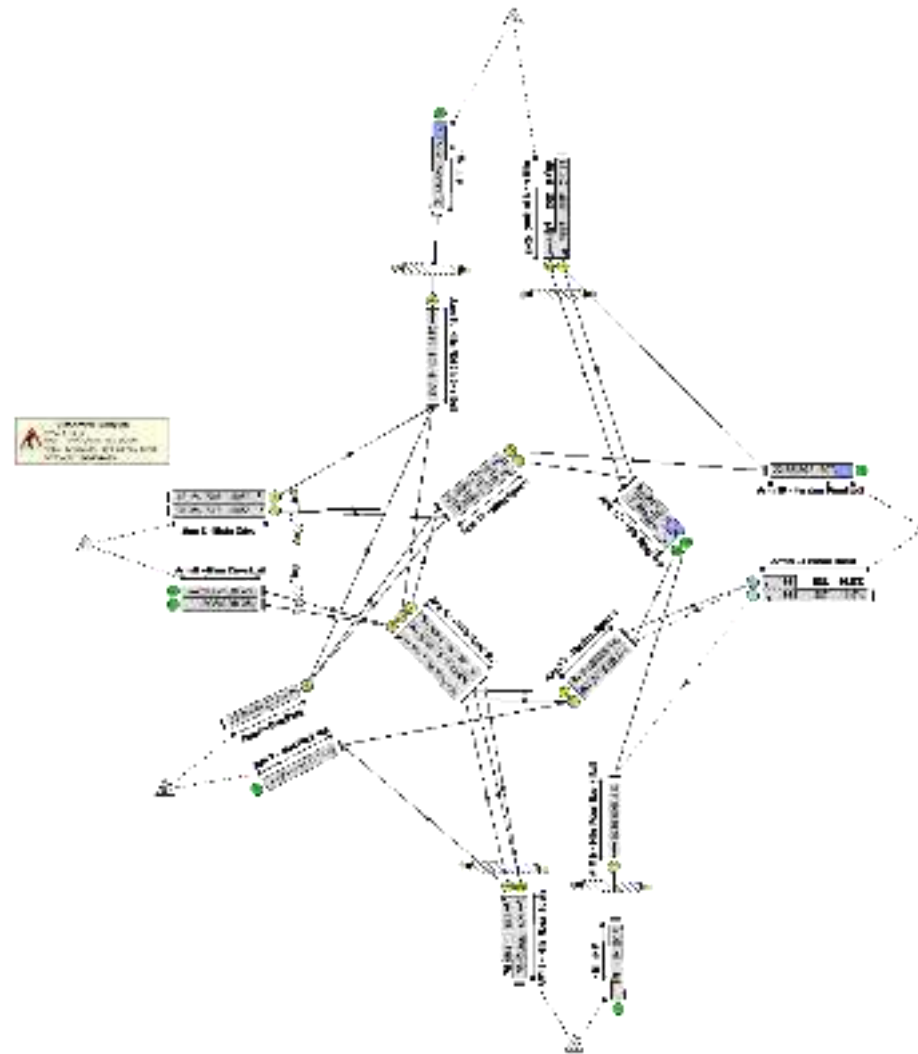
Scenario 4: 'Scenario 4' (FG4: '2024 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network Unnamed Junction	-	-	-		-	-	-	-	-	-	62.7%	940	0	0	19.9	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	54	-	773	1895:1855	1181+217	55.3 : 55.3%	-	-	-	1.1	5.3	6.5
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	40	2075	184	21.7%	-	-	-	0.6	50.6	1.1
3/1	Main Drive Left	U	C1:A		1	37	-	418	1867	788	53.0%	-	-	-	2.8	24.2	8.3
3/2	Main Drive Ahead	U	C1:A		1	37	-	409	1952	824	49.6%	-	-	-	2.7	23.3	7.9
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	11	-	467	1854:1887	408+366	60.4 : 60.4%	-	-	-	2.3	17.6	3.0
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	473	1999:1984	738+61	59.2 : 59.2%	940	0	0	0.8	6.0	1.7
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	1065	1985	1698	62.7%	-	-	-	1.4	4.9	9.1
7/1	Bus Park exit	U	-		-	-	-	34	2115	2115	1.6%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	171	1936	1936	8.8%	-	-	-	0.0	1.0	0.0
8/2	Main Drive Exit	U	-		-	-	-	169	2000	2000	8.5%	-	-	-	0.0	1.0	0.0
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	555	2115	1551	35.8%	-	-	-	0.3	2.2	1.3

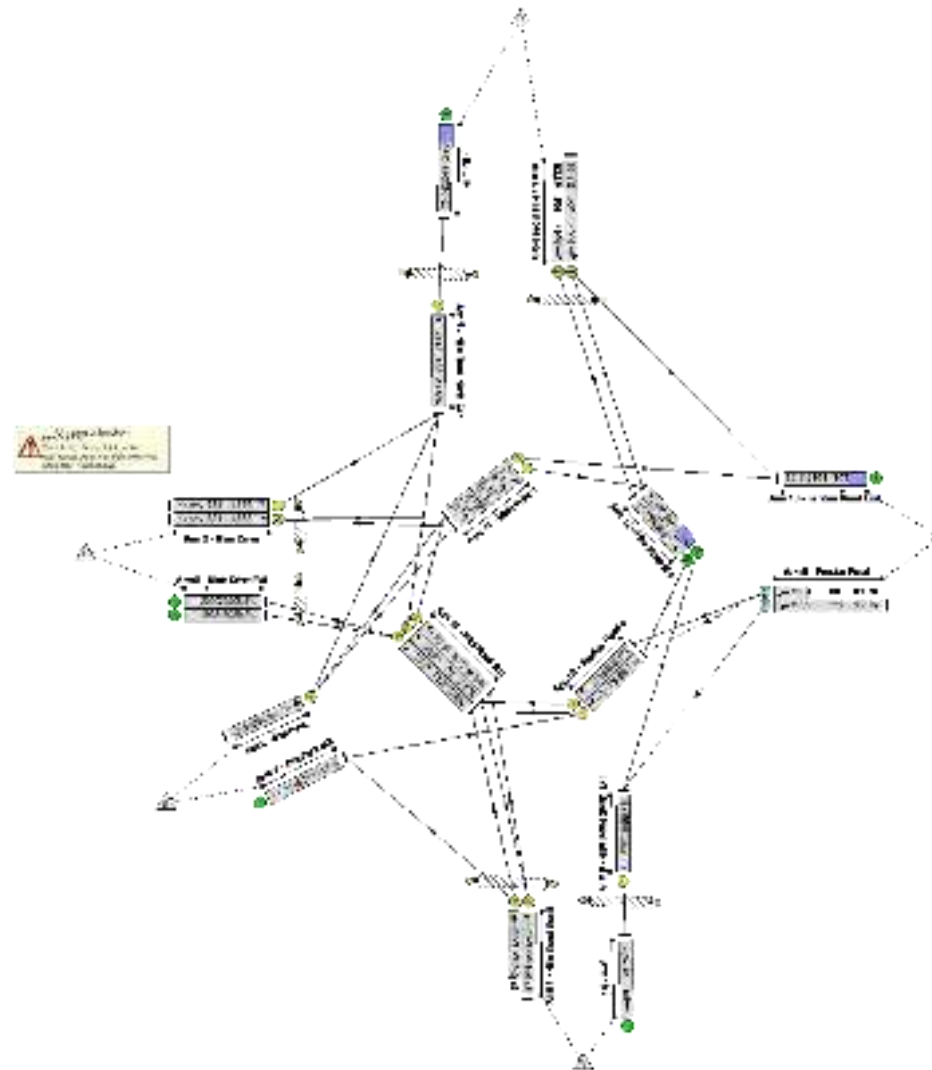
Scenario 5: 'Scenario 5' (FG5: '2029 AM', Plan 1: 'Network Control Plan 1') Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	76.4%	1178	0	0	15.7	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	76.4%	1178	0	0	15.7	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	20	-	1000	1895:1855	898+411	76.4 : 76.4%	-	-	-	2.0	7.1	5.9
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	44	2075	184	23.9%	-	-	-	0.6	51.0	1.2
3/1	Main Drive Left	U	C1:A		1	33	-	297	1867	705	42.1%	-	-	-	2.1	25.1	5.8
3/2	Main Drive Ahead	U	C1:A		1	33	-	209	1952	737	28.3%	-	-	-	1.3	22.9	3.8
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	13	-	484	1854:1887	460+393	56.7 : 56.7%	-	-	-	2.0	15.1	2.9
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	598	1999:1984	807+533	44.6 : 44.6%	1178	0	0	0.5	2.8	1.1
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	774	1985	1698	45.6%	-	-	-	0.7	3.5	4.9
7/1	Bus Park exit	U	-		-	-	-	31	2115	2115	1.5%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	368	1936	1936	19.0%	-	-	-	0.1	1.1	0.1
8/2	Main Drive Exit	U	-		-	-	-	367	2000	2000	18.4%	-	-	-	0.1	1.1	0.1
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	648	2115	1551	41.8%	-	-	-	0.4	2.4	1.2
10/1	Fendon Road Exit	U	-		-	-	-	444	1973	1973	22.5%	-	-	-	0.2	1.3	0.3

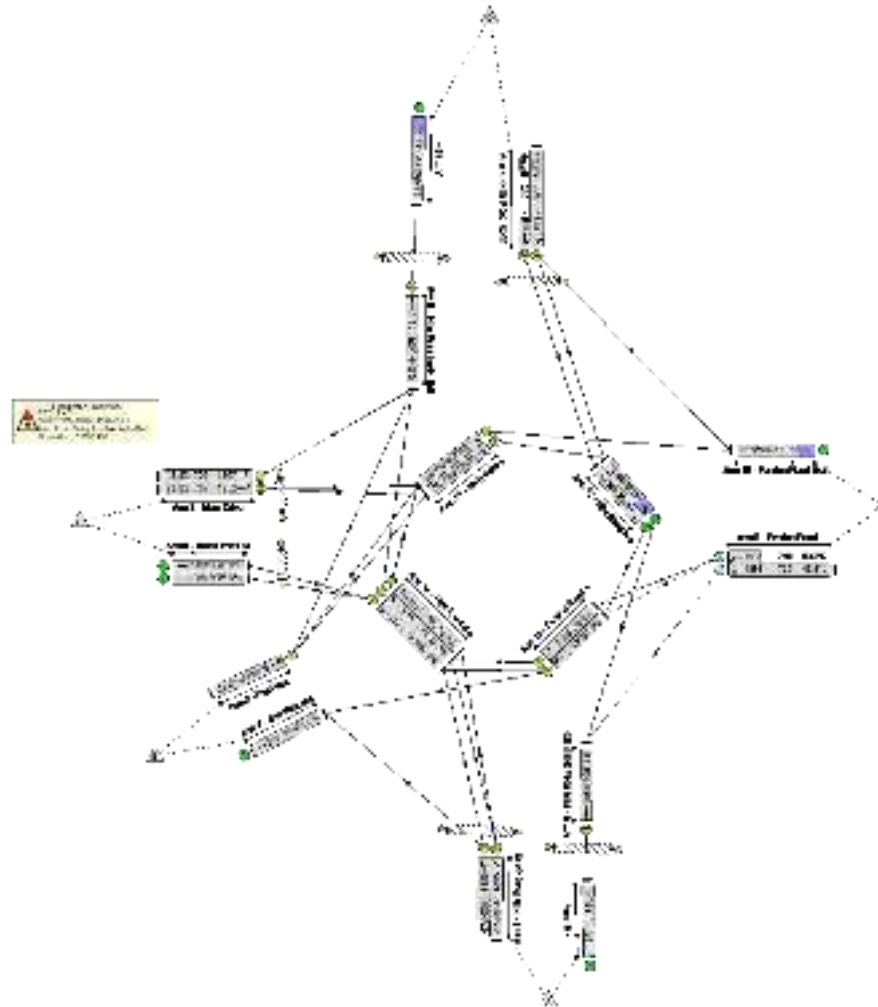
Scenario 6: 'Scenario 6' (FG6: '2029 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	65.7%	986	0	0	21.4	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	65.7%	986	0	0	21.4	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	54	-	809	1895:1855	1180+218	57.9 : 57.9%	-	-	-	1.2	5.4	7.0
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	42	2075	184	22.8%	-	-	-	0.6	50.8	1.1
3/1	Main Drive Left	U	C1:A		1	37	-	438	1867	788	55.6%	-	-	-	3.0	24.7	8.8
3/2	Main Drive Ahead	U	C1:A		1	37	-	428	1952	824	51.9%	-	-	-	2.8	23.8	8.4
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	11	-	489	1854:1887	408+365	63.3 : 63.3%	-	-	-	2.5	18.1	3.2
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	496	1999:1984	726+60	63.0 : 63.0%	986	0	0	0.9	6.8	2.0
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	1116	1985	1698	65.7%	-	-	-	1.6	5.2	9.9
7/1	Bus Park exit	U	-		-	-	-	36	2115	2115	1.7%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	178	1936	1936	9.2%	-	-	-	0.1	1.0	0.1
8/2	Main Drive Exit	U	-		-	-	-	178	2000	2000	8.9%	-	-	-	0.0	1.0	0.0
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	581	2115	1551	37.5%	-	-	-	0.4	2.3	1.5
10/1	Fendon Road Exit	U	-		-	-	-	613	1973	1973	31.1%	-	-	-	0.2	1.4	0.4

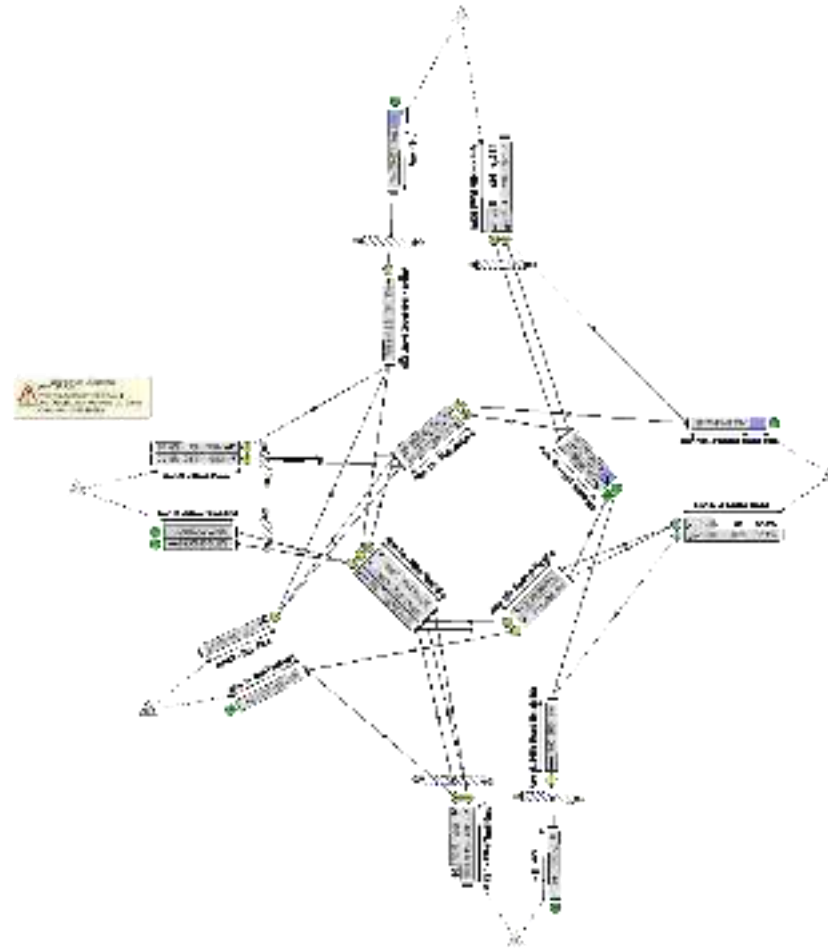
Scenario 7: 'Scenario 7' (FG7: '2024 + COM AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	87.9%	1484	0	0	19.8	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	87.9%	1484	0	0	19.8	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	18	-	1183	1895:1855	815+531	87.9 : 87.9%	-	-	-	2.9	8.9	7.0
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	43	2075	184	23.3%	-	-	-	0.6	50.9	1.1
3/1	Main Drive Left	U	C1:A		1	33	-	309	1867	705	43.8%	-	-	-	2.2	25.4	6.1
3/2	Main Drive Ahead	U	C1:A		1	33	-	249	1952	737	33.8%	-	-	-	1.6	23.7	4.7
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	20	-	666	1854:1887	726+344	62.2 : 62.2%	-	-	-	2.0	10.6	4.6
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	751	1999:1984	735+744	48.3 : 53.2%	1484	0	0	0.6	3.0	1.6
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	978	1985	1698	57.6%	-	-	-	1.2	4.3	7.5
7/1	Bus Park exit	U	-		-	-	-	30	2115	2115	1.4%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	519	1936	1936	26.8%	-	-	-	0.2	1.3	0.2
8/2	Main Drive Exit	U	-		-	-	-	519	2000	2000	26.0%	-	-	-	0.2	1.2	0.2
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	686	2115	1551	44.2%	-	-	-	0.5	2.5	1.3
10/1	Fendon Road Exit	U	-		-	-	-	469	1973	1973	23.8%	-	-	-	0.2	1.3	0.3

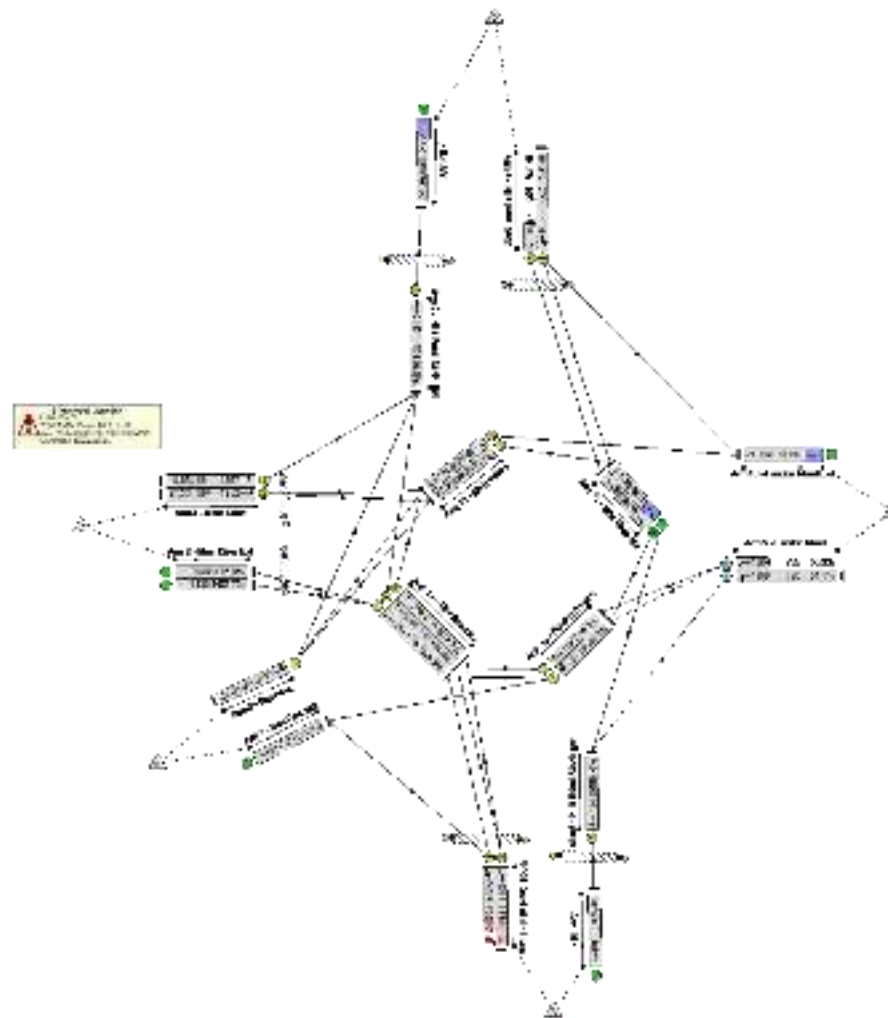
Scenario 8: 'Scenario 8' (FG8: '2024 + COM PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	74.8%	1020	0	0	27.9	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	74.8%	1020	0	0	27.9	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	54	-	853	1895:1855	1159+249	60.6 : 60.6%	-	-	-	1.3	5.5	7.4
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	40	2075	184	21.7%	-	-	-	0.6	50.6	1.1
3/1	Main Drive Left	U	C1:A		1	43	-	564	1867	913	61.8%	-	-	-	3.4	22.0	11.0
3/2	Main Drive Ahead	U	C1:A		1	43	-	701	1952	954	73.5%	-	-	-	4.9	25.4	15.2
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	10	-	528	1854:1887	384+343	72.7 : 72.7%	-	-	-	3.2	21.8	4.0
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	513	1999:1984	672+92	67.1 : 67.1%	1020	0	0	1.1	8.0	2.4
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	1258	1985	1698	74.1%	-	-	-	2.3	6.6	13.7
7/1	Bus Park exit	U	-		-	-	-	36	2115	2115	1.7%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	212	1936	1936	11.0%	-	-	-	0.1	1.0	0.1
8/2	Main Drive Exit	U	-		-	-	-	211	2000	2000	10.6%	-	-	-	0.1	1.0	0.1
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	738	2115	1551	47.6%	-	-	-	0.5	2.7	2.0
10/1	Fendon Road Exit	U	-		-	-	-	744	1973	1973	37.7%	-	-	-	0.3	1.6	0.5

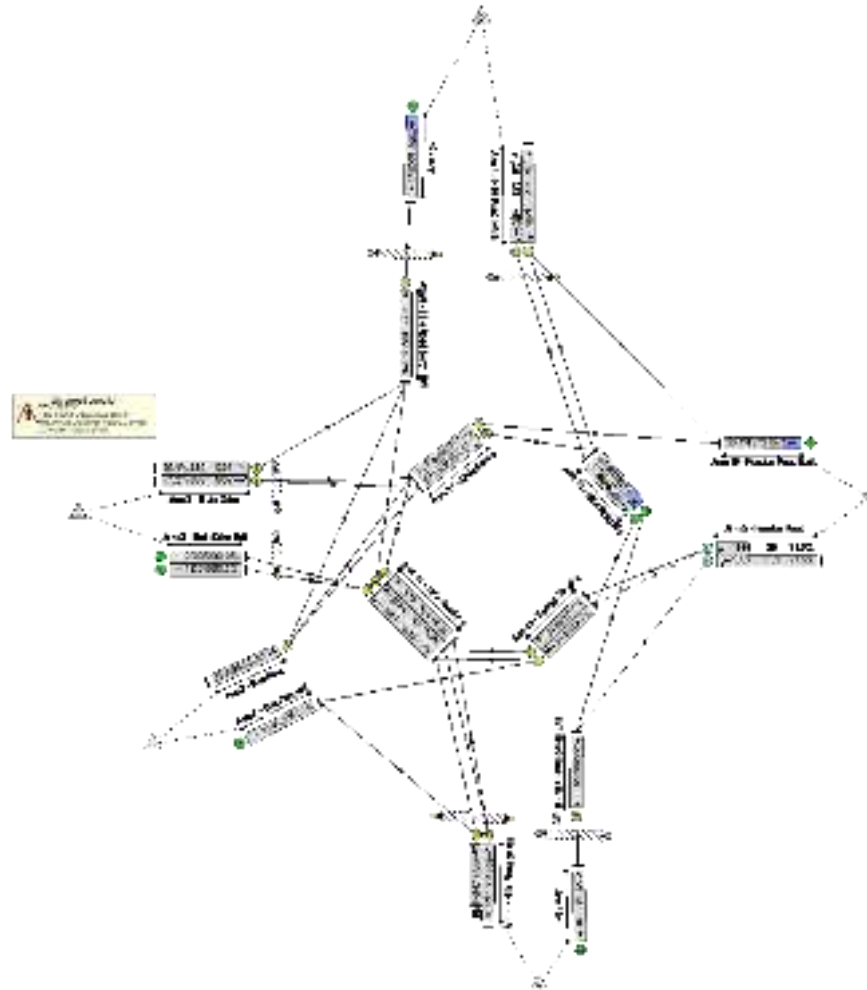
Scenario 9: 'Scenario 9' (FG9: '2029 + COM AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	91.5%	1536	0	0	20.9	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	91.5%	1536	0	0	20.9	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	18	-	1227	1895:1855	815+526	91.5 : 91.5%	-	-	-	3.1	9.0	7.5
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	44	2075	184	23.9%	-	-	-	0.6	51.0	1.2
3/1	Main Drive Left	U	C1:A		1	31	-	322	1867	664	48.5%	-	-	-	2.5	27.8	6.7
3/2	Main Drive Ahead	U	C1:A		1	31	-	259	1952	694	37.3%	-	-	-	1.8	25.7	5.0
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	21	-	686	1854:1887	755+363	61.4 : 61.4%	-	-	-	1.9	9.8	4.2
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	777	1999:1984	726+735	51.1 : 55.2%	1536	0	0	0.7	3.2	1.7
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	1012	1985	1698	59.6%	-	-	-	1.3	4.5	8.0
7/1	Bus Park exit	U	-		-	-	-	30	2115	2115	1.4%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	536	1936	1936	27.7%	-	-	-	0.2	1.3	0.2
8/2	Main Drive Exit	U	-		-	-	-	535	2000	2000	26.8%	-	-	-	0.2	1.2	0.2
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	714	2115	1551	46.0%	-	-	-	0.5	2.6	1.3
10/1	Fendon Road Exit	U	-		-	-	-	488	1973	1973	24.7%	-	-	-	0.2	1.4	0.3

Scenario 10: 'Scenario 10' (FG10: '2029 + COM PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

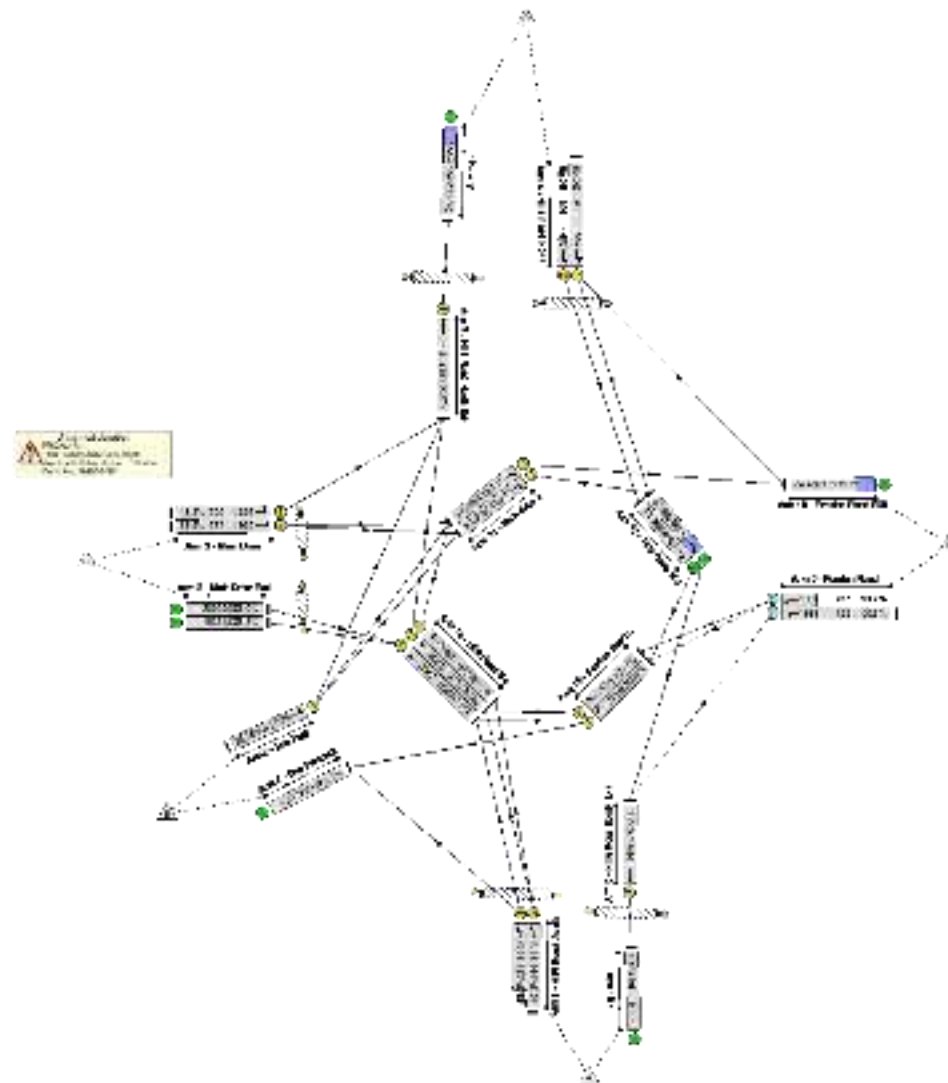


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	77.2%	1064	0	0	30.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	77.2%	1064	0	0	30.2	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	54	-	889	1895:1855	1160+247	63.2 : 63.2%	-	-	-	1.4	5.6	7.9
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	42	2075	184	22.8%	-	-	-	0.6	50.8	1.1
3/1	Main Drive Left	U	C1:A		1	42	-	583	1867	892	65.4%	-	-	-	3.8	23.6	11.9
3/2	Main Drive Ahead	U	C1:A		1	42	-	720	1952	933	77.2%	-	-	-	5.6	27.8	16.5
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	11	-	550	1854:1887	408+363	71.3 : 71.3%	-	-	-	3.1	20.1	4.0
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	535	1999:1984	659+89	71.5 : 71.5%	1064	0	0	1.4	9.3	2.8
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	1308	1985	1698	77.0%	-	-	-	2.7	7.3	15.5
7/1	Bus Park exit	U	-		-	-	-	37	2115	2115	1.7%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	219	1936	1936	11.3%	-	-	-	0.1	1.0	0.1
8/2	Main Drive Exit	U	-		-	-	-	220	2000	2000	11.0%	-	-	-	0.1	1.0	0.1
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	763	2115	1551	49.2%	-	-	-	0.6	2.7	2.3
10/1	Fendon Road Exit	U	-		-	-	-	772	1973	1973	39.1%	-	-	-	0.4	1.7	0.5

11/1	Main drive c Ahead	U	C3:B		1	20	-	760	2042	1046	72.7%	-	-	-	1.6	7.8	6.5
11/2	Main drive c Right	U	C3:B		1	20	-	558	2073	1062	52.6%	-	-	-	1.0	6.7	4.2
12/1	Hills Road N c Ahead	U	-		-	-	-	837	2019	2019	41.5%	-	-	-	0.0	0.0	0.1
12/2	Hills Road N c Right	U	-		-	-	-	259	2088	2088	12.4%	-	-	-	0.0	0.0	0.0
13/1	Fendon Road c Ahead Right	U	C4:C		1	15	-	320	2115	428	74.7%	-	-	-	2.6	29.6	6.6
13/2	Fendon Road c Right	U	C4:C		1	15	-	3	2135	432	0.7%	-	-	-	0.0	25.5	0.1
14/1	Hills Road S c Ahead	U	C1:F		1	79	-	439	2047	1820	24.1%	-	-	-	0.1	0.7	1.5
14/2	Hills Road S c Ahead	U	C1:B		1	32	-	156	2080	763	20.5%	-	-	-	0.8	19.5	2.6
14/3	Hills Road S c Right	U	C1:B		1	32	-	580	2083	764	75.9%	-	-	-	4.0	25.0	12.6
15/1		U	-		-	-	-	763	2053	2053	37.2%	-	-	-	0.3	1.4	0.3
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C5:B		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:C		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:D		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C2:B		3	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	C3:C		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%):								16.6	Total Delay for Signalled Lanes (pcuHr):			14.94	Cycle Time (s): 90				
C2 Stream: 1 PRC for Signalled Lanes (%):								82.9	Total Delay for Signalled Lanes (pcuHr):			0.58	Cycle Time (s): 90				
C3 Stream: 1 PRC for Signalled Lanes (%):								23.9	Total Delay for Signalled Lanes (pcuHr):			5.75	Cycle Time (s): 41				
C4 Stream: 1 PRC for Signalled Lanes (%):								20.5	Total Delay for Signalled Lanes (pcuHr):			4.04	Cycle Time (s): 79				
C5 Stream: 1 PRC for Signalled Lanes (%):								16.9	Total Delay for Signalled Lanes (pcuHr):			2.66	Cycle Time (s): 90				
PRC Over All Lanes (%):								16.6	Total Delay Over All Lanes(pcuHr):			30.15					

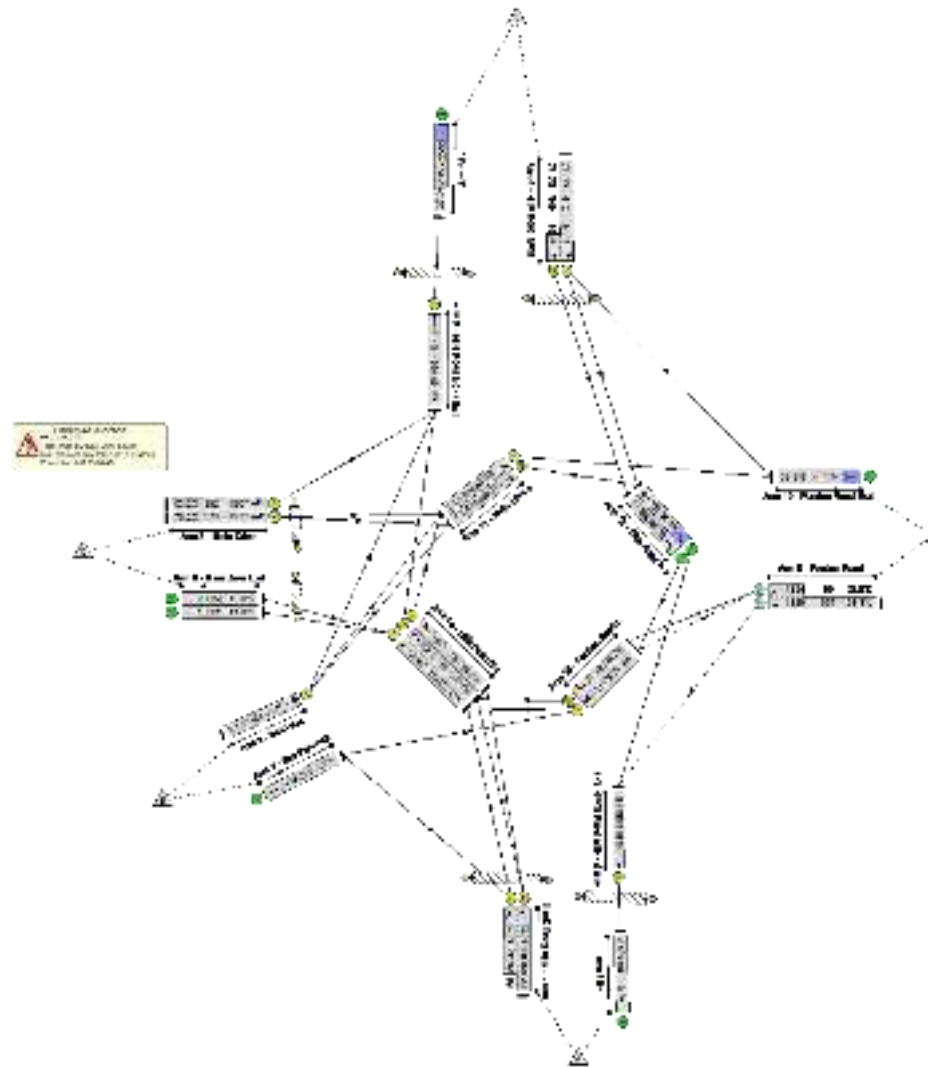
Scenario 11: 'Scenario 11' (FG11: '2024 + COM + DEV AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	89.6%	1506	0	0	20.4	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	89.6%	1506	0	0	20.4	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	19	-	1223	1895:1855	846+523	89.3 : 89.3%	-	-	-	2.8	8.3	7.1
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	43	2075	184	23.3%	-	-	-	0.6	50.9	1.1
3/1	Main Drive Left	U	C1:A		1	33	-	309	1867	705	43.8%	-	-	-	2.2	25.4	6.1
3/2	Main Drive Ahead	U	C1:A		1	33	-	249	1952	737	33.8%	-	-	-	1.6	23.7	4.7
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	21	-	688	1854:1887	765+345	62.0 : 62.0%	-	-	-	1.9	9.9	4.6
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	762	1999:1984	728+737	50.3 : 53.7%	1506	0	0	0.6	3.0	1.5
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	1011	1985	1698	59.5%	-	-	-	1.3	4.5	8.0
7/1	Bus Park exit	U	-		-	-	-	30	2115	2115	1.4%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	519	1936	1936	26.8%	-	-	-	0.2	1.3	0.2
8/2	Main Drive Exit	U	-		-	-	-	519	2000	2000	26.0%	-	-	-	0.2	1.2	0.2
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	713	2115	1551	46.0%	-	-	-	0.5	2.6	1.4
10/1	Fendon Road Exit	U	-		-	-	-	482	1973	1973	24.4%	-	-	-	0.2	1.4	0.3

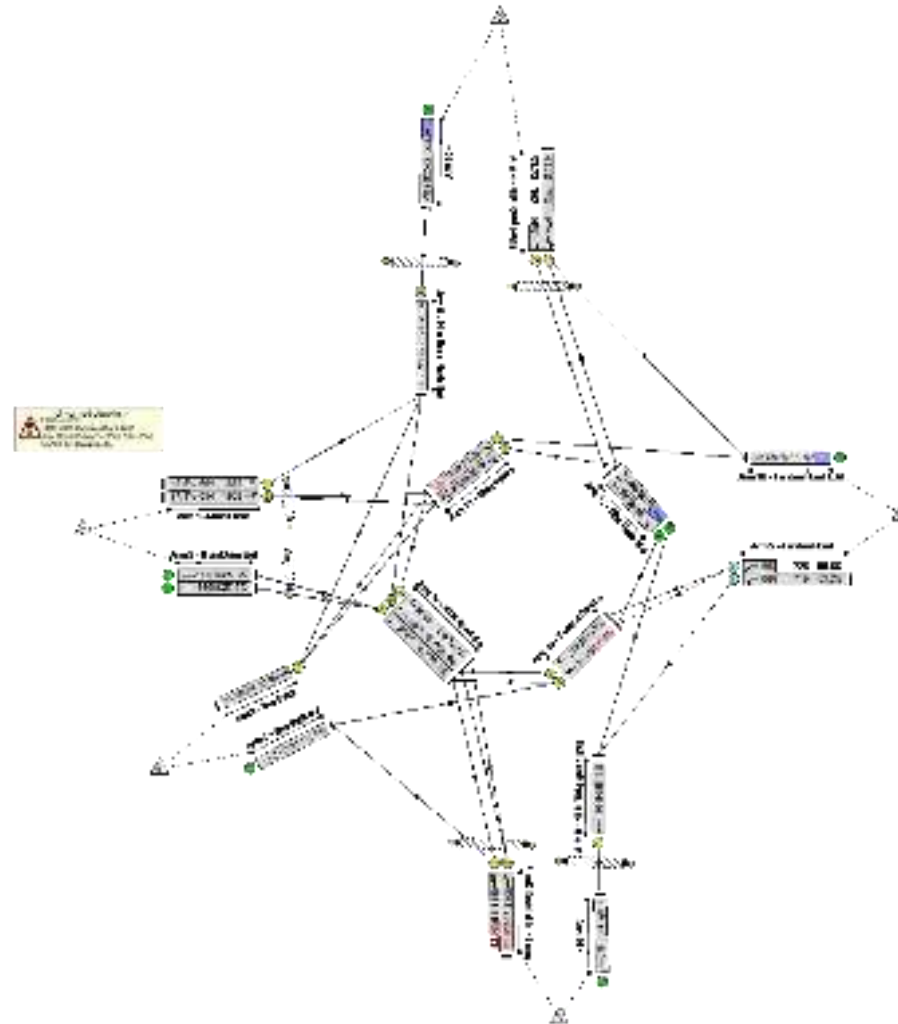
Scenario 12: 'Scenario 12' (FG12: '2024 + COM + DEV PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	75.5%	1036	0	0	28.9	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	75.5%	1036	0	0	28.9	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	54	-	885	1895:1855	1165+240	63.0 : 63.0%	-	-	-	1.4	5.6	8.0
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	40	2075	184	21.7%	-	-	-	0.6	50.6	1.1
3/1	Main Drive Left	U	C1:A		1	42	-	564	1867	892	63.2%	-	-	-	3.6	23.0	11.4
3/2	Main Drive Ahead	U	C1:A		1	42	-	701	1952	933	75.2%	-	-	-	5.2	26.8	15.7
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	11	-	544	1854:1887	412+348	71.6 : 71.6%	-	-	-	3.1	20.3	4.0
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	521	1999:1984	667+90	68.9 : 68.9%	1036	0	0	1.2	8.5	2.5
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	1282	1985	1698	75.5%	-	-	-	2.5	6.9	14.3
7/1	Bus Park exit	U	-		-	-	-	36	2115	2115	1.7%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	212	1936	1936	11.0%	-	-	-	0.1	1.0	0.1
8/2	Main Drive Exit	U	-		-	-	-	211	2000	2000	10.6%	-	-	-	0.1	1.0	0.1
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	759	2115	1551	48.9%	-	-	-	0.6	2.8	2.3
10/1	Fendon Road Exit	U	-		-	-	-	755	1973	1973	38.3%	-	-	-	0.3	1.6	0.5

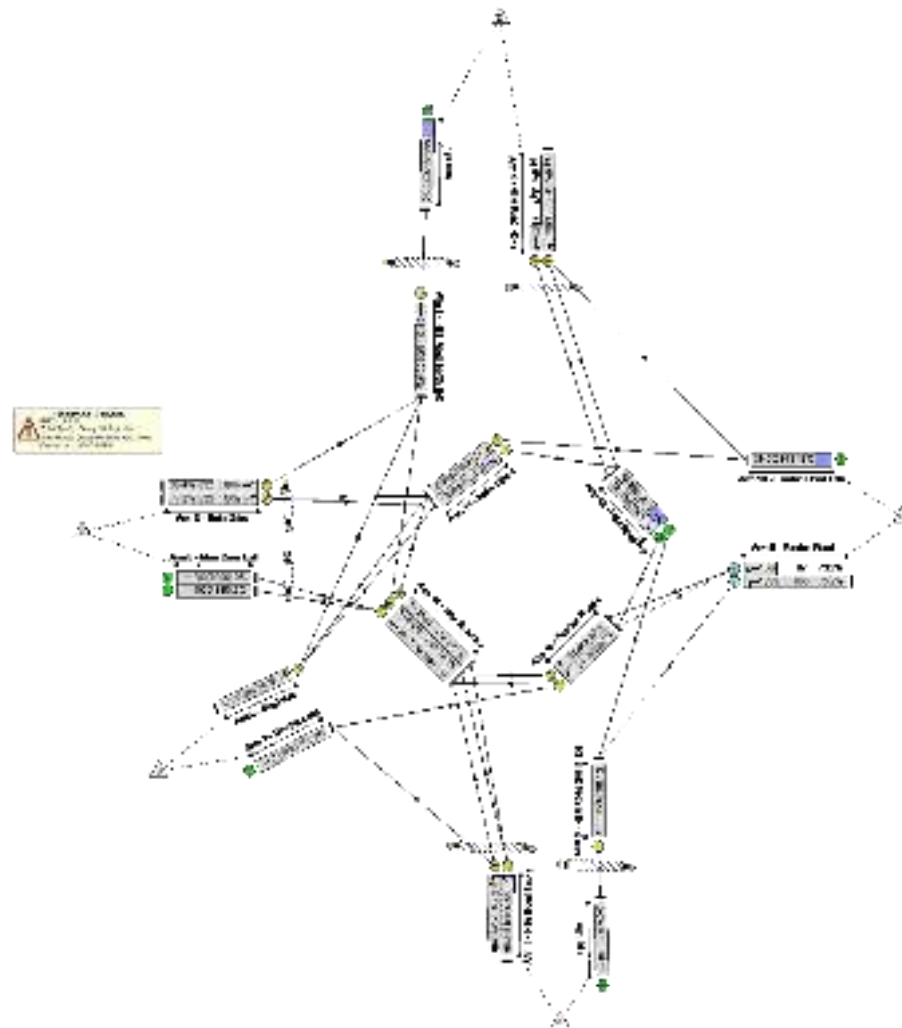
Scenario 13: 'Scenario 13' (FG13: '2029 + COM + DEV AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	92.9%	1558	0	0	21.6	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	92.9%	1558	0	0	21.6	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	19	-	1268	1895:1855	847+518	92.9 : 92.9%	-	-	-	3.0	8.5	7.9
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	44	2075	184	23.9%	-	-	-	0.6	51.0	1.2
3/1	Main Drive Left	U	C1:A		1	31	-	322	1867	664	48.5%	-	-	-	2.5	27.8	6.7
3/2	Main Drive Ahead	U	C1:A		1	31	-	259	1952	694	37.3%	-	-	-	1.8	25.7	5.0
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	21	-	708	1854:1887	762+350	63.7 : 63.7%	-	-	-	2.0	10.2	4.7
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	788	1999:1984	719+728	53.2 : 55.8%	1558	0	0	0.7	3.3	1.7
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	1045	1985	1698	61.5%	-	-	-	1.4	4.7	8.6
7/1	Bus Park exit	U	-		-	-	-	30	2115	2115	1.4%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	536	1936	1936	27.7%	-	-	-	0.2	1.3	0.2
8/2	Main Drive Exit	U	-		-	-	-	535	2000	2000	26.8%	-	-	-	0.2	1.2	0.2
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	741	2115	1551	47.8%	-	-	-	0.5	2.6	1.4
10/1	Fendon Road Exit	U	-		-	-	-	502	1973	1973	25.4%	-	-	-	0.2	1.4	0.3

Scenario 14: 'Scenario 14' (FG14: '2029 + COM + DEV PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	78.4%	1080	0	0	31.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	78.4%	1080	0	0	31.2	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	54	-	920	1895:1855	1166+238	65.5 : 65.5%	-	-	-	1.5	5.8	8.5
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	42	2075	184	22.8%	-	-	-	0.6	50.8	1.1
3/1	Main Drive Left	U	C1:A		1	42	-	583	1867	892	65.4%	-	-	-	3.8	23.6	11.9
3/2	Main Drive Ahead	U	C1:A		1	42	-	720	1952	933	77.2%	-	-	-	5.6	27.8	16.5
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	11	-	566	1854:1887	412+347	74.6 : 74.6%	-	-	-	3.3	21.3	4.3
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	543	1999:1984	653+87	73.3 : 73.3%	1080	0	0	1.5	10.1	3.0
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	1332	1985	1698	78.4%	-	-	-	2.9	7.7	16.2
7/1	Bus Park exit	U	-		-	-	-	37	2115	2115	1.7%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	219	1936	1936	11.3%	-	-	-	0.1	1.0	0.1
8/2	Main Drive Exit	U	-		-	-	-	220	2000	2000	11.0%	-	-	-	0.1	1.0	0.1
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	784	2115	1551	50.5%	-	-	-	0.7	3.1	2.9
10/1	Fendon Road Exit	U	-		-	-	-	782	1973	1973	39.6%	-	-	-	0.4	1.7	0.6

11/1	Main drive c Ahead	U	C3:B		1	20	-	770	2042	1046	73.6%	-	-	-	1.7	7.8	6.8
11/2	Main drive c Right	U	C3:B		1	20	-	558	2073	1062	52.6%	-	-	-	1.0	6.7	4.2
12/1	Hills Road N c Ahead	U	-		-	-	-	853	2019	2019	42.2%	-	-	-	0.0	0.0	0.1
12/2	Hills Road N c Right	U	-		-	-	-	259	2088	2088	12.4%	-	-	-	0.0	0.0	0.0
13/1	Fendon Road c Ahead Right	U	C4:C		1	15	-	320	2115	428	74.7%	-	-	-	2.6	29.6	6.6
13/2	Fendon Road c Right	U	C4:C		1	15	-	3	2135	432	0.7%	-	-	-	0.0	25.5	0.1
14/1	Hills Road S c Ahead	U	C1:F		1	79	-	439	2047	1820	24.1%	-	-	-	0.1	0.7	1.5
14/2	Hills Road S c Ahead	U	C1:B		1	32	-	177	2080	763	23.2%	-	-	-	1.0	19.7	3.0
14/3	Hills Road S c Right	U	C1:B		1	32	-	590	2083	764	77.2%	-	-	-	4.1	25.2	12.9
15/1		U	-		-	-	-	784	2053	2053	38.2%	-	-	-	0.3	1.4	0.4
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C5:B		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:C		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:D		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C2:B		3	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	C3:C		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%):								16.5	Total Delay for Signalled Lanes (pcuHr):			15.16	Cycle Time (s): 90				
C2 Stream: 1 PRC for Signalled Lanes (%):								78.0	Total Delay for Signalled Lanes (pcuHr):			0.67	Cycle Time (s): 90				
C3 Stream: 1 PRC for Signalled Lanes (%):								20.7	Total Delay for Signalled Lanes (pcuHr):			6.06	Cycle Time (s): 41				
C4 Stream: 1 PRC for Signalled Lanes (%):								20.5	Total Delay for Signalled Lanes (pcuHr):			4.12	Cycle Time (s): 79				
C5 Stream: 1 PRC for Signalled Lanes (%):								14.7	Total Delay for Signalled Lanes (pcuHr):			2.86	Cycle Time (s): 90				
PRC Over All Lanes (%):								14.7	Total Delay Over All Lanes(pcuHr):			31.21					