

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	129	607	0	736
	B	179	0	118	404	701
	C	385	113	0	38	536
	D	0	263	32	0	295
	Tot.	564	505	757	442	2268

Traffic Lane Flows

Lane	Scenario 12: Scenario 12
Junction: Unnamed Junction	
1/1 (short)	129
1/2 (with short)	736(In) 607(Out)
2/1 (with short)	701(In) 522(Out)
2/2 (short)	179
3/1 (short)	423
3/2 (with short)	536(In) 113(Out)
4/1 (with short)	295(In) 263(Out)
4/2 (short)	32
5/1	564
6/1	505
7/1	757
8/1	442

Lane Saturation Flows

Junction: Unnamed 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 (Hills Road)	2.60	0.00	N	Arm 6 Left	Inf	100.0 %	2015	2015
1/2 (Hills Road)	2.90	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1905	1905
2/1 (Long Road)	3.00	0.00	N	Arm 7 Left	Inf	22.6 %	2055	2055
				Arm 8 Ahead	Inf	77.4 %		
2/2 (Long Road)	3.10	0.00	Y	Arm 5 Right	Inf	100.0 %	1925	1925
3/1 (A1307)	2.80	0.00	N	Arm 5 Ahead	Inf	91.0 %	2035	2035
				Arm 8 Left	Inf	9.0 %		
3/2 (A1307)	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Queen Edith's Way)	2.80	0.00	N	Arm 6 Ahead	Inf	100.0 %	2035	2035
4/2 (Queen Edith's Way)	2.80	0.00	Y	Arm 7 Right	Inf	100.0 %	1895	1895
5/1 (Hills Road Exit)	3.40	0.00	Y				1955	1955
6/1 (Long Road Exit)	3.70	0.00	Y				1985	1985
7/1 (A1307 exit)	4.80	0.00	Y				2095	2095
8/1 (Queen Ediths Way exit)	3.36	0.00	Y				1951	1951

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	136	583	0	719
	B	194	0	196	319	709
	C	532	248	0	45	825
	D	0	404	91	0	495
	Tot.	726	788	870	364	2748

Traffic Lane Flows

Lane	Scenario 13: Scenario 13
Junction: Unnamed Junction	
1/1 (short)	136
1/2 (with short)	719(In) 583(Out)
2/1 (with short)	709(In) 515(Out)
2/2 (short)	194
3/1 (short)	577
3/2 (with short)	825(In) 248(Out)
4/1 (with short)	495(In) 404(Out)
4/2 (short)	91
5/1	726
6/1	788
7/1	870
8/1	364

Lane Saturation Flows

Junction: Unnamed 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 (Hills Road)	2.60	0.00	N	Arm 6 Left	Inf	100.0 %	2015	2015
1/2 (Hills Road)	2.90	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1905	1905
2/1 (Long Road)	3.00	0.00	N	Arm 7 Left	Inf	38.1 %	2055	2055
				Arm 8 Ahead	Inf	61.9 %		
2/2 (Long Road)	3.10	0.00	Y	Arm 5 Right	Inf	100.0 %	1925	1925
3/1 (A1307)	2.80	0.00	N	Arm 5 Ahead	Inf	92.2 %	2035	2035
				Arm 8 Left	Inf	7.8 %		
3/2 (A1307)	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Queen Edith's Way)	2.80	0.00	N	Arm 6 Ahead	Inf	100.0 %	2035	2035
4/2 (Queen Edith's Way)	2.80	0.00	Y	Arm 7 Right	Inf	100.0 %	1895	1895
5/1 (Hills Road Exit)	3.40	0.00	Y				1955	1955
6/1 (Long Road Exit)	3.70	0.00	Y				1985	1985
7/1 (A1307 exit)	4.80	0.00	Y				2095	2095
8/1 (Queen Ediths Way exit)	3.36	0.00	Y				1951	1951

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	134	627	0	761
	B	186	0	123	422	731
	C	401	118	0	40	559
	D	0	275	34	0	309
	Tot.	587	527	784	462	2360

Traffic Lane Flows

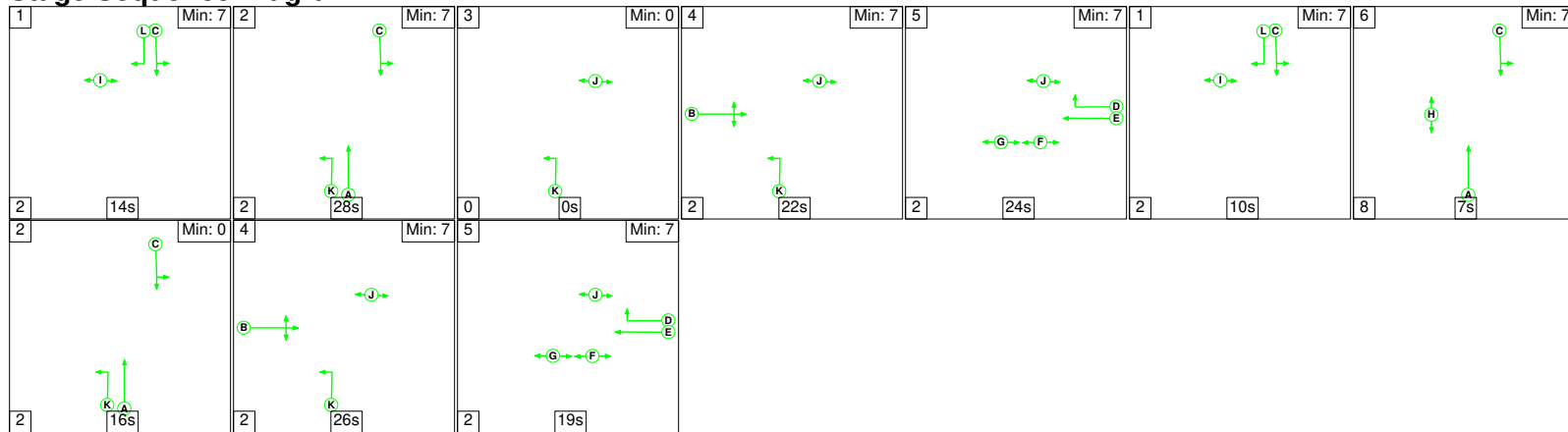
Lane	Scenario 14: Scenario 14
Junction: Unnamed Junction	
1/1 (short)	134
1/2 (with short)	761(In) 627(Out)
2/1 (with short)	731(In) 545(Out)
2/2 (short)	186
3/1 (short)	441
3/2 (with short)	559(In) 118(Out)
4/1 (with short)	309(In) 275(Out)
4/2 (short)	34
5/1	587
6/1	527
7/1	784
8/1	462

Lane Saturation Flows

Junction: Unnamed 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 (Hills Road)	2.60	0.00	N	Arm 6 Left	Inf	100.0 %	2015	2015
1/2 (Hills Road)	2.90	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1905	1905
2/1 (Long Road)	3.00	0.00	N	Arm 7 Left	Inf	22.6 %	2055	2055
				Arm 8 Ahead	Inf	77.4 %		
2/2 (Long Road)	3.10	0.00	Y	Arm 5 Right	Inf	100.0 %	1925	1925
3/1 (A1307)	2.80	0.00	N	Arm 5 Ahead	Inf	90.9 %	2035	2035
				Arm 8 Left	Inf	9.1 %		
3/2 (A1307)	3.05	0.00	Y	Arm 6 Right	Inf	100.0 %	1920	1920
4/1 (Queen Edith's Way)	2.80	0.00	N	Arm 6 Ahead	Inf	100.0 %	2035	2035
4/2 (Queen Edith's Way)	2.80	0.00	Y	Arm 7 Right	Inf	100.0 %	1895	1895
5/1 (Hills Road Exit)	3.40	0.00	Y				1955	1955
6/1 (Long Road Exit)	3.70	0.00	Y				1985	1985
7/1 (A1307 exit)	4.80	0.00	Y				2095	2095
8/1 (Queen Ediths Way exit)	3.36	0.00	Y				1951	1951

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

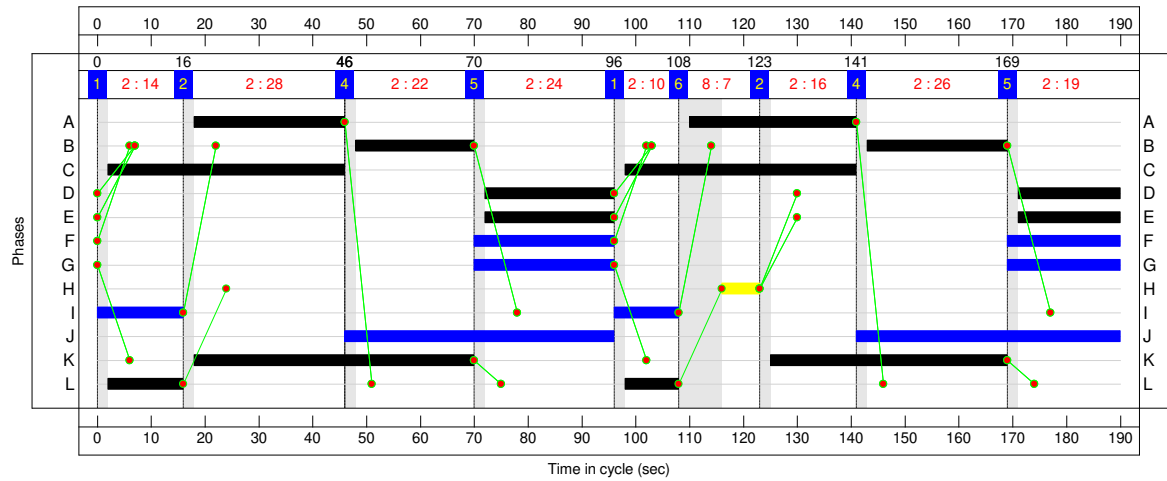
Stage Sequence Diagram



Stage Timings

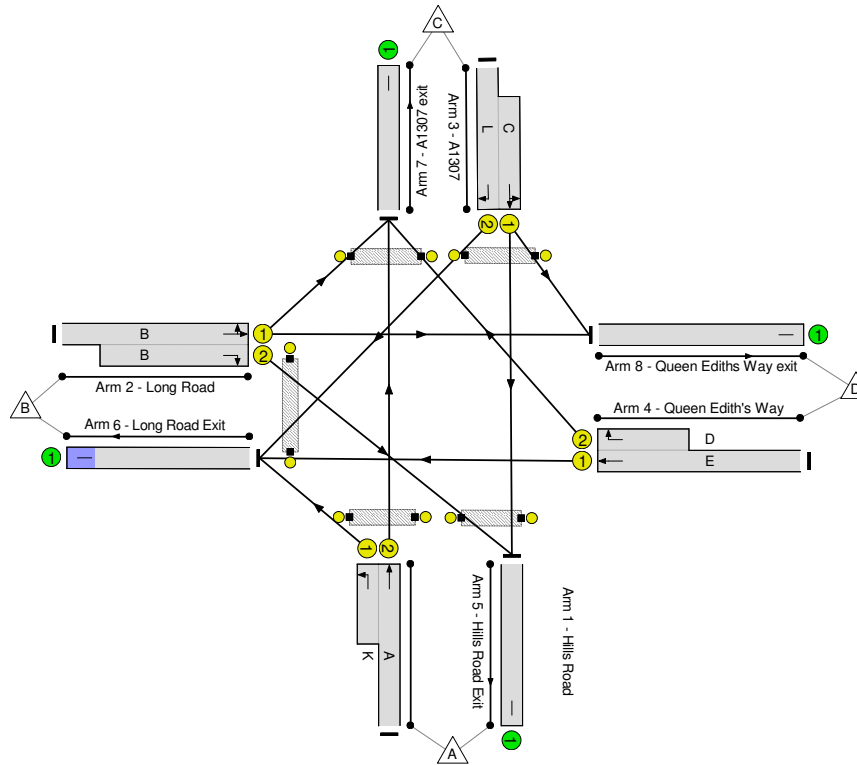
Stage	1	2	3	4	5	1	6	2	4	5
Duration	14	28	0	22	24	10	7	16	26	19
Change Point	0	16	46	46	70	96	108	123	141	169

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: 10.0 %
 Total Traffic Delay: 25.7 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



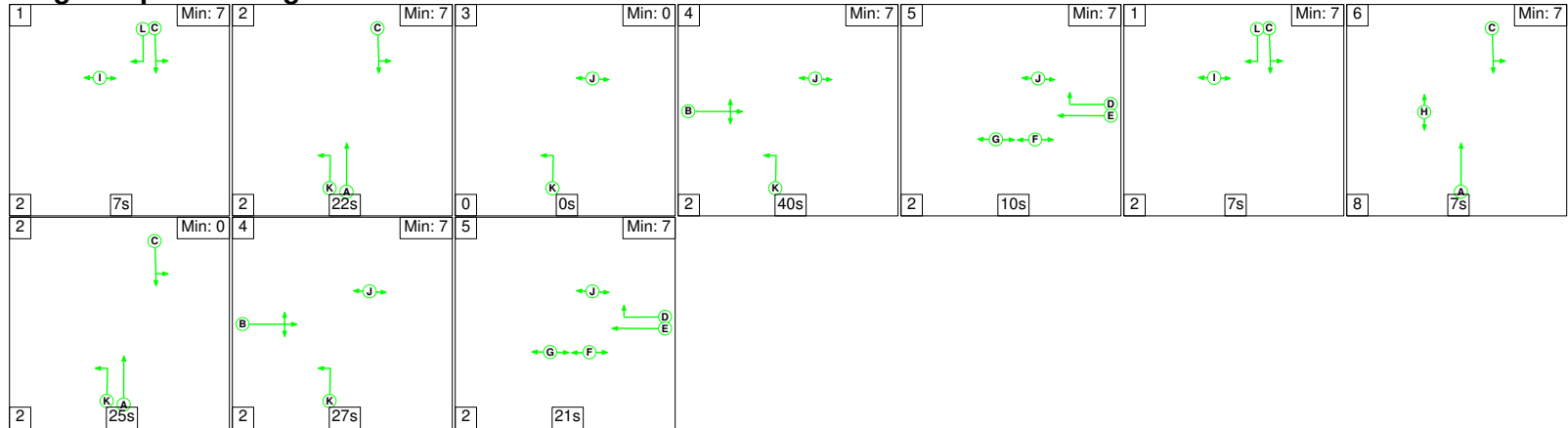
Network Results

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	-	-		-	-	-	-	-	-	81.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	59:96	-	545	1905:2015	568+108	80.6 : 80.6%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	48	-	564	2055:1925	527+171	80.9 : 80.9%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	24:87	-	544	1920:2035	263+402	81.8 : 81.8%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	43	-	430	2035:1895	435+98	80.7 : 80.7%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	427	1955	1955	21.8%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	653	1985	1985	32.9%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	697	2095	2095	33.3%
8/1	Queen Ediths Way exit	U	N/A	N/A	-		-	-	-	306	1951	1951	15.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	47	-	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	28	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		2	99	-	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	16.7	9.0	0.0	25.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	16.7	9.0	0.0	25.7	-	-	-	-
1/2+1/1	545	545	-	-	-	4.0	2.0	-	6.0	39.9	12.3	2.0	14.3
2/1+2/2	564	564	-	-	-	4.9	2.1	-	7.0	44.5	10.6	2.1	12.7
3/2+3/1	544	544	-	-	-	3.8	2.2	-	6.0	39.8	5.6	2.2	7.7
4/1+4/2	430	430	-	-	-	3.9	2.0	-	6.0	49.9	9.3	2.0	11.3
5/1	427	427	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	653	653	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.3
7/1	697	697	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	306	306	-	-	-	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 (%):		10.0	Total Delay for Signalled Lanes (pcuHr):		24.99	Cycle Time (s): 190				
			PRC Over All Lanes (%):		10.0	Total Delay Over All Lanes (pcuHr):		25.72					

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

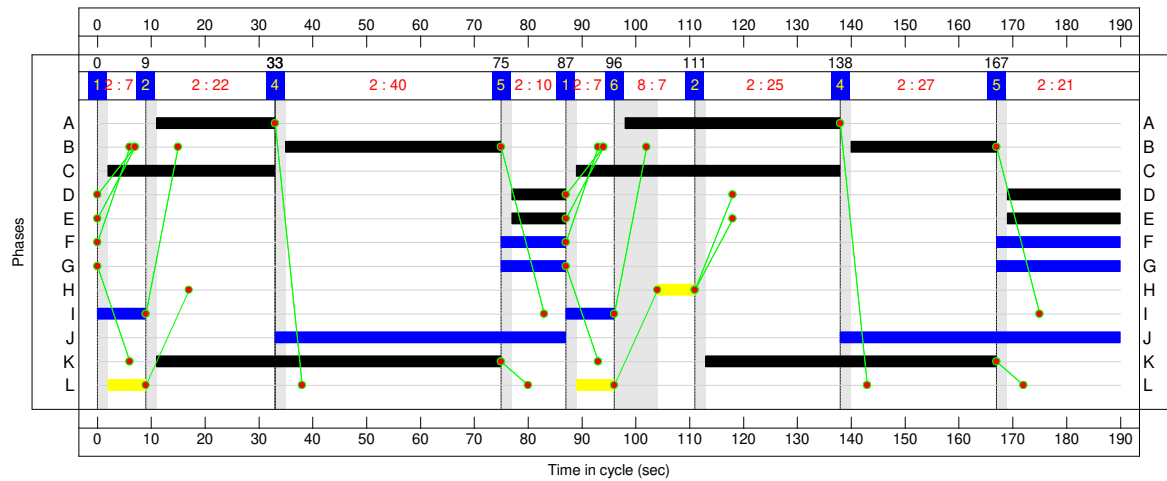
Stage Sequence Diagram



Stage Timings

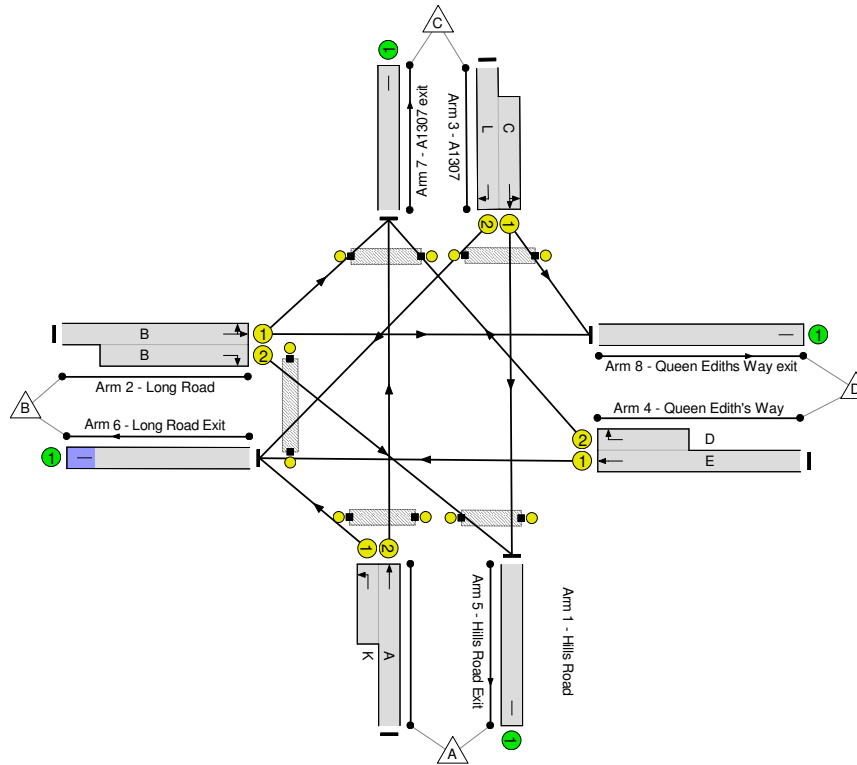
Stage	1	2	3	4	5	1	6	2	4	5
Duration	7	22	0	40	10	7	7	25	27	21
Change Point	0	9	33	33	75	87	96	111	138	167

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: 31.6 %
 Total Traffic Delay: 16.9 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



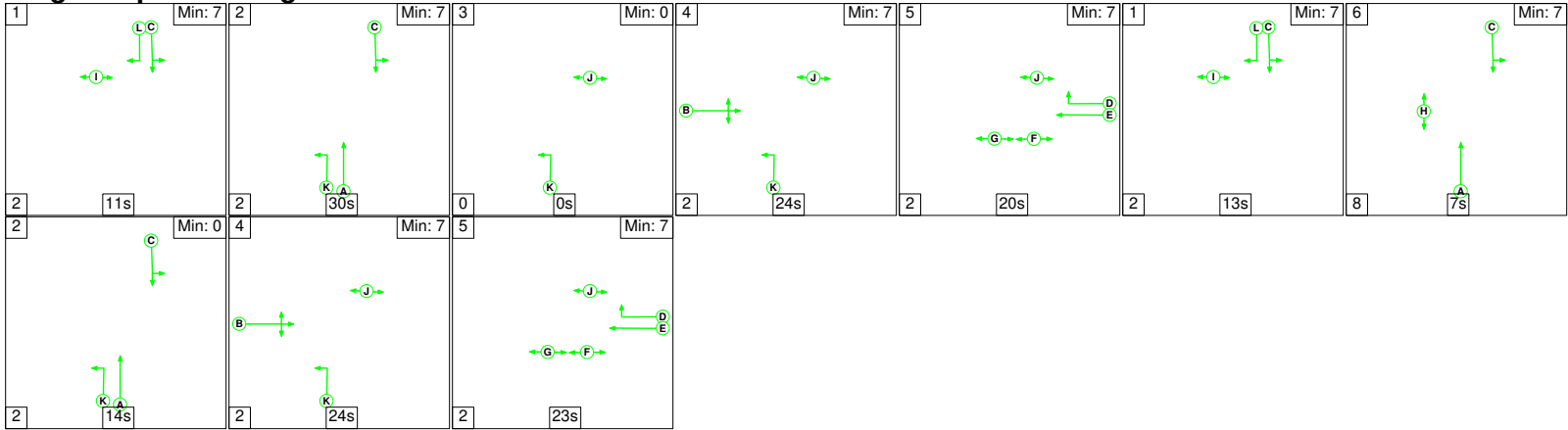
Network Results

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	-	-		-	-	-	-	-	-	68.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	68.4%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	62:118	-	487	1905:2015	586+126	68.4 : 68.4%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	67	-	605	2055:1925	684+202	68.3 : 68.3%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	14:80	-	435	1920:2035	162+700	57.5 : 48.9%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	31	-	260	2035:1895	339+43	68.1 : 68.1%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	445	1955	1955	22.8%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	410	1985	1985	20.7%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	533	2095	2095	25.4%
8/1	Queen Ediths Way exit	U	N/A	N/A	-		-	-	-	399	1951	1951	20.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	35	-	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	106	-	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	12.6	4.3	0.0	16.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	12.6	4.3	0.0	16.9	-	-	-	-
1/2+1/1	487	487	-	-	-	3.1	1.1	-	4.2	31.1	9.8	1.1	10.8
2/1+2/2	605	605	-	-	-	4.0	1.1	-	5.1	30.4	10.6	1.1	11.7
3/2+3/1	435	435	-	-	-	2.8	0.5	-	3.4	27.7	6.3	0.5	6.8
4/1+4/2	260	260	-	-	-	2.6	1.0	-	3.7	50.7	5.8	1.0	6.9
5/1	445	445	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	410	410	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.2
7/1	533	533	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	399	399	-	-	-	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 (%):		31.6	Total Delay for Signalled Lanes (pcuHr):		16.34	Cycle Time (s): 190				
			PRC Over All Lanes (%):		31.6	Total Delay Over All Lanes(pcuHr):		16.92					

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

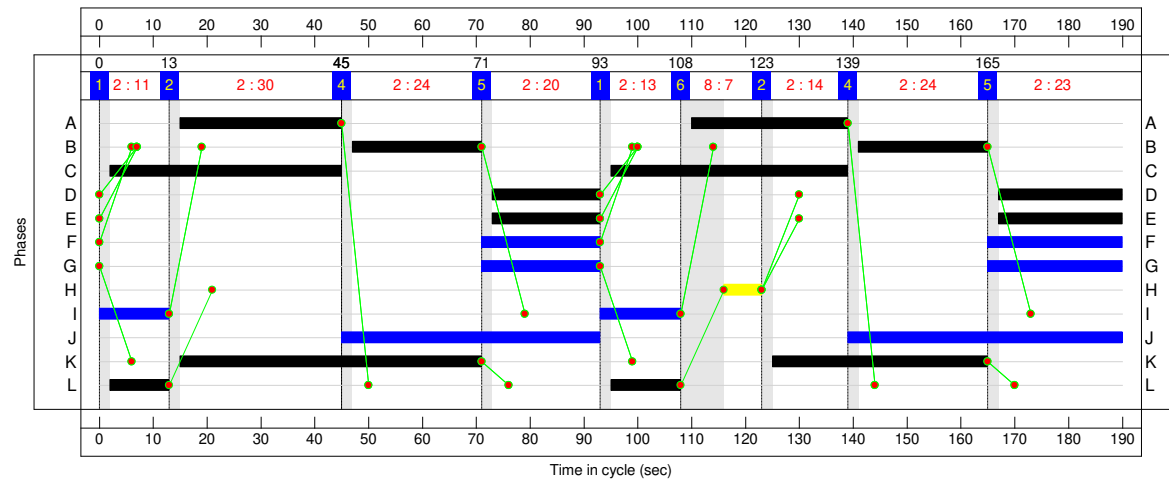
Stage Sequence Diagram



Stage Timings

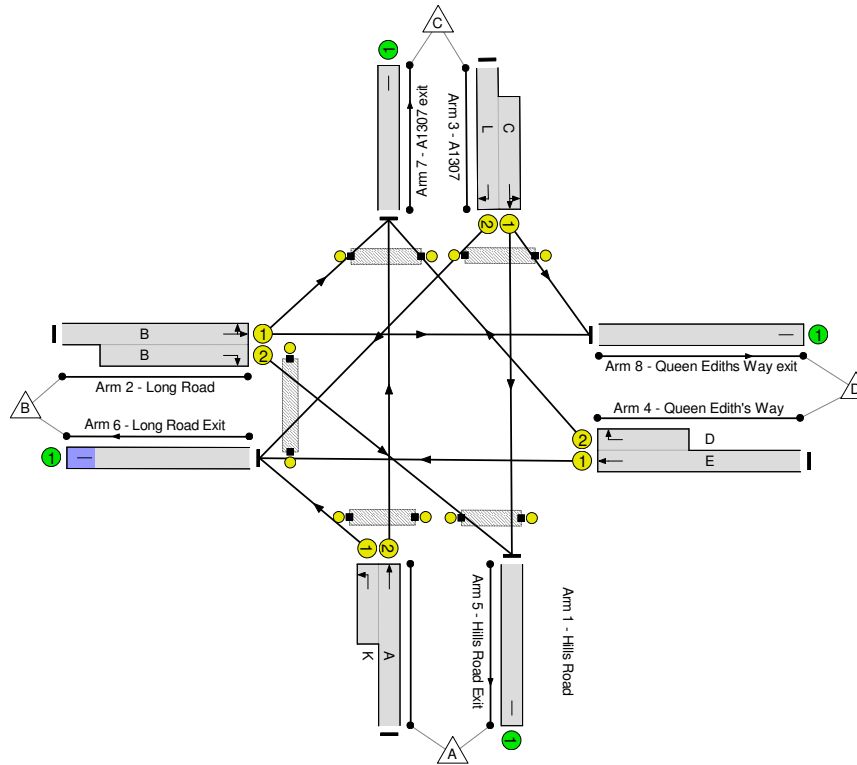
Stage	1	2	3	4	5	1	6	2	4	5
Duration	11	30	0	24	20	13	7	14	24	23
Change Point	0	13	45	45	71	93	108	123	139	165

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: 0.6 %
 Total Traffic Delay: 33.9 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



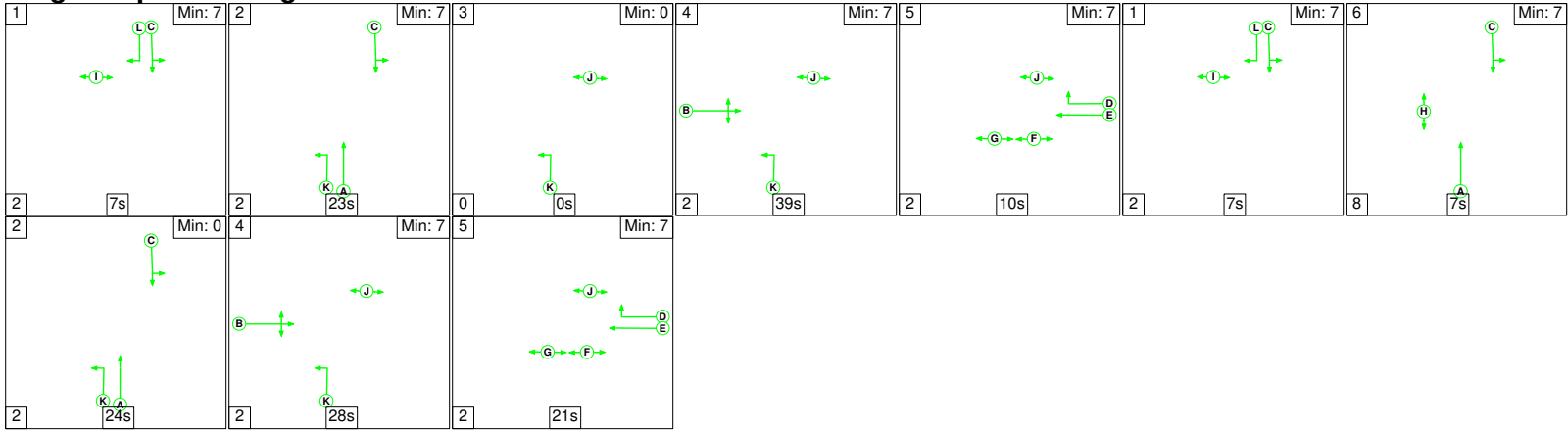
Network Results

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	-	-		-	-	-	-	-	-	89.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	59:96	-	597	1905:2015	568+109	88.2 : 88.2%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	48	-	618	2055:1925	527+170	88.7 : 88.7%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	24:87	-	605	1920:2035	263+414	89.4 : 89.4%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	43	-	471	2035:1895	435+98	88.3 : 88.3%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	478	1955	1955	24.5%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	715	1985	1985	36.0%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	763	2095	2095	36.4%
8/1	Queen Ediths Way exit	U	N/A	N/A	-		-	-	-	335	1951	1951	17.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	47	-	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	28	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		2	99	-	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	18.8	15.1	0.0	33.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	18.8	15.1	0.0	33.9	-	-	-	-
1/2+1/1	597	597	-	-	-	4.6	3.5	-	8.0	48.3	13.9	3.5	17.3
2/1+2/2	618	618	-	-	-	5.5	3.6	-	9.1	53.0	11.8	3.6	15.4
3/2+3/1	605	605	-	-	-	4.3	3.8	-	8.1	48.5	6.5	3.8	10.3
4/1+4/2	471	471	-	-	-	4.4	3.4	-	7.8	59.9	10.5	3.4	13.9
5/1	478	478	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	715	715	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
7/1	763	763	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
8/1	335	335	-	-	-	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 (%):		0.6	Total Delay for Signalled Lanes (pcuHr):			33.10	Cycle Time (s): 190			
			PRC Over All Lanes (%):		0.6	Total Delay Over All Lanes (pcuHr):			33.94				

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

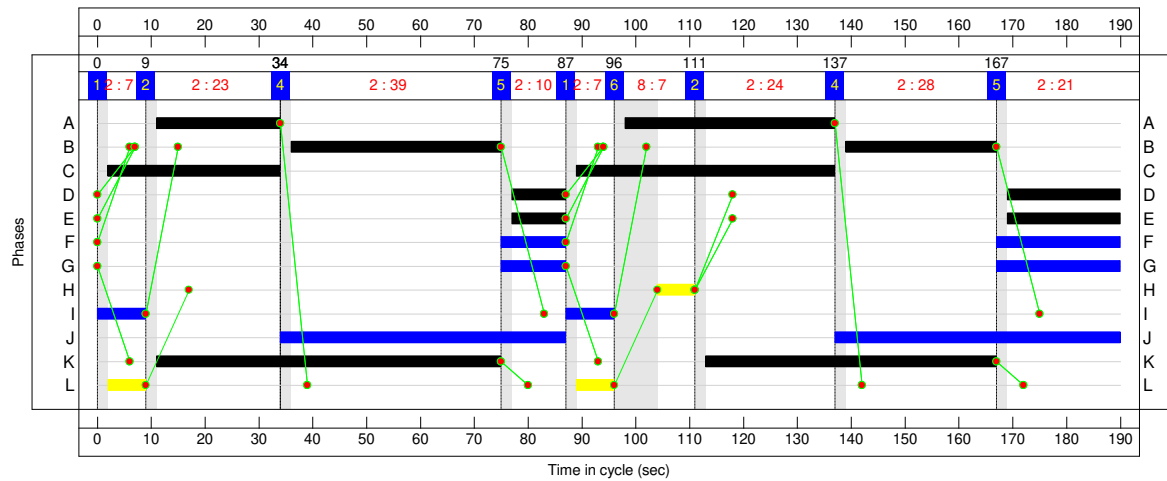
Stage Sequence Diagram



Stage Timings

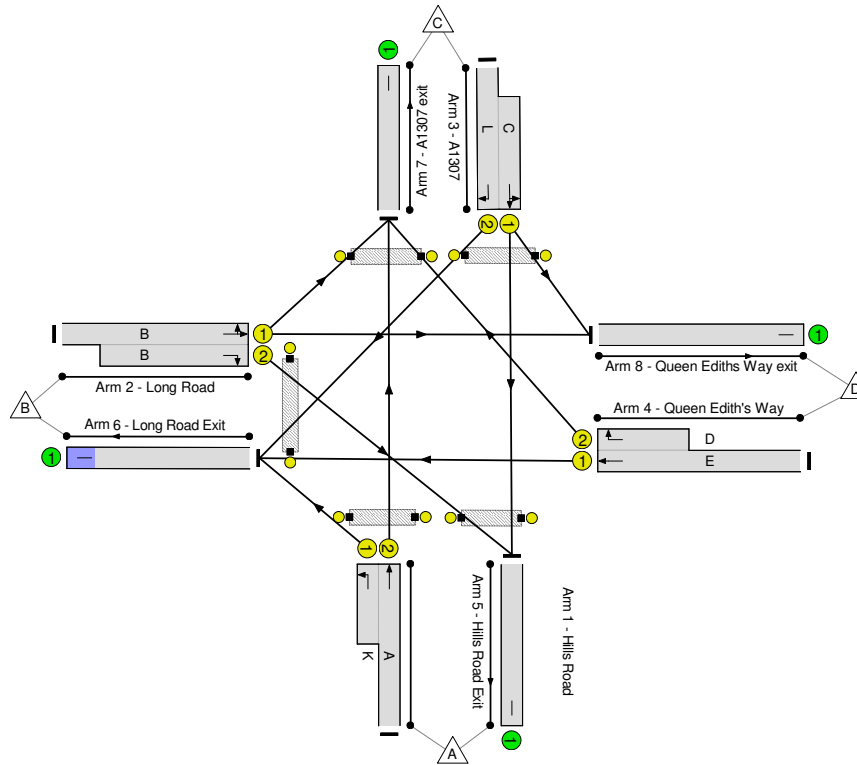
Stage	1	2	3	4	5	1	6	2	4	5
Duration	7	23	0	39	10	7	7	24	28	21
Change Point	0	9	34	34	75	87	96	111	137	167

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: 20.4 %
 Total Traffic Delay: 19.6 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



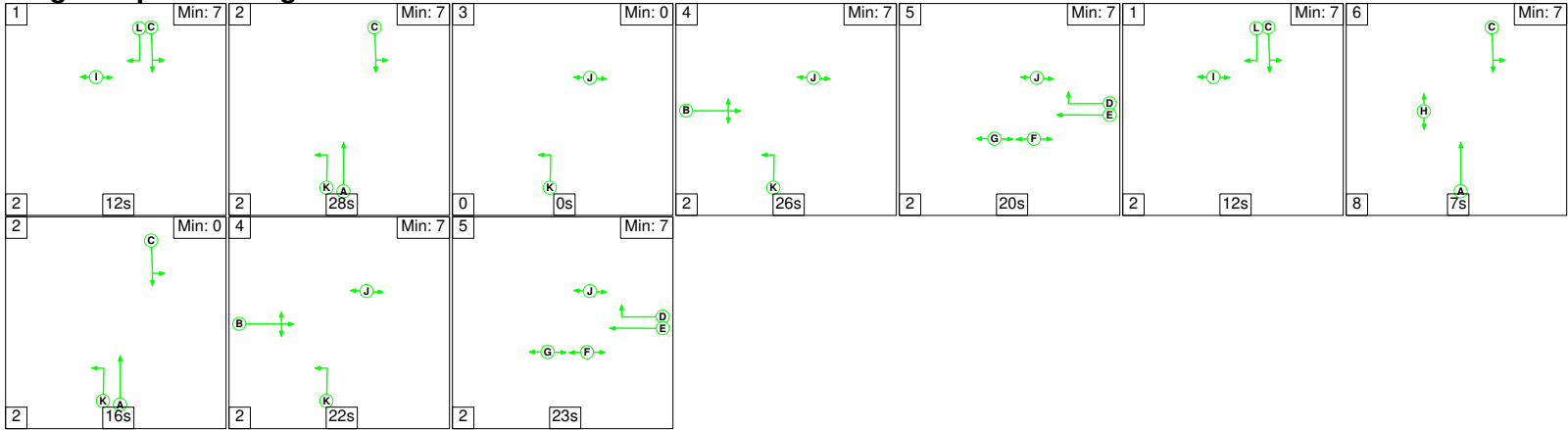
Network Results

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	-	-		-	-	-	-	-	-	74.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.8%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	62:118	-	533	1905:2015	586+127	74.8 : 74.8%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	67	-	661	2055:1925	684+203	74.6 : 74.6%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	14:80	-	475	1920:2035	162+706	62.5 : 53.0%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	31	-	283	2035:1895	339+43	74.0 : 74.0%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	487	1955	1955	24.9%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	447	1985	1985	22.5%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	582	2095	2095	27.8%
8/1	Queen Ediths Way exit	U	N/A	N/A	-		-	-	-	436	1951	1951	22.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	35	-	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	106	-	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	14.1	5.5	0.0	19.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	14.1	5.5	0.0	19.6	-	-	-	-
1/2+1/1	533	533	-	-	-	3.5	1.5	-	5.0	33.7	10.9	1.5	12.4
2/1+2/2	661	661	-	-	-	4.5	1.4	-	6.0	32.5	11.8	1.4	13.2
3/2+3/1	475	475	-	-	-	3.1	0.6	-	3.7	28.4	6.9	0.6	7.5
4/1+4/2	283	283	-	-	-	2.9	1.4	-	4.3	54.2	6.5	1.4	7.9
5/1	487	487	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	447	447	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.2
7/1	582	582	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	436	436	-	-	-	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 (%):	20.4	Total Delay for Signalled Lanes (pcuHr):			18.96	Cycle Time (s): 190		
					PRC Over All Lanes (%):	20.4	Total Delay Over All Lanes(pcuHr):			19.61			

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

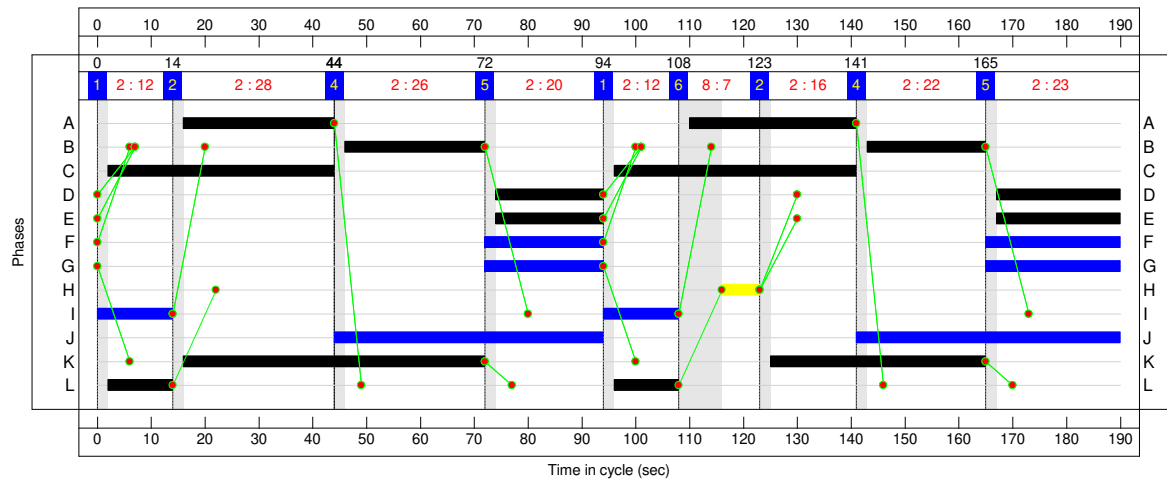
Stage Sequence Diagram



Stage Timings

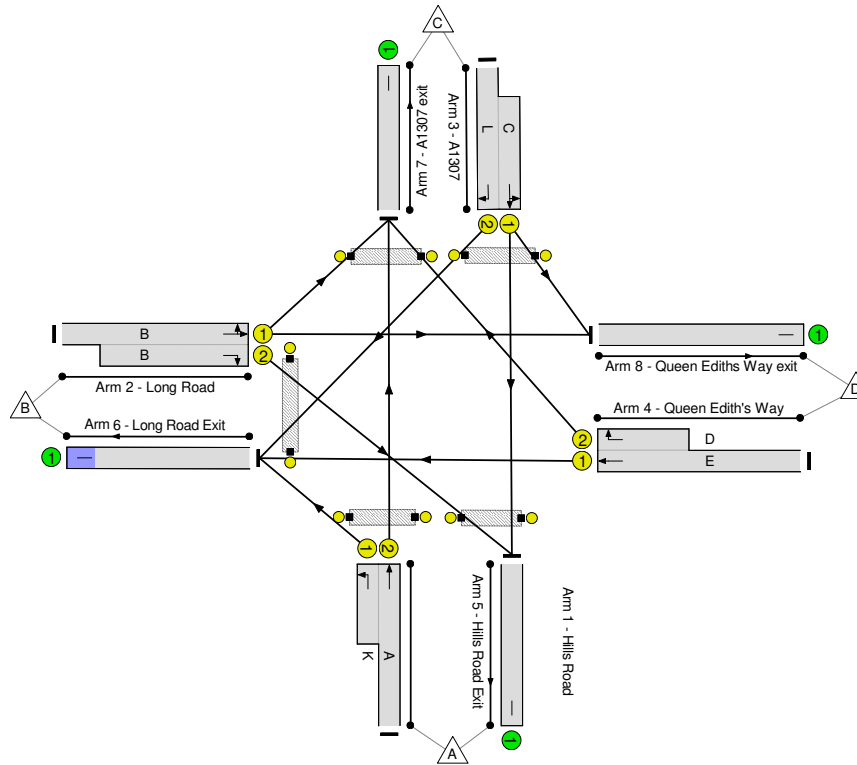
Stage	1	2	3	4	5	1	6	2	4	5
Duration	12	28	0	26	20	12	7	16	22	23
Change Point	0	14	44	44	72	94	108	123	141	165

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: -4.0 %
 Total Traffic Delay: 41.8 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



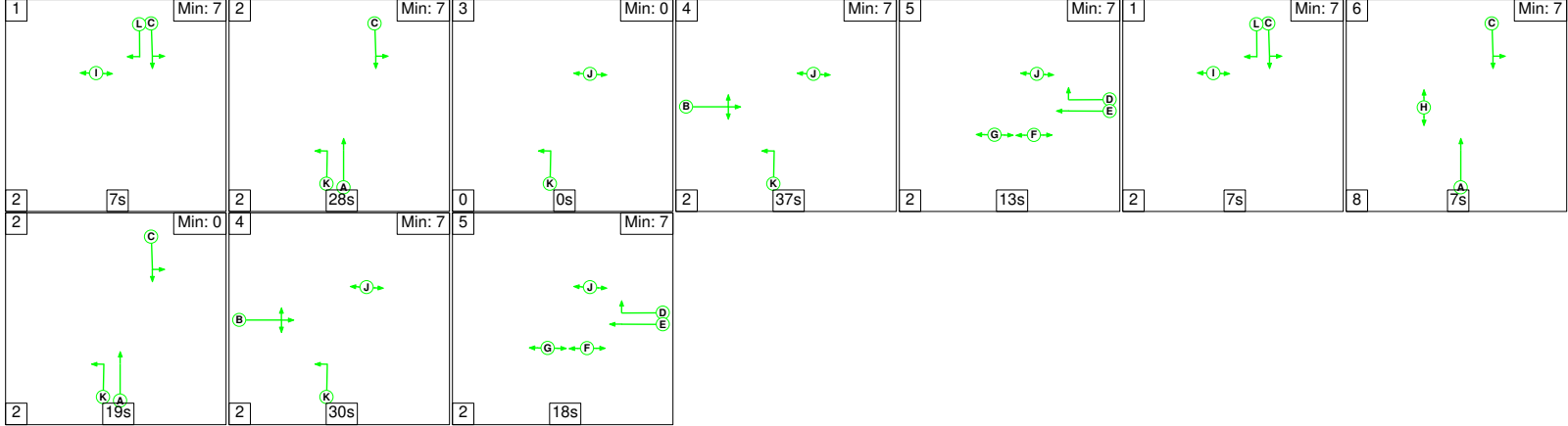
Network Results

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	-	-		-	-	-	-	-	-	93.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	59:96	-	624	1905:2015	568+108	92.3 : 92.3%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	48	-	646	2055:1925	527+170	92.7 : 92.7%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	24:87	-	634	1920:2035	263+414	93.6 : 93.6%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	43	-	493	2035:1895	435+98	92.5 : 92.5%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	501	1955	1955	25.6%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	748	1985	1985	37.7%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	798	2095	2095	38.1%
8/1	Queen Ediths Way exit	U	N/A	N/A	-		-	-	-	350	1951	1951	17.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	47	-	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	28	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		2	99	-	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	19.9	21.9	0.0	41.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	19.9	21.9	0.0	41.8	-	-	-	-
1/2+1/1	624	624	-	-	-	4.9	5.0	-	9.9	56.9	14.7	5.0	19.7
2/1+2/2	646	646	-	-	-	5.8	5.3	-	11.1	61.7	12.5	5.3	17.7
3/2+3/1	634	634	-	-	-	4.6	5.8	-	10.4	58.8	6.8	5.8	12.6
4/1+4/2	493	493	-	-	-	4.7	4.9	-	9.6	70.3	11.3	4.9	16.2
5/1	501	501	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	748	748	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	798	798	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
8/1	350	350	-	-	-	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 (%):		-4.0	Total Delay for Signalled Lanes (pcuHr):			40.92	Cycle Time (s): 190			
			PRC Over All Lanes (%):		-4.0	Total Delay Over All Lanes (pcuHr):			41.82				

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

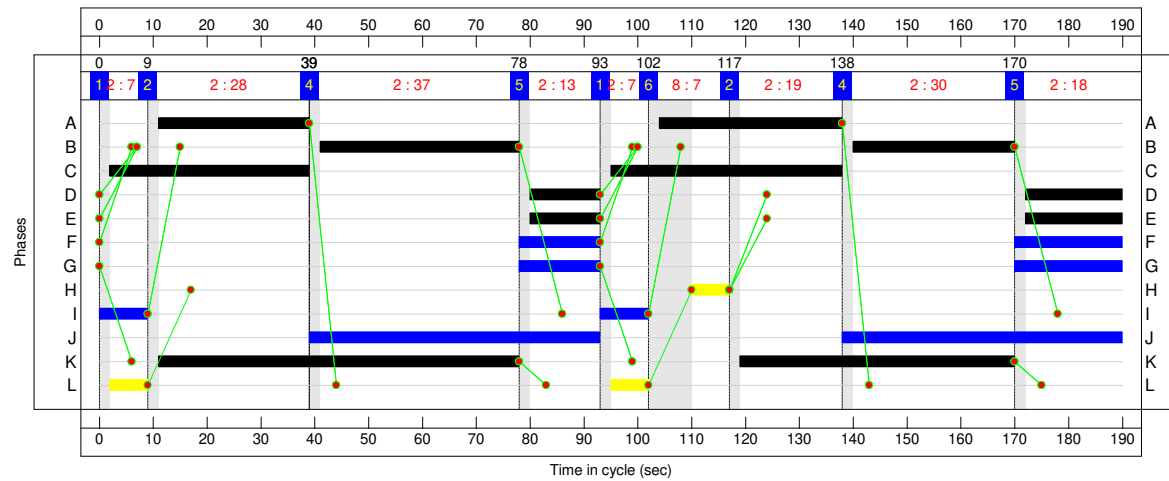
Stage Sequence Diagram



Stage Timings

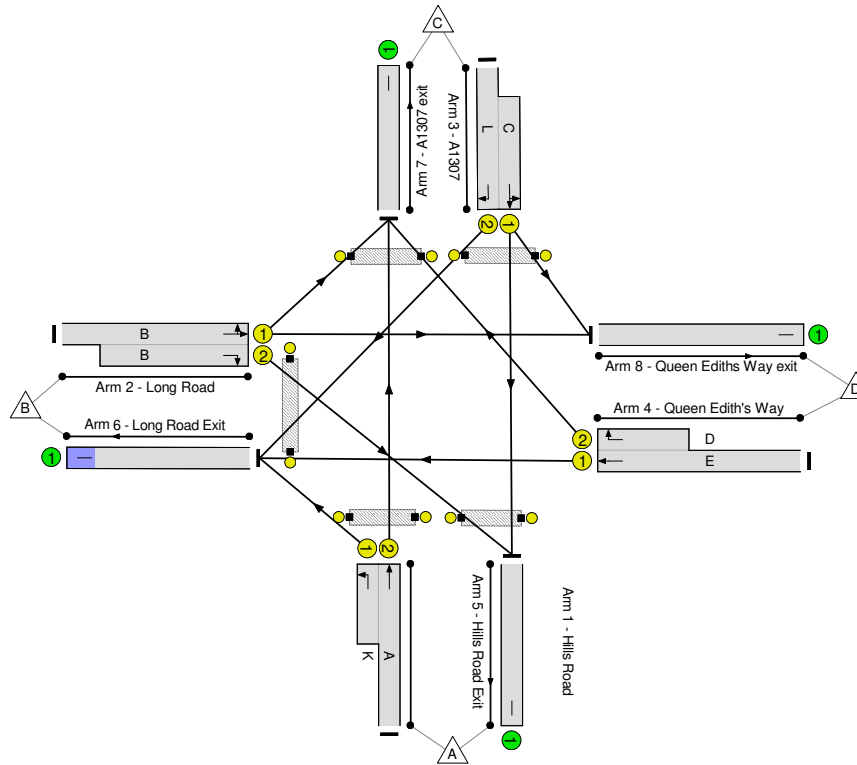
Stage	1	2	3	4	5	1	6	2	4	5
Duration	7	28	0	37	13	7	7	19	30	18
Change Point	0	9	39	39	78	93	102	117	138	170

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: 14.9 %
 Total Traffic Delay: 21.6 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



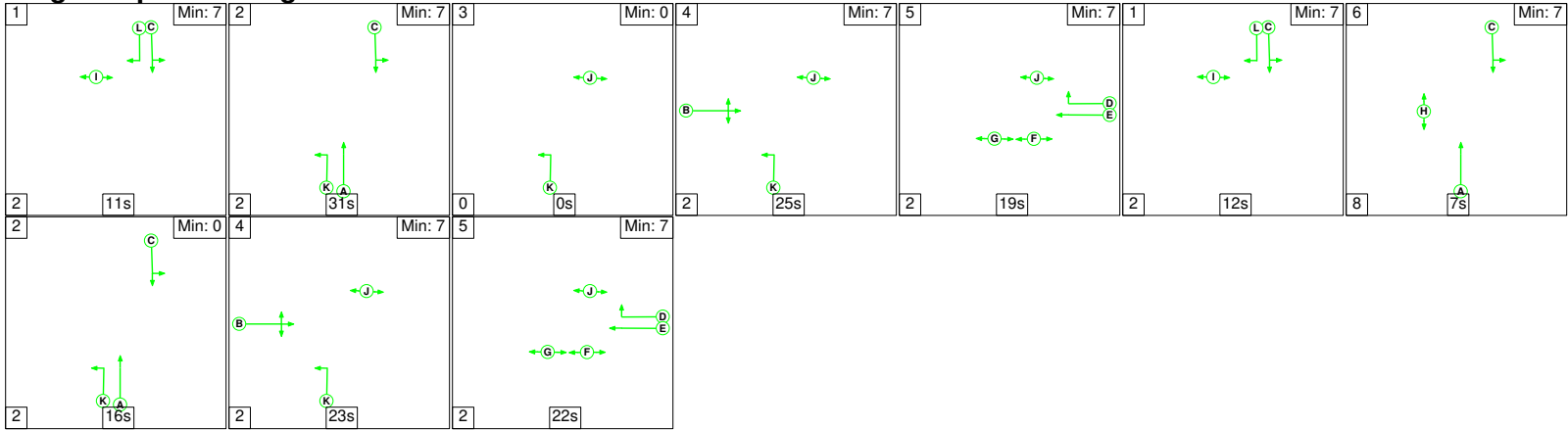
Network Results

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	-	-		-	-	-	-	-	-	78.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.3%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	62:118	-	558	1905:2015	586+126	78.3 : 78.3%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	67	-	693	2055:1925	684+202	78.2 : 78.2%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	14:80	-	498	1920:2035	162+663	65.6 : 59.1%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	31	-	297	2035:1895	339+44	77.6 : 77.6%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	510	1955	1955	26.1%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	468	1985	1985	23.6%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	611	2095	2095	29.2%
8/1	Queen Ediths Way exit	U	N/A	N/A	-		-	-	-	457	1951	1951	23.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	35	-	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	106	-	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	14.9	6.6	0.0	21.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	14.9	6.6	0.0	21.6	-	-	-	-
1/2+1/1	558	558	-	-	-	3.8	1.8	-	5.5	35.7	12.0	1.8	13.7
2/1+2/2	693	693	-	-	-	4.8	1.8	-	6.6	34.1	12.2	1.8	13.9
3/2+3/1	498	498	-	-	-	3.3	0.8	-	4.1	29.4	7.4	0.8	8.2
4/1+4/2	297	297	-	-	-	3.0	1.7	-	4.7	57.0	6.6	1.7	8.3
5/1	510	510	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	468	468	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	611	611	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	457	457	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
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 (%):		14.9	Total Delay for Signalled Lanes (pcuHr):		20.86	Cycle Time (s): 190				
			PRC Over All Lanes (%):		14.9	Total Delay Over All Lanes (pcuHr):		21.55					

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

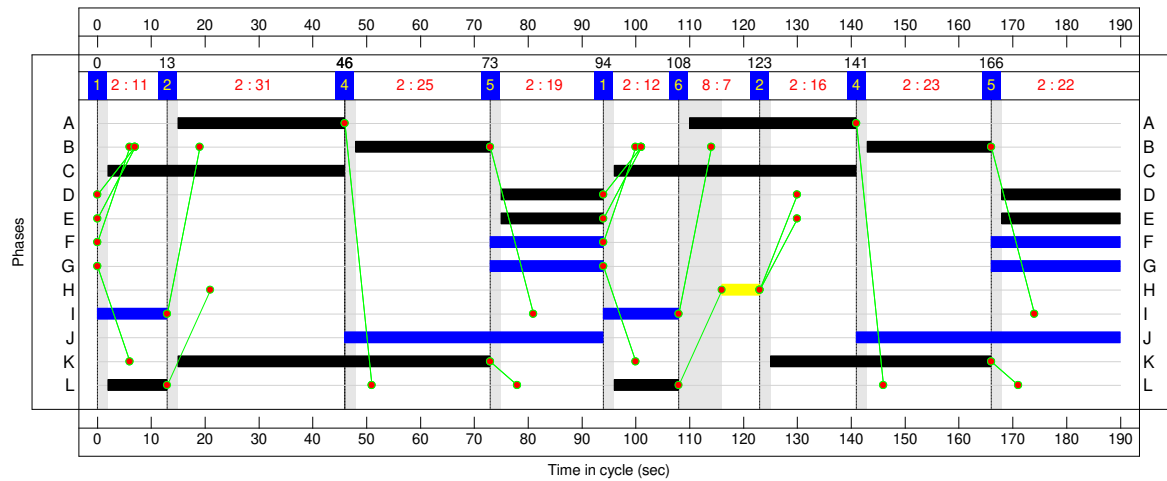
Stage Sequence Diagram



Stage Timings

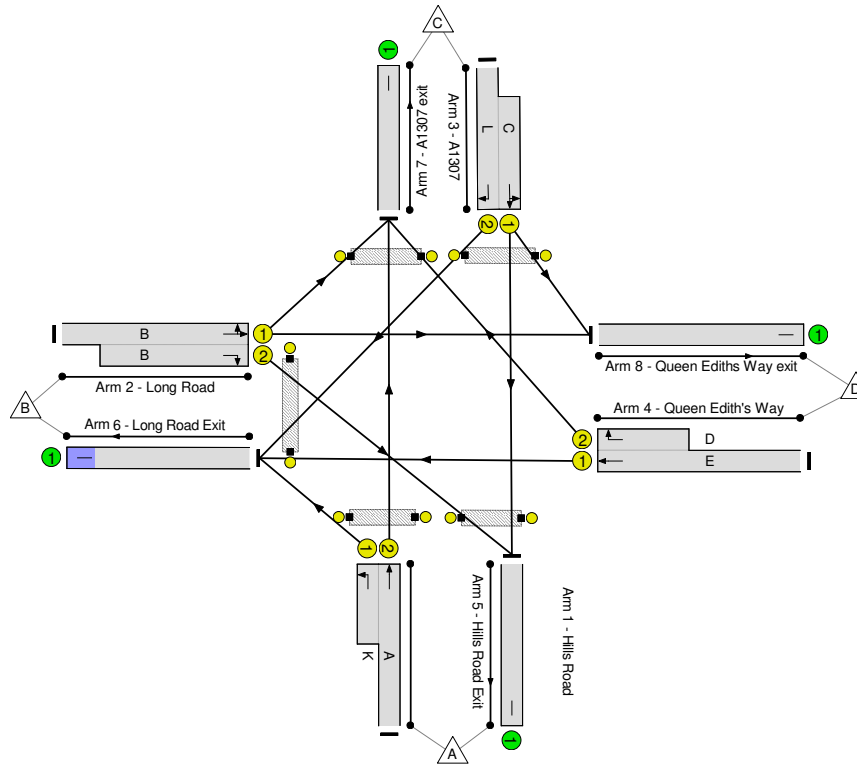
Stage	1	2	3	4	5	1	6	2	4	5
Duration	11	31	0	25	19	12	7	16	23	22
Change Point	0	13	46	46	73	94	108	123	141	166

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: -4.3 %
 Total Traffic Delay: 44.5 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



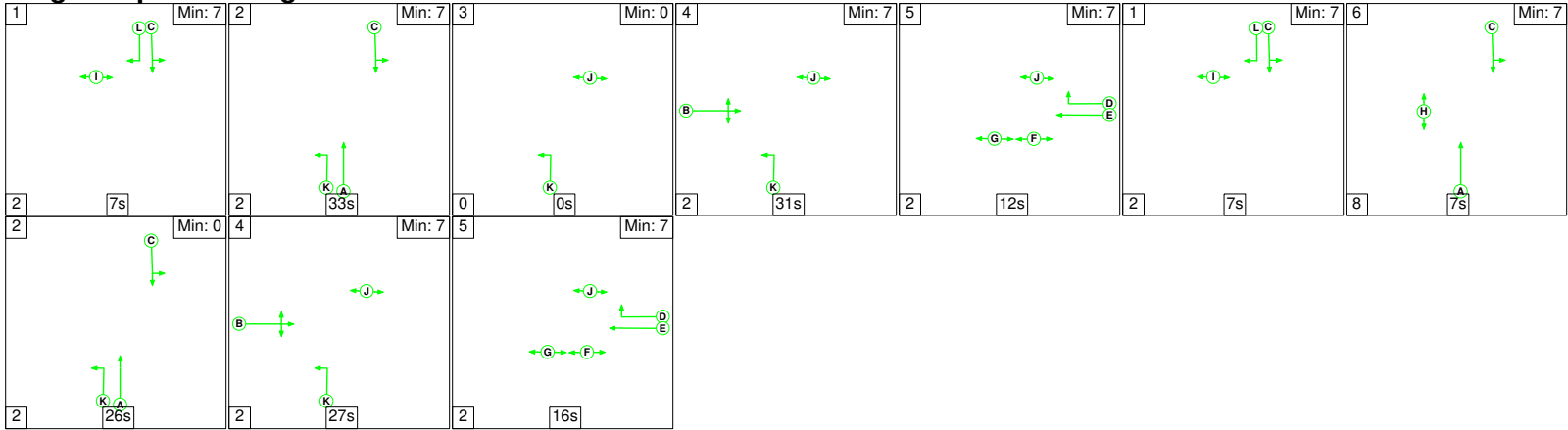
Network Results

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	-	-		-	-	-	-	-	-	93.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	93.9%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	62:99	-	663	1905:2015	586+126	93.1 : 93.1%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	48	-	669	2055:1925	525+187	93.9 : 93.9%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	23:89	-	786	1920:2035	253+585	93.8 : 93.8%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	41	-	473	2035:1895	418+94	92.4 : 92.4%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	682	1955	1955	34.9%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	740	1985	1985	37.3%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	821	2095	2095	39.2%
8/1	Queen Ediths Way exit	U	N/A	N/A	-		-	-	-	348	1951	1951	17.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	45	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	45	-	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	97	-	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	21.0	23.5	0.0	44.5	-	-	-	-
Unnamed Junction	-	-	0	0	0	21.0	23.5	0.0	44.5	-	-	-	-
1/2+1/1	663	663	-	-	-	5.0	5.5	-	10.5	57.0	15.6	5.5	21.1
2/1+2/2	669	669	-	-	-	6.0	6.0	-	12.1	64.9	13.0	6.0	19.1
3/2+3/1	786	786	-	-	-	5.4	6.1	-	11.5	52.8	11.1	6.1	17.3
4/1+4/2	473	473	-	-	-	4.6	4.9	-	9.5	72.0	10.8	4.9	15.7
5/1	682	682	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	740	740	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	821	821	-	-	-	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 (%):		-4.3	Total Delay for Signalled Lanes (pcuHr):			43.53	Cycle Time (s): 190			
			PRC Over All Lanes (%):		-4.3	Total Delay Over All Lanes (pcuHr):			44.53				

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

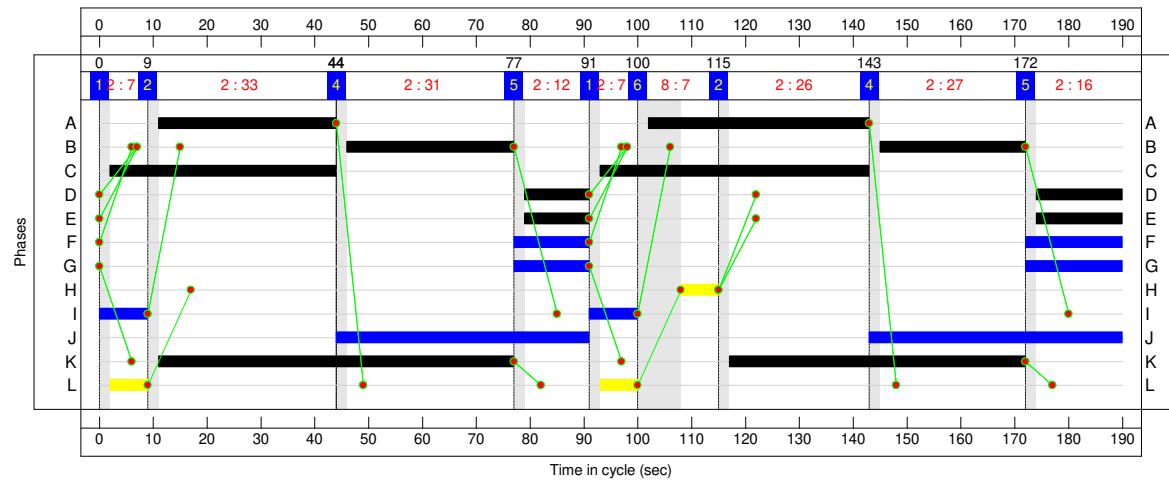
Stage Sequence Diagram



Stage Timings

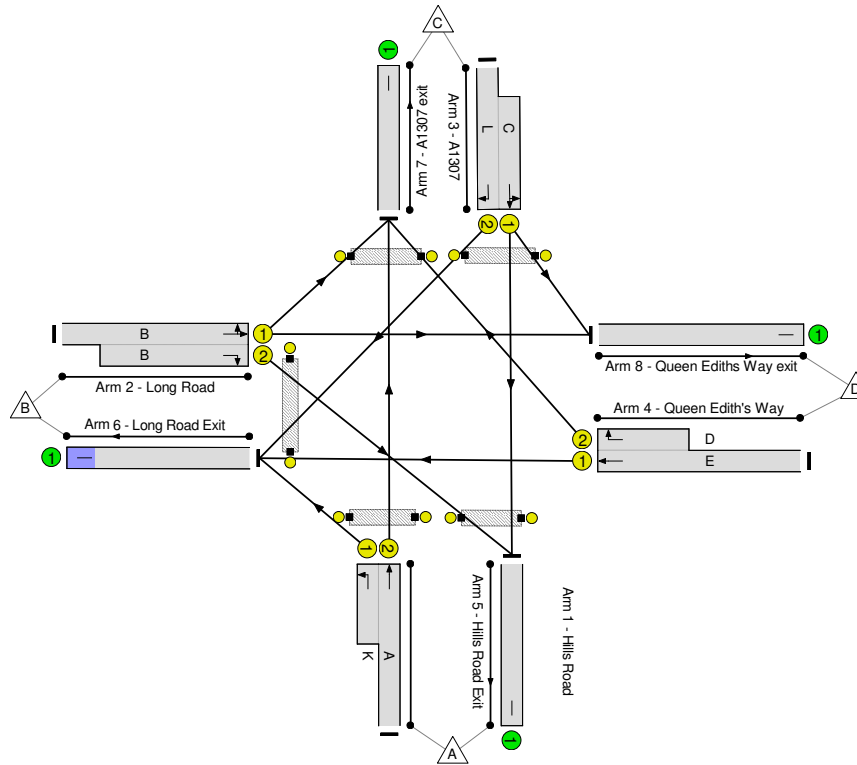
Stage	1	2	3	4	5	1	6	2	4	5
Duration	7	33	0	31	12	7	7	26	27	16
Change Point	0	9	44	44	77	91	100	115	143	172

Signal Timings Diagram



Network Layout Diagram

Unnamed Junction
PRC: 4.5 %
Total Traffic Delay: 26.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped

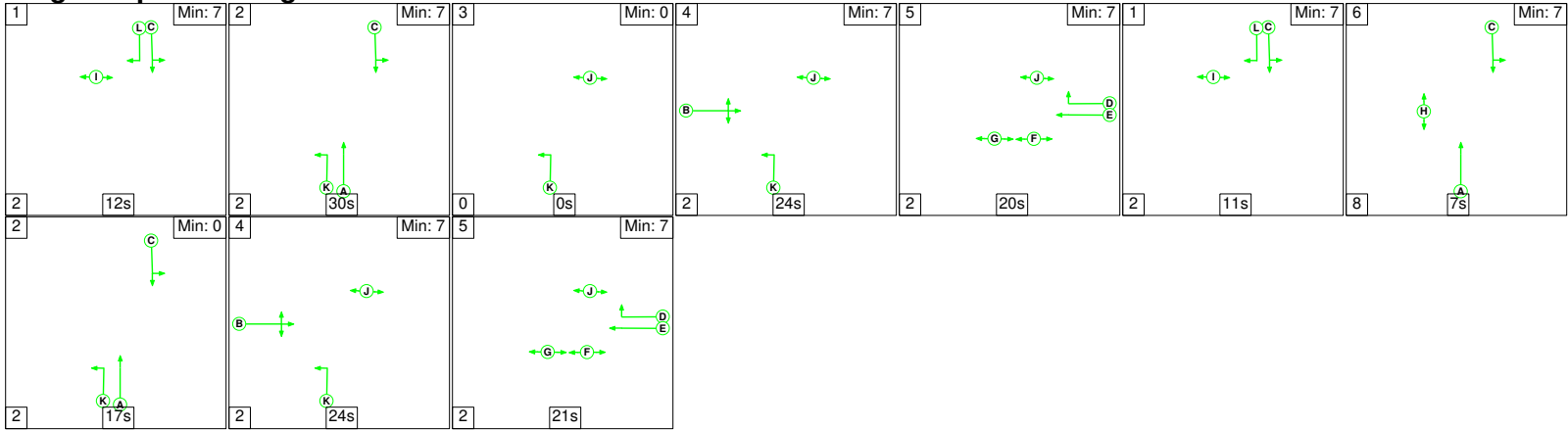


Network Results

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	-	-		-	-	-	-	-	-	86.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	74:121	-	715	1905:2015	692+138	86.1 : 86.1%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	58	-	692	2055:1925	607+198	86.0 : 86.0%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	14:92	-	528	1920:2035	162+594	69.9 : 69.9%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	28	-	296	2035:1895	311+38	84.8 : 84.8%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	547	1955	1955	28.0%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	496	1985	1985	25.0%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	746	2095	2095	35.6%
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	32	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	32	-	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	94	-	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	16.2	10.4	0.0	26.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	16.2	10.4	0.0	26.6	-	-	-	-
1/2+1/1	715	715	-	-	-	4.5	3.0	-	7.5	37.6	15.8	3.0	18.7
2/1+2/2	692	692	-	-	-	5.5	2.9	-	8.4	43.8	13.5	2.9	16.4
3/2+3/1	528	528	-	-	-	3.1	1.1	-	4.2	28.9	6.9	1.1	8.1
4/1+4/2	296	296	-	-	-	3.1	2.5	-	5.7	69.2	7.0	2.5	9.5
5/1	547	547	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	496	496	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	746	746	-	-	-	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 (%):		4.5	Total Delay for Signalled Lanes (pcuHr):		25.80	Cycle Time (s): 190				
			PRC Over All Lanes (%):		4.5	Total Delay Over All Lanes (pcuHr):		26.59					

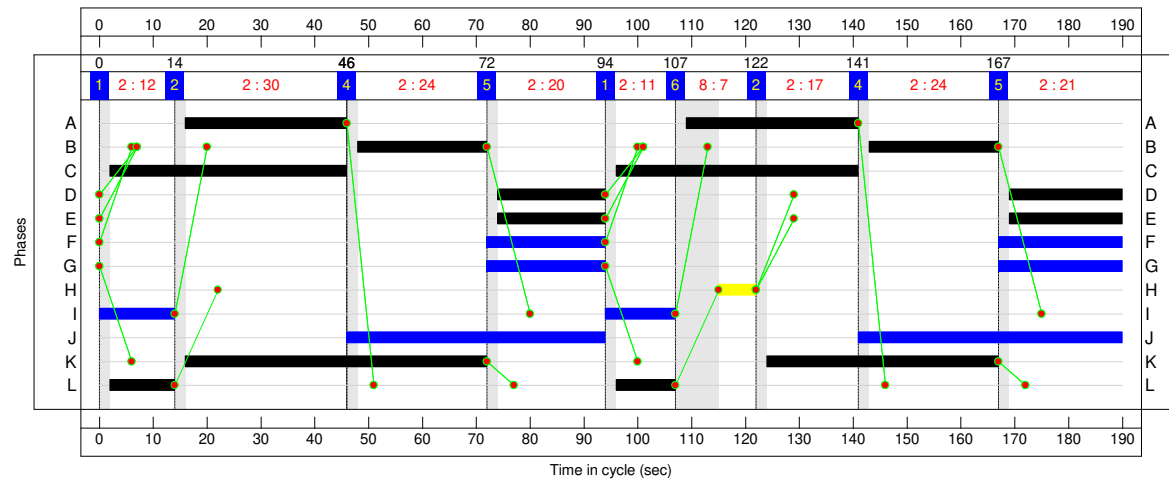
Scenario 9: 'Scenario 9' (FG9: '2029 AM + COM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



Stage Timings

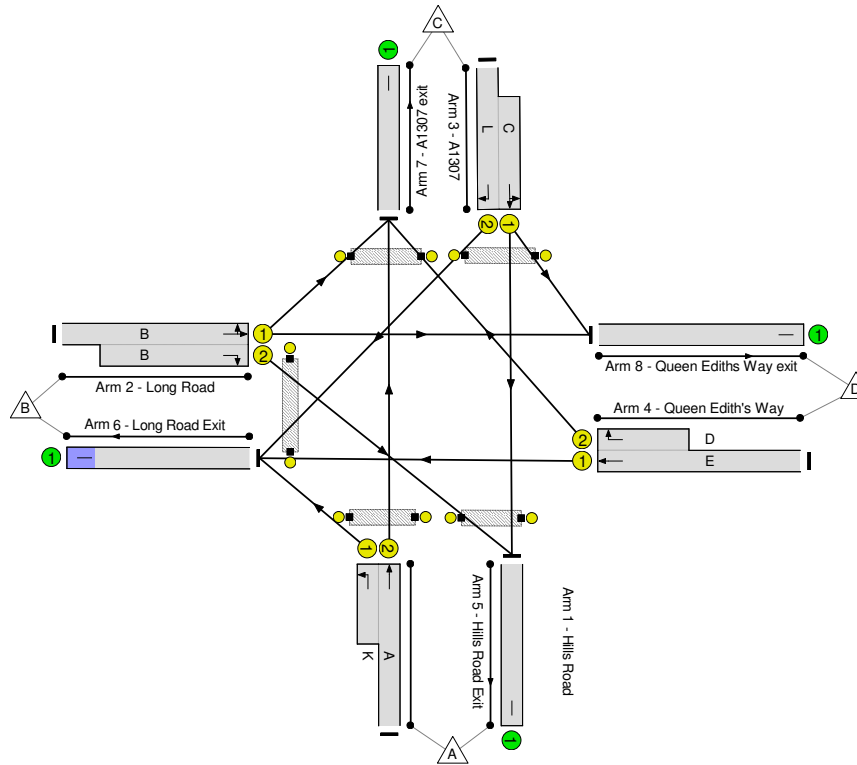
Stage	1	2	3	4	5	1	6	2	4	5
Duration	12	30	0	24	20	11	7	17	24	21
Change Point	0	14	46	46	72	94	107	122	141	167

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: -9.1 %
 Total Traffic Delay: 61.2 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



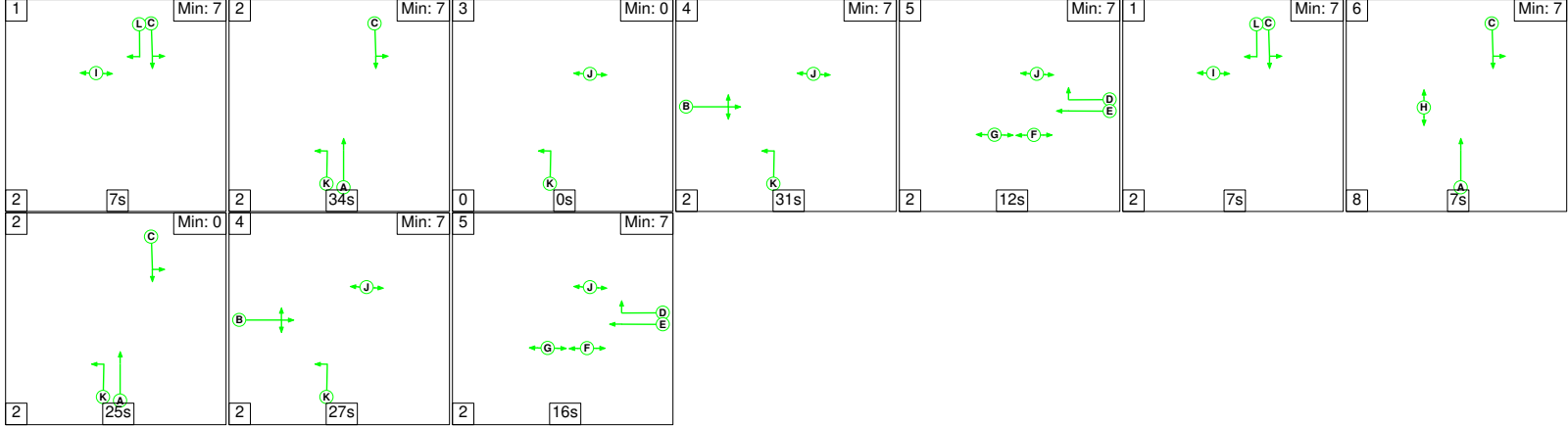
Network Results

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	-	-		-	-	-	-	-	-	98.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	98.2%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	62:99	-	691	1905:2015	586+126	97.0 : 97.0%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	48	-	698	2055:1925	525+187	98.1 : 98.1%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	23:89	-	814	1920:2035	253+577	98.2 : 98.2%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	41	-	495	2035:1895	418+94	96.7 : 96.7%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	704	1955	1955	36.0%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	774	1985	1985	39.0%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	856	2095	2095	40.9%
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	45	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	45	-	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	97	-	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	22.4	38.8	0.0	61.2	-	-	-	-
Unnamed Junction	-	-	0	0	0	22.4	38.8	0.0	61.2	-	-	-	-
1/2+1/1	691	691	-	-	-	5.3	8.9	-	14.2	73.9	16.8	8.9	25.7
2/1+2/2	698	698	-	-	-	6.4	10.2	-	16.6	85.6	14.0	10.2	24.3
3/2+3/1	814	814	-	-	-	5.8	11.0	-	16.8	74.2	11.9	11.0	22.8
4/1+4/2	495	495	-	-	-	4.9	7.7	-	12.6	91.4	11.5	7.7	19.2
5/1	704	704	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	774	774	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.4
7/1	856	856	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
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 (%):		-9.1	Total Delay for Signalled Lanes (pcuHr):		60.14	Cycle Time (s): 190				
			PRC Over All Lanes (%):		-9.1	Total Delay Over All Lanes (pcuHr):		61.20					

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

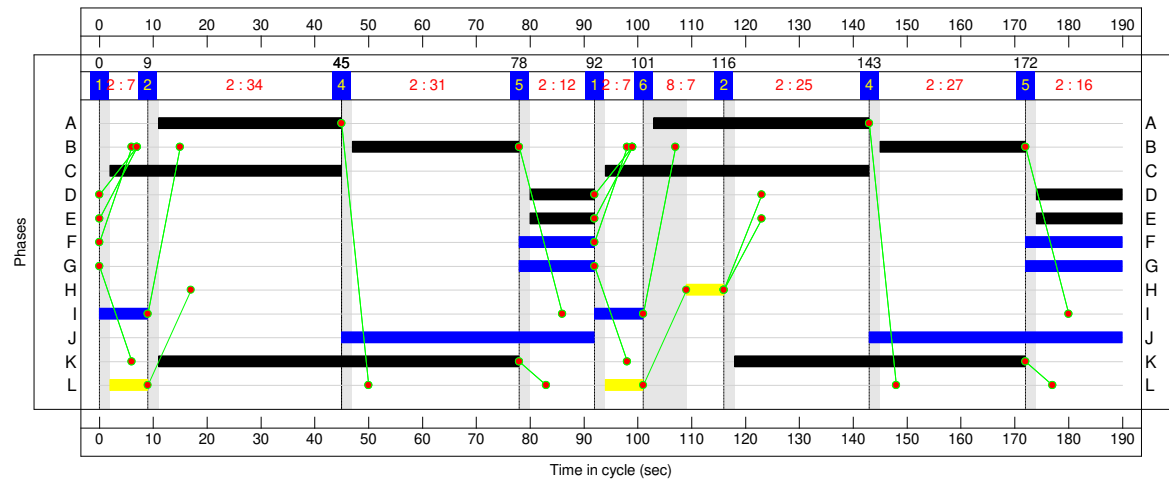
Stage Sequence Diagram



Stage Timings

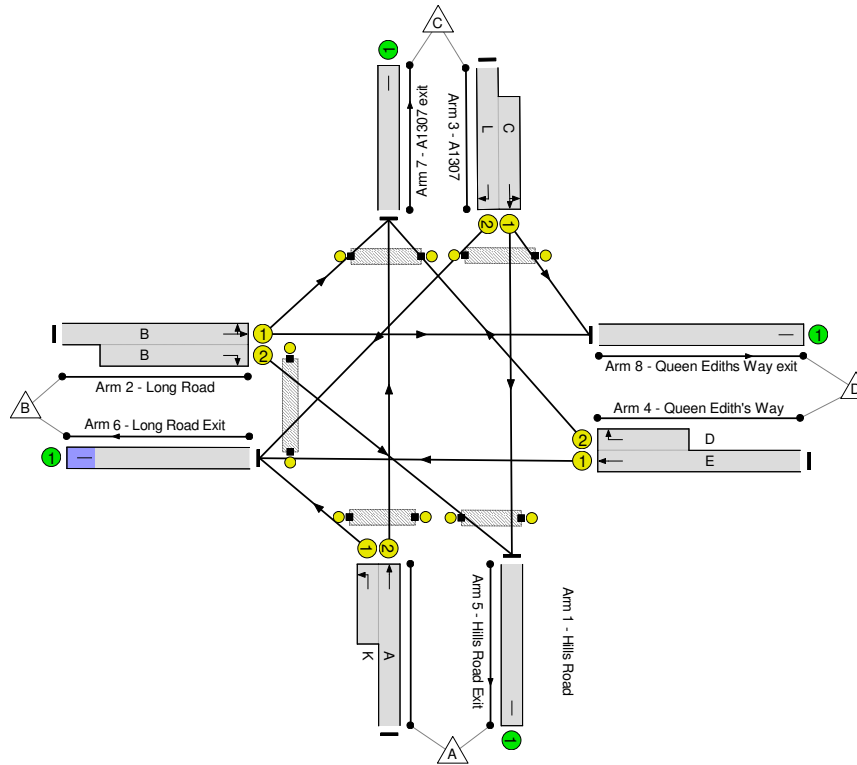
Stage	1	2	3	4	5	1	6	2	4	5
Duration	7	34	0	31	12	7	7	25	27	16
Change Point	0	9	45	45	78	92	101	116	143	172

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: 0.2 %
 Total Traffic Delay: 30.5 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



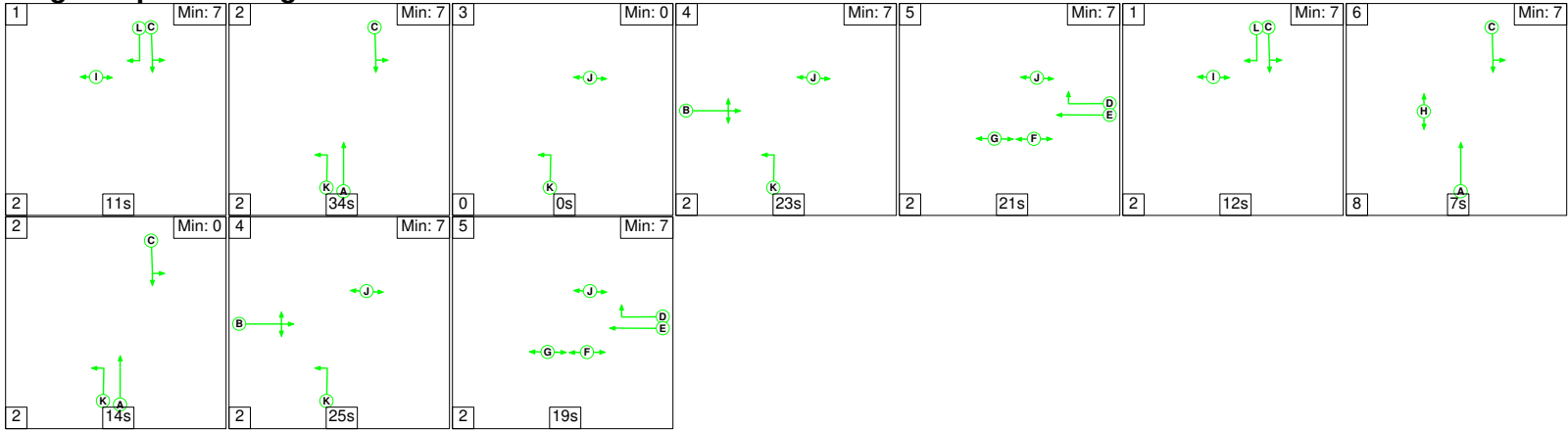
Network Results

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	-	-		-	-	-	-	-	-	89.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	74:121	-	740	1905:2015	692+138	89.1 : 89.1%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	58	-	723	2055:1925	607+198	89.8 : 89.8%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	14:92	-	551	1920:2035	162+593	73.0 : 73.0%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	28	-	310	2035:1895	311+38	88.7 : 88.7%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	571	1955	1955	29.2%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	517	1985	1985	26.0%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	774	2095	2095	36.9%
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	32	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		2	32	-	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	94	-	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	17.1	13.3	0.0	30.5	-	-	-	-
Unnamed Junction	-	-	0	0	0	17.1	13.3	0.0	30.5	-	-	-	-
1/2+1/1	740	740	-	-	-	4.8	3.8	-	8.6	41.6	16.8	3.8	20.6
2/1+2/2	723	723	-	-	-	5.8	4.0	-	9.8	49.0	14.1	4.0	18.1
3/2+3/1	551	551	-	-	-	3.2	1.3	-	4.6	29.9	7.2	1.3	8.5
4/1+4/2	310	310	-	-	-	3.3	3.4	-	6.7	77.5	7.2	3.4	10.6
5/1	571	571	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	517	517	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	774	774	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
8/1	462	462	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
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 (%):		0.2	Total Delay for Signalled Lanes (pcuHr):			29.64	Cycle Time (s): 190			
			PRC Over All Lanes (%):		0.2	Total Delay Over All Lanes (pcuHr):			30.48				

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

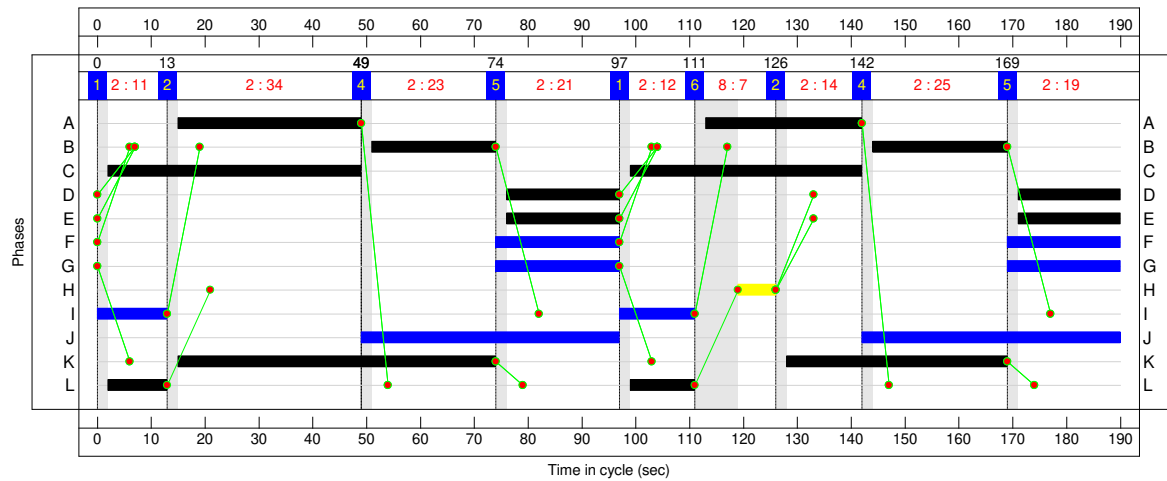
Stage Sequence Diagram



Stage Timings

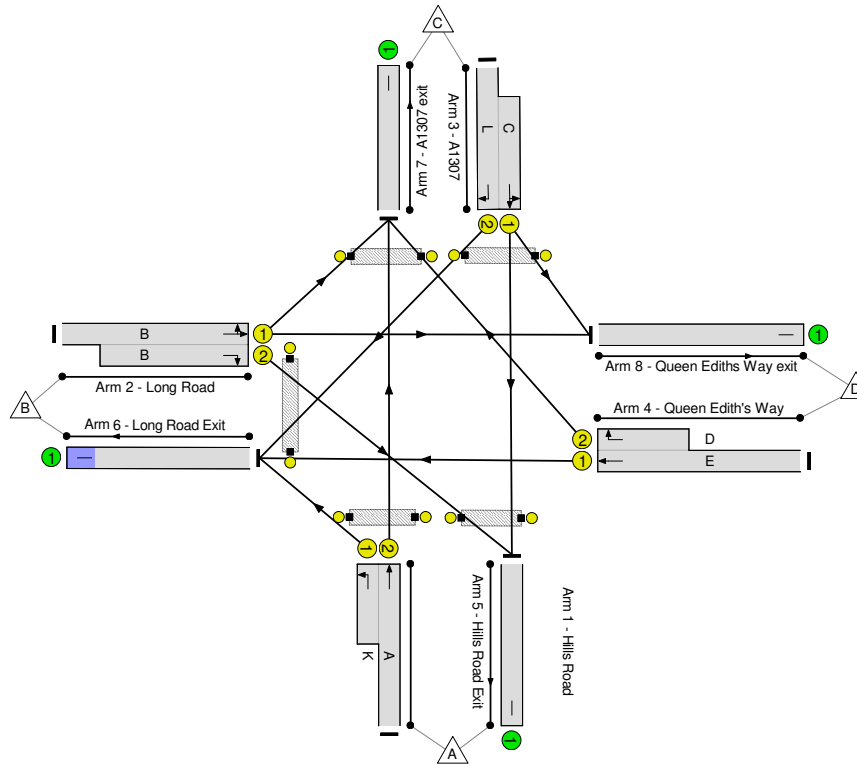
Stage	1	2	3	4	5	1	6	2	4	5
Duration	11	34	0	23	21	12	7	14	25	19
Change Point	0	13	49	49	74	97	111	126	142	169

Signal Timings Diagram



Network Layout Diagram


 Unnamed Junction
 PRC: -5.5 %
 Total Traffic Delay: 47.4 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	-	-		-	-	-	-	-	-	94.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	94.9%
1/2+1/1	Hills Road Left Ahead	U	N/A	N/A	A K		2	63:100	-	690	1905:2015	589+138	94.9 : 94.9%
2/1+2/2	Long Road Right Left Ahead	U	N/A	N/A	B		2	48	-	680	2055:1925	524+199	94.1 : 94.1%
3/2+3/1	A1307 Ahead Right Left	U	N/A	N/A	L C		2	23:90	-	797	1920:2035	253+597	93.8 : 93.8%
4/1+4/2	Queen Edith's Way Ahead Right	U	N/A	N/A	E D		2	40	-	473	2035:1895	409+92	94.4 : 94.4%
5/1	Hills Road Exit	U	N/A	N/A	-		-	-	-	704	1955	1955	36.0%
6/1	Long Road Exit	U	N/A	N/A	-		-	-	-	754	1985	1985	38.0%
7/1	A1307 exit	U	N/A	N/A	-		-	-	-	834	2095	2095	39.8%
8/1	Queen Ediths Way exit	U	N/A	N/A	-		-	-	-	348	1951	1951	17.8%
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%