

Junctions 9												
PICADY 9 - Priority Intersection Module												
Version: 9.0.2.5947												
© Copyright TRL Limited, 2017												
For sales and distribution information, program advice and maintenance, contact TRL:												
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk												
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution												

Filename: J3_Downside Road_Emergency Access.j9

Path: \\pba.int\BRI\Projects\43321 Bristol Airport\Technical\Transport\Junction Assessments\PICADY

Report generation date: 19-Nov-18 11:50:42 AM

- »2018 Baseline, AM
- »2018 Baseline, IP
- »2018 Baseline, PM
- »2026 Reference Case, AM
- »2026 Reference Case, IP
- »2026 Reference Case, PM
- »2026 Test Case, AM
- »2026 Test Case, IP
- »2026 Test Case, PM

Summary of junction performance

	AM				IP				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2018 Baseline												
Stream B-C	0.1	6.48	0.05	A	0.1	5.86	0.08	A	0.1	6.59	0.12	A
Stream B-A	0.0	10.10	0.03	B	0.1	8.65	0.07	A	0.1	9.52	0.05	A
Stream C-AB	0.2	4.98	0.12	A	0.1	5.02	0.07	A	0.1	5.08	0.08	A
2026 Reference Case												
Stream B-C	0.1	6.70	0.06	A	0.1	6.09	0.09	A	0.2	6.96	0.14	A
Stream B-A	0.0	10.86	0.04	B	0.1	9.16	0.08	A	0.1	10.20	0.06	B
Stream C-AB	0.3	4.98	0.14	A	0.1	5.02	0.08	A	0.2	5.12	0.09	A
2026 Test Case												
Stream B-C	0.1	6.71	0.06	A	0.1	6.14	0.10	A	0.2	7.05	0.14	A
Stream B-A	0.0	10.95	0.04	B	0.1	9.31	0.09	A	0.1	10.41	0.07	B
Stream C-AB	0.3	4.96	0.15	A	0.1	4.99	0.09	A	0.2	5.13	0.10	A

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

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

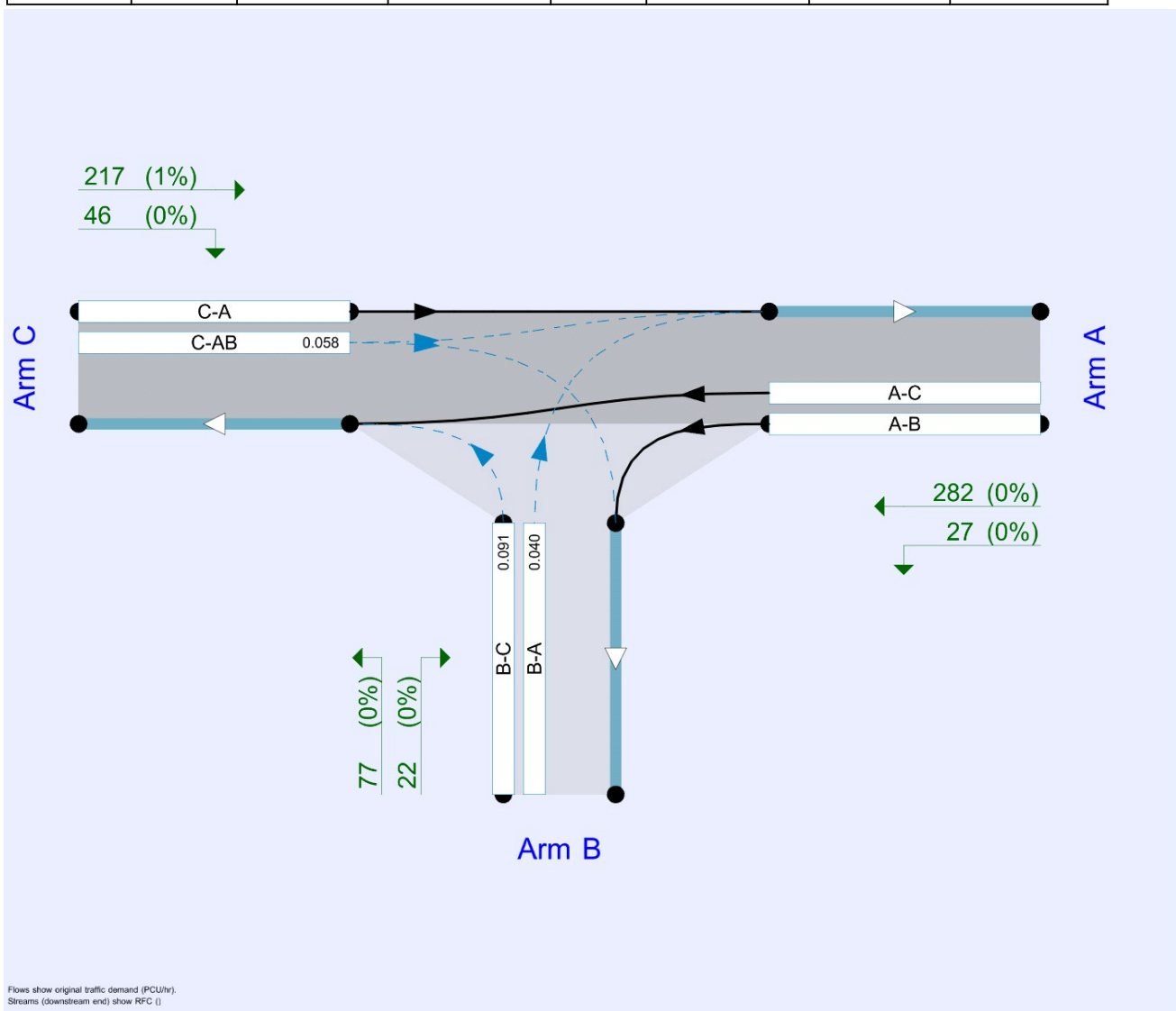
File summary

File Description

Title	Downside Road / Emergency Access
Location	Bristol Airport
Site number	
Date	04-Sep-18
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\jchodorowski
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2018 Baseline	IP	ONE HOUR	12:45	14:15	15
D3	2018 Baseline	PM	ONE HOUR	17:00	18:30	15
D4	2026 Reference Case	AM	ONE HOUR	07:45	09:15	15
D5	2026 Reference Case	IP	ONE HOUR	12:45	14:15	15
D6	2026 Reference Case	PM	ONE HOUR	17:00	18:30	15
D7	2026 Test Case	AM	ONE HOUR	07:45	09:15	15
D8	2026 Test Case	IP	ONE HOUR	12:45	14:15	15
D9	2026 Test Case	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Downside Road E		Major
B	Aiport Emergency Access		Minor
C	Downside Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.40	3.50	3.30	3.30		1.00	26	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	513	0.095	0.241	0.152	0.345
1	B-C	699	0.110	0.277	-	-
1	C-B	719	0.285	0.285	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Baseline	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	286	100.000
B		✓	39	100.000
C		✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	10	276
	B	10	0	29
	C	299	55	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	4
	B	0	0	4
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.48	0.1	A
B-A	0.03	10.10	0.0	B
C-AB	0.12	4.98	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	638	0.034	22	0.0	6.072	A
B-A	8	414	0.018	7	0.0	8.861	A
C-AB	58	800	0.072	57	0.1	4.966	A
C-A	209			209			
A-B	8			8			
A-C	208			208			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	626	0.042	26	0.0	6.240	A
B-A	9	394	0.023	9	0.0	9.342	A
C-AB	74	818	0.090	74	0.2	4.965	A
C-A	244			244			
A-B	9			9			
A-C	248			248			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	32	609	0.052	32	0.1	6.483	A
B-A	11	368	0.030	11	0.0	10.094	B
C-AB	100	843	0.118	99	0.2	4.973	A
C-A	290			290			
A-B	11			11			
A-C	304			304			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	32	609	0.052	32	0.1	6.484	A
B-A	11	368	0.030	11	0.0	10.096	B
C-AB	100	844	0.118	100	0.2	4.978	A
C-A	290			290			
A-B	11			11			
A-C	304			304			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	626	0.042	26	0.0	6.243	A
B-A	9	394	0.023	9	0.0	9.346	A
C-AB	74	818	0.090	74	0.2	4.974	A
C-A	244			244			
A-B	9			9			
A-C	248			248			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	638	0.034	22	0.0	6.076	A
B-A	8	414	0.018	8	0.0	8.867	A
C-AB	58	800	0.072	58	0.1	4.977	A
C-A	209			209			
A-B	8			8			
A-C	208			208			

2018 Baseline, IP

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018 Baseline	IP	ONE HOUR	12:45	14:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	162	100.000
B		✓	77	100.000
C		✓	194	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	34	128
	B	28	0	49
	C	156	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	5.86	0.1	A
B-A	0.07	8.65	0.1	A
C-AB	0.07	5.02	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	37	687	0.054	37	0.1	5.538	A
B-A	21	473	0.045	21	0.0	7.965	A
C-AB	34	757	0.045	34	0.1	4.999	A
C-A	112			112			
A-B	26			26			
A-C	96			96			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	44	679	0.065	44	0.1	5.671	A
B-A	25	462	0.055	25	0.1	8.241	A
C-AB	42	765	0.055	42	0.1	5.006	A
C-A	133			133			
A-B	31			31			
A-C	115			115			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	54	668	0.081	54	0.1	5.861	A
B-A	31	447	0.069	31	0.1	8.647	A
C-AB	54	776	0.069	54	0.1	5.015	A
C-A	160			160			
A-B	37			37			
A-C	141			141			

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	54	668	0.081	54	0.1	5.862	A
B-A	31	447	0.069	31	0.1	8.649	A
C-AB	54	776	0.069	54	0.1	5.019	A
C-A	160			160			
A-B	37			37			
A-C	141			141			

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	44	679	0.065	44	0.1	5.673	A
B-A	25	462	0.055	25	0.1	8.246	A
C-AB	42	765	0.055	42	0.1	5.011	A
C-A	132			132			
A-B	31			31			
A-C	115			115			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	37	686	0.054	37	0.1	5.545	A
B-A	21	473	0.045	21	0.0	7.973	A
C-AB	34	757	0.045	34	0.1	5.005	A
C-A	112			112			
A-B	26			26			
A-C	96			96			

2018 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2018 Baseline	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	253	100.000
B		✓	86	100.000
C		✓	224	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	23	230
	B	19	0	67
	C	184	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	6.59	0.1	A
B-A	0.05	9.52	0.1	A
C-AB	0.08	5.08	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	50	646	0.078	50	0.1	6.035	A
B-A	14	434	0.033	14	0.0	8.574	A
C-AB	37	752	0.049	37	0.1	5.041	A
C-A	132			132			
A-B	17			17			
A-C	173			173			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	60	635	0.095	60	0.1	6.258	A
B-A	17	419	0.041	17	0.0	8.949	A
C-AB	46	759	0.061	46	0.1	5.058	A
C-A	155			155			
A-B	21			21			
A-C	207			207			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	74	620	0.119	74	0.1	6.585	A
B-A	21	399	0.052	21	0.1	9.517	A
C-AB	60	770	0.078	60	0.1	5.082	A
C-A	187			187			
A-B	25			25			
A-C	253			253			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	74	620	0.119	74	0.1	6.588	A
B-A	21	399	0.052	21	0.1	9.519	A
C-AB	60	770	0.078	60	0.1	5.085	A
C-A	187			187			
A-B	25			25			
A-C	253			253			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	60	635	0.095	60	0.1	6.261	A
B-A	17	419	0.041	17	0.0	8.954	A
C-AB	46	759	0.061	46	0.1	5.061	A
C-A	155			155			
A-B	21			21			
A-C	207			207			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	50	646	0.078	51	0.1	6.042	A
B-A	14	434	0.033	14	0.0	8.583	A
C-AB	37	752	0.049	37	0.1	5.048	A
C-A	132			132			
A-B	17			17			
A-C	173			173			

2026 Reference Case, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Reference Case	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	330	100.000
B		✓	45	100.000
C		✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	12	318
	B	11	0	34
	C	350	63	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	4
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	6.70	0.1	A
B-A	0.04	10.86	0.0	B
C-AB	0.14	4.98	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	630	0.041	25	0.0	6.196	A
B-A	8	397	0.021	8	0.0	9.263	A
C-AB	70	817	0.086	69	0.1	4.944	A
C-A	241			241			
A-B	9			9			
A-C	239			239			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	616	0.050	31	0.1	6.399	A
B-A	10	374	0.026	10	0.0	9.876	A
C-AB	91	838	0.108	91	0.2	4.949	A
C-A	280			280			
A-B	11			11			
A-C	286			286			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	37	596	0.063	37	0.1	6.699	A
B-A	12	344	0.035	12	0.0	10.860	B
C-AB	125	869	0.144	125	0.3	4.976	A
C-A	330			330			
A-B	13			13			
A-C	350			350			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	37	596	0.063	37	0.1	6.699	A
B-A	12	343	0.035	12	0.0	10.864	B
C-AB	125	869	0.144	125	0.3	4.982	A
C-A	330			330			
A-B	13			13			
A-C	350			350			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	616	0.050	31	0.1	6.403	A
B-A	10	374	0.026	10	0.0	9.881	A
C-AB	91	838	0.109	91	0.2	4.961	A
C-A	280			280			
A-B	11			11			
A-C	286			286			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	629	0.041	26	0.0	6.200	A
B-A	8	397	0.021	8	0.0	9.271	A
C-AB	70	817	0.086	70	0.2	4.959	A
C-A	241			241			
A-B	9			9			
A-C	239			239			

2026 Reference Case, IP

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Reference Case	IP	ONE HOUR	12:45	14:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	202	100.000
B		✓	89	100.000
C		✓	236	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	40	162
	B	33	0	56
	C	192	44	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.09	0.1	A
B-A	0.08	9.16	0.1	A
C-AB	0.08	5.02	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	42	676	0.062	42	0.1	5.675	A
B-A	25	461	0.054	25	0.1	8.249	A
C-AB	41	766	0.053	41	0.1	4.990	A
C-A	137			137			
A-B	30			30			
A-C	122			122			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	50	666	0.076	50	0.1	5.844	A
B-A	30	448	0.066	30	0.1	8.612	A
C-AB	51	776	0.066	51	0.1	4.996	A
C-A	161			161			
A-B	36			36			
A-C	146			146			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	62	653	0.094	62	0.1	6.089	A
B-A	36	429	0.085	36	0.1	9.159	A
C-AB	66	790	0.084	66	0.1	5.010	A
C-A	194			194			
A-B	44			44			
A-C	178			178			

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	62	653	0.094	62	0.1	6.090	A
B-A	36	429	0.085	36	0.1	9.163	A
C-AB	66	790	0.084	66	0.1	5.015	A
C-A	194			194			
A-B	44			44			
A-C	178			178			

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	50	666	0.076	50	0.1	5.847	A
B-A	30	448	0.066	30	0.1	8.619	A
C-AB	51	776	0.066	51	0.1	5.006	A
C-A	161			161			
A-B	36			36			
A-C	146			146			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	42	676	0.062	42	0.1	5.683	A
B-A	25	461	0.054	25	0.1	8.261	A
C-AB	41	766	0.053	41	0.1	4.998	A
C-A	137			137			
A-B	30			30			
A-C	122			122			

2026 Reference Case, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Reference Case	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	309	100.000
B		✓	99	100.000
C		✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	27	282
	B	22	0	77
	C	217	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.96	0.2	A
B-A	0.06	10.20	0.1	B
C-AB	0.09	5.12	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	58	634	0.091	58	0.1	6.240	A
B-A	17	419	0.040	16	0.0	8.935	A
C-AB	44	757	0.058	44	0.1	5.060	A
C-A	154			154			
A-B	20			20			
A-C	212			212			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	69	621	0.112	69	0.1	6.527	A
B-A	20	401	0.049	20	0.1	9.430	A
C-AB	56	765	0.073	55	0.1	5.082	A
C-A	181			181			
A-B	24			24			
A-C	254			254			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	85	602	0.141	85	0.2	6.957	A
B-A	24	377	0.064	24	0.1	10.202	B
C-AB	73	778	0.094	73	0.2	5.119	A
C-A	216			216			
A-B	30			30			
A-C	310			310			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	85	602	0.141	85	0.2	6.960	A
B-A	24	377	0.064	24	0.1	10.204	B
C-AB	73	778	0.094	73	0.2	5.125	A
C-A	216			216			
A-B	30			30			
A-C	310			310			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	69	621	0.112	69	0.1	6.531	A
B-A	20	401	0.049	20	0.1	9.436	A
C-AB	56	766	0.073	56	0.1	5.091	A
C-A	181			181			
A-B	24			24			
A-C	254			254			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	58	634	0.091	58	0.1	6.253	A
B-A	17	419	0.040	17	0.0	8.950	A
C-AB	44	757	0.058	44	0.1	5.069	A
C-A	154			154			
A-B	20			20			
A-C	212			212			

2026 Test Case, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Test Case	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	334	100.000
B		✓	45	100.000
C		✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	12	322
	B	11	0	34
	C	359	63	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	4
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	6.71	0.1	A
B-A	0.04	10.95	0.0	B
C-AB	0.15	4.96	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	629	0.041	25	0.0	6.205	A
B-A	8	395	0.021	8	0.0	9.305	A
C-AB	71	820	0.086	70	0.1	4.925	A
C-A	247			247			
A-B	9			9			
A-C	242			242			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	615	0.050	31	0.1	6.410	A
B-A	10	372	0.027	10	0.0	9.933	A
C-AB	92	843	0.109	92	0.2	4.928	A
C-A	287			287			
A-B	11			11			
A-C	289			289			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	37	595	0.063	37	0.1	6.714	A
B-A	12	341	0.036	12	0.0	10.945	B
C-AB	127	875	0.145	127	0.3	4.951	A
C-A	338			338			
A-B	13			13			
A-C	355			355			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	37	595	0.063	37	0.1	6.714	A
B-A	12	341	0.036	12	0.0	10.949	B
C-AB	127	875	0.145	127	0.3	4.961	A
C-A	338			338			
A-B	13			13			
A-C	355			355			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	614	0.050	31	0.1	6.412	A
B-A	10	372	0.027	10	0.0	9.940	A
C-AB	92	843	0.109	93	0.2	4.941	A
C-A	287			287			
A-B	11			11			
A-C	289			289			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	629	0.041	26	0.0	6.209	A
B-A	8	395	0.021	8	0.0	9.314	A
C-AB	71	820	0.087	71	0.2	4.939	A
C-A	247			247			
A-B	9			9			
A-C	242			242			

2026 Test Case, IP

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Test Case	IP	ONE HOUR	12:45	14:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	217	100.000
B		✓	89	100.000
C		✓	249	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	40	177
	B	33	0	56
	C	205	44	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	6.14	0.1	A
B-A	0.09	9.31	0.1	A
C-AB	0.09	4.99	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	42	673	0.063	42	0.1	5.704	A
B-A	25	456	0.054	25	0.1	8.332	A
C-AB	41	769	0.054	41	0.1	4.975	A
C-A	146			146			
A-B	30			30			
A-C	133			133			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	50	662	0.076	50	0.1	5.882	A
B-A	30	442	0.067	30	0.1	8.720	A
C-AB	52	780	0.067	52	0.1	4.980	A
C-A	172			172			
A-B	36			36			
A-C	159			159			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	62	648	0.095	62	0.1	6.140	A
B-A	36	423	0.086	36	0.1	9.310	A
C-AB	68	795	0.085	68	0.1	4.988	A
C-A	206			206			
A-B	44			44			
A-C	195			195			

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	62	648	0.095	62	0.1	6.140	A
B-A	36	423	0.086	36	0.1	9.314	A
C-AB	68	795	0.085	68	0.1	4.994	A
C-A	206			206			
A-B	44			44			
A-C	195			195			

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	50	662	0.076	50	0.1	5.885	A
B-A	30	442	0.067	30	0.1	8.728	A
C-AB	52	780	0.067	52	0.1	4.988	A
C-A	172			172			
A-B	36			36			
A-C	159			159			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	42	672	0.063	42	0.1	5.712	A
B-A	25	456	0.054	25	0.1	8.343	A
C-AB	42	769	0.054	42	0.1	4.982	A
C-A	146			146			
A-B	30			30			
A-C	133			133			

2026 Test Case, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2026 Test Case	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	330	100.000
B		✓	99	100.000
C		✓	272	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	27	303
	B	22	0	77
	C	226	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	7.05	0.2	A
B-A	0.07	10.41	0.1	B
C-AB	0.10	5.13	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	58	630	0.092	58	0.1	6.288	A
B-A	17	414	0.040	16	0.0	9.046	A
C-AB	45	757	0.059	44	0.1	5.063	A
C-A	160			160			
A-B	20			20			
A-C	228			228			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	69	615	0.112	69	0.1	6.590	A
B-A	20	396	0.050	20	0.1	9.574	A
C-AB	56	766	0.074	56	0.1	5.085	A
C-A	188			188			
A-B	24			24			
A-C	272			272			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	85	595	0.142	85	0.2	7.045	A
B-A	24	370	0.065	24	0.1	10.406	B
C-AB	75	779	0.096	74	0.2	5.124	A
C-A	225			225			
A-B	30			30			
A-C	334			334			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	85	595	0.142	85	0.2	7.049	A
B-A	24	370	0.065	24	0.1	10.412	B
C-AB	75	779	0.096	75	0.2	5.129	A
C-A	225			225			
A-B	30			30			
A-C	334			334			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	69	615	0.113	69	0.1	6.595	A
B-A	20	396	0.050	20	0.1	9.581	A
C-AB	56	766	0.074	57	0.1	5.092	A
C-A	188			188			
A-B	24			24			
A-C	272			272			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	58	630	0.092	58	0.1	6.299	A
B-A	17	414	0.040	17	0.0	9.058	A
C-AB	45	757	0.059	45	0.1	5.071	A
C-A	160			160			
A-B	20			20			
A-C	228			228			

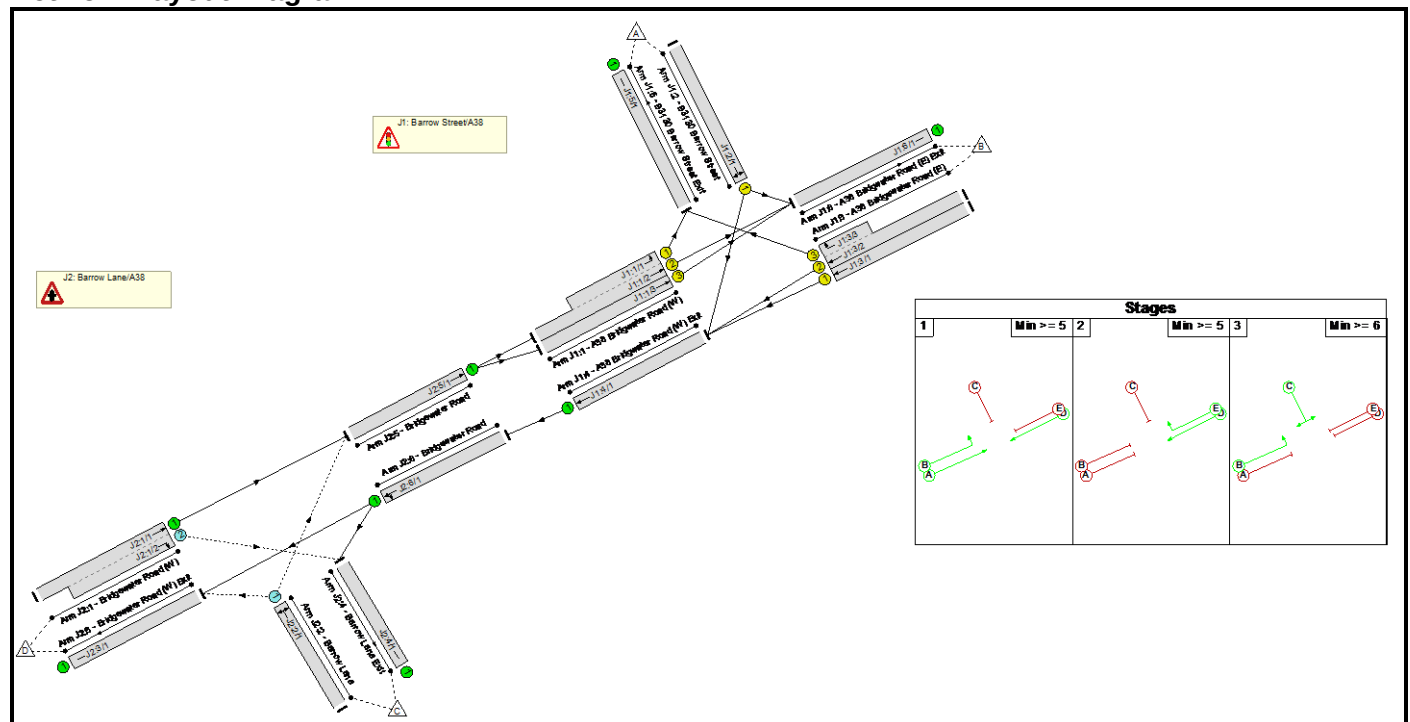
Full Input Data And Results

Full Input Data And Results

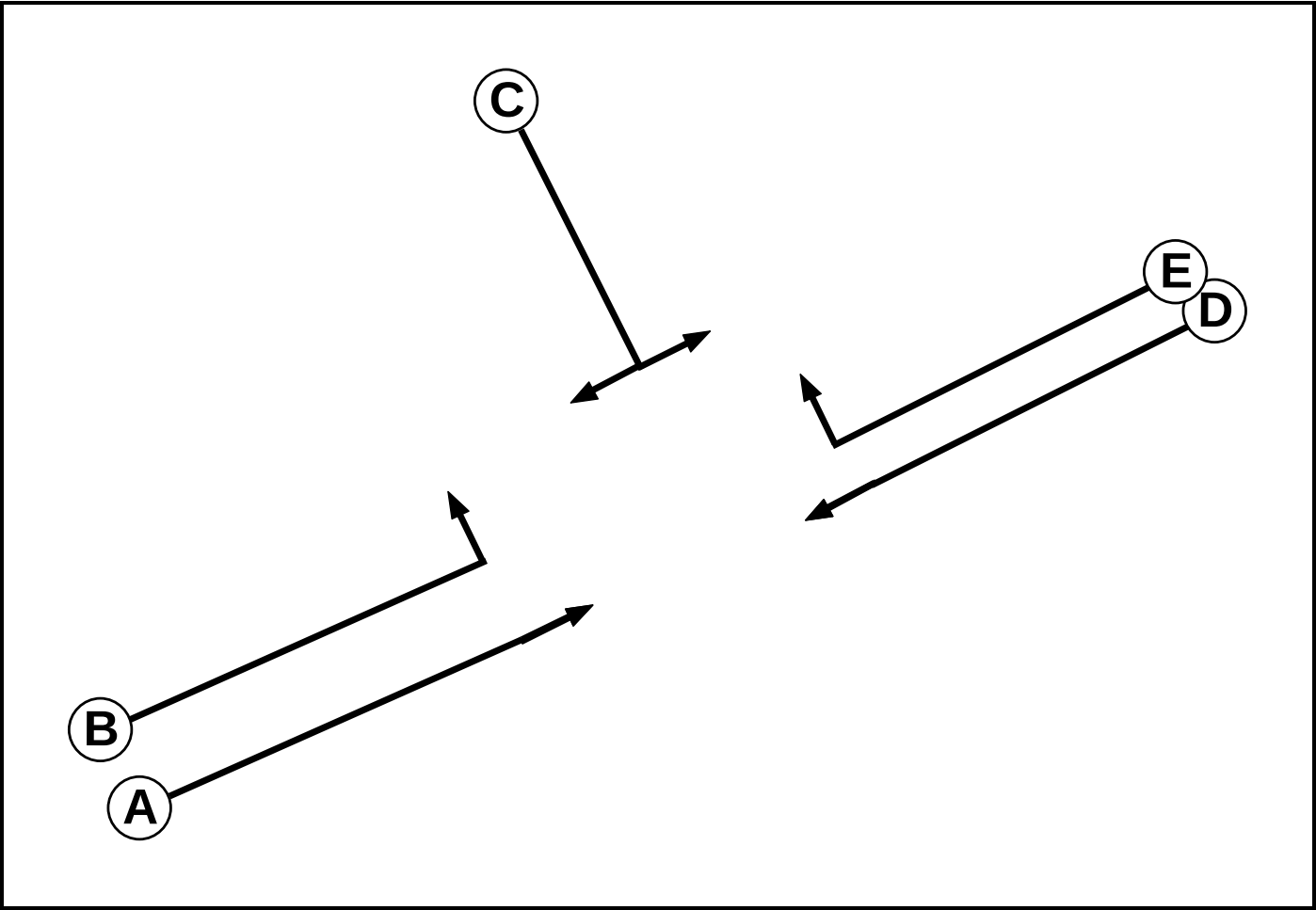
User and Project Details

Project:	Bristol Airport
Title:	A38/Barrow Street/A38/Barrow Lane
Location:	Bristol
File name:	J5_A38_Barrow Street_&_J6_A38_Barrow Lane.lsg3x
Author:	sblain
Company:	PBA LLP
Address:	RG1 8DN
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

Full Input Data And Results

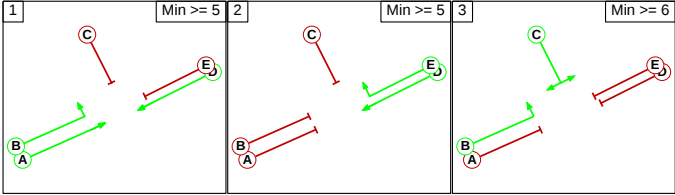
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Barrow Street/A38
There are no Opposed Lanes in this Junction

Junction: J2: Barrow Lane/A38											
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)
J2:1/2 (Bridgewater Road (W))	J2:4/1 (Right)	850	0	J2:6/1	0.35	To J2:3/1 (Ahead) To J2:4/1 (Left)	-	-	-	-	-
J2:2/1 (Barrow Lane)	J2:3/1 (Left)	715	0	J2:6/1	0.22	To J2:3/1 (Ahead)	-	-	-	-	-
	J2:5/1 (Right)	600	0	J2:1/1	0.19	To J2:5/1 (Ahead)					
				J2:6/1	0.22	To J2:3/1 (Ahead)					
				J2:1/2	0.22	All					

Lane Input Data

Junction: J1: Barrow Street/A38												
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)
J1:1/1 (A38 Bridgewater Road (W))	U	B	2	3	11.3	Geom	-	4.00	0.00	Y	Arm J1:5 Left	20.00
J1:1/2 (A38 Bridgewater Road (W))	U	A	2	3	14.8	User	2200	-	-	-	-	-
J1:1/3 (A38 Bridgewater Road (W))	U	A	2	3	14.8	User	2250	-	-	-	-	-
J1:2/1 (B3130 Barrow Street)	U	C	2	3	60.0	Geom	-	3.80	0.00	Y	Arm J1:4 Right	10.00
											Arm J1:6 Left	19.77
J1:3/1 (A38 Bridgewater Road (E))	U	D	2	3	60.0	User	2200	-	-	-	-	-
J1:3/2 (A38 Bridgewater Road (E))	U	D	2	3	60.0	User	2250	-	-	-	-	-
J1:3/3 (A38 Bridgewater Road (E))	U	E	2	3	6.1	Geom	-	3.40	0.00	N	Arm J1:5 Right	20.00
J1:4/1 (A38 Bridgewater Road (W) Exit)	U		2	3	14.8	Inf	-	-	-	-	-	-
J1:5/1 (B3130 Barrow Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (A38 Bridgewater Road (E) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Barrow Lane/A38												
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)
J2:1/1 (Bridgewater Road (W))	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:5 Ahead	Inf
J2:1/2 (Bridgewater Road (W))	O		2	3	13.0	Inf	-	-	-	-	-	-
J2:2/1 (Barrow Lane)	O		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/1 (Bridgewater Road (W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Barrow Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (Bridgewater Road)	U		2	3	100.0	Inf	-	-	-	-	-	-
J2:6/1 (Bridgewater Road)	U		2	3	100.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Baseline AM'	08:00	09:00	01:00	
2: '2018 Baseline Interpeak'	13:00	14:00	01:00	
3: '2018 Baseline PM'	17:00	18:00	01:00	
4: '2026 Ref Case AM'	08:00	09:00	01:00	
5: '2026 Ref Case Interpeak'	13:00	14:00	01:00	
6: '2026 Ref Case PM'	17:00	18:00	01:00	
7: '2026 Test Case AM'	08:00	09:00	01:00	
8: '2026 Test Case Interpeak'	13:00	14:00	01:00	
9: '2026 Test Case PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2018 Baseline AM' (FG1: '2018 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	87	25	138	250
	B	110	0	121	667	898
	C	19	102	0	4	125
	D	171	904	10	0	1085
	Tot.	300	1093	156	809	2358

Traffic Lane Flows

Lane	Scenario 1: 2018 Baseline AM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	190
J1:1/2 (with short)	700(In) 510(Out)
J1:1/3	496
J1:2/1	250
J1:3/1	457
J1:3/2 (with short)	441(In) 331(Out)
J1:3/3 (short)	110
J1:4/1	951
J1:5/1	300
J1:6/1	1093
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1085(In) 1075(Out)
J2:1/2 (short)	10
J2:2/1	125
J2:3/1	809
J2:4/1	156
J2:5/1	1196
J2:6/1	951

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200
J1:1/3 (A38 Bridgwater Road (W) Lane 3)	This lane uses a directly entered Saturation Flow						2250	2250
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right Arm J1:6 Left	10.00 19.77	65.2 % 34.8 %	1775	1775
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2018 Baseline Interpeak' (FG2: '2018 Baseline Interpeak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	30	12	91	133
	B	39	0	87	638	764
	C	18	97	0	6	121
	D	133	714	4	0	851
	Tot.	190	841	103	735	1869

Traffic Lane Flows

Lane	Scenario 2: 2018 Baseline Interpeak
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	151
J1:1/2 (with short)	577(In) 426(Out)
J1:1/3	385
J1:2/1	133
J1:3/1	339
J1:3/2 (with short)	425(In) 386(Out)
J1:3/3 (short)	39
J1:4/1	828
J1:5/1	190
J1:6/1	841
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	851(In) 847(Out)
J2:1/2 (short)	4
J2:2/1	121
J2:3/1	735
J2:4/1	103
J2:5/1	962
J2:6/1	828

Lane Saturation Flows

Junction: J2: Barrow Lane/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2018 Baseline PM' (FG3: '2018 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	57	46	182	285
	B	59	0	219	860	1138
	C	20	83	0	7	110
	D	190	782	6	0	978
	Tot.	269	922	271	1049	2511

Traffic Lane Flows

Lane	Scenario 3: 2018 Baseline PM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	210
J1:1/2 (with short)	664(In) 454(Out)
J1:1/3	411
J1:2/1	285
J1:3/1	518
J1:3/2 (with short)	620(In) 561(Out)
J1:3/3 (short)	59
J1:4/1	1307
J1:5/1	269
J1:6/1	922
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	978(In) 972(Out)
J2:1/2 (short)	6
J2:2/1	110
J2:3/1	1049
J2:4/1	271
J2:5/1	1075
J2:6/1	1307

Lane Saturation Flows

Junction: J2: Barrow Lane/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2026 Ref Case AM' (FG4: '2026 Ref Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	99	29	158	286
	B	126	0	148	814	1088
	C	22	116	0	5	143
	D	202	1067	11	0	1280
	Tot.	350	1282	188	977	2797

Traffic Lane Flows

Lane	Scenario 4: 2026 Ref Case AM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	224
J1:1/2 (with short)	813(In) 589(Out)
J1:1/3	594
J1:2/1	286
J1:3/1	930
J1:3/2 (with short)	158(In) 32(Out)
J1:3/3 (short)	126
J1:4/1	1149
J1:5/1	350
J1:6/1	1282
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1280(In) 1269(Out)
J2:1/2 (short)	11
J2:2/1	143
J2:3/1	977
J2:4/1	188
J2:5/1	1407
J2:6/1	1149

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200
J1:1/3 (A38 Bridgwater Road (W) Lane 3)	This lane uses a directly entered Saturation Flow						2250	2250
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right Arm J1:6 Left	10.00 19.77	65.4 % 34.6 %	1774	1774
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2026 Ref Case Interpeak' (FG5: '2026 Ref Case Interpeak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	35	14	106	155
	B	45	0	117	862	1024
	C	21	113	0	7	141
	D	180	964	5	0	1149
	Tot.	246	1112	136	975	2469

Traffic Lane Flows

Lane	Scenario 5: 2026 Ref Case Interpeak
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	201
J1:1/2 (with short)	749(In) 548(Out)
J1:1/3	529
J1:2/1	155
J1:3/1	461
J1:3/2 (with short)	563(In) 518(Out)
J1:3/3 (short)	45
J1:4/1	1099
J1:5/1	246
J1:6/1	1112
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1149(In) 1144(Out)
J2:1/2 (short)	5
J2:2/1	141
J2:3/1	975
J2:4/1	136
J2:5/1	1278
J2:6/1	1099

Lane Saturation Flows

Junction: J2: Barrow Lane/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 Ref Case PM' (FG6: '2026 Ref Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	66	53	208	327
	B	67	0	268	1050	1385
	C	23	95	0	8	126
	D	232	957	7	0	1196
	Tot.	322	1118	328	1266	3034

Traffic Lane Flows

Lane	Scenario 6: 2026 Ref Case PM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	255
J1:1/2 (with short)	784(In) 529(Out)
J1:1/3	523
J1:2/1	327
J1:3/1	635
J1:3/2 (with short)	750(In) 683(Out)
J1:3/3 (short)	67
J1:4/1	1579
J1:5/1	322
J1:6/1	1118
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1196(In) 1189(Out)
J2:1/2 (short)	7
J2:2/1	126
J2:3/1	1266
J2:4/1	328
J2:5/1	1307
J2:6/1	1579

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200
J1:1/3 (A38 Bridgwater Road (W) Lane 3)	This lane uses a directly entered Saturation Flow						2250	2250
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right Arm J1:6 Left	10.00 19.77	79.8 % 20.2 %	1758	1758
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2026 Test Case AM' (FG7: '2026 Test Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	99	29	158	286
	B	126	0	158	874	1158
	C	22	116	0	5	143
	D	209	1105	11	0	1325
	Tot.	357	1320	198	1037	2912

Traffic Lane Flows

Lane	Scenario 7: 2026 Test Case AM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	231
J1:1/2 (with short)	834(In) 603(Out)
J1:1/3	618
J1:2/1	286
J1:3/1	845
J1:3/2 (with short)	313(In) 187(Out)
J1:3/3 (short)	126
J1:4/1	1219
J1:5/1	357
J1:6/1	1320
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1325(In) 1314(Out)
J2:1/2 (short)	11
J2:2/1	143
J2:3/1	1037
J2:4/1	198
J2:5/1	1452
J2:6/1	1219

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200
J1:1/3 (A38 Bridgwater Road (W) Lane 3)	This lane uses a directly entered Saturation Flow						2250	2250
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right Arm J1:6 Left	10.00 19.77	65.4 % 34.6 %	1774	1774
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 Test Case Interpeak' (FG8: '2026 Test Case Interpeak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	35	14	106	155
	B	45	0	136	996	1177
	C	21	113	0	7	141
	D	207	1113	5	0	1325
	Tot.	273	1261	155	1109	2798

Traffic Lane Flows

Lane	Scenario 8: 2026 Test Case Interpeak
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	228
J1:1/2 (with short)	849(In) 621(Out)
J1:1/3	605
J1:2/1	155
J1:3/1	537
J1:3/2 (with short)	640(In) 595(Out)
J1:3/3 (short)	45
J1:4/1	1252
J1:5/1	273
J1:6/1	1261
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1325(In) 1320(Out)
J2:1/2 (short)	5
J2:2/1	141
J2:3/1	1109
J2:4/1	155
J2:5/1	1454
J2:6/1	1252

Lane Saturation Flows

Junction: J2: Barrow Lane/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2026 Test Case PM' (FG9: '2026 Test Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	66	53	208	327
	B	67	0	287	1125	1479
	C	23	95	0	8	126
	D	249	1027	7	0	1283
	Tot.	339	1188	347	1341	3215

Traffic Lane Flows

Lane	Scenario 9: 2026 Test Case PM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	272
J1:1/2 (with short)	833(In) 561(Out)
J1:1/3	561
J1:2/1	327
J1:3/1	683
J1:3/2 (with short)	796(In) 729(Out)
J1:3/3 (short)	67
J1:4/1	1673
J1:5/1	339
J1:6/1	1188
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1283(In) 1276(Out)
J2:1/2 (short)	7
J2:2/1	126
J2:3/1	1341
J2:4/1	347
J2:5/1	1394
J2:6/1	1673

Full Input Data And Results

Lane Saturation Flows

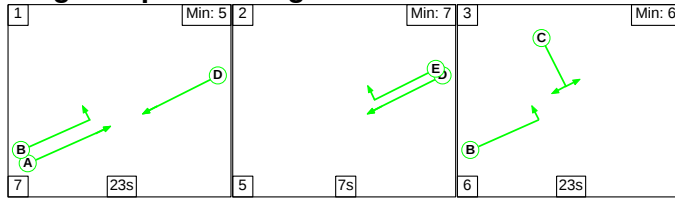
Junction: J1: Barrow Street/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200
J1:1/3 (A38 Bridgwater Road (W) Lane 3)	This lane uses a directly entered Saturation Flow						2250	2250
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right Arm J1:6 Left	10.00 19.77	79.8 % 20.2 %	1758	1758
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2018 Baseline AM' (FG1: '2018 Baseline AM', Plan 1: 'Network Control Plan 1')

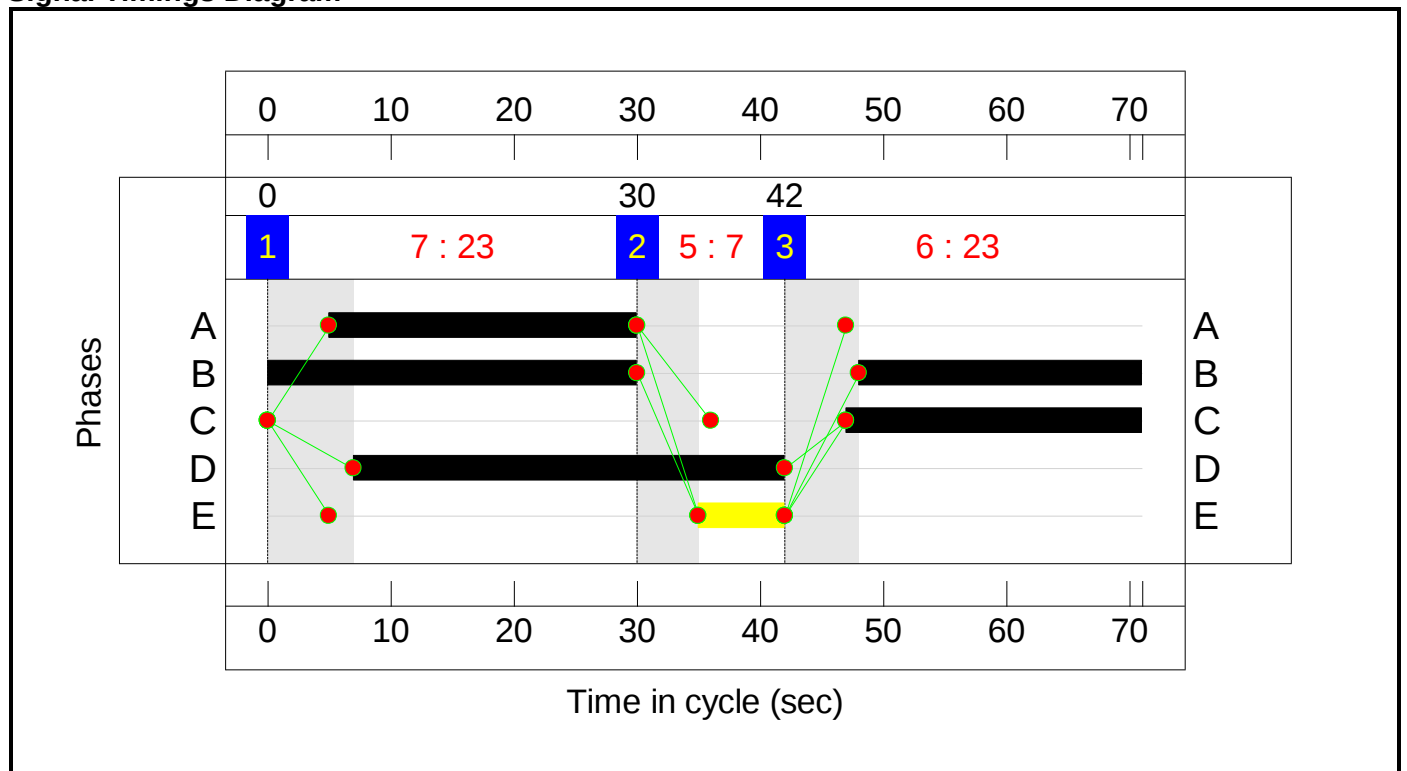
Stage Sequence Diagram



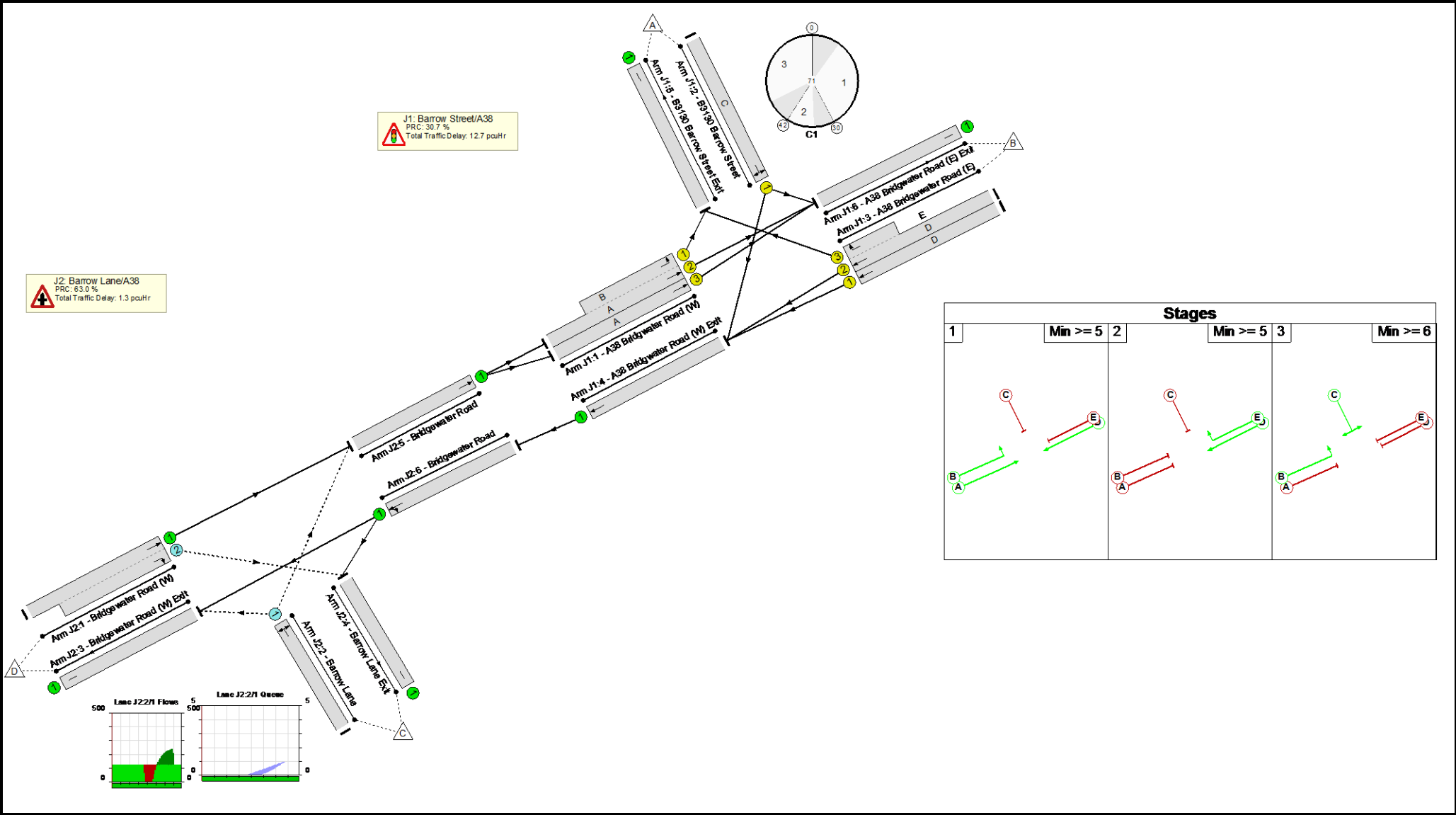
Stage Timings

Stage	1	2	3
Duration	23	7	23
Change Point	0	30	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: A38/Barrow Street/A38/Barrow Lane	-	-	N/A	-	-		-	-	-	-	-	-	68.9%
J1: Barrow Street/A38	-	-	N/A	-	-		-	-	-	-	-	-	68.9%
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A B		1	25:53	-	700	2200:1874	740+276	68.9 : 68.9%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	25	-	496	2250	824	60.2%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	C		1	24	-	250	1775	625	40.0%
3/1	A38 Bridgwater Road (E) Ahead	U	N/A	N/A	D		1	35	-	457	2200	1115	41.0%
3/2+3/3	A38 Bridgwater Road (E) Ahead Right	U	N/A	N/A	D E		1	35:7	-	441	2250:1949	661+220	50.1 : 50.1%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1093	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	N/A	-	-		-	-	-	-	-	-	55.2%
1/1+1/2	Bridgwater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1085	1965: Inf	1964+18	54.7 : 54.7%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	125	Inf	226	55.2%
3/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%

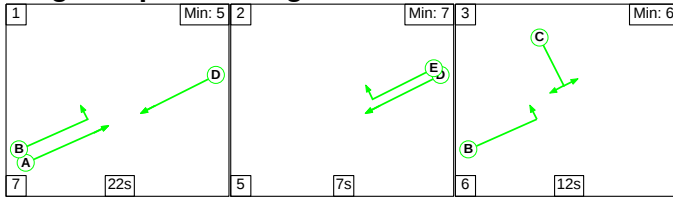
Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1196	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	951	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: A38/Barrow Street/A38/Barrow Lane	-	-	135	0	0	9.8	4.2	0.0	14.0	-	-	-	-
J1: Barrow Street/A38	-	-	0	0	0	9.7	3.0	0.0	12.7	-	-	-	-
1/2+1/1	700	700	-	-	-	2.8	1.1	-	3.8 (3.4+0.4)	19.8 (24.2:8.0)	8.2	1.1	9.3
1/3	496	496	-	-	-	2.5	0.8	-	3.3	23.6	7.8	0.8	8.5
2/1	250	250	-	-	-	1.2	0.3	-	1.5	22.1	3.7	0.3	4.0
3/1	457	457	-	-	-	1.4	0.3	-	1.7	13.6	5.6	0.3	5.9
3/2+3/3	441	441	-	-	-	1.8	0.5	-	2.3 (1.3+1.0)	19.1 (14.2:33.7)	3.8	0.5	4.3
4/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	-	-	135	0	0	0.1	1.2	0.0	1.3	-	-	-	-
1/1+1/2	1085	1085	10	0	0	0.0	0.6	-	0.6 (0.6+0.0)	2.0 (2.0:2.2)	0.0	0.6	0.6
2/1	125	125	125	0	0	0.1	0.6	-	0.7	20.1	1.0	0.6	1.6
3/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1196	1196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 30.7 Total Delay for Signalled Lanes (pcuHr): 12.71 Cycle Time (s): 71 PRC Over All Lanes (%): 30.7 Total Delay Over All Lanes(pcuHr): 14.01													

Full Input Data And Results

Scenario 2: '2018 Baseline Interpeak' (FG2: '2018 Baseline Interpeak', Plan 1: 'Network Control Plan 1')

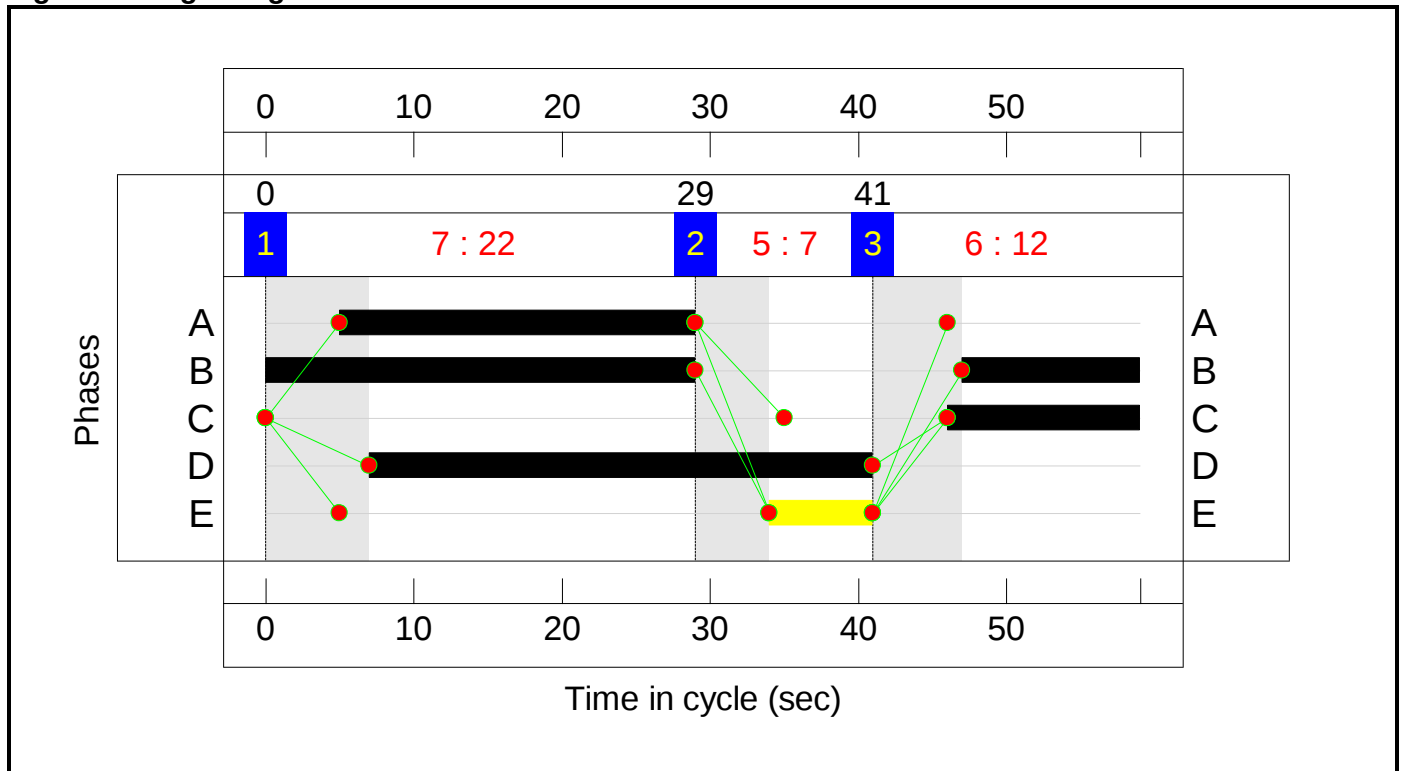
Stage Sequence Diagram



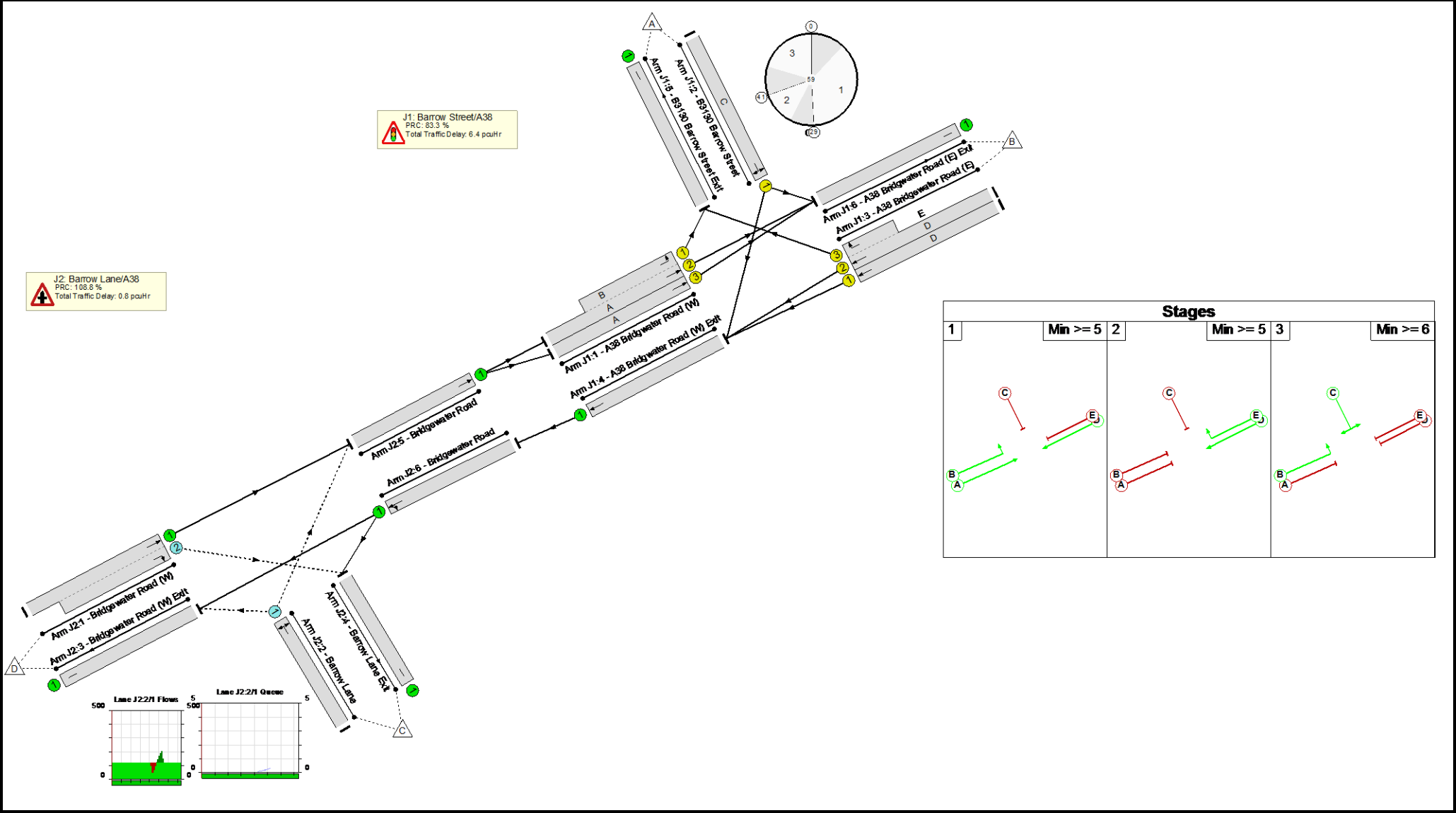
Stage Timings

Stage	1	2	3
Duration	22	7	12
Change Point	0	29	41

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: A38/Barrow Street/A38/Barrow Lane	-	-	N/A	-	-		-	-	-	-	-	-	49.1%
J1: Barrow Street/A38	-	-	N/A	-	-		-	-	-	-	-	-	49.1%
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A B		1	24:41	-	577	2200:1874	868+308	49.1 : 49.1%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	24	-	385	2250	953	40.4%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	C		1	13	-	133	1760	418	31.8%
3/1	A38 Bridgwater Road (E) Ahead	U	N/A	N/A	D		1	34	-	339	2200	1305	26.0%
3/2+3/3	A38 Bridgwater Road (E) Ahead Right	U	N/A	N/A	D E		1	34:7	-	425	2250:1949	1223+124	31.6 : 31.6%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	N/A	-	-		-	-	-	-	-	-	43.1%
1/1+1/2	Bridgwater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	851	1965: Inf	1965+9	43.1 : 43.1%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	121	Inf	284	42.6%
3/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%

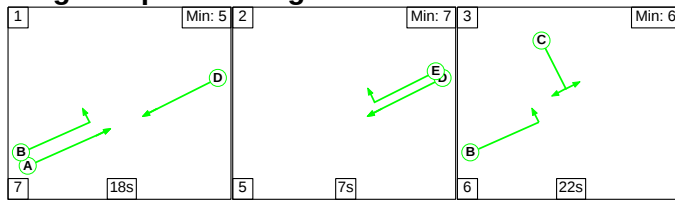
Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	828	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: A38/Barrow Street/A38/Barrow Lane	-	-	125	0	0	4.9	2.2	0.0	7.1	-	-	-	-
J1: Barrow Street/A38	-	-	0	0	0	4.9	1.5	0.0	6.4	-	-	-	-
1/2+1/1	577	577	-	-	-	1.6	0.5	-	2.0 (1.8+0.2)	12.7 (15.2:5.7)	5.0	0.5	5.4
1/3	385	385	-	-	-	1.3	0.3	-	1.6	15.0	4.4	0.3	4.7
2/1	133	133	-	-	-	0.7	0.2	-	0.9	24.9	1.8	0.2	2.0
3/1	339	339	-	-	-	0.5	0.2	-	0.7	7.6	2.6	0.2	2.8
3/2+3/3	425	425	-	-	-	0.9	0.2	-	1.1 (0.8+0.3)	9.4 (7.8:24.5)	3.0	0.2	3.2
4/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	-	-	125	0	0	0.0	0.7	0.0	0.8	-	-	-	-
1/1+1/2	851	851	4	0	0	0.0	0.4	-	0.4 (0.4+0.0)	1.6 (1.6:1.6)	0.0	0.4	0.4
2/1	121	121	121	0	0	0.0	0.4	-	0.4	11.2	0.3	0.4	0.7
3/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 83.3 Total Delay for Signalled Lanes (pcuHr): 6.38 Cycle Time (s): 59 PRC Over All Lanes (%): 83.3 Total Delay Over All Lanes(pcuHr): 7.14													

Full Input Data And Results

Scenario 3: '2018 Baseline PM' (FG3: '2018 Baseline PM', Plan 1: 'Network Control Plan 1')

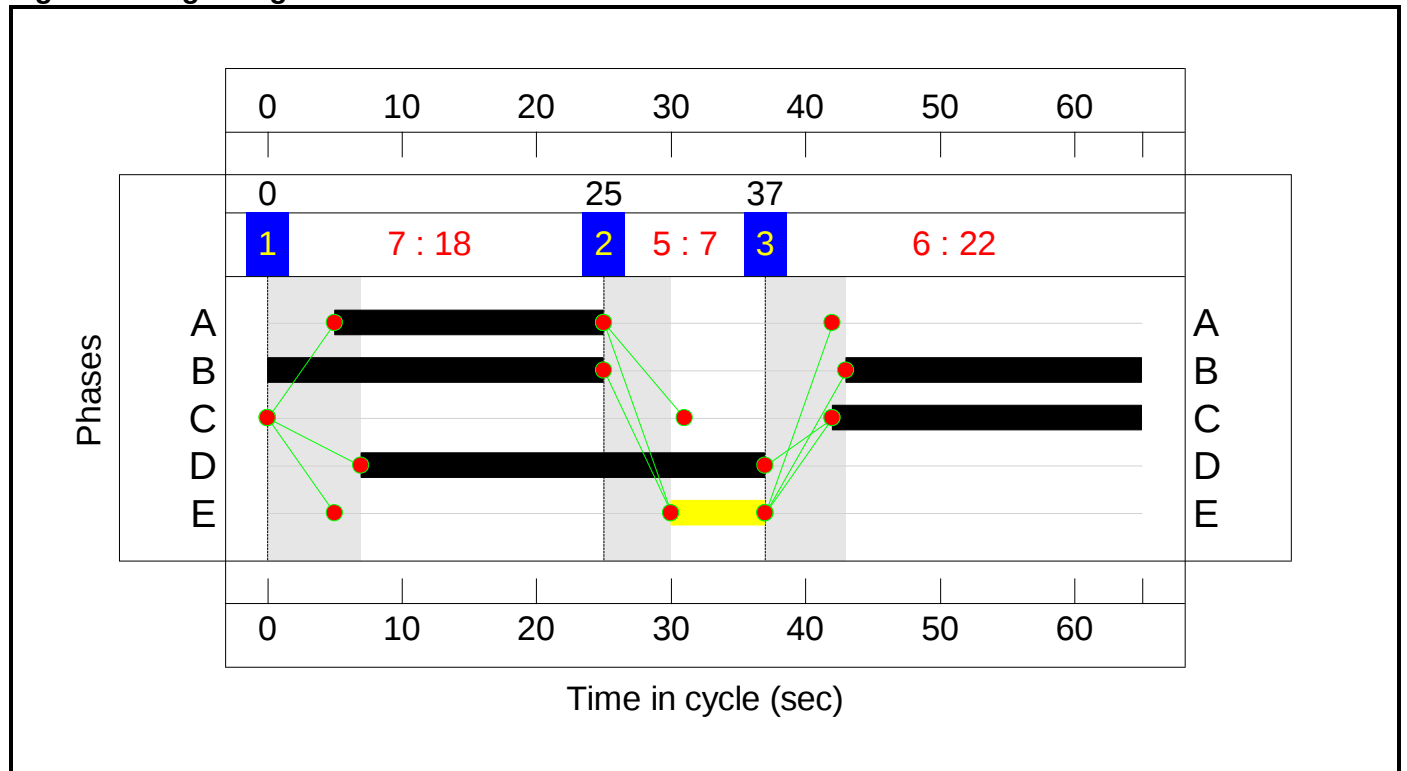
Stage Sequence Diagram



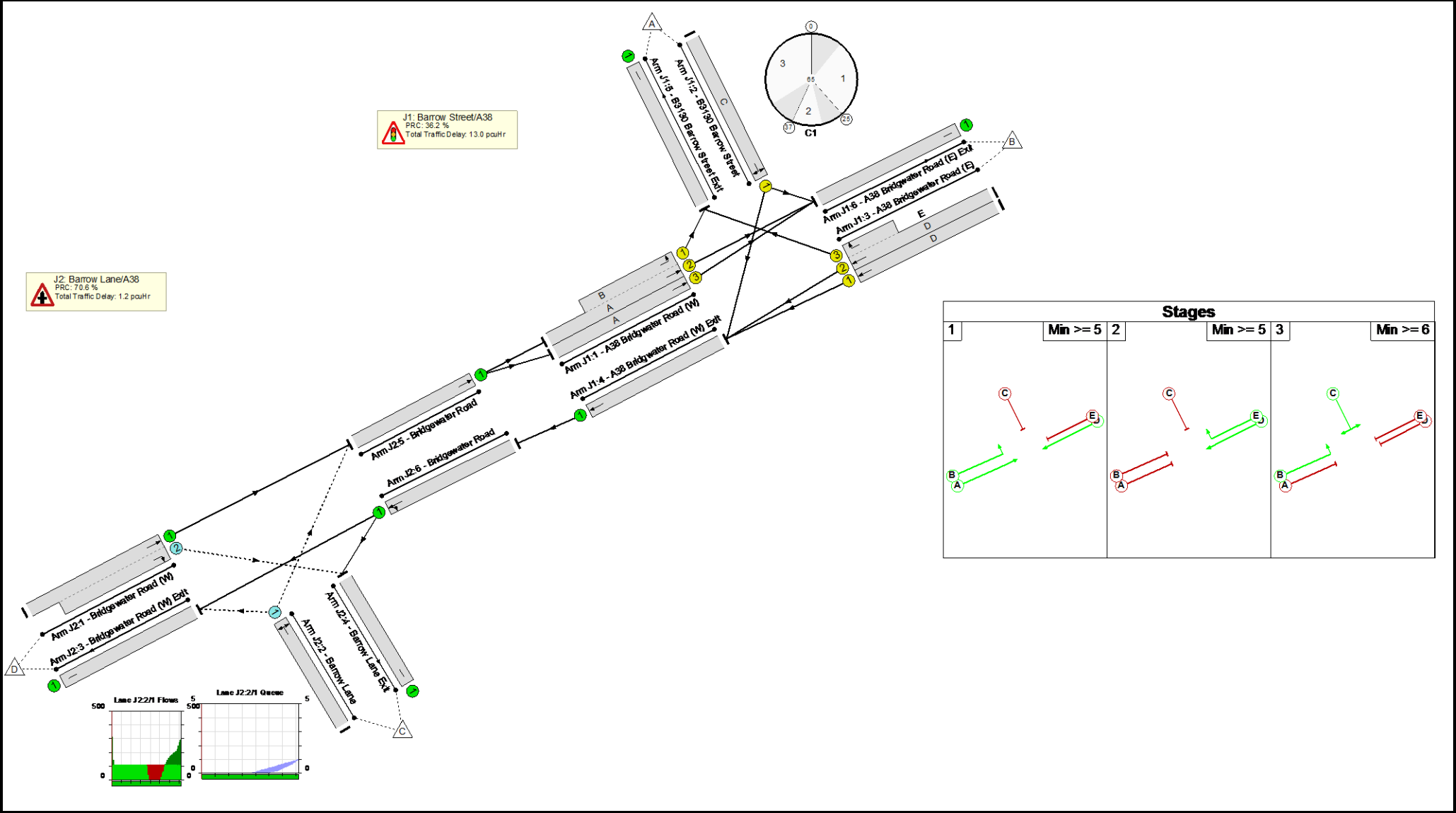
Stage Timings

Stage	1	2	3
Duration	18	7	22
Change Point	0	25	37

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: A38/Barrow Street/A38/Barrow Lane	-	-	N/A	-	-		-	-	-	-	-	-	66.1%
J1: Barrow Street/A38	-	-	N/A	-	-		-	-	-	-	-	-	66.1%
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A B		1	20:47	-	664	2200:1874	687+318	66.1 : 66.1%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	20	-	411	2250	727	56.5%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	C		1	23	-	285	1757	649	43.9%
3/1	A38 Bridgwater Road (E) Ahead	U	N/A	N/A	D		1	30	-	518	2200	1049	49.4%
3/2+3/3	A38 Bridgwater Road (E) Ahead Right	U	N/A	N/A	D E		1	30:7	-	620	2250:1949	983+103	57.1 : 57.1%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1307	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	N/A	-	-		-	-	-	-	-	-	52.7%
1/1+1/2	Bridgwater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	978	1965: Inf	1964+12	49.5 : 49.5%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	110	Inf	209	52.7%
3/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	1049	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%

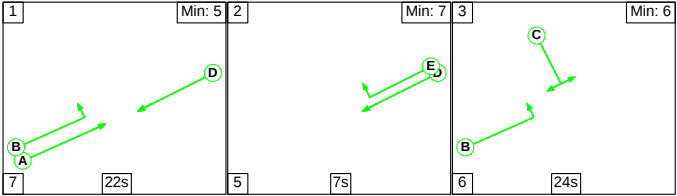
Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1307	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: A38/Barrow Street/A38/Barrow Lane	-	-	116	0	0	10.0	4.2	0.0	14.2	-	-	-	-
J1: Barrow Street/A38	-	-	0	0	0	9.9	3.2	0.0	13.0	-	-	-	-
1/2+1/1	664	664	-	-	-	2.6	1.0	-	3.5 (3.1+0.5)	19.1 (24.3:7.9)	6.9	1.0	7.9
1/3	411	411	-	-	-	2.2	0.6	-	2.8	24.5	6.0	0.6	6.7
2/1	285	285	-	-	-	1.2	0.4	-	1.6	20.4	3.8	0.4	4.2
3/1	518	518	-	-	-	1.7	0.5	-	2.2	15.0	6.3	0.5	6.8
3/2+3/3	620	620	-	-	-	2.3	0.7	-	2.9 (2.5+0.5)	17.1 (15.7:29.7)	7.3	0.7	8.0
4/1	1307	1307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	-	-	116	0	0	0.1	1.0	0.0	1.2	-	-	-	-
1/1+1/2	978	978	6	0	0	0.0	0.5	-	0.5 (0.5+0.0)	1.8 (1.8:2.8)	0.0	0.5	0.5
2/1	110	110	110	0	0	0.1	0.6	-	0.7	22.2	1.0	0.6	1.6
3/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1307	1307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 36.2 Total Delay for Signalled Lanes (pcuHr): 13.04 Cycle Time (s): 65 PRC Over All Lanes (%): 36.2 Total Delay Over All Lanes(pcuHr): 14.21													

Full Input Data And Results

Scenario 4: '2026 Ref Case AM' (FG4: '2026 Ref Case AM', Plan 1: 'Network Control Plan 1')

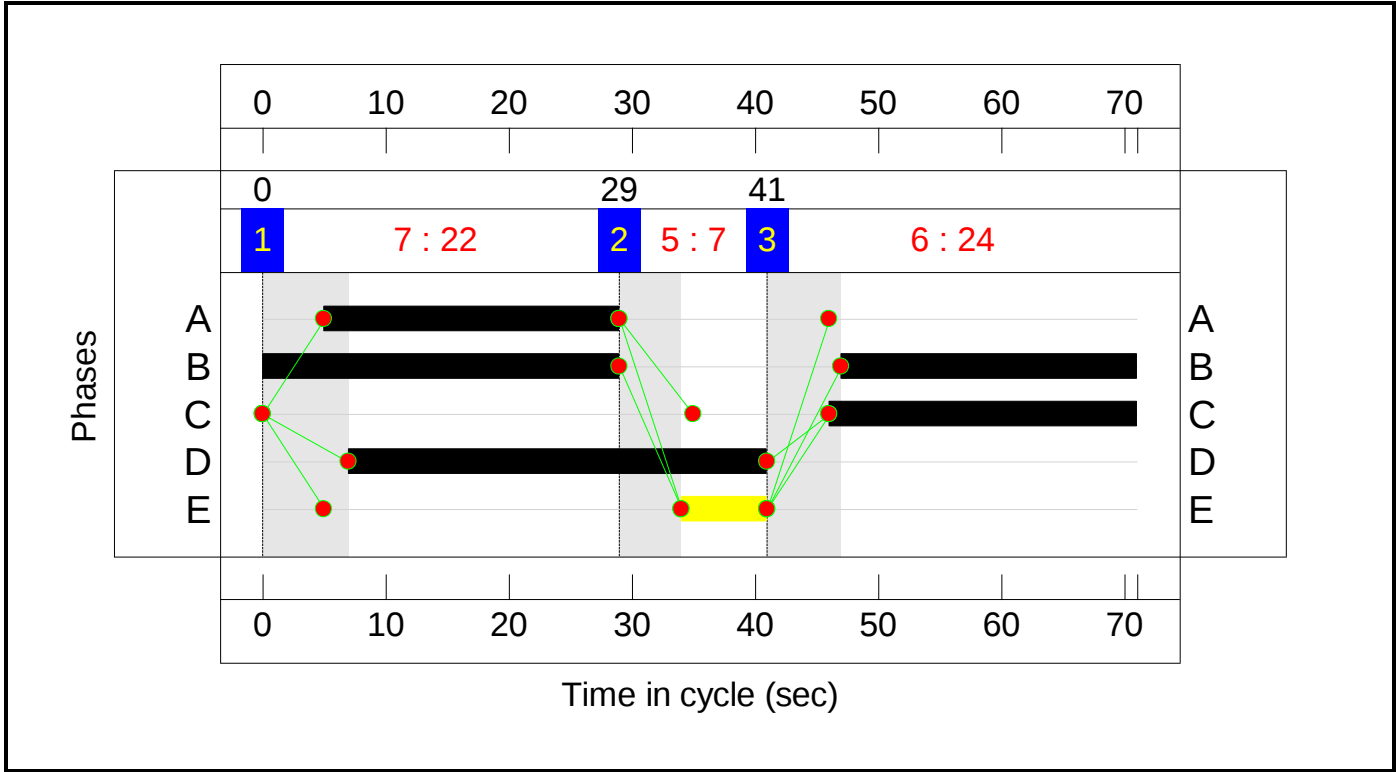
Stage Sequence Diagram



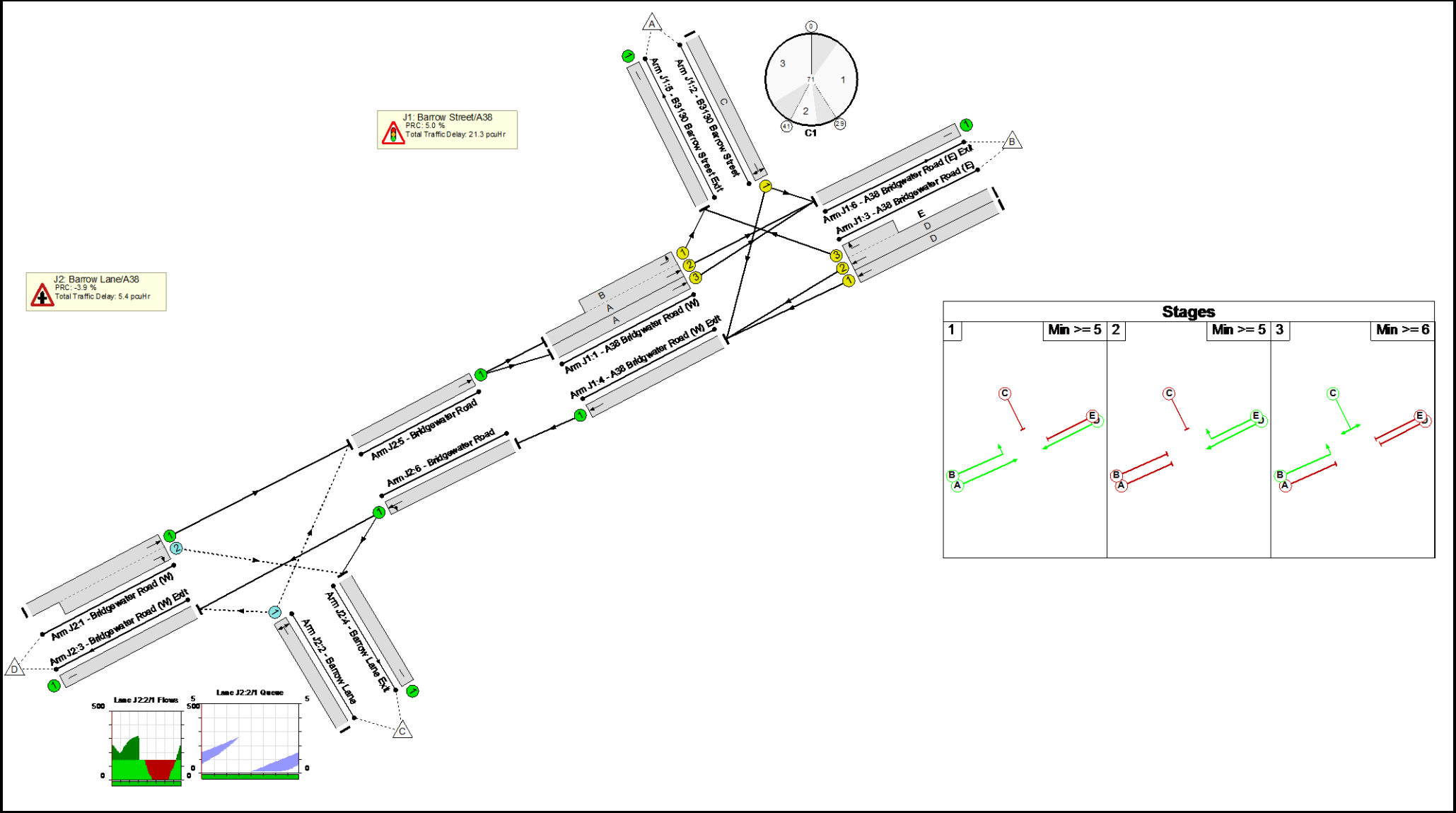
Stage Timings

Stage	1	2	3
Duration	22	7	24
Change Point	0	29	41

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

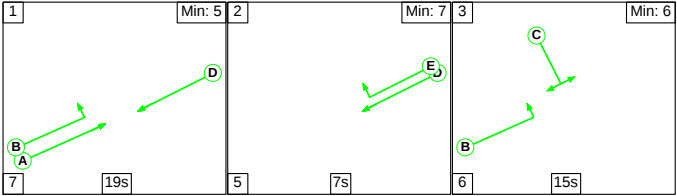
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Barrow Street/A38/Barrow Lane	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
J1: Barrow Street/A38	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A B		1	24:53	-	813	2200:1874	718+273	82.0 : 82.0%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	24	-	594	2250	792	75.0%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	C		1	25	-	286	1774	650	44.0%
3/1	A38 Bridgwater Road (E) Ahead	U	N/A	N/A	D		1	34	-	930	2200	1085	85.8%
3/2+3/3	A38 Bridgwater Road (E) Ahead Right	U	N/A	N/A	D E		1	34:7	-	158	2250:1949	56+220	57.4 : 57.4%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1149	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
1/1+1/2	Bridgwater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1280	1965: Inf	1964+17	64.6 : 64.6%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	143	Inf	153	93.5%
3/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%

Full Input Data And Results

Full Input Data And Results

Scenario 5: '2026 Ref Case Interpeak' (FG5: '2026 Ref Case Interpeak', Plan 1: 'Network Control Plan 1')

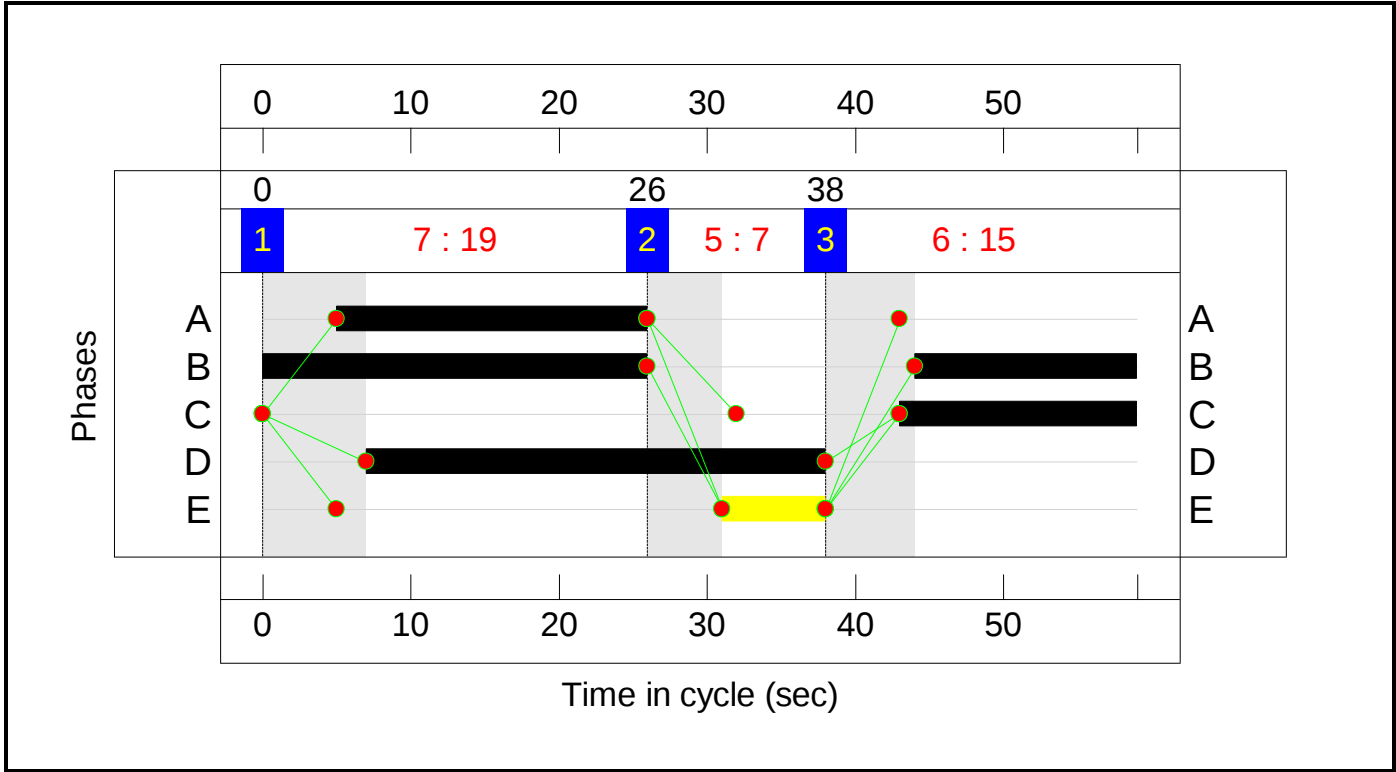
Stage Sequence Diagram



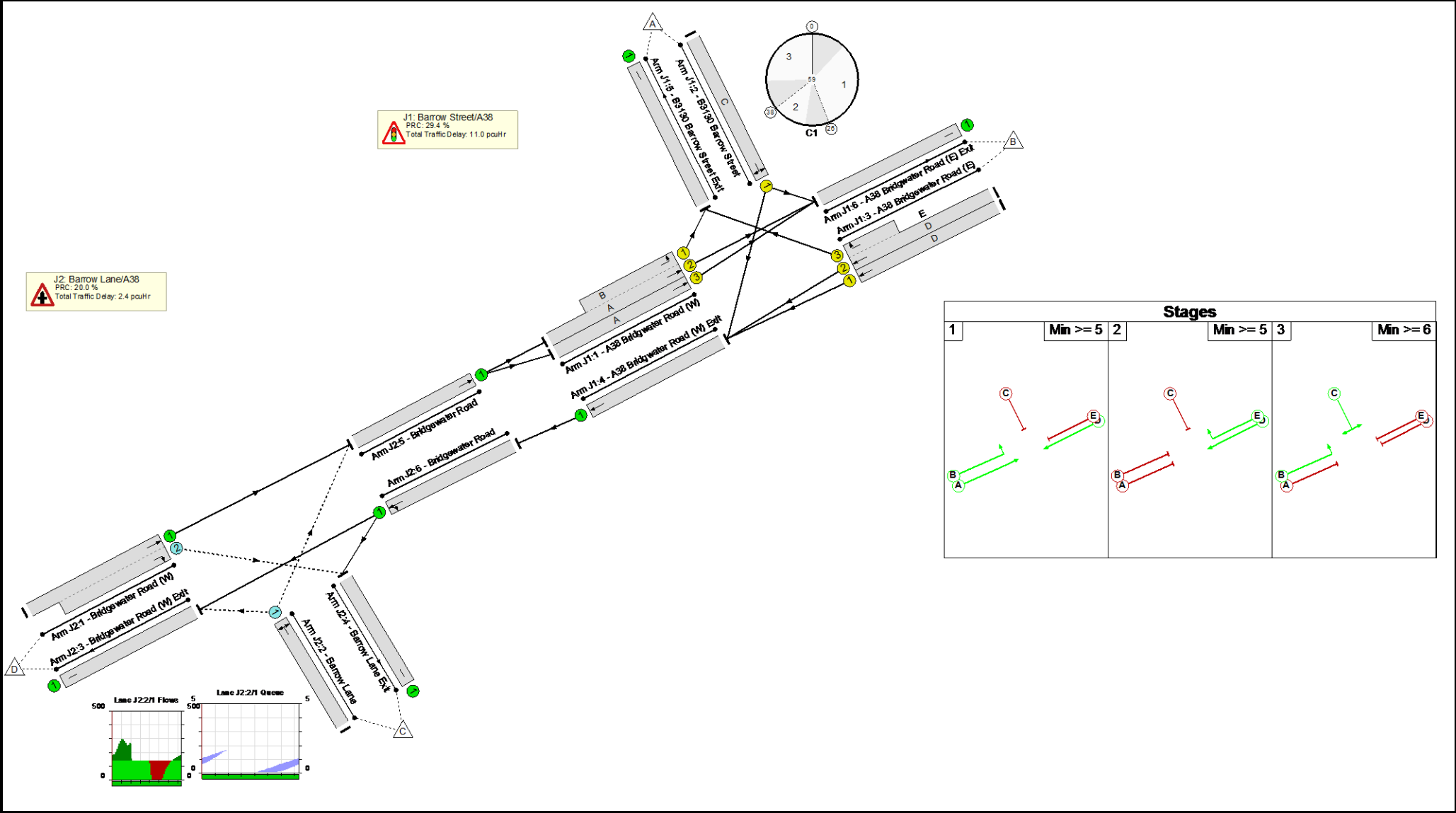
Stage Timings

Stage	1	2	3
Duration	19	7	15
Change Point	0	26	38

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

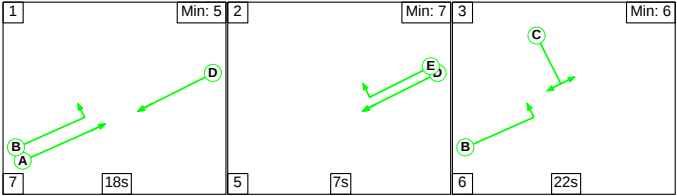
Network Results

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: A38/Barrow Street/A38/Barrow Lane	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
J1: Barrow Street/A38	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A B		1	21:41	-	749	2200:1874	788+289	69.6 : 69.6%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	21	-	529	2250	839	63.1%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	C		1	16	-	155	1760	507	30.6%
3/1	A38 Bridgwater Road (E) Ahead	U	N/A	N/A	D		1	31	-	461	2200	1193	38.6%
3/2+3/3	A38 Bridgwater Road (E) Ahead Right	U	N/A	N/A	D E		1	31:7	-	563	2250:1949	1132+98	45.8 : 45.8%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1099	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1112	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
1/1+1/2	Bridgwater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1149	1965: Inf	1965+9	58.2 : 58.2%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	141	Inf	188	75.0%
3/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%

Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1278	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1099	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: A38/Barrow Street/A38/Barrow Lane	-	-	146	0	0	8.3	5.1	0.0	13.3	-	-	-	-
J1: Barrow Street/A38	-	-	0	0	0	8.0	2.9	0.0	11.0	-	-	-	-
1/2+1/1	749	749	-	-	-	2.6	1.1	-	3.7 (3.2+0.5)	17.8 (21.3:8.2)	7.5	1.1	8.7
1/3	529	529	-	-	-	2.3	0.8	-	3.2	21.5	7.1	0.8	8.0
2/1	155	155	-	-	-	0.7	0.2	-	0.9	21.5	2.0	0.2	2.2
3/1	461	461	-	-	-	1.0	0.3	-	1.3	10.3	4.4	0.3	4.7
3/2+3/3	563	563	-	-	-	1.4	0.4	-	1.9 (1.5+0.3)	11.9 (10.7:25.3)	5.0	0.4	5.5
4/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1112	1112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	-	-	146	0	0	0.2	2.1	0.0	2.4	-	-	-	-
1/1+1/2	1149	1149	5	0	0	0.0	0.7	-	0.7 (0.7+0.0)	2.2 (2.2:2.5)	0.0	0.7	0.7
2/1	141	141	141	0	0	0.2	1.4	-	1.7	42.2	1.7	1.4	3.1
3/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1278	1278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 29.4 Total Delay for Signalled Lanes (pcuHr): 10.96 Cycle Time (s): 59 PRC Over All Lanes (%): 20.0 Total Delay Over All Lanes(pcuHr): 13.31													

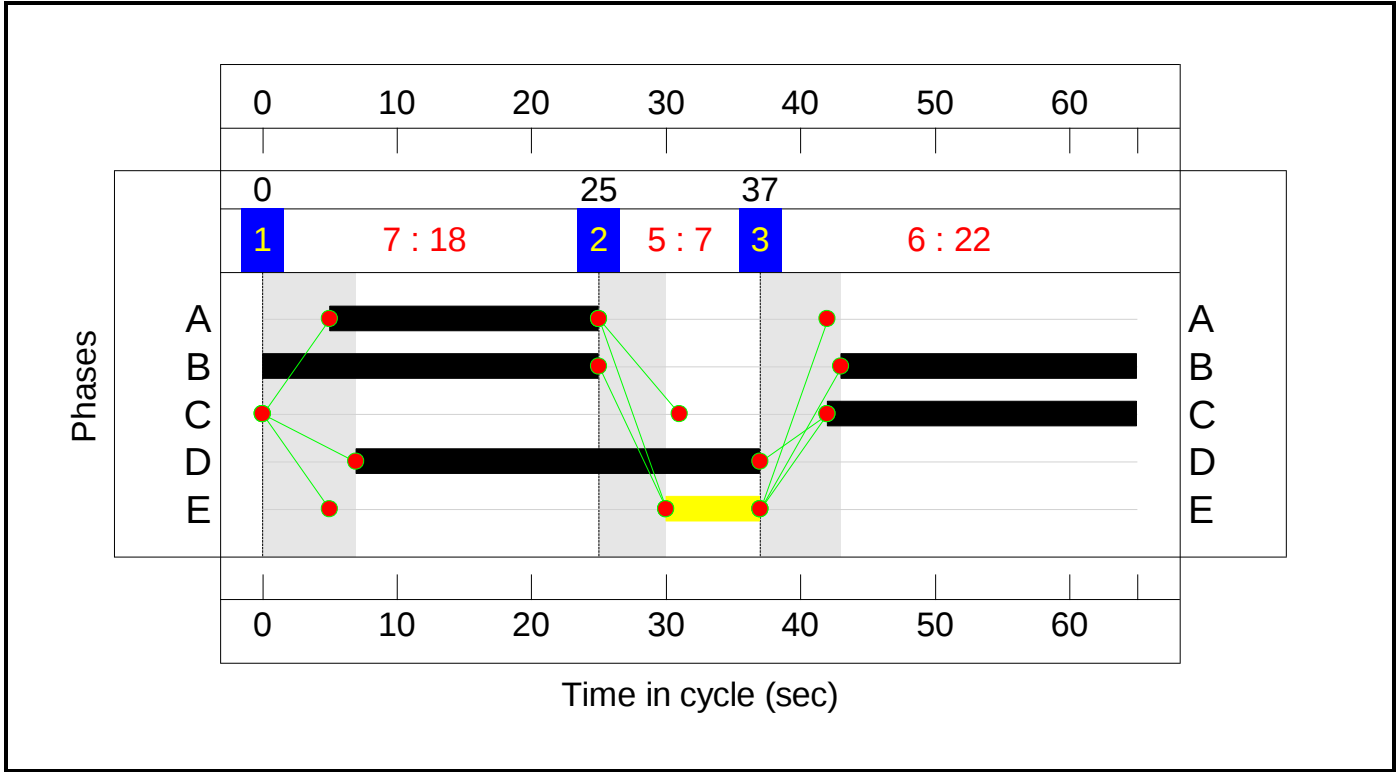
Stage Sequence Diagram



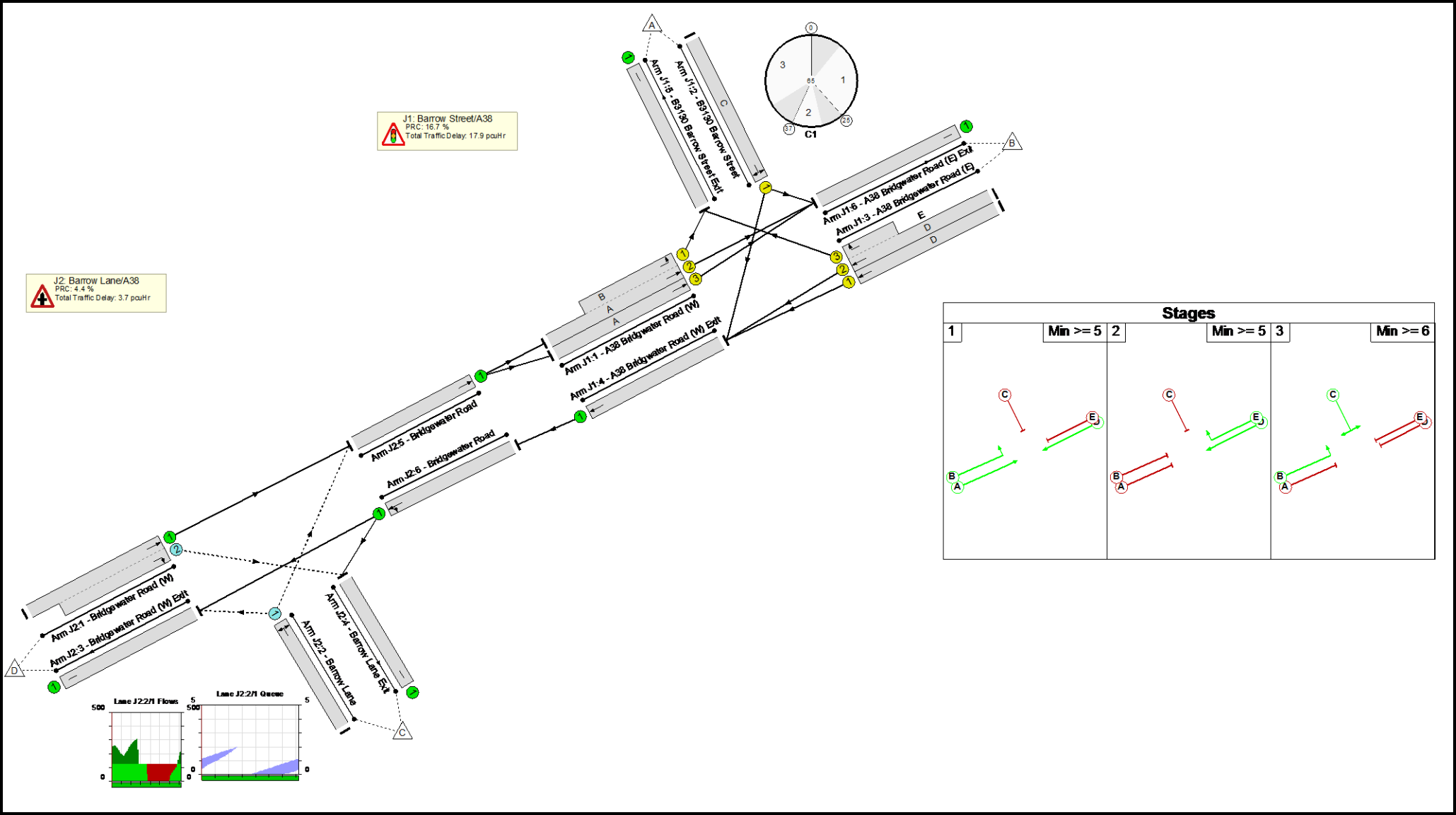
Stage Timings

Stage	1	2	3
Duration	18	7	22
Change Point	0	25	37

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: A38/Barrow Street/A38/Barrow Lane	-	-	N/A	-	-		-	-	-	-	-	-	86.2%
J1: Barrow Street/A38	-	-	N/A	-	-		-	-	-	-	-	-	77.1%
1/2+1/1	A38 Bridgewater Road (W) Left Ahead	U	N/A	N/A	A B		1	20:47	-	784	2200:1874	686+331	77.1 : 77.1%
1/3	A38 Bridgewater Road (W) Ahead	U	N/A	N/A	A		1	20	-	523	2250	727	71.9%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	C		1	23	-	327	1758	649	50.4%
3/1	A38 Bridgewater Road (E) Ahead	U	N/A	N/A	D		1	30	-	635	2200	1049	60.5%
3/2+3/3	A38 Bridgewater Road (E) Ahead Right	U	N/A	N/A	D E		1	30:7	-	750	2250:1949	988+97	69.1 : 69.1%
4/1	A38 Bridgewater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1579	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
6/1	A38 Bridgewater Road (E) Exit	U	N/A	N/A	-		-	-	-	1118	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	N/A	-	-		-	-	-	-	-	-	86.2%
1/1+1/2	Bridgewater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1196	1965: Inf	1965+12	60.5 : 60.5%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	126	Inf	146	86.2%
3/1	Bridgewater Road (W) Exit	U	N/A	N/A	-		-	-	-	1266	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%

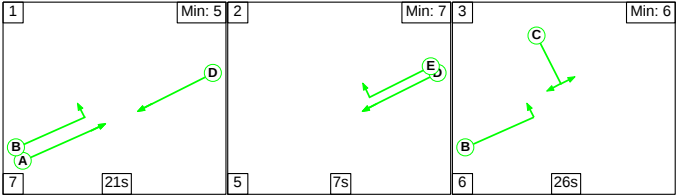
Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1307	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1579	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: A38/Barrow Street/A38/Barrow Lane	-	-	133	0	0	13.0	8.6	0.0	21.6	-	-	-	-
J1: Barrow Street/A38	-	-	0	0	0	12.6	5.3	0.0	17.9	-	-	-	-
1/2+1/1	784	784	-	-	-	3.2	1.7	-	4.8 (4.1+0.7)	22.2 (28.1:10.1)	8.6	1.7	10.3
1/3	523	523	-	-	-	2.9	1.3	-	4.1	28.3	8.3	1.3	9.6
2/1	327	327	-	-	-	1.4	0.5	-	1.9	21.5	4.5	0.5	5.0
3/1	635	635	-	-	-	2.2	0.8	-	3.0	16.8	8.3	0.8	9.1
3/2+3/3	750	750	-	-	-	2.9	1.1	-	4.0 (3.5+0.6)	19.4 (18.3:31.2)	9.8	1.1	10.9
4/1	1579	1579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1118	1118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	-	-	133	0	0	0.4	3.3	0.0	3.7	-	-	-	-
1/1+1/2	1196	1196	7	0	0	0.0	0.8	-	0.8 (0.8+0.0)	2.3 (2.3:4.6)	0.0	0.8	0.8
2/1	126	126	126	0	0	0.4	2.5	-	2.9	83.3	2.0	2.5	4.5
3/1	1266	1266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1307	1307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1579	1579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 16.7 Total Delay for Signalled Lanes (pcuHr): 17.93 Cycle Time (s): 65 PRC Over All Lanes (%): 4.4 Total Delay Over All Lanes(pcuHr): 21.61													

Full Input Data And Results

Scenario 7: '2026 Test Case AM' (FG7: '2026 Test Case AM', Plan 1: 'Network Control Plan 1')

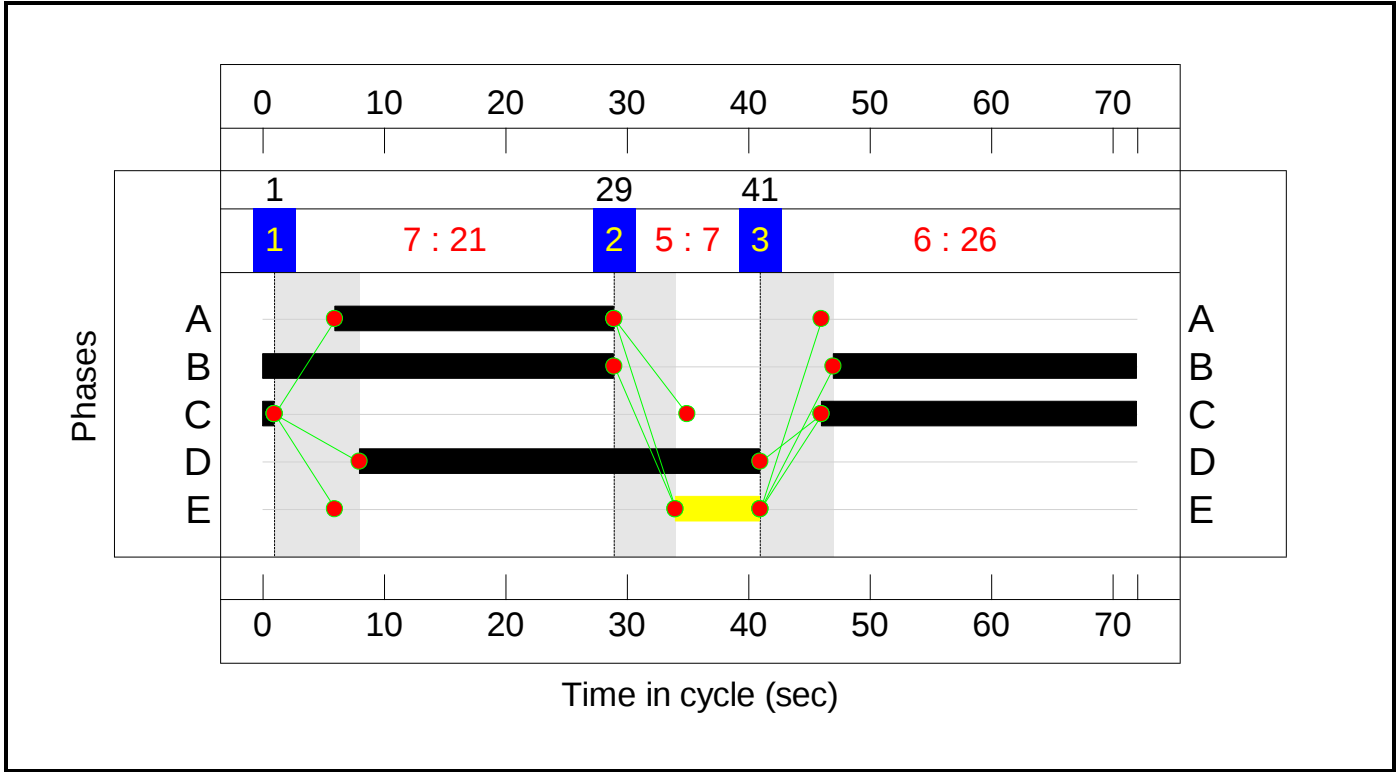
Stage Sequence Diagram



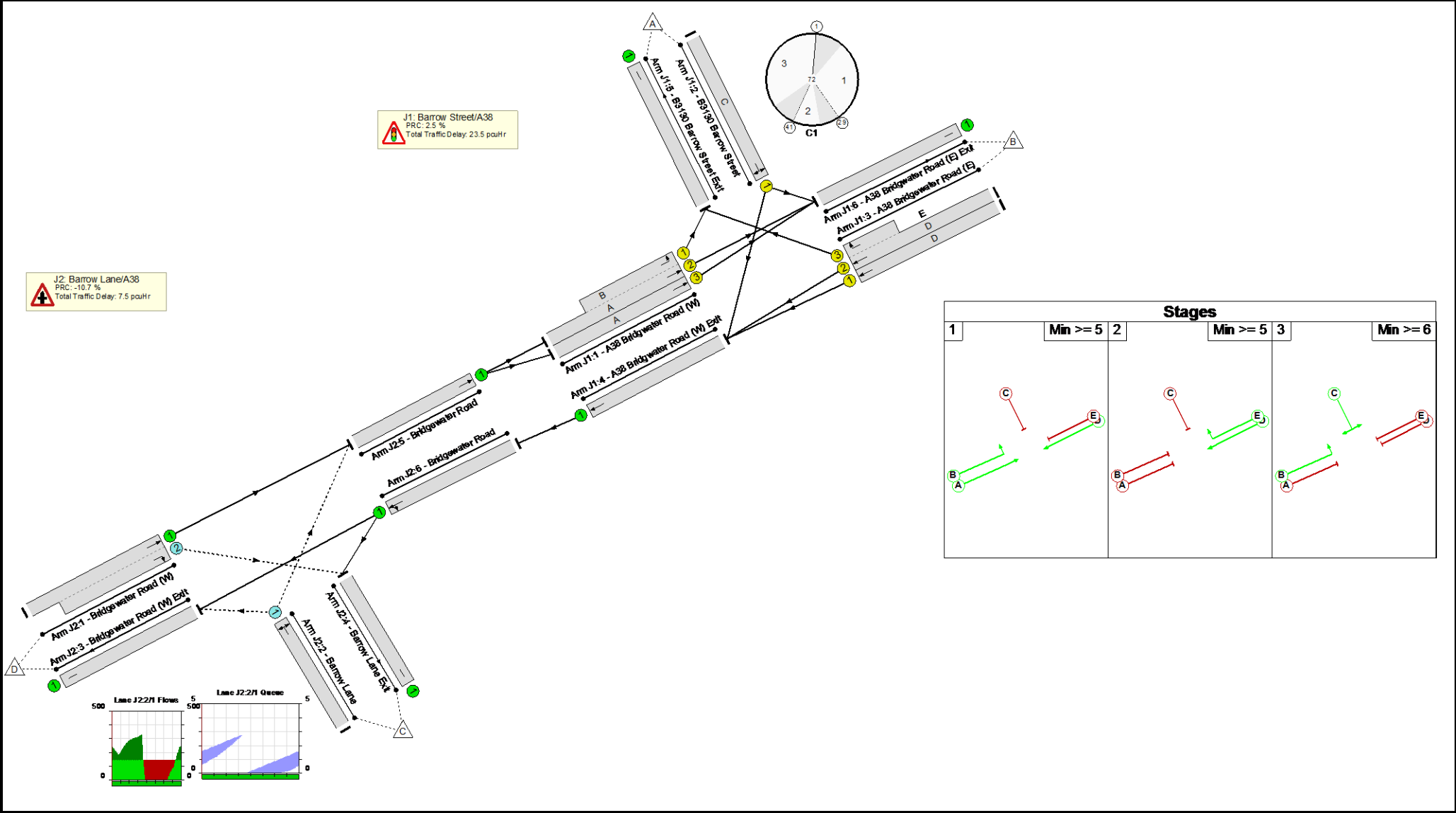
Stage Timings

Stage	1	2	3
Duration	21	7	26
Change Point	1	29	41

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: A38/Barrow Street/A38/Barrow Lane	-	-	N/A	-	-		-	-	-	-	-	-	99.6%
J1: Barrow Street/A38	-	-	N/A	-	-		-	-	-	-	-	-	87.8%
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A B		1	23:54	-	834	2200:1874	687+263	87.8 : 87.8%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	23	-	618	2250	750	82.4%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	C		1	27	-	286	1774	690	41.5%
3/1	A38 Bridgwater Road (E) Ahead	U	N/A	N/A	D		1	33	-	845	2200	1039	81.3%
3/2+3/3	A38 Bridgwater Road (E) Ahead Right	U	N/A	N/A	D E		1	33:7	-	313	2250:1949	321+217	58.2 : 58.2%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1219	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1320	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	N/A	-	-		-	-	-	-	-	-	99.6%
1/1+1/2	Bridgwater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1325	1965: Inf	1964+16	66.9 : 66.9%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	143	Inf	144	99.6%
3/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	1037	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%

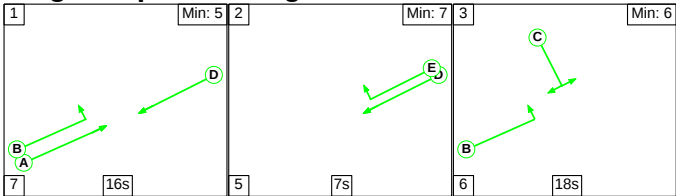
Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1452	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1219	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: A38/Barrow Street/A38/Barrow Lane	-	-	154	0	0	15.3	15.7	0.0	31.0	-	-	-	-
J1: Barrow Street/A38	-	-	0	0	0	14.6	8.8	0.0	23.5	-	-	-	-
1/2+1/1	834	834	-	-	-	3.9	3.4	-	7.3 (6.2+1.1)	31.7 (37.3:17.0)	11.1	3.4	14.5
1/3	618	618	-	-	-	4.0	2.3	-	6.2	36.3	11.3	2.3	13.6
2/1	286	286	-	-	-	1.3	0.4	-	1.6	20.5	4.1	0.4	4.5
3/1	845	845	-	-	-	3.8	2.1	-	6.0	25.4	14.3	2.1	16.5
3/2+3/3	313	313	-	-	-	1.6	0.7	-	2.3 (1.0+1.3)	26.8 (18.9:38.4)	2.4	0.7	3.1
4/1	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1320	1320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	-	-	154	0	0	0.6	6.8	0.0	7.5	-	-	-	-
1/1+1/2	1325	1325	11	0	0	0.0	1.0	-	1.0 (1.0+0.0)	2.7 (2.7:2.7)	0.0	1.0	1.0
2/1	143	143	143	0	0	0.6	5.8	-	6.5	163.0	2.8	5.8	8.6
3/1	1037	1037	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1452	1452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 2.5 Total Delay for Signalled Lanes (pcuHr): 23.47 Cycle Time (s): 72 PRC Over All Lanes (%): -10.7 Total Delay Over All Lanes(pcuHr): 30.95													

Full Input Data And Results

Scenario 8: '2026 Test Case Interpeak' (FG8: '2026 Test Case Interpeak', Plan 1: 'Network Control Plan 1')

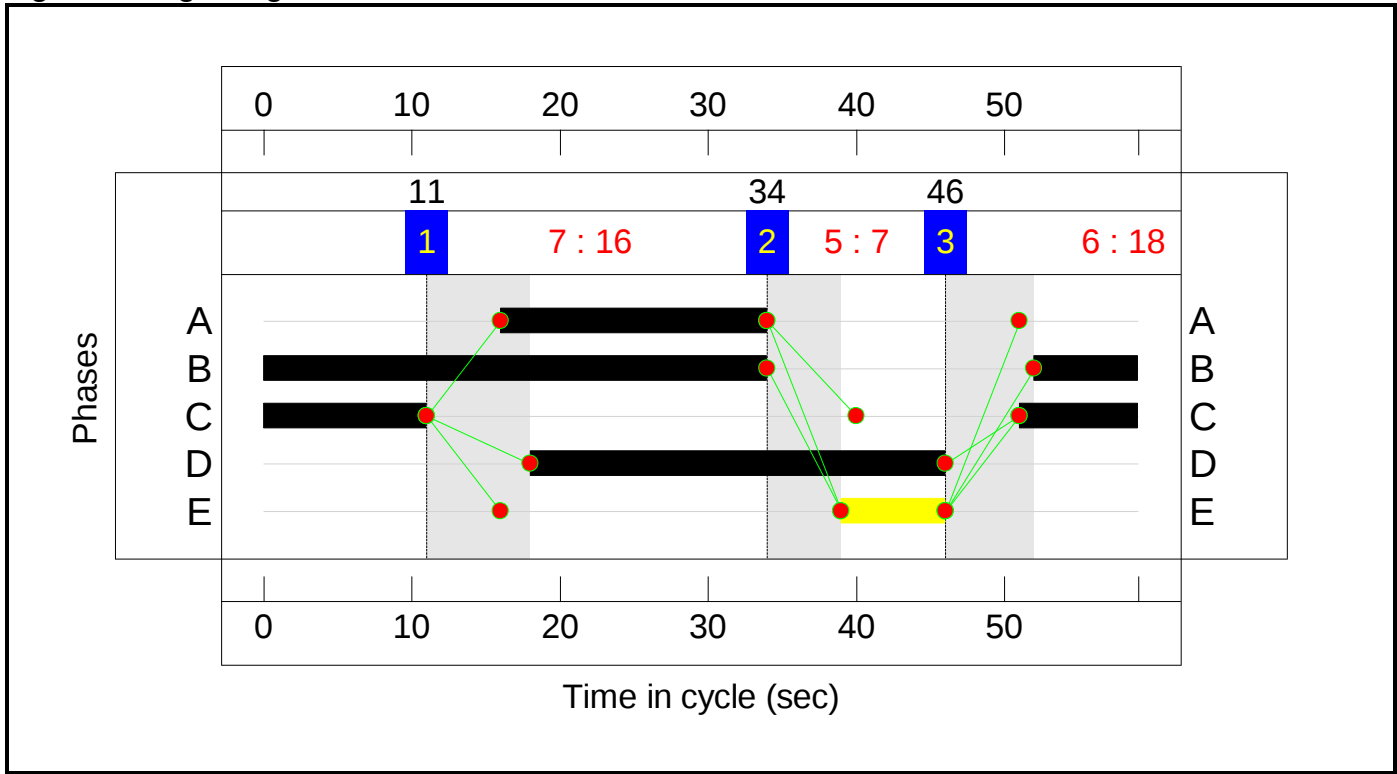
Stage Sequence Diagram



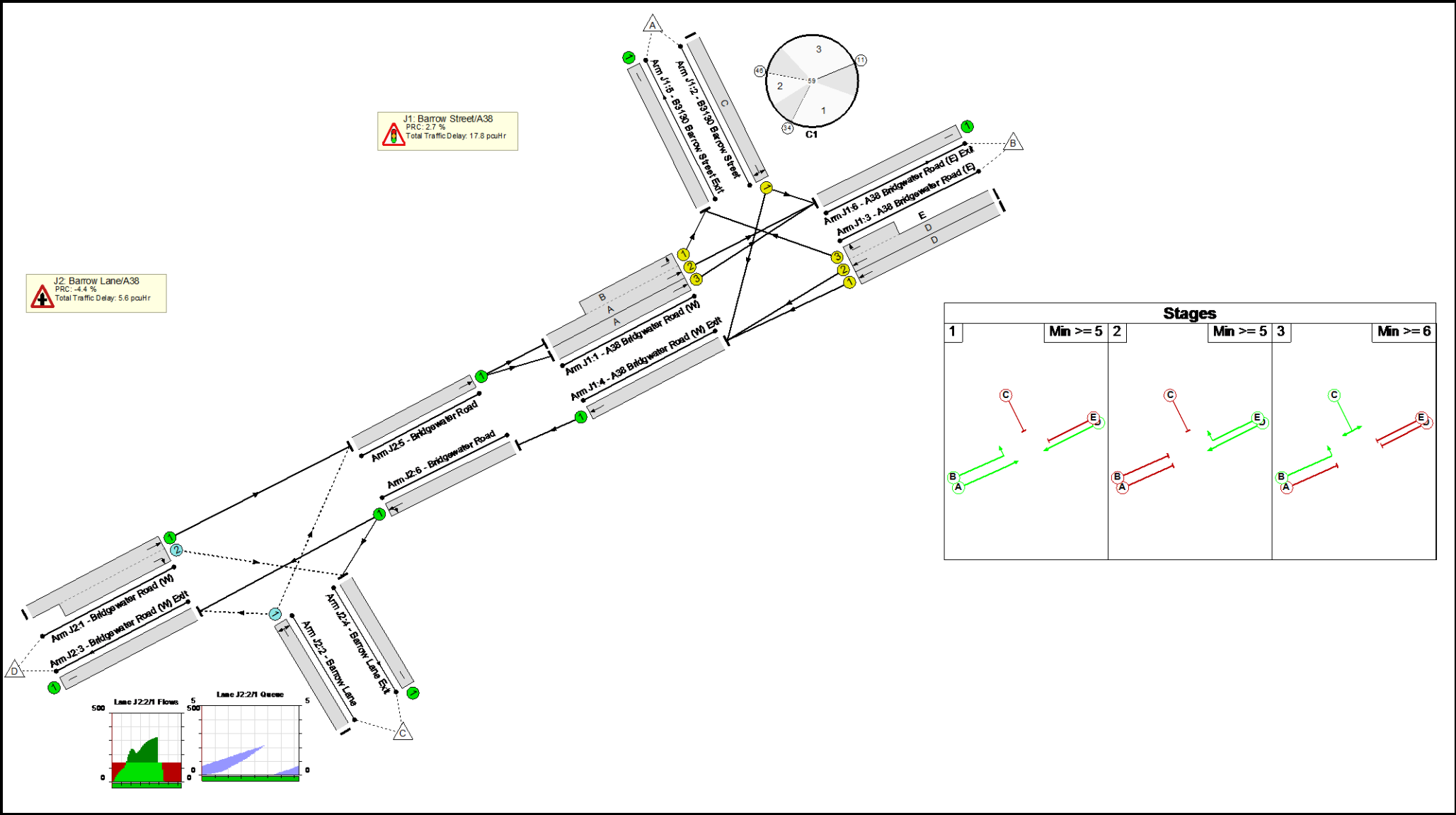
Stage Timings

Stage	1	2	3
Duration	16	7	18
Change Point	11	34	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: A38/Barrow Street/A38/Barrow Lane	-	-	N/A	-	-		-	-	-	-	-	-	93.9%
J1: Barrow Street/A38	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A B		1	18:41	-	849	2200:1874	708+260	87.7 : 87.7%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	18	-	605	2250	725	83.5%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	C		1	19	-	155	1760	597	26.0%
3/1	A38 Bridgwater Road (E) Ahead	U	N/A	N/A	D		1	28	-	537	2200	1081	49.7%
3/2+3/3	A38 Bridgwater Road (E) Ahead Right	U	N/A	N/A	D E		1	28:7	-	640	2250:1949	1035+78	57.5 : 57.5%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1252	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1261	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	N/A	-	-		-	-	-	-	-	-	93.9%
1/1+1/2	Bridgwater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1325	1965: Inf	1965+7	67.2 : 67.2%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	141	Inf	150	93.9%
3/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	1109	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

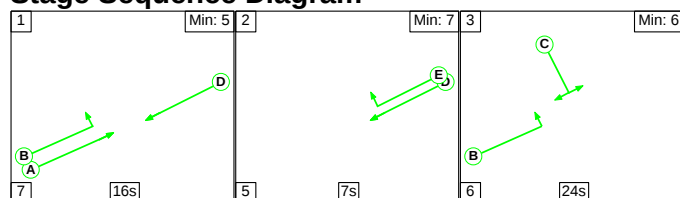
Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1454	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1252	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: A38/Barrow Street/A38/Barrow Lane	-	-	146	0	0	11.2	12.2	0.0	23.4	-	-	-	-
J1: Barrow Street/A38	-	-	0	0	0	10.7	7.1	0.0	17.8	-	-	-	-
1/2+1/1	849	849	-	-	-	3.4	3.4	-	6.8 (5.7+1.1)	28.8 (33.1:16.9)	9.6	3.4	12.9
1/3	605	605	-	-	-	3.1	2.4	-	5.6	33.1	9.1	2.4	11.5
2/1	155	155	-	-	-	0.6	0.2	-	0.8	18.2	1.8	0.2	2.0
3/1	537	537	-	-	-	1.5	0.5	-	2.0	13.4	5.8	0.5	6.3
3/2+3/3	640	640	-	-	-	2.0	0.7	-	2.7 (2.3+0.3)	15.1 (14.2:26.4)	7.0	0.7	7.7
4/1	1252	1252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	-	-	146	0	0	0.5	5.1	0.0	5.6	-	-	-	-
1/1+1/2	1325	1325	5	0	0	0.0	1.0	-	1.0 (1.0+0.0)	2.8 (2.8:3.7)	0.0	1.0	1.0
2/1	141	141	141	0	0	0.5	4.1	-	4.6	116.3	2.1	4.1	6.2
3/1	1109	1109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1454	1454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1252	1252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 2.7 Total Delay for Signalled Lanes (pcuHr): 17.81 Cycle Time (s): 59 PRC Over All Lanes (%): -4.4 Total Delay Over All Lanes(pcuHr): 23.39													

Full Input Data And Results

Scenario 9: '2026 Test Case PM' (FG9: '2026 Test Case PM', Plan 1: 'Network Control Plan 1')

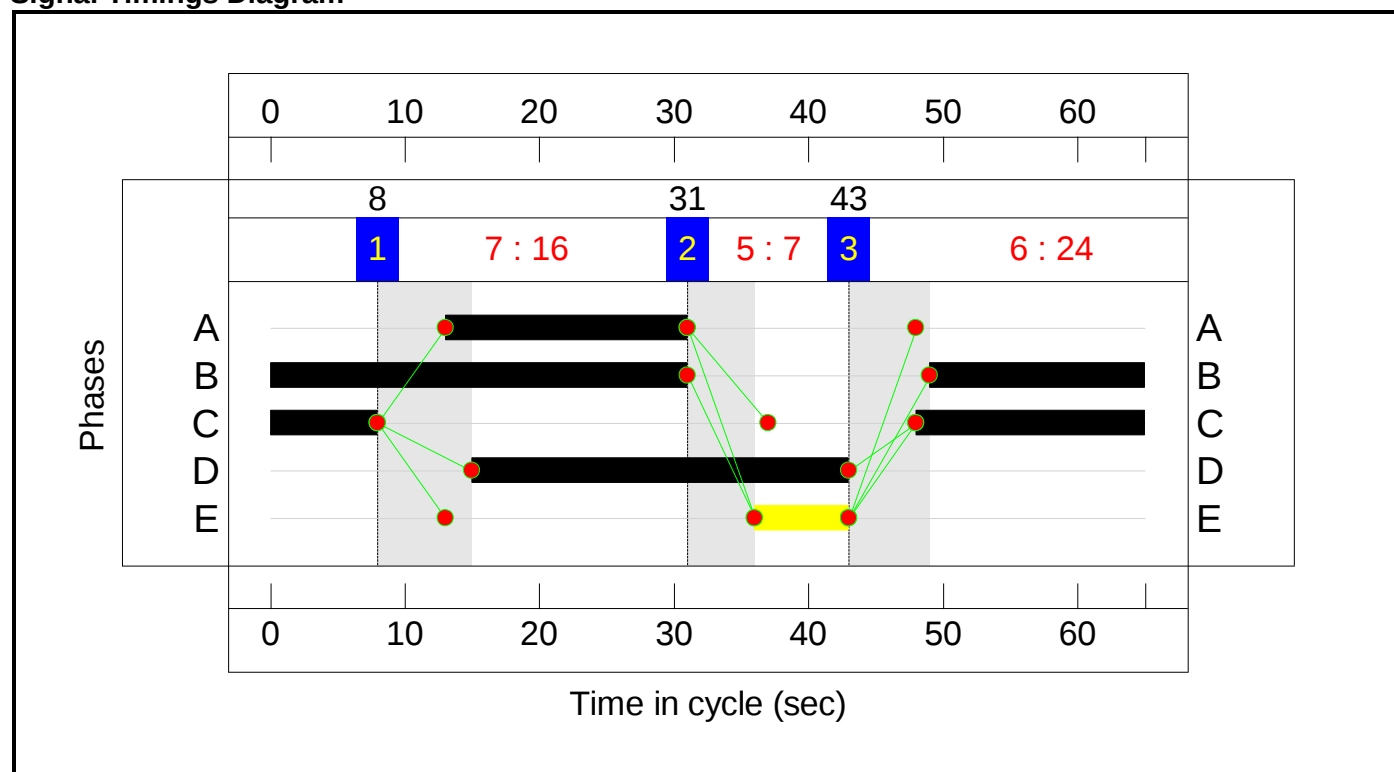
Stage Sequence Diagram



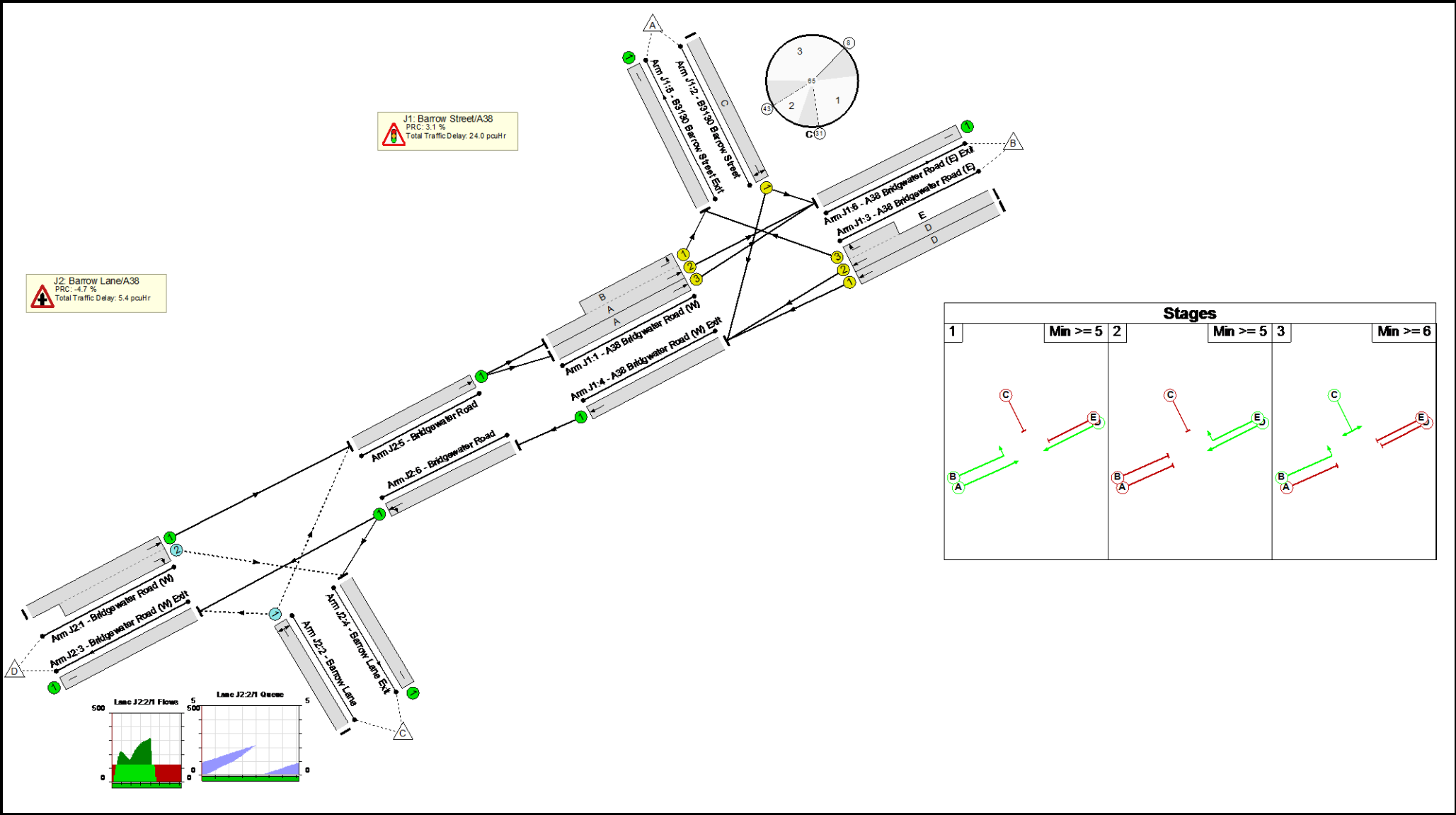
Stage Timings

Stage	1	2	3
Duration	16	7	24
Change Point	8	31	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: A38/Barrow Street/A38/Barrow Lane	-	-	N/A	-	-		-	-	-	-	-	-	94.2%
J1: Barrow Street/A38	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A B		1	18:47	-	833	2200:1874	643+312	87.3 : 87.3%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	18	-	561	2250	658	85.3%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	C		1	25	-	327	1758	703	46.5%
3/1	A38 Bridgwater Road (E) Ahead	U	N/A	N/A	D		1	28	-	683	2200	982	69.6%
3/2+3/3	A38 Bridgwater Road (E) Ahead Right	U	N/A	N/A	D E		1	28:7	-	796	2250:1949	930+85	78.4 : 78.4%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1673	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1188	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	N/A	-	-		-	-	-	-	-	-	94.2%
1/1+1/2	Bridgwater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1283	1965: Inf	1965+11	65.0 : 65.0%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	126	Inf	134	94.2%
3/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	1341	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%

Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1394	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1673	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: A38/Barrow Street/A38/Barrow Lane	-	-	133	0	0	15.1	14.3	0.0	29.4	-	-	-	-
J1: Barrow Street/A38	-	-	0	0	0	14.6	9.4	0.0	24.0	-	-	-	-
1/2+1/1	833	833	-	-	-	3.6	3.3	-	6.9 (5.6+1.2)	29.8 (36.2:16.5)	9.6	3.3	12.8
1/3	561	561	-	-	-	3.4	2.7	-	6.2	39.5	9.5	2.7	12.3
2/1	327	327	-	-	-	1.3	0.4	-	1.7	19.2	4.3	0.4	4.7
3/1	683	683	-	-	-	2.7	1.1	-	3.9	20.4	9.9	1.1	11.0
3/2+3/3	796	796	-	-	-	3.5	1.8	-	5.3 (4.7+0.6)	24.0 (23.1:34.0)	11.6	1.8	13.4
4/1	1673	1673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1188	1188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	-	-	133	0	0	0.5	4.9	0.0	5.4	-	-	-	-
1/1+1/2	1283	1283	7	0	0	0.0	0.9	-	0.9 (0.9+0.0)	2.6 (2.6:5.9)	0.0	0.9	1.0
2/1	126	126	126	0	0	0.5	4.0	-	4.5	128.9	2.1	4.0	6.1
3/1	1341	1341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1394	1394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1673	1673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): 3.1 Total Delay for Signalised Lanes (pcuHr): 23.98 Cycle Time (s): 65 PRC Over All Lanes (%): -4.7 Total Delay Over All Lanes(pcuHr): 29.42													

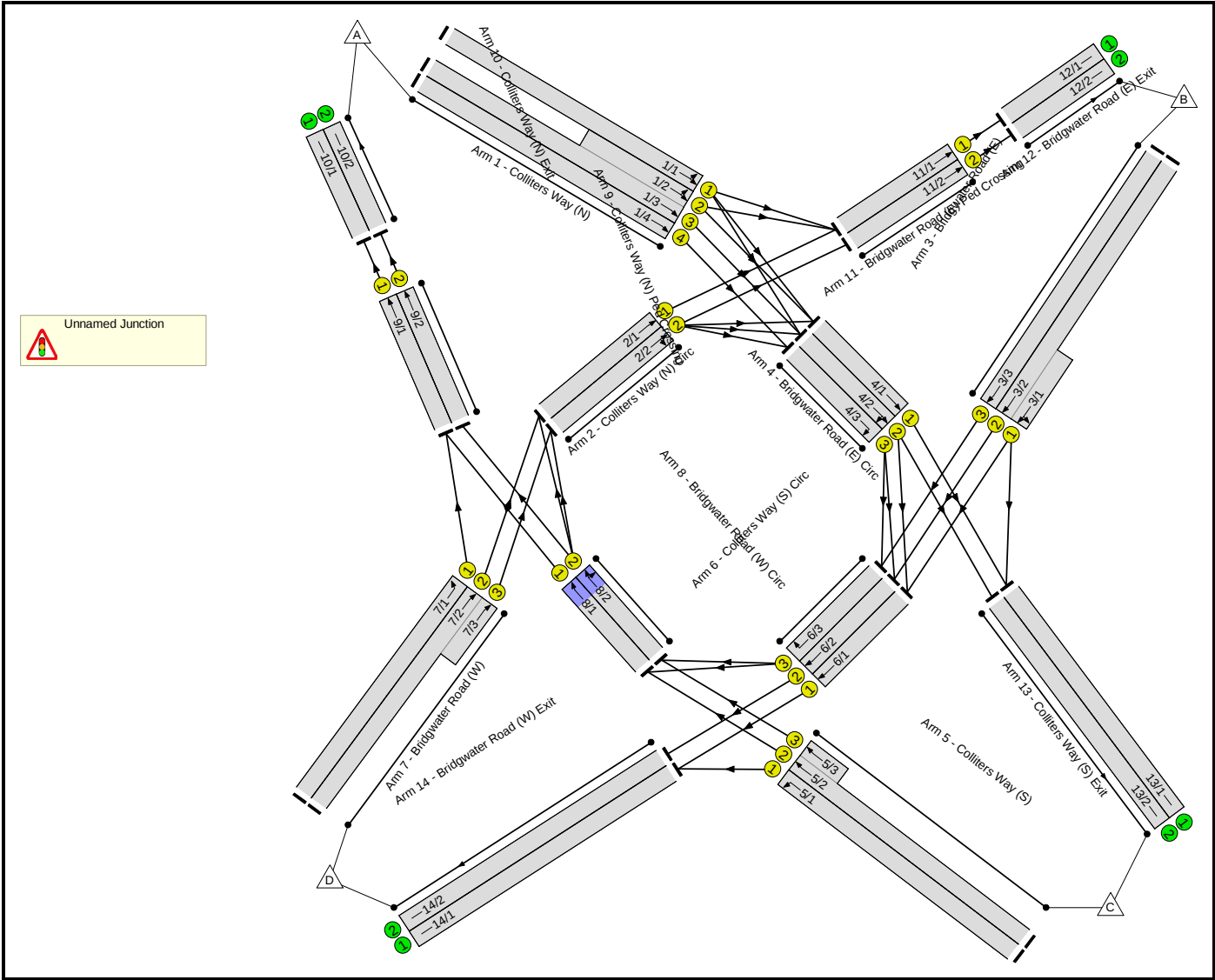
Full Input Data And Results

Full Input Data And Results

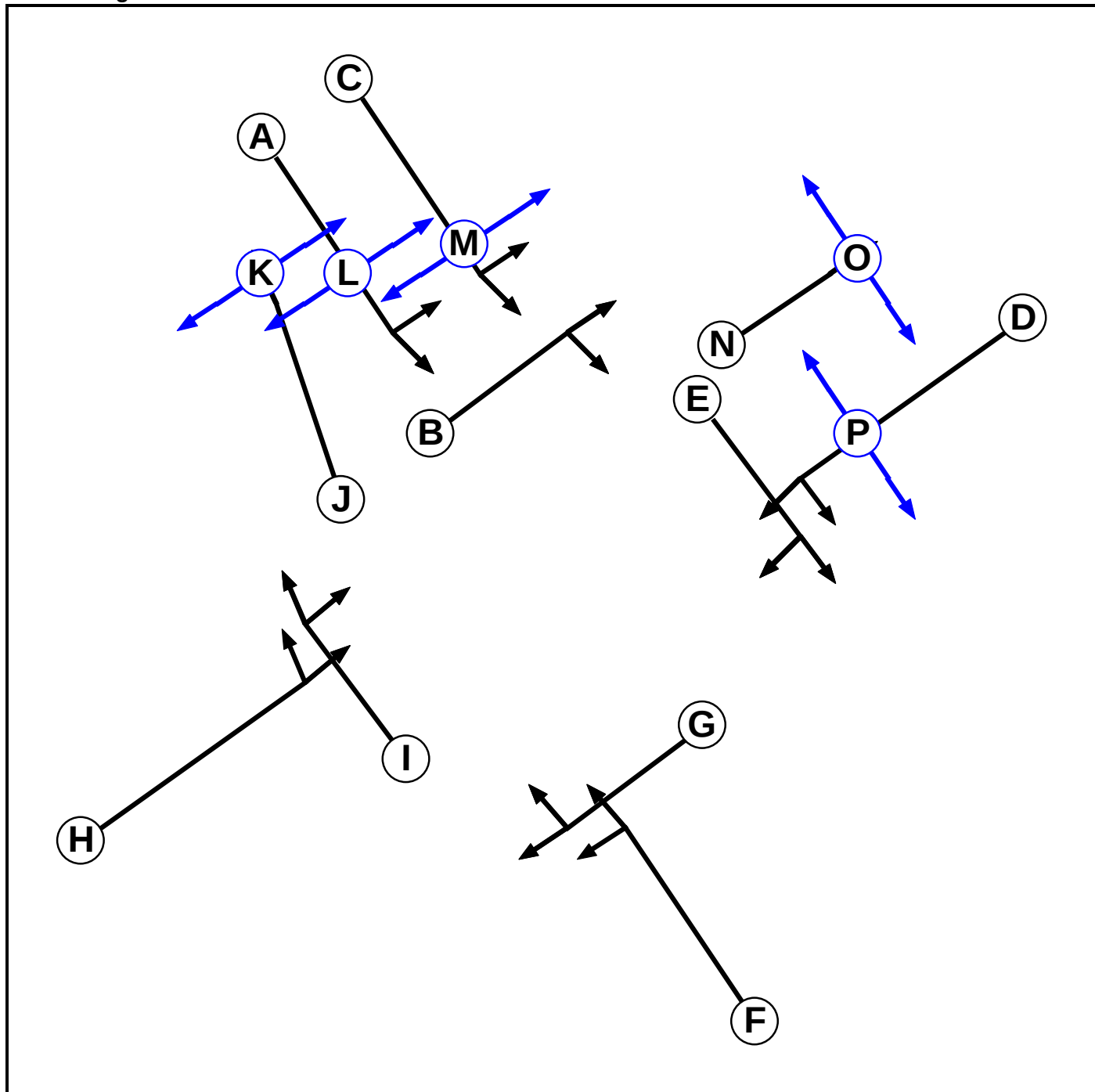
User and Project Details

Project:	Bristol Airport
Title:	A38/Colliters Way
Location:	Bristol
File name:	A38_Colliters Way_Signalised Roundabout.lsg3x
Author:	
Company:	PBA LLP
Address:	
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	2		7	7
K	Pedestrian	2		7	7
L	Pedestrian	1		7	7
M	Pedestrian	1		7	7
N	Traffic	3		7	7
O	Pedestrian	3		7	7
P	Pedestrian	1		7	7

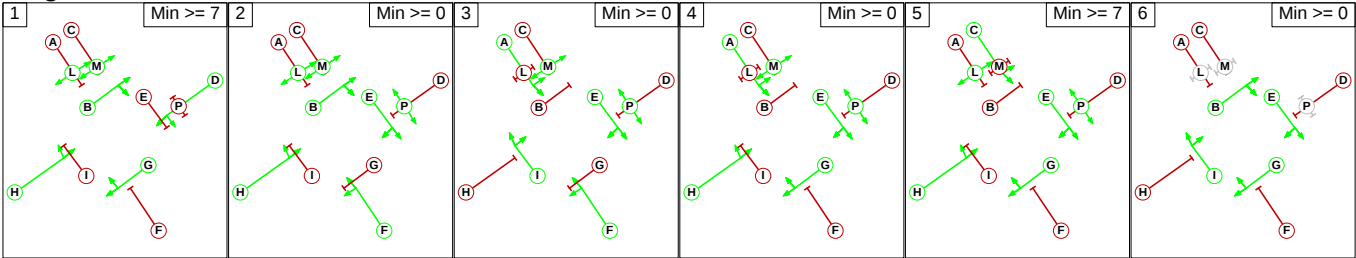
Phase Intergreens Matrix

Terminating Phase	Starting Phase																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	A		5	5	-	-	-	-	-	-	-	-	5	-	-	-	-
	B	5		5	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	5	5		-	-	-	-	-	-	-	-	-	5	-	-	-
	D	-	-	-		5	-	-	-	-	-	-	-	-	-	-	5
	E	-	-	-	5		-	-	-	-	-	-	-	-	-	-	-
	F	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-
	G	-	-	-	-	-	5		-	-	-	-	-	-	-	-	-
	H	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-
	I	-	-	-	-	-	-	-	5		-	-	-	-	-	-	-
	J	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-
	K	-	-	-	-	-	-	-	-	-	5		-	-	-	-	-
	L	12	-	-	-	-	-	-	-	-	-	-		-	-	-	-
	M	-	-	12	-	-	-	-	-	-	-	-	-		-	-	-
	N	-	-	-	-	-	-	-	-	-	-	-	-	-		5	-
	O	-	-	-	-	-	-	-	-	-	-	-	-	-	5		-
	P	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

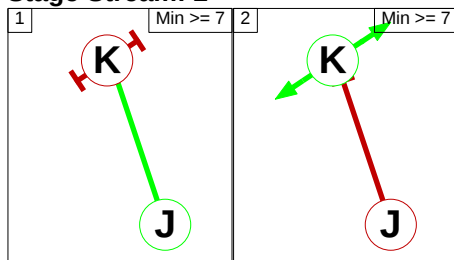
Stream	Stage No.	Phases in Stage
1	1	B D G H L M
1	2	B E F H L M P
1	3	A E F I M P
1	4	A E G H M P
1	5	C E G H L P
1	6	B E G I
2	1	J
2	2	K
3	1	N
3	2	O

Stage Diagram
Stage Stream: 1

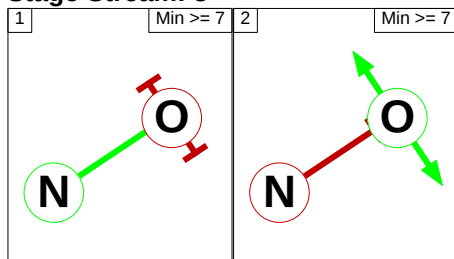


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	7	7
1	4	B	Losing	7	7
1	5	B	Losing	7	7
2	1	E	Losing	7	7
2	3	B	Losing	7	7
2	4	B	Losing	7	7
2	5	B	Losing	7	7
3	1	E	Losing	7	7
4	1	E	Losing	7	7
5	1	E	Losing	7	7

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change
Stage Stream: 1

	To Stage						
		1	2	3	4	5	6
From Stage	1		5	12	12	12	5
	2	12		12	12	12	5
	3	12	5		5	12	5
	4	12	5	5		12	5
	5	12	5	12	12		5
	6	5	5	5	5	5	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

Stage Stream: 3

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed 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 (Colliters Way (N))	U	C	2	3	60.0	Geom	-	4.90	0.00	Y	Arm 4 Ahead	Inf
1/2 (Colliters Way (N))	U	A	2	3	9.9	Geom	-	3.50	0.00	Y	Arm 11 Left	32.70
											Arm 4 Ahead	58.60
											Arm 11 Left	183.60
1/3 (Colliters Way (N))	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 4 Ahead	58.60
1/4 (Colliters Way (N))	U	A	2	3	60.0	Geom	-	3.40	0.00	N	Arm 4 Ahead	58.60
2/1 (Colliters Way (N) Circ)	U	B	2	3	3.5	Geom	-	4.00	0.00	Y	Arm 11 Ahead	69.20
2/2 (Colliters Way (N) Circ)	U	B	2	3	3.5	Geom	-	4.20	0.00	N	Arm 4 Right	41.50
											Arm 11 Ahead	69.20
3/1 (Bridgwater Road (E))	U	D	2	3	6.8	Geom	-	3.10	0.00	Y	Arm 6 Ahead	94.60
											Arm 13 Left	94.60
3/2 (Bridgwater Road (E))	U	D	2	3	60.0	Geom	-	3.10	0.00	N	Arm 6 Ahead	94.60
3/3 (Bridgwater Road (E))	U	D	2	3	60.0	Geom	-	3.30	0.00	N	Arm 6 Ahead	94.60
4/1 (Bridgwater Road (E) Circ)	U	E	2	3	2.5	Geom	-	4.60	0.00	Y	Arm 13 Ahead	34.90
4/2 (Bridgwater Road (E) Circ)	U	E	2	3	2.5	Geom	-	4.40	0.00	N	Arm 6 Right	34.90
											Arm 13 Ahead	34.90
4/3 (Bridgwater Road (E) Circ)	U	E	2	3	2.5	Geom	-	4.40	0.00	N	Arm 6 Right	34.90
5/1 (Colliters Way (S))	U	F	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 14 Left	70.10
5/2 (Colliters Way (S))	U	F	2	3	6.4	Geom	-	3.40	0.00	N	Arm 8 Ahead	207.60
5/3 (Colliters Way (S))	U	F	2	3	3.8	Geom	-	3.40	0.00	N	Arm 8 Ahead	207.60

Full Input Data And Results

6/1 (Colliters Way (S) Circ)	U	G	2	3	3.1	Geom	-	4.10	0.00	Y	Arm 14 Ahead	42.70
6/2 (Colliters Way (S) Circ)	U	G	2	3	3.1	Geom	-	4.10	0.00	N	Arm 14 Ahead	42.70
6/3 (Colliters Way (S) Circ)	U	G	2	3	3.1	Geom	-	4.10	0.00	N	Arm 8 Right	28.40
7/1 (Bridgwater Road (W))	U	H	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Left	60.80
7/2 (Bridgwater Road (W))	U	H	2	3	9.0	Geom	-	3.10	0.00	N	Arm 2 Ahead	86.30
7/3 (Bridgwater Road (W))	U	H	2	3	5.7	Geom	-	3.80	0.00	N	Arm 2 Ahead	86.30
8/1 (Bridgwater Road (W) Circ)	U	I	2	3	3.1	Geom	-	4.80	0.00	Y	Arm 9 Ahead	78.00
8/2 (Bridgwater Road (W) Circ)	U	I	2	3	3.1	Geom	-	4.70	0.00	N	Arm 2 Right	40.00
											Arm 9 Ahead	78.00
9/1 (Colliters Way (N) Ped Crossing)	U	J	2	3	3.8	Geom	-	4.50	0.00	Y	Arm 10 Ahead	Inf
9/2 (Colliters Way (N) Ped Crossing)	U	J	2	3	3.8	Geom	-	4.50	0.00	N	Arm 10 Ahead	Inf
10/1 (Colliters Way (N) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (Colliters Way (N) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (Bridgwater Road (E) Ped Crossing)	U	N	2	3	1.8	Geom	-	4.40	0.00	Y	Arm 12 Ahead	Inf
11/2 (Bridgwater Road (E) Ped Crossing)	U	N	2	3	1.8	Geom	-	4.40	0.00	N	Arm 12 Ahead	Inf
12/1 (Bridgwater Road (E) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (Bridgwater Road (E) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (Colliters Way (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (Colliters Way (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

14/1 (Bridgwater Road (W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/2 (Bridgwater Road (W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Baseline AM'	08:00	09:00	01:00	
2: '2018 Baseline Interpeak'	13:00	14:00	01:00	
3: '2018 Baseline PM'	17:00	18:00	01:00	
4: '2026 Ref Case AM'	08:00	09:00	01:00	
5: '2026 Ref Case Interpeak'	13:00	14:00	01:00	
6: '2026 Ref Case PM'	17:00	18:00	01:00	
7: '2026 Test Case AM'	08:00	09:00	01:00	
8: '2026 Test Case Interpeak'	13:00	14:00	01:00	
9: '2026 Test Case PM'	17:00	18:00	01:00	

Scenario 1: '2018 Baseline AM' (FG1: '2018 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	3	168	428	282	881
	B	106	1	19	300	426
	C	564	8	0	289	861
	D	403	440	243	0	1086
	Tot.	1076	617	690	871	3254

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2018 Baseline AM
Junction: Unnamed Junction	
1/1	0
1/2 (short)	335
1/3 (with short)	683(In) 348(Out)
1/4	198
2/1	296
2/2	396
3/1 (short)	155
3/2 (with short)	319(In) 164(Out)
3/3	107
4/1	298
4/2	460
4/3	198
5/1	289
5/2 (with short)	572(In) 275(Out)
5/3 (short)	297
6/1	223
6/2	359
6/3	110
7/1	403
7/2 (with short)	683(In) 294(Out)
7/3 (short)	389
8/1	311
8/2	371
9/1	714
9/2	362
10/1	714
10/2	362
11/1	464
11/2	153
12/1	464
12/2	153
13/1	317
13/2	373
14/1	512
14/2	359

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 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	49.9 %	1932	1932
				Arm 11 Left	183.60	50.1 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	N	Arm 4 Right	41.50	61.4 %	2111	2111
				Arm 11 Ahead	69.20	38.6 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	87.7 %	1895	1895
				Arm 13 Left	94.60	12.3 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	18.9 %	2105	2105
				Arm 13 Ahead	34.90	81.1 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	100.0 %	2105	2105
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 14 Ahead	42.70	100.0 %	2092	2092
6/3 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 8 Right	28.40	100.0 %	2056	2056
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

Full Input Data And Results

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	N	Arm 2 Right	40.00	2.4 %	2182	2182
				Arm 9 Ahead	78.00	97.6 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2018 Baseline Interpeak' (FG2: '2018 Baseline Interpeak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	73	368	308	749
	B	56	1	17	247	321
	C	318	20	0	195	533
	D	368	289	184	4	845
	Tot.	742	383	569	754	2448

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2018 Baseline Interpeak
Junction: Unnamed Junction	
1/1	0
1/2 (short)	271
1/3 (with short)	565(In) 294(Out)
1/4	184
2/1	210
2/2	288
3/1 (short)	128
3/2 (with short)	264(In) 136(Out)
3/3	57
4/1	297
4/2	381
4/3	186
5/1	195
5/2 (with short)	338(In) 158(Out)
5/3 (short)	180
6/1	237
6/2	322
6/3	57
7/1	368
7/2 (with short)	477(In) 205(Out)
7/3 (short)	272
8/1	168
8/2	227
9/1	536
9/2	206
10/1	536
10/2	206
11/1	283
11/2	100
12/1	283
12/2	100
13/1	314
13/2	255
14/1	432
14/2	322

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 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	73.1 %	1925	1925
				Arm 11 Left	183.60	26.9 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	N	Arm 4 Right	41.50	65.3 %	2109	2109
				Arm 11 Ahead	69.20	34.7 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	86.7 %	1895	1895
				Arm 13 Left	94.60	13.3 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	33.1 %	2105	2105
				Arm 13 Ahead	34.90	66.9 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	100.0 %	2105	2105
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 14 Ahead	42.70	100.0 %	2092	2092
6/3 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 8 Right	28.40	100.0 %	2056	2056
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

Full Input Data And Results

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	N	Arm 2 Right	40.00	9.3 %	2179	2179
				Arm 9 Ahead	78.00	90.7 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2018 Baseline PM' (FG3: '2018 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	123	480	475	1078
	B	166	0	19	422	607
	C	441	8	0	279	728
	D	303	340	262	0	905
	Tot.	910	471	761	1176	3318

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2018 Baseline PM
Junction: Unnamed Junction	
1/1	0
1/2 (short)	378
1/3 (with short)	777(In) 399(Out)
1/4	301
2/1	256
2/2	354
3/1 (short)	216
3/2 (with short)	441(In) 225(Out)
3/3	166
4/1	398
4/2	518
4/3	301
5/1	279
5/2 (with short)	449(In) 217(Out)
5/3 (short)	232
6/1	371
6/2	526
6/3	166
7/1	303
7/2 (with short)	602(In) 254(Out)
7/3 (short)	348
8/1	279
8/2	336
9/1	582
9/2	328
10/1	582
10/2	328
11/1	379
11/2	92
12/1	379
12/2	92
13/1	417
13/2	344
14/1	650
14/2	526

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 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	67.5 %	1927	1927
				Arm 11 Left	183.60	32.5 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	N	Arm 4 Right	41.50	74.0 %	2107	2107
				Arm 11 Ahead	69.20	26.0 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	91.2 %	1895	1895
				Arm 13 Left	94.60	8.8 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	33.6 %	2105	2105
				Arm 13 Ahead	34.90	66.4 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	100.0 %	2105	2105
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 14 Ahead	42.70	100.0 %	2092	2092
6/3 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 8 Right	28.40	100.0 %	2056	2056
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

Full Input Data And Results

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	N	Arm 2 Right	40.00	2.4 %	2182	2182
				Arm 9 Ahead	78.00	97.6 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 Ref Case AM' (FG4: '2026 Ref Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	3	192	489	358	1042
	B	121	1	22	369	513
	C	644	9	0	330	983
	D	483	521	278	0	1282
	Tot.	1251	723	789	1057	3820

Traffic Lane Flows

Lane	Scenario 4: 2026 Ref Case AM
Junction: Unnamed Junction	
1/1	0
1/2 (short)	397
1/3 (with short)	806(In) 409(Out)
1/4	236
2/1	350
2/2	459
3/1 (short)	191
3/2 (with short)	391(In) 200(Out)
3/3	122
4/1	356
4/2	536
4/3	236
5/1	330
5/2 (with short)	653(In) 301(Out)
5/3 (short)	352
6/1	294
6/2	433
6/3	125
7/1	483
7/2 (with short)	799(In) 347(Out)
7/3 (short)	452
8/1	345
8/2	433
9/1	828
9/2	423
10/1	828
10/2	423
11/1	542
11/2	181
12/1	542
12/2	181
13/1	378
13/2	411
14/1	624
14/2	433

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 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	51.6 %	1932	1932
				Arm 11 Left	183.60	48.4 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	N	Arm 4 Right	41.50	60.6 %	2111	2111
				Arm 11 Ahead	69.20	39.4 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	88.5 %	1895	1895
				Arm 13 Left	94.60	11.5 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	23.3 %	2105	2105
				Arm 13 Ahead	34.90	76.7 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	100.0 %	2105	2105
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 14 Ahead	42.70	100.0 %	2092	2092
6/3 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 8 Right	28.40	100.0 %	2056	2056
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

Full Input Data And Results

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	N	Arm 2 Right	40.00	2.3 %	2182	2182
				Arm 9 Ahead	78.00	97.7 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 Ref Case Interpeak' (FG5: '2026 Ref Case Interpeak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	84	428	435	947
	B	65	1	20	349	435
	C	370	23	0	227	620
	D	518	405	213	5	1141
	Tot.	953	513	661	1016	3143

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 Ref Case Interpeak
Junction: Unnamed Junction	
1/1	0
1/2 (short)	334
1/3 (with short)	692(In) 358(Out)
1/4	255
2/1	255
2/2	392
3/1 (short)	179
3/2 (with short)	369(In) 190(Out)
3/3	66
4/1	362
4/2	463
4/3	256
5/1	227
5/2 (with short)	393(In) 199(Out)
5/3 (short)	194
6/1	343
6/2	446
6/3	66
7/1	518
7/2 (with short)	623(In) 250(Out)
7/3 (short)	373
8/1	203
8/2	256
9/1	721
9/2	232
10/1	721
10/2	232
11/1	339
11/2	174
12/1	339
12/2	174
13/1	382
13/2	279
14/1	570
14/2	446

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 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	74.9 %	1924	1924
				Arm 11 Left	183.60	25.1 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	N	Arm 4 Right	41.50	55.6 %	2112	2112
				Arm 11 Ahead	69.20	44.4 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	88.8 %	1895	1895
				Arm 13 Left	94.60	11.2 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	39.7 %	2105	2105
				Arm 13 Ahead	34.90	60.3 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	100.0 %	2105	2105
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 14 Ahead	42.70	100.0 %	2092	2092
6/3 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 8 Right	28.40	100.0 %	2056	2056
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

Full Input Data And Results

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	N	Arm 2 Right	40.00	9.4 %	2179	2179
				Arm 9 Ahead	78.00	90.6 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 Ref Case PM' (FG6: '2026 Ref Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	140	548	591	1279
	B	190	0	22	518	730
	C	504	9	0	318	831
	D	386	427	300	0	1113
	Tot.	1080	576	870	1427	3953

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 Ref Case PM
Junction: Unnamed Junction	
1/1	0
1/2 (short)	441
1/3 (with short)	903(In) 462(Out)
1/4	376
2/1	316
2/2	420
3/1 (short)	265
3/2 (with short)	540(In) 275(Out)
3/3	190
4/1	462
4/2	601
4/3	376
5/1	318
5/2 (with short)	513(In) 255(Out)
5/3 (short)	258
6/1	458
6/2	651
6/3	190
7/1	386
7/2 (with short)	727(In) 315(Out)
7/3 (short)	412
8/1	324
8/2	379
9/1	710
9/2	370
10/1	710
10/2	370
11/1	456
11/2	120
12/1	456
12/2	120
13/1	484
13/2	386
14/1	776
14/2	651

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 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	68.3 %	1926	1926
				Arm 11 Left	183.60	31.7 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	N	Arm 4 Right	41.50	71.4 %	2108	2108
				Arm 11 Ahead	69.20	28.6 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	91.7 %	1895	1895
				Arm 13 Left	94.60	8.3 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	35.8 %	2105	2105
				Arm 13 Ahead	34.90	64.2 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	100.0 %	2105	2105
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 14 Ahead	42.70	100.0 %	2092	2092
6/3 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 8 Right	28.40	100.0 %	2056	2056
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

Full Input Data And Results

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	N	Arm 2 Right	40.00	2.4 %	2182	2182
				Arm 9 Ahead	78.00	97.6 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 Test Case AM' (FG7: '2026 Test Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	3	192	489	397	1081
	B	121	1	22	400	544
	C	644	9	0	330	983
	D	507	542	278	0	1327
	Tot.	1275	744	789	1127	3935

Traffic Lane Flows

Lane	Scenario 7: 2026 Test Case AM
Junction: Unnamed Junction	
1/1	0
1/2 (short)	406
1/3 (with short)	824(In) 418(Out)
1/4	257
2/1	358
2/2	472
3/1 (short)	206
3/2 (with short)	422(In) 216(Out)
3/3	122
4/1	365
4/2	545
4/3	257
5/1	330
5/2 (with short)	653(In) 302(Out)
5/3 (short)	351
6/1	327
6/2	470
6/3	125
7/1	507
7/2 (with short)	820(In) 356(Out)
7/3 (short)	464
8/1	349
8/2	429
9/1	856
9/2	419
10/1	856
10/2	419
11/1	550
11/2	194
12/1	550
12/2	194
13/1	387
13/2	402
14/1	657
14/2	470

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 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	52.7 %	1931	1931
				Arm 11 Left	183.60	47.3 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	N	Arm 4 Right	41.50	58.9 %	2111	2111
				Arm 11 Ahead	69.20	41.1 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	89.3 %	1895	1895
				Arm 13 Left	94.60	10.7 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	26.2 %	2105	2105
				Arm 13 Ahead	34.90	73.8 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	100.0 %	2105	2105
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 14 Ahead	42.70	100.0 %	2092	2092
6/3 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 8 Right	28.40	100.0 %	2056	2056
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

Full Input Data And Results

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	N	Arm 2 Right	40.00	2.3 %	2182	2182
				Arm 9 Ahead	78.00	97.7 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 Test Case Interpeak' (FG8: '2026 Test Case Interpeak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	84	428	519	1031
	B	65	1	20	417	503
	C	370	23	0	227	620
	D	619	481	213	5	1318
	Tot.	1054	589	661	1168	3472

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 Test Case Interpeak
Junction: Unnamed Junction	
1/1	0
1/2 (short)	357
1/3 (with short)	743(In) 386(Out)
1/4	288
2/1	319
2/2	404
3/1 (short)	212
3/2 (with short)	437(In) 225(Out)
3/3	66
4/1	387
4/2	488
4/3	290
5/1	227
5/2 (with short)	393(In) 182(Out)
5/3 (short)	211
6/1	426
6/2	515
6/3	66
7/1	619
7/2 (with short)	699(In) 314(Out)
7/3 (short)	385
8/1	188
8/2	271
9/1	807
9/2	247
10/1	807
10/2	247
11/1	403
11/2	186
12/1	403
12/2	186
13/1	407
13/2	254
14/1	653
14/2	515

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 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	76.5 %	1924	1924
				Arm 11 Left	183.60	23.5 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	N	Arm 4 Right	41.50	54.0 %	2113	2113
				Arm 11 Ahead	69.20	46.0 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	90.6 %	1895	1895
				Arm 13 Left	94.60	9.4 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	48.0 %	2105	2105
				Arm 13 Ahead	34.90	52.0 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	100.0 %	2105	2105
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 14 Ahead	42.70	100.0 %	2092	2092
6/3 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 8 Right	28.40	100.0 %	2056	2056
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

Full Input Data And Results

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	N	Arm 2 Right	40.00	8.9 %	2180	2180
				Arm 9 Ahead	78.00	91.1 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2026 Test Case PM' (FG9: '2026 Test Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	140	548	645	1333
	B	190	0	22	558	770
	C	504	9	0	318	831
	D	430	470	300	0	1200
	Tot.	1124	619	870	1521	4134

Traffic Lane Flows

Lane	Scenario 9: 2026 Test Case PM
Junction: Unnamed Junction	
1/1	0
1/2 (short)	455
1/3 (with short)	934(In) 479(Out)
1/4	399
2/1	336
2/2	443
3/1 (short)	285
3/2 (with short)	580(In) 295(Out)
3/3	190
4/1	477
4/2	617
4/3	399
5/1	318
5/2 (with short)	513(In) 265(Out)
5/3 (short)	248
6/1	509
6/2	694
6/3	190
7/1	430
7/2 (with short)	770(In) 335(Out)
7/3 (short)	435
8/1	320
8/2	383
9/1	750
9/2	374
10/1	750
10/2	374
11/1	476
11/2	143
12/1	476
12/2	143
13/1	499
13/2	371
14/1	827
14/2	694

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 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	69.2 %	1926	1926
				Arm 11 Left	183.60	30.8 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	N	Arm 4 Right	41.50	67.7 %	2109	2109
				Arm 11 Ahead	69.20	32.3 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	92.3 %	1895	1895
				Arm 13 Left	94.60	7.7 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	39.9 %	2105	2105
				Arm 13 Ahead	34.90	60.1 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	N	Arm 6 Right	34.90	100.0 %	2105	2105
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 14 Ahead	42.70	100.0 %	2092	2092
6/3 (Colliters Way (S) Circ)	4.10	0.00	N	Arm 8 Right	28.40	100.0 %	2056	2056
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

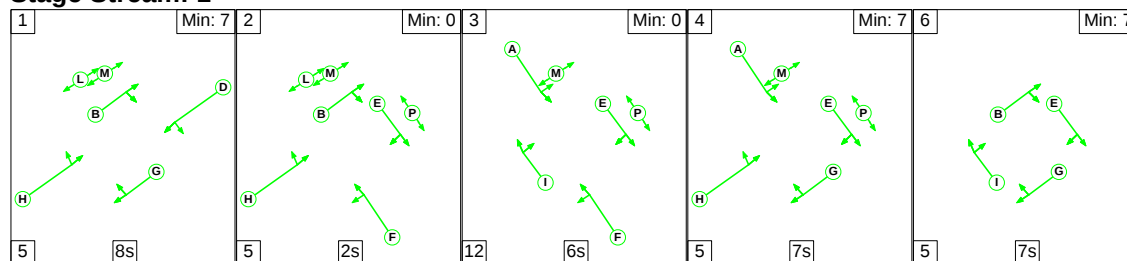
Full Input Data And Results

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	N	Arm 2 Right	40.00	2.3 %	2182	2182
				Arm 9 Ahead	78.00	97.7 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

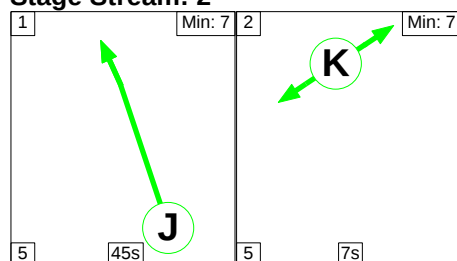
Scenario 1: '2018 Baseline AM' (FG1: '2018 Baseline AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

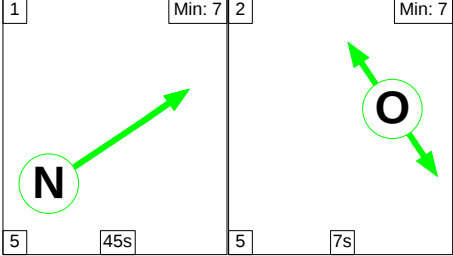


Stage Stream: 2



Full Input Data And Results

Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	2	6	7	7
Change Point	0	13	20	38	50

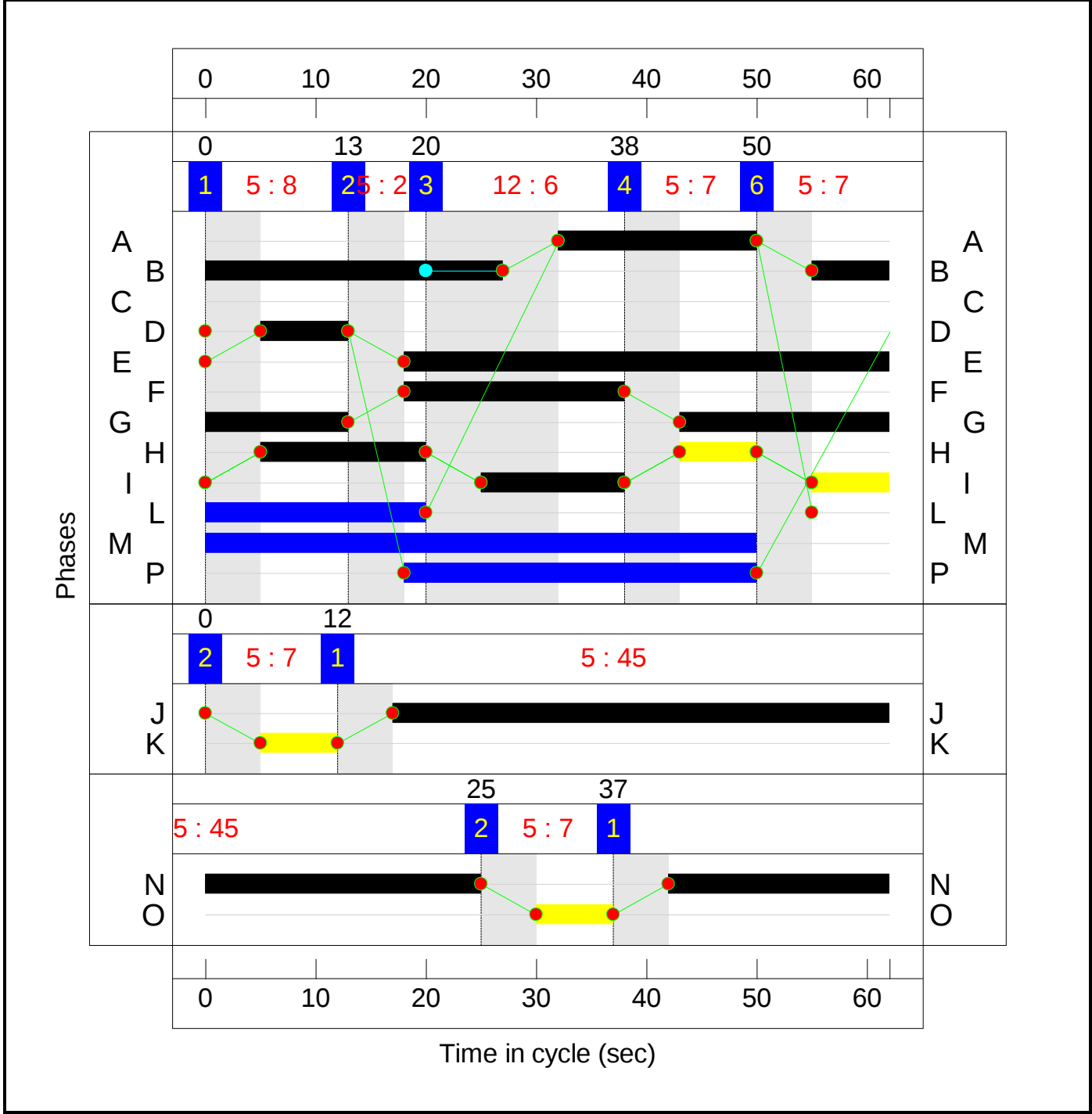
Stage Stream: 2

Stage	1	2
Duration	45	7
Change Point	12	0

Stage Stream: 3

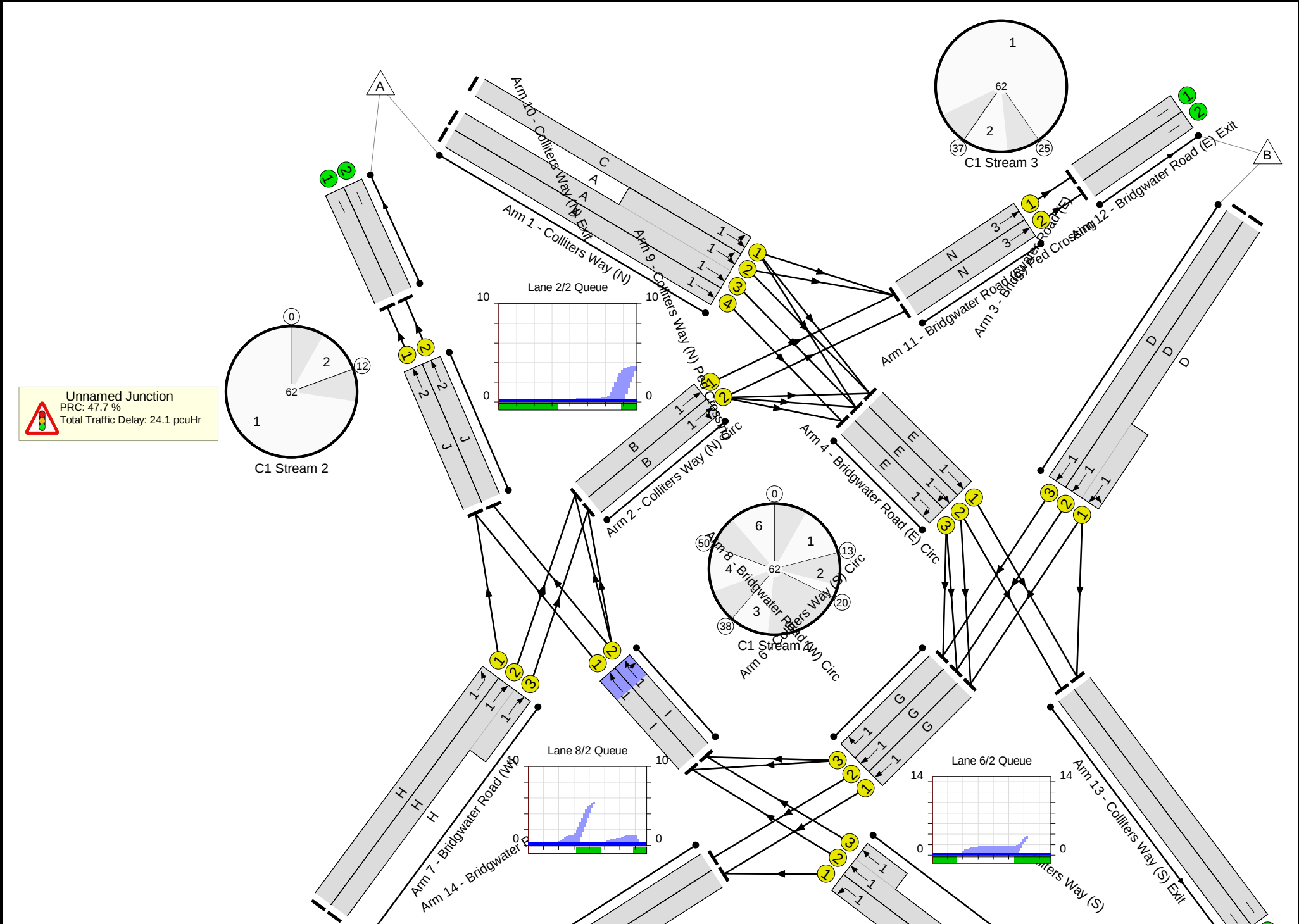
Stage	1	2
Duration	45	7
Change Point	37	25

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	-	-	N/A	-	-		-	-	-	-	-	-	60.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	60.9%
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	18	-	683	2052:1932	610+587	57.0 : 57.0%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	18	-	198	2043	626	31.6%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	34	-	296	1972	1113	26.6%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	34	-	396	2111	1192	33.2%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	319	2033:1895	295+275	55.6 : 56.3%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	107	2052	298	35.9%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	44	-	298	1989	1444	20.6%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	44	-	460	2105	1528	30.1%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	44	-	198	2105	1528	13.0%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	20	-	289	1914	648	44.6%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	20	-	572	2080:2080	451+488	60.9 : 60.9%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	223	1956	1041	21.4%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	359	2092	1113	32.2%
6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	32	-	110	2056	1094	10.1%

Full Input Data And Results

7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	22	-	403	1966	761	53.0%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	22	-	683	2030:2099	547+724	53.7 : 53.7%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	20	-	311	2055	729	42.6%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	20	-	371	2182	774	47.9%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	45	-	714	2065	1532	46.6%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	45	-	362	2205	1636	22.1%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	45	-	464	2055	1525	30.4%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	45	-	153	2195	1629	9.4%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	359	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	-	-	0	0	0	17.0	7.1	0.0	24.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	17.0	7.1	0.0	24.1	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	683	683	-	-	-	3.4	0.7	-	4.1 (2.1+2.0)	21.5 (21.5:21.5)	4.9	0.7	5.6
1/4	198	198	-	-	-	0.9	0.2	-	1.1	20.7	2.6	0.2	2.8
2/1	296	296	-	-	-	0.3	0.2	-	0.5	5.6	2.5	0.2	2.7
2/2	396	396	-	-	-	0.4	0.2	-	0.6	5.9	3.4	0.2	3.6
3/2+3/1	319	319	-	-	-	2.2	0.6	-	2.8 (1.4+1.4)	31.8 (31.8:31.8)	2.6	0.6	3.2
3/3	107	107	-	-	-	0.7	0.3	-	1.0	33.3	1.6	0.3	1.9
4/1	298	298	-	-	-	0.2	0.1	-	0.3	3.7	1.2	0.1	1.4
4/2	460	460	-	-	-	0.1	0.2	-	0.4	2.8	1.0	0.2	1.2
4/3	198	198	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
5/1	289	289	-	-	-	1.3	0.4	-	1.7	21.0	3.9	0.4	4.3
5/2+5/3	572	572	-	-	-	2.5	0.8	-	3.3 (1.6+1.7)	20.6 (20.5:20.7)	4.0	0.8	4.7
6/1	223	223	-	-	-	0.5	0.1	-	0.7	10.7	1.4	0.1	1.5
6/2	359	359	-	-	-	0.7	0.2	-	0.9	9.3	3.6	0.2	3.8
6/3	110	110	-	-	-	0.3	0.1	-	0.3	10.6	0.6	0.1	0.7
7/1	403	403	-	-	-	0.8	0.6	-	1.4	12.5	3.0	0.6	3.6
7/2+7/3	683	683	-	-	-	1.4	0.6	-	1.9 (0.8+1.1)	10.2 (10.1:10.4)	2.9	0.6	3.5
8/1	311	311	-	-	-	0.3	0.4	-	0.7	7.8	3.9	0.4	4.3
8/2	371	371	-	-	-	0.4	0.5	-	0.9	8.8	4.9	0.5	5.4
9/1	714	714	-	-	-	0.3	0.4	-	0.8	3.8	3.2	0.4	3.6
9/2	362	362	-	-	-	0.0	0.1	-	0.2	1.7	0.1	0.1	0.3
10/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

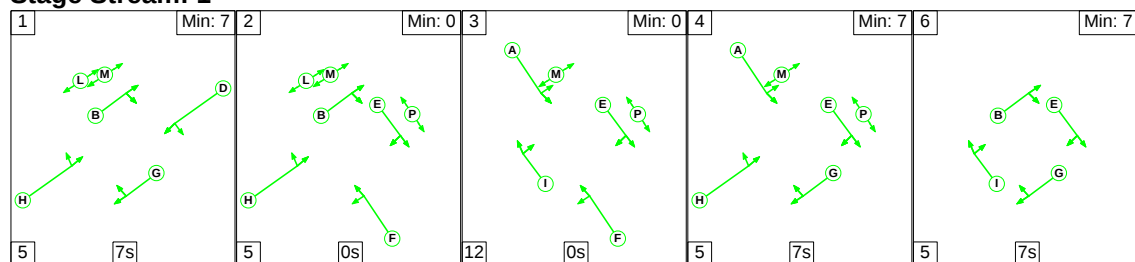
10/2	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	464	464	-	-	-	0.2	0.2	-	0.4	3.1	2.4	0.2	2.6
11/2	153	153	-	-	-	0.0	0.1	-	0.1	2.4	0.2	0.1	0.3
12/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1 Stream: 1 PRC for Signalled Lanes (%): C1 Stream: 2 PRC for Signalled Lanes (%): C1 Stream: 3 PRC for Signalled Lanes (%): PRC Over All Lanes (%):	47.7 93.1 195.7 47.7	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	22.67 0.92 0.50 24.09	Cycle Time (s): Cycle Time (s): Cycle Time (s):	62 62 62					

Full Input Data And Results

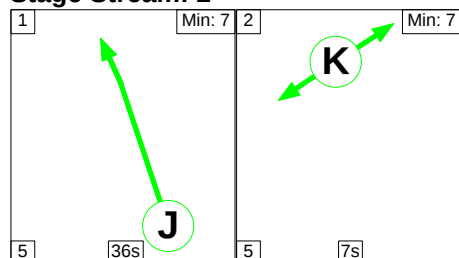
Scenario 2: '2018 Baseline Interpeak' (FG2: '2018 Baseline Interpeak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

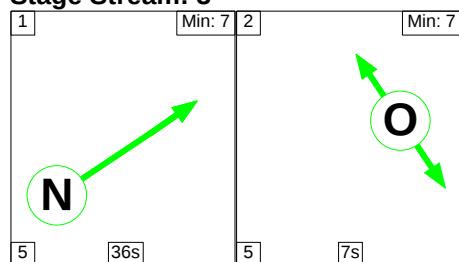
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	7	0	0	7	7
Change Point	0	12	17	29	41

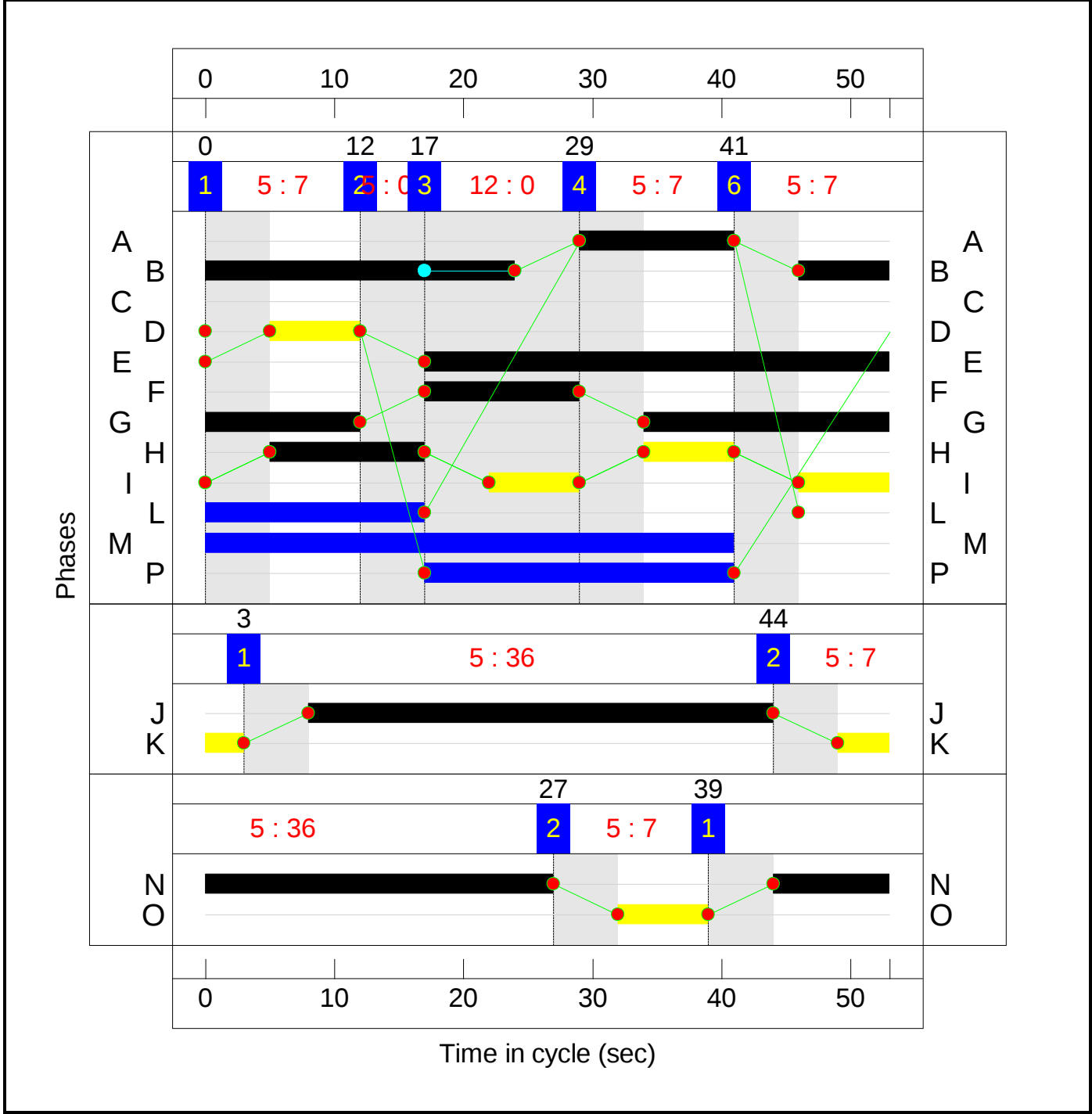
Stage Stream: 2

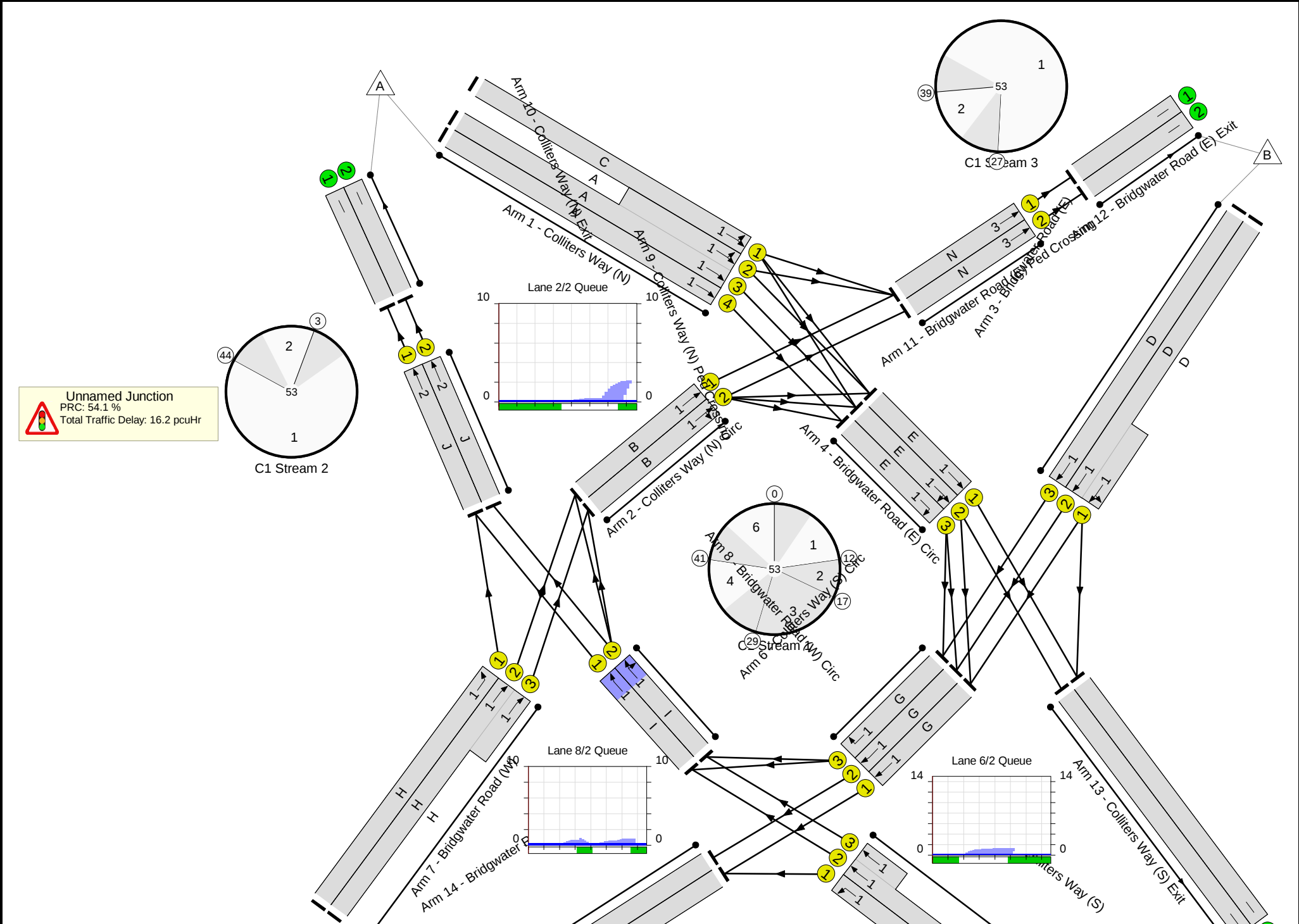
Stage	1	2
Duration	36	7
Change Point	3	44

Stage Stream: 3

Stage	1	2
Duration	36	7
Change Point	39	27

Signal Timings 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	-	-	N/A	-	-		-	-	-	-	-	-	58.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	58.4%
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	12	-	565	2052:1925	503+472	58.4 : 57.4%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	12	-	184	2043	501	36.7%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	31	-	210	1972	1191	17.6%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	31	-	288	2109	1273	22.6%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	7	-	264	2033:1895	307+286	44.3 : 44.7%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	7	-	57	2052	310	18.4%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	36	-	297	1989	1389	21.4%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	36	-	381	2105	1470	25.9%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	36	-	186	2105	1470	12.7%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	12	-	195	1914	469	41.5%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	12	-	338	2080:2080	361+411	43.8 : 43.8%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	31	-	237	1956	1181	20.1%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	31	-	322	2092	1263	25.5%
6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	31	-	57	2056	1241	4.6%

Full Input Data And Results

7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	19	-	368	1966	779	47.2%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	19	-	477	2030:2099	588+780	34.9 : 34.9%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	14	-	168	2055	620	27.1%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	14	-	227	2179	658	34.5%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	36	-	536	2065	1442	37.2%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	36	-	206	2205	1539	13.4%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	36	-	283	2055	1435	19.7%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	36	-	100	2195	1532	6.5%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%

Full Input Data And Results

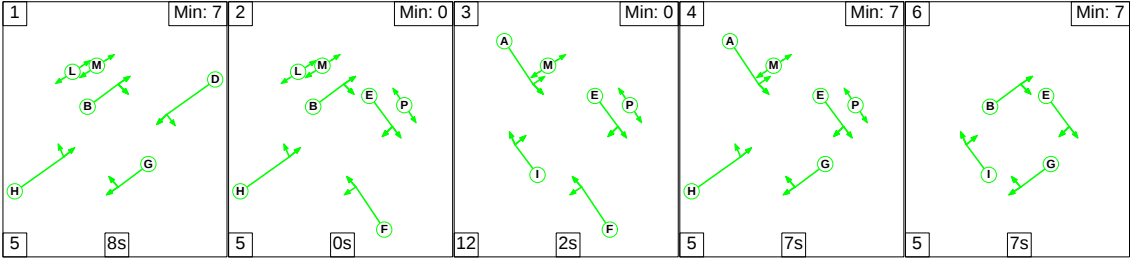
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	11.3	4.9	0.0	16.2	-	-	-	-
Unnamed Junction	-	-	0	0	0	11.3	4.9	0.0	16.2	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	565	565	-	-	-	2.8	0.7	-	3.4 (1.8+1.7)	22.0 (22.0:22.0)	3.8	0.7	4.4
1/4	184	184	-	-	-	0.8	0.3	-	1.1	22.3	2.2	0.3	2.5
2/1	210	210	-	-	-	0.2	0.1	-	0.3	5.0	1.4	0.1	1.5
2/2	288	288	-	-	-	0.3	0.1	-	0.4	5.4	2.0	0.1	2.2
3/2+3/1	264	264	-	-	-	1.5	0.4	-	1.9 (1.0+0.9)	26.0 (26.0:26.0)	1.8	0.4	2.2
3/3	57	57	-	-	-	0.3	0.1	-	0.4	26.8	0.7	0.1	0.8
4/1	297	297	-	-	-	0.1	0.1	-	0.2	2.5	0.6	0.1	0.7
4/2	381	381	-	-	-	0.1	0.2	-	0.2	2.2	0.4	0.2	0.6
4/3	186	186	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
5/1	195	195	-	-	-	0.9	0.4	-	1.3	23.4	2.4	0.4	2.7
5/2+5/3	338	338	-	-	-	1.5	0.4	-	1.9 (0.9+1.0)	20.6 (20.5:20.7)	2.1	0.4	2.5
6/1	237	237	-	-	-	0.3	0.1	-	0.4	6.7	0.9	0.1	1.0
6/2	322	322	-	-	-	0.4	0.2	-	0.6	6.2	1.1	0.2	1.2
6/3	57	57	-	-	-	0.1	0.0	-	0.1	8.4	0.3	0.0	0.3
7/1	368	368	-	-	-	0.6	0.4	-	1.1	10.3	1.9	0.4	2.4
7/2+7/3	477	477	-	-	-	0.7	0.3	-	1.0 (0.4+0.6)	7.5 (7.4:7.6)	1.4	0.3	1.6
8/1	168	168	-	-	-	0.1	0.2	-	0.3	6.0	0.3	0.2	0.5
8/2	227	227	-	-	-	0.2	0.3	-	0.4	7.0	0.7	0.3	0.9
9/1	536	536	-	-	-	0.2	0.3	-	0.4	3.0	0.7	0.3	1.0
9/2	206	206	-	-	-	0.1	0.1	-	0.2	3.0	0.5	0.1	0.6
10/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

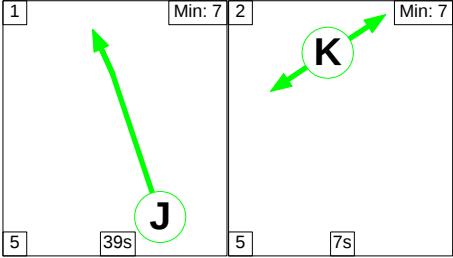
10/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	283	283	-	-	-	0.1	0.1	-	0.2	3.2	1.0	0.1	1.2
11/2	100	100	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.1
12/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1Stream: 1PRC for Signalled Lanes (%):54.1 C1Stream: 2PRC for Signalled Lanes (%):142.1 C1Stream: 3PRC for Signalled Lanes (%):356.2 PRC Over All Lanes (%):54.1 Total Delay for Signalled Lanes (pcuHr):15.25 Total Delay for Signalled Lanes (pcuHr):0.62 Total Delay for Signalled Lanes (pcuHr):0.29 Total Delay Over All Lanes(pcuHr):16.17 Cycle Time (s):53 Cycle Time (s):53 Cycle Time (s):53													

Stage Sequence Diagram

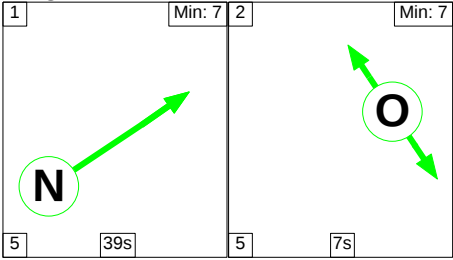
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	0	2	7	7
Change Point	0	13	18	32	44

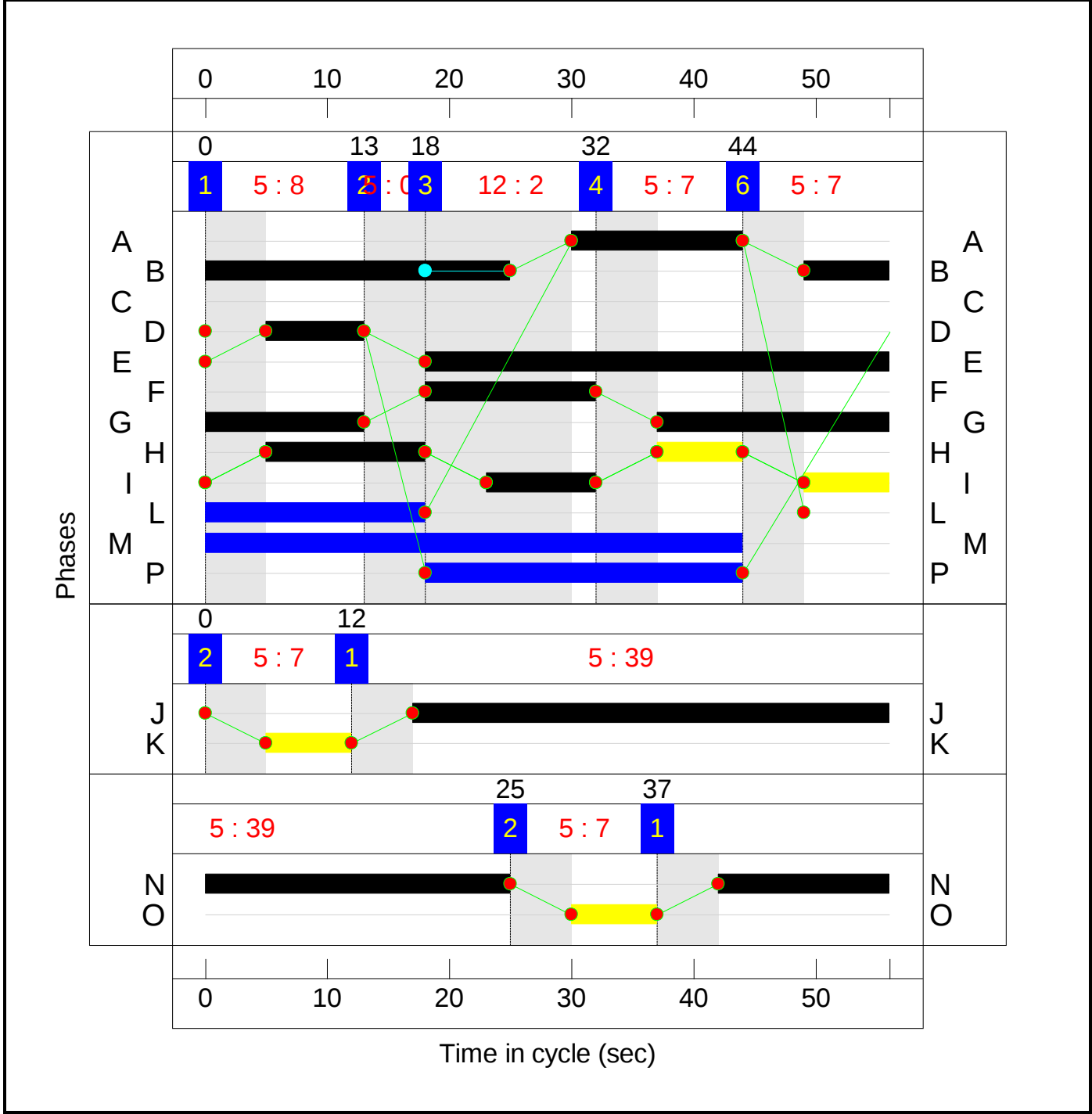
Stage Stream: 2

Stage	1	2
Duration	39	7
Change Point	12	0

Stage Stream: 3

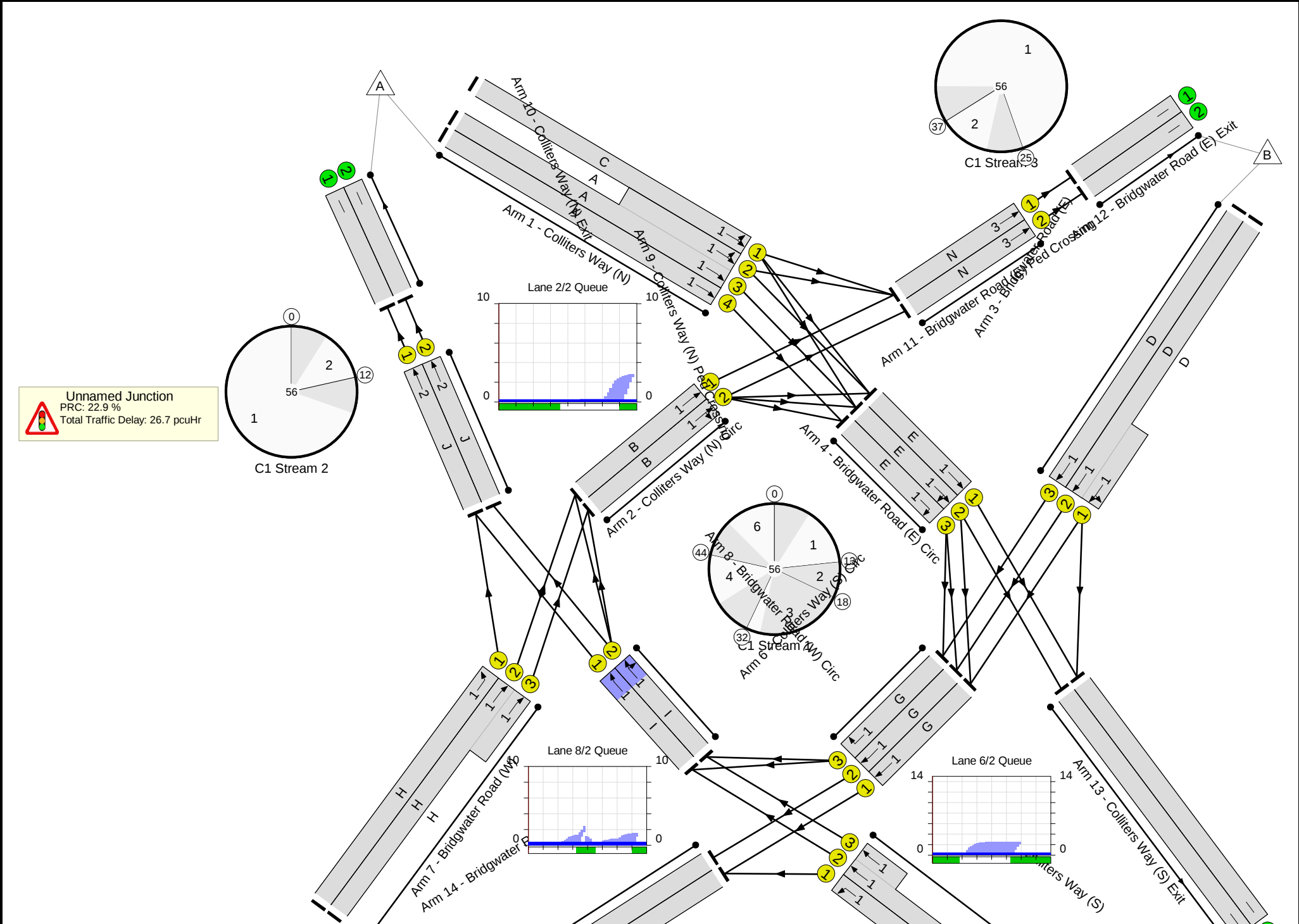
Stage	1	2
Duration	39	7
Change Point	37	25

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	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	14	-	777	2052:1927	550+516	72.6 : 73.2%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	14	-	301	2043	547	55.0%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	32	-	256	1972	1162	22.0%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	32	-	354	2107	1242	28.5%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	441	2033:1895	327+305	68.9 : 70.9%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	166	2052	330	50.3%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	38	-	398	1989	1385	28.7%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	38	-	518	2105	1466	35.3%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	38	-	301	2105	1466	20.5%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	14	-	279	1914	513	54.4%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	14	-	449	2080:2080	396+423	54.8 : 54.8%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	371	1956	1153	32.2%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	526	2092	1233	42.7%
6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	32	-	166	2056	1212	13.7%

Full Input Data And Results

7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	20	-	303	1966	772	39.2%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	20	-	602	2030:2099	555+761	45.7 : 45.7%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	16	-	279	2055	661	42.2%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	16	-	336	2182	701	47.9%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	39	-	582	2065	1475	39.5%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	39	-	328	2205	1575	20.8%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	39	-	379	2055	1468	25.8%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	39	-	92	2195	1568	5.9%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%

Full Input Data And Results

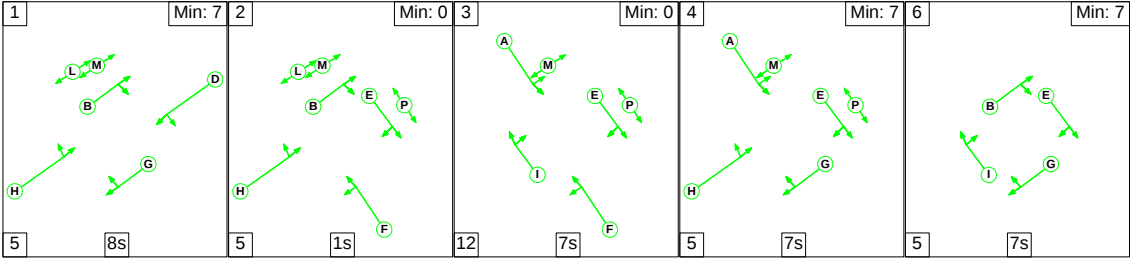
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	18.0	8.7	0.0	26.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	18.0	8.7	0.0	26.7	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	777	777	-	-	-	4.0	1.3	-	5.4 (2.7+2.6)	24.8 (24.8:24.8)	5.5	1.3	6.9
1/4	301	301	-	-	-	1.5	0.6	-	2.1	24.9	4.0	0.6	4.6
2/1	256	256	-	-	-	0.2	0.1	-	0.4	5.1	1.9	0.1	2.0
2/2	354	354	-	-	-	0.3	0.2	-	0.5	5.3	2.6	0.2	2.8
3/2+3/1	441	441	-	-	-	2.7	1.1	-	3.9 (2.0+1.9)	31.6 (31.5:31.6)	3.3	1.1	4.4
3/3	166	166	-	-	-	1.0	0.5	-	1.5	32.4	2.4	0.5	2.9
4/1	398	398	-	-	-	0.1	0.2	-	0.3	3.2	1.1	0.2	1.3
4/2	518	518	-	-	-	0.1	0.3	-	0.4	2.7	0.9	0.3	1.1
4/3	301	301	-	-	-	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
5/1	279	279	-	-	-	1.4	0.6	-	2.0	25.2	3.6	0.6	4.2
5/2+5/3	449	449	-	-	-	2.1	0.6	-	2.7 (1.3+1.4)	21.7 (21.6:21.8)	3.0	0.6	3.6
6/1	371	371	-	-	-	0.7	0.2	-	1.0	9.3	1.9	0.2	2.1
6/2	526	526	-	-	-	0.8	0.4	-	1.2	8.1	2.3	0.4	2.7
6/3	166	166	-	-	-	0.4	0.1	-	0.5	11.1	1.1	0.1	1.2
7/1	303	303	-	-	-	0.5	0.3	-	0.8	10.0	1.8	0.3	2.1
7/2+7/3	602	602	-	-	-	1.0	0.4	-	1.4 (0.6+0.8)	8.6 (8.5:8.7)	2.0	0.4	2.5
8/1	279	279	-	-	-	0.2	0.4	-	0.6	7.7	0.8	0.4	1.1
8/2	336	336	-	-	-	0.3	0.5	-	0.8	8.5	2.0	0.5	2.4
9/1	582	582	-	-	-	0.3	0.3	-	0.6	3.6	2.3	0.3	2.7
9/2	328	328	-	-	-	0.0	0.1	-	0.2	1.9	0.2	0.1	0.3
10/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

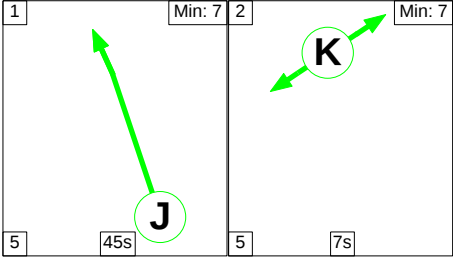
[illegible]

Stage Sequence Diagram

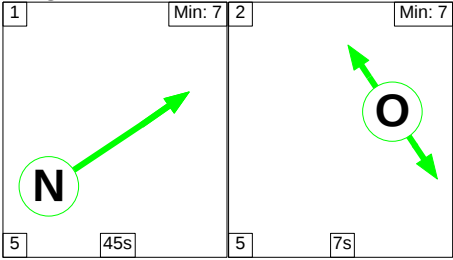
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	1	7	7	7
Change Point	0	13	19	38	50

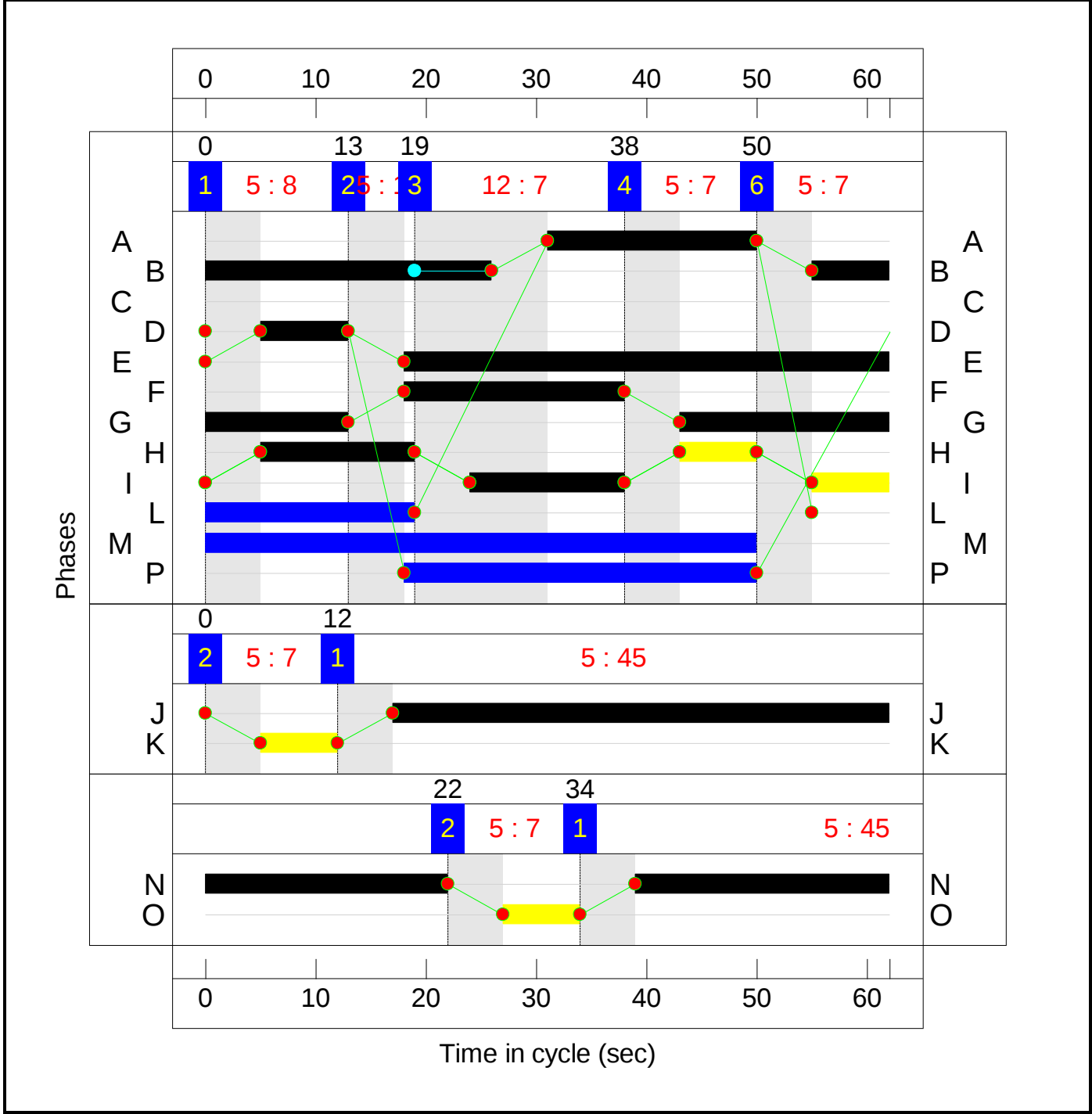
Stage Stream: 2

Stage	1	2
Duration	45	7
Change Point	12	0

Stage Stream: 3

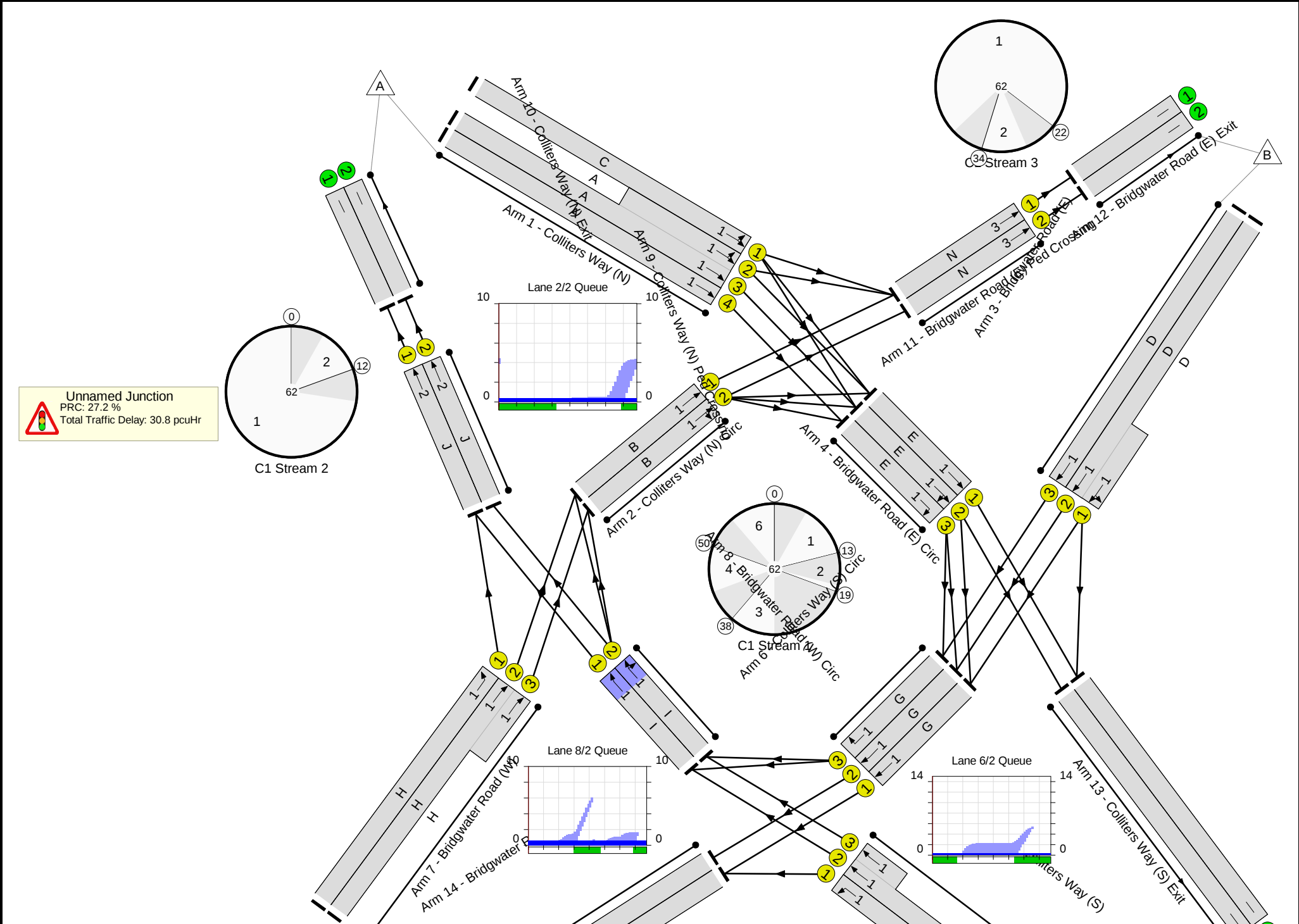
Stage	1	2
Duration	45	7
Change Point	34	22

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	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	19	-	806	2052:1932	626+607	65.4 : 65.4%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	19	-	236	2043	659	35.8%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	33	-	350	1972	1081	32.4%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	33	-	459	2111	1158	39.6%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	391	2033:1895	295+275	67.8 : 69.4%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	122	2052	298	41.0%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	44	-	356	1989	1444	24.7%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	44	-	536	2105	1528	35.1%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	44	-	236	2105	1528	15.4%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	20	-	330	1914	648	50.9%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	20	-	653	2080:2080	426+498	70.7 : 70.7%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	294	1956	1041	28.2%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	433	2092	1113	38.9%
6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	32	-	125	2056	1094	11.4%

Full Input Data And Results

7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	21	-	483	1966	729	66.2%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	21	-	799	2030:2099	541+704	64.2 : 64.2%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	21	-	345	2055	762	45.3%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	21	-	433	2182	809	53.5%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	45	-	828	2065	1532	54.0%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	45	-	423	2205	1636	25.9%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	45	-	542	2055	1525	35.5%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	45	-	181	2195	1629	11.1%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%

Full Input Data And Results

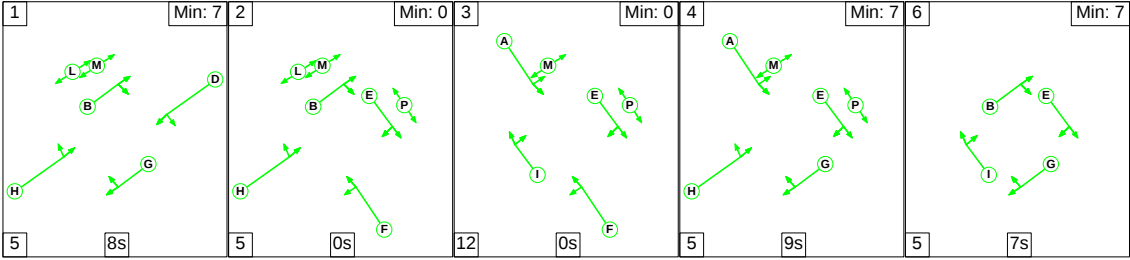
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	20.8	10.0	0.0	30.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	20.8	10.0	0.0	30.8	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	806	806	-	-	-	4.0	0.9	-	4.9 (2.5+2.4)	22.0 (22.0:22.1)	5.9	0.9	6.8
1/4	236	236	-	-	-	1.1	0.3	-	1.3	20.3	3.1	0.3	3.4
2/1	350	350	-	-	-	0.3	0.2	-	0.6	6.0	3.0	0.2	3.3
2/2	459	459	-	-	-	0.5	0.3	-	0.8	6.3	4.0	0.3	4.4
3/2+3/1	391	391	-	-	-	2.7	1.1	-	3.8 (1.9+1.9)	35.1 (35.1:35.1)	3.2	1.1	4.3
3/3	122	122	-	-	-	0.8	0.3	-	1.2	34.3	1.9	0.3	2.2
4/1	356	356	-	-	-	0.2	0.2	-	0.4	4.0	1.5	0.2	1.7
4/2	536	536	-	-	-	0.2	0.3	-	0.5	3.1	1.3	0.3	1.5
4/3	236	236	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
5/1	330	330	-	-	-	1.5	0.5	-	2.0	22.0	4.5	0.5	5.0
5/2+5/3	653	653	-	-	-	2.9	1.2	-	4.1 (1.9+2.2)	22.8 (22.6:23.0)	5.8	1.2	7.0
6/1	294	294	-	-	-	0.8	0.2	-	1.0	12.3	2.4	0.2	2.6
6/2	433	433	-	-	-	1.1	0.3	-	1.4	11.6	5.0	0.3	5.4
6/3	125	125	-	-	-	0.3	0.1	-	0.4	11.7	0.8	0.1	0.9
7/1	483	483	-	-	-	1.1	1.0	-	2.1	15.7	4.0	1.0	5.0
7/2+7/3	799	799	-	-	-	1.8	0.9	-	2.6 (1.1+1.5)	11.9 (11.7:12.1)	3.6	0.9	4.5
8/1	345	345	-	-	-	0.3	0.4	-	0.7	7.2	2.0	0.4	2.5
8/2	433	433	-	-	-	0.4	0.6	-	1.0	8.3	5.4	0.6	6.0
9/1	828	828	-	-	-	0.4	0.6	-	1.0	4.3	4.1	0.6	4.7
9/2	423	423	-	-	-	0.0	0.2	-	0.2	1.8	0.2	0.2	0.3
10/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

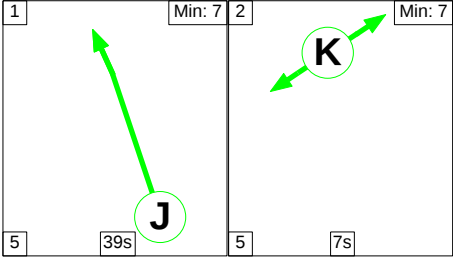
10/2	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	542	542	-	-	-	0.2	0.3	-	0.5	3.2	1.9	0.3	2.2
11/2	181	181	-	-	-	0.1	0.1	-	0.1	2.9	0.4	0.1	0.5
12/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 27.2 Total Delay for Signalled Lanes (pcuHr): 28.98 Cycle Time (s): 62 C1 Stream: 2 PRC for Signalled Lanes (%): 66.5 Total Delay for Signalled Lanes (pcuHr): 1.20 Cycle Time (s): 62 C1 Stream: 3 PRC for Signalled Lanes (%): 153.2 Total Delay for Signalled Lanes (pcuHr): 0.62 Cycle Time (s): 62 PRC Over All Lanes (%): 27.2 Total Delay Over All Lanes(pcuHr): 30.79													

Stage Sequence Diagram

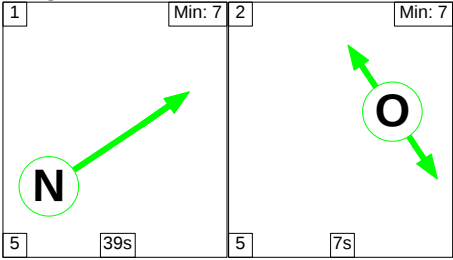
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	0	0	9	7
Change Point	15	28	33	45	3

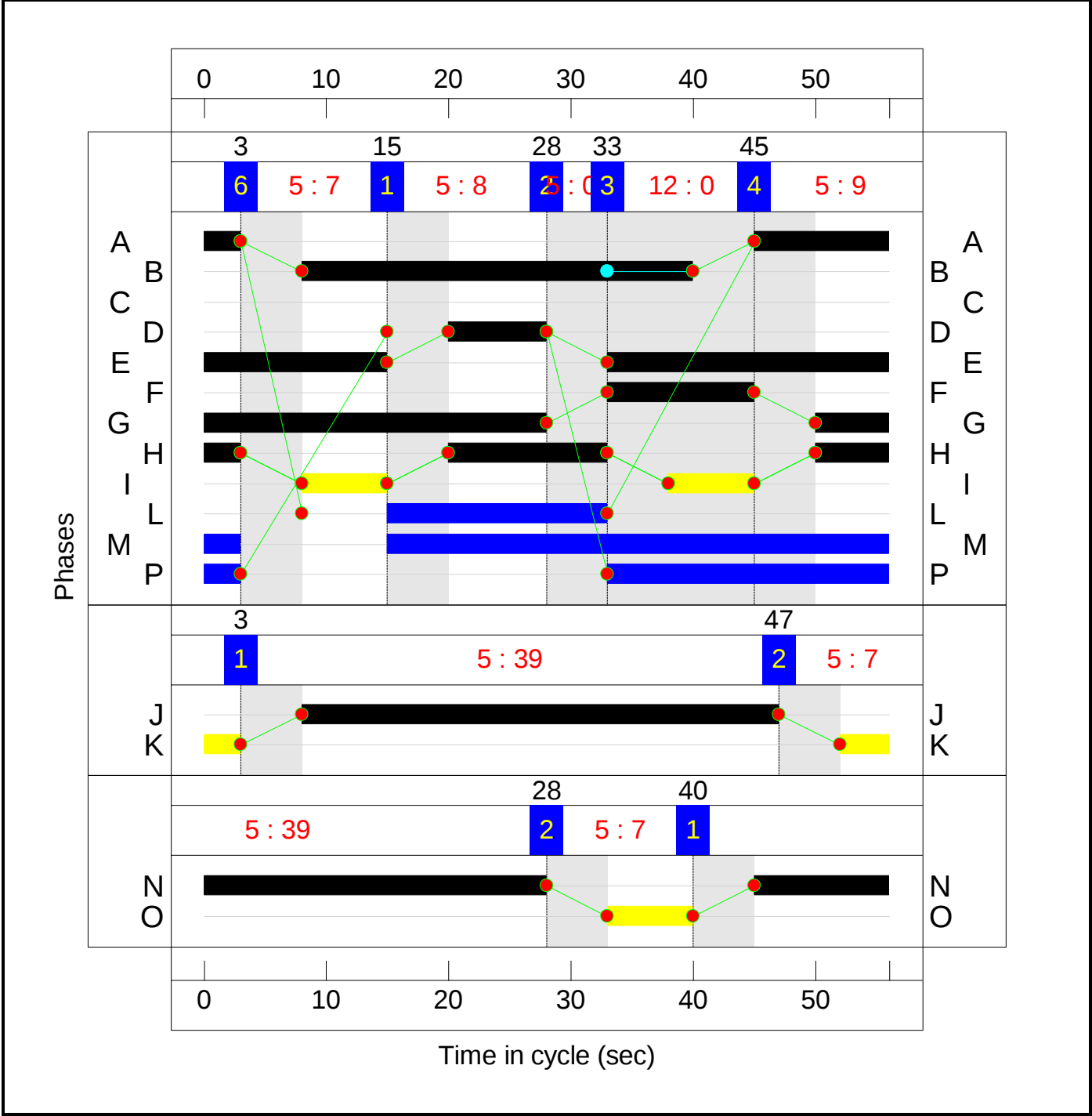
Stage Stream: 2

Stage	1	2
Duration	39	7
Change Point	3	47

Stage Stream: 3

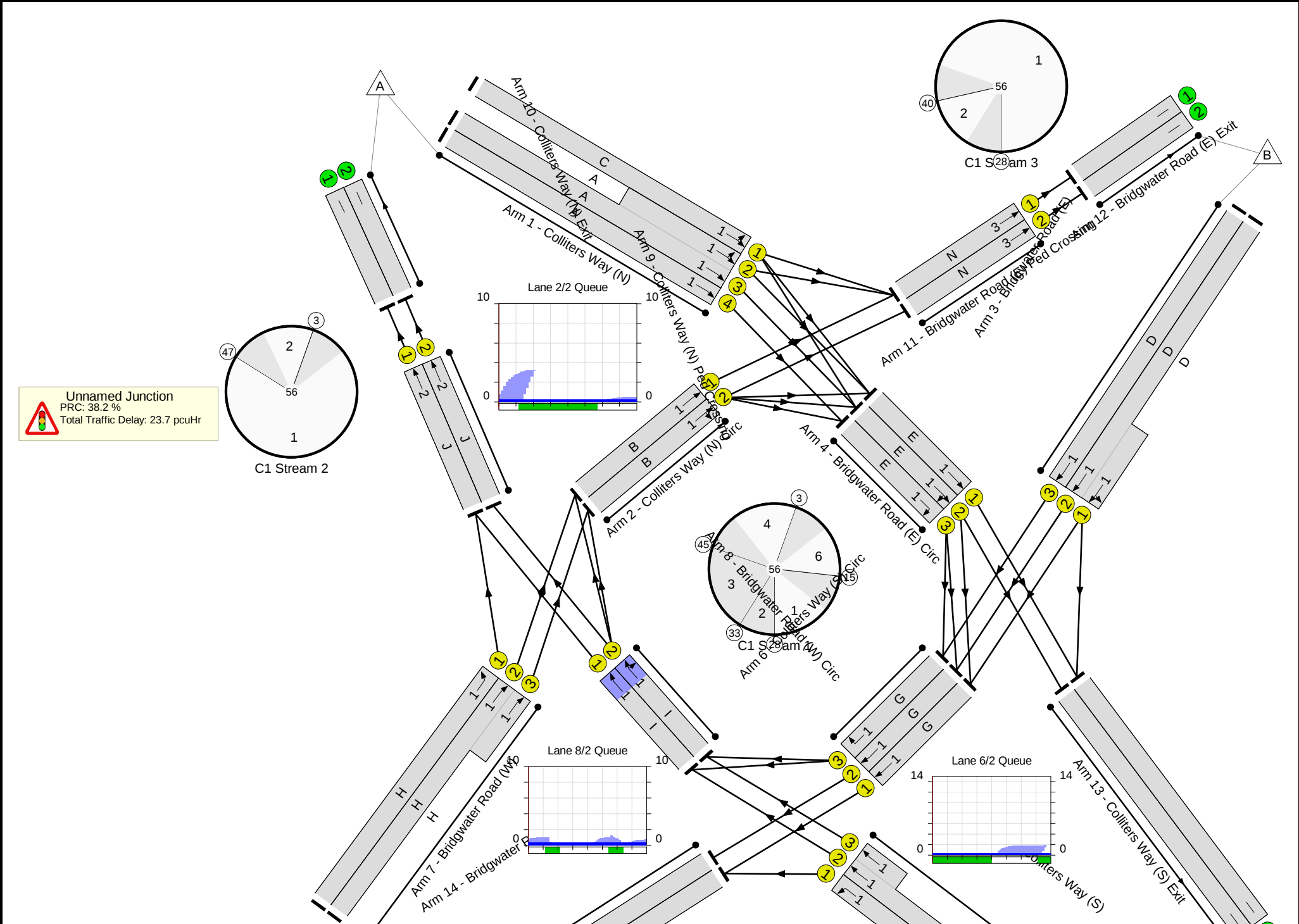
Stage	1	2
Duration	39	7
Change Point	40	28

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	-	-	N/A	-	-		-	-	-	-	-	-	65.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.1%
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	14	-	692	2052:1924	550+515	65.1 : 64.8%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	14	-	255	2043	547	46.6%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	32	-	255	1972	1162	21.9%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	32	-	392	2112	1245	31.5%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	369	2033:1895	327+305	58.2 : 58.8%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	66	2052	330	20.0%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	38	-	362	1989	1385	26.1%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	38	-	463	2105	1466	31.6%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	38	-	256	2105	1466	17.5%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	12	-	227	1914	444	51.1%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	12	-	393	2080:2080	381+372	52.2 : 52.2%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	34	-	343	1956	1222	28.1%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	34	-	446	2092	1307	34.1%
6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	34	-	66	2056	1285	5.1%

Full Input Data And Results

7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	22	-	518	1966	843	61.5%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	22	-	623	2030:2099	562+839	44.5 : 44.5%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	14	-	203	2055	587	34.6%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	14	-	256	2179	623	41.1%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	39	-	721	2065	1475	48.9%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	39	-	232	2205	1575	14.7%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	39	-	339	2055	1468	23.1%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	39	-	174	2195	1568	11.1%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%

Full Input Data And Results

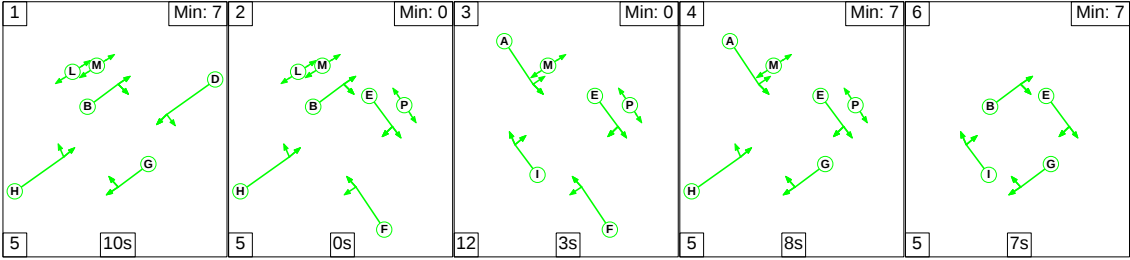
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	16.5	7.2	0.0	23.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	16.5	7.2	0.0	23.7	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	692	692	-	-	-	3.5	0.9	-	4.4 (2.3+2.1)	23.0 (23.0:23.0)	4.9	0.9	5.8
1/4	255	255	-	-	-	1.2	0.4	-	1.7	23.3	3.3	0.4	3.7
2/1	255	255	-	-	-	0.3	0.1	-	0.4	5.9	1.9	0.1	2.0
2/2	392	392	-	-	-	0.5	0.2	-	0.7	6.7	3.0	0.2	3.2
3/2+3/1	369	369	-	-	-	2.2	0.7	-	2.9 (1.5+1.4)	28.6 (28.6:28.6)	2.7	0.7	3.4
3/3	66	66	-	-	-	0.4	0.1	-	0.5	27.3	0.9	0.1	1.0
4/1	362	362	-	-	-	0.1	0.2	-	0.3	3.1	0.9	0.2	1.1
4/2	463	463	-	-	-	0.1	0.2	-	0.4	2.8	0.8	0.2	1.1
4/3	256	256	-	-	-	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
5/1	227	227	-	-	-	1.2	0.5	-	1.7	27.0	3.0	0.5	3.5
5/2+5/3	393	393	-	-	-	2.0	0.5	-	2.5 (1.3+1.3)	23.2 (23.3:23.2)	2.6	0.5	3.1
6/1	343	343	-	-	-	0.5	0.2	-	0.7	6.9	1.3	0.2	1.5
6/2	446	446	-	-	-	0.5	0.3	-	0.8	6.4	1.5	0.3	1.8
6/3	66	66	-	-	-	0.1	0.0	-	0.1	6.7	0.3	0.0	0.3
7/1	518	518	-	-	-	0.9	0.8	-	1.7	11.7	3.0	0.8	3.8
7/2+7/3	623	623	-	-	-	0.9	0.4	-	1.3 (0.5+0.8)	7.8 (7.5:7.9)	2.0	0.4	2.4
8/1	203	203	-	-	-	0.1	0.3	-	0.4	6.7	0.4	0.3	0.6
8/2	256	256	-	-	-	0.3	0.3	-	0.6	8.5	0.9	0.3	1.3
9/1	721	721	-	-	-	0.8	0.5	-	1.3	6.4	4.7	0.5	5.2
9/2	232	232	-	-	-	0.2	0.1	-	0.3	4.1	0.7	0.1	0.8
10/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

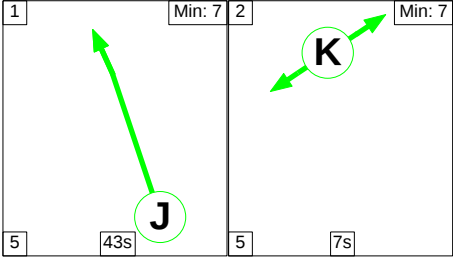
10/2	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	339	339	-	-	-	0.4	0.2	-	0.6	6.0	2.0	0.2	2.1
11/2	174	174	-	-	-	0.2	0.1	-	0.3	6.3	1.2	0.1	1.3
12/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 38.2 Total Delay for Signalled Lanes (pcuHr): 21.26 Cycle Time (s): 56 C1 Stream: 2 PRC for Signalled Lanes (%): 84.1 Total Delay for Signalled Lanes (pcuHr): 1.54 Cycle Time (s): 56 C1 Stream: 3 PRC for Signalled Lanes (%): 289.7 Total Delay for Signalled Lanes (pcuHr): 0.87 Cycle Time (s): 56 PRC Over All Lanes (%): 38.2 Total Delay Over All Lanes(pcuHr): 23.67													

Stage Sequence Diagram

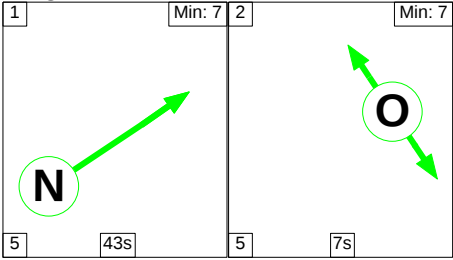
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	10	0	3	8	7
Change Point	0	15	20	35	48

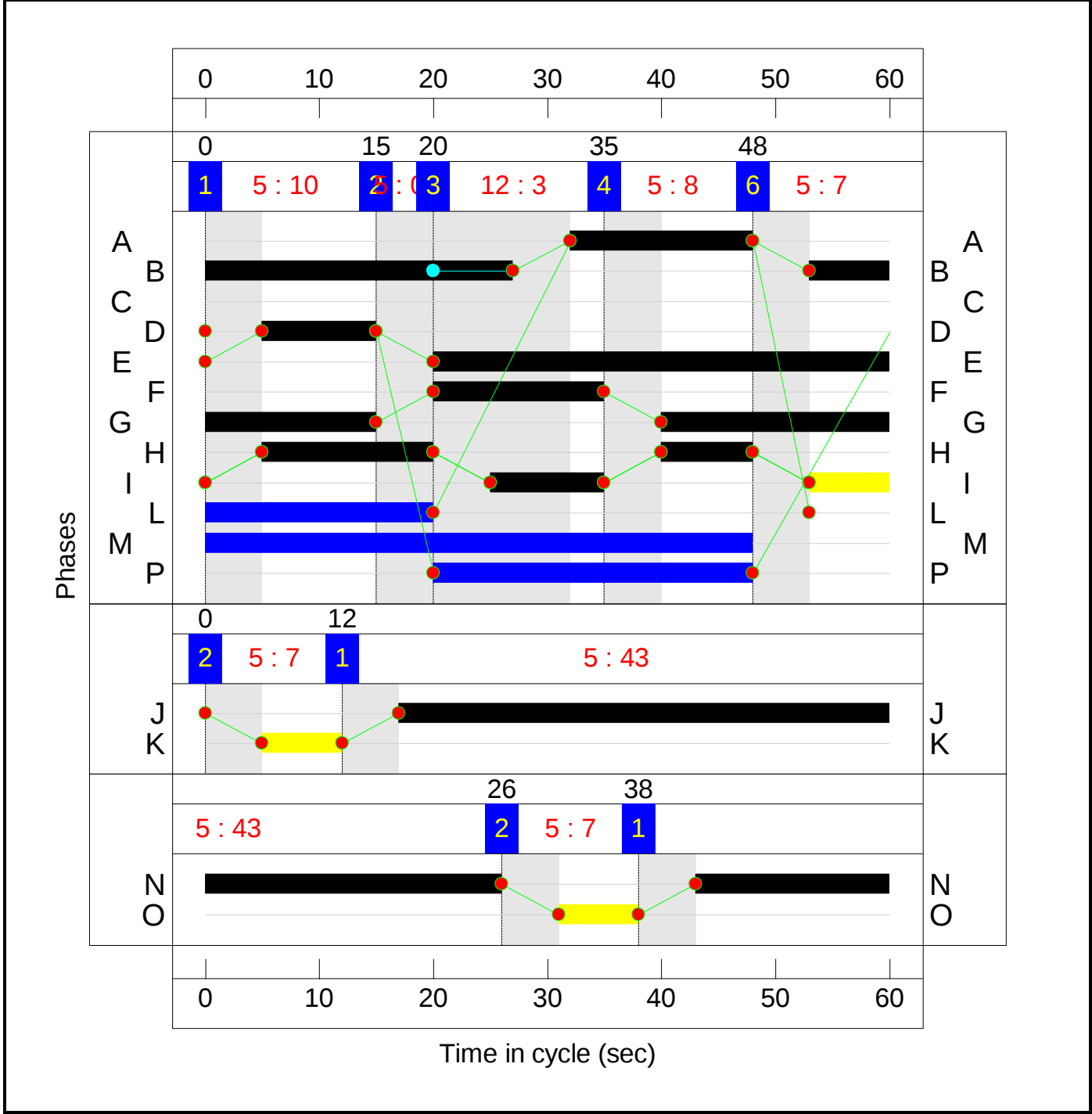
Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	12	0

Stage Stream: 3

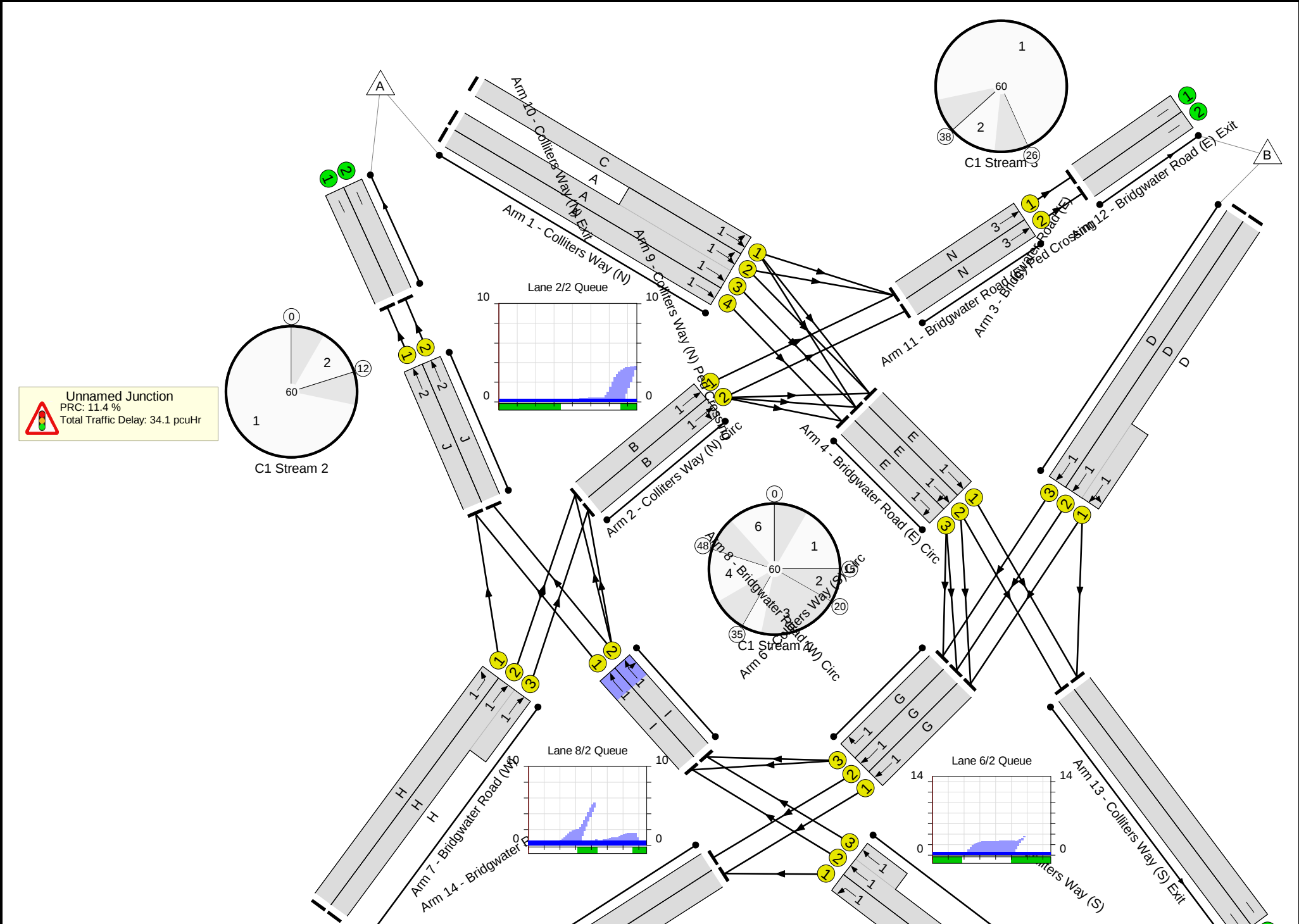
Stage	1	2
Duration	43	7
Change Point	38	26

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	-	-	N/A	-	-		-	-	-	-	-	-	80.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.8%
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	16	-	903	2052:1926	581+546	79.5 : 80.8%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	16	-	376	2043	579	65.0%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	34	-	316	1972	1150	27.5%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	34	-	420	2108	1230	34.2%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	10	-	540	2033:1895	373+347	73.8 : 76.3%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	10	-	190	2052	376	50.5%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	40	-	462	1989	1359	34.0%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	40	-	601	2105	1438	41.8%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	40	-	376	2105	1438	26.1%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	15	-	318	1914	510	62.3%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	15	-	513	2080:2080	402+407	63.4 : 63.4%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	35	-	458	1956	1174	39.0%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	35	-	651	2092	1255	51.9%
6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	35	-	190	2056	1234	15.4%

Full Input Data And Results

7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	23	-	386	1966	819	47.1%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	23	-	727	2030:2099	598+783	52.6 : 52.6%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	17	-	324	2055	651	49.8%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	17	-	379	2182	691	54.9%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	43	-	710	2065	1514	46.9%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	43	-	370	2205	1617	22.9%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	43	-	456	2055	1507	30.3%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	43	-	120	2195	1610	7.5%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%

Full Input Data And Results

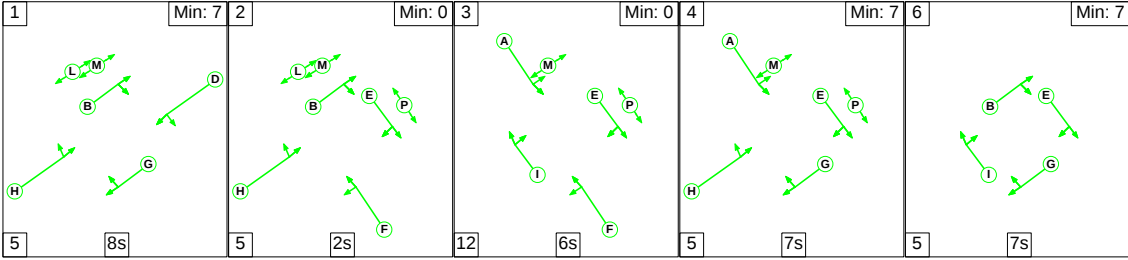
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	22.4	11.7	0.0	34.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	22.4	11.7	0.0	34.1	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	903	903	-	-	-	5.0	2.0	-	7.0 (3.6+3.4)	27.8 (27.8:27.9)	7.1	2.0	9.0
1/4	376	376	-	-	-	2.0	0.9	-	2.9	27.7	5.4	0.9	6.3
2/1	316	316	-	-	-	0.3	0.2	-	0.5	5.7	2.5	0.2	2.7
2/2	420	420	-	-	-	0.5	0.3	-	0.7	6.1	3.3	0.3	3.6
3/2+3/1	540	540	-	-	-	3.5	1.5	-	5.0 (2.5+2.4)	33.0 (33.0:33.1)	4.3	1.5	5.8
3/3	190	190	-	-	-	1.2	0.5	-	1.7	31.7	2.9	0.5	3.4
4/1	462	462	-	-	-	0.3	0.3	-	0.5	4.1	1.7	0.3	1.9
4/2	601	601	-	-	-	0.2	0.4	-	0.6	3.5	1.4	0.4	1.8
4/3	376	376	-	-	-	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
5/1	318	318	-	-	-	1.7	0.8	-	2.5	28.6	4.6	0.8	5.4
5/2+5/3	513	513	-	-	-	2.6	0.9	-	3.5 (1.7+1.8)	24.5 (24.5:24.5)	3.6	0.9	4.4
6/1	458	458	-	-	-	0.7	0.3	-	1.1	8.4	2.2	0.3	2.5
6/2	651	651	-	-	-	0.8	0.5	-	1.4	7.6	3.0	0.5	3.6
6/3	190	190	-	-	-	0.3	0.1	-	0.4	7.7	0.9	0.1	1.0
7/1	386	386	-	-	-	0.7	0.4	-	1.1	10.6	2.5	0.4	2.9
7/2+7/3	727	727	-	-	-	1.3	0.6	-	1.8 (0.8+1.0)	9.0 (8.8:9.2)	2.6	0.6	3.2
8/1	324	324	-	-	-	0.3	0.5	-	0.8	9.0	1.9	0.5	2.4
8/2	379	379	-	-	-	0.5	0.6	-	1.1	10.3	4.8	0.6	5.4
9/1	710	710	-	-	-	0.3	0.4	-	0.8	3.8	3.1	0.4	3.5
9/2	370	370	-	-	-	0.0	0.1	-	0.2	1.8	0.1	0.1	0.3
10/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

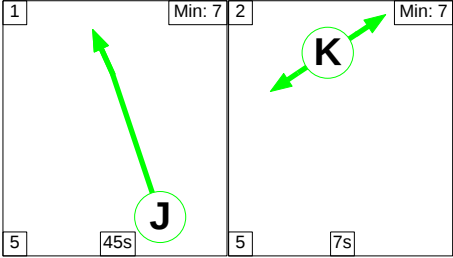
10/2	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	456	456	-	-	-	0.1	0.2	-	0.4	2.9	1.5	0.2	1.7
11/2	120	120	-	-	-	0.0	0.0	-	0.1	2.2	0.1	0.0	0.2
12/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 11.4 Total Delay for Signalled Lanes (pcuHr): 32.70 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 92.0 Total Delay for Signalled Lanes (pcuHr): 0.94 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): 197.4 Total Delay for Signalled Lanes (pcuHr): 0.44 Cycle Time (s): 60 PRC Over All Lanes (%): 11.4 Total Delay Over All Lanes(pcuHr): 34.08													

Stage Sequence Diagram

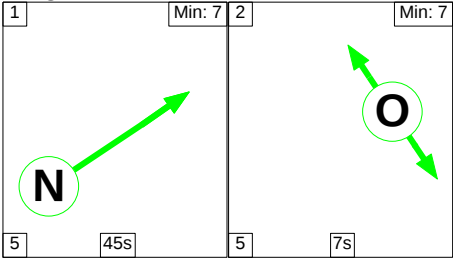
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	2	6	7	7
Change Point	0	13	20	38	50

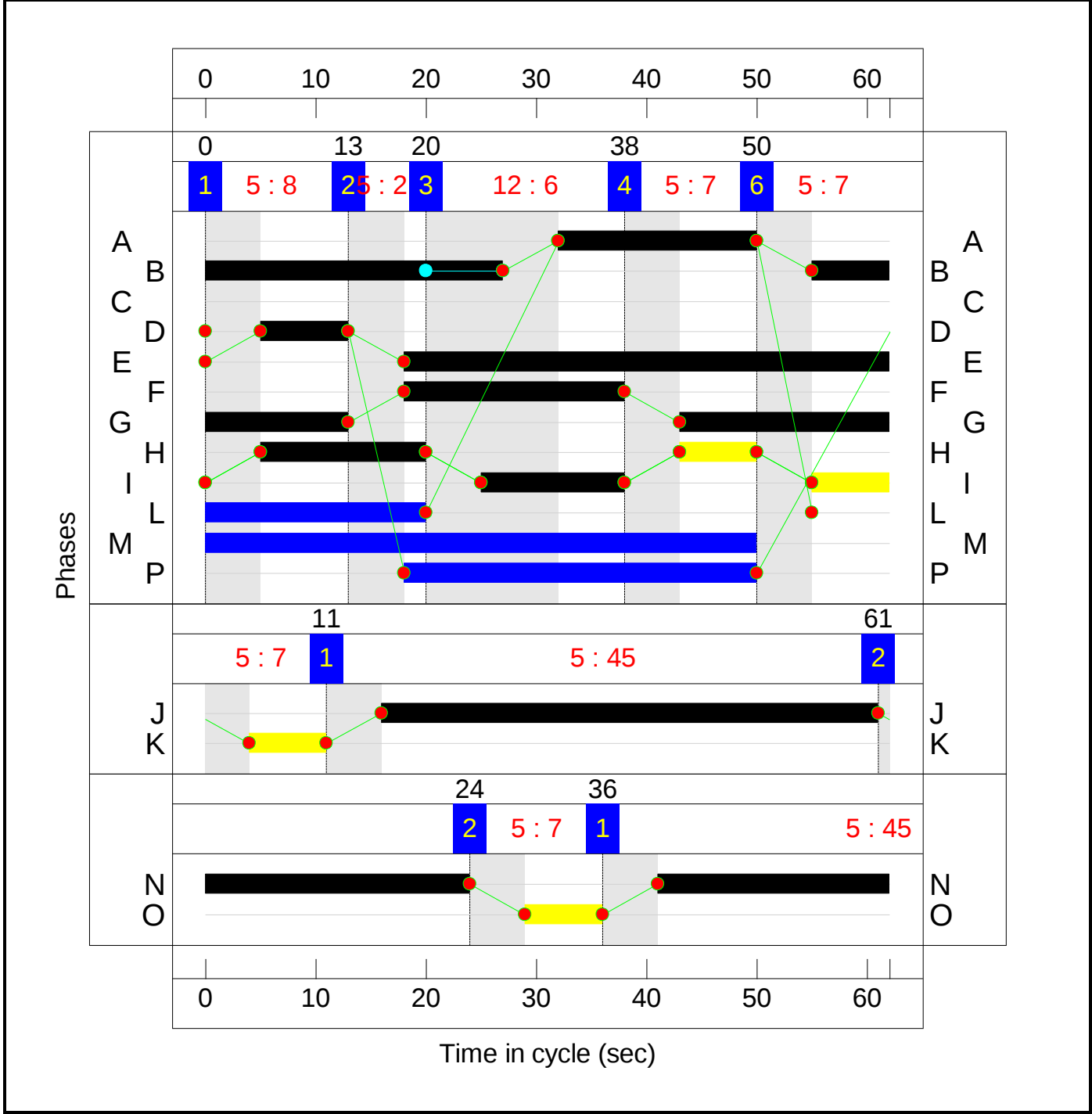
Stage Stream: 2

Stage	1	2
Duration	45	7
Change Point	11	61

Stage Stream: 3

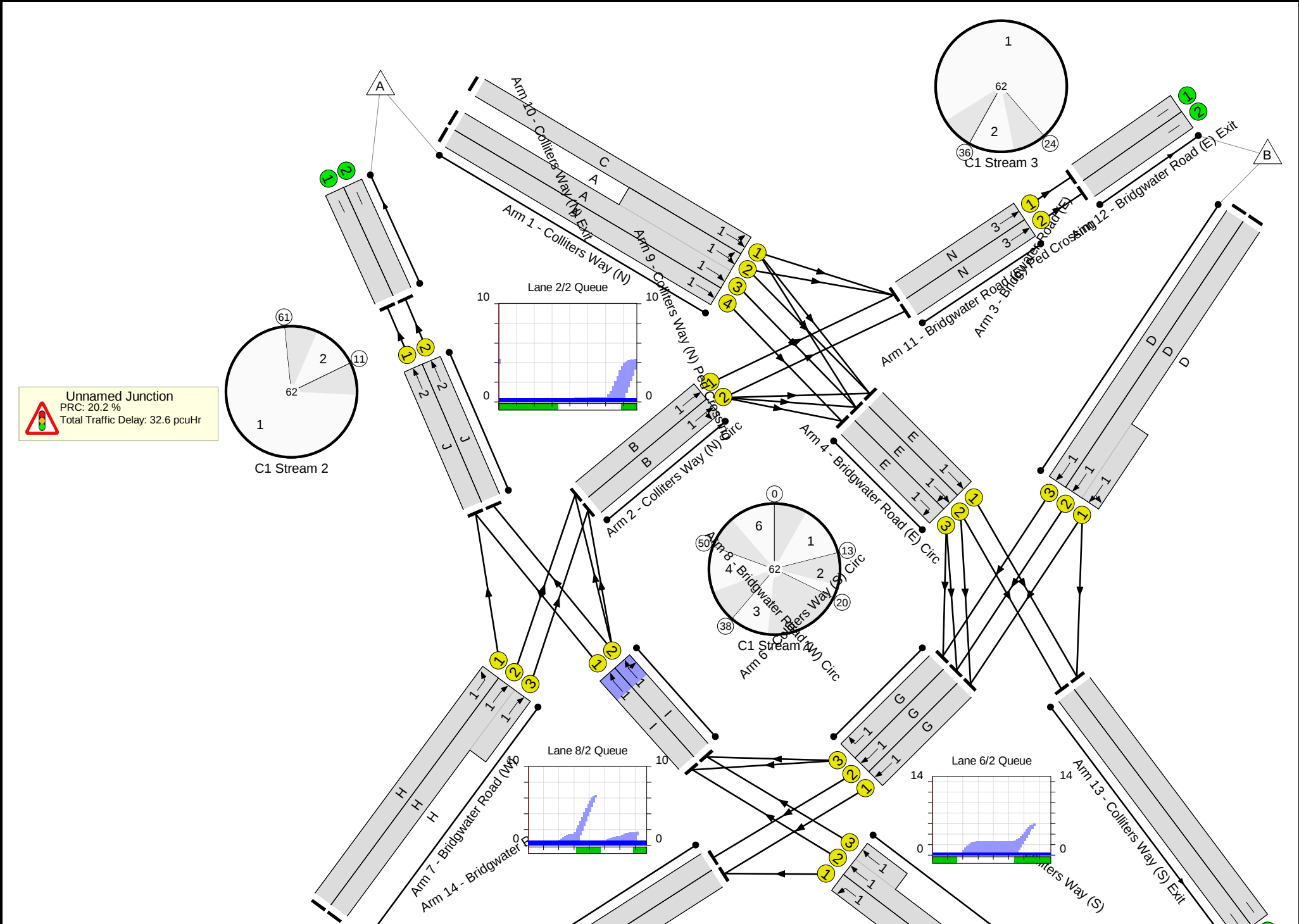
Stage	1	2
Duration	45	7
Change Point	36	24

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	-	-	N/A	-	-		-	-	-	-	-	-	74.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.9%
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	18	-	824	2052:1931	609+592	68.6 : 68.6%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	18	-	257	2043	626	41.0%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	34	-	358	1972	1113	32.2%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	34	-	472	2111	1192	39.6%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	422	2033:1895	295+275	73.2 : 74.9%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	122	2052	298	41.0%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	44	-	365	1989	1444	25.3%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	44	-	545	2105	1528	35.7%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	44	-	257	2105	1528	16.8%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	20	-	330	1914	648	50.9%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	20	-	653	2080:2080	428+497	70.6 : 70.6%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	327	1956	1041	31.4%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	470	2092	1113	42.2%
6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	32	-	125	2056	1094	11.4%

Full Input Data And Results

7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	22	-	507	1966	761	66.6%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	22	-	820	2030:2099	555+723	64.2 : 64.2%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	20	-	349	2055	729	47.9%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	20	-	429	2182	774	55.4%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	45	-	856	2065	1532	55.9%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	45	-	419	2205	1636	25.6%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	45	-	550	2055	1525	36.1%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	45	-	194	2195	1629	11.9%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%

Full Input Data And Results

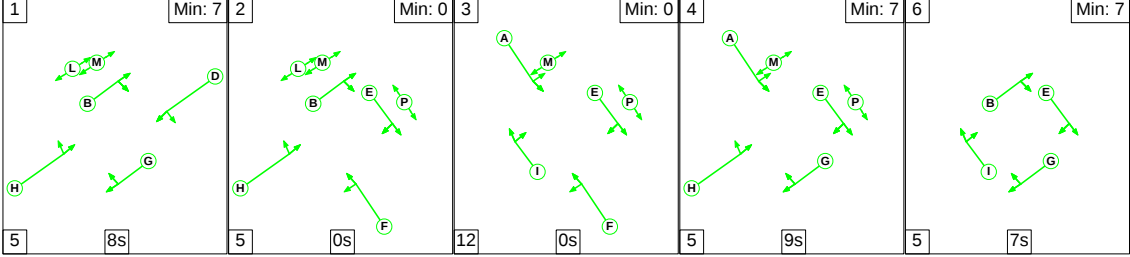
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	21.9	10.8	0.0	32.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	21.9	10.8	0.0	32.6	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	824	824	-	-	-	4.3	1.1	-	5.4 (2.7+2.7)	23.6 (23.5:23.6)	6.2	1.1	7.2
1/4	257	257	-	-	-	1.2	0.3	-	1.6	21.9	3.5	0.3	3.8
2/1	358	358	-	-	-	0.3	0.2	-	0.6	5.8	3.0	0.2	3.2
2/2	472	472	-	-	-	0.5	0.3	-	0.8	6.1	4.0	0.3	4.3
3/2+3/1	422	422	-	-	-	3.0	1.4	-	4.4 (2.2+2.1)	37.3 (37.3:37.4)	3.5	1.4	4.9
3/3	122	122	-	-	-	0.8	0.3	-	1.2	34.3	1.9	0.3	2.2
4/1	365	365	-	-	-	0.2	0.2	-	0.4	3.9	1.5	0.2	1.7
4/2	545	545	-	-	-	0.2	0.3	-	0.5	3.0	1.3	0.3	1.5
4/3	257	257	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
5/1	330	330	-	-	-	1.5	0.5	-	2.0	22.0	4.5	0.5	5.0
5/2+5/3	653	653	-	-	-	2.9	1.2	-	4.1 (1.9+2.2)	22.8 (22.6:22.9)	5.8	1.2	7.0
6/1	327	327	-	-	-	0.9	0.2	-	1.1	12.6	2.8	0.2	3.0
6/2	470	470	-	-	-	1.2	0.4	-	1.6	12.0	5.6	0.4	6.0
6/3	125	125	-	-	-	0.3	0.1	-	0.4	11.7	0.8	0.1	0.9
7/1	507	507	-	-	-	1.1	1.0	-	2.1	15.1	4.1	1.0	5.1
7/2+7/3	820	820	-	-	-	1.7	0.9	-	2.6 (1.1+1.5)	11.4 (11.2:11.6)	3.6	0.9	4.5
8/1	349	349	-	-	-	0.4	0.5	-	0.8	8.4	4.4	0.5	4.9
8/2	429	429	-	-	-	0.5	0.6	-	1.1	9.5	5.8	0.6	6.4
9/1	856	856	-	-	-	0.4	0.6	-	1.0	4.3	4.2	0.6	4.9
9/2	419	419	-	-	-	0.1	0.2	-	0.2	2.0	0.3	0.2	0.4
10/1	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

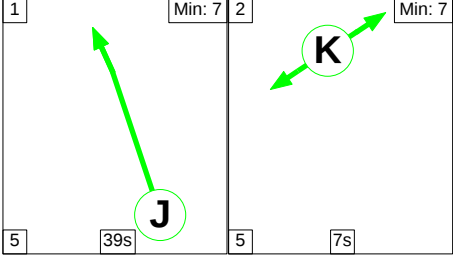
10/2	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	550	550	-	-	-	0.2	0.3	-	0.5	3.1	2.0	0.3	2.3
11/2	194	194	-	-	-	0.1	0.1	-	0.1	2.6	0.4	0.1	0.4
12/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 20.2 Total Delay for Signalled Lanes (pcuHr): 30.76 Cycle Time (s): 62 C1 Stream: 2 PRC for Signalled Lanes (%): 61.1 Total Delay for Signalled Lanes (pcuHr): 1.25 Cycle Time (s): 62 C1 Stream: 3 PRC for Signalled Lanes (%): 149.5 Total Delay for Signalled Lanes (pcuHr): 0.62 Cycle Time (s): 62 PRC Over All Lanes (%): 20.2 Total Delay Over All Lanes(pcuHr): 32.63													

Stage Sequence Diagram

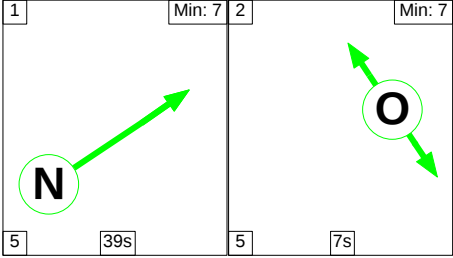
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	0	0	9	7
Change Point	15	28	33	45	3

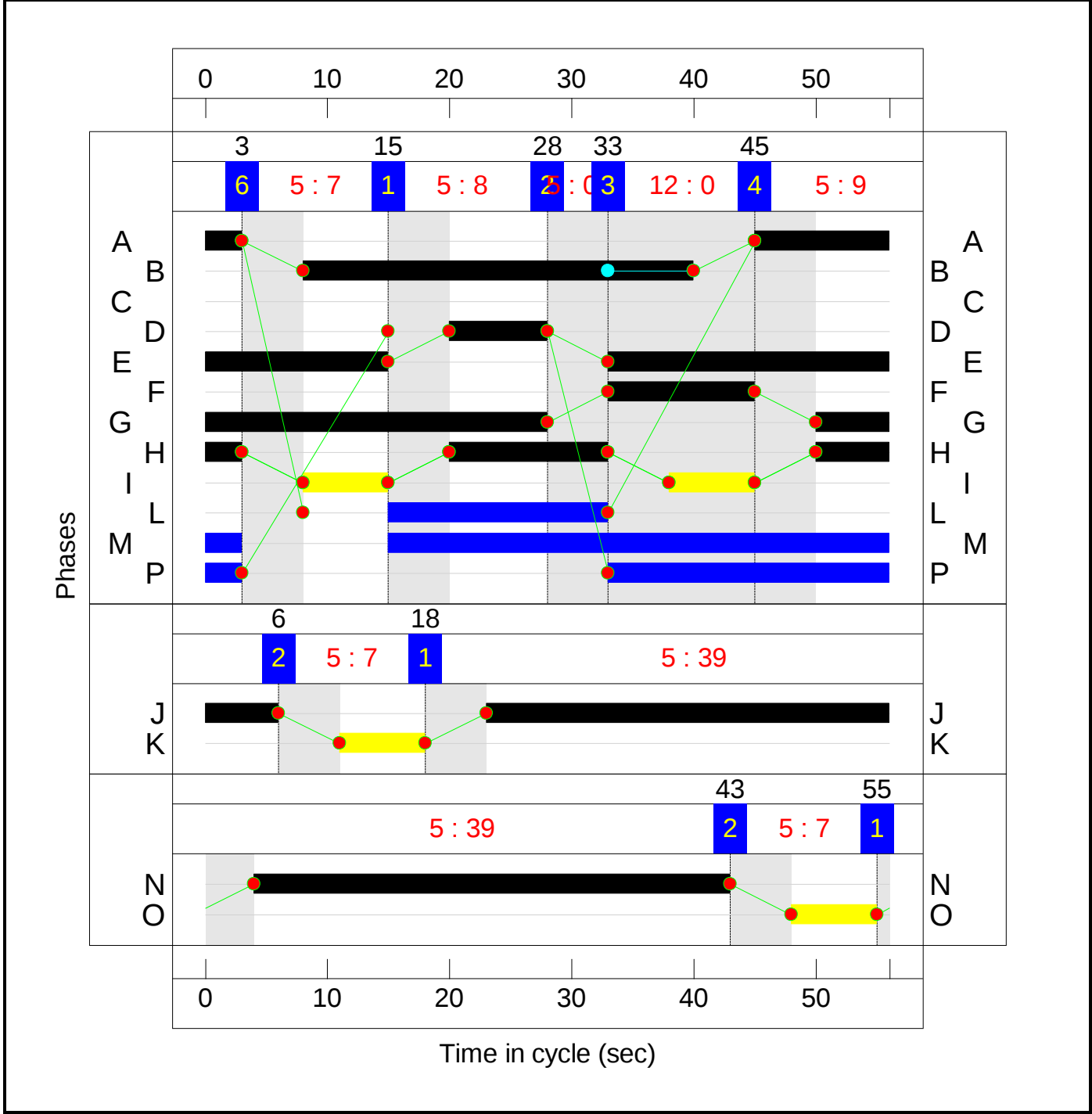
Stage Stream: 2

Stage	1	2
Duration	39	7
Change Point	18	6

Stage Stream: 3

Stage	1	2
Duration	39	7
Change Point	55	43

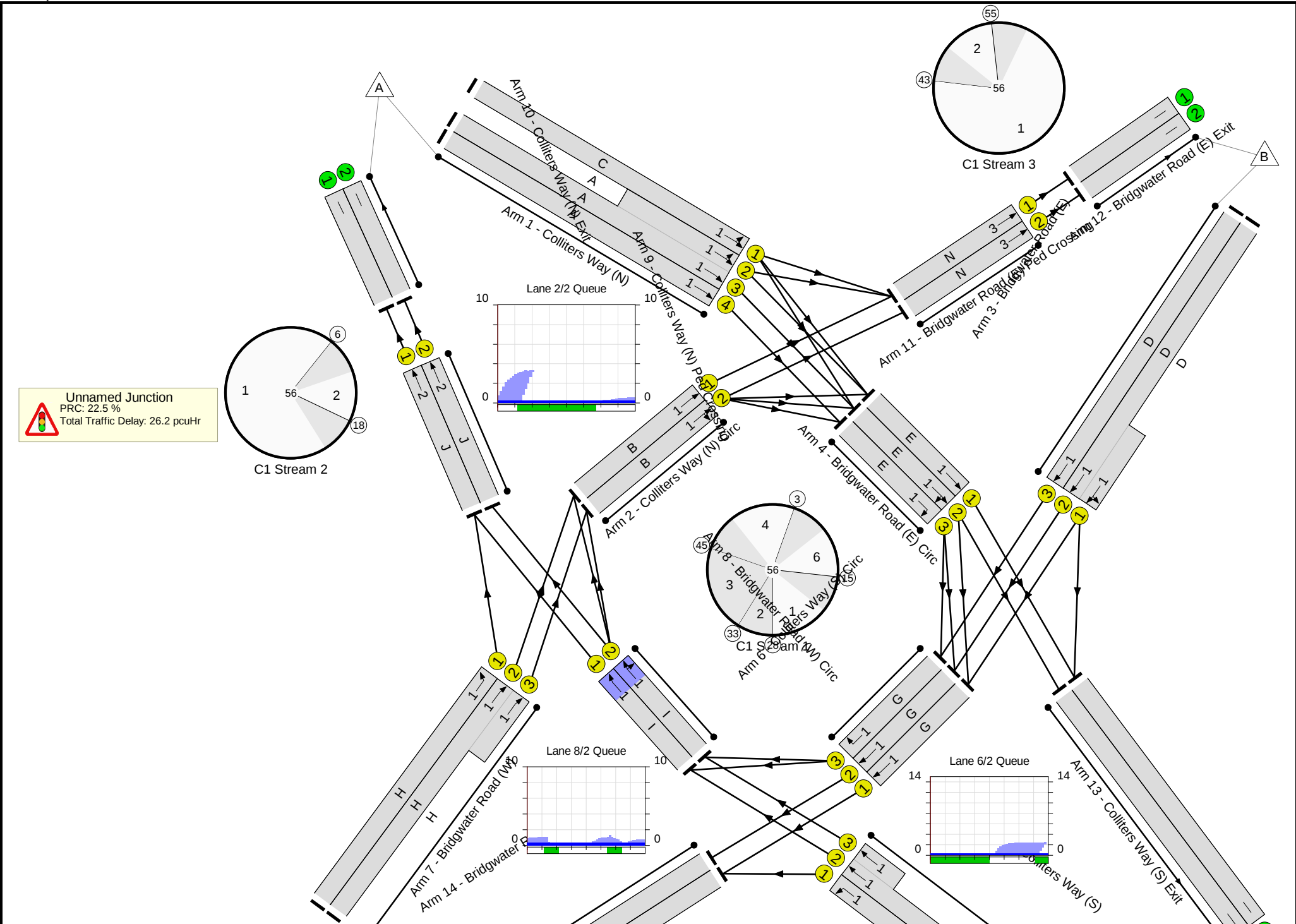
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	73.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.5%
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	14	-	743	2052:1924	550+515	70.2 : 69.3%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	14	-	288	2043	547	52.6%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	32	-	319	1972	1162	27.5%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	32	-	404	2113	1245	32.4%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	437	2033:1895	327+305	68.9 : 69.6%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	66	2052	330	20.0%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	38	-	387	1989	1385	27.9%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	38	-	488	2105	1466	33.3%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	38	-	290	2105	1466	19.8%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	12	-	227	1914	444	51.1%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	12	-	393	2080:2080	337+390	54.1 : 54.1%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	34	-	426	1956	1222	34.8%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	34	-	515	2092	1307	39.4%
6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	34	-	66	2056	1285	5.1%

Full Input Data And Results

7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	22	-	619	1966	843	73.5%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	22	-	699	2030:2099	678+832	46.3 : 46.3%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	14	-	188	2055	587	32.0%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	14	-	271	2180	623	43.5%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	39	-	807	2065	1475	54.7%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	39	-	247	2205	1575	15.7%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	39	-	403	2055	1468	27.5%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	39	-	186	2195	1568	11.9%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%

Full Input Data And Results

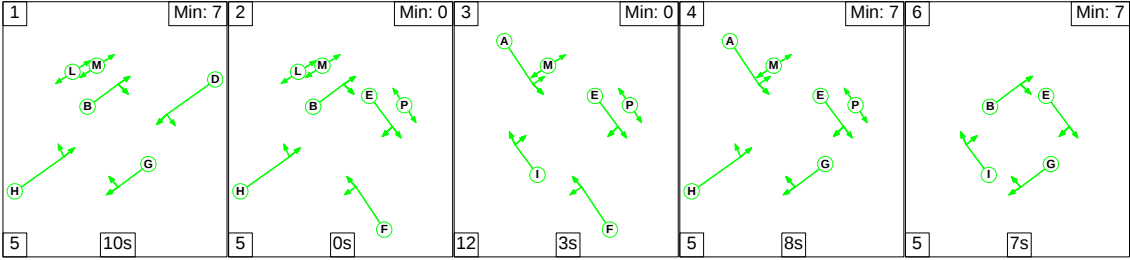
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	17.1	9.0	0.0	26.2	-	-	-	-
Unnamed Junction	-	-	0	0	0	17.1	9.0	0.0	26.2	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	743	743	-	-	-	3.8	1.1	-	5.0 (2.6+2.4)	24.0 (24.0:24.0)	5.4	1.1	6.5
1/4	288	288	-	-	-	1.4	0.6	-	2.0	24.4	3.8	0.6	4.3
2/1	319	319	-	-	-	0.4	0.2	-	0.5	6.2	2.3	0.2	2.5
2/2	404	404	-	-	-	0.5	0.2	-	0.8	6.7	3.1	0.2	3.3
3/2+3/1	437	437	-	-	-	2.7	1.1	-	3.8 (2.0+1.8)	31.4 (31.3:31.4)	3.3	1.1	4.4
3/3	66	66	-	-	-	0.4	0.1	-	0.5	27.3	0.9	0.1	1.0
4/1	387	387	-	-	-	0.1	0.2	-	0.3	3.1	0.9	0.2	1.1
4/2	488	488	-	-	-	0.1	0.2	-	0.4	2.8	0.8	0.2	1.1
4/3	290	290	-	-	-	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
5/1	227	227	-	-	-	1.2	0.5	-	1.7	27.0	3.0	0.5	3.5
5/2+5/3	393	393	-	-	-	2.0	0.6	-	2.6 (1.2+1.4)	23.6 (23.5:23.8)	2.8	0.6	3.3
6/1	426	426	-	-	-	0.6	0.3	-	0.9	7.7	1.8	0.3	2.1
6/2	515	515	-	-	-	0.7	0.3	-	1.1	7.5	2.1	0.3	2.4
6/3	66	66	-	-	-	0.1	0.0	-	0.1	6.7	0.3	0.0	0.3
7/1	619	619	-	-	-	1.1	1.4	-	2.5	14.6	4.0	1.4	5.3
7/2+7/3	699	699	-	-	-	1.1	0.4	-	1.5 (0.7+0.8)	7.7 (7.6:7.8)	2.0	0.4	2.5
8/1	188	188	-	-	-	0.1	0.2	-	0.3	6.6	0.3	0.2	0.6
8/2	271	271	-	-	-	0.3	0.4	-	0.7	8.7	0.9	0.4	1.3
9/1	807	807	-	-	-	0.2	0.6	-	0.8	3.7	1.2	0.6	1.8
9/2	247	247	-	-	-	0.1	0.1	-	0.2	2.9	0.6	0.1	0.7
10/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

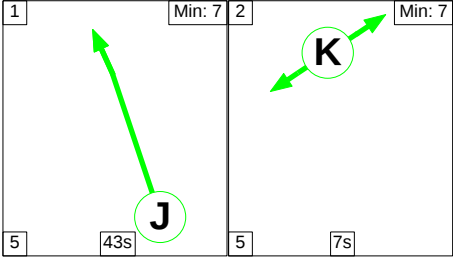
10/2	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	403	403	-	-	-	0.1	0.2	-	0.3	2.8	1.2	0.2	1.4
11/2	186	186	-	-	-	0.0	0.1	-	0.1	1.6	0.1	0.1	0.1
12/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1Stream: 1PRC for Signalled Lanes (%)22.5 C1Stream: 2PRC for Signalled Lanes (%)64.5 C1Stream: 3PRC for Signalled Lanes (%)227.8 PRC Over All Lanes (%)22.5 Total Delay for Signalled Lanes (pcuHr):24.74 Total Delay for Signalled Lanes (pcuHr):1.03 Total Delay for Signalled Lanes (pcuHr):0.40 Total Delay Over All Lanes(pcuHr):26.17 Cycle Time (s):56 Cycle Time (s):56 Cycle Time (s):56													

Stage Sequence Diagram

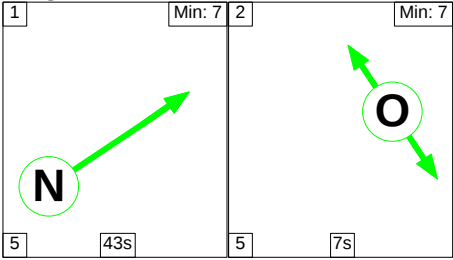
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	10	0	3	8	7
Change Point	0	15	20	35	48

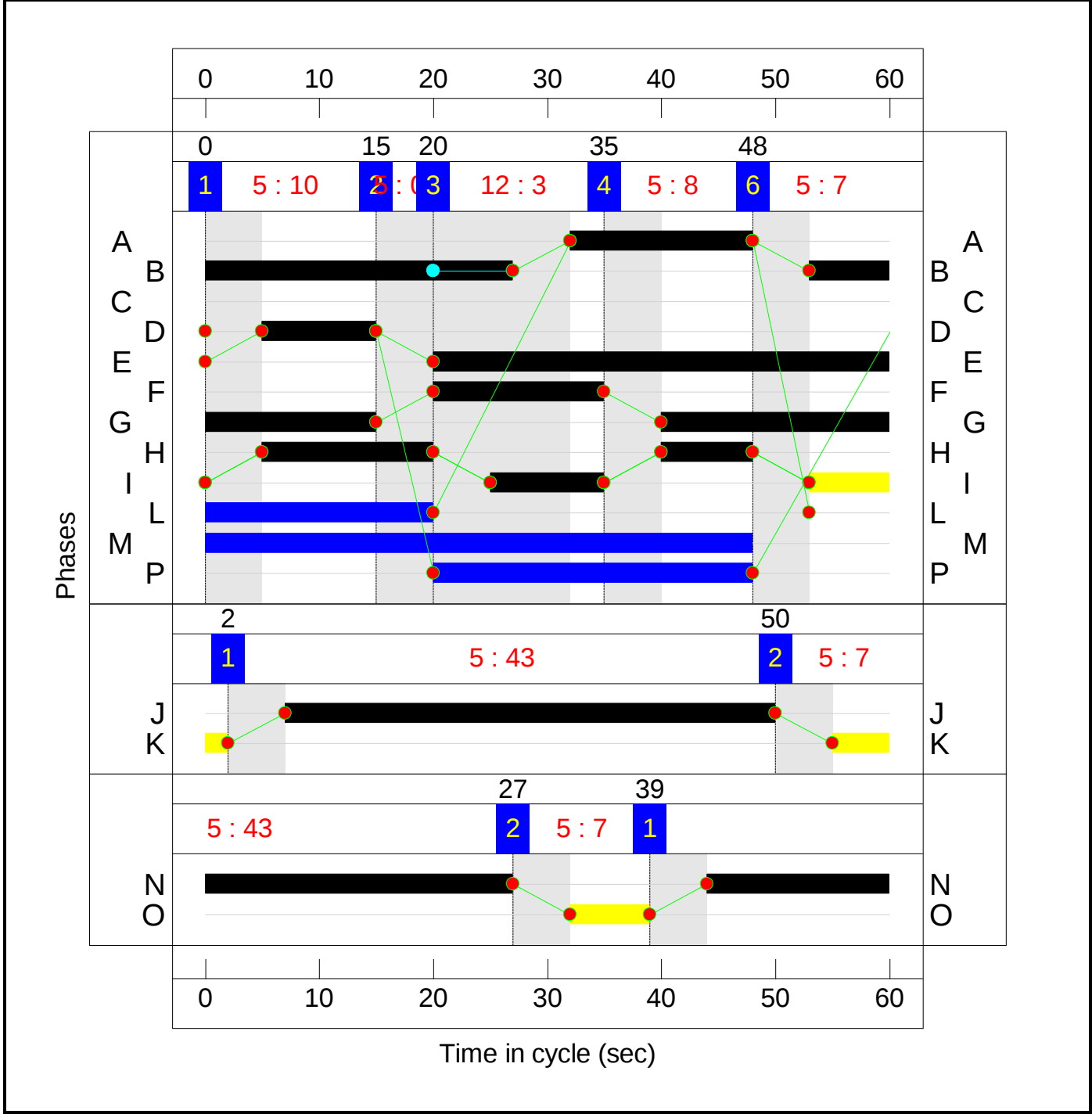
Stage Stream: 2

Stage	1	2
Duration	43	7
Change Point	2	50

Stage Stream: 3

Stage	1	2
Duration	43	7
Change Point	39	27

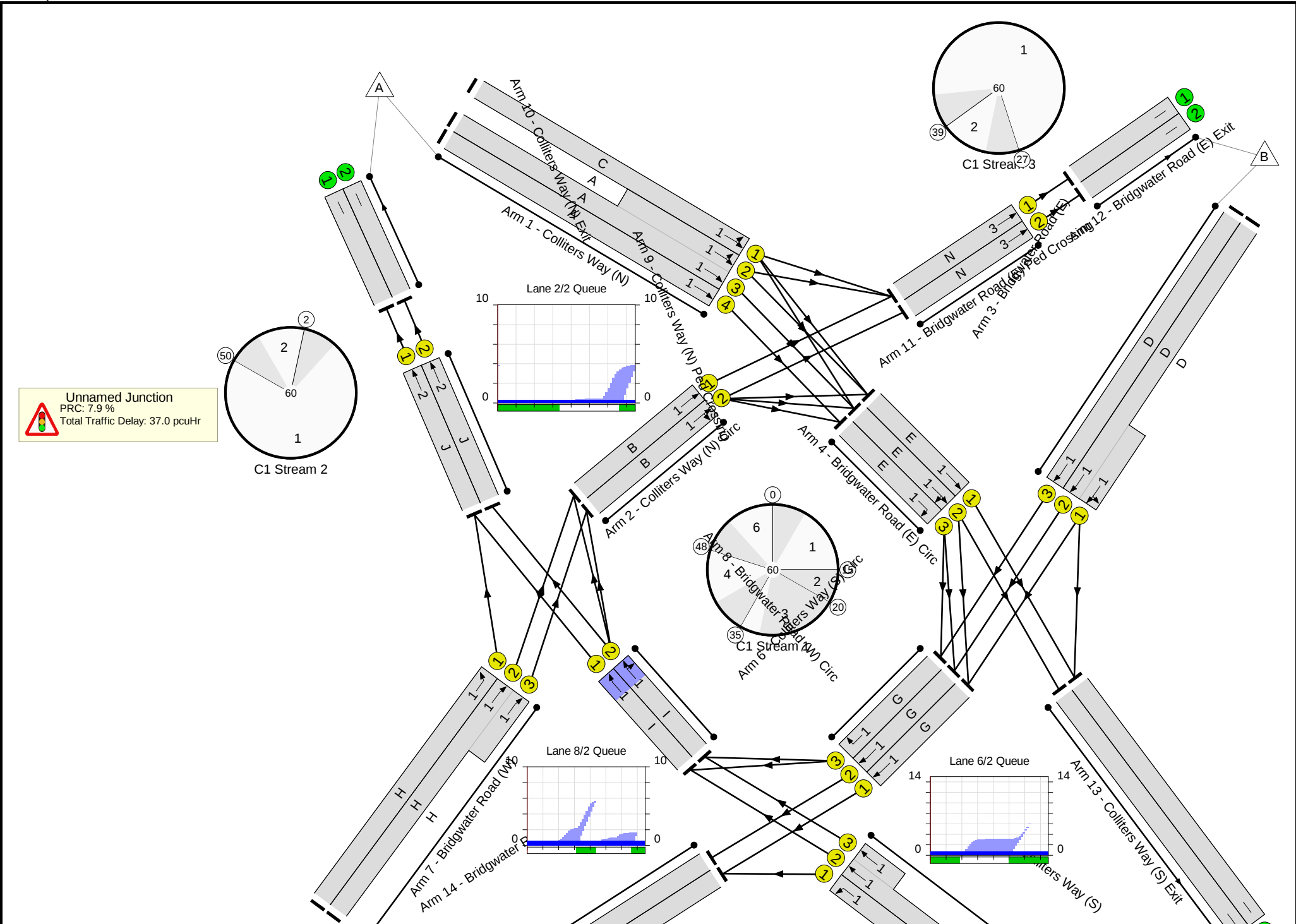
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	16	-	934	2052:1926	581+546	82.4 : 83.4%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	16	-	399	2043	579	68.9%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	34	-	336	1972	1150	29.2%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	34	-	443	2109	1230	36.0%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	10	-	580	2033:1895	373+347	79.1 : 82.0%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	10	-	190	2052	376	50.5%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	40	-	477	1989	1359	35.1%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	40	-	617	2105	1438	42.9%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	40	-	399	2105	1438	27.7%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	15	-	318	1914	510	62.3%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	15	-	513	2080:2080	413+386	64.2 : 64.2%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	35	-	509	1956	1174	43.4%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	35	-	694	2092	1255	55.3%
6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	35	-	190	2056	1234	15.4%

Full Input Data And Results

7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	23	-	430	1966	819	52.5%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	23	-	770	2030:2099	602+782	55.6 : 55.6%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	17	-	320	2055	651	49.2%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	17	-	383	2182	691	55.4%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	43	-	750	2065	1514	49.5%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	43	-	374	2205	1617	23.1%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	43	-	476	2055	1507	31.6%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	43	-	143	2195	1610	8.9%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	694	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	-	-	0	0	0	23.7	13.3	0.0	37.0	-	-	-	-
Unnamed Junction	-	-	0	0	0	23.7	13.3	0.0	37.0	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	934	934	-	-	-	5.2	2.4	-	7.6 (3.9+3.7)	29.2 (29.2:29.3)	7.5	2.4	9.8
1/4	399	399	-	-	-	2.1	1.1	-	3.2	29.0	5.9	1.1	7.0
2/1	336	336	-	-	-	0.3	0.2	-	0.5	5.8	2.6	0.2	2.8
2/2	443	443	-	-	-	0.5	0.3	-	0.8	6.2	3.5	0.3	3.8
3/2+3/1	580	580	-	-	-	3.8	2.0	-	5.8 (2.9+2.9)	36.0 (35.9:36.0)	4.7	2.0	6.7
3/3	190	190	-	-	-	1.2	0.5	-	1.7	31.7	2.9	0.5	3.4
4/1	477	477	-	-	-	0.3	0.3	-	0.5	4.1	1.7	0.3	2.0
4/2	617	617	-	-	-	0.2	0.4	-	0.6	3.5	1.4	0.4	1.8
4/3	399	399	-	-	-	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
5/1	318	318	-	-	-	1.7	0.8	-	2.5	28.6	4.6	0.8	5.4
5/2+5/3	513	513	-	-	-	2.6	0.9	-	3.5 (1.8+1.7)	24.7 (24.8:24.6)	3.7	0.9	4.6
6/1	509	509	-	-	-	0.9	0.4	-	1.3	8.9	2.7	0.4	3.1
6/2	694	694	-	-	-	1.0	0.6	-	1.6	8.3	5.8	0.6	6.5
6/3	190	190	-	-	-	0.3	0.1	-	0.4	7.7	0.9	0.1	1.0
7/1	430	430	-	-	-	0.8	0.6	-	1.3	11.2	2.9	0.6	3.4
7/2+7/3	770	770	-	-	-	1.4	0.6	-	2.0 (0.8+1.1)	9.3 (9.1:9.4)	2.8	0.6	3.4
8/1	320	320	-	-	-	0.3	0.5	-	0.8	8.5	0.9	0.5	1.4
8/2	383	383	-	-	-	0.5	0.6	-	1.1	10.7	5.1	0.6	5.7
9/1	750	750	-	-	-	0.3	0.5	-	0.8	3.6	1.3	0.5	1.8
9/2	374	374	-	-	-	0.1	0.2	-	0.3	2.8	1.0	0.2	1.1
10/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

[illegible]