

Basic Results Summary**User and Project Details**

Project:	
Title:	A21 Proposed LC
Location:	
Additional detail:	
File name:	A21 Level Crossing - 64sec BD - 2019 Flows - with May.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Mar 2019 Weekday 1 (64s BD)' (FG1: 'March 2019 Weekday 1545-1600', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	191	191
	B	158	0	158
	Tot.	158	191	349

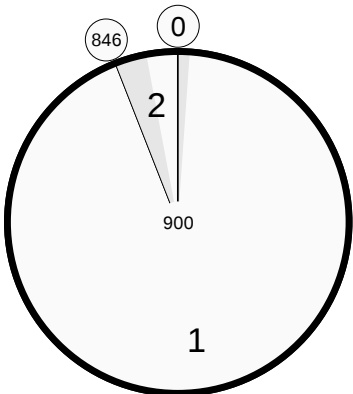
Network Layout Diagram



A21 LC

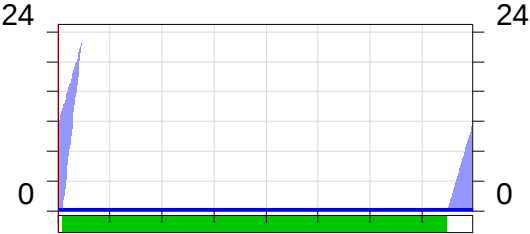
PRC: 109.8 %

Total Traffic Delay: 0.5 pcuHr

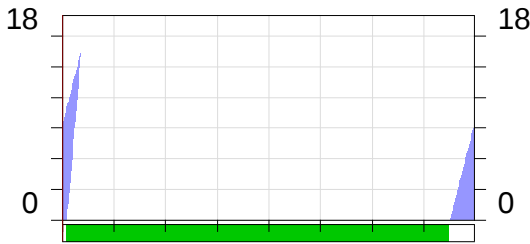


C1

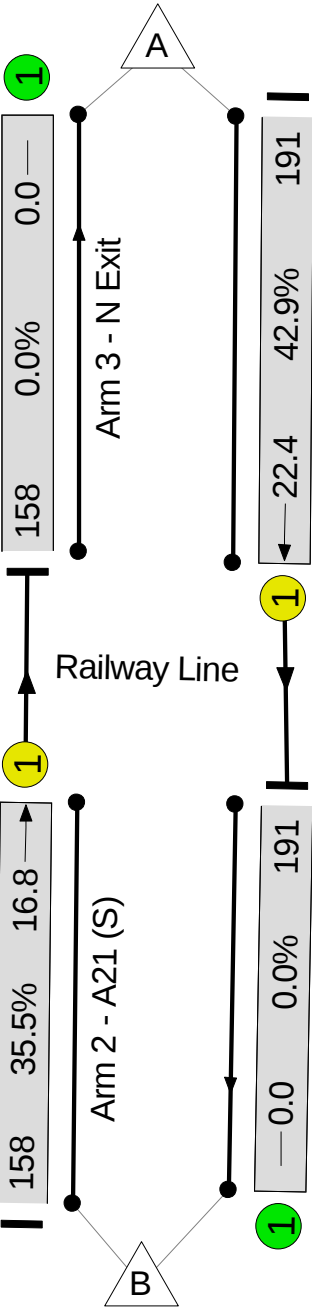
Lane 1/1 Queue



Lane 2/1 Queue



Arm 1 - A21 (N)



Network Results

[illegible]

Basic Results Summary

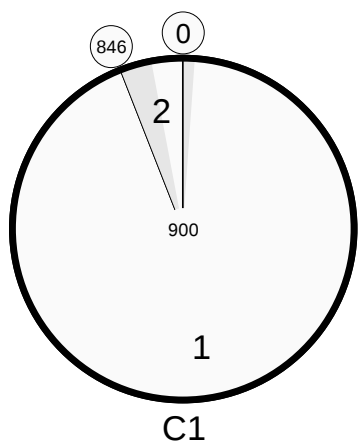
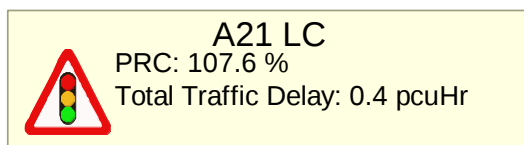
Scenario 2: 'Mar 2019 Weekday 2 (64s BD)' (FG2: 'March 2019 Weekday 1645-1700', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

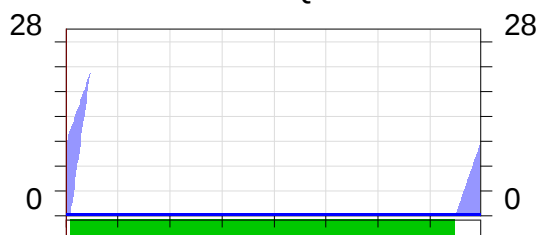
Origin	Destination			
		A	B	Tot.
	A	0	193	193
	B	121	0	121
	Tot.	121	193	314

Network Layout Diagram

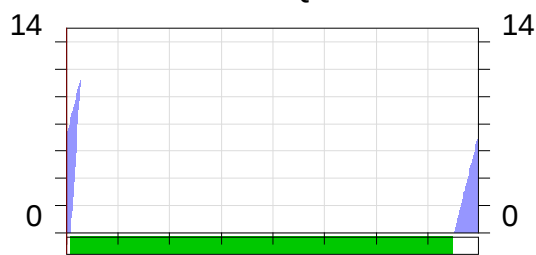


C1

Lane 1/1 Queue

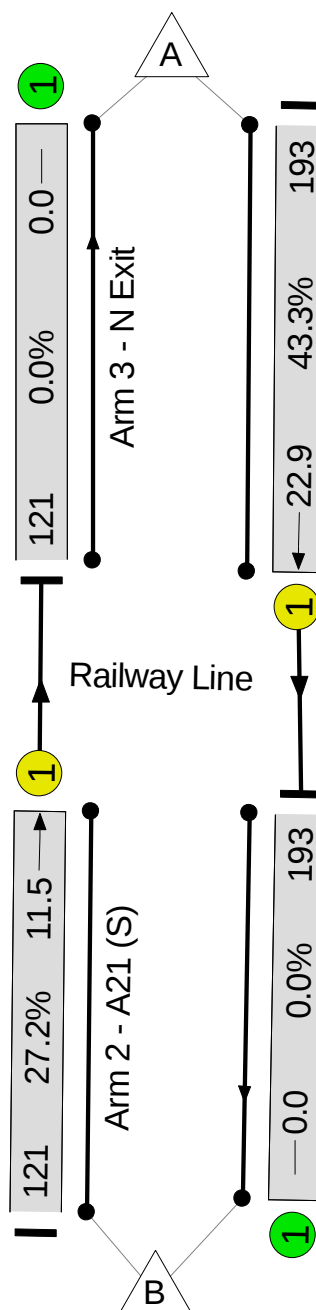


Lane 2/1 Queue



Arm 1 - A21 (N)

Arm 4 - S Exit



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	43.3%	0	0	0	0.4	-	-
A21 LC	-	-	-		-	-	-	-	-	-	43.3%	0	0	0	0.4	-	-
1/1	A21 (N) Ahead	U	B		1	836	-	193	1915	445	43.3%	-	-	-	0.3	5.5	22.9
2/1	A21 (S) Ahead	U	A		1	836	-	121	1915	445	27.2%	-	-	-	0.1	4.3	11.5
C1 PRC for Signalled Lanes (%): 107.6 Total Delay for Signalled Lanes (pcuHr): 0.44 Cycle Time (s): 900 PRC Over All Lanes (%): 107.6 Total Delay Over All Lanes(pcuHr): 0.44																	

Basic Results Summary

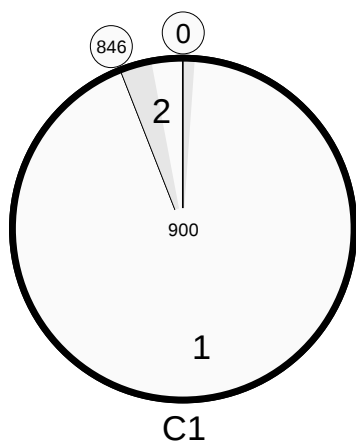
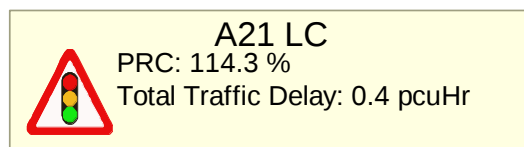
Scenario 3: 'Mar 2019 Weekend 1 (64s BD)' (FG3: 'March 2019 Weekend 1030-1045', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

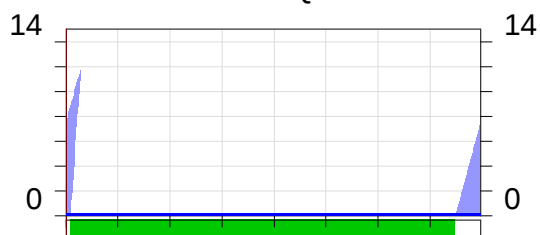
Actual Flow :

	Destination			
		A	B	Tot.
Origin	A	0	124	124
	B	187	0	187
	Tot.	187	124	311

Network Layout Diagram



Lane 1/1 Queue

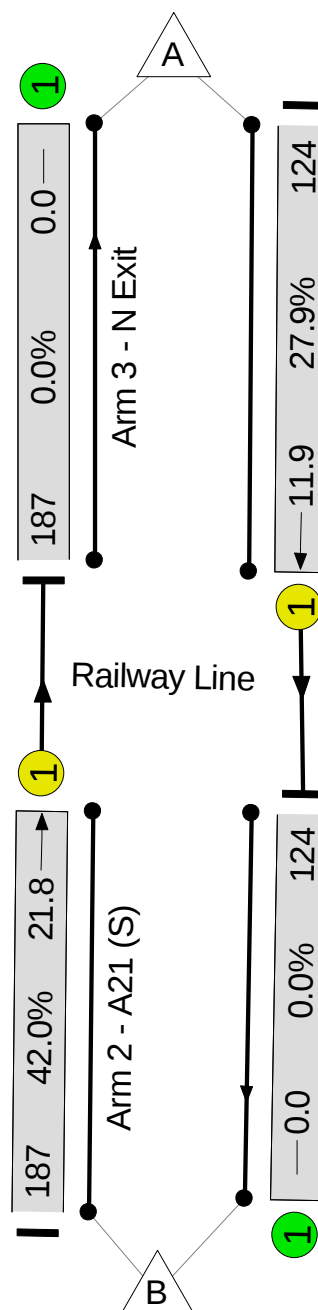


Lane 2/1 Queue



Arm 1 - A21 (N)

Arm 4 - S Exit



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	42.0%	0	0	0	0.4	-	-
A21 LC	-	-	-		-	-	-	-	-	-	42.0%	0	0	0	0.4	-	-
1/1	A21 (N) Ahead	U	B		1	836	-	124	1915	445	27.9%	-	-	-	0.2	4.4	11.9
2/1	A21 (S) Ahead	U	A		1	836	-	187	1915	445	42.0%	-	-	-	0.3	5.4	21.8
C1 PRC for Signalled Lanes (%): 114.3 Total Delay for Signalled Lanes (pcuHr): 0.43 Cycle Time (s): 900 PRC Over All Lanes (%): 114.3 Total Delay Over All Lanes(pcuHr): 0.43																	

Basic Results Summary

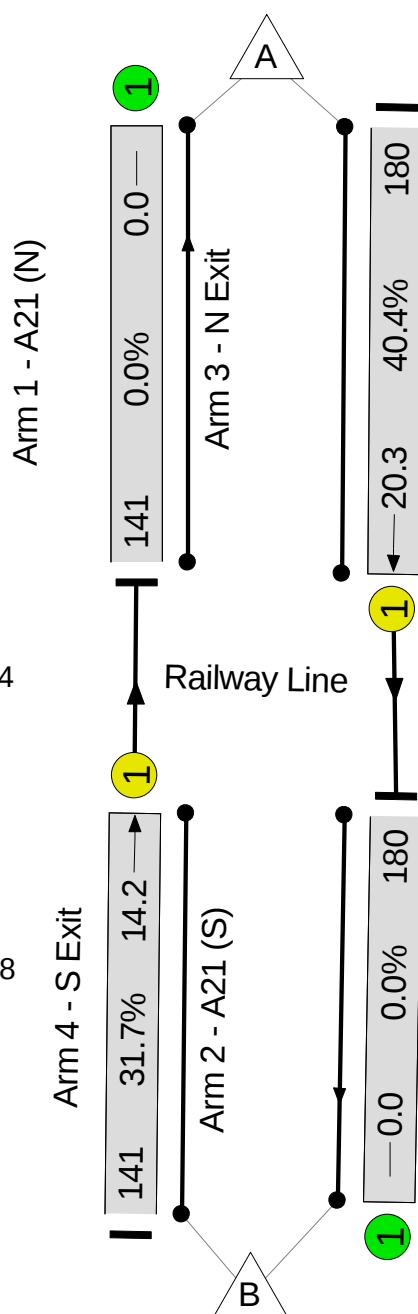
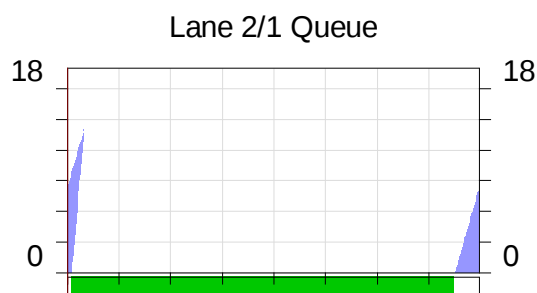
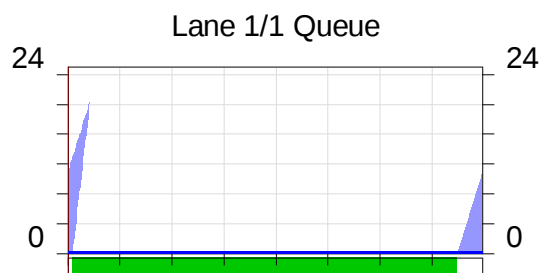
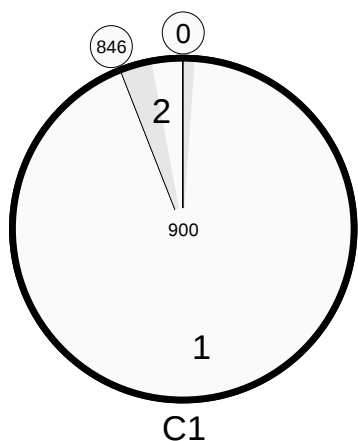
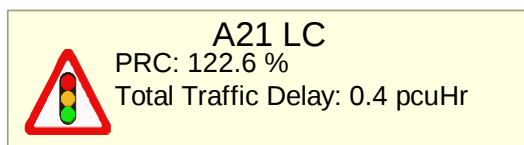
Scenario 4: 'Mar 2019 Weekend 2 (64s BD)' (FG4: 'March 2019 Weekend 1115-1130', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	180	180
	B	141	0	141
	Tot.	141	180	321

Network Layout Diagram



Network Results

[illegible]

Basic Results Summary

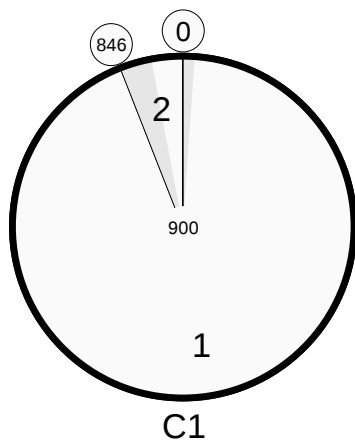
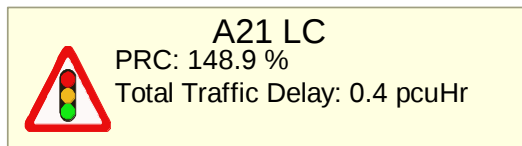
Scenario 5: 'Apr 2019 Weekday 1 (64s BD)' (FG5: 'April 2019 Weekday 1015-1030', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

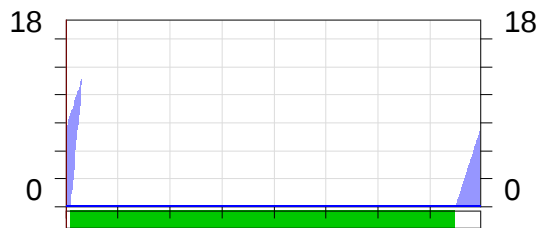
Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	139	139
	B	161	0	161
	Tot.	161	139	300

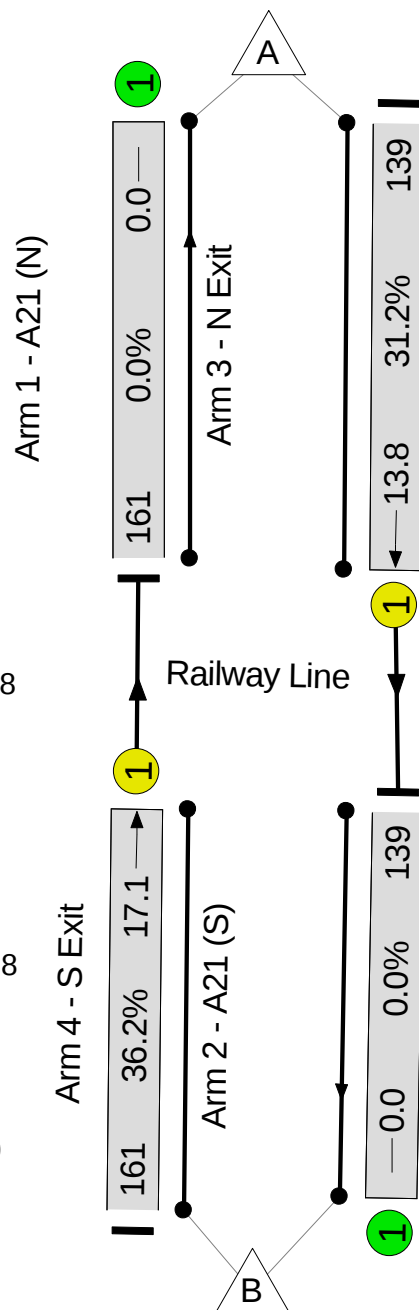
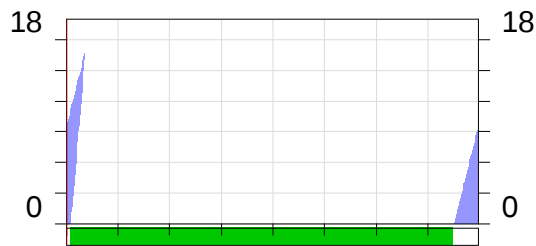
Network Layout Diagram



Lane 1/1 Queue



Lane 2/1 Queue



Network Results

[illegible]

Basic Results Summary

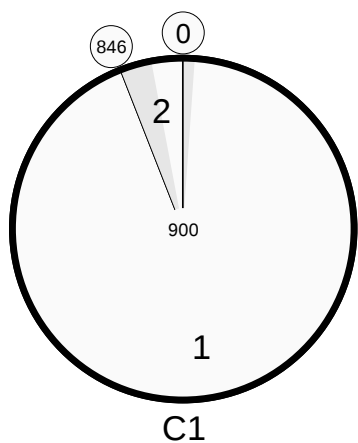
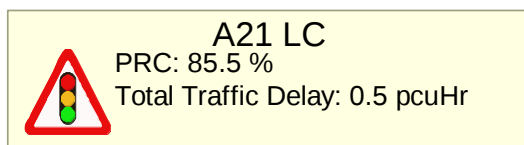
Scenario 6: 'Apr 2019 Weekday 2 (64s BD)' (FG6: 'April 2019 Weekday 1615-1630', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

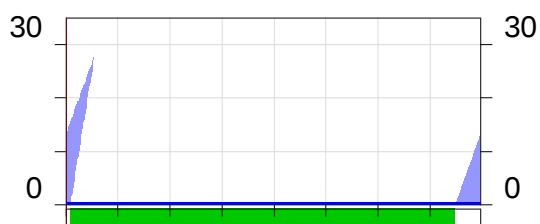
Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	216	216
	B	133	0	133
	Tot.	133	216	349

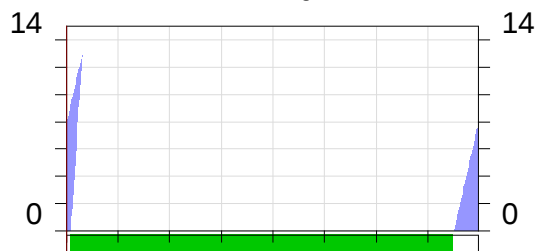
Network Layout Diagram



Lane 1/1 Queue

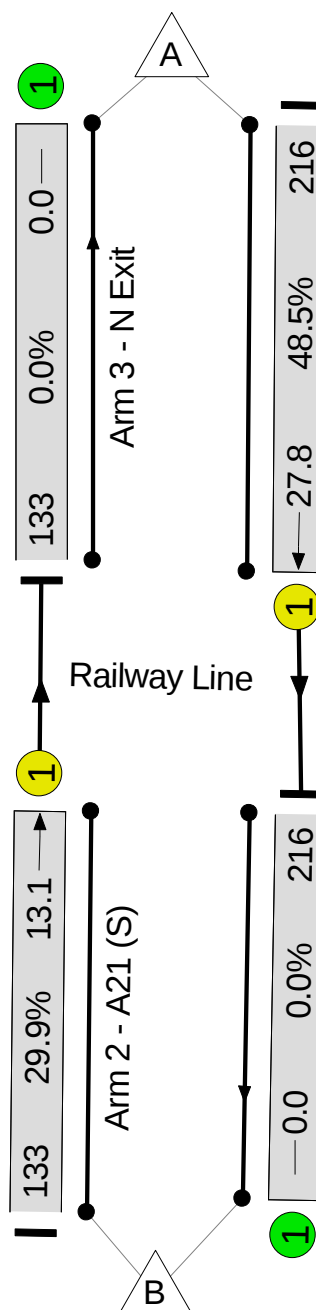


Lane 2/1 Queue



Arm 1 - A21 (N)

Arm 4 - S Exit



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	48.5%	0	0	0	0.5	-	-
A21 LC	-	-	-		-	-	-	-	-	-	48.5%	0	0	0	0.5	-	-
1/1	A21 (N) Ahead	U	B		1	836	-	216	1915	445	48.5%	-	-	-	0.4	6.0	27.8
2/1	A21 (S) Ahead	U	A		1	836	-	133	1915	445	29.9%	-	-	-	0.2	4.5	13.1
C1 PRC for Signalled Lanes (%): 85.5 Total Delay for Signalled Lanes (pcuHr): 0.52 Cycle Time (s): 900 PRC Over All Lanes (%): 85.5 Total Delay Over All Lanes(pcuHr): 0.52																	

Basic Results Summary

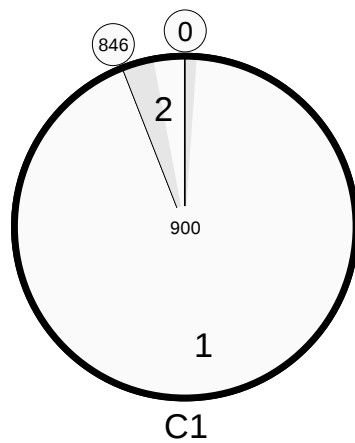
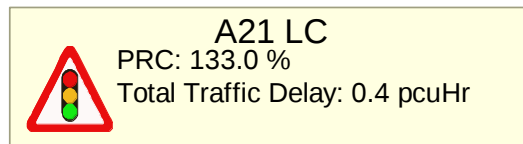
Scenario 7: 'Apr 2019 Weekend 1 (64s BD)' (FG7: 'April 2019 Weekend 1045-1100', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

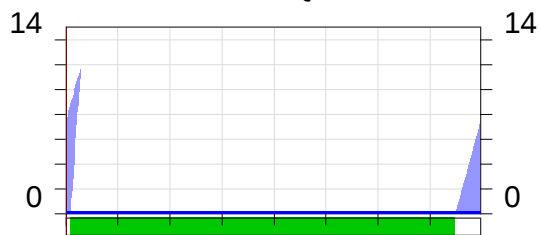
Actual Flow :

	Destination			
		A	B	Tot.
Origin	A	0	123	123
	B	172	0	172
	Tot.	172	123	295

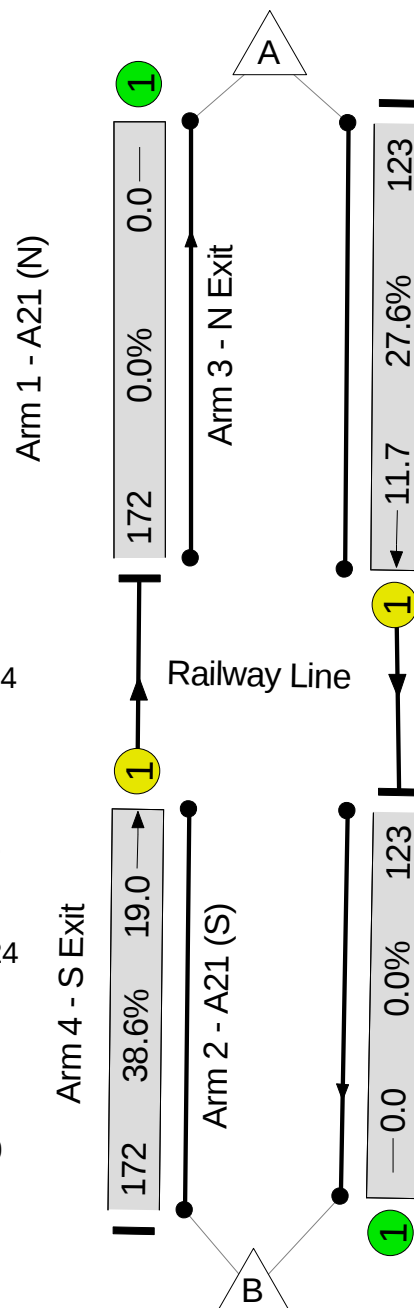
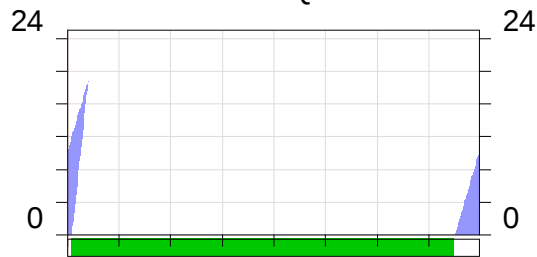
Network Layout Diagram



Lane 1/1 Queue



Lane 2/1 Queue



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	38.6%	0	0	0	0.4	-	-
A21 LC	-	-	-		-	-	-	-	-	-	38.6%	0	0	0	0.4	-	-
1/1	A21 (N) Ahead	U	B		1	836	-	123	1915	445	27.6%	-	-	-	0.1	4.4	11.7
2/1	A21 (S) Ahead	U	A		1	836	-	172	1915	445	38.6%	-	-	-	0.2	5.1	19.0
C1 PRC for Signalled Lanes (%): 133.0 Total Delay for Signalled Lanes (pcuHr): 0.39 Cycle Time (s): 900 PRC Over All Lanes (%): 133.0 Total Delay Over All Lanes(pcuHr): 0.39																	

Basic Results Summary

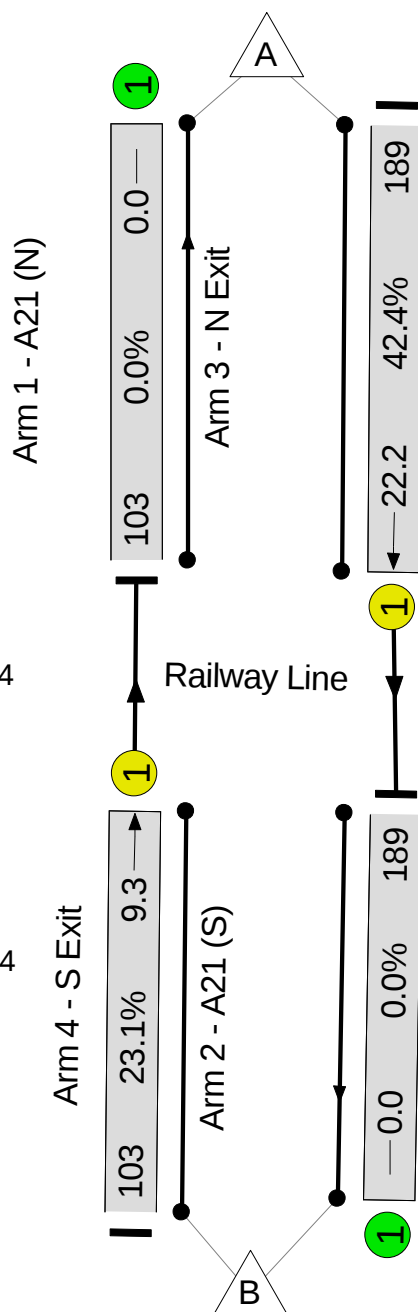
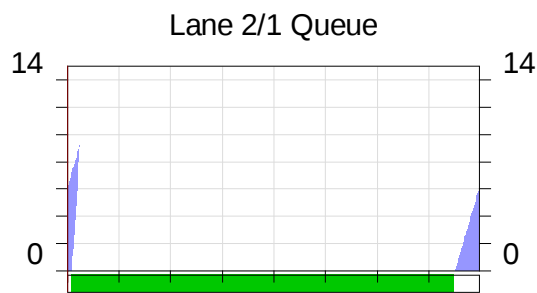
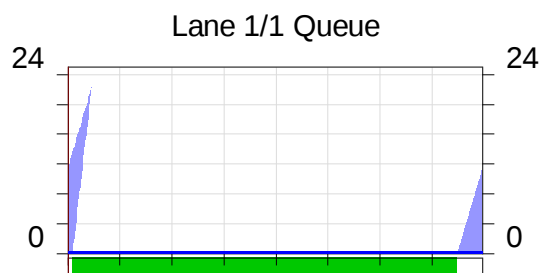
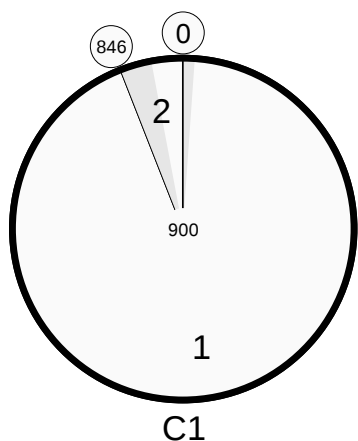
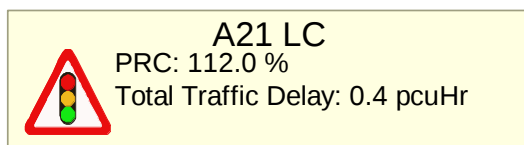
Scenario 8: 'Apr 2019 Weekend 2 (64s BD)' (FG8: 'April 2019 Weekend 1330-1345', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	189	189
	B	103	0	103
	Tot.	103	189	292

Network Layout Diagram



Network Results

[illegible]

Basic Results Summary

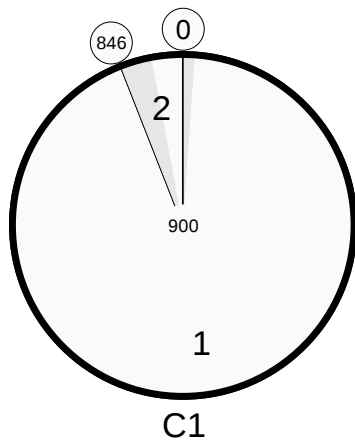
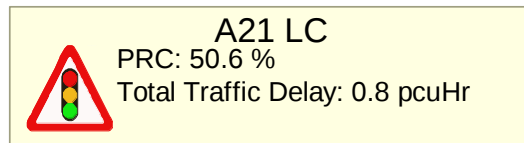
Scenario 9: 'Apr 2019 BH 1 (64s BD)' (FG9: 'April 2019 Bank Holiday 1045-1100', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

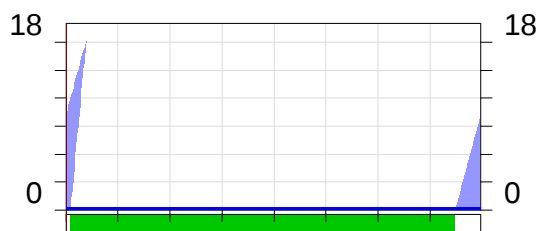
Actual Flow :

Origin	Destination		
	A	B	Tot.
	A	0	167
	B	266	0
	Tot.	266	167
Tot.			
433			

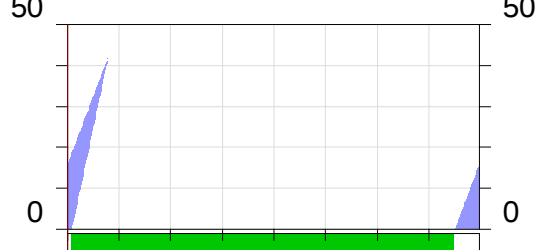
Network Layout Diagram



Lane 1/1 Queue

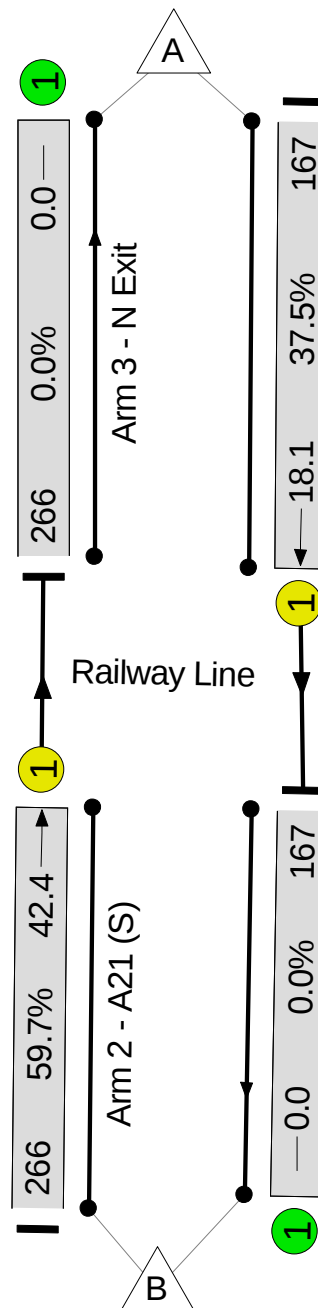


Lane 2/1 Queue



Arm 1 - A21 (N)

Arm 4 - S Exit



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	59.7%	0	0	0	0.8	-	-
A21 LC	-	-	-		-	-	-	-	-	-	59.7%	0	0	0	0.8	-	-
1/1	A21 (N) Ahead	U	B		1	836	-	167	1915	445	37.5%	-	-	-	0.2	5.0	18.1
2/1	A21 (S) Ahead	U	A		1	836	-	266	1915	445	59.7%	-	-	-	0.6	7.5	42.4
C1 PRC for Signalled Lanes (%): 50.6 Total Delay for Signalled Lanes (pcuHr): 0.78 Cycle Time (s): 900 PRC Over All Lanes (%): 50.6 Total Delay Over All Lanes(pcuHr): 0.78																	

Basic Results Summary

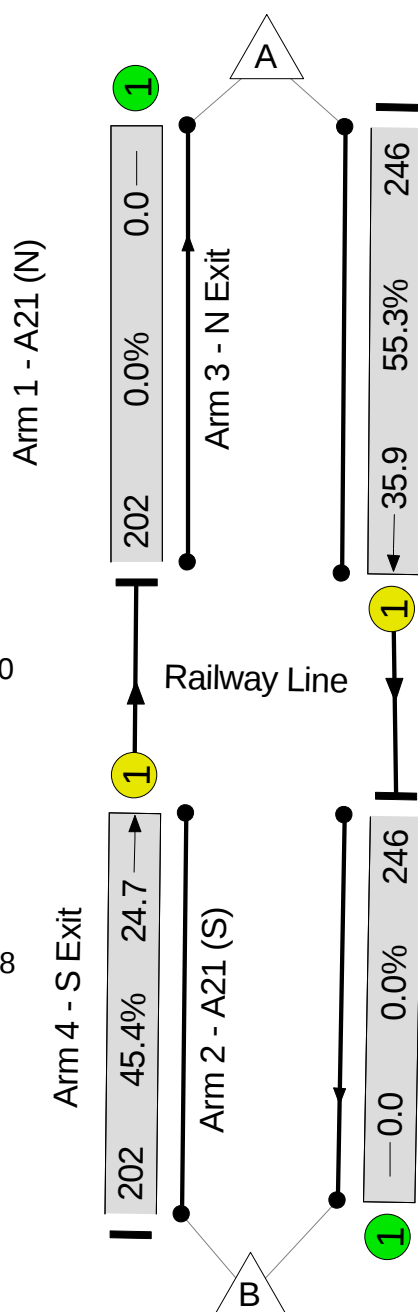
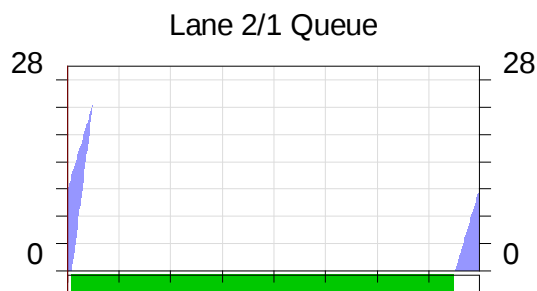
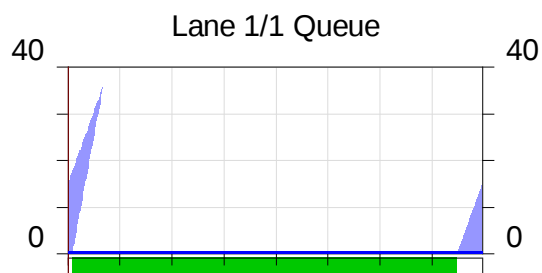
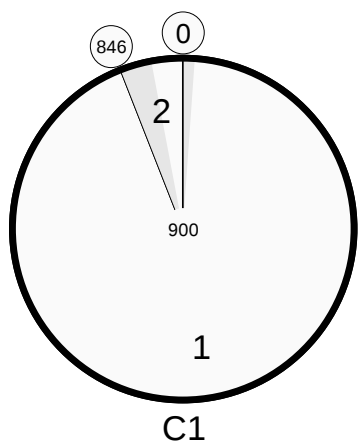
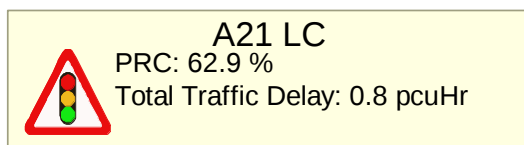
Scenario 10: 'Apr 2019 BH 2 (64s BD)' (FG10: 'April 2019 Bank Holiday 1045-1100', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination			
		A	B	Tot.
Origin	A	0	246	246
	B	202	0	202
	Tot.	202	246	448

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	55.3%	0	0	0	0.8	-	-
A21 LC	-	-	-		-	-	-	-	-	-	55.3%	0	0	0	0.8	-	-
1/1	A21 (N) Ahead	U	B		1	836	-	246	1915	445	55.3%	-	-	-	0.5	6.8	35.9
2/1	A21 (S) Ahead	U	A		1	836	-	202	1915	445	45.4%	-	-	-	0.3	5.7	24.7
C1 PRC for Signalised Lanes (%): 62.9 Total Delay for Signalised Lanes (pcuHr): 0.78 Cycle Time (s): 900 PRC Over All Lanes (%): 62.9 Total Delay Over All Lanes(pcuHr): 0.78																	

Basic Results Summary

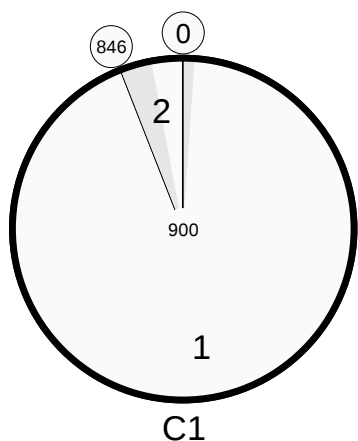
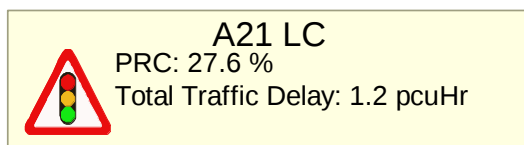
Scenario 11: 'May 2019 BH 1 (64s BD)' (FG11: 'May 2019 Bank Holiday 13:15-13:30', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

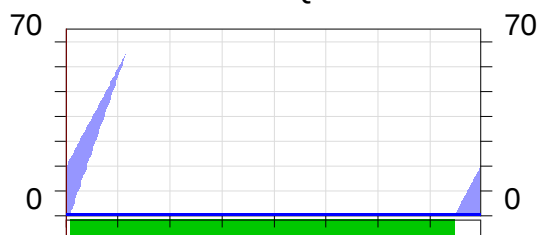
	Destination			
		A	B	Tot.
Origin	A	0	314	314
	B	208	0	208
	Tot.	208	314	522

Network Layout Diagram

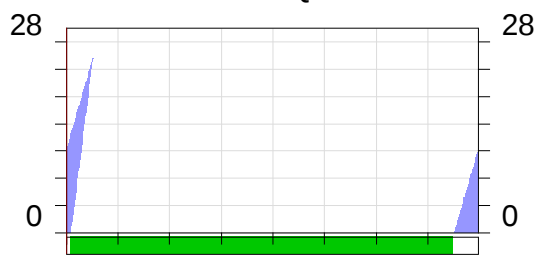


C1

Lane 1/1 Queue

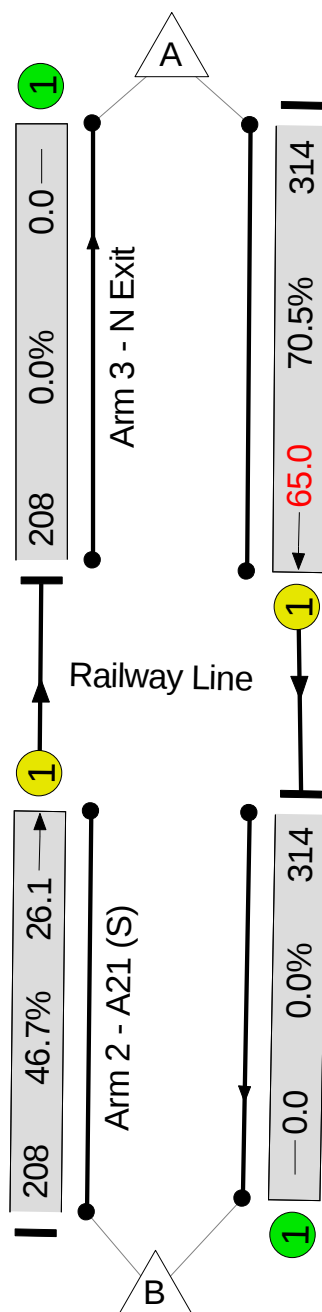


Lane 2/1 Queue



Arm 1 - A21 (N)

Arm 4 - S Exit



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	70.5%	0	0	0	1.2	-	-
A21 LC	-	-	-		-	-	-	-	-	-	70.5%	0	0	0	1.2	-	-
1/1	A21 (N) Ahead	U	B		1	836	-	314	1915	445	70.5%	-	-	-	0.9	9.8	65.0
2/1	A21 (S) Ahead	U	A		1	836	-	208	1915	445	46.7%	-	-	-	0.3	5.8	26.1
C1 PRC for Signalled Lanes (%): 27.6 Total Delay for Signalled Lanes (pcuHr): 1.19 Cycle Time (s): 900 PRC Over All Lanes (%): 27.6 Total Delay Over All Lanes(pcuHr): 1.19																	

Basic Results Summary

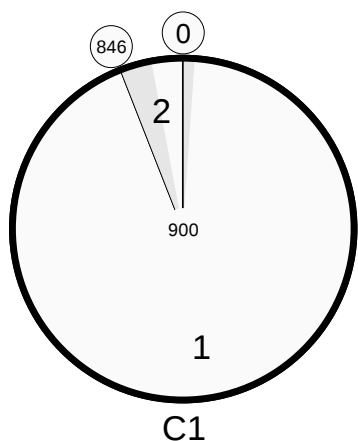
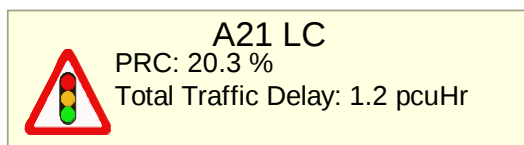
Scenario 12: 'May 2019 BH 2 (64s BD)' (FG12: 'May 2019 Bank Holiday 15:15-15:30', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

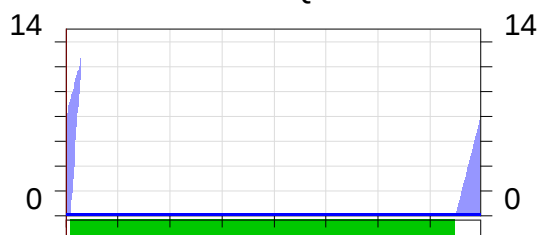
	Destination			
		A	B	Tot.
Origin	A	0	131	131
	B	333	0	333
	Tot.	333	131	464

Network Layout Diagram

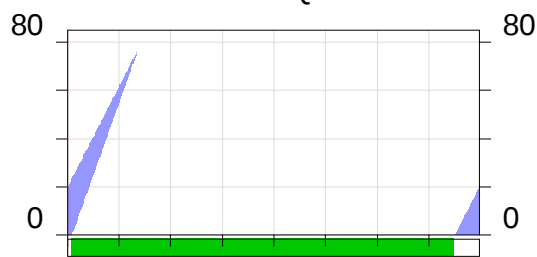


C1

Lane 1/1 Queue

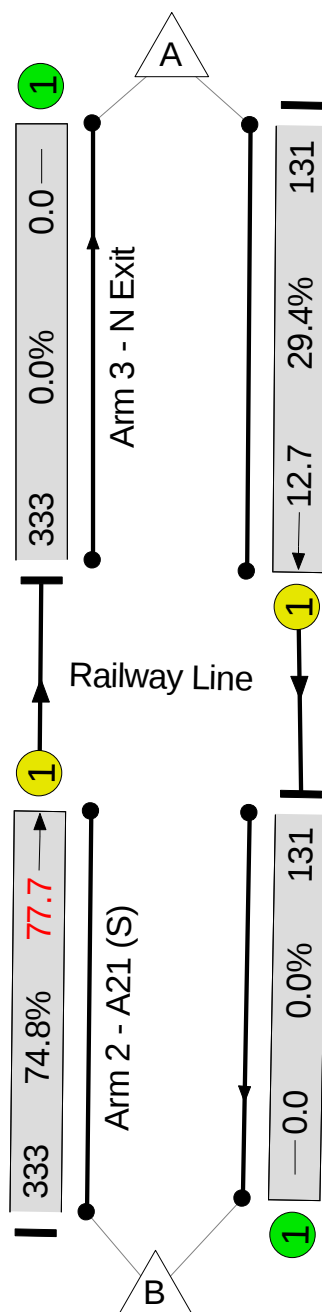


Lane 2/1 Queue



Arm 1 - A21 (N)

Arm 4 - S Exit



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	74.8%	0	0	0	1.2	-	-
A21 LC	-	-	-		-	-	-	-	-	-	74.8%	0	0	0	1.2	-	-
1/1	A21 (N) Ahead	U	B		1	836	-	131	1915	445	29.4%	-	-	-	0.2	4.5	12.7
2/1	A21 (S) Ahead	U	A		1	836	-	333	1915	445	74.8%	-	-	-	1.0	11.2	77.7
C1 PRC for Signalled Lanes (%): 20.3 PRC Over All Lanes (%): 20.3 Total Delay for Signalled Lanes (pcuHr): 1.19 Total Delay Over All Lanes(pcuHr): 1.19 Cycle Time (s): 900																	

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	A21 Proposed LC
Location:	
Additional detail:	
File name:	A21 Level Crossing - 72sec BD - 2019 Flows - with May.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Mar 2019 Weekday 1 (72s BD)' (FG1: 'March 2019 Weekday 1545-1600', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	191	191
	B	158	0	158
	Tot.	158	191	349

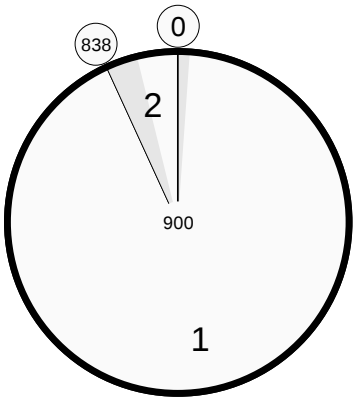
Network Layout Diagram



A21 LC

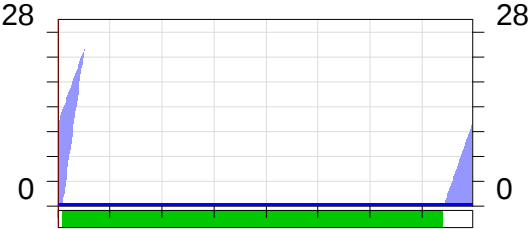
PRC: 107.8 %

Total Traffic Delay: 0.6 pcuHr

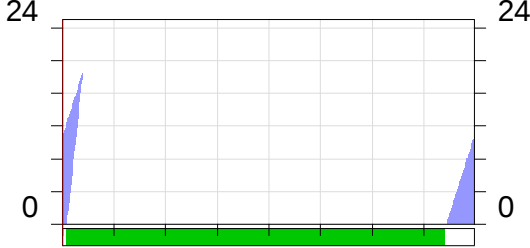


C1

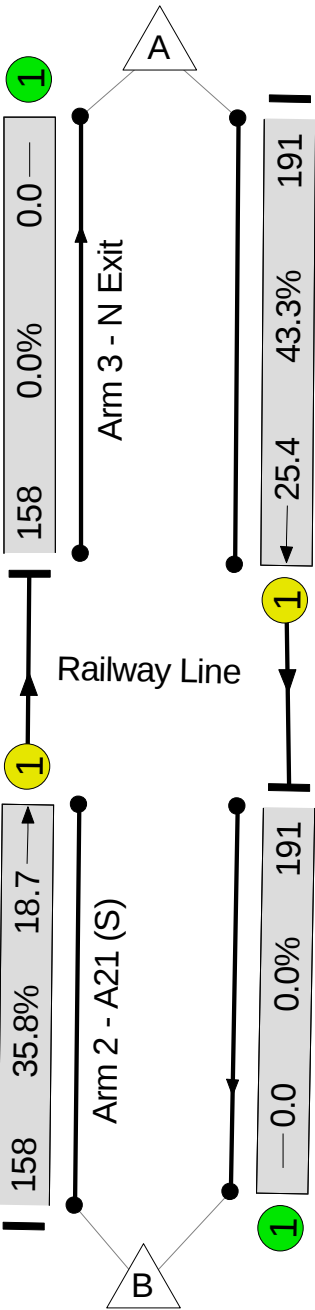
Lane 1/1 Queue



Lane 2/1 Queue



Arm 1 - A21 (N)



Network Results

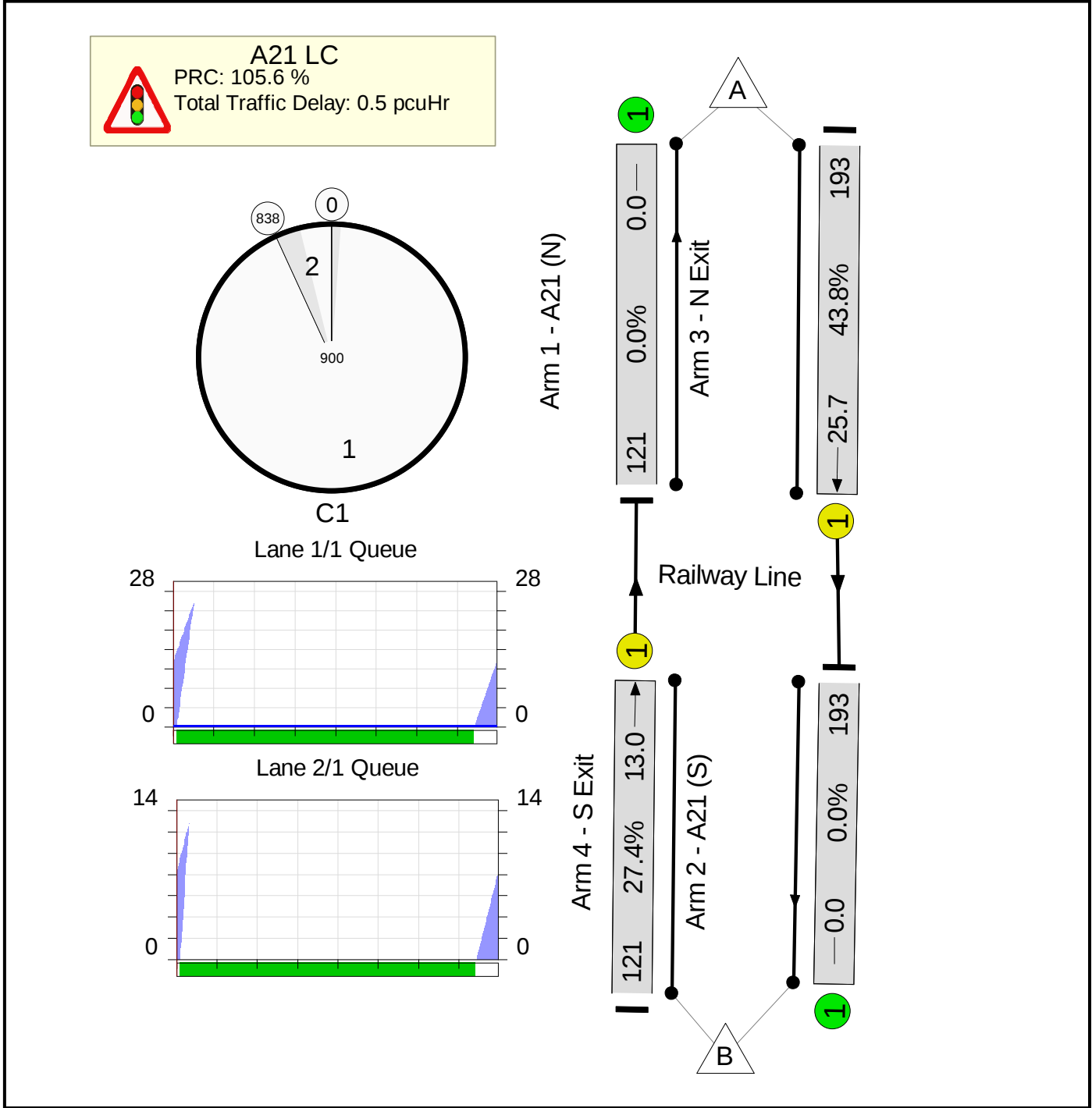
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	43.3%	0	0	0	0.6	-	-
A21 LC	-	-	-		-	-	-	-	-	-	43.3%	0	0	0	0.6	-	-
1/1	A21 (N) Ahead	U	B		1	828	-	191	1915	441	43.3%	-	-	-	0.3	6.5	25.4
2/1	A21 (S) Ahead	U	A		1	828	-	158	1915	441	35.8%	-	-	-	0.3	5.8	18.7
C1 PRC for Signalled Lanes (%): 107.8 Total Delay for Signalled Lanes (pcuHr): 0.60 Cycle Time (s): 900 PRC Over All Lanes (%): 107.8 Total Delay Over All Lanes(pcuHr): 0.60																	

Traffic Flows, Actual

Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	193	193
	B	121	0	121
Tot.		121	193	314

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	43.8%	0	0	0	0.5	-	-
A21 LC	-	-	-		-	-	-	-	-	-	43.8%	0	0	0	0.5	-	-
1/1	A21 (N) Ahead	U	B		1	828	-	193	1915	441	43.8%	-	-	-	0.3	6.5	25.7
2/1	A21 (S) Ahead	U	A		1	828	-	121	1915	441	27.4%	-	-	-	0.2	5.2	13.0
C1 PRC for Signalled Lanes (%): 105.6 Total Delay for Signalled Lanes (pcuHr): 0.52 Cycle Time (s): 900 PRC Over All Lanes (%): 105.6 Total Delay Over All Lanes(pcuHr): 0.52																	

Basic Results Summary

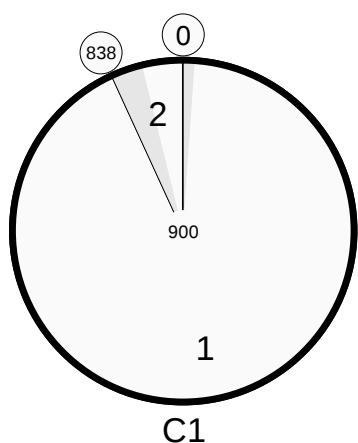
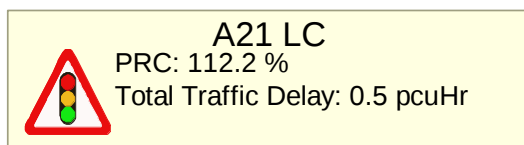
Scenario 3: 'Mar 2019 Weekend 1 (72s BD)' (FG3: 'March 2019 Weekend 1030-1045', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

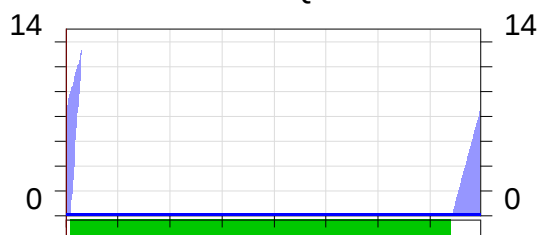
Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	124	124
	B	187	0	187
	Tot.	187	124	311

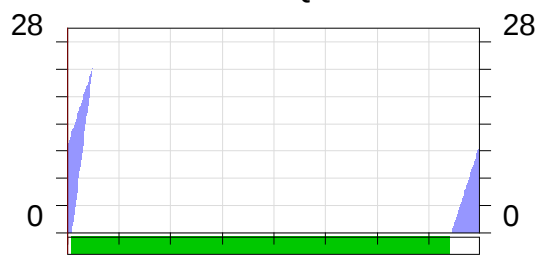
Network Layout Diagram



Lane 1/1 Queue

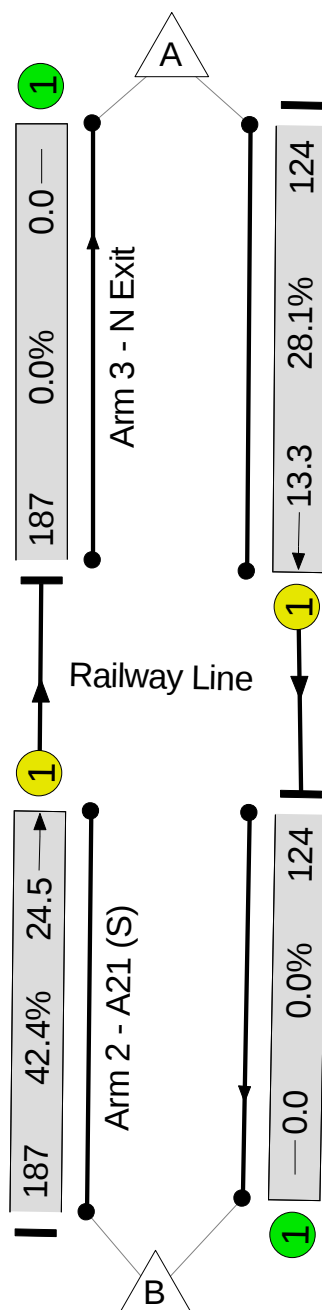


Lane 2/1 Queue



Arm 1 - A21 (N)

Arm 4 - S Exit



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	42.4%	0	0	0	0.5	-	-
A21 LC	-	-	-		-	-	-	-	-	-	42.4%	0	0	0	0.5	-	-
1/1	A21 (N) Ahead	U	B		1	828	-	124	1915	441	28.1%	-	-	-	0.2	5.2	13.3
2/1	A21 (S) Ahead	U	A		1	828	-	187	1915	441	42.4%	-	-	-	0.3	6.4	24.5
C1 PRC for Signalled Lanes (%): 112.2 Total Delay for Signalled Lanes (pcuHr): 0.51 Cycle Time (s): 900 PRC Over All Lanes (%): 112.2 Total Delay Over All Lanes(pcuHr): 0.51																	

Basic Results Summary

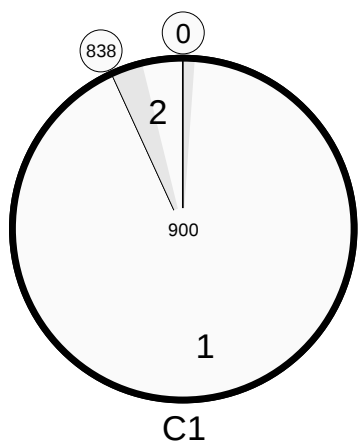
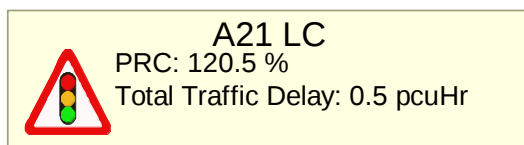
Scenario 4: 'Mar 2019 Weekend 2 (72s BD)' (FG4: 'March 2019 Weekend 1115-1130', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

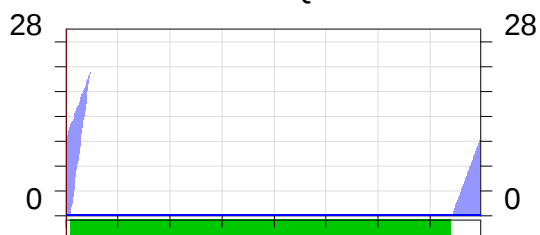
Origin	Destination			
		A	B	Tot.
	A	0	180	180
	B	141	0	141
	Tot.	141	180	321

Network Layout Diagram



C1

Lane 1/1 Queue

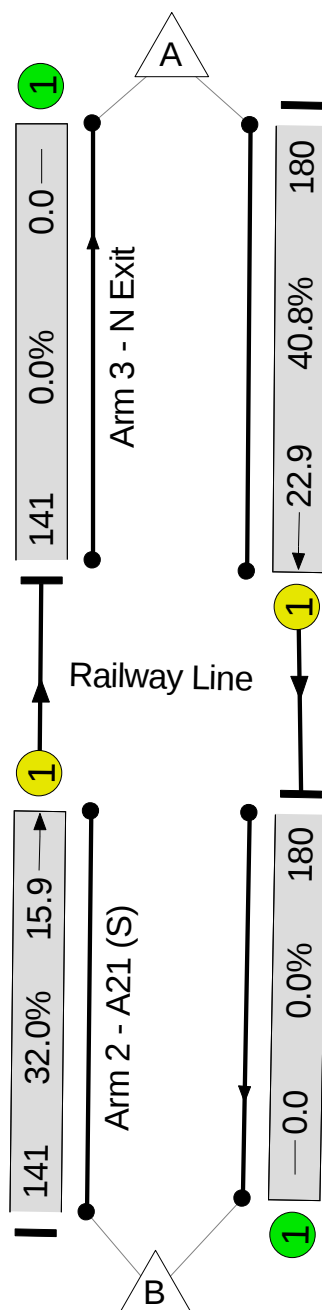


Lane 2/1 Queue



Arm 1 - A21 (N)

Arm 4 - S Exit



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	40.8%	0	0	0	0.5	-	-
A21 LC	-	-	-		-	-	-	-	-	-	40.8%	0	0	0	0.5	-	-
1/1	A21 (N) Ahead	U	B		1	828	-	180	1915	441	40.8%	-	-	-	0.3	6.2	22.9
2/1	A21 (S) Ahead	U	A		1	828	-	141	1915	441	32.0%	-	-	-	0.2	5.5	15.9
C1 PRC for Signalled Lanes (%): 120.5 Total Delay for Signalled Lanes (pcuHr): 0.52 Cycle Time (s): 900 PRC Over All Lanes (%): 120.5 Total Delay Over All Lanes(pcuHr): 0.52																	

Basic Results Summary

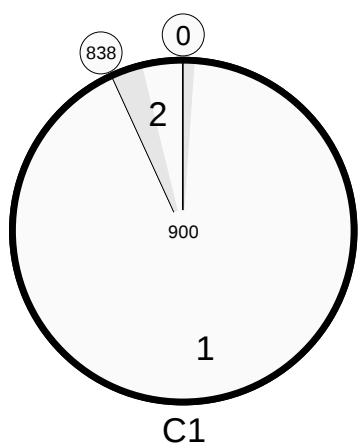
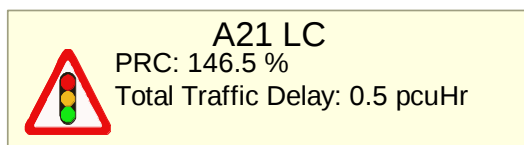
Scenario 5: 'Apr 2019 Weekday 1 (72s BD)' (FG5: 'April 2019 Weekday 1015-1030', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

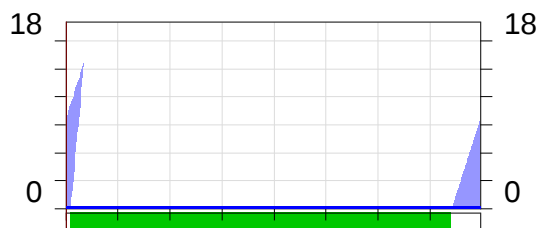
Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	139	139
	B	161	0	161
	Tot.	161	139	300

Network Layout Diagram



Lane 1/1 Queue

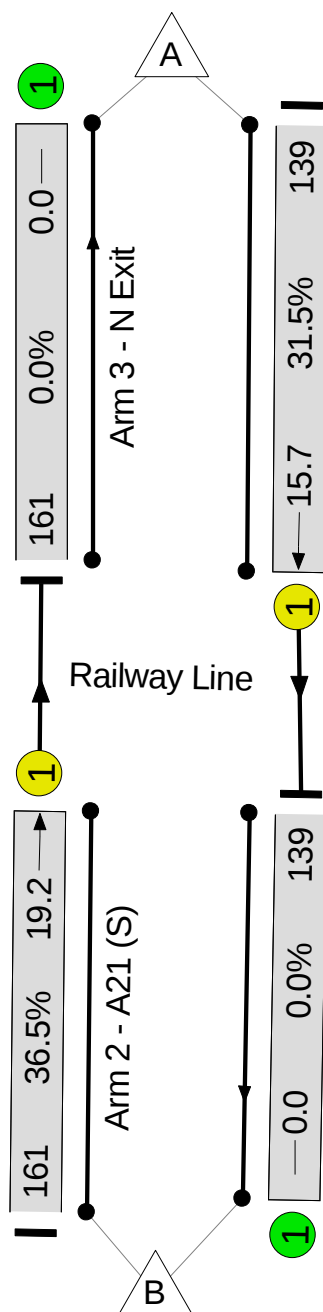


Lane 2/1 Queue



Arm 1 - A21 (N)

Arm 4 - S Exit



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	36.5%	0	0	0	0.5	-	-
A21 LC	-	-	-		-	-	-	-	-	-	36.5%	0	0	0	0.5	-	-
1/1	A21 (N) Ahead	U	B		1	828	-	139	1915	441	31.5%	-	-	-	0.2	5.4	15.7
2/1	A21 (S) Ahead	U	A		1	828	-	161	1915	441	36.5%	-	-	-	0.3	5.8	19.2
C1 PRC for Signalled Lanes (%): 146.5 Total Delay for Signalled Lanes (pcuHr): 0.47 Cycle Time (s): 900 PRC Over All Lanes (%): 146.5 Total Delay Over All Lanes(pcuHr): 0.47																	

Basic Results Summary

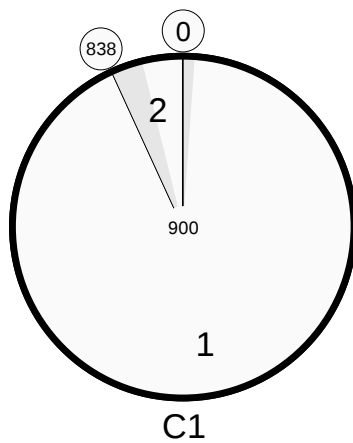
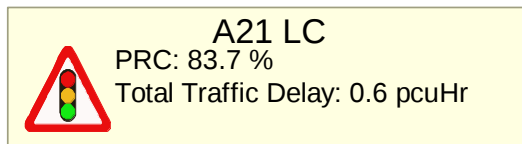
Scenario 6: 'Apr 2019 Weekday 2 (72s BD)' (FG6: 'April 2019 Weekday 1615-1630', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

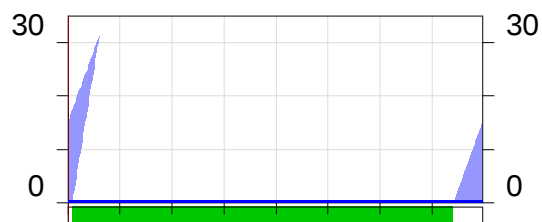
Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	216	216
	B	133	0	133
	Tot.	133	216	349

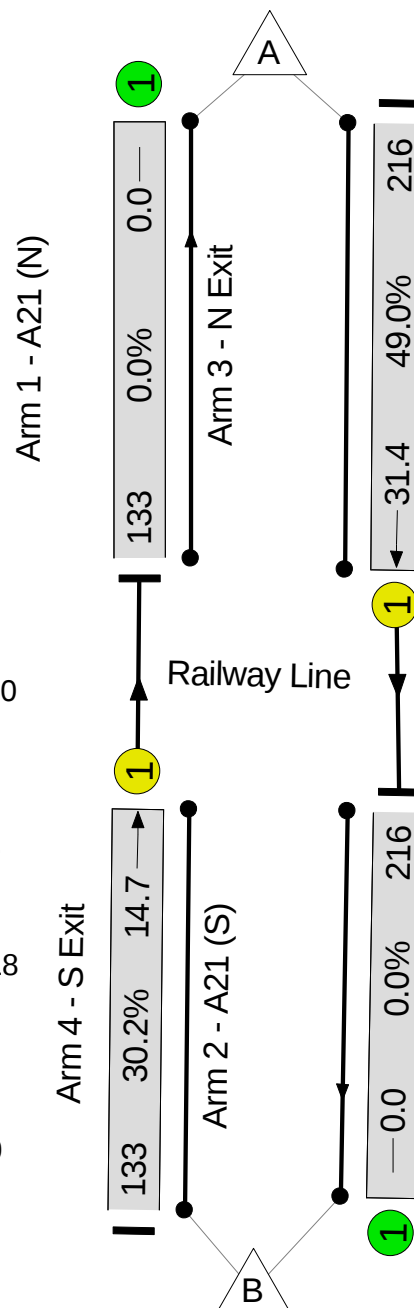
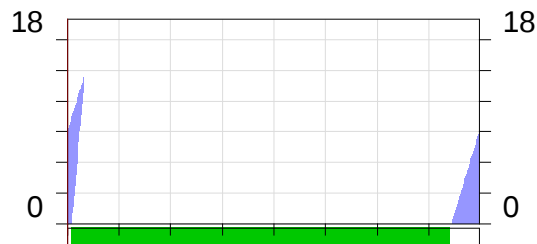
Network Layout Diagram



Lane 1/1 Queue



Lane 2/1 Queue



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	49.0%	0	0	0	0.6	-	-
A21 LC	-	-	-		-	-	-	-	-	-	49.0%	0	0	0	0.6	-	-
1/1	A21 (N) Ahead	U	B		1	828	-	216	1915	441	49.0%	-	-	-	0.4	7.1	31.4
2/1	A21 (S) Ahead	U	A		1	828	-	133	1915	441	30.2%	-	-	-	0.2	5.3	14.7
C1 PRC for Signalled Lanes (%): 83.7 Total Delay for Signalled Lanes (pcuHr): 0.62 Cycle Time (s): 900 PRC Over All Lanes (%): 83.7 Total Delay Over All Lanes(pcuHr): 0.62																	

Basic Results Summary

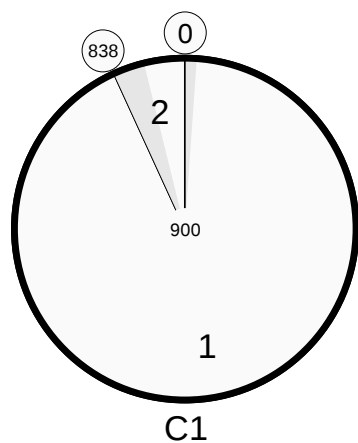
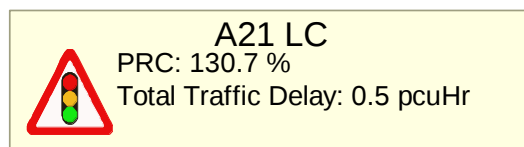
Scenario 7: 'Apr 2019 Weekend 1 (72s BD)' (FG7: 'April 2019 Weekend 1045-1100', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

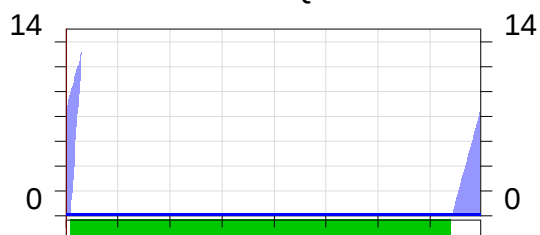
Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	123	123
	B	172	0	172
	Tot.	172	123	295

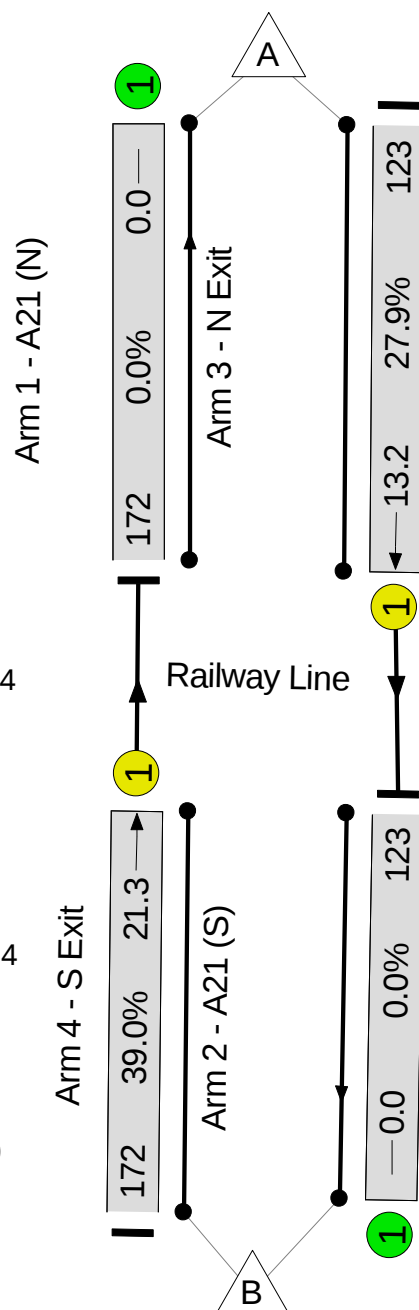
Network Layout Diagram



Lane 1/1 Queue



Lane 2/1 Queue



Network Results

[illegible]

Basic Results Summary

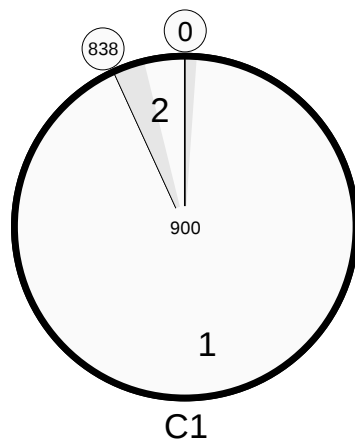
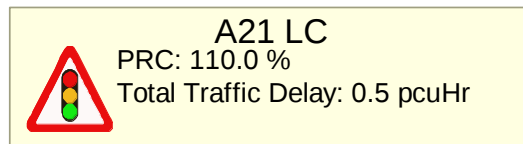
Scenario 8: 'Apr 2019 Weekend 2 (72s BD)' (FG8: 'April 2019 Weekend 1330-1345', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

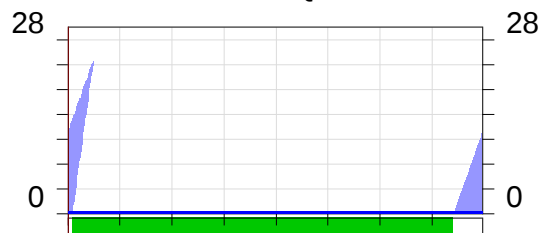
Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	189	189
	B	103	0	103
	Tot.	103	189	292

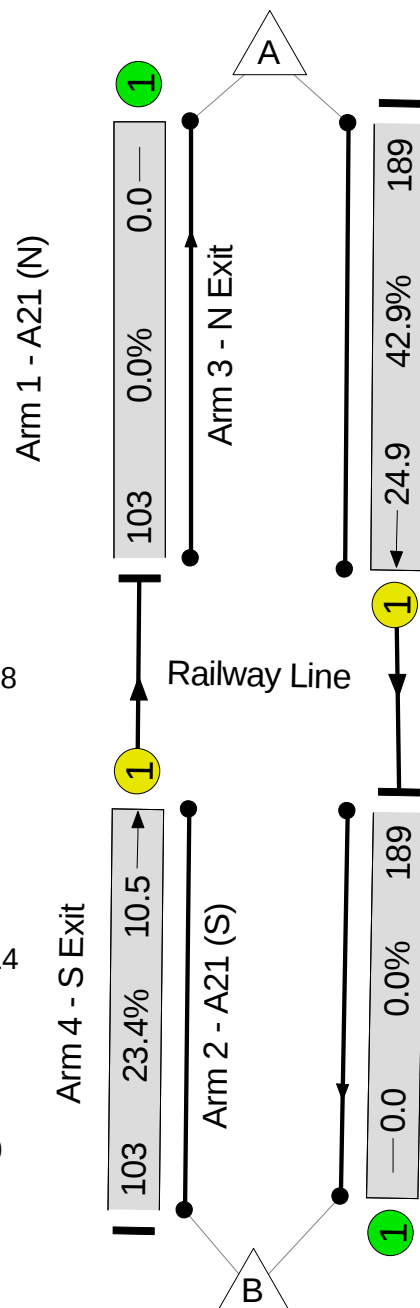
Network Layout Diagram



Lane 1/1 Queue



Lane 2/1 Queue



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	42.9%	0	0	0	0.5	-	-
A21 LC	-	-	-		-	-	-	-	-	-	42.9%	0	0	0	0.5	-	-
1/1	A21 (N) Ahead	U	B		1	828	-	189	1915	441	42.9%	-	-	-	0.3	6.4	24.9
2/1	A21 (S) Ahead	U	A		1	828	-	103	1915	441	23.4%	-	-	-	0.1	4.9	10.5
C1 PRC for Signalled Lanes (%): 110.0 Total Delay for Signalled Lanes (pcuHr): 0.48 Cycle Time (s): 900 PRC Over All Lanes (%): 110.0 Total Delay Over All Lanes(pcuHr): 0.48																	

Basic Results Summary

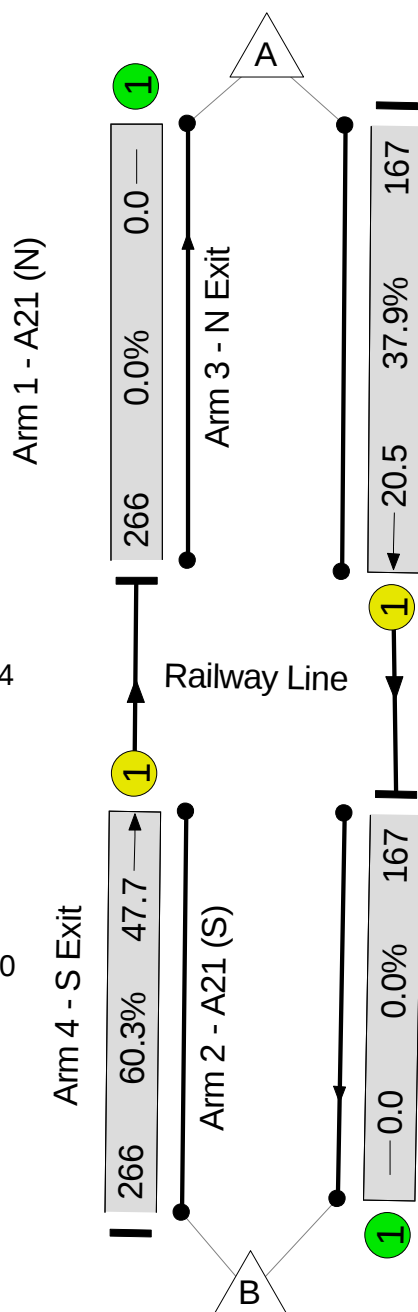
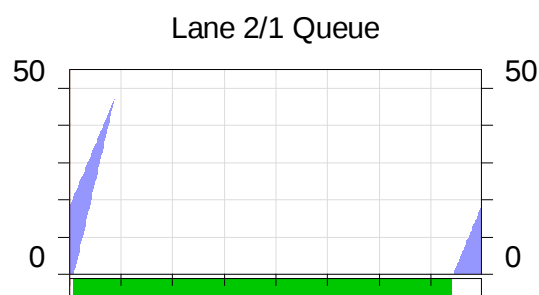
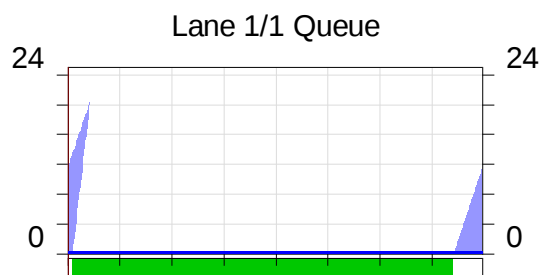
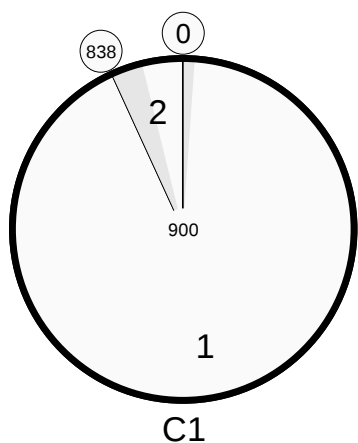
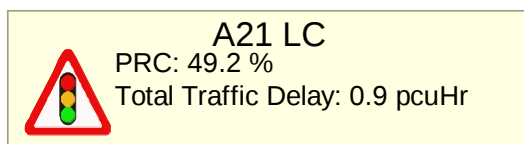
Scenario 9: 'Apr 2019 BH 1 (72s BD)' (FG9: 'April 2019 Bank Holiday 1045-1100', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination			
		A	B	Tot.
Origin	A	0	167	167
	B	266	0	266
	Tot.	266	167	433

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	60.3%	0	0	0	0.9	-	-
A21 LC	-	-	-		-	-	-	-	-	-	60.3%	0	0	0	0.9	-	-
1/1	A21 (N) Ahead	U	B		1	828	-	167	1915	441	37.9%	-	-	-	0.3	5.9	20.5
2/1	A21 (S) Ahead	U	A		1	828	-	266	1915	441	60.3%	-	-	-	0.7	8.9	47.7
C1 PRC for Signalled Lanes (%): 49.2 Total Delay for Signalled Lanes (pcuHr): 0.93 Cycle Time (s): 900 PRC Over All Lanes (%): 49.2 Total Delay Over All Lanes(pcuHr): 0.93																	

Basic Results Summary

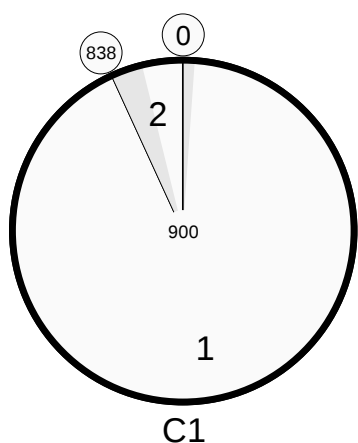
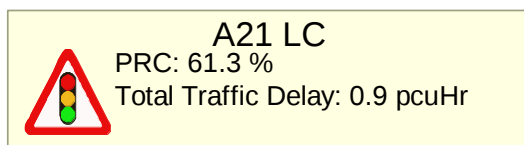
Scenario 10: 'Apr 2019 BH 2 (72s BD)' (FG10: 'April 2019 Bank Holiday 1045-1100', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

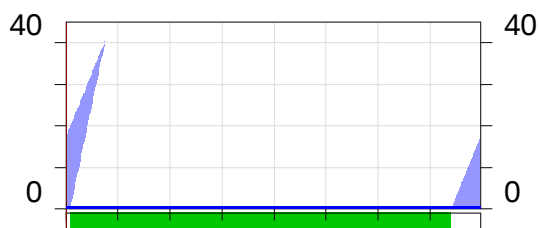
Origin	Destination			
		A	B	Tot.
	A	0	246	246
	B	202	0	202
Tot.		202	246	448

Network Layout Diagram

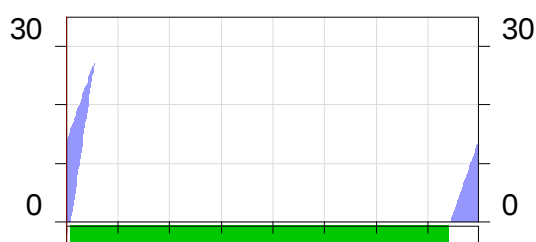


C1

Lane 1/1 Queue

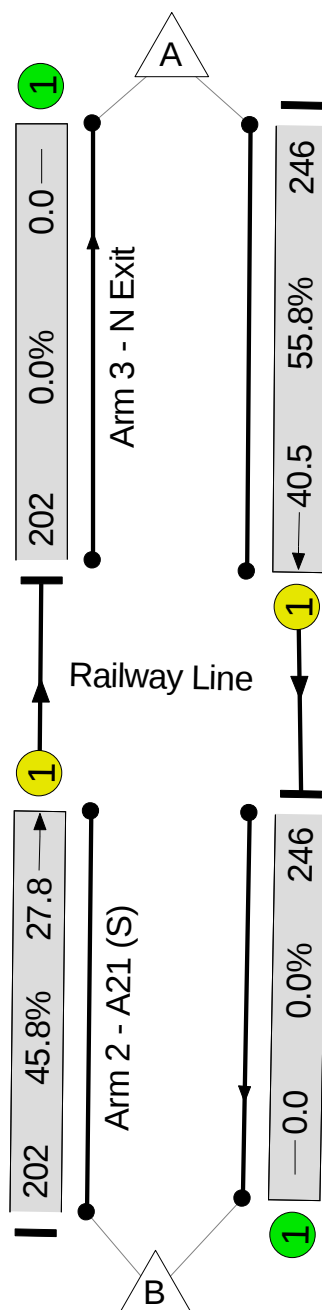


Lane 2/1 Queue



Arm 1 - A21 (N)

Arm 4 - S Exit



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	55.8%	0	0	0	0.9	-	-
A21 LC	-	-	-		-	-	-	-	-	-	55.8%	0	0	0	0.9	-	-
1/1	A21 (N) Ahead	U	B		1	828	-	246	1915	441	55.8%	-	-	-	0.6	8.1	40.5
2/1	A21 (S) Ahead	U	A		1	828	-	202	1915	441	45.8%	-	-	-	0.4	6.7	27.8
C1 PRC for Signalled Lanes (%): 61.3 Total Delay for Signalled Lanes (pcuHr): 0.93 Cycle Time (s): 900 PRC Over All Lanes (%): 61.3 Total Delay Over All Lanes(pcuHr): 0.93																	

Basic Results Summary
Scenario 11: 'May 2019 BH 1 (72s BD)' (FG11: 'May 2019 Bank Holiday 13:15-13:30', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination			
		A	B	Tot.
	A	0	314	314
	B	208	0	208
	Tot.	208	314	522

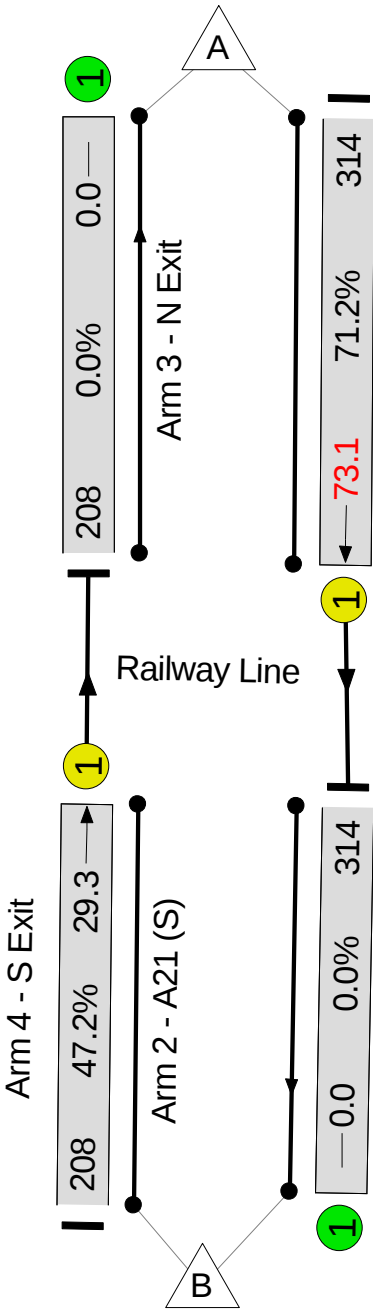
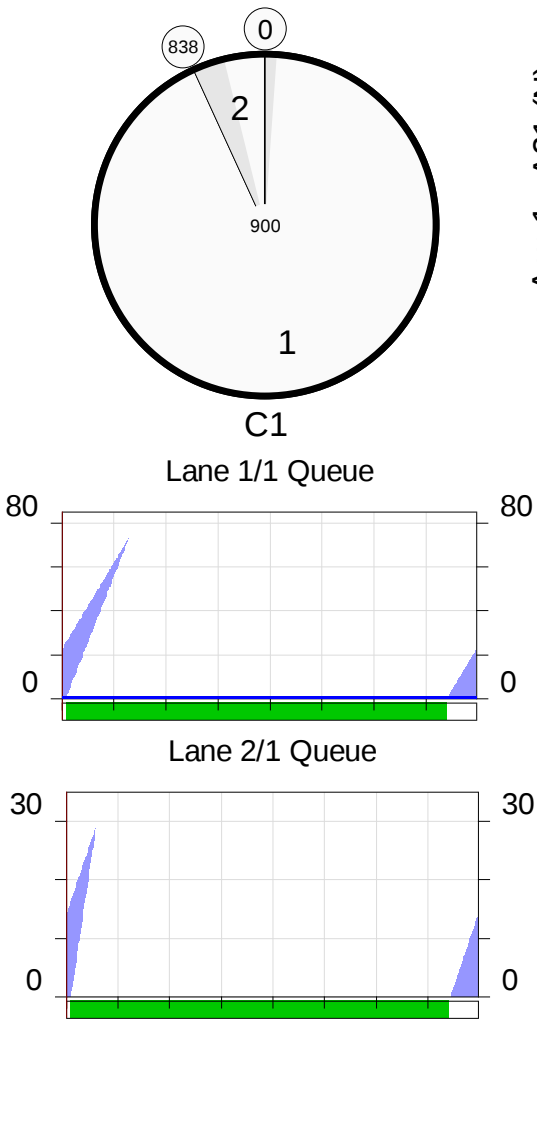
Network Layout Diagram



A21 LC

PRC: 26.4 %

Total Traffic Delay: 1.4 pcuHr



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	71.2%	0	0	0	1.4	-	-
A21 LC	-	-	-		-	-	-	-	-	-	71.2%	0	0	0	1.4	-	-
1/1	A21 (N) Ahead	U	B		1	828	-	314	1915	441	71.2%	-	-	-	1.0	11.6	73.1
2/1	A21 (S) Ahead	U	A		1	828	-	208	1915	441	47.2%	-	-	-	0.4	6.9	29.3
C1 PRC for Signalled Lanes (%): 26.4 Total Delay for Signalled Lanes (pcuHr): 1.41 Cycle Time (s): 900 PRC Over All Lanes (%): 26.4 Total Delay Over All Lanes(pcuHr): 1.41																	

Basic Results Summary

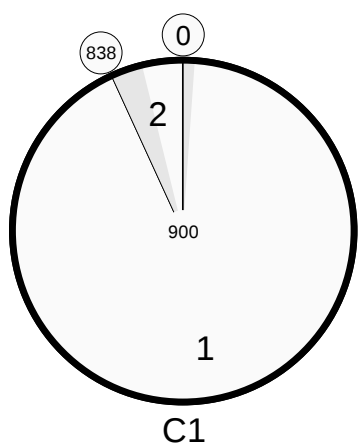
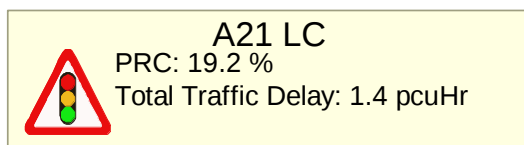
Scenario 12: 'May 2019 BH 2 (72s BD)' (FG12: 'May 2019 Bank Holiday 15:15-15:30', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

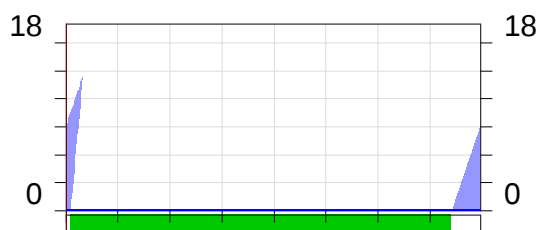
Origin	Destination			
		A	B	Tot.
	A	0	131	131
	B	333	0	333
	Tot.	333	131	464

Network Layout Diagram

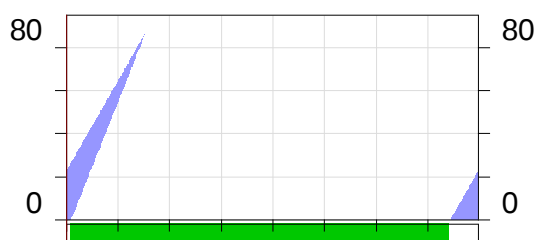


C1

Lane 1/1 Queue

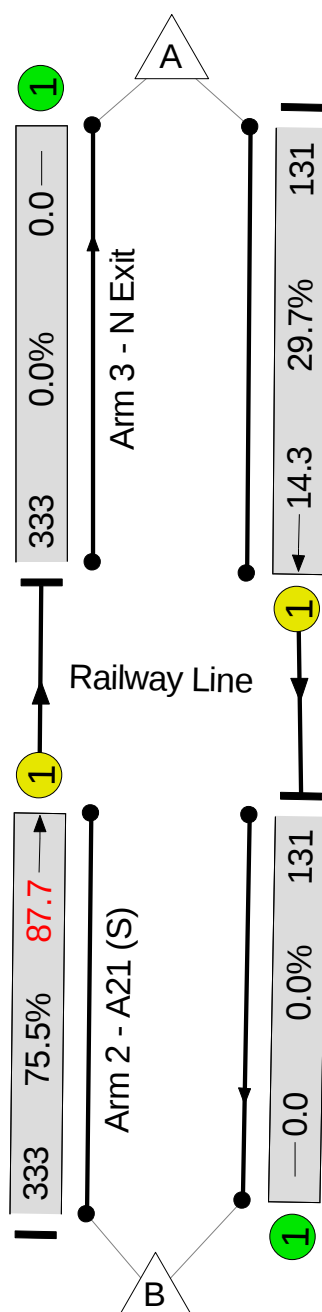


Lane 2/1 Queue



Arm 1 - A21 (N)

Arm 4 - S Exit



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A21 Proposed LC	-	-	-		-	-	-	-	-	-	75.5%	0	0	0	1.4	-	-
A21 LC	-	-	-		-	-	-	-	-	-	75.5%	0	0	0	1.4	-	-
1/1	A21 (N) Ahead	U	B		1	828	-	131	1915	441	29.7%	-	-	-	0.2	5.3	14.3
2/1	A21 (S) Ahead	U	A		1	828	-	333	1915	441	75.5%	-	-	-	1.2	13.3	87.7
C1 PRC for Signalled Lanes (%): 19.2 PRC Over All Lanes (%): 19.2 Total Delay for Signalled Lanes (pcuHr): 1.42 Total Delay Over All Lanes(pcuHr): 1.42 Cycle Time (s): 900																	