ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2014 Base + Dev PM (429)

TIME PERIOD BEGINS 16.30 AND ENDS 18.00

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	0.80	1.20	0.80
ARM B	15.00	45.00	75.00	0.52	0.79	0.52
ARM C	15.00	45.00	75.00	1.79	2.68	1.79

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
16.30 - 18.00	ARM A	0.000	0.000	1.000
		0.0	0.0	64.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.000	0.000	1.000
		0.0	0.0	42.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.413	0.587	0.000
		59.0	84.0	0.0
		(2.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2014 Base + Dev PM (429)
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	0.53	12.98	0.041		0.00	0.04	0.6		0.08
C-AB	1.13	10.81	0.105		0.00	0.13	1.9		0.10
C-A	0.66								
A-B	0.00								
A-C	0.80								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.63	12.93	0.049		0.04	0.05	0.8		0.08
C-AB	1.37	10.87	0.126		0.13	0.16	2.4		0.11
C-A	0.77								
A-B	0.00								
A-C	0.96								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.77	12.86	0.060		0.05	0.06	0.9		0.08
C-AB	1.71	10.95	0.156		0.16	0.20	3.1		0.11
C-A	0.91								
A-B	0.00								
A-C	1.17								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.77	12.86	0.060		0.06	0.06	1.0		0.08
C-AB	1.71	10.95	0.156		0.20	0.20	3.1		0.11
C-A	0.91								
A-B	0.00								
A-C	1.17								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.63	12.93	0.049		0.06	0.05	0.8		0.08
C-AB	1.37	10.87	0.126		0.20	0.16	2.4		0.11
C-A	0.77								
A-B	0.00								
A-C	0.96								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	0.53	12.98	0.041		0.05	0.04	0.6		0.08
C-AB	1.13	10.82	0.105		0.16	0.13	1.9		0.10
C-A	0.66								
A-B	0.00								
A-C	0.80								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.45	0.0
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.45	0.1
17.00	0.2
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	57.8	38.5	4.7	0.08	4.7	0.08
C-AB	126.3	84.2	14.6	0.12	14.6	0.12
C-A	70.5	47.0				
A-B	0.0	0.0				
A-C	88.1	58.7				
ALL	342.7	228.5	19.3	0.06	19.3	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity

will be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
793.45	0.31	0.12

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
631.72	0.29	0.12	0.18	0.42

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
631.87	0.24	0.24

NB These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2019 Base + Dev AM (429)

E PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

AND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
RM A	15.00	45.00	75.00	0.55	0.83	0.55
RM B	15.00	45.00	75.00	1.02	1.54	1.02
ARM C	15.00	45.00	75.00	1.71	2.57	1.71

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.000	1.000
		0.0	0.0	44.0
		(0.0)	(0.0)	(3.0)
	ARM B	0.000	0.000	1.000
		0.0	0.0	82.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.818	0.182	0.000
		112.0	25.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2019 Base + Dev AM (429)
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	1.03	13.05	0.079		0.00	0.09	1.2		0.08
C-AB	0.36	11.31	0.032		0.00	0.04	0.6		0.09
C-A	1.36								
A-B	0.00								
A-C	0.55								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
.00-08.15									
B-AC	1.23	13.02	0.094		0.09	0.10	1.5		0.08
C-AB	0.44	11.46	0.038		0.04	0.05	0.8		0.09
C-A	1.61								
A-B	0.00								
A-C	0.66								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	1.50	12.97	0.116		0.10	0.13	1.9		0.09
C-AB	0.55	11.67	0.048		0.05	0.07	1.0		0.09
C-A	1.96								
A-B	0.00								
A-C	0.81								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	1.50	12.97	0.116		0.13	0.13	2.0		0.09
C-AB	0.55	11.67	0.048		0.07	0.07	1.0		0.09
C-A	1.96								
A-B	0.00								
A-C	0.81								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	1.23	13.02	0.094		0.13	0.10	1.6		0.08
C-AB	0.44	11.46	0.038		0.07	0.05	0.8		0.09
C-A	1.61								
A-B	0.00								
A-C	0.66								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	1.03	13.05	0.079		0.10	0.09	1.3		0.08
C-AB	0.36	11.31	0.032		0.05	0.04	0.6		0.09
C-A	1.36								
A-B	0.00								
A-C	0.55								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	112.9	75.2	9.6	0.08	9.6	0.08
C-AB	40.5	27.0	4.7	0.12	4.7	0.12
C-A	148.1	98.7				
A-B	0.0	0.0				
A-C	60.6	40.4				
ALL	362.0	241.3	14.3	0.04	14.3	0.04

DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity

will be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
793.45	0.31	0.12

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
631.72	0.29	0.12	0.18	0.42

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
631.87	0.24	0.24

These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2019 Base + Dev PM (429)

TIME PERIOD BEGINS 16.30 AND ENDS 18.00

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	0.85	1.28	0.85
ARM B	15.00	45.00	75.00	0.52	0.79	0.52
ARM C	15.00	45.00	75.00	1.84	2.76	1.84

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
16.30 - 18.00	ARM A	0.000	0.000	1.000
		0.0	0.0	68.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.000	0.000	1.000
		0.0	0.0	42.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.429	0.571	0.000
		63.0	84.0	0.0
		(2.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2019 Base + Dev PM (429)
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	0.53	12.96	0.041		0.00	0.04	0.6		0.08
C-AB	1.14	10.84	0.105		0.00	0.13	1.9		0.10
C-A	0.71								
A-B	0.00								
A-C	0.85								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.63	12.91	0.049		0.04	0.05	0.8		0.08
C-AB	1.38	10.90	0.126		0.13	0.16	2.4		0.10
C-A	0.83								
A-B	0.00								
A-C	1.02								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.77	12.84	0.060		0.05	0.06	0.9		0.08
C-AB	1.72	10.98	0.157		0.16	0.20	3.1		0.11
C-A	0.98								
A-B	0.00								
A-C	1.25								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.77	12.84	0.060		0.06	0.06	1.0		0.08
C-AB	1.72	10.98	0.157		0.20	0.21	3.1		0.11
C-A	0.98								
A-B	0.00								
A-C	1.25								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.63	12.91	0.049		0.06	0.05	0.8		0.08
C-AB	1.38	10.90	0.126		0.21	0.16	2.4		0.11
C-A	0.82								
A-B	0.00								
A-C	1.02								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	0.53	12.96	0.041		0.05	0.04	0.6		0.08
C-AB	1.14	10.84	0.105		0.16	0.13	1.9		0.10
C-A	0.71								
A-B	0.00								
A-C	0.85								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.45	0.0
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.45	0.1
17.00	0.2
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.1

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QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	57.8	38.5	4.7	0.08	4.7	0.08
C-AB	127.1	84.7	14.8	0.12	14.8	0.12
C-A	75.3	50.2				
A-B	0.0	0.0				
A-C	93.6	62.4				
ALL	353.7	235.8	19.5	0.06	19.5	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

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[Printed at 14:03:33 on 29/09/2009]

Basic Results Summary

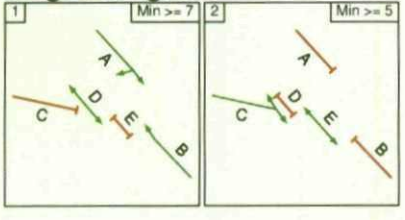
User and Project Details

Project:	
Title:	
Location:	
File name:	Bar Lane-Wakefield Road_2009to2019.lsgx
Author:	
Company:	
Address:	
Controller:	Generic
SCN:	
Notes:	

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	Pedestrian		5	5
E	Pedestrian		5	5

Stages Diagram



Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		-	5	-	8
	B	-		6	-	-
	C	5	5		5	-
	D	-	-	5		-
	E	6	-	-	-	

Link Input Data

Arm/ Link	Link Name	Link Type	Num Lanes	Phases	Start Disp.	End Disp.
1/1	Wakefield Road (N) Right	O	1	A	2	3
1/2	Wakefield Road (N) Ahead	U	1	A	2	3
2/1	Ahead	U	1	B	2	3
3/1	Bar Lane Left Right	U	1	C	2	3
4/1		U	1		2	3
5/1	Wakefield Road (S)	U	1		2	3
6/1	Ahead	U	1		2	3
7/1	Left Turn Only Ahead	O	1		2	3
8/1		U	1		2	3
9/1	Ahead Ahead2	U	1		2	3

Lane Input Data

Arm/ Lane	Link Num	Physical Length (PCU)	Expected Usage (PCU)	Sat Flow Type	User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)
1/1 (Wakefield Road (N) Lane 1)	Link 2 (Wakefield Road (N) Ahead)	Inf	Inf	User	1965	3.25	0.00	Y	Arm 5 Ahead (Wakefield Road (S))	Inf
1/2 (Wakefield Road (N) Lane 2)	Link 1 (Wakefield Road (N) Right)	Inf	Inf	User	1646	3.25	0.00	Y	Arm 6 Right	Inf
2/1	Link 1 (Ahead)	Inf	Inf	User	2015	3.25	0.00	Y	Arm 4 Ahead	Inf
3/1 (Bar Lane Lane 1)	Link 1 (Bar Lane Left Right)	Inf	Inf	User	1823	3.25	0.00	Y	Arm 4 Left	Inf
									Arm 5 Right (Wakefield Road (S))	Inf
4/1	Link 1	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
5/1 (Wakefield Road (S) Lane 1)	Link 1 (Wakefield Road (S))	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
6/1	Link 1 (Ahead)	Inf	Inf	User	1800	3.25	0.00	Y	Arm 8 Ahead	Inf
7/1 (Left Turn Only Lane 1)	Link 1 (Left Turn Only Ahead)	Inf	Inf	User	715	3.25	0.00	Y	Arm 8 Ahead	Inf
8/1	Link 1	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
9/1	Link 1 (Ahead Ahead2)	Inf	Inf	User	2015	3.25	0.00	Y	Arm 2 Ahead	Inf
									Arm 7 Ahead (Left Turn Only)	Inf

Give-Way Link Input Data

Arm/ Link	Link Name	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Link	Opp. Link Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	RTF	Right Turn Move up time (s)	Max Turns in Intergreen (PCU)
1/1	Wakefield Road (N) Right	1/1 to 6/1	1440	2/1	1.09	2/1	-	-	-	-
7/1	Left Turn Only Ahead	7/1 to 8/1	715	6/1	0.22	6/1	-	-	-	-

Link Results

Scenario 23: '2009 Base + Dev PM'

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 10: '2009 Base PM + Dev (429)'

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave 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 Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Wakefield Road (N) Right	O	A		1	49	-	57	1646	597	332	17.2	39	18	0	0.3	19.3	1.0
1/2	Wakefield Road (N) Ahead	U	A		1	49	-	667	1965	1965	1092	61.1	-	-	-	3.3	17.7	11.9
2/1	Ahead	U	B		1	50	-	560	2015	2015	1142	49.0	-	-	-	2.3	14.8	8.9
3/1	Bar Lane Left Right	U	C		1	29	-	456	1823	1823	608	75.0	-	-	-	4.9	38.3	11.6
6/1	Ahead	U	-		-	-	-	57	1800	1800	1800	3.2	-	-	-	0.0	1.0	0.0
7/1	Left Turn Only Ahead	O	-		-	-	-	529	715	702	702	75.3	529	0	0	1.5	10.2	1.5
9/1	Ahead Ahead2	U	-		-	-	-	1089	2015	2015	2015	54.0	-	-	-	0.6	1.9	0.6

Basic Results Summary

PRC for Signalled Links (%):	19.9	Total Delay for Signalled Links (pcuHr):	10.74		
PRC Over All Links (%):	19.5	Total Delay Over All Links(pcuHr):	12.84	Cycle Time (s):	90

Scenario 24: '2009 Base + Dev AM'

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 9: '2009 Base AM + Dev (429)'

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave 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 Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Wakefield Road (N) Right	O	A		1	41	-	23	1646	402	188	12.3	10	13	0	0.2	26.6	0.4
1/2	Wakefield Road (N) Ahead	U	A		1	41	-	620	1965	1965	917	67.6	-	-	-	4.3	24.7	13.1
2/1	Ahead	U	B		1	42	-	622	2015	2015	963	64.6	-	-	-	4.0	23.0	12.5
3/1	Bar Lane Left Right	U	C		1	37	-	522	1823	1823	770	67.8	-	-	-	4.1	28.3	11.5
6/1	Ahead	U	-		-	-	-	23	1800	1800	1800	1.3	-	-	-	0.0	1.0	0.0
7/1	Left Turn Only Ahead	O	-		-	-	-	371	715	710	710	52.3	371	0	0	0.5	5.3	0.5
9/1	Ahead Ahead2	U	-		-	-	-	993	2015	2015	2015	49.3	-	-	-	0.5	1.8	0.5

PRC for Signalled Links (%):	32.7	Total Delay for Signalled Links (pcuHr):	12.50		
PRC Over All Links (%):	32.7	Total Delay Over All Links(pcuHr):	13.54	Cycle Time (s):	90

Basic Results Summary

Scenario 25: '2014 Base AM + Dev'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 11: '2014 Base AM + Dev (429)'

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave 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 Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Wakefield Road (N) Right	O	A		1	41	-	24	1646	275	128	18.7	11	13	0	0.2	34.2	0.4
1/2	Wakefield Road (N) Ahead	U	A		1	41	-	672	1965	1965	917	73.3	-	-	-	5.0	26.7	14.8
2/1	Ahead	U	B		1	42	-	716	2015	2015	963	74.4	-	-	-	5.2	26.2	15.8
3/1	Bar Lane Left Right	U	C		1	37	-	560	1823	1823	770	72.8	-	-	-	4.7	30.2	13.0
6/1	Ahead	U	-		-	-	-	24	1800	1800	1800	1.3	-	-	-	0.0	1.0	0.0
7/1	Left Turn Only Ahead	O	-		-	-	-	400	715	710	710	56.4	400	0	0	0.6	5.8	0.6
9/1	Ahead Ahead2	U	-		-	-	-	1116	2015	2015	2015	55.4	-	-	-	0.6	2.0	0.6

PRC for Signalled Links (%): 21.0 Total Delay for Signalled Links (pcuHr): 15.13
PRC Over All Links (%): 21.0 Total Delay Over All Links(pcuHr): 16.40 Cycle Time (s): 90

Basic Results Summary

Scenario 26: '2014 Base PM + Dev'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 12: '2014 Base PM + Dev (429)'

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave 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 Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Wakefield Road (N) Right	O	A		1	48	-	59	1646	522	284	20.7	41	18	0	0.4	22.4	1.1
1/2	Wakefield Road (N) Ahead	U	A		1	48	-	721	1965	1965	1070	67.4	-	-	-	4.0	19.9	13.8
2/1	Ahead	U	B		1	49	-	605	2015	2015	1119	54.0	-	-	-	2.7	16.2	10.2
3/1	Bar Lane Left Right	U	C		1	30	-	490	1823	1823	628	78.0	-	-	-	5.3	39.2	12.6
6/1	Ahead	U	-		-	-	-	59	1800	1800	1800	3.3	-	-	-	0.0	1.0	0.0
7/1	Left Turn Only Ahead	O	-		-	-	-	567	715	702	702	80.8	567	0	0	2.0	12.9	2.0
9/1	Ahead Ahead2	U	-		-	-	-	1172	2015	2015	2015	58.2	-	-	-	0.7	2.1	0.7

PRC for Signalled Links (%): 15.3 Total Delay for Signalled Links (pcuHr): 12.40
PRC Over All Links (%): 11.4 Total Delay Over All Links(pcuHr): 15.15 Cycle Time (s): 90

Basic Results Summary

Scenario 27: '2019 Base AM + Dev'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 13: '2019 Base AM + Dev (429)'

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave 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 Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Wakefield Road (N) Right	O	A		1	42	-	25	1646	229	109	22.9	12	13	0	0.3	38.5	0.5
1/2	Wakefield Road (N) Ahead	U	A		1	42	-	718	1965	1965	939	76.5	-	-	-	5.5	27.4	16.4
2/1	Ahead	U	B		1	43	-	766	2015	2015	985	77.8	-	-	-	5.8	27.1	17.5
3/1	Bar Lane Left Right	U	C		1	36	-	592	1823	1823	749	79.0	-	-	-	5.6	34.3	14.7
6/1	Ahead	U	-		-	-	-	25	1800	1800	1800	1.4	-	-	-	0.0	1.0	0.0
7/1	Left Turn Only Ahead	O	-		-	-	-	427	715	709	709	60.2	427	0	0	0.8	6.3	0.8
9/1	Ahead Ahead2	U	-		-	-	-	1193	2015	2015	2015	59.2	-	-	-	0.7	2.2	0.7

PRC for Signalled Links (%): 13.9 Total Delay for Signalled Links (pcuHr): 17.12
PRC Over All Links (%): 13.9 Total Delay Over All Links(pcuHr): 18.60 Cycle Time (s): 90

Basic Results Summary

Scenario 28: '2019 Base PM + Dev'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 14: '2019 Base PM + Dev (429)'

Link Num	Link Desc	Link Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave 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 Veh (s/pcu)	Mean Max Queue (pcu)
1/1	Wakefield Road (N) Right	O	A		1	47	-	61	1646	451	240	25.4	43	18	0	0.4	26.5	1.3
1/2	Wakefield Road (N) Ahead	U	A		1	47	-	770	1965	1965	1048	73.5	-	-	-	4.8	22.5	16.1
2/1	Ahead	U	B		1	48	-	647	2015	2015	1097	59.0	-	-	-	3.2	17.7	11.5
3/1	Bar Lane Left Right	U	C		1	31	-	520	1823	1823	648	80.2	-	-	-	5.7	39.8	13.7
6/1	Ahead	U	-		-	-	-	61	1800	1800	1800	3.4	-	-	-	0.0	1.0	0.0
7/1	Left Turn Only Ahead	O	-		-	-	-	602	715	702	702	85.8	602	0	0	2.9	17.1	2.9
9/1	Ahead Ahead2	U	-		-	-	-	1249	2015	2015	2015	62.0	-	-	-	0.8	2.3	0.8

PRC for Signalled Links (%): 12.2 Total Delay for Signalled Links (pcuHr): 14.20
PRC Over All Links (%): 4.9 Total Delay Over All Links(pcuHr): 17.89 Cycle Time (s): 90