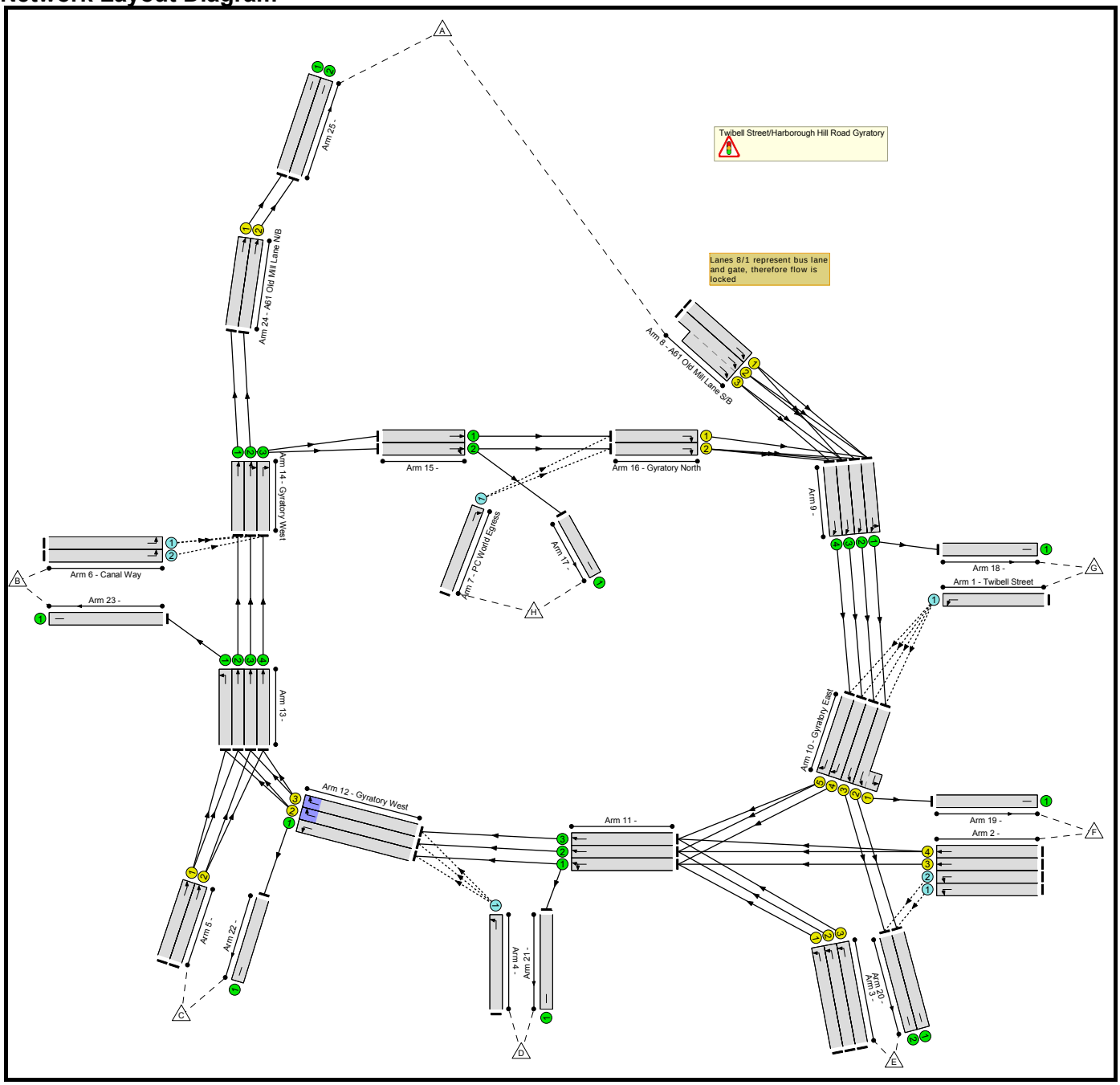
APPENDIX C

Full Input Data And Results

User and Project Details

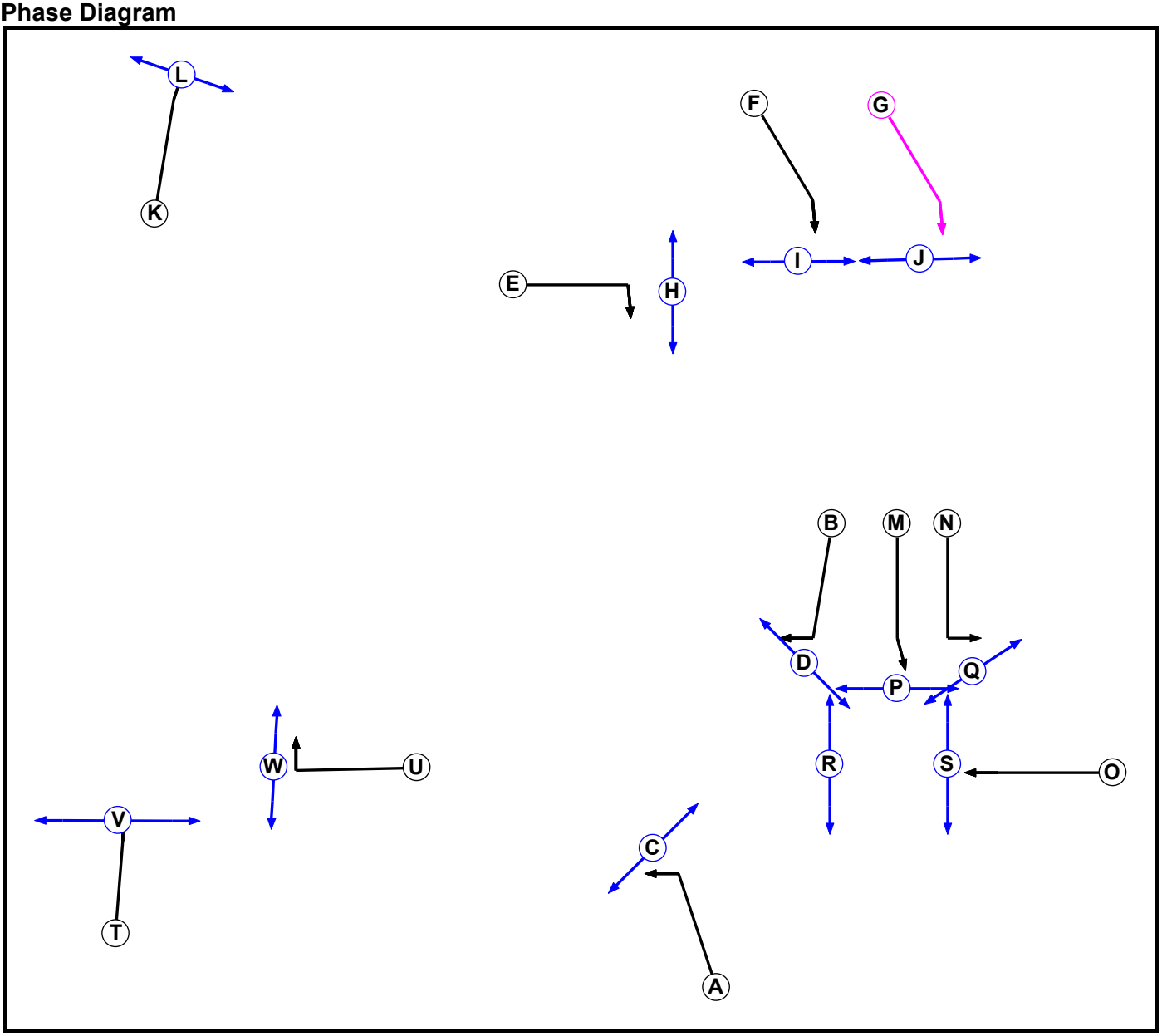
Project:	**M06011 Barnsley**
Title:	**A61 Harborough Hill Road Gyratory**
Location:	Barnsley
File name:	A61 Gyratory assessment M06011-07 TN.lsg3x
Author:	M Williamson
Company:	TTHC
Address:	Manchester
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

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	Pedestrian	1		6	6
D	Pedestrian	1		5	5
E	Traffic	2		7	7
F	Traffic	2		7	7
G	Bus	2		5	5
H	Pedestrian	2		5	5
I	Pedestrian	2		5	5
J	Pedestrian	2		5	5
K	Traffic	3		7	7
L	Pedestrian	3		5	5
M	Traffic	1		7	7
N	Traffic	1		7	7
O	Traffic	1		7	7
P	Pedestrian	1		5	5
Q	Pedestrian	1		5	5
R	Pedestrian	1		5	5
S	Pedestrian	1		5	5
T	Traffic	4		7	4
U	Traffic	4		7	5
V	Pedestrian	4		5	5
W	Pedestrian	4		5	5

Full Input Data And Results

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
A		5	5	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-
B	7		-	5	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-
C	11	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	9	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-		5	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	5		5	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	-	-	-	-	5	5		-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-
H	-	-	-	-	8	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I	-	-	-	-	-	7	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
J	-	-	-	-	-	-	6	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-
L	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	-	-	-		-	5	5	-	-	-	-	-	-	-
N	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	5	-	-	-	-	-	-
O	8	7	-	-	-	-	-	-	-	-	-	-	5	-		-	-	6	5	-	-	-	-
P	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-		-	-	-	-	-	-	-
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-		-	-	-	-	-	-
R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-	-		-	-	-	-	-
S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-		-	-	-	-
T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		5	5	-
U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5		-	5
V	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-		-
W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	

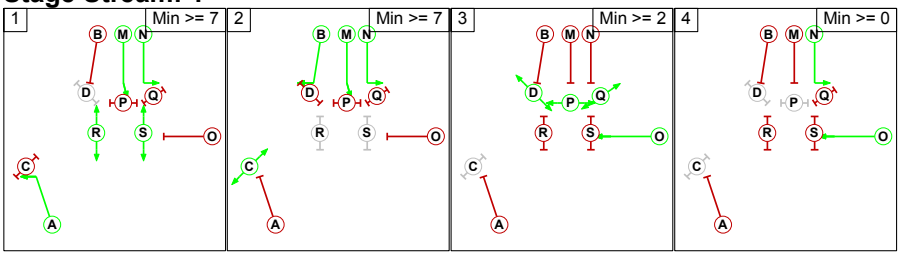
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A M N R S
1	2	B C M N
1	3	D O P Q
1	4	N O
2	1	E I
2	2	G H
2	3	F J
3	1	K
3	2	L
4	1	T W
4	2	U V

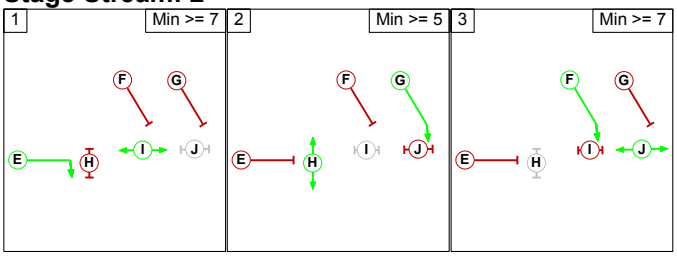
Full Input Data And Results

Stage Diagram

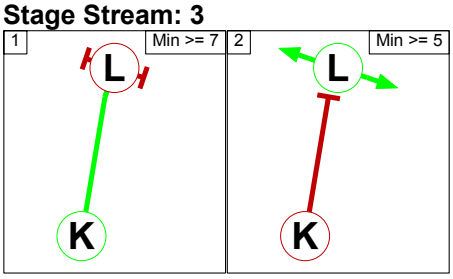
Stage Stream: 1



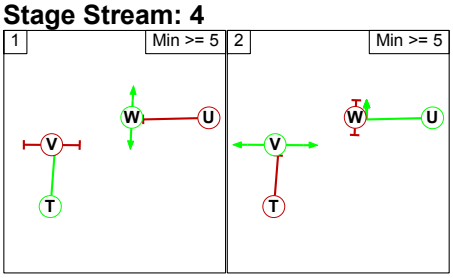
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

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

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					

Full Input Data And Results

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	T	Losing	3	3
2	1	U	Losing	2	2

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4
1		5	8	8
2	11		5	5
3	8	9		6
4	8	7	5	

Stage Stream: 2

From Stage \ To Stage	1	2	3
1		5	7
2	8		5
3	5	6	

Stage Stream: 3

From Stage \ To Stage	1	2
1		5
2	8	

Stage Stream: 4

From Stage \ To Stage	1	2
1		8
2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Twibell Street/Harborough Hill Road Gyratory

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)
1/1 (Twibell Street)	10/2 (Left)	1000	0	9/1	0.33	To 10/2 (Ahead)	-	-	-	-	-
	10/3 (Left)	1000	0	9/1	0.33	To 10/2 (Ahead)					
				9/2	0.33	All					
	10/4 (Left)	1000	0	9/1	0.33	To 10/2 (Ahead)					
				9/2	0.33	All					
				9/3	0.33	All					
	10/5 (Left)	1000	0	9/1	0.33	To 10/2 (Ahead)					
				9/2	1.09	All					
				9/3	1.09	All					
				9/4	1.09	All					
2/1	20/1 (Left)	715	0	10/2	0.22	All	-	-	-	-	-
2/2	20/2 (Left)	715	0	10/2	0.22	All	-	-	-	-	-
				10/3	0.22	All					
4/1	12/1 (Left)	1000	0	11/1	0.33	To 12/1 (Ahead)	-	-	-	-	-
	12/2 (Left)	1000	0	11/1	0.33	To 12/1 (Ahead)					
				11/2	0.33	All					
	12/3 (Left)	1000	0	11/1	0.33	To 12/1 (Ahead)					
				11/2	0.33	All					
				11/3	0.33	All					
6/1 (Canal Way)	14/1 (Left)	1000	0	13/2	0.33	All	-	-	-	-	-
	14/2 (Left)	1000	0	13/2	0.33	All					
				13/3	0.33	All					
6/2	14/3 (Left)	1000	0	13/2	0.33	All	-	-	-	-	-

Full Input Data And Results

(Canal Way)				13/3	0.33	All						
				13/4	0.33	All						
7/1 (PC World Egress)	16/1 (Right)	600	0	15/1	0.19	All	-	-	-	-	-
				15/2	0.19	All						
	16/2 (Right)	600	0	15/2	0.19	All						

Full Input Data And Results

Lane Input Data

Junction: Twibell Street/Harborough Hill Road Gyratory

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 (Twibell Street)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 10 Left	17.50
2/1	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 20 Left	17.50
2/2	O		2	3	60.0	Geom	-	3.00	0.00	N	Arm 20 Left	20.00
2/3	U	O	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 11 Ahead	Inf
2/4	U	O	2	3	60.0	Geom	-	3.50	0.00	N	Arm 11 Ahead	Inf
3/1	U	A	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 11 Left	65.00
3/2	U	A	2	3	60.0	Geom	-	3.90	0.00	N	Arm 11 Left	65.00
3/3	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 11 Left	65.00
4/1	O		2	3	60.0	Geom	-	3.37	0.00	Y	Arm 12 Left	15.00
5/1	U	T	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 13 Ahead	Inf
5/2	U	T	2	3	60.0	Geom	-	3.00	0.00	N	Arm 13 Ahead	Inf
6/1 (Canal Way)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 14 Left	15.00
6/2 (Canal Way)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm 14 Left	Inf
7/1 (PC World Egress)	O		2	3	60.0	Geom	-	4.00	0.00	Y	Arm 16 Right	17.50
8/1 (A61 Old Mill Lane S/B)	U	G	2	3	4.2	Geom	-	3.75	0.00	Y	Arm 9 Ahead	Inf
8/2 (A61 Old Mill Lane S/B)	U	F	2	3	60.0	Geom	-	3.50	0.00	N	Arm 9 Ahead	Inf
8/3 (A61 Old Mill Lane S/B)	U	F	2	3	9.0	Geom	-	3.00	0.00	N	Arm 9 Ahead	Inf
9/1	U		2	3	6.4	Geom	-	3.50	0.00	Y	Arm 10 Ahead Arm 18 Left	Inf 15.00
9/2	U		2	3	6.3	Geom	-	3.50	0.00	N	Arm 10 Ahead	Inf
9/3	U		2	3	6.1	Geom	-	3.00	0.00	N	Arm 10 Ahead	Inf

Full Input Data And Results

9/4	U		2	3	6.1	Geom	-	2.50	0.00	N	Arm 10 Ahead	Inf
10/1 (Gyratory East)	U	N	2	3	2.1	Geom	-	4.00	8.00	Y	Arm 19 Left	25.00
10/2 (Gyratory East)	U	M	2	3	14.1	Geom	-	3.25	8.00	Y	Arm 20 Ahead	Inf
10/3 (Gyratory East)	U	M	2	3	14.1	Geom	-	3.50	8.00	N	Arm 20 Ahead	Inf
10/4 (Gyratory East)	U	B	2	3	13.6	Geom	-	3.75	8.00	N	Arm 11 Right	20.00
10/5 (Gyratory East)	U	B	2	3	13.2	Geom	-	3.50	8.00	N	Arm 11 Right	20.00
11/1	U		2	3	15.4	Geom	-	3.50	0.00	Y	Arm 12 Ahead	Inf
											Arm 21 Left	12.50
11/2	U		2	3	15.3	Geom	-	4.00	0.00	N	Arm 12 Ahead	Inf
11/3	U		2	3	15.3	Geom	-	3.50	0.00	N	Arm 12 Ahead	Inf
12/1 (Gyratory West)	U		2	3	8.5	Geom	-	4.00	0.00	Y	Arm 22 Left	37.50
12/2 (Gyratory West)	U	U	2	3	9.3	Geom	-	3.50	0.00	N	Arm 13 Right	32.50
12/3 (Gyratory West)	U	U	2	3	8.3	Geom	-	3.50	0.00	N	Arm 13 Right	30.00
13/1	U		2	3	8.7	Geom	-	3.75	0.00	Y	Arm 23 Left	17.50
13/2	U		2	3	9.6	Geom	-	3.50	0.00	Y	Arm 14 Ahead	Inf
13/3	U		2	3	9.7	Geom	-	3.75	0.00	N	Arm 14 Ahead	Inf
13/4	U		2	3	9.7	Geom	-	3.50	0.00	N	Arm 14 Ahead	Inf
14/1 (Gyratory West)	U		2	3	5.0	Geom	-	3.75	0.00	Y	Arm 24 Ahead	Inf
14/2 (Gyratory West)	U		2	3	5.0	Geom	-	3.50	0.00	N	Arm 15 Right	20.00
											Arm 24 Ahead	Inf
14/3 (Gyratory West)	U		2	3	5.0	Geom	-	3.75	0.00	N	Arm 15 Right	20.00
15/1	U		2	3	4.0	Geom	-	3.75	0.00	Y	Arm 16 Ahead	Inf
15/2	U		2	3	3.3	Geom	-	3.50	0.00	N	Arm 16 Ahead	Inf

											Arm 17 Right	50.00
16/1 (Gyratory North)	U	E	2	3	4.9	Geom	-	3.50	0.00	Y	Arm 9 Right	30.00
16/2 (Gyratory North)	U	E	2	3	4.9	Geom	-	3.50	0.00	N	Arm 9 Right	20.00
17/1	U		2	3	60.0	Inf	-	-	-	-	-	-
18/1	U		2	3	60.0	Inf	-	-	-	-	-	-
19/1	U		2	3	60.0	Inf	-	-	-	-	-	-
20/1	U		2	3	60.0	Inf	-	-	-	-	-	-
20/2	U		2	3	60.0	Inf	-	-	-	-	-	-
21/1	U		2	3	60.0	Inf	-	-	-	-	-	-
22/1	U		2	3	60.0	Inf	-	-	-	-	-	-
23/1	U		2	3	60.0	Inf	-	-	-	-	-	-
24/1 (A61 Old Mill Lane N/B)	U	K	2	3	10.4	Geom	-	3.50	0.00	Y	Arm 25 Ahead	Inf
24/2 (A61 Old Mill Lane N/B)	U	K	2	3	10.6	Geom	-	3.50	0.00	N	Arm 25 Ahead	Inf
25/1	U		2	3	60.0	Inf	-	-	-	-	-	-
25/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Existing PM Peak'	16:00	17:00	01:00	
2: '2020 Base PM Peak'	16:00	17:00	01:00	
3: '2020 Base + Development PM Peak'	16:00	17:00	01:00	

Scenario 1: 'Existing PM Peak' (FG1: 'Existing PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	2	167	379	20	544	72	6	15	1205
	B	307	0	129	0	198	15	1	1	651
	C	641	247	0	6	58	57	3	10	1022
	D	6	1	12	0	2	0	0	0	21
	E	554	196	130	8	27	44	26	16	1001
	F	36	53	51	0	98	0	0	0	238
	G	11	0	7	2	17	5	0	0	42
	H	0	4	6	0	23	8	0	0	41
	Tot.	1557	668	714	36	967	201	36	42	4221

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Existing PM Peak
Junction: Twibell Street/Harborough Hill Road Gyratory	
1/1	42
2/1	49
2/2	49
2/3	51
2/4	89
3/1	138
3/2	432
3/3	431
4/1	21
5/1	511
5/2	511
6/1	326
6/2	325
7/1	41
8/1	27
8/2 (with short)	1178(In) 621(Out)
8/3 (short)	557
9/1	562
9/2	522
9/3	540
9/4	188
10/1 (short)	201
10/2 (with short)	539(In) 338(Out)
10/3	531
10/4	549
10/5	199
11/1	738
11/2	680
11/3	471
12/1	714
12/2	684
12/3	476
13/1	668
13/2	527
13/3	896
13/4	91
14/1	681
14/2	1068

Full Input Data And Results

14/3	416
15/1	192
15/2	416
16/1	212
16/2	395
17/1	42
18/1	36
19/1	201
20/1	387
20/2	580
21/1	36
22/1	714
23/1	668
24/1	681
24/2	876
25/1	681
25/2	876

Full Input Data And Results

Lane Saturation Flows

Junction: Twibell Street/Harborough Hill Road Gyratory								
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 (Twibell Street)	5.00	0.00	Y	Arm 10 Left	17.50	100.0 %	1948	1948
2/1	3.25	0.00	Y	Arm 20 Left	17.50	100.0 %	1787	1787
2/2	3.00	0.00	N	Arm 20 Left	20.00	100.0 %	1912	1912
2/3	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
2/4	3.50	0.00	N	Arm 11 Ahead	Inf	100.0 %	2105	2105
3/1	3.90	0.00	Y	Arm 11 Left	65.00	100.0 %	1960	1960
3/2	3.90	0.00	N	Arm 11 Left	65.00	100.0 %	2097	2097
3/3	3.50	0.00	N	Arm 11 Left	65.00	100.0 %	2058	2058
4/1	3.37	0.00	Y	Arm 12 Left	15.00	100.0 %	1775	1775
5/1	3.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1915	1915
5/2	3.00	0.00	N	Arm 13 Ahead	Inf	100.0 %	2055	2055
6/1 (Canal Way)	3.50	0.00	Y	Arm 14 Left	15.00	100.0 %	1786	1786
6/2 (Canal Way)	3.50	0.00	N	Arm 14 Left	Inf	100.0 %	2105	2105
7/1 (PC World Egress)	4.00	0.00	Y	Arm 16 Right	17.50	100.0 %	1856	1856
8/1 (A61 Old Mill Lane S/B)	3.75	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1990	1990
8/2 (A61 Old Mill Lane S/B)	3.50	0.00	N	Arm 9 Ahead	Inf	100.0 %	2105	2105
8/3 (A61 Old Mill Lane S/B)	3.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2055	2055
9/1	3.50	0.00	Y	Arm 10 Ahead	Inf	93.6 %	1952	1952
				Arm 18 Left	15.00	6.4 %		
9/2	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
9/3	3.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2055	2055
9/4	2.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2005	2005
10/1 (Gyratory East)	4.00	8.00	Y	Arm 19 Left	25.00	100.0 %	1584	1584
10/2 (Gyratory East)	3.25	8.00	Y	Arm 20 Ahead	Inf	100.0 %	1604	1604
10/3 (Gyratory East)	3.50	8.00	N	Arm 20 Ahead	Inf	100.0 %	1769	1769
10/4 (Gyratory East)	3.75	8.00	N	Arm 11 Right	20.00	100.0 %	1669	1669
10/5 (Gyratory East)	3.50	8.00	N	Arm 11 Right	20.00	100.0 %	1646	1646
11/1	3.50	0.00	Y	Arm 12 Ahead	Inf	95.1 %	1954	1954
				Arm 21 Left	12.50	4.9 %		
11/2	4.00	0.00	N	Arm 12 Ahead	Inf	100.0 %	2155	2155

Full Input Data And Results

11/3	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
12/1 (Gyratory West)	4.00	0.00	Y	Arm 22 Left	37.50	100.0 %	1938	1938
12/2 (Gyratory West)	3.50	0.00	N	Arm 13 Right	32.50	100.0 %	2012	2012
12/3 (Gyratory West)	3.50	0.00	N	Arm 13 Right	30.00	100.0 %	2005	2005
13/1	3.75	0.00	Y	Arm 23 Left	17.50	100.0 %	1833	1833
13/2	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
13/3	3.75	0.00	N	Arm 14 Ahead	Inf	100.0 %	2130	2130
13/4	3.50	0.00	N	Arm 14 Ahead	Inf	100.0 %	2105	2105
14/1 (Gyratory West)	3.75	0.00	Y	Arm 24 Ahead	Inf	100.0 %	1990	1990
14/2 (Gyratory West)	3.50	0.00	N	Arm 15 Right Arm 24 Ahead	20.00 Inf	18.0 % 82.0 %	2077	2077
14/3 (Gyratory West)	3.75	0.00	N	Arm 15 Right	20.00	100.0 %	1981	1981
15/1	3.75	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1990	1990
15/2	3.50	0.00	N	Arm 16 Ahead Arm 17 Right	Inf 50.00	89.9 % 10.1 %	2099	2099
16/1 (Gyratory North)	3.50	0.00	Y	Arm 9 Right	30.00	100.0 %	1871	1871
16/2 (Gyratory North)	3.50	0.00	N	Arm 9 Right	20.00	100.0 %	1958	1958
17/1	Infinite Saturation Flow						Inf	Inf
18/1	Infinite Saturation Flow						Inf	Inf
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf
20/2	Infinite Saturation Flow						Inf	Inf
21/1	Infinite Saturation Flow						Inf	Inf
22/1	Infinite Saturation Flow						Inf	Inf
23/1	Infinite Saturation Flow						Inf	Inf
24/1 (A61 Old Mill Lane N/B)	3.50	0.00	Y	Arm 25 Ahead	Inf	100.0 %	1965	1965
24/2 (A61 Old Mill Lane N/B)	3.50	0.00	N	Arm 25 Ahead	Inf	100.0 %	2105	2105
25/1	Infinite Saturation Flow						Inf	Inf
25/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2020 Base PM Peak' (FG2: '2020 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination									
		A	B	C	D	E	F	G	H	Tot.
	A	2	167	399	20	573	95	26	15	1297
	B	307	0	129	0	198	18	1	1	654
	C	685	247	0	6	61	71	11	10	1091
	D	6	1	12	0	2	0	0	0	21
	E	592	196	139	8	27	55	63	16	1096
	F	48	63	66	0	123	0	0	0	300
	G	32	0	23	5	48	12	0	0	120
	H	0	4	6	0	23	9	0	0	42
	Tot.	1672	678	774	39	1055	260	101	42	4621

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2020 Base PM Peak
Junction: Twibell Street/Harborough Hill Road Gyratory	
1/1	120
2/1	61
2/2	62
2/3	66
2/4	111
3/1	147
3/2	475
3/3	474
4/1	21
5/1	546
5/2	545
6/1	328
6/2	326
7/1	42
8/1	29
8/2 (with short)	1268(In) 693(Out)
8/3 (short)	575
9/1	694
9/2	539
9/3	560
9/4	188
10/1 (short)	260
10/2 (with short)	629(In) 369(Out)
10/3	563
10/4	588
10/5	220
11/1	801
11/2	750
11/3	530
12/1	774
12/2	754
12/3	535
13/1	678
13/2	622
13/3	987
13/4	93
14/1	776
14/2	1161

Full Input Data And Results

14/3	419
15/1	265
15/2	419
16/1	286
16/2	398
17/1	42
18/1	101
19/1	260
20/1	430
20/2	625
21/1	39
22/1	774
23/1	678
24/1	776
24/2	896
25/1	776
25/2	896

Full Input Data And Results

Lane Saturation Flows

Junction: Twibell Street/Harborough Hill Road Gyratory								
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 (Twibell Street)	5.00	0.00	Y	Arm 10 Left	17.50	100.0 %	1948	1948
2/1	3.25	0.00	Y	Arm 20 Left	17.50	100.0 %	1787	1787
2/2	3.00	0.00	N	Arm 20 Left	20.00	100.0 %	1912	1912
2/3	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
2/4	3.50	0.00	N	Arm 11 Ahead	Inf	100.0 %	2105	2105
3/1	3.90	0.00	Y	Arm 11 Left	65.00	100.0 %	1960	1960
3/2	3.90	0.00	N	Arm 11 Left	65.00	100.0 %	2097	2097
3/3	3.50	0.00	N	Arm 11 Left	65.00	100.0 %	2058	2058
4/1	3.37	0.00	Y	Arm 12 Left	15.00	100.0 %	1775	1775
5/1	3.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1915	1915
5/2	3.00	0.00	N	Arm 13 Ahead	Inf	100.0 %	2055	2055
6/1 (Canal Way)	3.50	0.00	Y	Arm 14 Left	15.00	100.0 %	1786	1786
6/2 (Canal Way)	3.50	0.00	N	Arm 14 Left	Inf	100.0 %	2105	2105
7/1 (PC World Egress)	4.00	0.00	Y	Arm 16 Right	17.50	100.0 %	1856	1856
8/1 (A61 Old Mill Lane S/B)	3.75	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1990	1990
8/2 (A61 Old Mill Lane S/B)	3.50	0.00	N	Arm 9 Ahead	Inf	100.0 %	2105	2105
8/3 (A61 Old Mill Lane S/B)	3.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2055	2055
9/1	3.50	0.00	Y	Arm 10 Ahead	Inf	85.4 %	1937	1937
				Arm 18 Left	15.00	14.6 %		
9/2	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
9/3	3.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2055	2055
9/4	2.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2005	2005
10/1 (Gyratory East)	4.00	8.00	Y	Arm 19 Left	25.00	100.0 %	1584	1584
10/2 (Gyratory East)	3.25	8.00	Y	Arm 20 Ahead	Inf	100.0 %	1604	1604
10/3 (Gyratory East)	3.50	8.00	N	Arm 20 Ahead	Inf	100.0 %	1769	1769
10/4 (Gyratory East)	3.75	8.00	N	Arm 11 Right	20.00	100.0 %	1669	1669
10/5 (Gyratory East)	3.50	8.00	N	Arm 11 Right	20.00	100.0 %	1646	1646
11/1	3.50	0.00	Y	Arm 12 Ahead	Inf	95.1 %	1954	1954
				Arm 21 Left	12.50	4.9 %		
11/2	4.00	0.00	N	Arm 12 Ahead	Inf	100.0 %	2155	2155

Full Input Data And Results

11/3	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
12/1 (Gyratory West)	4.00	0.00	Y	Arm 22 Left	37.50	100.0 %	1938	1938
12/2 (Gyratory West)	3.50	0.00	N	Arm 13 Right	32.50	100.0 %	2012	2012
12/3 (Gyratory West)	3.50	0.00	N	Arm 13 Right	30.00	100.0 %	2005	2005
13/1	3.75	0.00	Y	Arm 23 Left	17.50	100.0 %	1833	1833
13/2	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
13/3	3.75	0.00	N	Arm 14 Ahead	Inf	100.0 %	2130	2130
13/4	3.50	0.00	N	Arm 14 Ahead	Inf	100.0 %	2105	2105
14/1 (Gyratory West)	3.75	0.00	Y	Arm 24 Ahead	Inf	100.0 %	1990	1990
14/2 (Gyratory West)	3.50	0.00	N	Arm 15 Right Arm 24 Ahead	20.00 Inf	22.8 % 77.2 %	2070	2070
14/3 (Gyratory West)	3.75	0.00	N	Arm 15 Right	20.00	100.0 %	1981	1981
15/1	3.75	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1990	1990
15/2	3.50	0.00	N	Arm 16 Ahead Arm 17 Right	Inf 50.00	90.0 % 10.0 %	2099	2099
16/1 (Gyratory North)	3.50	0.00	Y	Arm 9 Right	30.00	100.0 %	1871	1871
16/2 (Gyratory North)	3.50	0.00	N	Arm 9 Right	20.00	100.0 %	1958	1958
17/1	Infinite Saturation Flow						Inf	Inf
18/1	Infinite Saturation Flow						Inf	Inf
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf
20/2	Infinite Saturation Flow						Inf	Inf
21/1	Infinite Saturation Flow						Inf	Inf
22/1	Infinite Saturation Flow						Inf	Inf
23/1	Infinite Saturation Flow						Inf	Inf
24/1 (A61 Old Mill Lane N/B)	3.50	0.00	Y	Arm 25 Ahead	Inf	100.0 %	1965	1965
24/2 (A61 Old Mill Lane N/B)	3.50	0.00	N	Arm 25 Ahead	Inf	100.0 %	2105	2105
25/1	Infinite Saturation Flow						Inf	Inf
25/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2020 Base plus Dev PM Peak' (FG3: '2020 Base + Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	2	167	396	20	569	111	26	15	1306
	B	307	0	129	0	198	20	1	1	656
	C	683	247	0	6	61	80	11	10	1098
	D	6	1	12	0	2	0	0	0	21
	E	591	196	139	8	27	62	63	16	1102
	F	55	68	74	0	137	0	0	0	334
	G	32	0	23	5	48	13	0	0	121
	H	0	4	6	0	23	10	0	0	43
	Tot.	1676	683	779	39	1065	296	101	42	4681

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2020 Base plus Dev PM Peak
Junction: Twibell Street/Harborough Hill Road Gyratory	
1/1	121
2/1	68
2/2	69
2/3	74
2/4	123
3/1	147
3/2	478
3/3	477
4/1	21
5/1	549
5/2	549
6/1	330
6/2	326
7/1	43
8/1	29
8/2 (with short)	1277(In) 705(Out)
8/3 (short)	572
9/1	727
9/2	537
9/3	557
9/4	188
10/1 (short)	296
10/2 (with short)	663(In) 367(Out)
10/3	561
10/4	585
10/5	220
11/1	806
11/2	761
11/3	537
12/1	779
12/2	765
12/3	542
13/1	683
13/2	631
13/3	998
13/4	93
14/1	785
14/2	1174

Full Input Data And Results

14/3	419
15/1	283
15/2	419
16/1	305
16/2	398
17/1	42
18/1	101
19/1	296
20/1	435
20/2	630
21/1	39
22/1	779
23/1	683
24/1	785
24/2	891
25/1	785
25/2	891

Full Input Data And Results

Lane Saturation Flows

Junction: Twibell Street/Harborough Hill Road Gyratory								
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 (Twibell Street)	5.00	0.00	Y	Arm 10 Left	17.50	100.0 %	1948	1948
2/1	3.25	0.00	Y	Arm 20 Left	17.50	100.0 %	1787	1787
2/2	3.00	0.00	N	Arm 20 Left	20.00	100.0 %	1912	1912
2/3	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
2/4	3.50	0.00	N	Arm 11 Ahead	Inf	100.0 %	2105	2105
3/1	3.90	0.00	Y	Arm 11 Left	65.00	100.0 %	1960	1960
3/2	3.90	0.00	N	Arm 11 Left	65.00	100.0 %	2097	2097
3/3	3.50	0.00	N	Arm 11 Left	65.00	100.0 %	2058	2058
4/1	3.37	0.00	Y	Arm 12 Left	15.00	100.0 %	1775	1775
5/1	3.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1915	1915
5/2	3.00	0.00	N	Arm 13 Ahead	Inf	100.0 %	2055	2055
6/1 (Canal Way)	3.50	0.00	Y	Arm 14 Left	15.00	100.0 %	1786	1786
6/2 (Canal Way)	3.50	0.00	N	Arm 14 Left	Inf	100.0 %	2105	2105
7/1 (PC World Egress)	4.00	0.00	Y	Arm 16 Right	17.50	100.0 %	1856	1856
8/1 (A61 Old Mill Lane S/B)	3.75	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1990	1990
8/2 (A61 Old Mill Lane S/B)	3.50	0.00	N	Arm 9 Ahead	Inf	100.0 %	2105	2105
8/3 (A61 Old Mill Lane S/B)	3.00	0.00	N	Arm 9 Ahead	Inf	100.0 %	2055	2055
9/1	3.50	0.00	Y	Arm 10 Ahead	Inf	86.1 %	1938	1938
				Arm 18 Left	15.00	13.9 %		
9/2	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
9/3	3.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2055	2055
9/4	2.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2005	2005
10/1 (Gyratory East)	4.00	8.00	Y	Arm 19 Left	25.00	100.0 %	1584	1584
10/2 (Gyratory East)	3.25	8.00	Y	Arm 20 Ahead	Inf	100.0 %	1604	1604
10/3 (Gyratory East)	3.50	8.00	N	Arm 20 Ahead	Inf	100.0 %	1769	1769
10/4 (Gyratory East)	3.75	8.00	N	Arm 11 Right	20.00	100.0 %	1669	1669
10/5 (Gyratory East)	3.50	8.00	N	Arm 11 Right	20.00	100.0 %	1646	1646
11/1	3.50	0.00	Y	Arm 12 Ahead	Inf	95.2 %	1954	1954
				Arm 21 Left	12.50	4.8 %		
11/2	4.00	0.00	N	Arm 12 Ahead	Inf	100.0 %	2155	2155

Full Input Data And Results

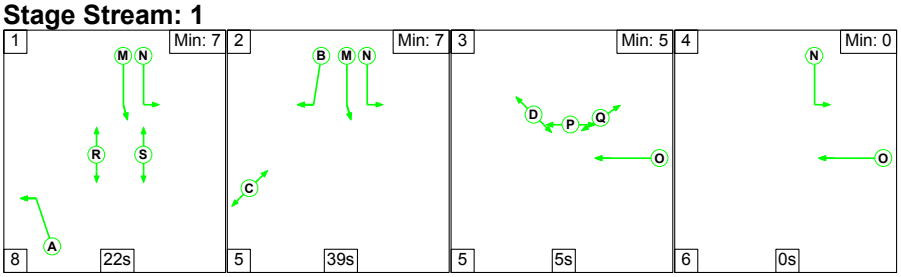
11/3	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
12/1 (Gyratory West)	4.00	0.00	Y	Arm 22 Left	37.50	100.0 %	1938	1938
12/2 (Gyratory West)	3.50	0.00	N	Arm 13 Right	32.50	100.0 %	2012	2012
12/3 (Gyratory West)	3.50	0.00	N	Arm 13 Right	30.00	100.0 %	2005	2005
13/1	3.75	0.00	Y	Arm 23 Left	17.50	100.0 %	1833	1833
13/2	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
13/3	3.75	0.00	N	Arm 14 Ahead	Inf	100.0 %	2130	2130
13/4	3.50	0.00	N	Arm 14 Ahead	Inf	100.0 %	2105	2105
14/1 (Gyratory West)	3.75	0.00	Y	Arm 24 Ahead	Inf	100.0 %	1990	1990
14/2 (Gyratory West)	3.50	0.00	N	Arm 15 Right Arm 24 Ahead	20.00 Inf	24.1 % 75.9 %	2068	2068
14/3 (Gyratory West)	3.75	0.00	N	Arm 15 Right	20.00	100.0 %	1981	1981
15/1	3.75	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1990	1990
15/2	3.50	0.00	N	Arm 16 Ahead Arm 17 Right	Inf 50.00	90.0 % 10.0 %	2099	2099
16/1 (Gyratory North)	3.50	0.00	Y	Arm 9 Right	30.00	100.0 %	1871	1871
16/2 (Gyratory North)	3.50	0.00	N	Arm 9 Right	20.00	100.0 %	1958	1958
17/1	Infinite Saturation Flow						Inf	Inf
18/1	Infinite Saturation Flow						Inf	Inf
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf
20/2	Infinite Saturation Flow						Inf	Inf
21/1	Infinite Saturation Flow						Inf	Inf
22/1	Infinite Saturation Flow						Inf	Inf
23/1	Infinite Saturation Flow						Inf	Inf
24/1 (A61 Old Mill Lane N/B)	3.50	0.00	Y	Arm 25 Ahead	Inf	100.0 %	1965	1965
24/2 (A61 Old Mill Lane N/B)	3.50	0.00	N	Arm 25 Ahead	Inf	100.0 %	2105	2105
25/1	Infinite Saturation Flow						Inf	Inf
25/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

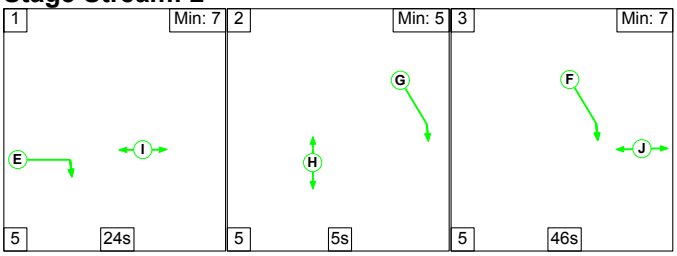
Scenario 1: 'Existing PM Peak' (FG1: 'Existing PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

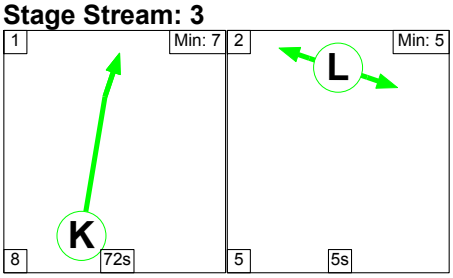
Stage Stream: 1



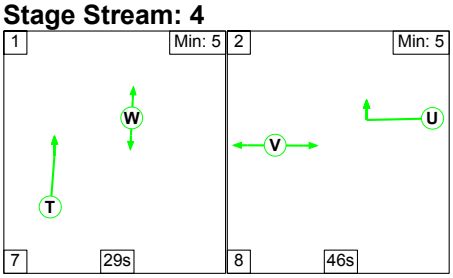
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	22	39	5	0
Change Point	0	30	74	84

Stage Stream: 2

Stage	1	2	3
Duration	24	5	46
Change Point	70	9	19

Stage Stream: 3

Stage	1	2
Duration	72	5
Change Point	21	11

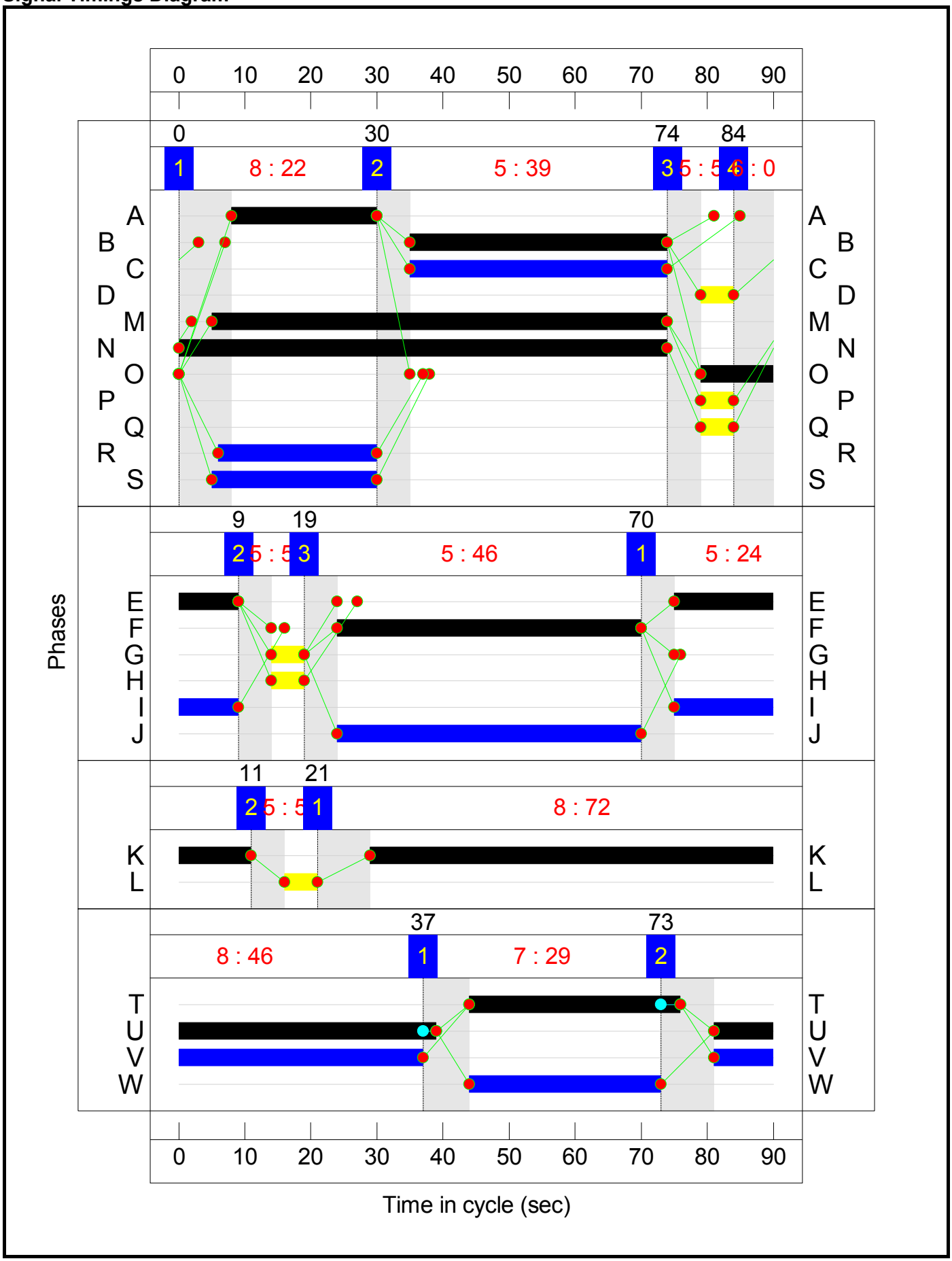
Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	29	46
Change Point	37	73

Full Input Data And Results

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: A61 Harborough Hill Road Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.8%**
Twibell Street/Harborough Hill Road Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.8%**
1/1	Twibell Street Left	O	N/A	N/A	-		-	-	-	42	1948	230	18.2%
2/1	Left	O	N/A	N/A	-		-	-	-	49	1787	641	7.6%
2/2	Left	O	N/A	N/A	-		-	-	-	49	1912	525	9.3%
2/3	Ahead	U	1	N/A	O		1	11	-	51	1965	262	19.5%
2/4	Ahead	U	1	N/A	O		1	11	-	89	2105	281	31.7%
3/1	Left	U	1	N/A	A		1	22	-	138	1960	501	27.6%
3/2	Left	U	1	N/A	A		1	22	-	432	2097	536	80.6%
3/3	Left	U	1	N/A	A		1	22	-	431	2058	526	81.9%
4/1	Left	O	N/A	N/A	-		-	-	-	21	1775	540	3.9%
5/1	Ahead	U	4	N/A	T		1	32	-	511	1915	702	72.8%
5/2	Ahead	U	4	N/A	T		1	32	-	511	2055	753	67.8%
6/1	Canal Way Left	O	N/A	N/A	-		-	-	-	326	1786	585	55.8%
6/2	Canal Way Left	O	N/A	N/A	-		-	-	-	325	2105	501	64.8%
7/1	PC World Egress Right	O	N/A	N/A	-		-	-	-	41	1856	502	8.2%
8/1	A61 Old Mill Lane S/B Ahead	U	2	N/A	G		1	5	-	27	1990	133	20.4%
8/2+8/3	A61 Old Mill Lane S/B Ahead	U	2	N/A	F		1	46	-	1178	2105:2055	1423	82.8%
9/1	Ahead Left	U	N/A	N/A	-		-	-	-	562	1952	1952	28.8%
9/2	Ahead	U	N/A	N/A	-		-	-	-	522	2105	2105	24.8%
9/3	Ahead	U	N/A	N/A	-		-	-	-	540	2055	2055	26.3%
9/4	Ahead	U	N/A	N/A	-		-	-	-	188	2005	2005	9.4%
10/2+10/1	Gyratory East Left Ahead	U	1	N/A	M N		1	69:74	-	539	1604:1584	1304	41.3%
10/3	Gyratory East Ahead	U	1	N/A	M		1	69	-	531	1769	1376	38.6%
10/4	Gyratory East Right	U	1	N/A	B		1	39	-	549	1669	742	74.0%
10/5	Gyratory East Right	U	1	N/A	B		1	39	-	199	1646	732	27.2%
11/1	Ahead Left	U	N/A	N/A	-		-	-	-	738	1954	1954	37.8%
11/2	Ahead	U	N/A	N/A	-		-	-	-	680	2155	2155	31.6%

Full Input Data And Results

11/3	Ahead	U	N/A	N/A	-		-	-	-	471	2105	2105	22.4%
12/1	Gyratory West Left	U	N/A	N/A	-		-	-	-	714	1938	1938	36.8%
12/2	Gyratory West Right	U	4	N/A	U		1	48	-	684	2012	1095	62.4%
12/3	Gyratory West Right	U	4	N/A	U		1	48	-	476	2005	1092	43.6%
13/1	Left	U	N/A	N/A	-		-	-	-	668	1833	1833	36.4%
13/2	Ahead	U	N/A	N/A	-		-	-	-	527	1965	1965	26.8%
13/3	Ahead	U	N/A	N/A	-		-	-	-	896	2130	2130	42.1%
13/4	Ahead	U	N/A	N/A	-		-	-	-	91	2105	2105	4.3%
14/1	Gyratory West Ahead	U	N/A	N/A	-		-	-	-	681	1990	1990	34.2%
14/2	Gyratory West Right Ahead	U	N/A	N/A	-		-	-	-	1068	2077	2077	51.4%
14/3	Gyratory West Right	U	N/A	N/A	-		-	-	-	416	1981	1981	21.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	192	1990	1990	9.6%
15/2	Ahead Right	U	N/A	N/A	-		-	-	-	416	2099	2099	19.8%
16/1	Gyratory North Right	U	2	N/A	E		1	24	-	212	1871	520	40.8%
16/2	Gyratory North Right	U	2	N/A	E		1	24	-	395	1958	544	72.6%
17/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
18/1		U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
19/1		U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
20/2		U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
21/1		U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
22/1		U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
23/1		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
24/1	A61 Old Mill Lane N/B Ahead	U	3	N/A	K		1	72	-	681	1965	1594	42.7%
24/2	A61 Old Mill Lane N/B Ahead	U	3	N/A	K		1	72	-	876	2105	1707	51.3%
25/1		U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
25/2		U	N/A	N/A	-		-	-	-	876	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: A61 Harborough Hill Road Gyratory	**-**	**-**	**831**	**22**	**0**	**33.0**	**20.9**	**0.0**	**53.9**	**-**	**-**	**-**	**-**
Twibell Street/Harborough Hill Road Gyratory	**-**	**-**	**831**	**22**	**0**	**33.0**	**20.9**	**0.0**	**53.9**	**-**	**-**	**-**	**-**
1/1	42	42	42	0	0	0.2	0.1	-	0.3	24.3	0.6	0.1	0.7
2/1	49	49	38	11	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
2/2	49	49	38	11	0	0.0	0.1	-	0.1	3.9	0.1	0.1	0.1
2/3	51	51	-	-	-	0.5	0.1	-	0.6	43.2	1.1	0.1	1.3
2/4	89	89	-	-	-	0.9	0.2	-	1.1	44.7	2.0	0.2	2.2
3/1	138	138	-	-	-	1.0	0.2	-	1.2	31.8	2.8	0.2	2.9
3/2	432	432	-	-	-	3.8	2.0	-	5.8	48.1	10.1	2.0	12.1
3/3	431	431	-	-	-	3.8	2.2	-	5.9	49.7	10.1	2.2	12.2
4/1	21	21	21	0	0	0.0	0.0	-	0.0	5.2	0.1	0.0	0.1
5/1	511	511	-	-	-	3.5	1.3	-	4.8	33.9	10.9	1.3	12.2
5/2	511	511	-	-	-	3.4	1.0	-	4.5	31.4	10.6	1.0	11.7
6/1	326	326	326	0	0	0.2	0.6	-	0.8	9.1	2.2	0.6	2.8
6/2	325	325	325	0	0	0.6	0.9	-	1.5	16.3	5.3	0.9	6.2
7/1	41	41	41	0	0	0.0	0.0	-	0.0	3.9	0.0	0.0	0.0
8/1	27	27	-	-	-	0.3	0.1	-	0.4	56.8	0.6	0.1	0.8
8/2+8/3	1178	1178	-	-	-	4.8	2.4	-	7.1	21.8	13.6	2.4	15.9
9/1	562	562	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/2	522	522	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
9/3	540	540	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/4	188	188	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/2+10/1	539	539	-	-	-	0.3	0.4	-	0.6	4.3	3.8	0.4	4.1
10/3	531	531	-	-	-	0.7	0.3	-	1.0	6.6	6.8	0.3	7.1
10/4	549	549	-	-	-	2.7	1.4	-	4.1	26.6	12.2	1.4	13.6
10/5	199	199	-	-	-	0.3	0.2	-	0.5	9.6	1.1	0.2	1.3
11/1	738	738	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	680	680	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/3	471	471	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	714	714	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	684	684	-	-	-	1.6	0.8	-	2.4	12.7	5.3	0.8	6.2

Full Input Data And Results

12/3	476	476	-	-	-	0.4	0.4	-	0.8	6.1	1.2	0.4	1.6
13/1	668	668	-	-	-	0.0	0.3	-	0.3	1.6	2.0	0.3	2.3
13/2	527	527	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/3	896	896	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
13/4	91	91	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
14/1	681	681	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
14/2	1068	1068	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
14/3	416	416	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/1	192	192	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
15/2	416	416	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
16/1	212	212	-	-	-	1.3	0.3	-	1.7	28.5	4.8	0.3	5.1
16/2	395	395	-	-	-	2.6	1.3	-	3.9	35.3	7.8	1.3	9.2
17/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
23/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
24/1	681	681	-	-	-	0.1	0.4	-	0.5	2.7	1.4	0.4	1.7
24/2	876	876	-	-	-	0.1	0.5	-	0.7	2.7	1.4	0.5	1.9
25/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
25/2	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

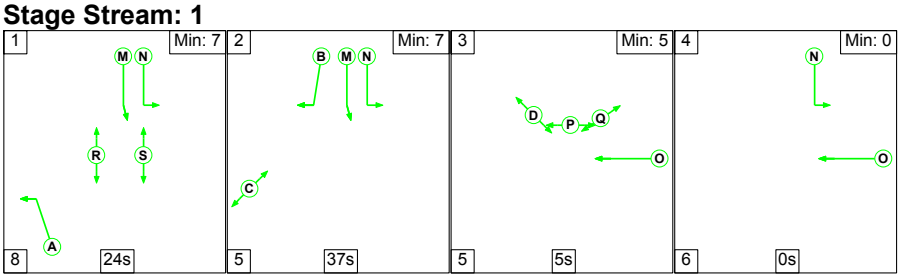
C1	Stream: 1	PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	20.86	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	8.7	Total Delay for Signalled Lanes (pcuHr):	13.11	Cycle Time (s):	90
C1	Stream: 3	PRC for Signalled Lanes (%):	75.4	Total Delay for Signalled Lanes (pcuHr):	1.17	Cycle Time (s):	90
C1	Stream: 4	PRC for Signalled Lanes (%):	23.7	Total Delay for Signalled Lanes (pcuHr):	12.49	Cycle Time (s):	90
		PRC Over All Lanes (%):	8.7	Total Delay Over All Lanes(pcuHr):	53.90		

Full Input Data And Results

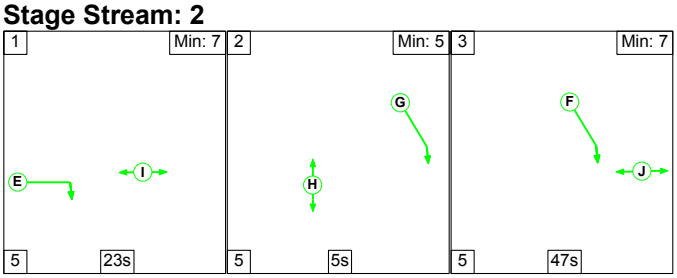
Scenario 2: '2020 Base PM Peak' (FG2: '2020 Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

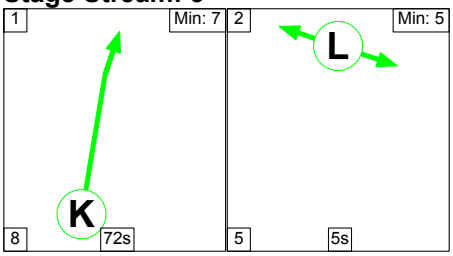
Stage Stream: 1



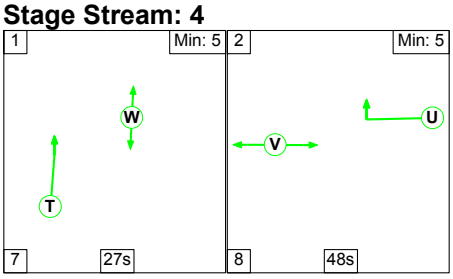
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	24	37	5	0
Change Point	0	32	74	84

Stage Stream: 2

Stage	1	2	3
Duration	23	5	47
Change Point	9	37	47

Stage Stream: 3

Stage	1	2
Duration	72	5
Change Point	71	61

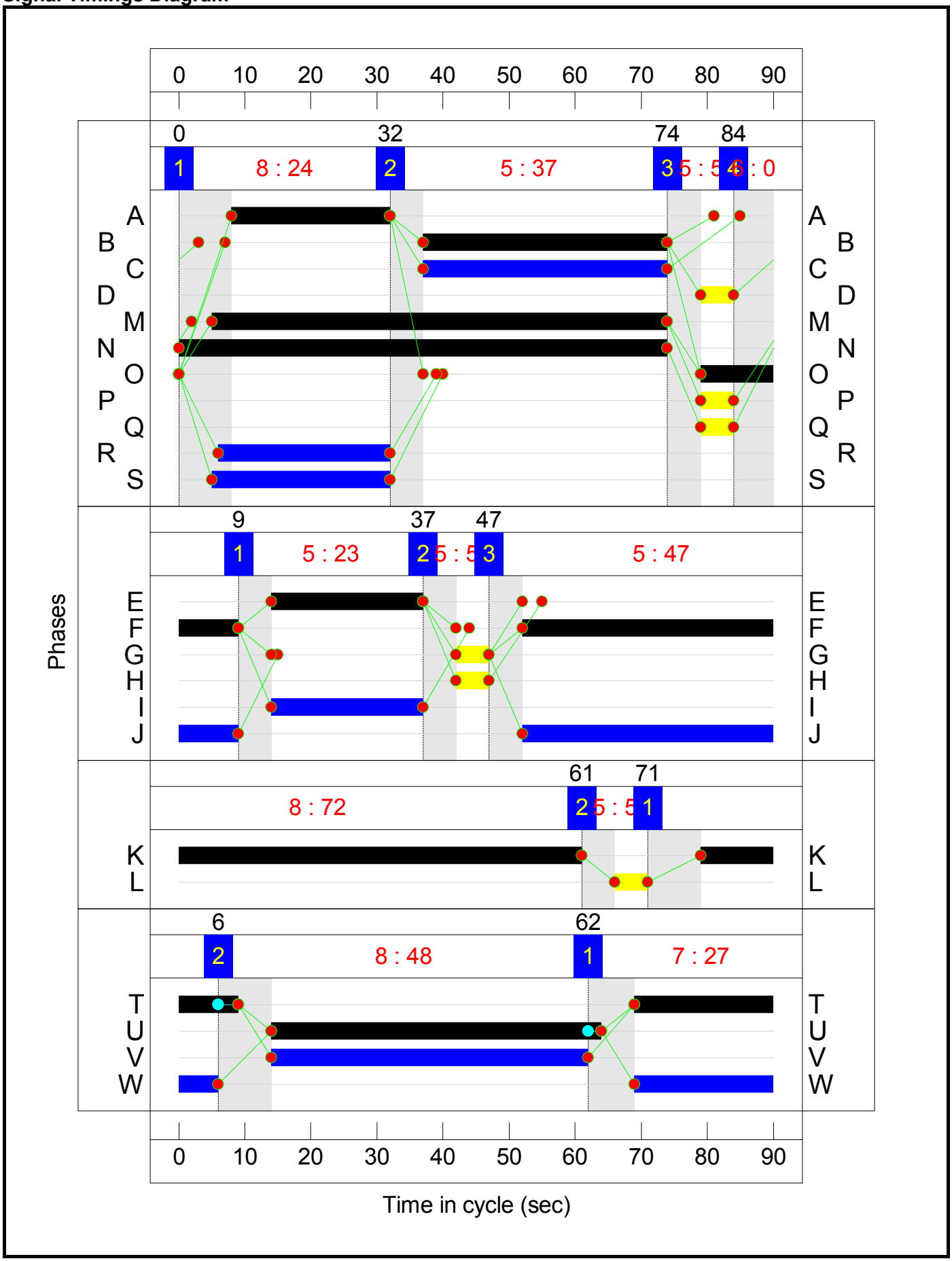
Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	27	48
Change Point	62	6

Full Input Data And Results

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: A61 Harborough Hill Road Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
Twibell Street/Harborough Hill Road Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
1/1	Twibell Street Left	O	N/A	N/A	-		-	-	-	120	1948	211	56.9%
2/1	Left	O	N/A	N/A	-		-	-	-	61	1787	634	9.6%
2/2	Left	O	N/A	N/A	-		-	-	-	62	1912	512	12.1%
2/3	Ahead	U	1	N/A	O		1	11	-	66	1965	262	25.2%
2/4	Ahead	U	1	N/A	O		1	11	-	111	2105	281	39.5%
3/1	Left	U	1	N/A	A		1	24	-	147	1960	544	27.0%
3/2	Left	U	1	N/A	A		1	24	-	475	2097	583	81.5%
3/3	Left	U	1	N/A	A		1	24	-	474	2058	572	82.9%
4/1	Left	O	N/A	N/A	-		-	-	-	21	1775	489	4.3%
5/1	Ahead	U	4	N/A	T		1	30	-	546	1915	660	82.8%
5/2	Ahead	U	4	N/A	T		1	30	-	545	2055	708	77.0%
6/1	Canal Way Left	O	N/A	N/A	-		-	-	-	328	1786	516	63.5%
6/2	Canal Way Left	O	N/A	N/A	-		-	-	-	326	2105	446	73.1%
7/1	PC World Egress Right	O	N/A	N/A	-		-	-	-	42	1856	493	8.5%
8/1	A61 Old Mill Lane S/B Ahead	U	2	N/A	G		1	5	-	29	1990	133	21.9%
8/2+8/3	A61 Old Mill Lane S/B Ahead	U	2	N/A	F		1	47	-	1268	2105:2055	1422	89.2%
9/1	Ahead Left	U	N/A	N/A	-		-	-	-	694	1937	1937	35.8%
9/2	Ahead	U	N/A	N/A	-		-	-	-	539	2105	2105	25.6%
9/3	Ahead	U	N/A	N/A	-		-	-	-	560	2055	2055	27.3%
9/4	Ahead	U	N/A	N/A	-		-	-	-	188	2005	2005	9.4%
10/2+10/1	Gyratory East Left Ahead	U	1	N/A	M N		1	69:74	-	629	1604:1584	1312	47.9%
10/3	Gyratory East Ahead	U	1	N/A	M		1	69	-	563	1769	1376	40.9%
10/4	Gyratory East Right	U	1	N/A	B		1	37	-	588	1669	705	83.4%
10/5	Gyratory East Right	U	1	N/A	B		1	37	-	220	1646	695	31.7%
11/1	Ahead Left	U	N/A	N/A	-		-	-	-	801	1954	1954	41.0%
11/2	Ahead	U	N/A	N/A	-		-	-	-	750	2155	2155	34.8%

Full Input Data And Results

11/3	Ahead	U	N/A	N/A	-		-	-	-	530	2105	2105	25.2%
12/1	Gyratory West Left	U	N/A	N/A	-		-	-	-	774	1938	1938	39.9%
12/2	Gyratory West Right	U	4	N/A	U		1	50	-	754	2012	1140	66.1%
12/3	Gyratory West Right	U	4	N/A	U		1	50	-	535	2005	1136	47.1%
13/1	Left	U	N/A	N/A	-		-	-	-	678	1833	1833	37.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	622	1965	1965	31.7%
13/3	Ahead	U	N/A	N/A	-		-	-	-	987	2130	2130	46.3%
13/4	Ahead	U	N/A	N/A	-		-	-	-	93	2105	2105	4.4%
14/1	Gyratory West Ahead	U	N/A	N/A	-		-	-	-	776	1990	1990	39.0%
14/2	Gyratory West Right Ahead	U	N/A	N/A	-		-	-	-	1161	2070	2070	56.1%
14/3	Gyratory West Right	U	N/A	N/A	-		-	-	-	419	1981	1981	21.2%
15/1	Ahead	U	N/A	N/A	-		-	-	-	265	1990	1990	13.3%
15/2	Ahead Right	U	N/A	N/A	-		-	-	-	419	2099	2099	20.0%
16/1	Gyratory North Right	U	2	N/A	E		1	23	-	286	1871	499	57.3%
16/2	Gyratory North Right	U	2	N/A	E		1	23	-	398	1958	522	76.2%
17/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
18/1		U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
19/1		U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
20/2		U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
21/1		U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
22/1		U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
23/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
24/1	A61 Old Mill Lane N/B Ahead	U	3	N/A	K		1	72	-	776	1965	1594	48.7%
24/2	A61 Old Mill Lane N/B Ahead	U	3	N/A	K		1	72	-	896	2105	1707	52.5%
25/1		U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
25/2		U	N/A	N/A	-		-	-	-	896	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: A61 Harborough Hill Road Gyratory	**-**	**-**	**933**	**27**	**0**	**38.9**	**28.4**	**0.0**	**67.3**	**-**	**-**	**-**	**-**
Twibell Street/Harborough Hill Road Gyratory	**-**	**-**	**933**	**27**	**0**	**38.9**	**28.4**	**0.0**	**67.3**	**-**	**-**	**-**	**-**
1/1	120	120	120	0	0	0.8	0.7	-	1.5	44.4	2.6	0.7	3.3
2/1	61	61	47	14	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1
2/2	62	62	48	14	0	0.0	0.1	-	0.1	4.4	0.2	0.1	0.2
2/3	66	66	-	-	-	0.6	0.2	-	0.8	44.2	1.5	0.2	1.6
2/4	111	111	-	-	-	1.1	0.3	-	1.4	46.3	2.5	0.3	2.9
3/1	147	147	-	-	-	1.0	0.2	-	1.2	29.9	2.9	0.2	3.0
3/2	475	475	-	-	-	4.0	2.1	-	6.1	46.5	11.1	2.1	13.2
3/3	474	474	-	-	-	4.0	2.3	-	6.3	48.1	11.1	2.3	13.4
4/1	21	21	21	0	0	0.0	0.0	-	0.0	6.0	0.1	0.0	0.1
5/1	546	546	-	-	-	4.1	2.3	-	6.4	42.3	12.4	2.3	14.7
5/2	545	545	-	-	-	4.0	1.6	-	5.6	37.2	12.1	1.6	13.8
6/1	328	328	328	0	0	0.4	0.9	-	1.3	13.8	2.6	0.9	3.5
6/2	326	326	326	0	0	0.6	1.3	-	2.0	21.6	3.4	1.3	4.7
7/1	42	42	42	0	0	0.0	0.0	-	0.0	4.0	0.0	0.0	0.0
8/1	29	29	-	-	-	0.3	0.1	-	0.5	57.2	0.7	0.1	0.8
8/2+8/3	1268	1268	-	-	-	5.3	3.9	-	9.2	26.1	17.9	3.9	21.8
9/1	694	694	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/2	539	539	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
9/3	560	560	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/4	188	188	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/2+10/1	629	629	-	-	-	0.7	0.5	-	1.2	6.7	4.6	0.5	5.0
10/3	563	563	-	-	-	0.5	0.3	-	0.9	5.6	3.7	0.3	4.1
10/4	588	588	-	-	-	3.5	2.4	-	5.9	36.0	10.4	2.4	12.8
10/5	220	220	-	-	-	1.2	0.2	-	1.4	23.1	2.9	0.2	3.1
11/1	801	801	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
11/2	750	750	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
11/3	530	530	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
12/1	774	774	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	754	754	-	-	-	0.9	1.0	-	1.9	8.9	5.1	1.0	6.0

Full Input Data And Results

12/3	535	535	-	-	-	0.2	0.4	-	0.6	4.1	0.9	0.4	1.4
13/1	678	678	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/2	622	622	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/3	987	987	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/4	93	93	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
14/1	776	776	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/2	1161	1161	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
14/3	419	419	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
15/1	265	265	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
15/2	419	419	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
16/1	286	286	-	-	-	2.5	0.7	-	3.2	40.1	6.2	0.7	6.9
16/2	398	398	-	-	-	2.8	1.6	-	4.3	39.0	8.8	1.6	10.3
17/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/2	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
23/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
24/1	776	776	-	-	-	0.2	0.5	-	0.7	3.1	1.7	0.5	2.2
24/2	896	896	-	-	-	0.2	0.6	-	0.7	2.9	1.5	0.6	2.1
25/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
25/2	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

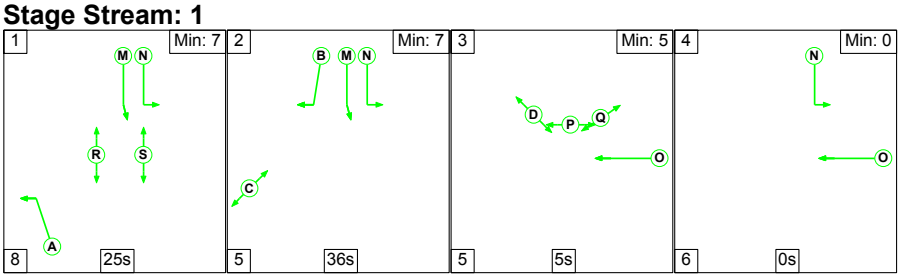
C1	Stream: 1	PRC for Signalled Lanes (%):	7.9	Total Delay for Signalled Lanes (pcuHr):	25.24	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	17.14	Cycle Time (s):	90
C1	Stream: 3	PRC for Signalled Lanes (%):	71.5	Total Delay for Signalled Lanes (pcuHr):	1.41	Cycle Time (s):	90
C1	Stream: 4	PRC for Signalled Lanes (%):	8.7	Total Delay for Signalled Lanes (pcuHr):	14.50	Cycle Time (s):	90
		PRC Over All Lanes (%):	0.9	Total Delay Over All Lanes(pcuHr):	67.27		

Full Input Data And Results

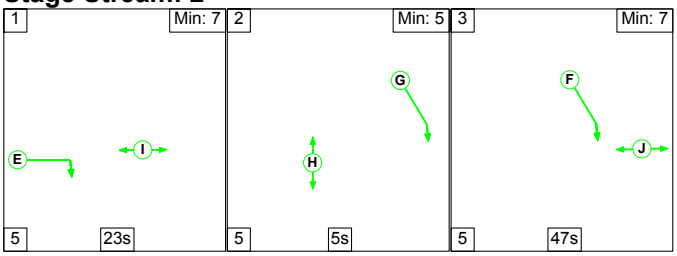
Scenario 3: '2020 Base plus Dev PM Peak' (FG3: '2020 Base + Development PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

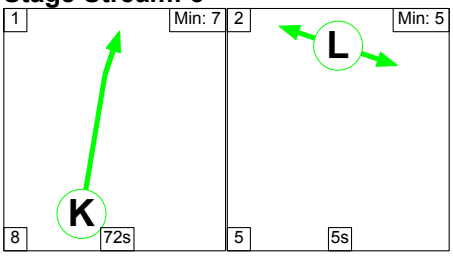
Stage Stream: 1



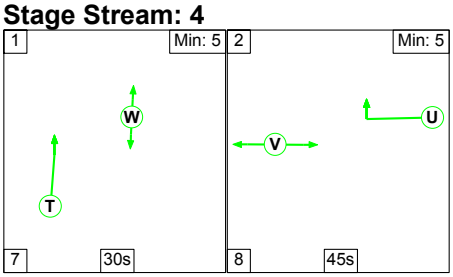
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	25	36	5	0
Change Point	0	33	74	84

Stage Stream: 2

Stage	1	2	3
Duration	23	5	47
Change Point	4	32	42

Stage Stream: 3

Stage	1	2
Duration	72	5
Change Point	74	64

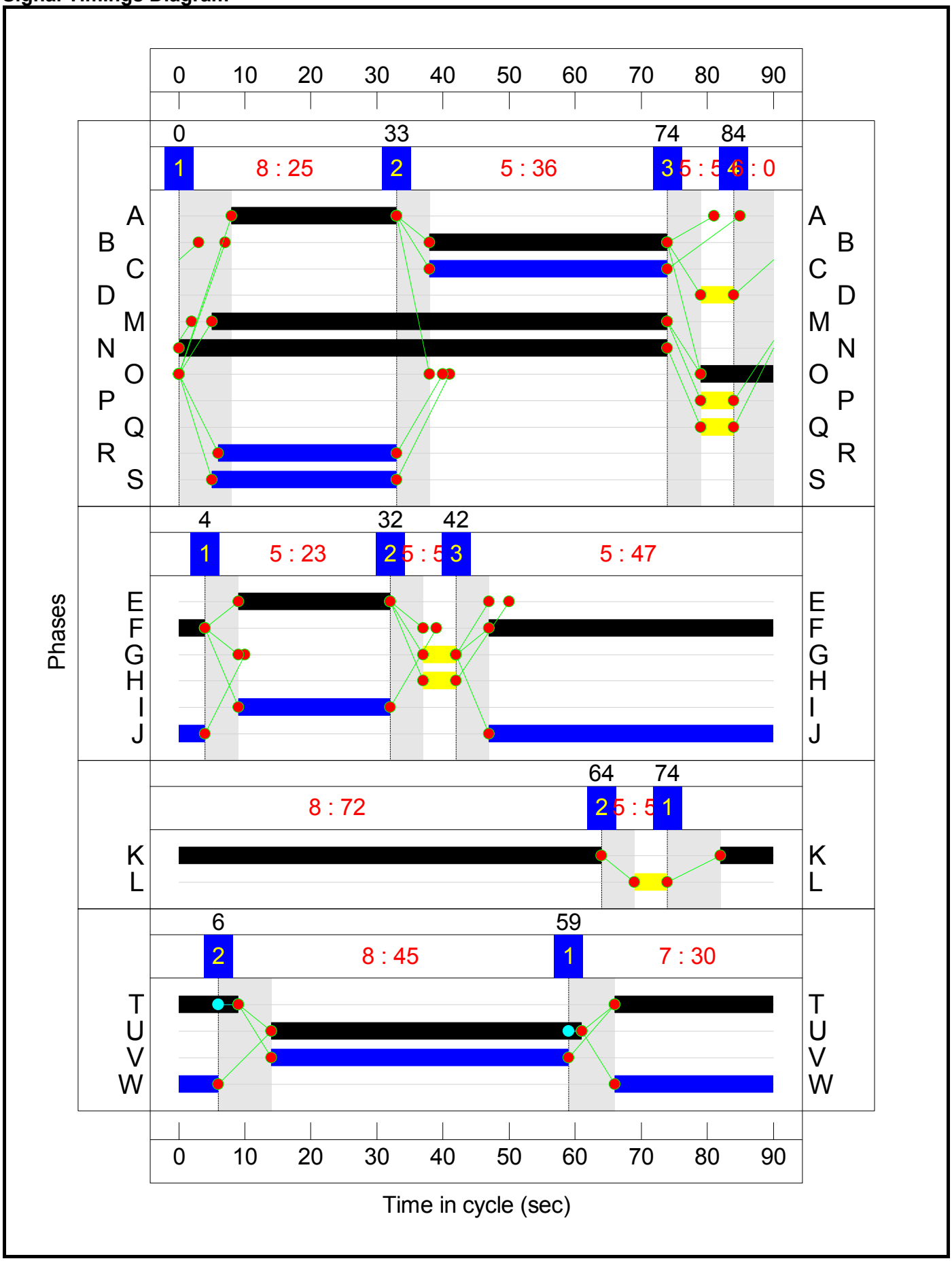
Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	30	45
Change Point	59	6

Full Input Data And Results

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: A61 Harborough Hill Road Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
Twibell Street/Harborough Hill Road Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
1/1	Twibell Street Left	O	N/A	N/A	-		-	-	-	121	1948	215	56.4%
2/1	Left	O	N/A	N/A	-		-	-	-	68	1787	634	10.7%
2/2	Left	O	N/A	N/A	-		-	-	-	69	1912	513	13.5%
2/3	Ahead	U	1	N/A	O		1	11	-	74	1965	262	28.2%
2/4	Ahead	U	1	N/A	O		1	11	-	123	2105	281	43.8%
3/1	Left	U	1	N/A	A		1	25	-	147	1960	566	26.0%
3/2	Left	U	1	N/A	A		1	25	-	478	2097	606	78.9%
3/3	Left	U	1	N/A	A		1	25	-	477	2058	595	80.2%
4/1	Left	O	N/A	N/A	-		-	-	-	21	1775	485	4.3%
5/1	Ahead	U	4	N/A	T		1	33	-	549	1915	723	75.9%
5/2	Ahead	U	4	N/A	T		1	33	-	549	2055	776	70.7%
6/1	Canal Way Left	O	N/A	N/A	-		-	-	-	330	1786	514	64.2%
6/2	Canal Way Left	O	N/A	N/A	-		-	-	-	326	2105	439	74.2%
7/1	PC World Egress Right	O	N/A	N/A	-		-	-	-	43	1856	491	8.8%
8/1	A61 Old Mill Lane S/B Ahead	U	2	N/A	G		1	5	-	29	1990	133	21.9%
8/2+8/3	A61 Old Mill Lane S/B Ahead	U	2	N/A	F		1	47	-	1277	2105:2055	1416	90.2%
9/1	Ahead Left	U	N/A	N/A	-		-	-	-	727	1938	1938	37.5%
9/2	Ahead	U	N/A	N/A	-		-	-	-	537	2105	2105	25.5%
9/3	Ahead	U	N/A	N/A	-		-	-	-	557	2055	2055	27.1%
9/4	Ahead	U	N/A	N/A	-		-	-	-	188	2005	2005	9.4%
10/2+10/1	Gyratory East Left Ahead	U	1	N/A	M N		1	69:74	-	663	1604:1584	1320	50.2%
10/3	Gyratory East Ahead	U	1	N/A	M		1	69	-	561	1769	1376	40.8%
10/4	Gyratory East Right	U	1	N/A	B		1	36	-	585	1669	686	85.3%
10/5	Gyratory East Right	U	1	N/A	B		1	36	-	220	1646	677	32.5%
11/1	Ahead Left	U	N/A	N/A	-		-	-	-	806	1954	1954	41.2%
11/2	Ahead	U	N/A	N/A	-		-	-	-	761	2155	2155	35.3%

Full Input Data And Results

11/3	Ahead	U	N/A	N/A	-		-	-	-	537	2105	2105	25.5%
12/1	Gyratory West Left	U	N/A	N/A	-		-	-	-	779	1938	1938	40.2%
12/2	Gyratory West Right	U	4	N/A	U		1	47	-	765	2012	1073	71.3%
12/3	Gyratory West Right	U	4	N/A	U		1	47	-	542	2005	1069	50.7%
13/1	Left	U	N/A	N/A	-		-	-	-	683	1833	1833	37.3%
13/2	Ahead	U	N/A	N/A	-		-	-	-	631	1965	1965	32.1%
13/3	Ahead	U	N/A	N/A	-		-	-	-	998	2130	2130	46.9%
13/4	Ahead	U	N/A	N/A	-		-	-	-	93	2105	2105	4.4%
14/1	Gyratory West Ahead	U	N/A	N/A	-		-	-	-	785	1990	1990	39.4%
14/2	Gyratory West Right Ahead	U	N/A	N/A	-		-	-	-	1174	2068	2068	56.8%
14/3	Gyratory West Right	U	N/A	N/A	-		-	-	-	419	1981	1981	21.2%
15/1	Ahead	U	N/A	N/A	-		-	-	-	283	1990	1990	14.2%
15/2	Ahead Right	U	N/A	N/A	-		-	-	-	419	2099	2099	20.0%
16/1	Gyratory North Right	U	2	N/A	E		1	23	-	305	1871	499	61.1%
16/2	Gyratory North Right	U	2	N/A	E		1	23	-	398	1958	522	76.2%
17/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
18/1		U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
19/1		U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
20/2		U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
21/1		U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
22/1		U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
23/1		U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
24/1	A61 Old Mill Lane N/B Ahead	U	3	N/A	K		1	72	-	785	1965	1594	49.3%
24/2	A61 Old Mill Lane N/B Ahead	U	3	N/A	K		1	72	-	891	2105	1707	52.2%
25/1		U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
25/2		U	N/A	N/A	-		-	-	-	891	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: A61 Harborough Hill Road Gyratory	**-**	**-**	**948**	**30**	**0**	**38.5**	**28.0**	**0.0**	**66.5**	**-**	**-**	**-**	**-**
Twibell Street/Harborough Hill Road Gyratory	**-**	**-**	**948**	**30**	**0**	**38.5**	**28.0**	**0.0**	**66.5**	**-**	**-**	**-**	**-**
1/1	121	121	121	0	0	0.8	0.6	-	1.5	43.7	2.6	0.6	3.2
2/1	68	68	53	15	0	0.0	0.1	-	0.1	3.2	0.0	0.1	0.1
2/2	69	69	54	15	0	0.0	0.1	-	0.1	4.3	0.1	0.1	0.2
2/3	74	74	-	-	-	0.7	0.2	-	0.9	44.7	1.7	0.2	1.9
2/4	123	123	-	-	-	1.2	0.4	-	1.6	47.3	2.8	0.4	3.2
3/1	147	147	-	-	-	1.0	0.2	-	1.2	28.9	2.8	0.2	3.0
3/2	478	478	-	-	-	3.9	1.8	-	5.7	43.2	10.9	1.8	12.7
3/3	477	477	-	-	-	3.9	2.0	-	5.9	44.4	11.0	2.0	13.0
4/1	21	21	21	0	0	0.0	0.0	-	0.0	6.0	0.1	0.0	0.1
5/1	549	549	-	-	-	3.7	1.5	-	5.3	34.6	11.9	1.5	13.4
5/2	549	549	-	-	-	3.6	1.2	-	4.8	31.6	11.6	1.2	12.8
6/1	330	330	330	0	0	0.4	0.9	-	1.3	13.9	2.7	0.9	3.5
6/2	326	326	326	0	0	0.6	1.4	-	2.0	22.2	3.2	1.4	4.6
7/1	43	43	43	0	0	0.0	0.0	-	0.0	4.0	0.0	0.0	0.0
8/1	29	29	-	-	-	0.3	0.1	-	0.5	57.2	0.7	0.1	0.8
8/2+8/3	1277	1277	-	-	-	5.4	4.3	-	9.7	27.4	18.9	4.3	23.3
9/1	727	727	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/2	537	537	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
9/3	557	557	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/4	188	188	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/2+10/1	663	663	-	-	-	0.5	0.5	-	1.0	5.5	3.5	0.5	4.0
10/3	561	561	-	-	-	0.4	0.3	-	0.7	4.7	3.0	0.3	3.3
10/4	585	585	-	-	-	3.3	2.7	-	6.0	37.2	9.9	2.7	12.7
10/5	220	220	-	-	-	1.1	0.2	-	1.3	21.3	2.7	0.2	2.9
11/1	806	806	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
11/2	761	761	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
11/3	537	537	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
12/1	779	779	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
12/2	765	765	-	-	-	1.3	1.2	-	2.5	11.9	7.6	1.2	8.9

Full Input Data And Results

12/3	542	542	-	-	-	0.2	0.5	-	0.7	4.6	1.0	0.5	1.6
13/1	683	683	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/2	631	631	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/3	998	998	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/4	93	93	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
14/1	785	785	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/2	1174	1174	-	-	-	0.0	0.7	-	0.7	2.0	0.0	0.7	0.7
14/3	419	419	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
15/1	283	283	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/2	419	419	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
16/1	305	305	-	-	-	3.0	0.8	-	3.8	44.3	7.2	0.8	8.0
16/2	398	398	-	-	-	2.7	1.6	-	4.3	38.7	8.4	1.6	10.0
17/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/2	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
23/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
24/1	785	785	-	-	-	0.2	0.5	-	0.7	3.2	3.3	0.5	3.8
24/2	891	891	-	-	-	0.2	0.5	-	0.8	3.1	4.2	0.5	4.8
25/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
25/2	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	24.43	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	18.20	Cycle Time (s):	90
C1	Stream: 3	PRC for Signalled Lanes (%):	72.5	Total Delay for Signalled Lanes (pcuHr):	1.45	Cycle Time (s):	90
C1	Stream: 4	PRC for Signalled Lanes (%):	18.6	Total Delay for Signalled Lanes (pcuHr):	13.32	Cycle Time (s):	90
		PRC Over All Lanes (%):	-0.2	Total Delay Over All Lanes(pcuHr):	66.53		