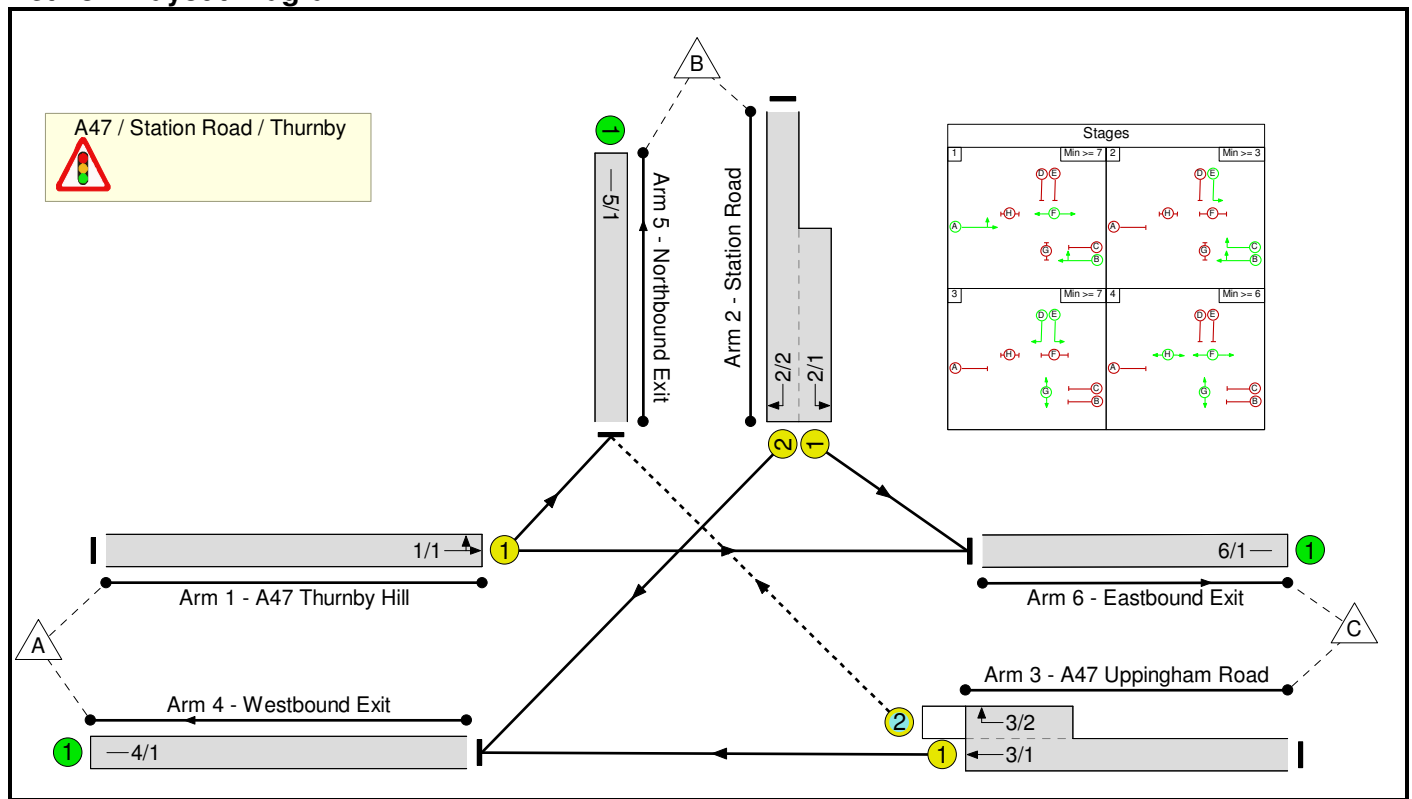


Full Input Data And Results
Full Input Data And Results

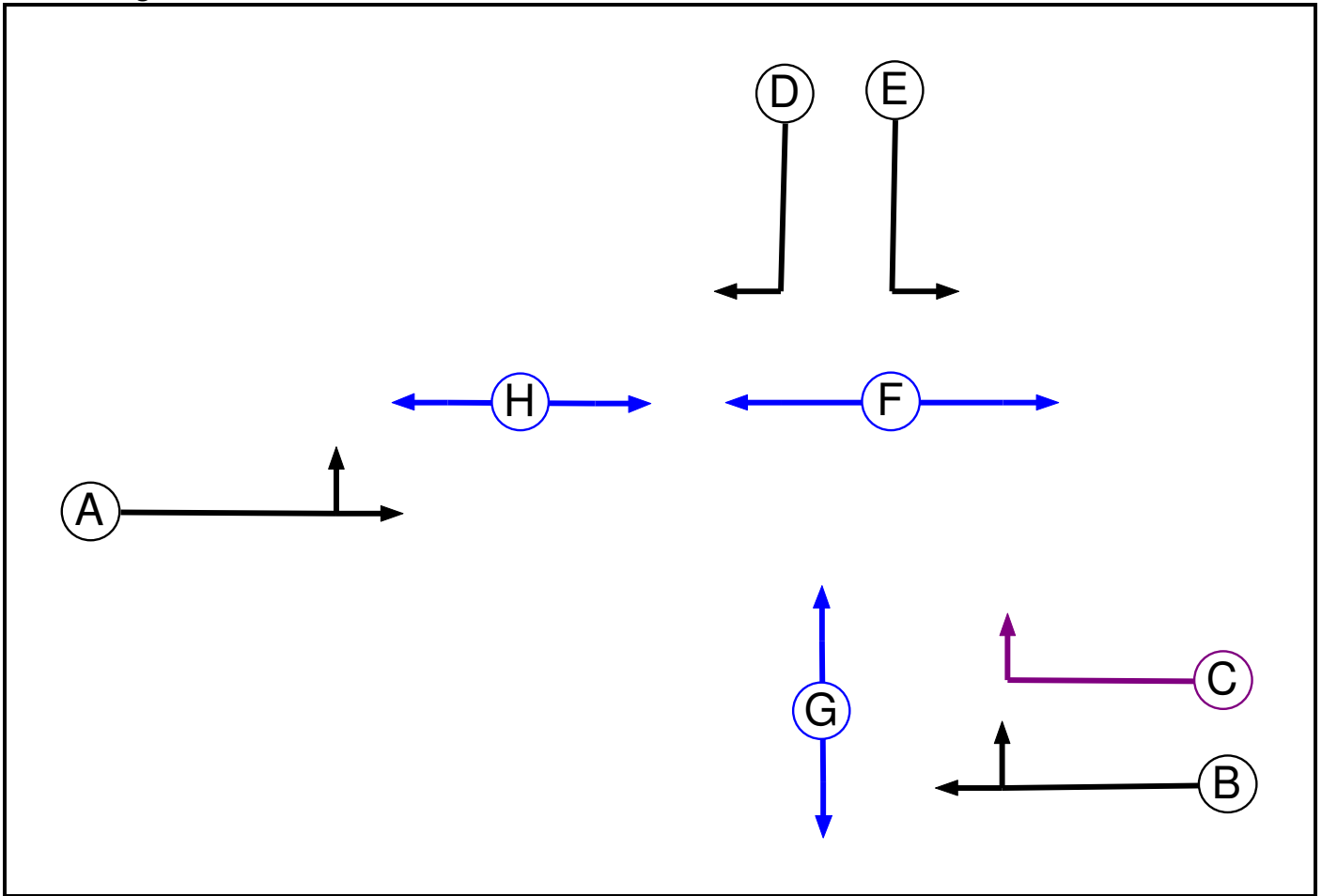
User and Project Details

Project:	A47 / Station Rd, Thurnby Enquiry Evidence
Title:	Base Model
Location:	A47 Uppingham Road / Station Road
File name:	A046980-7 A47 - Station Rd -Thurnby.lsg3x
Author:	Patrick Vasdewan
Company:	Leicestershire County Council
Address:	County Hall, Glenfield, Leicestershire, LE3 8RJ
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		8	8
H	Pedestrian		6	6

Full Input Data And Results

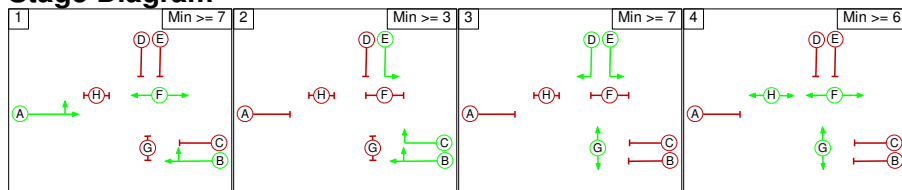
Phase Intergrens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	A B F
2	B C E
3	D E G
4	F G H

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	F	Losing	1	1
1	3	F	Losing	1	1
3	1	G	Losing	1	1

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
1	-	7	7	7
2	X	-	7	7
3	7	X	-	6
4	6	X	6	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: A47 / Station Road / Thurnby											
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)
3/2 (A47 Uppingham Road)	5/1 (Right)	1440	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: A47 / Station Road / Thurnby												
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 (A47 Thurnby Hill)	U	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 5 Left	15.00
											Arm 6 Ahead	Inf
2/1 (Station Road)	U	E	2	3	9.0	Geom	-	3.25	2.00	Y	Arm 6 Left	23.00
2/2 (Station Road)	U	D	2	3	60.0	Geom	-	3.30	2.00	N	Arm 4 Right	12.00
3/1 (A47 Uppingham Road)	U	B	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 4 Ahead	Inf
3/2 (A47 Uppingham Road)	O	B C	2	3	5.0	Geom	-	2.75	0.00	Y	Arm 5 Right	10.00
4/1 (Westbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Northbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Eastbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2014 AM'	08:00	09:00	01:00	
2: '2014 PM'	17:00	18:00	01:00	
3: '2016 +ComDev AM'	08:00	09:00	01:00	
4: '2016 +ComDev PM'	17:00	18:00	01:00	
5: '2016 +ComDev +Ph1 AM'	08:00	09:00	01:00	
6: '2016 +ComDev +Ph1 PM'	17:00	18:00	01:00	
7: '2021 +ComDev AM'	08:00	09:00	01:00	
8: '2021 +ComDev PM'	17:00	18:00	01:00	
9: '2021 +ComDev +Ph2 AM'	08:00	09:00	01:00	
10: '2021 +ComDev +Ph2 PM'	17:00	18:00	01:00	
11: '2031 +ComDev AM'	08:00	09:00	01:00	
12: '2031 +ComDev PM'	17:00	18:00	01:00	
13: '2031 AllDev (Stage 2 Mitigation) AM'	08:00	09:00	01:00	
14: '2031 AllDev (Stage 2 Mitigation) PM'	17:00	18:00	01:00	

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	188	514	702
	B	419	0	187	606
	C	697	114	0	811
	Tot.	1116	302	701	2119

Traffic Lane Flows

Lane	Scenario 1: 2014 AM
Junction: A47 / Station Road / Thurnby	
1/1	702
2/1 (short)	187
2/2 (with short)	606(In) 419(Out)
3/1 (with short)	811(In) 697(Out)
3/2 (short)	114
4/1	1116
5/1	302
6/1	701

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	26.8 %	1923	1923
				Arm 6 Ahead	Inf	73.2 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	322	572	894
	B	82	0	221	303
	C	447	135	0	582
	Tot.	529	457	793	1779

Traffic Lane Flows

Lane	Scenario 2: 2014 PM
Junction: A47 / Station Road / Thurnby	
1/1	894
2/1 (short)	221
2/2 (with short)	303(In) 82(Out)
3/1 (with short)	582(In) 447(Out)
3/2 (short)	135
4/1	529
5/1	457
6/1	793

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	36.0 %	1906	1906
				Arm 6 Ahead	Inf	64.0 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2016 +ComDev AM' (FG3: '2016 +ComDev AM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	191	523	714
	B	426	0	190	616
	C	708	116	0	824
	Tot.	1134	307	713	2154

Traffic Lane Flows

Lane	Scenario 3: 2016 +ComDev AM
Junction: A47 / Station Road / Thurnby	
1/1	714
2/1 (short)	190
2/2 (with short)	616(In) 426(Out)
3/1 (with short)	824(In) 708(Out)
3/2 (short)	116
4/1	1134
5/1	307
6/1	713

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	26.8 %	1924	1924
				Arm 6 Ahead	Inf	73.2 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2016 +ComDev PM' (FG4: '2016 +ComDev PM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	328	582	910
	B	84	0	225	309
	C	454	137	0	591
	Tot.	538	465	807	1810

Traffic Lane Flows

Lane	Scenario 4: 2016 +ComDev PM
Junction: A47 / Station Road / Thurnby	
1/1	910
2/1 (short)	225
2/2 (with short)	309(In) 84(Out)
3/1 (with short)	591(In) 454(Out)
3/2 (short)	137
4/1	538
5/1	465
6/1	807

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	36.0 %	1906	1906
				Arm 6 Ahead	Inf	64.0 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2016 +ComDev +Ph1 AM' (FG5: '2016 +ComDev +Ph1 AM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	191	523	714
	B	423	0	189	612
	C	700	116	0	816
	Tot.	1123	307	712	2142

Traffic Lane Flows

Lane	Scenario 5: 2016 +ComDev +Ph1 AM
Junction: A47 / Station Road / Thurnby	
1/1	714
2/1 (short)	189
2/2 (with short)	612(In) 423(Out)
3/1 (with short)	816(In) 700(Out)
3/2 (short)	116
4/1	1123
5/1	307
6/1	712

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	26.8 %	1924	1924
				Arm 6 Ahead	Inf	73.2 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2016 +ComDev +Ph1 PM' (FG6: '2016 +ComDev +Ph1 PM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	329	584	913
	B	84	0	225	309
	C	452	137	0	589
	Tot.	536	466	809	1811

Traffic Lane Flows

Lane	Scenario 6: 2016 +ComDev +Ph1 PM
Junction: A47 / Station Road / Thurnby	
1/1	913
2/1 (short)	225
2/2 (with short)	309(In) 84(Out)
3/1 (with short)	589(In) 452(Out)
3/2 (short)	137
4/1	536
5/1	466
6/1	809

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	36.0 %	1906	1906
				Arm 6 Ahead	Inf	64.0 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2021 +ComDev AM' (FG7: '2021 +ComDev AM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	200	549	749
	B	447	0	200	647
	C	744	122	0	866
	Tot.	1191	322	749	2262

Traffic Lane Flows

Lane	Scenario 7: 2021 +ComDev AM
Junction: A47 / Station Road / Thurnby	
1/1	749
2/1 (short)	200
2/2 (with short)	647(In) 447(Out)
3/1 (with short)	866(In) 744(Out)
3/2 (short)	122
4/1	1191
5/1	322
6/1	749

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	26.7 %	1924	1924
				Arm 6 Ahead	Inf	73.3 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2021 +ComDev PM' (FG8: '2021 +ComDev PM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	345	612	957
	B	88	0	236	324
	C	478	144	0	622
	Tot.	566	489	848	1903

Traffic Lane Flows

Lane	Scenario 8: 2021 +ComDev PM
Junction: A47 / Station Road / Thurnby	
1/1	957
2/1 (short)	236
2/2 (with short)	324(In) 88(Out)
3/1 (with short)	622(In) 478(Out)
3/2 (short)	144
4/1	566
5/1	489
6/1	848

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	36.1 %	1906	1906
				Arm 6 Ahead	Inf	63.9 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2021 +ComDev +Ph2 AM' (FG9: '2021 +ComDev +Ph2 AM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	201	551	752
	B	446	0	200	646
	C	732	122	0	854
	Tot.	1178	323	751	2252

Traffic Lane Flows

Lane	Scenario 9: 2021 +ComDev +Ph2 AM
Junction: A47 / Station Road / Thurnby	
1/1	752
2/1 (short)	200
2/2 (with short)	646(In) 446(Out)
3/1 (with short)	854(In) 732(Out)
3/2 (short)	122
4/1	1178
5/1	323
6/1	751

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	26.7 %	1924	1924
				Arm 6 Ahead	Inf	73.3 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2021 +ComDev +Ph2 PM' (FG10: '2021 +ComDev +Ph2 PM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	359	613	972
	B	82	0	236	318
	C	475	144	0	619
	Tot.	557	503	849	1909

Traffic Lane Flows

Lane	Scenario 10: 2021 +ComDev +Ph2 PM
Junction: A47 / Station Road / Thurnby	
1/1	972
2/1 (short)	236
2/2 (with short)	318(In) 82(Out)
3/1 (with short)	619(In) 475(Out)
3/2 (short)	144
4/1	557
5/1	503
6/1	849

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	36.9 %	1905	1905
				Arm 6 Ahead	Inf	63.1 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2031 +ComDev AM' (FG11: '2031 +ComDev AM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	217	594	811
	B	487	0	217	704
	C	805	132	0	937
	Tot.	1292	349	811	2452

Traffic Lane Flows

Lane	Scenario 11: 2031 +ComDev AM
Junction: A47 / Station Road / Thurnby	
1/1	811
2/1 (short)	217
2/2 (with short)	704(In) 487(Out)
3/1 (with short)	937(In) 805(Out)
3/2 (short)	132
4/1	1292
5/1	349
6/1	811

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	26.8 %	1924	1924
				Arm 6 Ahead	Inf	73.2 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2031 +ComDev PM' (FG12: '2031 +ComDev PM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	374	665	1039
	B	96	0	259	355
	C	519	156	0	675
	Tot.	615	530	924	2069

Traffic Lane Flows

Lane	Scenario 12: 2031 +ComDev PM
Junction: A47 / Station Road / Thurnby	
1/1	1039
2/1 (short)	259
2/2 (with short)	355(In) 96(Out)
3/1 (with short)	675(In) 519(Out)
3/2 (short)	156
4/1	615
5/1	530
6/1	924

Full Input Data And Results

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	36.0 %	1906	1906
				Arm 6 Ahead	Inf	64.0 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2031 + All Dev (Stage2 Mitigation) AM' (FG13: '2031 AllDev (Stage 2 Mitigation) AM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	221	596	817
	B	486	0	219	705
	C	804	136	0	940
	Tot.	1290	357	815	2462

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2031 + All Dev (Stage2 Mitigation) AM
Junction: A47 / Station Road / Thurnby	
1/1	817
2/1 (short)	219
2/2 (with short)	705(In) 486(Out)
3/1 (with short)	940(In) 804(Out)
3/2 (short)	136
4/1	1290
5/1	357
6/1	815

Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	27.1 %	1923	1923
				Arm 6 Ahead	Inf	72.9 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 14: '2031 + All Dev (Stage2 Mitigation) PM' (FG14: '2031 AllDev (Stage 2 Mitigation) PM', Plan 2: 'No all red')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	389	654	1043
	B	96	0	261	357
	C	520	167	0	687
	Tot.	616	556	915	2087

Traffic Lane Flows

Lane	Scenario 14: 2031 + All Dev (Stage2 Mitigation) PM
Junction: A47 / Station Road / Thurnby	
1/1	1043
2/1 (short)	261
2/2 (with short)	357(In) 96(Out)
3/1 (with short)	687(In) 520(Out)
3/2 (short)	167
4/1	616
5/1	556
6/1	915

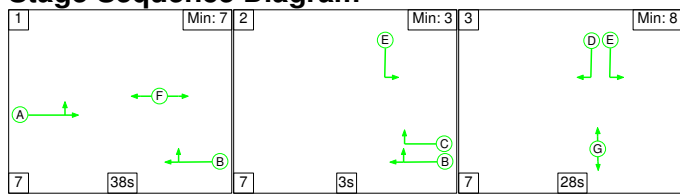
Lane Saturation Flows

Junction: A47 / Station Road / Thurnby								
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 (A47 Thurnby Hill)	3.60	0.00	Y	Arm 5 Left	15.00	37.3 %	1904	1904
				Arm 6 Ahead	Inf	62.7 %		
2/1 (Station Road)	3.25	2.00	Y	Arm 6 Left	23.00	100.0 %	1742	1742
2/2 (Station Road)	3.30	2.00	N	Arm 4 Right	12.00	100.0 %	1779	1779
3/1 (A47 Uppingham Road)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (A47 Uppingham Road)	2.75	0.00	Y	Arm 5 Right	10.00	100.0 %	1643	1643
4/1 (Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Northbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 2: 'No all red')

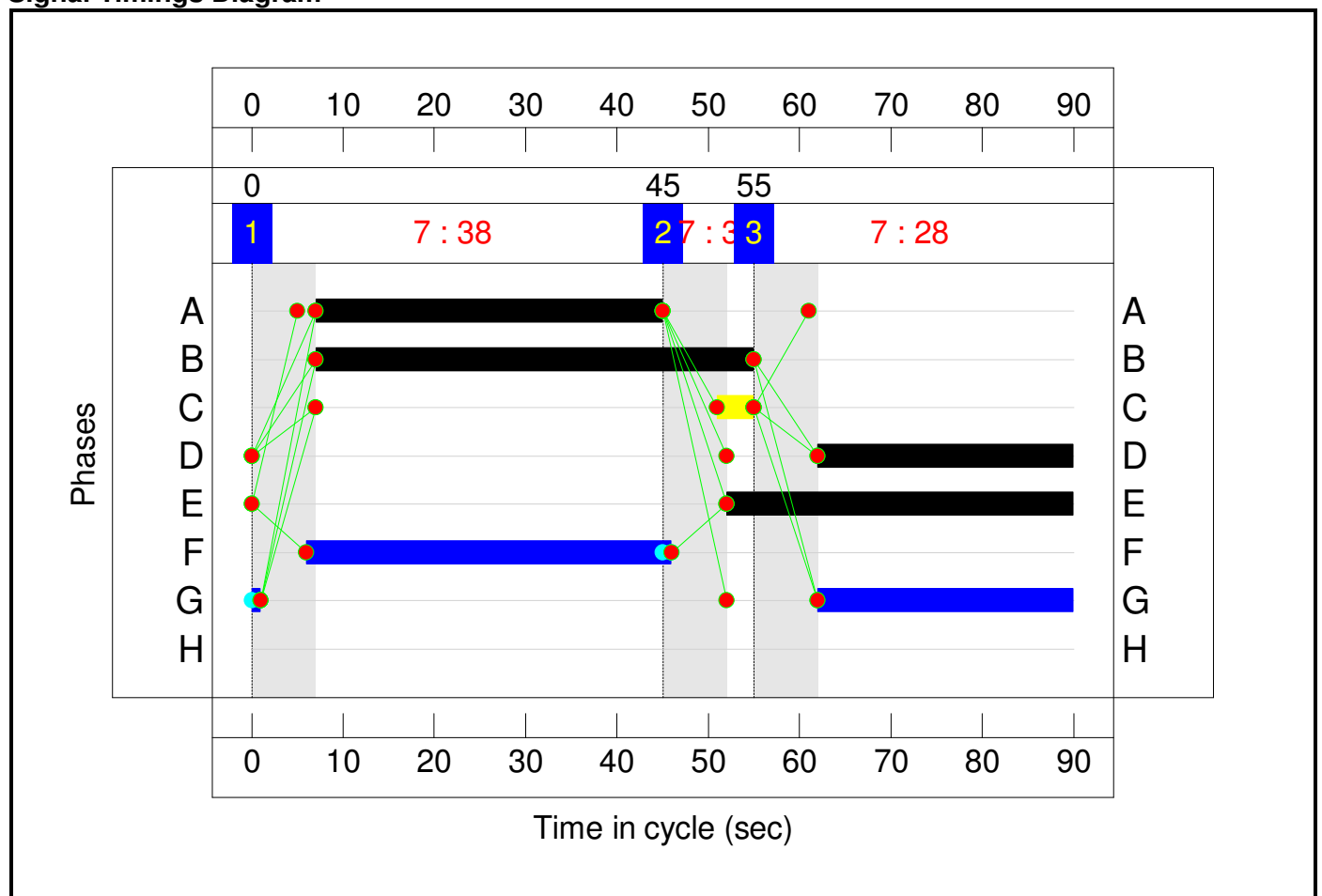
Stage Sequence Diagram



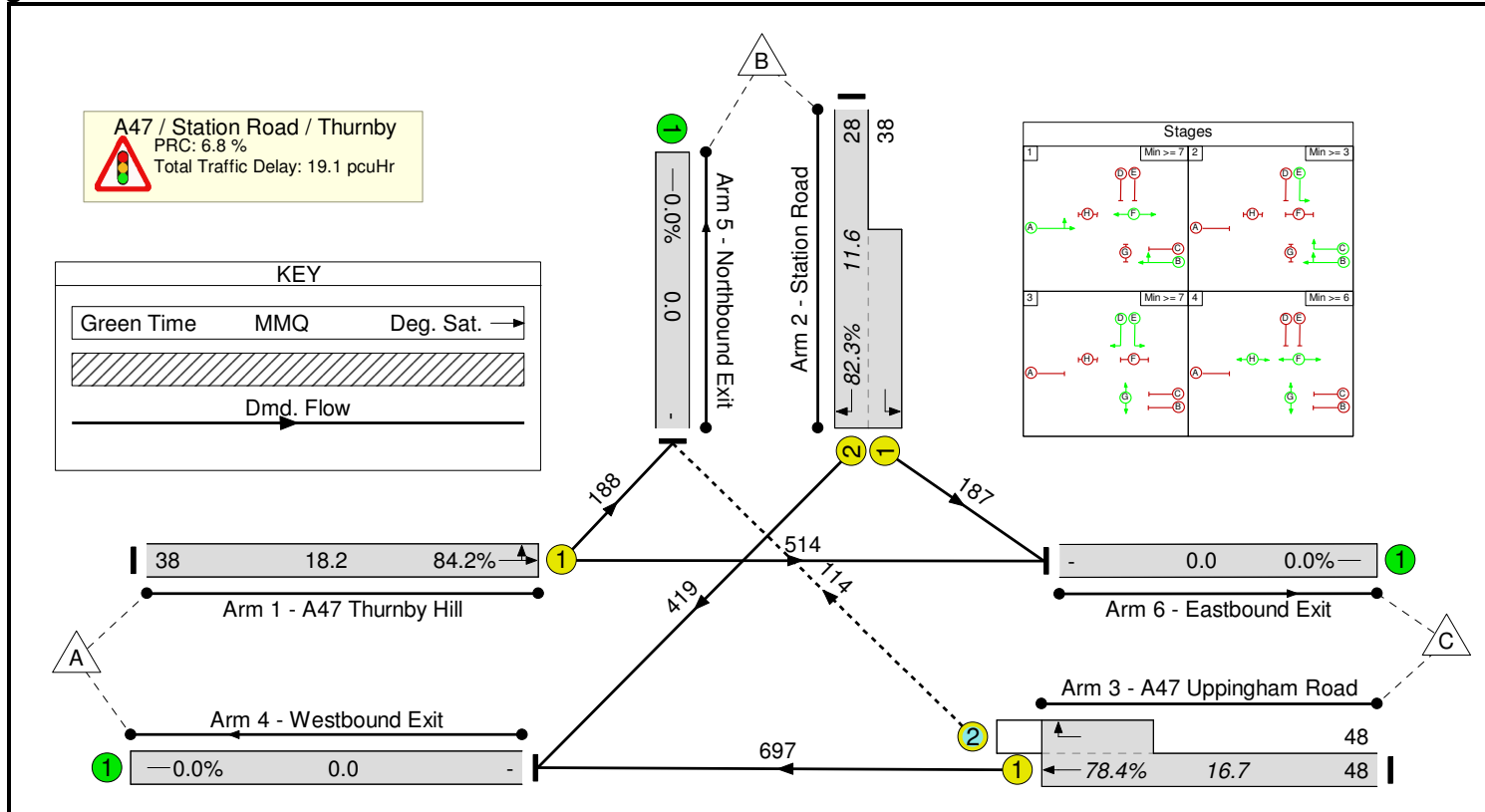
Stage Timings

Stage	1	2	3
Duration	38	3	28
Change Point	0	45	55

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

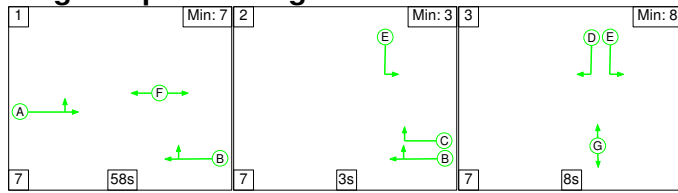
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	38	-	702	1923	833	84.2%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	28:38	-	606	1779:1742	737	82.3%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	48	4	811	1890:1643	1035	78.4%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	1116	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	302	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	70	41	3	12.0	6.6	0.6	19.1	-	-	-	-
A47 / Station Road / Thurnby	-	-	70	41	3	12.0	6.6	0.6	19.1	-	-	-	-
1/1	702	702	-	-	-	4.4	2.6	-	7.0	36.0	15.6	2.6	18.2
2/2+2/1	606	606	-	-	-	4.0	2.2	-	6.2	37.0	9.3	2.2	11.6
3/1+3/2	811	811	70	41	3	3.5	1.8	0.6	5.9	26.0	15.0	1.8	16.7
4/1	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 6.8		Total Delay for Signalled Lanes (pcuHr): 19.11		Cycle Time (s): 90						
			PRC Over All Lanes (%): 6.8		Total Delay Over All Lanes(pcuHr): 19.11								

Full Input Data And Results

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 2: 'No all red')

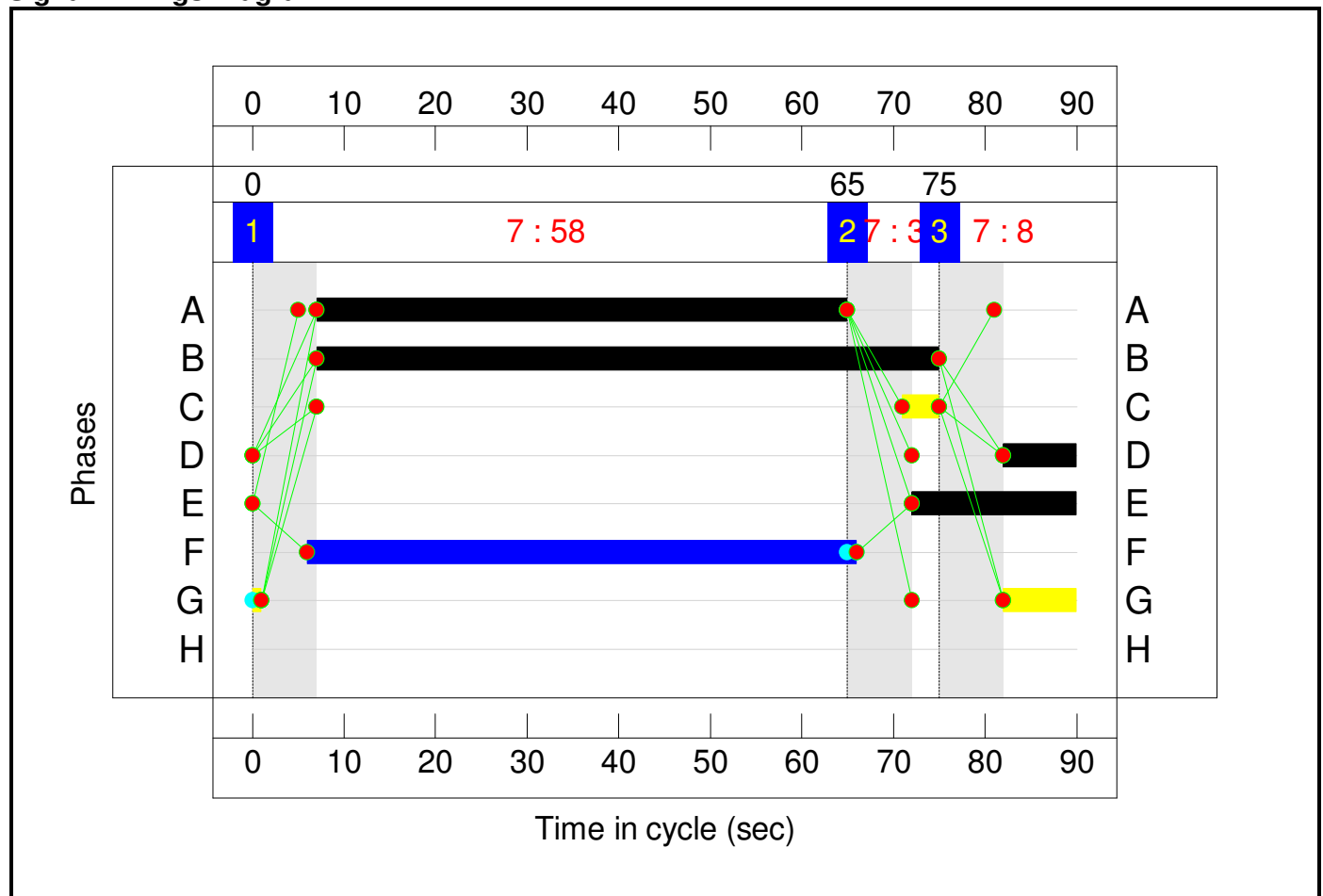
Stage Sequence Diagram



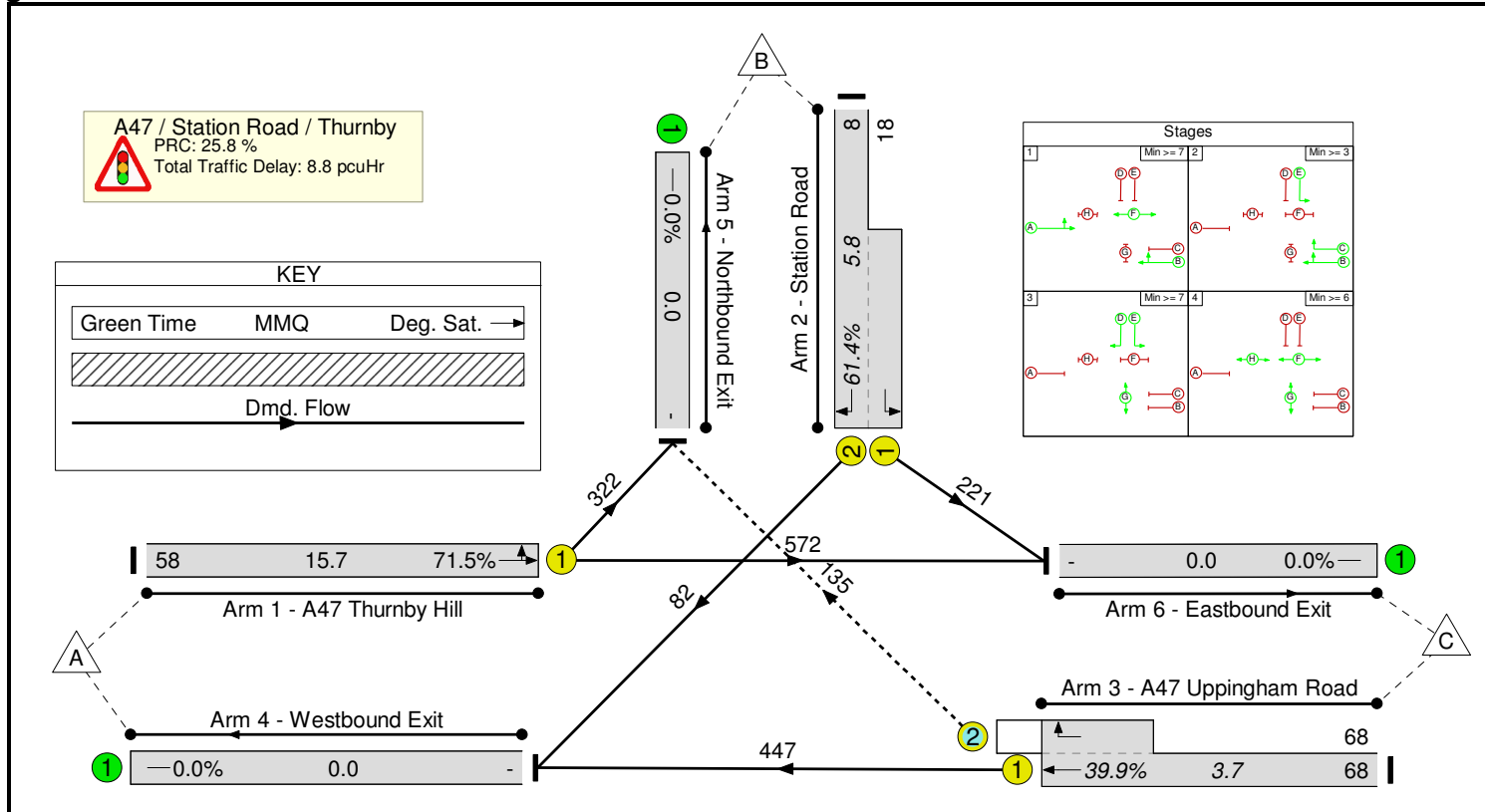
Stage Timings

Stage	1	2	3
Duration	58	3	8
Change Point	0	65	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

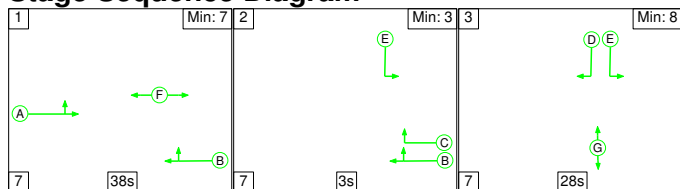
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	58	-	894	1906	1249	71.5%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	8:18	-	303	1779:1742	494	61.4%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	68	4	582	1890:1643	1458	39.9%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	793	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	120	12	3	5.8	2.4	0.6	8.8	-	-	-	-
A47 / Station Road / Thurnby	-	-	120	12	3	5.8	2.4	0.6	8.8	-	-	-	-
1/1	894	894	-	-	-	2.5	1.2	-	3.7	15.1	14.4	1.2	15.7
2/2+2/1	303	303	-	-	-	2.8	0.8	-	3.6	43.1	5.0	0.8	5.8
3/1+3/2	582	582	120	12	3	0.5	0.3	0.6	1.4	8.9	3.4	0.3	3.7
4/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 25.8		25.8		Total Delay for Signalled Lanes (pcuHr): 8.81		8.81		Cycle Time (s): 90		
			PRC Over All Lanes (%):				Total Delay Over All Lanes(pcuHr):						

Full Input Data And Results

Scenario 3: '2016 +ComDev AM' (FG3: '2016 +ComDev AM', Plan 2: 'No all red')

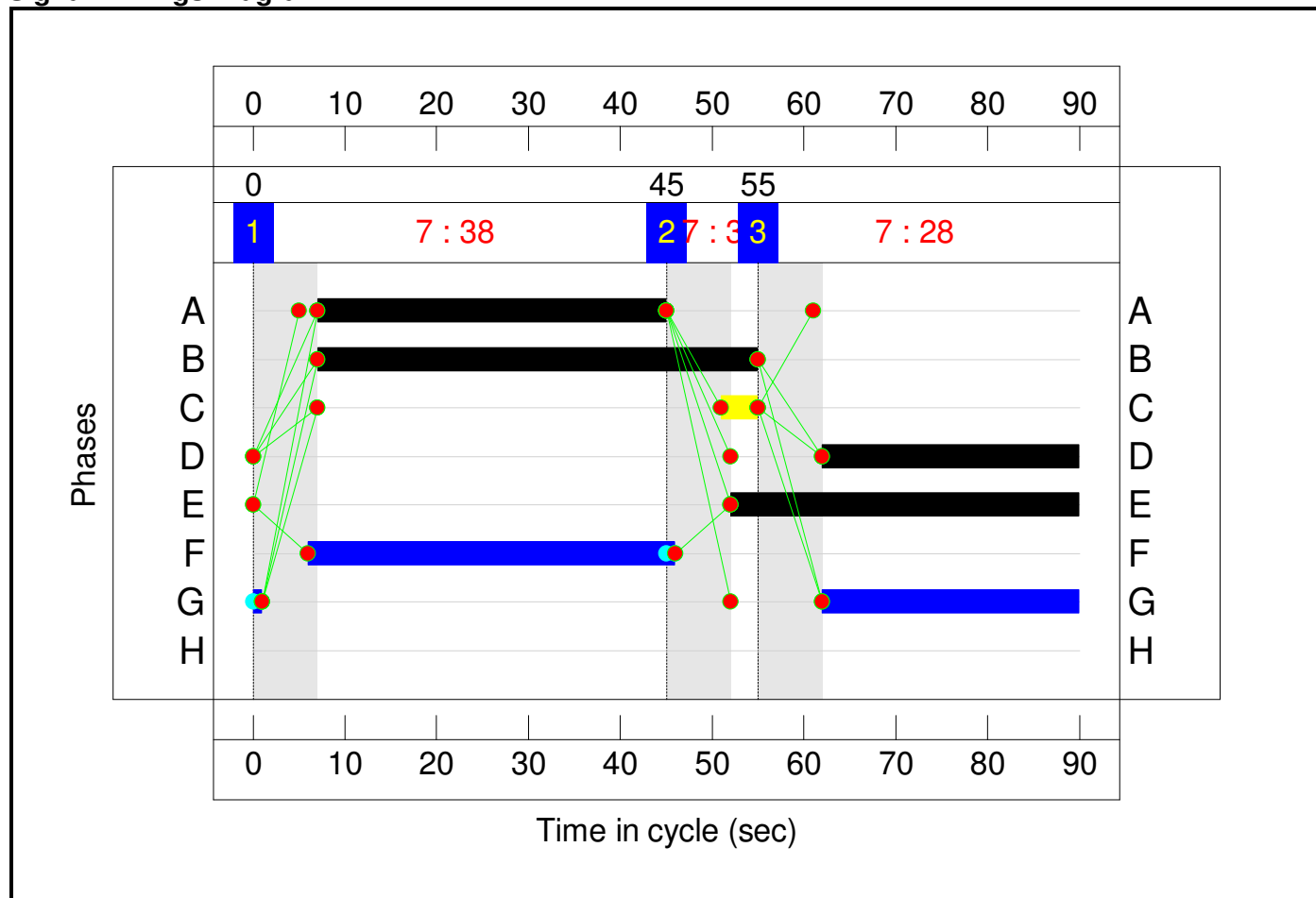
Stage Sequence Diagram



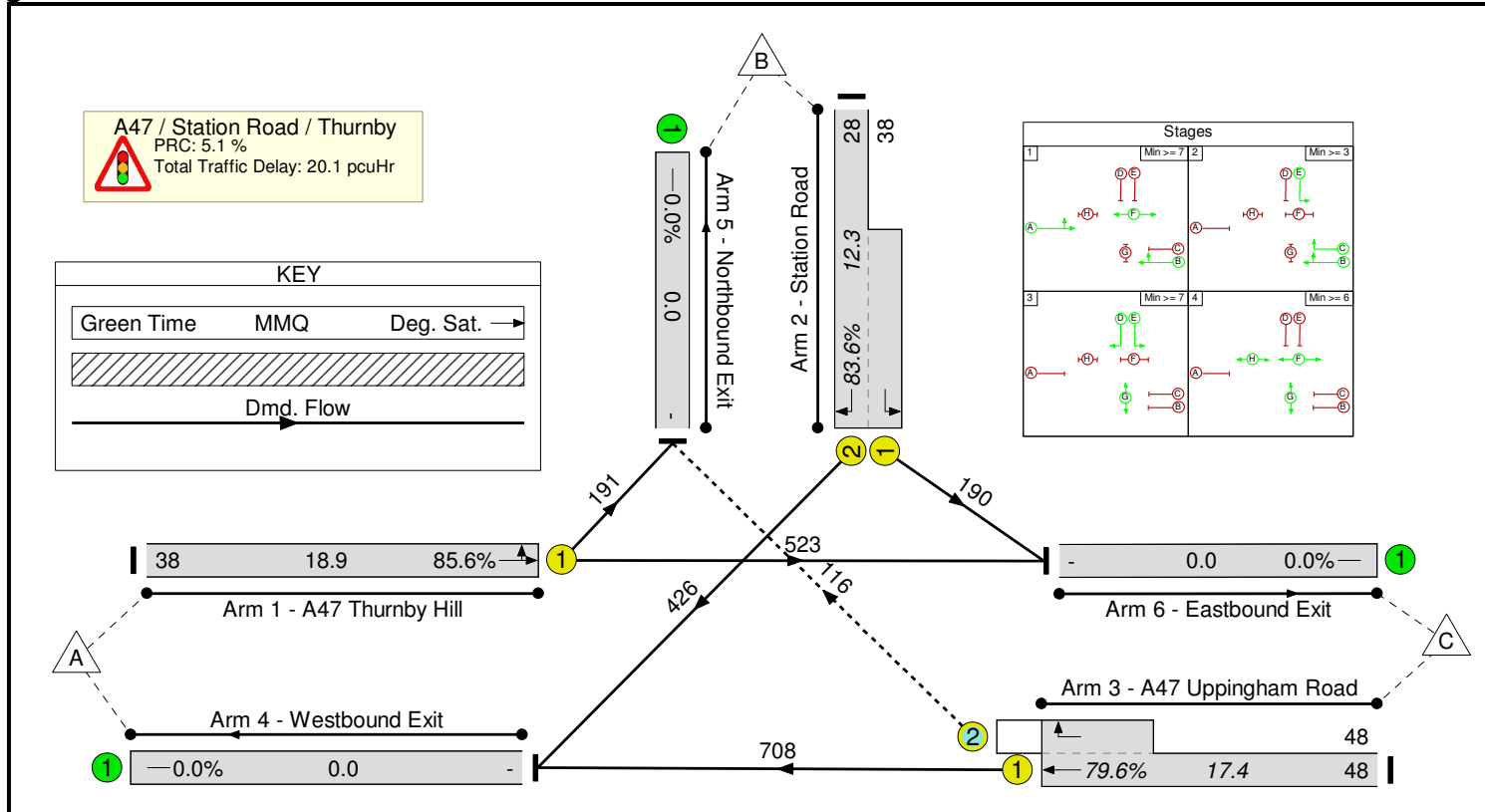
Stage Timings

Stage	1	2	3
Duration	38	3	28
Change Point	0	45	55

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

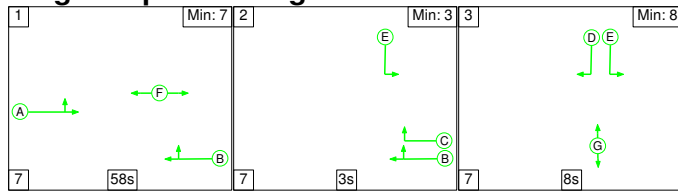
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	85.6%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	85.6%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	38	-	714	1924	834	85.6%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	28:38	-	616	1779:1742	737	83.6%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	48	4	824	1890:1643	1035	79.6%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	1134	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	65	49	3	12.3	7.2	0.6	20.1	-	-	-	-
A47 / Station Road / Thurnby	-	-	65	49	3	12.3	7.2	0.6	20.1	-	-	-	-
1/1	714	714	-	-	-	4.6	2.8	-	7.4	37.3	16.1	2.8	18.9
2/2+2/1	616	616	-	-	-	4.1	2.5	-	6.5	38.2	9.9	2.5	12.3
3/1+3/2	824	824	65	49	3	3.6	1.9	0.6	6.1	26.8	15.4	1.9	17.4
4/1	1134	1134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		5.1	Total Delay for Signalled Lanes (pcuHr):		20.06	Cycle Time (s):		90		
			PRC Over All Lanes (%):		5.1	Total Delay Over All Lanes(pcuHr):		20.06					

Full Input Data And Results

Scenario 4: '2016 +ComDev PM' (FG4: '2016 +ComDev PM', Plan 2: 'No all red')

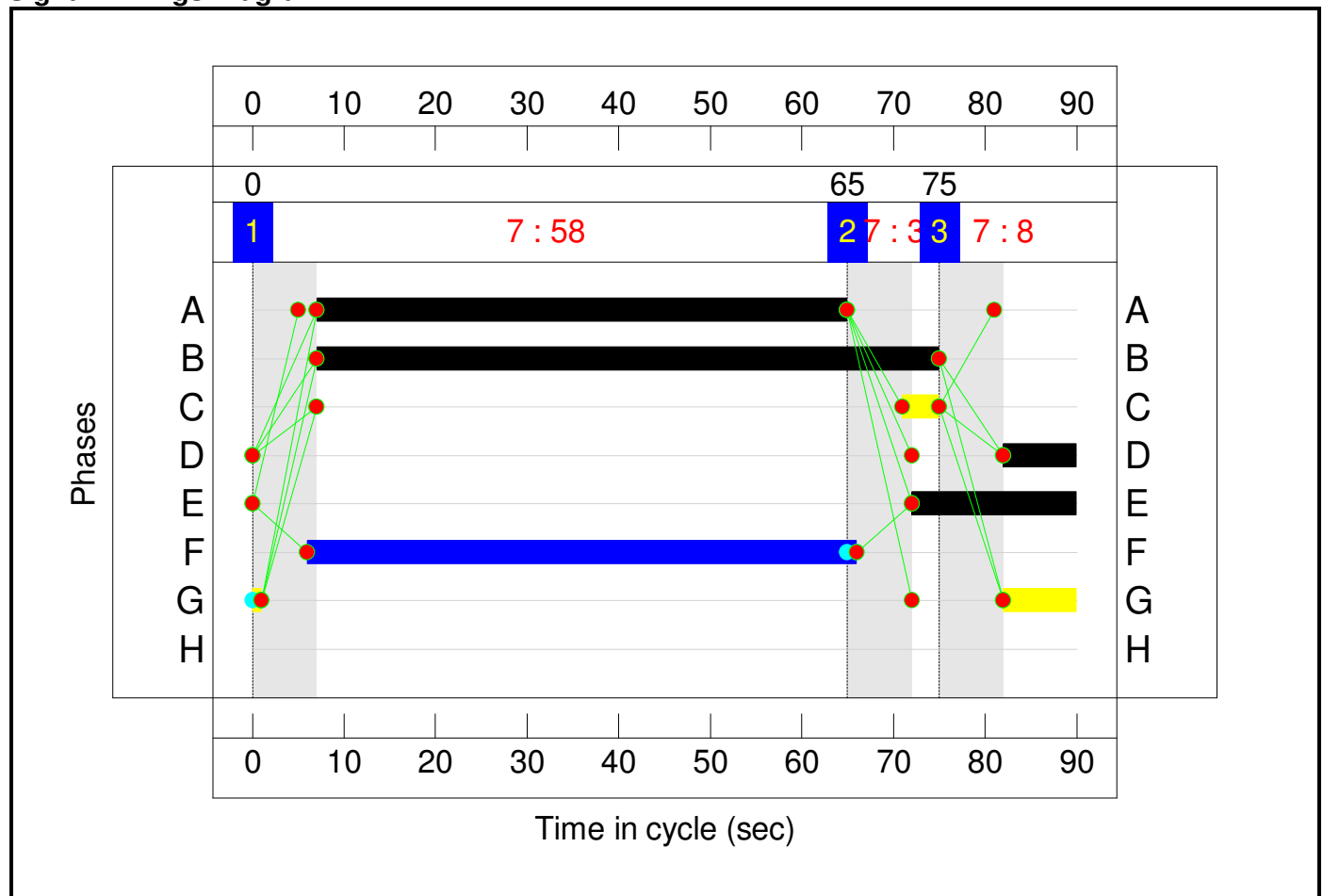
Stage Sequence Diagram



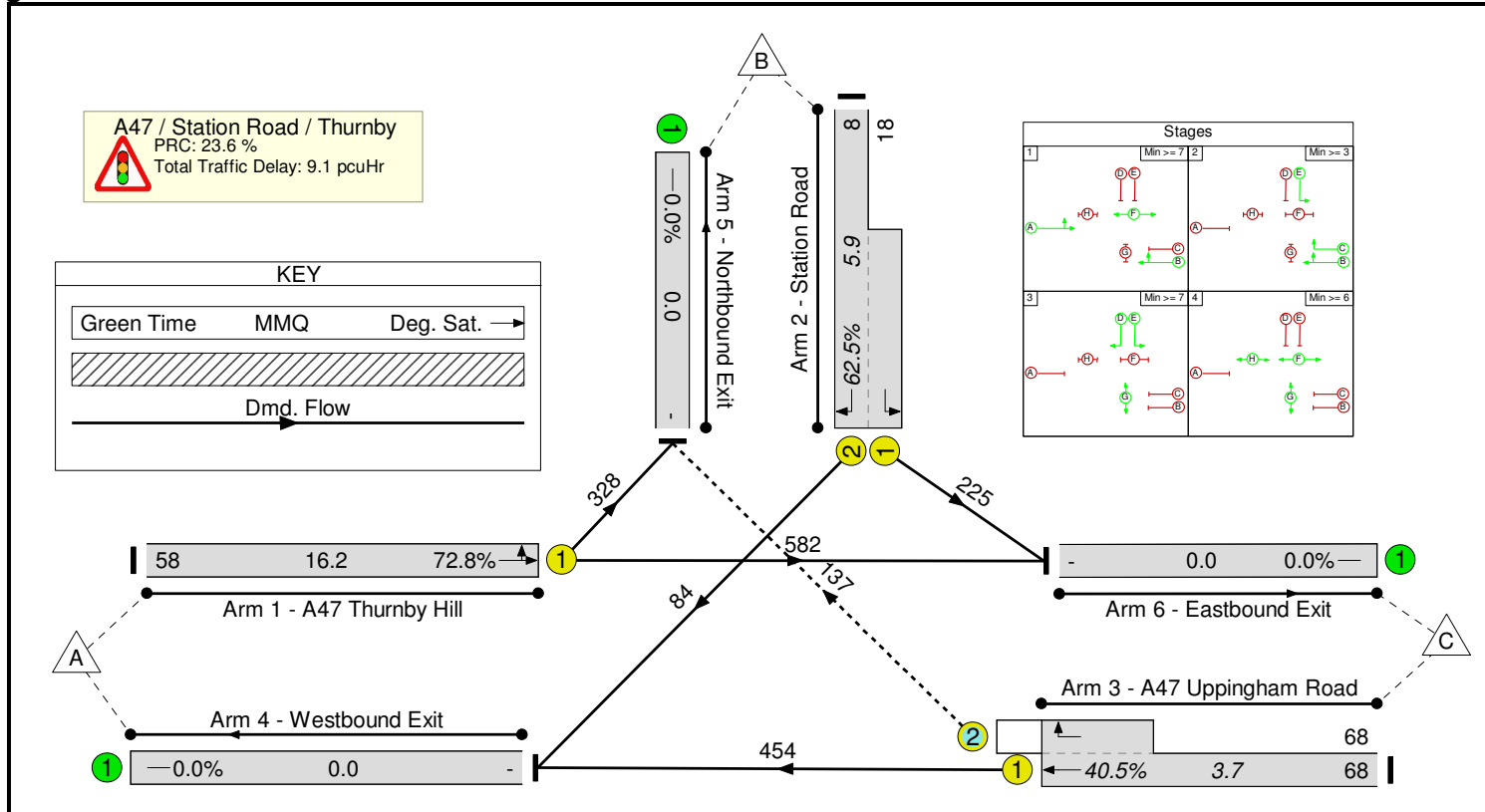
Stage Timings

Stage	1	2	3
Duration	58	3	8
Change Point	0	65	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

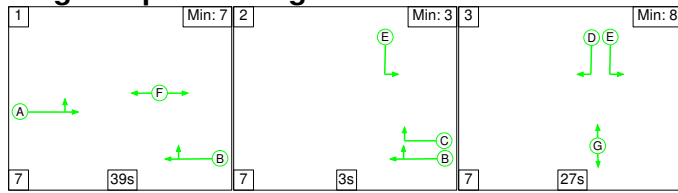
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	58	-	910	1906	1249	72.8%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	8:18	-	309	1779:1742	494	62.5%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	68	4	591	1890:1643	1458	40.5%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	122	12	3	6.0	2.5	0.7	9.1	-	-	-	-
A47 / Station Road / Thurnby	-	-	122	12	3	6.0	2.5	0.7	9.1	-	-	-	-
1/1	910	910	-	-	-	2.6	1.3	-	3.9	15.5	14.9	1.3	16.2
2/2+2/1	309	309	-	-	-	2.9	0.8	-	3.7	43.4	5.1	0.8	5.9
3/1+3/2	591	591	122	12	3	0.5	0.3	0.7	1.5	9.2	3.4	0.3	3.7
4/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 23.6		23.6		Total Delay for Signalled Lanes (pcuHr): 9.14		9.14		Cycle Time (s): 90		
			PRC Over All Lanes (%):				Total Delay Over All Lanes(pcuHr):						

Full Input Data And Results

Scenario 5: '2016 +ComDev +Ph1 AM' (FG5: '2016 +ComDev +Ph1 AM', Plan 2: 'No all red')

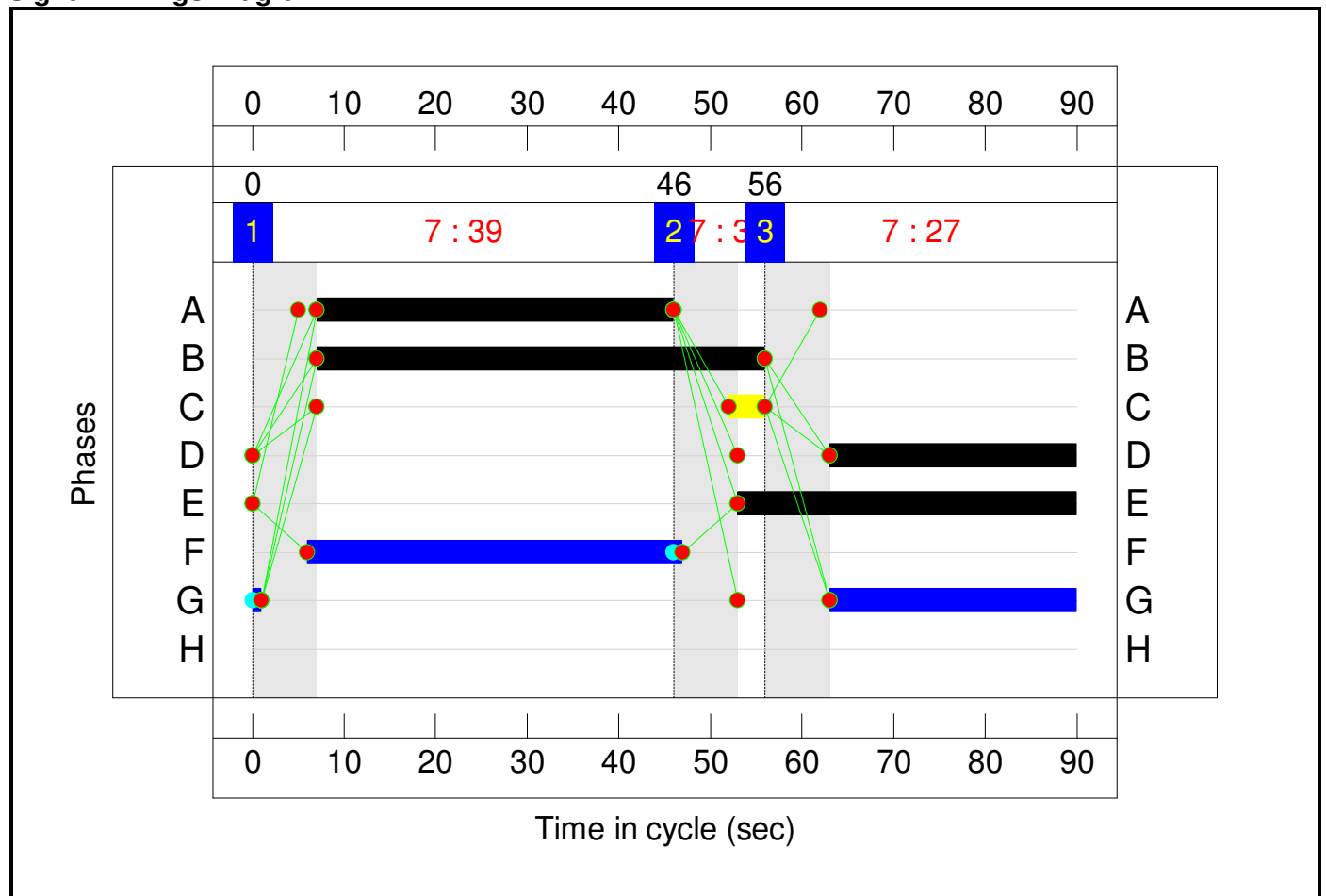
Stage Sequence Diagram



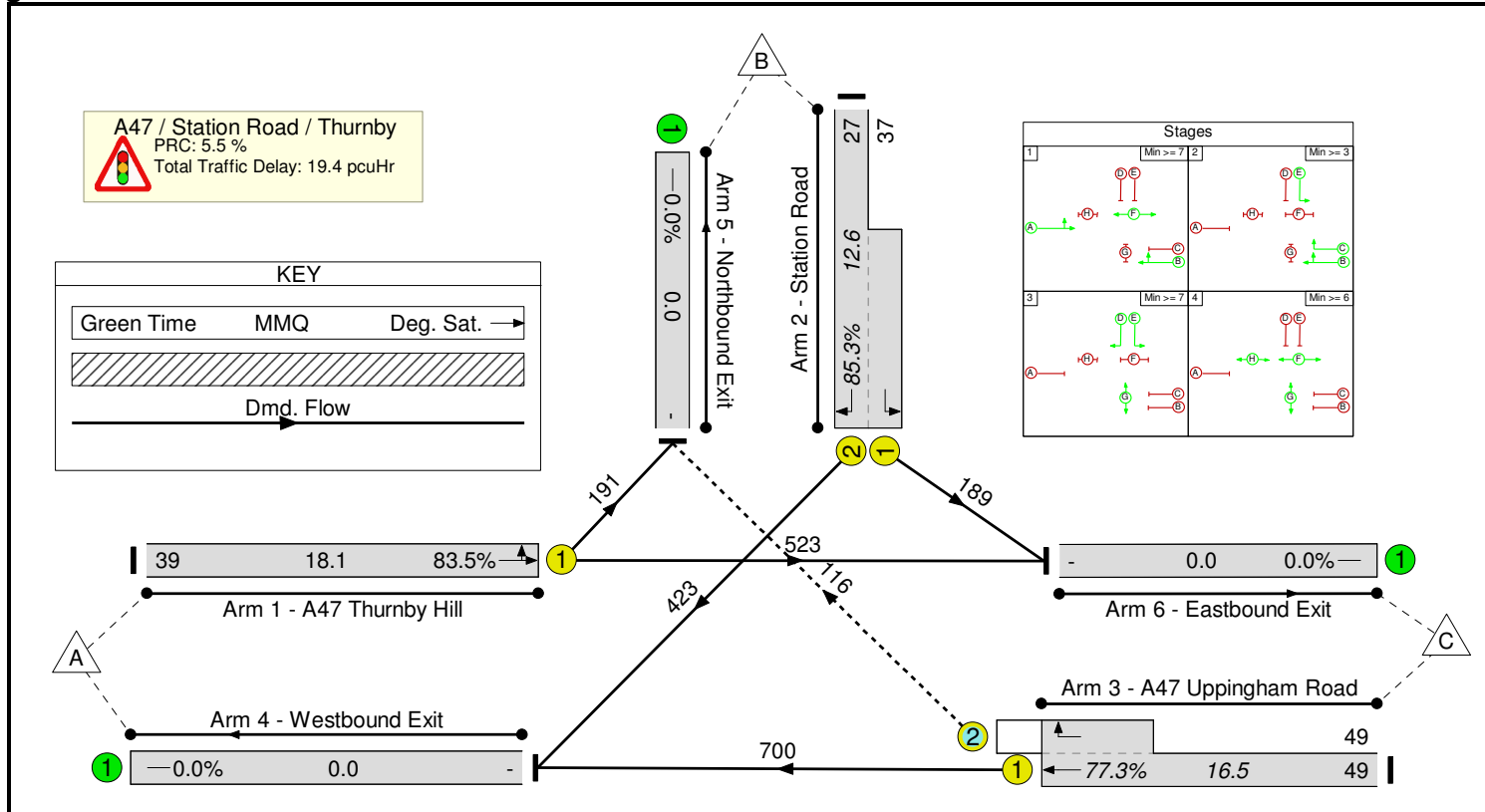
Stage Timings

Stage	1	2	3
Duration	39	3	27
Change Point	0	46	56

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

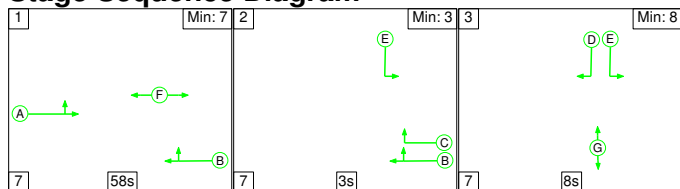
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	39	-	714	1924	855	83.5%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	27:37	-	612	1779:1742	717	85.3%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	49	4	816	1890:1643	1056	77.3%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	1123	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	74	40	3	12.0	6.9	0.6	19.4	-	-	-	-
A47 / Station Road / Thurnby	-	-	74	40	3	12.0	6.9	0.6	19.4	-	-	-	-
1/1	714	714	-	-	-	4.4	2.4	-	6.8	34.4	15.7	2.4	18.1
2/2+2/1	612	612	-	-	-	4.2	2.8	-	6.9	40.9	9.9	2.8	12.6
3/1+3/2	816	816	74	40	3	3.4	1.7	0.6	5.6	24.9	14.8	1.7	16.5
4/1	1123	1123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 5.5		5.5		Total Delay for Signalled Lanes (pcuHr): 19.42		19.42		Cycle Time (s): 90		
			PRC Over All Lanes (%):		5.5		Total Delay Over All Lanes(pcuHr):		19.42				

Full Input Data And Results

Scenario 6: '2016 +ComDev +Ph1 PM' (FG6: '2016 +ComDev +Ph1 PM', Plan 2: 'No all red')

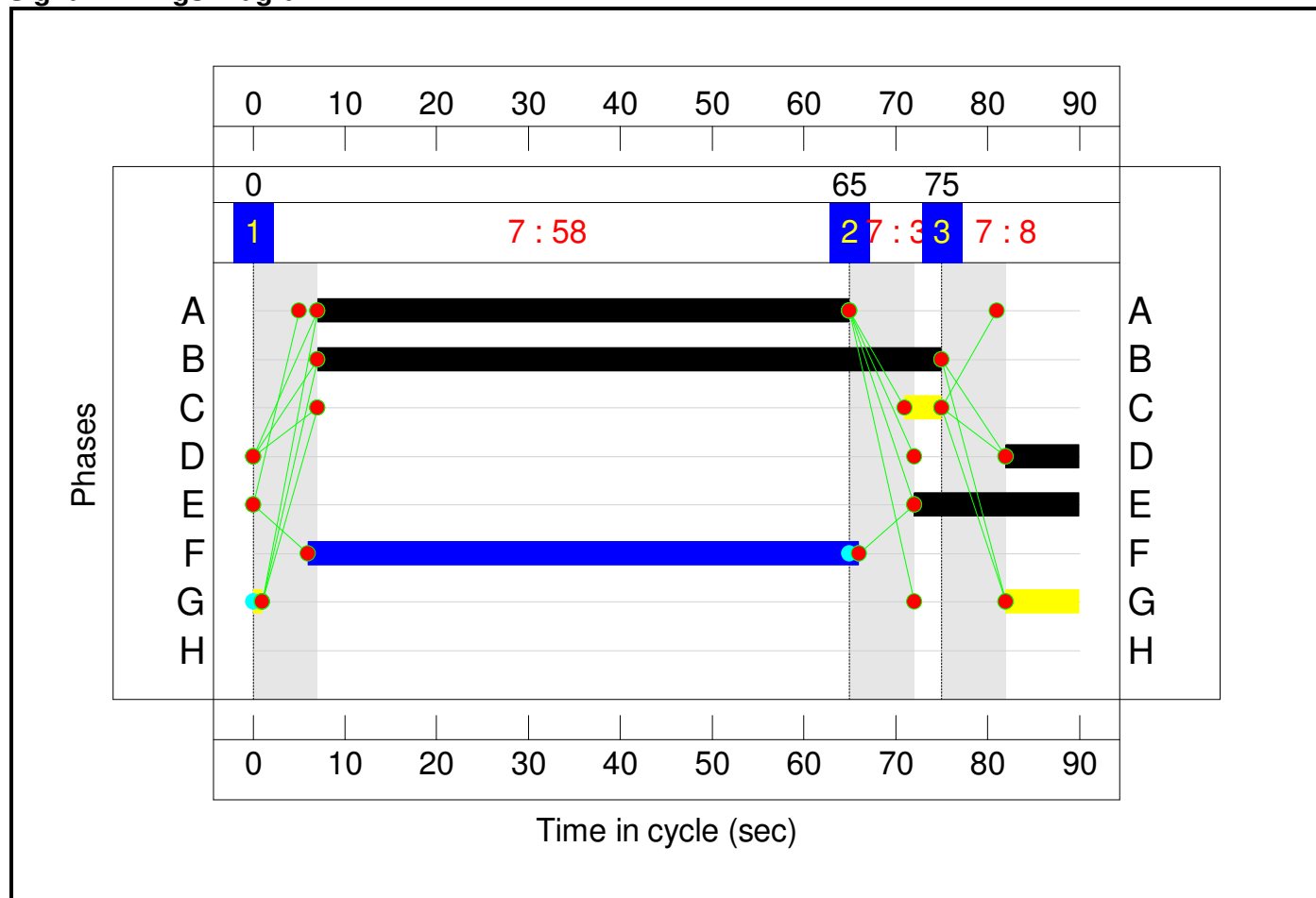
Stage Sequence Diagram



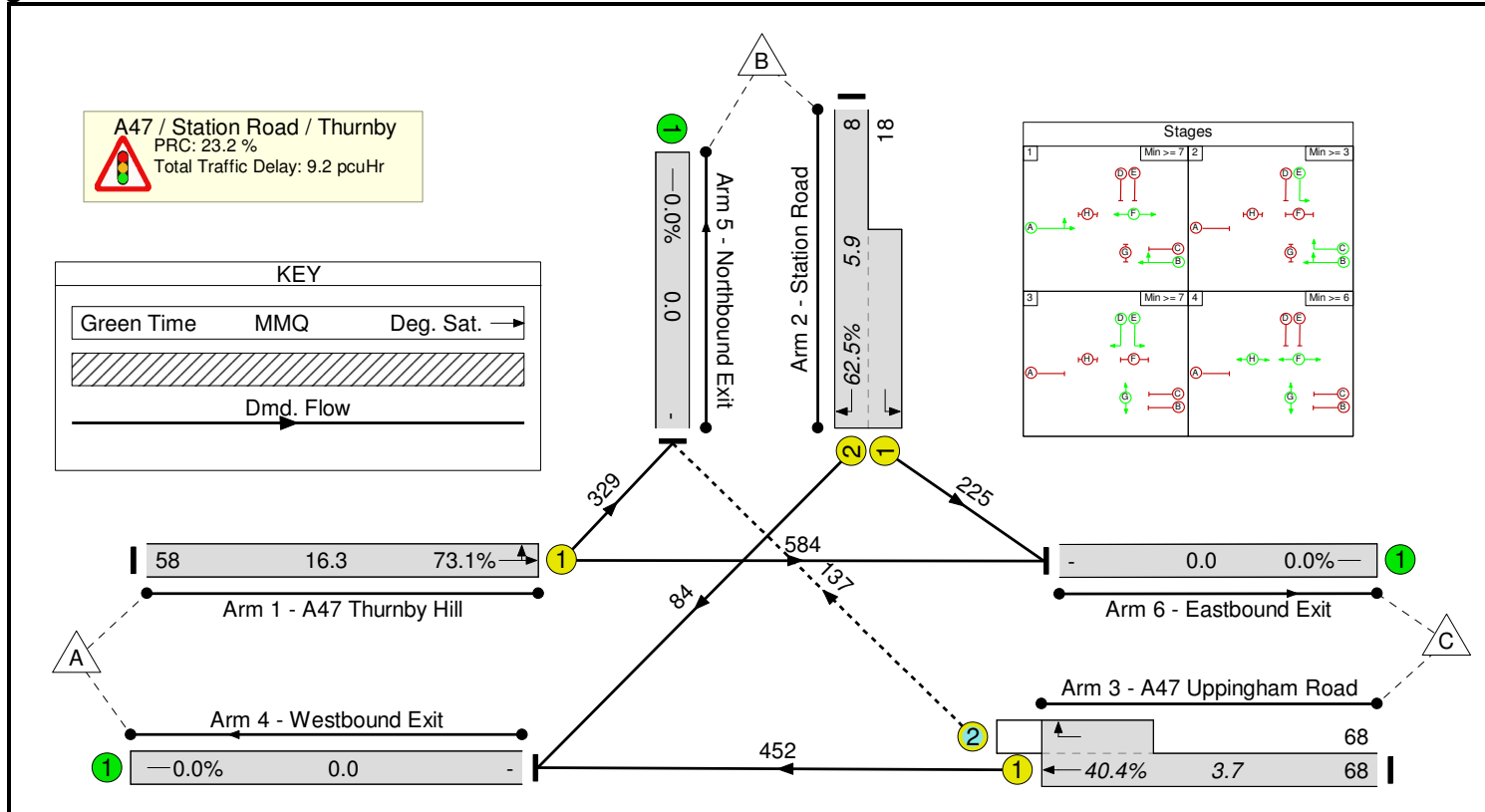
Stage Timings

Stage	1	2	3
Duration	58	3	8
Change Point	0	65	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

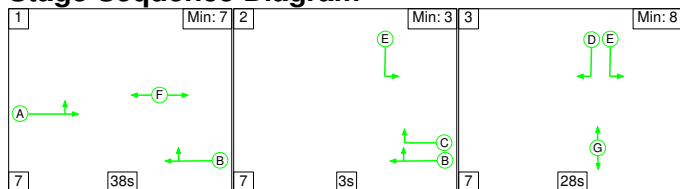
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	73.1%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	73.1%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	58	-	913	1906	1249	73.1%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	8:18	-	309	1779:1742	494	62.5%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	68	4	589	1890:1643	1458	40.4%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	122	12	3	6.0	2.5	0.7	9.2	-	-	-	-
A47 / Station Road / Thurnby	-	-	122	12	3	6.0	2.5	0.7	9.2	-	-	-	-
1/1	913	913	-	-	-	2.6	1.3	-	3.9	15.6	15.0	1.3	16.3
2/2+2/1	309	309	-	-	-	2.9	0.8	-	3.7	43.4	5.1	0.8	5.9
3/1+3/2	589	589	122	12	3	0.5	0.3	0.7	1.5	9.2	3.4	0.3	3.7
4/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 23.2		23.2		Total Delay for Signalled Lanes (pcuHr): 9.18		9.18		Cycle Time (s): 90		
			PRC Over All Lanes (%):				Total Delay Over All Lanes(pcuHr):						

Full Input Data And Results

Scenario 7: '2021 +ComDev AM' (FG7: '2021 +ComDev AM', Plan 2: 'No all red')

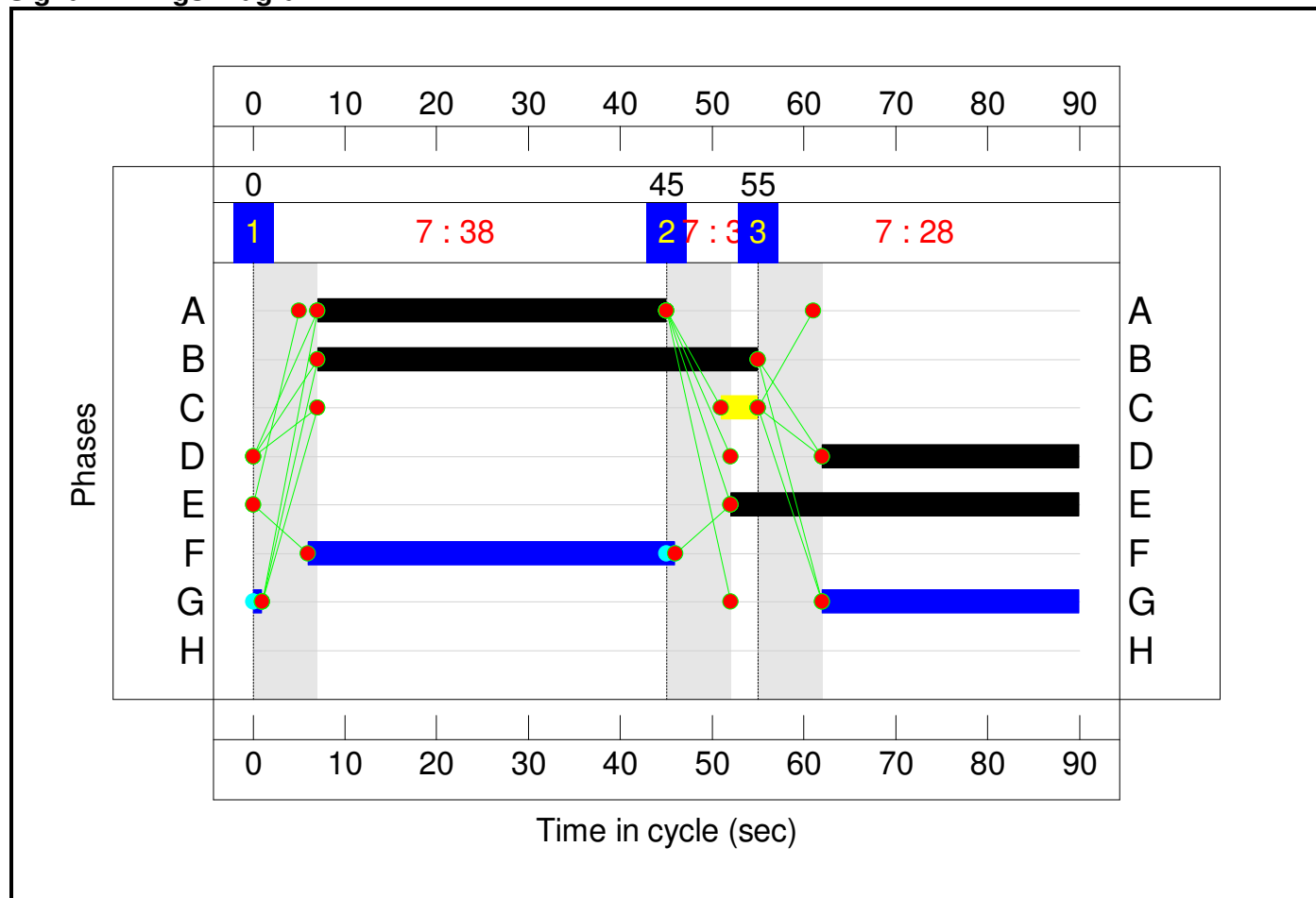
Stage Sequence Diagram



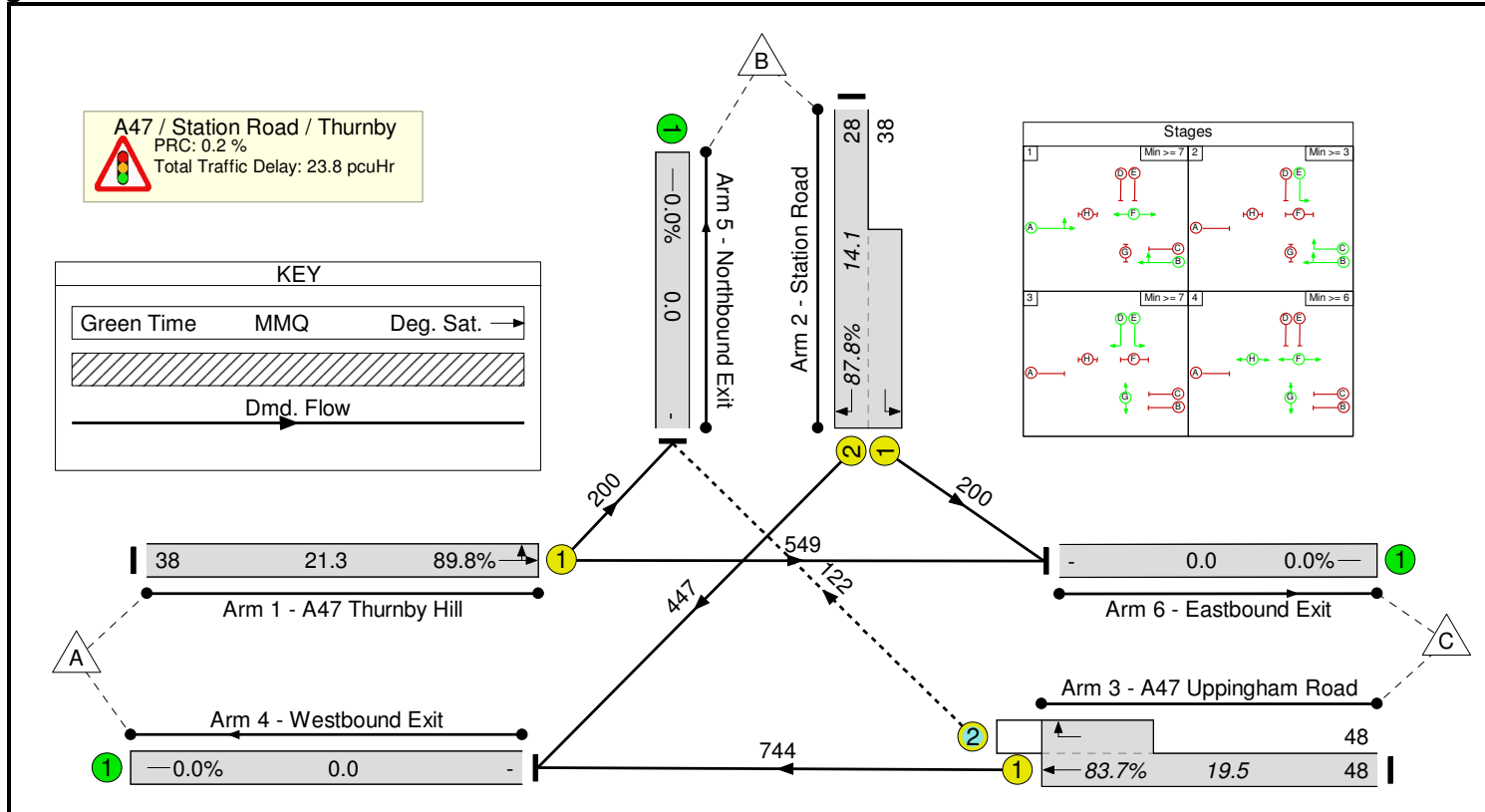
Stage Timings

Stage	1	2	3
Duration	38	3	28
Change Point	0	45	55

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

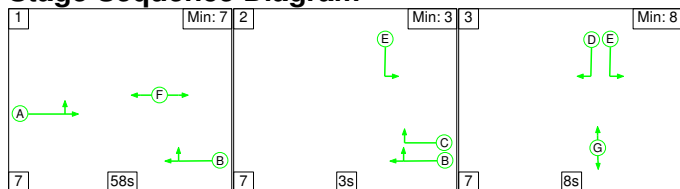
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	38	-	749	1924	834	89.8%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	28:38	-	647	1779:1742	737	87.8%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	48	4	866	1890:1643	1035	83.7%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	1191	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	42	78	3	13.3	9.9	0.6	23.8	-	-	-	-
A47 / Station Road / Thurnby	-	-	42	78	3	13.3	9.9	0.6	23.8	-	-	-	-
1/1	749	749	-	-	-	4.9	4.0	-	9.0	43.1	17.3	4.0	21.3
2/2+2/1	647	647	-	-	-	4.4	3.3	-	7.7	42.9	10.8	3.3	14.1
3/1+3/2	866	866	42	78	3	4.0	2.5	0.6	7.1	29.6	17.0	2.5	19.5
4/1	1191	1191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		0.2	Total Delay for Signalled Lanes (pcuHr):		23.78	Cycle Time (s):		90		
			PRC Over All Lanes (%):		0.2	Total Delay Over All Lanes(pcuHr):		23.78					

Full Input Data And Results

Scenario 8: '2021 +ComDev PM' (FG8: '2021 +ComDev PM', Plan 2: 'No all red')

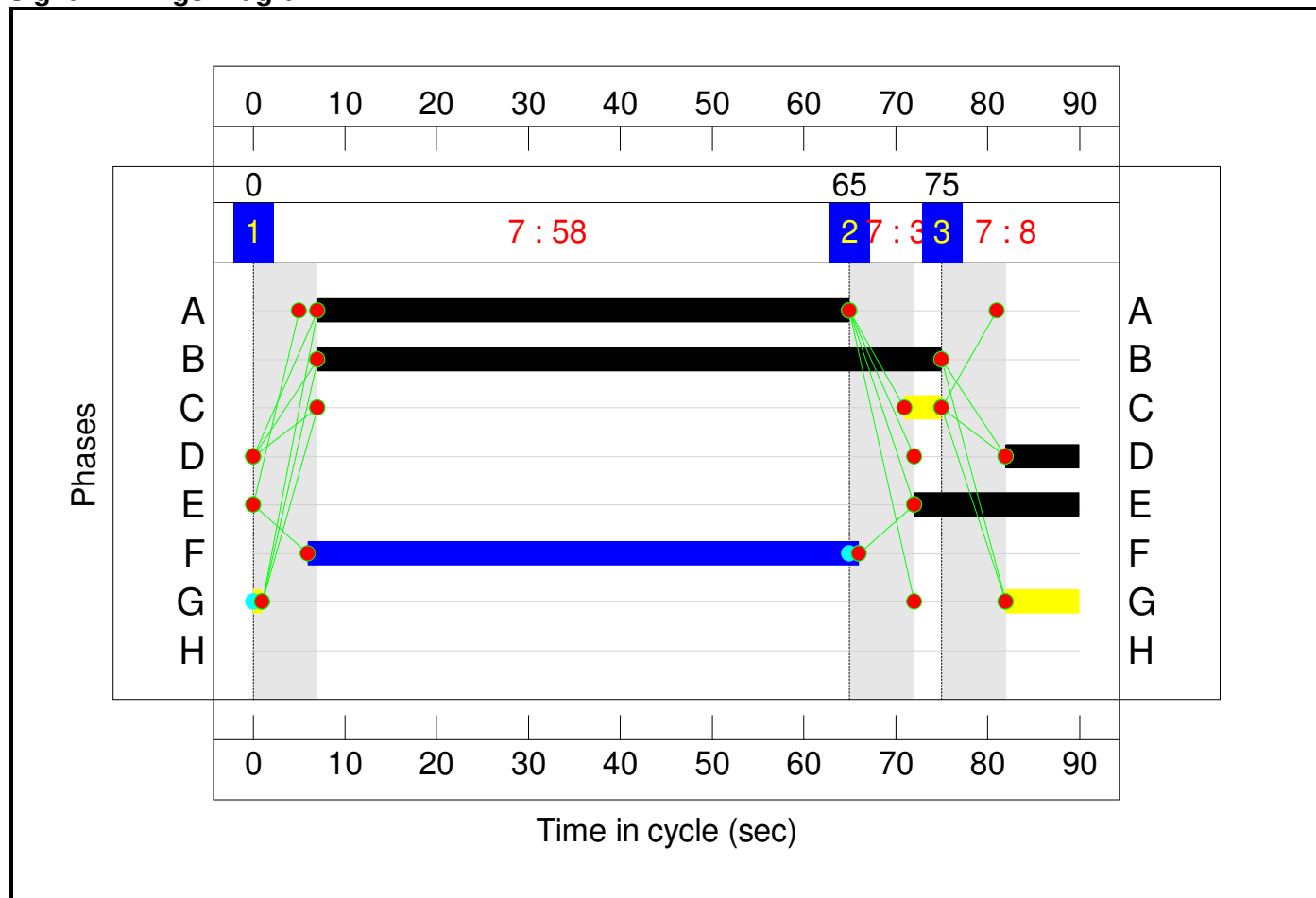
Stage Sequence Diagram



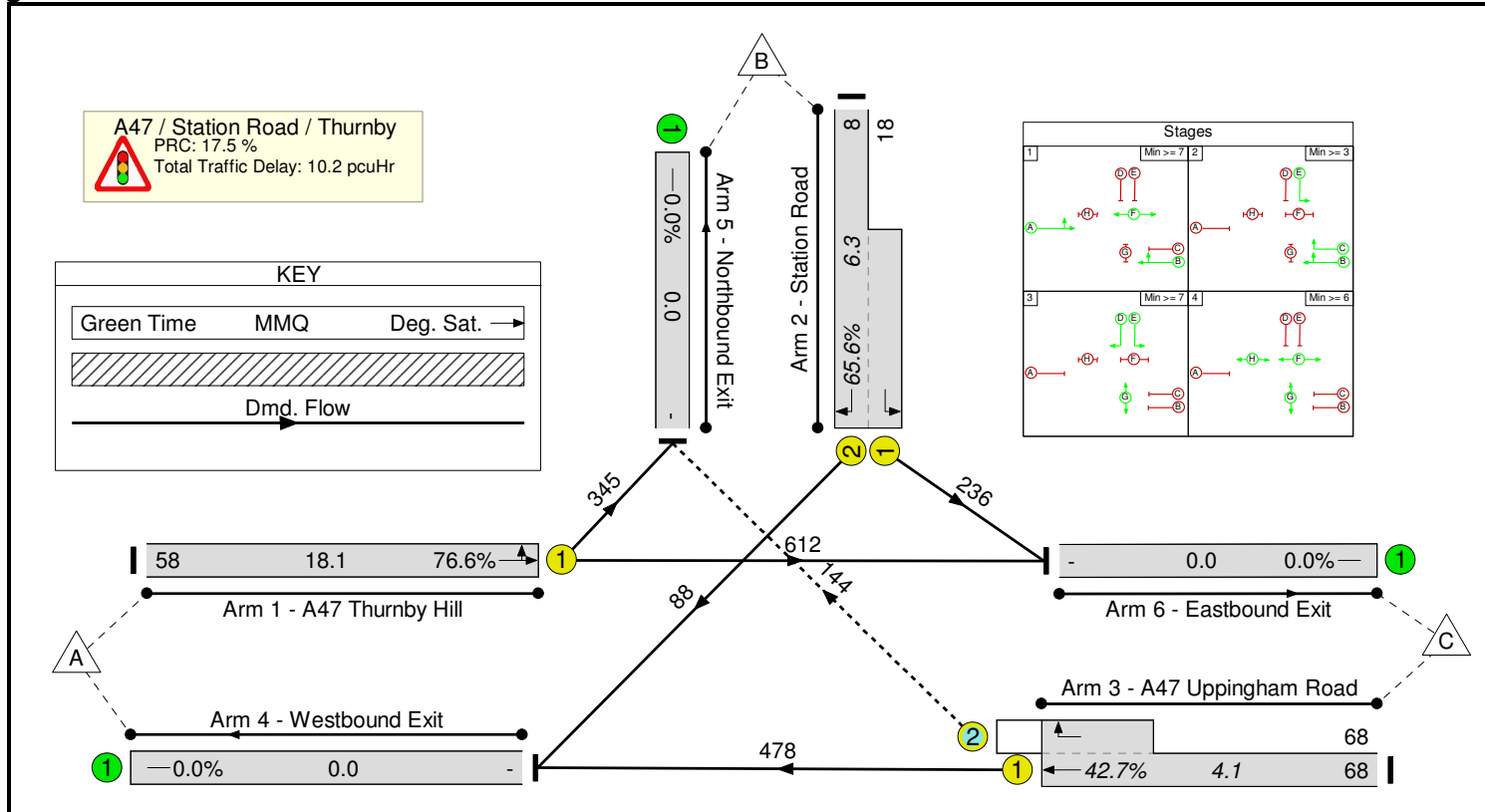
Stage Timings

Stage	1	2	3
Duration	58	3	8
Change Point	0	65	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

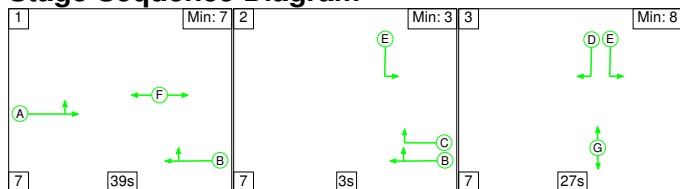
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	76.6%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	76.6%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	58	-	957	1906	1249	76.6%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	8:18	-	324	1779:1742	494	65.6%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	68	4	622	1890:1643	1458	42.7%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	120	20	3	6.5	2.9	0.8	10.2	-	-	-	-
A47 / Station Road / Thurnby	-	-	120	20	3	6.5	2.9	0.8	10.2	-	-	-	-
1/1	957	957	-	-	-	2.9	1.6	-	4.5	16.8	16.5	1.6	18.1
2/2+2/1	324	324	-	-	-	3.1	0.9	-	4.0	44.5	5.4	0.9	6.3
3/1+3/2	622	622	120	20	3	0.6	0.4	0.8	1.8	10.3	3.7	0.4	4.1
4/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		17.5	Total Delay for Signalled Lanes (pcuHr):			10.25	Cycle Time (s):		90	
			PRC Over All Lanes (%):		17.5	Total Delay Over All Lanes(pcuHr):			10.25				

Full Input Data And Results

Scenario 9: '2021 +ComDev +Ph2 AM' (FG9: '2021 +ComDev +Ph2 AM', Plan 2: 'No all red')

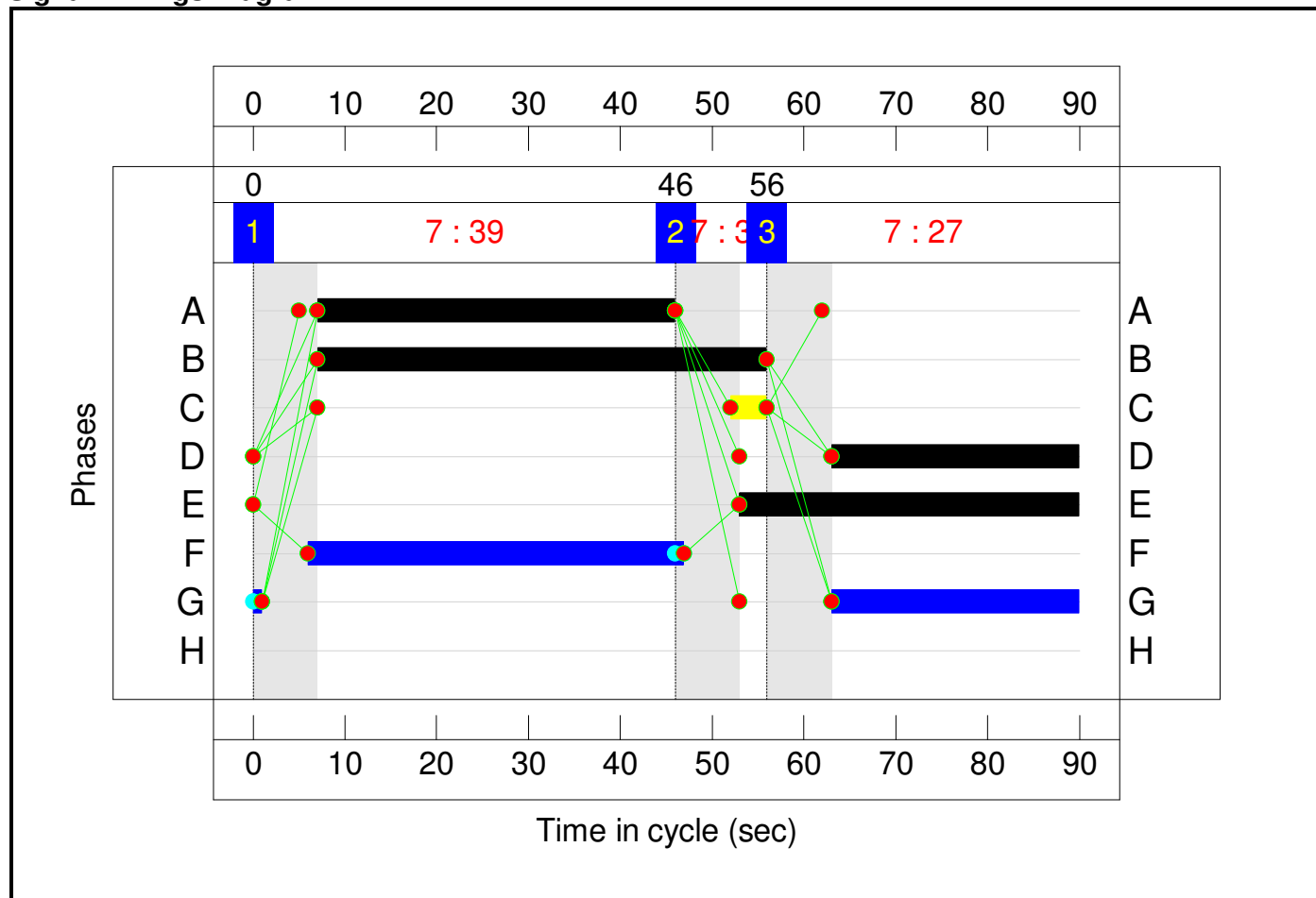
Stage Sequence Diagram



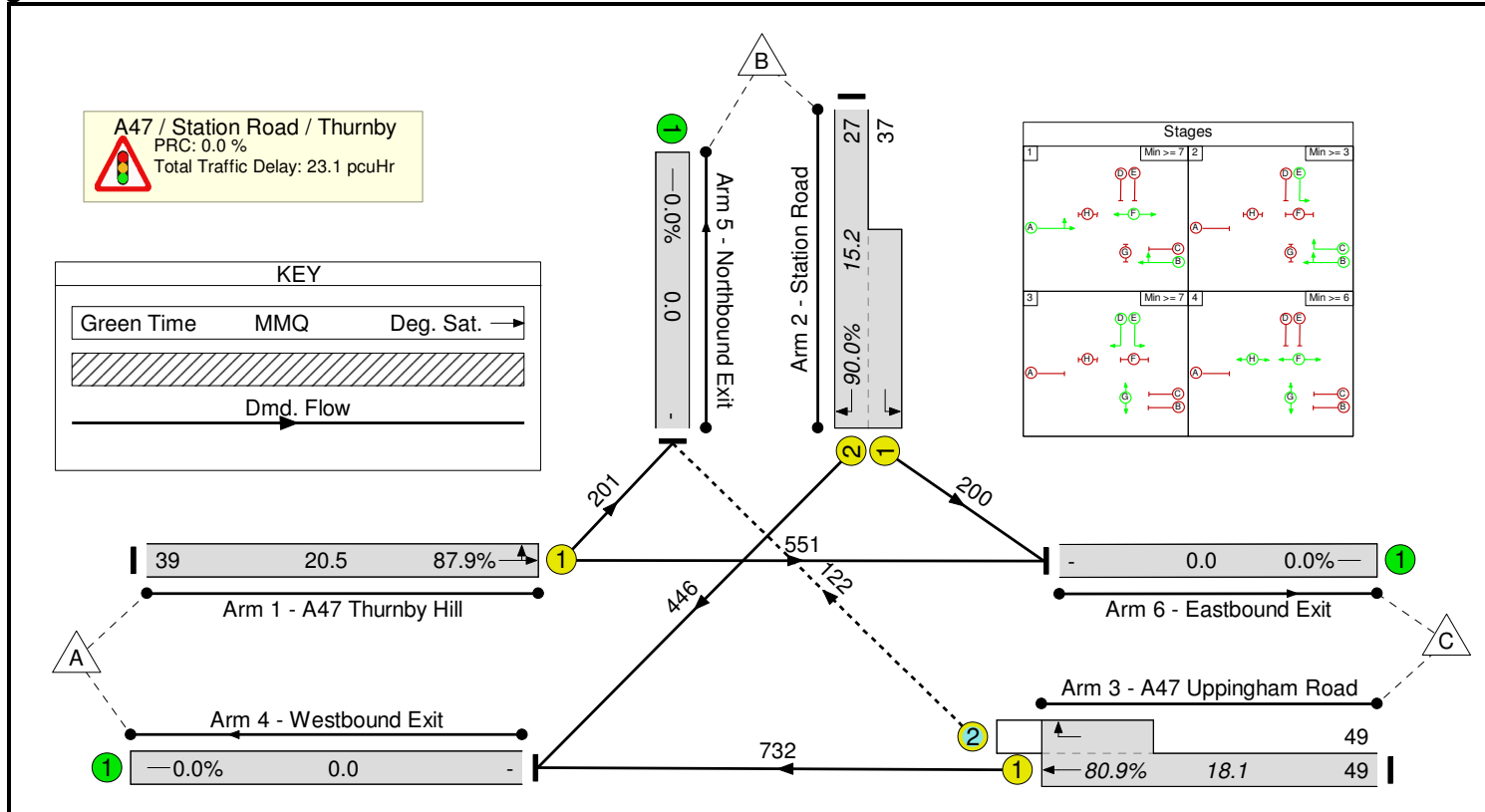
Stage Timings

Stage	1	2	3
Duration	39	3	27
Change Point	0	46	56

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

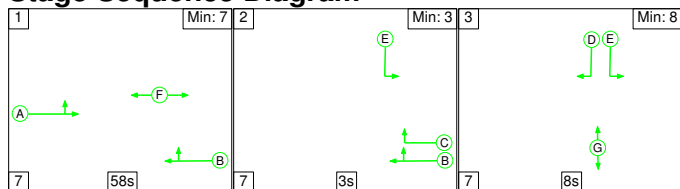
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	39	-	752	1924	855	87.9%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	27:37	-	646	1779:1742	718	90.0%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	49	4	854	1890:1643	1056	80.9%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	54	65	3	13.0	9.5	0.6	23.1	-	-	-	-
A47 / Station Road / Thurnby	-	-	54	65	3	13.0	9.5	0.6	23.1	-	-	-	-
1/1	752	752	-	-	-	4.8	3.4	-	8.2	39.2	17.1	3.4	20.5
2/2+2/1	646	646	-	-	-	4.5	4.0	-	8.6	47.6	11.2	4.0	15.2
3/1+3/2	854	854	54	65	3	3.7	2.1	0.6	6.4	27.0	16.0	2.1	18.1
4/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		0.0	Total Delay for Signalled Lanes (pcuHr):		23.14	Cycle Time (s):		90		
			PRC Over All Lanes (%):		0.0	Total Delay Over All Lanes(pcuHr):		23.14					

Full Input Data And Results

Scenario 10: '2021 +ComDev +Ph2 PM' (FG10: '2021 +ComDev +Ph2 PM', Plan 2: 'No all red')

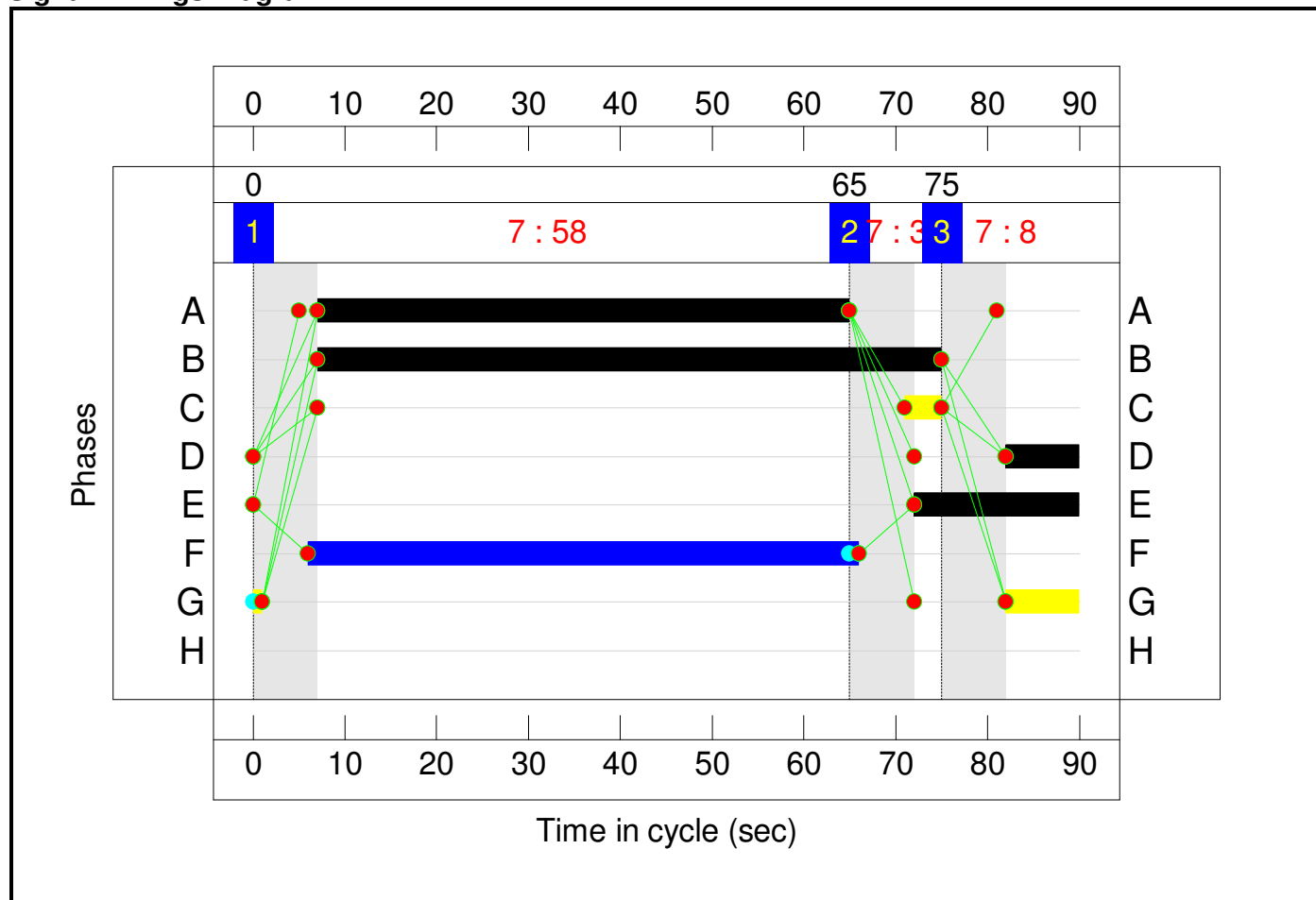
Stage Sequence Diagram



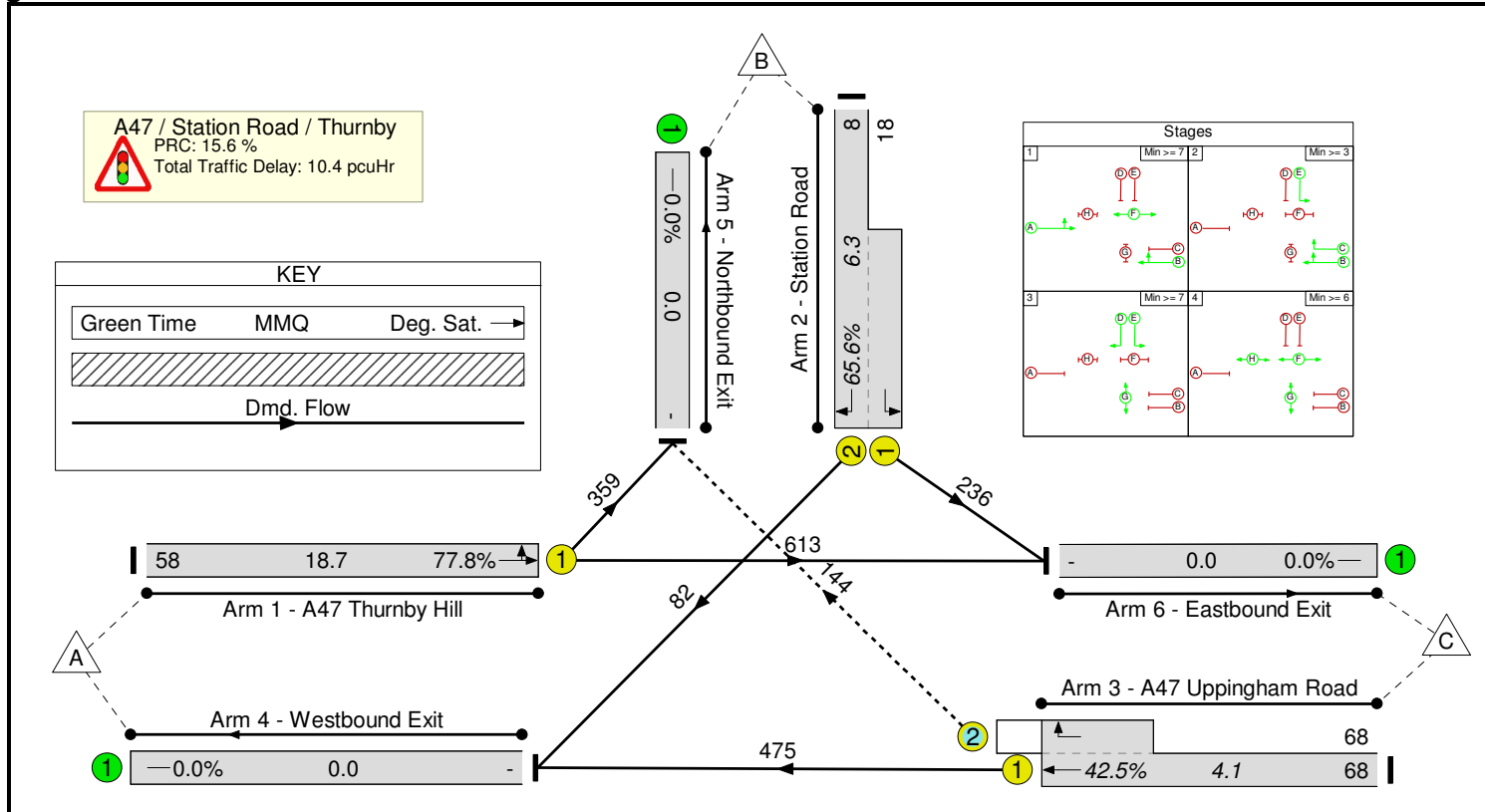
Stage Timings

Stage	1	2	3
Duration	58	3	8
Change Point	0	65	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

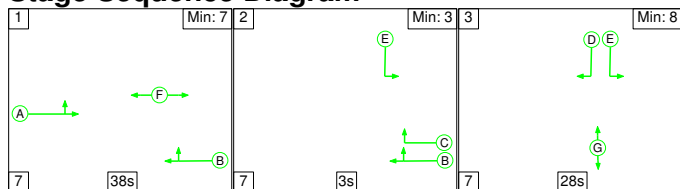
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	58	-	972	1905	1249	77.8%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	8:18	-	318	1779:1742	485	65.6%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	68	4	619	1890:1643	1455	42.5%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	111	30	3	6.5	3.0	0.9	10.4	-	-	-	-
A47 / Station Road / Thurnby	-	-	111	30	3	6.5	3.0	0.9	10.4	-	-	-	-
1/1	972	972	-	-	-	2.9	1.7	-	4.7	17.3	17.0	1.7	18.7
2/2+2/1	318	318	-	-	-	3.0	0.9	-	3.9	44.6	5.4	0.9	6.3
3/1+3/2	619	619	111	30	3	0.6	0.4	0.9	1.8	10.6	3.7	0.4	4.1
4/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 15.6		Total Delay for Signalled Lanes (pcuHr): 10.44		Cycle Time (s): 90						
			PRC Over All Lanes (%): 15.6		Total Delay Over All Lanes(pcuHr): 10.44								

Full Input Data And Results

Scenario 11: '2031 +ComDev AM' (FG11: '2031 +ComDev AM', Plan 2: 'No all red')

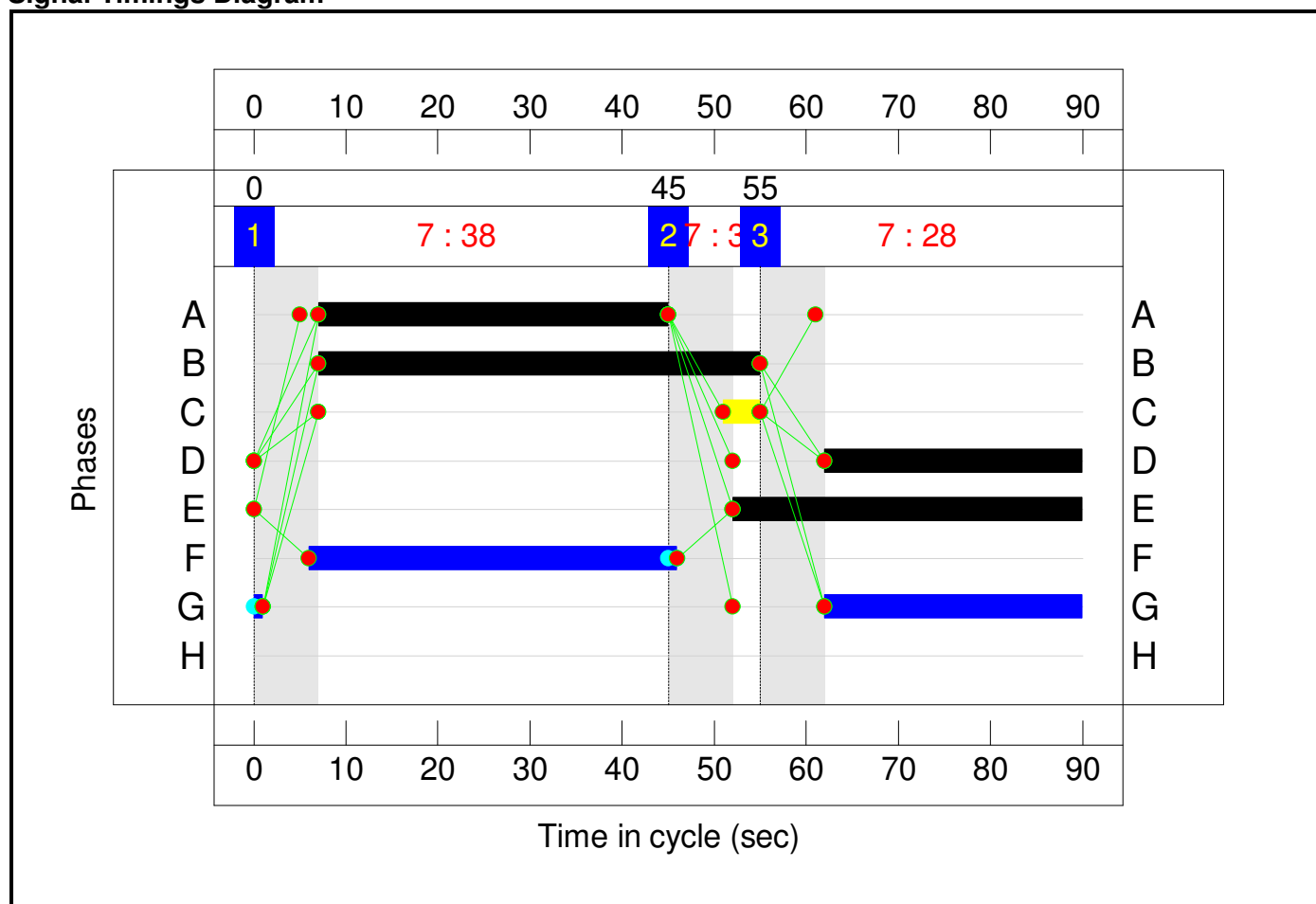
Stage Sequence Diagram



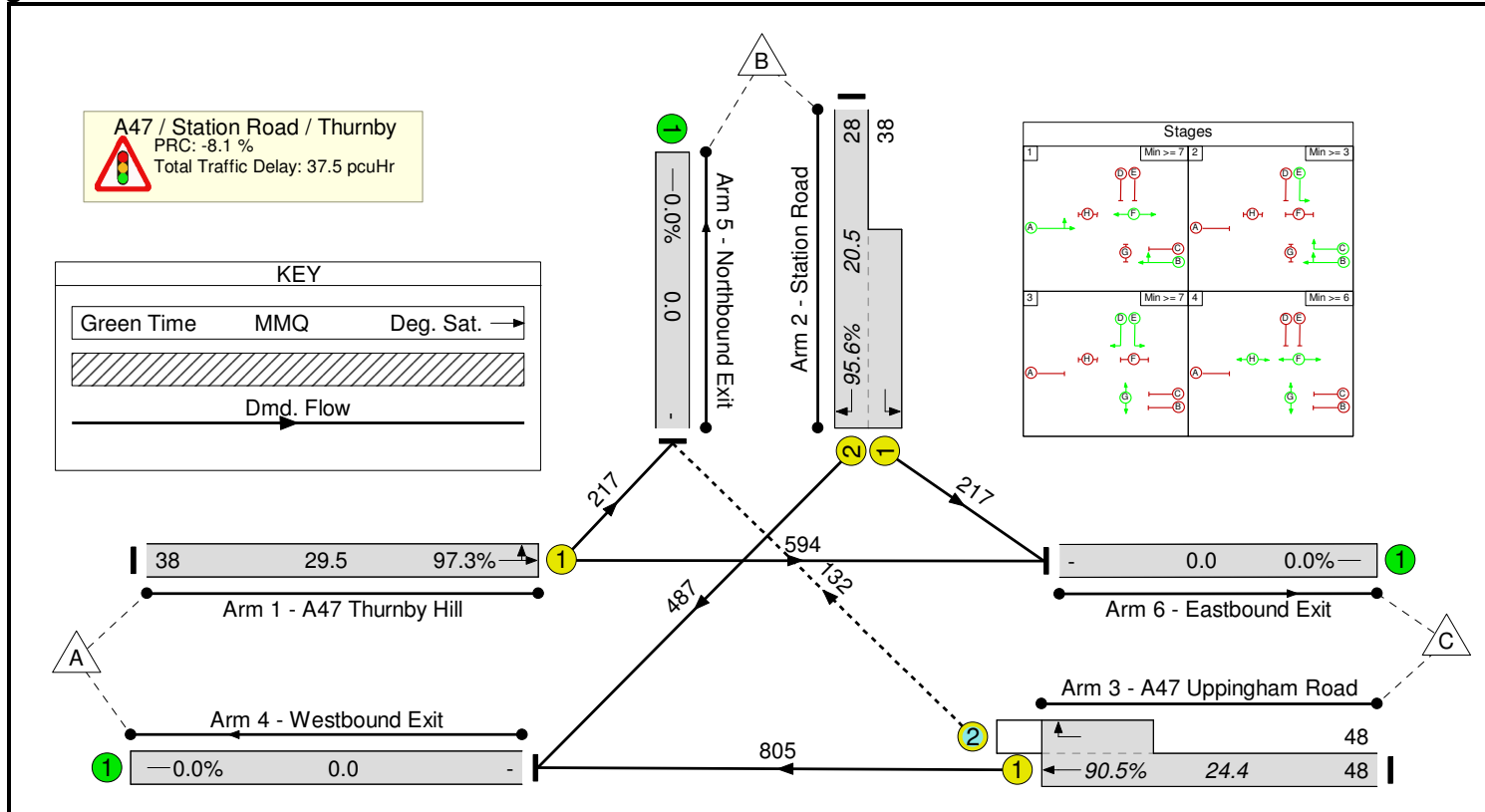
Stage Timings

Stage	1	2	3
Duration	38	3	28
Change Point	0	45	55

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

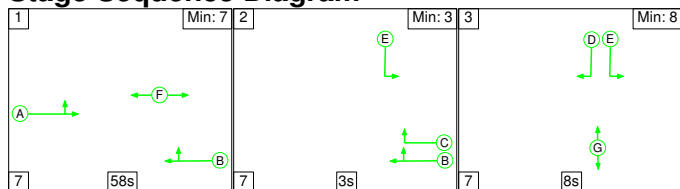
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	38	-	811	1924	834	97.3%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	28:38	-	704	1779:1742	736	95.6%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	48	4	937	1890:1643	1035	90.5%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	1292	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	10	119	3	15.3	21.5	0.7	37.5	-	-	-	-
A47 / Station Road / Thurnby	-	-	10	119	3	15.3	21.5	0.7	37.5	-	-	-	-
1/1	811	811	-	-	-	5.6	9.6	-	15.3	67.8	19.8	9.6	29.5
2/2+2/1	704	704	-	-	-	5.0	7.4	-	12.4	63.4	13.1	7.4	20.5
3/1+3/2	937	937	10	119	3	4.7	4.4	0.7	9.8	37.6	20.0	4.4	24.4
4/1	1292	1292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): -8.1		PRC Over All Lanes (%): -8.1		Total Delay for Signalled Lanes (pcuHr): 37.45		Total Delay Over All Lanes(pcuHr): 37.45		Cycle Time (s): 90		

Full Input Data And Results

Scenario 12: '2031 +ComDev PM' (FG12: '2031 +ComDev PM', Plan 2: 'No all red')

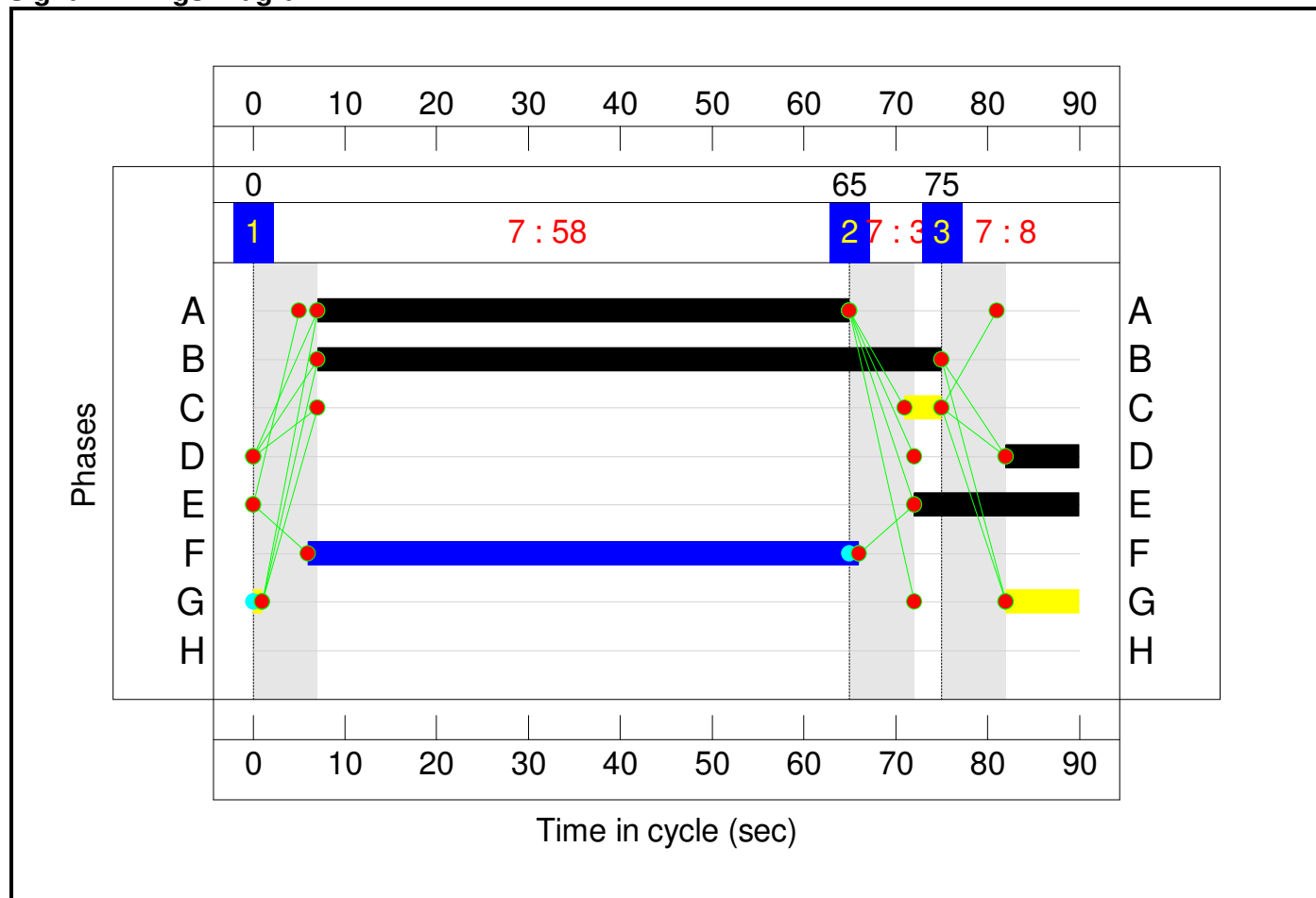
Stage Sequence Diagram



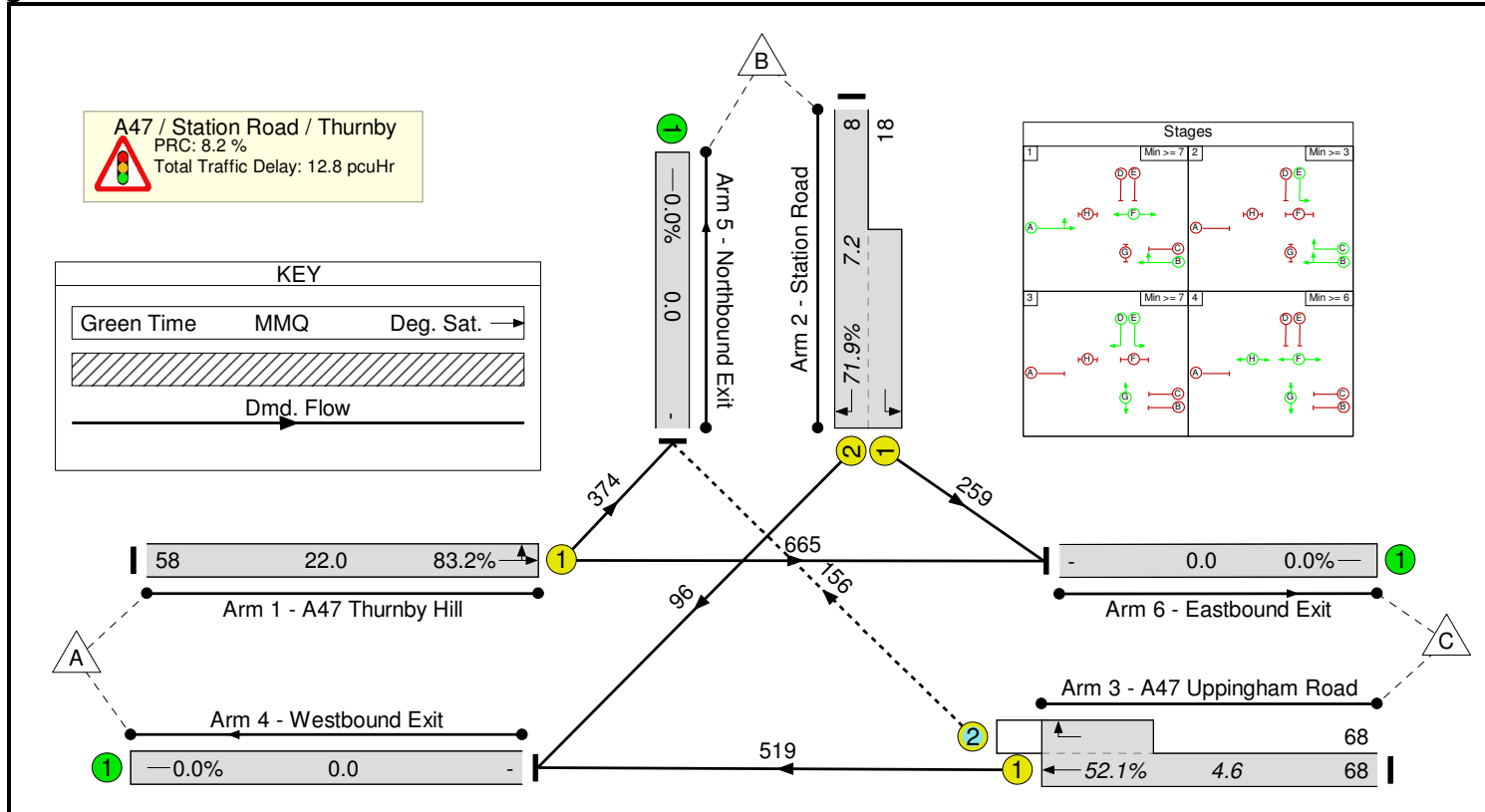
Stage Timings

Stage	1	2	3
Duration	58	3	8
Change Point	0	65	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

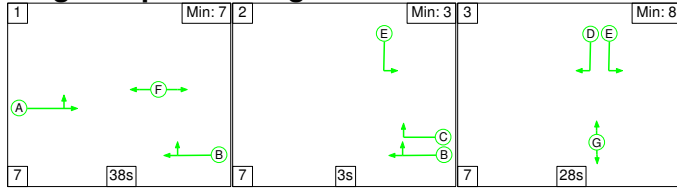
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	58	-	1039	1906	1249	83.2%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	8:18	-	355	1779:1742	493	71.9%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	68	4	675	1890:1643	1296	52.1%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	74	79	3	7.5	4.2	1.1	12.8	-	-	-	-
A47 / Station Road / Thurnby	-	-	74	79	3	7.5	4.2	1.1	12.8	-	-	-	-
1/1	1039	1039	-	-	-	3.4	2.4	-	5.8	20.1	19.6	2.4	22.0
2/2+2/1	355	355	-	-	-	3.4	1.3	-	4.7	47.2	6.0	1.3	7.2
3/1+3/2	675	675	74	79	3	0.7	0.5	1.1	2.4	12.7	4.0	0.5	4.6
4/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		8.2	Total Delay for Signalled Lanes (pcuHr):		12.84	Cycle Time (s):		90		
			PRC Over All Lanes (%):		8.2	Total Delay Over All Lanes(pcuHr):		12.84					

Full Input Data And Results

Scenario 13: '2031 + All Dev (Stage2 Mitigation) AM' (FG13: '2031 AllDev (Stage 2 Mitigation) AM', Plan 2: 'No all red')

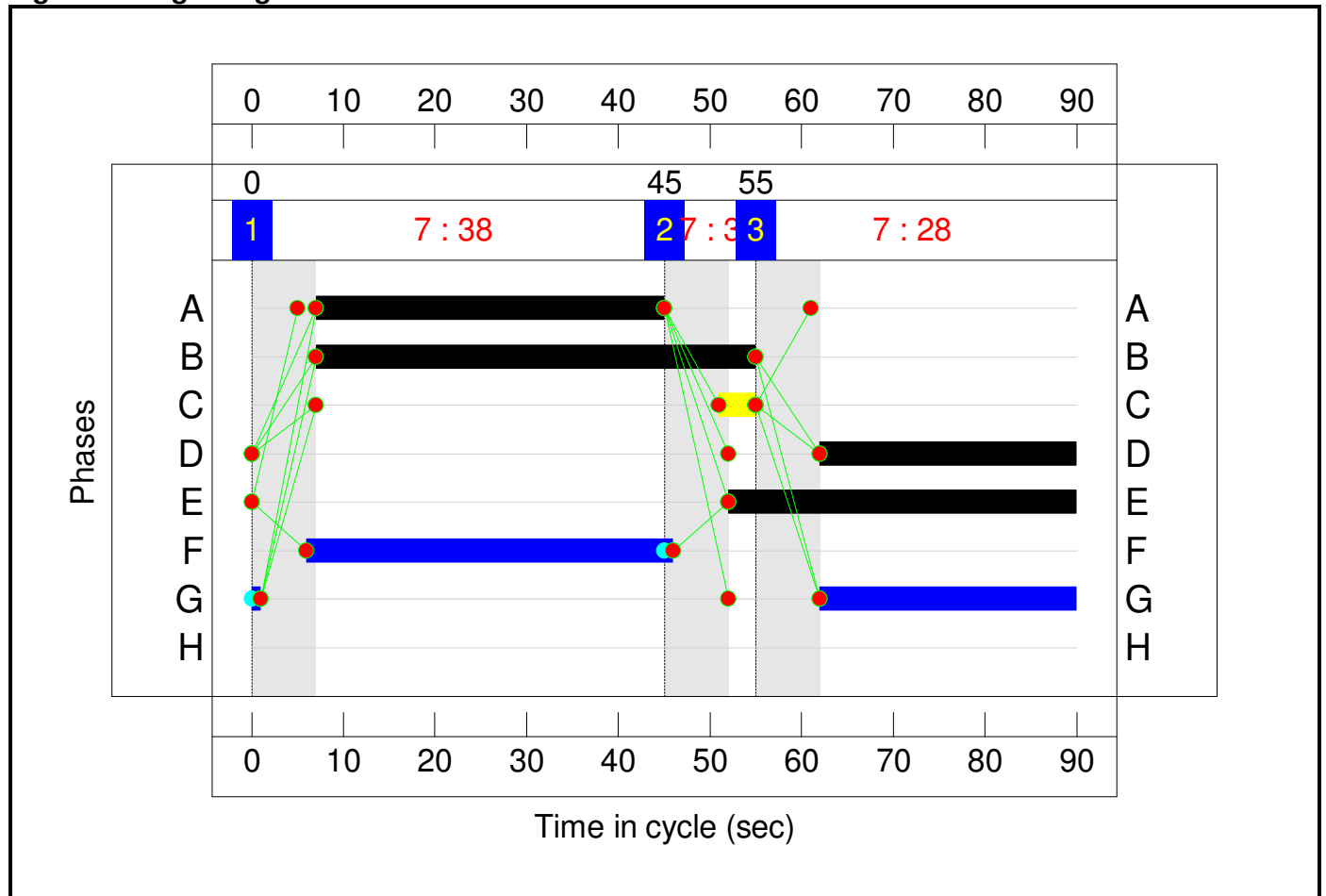
Stage Sequence Diagram



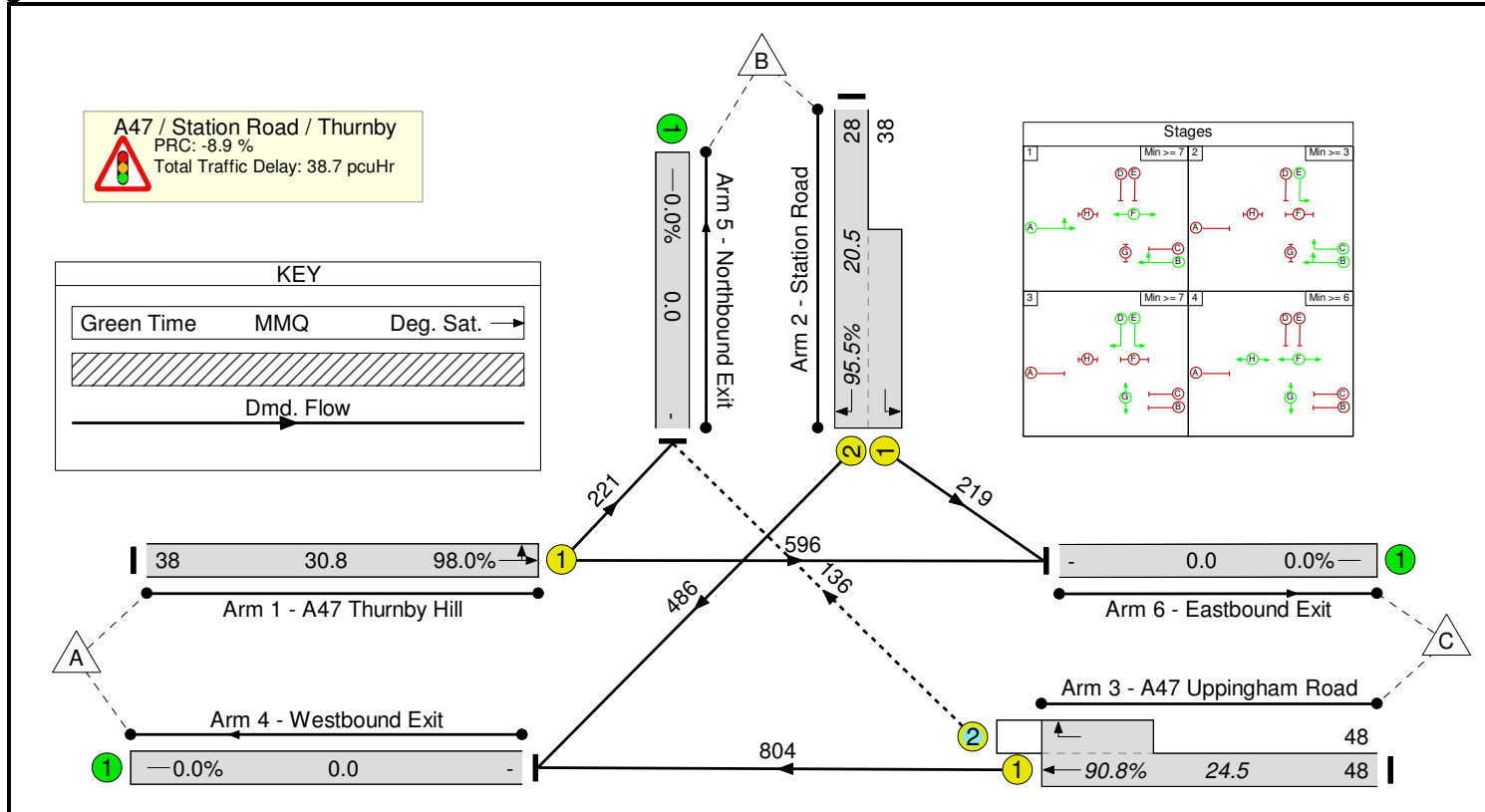
Stage Timings

Stage	1	2	3
Duration	38	3	28
Change Point	0	45	55

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

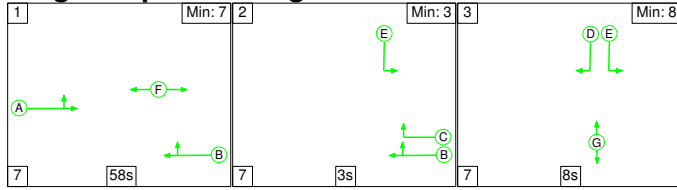
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	98.0%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	98.0%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	38	-	817	1923	833	98.0%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	28:38	-	705	1779:1742	738	95.5%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	48	4	940	1890:1643	1035	90.8%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	1290	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	815	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	6	127	3	15.4	22.6	0.7	38.7	-	-	-	-
A47 / Station Road / Thurnby	-	-	6	127	3	15.4	22.6	0.7	38.7	-	-	-	-
1/1	817	817	-	-	-	5.7	10.8	-	16.5	72.7	20.0	10.8	30.8
2/2+2/1	705	705	-	-	-	5.0	7.4	-	12.3	62.9	13.1	7.4	20.5
3/1+3/2	940	940	6	127	3	4.8	4.5	0.7	9.9	38.1	20.0	4.5	24.5
4/1	1290	1290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-8.9	Total Delay for Signalled Lanes (pcuHr):		38.74	Cycle Time (s):		90		
			PRC Over All Lanes (%):		-8.9	Total Delay Over All Lanes(pcuHr):		38.74					

Full Input Data And Results

Scenario 14: '2031 + All Dev (Stage2 Mitigation) PM' (FG14: '2031 AllDev (Stage 2 Mitigation) PM', Plan 2: 'No all red')

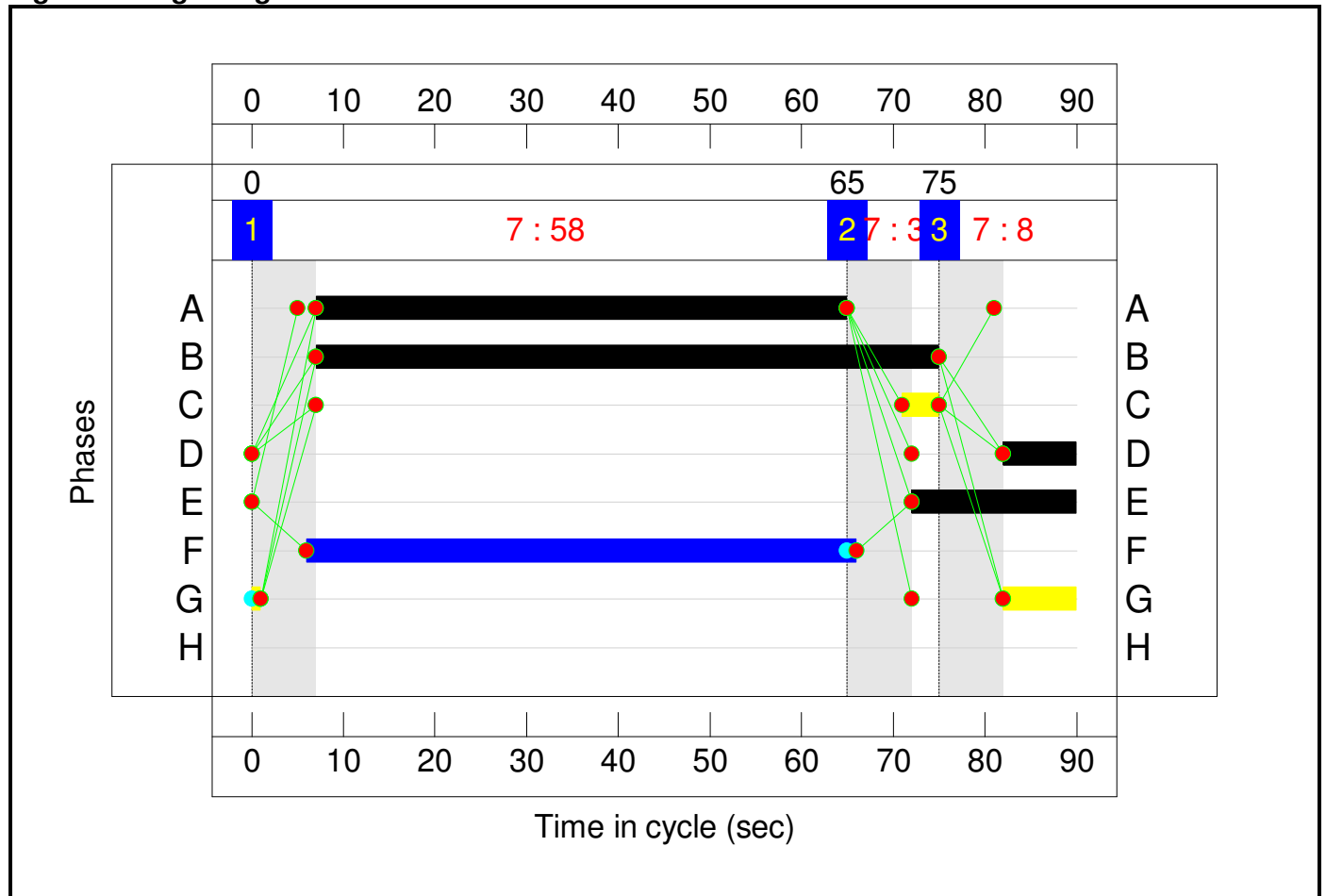
Stage Sequence Diagram



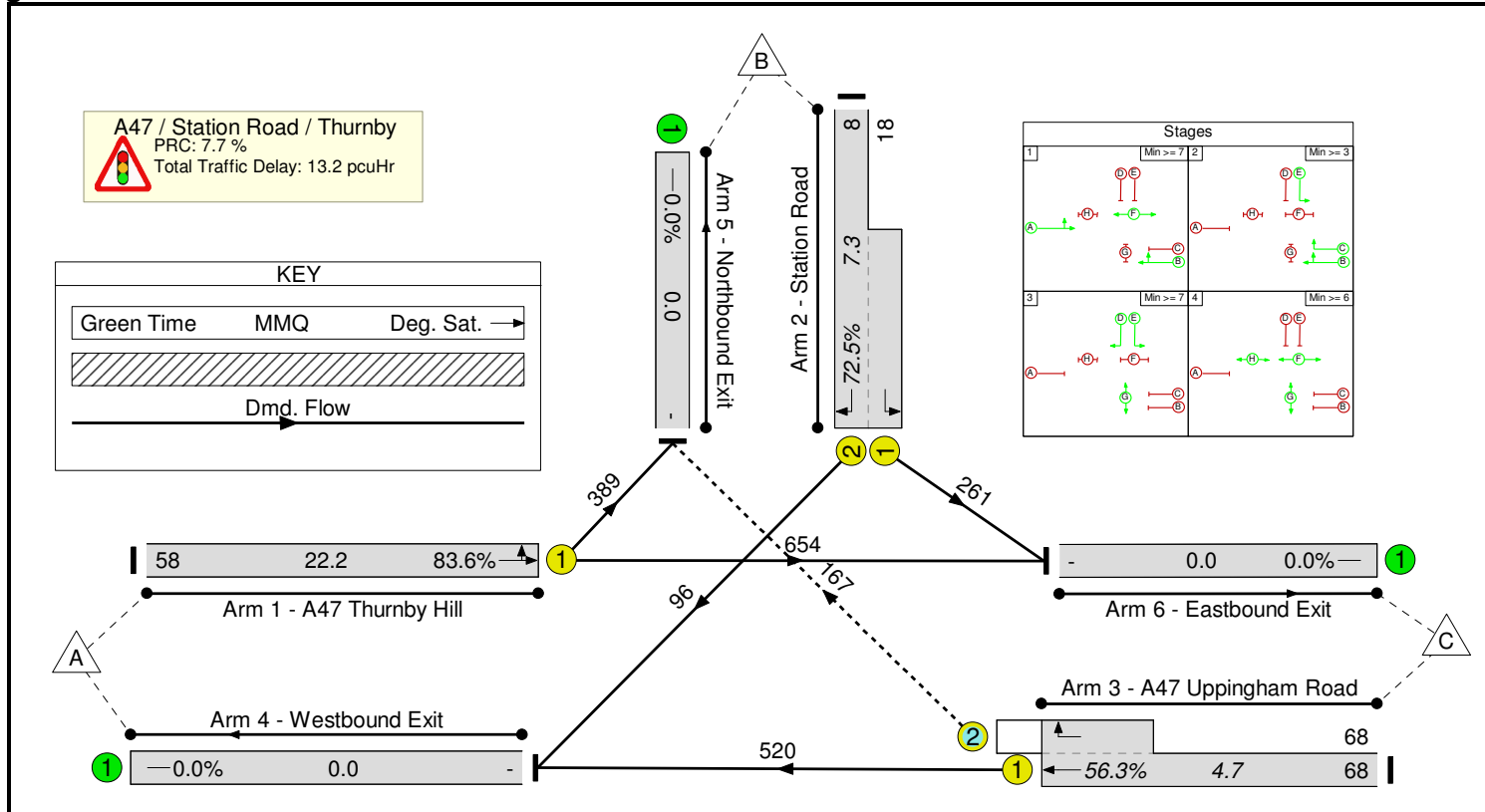
Stage Timings

Stage	1	2	3
Duration	58	3	8
Change Point	0	65	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Base Model	-	-	N/A	-	-		-	-	-	-	-	-	83.6%
A47 / Station Road / Thurnby	-	-	N/A	-	-		-	-	-	-	-	-	83.6%
1/1	A47 Thurnby Hill Left Ahead	U	N/A	N/A	A		1	58	-	1043	1904	1248	83.6%
2/2+2/1	Station Road Right Left	U	N/A	N/A	D E		1	8:18	-	357	1779:1742	492	72.5%
3/1+3/2	A47 Uppingham Road Ahead Right	U+O	N/A	N/A	B	C	1	68	4	687	1890:1643	1221	56.3%
4/1	Westbound Exit	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
5/1	Northbound Exit	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
6/1	Eastbound Exit	U	N/A	N/A	-		-	-	-	915	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Base Model	-	-	71	93	4	7.6	4.4	1.2	13.2	-	-	-	-
A47 / Station Road / Thurnby	-	-	71	93	4	7.6	4.4	1.2	13.2	-	-	-	-
1/1	1043	1043	-	-	-	3.4	2.5	-	5.9	20.4	19.7	2.5	22.2
2/2+2/1	357	357	-	-	-	3.4	1.3	-	4.7	47.5	6.0	1.3	7.3
3/1+3/2	687	687	71	93	4	0.8	0.6	1.2	2.6	13.8	4.0	0.6	4.7
4/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	915	915	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		7.7	Total Delay for Signalled Lanes (pcuHr):			13.24	Cycle Time (s):		90	
			PRC Over All Lanes (%):		7.7	Total Delay Over All Lanes(pcuHr):			13.24				