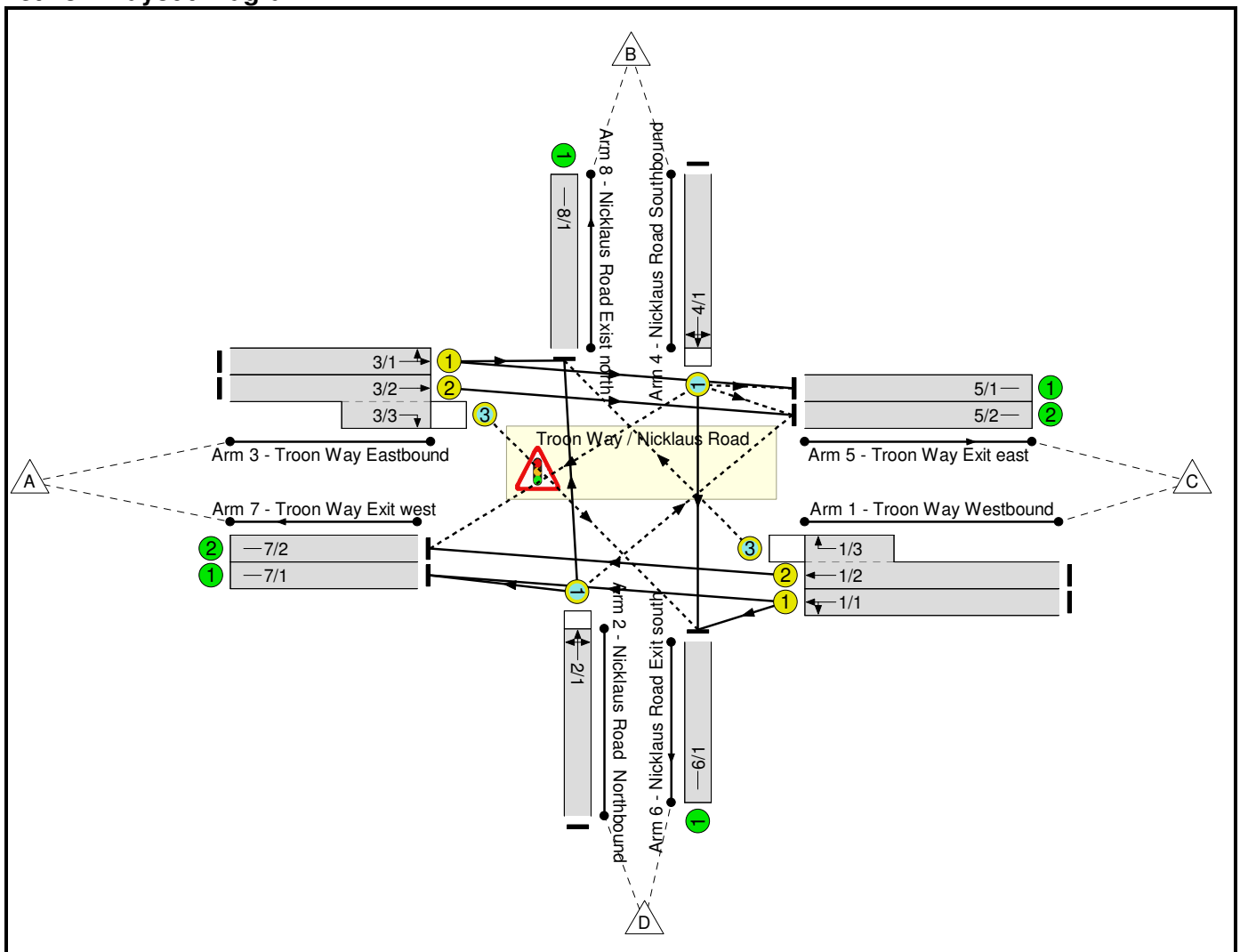


Full Input Data And Results  
**Full Input Data And Results**

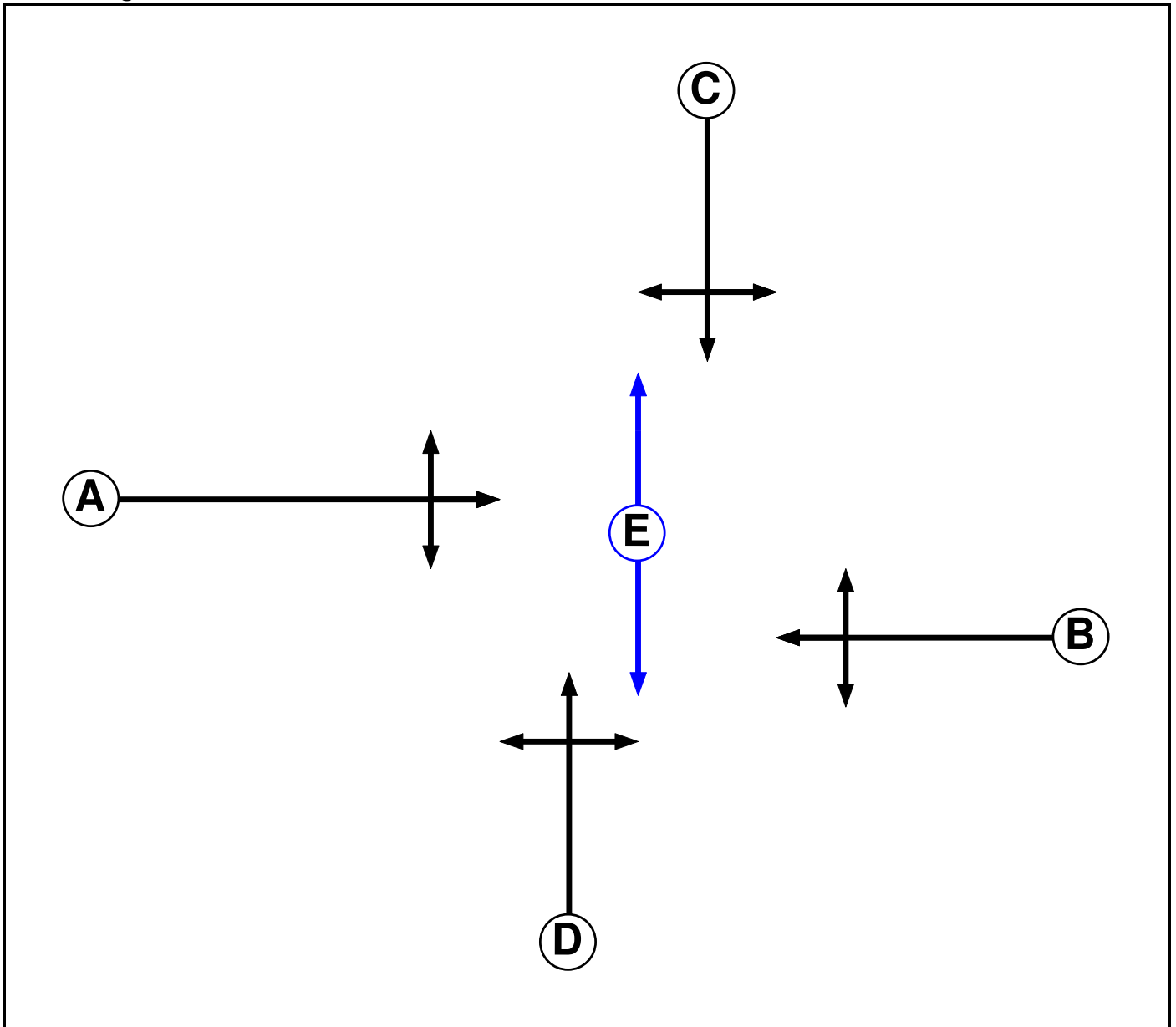
**User and Project Details**

<b>Project:</b>	<b>A46980-7 NEoLSUE</b>
<b>Title:</b>	<b>A563 / Nicklaus Road - LCC Model</b>
<b>Location:</b>	
<b>File name:</b>	A046980-7 [LCiC Troon Way Nicklaus With Development and Improvements].lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	
<b>Notes:</b>	

**Network Layout Diagram**



**Phase Diagram**



**Phase Input Data**

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

## Full Input Data And Results

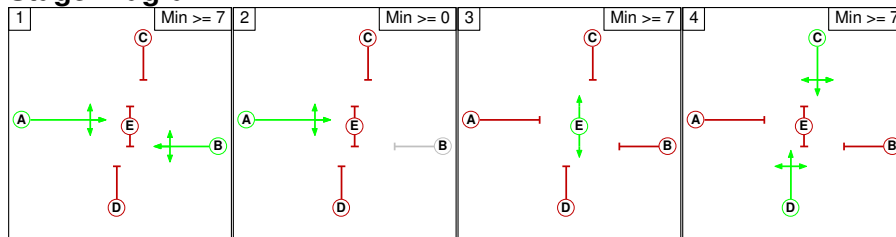
### Phase Intergrens Matrix

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

### Phases in Stage

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

### Stage Diagram



### Phase Delays

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

### Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
	1	0	6	7
	2	6	7	
	3	7	7	6
4	6	6	7	

Full Input Data And Results

**Give-Way Lane Input Data**

Junction: Troon Way / Nicklaus Road											
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)
1/3 (Troon Way Westbound)	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	2.00	-	0.50	2	2.00
2/1 (Nicklaus Road Northbound)	5/2 (Right)	1439	0	4/1	1.09	All	1.00	-	0.50	1	2.00
3/3 (Troon Way Eastbound)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	-	0.50	2	2.00
4/1 (Nicklaus Road Southbound)	5/1 (Left)	1439	0	2/1	1.09	All	1.00	-	0.50	1	2.00
	5/2 (Left)	1439	0	2/1	1.09	All					
	7/2 (Right)	1439	0	2/1	1.09	All					

Full Input Data And Results

**Lane Input Data**

Junction: Troon Way / Nicklaus Road												
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 (Troon Way Westbound)	U	B	2	3	60.0	User	2345	-	-	-	-	-
1/2 (Troon Way Westbound)	U	B	2	3	5.0	Geom	-	3.25	0.00	N	Arm 7 Ahead	Inf
1/3 (Troon Way Westbound)	O	B	2	3	5.0	Geom	-	3.25	0.00	N	Arm 8 Right	25.00
2/1 (Nicklaus Road Northbound)	O	D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Right	Inf
											Arm 7 Left	15.00
											Arm 8 Ahead	Inf
3/1 (Troon Way Eastbound)	U	A	2	3	60.0	User	2200	-	-	-	-	-
3/2 (Troon Way Eastbound)	U	A	2	3	5.0	Geom	-	3.25	0.00	N	Arm 5 Ahead	Inf
3/3 (Troon Way Eastbound)	O	A	2	3	5.0	Geom	-	3.25	0.00	N	Arm 6 Right	25.00
4/1 (Nicklaus Road Southbound)	O	C	2	3	60.0	User	1941	-	-	-	-	-
5/1 (Troon Way Exit east)	U		2	3	6.0	Inf	-	-	-	-	-	-
5/2 (Troon Way Exit east)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Nicklaus Road Exit south)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Troon Way Exit west)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (Troon Way Exit west)	U		2	3	6.0	Inf	-	-	-	-	-	-
8/1 (Nicklaus Road Exist north)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

**Traffic Flow Groups**

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

**Scenario 1: '2014 AM'** (FG1: 'AM 2014', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	29	1044	54	1127
B	67	0	75	197	339	
C	1172	51	0	95	1318	
D	116	109	61	0	286	
Tot.	1355	189	1180	346	3070	

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 1: 2014 AM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	702
1/2 (with short)	616(In) 565(Out)
1/3 (short)	51
2/1	286
3/1	575
3/2 (with short)	552(In) 498(Out)
3/3 (short)	54
4/1	339
5/1	583
5/2	597
6/1	346
7/1	723
7/2	632
8/1	189

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	21.3 %	1936	1936
				Arm 7 Left	15.00	40.6 %		
				Arm 8 Ahead	Inf	38.1 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 2: '2014 PM'** (FG2: 'PM 2014', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	98	945	96	1139
	B	41	0	62	116	219
	C	1127	88	0	52	1267
	D	112	148	46	0	306
	Tot.	1280	334	1053	264	2931



Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 2: 2014 PM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	665
1/2 (with short)	602(In) 514(Out)
1/3 (short)	88
2/1	306
3/1	570
3/2 (with short)	569(In) 473(Out)
3/3 (short)	96
4/1	219
5/1	503
5/2	550
6/1	264
7/1	725
7/2	555
8/1	334

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	15.0 %	1944	1944
				Arm 7 Left	15.00	36.6 %		
				Arm 8 Ahead	Inf	48.4 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 3: '2016 + Com Dev AM'** (FG3: '2016 + Com Dev AM', Plan 1: 'Networking Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	29	1061	55	1145
	B	68	0	76	200	344
	C	1191	52	0	97	1340
	D	118	111	62	0	291
	Tot.	1377	192	1199	352	3120

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 3: 2016 + Com Dev AM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	713
1/2 (with short)	627(In) 575(Out)
1/3 (short)	52
2/1	291
3/1	585
3/2 (with short)	560(In) 505(Out)
3/3 (short)	55
4/1	344
5/1	594
5/2	605
6/1	352
7/1	734
7/2	643
8/1	192

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	21.3 %	1936	1936
				Arm 7 Left	15.00	40.5 %		
				Arm 8 Ahead	Inf	38.1 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 4: '2016 + Com Dev PM'** (FG4: '2016 + Com Dev PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	100	961	98	1159
	B	42	0	63	118	223
	C	1146	89	0	53	1288
	D	114	151	47	0	312
	Tot.	1302	340	1071	269	2982

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 4: 2016 + Com Dev PM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	676
1/2 (with short)	612(In) 523(Out)
1/3 (short)	89
2/1	312
3/1	580
3/2 (with short)	579(In) 481(Out)
3/3 (short)	98
4/1	223
5/1	511
5/2	560
6/1	269
7/1	737
7/2	565
8/1	340

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	15.1 %	1944	1944
				Arm 7 Left	15.00	36.5 %		
				Arm 8 Ahead	Inf	48.4 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 5: '2016 + Com Dev +Ph1 AM'** (FG5: '2016 + Com Dev +Ph1 AM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	1047	69	1146
	B	72	0	62	204	338
	C	1201	41	0	98	1340
	D	116	114	63	0	293
	Tot.	1389	185	1172	371	3117

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 5: 2016 + Com Dev +Ph1 AM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	716
1/2 (with short)	624(In) 583(Out)
1/3 (short)	41
2/1	293
3/1	581
3/2 (with short)	565(In) 496(Out)
3/3 (short)	69
4/1	338
5/1	582
5/2	590
6/1	371
7/1	734
7/2	655
8/1	185

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	21.5 %	1938	1938
				Arm 7 Left	15.00	39.6 %		
				Arm 8 Ahead	Inf	38.9 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 6: '2016 + Com Dev +Ph1 PM'** (FG6: '2016 + Com Dev +Ph1 PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	111	958	97	1166
	B	42	0	56	118	216
	C	1168	91	0	50	1309
	D	119	153	42	0	314
	Tot.	1329	355	1056	265	3005



Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 6: 2016 + Com Dev +Ph1 PM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	687
1/2 (with short)	622(In) 531(Out)
1/3 (short)	91
2/1	314
3/1	584
3/2 (with short)	582(In) 485(Out)
3/3 (short)	97
4/1	216
5/1	501
5/2	555
6/1	265
7/1	756
7/2	573
8/1	355

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	13.4 %	1941	1941
				Arm 7 Left	15.00	37.9 %		
				Arm 8 Ahead	Inf	48.7 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 7: '2021 + Com Dev AM'** (FG7: '2021 + Com Dev AM', Plan 1: 'Networking Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	31	1115	58	1204
	B	72	0	80	210	362
	C	1251	54	0	101	1406
	D	124	116	65	0	305
	Tot.	1447	201	1260	369	3277

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 7: 2021 + Com Dev AM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	747
1/2 (with short)	659(In) 605(Out)
1/3 (short)	54
2/1	305
3/1	615
3/2 (with short)	589(In) 531(Out)
3/3 (short)	58
4/1	362
5/1	624
5/2	636
6/1	369
7/1	770
7/2	677
8/1	201

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	21.3 %	1936	1936
				Arm 7 Left	15.00	40.7 %		
				Arm 8 Ahead	Inf	38.0 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 8: '2021 + Com Dev PM'** (FG8: '2021 + Com Dev PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	105	1011	103	1219
	B	44	0	66	124	234
	C	1205	94	0	56	1355
	D	120	158	49	0	327
	Tot.	1369	357	1126	283	3135

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 8: 2021 + Com Dev PM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	712
1/2 (with short)	643(In) 549(Out)
1/3 (short)	94
2/1	327
3/1	611
3/2 (with short)	608(In) 505(Out)
3/3 (short)	103
4/1	234
5/1	539
5/2	587
6/1	283
7/1	776
7/2	593
8/1	357

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	15.0 %	1944	1944
				Arm 7 Left	15.00	36.7 %		
				Arm 8 Ahead	Inf	48.3 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 9: '2021 + Com Dev +Ph2 AM'** (FG9: '2021 + Com Dev +Ph2 AM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	32	1107	65	1204
	B	74	0	82	206	362
	C	1284	43	0	102	1429
	D	124	115	63	0	302
	Tot.	1482	190	1252	373	3297

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 9: 2021 + Com Dev +Ph2 AM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	761
1/2 (with short)	668(In) 625(Out)
1/3 (short)	43
2/1	302
3/1	614
3/2 (with short)	590(In) 525(Out)
3/3 (short)	65
4/1	362
5/1	623
5/2	629
6/1	373
7/1	783
7/2	699
8/1	190

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	20.9 %	1936	1936
				Arm 7 Left	15.00	41.1 %		
				Arm 8 Ahead	Inf	38.1 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 10: '2021 + Com Dev +Ph2 PM'** (FG10: '2021 + Com Dev +Ph2 PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	104	1009	101	1214
	B	44	0	56	123	223
	C	1211	92	0	45	1348
	D	122	160	45	0	327
	Tot.	1377	356	1110	269	3112



Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 10: 2021 + Com Dev +Ph2 PM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	708
1/2 (with short)	640(In) 548(Out)
1/3 (short)	92
2/1	327
3/1	607
3/2 (with short)	607(In) 506(Out)
3/3 (short)	101
4/1	223
5/1	531
5/2	579
6/1	269
7/1	785
7/2	592
8/1	356

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	13.8 %	1943	1943
				Arm 7 Left	15.00	37.3 %		
				Arm 8 Ahead	Inf	48.9 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 11: '2031 + Com Dev AM'** (FG11: '2031 + Com Dev AM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	33	1206	62	1301
	B	78	0	87	230	395
	C	1353	59	0	110	1522
	D	140	127	71	0	338
	Tot.	1571	219	1364	402	3556

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 11: 2031 + Com Dev AM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	804
1/2 (with short)	718(In) 659(Out)
1/3 (short)	59
2/1	338
3/1	665
3/2 (with short)	636(In) 574(Out)
3/3 (short)	62
4/1	395
5/1	675
5/2	689
6/1	402
7/1	834
7/2	737
8/1	219

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	21.0 %	1935	1935
				Arm 7 Left	15.00	41.4 %		
				Arm 8 Ahead	Inf	37.6 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 12: '2031 + Com Dev PM'** (FG12: '2031 + Com Dev PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	114	1098	112	1324
	B	48	0	73	136	257
	C	1309	102	0	60	1471
	D	136	173	54	0	363
	Tot.	1493	389	1225	308	3415

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 12: 2031 + Com Dev PM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	773
1/2 (with short)	698(In) 596(Out)
1/3 (short)	102
2/1	363
3/1	674
3/2 (with short)	650(In) 538(Out)
3/3 (short)	112
4/1	257
5/1	596
5/2	629
6/1	308
7/1	849
7/2	644
8/1	389

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	14.9 %	1942	1942
				Arm 7 Left	15.00	37.5 %		
				Arm 8 Ahead	Inf	47.7 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 13: '2031 +All Dev (Stage 2 Mitigation) AM'** (FG13: '2031 +All Dev (Stage 2 Mitigation) AM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

Origin	Destination					
	A	B	C	D	Tot.	
A	0	30	1198	64	1292	
B	75	0	81	237	393	
C	1371	51	0	115	1537	
D	145	124	68	0	337	
Tot.	1591	205	1347	416	3559	

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 13: 2031 +All Dev (Stage 2 Mitigation) AM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	813
1/2 (with short)	724(In) 673(Out)
1/3 (short)	51
2/1	337
3/1	660
3/2 (with short)	632(In) 568(Out)
3/3 (short)	64
4/1	393
5/1	670
5/2	677
6/1	416
7/1	843
7/2	748
8/1	205

Full Input Data And Results

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	20.2 %	1932	1932
				Arm 7 Left	15.00	43.0 %		
				Arm 8 Ahead	Inf	36.8 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 14: '2031 +All Dev (Stage 2 Mitigation) PM'** (FG14: '2031+All Dev (Stage 2 Mitigation) PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	101	1124	113	1338
	B	43	0	67	142	252
	C	1304	102	0	61	1467
	D	142	172	52	0	366
	Tot.	1489	375	1243	316	3423



Full Input Data And Results

**Traffic Lane Flows**

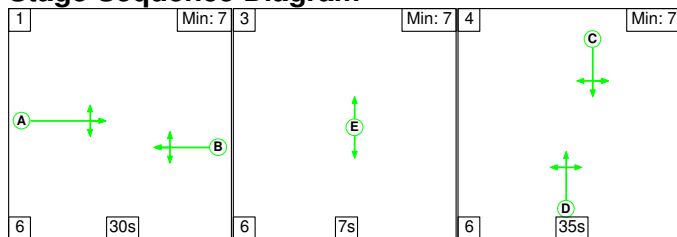
Lane	Scenario 14: 2031 +All Dev (Stage 2 Mitigation) PM
<b>Junction: Troon Way / Nicklaus Road</b>	
1/1	771
1/2 (with short)	696(In) 594(Out)
1/3 (short)	102
2/1	366
3/1	682
3/2 (with short)	656(In) 543(Out)
3/3 (short)	113
4/1	252
5/1	614
5/2	629
6/1	316
7/1	852
7/2	637
8/1	375

**Lane Saturation Flows**

Junction: Troon Way / Nicklaus Road								
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 (Troon Way Westbound Lane 1)	This lane uses a directly entered Saturation Flow						2345	2345
1/2 (Troon Way Westbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Troon Way Westbound)	3.25	0.00	N	Arm 8 Right	25.00	100.0 %	1962	1962
2/1 (Nicklaus Road Northbound)	4.00	0.00	Y	Arm 5 Right	Inf	14.2 %	1940	1940
				Arm 7 Left	15.00	38.8 %		
				Arm 8 Ahead	Inf	47.0 %		
3/1 (Troon Way Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
3/2 (Troon Way Eastbound)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Troon Way Eastbound)	3.25	0.00	N	Arm 6 Right	25.00	100.0 %	1962	1962
4/1 (Nicklaus Road Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1941	1941
5/1 (Troon Way Exit east Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Troon Way Exit east Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Nicklaus Road Exit south Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Troon Way Exit west Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Troon Way Exit west Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Nicklaus Road Exist north Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 1: '2014 AM' (FG1: 'AM 2014', Plan 1: 'Network Control Plan 1')**

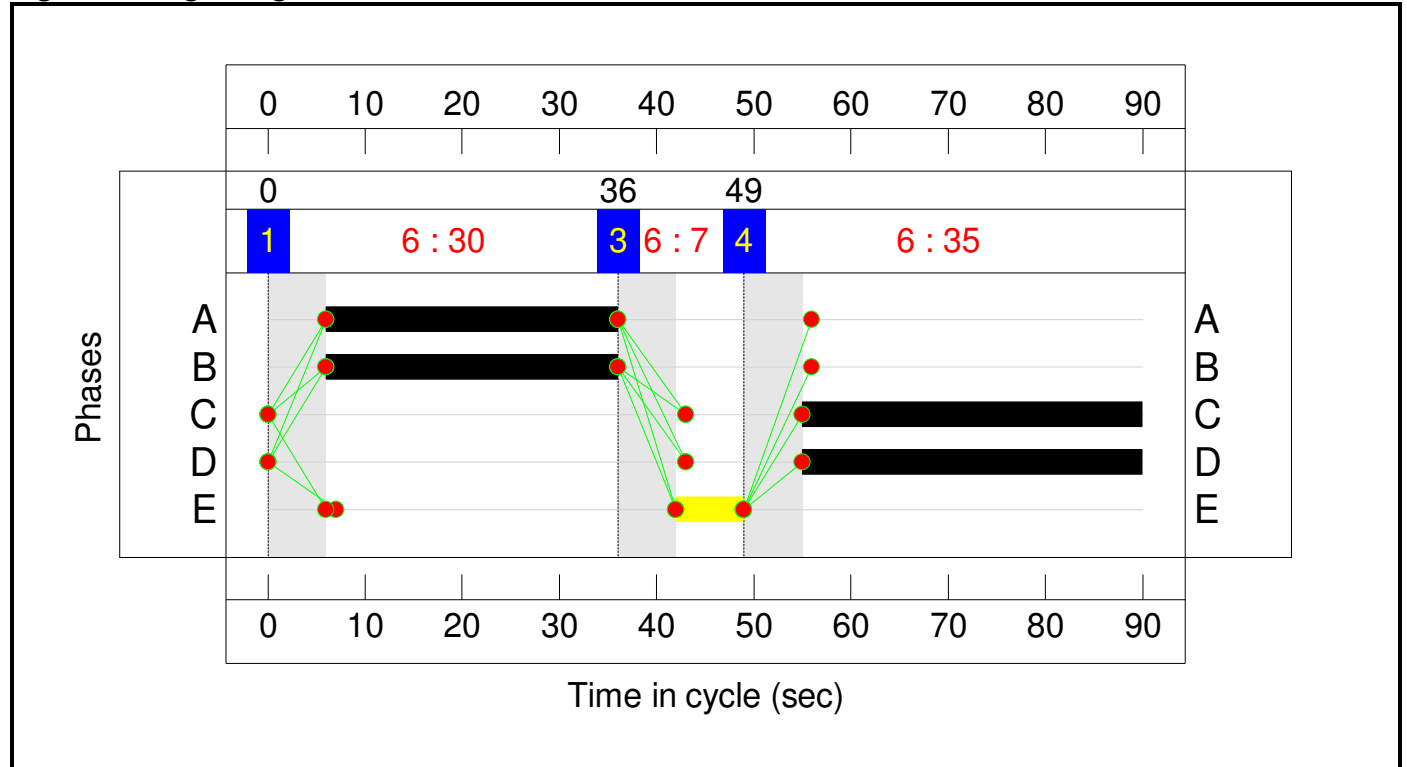
**Stage Sequence Diagram**



**Stage Timings**

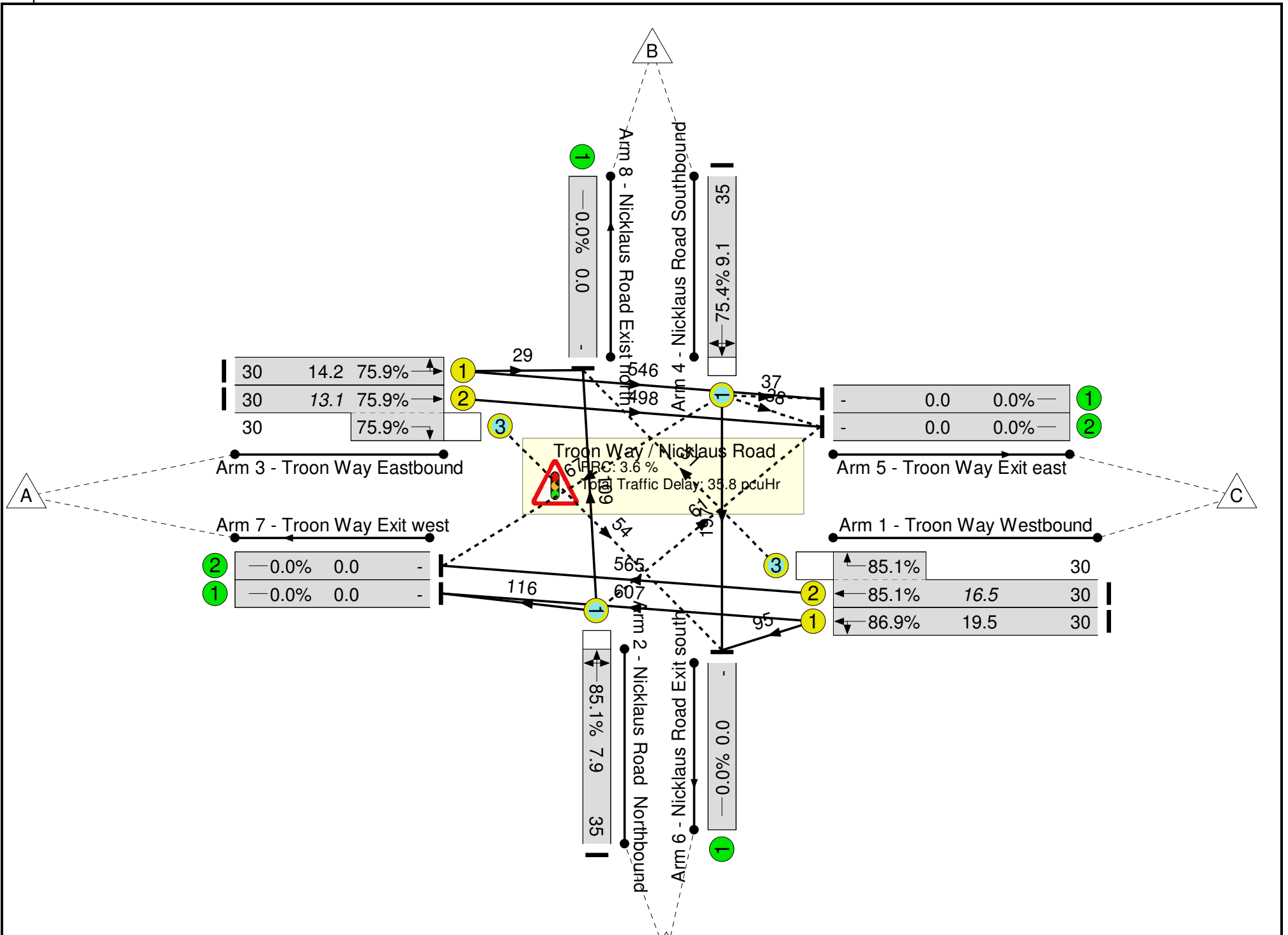
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<b>Duration</b>	30	7	35
<b>Change Point</b>	0	36	49

**Signal Timings Diagram**



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	86.9%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	86.9%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	30	-	702	2345	808	86.9%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	30	-	616	2080:1962	664+60	85.1 : 85.1%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	35	-	286	1936	336	85.1%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	30	-	575	2200	758	75.9%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	30	-	552	2080:1962	656+71	75.9 : 75.9%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	35	-	339	1941	449	75.4%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%

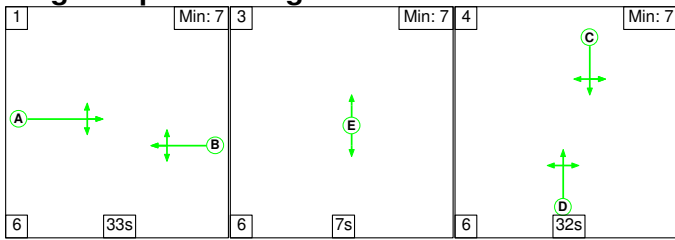
Full Input Data And Results

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: A563 / Nicklaus Road - LCC Model	-	-	289	0	19	22.2	13.0	0.6	35.8	-	-	-	-
Troon Way / Nicklaus Road	-	-	289	0	19	22.2	13.0	0.6	35.8	-	-	-	-
1/1	702	702	-	-	-	5.4	3.1	-	8.5	43.7	16.4	3.1	19.5
1/2+1/3	616	616	51	0	0	4.6	2.7	0.2	7.5	43.9	13.8	2.7	16.5
2/1	286	286	59	0	2	1.6	2.6	0.0	4.3	53.8	5.3	2.6	7.9
3/1	575	575	-	-	-	4.2	1.5	-	5.7	35.9	12.6	1.5	14.2
3/2+3/3	552	552	41	0	13	3.9	1.5	0.3	5.8	37.7	11.6	1.5	13.1
4/1	339	339	139	0	3	2.5	1.5	0.1	4.0	42.9	7.6	1.5	9.1
5/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1      PRC for Signalled Lanes (%): 3.6      Total Delay for Signalled Lanes (pcuHr): 35.84      Cycle Time (s): 90 PRC Over All Lanes (%): 3.6      Total Delay Over All Lanes(pcuHr): 35.84													

Full Input Data And Results

Scenario 2: '2014 PM' (FG2: 'PM 2014', Plan 1: 'Network Control Plan 1')

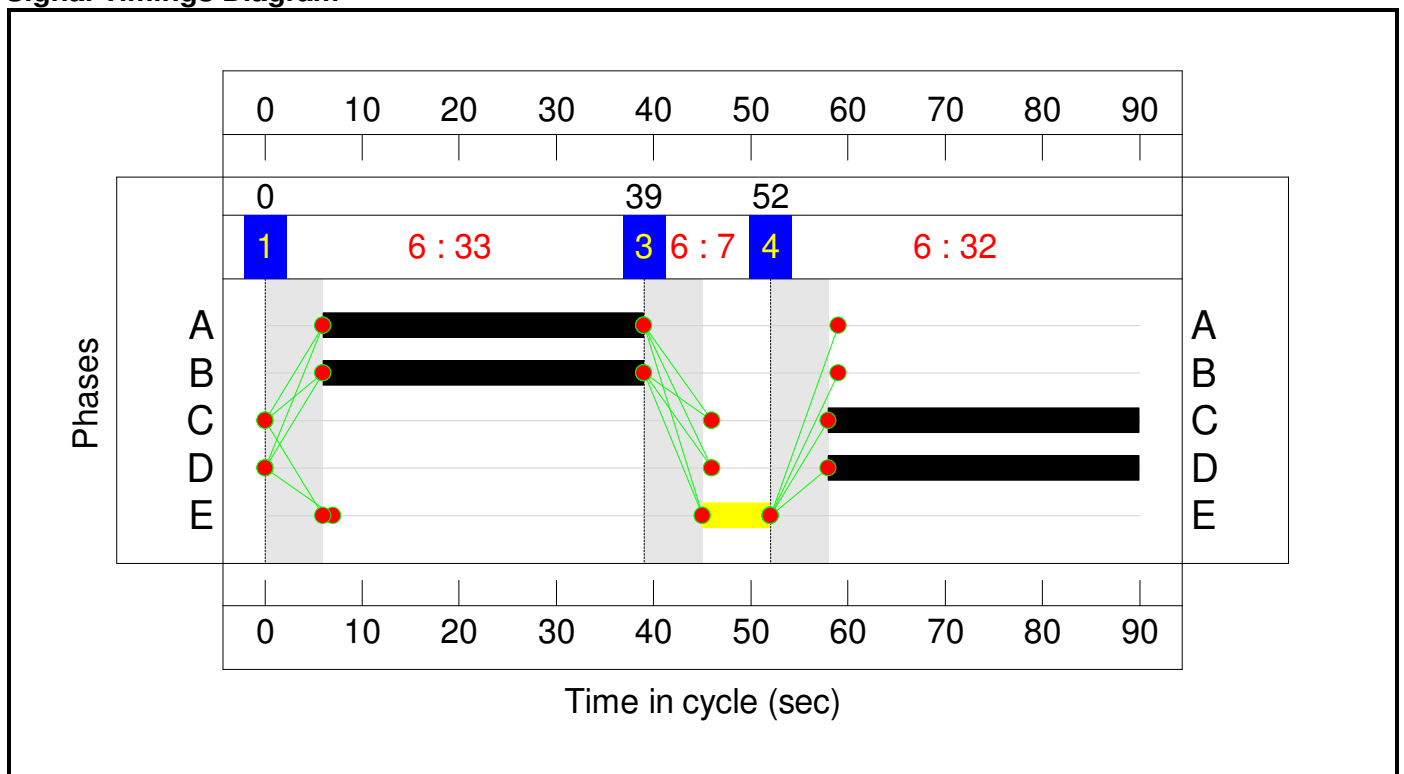
Stage Sequence Diagram



Stage Timings

Stage	1	3	4
Duration	33	7	32
Change Point	0	39	52

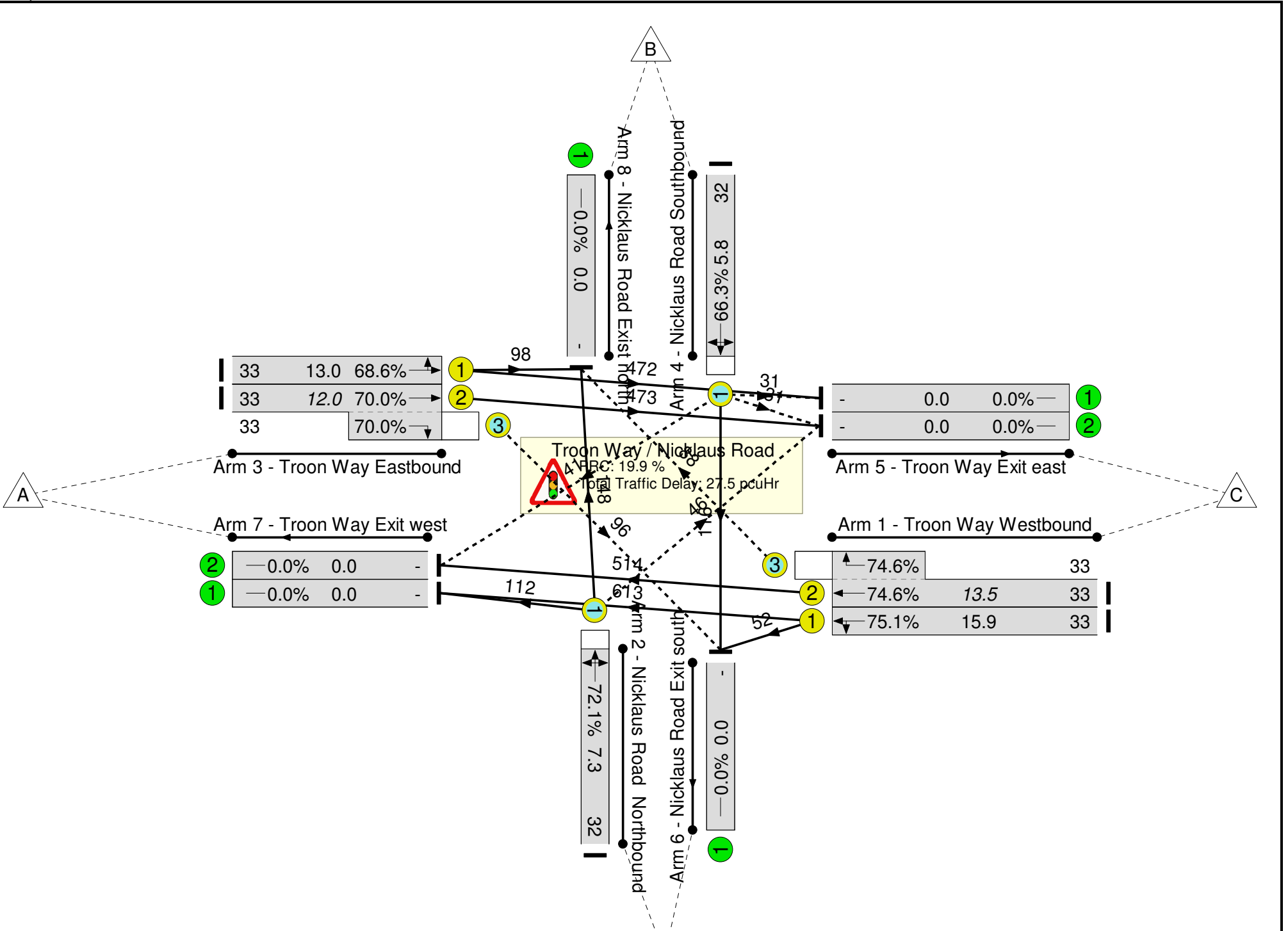
Signal Timings Diagram





Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	75.1%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	75.1%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	33	-	665	2345	886	75.1%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	33	-	602	2080:1962	689+118	74.6 : 74.6%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	32	-	306	1944	425	72.1%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	33	-	570	2200	831	68.6%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	33	-	569	2080:1962	675+137	70.0 : 70.0%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	32	-	219	1941	330	66.3%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%

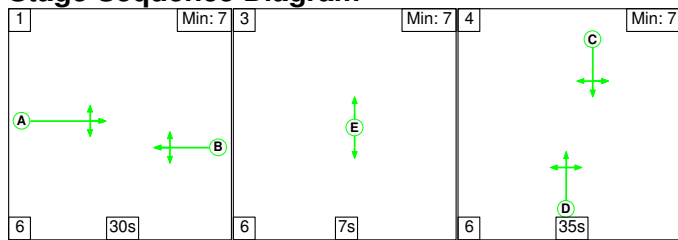
Full Input Data And Results

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)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	327	0	6	19.2	7.4	0.9	27.5	-	-	-	-
<b>Troon Way / Nicklaus Road</b>	-	-	327	0	6	19.2	7.4	0.9	27.5	-	-	-	-
1/1	665	665	-	-	-	4.5	1.5	-	6.0	32.4	14.4	1.5	15.9
1/2+1/3	602	602	88	0	0	3.9	1.4	0.3	5.7	34.2	12.0	1.4	13.5
2/1	306	306	45	0	1	2.0	1.3	0.0	3.2	38.2	6.0	1.3	7.3
3/1	570	570	-	-	-	3.7	1.1	-	4.8	30.4	11.9	1.1	13.0
3/2+3/3	569	569	92	0	4	3.6	1.2	0.5	5.2	33.1	10.8	1.2	12.0
4/1	219	219	102	0	1	1.5	1.0	0.1	2.6	42.1	4.8	1.0	5.8
5/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1      PRC for Signalled Lanes (%): 19.9      Total Delay for Signalled Lanes (pcuHr): 27.54      Cycle Time (s): 90</p> <p>          PRC Over All Lanes (%): 19.9      Total Delay Over All Lanes(pcuHr): 27.54</p>													

Full Input Data And Results

Scenario 3: '2016 + Com Dev AM' (FG3: '2016 + Com Dev AM', Plan 1: 'Network Control Plan 1')

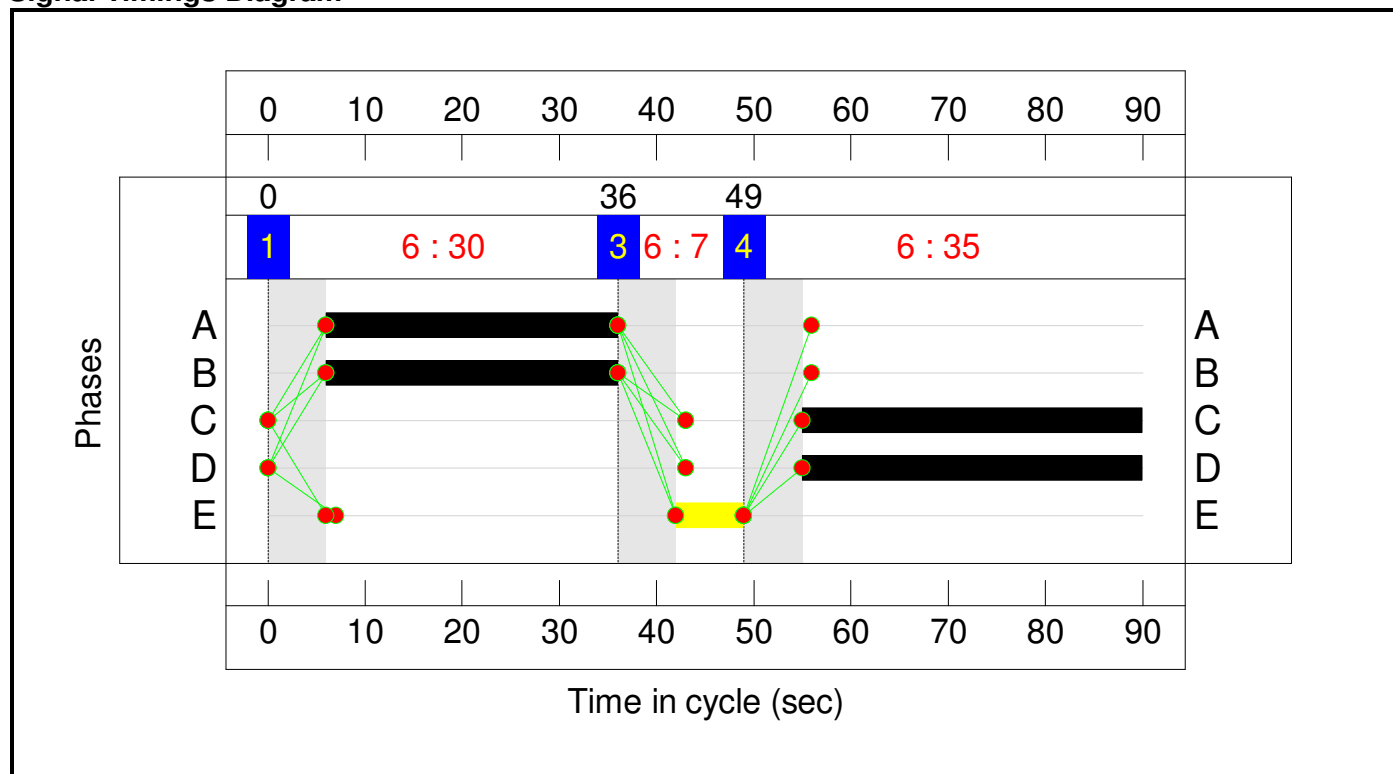
Stage Sequence Diagram



Stage Timings

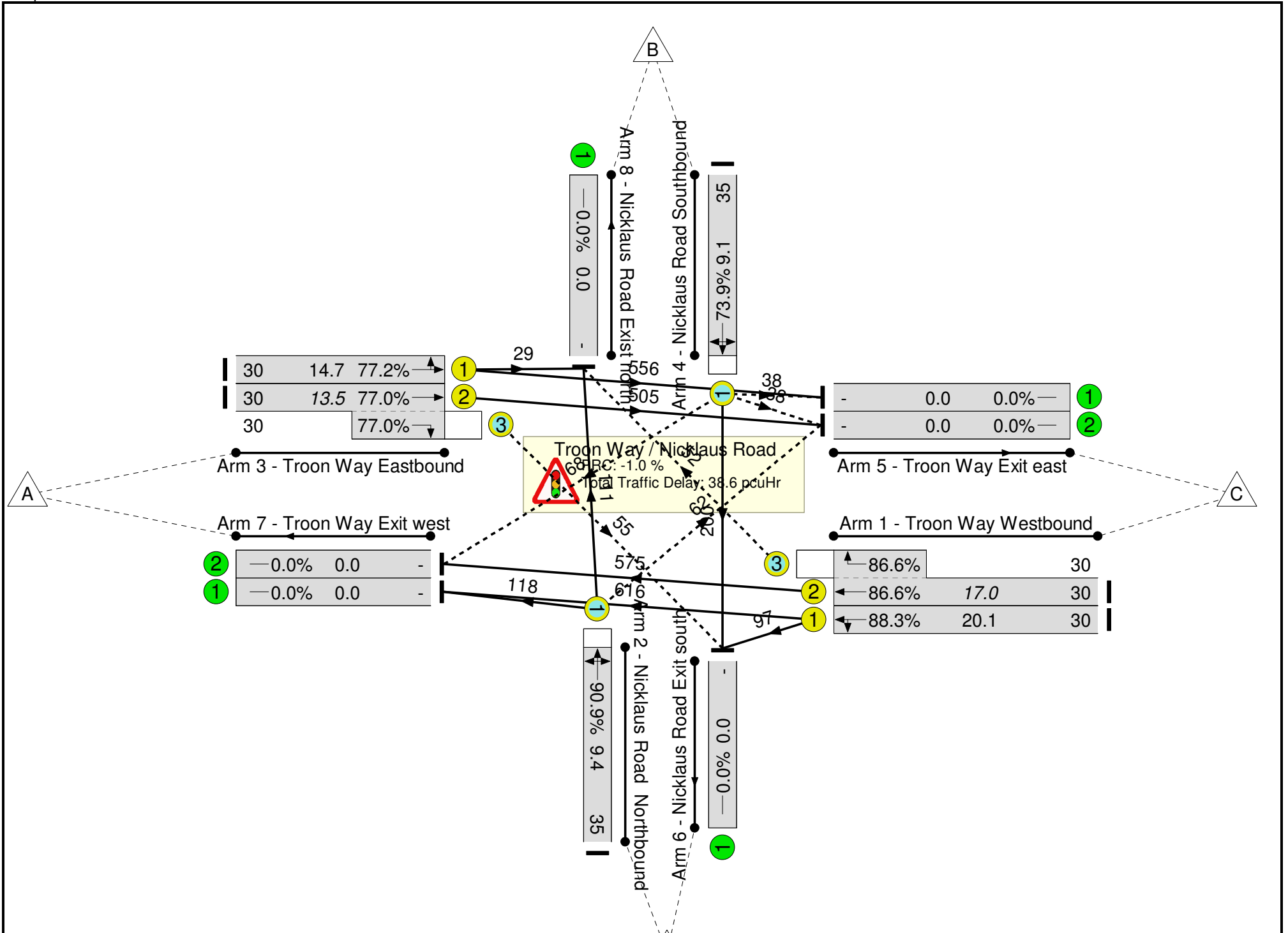
Stage	1	3	4
Duration	30	7	35
Change Point	0	36	49

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	30	-	713	2345	808	88.3%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	30	-	627	2080:1962	664+60	86.6 : 86.6%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	35	-	291	1936	320	90.9%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	30	-	585	2200	758	77.2%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	30	-	560	2080:1962	656+71	77.0 : 77.0%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	35	-	344	1941	466	73.9%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%



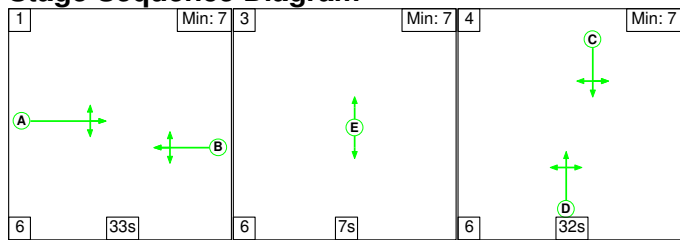
Full Input Data And Results

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)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	287	0	26	22.8	15.2	0.6	38.6	-	-	-	-
<b>Troon Way / Nicklaus Road</b>	-	-	287	0	26	22.8	15.2	0.6	38.6	-	-	-	-
1/1	713	713	-	-	-	5.5	3.5	-	9.0	45.5	16.6	3.5	20.1
1/2+1/3	627	627	52	0	0	4.7	3.0	0.2	8.0	45.7	14.0	3.0	17.0
2/1	291	291	56	0	6	1.7	3.9	0.0	5.7	70.7	5.5	3.9	9.4
3/1	585	585	-	-	-	4.3	1.7	-	5.9	36.6	13.0	1.7	14.7
3/2+3/3	560	560	37	0	18	4.0	1.6	0.3	6.0	38.3	11.9	1.6	13.5
4/1	344	344	142	0	2	2.5	1.4	0.1	4.0	41.6	7.7	1.4	9.1
5/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1      PRC for Signalled Lanes (%): -1.0      Total Delay for Signalled Lanes (pcuHr): 38.57      Cycle Time (s): 90 PRC Over All Lanes (%): -1.0      Total Delay Over All Lanes(pcuHr): 38.57													

Full Input Data And Results

Scenario 4: '2016 + Com Dev PM' (FG4: '2016 + Com Dev PM', Plan 1: 'Network Control Plan 1')

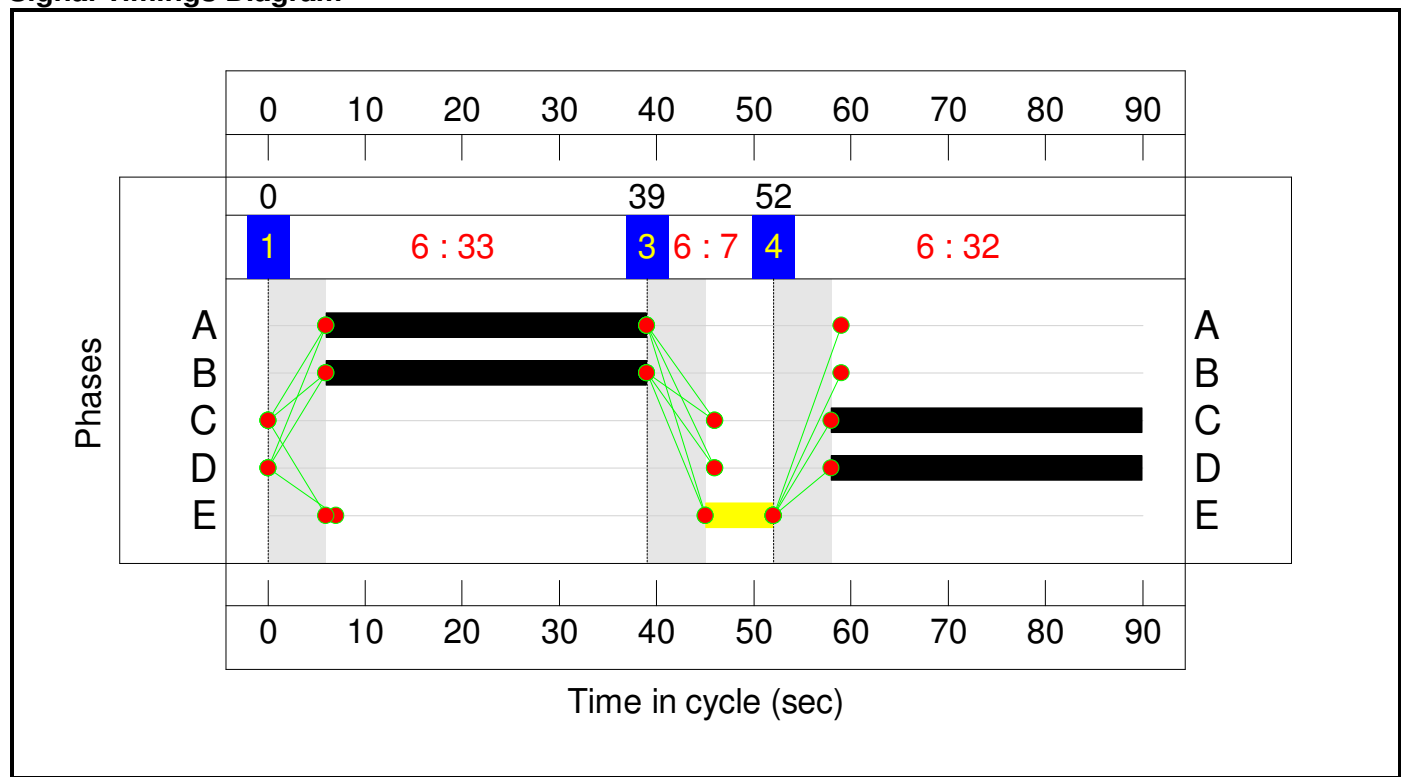
Stage Sequence Diagram



Stage Timings

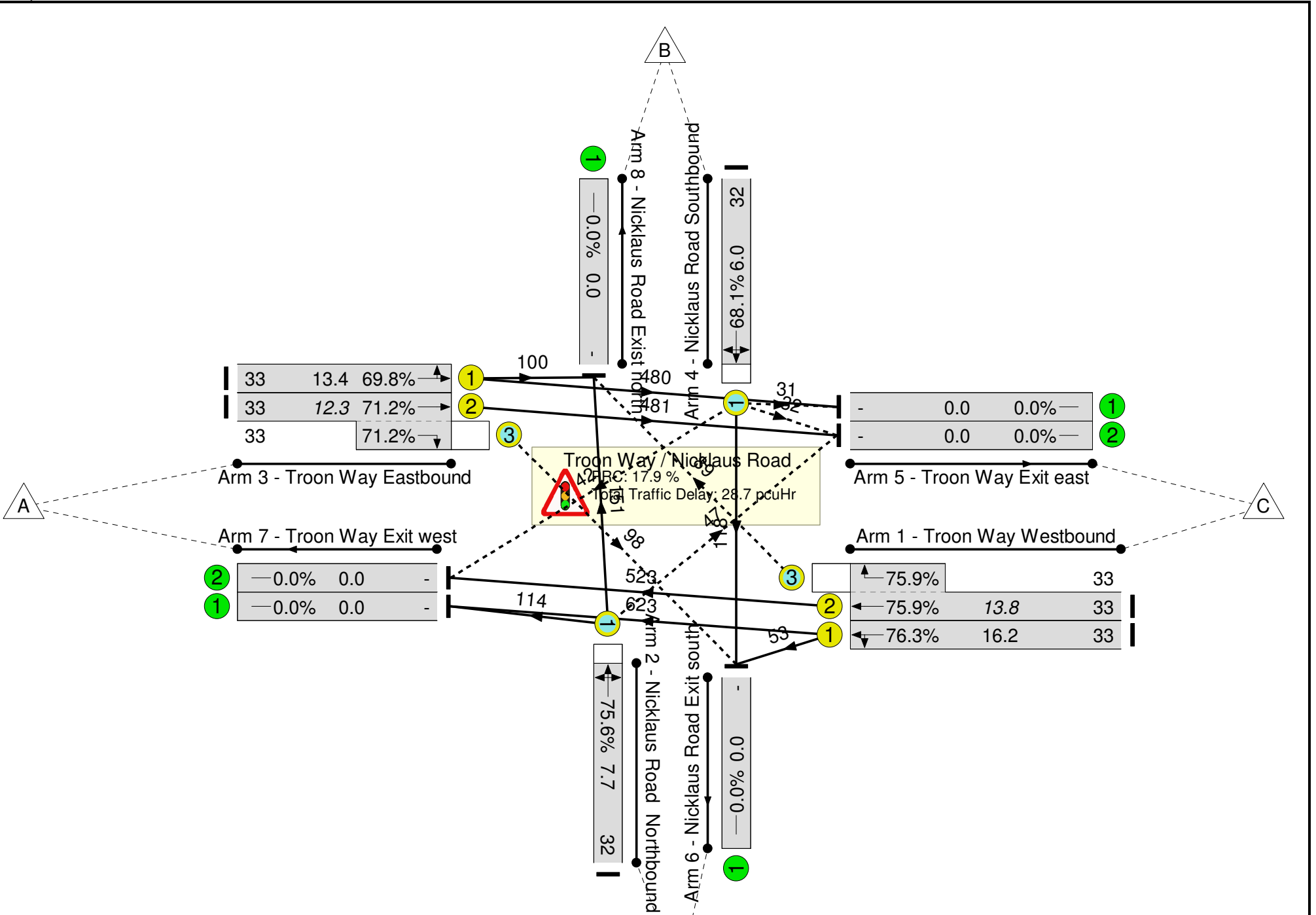
Stage	1	3	4
Duration	33	7	32
Change Point	0	39	52

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	33	-	676	2345	886	76.3%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	33	-	612	2080:1962	689+117	75.9 : 75.9%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	32	-	312	1944	413	75.6%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	33	-	580	2200	831	69.8%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	33	-	579	2080:1962	675+138	71.2 : 71.2%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	32	-	223	1941	327	68.1%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%

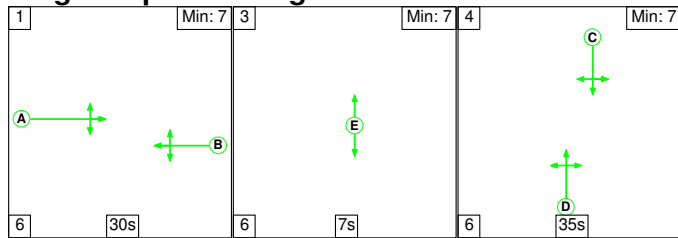
Full Input Data And Results

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: A563 / Nicklaus Road - LCC Model	-	-	325	0	14	19.7	8.1	0.9	28.7	-	-	-	-
Troon Way / Nicklaus Road	-	-	325	0	14	19.7	8.1	0.9	28.7	-	-	-	-
1/1	676	676	-	-	-	4.6	1.6	-	6.2	32.9	14.6	1.6	16.2
1/2+1/3	612	612	89	0	0	4.0	1.5	0.3	5.9	34.8	12.2	1.5	13.8
2/1	312	312	46	0	1	2.0	1.5	0.0	3.5	40.8	6.2	1.5	7.7
3/1	580	580	-	-	-	3.8	1.1	-	5.0	30.8	12.2	1.1	13.4
3/2+3/3	579	579	86	0	12	3.7	1.2	0.5	5.4	33.7	11.0	1.2	12.3
4/1	223	223	104	0	1	1.5	1.0	0.1	2.7	43.4	5.0	1.0	6.0
5/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	17.9	Total Delay for Signalled Lanes (pcuHr):			28.69	Cycle Time (s): 90				
			PRC Over All Lanes (%):	17.9	Total Delay Over All Lanes (pcuHr):			28.69					

Full Input Data And Results

Scenario 5: '2016 + Com Dev +Ph1 AM' (FG5: '2016 + Com Dev +Ph1 AM', Plan 1: 'Network Control Plan 1')

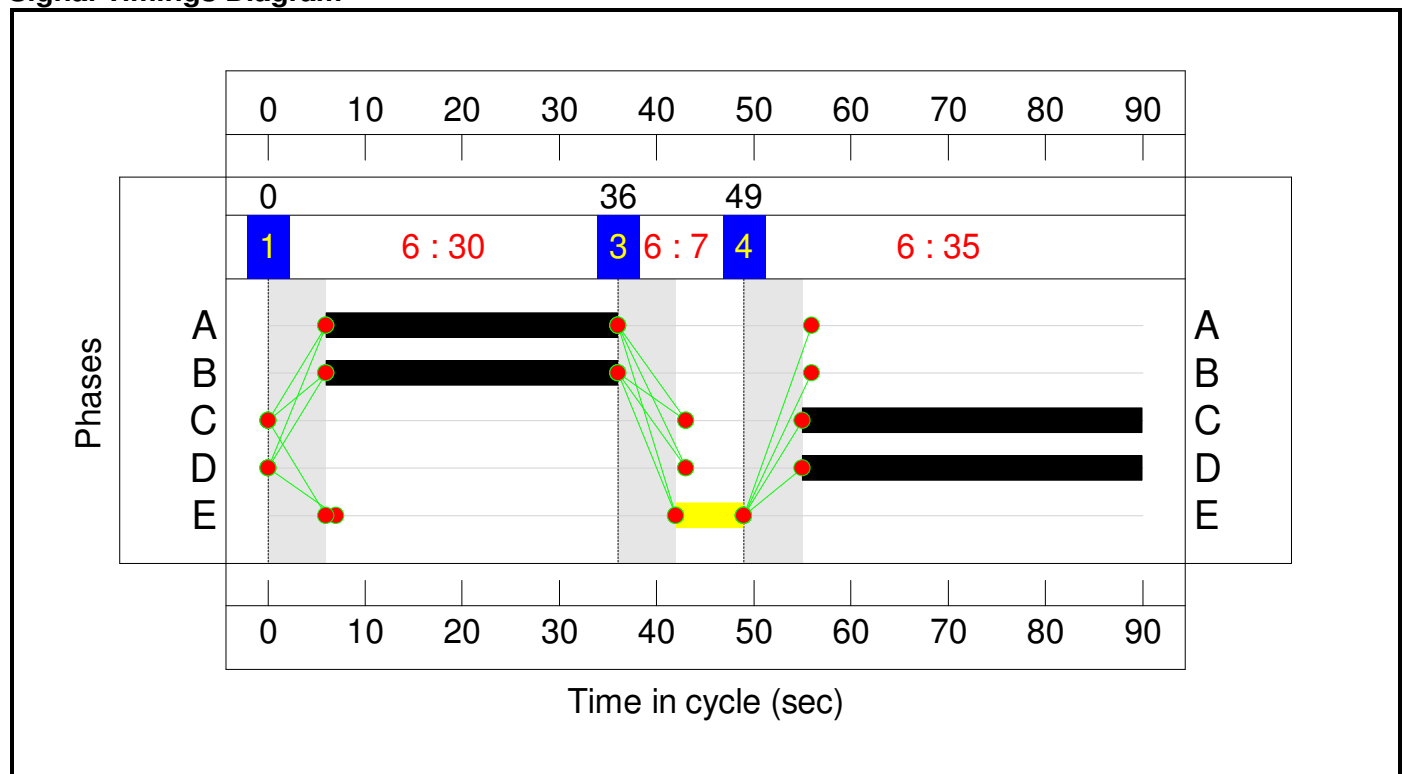
Stage Sequence Diagram



Stage Timings

Stage	1	3	4
Duration	30	7	35
Change Point	0	36	49

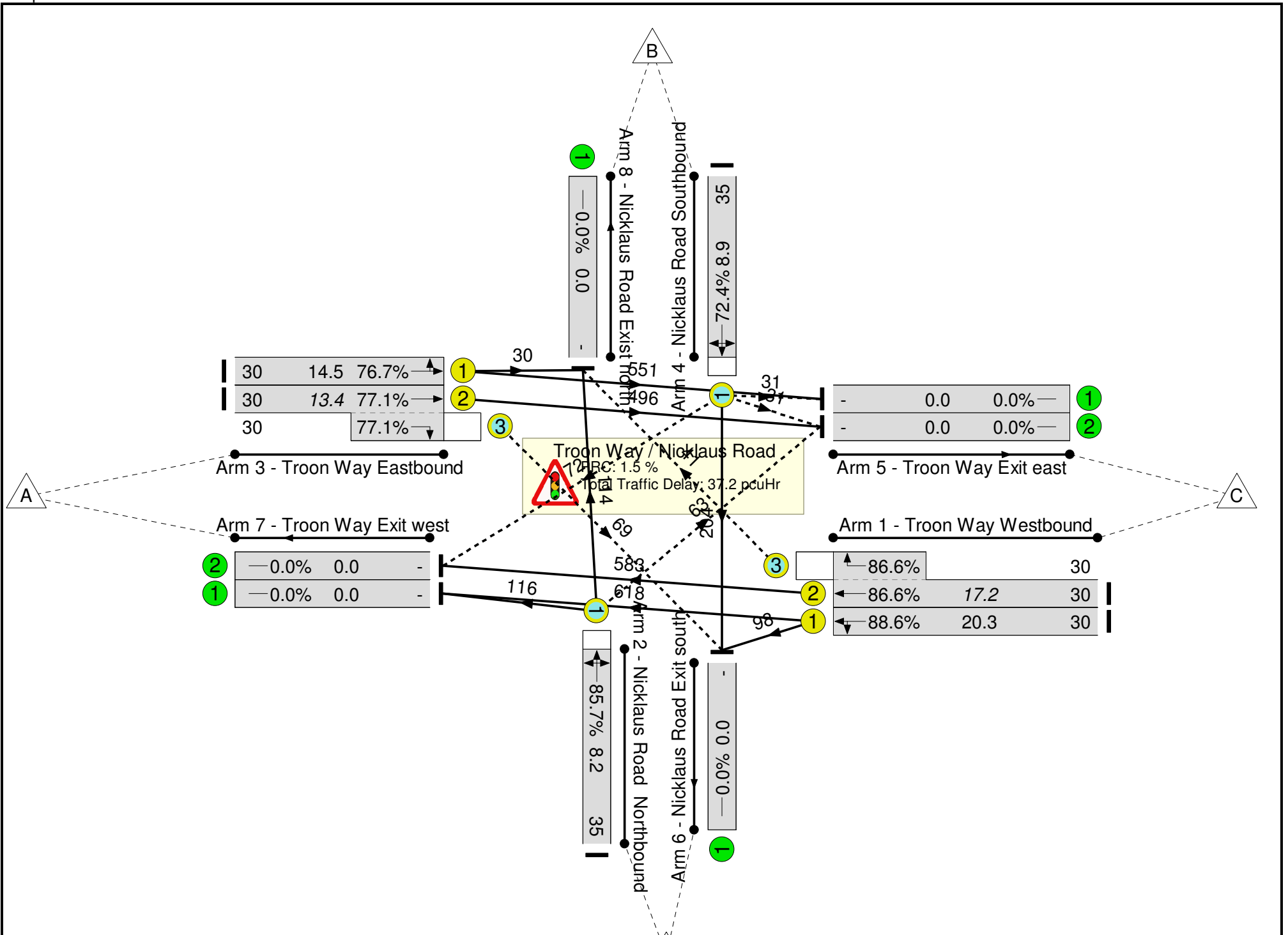
Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	30	-	716	2345	808	88.6%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	30	-	624	2080:1962	673+47	86.6 : 86.6%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	35	-	293	1938	342	85.7%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	30	-	581	2200	758	76.7%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	30	-	565	2080:1962	643+89	77.1 : 77.1%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	35	-	338	1941	467	72.4%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	185	Inf	Inf	0.0%

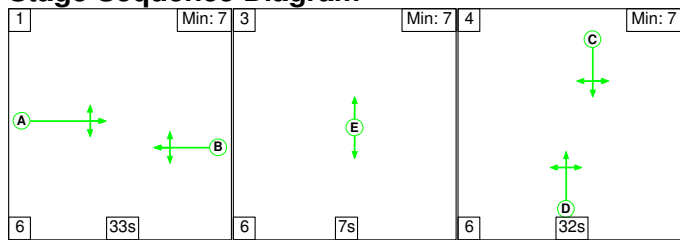
Full Input Data And Results

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)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	268	0	39	22.7	13.9	0.6	37.2	-	-	-	-
<b>Troon Way / Nicklaus Road</b>	-	-	268	0	39	22.7	13.9	0.6	37.2	-	-	-	-
1/1	716	716	-	-	-	5.5	3.6	-	9.2	46.0	16.7	3.6	20.3
1/2+1/3	624	624	41	0	0	4.7	3.0	0.1	7.9	45.6	14.2	3.0	17.2
2/1	293	293	58	0	5	1.7	2.7	0.0	4.4	54.6	5.5	2.7	8.2
3/1	581	581	-	-	-	4.2	1.6	-	5.9	36.3	12.9	1.6	14.5
3/2+3/3	565	565	37	0	32	4.0	1.7	0.4	6.1	38.7	11.7	1.7	13.4
4/1	338	338	133	0	1	2.4	1.3	0.1	3.8	40.6	7.6	1.3	8.9
5/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	185	185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1      PRC for Signalled Lanes (%): 1.5      Total Delay for Signalled Lanes (pcuHr): 37.24      Cycle Time (s): 90 PRC Over All Lanes (%): 1.5      Total Delay Over All Lanes(pcuHr): 37.24													

Full Input Data And Results

Scenario 6: '2016 + Com Dev +Ph1 PM' (FG6: '2016 + Com Dev +Ph1 PM', Plan 1: 'Network Control Plan 1')

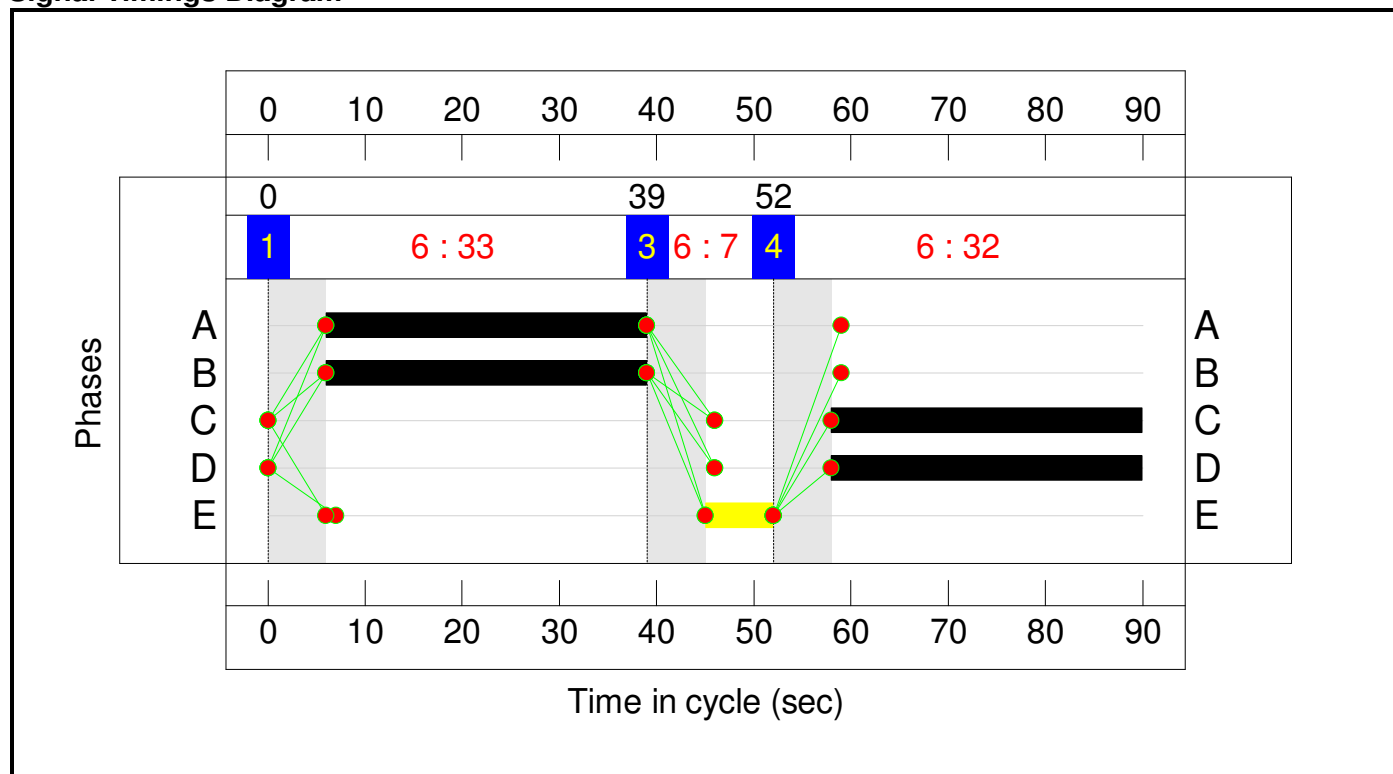
Stage Sequence Diagram



Stage Timings

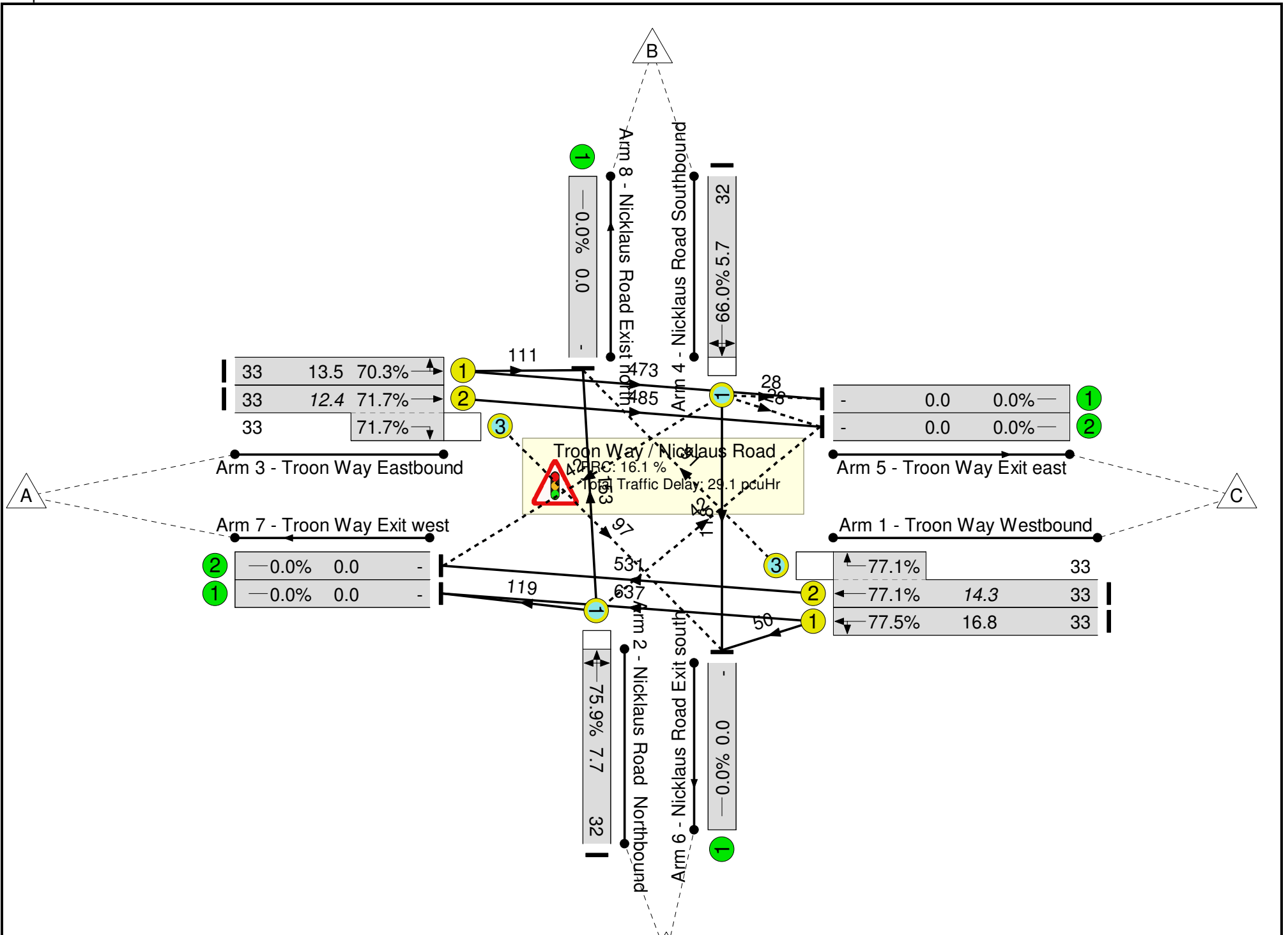
Stage	1	3	4
Duration	33	7	32
Change Point	0	39	52

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	33	-	687	2345	886	77.5%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	33	-	622	2080:1962	689+118	77.1 : 77.1%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	32	-	314	1941	414	75.9%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	33	-	584	2200	831	70.3%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	33	-	582	2080:1962	677+135	71.7 : 71.7%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	32	-	216	1941	327	66.0%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%

Full Input Data And Results

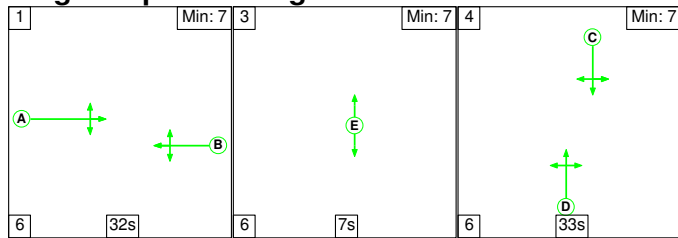
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	310	0	18	19.9	8.3	1.0	29.1	-	-	-	-
<b>Troon Way / Nicklaus Road</b>	-	-	310	0	18	19.9	8.3	1.0	29.1	-	-	-	-
1/1	687	687	-	-	-	4.7	1.7	-	6.4	33.5	15.1	1.7	16.8
1/2+1/3	622	622	91	0	0	4.1	1.7	0.4	6.1	35.5	12.6	1.7	14.3
2/1	314	314	42	0	0	2.0	1.5	0.0	3.6	41.0	6.2	1.5	7.7
3/1	584	584	-	-	-	3.8	1.2	-	5.0	30.9	12.3	1.2	13.5
3/2+3/3	582	582	80	0	17	3.7	1.3	0.5	5.5	33.9	11.1	1.3	12.4
4/1	216	216	97	0	1	1.5	1.0	0.1	2.5	42.0	4.7	1.0	5.7
5/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1                      PRC for Signalled Lanes (%): 16.1                      Total Delay for Signalled Lanes (pcuHr): 29.12                      Cycle Time (s): 90</p> <p>                                 PRC Over All Lanes (%): 16.1                      Total Delay Over All Lanes(pcuHr): 29.12</p>													



Full Input Data And Results

Scenario 7: '2021 + Com Dev AM' (FG7: '2021 + Com Dev AM', Plan 1: 'Network Control Plan 1')

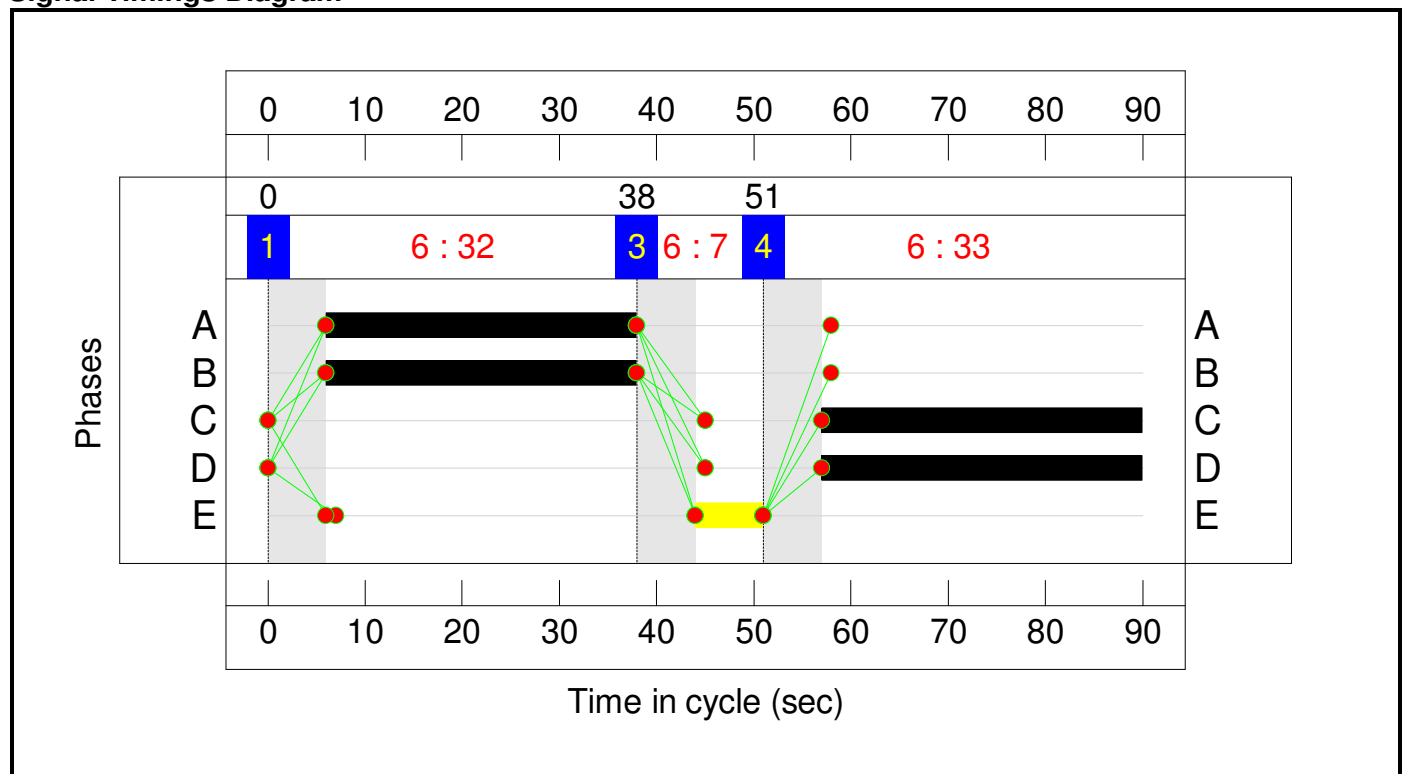
Stage Sequence Diagram



Stage Timings

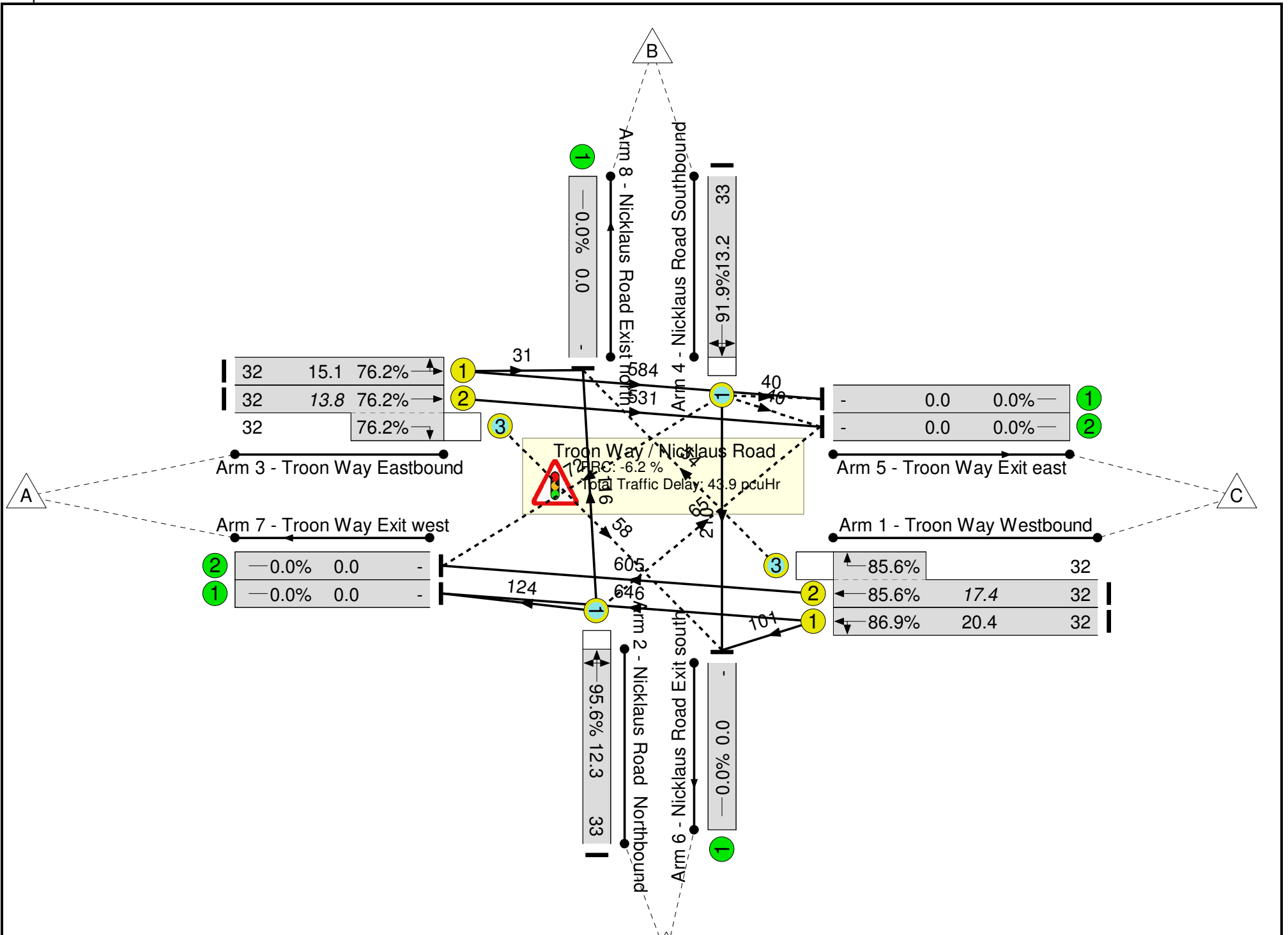
Stage	1	3	4
Duration	32	7	33
Change Point	0	38	51

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	95.6%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	95.6%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	32	-	747	2345	860	86.9%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	32	-	659	2080:1962	707+63	85.6 : 85.6%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	33	-	305	1936	319	95.6%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	32	-	615	2200	807	76.2%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	32	-	589	2080:1962	697+76	76.2 : 76.2%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	33	-	362	1941	394	91.9%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%

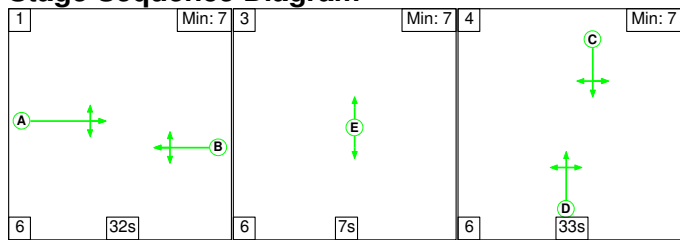
Full Input Data And Results

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)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	<b>301</b>	<b>0</b>	<b>28</b>	<b>23.8</b>	<b>19.4</b>	<b>0.7</b>	<b>43.9</b>	-	-	-	-
<b>Troon Way / Nicklaus Road</b>	-	-	<b>301</b>	<b>0</b>	<b>28</b>	<b>23.8</b>	<b>19.4</b>	<b>0.7</b>	<b>43.9</b>	-	-	-	-
1/1	747	747	-	-	-	5.5	3.1	-	8.6	41.6	17.2	3.1	20.4
1/2+1/3	659	659	54	0	0	4.8	2.8	0.2	7.8	42.5	14.6	2.8	17.4
2/1	305	305	56	0	9	2.3	5.9	0.0	8.2	96.5	6.5	5.9	12.3
3/1	615	615	-	-	-	4.3	1.6	-	5.9	34.3	13.5	1.6	15.1
3/2+3/3	589	589	42	0	16	4.0	1.6	0.3	5.9	36.1	12.2	1.6	13.8
4/1	362	362	149	0	3	3.0	4.4	0.1	7.5	75.1	8.7	4.4	13.2
5/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-6.2	Total Delay for Signalled Lanes (pcuHr):			43.90	Cycle Time (s): 90				
			PRC Over All Lanes (%):	-6.2	Total Delay Over All Lanes(pcuHr):			43.90					

Full Input Data And Results

Scenario 8: '2021 + Com Dev PM' (FG8: '2021 + Com Dev PM', Plan 1: 'Network Control Plan 1')

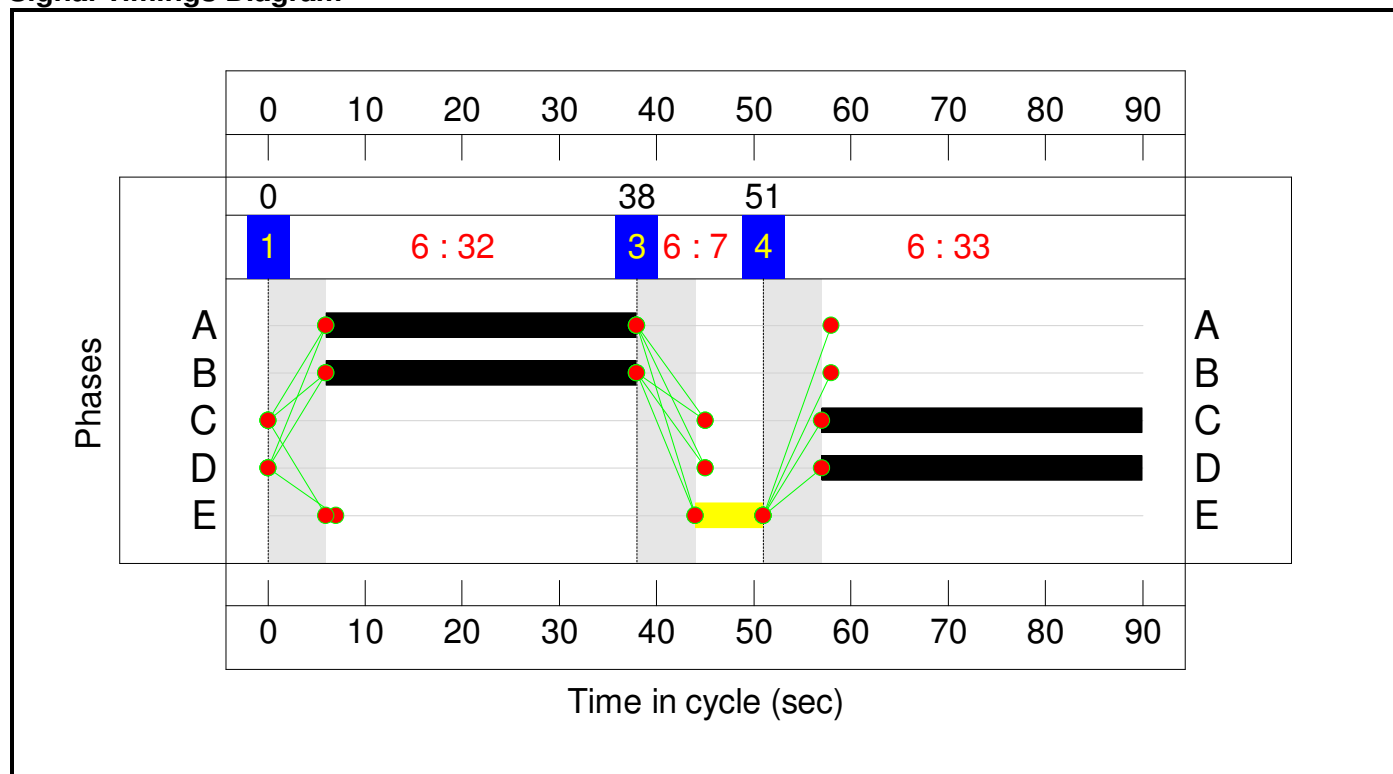
Stage Sequence Diagram



Stage Timings

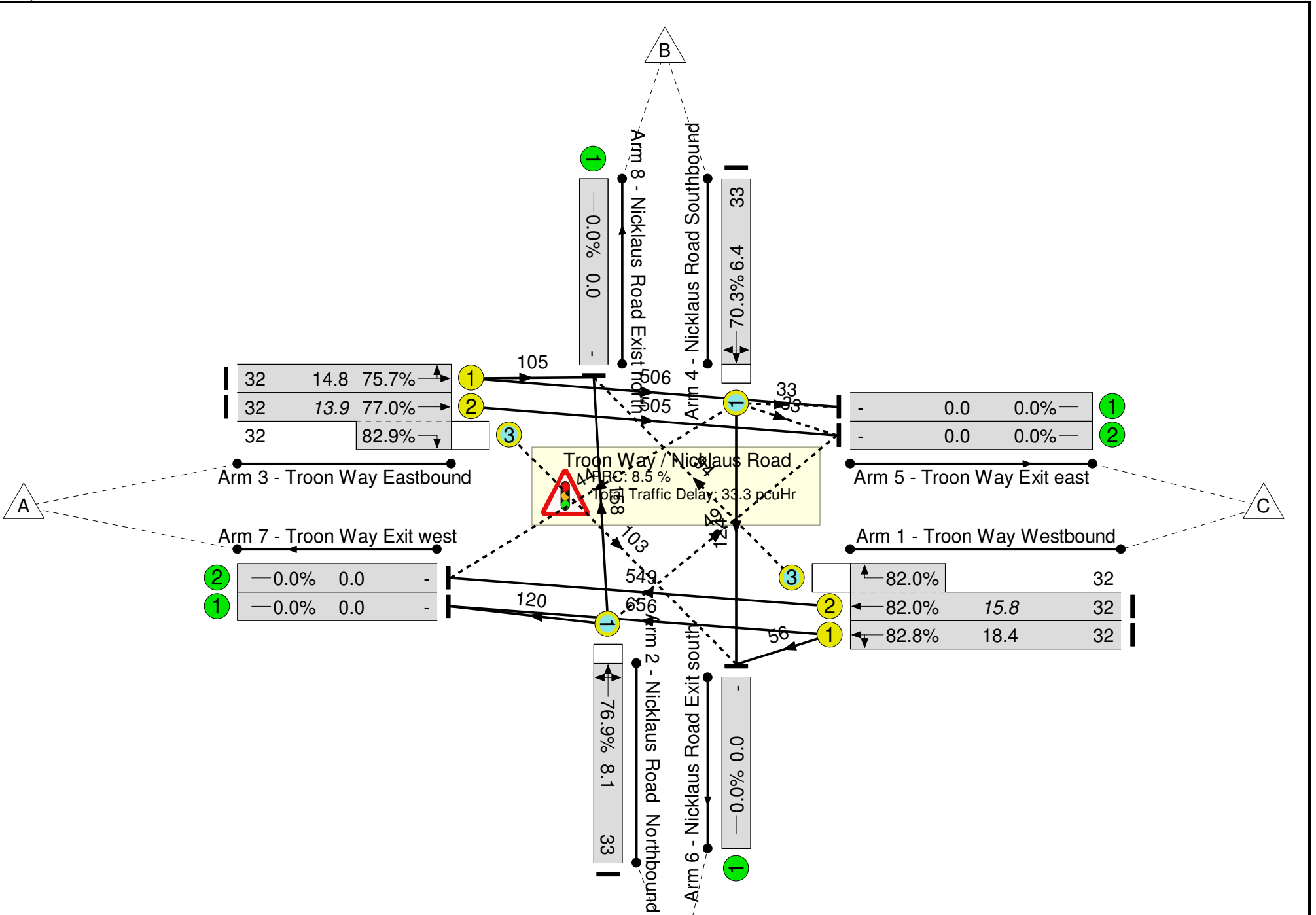
Stage	1	3	4
Duration	32	7	33
Change Point	0	38	51

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results





Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	32	-	712	2345	860	82.8%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	32	-	643	2080:1962	669+115	82.0 : 82.0%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	33	-	327	1944	425	76.9%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	32	-	611	2200	807	75.7%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	32	-	608	2080:1962	656+124	77.0 : 82.9%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	33	-	234	1941	333	70.3%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%

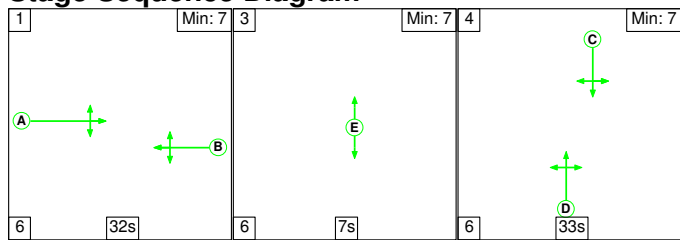
Full Input Data And Results

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)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	<b>308</b>	<b>0</b>	<b>48</b>	<b>21.7</b>	<b>10.6</b>	<b>1.0</b>	<b>33.3</b>	-	-	-	-
<b>Troon Way / Nicklaus Road</b>	-	-	<b>308</b>	<b>0</b>	<b>48</b>	<b>21.7</b>	<b>10.6</b>	<b>1.0</b>	<b>33.3</b>	-	-	-	-
1/1	712	712	-	-	-	5.1	2.3	-	7.5	37.7	16.0	2.3	18.4
1/2+1/3	643	643	94	0	0	4.5	2.2	0.4	7.1	39.7	13.6	2.2	15.8
2/1	327	327	48	0	1	2.1	1.6	0.0	3.7	40.6	6.4	1.6	8.1
3/1	611	611	-	-	-	4.2	1.5	-	5.8	34.0	13.2	1.5	14.8
3/2+3/3	608	608	59	0	44	4.1	1.7	0.5	6.4	37.9	12.2	1.7	13.9
4/1	234	234	107	0	3	1.6	1.2	0.1	2.9	44.3	5.2	1.2	6.4
5/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1      PRC for Signalled Lanes (%): 8.5      Total Delay for Signalled Lanes (pcuHr): 33.30      Cycle Time (s): 90 PRC Over All Lanes (%): 8.5      Total Delay Over All Lanes(pcuHr): 33.30													

Full Input Data And Results

Scenario 9: '2021 + Com Dev +Ph2 AM' (FG9: '2021 + Com Dev +Ph2 AM', Plan 1: 'Network Control Plan 1')

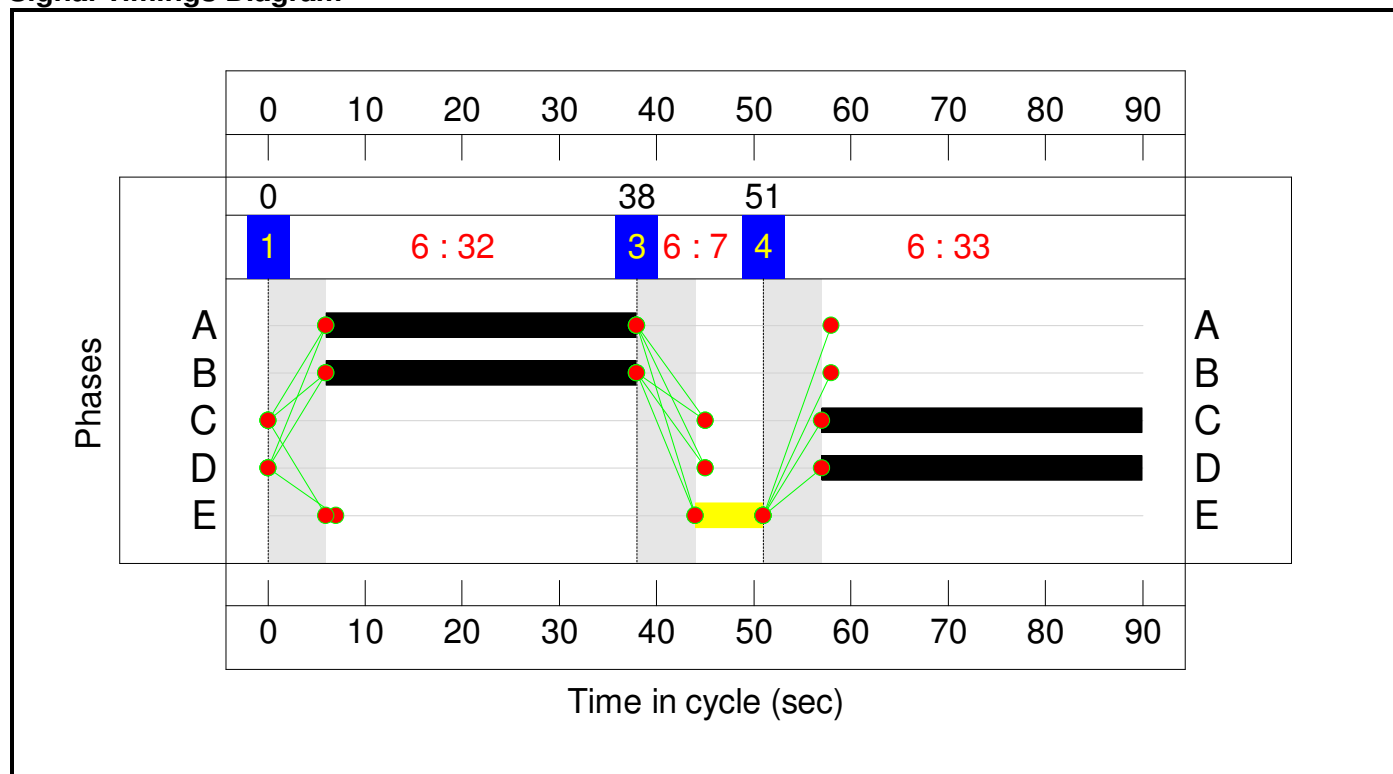
Stage Sequence Diagram



Stage Timings

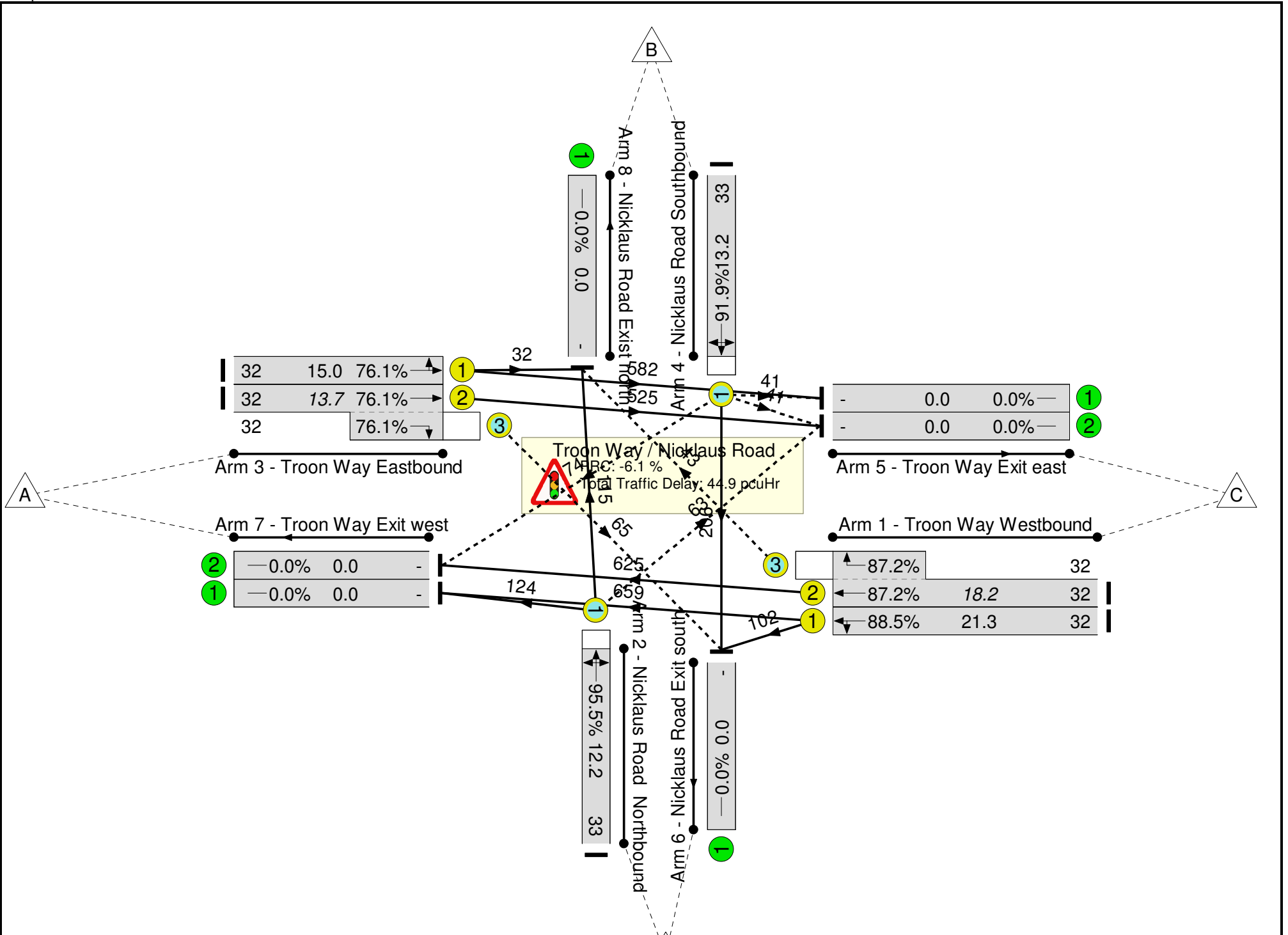
Stage	1	3	4
Duration	32	7	33
Change Point	0	38	51

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	32	-	761	2345	860	88.5%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	32	-	668	2080:1962	717+49	87.2 : 87.2%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	33	-	302	1936	316	95.5%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	32	-	614	2200	807	76.1%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	32	-	590	2080:1962	690+85	76.1 : 76.1%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	33	-	362	1941	394	91.9%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%

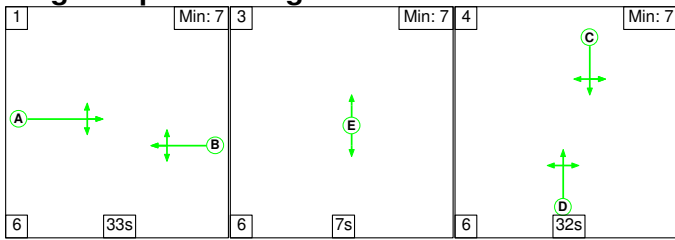
Full Input Data And Results

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)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	<b>284</b>	<b>0</b>	<b>43</b>	<b>24.0</b>	<b>20.2</b>	<b>0.7</b>	<b>44.9</b>	-	-	-	-
<b>Troon Way / Nicklaus Road</b>	-	-	<b>284</b>	<b>0</b>	<b>43</b>	<b>24.0</b>	<b>20.2</b>	<b>0.7</b>	<b>44.9</b>	-	-	-	-
1/1	761	761	-	-	-	5.6	3.6	-	9.2	43.7	17.8	3.6	21.3
1/2+1/3	668	668	43	0	0	4.9	3.2	0.1	8.2	44.2	15.1	3.2	18.2
2/1	302	302	55	0	8	2.2	5.8	0.0	8.1	96.4	6.4	5.8	12.2
3/1	614	614	-	-	-	4.3	1.6	-	5.8	34.2	13.5	1.6	15.0
3/2+3/3	590	590	34	0	31	4.0	1.6	0.4	6.0	36.3	12.2	1.6	13.7
4/1	362	362	152	0	4	3.0	4.5	0.1	7.6	75.2	8.7	4.5	13.2
5/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1      PRC for Signalled Lanes (%): -6.1      Total Delay for Signalled Lanes (pcuHr): 44.90      Cycle Time (s): 90 PRC Over All Lanes (%): -6.1      Total Delay Over All Lanes(pcuHr): 44.90													

Full Input Data And Results

**Scenario 10: '2021 + Com Dev +Ph2 PM'** (FG10: '2021 + Com Dev +Ph2 PM', Plan 1: 'Network Control Plan 1')

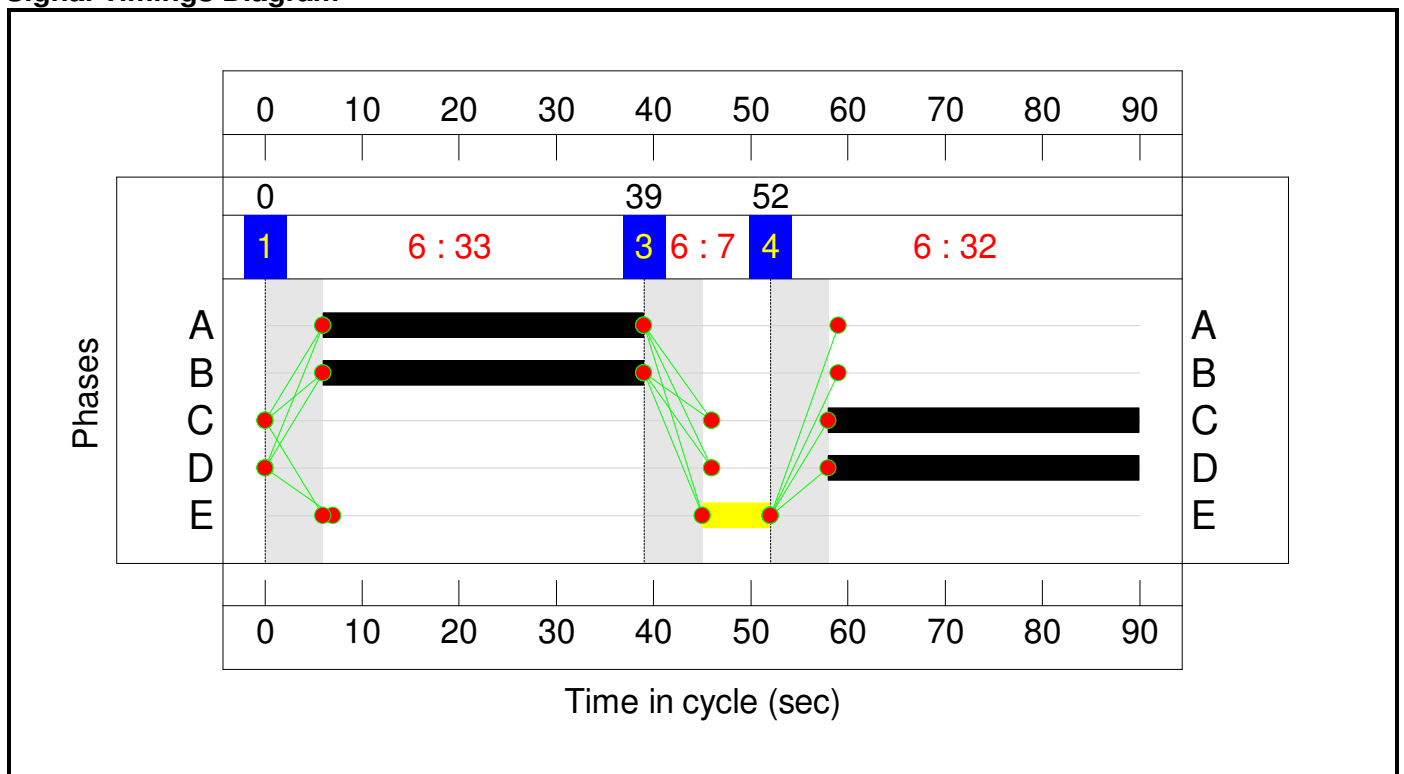
**Stage Sequence Diagram**



**Stage Timings**

Stage	1	3	4
Duration	33	7	32
Change Point	0	39	52

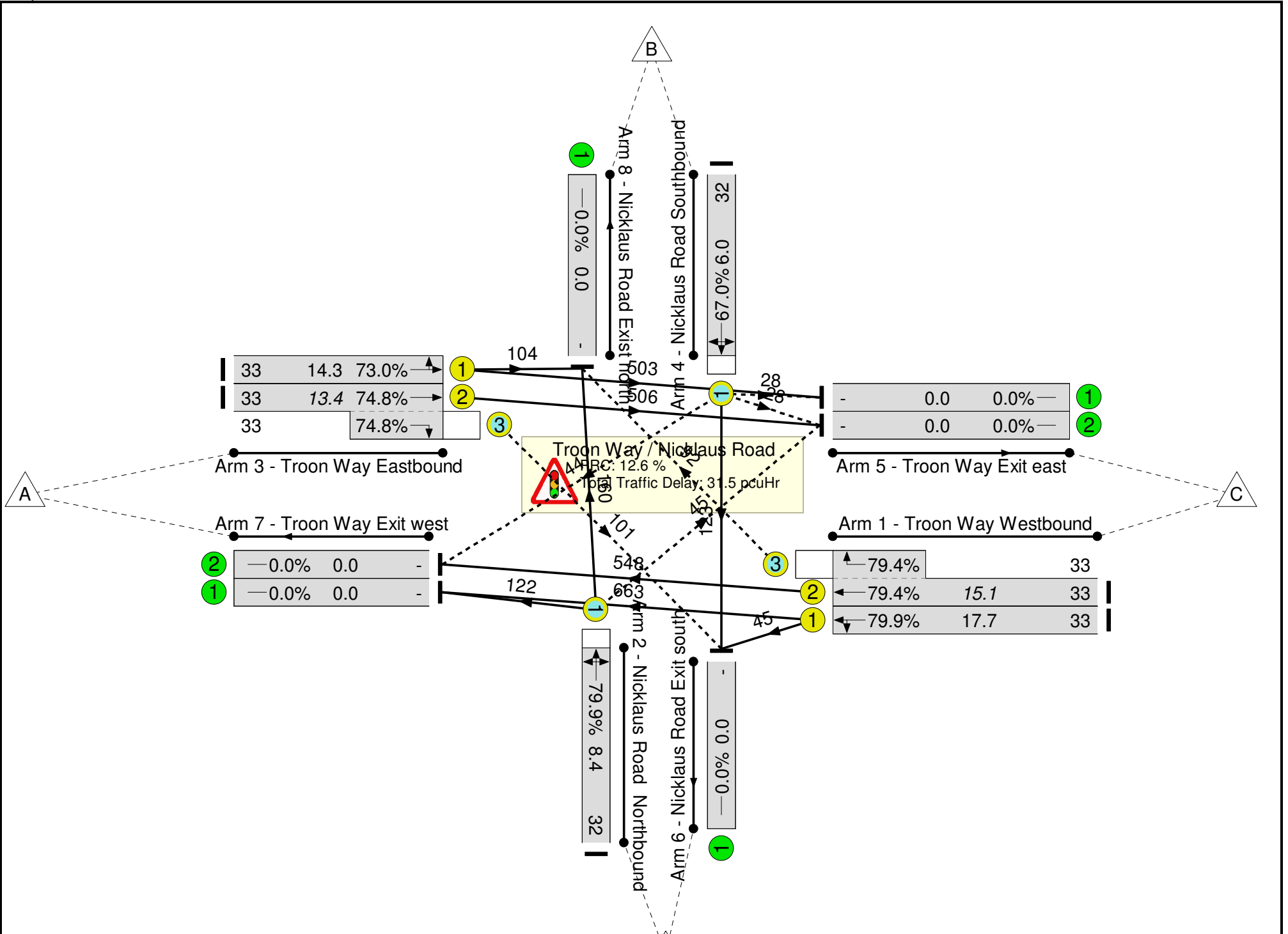
**Signal Timings Diagram**





Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	33	-	708	2345	886	79.9%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	33	-	640	2080:1962	690+116	79.4 : 79.4%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	32	-	327	1943	409	79.9%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	33	-	607	2200	831	73.0%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	33	-	607	2080:1962	677+135	74.8 : 74.8%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	32	-	223	1941	333	67.0%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%

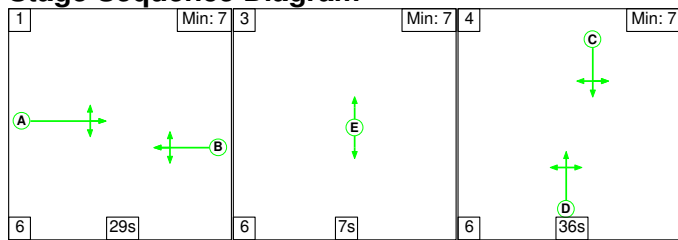
Full Input Data And Results

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)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	<b>303</b>	<b>0</b>	<b>35</b>	<b>20.9</b>	<b>9.5</b>	<b>1.0</b>	<b>31.5</b>	-	-	-	-
<b>Troon Way / Nicklaus Road</b>	-	-	<b>303</b>	<b>0</b>	<b>35</b>	<b>20.9</b>	<b>9.5</b>	<b>1.0</b>	<b>31.5</b>	-	-	-	-
1/1	708	708	-	-	-	4.9	1.9	-	6.9	34.9	15.7	1.9	17.7
1/2+1/3	640	640	92	0	0	4.3	1.9	0.4	6.6	36.9	13.2	1.9	15.1
2/1	327	327	45	0	1	2.1	1.9	0.0	4.0	44.6	6.5	1.9	8.4
3/1	607	607	-	-	-	4.1	1.3	-	5.4	32.0	13.0	1.3	14.3
3/2+3/3	607	607	70	0	31	4.0	1.5	0.5	6.0	35.4	12.0	1.5	13.4
4/1	223	223	97	0	3	1.6	1.0	0.1	2.7	42.9	5.0	1.0	6.0
5/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1      PRC for Signalled Lanes (%): 12.6      Total Delay for Signalled Lanes (pcuHr): 31.48      Cycle Time (s): 90 PRC Over All Lanes (%): 12.6      Total Delay Over All Lanes(pcuHr): 31.48													

Full Input Data And Results

**Scenario 11: '2031 + Com Dev AM'** (FG11: '2031 + Com Dev AM', Plan 1: 'Network Control Plan 1')

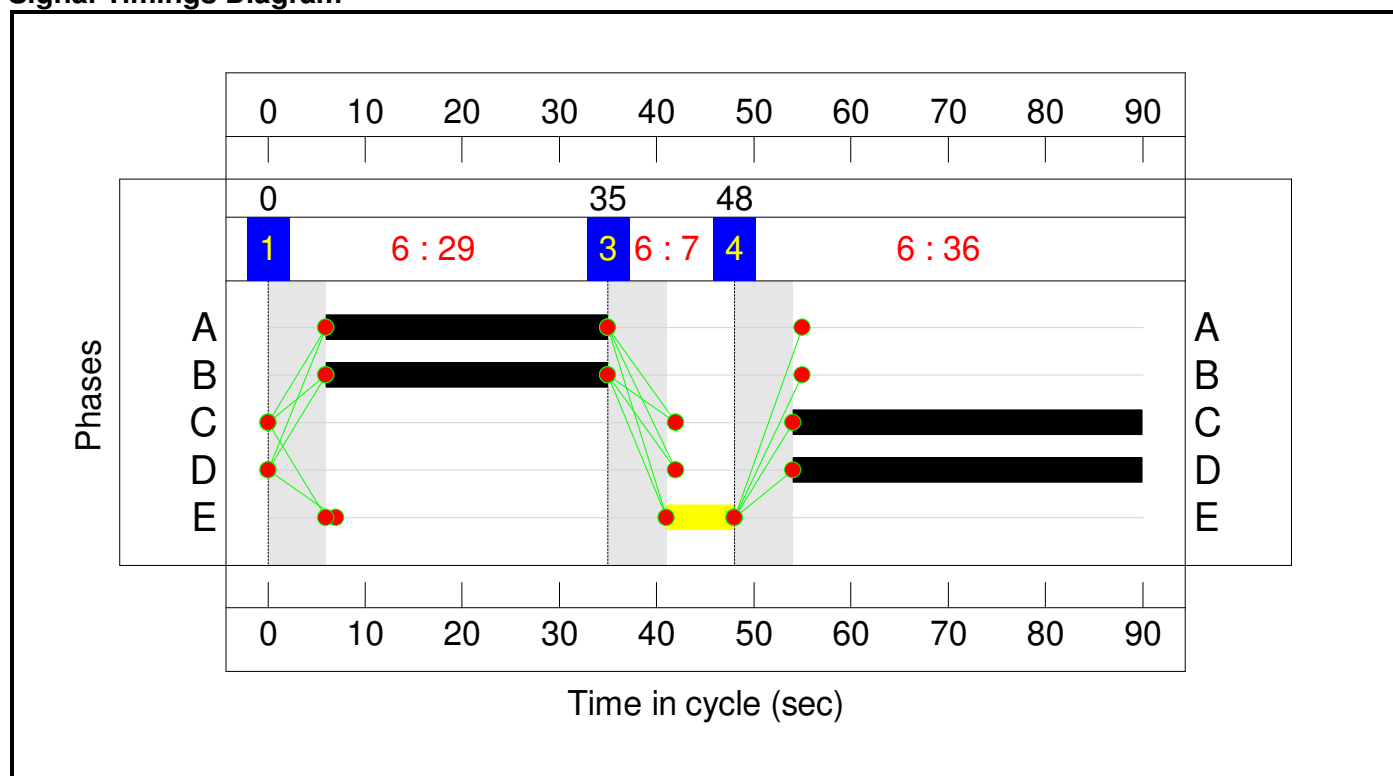
**Stage Sequence Diagram**



**Stage Timings**

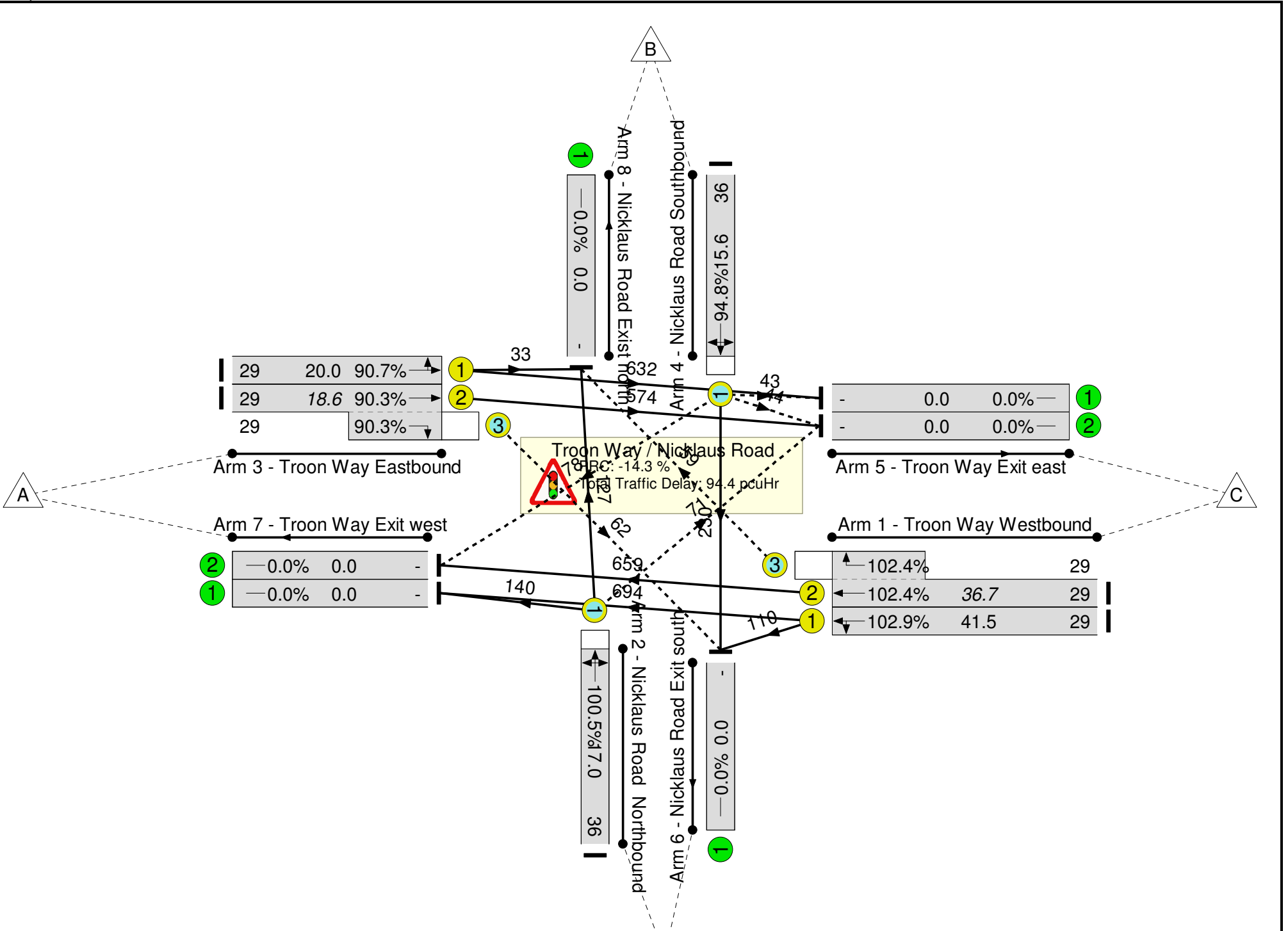
Stage	1	3	4
Duration	29	7	36
Change Point	0	35	48

**Signal Timings Diagram**



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>102.9%</b>
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>102.9%</b>
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	29	-	804	2345	782	102.9%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	29	-	718	2080:1962	643+58	102.4 : 102.4%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	36	-	338	1935	336	100.5%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	29	-	665	2200	733	90.7%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	29	-	636	2080:1962	635+69	90.3 : 90.3%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	36	-	395	1941	416	94.8%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%



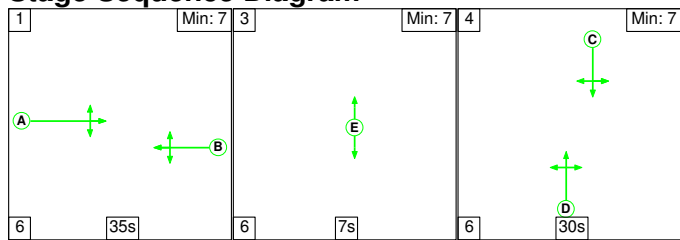
Full Input Data And Results

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)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	251	0	104	30.5	63.2	0.7	94.4	-	-	-	-
<b>Troon Way / Nicklaus Road</b>	-	-	251	0	104	30.5	63.2	0.7	94.4	-	-	-	-
1/1	804	782	-	-	-	7.7	20.8	-	28.5	127.6	20.7	20.8	41.5
1/2+1/3	718	701	32	0	26	6.7	18.4	0.2	25.3	126.7	18.3	18.4	36.7
2/1	338	336	62	0	8	2.6	9.6	0.1	12.3	131.0	7.4	9.6	17.0
3/1	665	665	-	-	-	5.3	4.3	-	9.6	52.0	15.7	4.3	20.0
3/2+3/3	636	636	0	0	62	5.0	4.2	0.3	9.5	53.6	14.5	4.2	18.6
4/1	395	395	157	0	8	3.2	5.9	0.1	9.3	84.5	9.7	5.9	15.6
5/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1                      PRC for Signalled Lanes (%): -14.3                      Total Delay for Signalled Lanes (pcuHr): 94.44                      Cycle Time (s): 90                      PRC Over All Lanes (%): -14.3                      Total Delay Over All Lanes(pcuHr): 94.44</p>													

Full Input Data And Results

Scenario 12: '2031 + Com Dev PM' (FG12: '2031 + Com Dev PM', Plan 1: 'Network Control Plan 1')

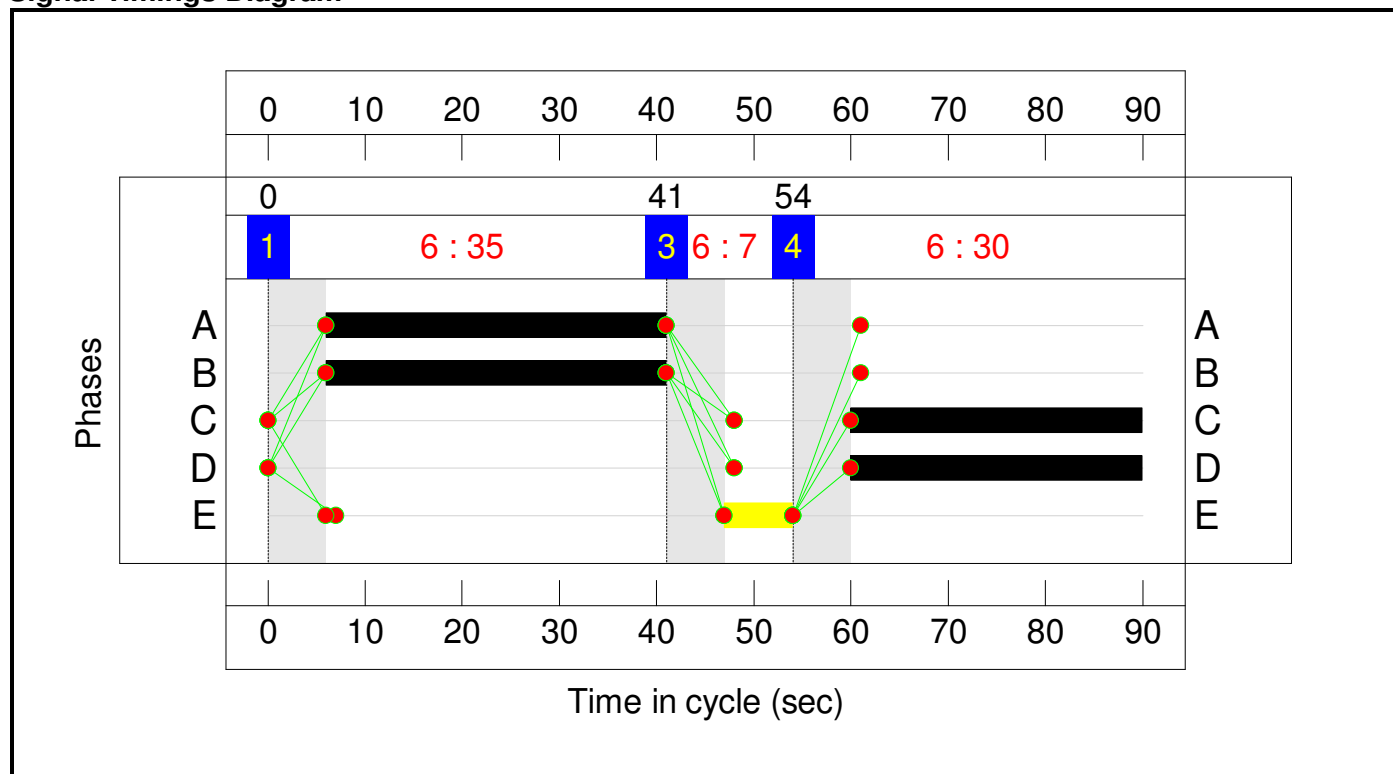
Stage Sequence Diagram



Stage Timings

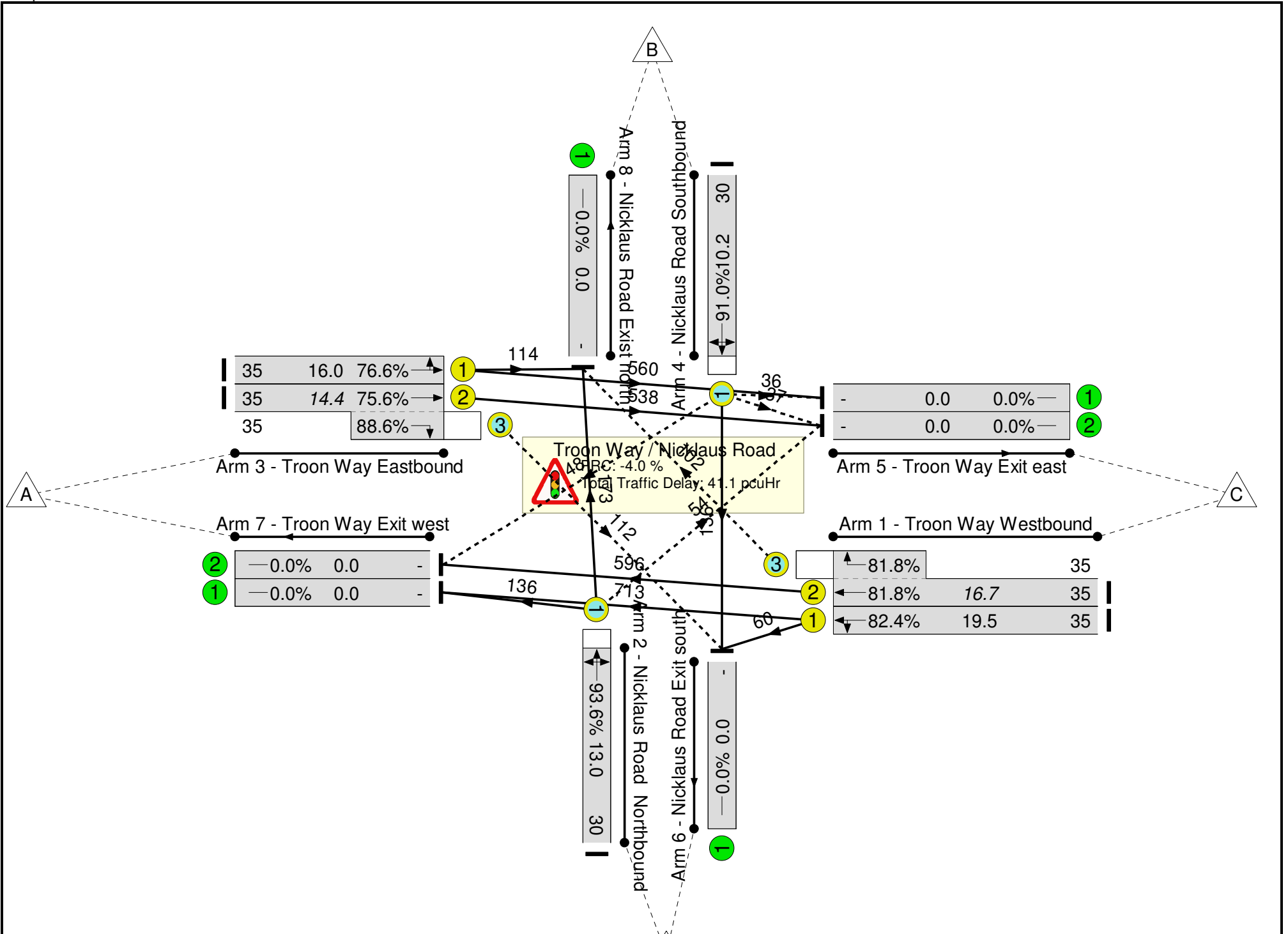
Stage	1	3	4
Duration	35	7	30
Change Point	0	41	54

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	35	-	773	2345	938	82.4%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	35	-	698	2080:1962	728+125	81.8 : 81.8%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	30	-	363	1942	388	93.6%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	35	-	674	2200	880	76.6%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	35	-	650	2080:1962	711+126	75.6 : 88.6%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	30	-	257	1941	282	91.0%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%

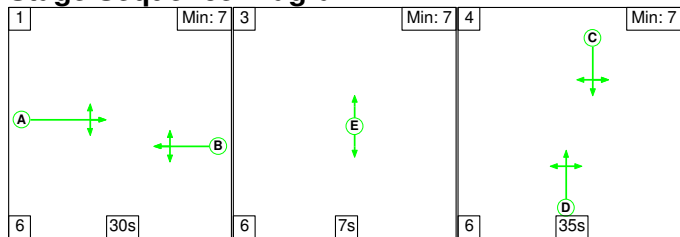
Full Input Data And Results

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)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	316	0	73	23.0	16.8	1.2	41.1	-	-	-	-
<b>Troon Way / Nicklaus Road</b>	-	-	316	0	73	23.0	16.8	1.2	41.1	-	-	-	-
1/1	773	773	-	-	-	5.2	2.3	-	7.5	34.8	17.2	2.3	19.5
1/2+1/3	698	698	94	0	8	4.5	2.2	0.5	7.2	37.2	14.5	2.2	16.7
2/1	363	363	48	0	6	2.7	5.2	0.0	7.9	78.3	7.8	5.2	13.0
3/1	674	674	-	-	-	4.4	1.6	-	6.0	32.0	14.4	1.6	16.0
3/2+3/3	650	650	60	0	52	4.1	1.7	0.6	6.4	35.5	12.7	1.7	14.4
4/1	257	257	114	0	7	2.1	3.9	0.1	6.1	86.0	6.3	3.9	10.2
5/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1      PRC for Signalled Lanes (%): -4.0      Total Delay for Signalled Lanes (pcuHr): 41.12      Cycle Time (s): 90 PRC Over All Lanes (%): -4.0      Total Delay Over All Lanes(pcuHr): 41.12													

Full Input Data And Results

**Scenario 13: '2031 +All Dev (Stage 2 Mitigation) AM'** (FG13: '2031 +All Dev (Stage 2 Mitigation) AM', Plan 1: 'Network Control Plan 1')

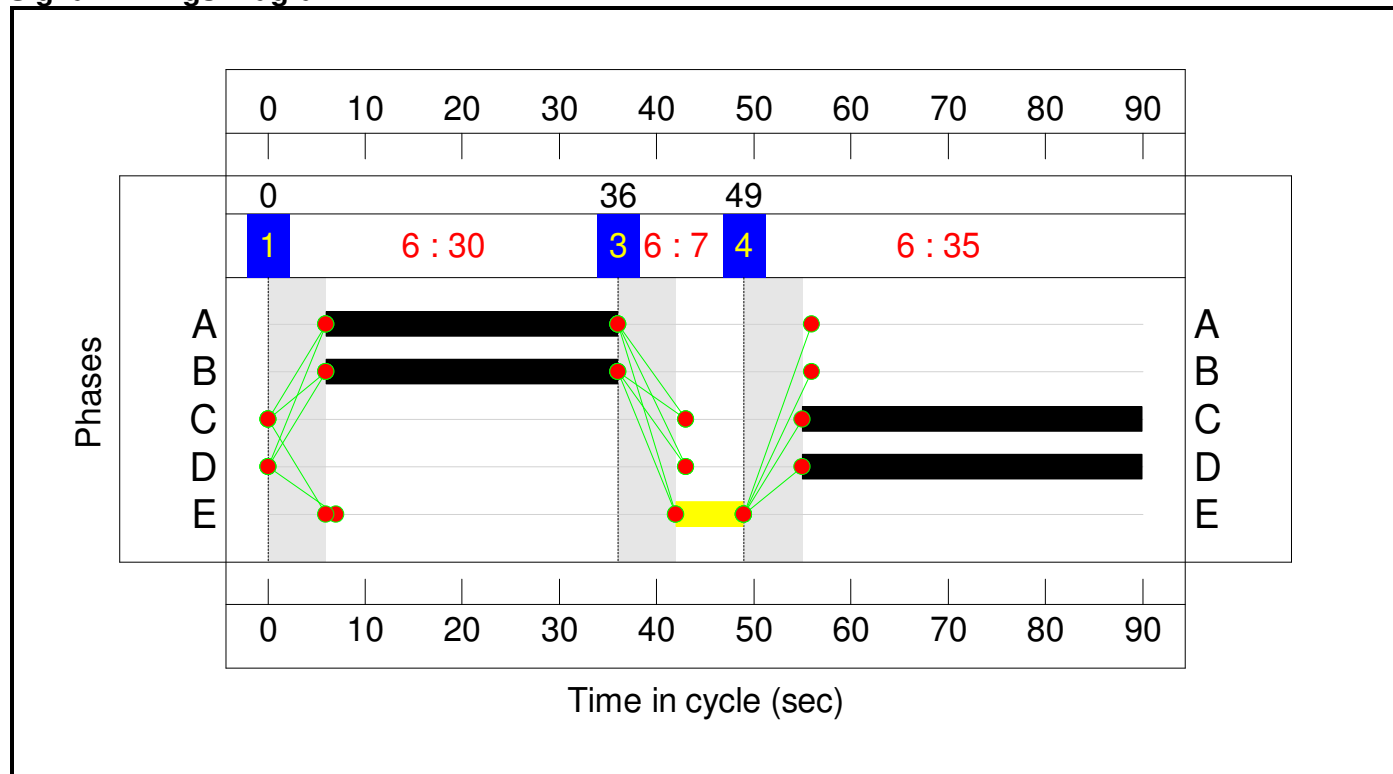
**Stage Sequence Diagram**



**Stage Timings**

Stage	1	3	4
Duration	30	7	35
Change Point	0	36	49

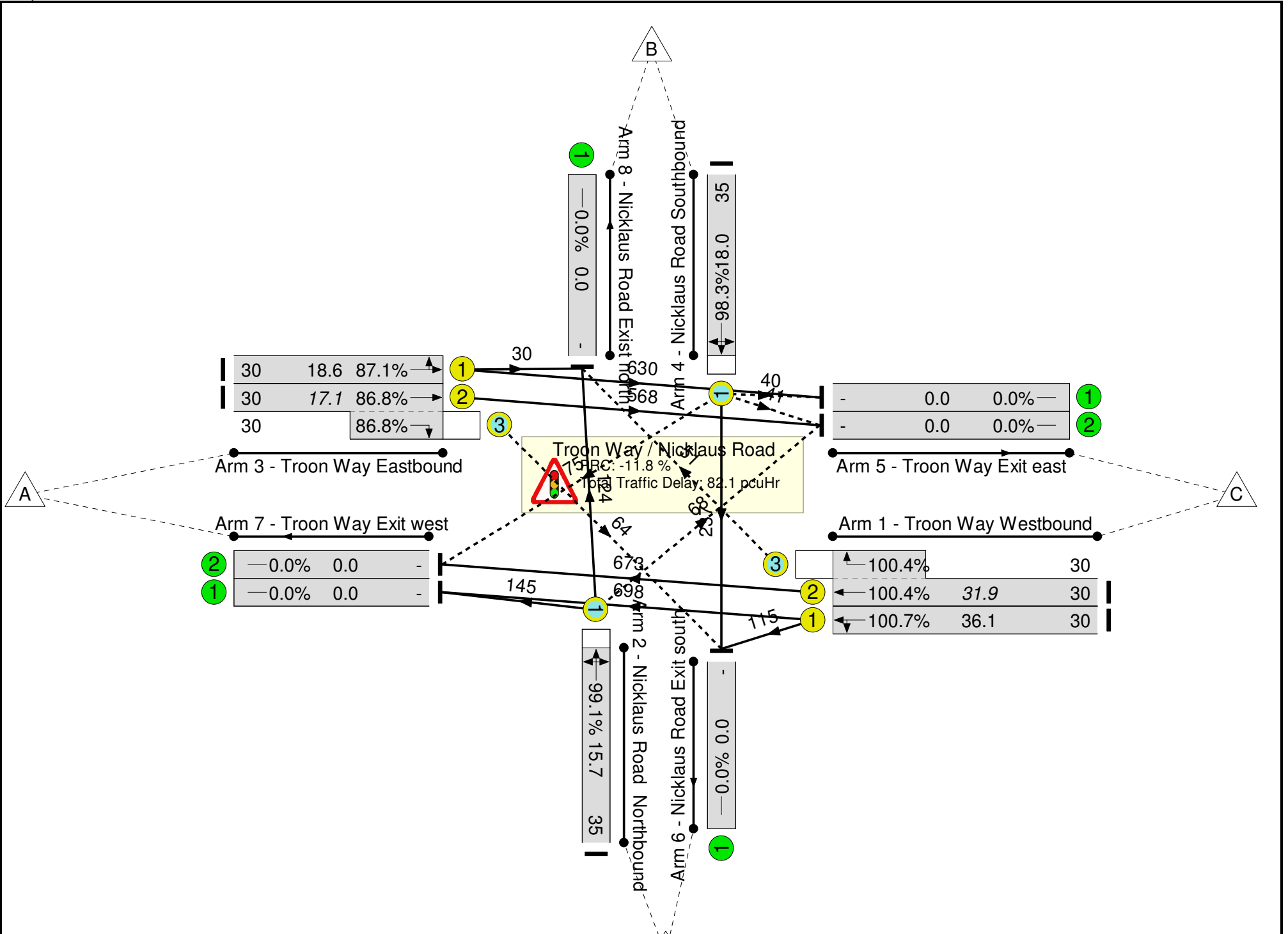
**Signal Timings Diagram**



Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	100.7%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	100.7%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	30	-	813	2345	808	100.7%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	30	-	724	2080:1962	671+51	100.4 : 100.4%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	35	-	337	1932	340	99.1%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	30	-	660	2200	758	87.1%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	30	-	632	2080:1962	654+74	86.8 : 86.8%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	35	-	393	1941	400	98.3%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	843	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%

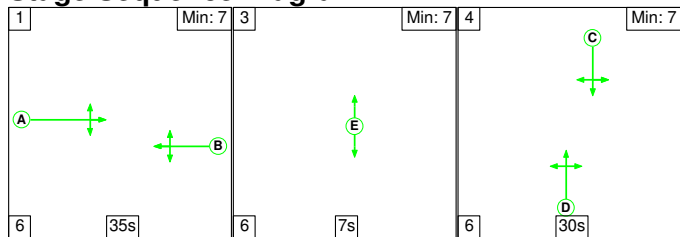
Full Input Data And Results

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)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	245	0	93	28.6	52.8	0.7	82.1	-	-	-	-
<b>Troon Way / Nicklaus Road</b>	-	-	245	0	93	28.6	52.8	0.7	82.1	-	-	-	-
1/1	813	808	-	-	-	6.9	15.6	-	22.5	99.8	20.5	15.6	36.1
1/2+1/3	724	721	43	0	8	6.0	14.1	0.2	20.3	101.0	17.8	14.1	31.9
2/1	337	337	60	0	8	2.6	8.5	0.0	11.1	118.1	7.2	8.5	15.7
3/1	660	660	-	-	-	5.1	3.2	-	8.2	44.9	15.4	3.2	18.6
3/2+3/3	632	632	0	0	64	4.8	3.1	0.4	8.2	46.8	14.0	3.1	17.1
4/1	393	393	143	0	13	3.3	8.3	0.1	11.8	107.7	9.7	8.3	18.0
5/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1      PRC for Signalled Lanes (%): -11.8      Total Delay for Signalled Lanes (pcuHr): 82.11      Cycle Time (s): 90                      PRC Over All Lanes (%): -11.8      Total Delay Over All Lanes(pcuHr): 82.11</p>													

Full Input Data And Results

**Scenario 14: '2031 +All Dev (Stage 2 Mitigation) PM'** (FG14: '2031+All Dev (Stage 2 Mitigation) PM', Plan 1: 'Network Control Plan 1')

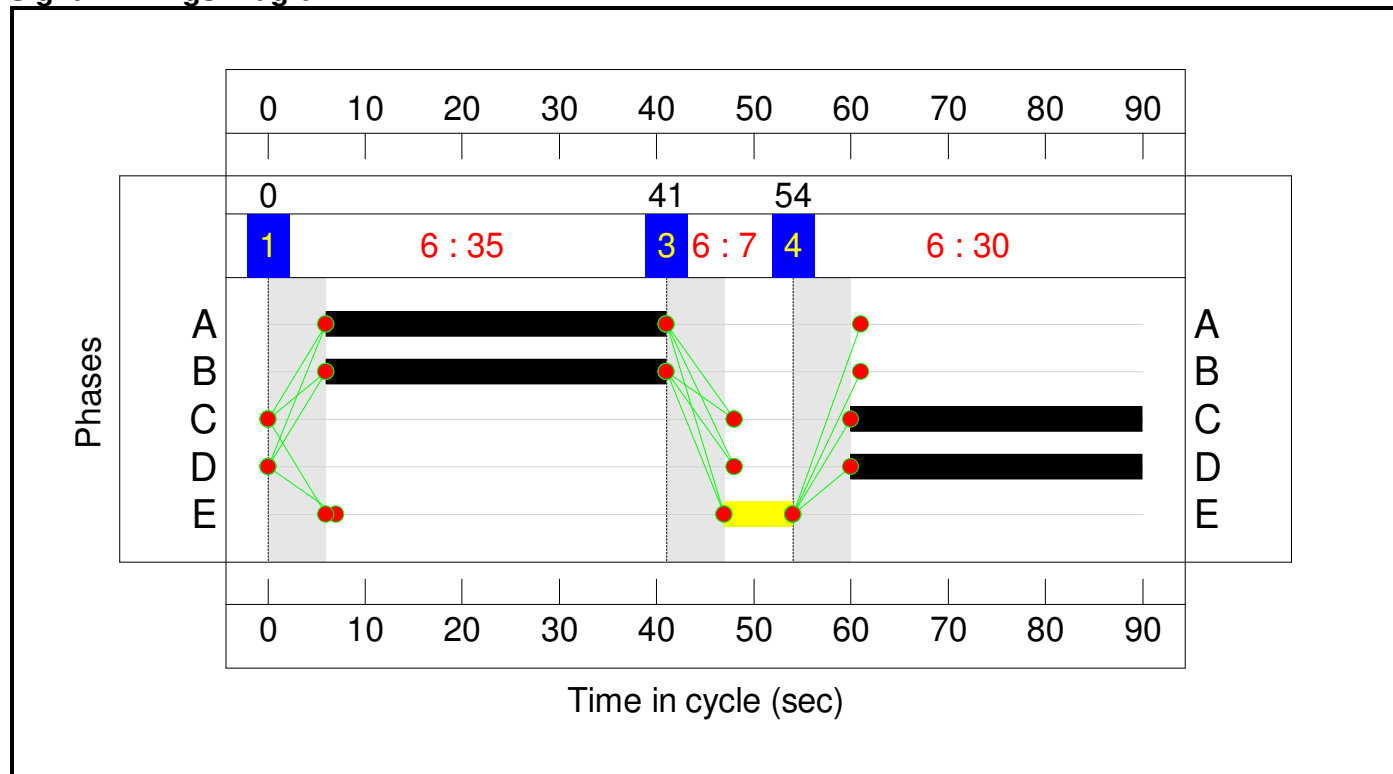
**Stage Sequence Diagram**



**Stage Timings**

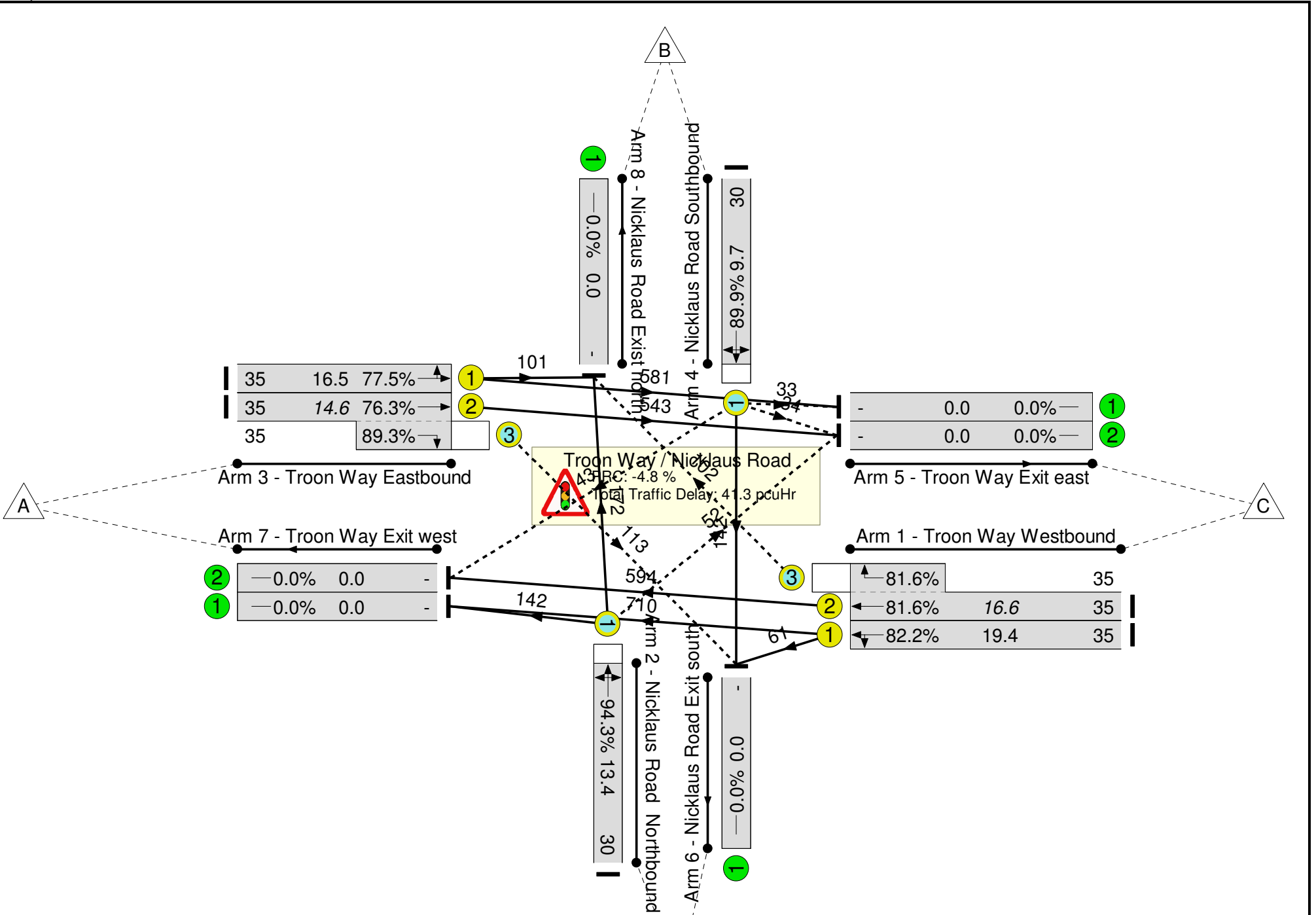
Stage	1	3	4
Duration	35	7	30
Change Point	0	41	54

**Signal Timings Diagram**



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A563 / Nicklaus Road - LCC Model</b>	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
<b>Troon Way / Nicklaus Road</b>	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
1/1	Troon Way Westbound Left Ahead	U	N/A	N/A	B		1	35	-	771	2345	938	82.2%
1/2+1/3	Troon Way Westbound Ahead Right	U+O	N/A	N/A	B		1	35	-	696	2080:1962	728+125	81.6 : 81.6%
2/1	Nicklaus Road Northbound Right Left Ahead	O	N/A	N/A	D		1	30	-	366	1940	388	94.3%
3/1	Troon Way Eastbound Ahead Left	U	N/A	N/A	A		1	35	-	682	2200	880	77.5%
3/2+3/3	Troon Way Eastbound Ahead Right	U+O	N/A	N/A	A		1	35	-	656	2080:1962	711+127	76.3 : 89.3%
4/1	Nicklaus Road Southbound Left Ahead Right	O	N/A	N/A	C		1	30	-	252	1941	280	89.9%
5/1	Troon Way Exit east	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
5/2	Troon Way Exit east	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
6/1	Nicklaus Road Exit south	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
7/1	Troon Way Exit west	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
7/2	Troon Way Exit west	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
8/1	Nicklaus Road Exist north	U	N/A	N/A	-		-	-	-	375	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: A563 / Nicklaus Road - LCC Model	-	-	299	0	78	23.1	17.0	1.2	41.3	-	-	-	-
Troon Way / Nicklaus Road	-	-	299	0	78	23.1	17.0	1.2	41.3	-	-	-	-
1/1	771	771	-	-	-	5.2	2.2	-	7.4	34.6	17.1	2.2	19.4
1/2+1/3	696	696	88	0	14	4.5	2.2	0.5	7.2	37.1	14.4	2.2	16.6
2/1	366	366	46	0	6	2.7	5.5	0.0	8.3	81.4	7.8	5.5	13.4
3/1	682	682	-	-	-	4.4	1.7	-	6.1	32.4	14.8	1.7	16.5
3/2+3/3	656	656	60	0	53	4.2	1.8	0.6	6.5	35.9	12.8	1.8	14.6
4/1	252	252	105	0	5	2.1	3.6	0.1	5.8	82.4	6.2	3.6	9.7
5/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1      PRC for Signalled Lanes (%): -4.8      Total Delay for Signalled Lanes (pcuHr): 41.32      Cycle Time (s): 90 PRC Over All Lanes (%): -4.8      Total Delay Over All Lanes(pcuHr): 41.32													