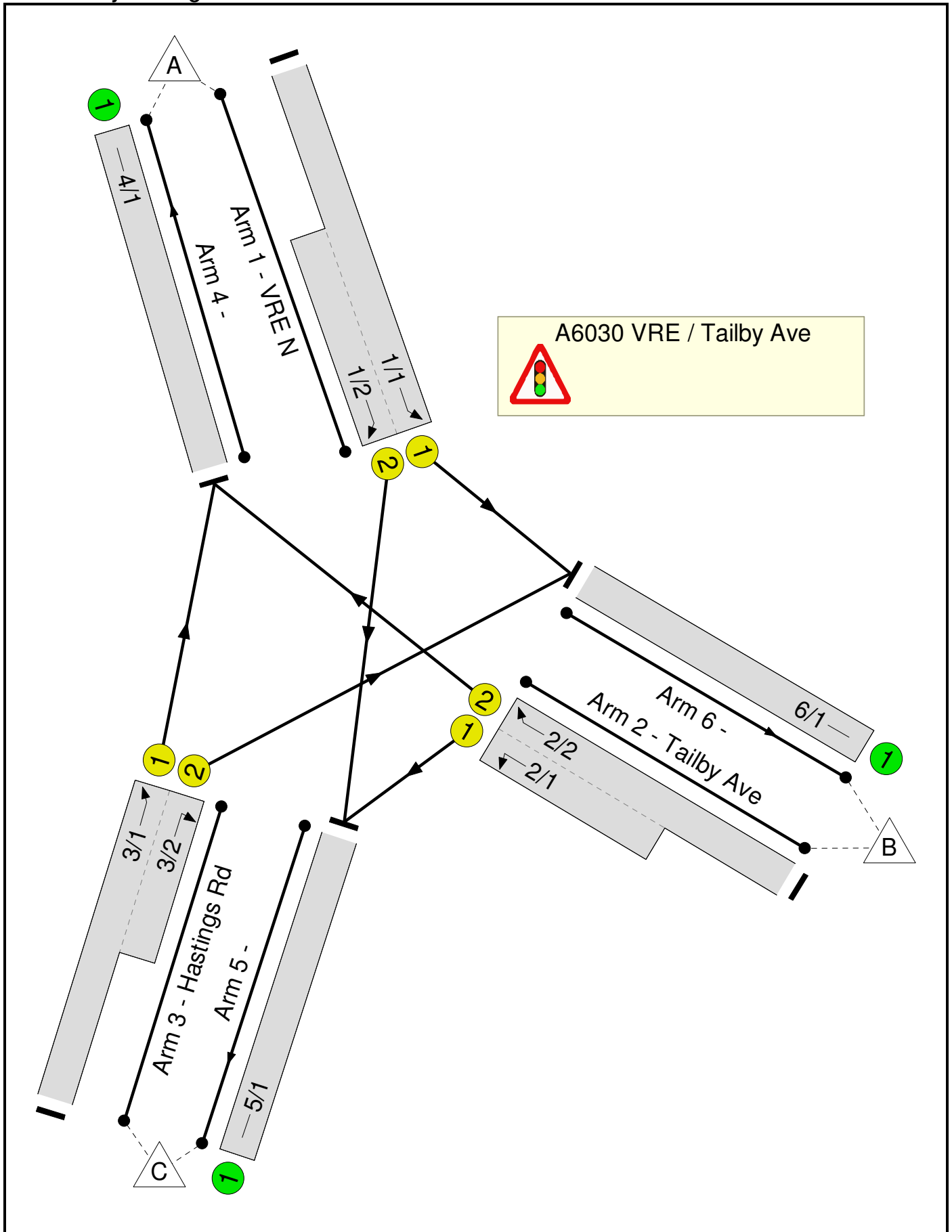


**Full Input Data And Results**

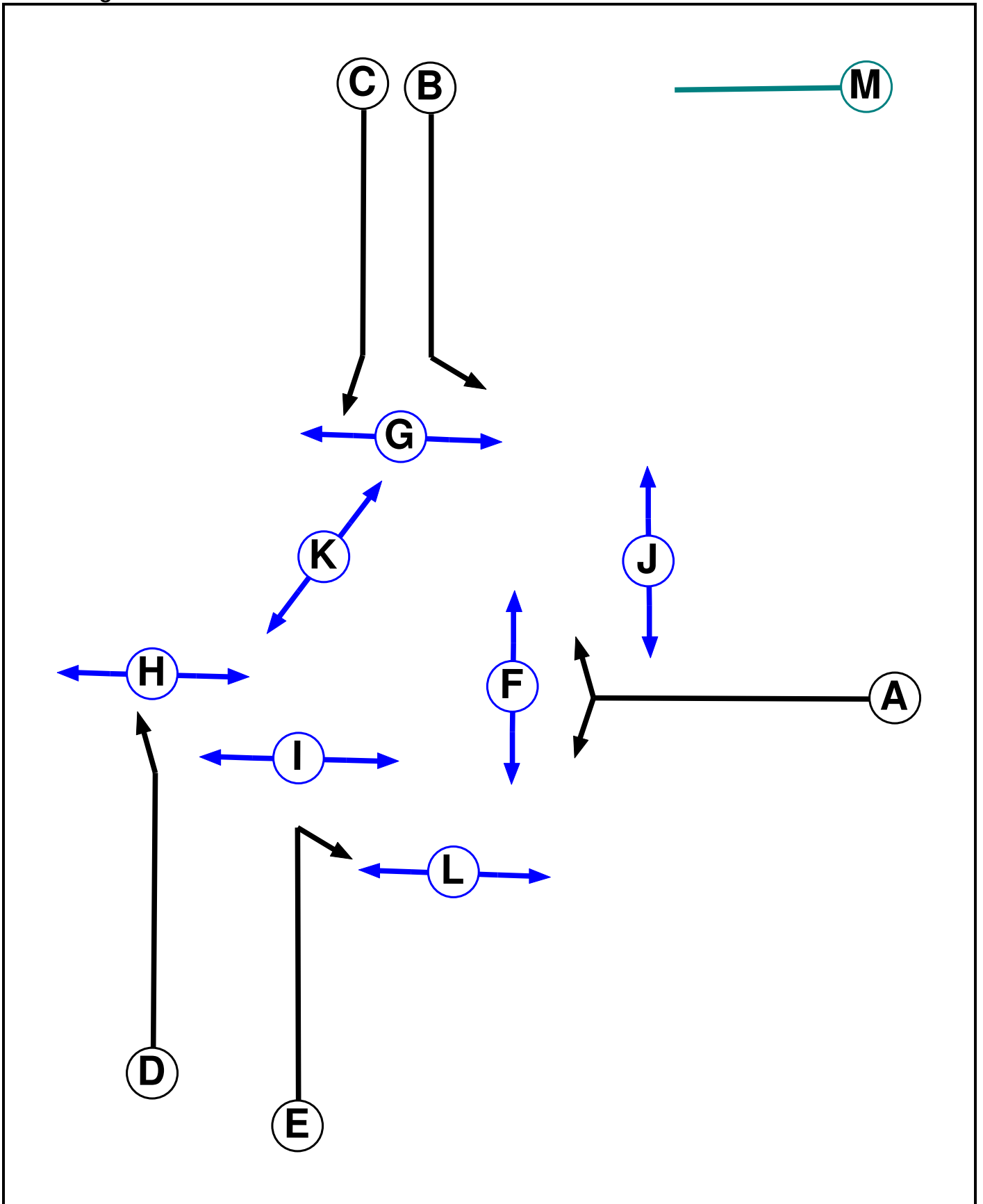
**User and Project Details**

<b>Project:</b>	<b>North East Leicester SUE</b>
<b>Title:</b>	<b>A6030 Victoria Rd East / Tailby Ave</b>
<b>Location:</b>	
<b>File name:</b>	A046980-7 A6030 VRE - Tailby Ave.lsg3x
<b>Author:</b>	R Bishop
<b>Company:</b>	WYG
<b>Address:</b>	
<b>Notes:</b>	

### Network Layout Diagram



Phase Diagram



Full Input Data And Results

**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	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Dummy		2	2

**Phase Intergreens Matrix**

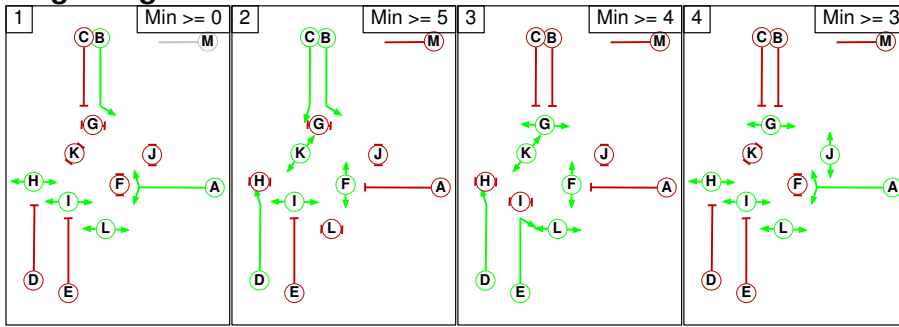
		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		-	5	7	5	5	-	-	-	-	7	-	-
	B	-		-	-	5	-	5	-	-	7	-	-	-
	C	7	-		-	6	-	5	-	-	-	-	9	9
	D	5	-	-		-	-	-	5	-	-	-	-	-
	E	5	5	5	-		-	-	-	5	8	-	-	-
	F	6	-	-	-	-		-	-	-	-	-	-	-
	G	-	8	8	-	-	-		-	-	-	-	-	8
	H	-	-	-	6	-	-	-		-	-	-	-	-
	I	-	-	-	-	6	-	-	-		-	-	-	-
	J	-	7	-	-	7	-	-	-	-		-	-	-
	K	6	-	-	-	-	-	-	-	-	-		-	-
	L	-	-	6	-	-	-	-	-	-	-	-		-
	M	-	-	2	-	-	-	2	-	-	-	-	-	

**Phases in Stage**

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

# Full Input Data And Results

## Stage Diagram



## Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	1	1
1	2	H	Losing	2	2
3	4	D	Losing	1	1
3	4	E	Losing	1	1
4	1	J	Losing	1	1

## Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		8	7	7
	2	9		9	9
	3	8	8		9
	4	8	8	7	

Full Input Data And Results

**Give-Way Lane Input Data**

**Junction: A6030 VRE / Tailby Ave**

There are no Opposed Lanes in this Junction

Full Input Data And Results

**Lane Input Data**

Junction: A6030 VRE / Tailby Ave												
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 (VRE N)	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 6 Ahead	100.00
1/2 (VRE N)	U	C	2	3	9.0	Geom	-	3.20	0.00	Y	Arm 5 Ahead	40.00
2/1 (Tailby Ave)	U	A	2	3	8.0	Geom	-	3.50	0.00	Y	Arm 5 Left	50.00
2/2 (Tailby Ave)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	100.00
3/1 (Hastings Rd)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	100.00
3/2 (Hastings Rd)	U	E	2	3	7.0	Geom	-	4.00	0.00	Y	Arm 6 Right	40.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	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 +Com Dev + Ph1 AM'	08:00	09:00	01:00	
6: '2016 +Com Dev + 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 +Com Dev + Ph2 AM'	08:00	09:00	01:00	
10: '2021 +Com Dev + 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 +All Dev AM (Stage 2 Mitigation)'	08:00	09:00	01:00	
14: '2031 +All Dev PM (Stage 2 Mitigation)'	17:00	18:00	01:00	

Full Input Data And Results

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

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
	A	B	C	Tot.	
Origin	A	0	497	419	916
	B	452	0	256	708
	C	224	139	0	363
	Tot.	676	636	675	1987

**Traffic Lane Flows**

Lane	Scenario 1: 2014 AM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	916(In) 497(Out)
1/2 (short)	419
2/1 (short)	256
2/2 (with short)	708(In) 452(Out)
3/1 (with short)	363(In) 224(Out)
3/2 (short)	139
4/1	676
5/1	675
6/1	636



Full Input Data And Results

**Lane Saturation Flows**

Junction: A6030 VRE / Tailby Ave								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	508	235	743
	B	501	0	85	586
	C	438	213	0	651
	Tot.	939	721	320	1980

**Traffic Lane Flows**

Lane	Scenario 2: 2014 PM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	743(In) 508(Out)
1/2 (short)	235
2/1 (short)	85
2/2 (with short)	586(In) 501(Out)
3/1 (with short)	651(In) 438(Out)
3/2 (short)	213
4/1	939
5/1	320
6/1	721

Full Input Data And Results

**Lane Saturation Flows**

Junction: A6030 VRE / Tailby Ave								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

**Scenario 3: '2016 +ComDev AM'** (FG3: '2016 + ComDev AM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	505	425	930
	B	459	0	261	720
	C	227	142	0	369
	Tot.	686	647	686	2019

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 3: 2016 +ComDev AM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	930(In) 505(Out)
1/2 (short)	425
2/1 (short)	261
2/2 (with short)	720(In) 459(Out)
3/1 (with short)	369(In) 227(Out)
3/2 (short)	142
4/1	686
5/1	686
6/1	647

**Lane Saturation Flows**

<b>Junction: A6030 VRE / Tailby Ave</b>								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

**Traffic Flows, Desired**

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	516	239	755
	B	509	0	87	596
	C	446	217	0	663
	Tot.	955	733	326	2014

**Traffic Lane Flows**

Lane	Scenario 4: 2016 +ComDev PM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	755(In) 516(Out)
1/2 (short)	239
2/1 (short)	87
2/2 (with short)	596(In) 509(Out)
3/1 (with short)	663(In) 446(Out)
3/2 (short)	217
4/1	955
5/1	326
6/1	733

**Lane Saturation Flows**

<b>Junction: A6030 VRE / Tailby Ave</b>								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	506	450	956
	B	476	0	259	735
	C	216	143	0	359
	Tot.	692	649	709	2050

**Traffic Lane Flows**

Lane	Scenario 5: 2016 +ComDev +Ph1 AM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	956(In) 506(Out)
1/2 (short)	450
2/1 (short)	259
2/2 (with short)	735(In) 476(Out)
3/1 (with short)	359(In) 216(Out)
3/2 (short)	143
4/1	692
5/1	709
6/1	649

Full Input Data And Results

**Lane Saturation Flows**

Junction: A6030 VRE / Tailby Ave								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	519	248	767
	B	508	0	95	603
	C	444	212	0	656
	Tot.	952	731	343	2026

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 6: 2016 +ComDev +Ph1 PM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	767(In) 519(Out)
1/2 (short)	248
2/1 (short)	95
2/2 (with short)	603(In) 508(Out)
3/1 (with short)	656(In) 444(Out)
3/2 (short)	212
4/1	952
5/1	343
6/1	731

**Lane Saturation Flows**

<b>Junction: A6030 VRE / Tailby Ave</b>								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

**Traffic Flows, Desired**

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	530	447	977
	B	483	0	274	757
	C	239	149	0	388
	Tot.	722	679	721	2122

**Traffic Lane Flows**

Lane	Scenario 7: 2021 +ComDev AM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	977(In) 530(Out)
1/2 (short)	447
2/1 (short)	274
2/2 (with short)	757(In) 483(Out)
3/1 (with short)	388(In) 239(Out)
3/2 (short)	149
4/1	722
5/1	721
6/1	679

**Lane Saturation Flows**

<b>Junction: A6030 VRE / Tailby Ave</b>								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf



Full Input Data And Results

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

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	543	251	794
	B	535	0	91	626
	C	468	228	0	696
	Tot.	1003	771	342	2116

**Traffic Lane Flows**

Lane	Scenario 8: 2021 +ComDev PM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	794(In) 543(Out)
1/2 (short)	251
2/1 (short)	91
2/2 (with short)	626(In) 535(Out)
3/1 (with short)	696(In) 468(Out)
3/2 (short)	228
4/1	1003
5/1	342
6/1	771

Full Input Data And Results

**Lane Saturation Flows**

Junction: A6030 VRE / Tailby Ave								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	530	473	1003
	B	501	0	264	765
	C	252	144	0	396
	Tot.	753	674	737	2164

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 9: 2021 +ComDev +Ph2 AM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	1003(In) 530(Out)
1/2 (short)	473
2/1 (short)	264
2/2 (with short)	765(In) 501(Out)
3/1 (with short)	396(In) 252(Out)
3/2 (short)	144
4/1	753
5/1	737
6/1	674

**Lane Saturation Flows**

<b>Junction: A6030 VRE / Tailby Ave</b>								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

**Traffic Flows, Desired**

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	544	272	816
	B	538	0	100	638
	C	513	228	0	741
	Tot.	1051	772	372	2195

**Traffic Lane Flows**

Lane	Scenario 10: 2021 +ComDev +Ph2 PM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	816(In) 544(Out)
1/2 (short)	272
2/1 (short)	100
2/2 (with short)	638(In) 538(Out)
3/1 (with short)	741(In) 513(Out)
3/2 (short)	228
4/1	1051
5/1	372
6/1	772

**Lane Saturation Flows**

<b>Junction: A6030 VRE / Tailby Ave</b>								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	574	484	1058
	B	522	0	296	818
	C	260	162	0	422
	Tot.	782	736	780	2298

**Traffic Lane Flows**

Lane	Scenario 11: 2031 +ComDev AM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	1058(In) 574(Out)
1/2 (short)	484
2/1 (short)	296
2/2 (with short)	818(In) 522(Out)
3/1 (with short)	422(In) 260(Out)
3/2 (short)	162
4/1	782
5/1	780
6/1	736

Full Input Data And Results

**Lane Saturation Flows**

Junction: A6030 VRE / Tailby Ave								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	590	273	863
	B	582	0	99	681
	C	513	249	0	762
	Tot.	1095	839	372	2306

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 12: 2031 +ComDev PM
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	863(In) 590(Out)
1/2 (short)	273
2/1 (short)	99
2/2 (with short)	681(In) 582(Out)
3/1 (with short)	762(In) 513(Out)
3/2 (short)	249
4/1	1095
5/1	372
6/1	839

**Lane Saturation Flows**

<b>Junction: A6030 VRE / Tailby Ave</b>								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	559	516	1075
	B	524	0	293	817
	C	331	155	0	486
	Tot.	855	714	809	2378

**Traffic Lane Flows**

Lane	Scenario 13: 2031 +All Dev AM (Stage 2 Mitigation)
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	1075(In) 559(Out)
1/2 (short)	516
2/1 (short)	293
2/2 (with short)	817(In) 524(Out)
3/1 (with short)	486(In) 331(Out)
3/2 (short)	155
4/1	855
5/1	809
6/1	714



Full Input Data And Results

**Lane Saturation Flows**

Junction: A6030 VRE / Tailby Ave								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				Tot.
	A	B	C	Tot.	
Origin	A	0	597	303	900
	B	578	0	91	669
	C	526	247	0	773
	Tot.	1104	844	394	2342

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 14: 2031 +All Dev PM (Stage 2 Mitigation)
<b>Junction: A6030 VRE / Tailby Ave</b>	
1/1 (with short)	900(In) 597(Out)
1/2 (short)	303
2/1 (short)	91
2/2 (with short)	669(In) 578(Out)
3/1 (with short)	773(In) 526(Out)
3/2 (short)	247
4/1	1104
5/1	394
6/1	844

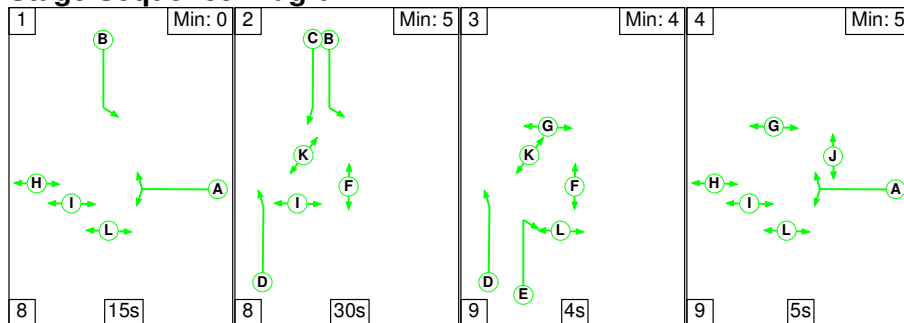
**Lane Saturation Flows**

<b>Junction: A6030 VRE / Tailby Ave</b>								
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 (VRE N)	3.20	0.00	Y	Arm 6 Ahead	100.00	100.0 %	1906	1906
1/2 (VRE N)	3.20	0.00	Y	Arm 5 Ahead	40.00	100.0 %	1865	1865
2/1 (Tailby Ave)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
2/2 (Tailby Ave)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/1 (Hastings Rd)	3.50	0.00	Y	Arm 4 Ahead	100.00	100.0 %	1936	1936
3/2 (Hastings Rd)	4.00	0.00	Y	Arm 6 Right	40.00	100.0 %	1942	1942
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

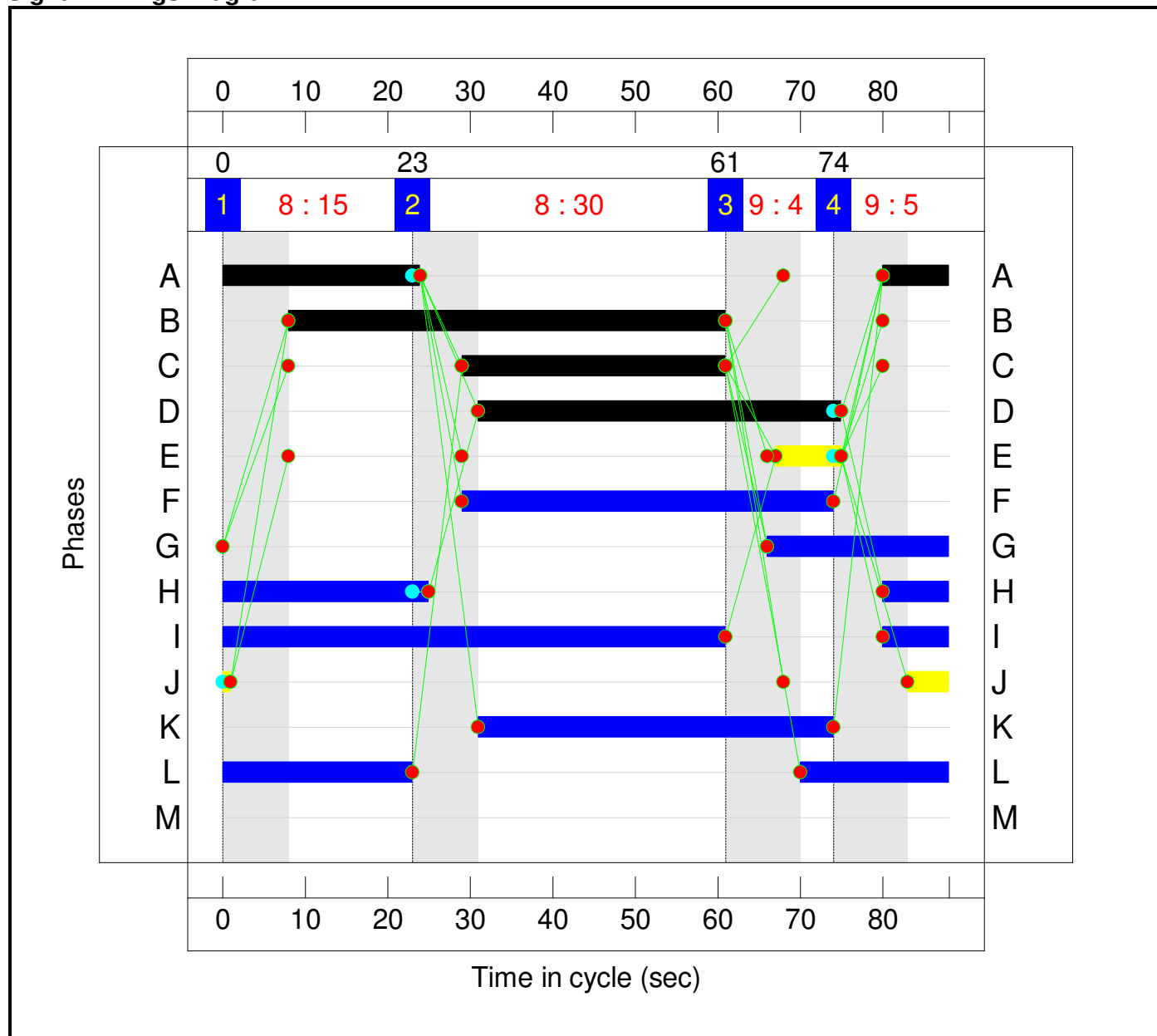
Stage Sequence Diagram



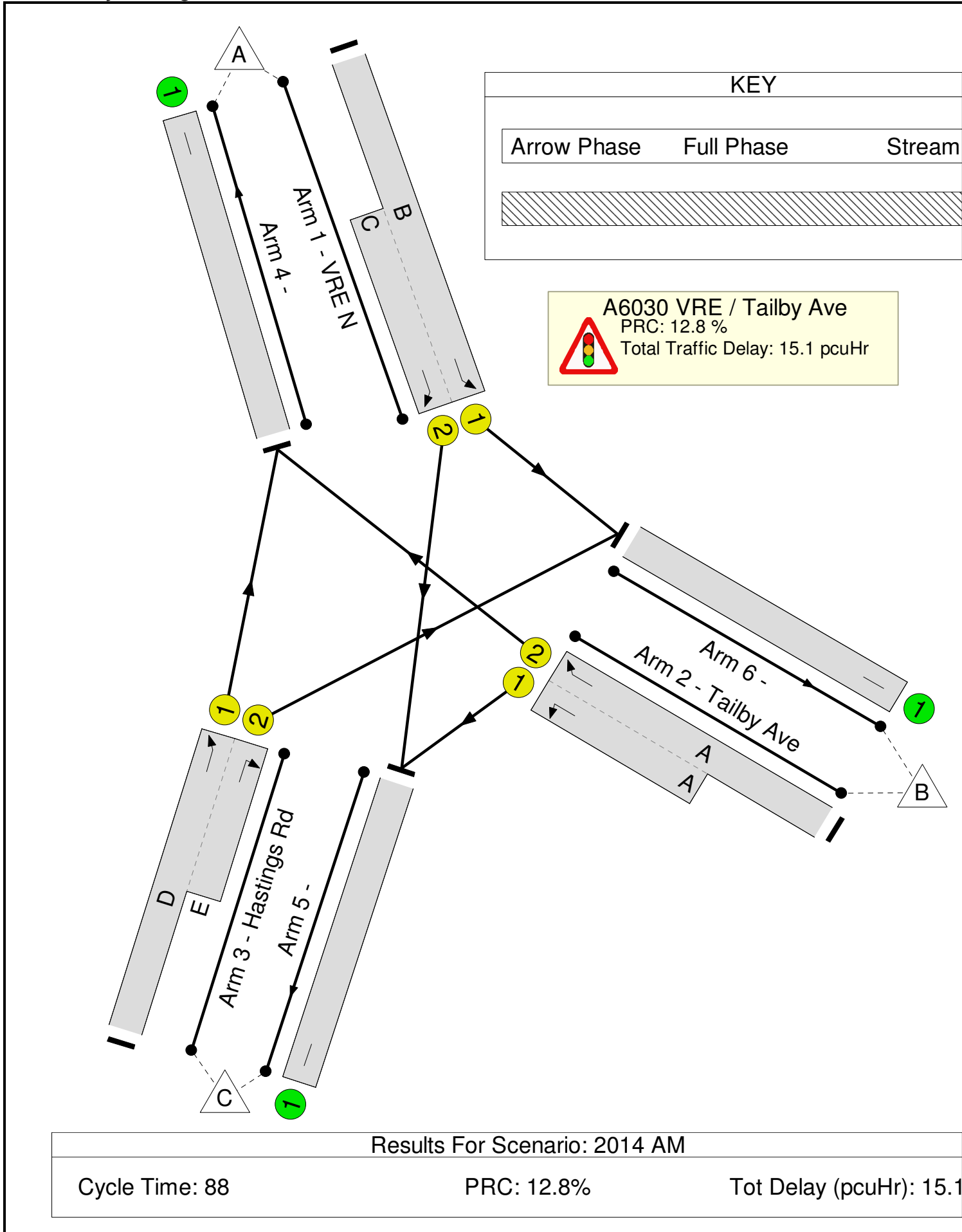
Stage Timings

Stage	1	2	3	4
Duration	15	30	4	5
Change Point	0	23	61	74

Signal Timings Diagram



Network Layout Diagram



## Full Input Data And Results

Full Input Data And Results

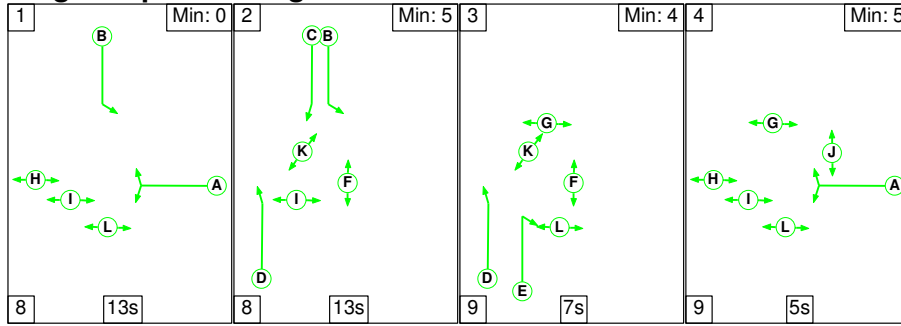
**Network Results**

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: A6030 Victoria Rd East / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	79.8%	
<b>A6030 VRE / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	79.8%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	53:32	-	916	1906:1865	623+525	79.8 : 79.8%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	32	-	708	1936:1908	579+328	78.1 : 78.1%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	44:8	-	363	1936:1942	320+199	70.0 : 70.0%	
4/1		U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	636	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)	
<b>Network: A6030 Victoria Rd East / Tailby Ave</b>	-	-	0	0	0	10.3	4.8	0.0	15.1	-	-	-	-	
<b>A6030 VRE / Tailby Ave</b>	-	-	0	0	0	10.3	4.8	0.0	15.1	-	-	-	-	
1/1+1/2	916	916	-	-	-	3.8	1.9	-	5.7	22.6	8.1	1.9	10.1	
2/2+2/1	708	708	-	-	-	4.3	1.8	-	6.0	30.6	10.0	1.8	11.7	
3/1+3/2	363	363	-	-	-	2.2	1.1	-	3.4	33.4	3.3	1.1	4.4	
4/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	12.8	Total Delay for Signalled Lanes (pcuHr):			15.13	Cycle Time (s):		88			
			PRC Over All Lanes (%):	12.8	Total Delay Over All Lanes(pcuHr):			15.13						

Full Input Data And Results

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

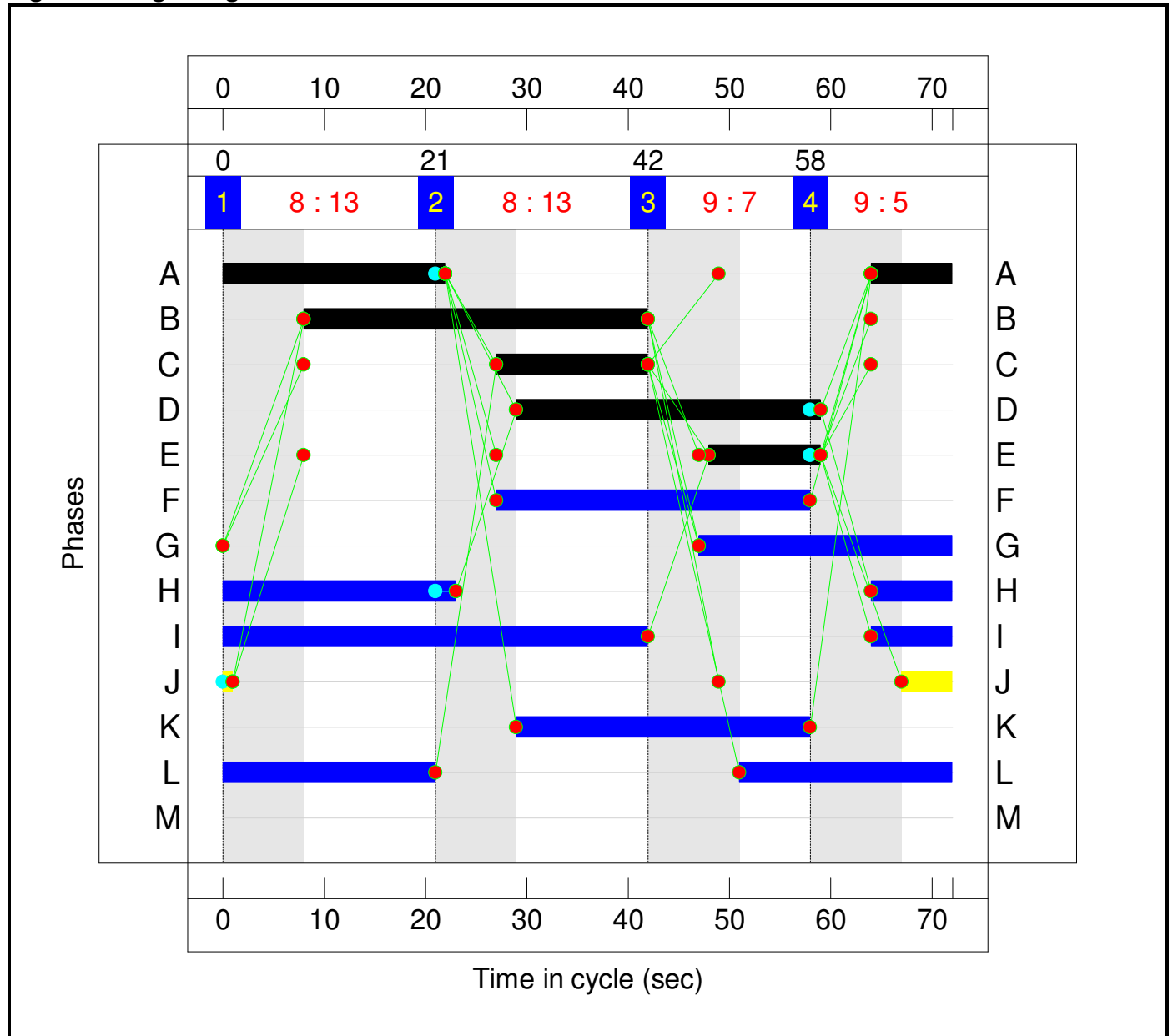
Stage Sequence Diagram



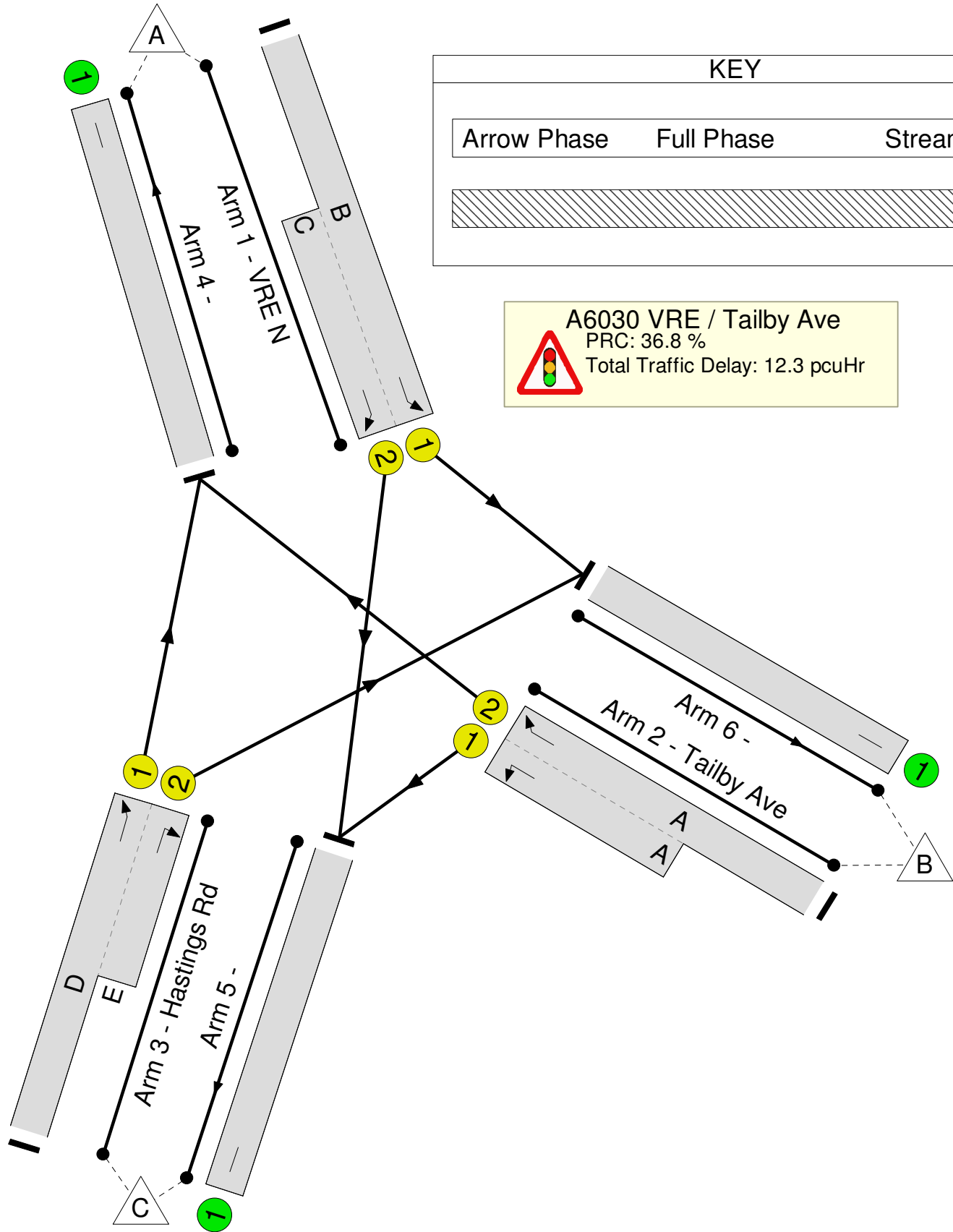
Stage Timings

Stage	1	2	3	4
Duration	13	13	7	5
Change Point	0	21	42	58

Signal Timings Diagram



Network Layout Diagram



Results For Scenario: 2014 PM

Cycle Time: 72

PRC: 36.8%

Tot Delay (pcuHr): 12.2



## Full Input Data And Results

Full Input Data And Results

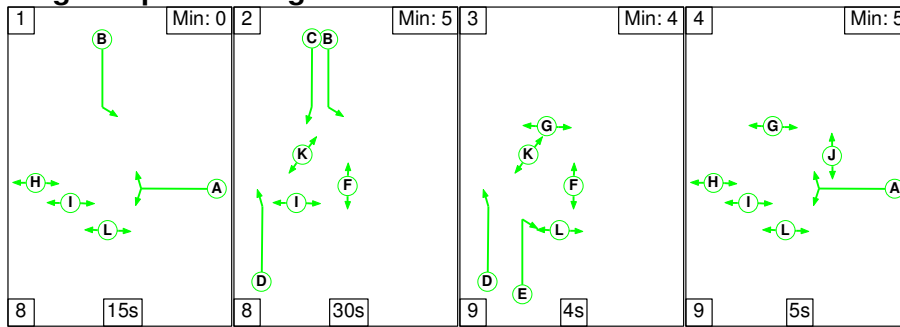
**Network Results**

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: A6030 Victoria Rd East / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	65.8%
<b>A6030 VRE / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	65.8%
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	34:15	-	743	1906:1865	774+358	65.7 : 65.7%
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	30	-	586	1936:1908	767+130	65.3 : 65.3%
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	30:11	-	651	1936:1942	675+324	64.9 : 65.8%
4/1		U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	721	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)
<b>Network: A6030 Victoria Rd East / Tailby Ave</b>	-	-	0	0	0	9.4	2.8	0.0	12.3	-	-	-	-
<b>A6030 VRE / Tailby Ave</b>	-	-	0	0	0	9.4	2.8	0.0	12.3	-	-	-	-
1/1+1/2	743	743	-	-	-	3.5	1.0	-	4.4	21.4	7.1	1.0	8.0
2/2+2/1	586	586	-	-	-	2.5	0.9	-	3.4	21.0	7.7	0.9	8.6
3/1+3/2	651	651	-	-	-	3.5	0.9	-	4.4	24.5	6.3	0.9	7.3
4/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		36.8	Total Delay for Signalled Lanes (pcuHr):		12.25	Cycle Time (s):		72		
			PRC Over All Lanes (%):		36.8	Total Delay Over All Lanes(pcuHr):		12.25					

Full Input Data And Results

**Scenario 3: '2016 +ComDev AM'** (FG3: '2016 + ComDev AM', Plan 1: 'Network Control Plan 1')

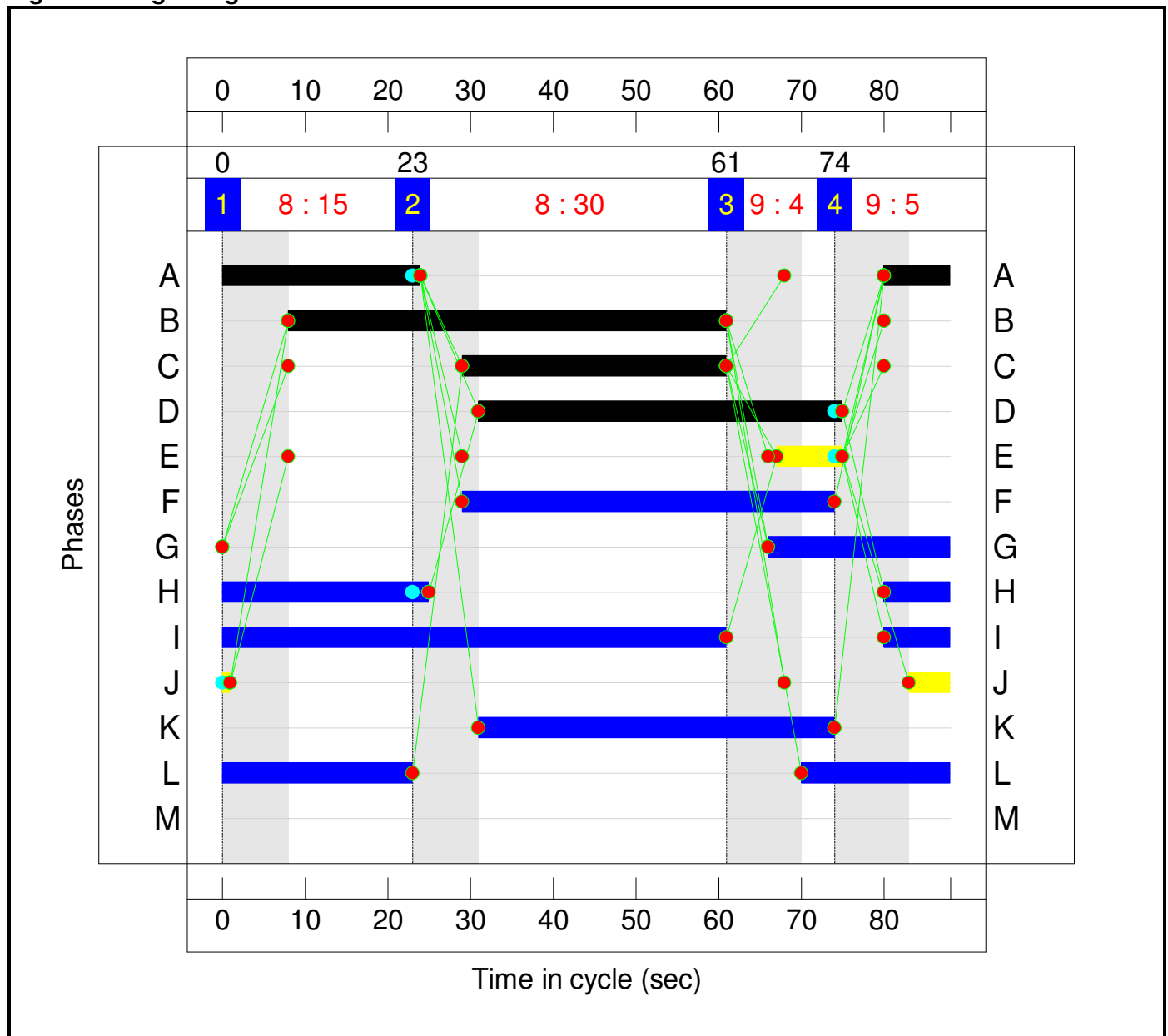
**Stage Sequence Diagram**



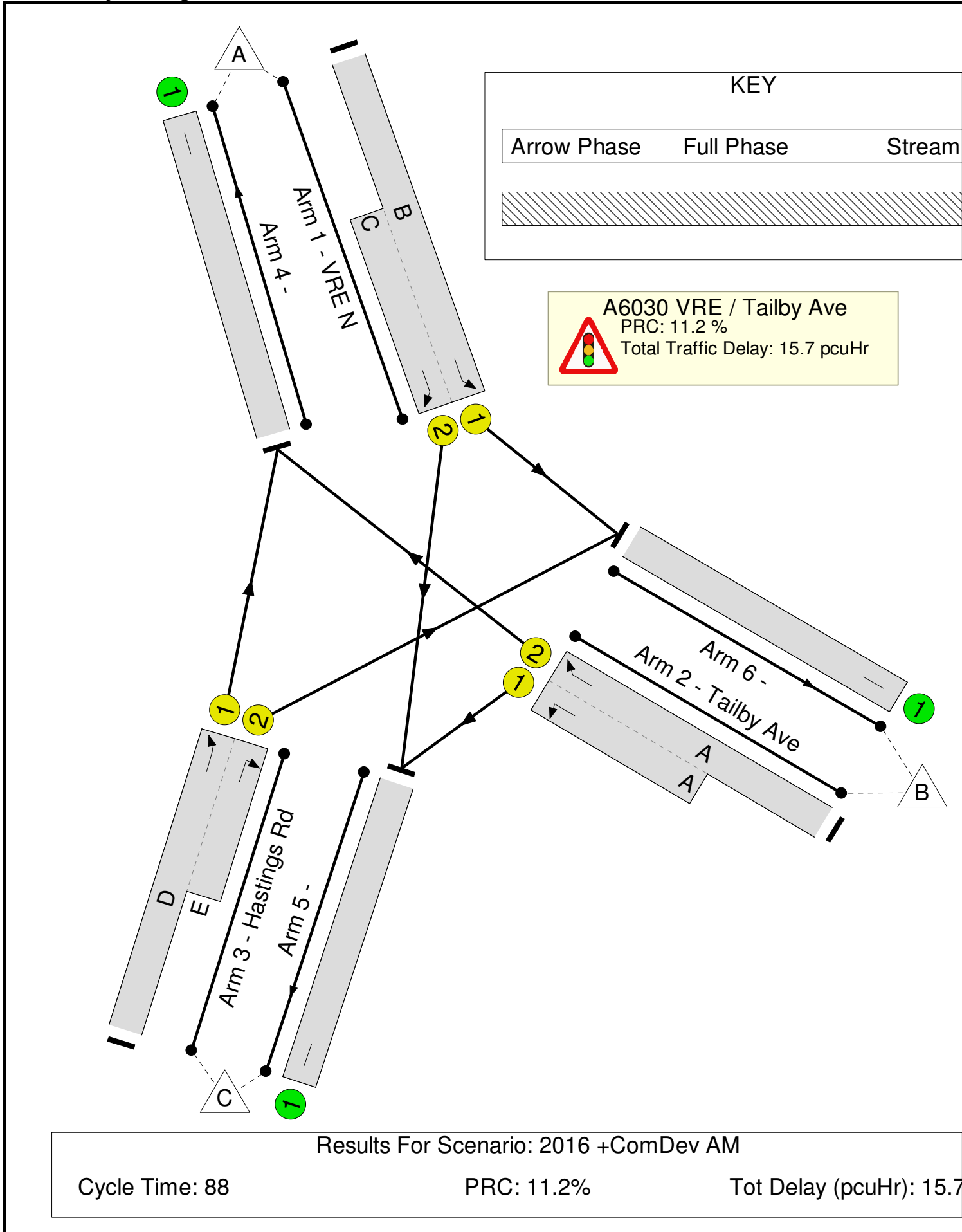
**Stage Timings**

Stage	1	2	3	4
Duration	15	30	4	5
Change Point	0	23	61	74

**Signal Timings Diagram**



Network Layout Diagram



Results For Scenario: 2016 +ComDev AM

Cycle Time: 88

PRC: 11.2%

Tot Delay (pcuHr): 15.7

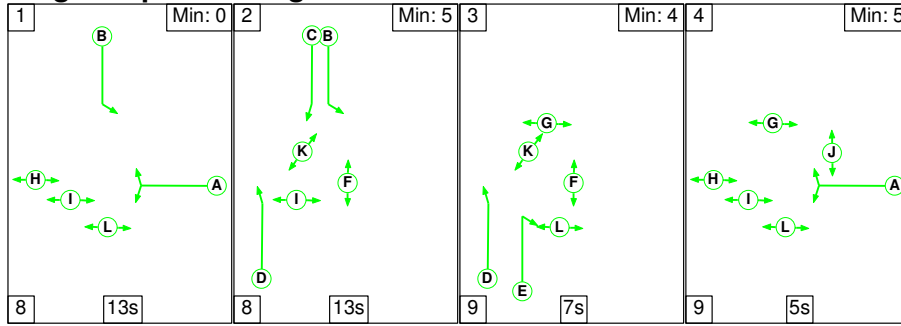
## Full Input Data And Results

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 (%)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	81.0%	
A6030 VRE / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	81.0%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	53:32	-	930	1906:1865	624+525	81.0 : 81.0%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	32	-	720	1936:1908	578+329	79.4 : 79.4%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	44:8	-	369	1936:1942	318+199	71.5 : 71.5%	
4/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	647	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: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	10.5	5.2	0.0	15.7	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	0	0	0	10.5	5.2	0.0	15.7	-	-	-	-	
1/1+1/2	930	930	-	-	-	3.9	2.1	-	6.0	23.1	8.4	2.1	10.5	
2/2+2/1	720	720	-	-	-	4.4	1.9	-	6.2	31.2	10.4	1.9	12.3	
3/1+3/2	369	369	-	-	-	2.3	1.2	-	3.5	34.1	3.4	1.2	4.6	
4/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):			15.71	Cycle Time (s):		88			
			PRC Over All Lanes (%):	11.2	Total Delay Over All Lanes(pcuHr):			15.71						

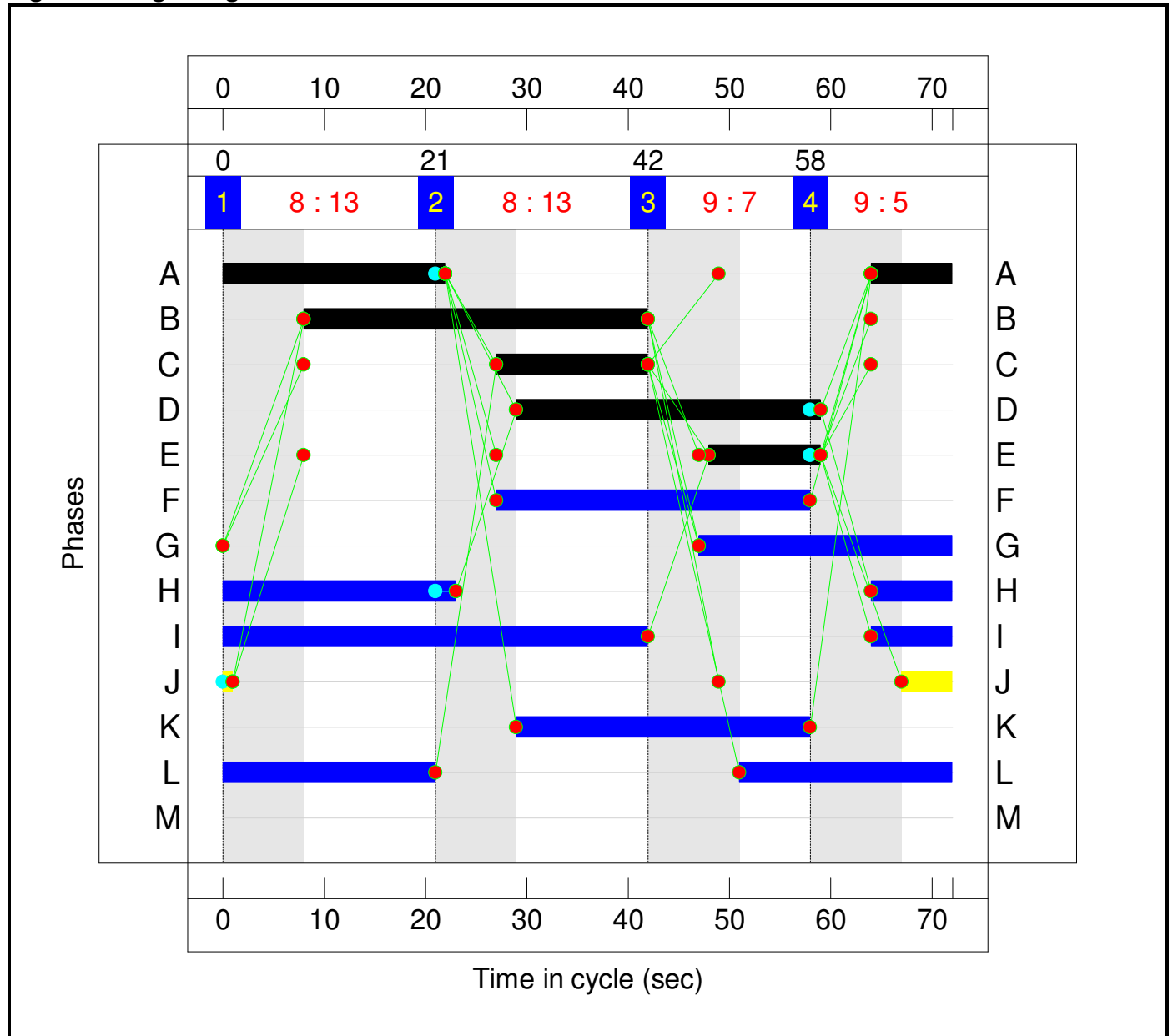
Stage Sequence Diagram



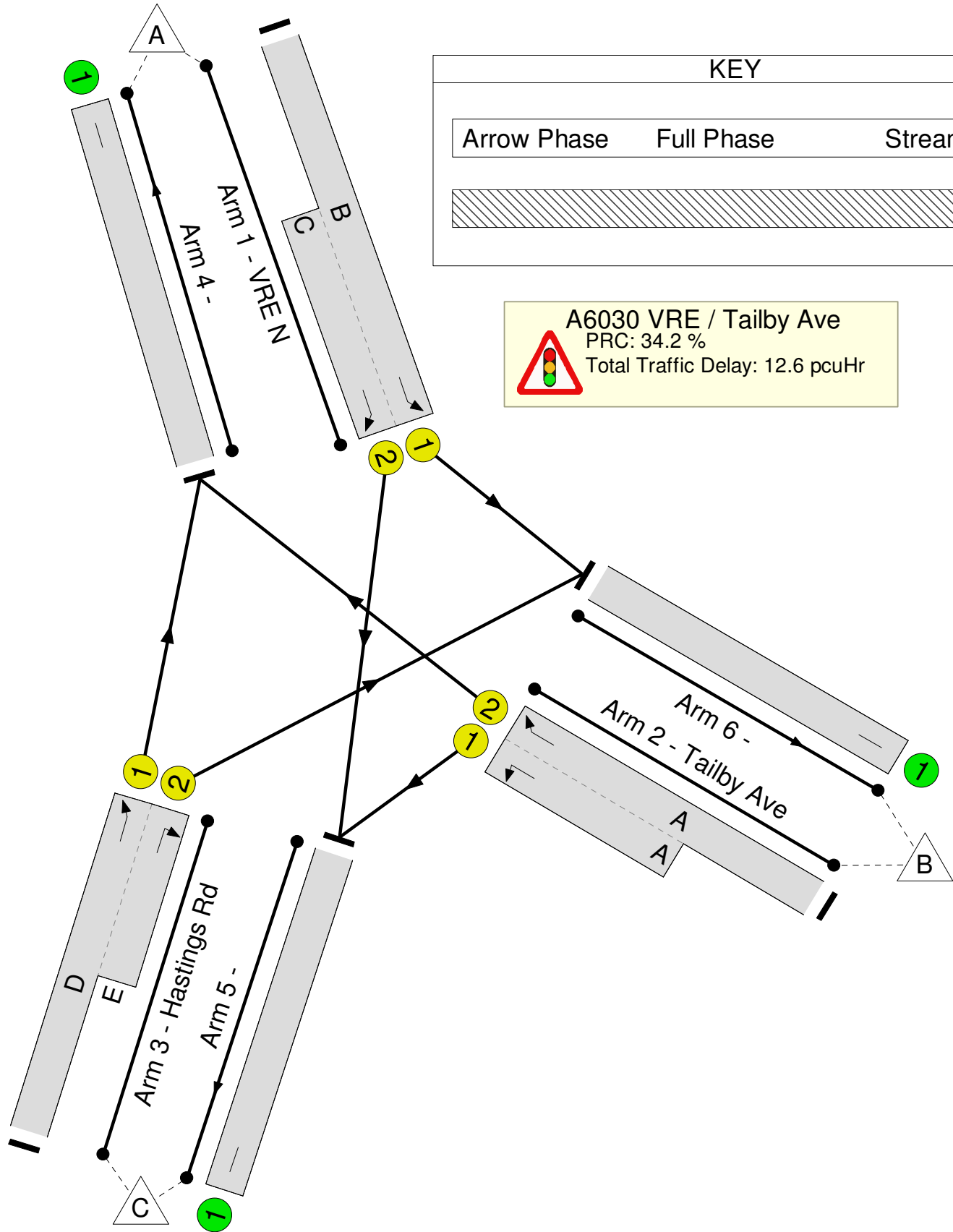
Stage Timings

Stage	1	2	3	4
Duration	13	13	7	5
Change Point	0	21	42	58

Signal Timings Diagram



Network Layout Diagram



Results For Scenario: 2016 +ComDev PM

Cycle Time: 72

PRC: 34.2%

Tot Delay (pcuHr): 12.6



## Full Input Data And Results

Full Input Data And Results

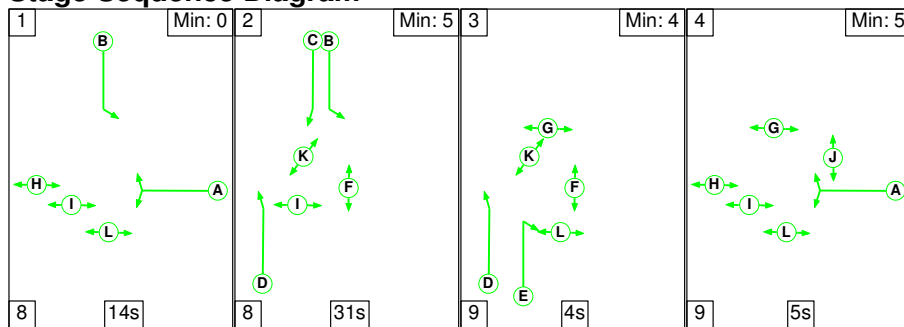
**Network Results**

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: A6030 Victoria Rd East / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	67.0%	
<b>A6030 VRE / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	67.0%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	34:15	-	755	1906:1865	773+358	66.7 : 66.7%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	30	-	596	1936:1908	767+131	66.4 : 66.4%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	30:11	-	663	1936:1942	675+324	66.1 : 67.0%	
4/1		U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	733	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)	
<b>Network: A6030 Victoria Rd East / Tailby Ave</b>	-	-	0	0	0	9.6	3.0	0.0	12.6	-	-	-	-	
<b>A6030 VRE / Tailby Ave</b>	-	-	0	0	0	9.6	3.0	0.0	12.6	-	-	-	-	
1/1+1/2	755	755	-	-	-	3.5	1.0	-	4.5	21.6	7.2	1.0	8.2	
2/2+2/1	596	596	-	-	-	2.5	1.0	-	3.5	21.2	7.8	1.0	8.8	
3/1+3/2	663	663	-	-	-	3.6	1.0	-	4.6	24.8	6.6	1.0	7.5	
4/1	955	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	34.2	Total Delay for Signalled Lanes (pcuHr):			12.60	Cycle Time (s):		72			
			PRC Over All Lanes (%):	34.2	Total Delay Over All Lanes(pcuHr):			12.60						

Full Input Data And Results

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

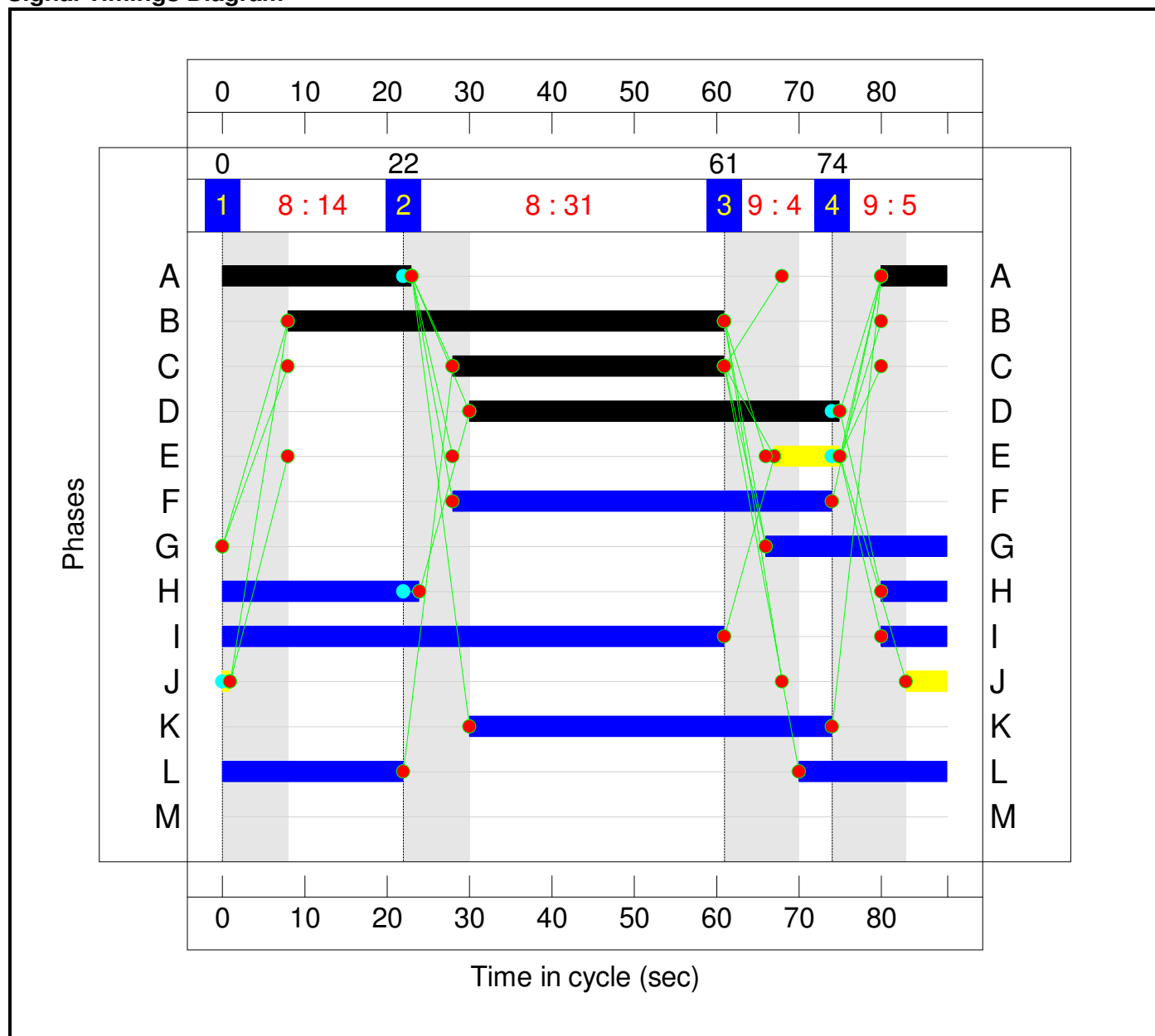
Stage Sequence Diagram



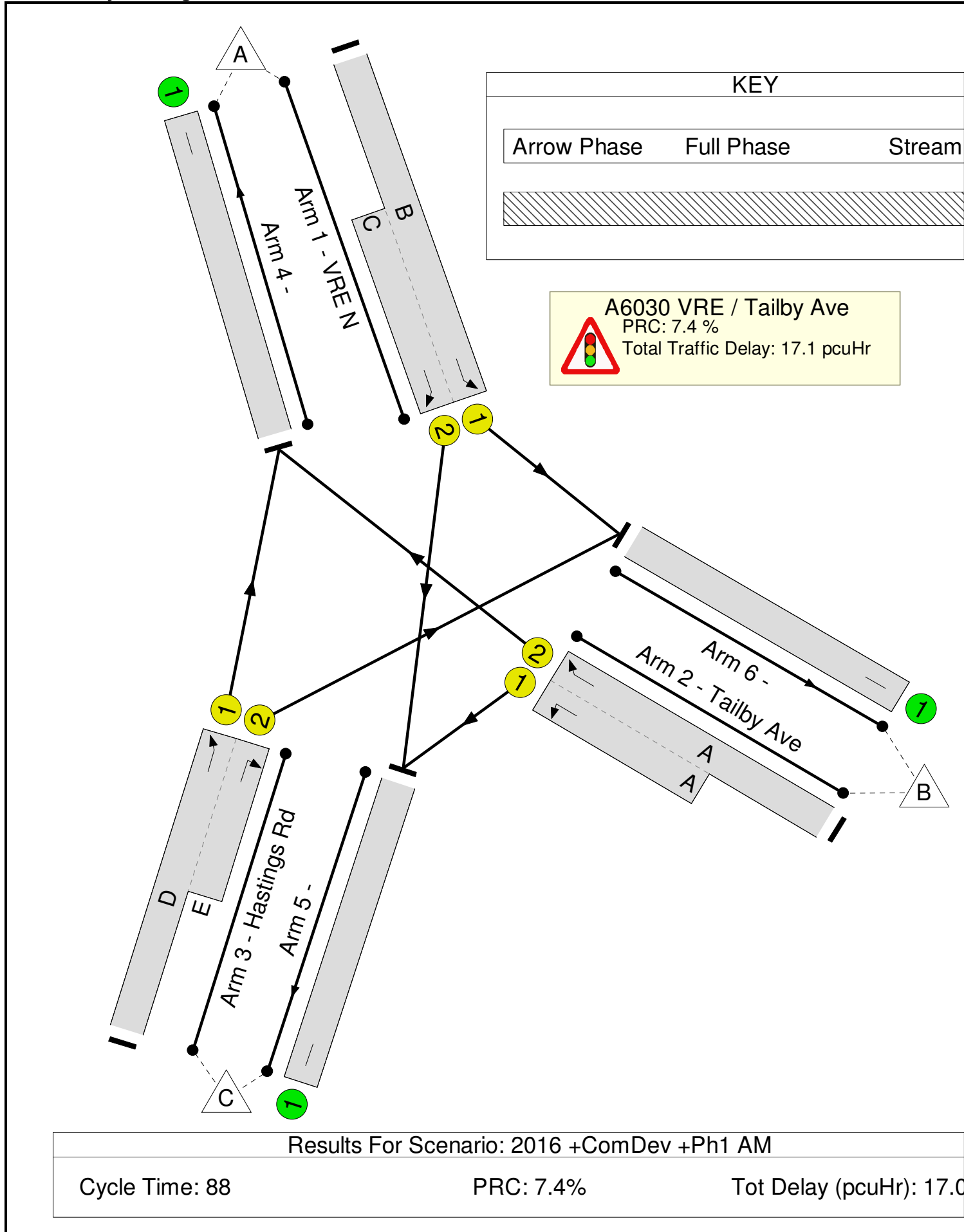
Stage Timings

Stage	1	2	3	4
Duration	14	31	4	5
Change Point	0	22	61	74

Signal Timings Diagram



**Network Layout Diagram**



## Full Input Data And Results

Full Input Data And Results

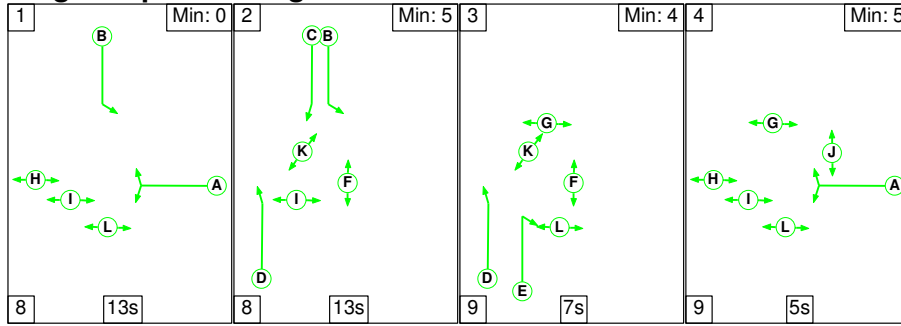
**Network Results**

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: A6030 Victoria Rd East / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	83.8%	
<b>A6030 VRE / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	83.8%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	53:33	-	956	1906:1865	607+540	83.4 : 83.4%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	31	-	735	1936:1908	568+309	83.8 : 83.8%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	45:8	-	359	1936:1942	300+199	72.0 : 72.0%	
4/1		U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	649	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)	
<b>Network: A6030 Victoria Rd East / Tailby Ave</b>	-	-	0	0	0	10.9	6.2	0.0	17.1	-	-	-	-	
<b>A6030 VRE / Tailby Ave</b>	-	-	0	0	0	10.9	6.2	0.0	17.1	-	-	-	-	
1/1+1/2	956	956	-	-	-	4.0	2.4	-	6.4	24.2	8.9	2.4	11.3	
2/2+2/1	735	735	-	-	-	4.7	2.5	-	7.2	35.2	11.4	2.5	13.9	
3/1+3/2	359	359	-	-	-	2.2	1.3	-	3.5	34.7	3.4	1.3	4.6	
4/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	7.4	Total Delay for Signalled Lanes (pcuHr):			17.09	Cycle Time (s):		88			
			PRC Over All Lanes (%):	7.4	Total Delay Over All Lanes(pcuHr):			17.09						

Full Input Data And Results

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

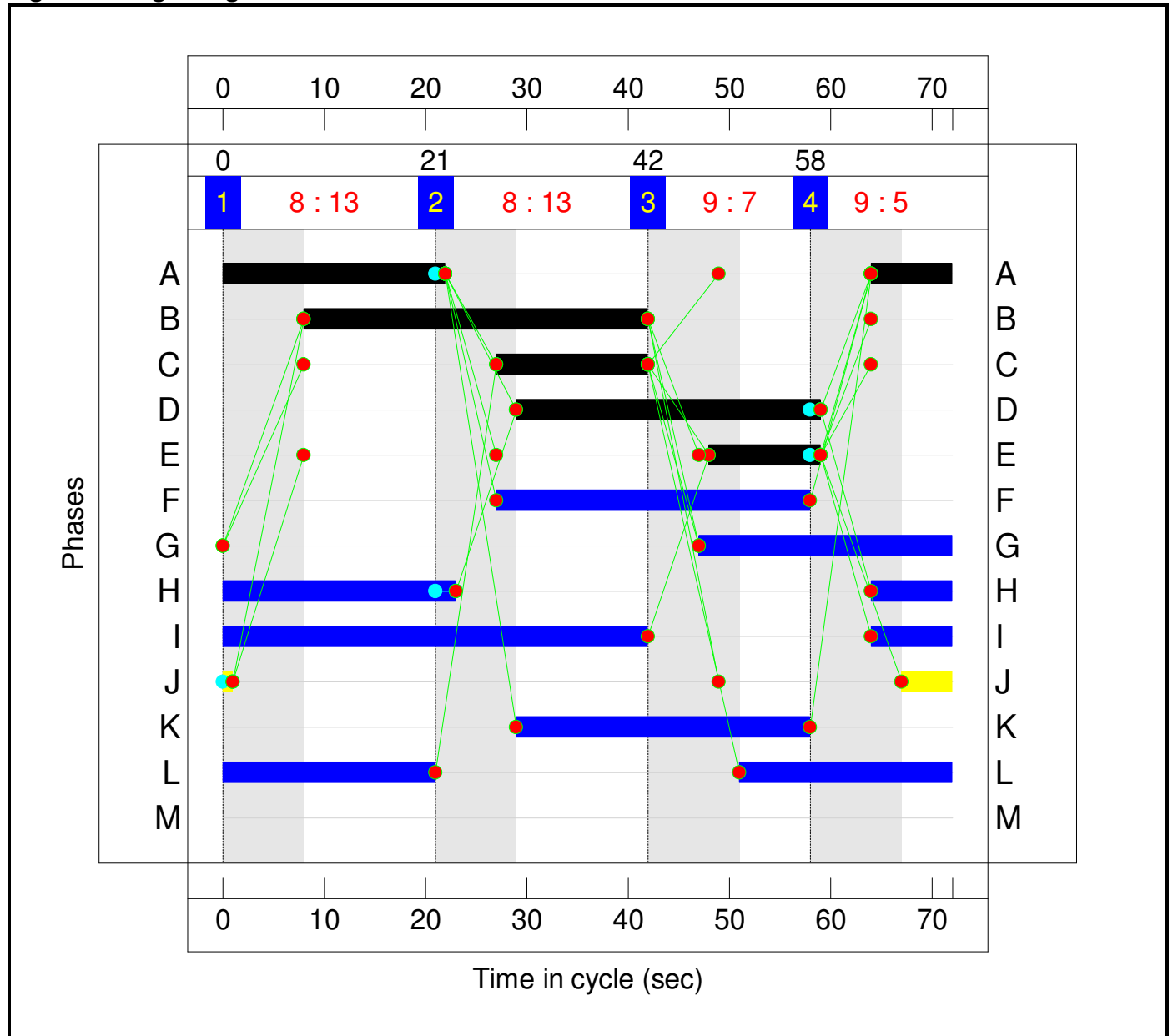
Stage Sequence Diagram



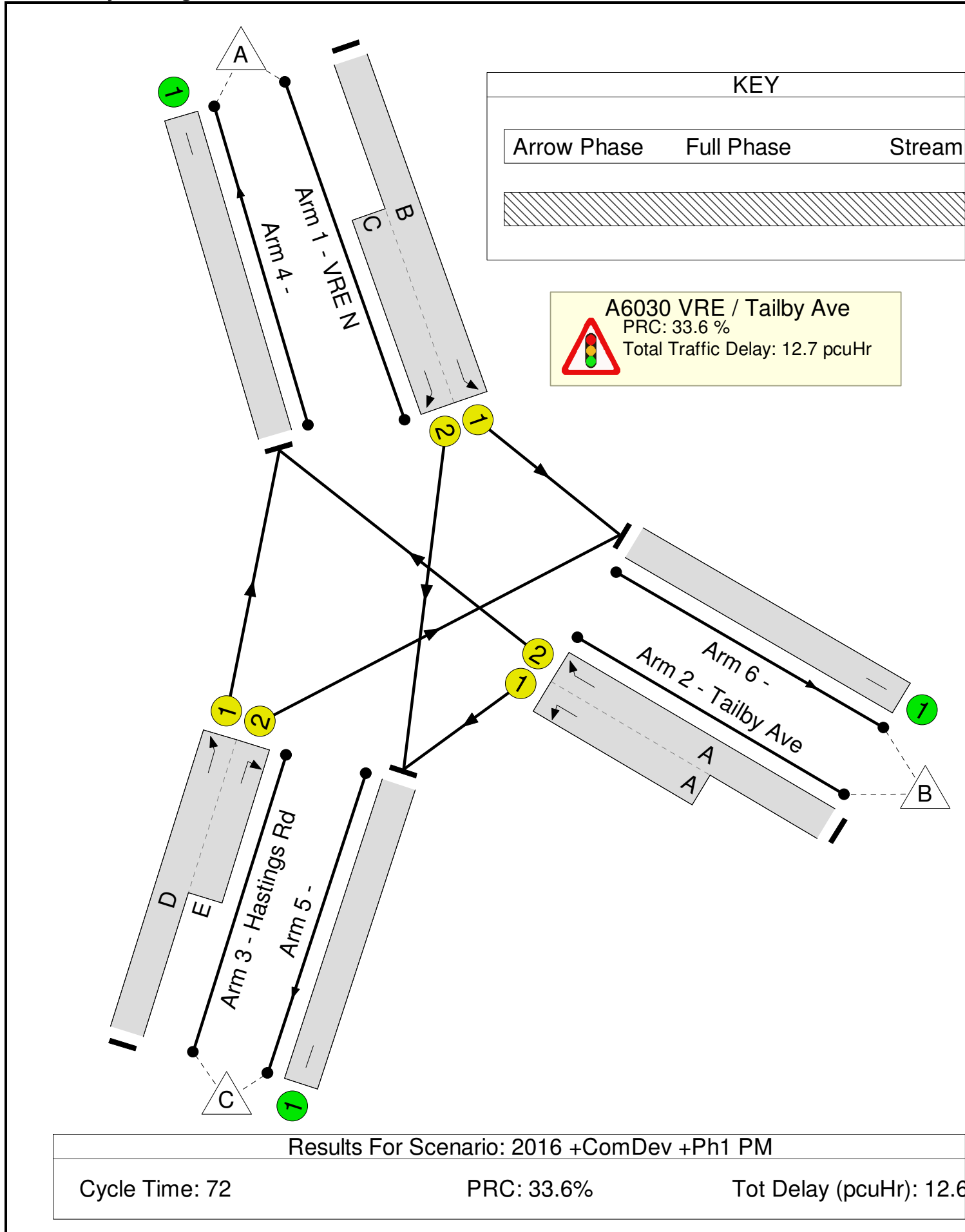
Stage Timings

Stage	1	2	3	4
Duration	13	13	7	5
Change Point	0	21	42	58

Signal Timings Diagram



**Network Layout Diagram**





## Full Input Data And Results

Full Input Data And Results

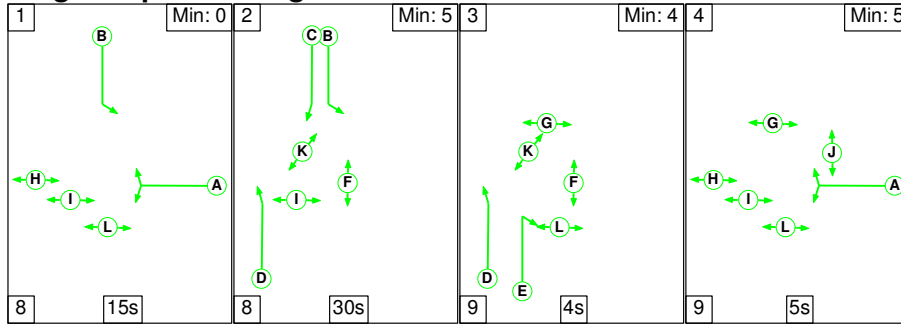
**Network Results**

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 (%)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	67.4%	
A6030 VRE / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	67.4%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	34:15	-	767	1906:1865	770+368	67.4 : 67.4%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	30	-	603	1936:1908	762+142	66.7 : 66.7%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	30:11	-	656	1936:1942	678+324	65.5 : 65.5%	
4/1		U	N/A	N/A	-		-	-	-	952	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	731	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: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	9.7	3.0	0.0	12.7	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	0	0	0	9.7	3.0	0.0	12.7	-	-	-	-	
1/1+1/2	767	767	-	-	-	3.6	1.0	-	4.6	21.8	7.2	1.0	8.2	
2/2+2/1	603	603	-	-	-	2.6	1.0	-	3.6	21.2	7.8	1.0	8.8	
3/1+3/2	656	656	-	-	-	3.5	0.9	-	4.5	24.5	6.5	0.9	7.5	
4/1	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	33.6	Total Delay for Signalled Lanes (pcuHr):			12.66	Cycle Time (s):		72			
			PRC Over All Lanes (%):	33.6	Total Delay Over All Lanes(pcuHr):			12.66						

Full Input Data And Results

**Scenario 7: '2021 +ComDev AM'** (FG7: '2021 + ComDev AM', Plan 1: 'Network Control Plan 1')

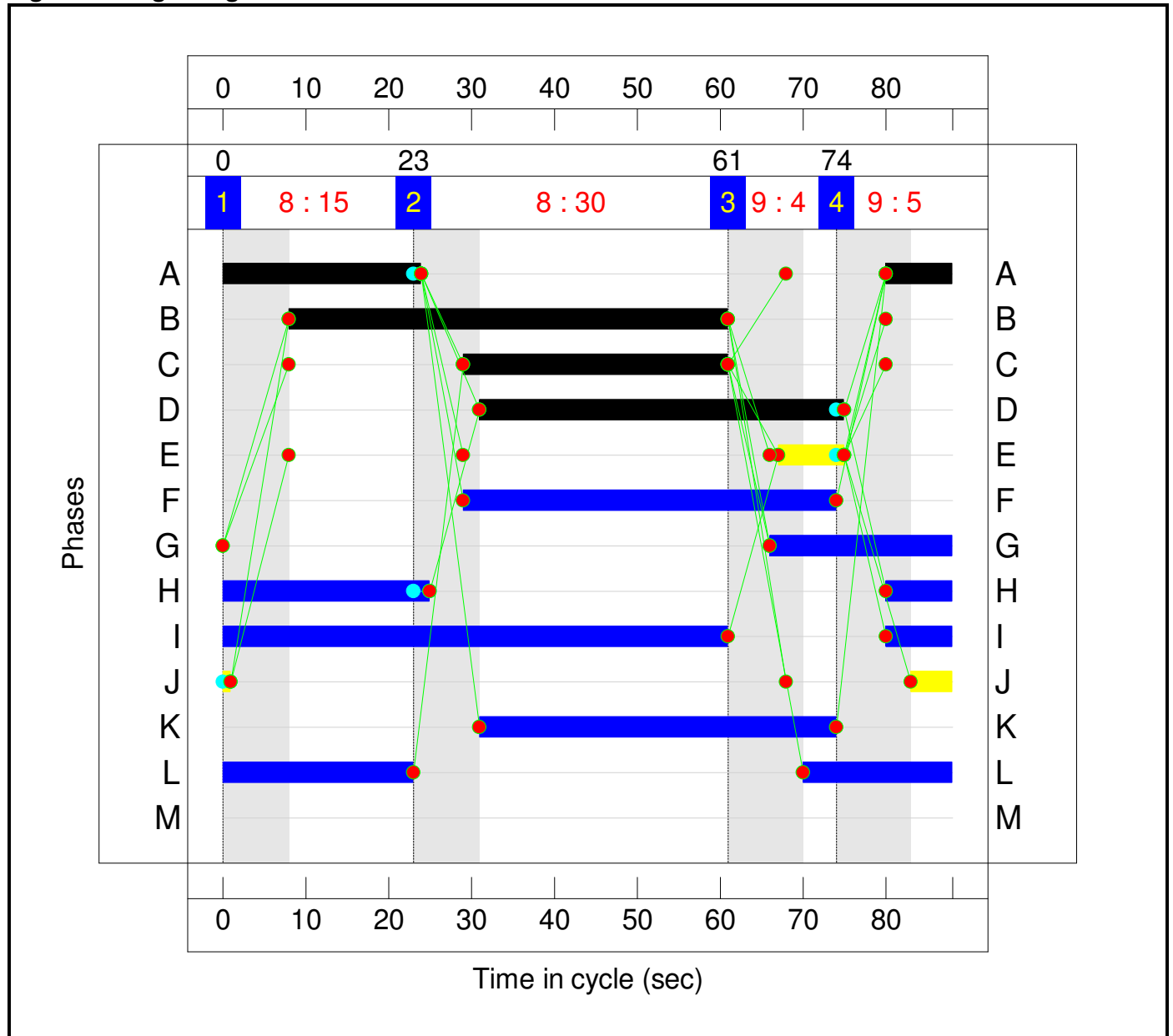
**Stage Sequence Diagram**



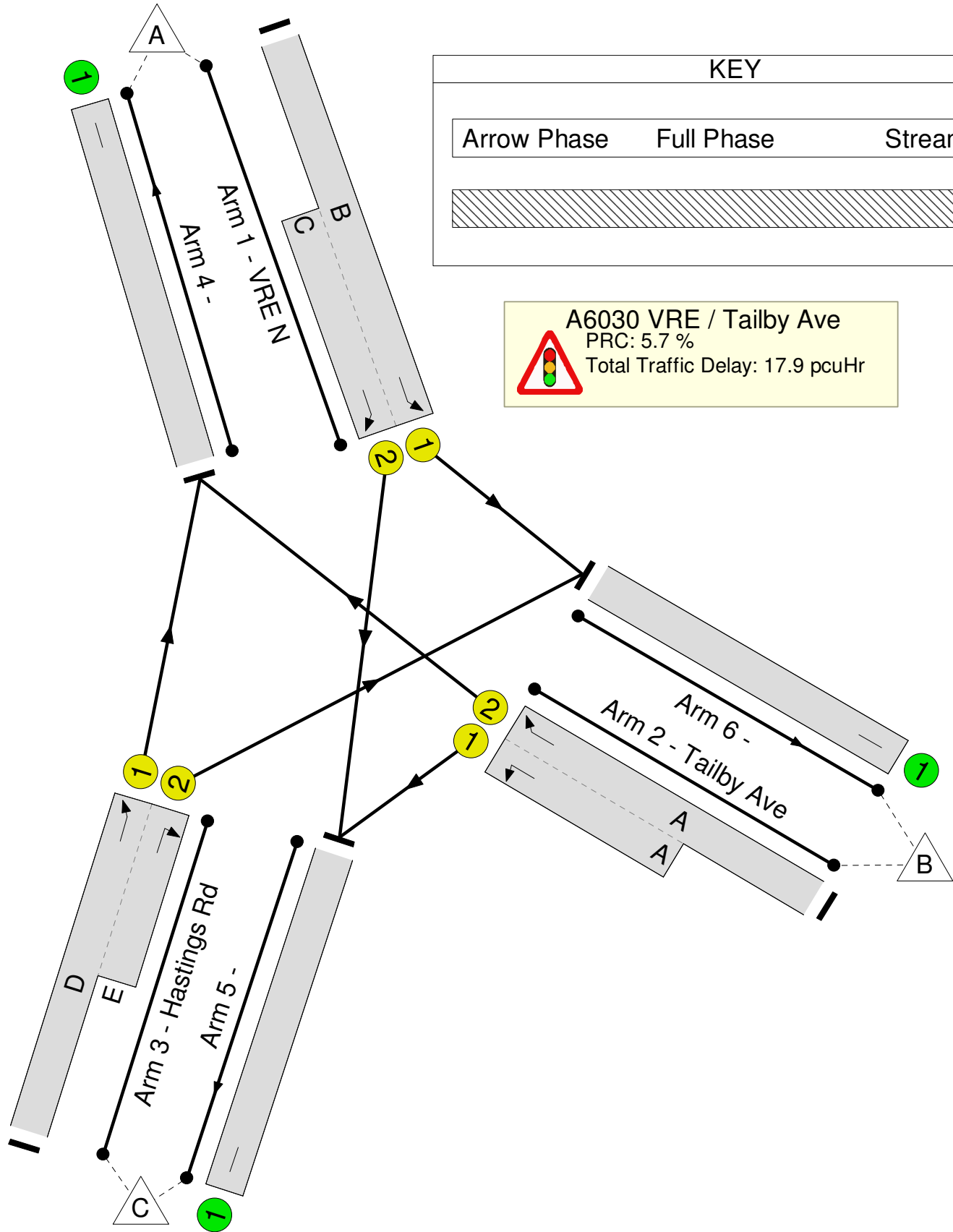
**Stage Timings**

Stage	1	2	3	4
Duration	15	30	4	5
Change Point	0	23	61	74

**Signal Timings Diagram**



**Network Layout Diagram**



Results For Scenario: 2021 +ComDev AM		
Cycle Time: 88	PRC: 5.7%	Tot Delay (pcuHr): 17.9

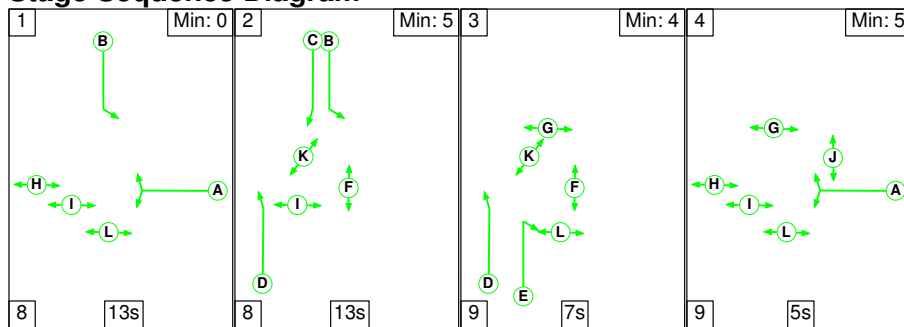
## Full Input Data And Results

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: A6030 Victoria Rd East / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
<b>A6030 VRE / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	53:32	-	977	1906:1865	623+525	85.1 : 85.1%
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	32	-	757	1936:1908	579+328	83.5 : 83.5%
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	44:8	-	388	1936:1942	319+199	75.0 : 75.0%
4/1		U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	679	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)
<b>Network: A6030 Victoria Rd East / Tailby Ave</b>	-	-	0	0	0	11.2	6.7	0.0	17.9	-	-	-	-
<b>A6030 VRE / Tailby Ave</b>	-	-	0	0	0	11.2	6.7	0.0	17.9	-	-	-	-
1/1+1/2	977	977	-	-	-	4.1	2.8	-	6.9	25.5	8.9	2.8	11.7
2/2+2/1	757	757	-	-	-	4.7	2.4	-	7.1	34.0	11.4	2.4	13.9
3/1+3/2	388	388	-	-	-	2.4	1.5	-	3.9	35.8	3.5	1.5	5.0
4/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):			17.92	Cycle Time (s):		88		
			PRC Over All Lanes (%):	5.7	Total Delay Over All Lanes(pcuHr):			17.92					

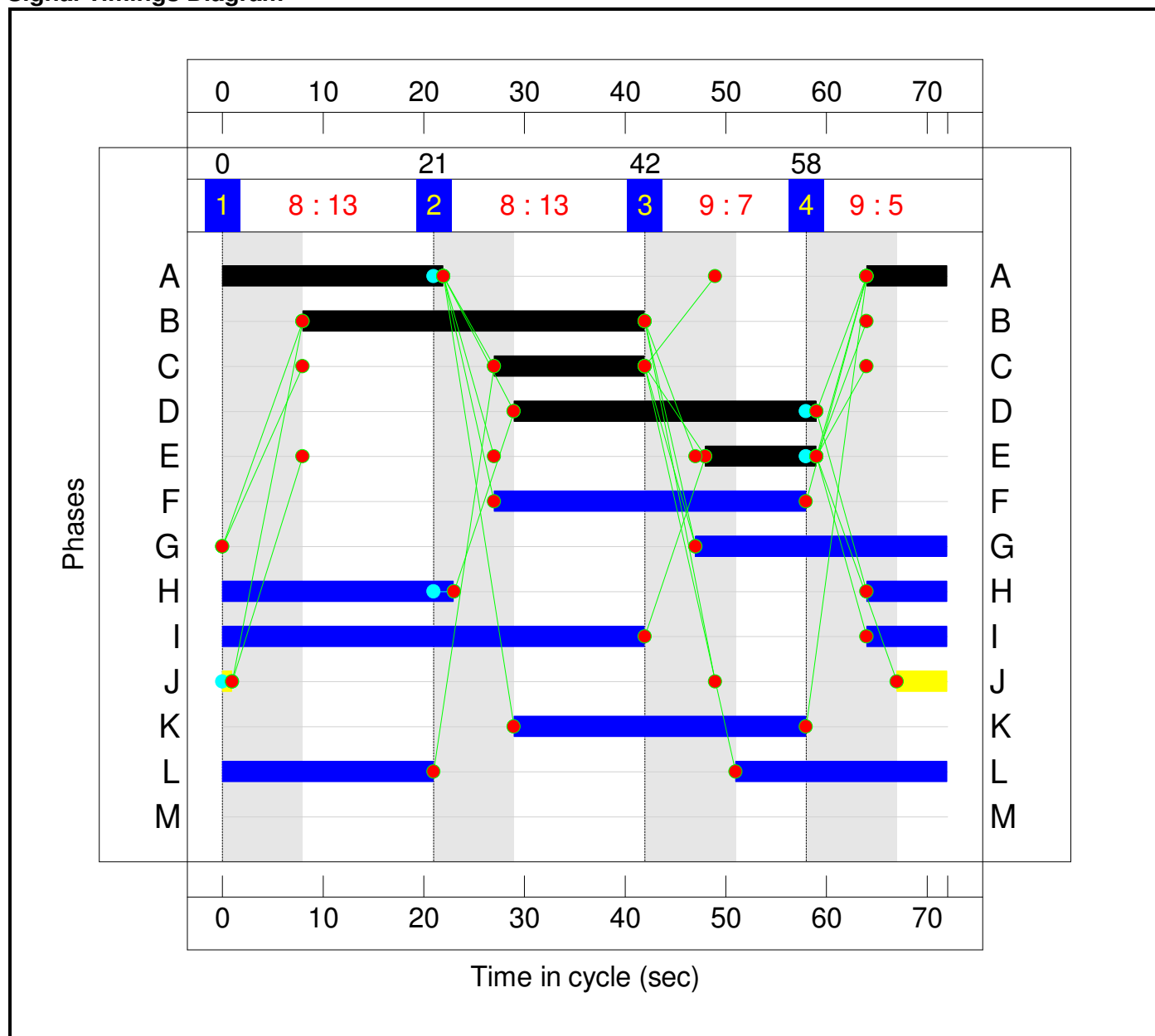
Stage Sequence Diagram



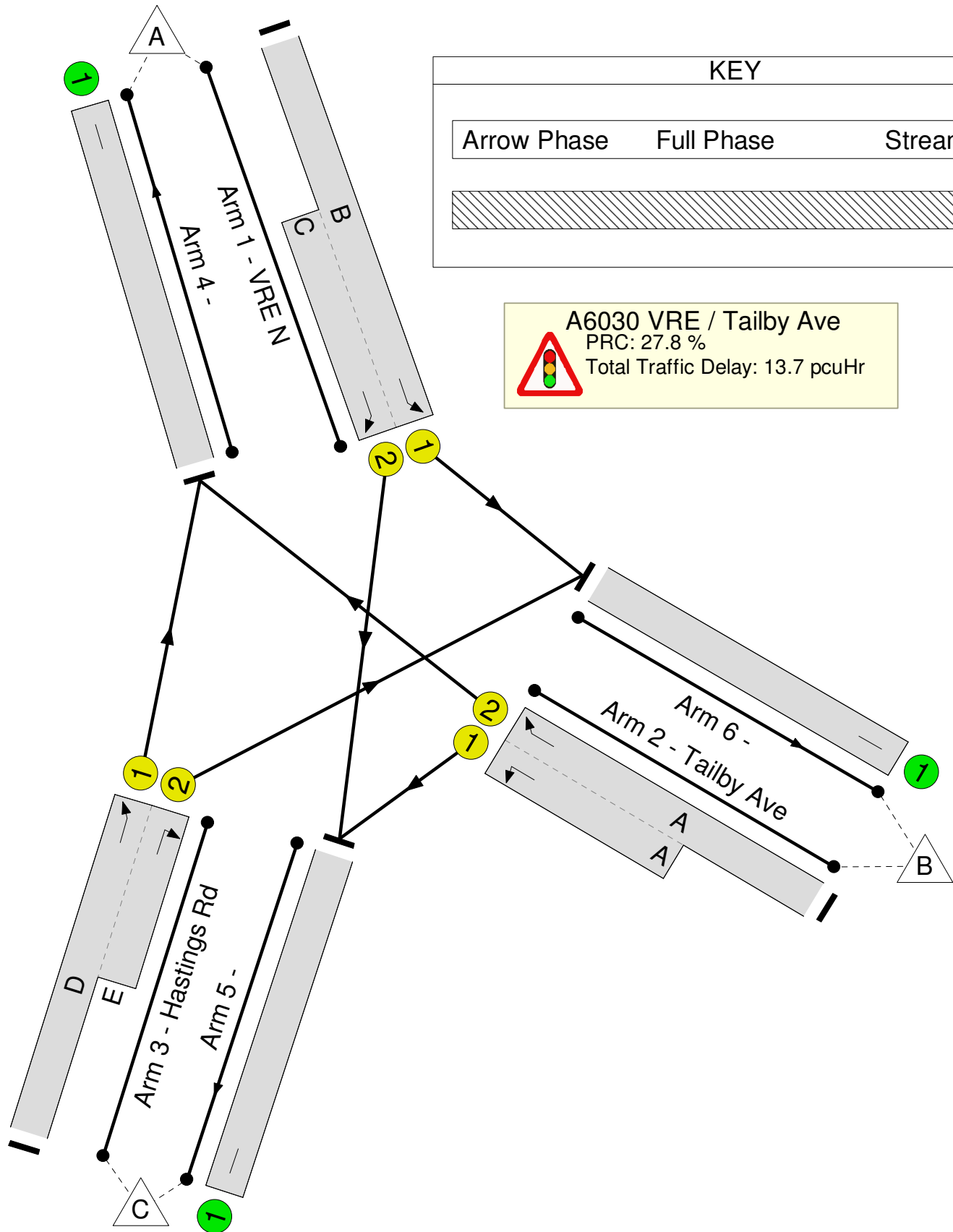
Stage Timings

Stage	1	2	3	4
Duration	13	13	7	5
Change Point	0	21	42	58

Signal Timings Diagram



Network Layout Diagram



Results For Scenario: 2021 +ComDev PM

Cycle Time: 72

PRC: 27.8%

Tot Delay (pcuHr): 13.7



## Full Input Data And Results

Full Input Data And Results

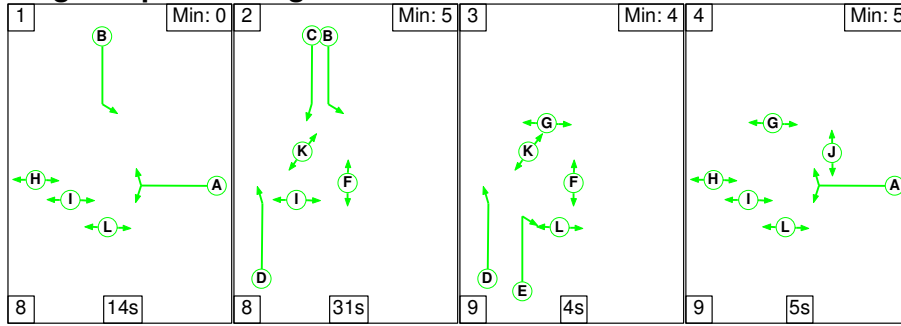
**Network Results**

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: A6030 Victoria Rd East / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	70.4%	
<b>A6030 VRE / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	70.4%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	34:15	-	794	1906:1865	774+358	70.2 : 70.2%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	30	-	626	1936:1908	767+130	69.8 : 69.8%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	30:11	-	696	1936:1942	675+324	69.4 : 70.4%	
4/1		U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	771	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)	
<b>Network: A6030 Victoria Rd East / Tailby Ave</b>	-	-	0	0	0	10.3	3.5	0.0	13.7	-	-	-	-	
<b>A6030 VRE / Tailby Ave</b>	-	-	0	0	0	10.3	3.5	0.0	13.7	-	-	-	-	
1/1+1/2	794	794	-	-	-	3.8	1.2	-	4.9	22.4	7.7	1.2	8.9	
2/2+2/1	626	626	-	-	-	2.7	1.1	-	3.9	22.2	8.7	1.1	9.8	
3/1+3/2	696	696	-	-	-	3.8	1.1	-	4.9	25.5	7.0	1.1	8.2	
4/1	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	27.8	Total Delay for Signalled Lanes (pcuHr):			13.72	Cycle Time (s):		72			
			PRC Over All Lanes (%):	27.8	Total Delay Over All Lanes(pcuHr):			13.72						

Full Input Data And Results

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

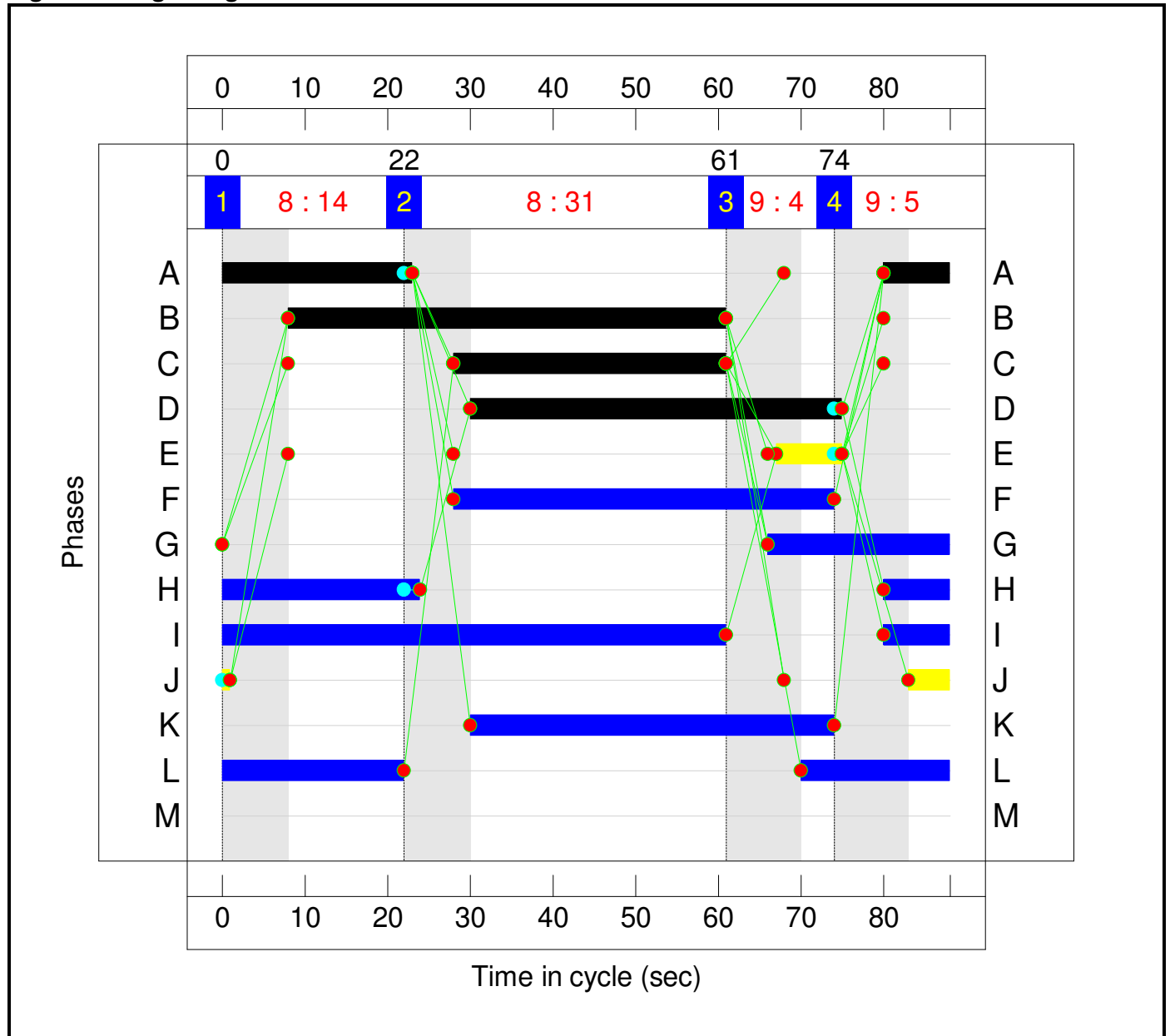
Stage Sequence Diagram



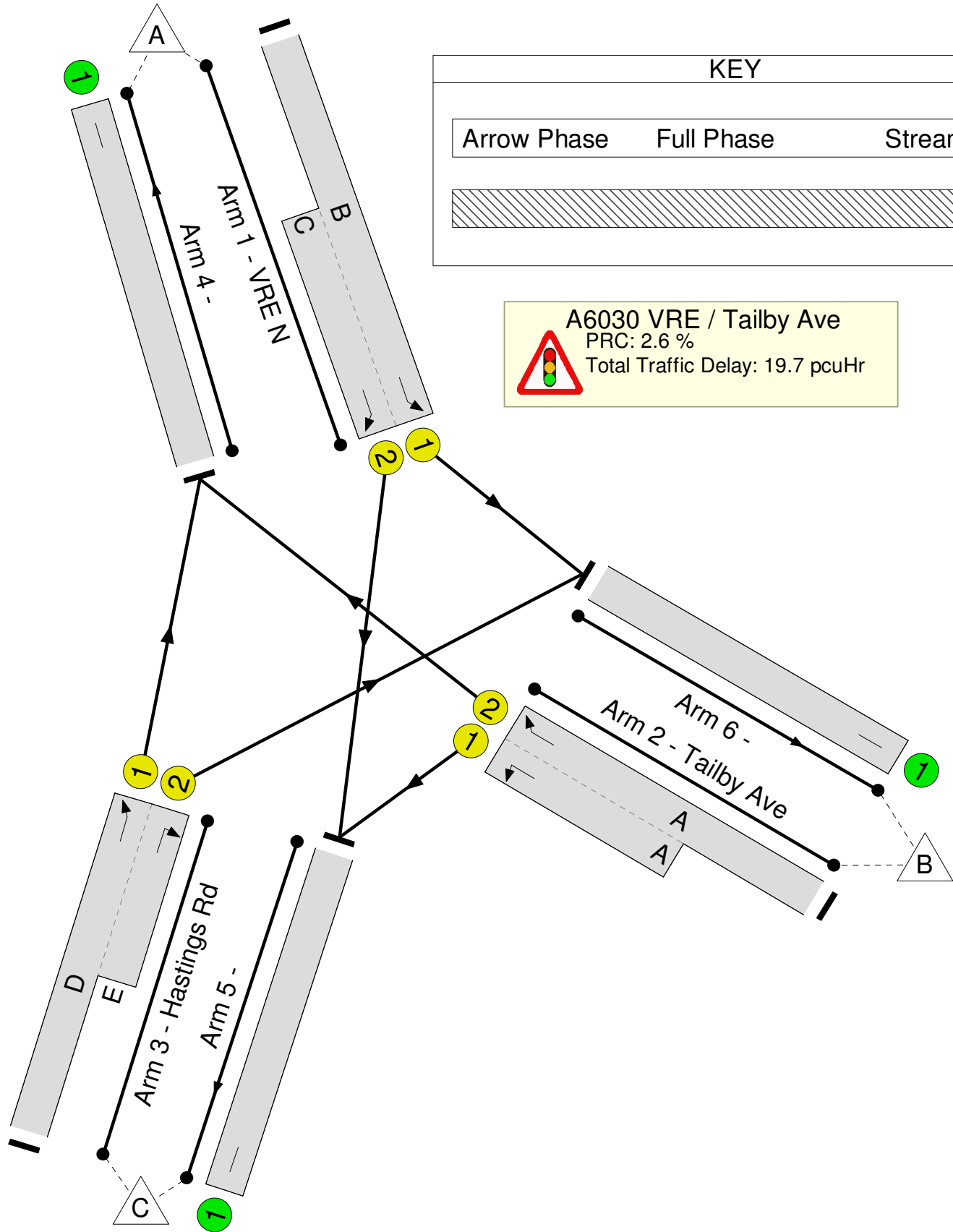
Stage Timings

Stage	1	2	3	4
Duration	14	31	4	5
Change Point	0	22	61	74

Signal Timings Diagram



Network Layout Diagram



Results For Scenario: 2021 +ComDev +Ph2 AM

Cycle Time: 88

PRC: 2.6%

Tot Delay (pcuHr): 19.6

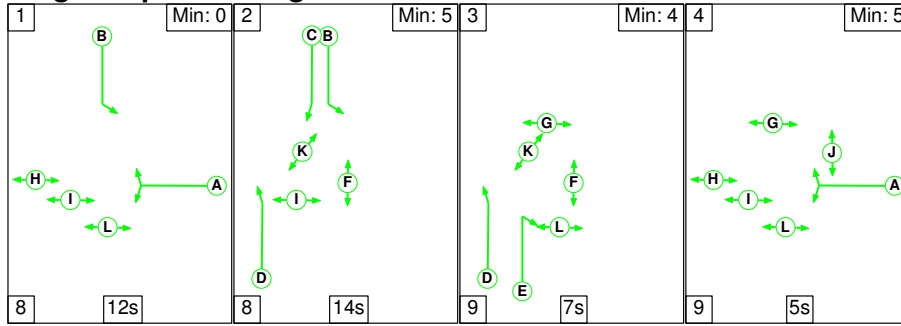
## Full Input Data And Results

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: A6030 Victoria Rd East / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	87.7%	
<b>A6030 VRE / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	87.7%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	53:33	-	1003	1906:1865	605+540	87.6 : 87.6%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	31	-	765	1936:1908	571+301	87.7 : 87.7%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	45:8	-	396	1936:1942	348+199	72.5 : 72.5%	
4/1		U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	674	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)	
<b>Network: A6030 Victoria Rd East / Tailby Ave</b>	-	-	0	0	0	11.6	8.0	0.0	19.7	-	-	-	-	
<b>A6030 VRE / Tailby Ave</b>	-	-	0	0	0	11.6	8.0	0.0	19.7	-	-	-	-	
1/1+1/2	1003	1003	-	-	-	4.3	3.4	-	7.6	27.4	10.4	3.4	13.8	
2/2+2/1	765	765	-	-	-	5.0	3.4	-	8.4	39.5	12.6	3.4	15.9	
3/1+3/2	396	396	-	-	-	2.3	1.3	-	3.6	33.1	3.4	1.3	4.7	
4/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):			19.66	Cycle Time (s):		88			
			PRC Over All Lanes (%):	2.6	Total Delay Over All Lanes(pcuHr):			19.66						

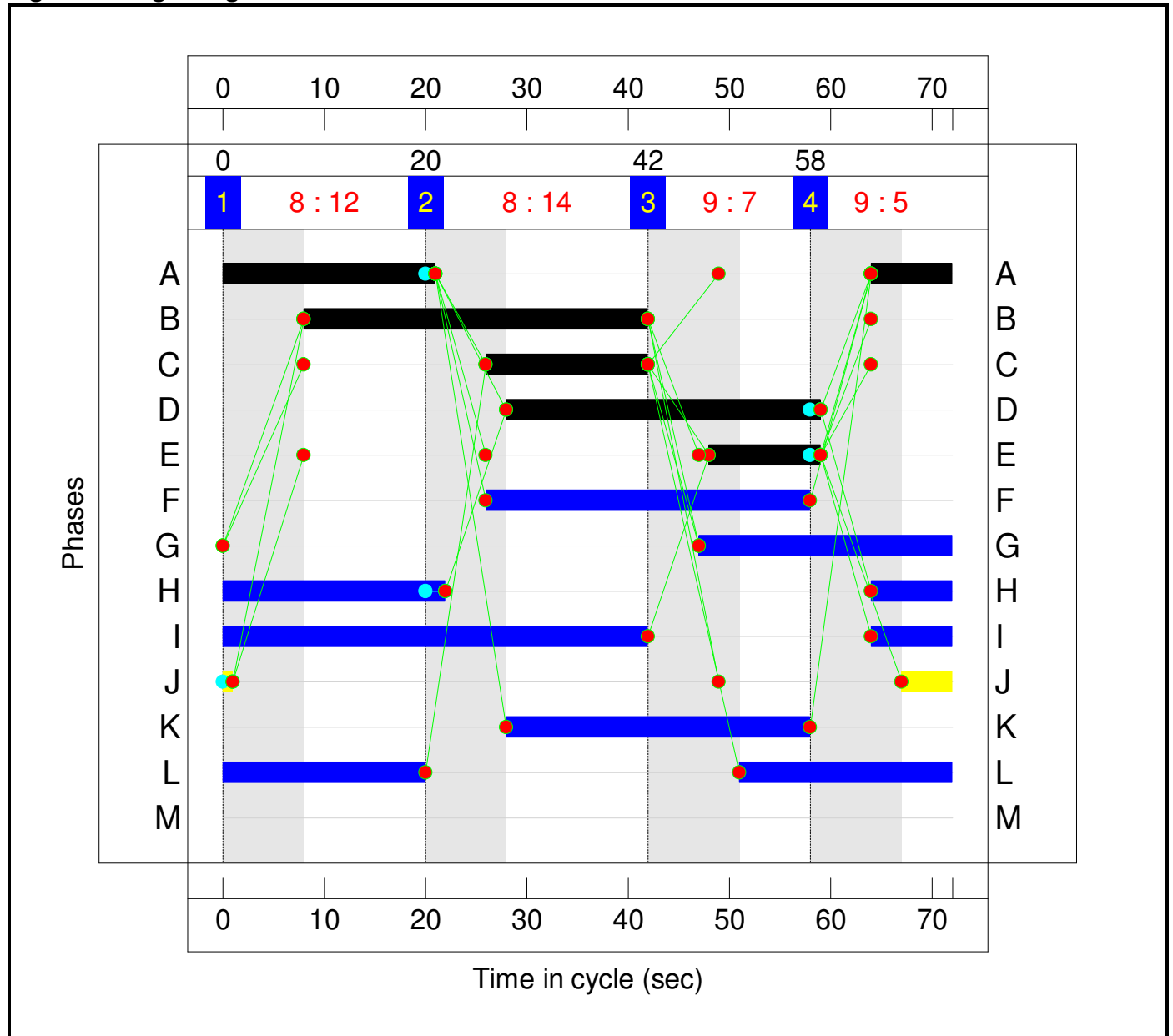
Stage Sequence Diagram



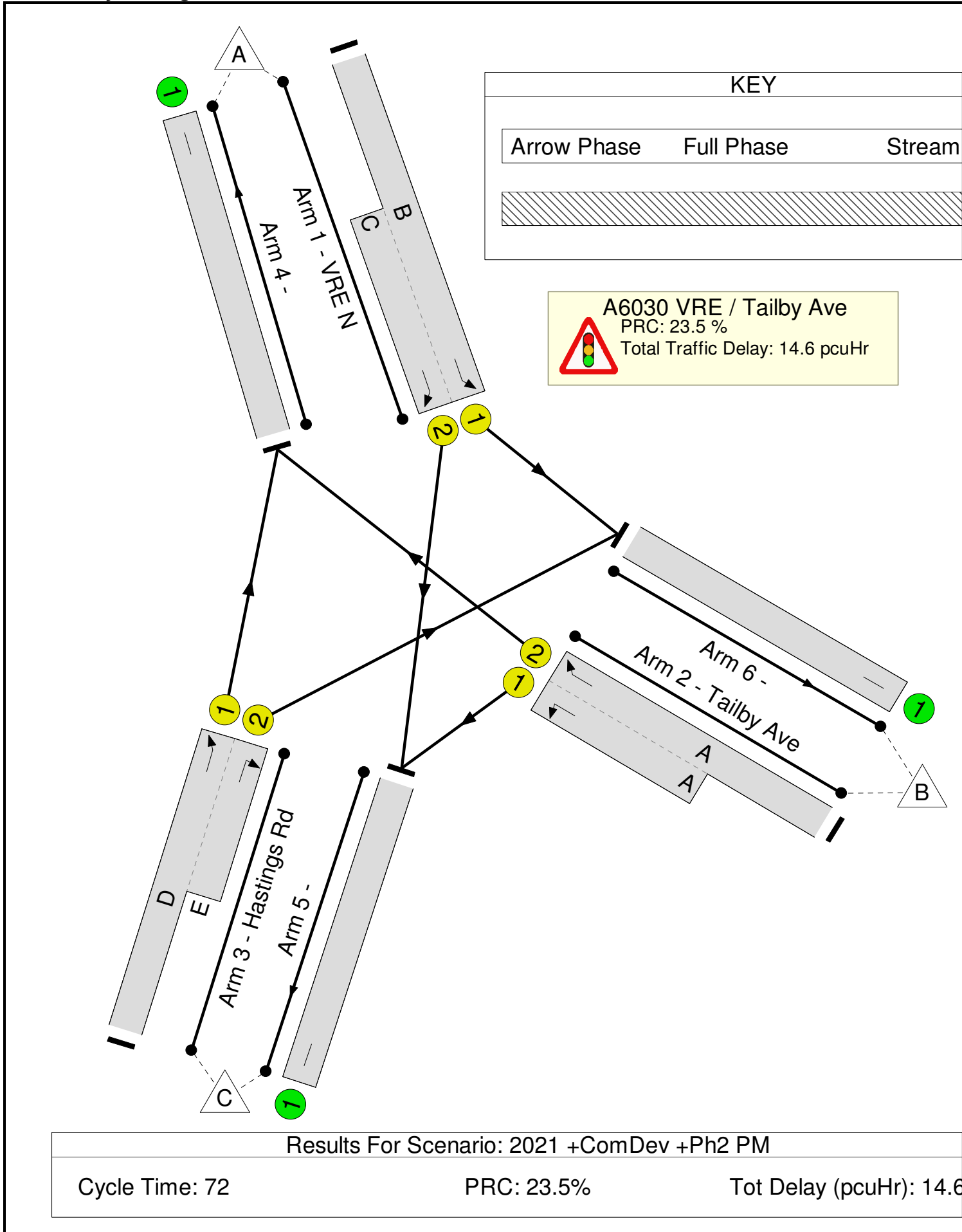
Stage Timings

Stage	1	2	3	4
Duration	12	14	7	5
Change Point	0	20	42	58

Signal Timings Diagram



Network Layout Diagram





## Full Input Data And Results

Full Input Data And Results

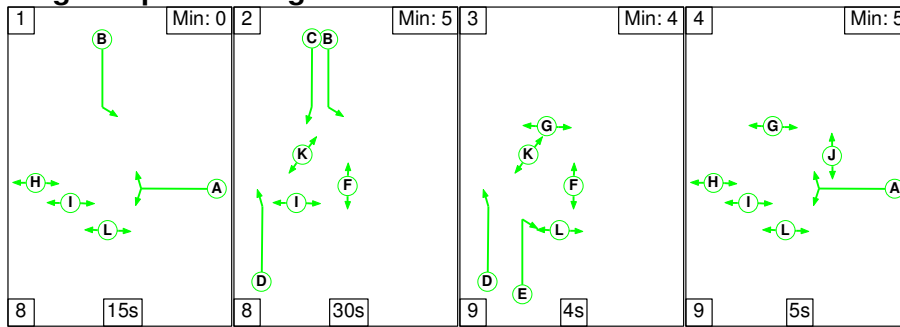
**Network Results**

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: A6030 Victoria Rd East / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	72.9%	
<b>A6030 VRE / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	72.9%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	34:16	-	816	1906:1865	765+383	71.1 : 71.1%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	29	-	638	1936:1908	739+137	72.8 : 72.8%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	31:11	-	741	1936:1942	704+313	72.9 : 72.9%	
4/1		U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	772	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)	
<b>Network: A6030 Victoria Rd East / Tailby Ave</b>	-	-	0	0	0	10.7	3.9	0.0	14.6	-	-	-	-	
<b>A6030 VRE / Tailby Ave</b>	-	-	0	0	0	10.7	3.9	0.0	14.6	-	-	-	-	
1/1+1/2	816	816	-	-	-	3.9	1.2	-	5.1	22.5	7.7	1.2	8.9	
2/2+2/1	638	638	-	-	-	2.9	1.3	-	4.2	23.8	8.9	1.3	10.2	
3/1+3/2	741	741	-	-	-	4.0	1.3	-	5.3	25.7	8.4	1.3	9.8	
4/1	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	23.5	Total Delay for Signalled Lanes (pcuHr):			14.60	Cycle Time (s):		72			
			PRC Over All Lanes (%):	23.5	Total Delay Over All Lanes(pcuHr):			14.60						

Full Input Data And Results

Scenario 11: '2031 +ComDev AM' (FG11: '2031 +ComDev AM', Plan 1: 'Network Control Plan 1')

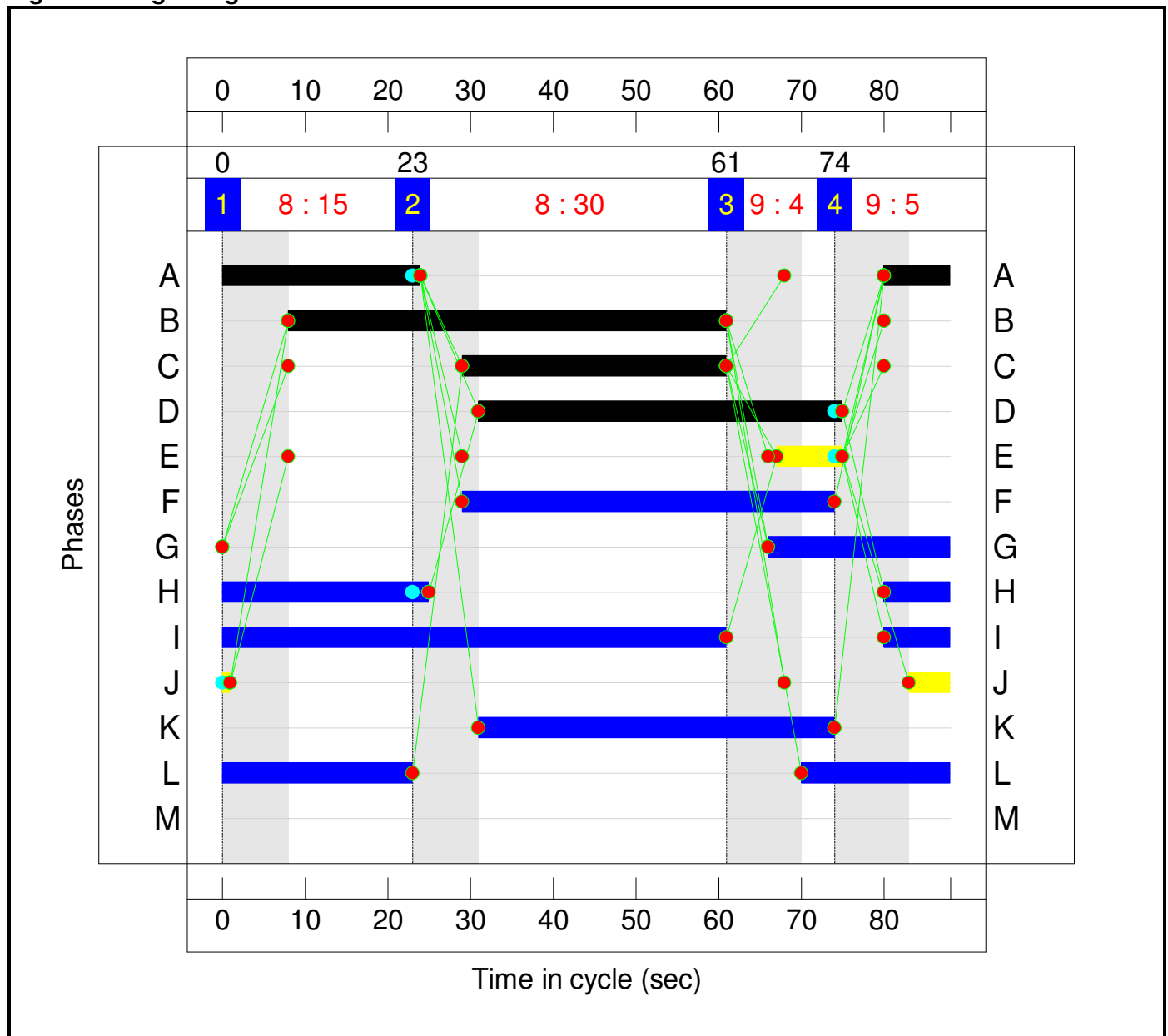
Stage Sequence Diagram



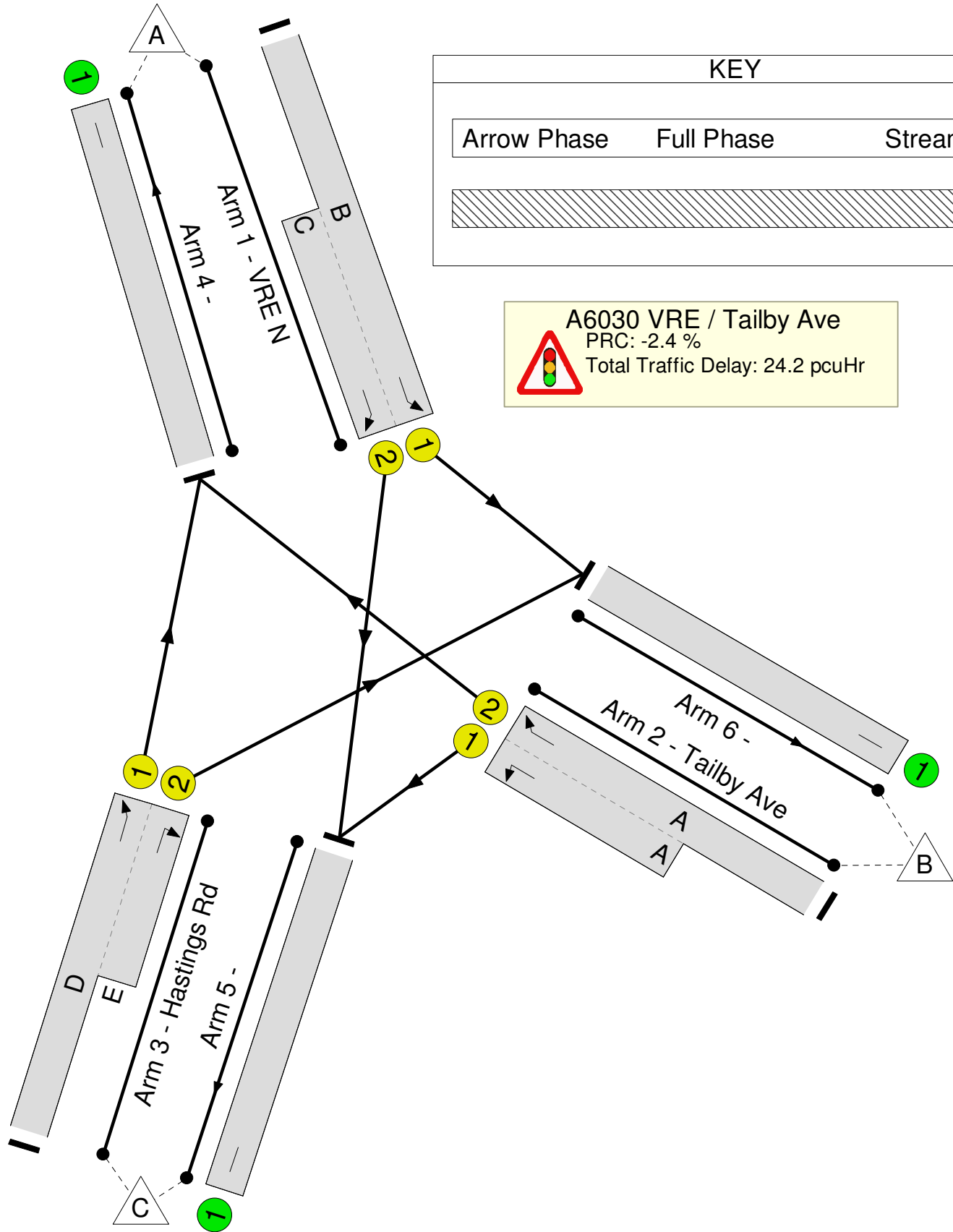
Stage Timings

Stage	1	2	3	4
Duration	15	30	4	5
Change Point	0	23	61	74

Signal Timings Diagram



Network Layout Diagram



Results For Scenario: 2031 +ComDev AM

Cycle Time: 88

PRC: -2.4%

Tot Delay (pcuHr): 24.2

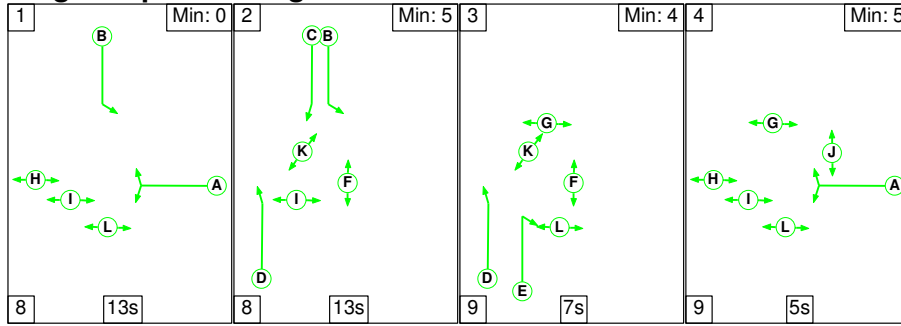
## Full Input Data And Results

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 (%)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	92.2%	
A6030 VRE / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	92.2%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	53:32	-	1058	1906:1865	623+525	92.2 : 92.2%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	32	-	818	1936:1908	579+328	90.2 : 90.2%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	44:8	-	422	1936:1942	319+199	81.6 : 81.6%	
4/1		U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	736	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: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	12.6	11.6	0.0	24.2	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	0	0	0	12.6	11.6	0.0	24.2	-	-	-	-	
1/1+1/2	1058	1058	-	-	-	4.7	5.3	-	10.0	33.9	12.5	5.3	17.8	
2/2+2/1	818	818	-	-	-	5.3	4.2	-	9.5	41.8	13.6	4.2	17.9	
3/1+3/2	422	422	-	-	-	2.6	2.1	-	4.7	40.4	3.9	2.1	6.0	
4/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	-2.4	Total Delay for Signalled Lanes (pcuHr):			24.20	Cycle Time (s):		88			
			PRC Over All Lanes (%):	-2.4	Total Delay Over All Lanes(pcuHr):			24.20						

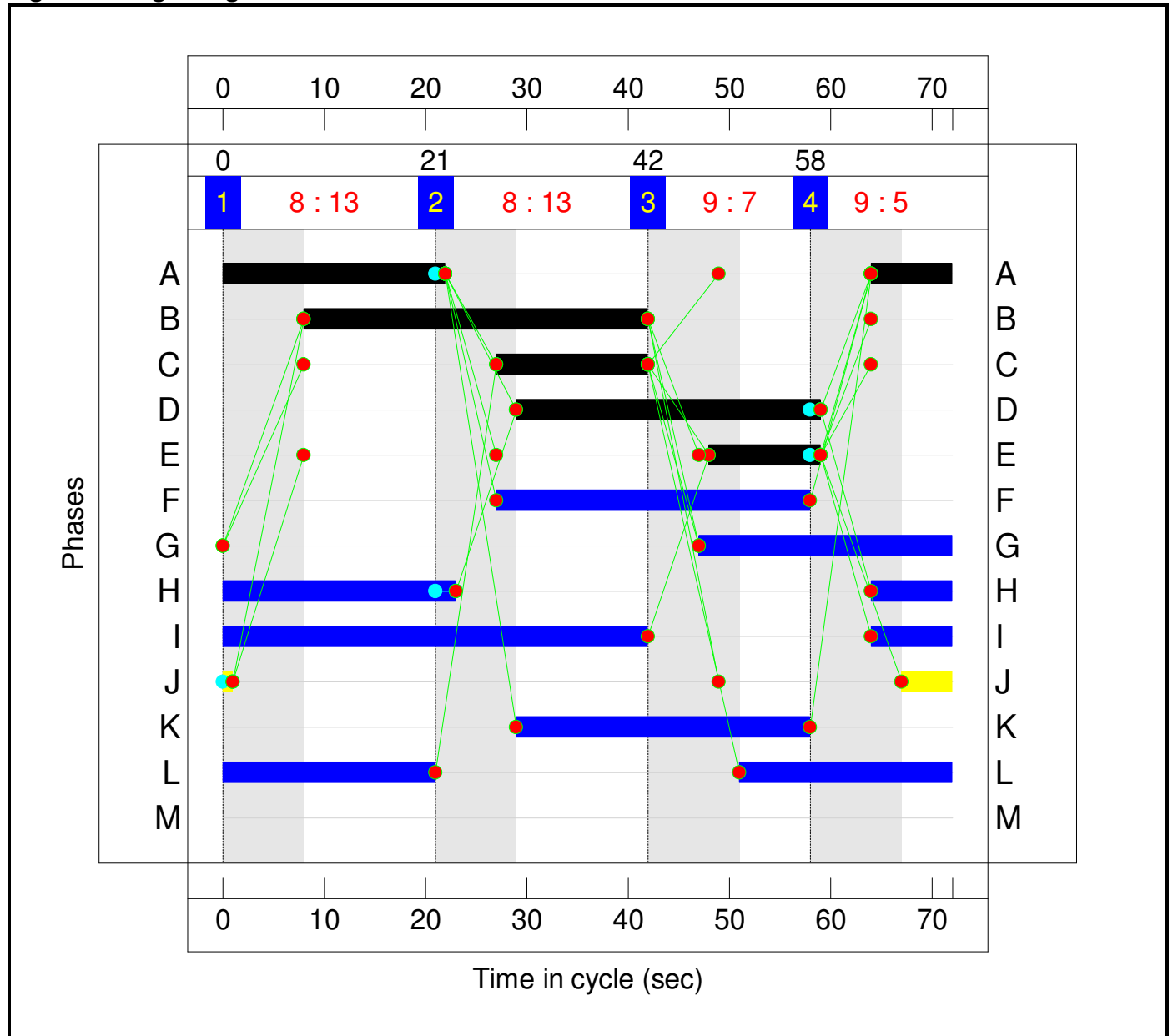
Stage Sequence Diagram



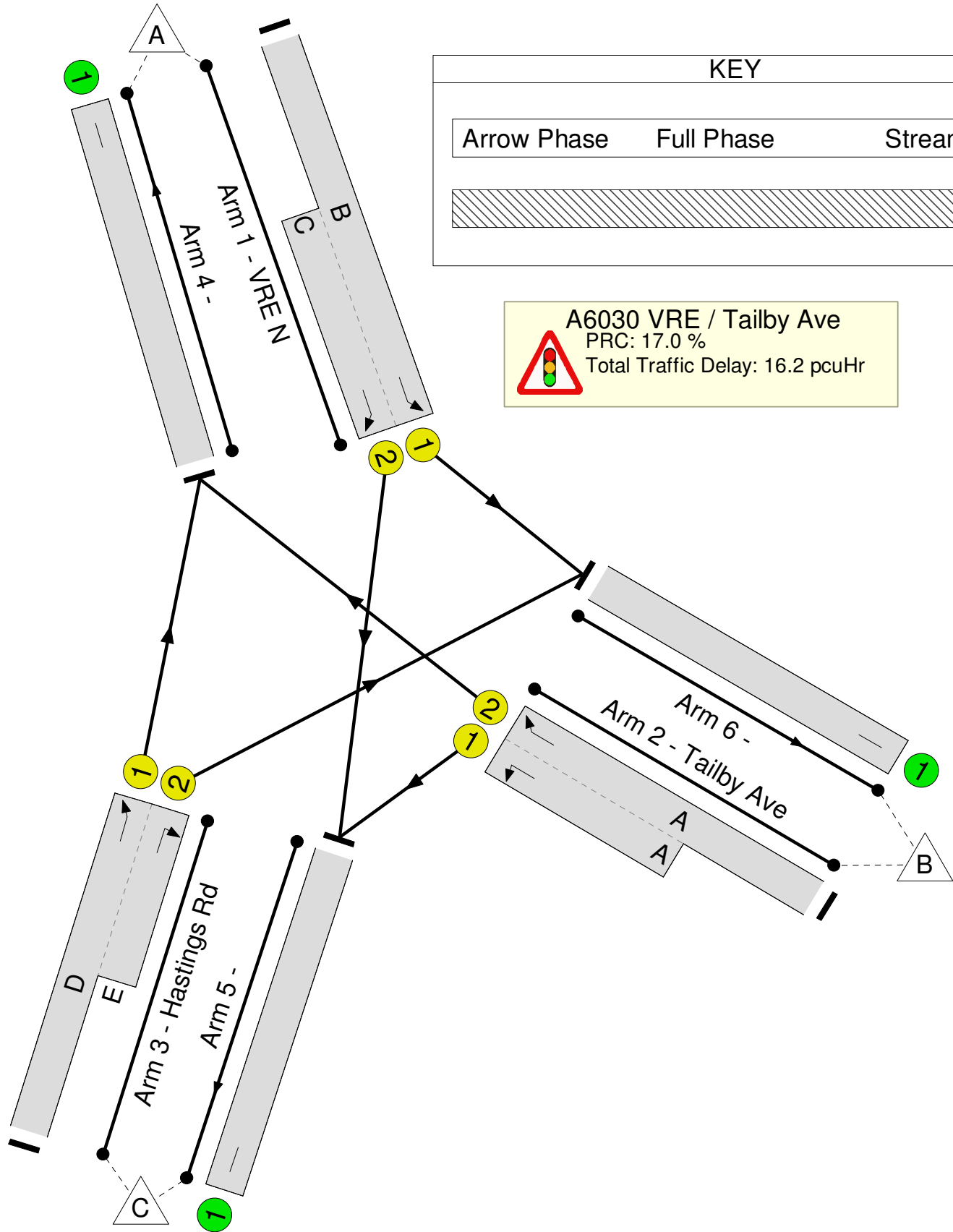
Stage Timings

Stage	1	2	3	4
Duration	13	13	7	5
Change Point	0	21	42	58

Signal Timings Diagram



Network Layout Diagram



Results For Scenario: 2031 +ComDev PM

Cycle Time: 72	PRC: 17.0%	Tot Delay (pcuHr): 16.2
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## Full Input Data And Results

Full Input Data And Results

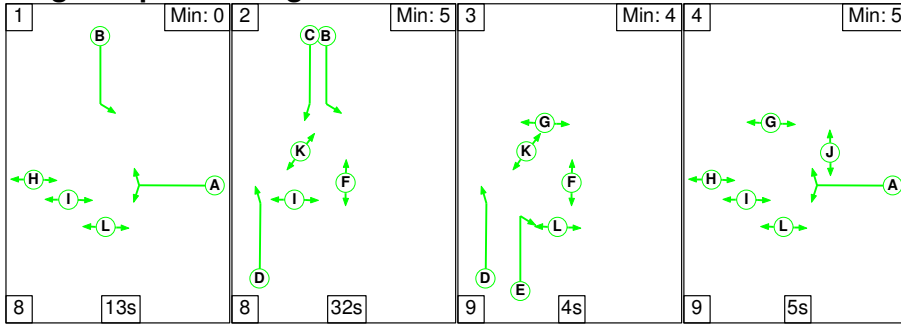
**Network Results**

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: A6030 Victoria Rd East / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	76.9%	
<b>A6030 VRE / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	76.9%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	34:15	-	863	1906:1865	774+358	76.3 : 76.3%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	30	-	681	1936:1908	767+130	75.9 : 75.9%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	30:11	-	762	1936:1942	675+324	76.0 : 76.9%	
4/1		U	N/A	N/A	-		-	-	-	1095	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	839	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)	
<b>Network: A6030 Victoria Rd East / Tailby Ave</b>	-	-	0	0	0	11.5	4.7	0.0	16.2	-	-	-	-	
<b>A6030 VRE / Tailby Ave</b>	-	-	0	0	0	11.5	4.7	0.0	16.2	-	-	-	-	
1/1+1/2	863	863	-	-	-	4.2	1.6	-	5.8	24.1	8.7	1.6	10.3	
2/2+2/1	681	681	-	-	-	3.1	1.6	-	4.6	24.4	9.9	1.6	11.4	
3/1+3/2	762	762	-	-	-	4.3	1.6	-	5.8	27.6	8.9	1.6	10.5	
4/1	1095	1095	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	17.0	Total Delay for Signalled Lanes (pcuHr):			16.23	Cycle Time (s):		72			
			PRC Over All Lanes (%):	17.0	Total Delay Over All Lanes(pcuHr):			16.23						

Full Input Data And Results

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

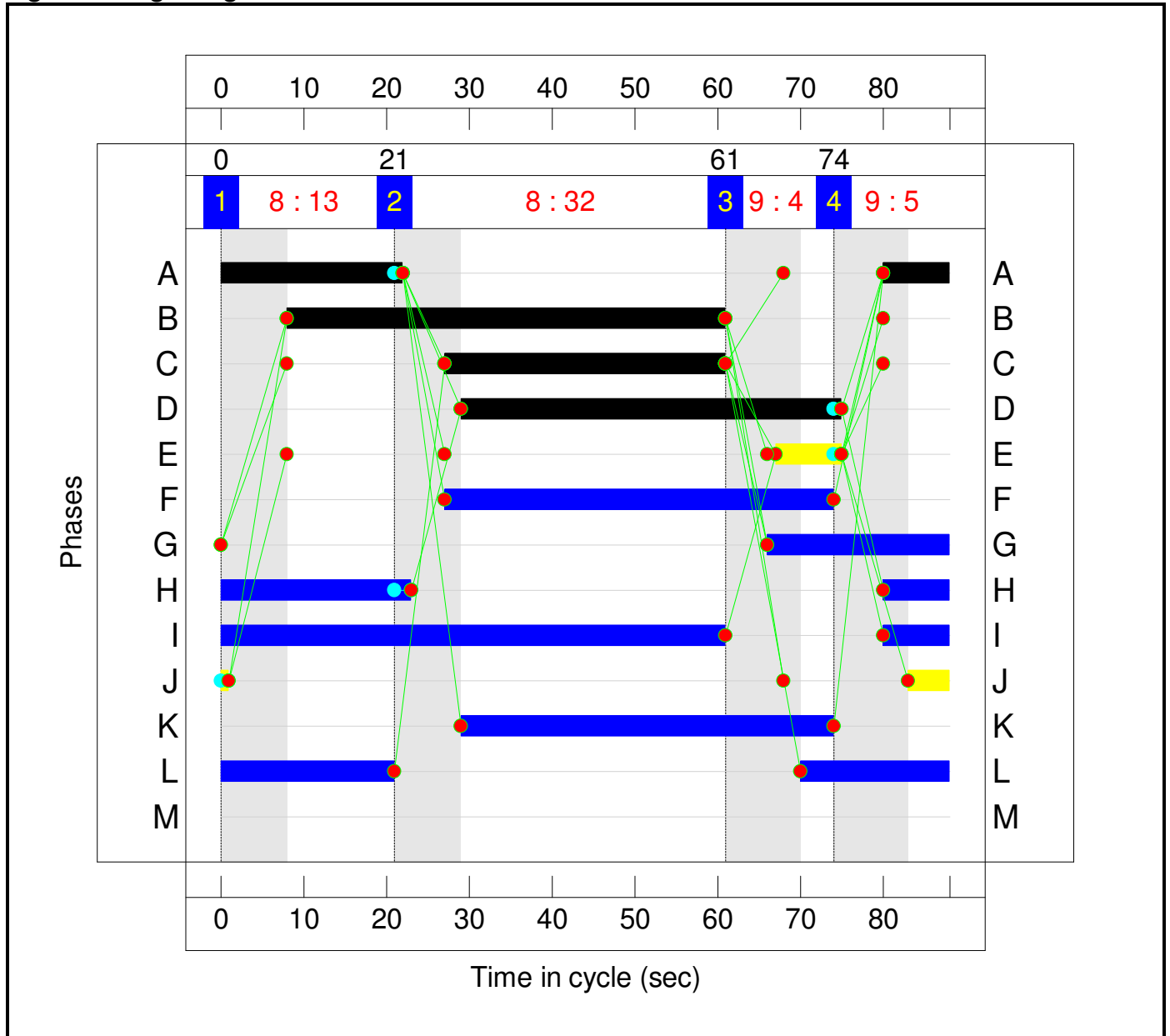
**Stage Sequence Diagram**



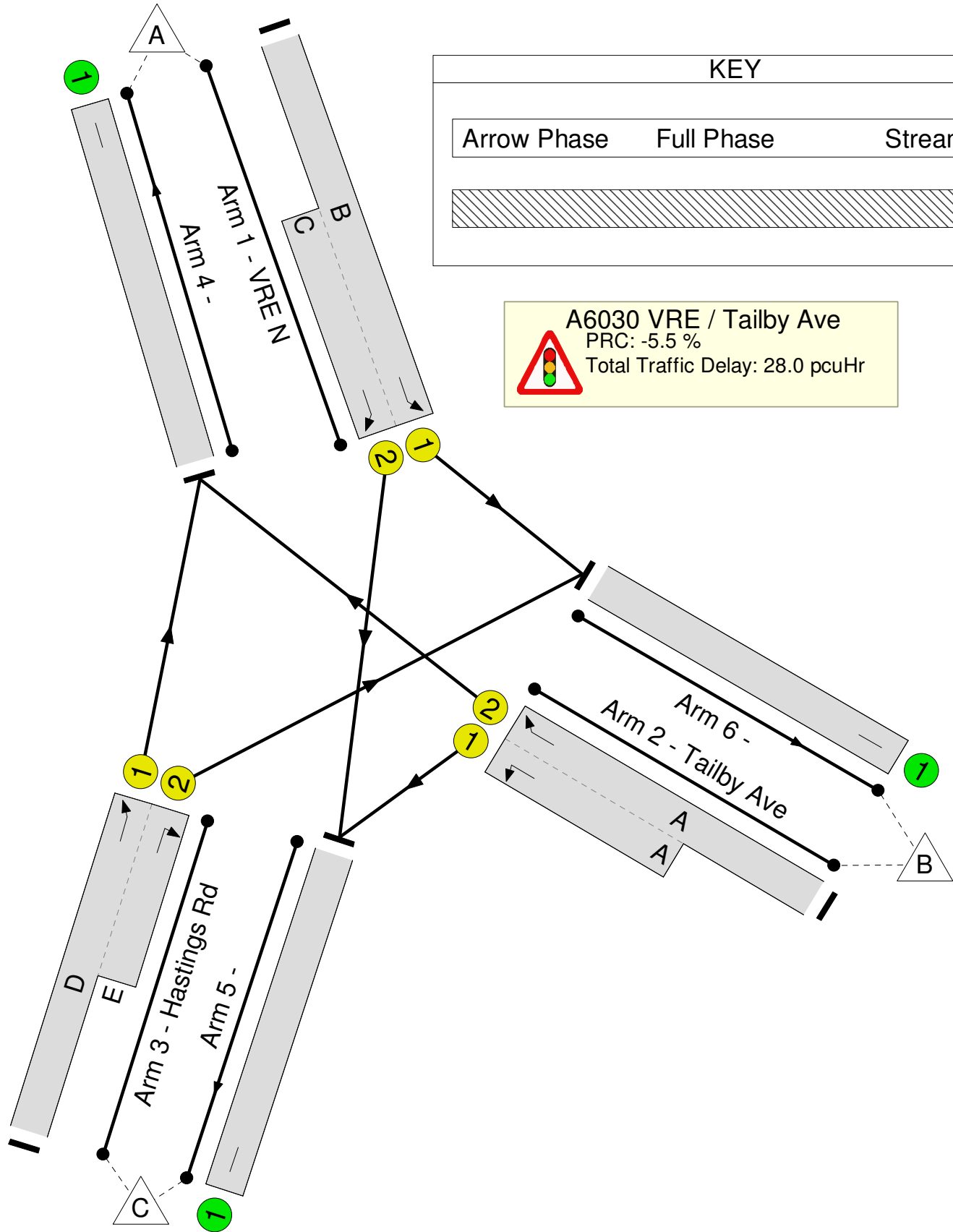
**Stage Timings**

Stage	1	2	3	4
Duration	13	32	4	5
Change Point	0	21	61	74

**Signal Timings Diagram**



Network Layout Diagram



Results For Scenario: 2031 +All Dev AM (Stage 2 Mitigation)

Cycle Time: 88

PRC: -5.5%

Tot Delay (pcuHr): 28.0

## Full Input Data And Results

Full Input Data And Results

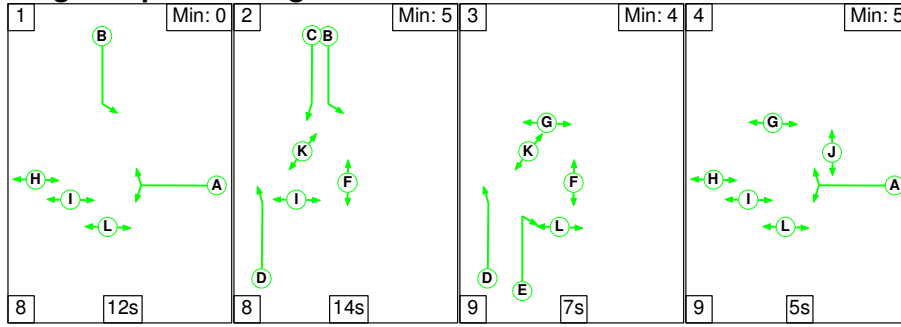
**Network Results**

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 (%)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	95.0%	
A6030 VRE / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	95.0%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	53:34	-	1075	1906:1865	599+553	93.2 : 93.2%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	30	-	817	1936:1908	552+309	95.0 : 95.0%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	46:8	-	486	1936:1942	424+199	78.0 : 78.0%	
4/1		U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	714	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: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	13.2	14.8	0.0	28.0	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	0	0	0	13.2	14.8	0.0	28.0	-	-	-	-	
1/1+1/2	1075	1075	-	-	-	4.7	6.0	-	10.7	35.9	14.1	6.0	20.1	
2/2+2/1	817	817	-	-	-	5.7	7.1	-	12.8	56.5	14.6	7.1	21.7	
3/1+3/2	486	486	-	-	-	2.7	1.7	-	4.5	33.0	4.5	1.7	6.2	
4/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	-5.5	Total Delay for Signalled Lanes (pcuHr):			28.00	Cycle Time (s):		88			
			PRC Over All Lanes (%):	-5.5	Total Delay Over All Lanes(pcuHr):			28.00						

Full Input Data And Results

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

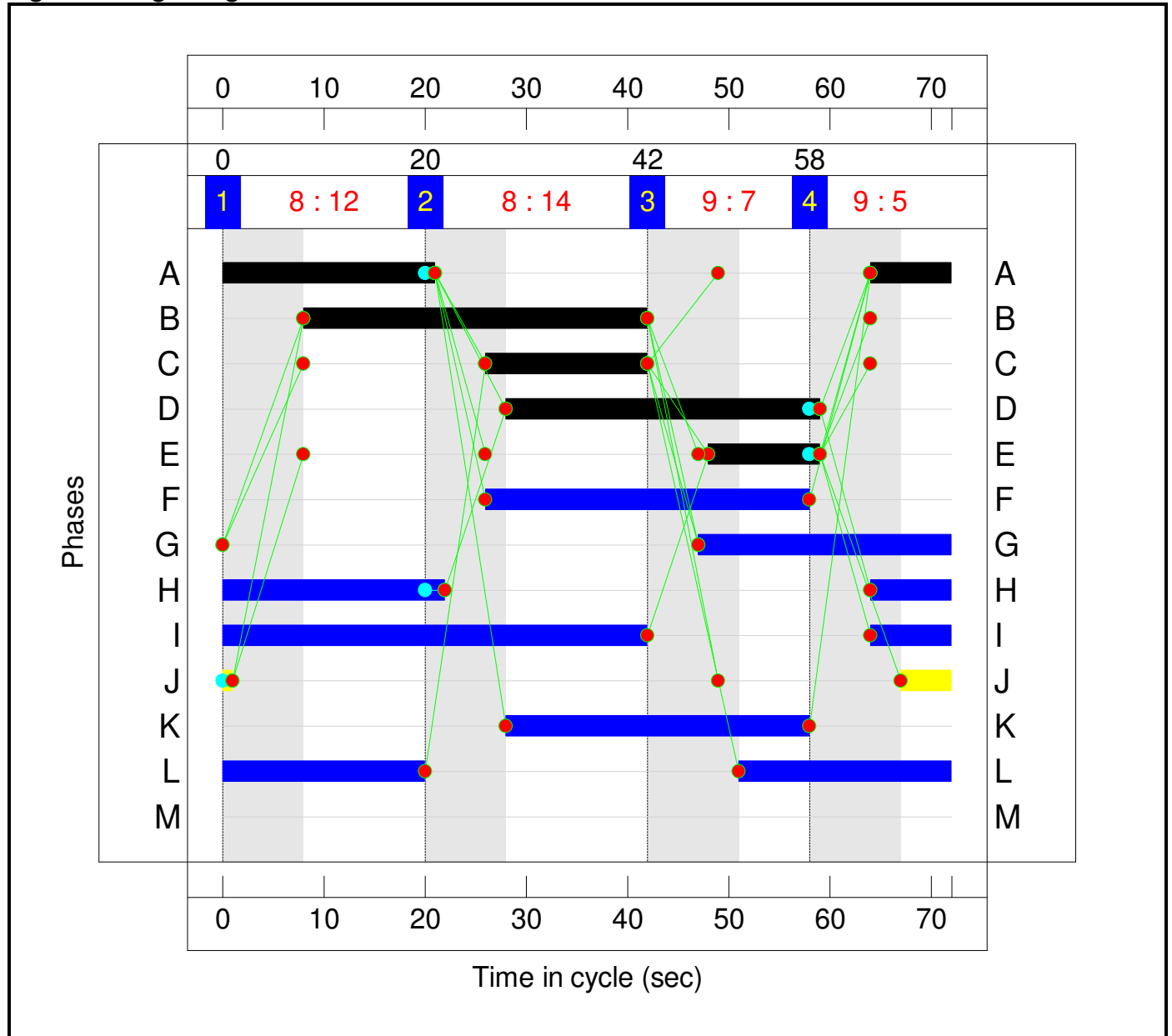
**Stage Sequence Diagram**



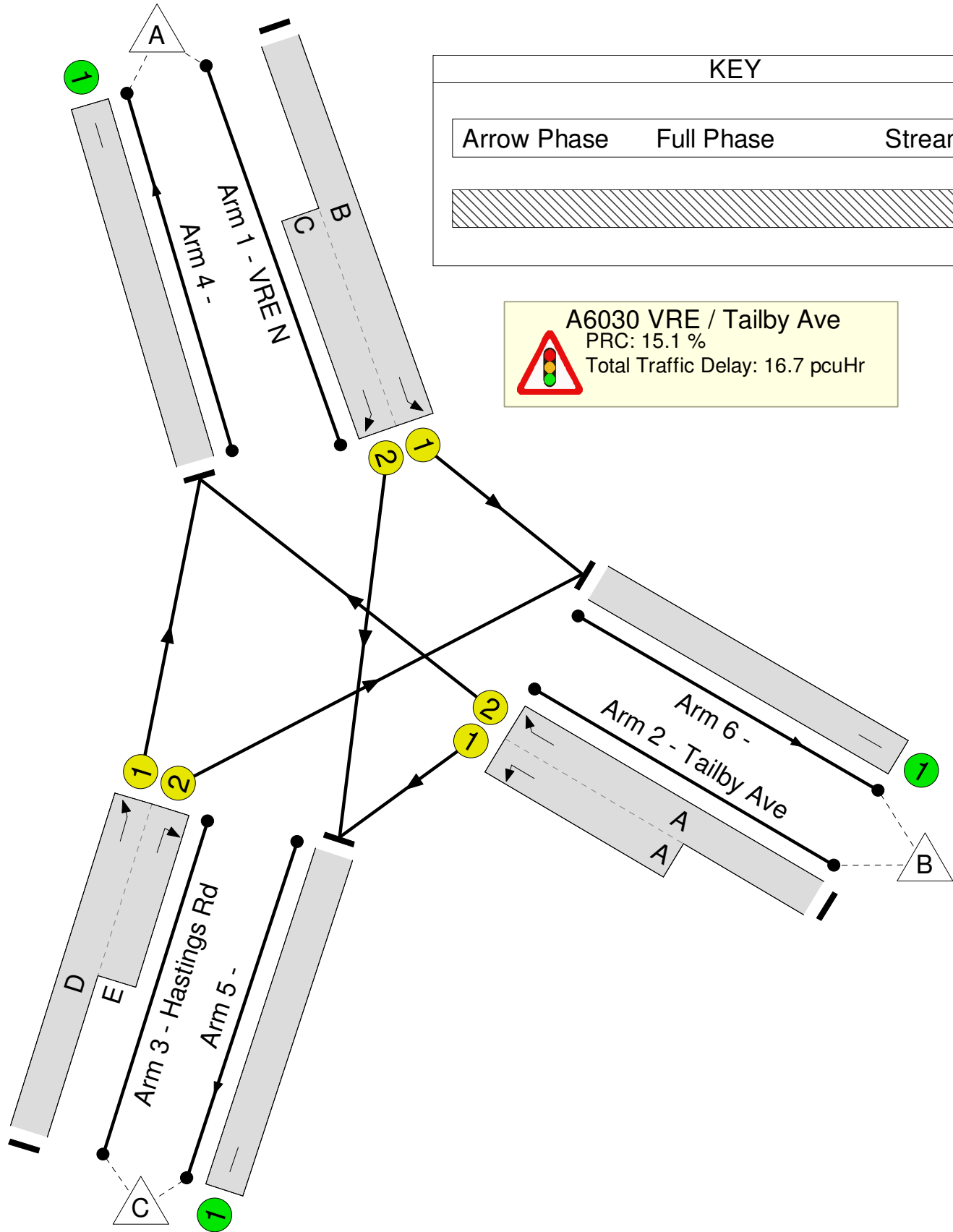
**Stage Timings**

Stage	1	2	3	4
Duration	12	14	7	5
Change Point	0	20	42	58

**Signal Timings Diagram**



**Network Layout Diagram**



Results For Scenario: 2031 +All Dev PM (Stage 2 Mitigation)

Cycle Time: 72

PRC: 15.1%

Tot Delay (pcuHr): 16.7



## 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: A6030 Victoria Rd East / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	78.2%	
<b>A6030 VRE / Tailby Ave</b>	-	-	N/A	-	-		-	-	-	-	-	-	78.2%	
1/1+1/2	VRE N Ahead Ahead2	U	N/A	N/A	B C		1	34:16	-	900	1906:1865	764+388	78.2 : 78.2%	
2/2+2/1	Tailby Ave Ahead Left	U	N/A	N/A	A		1	29	-	669	1936:1908	748+118	77.3 : 77.3%	
3/1+3/2	Hastings Rd Ahead Right	U	N/A	N/A	D E		1	31:11	-	773	1936:1942	697+324	75.5 : 76.3%	
4/1		U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	844	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)	
<b>Network: A6030 Victoria Rd East / Tailby Ave</b>	-	-	0	0	0	11.8	5.0	0.0	16.7	-	-	-	-	
<b>A6030 VRE / Tailby Ave</b>	-	-	0	0	0	11.8	5.0	0.0	16.7	-	-	-	-	
1/1+1/2	900	900	-	-	-	4.4	1.8	-	6.2	24.7	8.8	1.8	10.6	
2/2+2/1	669	669	-	-	-	3.2	1.7	-	4.8	26.0	10.0	1.7	11.7	
3/1+3/2	773	773	-	-	-	4.2	1.5	-	5.7	26.8	8.9	1.5	10.5	
4/1	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	15.1	Total Delay for Signalled Lanes (pcuHr):			16.74	Cycle Time (s):		72			
			PRC Over All Lanes (%):	15.1	Total Delay Over All Lanes(pcuHr):			16.74						