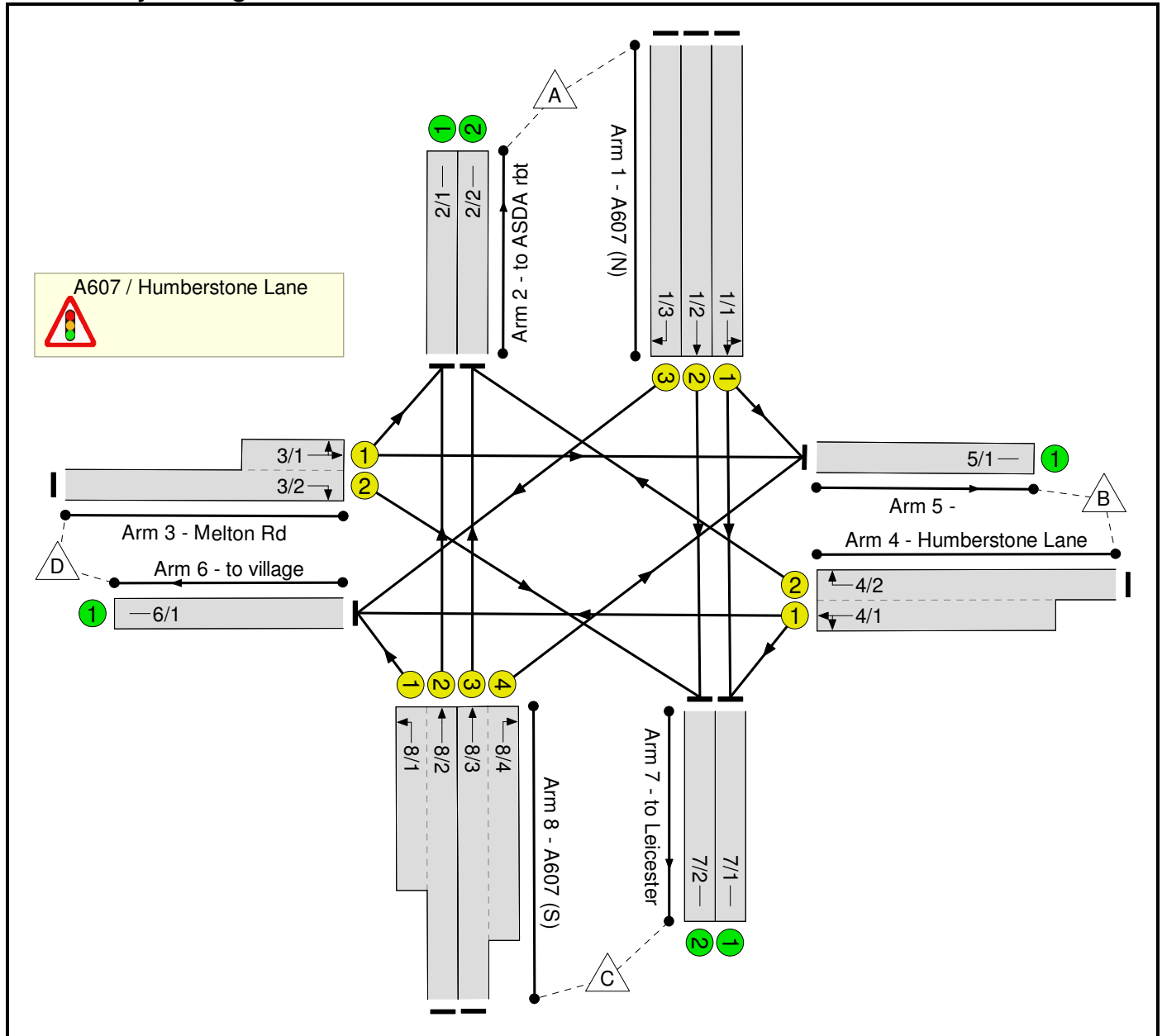


Full Input Data And Results
Full Input Data And Results

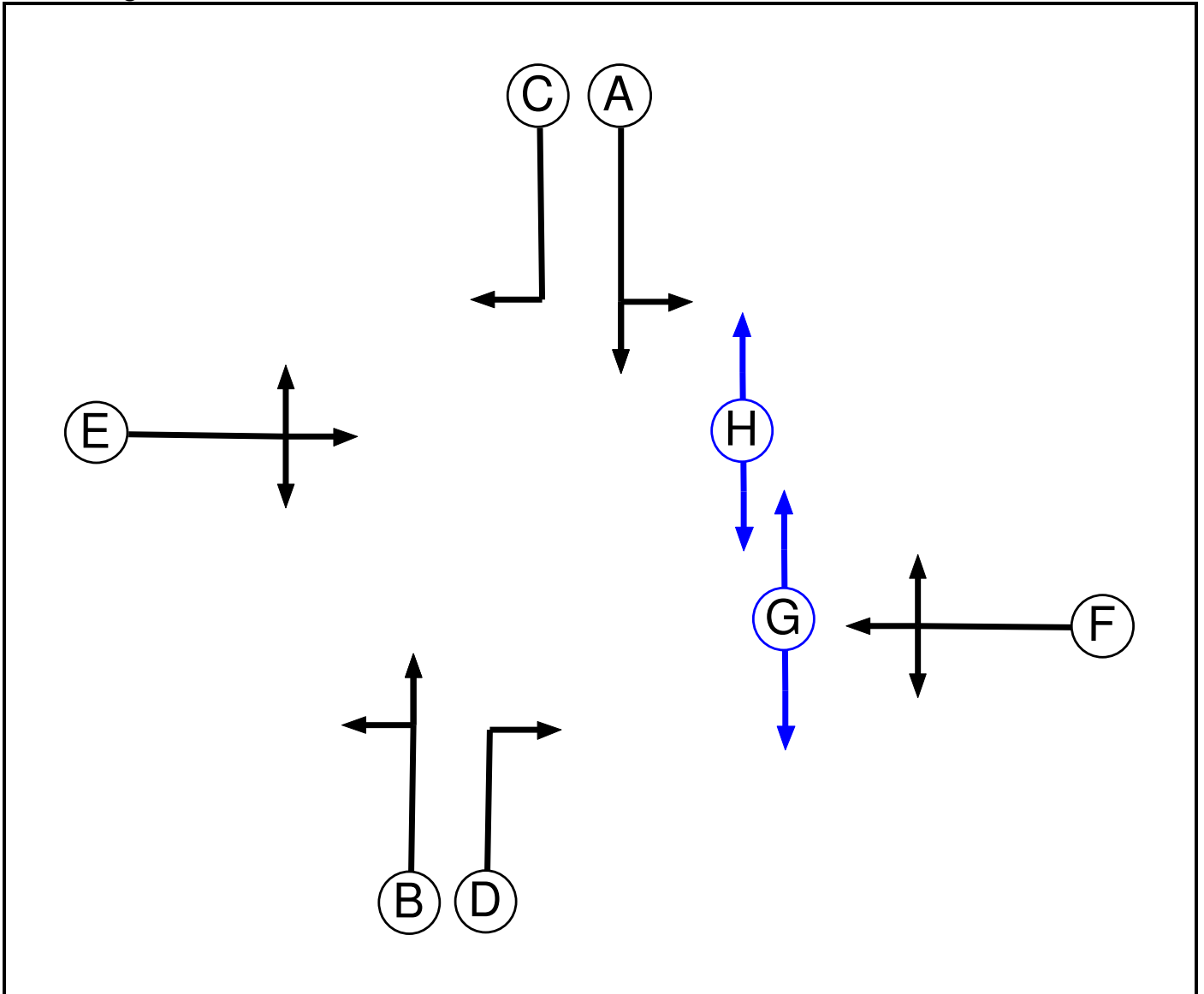
User and Project Details

Project:	NEoLSUE
Title:	A607 / Humberstone Lane - Existing Layout
Location:	
File name:	A607 - Humb Lane Existing Layout [20-05-14].lsg3x
Author:	R Bishop
Company:	WYG Transport Planning
Address:	Avalon Way (off Gorse Hill), Anstey, Leicestershire LE7 7GR
Notes:	Stage sequence and cycle time has been rationalised from LCiC supplied MOVA log. Some RR67 sat flows have been modified so that surveyed flows result in degsats <100% (actually traversed junction within 1 hour). Controller data from E69301 issue 3 from LCiC.

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Pedestrian		-9999	6
H	Pedestrian		-9999	3

Full Input Data And Results

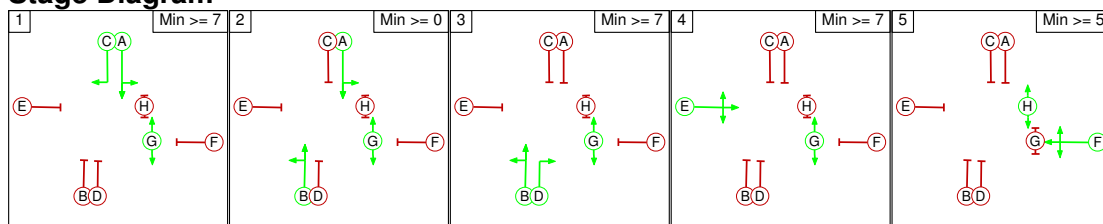
Phase Intergrens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	-	6	6	6	-	8
	B	-		6	-	6	6	-	-
	C	-	6		6	6	6	-	-
	D	6	-	6		6	6	-	8
	E	9	9	9	9		9	-	9
	F	9	9	9	9	9		5	-
	G	-	-	-	-	-	6		-
H	6	-	-	6	6	-	-		

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
5	1	H	Losing	3	3
5	2	H	Losing	3	3
5	3	H	Losing	3	3
5	4	H	Losing	3	3

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		6	6	6	8
	2	6		6	6	8
	3	6	6		6	8
	4	9	9	9		9
5	9	9	9	9		

Full Input Data And Results

Full Input Data And Results

Give-Way Lane Input Data

Junction: A607 / Humberstone Lane

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A607 / Humberstone Lane												
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 (A607 (N))	U	A	2	3	60.0	User	2100	-	-	-	-	-
1/2 (A607 (N))	U	A	2	3	60.0	User	2100	-	-	-	-	-
1/3 (A607 (N))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	18.00
2/1 (to ASDA rbt)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (to ASDA rbt)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Melton Rd)	U	E	2	3	5.0	Geom	-	2.50	2.00	Y	Arm 2 Left	12.00
											Arm 5 Ahead	Inf
3/2 (Melton Rd)	U	E	2	3	60.0	Geom	-	4.50	2.00	Y	Arm 7 Right	20.00
4/1 (Humberstone Lane)	U	F	2	3	14.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	14.00
4/2 (Humberstone Lane)	U	F	2	3	60.0	User	1900	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (to village)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (to Leicester)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (to Leicester)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A607 (S))	U	B	2	3	9.0	Geom	-	3.25	0.00	Y	Arm 6 Left	20.00
8/2 (A607 (S))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
8/3 (A607 (S))	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 2 Ahead	Inf
8/4 (A607 (S))	U	D	2	3	12.0	Geom	-	3.65	0.00	Y	Arm 5 Right	16.00

Full Input Data And Results

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 AM + ComDev'	08:00	09:00	01:00	
4: '2016 PM + ComDev'	17:00	18:00	01:00	
5: '2016 AM + ComDev + Phase 1'	08:00	09:00	01:00	
6: '2016 PM + ComDev + Phase 1'	17:00	18:00	01:00	
7: '2021 AM + ComDev'	08:00	09:00	01:00	
8: '2021 PM + ComDev'	17:00	18:00	01:00	
9: '2021 AM + ComDev + Phase 2'	08:00	09:00	01:00	
10: '2021 PM + ComDev + Phase 2'	17:00	18:00	01:00	
11: '2031 AM + ComDev'	08:00	09:00	01:00	
12: '2031 PM + ComDev'	17:00	18:00	01:00	
13: '2031 AM + All Dev (Stage2 Mitigation)'	08:00	09:00	01:00	
14: '2031 PM + All Dev (Stage2 Mitigation)'	17:00	18:00	01:00	

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	497	1372	12	1881
B	367	0	117	72	556	
C	685	130	0	167	982	
D	13	51	144	0	208	
Tot.	1065	678	1633	251	3627	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2014 AM
Junction: A607 / Humberstone Lane	
1/1	934
1/2	935
1/3	12
2/1	698
2/2	367
3/1 (short)	64
3/2 (with short)	208(In) 144(Out)
4/1 (short)	189
4/2 (with short)	556(In) 367(Out)
5/1	678
6/1	251
7/1	554
7/2	1079
8/1 (short)	167
8/2 (with short)	852(In) 685(Out)
8/3 (with short)	130(In) 0(Out)
8/4 (short)	130

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	20.3 %	1737	1737
				Arm 5 Ahead	Inf	79.7 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	38.1 %	1796	1796
				Arm 7 Left	14.00	61.9 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	0.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	426	706	17	1149
	B	323	0	69	72	464
	C	1283	242	0	166	1691
	D	22	111	121	0	254
	Tot.	1628	779	896	255	3558

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2014 PM
Junction: A607 / Humberstone Lane	
1/1	566
1/2	566
1/3	17
2/1	642
2/2	986
3/1 (short)	133
3/2 (with short)	254(In) 121(Out)
4/1 (short)	141
4/2 (with short)	464(In) 323(Out)
5/1	779
6/1	255
7/1	209
7/2	687
8/1 (short)	166
8/2 (with short)	786(In) 620(Out)
8/3 (with short)	905(In) 663(Out)
8/4 (short)	242

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	16.5 %	1745	1745
				Arm 5 Ahead	Inf	83.5 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	51.1 %	1820	1820
				Arm 7 Left	14.00	48.9 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 3: '2016 AM + ComDev' (FG3: '2016 AM + ComDev', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	505	1487	12	2004
	B	373	0	128	74	575
	C	707	132	0	172	1011
	D	13	52	160	0	225
	Tot.	1093	689	1775	258	3815

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2016 AM + ComDev
Junction: A607 / Humberstone Lane	
1/1	996
1/2	996
1/3	12
2/1	720
2/2	373
3/1 (short)	65
3/2 (with short)	225(In) 160(Out)
4/1 (short)	202
4/2 (with short)	575(In) 373(Out)
5/1	689
6/1	258
7/1	619
7/2	1156
8/1 (short)	172
8/2 (with short)	879(In) 707(Out)
8/3 (with short)	132(In) 0(Out)
8/4 (short)	132

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	20.0 %	1738	1738
				Arm 5 Ahead	Inf	80.0 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	36.6 %	1793	1793
				Arm 7 Left	14.00	63.4 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	0.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 4: '2016 PM + ComDev' (FG4: '2016 PM + ComDev', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	440	813	18	1271
	B	335	0	75	74	484
	C	1446	261	0	175	1882
	D	23	113	125	0	261
	Tot.	1804	814	1013	267	3898

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2016 PM + ComDev
Junction: A607 / Humberstone Lane	
1/1	627
1/2	626
1/3	18
2/1	729
2/2	1075
3/1 (short)	136
3/2 (with short)	261(In) 125(Out)
4/1 (short)	149
4/2 (with short)	484(In) 335(Out)
5/1	814
6/1	267
7/1	262
7/2	751
8/1 (short)	175
8/2 (with short)	881(In) 706(Out)
8/3 (with short)	1001(In) 740(Out)
8/4 (short)	261

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	16.9 %	1744	1744
				Arm 5 Ahead	Inf	83.1 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	49.7 %	1817	1817
				Arm 7 Left	14.00	50.3 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 5: '2016 AM + ComDev+ Phase 1' (FG5: '2016 AM + ComDev + Phase 1', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	493	1509	12	2014
	B	374	0	127	79	580
	C	726	137	0	169	1032
	D	13	43	155	0	211
	Tot.	1113	673	1791	260	3837

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2016 AM + ComDev+ Phase 1
Junction: A607 / Humberstone Lane	
1/1	1001
1/2	1001
1/3	12
2/1	739
2/2	374
3/1 (short)	56
3/2 (with short)	211(In) 155(Out)
4/1 (short)	206
4/2 (with short)	580(In) 374(Out)
5/1	673
6/1	260
7/1	635
7/2	1156
8/1 (short)	169
8/2 (with short)	895(In) 726(Out)
8/3 (with short)	137(In) 0(Out)
8/4 (short)	137

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	23.2 %	1731	1731
				Arm 5 Ahead	Inf	76.8 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	38.3 %	1796	1796
				Arm 7 Left	14.00	61.7 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	0.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 6: '2016 PM + ComDev + Phase 1' (FG6: '2016 PM + ComDev + Phase 1', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	433	823	18	1274
	B	330	0	75	79	484
	C	1455	261	0	199	1915
	D	23	118	122	0	263
	Tot.	1808	812	1020	296	3936

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2016 PM + ComDev + Phase 1
Junction: A607 / Humberstone Lane	
1/1	628
1/2	628
1/3	18
2/1	1478
2/2	330
3/1 (short)	141
3/2 (with short)	263(In) 122(Out)
4/1 (short)	154
4/2 (with short)	484(In) 330(Out)
5/1	812
6/1	296
7/1	270
7/2	750
8/1 (short)	199
8/2 (with short)	1654(In) 1455(Out)
8/3 (with short)	261(In) 0(Out)
8/4 (short)	261

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	16.3 %	1745	1745
				Arm 5 Ahead	Inf	83.7 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	51.3 %	1820	1820
				Arm 7 Left	14.00	48.7 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	0.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 7: '2021 AM + ComDev' (FG7: '2021 AM + ComDev', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	530	1557	13	2100
	B	392	0	134	77	603
	C	743	139	0	181	1063
	D	14	54	167	0	235
	Tot.	1149	723	1858	271	4001

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2021 AM + ComDev
Junction: A607 / Humberstone Lane	
1/1	1044
1/2	1043
1/3	13
2/1	757
2/2	392
3/1 (short)	68
3/2 (with short)	235(In) 167(Out)
4/1 (short)	211
4/2 (with short)	603(In) 392(Out)
5/1	723
6/1	271
7/1	648
7/2	1210
8/1 (short)	181
8/2 (with short)	924(In) 743(Out)
8/3 (with short)	139(In) 0(Out)
8/4 (short)	139

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	20.6 %	1736	1736
				Arm 5 Ahead	Inf	79.4 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	36.5 %	1793	1793
				Arm 7 Left	14.00	63.5 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	0.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 8: '2021 PM + ComDev' (FG8: '2021 PM + ComDev', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	462	850	18	1330
	B	351	0	79	77	507
	C	1514	273	0	184	1971
	D	24	119	132	0	275
	Tot.	1889	854	1061	279	4083

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2021 PM + ComDev
Junction: A607 / Humberstone Lane	
1/1	656
1/2	656
1/3	18
2/1	766
2/2	1123
3/1 (short)	143
3/2 (with short)	275(In) 132(Out)
4/1 (short)	156
4/2 (with short)	507(In) 351(Out)
5/1	854
6/1	279
7/1	273
7/2	788
8/1 (short)	184
8/2 (with short)	926(In) 742(Out)
8/3 (with short)	1045(In) 772(Out)
8/4 (short)	273

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	16.8 %	1744	1744
				Arm 5 Ahead	Inf	83.2 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	49.4 %	1816	1816
				Arm 7 Left	14.00	50.6 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 9: '2021 AM + ComDev+ Phase 2C' (FG9: '2021 AM + ComDev + Phase 2', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	504	1546	13	2063
	B	400	0	141	86	627
	C	741	157	0	179	1077
	D	14	52	168	0	234
	Tot.	1155	713	1855	278	4001

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2021 AM + ComDev+ Phase 2C
Junction: A607 / Humberstone Lane	
1/1	1022
1/2	1028
1/3	13
2/1	755
2/2	400
3/1 (short)	66
3/2 (with short)	234(In) 168(Out)
4/1 (short)	227
4/2 (with short)	627(In) 400(Out)
5/1	713
6/1	278
7/1	659
7/2	1196
8/1 (short)	179
8/2 (with short)	920(In) 741(Out)
8/3 (with short)	157(In) 0(Out)
8/4 (short)	157

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	21.2 %	1735	1735
				Arm 5 Ahead	Inf	78.8 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	37.9 %	1796	1796
				Arm 7 Left	14.00	62.1 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	0.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 10: '2021 PM + ComDev + Phase 2C' (FG10: '2021 PM + ComDev + Phase 2', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	442	871	18	1331
	B	355	0	78	86	519
	C	1515	278	0	196	1989
	D	24	107	127	0	258
	Tot.	1894	827	1076	300	4097

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2021 PM + ComDev + Phase 2C
Junction: A607 / Humberstone Lane	
1/1	657
1/2	656
1/3	18
2/1	1539
2/2	355
3/1 (short)	131
3/2 (with short)	258(In) 127(Out)
4/1 (short)	164
4/2 (with short)	519(In) 355(Out)
5/1	827
6/1	300
7/1	293
7/2	783
8/1 (short)	196
8/2 (with short)	1711(In) 1515(Out)
8/3 (with short)	278(In) 0(Out)
8/4 (short)	278

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	18.3 %	1741	1741
				Arm 5 Ahead	Inf	81.7 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	52.4 %	1822	1822
				Arm 7 Left	14.00	47.6 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	0.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 11: '2031 AM + ComDev' (FG11: '2031 AM + ComDev', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	600	1688	14	2302
	B	440	0	145	112	697
	C	820	150	0	195	1165
	D	15	59	181	0	255
	Tot.	1275	809	2014	321	4419

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2031 AM + ComDev
Junction: A607 / Humberstone Lane	
1/1	1145
1/2	1143
1/3	14
2/1	835
2/2	440
3/1 (short)	74
3/2 (with short)	255(In) 181(Out)
4/1 (short)	257
4/2 (with short)	697(In) 440(Out)
5/1	809
6/1	321
7/1	690
7/2	1324
8/1 (short)	195
8/2 (with short)	1015(In) 820(Out)
8/3 (with short)	150(In) 0(Out)
8/4 (short)	150

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	20.3 %	1737	1737
				Arm 5 Ahead	Inf	79.7 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	43.6 %	1806	1806
				Arm 7 Left	14.00	56.4 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	0.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 12: '2031 PM + ComDev' (FG12: '2031 PM + ComDev', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	510	919	20	1449
	B	399	0	86	112	597
	C	1647	296	0	204	2147
	D	26	130	144	0	300
	Tot.	2072	936	1149	336	4493

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2031 PM + ComDev
Junction: A607 / Humberstone Lane	
1/1	714
1/2	715
1/3	20
2/1	836
2/2	1236
3/1 (short)	156
3/2 (with short)	300(In) 144(Out)
4/1 (short)	198
4/2 (with short)	597(In) 399(Out)
5/1	936
6/1	336
7/1	290
7/2	859
8/1 (short)	204
8/2 (with short)	1014(In) 810(Out)
8/3 (with short)	1133(In) 837(Out)
8/4 (short)	296

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	16.7 %	1745	1745
				Arm 5 Ahead	Inf	83.3 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	56.6 %	1830	1830
				Arm 7 Left	14.00	43.4 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Full Input Data And Results

Scenario 13: '2031 AM + All Dev (Stage 2 Mitigation)' (FG13: '2031 AM + All Dev (Stage2 Mitigation)', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	612	1684	14	2310
	B	438	0	147	92	677
	C	826	132	0	219	1177
	D	15	57	182	0	254
	Tot.	1279	801	2013	325	4418

Traffic Lane Flows

Lane	Scenario 13: 2031 AM + All Dev (Stage 2 Mitigation)
Junction: A607 / Humberstone Lane	
1/1	1148
1/2	1148
1/3	14
2/1	841
2/2	438
3/1 (short)	72
3/2 (with short)	254(In) 182(Out)
4/1 (short)	239
4/2 (with short)	677(In) 438(Out)
5/1	801
6/1	325
7/1	683
7/2	1330
8/1 (short)	219
8/2 (with short)	1045(In) 826(Out)
8/3 (with short)	132(In) 0(Out)
8/4 (short)	132

Full Input Data And Results

Lane Saturation Flows

Junction: A607 / Humberstone Lane								
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 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	20.8 %	1736	1736
				Arm 5 Ahead	Inf	79.2 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	38.5 %	1797	1797
				Arm 7 Left	14.00	61.5 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	0.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Full Input Data And Results

Scenario 14: '2031 PM + All Dev (Stage 2 Mitigation)' (FG14: '2031 PM + All Dev (Stage2 Mitigation)', Plan 1: 'MOVA Log Seq')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	527	951	20	1498
	B	387	0	97	92	576
	C	1658	289	0	222	2169
	D	26	147	141	0	314
	Tot.	2071	963	1189	334	4557

Traffic Lane Flows

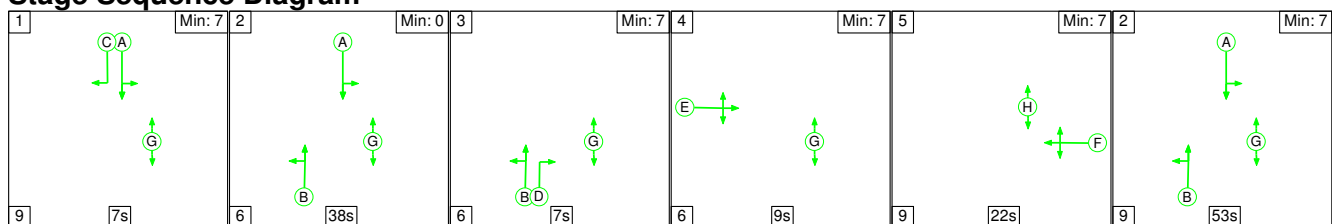
Lane	Scenario 14: 2031 PM + All Dev (Stage 2 Mitigation)
Junction: A607 / Humberstone Lane	
1/1	741
1/2	737
1/3	20
2/1	833
2/2	1238
3/1 (short)	173
3/2 (with short)	314(In) 141(Out)
4/1 (short)	189
4/2 (with short)	576(In) 387(Out)
5/1	963
6/1	334
7/1	311
7/2	878
8/1 (short)	222
8/2 (with short)	1029(In) 807(Out)
8/3 (with short)	1140(In) 851(Out)
8/4 (short)	289

Lane Saturation Flows

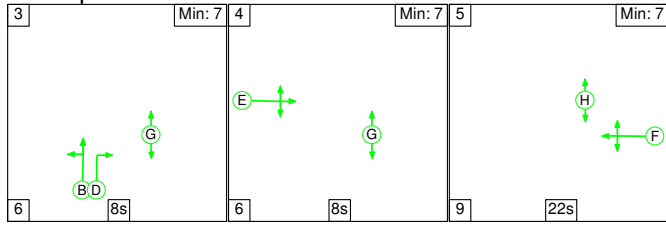
Junction: A607 / Humberstone Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a directly entered Saturation Flow						2100	2100
1/3 (A607 (N))	3.00	0.00	Y	Arm 6 Right	18.00	100.0 %	1768	1768
2/1 (to ASDA rbt Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (to ASDA rbt Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Melton Rd)	2.50	2.00	Y	Arm 2 Left	12.00	15.0 %	1748	1748
				Arm 5 Ahead	Inf	85.0 %		
3/2 (Melton Rd)	4.50	2.00	Y	Arm 7 Right	20.00	100.0 %	1843	1843
4/1 (Humberstone Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	48.7 %	1815	1815
				Arm 7 Left	14.00	51.3 %		
4/2 (Humberstone Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (to village Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (to Leicester Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (to Leicester Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A607 (S))	3.25	0.00	Y	Arm 6 Left	20.00	100.0 %	1805	1805
8/2 (A607 (S))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
8/3 (A607 (S))	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/4 (A607 (S))	3.65	0.00	Y	Arm 5 Right	16.00	100.0 %	1810	1810

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'MOVA Log Seq')

Stage Sequence Diagram



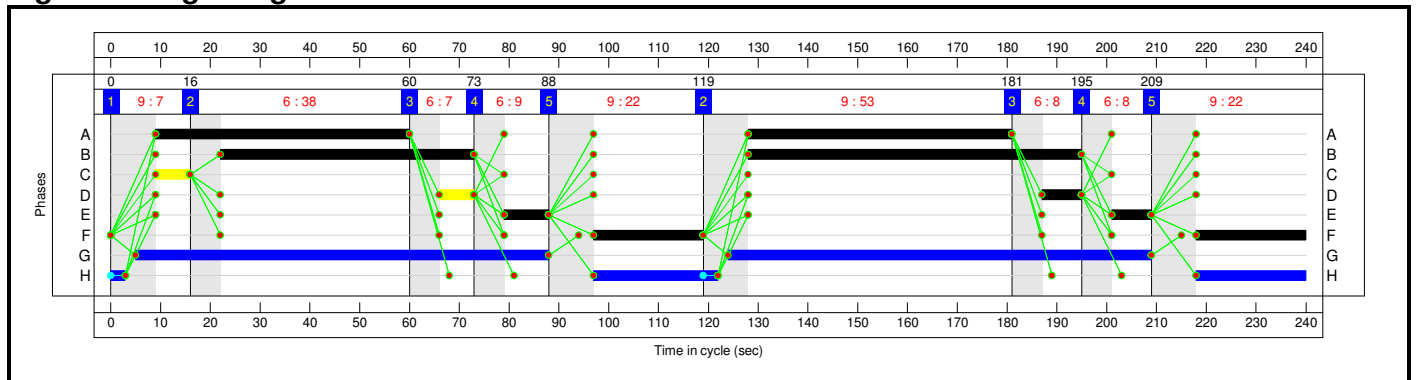
Full Input Data And Results



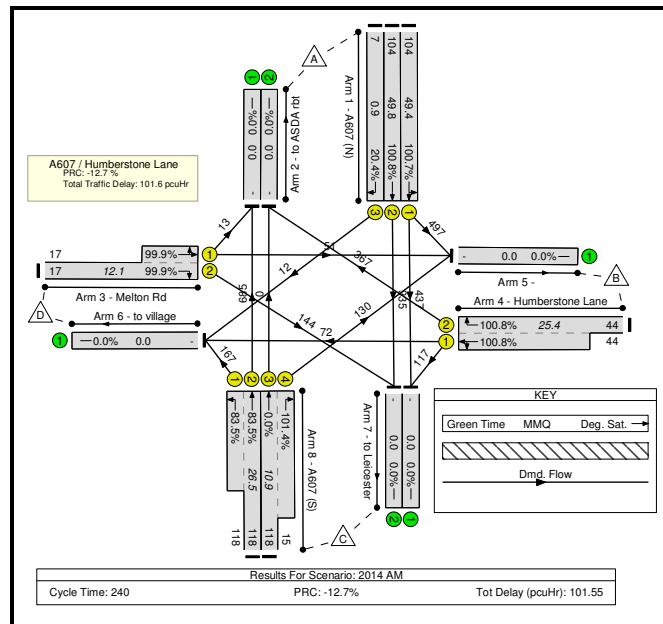
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	38	7	9	22	53	8	8	22
Change Point	0	16	60	73	88	119	181	195	209

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

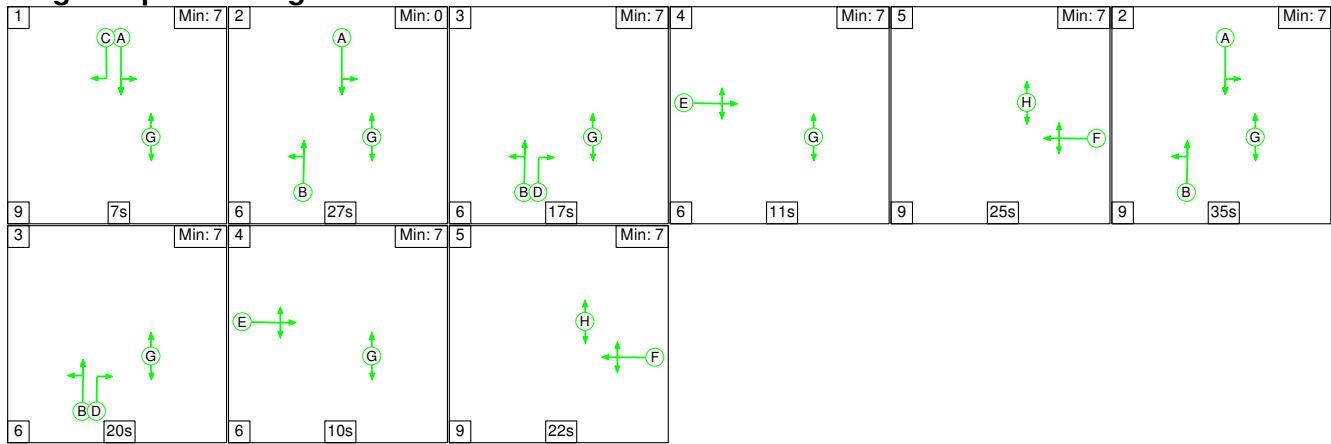
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	101.4%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	101.4%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	104	-	934	2100	928	100.7%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	104	-	935	2100	928	100.8%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	12	1768	59	20.4%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	17	-	208	1843:1737	144+64	99.9 : 99.9%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	44	-	556	1900:1796	364+188	100.8 : 100.8%
5/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	118	-	852	1940:1805	821+200	83.5 : 83.5%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	118:15	-	130	2080:1810	0+128	0.0 : 101.4%

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: A607 / Humberstone Lane - Existing Layout	-	-	0	0	0	38.5	63.1	0.0	101.6	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	38.5	63.1	0.0	101.6	-	-	-	-
1/1	934	927	-	-	-	9.5	17.0	-	26.5	102.3	32.4	17.0	49.4
1/2	935	927	-	-	-	9.7	17.3	-	26.9	103.7	32.5	17.3	49.8
1/3	12	12	-	-	-	0.4	0.1	-	0.5	151.1	0.8	0.1	0.9
2/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	208	208	-	-	-	3.3	7.2	-	10.4	180.6	5.0	7.2	12.1
4/2+4/1	556	553	-	-	-	7.6	12.9	-	20.5	133.0	12.5	12.9	25.4
5/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1072	1072	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	852	852	-	-	-	5.7	2.5	-	8.1	34.4	24.1	2.5	26.5
8/3+8/4	130	128	-	-	-	2.3	6.2	-	8.4	233.8	4.8	6.2	10.9
C1			PRC for Signalled Lanes (%):	-12.7	Total Delay for Signalled Lanes (pcuHr):			101.55	Cycle Time (s): 240				
			PRC Over All Lanes (%):	-12.7	Total Delay Over All Lanes (pcuHr):			101.55					

Full Input Data And Results
Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'MOVA Log Seq')

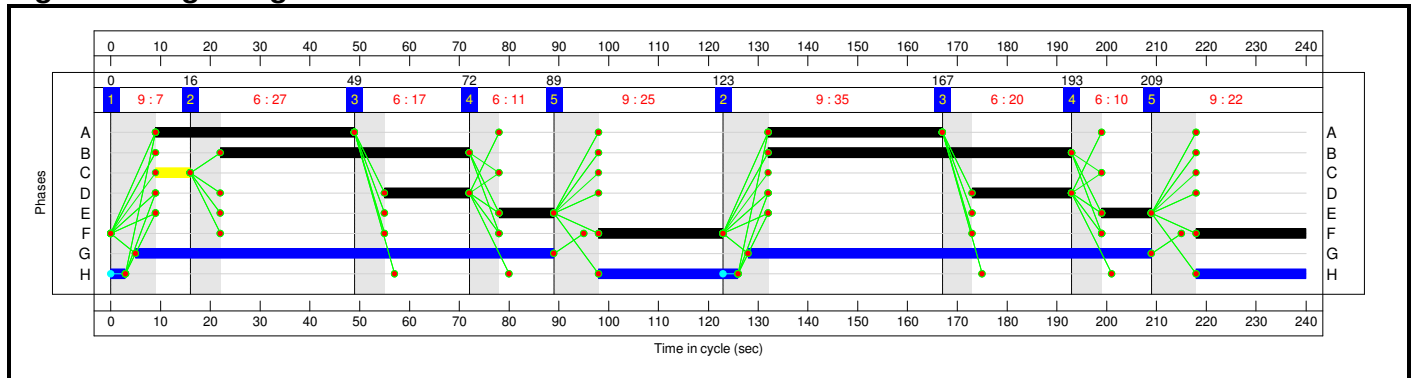
Stage Sequence Diagram



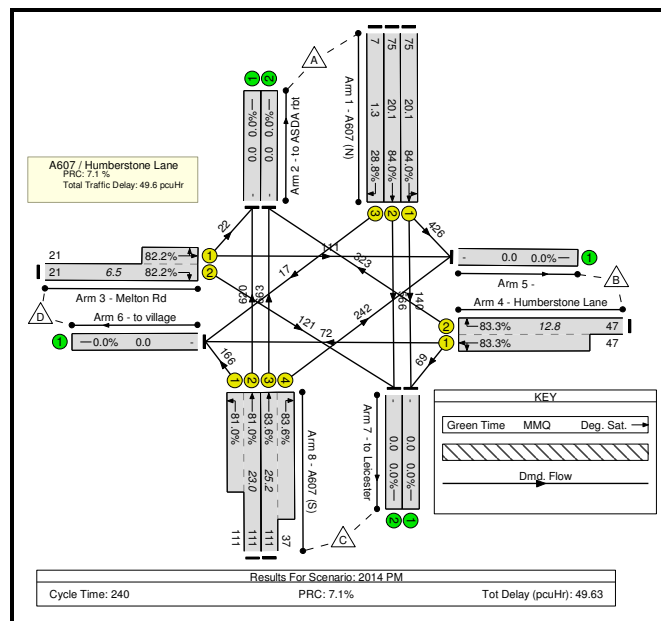
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	27	17	11	25	35	20	10	22
Change Point	0	16	49	72	89	123	167	193	209

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	75	-	566	2100	674	84.0%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	75	-	566	2100	674	84.0%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	17	1768	59	28.8%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	21	-	254	1843:1745	147+162	82.2 : 82.2%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	47	-	464	1900:1820	388+169	83.3 : 83.3%
5/1		U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	111	-	786	1940:1805	766+205	81.0 : 81.0%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	111:37	-	905	2080:1810	793+290	83.6 : 83.6%

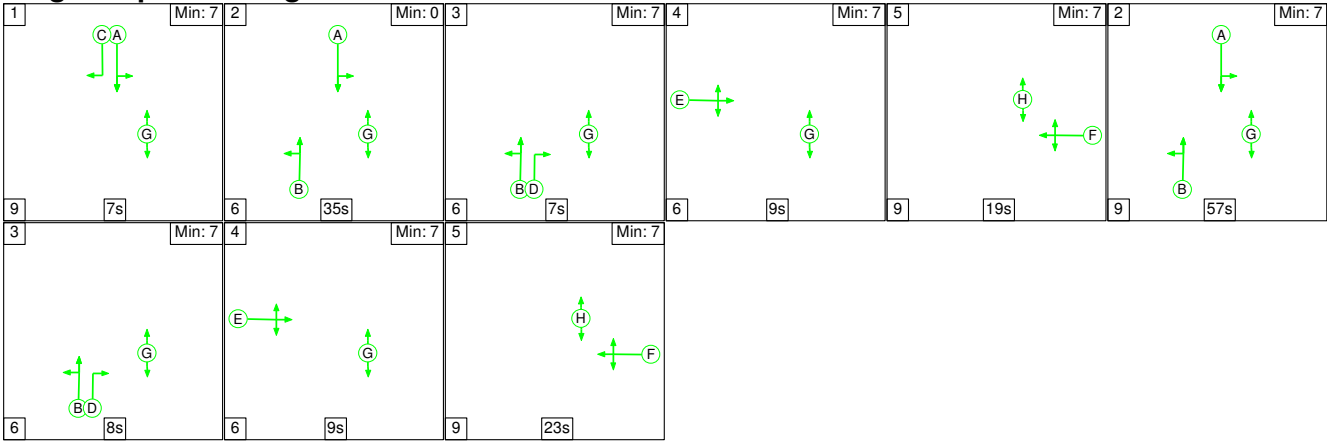
Full Input Data And Results

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: A607 / Humberstone Lane - Existing Layout	-	-	0	0	0	35.3	14.3	0.0	49.6	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	35.3	14.3	0.0	49.6	-	-	-	-
1/1	566	566	-	-	-	6.0	2.5	-	8.5	53.9	17.6	2.5	20.1
1/2	566	566	-	-	-	6.0	2.5	-	8.5	53.9	17.6	2.5	20.1
1/3	17	17	-	-	-	0.5	0.2	-	0.7	155.8	1.1	0.2	1.3
2/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	986	986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	254	254	-	-	-	3.7	2.1	-	5.9	83.3	4.3	2.1	6.5
4/2+4/1	464	464	-	-	-	5.7	2.4	-	8.1	62.8	10.4	2.4	12.8
5/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	786	786	-	-	-	5.5	2.1	-	7.6	34.7	21.0	2.1	23.0
8/3+8/4	905	905	-	-	-	7.9	2.5	-	10.4	41.5	22.8	2.5	25.2
C1			PRC for Signalled Lanes (%):		7.1	Total Delay for Signalled Lanes (pcuHr):		49.63	Cycle Time (s): 240				
			PRC Over All Lanes (%):		7.1	Total Delay Over All Lanes(pcuHr):		49.63					

Full Input Data And Results

Scenario 3: '2016 AM + ComDev' (FG3: '2016 AM + ComDev', Plan 1: 'MOVA Log Seq')

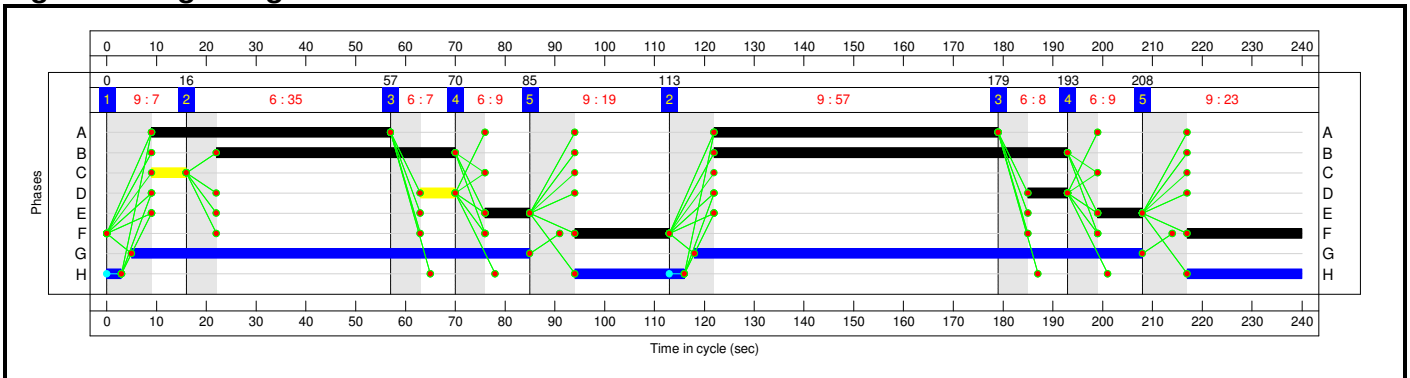
Stage Sequence Diagram



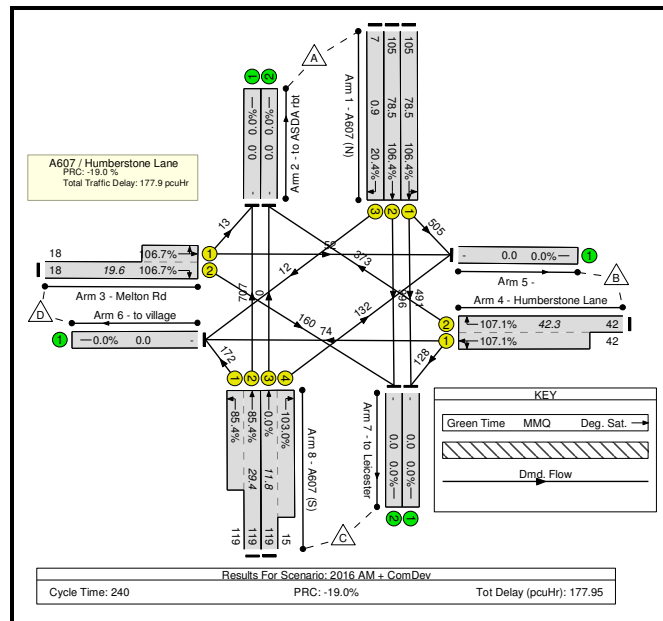
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	35	7	9	19	57	8	9	23
Change Point	0	16	57	70	85	113	179	193	208

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

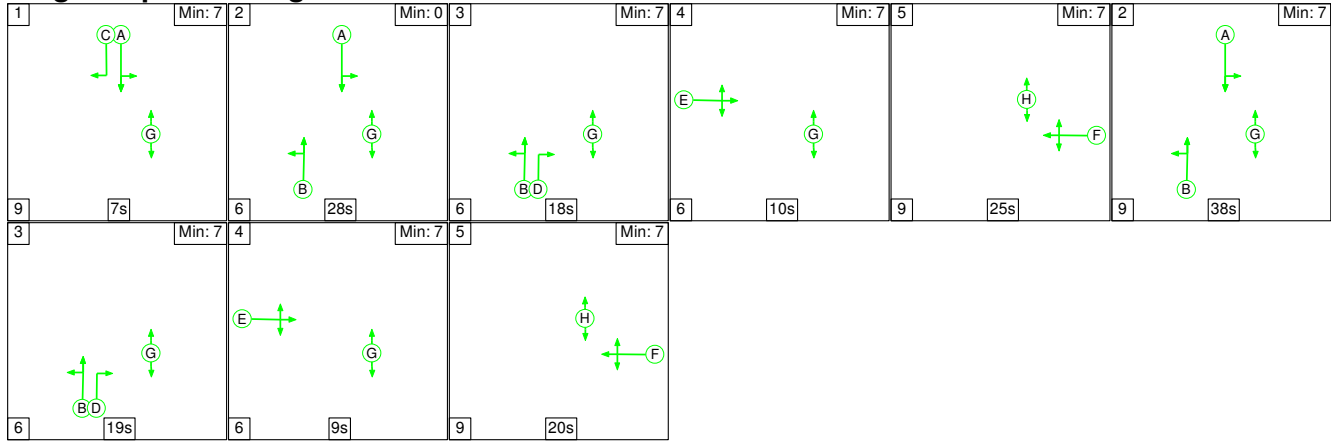
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	107.1%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	107.1%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	105	-	996	2100	936	106.4%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	105	-	996	2100	936	106.4%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	12	1768	59	20.4%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	18	-	225	1843:1738	150+61	106.7 : 106.7%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	42	-	575	1900:1793	348+189	107.1 : 107.1%
5/1		U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	119	-	879	1940:1805	827+201	85.4 : 85.4%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	119:15	-	132	2080:1810	0+128	0.0 : 103.0%

Full Input Data And Results

Scenario 4: '2016 PM + ComDev' (FG4: '2016 PM + ComDev', Plan 1: 'MOVA Log Seq')

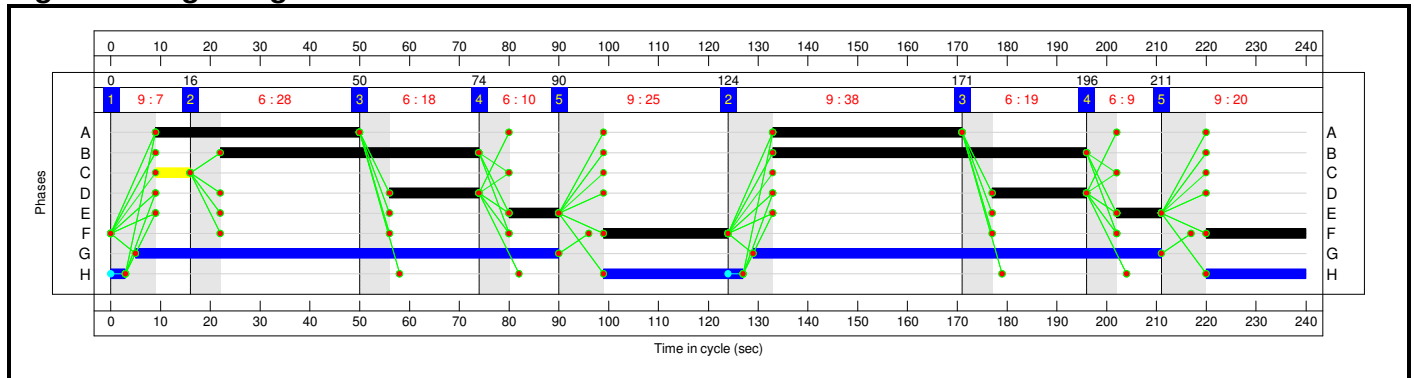
Stage Sequence Diagram



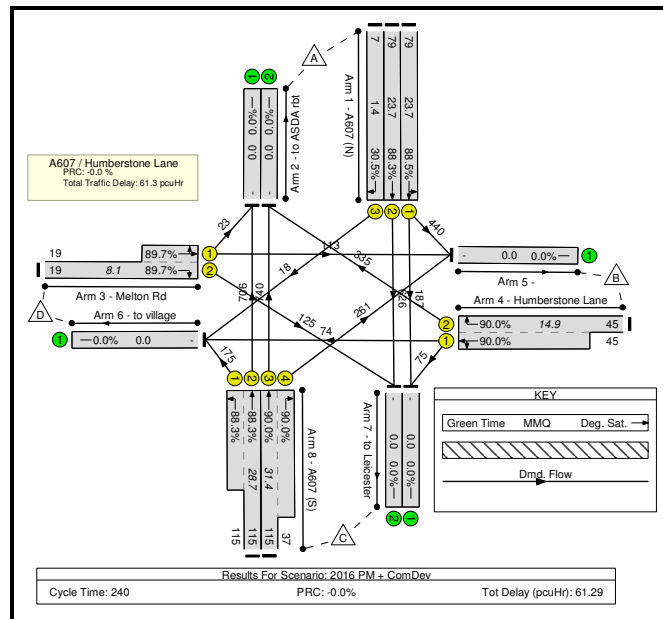
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	28	18	10	25	38	19	9	20
Change Point	0	16	50	74	90	124	171	196	211

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	79	-	627	2100	709	88.5%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	79	-	626	2100	709	88.3%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	18	1768	59	30.5%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	19	-	261	1843:1744	139+152	89.7 : 89.7%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	45	-	484	1900:1817	372+165	90.0 : 90.0%
5/1		U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	115	-	881	1940:1805	800+198	88.3 : 88.3%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	115:37	-	1001	2080:1810	823+290	90.0 : 90.0%

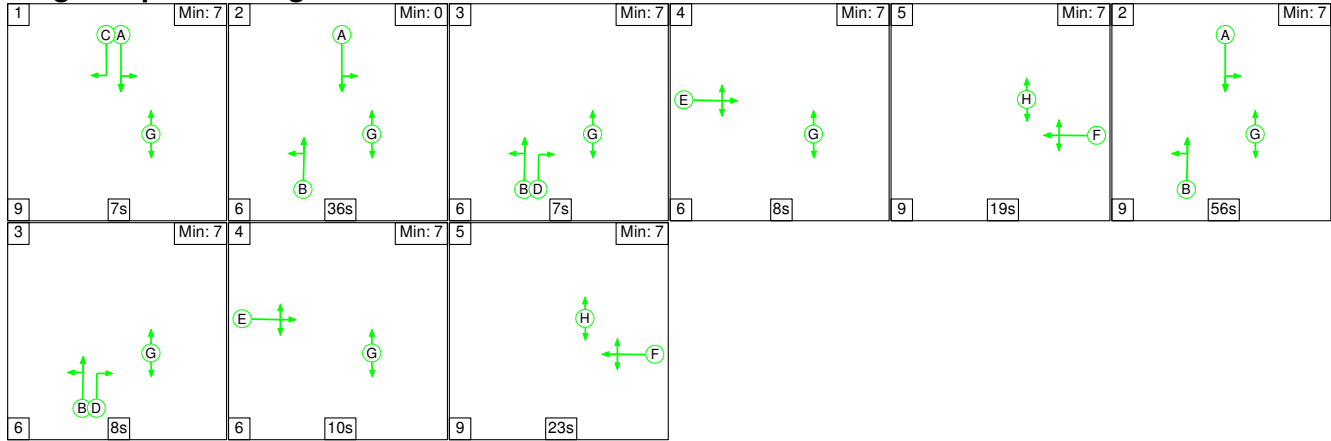
Full Input Data And Results

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: A607 / Humberstone Lane - Existing Layout	-	-	0	0	0	38.9	22.4	0.0	61.3	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	38.9	22.4	0.0	61.3	-	-	-	-
1/1	627	627	-	-	-	6.5	3.5	-	10.1	57.9	20.2	3.5	23.7
1/2	626	626	-	-	-	6.5	3.5	-	10.0	57.6	20.2	3.5	23.7
1/3	18	18	-	-	-	0.6	0.2	-	0.8	156.8	1.2	0.2	1.4
2/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	261	261	-	-	-	3.9	3.5	-	7.4	102.7	4.5	3.5	8.1
4/2+4/1	484	484	-	-	-	6.1	3.9	-	10.1	74.9	11.0	3.9	14.9
5/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	881	881	-	-	-	6.3	3.5	-	9.9	40.3	25.2	3.5	28.7
8/3+8/4	1001	1001	-	-	-	8.9	4.2	-	13.0	46.8	27.2	4.2	31.4
C1			PRC for Signalled Lanes (%):	-0.0	Total Delay for Signalled Lanes (pcuHr):			61.29	Cycle Time (s): 240				
			PRC Over All Lanes (%):	-0.0	Total Delay Over All Lanes(pcuHr):			61.29					

Full Input Data And Results

Scenario 5: '2016 AM + ComDev+ Phase 1' (FG5: '2016 AM + ComDev + Phase 1', Plan 1: 'MOVA Log Seq')

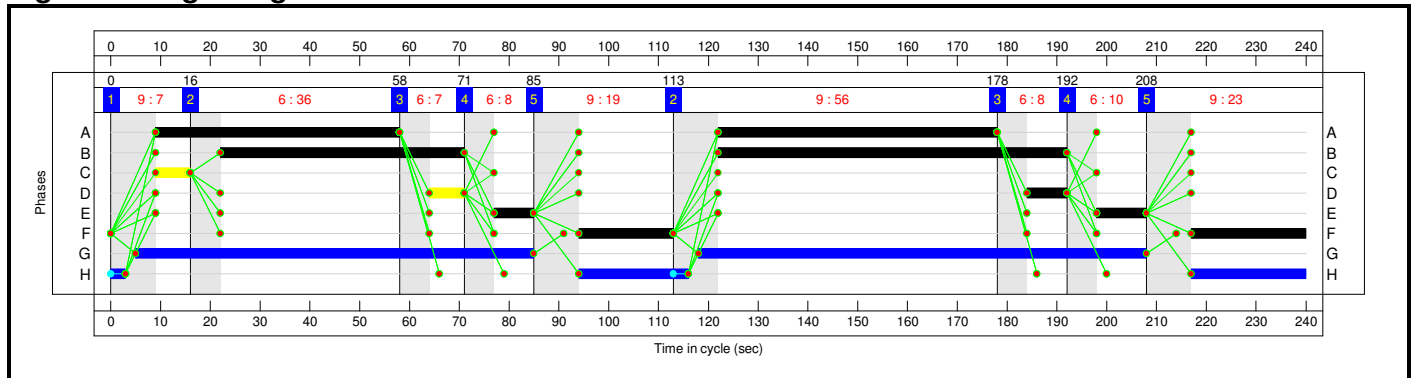
Stage Sequence Diagram



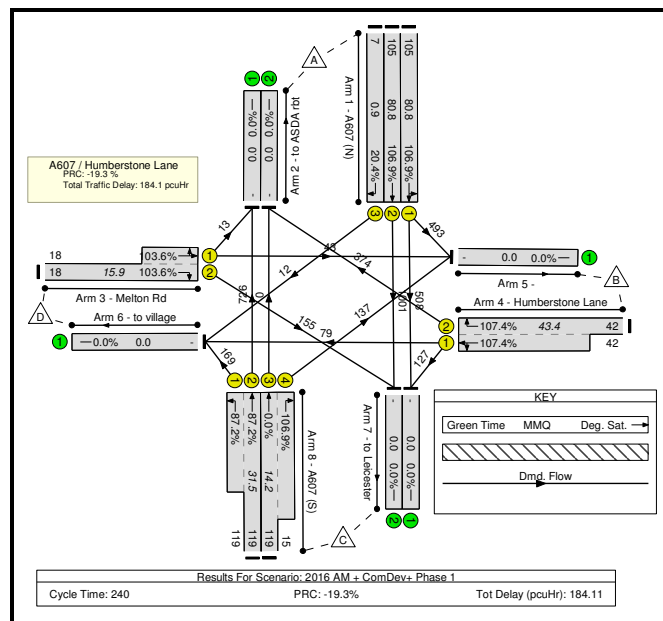
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	36	7	8	19	56	8	10	23
Change Point	0	16	58	71	85	113	178	192	208

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	107.4%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	107.4%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	105	-	1001	2100	936	106.9%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	105	-	1001	2100	936	106.9%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	12	1768	59	20.4%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	18	-	211	1843:1731	150+54	103.6 : 103.6%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	42	-	580	1900:1796	348+192	107.4 : 107.4%
5/1		U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	119	-	895	1940:1805	833+194	87.2 : 87.2%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	119:15	-	137	2080:1810	0+128	0.0 : 106.9%

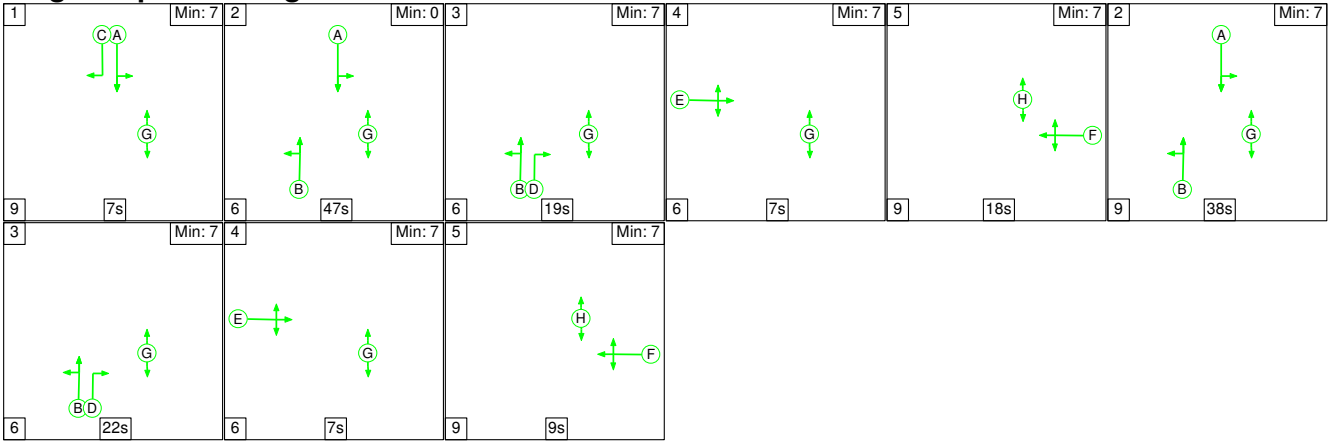
Full Input Data And Results

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: A607 / Humberstone Lane - Existing Layout	-	-	0	0	0	59.8	124.3	0.0	184.1	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	59.8	124.3	0.0	184.1	-	-	-	-
1/1	1001	936	-	-	-	17.3	38.8	-	56.1	201.8	42.0	38.8	80.8
1/2	1001	936	-	-	-	17.3	38.8	-	56.1	201.8	42.0	38.8	80.8
1/3	12	12	-	-	-	0.4	0.1	-	0.5	151.1	0.8	0.1	0.9
2/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	211	204	-	-	-	4.0	9.3	-	13.3	226.3	6.6	9.3	15.9
4/2+4/1	580	540	-	-	-	11.0	25.6	-	36.6	227.3	17.8	25.6	43.4
5/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	895	895	-	-	-	6.6	3.2	-	9.9	39.7	28.2	3.2	31.5
8/3+8/4	137	128	-	-	-	3.2	8.4	-	11.6	305.2	5.8	8.4	14.2
C1			PRC for Signalled Lanes (%):	-19.3	Total Delay for Signalled Lanes (pcuHr):	184.11	Cycle Time (s):	240					
			PRC Over All Lanes (%):	-19.3	Total Delay Over All Lanes(pcuHr):	184.11							

Full Input Data And Results

Scenario 6: '2016 PM + ComDev + Phase 1' (FG6: '2016 PM + ComDev + Phase 1', Plan 1: 'MOVA Log Seq')

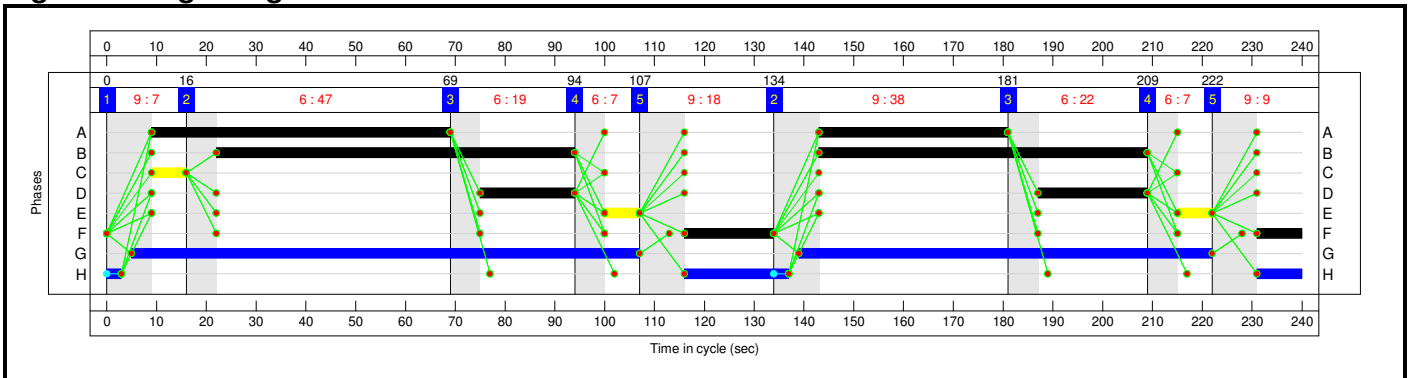
Stage Sequence Diagram



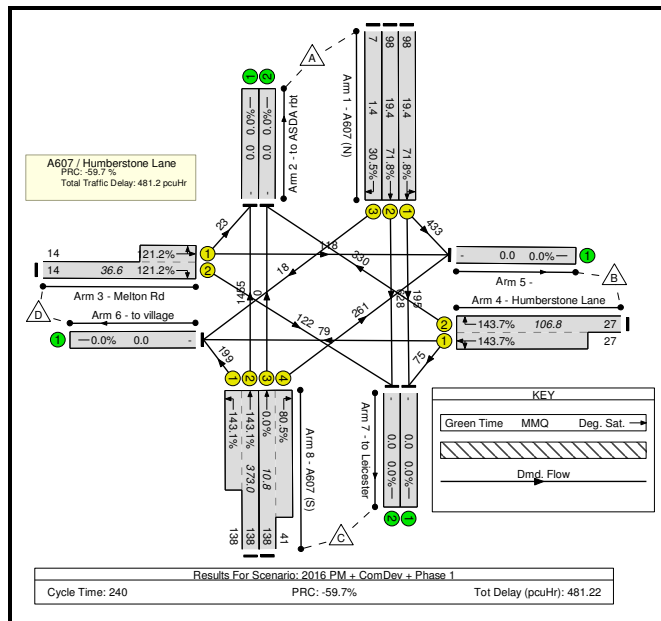
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	47	19	7	18	38	22	7	9
Change Point	0	16	69	94	107	134	181	209	222

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	143.7%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	143.7%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	98	-	628	2100	875	71.8%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	98	-	628	2100	875	71.8%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	18	1768	59	30.5%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	1478	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	14	-	263	1843:1745	101+116	121.2 : 121.2%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	27	-	484	1900:1820	230+107	143.7 : 143.7%
5/1		U	N/A	N/A	-		-	-	-	812	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	138	-	1654	1940:1805	1017+139	143.1 : 143.1%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	138:41	-	261	2080:1810	0+324	0.0 : 80.5%

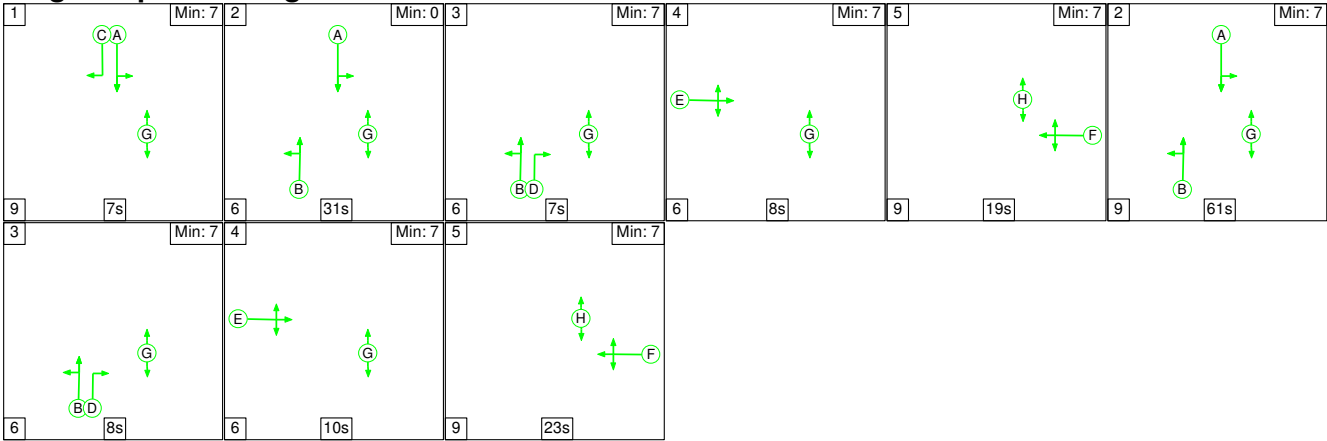
Full Input Data And Results

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: A607 / Humberstone Lane - Existing Layout	-	-	0	0	0	125.1	356.1	0.0	481.2	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	125.1	356.1	0.0	481.2	-	-	-	-
1/1	628	628	-	-	-	5.1	1.3	-	6.3	36.4	18.1	1.3	19.4
1/2	628	628	-	-	-	5.1	1.3	-	6.3	36.4	18.1	1.3	19.4
1/3	18	18	-	-	-	0.6	0.2	-	0.8	156.8	1.2	0.2	1.4
2/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	263	217	-	-	-	8.9	25.6	-	34.5	472.5	11.0	25.6	36.6
4/2+4/1	484	337	-	-	-	23.9	75.2	-	99.2	737.5	31.5	75.2	106.8
5/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	1654	1156	-	-	-	78.1	250.6	-	328.7	715.4	122.4	250.6	373.0
8/3+8/4	261	261	-	-	-	3.4	1.9	-	5.4	74.2	8.8	1.9	10.8
C1			PRC for Signalled Lanes (%):		-59.7	Total Delay for Signalled Lanes (pcuHr):		481.22	Cycle Time (s): 240				
			PRC Over All Lanes (%):		-59.7	Total Delay Over All Lanes(pcuHr):		481.22					

Full Input Data And Results

Scenario 7: '2021 AM + ComDev' (FG7: '2021 AM + ComDev', Plan 1: 'MOVA Log Seq')

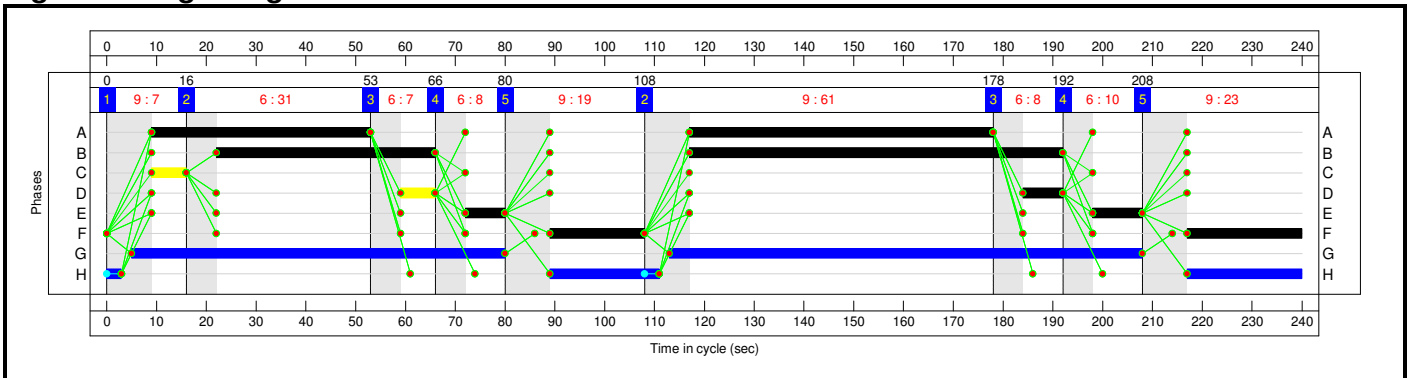
Stage Sequence Diagram



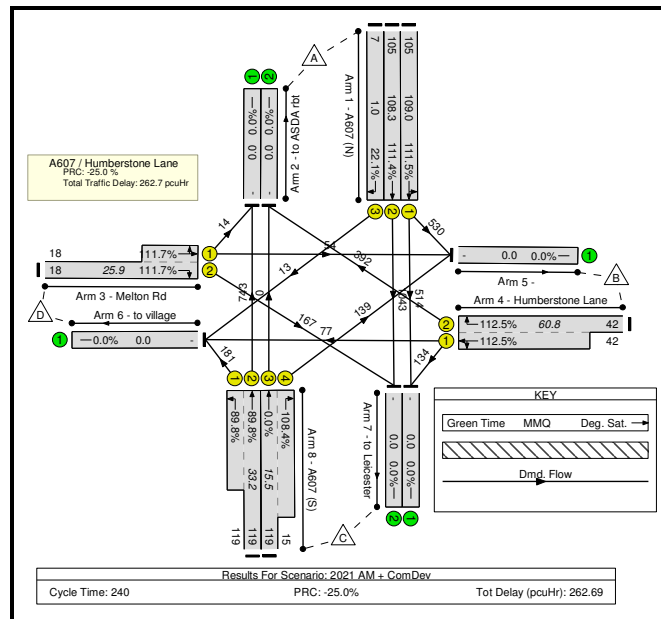
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	31	7	8	19	61	8	10	23
Change Point	0	16	53	66	80	108	178	192	208

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	112.5%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	112.5%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	105	-	1044	2100	936	111.5%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	105	-	1043	2100	936	111.4%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	13	1768	59	22.1%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	18	-	235	1843:1736	149+61	111.7% : 111.7%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	42	-	603	1900:1793	348+187	112.5% : 112.5%
5/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	1210	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	119	-	924	1940:1805	827+202	89.8% : 89.8%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	119:15	-	139	2080:1810	0+128	0.0% : 108.4%

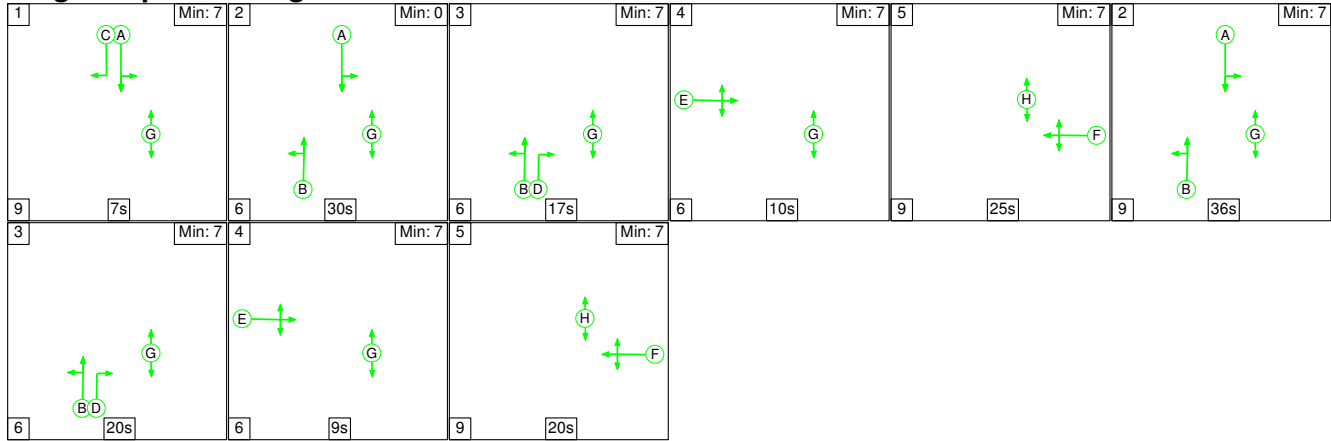
Full Input Data And Results

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: A607 / Humberstone Lane - Existing Layout	-	-	0	0	0	79.5	183.2	0.0	262.7	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	79.5	183.2	0.0	262.7	-	-	-	-
1/1	1044	936	-	-	-	23.0	58.3	-	81.4	280.7	50.6	58.3	109.0
1/2	1043	936	-	-	-	22.9	57.9	-	80.8	278.8	50.4	57.9	108.3
1/3	13	13	-	-	-	0.4	0.1	-	0.5	152.0	0.8	0.1	1.0
2/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	235	210	-	-	-	6.6	16.0	-	22.6	346.4	9.9	16.0	25.9
4/2+4/1	603	536	-	-	-	15.1	37.6	-	52.7	314.7	23.2	37.6	60.8
5/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	924	924	-	-	-	7.8	4.1	-	11.9	46.4	29.1	4.1	33.2
8/3+8/4	139	128	-	-	-	3.6	9.2	-	12.7	330.1	6.3	9.2	15.5
C1			PRC for Signalled Lanes (%):		-25.0	Total Delay for Signalled Lanes (pcuHr):		262.69	Cycle Time (s): 240				
			PRC Over All Lanes (%):		-25.0	Total Delay Over All Lanes(pcuHr):		262.69					

Full Input Data And Results

Scenario 8: '2021 PM + ComDev' (FG8: '2021 PM + ComDev', Plan 1: 'MOVA Log Seq')

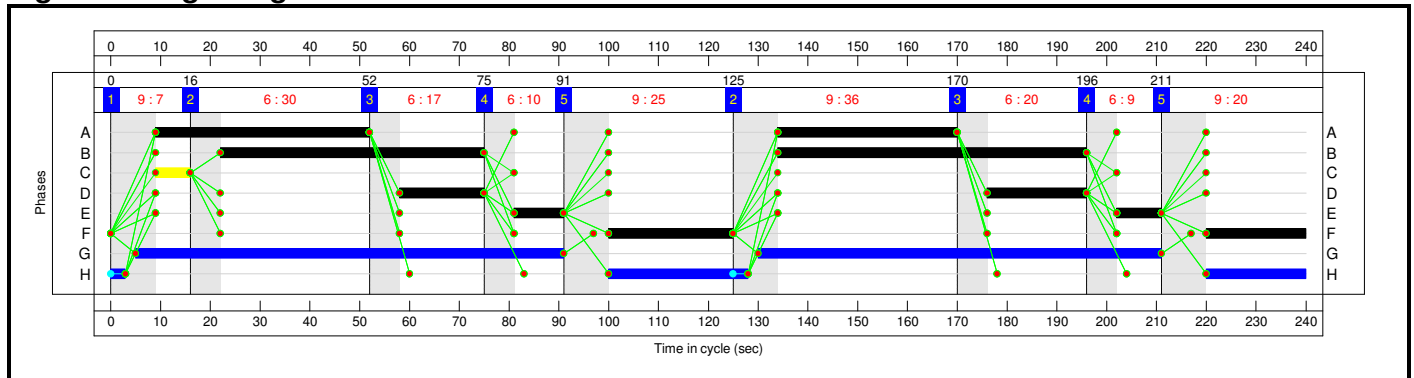
Stage Sequence Diagram



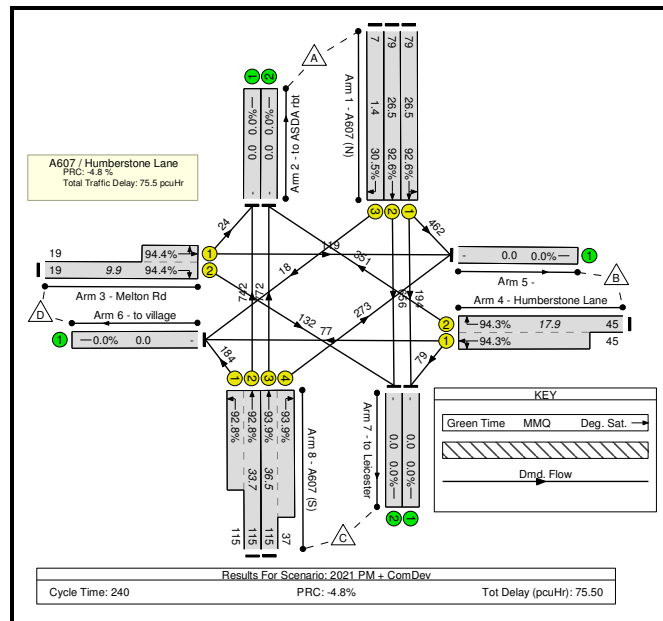
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	30	17	10	25	36	20	9	20
Change Point	0	16	52	75	91	125	170	196	211

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	79	-	656	2100	709	92.6%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	79	-	656	2100	709	92.6%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	18	1768	59	30.5%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	1123	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	19	-	275	1843:1744	140+152	94.4 : 94.4%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	45	-	507	1900:1816	372+165	94.3 : 94.3%
5/1		U	N/A	N/A	-		-	-	-	854	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	115	-	926	1940:1805	800+198	92.8 : 92.8%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	115:37	-	1045	2080:1810	822+291	93.9 : 93.9%

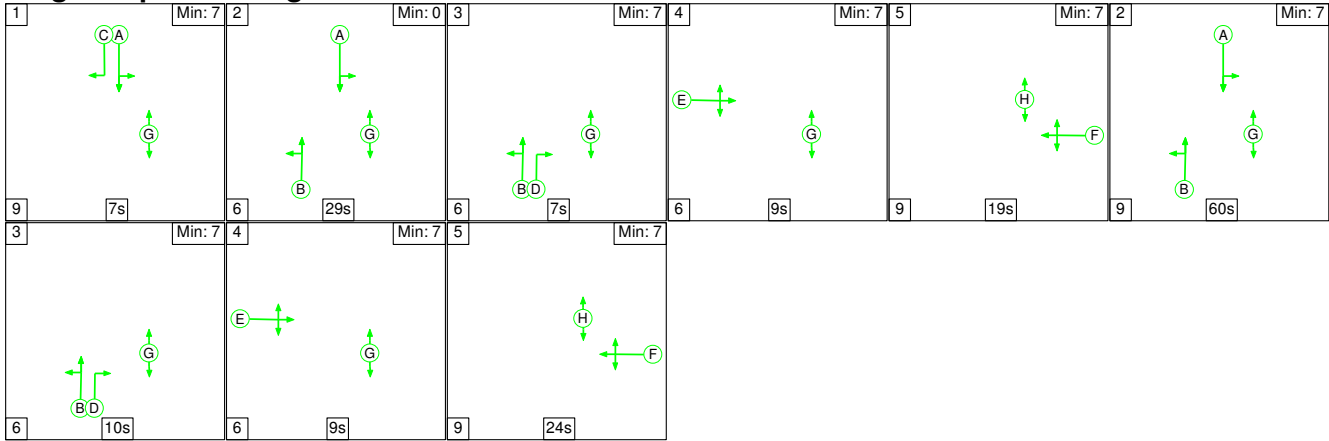
Full Input Data And Results

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: A607 / Humberstone Lane - Existing Layout	-	-	0	0	0	41.7	33.8	0.0	75.5	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	41.7	33.8	0.0	75.5	-	-	-	-
1/1	656	656	-	-	-	7.0	5.2	-	12.2	66.8	21.3	5.2	26.5
1/2	656	656	-	-	-	7.0	5.2	-	12.2	66.8	21.3	5.2	26.5
1/3	18	18	-	-	-	0.6	0.2	-	0.8	156.8	1.2	0.2	1.4
2/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1123	1123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	275	275	-	-	-	4.1	5.1	-	9.3	121.5	4.7	5.1	9.9
4/2+4/1	507	507	-	-	-	6.5	6.0	-	12.5	89.0	11.9	6.0	17.9
5/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	926	926	-	-	-	6.9	5.6	-	12.5	48.6	28.1	5.6	33.7
8/3+8/4	1045	1045	-	-	-	9.6	6.5	-	16.0	55.3	30.0	6.5	36.5
C1			PRC for Signalled Lanes (%):		-4.8	Total Delay for Signalled Lanes (pcuHr):		75.50	Cycle Time (s): 240				
			PRC Over All Lanes (%):		-4.8	Total Delay Over All Lanes(pcuHr):		75.50					

Full Input Data And Results

Scenario 9: '2021 AM + ComDev+ Phase 2C' (FG9: '2021 AM + ComDev + Phase 2', Plan 1: 'MOVA Log Seq')

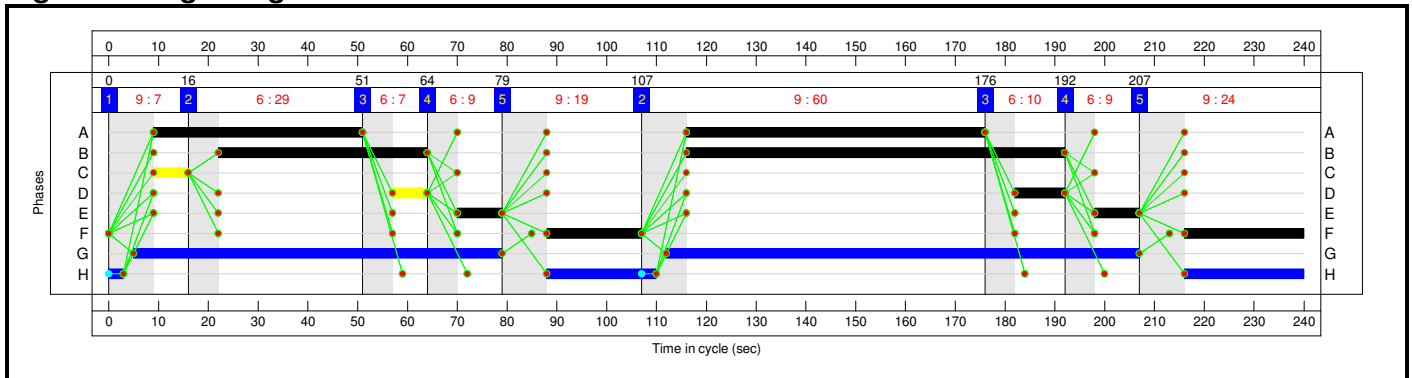
Stage Sequence Diagram



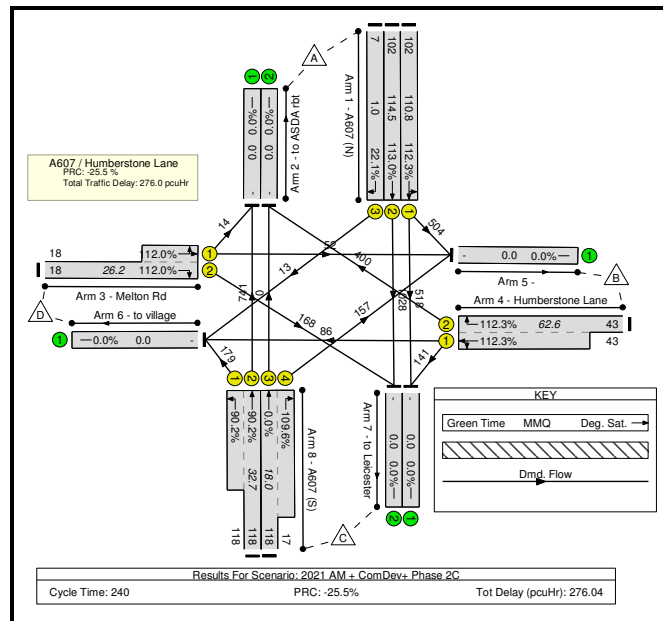
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	29	7	9	19	60	10	9	24
Change Point	0	16	51	64	79	107	176	192	207

Signal Timings Diagram



Network Layout Diagram



Results For Scenario: 2021 AM + ComDev+ Phase 2C
 Cycle Time: 240 PRC: -25.5% Tot Delay (pcuHr): 276.04

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: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	113.0%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	113.0%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	102	-	1022	2100	910	112.3%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	102	-	1028	2100	910	113.0%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	13	1768	59	22.1%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	18	-	234	1843:1735	150+59	112.0 : 112.0%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	43	-	627	1900:1796	356+202	112.3 : 112.3%
5/1		U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	1196	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	118	-	920	1940:1805	822+199	90.2 : 90.2%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	118:17	-	157	2080:1810	0+143	0.0 : 109.6%

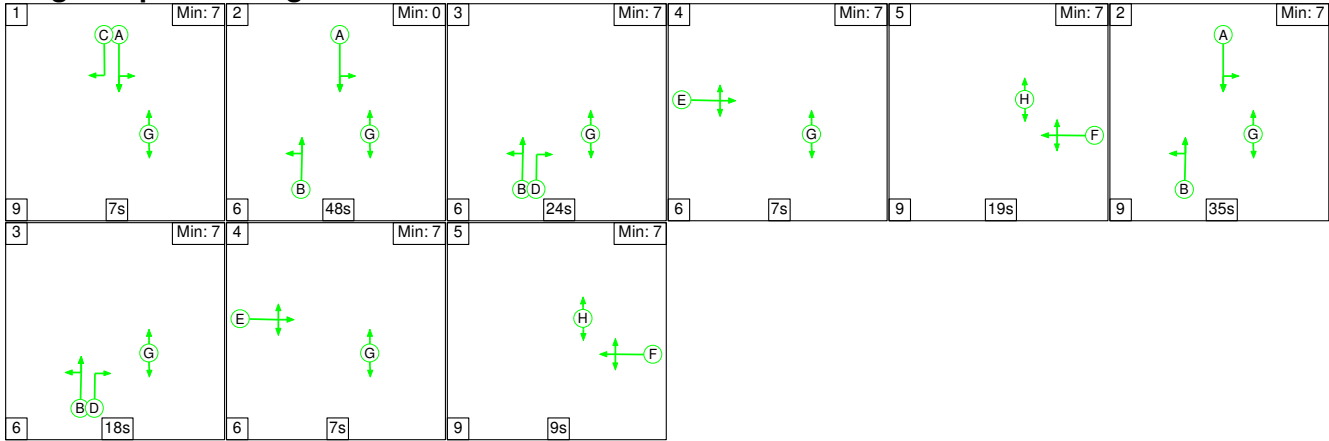
Full Input Data And Results

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: A607 / Humberstone Lane - Existing Layout	-	-	0	0	0	83.3	192.8	0.0	276.0	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	83.3	192.8	0.0	276.0	-	-	-	-
1/1	1022	910	-	-	-	23.6	60.2	-	83.9	295.4	50.5	60.2	110.8
1/2	1028	910	-	-	-	24.4	63.1	-	87.5	306.4	51.4	63.1	114.5
1/3	13	13	-	-	-	0.4	0.1	-	0.5	152.0	0.8	0.1	1.0
2/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	234	209	-	-	-	7.0	16.2	-	23.1	356.0	10.0	16.2	26.2
4/2+4/1	627	558	-	-	-	15.7	38.4	-	54.1	310.7	24.2	38.4	62.6
5/1	638	638	-	-	-	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	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	920	920	-	-	-	8.0	4.2	-	12.3	48.0	28.5	4.2	32.7
8/3+8/4	157	143	-	-	-	4.0	10.6	-	14.6	334.8	7.4	10.6	18.0
C1			PRC for Signalled Lanes (%):		-25.5	Total Delay for Signalled Lanes (pcuHr):		276.04	Cycle Time (s): 240				
			PRC Over All Lanes (%):		-25.5	Total Delay Over All Lanes(pcuHr):		276.04					

Full Input Data And Results

Scenario 10: '2021 PM + ComDev + Phase 2C' (FG10: '2021 PM + ComDev + Phase 2', Plan 1: 'MOVA Log Seq')

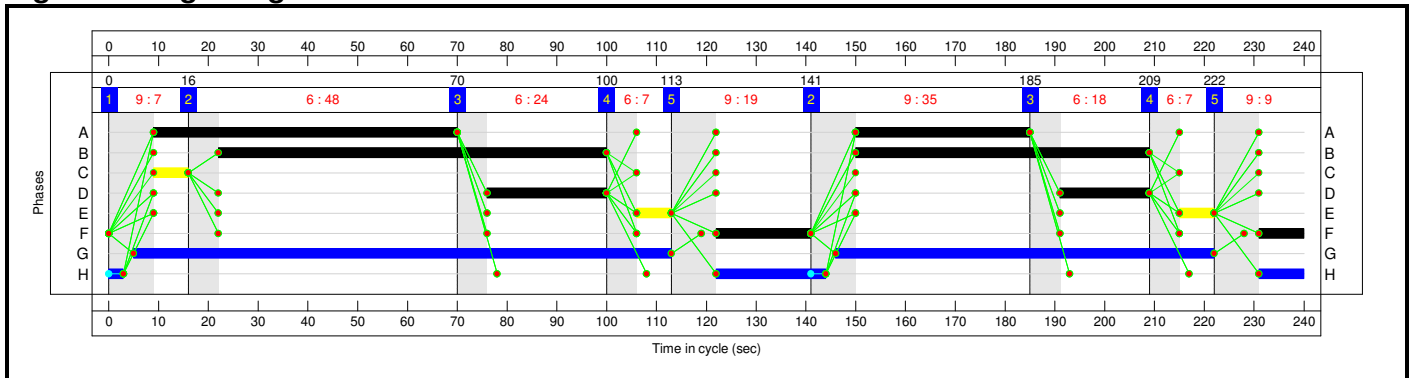
Stage Sequence Diagram



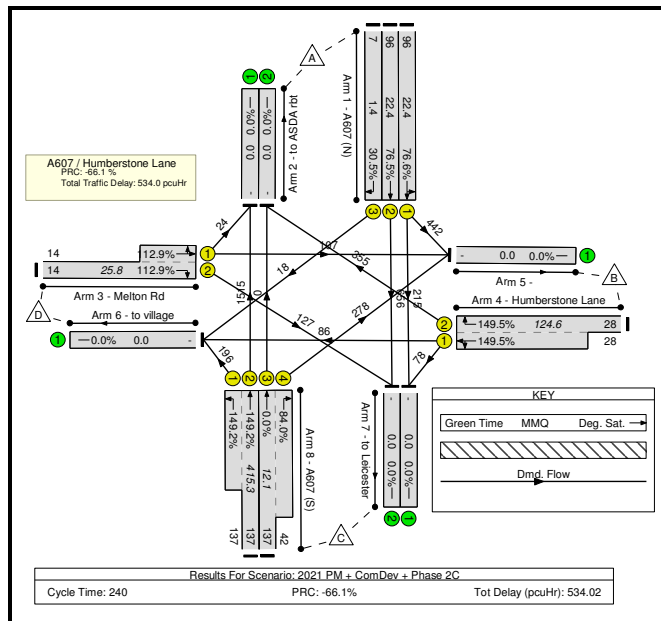
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	48	24	7	19	35	18	7	9
Change Point	0	16	70	100	113	141	185	209	222

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	149.5%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	149.5%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	96	-	657	2100	857	76.6%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	96	-	656	2100	857	76.5%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	18	1768	59	30.5%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	1539	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	14	-	258	1843:1741	113+116	112.9 : 112.9%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	28	-	519	1900:1822	237+110	149.5 : 149.5%
5/1		U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	137	-	1711	1940:1805	1015+131	149.2 : 149.2%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	137:42	-	278	2080:1810	0+331	0.0 : 84.0%

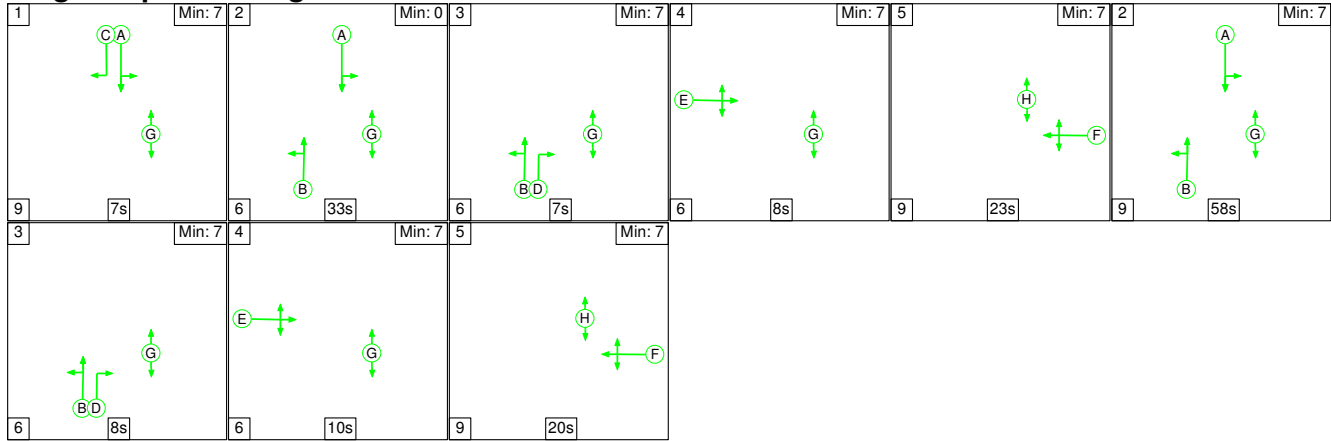
Full Input Data And Results

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: A607 / Humberstone Lane - Existing Layout	-	-	0	0	0	138.8	395.2	0.0	534.0	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	138.8	395.2	0.0	534.0	-	-	-	-
1/1	657	657	-	-	-	5.6	1.6	-	7.3	39.8	20.8	1.6	22.4
1/2	656	656	-	-	-	5.6	1.6	-	7.2	39.7	20.8	1.6	22.4
1/3	18	18	-	-	-	0.6	0.2	-	0.8	156.8	1.2	0.2	1.4
2/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	258	231	-	-	-	6.5	18.2	-	24.7	344.7	7.6	18.2	25.8
4/2+4/1	519	347	-	-	-	28.4	87.4	-	115.8	802.9	37.2	87.4	124.6
5/1	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	1711	1146	-	-	-	88.4	283.8	-	372.2	783.1	131.6	283.8	415.3
8/3+8/4	278	278	-	-	-	3.7	2.4	-	6.1	78.8	9.7	2.4	12.1
C1			PRC for Signalled Lanes (%):		-66.1	Total Delay for Signalled Lanes (pcuHr):		534.02	Cycle Time (s): 240				
			PRC Over All Lanes (%):		-66.1	Total Delay Over All Lanes(pcuHr):		534.02					

Full Input Data And Results

Scenario 11: '2031 AM + ComDev' (FG11: '2031 AM + ComDev', Plan 1: 'MOVA Log Seq')

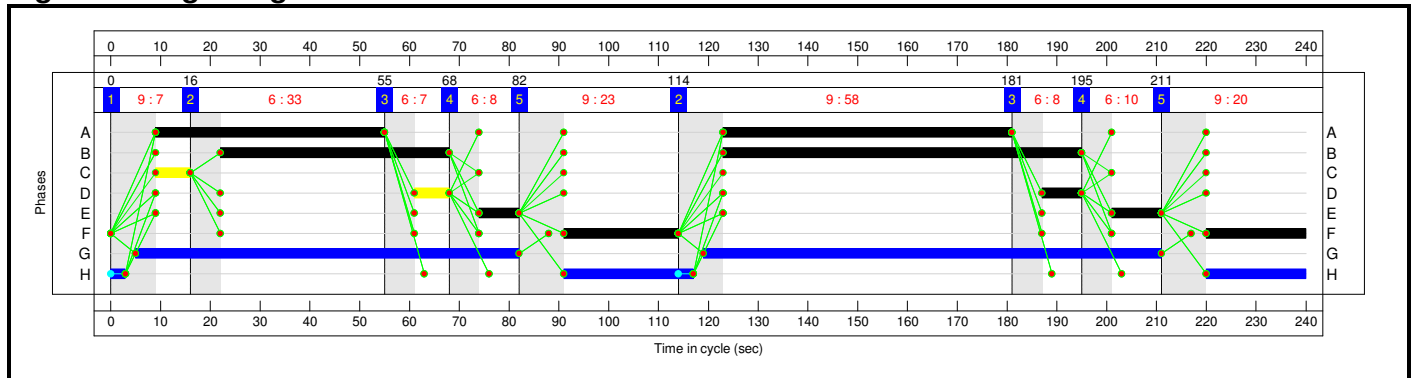
Stage Sequence Diagram



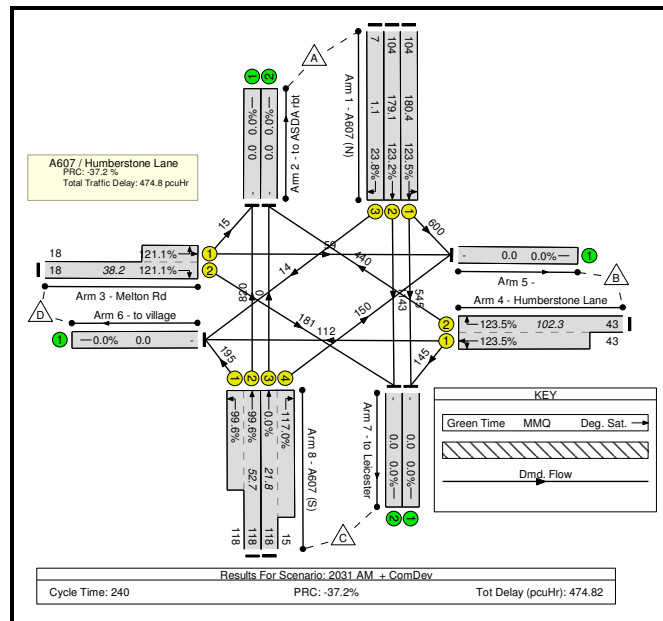
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	33	7	8	23	58	8	10	20
Change Point	0	16	55	68	82	114	181	195	211

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	123.5%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	123.5%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	104	-	1145	2100	928	123.5%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	104	-	1143	2100	928	123.2%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	14	1768	59	23.8%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	18	-	255	1843:1737	149+61	121.1 : 121.1%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	43	-	697	1900:1806	356+208	123.5 : 123.5%
5/1		U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	1324	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	118	-	1015	1940:1805	824+196	99.6 : 99.6%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	118:15	-	150	2080:1810	0+128	0.0 : 117.0%

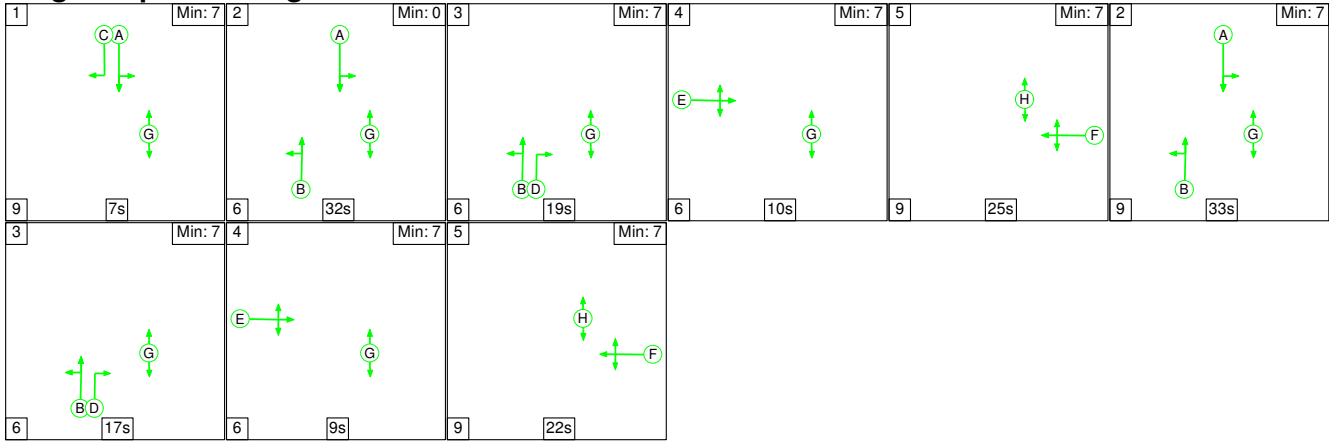
Full Input Data And Results

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: A607 / Humberstone Lane - Existing Layout	-	-	0	0	0	130.9	343.9	0.0	474.8	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	130.9	343.9	0.0	474.8	-	-	-	-
1/1	1145	927	-	-	-	40.4	111.3	-	151.8	477.1	69.1	111.3	180.4
1/2	1143	927	-	-	-	40.1	110.3	-	150.5	473.9	68.7	110.3	179.1
1/3	14	14	-	-	-	0.4	0.2	-	0.6	152.8	0.9	0.2	1.1
2/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	255	211	-	-	-	9.5	24.8	-	34.2	483.4	13.4	24.8	38.2
4/2+4/1	697	564	-	-	-	25.1	68.9	-	93.9	485.1	33.4	68.9	102.3
5/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	1015	1015	-	-	-	10.2	14.8	-	25.0	88.6	37.9	14.8	52.7
8/3+8/4	150	128	-	-	-	5.2	13.6	-	18.8	452.2	8.2	13.6	21.8
C1			PRC for Signalled Lanes (%): -37.2		Total Delay for Signalled Lanes (pcuHr): 474.82		474.82		Cycle Time (s): 240				
			PRC Over All Lanes (%): -37.2		Total Delay Over All Lanes(pcuHr):		474.82						

Full Input Data And Results

Scenario 12: '2031 PM + ComDev' (FG12: '2031 PM + ComDev', Plan 1: 'MOVA Log Seq')

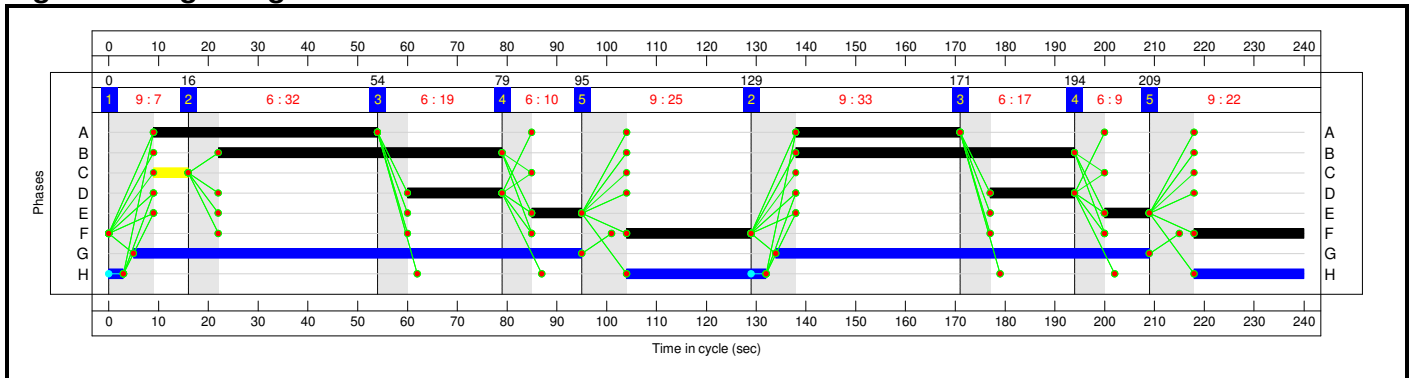
Stage Sequence Diagram



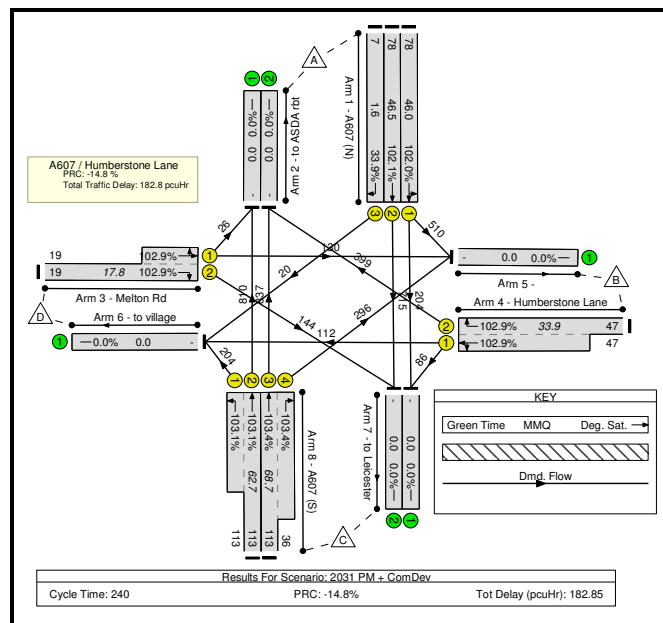
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	32	19	10	25	33	17	9	22
Change Point	0	16	54	79	95	129	171	194	209

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

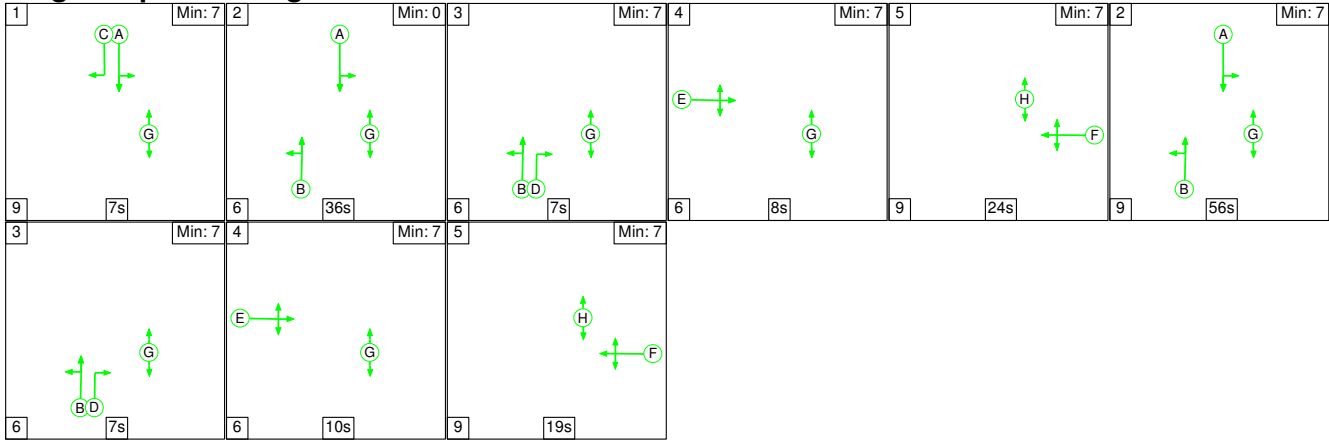
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	103.4%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	103.4%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	78	-	714	2100	700	102.0%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	78	-	715	2100	700	102.1%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	20	1768	59	33.9%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	1236	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	19	-	300	1843:1745	140+152	102.9 : 102.9%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	47	-	597	1900:1830	388+192	102.9 : 102.9%
5/1		U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	859	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	113	-	1014	1940:1805	785+198	103.1 : 103.1%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	113:36	-	1133	2080:1810	810+286	103.4 : 103.4%

Full Input Data And Results

Scenario 13: '2031 AM + All Dev (Stage 2 Mitigation)' (FG13: '2031 AM + All Dev (Stage2 Mitigation)', Plan 1: 'MOVA Log Seq')

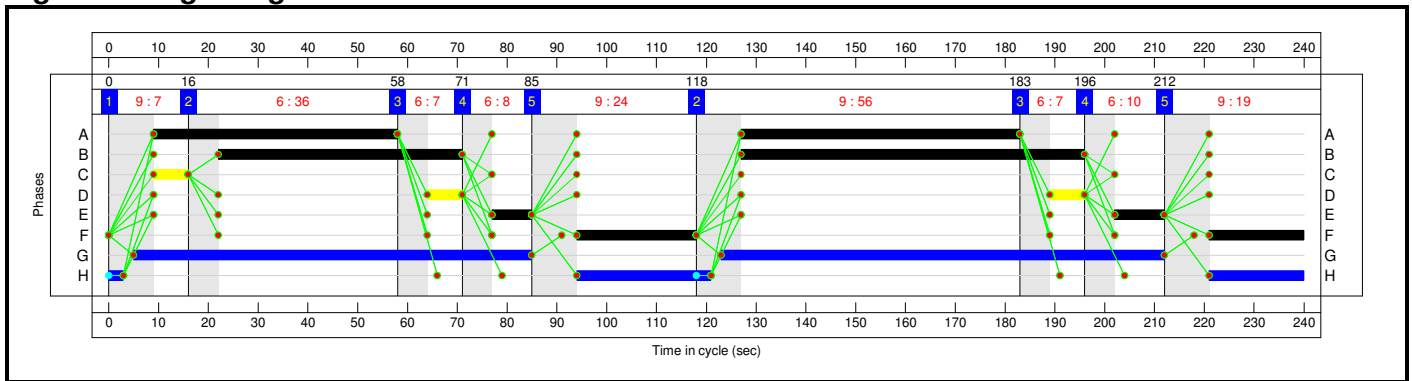
Stage Sequence Diagram



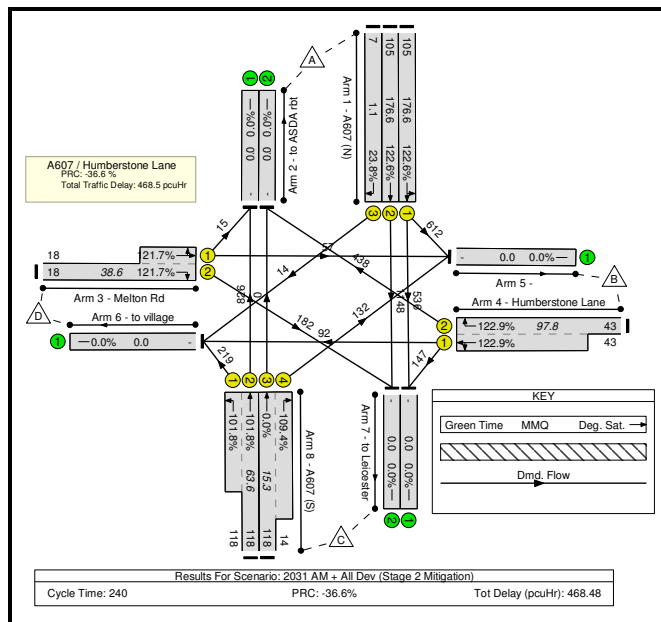
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	36	7	8	24	56	7	10	19
Change Point	0	16	58	71	85	118	183	196	212

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

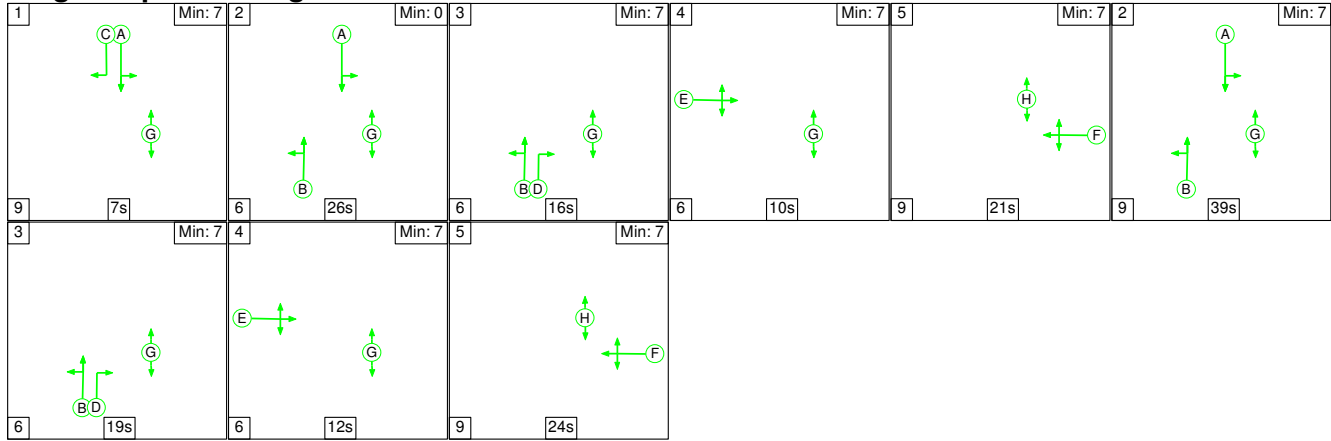
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	122.9%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	122.9%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	105	-	1148	2100	936	122.6%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	105	-	1148	2100	936	122.6%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	14	1768	59	23.8%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	18	-	254	1843:1736	150+59	121.7 : 121.7%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	43	-	677	1900:1797	356+194	122.9 : 122.9%
5/1		U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	1330	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	118	-	1045	1940:1805	811+215	101.8 : 101.8%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	118:14	-	132	2080:1810	0+121	0.0 : 109.4%

Full Input Data And Results

Scenario 14: '2031 PM + All Dev (Stage 2 Mitigation)' (FG14: '2031 PM + All Dev (Stage2 Mitigation)', Plan 1: 'MOVA Log Seq')

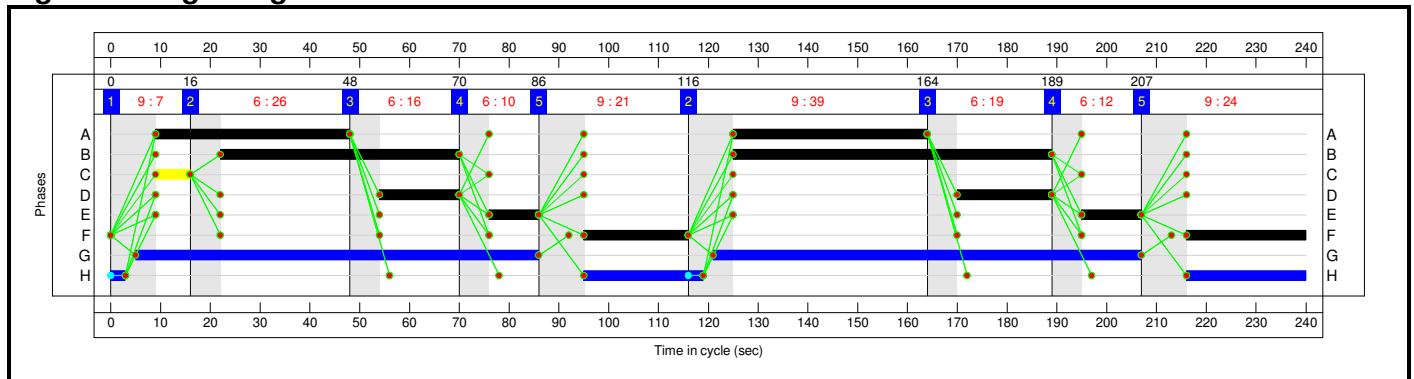
Stage Sequence Diagram



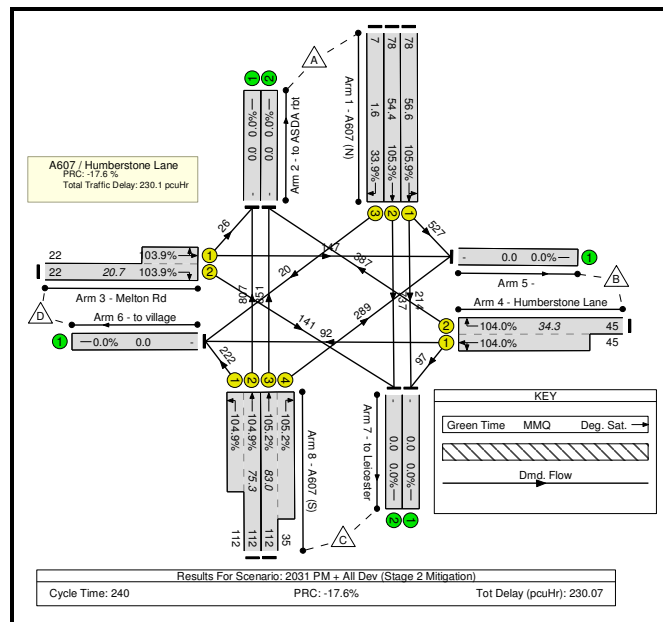
Stage Timings

Stage	1	2	3	4	5	2	3	4	5
Duration	7	26	16	10	21	39	19	12	24
Change Point	0	16	48	70	86	116	164	189	207

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A607 / Humberstone Lane - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	105.9%
A607 / Humberstone Lane	-	-	N/A	-	-		-	-	-	-	-	-	105.9%
1/1	A607 (N) Left Ahead	U	N/A	N/A	A		2	78	-	741	2100	700	105.9%
1/2	A607 (N) Ahead	U	N/A	N/A	A		2	78	-	737	2100	700	105.3%
1/3	A607 (N) Right	U	N/A	N/A	C		1	7	-	20	1768	59	33.9%
2/1	to ASDA rbt	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
2/2	to ASDA rbt	U	N/A	N/A	-		-	-	-	1238	Inf	Inf	0.0%
3/2+3/1	Melton Rd Left Ahead Right	U	N/A	N/A	E		2	22	-	314	1843:1748	136+166	103.9 : 103.9%
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	45	-	576	1900:1815	372+182	104.0 : 104.0%
5/1		U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
6/1	to village	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
7/1	to Leicester	U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
7/2	to Leicester	U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
8/2+8/1	A607 (S) Ahead Left	U	N/A	N/A	B		2	112	-	1029	1940:1805	769+212	104.9 : 104.9%
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	112:35	-	1140	2080:1810	809+275	105.2 : 105.2%

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: A607 / Humberstone Lane - Existing Layout	-	-	0	0	0	77.5	152.6	0.0	230.1	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	77.5	152.6	0.0	230.1	-	-	-	-
1/1	741	700	-	-	-	13.6	27.3	-	40.9	198.9	29.3	27.3	56.6
1/2	737	700	-	-	-	13.0	25.7	-	38.7	189.1	28.7	25.7	54.4
1/3	20	20	-	-	-	0.6	0.3	-	0.9	159.1	1.3	0.3	1.6
2/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1181	1181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	314	302	-	-	-	6.0	12.3	-	18.3	209.8	8.3	12.3	20.7
4/2+4/1	576	555	-	-	-	9.1	18.8	-	27.9	174.4	15.5	18.8	34.3
5/1	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	1029	981	-	-	-	15.7	32.2	-	47.8	167.3	43.2	32.2	75.3
8/3+8/4	1140	1084	-	-	-	19.4	36.1	-	55.5	175.3	46.9	36.1	83.0
C1			PRC for Signalled Lanes (%):		-17.6	Total Delay for Signalled Lanes (pcuHr):		230.07	Cycle Time (s): 240				
			PRC Over All Lanes (%):		-17.6	Total Delay Over All Lanes(pcuHr):		230.07					