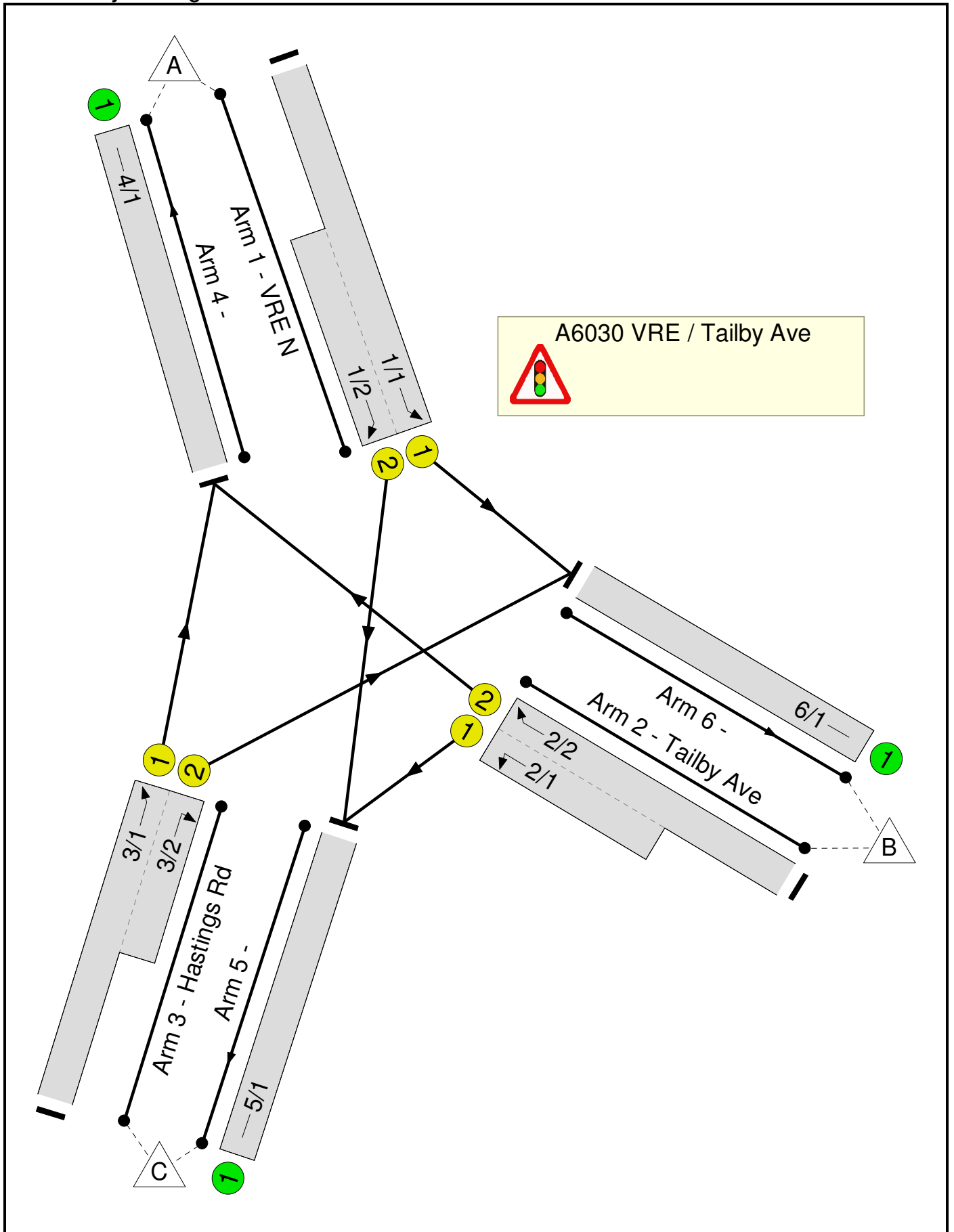


Full Input Data And Results

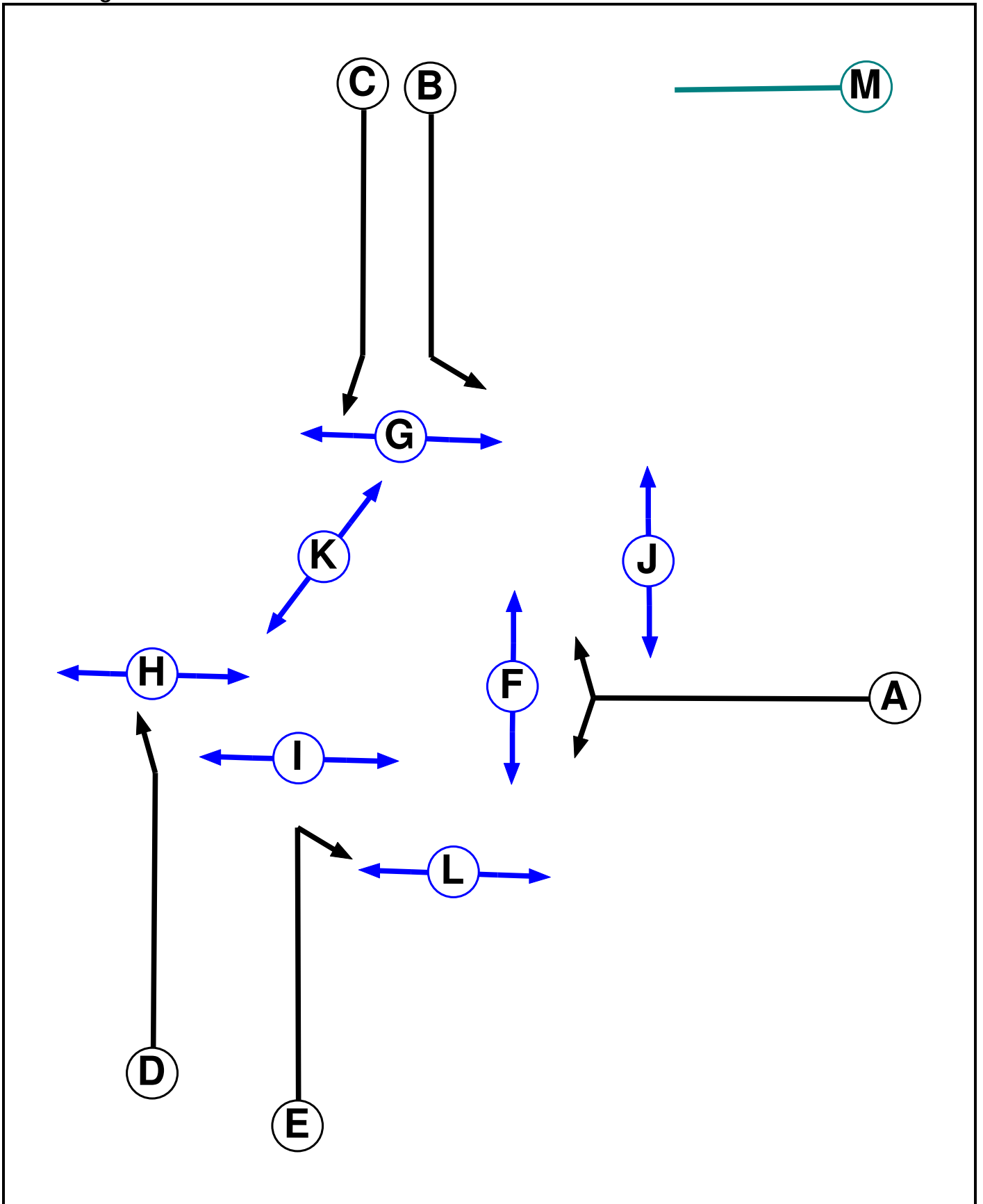
User and Project Details

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

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

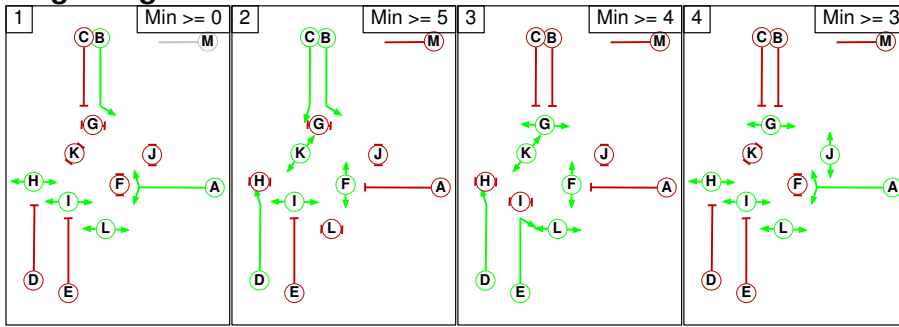
		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		-	5	7	5	5	-	-	-	-	7	-	-
	B	-		-	-	5	-	5	-	-	7	-	-	-
	C	7	-		-	6	-	5	-	-	-	-	9	9
	D	5	-	-		-	-	-	5	-	-	-	-	-
	E	5	5	5	-		-	-	-	5	8	-	-	-
	F	6	-	-	-	-		-	-	-	-	-	-	-
	G	-	8	8	-	-	-		-	-	-	-	-	8
	H	-	-	-	6	-	-	-		-	-	-	-	-
	I	-	-	-	-	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
Junction: A6030 VRE / Tailby Ave	
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
Junction: A6030 VRE / Tailby Ave	
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
Junction: A6030 VRE / Tailby Ave	
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

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

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
Junction: A6030 VRE / Tailby Ave	
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

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

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
Junction: A6030 VRE / Tailby Ave	
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
Junction: A6030 VRE / Tailby Ave	
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

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

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
Junction: A6030 VRE / Tailby Ave	
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

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

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
Junction: A6030 VRE / Tailby Ave	
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
Junction: A6030 VRE / Tailby Ave	
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

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

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
Junction: A6030 VRE / Tailby Ave	
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

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

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
Junction: A6030 VRE / Tailby Ave	
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
Junction: A6030 VRE / Tailby Ave	
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

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

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)
Junction: A6030 VRE / Tailby Ave	
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)
Junction: A6030 VRE / Tailby Ave	
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

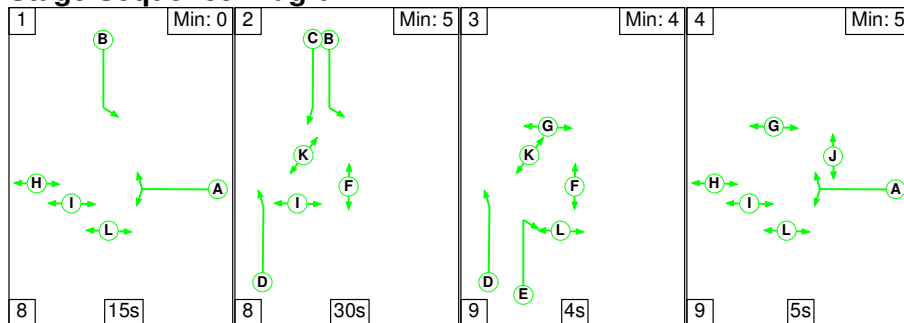
Lane Saturation Flows

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

Full Input Data And Results

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

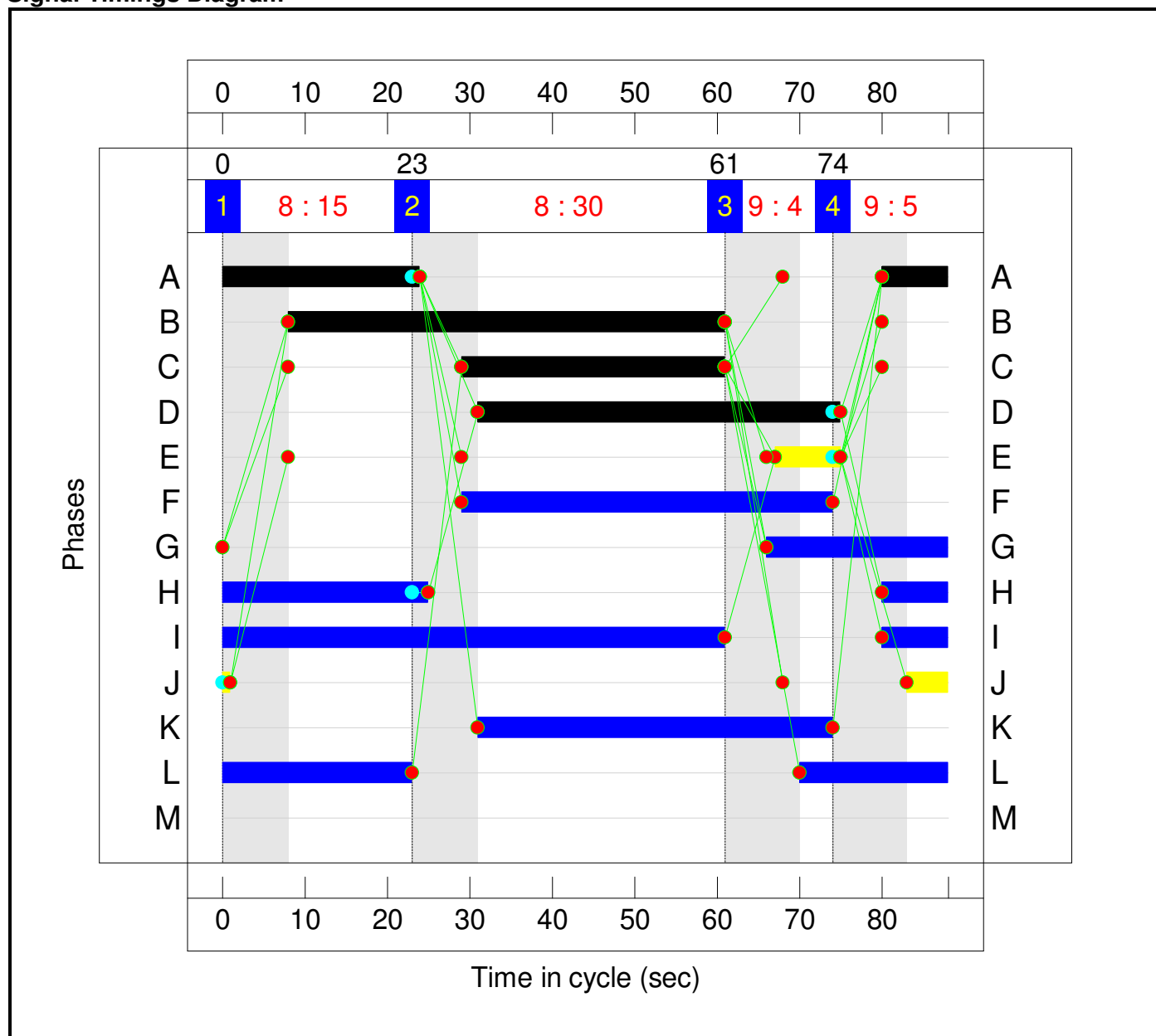
Stage Sequence Diagram



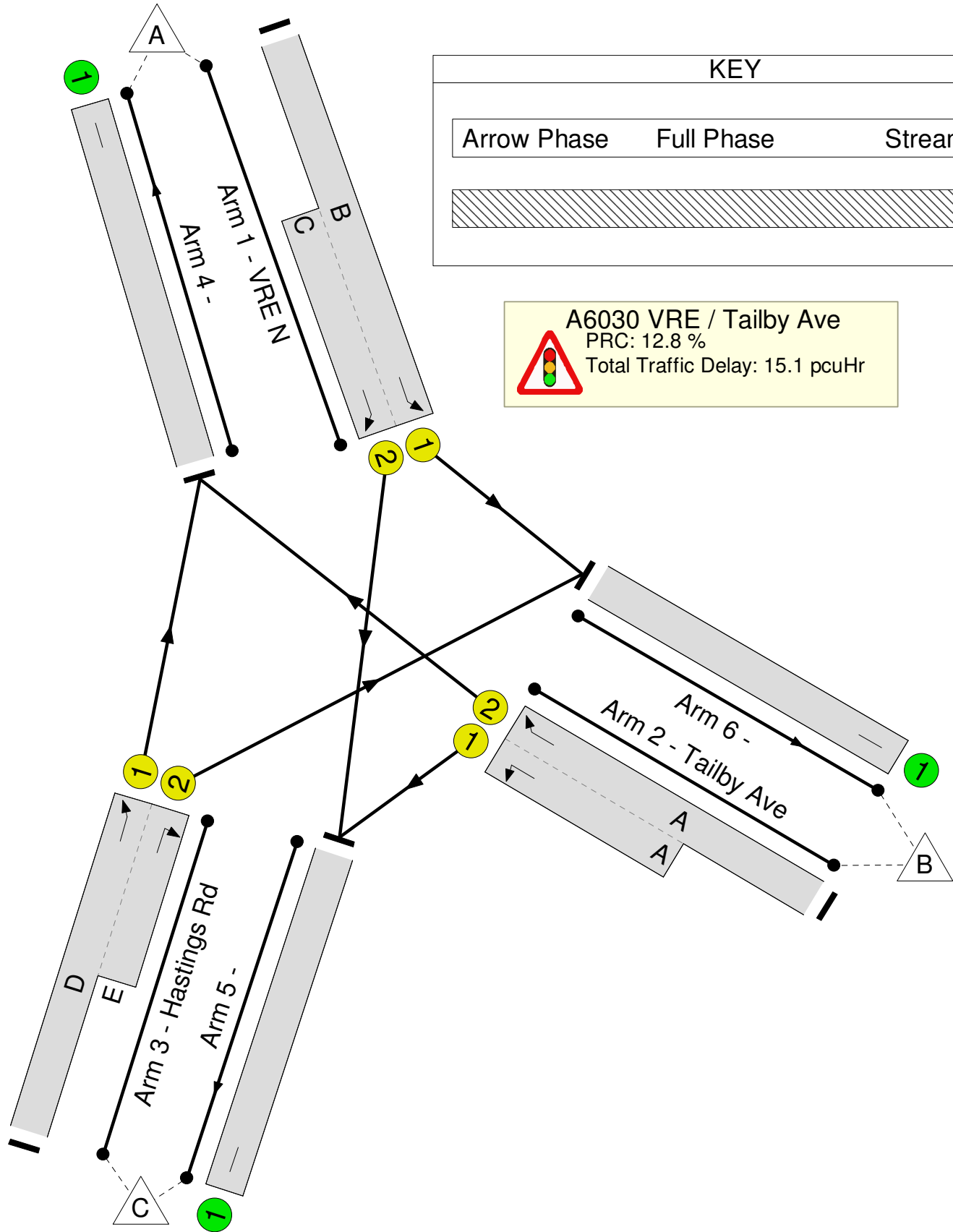
Stage Timings

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

Signal Timings Diagram



Network Layout Diagram



Results For Scenario: 2014 AM

Cycle Time: 88

PRC: 12.8%

Tot Delay (pcuHr): 15.1

Full Input Data And Results

Full Input Data And Results

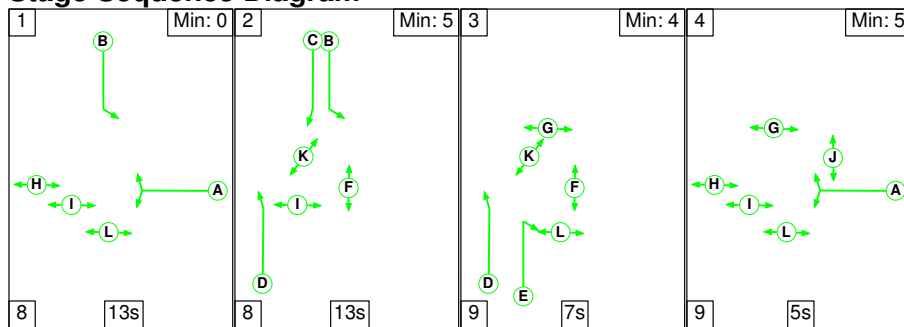
Network Results

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	-	-		-	-	-	-	-	-	79.8%	
A6030 VRE / Tailby Ave	-	-	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)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	10.3	4.8	0.0	15.1	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	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')

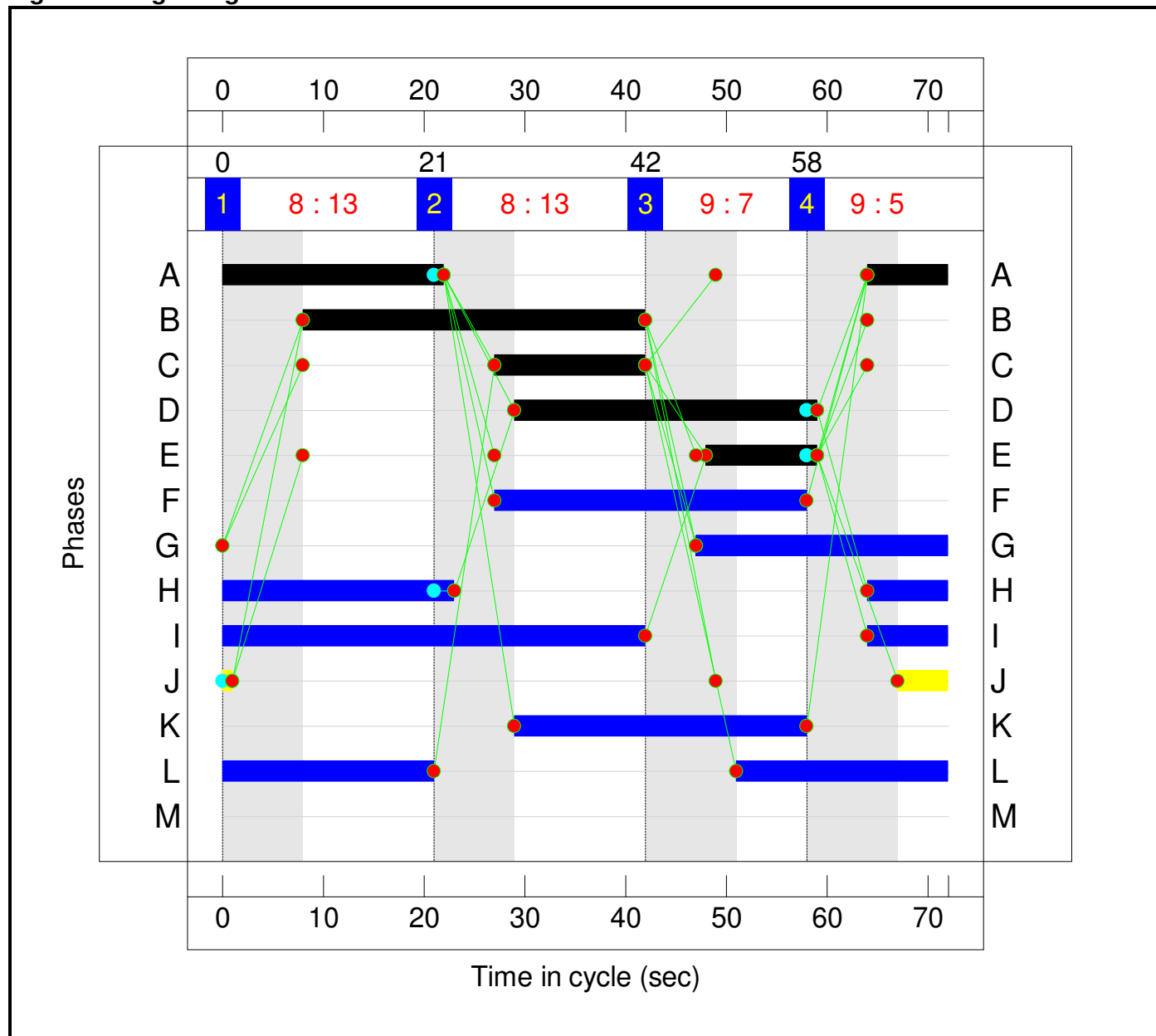
Stage Sequence Diagram



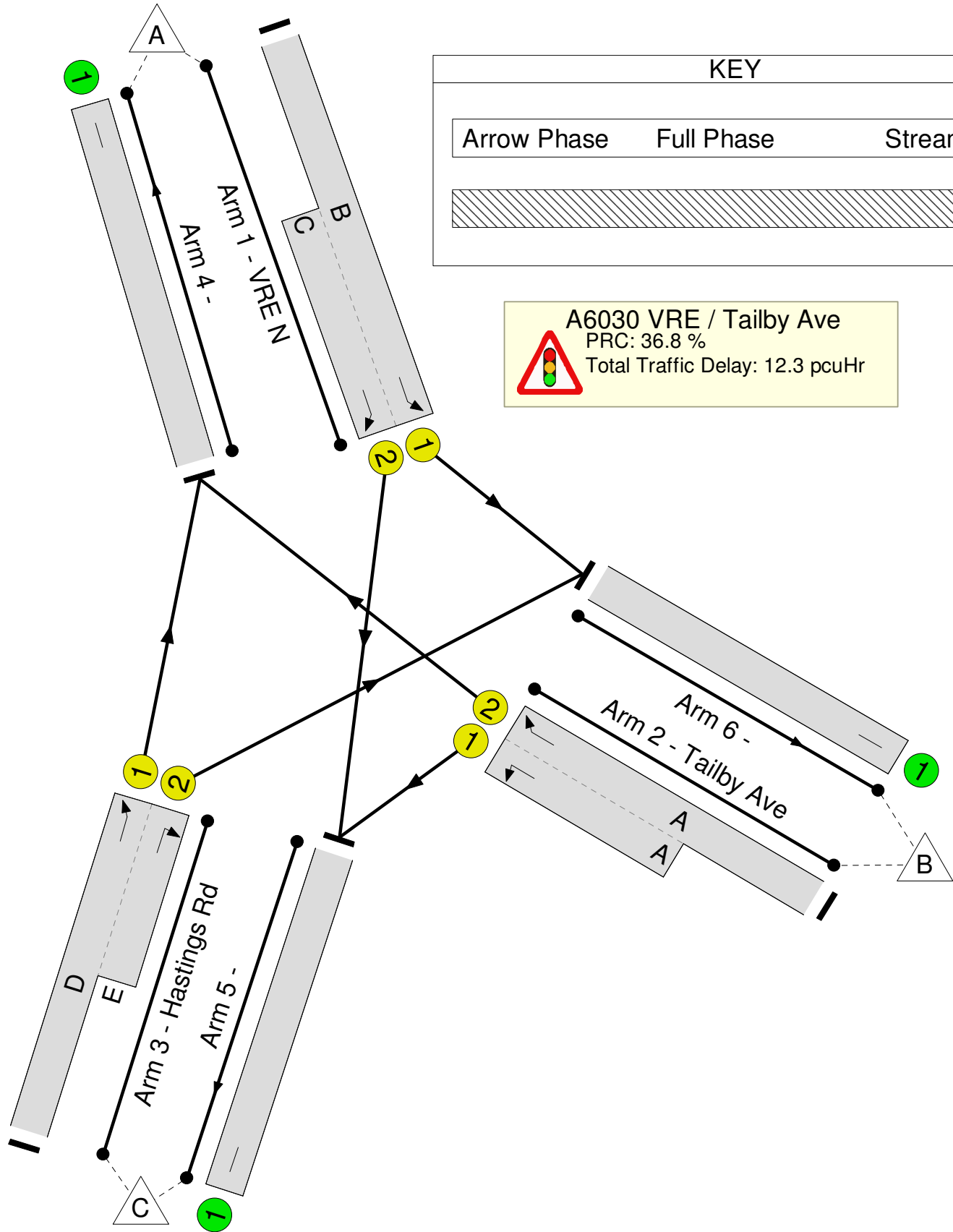
Stage Timings

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

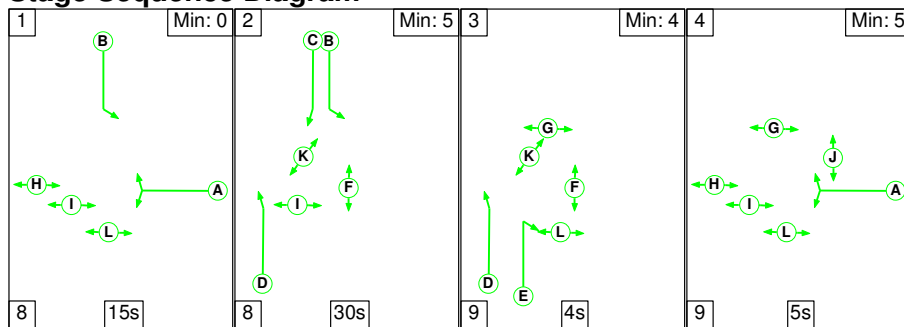
Network Results

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 (%)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	65.8%	
A6030 VRE / Tailby Ave	-	-	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)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	9.4	2.8	0.0	12.3	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	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')

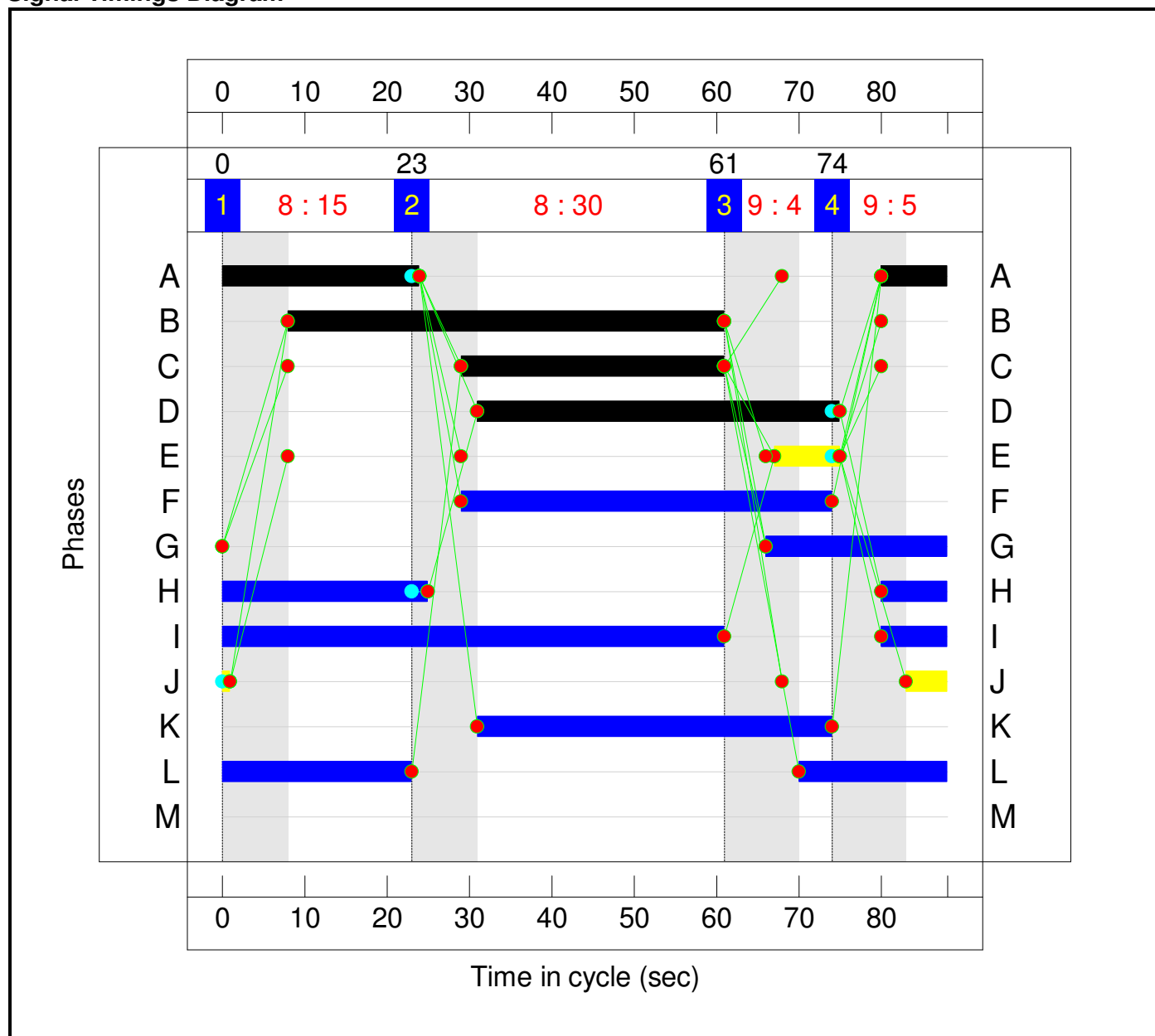
Stage Sequence Diagram



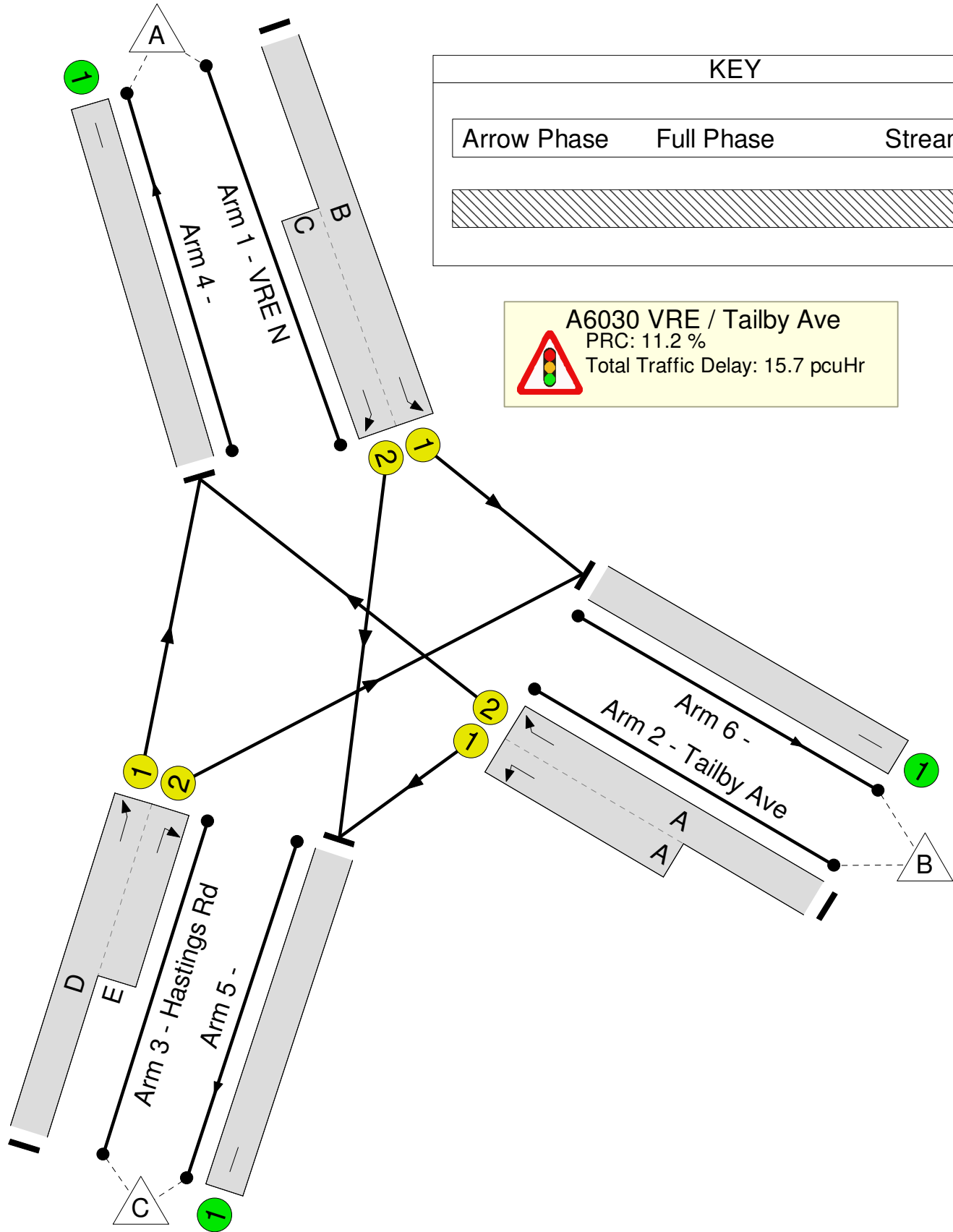
Stage Timings

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

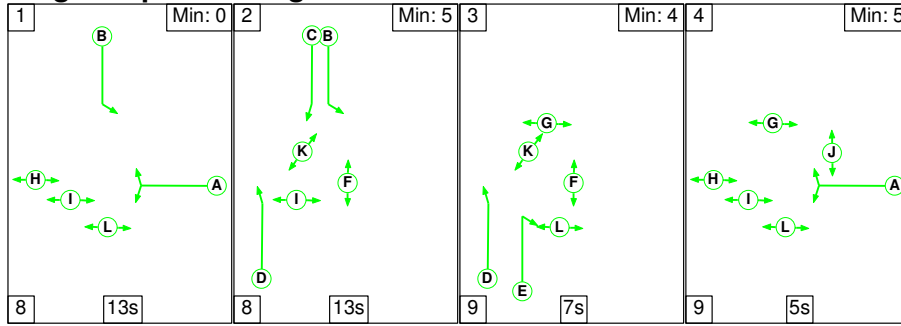
Full Input Data And Results

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						

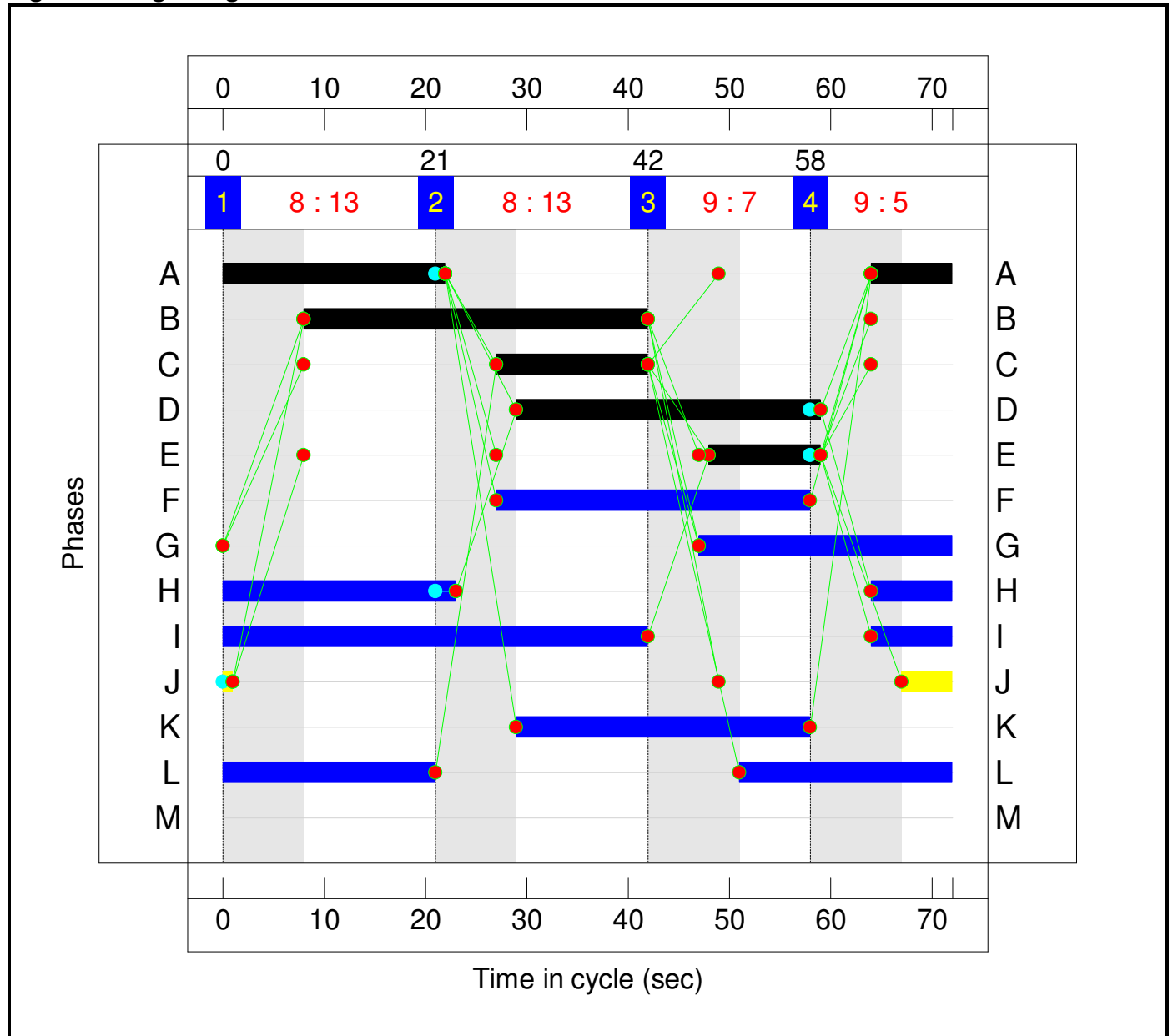
Stage Sequence Diagram



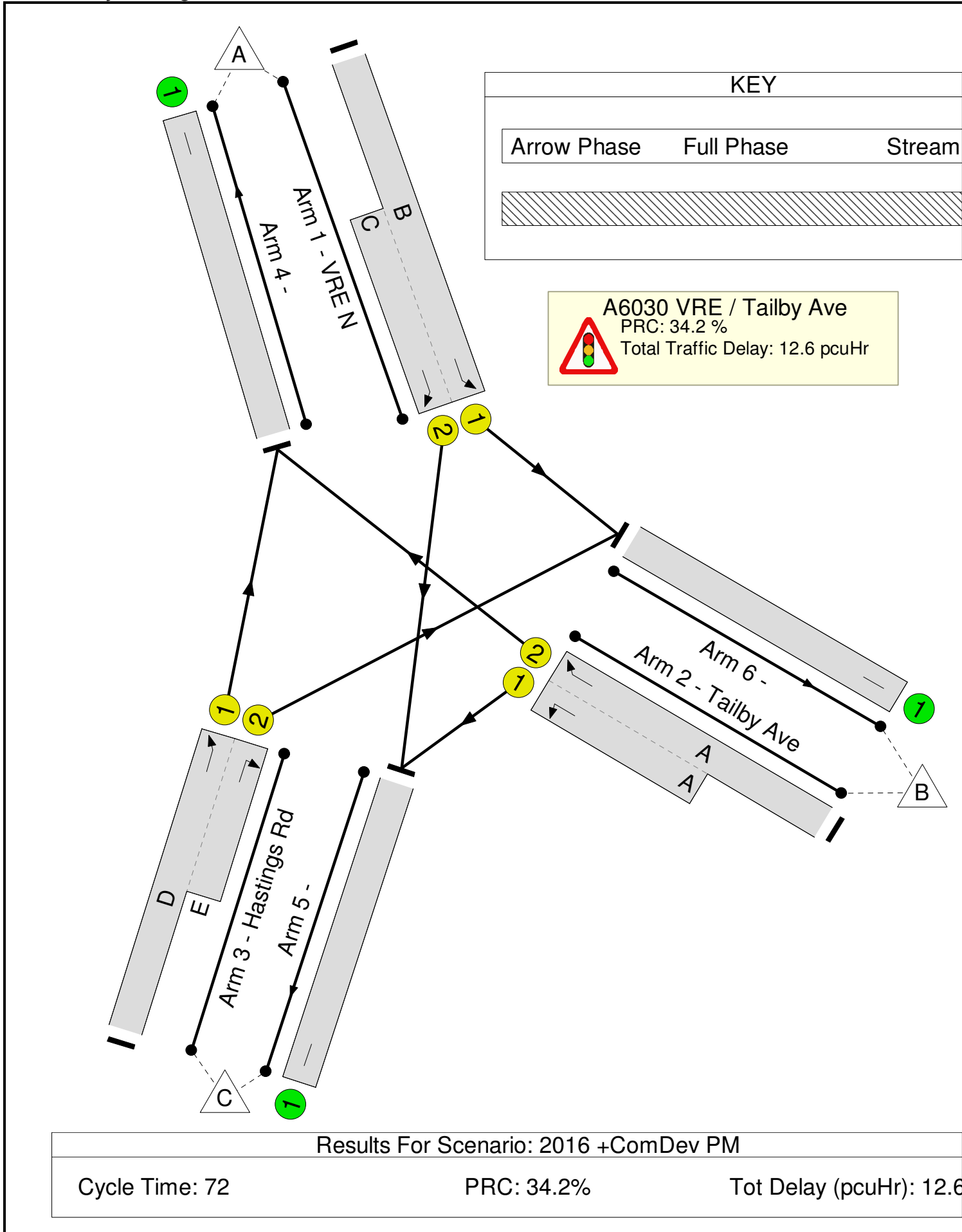
Stage Timings

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

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

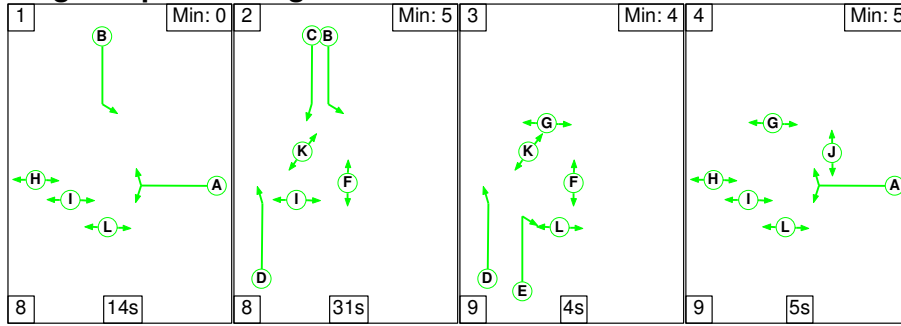
Network Results

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	-	-		-	-	-	-	-	-	67.0%	
A6030 VRE / Tailby Ave	-	-	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)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	9.6	3.0	0.0	12.6	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	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')

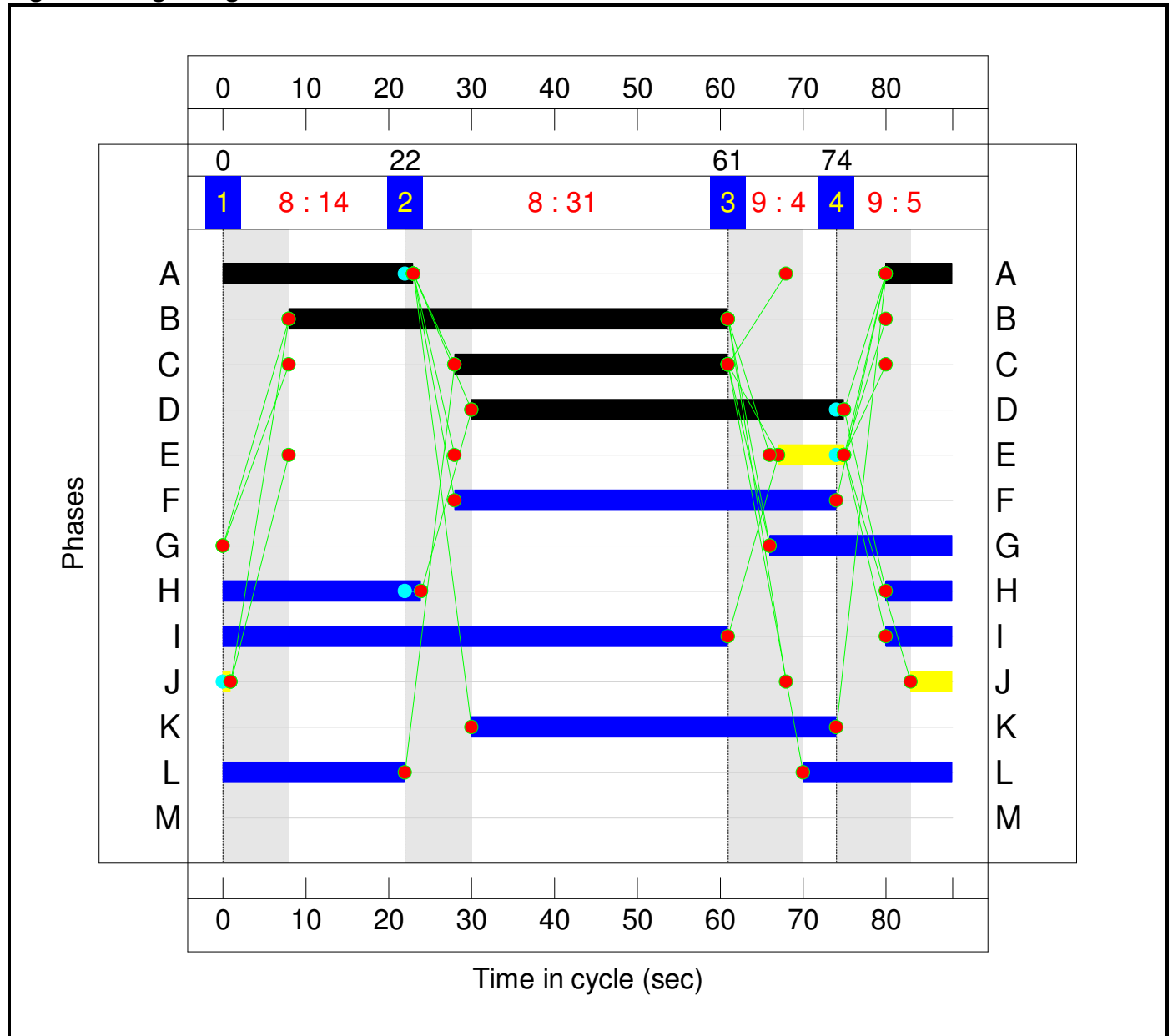
Stage Sequence Diagram



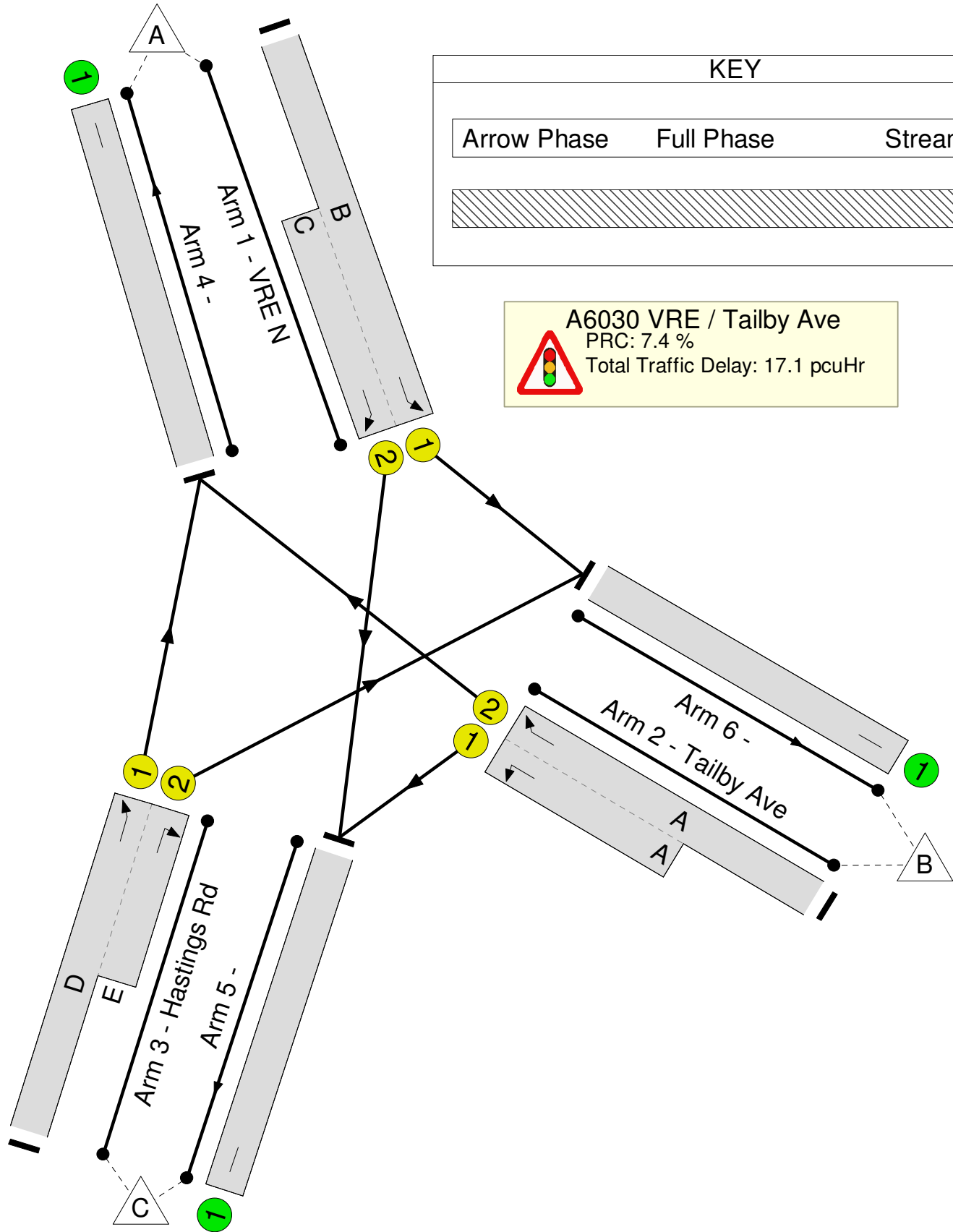
Stage Timings

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

Signal Timings Diagram



Network Layout Diagram



Results For Scenario: 2016 +ComDev +Ph1 AM

Cycle Time: 88

PRC: 7.4%

Tot Delay (pcuHr): 17.0

Full Input Data And Results

Full Input Data And Results

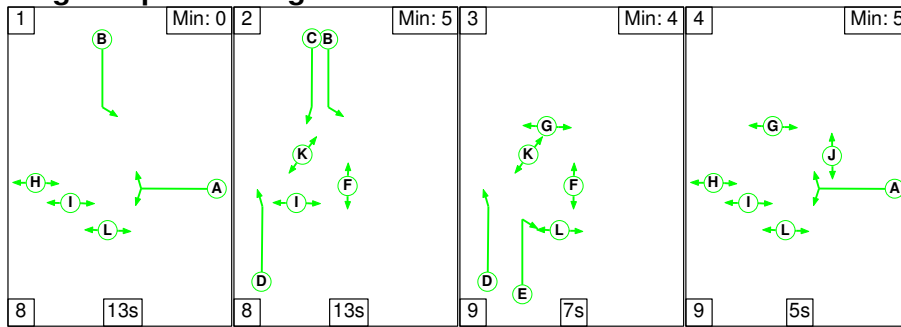
Network Results

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	-	-		-	-	-	-	-	-	83.8%	
A6030 VRE / Tailby Ave	-	-	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)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	10.9	6.2	0.0	17.1	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	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')

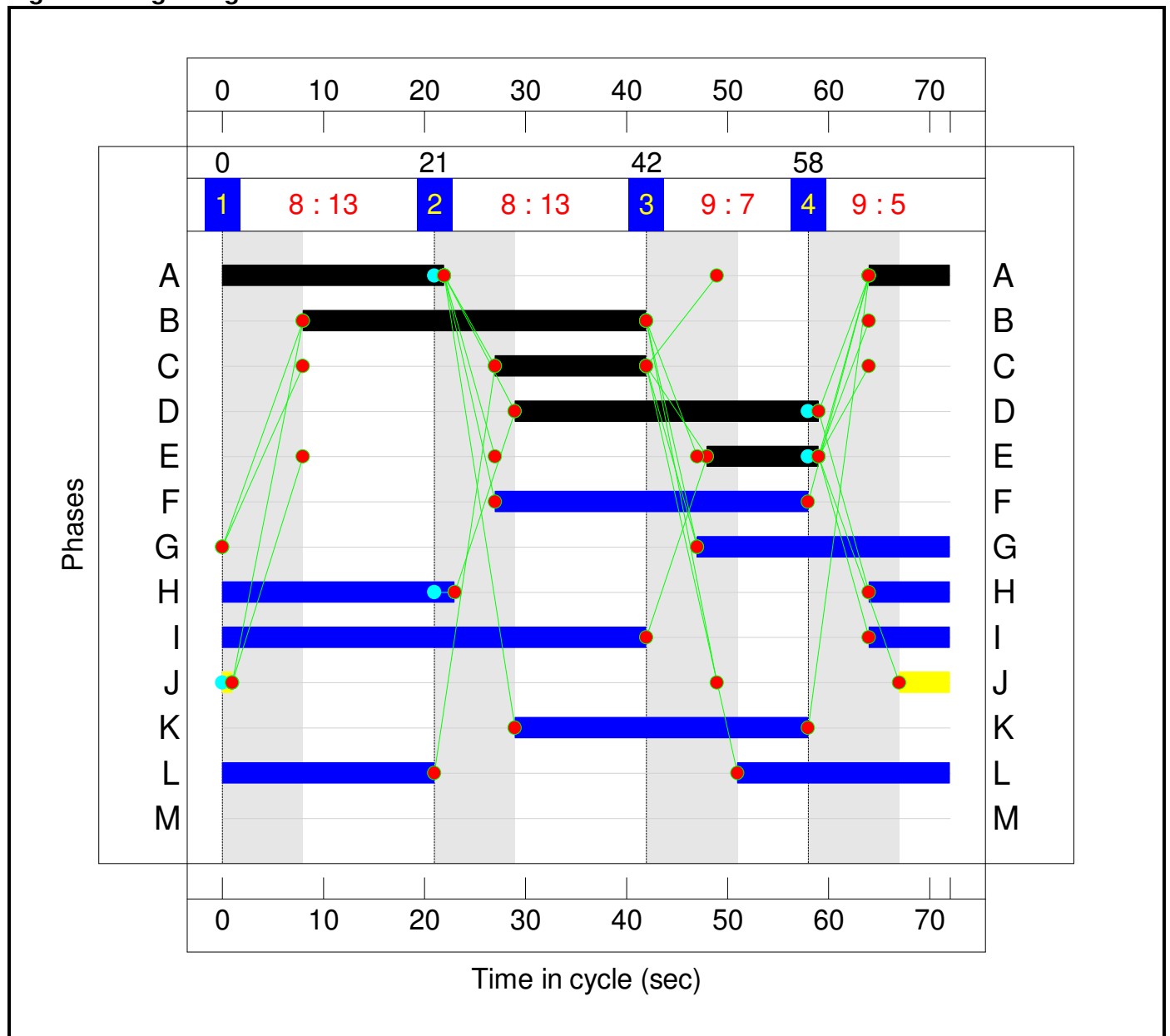
Stage Sequence Diagram



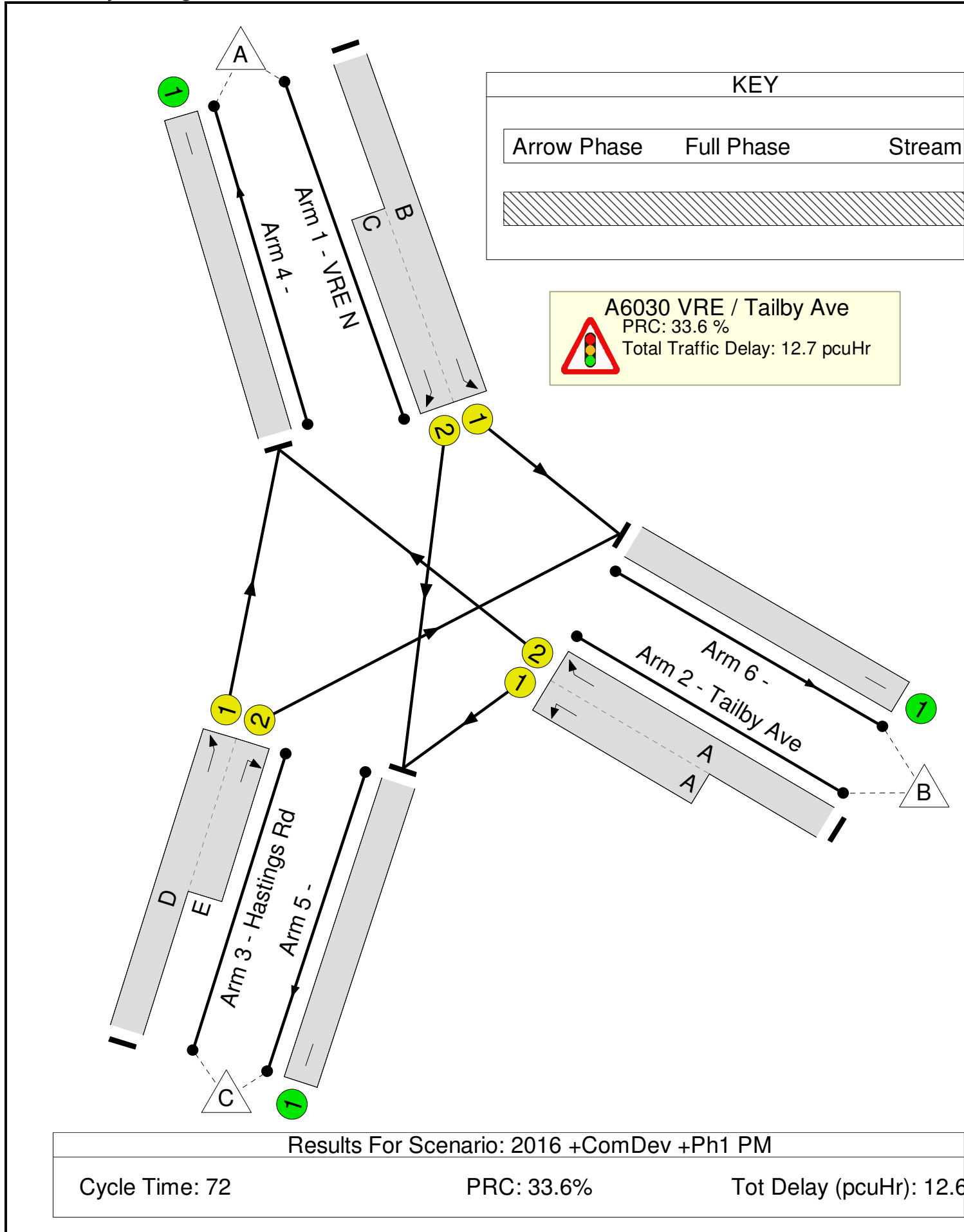
Stage Timings

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

Signal Timings Diagram



Network Layout Diagram



Results For Scenario: 2016 +ComDev +Ph1 PM

Cycle Time: 72

PRC: 33.6%

Tot Delay (pcuHr): 12.6

Full Input Data And Results

Full Input Data And Results

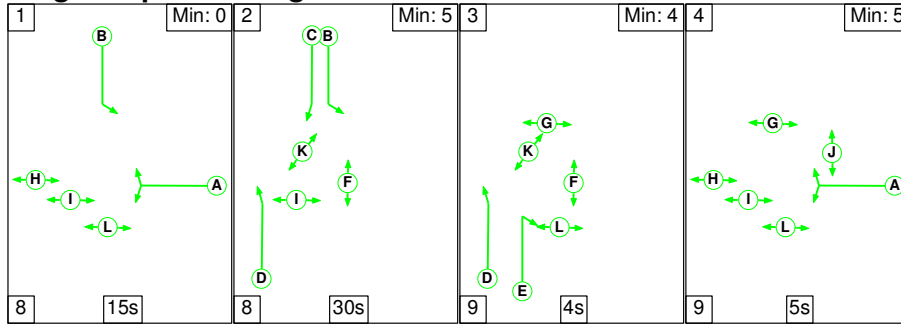
Network Results

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 (%)	
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')

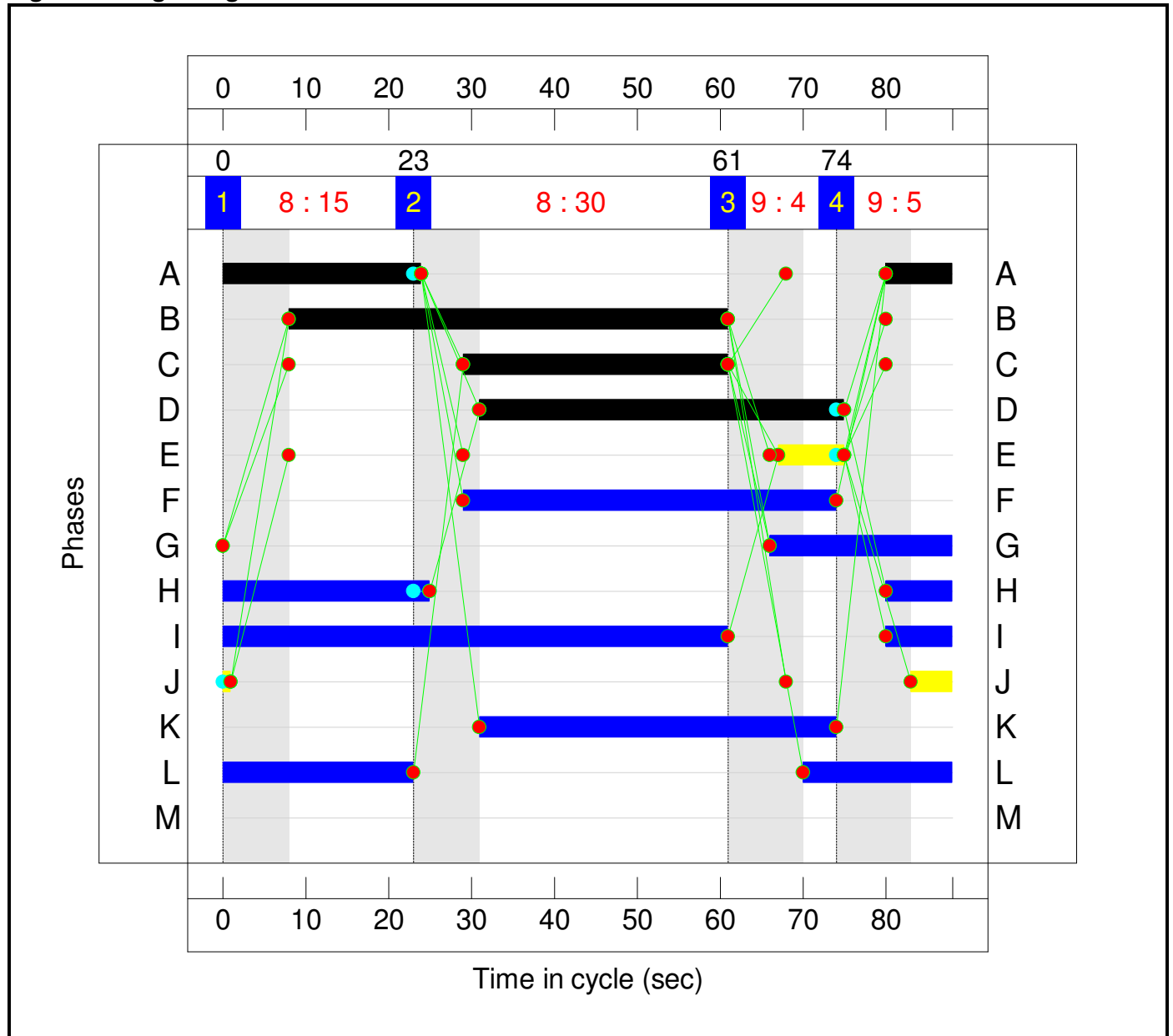
Stage Sequence Diagram



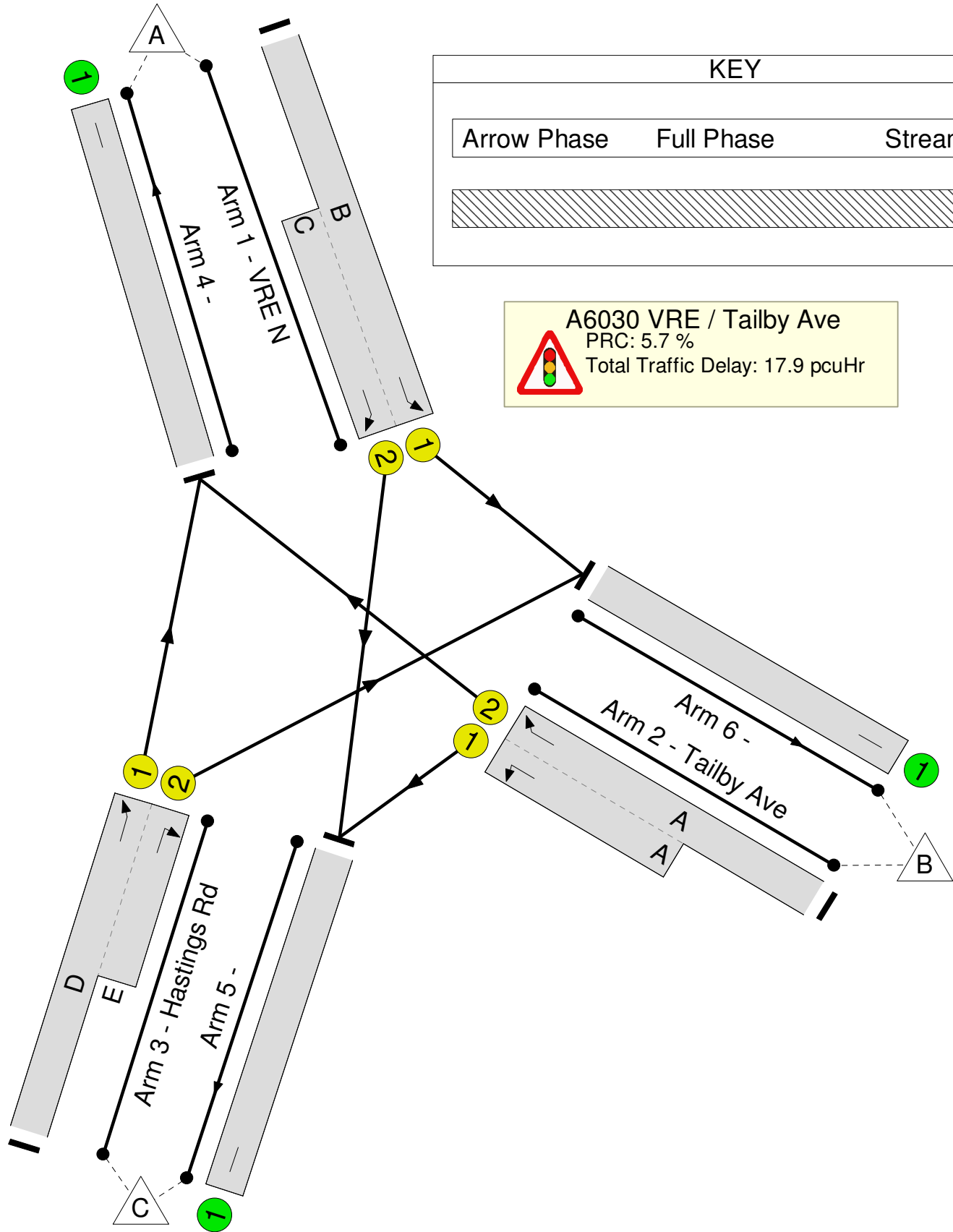
Stage Timings

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

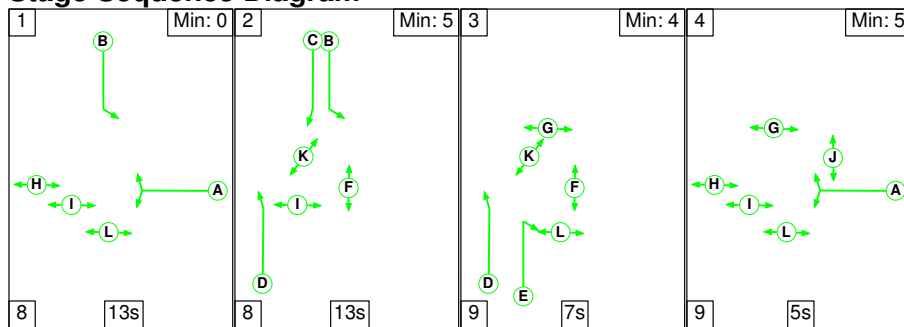
Full Input Data And Results

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 (%)
Network: A6030 Victoria Rd East / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
A6030 VRE / Tailby Ave	-	-	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)
Network: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	11.2	6.7	0.0	17.9	-	-	-	-
A6030 VRE / Tailby Ave	-	-	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							

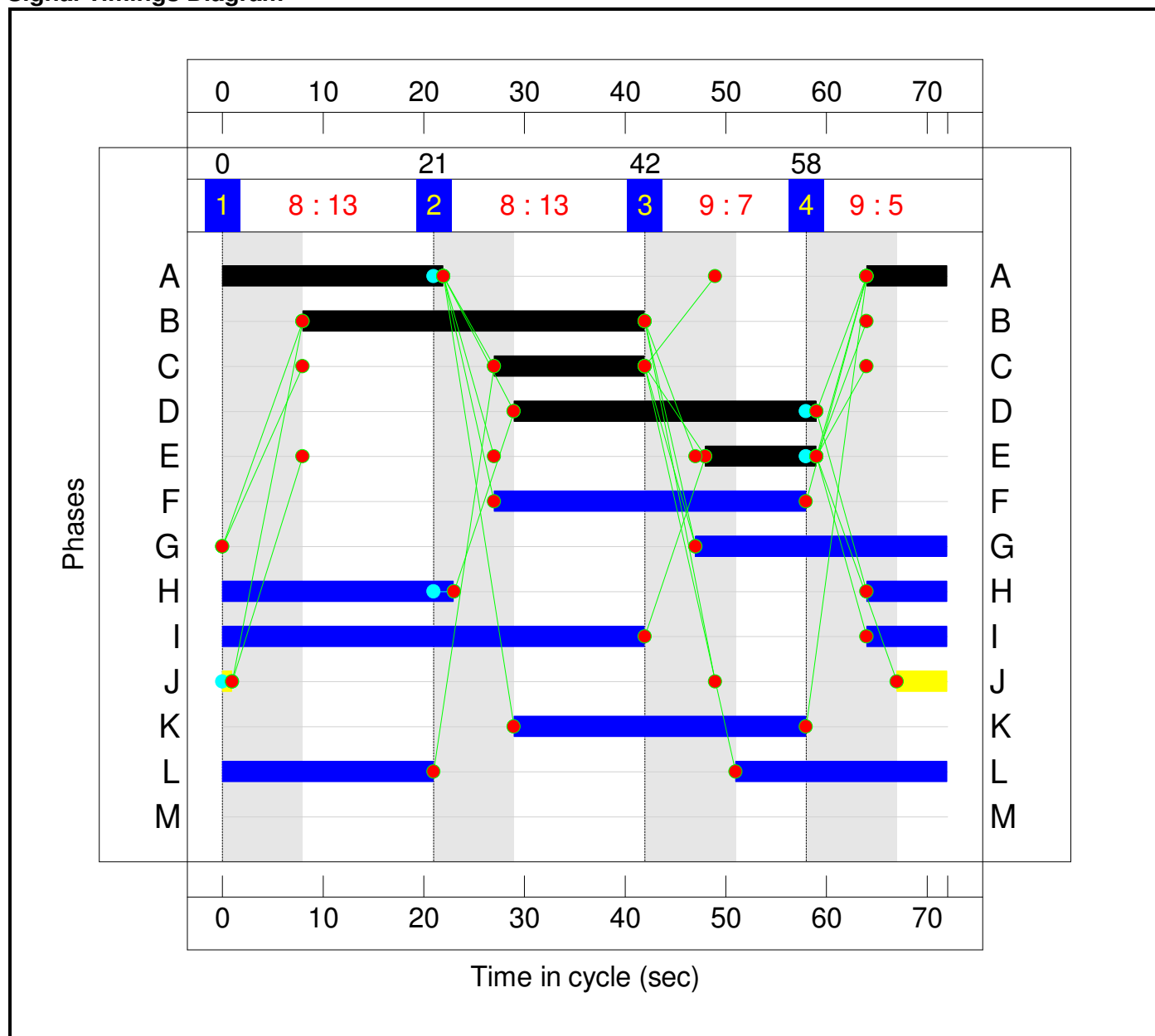
Stage Sequence Diagram



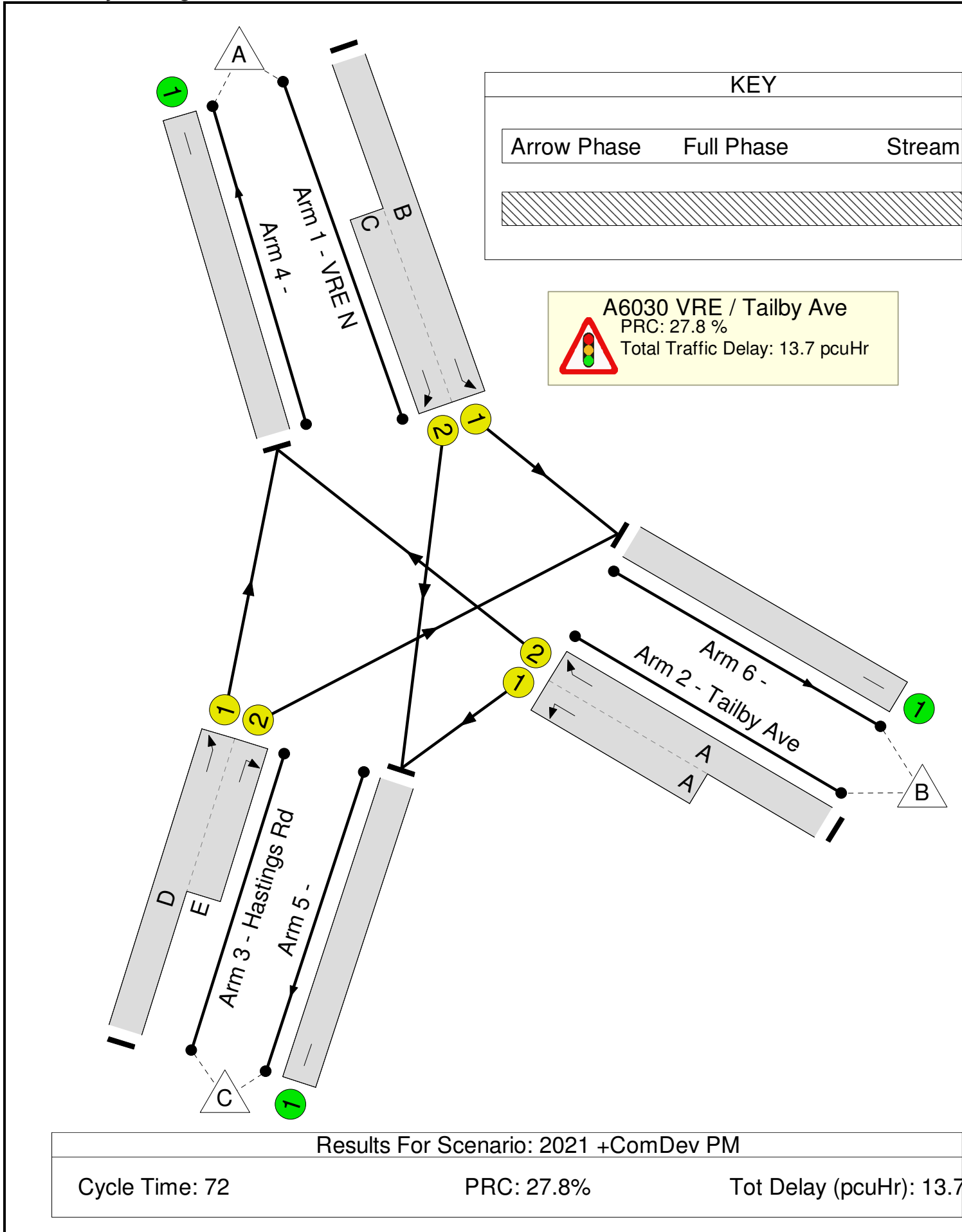
Stage Timings

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

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

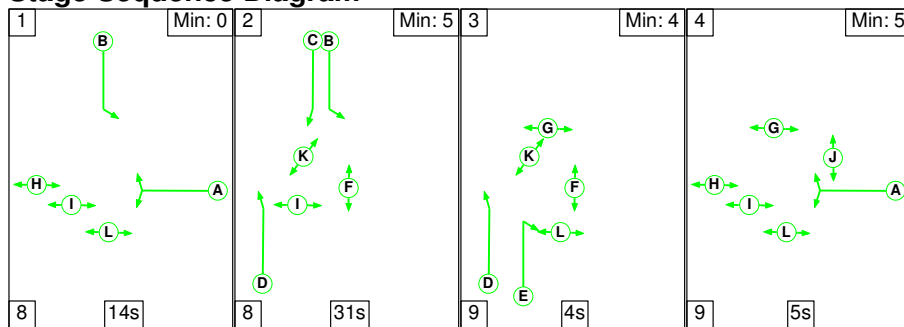
Network Results

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	-	-		-	-	-	-	-	-	70.4%	
A6030 VRE / Tailby Ave	-	-	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)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	10.3	3.5	0.0	13.7	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	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')

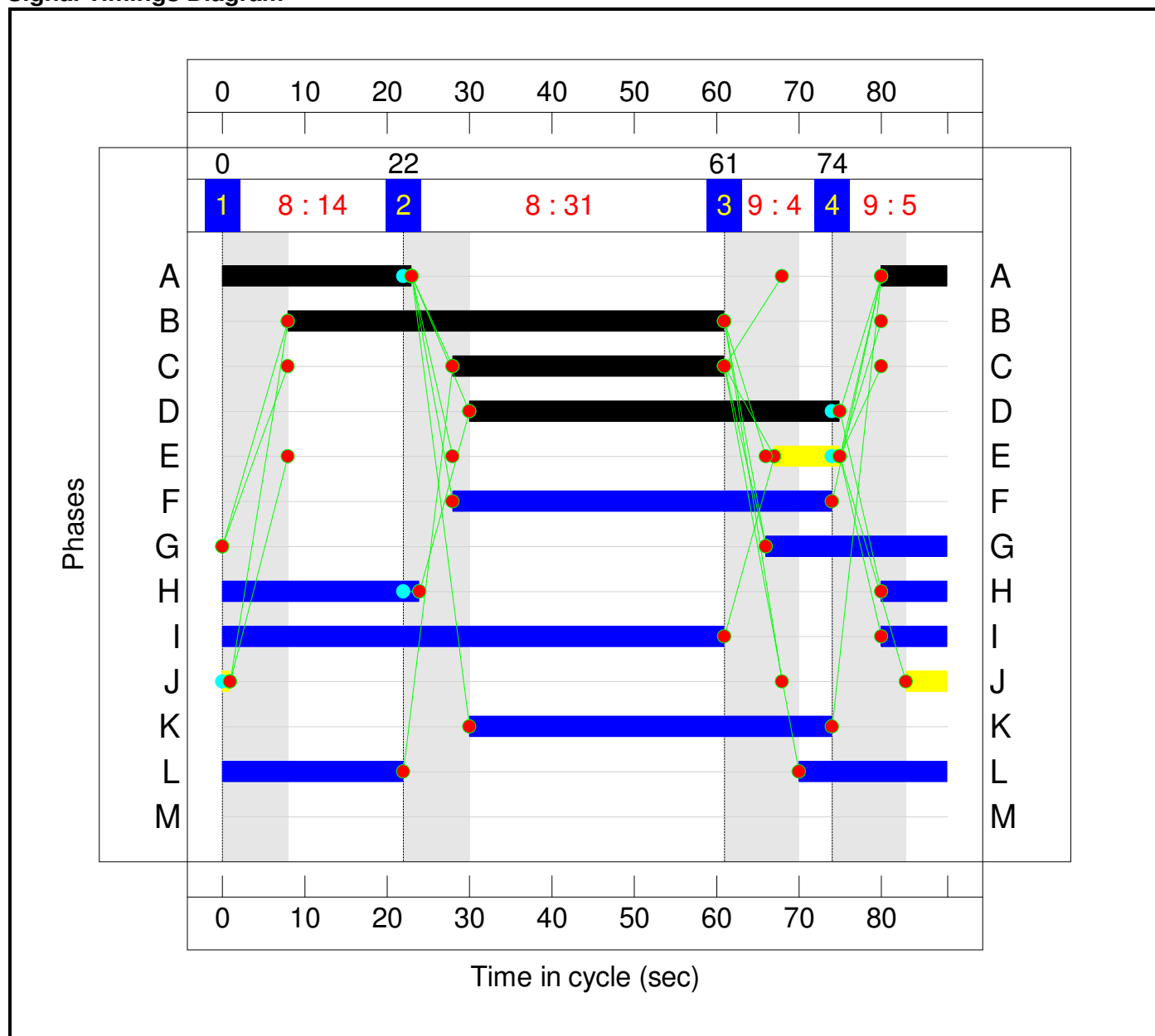
Stage Sequence Diagram



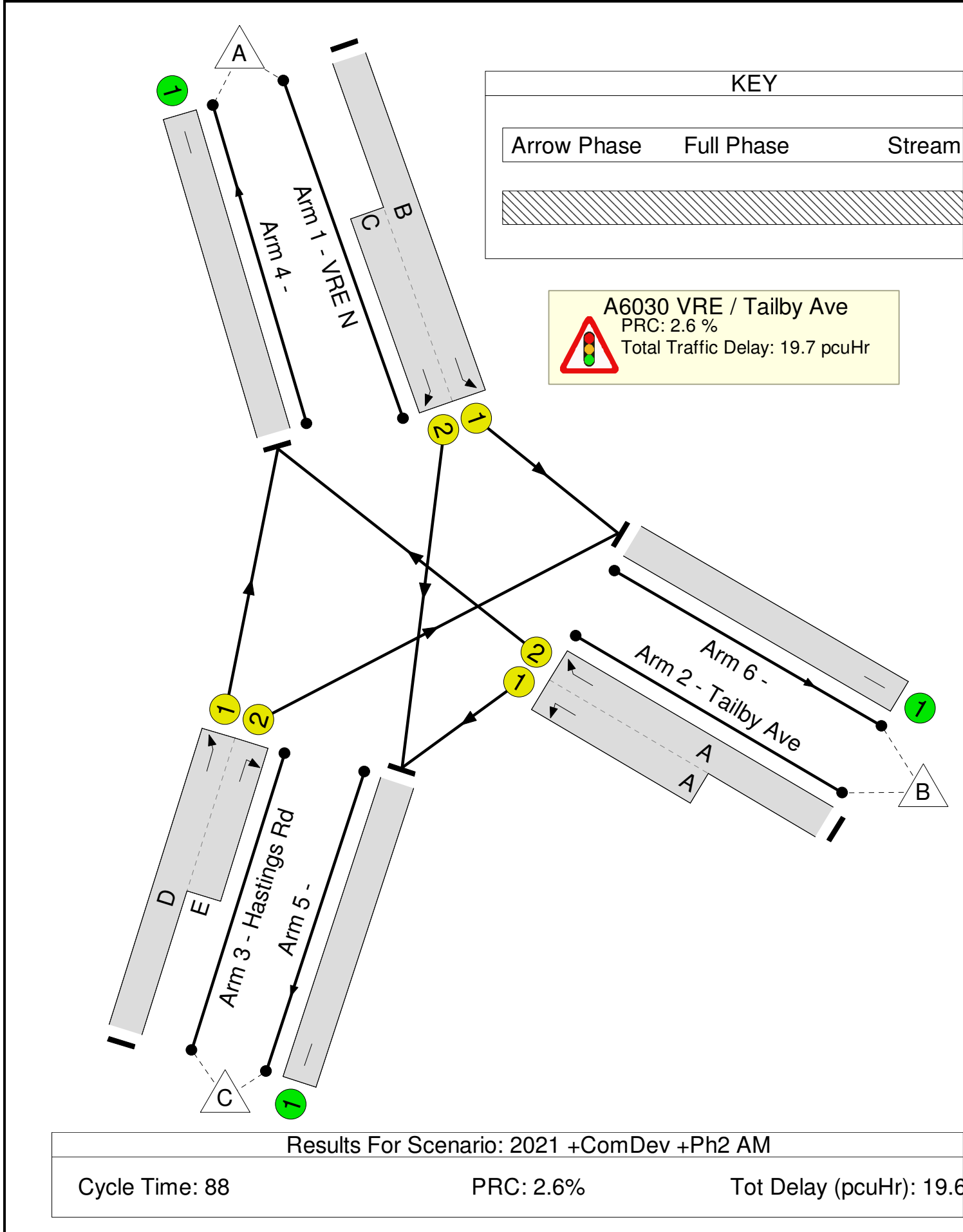
Stage Timings

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

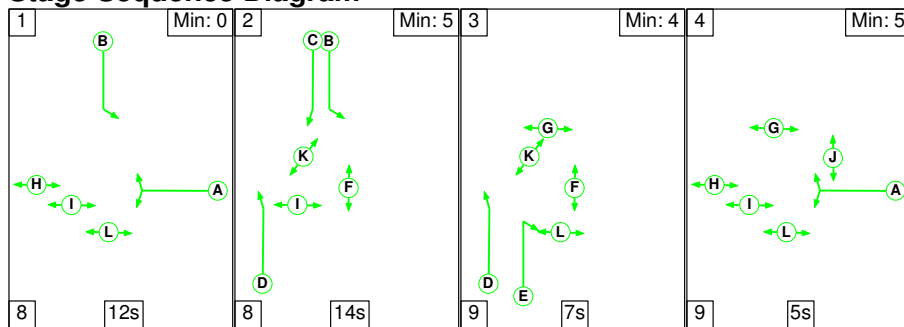
Full Input Data And Results

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 (%)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	87.7%	
A6030 VRE / Tailby Ave	-	-	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)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	11.6	8.0	0.0	19.7	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	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						

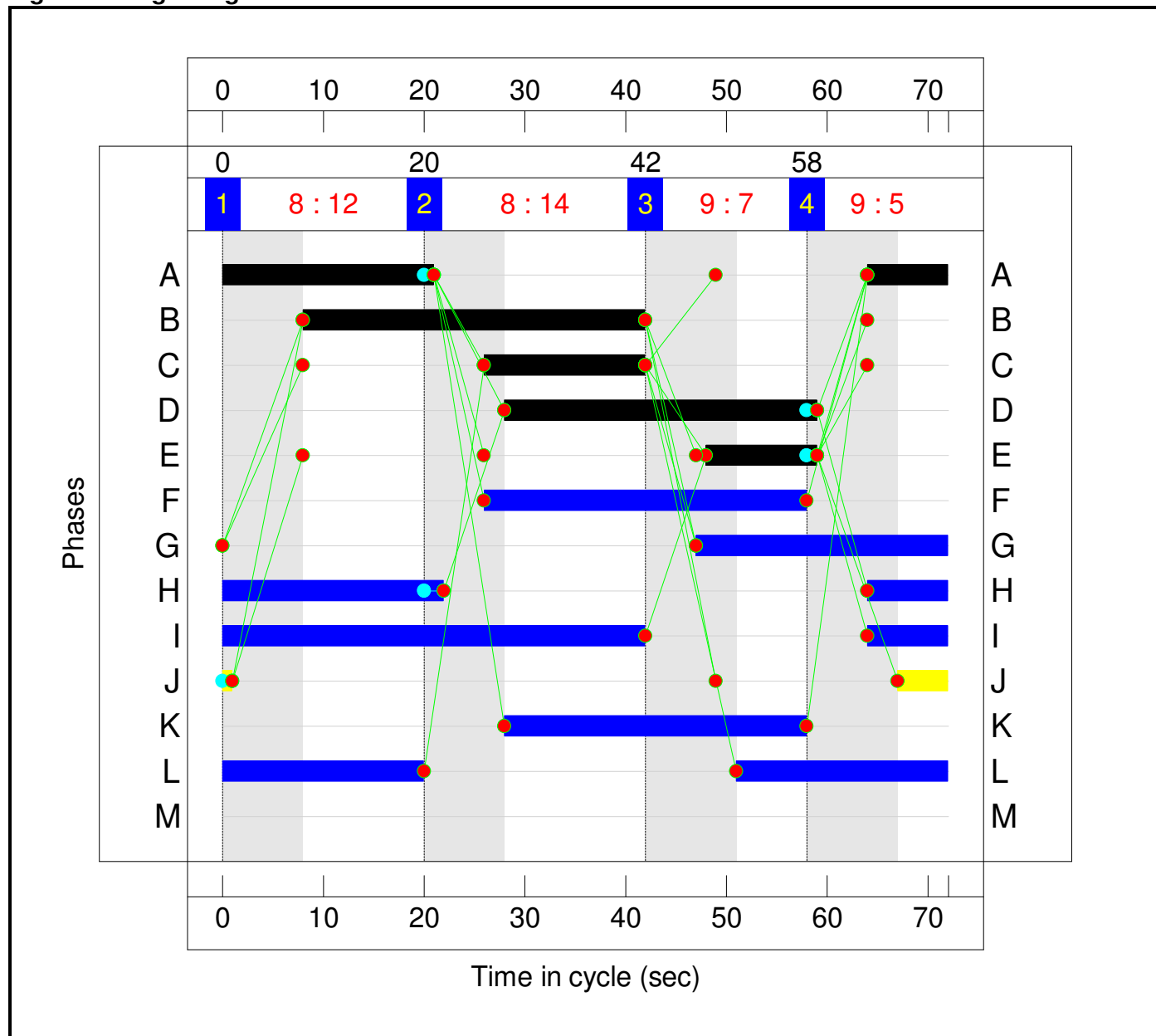
Stage Sequence Diagram



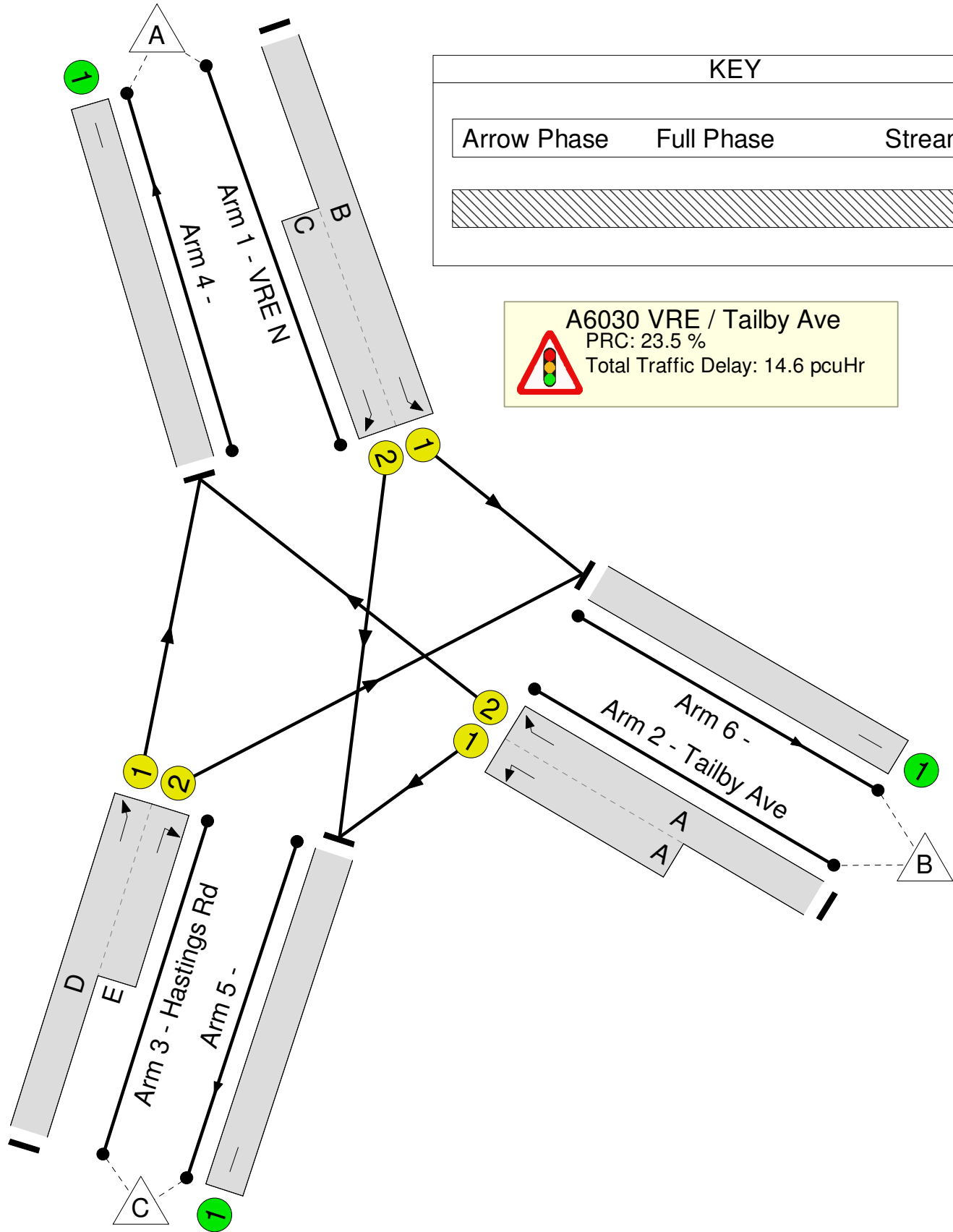
Stage Timings

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

Signal Timings Diagram



Network Layout Diagram



Results For Scenario: 2021 +ComDev +Ph2 PM

Cycle Time: 72

PRC: 23.5%

Tot Delay (pcuHr): 14.6

Full Input Data And Results

Full Input Data And Results

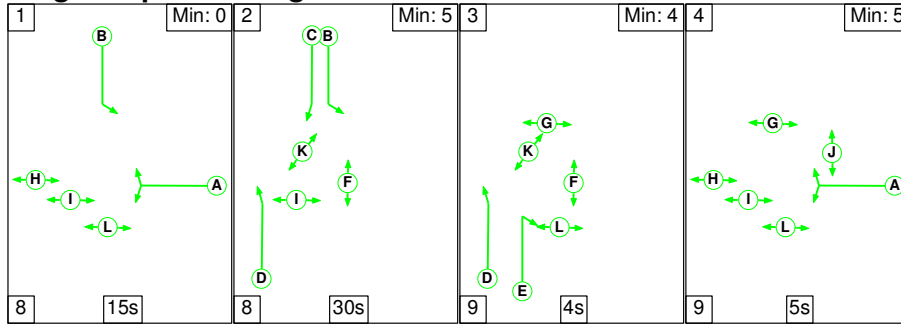
Network Results

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 (%)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	72.9%	
A6030 VRE / Tailby Ave	-	-	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)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	10.7	3.9	0.0	14.6	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	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')

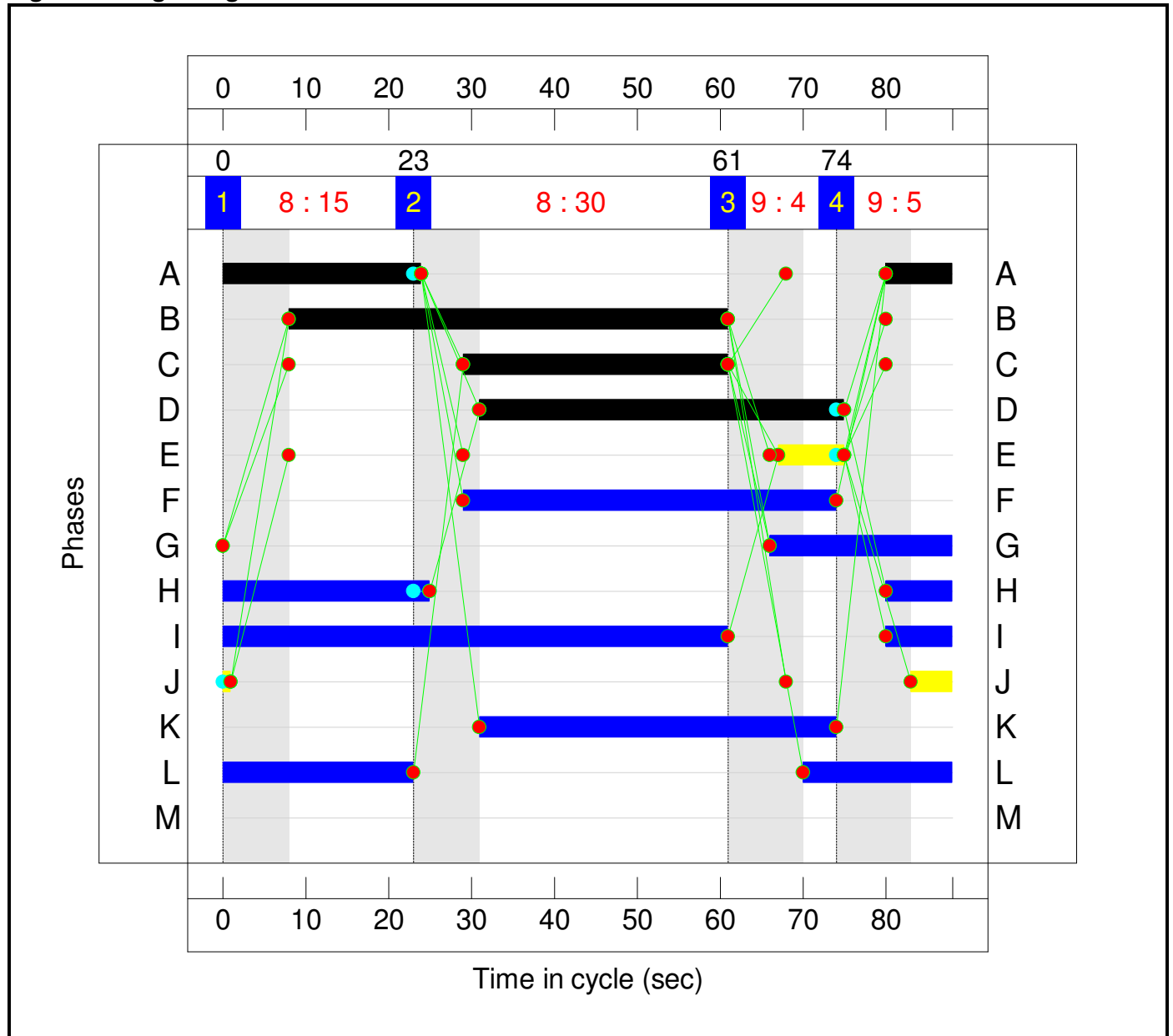
Stage Sequence Diagram



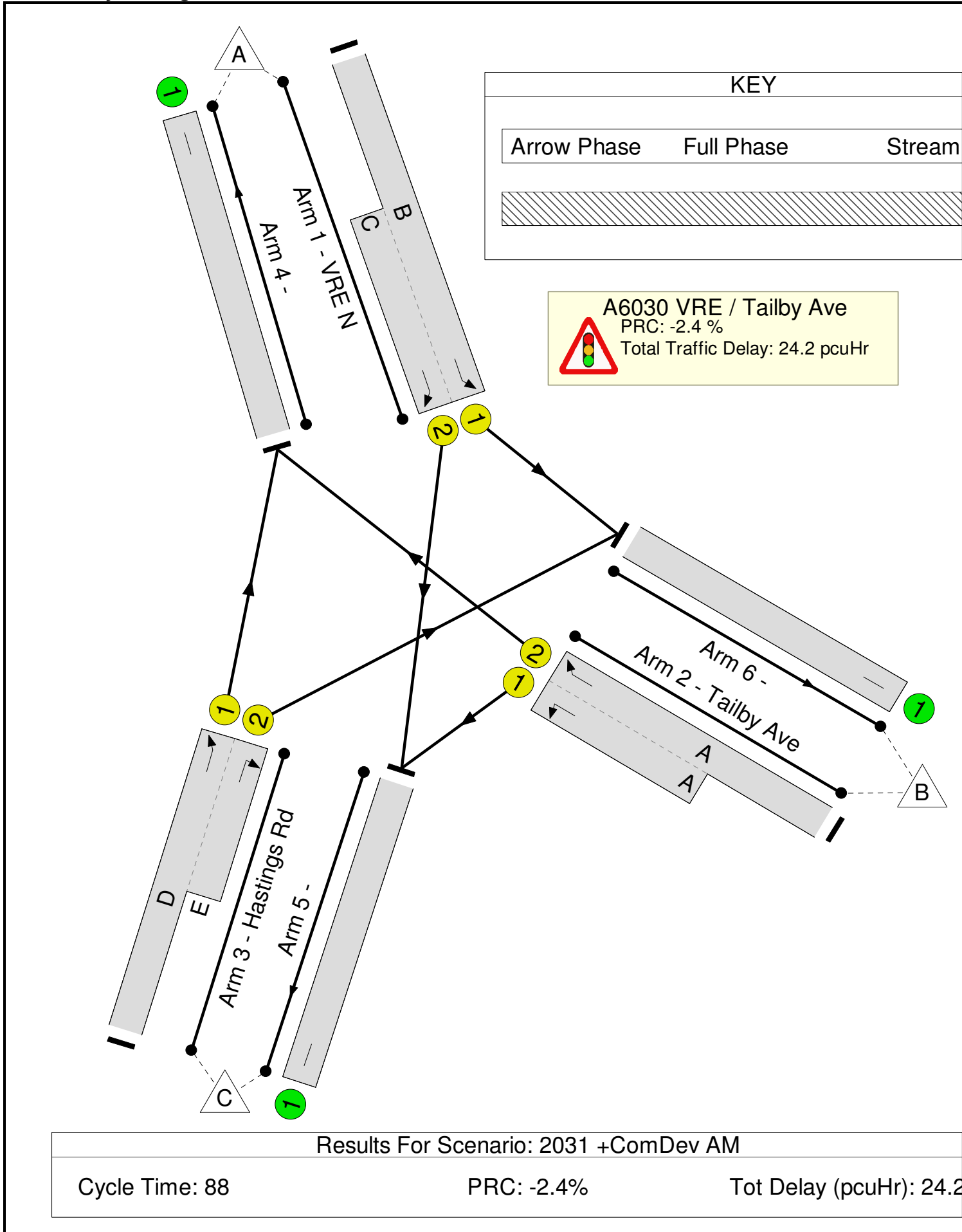
Stage Timings

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

Signal Timings Diagram



Network Layout Diagram



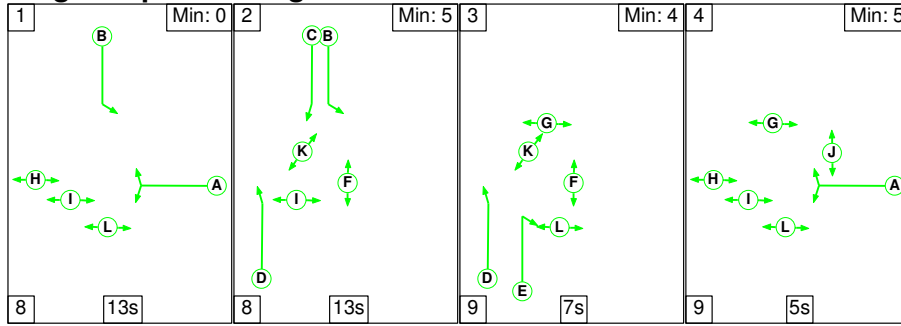
Full Input Data And Results

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						

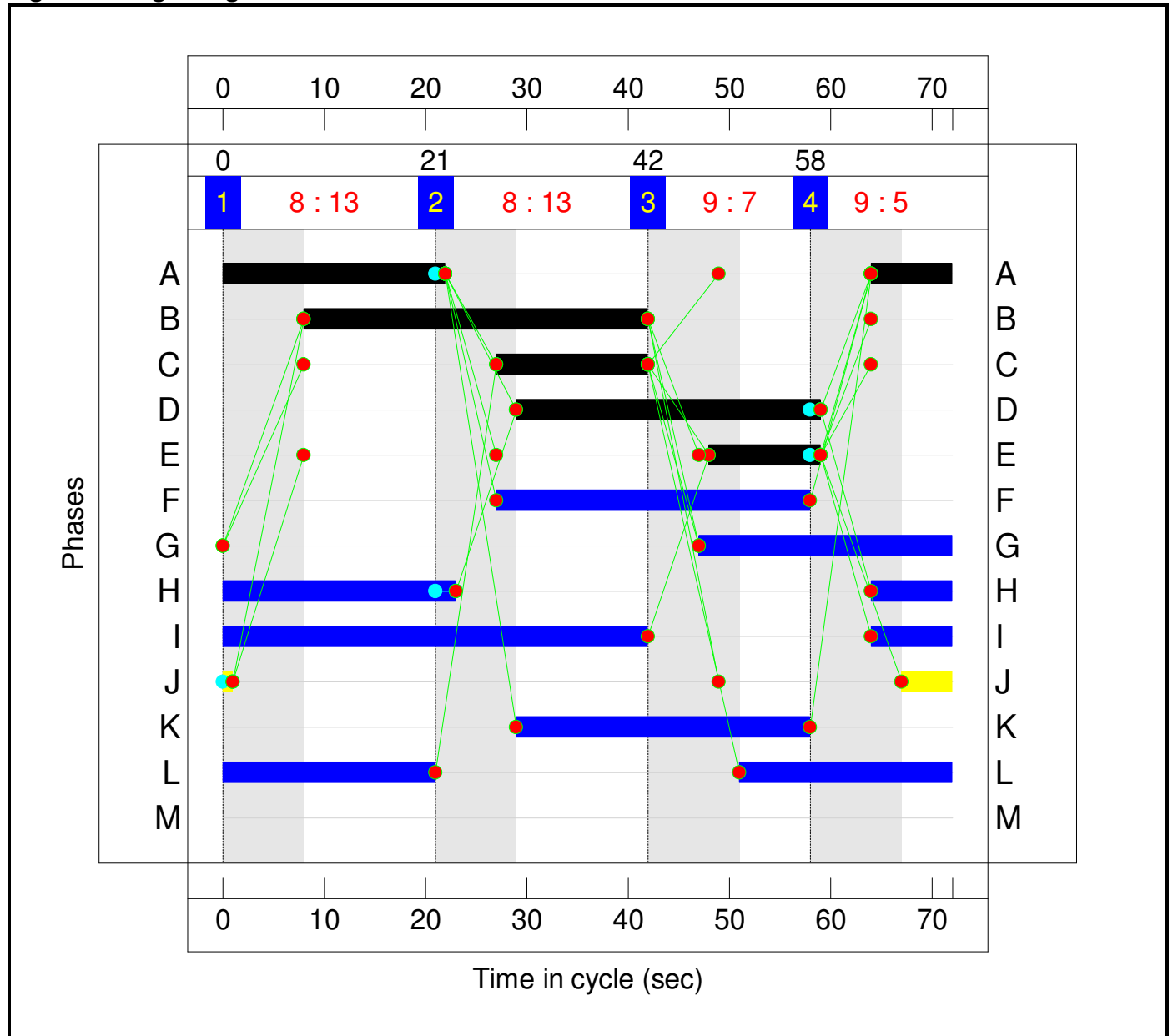
Stage Sequence Diagram



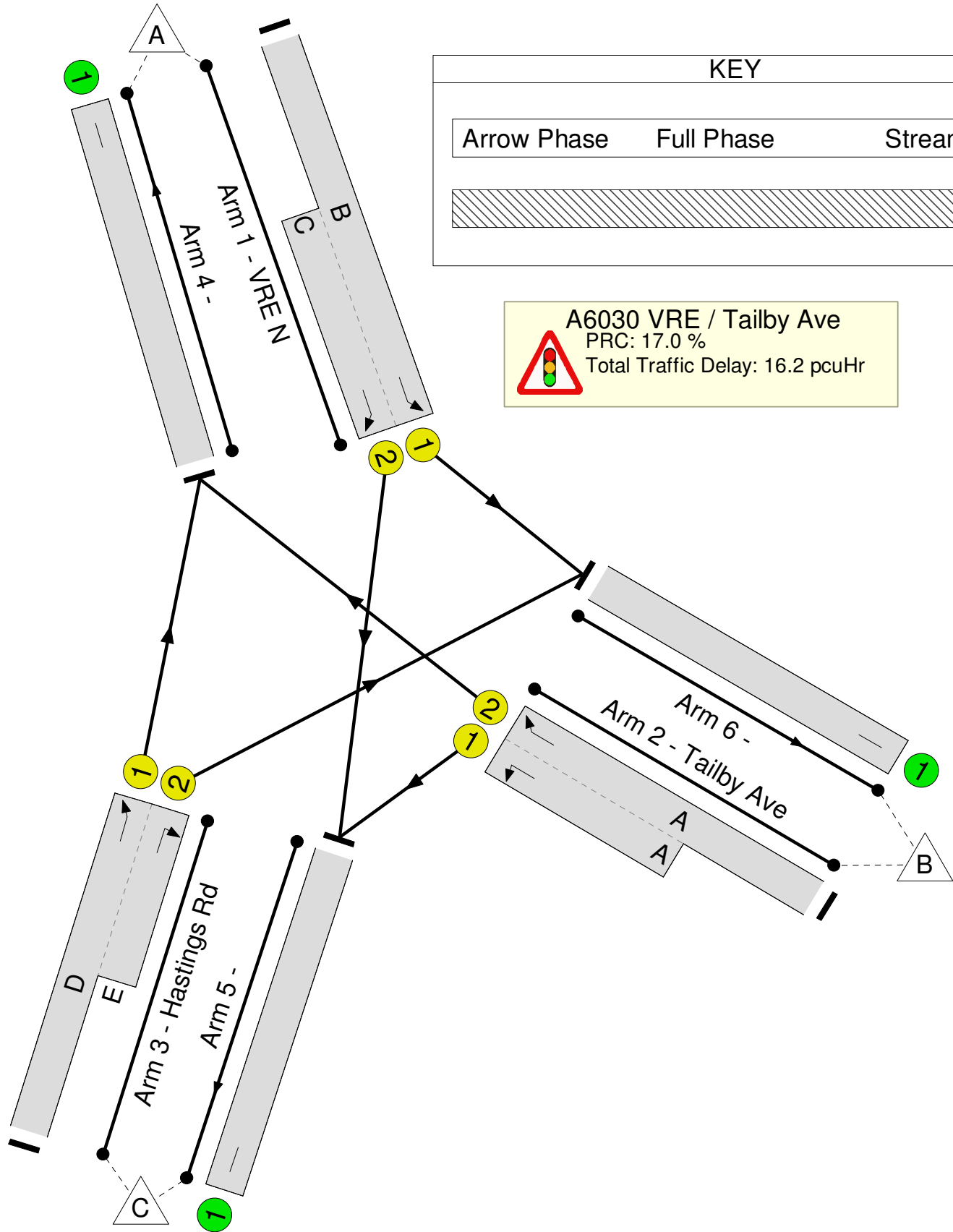
Stage Timings

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

Full Input Data And Results

Full Input Data And Results

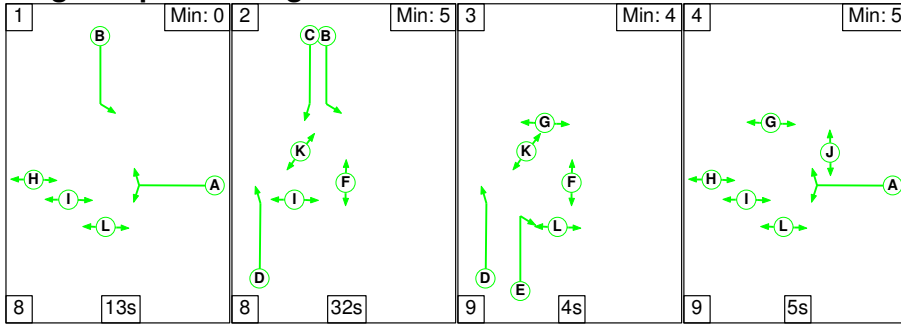
Network Results

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	-	-		-	-	-	-	-	-	76.9%	
A6030 VRE / Tailby Ave	-	-	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)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	11.5	4.7	0.0	16.2	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	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')

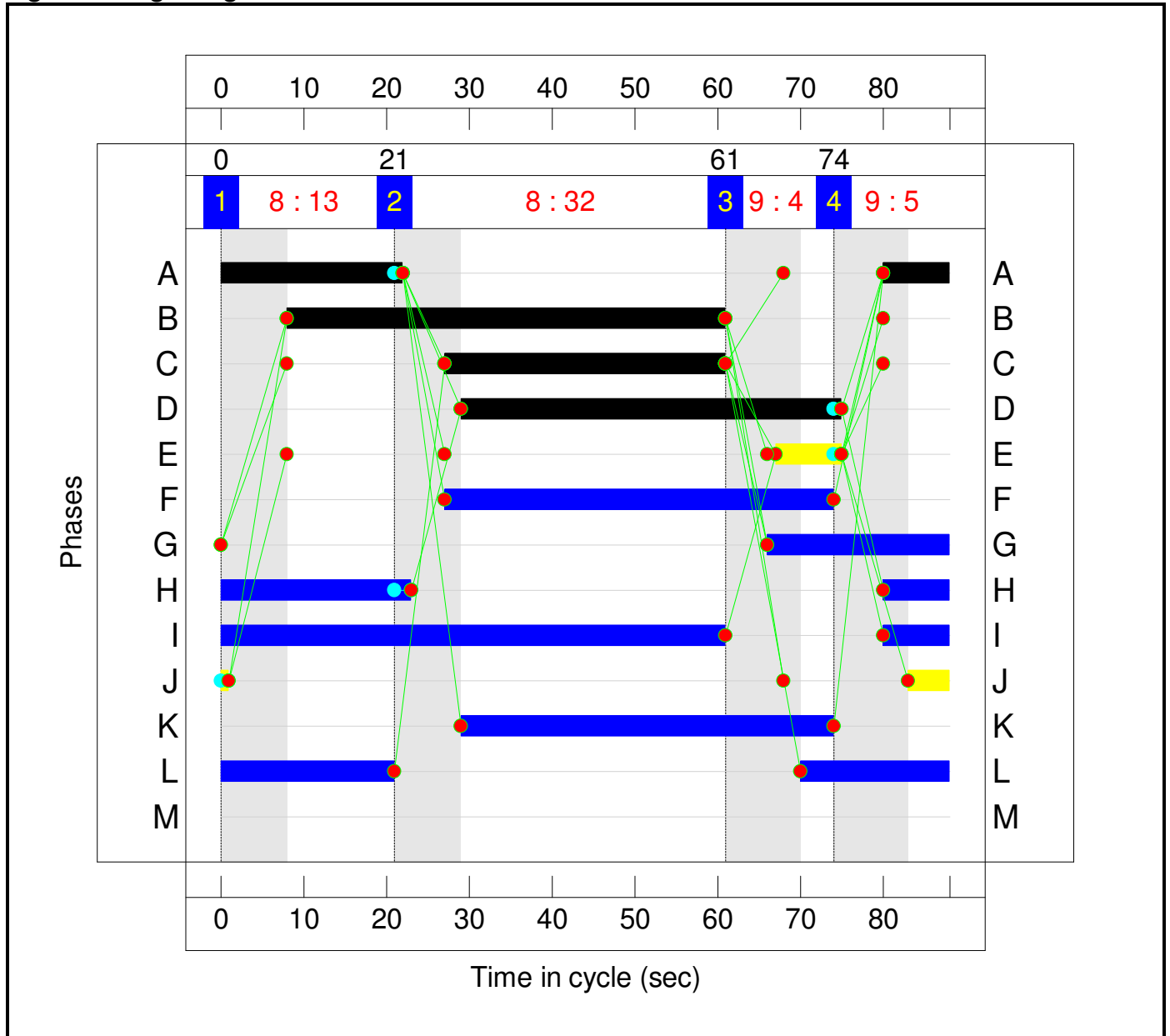
Stage Sequence Diagram



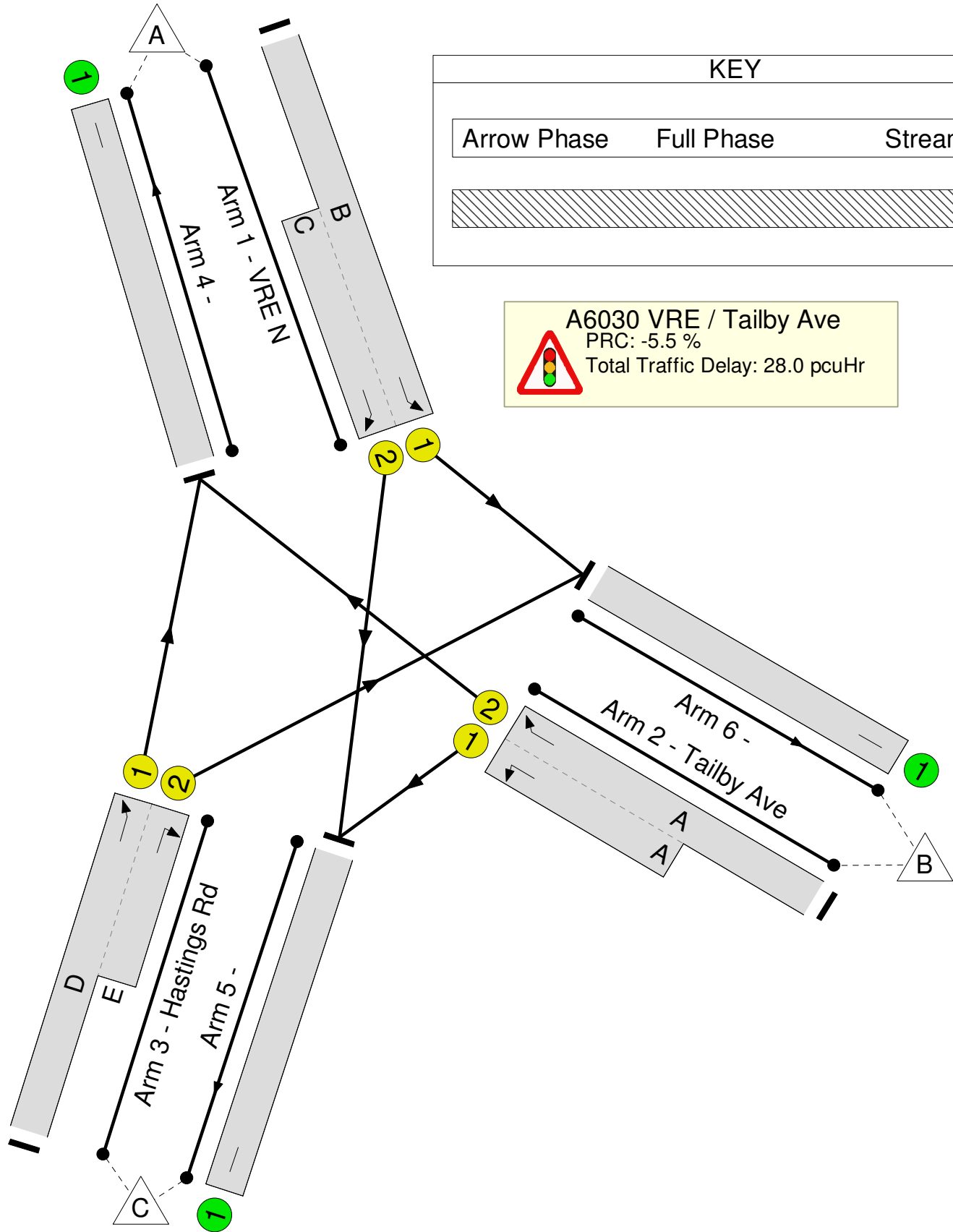
Stage Timings

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
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Full Input Data And Results

Full Input Data And Results

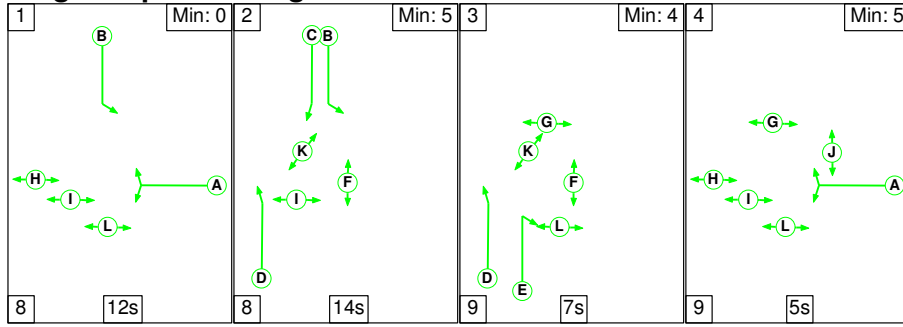
Network Results

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 (%)	
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')

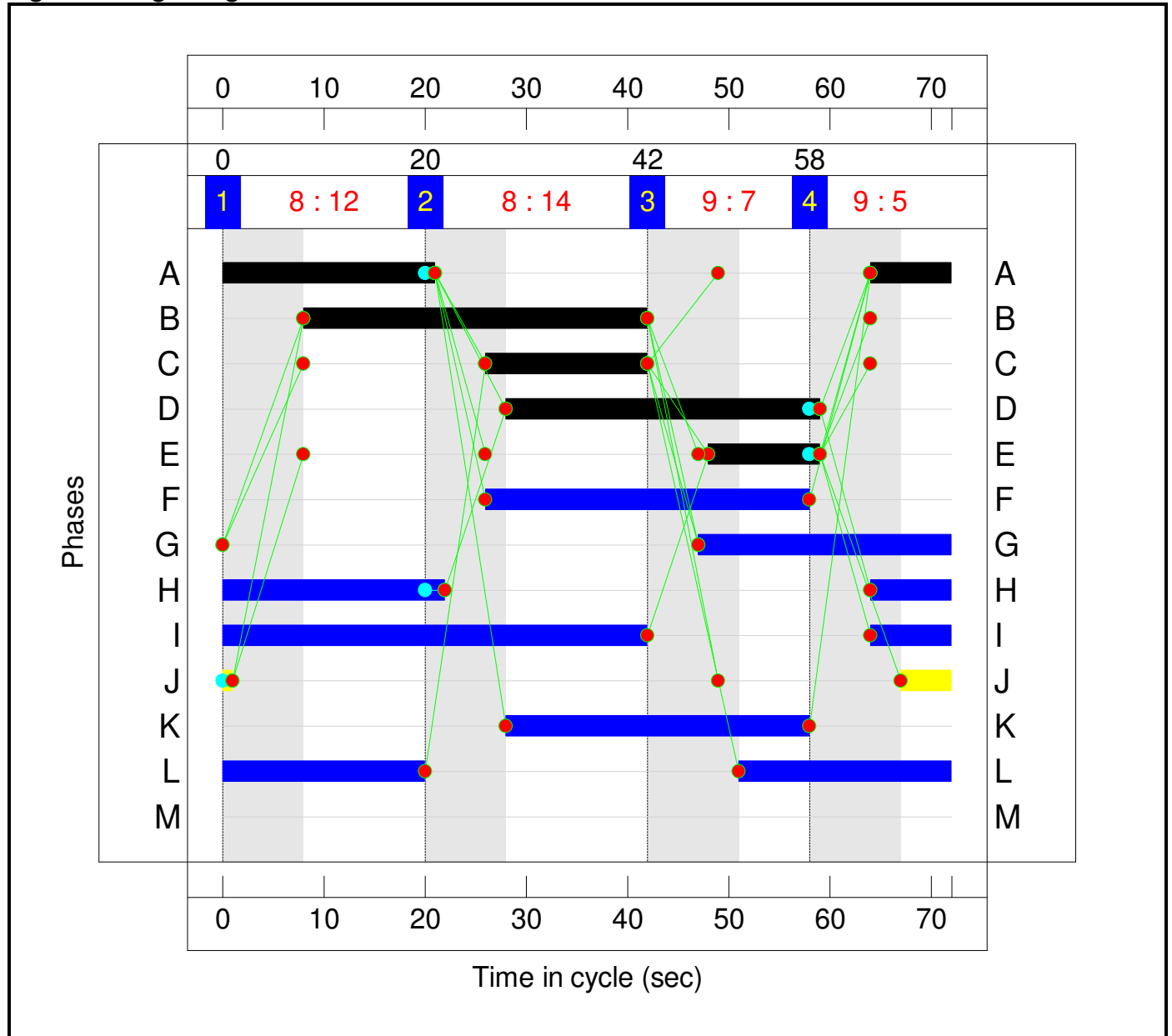
Stage Sequence Diagram



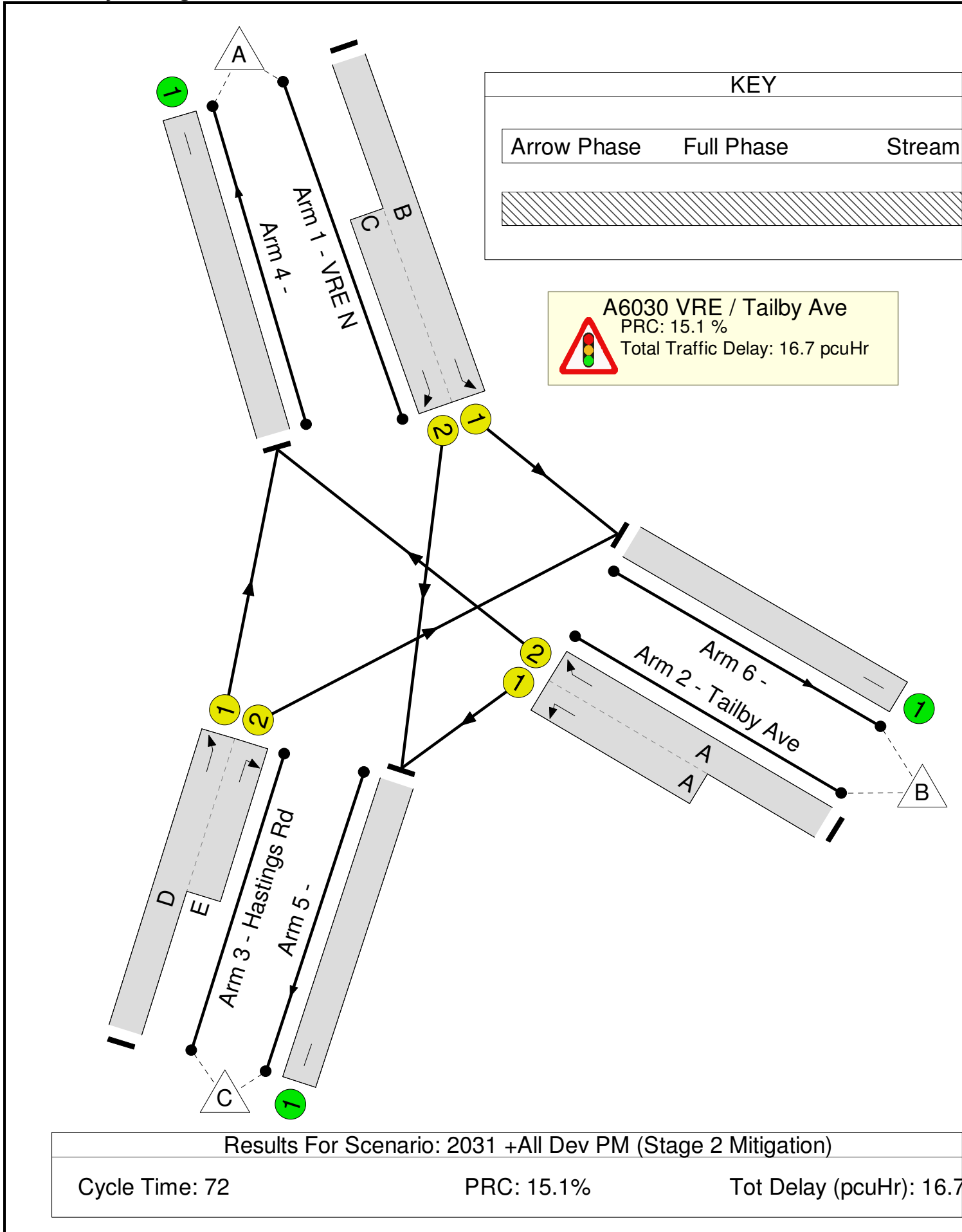
Stage Timings

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 (%)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	N/A	-	-		-	-	-	-	-	-	78.2%	
A6030 VRE / Tailby Ave	-	-	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)	
Network: A6030 Victoria Rd East / Tailby Ave	-	-	0	0	0	11.8	5.0	0.0	16.7	-	-	-	-	
A6030 VRE / Tailby Ave	-	-	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						