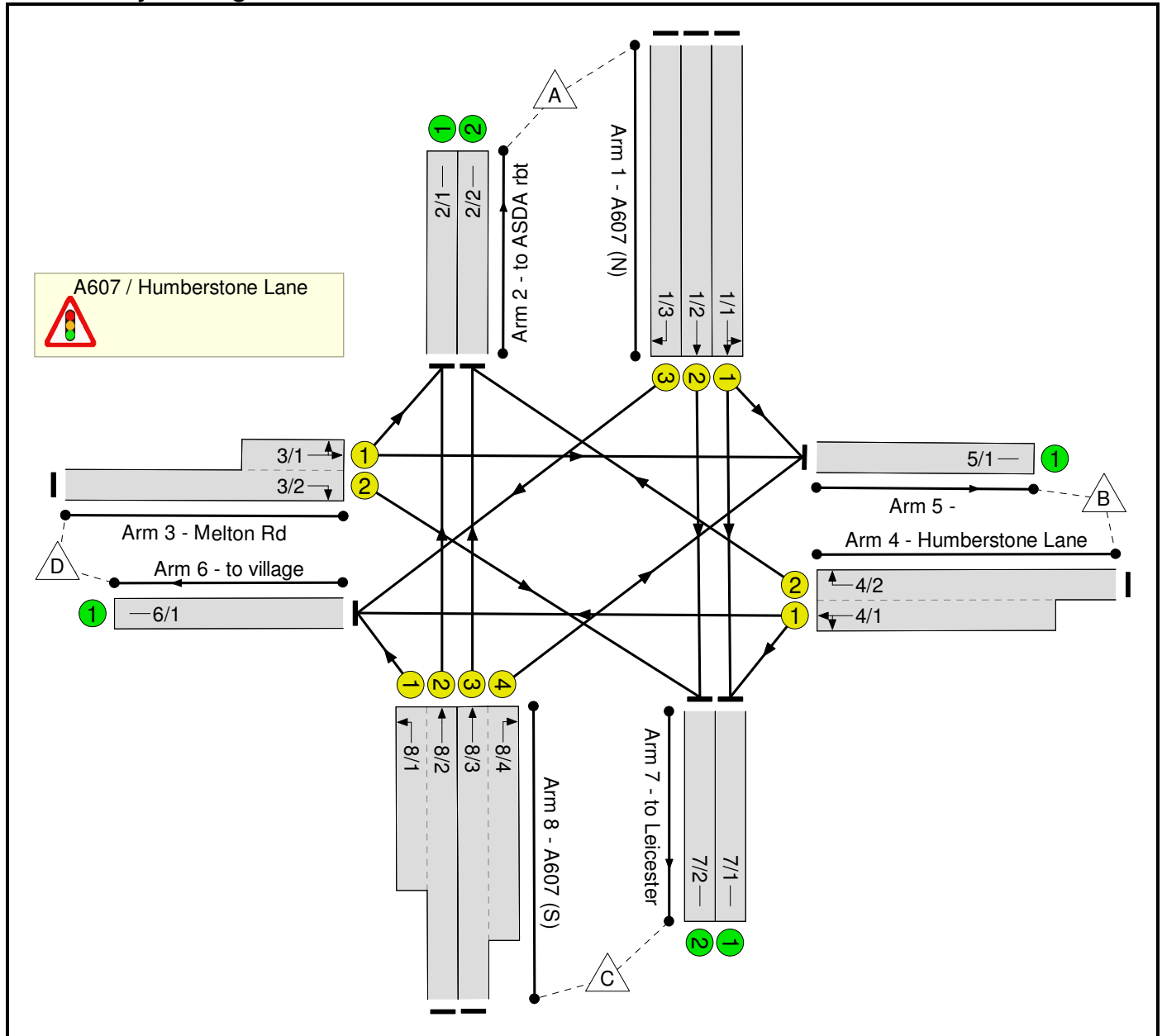


Full Input Data And Results  
**Full Input Data And Results**

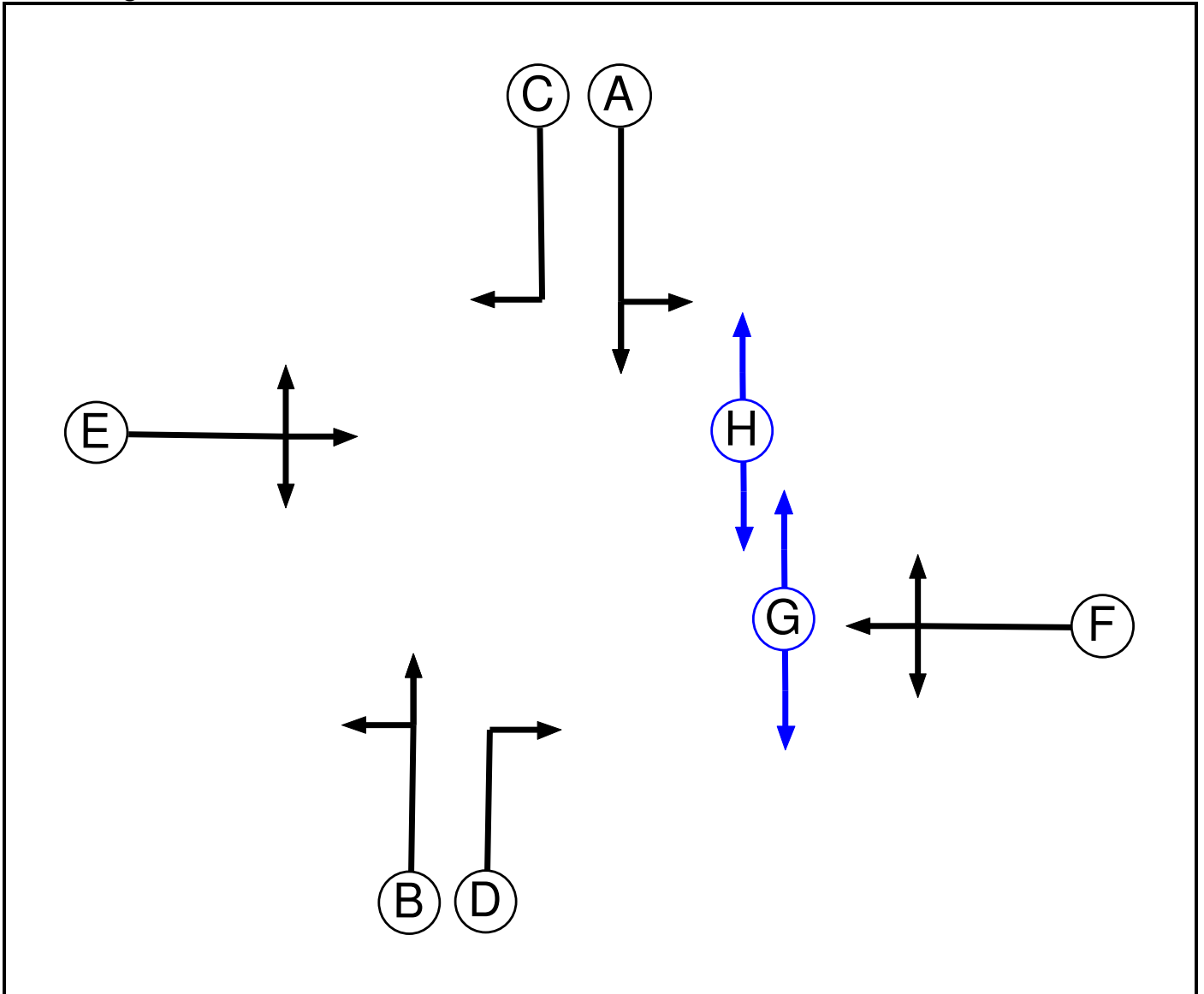
**User and Project Details**

<b>Project:</b>	<b>NEoLSUE</b>
<b>Title:</b>	<b>A607 / Humberstone Lane - Existing Layout</b>
<b>Location:</b>	
<b>File name:</b>	A607 - Humb Lane Existing Layout [20-05-14].lsg3x
<b>Author:</b>	R Bishop
<b>Company:</b>	WYG Transport Planning
<b>Address:</b>	Avalon Way (off Gorse Hill), Anstey, Leicestershire LE7 7GR
<b>Notes:</b>	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

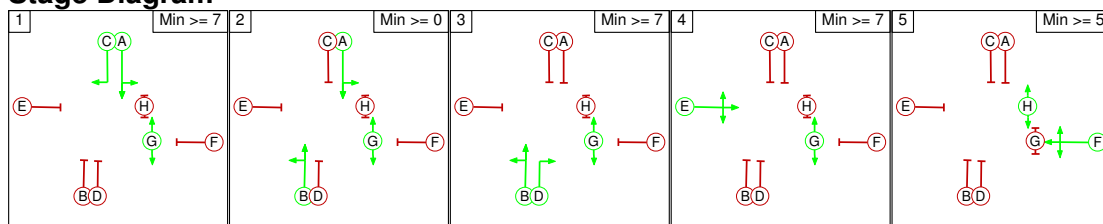
### Phase Intergrens Matrix

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
<b>Junction: A607 / Humberstone Lane</b>	
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
<b>Junction: A607 / Humberstone Lane</b>	
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
<b>Junction: A607 / Humberstone Lane</b>	
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
<b>Junction: A607 / Humberstone Lane</b>	
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
<b>Junction: A607 / Humberstone Lane</b>	
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
<b>Junction: A607 / Humberstone Lane</b>	
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
<b>Junction: A607 / Humberstone Lane</b>	
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
<b>Junction: A607 / Humberstone Lane</b>	
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
<b>Junction: A607 / Humberstone Lane</b>	
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
<b>Junction: A607 / Humberstone Lane</b>	
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
<b>Junction: A607 / Humberstone Lane</b>	
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
<b>Junction: A607 / Humberstone Lane</b>	
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)
<b>Junction: A607 / Humberstone Lane</b>	
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**

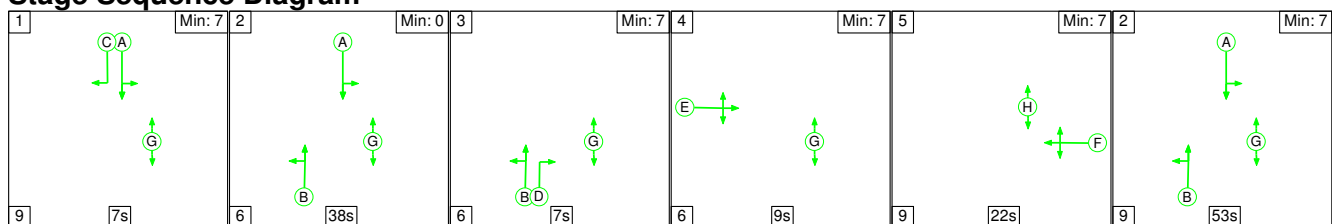
Lane	Scenario 14: 2031 PM + All Dev (Stage 2 Mitigation)
<b>Junction: A607 / Humberstone Lane</b>	
1/1	741
1/2	737
1/3	20
2/1	833
2/2	1238
3/1 (short)	173
3/2 (with short)	314(In) 141(Out)
4/1 (short)	189
4/2 (with short)	576(In) 387(Out)
5/1	963
6/1	334
7/1	311
7/2	878
8/1 (short)	222
8/2 (with short)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

**Lane Saturation Flows**

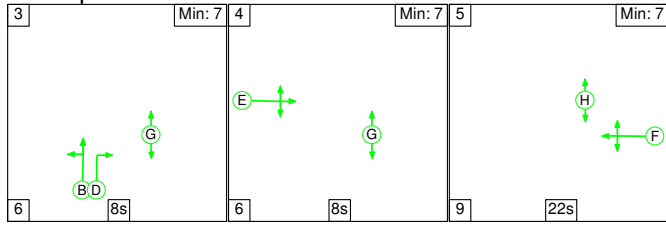
Junction: A607 / Humberstone Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A607 (N) Lane 1)	This lane uses a directly entered Saturation Flow						2100	2100
1/2 (A607 (N) Lane 2)	This lane uses a 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**



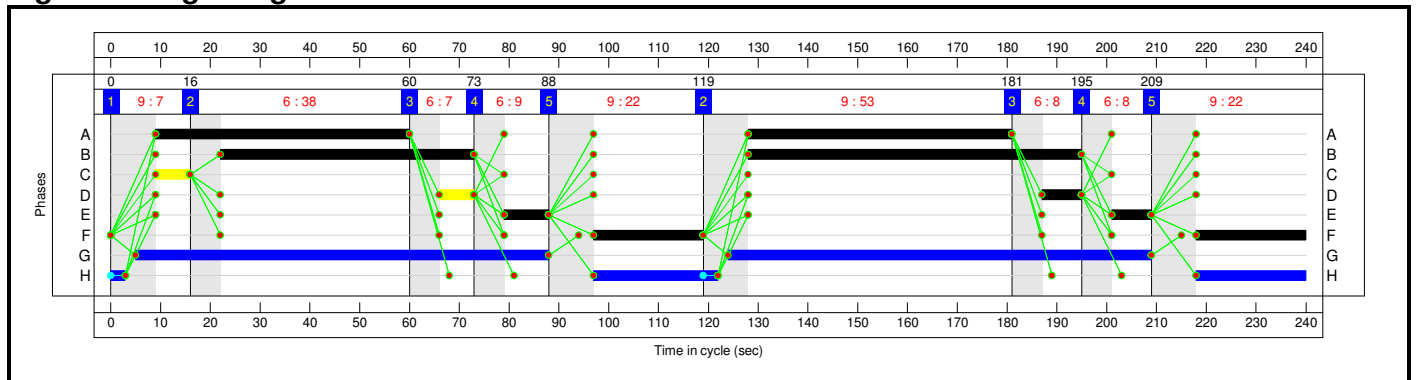
### Full Input Data And Results



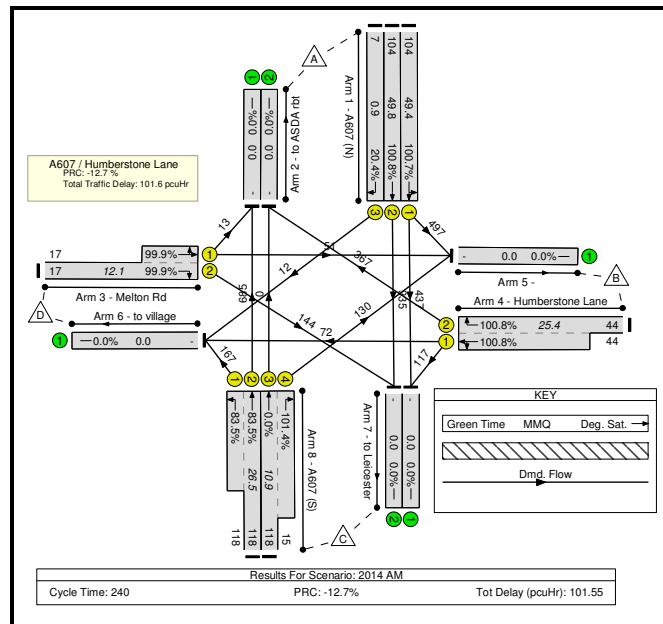
### Stage Timings

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**

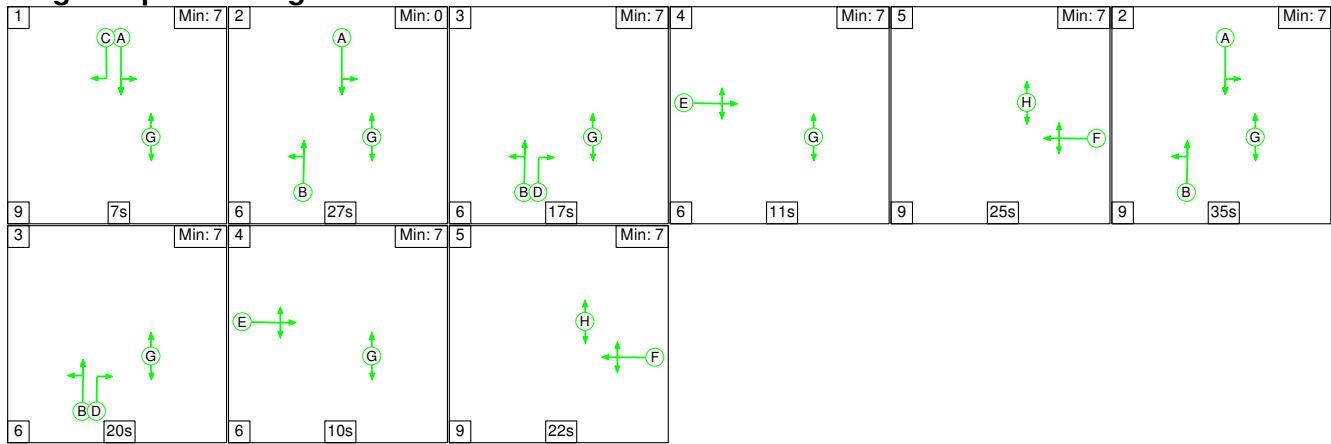
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	101.4%
<b>A607 / Humberstone Lane</b>	-	-	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')

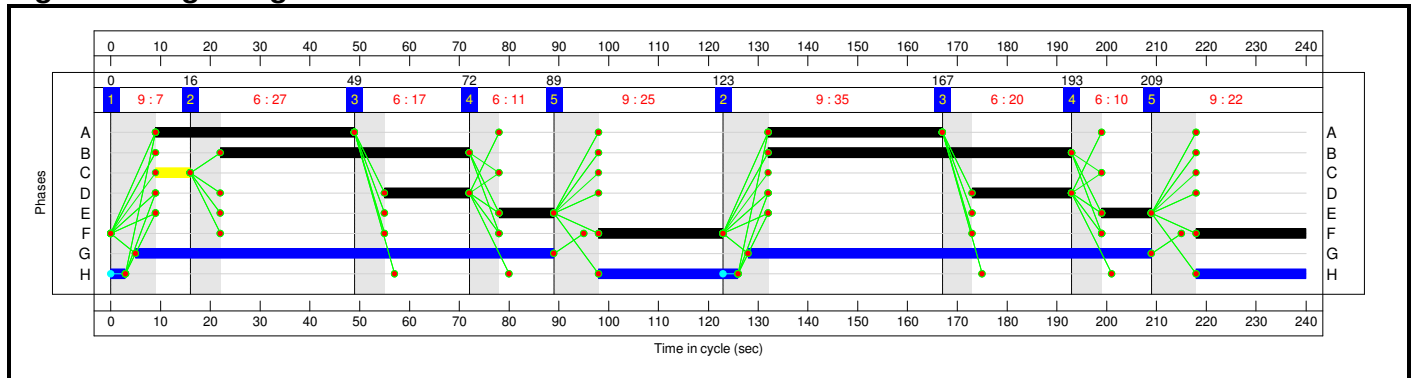
**Stage Sequence Diagram**



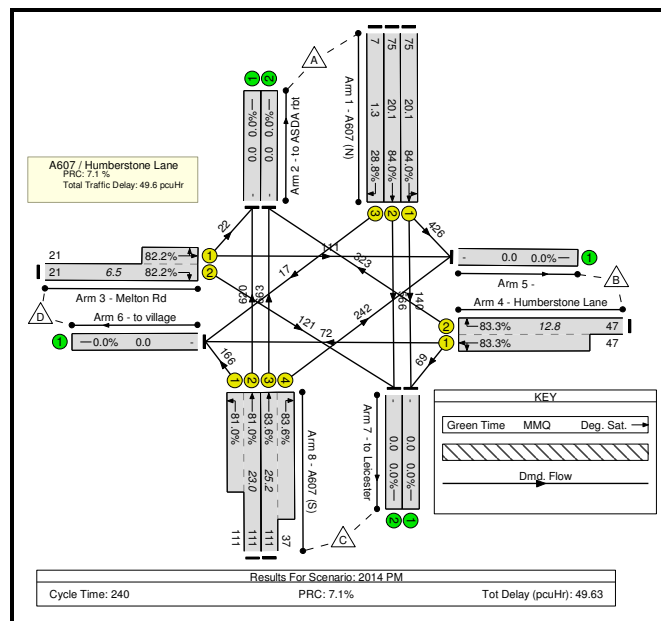
**Stage Timings**

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 (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
<b>A607 / Humberstone Lane</b>	-	-	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%



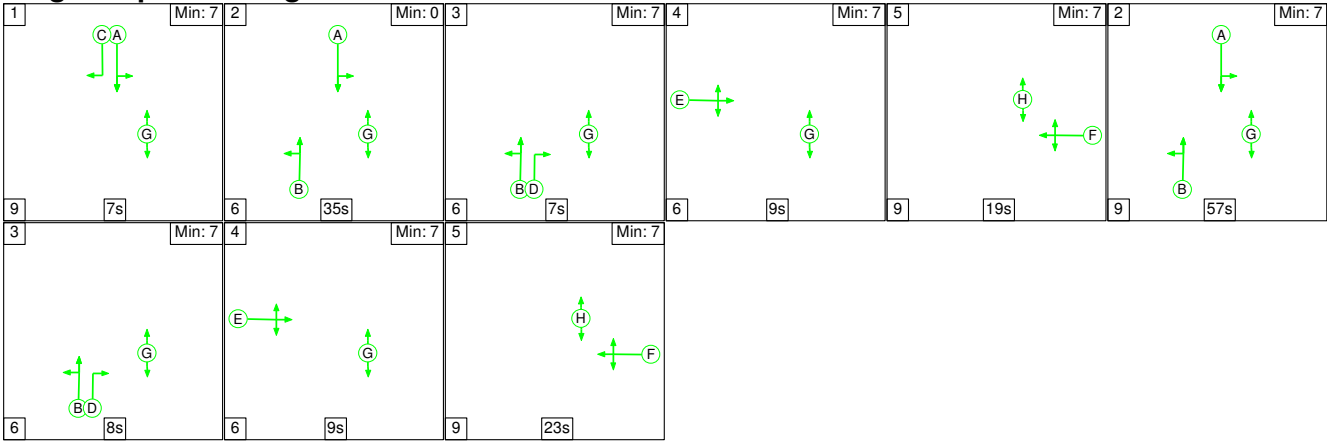
Full Input Data And Results

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')

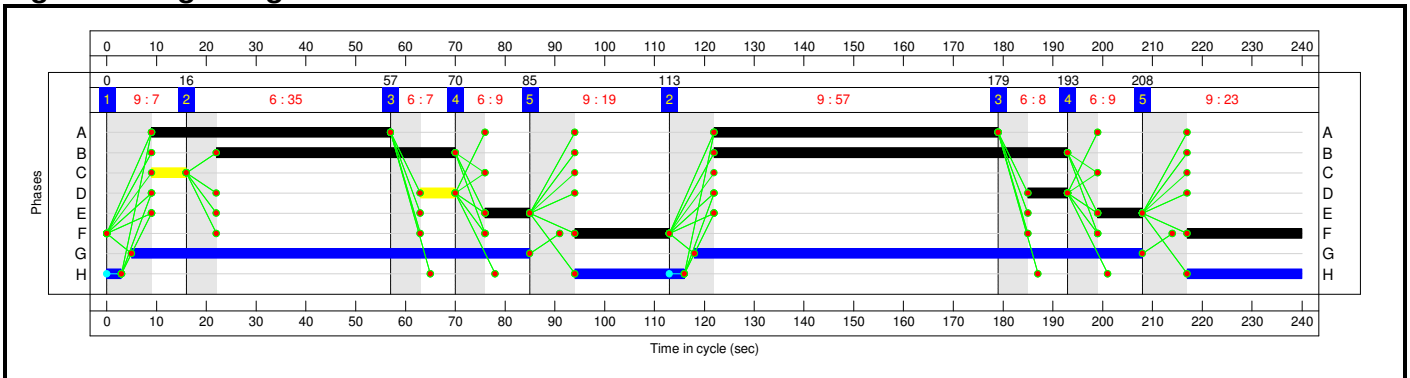
Stage Sequence Diagram



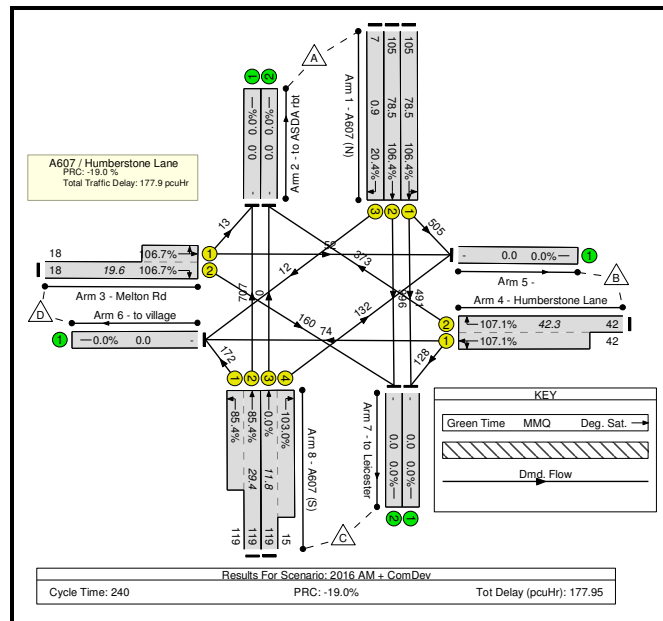
Stage Timings

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 (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	107.1%
<b>A607 / Humberstone Lane</b>	-	-	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%

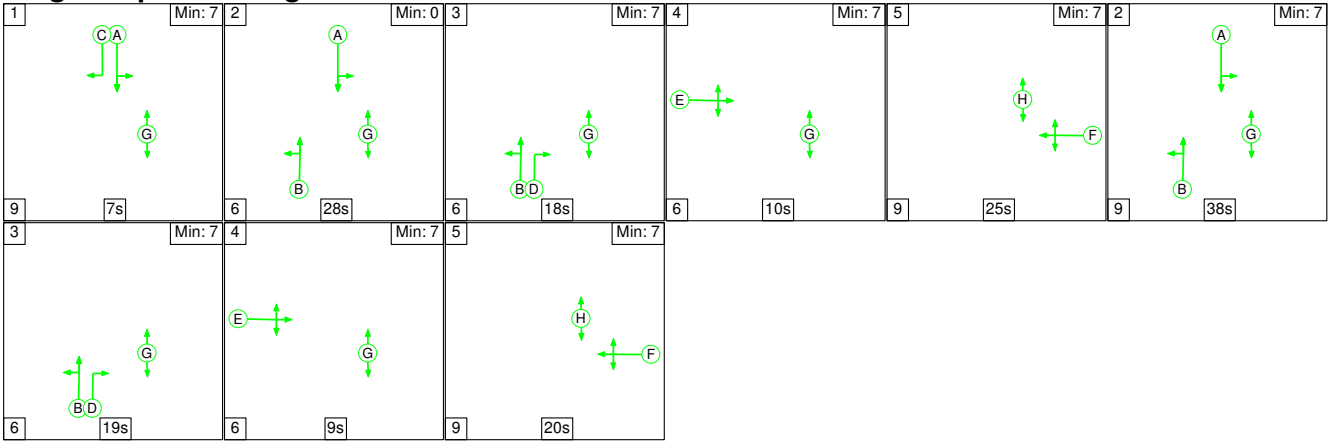
Full Input Data And Results

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	58.3	119.7	0.0	177.9	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	58.3	119.7	0.0	177.9	-	-	-	-
1/1	996	936	-	-	-	16.6	36.7	-	53.3	192.6	41.8	36.7	78.5
1/2	996	936	-	-	-	16.6	36.7	-	53.3	192.6	41.8	36.7	78.5
1/3	12	12	-	-	-	0.4	0.1	-	0.5	151.1	0.8	0.1	0.9
2/1	719	719	-	-	-	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	225	211	-	-	-	5.3	11.8	-	17.1	272.9	7.8	11.8	19.6
4/2+4/1	575	537	-	-	-	10.8	24.8	-	35.6	222.8	17.5	24.8	42.3
5/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	581	581	-	-	-	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	879	879	-	-	-	6.1	2.8	-	9.0	36.7	26.6	2.8	29.4
8/3+8/4	132	128	-	-	-	2.5	6.8	-	9.3	252.5	5.0	6.8	11.8
C1			PRC for Signalled Lanes (%):		-19.0	Total Delay for Signalled Lanes (pcuHr):		177.95	Cycle Time (s): 240				
			PRC Over All Lanes (%):		-19.0	Total Delay Over All Lanes(pcuHr):		177.95					

Full Input Data And Results

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

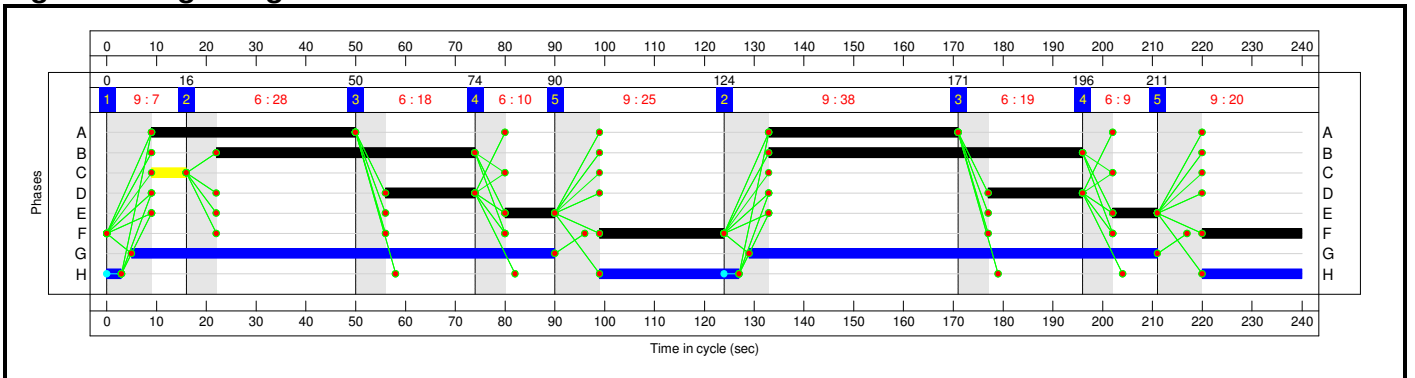
Stage Sequence Diagram



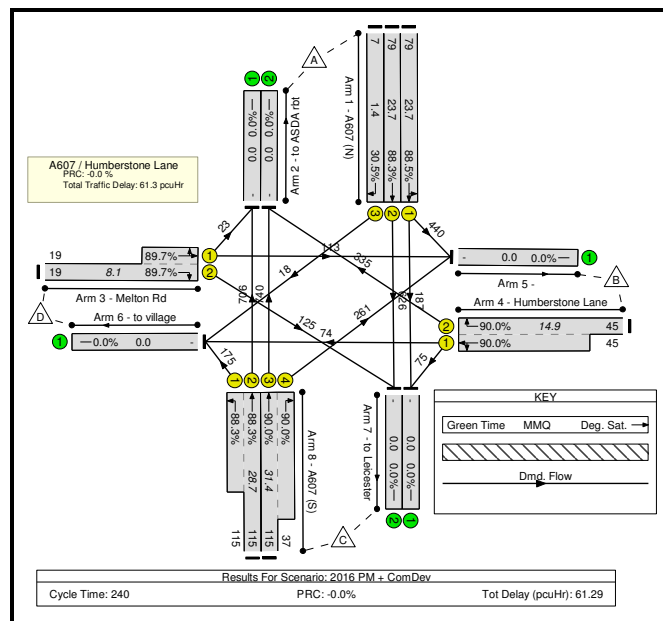
Stage Timings

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 (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
<b>A607 / Humberstone Lane</b>	-	-	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%

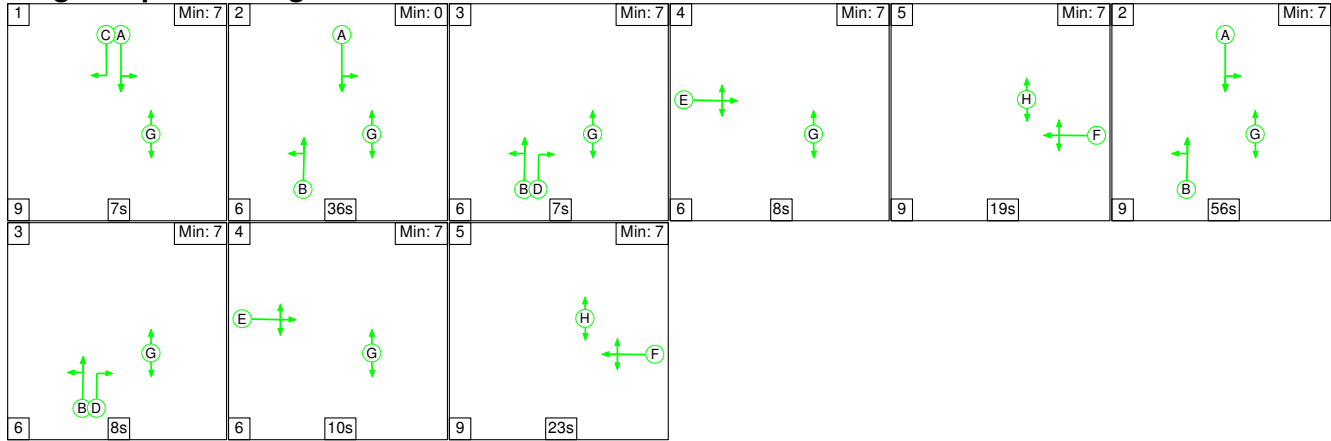
Full Input Data And Results

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')

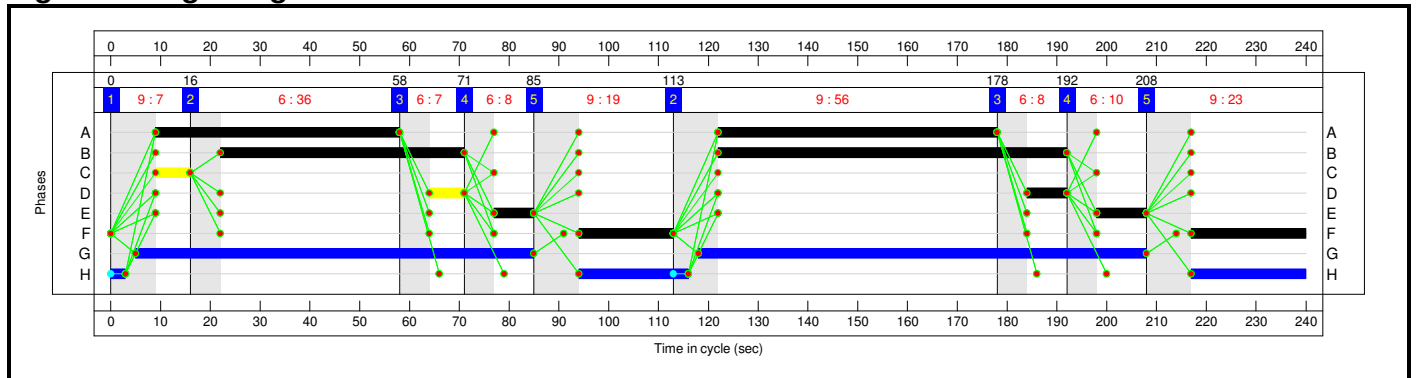
Stage Sequence Diagram



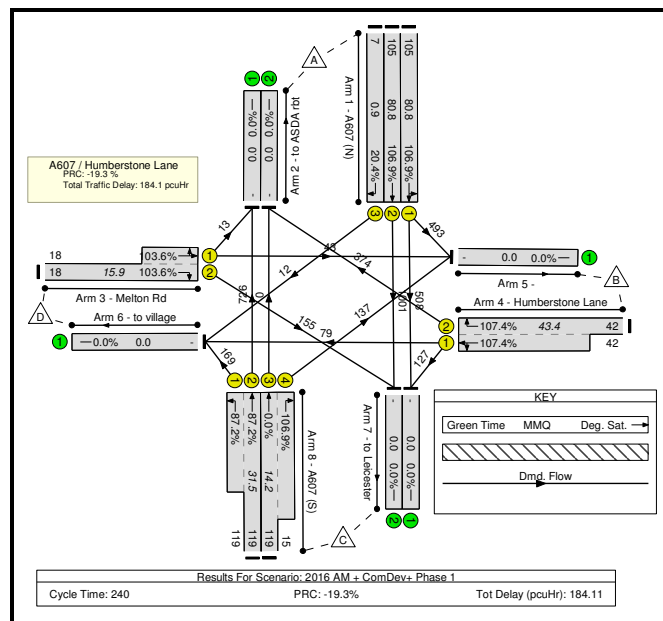
Stage Timings

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**

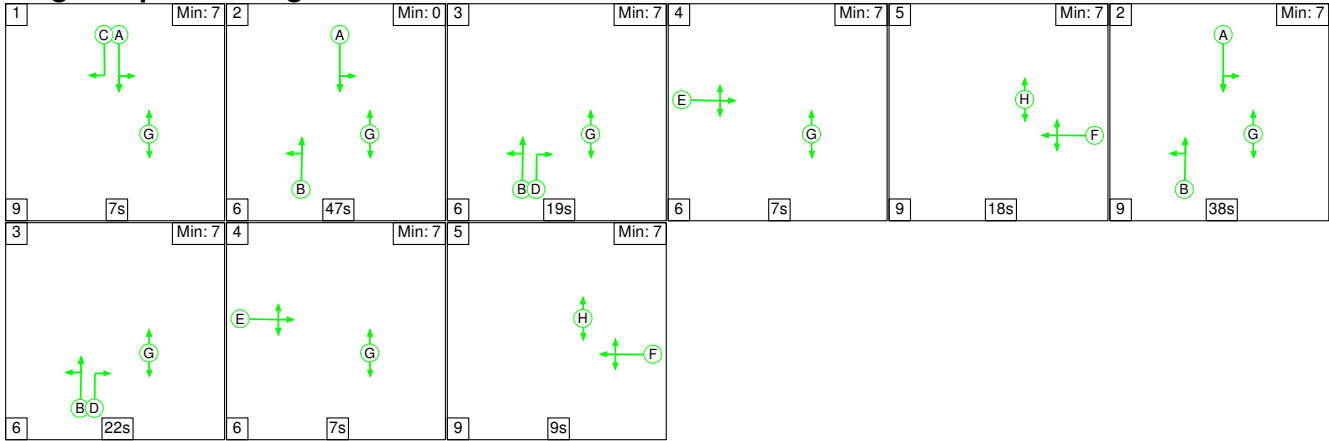
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	107.4%
<b>A607 / Humberstone Lane</b>	-	-	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

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

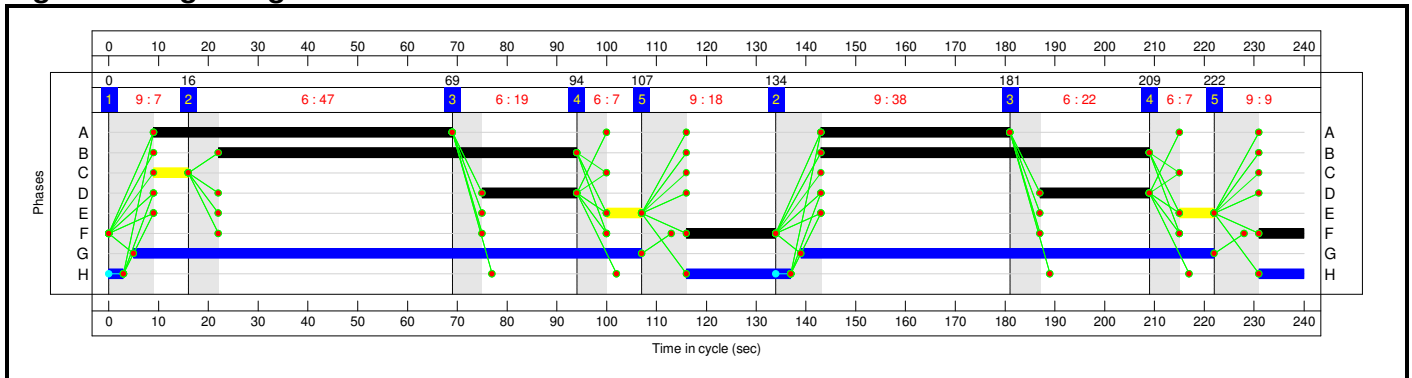
**Stage Sequence Diagram**



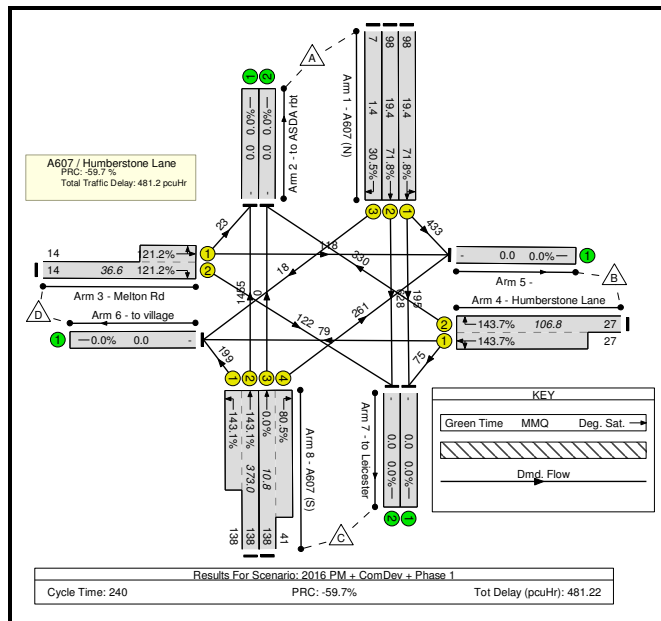
**Stage Timings**

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 (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	143.7%
<b>A607 / Humberstone Lane</b>	-	-	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%

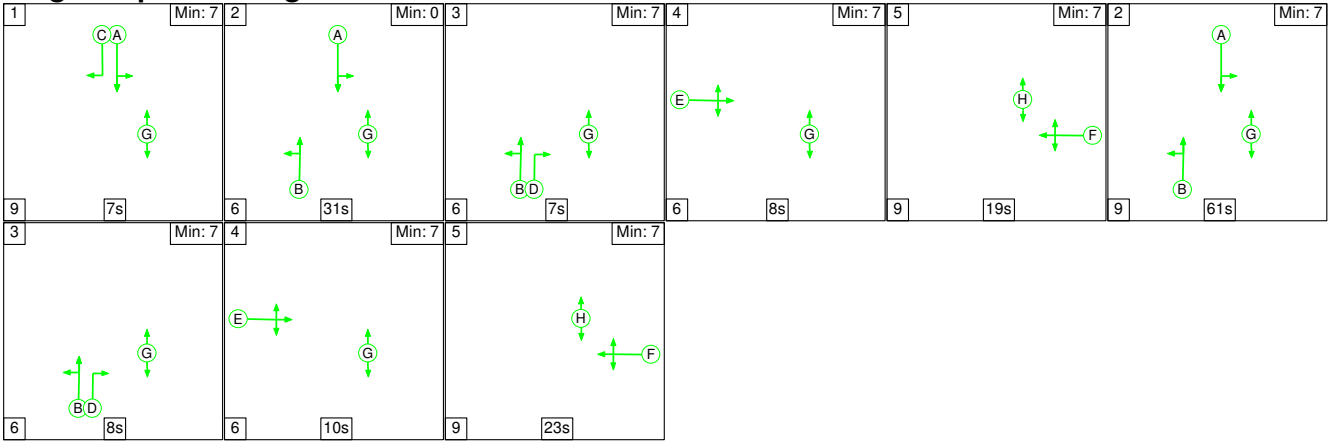
Full Input Data And Results

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')

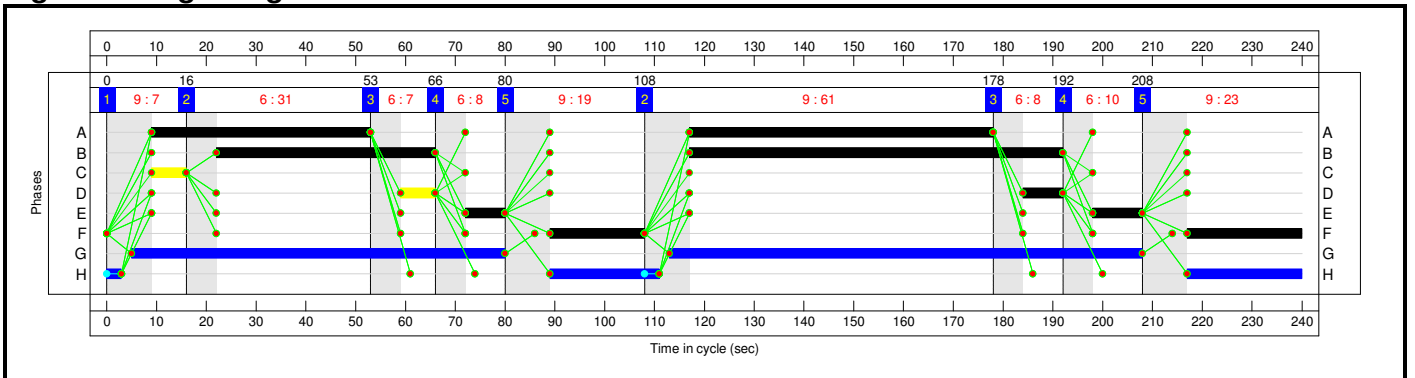
Stage Sequence Diagram



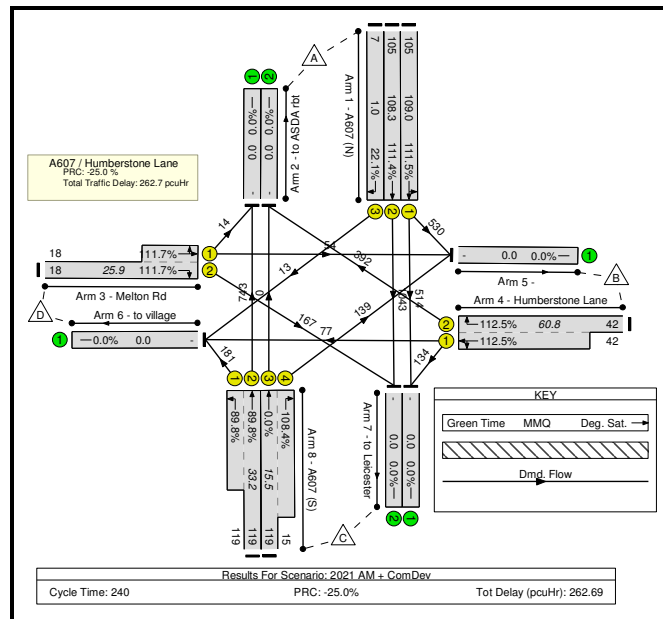
Stage Timings

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 (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>112.5%</b>
<b>A607 / Humberstone Lane</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>112.5%</b>
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

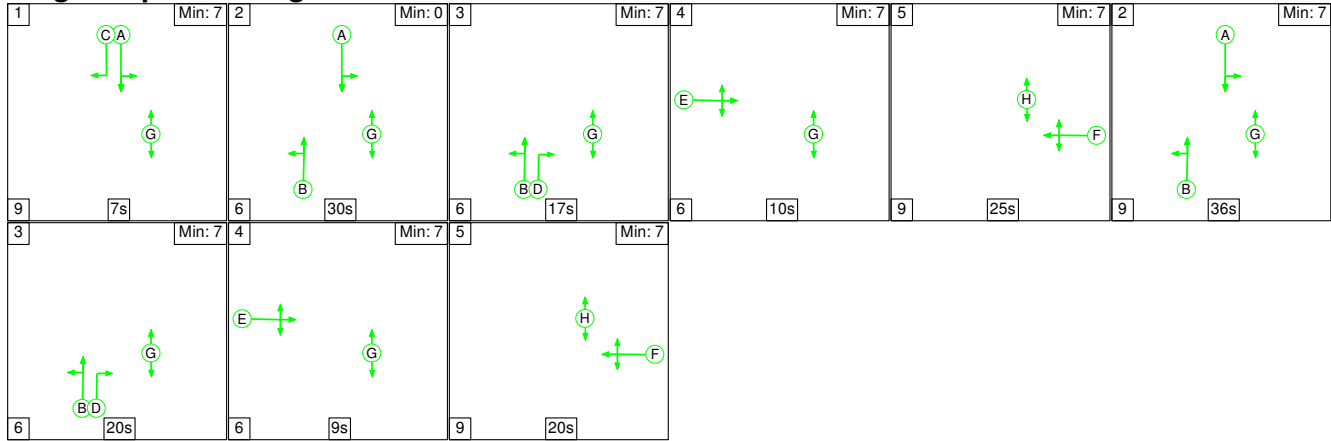
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	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')

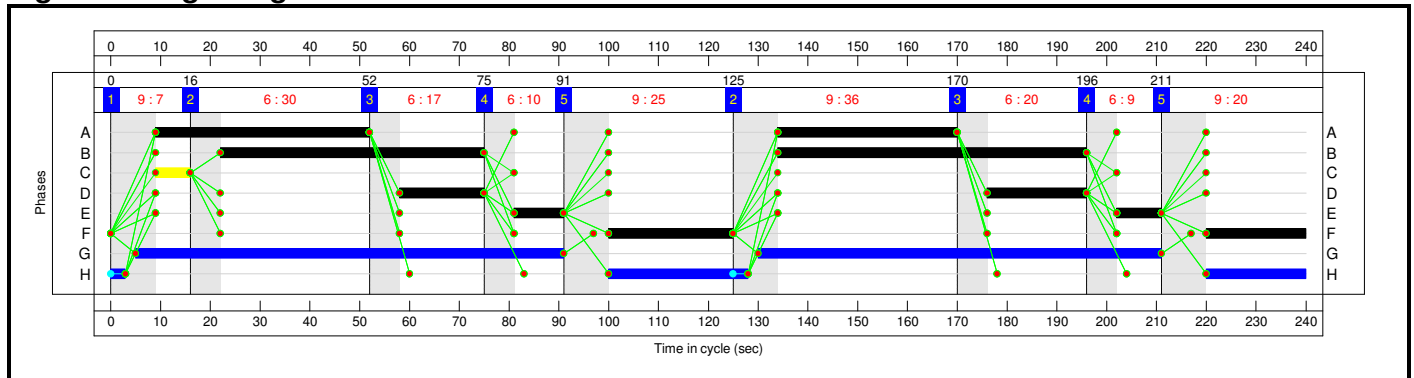
Stage Sequence Diagram



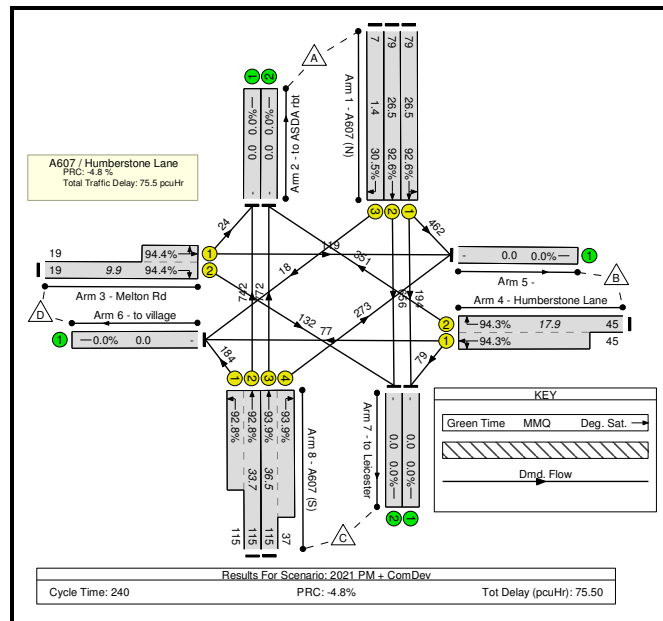
Stage Timings

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 (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
<b>A607 / Humberstone Lane</b>	-	-	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%

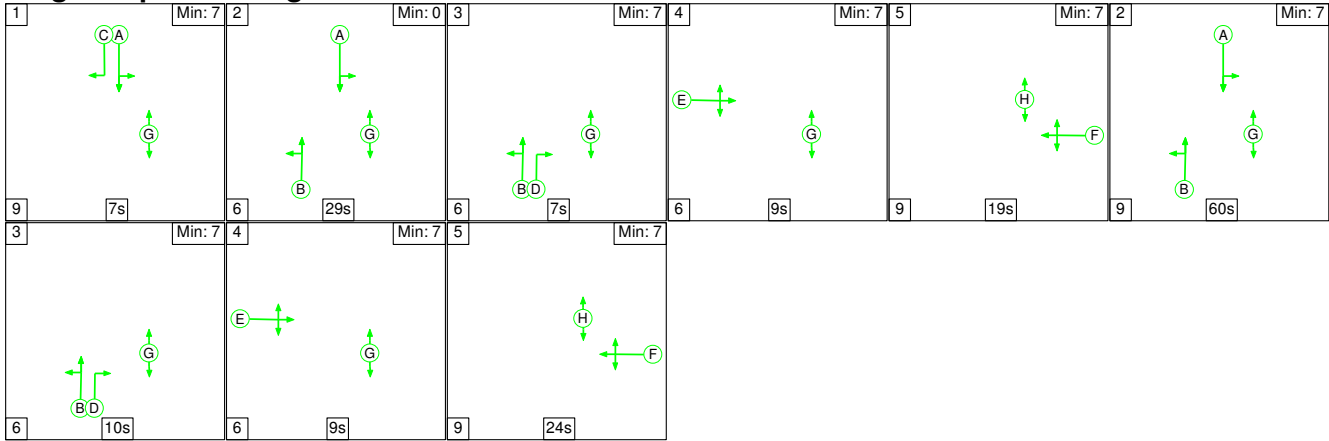
Full Input Data And Results

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')

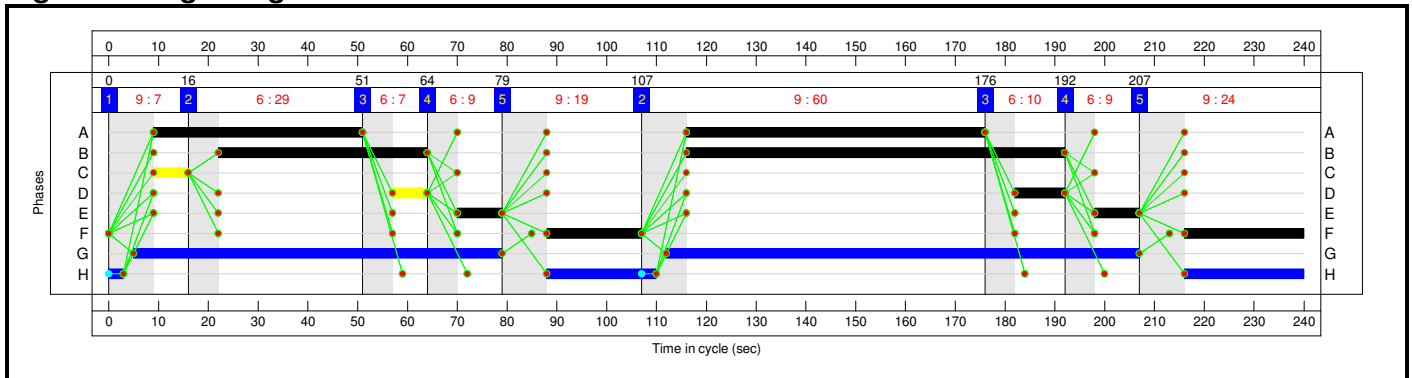
Stage Sequence Diagram



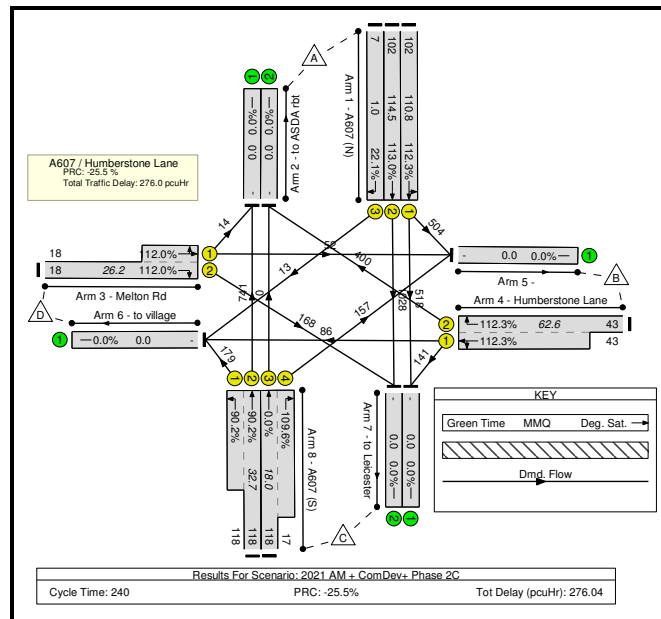
Stage Timings

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



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>113.0%</b>
<b>A607 / Humberstone Lane</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>113.0%</b>
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%

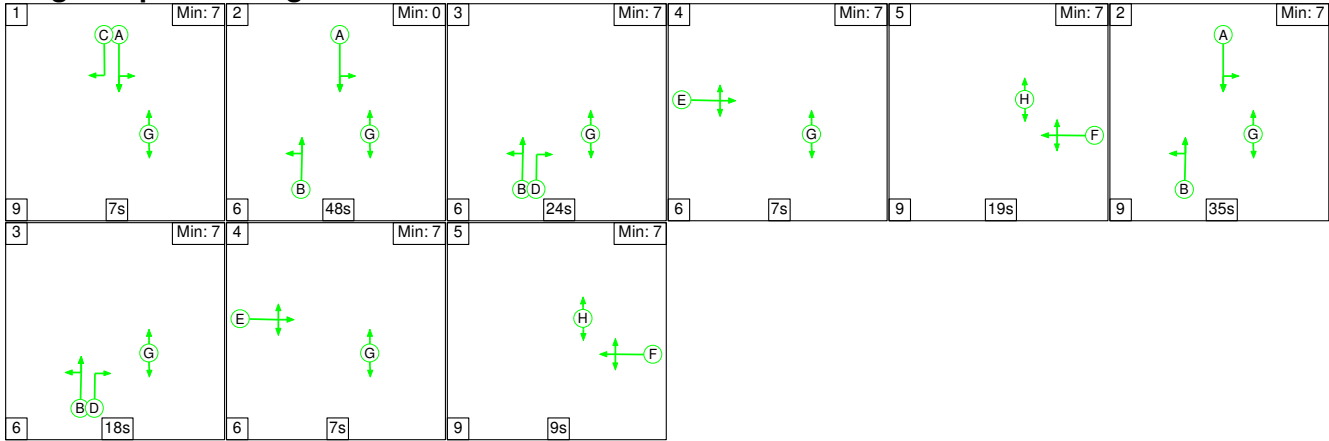
Full Input Data And Results

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')

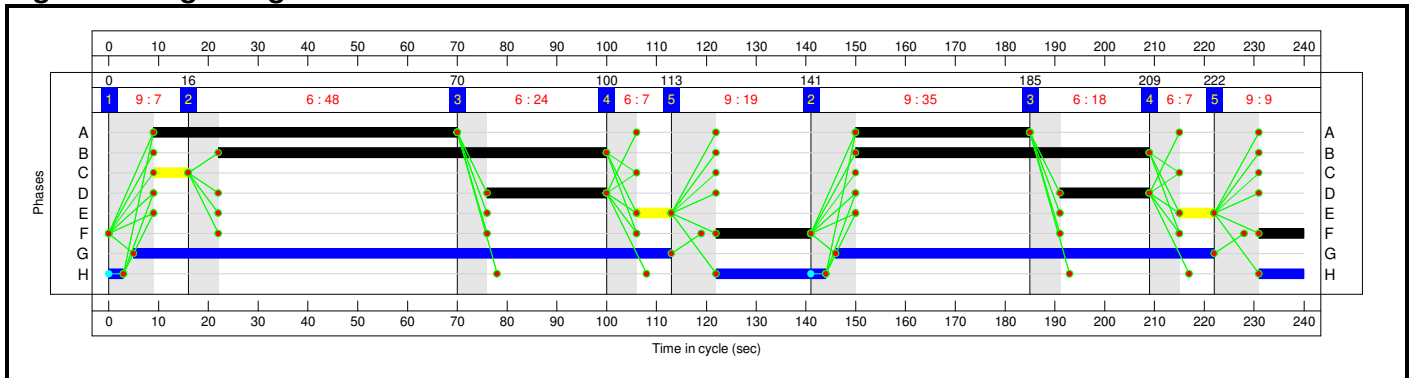
Stage Sequence Diagram



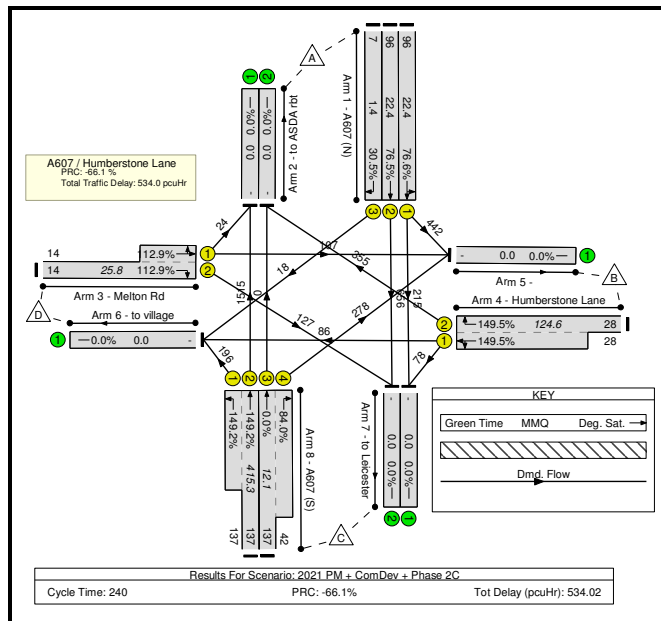
Stage Timings

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 (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>149.5%</b>
<b>A607 / Humberstone Lane</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>149.5%</b>
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	<b>112.9 : 112.9%</b>
4/2+4/1	Humberstone Lane Right Ahead Left	U	N/A	N/A	F		2	28	-	519	1900:1822	237+110	<b>149.5 : 149.5%</b>
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	<b>149.2 : 149.2%</b>
8/3+8/4	A607 (S) Ahead Right	U	N/A	N/A	B D		2	137:42	-	278	2080:1810	0+331	<b>0.0 : 84.0%</b>



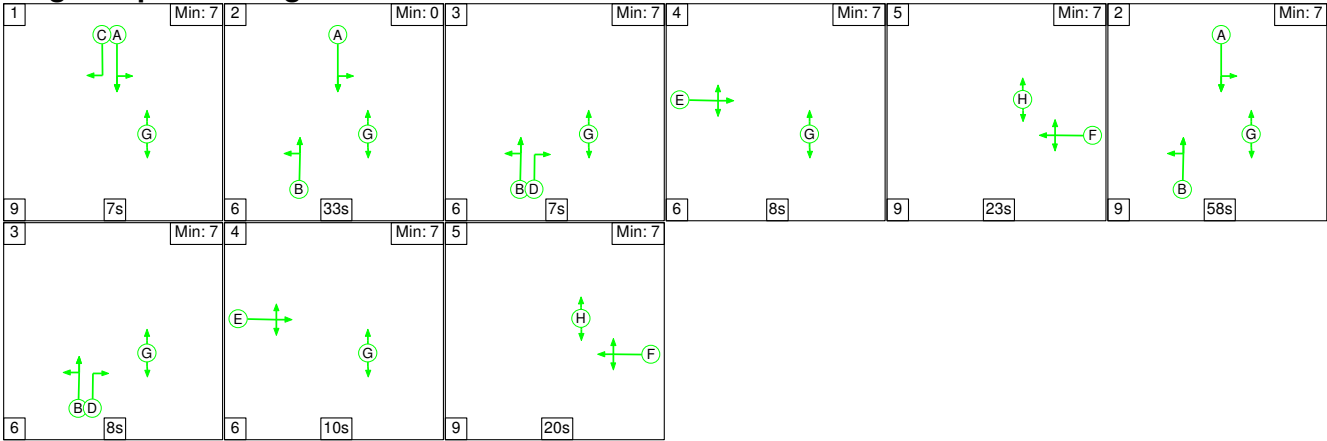
Full Input Data And Results

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')

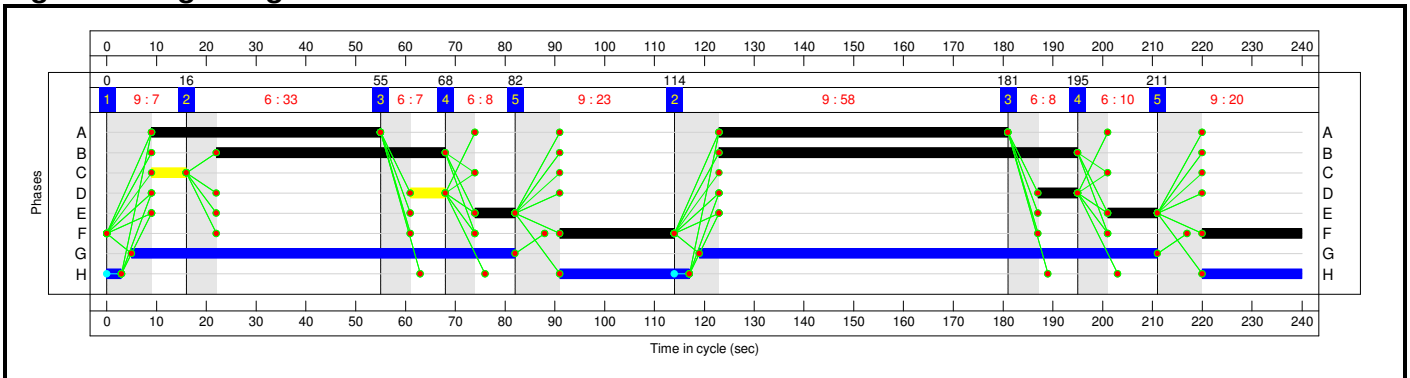
Stage Sequence Diagram



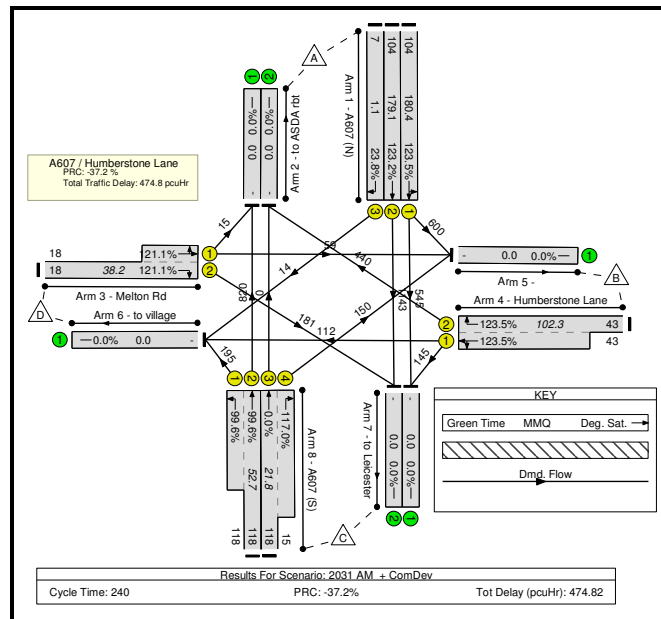
Stage Timings

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 (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>123.5%</b>
<b>A607 / Humberstone Lane</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>123.5%</b>
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%

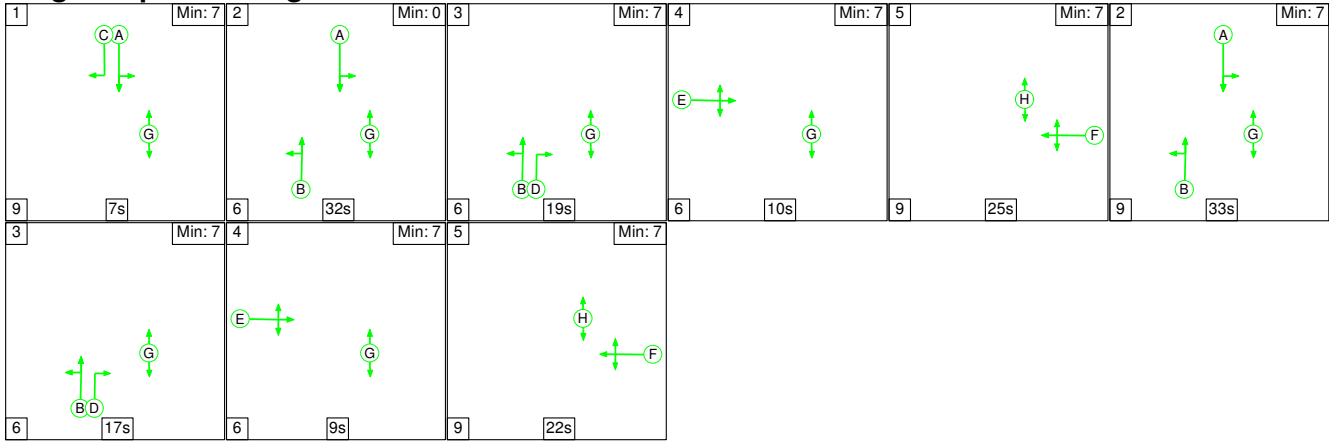
Full Input Data And Results

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')

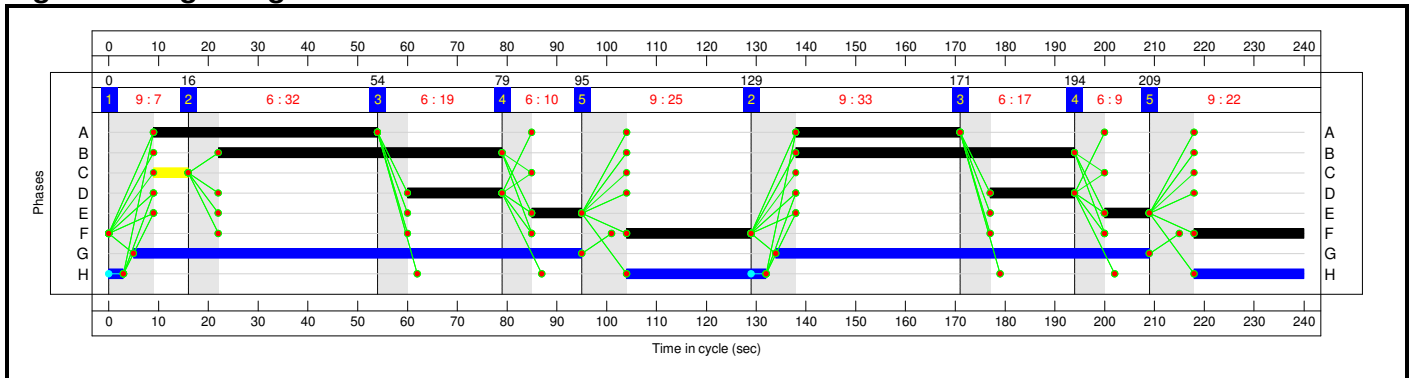
**Stage Sequence Diagram**



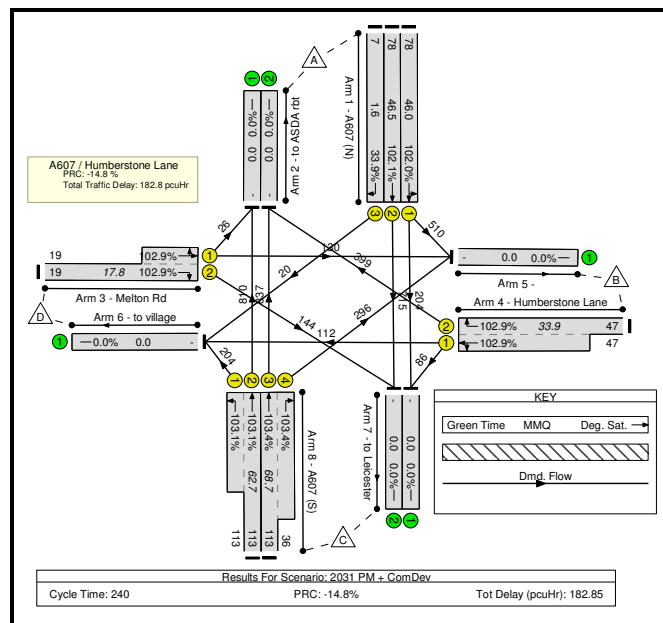
**Stage Timings**

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**

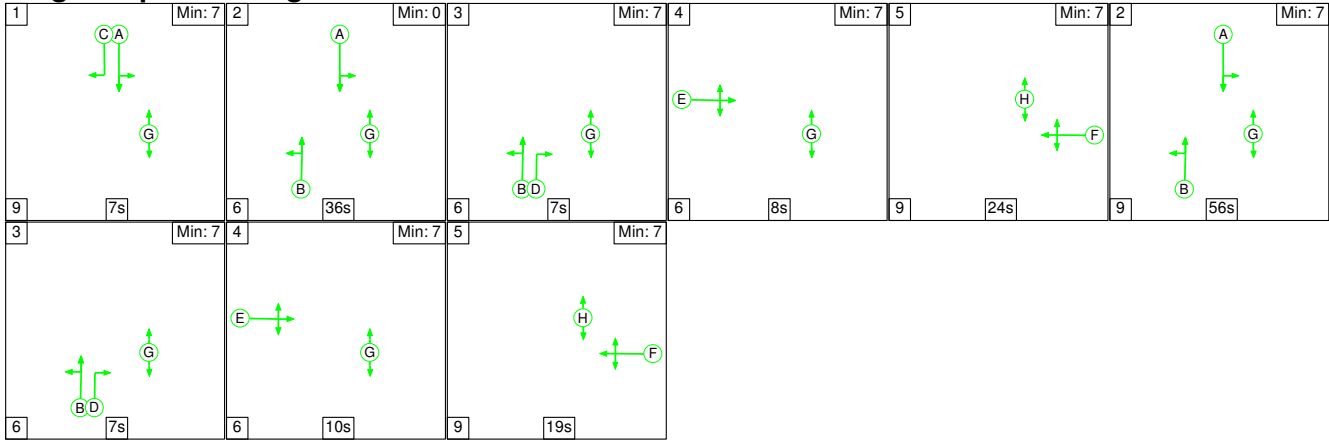
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>103.4%</b>
<b>A607 / Humberstone Lane</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>103.4%</b>
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')

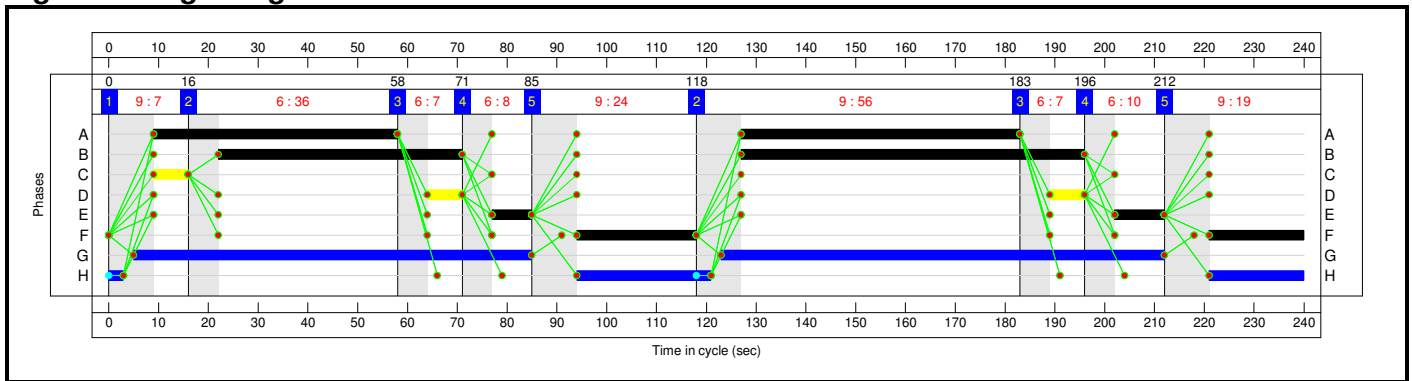
**Stage Sequence Diagram**



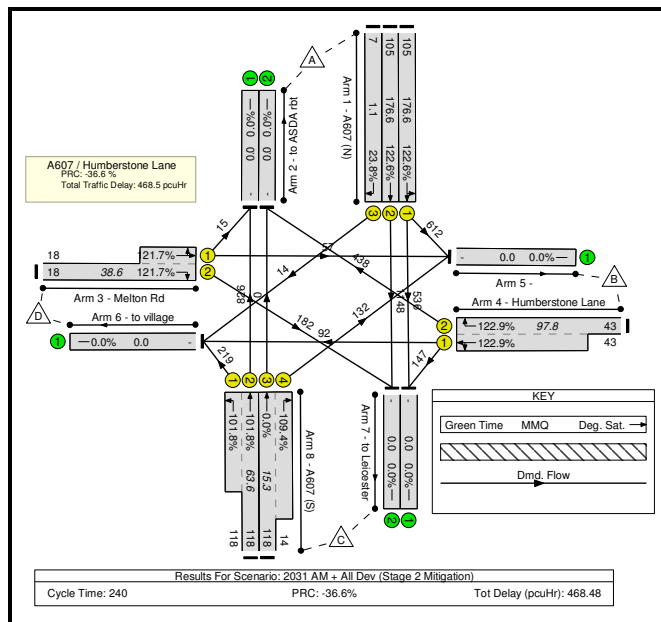
**Stage Timings**

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 (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>122.9%</b>
<b>A607 / Humberstone Lane</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>122.9%</b>
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%

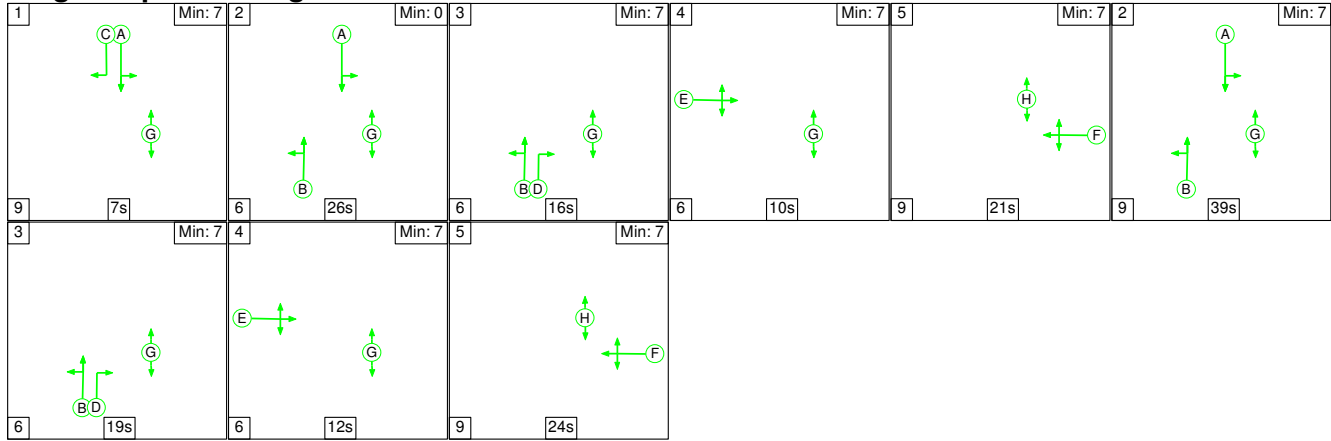
Full Input Data And Results

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	129.5	339.0	0.0	468.5	-	-	-	-
A607 / Humberstone Lane	-	-	0	0	0	129.5	339.0	0.0	468.5	-	-	-	-
1/1	1148	936	-	-	-	40.0	108.5	-	148.5	465.8	68.1	108.5	176.6
1/2	1148	936	-	-	-	40.0	108.5	-	148.5	465.8	68.1	108.5	176.6
1/3	14	14	-	-	-	0.4	0.2	-	0.6	152.8	0.9	0.2	1.1
2/1	823	823	-	-	-	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	254	209	-	-	-	9.5	25.2	-	34.6	491.1	13.4	25.2	38.6
4/2+4/1	677	551	-	-	-	24.0	65.8	-	89.7	477.1	32.0	65.8	97.8
5/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	557	557	-	-	-	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	1045	1026	-	-	-	12.0	21.6	-	33.6	115.6	42.0	21.6	63.6
8/3+8/4	132	121	-	-	-	3.6	9.2	-	12.9	350.6	6.1	9.2	15.3
<p>C1                      PRC for Signalled Lanes (%): -36.6                      Total Delay for Signalled Lanes (pcuHr): 468.48                      Cycle Time (s): 240</p> <p>                                 PRC Over All Lanes (%): -36.6                      Total Delay Over All Lanes(pcuHr): 468.48</p>													

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')

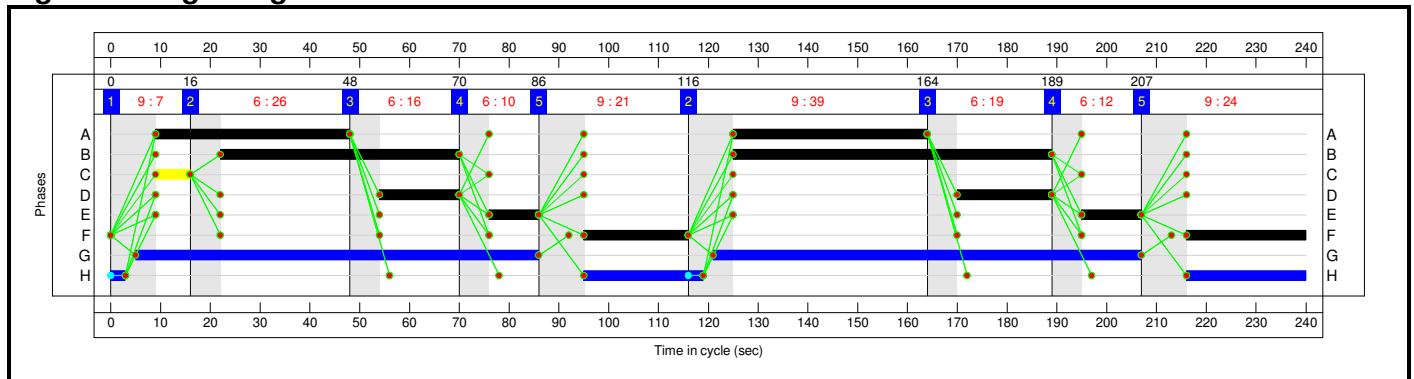
**Stage Sequence Diagram**



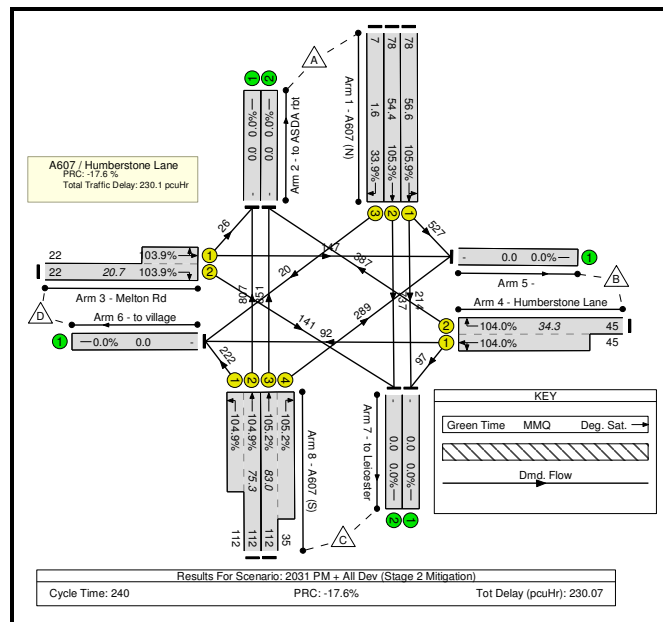
**Stage Timings**

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 (%)
<b>Network: A607 / Humberstone Lane - Existing Layout</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>105.9%</b>
<b>A607 / Humberstone Lane</b>	-	-	N/A	-	-		-	-	-	-	-	-	<b>105.9%</b>
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					