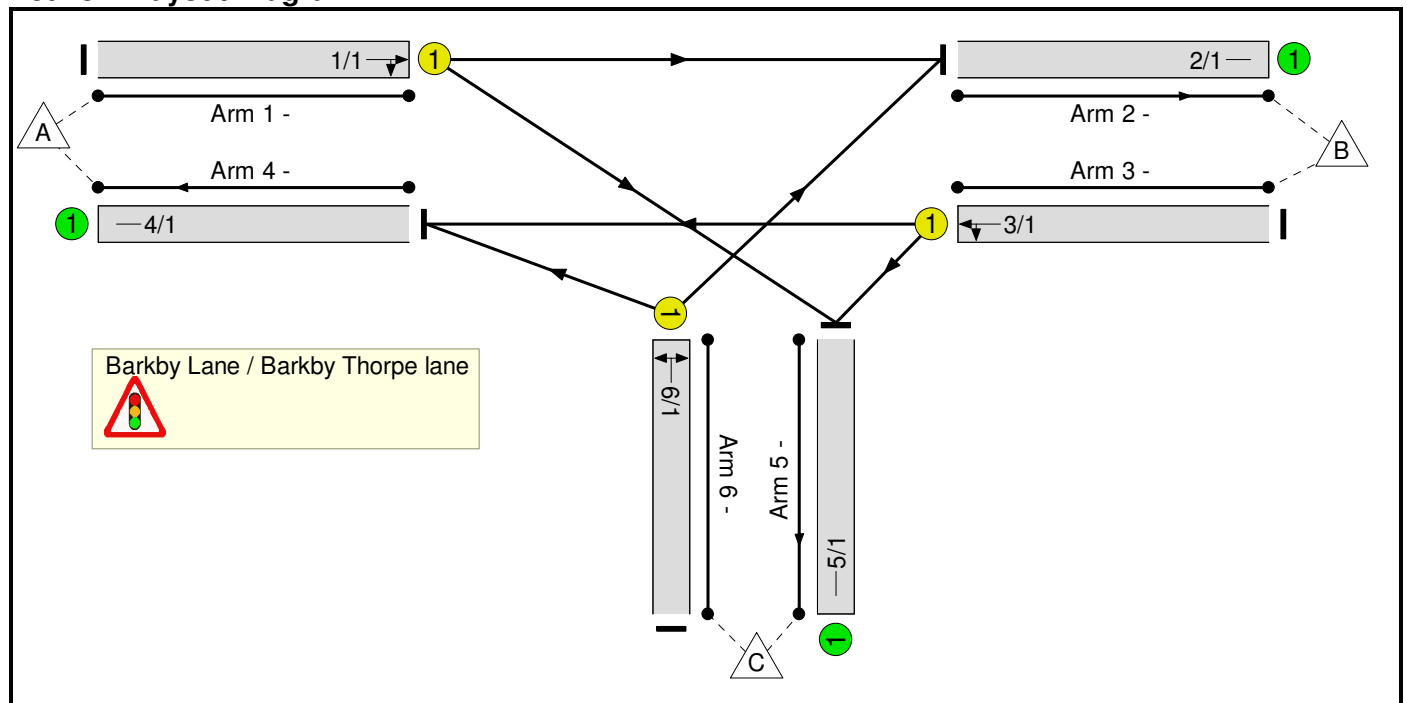


Full Input Data And Results
Full Input Data And Results

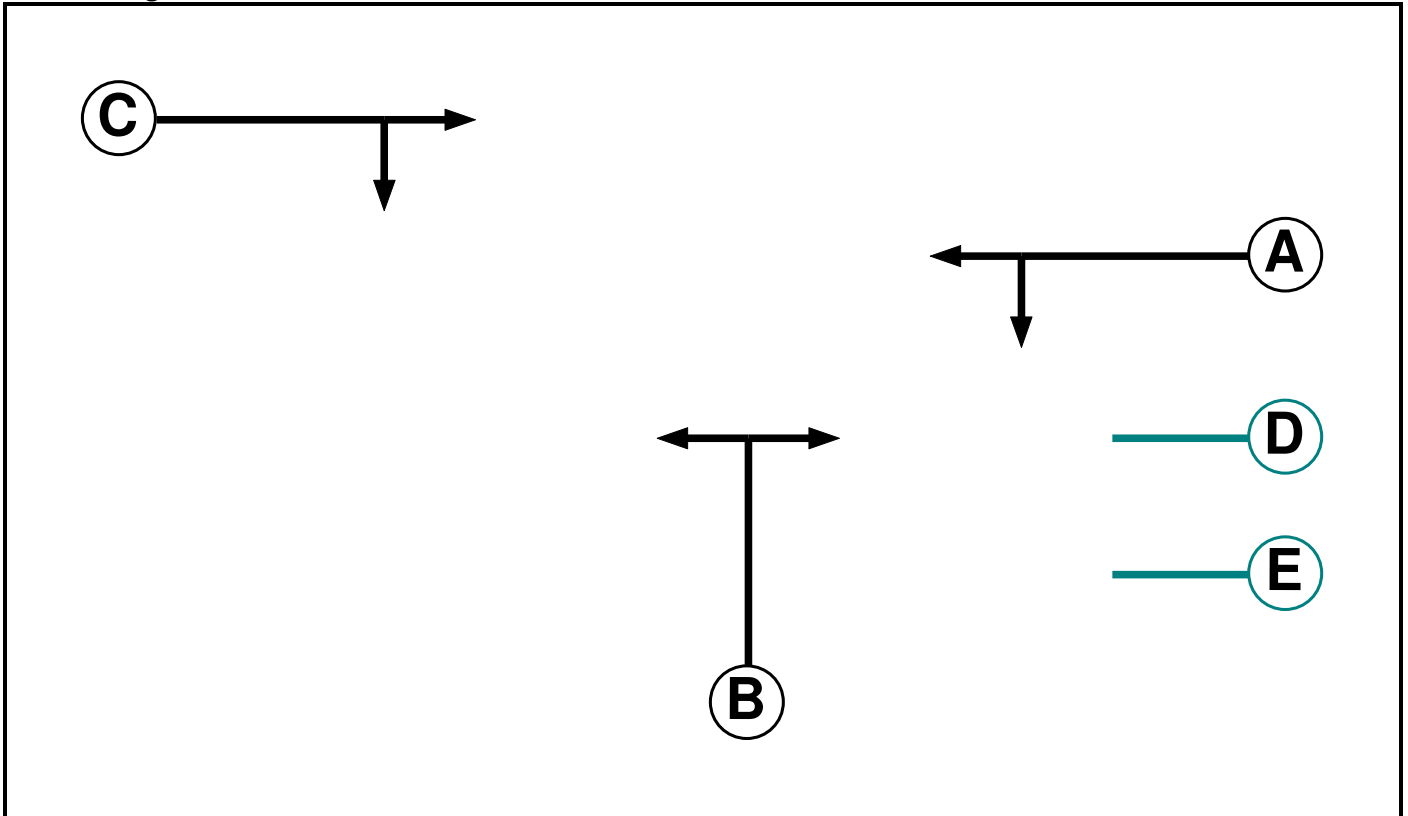
User and Project Details

Project:	A046980-7 NEoLSUE
Title:	Barkby Thorpe Lane / Barkby Lane - Existing Layout
Location:	
File name:	A046980-7 Barkby Ln - Barkby Thorpe Ln.lsg3x
Author:	R Bishop
Company:	WYG
Address:	Leicester
Notes:	Based upon plan and spec from LCC. Cycle time taken from max sets. No AR stg 3 extensions assumed.

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	Dummy		-9999	4
E	Dummy		-9999	4

Full Input Data And Results

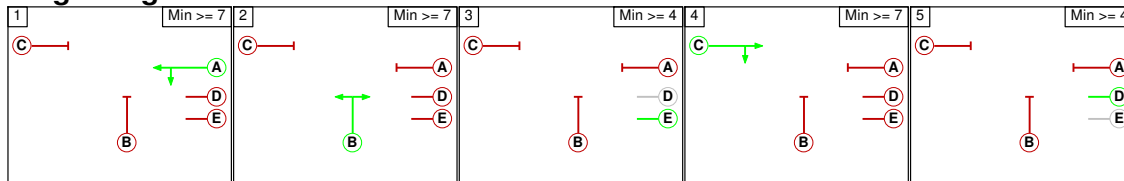
Phase Intergrens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		6	12	3	3
	B	6		12	3	3
	C	12	12		3	3
	D	2	2	2		-
	E	2	2	2	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		6	3	12	X
	2	6		3	12	X
	3	2	2		2	X
	4	12	12	X		3
	5	2	2	X	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Barkby Lane / Barkby Thorpe lane

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Barkby Lane / Barkby Thorpe 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	U	C	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 2 Ahead	Inf
											Arm 5 Right	25.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1	U	A	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	9.50
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U	B	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 2 Right	12.00
											Arm 4 Left	7.00

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 + Com Dev AM'	08:00	09:00	01:00	
4: '2016 + Com Dev PM'	17:00	18:00	01:00	
5: '2016 + Com Dev +Ph1 AM'	08:00	09:00	01:00	
6: '2016 + Com Dev +Ph1 PM'	17:00	18:00	01:00	
7: '2021 + Com Dev AM'	08:00	09:00	01:00	
8: '2021 + Com Dev PM'	17:00	18:00	01:00	
9: '2021 + Com Dev +Ph2 AM'	08:00	09:00	01:00	
10: '2021 + Com Dev +Ph2 PM'	17:00	18:00	01:00	
11: 'AM 2031 Base + ComDev'	08:00	09:00	01:00	
12: 'PM 2031 Base + ComDev'	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	

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	138	123	261
	B	118	0	35	153
	C	128	24	0	152
	Tot.	246	162	158	566

Traffic Lane Flows

Lane	Scenario 1: 2014 AM
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	261
2/1	162
3/1	153
4/1	246
5/1	158
6/1	152

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	52.9 %	1843	1843
				Arm 5 Right	25.00	47.1 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	77.1 %	1829	1829
				Arm 5 Left	9.50	22.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	15.8 %	1562	1562
				Arm 4 Left	7.00	84.2 %		

Full Input Data And Results

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	162	89	251
	B	102	0	19	121
	C	179	65	0	244
	Tot.	281	227	108	616

Traffic Lane Flows

Lane	Scenario 2: 2014 PM
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	251
2/1	227
3/1	121
4/1	281
5/1	108
6/1	244

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	64.5 %	1856	1856
				Arm 5 Right	25.00	35.5 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	84.3 %	1849	1849
				Arm 5 Left	9.50	15.7 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	26.6 %	1575	1575
				Arm 4 Left	7.00	73.4 %		

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	140	125	265
	B	120	0	36	156
	C	130	25	0	155
	Tot.	250	165	161	576

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2016 + ComDev AM
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	265
2/1	165
3/1	156
4/1	250
5/1	161
6/1	155

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	52.8 %	1843	1843
				Arm 5 Right	25.00	47.2 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	76.9 %	1828	1828
				Arm 5 Left	9.50	23.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	16.1 %	1563	1563
				Arm 4 Left	7.00	83.9 %		

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	91	256
	B	104	0	19	123
	C	182	67	0	249
	Tot.	286	232	110	628

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2016 + ComDev PM
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	256
2/1	232
3/1	123
4/1	286
5/1	110
6/1	249

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	64.5 %	1855	1855
				Arm 5 Right	25.00	35.5 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	84.6 %	1850	1850
				Arm 5 Left	9.50	15.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	26.9 %	1575	1575
				Arm 4 Left	7.00	73.1 %		

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	137	124	261
	B	121	0	36	157
	C	135	26	0	161
	Tot.	256	163	160	579

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2016 + ComDev + Ph1 AM
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	261
2/1	163
3/1	157
4/1	256
5/1	160
6/1	161

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	52.5 %	1842	1842
				Arm 5 Right	25.00	47.5 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	77.1 %	1829	1829
				Arm 5 Left	9.50	22.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	16.1 %	1563	1563
				Arm 4 Left	7.00	83.9 %		

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	165	92	257
	B	105	0	19	124
	C	162	73	0	235
	Tot.	267	238	111	616

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2016 + ComDev + Ph1 PM
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	257
2/1	238
3/1	124
4/1	267
5/1	111
6/1	235

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	64.2 %	1855	1855
				Arm 5 Right	25.00	35.8 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	84.7 %	1850	1850
				Arm 5 Left	9.50	15.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	31.1 %	1580	1580
				Arm 4 Left	7.00	68.9 %		

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	148	132	280
	B	127	0	38	165
	C	138	26	0	164
	Tot.	265	174	170	609

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2021 + ComDev AM
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	280
2/1	174
3/1	165
4/1	265
5/1	170
6/1	164

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	52.9 %	1843	1843
				Arm 5 Right	25.00	47.1 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	77.0 %	1829	1829
				Arm 5 Left	9.50	23.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	15.9 %	1562	1562
				Arm 4 Left	7.00	84.1 %		

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	175	97	272
	B	111	0	21	132
	C	193	71	0	264
	Tot.	304	246	118	668

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2021 + ComDev PM
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	272
2/1	246
3/1	132
4/1	304
5/1	118
6/1	264

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	64.3 %	1855	1855
				Arm 5 Right	25.00	35.7 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	84.1 %	1849	1849
				Arm 5 Left	9.50	15.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	26.9 %	1575	1575
				Arm 4 Left	7.00	73.1 %		

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	135	151	286
	B	139	0	38	177
	C	257	27	0	284
	Tot.	396	162	189	747

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2021 + ComDev + Ph2 AM
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	286
2/1	162
3/1	177
4/1	396
5/1	189
6/1	284

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	47.2 %	1837	1837
				Arm 5 Right	25.00	52.8 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	78.5 %	1833	1833
				Arm 5 Left	9.50	21.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	9.5 %	1555	1555
				Arm 4 Left	7.00	90.5 %		

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	172	130	302
	B	118	0	21	139
	C	251	78	0	329
	Tot.	369	250	151	770

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2021 + ComDev + Ph2 PM
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	302
2/1	250
3/1	139
4/1	369
5/1	151
6/1	329

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	57.0 %	1847	1847
				Arm 5 Right	25.00	43.0 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	84.9 %	1851	1851
				Arm 5 Left	9.50	15.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	23.7 %	1572	1572
				Arm 4 Left	7.00	76.3 %		

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	166	148	314
	B	150	0	42	192
	C	161	29	0	190
	Tot.	311	195	190	696

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: AM 2031 + ComDev
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	314
2/1	195
3/1	192
4/1	311
5/1	190
6/1	190

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	52.9 %	1843	1843
				Arm 5 Right	25.00	47.1 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	78.1 %	1832	1832
				Arm 5 Left	9.50	21.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	15.3 %	1562	1562
				Arm 4 Left	7.00	84.7 %		

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

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	195	110	305
	B	128	0	23	151
	C	224	78	0	302
	Tot.	352	273	133	758

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: PM 2031 + ComDev
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	305
2/1	273
3/1	151
4/1	352
5/1	133
6/1	302

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	63.9 %	1855	1855
				Arm 5 Right	25.00	36.1 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	84.8 %	1850	1850
				Arm 5 Left	9.50	15.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	25.8 %	1574	1574
				Arm 4 Left	7.00	74.2 %		

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	178	102	280
	B	142	0	43	185
	C	182	89	0	271
	Tot.	324	267	145	736

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2031 +All Dev AM (Stage 2 Mitigation)
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	280
2/1	267
3/1	185
4/1	324
5/1	145
6/1	271

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	63.6 %	1854	1854
				Arm 5 Right	25.00	36.4 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	76.8 %	1828	1828
				Arm 5 Left	9.50	23.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	32.8 %	1582	1582
				Arm 4 Left	7.00	67.2 %		

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				
	A	B	C	Tot.	
Origin	A	0	271	28	299
	B	129	0	23	152
	C	208	118	0	326
	Tot.	337	389	51	777

Full Input Data And Results

Traffic Lane Flows

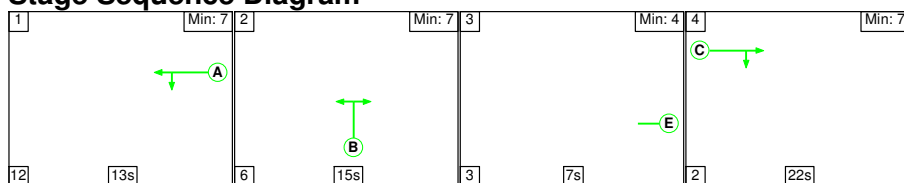
Lane	Scenario 14: 2031 +All Dev PM (Stage 2 Mitigation)
Junction: Barkby Lane / Barkby Thorpe lane	
1/1	299
2/1	389
3/1	152
4/1	337
5/1	51
6/1	326

Lane Saturation Flows

Junction: Barkby Lane / Barkby Thorpe 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	2.80	0.00	Y	Arm 2 Ahead	Inf	90.6 %	1884	1884
				Arm 5 Right	25.00	9.4 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1	2.80	0.00	Y	Arm 4 Ahead	Inf	84.9 %	1851	1851
				Arm 5 Left	9.50	15.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	2.60	0.00	Y	Arm 2 Right	12.00	36.2 %	1586	1586
				Arm 4 Left	7.00	63.8 %		

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

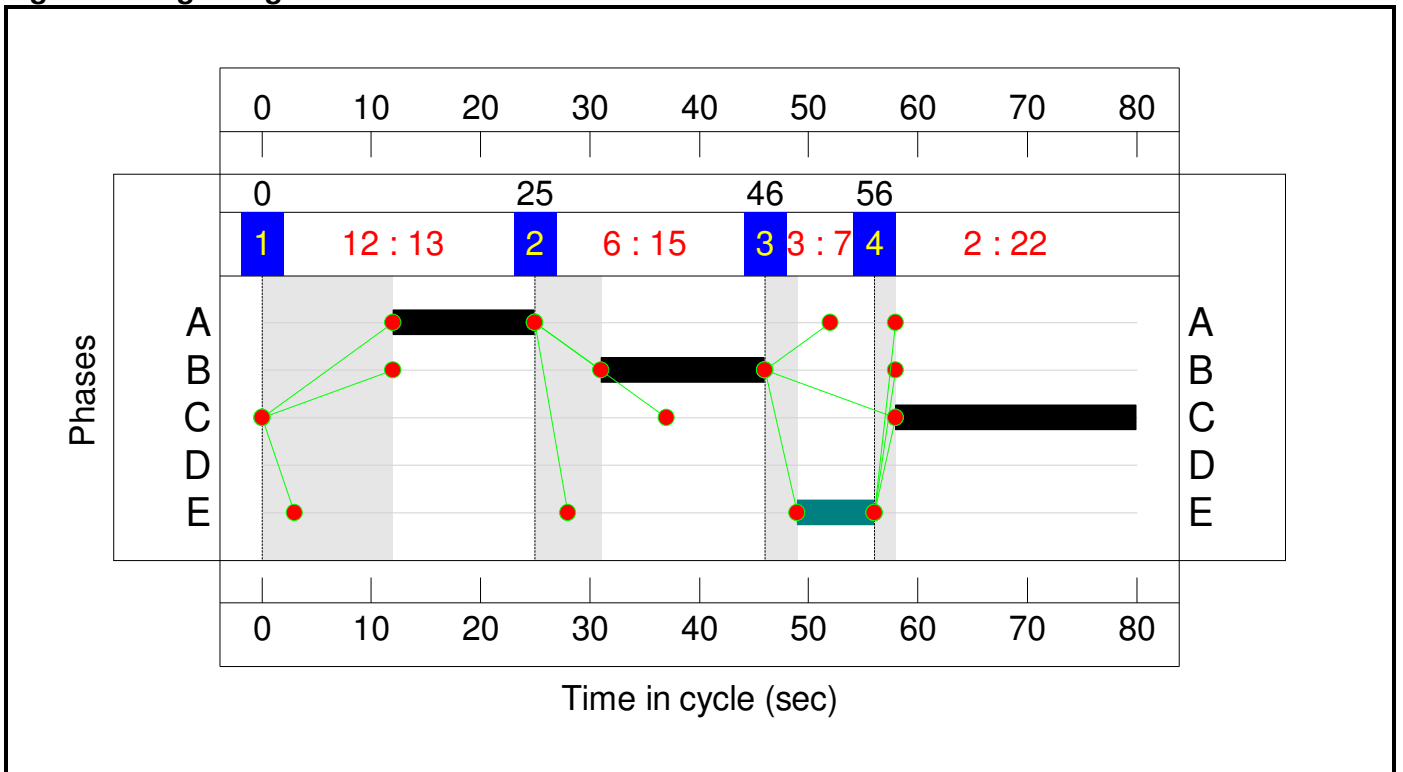
Stage Sequence Diagram



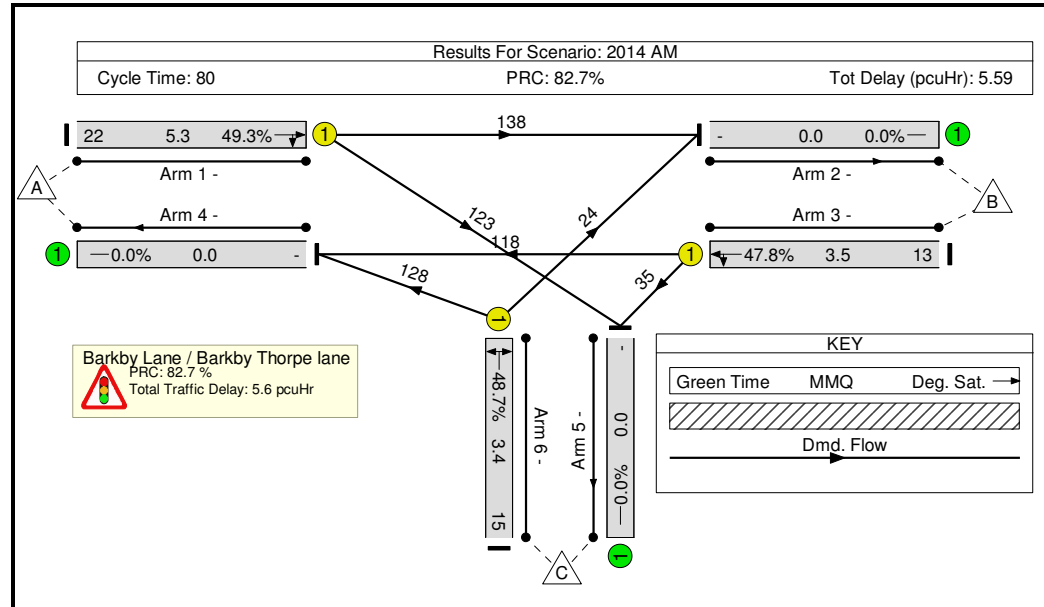
Stage Timings

Stage	1	2	3	4
Duration	13	15	7	22
Change Point	0	25	46	56

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	49.3%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	49.3%
1/1	Ahead Right	U	N/A	N/A	C		1	22	-	261	1843	530	49.3%
2/1		U	N/A	N/A	-		-	-	-	162	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	13	-	153	1829	320	47.8%
4/1		U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	15	-	152	1562	312	48.7%

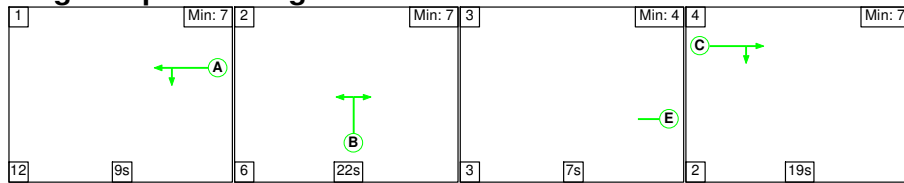
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	4.2	1.4	0.0	5.6	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	4.2	1.4	0.0	5.6	-	-	-	-
1/1	261	261	-	-	-	1.7	0.5	-	2.2	30.3	4.8	0.5	5.3
2/1	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	153	153	-	-	-	1.3	0.5	-	1.7	40.4	3.1	0.5	3.5
4/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	152	152	-	-	-	1.2	0.5	-	1.7	39.5	3.0	0.5	3.4
C1			PRC for Signalled Lanes (%):		82.7	Total Delay for Signalled Lanes (pcuHr):		5.59	Cycle Time (s): 80				
			PRC Over All Lanes (%):		82.7	Total Delay Over All Lanes(pcuHr):		5.59					

Full Input Data And Results

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

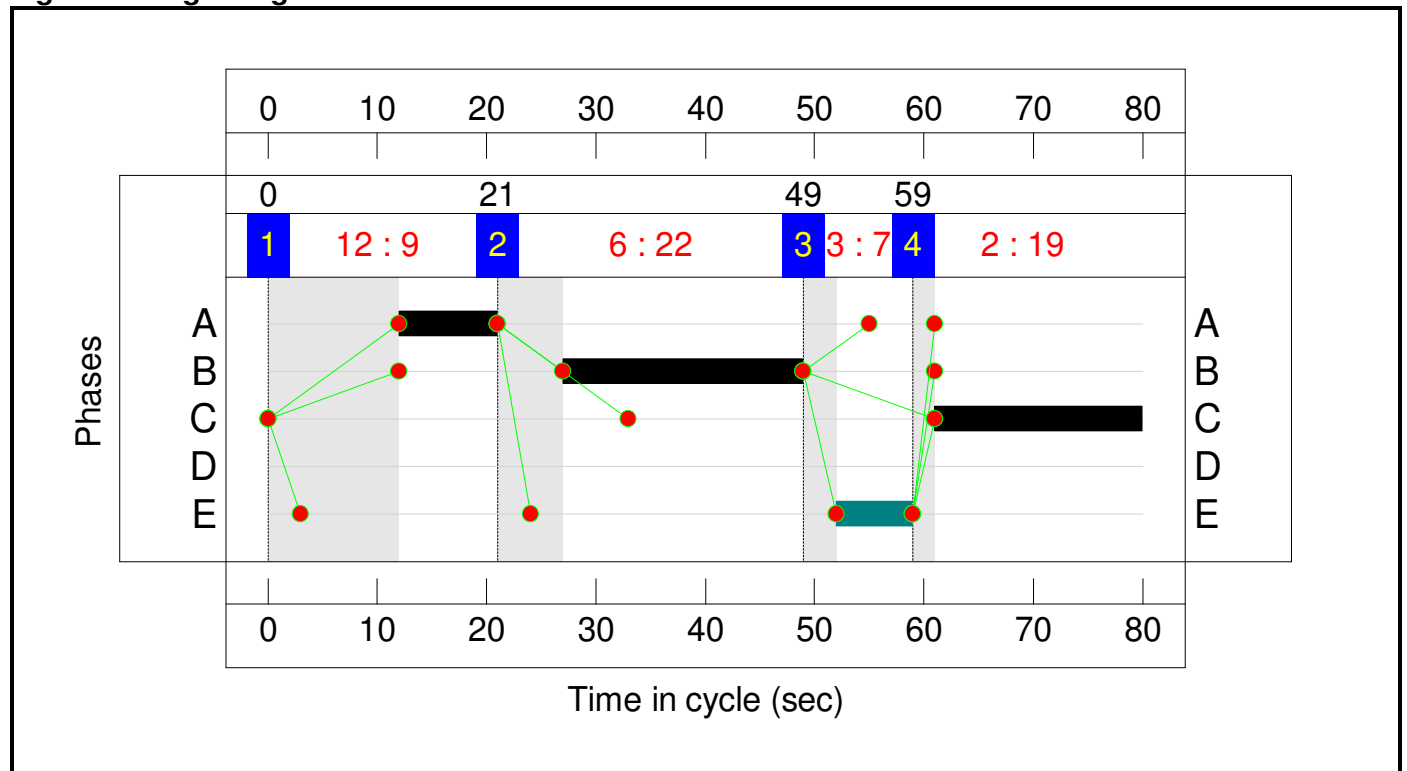
Stage Sequence Diagram



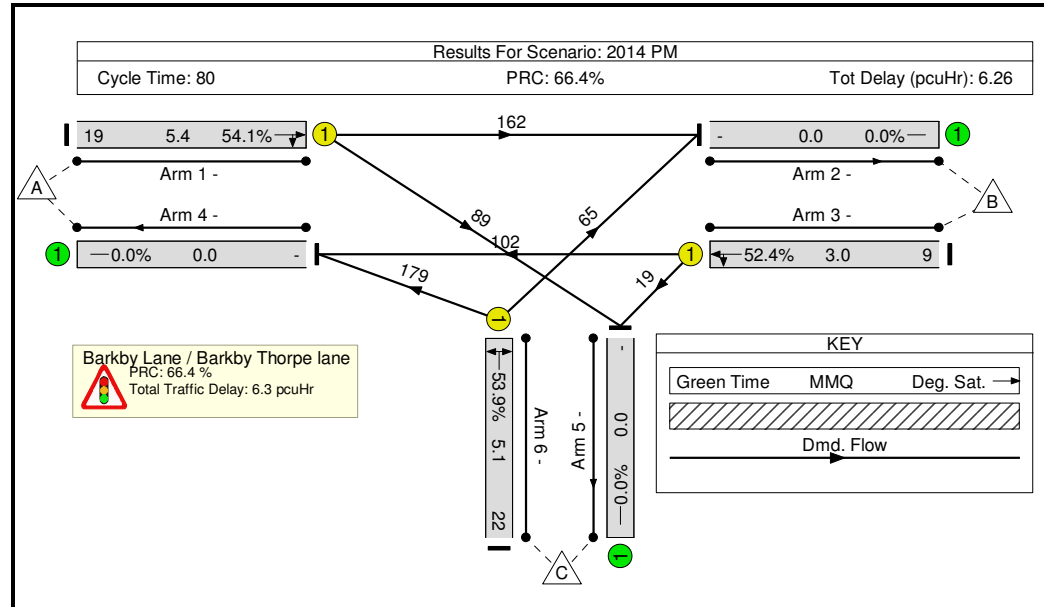
Stage Timings

Stage	1	2	3	4
Duration	9	22	7	19
Change Point	0	21	49	59

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	54.1%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	54.1%
1/1	Ahead Right	U	N/A	N/A	C		1	19	-	251	1856	464	54.1%
2/1		U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	9	-	121	1849	231	52.4%
4/1		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	22	-	244	1575	453	53.9%

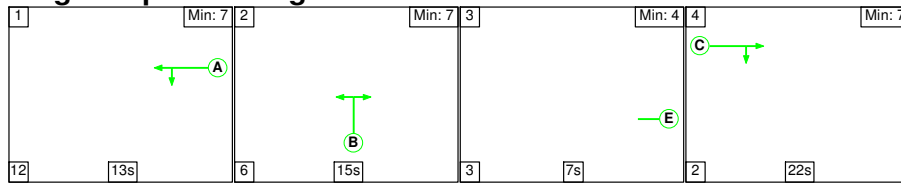
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	4.5	1.7	0.0	6.3	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	4.5	1.7	0.0	6.3	-	-	-	-
1/1	251	251	-	-	-	1.8	0.6	-	2.4	34.4	4.8	0.6	5.4
2/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	121	121	-	-	-	1.1	0.5	-	1.6	49.0	2.5	0.5	3.0
4/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	244	244	-	-	-	1.6	0.6	-	2.2	32.6	4.5	0.6	5.1
<p>C1 PRC for Signalled Lanes (%): 66.4 Total Delay for Signalled Lanes (pcuHr): 6.26 Cycle Time (s): 80</p> <p> PRC Over All Lanes (%): 66.4 Total Delay Over All Lanes(pcuHr): 6.26</p>													

Full Input Data And Results

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

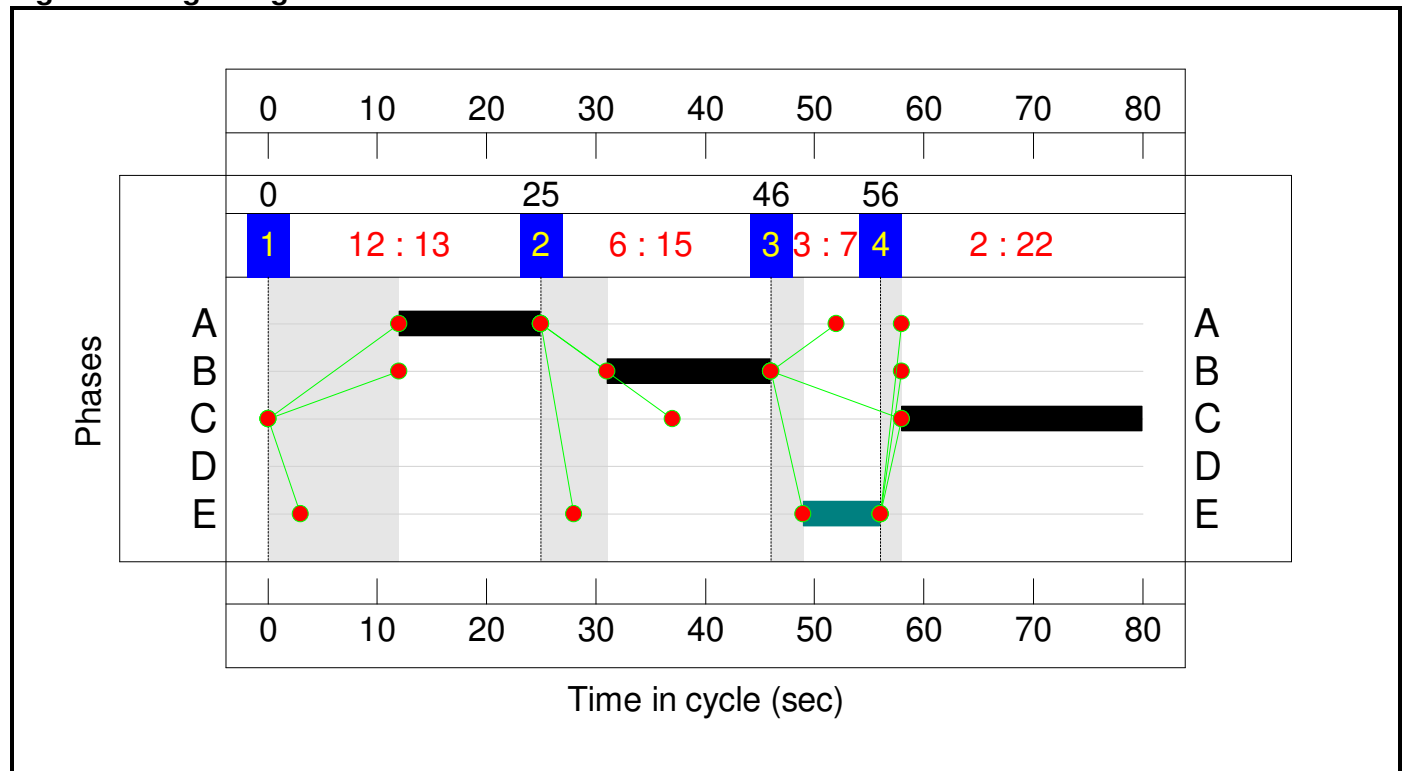
Stage Sequence Diagram



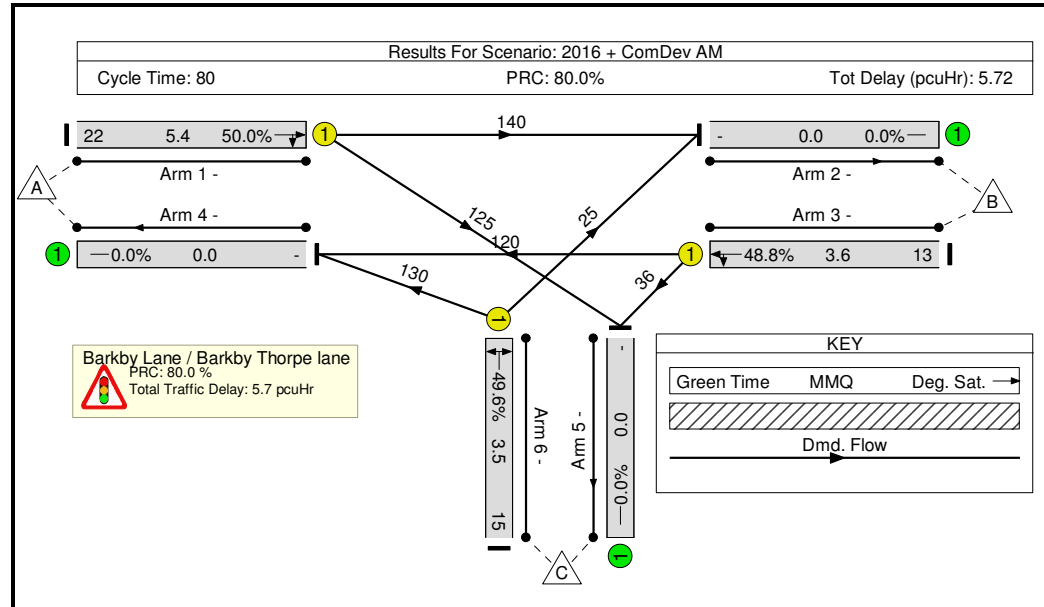
Stage Timings

Stage	1	2	3	4
Duration	13	15	7	22
Change Point	0	25	46	56

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	50.0%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	50.0%
1/1	Ahead Right	U	N/A	N/A	C		1	22	-	265	1843	530	50.0%
2/1		U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	13	-	156	1828	320	48.8%
4/1		U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	15	-	155	1563	313	49.6%

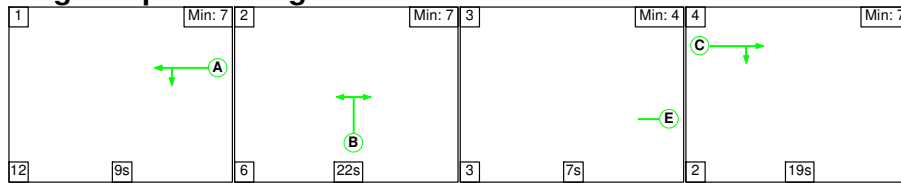
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	4.3	1.5	0.0	5.7	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	4.3	1.5	0.0	5.7	-	-	-	-
1/1	265	265	-	-	-	1.7	0.5	-	2.2	30.5	4.9	0.5	5.4
2/1	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	156	156	-	-	-	1.3	0.5	-	1.8	40.7	3.1	0.5	3.6
4/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	155	155	-	-	-	1.2	0.5	-	1.7	39.8	3.1	0.5	3.5
C1 PRC for Signalled Lanes (%): 80.0 Total Delay for Signalled Lanes (pcuHr): 5.72 Cycle Time (s): 80 PRC Over All Lanes (%): 80.0 Total Delay Over All Lanes(pcuHr): 5.72													

Full Input Data And Results

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

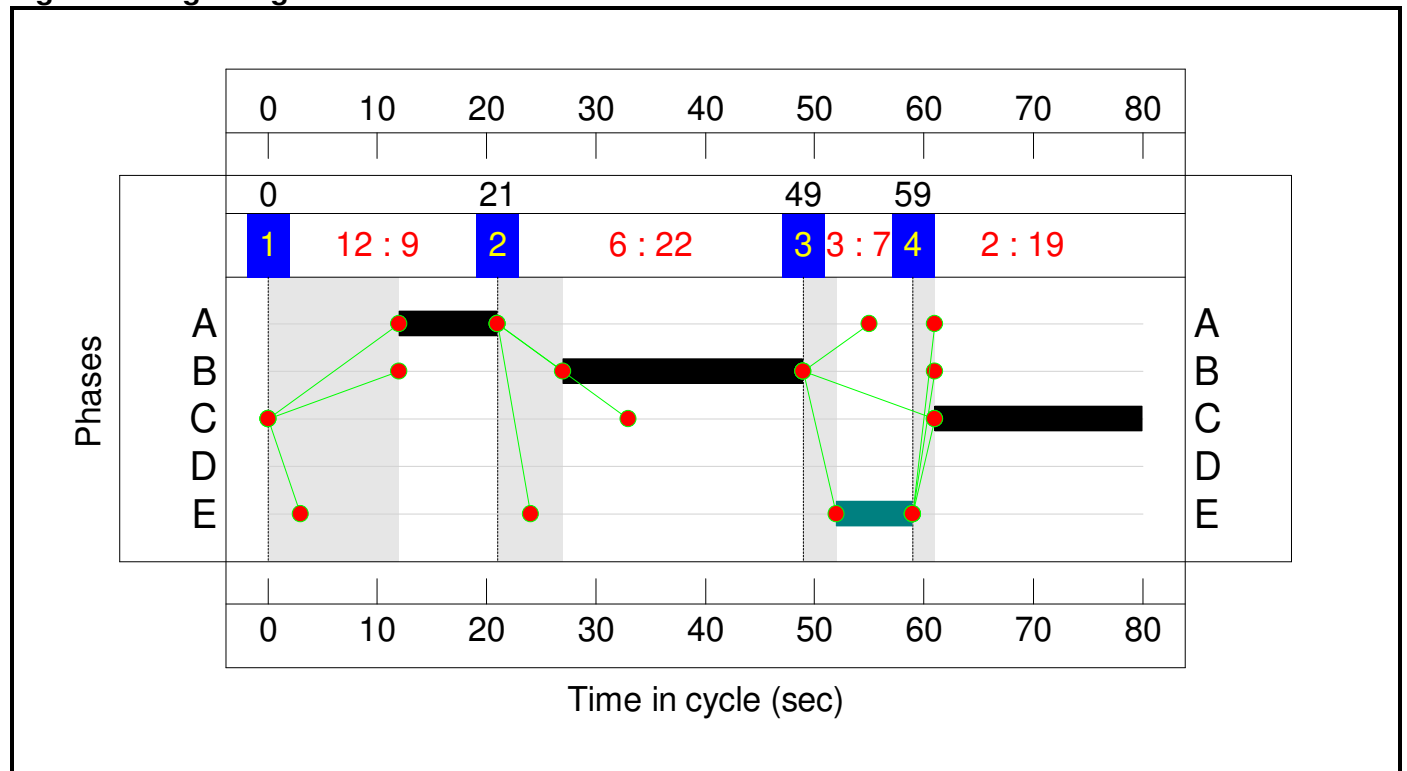
Stage Sequence Diagram



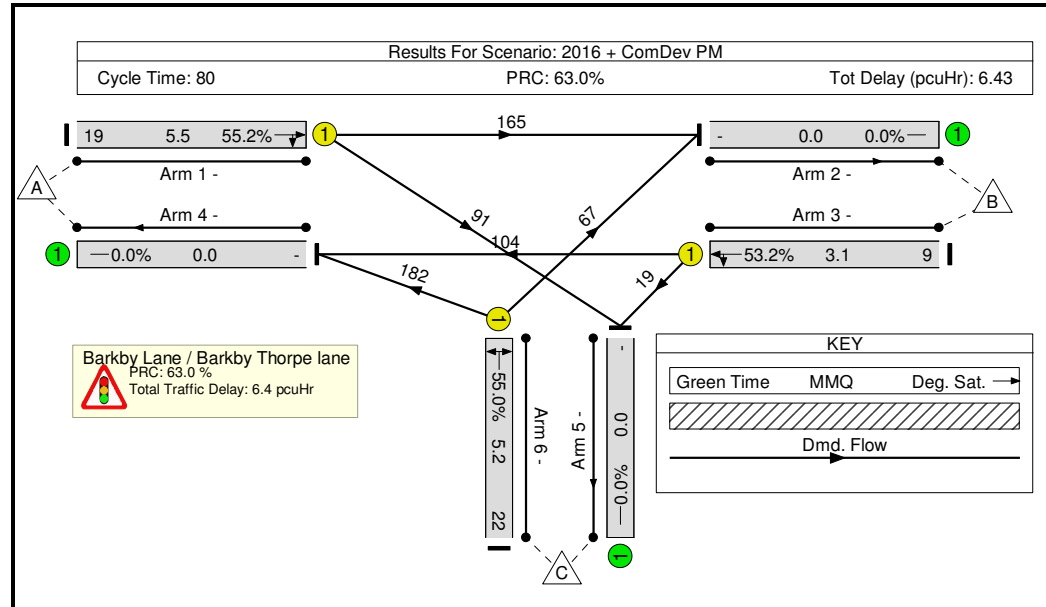
Stage Timings

Stage	1	2	3	4
Duration	9	22	7	19
Change Point	0	21	49	59

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	55.2%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	55.2%
1/1	Ahead Right	U	N/A	N/A	C		1	19	-	256	1855	464	55.2%
2/1		U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	9	-	123	1850	231	53.2%
4/1		U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	22	-	249	1575	453	55.0%

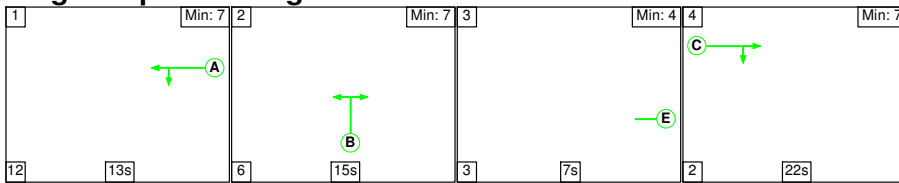
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	4.6	1.8	0.0	6.4	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	4.6	1.8	0.0	6.4	-	-	-	-
1/1	256	256	-	-	-	1.9	0.6	-	2.5	34.7	4.9	0.6	5.5
2/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	123	123	-	-	-	1.1	0.6	-	1.7	49.3	2.5	0.6	3.1
4/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	249	249	-	-	-	1.7	0.6	-	2.3	32.9	4.6	0.6	5.2
C1 PRC for Signalled Lanes (%): 63.0 Total Delay for Signalled Lanes (pcuHr): 6.43 Cycle Time (s): 80 PRC Over All Lanes (%): 63.0 Total Delay Over All Lanes(pcuHr): 6.43													

Full Input Data And Results

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

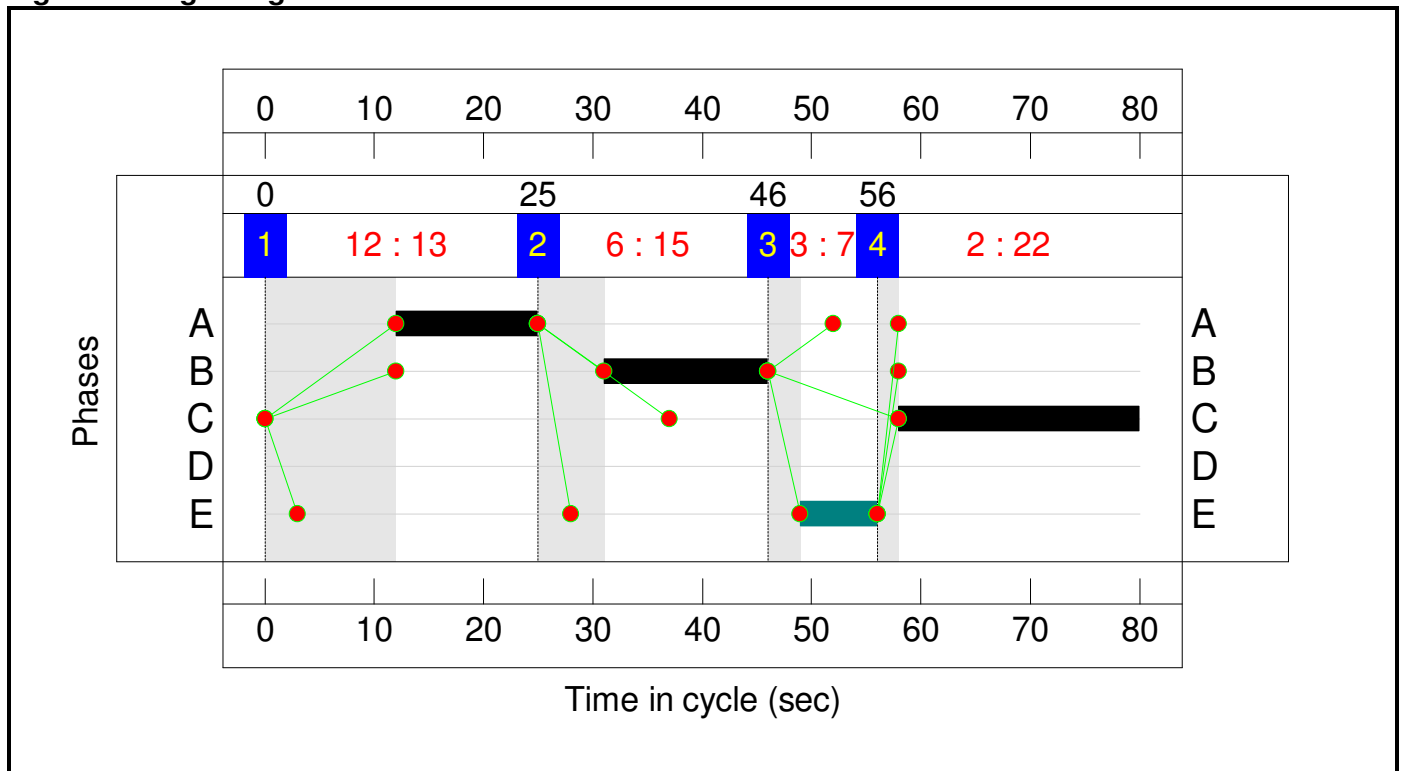
Stage Sequence Diagram



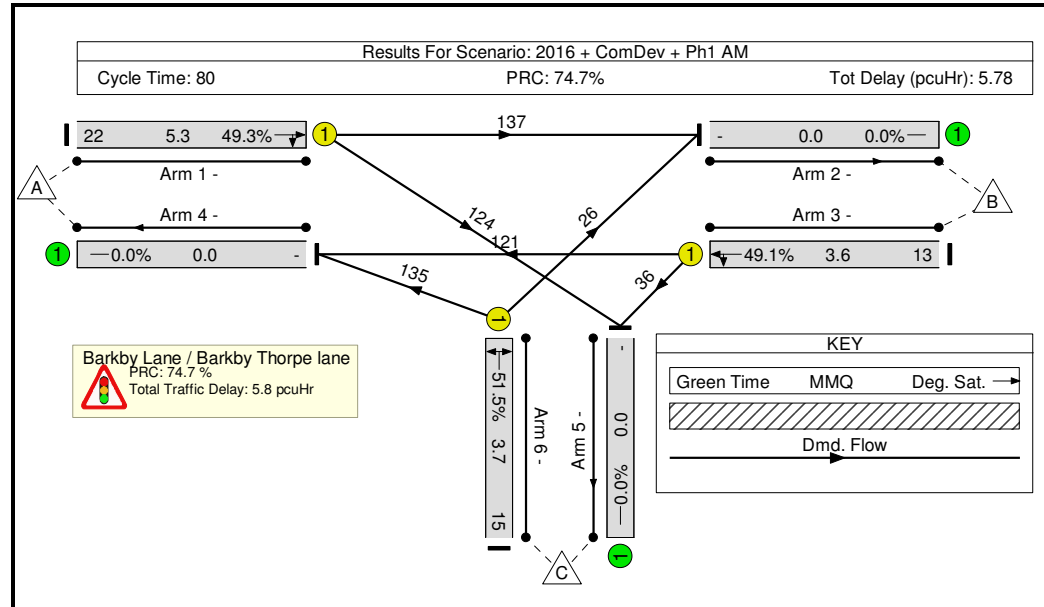
Stage Timings

Stage	1	2	3	4
Duration	13	15	7	22
Change Point	0	25	46	56

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	51.5%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	51.5%
1/1	Ahead Right	U	N/A	N/A	C		1	22	-	261	1842	530	49.3%
2/1		U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	13	-	157	1829	320	49.1%
4/1		U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	15	-	161	1563	313	51.5%

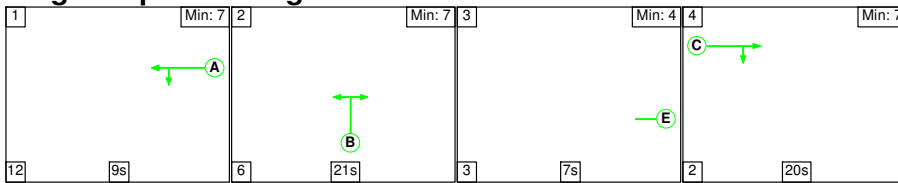
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	4.3	1.5	0.0	5.8	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	4.3	1.5	0.0	5.8	-	-	-	-
1/1	261	261	-	-	-	1.7	0.5	-	2.2	30.3	4.8	0.5	5.3
2/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	157	157	-	-	-	1.3	0.5	-	1.8	40.8	3.1	0.5	3.6
4/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	161	161	-	-	-	1.3	0.5	-	1.8	40.3	3.2	0.5	3.7
C1 PRC for Signalled Lanes (%): 74.7 Total Delay for Signalled Lanes (pcuHr): 5.78 Cycle Time (s): 80 PRC Over All Lanes (%): 74.7 Total Delay Over All Lanes(pcuHr): 5.78													

Full Input Data And Results

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

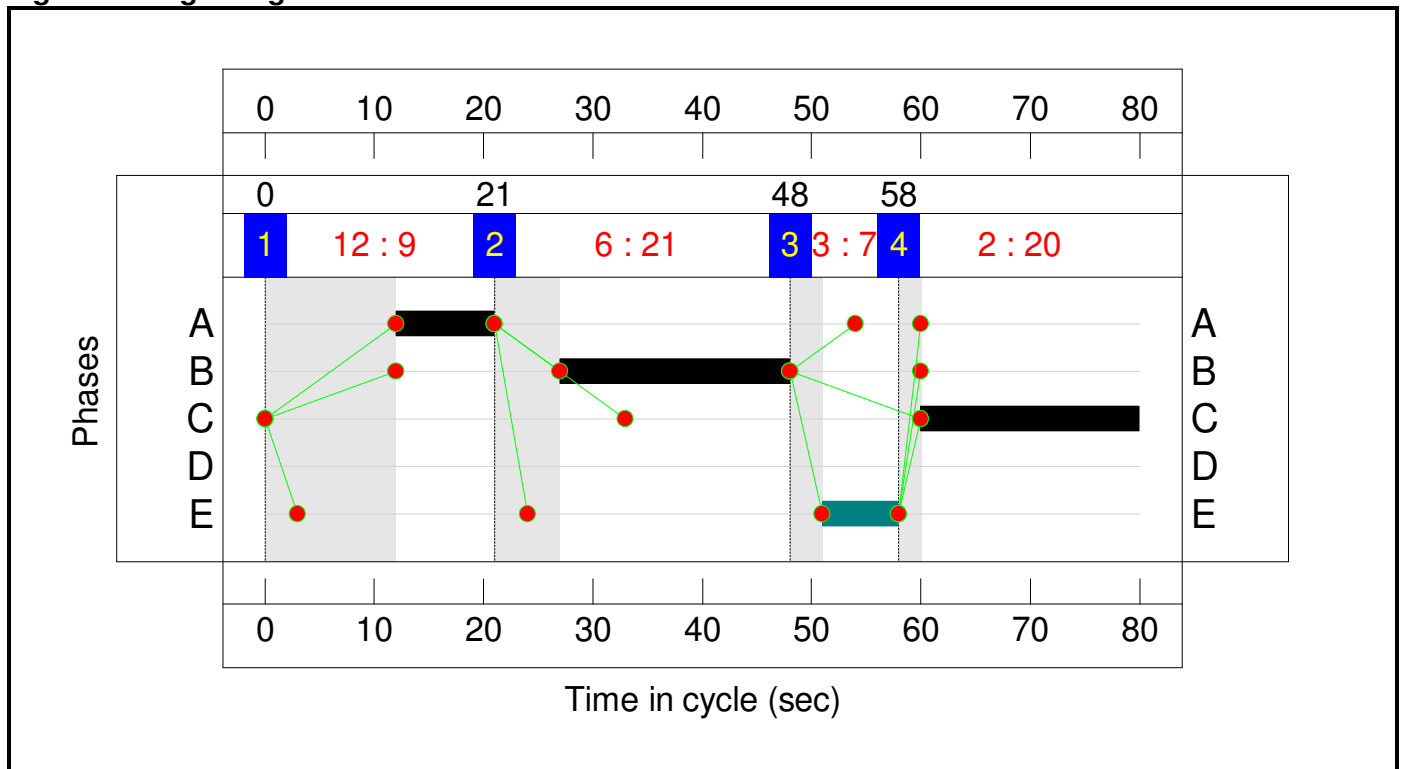
Stage Sequence Diagram



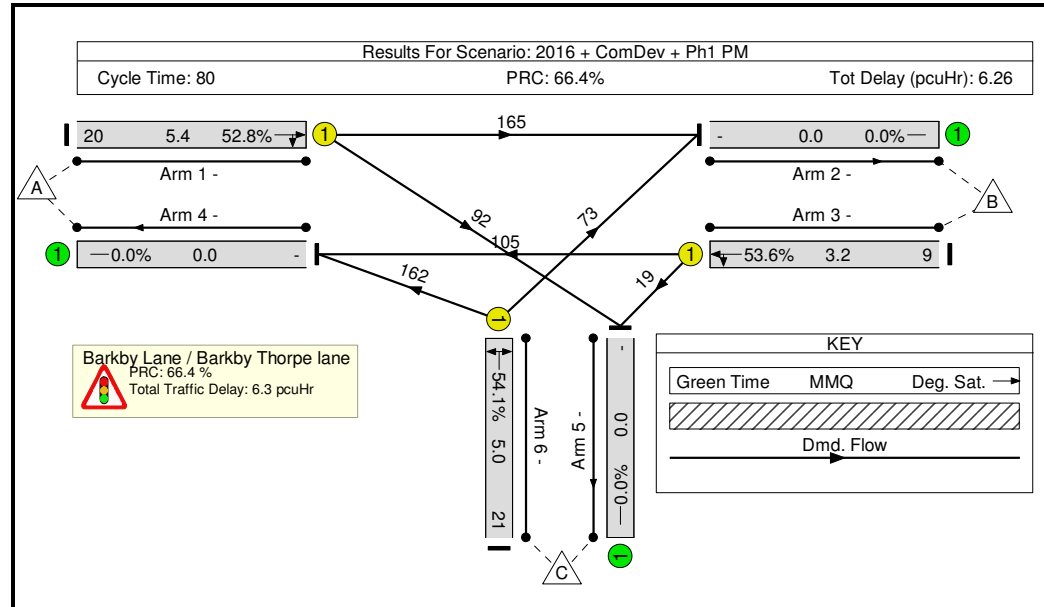
Stage Timings

Stage	1	2	3	4
Duration	9	21	7	20
Change Point	0	21	48	58

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	54.1%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	54.1%
1/1	Ahead Right	U	N/A	N/A	C		1	20	-	257	1855	487	52.8%
2/1		U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	9	-	124	1850	231	53.6%
4/1		U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	111	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	21	-	235	1580	434	54.1%

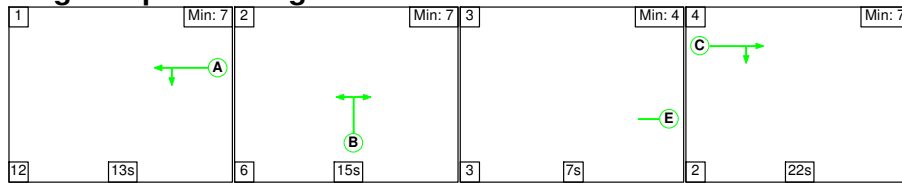
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	4.5	1.7	0.0	6.3	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	4.5	1.7	0.0	6.3	-	-	-	-
1/1	257	257	-	-	-	1.8	0.6	-	2.4	33.1	4.9	0.6	5.4
2/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	124	124	-	-	-	1.1	0.6	-	1.7	49.4	2.6	0.6	3.2
4/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	235	235	-	-	-	1.6	0.6	-	2.2	33.7	4.4	0.6	5.0
<p>C1 PRC for Signalled Lanes (%): 66.4 Total Delay for Signalled Lanes (pcuHr): 6.26 Cycle Time (s): 80</p> <p> PRC Over All Lanes (%): 66.4 Total Delay Over All Lanes(pcuHr): 6.26</p>													

Full Input Data And Results

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

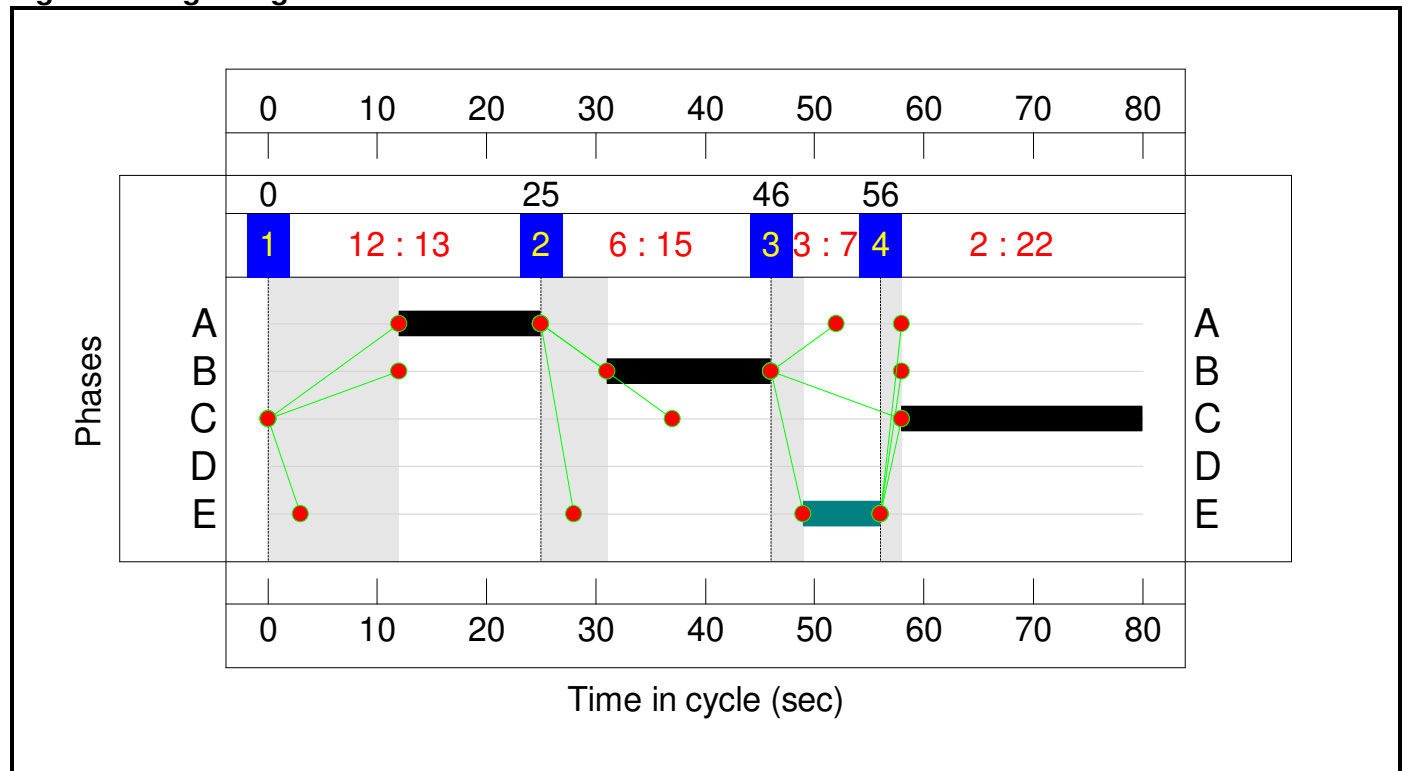
Stage Sequence Diagram



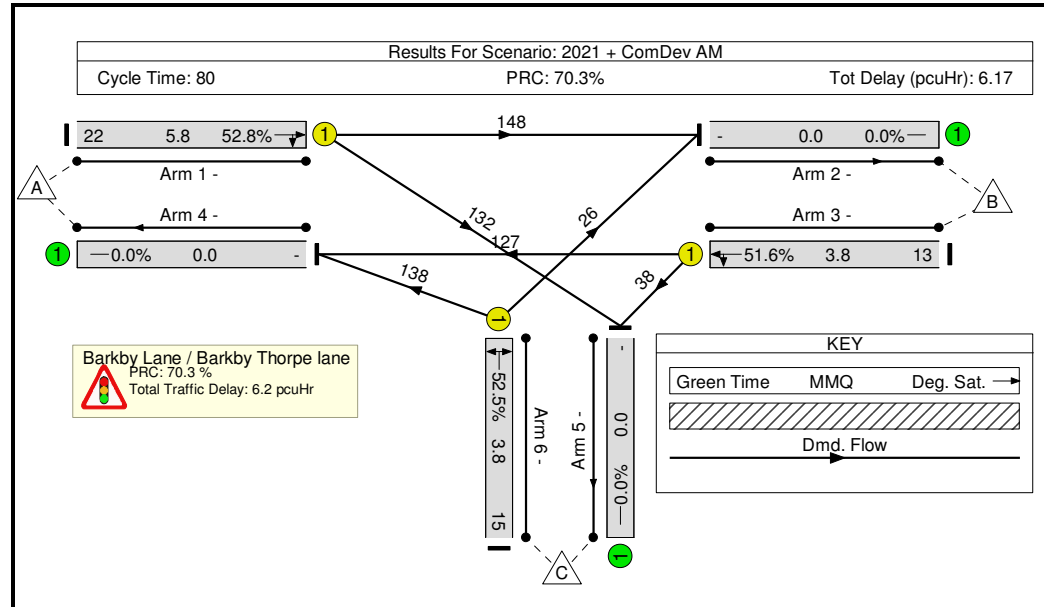
Stage Timings

Stage	1	2	3	4
Duration	13	15	7	22
Change Point	0	25	46	56

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	52.8%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	52.8%
1/1	Ahead Right	U	N/A	N/A	C		1	22	-	280	1843	530	52.8%
2/1		U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	13	-	165	1829	320	51.6%
4/1		U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	15	-	164	1562	312	52.5%

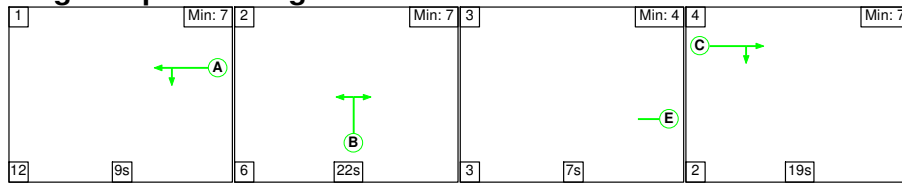
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	4.5	1.6	0.0	6.2	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	4.5	1.6	0.0	6.2	-	-	-	-
1/1	280	280	-	-	-	1.9	0.6	-	2.4	31.1	5.2	0.6	5.8
2/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	165	165	-	-	-	1.4	0.5	-	1.9	41.5	3.3	0.5	3.8
4/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	164	164	-	-	-	1.3	0.5	-	1.9	40.7	3.2	0.5	3.8
C1 PRC for Signalled Lanes (%): 70.3 Total Delay for Signalled Lanes (pcuHr): 6.17 Cycle Time (s): 80 PRC Over All Lanes (%): 70.3 Total Delay Over All Lanes(pcuHr): 6.17													

Full Input Data And Results

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

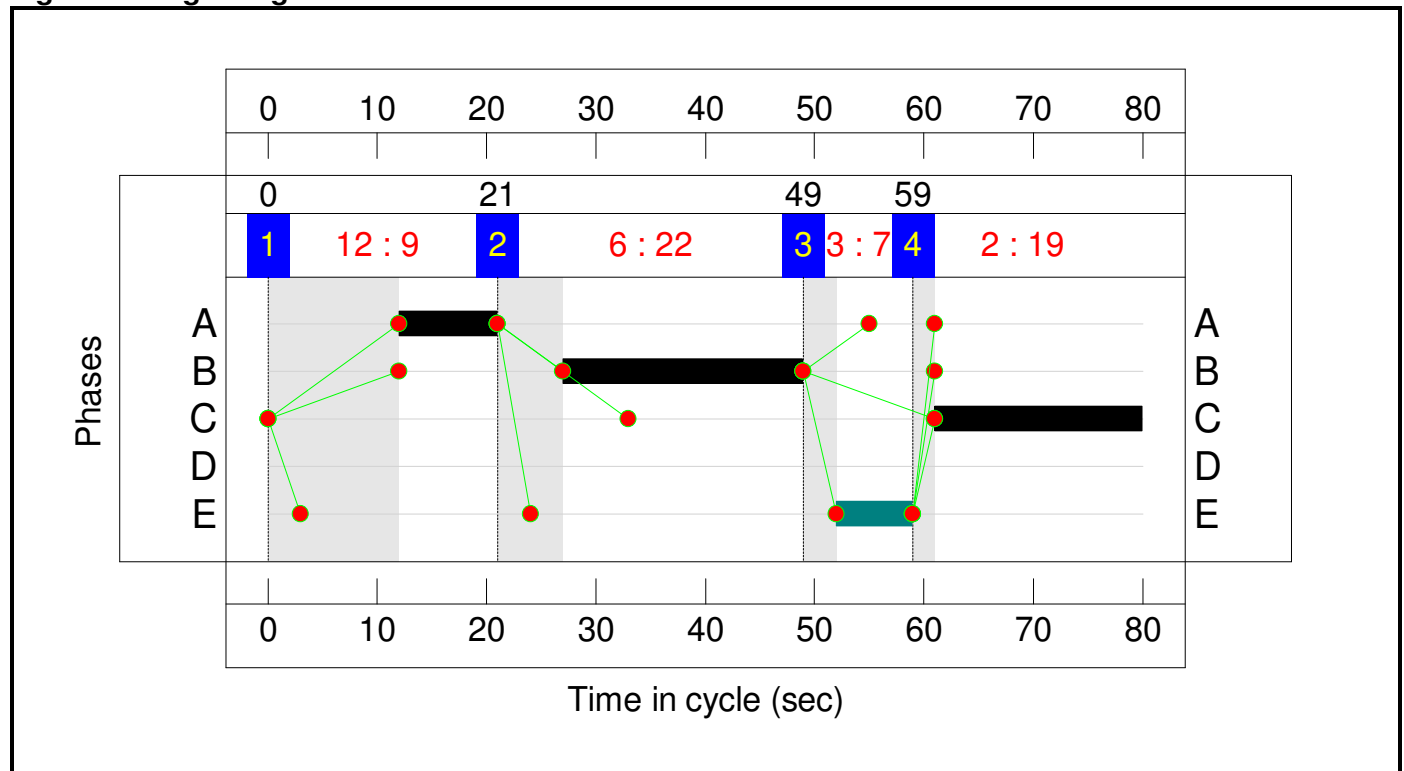
Stage Sequence Diagram



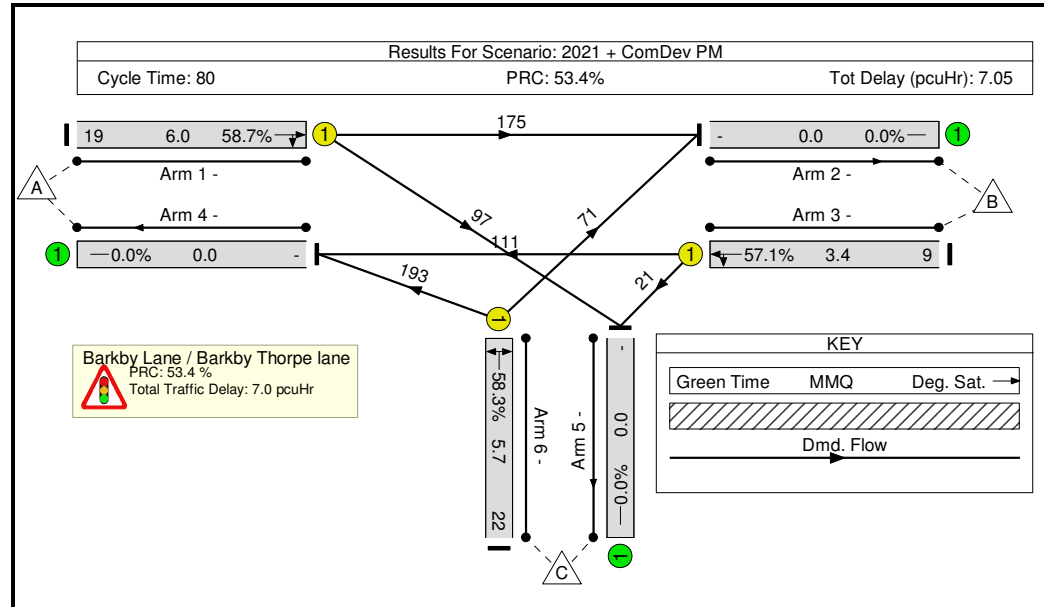
Stage Timings

Stage	1	2	3	4
Duration	9	22	7	19
Change Point	0	21	49	59

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	58.7%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	58.7%
1/1	Ahead Right	U	N/A	N/A	C		1	19	-	272	1855	464	58.7%
2/1		U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	9	-	132	1849	231	57.1%
4/1		U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	22	-	264	1575	453	58.3%

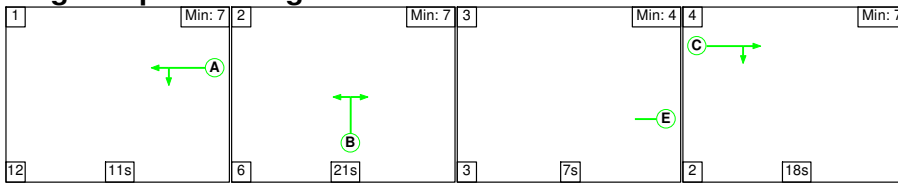
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	5.0	2.1	0.0	7.0	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	5.0	2.1	0.0	7.0	-	-	-	-
1/1	272	272	-	-	-	2.0	0.7	-	2.7	35.7	5.3	0.7	6.0
2/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	132	132	-	-	-	1.2	0.7	-	1.9	50.9	2.8	0.7	3.4
4/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	264	264	-	-	-	1.8	0.7	-	2.5	33.9	5.0	0.7	5.7
C1			PRC for Signalled Lanes (%):		53.4	Total Delay for Signalled Lanes (pcuHr):		7.05	Cycle Time (s): 80				
			PRC Over All Lanes (%):		53.4	Total Delay Over All Lanes(pcuHr):		7.05					

Full Input Data And Results

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

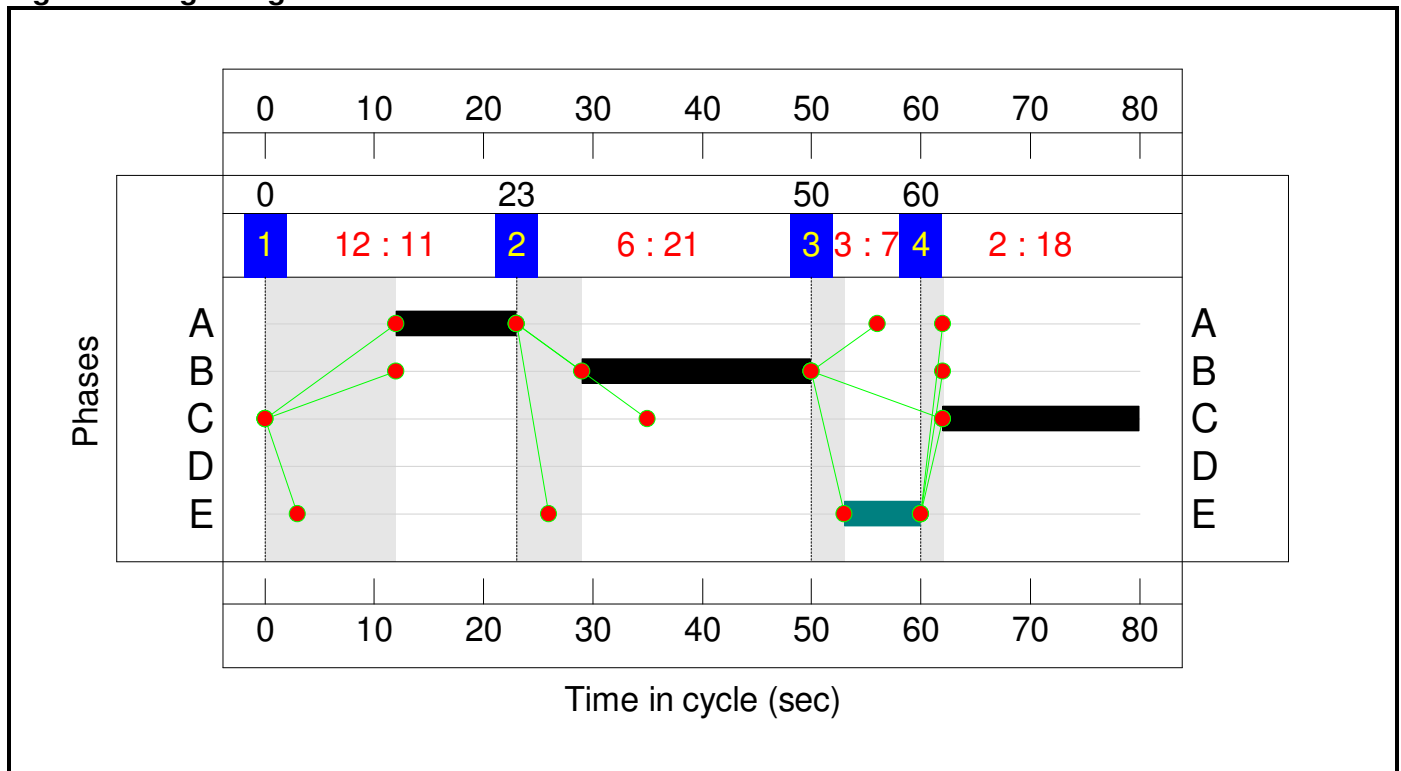
Stage Sequence Diagram



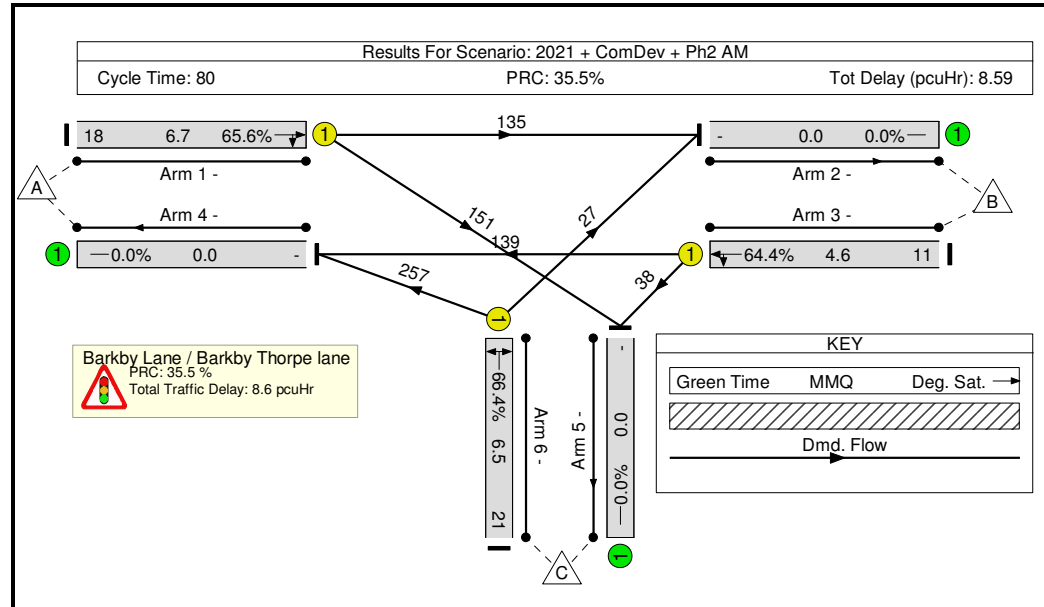
Stage Timings

Stage	1	2	3	4
Duration	11	21	7	18
Change Point	0	23	50	60

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	66.4%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	66.4%
1/1	Ahead Right	U	N/A	N/A	C		1	18	-	286	1837	436	65.6%
2/1		U	N/A	N/A	-		-	-	-	162	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	11	-	177	1833	275	64.4%
4/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	21	-	284	1555	428	66.4%

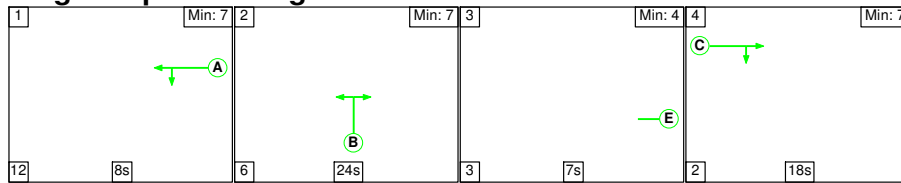
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	5.8	2.8	0.0	8.6	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	5.8	2.8	0.0	8.6	-	-	-	-
1/1	286	286	-	-	-	2.2	0.9	-	3.1	39.4	5.7	0.9	6.7
2/1	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	177	177	-	-	-	1.6	0.9	-	2.5	50.0	3.7	0.9	4.6
4/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	284	284	-	-	-	2.0	1.0	-	3.0	38.1	5.5	1.0	6.5
C1			PRC for Signalled Lanes (%):		35.5	Total Delay for Signalled Lanes (pcuHr):		8.59	Cycle Time (s): 80				
			PRC Over All Lanes (%):		35.5	Total Delay Over All Lanes(pcuHr):		8.59					

Full Input Data And Results

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

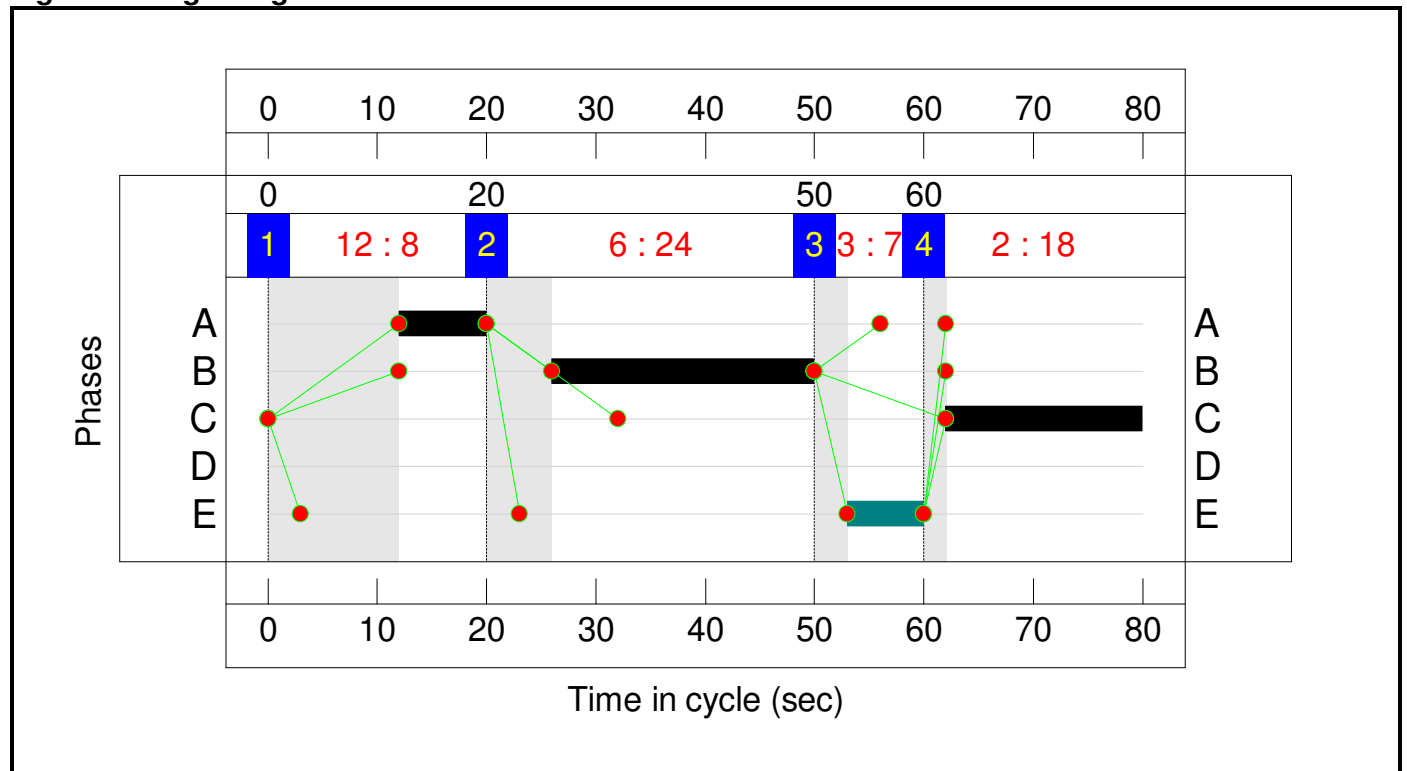
Stage Sequence Diagram



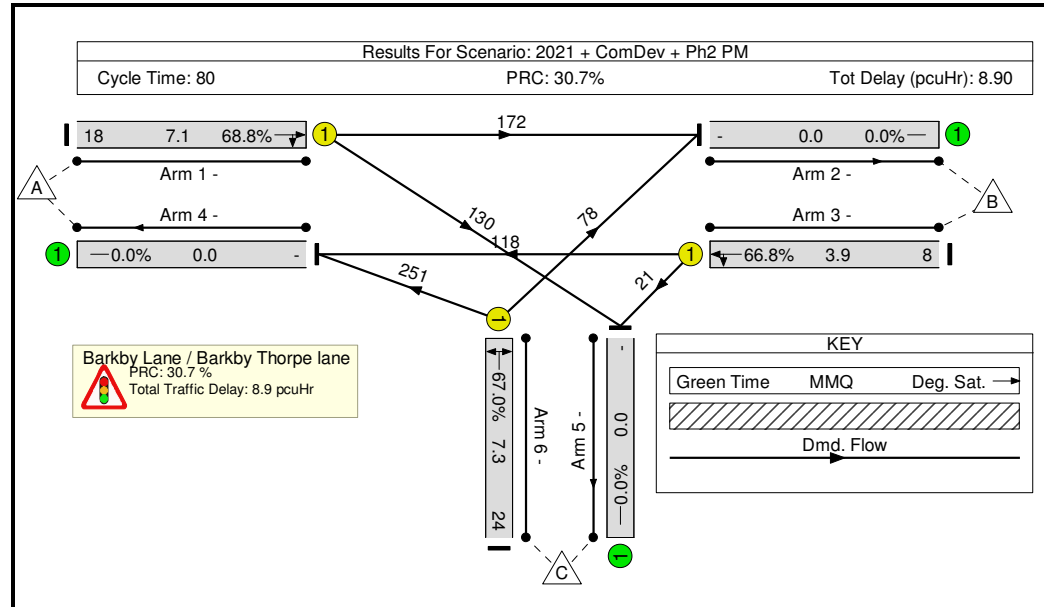
Stage Timings

Stage	1	2	3	4
Duration	8	24	7	18
Change Point	0	20	50	60

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	68.8%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	68.8%
1/1	Ahead Right	U	N/A	N/A	C		1	18	-	302	1847	439	68.8%
2/1		U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	8	-	139	1851	208	66.8%
4/1		U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	24	-	329	1572	491	67.0%

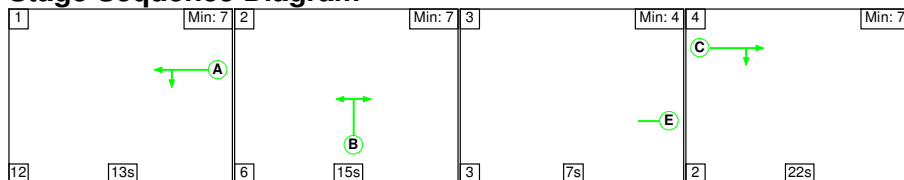
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	5.8	3.1	0.0	8.9	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	5.8	3.1	0.0	8.9	-	-	-	-
1/1	302	302	-	-	-	2.3	1.1	-	3.4	40.8	6.0	1.1	7.1
2/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	139	139	-	-	-	1.3	1.0	-	2.3	59.4	2.9	1.0	3.9
4/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	329	329	-	-	-	2.2	1.0	-	3.2	34.9	6.3	1.0	7.3
C1			PRC for Signalled Lanes (%):		30.7	Total Delay for Signalled Lanes (pcuHr):		8.90	Cycle Time (s): 80				
			PRC Over All Lanes (%):		30.7	Total Delay Over All Lanes(pcuHr):		8.90					

Full Input Data And Results

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

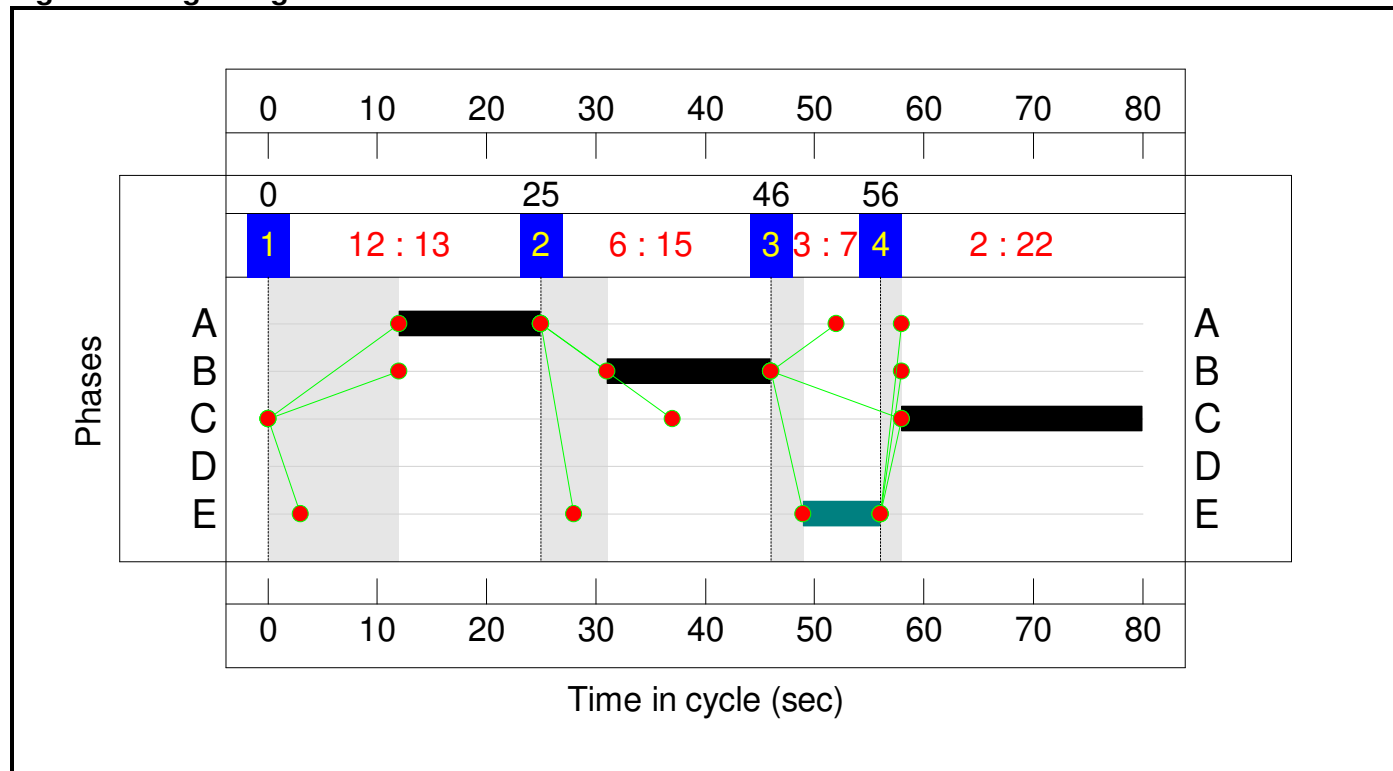
Stage Sequence Diagram



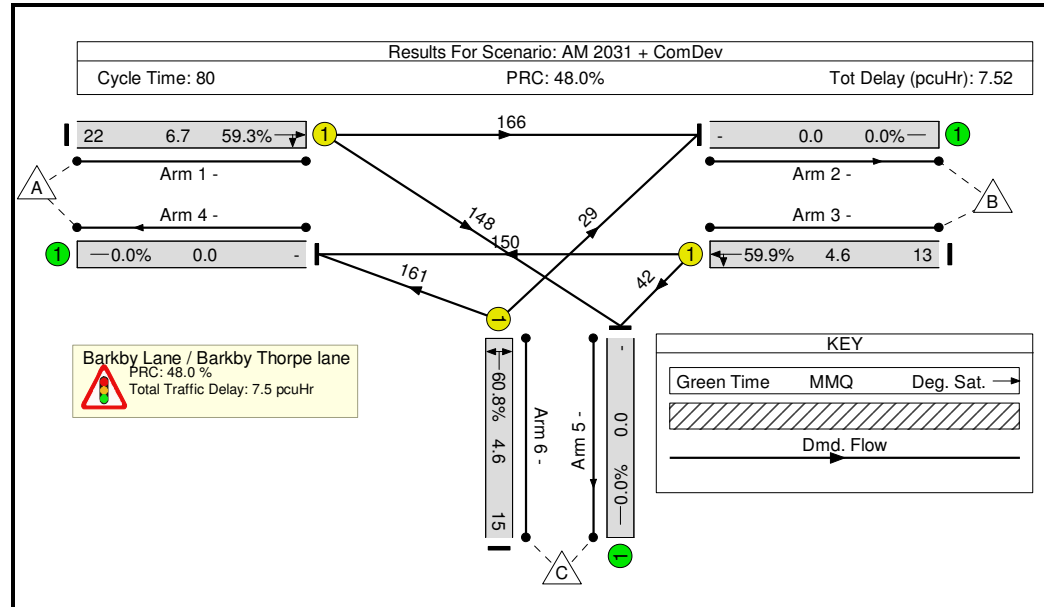
Stage Timings

Stage	1	2	3	4
Duration	13	15	7	22
Change Point	0	25	46	56

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	60.8%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	60.8%
1/1	Ahead Right	U	N/A	N/A	C		1	22	-	314	1843	530	59.3%
2/1		U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	13	-	192	1832	321	59.9%
4/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	15	-	190	1562	312	60.8%

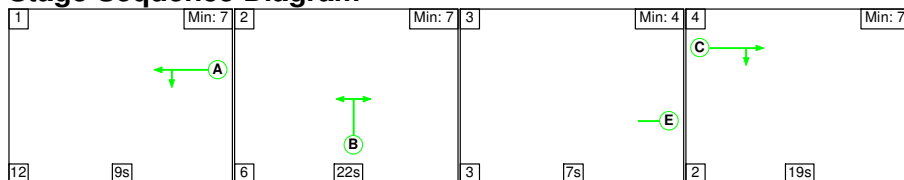
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	5.3	2.2	0.0	7.5	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	5.3	2.2	0.0	7.5	-	-	-	-
1/1	314	314	-	-	-	2.1	0.7	-	2.9	32.8	5.9	0.7	6.7
2/1	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	192	192	-	-	-	1.6	0.7	-	2.4	44.3	3.9	0.7	4.6
4/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	190	190	-	-	-	1.5	0.8	-	2.3	43.7	3.8	0.8	4.6
C1			PRC for Signalled Lanes (%):		48.0	Total Delay for Signalled Lanes (pcuHr):			7.52	Cycle Time (s): 80			
			PRC Over All Lanes (%):		48.0	Total Delay Over All Lanes(pcuHr):			7.52				

Full Input Data And Results

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

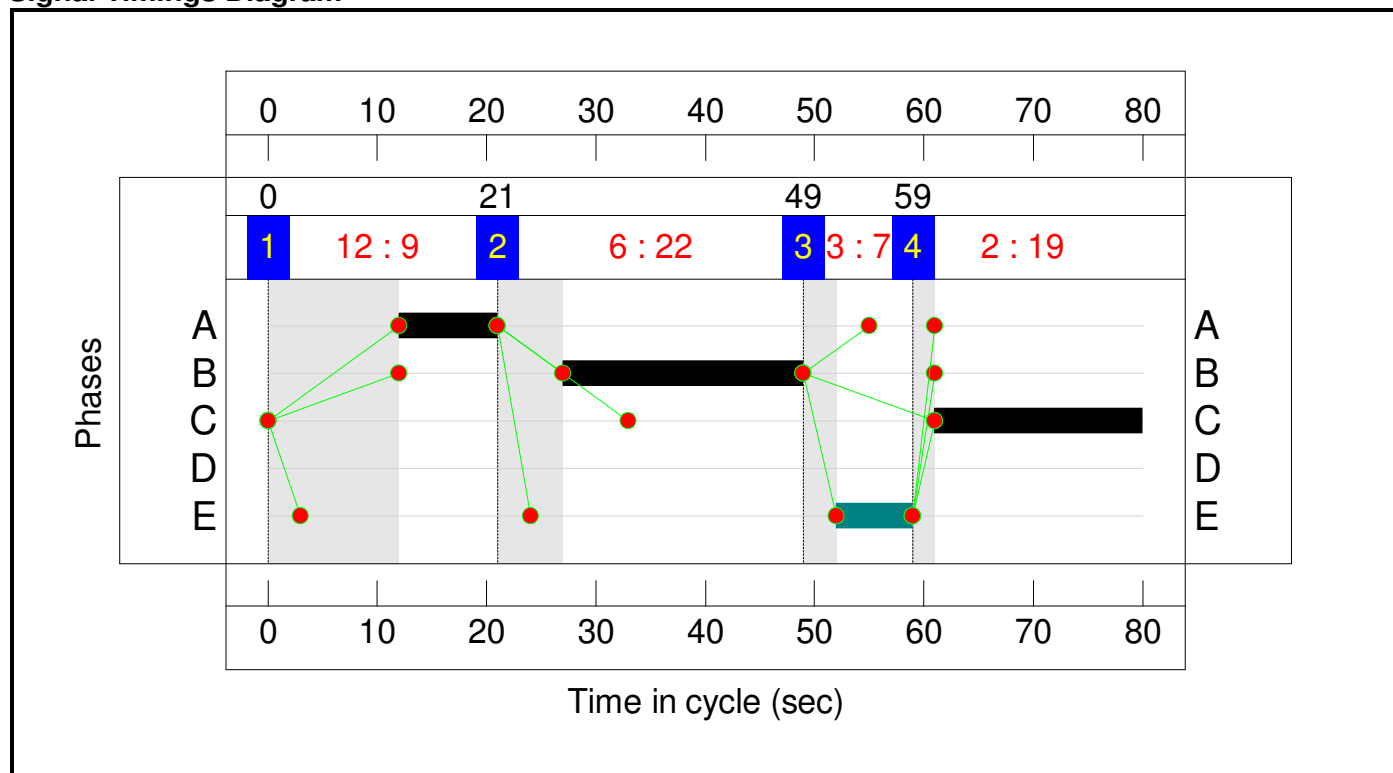
Stage Sequence Diagram



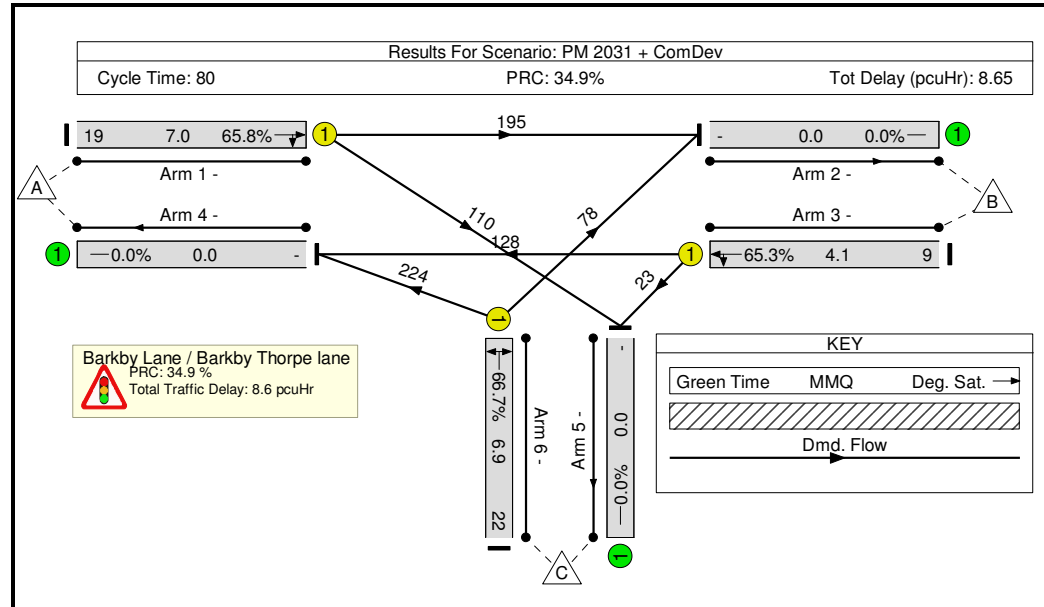
Stage Timings

Stage	1	2	3	4
Duration	9	22	7	19
Change Point	0	21	49	59

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	66.7%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	66.7%
1/1	Ahead Right	U	N/A	N/A	C		1	19	-	305	1855	464	65.8%
2/1		U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	9	-	151	1850	231	65.3%
4/1		U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	22	-	302	1574	453	66.7%

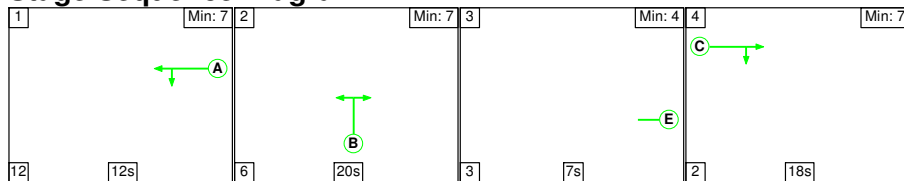
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	5.8	2.9	0.0	8.6	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	5.8	2.9	0.0	8.6	-	-	-	-
1/1	305	305	-	-	-	2.3	0.9	-	3.2	38.1	6.0	0.9	7.0
2/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	151	151	-	-	-	1.4	0.9	-	2.3	55.3	3.2	0.9	4.1
4/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	302	302	-	-	-	2.1	1.0	-	3.1	36.9	5.9	1.0	6.9
C1			PRC for Signalled Lanes (%):		34.9	Total Delay for Signalled Lanes (pcuHr):		8.65	Cycle Time (s): 80				
			PRC Over All Lanes (%):		34.9	Total Delay Over All Lanes(pcuHr):		8.65					

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')

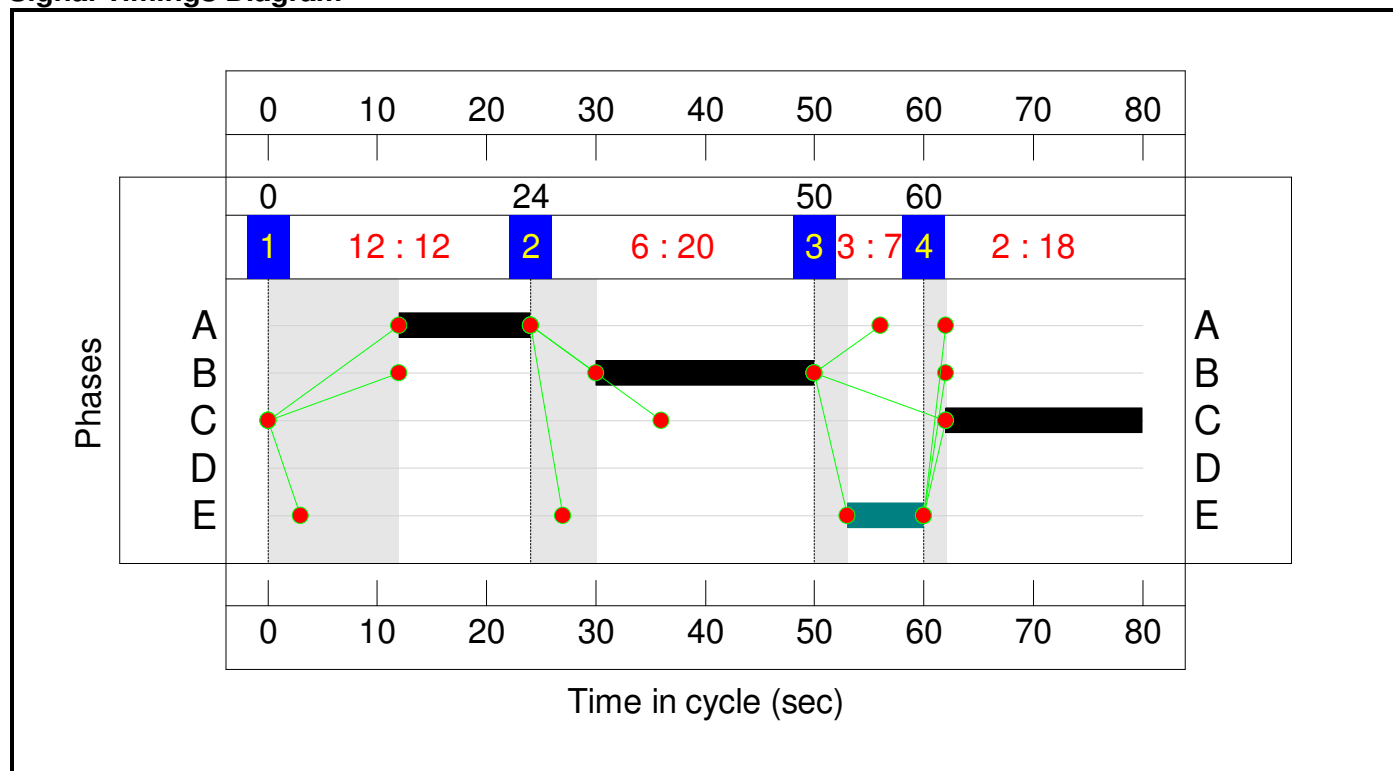
Stage Sequence Diagram



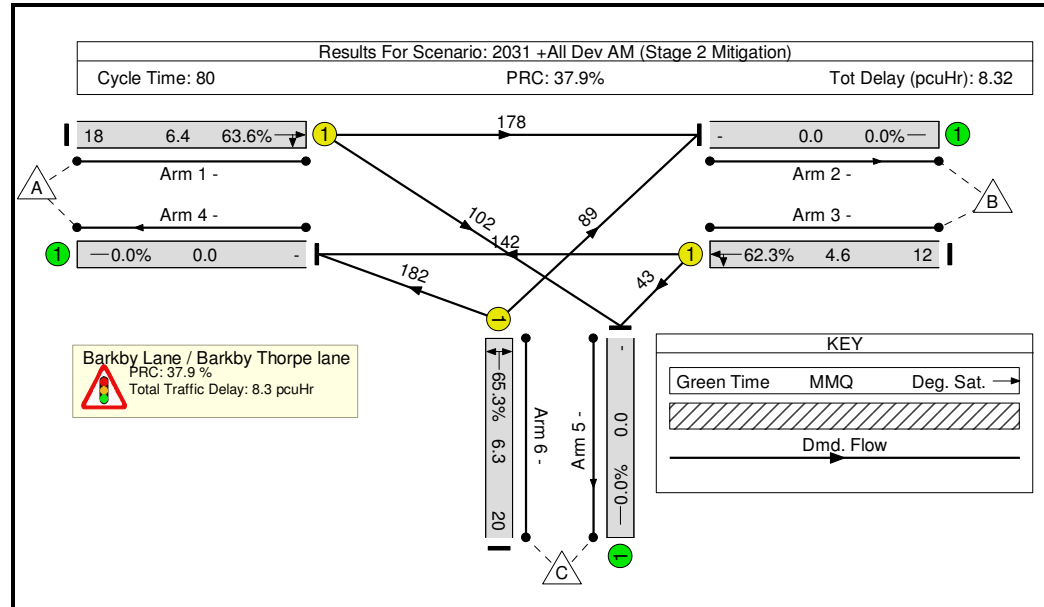
Stage Timings

Stage	1	2	3	4
Duration	12	20	7	18
Change Point	0	24	50	60

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	65.3%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	65.3%
1/1	Ahead Right	U	N/A	N/A	C		1	18	-	280	1854	440	63.6%
2/1		U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	12	-	185	1828	297	62.3%
4/1		U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	20	-	271	1582	415	65.3%

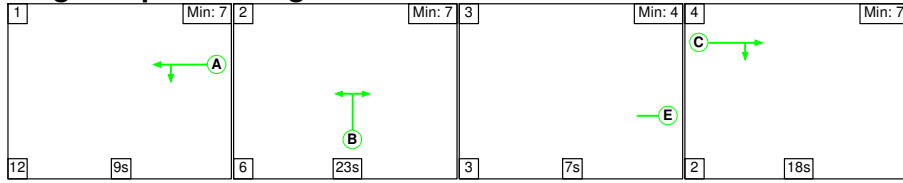
Full Input Data And Results

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	5.7	2.6	0.0	8.3	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	5.7	2.6	0.0	8.3	-	-	-	-
1/1	280	280	-	-	-	2.1	0.9	-	3.0	38.5	5.5	0.9	6.4
2/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	185	185	-	-	-	1.6	0.8	-	2.4	47.1	3.8	0.8	4.6
4/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	271	271	-	-	-	2.0	0.9	-	2.9	38.6	5.3	0.9	6.3
C1			PRC for Signalled Lanes (%):		37.9	Total Delay for Signalled Lanes (pcuHr):		8.32	Cycle Time (s): 80				
			PRC Over All Lanes (%):		37.9	Total Delay Over All Lanes(pcuHr):		8.32					

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')

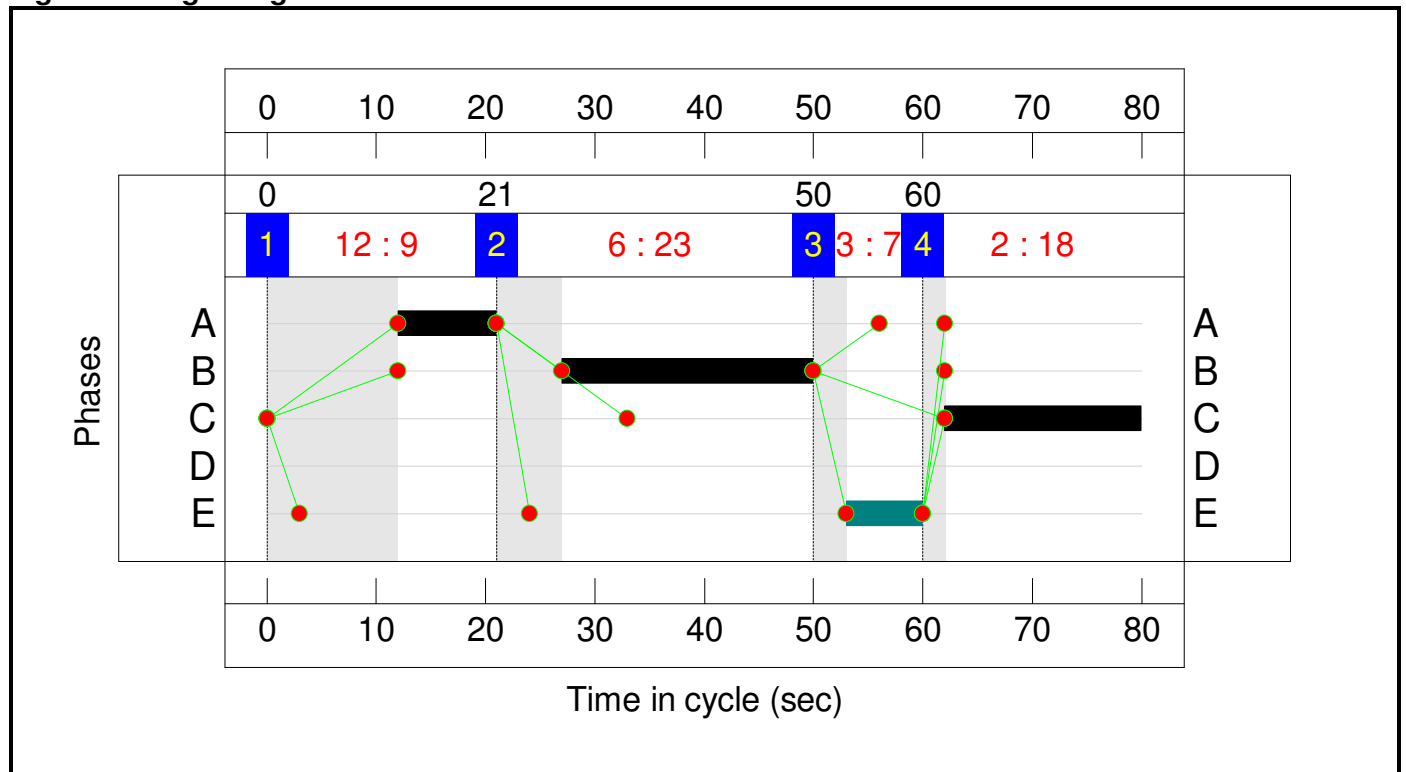
Stage Sequence Diagram



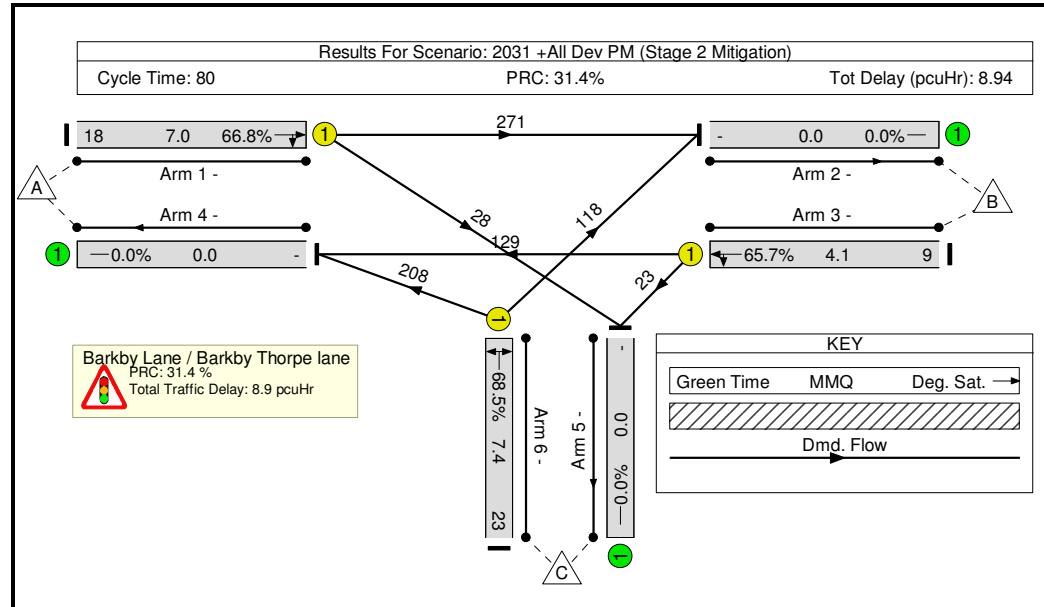
Stage Timings

Stage	1	2	3	4
Duration	9	23	7	18
Change Point	0	21	50	60

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	N/A	-	-	-	-	-	-	-	-	-	68.5%
Barkby Lane / Barkby Thorpe lane	-	-	N/A	-	-	-	-	-	-	-	-	-	68.5%
1/1	Ahead Right	U	N/A	N/A	C		1	18	-	299	1884	447	66.8%
2/1		U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
3/1	Ahead Left	U	N/A	N/A	A		1	9	-	152	1851	231	65.7%
4/1		U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
6/1	Right Left	U	N/A	N/A	B		1	23	-	326	1586	476	68.5%

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: Barkby Thorpe Lane / Barkby Lane - Existing Layout	-	-	0	0	0	5.9	3.0	0.0	8.9	-	-	-	-
Barkby Lane / Barkby Thorpe lane	-	-	0	0	0	5.9	3.0	0.0	8.9	-	-	-	-
1/1	299	299	-	-	-	2.3	1.0	-	3.3	39.6	6.0	1.0	7.0
2/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	152	152	-	-	-	1.4	0.9	-	2.3	55.5	3.2	0.9	4.1
4/1	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	326	326	-	-	-	2.2	1.1	-	3.3	36.5	6.3	1.1	7.4
C1 PRC for Signalled Lanes (%): 31.4 Total Delay for Signalled Lanes (pcuHr): 8.94 Cycle Time (s): 80 PRC Over All Lanes (%): 31.4 Total Delay Over All Lanes(pcuHr): 8.94													