Peddimore Access Modelling – Access Option 2

Final Report

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Peddimore Access Modelling – Access Option 2

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Capabilities on project:

Transportation

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1 Introduction

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1 Introduction

1.1 Background

Birmingham City Council (BCC) is currently formulating and promoting the Birmingham Development Plan (BDP). The BDP sets out the statutory planning framework that will guide development and regeneration in the period to 2031. It is anticipated that by 2031 Birmingham's population will grow by 150,000. The BDP is being formally consulted on during early 2014 and proposes to release green belt land in the north of the city, specifically in the Sutton Coldfield and Walmley areas, to accommodate around 6,000 residential dwellings and up to 80 hectares of new employment land (known as the Peddimore development). In this context a transport infrastructure plan is being developed to consider necessary interventions to facilitate such development.

This report follows on from work AECOM carried out to assess the impact of the proposed Birmingham Development plan and particularly the proposed Peddimore development on the A38/A4097 Minworth roundabout and A38 Tyburn House roundabout, both of which identified the infrastructure improvements required to support the BDP.

1.2 Study Scope

The Peddimore Access Modelling report considers the infrastructure required to accommodate the Peddimore development assuming that the traffic from the development accesses the highway network via a new junction on the A38 to the north of Minworth. The report concluded that a signalised at-grade roundabout offers the best solution for this access and that, as a minimum, associated infrastructure improvements are required at the A38 Minworth roundabout and the Kingsbury Road/Water Orton Road junctions.

Further to this report, it is understood from BCC that developers have queried whether the new junction on the A38 to access the new Peddimore development is necessary. BCC have requested that AECOM test an alternative access proposal (Access Option 2) that includes a new arm off the Minworth roundabout, and this assessment is the subject of this report. A diagram giving an overview of the two options considered for accessing the Peddimore development is provided as **Figure 1**.

AECOM's work considers only the infrastructure required to meet forecast future year demands. Traffic forecasting has been carried out by Phil Jones Associates (PJA), who have been retained by BCC to provide strategic modelling advice and impact assessment in relation to the BDP.

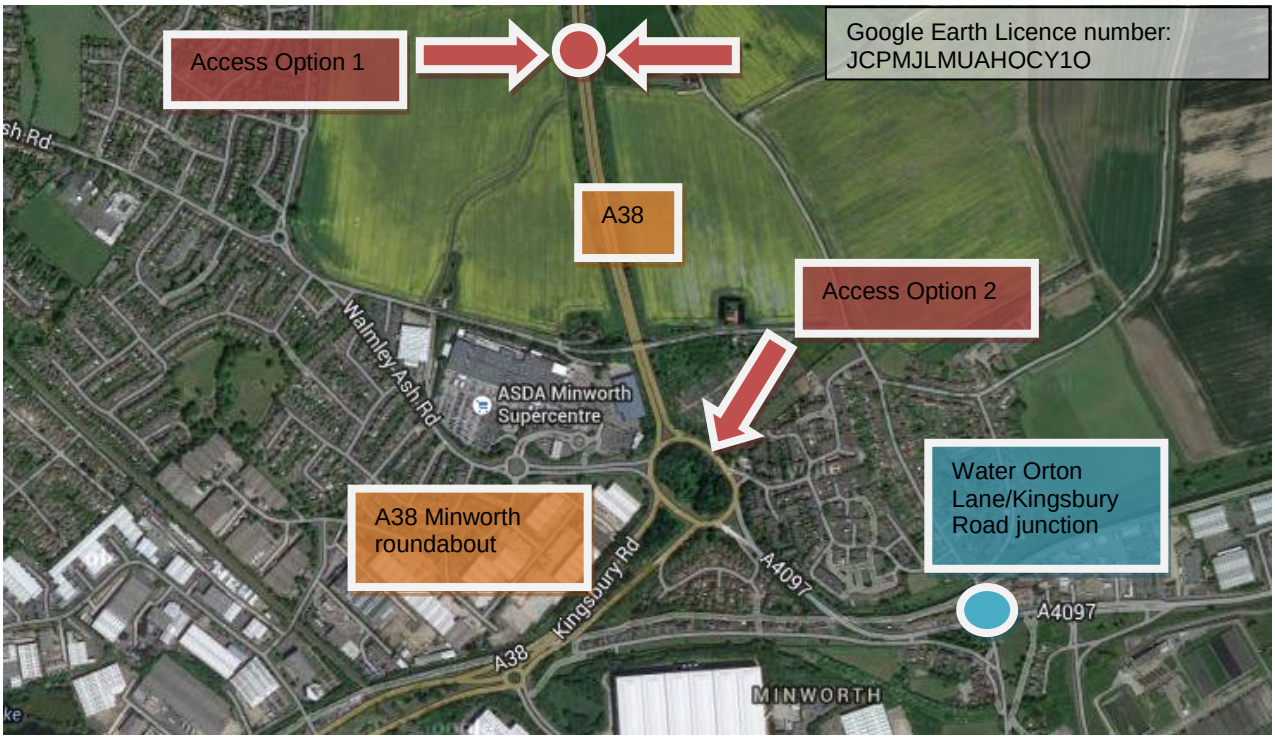

Figure 1: Overview of Peddimore Access modelling

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1.3 Peddimore Access Option 2

Peddimore Access Option 2 is focused on the potential to add an additional arm to the Minworth roundabout to provide access to the proposed Peddimore Development. The proposed new arm would join the existing Minworth roundabout between the northern A38 arm and the current Lindridge Drive access. Traffic from the proposed new residential area would use Walmley Ash Road and the existing over bridge across the A38 to access the junction. Traffic from the proposed employment area would use the new arm. In order to safely accommodate this, the existing access from Lindridge Drive would need to be closed and access provided via the new arm.

Three options have been tested to determine whether this arrangement could accommodate the Peddimore development traffic. All options defined below include widening the Walmley Ash Road approach to three lanes between Minworth roundabout and the Forge Lane roundabout. The Options are referred to as Access Option 2A, B or C;

A. Using the Minworth roundabout preferred option layout and providing the new Peddimore access arm as a give way entry. This would leave the A38 northern and southern arms and the Kingsbury Road arm as signalised. This option is shown on drawing 60316941-SKE-30-CT-0001-01 in **Appendix A**

B. Using the Minworth roundabout preferred option layout and introducing signal control on the new Peddimore access arm whilst removing signal control from the A38 northern arm. The A38 southern arm and the Kingsbury Road would remain under signal control. This option is shown on drawing 60316941-SKE-30-CT-0001-02 in **Appendix A**

C. Using the Minworth roundabout preferred option layout and introducing signal control on both Walmley Ash Road and the new Peddimore access arm, whilst removing signal control from the A38 northern arm. Under this option the A38 (S) and Kingsbury Road would remain under signal control. This option is shown on drawing 60316941-SKE-30-CT-0001-03 in **Appendix A.**

2 Access Option 2 – Minworth Roundabout Modelling

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2 Access Option 2 – Minworth Roundabout Modelling

2.1 Model Inputs

Each of the three proposed options relating to Access Option 2 has been modelled. The modelling has been undertaken in TRANSYT using the Minworth preferred option model as a base. This model has been extended to include the Kingsbury Road/Water Orton lane junction as the request of BCC. This section discusses the results of the option testing of the additional arm at Minworth only, the models used in the testing include the recommended solution for Kingsbury Road/Water Orton Road junction (shown on drawing 60316941-SKE-30-CT-0002 in **Appendix A**), as it is assumed this infrastructure will still be required as a result of the Peddimore development.

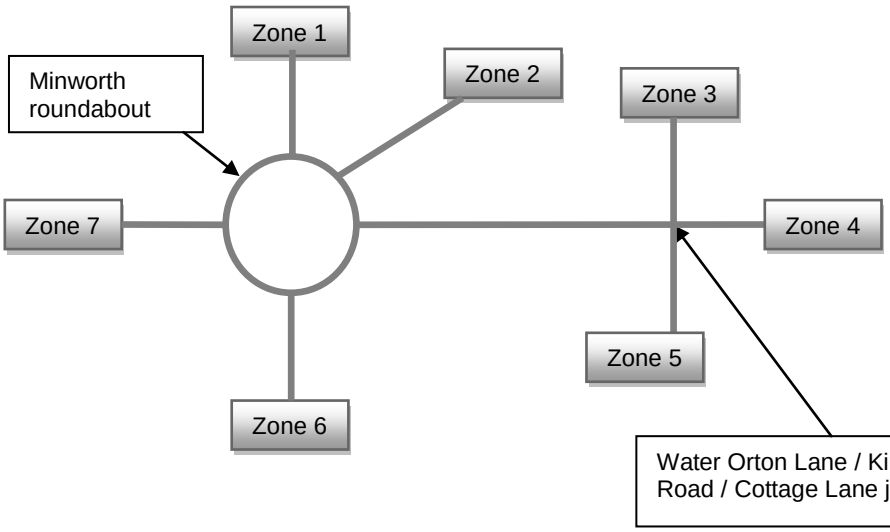
2.1.1 Information provided by PJA

PJA have provided the following information to AECOM:

- 2013 and 2031 flows for all scenarios in a spreadsheet titled 'Development Scenario v3'.
- HGV percentages for development trips in a spreadsheet titled 'Development Scenarios HGV %ages'

2.1.2 Model Structure and Flow calculations

AECOM have calculated the flows in PCUs based on the Zones utilised in the TRANSYT model and these are shown in **Figure 2** below.



Zone	Approach
1	A38 North
2	New arm at Minworth
3	Cottage Lane
4	A4097 Kingsbury Road
5	Water Orton Lane
6	A38 South
7	Walmley Ash Road

Figure 2: TRANSYT Zone Structure – Access Option 2

AECOM have made the following assumptions in calculating the 2031 flows in PCUs:

- Flows from Zones 1, 2, 6 and 7 to Zones 3, 4 and 5 have been distributed based on the flows heading into the Water Orton Lane/Kingsbury Road/ Cottage Lane junction on the Kingsbury Road West approach and vice versa for flows to Zones 1, 2, 6 and 7 from Zones 3, 4 and 5.
- It should be noted that Zone 3 has no entry and exit vehicle flows and operates only as cycle lane.
- 2013 HGV percentages at the Minworth roundabout have been extracted from the manual turning counts dated 19th November 2013.
- No classified counts are available at the Water Orton Lane/ Kingsbury Road/ Cottage Lane junction from the Spectrum database. Therefore AECOM have assumed that no HGV movements are present on Water Orton Lane at this junction and all

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HGVs shown as travelling to and from Kingsbury Road at the Minworth roundabout continued through this junction (i.e. along Kingsbury Road).

- HGV percentages for the development accesses as provided by PJA have been used to calculate the number of HGVs from Zone 2. No HGVs have been assumed to be generated from Zone 7 as part of the development and only existing HGV percentage on the Walmley Ash Road are applied.

Using the assumptions and data detailed above, AECOM have calculated all the flows using the network to represent the scenario with the new arm at the Minworth roundabout option These calculations are shown in **Appendix B**.

2.2 Model Results – Option 2A

The 2031 flows have been run in the TRANSYT model for Option 2A at the A38/A4097 Minworth roundabout with the proposed layout at the Water Orton Lane/ Kingsbury Road/ Cottage Lane junction. This option leaves the new arm under give way control. The results from the model for each arm are shown in **Table 1** below and outputs are provided in **Appendix C.**

Zones	Approach	2031 AM		2031 PM	
		Degree of Sat. (%)	Mean Max Queue (pcu)	Degree of Sat. (%)	Mean Max Queue (pcu)
1	A38 North	232	142	174	82
2	New Access	33	2	72	6
	A4097 Kingsbury Road West at Water Orton Lane	82	23	86	22
3	Cottage Lane	0	0	0	0
4	A4097 Kingsbury Road East	95	36	99	47
5	Water Orton Lane	96	14	110	26
	A4097 Kingsbury Road at Minworth roundabout	92	24	97	30
6	A38 South	82	18	85	20
7	Walmley Ash Road	143	116	94	16
Network Performance Index (unweighted) (£ per hr)		6638.66		2776.07	
Network average speed (kph)		9.94		19.87	
Total network delay (pcu-hr/hr)		423.66		154.4	

Table 1: 2031 Option 2A Model Results

The modelling results show that this option does not work. There are significant queues on the A38 northern arm in both peaks and on the Walmley Ash Road in the AM peak. The queues on the A38 northern arm are caused by the need to minimise green time for this arm in order to accommodate traffic entering from the Walmley Ash Road. Providing more green time to the A38 approach would cause a queue on the circulatory back to the Walmley Ash entry, which would risk locking up the roundabout. Overall, this indicates that this option would not be able to accommodate the traffic generated by the development and would not provide a suitable solution going forward. Therefore this has not been considered further.

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2.3 Model Results – Option 2B

The 2031 flows have been run in the TRANSYT model for Option 2B at the A38/A4097 Minworth roundabout with the proposed layout at the Water Orton Lane/ Kingsbury Road/ Cottage Lane junction. This option removes the A38 from signal control and introduces signal control on the new access arm. The results from the model for each arm are shown in **Table 2** below and outputs are provided in **Appendix D.**

Zones	Approach	2031 AM		2031 PM	
		Degree of Sat. (%)	Mean Max Queue (pcu)	Degree of Sat. (%)	Mean Max Queue (pcu)
1	A38 North	84	11	49	7
2	New Access	84	8	94	17
	A4097 Kingsbury Road West at Water Orton Lane	79	18	78	16
3	Cottage Lane	0	0	0	0
4	A4097 Kingsbury Road East	65	12	68	14
5	Water Orton Lane	85	10	86	10
	A4097 Kingsbury Road at Minworth roundabout	111	64	108	59
6	A38 South	85	19	81	20
7	Walmley Ash Road	139	109	95	16
Network Performance Index (unweighted) (£ per hr)		7050.65		3335.01	
Network average speed (kph)		10.97		20.25	
Total network delay (pcu-hr/hr)		448.7		183.69	

Table 2: 2031 Option 2B Model Results

Option 2B shows an improvement in operation for the A38 northern arm, since the removal of signals allows traffic to enter in gaps without causing queues back towards Walmley Road. The revised arrangement also allows for more flexibility in the operation of the signals at the new access arm, resulting in more traffic being able to join the roundabout. However there is a significant deterioration in the performance of the Kingsbury Road approach to Minworth roundabout in both peaks, due to the volume of traffic passing the entry. Walmley Ash Road also shows worse poor performance in the AM peak, with significant queuing. This indicates that the Option cannot accommodate the traffic expected as result of the Peddimore development and therefore it is not recommended that this option be taken forward as a solution.

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2.4 Model Results – Option 2C

The 2031 flows have been run in the TRANSYT model for Option 2C at the A38/A4097 Minworth roundabout with the proposed layout at the Water Orton Lane/ Kingsbury Road/ Cottage Lane junction. This option removes the A38 from signal control and introduces signal control on the new access arm and Walmley Ash Road. The results from the model for each arm are shown in **Table 3** below and outputs are provided in **Appendix E.**

Zones	Approach	2031 AM		2031 PM	
		Degree of Sat. (%)	Mean Max Queue (pcu)	Degree of Sat. (%)	Mean Max Queue (pcu)
1	A38 North	100	18	49	7
2	New Access	84	8	94	17
	A4097 Kingsbury Road West at Water Orton Lane	92	23	79	14
3	Cottage Lane	0	0	0	0
4	A4097 Kingsbury Road East	68	13	68	14
5	Water Orton Lane	81	9	86	10
	A4097 Kingsbury Road at Minworth roundabout	101	36	108	59
6	A38 South	86	18	87	22
7	Walmley Ash Road	106	42	99	21
Network Performance Index (unweighted) (£ per hr)		4079.68		3764.06	
Network average speed (kph)		17.95		18.33	
Total network delay (pcu-hr/hr)		236.23		215.98	

Table 3: 2031 Option 2C Model Results

Option 2C shows an improvement in performance when compared to Options 2A and 2B. The junction is forecast to be over capacity by 2031, with some of the arms exceeding their degree of saturation. Significant queues on the Kingsbury Road approach are forecast in the PM peak.

However the junction is nearing an acceptable level of performance given the expected increase in traffic and is therefore worth considering against the results of Access Option 1, the A38 access to the north of Minworth

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2.5 Comparison of Access Option 1 against Access Option 2C

This section includes a comparison of the results in **Table 2.3** (Access Option 2C) above with the Scenario C results from the Peddimore Access Modelling report (Access Option 1). Access Option 1 includes the A38 signalised at grade roundabout on the A38, and the infrastructure recommendations for the A38 Minworth roundabout and Kingsbury Road/Water Orton Lane junction. **Table 4** gives and AM peak comparison and **Table 5** gives a PM Peak comparison.

Zones	Approach	Access Option 1 2031 AM		Access Option 2C 2031 AM	
		Degree of Sat. (%)	Mean Max Queue (pcu)	Degree of Sat. (%)	Mean Max Queue (pcu)
1	A38 North	101	29		
2	Peddimore Lane	70	4		
	A38 North at Minworth roundabout	106	48	100	18
3	Lindridge Drive	67	2		
	New Access Arm at Minworth			84	8
	A4097 Kingsbury Road West at Water Orton Lane	83	16	92	23
4	Cottage Lane	0	0	0	0
5	A4097 Kingsbury Road East	57	10	68	13
6	Water Orton Lane	85	10	81	9
	A4097 Kingsbury Road at Minworth roundabout	82	20	101	36
7	A38 South	72	14	86	18
8	Walmley Ash Road	116	52	106	42
	A38 South at Peddimore	78	17		
9	Development Access	73	14		
Network Performance Index (unweighted) (£ per hr)		3944.45		4079.68	
Network average speed (kph)		19.24		17.95	
Total network delay (pcu-hr/hr)		218.42		236.23	

Table 4: AM peak comparison Access Option 1 vs Access Option 2C

The AM peak comparison shows that the performance level is similar on most arms when comparing the two options. As would be expected the A38 northern arm performs better in Access Option 2C as the development traffic is spread over two arms rather than loaded onto one arm as in Access Option 1.

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Zones	Approach	Access Option 1 2031 PM		Access Option 2C 2031 AM	
		Degree of Sat. (%)	Mean Max Queue (pcu)	Degree of Sat. (%)	Mean Max Queue (pcu)
1	A38 North	39	7		
2	Peddimore Lane	99	23		
	A38 North at Minworth roundabout	97	27	49	7
3	Lindridge Drive	37	1		
	New Access Arm at Minworth			94	17
	A4097 Kingsbury Road West at Water Orton Lane	86	15	79	14
4	Cottage Lane	0	0	0	0
5	A4097 Kingsbury Road East	77	16	68	14
6	Water Orton Lane	70	8	86	10
	A4097 Kingsbury Road at Minworth roundabout	90	26	108	59
7	A38 South	68	16	87	22
8	Walmley Ash Road	123	56	99	21
	A38 South at Peddimore	89	24		
9	Development Access	77	8		
Network Performance Index (unweighted) (£ per hr)		3411.58		3764.06	
Network average speed (kph)		21.54		18.33	
Total network delay (pcu-hr/hr)		188.27		215.98	

Table 5: PM peak comparison Access Option 1 vs Access Option 2C

The PM peak comparison shows that the performance level is similar on most arms when comparing the two options. The Kingsbury Road approach to Minworth performs worse on Access Option 2C, however Walmley Ash Road performs worse in the Access Option 1. However, at a network level, the overall junction performance is around 10% better in Option 1, which suggests that Option 1 better accommodates traffic on the main movements.

Therefore overall it may be concluded that in the AM peak performance is similar with either option, whilst in the PM peak Option 1 performs better.

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2.6 Cost Estimate

The cost estimate for Access Option 2C with the new development access is around **£4.3 million.**

By comparison, Option 1 was estimated to have a cost of around **£15.8 million**.

These estimates are subject to a number of exclusions and assumptions appropriate to the level of scheme design. Full details of the cost estimates are contained in **Appendix F**. Both cost estimates includes optimism bias, traffic management measures, preliminary and detailed design costs but are subject to the following standard caveats and exclusions:

- 3rd Party Land acquisition costs and accommodation works costs are excluded.
- Dedication of Land, Land to be passed over to the council as highway is excluded.
- Legal costs are excluded.
- Landscaping design is excluded.
- Statutory Undertakers design fee is excluded.
- Statutory Undertakers diversion and or protection costs are excluded.
- Third Party Ground Investigation costs are excluded. Trial Pits and Geotechnical surveying will be supplied by third parties.
- Traffic Regulation Orders & any associated TRO consultation are excluded.
- Costs of contract documentation for appointment of the preferred contractor are excluded.
- Costs Tendering of the works are excluded.

3 Summary & Recommendation

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3 Summary & Recommendation

3.1 Summary and Discussion of Results

Following AECOM's report on Peddimore Access Options, BCC have commissioned AECOM to assess the impact of an alternative access arrangement for the proposed Peddimore Development. The Option 2 access arrangements are focused on provided access to the employment section of the Peddimore site via a new arm at Minworth roundabout, whilst the access to the residential elements would utilise the existing highway network via Walmley Ash Road, to access the A38.

AECOM has developed three options for this access arrangement, and has undertaken TRANSYT modelling of each. These results suggest that, for the forecast 2031 with development traffic scenario only option 2C is viable. Option 2C would see the Minworth roundabout preferred option layout implemented, with signal control on both Walmley Ash Road and the new Peddimore access arm, whilst priority control would be retained on the A38 northern arm. Under this option the A38 southern arm and Kingsbury Road would also be under signal control. This option is shown on drawing 60316941-SKE-30-CT-0001-03 in **Appendix A.**

AECOM have undertaken a comparison of the Option 2C modelling results against the preferred Option 1 access arrangement option in **Table 4** and **Table 5**. This comparison suggests that both options should perform equally well in the AM peak with their respective flows, but that the Option 1 network performance could be around 10% higher in the PM peak. This difference in performance is offset by a substantial difference in construction costs, with option 1 forecast to cost around £15.8 million whilst option 2C is forecast to cost just £4.3 million. Taking the comparison of results at face value it appears that Access Option 2C, with an additional arm at Minworth roundabout, will provide a viable alternative access arrangement for the Peddimore development, at much reduced cost.

However it must be noted that the flows used in Access Option 2C are around 700 vehicles lower than in Access Option 1, which will lead to better performance of the junctions assessed. The lower flows are due to the strategic model used to generate these flows utilising alternative routes to access Birmingham through the adjacent residential area because this will be quicker than using the A38 due to the lack of direct access. The impact on these routes has not been assessed to date, neither has the impact on the junctions upstream on Walmley Ash Road that will be used by the proposed new residential traffic to access Minworth roundabout. Both of these elements will have a detrimental impact on overall network performance. When this assessment is carried out it may be shown that the overall network impact is worse with Access Option 2C and that the impacts are realised over a much wider area, than is anticipated under Access Option 1. This in turn may also require further junction mitigations to be undertaken, increasing costs.

A further consideration is the potential presented by Access Option 1 to 'gate' traffic outside of the main Birmingham conurbation and therefore enable more control of the impact of development on the downstream junctions on the A38 into Birmingham such as Tyburn House island and Norton Cross Roads. This could be an effective method of encouraging modal shift and minimising the need for junction upgrades, especially if used in conjunction with a park and ride facility. The use of Access Option 2C would remove this element of control and therefore make the impacts of development much more difficult to mitigate through traffic demand control measures.

3.2 Recommendation

The analysis carried out in this report shows that Access Option 2C may offer a viable alternative access solution for the proposed Peddimore development, with a significant cost saving over the proposals offered in Access Option1.

However this assessment does not offer a full assessment of the impact of the Peddimore development on the surrounding existing residential area, as at least 700 vehicles are using alternative routes under Access Option 2. It is therefore imperative that before any firm conclusions are drawn as to the viability of this option, the impact on the surrounding area be fully understood and appropriate junction modelling and cost estimate work be carried out to ensure that the two Access options are true comparable both in terms if impact and in terms of infrastructure requirements and costs to support the development.

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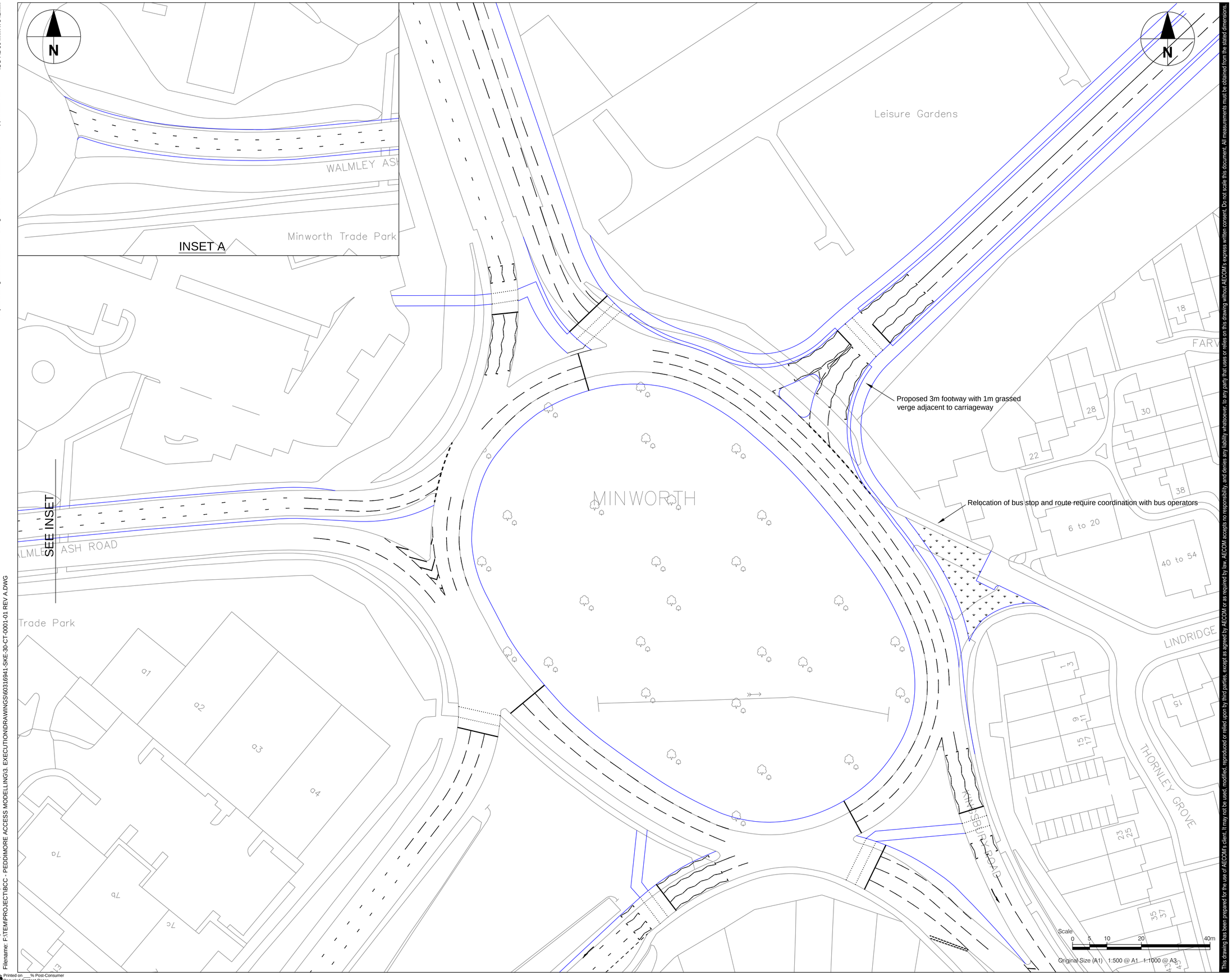
4 Appendices

4 Appendices

Appendix A - Drawings



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Checked: SV

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NOTES

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2. A HIGH PRESSURE OIL PIPELINE OPERATING AT 1400psi PASSES CLOSE TO THE SOUTH SIDE OF MINWORTH ROUNDABOUT. A SIX METRE "SAFETY ZONE" HAS BEEN INSTALLED AROUND THE PIPELINES. NO WORKS OF ANY KIND SHOULD BE UNDERTAKEN WITHOUT PRIOR PERMISSION FROM FISHER GERMAN LLP. PRIOR TO WORKS COMMENCING MR RICHARD GENT SHOULD BE CONTACTED 08454378293.
3. THREE 132kVA HIGH VOLTAGE POWER CABLES PASS DIRECTLY THROUGH THE JUNCTION, ON THE EAST OF PEDDIMORE'S NEW ACCESS. NO WORKS SHOULD BE UNDERTAKEN WITHOUT CONTACTING AND OBTAINING PERMISSION FROM WESTERN POWER DISTRIBUTION.
4. A NATIONAL GRID GAS MAIN RUNS TO THE SOUTH OF AND EAST OF THE JUNCTION. IT IS NOT CONSIDERED THAT THE WORKS WILL AFFECT THIS UTILITY.
5. IT HAS BEEN IDENTIFIED THAT THIS AREA HAS AN ADVANCED RISK OF DISCOVERING UNEXPLODED ORDNANCE NEAR TO THE SITE. APPROPRIATE MEASURES SHOULD THEREFORE BE TAKEN.
6. A STREAM IS LOCATED TO THE NORTH PERIMETER OF THE SITE AND SHOULD BE CONSIDERED BEFORE CONSTRUCTION PHASE
7. PEDESTRIAN PROVISION WILL NEED TO BE MANAGED DURING THE CONSTRUCITON PHASE. THE BASE PROVISION OF THE JUNCTION IS POOR.

KEY

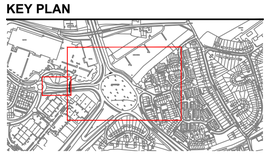
Proposed grassed area

Proposed new alignment

ISSUE/REVISION

I/R	DATE	DESCRIPTION
A	JUNE 2014	BCC COMMENTS ADDED
-	MAY 2014	DRAFT

KEY PLAN



PROJECT NUMBER

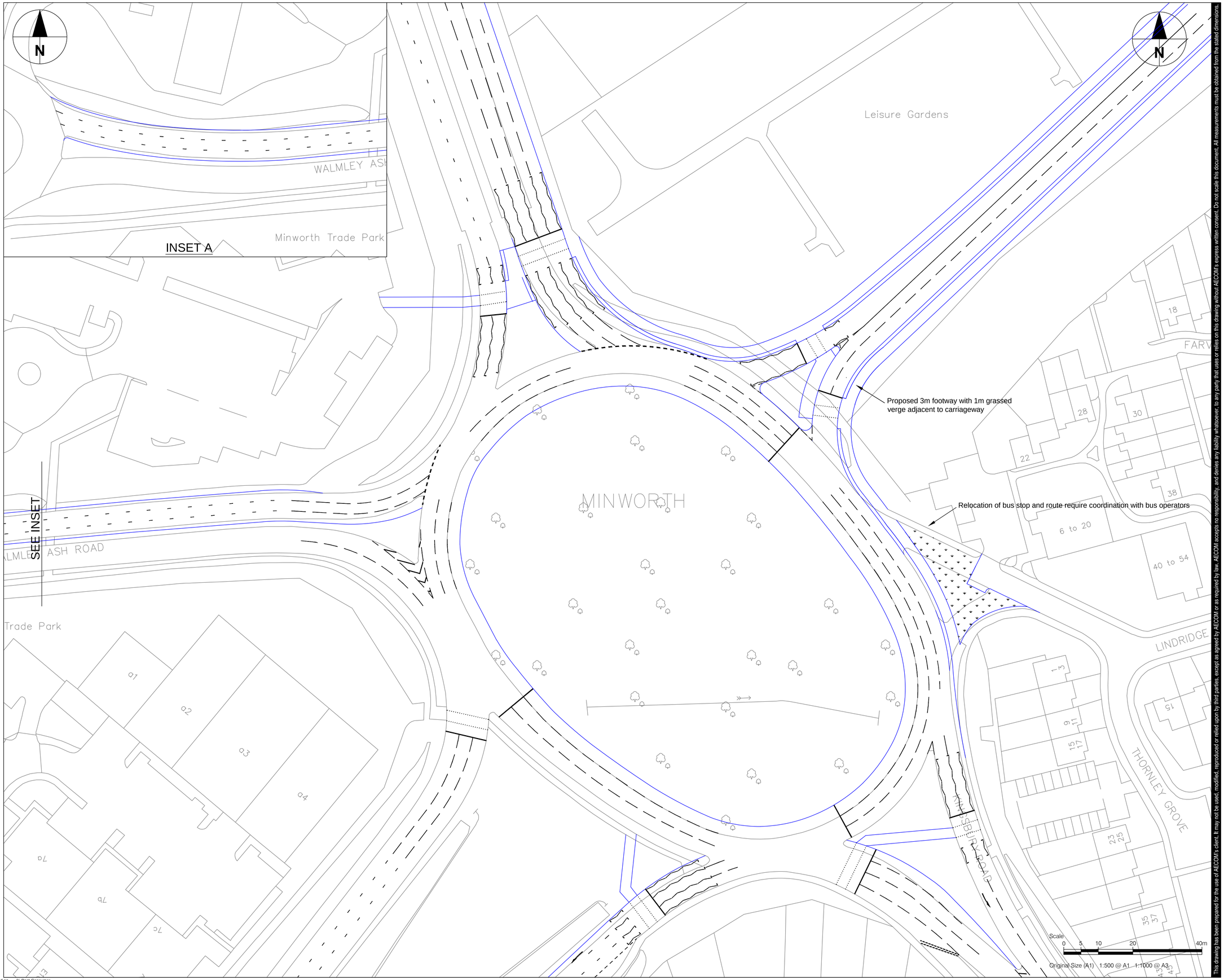
60316941

SHEET TITLE

MINWORTH NEW ARM ROUNDABOUT OPTION A

SHEET NUMBER

60316941-SKE-30-CT-0001-01



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3. THREE 132kVA HIGH VOLTAGE POWER CABLES PASS DIRECTLY THROUGH THE JUNCTION, ON THE EAST OF PEDDIMORE'S NEW ACCESS. NO WORKS SHOULD BE UNDERTAKEN WITHOUT CONTACTING AND OBTAINING PERMISSION FROM WESTERN POWER DISTRIBUTION.
4. A NATIONAL GRID GAS MAIN RUNS TO THE SOUTH OF AND EAST OF THE JUNCTION. IT IS NOT CONSIDERED THAT THE WORKS WILL AFFECT THIS UTILITY.
5. IT HAS BEEN IDENTIFIED THAT THIS AREA HAS AN ADVANCED RISK OF DISCOVERING UNEXPLODED ORDNANCE NEAR TO THE SITE. APPROPRIATE MEASURES SHOULD THEREFORE BE TAKEN.
6. A STREAM IS LOCATED TO THE NORTH PERIMETER OF THE SITE AND SHOULD BE CONSIDERED BEFORE CONSTRUCTION PHASE
7. PEDESTRIAN PROVISION WILL NEED TO BE MANAGED DURING THE CONSTRUCITON PHASE. THE BASE PROVISION OF THE JUNCTION IS POOR.

KEY

Proposed grassed area

Proposed new alignment

ISSUE/REVISION

I/R	DATE	DESCRIPTION
-	JUNE 2014	DRAFT

KEY PLAN

PROJECT NUMBER

60316941

SHEET TITLE

MINWORTH NEW ARM ROUNDABOUT OPTION B

SHEET NUMBER

60316941-SKE-30-CT-0001-02

ISO A1 594mm x 841mm

Approved: AG

Checked: SV

Designer: JN

Project Management Initials:

Last saved by: NOGUERONJ(2014-06-26) Last Plotted: 2014-06-26

Filename: F:\TEMP\PROJECTBCC - PEDDIMORE ACCESS MODELLING\3. EXECUTION\DRAWINGS\60316941-SKE-30-CT-0001-02 REV - .DWG

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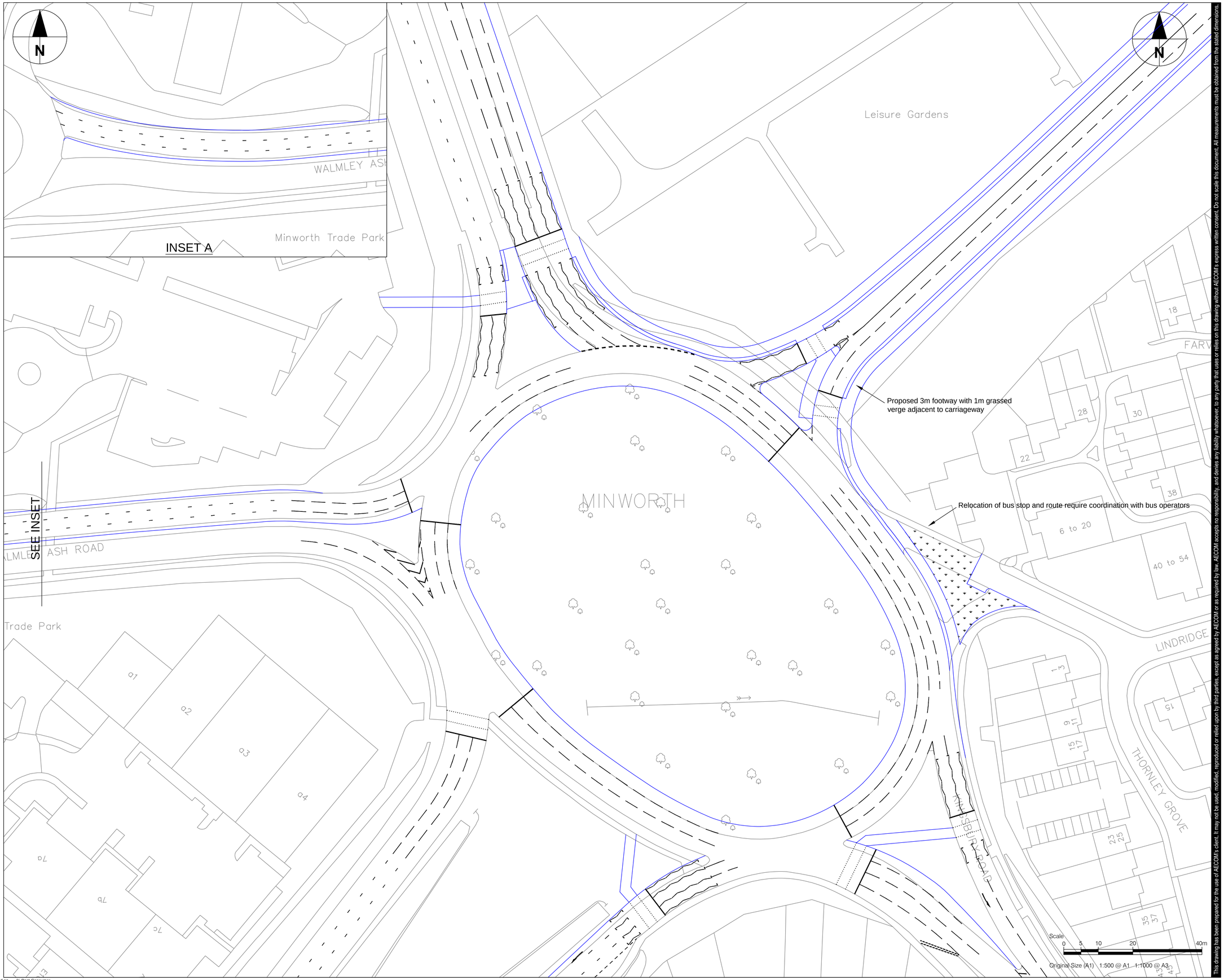
ISO A1 594mm x 841mm

Approved: AG

Checked: SV

Designer: JN

Project Management Initials:



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AECOM

PROJECT

PEDDIMORE ACCESS MODELLING

CLIENT

Birmingham City Council

CONSULTANT

AECOM
Colmore Plaza
Colmore Circus Queensway
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0121 262 1900 tel 0121 262 1999 fax
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REGISTRATION

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NOTES

CDM NOTES

1. THE CONTRACTOR SHALL DETERMINE THE LOCATION AND STATUS OF ANY STATUTORY UTILITY APPARATUS PRIOR TO THE COMMENCEMENT OF ANY WORKS.
2. A HIGH PRESSURE OIL PIPELINE OPERATING AT 1400psi PASSES CLOSE TO THE SOUTH SIDE OF MINWORTH ROUNDABOUT. A SIX METRE "SAFETY ZONE" HAS BEEN INSTALLED AROUND THE PIPELINES. NO WORKS OF ANY KIND SHOULD BE UNDERTAKEN WITHOUT PRIOR PERMISSION FROM FISHER GERMAN LLP. PRIOR TO WORKS COMMENCING MR RICHARD GENT SHOULD BE CONTACTED 08454378293.
3. THREE 132kVA HIGH VOLTAGE POWER CABLES PASS DIRECTLY THROUGH THE JUNCTION, ON THE EAST OF PEDDIMORE'S NEW ACCESS. NO WORKS SHOULD BE UNDERTAKEN WITHOUT CONTACTING AND OBTAINING PERMISSION FROM WESTERN POWER DISTRIBUTION.
4. A NATIONAL GRID GAS MAIN RUNS TO THE SOUTH OF AND EAST OF THE JUNCTION. IT IS NOT CONSIDERED THAT THE WORKS WILL AFFECT THIS UTILITY.
5. IT HAS BEEN IDENTIFIED THAT THIS AREA HAS AN ADVANCED RISK OF DISCOVERING UNEXPLODED ORDNANCE NEAR TO THE SITE. APPROPRIATE MEASURES SHOULD THEREFORE BE TAKEN.
6. A STREAM IS LOCATED TO THE NORTH PERIMETER OF THE SITE AND SHOULD BE CONSIDERED BEFORE CONSTRUCTION PHASE
7. PEDESTRIAN PROVISION WILL NEED TO BE MANAGED DURING THE CONSTRUCITON PHASE. THE BASE PROVISION OF THE JUNCTION IS POOR.

KEY

Proposed grassed area

Proposed new alignment

ISSUE/REVISION

I/R	DATE	DESCRIPTION
-	JUNE 2014	DRAFT

KEY PLAN

PROJECT NUMBER

60316941

SHEET TITLE

MINWORTH NEW ARM ROUNDABOUT OPTION C

SHEET NUMBER

60316941-SKE-30-CT-0001-03

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Project Management Initials: Designer: DSF Checked: SV Approved: AG

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AECOM

PROJECT

PEDDIMORE ACCESS MODELLING

CLIENT

Birmingham City Council

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0121 262 1900 tel 0121 262 1999 fax
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SCALE

1:500 @ A1

REGISTRATION

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NOTES

1. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE CONTRACT SPECIFICATION AND THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS INCLUDING REVISION/AMENDMENTS AND ANY CLIENT SPECIFIC ADDITIONAL OR SUBSTITUTE CLAUSES.

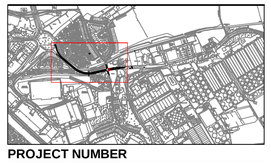
CDM NOTES:

1. THE CONTRACTOR SHALL DETERMINE THE LOCATION AND STATUS OF ANY STATUTORY UTILITY APPARATUS PRIOR TO THE COMMENCEMENT OF ANY WORKS.

ISSUE/REVISION

I/R	DATE	DESCRIPTION
B	JUNE 2014	FIRST REVISION
A	MAY 2014	FIRST ISSUE

KEY PLAN



PROJECT NUMBER

60316941

SHEET TITLE

WATER ORTON LANE IMPROVEMENTS

SHEET NUMBER

60316941-SKE-30-CT-0002

Capabilities on project:
Transportation

Appendix B – Flow Calculations

A38/A4097 Minworth Roundabout - Peddimore Lane Junction - Water Orton Lane

AECOM

Project Name: Peddimore Access Modelling
Project Number: 60316941
Subject: Scenario D - TRANSYT flows Inputs
Date: Feb-14

Zone	Approach
1	A38 North
2	New arm at Minworth
3	Cottage Lane
4	A4097 Kingsbury Road
5	Water Orton Lane
6	A38 South
7	Walmley Ash Road

Applying these percentages from zones 1,2,6 and 7 to zones 3,4 and 5

	3	4	5	sum	
AM Peak	0	1123	357	1479	2411
	0.00%	75.89%	24.11%	1	
PM Peak	0	1075	278	1353	2260
	0.00%	79.45%	20.55%	1	

AM Peak

2031 Scenario D vehicle flows
Step 1: Flows provided by PJA

2031 Scenario D vehicle flows

Zones in TRANSYT	1	2	3	4	5	6	7	Total
1	0	74	0	219	70	634	285	1282
2	25	0	0	99	31	191	19	366
3	0	0	0	0	0	0	0	0
4	191	252	0	0	69	261	344	1117
5	56	74	0	23	0	77	101	332
6	275	675	0	312	99	0	334	1696
7	252	14	0	501	159	1068	0	1995
Total	800	1090	0	1154	428	2231	1083	6787

Dev access HGV Percentages Development Scenarios HGV %ages.xlsx
Step 2: Based on 2013 base flows, the following matrix has been produced.

2013 flows for zones 1,3,4,6 and 7 2031 Scenario D for Zone 4 HGV flows

Zones in TRANSYT	1	2	3	4	5	6	7	Total	
1	0	2	0	17	0	44	4	67	65
2	3	0	0	17	0	25	2	48	47.55428
3	0	0	0	0	0	0	0	0	
4	12	10	0	0	0	35	10	67	57
5	0	0	0	0	0	0	0	0	
6	33	20	0	28	0	0	10	91	71
7	4	0	0	7	0	12	0	23	23
Total	52	33	0	69	0	116	26	296	

2031 HGV percentages
Step 3: Multiplying step 2 with the scaling factor of 1.189621

2031 Scenario D HGV flows

Zones in TRANSYT	1	2	3	4	5	6	7	Total
1	0	2	0	20	0	52	5	79
2	3	0	0	17	0	25	2	47
3	0	0	0	0	0	0	0	0
4	14	10	0	0	0	42	12	78
5	0	0	0	0	0	0	0	0
6	39	20	0	33	0	0	12	104
7	5	0	0	8	0	14	0	27
Total	61	32	0	79	0	133	31	336

2031 Total pcus
Step 4: Sum of step 1 and 3

2031 Scenario D Total vehicles

Zones in TRAN	1	2	3	4	5	6	7	Total
1	0	78	0	260	70	739	295	1441
2	31	0	0	133	31	241	23	460
3	0	0	0	0	0	0	0	0
4	220	272	0	0	69	344	367	1273
5	56	74	0	23	0	77	101	332
6	353	715	0	379	99	0	358	1904
7	262	14	0	518	159	1096	0	2049
Total	923	1154	0	1312	428	2497	1144	7459

No HGVs assumed to travel to / from Zone 5.
Assuming that all HGV are produced from zone 4.
The trips that are produced/attracted to the development are calculated based on the percentage on the diagram.

PM Peak

2031 Scenario D vehicle flows
Step 1: Flows provided by PJA

2031 Scenario D vehicle flows

Zones in TRANSYT	1	2	3	4	5	6	7	Total
1	0	21	0	128	33	378	414	974
2	65	0	0	209	54	586	12	926
3	0	0	0	0	0	0	0	0
4	252	81	0	0	33	228	663	1258
5	60	19	0	40	0	55	159	334
6	707	136	0	431	111	0	729	2114
7	236	23	0	303	78	736	0	1376
Total	1320	281	0	1112	310	1983	1978	6984

2013 HGV flows
Step 2: Based on 2013 base flows, the following matrix has been produced.

2013 flows for zones 1,3,4,6 and 7 2031 Scenario D for Zone 4 HGV flows

Zones in TRANSYT	1	2	3	4	5	6	7	Total	
1	0	3	0	16	0	20	4	43	40
2	2	0	0	8	0	18	0	28	27.79339
3	0	0	0	0	0	0	0	0	
4	6	13	0	0	0	24	5	48	35
5	0	0	0	0	0	0	0	0	
6	28	16	0	10	0	0	6	60	44
7	3	3	0	6	0	11	0	23	20
Total	39	34	0	40	0	73	15	201	

2031 HGV percentages
Step 3: Multiplying step 2 with the scaling factor of 1.189621

2031 Scenario D HGV flows

Zones in TRANSYT	1	2	3	4	5	6	7	Total
1	0	3	0	19	0	24	5	51
2	2	0	0	8	0	18	0	28
3	0	0	0	0	0	0	0	0
4	7	13	0	0	0	29	6	55
5	0	0	0	0	0	0	0	0
6	33	16	0	12	0	0	7	68
7	4	3	0	7	0	13	0	27
Total	46	35	0	46	0	83	18	228

2031 Total pcus
Step 4: Sum of step 1 and 3

2031 Scenario D Total vehicles

Zones in TRAN	1	2	3	4	5	6	7	Total
1	0	27	0	166	33	426	424	1076
2	69	0	0	225	54	622	12	982
3	0	0	0	0	0	0	0	0
4	266	107	0	0	33	285	675	1367
5	60	19	0	40	0	55	159	334
6	773	168	0	455	111	0	743	2251
7	243	29	0	318	78	762	0	1430
Total	1412	351	0	1204	310	2150	2013	7440

No HGVs assumed to travel to / from Zone 5.
Assuming that all HGV are produced from zone 4.
The trips that are produced/attracted to the development are calculated based on the percentage on the diagram.

Applying these percentages from zones 3,4 and 5 to 1,2,6 and 7

	1	2	6	7	sum
AM Peak	249	328	339	446	1362
	18.25%	24.08%	24.89%	32.77%	1.00
PM Peak	326	105	295	858	1585
	20.57%	6.62%	18.62%	54.13%	1

Prepared by:	**Tryfon Ampartzis**	**07/04/2014**
Checked by:	**Sravani Vuppala**	**07/04/2014**

Capabilities on project:
Transportation

Appendix C – Access Option 2A – Transyt results

TRANSYT 15

Version: 15.0.1.2976 []
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Last run: 27/06/2014 16:53:29
Analysis Set used for last run: A1 - 2031 AM Scenario 3

Filename: Scenario D Existing Rev 1 AM.t15
Path: F:\TEM\Project\BCC - Peddimore Access Modelling\3. EXECUTION\Modelling\With Water Orton Lane\Scenario D\Existing Water Orton Lane
Report generation date: 27/06/2014 16:57:07

» Network Diagrams
« A1 - 2031 AM Scenario 3 *: D1 - 2031 AM Scenario 3*
» Summary
» Network Options
» Traffic Nodes
» Links
» Arms and Traffic Streams
» Local OD Matrix - Local Matrix: 2031 AM S3
» Signal Timings
» Final Prediction Table
» Link Results
» Traffic Stream Results
» Network Results

File summary

File Description

Title	A38 Peddimore Lane Junction - Minworth roundabout
Location	Birmingham
Site Number	
UTCRegion	
Driving Side	Left
Date	02/03/2014
Version	
Status	Proposed Option
Identifier	
Client	Birmingham City Council
Jobnumber	60316941
Enumerator	EU\vuppalas
Description	2031 SC3 - Peddimore Lane junction flows tested in preferred Option Model for Minworth roundabout

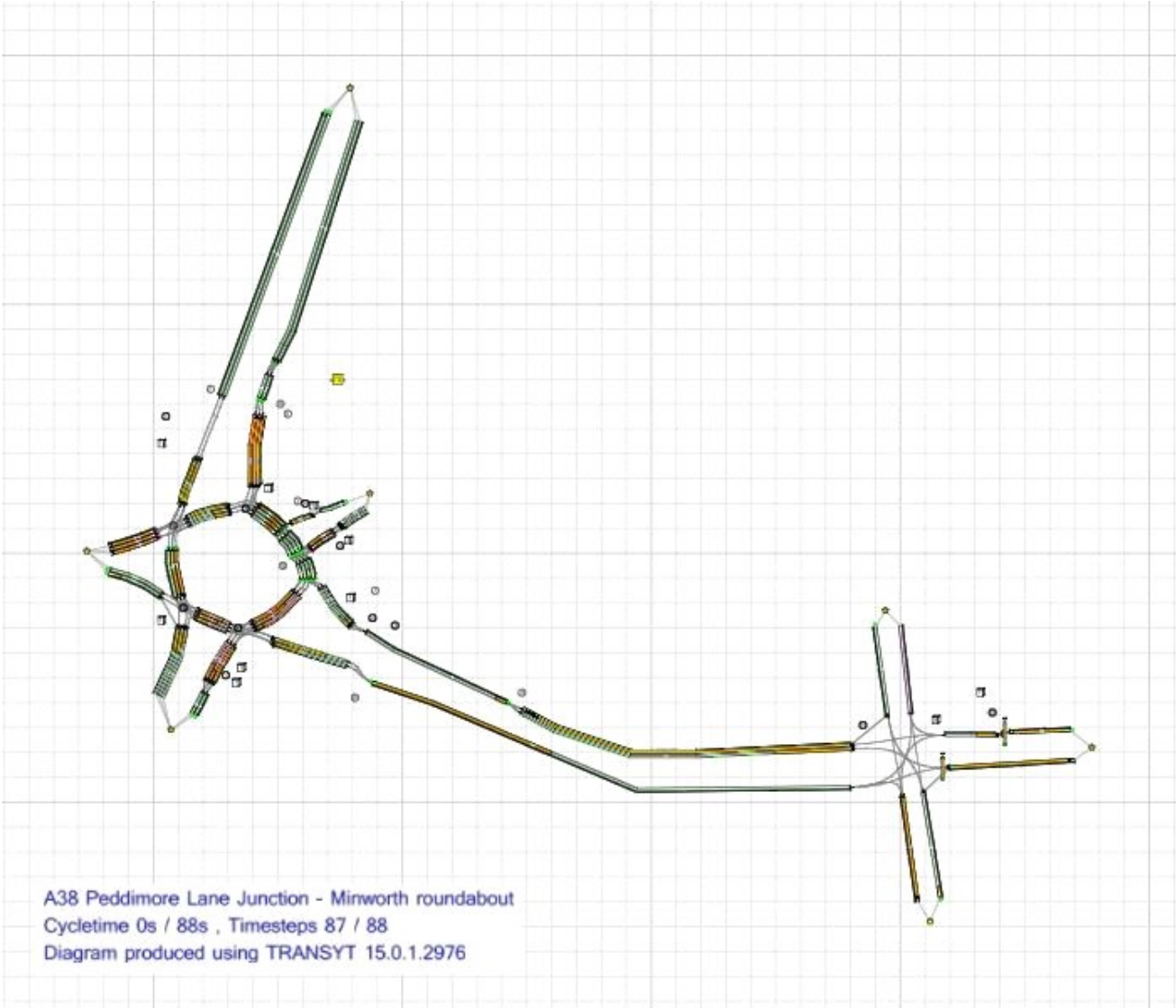
Units

Cost Units	Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
£	kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

Network Diagrams



A1 - 2031 AM Scenario 3 *: D1 - 2031 AM Scenario 3*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Netw Wit Capa
A1 - 2031 AM Scenario 3	27/06/2014 16:52:46	27/06/2014 16:53:29	08:00	88	423.66	143.09	A/3	9	13	A/3	C3-1/1	C3-1/1	

Analysis Set Details

Name	Description	Demand Set	Include In Report	Locked
2031 AM Scenario 3		D1	✓	

Demand Set Details

Demand Set	Name	Description	Composite	Demand Sets	Start Time (HH:mm)	Locked
D1	2031 AM Scenario 3				08:00	

Network Options

Network Timings

Network Cycle Time (s)	Restrict To SCOOT Cycle Times	Time Segment Length (min)	Number Of Time Segments	Modelled Time Period (min)
88		60	1	60

Signals Options

Start Displacement (s)	End Displacement (s)
2	3

Advanced

Phase Minimum Broken Penalty (£)	Phase Maximum Broken Penalty (£)	Intergreen Broken Penalty (£)
10000.00	10000.00	10000.00

Traffic Options

Traffic Model	Vehicle Flow Scaling Factor (%)	Pedestrian Flow Scaling Factor (%)	Cruise Times Or Speeds
Force To PDM	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise Scaling Factor (%)	Use Link Stop Weightings	Use Link Delay Weightings	Exclude Pedestrian Links	Random Delay Mode	Type of Vehicle-in-Service	Type Of Random Parameter	PCU Length (m)	Calculate results for Path Segments
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75	

Normal Parameters

Dispersal Type	Dispersal Coefficient	Travel Time Coefficient
Default	35	80

Bus Parameters

Dispersion Coefficient1	Dispersion Coefficient2	Acceleration (ms^[-2])	Travel Time Coefficient1	Travel Time Coefficient2
70	15	0.47	30	85

Tram Parameters

Dispersion Coefficient1	Dispersion Coefficient2	Acceleration (ms^[-2])	Travel Time Coefficient1	Travel Time Coefficient2
0	0	0.47	100	100

Pedestrian Parameters

Dispersal Type	Dispersal Coefficient	Travel Time Coefficient
Default	35	80

Optimisation Options

Enable Optimisation	Auto Redistribute	Optimisation Level	Enable Out Profile Accuracy
✓		Offsets Only	✓

Advanced

Optimisation Type	Hill Climb Increments	OUTProfile Accuracy	Use Enhanced Optimisation	Auto Optimisation Order	Optimisation Order
Hill Climb (Fast)	15,40,15,40,15,1,1	50,50,5,5,0.5,0.05,0.05		✓	2,1,3,5,6,7,4,8,9,10

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian Monetary Value Of Delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

ID	Name	Description
1	A38 N	
2	Lindridge Drive	
3	A4097 Kinsbury Road	
4	A38 S	
5	Wamley Ash Road	
6	Lindridge Drive Circulatory	
7	A38 South Exit	
8	A38 North Exit	
9	A4097 Kingsbury Road Exit	
10	(untitled)	
17	A38 North Exit	
20	A30 Southbound Exit	
22	(untitled)	
23	(untitled)	
24	(untitled)	
25	(untitled)	
26	Lindridge Drive Circulatory	
27	Lindridge Drive Circulatory	
28	(untitled)	
29	(untitled)	

Links

Links

Link	Name	Description	Traffic Node	Length (m)	Has Restricted Flow	Use RR67	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type	Is Minor Shared
1	(untitled)		23	3.50	✓		10000	✓		Pedestrian	
2	(untitled)		29	4.00	✓		10000	✓		Normal	

Modelling

Link	Traffic Model	Stop Weighting (%)	Delay Weighting (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit	Has Degree Of Saturation Limit	Degree Of Saturation Limit (%)	Excess Degree Of Saturation Penalty (£)	Low Degree Of Saturation Penalty (£)
1	[Forced to PDM]	100	100		0.00		✓	80	0.00	0.00
2	[Forced to PDM]	100	100		0.00					

Modelling - Advanced

Link	Normal Dispersal Type	Normal Dispersal Coefficient	Normal Travel Time Coefficient	Initial Queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type Of Random Parameter	Random Parameter	Auto Cycle Time	Cycle Time
1				0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
2	Default	35	80	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

Flows

Link	Flows	Total Flow (08:00-09:00) (PCU/hr)
1	1	500
2	1	500

Flows - Advanced

Link	Detectors	Link Sensitivity Multiplier (%)	Cruise Sensitivity Multiplier (%)
1		100	100
2		100	100

Signals

Link	Controller Stream	Phase	Phase2 Enabled
1	4	E	
2	8	B	

Entry Sources

Link	Cruise Time (seconds)	Cruise Speed (kph)
1	1.00	30.00
2	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic Node
1	A4097 Kingsbury Road WB		25
2	New Access		26
3	New Access Exit		
4	A4097 Kingsbury Road WB		28
5	(untitled)		29
A	A38 North		1
Ax2	A38 North Exit		17
B	New Access		10
Bc1	Lindridge Drive Circulatory 2		2
Bc3	(untitled)		10
C	A4097 Kingsbury Road		3
C3-1	Cottage Lane Entry		23
Cx 2	A4097 Kingsbury Road EB		23
Cx3	Cottage Lane Exit		
Cx4-2	(untitled)		
Cx5	Water Orton Lane Exit		
D	A38 South		4
E	Wamley Ash Road		5
Ac	A38 North Circulatory		1
Ax	A38 North Exit		8
Bc	Lindridge Drive Circulatory		6
Bx	New Access Exit		27
C4	A4097 Kingsbury Road Entry		23
C5	Water Orton Lane Entry		23
Cc	A4097 Kingsbury Road Circulatory		3
Cx	A4097 Kinsbury Road Exit		24
Dc	A38 South Circulatory		4
Dx	A38 South Exit		7
Dx1	A38 South Exit		
Ec	Wamley Ash Road Circulatory		5
Ex	Wamley Ash Road Exit		
Fx	A38 South Exit		20
Fx1	(untitled)		22

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto Length	Length (m)	Has Restricted Flow	Saturation Flow Source	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type
1	1	(untitled)			312.22	✓	SumOfLanes	1800			Normal
2	1	(untitled)			280.00	✓	SumOfLanes	1800	✓		Normal
2	2	(untitled)			280.00	✓	SumOfLanes	1800	✓		Normal
3	1	(untitled)			280.00	✓	SumOfLanes	2128			Normal
4	1	(untitled)			345.96	✓	SumOfLanes	1800			Normal
5	1	(untitled)			20.00	✓	SumOfLanes	1965	✓		Normal
A	2	(untitled)			100.00	✓	SumOfLanes	2279	✓		Normal
A	3	A38 North Entry			100.00	✓	SumOfLanes	2279	✓		Normal

A	**4**	(untitled)			100.00	✓	SumOfLanes	2279	✓		Normal
B	**1**	(untitled)			10.00					✓	Normal
B	**2**	(untitled)			10.00					✓	Normal
C	**1**	(untitled)			200.00	✓	SumOfLanes	2112	✓		Normal
C	**2**	(untitled)			200.00	✓	SumOfLanes	2263	✓		Normal
D	**1**	(untitled)			300.00	✓	SumOfLanes	2159	✓		Normal
D	**2**	(untitled)			300.00	✓	SumOfLanes	2317	✓		Normal
D	**3**	(untitled)			300.00	✓	SumOfLanes	2317	✓		Normal
E	**1**	(untitled)			200.00					✓	Normal
E	**2**	(untitled)			200.00					✓	Normal
E	**3**	(untitled)			200.00					✓	Normal
Ac	**1**	(untitled)			54.00	✓	SumOfLanes	2112	✓		Normal
Ac	**2**	(untitled)			54.00	✓	SumOfLanes	2263	✓		Normal
Ac	**3**	(untitled)			54.00	✓	SumOfLanes	2263	✓		Normal
Ax	**1**	(untitled)			20.00	✓	SumOfLanes	1965	✓		Normal
Ax	**2**	(untitled)			20.00	✓	SumOfLanes	2105	✓		Normal
Ax2	**1**	A38 North Exit			80.00	✓	SumOfLanes	1800			Normal
Ax2	**2**	A38 North Exit			80.00	✓	SumOfLanes	1800			Normal
Bc	**1**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**2**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**3**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**4**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc1	**1**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**2**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**3**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**4**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc3	**1**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**2**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**3**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**4**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bx	**1**	(untitled)			10.00	✓	SumOfLanes	2128	✓		Normal
C3-1	**1**	(untitled)			55.60					✓	Normal
C4	**1**	(untitled)			86.62	✓	SumOfLanes	2063	✓		Normal
C5	**1**	(untitled)			55.00	✓	SumOfLanes	1906	✓		Normal
Cc	**1**	(untitled)			65.00	✓	SumOfLanes	2059	✓		Normal
Cc	**2**	(untitled)			65.00	✓	SumOfLanes	2209	✓		Normal
Cc	**3**	(untitled)			65.00	✓	SumOfLanes	2181	✓		Normal
Cx	**1**	A4097 Kinsbury Road Exit			100.00	✓	SumOfLanes	2120	✓		Normal
Cx	**2**	A4097 Kinsbury Road Exit			100.00	✓	SumOfLanes	2120	✓		Normal
Cx 2	**1**	(untitled)			68.00	✓	SumOfLanes	1915	✓		Normal
Cx 2	**2**	(untitled)			68.00	✓	SumOfLanes	2055	✓		Normal
Cx3	**1**	(untitled)			59.35	✓	SumOfLanes	1800			Normal
Cx4-2	**1**	(untitled)			66.00	✓	SumOfLanes	1800			Normal
Cx5	**1**	(untitled)			62.61	✓	SumOfLanes	1800			Normal
Dc	**1**	(untitled)			90.00	✓	SumOfLanes	2059	✓		Normal
Dc	**2**	(untitled)			90.00	✓	SumOfLanes	2172	✓		Normal

Dc	**3**	(untitled)			90.00	✓	SumOfLanes	2185	✓		Normal
Dx	**1**	(untitled)			56.00	✓	SumOfLanes	1915	✓		Normal
Dx	**2**	(untitled)			56.00	✓	SumOfLanes	2055	✓		Normal
Dx	**3**	(untitled)			56.00	✓	SumOfLanes	2055	✓		Normal
Dx1	**1**	A38 South Exit			250.00	✓	SumOfLanes	2155			Normal
Dx1	**2**	A38 South Exit			250.00	✓	SumOfLanes	2155			Normal
Ec	**1**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ec	**2**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ec	**3**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ex	**1**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Ex	**2**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Fx	**1**	(untitled)			290.00	✓	SumOfLanes	2112			Normal
Fx	**2**	(untitled)			290.00	✓	SumOfLanes	2263			Normal
Fx1	**1**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Fx1	**2**	(untitled)			100.00	✓	SumOfLanes	1800			Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface Condition	Site Quality Factor	Gradient (%)	Width (m)	Use Connector Turning Radius	Proportion That Turn (%)	Turning Radius (m)	Nearside Lane	Saturation Flow (PCU/hr)
1	**1**	**1**	(untitled)											1800
2	**1**	**1**	Lindridge Drive Entry											1800
2	**2**	**2**	Lindridge Drive Entry											1800
3	**1**	**2**	Lindridge drive Exit											2128
4	**1**	**1**	(untitled)											1800
5	**1**	**1**	(untitled)		✓	N/A	N/A	0	3.50		0	10.00	✓	1965
A	**2**	**1**	A38 North Entry		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
A	**3**	**3**	(untitled)		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
A	**4**	**2**	A38 North Entry		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
B	**1**	**1**	Lindridge Drive Entry											
B	**2**	**2**	Lindridge Drive Entry											
C	**1**	**1**	A4097 Kingsbury Road Entry		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
C	**2**	**2**	A4097 Kingsbury Road Entry		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
D	**1**	**2**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		10	42.00	✓	2159
D	**2**	**1**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		0	10.00		2317
D	**3**	**3**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		0	10.00		2317
E	**1**	**3**	(untitled)											
E	**2**	**3**	(untitled)											
E	**3**	**3**	(untitled)											

Ac	**1**	**1**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
Ac	**2**	**2**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Ac	**3**	**1**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Ax	**1**	**2**	A38 North Exit		✓	N/A	N/A	0	3.50		0	10.00	✓	1965
Ax	**2**	**1**	A38 North Exit		✓	N/A	N/A	0	3.50		0	10.00		2105
Ax2	**1**	**1**	(untitled)											1800
Ax2	**2**	**1**	(untitled)											1800
Bc	**1**	**2**	Lindridge Drive Circulatory											1800
Bc	**2**	**1**	Lindridge Drive Circulatory											1800
Bc	**3**	**3**	Lindridge Drive Circulatory											1800
Bc	**4**	**3**	Lindridge Drive Circulatory											1800
Bc1	**1**	**2**	Lindridge Drive Circulatory											1800
Bc1	**2**	**1**	Lindridge Drive Circulatory											1800
Bc1	**3**	**3**	Lindridge Drive Circulatory											1800
Bc1	**4**	**3**	Lindridge Drive Circulatory											1800
Bc3	**1**	**1**	(untitled)											1800
Bc3	**2**	**1**	(untitled)											1800
Bc3	**3**	**1**	(untitled)											1800
Bc3	**4**	**1**	(untitled)											1800
Bx	**1**	**2**	Lindridge drive Exit											2128
C3-1	**1**	**1**	(untitled)		✓								✓	
C4	**1**	**1**	(untitled)		✓	N/A	N/A	0	4.48		0	7.20	✓	2063
C5	**1**	**1**	(untitled)		✓	N/A	N/A	0	2.91		0	10.00	✓	1906
Cc	**1**	**1**	A4097 Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00	✓	2059
Cc	**2**	**2**	A4097 Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00		2209
Cc	**3**	**2**	A4097 Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		43	50.00		2181
Cx	**1**	**2**	A4097 Kinsbury Road Exit		✓	N/A	N/A	0	3.65		0	10.00		2120
			A4097											

Cx	**2**	**3**	Kinsbury Road Exit		✓	N/A	N/A	0	3.65		0	10.00		2120
Cx 2	**1**	**1**	(untitled)		✓	N/A	N/A	0	3.00		0	10.00	✓	1915
Cx 2	**2**	**1**	(untitled)		✓	N/A	N/A	0	3.00		0	10.00		2055
Cx3	**1**	**1**	(untitled)											1800
Cx4-2	**1**	**1**	(untitled)											1800
Cx5	**1**	**1**	(untitled)											1800
Dc	**1**	**2**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00	✓	2059
Dc	**2**	**1**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		56	49.00		2172
Dc	**3**	**1**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		35	49.00		2185
Dx	**1**	**1**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00	✓	1915
Dx	**2**	**2**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00		2055
Dx	**3**	**2**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00		2055
Dx1	**1**	**1**	(untitled)		✓	N/A	N/A	0	4.00		0	10.00		2155
Dx1	**2**	**1**	(untitled)		✓	N/A	N/A	0	4.00		0	10.00		2155
Ec	**1**	**2**	Wamley Ash Road Circulatory											1800
Ec	**2**	**1**	Wamley Ash Road Circulatory											1800
Ec	**3**	**3**	(untitled)											1800
Ex	**1**	**1**	Wamley Ash Road Exit											1800
Ex	**2**	**2**	Wamley Ash Road Exit											1800
Fx	**1**	**2**	A38 North Exit		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
Fx	**2**	**1**	A38 North Exit		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Fx1	**1**	**1**	(untitled)											1800
Fx1	**2**	**1**	(untitled)											1800

Modelling

Arm	Traffic Stream	Traffic Model	Stop Weighting Multiplier (%)	Delay Weighting Multiplier (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit	Queue Limit (PCU)	Excess Queue Penalty (£)	Has Degree Of Saturation Limit
1	**1**	[Forced to PDM]	100	100		0.00				
2	**1**	[Forced to PDM]	100	100		0.00				
2	**2**	[Forced to PDM]	100	100		0.00				
3	**1**	[Forced to PDM]	100	100		0.00				
4	**1**	[Forced to PDM]	100	100		0.00				
5	**1**	[Forced to PDM]	100	100		0.00				

A	**2**	[Forced to PDM]	20	40	✓	0.00				
A	**3**	[Forced to PDM]	20	40	✓	0.00				
A	**4**	[Forced to PDM]	20	40	✓	0.00				
B	**1**	[Forced to PDM]	100	100		0.00				
B	**2**	[Forced to PDM]	100	100		0.00				
C	**1**	[Forced to PDM]	0	40		0.00				
C	**2**	[Forced to PDM]	0	40		0.00				
D	**1**	[Forced to PDM]	0	40		0.00				
D	**2**	[Forced to PDM]	0	40		0.00				
D	**3**	[Forced to PDM]	0	40		0.00				
E	**1**	[Forced to PDM]	100	40		0.00				
E	**2**	[Forced to PDM]	100	40		0.00				
E	**3**	[Forced to PDM]	100	40		0.00				
Ac	**1**	[Forced to PDM]	100	100		7.00	✓	3	80.00	
Ac	**2**	[Forced to PDM]	100	100		7.00	✓	5	80.00	
Ac	**3**	[Forced to PDM]	100	100		7.00	✓	5	80.00	
Ax	**1**	[Forced to PDM]	100	100		0.00	✓	3	0.00	
Ax	**2**	[Forced to PDM]	100	100		0.00	✓	3	0.00	
Ax2	**1**	[Forced to PDM]	100	100		0.00				
Ax2	**2**	[Forced to PDM]	100	100		0.00				
Bc	**1**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**2**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**3**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**4**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc1	**1**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**2**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**3**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**4**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc3	**1**	[Forced to PDM]	100	100		0.00				
Bc3	**2**	[Forced to PDM]	100	100		0.00				

Bc3	**3**	[Forced to PDM]	100	100		0.00				
Bc3	**4**	[Forced to PDM]	100	100		0.00				
Bx	**1**	[Forced to PDM]	100	100		0.00				
C3-1	**1**	[Forced to PDM]	100	100		0.00				
C4	**1**	[Forced to PDM]	100	100		0.00				
C5	**1**	[Forced to PDM]	100	100		0.00				
Cc	**1**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cc	**2**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cc	**3**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cx	**1**	[Forced to PDM]	100	100		0.00				
Cx	**2**	[Forced to PDM]	100	100		0.00				
Cx 2	**1**	[Forced to PDM]	100	100		0.00				
Cx 2	**2**	[Forced to PDM]	100	100		0.00				
Cx3	**1**	[Forced to PDM]	100	100		0.00				
Cx4-2	**1**	[Forced to PDM]	100	100		0.00				
Cx5	**1**	[Forced to PDM]	100	100		0.00				
Dc	**1**	[Forced to PDM]	1000	1000		0.00	✓	13	60.00	
Dc	**2**	[Forced to PDM]	100	100		0.00	✓	13	30.00	
Dc	**3**	[Forced to PDM]	100	100		0.00	✓	13	0.00	
Dx	**1**	[Forced to PDM]	100	100		0.00				
Dx	**2**	[Forced to PDM]	100	100		0.00				
Dx	**3**	[Forced to PDM]	100	100		0.00				
Dx1	**1**	[Forced to PDM]	100	100		0.00				
Dx1	**2**	[Forced to PDM]	100	100		0.00				
Ec	**1**	[Forced to PDM]	100	100		0.00	✓	6	0.00	
Ec	**2**	[Forced to PDM]	100	100		0.00	✓	6	60.00	
Ec	**3**	[Forced to PDM]	100	100		0.00	✓	6	60.00	
Ex	**1**	[Forced to PDM]	100	100		0.00				
Ex	**2**	[Forced to PDM]	100	100		0.00				
Fx	**1**	[Forced to PDM]	100	100		0.00				

Fx	**2**	[Forced to PDM]	100	100		0.00				
Fx1	**1**	[Forced to PDM]	100	100		0.00				
Fx1	**2**	[Forced to PDM]	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Cruise Sensitivity Multiplier (%)	Initial Queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type Of Random Parameter	Random Parameter	Auto Cycle Time	Cycle Time
1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
4	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
5	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
B	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
B	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C3-1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C4	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

C5	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx 2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx 2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx4-2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx5	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ex	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ex	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

Normal - Modelling

Arm	Traffic Stream	Stop Weighting (%)	Delay Weighting (%)
1	**1**	100	100
2	**1**	100	100
2	**2**	100	100
3	**1**	100	100
4	**1**	100	100
5	**1**	100	100
A	**2**	100	100
A	**3**	100	100
A	**4**	100	100
B	**1**	100	100
B	**2**	100	100
C	**1**	100	100
C	**2**	100	100
D	**1**	100	100
D	**2**	100	100
D	**3**	100	100
E	**1**	100	100
E	**2**	100	100
E	**3**	100	100

Ac	**1**	100	100
Ac	**2**	100	100
Ac	**3**	100	100
Ax	**1**	100	100
Ax	**2**	100	100
Ax2	**1**	100	100
Ax2	**2**	100	100
Bc	**1**	100	100
Bc	**2**	100	100
Bc	**3**	100	100
Bc	**4**	100	100
Bc1	**1**	100	100
Bc1	**2**	100	100
Bc1	**3**	100	100
Bc1	**4**	100	100
Bc3	**1**	100	100
Bc3	**2**	100	100
Bc3	**3**	100	100
Bc3	**4**	100	100
Bx	**1**	100	100
C3-1	**1**	100	100
C4	**1**	100	100
C5	**1**	100	100
Cc	**1**	100	100
Cc	**2**	100	100
Cc	**3**	100	100
Cx	**1**	100	100
Cx	**2**	100	100
Cx 2	**1**	100	100
Cx 2	**2**	100	100
Cx3	**1**	100	100
Cx4-2	**1**	100	100
Cx5	**1**	100	100
Dc	**1**	100	100
Dc	**2**	100	100
Dc	**3**	100	100
Dx	**1**	100	100
Dx	**2**	100	100
Dx	**3**	100	100
Dx1	**1**	100	100
Dx1	**2**	100	100
Ec	**1**	100	100
Ec	**2**	100	100
Ec	**3**	100	100
Ex	**1**	100	100
Ex	**2**	100	100
Fx	**1**	100	100
Fx	**2**	100	100
Fx1	**1**	100	100
Fx1	**2**	100	100

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	1511	1511
2	1	230	230
2	2	230	230
3	1	1153	1153
4	1	1649	1649
5	1	1313	1313
A	2	481	481
A	3	481	481
A	4	481	481
B	1	230	230
B	2	230	230
C	1	655	655
C	2	856	856
D	1	688	688
D	2	738	738
D	3	478	478
E	1	683	683
E	2	683	683
E	3	683	683
Ac	1	1482	1482
Ac	2	1161	1161
Ac	3	683	683
Ax	1	614	614
Ax	2	308	308
Ax2	1	614	614
Ax2	2	308	308
Bc	1	1725	1725
Bc	2	986	986
Bc	3	894	894
Bc	4	1164	1164
Bc1	1	654	654
Bc1	2	1133	1133
Bc1	3	993	993
Bc1	4	1294	1294
Bc3	1	572	572
Bc3	2	986	986
Bc3	3	894	894
Bc3	4	1164	1164
Bx	1	1153	1153
C3-1	1	0	0
C4	1	1272	1272
C5	1	331	331
Cc	1	138	138
Cc	2	993	993
Cc	3	1294	1294
Cx	1	654	654
Cx	2	995	995
Cx 2	1	1290	1290
Cx 2	2	359	359
Cx3	1	0	0
Cx4-2	1	1313	1313

Cx5	**1**	428	428
Dc	**1**	330	330
Dc	**2**	610	610
Dc	**3**	500	500
Dx	**1**	464	464
Dx	**2**	993	993
Dx	**3**	1041	1041
Dx1	**1**	464	464
Dx1	**2**	2034	2034
Ec	**1**	483	483
Ec	**2**	1238	1238
Ec	**3**	478	478
Ex	**1**	688	688
Ex	**2**	456	456
Fx	**1**	721	721
Fx	**2**	721	721
Fx1	**1**	481	481
Fx1	**2**	961	961

Signals

Arm	Traffic Stream	Controller Stream	Phase	Phase2 Enabled
2	**1**	9	A	
2	**2**	9	A	
5	**1**	8	A	
A	**2**	1	A	
A	**3**	1	A	
A	**4**	1	A	
C	**1**	3	A	
C	**2**	3	A	
D	**1**	2	A	
D	**2**	2	A	
D	**3**	2	A	
Ac	**1**	1	B	
Ac	**2**	1	B	
Ac	**3**	1	B	
Ax	**1**	5	A	
Ax	**2**	5	A	
Bx	**1**	10	A	
C4	**1**	4	D	
C5	**1**	4	C	
Cc	**1**	3	B	
Cc	**2**	3	B	
Cc	**3**	3	B	
Cx	**1**	6	A	
Cx	**2**	6	A	
Cx 2	**1**	4	A	
Cx 2	**2**	4	B	
Dc	**1**	2	B	
Dc	**2**	2	B	
Dc	**3**	2	B	
Dx	**1**	7	A	
Dx	**2**	7	A	
Dx	**3**	7	A	

Entry Sources

Arm	Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)
2	**1**	20.88	48.28
2	**2**	20.88	48.28
D	**1**	16.78	64.37
D	**2**	16.78	64.37
D	**3**	16.78	64.37
E	**1**	14.91	48.28
E	**2**	14.91	48.28
E	**3**	14.91	48.28
C3-1	**1**	4.15	48.28
C4	**1**	6.46	48.28
C5	**1**	4.10	48.28
Fx	**1**	21.62	48.28
Fx	**2**	21.62	48.28

Sources

Arm	Traffic Stream	Source	Source Type	Source Traffic Stream	Destination Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)	Auto Turning Radius	Traffic Turn Style	Turning Radius (m)
1	**1**	**1**	TrafficStream	C5/1	1/1	37.47	30.00	✓	Nearside	85.60
3	**1**	**1**	TrafficStream	Bx/1	3/1	20.88	48.28	✓	Straight	Straight Movement
4	**1**	**1**	TrafficStream	Cx/1	4/1	41.52	30.00	✓	Straight	Straight Movement
5	**1**	**1**	TrafficStream	Cx 2/1	5/1	1.49	48.28	✓	Straight	Straight Movement
A	**2**	**1**	TrafficStream	Fx1/1	A/2	7.46	48.28	✓	Straight	Straight Movement
A	**3**	**1**	TrafficStream	Fx1/2	A/3	7.46	48.28	✓	Straight	Straight Movement
A	**4**	**1**	TrafficStream	Fx1/2	A/4	7.46	48.28	✓	Straight	Straight Movement
Ax2	**1**	**1**	TrafficStream	Ax/1	Ax2/1	9.60	30.00	✓	Straight	Straight Movement
Ax2	**2**	**1**	TrafficStream	Ax/2	Ax2/2	9.60	30.00	✓	Straight	Straight Movement
B	**1**	**1**	TrafficStream	2/1	B/1	1.00	48.28	✓	Straight	Straight Movement
B	**2**	**1**	TrafficStream	2/2	B/2	1.00	48.28	✓	Straight	Straight Movement
C	**1**	**1**	TrafficStream	1/1	C/1	14.91	48.28	✓	Straight	Straight Movement
C	**2**	**1**	TrafficStream	1/1	C/2	14.91	48.28	✓	Straight	Straight Movement
Ac	**1**	**1**	TrafficStream	E/1	Ac/1	4.03	48.28	✓	Straight	Straight Movement
Ac	**2**	**1**	TrafficStream	Ec/3	Ac/2	4.03	48.28	✓	Straight	Straight Movement
Ac	**3**	**1**	TrafficStream	E/3	Ac/3	4.03	48.28	✓	Straight	Straight Movement
Ax	**1**	**1**	TrafficStream	Ec/1	Ax/1	1.12	64.37	✓	Straight	Straight Movement
Ax	**2**	**1**	TrafficStream	Ec/2	Ax/2	1.12	64.37	✓	Straight	Straight Movement
Bc	**1**	**1**	TrafficStream	Ac/1	Bc/1	3.10	48.28	✓	Straight	Straight Movement
Bc	**2**	**1**	TrafficStream	A/2	Bc/2	3.10	48.28	✓	Nearside	83.93
Bc	**3**	**1**	TrafficStream	A/3	Bc/3	3.10	48.28	✓	Straight	Straight Movement
Bc	**4**	**1**	TrafficStream	A/4	Bc/4	3.10	48.28	✓	Straight	Straight Movement
Bc1	**1**	**1**	TrafficStream	B/1	Bc1/1	7.35	48.28	✓	Nearside	40.91
Bc1	**2**	**1**	TrafficStream	Bc3/2	Bc1/2	7.35	48.28	✓	Straight	Straight Movement
Bc1	**3**	**1**	TrafficStream	Bc3/3	Bc1/3	7.35	48.28	✓	Straight	Straight Movement
Bc1	**4**	**1**	TrafficStream	Bc3/4	Bc1/4	7.35	48.28	✓	Straight	Straight Movement
Bc3	**1**	**1**	TrafficStream	Bc/1	Bc3/1	1.51	48.28	✓	Straight	Straight Movement
Bc3	**2**	**1**	TrafficStream	Bc/2	Bc3/2	1.51	48.28	✓	Straight	Straight Movement
Bc3	**3**	**1**	TrafficStream	Bc/3	Bc3/3	1.51	48.28	✓	Straight	Straight Movement

Bc3	**4**	**1**	TrafficStream	Bc/4	Bc3/4	1.51	48.28	✓	Straight	Straight Movement
Bx	**1**	**1**	TrafficStream	Bc/1	Bx/1	1.00	48.28	✓	Nearside	22.12
Cc	**1**	**1**	TrafficStream	Bc1/2	Cc/1	4.85	48.28	✓	Straight	Straight Movement
Cc	**2**	**1**	TrafficStream	Bc1/3	Cc/2	4.85	48.28	✓	Straight	Straight Movement
Cc	**3**	**1**	TrafficStream	Bc1/4	Cc/3	4.85	48.28	✓	Offside	88.92
Cx	**1**	**1**	TrafficStream	Bc1/1	Cx/1	5.59	64.37	✓	Nearside	83.25
Cx	**2**	**1**	TrafficStream	Bc1/2	Cx/2	5.59	64.37	✓	Straight	Straight Movement
Cx 2	**1**	**1**	TrafficStream	4/1	Cx 2/1	8.16	30.00	✓	Straight	Straight Movement
Cx 2	**2**	**1**	TrafficStream	4/1	Cx 2/2	8.16	30.00	✓	Straight	Straight Movement
Cx3	**1**	**1**	TrafficStream	Cx 2/1	Cx3/1	4.43	48.28	✓	Straight	Straight Movement
Cx4-2	**1**	**1**	TrafficStream	5/1	Cx4-2/1	7.92	30.00	✓	Straight	Straight Movement
Cx5	**1**	**1**	TrafficStream	C3-1/1	Cx5/1	4.67	48.28	✓	Straight	Straight Movement
Dc	**1**	**1**	TrafficStream	C/1	Dc/1	6.71	48.28	✓	Straight	Straight Movement
Dc	**2**	**1**	TrafficStream	C/2	Dc/2	6.71	48.28	✓	Straight	Straight Movement
Dc	**3**	**1**	TrafficStream	C/2	Dc/3	6.71	48.28	✓	Straight	Straight Movement
Dx	**1**	**1**	TrafficStream	Cc/1	Dx/1	3.13	64.37	✓	Straight	Straight Movement
Dx	**2**	**1**	TrafficStream	Cc/2	Dx/2	3.13	64.37	✓	Straight	Straight Movement
Dx	**3**	**1**	TrafficStream	Cc/3	Dx/3	3.13	64.37	✓	Straight	Straight Movement
Dx1	**1**	**1**	TrafficStream	Dx/1	Dx1/1	13.98	64.37	✓	Straight	Straight Movement
Dx1	**2**	**1**	TrafficStream	Dx/2	Dx1/2	13.98	64.37	✓	Straight	Straight Movement
Ec	**1**	**1**	TrafficStream	D/1	Ec/1	3.73	48.28	✓	Straight	Straight Movement
Ec	**2**	**1**	TrafficStream	D/2	Ec/2	3.73	48.28	✓	Straight	Straight Movement
Ec	**3**	**1**	TrafficStream	D/3	Ec/3	3.73	48.28	✓	Straight	Straight Movement
Ex	**1**	**1**	TrafficStream	Dc/1	Ex/1	7.46	48.28	✓	Straight	Straight Movement
Ex	**2**	**1**	TrafficStream	Dc/2	Ex/2	7.46	48.28	✓	Straight	Straight Movement
Fx1	**1**	**1**	TrafficStream	Fx/1	Fx1/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**2**	**1**	TrafficStream	Fx/1	Fx1/2	7.46	48.28	✓	Straight	Straight Movement
1	**1**	**2**	TrafficStream	C4/1	1/1	37.47	30.00	✓	Straight	Straight Movement
4	**1**	**2**	TrafficStream	Cx/2	4/1	41.52	30.00	✓	Straight	Straight Movement
5	**1**	**2**	TrafficStream	C3-1/1	5/1	2.40	30.00	✓	Straight	Straight Movement
Ac	**1**	**2**	TrafficStream	Ec/2	Ac/1	4.03	48.28	✓	Straight	Straight Movement

Ac	**2**	**2**	TrafficStream	E/2	Ac/2	4.03	48.28	✓	Straight	Straight Movement
Ax	**1**	**2**	TrafficStream	E/1	Ax/1	1.12	64.37	✓	Straight	Straight Movement
Ax	**2**	**2**	TrafficStream	E/1	Ax/2	1.12	64.37	✓	Straight	Straight Movement
Bc	**1**	**2**	TrafficStream	A/2	Bc/1	4.99	30.00	✓	Nearside	83.93
Bc	**2**	**2**	TrafficStream	Ac/2	Bc/2	3.10	48.28	✓	Straight	Straight Movement
Bc	**3**	**2**	TrafficStream	Ac/2	Bc/3	3.10	48.28	✓	Straight	Straight Movement
Bc	**4**	**2**	TrafficStream	Ac/3	Bc/4	3.10	48.28	✓	Straight	Straight Movement
Bc1	**1**	**2**	TrafficStream	Bc3/1	Bc1/1	7.35	48.28	✓	Straight	Straight Movement
Bc1	**2**	**2**	TrafficStream	B/1	Bc1/2	7.35	48.28	✓	Nearside	40.91
Bc1	**3**	**2**	TrafficStream	B/2	Bc1/3	7.35	48.28	✓	Nearside	60.91
Bc1	**4**	**2**	TrafficStream	B/2	Bc1/4	7.35	48.28	✓	Nearside	60.91
Cx3	**1**	**2**	TrafficStream	C5/1	Cx3/1	4.43	48.28	✓	Straight	Straight Movement
Cx5	**1**	**2**	TrafficStream	C4/1	Cx5/1	4.67	48.28	✓	Straight	Straight Movement
Dc	**1**	**2**	TrafficStream	Cc/1	Dc/1	6.71	48.28	✓	Straight	Straight Movement
Dc	**2**	**2**	TrafficStream	Cc/3	Dc/2	6.71	48.28	✓	Straight	Straight Movement
Dc	**3**	**2**	TrafficStream	Cc/3	Dc/3	6.71	48.28	✓	Straight	Straight Movement
Dx	**1**	**2**	TrafficStream	C/1	Dx/1	3.13	64.37	✓	Straight	Straight Movement
Dx1	**2**	**2**	TrafficStream	Dx/3	Dx1/2	13.98	64.37	✓	Straight	Straight Movement
Ec	**1**	**2**	TrafficStream	Dc/2	Ec/1	3.73	48.28	✓	Straight	Straight Movement
Ec	**2**	**2**	TrafficStream	Dc/3	Ec/2	3.73	48.28	✓	Straight	Straight Movement
Ec	**3**	**2**	TrafficStream	Dc/3	Ec/3	3.73	48.28	✓	Straight	Straight Movement
Ex	**1**	**2**	TrafficStream	D/1	Ex/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**1**	**2**	TrafficStream	Fx/2	Fx1/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**2**	**2**	TrafficStream	Fx/2	Fx1/2	7.46	48.28	✓	Straight	Straight Movement
1	**1**	**3**	TrafficStream	C3-1/1	1/1	37.47	30.00	✓	Straight	Straight Movement
5	**1**	**3**	TrafficStream	C5/1	5/1	2.40	30.00	✓	Straight	Straight Movement
Cx3	**1**	**3**	TrafficStream	C4/1	Cx3/1	7.12	30.00	✓	Straight	Straight Movement
Cx5	**1**	**3**	TrafficStream	Cx 2/2	Cx5/1	4.67	48.28	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed Traffic	Use Step-wise Opposed Turn Model	Visibility Restricted
B	1	AllTraffic		
B	2	AllTraffic		
C3-1	1	AllTraffic		
E	1	AllTraffic		
E	2	AllTraffic		
E	3	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling Type	Controlling Traffic Stream	Percentage Opposing (%)	Slope Coefficient	Upstream Signals Visible	Conflict Shift	Conflict Duration
1		TrafficStream	Bc3/1	100	0.29		0	0
1		TrafficStream	Bc3/2	100	0.29		0	0
2		TrafficStream	Bc3/1	100	0.29		0	0
2		TrafficStream	Bc3/2	100	0.29		0	0
2		TrafficStream	Bc3/3	100	0.29		0	0
2		TrafficStream	Bc3/4	100	0.29		0	0
1	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
1		TrafficStream	Ec/2	100	0.21		0	0
1		TrafficStream	Ec/3	100	0.21		0	0
2	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
2		TrafficStream	Ec/2	100	0.21		0	0
2		TrafficStream	Ec/3	100	0.21		0	0
3	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
3		TrafficStream	Ec/2	100	0.21		0	0
3		TrafficStream	Ec/3	100	0.21		0	0

Quick Flares

Arm	Traffic Stream	Description	Saturation Flow (PCU/hr)	Use Que Prob	Effective Storage (Vehs)
A	2		1800		6.00
C	1		1800		7.00
C	2		1800		7.00

Local OD Matrix - Local Matrix: 2031 AM S3

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	78	0	260	70	739	295
	2	31	0	0	133	31	241	23
	3	0	0	0	0	0	0	0
	4	220	272	0	0	69	344	367
	5	56	74	0	23	0	77	101
	6	353	715	0	379	99	0	358
	7	262	14	0	518	159	1096	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits
2031 AM S3	1	(untitled)	Fx/2,Fx/1	Ax2/1,Ax2/2
2031 AM S3	2	(untitled)	2/1,2/2	3/1
2031 AM S3	3	(untitled)	C3-1/1	Cx3/1
2031 AM S3	4	(untitled)	C4/1	Cx4-2/1
2031 AM S3	5	(untitled)	C5/1	Cx5/1
2031 AM S3	6	(untitled)	D/1,D/2,D/3	Dx1/2,Dx1/1
2031 AM S3	7	(untitled)	E/1,E/2,E/3	Ex/1,Ex/2

Paths

OD Matrix	Path	Description	From Location	To Location	Path Items
2031 AM S3	1		6	1	D/1,Ec/1,Ax/1,Ax2/1
2031 AM S3	2		6	7	D/1,Ex/1
2031 AM S3	3		6	1	D/2,Ec/2,Ax/2,Ax2/2
2031 AM S3	4		6	2	D/2,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	5		6	3	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,Cx3/1
2031 AM S3	6		6	4	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	7		6	5	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/2,Cx5/1
2031 AM S3	8		6	6	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	9		6	3	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,Cx3/1
2031 AM S3	10		6	4	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	11		6	5	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/2,Cx5/1
2031 AM S3	12		6	6	D/3,Ec/3,Ac/2,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	13		7	1	E/1,Ax/1,Ax2/1
2031 AM S3	14		7	1	E/1,Ax/2,Ax2/2
2031 AM S3	15		7	2	E/1,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	16		7	3	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,Cx3/1
2031 AM S3	17		7	4	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	18		7	5	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/2,Cx5/1
2031 AM S3	19		7	7	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 AM S3	20		7	6	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	21		7	3	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,Cx3/1
2031 AM S3	22		7	4	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	23		7	5	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/2,Cx5/1
2031 AM S3	24		7	6	E/2,Ac/2,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	25		7	7	E/3,Ac/3,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	26		7	6	E/3,Ac/3,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 AM S3	27		2	3	2/1,B/1,Bc1/1,Cx/1,4/1,Cx 2/1,Cx3/1
2031 AM S3	28		2	4	2/1,B/1,Bc1/1,Cx/1,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	29		2	5	2/1,B/1,Bc1/1,Cx/1,4/1,Cx 2/2,Cx5/1
2031 AM S3	30		2	7	2/1,B/1,Bc1/2,Cc/1,Dc/1,Ex/1
2031 AM S3	31		2	6	2/1,B/1,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	32		2	3	2/1,B/1,Bc1/2,Cx/2,4/1,Cx 2/1,Cx3/1
2031 AM S3	33		2	4	2/1,B/1,Bc1/2,Cx/2,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	34		2	5	2/1,B/1,Bc1/2,Cx/2,4/1,Cx 2/2,Cx5/1
2031 AM S3	35		2	6	2/2,B/2,Bc1/3,Cc/2,Dx/2,Dx1/2

2031 AM S3	**36**		2	1	2/2,B/2,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**37**		2	7	2/2,B/2,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	**38**		2	1	2/2,B/2,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**39**		2	2	2/2,B/2,Bc1/4,Cc/3,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**40**		2	6	2/2,B/2,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 AM S3	**41**		3	5	C3-1/1,Cx5/1
2031 AM S3	**42**		3	7	C3-1/1,1/1,C/1,Dc/1,Ex/1
2031 AM S3	**43**		3	6	C3-1/1,1/1,C/1,Dx/1,Dx1/1
2031 AM S3	**44**		3	1	C3-1/1,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**45**		3	7	C3-1/1,1/1,C/2,Dc/2,Ex/2
2031 AM S3	**46**		3	1	C3-1/1,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**47**		3	2	C3-1/1,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**48**		3	4	C3-1/1,5/1,Cx4-2/1
2031 AM S3	**49**		4	5	C4/1,Cx5/1
2031 AM S3	**50**		4	3	C4/1,Cx3/1
2031 AM S3	**51**		4	7	C4/1,1/1,C/1,Dc/1,Ex/1
2031 AM S3	**52**		4	6	C4/1,1/1,C/1,Dx/1,Dx1/1
2031 AM S3	**53**		4	1	C4/1,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**54**		4	7	C4/1,1/1,C/2,Dc/2,Ex/2
2031 AM S3	**55**		4	1	C4/1,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**56**		4	2	C4/1,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**57**		5	3	C5/1,Cx3/1
2031 AM S3	**58**		5	7	C5/1,1/1,C/1,Dc/1,Ex/1
2031 AM S3	**59**		5	6	C5/1,1/1,C/1,Dx/1,Dx1/1
2031 AM S3	**60**		5	1	C5/1,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**61**		5	7	C5/1,1/1,C/2,Dc/2,Ex/2
2031 AM S3	**62**		5	1	C5/1,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**63**		5	2	C5/1,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**64**		5	4	C5/1,5/1,Cx4-2/1
2031 AM S3	**65**		1	2	Fx/2,Fx1/1,A/2,Bc/1,Bx/1,3/1
2031 AM S3	**66**		1	3	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,Cx3/1
2031 AM S3	**67**		1	4	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	**68**		1	5	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/2,Cx5/1
2031 AM S3	**69**		1	7	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 AM S3	**70**		1	6	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	**71**		1	3	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,Cx3/1
2031 AM S3	**72**		1	4	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	**73**		1	5	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/2,Cx5/1
2031 AM S3	**74**		1	6	Fx/2,Fx1/2,A/3,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	**75**		1	1	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**76**		1	7	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	**77**		1	1	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**78**		1	6	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 AM S3	**79**		1	2	Fx/1,Fx1/1,A/2,Bc/1,Bx/1,3/1
2031 AM S3	**80**		1	3	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,Cx3/1
2031 AM S3	**81**		1	4	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	**82**		1	5	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/2,Cx5/1
2031 AM S3	**83**		1	7	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 AM S3	**84**		1	6	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	**85**		1	3	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,Cx3/1
2031 AM S3	**86**		1	4	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	**87**		1	5	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/2,Cx5/1

2031 AM S3	**88**		1	6	Fx/1,Fx1/2,A/3,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	**89**		1	1	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**90**		1	7	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	**91**		1	1	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**92**		1	6	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2

Normal Path Flows

OD Matrix	Path	Permitted Flow Type	Allocation Type
2031 AM S3	**1**	✓	Normal
2031 AM S3	**2**	✓	Normal
2031 AM S3	**3**	✓	Normal
2031 AM S3	**4**	✓	Normal
2031 AM S3	**5**	✓	Normal
2031 AM S3	**6**	✓	Normal
2031 AM S3	**7**	✓	Normal
2031 AM S3	**8**	✓	Normal
2031 AM S3	**9**	✓	Normal
2031 AM S3	**10**	✓	Normal
2031 AM S3	**11**	✓	Normal
2031 AM S3	**12**	✓	Normal
2031 AM S3	**13**	✓	Normal
2031 AM S3	**14**	✓	Normal
2031 AM S3	**15**	✓	Normal
2031 AM S3	**16**	✓	Normal
2031 AM S3	**17**	✓	Normal
2031 AM S3	**18**	✓	Normal
2031 AM S3	**19**	✓	Normal
2031 AM S3	**20**	✓	Disabled
2031 AM S3	**21**	✓	Normal
2031 AM S3	**22**	✓	Normal
2031 AM S3	**23**	✓	Normal
2031 AM S3	**24**	✓	Normal
2031 AM S3	**25**	✓	Normal
2031 AM S3	**26**	✓	Normal
2031 AM S3	**27**	✓	Normal
2031 AM S3	**28**	✓	Normal
2031 AM S3	**29**	✓	Normal
2031 AM S3	**30**	✓	Normal
2031 AM S3	**31**	✓	Normal
2031 AM S3	**32**	✓	Normal
2031 AM S3	**33**	✓	Normal
2031 AM S3	**34**	✓	Normal
2031 AM S3	**35**	✓	Normal
2031 AM S3	**36**	✓	Normal
2031 AM S3	**37**	✓	Normal
2031 AM S3	**38**	✓	Normal
2031 AM S3	**39**	✓	Normal
2031 AM S3	**40**	✓	Normal
2031 AM S3	**41**	✓	Normal
2031 AM S3	**42**	✓	Normal

2031 AM S3	**43**	✓	Normal
2031 AM S3	**44**	✓	Normal
2031 AM S3	**45**	✓	Normal
2031 AM S3	**46**	✓	Normal
2031 AM S3	**47**	✓	Normal
2031 AM S3	**48**	✓	Normal
2031 AM S3	**49**	✓	Normal
2031 AM S3	**50**	✓	Normal
2031 AM S3	**51**	✓	Normal
2031 AM S3	**52**	✓	Normal
2031 AM S3	**53**	✓	Normal
2031 AM S3	**54**	✓	Normal
2031 AM S3	**55**	✓	Normal
2031 AM S3	**56**	✓	Normal
2031 AM S3	**57**	✓	Normal
2031 AM S3	**58**	✓	Normal
2031 AM S3	**59**	✓	Normal
2031 AM S3	**60**	✓	Normal
2031 AM S3	**61**	✓	Normal
2031 AM S3	**62**	✓	Normal
2031 AM S3	**63**	✓	Normal
2031 AM S3	**64**	✓	Normal
2031 AM S3	**65**	✓	Normal
2031 AM S3	**66**	✓	Normal
2031 AM S3	**67**	✓	Normal
2031 AM S3	**68**	✓	Normal
2031 AM S3	**69**	✓	Normal
2031 AM S3	**70**	✓	Disabled
2031 AM S3	**71**	✓	Normal
2031 AM S3	**72**	✓	Normal
2031 AM S3	**73**	✓	Normal
2031 AM S3	**74**	✓	Normal
2031 AM S3	**75**	✓	Normal
2031 AM S3	**76**	✓	Normal
2031 AM S3	**77**	✓	Normal
2031 AM S3	**78**	✓	Normal
2031 AM S3	**79**	✓	Normal
2031 AM S3	**80**	✓	Normal
2031 AM S3	**81**	✓	Normal
2031 AM S3	**82**	✓	Normal
2031 AM S3	**83**	✓	Normal
2031 AM S3	**84**	✓	Normal
2031 AM S3	**85**	✓	Normal
2031 AM S3	**86**	✓	Normal
2031 AM S3	**87**	✓	Normal
2031 AM S3	**88**	✓	Normal
2031 AM S3	**89**	✓	Normal
2031 AM S3	**90**	✓	Normal
2031 AM S3	**91**	✓	Normal

2031 AM S3	**92**	✓	Normal

Signal Timings

Network Default: 88s cycle time; 88 steps

Controller Stream 1

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
1	(untitled)		1	NetworkDefault	88

Controller Stream 1 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
1	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
1	**A**	(untitled)	7	300	0	0	Not Specified
1	**B**	(untitled)	7	300	0	0	Not Specified
1	**C**	(untitled)	7	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
1	**1**	A	1
1	**2**	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay	Absolute Delay
1	**1**	Losing	B	2	1	9	
1	**2**	Gaining	A	2	1	0	10
1	**3**	Losing	A	1	2	2	

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
1	**1**	(untitled)	Single	1,2	38,19

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
1	**1**	✓	1	A	33	38	5	1	5
1	**2**	✓	2	B,C	45	19	62	1	7

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
1	A	1	✓	33	40	7
1	B	1	✓	45	28	71
1	C	1	✓	45	19	62

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		
	C	14		

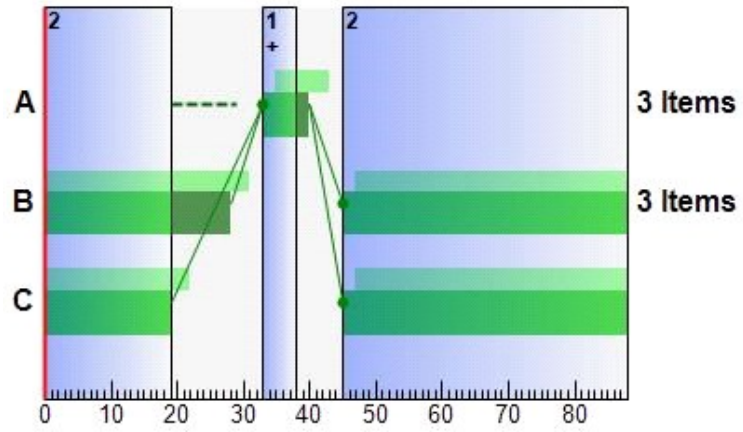
Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	7
	2	14	0

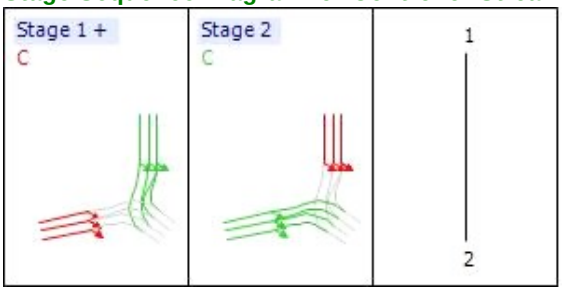
Banned Stage transitions for Controller Stream 1

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Controller Stream 2

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
2	(untitled)		1	NetworkDefault	88

Controller Stream 2 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
2	Unspecified						Absolute

Controller Stream 2 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
2	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
2	A	(untitled)	7	300	0	0	Not Specified
2	B	(untitled)	7	300	0	0	Not Specified
2	C	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
2	1	A	1
2	2	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay
2	1	Losing	B	2	1	5

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
2	1	(untitled)	Single	1,2	14,59

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
2	1	✓	1	A	69	14	33	1	7
2	2	✓	2	B,C	19	59	40	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
2	A	1	✓	69	14	33
2	B	1	✓	19	64	45
2	C	1	✓	19	59	40

Intergreen Matrix for Controller Stream 2

		To		
		A	B	C
From	A		5	5
	B	5		
	C	10		

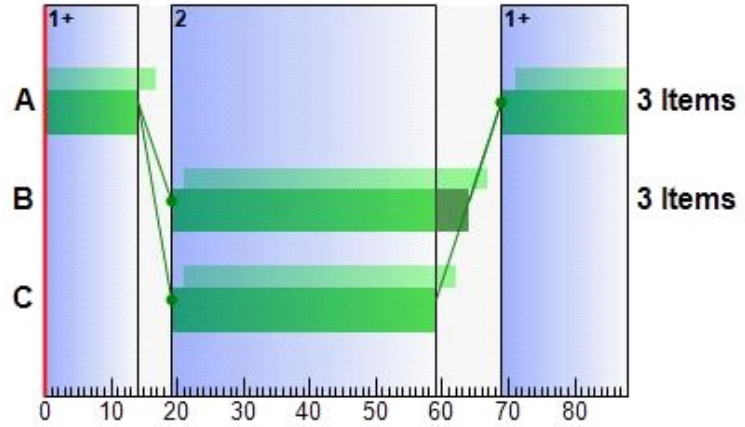
Interstage Matrix for Controller Stream 2

		To	
		1	2
From	1	0	5
	2	10	0

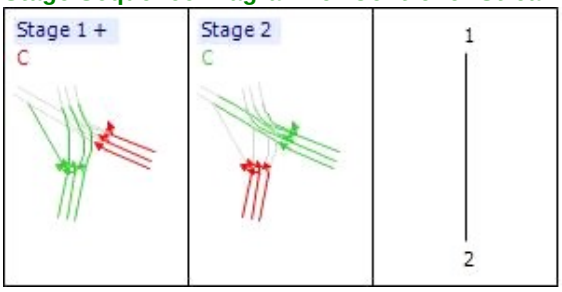
Banned Stage transitions for Controller Stream 2

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 2



Stage Sequence Diagram for Controller Stream 2



Controller Stream 3

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
3	(untitled)		1	NetworkDefault	88

Controller Stream 3 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
3	Unspecified						Absolute

Controller Stream 3 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
3	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
3	A	(untitled)	7	300	0	0	Not Specified
3	B	(untitled)	7	300	0	0	Not Specified
3	C	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
3	1	A	1
3	2	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay
3	1	Losing	B	2	1	9

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
3	1	(untitled)	Single	1,2	18,68

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
3	1	✓	1	A	82	18	24	1	7
3	2	✓	2	B,C	23	68	45	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
3	A	1	✓	82	18	24
3	B	1	✓	23	77	54
3	C	1	✓	23	68	45

Intergreen Matrix for Controller Stream 3

		To		
		A	B	C
From	A		5	5
	B	5		
	C	14		

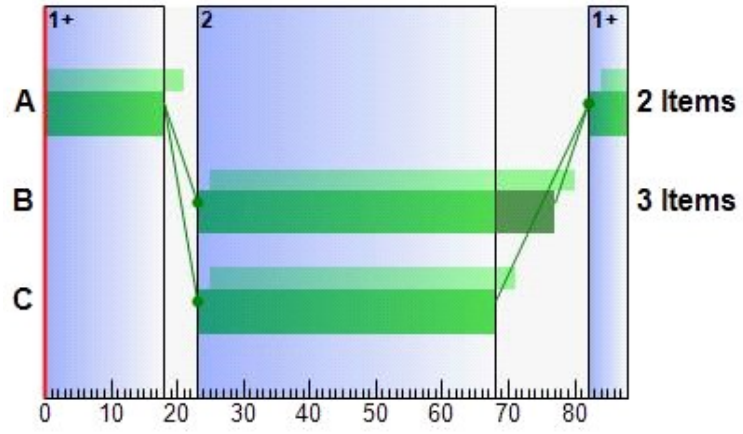
Interstage Matrix for Controller Stream 3

		To	
		1	2
From	1	0	5
	2	14	0

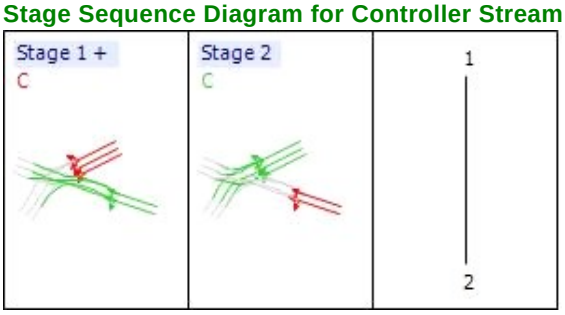
Banned Stage transitions for Controller Stream 3

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Controller Stream 4

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
4	(untitled)		1	NetworkDefault	88

Controller Stream 4 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
4	Unspecified						Absolute

Controller Stream 4 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
4	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
4	**A**	(untitled)	7	300	0	0	Not Specified
4	**B**	(untitled)	7	300	0	0	Not Specified
4	**C**	(untitled)	7	300	0	0	Not Specified
4	**D**	(untitled)	7	300	0	0	Not Specified
4	**E**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
4	**1**	A,B,D	1
4	**2**	A,B,E	1
4	**3**	C,E	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay
4	1	Losing	A	3	1	3
4	2	Losing	B	3	1	3

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
4	1	(untitled)	Single	1,3	12,35
4	2	(untitled)	Single	1,3,2	0,31,54
4	3	(untitled)	Single	1,2,3	0,23,55

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
4	1	✓	1	A,B,D	44	12	56	1	7
4	2	✓	3	C,E	20	35	15	1	7

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
4	A	1	✓	41	12	59
4	B	1	✓	41	12	59
4	C	1	✓	20	35	15
4	D	1	✓	44	12	56
4	E	1	✓	17	35	18

Intergreen Matrix for Controller Stream 4

		To				
		A	B	C	D	E
From	A			8		
	B			7		
	C	6	6		5	
	D			8		5
	E				9	

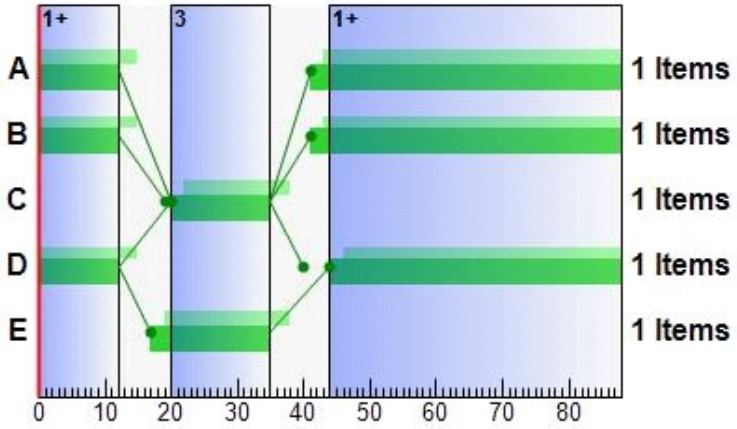
Interstage Matrix for Controller Stream 4

		To		
		1	2	3
From	1	0	5	8
	2	9	0	8
	3	9	6	0

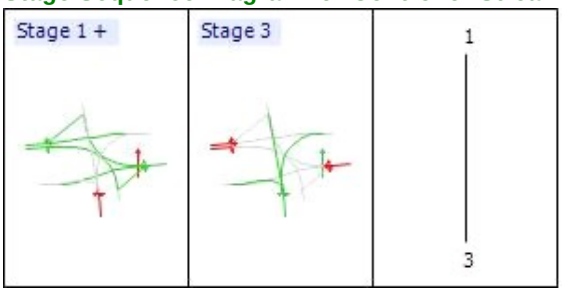
Banned Stage transitions for Controller Stream 4

		To		
		1	2	3
From	1			
	2			
	3			

Phase Timings Diagram for Controller Stream 4



Stage Sequence Diagram for Controller Stream 4



Controller Stream 5

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
5	(untitled)		1	NetworkDefault	88

Controller Stream 5 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
5	Unspecified						Absolute

Controller Stream 5 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
5	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
5	**A**	(untitled)	7	300	0	0	Not Specified
5	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
5	**1**	A	1
5	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
5	**1**	(untitled)	Single	1,2	28,38

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
5	**1**	✓	1	A	49	28	67	1	7
5	**2**	✓	2	B	33	38	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
5	**A**	**1**	✓	49	28	67
5	**B**	**1**	✓	33	38	5

Intergreen Matrix for Controller Stream 5

		To	
		A	**B**
From	**A**		5
	B	11	

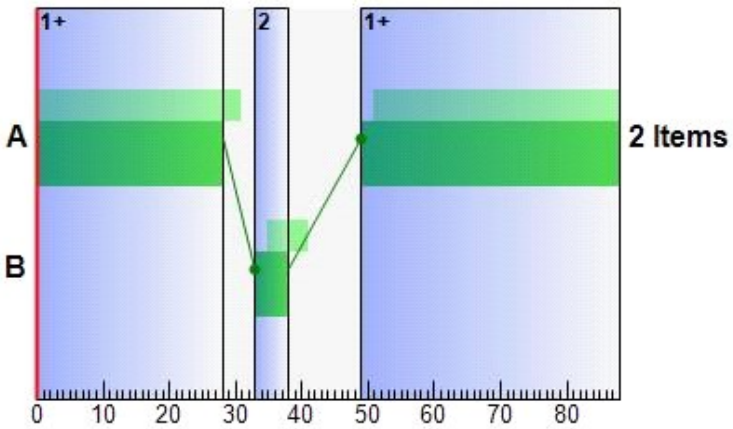
Interstage Matrix for Controller Stream 5

		To	
		1	**2**
From	**1**	0	5
	2	11	0

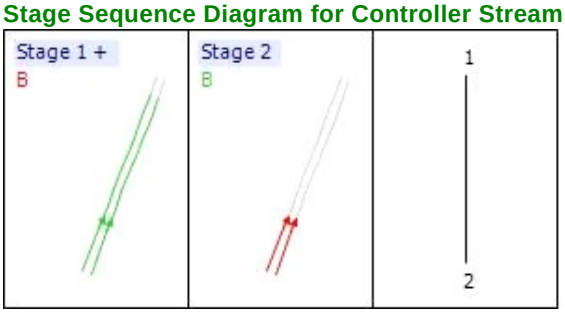
Banned Stage transitions for Controller Stream 5

		To	
		1	**2**
From	**1**		
	2		

Phase Timings Diagram for Controller Stream 5



Stage Sequence Diagram for Controller Stream 5



Controller Stream 6

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
6	(untitled)		1	NetworkDefault	88

Controller Stream 6 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
6	Unspecified						Absolute

Controller Stream 6 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
6	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
6	**A**	(untitled)	7	300	0	0	Not Specified
6	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
6	**1**	A	1
6	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
6	**1**	(untitled)	Single	1,2	28,38

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
6	**1**	✓	1	A	46	28	70	1	7
6	**2**	✓	2	B	33	38	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
6	**A**	**1**	✓	46	28	70
6	**B**	**1**	✓	33	38	5

Intergreen Matrix for Controller Stream 6

		To	
		A	B
From	A		5
	B	8	

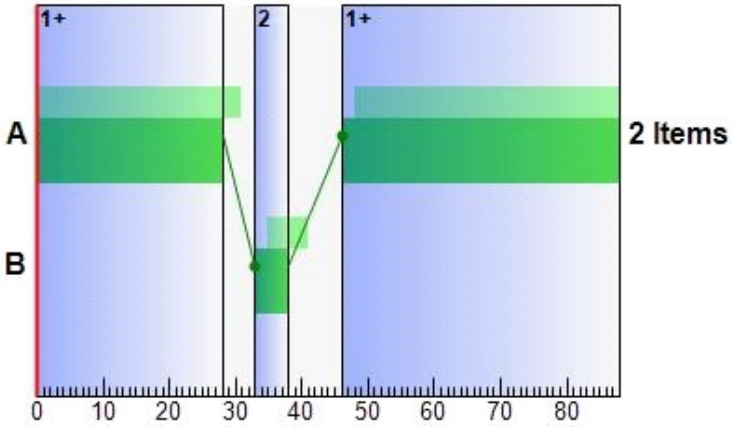
Interstage Matrix for Controller Stream 6

		To	
		1	2
From	1	0	5
	2	8	0

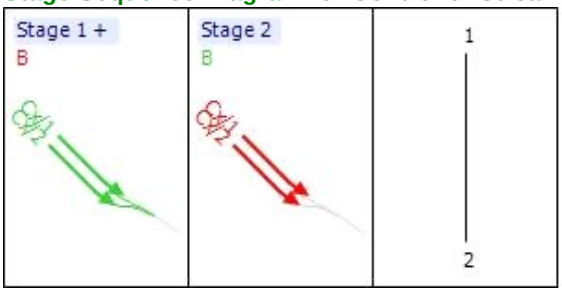
Banned Stage transitions for Controller Stream 6

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 6



Stage Sequence Diagram for Controller Stream 6



Controller Stream 7

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
7	(untitled)		1	NetworkDefault	88

Controller Stream 7 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
7	Unspecified						Absolute

Controller Stream 7 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
7	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
7	A	(untitled)	7	300	0	0	Not Specified
7	B	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
7	1	A	1
7	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
7	1	(untitled)	Single	1,2	68,78

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
7	1	✓	1	A	0	68	68	1	7
7	2	✓	2	B	73	78	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
7	A	1	✓	0	68	68
7	B	1	✓	73	78	5

Intergreen Matrix for Controller Stream 7

		To	
		A	B
From	A		5
	B	10	

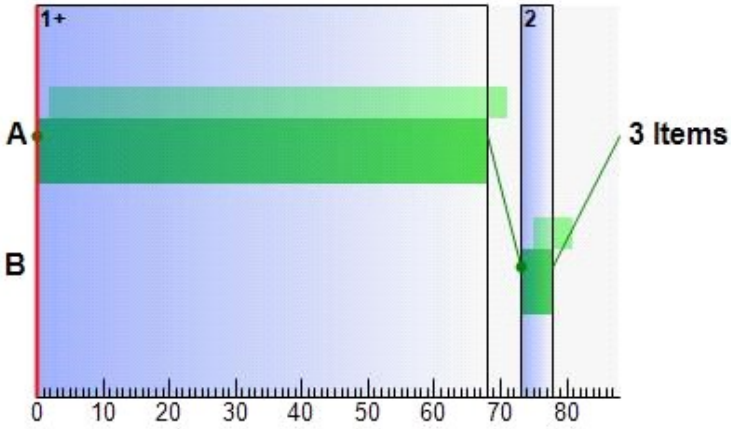
Interstage Matrix for Controller Stream 7

		To	
		1	2
From	1	0	5
	2	10	0

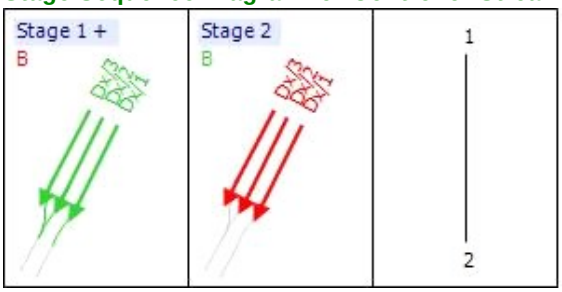
Banned Stage transitions for Controller Stream 7

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 7



Stage Sequence Diagram for Controller Stream 7



Controller Stream 8

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
8	(untitled)		1	NetworkDefault	88

Controller Stream 8 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
8	Unspecified						Absolute

Controller Stream 8 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
8	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
8	**A**	(untitled)	7	300	0	0	Not Specified
8	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
8	**1**	A	1
8	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
8	**1**	(untitled)	Single	1,2	15,25

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
8	**1**	✓	1	A	34	15	69	1	7
8	**2**	✓	2	B	20	25	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
8	**A**	**1**	✓	34	15	69
8	**B**	**1**	✓	20	25	5

Intergreen Matrix for Controller Stream 8

		To	
		A	**B**
From	**A**		5
	B	9	

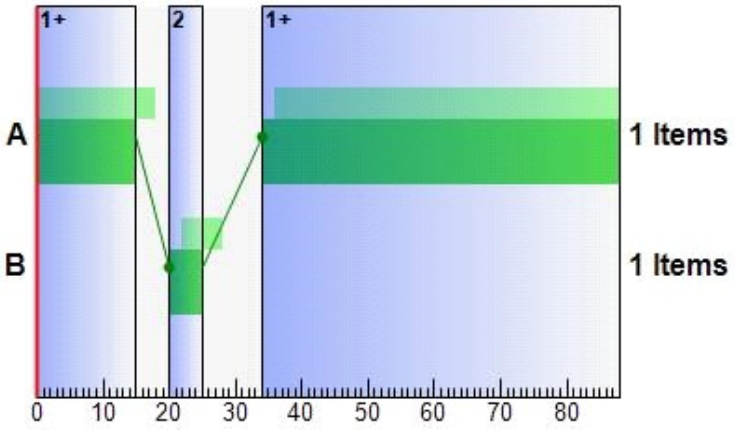
Interstage Matrix for Controller Stream 8

		To	
		1	**2**
From	**1**	0	5
	2	9	0

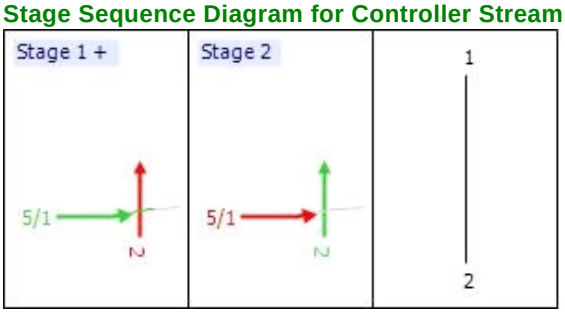
Banned Stage transitions for Controller Stream 8

		To	
		1	**2**
From	**1**		
	2		

Phase Timings Diagram for Controller Stream 8



Stage Sequence Diagram for Controller Stream 8



Controller Stream 9

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
9	(untitled)		1	NetworkDefault	88

Controller Stream 9 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
9	Unspecified						Absolute

Controller Stream 9 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
9	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
9	**A**	(untitled)	7	300	0	0	Not Specified
9	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
9	**1**	A	1
9	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
9	**1**	(untitled)	Single	1,2	51,61

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
9	**1**	✓	1	A	66	51	73	1	7
9	**2**	✓	2	B	56	61	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
9	**A**	**1**	✓	66	51	73
9	**B**	**1**	✓	56	61	5

Intergreen Matrix for Controller Stream 9

		To	
		A	B
From	A		5
	B	5	

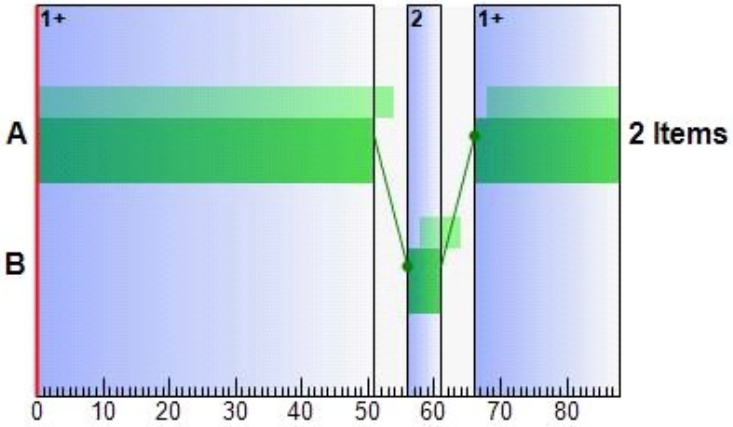
Interstage Matrix for Controller Stream 9

		To	
		1	2
From	1	0	5
	2	5	0

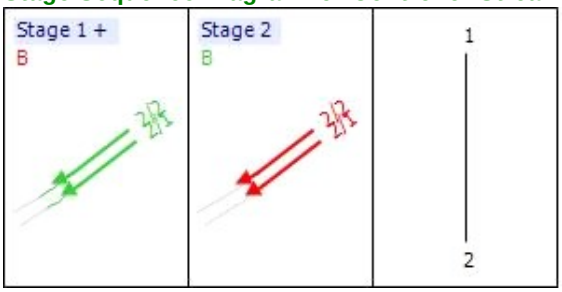
Banned Stage transitions for Controller Stream 9

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 9



Stage Sequence Diagram for Controller Stream 9



Controller Stream 10

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
10	(untitled)		1	NetworkDefault	88

Controller Stream 10 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
10	Unspecified						Absolute

Controller Stream 10 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
10	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
10	**A**	(untitled)	7	300	0	0	Not Specified
10	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
10	**1**	A	1
10	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
10	**1**	(untitled)	Single	1,2	31,41

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
10	**1**	✓	1	A	46	31	73	1	7
10	**2**	✓	2	B	36	41	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
10	**A**	**1**	✓	46	31	73
10	**B**	**1**	✓	36	41	5

Intergreen Matrix for Controller Stream 10

		To	
		A	**B**
From	**A**		5
	B	5	

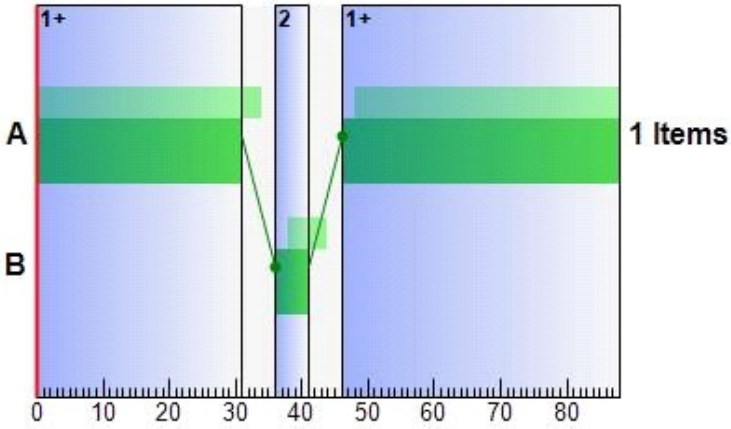
Interstage Matrix for Controller Stream 10

		To	
		1	**2**
From	**1**	0	5
	2	5	0

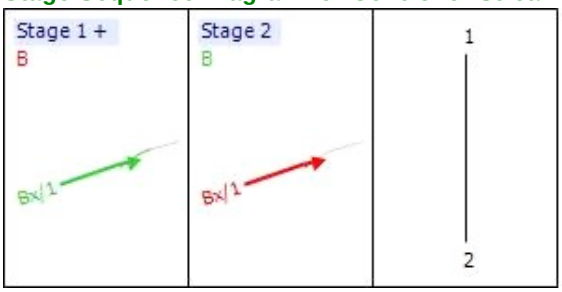
Banned Stage transitions for Controller Stream 10

		To	
		1	**2**
From	**1**		
	2		

Phase Timings Diagram for Controller Stream 10



Stage Sequence Diagram for Controller Stream 10



Final Prediction Table

Link Results

			SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		
Link	Name	Traffic Node	Controller Stream	Phase	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Dela Weight (%)
1 P	(untitled)	23	4	E	0	0	0	0.00	0	0	29.75	28.75	0.00	9.62	9.62	100
2	(untitled)	29	8	B	500 <	10000	5	0.00	73	23	48.36	47.36	105.09	12.93 +	12.38	100

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			Q
Arm	Traffic Stream	Name	Traffic Node	Controller Stream	Phase	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)
1	1	(untitled)	25			1513	1800	88	0.00	84	7	43.00	5.54	24.14	20.85
2	1	(untitled)	26	9	A	232	1800	73	0.00	15	487	22.37	1.50	15.16	1.04
2	2	(untitled)	26	9	A	230	1800	73	0.00	15	492	22.37	1.49	15.09	1.04
3	1	(untitled)				1131	2128	88	0.00	53	69	21.84	0.96	0.00	0.30
4	1	(untitled)	28			1373	1800	88	35.00	76	18	44.70	3.18	3.71	4.22
5	1	(untitled)	29	8	A	1098	1965	69	20.00	70	28	4.32	2.81	4.48	1.25
A	2	(untitled)	1	1	A	482 <	4079 f	7	0.00	130!	-31	465.33	457.88	337.00	66.15 +

A	**3**	A38 North Entry	1	1	A	480 <	2279	7	0.00	232!	-61	1050.61	1043.15	562.00	141.7 +
A	**4**	(untitled)	1	1	A	480 <	2279	7	0.00	232!	-61	1050.61	1043.15	562.00	141.7 +
B	**1**	(untitled)	10			232	991	88	14.00	23	284	1.75	0.75	8.81	1.24
B	**2**	(untitled)	10			230	690	88	12.00	33	170	4.04	3.04	37.86	1.66
C	**1**	(untitled)	3	3	A	656	3120 f	24	1.00	74	22	51.32	36.41	90.52	14.80
C	**2**	(untitled)	3	3	A	857	3271 f	24	0.00	92!	-2	66.79	51.87	111.82	24.43
D	**1**	(untitled)	4	2	A	688	2159	33	0.00	82	9	50.89	34.12	95.50	16.97
D	**2**	(untitled)	4	2	A	738	2317	33	17.00	82	9	50.22	33.44	94.75	18.07
D	**3**	(untitled)	4	2	A	478	2317	33	1.00	53	69	39.95	23.17	75.14	9.33
E	**1**	(untitled)	5			683 <	477	88	22.00	143!	-37	574.53	559.62	372.55	115.5 +
E	**2**	(untitled)	5			683 <	477	88	0.00	143!	-37	574.53	559.62	372.55	115.5 +
E	**3**	(untitled)	5			683 <	477	88	0.00	143!	-37	574.53	559.62	372.55	115.5 +
Ac	**1**	(untitled)	1	1	B	1355 <	2112	71	26.00	78	15	11.71	7.68	36.90	12.76 +
Ac	**2**	(untitled)	1	1	B	955	2263	71	0.00	52	74	5.82	1.79	9.40	2.52
Ac	**3**	(untitled)	1	1	B	477	2263	71	16.00	26	249	5.88	1.85	16.81	2.29
Ax	**1**	(untitled)	8	5	A	576 <	1965	67	0.00	38	137	5.63	4.51	25.42	3.75
Ax	**2**	(untitled)	8	5	A	269 <	2105	67	16.00	17	445	8.06	6.94	52.22	3.74
Ax2	**1**	A38 North Exit	17			576	1800	88	13.00	32	181	10.07	0.47	0.00	0.08
Ax2	**2**	A38 North Exit	17			269	1800	88	23.00	15	503	9.78	0.18	0.00	0.01
Bc	**1**	(untitled)	6			1543 <	1800	88	7.00	86	5	9.80	6.47	40.26	14.34 +
Bc	**2**	(untitled)	6			850	1800	88	3.00	47	91	4.03	0.93	2.61	3.72
Bc	**3**	(untitled)	6			496	1800	88	18.00	28	227	3.71	0.61	10.32	4.16
Bc	**4**	(untitled)	6			685	1800	88	16.00	38	137	3.89	0.79	9.03	4.23
Bc1	**1**	(untitled)	2			495	1800	88	0.00	28	227	7.73	0.38	0.00	0.05
Bc1	**2**	(untitled)	2			999	1800	88	0.00	55	62	8.70	1.35	7.82	7.95
Bc1	**3**	(untitled)	2			595	1800	88	0.00	33	172	7.84	0.49	0.00	0.08
Bc1	**4**	(untitled)	2			816	1800	88	18.00	45	99	8.18	0.83	0.00	0.19
Bc3	**1**	(untitled)	10			412	1800	88	19.00	23	293	1.81	0.30	0.00	0.03
Bc3	**2**	(untitled)	10			850	1800	88	2.00	47	91	2.41	0.89	0.00	0.21
Bc3	**3**	(untitled)	10			496	1800	88	17.00	28	227	1.89	0.38	0.00	0.05
Bc3	**4**	(untitled)	10			685	1800	88	15.00	38	137	2.13	0.61	0.00	0.12
Bx	**1**	(untitled)	27	10	A	1131 <	2128	73	5.00	63	42	3.11	2.11	7.67	2.51
C3-1	**1**	(untitled)	23			0	0	88	88.00	0	-100	0.00	0.00	0.00	0.00
C4	**1**	(untitled)	23	4	D	1273 <	2063	56	0.00	95!	-6	42.08	35.62	107.39	35.84 +
C5	**1**	(untitled)	23	4	C	332 <	1906	15	0.00	96!	-6	101.69	97.59	155.04	13.73 +
Cc	**1**	(untitled)	3	3	B	121	2059	54	0.00	9	854	10.37	5.52	26.30	0.82
Cc	**2**	(untitled)	3	3	B	595	2209	54	0.00	43	109	12.45	7.60	28.40	4.24
Cc	**3**	(untitled)	3	3	B	816 <	2181	54	0.00	60	50	15.01	10.17	35.26	7.31
Cx	**1**	A4097 Kinsbury Road Exit	24	6	A	495	2120	70	0.00	29	211	7.13	1.54	11.63	1.68

Cx	**2**	A4097 Kinsbury Road Exit	24	6	A	877	2120	70	0.00	51	75	8.49	2.89	17.00	4.52
Cx 2	**1**	(untitled)	23	4	A	1075 <	1915	59	0.00	82	9	26.41	18.25	85.63	22.98 +
Cx 2	**2**	(untitled)	23	4	B	298	2055	59	0.00	21	324	13.78	5.62	35.13	2.68
Cx3	**1**	(untitled)				0	1800	88	88.00	0	Unrestricted	0.00	0.00	0.00	0.00
Cx4-2	**1**	(untitled)				1098 <	1800	88	12.00	61	48	10.12	2.20	31.03	18.77 +
Cx5	**1**	(untitled)				367	1800	88	25.00	20	342	4.93	0.26	0.62	1.07
Dc	**1**	(untitled)	4	2	B	313	2059	45	18.00	29	209	20.92	14.21	79.92	6.22
Dc	**2**	(untitled)	4	2	B	485	2172	45	11.00	43	111	23.14	16.43	84.10	10.01
Dc	**3**	(untitled)	4	2	B	500	2185	45	29.00	44	106	25.76	19.05	99.50	12.21
Dx	**1**	(untitled)	7	7	A	464 <	1915	68	39.00	31	191	7.24	4.11	61.13	9.78
Dx	**2**	(untitled)	7	7	A	595	2055	68	21.00	37	144	6.29	3.16	18.09	2.50
Dx	**3**	(untitled)	7	7	A	688	2055	68	19.00	43	111	7.55	4.42	22.93	3.89
Dx1	**1**	A38 South Exit				464	2155	88	44.00	22	318	14.21	0.23	0.00	0.03
Dx1	**2**	A38 South Exit				1283	2155	88	7.00	60	51	15.81	1.82	21.63	10.83
Ec	**1**	(untitled)	5			484	1800	88	29.00	27	235	4.10	0.37	0.00	0.05
Ec	**2**	(untitled)	5			1238 <	1800	88	31.00	69	31	8.41	4.68	60.09	17.95 +
Ec	**3**	(untitled)	5			478 <	1800	88	51.00	27	239	5.26	1.54	35.88	8.79
Ex	**1**	(untitled)				671	1800	88	12.00	37	141	8.11	0.65	3.43	3.77
Ex	**2**	(untitled)				331	1800	88	47.00	18	390	7.68	0.23	0.00	0.02
Fx	**1**	(untitled)	20			721	2112	88	0.00	34	164	22.07	0.44	0.00	0.09
Fx	**2**	(untitled)	20			721	2263	88	0.00	32	182	22.00	0.37	0.00	0.07
Fx1	**1**	(untitled)	22			482	1800	88	88.00	27	236	7.82	0.37	0.00	0.05
Fx1	**2**	(untitled)	22			960	1800	88	88.00	53	69	8.60	1.14	0.00	0.30

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	5415.77	544.63	9.94	70.51	353.15	3158.36	546.48	356.27	4061.11
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PEDESTRIANS									
OTHER (NORMAL)	5559.97	887.09	6.27	79.23	683.91	5086.59	569.72	356.27	6012.59

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DoS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

Link Results

Link Results: Vehicle Summary

Time Segment	Link	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Mean Max Queue (PCU)	Utilised Storage (%)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	2	73	23	500	10000	5	47.36	12.93	343.96	93.41	1.52	94.93

Link Results: Flows And Signals

Time Segment	Link	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Calculated Sat Flow (PCU/hr)	Calculated Capacity (PCU/hr)	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Mean Modulus Of Error	Actual Green (s (per cycle))	Effective Green (s (per cycle))
08:00-09:00	1	500	500	0		10000	2159	23		289	0.00	18	19
08:00-09:00	2	500	500	0		10000	682	73		23	0.00	5	6

Link Results: Stops And Delays

Time Segment	Link	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)
08:00-09:00	1	1.00	28.75	3.96	0.03	56.70	56.70	0.00	0.00	0.00	0.00	0.00
08:00-09:00	2	1.00	47.36	5.59	0.99	93.41	93.41	105.09	485.78	39.67	1.52	1.52

Link Results: Queues And Blocking

Time Segment	Link	Initial Queue (PCU)	Mean Max Queue (PCU)	Max Queue Storage (PCU)	Utilised Storage (%)	Average Link Excess Queue (PCU)	Average Limit Excess Queue (PCU)	Excess Queue Penalty (£ per hr)	Max End Of Green Queue (PCU)	Max End Of Red Queue (PCU)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))	Estimated Blocking
08:00-09:00	1	0.00	9.62	10.00	96.18	0.00	0.00	0.00	0.03	9.62	0.00	0.00	0.00	
08:00-09:00	2	0.00	12.93	3.76	343.96	3.49	0.00	0.00	0.99	12.38	0.00	0.00	0.00	

Link Results: Journey Times

Time Segment	Link	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Journey Time Per PCU (s)
08:00-09:00	1	1.75	4.13	0.42	29.75
08:00-09:00	2	2.00	6.72	0.30	48.36

Link Results: Advanced

Time Segment	Link	Degree Of Saturation Penalty (£ per hr)	Phase Min Max Penalty (£ per hr)	Intergreen Broken Penalty (£ per hr)	Stage Constraint Broken Penalty (£ per hr)	Ped Gap Accepting Penalty (£ per hr)	Warmed Up	Warmed Up Error	Mean Max Queue EoTS (PCU)	Max End Of Green Queue Eo TS (PCU)	Max End Of Red Queue Eo TS (PCU)	Cost Of Penalties (£ per hr)	Unweighted Performance Index (£ per hr)	Performance Index (£ per hr)
08:00-09:00	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	9.62	0.03	9.62	0.00	56.70	56.70
08:00-09:00	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	12.94	1.00	12.39	0.00	94.93	94.93

Traffic Stream Results

Traffic Stream Results: Vehicle Summary

Time Segment	Arm	Traffic Stream	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Mean Max Queue (PCU)	Utilised Storage (%)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	1	1	84	7	1513	1800	88	5.54	20.85	38.39	33.05	4.58	37.63
08:00-09:00	2	1	15	487	232	1800	73	1.50	1.04	2.15	1.37	1.14	2.51
08:00-09:00	2	2	15	492	230	1800	73	1.49	1.04	2.13	1.35	1.13	2.48
08:00-09:00	3	1	53	69	1131	2128	88	0.96	0.30	0.62	4.27	0.00	4.27
08:00-09:00	4	1	76	18	1373	1800	88	3.18	4.22	7.02	17.24	0.64	17.88
08:00-09:00	5	1	70	28	1098	1965	69	2.81	1.25	36.04	12.16	1.28	13.44
08:00-09:00	A	2	130!	-31	482	4079	7	457.88	66.15	380.34	348.21	8.12	356.33
08:00-09:00	A	3	232!	-61	480	2279	7	1043.15	141.79	815.30	790.01	7.56	797.58
08:00-09:00	A	4	232!	-61	480	2279	7	1043.15	141.79	815.30	790.01	7.56	797.58
08:00-09:00	B	1	23	284	232	991	88	0.75	1.24	71.34	0.68	0.37	1.05
08:00-09:00	B	2	33	170	230	690	88	3.04	1.66	95.59	2.75	1.57	4.33
08:00-09:00	C	1	74	22	656	3120	24	36.41	14.80	42.55	37.68	0.00	37.68
08:00-09:00	C	2	92!	-2	857	3271	24	51.87	24.43	70.22	70.14	0.00	70.14
08:00-09:00	D	1	82	9	688	2159	33	34.12	16.97	32.53	37.03	0.00	37.03
08:00-09:00	D	2	82	9	738	2317	33	33.44	18.07	34.63	38.94	0.00	38.94
08:00-09:00	D	3	53	69	478	2317	33	23.17	9.33	17.89	17.47	0.00	17.47
08:00-09:00	E	1	143!	-37	683	477	88	559.62	115.50	332.07	603.06	57.75	660.81
08:00-09:00	E	2	143!	-37	683	477	88	559.62	115.50	332.07	603.06	57.75	660.81
08:00-09:00	E	3	143!	-37	683	477	88	559.62	115.50	332.07	603.06	57.75	660.81
08:00-09:00	Ac	1	78	15	1355	2112	71	7.68	12.76	182.23	41.05	16.24	228.64
08:00-09:00	Ac	2	52	74	955	2263	71	1.79	2.52	36.07	6.76	2.92	9.68
08:00-09:00	Ac	3	26	249	477	2263	71	1.85	2.29	32.72	3.49	2.61	6.09
08:00-09:00	Ax	1	38	137	576	1965	67	4.51	3.75	107.91	10.23	8.45	18.68
08:00-09:00	Ax	2	17	445	269	2105	67	6.94	3.74	107.49	7.35	8.10	15.45
08:00-09:00	Ax2	1	32	181	576	1800	88	0.47	0.08	0.54	1.07	0.00	1.07
08:00-09:00	Ax2	2	15	503	269	1800	88	0.18	0.01	0.09	0.19	0.00	0.19

08:00-09:00	Bc	1	86	5	1543	1800	88	6.47	14.34	198.46	39.37	19.19	58.56
08:00-09:00	Bc	2	47	91	850	1800	88	0.93	3.72	51.53	3.11	0.72	3.83
08:00-09:00	Bc	3	28	227	496	1800	88	0.61	4.16	57.62	1.19	1.66	2.85
08:00-09:00	Bc	4	38	137	685	1800	88	0.79	4.23	58.52	2.13	2.01	4.14
08:00-09:00	Bc1	1	28	227	495	1800	88	0.38	0.05	0.30	0.74	0.00	0.74
08:00-09:00	Bc1	2	55	62	999	1800	88	1.35	7.95	46.34	5.33	2.54	7.87
08:00-09:00	Bc1	3	33	172	595	1800	88	0.49	0.08	0.48	1.16	0.00	1.16
08:00-09:00	Bc1	4	45	99	816	1800	88	0.83	0.19	1.09	2.66	0.00	2.66
08:00-09:00	Bc3	1	23	293	412	1800	88	0.30	0.03	0.96	0.48	0.00	0.48
08:00-09:00	Bc3	2	47	91	850	1800	88	0.89	0.21	5.97	2.99	0.00	2.99
08:00-09:00	Bc3	3	28	227	496	1800	88	0.38	0.05	1.48	0.74	0.00	0.74
08:00-09:00	Bc3	4	38	137	685	1800	88	0.61	0.12	3.30	1.66	0.00	1.66
08:00-09:00	Bx	1	63	42	1131	2128	73	2.11	2.51	144.08	9.43	1.57	10.99
08:00-09:00	C3-1	1	0	-100	0	0	88	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	C4	1	95!	-6	1273	2063	56	35.62	35.84	237.94	178.87	44.40	223.27
08:00-09:00	C5	1	96!	-6	332	1906	15	97.59	13.73	143.58	127.80	16.72	144.52
08:00-09:00	Cc	1	9	854	121	2059	54	5.52	0.82	13.63	2.64	1.04	3.68
08:00-09:00	Cc	2	43	109	595	2209	54	7.60	4.24	70.63	17.84	5.49	23.33
08:00-09:00	Cc	3	60	50	816	2181	54	10.17	7.31	121.85	32.70	9.34	48.42
08:00-09:00	Cx	1	29	211	495	2120	70	1.54	1.68	9.64	3.00	3.32	6.33
08:00-09:00	Cx	2	51	75	877	2120	70	2.89	4.52	26.00	10.01	8.61	18.62
08:00-09:00	Cx 2	1	82	9	1075	1915	59	18.25	22.98	194.35	77.37	11.54	88.91
08:00-09:00	Cx 2	2	21	324	298	2055	59	5.62	2.68	22.68	6.60	1.31	7.91
08:00-09:00	Cx3	1	0	Unrestricted	0	1800	88	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Cx4-2	1	61	48	1098	1800	88	2.20	18.77	163.52	9.53	4.27	13.80
08:00-09:00	Cx5	1	20	342	367	1800	88	0.26	1.07	9.79	0.38	0.07	0.45
08:00-09:00	Dc	1	29	209	313	2059	45	14.21	6.22	39.75	175.65	81.34	256.98
08:00-09:00	Dc	2	43	111	485	2172	45	16.43	10.01	63.95	31.42	13.24	44.66
08:00-09:00	Dc	3	44	106	500	2185	45	19.05	12.21	78.01	37.57	16.16	53.72
08:00-09:00	Dx	1	31	191	464	1915	68	4.11	9.78	100.44	7.52	16.37	23.89

08:00-09:00	Dx	2	37	144	595	2055	68	3.16	2.50	25.64	7.41	6.21	13.62
08:00-09:00	Dx	3	43	111	688	2055	68	4.42	3.89	39.94	11.99	9.10	21.09
08:00-09:00	Dx1	1	22	318	464	2155	88	0.23	0.03	0.07	0.42	0.00	0.42
08:00-09:00	Dx1	2	60	51	1283	2155	88	1.82	10.83	24.92	9.23	16.02	25.25
08:00-09:00	Ec	1	27	235	484	1800	88	0.37	0.05	0.57	0.70	0.00	0.70
08:00-09:00	Ec	2	69	31	1238	1800	88	4.68	17.95	206.39	22.86	24.16	215.32
08:00-09:00	Ec	3	27	239	478	1800	88	1.54	8.79	101.11	2.89	5.57	18.71
08:00-09:00	Ex	1	37	141	671	1800	88	0.65	3.77	21.68	1.73	0.75	2.48
08:00-09:00	Ex	2	18	390	331	1800	88	0.23	0.02	0.12	0.29	0.00	0.29
08:00-09:00	Fx	1	34	164	721	2112	88	0.44	0.09	0.18	1.26	0.00	1.26
08:00-09:00	Fx	2	32	182	721	2263	88	0.37	0.07	0.15	1.06	0.00	1.06
08:00-09:00	Fx1	1	27	236	482	1800	88	0.37	0.05	0.28	0.69	0.00	0.69
08:00-09:00	Fx1	2	53	69	960	1800	88	1.14	0.30	1.75	4.32	0.00	4.32

Traffic Stream Results: Flows And Signals

Time Segment	Arm	Traffic Stream	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Calculated Sat Flow (PCU/hr)	Calculated Capacity (PCU/hr)	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Mean Modulus Of Error	Actual Green (s (per cycle))	Eff Gr (c
08:00-09:00	1	1	1513	1513	-2	✓	1800	1800	84		7	0.21	88	
08:00-09:00	2	1	232	232	-3	✓	1800	1514	15		487	0.00	73	
08:00-09:00	2	2	230	230	-1		1800	1514	15		492	0.00	73	
08:00-09:00	3	1	1131	1131	22	✓	2128	2128	53		69	0.37	88	
08:00-09:00	4	1	1373	1373	276	✓	1800	1800	76		18	0.21	88	
08:00-09:00	5	1	1098	1098	215	✓	1965	1563	70		28	0.69	69	
08:00-09:00	A	2	482	371	-1		4079	371	130!	✓	-31	0.00	7	
08:00-09:00	A	3	480	207	1		2279	207	232!	✓	-61	0.00	7	
08:00-09:00	A	4	480	207	1		2279	207	232!	✓	-61	0.00	7	
08:00-09:00	B	1	232	232	-3	✓	991	991	23		284	0.31	88	
08:00-09:00	B	2	230	230	-1		690	690	33		170	0.31	88	
08:00-09:00	C	1	656	656	-1	✓	3120	886	74		22	0.18	24	
08:00-09:00	C	2	857	857	-1	✓	3271	929	92!	✓	-2	0.16	24	
08:00-09:00	D	1	688	688	0		2159	834	82		9	0.00	33	

08:00-09:00	**D**	**2**	738	738	0		2317	895	82		9	0.00	33
08:00-09:00	**D**	**3**	478	478	0		2317	895	53		69	0.00	33
08:00-09:00	**E**	**1**	683	477	0		477	477	143!	✓	-37	0.00	88
08:00-09:00	**E**	**2**	683	477	0		477	477	143!	✓	-37	0.00	88
08:00-09:00	**E**	**3**	683	477	0		477	477	143!	✓	-37	0.00	88
08:00-09:00	**Ac**	**1**	1355	1355	127	✓	2112	1728	78		15	0.33	71
08:00-09:00	**Ac**	**2**	955	955	206	✓	2263	1852	52		74	0.37	71
08:00-09:00	**Ac**	**3**	477	477	206	✓	2263	1852	26		249	0.58	71
08:00-09:00	**Ax**	**1**	576	576	39	✓	1965	1518	38		137	0.59	67
08:00-09:00	**Ax**	**2**	269	269	39	✓	2105	1627	17		445	0.73	67
08:00-09:00	**Ax2**	**1**	576	576	39	✓	1800	1800	32		181	0.64	88
08:00-09:00	**Ax2**	**2**	269	269	39	✓	1800	1800	15		503	0.95	88
08:00-09:00	**Bc**	**1**	1543	1543	182	✓	1800	1800	86		5	0.32	88
08:00-09:00	**Bc**	**2**	850	850	136	✓	1800	1800	47		91	0.65	88
08:00-09:00	**Bc**	**3**	496	496	398	✓	1800	1800	28		227	0.78	88
08:00-09:00	**Bc**	**4**	685	685	479	✓	1800	1800	38		137	0.73	88
08:00-09:00	**Bc1**	**1**	495	495	159	✓	1800	1800	28		227	0.66	88
08:00-09:00	**Bc1**	**2**	999	999	134	✓	1800	1800	55		62	0.47	88
08:00-09:00	**Bc1**	**3**	595	595	398	✓	1800	1800	33		172	0.58	88
08:00-09:00	**Bc1**	**4**	816	816	478	✓	1800	1800	45		99	0.54	88
08:00-09:00	**Bc3**	**1**	412	412	160	✓	1800	1800	23		293	0.82	88
08:00-09:00	**Bc3**	**2**	850	850	136	✓	1800	1800	47		91	0.63	88
08:00-09:00	**Bc3**	**3**	496	496	398	✓	1800	1800	28		227	0.74	88
08:00-09:00	**Bc3**	**4**	685	685	479	✓	1800	1800	38		137	0.69	88
08:00-09:00	**Bx**	**1**	1131	1131	22	✓	2128	1789	63		42	0.49	73
08:00-09:00	**C3-1**	**1**	0	0	0		0	0	0		-100	0.00	88
08:00-09:00	**C4**	**1**	1273	1273	-1		2063	1336	95!	✓	-6	0.00	56
08:00-09:00	**C5**	**1**	332	332	-1	✓	1906	347	96!	✓	-6	0.00	15
08:00-09:00	**Cc**	**1**	121	121	17	✓	2059	1287	9		854	0.74	54
08:00-09:00	**Cc**	**2**	595	595	398	✓	2209	1381	43		109	0.57	54

08:00-09:00	Cc	3	816	816	478	✓	2181	1363	60		50	0.52	54
08:00-09:00	Cx	1	495	495	159	✓	2120	1710	29		211	0.63	70
08:00-09:00	Cx	2	877	877	118	✓	2120	1710	51		75	0.46	70
08:00-09:00	Cx 2	1	1075	1075	215	✓	1915	1306	82		9	0.19	59
08:00-09:00	Cx 2	2	298	298	61	✓	2055	1401	21		324	0.22	59
08:00-09:00	Cx3	1	0	0	0		1800	1800	0		Unrestricted	0.00	88
08:00-09:00	Cx4-2	1	1098	1098	215	✓	1800	1800	61		48	0.62	88
08:00-09:00	Cx5	1	367	367	61	✓	1800	1800	20		342	0.68	88
08:00-09:00	Dc	1	313	313	16	✓	2059	1076	29		209	0.97	45
08:00-09:00	Dc	2	485	485	125	✓	2172	1135	43		111	0.98	45
08:00-09:00	Dc	3	500	500	-1		2185	1142	44		106	1.31	45
08:00-09:00	Dx	1	464	464	-1	✓	1915	1502	31		191	1.26	68
08:00-09:00	Dx	2	595	595	398	✓	2055	1611	37		144	0.87	68
08:00-09:00	Dx	3	688	688	353	✓	2055	1611	43		111	0.78	68
08:00-09:00	Dx1	1	464	464	-1	✓	2155	2155	22		318	1.15	88
08:00-09:00	Dx1	2	1283	1283	751	✓	2155	2155	60		51	0.63	88
08:00-09:00	Ec	1	484	484	-1		1800	1800	27		235	0.81	88
08:00-09:00	Ec	2	1238	1238	0		1800	1800	69		31	0.77	88
08:00-09:00	Ec	3	478	478	0		1800	1800	27		239	1.20	88
08:00-09:00	Ex	1	671	671	16	✓	1800	1800	37		141	0.74	88
08:00-09:00	Ex	2	331	331	126	✓	1800	1800	18		390	1.19	88
08:00-09:00	Fx	1	721	721	0		2112	2112	34		164	0.00	88
08:00-09:00	Fx	2	721	721	0		2263	2263	32		182	0.00	88
08:00-09:00	Fx1	1	482	482	-1		1800	1800	27		236	0.00	88
08:00-09:00	Fx1	2	960	960	1		1800	1800	53		69	0.00	88

Traffic Stream Results: Stops And Delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)
08:00-09:00	1	1	37.47	5.54	0.16	2.17	33.05	33.05	24.14	277.70	87.49	4.58	4.58

08:00-09:00	**2**	**1**	20.88	1.50	0.08	0.01	1.37	1.37	15.16	34.62	0.57	1.14	1.14
08:00-09:00	**2**	**2**	20.88	1.49	0.08	0.01	1.35	1.35	15.09	34.15	0.56	1.13	1.13
08:00-09:00	**3**	**1**	20.88	0.96	0.00	0.30	4.27	4.27	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**4**	**1**	41.52	3.18	0.00	1.21	17.24	17.24	3.71	1.77	49.18	0.64	0.64
08:00-09:00	**5**	**1**	1.51	2.81	0.03	0.82	12.16	12.16	4.48	15.80	33.45	1.28	1.28
08:00-09:00	**A**	**2**	7.46	457.88	4.12	57.18	870.52	348.21	337.00	370.82	878.85	40.58	8.12
08:00-09:00	**A**	**3**	7.46	1043.15	2.30	136.79	1975.04	790.01	562.00	207.18	957.18	37.81	7.56
08:00-09:00	**A**	**4**	7.46	1043.15	2.30	136.79	1975.04	790.01	562.00	207.18	957.18	37.81	7.56
08:00-09:00	**B**	**1**	1.00	0.75	0.01	0.04	0.68	0.68	8.81	18.98	1.46	0.37	0.37
08:00-09:00	**B**	**2**	1.00	3.04	0.11	0.08	2.75	2.75	37.86	80.33	6.74	1.57	1.57
08:00-09:00	**C**	**1**	14.91	36.41	5.60	1.04	94.21	37.68	90.52	552.01	41.77	19.28	0.00
08:00-09:00	**C**	**2**	14.91	51.87	7.62	4.73	175.35	70.14	111.82	775.35	182.96	31.12	0.00
08:00-09:00	**D**	**1**	16.78	34.12	4.65	1.87	92.58	37.03	95.50	582.55	74.50	37.93	0.00
08:00-09:00	**D**	**2**	16.78	33.44	4.98	1.87	97.35	38.94	94.75	624.70	74.59	40.37	0.00
08:00-09:00	**D**	**3**	16.78	23.17	2.77	0.30	43.69	17.47	75.14	346.79	12.38	20.73	0.00
08:00-09:00	**E**	**1**	14.91	559.62	2.21	103.97	1507.65	603.06	372.55	473.05	1305.30	57.75	57.75
08:00-09:00	**E**	**2**	14.91	559.62	2.21	103.97	1507.65	603.06	372.55	473.05	1305.30	57.75	57.75
08:00-09:00	**E**	**3**	14.91	559.62	2.21	103.97	1507.65	603.06	372.55	473.05	1305.30	57.75	57.75
08:00-09:00	**Ac**	**1**	4.03	7.68	1.48	1.41	41.05	41.05	36.90	443.06	57.04	16.24	16.24
08:00-09:00	**Ac**	**2**	4.03	1.79	0.20	0.27	6.76	6.76	9.40	78.61	11.20	2.92	2.92
08:00-09:00	**Ac**	**3**	4.03	1.85	0.20	0.04	3.49	3.49	16.81	78.40	1.83	2.61	2.61
08:00-09:00	**Ax**	**1**	1.12	4.51	0.61	0.12	10.23	10.23	25.42	141.60	4.72	8.45	8.45
08:00-09:00	**Ax**	**2**	1.12	6.94	0.50	0.02	7.35	7.35	52.22	139.58	0.67	8.10	8.10
08:00-09:00	**Ax2**	**1**	9.60	0.47	0.00	0.08	1.07	1.07	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Ax2**	**2**	9.60	0.18	0.00	0.01	0.19	0.19	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc**	**1**	3.33	6.47	0.27	2.51	39.37	39.37	40.26	328.35	292.84	19.19	19.19
08:00-09:00	**Bc**	**2**	3.10	0.93	0.01	0.21	3.11	3.11	2.61	13.60	8.60	0.72	0.72
08:00-09:00	**Bc**	**3**	3.10	0.61	0.03	0.05	1.19	1.19	10.32	49.01	2.14	1.66	1.66
08:00-09:00	**Bc**	**4**	3.10	0.79	0.03	0.12	2.13	2.13	9.03	52.31	9.51	2.01	2.01
08:00-09:00	**Bc1**	**1**	7.35	0.38	0.00	0.05	0.74	0.74	0.00	0.00	0.00	0.00	0.00

08:00-09:00	**Bc1**	**2**	7.35	1.35	0.03	0.35	5.33	5.33	7.82	50.05	28.04	2.54	2.54
08:00-09:00	**Bc1**	**3**	7.35	0.49	0.00	0.08	1.16	1.16	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc1**	**4**	7.35	0.83	0.00	0.19	2.66	2.66	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc3**	**1**	1.51	0.30	0.00	0.03	0.48	0.48	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc3**	**2**	1.51	0.89	0.00	0.21	2.99	2.99	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc3**	**3**	1.51	0.38	0.00	0.05	0.74	0.74	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc3**	**4**	1.51	0.61	0.00	0.12	1.66	1.66	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bx**	**1**	1.00	2.11	0.12	0.54	9.43	9.43	7.67	64.68	22.00	1.57	1.57
08:00-09:00	**C3-1**	**1**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**C4**	**1**	6.46	35.62	5.04	7.55	178.87	178.87	107.39	1076.08	291.03	44.40	44.40
08:00-09:00	**C5**	**1**	4.10	97.59	3.29	5.71	127.80	127.80	155.04	317.79	196.94	16.72	16.72
08:00-09:00	**Cc**	**1**	4.85	5.52	0.18	0.00	2.64	2.64	26.30	31.72	0.20	1.04	1.04
08:00-09:00	**Cc**	**2**	4.85	7.60	1.09	0.16	17.84	17.84	28.40	162.31	6.64	5.49	5.49
08:00-09:00	**Cc**	**3**	4.85	10.17	1.86	0.44	32.70	32.70	35.26	269.50	18.05	9.34	9.34
08:00-09:00	**Cx**	**1**	5.59	1.54	0.15	0.06	3.00	3.00	11.63	55.19	2.41	3.32	3.32
08:00-09:00	**Cx**	**2**	5.59	2.89	0.44	0.27	10.01	10.01	17.00	138.12	11.00	8.61	8.61
08:00-09:00	**Cx 2**	**1**	8.16	18.25	3.57	1.88	77.37	77.37	85.63	845.18	75.36	11.54	11.54
08:00-09:00	**Cx 2**	**2**	8.16	5.62	0.44	0.03	6.60	6.60	35.13	103.33	1.17	1.31	1.31
08:00-09:00	**Cx3**	**1**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Cx4-2**	**1**	7.92	2.20	0.20	0.48	9.53	9.53	31.03	321.31	19.37	4.27	4.27
08:00-09:00	**Cx5**	**1**	4.67	0.26	0.00	0.03	0.38	0.38	0.62	1.22	1.06	0.07	0.07
08:00-09:00	**Dc**	**1**	6.71	14.21	1.18	0.06	17.56	175.65	79.92	248.02	2.44	8.13	81.34
08:00-09:00	**Dc**	**2**	6.71	16.43	2.05	0.16	31.42	31.42	84.10	401.27	6.48	13.24	13.24
08:00-09:00	**Dc**	**3**	6.71	19.05	2.48	0.17	37.57	37.57	99.50	490.58	6.93	16.16	16.16
08:00-09:00	**Dx**	**1**	3.13	4.11	0.46	0.07	7.52	7.52	61.13	280.82	2.82	16.37	16.37
08:00-09:00	**Dx**	**2**	3.13	3.16	0.41	0.11	7.41	7.41	18.09	98.80	8.80	6.21	6.21
08:00-09:00	**Dx**	**3**	3.13	4.42	0.69	0.16	11.99	11.99	22.93	151.19	6.48	9.10	9.10
08:00-09:00	**Dx1**	**1**	13.98	0.23	0.00	0.03	0.42	0.42	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Dx1**	**2**	13.98	1.82	0.21	0.44	9.23	9.23	21.63	224.46	53.00	16.02	16.02
08:00-09:00	**Ec**	**1**	3.73	0.37	0.00	0.05	0.70	0.70	0.00	0.00	0.00	0.00	0.00

08:00-09:00	Ec	2	3.73	4.68	0.86	0.75	22.86	22.86	60.09	682.98	60.90	24.16	24.16
08:00-09:00	Ec	3	3.73	1.54	0.16	0.05	2.89	2.89	35.88	169.57	1.96	5.57	5.57
08:00-09:00	Ex	1	7.46	0.65	0.01	0.11	1.73	1.73	3.43	18.49	4.53	0.75	0.75
08:00-09:00	Ex	2	7.46	0.23	0.00	0.02	0.29	0.29	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Fx	1	21.62	0.44	0.00	0.09	1.26	1.26	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Fx	2	21.62	0.37	0.00	0.07	1.06	1.06	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Fx1	1	7.46	0.37	0.00	0.05	0.69	0.69	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Fx1	2	7.46	1.14	0.00	0.30	4.32	4.32	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues And Blocking

Time Segment	Arm	Traffic Stream	Initial Queue (PCU)	Mean Max Queue (PCU)	Max Queue Storage (PCU)	Utilised Storage (%)	Average Link Excess Queue (PCU)	Average Limit Excess Queue (PCU)	Excess Queue Penalty (£ per hr)	Max End Of Green Queue (PCU)	Max End Of Red Queue (PCU)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))	Estimated Blocking
08:00-09:00	1	1	0.00	20.85	54.30	38.39	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	2	1	0.00	1.04	48.70	2.15	0.00	0.00	0.00	0.01	0.92	0.00	0.00	0.00	
08:00-09:00	2	2	0.00	1.04	48.70	2.13	0.00	0.00	0.00	0.01	0.91	0.00	0.00	0.00	
08:00-09:00	3	1	0.00	0.30	48.70	0.62	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	4	1	0.00	4.22	60.17	7.02	0.00	0.00	0.00			0.00	35.00	35.00	
08:00-09:00	5	1	0.00	1.25	3.48	36.04	0.00	0.00	0.00	0.82	1.25	4.00	16.00	20.00	
08:00-09:00	A	2	0.00	66.15	17.39	380.34	44.27	0.00	0.00	57.18	65.42	0.00	0.00	0.00	
08:00-09:00	A	3	0.00	141.79	17.39	815.30	121.90	0.00	0.00	136.79	141.39	0.00	0.00	0.00	
08:00-09:00	A	4	0.00	141.79	17.39	815.30	121.90	0.00	0.00	136.79	141.39	0.00	0.00	0.00	
08:00-09:00	B	1	0.00	1.24	1.74	71.34	0.00	0.00	0.00			14.00	0.00	14.00	
08:00-09:00	B	2	0.00	1.66	1.74	95.59	0.00	0.00	0.00			12.00	0.00	12.00	
08:00-09:00	C	1	0.00	14.80	34.78	42.55	0.00	0.00	0.00	1.04	13.33	0.00	1.00	1.00	
08:00-09:00	C	2	0.00	24.43	34.78	70.22	0.00	0.00	0.00	4.73	20.70	0.00	0.00	0.00	
08:00-09:00	D	1	0.00	16.97	52.17	32.53	0.00	0.00	0.00	1.87	12.19	0.00	0.00	0.00	
08:00-09:00	D	2	0.00	18.07	52.17	34.63	0.00	0.00	0.00	1.87	12.94	0.00	17.00	17.00	
08:00-09:00	D	3	0.00	9.33	52.17	17.89	0.00	0.00	0.00	0.30	7.47	0.00	1.00	1.00	
08:00-09:00	E	1	0.00	115.50	34.78	332.07	74.95	0.00	0.00			0.00	22.00	22.00	
08:00-09:00	E	2	0.00	115.50	34.78	332.07	74.95	0.00	0.00			0.00	0.00	0.00	

08:00-09:00	**E**	**3**	0.00	115.50	34.78	332.07	74.95	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	**Ac**	**1**	0.00	12.76	7.00	182.23	0.92	2.14	171.34	1.41	8.20	0.00	26.00	26.00	
08:00-09:00	**Ac**	**2**	0.00	2.52	7.00	36.07	0.00	0.00	0.00	0.27	2.09	0.00	0.00	0.00	
08:00-09:00	**Ac**	**3**	0.00	2.29	7.00	32.72	0.00	0.00	0.00	0.04	1.86	16.00	0.00	16.00	
08:00-09:00	**Ax**	**1**	0.00	3.75	3.48	107.91	0.01	0.06	0.00	0.12	3.42	0.00	0.00	0.00	
08:00-09:00	**Ax**	**2**	0.00	3.74	3.48	107.49	0.01	0.05	0.00	0.02	3.39	16.00	0.00	16.00	
08:00-09:00	**Ax2**	**1**	0.00	0.08	13.91	0.54	0.00	0.00	0.00			13.00	0.00	13.00	
08:00-09:00	**Ax2**	**2**	0.00	0.01	13.91	0.09	0.00	0.00	0.00			23.00	0.00	23.00	
08:00-09:00	**Bc**	**1**	0.00	14.34	7.23	198.46	1.13	0.00	0.00			2.00	5.00	7.00	
08:00-09:00	**Bc**	**2**	0.00	3.72	7.23	51.53	0.00	0.00	0.00			3.00	0.00	3.00	
08:00-09:00	**Bc**	**3**	0.00	4.16	7.23	57.62	0.00	0.00	0.00			18.00	0.00	18.00	
08:00-09:00	**Bc**	**4**	0.00	4.23	7.23	58.52	0.00	0.00	0.00			16.00	0.00	16.00	
08:00-09:00	**Bc1**	**1**	0.00	0.05	17.14	0.30	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	**Bc1**	**2**	0.00	7.95	17.14	46.34	0.00	0.13	0.00			0.00	0.00	0.00	
08:00-09:00	**Bc1**	**3**	0.00	0.08	17.14	0.48	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	**Bc1**	**4**	0.00	0.19	17.14	1.09	0.00	0.00	0.00			0.00	18.00	18.00	
08:00-09:00	**Bc3**	**1**	0.00	0.03	3.53	0.96	0.00	0.00	0.00			19.00	0.00	19.00	
08:00-09:00	**Bc3**	**2**	0.00	0.21	3.53	5.97	0.00	0.00	0.00			2.00	0.00	2.00	
08:00-09:00	**Bc3**	**3**	0.00	0.05	3.53	1.48	0.00	0.00	0.00			17.00	0.00	17.00	
08:00-09:00	**Bc3**	**4**	0.00	0.12	3.53	3.30	0.00	0.00	0.00			15.00	0.00	15.00	
08:00-09:00	**Bx**	**1**	0.00	2.51	1.74	144.08	0.02	0.00	0.00	0.54	2.00	5.00	0.00	5.00	
08:00-09:00	**C3-1**	**1**	0.00	0.00	9.67	0.00	0.00	0.00	0.00			88.00	0.00	88.00	
08:00-09:00	**C4**	**1**	0.00	35.84	15.06	237.94	7.06	0.00	0.00	7.55	18.52	0.00	0.00	0.00	
08:00-09:00	**C5**	**1**	0.00	13.73	9.57	143.58	1.09	0.00	0.00	5.71	12.35	0.00	0.00	0.00	
08:00-09:00	**Cc**	**1**	0.00	0.82	6.00	13.63	0.00	0.00	0.00	0.00	0.80	0.00	0.00	0.00	
08:00-09:00	**Cc**	**2**	0.00	4.24	6.00	70.63	0.00	0.00	0.00	0.16	3.93	0.00	0.00	0.00	
08:00-09:00	**Cc**	**3**	0.00	7.31	6.00	121.85	0.11	0.11	6.38	0.44	6.27	0.00	0.00	0.00	
08:00-09:00	**Cx**	**1**	0.00	1.68	17.39	9.64	0.00	0.00	0.00	0.06	1.54	0.00	0.00	0.00	
08:00-09:00	**Cx**	**2**	0.00	4.52	17.39	26.00	0.00	0.00	0.00	0.27	3.17	0.00	0.00	0.00	
08:00-09:00	**Cx 2**	**1**	0.00	22.98	11.83	194.35	2.37	0.00	0.00	1.88	10.56	0.00	0.00	0.00	

08:00-09:00	Cx 2	2	0.00	2.68	11.83	22.68	0.00	0.00	0.00	0.03	2.29	0.00	0.00	0.00	
08:00-09:00	Cx3	1	0.00	0.00	10.32	0.00	0.00	0.00	0.00			88.00	0.00	88.00	
08:00-09:00	Cx4-2	1	0.00	18.77	11.48	163.52	0.72	0.00	0.00			12.00	0.00	12.00	
08:00-09:00	Cx5	1	0.00	1.07	10.89	9.79	0.00	0.00	0.00			25.00	0.00	25.00	
08:00-09:00	Dc	1	0.00	6.22	15.65	39.75	0.00	0.00	0.00	0.06	5.68	18.00	0.00	18.00	
08:00-09:00	Dc	2	0.00	10.01	15.65	63.95	0.00	0.00	0.00	0.16	8.80	11.00	0.00	11.00	
08:00-09:00	Dc	3	0.00	12.21	15.65	78.01	0.00	0.00	0.00	0.17	10.58	24.00	5.00	29.00	
08:00-09:00	Dx	1	0.00	9.78	9.74	100.44	0.00	0.00	0.00	0.07	1.66	39.00	0.00	39.00	
08:00-09:00	Dx	2	0.00	2.50	9.74	25.64	0.00	0.00	0.00	0.11	2.50	21.00	0.00	21.00	
08:00-09:00	Dx	3	0.00	3.89	9.74	39.94	0.00	0.00	0.00	0.16	3.89	19.00	0.00	19.00	
08:00-09:00	Dx1	1	0.00	0.03	43.48	0.07	0.00	0.00	0.00			44.00	0.00	44.00	
08:00-09:00	Dx1	2	0.00	10.83	43.48	24.92	0.00	0.00	0.00			7.00	0.00	7.00	
08:00-09:00	Ec	1	0.00	0.05	8.70	0.57	0.00	0.00	0.00			29.00	0.00	29.00	
08:00-09:00	Ec	2	0.00	17.95	8.70	206.39	1.72	2.80	168.30			25.00	6.00	31.00	
08:00-09:00	Ec	3	0.00	8.79	8.70	101.11	0.00	0.17	10.25			51.00	0.00	51.00	
08:00-09:00	Ex	1	0.00	3.77	17.39	21.68	0.00	0.00	0.00			12.00	0.00	12.00	
08:00-09:00	Ex	2	0.00	0.02	17.39	0.12	0.00	0.00	0.00			47.00	0.00	47.00	
08:00-09:00	Fx	1	0.00	0.09	50.43	0.18	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	Fx	2	0.00	0.07	50.43	0.15	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	Fx1	1	0.00	0.05	17.39	0.28	0.00	0.00	0.00			0.00	88.00	88.00	
08:00-09:00	Fx1	2	0.00	0.30	17.39	1.75	0.00	0.00	0.00			0.00	88.00	88.00	

Traffic Stream Results: Journey Times

Time Segment	Arm	Traffic Stream	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Journey Time Per PCU (s)
08:00-09:00	1	1	472.39	18.07	26.14	43.00
08:00-09:00	2	1	64.96	1.44	45.05	22.37
08:00-09:00	2	2	64.40	1.43	45.06	22.37
08:00-09:00	3	1	316.62	6.86	46.16	21.84
08:00-09:00	4	1	474.85	17.04	27.86	44.70
08:00-09:00	5	1	21.96	1.32	16.68	4.32
08:00-09:00	A	2	48.20	62.30	0.77	465.33
08:00-09:00	A	3	48.00	140.08	0.34	1050.61
08:00-09:00	A	4	48.00	140.08	0.34	1050.61
08:00-09:00	B	1	2.32	0.11	20.62	1.75
08:00-09:00	B	2	2.30	0.26	8.92	4.04
08:00-09:00	C	1	131.20	9.35	14.03	51.32

08:00-09:00	**C**	**2**	171.40	15.90	10.78	66.79
08:00-09:00	**D**	**1**	206.40	9.73	21.22	50.89
08:00-09:00	**D**	**2**	221.40	10.29	21.51	50.22
08:00-09:00	**D**	**3**	143.40	5.30	27.04	39.95
08:00-09:00	**E**	**1**	136.60	109.00	1.25	574.53
08:00-09:00	**E**	**2**	136.60	109.00	1.25	574.53
08:00-09:00	**E**	**3**	136.60	109.00	1.25	574.53
08:00-09:00	**Ac**	**1**	73.18	4.41	16.61	11.71
08:00-09:00	**Ac**	**2**	51.59	1.54	33.40	5.82
08:00-09:00	**Ac**	**3**	25.78	0.78	33.07	5.88
08:00-09:00	**Ax**	**1**	11.51	0.90	12.80	5.63
08:00-09:00	**Ax**	**2**	5.37	0.60	8.93	8.06
08:00-09:00	**Ax2**	**1**	46.04	1.61	28.60	10.07
08:00-09:00	**Ax2**	**2**	21.48	0.73	29.46	9.78
08:00-09:00	**Bc**	**1**	64.11	4.20	15.27	9.80
08:00-09:00	**Bc**	**2**	35.31	0.95	37.15	4.03
08:00-09:00	**Bc**	**3**	20.60	0.51	40.35	3.71
08:00-09:00	**Bc**	**4**	28.44	0.74	38.47	3.89
08:00-09:00	**Bc1**	**1**	48.81	1.06	45.91	7.73
08:00-09:00	**Bc1**	**2**	98.46	2.41	40.77	8.70
08:00-09:00	**Bc1**	**3**	58.64	1.30	45.24	7.84
08:00-09:00	**Bc1**	**4**	80.39	1.85	43.40	8.18
08:00-09:00	**Bc3**	**1**	8.37	0.21	40.37	1.81
08:00-09:00	**Bc3**	**2**	17.26	0.57	30.37	2.41
08:00-09:00	**Bc3**	**3**	10.07	0.26	38.60	1.89
08:00-09:00	**Bc3**	**4**	13.90	0.40	34.37	2.13
08:00-09:00	**Bx**	**1**	11.31	0.98	11.56	3.11
08:00-09:00	**C3-1**	**1**	0.00	0.00	0.00	0.00
08:00-09:00	**C4**	**1**	110.27	14.88	7.41	42.08
08:00-09:00	**C5**	**1**	18.26	9.38	1.95	101.69
08:00-09:00	**Cc**	**1**	7.89	0.35	22.57	10.37
08:00-09:00	**Cc**	**2**	38.66	2.06	18.79	12.45
08:00-09:00	**Cc**	**3**	53.01	3.40	15.59	15.01
08:00-09:00	**Cx**	**1**	49.52	0.98	50.49	7.13
08:00-09:00	**Cx**	**2**	87.74	2.07	42.42	8.49
08:00-09:00	**Cx 2**	**1**	73.10	7.89	9.27	26.41
08:00-09:00	**Cx 2**	**2**	20.23	1.14	17.76	13.78
08:00-09:00	**Cx3**	**1**	0.00	0.00	0.00	0.00
08:00-09:00	**Cx4-2**	**1**	72.47	3.09	23.48	10.12
08:00-09:00	**Cx5**	**1**	22.95	0.50	45.71	4.93
08:00-09:00	**Dc**	**1**	28.21	1.82	15.49	20.92
08:00-09:00	**Dc**	**2**	43.63	3.12	14.00	23.14
08:00-09:00	**Dc**	**3**	45.00	3.58	12.58	25.76
08:00-09:00	**Dx**	**1**	25.98	0.93	27.84	7.24
08:00-09:00	**Dx**	**2**	33.31	1.04	32.05	6.29
08:00-09:00	**Dx**	**3**	38.51	1.44	26.69	7.55
08:00-09:00	**Dx1**	**1**	116.00	1.83	63.33	14.21
08:00-09:00	**Dx1**	**2**	320.63	5.63	56.94	15.81
08:00-09:00	**Ec**	**1**	24.20	0.55	43.95	4.10
08:00-09:00	**Ec**	**2**	61.90	2.89	21.40	8.41
08:00-09:00	**Ec**	**3**	23.90	0.70	34.20	5.26
08:00-09:00	**Ex**	**1**	67.14	1.51	44.38	8.11

08:00-09:00	Ex	2	33.08	0.71	46.87	7.68
08:00-09:00	Fx	1	209.09	4.42	47.31	22.07
08:00-09:00	Fx	2	209.09	4.41	47.46	22.00
08:00-09:00	Fx1	1	48.20	1.05	46.02	7.82
08:00-09:00	Fx1	2	96.00	2.29	41.87	8.60

Traffic Stream Results: Flare

Time Segment	Arm	Traffic Stream	Flare Present	Flare Components	Degree Of Saturation (%)	Mean Max Queue (PCU)	Calculated Capacity (PCU/hr)	Practical Reserve Capacity (%)
08:00-09:00	A	2	✓	Quick Flare	130	66.15	371	-31
08:00-09:00	C	1	✓	Quick Flare	74	14.80	886	22
08:00-09:00	C	2	✓	Quick Flare	92	24.43	929	-2

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree Of Saturation Penalty (£ per hr)	Phase Min Max Penalty (£ per hr)	Intergreen Broken Penalty (£ per hr)	Stage Constraint Broken Penalty (£ per hr)	Ped Gap Accepting Penalty (£ per hr)	Warmed Up	Warmed Up Error	Mean Max Queue EoTS (PCU)	Max End Of Green Queue Eo TS (PCU)	Max End Of Red Queue Eo TS (PCU)	Cost Of Penalties (£ per hr)	Unweighted Performance Index (£ per hr)	Perf Inde
08:00-09:00	1	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	20.87			0.00	37.63	3
08:00-09:00	2	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.04	0.01	0.92	0.00	2.51	
08:00-09:00	2	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.04	0.01	0.91	0.00	2.48	
08:00-09:00	3	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.30			0.00	4.27	
08:00-09:00	4	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.23			0.00	17.88	1
08:00-09:00	5	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.26	0.83	1.26	0.00	13.44	1
08:00-09:00	A	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	121.77	112.81	121.05	0.00	911.11	3
08:00-09:00	A	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	278.20	273.20	277.80	0.00	2012.85	7
08:00-09:00	A	4	0.00	0.00	0.00	0.00	0.00	✓	0.00	278.20	273.20	277.80	0.00	2012.85	7
08:00-09:00	B	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.24			0.00	1.05	
08:00-09:00	B	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.66			0.00	4.33	
08:00-09:00	C	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	14.81	1.05	13.34	0.00	113.49	3
08:00-09:00	C	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	24.75	5.05	21.03	0.00	206.47	7
08:00-09:00	D	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	17.00	1.91	12.23	0.00	130.51	3
08:00-09:00	D	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	18.10	1.90	12.97	0.00	137.71	3
08:00-09:00	D	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	9.33	0.31	7.48	0.00	64.42	1
08:00-09:00	E	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	218.35			0.00	1565.40	6
08:00-09:00	E	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	218.35			0.00	1565.40	6

08:00-09:00	**E**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	218.35			0.00	1565.40	6
08:00-09:00	**Ac**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	12.76	1.42	8.21	171.34	57.29	2
08:00-09:00	**Ac**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.52	0.27	2.09	0.00	9.68	
08:00-09:00	**Ac**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.29	0.04	1.86	0.00	6.09	
08:00-09:00	**Ax**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.75	0.12	3.42	0.00	18.68	1
08:00-09:00	**Ax**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.74	0.02	3.39	0.00	15.45	1
08:00-09:00	**Ax2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.08			0.00	1.07	
08:00-09:00	**Ax2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.01			0.00	0.19	
08:00-09:00	**Bc**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	14.37			0.00	58.56	5
08:00-09:00	**Bc**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.72			0.00	3.83	
08:00-09:00	**Bc**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.16			0.00	2.85	
08:00-09:00	**Bc**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.23			0.00	4.14	
08:00-09:00	**Bc1**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.74	
08:00-09:00	**Bc1**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	7.95			0.00	7.87	
08:00-09:00	**Bc1**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.08			0.00	1.16	
08:00-09:00	**Bc1**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.19			0.00	2.66	
08:00-09:00	**Bc3**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.03			0.00	0.48	
08:00-09:00	**Bc3**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.21			0.00	2.99	
08:00-09:00	**Bc3**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.74	
08:00-09:00	**Bc3**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.12			0.00	1.66	
08:00-09:00	**Bx**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.51	0.54	2.00	0.00	10.99	1
08:00-09:00	**C3-1**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.00			0.00	0.00	
08:00-09:00	**C4**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	36.64	8.36	19.32	0.00	223.27	2
08:00-09:00	**C5**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	15.08	7.05	13.69	0.00	144.52	1
08:00-09:00	**Cc**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.82	0.00	0.80	0.00	3.68	
08:00-09:00	**Cc**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.24	0.16	3.93	0.00	23.33	2
08:00-09:00	**Cc**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	7.31	0.44	6.27	6.38	42.04	4
08:00-09:00	**Cx**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.68	0.06	1.54	0.00	6.33	
08:00-09:00	**Cx**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.52	0.27	3.17	0.00	18.62	1
08:00-09:00	**Cx 2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	23.01	1.90	10.58	0.00	88.91	8

08:00-09:00	Cx 2	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.68	0.03	2.29	0.00	7.91	
08:00-09:00	Cx3	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.00			0.00	0.00	
08:00-09:00	Cx4-2	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	18.77			0.00	13.80	1
08:00-09:00	Cx5	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.07			0.00	0.45	
08:00-09:00	Dc	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	6.22	0.06	5.68	0.00	25.70	2
08:00-09:00	Dc	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	10.01	0.16	8.80	0.00	44.66	4
08:00-09:00	Dc	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	12.21	0.17	10.58	0.00	53.72	5
08:00-09:00	Dx	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	9.78	0.07	1.66	0.00	23.89	2
08:00-09:00	Dx	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.50	0.11	2.50	0.00	13.62	1
08:00-09:00	Dx	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.89	0.16	3.89	0.00	21.09	2
08:00-09:00	Dx1	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.03			0.00	0.42	
08:00-09:00	Dx1	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	10.83			0.00	25.25	2
08:00-09:00	Ec	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.70	
08:00-09:00	Ec	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	17.95			168.30	47.02	2
08:00-09:00	Ec	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	8.79			10.25	8.46	1
08:00-09:00	Ex	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.77			0.00	2.48	
08:00-09:00	Ex	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.02			0.00	0.29	
08:00-09:00	Fx	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.09			0.00	1.26	
08:00-09:00	Fx	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.07			0.00	1.06	
08:00-09:00	Fx1	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.69	
08:00-09:00	Fx1	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.30			0.00	4.32	

Network Results

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Netw Wit Capa
A1 - 2031 AM Scenario 3	27/06/2014 16:52:46	27/06/2014 16:53:29	08:00	88	423.66	143.09	A/3	9	13	A/3	C3-1/1	C3-1/1	

Network Results: Vehicle Summary

Time Segment	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	143!	-100	44755	4873	33.38	3101.65	546.48	4004.40

Network Results: Pedestrian Summary

Time Segment	Degree Of Saturation (%)	Calculated Flow Entering (Ped/hr)	Actual Green (s (per cycle))	Mean Delay Per Ped (s)	Weighted Cost Of Delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	143!	500	18	0.32	56.70	56.70

Network Results: Flows And Signals

Time Segment	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Actual Green (s (per cycle))	Effective Green (s (per cycle))
08:00-09:00	45255	44638	8260	✓	143!	✓	-100	4891	4922

Network Results: Stops And Delays

Time Segment	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)
08:00-09:00	9.62	33.70	70.51	353.15	6015.95	3158.36	45.99	12776.83	5737.36	622.71	546.48

Network Results: Queues And Blocking

Time Segment	Max Queue Storage (PCU)	Excess Queue Penalty (£ per hr)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))
08:00-09:00	1283.91	356.27	755.00	328.00	1083.00

Network Results: Journey Times

Time Segment	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)
08:00-09:00	5415.77	544.63	9.94

TRANSYT 15

Version: 15.0.1.2976 []
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Last run: 27/06/2014 16:59:00
Analysis Set used for last run: A1 - 2031 PM Scenario D

Filename: Scenario D Existing Rev 1 PM.t15
Path: F:\TEM\Project\BCC - Peddimore Access Modelling\3. EXECUTION\Modelling\With Water Orton Lane\Scenario D\Existing Water Orton Lane
Report generation date: 27/06/2014 17:04:43

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» Traffic Stream Results
» Network Results

File summary

File Description

Title	A38 Peddimore Lane Junction - Minworth roundabout
Location	Birmingham
Site Number	
UTCRegion	
Driving Side	Left
Date	02/03/2014
Version	
Status	Proposed Option
Identifier	
Client	Birmingham City Council
Jobnumber	60316941
Enumerator	EU\vuppalas
Description	2031 SC3 - Peddimore Lane junction flows tested in preferred Option Model for Minworth roundabout

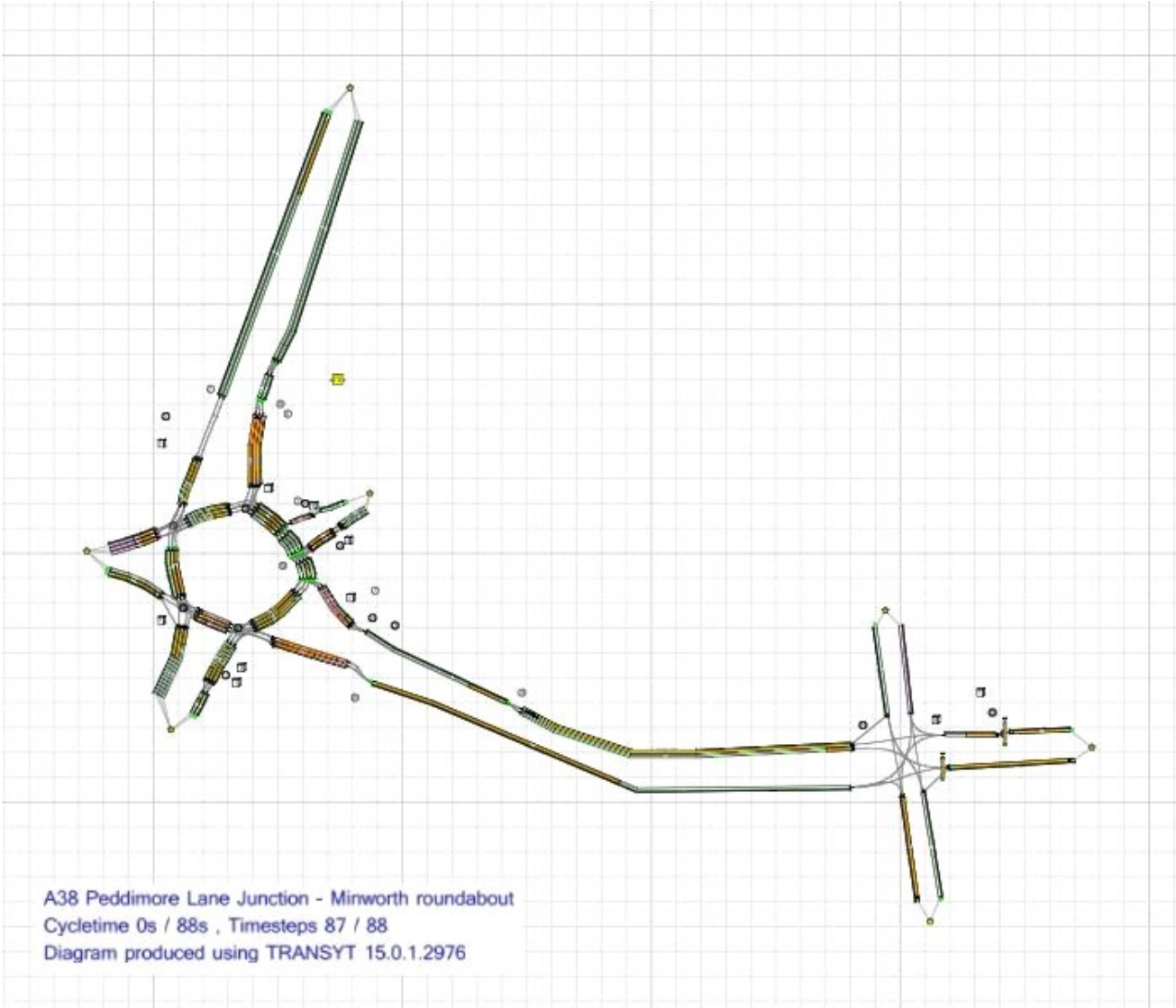
Units

Cost Units	Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
£	kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

Network Diagrams



A1 - 2031 PM Scenario D *: D1 - 2031 PM Scenario D*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Netw Wit Capa
A1 - 2031 PM Scenario D	27/06/2014 16:58:15	27/06/2014 16:59:00	17:00	88	154.40	110.15	A/4	9	13	A/4	C3-1/1	C3-1/1	

Analysis Set Details

Name	Description	Demand Set	Include In Report	Locked
2031 PM Scenario D		D1	✓	

Demand Set Details

Demand Set	Name	Description	Composite	Demand Sets	Start Time (HH:mm)	Locked
D1	2031 PM Scenario D				17:00	

Network Options

Network Timings

Network Cycle Time (s)	Restrict To SCOOT Cycle Times	Time Segment Length (min)	Number Of Time Segments	Modelled Time Period (min)
88		60	1	60

Signals Options

Start Displacement (s)	End Displacement (s)
2	3

Advanced

Phase Minimum Broken Penalty (£)	Phase Maximum Broken Penalty (£)	Intergreen Broken Penalty (£)
10000.00	10000.00	10000.00

Traffic Options

Traffic Model	Vehicle Flow Scaling Factor (%)	Pedestrian Flow Scaling Factor (%)	Cruise Times Or Speeds
Force To PDM	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise Scaling Factor (%)	Use Link Stop Weightings	Use Link Delay Weightings	Exclude Pedestrian Links	Random Delay Mode	Type of Vehicle-in-Service	Type Of Random Parameter	PCU Length (m)	Calculate results for Path Segments
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75	

Normal Parameters

Dispersal Type	Dispersal Coefficient	Travel Time Coefficient
Default	35	80

Bus Parameters

Dispersion Coefficient1	Dispersion Coefficient2	Acceleration (ms^[-2])	Travel Time Coefficient1	Travel Time Coefficient2
70	15	0.47	30	85

Tram Parameters

Dispersion Coefficient1	Dispersion Coefficient2	Acceleration (ms^[-2])	Travel Time Coefficient1	Travel Time Coefficient2
0	0	0.47	100	100

Pedestrian Parameters

Dispersal Type	Dispersal Coefficient	Travel Time Coefficient
Default	35	80

Optimisation Options

Enable Optimisation	Auto Redistribute	Optimisation Level	Enable Out Profile Accuracy
✓		Offsets Only	✓

Advanced

Optimisation Type	Hill Climb Increments	OUTProfile Accuracy	Use Enhanced Optimisation	Auto Optimisation Order	Optimisation Order
Hill Climb (Fast)	15,40,15,40,15,1,1	50,50,5,5,0.5,0.05,0.05		✓	2,1,3,5,6,7,4,8,9,10

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian Monetary Value Of Delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

ID	Name	Description
1	A38 N	
2	Lindridge Drive	
3	A4097 Kinsbury Road	
4	A38 S	
5	Wamley Ash Road	
6	Lindridge Drive Circulatory	
7	A38 South Exit	
8	A38 North Exit	
9	A4097 Kingsbury Road Exit	
10	(untitled)	
17	A38 North Exit	
20	A30 Southbound Exit	
22	(untitled)	
23	(untitled)	
24	(untitled)	
25	(untitled)	
26	Lindridge Drive Circulatory	
27	Lindridge Drive Circulatory	
28	(untitled)	
29	(untitled)	

Links

Links

Link	Name	Description	Traffic Node	Length (m)	Has Restricted Flow	Use RR67	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type	Is Minor Shared
1	(untitled)		23	3.50	✓		10000	✓		Pedestrian	
2	(untitled)		29	4.00	✓		10000	✓		Normal	

Modelling

Link	Traffic Model	Stop Weighting (%)	Delay Weighting (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit	Has Degree Of Saturation Limit	Degree Of Saturation Limit (%)	Excess Degree Of Saturation Penalty (£)	Low Degree Of Saturation Penalty (£)
1	[Forced to PDM]	100	100		0.00		✓	80	0.00	0.00
2	[Forced to PDM]	100	100		0.00					

Modelling - Advanced

Link	Normal Dispersal Type	Normal Dispersal Coefficient	Normal Travel Time Coefficient	Initial Queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type Of Random Parameter	Random Parameter	Auto Cycle Time	Cycle Time
1				0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
2	Default	35	80	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

Flows

Link	Flows	Total Flow (17:00-18:00) (PCU/hr)
1	1	500
2	1	500

Flows - Advanced

Link	Detectors	Link Sensitivity Multiplier (%)	Cruise Sensitivity Multiplier (%)
1		100	100
2		100	100

Signals

Link	Controller Stream	Phase	Phase2 Enabled
1	4	E	
2	8	B	

Entry Sources

Link	Cruise Time (seconds)	Cruise Speed (kph)
1	1.00	30.00
2	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic Node
1	A4097 Kingsbury Road WB		25
2	New Access		26
3	New Access Exit		
4	A4097 Kingsbury Road WB		28
5	(untitled)		29
A	A38 North		1
Ax2	A38 North Exit		17
B	New Access		10
Bc1	Lindridge Drive Circulatory 2		2
Bc3	(untitled)		10
C	A4097 Kingsbury Road		3
C3-1	Cottage Lane Entry		23
Cx 2	A4097 Kingsbury Road EB		23
Cx3	Cottage Lane Exit		
Cx4-2	(untitled)		
Cx5	Water Orton Lane Exit		
D	A38 South		4
E	Wamley Ash Road		5
Ac	A38 North Circulatory		1
Ax	A38 North Exit		8
Bc	Lindridge Drive Circulatory		6
Bx	New Access Exit		27
C4	A4097 Kingsbury Road Entry		23
C5	Water Orton Lane Entry		23
Cc	A4097 Kingsbury Road Circulatory		3
Cx	A4097 Kinsbury Road Exit		24
Dc	A38 South Circulatory		4
Dx	A38 South Exit		7
Dx1	A38 South Exit		
Ec	Wamley Ash Road Circulatory		5
Ex	Wamley Ash Road Exit		
Fx	A38 South Exit		20
Fx1	(untitled)		22

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto Length	Length (m)	Has Restricted Flow	Saturation Flow Source	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type
1	1	(untitled)			312.22	✓	SumOfLanes	1800			Normal
2	1	(untitled)			280.00	✓	SumOfLanes	1800	✓		Normal
2	2	(untitled)			280.00	✓	SumOfLanes	1800	✓		Normal
3	1	(untitled)			280.00	✓	SumOfLanes	2128			Normal
4	1	(untitled)			345.96	✓	SumOfLanes	1800			Normal
5	1	(untitled)			20.00	✓	SumOfLanes	1965	✓		Normal
A	2	(untitled)			100.00	✓	SumOfLanes	2279	✓		Normal
A	3	A38 North Entry			100.00	✓	SumOfLanes	2279	✓		Normal

A	**4**	(untitled)			100.00	✓	SumOfLanes	2279	✓		Normal
B	**1**	(untitled)			10.00					✓	Normal
B	**2**	(untitled)			10.00					✓	Normal
C	**1**	(untitled)			200.00	✓	SumOfLanes	2112	✓		Normal
C	**2**	(untitled)			200.00	✓	SumOfLanes	2263	✓		Normal
D	**1**	(untitled)			300.00	✓	SumOfLanes	2159	✓		Normal
D	**2**	(untitled)			300.00	✓	SumOfLanes	2317	✓		Normal
D	**3**	(untitled)			300.00	✓	SumOfLanes	2317	✓		Normal
E	**1**	(untitled)			200.00					✓	Normal
E	**2**	(untitled)			200.00					✓	Normal
E	**3**	(untitled)			200.00					✓	Normal
Ac	**1**	(untitled)			54.00	✓	SumOfLanes	2112	✓		Normal
Ac	**2**	(untitled)			54.00	✓	SumOfLanes	2263	✓		Normal
Ac	**3**	(untitled)			54.00	✓	SumOfLanes	2263	✓		Normal
Ax	**1**	(untitled)			20.00	✓	SumOfLanes	1965	✓		Normal
Ax	**2**	(untitled)			20.00	✓	SumOfLanes	2105	✓		Normal
Ax2	**1**	A38 North Exit			80.00	✓	SumOfLanes	1800			Normal
Ax2	**2**	A38 North Exit			80.00	✓	SumOfLanes	1800			Normal
Bc	**1**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**2**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**3**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**4**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc1	**1**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**2**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**3**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**4**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc3	**1**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**2**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**3**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**4**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bx	**1**	(untitled)			10.00	✓	SumOfLanes	2128	✓		Normal
C3-1	**1**	(untitled)			55.60					✓	Normal
C4	**1**	(untitled)			86.62	✓	SumOfLanes	2063	✓		Normal
C5	**1**	(untitled)			55.00	✓	SumOfLanes	1906	✓		Normal
Cc	**1**	(untitled)			65.00	✓	SumOfLanes	2059	✓		Normal
Cc	**2**	(untitled)			65.00	✓	SumOfLanes	2209	✓		Normal
Cc	**3**	(untitled)			65.00	✓	SumOfLanes	2181	✓		Normal
Cx	**1**	A4097 Kinsbury Road Exit			100.00	✓	SumOfLanes	2120	✓		Normal
Cx	**2**	A4097 Kinsbury Road Exit			100.00	✓	SumOfLanes	2120	✓		Normal
Cx 2	**1**	(untitled)			68.00	✓	SumOfLanes	1915	✓		Normal
Cx 2	**2**	(untitled)			68.00	✓	SumOfLanes	2055	✓		Normal
Cx3	**1**	(untitled)			59.35	✓	SumOfLanes	1800			Normal
Cx4-2	**1**	(untitled)			66.00	✓	SumOfLanes	1800			Normal
Cx5	**1**	(untitled)			62.61	✓	SumOfLanes	1800			Normal
Dc	**1**	(untitled)			90.00	✓	SumOfLanes	2059	✓		Normal
Dc	**2**	(untitled)			90.00	✓	SumOfLanes	2172	✓		Normal

Dc	**3**	(untitled)			90.00	✓	SumOfLanes	2185	✓		Normal
Dx	**1**	(untitled)			56.00	✓	SumOfLanes	1915	✓		Normal
Dx	**2**	(untitled)			56.00	✓	SumOfLanes	2055	✓		Normal
Dx	**3**	(untitled)			56.00	✓	SumOfLanes	2055	✓		Normal
Dx1	**1**	A38 South Exit			250.00	✓	SumOfLanes	2155			Normal
Dx1	**2**	A38 South Exit			250.00	✓	SumOfLanes	2155			Normal
Ec	**1**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ec	**2**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ec	**3**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ex	**1**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Ex	**2**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Fx	**1**	(untitled)			290.00	✓	SumOfLanes	2112			Normal
Fx	**2**	(untitled)			290.00	✓	SumOfLanes	2263			Normal
Fx1	**1**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Fx1	**2**	(untitled)			100.00	✓	SumOfLanes	1800			Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface Condition	Site Quality Factor	Gradient (%)	Width (m)	Use Connector Turning Radius	Proportion That Turn (%)	Turning Radius (m)	Nearside Lane	Saturation Flow (PCU/hr)
1	**1**	**1**	(untitled)											1800
2	**1**	**1**	Lindridge Drive Entry											1800
2	**2**	**2**	Lindridge Drive Entry											1800
3	**1**	**2**	Lindridge drive Exit											2128
4	**1**	**1**	(untitled)											1800
5	**1**	**1**	(untitled)		✓	N/A	N/A	0	3.50		0	10.00	✓	1965
A	**2**	**1**	A38 North Entry		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
A	**3**	**3**	(untitled)		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
A	**4**	**2**	A38 North Entry		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
B	**1**	**1**	Lindridge Drive Entry											
B	**2**	**2**	Lindridge Drive Entry											
C	**1**	**1**	A4097 Kingsbury Road Entry		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
C	**2**	**2**	A4097 Kingsbury Road Entry		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
D	**1**	**2**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		10	42.00	✓	2159
D	**2**	**1**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		0	10.00		2317
D	**3**	**3**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		0	10.00		2317
E	**1**	**3**	(untitled)											
E	**2**	**3**	(untitled)											
E	**3**	**3**	(untitled)											

Ac	**1**	**1**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
Ac	**2**	**2**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Ac	**3**	**1**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Ax	**1**	**2**	A38 North Exit		✓	N/A	N/A	0	3.50		0	10.00	✓	1965
Ax	**2**	**1**	A38 North Exit		✓	N/A	N/A	0	3.50		0	10.00		2105
Ax2	**1**	**1**	(untitled)											1800
Ax2	**2**	**1**	(untitled)											1800
Bc	**1**	**2**	Lindridge Drive Circulatory											1800
Bc	**2**	**1**	Lindridge Drive Circulatory											1800
Bc	**3**	**3**	Lindridge Drive Circulatory											1800
Bc	**4**	**3**	Lindridge Drive Circulatory											1800
Bc1	**1**	**2**	Lindridge Drive Circulatory											1800
Bc1	**2**	**1**	Lindridge Drive Circulatory											1800
Bc1	**3**	**3**	Lindridge Drive Circulatory											1800
Bc1	**4**	**3**	Lindridge Drive Circulatory											1800
Bc3	**1**	**1**	(untitled)											1800
Bc3	**2**	**1**	(untitled)											1800
Bc3	**3**	**1**	(untitled)											1800
Bc3	**4**	**1**	(untitled)											1800
Bx	**1**	**2**	Lindridge drive Exit											2128
C3-1	**1**	**1**	(untitled)		✓								✓	
C4	**1**	**1**	(untitled)		✓	N/A	N/A	0	4.48		0	7.20	✓	2063
C5	**1**	**1**	(untitled)		✓	N/A	N/A	0	2.91		0	10.00	✓	1906
Cc	**1**	**1**	A4097 Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00	✓	2059
Cc	**2**	**2**	A4097 Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00		2209
Cc	**3**	**2**	A4097 Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		43	50.00		2181
Cx	**1**	**2**	A4097 Kinsbury Road Exit		✓	N/A	N/A	0	3.65		0	10.00		2120
			A4097											

Cx	**2**	**3**	Kinsbury Road Exit		✓	N/A	N/A	0	3.65		0	10.00		2120
Cx 2	**1**	**1**	(untitled)		✓	N/A	N/A	0	3.00		0	10.00	✓	1915
Cx 2	**2**	**1**	(untitled)		✓	N/A	N/A	0	3.00		0	10.00		2055
Cx3	**1**	**1**	(untitled)											1800
Cx4-2	**1**	**1**	(untitled)											1800
Cx5	**1**	**1**	(untitled)											1800
Dc	**1**	**2**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00	✓	2059
Dc	**2**	**1**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		56	49.00		2172
Dc	**3**	**1**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		35	49.00		2185
Dx	**1**	**1**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00	✓	1915
Dx	**2**	**2**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00		2055
Dx	**3**	**2**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00		2055
Dx1	**1**	**1**	(untitled)		✓	N/A	N/A	0	4.00		0	10.00		2155
Dx1	**2**	**1**	(untitled)		✓	N/A	N/A	0	4.00		0	10.00		2155
Ec	**1**	**2**	Wamley Ash Road Circulatory											1800
Ec	**2**	**1**	Wamley Ash Road Circulatory											1800
Ec	**3**	**3**	(untitled)											1800
Ex	**1**	**1**	Wamley Ash Road Exit											1800
Ex	**2**	**2**	Wamley Ash Road Exit											1800
Fx	**1**	**2**	A38 North Exit		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
Fx	**2**	**1**	A38 North Exit		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Fx1	**1**	**1**	(untitled)											1800
Fx1	**2**	**1**	(untitled)											1800

Modelling

Arm	Traffic Stream	Traffic Model	Stop Weighting Multiplier (%)	Delay Weighting Multiplier (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit	Queue Limit (PCU)	Excess Queue Penalty (£)	Has Degree Of Saturation Limit
1	**1**	[Forced to PDM]	100	100		0.00				
2	**1**	[Forced to PDM]	100	100		0.00				
2	**2**	[Forced to PDM]	100	100		0.00				
3	**1**	[Forced to PDM]	100	100		0.00				
4	**1**	[Forced to PDM]	100	100		0.00				
5	**1**	[Forced to PDM]	100	100		0.00				

A	**2**	[Forced to PDM]	20	40	✓	0.00				
A	**3**	[Forced to PDM]	20	40	✓	0.00				
A	**4**	[Forced to PDM]	20	40	✓	0.00				
B	**1**	[Forced to PDM]	100	100		0.00				
B	**2**	[Forced to PDM]	100	100		0.00				
C	**1**	[Forced to PDM]	0	40		0.00				
C	**2**	[Forced to PDM]	0	40		0.00				
D	**1**	[Forced to PDM]	0	40		0.00				
D	**2**	[Forced to PDM]	0	40		0.00				
D	**3**	[Forced to PDM]	0	40		0.00				
E	**1**	[Forced to PDM]	100	40		0.00				
E	**2**	[Forced to PDM]	100	40		0.00				
E	**3**	[Forced to PDM]	100	40		0.00				
Ac	**1**	[Forced to PDM]	100	100		7.00	✓	3	80.00	
Ac	**2**	[Forced to PDM]	100	100		7.00	✓	5	80.00	
Ac	**3**	[Forced to PDM]	100	100		7.00	✓	5	80.00	
Ax	**1**	[Forced to PDM]	100	100		0.00	✓	3	0.00	
Ax	**2**	[Forced to PDM]	100	100		0.00	✓	3	0.00	
Ax2	**1**	[Forced to PDM]	100	100		0.00				
Ax2	**2**	[Forced to PDM]	100	100		0.00				
Bc	**1**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**2**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**3**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**4**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc1	**1**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**2**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**3**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**4**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc3	**1**	[Forced to PDM]	100	100		0.00				
Bc3	**2**	[Forced to PDM]	100	100		0.00				

Bc3	**3**	[Forced to PDM]	100	100		0.00				
Bc3	**4**	[Forced to PDM]	100	100		0.00				
Bx	**1**	[Forced to PDM]	100	100		0.00				
C3-1	**1**	[Forced to PDM]	100	100		0.00				
C4	**1**	[Forced to PDM]	100	100		0.00				
C5	**1**	[Forced to PDM]	100	100		0.00				
Cc	**1**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cc	**2**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cc	**3**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cx	**1**	[Forced to PDM]	100	100		0.00				
Cx	**2**	[Forced to PDM]	100	100		0.00				
Cx 2	**1**	[Forced to PDM]	100	100		0.00				
Cx 2	**2**	[Forced to PDM]	100	100		0.00				
Cx3	**1**	[Forced to PDM]	100	100		0.00				
Cx4-2	**1**	[Forced to PDM]	100	100		0.00				
Cx5	**1**	[Forced to PDM]	100	100		0.00				
Dc	**1**	[Forced to PDM]	1000	1000		0.00	✓	13	60.00	
Dc	**2**	[Forced to PDM]	100	100		0.00	✓	13	30.00	
Dc	**3**	[Forced to PDM]	100	100		0.00	✓	13	0.00	
Dx	**1**	[Forced to PDM]	100	100		0.00				
Dx	**2**	[Forced to PDM]	100	100		0.00				
Dx	**3**	[Forced to PDM]	100	100		0.00				
Dx1	**1**	[Forced to PDM]	100	100		0.00				
Dx1	**2**	[Forced to PDM]	100	100		0.00				
Ec	**1**	[Forced to PDM]	100	100		0.00	✓	6	0.00	
Ec	**2**	[Forced to PDM]	100	100		0.00	✓	6	60.00	
Ec	**3**	[Forced to PDM]	100	100		0.00	✓	6	60.00	
Ex	**1**	[Forced to PDM]	100	100		0.00				
Ex	**2**	[Forced to PDM]	100	100		0.00				
Fx	**1**	[Forced to PDM]	100	100		0.00				

Fx	**2**	[Forced to PDM]	100	100		0.00				
Fx1	**1**	[Forced to PDM]	100	100		0.00				
Fx1	**2**	[Forced to PDM]	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Cruise Sensitivity Multiplier (%)	Initial Queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type Of Random Parameter	Random Parameter	Auto Cycle Time	Cycle Time
1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
4	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
5	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
B	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
B	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C3-1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C4	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

C5	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx 2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx 2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx4-2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx5	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ex	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ex	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

Normal - Modelling

Arm	Traffic Stream	Stop Weighting (%)	Delay Weighting (%)
1	**1**	100	100
2	**1**	100	100
2	**2**	100	100
3	**1**	100	100
4	**1**	100	100
5	**1**	100	100
A	**2**	100	100
A	**3**	100	100
A	**4**	100	100
B	**1**	100	100
B	**2**	100	100
C	**1**	100	100
C	**2**	100	100
D	**1**	100	100
D	**2**	100	100
D	**3**	100	100
E	**1**	100	100
E	**2**	100	100
E	**3**	100	100

Ac	**1**	100	100
Ac	**2**	100	100
Ac	**3**	100	100
Ax	**1**	100	100
Ax	**2**	100	100
Ax2	**1**	100	100
Ax2	**2**	100	100
Bc	**1**	100	100
Bc	**2**	100	100
Bc	**3**	100	100
Bc	**4**	100	100
Bc1	**1**	100	100
Bc1	**2**	100	100
Bc1	**3**	100	100
Bc1	**4**	100	100
Bc3	**1**	100	100
Bc3	**2**	100	100
Bc3	**3**	100	100
Bc3	**4**	100	100
Bx	**1**	100	100
C3-1	**1**	100	100
C4	**1**	100	100
C5	**1**	100	100
Cc	**1**	100	100
Cc	**2**	100	100
Cc	**3**	100	100
Cx	**1**	100	100
Cx	**2**	100	100
Cx 2	**1**	100	100
Cx 2	**2**	100	100
Cx3	**1**	100	100
Cx4-2	**1**	100	100
Cx5	**1**	100	100
Dc	**1**	100	100
Dc	**2**	100	100
Dc	**3**	100	100
Dx	**1**	100	100
Dx	**2**	100	100
Dx	**3**	100	100
Dx1	**1**	100	100
Dx1	**2**	100	100
Ec	**1**	100	100
Ec	**2**	100	100
Ec	**3**	100	100
Ex	**1**	100	100
Ex	**2**	100	100
Fx	**1**	100	100
Fx	**2**	100	100
Fx1	**1**	100	100
Fx1	**2**	100	100

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	1626	1626
2	1	491	491
2	2	491	491
3	1	350	350
4	1	1440	1440
5	1	1204	1204
A	2	359	359
A	3	359	359
A	4	359	359
B	1	491	491
B	2	491	491
C	1	757	757
C	2	869	869
D	1	812	812
D	2	872	872
D	3	566	566
E	1	477	477
E	2	477	477
E	3	477	477
Ac	1	528	528
Ac	2	1043	1043
Ac	3	477	477
Ax	1	388	388
Ax	2	1023	1023
Ax2	1	388	388
Ax2	2	1023	1023
Bc	1	654	654
Bc	2	990	990
Bc	3	644	644
Bc	4	835	835
Bc1	1	444	444
Bc1	2	1341	1341
Bc1	3	855	855
Bc1	4	1115	1115
Bc3	1	304	304
Bc3	2	990	990
Bc3	3	644	644
Bc3	4	835	835
Bx	1	350	350
C3-1	1	0	0
C4	1	1366	1366
C5	1	333	333
Cc	1	345	345
Cc	2	855	855
Cc	3	1115	1115
Cx	1	444	444
Cx	2	996	996
Cx 2	1	1164	1164
Cx 2	2	276	276
Cx3	1	0	0
Cx4-2	1	1204	1204

Cx5	**1**	309	309
Dc	**1**	562	562
Dc	**2**	906	906
Dc	**3**	324	324
Dx	**1**	540	540
Dx	**2**	855	855
Dx	**3**	755	755
Dx1	**1**	540	540
Dx1	**2**	1610	1610
Ec	**1**	267	267
Ec	**2**	1195	1195
Ec	**3**	566	566
Ex	**1**	1305	1305
Ex	**2**	708	708
Fx	**1**	538	538
Fx	**2**	538	538
Fx1	**1**	359	359
Fx1	**2**	717	717

Signals

Arm	Traffic Stream	Controller Stream	Phase	Phase2 Enabled
2	1	9	A	
2	2	9	A	
5	1	8	A	
A	2	1	A	
A	3	1	A	
A	4	1	A	
C	1	3	A	
C	2	3	A	
D	1	2	A	
D	2	2	A	
D	3	2	A	
Ac	1	1	B	
Ac	2	1	B	
Ac	3	1	B	
Ax	1	5	A	
Ax	2	5	A	
Bx	1	10	A	
C4	1	4	D	
C5	1	4	C	
Cc	1	3	B	
Cc	2	3	B	
Cc	3	3	B	
Cx	1	6	A	
Cx	2	6	A	
Cx 2	1	4	A	
Cx 2	2	4	B	
Dc	1	2	B	
Dc	2	2	B	
Dc	3	2	B	
Dx	1	7	A	
Dx	2	7	A	
Dx	3	7	A	

Entry Sources

Arm	Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)
2	1	20.88	48.28
2	2	20.88	48.28
D	1	16.78	64.37
D	2	16.78	64.37
D	3	16.78	64.37
E	1	14.91	48.28
E	2	14.91	48.28
E	3	14.91	48.28
C3-1	1	4.15	48.28
C4	1	6.46	48.28
C5	1	4.10	48.28
Fx	1	21.62	48.28
Fx	2	21.62	48.28

Sources

Arm	Traffic Stream	Source	Source Type	Source Traffic Stream	Destination Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)	Auto Turning Radius	Traffic Turn Style	Turning Radius (m)
1	**1**	**1**	TrafficStream	C5/1	1/1	37.47	30.00	✓	Nearside	85.60
3	**1**	**1**	TrafficStream	Bx/1	3/1	20.88	48.28	✓	Straight	Straight Movement
4	**1**	**1**	TrafficStream	Cx/1	4/1	41.52	30.00	✓	Straight	Straight Movement
5	**1**	**1**	TrafficStream	Cx 2/1	5/1	1.49	48.28	✓	Straight	Straight Movement
A	**2**	**1**	TrafficStream	Fx1/1	A/2	7.46	48.28	✓	Straight	Straight Movement
A	**3**	**1**	TrafficStream	Fx1/2	A/3	7.46	48.28	✓	Straight	Straight Movement
A	**4**	**1**	TrafficStream	Fx1/2	A/4	7.46	48.28	✓	Straight	Straight Movement
Ax2	**1**	**1**	TrafficStream	Ax/1	Ax2/1	9.60	30.00	✓	Straight	Straight Movement
Ax2	**2**	**1**	TrafficStream	Ax/2	Ax2/2	9.60	30.00	✓	Straight	Straight Movement
B	**1**	**1**	TrafficStream	2/1	B/1	1.00	48.28	✓	Straight	Straight Movement
B	**2**	**1**	TrafficStream	2/2	B/2	1.00	48.28	✓	Straight	Straight Movement
C	**1**	**1**	TrafficStream	1/1	C/1	14.91	48.28	✓	Straight	Straight Movement
C	**2**	**1**	TrafficStream	1/1	C/2	14.91	48.28	✓	Straight	Straight Movement
Ac	**1**	**1**	TrafficStream	E/1	Ac/1	4.03	48.28	✓	Straight	Straight Movement
Ac	**2**	**1**	TrafficStream	Ec/3	Ac/2	4.03	48.28	✓	Straight	Straight Movement
Ac	**3**	**1**	TrafficStream	E/3	Ac/3	4.03	48.28	✓	Straight	Straight Movement
Ax	**1**	**1**	TrafficStream	Ec/1	Ax/1	1.12	64.37	✓	Straight	Straight Movement
Ax	**2**	**1**	TrafficStream	Ec/2	Ax/2	1.12	64.37	✓	Straight	Straight Movement
Bc	**1**	**1**	TrafficStream	Ac/1	Bc/1	3.10	48.28	✓	Straight	Straight Movement
Bc	**2**	**1**	TrafficStream	A/2	Bc/2	3.10	48.28	✓	Nearside	83.93
Bc	**3**	**1**	TrafficStream	A/3	Bc/3	3.10	48.28	✓	Straight	Straight Movement
Bc	**4**	**1**	TrafficStream	A/4	Bc/4	3.10	48.28	✓	Straight	Straight Movement
Bc1	**1**	**1**	TrafficStream	B/1	Bc1/1	7.35	48.28	✓	Nearside	40.91
Bc1	**2**	**1**	TrafficStream	Bc3/2	Bc1/2	7.35	48.28	✓	Straight	Straight Movement
Bc1	**3**	**1**	TrafficStream	Bc3/3	Bc1/3	7.35	48.28	✓	Straight	Straight Movement
Bc1	**4**	**1**	TrafficStream	Bc3/4	Bc1/4	7.35	48.28	✓	Straight	Straight Movement
Bc3	**1**	**1**	TrafficStream	Bc/1	Bc3/1	1.51	48.28	✓	Straight	Straight Movement
Bc3	**2**	**1**	TrafficStream	Bc/2	Bc3/2	1.51	48.28	✓	Straight	Straight Movement
Bc3	**3**	**1**	TrafficStream	Bc/3	Bc3/3	1.51	48.28	✓	Straight	Straight Movement

Bc3	**4**	**1**	TrafficStream	Bc/4	Bc3/4	1.51	48.28	✓	Straight	Straight Movement
Bx	**1**	**1**	TrafficStream	Bc/1	Bx/1	1.00	48.28	✓	Nearside	22.12
Cc	**1**	**1**	TrafficStream	Bc1/2	Cc/1	4.85	48.28	✓	Straight	Straight Movement
Cc	**2**	**1**	TrafficStream	Bc1/3	Cc/2	4.85	48.28	✓	Straight	Straight Movement
Cc	**3**	**1**	TrafficStream	Bc1/4	Cc/3	4.85	48.28	✓	Offside	88.92
Cx	**1**	**1**	TrafficStream	Bc1/1	Cx/1	5.59	64.37	✓	Nearside	83.25
Cx	**2**	**1**	TrafficStream	Bc1/2	Cx/2	5.59	64.37	✓	Straight	Straight Movement
Cx 2	**1**	**1**	TrafficStream	4/1	Cx 2/1	8.16	30.00	✓	Straight	Straight Movement
Cx 2	**2**	**1**	TrafficStream	4/1	Cx 2/2	8.16	30.00	✓	Straight	Straight Movement
Cx3	**1**	**1**	TrafficStream	Cx 2/1	Cx3/1	4.43	48.28	✓	Straight	Straight Movement
Cx4-2	**1**	**1**	TrafficStream	5/1	Cx4-2/1	7.92	30.00	✓	Straight	Straight Movement
Cx5	**1**	**1**	TrafficStream	C3-1/1	Cx5/1	4.67	48.28	✓	Straight	Straight Movement
Dc	**1**	**1**	TrafficStream	C/1	Dc/1	6.71	48.28	✓	Straight	Straight Movement
Dc	**2**	**1**	TrafficStream	C/2	Dc/2	6.71	48.28	✓	Straight	Straight Movement
Dc	**3**	**1**	TrafficStream	C/2	Dc/3	6.71	48.28	✓	Straight	Straight Movement
Dx	**1**	**1**	TrafficStream	Cc/1	Dx/1	3.13	64.37	✓	Straight	Straight Movement
Dx	**2**	**1**	TrafficStream	Cc/2	Dx/2	3.13	64.37	✓	Straight	Straight Movement
Dx	**3**	**1**	TrafficStream	Cc/3	Dx/3	3.13	64.37	✓	Straight	Straight Movement
Dx1	**1**	**1**	TrafficStream	Dx/1	Dx1/1	13.98	64.37	✓	Straight	Straight Movement
Dx1	**2**	**1**	TrafficStream	Dx/2	Dx1/2	13.98	64.37	✓	Straight	Straight Movement
Ec	**1**	**1**	TrafficStream	D/1	Ec/1	3.73	48.28	✓	Straight	Straight Movement
Ec	**2**	**1**	TrafficStream	D/2	Ec/2	3.73	48.28	✓	Straight	Straight Movement
Ec	**3**	**1**	TrafficStream	D/3	Ec/3	3.73	48.28	✓	Straight	Straight Movement
Ex	**1**	**1**	TrafficStream	Dc/1	Ex/1	7.46	48.28	✓	Straight	Straight Movement
Ex	**2**	**1**	TrafficStream	Dc/2	Ex/2	7.46	48.28	✓	Straight	Straight Movement
Fx1	**1**	**1**	TrafficStream	Fx/1	Fx1/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**2**	**1**	TrafficStream	Fx/1	Fx1/2	7.46	48.28	✓	Straight	Straight Movement
1	**1**	**2**	TrafficStream	C4/1	1/1	37.47	30.00	✓	Straight	Straight Movement
4	**1**	**2**	TrafficStream	Cx/2	4/1	41.52	30.00	✓	Straight	Straight Movement
5	**1**	**2**	TrafficStream	C3-1/1	5/1	2.40	30.00	✓	Straight	Straight Movement
Ac	**1**	**2**	TrafficStream	Ec/2	Ac/1	4.03	48.28	✓	Straight	Straight Movement

Ac	**2**	**2**	TrafficStream	E/2	Ac/2	4.03	48.28	✓	Straight	Straight Movement
Ax	**1**	**2**	TrafficStream	E/1	Ax/1	1.12	64.37	✓	Straight	Straight Movement
Ax	**2**	**2**	TrafficStream	E/1	Ax/2	1.12	64.37	✓	Straight	Straight Movement
Bc	**1**	**2**	TrafficStream	A/2	Bc/1	4.99	30.00	✓	Nearside	83.93
Bc	**2**	**2**	TrafficStream	Ac/2	Bc/2	3.10	48.28	✓	Straight	Straight Movement
Bc	**3**	**2**	TrafficStream	Ac/2	Bc/3	3.10	48.28	✓	Straight	Straight Movement
Bc	**4**	**2**	TrafficStream	Ac/3	Bc/4	3.10	48.28	✓	Straight	Straight Movement
Bc1	**1**	**2**	TrafficStream	Bc3/1	Bc1/1	7.35	48.28	✓	Straight	Straight Movement
Bc1	**2**	**2**	TrafficStream	B/1	Bc1/2	7.35	48.28	✓	Nearside	40.91
Bc1	**3**	**2**	TrafficStream	B/2	Bc1/3	7.35	48.28	✓	Nearside	60.91
Bc1	**4**	**2**	TrafficStream	B/2	Bc1/4	7.35	48.28	✓	Nearside	60.91
Cx3	**1**	**2**	TrafficStream	C5/1	Cx3/1	4.43	48.28	✓	Straight	Straight Movement
Cx5	**1**	**2**	TrafficStream	C4/1	Cx5/1	4.67	48.28	✓	Straight	Straight Movement
Dc	**1**	**2**	TrafficStream	Cc/1	Dc/1	6.71	48.28	✓	Straight	Straight Movement
Dc	**2**	**2**	TrafficStream	Cc/3	Dc/2	6.71	48.28	✓	Straight	Straight Movement
Dc	**3**	**2**	TrafficStream	Cc/3	Dc/3	6.71	48.28	✓	Straight	Straight Movement
Dx	**1**	**2**	TrafficStream	C/1	Dx/1	3.13	64.37	✓	Straight	Straight Movement
Dx1	**2**	**2**	TrafficStream	Dx/3	Dx1/2	13.98	64.37	✓	Straight	Straight Movement
Ec	**1**	**2**	TrafficStream	Dc/2	Ec/1	3.73	48.28	✓	Straight	Straight Movement
Ec	**2**	**2**	TrafficStream	Dc/3	Ec/2	3.73	48.28	✓	Straight	Straight Movement
Ec	**3**	**2**	TrafficStream	Dc/3	Ec/3	3.73	48.28	✓	Straight	Straight Movement
Ex	**1**	**2**	TrafficStream	D/1	Ex/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**1**	**2**	TrafficStream	Fx/2	Fx1/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**2**	**2**	TrafficStream	Fx/2	Fx1/2	7.46	48.28	✓	Straight	Straight Movement
1	**1**	**3**	TrafficStream	C3-1/1	1/1	37.47	30.00	✓	Straight	Straight Movement
5	**1**	**3**	TrafficStream	C5/1	5/1	2.40	30.00	✓	Straight	Straight Movement
Cx3	**1**	**3**	TrafficStream	C4/1	Cx3/1	7.12	30.00	✓	Straight	Straight Movement
Cx5	**1**	**3**	TrafficStream	Cx 2/2	Cx5/1	4.67	48.28	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed Traffic	Use Step-wise Opposed Turn Model	Visibility Restricted
B	1	AllTraffic		
B	2	AllTraffic		
C3-1	1	AllTraffic		
E	1	AllTraffic		
E	2	AllTraffic		
E	3	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling Type	Controlling Traffic Stream	Percentage Opposing (%)	Slope Coefficient	Upstream Signals Visible	Conflict Shift	Conflict Duration
1		TrafficStream	Bc3/1	100	0.29		0	0
1		TrafficStream	Bc3/2	100	0.29		0	0
2		TrafficStream	Bc3/1	100	0.29		0	0
2		TrafficStream	Bc3/2	100	0.29		0	0
2		TrafficStream	Bc3/3	100	0.29		0	0
2		TrafficStream	Bc3/4	100	0.29		0	0
1	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
1		TrafficStream	Ec/2	100	0.21		0	0
1		TrafficStream	Ec/3	100	0.21		0	0
2	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
2		TrafficStream	Ec/2	100	0.21		0	0
2		TrafficStream	Ec/3	100	0.21		0	0
3	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
3		TrafficStream	Ec/2	100	0.21		0	0
3		TrafficStream	Ec/3	100	0.21		0	0

Quick Flares

Arm	Traffic Stream	Description	Saturation Flow (PCU/hr)	Use Que Prob	Effective Storage (Vehs)
A	2		1800		6.00
C	1		1800		7.00
C	2		1800		7.00

Local OD Matrix - Local Matrix: 2031 AM S3

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	27	0	166	33	426	424
	2	69	0	0	225	54	622	12
	3	0	0	0	0	0	0	0
	4	266	107	0	0	33	285	675
	5	60	19	0	40	0	55	159
	6	773	168	0	455	111	0	743
	7	243	29	0	318	78	762	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits
2031 AM S3	1	(untitled)	Fx/2,Fx/1	Ax2/1,Ax2/2
2031 AM S3	2	(untitled)	2/1,2/2	3/1
2031 AM S3	3	(untitled)	C3-1/1	Cx3/1
2031 AM S3	4	(untitled)	C4/1	Cx4-2/1
2031 AM S3	5	(untitled)	C5/1	Cx5/1
2031 AM S3	6	(untitled)	D/1,D/2,D/3	Dx1/2,Dx1/1
2031 AM S3	7	(untitled)	E/1,E/2,E/3	Ex/1,Ex/2

Paths

OD Matrix	Path	Description	From Location	To Location	Path Items
2031 AM S3	1		6	1	D/1,Ec/1,Ax/1,Ax2/1
2031 AM S3	2		6	7	D/1,Ex/1
2031 AM S3	3		6	1	D/2,Ec/2,Ax/2,Ax2/2
2031 AM S3	4		6	2	D/2,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	5		6	3	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,Cx3/1
2031 AM S3	6		6	4	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	7		6	5	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/2,Cx5/1
2031 AM S3	8		6	6	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	9		6	3	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,Cx3/1
2031 AM S3	10		6	4	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	11		6	5	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/2,Cx5/1
2031 AM S3	12		6	6	D/3,Ec/3,Ac/2,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	13		7	1	E/1,Ax/1,Ax2/1
2031 AM S3	14		7	1	E/1,Ax/2,Ax2/2
2031 AM S3	15		7	2	E/1,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	16		7	3	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,Cx3/1
2031 AM S3	17		7	4	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	18		7	5	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/2,Cx5/1
2031 AM S3	19		7	7	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 AM S3	20		7	6	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	21		7	3	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,Cx3/1
2031 AM S3	22		7	4	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	23		7	5	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/2,Cx5/1
2031 AM S3	24		7	6	E/2,Ac/2,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	25		7	7	E/3,Ac/3,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	26		7	6	E/3,Ac/3,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 AM S3	27		2	3	2/1,B/1,Bc1/1,Cx/1,4/1,Cx 2/1,Cx3/1
2031 AM S3	28		2	4	2/1,B/1,Bc1/1,Cx/1,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	29		2	5	2/1,B/1,Bc1/1,Cx/1,4/1,Cx 2/2,Cx5/1
2031 AM S3	30		2	7	2/1,B/1,Bc1/2,Cc/1,Dc/1,Ex/1
2031 AM S3	31		2	6	2/1,B/1,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	32		2	3	2/1,B/1,Bc1/2,Cx/2,4/1,Cx 2/1,Cx3/1
2031 AM S3	33		2	4	2/1,B/1,Bc1/2,Cx/2,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	34		2	5	2/1,B/1,Bc1/2,Cx/2,4/1,Cx 2/2,Cx5/1
2031 AM S3	35		2	6	2/2,B/2,Bc1/3,Cc/2,Dx/2,Dx1/2

2031 AM S3	**36**		2	1	2/2,B/2,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**37**		2	7	2/2,B/2,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	**38**		2	1	2/2,B/2,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**39**		2	2	2/2,B/2,Bc1/4,Cc/3,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**40**		2	6	2/2,B/2,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 AM S3	**41**		3	5	C3-1/1,Cx5/1
2031 AM S3	**42**		3	7	C3-1/1,1/1,C/1,Dc/1,Ex/1
2031 AM S3	**43**		3	6	C3-1/1,1/1,C/1,Dx/1,Dx1/1
2031 AM S3	**44**		3	1	C3-1/1,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**45**		3	7	C3-1/1,1/1,C/2,Dc/2,Ex/2
2031 AM S3	**46**		3	1	C3-1/1,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**47**		3	2	C3-1/1,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**48**		3	4	C3-1/1,5/1,Cx4-2/1
2031 AM S3	**49**		4	5	C4/1,Cx5/1
2031 AM S3	**50**		4	3	C4/1,Cx3/1
2031 AM S3	**51**		4	7	C4/1,1/1,C/1,Dc/1,Ex/1
2031 AM S3	**52**		4	6	C4/1,1/1,C/1,Dx/1,Dx1/1
2031 AM S3	**53**		4	1	C4/1,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**54**		4	7	C4/1,1/1,C/2,Dc/2,Ex/2
2031 AM S3	**55**		4	1	C4/1,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**56**		4	2	C4/1,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**57**		5	3	C5/1,Cx3/1
2031 AM S3	**58**		5	7	C5/1,1/1,C/1,Dc/1,Ex/1
2031 AM S3	**59**		5	6	C5/1,1/1,C/1,Dx/1,Dx1/1
2031 AM S3	**60**		5	1	C5/1,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**61**		5	7	C5/1,1/1,C/2,Dc/2,Ex/2
2031 AM S3	**62**		5	1	C5/1,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**63**		5	2	C5/1,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**64**		5	4	C5/1,5/1,Cx4-2/1
2031 AM S3	**65**		1	2	Fx/2,Fx1/1,A/2,Bc/1,Bx/1,3/1
2031 AM S3	**66**		1	3	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,Cx3/1
2031 AM S3	**67**		1	4	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	**68**		1	5	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/2,Cx5/1
2031 AM S3	**69**		1	7	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 AM S3	**70**		1	6	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	**71**		1	3	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,Cx3/1
2031 AM S3	**72**		1	4	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	**73**		1	5	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/2,Cx5/1
2031 AM S3	**74**		1	6	Fx/2,Fx1/2,A/3,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	**75**		1	1	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**76**		1	7	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	**77**		1	1	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**78**		1	6	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 AM S3	**79**		1	2	Fx/1,Fx1/1,A/2,Bc/1,Bx/1,3/1
2031 AM S3	**80**		1	3	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,Cx3/1
2031 AM S3	**81**		1	4	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	**82**		1	5	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,4/1,Cx 2/2,Cx5/1
2031 AM S3	**83**		1	7	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 AM S3	**84**		1	6	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	**85**		1	3	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,Cx3/1
2031 AM S3	**86**		1	4	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/1,5/1,Cx4-2/1
2031 AM S3	**87**		1	5	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,4/1,Cx 2/2,Cx5/1

2031 AM S3	**88**		1	6	Fx/1,Fx1/2,A/3,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	**89**		1	1	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**90**		1	7	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	**91**		1	1	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**92**		1	6	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2

Normal Path Flows

OD Matrix	Path	Permitted Flow Type	Allocation Type
2031 AM S3	**1**	✓	Normal
2031 AM S3	**2**	✓	Normal
2031 AM S3	**3**	✓	Normal
2031 AM S3	**4**	✓	Normal
2031 AM S3	**5**	✓	Normal
2031 AM S3	**6**	✓	Normal
2031 AM S3	**7**	✓	Normal
2031 AM S3	**8**	✓	Normal
2031 AM S3	**9**	✓	Normal
2031 AM S3	**10**	✓	Normal
2031 AM S3	**11**	✓	Normal
2031 AM S3	**12**	✓	Normal
2031 AM S3	**13**	✓	Normal
2031 AM S3	**14**	✓	Normal
2031 AM S3	**15**	✓	Normal
2031 AM S3	**16**	✓	Normal
2031 AM S3	**17**	✓	Normal
2031 AM S3	**18**	✓	Normal
2031 AM S3	**19**	✓	Normal
2031 AM S3	**20**	✓	Disabled
2031 AM S3	**21**	✓	Normal
2031 AM S3	**22**	✓	Normal
2031 AM S3	**23**	✓	Normal
2031 AM S3	**24**	✓	Normal
2031 AM S3	**25**	✓	Normal
2031 AM S3	**26**	✓	Normal
2031 AM S3	**27**	✓	Normal
2031 AM S3	**28**	✓	Normal
2031 AM S3	**29**	✓	Normal
2031 AM S3	**30**	✓	Normal
2031 AM S3	**31**	✓	Normal
2031 AM S3	**32**	✓	Normal
2031 AM S3	**33**	✓	Normal
2031 AM S3	**34**	✓	Normal
2031 AM S3	**35**	✓	Normal
2031 AM S3	**36**	✓	Normal
2031 AM S3	**37**	✓	Normal
2031 AM S3	**38**	✓	Normal
2031 AM S3	**39**	✓	Normal
2031 AM S3	**40**	✓	Normal
2031 AM S3	**41**	✓	Normal
2031 AM S3	**42**	✓	Normal

2031 AM S3	**43**	✓	Normal
2031 AM S3	**44**	✓	Normal
2031 AM S3	**45**	✓	Normal
2031 AM S3	**46**	✓	Normal
2031 AM S3	**47**	✓	Normal
2031 AM S3	**48**	✓	Normal
2031 AM S3	**49**	✓	Normal
2031 AM S3	**50**	✓	Normal
2031 AM S3	**51**	✓	Normal
2031 AM S3	**52**	✓	Normal
2031 AM S3	**53**	✓	Normal
2031 AM S3	**54**	✓	Normal
2031 AM S3	**55**	✓	Normal
2031 AM S3	**56**	✓	Normal
2031 AM S3	**57**	✓	Normal
2031 AM S3	**58**	✓	Normal
2031 AM S3	**59**	✓	Normal
2031 AM S3	**60**	✓	Normal
2031 AM S3	**61**	✓	Normal
2031 AM S3	**62**	✓	Normal
2031 AM S3	**63**	✓	Normal
2031 AM S3	**64**	✓	Normal
2031 AM S3	**65**	✓	Normal
2031 AM S3	**66**	✓	Normal
2031 AM S3	**67**	✓	Normal
2031 AM S3	**68**	✓	Normal
2031 AM S3	**69**	✓	Normal
2031 AM S3	**70**	✓	Disabled
2031 AM S3	**71**	✓	Normal
2031 AM S3	**72**	✓	Normal
2031 AM S3	**73**	✓	Normal
2031 AM S3	**74**	✓	Normal
2031 AM S3	**75**	✓	Normal
2031 AM S3	**76**	✓	Normal
2031 AM S3	**77**	✓	Normal
2031 AM S3	**78**	✓	Normal
2031 AM S3	**79**	✓	Normal
2031 AM S3	**80**	✓	Normal
2031 AM S3	**81**	✓	Normal
2031 AM S3	**82**	✓	Normal
2031 AM S3	**83**	✓	Normal
2031 AM S3	**84**	✓	Normal
2031 AM S3	**85**	✓	Normal
2031 AM S3	**86**	✓	Normal
2031 AM S3	**87**	✓	Normal
2031 AM S3	**88**	✓	Normal
2031 AM S3	**89**	✓	Normal
2031 AM S3	**90**	✓	Normal
2031 AM S3	**91**	✓	Normal

2031 AM S3	**92**	✓	Normal

Signal Timings

Network Default: 88s cycle time; 88 steps

Controller Stream 1

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
1	(untitled)		1	NetworkDefault	88

Controller Stream 1 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
1	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
1	**A**	(untitled)	7	300	0	0	Not Specified
1	**B**	(untitled)	7	300	0	0	Not Specified
1	**C**	(untitled)	7	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
1	**1**	A	1
1	**2**	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay	Absolute Delay
1	**1**	Losing	B	2	1	9	
1	**2**	Gaining	A	2	1	0	10
1	**3**	Losing	A	1	2	2	

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
1	**1**	(untitled)	Single	1,2	39,20

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
1	**1**	✓	1	A	34	39	5	1	5
1	**2**	✓	2	B,C	46	20	62	1	7

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
1	A	1	✓	34	41	7
1	B	1	✓	46	29	71
1	C	1	✓	46	20	62

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		
	C	14		

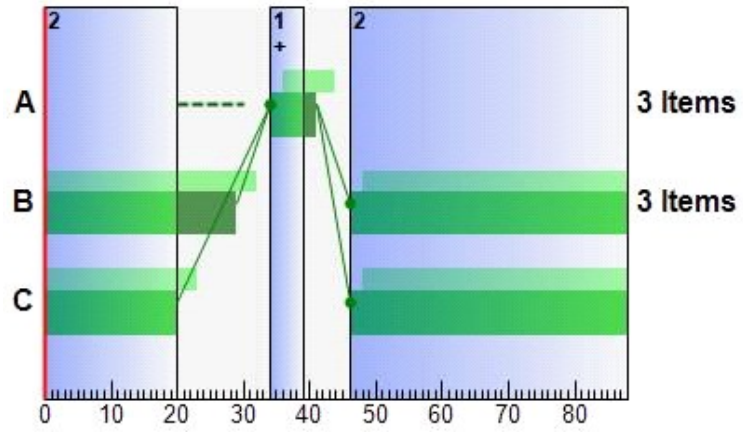
Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	7
	2	14	0

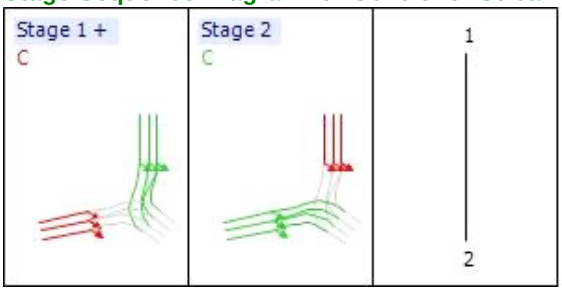
Banned Stage transitions for Controller Stream 1

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Controller Stream 2

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
2	(untitled)		1	NetworkDefault	88

Controller Stream 2 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
2	Unspecified						Absolute

Controller Stream 2 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
2	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
2	A	(untitled)	7	300	0	0	Not Specified
2	B	(untitled)	7	300	0	0	Not Specified
2	C	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
2	1	A	1
2	2	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay
2	1	Losing	B	2	1	5

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
2	1	(untitled)	Single	1,2	32,72

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
2	1	✓	1	A	82	32	38	1	7
2	2	✓	2	B,C	37	72	35	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
2	A	1	✓	82	32	38
2	B	1	✓	37	77	40
2	C	1	✓	37	72	35

Intergreen Matrix for Controller Stream 2

		To		
		A	B	C
From	A		5	5
	B	5		
	C	10		

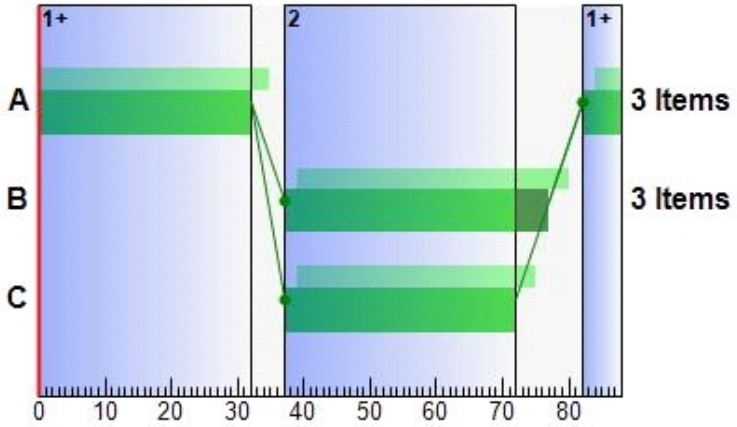
Interstage Matrix for Controller Stream 2

		To	
		1	2
From	1	0	5
	2	10	0

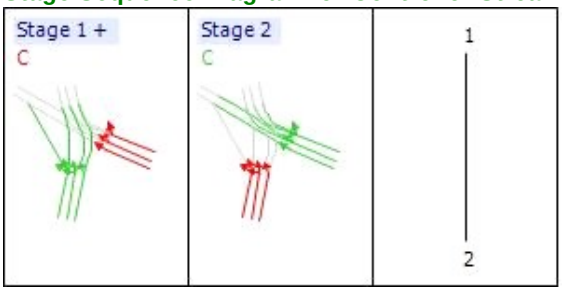
Banned Stage transitions for Controller Stream 2

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 2



Stage Sequence Diagram for Controller Stream 2



Controller Stream 3

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
3	(untitled)		1	NetworkDefault	88

Controller Stream 3 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
3	Unspecified						Absolute

Controller Stream 3 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
3	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
3	A	(untitled)	7	300	0	0	Not Specified
3	B	(untitled)	7	300	0	0	Not Specified
3	C	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
3	1	A	1
3	2	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay
3	1	Losing	B	2	1	9

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
3	1	(untitled)	Single	1,2	53,17

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
3	1	✓	1	A	31	53	22	1	7
3	2	✓	2	B,C	58	17	47	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
3	A	1	✓	31	53	22
3	B	1	✓	58	26	56
3	C	1	✓	58	17	47

Intergreen Matrix for Controller Stream 3

		To		
		A	B	C
From	A		5	5
	B	5		
	C	14		

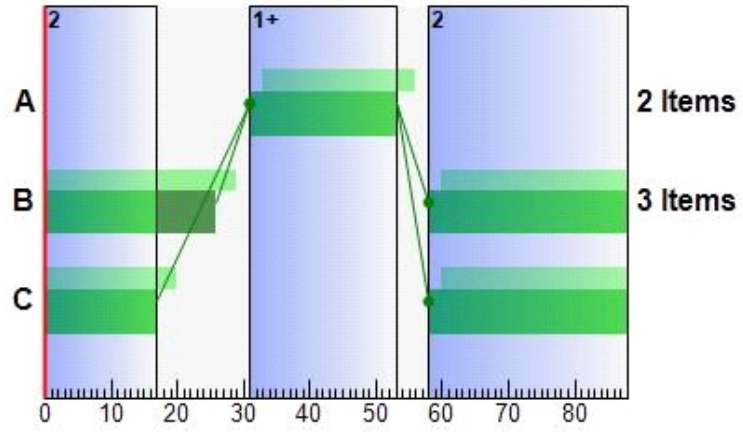
Interstage Matrix for Controller Stream 3

		To	
		1	2
From	1	0	5
	2	14	0

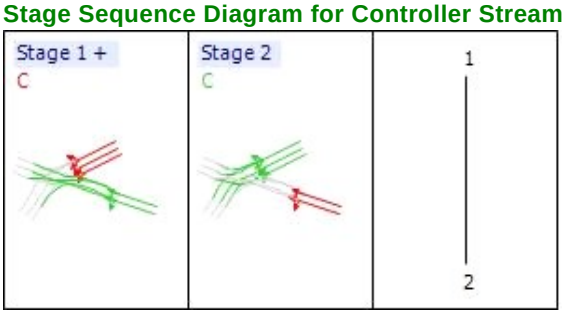
Banned Stage transitions for Controller Stream 3

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Controller Stream 4

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
4	(untitled)		1	NetworkDefault	88

Controller Stream 4 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
4	Unspecified						Absolute

Controller Stream 4 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
4	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
4	**A**	(untitled)	7	300	0	0	Not Specified
4	**B**	(untitled)	7	300	0	0	Not Specified
4	**C**	(untitled)	7	300	0	0	Not Specified
4	**D**	(untitled)	7	300	0	0	Not Specified
4	**E**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
4	**1**	A,B,D	1
4	**2**	A,B,E	1
4	**3**	C,E	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay
4	1	Losing	A	3	1	3
4	2	Losing	B	3	1	3

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
4	1	(untitled)	Single	1,3	37,58
4	2	(untitled)	Single	1,3,2	0,31,54
4	3	(untitled)	Single	1,2,3	0,23,55

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
4	1	✓	1	A,B,D	67	37	58	1	7
4	2	✓	3	C,E	45	58	13	1	7

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
4	A	1	✓	64	37	61
4	B	1	✓	58	37	67
4	C	1	✓	45	58	13
4	D	1	✓	67	37	58
4	E	1	✓	42	58	16

Intergreen Matrix for Controller Stream 4

		To				
		A	B	C	D	E
From	A			8		
	B			7		
	C	6	0		5	
	D			8		5
	E				9	

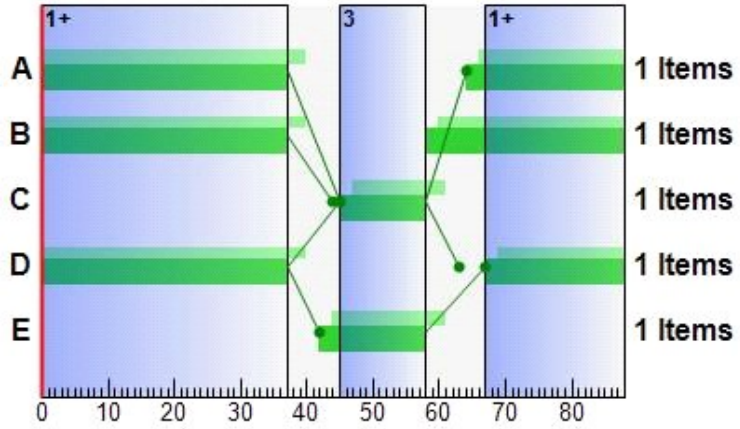
Interstage Matrix for Controller Stream 4

		To		
		1	2	3
From	1	0	5	8
	2	9	0	8
	3	9	6	0

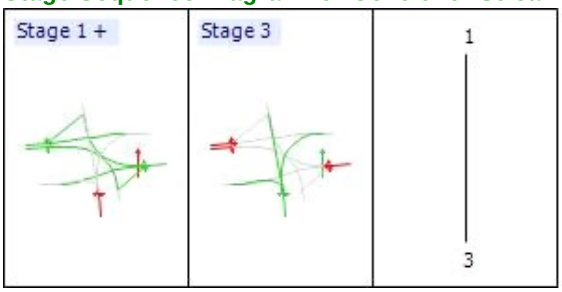
Banned Stage transitions for Controller Stream 4

		To		
		1	2	3
From	1			
	2			
	3			

Phase Timings Diagram for Controller Stream 4



Stage Sequence Diagram for Controller Stream 4



Controller Stream 5

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
5	(untitled)		1	NetworkDefault	88

Controller Stream 5 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
5	Unspecified						Absolute

Controller Stream 5 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
5	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
5	**A**	(untitled)	7	300	0	0	Not Specified
5	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
5	**1**	A	1
5	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
5	**1**	(untitled)	Single	1,2	66,76

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
5	**1**	✓	1	A	87	66	67	1	7
5	**2**	✓	2	B	71	76	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
5	**A**	**1**	✓	87	66	67
5	**B**	**1**	✓	71	76	5

Intergreen Matrix for Controller Stream 5

		To	
		A	**B**
From	**A**		5
	B	11	

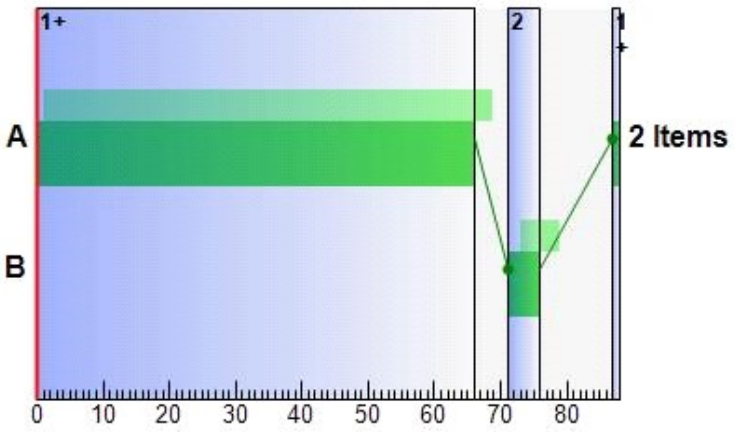
Interstage Matrix for Controller Stream 5

		To	
		1	**2**
From	**1**	0	5
	2	11	0

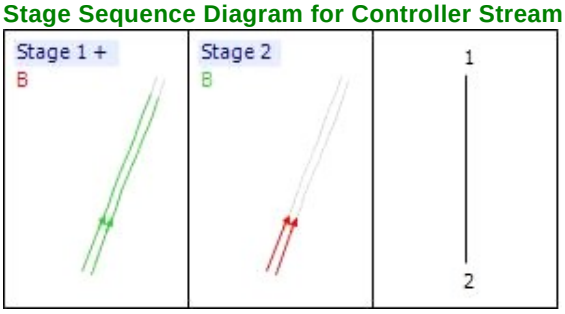
Banned Stage transitions for Controller Stream 5

		To	
		1	**2**
From	**1**		
	2		

Phase Timings Diagram for Controller Stream 5



Stage Sequence Diagram for Controller Stream 5



Controller Stream 6

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
6	(untitled)		1	NetworkDefault	88

Controller Stream 6 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
6	Unspecified						Absolute

Controller Stream 6 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
6	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
6	**A**	(untitled)	7	300	0	0	Not Specified
6	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
6	**1**	A	1
6	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
6	**1**	(untitled)	Single	1,2	85,7

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
6	**1**	✓	1	A	15	85	70	1	7
6	**2**	✓	2	B	2	7	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
6	**A**	**1**	✓	15	85	70
6	**B**	**1**	✓	2	7	5

Intergreen Matrix for Controller Stream 6

		To	
		A	B
From	A		5
	B	8	

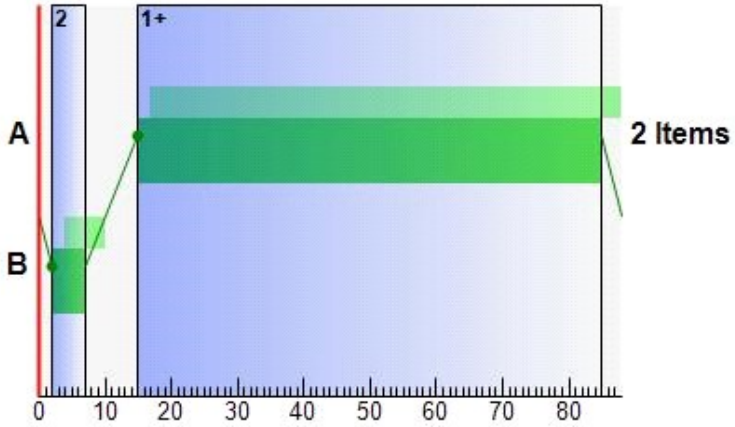
Interstage Matrix for Controller Stream 6

		To	
		1	2
From	1	0	5
	2	8	0

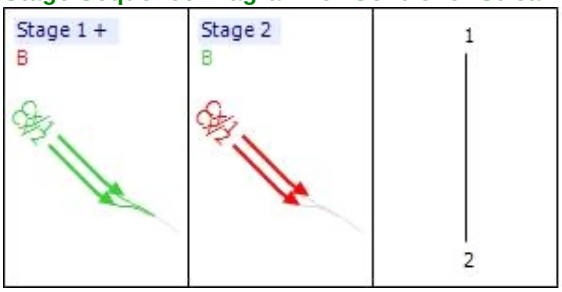
Banned Stage transitions for Controller Stream 6

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 6



Stage Sequence Diagram for Controller Stream 6



Controller Stream 7

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
7	(untitled)		1	NetworkDefault	88

Controller Stream 7 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
7	Unspecified						Absolute

Controller Stream 7 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
7	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
7	A	(untitled)	7	300	0	0	Not Specified
7	B	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
7	1	A	1
7	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
7	1	(untitled)	Single	1,2	14,24

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
7	1	✓	1	A	34	14	68	1	7
7	2	✓	2	B	19	24	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
7	A	1	✓	34	14	68
7	B	1	✓	19	24	5

Intergreen Matrix for Controller Stream 7

		To	
		A	B
From	A		5
	B	10	

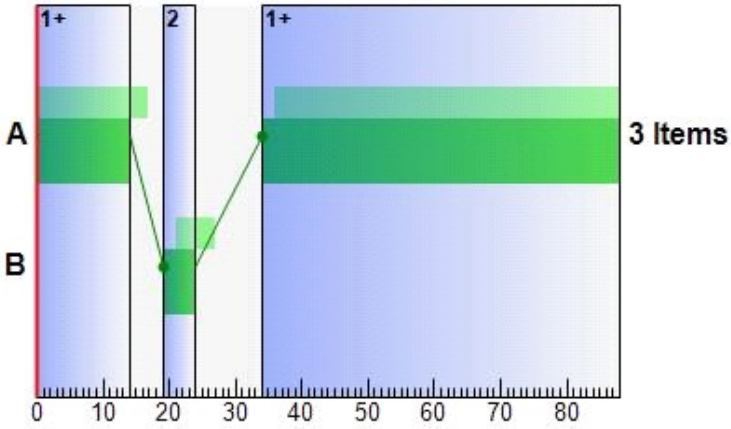
Interstage Matrix for Controller Stream 7

		To	
		1	2
From	1	0	5
	2	10	0

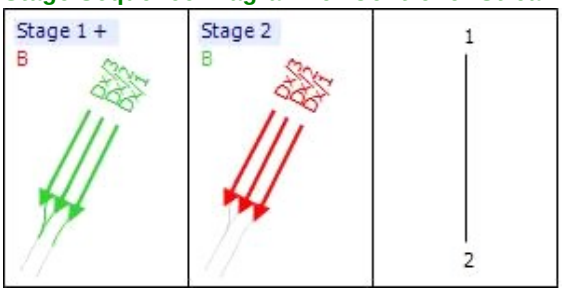
Banned Stage transitions for Controller Stream 7

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 7



Stage Sequence Diagram for Controller Stream 7



Controller Stream 8

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
8	(untitled)		1	NetworkDefault	88

Controller Stream 8 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
8	Unspecified						Absolute

Controller Stream 8 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
8	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
8	**A**	(untitled)	7	300	0	0	Not Specified
8	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
8	**1**	A	1
8	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
8	**1**	(untitled)	Single	1,2	39,49

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
8	**1**	✓	1	A	58	39	69	1	7
8	**2**	✓	2	B	44	49	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
8	**A**	**1**	✓	58	39	69
8	**B**	**1**	✓	44	49	5

Intergreen Matrix for Controller Stream 8

		To	
		A	**B**
From	**A**		5
	B	9	

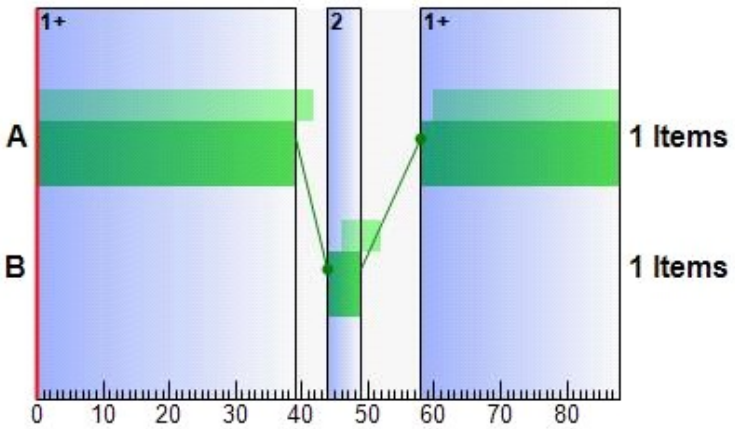
Interstage Matrix for Controller Stream 8

		To	
		1	**2**
From	**1**	0	5
	2	9	0

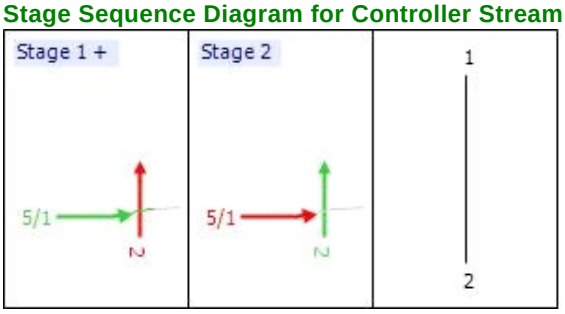
Banned Stage transitions for Controller Stream 8

		To	
		1	**2**
From	**1**		
	2		

Phase Timings Diagram for Controller Stream 8



Stage Sequence Diagram for Controller Stream 8



Controller Stream 9

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
9	(untitled)		1	NetworkDefault	88

Controller Stream 9 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
9	Unspecified						Absolute

Controller Stream 9 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
9	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
9	**A**	(untitled)	7	300	0	0	Not Specified
9	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
9	**1**	A	1
9	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
9	**1**	(untitled)	Single	1,2	47,57

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
9	**1**	✓	1	A	62	47	73	1	7
9	**2**	✓	2	B	52	57	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
9	**A**	**1**	✓	62	47	73
9	**B**	**1**	✓	52	57	5

Intergreen Matrix for Controller Stream 9

		To	
		A	B
From	A		5
	B	5	

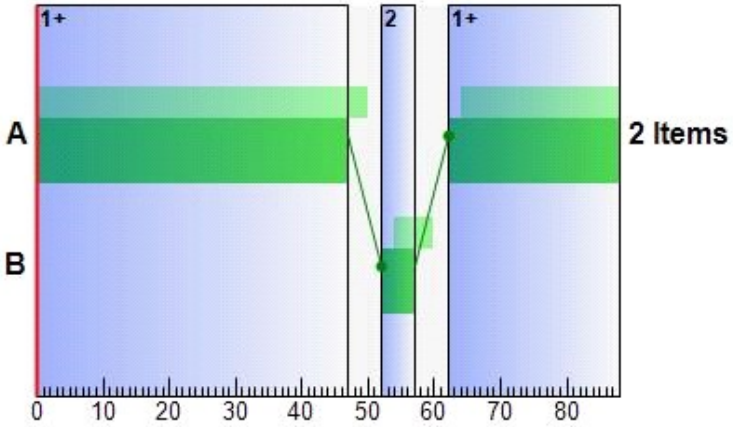
Interstage Matrix for Controller Stream 9

		To	
		1	2
From	1	0	5
	2	5	0

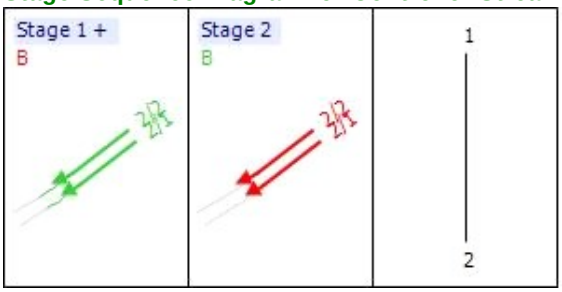
Banned Stage transitions for Controller Stream 9

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 9



Stage Sequence Diagram for Controller Stream 9



Controller Stream 10

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
10	(untitled)		1	NetworkDefault	88

Controller Stream 10 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
10	Unspecified						Absolute

Controller Stream 10 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
10	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
10	**A**	(untitled)	7	300	0	0	Not Specified
10	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
10	**1**	A	1
10	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
10	**1**	(untitled)	Single	1,2	79,1

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
10	**1**	✓	1	A	6	79	73	1	7
10	**2**	✓	2	B	84	1	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
10	**A**	**1**	✓	6	79	73
10	**B**	**1**	✓	84	1	5

Intergreen Matrix for Controller Stream 10

		To	
		A	**B**
From	**A**		5
	B	5	

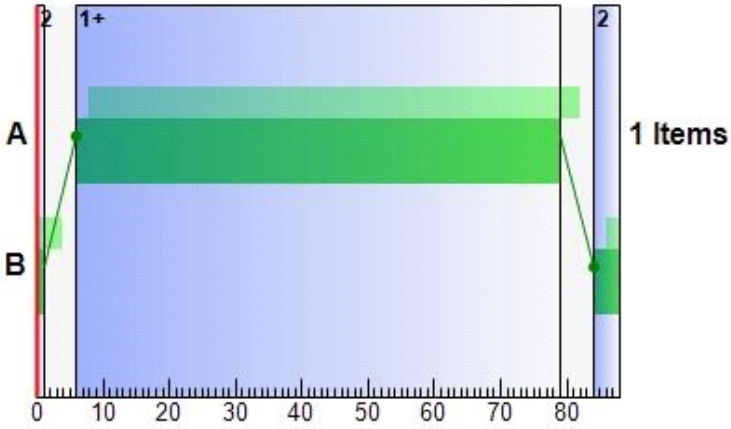
Interstage Matrix for Controller Stream 10

		To	
		1	**2**
From	**1**	0	5
	2	5	0

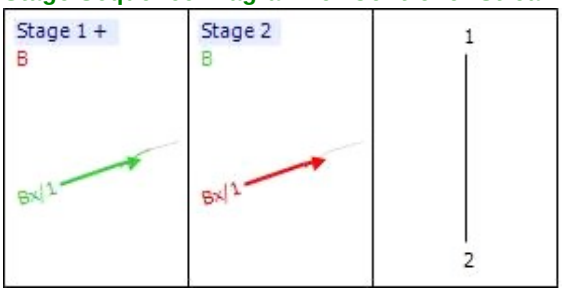
Banned Stage transitions for Controller Stream 10

		To	
		1	**2**
From	**1**		
	2		

Phase Timings Diagram for Controller Stream 10



Stage Sequence Diagram for Controller Stream 10



Final Prediction Table

Link Results

			SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		
Link	Name	Traffic Node	Controller Stream	Phase	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Dela Weight (%)
1 P	(untitled)	23	4	E	0	0	0	0.00	0	0	31.50	30.50	0.00	9.91	9.91	100
2	(untitled)	29	8	B	500 <	10000	5	0.00	73	23	48.36	47.36	105.09	12.93 +	12.38	100

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUE
Arm	Traffic Stream	Name	Traffic Node	Controller Stream	Phase	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)
1	1	(untitled)	25			1601	1800	88	0.00	89	1	46.16	8.70	42.52	28.96
2	1	(untitled)	26	9	A	492	1800	73	6.00	33	177	22.99	2.11	18.67	2.67
2	2	(untitled)	26	9	A	492	1800	73	24.00	33	177	22.99	2.11	18.67	2.67
3	1	(untitled)				349	2128	88	7.00	16	448	21.04	0.17	0.00	0.02
4	1	(untitled)	28			1442	1800	88	27.00	80	12	45.53	4.01	6.43	15.63
5	1	(untitled)	29	8	A	1203	1965	69	22.00	77	17	5.48	3.96	6.56	2.03
A	2	(untitled)	1	1	A	360	4079 f	7	0.00	97!	-7	114.28	106.82	159.77	15.39

A	**3**	A38 North Entry	1	1	A	358 <	2279	7	0.00	173!	-48	795.67	788.21	441.12	81.09 +
A	**4**	(untitled)	1	1	A	360 <	2279	7	0.00	174!	-48	801.20	793.75	443.16	82.08 +
B	**1**	(untitled)	10			492 <	982	88	13.00	50	80	3.11	2.11	13.18	3.36 +
B	**2**	(untitled)	10			492 <	681	88	2.00	72	25	10.20	9.20	51.66	5.53 +
C	**1**	(untitled)	3	3	A	746	3208 f	22	0.00	89	1	62.11	47.20	104.45	19.88
C	**2**	(untitled)	3	3	A	855	3359 f	22	0.00	97!	-8	87.48	72.57	133.69	29.95
D	**1**	(untitled)	4	2	A	812	2159	38	0.00	85	6	48.76	31.98	94.57	19.87
D	**2**	(untitled)	4	2	A	872	2317	38	22.00	85	6	48.14	31.36	93.94	21.19
D	**3**	(untitled)	4	2	A	566	2317	38	7.00	55	63	36.98	20.20	71.17	10.40
E	**1**	(untitled)	5			478	507	88	5.00	94!	-4	66.55	51.64	126.15	16.25
E	**2**	(untitled)	5			476	507	88	0.00	94!	-4	64.86	49.95	124.27	15.84
E	**3**	(untitled)	5			477	507	88	0.00	94!	-4	65.69	50.78	125.20	15.97
Ac	**1**	(untitled)	1	1	B	526	2112	71	0.00	30	196	6.66	2.64	25.13	3.87
Ac	**2**	(untitled)	1	1	B	1042	2263	71	4.00	56	60	7.16	3.13	18.69	5.14
Ac	**3**	(untitled)	1	1	B	477	2263	71	0.00	26	249	6.04	2.01	18.83	2.63
Ax	**1**	(untitled)	8	5	A	386	1965	67	0.00	25	254	3.70	2.58	16.13	1.71
Ax	**2**	(untitled)	8	5	A	1021 <	2105	67	0.00	63	43	3.92	2.80	13.41	5.35 +
Ax2	**1**	A38 North Exit	17			386	1800	88	13.00	21	319	9.87	0.27	0.00	0.03
Ax2	**2**	A38 North Exit	17			1021	1800	88	14.00	57	59	10.93	1.33	2.45	3.88
Bc	**1**	(untitled)	6			654	1800	88	4.00	36	148	4.12	0.65	4.25	4.12
Bc	**2**	(untitled)	6			989 <	1800	88	1.00	55	64	4.66	1.56	15.05	8.93 +
Bc	**3**	(untitled)	6			492	1800	88	3.00	27	229	3.70	0.61	10.38	4.16
Bc	**4**	(untitled)	6			684	1800	88	2.00	38	137	3.89	0.80	9.38	4.23
Bc1	**1**	(untitled)	2			445	1800	88	0.00	25	264	7.68	0.33	0.00	0.04
Bc1	**2**	(untitled)	2			1341	1800	88	0.00	75	21	11.06	3.71	31.97	14.84
Bc1	**3**	(untitled)	2			703	1800	88	15.00	39	130	7.99	0.64	0.00	0.13
Bc1	**4**	(untitled)	2			965	1800	88	27.00	54	68	8.50	1.15	0.00	0.31
Bc3	**1**	(untitled)	10			305	1800	88	16.00	17	431	1.72	0.20	0.00	0.02
Bc3	**2**	(untitled)	10			989	1800	88	0.00	55	64	2.73	1.22	0.00	0.33
Bc3	**3**	(untitled)	10			492	1800	88	2.00	27	229	1.89	0.38	0.00	0.05
Bc3	**4**	(untitled)	10			684	1800	88	1.00	38	137	2.13	0.61	0.00	0.12
Bx	**1**	(untitled)	27	10	A	349	2128	73	4.00	20	361	1.44	0.44	2.84	0.29
C3-1	**1**	(untitled)	23			0	0	88	88.00	0	-100	0.00	0.00	0.00	0.00
C4	**1**	(untitled)	23	4	D	1367 <	2063	58	0.00	99!	-9	58.55	52.09	128.01	46.68 +
C5	**1**	(untitled)	23	4	C	334 <	1906	13	0.00	110!	-18	244.11	240.01	251.92	26.48 +
Cc	**1**	(untitled)	3	3	B	344	2059	56	4.00	26	249	11.70	6.86	57.67	5.31
Cc	**2**	(untitled)	3	3	B	703 <	2209	56	0.00	49	83	11.97	7.13	52.27	9.85 +
Cc	**3**	(untitled)	3	3	B	965 <	2181	56	3.00	68	32	14.46	9.61	60.06	15.51 +
Cx	**1**	A4097 Kinsbury Road Exit	24	6	A	445	2120	70	0.00	26	246	8.40	2.80	22.26	2.78

Cx	**2**	A4097 Kinsbury Road Exit	24	6	A	997	2120	70	0.00	58	54	8.20	2.61	14.38	5.23
Cx 2	**1**	(untitled)	23	4	A	1167 <	1915	61	0.00	86	4	22.09	13.93	70.38	22.37 +
Cx 2	**2**	(untitled)	23	4	B	275	2055	67	0.00	17	420	9.88	1.72	12.07	0.86
Cx3	**1**	(untitled)				0	1800	88	88.00	0	Unrestricted	0.00	0.00	0.00	0.00
Cx4-2	**1**	(untitled)				1203 <	1800	88	11.00	67	35	10.52	2.60	30.11	20.28 +
Cx5	**1**	(untitled)				308	1800	88	18.00	17	426	4.87	0.21	0.00	0.02
Dc	**1**	(untitled)	4	2	B	555	2059	40	0.00	58	56	10.01	3.30	11.76	4.51
Dc	**2**	(untitled)	4	2	B	774 <	2172	40	0.00	76	18	17.20	10.49	64.31	16.20 +
Dc	**3**	(untitled)	4	2	B	319	2185	40	10.00	31	187	9.75	3.04	10.93	1.30
Dx	**1**	(untitled)	7	7	A	535	1915	68	7.00	36	153	4.75	1.62	13.55	5.45
Dx	**2**	(untitled)	7	7	A	703	2055	68	23.00	44	106	5.80	2.66	21.39	8.75
Dx	**3**	(untitled)	7	7	A	727	2055	68	22.00	45	99	6.27	3.14	15.65	2.85
Dx1	**1**	A38 South Exit				535	2155	88	14.00	25	263	14.26	0.28	0.00	0.04
Dx1	**2**	A38 South Exit				1430	2155	88	11.00	66	36	19.43	5.45	58.76	29.35
Ec	**1**	(untitled)	5			264	1800	88	15.00	15	513	3.90	0.17	0.00	0.01
Ec	**2**	(untitled)	5			1191 <	1800	88	16.00	66	36	8.47	4.74	51.17	21.14 +
Ec	**3**	(untitled)	5			566 <	1800	88	46.00	31	186	5.54	1.81	38.16	10.27 +
Ex	**1**	(untitled)				1298	1800	88	0.00	72	25	10.61	3.15	28.39	15.49
Ex	**2**	(untitled)				579	1800	88	40.00	32	180	7.93	0.47	0.00	0.08
Fx	**1**	(untitled)	20			539	2112	88	0.00	26	253	21.92	0.29	0.00	0.04
Fx	**2**	(untitled)	20			539	2263	88	0.00	24	278	21.87	0.25	0.00	0.04
Fx1	**1**	(untitled)	22			360	1800	88	0.00	20	350	7.71	0.25	0.00	0.02
Fx1	**2**	(untitled)	22			718	1800	88	88.00	40	126	8.12	0.66	0.00	0.13

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	5520.97	277.89	19.87	64.90	89.50	1702.05	425.35	352.73	2480.13
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PEDESTRIANS									
OTHER (NORMAL)	5628.77	448.56	12.55	73.49	249.35	2658.79	440.99	352.73	3452.50

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DoS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

Link Results

Link Results: Vehicle Summary

Time Segment	Link	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Mean Max Queue (PCU)	Utilised Storage (%)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	2	73	23	500	10000	5	47.36	12.93	343.96	93.41	1.52	94.93

Link Results: Flows And Signals

Time Segment	Link	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Calculated Sat Flow (PCU/hr)	Calculated Capacity (PCU/hr)	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Mean Modulus Of Error	Actual Green (s (per cycle))	Effective Green (s (per cycle))
17:00-18:00	1	500	500	0		10000	1932	26		248	0.00	16	17
17:00-18:00	2	500	500	0		10000	682	73		23	0.00	5	6

Link Results: Stops And Delays

Time Segment	Link	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)
17:00-18:00	1	1.00	30.50	4.19	0.05	60.14	60.14	0.00	0.00	0.00	0.00	0.00
17:00-18:00	2	1.00	47.36	5.59	0.99	93.41	93.41	105.09	485.78	39.67	1.52	1.52

Link Results: Queues And Blocking

Time Segment	Link	Initial Queue (PCU)	Mean Max Queue (PCU)	Max Queue Storage (PCU)	Utilised Storage (%)	Average Link Excess Queue (PCU)	Average Limit Excess Queue (PCU)	Excess Queue Penalty (£ per hr)	Max End Of Green Queue (PCU)	Max End Of Red Queue (PCU)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))	Estimated Blocking
17:00-18:00	1	0.00	9.91	10.00	99.06	0.00	0.00	0.00	0.05	9.91	0.00	0.00	0.00	
17:00-18:00	2	0.00	12.93	3.76	343.96	3.49	0.00	0.00	0.99	12.38	0.00	0.00	0.00	

Link Results: Journey Times

Time Segment	Link	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Journey Time Per PCU (s)
17:00-18:00	1	1.75	4.37	0.40	31.50
17:00-18:00	2	2.00	6.72	0.30	48.36

Link Results: Advanced

Time Segment	Link	Degree Of Saturation Penalty (£ per hr)	Phase Min Max Penalty (£ per hr)	Intergreen Broken Penalty (£ per hr)	Stage Constraint Broken Penalty (£ per hr)	Ped Gap Accepting Penalty (£ per hr)	Warmed Up	Warmed Up Error	Mean Max Queue EoTS (PCU)	Max End Of Green Queue Eo TS (PCU)	Max End Of Red Queue Eo TS (PCU)	Cost Of Penalties (£ per hr)	Unweighted Performance Index (£ per hr)	Performance Index (£ per hr)
17:00-18:00	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	9.91	0.05	9.91	0.00	60.14	60.14
17:00-18:00	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	12.94	1.00	12.39	0.00	94.93	94.93

Traffic Stream Results

Traffic Stream Results: Vehicle Summary

Time Segment	Arm	Traffic Stream	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Mean Max Queue (PCU)	Utilised Storage (%)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	1	1	89	1	1601	1800	88	8.70	28.96	53.33	54.92	8.53	63.45
17:00-18:00	2	1	33	177	492	1800	73	2.11	2.67	5.49	4.09	2.98	7.07
17:00-18:00	2	2	33	177	492	1800	73	2.11	2.67	5.49	4.09	2.98	7.07
17:00-18:00	3	1	16	448	349	2128	88	0.17	0.02	0.03	0.23	0.00	0.23
17:00-18:00	4	1	80	12	1442	1800	88	4.01	15.63	25.97	22.81	1.16	23.97
17:00-18:00	5	1	77	17	1203	1965	69	3.96	2.03	58.29	18.82	2.01	20.83
17:00-18:00	A	2	97!	-7	360	4079	7	106.82	15.39	88.51	60.68	3.74	64.41
17:00-18:00	A	3	173!	-48	358	2279	7	788.21	81.09	466.26	445.22	5.94	451.15
17:00-18:00	A	4	174!	-48	360	2279	7	793.75	82.08	471.96	450.85	5.96	456.81
17:00-18:00	B	1	50	80	492	982	88	2.11	3.36	192.95	4.10	1.17	5.27
17:00-18:00	B	2	72	25	492	681	88	9.20	5.53	317.99	17.86	4.59	22.45
17:00-18:00	C	1	89	1	746	3208	22	47.20	19.88	57.16	55.52	0.00	55.52
17:00-18:00	C	2	97!	-8	855	3359	22	72.57	29.95	86.10	97.93	0.00	97.93
17:00-18:00	D	1	85	6	812	2159	38	31.98	19.87	38.09	40.97	0.00	40.97
17:00-18:00	D	2	85	6	872	2317	38	31.36	21.19	40.62	43.15	0.00	43.15
17:00-18:00	D	3	55	63	566	2317	38	20.20	10.40	19.93	18.04	0.00	18.04
17:00-18:00	E	1	94!	-4	478	507	88	51.64	16.25	46.71	38.95	19.58	58.53
17:00-18:00	E	2	94!	-4	476	507	88	49.95	15.84	45.53	37.51	19.21	56.72
17:00-18:00	E	3	94!	-4	477	507	88	50.78	15.97	45.92	38.22	19.39	57.61
17:00-18:00	Ac	1	30	196	526	2112	71	2.64	3.87	55.24	5.48	4.29	11.67
17:00-18:00	Ac	2	56	60	1042	2263	71	3.13	5.14	73.48	12.88	6.32	19.34
17:00-18:00	Ac	3	26	249	477	2263	71	2.01	2.63	37.59	3.78	2.92	6.70
17:00-18:00	Ax	1	25	254	386	1965	67	2.58	1.71	49.07	3.93	3.60	7.53
17:00-18:00	Ax	2	63	43	1021	2105	67	2.80	5.35	153.73	11.27	7.90	19.17
17:00-18:00	Ax2	1	21	319	386	1800	88	0.27	0.03	0.21	0.42	0.00	0.42

17:00-18:00	**Ax2**	**2**	57	59	1021	1800	88	1.33	3.88	27.86	5.34	0.31	5.66
17:00-18:00	**Bc**	**1**	36	148	654	1800	88	0.65	4.12	56.99	1.68	0.88	2.56
17:00-18:00	**Bc**	**2**	55	64	989	1800	88	1.56	8.93	123.52	6.08	4.83	10.91
17:00-18:00	**Bc**	**3**	27	229	492	1800	88	0.61	4.16	57.61	1.18	1.66	2.84
17:00-18:00	**Bc**	**4**	38	137	684	1800	88	0.80	4.23	58.51	2.15	2.08	4.23
17:00-18:00	**Bc1**	**1**	25	264	445	1800	88	0.33	0.04	0.24	0.58	0.00	0.58
17:00-18:00	**Bc1**	**2**	75	21	1341	1800	88	3.71	14.84	86.56	19.64	13.92	33.56
17:00-18:00	**Bc1**	**3**	39	130	703	1800	88	0.64	0.13	0.73	1.78	0.00	1.78
17:00-18:00	**Bc1**	**4**	54	68	965	1800	88	1.15	0.31	1.80	4.39	0.00	4.39
17:00-18:00	**Bc3**	**1**	17	431	305	1800	88	0.20	0.02	0.49	0.25	0.00	0.25
17:00-18:00	**Bc3**	**2**	55	64	989	1800	88	1.22	0.33	9.46	4.75	0.00	4.75
17:00-18:00	**Bc3**	**3**	27	229	492	1800	88	0.38	0.05	1.46	0.73	0.00	0.73
17:00-18:00	**Bc3**	**4**	38	137	684	1800	88	0.61	0.12	3.30	1.65	0.00	1.65
17:00-18:00	**Bx**	**1**	20	361	349	2128	73	0.44	0.29	16.81	0.60	0.18	0.78
17:00-18:00	**C3-1**	**1**	0	-100	0	0	88	0.00	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**C4**	**1**	99!	-9	1367	2063	58	52.09	46.68	309.86	280.87	56.83	337.70
17:00-18:00	**C5**	**1**	110!	-18	334	1906	13	240.01	26.48	276.82	316.19	24.81	341.00
17:00-18:00	**Cc**	**1**	26	249	344	2059	56	6.86	5.31	88.58	9.31	6.44	15.75
17:00-18:00	**Cc**	**2**	49	83	703	2209	56	7.13	9.85	164.09	19.77	11.94	53.33
17:00-18:00	**Cc**	**3**	68	32	965	2181	56	9.61	15.51	258.58	36.61	18.83	154.14
17:00-18:00	**Cx**	**1**	26	246	445	2120	70	2.80	2.78	15.97	4.92	5.72	10.64
17:00-18:00	**Cx**	**2**	58	54	997	2120	70	2.61	5.23	30.07	10.26	8.28	18.53
17:00-18:00	**Cx 2**	**1**	86	4	1167	1915	61	13.93	22.37	189.16	64.13	10.30	74.43
17:00-18:00	**Cx 2**	**2**	17	420	275	2055	67	1.72	0.86	7.26	1.86	0.42	2.28
17:00-18:00	**Cx3**	**1**	0	Unrestricted	0	1800	88	0.00	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Cx4-2**	**1**	67	35	1203	1800	88	2.60	20.28	176.67	12.33	4.54	16.88
17:00-18:00	**Cx5**	**1**	17	426	308	1800	88	0.21	0.02	0.16	0.25	0.00	0.25
17:00-18:00	**Dc**	**1**	58	56	555	2059	40	3.30	4.51	28.83	72.21	21.19	93.40
17:00-18:00	**Dc**	**2**	76	18	774	2172	40	10.49	16.20	103.51	32.02	16.16	54.34
17:00-18:00	**Dc**	**3**	31	187	319	2185	40	3.04	1.30	8.31	3.83	1.13	4.96

17:00-18:00	Dx	1	36	153	535	1915	68	1.62	5.45	55.91	3.41	4.18	7.59
17:00-18:00	Dx	2	44	106	703	2055	68	2.66	8.75	89.88	7.39	8.68	16.07
17:00-18:00	Dx	3	45	99	727	2055	68	3.14	2.85	29.25	8.99	6.57	15.56
17:00-18:00	Dx1	1	25	263	535	2155	88	0.28	0.04	0.09	0.58	0.00	0.58
17:00-18:00	Dx1	2	66	36	1430	2155	88	5.45	29.35	67.50	30.74	48.52	79.25
17:00-18:00	Ec	1	15	513	264	1800	88	0.17	0.01	0.15	0.18	0.00	0.18
17:00-18:00	Ec	2	66	36	1191	1800	88	4.74	21.14	243.07	22.27	19.80	245.20
17:00-18:00	Ec	3	31	186	566	1800	88	1.81	10.27	118.13	4.04	7.01	32.12
17:00-18:00	Ex	1	72	25	1298	1800	88	3.15	15.49	89.09	16.13	11.97	28.10
17:00-18:00	Ex	2	32	180	579	1800	88	0.47	0.08	0.44	1.08	0.00	1.08
17:00-18:00	Fx	1	26	253	539	2112	88	0.29	0.04	0.09	0.62	0.00	0.62
17:00-18:00	Fx	2	24	278	539	2263	88	0.25	0.04	0.07	0.53	0.00	0.53
17:00-18:00	Fx1	1	20	350	360	1800	88	0.25	0.02	0.14	0.35	0.00	0.35
17:00-18:00	Fx1	2	40	126	718	1800	88	0.66	0.13	0.76	1.88	0.00	1.88

Traffic Stream Results: Flows And Signals

Time Segment	Arm	Traffic Stream	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Calculated Sat Flow (PCU/hr)	Calculated Capacity (PCU/hr)	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Mean Modulus Of Error	Actual Green (s (per cycle))	Eff Gr (c
17:00-18:00	1	1	1601	1601	25	✓	1800	1800	89		1	0.21	88	
17:00-18:00	2	1	492	492	-1	✓	1800	1514	33		177	0.00	73	
17:00-18:00	2	2	492	492	-1	✓	1800	1514	33		177	0.00	73	
17:00-18:00	3	1	349	349	1	✓	2128	2128	16		448	0.49	88	
17:00-18:00	4	1	1442	1442	-2	✓	1800	1800	80		12	0.26	88	
17:00-18:00	5	1	1203	1203	1	✓	1965	1563	77		17	0.54	69	
17:00-18:00	A	2	360	360	-1		4079	371	97!	✓	-7	0.00	7	
17:00-18:00	A	3	358	207	1		2279	207	173!	✓	-48	0.00	7	
17:00-18:00	A	4	360	207	-1		2279	207	174!	✓	-48	0.00	7	
17:00-18:00	B	1	492	492	-1	✓	982	982	50		80	0.31	88	
17:00-18:00	B	2	492	492	-1	✓	681	681	72		25	0.31	88	
17:00-18:00	C	1	746	746	11	✓	3208	838	89		1	0.14	22	
17:00-18:00	C	2	855	855	14	✓	3359	878	97!	✓	-8	0.14	22	

17:00-18:00	**D**	**1**	812	812	0		2159	957	85		6	0.00	38
17:00-18:00	**D**	**2**	872	872	0		2317	1027	85		6	0.00	38
17:00-18:00	**D**	**3**	566	566	0		2317	1027	55		63	0.00	38
17:00-18:00	**E**	**1**	478	478	-1		507	507	94!	✓	-4	0.00	88
17:00-18:00	**E**	**2**	476	476	1		507	507	94!	✓	-4	0.00	88
17:00-18:00	**E**	**3**	477	477	0		507	507	94!	✓	-4	0.00	88
17:00-18:00	**Ac**	**1**	526	526	1	✓	2112	1728	30		196	0.23	71
17:00-18:00	**Ac**	**2**	1042	1042	1		2263	1852	56		60	0.41	71
17:00-18:00	**Ac**	**3**	477	477	0		2263	1852	26		249	0.40	71
17:00-18:00	**Ax**	**1**	386	386	2	✓	1965	1518	25		254	0.58	67
17:00-18:00	**Ax**	**2**	1021	1021	1	✓	2105	1627	63		43	0.48	67
17:00-18:00	**Ax2**	**1**	386	386	2	✓	1800	1800	21		319	0.66	88
17:00-18:00	**Ax2**	**2**	1021	1021	1	✓	1800	1800	57		59	0.54	88
17:00-18:00	**Bc**	**1**	654	654	0	✓	1800	1800	36		148	0.54	88
17:00-18:00	**Bc**	**2**	989	989	0		1800	1800	55		64	0.70	88
17:00-18:00	**Bc**	**3**	492	492	152	✓	1800	1800	27		229	0.72	88
17:00-18:00	**Bc**	**4**	684	684	151	✓	1800	1800	38		137	0.64	88
17:00-18:00	**Bc1**	**1**	445	445	-1	✓	1800	1800	25		264	0.41	88
17:00-18:00	**Bc1**	**2**	1341	1341	0	✓	1800	1800	75		21	0.39	88
17:00-18:00	**Bc1**	**3**	703	703	152	✓	1800	1800	39		130	0.41	88
17:00-18:00	**Bc1**	**4**	965	965	150	✓	1800	1800	54		68	0.37	88
17:00-18:00	**Bc3**	**1**	305	305	-1		1800	1800	17		431	0.64	88
17:00-18:00	**Bc3**	**2**	989	989	0		1800	1800	55		64	0.63	88
17:00-18:00	**Bc3**	**3**	492	492	152	✓	1800	1800	27		229	0.69	88
17:00-18:00	**Bc3**	**4**	684	684	151	✓	1800	1800	38		137	0.60	88
17:00-18:00	**Bx**	**1**	349	349	1	✓	2128	1789	20		361	0.59	73
17:00-18:00	**C3-1**	**1**	0	0	0		0	0	0		-100	0.00	88
17:00-18:00	**C4**	**1**	1367	1367	-1		2063	1383	99!	✓	-9	0.00	58
17:00-18:00	**C5**	**1**	334	303	-1		1906	303	110!	✓	-18	0.00	13
17:00-18:00	**Cc**	**1**	344	344	1		2059	1334	26		249	0.60	56

17:00-18:00	Cc	2	703	703	152	✓	2209	1431	49		83	0.39	56	
17:00-18:00	Cc	3	965	965	150	✓	2181	1413	68		32	0.36	56	
17:00-18:00	Cx	1	445	445	-1	✓	2120	1710	26		246	0.39	70	
17:00-18:00	Cx	2	997	997	-1	✓	2120	1710	58		54	0.43	70	
17:00-18:00	Cx 2	1	1167	1167	-3	✓	1915	1349	86		4	0.24	61	
17:00-18:00	Cx 2	2	275	275	1		2055	1588	17		420	0.25	67	
17:00-18:00	Cx3	1	0	0	0		1800	1800	0		Unrestricted	0.00	88	
17:00-18:00	Cx4-2	1	1203	1203	1	✓	1800	1800	67		35	0.51	88	
17:00-18:00	Cx5	1	308	308	1		1800	1800	17		426	0.43	88	
17:00-18:00	Dc	1	555	555	7	✓	2059	959	58		56	1.14	40	
17:00-18:00	Dc	2	774	774	132	✓	2172	1012	76		18	1.04	40	
17:00-18:00	Dc	3	319	319	4	✓	2185	1018	31		187	1.19	40	
17:00-18:00	Dx	1	535	535	5	✓	1915	1502	36		153	0.85	68	
17:00-18:00	Dx	2	703	703	152	✓	2055	1611	44		106	0.82	68	
17:00-18:00	Dx	3	727	727	28	✓	2055	1611	45		99	0.80	68	
17:00-18:00	Dx1	1	535	535	5	✓	2155	2155	25		263	0.79	88	
17:00-18:00	Dx1	2	1430	1430	180	✓	2155	2155	66		36	0.72	88	
17:00-18:00	Ec	1	264	264	3	✓	1800	1800	15		513	0.79	88	
17:00-18:00	Ec	2	1191	1191	4	✓	1800	1800	66		36	0.63	88	
17:00-18:00	Ec	3	566	566	0		1800	1800	31		186	1.09	88	
17:00-18:00	Ex	1	1298	1298	7	✓	1800	1800	72		25	0.45	88	
17:00-18:00	Ex	2	579	579	130	✓	1800	1800	32		180	1.03	88	
17:00-18:00	Fx	1	539	539	-1		2112	2112	26		253	0.00	88	
17:00-18:00	Fx	2	539	539	-1		2263	2263	24		278	0.00	88	
17:00-18:00	Fx1	1	360	360	-1		1800	1800	20		350	0.00	88	
17:00-18:00	Fx1	2	718	718	-1		1800	1800	40		126	0.00	88	

Traffic Stream Results: Stops And Delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)

17:00-18:00	**1**	**1**	37.47	8.70	0.44	3.43	54.92	54.92	42.52	543.50	137.18	8.53	8.53
17:00-18:00	**2**	**1**	20.88	2.11	0.21	0.08	4.09	4.09	18.67	88.67	3.19	2.98	2.98
17:00-18:00	**2**	**2**	20.88	2.11	0.21	0.08	4.09	4.09	18.67	88.67	3.19	2.98	2.98
17:00-18:00	**3**	**1**	20.88	0.17	0.00	0.02	0.23	0.23	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**4**	**1**	41.52	4.01	0.01	1.59	22.81	22.81	6.43	28.30	64.40	1.16	1.16
17:00-18:00	**5**	**1**	1.52	3.96	0.05	1.27	18.82	18.82	6.56	27.36	51.52	2.01	2.01
17:00-18:00	**A**	**2**	7.46	106.82	3.99	6.69	151.69	60.68	159.77	347.40	227.76	18.68	3.74
17:00-18:00	**A**	**3**	7.46	788.21	2.30	76.08	1113.04	445.22	441.12	207.18	706.73	29.68	5.94
17:00-18:00	**A**	**4**	7.46	793.75	2.30	77.07	1127.12	450.85	443.16	207.18	710.97	29.82	5.96
17:00-18:00	**B**	**1**	1.00	2.11	0.04	0.25	4.10	4.10	13.18	54.64	10.21	1.17	1.17
17:00-18:00	**B**	**2**	1.00	9.20	0.34	0.92	17.86	17.86	51.66	181.55	72.60	4.59	4.59
17:00-18:00	**C**	**1**	14.91	47.20	6.50	3.28	138.81	55.52	104.45	650.49	128.25	25.29	0.00
17:00-18:00	**C**	**2**	14.91	72.57	7.67	9.57	244.83	97.93	133.69	793.60	349.93	37.14	0.00
17:00-18:00	**D**	**1**	16.78	31.98	4.93	2.28	102.42	40.97	94.57	677.26	90.66	44.33	0.00
17:00-18:00	**D**	**2**	16.78	31.36	5.30	2.30	107.87	43.15	93.94	727.64	91.51	47.29	0.00
17:00-18:00	**D**	**3**	16.78	20.20	2.84	0.34	45.09	18.04	71.17	389.13	13.71	23.25	0.00
17:00-18:00	**E**	**1**	14.91	51.64	1.50	5.36	97.36	38.95	126.15	407.11	195.88	19.58	19.58
17:00-18:00	**E**	**2**	14.91	49.95	1.48	5.13	93.78	37.51	124.27	403.30	188.23	19.21	19.21
17:00-18:00	**E**	**3**	14.91	50.78	1.49	5.24	95.54	38.22	125.20	405.20	192.01	19.39	19.39
17:00-18:00	**Ac**	**1**	4.03	2.64	0.32	0.07	5.48	5.48	25.13	129.51	2.72	4.29	4.29
17:00-18:00	**Ac**	**2**	4.03	3.13	0.55	0.36	12.88	12.88	18.69	180.00	14.73	6.32	6.32
17:00-18:00	**Ac**	**3**	4.03	2.01	0.22	0.04	3.78	3.78	18.83	87.99	1.83	2.92	2.92
17:00-18:00	**Ax**	**1**	1.12	2.58	0.23	0.04	3.93	3.93	16.13	60.51	1.77	3.60	3.60
17:00-18:00	**Ax**	**2**	1.12	2.80	0.27	0.53	11.27	11.27	13.41	115.46	21.47	7.90	7.90
17:00-18:00	**Ax2**	**1**	9.60	0.27	0.00	0.03	0.42	0.42	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Ax2**	**2**	9.60	1.33	0.01	0.37	5.34	5.34	2.45	9.92	15.13	0.31	0.31
17:00-18:00	**Bc**	**1**	3.47	0.65	0.01	0.10	1.68	1.68	4.25	23.56	4.24	0.88	0.88
17:00-18:00	**Bc**	**2**	3.10	1.56	0.09	0.33	6.08	6.08	15.05	121.64	27.16	4.83	4.83
17:00-18:00	**Bc**	**3**	3.10	0.61	0.03	0.05	1.18	1.18	10.38	48.99	2.10	1.66	1.66
17:00-18:00	**Bc**	**4**	3.10	0.80	0.03	0.12	2.15	2.15	9.38	54.69	9.49	2.08	2.08

17:00-18:00	**Bc1**	**1**	7.35	0.33	0.00	0.04	0.58	0.58	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bc1**	**2**	7.35	3.71	0.30	1.08	19.64	19.64	31.97	341.87	86.90	13.92	13.92
17:00-18:00	**Bc1**	**3**	7.35	0.64	0.00	0.13	1.78	1.78	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bc1**	**4**	7.35	1.15	0.00	0.31	4.39	4.39	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bc3**	**1**	1.51	0.20	0.00	0.02	0.25	0.25	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bc3**	**2**	1.51	1.22	0.00	0.33	4.75	4.75	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bc3**	**3**	1.51	0.38	0.00	0.05	0.73	0.73	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bc3**	**4**	1.51	0.61	0.00	0.12	1.65	1.65	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bx**	**1**	1.00	0.44	0.02	0.02	0.60	0.60	2.84	8.94	0.97	0.18	0.18
17:00-18:00	**C3-1**	**1**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**C4**	**1**	6.46	52.09	5.38	14.40	280.87	280.87	128.01	1219.93	530.00	56.83	56.83
17:00-18:00	**C5**	**1**	4.10	240.01	3.12	19.15	316.19	316.19	251.92	302.62	461.26	24.81	24.81
17:00-18:00	**Cc**	**1**	4.85	6.86	0.61	0.04	9.31	9.31	57.67	196.57	1.83	6.44	6.44
17:00-18:00	**Cc**	**2**	4.85	7.13	1.16	0.24	19.77	19.77	52.27	357.87	9.66	11.94	11.94
17:00-18:00	**Cc**	**3**	4.85	9.61	1.85	0.73	36.61	36.61	60.06	549.99	29.72	18.83	18.83
17:00-18:00	**Cx**	**1**	5.59	2.80	0.30	0.05	4.92	4.92	22.26	97.19	1.87	5.72	5.72
17:00-18:00	**Cx**	**2**	5.59	2.61	0.32	0.41	10.26	10.26	14.38	126.87	16.55	8.28	8.28
17:00-18:00	**Cx 2**	**1**	8.16	13.93	1.85	2.67	64.13	64.13	70.38	714.77	106.58	10.30	10.30
17:00-18:00	**Cx 2**	**2**	8.16	1.72	0.11	0.02	1.86	1.86	12.07	32.45	0.74	0.42	0.42
17:00-18:00	**Cx3**	**1**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Cx4-2**	**1**	7.92	2.60	0.20	0.67	12.33	12.33	30.11	334.97	27.30	4.54	4.54
17:00-18:00	**Cx5**	**1**	4.67	0.21	0.00	0.02	0.25	0.25	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Dc**	**1**	6.71	3.30	0.11	0.39	7.22	72.21	11.76	33.44	31.80	2.12	21.19
17:00-18:00	**Dc**	**2**	6.71	10.49	1.03	1.22	32.02	32.02	64.31	448.50	49.22	16.16	16.16
17:00-18:00	**Dc**	**3**	6.71	3.04	0.20	0.07	3.83	3.83	10.93	31.99	2.93	1.13	1.13
17:00-18:00	**Dx**	**1**	3.13	1.62	0.14	0.10	3.41	3.41	13.55	68.47	4.02	4.18	4.18
17:00-18:00	**Dx**	**2**	3.13	2.66	0.35	0.17	7.39	7.39	21.39	136.66	13.74	8.68	8.68
17:00-18:00	**Dx**	**3**	3.13	3.14	0.45	0.19	8.99	8.99	15.65	106.21	7.56	6.57	6.57
17:00-18:00	**Dx1**	**1**	13.98	0.28	0.00	0.04	0.58	0.58	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Dx1**	**2**	13.98	5.45	1.51	0.65	30.74	30.74	58.76	787.54	52.90	48.52	48.52

17:00-18:00	Ec	1	3.73	0.17	0.00	0.01	0.18	0.18	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Ec	2	3.73	4.74	0.92	0.65	22.27	22.27	51.17	583.44	26.25	19.80	19.80
17:00-18:00	Ec	3	3.73	1.81	0.21	0.07	4.04	4.04	38.16	213.02	2.94	7.01	7.01
17:00-18:00	Ex	1	7.46	3.15	0.21	0.92	16.13	16.13	28.39	293.86	74.59	11.97	11.97
17:00-18:00	Ex	2	7.46	0.47	0.00	0.08	1.08	1.08	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Fx	1	21.62	0.29	0.00	0.04	0.62	0.62	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Fx	2	21.62	0.25	0.00	0.04	0.53	0.53	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Fx1	1	7.46	0.25	0.00	0.02	0.35	0.35	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Fx1	2	7.46	0.66	0.00	0.13	1.88	1.88	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues And Blocking

Time Segment	Arm	Traffic Stream	Initial Queue (PCU)	Mean Max Queue (PCU)	Max Queue Storage (PCU)	Utilised Storage (%)	Average Link Excess Queue (PCU)	Average Limit Excess Queue (PCU)	Excess Queue Penalty (£ per hr)	Max End Of Green Queue (PCU)	Max End Of Red Queue (PCU)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))	Estimated Blocking
17:00-18:00	1	1	0.00	28.96	54.30	53.33	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	2	1	0.00	2.67	48.70	5.49	0.00	0.00	0.00	0.08	1.99	0.00	6.00	6.00	
17:00-18:00	2	2	0.00	2.67	48.70	5.49	0.00	0.00	0.00	0.08	1.99	0.00	24.00	24.00	
17:00-18:00	3	1	0.00	0.02	48.70	0.03	0.00	0.00	0.00			7.00	0.00	7.00	
17:00-18:00	4	1	0.00	15.63	60.17	25.97	0.00	0.00	0.00			0.00	27.00	27.00	
17:00-18:00	5	1	0.00	2.03	3.48	58.29	0.00	0.00	0.00	1.27	1.96	3.00	19.00	22.00	
17:00-18:00	A	2	0.00	15.39	17.39	88.51	0.00	0.00	0.00	6.69	14.69	0.00	0.00	0.00	
17:00-18:00	A	3	0.00	81.09	17.39	466.26	61.19	0.00	0.00	76.08	80.69	0.00	0.00	0.00	
17:00-18:00	A	4	0.00	82.08	17.39	471.96	62.18	0.00	0.00	77.07	81.68	0.00	0.00	0.00	
17:00-18:00	B	1	0.00	3.36	1.74	192.95	0.08	0.00	0.00			13.00	0.00	13.00	
17:00-18:00	B	2	0.00	5.53	1.74	317.99	0.63	0.00	0.00			2.00	0.00	2.00	
17:00-18:00	C	1	0.00	19.88	34.78	57.16	0.00	0.00	0.00	3.28	16.56	0.00	0.00	0.00	
17:00-18:00	C	2	0.00	29.95	34.78	86.10	0.00	0.00	0.00	9.57	24.83	0.00	0.00	0.00	
17:00-18:00	D	1	0.00	19.87	52.17	38.09	0.00	0.00	0.00	2.28	13.33	0.00	0.00	0.00	
17:00-18:00	D	2	0.00	21.19	52.17	40.62	0.00	0.00	0.00	2.30	14.17	0.00	22.00	22.00	
17:00-18:00	D	3	0.00	10.40	52.17	19.93	0.00	0.00	0.00	0.34	8.04	0.00	7.00	7.00	
17:00-18:00	E	1	0.00	16.25	34.78	46.71	0.00	0.00	0.00			0.00	5.00	5.00	

17:00-18:00	**E**	**2**	0.00	15.84	34.78	45.53	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	**E**	**3**	0.00	15.97	34.78	45.92	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	**Ac**	**1**	0.00	3.87	7.00	55.24	0.00	0.02	1.90	0.07	2.57	0.00	0.00	0.00	
17:00-18:00	**Ac**	**2**	0.00	5.14	7.00	73.48	0.00	0.00	0.13	0.36	4.14	0.00	4.00	4.00	
17:00-18:00	**Ac**	**3**	0.00	2.63	7.00	37.59	0.00	0.00	0.00	0.04	2.07	0.00	0.00	0.00	
17:00-18:00	**Ax**	**1**	0.00	1.71	3.48	49.07	0.00	0.00	0.00	0.04	1.55	0.00	0.00	0.00	
17:00-18:00	**Ax**	**2**	0.00	5.35	3.48	153.73	0.06	0.09	0.00	0.53	2.11	0.00	0.00	0.00	
17:00-18:00	**Ax2**	**1**	0.00	0.03	13.91	0.21	0.00	0.00	0.00			13.00	0.00	13.00	
17:00-18:00	**Ax2**	**2**	0.00	3.88	13.91	27.86	0.00	0.00	0.00			14.00	0.00	14.00	
17:00-18:00	**Bc**	**1**	0.00	4.12	7.23	56.99	0.00	0.00	0.00			4.00	0.00	4.00	
17:00-18:00	**Bc**	**2**	0.00	8.93	7.23	123.52	0.05	0.00	0.00			1.00	0.00	1.00	
17:00-18:00	**Bc**	**3**	0.00	4.16	7.23	57.61	0.00	0.00	0.00			3.00	0.00	3.00	
17:00-18:00	**Bc**	**4**	0.00	4.23	7.23	58.51	0.00	0.00	0.00			2.00	0.00	2.00	
17:00-18:00	**Bc1**	**1**	0.00	0.04	17.14	0.24	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	**Bc1**	**2**	0.00	14.84	17.14	86.56	0.00	1.49	0.00			0.00	0.00	0.00	
17:00-18:00	**Bc1**	**3**	0.00	0.13	17.14	0.73	0.00	0.00	0.00			0.00	15.00	15.00	
17:00-18:00	**Bc1**	**4**	0.00	0.31	17.14	1.80	0.00	0.00	0.00			0.00	27.00	27.00	
17:00-18:00	**Bc3**	**1**	0.00	0.02	3.53	0.49	0.00	0.00	0.00			16.00	0.00	16.00	
17:00-18:00	**Bc3**	**2**	0.00	0.33	3.53	9.46	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	**Bc3**	**3**	0.00	0.05	3.53	1.46	0.00	0.00	0.00			2.00	0.00	2.00	
17:00-18:00	**Bc3**	**4**	0.00	0.12	3.53	3.30	0.00	0.00	0.00			1.00	0.00	1.00	
17:00-18:00	**Bx**	**1**	0.00	0.29	1.74	16.81	0.00	0.00	0.00	0.02	0.29	4.00	0.00	4.00	
17:00-18:00	**C3-1**	**1**	0.00	0.00	9.67	0.00	0.00	0.00	0.00			88.00	0.00	88.00	
17:00-18:00	**C4**	**1**	0.00	46.68	15.06	309.86	15.13	0.00	0.00	14.40	25.41	0.00	0.00	0.00	
17:00-18:00	**C5**	**1**	0.00	26.48	9.57	276.82	13.25	0.00	0.00	19.15	25.38	0.00	0.00	0.00	
17:00-18:00	**Cc**	**1**	0.00	5.31	6.00	88.58	0.00	0.00	0.00	0.04	3.71	4.00	0.00	4.00	
17:00-18:00	**Cc**	**2**	0.00	9.85	6.00	164.09	0.36	0.36	21.63	0.24	5.85	0.00	0.00	0.00	
17:00-18:00	**Cc**	**3**	0.00	15.51	6.00	258.58	1.65	1.65	98.71	0.73	7.32	0.00	3.00	3.00	
17:00-18:00	**Cx**	**1**	0.00	2.78	17.39	15.97	0.00	0.00	0.00	0.05	2.40	0.00	0.00	0.00	
17:00-18:00	**Cx**	**2**	0.00	5.23	17.39	30.07	0.00	0.00	0.00	0.41	2.68	0.00	0.00	0.00	

17:00-18:00	Cx 2	1	0.00	22.37	11.83	189.16	1.69	0.00	0.00	2.67	7.83	0.00	0.00	0.00	
17:00-18:00	Cx 2	2	0.00	0.86	11.83	7.26	0.00	0.00	0.00	0.02	0.81	0.00	0.00	0.00	
17:00-18:00	Cx3	1	0.00	0.00	10.32	0.00	0.00	0.00	0.00			88.00	0.00	88.00	
17:00-18:00	Cx4-2	1	0.00	20.28	11.48	176.67	1.04	0.00	0.00			11.00	0.00	11.00	
17:00-18:00	Cx5	1	0.00	0.02	10.89	0.16	0.00	0.00	0.00			18.00	0.00	18.00	
17:00-18:00	Dc	1	0.00	4.51	15.65	28.83	0.00	0.00	0.00	0.39	0.86	0.00	0.00	0.00	
17:00-18:00	Dc	2	0.00	16.20	15.65	103.51	0.01	0.21	6.15	1.22	2.76	0.00	0.00	0.00	
17:00-18:00	Dc	3	0.00	1.30	15.65	8.31	0.00	0.00	0.00	0.07	0.81	8.00	2.00	10.00	
17:00-18:00	Dx	1	0.00	5.45	9.74	55.91	0.00	0.00	0.00	0.10	0.94	7.00	0.00	7.00	
17:00-18:00	Dx	2	0.00	8.75	9.74	89.88	0.00	0.00	0.00	0.17	2.13	23.00	0.00	23.00	
17:00-18:00	Dx	3	0.00	2.85	9.74	29.25	0.00	0.00	0.00	0.19	2.84	22.00	0.00	22.00	
17:00-18:00	Dx1	1	0.00	0.04	43.48	0.09	0.00	0.00	0.00			14.00	0.00	14.00	
17:00-18:00	Dx1	2	0.00	29.35	43.48	67.50	0.00	0.00	0.00			11.00	0.00	11.00	
17:00-18:00	Ec	1	0.00	0.01	8.70	0.15	0.00	0.00	0.00			15.00	0.00	15.00	
17:00-18:00	Ec	2	0.00	21.14	8.70	243.07	2.47	3.39	203.13			11.00	5.00	16.00	
17:00-18:00	Ec	3	0.00	10.27	8.70	118.13	0.08	0.35	21.07			46.00	0.00	46.00	
17:00-18:00	Ex	1	0.00	15.49	17.39	89.09	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	Ex	2	0.00	0.08	17.39	0.44	0.00	0.00	0.00			40.00	0.00	40.00	
17:00-18:00	Fx	1	0.00	0.04	50.43	0.09	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	Fx	2	0.00	0.04	50.43	0.07	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	Fx1	1	0.00	0.02	17.39	0.14	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	Fx1	2	0.00	0.13	17.39	0.76	0.00	0.00	0.00			0.00	88.00	88.00	

Traffic Stream Results: Journey Times

Time Segment	Arm	Traffic Stream	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Journey Time Per PCU (s)
17:00-18:00	1	1	499.84	20.53	24.35	46.16
17:00-18:00	2	1	137.76	3.14	43.85	22.99
17:00-18:00	2	2	137.76	3.14	43.85	22.99
17:00-18:00	3	1	97.79	2.04	47.90	21.04
17:00-18:00	4	1	498.87	18.24	27.36	45.53
17:00-18:00	5	1	24.07	1.83	13.13	5.48
17:00-18:00	A	2	36.00	11.43	3.15	114.28
17:00-18:00	A	3	35.80	79.12	0.45	795.67
17:00-18:00	A	4	36.00	80.12	0.45	801.20
17:00-18:00	B	1	4.92	0.43	11.57	3.11
17:00-18:00	B	2	4.92	1.39	3.53	10.20

17:00-18:00	**C**	**1**	149.11	12.86	11.59	62.11
17:00-18:00	**C**	**2**	171.07	20.78	8.23	87.48
17:00-18:00	**D**	**1**	243.60	11.00	22.15	48.76
17:00-18:00	**D**	**2**	261.60	11.66	22.43	48.14
17:00-18:00	**D**	**3**	169.80	5.81	29.21	36.98
17:00-18:00	**E**	**1**	95.60	8.84	10.82	66.55
17:00-18:00	**E**	**2**	95.20	8.58	11.10	64.86
17:00-18:00	**E**	**3**	95.40	8.70	10.96	65.69
17:00-18:00	**Ac**	**1**	28.42	0.97	29.17	6.66
17:00-18:00	**Ac**	**2**	56.27	2.07	27.15	7.16
17:00-18:00	**Ac**	**3**	25.76	0.80	32.20	6.04
17:00-18:00	**Ax**	**1**	7.72	0.40	19.47	3.70
17:00-18:00	**Ax**	**2**	20.42	1.11	18.39	3.92
17:00-18:00	**Ax2**	**1**	30.90	1.06	29.17	9.87
17:00-18:00	**Ax2**	**2**	81.70	3.10	26.36	10.93
17:00-18:00	**Bc**	**1**	27.18	0.75	36.34	4.12
17:00-18:00	**Bc**	**2**	41.09	1.28	32.13	4.66
17:00-18:00	**Bc**	**3**	20.45	0.51	40.37	3.70
17:00-18:00	**Bc**	**4**	28.43	0.74	38.40	3.89
17:00-18:00	**Bc1**	**1**	43.87	0.95	46.22	7.68
17:00-18:00	**Bc1**	**2**	132.20	4.12	32.08	11.06
17:00-18:00	**Bc1**	**3**	69.32	1.56	44.41	7.99
17:00-18:00	**Bc1**	**4**	95.15	2.28	41.73	8.50
17:00-18:00	**Bc3**	**1**	6.19	0.15	42.55	1.72
17:00-18:00	**Bc3**	**2**	20.09	0.75	26.77	2.73
17:00-18:00	**Bc3**	**3**	10.00	0.26	38.67	1.89
17:00-18:00	**Bc3**	**4**	13.90	0.40	34.37	2.13
17:00-18:00	**Bx**	**1**	3.49	0.14	25.04	1.44
17:00-18:00	**C3-1**	**1**	0.00	0.00	0.00	0.00
17:00-18:00	**C4**	**1**	118.41	22.23	5.33	58.55
17:00-18:00	**C5**	**1**	18.37	22.65	0.81	244.11
17:00-18:00	**Cc**	**1**	22.36	1.12	19.99	11.70
17:00-18:00	**Cc**	**2**	45.71	2.34	19.54	11.97
17:00-18:00	**Cc**	**3**	62.74	3.88	16.18	14.46
17:00-18:00	**Cx**	**1**	44.50	1.04	42.88	8.40
17:00-18:00	**Cx**	**2**	99.70	2.27	43.90	8.20
17:00-18:00	**Cx 2**	**1**	79.36	7.16	11.08	22.09
17:00-18:00	**Cx 2**	**2**	18.70	0.75	24.79	9.88
17:00-18:00	**Cx3**	**1**	0.00	0.00	0.00	0.00
17:00-18:00	**Cx4-2**	**1**	79.42	3.52	22.59	10.52
17:00-18:00	**Cx5**	**1**	19.28	0.42	46.24	4.87
17:00-18:00	**Dc**	**1**	49.92	1.54	32.36	10.01
17:00-18:00	**Dc**	**2**	69.65	3.70	18.84	17.20
17:00-18:00	**Dc**	**3**	28.75	0.87	33.24	9.75
17:00-18:00	**Dx**	**1**	29.96	0.71	42.46	4.75
17:00-18:00	**Dx**	**2**	39.38	1.13	34.78	5.80
17:00-18:00	**Dx**	**3**	40.72	1.27	32.17	6.27
17:00-18:00	**Dx1**	**1**	133.73	2.12	63.13	14.26
17:00-18:00	**Dx1**	**2**	357.58	7.72	46.32	19.43
17:00-18:00	**Ec**	**1**	13.21	0.29	46.15	3.90
17:00-18:00	**Ec**	**2**	59.57	2.80	21.26	8.47
17:00-18:00	**Ec**	**3**	28.30	0.87	32.51	5.54

17:00-18:00	Ex	1	129.76	3.82	33.93	10.61
17:00-18:00	Ex	2	57.87	1.27	45.40	7.93
17:00-18:00	Fx	1	156.31	3.28	47.64	21.92
17:00-18:00	Fx	2	156.31	3.27	47.73	21.87
17:00-18:00	Fx1	1	36.00	0.77	46.71	7.71
17:00-18:00	Fx1	2	71.80	1.62	44.34	8.12

Traffic Stream Results: Flare

Time Segment	Arm	Traffic Stream	Flare Present	Flare Components	Degree Of Saturation (%)	Mean Max Queue (PCU)	Calculated Capacity (PCU/hr)	Practical Reserve Capacity (%)
17:00-18:00	A	2	✓	Quick Flare	97	15.39	371	-7
17:00-18:00	C	1	✓	Quick Flare	89	19.88	838	1
17:00-18:00	C	2	✓	Quick Flare	97	29.95	878	-8

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree Of Saturation Penalty (£ per hr)	Phase Min Max Penalty (£ per hr)	Intergreen Broken Penalty (£ per hr)	Stage Constraint Broken Penalty (£ per hr)	Ped Gap Accepting Penalty (£ per hr)	Warmed Up	Warmed Up Error	Mean Max Queue EoTS (PCU)	Max End Of Green Queue Eo TS (PCU)	Max End Of Red Queue Eo TS (PCU)	Cost Of Penalties (£ per hr)	Unweighted Performance Index (£ per hr)	Perf Inde
17:00-18:00	1	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	29.03			0.00	63.45	6
17:00-18:00	2	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.67	0.08	1.99	0.00	7.07	
17:00-18:00	2	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.67	0.08	1.99	0.00	7.07	
17:00-18:00	3	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.02			0.00	0.23	
17:00-18:00	4	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	15.64			0.00	23.97	2
17:00-18:00	5	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.03	1.28	1.97	0.00	20.83	2
17:00-18:00	A	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	17.28	8.58	16.58	0.00	170.37	6
17:00-18:00	A	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	156.50	151.50	156.10	0.00	1142.72	4
17:00-18:00	A	4	0.00	0.00	0.00	0.00	0.00	✓	0.00	158.50	153.49	158.09	0.00	1156.94	4
17:00-18:00	B	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.36			0.00	5.27	
17:00-18:00	B	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.54			0.00	22.45	2
17:00-18:00	C	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	20.02	3.41	16.70	0.00	164.10	5
17:00-18:00	C	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	32.20	11.82	27.07	0.00	281.97	9
17:00-18:00	D	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	19.92	2.33	13.38	0.00	146.75	4
17:00-18:00	D	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	21.24	2.34	14.21	0.00	155.16	4
17:00-18:00	D	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	10.40	0.34	8.04	0.00	68.35	1
17:00-18:00	E	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	17.05			0.00	116.95	5

17:00-18:00	**E**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	16.55			0.00	112.99	5
17:00-18:00	**E**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	16.73			0.00	114.94	5
17:00-18:00	**Ac**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.87	0.07	2.57	1.90	9.77	1
17:00-18:00	**Ac**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.14	0.36	4.14	0.13	19.20	1
17:00-18:00	**Ac**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.63	0.04	2.07	0.00	6.70	
17:00-18:00	**Ax**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.71	0.04	1.55	0.00	7.53	
17:00-18:00	**Ax**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.35	0.53	2.11	0.00	19.17	1
17:00-18:00	**Ax2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.03			0.00	0.42	
17:00-18:00	**Ax2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.88			0.00	5.66	
17:00-18:00	**Bc**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.12			0.00	2.56	
17:00-18:00	**Bc**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	8.93			0.00	10.91	1
17:00-18:00	**Bc**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.16			0.00	2.84	
17:00-18:00	**Bc**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.23			0.00	4.23	
17:00-18:00	**Bc1**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.04			0.00	0.58	
17:00-18:00	**Bc1**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	14.84			0.00	33.56	3
17:00-18:00	**Bc1**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.13			0.00	1.78	
17:00-18:00	**Bc1**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.31			0.00	4.39	
17:00-18:00	**Bc3**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.02			0.00	0.25	
17:00-18:00	**Bc3**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.33			0.00	4.75	
17:00-18:00	**Bc3**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.73	
17:00-18:00	**Bc3**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.12			0.00	1.65	
17:00-18:00	**Bx**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.29	0.02	0.29	0.00	0.78	
17:00-18:00	**C3-1**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.00			0.00	0.00	
17:00-18:00	**C4**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	51.08	18.80	29.81	0.00	337.70	3
17:00-18:00	**C5**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	42.31	34.99	41.22	0.00	341.00	3
17:00-18:00	**Cc**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.31	0.04	3.71	0.00	15.75	1
17:00-18:00	**Cc**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	9.85	0.24	5.85	21.63	31.71	5
17:00-18:00	**Cc**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	15.52	0.73	7.33	98.71	55.43	1
17:00-18:00	**Cx**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.78	0.05	2.40	0.00	10.64	1
17:00-18:00	**Cx**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.23	0.41	2.68	0.00	18.53	1

17:00-18:00	Cx 2	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	22.42	2.72	7.88	0.00	74.43	7
17:00-18:00	Cx 2	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.86	0.02	0.81	0.00	2.28	
17:00-18:00	Cx3	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.00			0.00	0.00	
17:00-18:00	Cx4-2	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	20.28			0.00	16.88	1
17:00-18:00	Cx5	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.02			0.00	0.25	
17:00-18:00	Dc	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.51	0.40	0.86	0.00	9.34	9
17:00-18:00	Dc	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	16.21	1.23	2.77	6.15	48.19	5
17:00-18:00	Dc	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.30	0.07	0.81	0.00	4.96	
17:00-18:00	Dx	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.45	0.10	0.94	0.00	7.59	
17:00-18:00	Dx	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	8.75	0.17	2.13	0.00	16.07	1
17:00-18:00	Dx	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.85	0.19	2.84	0.00	15.56	1
17:00-18:00	Dx1	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.04			0.00	0.58	
17:00-18:00	Dx1	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	29.35			0.00	79.25	7
17:00-18:00	Ec	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.01			0.00	0.18	
17:00-18:00	Ec	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	21.14			203.13	42.07	2
17:00-18:00	Ec	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	10.27			21.07	11.05	3
17:00-18:00	Ex	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	15.50			0.00	28.10	2
17:00-18:00	Ex	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.08			0.00	1.08	
17:00-18:00	Fx	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.04			0.00	0.62	
17:00-18:00	Fx	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.04			0.00	0.53	
17:00-18:00	Fx1	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.02			0.00	0.35	
17:00-18:00	Fx1	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.13			0.00	1.88	

Network Results

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Netw Wit Capa
A1 - 2031 PM Scenario D	27/06/2014 16:58:15	27/06/2014 16:59:00	17:00	88	154.40	110.15	A/4	9	13	A/4	C3-1/1	C3-1/1	

Network Results: Vehicle Summary

Time Segment	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	110!	-100	46040	4885	11.62	1641.90	425.35	2419.98

Network Results: Pedestrian Summary

Time Segment	Degree Of Saturation (%)	Calculated Flow Entering (Ped/hr)	Actual Green (s (per cycle))	Mean Delay Per Ped (s)	Weighted Cost Of Delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	110!	500	16	0.33	60.14	60.14

Network Results: Flows And Signals

Time Segment	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Actual Green (s (per cycle))	Effective Green (s (per cycle))
17:00-18:00	46540	46510	1910	✓	110!	✓	-100	4901	4932

Network Results: Stops And Delays

Time Segment	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)
17:00-18:00	9.55	11.94	64.90	89.50	2192.49	1702.05	36.79	13771.64	3272.13	583.58	425.35

Network Results: Queues And Blocking

Time Segment	Max Queue Storage (PCU)	Excess Queue Penalty (£ per hr)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))
17:00-18:00	1283.91	352.73	491.00	254.00	745.00

Network Results: Journey Times

Time Segment	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)
17:00-18:00	5520.97	277.89	19.87

TRANSYT 15

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Last run: 27/06/2014 16:33:22
Analysis Set used for last run: A1 - 2031 AM Scenario 3

Filename: Scenario D Proposed - AM Rev 1.t15
Path: F:\TEM\Project\BCC - Peddimore Access Modelling\3. EXECUTION\Modelling\With Water Orton Lane\Scenario D\Proposed Water Orton Lane
Report generation date: 27/06/2014 16:35:25

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» Traffic Stream Results
» Network Results

File summary

File Description

Title	A38 Peddimore Lane Junction - Minworth roundabout
Location	Birmingham
Site Number	
UTCRegion	
Driving Side	Left
Date	02/03/2014
Version	
Status	Proposed Option
Identifier	
Client	Birmingham City Council
Jobnumber	60316941
Enumerator	EU\vuppalas
Description	2031 SC3 - Peddimore Lane junction flows tested in preferred Option Model for Minworth roundabout

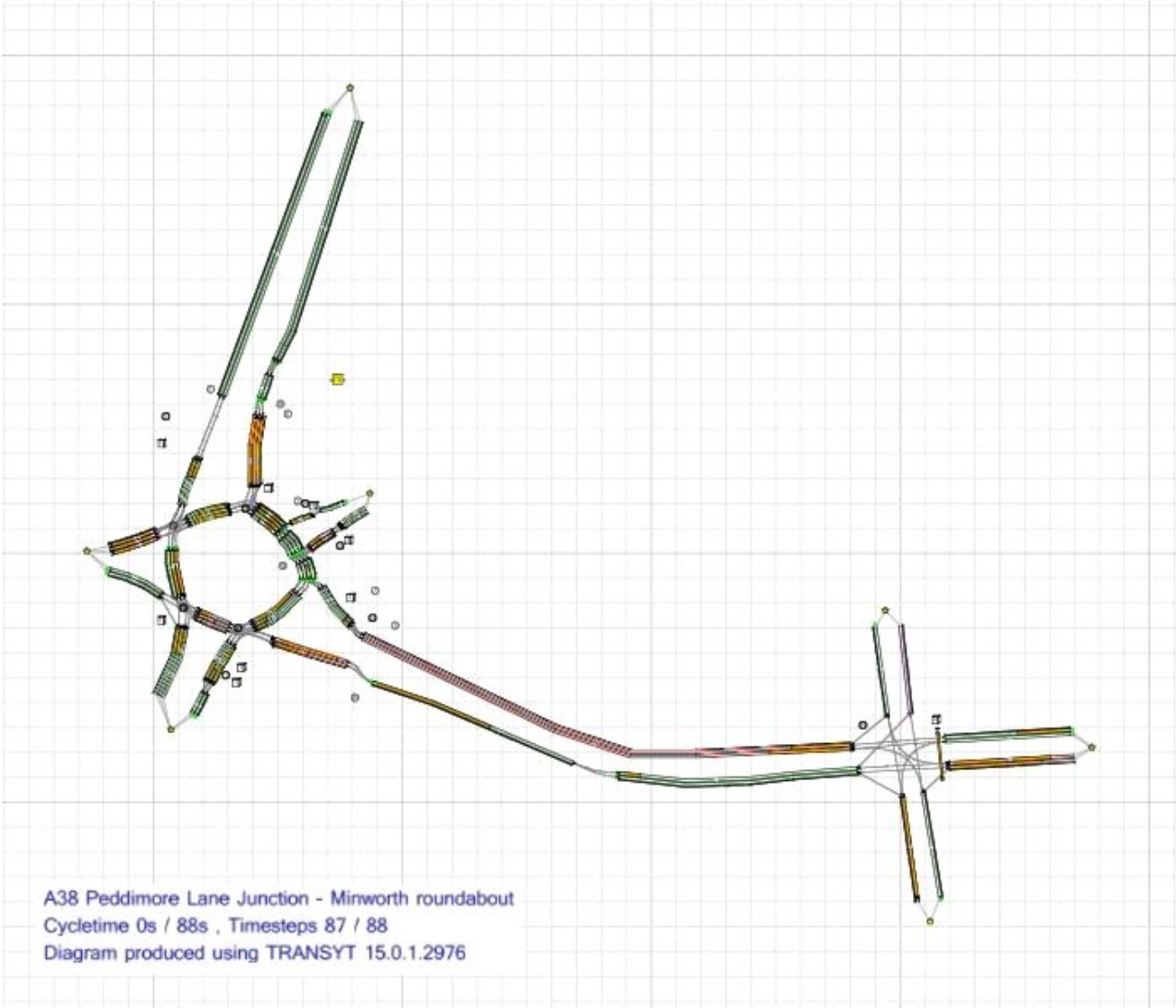
Units

Cost Units	Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
£	kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

Network Diagrams



A1 - 2031 AM Scenario 3 *: D1 - 2031 AM Scenario 3*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Netw Wit Capa
A1 - 2031 AM Scenario 3	27/06/2014 16:32:36	27/06/2014 16:33:22	08:00	88	411.30	143.01	A/3	8	11	A/3	C3-1/1	C3-1/1	

Analysis Set Details

Name	Description	Demand Set	Include In Report	Locked
2031 AM Scenario 3		D1	✓	

Demand Set Details

Demand Set	Name	Description	Composite	Demand Sets	Start Time (HH:mm)	Locked
D1	2031 AM Scenario 3				08:00	

Network Options

Network Timings

Network Cycle Time (s)	Restrict To SCOOT Cycle Times	Time Segment Length (min)	Number Of Time Segments	Modelled Time Period (min)
88		60	1	60

Signals Options

Start Displacement (s)	End Displacement (s)
2	3

Advanced

Phase Minimum Broken Penalty (£)	Phase Maximum Broken Penalty (£)	Intergreen Broken Penalty (£)
10000.00	10000.00	10000.00

Traffic Options

Traffic Model	Vehicle Flow Scaling Factor (%)	Pedestrian Flow Scaling Factor (%)	Cruise Times Or Speeds
Force To PDM	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise Scaling Factor (%)	Use Link Stop Weightings	Use Link Delay Weightings	Exclude Pedestrian Links	Random Delay Mode	Type of Vehicle-in-Service	Type Of Random Parameter	PCU Length (m)	Calculate results for Path Segments
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75	

Normal Parameters

Dispersal Type	Dispersal Coefficient	Travel Time Coefficient
Default	35	80

Bus Parameters

Dispersion Coefficient1	Dispersion Coefficient2	Acceleration (ms^[-2])	Travel Time Coefficient1	Travel Time Coefficient2
70	15	0.47	30	85

Tram Parameters

Dispersion Coefficient1	Dispersion Coefficient2	Acceleration (ms^[-2])	Travel Time Coefficient1	Travel Time Coefficient2
0	0	0.47	100	100

Pedestrian Parameters

Dispersal Type	Dispersal Coefficient	Travel Time Coefficient
Default	35	80

Optimisation Options

Enable Optimisation	Auto Redistribute	Optimisation Level	Enable Out Profile Accuracy
✓		Offsets Only	✓

Advanced

Optimisation Type	Hill Climb Increments	OUTProfile Accuracy	Use Enhanced Optimisation	Auto Optimisation Order	Optimisation Order
Hill Climb (Fast)	15,40,15,40,15,1,1	50,50,5,5,0.5,0.05,0.05		✓	2,1,3,5,6,7,4,9,10

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian Monetary Value Of Delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

ID	Name	Description
1	A38 N	
2	Lindridge Drive	
3	A4097 Kinsbury Road	
4	A38 S	
5	Wamley Ash Road	
6	Lindridge Drive Circulatory	
7	A38 South Exit	
8	A38 North Exit	
9	A4097 Kingsbury Road Exit	
10	(untitled)	
17	A38 North Exit	
20	A30 Southbound Exit	
22	(untitled)	
23	(untitled)	
24	(untitled)	
25	(untitled)	
26	Lindridge Drive Circulatory	
27	Lindridge Drive Circulatory	

Links

Links

Link	Name	Description	Traffic Node	Length (m)	Has Restricted Flow	Use RR67	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type	Is Minor Shared
1	(untitled)		23	3.50	✓		10000	✓		Pedestrian	

Modelling

Link	Traffic Model	Stop Weighting (%)	Delay Weighting (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit	Has Degree Of Saturation Limit	Degree Of Saturation Limit (%)	Excess Degree Of Saturation Penalty (£)	Low Degree Of Saturation Penalty (£)
1	[Forced to PDM]	100	100		0.00		✓	80	0.00	0.00

Modelling - Advanced

Link	Initial Queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type Of Random Parameter	Random Parameter	Auto Cycle Time	Cycle Time
1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

Flows

Link	Flows	Total Flow (08:00-09:00) (PCU/hr)
1	1	500

Flows - Advanced

Link	Detectors	Link Sensitivity Multiplier (%)	Cruise Sensitivity Multiplier (%)
1		100	100

Signals

Link	Controller Stream	Phase	Phase2 Enabled
1	4	E	

Entry Sources

Link	Cruise Time (seconds)	Cruise Speed (kph)
1	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic Node
1	A4097 Kingsbury Road WB		25
2	New Access		26
3	New Access Exit		
A	A38 North		1
Ac	A38 North Circulatory		1
Ax	A38 North Exit		8
Ax2	A38 North Exit		17
B	New Access		10
Bc	New Access Circulatory 1		6
Bc1	Kingsbury Road Circulatory 2		2
Bc3	New Access Circulatory 2		10
C	A4097 Kingsbury Road		3
Bx	New Access Exit		27
C2	A4097 Kingsbury Road WB		9
C3-1	Cottage Lane Entry		23
Cx 2	A4097 Kingsbury Road EB		23
Cx3	Cottage Lane Exit		
Cx4-2	(untitled)		
Cx5	Water Orton Lane Exit		
D	A38 South		4
E	Wamley Ash Road		5
C4	A4097 Kingsbury Road Entry		23
C5	Water Orton Lane Entry		23
Cc	A4097 Kingsbury Road Circulatory		3
Cx	A4097 Kinsbury Road Exit		24
Dc	A38 South Circulatory		4
Dx	A38 South Exit		7
Dx1	A38 South Exit		
Ec	Wamley Ash Road Circulatory		5
Ex	Wamley Ash Road Exit		
Fx	A38 South Exit		20
Fx1	(untitled)		22

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto Length	Length (m)	Has Restricted Flow	Saturation Flow Source	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type
1	1	(untitled)			312.22	✓	SumOfLanes	1800			Normal

2	**1**	(untitled)			280.00	✓	SumOfLanes	1800	✓		Normal
2	**2**	(untitled)			280.00	✓	SumOfLanes	1800	✓		Normal
3	**1**	(untitled)			280.00	✓	SumOfLanes	2128			Normal
A	**2**	(untitled)			100.00	✓	SumOfLanes	2279	✓		Normal
A	**3**	A38 North Entry			100.00	✓	SumOfLanes	2279	✓		Normal
A	**4**	(untitled)			100.00	✓	SumOfLanes	2279	✓		Normal
B	**1**	(untitled)			10.00					✓	Normal
B	**2**	(untitled)			10.00					✓	Normal
C	**1**	(untitled)			200.00	✓	SumOfLanes	2112	✓		Normal
C	**2**	(untitled)			200.00	✓	SumOfLanes	2263	✓		Normal
D	**1**	(untitled)			300.00	✓	SumOfLanes	2159	✓		Normal
D	**2**	(untitled)			300.00	✓	SumOfLanes	2317	✓		Normal
D	**3**	(untitled)			300.00	✓	SumOfLanes	2317	✓		Normal
E	**1**	(untitled)			200.00					✓	Normal
E	**2**	(untitled)			200.00					✓	Normal
E	**3**	(untitled)			200.00					✓	Normal
Ac	**1**	(untitled)			54.00	✓	SumOfLanes	2112	✓		Normal
Ac	**2**	(untitled)			54.00	✓	SumOfLanes	2263	✓		Normal
Ac	**3**	(untitled)			54.00	✓	SumOfLanes	2263	✓		Normal
Ax	**1**	(untitled)			20.00	✓	SumOfLanes	1965	✓		Normal
Ax	**2**	(untitled)			20.00	✓	SumOfLanes	2105	✓		Normal
Ax2	**1**	A38 North Exit			80.00	✓	SumOfLanes	1800			Normal
Ax2	**2**	A38 North Exit			80.00	✓	SumOfLanes	1800			Normal
Bc	**1**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**2**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**3**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**4**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc1	**1**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**2**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**3**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**4**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc3	**1**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**2**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**3**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**4**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bx	**1**	(untitled)			10.00	✓	SumOfLanes	2128	✓		Normal
C2	**1**	(untitled)			312.22	✓	SumOfLanes	1800			Normal
C2	**2**	(untitled)			312.22	✓	SumOfLanes	1800			Normal
C3-1	**1**	(untitled)			55.60					✓	Normal
C4	**1**	(untitled)			86.62	✓	SumOfLanes	1887	✓		Normal
C4	**2**	(untitled)			86.62	✓	SumOfLanes	2055	✓		Normal
C5	**1**	(untitled)			55.00	✓	SumOfLanes	1906	✓		Normal
Cc	**1**	(untitled)			65.00	✓	SumOfLanes	2059	✓		Normal
Cc	**2**	(untitled)			65.00	✓	SumOfLanes	2209	✓		Normal
Cc	**3**	(untitled)			65.00	✓	SumOfLanes	2181	✓		Normal
Cx	**1**	A4097 Kinsbury Road Exit			100.00	✓	SumOfLanes	2120	✓		Normal
Cx	**2**	A4097 Kinsbury Road			100.00	✓	SumOfLanes	2120	✓		Normal

		Exit									
Cx 2	**1**	(untitled)			413.96	✓	SumOfLanes	1915	✓		Normal
Cx 2	**2**	(untitled)			413.96	✓	SumOfLanes	2055	✓		Normal
Cx3	**1**	(untitled)			59.35	✓	SumOfLanes	1800			Normal
Cx4-2	**1**	(untitled)			77.43	✓	SumOfLanes	1800			Normal
Cx4-2	**2**	(untitled)			77.43	✓	SumOfLanes	1800			Normal
Cx5	**1**	(untitled)			62.61	✓	SumOfLanes	1800			Normal
Dc	**1**	(untitled)			90.00	✓	SumOfLanes	2059	✓		Normal
Dc	**2**	(untitled)			90.00	✓	SumOfLanes	2172	✓		Normal
Dc	**3**	(untitled)			90.00	✓	SumOfLanes	2185	✓		Normal
Dx	**1**	(untitled)			56.00	✓	SumOfLanes	1915	✓		Normal
Dx	**2**	(untitled)			56.00	✓	SumOfLanes	2055	✓		Normal
Dx	**3**	(untitled)			56.00	✓	SumOfLanes	2055	✓		Normal
Dx1	**1**	A38 South Exit			250.00	✓	SumOfLanes	2155			Normal
Dx1	**2**	A38 South Exit			250.00	✓	SumOfLanes	2155			Normal
Ec	**1**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ec	**2**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ec	**3**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ex	**1**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Ex	**2**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Fx	**1**	(untitled)			290.00	✓	SumOfLanes	2112			Normal
Fx	**2**	(untitled)			290.00	✓	SumOfLanes	2263			Normal
Fx1	**1**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Fx1	**2**	(untitled)			100.00	✓	SumOfLanes	1800			Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface Condition	Site Quality Factor	Gradient (%)	Width (m)	Use Connector Turning Radius	Proportion That Turn (%)	Turning Radius (m)	Nearside Lane	Saturation Flow (PCU/hr)
1	**1**	**1**	(untitled)											1800
2	**1**	**1**	Lindridge Drive Entry											1800
2	**2**	**2**	Lindridge Drive Entry											1800
3	**1**	**2**	Lindridge drive Exit											2128
A	**2**	**1**	A38 North Entry		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
A	**3**	**3**	(untitled)		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
A	**4**	**2**	A38 North Entry		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
B	**1**	**1**	Lindridge Drive Entry											
B	**2**	**2**	Lindridge Drive Entry											
C	**1**	**1**	A4097 Kingsbury Road Entry		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
C	**2**	**2**	A4097 Kingsbury Road Entry		✓	N/A	Clearly Good	0	3.50		0	10.00		2263

D	**1**	**2**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		10	42.00	✓	2159
D	**2**	**1**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		0	10.00		2317
D	**3**	**3**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		0	10.00		2317
E	**1**	**3**	(untitled)											
E	**2**	**3**	(untitled)											
E	**3**	**3**	(untitled)											
Ac	**1**	**1**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
Ac	**2**	**2**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Ac	**3**	**1**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Ax	**1**	**2**	A38 North Exit		✓	N/A	N/A	0	3.50		0	10.00	✓	1965
Ax	**2**	**1**	A38 North Exit		✓	N/A	N/A	0	3.50		0	10.00		2105
Ax2	**1**	**1**	(untitled)											1800
Ax2	**2**	**1**	(untitled)											1800
Bc	**1**	**2**	Lindridge Drive Circulatory											1800
Bc	**2**	**1**	Lindridge Drive Circulatory											1800
Bc	**3**	**3**	Lindridge Drive Circulatory											1800
Bc	**4**	**3**	Lindridge Drive Circulatory											1800
Bc1	**1**	**2**	Lindridge Drive Circulatory											1800
Bc1	**2**	**1**	Lindridge Drive Circulatory											1800
Bc1	**3**	**3**	Lindridge Drive Circulatory											1800
Bc1	**4**	**3**	Lindridge Drive Circulatory											1800
Bc3	**1**	**1**	(untitled)											1800
Bc3	**2**	**1**	(untitled)											1800
Bc3	**3**	**1**	(untitled)											1800
Bc3	**4**	**1**	(untitled)											1800
Bx	**1**	**2**	Lindridge drive Exit											2128
C2	**1**	**1**	(untitled)											1800
C2	**2**	**1**	(untitled)											1800
C3-1	**1**	**1**	(untitled)		✓								✓	
C4	**1**	**1**	(untitled)		✓	N/A	N/A	0	3.00		7	7.20	✓	1887
C4	**2**	**1**	(untitled)		✓	N/A	N/A	0	3.00		0	7.20		2055
C5	**1**	**1**	(untitled)		✓	N/A	N/A	0	2.91		0	10.00	✓	1906
			A4097											

Cc	**1**	**1**	Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00	✓	2059
Cc	**2**	**2**	A4097 Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00		2209
Cc	**3**	**2**	A4097 Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		43	50.00		2181
Cx	**1**	**2**	A4097 Kinsbury Road Exit		✓	N/A	N/A	0	3.65		0	10.00		2120
Cx	**2**	**3**	A4097 Kinsbury Road Exit		✓	N/A	N/A	0	3.65		0	10.00		2120
Cx 2	**1**	**1**	(untitled)		✓	N/A	N/A	0	3.00		0	10.00	✓	1915
Cx 2	**2**	**1**	(untitled)		✓	N/A	N/A	0	3.00		0	10.00		2055
Cx3	**1**	**1**	(untitled)											1800
Cx4-2	**1**	**1**	(untitled)											1800
Cx4-2	**2**	**1**	(untitled)											1800
Cx5	**1**	**1**	(untitled)											1800
Dc	**1**	**2**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00	✓	2059
Dc	**2**	**1**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		56	49.00		2172
Dc	**3**	**1**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		35	49.00		2185
Dx	**1**	**1**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00	✓	1915
Dx	**2**	**2**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00		2055
Dx	**3**	**2**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00		2055
Dx1	**1**	**1**	(untitled)		✓	N/A	N/A	0	4.00		0	10.00		2155
Dx1	**2**	**1**	(untitled)		✓	N/A	N/A	0	4.00		0	10.00		2155
Ec	**1**	**2**	Wamley Ash Road Circulatory											1800
Ec	**2**	**1**	Wamley Ash Road Circulatory											1800
Ec	**3**	**3**	(untitled)											1800
Ex	**1**	**1**	Wamley Ash Road Exit											1800
Ex	**2**	**2**	Wamley Ash Road Exit											1800
Fx	**1**	**2**	A38 North Exit		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
Fx	**2**	**1**	A38 North Exit		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Fx1	**1**	**1**	(untitled)											1800
Fx1	**2**	**1**	(untitled)											1800

Modelling

Arm	Traffic Stream	Traffic Model	Stop Weighting Multiplier (%)	Delay Weighting Multiplier (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit	Queue Limit (PCU)	Excess Queue Penalty (£)	Has Degree Of Saturation Limit
1	**1**	[Forced to PDM]	100	100		0.00				
2	**1**	[Forced to PDM]	100	100		0.00				
2	**2**	[Forced to PDM]	100	100		0.00				
3	**1**	[Forced to PDM]	100	100		0.00				
A	**2**	[Forced to PDM]	20	40	✓	0.00				
A	**3**	[Forced to PDM]	20	40	✓	0.00				
A	**4**	[Forced to PDM]	20	40	✓	0.00				
B	**1**	[Forced to PDM]	100	100		0.00				
B	**2**	[Forced to PDM]	100	100		0.00				
C	**1**	[Forced to PDM]	0	40		0.00				
C	**2**	[Forced to PDM]	0	40		0.00				
D	**1**	[Forced to PDM]	0	40		0.00				
D	**2**	[Forced to PDM]	0	40		0.00				
D	**3**	[Forced to PDM]	0	40		0.00				
E	**1**	[Forced to PDM]	100	40		0.00				
E	**2**	[Forced to PDM]	100	40		0.00				
E	**3**	[Forced to PDM]	100	40		0.00				
Ac	**1**	[Forced to PDM]	100	100		7.00	✓	3	80.00	
Ac	**2**	[Forced to PDM]	100	100		7.00	✓	5	80.00	
Ac	**3**	[Forced to PDM]	100	100		7.00	✓	5	80.00	
Ax	**1**	[Forced to PDM]	100	100		0.00	✓	3	0.00	
Ax	**2**	[Forced to PDM]	100	100		0.00	✓	3	0.00	
Ax2	**1**	[Forced to PDM]	100	100		0.00				
Ax2	**2**	[Forced to PDM]	100	100		0.00				
Bc	**1**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**2**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**3**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**4**	[Forced to PDM]	100	100		0.00	✓	15	0.00	

Bc1	**1**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**2**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**3**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**4**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc3	**1**	[Forced to PDM]	100	100		0.00				
Bc3	**2**	[Forced to PDM]	100	100		0.00				
Bc3	**3**	[Forced to PDM]	100	100		0.00				
Bc3	**4**	[Forced to PDM]	100	100		0.00				
Bx	**1**	[Forced to PDM]	100	100		0.00				
C2	**1**	[Forced to PDM]	100	100		0.00				
C2	**2**	[Forced to PDM]	100	100		0.00				
C3-1	**1**	[Forced to PDM]	100	100		0.00				
C4	**1**	[Forced to PDM]	100	100		0.00				
C4	**2**	[Forced to PDM]	100	100		0.00				
C5	**1**	[Forced to PDM]	100	100		0.00				
Cc	**1**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cc	**2**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cc	**3**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cx	**1**	[Forced to PDM]	100	100		0.00				
Cx	**2**	[Forced to PDM]	100	100		0.00				
Cx 2	**1**	[Forced to PDM]	100	100		0.00				
Cx 2	**2**	[Forced to PDM]	100	100		0.00				
Cx3	**1**	[Forced to PDM]	100	100		0.00				
Cx4-2	**1**	[Forced to PDM]	100	100		0.00				
Cx4-2	**2**	[Forced to PDM]	100	100		0.00				
Cx5	**1**	[Forced to PDM]	100	100		0.00				
Dc	**1**	[Forced to PDM]	1000	1000		0.00	✓	13	60.00	
Dc	**2**	[Forced to PDM]	100	100		0.00	✓	13	30.00	
Dc	**3**	[Forced to PDM]	100	100		0.00	✓	13	0.00	
Dx	**1**	[Forced to PDM]	100	100		0.00				

Dx	**2**	[Forced to PDM]	100	100		0.00				
Dx	**3**	[Forced to PDM]	100	100		0.00				
Dx1	**1**	[Forced to PDM]	100	100		0.00				
Dx1	**2**	[Forced to PDM]	100	100		0.00				
Ec	**1**	[Forced to PDM]	100	100		0.00	✓	6	0.00	
Ec	**2**	[Forced to PDM]	100	100		0.00	✓	6	60.00	
Ec	**3**	[Forced to PDM]	100	100		0.00	✓	6	60.00	
Ex	**1**	[Forced to PDM]	100	100		0.00				
Ex	**2**	[Forced to PDM]	100	100		0.00				
Fx	**1**	[Forced to PDM]	100	100		0.00				
Fx	**2**	[Forced to PDM]	100	100		0.00				
Fx1	**1**	[Forced to PDM]	100	100		0.00				
Fx1	**2**	[Forced to PDM]	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Cruise Sensitivity Multiplier (%)	Initial Queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type Of Random Parameter	Random Parameter	Auto Cycle Time	Cycle Time
1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
B	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
B	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

Bc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C3-1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C4	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C4	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C5	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx 2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx 2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx4-2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx4-2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx5	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ex	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ex	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

Normal - Modelling

Arm	Traffic Stream	Stop Weighting (%)	Delay Weighting (%)
1	1	100	100
2	1	100	100
2	2	100	100
3	1	100	100
A	2	100	100
A	3	100	100
A	4	100	100
B	1	100	100
B	2	100	100
C	1	100	100
C	2	100	100
D	1	100	100
D	2	100	100
D	3	100	100
E	1	100	100
E	2	100	100
E	3	100	100
Ac	1	100	100
Ac	2	100	100
Ac	3	100	100
Ax	1	100	100
Ax	2	100	100
Ax2	1	100	100
Ax2	2	100	100
Bc	1	100	100
Bc	2	100	100
Bc	3	100	100
Bc	4	100	100
Bc1	1	100	100
Bc1	2	100	100
Bc1	3	100	100
Bc1	4	100	100
Bc3	1	100	100
Bc3	2	100	100
Bc3	3	100	100
Bc3	4	100	100
Bx	1	100	100
C2	1	100	100
C2	2	100	100
C3-1	1	100	100
C4	1	100	100
C4	2	100	100
C5	1	100	100
Cc	1	100	100
Cc	2	100	100
Cc	3	100	100
Cx	1	100	100
Cx	2	100	100
Cx 2	1	100	100
Cx 2	2	100	100

Cx3	**1**	100	100
Cx4-2	**1**	100	100
Cx4-2	**2**	100	100
Cx5	**1**	100	100
Dc	**1**	100	100
Dc	**2**	100	100
Dc	**3**	100	100
Dx	**1**	100	100
Dx	**2**	100	100
Dx	**3**	100	100
Dx1	**1**	100	100
Dx1	**2**	100	100
Ec	**1**	100	100
Ec	**2**	100	100
Ec	**3**	100	100
Ex	**1**	100	100
Ex	**2**	100	100
Fx	**1**	100	100
Fx	**2**	100	100
Fx1	**1**	100	100
Fx1	**2**	100	100

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	**1**	1511	1511
2	**1**	305	305
2	**2**	154	154
3	**1**	1153	1153
A	**2**	481	481
A	**3**	481	481
A	**4**	481	481
B	**1**	305	305
B	**2**	154	154
C	**1**	679	679
C	**2**	832	832
D	**1**	688	688
D	**2**	738	738
D	**3**	478	478
E	**1**	683	683
E	**2**	683	683
E	**3**	683	683
Ac	**1**	1482	1482
Ac	**2**	1161	1161
Ac	**3**	683	683
Ax	**1**	614	614
Ax	**2**	308	308
Ax2	**1**	614	614
Ax2	**2**	308	308
Bc	**1**	1725	1725
Bc	**2**	986	986
Bc	**3**	894	894
Bc	**4**	1164	1164

Bc1	**1**	654	654
Bc1	**2**	1209	1209
Bc1	**3**	894	894
Bc1	**4**	1318	1318
Bc3	**1**	572	572
Bc3	**2**	986	986
Bc3	**3**	894	894
Bc3	**4**	1164	1164
Bx	**1**	1153	1153
C2	**1**	848	848
C2	**2**	663	663
C3-1	**1**	0	0
C4	**1**	609	609
C4	**2**	663	663
C5	**1**	331	331
Cc	**1**	214	214
Cc	**2**	894	894
Cc	**3**	1318	1318
Cx	**1**	654	654
Cx	**2**	995	995
Cx 2	**1**	769	769
Cx 2	**2**	880	880
Cx3	**1**	0	0
Cx4-2	**1**	769	769
Cx4-2	**2**	544	544
Cx5	**1**	428	428
Dc	**1**	331	331
Dc	**2**	609	609
Dc	**3**	500	500
Dx	**1**	562	562
Dx	**2**	894	894
Dx	**3**	1041	1041
Dx1	**1**	562	562
Dx1	**2**	1935	1935
Ec	**1**	483	483
Ec	**2**	1238	1238
Ec	**3**	478	478
Ex	**1**	689	689
Ex	**2**	455	455
Fx	**1**	721	721
Fx	**2**	721	721
Fx1	**1**	481	481
Fx1	**2**	961	961

Signals

Arm	Traffic Stream	Controller Stream	Phase	Phase2 Enabled
2	1	9	A	
2	2	9	A	
A	2	1	A	
A	3	1	A	
A	4	1	A	
C	1	3	A	
C	2	3	A	
D	1	2	A	
D	2	2	A	
D	3	2	A	
Ac	1	1	B	
Ac	2	1	B	
Ac	3	1	B	
Ax	1	5	A	
Ax	2	5	A	
Bx	1	10	A	
C4	1	4	D	
C4	2	4	D	
C5	1	4	C	
Cc	1	3	B	
Cc	2	3	B	
Cc	3	3	B	
Cx	1	6	A	
Cx	2	6	A	
Cx 2	1	4	A	
Cx 2	2	4	B	
Dc	1	2	B	
Dc	2	2	B	
Dc	3	2	B	
Dx	1	7	A	
Dx	2	7	A	
Dx	3	7	A	

Entry Sources

Arm	Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)
2	1	20.88	48.28
2	2	20.88	48.28
D	1	16.78	64.37
D	2	16.78	64.37
D	3	16.78	64.37
E	1	14.91	48.28
E	2	14.91	48.28
E	3	14.91	48.28
C3-1	1	4.15	48.28
C4	1	6.46	48.28
C4	2	6.46	48.28
C5	1	4.10	48.28
Fx	1	21.62	48.28
Fx	2	21.62	48.28

Sources

Arm	Traffic Stream	Source	Source Type	Source Traffic Stream	Destination Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)	Auto Turning Radius	Traffic Turn Style	Turning Radius (m)
1	**1**	**1**	TrafficStream	C2/1	1/1	23.28	48.28	✓	Straight	Straight Movement
3	**1**	**1**	TrafficStream	Bx/1	3/1	20.88	48.28	✓	Straight	Straight Movement
A	**2**	**1**	TrafficStream	Fx1/1	A/2	7.46	48.28	✓	Straight	Straight Movement
A	**3**	**1**	TrafficStream	Fx1/2	A/3	7.46	48.28	✓	Straight	Straight Movement
A	**4**	**1**	TrafficStream	Fx1/2	A/4	7.46	48.28	✓	Straight	Straight Movement
B	**1**	**1**	TrafficStream	2/1	B/1	1.00	48.28	✓	Straight	Straight Movement
B	**2**	**1**	TrafficStream	2/2	B/2	1.00	48.28	✓	Straight	Straight Movement
C	**1**	**1**	TrafficStream	1/1	C/1	14.91	48.28	✓	Straight	Straight Movement
C	**2**	**1**	TrafficStream	1/1	C/2	14.91	48.28	✓	Straight	Straight Movement
Ac	**1**	**1**	TrafficStream	E/1	Ac/1	4.03	48.28	✓	Straight	Straight Movement
Ac	**2**	**1**	TrafficStream	Ec/3	Ac/2	4.03	48.28	✓	Straight	Straight Movement
Ac	**3**	**1**	TrafficStream	E/3	Ac/3	4.03	48.28	✓	Straight	Straight Movement
Ax	**1**	**1**	TrafficStream	Ec/1	Ax/1	1.12	64.37	✓	Straight	Straight Movement
Ax	**2**	**1**	TrafficStream	Ec/2	Ax/2	1.12	64.37	✓	Straight	Straight Movement
Ax2	**1**	**1**	TrafficStream	Ax/1	Ax2/1	9.60	30.00	✓	Straight	Straight Movement
Ax2	**2**	**1**	TrafficStream	Ax/2	Ax2/2	9.60	30.00	✓	Straight	Straight Movement
Bc	**1**	**1**	TrafficStream	Ac/1	Bc/1	3.10	48.28	✓	Straight	Straight Movement
Bc	**2**	**1**	TrafficStream	A/2	Bc/2	3.10	48.28	✓	Nearside	83.93
Bc	**3**	**1**	TrafficStream	A/3	Bc/3	3.10	48.28	✓	Straight	Straight Movement
Bc	**4**	**1**	TrafficStream	A/4	Bc/4	3.10	48.28	✓	Straight	Straight Movement
Bc1	**1**	**1**	TrafficStream	B/1	Bc1/1	7.35	48.28	✓	Nearside	40.91
Bc1	**2**	**1**	TrafficStream	Bc3/2	Bc1/2	7.35	48.28	✓	Straight	Straight Movement
Bc1	**3**	**1**	TrafficStream	Bc3/3	Bc1/3	7.35	48.28	✓	Straight	Straight Movement
Bc1	**4**	**1**	TrafficStream	Bc3/4	Bc1/4	7.35	48.28	✓	Straight	Straight Movement
Bc3	**1**	**1**	TrafficStream	Bc/1	Bc3/1	1.51	48.28	✓	Straight	Straight Movement
Bc3	**2**	**1**	TrafficStream	Bc/2	Bc3/2	1.51	48.28	✓	Straight	Straight Movement
Bc3	**3**	**1**	TrafficStream	Bc/3	Bc3/3	1.51	48.28	✓	Straight	Straight Movement
Bc3	**4**	**1**	TrafficStream	Bc/4	Bc3/4	1.51	48.28	✓	Straight	Straight Movement
Bx	**1**	**1**	TrafficStream	Bc/1	Bx/1	1.00	48.28	✓	Nearside	22.12

C2	**1**	**1**	TrafficStream	C4/1	C2/1	23.28	48.28	✓	Straight	Straight Movement
C2	**2**	**1**	TrafficStream	C3-1/1	C2/2	23.28	48.28	✓	Straight	Straight Movement
Cc	**1**	**1**	TrafficStream	Bc1/2	Cc/1	4.85	48.28	✓	Straight	Straight Movement
Cc	**2**	**1**	TrafficStream	Bc1/3	Cc/2	4.85	48.28	✓	Straight	Straight Movement
Cc	**3**	**1**	TrafficStream	Bc1/4	Cc/3	4.85	48.28	✓	Offside	88.92
Cx	**1**	**1**	TrafficStream	Bc1/1	Cx/1	5.59	64.37	✓	Nearside	83.25
Cx	**2**	**1**	TrafficStream	Bc1/2	Cx/2	5.59	64.37	✓	Straight	Straight Movement
Cx 2	**1**	**1**	TrafficStream	Cx/1	Cx 2/1	30.87	48.28	✓	Straight	Straight Movement
Cx 2	**2**	**1**	TrafficStream	Cx/1	Cx 2/2	30.87	48.28	✓	Straight	Straight Movement
Cx3	**1**	**1**	TrafficStream	Cx 2/1	Cx3/1	4.43	48.28	✓	Straight	Straight Movement
Cx4-2	**1**	**1**	TrafficStream	Cx 2/1	Cx4-2/1	5.77	48.28	✓	Straight	Straight Movement
Cx4-2	**2**	**1**	TrafficStream	Cx 2/2	Cx4-2/2	5.77	48.28	✓	Straight	Straight Movement
Cx5	**1**	**1**	TrafficStream	C3-1/1	Cx5/1	4.67	48.28	✓	Straight	Straight Movement
Dc	**1**	**1**	TrafficStream	C/1	Dc/1	6.71	48.28	✓	Straight	Straight Movement
Dc	**2**	**1**	TrafficStream	C/2	Dc/2	6.71	48.28	✓	Straight	Straight Movement
Dc	**3**	**1**	TrafficStream	C/2	Dc/3	6.71	48.28	✓	Straight	Straight Movement
Dx	**1**	**1**	TrafficStream	Cc/1	Dx/1	3.13	64.37	✓	Straight	Straight Movement
Dx	**2**	**1**	TrafficStream	Cc/2	Dx/2	3.13	64.37	✓	Straight	Straight Movement
Dx	**3**	**1**	TrafficStream	Cc/3	Dx/3	3.13	64.37	✓	Straight	Straight Movement
Dx1	**1**	**1**	TrafficStream	Dx/1	Dx1/1	13.98	64.37	✓	Straight	Straight Movement
Dx1	**2**	**1**	TrafficStream	Dx/2	Dx1/2	13.98	64.37	✓	Straight	Straight Movement
Ec	**1**	**1**	TrafficStream	D/1	Ec/1	3.73	48.28	✓	Straight	Straight Movement
Ec	**2**	**1**	TrafficStream	D/2	Ec/2	3.73	48.28	✓	Straight	Straight Movement
Ec	**3**	**1**	TrafficStream	D/3	Ec/3	3.73	48.28	✓	Straight	Straight Movement
Ex	**1**	**1**	TrafficStream	Dc/1	Ex/1	7.46	48.28	✓	Straight	Straight Movement
Ex	**2**	**1**	TrafficStream	Dc/2	Ex/2	7.46	48.28	✓	Straight	Straight Movement
Fx1	**1**	**1**	TrafficStream	Fx/1	Fx1/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**2**	**1**	TrafficStream	Fx/1	Fx1/2	7.46	48.28	✓	Straight	Straight Movement
1	**1**	**2**	TrafficStream	C2/2	1/1	23.28	48.28	✓	Straight	Straight Movement
Ac	**1**	**2**	TrafficStream	Ec/2	Ac/1	4.03	48.28	✓	Straight	Straight Movement
Ac	**2**	**2**	TrafficStream	E/2	Ac/2	4.03	48.28	✓	Straight	Straight Movement

Ax	**1**	**2**	TrafficStream	E/1	Ax/1	1.12	64.37	✓	Straight	Straight Movement
Ax	**2**	**2**	TrafficStream	E/1	Ax/2	1.12	64.37	✓	Straight	Straight Movement
Bc	**1**	**2**	TrafficStream	A/2	Bc/1	4.99	30.00	✓	Nearside	83.93
Bc	**2**	**2**	TrafficStream	Ac/2	Bc/2	3.10	48.28	✓	Straight	Straight Movement
Bc	**3**	**2**	TrafficStream	Ac/2	Bc/3	3.10	48.28	✓	Straight	Straight Movement
Bc	**4**	**2**	TrafficStream	Ac/3	Bc/4	3.10	48.28	✓	Straight	Straight Movement
Bc1	**1**	**2**	TrafficStream	Bc3/1	Bc1/1	7.35	48.28	✓	Straight	Straight Movement
Bc1	**2**	**2**	TrafficStream	B/1	Bc1/2	7.35	48.28	✓	Nearside	40.91
Bc1	**3**	**2**	TrafficStream	B/2	Bc1/3	7.35	48.28	✓	Nearside	60.91
Bc1	**4**	**2**	TrafficStream	B/2	Bc1/4	7.35	48.28	✓	Nearside	60.91
C2	**1**	**2**	TrafficStream	C5/1	C2/1	23.28	48.28	✓	Straight	Straight Movement
C2	**2**	**2**	TrafficStream	C4/2	C2/2	23.28	48.28	✓	Straight	Straight Movement
Cx 2	**1**	**2**	TrafficStream	Cx/2	Cx 2/1	30.87	48.28	✓	Straight	Straight Movement
Cx 2	**2**	**2**	TrafficStream	Cx/2	Cx 2/2	30.87	48.28	✓	Straight	Straight Movement
Cx3	**1**	**2**	TrafficStream	C5/1	Cx3/1	4.43	48.28	✓	Straight	Straight Movement
Cx4-2	**2**	**2**	TrafficStream	C5/1	Cx4-2/2	5.77	48.28	✓	Straight	Straight Movement
Cx5	**1**	**2**	TrafficStream	C4/1	Cx5/1	4.67	48.28	✓	Straight	Straight Movement
Dc	**1**	**2**	TrafficStream	Cc/1	Dc/1	6.71	48.28	✓	Straight	Straight Movement
Dc	**2**	**2**	TrafficStream	Cc/3	Dc/2	6.71	48.28	✓	Straight	Straight Movement
Dc	**3**	**2**	TrafficStream	Cc/3	Dc/3	6.71	48.28	✓	Straight	Straight Movement
Dx	**1**	**2**	TrafficStream	C/1	Dx/1	3.13	64.37	✓	Straight	Straight Movement
Dx1	**2**	**2**	TrafficStream	Dx/3	Dx1/2	13.98	64.37	✓	Straight	Straight Movement
Ec	**1**	**2**	TrafficStream	Dc/2	Ec/1	3.73	48.28	✓	Straight	Straight Movement
Ec	**2**	**2**	TrafficStream	Dc/3	Ec/2	3.73	48.28	✓	Straight	Straight Movement
Ec	**3**	**2**	TrafficStream	Dc/3	Ec/3	3.73	48.28	✓	Straight	Straight Movement
Ex	**1**	**2**	TrafficStream	D/1	Ex/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**1**	**2**	TrafficStream	Fx/2	Fx1/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**2**	**2**	TrafficStream	Fx/2	Fx1/2	7.46	48.28	✓	Straight	Straight Movement
Cx3	**1**	**3**	TrafficStream	C4/2	Cx3/1	7.12	30.00	✓	Straight	Straight Movement
Cx5	**1**	**3**	TrafficStream	Cx 2/2	Cx5/1	4.67	48.28	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed Traffic	Use Step-wise Opposed Turn Model	Visibility Restricted
B	1	AllTraffic		
B	2	AllTraffic		
C3-1	1	AllTraffic		
E	1	AllTraffic		
E	2	AllTraffic		
E	3	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling Type	Controlling Traffic Stream	Percentage Opposing (%)	Slope Coefficient	Upstream Signals Visible	Conflict Shift	Conflict Duration
1		TrafficStream	Bc3/1	100	0.29		0	0
1		TrafficStream	Bc3/2	100	0.29		0	0
2		TrafficStream	Bc3/1	100	0.29		0	0
2		TrafficStream	Bc3/2	100	0.29		0	0
2		TrafficStream	Bc3/3	100	0.29		0	0
2		TrafficStream	Bc3/4	100	0.29		0	0
1	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
1		TrafficStream	Ec/2	100	0.21		0	0
1		TrafficStream	Ec/3	100	0.21		0	0
2	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
2		TrafficStream	Ec/2	100	0.21		0	0
2		TrafficStream	Ec/3	100	0.21		0	0
3	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
3		TrafficStream	Ec/2	100	0.21		0	0
3		TrafficStream	Ec/3	100	0.21		0	0

Quick Flares

Arm	Traffic Stream	Description	Saturation Flow (PCU/hr)	Use Que Prob	Effective Storage (Vehs)
A	2		1800		6.00
C	1		1800		7.00
C	2		1800		7.00

Local OD Matrix - Local Matrix: 2031 AM S3

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	78	0	260	70	739	295
	2	31	0	0	133	31	241	23
	3	0	0	0	0	0	0	0
	4	220	272	0	0	69	344	367
	5	56	74	0	23	0	77	101
	6	353	715	0	379	99	0	358
	7	262	14	0	518	159	1096	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits
2031 AM S3	1	(untitled)	Fx/2,Fx/1	Ax2/1,Ax2/2
2031 AM S3	2	(untitled)	2/1,2/2	3/1
2031 AM S3	3	(untitled)	C3-1/1	Cx3/1
2031 AM S3	4	(untitled)	C4/1,C4/2	Cx4-2/1,Cx4-2/2
2031 AM S3	5	(untitled)	C5/1	Cx5/1
2031 AM S3	6	(untitled)	D/1,D/2,D/3	Dx1/2,Dx1/1
2031 AM S3	7	(untitled)	E/1,E/2,E/3	Ex/1,Ex/2

Paths

OD Matrix	Path	Description	From Location	To Location	Path Items
2031 AM S3	1		6	1	D/1,Ec/1,Ax/1,Ax2/1
2031 AM S3	2		6	7	D/1,Ex/1
2031 AM S3	3		6	1	D/2,Ec/2,Ax/2,Ax2/2
2031 AM S3	4		6	2	D/2,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	5		6	3	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx3/1
2031 AM S3	6		6	4	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx4-2/1
2031 AM S3	7		6	5	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx5/1
2031 AM S3	8		6	4	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx4-2/2
2031 AM S3	9		6	6	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	10		6	3	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx3/1
2031 AM S3	11		6	4	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx4-2/1
2031 AM S3	12		6	5	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx5/1
2031 AM S3	13		6	4	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx4-2/2
2031 AM S3	14		6	6	D/3,Ec/3,Ac/2,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	15		7	1	E/1,Ax/1,Ax2/1
2031 AM S3	16		7	1	E/1,Ax/2,Ax2/2
2031 AM S3	17		7	2	E/1,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	18		7	3	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx3/1
2031 AM S3	19		7	4	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx4-2/1
2031 AM S3	20		7	5	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx5/1
2031 AM S3	21		7	4	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx4-2/2
2031 AM S3	22		7	7	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 AM S3	23		7	6	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	24		7	3	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx3/1
2031 AM S3	25		7	4	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx4-2/1
2031 AM S3	26		7	5	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx5/1
2031 AM S3	27		7	4	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx4-2/2
2031 AM S3	28		7	6	E/2,Ac/2,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	29		7	7	E/3,Ac/3,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	30		7	6	E/3,Ac/3,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 AM S3	31		2	3	2/1,B/1,Bc1/1,Cx/1,Cx 2/1,Cx3/1
2031 AM S3	32		2	4	2/1,B/1,Bc1/1,Cx/1,Cx 2/1,Cx4-2/1
2031 AM S3	33		2	5	2/1,B/1,Bc1/1,Cx/1,Cx 2/2,Cx5/1
2031 AM S3	34		2	4	2/1,B/1,Bc1/1,Cx/1,Cx 2/2,Cx4-2/2
2031 AM S3	35		2	7	2/1,B/1,Bc1/2,Cc/1,Dc/1,Ex/1

2031 AM S3	**36**		2	6	2/1,B/1,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	**37**		2	3	2/1,B/1,Bc1/2,Cx/2,Cx 2/1,Cx3/1
2031 AM S3	**38**		2	4	2/1,B/1,Bc1/2,Cx/2,Cx 2/1,Cx4-2/1
2031 AM S3	**39**		2	5	2/1,B/1,Bc1/2,Cx/2,Cx 2/2,Cx5/1
2031 AM S3	**40**		2	4	2/1,B/1,Bc1/2,Cx/2,Cx 2/2,Cx4-2/2
2031 AM S3	**41**		2	6	2/2,B/2,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	**42**		2	1	2/2,B/2,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**43**		2	7	2/2,B/2,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	**44**		2	1	2/2,B/2,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**45**		2	2	2/2,B/2,Bc1/4,Cc/3,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**46**		2	6	2/2,B/2,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 AM S3	**47**		3	5	C3-1/1,Cx5/1
2031 AM S3	**48**		3	7	C3-1/1,C2/2,1/1,C/1,Dc/1,Ex/1
2031 AM S3	**49**		3	6	C3-1/1,C2/2,1/1,C/1,Dx/1,Dx1/1
2031 AM S3	**50**		3	1	C3-1/1,C2/2,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**51**		3	7	C3-1/1,C2/2,1/1,C/2,Dc/2,Ex/2
2031 AM S3	**52**		3	1	C3-1/1,C2/2,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**53**		3	2	C3-1/1,C2/2,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**54**		4	5	C4/1,Cx5/1
2031 AM S3	**55**		4	7	C4/1,C2/1,1/1,C/1,Dc/1,Ex/1
2031 AM S3	**56**		4	6	C4/1,C2/1,1/1,C/1,Dx/1,Dx1/1
2031 AM S3	**57**		4	1	C4/1,C2/1,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**58**		4	7	C4/1,C2/1,1/1,C/2,Dc/2,Ex/2
2031 AM S3	**59**		4	1	C4/1,C2/1,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**60**		4	2	C4/1,C2/1,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**61**		4	3	C4/2,Cx3/1
2031 AM S3	**62**		4	7	C4/2,C2/2,1/1,C/1,Dc/1,Ex/1
2031 AM S3	**63**		4	6	C4/2,C2/2,1/1,C/1,Dx/1,Dx1/1
2031 AM S3	**64**		4	1	C4/2,C2/2,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**65**		4	7	C4/2,C2/2,1/1,C/2,Dc/2,Ex/2
2031 AM S3	**66**		4	1	C4/2,C2/2,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**67**		4	2	C4/2,C2/2,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**68**		5	3	C5/1,Cx3/1
2031 AM S3	**69**		5	7	C5/1,C2/1,1/1,C/1,Dc/1,Ex/1
2031 AM S3	**70**		5	6	C5/1,C2/1,1/1,C/1,Dx/1,Dx1/1
2031 AM S3	**71**		5	1	C5/1,C2/1,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**72**		5	7	C5/1,C2/1,1/1,C/2,Dc/2,Ex/2
2031 AM S3	**73**		5	1	C5/1,C2/1,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**74**		5	2	C5/1,C2/1,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 AM S3	**75**		5	4	C5/1,Cx4-2/2
2031 AM S3	**76**		1	2	Fx/2,Fx1/1,A/2,Bc/1,Bx/1,3/1
2031 AM S3	**77**		1	3	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx3/1
2031 AM S3	**78**		1	4	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx4-2/1
2031 AM S3	**79**		1	5	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx5/1
2031 AM S3	**80**		1	4	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx4-2/2
2031 AM S3	**81**		1	7	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 AM S3	**82**		1	6	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	**83**		1	3	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx3/1
2031 AM S3	**84**		1	4	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx4-2/1
2031 AM S3	**85**		1	5	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx5/1
2031 AM S3	**86**		1	4	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx4-2/2
2031 AM S3	**87**		1	6	Fx/2,Fx1/2,A/3,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2

2031 AM S3	**88**		1	1	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**89**		1	7	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	**90**		1	1	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**91**		1	6	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 AM S3	**92**		1	2	Fx/1,Fx1/1,A/2,Bc/1,Bx/1,3/1
2031 AM S3	**93**		1	3	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx3/1
2031 AM S3	**94**		1	4	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx4-2/1
2031 AM S3	**95**		1	5	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx5/1
2031 AM S3	**96**		1	4	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx4-2/2
2031 AM S3	**97**		1	7	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 AM S3	**98**		1	6	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 AM S3	**99**		1	3	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx3/1
2031 AM S3	**100**		1	4	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx4-2/1
2031 AM S3	**101**		1	5	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx5/1
2031 AM S3	**102**		1	4	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx4-2/2
2031 AM S3	**103**		1	6	Fx/1,Fx1/2,A/3,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 AM S3	**104**		1	1	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 AM S3	**105**		1	7	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 AM S3	**106**		1	1	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 AM S3	**107**		1	6	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2

Normal Path Flows

OD Matrix	Path	Permitted Flow Type	Allocation Type	Fixed Flow (PCU/hr)
2031 AM S3	**1**	✓	Normal	
2031 AM S3	**2**	✓	Normal	
2031 AM S3	**3**	✓	Normal	
2031 AM S3	**4**	✓	Normal	
2031 AM S3	**5**	✓	Normal	
2031 AM S3	**6**	✓	Normal	
2031 AM S3	**7**	✓	Normal	
2031 AM S3	**8**	✓	Normal	
2031 AM S3	**9**	✓	Normal	
2031 AM S3	**10**	✓	Normal	
2031 AM S3	**11**	✓	Normal	
2031 AM S3	**12**	✓	Normal	
2031 AM S3	**13**	✓	Normal	
2031 AM S3	**14**	✓	Normal	
2031 AM S3	**15**	✓	Normal	
2031 AM S3	**16**	✓	Normal	
2031 AM S3	**17**	✓	Normal	
2031 AM S3	**18**	✓	Normal	
2031 AM S3	**19**	✓	Normal	
2031 AM S3	**20**	✓	Normal	
2031 AM S3	**21**	✓	Fixed	0
2031 AM S3	**22**	✓	Normal	
2031 AM S3	**23**	✓	Disabled	
2031 AM S3	**24**	✓	Normal	
2031 AM S3	**25**	✓	Normal	
2031 AM S3	**26**	✓	Normal	
2031 AM S3	**27**	✓	Normal	

2031 AM S3	**28**	✓	Normal	
2031 AM S3	**29**	✓	Normal	
2031 AM S3	**30**	✓	Normal	
2031 AM S3	**31**	✓	Normal	
2031 AM S3	**32**	✓	Normal	
2031 AM S3	**33**	✓	Normal	
2031 AM S3	**34**	✓	Normal	
2031 AM S3	**35**	✓	Normal	
2031 AM S3	**36**	✓	Normal	
2031 AM S3	**37**	✓	Normal	
2031 AM S3	**38**	✓	Normal	
2031 AM S3	**39**	✓	Normal	
2031 AM S3	**40**	✓	Normal	
2031 AM S3	**41**	✓	Fixed	0
2031 AM S3	**42**	✓	Normal	
2031 AM S3	**43**	✓	Normal	
2031 AM S3	**44**	✓	Normal	
2031 AM S3	**45**	✓	Normal	
2031 AM S3	**46**	✓	Fixed	100
2031 AM S3	**47**	✓	Normal	
2031 AM S3	**48**	✓	Normal	
2031 AM S3	**49**	✓	Normal	
2031 AM S3	**50**	✓	Normal	
2031 AM S3	**51**	✓	Normal	
2031 AM S3	**52**	✓	Normal	
2031 AM S3	**53**	✓	Normal	
2031 AM S3	**54**	✓	Normal	
2031 AM S3	**55**	✓	Normal	
2031 AM S3	**56**	✓	Normal	
2031 AM S3	**57**	✓	Normal	
2031 AM S3	**58**	✓	Fixed	0
2031 AM S3	**59**	✓	Normal	
2031 AM S3	**60**	✓	Normal	
2031 AM S3	**61**	✓	Normal	
2031 AM S3	**62**	✓	Normal	
2031 AM S3	**63**	✓	Normal	
2031 AM S3	**64**	✓	Normal	
2031 AM S3	**65**	✓	Normal	
2031 AM S3	**66**	✓	Normal	
2031 AM S3	**67**	✓	Normal	
2031 AM S3	**68**	✓	Normal	
2031 AM S3	**69**	✓	Normal	
2031 AM S3	**70**	✓	Normal	
2031 AM S3	**71**	✓	Normal	
2031 AM S3	**72**	✓	Normal	
2031 AM S3	**73**	✓	Normal	
2031 AM S3	**74**	✓	Normal	
2031 AM S3	**75**	✓	Normal	
2031 AM S3	**76**	✓	Normal	

2031 AM S3	**77**	✓	Normal	
2031 AM S3	**78**	✓	Normal	
2031 AM S3	**79**	✓	Normal	
2031 AM S3	**80**	✓	Normal	
2031 AM S3	**81**	✓	Normal	
2031 AM S3	**82**	✓	Disabled	
2031 AM S3	**83**	✓	Normal	
2031 AM S3	**84**	✓	Normal	
2031 AM S3	**85**	✓	Normal	
2031 AM S3	**86**	✓	Normal	
2031 AM S3	**87**	✓	Normal	
2031 AM S3	**88**	✓	Normal	
2031 AM S3	**89**	✓	Normal	
2031 AM S3	**90**	✓	Normal	
2031 AM S3	**91**	✓	Normal	
2031 AM S3	**92**	✓	Normal	
2031 AM S3	**93**	✓	Normal	
2031 AM S3	**94**	✓	Normal	
2031 AM S3	**95**	✓	Normal	
2031 AM S3	**96**	✓	Normal	
2031 AM S3	**97**	✓	Normal	
2031 AM S3	**98**	✓	Normal	
2031 AM S3	**99**	✓	Normal	
2031 AM S3	**100**	✓	Normal	
2031 AM S3	**101**	✓	Normal	
2031 AM S3	**102**	✓	Normal	
2031 AM S3	**103**	✓	Normal	
2031 AM S3	**104**	✓	Normal	
2031 AM S3	**105**	✓	Normal	
2031 AM S3	**106**	✓	Normal	
2031 AM S3	**107**	✓	Normal	

Signal Timings

Network Default: 88s cycle time; 88 steps

Controller Stream 1

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
1	(untitled)		1	NetworkDefault	88

Controller Stream 1 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
1	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
1	A	(untitled)	7	300	0	0	Not Specified
1	B	(untitled)	7	300	0	0	Not Specified
1	C	(untitled)	7	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
1	1	A	1
1	2	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay	Absolute Delay
1	1	Losing	B	2	1	9	
1	2	Gaining	A	2	1	0	10
1	3	Losing	A	1	2	2	

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
1	1	(untitled)	Single	1,2	62,43

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
1	1	✓	1	A	57	62	5	1	5
1	2	✓	2	B,C	69	43	62	1	7

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
1	A	1	✓	57	64	7
1	B	1	✓	69	52	71
1	C	1	✓	69	43	62

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		
	C	14		

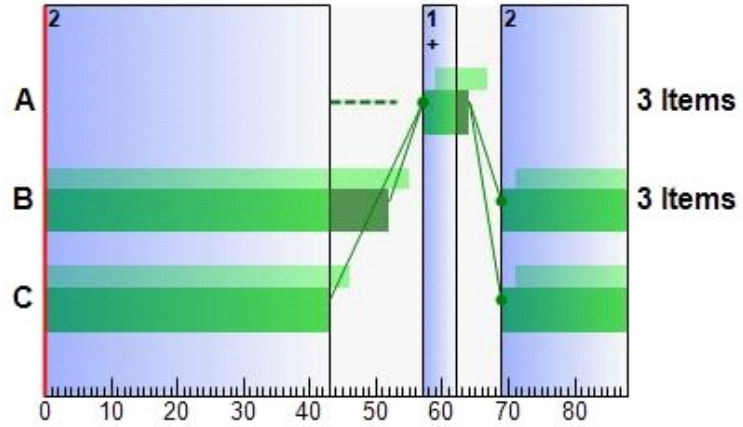
Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	7
	2	14	0

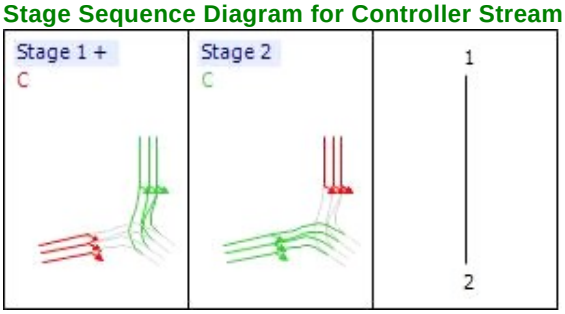
Banned Stage transitions for Controller Stream 1

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Controller Stream 2

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
2	(untitled)		1	NetworkDefault	88

Controller Stream 2 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
2	Unspecified						Absolute

Controller Stream 2 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
2	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
2	A	(untitled)	7	300	0	0	Not Specified
2	B	(untitled)	7	300	0	0	Not Specified
2	C	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
2	**1**	A	1
2	**2**	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay
2	**1**	Losing	B	2	1	5

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
2	**1**	(untitled)	Single	1,2	12,59

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
2	**1**	✓	1	A	69	12	31	1	7
2	**2**	✓	2	B,C	17	59	42	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
2	**A**	**1**	✓	69	12	31
2	**B**	**1**	✓	17	64	47
2	**C**	**1**	✓	17	59	42

Intergreen Matrix for Controller Stream 2

		To		
		A	**B**	**C**
From	**A**		5	5
	B	5		
	C	10		

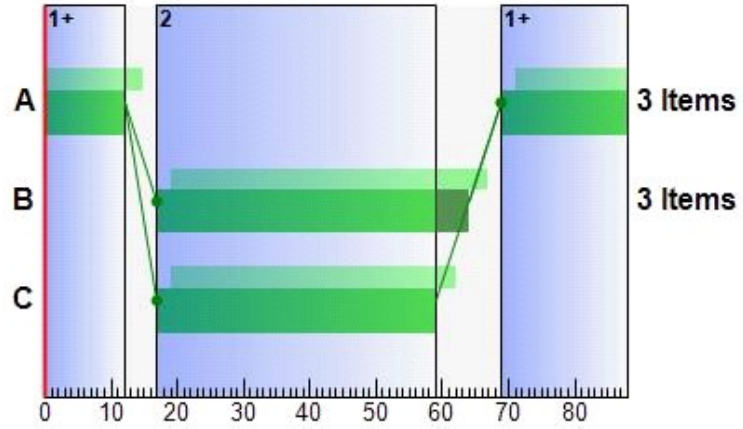
Interstage Matrix for Controller Stream 2

		To	
		1	**2**
From	**1**	0	5
	2	10	0

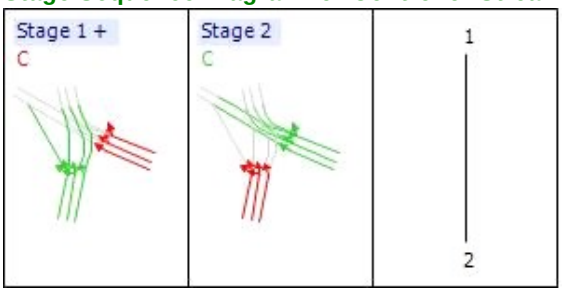
Banned Stage transitions for Controller Stream 2

		To	
		1	**2**
From	**1**		
	2		

Phase Timings Diagram for Controller Stream 2



Stage Sequence Diagram for Controller Stream 2



Controller Stream 3

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
3	(untitled)		1	NetworkDefault	88

Controller Stream 3 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
3	Unspecified						Absolute

Controller Stream 3 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
3	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
3	**A**	(untitled)	7	300	0	0	Not Specified
3	**B**	(untitled)	7	300	0	0	Not Specified
3	**C**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
3	**1**	A	1
3	**2**	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay
3	1	Losing	B	2	1	9

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
3	1	(untitled)	Single	1,2	33,86

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
3	1	✓	1	A	12	33	21	1	7
3	2	✓	2	B,C	38	86	48	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
3	A	1	✓	12	33	21
3	B	1	✓	38	7	57
3	C	1	✓	38	86	48

Intergreen Matrix for Controller Stream 3

		To		
		A	B	C
From	A		5	5
	B	5		
	C	14		

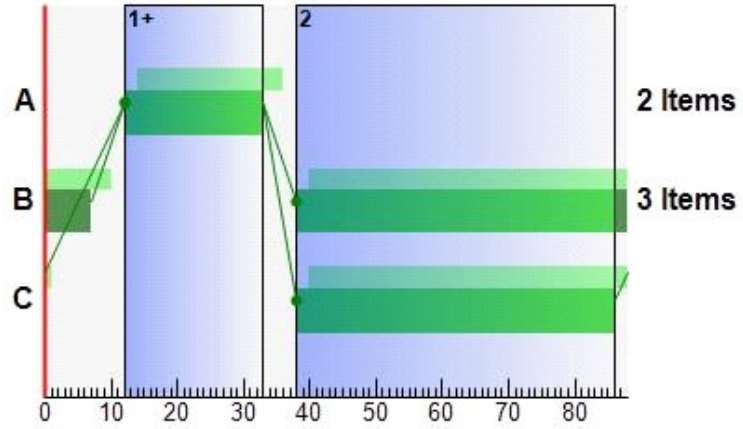
Interstage Matrix for Controller Stream 3

		To	
		1	2
From	1	0	5
	2	14	0

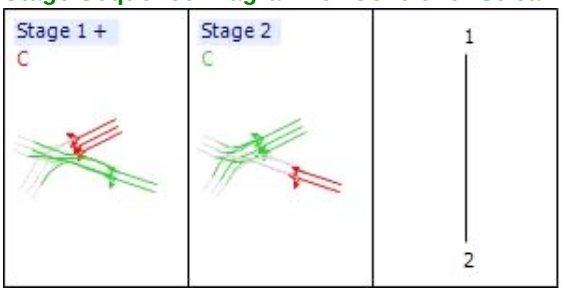
Banned Stage transitions for Controller Stream 3

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Controller Stream 4

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
4	(untitled)		1	NetworkDefault	88

Controller Stream 4 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
4	Unspecified						Absolute

Controller Stream 4 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
4	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
4	**A**	(untitled)	7	300	0	0	Not Specified
4	**B**	(untitled)	7	300	0	0	Not Specified
4	**C**	(untitled)	7	300	0	0	Not Specified
4	**D**	(untitled)	7	300	0	0	Not Specified
4	**E**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
4	**1**	A,B,D	1
4	**2**	C	1
4	**3**	E	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
4	1	(untitled)	Single	1,3,2	47,58,86
4	2	(untitled)	Single	1,2,3	0,29,53

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
4	1	✓	1	A,B,D	4	47	43	1	7
4	2	✓	3	E	52	58	6	1	5
4	3	✓	2	C	70	86	16	1	7

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
4	A	1	✓	4	47	43
4	B	1	✓	4	47	43
4	C	1	✓	70	86	16
4	D	1	✓	3	47	44
4	E	1	✓	52	58	6

Intergreen Matrix for Controller Stream 4

		To				
		A	B	C	D	E
From	A			8		5
	B			7		5
	C	6	6		5	5
	D			8		5
	E	12	12	12	12	

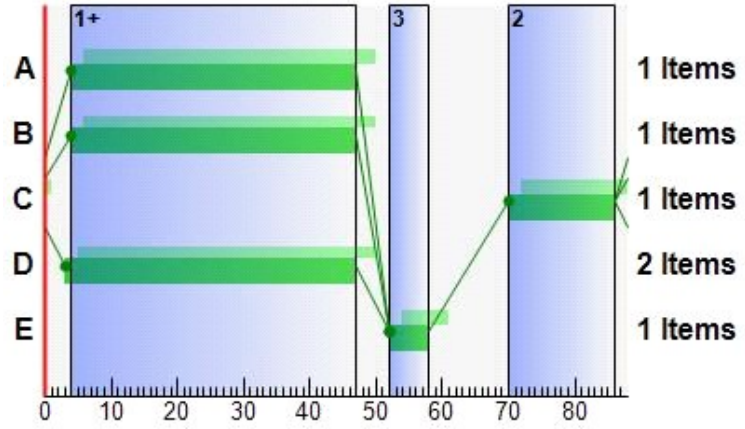
Interstage Matrix for Controller Stream 4

		To		
		1	2	3
From	1	0	8	5
	2	6	0	5
	3	12	12	0

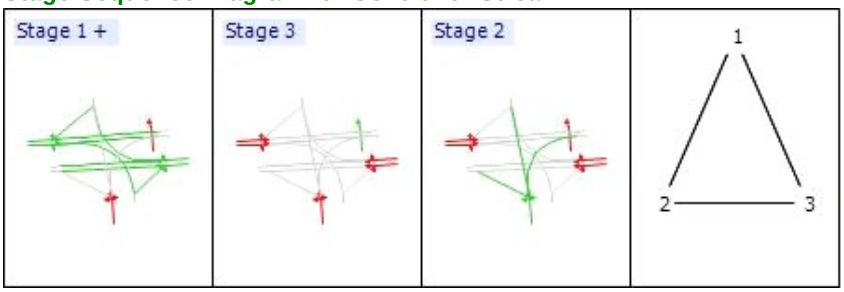
Banned Stage transitions for Controller Stream 4

		To		
		1	2	3
From	1			
	2			
	3			

Phase Timings Diagram for Controller Stream 4



Stage Sequence Diagram for Controller Stream 4



Controller Stream 5

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
5	(untitled)		1	NetworkDefault	88

Controller Stream 5 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
5	Unspecified						Absolute

Controller Stream 5 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
5	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
5	**A**	(untitled)	7	300	0	0	Not Specified
5	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
5	**1**	A	1
5	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
5	**1**	(untitled)	Single	1,2	49,59

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
5	**1**	✓	1	A	70	49	67	1	7
5	**2**	✓	2	B	54	59	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
5	**A**	**1**	✓	70	49	67
5	**B**	**1**	✓	54	59	5

Intergreen Matrix for Controller Stream 5

		To	
		A	**B**
From	**A**		5
	B	11	

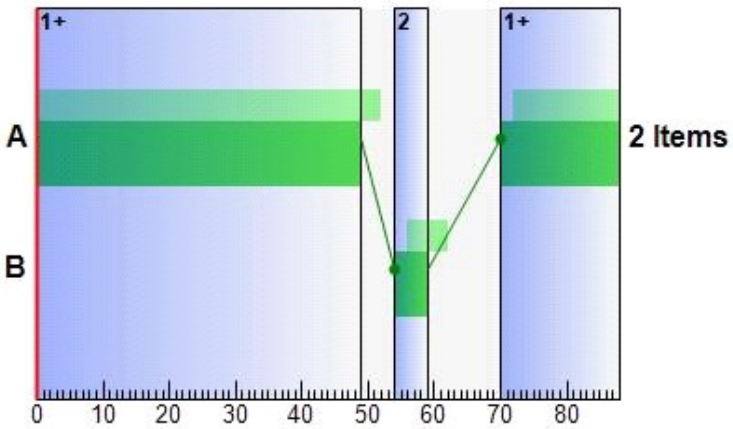
Interstage Matrix for Controller Stream 5

		To	
		1	**2**
From	**1**	0	5
	2	11	0

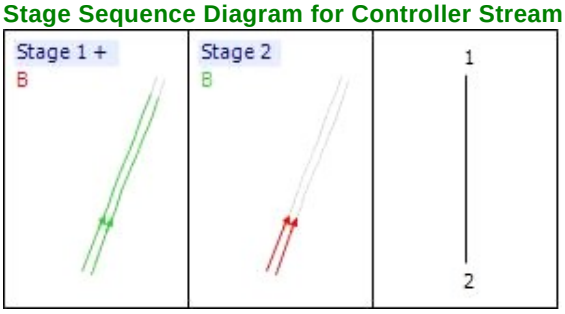
Banned Stage transitions for Controller Stream 5

		To	
		1	**2**
From	**1**		
	2		

Phase Timings Diagram for Controller Stream 5



Stage Sequence Diagram for Controller Stream 5



Controller Stream 6

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
6	(untitled)		1	NetworkDefault	88

Controller Stream 6 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
6	Unspecified						Absolute

Controller Stream 6 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
6	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
6	**A**	(untitled)	7	300	0	0	Not Specified
6	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
6	**1**	A	1
6	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
6	**1**	(untitled)	Single	1,2	53,63

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
6	**1**	✓	1	A	71	53	70	1	7
6	**2**	✓	2	B	58	63	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
6	**A**	**1**	✓	71	53	70
6	**B**	**1**	✓	58	63	5

Intergreen Matrix for Controller Stream 6

		To	
		A	B
From	A		5
	B	8	

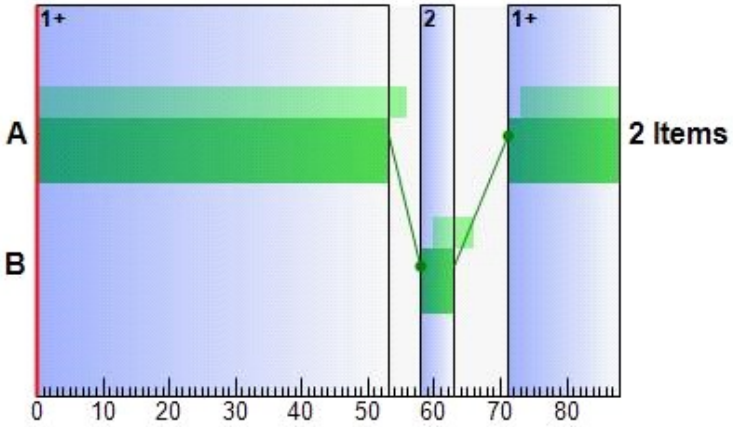
Interstage Matrix for Controller Stream 6

		To	
		1	2
From	1	0	5
	2	8	0

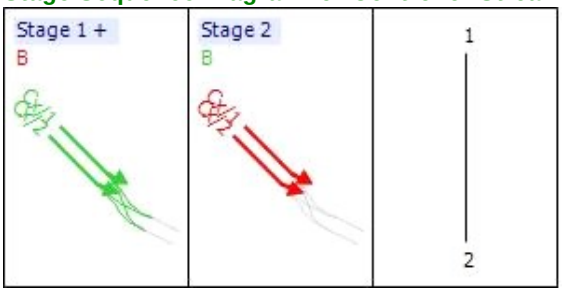
Banned Stage transitions for Controller Stream 6

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 6



Stage Sequence Diagram for Controller Stream 6



Controller Stream 7

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
7	(untitled)		1	NetworkDefault	88

Controller Stream 7 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
7	Unspecified						Absolute

Controller Stream 7 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
7	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
7	A	(untitled)	7	300	0	0	Not Specified
7	B	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
7	1	A	1
7	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
7	1	(untitled)	Single	1,2	2,12

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
7	1	✓	1	A	22	2	68	1	7
7	2	✓	2	B	7	12	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
7	A	1	✓	22	2	68
7	B	1	✓	7	12	5

Intergreen Matrix for Controller Stream 7

		To	
		A	B
From	A		5
	B	10	

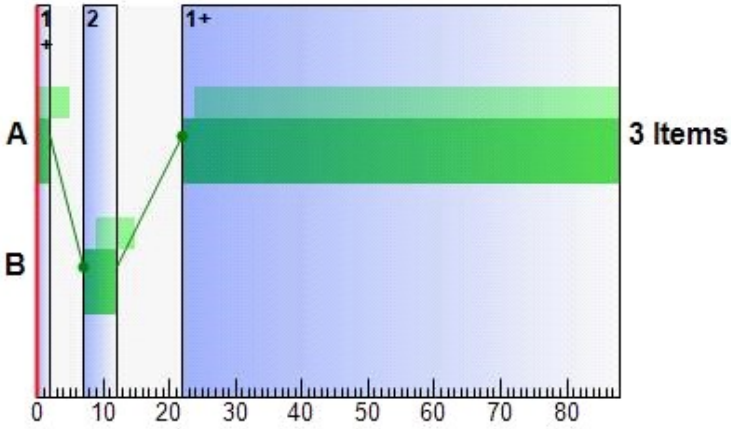
Interstage Matrix for Controller Stream 7

		To	
		1	2
From	1	0	5
	2	10	0

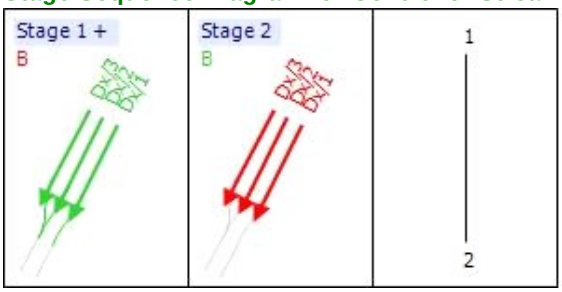
Banned Stage transitions for Controller Stream 7

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 7



Stage Sequence Diagram for Controller Stream 7



Controller Stream 9

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
9	(untitled)		1	NetworkDefault	88

Controller Stream 9 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
9	Unspecified						Absolute

Controller Stream 9 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
9	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
9	**A**	(untitled)	7	300	0	0	Not Specified
9	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
9	**1**	A	1
9	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
9	**1**	(untitled)	Single	1,2	25,39

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
9	**1**	✓	1	A	44	25	69	1	7
9	**2**	✓	2	B	30	39	9	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
9	**A**	**1**	✓	44	25	69
9	**B**	**1**	✓	30	39	9

Intergreen Matrix for Controller Stream 9

		To	
		A	**B**
From	**A**		5
	B	5	

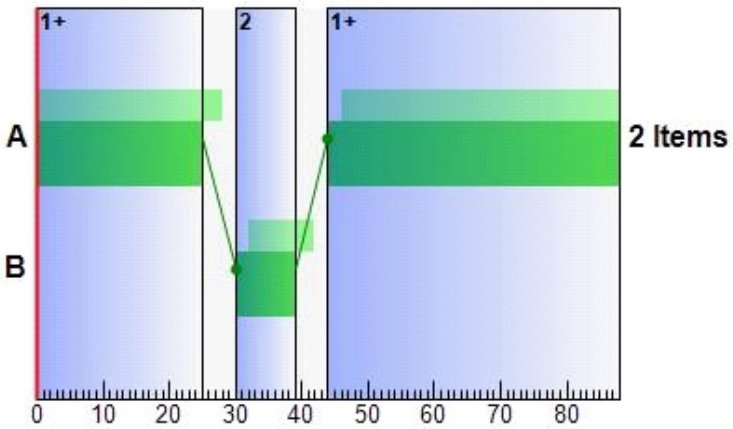
Interstage Matrix for Controller Stream 9

		To	
		1	**2**
From	**1**	0	5
	2	5	0

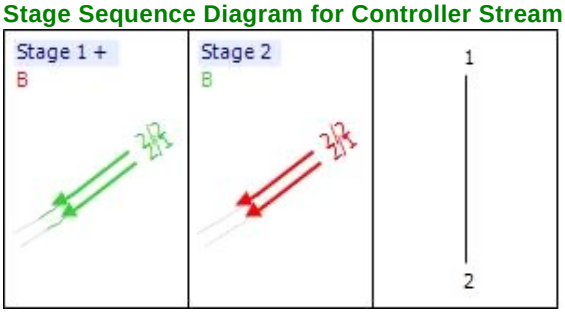
Banned Stage transitions for Controller Stream 9

		To	
		1	**2**
From	**1**		
	2		

Phase Timings Diagram for Controller Stream 9



Stage Sequence Diagram for Controller Stream 9



Controller Stream 10

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
10	(untitled)		1	NetworkDefault	88

Controller Stream 10 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
10	Unspecified						Absolute

Controller Stream 10 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
10	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
10	**A**	(untitled)	7	300	0	0	Not Specified
10	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
10	**1**	A	1
10	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
10	**1**	(untitled)	Single	1,2	55,65

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
10	**1**	✓	1	A	70	55	73	1	7
10	**2**	✓	2	B	60	65	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
10	**A**	**1**	✓	70	55	73
10	**B**	**1**	✓	60	65	5

Intergreen Matrix for Controller Stream 10

		To	
		A	B
From	A		5
	B	5	

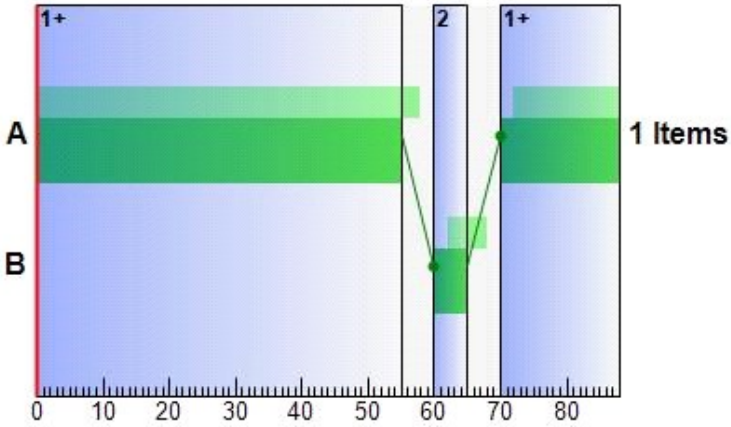
Interstage Matrix for Controller Stream 10

		To	
		1	2
From	1	0	5
	2	5	0

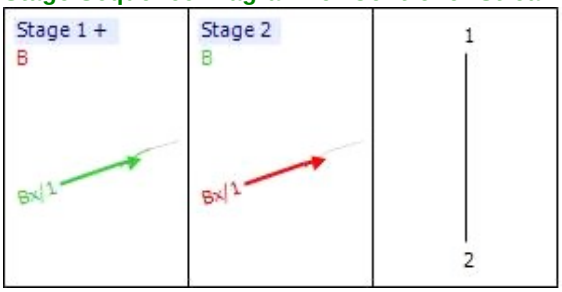
Banned Stage transitions for Controller Stream 10

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 10



Stage Sequence Diagram for Controller Stream 10



Final Prediction Table

Link Results

			SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		W
Link	Name	Traffic Node	Controller Stream	Phase	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weightin (%)
1 P	(untitled)	23	4	E	0 <	0	0	0.00	0	0	44.06	43.06	0.00	11.78 +	11.78	100

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			Q
Arm	Traffic Stream	Name	Traffic Node	Controller Stream	Phase	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)
1	1	(untitled)	25			1513	1800	88	0.00	84	7	34.51	11.23	70.65	31.55
2	1	(untitled)	26	9	A	305	1800	69	2.00	21	323	23.44	2.56	21.59	1.81
2	2	(untitled)	26	9	A	155	1800	69	0.00	11	731	23.06	2.18	19.39	0.82
3	1	(untitled)				1130	2128	88	0.00	53	69	21.83	0.96	0.00	0.30
A	2	(untitled)	1	1	A	486 <	4079 f	7	0.00	131!	-31	476.00	468.54	340.36	68.09 +
A	3	A38 North Entry	1	1	A	480 <	2279	7	0.00	232!	-61	1050.61	1043.15	562.00	141.7 +
A	4	(untitled)	1	1	A	480 <	2279	7	0.00	232!	-61	1050.61	1043.15	562.00	141.7 +
B	1	(untitled)	10			305 <	991	88	17.00	31	192	1.96	0.96	8.67	1.97
B	2	(untitled)	10			155	708	88	0.00	22	311	3.34	2.34	29.88	1.11
C	1	(untitled)	3	3	A	680	3257 f	21	4.00	84	8	50.10	35.19	97.34	16.80
C	2	(untitled)	3	3	A	833	3408 f	21	0.00	98!	-8	84.75	69.83	137.54	29.97
D	1	(untitled)	4	2	A	688	2159	31	0.00	88	3	58.01	41.23	104.40	18.55
D	2	(untitled)	4	2	A	738	2317	31	15.00	88	3	57.00	40.22	103.32	19.69
D	3	(untitled)	4	2	A	479	2317	31	4.00	57	58	42.05	25.27	78.78	9.69
E	1	(untitled)	5			683 <	478	88	0.00	143!	-37	573.99	559.07	372.36	115.3 +
E	2	(untitled)	5			683 <	478	88	9.00	143!	-37	573.99	559.07	372.36	115.3 +
E	3	(untitled)	5			683 <	478	88	0.00	143!	-37	573.99	559.07	372.36	115.3 +
Ac	1	(untitled)	1	1	B	1355	2112	71	14.00	78	15	8.63	4.60	13.11	4.77
Ac	2	(untitled)	1	1	B	957 <	2263	71	7.00	52	74	7.57	3.54	32.52	11.00 +
Ac	3	(untitled)	1	1	B	478	2263	71	17.00	26	249	8.91	4.88	46.54	5.98
Ax	1	(untitled)	8	5	A	576	1965	67	0.00	38	137	2.84	1.72	8.79	1.40
Ax	2	(untitled)	8	5	A	269	2105	67	17.00	17	445	3.46	2.34	17.23	1.30
Ax2	1	A38 North Exit	17			576	1800	88	15.00	32	181	10.07	0.47	0.00	0.08
Ax2	2	A38 North Exit	17			269	1800	88	18.00	15	503	9.78	0.18	0.00	0.01
Bc	1	(untitled)	6			1543 <	1800	88	5.00	86	5	9.37	6.04	27.75	13.53 +

Bc	**2**	(untitled)	6			851 <	1800	88	2.00	47	90	4.53	1.44	22.78	9.84
Bc	**3**	(untitled)	6			496	1800	88	16.00	28	227	3.71	0.61	10.32	4.16
Bc	**4**	(untitled)	6			685	1800	88	14.00	38	137	4.13	1.03	18.68	5.19
Bc1	**1**	(untitled)	2			495	1800	88	0.00	27	227	7.73	0.38	0.00	0.05
Bc1	**2**	(untitled)	2			1074	1800	88	0.00	60	51	9.24	1.89	19.25	12.13
Bc1	**3**	(untitled)	2			496	1800	88	11.00	28	227	7.73	0.38	0.00	0.05
Bc1	**4**	(untitled)	2			840	1800	88	0.00	47	93	8.23	0.88	1.14	2.22
Bc3	**1**	(untitled)	10			413	1800	88	19.00	23	292	1.81	0.30	0.00	0.03
Bc3	**2**	(untitled)	10			851	1800	88	2.00	47	90	2.41	0.90	0.00	0.21
Bc3	**3**	(untitled)	10			496	1800	88	15.00	28	227	1.89	0.38	0.00	0.05
Bc3	**4**	(untitled)	10			685	1800	88	12.00	38	137	2.13	0.61	0.00	0.12
Bx	**1**	(untitled)	27	10	A	1130 <	2128	73	0.00	63	42	2.95	1.95	6.13	1.96
C2	**1**	(untitled)	9			849	1800	88	7.00	47	91	24.17	0.89	0.00	0.21
C2	**2**	(untitled)	9			664	1800	88	26.00	37	144	23.91	0.63	2.62	4.67
C3-1	**1**	(untitled)	23			0	0	88	88.00	0	-100	0.00	0.00	0.00	0.00
C4	**1**	(untitled)	23	4	D	609	1887	44	0.00	63	43	25.14	18.69	71.61	11.19
C4	**2**	(untitled)	23	4	D	664	2055	44	0.00	63	42	24.90	18.45	71.36	12.16
C5	**1**	(untitled)	23	4	C	332 <	1906	16	0.00	90!	0	75.10	71.00	131.34	11.19 +
Cc	**1**	(untitled)	3	3	B	196	2059	57	17.00	14	523	8.86	4.01	24.12	1.24
Cc	**2**	(untitled)	3	3	B	496	2209	57	0.00	34	164	7.11	2.27	10.33	1.43
Cc	**3**	(untitled)	3	3	B	840	2181	57	0.00	58	54	10.69	5.84	24.99	5.54
Cx	**1**	A4097 Kinsbury Road Exit	24	6	A	495	2120	70	0.00	29	211	7.76	2.17	17.08	2.48
Cx	**2**	A4097 Kinsbury Road Exit	24	6	A	878	2120	70	0.00	51	75	7.45	1.86	8.94	2.34
Cx 2	**1**	(untitled)	23	4	A	625	1915	43	0.00	65	38	47.34	16.47	49.81	8.24
Cx 2	**2**	(untitled)	23	4	B	748	2055	43	0.00	73	24	50.16	19.29	57.06	11.47
Cx3	**1**	(untitled)				0	1800	88	88.00	0	Unrestricted	0.00	0.00	0.00	0.00
Cx4-2	**1**	(untitled)				625	1800	88	39.00	35	159	6.38	0.61	4.01	5.67
Cx4-2	**2**	(untitled)				474	1800	88	23.00	26	242	6.13	0.36	0.00	0.05
Cx5	**1**	(untitled)				366	1800	88	40.00	20	342	4.92	0.26	0.00	0.03
Dc	**1**	(untitled)	4	2	B	314	2059	47	0.00	28	222	11.03	4.32	23.20	2.44
Dc	**2**	(untitled)	4	2	B	484	2172	47	9.00	41	120	13.79	7.08	49.04	8.67
Dc	**3**	(untitled)	4	2	B	500	2185	47	10.00	42	115	8.31	1.60	8.77	6.37
Dx	**1**	(untitled)	7	7	A	562 <	1915	68	11.00	37	140	10.60	7.47	71.24	11.50 +
Dx	**2**	(untitled)	7	7	A	496	2055	68	14.00	31	192	7.47	4.33	22.78	2.77
Dx	**3**	(untitled)	7	7	A	689	2055	68	11.00	43	110	8.34	5.21	25.23	4.25
Dx1	**1**	A38 South Exit				562	2155	88	16.00	26	245	14.28	0.29	0.00	0.05
Dx1	**2**	A38 South Exit				1185	2155	88	3.00	55	64	15.07	1.09	5.17	4.55
Ec	**1**	(untitled)	5			484	1800	88	20.00	27	235	4.10	0.37	0.00	0.05
Ec	**2**	(untitled)	5			1238 <	1800	88	17.00	69	31	8.31	4.58	56.99	17.99 +
Ec	**3**	(untitled)	5			479 <	1800	88	62.00	27	238	5.37	1.65	38.34	9.22
Ex	**1**	(untitled)				672	1800	88	23.00	37	141	8.05	0.60	0.00	0.11

Ex	2	(untitled)				330	1800	88	52.00	18	391	7.68	0.22	0.00	0.02
Fx	1	(untitled)	20			723	2112	88	0.00	34	163	22.07	0.44	0.00	0.09
Fx	2	(untitled)	20			723	2263	88	0.00	32	182	22.00	0.37	0.00	0.07
Fx1	1	(untitled)	22			486	1800	88	88.00	27	233	7.83	0.37	0.00	0.05
Fx1	2	(untitled)	22			960	1800	88	88.00	53	69	8.60	1.14	0.00	0.30

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	5878.33	527.69	11.14	62.11	349.19	2817.15	467.73	222.50	3507.38
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PEDESTRIANS									
OTHER (NORMAL)	6022.93	872.12	6.91	70.83	681.89	4756.45	491.06	222.50	5470.01

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DoS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

Link Results

Link Results: Flows And Signals

Time Segment	Link	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Calculated Sat Flow (PCU/hr)	Calculated Capacity (PCU/hr)	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Mean Modulus Of Error	Actual Green (s (per cycle))	Effective Green (s (per cycle))
08:00-09:00	1	500	500	0		10000	795	63		43	0.00	6	7

Link Results: Stops And Delays

Time Segment	Link	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)
08:00-09:00	1	1.00	43.06	5.45	0.53	84.93	84.93	0.00	0.00	0.00	0.00	0.00

Link Results: Queues And Blocking

Time Segment	Link	Initial Queue (PCU)	Mean Max Queue (PCU)	Max Queue Storage (PCU)	Utilised Storage (%)	Average Link Excess Queue (PCU)	Average Limit Excess Queue (PCU)	Excess Queue Penalty (£ per hr)	Max End Of Green Queue (PCU)	Max End Of Red Queue (PCU)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))	Estimated Blocking
08:00-09:00	1	0.00	11.78	10.00	117.78	0.14	0.00	0.00	0.53	11.78	0.00	0.00	0.00	

Link Results: Journey Times

Time Segment	Link	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Journey Time Per PCU (s)
08:00-09:00	1	1.75	6.12	0.29	44.06

Link Results: Advanced

Time Segment	Link	Degree Of Saturation Penalty (£ per hr)	Phase Min Max Penalty (£ per hr)	Intergreen Broken Penalty (£ per hr)	Stage Constraint Broken Penalty (£ per hr)	Ped Gap Accepting Penalty (£ per hr)	Warmed Up	Warmed Up Error	Mean Max Queue EoTS (PCU)	Max End Of Green Queue Eo TS (PCU)	Max End Of Red Queue Eo TS (PCU)	Cost Of Penalties (£ per hr)	Unweighted Performance Index (£ per hr)	Performance Index (£ per hr)
08:00-09:00	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	11.78	0.53	11.78	0.00	84.93	84.93

Traffic Stream Results

Traffic Stream Results: Vehicle Summary

Time Segment	Arm	Traffic Stream	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Mean Max Queue (PCU)	Utilised Storage (%)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	1	1	84	7	1513	1800	88	11.23	31.55	58.10	67.04	34.71	101.75
08:00-09:00	2	1	21	323	305	1800	69	2.56	1.81	3.71	3.08	2.14	5.22
08:00-09:00	2	2	11	731	155	1800	69	2.18	0.82	1.69	1.33	0.98	2.31
08:00-09:00	3	1	53	69	1130	2128	88	0.96	0.30	0.62	4.27	0.00	4.27
08:00-09:00	A	2	131!	-31	486	4079	7	468.54	68.09	391.54	359.28	8.20	367.47
08:00-09:00	A	3	232!	-61	480	2279	7	1043.15	141.79	815.30	790.01	7.56	797.58
08:00-09:00	A	4	232!	-61	480	2279	7	1043.15	141.79	815.30	790.01	7.56	797.58
08:00-09:00	B	1	31	192	305	991	88	0.96	1.97	113.53	1.16	0.48	1.64
08:00-09:00	B	2	22	311	155	708	88	2.34	1.11	63.66	1.43	0.84	2.27
08:00-09:00	C	1	84	8	680	3257	21	35.19	16.80	48.30	37.75	0.00	37.75
08:00-09:00	C	2	98!	-8	833	3408	21	69.83	29.97	86.15	91.78	0.00	91.78
08:00-09:00	D	1	88	3	688	2159	31	41.23	18.55	35.56	44.76	0.00	44.76
08:00-09:00	D	2	88	3	738	2317	31	40.22	19.69	37.75	46.83	0.00	46.83
08:00-09:00	D	3	57	58	479	2317	31	25.27	9.69	18.57	19.10	0.00	19.10
08:00-09:00	E	1	143!	-37	683	478	88	559.07	115.38	331.72	602.47	57.75	660.22
08:00-09:00	E	2	143!	-37	683	478	88	559.07	115.38	331.72	602.47	57.75	660.22
08:00-09:00	E	3	143!	-37	683	478	88	559.07	115.38	331.72	602.47	57.75	660.22
08:00-09:00	Ac	1	78	15	1355	2112	71	4.60	4.77	68.08	24.60	5.77	40.11

08:00-09:00	**Ac**	**2**	52	74	957	2263	71	3.54	11.00	157.12	13.35	10.10	60.58
08:00-09:00	**Ac**	**3**	26	249	478	2263	71	4.88	5.98	85.41	9.20	7.22	19.93
08:00-09:00	**Ax**	**1**	38	137	576	1965	67	1.72	1.40	40.31	3.91	2.92	6.83
08:00-09:00	**Ax**	**2**	17	445	269	2105	67	2.34	1.30	37.46	2.48	2.67	5.15
08:00-09:00	**Ax2**	**1**	32	181	576	1800	88	0.47	0.08	0.54	1.07	0.00	1.07
08:00-09:00	**Ax2**	**2**	15	503	269	1800	88	0.18	0.01	0.09	0.19	0.00	0.19
08:00-09:00	**Bc**	**1**	86	5	1543	1800	88	6.04	13.53	187.21	36.78	12.93	49.71
08:00-09:00	**Bc**	**2**	47	90	851	1800	88	1.44	9.84	136.20	4.82	6.29	11.11
08:00-09:00	**Bc**	**3**	28	227	496	1800	88	0.61	4.16	57.63	1.19	1.66	2.86
08:00-09:00	**Bc**	**4**	38	137	685	1800	88	1.03	5.19	71.78	2.78	4.15	6.94
08:00-09:00	**Bc1**	**1**	27	227	495	1800	88	0.38	0.05	0.30	0.74	0.00	0.74
08:00-09:00	**Bc1**	**2**	60	51	1074	1800	88	1.89	12.13	70.74	8.00	6.72	14.71
08:00-09:00	**Bc1**	**3**	28	227	496	1800	88	0.38	0.05	0.31	0.74	0.00	0.74
08:00-09:00	**Bc1**	**4**	47	93	840	1800	88	0.88	2.22	12.95	2.90	0.31	3.22
08:00-09:00	**Bc3**	**1**	23	292	413	1800	88	0.30	0.03	0.97	0.48	0.00	0.48
08:00-09:00	**Bc3**	**2**	47	90	851	1800	88	0.90	0.21	5.99	3.00	0.00	3.00
08:00-09:00	**Bc3**	**3**	28	227	496	1800	88	0.38	0.05	1.48	0.74	0.00	0.74
08:00-09:00	**Bc3**	**4**	38	137	685	1800	88	0.61	0.12	3.30	1.66	0.00	1.66
08:00-09:00	**Bx**	**1**	63	42	1130	2128	73	1.95	1.96	112.82	8.70	1.25	9.95
08:00-09:00	**C2**	**1**	47	91	849	1800	88	0.89	0.21	0.39	2.99	0.00	2.99
08:00-09:00	**C2**	**2**	37	144	664	1800	88	0.63	4.67	8.60	1.64	0.56	2.21
08:00-09:00	**C3-1**	**1**	0	-100	0	0	88	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**C4**	**1**	63	43	609	1887	44	18.69	11.19	74.31	44.89	14.16	59.05
08:00-09:00	**C4**	**2**	63	42	664	2055	44	18.45	12.16	80.71	48.31	15.39	63.70
08:00-09:00	**C5**	**1**	90!	0	332	1906	16	71.00	11.19	116.97	92.98	14.16	107.14
08:00-09:00	**Cc**	**1**	14	523	196	2059	57	4.01	1.24	20.60	3.10	1.53	4.64
08:00-09:00	**Cc**	**2**	34	164	496	2209	57	2.27	1.43	23.79	4.44	1.66	6.10
08:00-09:00	**Cc**	**3**	58	54	840	2181	57	5.84	5.54	92.32	19.35	6.81	26.17
08:00-09:00	**Cx**	**1**	29	211	495	2120	70	2.17	2.48	14.28	4.24	4.88	9.12
08:00-09:00	**Cx**	**2**	51	75	878	2120	70	1.86	2.34	13.48	6.43	4.53	10.96

08:00-09:00	Cx 2	1	65	38	625	1915	43	16.47	8.24	11.45	40.58	10.10	50.68
08:00-09:00	Cx 2	2	73	24	748	2055	43	19.29	11.47	15.93	56.94	13.87	70.80
08:00-09:00	Cx3	1	0	Unrestricted	0	1800	88	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Cx4-2	1	35	159	625	1800	88	0.61	5.67	42.10	1.49	0.81	2.30
08:00-09:00	Cx4-2	2	26	242	474	1800	88	0.36	0.05	0.35	0.67	0.00	0.67
08:00-09:00	Cx5	1	20	342	366	1800	88	0.26	0.03	0.24	0.37	0.00	0.37
08:00-09:00	Dc	1	28	222	314	2059	47	4.32	2.44	15.58	53.52	23.65	77.17
08:00-09:00	Dc	2	41	120	484	2172	47	7.08	8.67	55.39	13.51	7.71	21.22
08:00-09:00	Dc	3	42	115	500	2185	47	1.60	6.37	40.70	3.16	1.42	4.58
08:00-09:00	Dx	1	37	140	562	1915	68	7.47	11.50	118.08	16.55	23.11	39.67
08:00-09:00	Dx	2	31	192	496	2055	68	4.33	2.77	28.46	8.48	6.52	15.00
08:00-09:00	Dx	3	43	110	689	2055	68	5.21	4.25	43.68	14.15	10.04	24.19
08:00-09:00	Dx1	1	26	245	562	2155	88	0.29	0.05	0.11	0.65	0.00	0.65
08:00-09:00	Dx1	2	55	64	1185	2155	88	1.09	4.55	10.46	5.09	3.53	8.62
08:00-09:00	Ec	1	27	235	484	1800	88	0.37	0.05	0.57	0.70	0.00	0.70
08:00-09:00	Ec	2	69	31	1238	1800	88	4.58	17.99	206.86	22.36	22.91	204.16
08:00-09:00	Ec	3	27	238	479	1800	88	1.65	9.22	105.99	3.11	5.96	22.29
08:00-09:00	Ex	1	37	141	672	1800	88	0.60	0.11	0.64	1.58	0.00	1.58
08:00-09:00	Ex	2	18	391	330	1800	88	0.22	0.02	0.12	0.29	0.00	0.29
08:00-09:00	Fx	1	34	163	723	2112	88	0.44	0.09	0.18	1.26	0.00	1.26
08:00-09:00	Fx	2	32	182	723	2263	88	0.37	0.07	0.15	1.06	0.00	1.06
08:00-09:00	Fx1	1	27	233	486	1800	88	0.37	0.05	0.29	0.71	0.00	0.71
08:00-09:00	Fx1	2	53	69	960	1800	88	1.14	0.30	1.75	4.32	0.00	4.32

Traffic Stream Results: Flows And Signals

Time Segment	Arm	Traffic Stream	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Calculated Sat Flow (PCU/hr)	Calculated Capacity (PCU/hr)	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Mean Modulus Of Error	Actual Green (s (per cycle))	Eff Gr (c
08:00-09:00	1	1	1513	1513	-2	✓	1800	1800	84		7	0.49	88	
08:00-09:00	2	1	305	305	0		1800	1432	21		323	0.00	69	
08:00-09:00	2	2	155	155	-1		1800	1432	11		731	0.00	69	
08:00-09:00	3	1	1130	1130	23	✓	2128	2128	53		69	0.40	88	

08:00-09:00	**A**	**2**	486	371	-5	✓	4079	371	131!	✓	-31	0.00	7
08:00-09:00	**A**	**3**	480	207	1		2279	207	232!	✓	-61	0.00	7
08:00-09:00	**A**	**4**	480	207	1		2279	207	232!	✓	-61	0.00	7
08:00-09:00	**B**	**1**	305	305	0		991	991	31		192	0.40	88
08:00-09:00	**B**	**2**	155	155	-1		708	708	22		311	0.40	88
08:00-09:00	**C**	**1**	680	680	-1	✓	3257	814	84		8	0.25	21
08:00-09:00	**C**	**2**	833	833	-1	✓	3408	852	98!	✓	-8	0.21	21
08:00-09:00	**D**	**1**	688	688	0		2159	785	88		3	0.00	31
08:00-09:00	**D**	**2**	738	738	0		2317	843	88		3	0.00	31
08:00-09:00	**D**	**3**	479	479	-1		2317	843	57		58	0.00	31
08:00-09:00	**E**	**1**	683	478	0		478	478	143!	✓	-37	0.00	88
08:00-09:00	**E**	**2**	683	478	0		478	478	143!	✓	-37	0.00	88
08:00-09:00	**E**	**3**	683	478	0		478	478	143!	✓	-37	0.00	88
08:00-09:00	**Ac**	**1**	1355	1355	127	✓	2112	1728	78		15	0.34	71
08:00-09:00	**Ac**	**2**	957	957	204	✓	2263	1852	52		74	0.39	71
08:00-09:00	**Ac**	**3**	478	478	205	✓	2263	1852	26		249	0.58	71
08:00-09:00	**Ax**	**1**	576	576	39	✓	1965	1518	38		137	0.57	67
08:00-09:00	**Ax**	**2**	269	269	39	✓	2105	1627	17		445	0.67	67
08:00-09:00	**Ax2**	**1**	576	576	39	✓	1800	1800	32		181	0.58	88
08:00-09:00	**Ax2**	**2**	269	269	39	✓	1800	1800	15		503	0.83	88
08:00-09:00	**Bc**	**1**	1543	1543	182	✓	1800	1800	86		5	0.21	88
08:00-09:00	**Bc**	**2**	851	851	135	✓	1800	1800	47		90	0.74	88
08:00-09:00	**Bc**	**3**	496	496	398	✓	1800	1800	28		227	0.92	88
08:00-09:00	**Bc**	**4**	685	685	479	✓	1800	1800	38		137	0.83	88
08:00-09:00	**Bc1**	**1**	495	495	159	✓	1800	1800	27		227	0.67	88
08:00-09:00	**Bc1**	**2**	1074	1074	135	✓	1800	1800	60		51	0.51	88
08:00-09:00	**Bc1**	**3**	496	496	398	✓	1800	1800	28		227	0.82	88
08:00-09:00	**Bc1**	**4**	840	840	478	✓	1800	1800	47		93	0.56	88
08:00-09:00	**Bc3**	**1**	413	413	159	✓	1800	1800	23		292	0.86	88
08:00-09:00	**Bc3**	**2**	851	851	135	✓	1800	1800	47		90	0.72	88

08:00-09:00	Bc3	3	496	496	398	✓	1800	1800	28		227	0.88	88
08:00-09:00	Bc3	4	685	685	479	✓	1800	1800	38		137	0.76	88
08:00-09:00	Bx	1	1130	1130	23	✓	2128	1789	63		42	0.46	73
08:00-09:00	C2	1	849	849	-1	✓	1800	1800	47		91	0.53	88
08:00-09:00	C2	2	664	664	-1		1800	1800	37		144	0.84	88
08:00-09:00	C3-1	1	0	0	0		0	0	0		-100	0.00	88
08:00-09:00	C4	1	609	609	0		1887	965	63		43	0.00	44
08:00-09:00	C4	2	664	664	-1		2055	1051	63		42	0.00	44
08:00-09:00	C5	1	332	332	-1	✓	1906	368	90!	✓	0	0.00	16
08:00-09:00	Cc	1	196	196	18	✓	2059	1357	14		523	0.59	57
08:00-09:00	Cc	2	496	496	398	✓	2209	1456	34		164	0.80	57
08:00-09:00	Cc	3	840	840	478	✓	2181	1437	58		54	0.53	57
08:00-09:00	Cx	1	495	495	159	✓	2120	1710	29		211	0.64	70
08:00-09:00	Cx	2	878	878	117	✓	2120	1710	51		75	0.55	70
08:00-09:00	Cx 2	1	625	625	144	✓	1915	958	65		38	0.41	43
08:00-09:00	Cx 2	2	748	748	132	✓	2055	1028	73		24	0.45	43
08:00-09:00	Cx3	1	0	0	0		1800	1800	0		Unrestricted	0.00	88
08:00-09:00	Cx4-2	1	625	625	144	✓	1800	1800	35		159	0.95	88
08:00-09:00	Cx4-2	2	474	474	70	✓	1800	1800	26		242	0.85	88
08:00-09:00	Cx5	1	366	366	62	✓	1800	1800	20		342	0.96	88
08:00-09:00	Dc	1	314	314	17	✓	2059	1123	28		222	1.15	47
08:00-09:00	Dc	2	484	484	125	✓	2172	1185	41		120	0.94	47
08:00-09:00	Dc	3	500	500	-1		2185	1192	42		115	1.36	47
08:00-09:00	Dx	1	562	562	0		1915	1502	37		140	1.08	68
08:00-09:00	Dx	2	496	496	398	✓	2055	1611	31		192	0.91	68
08:00-09:00	Dx	3	689	689	352	✓	2055	1611	43		110	0.71	68
08:00-09:00	Dx1	1	562	562	0		2155	2155	26		245	1.02	88
08:00-09:00	Dx1	2	1185	1185	750	✓	2155	2155	55		64	0.50	88
08:00-09:00	Ec	1	484	484	-1		1800	1800	27		235	0.79	88
08:00-09:00	Ec	2	1238	1238	0		1800	1800	69		31	0.73	88

08:00-09:00	Ec	3	479	479	-1		1800	1800	27		238	1.25	88
08:00-09:00	Ex	1	672	672	17	✓	1800	1800	37		141	0.75	88
08:00-09:00	Ex	2	330	330	126	✓	1800	1800	18		391	1.30	88
08:00-09:00	Fx	1	723	723	-2	✓	2112	2112	34		163	0.00	88
08:00-09:00	Fx	2	723	723	-2	✓	2263	2263	32		182	0.00	88
08:00-09:00	Fx1	1	486	486	-5	✓	1800	1800	27		233	0.00	88
08:00-09:00	Fx1	2	960	960	1		1800	1800	53		69	0.00	88

Traffic Stream Results: Stops And Delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)
08:00-09:00	1	1	23.28	11.23	2.55	2.17	67.04	67.04	70.65	981.38	87.49	34.71	34.71
08:00-09:00	2	1	20.88	2.56	0.19	0.03	3.08	3.08	21.59	64.66	1.18	2.14	2.14
08:00-09:00	2	2	20.88	2.18	0.09	0.01	1.33	1.33	19.39	29.79	0.27	0.98	0.98
08:00-09:00	3	1	20.88	0.96	0.00	0.30	4.27	4.27	0.00	0.00	0.00	0.00	0.00
08:00-09:00	A	2	7.46	468.54	4.12	59.13	898.19	359.28	340.36	370.82	891.31	40.99	8.20
08:00-09:00	A	3	7.46	1043.15	2.30	136.79	1975.04	790.01	562.00	207.18	957.18	37.81	7.56
08:00-09:00	A	4	7.46	1043.15	2.30	136.79	1975.04	790.01	562.00	207.18	957.18	37.81	7.56
08:00-09:00	B	1	1.00	0.96	0.01	0.07	1.16	1.16	8.67	23.66	2.79	0.48	0.48
08:00-09:00	B	2	1.00	2.34	0.07	0.03	1.43	1.43	29.88	43.82	2.50	0.84	0.84
08:00-09:00	C	1	14.91	35.19	4.62	2.03	94.38	37.75	97.34	581.45	80.43	21.49	0.00
08:00-09:00	C	2	14.91	69.83	6.21	9.95	229.45	91.78	137.54	784.75	361.00	37.21	0.00
08:00-09:00	D	1	16.78	41.23	5.00	2.88	111.90	44.76	104.40	605.31	112.99	41.46	0.00
08:00-09:00	D	2	16.78	40.22	5.36	2.88	117.07	46.83	103.32	649.09	113.40	44.02	0.00
08:00-09:00	D	3	16.78	25.27	2.99	0.37	47.74	19.10	78.78	362.24	15.12	21.78	0.00
08:00-09:00	E	1	14.91	559.07	2.23	103.84	1506.18	602.47	372.36	473.32	1305.06	57.75	57.75
08:00-09:00	E	2	14.91	559.07	2.23	103.84	1506.18	602.47	372.36	473.32	1305.06	57.75	57.75
08:00-09:00	E	3	14.91	559.07	2.23	103.84	1506.18	602.47	372.36	473.32	1305.06	57.75	57.75
08:00-09:00	Ac	1	4.03	4.60	0.32	1.41	24.60	24.60	13.11	120.60	57.07	5.77	5.77
08:00-09:00	Ac	2	4.03	3.54	0.66	0.28	13.35	13.35	32.52	299.87	11.24	10.10	10.10

08:00-09:00	**Ac**	**3**	4.03	4.88	0.60	0.04	9.20	9.20	46.54	220.44	1.83	7.22	7.22
08:00-09:00	**Ax**	**1**	1.12	1.72	0.16	0.12	3.91	3.91	8.79	45.88	4.72	2.92	2.92
08:00-09:00	**Ax**	**2**	1.12	2.34	0.16	0.02	2.48	2.48	17.23	45.60	0.67	2.67	2.67
08:00-09:00	**Ax2**	**1**	9.60	0.47	0.00	0.08	1.07	1.07	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Ax2**	**2**	9.60	0.18	0.00	0.01	0.19	0.19	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc**	**1**	3.33	6.04	0.08	2.51	36.78	36.78	27.75	135.22	293.04	12.93	12.93
08:00-09:00	**Bc**	**2**	3.10	1.44	0.13	0.21	4.82	4.82	22.78	176.58	17.23	6.29	6.29
08:00-09:00	**Bc**	**3**	3.10	0.61	0.03	0.05	1.19	1.19	10.32	49.07	2.14	1.66	1.66
08:00-09:00	**Bc**	**4**	3.10	1.03	0.08	0.12	2.78	2.78	18.68	118.39	9.51	4.15	4.15
08:00-09:00	**Bc1**	**1**	7.35	0.38	0.00	0.05	0.74	0.74	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc1**	**2**	7.35	1.89	0.12	0.44	8.00	8.00	19.25	171.08	35.70	6.72	6.72
08:00-09:00	**Bc1**	**3**	7.35	0.38	0.00	0.05	0.74	0.74	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc1**	**4**	7.35	0.88	0.00	0.20	2.90	2.90	1.14	1.30	8.31	0.31	0.31
08:00-09:00	**Bc3**	**1**	1.51	0.30	0.00	0.03	0.48	0.48	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc3**	**2**	1.51	0.90	0.00	0.21	3.00	3.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc3**	**3**	1.51	0.38	0.00	0.05	0.74	0.74	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bc3**	**4**	1.51	0.61	0.00	0.12	1.66	1.66	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**Bx**	**1**	1.00	1.95	0.07	0.54	8.70	8.70	6.13	47.37	21.97	1.25	1.25
08:00-09:00	**C2**	**1**	23.28	0.89	0.00	0.21	2.99	2.99	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**C2**	**2**	23.28	0.63	0.01	0.11	1.64	1.64	2.62	13.00	4.40	0.56	0.56
08:00-09:00	**C3-1**	**1**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	**C4**	**1**	6.46	18.69	2.62	0.54	44.89	44.89	71.61	414.38	21.75	14.16	14.16
08:00-09:00	**C4**	**2**	6.46	18.45	2.86	0.54	48.31	48.31	71.36	451.97	21.87	15.39	15.39
08:00-09:00	**C5**	**1**	4.10	71.00	3.20	3.35	92.98	92.98	131.34	312.26	123.81	14.16	14.16
08:00-09:00	**Cc**	**1**	4.85	4.01	0.21	0.01	3.10	3.10	24.12	46.76	0.50	1.53	1.53
08:00-09:00	**Cc**	**2**	4.85	2.27	0.22	0.09	4.44	4.44	10.33	47.63	3.59	1.66	1.66
08:00-09:00	**Cc**	**3**	4.85	5.84	0.95	0.41	19.35	19.35	24.99	193.20	16.65	6.81	6.81
08:00-09:00	**Cx**	**1**	5.59	2.17	0.24	0.06	4.24	4.24	17.08	82.12	2.40	4.88	4.88
08:00-09:00	**Cx**	**2**	5.59	1.86	0.18	0.27	6.43	6.43	8.94	67.45	11.02	4.53	4.53
08:00-09:00	**Cx 2**	**1**	30.87	16.47	2.25	0.61	40.58	40.58	49.81	286.46	24.59	10.10	10.10

08:00-09:00	Cx 2	2	30.87	19.29	3.05	0.96	56.94	56.94	57.06	388.06	38.92	13.87	13.87
08:00-09:00	Cx3	1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Cx4-2	1	5.77	0.61	0.01	0.09	1.49	1.49	4.01	21.26	3.76	0.81	0.81
08:00-09:00	Cx4-2	2	5.77	0.36	0.00	0.05	0.67	0.67	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Cx5	1	4.67	0.26	0.00	0.03	0.37	0.37	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Dc	1	6.71	4.32	0.32	0.05	5.35	53.52	23.20	70.62	2.21	2.37	23.65
08:00-09:00	Dc	2	6.71	7.08	0.81	0.14	13.51	13.51	49.04	231.55	5.74	7.71	7.71
08:00-09:00	Dc	3	6.71	1.60	0.07	0.15	3.16	3.16	8.77	37.66	6.17	1.42	1.42
08:00-09:00	Dx	1	3.13	7.47	1.05	0.11	16.55	16.55	71.24	395.83	4.57	23.11	23.11
08:00-09:00	Dx	2	3.13	4.33	0.53	0.07	8.48	8.48	22.78	110.18	2.79	6.52	6.52
08:00-09:00	Dx	3	3.13	5.21	0.84	0.16	14.15	14.15	25.23	167.34	6.51	10.04	10.04
08:00-09:00	Dx1	1	13.98	0.29	0.00	0.05	0.65	0.65	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Dx1	2	13.98	1.09	0.02	0.34	5.09	5.09	5.17	33.95	27.27	3.53	3.53
08:00-09:00	Ec	1	3.73	0.37	0.00	0.05	0.70	0.70	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Ec	2	3.73	4.58	0.82	0.75	22.36	22.36	56.99	644.60	60.90	22.91	22.91
08:00-09:00	Ec	3	3.73	1.65	0.17	0.05	3.11	3.11	38.34	181.70	1.97	5.96	5.96
08:00-09:00	Ex	1	7.46	0.60	0.00	0.11	1.58	1.58	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Ex	2	7.46	0.22	0.00	0.02	0.29	0.29	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Fx	1	21.62	0.44	0.00	0.09	1.26	1.26	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Fx	2	21.62	0.37	0.00	0.07	1.06	1.06	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Fx1	1	7.46	0.37	0.00	0.05	0.71	0.71	0.00	0.00	0.00	0.00	0.00
08:00-09:00	Fx1	2	7.46	1.14	0.00	0.30	4.32	4.32	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues And Blocking

Time Segment	Arm	Traffic Stream	Initial Queue (PCU)	Mean Max Queue (PCU)	Max Queue Storage (PCU)	Utilised Storage (%)	Average Link Excess Queue (PCU)	Average Limit Excess Queue (PCU)	Excess Queue Penalty (£ per hr)	Max End Of Green Queue (PCU)	Max End Of Red Queue (PCU)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))	Estimated Blocking
08:00-09:00	1	1	0.00	31.55	54.30	58.10	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	2	1	0.00	1.81	48.70	3.71	0.00	0.00	0.00	0.03	1.55	0.00	2.00	2.00	
08:00-09:00	2	2	0.00	0.82	48.70	1.69	0.00	0.00	0.00	0.01	0.78	0.00	0.00	0.00	
08:00-09:00	3	1	0.00	0.30	48.70	0.62	0.00	0.00	0.00			0.00	0.00	0.00	

08:00-09:00	**A**	**2**	0.00	68.09	17.39	391.54	46.22	0.00	0.00	59.13	67.37	0.00	0.00	0.00	
08:00-09:00	**A**	**3**	0.00	141.79	17.39	815.30	121.90	0.00	0.00	136.79	141.39	0.00	0.00	0.00	
08:00-09:00	**A**	**4**	0.00	141.79	17.39	815.30	121.90	0.00	0.00	136.79	141.39	0.00	0.00	0.00	
08:00-09:00	**B**	**1**	0.00	1.97	1.74	113.53	0.00	0.00	0.00			17.00	0.00	17.00	
08:00-09:00	**B**	**2**	0.00	1.11	1.74	63.66	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	**C**	**1**	0.00	16.80	34.78	48.30	0.00	0.00	0.00	2.03	13.82	0.00	4.00	4.00	
08:00-09:00	**C**	**2**	0.00	29.97	34.78	86.15	0.00	0.00	0.00	9.95	24.61	0.00	0.00	0.00	
08:00-09:00	**D**	**1**	0.00	18.55	52.17	35.56	0.00	0.00	0.00	2.88	13.58	0.00	0.00	0.00	
08:00-09:00	**D**	**2**	0.00	19.69	52.17	37.75	0.00	0.00	0.00	2.88	14.36	0.00	15.00	15.00	
08:00-09:00	**D**	**3**	0.00	9.69	52.17	18.57	0.00	0.00	0.00	0.37	7.82	0.00	4.00	4.00	
08:00-09:00	**E**	**1**	0.00	115.38	34.78	331.72	74.83	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	**E**	**2**	0.00	115.38	34.78	331.72	74.83	0.00	0.00			0.00	9.00	9.00	
08:00-09:00	**E**	**3**	0.00	115.38	34.78	331.72	74.83	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	**Ac**	**1**	0.00	4.77	7.00	68.08	0.00	0.12	9.75	1.41	3.97	0.00	14.00	14.00	
08:00-09:00	**Ac**	**2**	0.00	11.00	7.00	157.12	0.21	0.46	37.12	0.28	4.33	0.00	7.00	7.00	
08:00-09:00	**Ac**	**3**	0.00	5.98	7.00	85.41	0.00	0.04	3.51	0.04	4.10	17.00	0.00	17.00	
08:00-09:00	**Ax**	**1**	0.00	1.40	3.48	40.31	0.00	0.00	0.00	0.12	1.30	0.00	0.00	0.00	
08:00-09:00	**Ax**	**2**	0.00	1.30	3.48	37.46	0.00	0.00	0.00	0.02	1.20	17.00	0.00	17.00	
08:00-09:00	**Ax2**	**1**	0.00	0.08	13.91	0.54	0.00	0.00	0.00			15.00	0.00	15.00	
08:00-09:00	**Ax2**	**2**	0.00	0.01	13.91	0.09	0.00	0.00	0.00			18.00	0.00	18.00	
08:00-09:00	**Bc**	**1**	0.00	13.53	7.23	187.21	0.53	0.00	0.00			3.00	2.00	5.00	
08:00-09:00	**Bc**	**2**	0.00	9.84	7.23	136.20	0.13	0.00	0.00			2.00	0.00	2.00	
08:00-09:00	**Bc**	**3**	0.00	4.16	7.23	57.63	0.00	0.00	0.00			16.00	0.00	16.00	
08:00-09:00	**Bc**	**4**	0.00	5.19	7.23	71.78	0.00	0.00	0.00			14.00	0.00	14.00	
08:00-09:00	**Bc1**	**1**	0.00	0.05	17.14	0.30	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	**Bc1**	**2**	0.00	12.13	17.14	70.74	0.00	0.69	0.00			0.00	0.00	0.00	
08:00-09:00	**Bc1**	**3**	0.00	0.05	17.14	0.31	0.00	0.00	0.00			11.00	0.00	11.00	
08:00-09:00	**Bc1**	**4**	0.00	2.22	17.14	12.95	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	**Bc3**	**1**	0.00	0.03	3.53	0.97	0.00	0.00	0.00			19.00	0.00	19.00	
08:00-09:00	**Bc3**	**2**	0.00	0.21	3.53	5.99	0.00	0.00	0.00			2.00	0.00	2.00	

08:00-09:00	**Bc3**	**3**	0.00	0.05	3.53	1.48	0.00	0.00	0.00			15.00	0.00	15.00	
08:00-09:00	**Bc3**	**4**	0.00	0.12	3.53	3.30	0.00	0.00	0.00			12.00	0.00	12.00	
08:00-09:00	**Bx**	**1**	0.00	1.96	1.74	112.82	0.00	0.00	0.00	0.54	1.71	0.00	0.00	0.00	
08:00-09:00	**C2**	**1**	0.00	0.21	54.30	0.39	0.00	0.00	0.00			7.00	0.00	7.00	
08:00-09:00	**C2**	**2**	0.00	4.67	54.30	8.60	0.00	0.00	0.00			26.00	0.00	26.00	
08:00-09:00	**C3-1**	**1**	0.00	0.00	9.67	0.00	0.00	0.00	0.00			88.00	0.00	88.00	
08:00-09:00	**C4**	**1**	0.00	11.19	15.06	74.31	0.00	0.00	0.00	0.54	7.81	0.00	0.00	0.00	
08:00-09:00	**C4**	**2**	0.00	12.16	15.06	80.71	0.00	0.00	0.00	0.54	8.47	0.00	0.00	0.00	
08:00-09:00	**C5**	**1**	0.00	11.19	9.57	116.97	0.17	0.00	0.00	3.35	9.90	0.00	0.00	0.00	
08:00-09:00	**Cc**	**1**	0.00	1.24	6.00	20.60	0.00	0.00	0.00	0.01	1.18	14.00	3.00	17.00	
08:00-09:00	**Cc**	**2**	0.00	1.43	6.00	23.79	0.00	0.00	0.00	0.09	1.27	0.00	0.00	0.00	
08:00-09:00	**Cc**	**3**	0.00	5.54	6.00	92.32	0.00	0.00	0.00	0.41	4.29	0.00	0.00	0.00	
08:00-09:00	**Cx**	**1**	0.00	2.48	17.39	14.28	0.00	0.00	0.00	0.06	2.11	0.00	0.00	0.00	
08:00-09:00	**Cx**	**2**	0.00	2.34	17.39	13.48	0.00	0.00	0.00	0.27	1.88	0.00	0.00	0.00	
08:00-09:00	**Cx 2**	**1**	0.00	8.24	71.99	11.45	0.00	0.00	0.00	0.61	6.30	0.00	0.00	0.00	
08:00-09:00	**Cx 2**	**2**	0.00	11.47	71.99	15.93	0.00	0.00	0.00	0.96	8.10	0.00	0.00	0.00	
08:00-09:00	**Cx3**	**1**	0.00	0.00	10.32	0.00	0.00	0.00	0.00			88.00	0.00	88.00	
08:00-09:00	**Cx4-2**	**1**	0.00	5.67	13.47	42.10	0.00	0.00	0.00			39.00	0.00	39.00	
08:00-09:00	**Cx4-2**	**2**	0.00	0.05	13.47	0.35	0.00	0.00	0.00			23.00	0.00	23.00	
08:00-09:00	**Cx5**	**1**	0.00	0.03	10.89	0.24	0.00	0.00	0.00			40.00	0.00	40.00	
08:00-09:00	**Dc**	**1**	0.00	2.44	15.65	15.58	0.00	0.00	0.00	0.05	1.39	0.00	0.00	0.00	
08:00-09:00	**Dc**	**2**	0.00	8.67	15.65	55.39	0.00	0.00	0.00	0.14	2.91	9.00	0.00	9.00	
08:00-09:00	**Dc**	**3**	0.00	6.37	15.65	40.70	0.00	0.00	0.00	0.15	0.33	0.00	10.00	10.00	
08:00-09:00	**Dx**	**1**	0.00	11.50	9.74	118.08	0.12	0.00	0.00	0.11	4.55	11.00	0.00	11.00	
08:00-09:00	**Dx**	**2**	0.00	2.77	9.74	28.46	0.00	0.00	0.00	0.07	2.77	14.00	0.00	14.00	
08:00-09:00	**Dx**	**3**	0.00	4.25	9.74	43.68	0.00	0.00	0.00	0.16	4.25	11.00	0.00	11.00	
08:00-09:00	**Dx1**	**1**	0.00	0.05	43.48	0.11	0.00	0.00	0.00			16.00	0.00	16.00	
08:00-09:00	**Dx1**	**2**	0.00	4.55	43.48	10.46	0.00	0.00	0.00			3.00	0.00	3.00	
08:00-09:00	**Ec**	**1**	0.00	0.05	8.70	0.57	0.00	0.00	0.00			20.00	0.00	20.00	
08:00-09:00	**Ec**	**2**	0.00	17.99	8.70	206.86	1.63	2.65	158.89			17.00	0.00	17.00	

08:00-09:00	Ec	3	0.00	9.22	8.70	105.99	0.01	0.22	13.22			53.00	9.00	62.00	
08:00-09:00	Ex	1	0.00	0.11	17.39	0.64	0.00	0.00	0.00			23.00	0.00	23.00	
08:00-09:00	Ex	2	0.00	0.02	17.39	0.12	0.00	0.00	0.00			52.00	0.00	52.00	
08:00-09:00	Fx	1	0.00	0.09	50.43	0.18	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	Fx	2	0.00	0.07	50.43	0.15	0.00	0.00	0.00			0.00	0.00	0.00	
08:00-09:00	Fx1	1	0.00	0.05	17.39	0.29	0.00	0.00	0.00			0.00	88.00	88.00	
08:00-09:00	Fx1	2	0.00	0.30	17.39	1.75	0.00	0.00	0.00			0.00	88.00	88.00	

Traffic Stream Results: Journey Times

Time Segment	Arm	Traffic Stream	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Journey Time Per PCU (s)
08:00-09:00	1	1	472.39	14.51	32.57	34.51
08:00-09:00	2	1	85.40	1.99	43.00	23.44
08:00-09:00	2	2	43.40	0.99	43.72	23.06
08:00-09:00	3	1	316.49	6.86	46.16	21.83
08:00-09:00	A	2	48.60	64.26	0.76	476.00
08:00-09:00	A	3	48.00	140.08	0.34	1050.61
08:00-09:00	A	4	48.00	140.08	0.34	1050.61
08:00-09:00	B	1	3.05	0.17	18.33	1.96
08:00-09:00	B	2	1.55	0.14	10.79	3.34
08:00-09:00	C	1	136.00	9.46	14.37	50.10
08:00-09:00	C	2	166.60	19.61	8.50	84.75
08:00-09:00	D	1	206.40	11.09	18.62	58.01
08:00-09:00	D	2	221.40	11.68	18.95	57.00
08:00-09:00	D	3	143.70	5.59	25.69	42.05
08:00-09:00	E	1	136.60	108.90	1.25	573.99
08:00-09:00	E	2	136.60	108.90	1.25	573.99
08:00-09:00	E	3	136.60	108.90	1.25	573.99
08:00-09:00	Ac	1	73.19	3.25	22.53	8.63
08:00-09:00	Ac	2	51.66	2.01	25.70	7.57
08:00-09:00	Ac	3	25.79	1.18	21.82	8.91
08:00-09:00	Ax	1	11.51	0.45	25.34	2.84
08:00-09:00	Ax	2	5.37	0.26	20.80	3.46
08:00-09:00	Ax2	1	46.05	1.61	28.60	10.07
08:00-09:00	Ax2	2	21.49	0.73	29.46	9.78
08:00-09:00	Bc	1	64.12	4.02	15.96	9.37
08:00-09:00	Bc	2	35.36	1.07	32.99	4.53
08:00-09:00	Bc	3	20.61	0.51	40.34	3.71
08:00-09:00	Bc	4	28.45	0.79	36.23	4.13
08:00-09:00	Bc1	1	48.78	1.06	45.91	7.73
08:00-09:00	Bc1	2	105.87	2.76	38.42	9.24
08:00-09:00	Bc1	3	48.89	1.07	45.91	7.73
08:00-09:00	Bc1	4	82.79	1.92	43.14	8.23
08:00-09:00	Bc3	1	8.38	0.21	40.35	1.81
08:00-09:00	Bc3	2	17.28	0.57	30.34	2.41
08:00-09:00	Bc3	3	10.07	0.26	38.59	1.89
08:00-09:00	Bc3	4	13.91	0.40	34.36	2.13
08:00-09:00	Bx	1	11.30	0.93	12.20	2.95

08:00-09:00	C2	1	265.07	5.70	46.50	24.17
08:00-09:00	C2	2	207.31	4.41	47.01	23.91
08:00-09:00	C3-1	1	0.00	0.00	0.00	0.00
08:00-09:00	C4	1	52.75	4.25	12.40	25.14
08:00-09:00	C4	2	57.52	4.59	12.52	24.90
08:00-09:00	C5	1	18.26	6.93	2.64	75.10
08:00-09:00	Cc	1	12.74	0.48	26.42	8.86
08:00-09:00	Cc	2	32.24	0.98	32.89	7.11
08:00-09:00	Cc	3	54.59	2.49	21.89	10.69
08:00-09:00	Cx	1	49.48	1.07	46.36	7.76
08:00-09:00	Cx	2	87.80	1.82	48.32	7.45
08:00-09:00	Cx 2	1	258.53	8.21	31.48	47.34
08:00-09:00	Cx 2	2	309.74	10.43	29.71	50.16
08:00-09:00	Cx3	1	0.00	0.00	0.00	0.00
08:00-09:00	Cx4-2	1	48.36	1.11	43.70	6.38
08:00-09:00	Cx4-2	2	36.71	0.81	45.47	6.13
08:00-09:00	Cx5	1	22.92	0.50	45.78	4.92
08:00-09:00	Dc	1	28.25	0.96	29.37	11.03
08:00-09:00	Dc	2	43.54	1.85	23.49	13.79
08:00-09:00	Dc	3	45.00	1.15	38.98	8.31
08:00-09:00	Dx	1	31.47	1.65	19.02	10.60
08:00-09:00	Dx	2	27.77	1.03	27.00	7.47
08:00-09:00	Dx	3	38.58	1.60	24.17	8.34
08:00-09:00	Dx1	1	140.50	2.23	63.04	14.28
08:00-09:00	Dx1	2	296.23	4.96	59.72	15.07
08:00-09:00	Ec	1	24.20	0.55	43.95	4.10
08:00-09:00	Ec	2	61.90	2.86	21.67	8.31
08:00-09:00	Ec	3	23.95	0.72	33.50	5.37
08:00-09:00	Ex	1	67.19	1.50	44.71	8.05
08:00-09:00	Ex	2	32.98	0.70	46.87	7.68
08:00-09:00	Fx	1	209.67	4.43	47.31	22.07
08:00-09:00	Fx	2	209.67	4.42	47.46	22.00
08:00-09:00	Fx1	1	48.60	1.06	46.00	7.83
08:00-09:00	Fx1	2	96.00	2.29	41.87	8.60

Traffic Stream Results: Flare

Time Segment	Arm	Traffic Stream	Flare Present	Flare Components	Degree Of Saturation (%)	Mean Max Queue (PCU)	Calculated Capacity (PCU/hr)	Practical Reserve Capacity (%)
08:00-09:00	A	2	✓	Quick Flare	131	68.09	371	-31
08:00-09:00	C	1	✓	Quick Flare	84	16.80	814	8
08:00-09:00	C	2	✓	Quick Flare	98	29.97	852	-8

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree Of Saturation Penalty (£ per hr)	Phase Min Max Penalty (£ per hr)	Intergreen Broken Penalty (£ per hr)	Stage Constraint Broken Penalty (£ per hr)	Ped Gap Accepting Penalty (£ per hr)	Warmed Up	Warmed Up Error	Mean Max Queue EoTS (PCU)	Max End Of Green Queue Eo TS (PCU)	Max End Of Red Queue Eo TS (PCU)	Cost Of Penalties (£ per hr)	Unweighted Performance Index (£ per hr)	Perf Inde
08:00-09:00	1	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	31.57			0.00	101.75	1

08:00-09:00	**2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.81	0.03	1.55	0.00	5.22	
08:00-09:00	**2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.82	0.01	0.78	0.00	2.31	
08:00-09:00	**3**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.30			0.00	4.27	
08:00-09:00	**A**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	125.72	116.76	125.00	0.00	939.18	3
08:00-09:00	**A**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	278.20	273.20	277.80	0.00	2012.85	7
08:00-09:00	**A**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	278.20	273.20	277.80	0.00	2012.85	7
08:00-09:00	**B**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.97			0.00	1.64	
08:00-09:00	**B**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.11			0.00	2.27	
08:00-09:00	**C**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	16.84	2.07	13.86	0.00	115.87	3
08:00-09:00	**C**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	32.52	12.50	27.16	0.00	266.66	9
08:00-09:00	**D**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	18.66	2.99	13.69	0.00	153.36	4
08:00-09:00	**D**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	19.79	2.98	14.46	0.00	161.09	4
08:00-09:00	**D**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	9.69	0.37	7.82	0.00	69.52	1
08:00-09:00	**E**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	218.09			0.00	1563.93	6
08:00-09:00	**E**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	218.09			0.00	1563.93	6
08:00-09:00	**E**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	218.09			0.00	1563.93	6
08:00-09:00	**Ac**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.77	1.42	3.98	9.75	30.37	4
08:00-09:00	**Ac**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	11.00	0.28	4.33	37.12	23.46	6
08:00-09:00	**Ac**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.98	0.04	4.10	3.51	16.42	1
08:00-09:00	**Ax**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.40	0.12	1.30	0.00	6.83	
08:00-09:00	**Ax**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.30	0.02	1.20	0.00	5.15	
08:00-09:00	**Ax2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.08			0.00	1.07	
08:00-09:00	**Ax2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.01			0.00	0.19	
08:00-09:00	**Bc**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	13.56			0.00	49.71	4
08:00-09:00	**Bc**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	9.84			0.00	11.11	1
08:00-09:00	**Bc**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.16			0.00	2.86	
08:00-09:00	**Bc**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.19			0.00	6.94	
08:00-09:00	**Bc1**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.74	
08:00-09:00	**Bc1**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	12.13			0.00	14.71	1
08:00-09:00	**Bc1**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.74	

08:00-09:00	**Bc1**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.22			0.00	3.22	
08:00-09:00	**Bc3**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.03			0.00	0.48	
08:00-09:00	**Bc3**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.21			0.00	3.00	
08:00-09:00	**Bc3**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.74	
08:00-09:00	**Bc3**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.12			0.00	1.66	
08:00-09:00	**Bx**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.96	0.54	1.71	0.00	9.95	
08:00-09:00	**C2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.21			0.00	2.99	
08:00-09:00	**C2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.67			0.00	2.21	
08:00-09:00	**C3-1**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.00			0.00	0.00	
08:00-09:00	**C4**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	11.20	0.54	7.81	0.00	59.05	5
08:00-09:00	**C4**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	12.16	0.54	8.47	0.00	63.70	6
08:00-09:00	**C5**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	11.51	3.67	10.22	0.00	107.14	1
08:00-09:00	**Cc**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.24	0.01	1.18	0.00	4.64	
08:00-09:00	**Cc**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.43	0.09	1.27	0.00	6.10	
08:00-09:00	**Cc**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.54	0.41	4.29	0.00	26.17	2
08:00-09:00	**Cx**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.48	0.06	2.11	0.00	9.12	
08:00-09:00	**Cx**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.34	0.27	1.88	0.00	10.96	1
08:00-09:00	**Cx 2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	8.24	0.61	6.31	0.00	50.68	5
08:00-09:00	**Cx 2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	11.47	0.97	8.10	0.00	70.80	7
08:00-09:00	**Cx3**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.00			0.00	0.00	
08:00-09:00	**Cx4-2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.67			0.00	2.30	
08:00-09:00	**Cx4-2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.67	
08:00-09:00	**Cx5**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.03			0.00	0.37	
08:00-09:00	**Dc**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.44	0.05	1.39	0.00	7.72	7
08:00-09:00	**Dc**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	8.67	0.14	2.91	0.00	21.22	2
08:00-09:00	**Dc**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	6.37	0.15	0.33	0.00	4.58	
08:00-09:00	**Dx**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	11.50	0.11	4.55	0.00	39.67	3
08:00-09:00	**Dx**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.77	0.07	2.77	0.00	15.00	1
08:00-09:00	**Dx**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.25	0.16	4.25	0.00	24.19	2
08:00-09:00	**Dx1**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.65	

08:00-09:00	Dx1	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.55			0.00	8.62	
08:00-09:00	Ec	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.70	
08:00-09:00	Ec	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	17.99			158.89	45.27	2
08:00-09:00	Ec	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	9.22			13.22	9.07	2
08:00-09:00	Ex	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.11			0.00	1.58	
08:00-09:00	Ex	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.02			0.00	0.29	
08:00-09:00	Fx	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.09			0.00	1.26	
08:00-09:00	Fx	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.07			0.00	1.06	
08:00-09:00	Fx1	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.71	
08:00-09:00	Fx1	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.30			0.00	4.32	

Network Results

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Netw Wit Capa
A1 - 2031 AM Scenario 3	27/06/2014 16:32:36	27/06/2014 16:33:22	08:00	88	411.30	143.01	A/3	8	11	A/3	C3-1/1	C3-1/1	

Network Results: Vehicle Summary

Time Segment	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	143!	-100	43309	4971	33.31	2732.22	467.73	3422.46

Network Results: Pedestrian Summary

Time Segment	Degree Of Saturation (%)	Calculated Flow Entering (Ped/hr)	Actual Green (s (per cycle))	Mean Delay Per Ped (s)	Weighted Cost Of Delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	143!	500	6	0.49	84.93	84.93

Network Results: Flows And Signals

Time Segment	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Actual Green (s (per cycle))	Effective Green (s (per cycle))
08:00-09:00	43809	43193	7755	✓	143!	✓	-100	4977	5007

Network Results: Stops And Delays

Time Segment	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)
08:00-09:00	9.56	33.80	62.11	349.19	5840.43	2817.15	43.41	11175.47	5547.18	612.41	467.73

Network Results: Queues And Blocking

Time Segment	Max Queue Storage (PCU)	Excess Queue Penalty (£ per hr)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))
08:00-09:00	1475.96	222.50	732.00	255.00	987.00

Network Results: Journey Times

Time Segment	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)
08:00-09:00	5878.33	527.69	11.14

TRANSYT 15

Version: 15.0.1.2976 []
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Last run: 27/06/2014 16:41:59
Analysis Set used for last run: A1 - 2031 PM Scenario D

Filename: Scenario D Proposed - PM Rev 1.t15
Path: F:\TEM\Project\BCC - Peddimore Access Modelling\3. EXECUTION\Modelling\With Water Orton Lane\Scenario D\Proposed Water Orton Lane
Report generation date: 27/06/2014 16:48:22

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» Signal Timings
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» Traffic Stream Results
» Network Results

File summary

File Description

Title	A38 Peddimore - Minworth - Water Orton Lane
Location	Birmingham
Site Number	
UTCRegion	
Driving Side	Left
Date	08/05/2014
Version	
Status	Proposed Option
Identifier	
Client	Birmingham City Council
Jobnumber	60316941
Enumerator	EU\vuppalas
Description	2031 SC-D - Peddimore Lane junction flows tested in new arm roundabout Option Model for Minworth roundabout and proposed Water Orton Lane

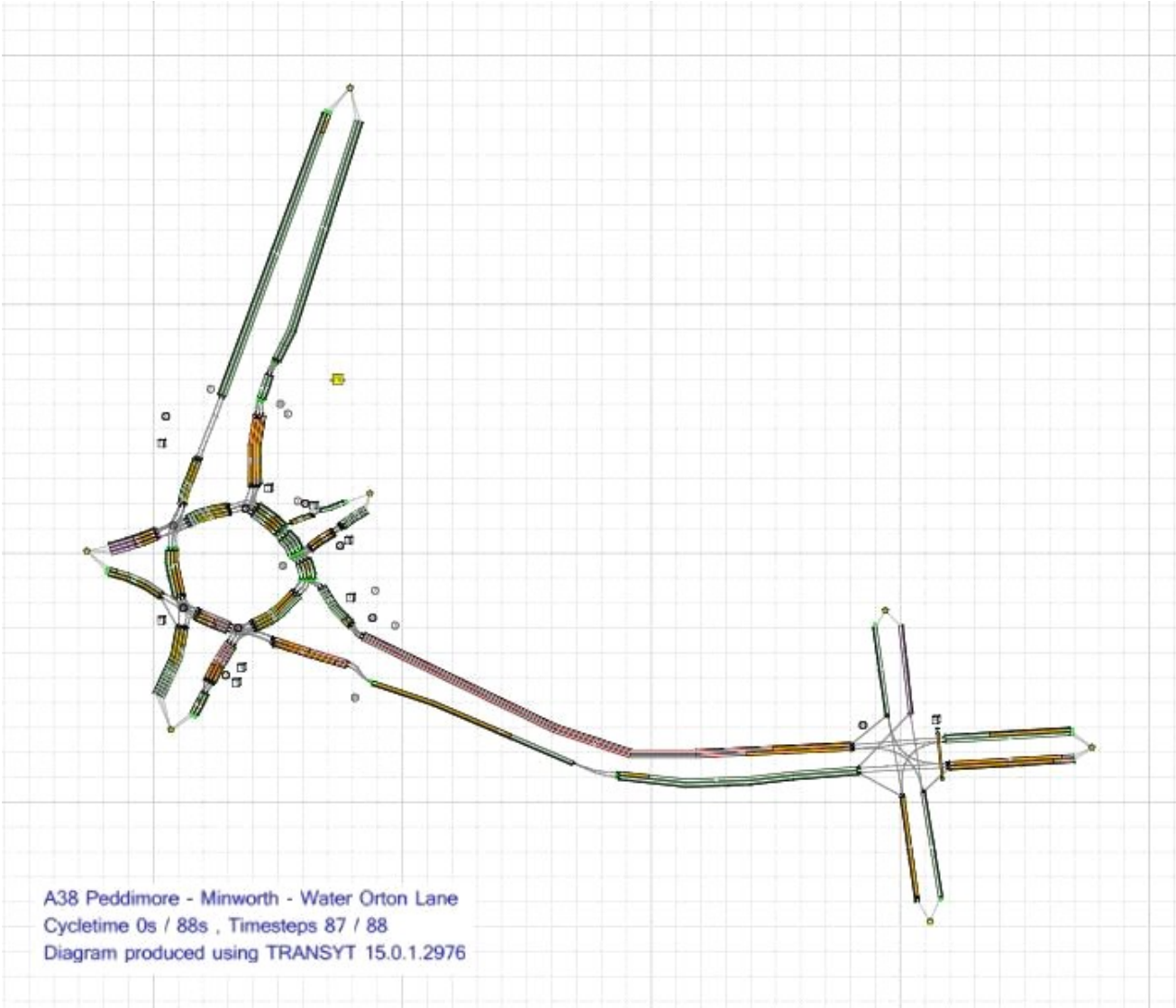
Units

Cost Units	Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
£	kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

Network Diagrams



A1 - 2031 PM Scenario D *: D1 - 2031 PM Scenario D*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Netw Wit Capa
A1 - 2031 PM Scenario D	27/06/2014 16:40:58	27/06/2014 16:41:59	17:00	88	133.02	96.88	A/4	11	15	A/4	C3-1/1	C3-1/1	

Analysis Set Details

Name	Description	Demand Set	Include In Report	Locked
2031 PM Scenario D		D1	✓	

Demand Set Details

Demand Set	Name	Description	Composite	Demand Sets	Start Time (HH:mm)	Locked
D1	2031 PM Scenario D				17:00	

Network Options

Network Timings

Network Cycle Time (s)	Restrict To SCOOT Cycle Times	Time Segment Length (min)	Number Of Time Segments	Modelled Time Period (min)
88		60	1	60

Signals Options

Start Displacement (s)	End Displacement (s)
2	3

Advanced

Phase Minimum Broken Penalty (£)	Phase Maximum Broken Penalty (£)	Intergreen Broken Penalty (£)
10000.00	10000.00	10000.00

Traffic Options

Traffic Model	Vehicle Flow Scaling Factor (%)	Pedestrian Flow Scaling Factor (%)	Cruise Times Or Speeds
Force To PDM	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise Scaling Factor (%)	Use Link Stop Weightings	Use Link Delay Weightings	Exclude Pedestrian Links	Random Delay Mode	Type of Vehicle-in-Service	Type Of Random Parameter	PCU Length (m)	Calculate results for Path Segments
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75	

Normal Parameters

Dispersal Type	Dispersal Coefficient	Travel Time Coefficient
Default	35	80

Bus Parameters

Dispersion Coefficient1	Dispersion Coefficient2	Acceleration (ms^[-2])	Travel Time Coefficient1	Travel Time Coefficient2
70	15	0.47	30	85

Tram Parameters

Dispersion Coefficient1	Dispersion Coefficient2	Acceleration (ms^[-2])	Travel Time Coefficient1	Travel Time Coefficient2
0	0	0.47	100	100

Pedestrian Parameters

Dispersal Type	Dispersal Coefficient	Travel Time Coefficient
Default	35	80

Optimisation Options

Enable Optimisation	Auto Redistribute	Optimisation Level	Enable Out Profile Accuracy
✓		Offsets Only	✓

Advanced

Optimisation Type	Hill Climb Increments	OUTProfile Accuracy	Use Enhanced Optimisation	Auto Optimisation Order	Optimisation Order
Hill Climb (Fast)	15,40,15,40,15,1,1	50,50,5,5,0.5,0.05,0.05		✓	2,1,3,5,6,7,4,9,10

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian Monetary Value Of Delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

ID	Name	Description
1	A38 N	
2	Lindridge Drive	
3	A4097 Kinsbury Road	
4	A38 S	
5	Wamley Ash Road	
6	Lindridge Drive Circulatory	
7	A38 South Exit	
8	A38 North Exit	
9	A4097 Kingsbury Road Exit	
10	(untitled)	
17	A38 North Exit	
20	A30 Southbound Exit	
22	(untitled)	
23	(untitled)	
24	(untitled)	
25	(untitled)	
26	Lindridge Drive Circulatory	
27	Lindridge Drive Circulatory	

Links

Links

Link	Name	Description	Traffic Node	Length (m)	Has Restricted Flow	Use RR67	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type	Is Minor Shared
1	(untitled)		23	3.50	✓		10000	✓		Pedestrian	

Modelling

Link	Traffic Model	Stop Weighting (%)	Delay Weighting (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit	Has Degree Of Saturation Limit	Degree Of Saturation Limit (%)	Excess Degree Of Saturation Penalty (£)	Low Degree Of Saturation Penalty (£)
1	[Forced to PDM]	100	100		0.00		✓	80	0.00	0.00

Modelling - Advanced

Link	Initial Queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type Of Random Parameter	Random Parameter	Auto Cycle Time	Cycle Time
1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

Flows

Link	Flows	Total Flow (17:00-18:00) (PCU/hr)
1	1	500

Flows - Advanced

Link	Detectors	Link Sensitivity Multiplier (%)	Cruise Sensitivity Multiplier (%)
1		100	100

Signals

Link	Controller Stream	Phase	Phase2 Enabled
1	4	E	

Entry Sources

Link	Cruise Time (seconds)	Cruise Speed (kph)
1	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic Node
1	A4097 Kingsbury Road WB		25
2	New Access		26
3	New Access Exit		
A	A38 North		1
Ac	A38 North Circulatory		1
Ax	A38 North Exit		8
Ax2	A38 North Exit		17
B	New Access		10
Bc	Lindridge Drive Circulatory		6
Bc1	Lindridge Drive Circulatory 2		2
Bc3	(untitled)		10
C	A4097 Kingsbury Road		3
Bx	New Access Exit		27
C2	A4097 Kingsbury Road WB		9
C3-1	Cottage Lane Entry		23
Cx 2	A4097 Kingsbury Road EB		23
Cx3	Cottage Lane Exit		
Cx4-2	(untitled)		
Cx5	Water Orton Lane Exit		
D	A38 South		4
E	Wamley Ash Road		5
C4	A4097 Kingsbury Road Entry		23
C5	Water Orton Lane Entry		23
Cc	A4097 Kingsbury Road Circulatory		3
Cx	A4097 Kinsbury Road Exit		24
Dc	A38 South Circulatory		4
Dx	A38 South Exit		7
Dx1	A38 South Exit		
Ec	Wamley Ash Road Circulatory		5
Ex	Wamley Ash Road Exit		
Fx	A38 South Exit		20
Fx1	(untitled)		22

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto Length	Length (m)	Has Restricted Flow	Saturation Flow Source	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type
1	1	(untitled)			312.22	✓	SumOfLanes	1800			Normal

2	**1**	(untitled)			280.00	✓	SumOfLanes	1800	✓		Normal
2	**2**	(untitled)			280.00	✓	SumOfLanes	1800	✓		Normal
3	**1**	(untitled)			280.00	✓	SumOfLanes	2128			Normal
A	**2**	(untitled)			100.00	✓	SumOfLanes	2279	✓		Normal
A	**3**	A38 North Entry			100.00	✓	SumOfLanes	2279	✓		Normal
A	**4**	(untitled)			100.00	✓	SumOfLanes	2279	✓		Normal
B	**1**	(untitled)			10.00					✓	Normal
B	**2**	(untitled)			10.00					✓	Normal
C	**1**	(untitled)			200.00	✓	SumOfLanes	2112	✓		Normal
C	**2**	(untitled)			200.00	✓	SumOfLanes	2263	✓		Normal
D	**1**	(untitled)			300.00	✓	SumOfLanes	2159	✓		Normal
D	**2**	(untitled)			300.00	✓	SumOfLanes	2317	✓		Normal
D	**3**	(untitled)			300.00	✓	SumOfLanes	2317	✓		Normal
E	**1**	(untitled)			200.00					✓	Normal
E	**2**	(untitled)			200.00					✓	Normal
E	**3**	(untitled)			200.00					✓	Normal
Ac	**1**	(untitled)			54.00	✓	SumOfLanes	2112	✓		Normal
Ac	**2**	(untitled)			54.00	✓	SumOfLanes	2263	✓		Normal
Ac	**3**	(untitled)			54.00	✓	SumOfLanes	2263	✓		Normal
Ax	**1**	(untitled)			20.00	✓	SumOfLanes	1965	✓		Normal
Ax	**2**	(untitled)			20.00	✓	SumOfLanes	2105	✓		Normal
Ax2	**1**	A38 North Exit			80.00	✓	SumOfLanes	1800			Normal
Ax2	**2**	A38 North Exit			80.00	✓	SumOfLanes	1800			Normal
Bc	**1**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**2**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**3**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc	**4**	(untitled)			41.55	✓	SumOfLanes	1800			Normal
Bc1	**1**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**2**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**3**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc1	**4**	(untitled)			98.58	✓	SumOfLanes	1800			Normal
Bc3	**1**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**2**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**3**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bc3	**4**	(untitled)			20.31	✓	SumOfLanes	1800			Normal
Bx	**1**	(untitled)			10.00	✓	SumOfLanes	2128	✓		Normal
C2	**1**	(untitled)			312.22	✓	SumOfLanes	1800			Normal
C2	**2**	(untitled)			312.22	✓	SumOfLanes	1800			Normal
C3-1	**1**	(untitled)			55.60					✓	Normal
C4	**1**	(untitled)			86.62	✓	SumOfLanes	1887	✓		Normal
C4	**2**	(untitled)			86.62	✓	SumOfLanes	2055	✓		Normal
C5	**1**	(untitled)			55.00	✓	SumOfLanes	1906	✓		Normal
Cc	**1**	(untitled)			65.00	✓	SumOfLanes	2059	✓		Normal
Cc	**2**	(untitled)			65.00	✓	SumOfLanes	2209	✓		Normal
Cc	**3**	(untitled)			65.00	✓	SumOfLanes	2181	✓		Normal
Cx	**1**	A4097 Kinsbury Road Exit			100.00	✓	SumOfLanes	2120	✓		Normal
Cx	**2**	A4097 Kinsbury Road			100.00	✓	SumOfLanes	2120	✓		Normal

		Exit									
Cx 2	**1**	(untitled)			413.96	✓	SumOfLanes	1915	✓		Normal
Cx 2	**2**	(untitled)			413.96	✓	SumOfLanes	2055	✓		Normal
Cx3	**1**	(untitled)			59.35	✓	SumOfLanes	1800			Normal
Cx4-2	**1**	(untitled)			77.43	✓	SumOfLanes	1800			Normal
Cx4-2	**2**	(untitled)			77.43	✓	SumOfLanes	1800			Normal
Cx5	**1**	(untitled)			62.61	✓	SumOfLanes	1800			Normal
Dc	**1**	(untitled)			90.00	✓	SumOfLanes	2059	✓		Normal
Dc	**2**	(untitled)			90.00	✓	SumOfLanes	2172	✓		Normal
Dc	**3**	(untitled)			90.00	✓	SumOfLanes	2185	✓		Normal
Dx	**1**	(untitled)			56.00	✓	SumOfLanes	1915	✓		Normal
Dx	**2**	(untitled)			56.00	✓	SumOfLanes	2055	✓		Normal
Dx	**3**	(untitled)			56.00	✓	SumOfLanes	2055	✓		Normal
Dx1	**1**	A38 South Exit			250.00	✓	SumOfLanes	2155			Normal
Dx1	**2**	A38 South Exit			250.00	✓	SumOfLanes	2155			Normal
Ec	**1**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ec	**2**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ec	**3**	(untitled)			50.00	✓	SumOfLanes	1800			Normal
Ex	**1**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Ex	**2**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Fx	**1**	(untitled)			290.00	✓	SumOfLanes	2112			Normal
Fx	**2**	(untitled)			290.00	✓	SumOfLanes	2263			Normal
Fx1	**1**	(untitled)			100.00	✓	SumOfLanes	1800			Normal
Fx1	**2**	(untitled)			100.00	✓	SumOfLanes	1800			Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface Condition	Site Quality Factor	Gradient (%)	Width (m)	Use Connector Turning Radius	Proportion That Turn (%)	Turning Radius (m)	Nearside Lane	Saturation Flow (PCU/hr)
1	**1**	**1**	(untitled)											1800
2	**1**	**1**	Lindridge Drive Entry											1800
2	**2**	**2**	Lindridge Drive Entry											1800
3	**1**	**2**	Lindridge drive Exit											2128
A	**2**	**1**	A38 North Entry		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
A	**3**	**3**	(untitled)		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
A	**4**	**2**	A38 North Entry		✓	N/A	Clearly Good	0	3.65		0	10.00		2279
B	**1**	**1**	Lindridge Drive Entry											
B	**2**	**2**	Lindridge Drive Entry											
C	**1**	**1**	A4097 Kingsbury Road Entry		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
C	**2**	**2**	A4097 Kingsbury Road Entry		✓	N/A	Clearly Good	0	3.50		0	10.00		2263

D	**1**	**2**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		10	42.00	✓	2159
D	**2**	**1**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		0	10.00		2317
D	**3**	**3**	A38 South Entry		✓	N/A	Clearly Good	0	4.00		0	10.00		2317
E	**1**	**3**	(untitled)											
E	**2**	**3**	(untitled)											
E	**3**	**3**	(untitled)											
Ac	**1**	**1**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
Ac	**2**	**2**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Ac	**3**	**1**	A38 North Circulatory		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Ax	**1**	**2**	A38 North Exit		✓	N/A	N/A	0	3.50		0	10.00	✓	1965
Ax	**2**	**1**	A38 North Exit		✓	N/A	N/A	0	3.50		0	10.00		2105
Ax2	**1**	**1**	(untitled)											1800
Ax2	**2**	**1**	(untitled)											1800
Bc	**1**	**2**	Lindridge Drive Circulatory											1800
Bc	**2**	**1**	Lindridge Drive Circulatory											1800
Bc	**3**	**3**	Lindridge Drive Circulatory											1800
Bc	**4**	**3**	Lindridge Drive Circulatory											1800
Bc1	**1**	**2**	Lindridge Drive Circulatory											1800
Bc1	**2**	**1**	Lindridge Drive Circulatory											1800
Bc1	**3**	**3**	Lindridge Drive Circulatory											1800
Bc1	**4**	**3**	Lindridge Drive Circulatory											1800
Bc3	**1**	**1**	(untitled)											1800
Bc3	**2**	**1**	(untitled)											1800
Bc3	**3**	**1**	(untitled)											1800
Bc3	**4**	**1**	(untitled)											1800
Bx	**1**	**2**	Lindridge drive Exit											2128
C2	**1**	**1**	(untitled)											1800
C2	**2**	**1**	(untitled)											1800
C3-1	**1**	**1**	(untitled)		✓								✓	
C4	**1**	**1**	(untitled)		✓	N/A	N/A	0	3.00		7	7.20	✓	1887
C4	**2**	**1**	(untitled)		✓	N/A	N/A	0	3.00		0	7.20		2055
C5	**1**	**1**	(untitled)		✓	N/A	N/A	0	2.91		0	10.00	✓	1906
			A4097											

Cc	**1**	**1**	Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00	✓	2059
Cc	**2**	**2**	A4097 Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00		2209
Cc	**3**	**2**	A4097 Kingsbury Road Circulatory		✓	N/A	Clearly Good	0	3.00		43	50.00		2181
Cx	**1**	**2**	A4097 Kinsbury Road Exit		✓	N/A	N/A	0	3.65		0	10.00		2120
Cx	**2**	**3**	A4097 Kinsbury Road Exit		✓	N/A	N/A	0	3.65		0	10.00		2120
Cx 2	**1**	**1**	(untitled)		✓	N/A	N/A	0	3.00		0	10.00	✓	1915
Cx 2	**2**	**1**	(untitled)		✓	N/A	N/A	0	3.00		0	10.00		2055
Cx3	**1**	**1**	(untitled)											1800
Cx4-2	**1**	**1**	(untitled)											1800
Cx4-2	**2**	**1**	(untitled)											1800
Cx5	**1**	**1**	(untitled)											1800
Dc	**1**	**2**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		0	10.00	✓	2059
Dc	**2**	**1**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		56	49.00		2172
Dc	**3**	**1**	A38 South Circulatory		✓	N/A	Clearly Good	0	3.00		35	49.00		2185
Dx	**1**	**1**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00	✓	1915
Dx	**2**	**2**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00		2055
Dx	**3**	**2**	A38 South Exit		✓	N/A	N/A	0	3.00		0	10.00		2055
Dx1	**1**	**1**	(untitled)		✓	N/A	N/A	0	4.00		0	10.00		2155
Dx1	**2**	**1**	(untitled)		✓	N/A	N/A	0	4.00		0	10.00		2155
Ec	**1**	**2**	Wamley Ash Road Circulatory											1800
Ec	**2**	**1**	Wamley Ash Road Circulatory											1800
Ec	**3**	**3**	(untitled)											1800
Ex	**1**	**1**	Wamley Ash Road Exit											1800
Ex	**2**	**2**	Wamley Ash Road Exit											1800
Fx	**1**	**2**	A38 North Exit		✓	N/A	Clearly Good	0	3.50		0	10.00	✓	2112
Fx	**2**	**1**	A38 North Exit		✓	N/A	Clearly Good	0	3.50		0	10.00		2263
Fx1	**1**	**1**	(untitled)											1800
Fx1	**2**	**1**	(untitled)											1800

Modelling

Arm	Traffic Stream	Traffic Model	Stop Weighting Multiplier (%)	Delay Weighting Multiplier (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit	Queue Limit (PCU)	Excess Queue Penalty (£)	Has Degree Of Saturation Limit
1	**1**	[Forced to PDM]	100	100		0.00				
2	**1**	[Forced to PDM]	100	100		0.00				
2	**2**	[Forced to PDM]	100	100		0.00				
3	**1**	[Forced to PDM]	100	100		0.00				
A	**2**	[Forced to PDM]	20	40	✓	0.00				
A	**3**	[Forced to PDM]	20	40	✓	0.00				
A	**4**	[Forced to PDM]	20	40	✓	0.00				
B	**1**	[Forced to PDM]	100	100		0.00				
B	**2**	[Forced to PDM]	100	100		0.00				
C	**1**	[Forced to PDM]	0	40		0.00				
C	**2**	[Forced to PDM]	0	40		0.00				
D	**1**	[Forced to PDM]	0	40		0.00				
D	**2**	[Forced to PDM]	0	40		0.00				
D	**3**	[Forced to PDM]	0	40		0.00				
E	**1**	[Forced to PDM]	100	40		0.00				
E	**2**	[Forced to PDM]	100	40		0.00				
E	**3**	[Forced to PDM]	100	40		0.00				
Ac	**1**	[Forced to PDM]	100	100		7.00	✓	3	80.00	
Ac	**2**	[Forced to PDM]	100	100		7.00	✓	5	80.00	
Ac	**3**	[Forced to PDM]	100	100		7.00	✓	5	80.00	
Ax	**1**	[Forced to PDM]	100	100		0.00	✓	3	0.00	
Ax	**2**	[Forced to PDM]	100	100		0.00	✓	3	0.00	
Ax2	**1**	[Forced to PDM]	100	100		0.00				
Ax2	**2**	[Forced to PDM]	100	100		0.00				
Bc	**1**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**2**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**3**	[Forced to PDM]	100	100		0.00	✓	15	0.00	
Bc	**4**	[Forced to PDM]	100	100		0.00	✓	15	0.00	

Bc1	**1**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**2**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**3**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc1	**4**	[Forced to PDM]	100	100		0.00	✓	5	0.00	
Bc3	**1**	[Forced to PDM]	100	100		0.00				
Bc3	**2**	[Forced to PDM]	100	100		0.00				
Bc3	**3**	[Forced to PDM]	100	100		0.00				
Bc3	**4**	[Forced to PDM]	100	100		0.00				
Bx	**1**	[Forced to PDM]	100	100		0.00				
C2	**1**	[Forced to PDM]	100	100		0.00				
C2	**2**	[Forced to PDM]	100	100		0.00				
C3-1	**1**	[Forced to PDM]	100	100		0.00				
C4	**1**	[Forced to PDM]	100	100		0.00				
C4	**2**	[Forced to PDM]	100	100		0.00				
C5	**1**	[Forced to PDM]	100	100		0.00				
Cc	**1**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cc	**2**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cc	**3**	[Forced to PDM]	100	100		6.00	✓	6	60.00	
Cx	**1**	[Forced to PDM]	100	100		0.00				
Cx	**2**	[Forced to PDM]	100	100		0.00				
Cx 2	**1**	[Forced to PDM]	100	100		0.00				
Cx 2	**2**	[Forced to PDM]	100	100		0.00				
Cx3	**1**	[Forced to PDM]	100	100		0.00				
Cx4-2	**1**	[Forced to PDM]	100	100		0.00				
Cx4-2	**2**	[Forced to PDM]	100	100		0.00				
Cx5	**1**	[Forced to PDM]	100	100		0.00				
Dc	**1**	[Forced to PDM]	1000	1000		0.00	✓	13	60.00	
Dc	**2**	[Forced to PDM]	100	100		0.00	✓	13	30.00	
Dc	**3**	[Forced to PDM]	100	100		0.00	✓	13	0.00	
Dx	**1**	[Forced to PDM]	100	100		0.00				

Dx	**2**	[Forced to PDM]	100	100		0.00				
Dx	**3**	[Forced to PDM]	100	100		0.00				
Dx1	**1**	[Forced to PDM]	100	100		0.00				
Dx1	**2**	[Forced to PDM]	100	100		0.00				
Ec	**1**	[Forced to PDM]	100	100		0.00	✓	6	0.00	
Ec	**2**	[Forced to PDM]	100	100		0.00	✓	6	60.00	
Ec	**3**	[Forced to PDM]	100	100		0.00	✓	6	60.00	
Ex	**1**	[Forced to PDM]	100	100		0.00				
Ex	**2**	[Forced to PDM]	100	100		0.00				
Fx	**1**	[Forced to PDM]	100	100		0.00				
Fx	**2**	[Forced to PDM]	100	100		0.00				
Fx1	**1**	[Forced to PDM]	100	100		0.00				
Fx1	**2**	[Forced to PDM]	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Cruise Sensitivity Multiplier (%)	Initial Queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type Of Random Parameter	Random Parameter	Auto Cycle Time	Cycle Time
1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
A	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
B	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
B	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
D	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
E	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ac	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ax2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

Bc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc1	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bc3	**4**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Bx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C3-1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C4	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C4	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
C5	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx 2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx 2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx3	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx4-2	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx4-2	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Cx5	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dc	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Dx1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ec	**3**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ex	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Ex	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx1	**1**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88
Fx1	**2**	100	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	88

Normal - Modelling

Arm	Traffic Stream	Stop Weighting (%)	Delay Weighting (%)
1	1	100	100
2	1	100	100
2	2	100	100
3	1	100	100
A	2	100	100
A	3	100	100
A	4	100	100
B	1	100	100
B	2	100	100
C	1	100	100
C	2	100	100
D	1	100	100
D	2	100	100
D	3	100	100
E	1	100	100
E	2	100	100
E	3	100	100
Ac	1	100	100
Ac	2	100	100
Ac	3	100	100
Ax	1	100	100
Ax	2	100	100
Ax2	1	100	100
Ax2	2	100	100
Bc	1	100	100
Bc	2	100	100
Bc	3	100	100
Bc	4	100	100
Bc1	1	100	100
Bc1	2	100	100
Bc1	3	100	100
Bc1	4	100	100
Bc3	1	100	100
Bc3	2	100	100
Bc3	3	100	100
Bc3	4	100	100
Bx	1	100	100
C2	1	100	100
C2	2	100	100
C3-1	1	100	100
C4	1	100	100
C4	2	100	100
C5	1	100	100
Cc	1	100	100
Cc	2	100	100
Cc	3	100	100
Cx	1	100	100
Cx	2	100	100
Cx 2	1	100	100
Cx 2	2	100	100

Cx3	**1**	100	100
Cx4-2	**1**	100	100
Cx4-2	**2**	100	100
Cx5	**1**	100	100
Dc	**1**	100	100
Dc	**2**	100	100
Dc	**3**	100	100
Dx	**1**	100	100
Dx	**2**	100	100
Dx	**3**	100	100
Dx1	**1**	100	100
Dx1	**2**	100	100
Ec	**1**	100	100
Ec	**2**	100	100
Ec	**3**	100	100
Ex	**1**	100	100
Ex	**2**	100	100
Fx	**1**	100	100
Fx	**2**	100	100
Fx1	**1**	100	100
Fx1	**2**	100	100

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	**1**	1626	1626
2	**1**	491	491
2	**2**	491	491
3	**1**	350	350
A	**2**	359	359
A	**3**	359	359
A	**4**	359	359
B	**1**	491	491
B	**2**	491	491
C	**1**	881	881
C	**2**	745	745
D	**1**	812	812
D	**2**	872	872
D	**3**	566	566
E	**1**	477	477
E	**2**	477	477
E	**3**	477	477
Ac	**1**	528	528
Ac	**2**	1043	1043
Ac	**3**	477	477
Ax	**1**	388	388
Ax	**2**	1023	1023
Ax2	**1**	388	388
Ax2	**2**	1023	1023
Bc	**1**	654	654
Bc	**2**	990	990
Bc	**3**	644	644
Bc	**4**	835	835

Bc1	**1**	444	444
Bc1	**2**	1341	1341
Bc1	**3**	855	855
Bc1	**4**	1115	1115
Bc3	**1**	304	304
Bc3	**2**	990	990
Bc3	**3**	644	644
Bc3	**4**	835	835
Bx	**1**	350	350
C2	**1**	914	914
C2	**2**	712	712
C3-1	**1**	0	0
C4	**1**	654	654
C4	**2**	712	712
C5	**1**	333	333
Cc	**1**	345	345
Cc	**2**	855	855
Cc	**3**	1115	1115
Cx	**1**	444	444
Cx	**2**	996	996
Cx 2	**1**	645	645
Cx 2	**2**	795	795
Cx3	**1**	0	0
Cx4-2	**1**	645	645
Cx4-2	**2**	559	559
Cx5	**1**	309	309
Dc	**1**	686	686
Dc	**2**	782	782
Dc	**3**	324	324
Dx	**1**	540	540
Dx	**2**	855	855
Dx	**3**	755	755
Dx1	**1**	540	540
Dx1	**2**	1610	1610
Ec	**1**	267	267
Ec	**2**	1195	1195
Ec	**3**	566	566
Ex	**1**	1429	1429
Ex	**2**	584	584
Fx	**1**	538	538
Fx	**2**	538	538
Fx1	**1**	359	359
Fx1	**2**	717	717

Signals

Arm	Traffic Stream	Controller Stream	Phase	Phase2 Enabled
2	1	9	A	
2	2	9	A	
A	2	1	A	
A	3	1	A	
A	4	1	A	
C	1	3	A	
C	2	3	A	
D	1	2	A	
D	2	2	A	
D	3	2	A	
Ac	1	1	B	
Ac	2	1	B	
Ac	3	1	B	
Ax	1	5	A	
Ax	2	5	A	
Bx	1	10	A	
C4	1	4	D	
C4	2	4	D	
C5	1	4	C	
Cc	1	3	B	
Cc	2	3	B	
Cc	3	3	B	
Cx	1	6	A	
Cx	2	6	A	
Cx 2	1	4	A	
Cx 2	2	4	B	
Dc	1	2	B	
Dc	2	2	B	
Dc	3	2	B	
Dx	1	7	A	
Dx	2	7	A	
Dx	3	7	A	

Entry Sources

Arm	Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)
2	1	20.88	48.28
2	2	20.88	48.28
D	1	16.78	64.37
D	2	16.78	64.37
D	3	16.78	64.37
E	1	14.91	48.28
E	2	14.91	48.28
E	3	14.91	48.28
C3-1	1	4.15	48.28
C4	1	6.46	48.28
C4	2	6.46	48.28
C5	1	4.10	48.28
Fx	1	21.62	48.28
Fx	2	21.62	48.28

Sources

Arm	Traffic Stream	Source	Source Type	Source Traffic Stream	Destination Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)	Auto Turning Radius	Traffic Turn Style	Turning Radius (m)
1	**1**	**1**	TrafficStream	C2/1	1/1	23.28	48.28	✓	Straight	Straight Movement
3	**1**	**1**	TrafficStream	Bx/1	3/1	20.88	48.28	✓	Straight	Straight Movement
A	**2**	**1**	TrafficStream	Fx1/1	A/2	7.46	48.28	✓	Straight	Straight Movement
A	**3**	**1**	TrafficStream	Fx1/2	A/3	7.46	48.28	✓	Straight	Straight Movement
A	**4**	**1**	TrafficStream	Fx1/2	A/4	7.46	48.28	✓	Straight	Straight Movement
B	**1**	**1**	TrafficStream	2/1	B/1	1.00	48.28	✓	Straight	Straight Movement
B	**2**	**1**	TrafficStream	2/2	B/2	1.00	48.28	✓	Straight	Straight Movement
C	**1**	**1**	TrafficStream	1/1	C/1	14.91	48.28	✓	Straight	Straight Movement
C	**2**	**1**	TrafficStream	1/1	C/2	14.91	48.28	✓	Straight	Straight Movement
Ac	**1**	**1**	TrafficStream	E/1	Ac/1	4.03	48.28	✓	Straight	Straight Movement
Ac	**2**	**1**	TrafficStream	Ec/3	Ac/2	4.03	48.28	✓	Straight	Straight Movement
Ac	**3**	**1**	TrafficStream	E/3	Ac/3	4.03	48.28	✓	Straight	Straight Movement
Ax	**1**	**1**	TrafficStream	Ec/1	Ax/1	1.12	64.37	✓	Straight	Straight Movement
Ax	**2**	**1**	TrafficStream	Ec/2	Ax/2	1.12	64.37	✓	Straight	Straight Movement
Ax2	**1**	**1**	TrafficStream	Ax/1	Ax2/1	9.60	30.00	✓	Straight	Straight Movement
Ax2	**2**	**1**	TrafficStream	Ax/2	Ax2/2	9.60	30.00	✓	Straight	Straight Movement
Bc	**1**	**1**	TrafficStream	Ac/1	Bc/1	3.10	48.28	✓	Straight	Straight Movement
Bc	**2**	**1**	TrafficStream	A/2	Bc/2	3.10	48.28	✓	Nearside	83.93
Bc	**3**	**1**	TrafficStream	A/3	Bc/3	3.10	48.28	✓	Straight	Straight Movement
Bc	**4**	**1**	TrafficStream	A/4	Bc/4	3.10	48.28	✓	Straight	Straight Movement
Bc1	**1**	**1**	TrafficStream	B/1	Bc1/1	7.35	48.28	✓	Nearside	40.91
Bc1	**2**	**1**	TrafficStream	Bc3/2	Bc1/2	7.35	48.28	✓	Straight	Straight Movement
Bc1	**3**	**1**	TrafficStream	Bc3/3	Bc1/3	7.35	48.28	✓	Straight	Straight Movement
Bc1	**4**	**1**	TrafficStream	Bc3/4	Bc1/4	7.35	48.28	✓	Straight	Straight Movement
Bc3	**1**	**1**	TrafficStream	Bc/1	Bc3/1	1.51	48.28	✓	Straight	Straight Movement
Bc3	**2**	**1**	TrafficStream	Bc/2	Bc3/2	1.51	48.28	✓	Straight	Straight Movement
Bc3	**3**	**1**	TrafficStream	Bc/3	Bc3/3	1.51	48.28	✓	Straight	Straight Movement
Bc3	**4**	**1**	TrafficStream	Bc/4	Bc3/4	1.51	48.28	✓	Straight	Straight Movement
Bx	**1**	**1**	TrafficStream	Bc/1	Bx/1	1.00	48.28	✓	Nearside	22.12

C2	**1**	**1**	TrafficStream	C4/1	C2/1	23.28	48.28	✓	Straight	Straight Movement
C2	**2**	**1**	TrafficStream	C3-1/1	C2/2	23.28	48.28	✓	Straight	Straight Movement
Cc	**1**	**1**	TrafficStream	Bc1/2	Cc/1	4.85	48.28	✓	Straight	Straight Movement
Cc	**2**	**1**	TrafficStream	Bc1/3	Cc/2	4.85	48.28	✓	Straight	Straight Movement
Cc	**3**	**1**	TrafficStream	Bc1/4	Cc/3	4.85	48.28	✓	Offside	88.92
Cx	**1**	**1**	TrafficStream	Bc1/1	Cx/1	5.59	64.37	✓	Nearside	83.25
Cx	**2**	**1**	TrafficStream	Bc1/2	Cx/2	5.59	64.37	✓	Straight	Straight Movement
Cx 2	**1**	**1**	TrafficStream	Cx/1	Cx 2/1	30.87	48.28	✓	Straight	Straight Movement
Cx 2	**2**	**1**	TrafficStream	Cx/1	Cx 2/2	30.87	48.28	✓	Straight	Straight Movement
Cx3	**1**	**1**	TrafficStream	Cx 2/1	Cx3/1	4.43	48.28	✓	Straight	Straight Movement
Cx4-2	**1**	**1**	TrafficStream	Cx 2/1	Cx4-2/1	5.77	48.28	✓	Straight	Straight Movement
Cx4-2	**2**	**1**	TrafficStream	Cx 2/2	Cx4-2/2	5.77	48.28	✓	Straight	Straight Movement
Cx5	**1**	**1**	TrafficStream	C3-1/1	Cx5/1	4.67	48.28	✓	Straight	Straight Movement
Dc	**1**	**1**	TrafficStream	C/1	Dc/1	6.71	48.28	✓	Straight	Straight Movement
Dc	**2**	**1**	TrafficStream	C/2	Dc/2	6.71	48.28	✓	Straight	Straight Movement
Dc	**3**	**1**	TrafficStream	C/2	Dc/3	6.71	48.28	✓	Straight	Straight Movement
Dx	**1**	**1**	TrafficStream	Cc/1	Dx/1	3.13	64.37	✓	Straight	Straight Movement
Dx	**2**	**1**	TrafficStream	Cc/2	Dx/2	3.13	64.37	✓	Straight	Straight Movement
Dx	**3**	**1**	TrafficStream	Cc/3	Dx/3	3.13	64.37	✓	Straight	Straight Movement
Dx1	**1**	**1**	TrafficStream	Dx/1	Dx1/1	13.98	64.37	✓	Straight	Straight Movement
Dx1	**2**	**1**	TrafficStream	Dx/2	Dx1/2	13.98	64.37	✓	Straight	Straight Movement
Ec	**1**	**1**	TrafficStream	D/1	Ec/1	3.73	48.28	✓	Straight	Straight Movement
Ec	**2**	**1**	TrafficStream	D/2	Ec/2	3.73	48.28	✓	Straight	Straight Movement
Ec	**3**	**1**	TrafficStream	D/3	Ec/3	3.73	48.28	✓	Straight	Straight Movement
Ex	**1**	**1**	TrafficStream	Dc/1	Ex/1	7.46	48.28	✓	Straight	Straight Movement
Ex	**2**	**1**	TrafficStream	Dc/2	Ex/2	7.46	48.28	✓	Straight	Straight Movement
Fx1	**1**	**1**	TrafficStream	Fx/1	Fx1/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**2**	**1**	TrafficStream	Fx/1	Fx1/2	7.46	48.28	✓	Straight	Straight Movement
1	**1**	**2**	TrafficStream	C2/2	1/1	23.28	48.28	✓	Straight	Straight Movement
Ac	**1**	**2**	TrafficStream	Ec/2	Ac/1	4.03	48.28	✓	Straight	Straight Movement
Ac	**2**	**2**	TrafficStream	E/2	Ac/2	4.03	48.28	✓	Straight	Straight Movement

Ax	**1**	**2**	TrafficStream	E/1	Ax/1	1.12	64.37	✓	Straight	Straight Movement
Ax	**2**	**2**	TrafficStream	E/1	Ax/2	1.12	64.37	✓	Straight	Straight Movement
Bc	**1**	**2**	TrafficStream	A/2	Bc/1	4.99	30.00	✓	Nearside	83.93
Bc	**2**	**2**	TrafficStream	Ac/2	Bc/2	3.10	48.28	✓	Straight	Straight Movement
Bc	**3**	**2**	TrafficStream	Ac/2	Bc/3	3.10	48.28	✓	Straight	Straight Movement
Bc	**4**	**2**	TrafficStream	Ac/3	Bc/4	3.10	48.28	✓	Straight	Straight Movement
Bc1	**1**	**2**	TrafficStream	Bc3/1	Bc1/1	7.35	48.28	✓	Straight	Straight Movement
Bc1	**2**	**2**	TrafficStream	B/1	Bc1/2	7.35	48.28	✓	Nearside	40.91
Bc1	**3**	**2**	TrafficStream	B/2	Bc1/3	7.35	48.28	✓	Nearside	60.91
Bc1	**4**	**2**	TrafficStream	B/2	Bc1/4	7.35	48.28	✓	Nearside	60.91
C2	**1**	**2**	TrafficStream	C5/1	C2/1	23.28	48.28	✓	Straight	Straight Movement
C2	**2**	**2**	TrafficStream	C4/2	C2/2	23.28	48.28	✓	Straight	Straight Movement
Cx 2	**1**	**2**	TrafficStream	Cx/2	Cx 2/1	30.87	48.28	✓	Straight	Straight Movement
Cx 2	**2**	**2**	TrafficStream	Cx/2	Cx 2/2	30.87	48.28	✓	Straight	Straight Movement
Cx3	**1**	**2**	TrafficStream	C5/1	Cx3/1	4.43	48.28	✓	Straight	Straight Movement
Cx4-2	**2**	**2**	TrafficStream	C5/1	Cx4-2/2	5.77	48.28	✓	Straight	Straight Movement
Cx5	**1**	**2**	TrafficStream	C4/1	Cx5/1	4.67	48.28	✓	Straight	Straight Movement
Dc	**1**	**2**	TrafficStream	Cc/1	Dc/1	6.71	48.28	✓	Straight	Straight Movement
Dc	**2**	**2**	TrafficStream	Cc/3	Dc/2	6.71	48.28	✓	Straight	Straight Movement
Dc	**3**	**2**	TrafficStream	Cc/3	Dc/3	6.71	48.28	✓	Straight	Straight Movement
Dx	**1**	**2**	TrafficStream	C/1	Dx/1	3.13	64.37	✓	Straight	Straight Movement
Dx1	**2**	**2**	TrafficStream	Dx/3	Dx1/2	13.98	64.37	✓	Straight	Straight Movement
Ec	**1**	**2**	TrafficStream	Dc/2	Ec/1	3.73	48.28	✓	Straight	Straight Movement
Ec	**2**	**2**	TrafficStream	Dc/3	Ec/2	3.73	48.28	✓	Straight	Straight Movement
Ec	**3**	**2**	TrafficStream	Dc/3	Ec/3	3.73	48.28	✓	Straight	Straight Movement
Ex	**1**	**2**	TrafficStream	D/1	Ex/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**1**	**2**	TrafficStream	Fx/2	Fx1/1	7.46	48.28	✓	Straight	Straight Movement
Fx1	**2**	**2**	TrafficStream	Fx/2	Fx1/2	7.46	48.28	✓	Straight	Straight Movement
Cx3	**1**	**3**	TrafficStream	C4/2	Cx3/1	7.12	30.00	✓	Straight	Straight Movement
Cx5	**1**	**3**	TrafficStream	Cx 2/2	Cx5/1	4.67	48.28	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed Traffic	Use Step-wise Opposed Turn Model	Visibility Restricted
B	1	AllTraffic		
B	2	AllTraffic		
C3-1	1	AllTraffic		
E	1	AllTraffic		
E	2	AllTraffic		
E	3	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling Type	Controlling Traffic Stream	Percentage Opposing (%)	Slope Coefficient	Upstream Signals Visible	Conflict Shift	Conflict Duration
1		TrafficStream	Bc3/1	100	0.29		0	0
1		TrafficStream	Bc3/2	100	0.29		0	0
2		TrafficStream	Bc3/1	100	0.29		0	0
2		TrafficStream	Bc3/2	100	0.29		0	0
2		TrafficStream	Bc3/3	100	0.29		0	0
2		TrafficStream	Bc3/4	100	0.29		0	0
1	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
1		TrafficStream	Ec/2	100	0.21		0	0
1		TrafficStream	Ec/3	100	0.21		0	0
2	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
2		TrafficStream	Ec/2	100	0.21		0	0
2		TrafficStream	Ec/3	100	0.21		0	0
3	Roundabout Circulating	TrafficStream	Ec/1	100	0.21		0	0
3		TrafficStream	Ec/2	100	0.21		0	0
3		TrafficStream	Ec/3	100	0.21		0	0

Quick Flares

Arm	Traffic Stream	Description	Saturation Flow (PCU/hr)	Use Que Prob	Effective Storage (Vehs)
A	2		1800		6.00
C	1		1800		7.00
C	2		1800		7.00

Local OD Matrix - Local Matrix: 2031 PM SD

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	27	0	166	33	426	424
	2	69	0	0	225	54	622	12
	3	0	0	0	0	0	0	0
	4	266	107	0	0	33	285	675
	5	60	19	0	40	0	55	159
	6	773	168	0	455	111	0	743
	7	243	29	0	318	78	762	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits
2031 PM SD	1	(untitled)	Fx/2,Fx/1	Ax2/1,Ax2/2
2031 PM SD	2	(untitled)	2/1,2/2	3/1
2031 PM SD	3	(untitled)	C3-1/1	Cx3/1
2031 PM SD	4	(untitled)	C4/1,C4/2	Cx4-2/1,Cx4-2/2
2031 PM SD	5	(untitled)	C5/1	Cx5/1
2031 PM SD	6	(untitled)	D/1,D/2,D/3	Dx1/2,Dx1/1
2031 PM SD	7	(untitled)	E/1,E/2,E/3	Ex/1,Ex/2

Paths

OD Matrix	Path	Description	From Location	To Location	Path Items
2031 PM SD	1		6	1	D/1,Ec/1,Ax/1,Ax2/1
2031 PM SD	2		6	7	D/1,Ex/1
2031 PM SD	3		6	1	D/2,Ec/2,Ax/2,Ax2/2
2031 PM SD	4		6	2	D/2,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 PM SD	5		6	3	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx3/1
2031 PM SD	6		6	4	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx4-2/1
2031 PM SD	7		6	5	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx5/1
2031 PM SD	8		6	4	D/2,Ec/2,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx4-2/2
2031 PM SD	9		6	6	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 PM SD	10		6	3	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx3/1
2031 PM SD	11		6	4	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx4-2/1
2031 PM SD	12		6	5	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx5/1
2031 PM SD	13		6	4	D/3,Ec/3,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx4-2/2
2031 PM SD	14		6	6	D/3,Ec/3,Ac/2,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 PM SD	15		7	1	E/1,Ax/1,Ax2/1
2031 PM SD	16		7	1	E/1,Ax/2,Ax2/2
2031 PM SD	17		7	2	E/1,Ac/1,Bc/1,Bx/1,3/1
2031 PM SD	18		7	3	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx3/1
2031 PM SD	19		7	4	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx4-2/1
2031 PM SD	20		7	5	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx5/1
2031 PM SD	21		7	4	E/1,Ac/1,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx4-2/2
2031 PM SD	22		7	7	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 PM SD	23		7	6	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 PM SD	24		7	3	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx3/1
2031 PM SD	25		7	4	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx4-2/1
2031 PM SD	26		7	5	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx5/1
2031 PM SD	27		7	4	E/2,Ac/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx4-2/2
2031 PM SD	28		7	6	E/2,Ac/2,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 PM SD	29		7	7	E/3,Ac/3,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 PM SD	30		7	6	E/3,Ac/3,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 PM SD	31		2	3	2/1,B/1,Bc1/1,Cx/1,Cx 2/1,Cx3/1
2031 PM SD	32		2	4	2/1,B/1,Bc1/1,Cx/1,Cx 2/1,Cx4-2/1
2031 PM SD	33		2	5	2/1,B/1,Bc1/1,Cx/1,Cx 2/2,Cx5/1
2031 PM SD	34		2	4	2/1,B/1,Bc1/1,Cx/1,Cx 2/2,Cx4-2/2
2031 PM SD	35		2	7	2/1,B/1,Bc1/2,Cc/1,Dc/1,Ex/1

2031 PM SD	**36**		2	6	2/1,B/1,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 PM SD	**37**		2	3	2/1,B/1,Bc1/2,Cx/2,Cx 2/1,Cx3/1
2031 PM SD	**38**		2	4	2/1,B/1,Bc1/2,Cx/2,Cx 2/1,Cx4-2/1
2031 PM SD	**39**		2	5	2/1,B/1,Bc1/2,Cx/2,Cx 2/2,Cx5/1
2031 PM SD	**40**		2	4	2/1,B/1,Bc1/2,Cx/2,Cx 2/2,Cx4-2/2
2031 PM SD	**41**		2	6	2/2,B/2,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 PM SD	**42**		2	1	2/2,B/2,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 PM SD	**43**		2	7	2/2,B/2,Bc1/4,Cc/3,Dc/2,Ex/2
2031 PM SD	**44**		2	1	2/2,B/2,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 PM SD	**45**		2	2	2/2,B/2,Bc1/4,Cc/3,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 PM SD	**46**		2	6	2/2,B/2,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 PM SD	**47**		3	5	C3-1/1,Cx5/1
2031 PM SD	**48**		3	7	C3-1/1,C2/2,1/1,C/1,Dc/1,Ex/1
2031 PM SD	**49**		3	6	C3-1/1,C2/2,1/1,C/1,Dx/1,Dx1/1
2031 PM SD	**50**		3	1	C3-1/1,C2/2,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 PM SD	**51**		3	7	C3-1/1,C2/2,1/1,C/2,Dc/2,Ex/2
2031 PM SD	**52**		3	1	C3-1/1,C2/2,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 PM SD	**53**		3	2	C3-1/1,C2/2,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 PM SD	**54**		4	5	C4/1,Cx5/1
2031 PM SD	**55**		4	7	C4/1,C2/1,1/1,C/1,Dc/1,Ex/1
2031 PM SD	**56**		4	6	C4/1,C2/1,1/1,C/1,Dx/1,Dx1/1
2031 PM SD	**57**		4	1	C4/1,C2/1,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 PM SD	**58**		4	7	C4/1,C2/1,1/1,C/2,Dc/2,Ex/2
2031 PM SD	**59**		4	1	C4/1,C2/1,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 PM SD	**60**		4	2	C4/1,C2/1,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 PM SD	**61**		4	3	C4/2,Cx3/1
2031 PM SD	**62**		4	7	C4/2,C2/2,1/1,C/1,Dc/1,Ex/1
2031 PM SD	**63**		4	6	C4/2,C2/2,1/1,C/1,Dx/1,Dx1/1
2031 PM SD	**64**		4	1	C4/2,C2/2,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 PM SD	**65**		4	7	C4/2,C2/2,1/1,C/2,Dc/2,Ex/2
2031 PM SD	**66**		4	1	C4/2,C2/2,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 PM SD	**67**		4	2	C4/2,C2/2,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 PM SD	**68**		5	3	C5/1,Cx3/1
2031 PM SD	**69**		5	7	C5/1,C2/1,1/1,C/1,Dc/1,Ex/1
2031 PM SD	**70**		5	6	C5/1,C2/1,1/1,C/1,Dx/1,Dx1/1
2031 PM SD	**71**		5	1	C5/1,C2/1,1/1,C/2,Dc/2,Ec/1,Ax/1,Ax2/1
2031 PM SD	**72**		5	7	C5/1,C2/1,1/1,C/2,Dc/2,Ex/2
2031 PM SD	**73**		5	1	C5/1,C2/1,1/1,C/2,Dc/3,Ec/2,Ax/2,Ax2/2
2031 PM SD	**74**		5	2	C5/1,C2/1,1/1,C/2,Dc/3,Ec/2,Ac/1,Bc/1,Bx/1,3/1
2031 PM SD	**75**		5	4	C5/1,Cx4-2/2
2031 PM SD	**76**		1	2	Fx/2,Fx1/1,A/2,Bc/1,Bx/1,3/1
2031 PM SD	**77**		1	3	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx3/1
2031 PM SD	**78**		1	4	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx4-2/1
2031 PM SD	**79**		1	5	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx5/1
2031 PM SD	**80**		1	4	Fx/2,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx4-2/2
2031 PM SD	**81**		1	7	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 PM SD	**82**		1	6	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 PM SD	**83**		1	3	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx3/1
2031 PM SD	**84**		1	4	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx4-2/1
2031 PM SD	**85**		1	5	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx5/1
2031 PM SD	**86**		1	4	Fx/2,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx4-2/2
2031 PM SD	**87**		1	6	Fx/2,Fx1/2,A/3,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2

2031 PM SD	**88**		1	1	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 PM SD	**89**		1	7	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 PM SD	**90**		1	1	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 PM SD	**91**		1	6	Fx/2,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2
2031 PM SD	**92**		1	2	Fx/1,Fx1/1,A/2,Bc/1,Bx/1,3/1
2031 PM SD	**93**		1	3	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx3/1
2031 PM SD	**94**		1	4	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/1,Cx4-2/1
2031 PM SD	**95**		1	5	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx5/1
2031 PM SD	**96**		1	4	Fx/1,Fx1/1,A/2,Bc/1,Bc3/1,Bc1/1,Cx/1,Cx 2/2,Cx4-2/2
2031 PM SD	**97**		1	7	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dc/1,Ex/1
2031 PM SD	**98**		1	6	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cc/1,Dx/1,Dx1/1
2031 PM SD	**99**		1	3	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx3/1
2031 PM SD	**100**		1	4	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/1,Cx4-2/1
2031 PM SD	**101**		1	5	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx5/1
2031 PM SD	**102**		1	4	Fx/1,Fx1/1,A/2,Bc/2,Bc3/2,Bc1/2,Cx/2,Cx 2/2,Cx4-2/2
2031 PM SD	**103**		1	6	Fx/1,Fx1/2,A/3,Bc/3,Bc3/3,Bc1/3,Cc/2,Dx/2,Dx1/2
2031 PM SD	**104**		1	1	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ec/1,Ax/1,Ax2/1
2031 PM SD	**105**		1	7	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/2,Ex/2
2031 PM SD	**106**		1	1	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dc/3,Ec/2,Ax/2,Ax2/2
2031 PM SD	**107**		1	6	Fx/1,Fx1/2,A/4,Bc/4,Bc3/4,Bc1/4,Cc/3,Dx/3,Dx1/2

Normal Path Flows

OD Matrix	Path	Permitted Flow Type	Allocation Type	Fixed Flow (PCU/hr)
2031 PM SD	**1**	✓	Normal	
2031 PM SD	**2**	✓	Normal	
2031 PM SD	**3**	✓	Normal	
2031 PM SD	**4**	✓	Normal	
2031 PM SD	**5**	✓	Normal	
2031 PM SD	**6**	✓	Normal	
2031 PM SD	**7**	✓	Normal	
2031 PM SD	**8**	✓	Normal	
2031 PM SD	**9**	✓	Normal	
2031 PM SD	**10**	✓	Normal	
2031 PM SD	**11**	✓	Normal	
2031 PM SD	**12**	✓	Normal	
2031 PM SD	**13**	✓	Normal	
2031 PM SD	**14**	✓	Normal	
2031 PM SD	**15**	✓	Normal	
2031 PM SD	**16**	✓	Normal	
2031 PM SD	**17**	✓	Normal	
2031 PM SD	**18**	✓	Normal	
2031 PM SD	**19**	✓	Normal	
2031 PM SD	**20**	✓	Normal	
2031 PM SD	**21**	✓	Fixed	0
2031 PM SD	**22**	✓	Normal	
2031 PM SD	**23**	✓	Disabled	
2031 PM SD	**24**	✓	Normal	
2031 PM SD	**25**	✓	Normal	
2031 PM SD	**26**	✓	Normal	
2031 PM SD	**27**	✓	Normal	

2031 PM SD	**28**	✓	Normal	
2031 PM SD	**29**	✓	Normal	
2031 PM SD	**30**	✓	Normal	
2031 PM SD	**31**	✓	Normal	
2031 PM SD	**32**	✓	Normal	
2031 PM SD	**33**	✓	Normal	
2031 PM SD	**34**	✓	Normal	
2031 PM SD	**35**	✓	Normal	
2031 PM SD	**36**	✓	Normal	
2031 PM SD	**37**	✓	Normal	
2031 PM SD	**38**	✓	Normal	
2031 PM SD	**39**	✓	Normal	
2031 PM SD	**40**	✓	Normal	
2031 PM SD	**41**	✓	Normal	
2031 PM SD	**42**	✓	Normal	
2031 PM SD	**43**	✓	Normal	
2031 PM SD	**44**	✓	Normal	
2031 PM SD	**45**	✓	Normal	
2031 PM SD	**46**	✓	Normal	
2031 PM SD	**47**	✓	Normal	
2031 PM SD	**48**	✓	Normal	
2031 PM SD	**49**	✓	Normal	
2031 PM SD	**50**	✓	Normal	
2031 PM SD	**51**	✓	Normal	
2031 PM SD	**52**	✓	Normal	
2031 PM SD	**53**	✓	Normal	
2031 PM SD	**54**	✓	Normal	
2031 PM SD	**55**	✓	Normal	
2031 PM SD	**56**	✓	Normal	
2031 PM SD	**57**	✓	Normal	
2031 PM SD	**58**	✓	Fixed	0
2031 PM SD	**59**	✓	Normal	
2031 PM SD	**60**	✓	Normal	
2031 PM SD	**61**	✓	Normal	
2031 PM SD	**62**	✓	Normal	
2031 PM SD	**63**	✓	Normal	
2031 PM SD	**64**	✓	Normal	
2031 PM SD	**65**	✓	Normal	
2031 PM SD	**66**	✓	Normal	
2031 PM SD	**67**	✓	Normal	
2031 PM SD	**68**	✓	Normal	
2031 PM SD	**69**	✓	Normal	
2031 PM SD	**70**	✓	Normal	
2031 PM SD	**71**	✓	Normal	
2031 PM SD	**72**	✓	Normal	
2031 PM SD	**73**	✓	Normal	
2031 PM SD	**74**	✓	Normal	
2031 PM SD	**75**	✓	Normal	
2031 PM SD	**76**	✓	Normal	

2031 PM SD	**77**	✓	Normal	
2031 PM SD	**78**	✓	Normal	
2031 PM SD	**79**	✓	Normal	
2031 PM SD	**80**	✓	Normal	
2031 PM SD	**81**	✓	Normal	
2031 PM SD	**82**	✓	Disabled	
2031 PM SD	**83**	✓	Normal	
2031 PM SD	**84**	✓	Normal	
2031 PM SD	**85**	✓	Normal	
2031 PM SD	**86**	✓	Normal	
2031 PM SD	**87**	✓	Normal	
2031 PM SD	**88**	✓	Normal	
2031 PM SD	**89**	✓	Normal	
2031 PM SD	**90**	✓	Normal	
2031 PM SD	**91**	✓	Normal	
2031 PM SD	**92**	✓	Normal	
2031 PM SD	**93**	✓	Normal	
2031 PM SD	**94**	✓	Normal	
2031 PM SD	**95**	✓	Normal	
2031 PM SD	**96**	✓	Normal	
2031 PM SD	**97**	✓	Normal	
2031 PM SD	**98**	✓	Normal	
2031 PM SD	**99**	✓	Normal	
2031 PM SD	**100**	✓	Normal	
2031 PM SD	**101**	✓	Normal	
2031 PM SD	**102**	✓	Normal	
2031 PM SD	**103**	✓	Normal	
2031 PM SD	**104**	✓	Normal	
2031 PM SD	**105**	✓	Normal	
2031 PM SD	**106**	✓	Normal	
2031 PM SD	**107**	✓	Normal	

Signal Timings

Network Default: 88s cycle time; 88 steps

Controller Stream 1

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
1	(untitled)		1	NetworkDefault	88

Controller Stream 1 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
1	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
1	A	(untitled)	7	300	0	0	Not Specified
1	B	(untitled)	7	300	0	0	Not Specified
1	C	(untitled)	7	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
1	1	A	1
1	2	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay	Absolute Delay
1	1	Losing	B	2	1	9	
1	2	Gaining	A	2	1	0	10
1	3	Losing	A	1	2	2	

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
1	1	(untitled)	Single	1,2	50,31

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
1	1	✓	1	A	45	50	5	1	5
1	2	✓	2	B,C	57	31	62	1	7

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
1	A	1	✓	45	52	7
1	B	1	✓	57	40	71
1	C	1	✓	57	31	62

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		
	C	14		

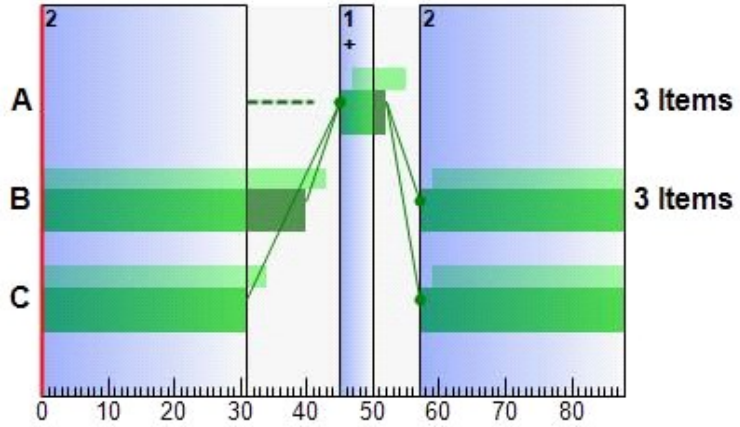
Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	7
	2	14	0

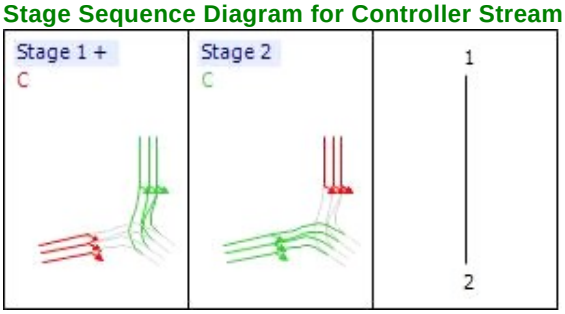
Banned Stage transitions for Controller Stream 1

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Controller Stream 2

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
2	(untitled)		1	NetworkDefault	88

Controller Stream 2 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
2	Unspecified						Absolute

Controller Stream 2 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
2	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
2	A	(untitled)	7	300	0	0	Not Specified
2	B	(untitled)	7	300	0	0	Not Specified
2	C	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
2	1	A	1
2	2	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay
2	1	Losing	B	2	1	5

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
2	1	(untitled)	Single	1,2	5,49

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
2	1	✓	1	A	59	5	34	1	7
2	2	✓	2	B,C	10	49	39	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
2	A	1	✓	59	5	34
2	B	1	✓	10	54	44
2	C	1	✓	10	49	39

Intergreen Matrix for Controller Stream 2

		To		
		A	B	C
From	A		5	5
	B	5		
	C	10		

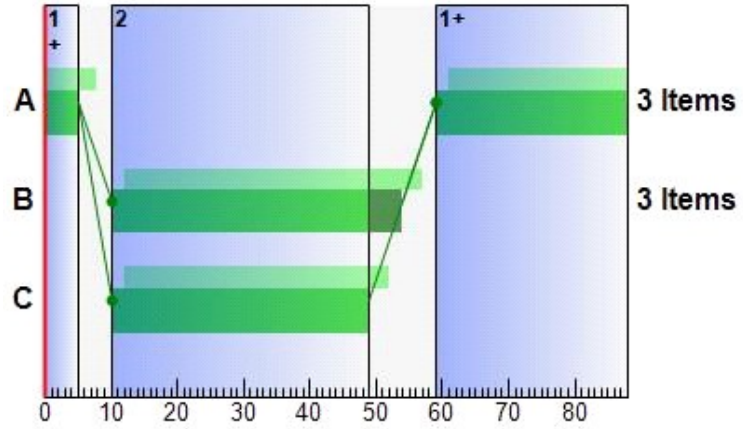
Interstage Matrix for Controller Stream 2

		To	
		1	2
From	1	0	5
	2	10	0

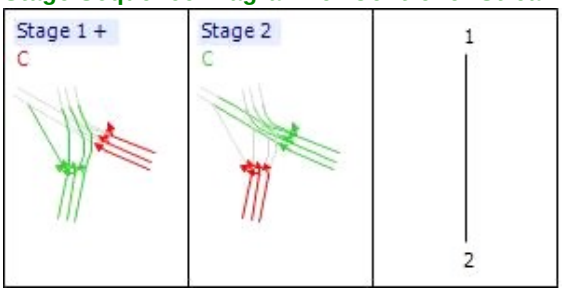
Banned Stage transitions for Controller Stream 2

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 2



Stage Sequence Diagram for Controller Stream 2



Controller Stream 3

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
3	(untitled)		1	NetworkDefault	88

Controller Stream 3 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
3	Unspecified						Absolute

Controller Stream 3 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
3	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
3	**A**	(untitled)	7	300	0	0	Not Specified
3	**B**	(untitled)	7	300	0	0	Not Specified
3	**C**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
3	**1**	A	1
3	**2**	B,C	1

Losing/ Gaining delays at each Controller Stream

Controller Stream	Delay	Type	Phase	From Stage	To Stage	Relative Delay
3	1	Losing	B	2	1	9

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
3	1	(untitled)	Single	1,2	37,86

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
3	1	✓	1	A	12	37	25	1	7
3	2	✓	2	B,C	42	86	44	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
3	A	1	✓	12	37	25
3	B	1	✓	42	7	53
3	C	1	✓	42	86	44

Intergreen Matrix for Controller Stream 3

		To		
		A	B	C
From	A		5	5
	B	5		
	C	14		

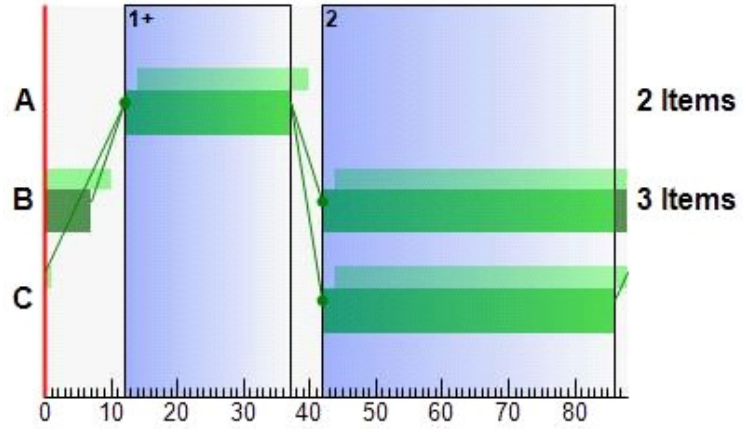
Interstage Matrix for Controller Stream 3

		To	
		1	2
From	1	0	5
	2	14	0

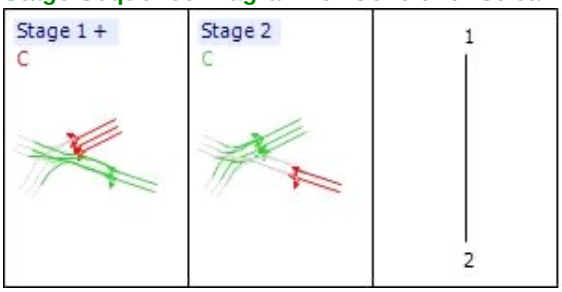
Banned Stage transitions for Controller Stream 3

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Controller Stream 4

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
4	(untitled)		1	NetworkDefault	88

Controller Stream 4 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
4	Unspecified						Absolute

Controller Stream 4 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
4	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
4	**A**	(untitled)	7	300	0	0	Not Specified
4	**B**	(untitled)	7	300	0	0	Not Specified
4	**C**	(untitled)	7	300	0	0	Not Specified
4	**D**	(untitled)	7	300	0	0	Not Specified
4	**E**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
4	**1**	A,B,D	1
4	**2**	C	1
4	**3**	E	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
4	1	(untitled)	Single	1,3,2	48,59,87
4	2	(untitled)	Single	1,2,3	0,29,53

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
4	1	✓	1	A,B,D	5	48	43	1	7
4	2	✓	3	E	53	59	6	1	5
4	3	✓	2	C	71	87	16	1	7

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
4	A	1	✓	5	48	43
4	B	1	✓	5	48	43
4	C	1	✓	71	87	16
4	D	1	✓	4	48	44
4	E	1	✓	53	59	6

Intergreen Matrix for Controller Stream 4

		To				
		A	B	C	D	E
From	A			8		5
	B			7		5
	C	6	6		5	5
	D			8		5
	E	12	12	12	12	

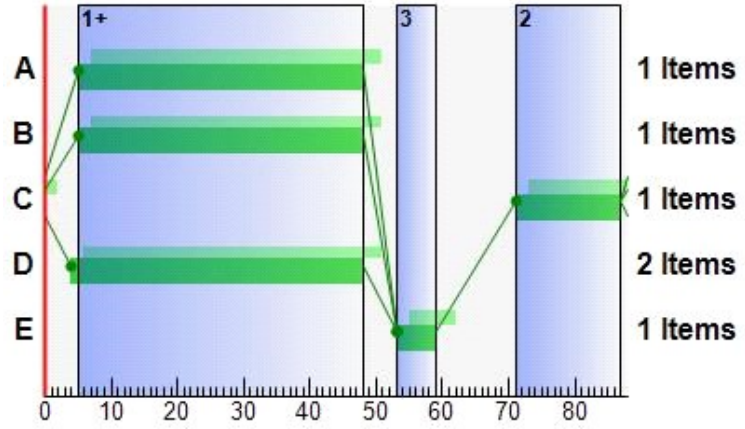
Interstage Matrix for Controller Stream 4

		To		
		1	2	3
From	1	0	8	5
	2	6	0	5
	3	12	12	0

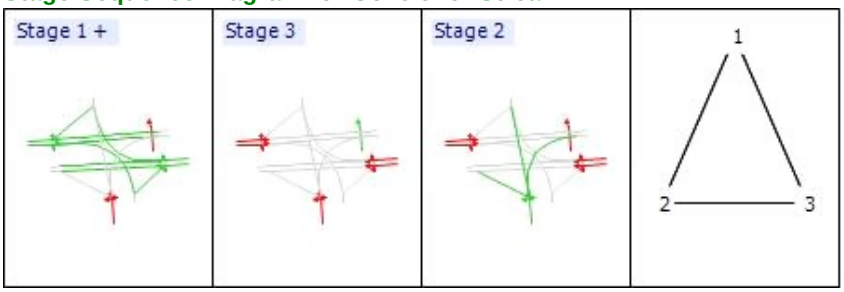
Banned Stage transitions for Controller Stream 4

		To		
		1	2	3
From	1			
	2			
	3			

Phase Timings Diagram for Controller Stream 4



Stage Sequence Diagram for Controller Stream 4



Controller Stream 5

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
5	(untitled)		1	NetworkDefault	88

Controller Stream 5 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
5	Unspecified						Absolute

Controller Stream 5 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
5	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
5	**A**	(untitled)	7	300	0	0	Not Specified
5	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
5	**1**	A	1
5	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
5	**1**	(untitled)	Single	1,2	41,51

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
5	**1**	✓	1	A	62	41	67	1	7
5	**2**	✓	2	B	46	51	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
5	**A**	**1**	✓	62	41	67
5	**B**	**1**	✓	46	51	5

Intergreen Matrix for Controller Stream 5

		To	
		A	**B**
From	**A**		5
	B	11	

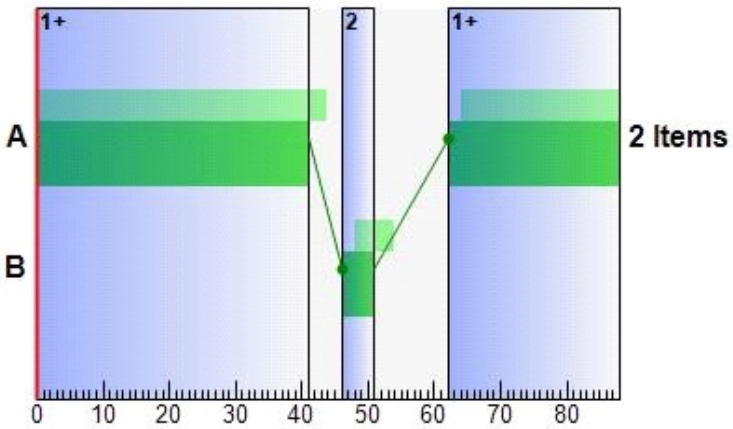
Interstage Matrix for Controller Stream 5

		To	
		1	**2**
From	**1**	0	5
	2	11	0

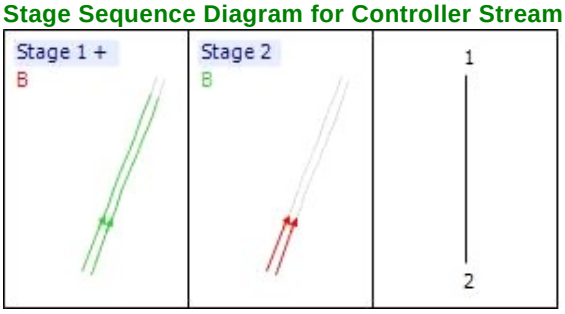
Banned Stage transitions for Controller Stream 5

		To	
		1	**2**
From	**1**		
	2		

Phase Timings Diagram for Controller Stream 5



Stage Sequence Diagram for Controller Stream 5



Controller Stream 6

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
6	(untitled)		1	NetworkDefault	88

Controller Stream 6 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
6	Unspecified						Absolute

Controller Stream 6 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
6	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
6	**A**	(untitled)	7	300	0	0	Not Specified
6	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
6	**1**	A	1
6	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
6	**1**	(untitled)	Single	1,2	44,54

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
6	**1**	✓	1	A	62	44	70	1	7
6	**2**	✓	2	B	49	54	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
6	**A**	**1**	✓	62	44	70
6	**B**	**1**	✓	49	54	5

Intergreen Matrix for Controller Stream 6

		To	
		A	B
From	A		5
	B	8	

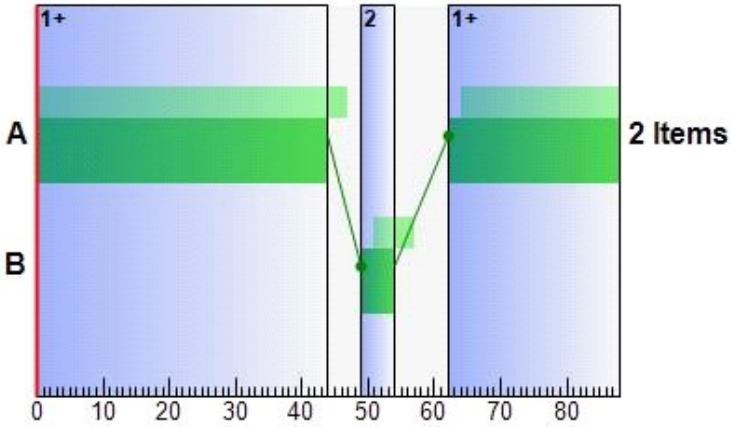
Interstage Matrix for Controller Stream 6

		To	
		1	2
From	1	0	5
	2	8	0

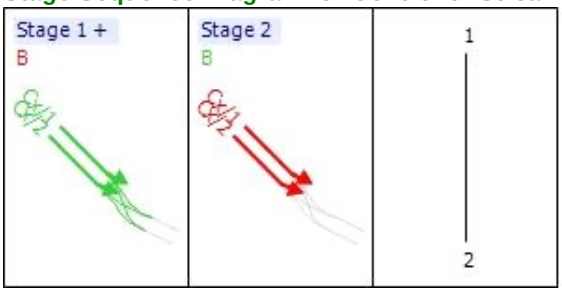
Banned Stage transitions for Controller Stream 6

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 6



Stage Sequence Diagram for Controller Stream 6



Controller Stream 7

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
7	(untitled)		1	NetworkDefault	88

Controller Stream 7 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
7	Unspecified						Absolute

Controller Stream 7 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
7	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
7	A	(untitled)	7	300	0	0	Not Specified
7	B	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
7	1	A	1
7	2	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
7	1	(untitled)	Single	1,2	84,6

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
7	1	✓	1	A	16	84	68	1	7
7	2	✓	2	B	1	6	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
7	A	1	✓	16	84	68
7	B	1	✓	1	6	5

Intergreen Matrix for Controller Stream 7

		To	
		A	B
From	A		5
	B	10	

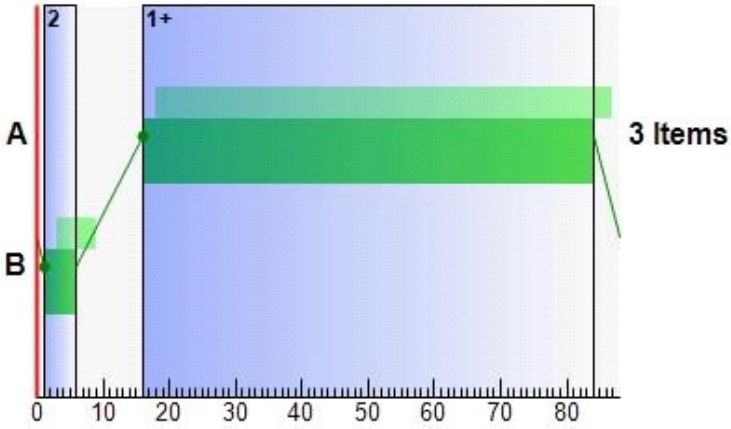
Interstage Matrix for Controller Stream 7

		To	
		1	2
From	1	0	5
	2	10	0

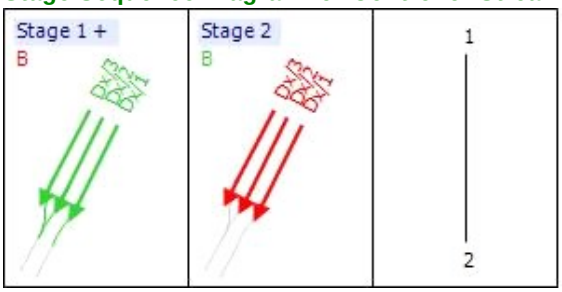
Banned Stage transitions for Controller Stream 7

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 7



Stage Sequence Diagram for Controller Stream 7



Controller Stream 9

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
9	(untitled)		1	NetworkDefault	88

Controller Stream 9 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
9	Unspecified						Absolute

Controller Stream 9 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
9	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
9	**A**	(untitled)	7	300	0	0	Not Specified
9	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
9	**1**	A	1
9	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
9	**1**	(untitled)	Single	1,2	8,18

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
9	1	✓	1	A	23	8	73	1	7
9	2	✓	2	B	13	18	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
9	A	1	✓	23	8	73
9	B	1	✓	13	18	5

Intergreen Matrix for Controller Stream 9

		To	
		A	B
From	A		5
	B	5	

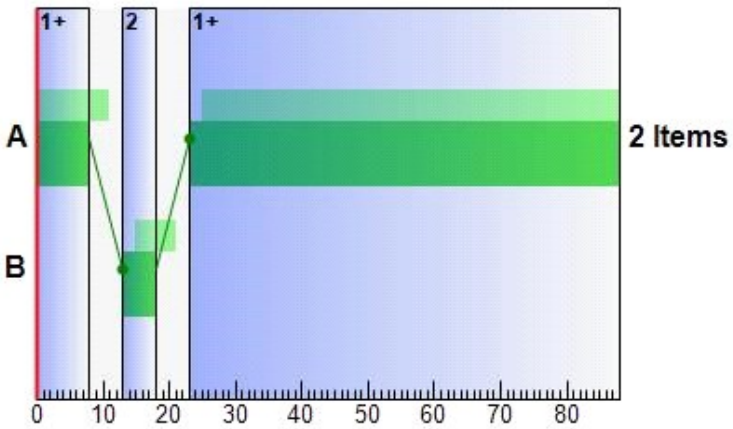
Interstage Matrix for Controller Stream 9

		To	
		1	2
From	1	0	5
	2	5	0

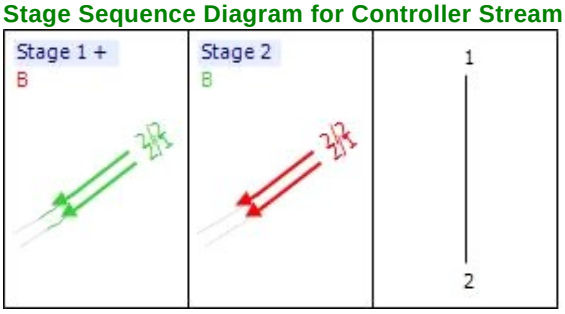
Banned Stage transitions for Controller Stream 9

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 9



Stage Sequence Diagram for Controller Stream 9



Controller Stream 10

Controller Stream	Name	Description	Use Sequence	Cycle Time Source	Cycle Time (s)
10	(untitled)		1	NetworkDefault	88

Controller Stream 10 - Properties

Controller Stream	Manufacturer Name	Type	Model Number	(Telephone) Line Number	Site Number	Grid Reference	Gaining Delay Type
10	Unspecified						Absolute

Controller Stream 10 - Optimisation

Controller Stream	Allow Offset Optimisation	Allow Green Split Optimisation	Optimisation Level	Auto Redistribute	Enable Stage Constraint
10	✓	✓	Offsets Only		

Phases

Controller Stream	Phase	Name	Minimum Green (s)	Maximum Green (s)	Relative Start Displacement (s)	Relative End Displacement (s)	Type
10	**A**	(untitled)	7	300	0	0	Not Specified
10	**B**	(untitled)	5	300	0	0	Not Specified

Library Stages

Controller Stream	Library Stage	Phases In Stage	User Stage Minimum (s)
10	**1**	A	1
10	**2**	B	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple Cycling	Stage IDs	Stage Ends
10	**1**	(untitled)	Single	1,2	1,11

Resultant Stages

Controller Stream	Stage	Is Base Stage	Library Stage ID	Phases In This Stage	Stage Start (s)	Stage End (s)	Stage Duration (s)	User Stage Minimum (s)	Stage Minimum (s)
10	**1**	✓	1	A	16	1	73	1	7
10	**2**	✓	2	B	6	11	5	1	5

Resultant Phase Green Periods

Controller Stream	Phase	Green Period	Is Base Green Period	Start Time (s)	End Time (s)	Duration (s)
10	**A**	**1**	✓	16	1	73
10	**B**	**1**	✓	6	11	5

Intergreen Matrix for Controller Stream 10

		To	
		A	B
From	A		5
	B	5	

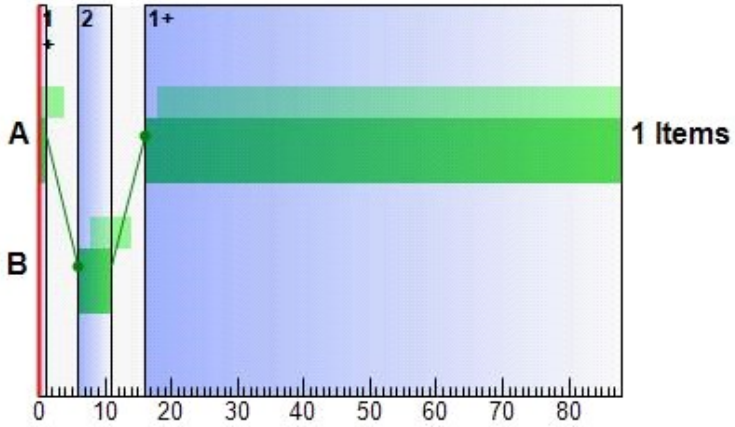
Interstage Matrix for Controller Stream 10

		To	
		1	2
From	1	0	5
	2	5	0

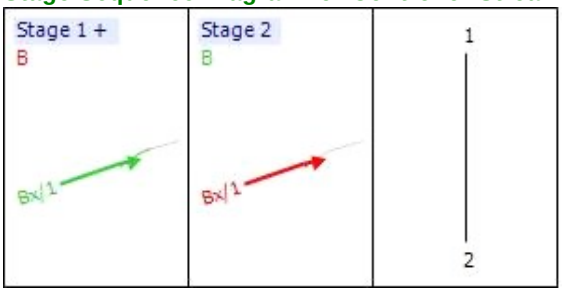
Banned Stage transitions for Controller Stream 10

		To	
		1	2
From	1		
	2		

Phase Timings Diagram for Controller Stream 10



Stage Sequence Diagram for Controller Stream 10



Final Prediction Table

Link Results

			SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		W
Link	Name	Traffic Node	Controller Stream	Phase	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weightin (%)
1 P	(untitled)	23	4	E	0 <	0	0	0.00	0	0	44.06	43.06	0.00	11.78 +	11.78	100

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUE
Arm	Traffic Stream	Name	Traffic Node	Controller Stream	Phase	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)
1	1	(untitled)	25			1628	1800	88	0.00	90!	0	40.44	17.16	80.28	37.19
2	1	(untitled)	26	9	A	490	1800	73	6.00	32	178	22.98	2.10	18.62	2.66
2	2	(untitled)	26	9	A	492	1800	73	56.00	33	177	22.99	2.11	18.67	2.67
3	1	(untitled)				351	2128	88	3.00	16	446	21.05	0.17	0.00	0.02
A	2	(untitled)	1	1	A	360	4079 f	7	0.00	97!	-7	114.28	106.82	159.77	15.39
A	3	A38 North Entry	1	1	A	358 <	2279	7	0.00	173!	-48	795.67	788.21	441.12	81.09 +
A	4	(untitled)	1	1	A	360 <	2279	7	0.00	174!	-48	801.20	793.75	443.16	82.08 +
B	1	(untitled)	10			490 <	981	88	13.00	50	80	3.11	2.11	13.39	3.34 +
B	2	(untitled)	10			492 <	688	88	12.00	72	26	13.91	12.91	88.06	7.61 +
C	1	(untitled)	3	3	A	882	3081 f	25	0.00	97!	-7	75.84	60.93	128.14	29.61
C	2	(untitled)	3	3	A	746	3232 f	25	0.00	78	15	46.26	31.35	88.79	16.74
D	1	(untitled)	4	2	A	812	2159	34	0.00	95!	-5	70.20	53.43	119.84	25.23
D	2	(untitled)	4	2	A	872	2317	34	18.00	95!	-5	68.88	52.10	118.56	26.77
D	3	(untitled)	4	2	A	567	2317	34	9.00	62	46	41.02	24.24	78.36	11.51
E	1	(untitled)	5			478	506	88	2.00	95!	-5	67.85	52.93	127.39	16.44
E	2	(untitled)	5			477	506	88	0.00	94!	-5	66.95	52.03	126.41	16.30
E	3	(untitled)	5			477	506	88	0.00	94!	-5	66.95	52.03	126.41	16.30
Ac	1	(untitled)	1	1	B	528	2112	71	0.00	31	195	6.56	2.54	20.69	3.01
Ac	2	(untitled)	1	1	B	1044	2263	71	6.00	56	60	6.96	2.94	18.81	5.41
Ac	3	(untitled)	1	1	B	477	2263	71	0.00	26	249	8.05	4.02	38.44	5.09
Ax	1	(untitled)	8	5	A	389	1965	67	0.00	26	251	4.01	2.89	19.02	1.98
Ax	2	(untitled)	8	5	A	1024 <	2105	67	0.00	63	43	3.98	2.86	11.36	4.17 +
Ax2	1	A38 North Exit	17			389	1800	88	13.00	22	316	9.88	0.28	0.00	0.03
Ax2	2	A38 North Exit	17			1024	1800	88	13.00	57	58	10.92	1.32	1.51	0.88
Bc	1	(untitled)	6			656	1800	88	3.00	36	147	4.07	0.60	1.83	2.63
Bc	2	(untitled)	6			991 <	1800	88	0.00	55	63	4.68	1.58	15.98	9.94 +

Bc	**3**	(untitled)	6			492	1800	88	2.00	27	229	3.71	0.61	10.39	4.16
Bc	**4**	(untitled)	6			684	1800	88	2.00	38	137	4.05	0.95	16.09	4.37
Bc1	**1**	(untitled)	2			444	1800	88	0.00	25	265	7.68	0.33	0.00	0.04
Bc1	**2**	(untitled)	2			1342	1800	88	0.00	75	21	11.25	3.90	34.98	16.74
Bc1	**3**	(untitled)	2			703	1800	88	3.00	39	130	7.99	0.64	0.00	0.13
Bc1	**4**	(untitled)	2			965	1800	88	21.00	54	68	8.51	1.16	1.42	1.84
Bc3	**1**	(untitled)	10			305	1800	88	17.00	17	431	1.72	0.20	0.00	0.02
Bc3	**2**	(untitled)	10			991	1800	88	2.00	55	63	2.74	1.22	0.00	0.34
Bc3	**3**	(untitled)	10			492	1800	88	2.00	27	229	1.89	0.38	0.00	0.05
Bc3	**4**	(untitled)	10			684	1800	88	1.00	38	137	2.13	0.61	0.00	0.12
Bx	**1**	(untitled)	27	10	A	351	2128	73	3.00	20	359	2.64	1.64	17.35	1.65
C2	**1**	(untitled)	9			915	1800	88	6.00	51	77	24.31	1.03	0.00	0.26
C2	**2**	(untitled)	9			713	1800	88	26.00	40	127	24.03	0.75	5.13	6.66
C3-1	**1**	(untitled)	23			0	0	88	88.00	0	-100	0.00	0.00	0.00	0.00
C4	**1**	(untitled)	23	4	D	654	1887	44	0.00	68	33	26.43	19.97	74.78	12.51
C4	**2**	(untitled)	23	4	D	713	2055	44	0.00	68	33	26.13	19.67	74.46	13.58
C5	**1**	(untitled)	23	4	C	334 <	1906	16	0.00	91!	-1	76.77	72.67	133.08	11.50 +
Cc	**1**	(untitled)	3	3	B	344	2059	53	0.00	27	231	8.87	4.02	22.05	2.13
Cc	**2**	(untitled)	3	3	B	703 <	2209	53	0.00	52	73	11.39	6.54	33.24	6.42 +
Cc	**3**	(untitled)	3	3	B	965 <	2181	53	0.00	72	25	14.98	10.14	46.12	11.57 +
Cx	**1**	A4097 Kinsbury Road Exit	24	6	A	444	2120	70	0.00	26	247	7.69	2.10	16.36	2.16
Cx	**2**	A4097 Kinsbury Road Exit	24	6	A	998	2120	70	0.00	58	54	7.87	2.27	9.78	2.98
Cx 2	**1**	(untitled)	23	4	A	647	1915	43	0.00	68	33	47.44	16.57	62.69	10.95
Cx 2	**2**	(untitled)	23	4	B	795	2055	43	0.00	77	16	50.47	19.60	68.88	14.59
Cx3	**1**	(untitled)				0	1800	88	88.00	0	Unrestricted	0.00	0.00	0.00	0.00
Cx4-2	**1**	(untitled)				647	1800	88	39.00	36	150	6.53	0.75	9.42	8.66
Cx4-2	**2**	(untitled)				560	1800	88	21.00	31	189	6.22	0.45	0.00	0.07
Cx5	**1**	(untitled)				308	1800	88	41.00	17	426	4.87	0.21	0.00	0.02
Dc	**1**	(untitled)	4	2	B	686	2059	44	0.00	65	38	15.48	8.77	42.30	9.77
Dc	**2**	(untitled)	4	2	B	660	2172	44	0.00	59	51	17.48	10.77	45.71	8.45
Dc	**3**	(untitled)	4	2	B	324	2185	44	8.00	29	210	9.34	2.63	7.27	0.60
Dx	**1**	(untitled)	7	7	A	540	1915	68	2.00	36	150	4.74	1.61	13.77	3.88
Dx	**2**	(untitled)	7	7	A	703	2055	68	25.00	44	106	6.00	2.86	17.05	4.79
Dx	**3**	(untitled)	7	7	A	727	2055	68	23.00	45	99	7.13	4.00	20.82	3.56
Dx1	**1**	A38 South Exit				540	2155	88	14.00	25	259	14.26	0.28	0.00	0.04
Dx1	**2**	A38 South Exit				1430	2155	88	11.00	66	36	19.18	5.20	58.67	28.31
Ec	**1**	(untitled)	5			267	1800	88	11.00	15	507	3.90	0.17	0.00	0.01
Ec	**2**	(untitled)	5			1196 <	1800	88	7.00	66	35	8.75	5.02	53.25	21.75 +
Ec	**3**	(untitled)	5			567 <	1800	88	50.00	32	186	5.82	2.09	43.51	11.24 +

Ex	1	(untitled)				1429	1800	88	4.00	79	13	12.07	4.61	41.96	17.12
Ex	2	(untitled)				462	1800	88	49.00	26	251	7.82	0.36	1.03	2.05
Fx	1	(untitled)	20			539	2112	88	0.00	26	253	21.92	0.29	0.00	0.04
Fx	2	(untitled)	20			539	2263	88	0.00	24	278	21.87	0.25	0.00	0.04
Fx1	1	(untitled)	22			360	1800	88	0.00	20	350	7.71	0.25	0.00	0.02
Fx1	2	(untitled)	22			718	1800	88	88.00	40	126	8.12	0.66	0.00	0.13

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	6037.91	252.26	23.94	69.11	63.91	1499.79	508.46	306.59	2314.84
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PEDESTRIANS									
OTHER (NORMAL)	6145.71	422.93	14.53	77.70	223.76	2456.53	524.10	306.59	3287.21

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DoS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

Link Results

Link Results: Flows And Signals

Time Segment	Link	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Calculated Sat Flow (PCU/hr)	Calculated Capacity (PCU/hr)	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Mean Modulus Of Error	Actual Green (s (per cycle))	Effective Green (s (per cycle))
17:00-18:00	1	500	500	0		10000	795	63		43	0.00	6	7

Link Results: Stops And Delays

Time Segment	Link	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)
17:00-18:00	1	1.00	43.06	5.45	0.53	84.93	84.93	0.00	0.00	0.00	0.00	0.00

Link Results: Queues And Blocking

Time Segment	Link	Initial Queue (PCU)	Mean Max Queue (PCU)	Max Queue Storage (PCU)	Utilised Storage (%)	Average Link Excess Queue (PCU)	Average Limit Excess Queue (PCU)	Excess Queue Penalty (£ per hr)	Max End Of Green Queue (PCU)	Max End Of Red Queue (PCU)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))	Estimated Blocking
17:00-18:00	1	0.00	11.78	10.00	117.78	0.14	0.00	0.00	0.53	11.78	0.00	0.00	0.00	

Link Results: Journey Times

Time Segment	Link	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Journey Time Per PCU (s)
17:00-18:00	1	1.75	6.12	0.29	44.06

Link Results: Advanced

Time Segment	Link	Degree Of Saturation Penalty (£ per hr)	Phase Min Max Penalty (£ per hr)	Intergreen Broken Penalty (£ per hr)	Stage Constraint Broken Penalty (£ per hr)	Ped Gap Accepting Penalty (£ per hr)	Warmed Up	Warmed Up Error	Mean Max Queue EoTS (PCU)	Max End Of Green Queue Eo TS (PCU)	Max End Of Red Queue Eo TS (PCU)	Cost Of Penalties (£ per hr)	Unweighted Performance Index (£ per hr)	Performance Index (£ per hr)
17:00-18:00	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	11.78	0.53	11.78	0.00	84.93	84.93

Traffic Stream Results

Traffic Stream Results: Vehicle Summary

Time Segment	Arm	Traffic Stream	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Mean Max Queue (PCU)	Utilised Storage (%)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	1	1	90!	0	1628	1800	88	17.16	37.19	68.50	110.19	42.45	152.63
17:00-18:00	2	1	32	178	490	1800	73	2.10	2.66	5.47	4.06	2.96	7.03
17:00-18:00	2	2	33	177	492	1800	73	2.11	2.67	5.49	4.09	2.98	7.07
17:00-18:00	3	1	16	446	351	2128	88	0.17	0.02	0.03	0.23	0.00	0.23
17:00-18:00	A	2	97!	-7	360	4079	7	106.82	15.39	88.51	60.68	3.74	64.41
17:00-18:00	A	3	173!	-48	358	2279	7	788.21	81.09	466.26	445.22	5.94	451.15
17:00-18:00	A	4	174!	-48	360	2279	7	793.75	82.08	471.96	450.85	5.96	456.81
17:00-18:00	B	1	50	80	490	981	88	2.11	3.34	192.07	4.08	1.18	5.26
17:00-18:00	B	2	72	26	492	688	88	12.91	7.61	437.66	25.05	7.82	32.87
17:00-18:00	C	1	97!	-7	882	3081	25	60.93	29.61	85.13	84.79	0.00	84.79
17:00-18:00	C	2	78	15	746	3232	25	31.35	16.74	48.13	36.89	0.00	36.89
17:00-18:00	D	1	95!	-5	812	2159	34	53.43	25.23	48.35	68.45	0.00	68.45
17:00-18:00	D	2	95!	-5	872	2317	34	52.10	26.77	51.30	71.68	0.00	71.68
17:00-18:00	D	3	62	46	567	2317	34	24.24	11.51	22.07	21.68	0.00	21.68
17:00-18:00	E	1	95!	-5	478	506	88	52.93	16.44	47.27	39.92	19.78	59.70
17:00-18:00	E	2	94!	-5	477	506	88	52.03	16.30	46.85	39.16	19.58	58.74
17:00-18:00	E	3	94!	-5	477	506	88	52.03	16.30	46.85	39.16	19.58	58.74
17:00-18:00	Ac	1	31	195	528	2112	71	2.54	3.01	42.96	5.29	3.55	8.84

17:00-18:00	**Ac**	**2**	56	60	1044	2263	71	2.94	5.41	77.27	12.10	6.38	19.22
17:00-18:00	**Ac**	**3**	26	249	477	2263	71	4.02	5.09	72.71	7.57	5.95	13.60
17:00-18:00	**Ax**	**1**	26	251	389	1965	67	2.89	1.98	56.91	4.44	4.27	8.71
17:00-18:00	**Ax**	**2**	63	43	1024	2105	67	2.86	4.17	119.75	11.57	6.72	18.28
17:00-18:00	**Ax2**	**1**	22	316	389	1800	88	0.28	0.03	0.21	0.42	0.00	0.42
17:00-18:00	**Ax2**	**2**	57	58	1024	1800	88	1.32	0.88	6.34	5.32	0.19	5.51
17:00-18:00	**Bc**	**1**	36	147	656	1800	88	0.60	2.63	36.34	1.55	0.37	1.92
17:00-18:00	**Bc**	**2**	55	63	991	1800	88	1.58	9.94	137.62	6.19	5.14	11.33
17:00-18:00	**Bc**	**3**	27	229	492	1800	88	0.61	4.16	57.61	1.18	1.66	2.84
17:00-18:00	**Bc**	**4**	38	137	684	1800	88	0.95	4.37	60.43	2.57	3.58	6.15
17:00-18:00	**Bc1**	**1**	25	265	444	1800	88	0.33	0.04	0.24	0.57	0.00	0.57
17:00-18:00	**Bc1**	**2**	75	21	1342	1800	88	3.90	16.74	97.65	20.66	15.24	35.90
17:00-18:00	**Bc1**	**3**	39	130	703	1800	88	0.64	0.13	0.73	1.78	0.00	1.78
17:00-18:00	**Bc1**	**4**	54	68	965	1800	88	1.16	1.84	10.73	4.40	0.44	4.85
17:00-18:00	**Bc3**	**1**	17	431	305	1800	88	0.20	0.02	0.49	0.25	0.00	0.25
17:00-18:00	**Bc3**	**2**	55	63	991	1800	88	1.22	0.34	9.53	4.78	0.00	4.78
17:00-18:00	**Bc3**	**3**	27	229	492	1800	88	0.38	0.05	1.46	0.73	0.00	0.73
17:00-18:00	**Bc3**	**4**	38	137	684	1800	88	0.61	0.12	3.30	1.65	0.00	1.65
17:00-18:00	**Bx**	**1**	20	359	351	2128	73	1.64	1.65	95.12	2.27	1.10	3.37
17:00-18:00	**C2**	**1**	51	77	915	1800	88	1.03	0.26	0.48	3.73	0.00	3.73
17:00-18:00	**C2**	**2**	40	127	713	1800	88	0.75	6.66	12.27	2.11	1.19	3.30
17:00-18:00	**C3-1**	**1**	0	-100	0	0	88	0.00	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**C4**	**1**	68	33	654	1887	44	19.97	12.51	83.08	51.51	15.88	67.39
17:00-18:00	**C4**	**2**	68	33	713	2055	44	19.67	13.58	90.17	55.33	17.24	72.57
17:00-18:00	**C5**	**1**	91!	-1	334	1906	16	72.67	11.50	120.21	95.73	14.43	110.17
17:00-18:00	**Cc**	**1**	27	231	344	2059	53	4.02	2.13	35.49	5.46	2.46	7.92
17:00-18:00	**Cc**	**2**	52	73	703	2209	53	6.54	6.42	107.05	18.14	7.59	26.24
17:00-18:00	**Cc**	**3**	72	25	965	2181	53	10.14	11.57	192.80	38.60	14.45	98.25
17:00-18:00	**Cx**	**1**	26	247	444	2120	70	2.10	2.16	12.43	3.68	4.19	7.87
17:00-18:00	**Cx**	**2**	58	54	998	2120	70	2.27	2.98	17.12	8.95	5.63	14.59

17:00-18:00	Cx 2	1	68	33	647	1915	43	16.57	10.95	15.21	42.30	13.17	55.47
17:00-18:00	Cx 2	2	77	16	795	2055	43	19.60	14.59	20.27	61.47	17.78	79.25
17:00-18:00	Cx3	1	0	Unrestricted	0	1800	88	0.00	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Cx4-2	1	36	150	647	1800	88	0.75	8.66	64.33	1.92	1.98	3.90
17:00-18:00	Cx4-2	2	31	189	560	1800	88	0.45	0.07	0.52	1.00	0.00	1.00
17:00-18:00	Cx5	1	17	426	308	1800	88	0.21	0.02	0.16	0.25	0.00	0.25
17:00-18:00	Dc	1	65	38	686	2059	44	8.77	9.77	62.39	237.22	94.24	331.47
17:00-18:00	Dc	2	59	51	660	2172	44	10.77	8.45	54.00	28.04	9.80	37.84
17:00-18:00	Dc	3	29	210	324	2185	44	2.63	0.60	3.84	3.36	0.77	4.13
17:00-18:00	Dx	1	36	150	540	1915	68	1.61	3.88	39.86	3.42	4.29	7.71
17:00-18:00	Dx	2	44	106	703	2055	68	2.86	4.79	49.15	7.94	6.92	14.86
17:00-18:00	Dx	3	45	99	727	2055	68	4.00	3.56	36.52	11.46	8.74	20.20
17:00-18:00	Dx1	1	25	259	540	2155	88	0.28	0.04	0.10	0.59	0.00	0.59
17:00-18:00	Dx1	2	66	36	1430	2155	88	5.20	28.31	65.12	29.35	48.44	77.79
17:00-18:00	Ec	1	15	507	267	1800	88	0.17	0.01	0.15	0.18	0.00	0.18
17:00-18:00	Ec	2	66	35	1196	1800	88	5.02	21.75	250.15	23.69	20.68	274.12
17:00-18:00	Ec	3	32	186	567	1800	88	2.09	11.24	129.25	4.67	8.01	42.99
17:00-18:00	Ex	1	79	13	1429	1800	88	4.61	17.12	98.44	26.01	19.47	45.48
17:00-18:00	Ex	2	26	251	462	1800	88	0.36	2.05	11.81	0.65	0.16	0.81
17:00-18:00	Fx	1	26	253	539	2112	88	0.29	0.04	0.09	0.62	0.00	0.62
17:00-18:00	Fx	2	24	278	539	2263	88	0.25	0.04	0.07	0.53	0.00	0.53
17:00-18:00	Fx1	1	20	350	360	1800	88	0.25	0.02	0.14	0.35	0.00	0.35
17:00-18:00	Fx1	2	40	126	718	1800	88	0.66	0.13	0.76	1.88	0.00	1.88

Traffic Stream Results: Flows And Signals

Time Segment	Arm	Traffic Stream	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Calculated Sat Flow (PCU/hr)	Calculated Capacity (PCU/hr)	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Mean Modulus Of Error	Actual Green (s (per cycle))	Eff Gr (c
17:00-18:00	1	1	1628	1628	-2		1800	1800	90!	✓	0	0.51	88	
17:00-18:00	2	1	490	490	1		1800	1514	32		178	0.00	73	
17:00-18:00	2	2	492	492	-1	✓	1800	1514	33		177	0.00	73	
17:00-18:00	3	1	351	351	-1		2128	2128	16		446	0.33	88	

17:00-18:00	**A**	**2**	360	360	-1		4079	371	97!	✓	-7	0.00	7
17:00-18:00	**A**	**3**	358	207	1		2279	207	173!	✓	-48	0.00	7
17:00-18:00	**A**	**4**	360	207	-1		2279	207	174!	✓	-48	0.00	7
17:00-18:00	**B**	**1**	490	490	1		981	981	50		80	0.31	88
17:00-18:00	**B**	**2**	492	492	-1	✓	688	688	72		26	0.31	88
17:00-18:00	**C**	**1**	882	882	-1		3081	910	97!	✓	-7	0.17	25
17:00-18:00	**C**	**2**	746	746	-1		3232	955	78		15	0.10	25
17:00-18:00	**D**	**1**	812	812	0		2159	859	95!	✓	-5	0.00	34
17:00-18:00	**D**	**2**	872	872	0		2317	922	95!	✓	-5	0.00	34
17:00-18:00	**D**	**3**	567	567	-1		2317	922	62		46	0.00	34
17:00-18:00	**E**	**1**	478	478	-1		506	506	95!	✓	-5	0.00	88
17:00-18:00	**E**	**2**	477	477	0		506	506	94!	✓	-5	0.00	88
17:00-18:00	**E**	**3**	477	477	0		506	506	94!	✓	-5	0.00	88
17:00-18:00	**Ac**	**1**	528	528	0		2112	1728	31		195	0.23	71
17:00-18:00	**Ac**	**2**	1044	1044	-1		2263	1852	56		60	0.45	71
17:00-18:00	**Ac**	**3**	477	477	0		2263	1852	26		249	0.42	71
17:00-18:00	**Ax**	**1**	389	389	-1	✓	1965	1518	26		251	0.52	67
17:00-18:00	**Ax**	**2**	1024	1024	-1	✓	2105	1627	63		43	0.48	67
17:00-18:00	**Ax2**	**1**	389	389	-1	✓	1800	1800	22		316	0.65	88
17:00-18:00	**Ax2**	**2**	1024	1024	-1	✓	1800	1800	57		58	0.52	88
17:00-18:00	**Bc**	**1**	656	656	-2		1800	1800	36		147	0.45	88
17:00-18:00	**Bc**	**2**	991	991	-2		1800	1800	55		63	0.68	88
17:00-18:00	**Bc**	**3**	492	492	152	✓	1800	1800	27		229	0.88	88
17:00-18:00	**Bc**	**4**	684	684	151	✓	1800	1800	38		137	0.76	88
17:00-18:00	**Bc1**	**1**	444	444	0		1800	1800	25		265	0.56	88
17:00-18:00	**Bc1**	**2**	1342	1342	-1		1800	1800	75		21	0.41	88
17:00-18:00	**Bc1**	**3**	703	703	152	✓	1800	1800	39		130	0.45	88
17:00-18:00	**Bc1**	**4**	965	965	150	✓	1800	1800	54		68	0.38	88
17:00-18:00	**Bc3**	**1**	305	305	-1		1800	1800	17		431	0.80	88
17:00-18:00	**Bc3**	**2**	991	991	-2		1800	1800	55		63	0.62	88

17:00-18:00	**Bc3**	**3**	492	492	152	✓	1800	1800	27		229	0.84	88
17:00-18:00	**Bc3**	**4**	684	684	151	✓	1800	1800	38		137	0.70	88
17:00-18:00	**Bx**	**1**	351	351	-1		2128	1789	20		359	0.32	73
17:00-18:00	**C2**	**1**	915	915	-1		1800	1800	51		77	0.50	88
17:00-18:00	**C2**	**2**	713	713	-1		1800	1800	40		127	0.84	88
17:00-18:00	**C3-1**	**1**	0	0	0		0	0	0		-100	0.00	88
17:00-18:00	**C4**	**1**	654	654	0		1887	965	68		33	0.00	44
17:00-18:00	**C4**	**2**	713	713	-1		2055	1051	68		33	0.00	44
17:00-18:00	**C5**	**1**	334	334	-1		1906	368	91!	✓	-1	0.00	16
17:00-18:00	**Cc**	**1**	344	344	1		2059	1263	27		231	0.63	53
17:00-18:00	**Cc**	**2**	703	703	152	✓	2209	1356	52		73	0.43	53
17:00-18:00	**Cc**	**3**	965	965	150	✓	2181	1338	72		25	0.36	53
17:00-18:00	**Cx**	**1**	444	444	0		2120	1710	26		247	0.53	70
17:00-18:00	**Cx**	**2**	998	998	-2		2120	1710	58		54	0.46	70
17:00-18:00	**Cx 2**	**1**	647	647	-2		1915	958	68		33	0.31	43
17:00-18:00	**Cx 2**	**2**	795	795	0		2055	1028	77		16	0.33	43
17:00-18:00	**Cx3**	**1**	0	0	0		1800	1800	0		Unrestricted	0.00	88
17:00-18:00	**Cx4-2**	**1**	647	647	-2		1800	1800	36		150	0.96	88
17:00-18:00	**Cx4-2**	**2**	560	560	-1		1800	1800	31		189	0.81	88
17:00-18:00	**Cx5**	**1**	308	308	1		1800	1800	17		426	0.96	88
17:00-18:00	**Dc**	**1**	686	686	0		2059	1053	65		38	0.96	44
17:00-18:00	**Dc**	**2**	660	660	122	✓	2172	1111	59		51	0.93	44
17:00-18:00	**Dc**	**3**	324	324	0	✓	2185	1117	29		210	1.15	44
17:00-18:00	**Dx**	**1**	540	540	0		1915	1502	36		150	0.84	68
17:00-18:00	**Dx**	**2**	703	703	152	✓	2055	1611	44		106	0.87	68
17:00-18:00	**Dx**	**3**	727	727	28	✓	2055	1611	45		99	0.91	68
17:00-18:00	**Dx1**	**1**	540	540	0		2155	2155	25		259	0.79	88
17:00-18:00	**Dx1**	**2**	1430	1430	180	✓	2155	2155	66		36	0.71	88
17:00-18:00	**Ec**	**1**	267	267	0	✓	1800	1800	15		507	0.71	88
17:00-18:00	**Ec**	**2**	1196	1196	-1	✓	1800	1800	66		35	0.70	88

17:00-18:00	Ec	3	567	567	-1		1800	1800	32		186	1.18	88
17:00-18:00	Ex	1	1429	1429	0		1800	1800	79		13	0.41	88
17:00-18:00	Ex	2	462	462	122	✓	1800	1800	26		251	1.21	88
17:00-18:00	Fx	1	539	539	-1		2112	2112	26		253	0.00	88
17:00-18:00	Fx	2	539	539	-1		2263	2263	24		278	0.00	88
17:00-18:00	Fx1	1	360	360	-1		1800	1800	20		350	0.00	88
17:00-18:00	Fx1	2	718	718	-1		1800	1800	40		126	0.00	88

Traffic Stream Results: Stops And Delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)
17:00-18:00	1	1	23.28	17.16	3.71	4.05	110.19	110.19	80.28	1145.60	161.44	42.45	42.45
17:00-18:00	2	1	20.88	2.10	0.21	0.08	4.06	4.06	18.62	88.08	3.16	2.96	2.96
17:00-18:00	2	2	20.88	2.11	0.21	0.08	4.09	4.09	18.67	88.67	3.19	2.98	2.98
17:00-18:00	3	1	20.88	0.17	0.00	0.02	0.23	0.23	0.00	0.00	0.00	0.00	0.00
17:00-18:00	A	2	7.46	106.82	3.99	6.69	151.69	60.68	159.77	347.40	227.76	18.68	3.74
17:00-18:00	A	3	7.46	788.21	2.30	76.08	1113.04	445.22	441.12	207.18	706.73	29.68	5.94
17:00-18:00	A	4	7.46	793.75	2.30	77.07	1127.12	450.85	443.16	207.18	710.97	29.82	5.96
17:00-18:00	B	1	1.00	2.11	0.04	0.25	4.08	4.08	13.39	55.52	10.11	1.18	1.18
17:00-18:00	B	2	1.00	12.91	0.88	0.88	25.05	25.05	88.06	363.46	69.81	7.82	7.82
17:00-18:00	C	1	14.91	60.93	6.04	8.89	211.97	84.79	128.14	801.52	328.64	36.70	0.00
17:00-18:00	C	2	14.91	31.35	5.13	1.37	92.24	36.89	88.79	607.55	54.86	21.51	0.00
17:00-18:00	D	1	16.78	53.43	5.77	6.28	171.12	68.45	119.84	735.46	237.63	56.17	0.00
17:00-18:00	D	2	16.78	52.10	6.20	6.42	179.20	71.68	118.56	790.00	243.85	59.68	0.00
17:00-18:00	D	3	16.78	24.24	3.33	0.49	54.21	21.68	78.36	424.48	19.83	25.65	0.00
17:00-18:00	E	1	14.91	52.93	1.47	5.55	99.81	39.92	127.39	406.71	202.24	19.78	19.78
17:00-18:00	E	2	14.91	52.03	1.46	5.43	97.90	39.16	126.41	404.78	198.20	19.58	19.58
17:00-18:00	E	3	14.91	52.03	1.46	5.43	97.90	39.16	126.41	404.78	198.20	19.58	19.58
17:00-18:00	Ac	1	4.03	2.54	0.31	0.07	5.29	5.29	20.69	106.52	2.74	3.55	3.55
17:00-18:00	Ac	2	4.03	2.94	0.49	0.36	12.10	12.10	18.81	181.51	14.82	6.38	6.38

17:00-18:00	**Ac**	**3**	4.03	4.02	0.49	0.04	7.57	7.57	38.44	181.51	1.83	5.95	5.95
17:00-18:00	**Ax**	**1**	1.12	2.89	0.27	0.04	4.44	4.44	19.02	72.19	1.80	4.27	4.27
17:00-18:00	**Ax**	**2**	1.12	2.86	0.28	0.53	11.57	11.57	11.36	94.67	21.68	6.72	6.72
17:00-18:00	**Ax2**	**1**	9.60	0.28	0.00	0.03	0.42	0.42	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Ax2**	**2**	9.60	1.32	0.00	0.37	5.32	5.32	1.51	0.18	15.26	0.19	0.19
17:00-18:00	**Bc**	**1**	3.47	0.60	0.00	0.10	1.55	1.55	1.83	7.74	4.26	0.37	0.37
17:00-18:00	**Bc**	**2**	3.10	1.58	0.10	0.34	6.19	6.19	15.98	131.02	27.34	5.14	5.14
17:00-18:00	**Bc**	**3**	3.10	0.61	0.03	0.05	1.18	1.18	10.39	49.02	2.10	1.66	1.66
17:00-18:00	**Bc**	**4**	3.10	0.95	0.06	0.12	2.57	2.57	16.09	100.61	9.49	3.58	3.58
17:00-18:00	**Bc1**	**1**	7.35	0.33	0.00	0.04	0.57	0.57	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bc1**	**2**	7.35	3.90	0.37	1.08	20.66	20.66	34.98	382.16	87.21	15.24	15.24
17:00-18:00	**Bc1**	**3**	7.35	0.64	0.00	0.13	1.78	1.78	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bc1**	**4**	7.35	1.16	0.00	0.31	4.40	4.40	1.42	1.05	12.61	0.44	0.44
17:00-18:00	**Bc3**	**1**	1.51	0.20	0.00	0.02	0.25	0.25	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bc3**	**2**	1.51	1.22	0.00	0.34	4.78	4.78	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bc3**	**3**	1.51	0.38	0.00	0.05	0.73	0.73	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bc3**	**4**	1.51	0.61	0.00	0.12	1.65	1.65	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**Bx**	**1**	1.00	1.64	0.14	0.02	2.27	2.27	17.35	59.91	0.98	1.10	1.10
17:00-18:00	**C2**	**1**	23.28	1.03	0.00	0.26	3.73	3.73	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**C2**	**2**	23.28	0.75	0.02	0.13	2.11	2.11	5.13	31.26	5.30	1.19	1.19
17:00-18:00	**C3-1**	**1**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17:00-18:00	**C4**	**1**	6.46	19.97	2.92	0.71	51.51	51.51	74.78	460.45	28.58	15.88	15.88
17:00-18:00	**C4**	**2**	6.46	19.67	3.19	0.71	55.33	55.33	74.46	502.16	28.76	17.24	17.24
17:00-18:00	**C5**	**1**	4.10	72.67	3.22	3.52	95.73	95.73	133.08	314.96	129.53	14.43	14.43
17:00-18:00	**Cc**	**1**	4.85	4.02	0.33	0.05	5.46	5.46	22.05	73.76	2.08	2.46	2.46
17:00-18:00	**Cc**	**2**	4.85	6.54	1.00	0.28	18.14	18.14	33.24	222.39	11.36	7.59	7.59
17:00-18:00	**Cc**	**3**	4.85	10.14	1.79	0.92	38.60	38.60	46.12	407.66	37.45	14.45	14.45
17:00-18:00	**Cx**	**1**	5.59	2.10	0.21	0.05	3.68	3.68	16.36	70.77	1.86	4.19	4.19
17:00-18:00	**Cx**	**2**	5.59	2.27	0.22	0.41	8.95	8.95	9.78	80.97	16.60	5.63	5.63
17:00-18:00	**Cx 2**	**1**	30.87	16.57	2.28	0.70	42.30	42.30	62.69	377.35	28.23	13.17	13.17

17:00-18:00	Cx 2	2	30.87	19.60	3.03	1.30	61.47	61.47	68.88	495.27	52.29	17.78	17.78
17:00-18:00	Cx3	1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Cx4-2	1	5.77	0.75	0.03	0.10	1.92	1.92	9.42	56.83	4.12	1.98	1.98
17:00-18:00	Cx4-2	2	5.77	0.45	0.00	0.07	1.00	1.00	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Cx5	1	4.67	0.21	0.00	0.02	0.25	0.25	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Dc	1	6.71	8.77	1.07	0.60	23.72	237.22	42.30	241.60	48.61	9.42	94.24
17:00-18:00	Dc	2	6.71	10.77	1.54	0.43	28.04	28.04	45.71	266.72	34.98	9.80	9.80
17:00-18:00	Dc	3	6.71	2.63	0.18	0.06	3.36	3.36	7.27	21.15	2.42	0.77	0.77
17:00-18:00	Dx	1	3.13	1.61	0.14	0.10	3.42	3.42	13.77	70.24	4.12	4.29	4.29
17:00-18:00	Dx	2	3.13	2.86	0.39	0.17	7.94	7.94	17.05	106.16	13.74	6.92	6.92
17:00-18:00	Dx	3	3.13	4.00	0.62	0.19	11.46	11.46	20.82	136.30	15.08	8.74	8.74
17:00-18:00	Dx1	1	13.98	0.28	0.00	0.04	0.59	0.59	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Dx1	2	13.98	5.20	1.41	0.65	29.35	29.35	58.67	786.21	52.90	48.44	48.44
17:00-18:00	Ec	1	3.73	0.17	0.00	0.01	0.18	0.18	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Ec	2	3.73	5.02	1.01	0.66	23.69	23.69	53.25	610.27	26.65	20.68	20.68
17:00-18:00	Ec	3	3.73	2.09	0.26	0.07	4.67	4.67	43.51	243.77	2.96	8.01	8.01
17:00-18:00	Ex	1	7.46	4.61	0.32	1.51	26.01	26.01	41.96	420.21	179.46	19.47	19.47
17:00-18:00	Ex	2	7.46	0.36	0.00	0.04	0.65	0.65	1.03	2.97	1.81	0.16	0.16
17:00-18:00	Fx	1	21.62	0.29	0.00	0.04	0.62	0.62	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Fx	2	21.62	0.25	0.00	0.04	0.53	0.53	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Fx1	1	7.46	0.25	0.00	0.02	0.35	0.35	0.00	0.00	0.00	0.00	0.00
17:00-18:00	Fx1	2	7.46	0.66	0.00	0.13	1.88	1.88	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues And Blocking

Time Segment	Arm	Traffic Stream	Initial Queue (PCU)	Mean Max Queue (PCU)	Max Queue Storage (PCU)	Utilised Storage (%)	Average Link Excess Queue (PCU)	Average Limit Excess Queue (PCU)	Excess Queue Penalty (£ per hr)	Max End Of Green Queue (PCU)	Max End Of Red Queue (PCU)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))	Estimated Blocking
17:00-18:00	1	1	0.00	37.19	54.30	68.50	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	2	1	0.00	2.66	48.70	5.47	0.00	0.00	0.00	0.08	1.98	0.00	6.00	6.00	
17:00-18:00	2	2	0.00	2.67	48.70	5.49	0.00	0.00	0.00	0.08	1.99	0.00	56.00	56.00	
17:00-18:00	3	1	0.00	0.02	48.70	0.03	0.00	0.00	0.00			3.00	0.00	3.00	

17:00-18:00	**A**	**2**	0.00	15.39	17.39	88.51	0.00	0.00	0.00	6.69	14.69	0.00	0.00	0.00	
17:00-18:00	**A**	**3**	0.00	81.09	17.39	466.26	61.19	0.00	0.00	76.08	80.69	0.00	0.00	0.00	
17:00-18:00	**A**	**4**	0.00	82.08	17.39	471.96	62.18	0.00	0.00	77.07	81.68	0.00	0.00	0.00	
17:00-18:00	**B**	**1**	0.00	3.34	1.74	192.07	0.08	0.00	0.00			13.00	0.00	13.00	
17:00-18:00	**B**	**2**	0.00	7.61	1.74	437.66	1.83	0.00	0.00			12.00	0.00	12.00	
17:00-18:00	**C**	**1**	0.00	29.61	34.78	85.13	0.00	0.00	0.00	8.89	23.17	0.00	0.00	0.00	
17:00-18:00	**C**	**2**	0.00	16.74	34.78	48.13	0.00	0.00	0.00	1.37	13.88	0.00	0.00	0.00	
17:00-18:00	**D**	**1**	0.00	25.23	52.17	48.35	0.00	0.00	0.00	6.28	18.23	0.00	0.00	0.00	
17:00-18:00	**D**	**2**	0.00	26.77	52.17	51.30	0.00	0.00	0.00	6.42	19.26	0.00	18.00	18.00	
17:00-18:00	**D**	**3**	0.00	11.51	52.17	22.07	0.00	0.00	0.00	0.49	8.84	0.00	9.00	9.00	
17:00-18:00	**E**	**1**	0.00	16.44	34.78	47.27	0.00	0.00	0.00			0.00	2.00	2.00	
17:00-18:00	**E**	**2**	0.00	16.30	34.78	46.85	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	**E**	**3**	0.00	16.30	34.78	46.85	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	**Ac**	**1**	0.00	3.01	7.00	42.96	0.00	0.00	0.01	0.07	2.49	0.00	0.00	0.00	
17:00-18:00	**Ac**	**2**	0.00	5.41	7.00	77.27	0.00	0.01	0.74	0.36	3.98	0.00	6.00	6.00	
17:00-18:00	**Ac**	**3**	0.00	5.09	7.00	72.71	0.00	0.00	0.08	0.04	3.66	0.00	0.00	0.00	
17:00-18:00	**Ax**	**1**	0.00	1.98	3.48	56.91	0.00	0.00	0.00	0.04	1.84	0.00	0.00	0.00	
17:00-18:00	**Ax**	**2**	0.00	4.17	3.48	119.75	0.01	0.03	0.00	0.53	2.32	0.00	0.00	0.00	
17:00-18:00	**Ax2**	**1**	0.00	0.03	13.91	0.21	0.00	0.00	0.00			13.00	0.00	13.00	
17:00-18:00	**Ax2**	**2**	0.00	0.88	13.91	6.34	0.00	0.00	0.00			13.00	0.00	13.00	
17:00-18:00	**Bc**	**1**	0.00	2.63	7.23	36.34	0.00	0.00	0.00			3.00	0.00	3.00	
17:00-18:00	**Bc**	**2**	0.00	9.94	7.23	137.62	0.11	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	**Bc**	**3**	0.00	4.16	7.23	57.61	0.00	0.00	0.00			2.00	0.00	2.00	
17:00-18:00	**Bc**	**4**	0.00	4.37	7.23	60.43	0.00	0.00	0.00			2.00	0.00	2.00	
17:00-18:00	**Bc1**	**1**	0.00	0.04	17.14	0.24	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	**Bc1**	**2**	0.00	16.74	17.14	97.65	0.00	1.99	0.00			0.00	0.00	0.00	
17:00-18:00	**Bc1**	**3**	0.00	0.13	17.14	0.73	0.00	0.00	0.00			0.00	3.00	3.00	
17:00-18:00	**Bc1**	**4**	0.00	1.84	17.14	10.73	0.00	0.00	0.00			0.00	21.00	21.00	
17:00-18:00	**Bc3**	**1**	0.00	0.02	3.53	0.49	0.00	0.00	0.00			17.00	0.00	17.00	
17:00-18:00	**Bc3**	**2**	0.00	0.34	3.53	9.53	0.00	0.00	0.00			2.00	0.00	2.00	

17:00-18:00	**Bc3**	**3**	0.00	0.05	3.53	1.46	0.00	0.00	0.00			2.00	0.00	2.00	
17:00-18:00	**Bc3**	**4**	0.00	0.12	3.53	3.30	0.00	0.00	0.00			1.00	0.00	1.00	
17:00-18:00	**Bx**	**1**	0.00	1.65	1.74	95.12	0.00	0.00	0.00	0.02	1.45	3.00	0.00	3.00	
17:00-18:00	**C2**	**1**	0.00	0.26	54.30	0.48	0.00	0.00	0.00			6.00	0.00	6.00	
17:00-18:00	**C2**	**2**	0.00	6.66	54.30	12.27	0.00	0.00	0.00			26.00	0.00	26.00	
17:00-18:00	**C3-1**	**1**	0.00	0.00	9.67	0.00	0.00	0.00	0.00			88.00	0.00	88.00	
17:00-18:00	**C4**	**1**	0.00	12.51	15.06	83.08	0.00	0.00	0.00	0.71	8.52	0.00	0.00	0.00	
17:00-18:00	**C4**	**2**	0.00	13.58	15.06	90.17	0.00	0.00	0.00	0.71	9.23	0.00	0.00	0.00	
17:00-18:00	**C5**	**1**	0.00	11.50	9.57	120.21	0.24	0.00	0.00	3.52	10.11	0.00	0.00	0.00	
17:00-18:00	**Cc**	**1**	0.00	2.13	6.00	35.49	0.00	0.00	0.00	0.05	1.74	0.00	0.00	0.00	
17:00-18:00	**Cc**	**2**	0.00	6.42	6.00	107.05	0.01	0.01	0.51	0.28	4.43	0.00	0.00	0.00	
17:00-18:00	**Cc**	**3**	0.00	11.57	6.00	192.80	0.75	0.75	45.20	0.92	7.16	0.00	0.00	0.00	
17:00-18:00	**Cx**	**1**	0.00	2.16	17.39	12.43	0.00	0.00	0.00	0.05	1.69	0.00	0.00	0.00	
17:00-18:00	**Cx**	**2**	0.00	2.98	17.39	17.12	0.00	0.00	0.00	0.41	2.20	0.00	0.00	0.00	
17:00-18:00	**Cx 2**	**1**	0.00	10.95	71.99	15.21	0.00	0.00	0.00	0.70	6.44	0.00	0.00	0.00	
17:00-18:00	**Cx 2**	**2**	0.00	14.59	71.99	20.27	0.00	0.00	0.00	1.30	8.33	0.00	0.00	0.00	
17:00-18:00	**Cx3**	**1**	0.00	0.00	10.32	0.00	0.00	0.00	0.00			88.00	0.00	88.00	
17:00-18:00	**Cx4-2**	**1**	0.00	8.66	13.47	64.33	0.00	0.00	0.00			39.00	0.00	39.00	
17:00-18:00	**Cx4-2**	**2**	0.00	0.07	13.47	0.52	0.00	0.00	0.00			21.00	0.00	21.00	
17:00-18:00	**Cx5**	**1**	0.00	0.02	10.89	0.16	0.00	0.00	0.00			41.00	0.00	41.00	
17:00-18:00	**Dc**	**1**	0.00	9.77	15.65	62.39	0.00	0.00	0.00	0.60	3.99	0.00	0.00	0.00	
17:00-18:00	**Dc**	**2**	0.00	8.45	15.65	54.00	0.00	0.00	0.00	0.43	5.08	0.00	0.00	0.00	
17:00-18:00	**Dc**	**3**	0.00	0.60	15.65	3.84	0.00	0.00	0.00	0.06	0.60	0.00	8.00	8.00	
17:00-18:00	**Dx**	**1**	0.00	3.88	9.74	39.86	0.00	0.00	0.00	0.10	1.08	2.00	0.00	2.00	
17:00-18:00	**Dx**	**2**	0.00	4.79	9.74	49.15	0.00	0.00	0.00	0.17	2.45	25.00	0.00	25.00	
17:00-18:00	**Dx**	**3**	0.00	3.56	9.74	36.52	0.00	0.00	0.00	0.19	3.55	23.00	0.00	23.00	
17:00-18:00	**Dx1**	**1**	0.00	0.04	43.48	0.10	0.00	0.00	0.00			14.00	0.00	14.00	
17:00-18:00	**Dx1**	**2**	0.00	28.31	43.48	65.12	0.00	0.00	0.00			11.00	0.00	11.00	
17:00-18:00	**Ec**	**1**	0.00	0.01	8.70	0.15	0.00	0.00	0.00			11.00	0.00	11.00	
17:00-18:00	**Ec**	**2**	0.00	21.75	8.70	250.15	2.85	3.83	229.75			5.00	2.00	7.00	

17:00-18:00	Ec	3	0.00	11.24	8.70	129.25	0.17	0.51	30.31			50.00	0.00	50.00	
17:00-18:00	Ex	1	0.00	17.12	17.39	98.44	0.00	0.00	0.00			4.00	0.00	4.00	
17:00-18:00	Ex	2	0.00	2.05	17.39	11.81	0.00	0.00	0.00			49.00	0.00	49.00	
17:00-18:00	Fx	1	0.00	0.04	50.43	0.09	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	Fx	2	0.00	0.04	50.43	0.07	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	Fx1	1	0.00	0.02	17.39	0.14	0.00	0.00	0.00			0.00	0.00	0.00	
17:00-18:00	Fx1	2	0.00	0.13	17.39	0.76	0.00	0.00	0.00			0.00	88.00	88.00	

Traffic Stream Results: Journey Times

Time Segment	Arm	Traffic Stream	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Journey Time Per PCU (s)
17:00-18:00	1	1	508.29	18.29	27.79	40.44
17:00-18:00	2	1	137.20	3.13	43.86	22.98
17:00-18:00	2	2	137.76	3.14	43.85	22.99
17:00-18:00	3	1	98.28	2.05	47.90	21.05
17:00-18:00	A	2	36.00	11.43	3.15	114.28
17:00-18:00	A	3	35.80	79.12	0.45	795.67
17:00-18:00	A	4	36.00	80.12	0.45	801.20
17:00-18:00	B	1	4.90	0.42	11.57	3.11
17:00-18:00	B	2	4.92	1.90	2.59	13.91
17:00-18:00	C	1	176.40	18.58	9.49	75.84
17:00-18:00	C	2	149.20	9.59	15.56	46.26
17:00-18:00	D	1	243.60	15.83	15.38	70.20
17:00-18:00	D	2	261.60	16.68	15.68	68.88
17:00-18:00	D	3	170.10	6.46	26.33	41.02
17:00-18:00	E	1	95.60	9.01	10.61	67.85
17:00-18:00	E	2	95.40	8.87	10.75	66.95
17:00-18:00	E	3	95.40	8.87	10.75	66.95
17:00-18:00	Ac	1	28.51	0.96	29.61	6.56
17:00-18:00	Ac	2	56.38	2.02	27.91	6.96
17:00-18:00	Ac	3	25.76	1.07	24.15	8.05
17:00-18:00	Ax	1	7.78	0.43	17.96	4.01
17:00-18:00	Ax	2	20.48	1.13	18.08	3.98
17:00-18:00	Ax2	1	31.12	1.07	29.16	9.88
17:00-18:00	Ax2	2	81.92	3.11	26.38	10.92
17:00-18:00	Bc	1	27.26	0.74	36.80	4.07
17:00-18:00	Bc	2	41.18	1.29	31.95	4.68
17:00-18:00	Bc	3	20.45	0.51	40.37	3.71
17:00-18:00	Bc	4	28.43	0.77	36.93	4.05
17:00-18:00	Bc1	1	43.77	0.95	46.22	7.68
17:00-18:00	Bc1	2	132.29	4.20	31.54	11.25
17:00-18:00	Bc1	3	69.32	1.56	44.41	7.99
17:00-18:00	Bc1	4	95.15	2.28	41.72	8.51
17:00-18:00	Bc3	1	6.19	0.15	42.55	1.72
17:00-18:00	Bc3	2	20.13	0.75	26.72	2.74
17:00-18:00	Bc3	3	10.00	0.26	38.67	1.89
17:00-18:00	Bc3	4	13.90	0.40	34.37	2.13
17:00-18:00	Bx	1	3.51	0.26	13.64	2.64

17:00-18:00	**C2**	**1**	285.68	6.18	46.23	24.31
17:00-18:00	**C2**	**2**	222.61	4.76	46.77	24.03
17:00-18:00	**C3-1**	**1**	0.00	0.00	0.00	0.00
17:00-18:00	**C4**	**1**	56.65	4.80	11.80	26.43
17:00-18:00	**C4**	**2**	61.76	5.18	11.93	26.13
17:00-18:00	**C5**	**1**	18.37	7.12	2.58	76.77
17:00-18:00	**Cc**	**1**	22.36	0.85	26.39	8.87
17:00-18:00	**Cc**	**2**	45.71	2.22	20.55	11.39
17:00-18:00	**Cc**	**3**	62.74	4.02	15.62	14.98
17:00-18:00	**Cx**	**1**	44.40	0.95	46.78	7.69
17:00-18:00	**Cx**	**2**	99.80	2.18	45.76	7.87
17:00-18:00	**Cx 2**	**1**	267.83	8.53	31.41	47.44
17:00-18:00	**Cx 2**	**2**	329.10	11.15	29.53	50.47
17:00-18:00	**Cx3**	**1**	0.00	0.00	0.00	0.00
17:00-18:00	**Cx4-2**	**1**	50.10	1.17	42.71	6.53
17:00-18:00	**Cx4-2**	**2**	43.36	0.97	44.78	6.22
17:00-18:00	**Cx5**	**1**	19.28	0.42	46.24	4.87
17:00-18:00	**Dc**	**1**	61.74	2.95	20.93	15.48
17:00-18:00	**Dc**	**2**	59.40	3.21	18.53	17.48
17:00-18:00	**Dc**	**3**	29.16	0.84	34.68	9.34
17:00-18:00	**Dx**	**1**	30.24	0.71	42.56	4.74
17:00-18:00	**Dx**	**2**	39.38	1.17	33.63	6.00
17:00-18:00	**Dx**	**3**	40.72	1.44	28.29	7.13
17:00-18:00	**Dx1**	**1**	135.00	2.14	63.11	14.26
17:00-18:00	**Dx1**	**2**	357.58	7.62	46.91	19.18
17:00-18:00	**Ec**	**1**	13.35	0.29	46.13	3.90
17:00-18:00	**Ec**	**2**	59.80	2.91	20.57	8.75
17:00-18:00	**Ec**	**3**	28.35	0.92	30.95	5.82
17:00-18:00	**Ex**	**1**	142.90	4.79	29.82	12.07
17:00-18:00	**Ex**	**2**	46.20	1.00	46.06	7.82
17:00-18:00	**Fx**	**1**	156.31	3.28	47.64	21.92
17:00-18:00	**Fx**	**2**	156.31	3.27	47.73	21.87
17:00-18:00	**Fx1**	**1**	36.00	0.77	46.71	7.71
17:00-18:00	**Fx1**	**2**	71.80	1.62	44.34	8.12

Traffic Stream Results: Flare

Time Segment	Arm	Traffic Stream	Flare Present	Flare Components	Degree Of Saturation (%)	Mean Max Queue (PCU)	Calculated Capacity (PCU/hr)	Practical Reserve Capacity (%)
17:00-18:00	**A**	**2**	✓	Quick Flare	97	15.39	371	-7
17:00-18:00	**C**	**1**	✓	Quick Flare	97	29.61	910	-7
17:00-18:00	**C**	**2**	✓	Quick Flare	78	16.74	955	15

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree Of Saturation Penalty (£ per hr)	Phase Min Max Penalty (£ per hr)	Intergreen Broken Penalty (£ per hr)	Stage Constraint Broken Penalty (£ per hr)	Ped Gap Accepting Penalty (£ per hr)	Warmed Up	Warmed Up Error	Mean Max Queue EoTS (PCU)	Max End Of Green Queue Eo TS (PCU)	Max End Of Red Queue Eo TS (PCU)	Cost Of Penalties (£ per hr)	Unweighted Performance Index (£ per hr)	Perf Inde
17:00-18:00	**1**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	37.31			0.00	152.63	1

17:00-18:00	**2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.66	0.08	1.98	0.00	7.03	
17:00-18:00	**2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.67	0.08	1.99	0.00	7.07	
17:00-18:00	**3**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.02			0.00	0.23	
17:00-18:00	**A**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	17.28	8.58	16.58	0.00	170.37	6
17:00-18:00	**A**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	156.50	151.50	156.10	0.00	1142.72	4
17:00-18:00	**A**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	158.50	153.49	158.09	0.00	1156.94	4
17:00-18:00	**B**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.34			0.00	5.26	
17:00-18:00	**B**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	7.62			0.00	32.87	3
17:00-18:00	**C**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	31.40	10.68	24.96	0.00	248.68	8
17:00-18:00	**C**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	16.76	1.38	13.90	0.00	113.75	3
17:00-18:00	**D**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	25.97	7.02	18.98	0.00	227.29	6
17:00-18:00	**D**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	27.50	7.16	20.00	0.00	238.88	7
17:00-18:00	**D**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	11.52	0.49	8.84	0.00	79.86	2
17:00-18:00	**E**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	17.33			0.00	119.58	5
17:00-18:00	**E**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	17.13			0.00	117.48	5
17:00-18:00	**E**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	17.13			0.00	117.48	5
17:00-18:00	**Ac**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.01	0.07	2.49	0.01	8.83	
17:00-18:00	**Ac**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.41	0.36	3.98	0.74	18.47	1
17:00-18:00	**Ac**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	5.09	0.04	3.66	0.08	13.52	1
17:00-18:00	**Ax**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.98	0.04	1.84	0.00	8.71	
17:00-18:00	**Ax**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.17	0.53	2.32	0.00	18.28	1
17:00-18:00	**Ax2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.03			0.00	0.42	
17:00-18:00	**Ax2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.88			0.00	5.51	
17:00-18:00	**Bc**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.63			0.00	1.92	
17:00-18:00	**Bc**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	9.95			0.00	11.33	1
17:00-18:00	**Bc**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.16			0.00	2.84	
17:00-18:00	**Bc**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.37			0.00	6.15	
17:00-18:00	**Bc1**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.04			0.00	0.57	
17:00-18:00	**Bc1**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	16.75			0.00	35.90	3
17:00-18:00	**Bc1**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.13			0.00	1.78	

17:00-18:00	**Bc1**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.84			0.00	4.85	
17:00-18:00	**Bc3**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.02			0.00	0.25	
17:00-18:00	**Bc3**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.34			0.00	4.78	
17:00-18:00	**Bc3**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.05			0.00	0.73	
17:00-18:00	**Bc3**	**4**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.12			0.00	1.65	
17:00-18:00	**Bx**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	1.65	0.02	1.45	0.00	3.37	
17:00-18:00	**C2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.26			0.00	3.73	
17:00-18:00	**C2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	6.66			0.00	3.30	
17:00-18:00	**C3-1**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.00			0.00	0.00	
17:00-18:00	**C4**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	12.52	0.71	8.52	0.00	67.39	6
17:00-18:00	**C4**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	13.59	0.71	9.23	0.00	72.57	7
17:00-18:00	**C5**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	11.86	3.89	10.47	0.00	110.17	1
17:00-18:00	**Cc**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.13	0.05	1.74	0.00	7.92	
17:00-18:00	**Cc**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	6.42	0.28	4.43	0.51	25.73	2
17:00-18:00	**Cc**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	11.57	0.93	7.17	45.20	53.05	9
17:00-18:00	**Cx**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.16	0.05	1.69	0.00	7.87	
17:00-18:00	**Cx**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.98	0.41	2.20	0.00	14.59	1
17:00-18:00	**Cx 2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	10.95	0.70	6.45	0.00	55.47	5
17:00-18:00	**Cx 2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	14.60	1.31	8.34	0.00	79.25	7
17:00-18:00	**Cx3**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.00			0.00	0.00	
17:00-18:00	**Cx4-2**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	8.66			0.00	3.90	
17:00-18:00	**Cx4-2**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.07			0.00	1.00	
17:00-18:00	**Cx5**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.02			0.00	0.25	
17:00-18:00	**Dc**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	9.77	0.61	3.99	0.00	33.15	3
17:00-18:00	**Dc**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	8.45	0.43	5.08	0.00	37.84	3
17:00-18:00	**Dc**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.60	0.06	0.60	0.00	4.13	
17:00-18:00	**Dx**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.88	0.10	1.08	0.00	7.71	
17:00-18:00	**Dx**	**2**	0.00	0.00	0.00	0.00	0.00	✓	0.00	4.79	0.17	2.45	0.00	14.86	1
17:00-18:00	**Dx**	**3**	0.00	0.00	0.00	0.00	0.00	✓	0.00	3.56	0.19	3.55	0.00	20.20	2
17:00-18:00	**Dx1**	**1**	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.04			0.00	0.59	

17:00-18:00	Dx1	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	28.31			0.00	77.79	7
17:00-18:00	Ec	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.01			0.00	0.18	
17:00-18:00	Ec	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	21.75			229.75	44.37	2
17:00-18:00	Ec	3	0.00	0.00	0.00	0.00	0.00	✓	0.00	11.24			30.31	12.68	4
17:00-18:00	Ex	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	17.13			0.00	45.48	4
17:00-18:00	Ex	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	2.05			0.00	0.81	
17:00-18:00	Fx	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.04			0.00	0.62	
17:00-18:00	Fx	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.04			0.00	0.53	
17:00-18:00	Fx1	1	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.02			0.00	0.35	
17:00-18:00	Fx1	2	0.00	0.00	0.00	0.00	0.00	✓	0.00	0.13			0.00	1.88	

Network Results

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Network Cycle Time (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Netw Wit Capa
A1 - 2031 PM Scenario D	27/06/2014 16:40:58	27/06/2014 16:41:59	17:00	88	133.02	96.88	A/4	11	15	A/4	C3-1/1	C3-1/1	

Network Results: Vehicle Summary

Time Segment	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Calculated Flow Entering (PCU/hr)	Actual Green (s (per cycle))	Mean Delay Per PCU (s)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	97!	-100	44658	4975	10.13	1414.86	508.46	2229.91

Network Results: Pedestrian Summary

Time Segment	Degree Of Saturation (%)	Calculated Flow Entering (Ped/hr)	Actual Green (s (per cycle))	Mean Delay Per Ped (s)	Weighted Cost Of Delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	97!	500	6	0.48	84.93	84.93

Network Results: Flows And Signals

Time Segment	Calculated Flow Entering (PCU/hr)	Calculated Flow Out (PCU/hr)	Flow Discrepancy (PCU/hr)	Adjusted Flow Warning	Degree Of Saturation (%)	DOS Threshold Exceeded	Practical Reserve Capacity (%)	Actual Green (s (per cycle))	Effective Green (s (per cycle))
17:00-18:00	45158	45158	1775	✓	97!	✓	-100	4981	5011

Network Results: Stops And Delays

Time Segment	Mean Cruise Time Per PCU (s)	Mean Delay Per PCU (s)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Unweighted Cost Of Delay (£ per hr)	Weighted Cost Of Delay (£ per hr)	Mean Stops Per PCU (%)	Uniform Stops (Stops per hr)	Random Stops (Stops per hr)	Unweighted Cost Of Stops (£ per hr)	Weighted Cost Of Stops (£ per hr)
17:00-18:00	9.51	10.60	69.11	63.91	1888.90	1499.79	36.20	13684.13	2662.16	623.36	508.46

Network Results: Queues And Blocking

Time Segment	Max Queue Storage (PCU)	Excess Queue Penalty (£ per hr)	Wasted Time Starvation (s (per cycle))	Wasted Time Blocking Back (s (per cycle))	Wasted Time Total (s (per cycle))
17:00-18:00	1475.96	306.59	589.00	219.00	808.00

Network Results: Journey Times

Time Segment	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)
17:00-18:00	6037.91	252.26	23.94