

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		✓	725	100.000
2		✓	853	100.000
3		✓	124	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		1	2	3
From	1	0	661	64
	2	653	0	200
	3	0	124	0

## Vehicle Mix

### HV %s

	To			
		1	2	3
From	1	0	3	0
	2	2	0	1
	3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1	0.85	25.44	5.4	26.9	D
2	0.89	29.72	7.3	39.9	D
3	0.35	14.05	0.5	2.3	B

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	546	93	970	0.562	541	1.3	8.505	A
2	642	48	1069	0.601	636	1.5	8.363	A
3	93	487	536	0.174	93	0.2	8.107	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	652	111	957	0.681	648	2.1	11.854	B
2	767	57	1062	0.722	763	2.5	12.054	B
3	111	584	475	0.234	111	0.3	9.872	A

**08:15 - 08:30**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	798	136	939	0.850	787	5.0	22.653	C
2	939	69	1055	0.891	923	6.6	25.117	D
3	137	706	399	0.342	136	0.5	13.627	B

**08:30 - 08:45**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	798	136	939	0.850	797	5.4	25.440	D
2	939	70	1054	0.891	936	7.3	29.723	D
3	137	717	392	0.348	136	0.5	14.055	B

**08:45 - 09:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	652	112	956	0.682	664	2.3	13.145	B
2	767	59	1062	0.722	785	2.8	14.019	B
3	111	601	465	0.240	112	0.3	10.237	B

**09:00 - 09:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	546	94	970	0.563	550	1.4	8.881	A
2	642	49	1068	0.601	647	1.6	8.797	A
3	93	495	531	0.176	94	0.2	8.250	A

**Q Variation Results for each time segment**

**07:45 - 08:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.29	0.57	1.03	1.44	1.49			N/A	N/A
2	1.50	0.60	1.41	1.82	1.93			N/A	N/A
3	0.21	0.00	0.00	0.21	0.21			N/A	N/A

**08:00 - 08:15**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.11	0.07	1.04	5.20	7.64			N/A	N/A
2	2.52	0.06	1.04	6.57	9.81			N/A	N/A
3	0.30	0.00	0.00	0.30	0.30			N/A	N/A

**08:15 - 08:30**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	5.00	0.04	0.41	13.09	26.95			N/A	N/A
2	6.62	0.05	0.48	18.88	34.13			N/A	N/A
3	0.51	0.03	0.26	0.51	0.51			N/A	N/A

**08:30 - 08:45**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	5.36	0.03	0.33	7.80	26.83			N/A	N/A
2	7.29	0.04	0.37	15.82	39.95			N/A	N/A
3	0.52	0.03	0.31	1.49	2.33			N/A	N/A

**08:45 - 09:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.29	0.05	0.45	6.26	10.75			N/A	N/A
2	2.78	0.04	0.44	7.68	13.66			N/A	N/A
3	0.32	0.00	0.00	0.32	0.32			N/A	N/A

**09:00 - 09:15**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.35	0.03	0.35	3.08	6.89			N/A	N/A
2	1.57	0.03	0.33	3.33	8.16			N/A	N/A
3	0.22	0.00	0.00	0.22	0.22			N/A	N/A

# 2017, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 94% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	91.91	F

### Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-13	Arm 2

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		✓	832	100.000
2		✓	1009	100.000
3		✓	110	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1	2	3
From	1	0	769	63
	2	789	0	220
	3	0	110	0

## Vehicle Mix

**HV %s**

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

## Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1	0.96	59.40	14.4	64.5	F
2	1.05	126.85	41.8	99.7	F
3	0.37	17.27	0.6	2.6	C

**Main Results for each time segment**
**16:45 - 17:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	626	82	978	0.640	619	1.7	9.859	A
2	760	47	1069	0.711	750	2.4	10.989	B
3	83	587	474	0.175	82	0.2	9.172	A

**17:00 - 17:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	748	98	966	0.774	742	3.2	15.650	C
2	907	56	1063	0.853	896	5.1	20.318	C
3	99	701	403	0.246	98	0.3	11.820	B

**17:15 - 17:30**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	916	120	950	0.964	883	11.3	41.075	E
2	1111	67	1056	1.052	1028	25.7	66.943	F
3	121	804	338	0.358	120	0.5	16.455	C

**17:30 - 17:45**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	916	121	950	0.964	904	14.4	59.405	F
2	1111	68	1055	1.053	1047	41.8	126.851	F
3	121	818	329	0.368	121	0.6	17.268	C

**17:45 - 18:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	748	99	965	0.775	790	3.7	24.465	C
2	907	60	1061	0.855	1037	9.3	95.930	F
3	99	811	334	0.296	99	0.4	15.393	C

**18:00 - 18:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	626	84	977	0.641	634	1.8	10.718	B
2	760	48	1068	0.711	786	2.6	13.872	B
3	83	615	456	0.182	84	0.2	9.689	A

**Q Variation Results for each time segment**

**16:45 - 17:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.73	0.60	1.18	2.28	2.71			N/A	N/A
2	2.35	0.50	1.57	3.93	4.86			N/A	N/A
3	0.21	0.00	0.00	0.21	0.21			N/A	N/A

**17:00 - 17:15**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.19	0.07	1.29	8.42	12.47			N/A	N/A
2	5.07	0.10	1.80	13.24	19.03			N/A	N/A
3	0.32	0.00	0.00	0.32	0.32			N/A	N/A

**17:15 - 17:30**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	11.35	0.14	4.38	30.57	44.01			N/A	N/A
2	25.68	3.27	20.47	51.16	63.27			N/A	N/A
3	0.54	0.03	0.26	0.54	0.54			N/A	N/A

**17:30 - 17:45**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	14.36	0.09	2.95	41.52	64.50			N/A	N/A
2	41.78	6.63	34.37	81.40	99.67			N/A	N/A
3	0.57	0.03	0.31	1.09	2.62			N/A	N/A

**17:45 - 18:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.74	0.04	0.42	10.28	19.16			N/A	N/A
2	9.27	0.09	2.33	26.11	39.50			N/A	N/A
3	0.43	0.00	0.00	0.43	0.43			N/A	N/A

**18:00 - 18:15**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.84	0.03	0.31	2.91	9.34			N/A	N/A
2	2.57	0.03	0.31	3.24	12.34			N/A	N/A
3	0.22	0.03	0.25	0.45	0.48			N/A	N/A

# 2034, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 92% of the total flow for the roundabout for one or more time segments]
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	152.39	F

### Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-17	Arm 2

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2034	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		✓	886	100.000
2		✓	1043	100.000
3		✓	151	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1	2	3
From	1	0	808	78
	2	798	0	245
	3	0	151	0

## Vehicle Mix

### HV %s

		To		
		1	2	3
From	1	0	3	0
	2	2	0	1
	3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1	1.06	144.24	41.7	96.0	F
2	1.10	178.40	61.8	119.8	F
3	0.49	20.48	0.9	4.3	C

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	667	112	956	0.698	658	2.3	12.067	B
2	785	58	1062	0.739	774	2.7	12.309	B
3	114	592	470	0.242	112	0.3	10.031	B

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	796	135	940	0.848	786	4.9	22.543	C
2	938	69	1055	0.889	922	6.6	25.117	D
3	136	706	399	0.340	135	0.5	13.571	B

#### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	976	165	918	1.062	894	25.4	75.417	F
2	1148	79	1049	1.095	1032	35.7	86.952	F
3	166	789	347	0.479	165	0.9	19.546	C

#### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	976	166	917	1.063	910	41.7	144.241	F
2	1148	80	1048	1.096	1044	61.8	178.401	F
3	166	799	342	0.487	166	0.9	20.481	C

#### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	796	137	939	0.849	916	11.8	111.686	F
2	938	81	1047	0.895	1030	38.7	177.714	F
3	136	788	348	0.390	137	0.7	17.132	C

#### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	667	115	954	0.699	704	2.5	16.803	C
2	785	62	1059	0.741	927	3.2	49.750	E
3	114	709	397	0.286	115	0.4	12.784	B



### Q Variation Results for each time segment

#### 07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.27	0.46	1.49	3.82	4.70			N/A	N/A
2	2.74	0.34	1.75	5.04	6.38			N/A	N/A
3	0.31	0.00	0.00	0.31	0.31			N/A	N/A

#### 08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.93	0.11	1.83	12.74	18.19			N/A	N/A
2	6.56	0.15	3.01	16.46	22.90			N/A	N/A
3	0.50	0.50	1.00	1.40	1.45			N/A	N/A

#### 08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	25.36	3.72	20.59	49.37	60.57			N/A	N/A
2	35.73	9.30	31.39	62.87	74.49			N/A	N/A
3	0.88	0.03	0.27	0.88	1.45			N/A	N/A

#### 08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	41.71	7.70	35.04	79.08	95.98			N/A	N/A
2	61.85	20.42	56.20	103.07	119.81			N/A	N/A
3	0.92	0.03	0.29	1.04	4.31			N/A	N/A

#### 08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	11.85	0.19	5.54	30.61	42.82			N/A	N/A
2	38.68	12.29	34.87	64.72	75.43			N/A	N/A
3	0.66	0.08	0.78	1.36	1.44			N/A	N/A

#### 09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.50	0.03	0.31	2.88	11.77			N/A	N/A
2	3.21	0.03	0.32	4.62	15.99			N/A	N/A
3	0.41	0.04	0.35	1.15	1.33			N/A	N/A

# 2034, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 94% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	491.56	F

### Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-29	Arm 2

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2034	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1		✓	1014	100.000
2		✓	1230	100.000
3		✓	134	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1	2	3
From	1	0	937	77
	2	962	0	268
	3	0	134	0

## Vehicle Mix

**HV %s**

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

## Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1	1.20	387.24	105.1	163.5	F
2	1.29	628.92	188.9	200.0	F
3	0.45	20.17	0.8	3.5	C

**Main Results for each time segment**
**16:45 - 17:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	763	100	965	0.791	750	3.5	15.796	C
2	926	57	1063	0.871	903	5.7	20.367	C
3	101	707	399	0.253	100	0.3	11.971	B

**17:00 - 17:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	912	120	951	0.959	882	10.9	40.440	E
2	1106	67	1056	1.047	1028	25.0	66.846	F
3	120	804	338	0.356	120	0.5	16.418	C

**17:15 - 17:30**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1116	147	932	1.199	926	58.5	147.236	F
2	1354	70	1054	1.285	1052	100.5	223.972	F
3	148	823	326	0.452	147	0.8	19.906	C

**17:30 - 17:45**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1116	147	931	1.199	930	105.1	323.530	F
2	1354	71	1054	1.285	1053	175.7	478.337	F
3	148	824	326	0.453	147	0.8	20.168	C

**17:45 - 18:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	912	121	950	0.960	941	97.8	387.237	F
2	1106	71	1053	1.050	1053	188.9	628.925	F
3	120	823	326	0.369	121	0.6	17.645	C

**18:00 - 18:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	763	101	964	0.792	954	50.1	281.208	F
2	926	72	1053	0.880	1047	158.7	598.126	F
3	101	819	329	0.307	101	0.5	15.869	C

**Q Variation Results for each time segment**

**16:45 - 17:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.47	0.07	1.28	9.30	13.92			N/A	N/A
2	5.67	0.03	0.33	10.05	29.91			N/A	N/A
3	0.33	0.00	0.00	0.33	0.33			N/A	N/A

**17:00 - 17:15**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	10.92	0.29	6.11	26.49	35.78			N/A	N/A
2	25.02	0.44	13.99	62.45	84.96			N/A	N/A
3	0.54	0.54	1.00	1.40	1.45			N/A	N/A

**17:15 - 17:30**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	58.47	26.29	55.08	88.27	99.59			N/A	N/A
2	100.48	47.03	95.34	150.37	169.09			N/A	N/A
3	0.80	0.03	0.27	0.80	1.22			N/A	N/A

**17:30 - 17:45**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	105.08	57.78	101.31	147.38	162.55			N/A	N/A
2	175.67	>199	>199	>199	>199			N/A	N/A
3	0.81	0.03	0.29	1.22	3.51			N/A	N/A

**17:45 - 18:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	97.78	46.29	92.87	145.60	163.46			N/A	N/A
2	188.94	>199	>199	>199	>199			N/A	N/A
3	0.60	0.06	0.64	1.34	1.43			N/A	N/A

**18:00 - 18:15**

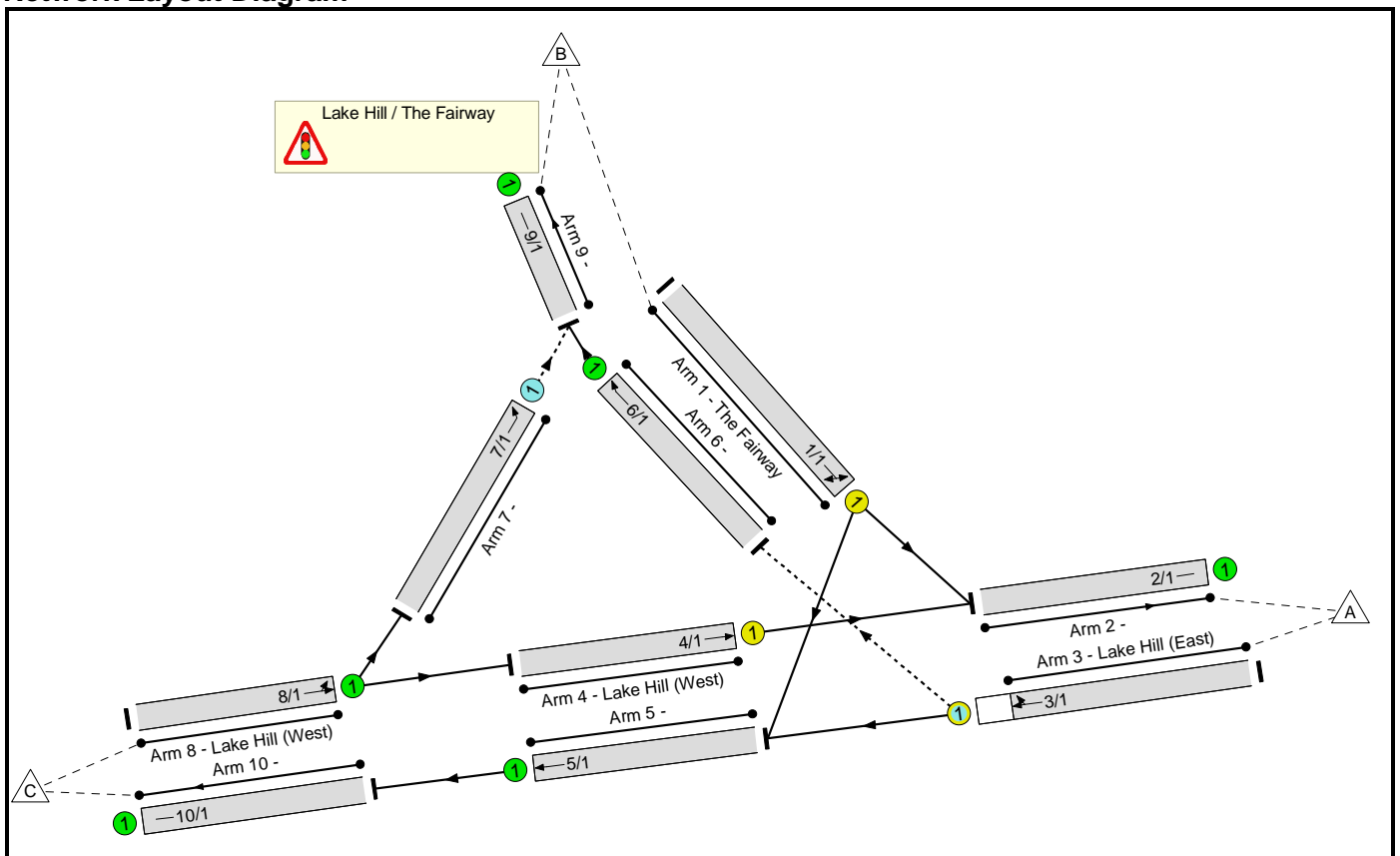
Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	50.06	16.50	45.44	83.29	96.82			N/A	N/A
2	158.69	>199	>199	>199	>199			N/A	N/A
3	0.45	0.04	0.39	1.22	1.36			N/A	N/A

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

**User and Project Details**

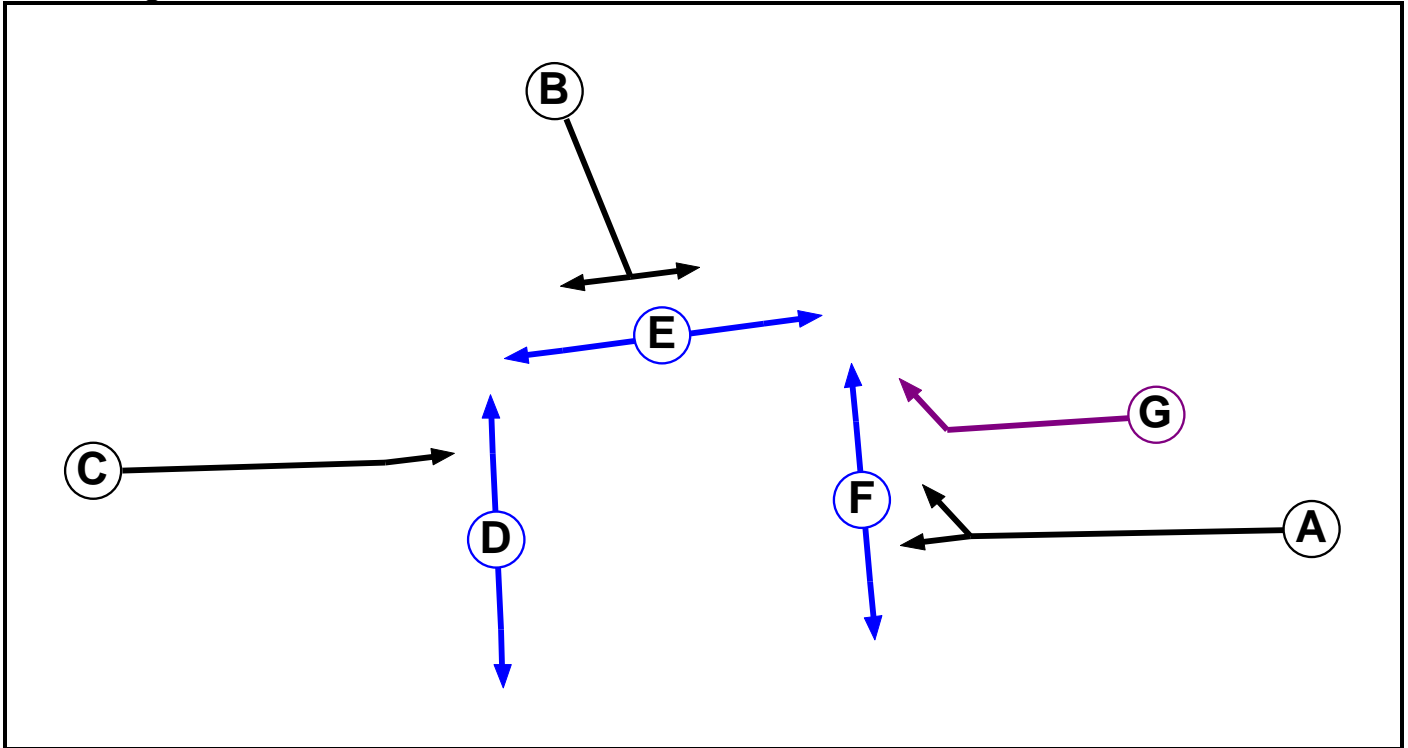
Project:	A090129-99
Title:	IoW Junction Assessment and Design
Location:	Lake Hill, Sandown
Additional detail:	
File name:	Lake Hill The Fairway Signal junction RB.lsg3x
Author:	Jack Smith
Company:	WYG
Address:	11th Floor, 1 Angel Court, London, EC2R 7HJ

**Network Layout Diagram**



**Scenario 1: '2017 Base AM'** (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Ind. Arrow	A	4	4

## Full Input Data And Results

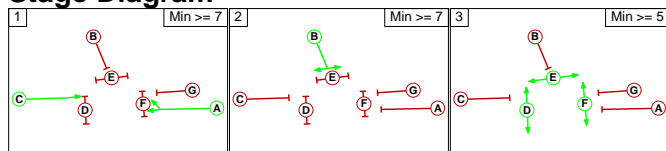
### Phase Intergrens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		5	-	8	8	5	-
	B	5		5	7	5	7	5
	C	-	5		5	-	8	5
	D	5	5	5		-	-	9
	E	5	5	-	-		-	9
	F	5	5	5	-	-		8
	G	-	5	5	8	8	5	

### Phases in Stage

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

### Stage Diagram



### Phase Delays

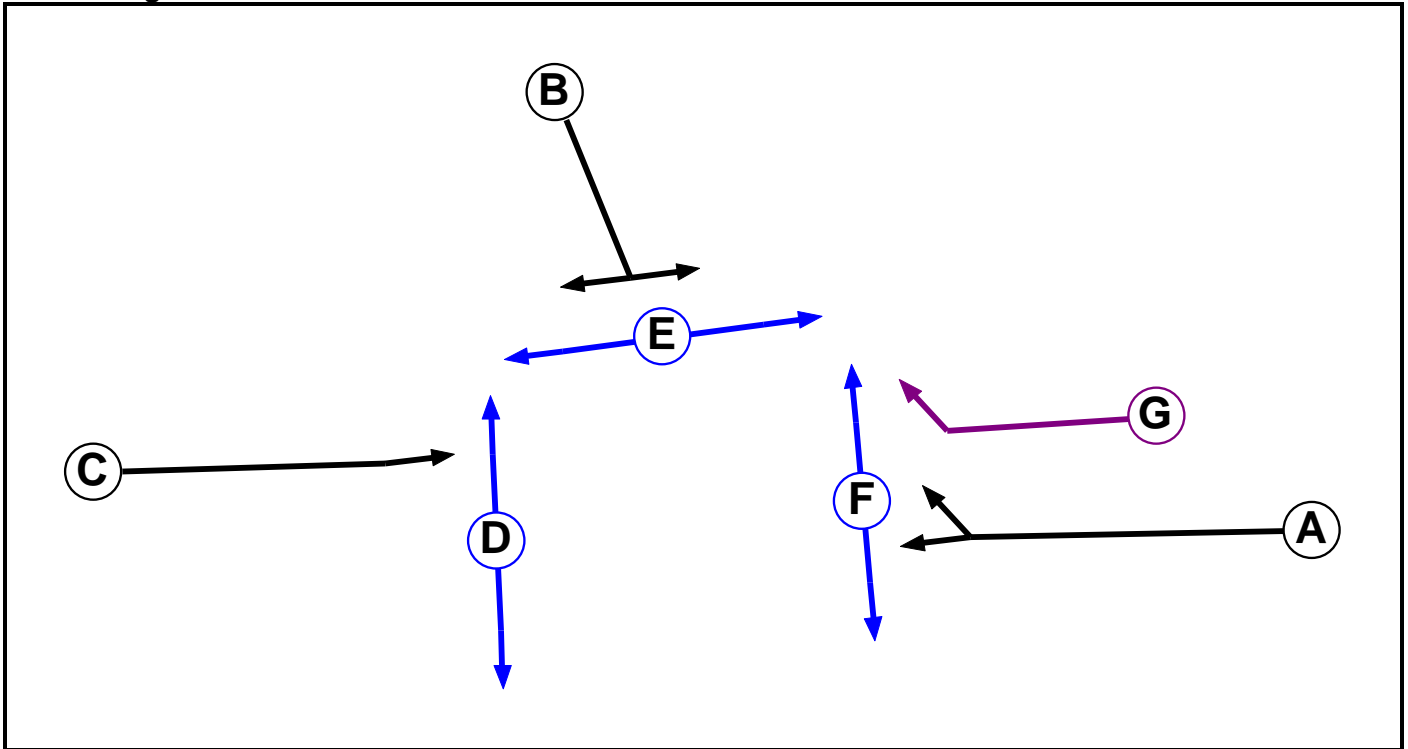
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	8
	2	5		7
	3	5	5	

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Ind. Arrow	A	4	4



## Full Input Data And Results

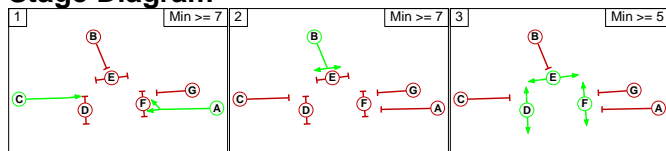
### Phase Intergrens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		5	-	8	8	5	-
	B	5		5	7	5	7	5
	C	-	5		5	-	8	5
	D	5	5	5		-	-	9
	E	5	5	-	-		-	9
	F	5	5	5	-	-		8
	G	-	5	5	8	8	5	

### Phases in Stage

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

### Stage Diagram



### Phase Delays

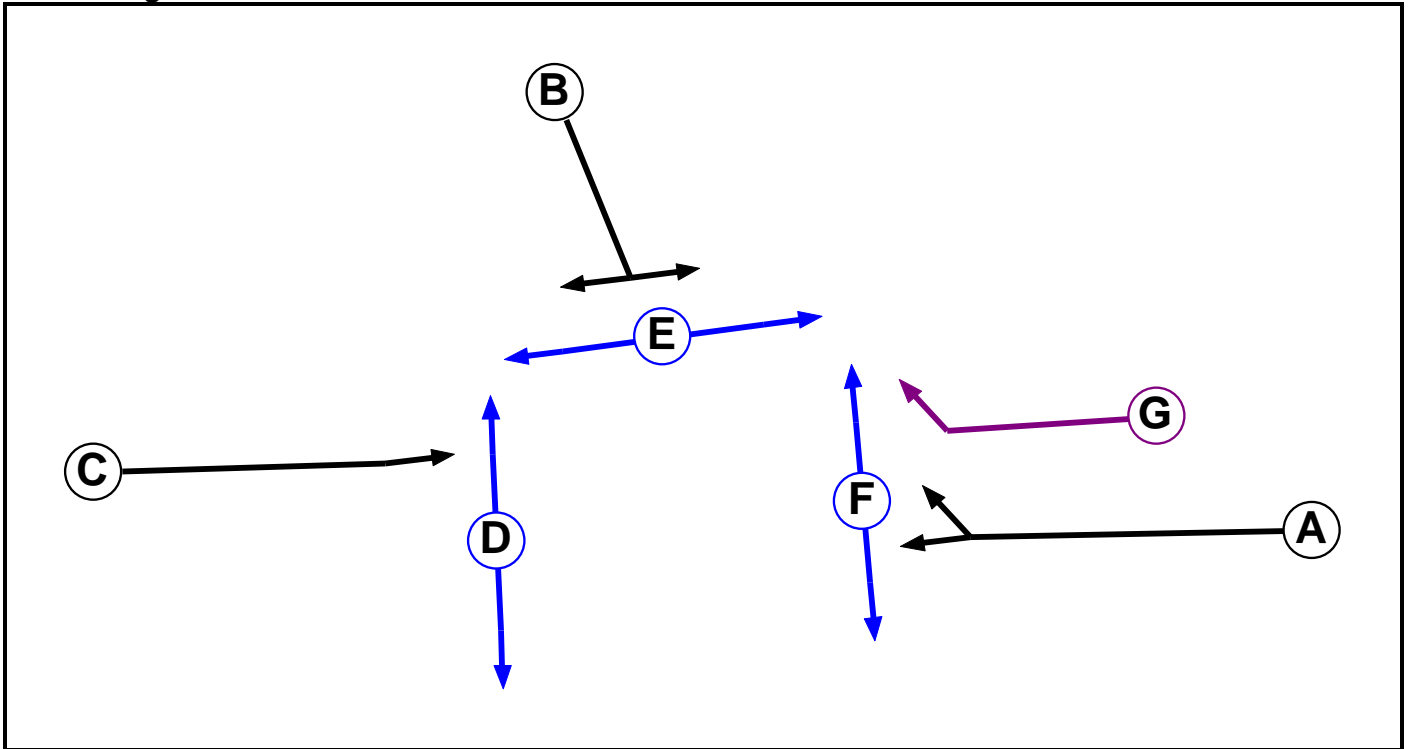
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	8
	2	5		7
	3	5	5	

**Scenario 3: '2034 Base AM'** (FG3: '2034 Base AM', Plan 1: 'Network Control Plan 1')

**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Ind. Arrow	A	4	4

## Full Input Data And Results

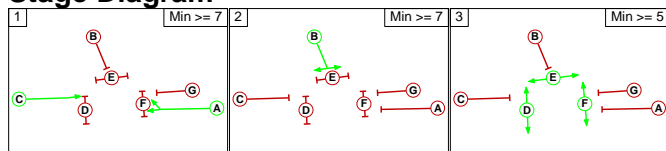
### Phase Intergrens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		5	-	8	8	5	-
	B	5		5	7	5	7	5
	C	-	5		5	-	8	5
	D	5	5	5		-	-	9
	E	5	5	-	-		-	9
	F	5	5	5	-	-		8
	G	-	5	5	8	8	5	

### Phases in Stage

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

### Stage Diagram



### Phase Delays

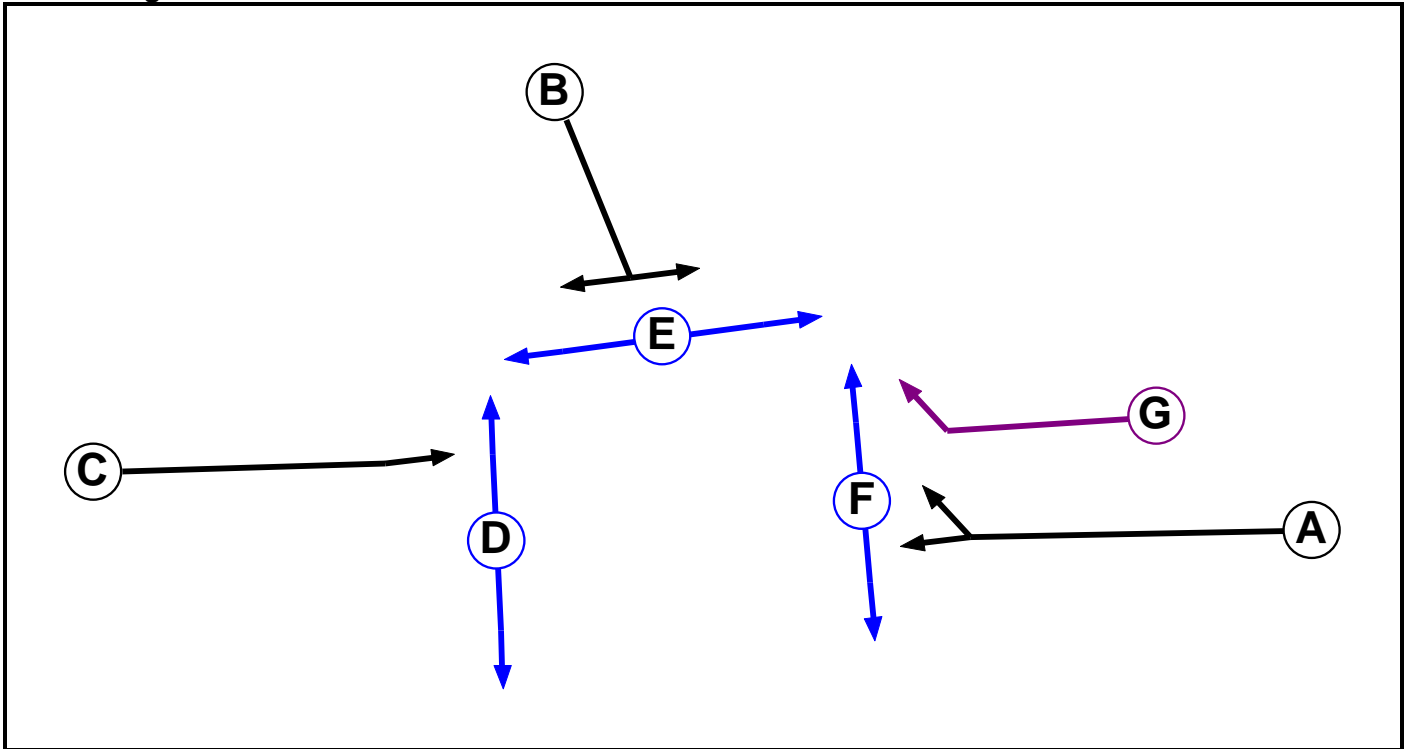
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	8
	2	5		7
	3	5	5	

Scenario 4: '2034 Base PM' (FG4: '2034 Base PM', Plan 1: 'Network Control Plan 1')

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Ind. Arrow	A	4	4

## Full Input Data And Results

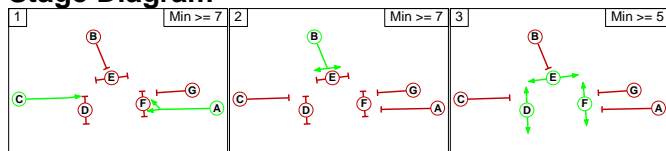
### Phase Intergrens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		5	-	8	8	5	-
	B	5		5	7	5	7	5
	C	-	5		5	-	8	5
	D	5	5	5		-	-	9
	E	5	5	-	-		-	9
	F	5	5	5	-	-		8
	G	-	5	5	8	8	5	

### Phases in Stage

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

### Stage Diagram



### Phase Delays

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

### Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	8
	2	5		7
	3	5	5	

Full Input Data And Results

**Give-Way Lane Input Data**

Junction: Lake Hill / The Fairway											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Lake Hill (East))	6/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
7/1	9/1 (Left)	715	0	6/1	0.22	All	-	-	-	-	-

Full Input Data And Results

**Lane Input Data**

Junction: Lake Hill / The Fairway												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (The Fairway)	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 2 Left	34.00
											Arm 5 Right	6.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Lake Hill (East))	O	A G	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	26.00
4/1 (Lake Hill (West))	U	C	2	3	5.0	Geom	-	4.25	0.00	Y	Arm 2 Ahead	Inf
5/1	U		2	3	5.0	Inf	-	-	-	-	-	-
6/1	U		2	3	3.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	Inf
7/1	O		2	3	4.0	User	1800	-	-	-	-	-
8/1 (Lake Hill (West))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 Base AM'	08:00	09:00	01:00	
2: '2017 Base PM'	17:00	18:00	01:00	
3: '2034 Base AM'	08:00	09:00	01:00	F1*1.2229
4: '2034 Base PM'	17:00	18:00	01:00	F2*1.2188

**Scenario 1: '2017 Base AM'** (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
	A	B	C	Tot.	
Origin	A	0	54	661	715
	B	62	0	124	186
	C	653	200	0	853
	Tot.	715	254	785	1754

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 1: 2017 Base AM
<b>Junction: Lake Hill / The Fairway</b>	
1/1	186
2/1	715
3/1	715
4/1	653
5/1	785
6/1	54
7/1	200
8/1	853
9/1	254
10/1	785

**Lane Saturation Flows**

Junction: Lake Hill / The Fairway								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (The Fairway)	3.10	0.00	Y	Arm 2 Left	34.00	33.3 %	1629	1629
				Arm 5 Right	6.00	66.7 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1 (Lake Hill (East))	3.60	0.00	Y	Arm 5 Ahead	Inf	92.4 %	1966	1966
				Arm 6 Right	26.00	7.6 %		
4/1 (Lake Hill (West))	4.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2040	2040
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
7/1	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Lake Hill (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

**Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')**

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	52	769	821
	B	55	0	110	165
	C	789	220	0	1009
	Tot.	844	272	879	1995



Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 2: 2017 Base PM
<b>Junction: Lake Hill / The Fairway</b>	
1/1	165
2/1	844
3/1	821
4/1	789
5/1	879
6/1	52
7/1	220
8/1	1009
9/1	272
10/1	879

**Lane Saturation Flows**

Junction: Lake Hill / The Fairway								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (The Fairway)	3.10	0.00	Y	Arm 2 Left	34.00	33.3 %	1629	1629
				Arm 5 Right	6.00	66.7 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1 (Lake Hill (East))	3.60	0.00	Y	Arm 5 Ahead	Inf	93.7 %	1968	1968
				Arm 6 Right	26.00	6.3 %		
4/1 (Lake Hill (West))	4.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2040	2040
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
7/1	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Lake Hill (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

**Scenario 3: '2034 Base AM' (FG3: '2034 Base AM', Plan 1: 'Network Control Plan 1')**

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	66	808	874
	B	76	0	152	228
	C	799	245	0	1044
	Tot.	875	311	960	2146

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 3: 2034 Base AM
<b>Junction: Lake Hill / The Fairway</b>	
1/1	228
2/1	875
3/1	874
4/1	799
5/1	960
6/1	66
7/1	245
8/1	1044
9/1	311
10/1	960

**Lane Saturation Flows**

Junction: Lake Hill / The Fairway								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (The Fairway)	3.10	0.00	Y	Arm 2 Left	34.00	33.3 %	1629	1629
				Arm 5 Right	6.00	66.7 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1 (Lake Hill (East))	3.60	0.00	Y	Arm 5 Ahead	Inf	92.4 %	1966	1966
				Arm 6 Right	26.00	7.6 %		
4/1 (Lake Hill (West))	4.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2040	2040
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
7/1	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Lake Hill (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

**Scenario 4: '2034 Base PM' (FG4: '2034 Base PM', Plan 1: 'Network Control Plan 1')**

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	63	937	1000
	B	67	0	134	201
	C	962	268	0	1230
	Tot.	1029	331	1071	2431

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 4: 2034 Base PM
<b>Junction: Lake Hill / The Fairway</b>	
1/1	201
2/1	1029
3/1	1000
4/1	962
5/1	1071
6/1	63
7/1	268
8/1	1230
9/1	331
10/1	1071

**Lane Saturation Flows**

Junction: Lake Hill / The Fairway								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (The Fairway)	3.10	0.00	Y	Arm 2 Left	34.00	33.3 %	1629	1629
				Arm 5 Right	6.00	66.7 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1 (Lake Hill (East))	3.60	0.00	Y	Arm 5 Ahead	Inf	93.7 %	1968	1968
				Arm 6 Right	26.00	6.3 %		
4/1 (Lake Hill (West))	4.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2040	2040
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
7/1	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Lake Hill (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

**Scenario 5: '2034 Base AM' (FG3: '2034 Base AM', Plan 1: 'Network Control Plan 1')**

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	66	808	874
	B	76	0	152	228
	C	799	245	0	1044
	Tot.	875	311	960	2146

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 5: 2034 Base AM
<b>Junction: Lake Hill / The Fairway</b>	
1/1	228
2/1	875
3/1	874
4/1	799
5/1	960
6/1	66
7/1	245
8/1	1044
9/1	311
10/1	960

**Lane Saturation Flows**

Junction: Lake Hill / The Fairway								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (The Fairway)	3.10	0.00	Y	Arm 2 Left	34.00	33.3 %	1629	1629
				Arm 5 Right	6.00	66.7 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1 (Lake Hill (East))	3.60	0.00	Y	Arm 5 Ahead	Inf	92.4 %	1966	1966
				Arm 6 Right	26.00	7.6 %		
4/1 (Lake Hill (West))	4.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2040	2040
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
7/1	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Lake Hill (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

**Scenario 6: '2034 Base PM' (FG4: '2034 Base PM', Plan 1: 'Network Control Plan 1')**

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	63	937	1000
	B	67	0	134	201
	C	962	268	0	1230
	Tot.	1029	331	1071	2431

Full Input Data And Results

**Traffic Lane Flows**

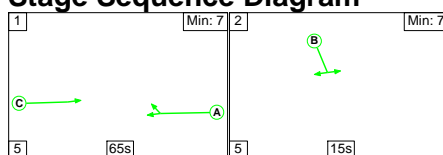
Lane	Scenario 6: 2034 Base PM
<b>Junction: Lake Hill / The Fairway</b>	
1/1	201
2/1	1029
3/1	1000
4/1	962
5/1	1071
6/1	63
7/1	268
8/1	1230
9/1	331
10/1	1071

**Lane Saturation Flows**

Junction: Lake Hill / The Fairway								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (The Fairway)	3.10	0.00	Y	Arm 2 Left	34.00	33.3 %	1629	1629
				Arm 5 Right	6.00	66.7 %		
2/1	Infinite Saturation Flow						Inf	Inf
3/1 (Lake Hill (East))	3.60	0.00	Y	Arm 5 Ahead	Inf	93.7 %	1968	1968
				Arm 6 Right	26.00	6.3 %		
4/1 (Lake Hill (West))	4.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2040	2040
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
7/1	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Lake Hill (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2017 Base AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

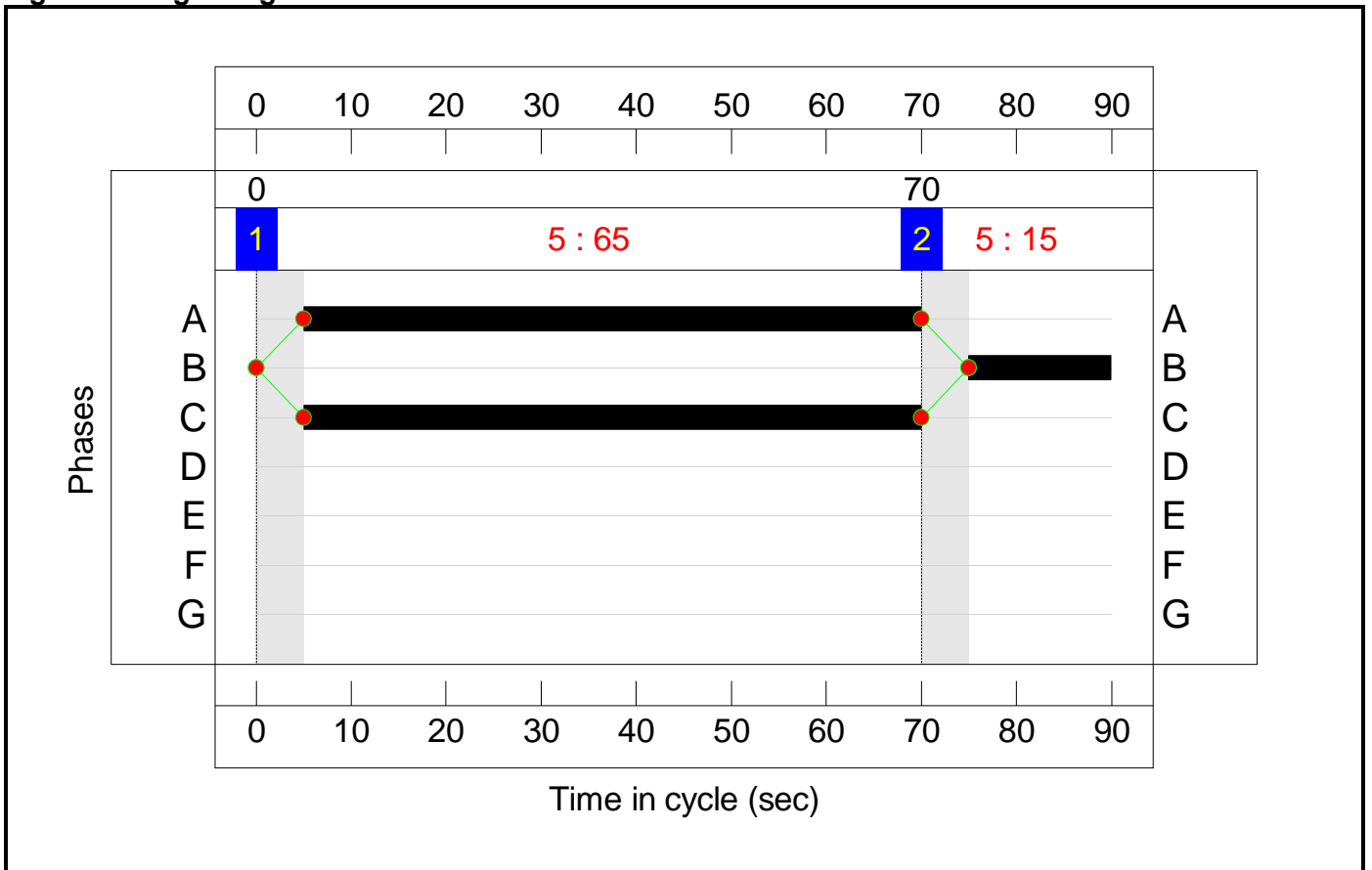
**Stage Sequence Diagram**



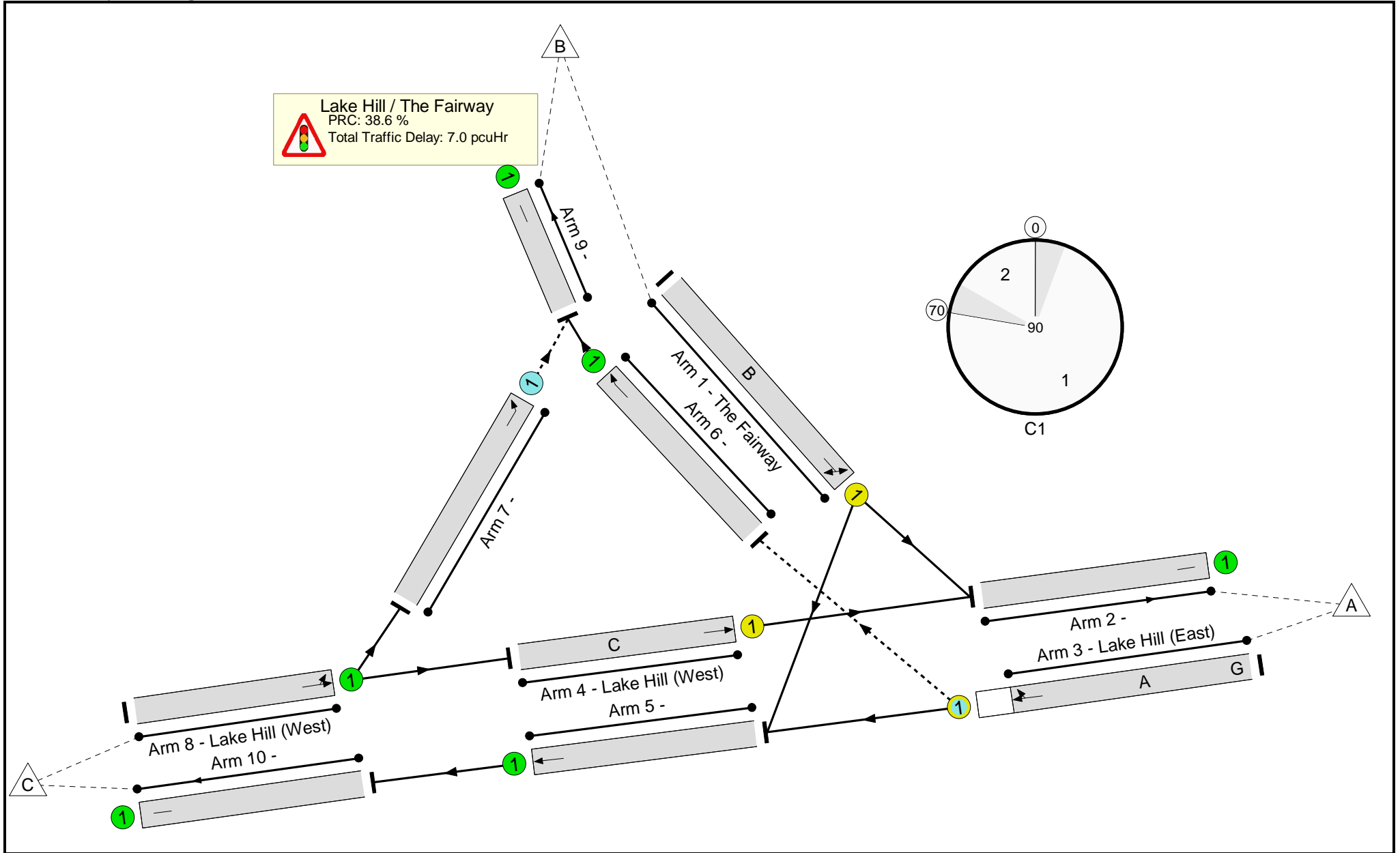
**Stage Timings**

Stage	1	2
Duration	65	15
Change Point	0	70

### Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>64.9%</b>
<b>Lake Hill / The Fairway</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>64.9%</b>
1/1	The Fairway Left Right	U	N/A	N/A	B		1	15	-	186	1629	290	64.2%
2/1		U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
3/1	Lake Hill (East) Ahead Right	O	N/A	N/A	A	G	1	65	0	715	1966	1101	64.9%
4/1	Lake Hill (West) Ahead	U	N/A	N/A	C		1	65	-	653	2040	1496	43.6%
5/1	Ahead	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	54	1965	1965	2.7%
7/1	Left	O	N/A	N/A	-		-	-	-	200	1800	703	28.4%
8/1	Lake Hill (West) Ahead Left	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%



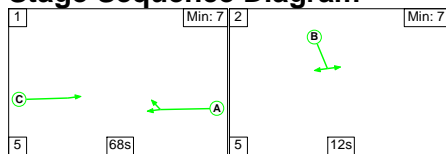
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	253	0	1	4.5	2.4	0.0	7.0	-	-	-	-
<b>Lake Hill / The Fairway</b>	-	-	253	0	1	4.5	2.4	0.0	7.0	-	-	-	-
1/1	186	186	-	-	-	1.8	0.9	-	2.7	51.4	4.3	0.9	5.2
2/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	715	715	53	0	1	1.9	0.9	0.0	2.9	14.4	11.1	0.9	12.0
4/1	653	653	-	-	-	0.9	0.4	-	1.2	6.8	6.3	0.4	6.7
5/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	54	54	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1	200	200	200	0	0	0.0	0.2	-	0.2	3.6	0.0	0.2	0.2
8/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		38.6	Total Delay for Signalled Lanes (pcuHr):		6.77	Cycle Time (s): 90				
			PRC Over All Lanes (%):		38.6	Total Delay Over All Lanes(pcuHr):		6.98					

Full Input Data And Results

Scenario 2: '2017 Base PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

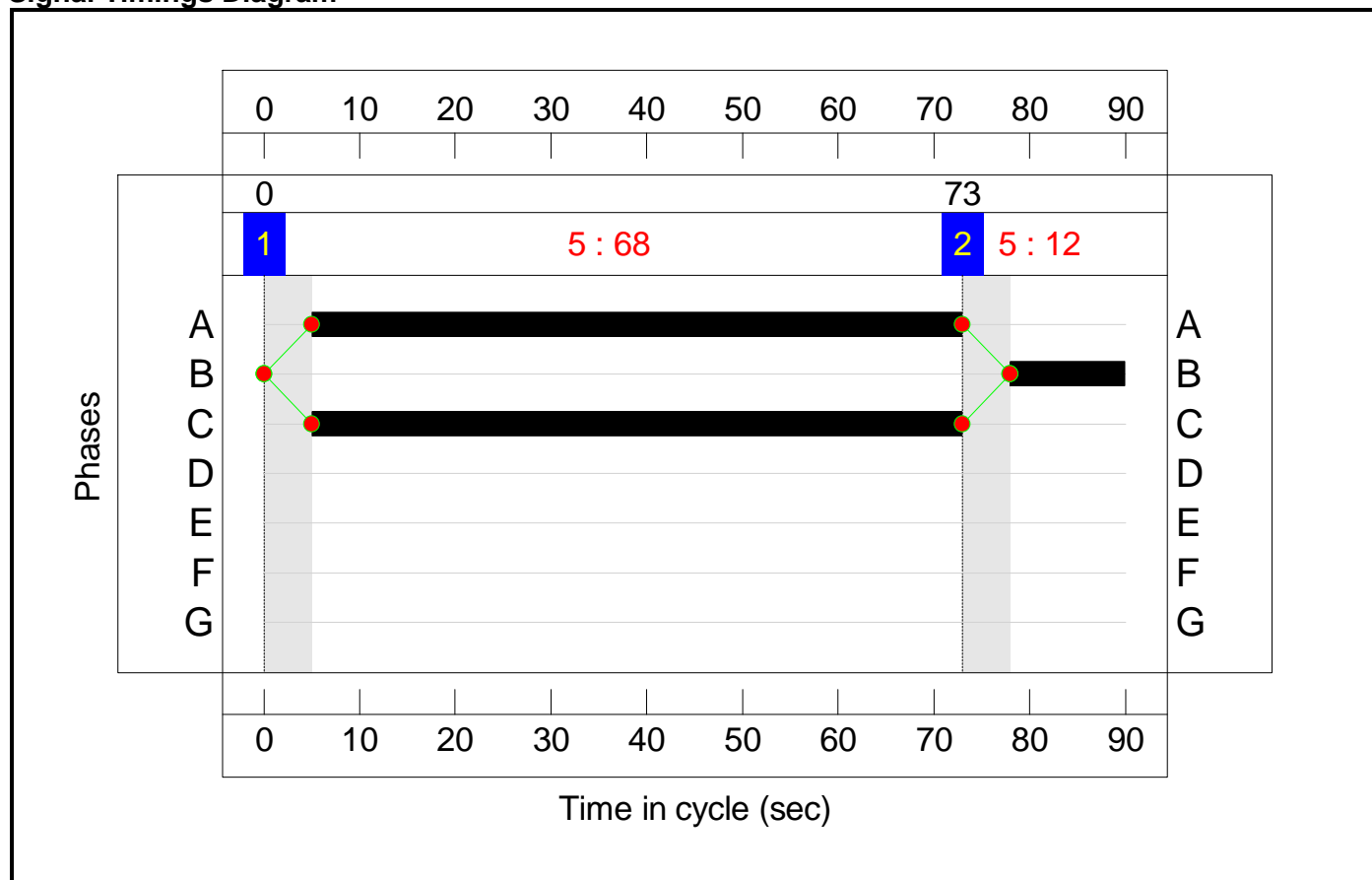
Stage Sequence Diagram



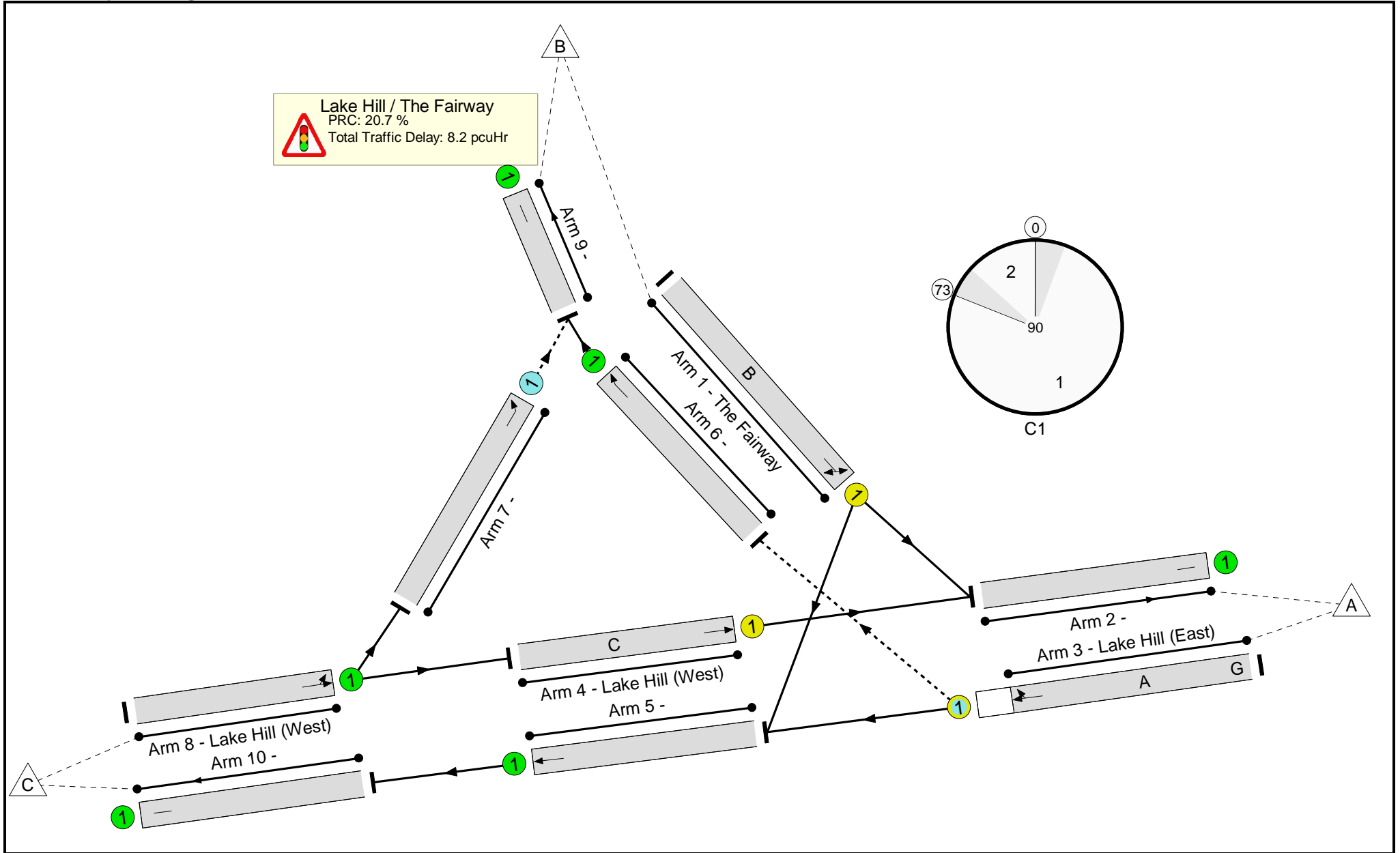
Stage Timings

Stage	1	2
Duration	68	12
Change Point	0	73

Signal Timings Diagram



Full Input Data And Results  
Network Layout Diagram



Full Input Data And Results

**Network Results**

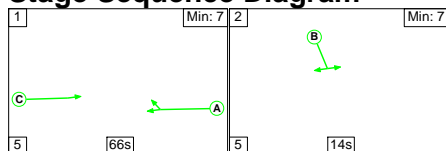
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.6%</b>
<b>Lake Hill / The Fairway</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.6%</b>
1/1	The Fairway Left Right	U	N/A	N/A	B		1	12	-	165	1629	235	70.1%
2/1		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
3/1	Lake Hill (East) Ahead Right	O	N/A	N/A	A	G	1	68	0	821	1968	1101	74.6%
4/1	Lake Hill (West) Ahead	U	N/A	N/A	C		1	68	-	789	2040	1564	50.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	52	1965	1965	2.6%
7/1	Left	O	N/A	N/A	-		-	-	-	220	1800	704	31.3%
8/1	Lake Hill (West) Ahead Left	U	N/A	N/A	-		-	-	-	1009	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%



Full Input Data And Results

Scenario 3: '2034 Base AM' (FG3: '2034 Base AM', Plan 1: 'Network Control Plan 1')

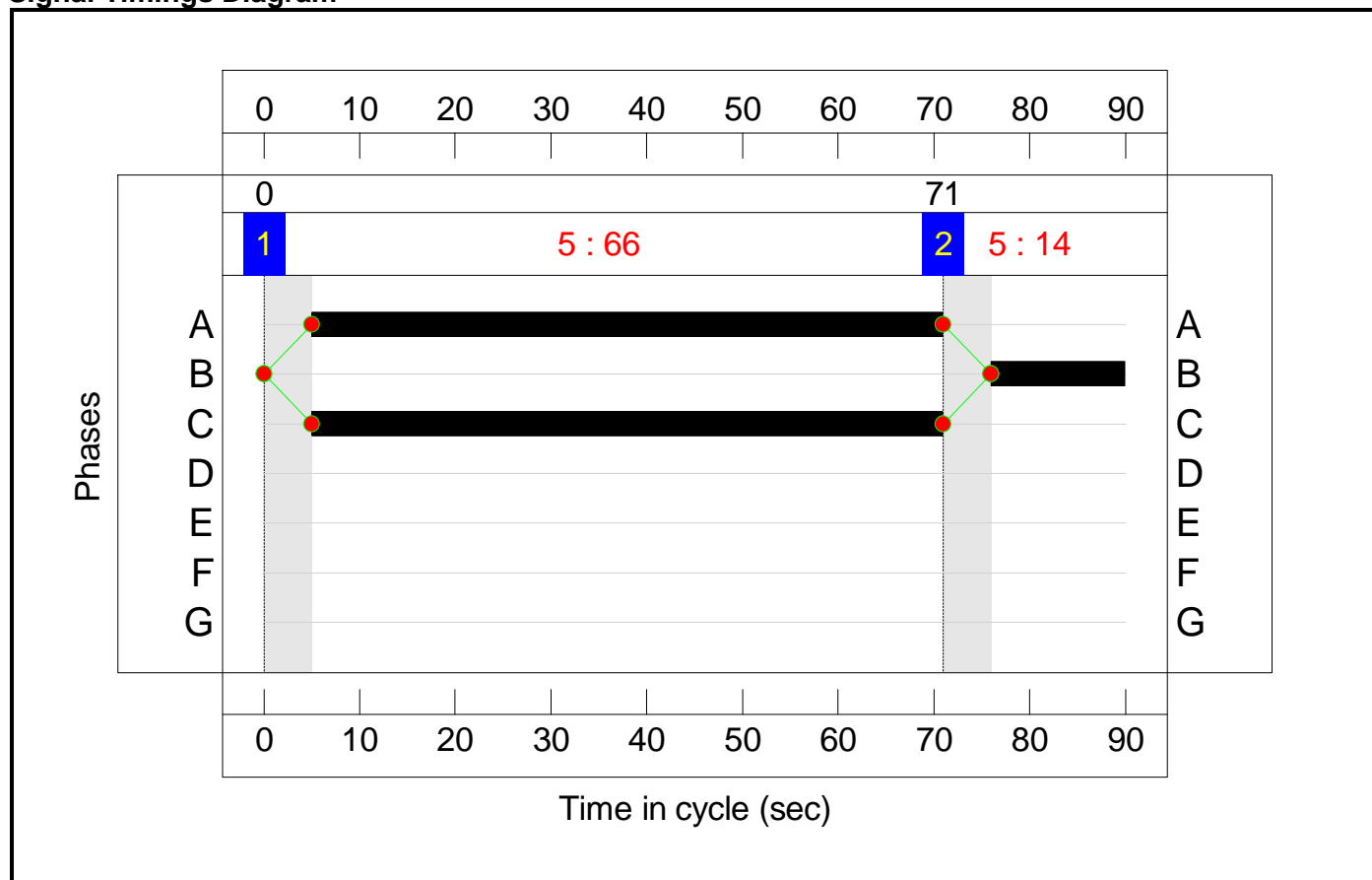
Stage Sequence Diagram



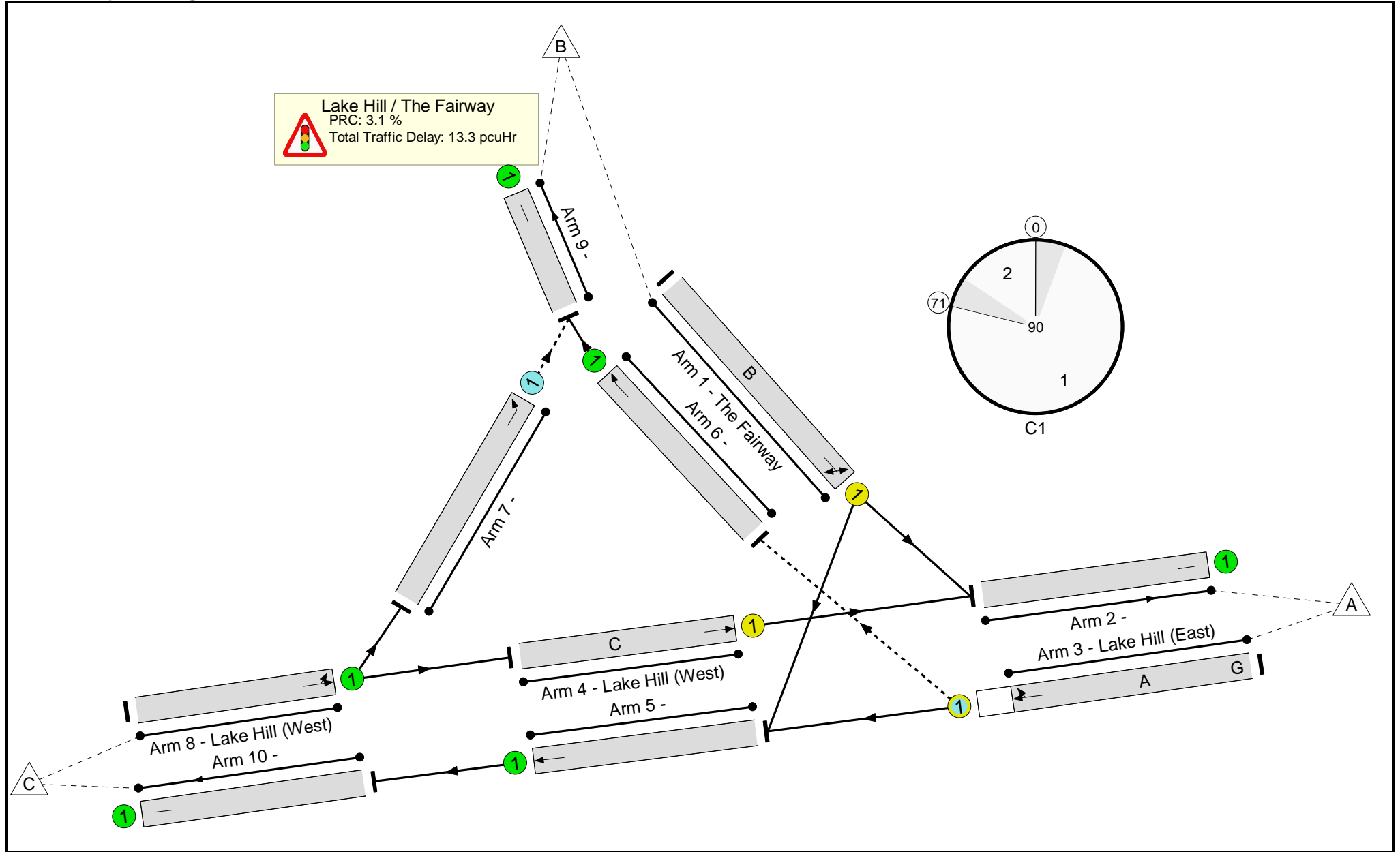
Stage Timings

Stage	1	2
Duration	66	14
Change Point	0	71

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>87.3%</b>
<b>Lake Hill / The Fairway</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>87.3%</b>
1/1	The Fairway Left Right	U	N/A	N/A	B		1	14	-	228	1629	272	84.0%
2/1		U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
3/1	Lake Hill (East) Ahead Right	O	N/A	N/A	A	G	1	66	0	874	1966	1001	87.3%
4/1	Lake Hill (West) Ahead	U	N/A	N/A	C		1	66	-	799	2040	1519	52.6%
5/1	Ahead	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	66	1965	1965	3.4%
7/1	Left	O	N/A	N/A	-		-	-	-	245	1800	700	35.0%
8/1	Lake Hill (West) Ahead Left	U	N/A	N/A	-		-	-	-	1044	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%

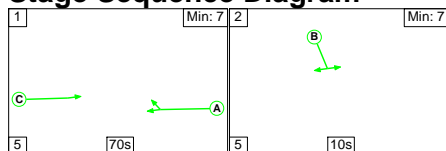




Full Input Data And Results

Scenario 4: '2034 Base PM' (FG4: '2034 Base PM', Plan 1: 'Network Control Plan 1')

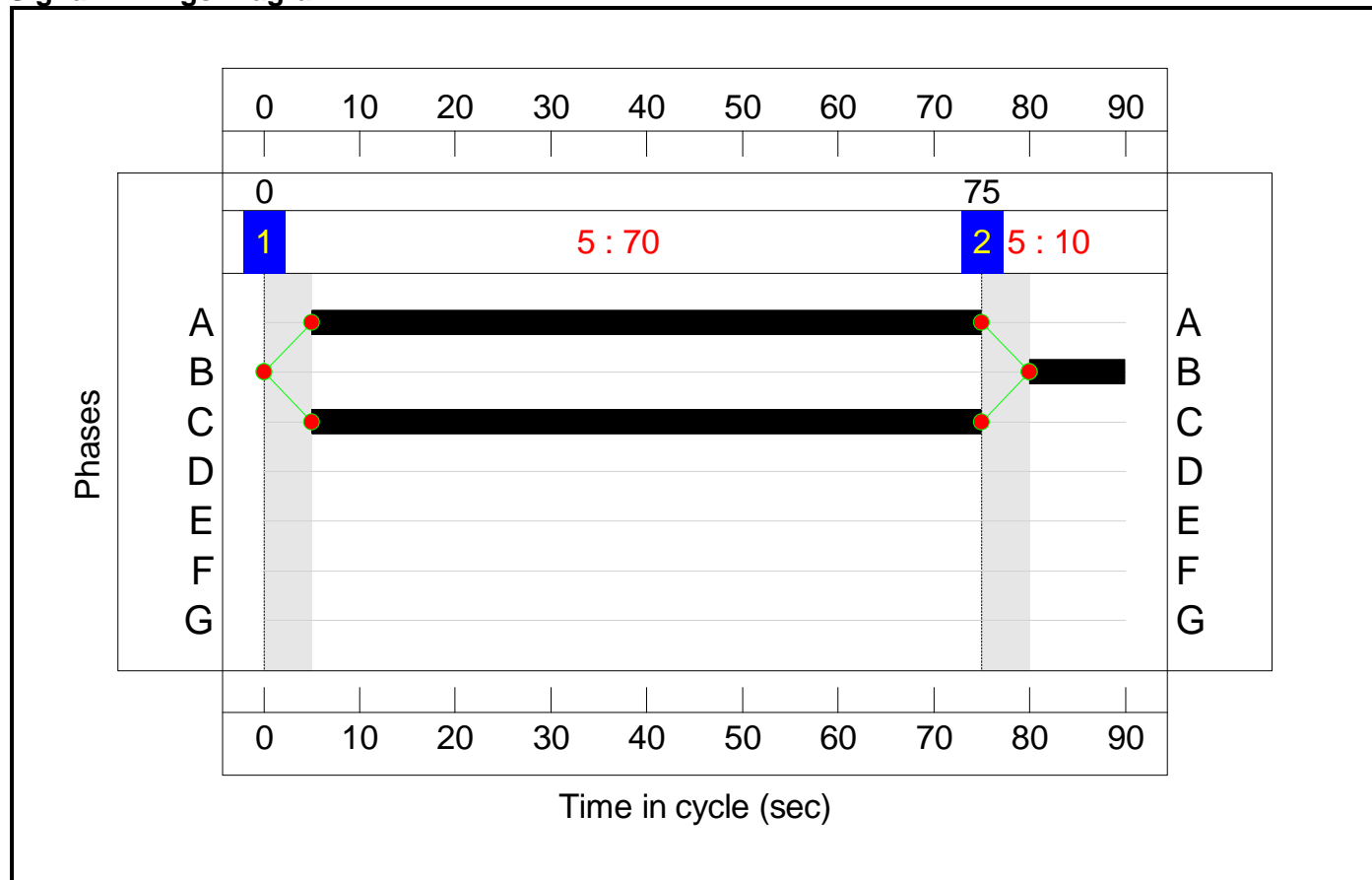
Stage Sequence Diagram



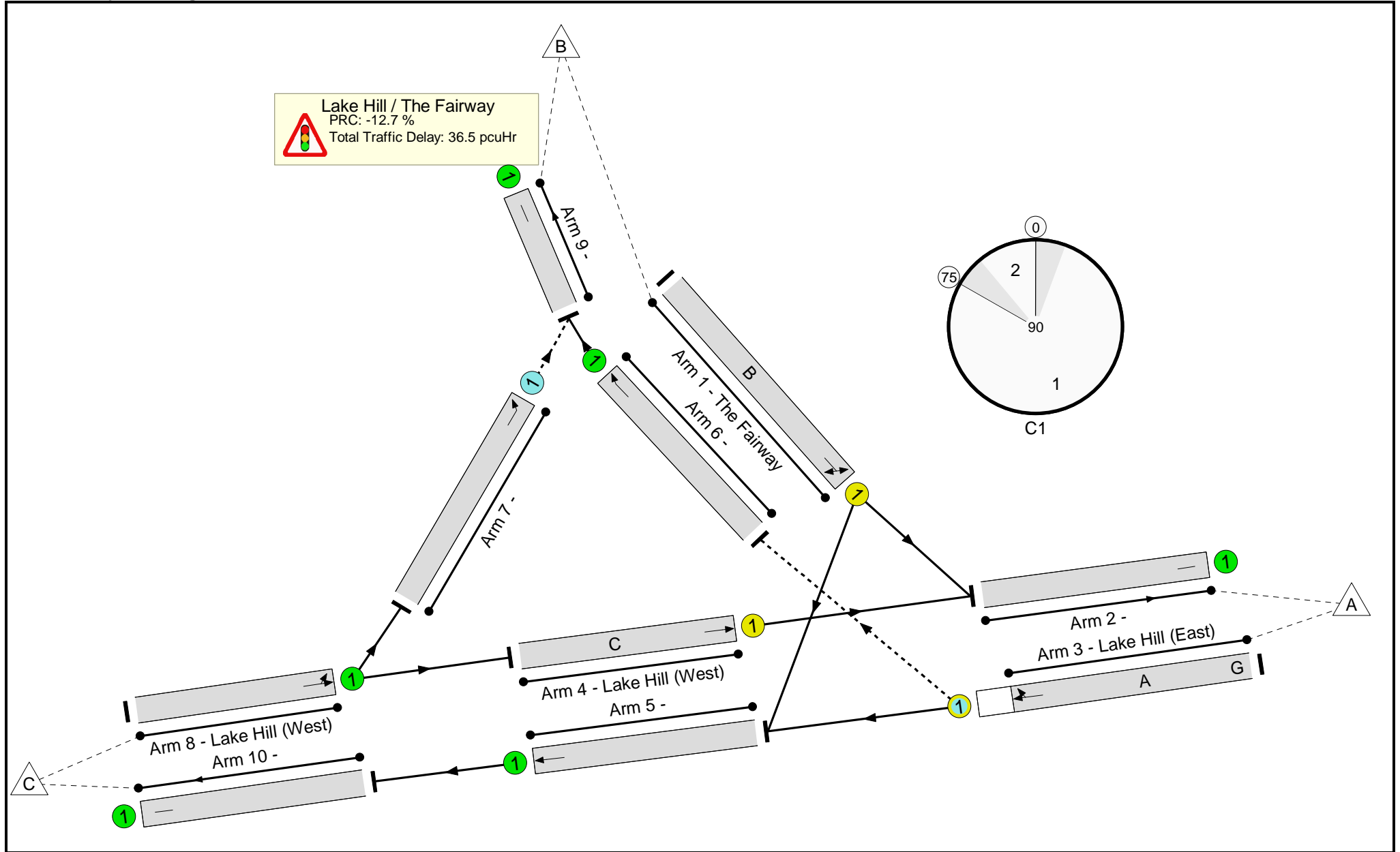
Stage Timings

Stage	1	2
Duration	70	10
Change Point	0	75

Signal Timings Diagram



Full Input Data And Results  
Network Layout Diagram



Full Input Data And Results

**Network Results**

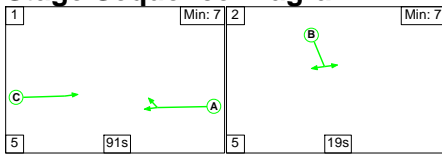
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	101.4%
Lake Hill / The Fairway	-	-	N/A	-	-		-	-	-	-	-	-	101.4%
1/1	The Fairway Left Right	U	N/A	N/A	B		1	10	-	201	1629	199	101.0%
2/1		U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%
3/1	Lake Hill (East) Ahead Right	O	N/A	N/A	A	G	1	70	0	1000	1968	986	101.4%
4/1	Lake Hill (West) Ahead	U	N/A	N/A	C		1	70	-	962	2040	1609	59.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1071	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	63	1965	1965	3.2%
7/1	Left	O	N/A	N/A	-		-	-	-	268	1800	701	38.2%
8/1	Lake Hill (West) Ahead Left	U	N/A	N/A	-		-	-	-	1230	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	1071	Inf	Inf	0.0%



Full Input Data And Results

Scenario 5: '2034 Base AM' (FG3: '2034 Base AM', Plan 1: 'Network Control Plan 1')

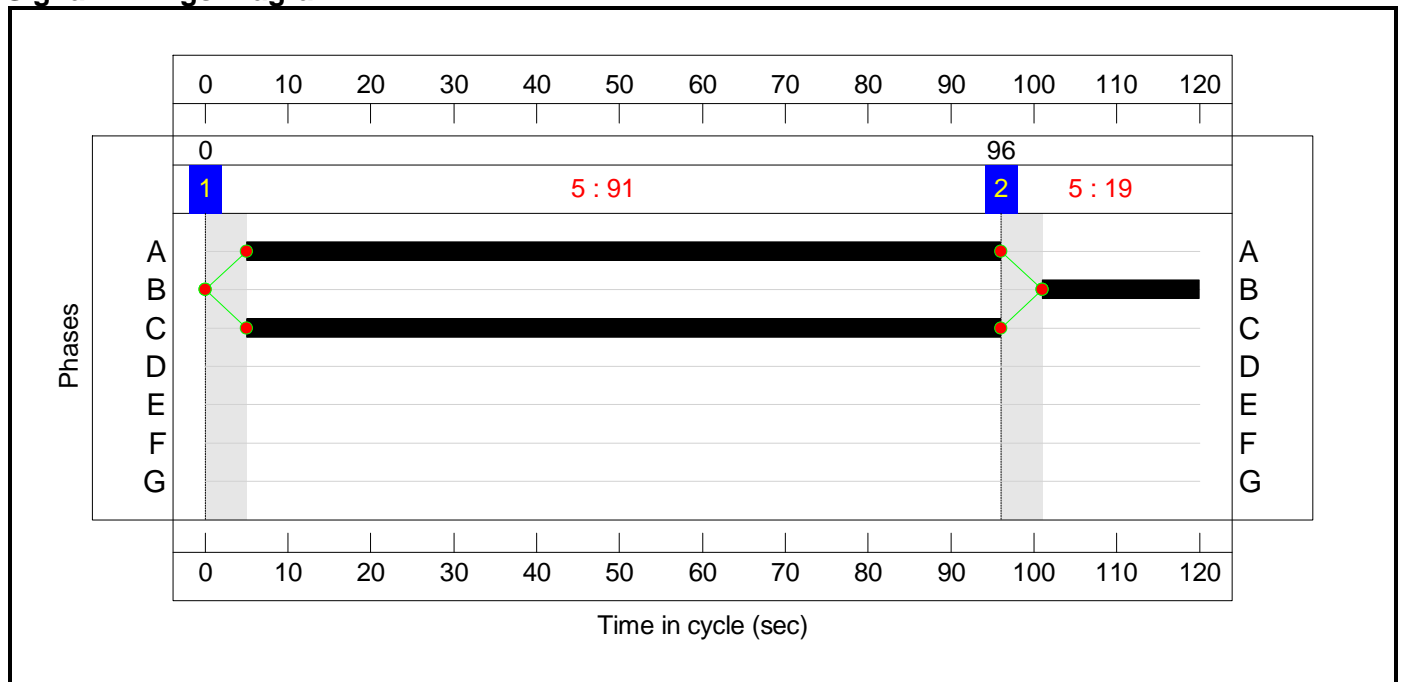
Stage Sequence Diagram



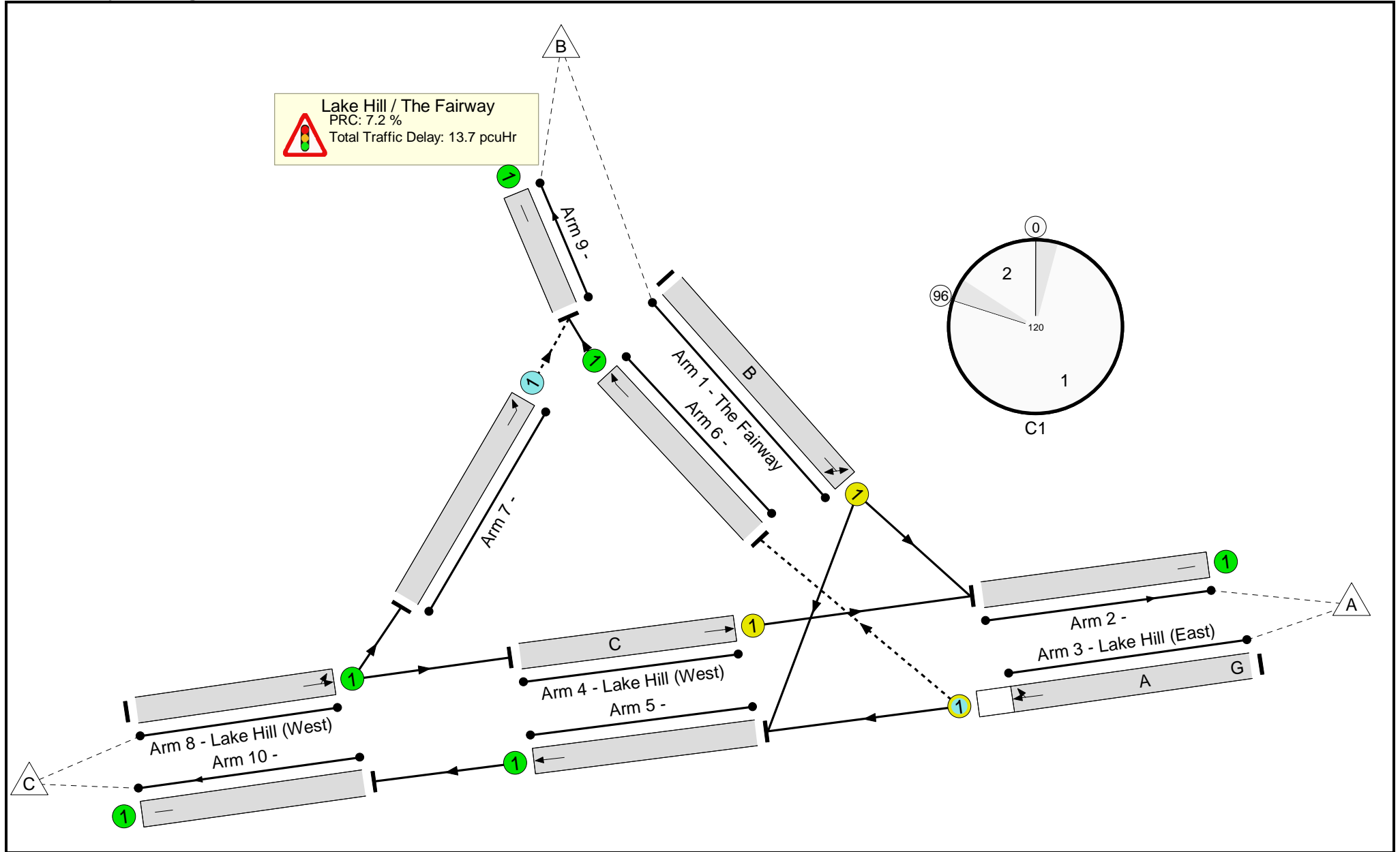
Stage Timings

Stage	1	2
Duration	91	19
Change Point	0	96

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.0%</b>
<b>Lake Hill / The Fairway</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.0%</b>
1/1	The Fairway Left Right	U	N/A	N/A	B		1	19	-	228	1629	272	84.0%
2/1		U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
3/1	Lake Hill (East) Ahead Right	O	N/A	N/A	A	G	1	91	0	874	1966	1055	82.9%
4/1	Lake Hill (West) Ahead	U	N/A	N/A	C		1	91	-	799	2040	1564	51.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	66	1965	1965	3.4%
7/1	Left	O	N/A	N/A	-		-	-	-	245	1800	700	35.0%
8/1	Lake Hill (West) Ahead Left	U	N/A	N/A	-		-	-	-	1044	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%

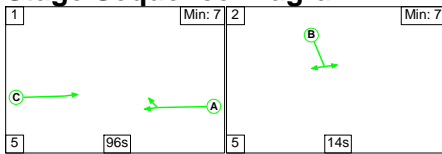




Full Input Data And Results

Scenario 6: '2034 Base PM' (FG4: '2034 Base PM', Plan 1: 'Network Control Plan 1')

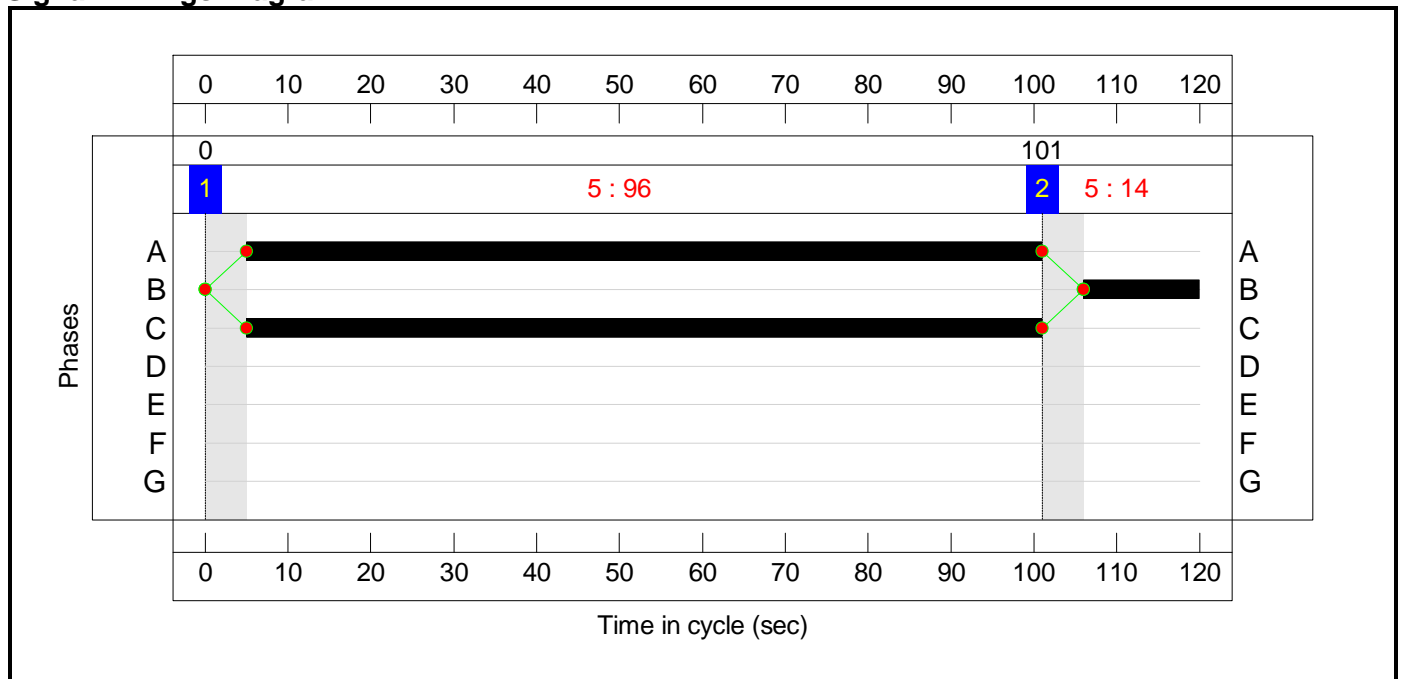
Stage Sequence Diagram



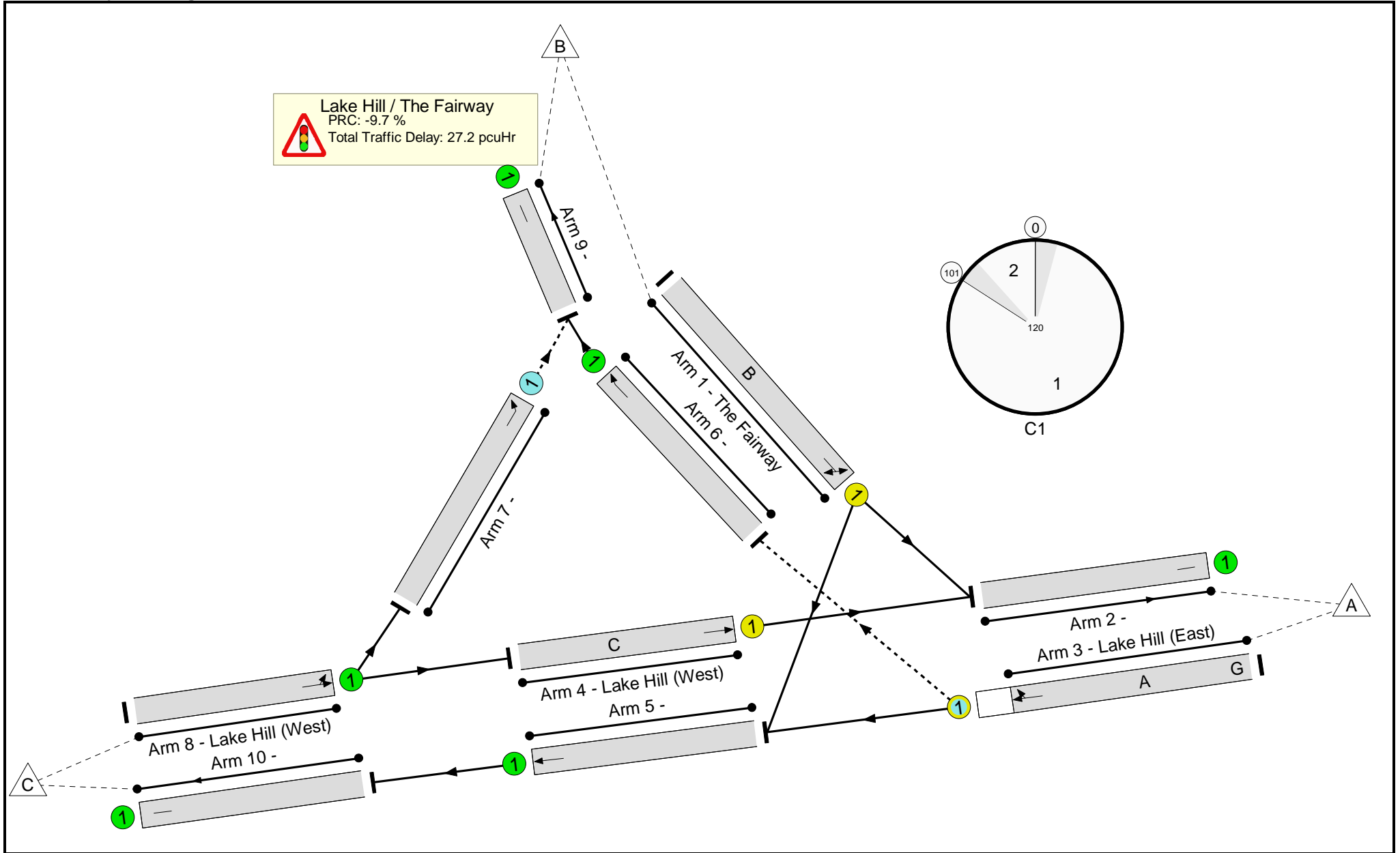
Stage Timings

Stage	1	2
Duration	96	14
Change Point	0	101

Signal Timings Diagram



Full Input Data And Results  
Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>98.7%</b>
<b>Lake Hill / The Fairway</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>98.7%</b>
1/1	The Fairway Left Right	U	N/A	N/A	B		1	14	-	201	1629	204	98.7%
2/1		U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%
3/1	Lake Hill (East) Ahead Right	O	N/A	N/A	A	G	1	96	0	1000	1968	1027	97.3%
4/1	Lake Hill (West) Ahead	U	N/A	N/A	C		1	96	-	962	2040	1649	58.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	1071	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	63	1965	1965	3.2%
7/1	Left	O	N/A	N/A	-		-	-	-	268	1800	701	38.2%
8/1	Lake Hill (West) Ahead Left	U	N/A	N/A	-		-	-	-	1230	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	1071	Inf	Inf	0.0%

