

User and Project Details

Project:	Maidstone Gyratory
Title:	Existing Layout (Pre-scheme)
Location:	Maidstone
Client:	Kent County Council
Additional detail:	
File name:	Gyratory-existing.lsg3x
Author:	Nick Young
Company:	Pell Frischmann
Address:	100 Broad Street, Birmingham

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen	11/0442	Stage Stream 1	2	2	11-0442	
C2	Gen	11/0441	Stage Stream 1	4	2	11-0441	
C3	Gen	11/0440	Stage Stream 1	3	2	11-0440	
C4	Gen	11/0401	Stage Stream 1	8	4	11-0401	
C5	Gen	11/0448	Stage Stream 1	2	2	11-0448	

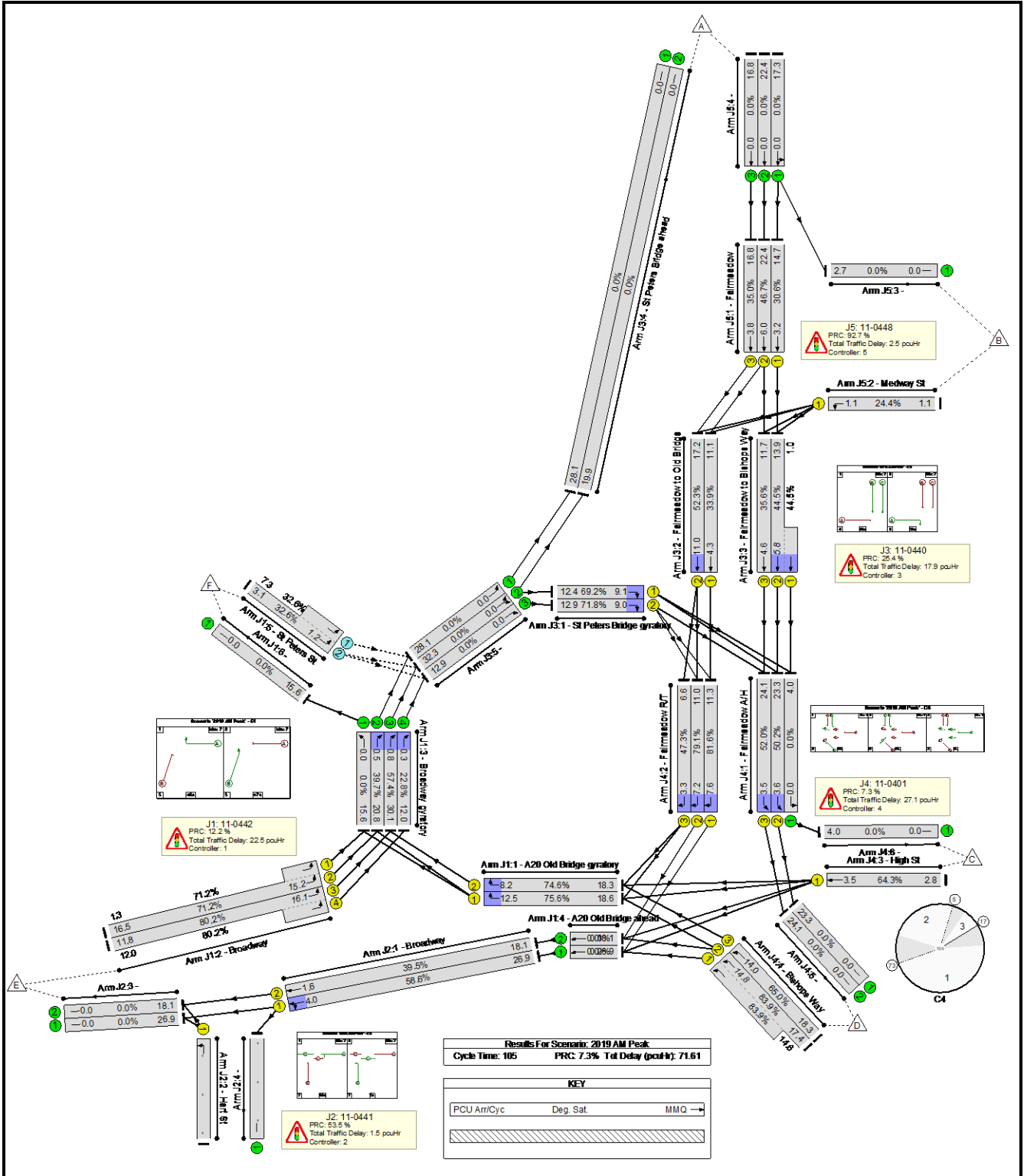
Scenario 7: '2019 AM Peak' (FG7: '2019 AM Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	91	33	862	736	216	1938
	B	2	0	2	14	11	7	36
	C	1	0	0	0	75	19	95
	D	754	0	18	0	702	248	1722
	E	638	0	82	663	0	46	1429
	F	249	0	3	85	17	0	354
	Tot.	1644	91	138	1624	1541	536	5574

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	48	637	1805	842	75.6%	4.6	25.7	8.3	11.0	12.5
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	48	628	1805	842	74.6%	4.6	26.1	6.7	6.8	8.2
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	47	613	1870:1870	796+65	71.2 : 71.2%	5.1	29.9	9.0	14.0	15.2
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	47	816	1870:1870	505+512	80.2 : 80.2%	6.8	30.0	7.5	14.1	16.1
J1:3/2	Broadway gyratory Right	U	-	-	-	714	1800	1800	39.7%	0.3	1.7	-	0.1	0.5
J1:3/3	Broadway gyratory Right	U	-	-	-	1033	1800	1800	57.4%	0.7	2.4	-	0.2	0.8
J1:3/4	Broadway gyratory Right	U	-	-	-	411	1800	1800	22.8%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	354	1800:1800	322+764	32.6 : 32.6%	0.4	3.8	-	1.0	1.2
J2:1/1	Broadway Ahead Left	U	C2:A	1	84	921	1940	1570	58.6%	1.1	4.1	2.5	3.3	4.0
J2:1/2	Broadway Ahead	U	C2:A	1	84	620	1940	1570	39.5%	0.4	2.6	1.0	1.2	1.6
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	34	426	1848	616	69.2%	5.2	43.7	7.4	8.0	9.1
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	34	442	1848	616	71.8%	5.7	46.1	7.6	7.8	9.0
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	60	382	1940	1127	33.9%	1.3	12.7	4.0	4.1	4.3
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	60	590	1940	1127	52.3%	2.4	14.9	6.2	10.4	11.0
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	60	510	1940:1940	1066+79	44.5 : 44.5%	1.9	13.3	4.9	5.4	5.8

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	60	401	1940	1127	35.6%	1.4	12.8	4.2	4.3	4.6
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	85	798	1940	1589	50.2%	0.8	3.6	2.2	3.1	3.6
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	85	826	1940	1589	52.0%	0.8	3.7	2.2	2.9	3.5
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	26	388	1848	475	81.6%	5.0	46.8	5.0	5.5	7.6
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	26	376	1848	475	79.1%	4.7	45.2	5.0	5.4	7.2
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	26	225	1848	475	47.3%	2.1	33.3	2.8	2.8	3.3
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	95	1940	148	64.3%	2.1	80.1	2.5	2.7	3.5
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	55	1096	1805:1805	711+596	83.9 : 83.9%	7.6	24.8	7.8	12.3	14.8
J4:4/3	Bishops Way Left	U	C4:B	1	55	626	1805	963	65.0%	4.0	22.8	8.2	13.0	14.0
J5:1/1	Fairmeadow Ahead	U	C5:A	1	88	503	1940	1644	30.6%	0.5	3.2	2.0	2.9	3.2
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	88	768	1940	1644	46.7%	0.9	4.1	3.0	5.5	6.0
J5:1/3	Fairmeadow Ahead	U	C5:A	1	88	576	1940	1644	35.0%	0.5	3.4	2.2	3.5	3.8
J5:2/1	Medway St Left Left2	U	C5:B	1	7	36	1940	148	24.4%	0.6	61.7	0.9	1.0	1.1
		C1	PRC for Signalled Lanes (%):		12.2	Total Delay for Signalled Lanes (pcuHr):		20.99	Cycle Time (s):		105			
		C2	PRC for Signalled Lanes (%):		53.5	Total Delay for Signalled Lanes (pcuHr):		1.51	Cycle Time (s):		105			
		C3	PRC for Signalled Lanes (%):		25.4	Total Delay for Signalled Lanes (pcuHr):		17.95	Cycle Time (s):		105			
		C4	PRC for Signalled Lanes (%):		7.3	Total Delay for Signalled Lanes (pcuHr):		27.13	Cycle Time (s):		105			
		C5	PRC for Signalled Lanes (%):		92.7	Total Delay for Signalled Lanes (pcuHr):		2.48	Cycle Time (s):		105			
			PRC Over All Lanes (%):		7.3	Total Delay Over All Lanes(pcuHr):		71.61						

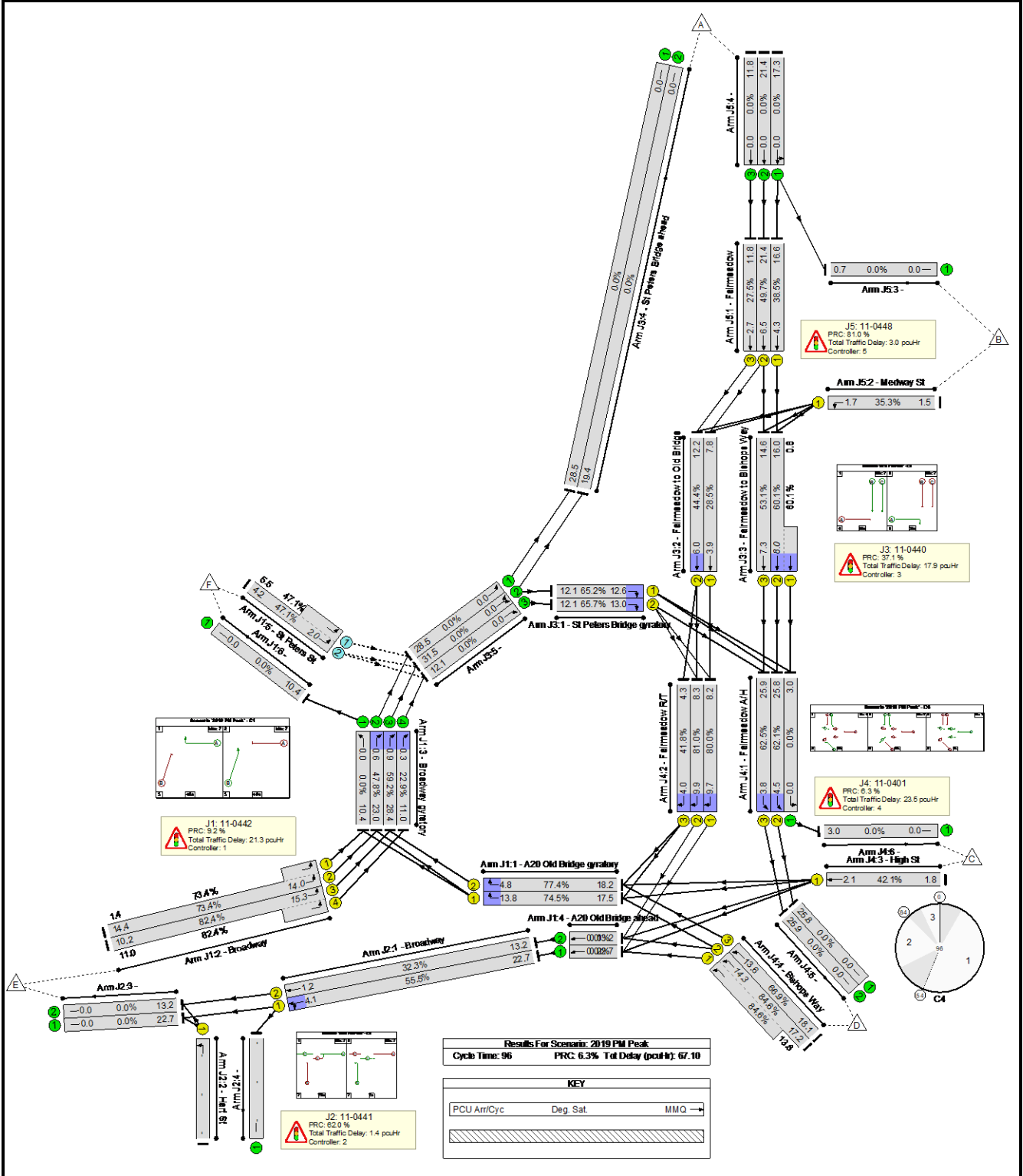
Scenario 8: '2019 PM Peak' (FG8: '2019 PM Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	28	25	1123	571	151	1898
	B	0	0	4	23	20	10	57
	C	7	0	0	0	57	4	68
	D	982	0	16	0	672	172	1842
	E	600	0	65	670	0	53	1388
	F	206	0	3	124	29	0	362
	Tot.	1795	28	113	1940	1349	390	5615

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	46	658	1805	884	74.5%	4.1	22.2	6.6	12.4	13.8
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	46	684	1805	884	77.4%	3.1	16.2	3.1	3.2	4.8
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	40	593	1870:1870	735+72	73.4 : 73.4%	5.1	30.9	8.3	12.6	14.0
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	40	795	1870:1870	464+501	82.4 : 82.4%	7.0	31.7	7.1	13.0	15.3
J1:3/2	Broadway gyratory Right	U	-	-	-	861	1800	1800	47.8%	0.5	1.9	-	0.1	0.6
J1:3/3	Broadway gyratory Right	U	-	-	-	1066	1800	1800	59.2%	0.7	2.5	-	0.2	0.9
J1:3/4	Broadway gyratory Right	U	-	-	-	413	1800	1800	22.9%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	362	1800:1800	331+437	47.1 : 47.1%	0.7	7.4	-	1.5	2.0
J2:1/1	Broadway Ahead Left	U	C2:A	1	75	853	1940	1536	55.5%	1.0	4.3	2.6	3.4	4.1
J2:1/2	Broadway Ahead	U	C2:A	1	75	496	1940	1536	32.3%	0.3	2.5	0.8	0.9	1.2
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	35	452	1848	693	65.2%	4.5	36.0	9.4	11.7	12.6
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	35	455	1848	693	65.7%	4.7	37.3	10.4	12.1	13.0
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	50	294	1940	1031	28.5%	1.1	13.8	3.2	3.7	3.9
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	50	458	1940	1031	44.4%	2.0	15.6	5.2	5.6	6.0
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	50	628	1940:1940	997+48	60.1 : 60.1%	3.1	17.6	7.1	7.3	8.0

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	50	547	1940	1031	53.1%	2.5	16.6	6.1	6.8	7.3
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	76	967	1940	1556	62.1%	1.2	4.7	2.8	3.7	4.5
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	76	973	1940	1556	62.5%	1.2	4.4	2.5	2.9	3.8
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	19	308	1848	385	80.0%	3.8	44.9	5.6	7.8	9.7
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	19	312	1848	385	81.0%	4.0	46.2	5.2	7.9	9.9
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	19	161	1848	385	41.8%	1.2	25.8	2.5	3.7	4.0
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	68	1940	162	42.1%	1.2	60.9	1.6	1.7	2.1
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	53	1163	1805:1805	763+611	84.6 : 84.6%	7.1	22.0	7.2	11.7	14.3
J4:4/3	Bishops Way Left	U	C4:B	1	53	679	1805	1015	66.9%	3.8	20.1	7.5	12.6	13.6
J5:1/1	Fairmeadow Ahead	U	C5:A	1	79	622	1940	1617	38.5%	0.7	3.8	2.4	4.0	4.3
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	79	804	1940	1617	49.7%	1.0	4.5	3.1	6.0	6.5
J5:1/3	Fairmeadow Ahead	U	C5:A	1	79	444	1940	1617	27.5%	0.4	3.3	1.7	2.5	2.7
J5:2/1	Medway St Left Left2	U	C5:B	1	7	57	1940	162	35.3%	0.9	58.7	1.4	1.4	1.7
		C1	PRC for Signalled Lanes (%):		9.2	Total Delay for Signalled Lanes (pcuHr):		19.23	Cycle Time (s):		96			
		C2	PRC for Signalled Lanes (%):		62.0	Total Delay for Signalled Lanes (pcuHr):		1.36	Cycle Time (s):		96			
		C3	PRC for Signalled Lanes (%):		37.1	Total Delay for Signalled Lanes (pcuHr):		17.95	Cycle Time (s):		96			
		C4	PRC for Signalled Lanes (%):		6.3	Total Delay for Signalled Lanes (pcuHr):		23.47	Cycle Time (s):		96			
		C5	PRC for Signalled Lanes (%):		81.0	Total Delay for Signalled Lanes (pcuHr):		2.99	Cycle Time (s):		96			
			PRC Over All Lanes (%):		6.3	Total Delay Over All Lanes(pcuHr):		67.10						

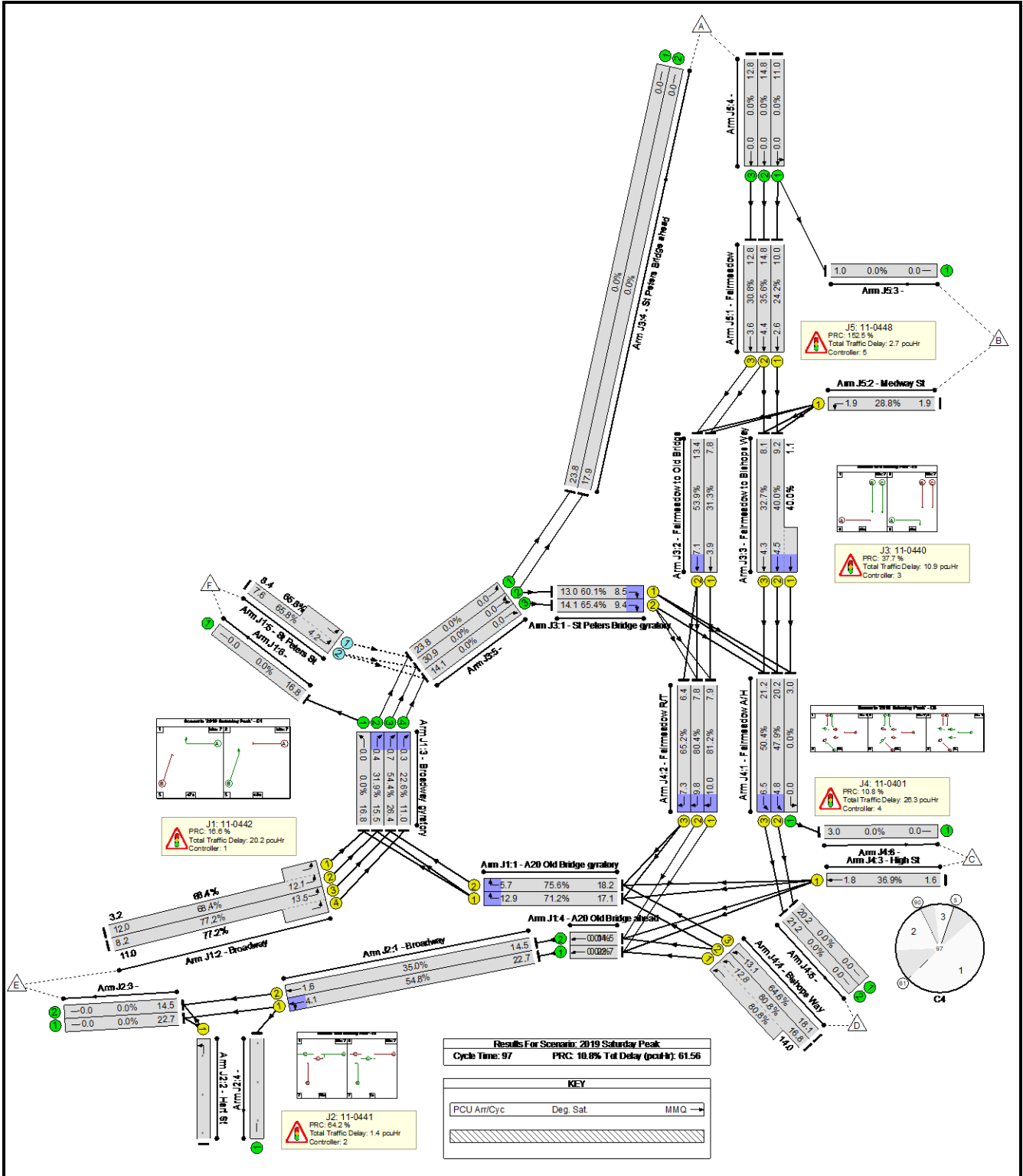
Scenario 9: '2019 Saturday Peak' (FG9: '2019 Saturday Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	37	38	608	524	225	1432
	B	1	0	1	33	24	10	69
	C	2	0	0	0	57	0	59
	D	791	0	11	0	741	271	1814
	E	445	0	60	652	0	119	1276
	F	310	0	2	242	37	0	591
	Tot.	1549	37	112	1535	1383	625	5241

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	47	636	1805	893	71.2%	4.1	23.4	8.8	11.7	12.9
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	47	675	1805	893	75.6%	3.3	17.7	4.1	4.2	5.7
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	40	564	1870:1870	650+174	68.4 : 68.4%	4.5	28.6	7.4	11.0	12.1
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	40	712	1870:1870	395+527	77.2 : 77.2%	5.9	29.8	6.9	11.9	13.5
J1:3/2	Broadway gyratory Right	U	-	-	-	575	1800	1800	31.9%	0.2	1.5	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	980	1800	1800	54.4%	0.6	2.2	-	0.1	0.7
J1:3/4	Broadway gyratory Right	U	-	-	-	407	1800	1800	22.6%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	591	1800:1800	427+471	65.8 : 65.8%	1.4	8.3	-	3.2	4.2
J2:1/1	Broadway Ahead Left	U	C2:A	1	76	844	1940	1540	54.8%	1.0	4.3	2.6	3.5	4.1
J2:1/2	Broadway Ahead	U	C2:A	1	76	539	1940	1540	35.0%	0.4	2.8	1.1	1.3	1.6
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	41	481	1848	800	60.1%	1.9	14.4	2.9	7.8	8.5
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	41	523	1848	800	65.4%	1.7	11.7	1.8	8.5	9.4
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	45	288	1940	920	31.3%	1.4	17.0	3.5	3.7	3.9
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	45	496	1940	920	53.9%	2.7	19.6	6.0	6.5	7.1
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	45	379	1940:1940	849+97	40.0 : 40.0%	1.9	17.7	4.1	4.2	4.5

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	45	301	1940	920	32.7%	1.4	16.8	3.7	4.0	4.3
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	77	748	1940	1560	47.9%	0.9	4.4	2.8	4.4	4.8
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	77	787	1940	1560	50.4%	1.4	6.3	4.4	6.0	6.5
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	18	294	1848	362	81.2%	5.2	63.9	7.7	7.9	10.0
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	18	291	1848	362	80.4%	4.9	60.8	7.2	7.8	9.8
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	18	236	1848	362	65.2%	3.3	50.8	6.2	6.4	7.3
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	59	1940	160	36.9%	1.0	59.9	1.4	1.5	1.8
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	55	1141	1805:1805	770+642	80.8 : 80.8%	6.1	19.3	6.7	10.7	12.8
J4:4/3	Bishops Way Left	U	C4:B	1	55	673	1805	1042	64.6%	3.5	18.7	7.3	12.2	13.1
J5:1/1	Fairmeadow Ahead	U	C5:A	1	76	372	1940	1540	24.2%	0.4	4.1	1.9	2.5	2.6
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	76	549	1940	1540	35.6%	0.7	4.7	2.7	4.1	4.4
J5:1/3	Fairmeadow Ahead	U	C5:A	1	76	474	1940	1540	30.8%	0.6	4.4	2.4	3.4	3.6
J5:2/1	Medway St Left Left2	U	C5:B	1	11	69	1940	240	28.8%	0.9	49.1	1.6	1.7	1.9
		C1	PRC for Signalled Lanes (%):		16.6		Total Delay for Signalled Lanes (pcuHr):		17.83		Cycle Time (s):		97	
		C2	PRC for Signalled Lanes (%):		64.2		Total Delay for Signalled Lanes (pcuHr):		1.41		Cycle Time (s):		97	
		C3	PRC for Signalled Lanes (%):		37.7		Total Delay for Signalled Lanes (pcuHr):		10.95		Cycle Time (s):		97	
		C4	PRC for Signalled Lanes (%):		10.8		Total Delay for Signalled Lanes (pcuHr):		26.34		Cycle Time (s):		97	
		C5	PRC for Signalled Lanes (%):		152.5		Total Delay for Signalled Lanes (pcuHr):		2.66		Cycle Time (s):		97	
			PRC Over All Lanes (%):		10.8		Total Delay Over All Lanes(pcuHr):		61.56					

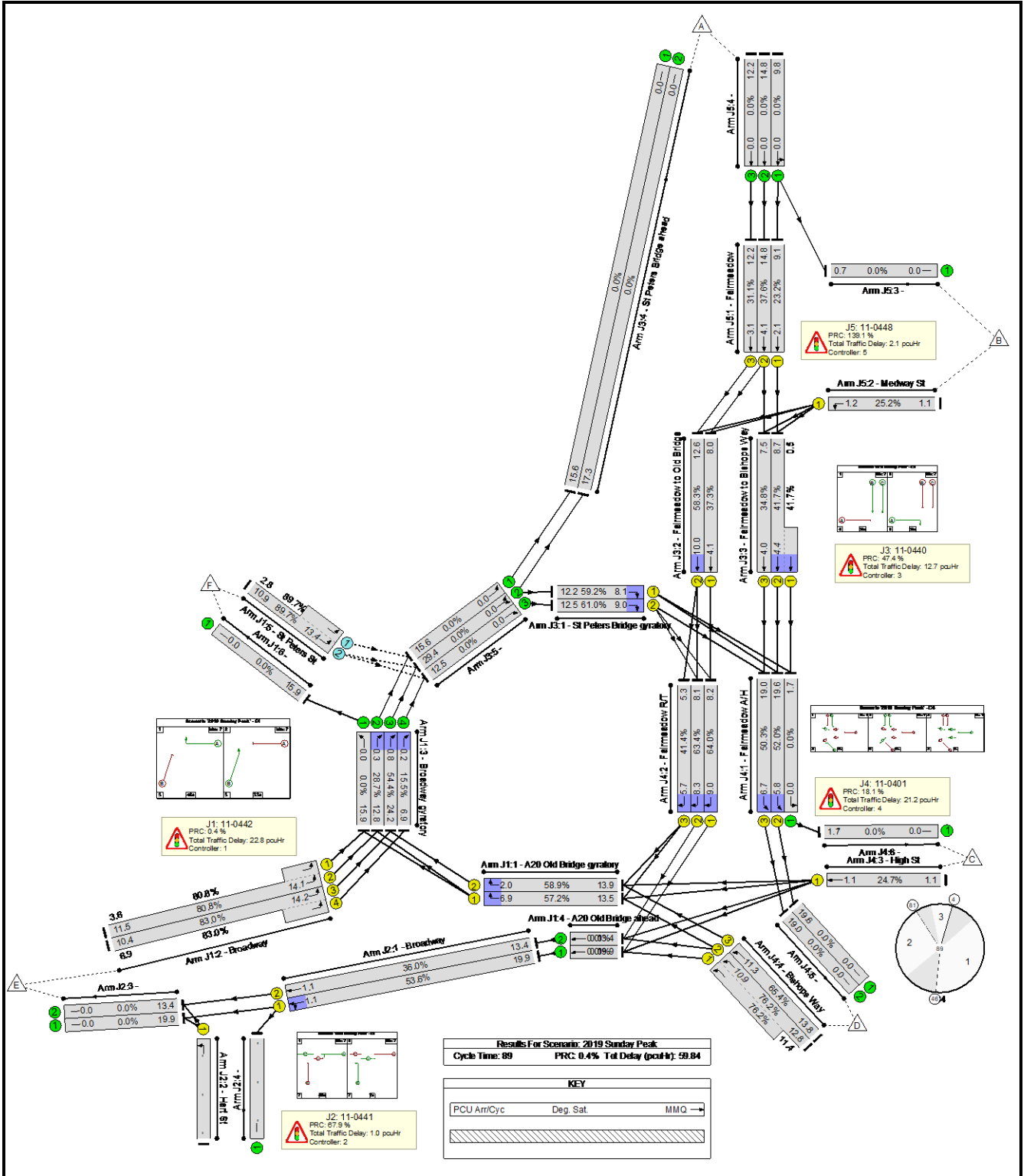
Scenario 10: '2019 Sunday Peak' (FG10: '2019 Sunday Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	29	21	629	606	207	1492
	B	0	0	0	24	12	8	44
	C	4	0	0	0	32	7	43
	D	597	0	9	0	655	274	1535
	E	614	0	39	512	0	146	1311
	F	113	0	1	395	43	0	552
	Tot.	1328	29	70	1560	1348	642	4977

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	46	545	1805	953	57.2%	2.9	19.1	6.0	6.2	6.9
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	46	561	1805	953	58.9%	1.3	8.1	1.2	1.3	2.0
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	33	613	1870:1870	578+181	80.8 : 80.8%	6.0	35.5	7.8	12.0	14.1
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	33	698	1870:1870	505+336	83.0 : 83.0%	6.7	34.7	6.9	11.8	14.2
J1:3/2	Broadway gyratory Right	U	-	-	-	516	1800	1800	28.7%	0.2	1.4	-	0.1	0.3
J1:3/3	Broadway gyratory Right	U	-	-	-	980	1800	1800	54.4%	0.6	2.2	-	0.2	0.8
J1:3/4	Broadway gyratory Right	U	-	-	-	279	1800	1800	15.5%	0.1	1.2	-	0.1	0.2
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	552	1800:1800	490+126	89.7 : 89.7%	4.9	32.2	-	9.5	13.4
J2:1/1	Broadway Ahead Left	U	C2:A	1	68	806	1940	1504	53.6%	0.6	2.9	0.5	0.5	1.1
J2:1/2	Broadway Ahead	U	C2:A	1	68	542	1940	1504	36.0%	0.4	2.7	0.8	0.8	1.1
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	39	492	1848	831	59.2%	2.3	16.7	4.1	7.3	8.1
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	39	507	1848	831	61.0%	2.5	17.5	4.2	8.2	9.0
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	39	325	1940	872	37.3%	1.6	17.9	3.8	3.8	4.1
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	39	508	1940	872	58.3%	3.0	21.2	5.9	9.3	10.0
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	39	371	1940:1940	840+50	41.7 : 41.7%	1.9	18.2	4.0	4.0	4.4

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	39	303	1940	872	34.8%	1.5	17.3	3.6	3.8	4.0
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	69	793	1940	1526	52.0%	1.3	5.8	3.8	5.2	5.8
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	69	767	1940	1526	50.3%	1.5	7.0	4.7	6.2	6.7
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	24	332	1848	519	64.0%	3.3	35.8	7.1	8.1	9.0
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	24	329	1848	519	63.4%	2.9	31.9	6.5	7.4	8.3
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	24	215	1848	519	41.4%	1.7	28.4	4.7	5.3	5.7
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	43	1940	174	24.7%	0.6	51.4	0.9	1.0	1.1
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	41	978	1805:1805	678+605	76.2 : 76.2%	6.2	22.9	6.5	9.3	10.9
J4:4/3	Bishops Way Left	U	C4:B	1	41	557	1805	852	65.4%	3.7	24.0	7.0	10.4	11.3
J5:1/1	Fairmeadow Ahead	U	C5:A	1	72	369	1940	1591	23.2%	0.3	3.3	1.4	1.9	2.1
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	72	599	1940	1591	37.6%	0.6	3.9	2.3	3.8	4.1
J5:1/3	Fairmeadow Ahead	U	C5:A	1	72	495	1940	1591	31.1%	0.5	3.6	1.9	2.9	3.1
J5:2/1	Medway St Left Left2	U	C5:B	1	7	44	1940	174	25.2%	0.6	51.5	1.0	1.0	1.2
		C1	PRC for Signalled Lanes (%)		8.5		Total Delay for Signalled Lanes (pcuHr):		16.93		Cycle Time (s):		89	
		C2	PRC for Signalled Lanes (%)		67.9		Total Delay for Signalled Lanes (pcuHr):		1.05		Cycle Time (s):		89	
		C3	PRC for Signalled Lanes (%)		47.4		Total Delay for Signalled Lanes (pcuHr):		12.69		Cycle Time (s):		89	
		C4	PRC for Signalled Lanes (%)		18.1		Total Delay for Signalled Lanes (pcuHr):		21.23		Cycle Time (s):		89	
		C5	PRC for Signalled Lanes (%)		139.1		Total Delay for Signalled Lanes (pcuHr):		2.10		Cycle Time (s):		89	
			PRC Over All Lanes (%)		0.4		Total Delay Over All Lanes(pcuHr):		59.84					

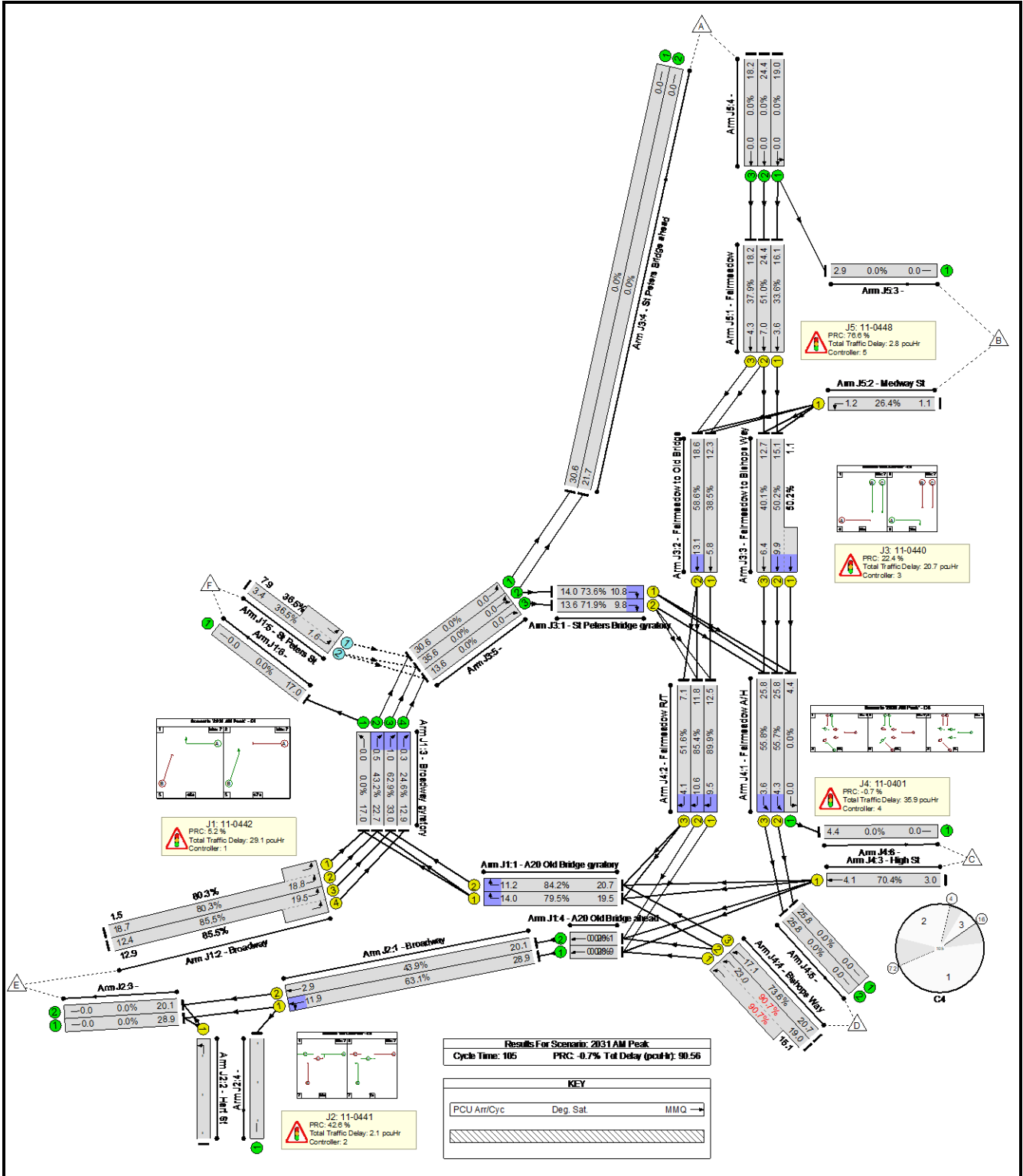
Scenario 11: '2031 AM Peak' (FG11: '2031 AM Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	99	36	940	802	235	2112
	B	2	0	2	15	12	8	39
	C	1	0	0	0	82	21	104
	D	822	0	20	0	765	270	1877
	E	695	0	89	723	0	50	1557
	F	271	0	3	93	19	0	386
	Tot.	1791	99	150	1771	1680	584	6075

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	48	670	1805	842	79.5%	5.5	29.8	9.5	12.1	14.0
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	48	709	1805	842	84.2%	6.8	34.7	8.6	8.6	11.2
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	47	691	1870:1870	798+62	80.3 : 80.3%	6.6	34.6	10.2	16.8	18.8
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	47	866	1870:1870	496+517	85.5 : 85.5%	8.2	34.0	8.4	16.6	19.5
J1:3/2	Broadway gyratory Right	U	-	-	-	777	1800	1800	43.2%	0.4	1.8	-	0.1	0.5
J1:3/3	Broadway gyratory Right	U	-	-	-	1133	1800	1800	62.9%	0.9	2.7	-	0.2	1.0
J1:3/4	Broadway gyratory Right	U	-	-	-	442	1800	1800	24.6%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	386	1800:1800	315+743	36.5 : 36.5%	0.5	4.7	-	1.3	1.6
J2:1/1	Broadway Ahead Left	U	C2:A	1	84	991	1940	1570	63.1%	1.4	5.2	2.0	11.1	11.9
J2:1/2	Broadway Ahead	U	C2:A	1	84	689	1940	1570	43.9%	0.6	3.4	1.6	2.5	2.9
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	36	479	1848	651	73.6%	6.0	44.9	8.7	9.4	10.8
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	36	468	1848	651	71.9%	6.0	46.1	8.4	8.6	9.8
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	58	420	1940	1090	38.5%	1.6	13.7	4.2	5.5	5.8
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	58	639	1940	1090	58.6%	3.1	17.4	6.6	12.4	13.1
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	58	556	1940:1940	1032+76	50.2 : 50.2%	2.4	15.3	5.2	9.4	9.9

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	58	437	1940	1090	40.1%	1.7	13.9	4.5	6.1	6.4
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	85	885	1940	1589	55.7%	1.0	4.0	2.5	3.7	4.3
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	85	886	1940	1589	55.8%	0.9	3.7	2.1	3.0	3.6
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	26	427	1848	475	89.9%	6.8	57.7	5.2	5.7	9.5
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	26	406	1848	475	85.4%	6.6	58.5	6.3	7.9	10.6
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	26	245	1848	475	51.6%	2.7	40.1	3.6	3.6	4.1
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	104	1940	148	70.4%	2.5	86.4	2.7	2.9	4.1
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	55	1168	1805:1805	718+570	90.7 : 90.7%	10.2	31.4	8.5	18.5	23.0
J4:4/3	Bishops Way Left	U	C4:B	1	55	709	1805	963	73.6%	5.1	25.9	9.3	15.8	17.1
J5:1/1	Fairmeadow Ahead	U	C5:A	1	88	552	1940	1644	33.6%	0.5	3.4	2.1	3.4	3.6
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	88	838	1940	1644	51.0%	1.0	4.4	3.3	6.5	7.0
J5:1/3	Fairmeadow Ahead	U	C5:A	1	88	623	1940	1644	37.9%	0.6	3.6	2.4	4.0	4.3
J5:2/1	Medway St Left Left2	U	C5:B	1	7	39	1940	148	26.4%	0.7	62.2	1.0	1.1	1.2
		C1	PRC for Signalled Lanes (%):		5.2	Total Delay for Signalled Lanes (pcuHr):		27.20	Cycle Time (s):		105			
		C2	PRC for Signalled Lanes (%):		42.6	Total Delay for Signalled Lanes (pcuHr):		2.08	Cycle Time (s):		105			
		C3	PRC for Signalled Lanes (%):		22.4	Total Delay for Signalled Lanes (pcuHr):		20.70	Cycle Time (s):		105			
		C4	PRC for Signalled Lanes (%):		-0.7	Total Delay for Signalled Lanes (pcuHr):		35.85	Cycle Time (s):		105			
		C5	PRC for Signalled Lanes (%):		76.6	Total Delay for Signalled Lanes (pcuHr):		2.82	Cycle Time (s):		105			
			PRC Over All Lanes (%):		-0.7	Total Delay Over All Lanes(pcuHr):		90.56						

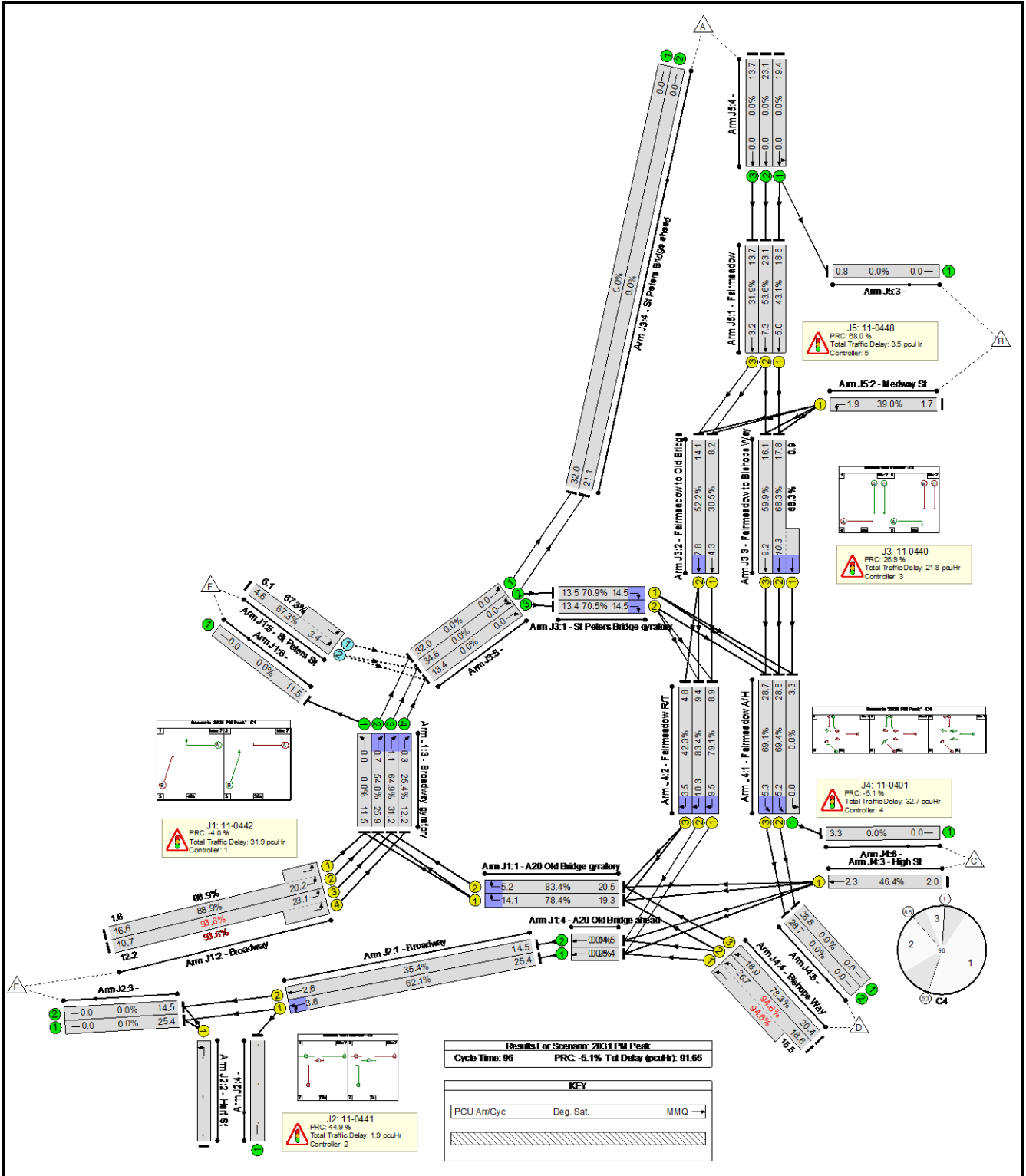
Scenario 12: '2031 PM Peak' (FG12: '2031 PM Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	31	28	1247	634	168	2108
	B	0	0	4	26	22	11	63
	C	8	0	0	0	63	4	75
	D	1090	0	18	0	746	191	2045
	E	666	0	72	744	0	59	1541
	F	229	0	3	138	32	0	402
	Tot.	1993	31	125	2155	1497	433	6234

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	48	722	1805	921	78.4%	4.4	21.9	6.8	12.3	14.1
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	48	768	1805	921	83.4%	3.7	17.2	2.8	2.8	5.2
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	38	683	1870:1870	702+66	88.9 : 88.9%	8.7	45.7	10.1	16.5	20.2
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	38	858	1870:1870	429+488	93.6 : 93.6%	11.9	49.9	8.7	17.1	23.1
J1:3/2	Broadway gyratory Right	U	-	-	-	972	1800	1800	54.0%	0.6	2.2	-	0.1	0.7
J1:3/3	Broadway gyratory Right	U	-	-	-	1169	1800	1800	64.9%	0.9	2.9	-	0.2	1.1
J1:3/4	Broadway gyratory Right	U	-	-	-	457	1800	1800	25.4%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	402	1800:1800	257+340	67.3 : 67.3%	1.5	13.8	-	2.4	3.4
J2:1/1	Broadway Ahead Left	U	C2:A	1	75	954	1940	1536	62.1%	1.2	4.6	2.4	2.8	3.6
J2:1/2	Broadway Ahead	U	C2:A	1	75	543	1940	1536	35.4%	0.6	4.3	2.2	2.3	2.6
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	36	505	1848	712	70.9%	5.3	37.9	10.2	13.3	14.5
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	36	502	1848	712	70.5%	5.5	39.1	11.6	13.4	14.5
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	49	308	1940	1010	30.5%	1.2	14.5	3.5	4.0	4.3
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	49	527	1940	1010	52.2%	2.6	17.7	6.3	7.2	7.8
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	49	700	1940:1940	978+47	68.3 : 68.3%	4.0	20.6	8.3	9.2	10.3

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	49	605	1940	1010	59.9%	3.1	18.7	7.1	8.5	9.2
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	76	1080	1940	1556	69.4%	1.6	5.5	3.2	4.1	5.2
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	76	1075	1940	1556	69.1%	1.7	5.7	3.4	4.2	5.3
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	21	335	1848	424	79.1%	4.1	43.8	5.0	7.7	9.5
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	21	353	1848	424	83.4%	4.3	43.7	3.7	8.0	10.3
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	21	179	1848	424	42.3%	1.1	23.1	1.7	3.1	3.5
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	75	1940	162	46.4%	1.3	62.6	1.8	1.9	2.3
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	51	1279	1805:1805	737+615	94.6 : 94.6%	13.0	36.7	8.1	19.5	26.7
J4:4/3	Bishops Way Left	U	C4:B	1	51	766	1805	978	78.3%	5.5	25.9	8.9	16.2	18.0
J5:1/1	Fairmeadow Ahead	U	C5:A	1	79	696	1940	1617	43.1%	0.8	4.0	2.7	4.6	5.0
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	79	866	1940	1617	53.6%	1.2	4.8	3.4	6.7	7.3
J5:1/3	Fairmeadow Ahead	U	C5:A	1	79	515	1940	1617	31.9%	0.5	3.5	2.0	3.0	3.2
J5:2/1	Medway St Left Left2	U	C5:B	1	7	63	1940	162	39.0%	1.0	59.8	1.5	1.6	1.9
		C1	PRC for Signalled Lanes (%):		-4.0	Total Delay for Signalled Lanes (pcuHr):		28.62	Cycle Time (s):		96			
		C2	PRC for Signalled Lanes (%):		44.9	Total Delay for Signalled Lanes (pcuHr):		1.86	Cycle Time (s):		96			
		C3	PRC for Signalled Lanes (%):		26.9	Total Delay for Signalled Lanes (pcuHr):		21.75	Cycle Time (s):		96			
		C4	PRC for Signalled Lanes (%):		-5.1	Total Delay for Signalled Lanes (pcuHr):		32.69	Cycle Time (s):		96			
		C5	PRC for Signalled Lanes (%):		68.0	Total Delay for Signalled Lanes (pcuHr):		3.48	Cycle Time (s):		96			
				PRC Over All Lanes (%):		-5.1	Total Delay Over All Lanes(pcuHr):		91.65					

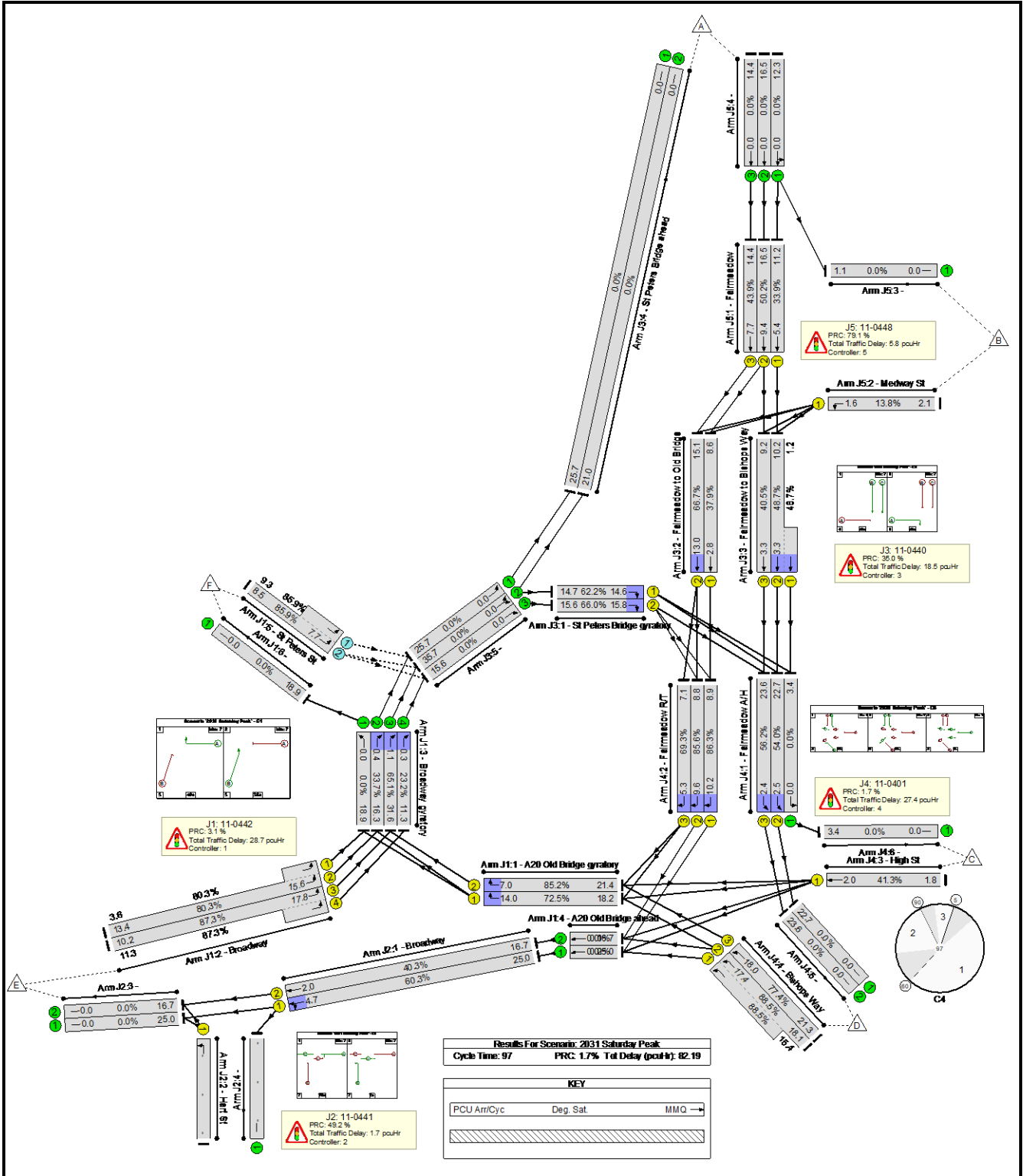
Scenario 13: '2031 Saturday Peak' (FG13: '2031 Saturday Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	41	43	681	587	252	1604
	B	1	0	1	37	27	11	77
	C	2	0	0	0	64	0	66
	D	886	0	12	0	830	304	2032
	E	498	0	67	730	0	133	1428
	F	347	0	2	271	41	0	661
	Tot.	1734	41	125	1719	1549	700	5868

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	49	675	1805	930	72.5%	4.3	22.8	9.3	12.7	14.0
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	49	793	1805	930	85.2%	4.6	20.8	4.2	4.2	7.0
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	38	631	1870:1870	620+166	80.3 : 80.3%	6.3	36.0	8.7	13.7	15.6
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	38	797	1870:1870	434+479	87.3 : 87.3%	8.5	38.5	7.9	14.5	17.8
J1:3/2	Broadway gyratory Right	U	-	-	-	606	1800	1800	33.7%	0.3	1.5	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	1172	1800	1800	65.1%	0.9	2.9	-	0.2	1.1
J1:3/4	Broadway gyratory Right	U	-	-	-	418	1800	1800	23.2%	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	661	1800:1800	366+404	85.9 : 85.9%	3.6	19.8	-	4.8	7.7
J2:1/1	Broadway Ahead Left	U	C2:A	1	76	929	1940	1540	60.3%	1.2	4.7	2.9	4.0	4.7
J2:1/2	Broadway Ahead	U	C2:A	1	76	620	1940	1540	40.3%	0.5	3.0	1.3	1.7	2.0
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	45	545	1848	876	62.2%	5.0	33.1	10.7	13.7	14.6
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	45	578	1848	876	66.0%	5.6	35.0	11.7	14.8	15.8
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	41	318	1940	840	37.9%	1.4	15.7	2.5	2.5	2.8
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	41	560	1940	840	66.7%	3.1	20.0	4.4	12.0	13.0
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	41	422	1940:1940	777+90	48.7 : 48.7%	1.9	15.9	2.8	2.8	3.3

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	41	340	1940	840	40.5%	1.5	16.4	3.0	3.0	3.3
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	77	842	1940	1560	54.0%	0.8	3.5	1.8	2.0	2.5
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	77	877	1940	1560	56.2%	0.9	3.5	1.6	1.8	2.4
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	19	329	1848	381	86.3%	4.5	48.9	2.6	7.4	10.2
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	19	326	1848	381	85.6%	4.3	47.1	2.6	6.9	9.6
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	19	264	1848	381	69.3%	2.2	29.4	1.6	4.2	5.3
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	66	1940	160	41.3%	1.1	61.3	1.6	1.7	2.0
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	54	1240	1805:1805	757+644	88.5 : 88.5%	8.5	24.6	7.4	13.7	17.4
J4:4/3	Bishops Way Left	U	C4:B	1	54	792	1805	1023	77.4%	5.3	23.9	8.8	16.3	18.0
J5:1/1	Fairmeadow Ahead	U	C5:A	1	60	414	1940	1220	33.9%	1.2	10.7	3.9	5.2	5.4
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	60	613	1940	1220	50.2%	2.2	12.7	5.8	8.9	9.4
J5:1/3	Fairmeadow Ahead	U	C5:A	1	60	536	1940	1220	43.9%	1.8	11.9	5.1	7.3	7.7
J5:2/1	Medway St Left Left2	U	C5:B	1	27	77	1940	560	13.8%	0.6	29.3	1.4	1.5	1.6
		C1	PRC for Signalled Lanes (%)		3.1	Total Delay for Signalled Lanes (pcuHr):		23.70	Cycle Time (s):		97			
		C2	PRC for Signalled Lanes (%)		49.2	Total Delay for Signalled Lanes (pcuHr):		1.73	Cycle Time (s):		97			
		C3	PRC for Signalled Lanes (%)		35.0	Total Delay for Signalled Lanes (pcuHr):		18.54	Cycle Time (s):		97			
		C4	PRC for Signalled Lanes (%)		1.7	Total Delay for Signalled Lanes (pcuHr):		27.42	Cycle Time (s):		97			
		C5	PRC for Signalled Lanes (%)		79.1	Total Delay for Signalled Lanes (pcuHr):		5.79	Cycle Time (s):		97			
			PRC Over All Lanes (%)		1.7	Total Delay Over All Lanes(pcuHr):		82.19						

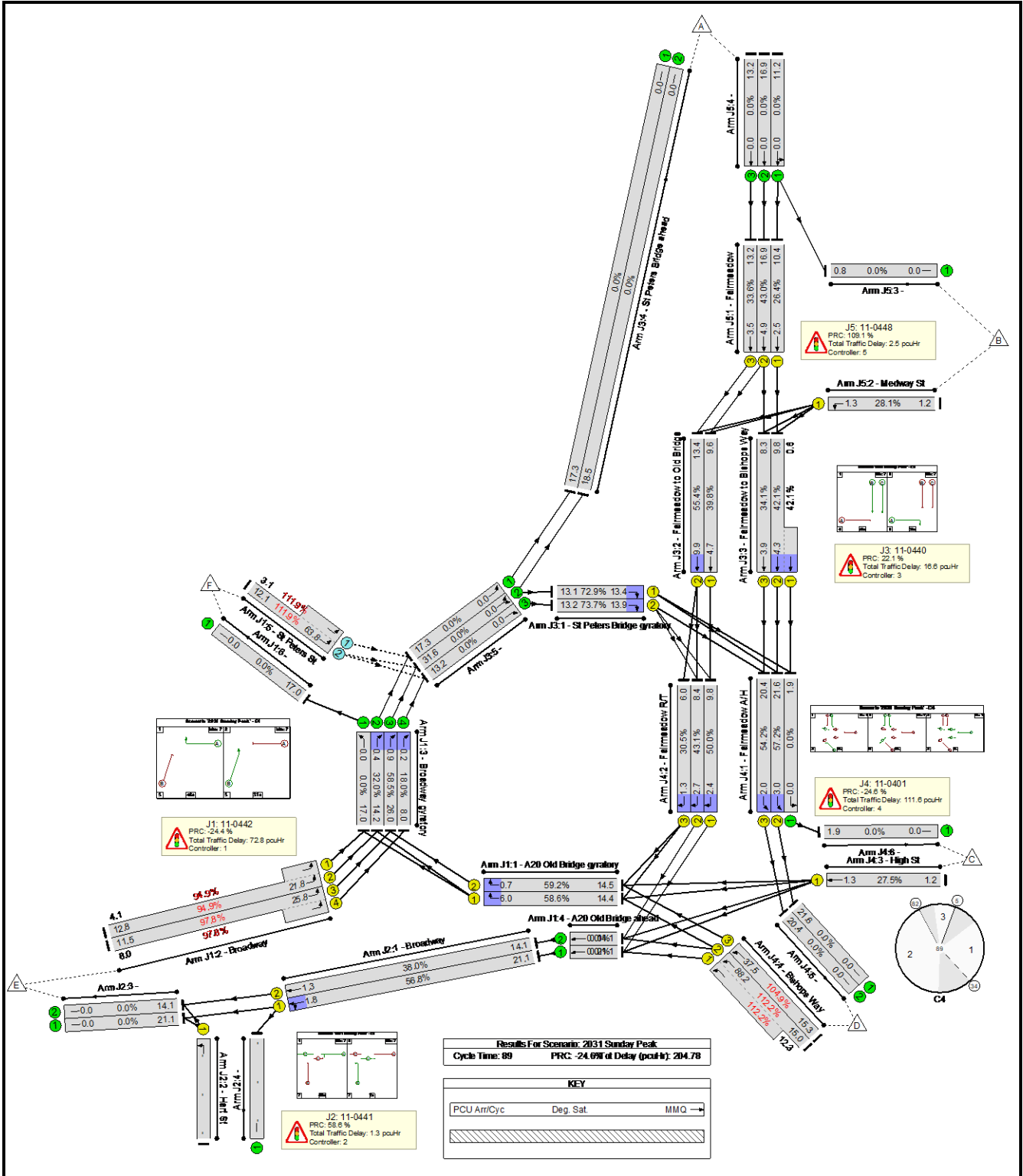
Scenario 14: '2031 Sunday Peak' (FG14: '2031 Sunday Peak', Plan 1: 'Network Control Plan 1-existing')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	32	24	704	679	232	1671
	B	0	0	0	27	13	9	49
	C	4	0	0	0	36	8	48
	D	669	0	10	0	734	307	1720
	E	688	0	44	573	0	164	1469
	F	127	0	1	442	48	0	618
	Tot.	1488	32	79	1746	1510	720	5575

Network Results



Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/1	A20 Old Bridge gyratory Right	U	C1:A	1	48	622	1805	994	58.6%	2.2	13.7	5.0	5.3	6.0
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	48	617	1805	994	59.2%	0.7	4.4	0.0	0.0	0.7
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	31	681	1870:1870	545+173	94.9 : 94.9%	11.9	62.7	9.1	15.0	21.8
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	31	788	1870:1870	474+331	97.8 : 97.8%	16.0	73.0	8.5	15.6	25.8
J1:3/2	Broadway gyratory Right	U	-	-	-	583	1800	1800	32.0%	0.2	1.5	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	1081	1800	1800	58.5%	0.7	2.5	-	0.2	0.9
J1:3/4	Broadway gyratory Right	U	-	-	-	324	1800	1800	18.0%	0.1	1.3	-	0.1	0.2
J1:5/2+J1:5/1	St Peters St Left	O	-	-	-	618	1800:1800	439+113	111.9 : 111.9%	41.0	238.9	-	26.7	63.8
J2:1/1	Broadway Ahead Left	U	C2:A	1	68	908	1940	1504	56.8%	0.8	3.5	1.0	1.2	1.8
J2:1/2	Broadway Ahead	U	C2:A	1	68	602	1940	1504	38.0%	0.5	2.9	0.9	1.0	1.3
J2:2/1	Hart St Left	U	C2:B	1	7	0	1940	-	-	-	-	-	-	-
J3:1/1	St Peters Bridge gyratory Right	U	C3:A	1	34	557	1848	727	72.9%	4.6	31.2	8.4	12.1	13.4
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	34	561	1848	727	73.7%	4.8	32.1	8.8	12.6	13.9
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	44	390	1940	981	39.8%	1.6	14.8	4.0	4.3	4.7
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	44	543	1940	981	55.4%	2.6	17.2	5.4	9.2	9.9
J3:3/2+J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	44	421	1940:1940	942+57	42.1 : 42.1%	1.7	14.9	3.9	3.9	4.3

J3:3/3	Fairmeadow to Bishops Way Ahead	U	C3:C	1	44	334	1940	981	34.1%	1.3	14.2	3.5	3.7	3.9
J4:1/2	Fairmeadow A/H Ahead	U	C4:D	1	69	899	1940	1526	57.2%	1.0	4.0	1.9	2.3	3.0
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	69	847	1940	1526	54.2%	0.8	3.4	1.5	1.5	2.0
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	37	395	1848	789	50.0%	1.4	12.9	1.9	1.9	2.4
J4:2/2	Fairmeadow R/T Right	U	C4:C	1	37	345	1848	789	43.1%	1.3	13.6	2.3	2.4	2.7
J4:2/3	Fairmeadow R/T Right	U	C4:C	1	37	241	1848	789	30.5%	0.8	11.3	1.1	1.1	1.3
J4:3/1	High St Ahead Ahead2	U	C4:A	1	7	48	1940	174	27.5%	0.7	52.0	1.1	1.1	1.3
J4:4/2+J4:4/1	Bishops Way Left Left2	U	C4:B	1	28	1103	1805:1805	541+442	112.2 : 112.2%	77.7	253.7	11.4	24.1	88.2
J4:4/3	Bishops Way Left	U	C4:B	1	28	617	1805	588	104.9%	27.9	162.9	10.7	16.0	37.5
J5:1/1	Fairmeadow Ahead	U	C5:A	1	72	420	1940	1591	26.4%	0.4	3.4	1.6	2.3	2.5
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	72	685	1940	1591	43.0%	0.8	4.2	2.7	4.6	4.9
J5:1/3	Fairmeadow Ahead	U	C5:A	1	72	534	1940	1591	33.6%	0.5	3.7	2.1	3.3	3.5
J5:2/1	Medway St Left Left2	U	C5:B	1	7	49	1940	174	28.1%	0.7	52.1	1.1	1.1	1.3
		C1	PRC for Signalled Lanes (%):		-8.7	Total Delay for Signalled Lanes (pcuHr):		30.77	Cycle Time (s):		89			
		C2	PRC for Signalled Lanes (%):		58.6	Total Delay for Signalled Lanes (pcuHr):		1.28	Cycle Time (s):		89			
		C3	PRC for Signalled Lanes (%):		22.1	Total Delay for Signalled Lanes (pcuHr):		16.63	Cycle Time (s):		89			
		C4	PRC for Signalled Lanes (%):		-24.6	Total Delay for Signalled Lanes (pcuHr):		111.57	Cycle Time (s):		89			
		C5	PRC for Signalled Lanes (%):		109.1	Total Delay for Signalled Lanes (pcuHr):		2.45	Cycle Time (s):		89			
				PRC Over All Lanes (%):		-24.6	Total Delay Over All Lanes(pcuHr):		204.78					

Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 7: 2019 AM Peak	Scenario 8: 2019 PM Peak	Scenario 9: 2019 Saturday Peak	Scenario 10: 2019 Sunday Peak
40	A	J5:4/1	B	J5:3/1	91	28	37	29
21	A	J5:4/1	C	J4:6/1	33	25	38	21
20	A	J5:4/1	D	J4:5/1	470	597	334	348
34	A	J5:4/2	D	J4:5/2	392	526	274	281
6	A	J5:4/3	E	J2:3/2	360	293	249	288
30	A	J5:4/2	E	J2:3/1	376	278	275	318
18	A	J5:4/3	F	J1:6/1	216	151	225	207
44	B	J5:2/1	A	J3:4/2	1	0	0	0
45	B	J5:2/1	A	J3:4/1	1	0	1	0
50	B	J5:2/1	C	J4:6/1	2	4	1	0
49	B	J5:2/1	D	J4:5/1	5	2	6	2
48	B	J5:2/1	D	J4:5/2	9	21	27	22
41	B	J5:2/1	E	J2:3/2	5	4	11	5
47	B	J5:2/1	E	J2:3/1	6	16	13	7
46	B	J5:2/1	F	J1:6/1	7	10	10	8
24	C	J4:3/1	A	J3:4/2	1	5	2	4
22	C	J4:3/1	A	J3:4/1	0	2	0	0
32	C	J4:3/1	E	J2:3/2	42	29	26	19
11	C	J4:3/1	E	J2:3/1	33	28	31	13
13	C	J4:3/1	F	J1:6/1	19	4	0	7
25	D	J4:4/2	A	J3:4/1	146	319	129	49
26	D	J4:4/3	A	J3:4/2	608	663	662	548
36	D	J4:4/3	C	J4:6/1	18	16	11	9
2	D	J4:4/2	E	J2:3/2	202	155	222	194
1	D	J4:4/2	E	J2:3/1	500	517	519	461
3	D	J4:4/2	F	J1:6/1	248	172	271	274
27	E	J1:2/3	A	J3:4/2	71	60	0	147
28	E	J1:2/2	A	J3:4/1	567	540	445	467
37	E	J1:2/3	C	J4:6/1	82	65	60	39
19	E	J1:2/3	D	J4:5/1	252	257	245	233
8	E	J1:2/3	D	J4:5/2	411	413	407	279
9	E	J1:2/3	E	J2:3/1	0	0	0	0
4	E	J1:2/2	F	J1:6/1	46	53	119	146
29	F	J1:5/2	A	J3:4/2	0	0	0	0
31	F	J1:5/2	A	J3:4/1	249	206	310	113
33	F	J1:5/2	C	J4:6/1	3	3	2	1
12	F	J1:5/2	D	J4:5/1	71	111	163	210
5	F	J1:5/2	D	J4:5/2	14	13	79	185

Basic Results Summary
Gyratory-existing.lsg3x

38	F	J1:5/2	E	J2:3/2	11	15	31	36
7	F	J1:5/2	E	J2:3/1	6	14	6	7

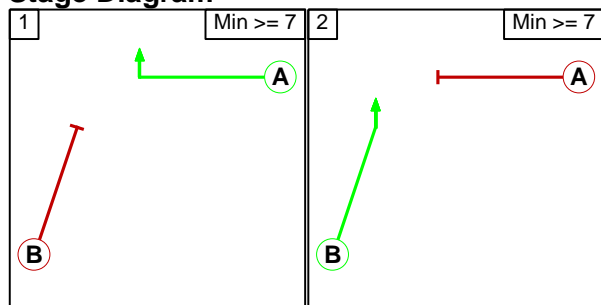
Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 11: 2031 AM Peak	Scenario 12: 2031 PM Peak	Scenario 13: 2031 Saturday Peak	Scenario 14: 2031 Sunday Peak
40	A	J5:4/1	B	J5:3/1	99	31	41	32
21	A	J5:4/1	C	J4:6/1	36	28	43	24
20	A	J5:4/1	D	J4:5/1	516	668	371	396
34	A	J5:4/2	D	J4:5/2	424	579	310	308
6	A	J5:4/3	E	J2:3/2	388	347	284	302
30	A	J5:4/2	E	J2:3/1	414	287	303	377
18	A	J5:4/3	F	J1:6/1	235	168	252	232
44	B	J5:2/1	A	J3:4/2	0	0	0	0
45	B	J5:2/1	A	J3:4/1	2	0	1	0
50	B	J5:2/1	C	J4:6/1	2	4	1	0
49	B	J5:2/1	D	J4:5/1	2	0	7	1
48	B	J5:2/1	D	J4:5/2	13	26	30	26
41	B	J5:2/1	E	J2:3/2	6	1	12	0
47	B	J5:2/1	E	J2:3/1	6	21	15	13
46	B	J5:2/1	F	J1:6/1	8	11	11	9
24	C	J4:3/1	A	J3:4/2	0	2	1	0
22	C	J4:3/1	A	J3:4/1	1	6	1	4
32	C	J4:3/1	E	J2:3/2	35	26	34	19
11	C	J4:3/1	E	J2:3/1	47	37	30	17
13	C	J4:3/1	F	J1:6/1	21	4	0	8
25	D	J4:4/2	A	J3:4/1	133	342	106	62
26	D	J4:4/3	A	J3:4/2	689	748	780	607
36	D	J4:4/3	C	J4:6/1	20	18	12	10
2	D	J4:4/2	E	J2:3/2	248	164	260	238
1	D	J4:4/2	E	J2:3/1	517	582	570	496
3	D	J4:4/2	F	J1:6/1	270	191	304	307
27	E	J1:2/3	A	J3:4/2	54	42	0	171
28	E	J1:2/2	A	J3:4/1	641	624	498	517
37	E	J1:2/3	C	J4:6/1	89	72	67	44
19	E	J1:2/3	D	J4:5/1	281	287	312	249
8	E	J1:2/3	D	J4:5/2	442	457	418	324
9	E	J1:2/3	E	J2:3/1	0	0	0	0
4	E	J1:2/2	F	J1:6/1	50	59	133	164
29	F	J1:5/2	A	J3:4/2	0	0	0	0
31	F	J1:5/2	A	J3:4/1	271	229	347	127
33	F	J1:5/2	C	J4:6/1	3	3	2	1
12	F	J1:5/2	D	J4:5/1	86	125	152	253
5	F	J1:5/2	D	J4:5/2	7	13	119	189
38	F	J1:5/2	E	J2:3/2	12	5	30	43

7	F	J1:5/2	E	J2:3/1	7	27	11	5
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C1
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

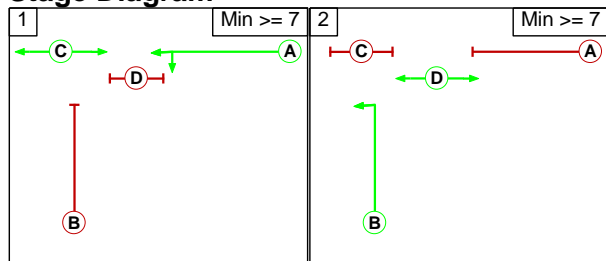
Stage Diagram



C2
Phase Intergreens Matrix

	Starting Phase				
Terminating Phase		A	B	C	D
	A		5	-	7
	B	5		5	-
	C	-	7		-
	D	7	-	-	

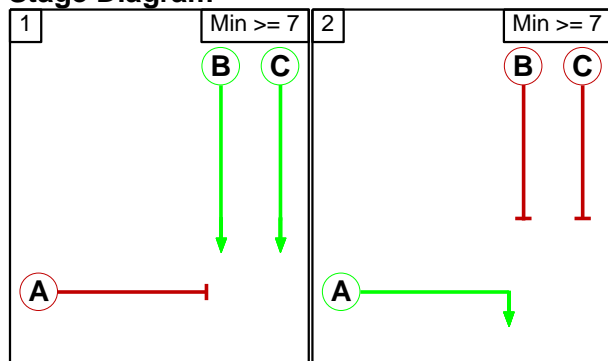
Stage Diagram



C3
Phase Intergrens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A		6	6
	B	5		-
	C	5	-	

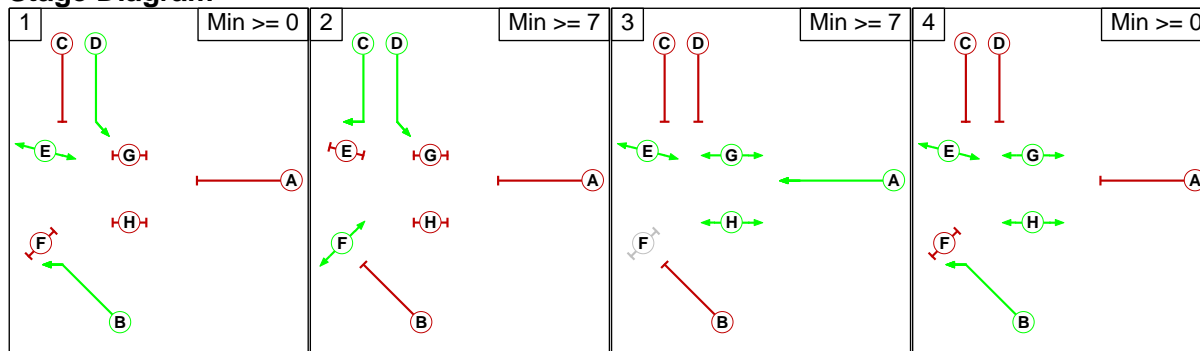
Stage Diagram



C4
Phase Intergrens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		7	7	6	-	-	-	-
	B	5		5	-	-	5	-	-
	C	5	5		-	5	-	-	-
	D	5	-	-		-	-	5	5
	E	-	-	11	-		-	-	-
	F	-	10	-	-	-		-	-
	G	-	-	-	8	-	-		-
	H	-	-	-	8	-	-	-	

Stage Diagram



C5
Phase Intergrens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Stage Diagram

