

**User and Project Details**

<b>Project:</b>	<b>Maidstone Gyratory</b>
<b>Title:</b>	<b>Proposed Layout</b>
<b>Location:</b>	Maidstone
<b>Client:</b>	Kent County Council
<b>Additional detail:</b>	
<b>File name:</b>	Gyratory-proposed.lsg3x
<b>Author:</b>	Nick Young
<b>Company:</b>	Pell Frischmann
<b>Address:</b>	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	4	2	11-0440	
C4	Gen	11/0401	Stage Stream 1	6	3	11-0401	
C5	Gen	11/0448	Stage Stream 1	2	2	11-0448	
C6	Gen	New Controller	Stage Stream 1	2	2	Fairmeadow/St Peters Bridge	

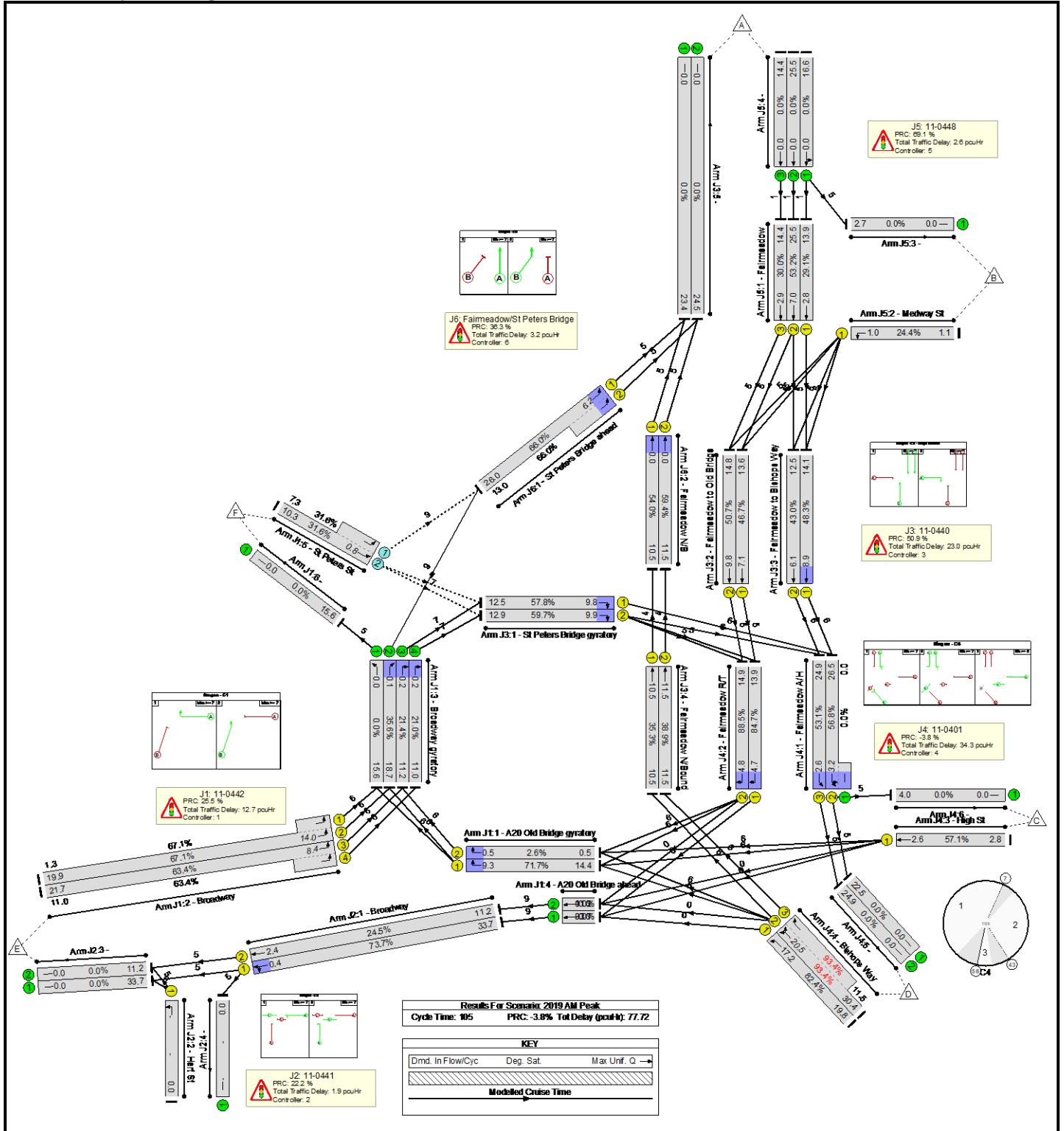
**Scenario 7: '2019 AM Peak'** (FG7: '2019 AM Peak', Plan 1: 'Network Control Plan 1-Proposed')

**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 Layout Diagram



**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 (%)	Turners In Gaps (pcu)	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	39	493	1805	688	71.7%	-	3.7	27.0	7.3	9.3	10.5
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	39	18	1805	688	2.6%	-	0.1	22.9	0.5	0.5	0.5
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	56	684	1870:1870	951+69	67.1 : 67.1%	-	4.3	22.4	8.5	14.0	15.0
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	56	745	1870:1870	579+596	63.4 : 63.4%	-	3.8	18.2	4.8	8.4	9.3
J1:3/2	Broadway gyratory Right	U	-	-	-	641	1800	1800	35.6%	-	0.3	1.6	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	385	1800	1800	21.4%	-	0.1	1.3	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	378	1800	1800	21.0%	-	0.1	1.3	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	354	1940:1940	332+788	31.6 : 31.6%	708	0.3	3.2	-	0.8	1.1
J2:1/1	Broadway Ahead Left	U	C2:A	1	84	1157	1940	1570	73.7%	-	1.5	4.5	0.4	0.4	1.8
J2:1/2	Broadway Ahead	U	C2:A	1	84	384	1940	1570	24.5%	-	0.5	4.2	2.3	2.4	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	41	427	1848	739	57.8%	-	2.3	19.7	6.1	9.8	10.4
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	41	441	1848	739	59.7%	-	2.2	18.4	5.9	9.9	10.7
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	53	466	1940	998	46.7%	-	2.3	17.7	5.7	7.1	7.5
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	53	506	1940	998	50.7%	-	2.6	18.8	6.2	9.8	10.3
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	53	482	1940	998	48.3%	-	2.5	18.3	5.8	8.9	9.4

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	53	429	1940	998	43.0%	-	2.1	17.2	5.3	6.1	6.5
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	54	359	1940	1016	35.3%	-	4.1	40.8	10.3	10.5	10.7
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	54	395	1940	1016	38.9%	-	4.9	44.9	11.3	11.5	11.8
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	86	909	1940:1940	1599+0	56.8 : 0.0%	-	0.9	3.7	2.1	3.2	3.8
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	86	853	1940	1607	53.1%	-	0.8	3.4	1.9	2.6	3.1
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	31	477	1848	563	84.7%	-	5.0	37.8	4.1	4.7	7.3
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	31	512	1898	578	88.5%	-	6.0	42.2	4.3	4.8	8.3
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	95	1940	166	57.1%	-	1.9	70.9	2.5	2.6	3.3
J4:4/1	Bishops Way Left	U	C4:B	1	47	680	1805	825	82.4%	-	7.0	36.9	10.4	17.2	19.5
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	47	1042	1882:1940	693+423	93.4 : 93.4%	-	12.7	44.0	9.9	20.5	26.5
J5:1/1	Fairmeadow Ahead	U	C5:A	1	88	478	1940	1644	29.1%	-	0.4	3.2	1.9	2.8	3.0
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	88	875	1940	1644	53.2%	-	1.1	4.6	3.4	7.0	7.6
J5:1/3	Fairmeadow Ahead	U	C5:A	1	88	494	1940	1644	30.0%	-	0.4	3.2	1.9	2.9	3.1
J5:2/1	Medway St Left Left2	U	C5:B	1	7	36	1940	148	24.4%	-	0.6	61.7	1.0	1.0	1.1
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	60	890	1940:1940	673+676	66.0 : 66.0%	-	1.9	7.7	1.7	6.2	7.2
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	35	359	1940	665	54.0%	-	0.6	5.9	0.0	0.0	0.6
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	35	395	1940	665	59.4%	-	0.7	6.6	0.0	0.0	0.7

C1	PRC for Signalled Lanes (%):	25.5	Total Delay for Signalled Lanes (pcuHr):	11.82	Cycle Time (s):	105
C2	PRC for Signalled Lanes (%):	22.2	Total Delay for Signalled Lanes (pcuHr):	1.90	Cycle Time (s):	105
C3	Stream: 1 PRC for Signalled Lanes (%):	50.9	Total Delay for Signalled Lanes (pcuHr):	23.03	Cycle Time (s):	105
C4	PRC for Signalled Lanes (%):	-3.8	Total Delay for Signalled Lanes (pcuHr):	34.30	Cycle Time (s):	105
C5	PRC for Signalled Lanes (%):	69.1	Total Delay for Signalled Lanes (pcuHr):	2.58	Cycle Time (s):	105
C6	PRC for Signalled Lanes (%):	36.3	Total Delay for Signalled Lanes (pcuHr):	3.20	Cycle Time (s):	105
	PRC Over All Lanes (%):	-3.8	Total Delay Over All Lanes(pcuHr):	77.72		

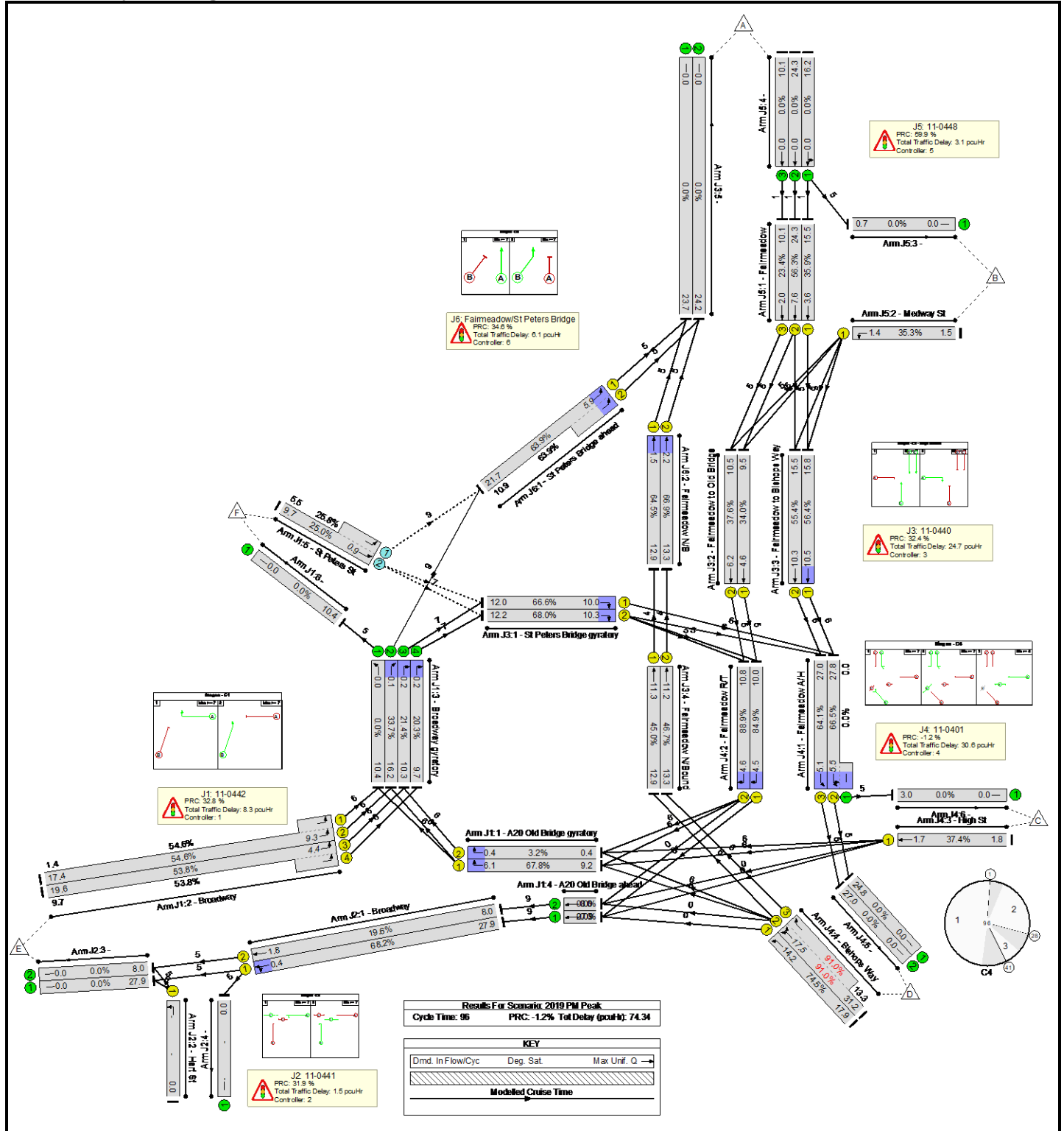
**Scenario 8: '2019 PM Peak'** (FG8: '2019 PM Peak', Plan 1: 'Network Control Plan 1-Proposed')

**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 Layout Diagram





**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 (%)	Turners In Gaps (pcu)	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	26	344	1805	508	67.8%	-	2.8	29.7	4.8	6.1	7.1
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	26	16	1805	508	3.2%	-	0.1	30.4	0.4	0.4	0.4
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	60	653	1870:1870	1099+97	54.6 : 54.6%	-	2.3	12.8	5.6	9.3	9.9
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	60	735	1870:1870	688+678	53.8 : 53.8%	-	2.2	10.8	3.4	4.4	5.0
J1:3/2	Broadway gyratory Right	U	-	-	-	607	1800	1800	33.7%	-	0.3	1.5	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	386	1800	1800	21.4%	-	0.1	1.3	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	365	1800	1800	20.3%	-	0.1	1.3	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	362	1940:1940	624+799	25.0 : 25.8%	724	0.2	2.3	-	0.9	1.0
J2:1/1	Broadway Ahead Left	U	C2:A	1	75	1048	1940	1536	68.2%	-	1.1	3.9	0.4	0.4	1.4
J2:1/2	Broadway Ahead	U	C2:A	1	75	301	1940	1536	19.6%	-	0.4	4.4	1.7	1.8	1.9
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	34	449	1848	674	66.6%	-	3.5	27.9	7.4	10.0	11.0
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	34	458	1848	674	68.0%	-	3.5	27.4	7.3	10.3	11.4
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	51	357	1940	1051	34.0%	-	1.3	12.9	3.1	4.6	4.9
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	51	395	1940	1051	37.6%	-	1.5	14.0	3.4	6.2	6.5
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	51	593	1940	1051	56.4%	-	2.8	16.8	4.9	10.5	11.1

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	51	582	1940	1051	55.4%	-	2.6	16.0	4.9	10.3	10.9
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	52	482	1940	1071	45.0%	-	4.7	35.2	10.9	11.3	11.7
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	52	500	1940	1071	46.7%	-	4.8	34.8	10.8	11.2	11.6
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	77	1042	1940:1940	1568+0	66.5 : 0.0%	-	1.7	5.7	3.6	5.5	6.5
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	77	1011	1940	1576	64.1%	-	1.5	5.3	3.4	5.1	6.0
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	22	376	1848	443	84.9%	-	4.9	47.2	3.9	4.5	7.1
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	22	405	1902	456	88.9%	-	6.0	52.9	4.0	4.6	8.1
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	68	1940	182	37.4%	-	1.1	56.6	1.6	1.7	2.0
J4:4/1	Bishops Way Left	U	C4:B	1	47	672	1805	903	74.5%	-	5.0	26.8	8.6	14.2	15.6
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	47	1170	1900:1940	736+549	91.0 : 91.0%	-	10.5	32.4	8.6	17.5	22.2
J5:1/1	Fairmeadow Ahead	U	C5:A	1	79	581	1940	1617	35.9%	-	0.6	3.6	2.3	3.6	3.8
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	79	910	1940	1617	56.3%	-	1.3	5.1	3.5	7.6	8.2
J5:1/3	Fairmeadow Ahead	U	C5:A	1	79	379	1940	1617	23.4%	-	0.3	3.1	1.5	2.0	2.2
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
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	50	813	1940:1940	636+637	63.9 : 63.9%	-	2.7	11.9	2.6	5.9	6.8
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	36	482	1940	748	64.5%	-	1.5	11.5	1.5	1.5	2.4
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	36	500	1940	748	66.9%	-	1.9	13.8	2.2	2.2	3.2

C1	PRC for Signalled Lanes (%):	32.8	Total Delay for Signalled Lanes (pcuHr):	7.50	Cycle Time (s):	96
C2	PRC for Signalled Lanes (%):	31.9	Total Delay for Signalled Lanes (pcuHr):	1.51	Cycle Time (s):	96
C3	Stream: 1 PRC for Signalled Lanes (%):	32.4	Total Delay for Signalled Lanes (pcuHr):	24.68	Cycle Time (s):	96
C4	PRC for Signalled Lanes (%):	-1.2	Total Delay for Signalled Lanes (pcuHr):	30.63	Cycle Time (s):	96
C5	PRC for Signalled Lanes (%):	59.9	Total Delay for Signalled Lanes (pcuHr):	3.12	Cycle Time (s):	96
C6	PRC for Signalled Lanes (%):	34.6	Total Delay for Signalled Lanes (pcuHr):	6.14	Cycle Time (s):	96
	PRC Over All Lanes (%):	-1.2	Total Delay Over All Lanes(pcuHr):	74.34		

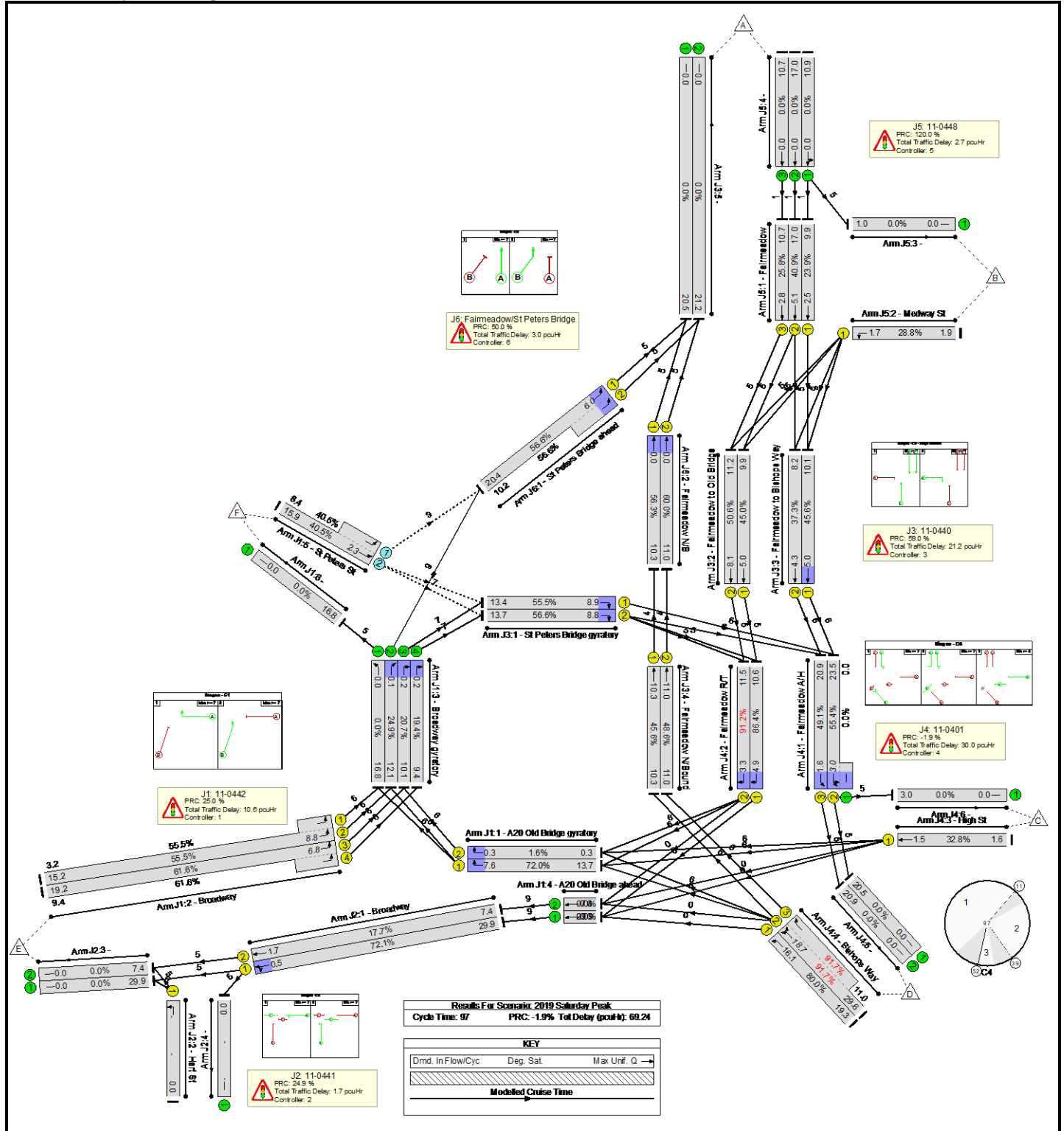
**Scenario 9: '2019 Saturday Peak'** (FG9: '2019 Saturday Peak', Plan 1: 'Network Control Plan 1-Proposed')

**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 Layout Diagram



**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 (%)	Turners In Gaps (pcu)	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	37	509	1805	707	72.0%	-	3.2	22.8	6.3	7.6	8.9
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	37	11	1805	707	1.6%	-	0.1	19.5	0.2	0.3	0.3
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	50	564	1870:1870	803+215	55.5 : 55.5%	-	2.9	18.5	5.8	8.8	9.4
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	50	712	1870:1870	587+568	61.6 : 61.6%	-	3.5	17.6	4.4	6.8	7.6
J1:3/2	Broadway gyratory Right	U	-	-	-	448	1800	1800	24.9%	-	0.2	1.4	-	0.1	0.3
J1:3/3	Broadway gyratory Right	U	-	-	-	373	1800	1800	20.7%	-	0.1	1.3	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	350	1800	1800	19.4%	-	0.1	1.3	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	591	1940:1940	693+765	40.5 : 40.5%	1182	0.5	3.2	-	2.3	2.6
J2:1/1	Broadway Ahead Left	U	C2:A	1	76	1110	1940	1540	72.1%	-	1.3	4.4	0.3	0.5	1.8
J2:1/2	Broadway Ahead	U	C2:A	1	76	273	1940	1540	17.7%	-	0.4	4.6	1.7	1.7	1.8
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	46	497	1848	895	55.5%	-	1.7	12.6	2.3	8.9	9.5
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	46	507	1848	895	56.6%	-	1.8	12.5	2.4	8.8	9.5
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	40	369	1940	820	45.0%	-	2.2	21.3	4.8	5.0	5.4
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	40	415	1940	820	50.6%	-	2.6	22.3	5.4	8.1	8.6
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	40	374	1940	820	45.6%	-	2.2	21.6	4.8	5.0	5.4

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	40	306	1940	820	37.3%	-	1.7	20.1	4.2	4.3	4.6
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	41	383	1940	840	45.6%	-	4.2	39.1	9.8	10.3	10.7
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	41	408	1940	840	48.6%	-	4.9	43.1	10.4	11.0	11.5
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	78	871	1940:1940	1571+0	55.4 : 0.0%	-	0.8	3.4	1.6	3.0	3.6
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	78	776	1940	1580	49.1%	-	0.6	3.0	1.3	1.6	2.1
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	23	395	1848	457	86.4%	-	4.8	43.4	3.0	4.9	7.8
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	23	426	1888	467	91.2%	-	6.1	51.2	2.7	3.3	7.6
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	59	1940	180	32.8%	-	0.9	56.0	1.4	1.5	1.7
J4:4/1	Bishops Way Left	U	C4:B	1	47	715	1805	893	80.0%	-	6.0	30.4	9.3	16.1	18.1
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	47	1099	1882:1940	754+445	91.7 : 91.7%	-	10.7	35.1	9.0	18.7	23.7
J5:1/1	Fairmeadow Ahead	U	C5:A	1	76	368	1940	1540	23.9%	-	0.4	4.1	1.8	2.5	2.6
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	76	630	1940	1540	40.9%	-	0.9	5.0	3.1	5.1	5.4
J5:1/3	Fairmeadow Ahead	U	C5:A	1	76	397	1940	1540	25.8%	-	0.5	4.2	2.0	2.8	2.9
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
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	54	758	1940:1940	668+671	56.6 : 56.6%	-	1.6	7.7	1.9	6.0	6.7
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	33	383	1940	680	56.3%	-	0.6	6.0	0.0	0.0	0.6
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	33	408	1940	680	60.0%	-	0.7	6.6	0.0	0.0	0.7

C1	PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):	9.66	Cycle Time (s):	97
C2	PRC for Signalled Lanes (%):	24.9	Total Delay for Signalled Lanes (pcuHr):	1.70	Cycle Time (s):	97
C3	Stream: 1 PRC for Signalled Lanes (%):	59.0	Total Delay for Signalled Lanes (pcuHr):	21.24	Cycle Time (s):	97
C4	PRC for Signalled Lanes (%):	-1.9	Total Delay for Signalled Lanes (pcuHr):	29.98	Cycle Time (s):	97
C5	PRC for Signalled Lanes (%):	120.0	Total Delay for Signalled Lanes (pcuHr):	2.70	Cycle Time (s):	97
C6	PRC for Signalled Lanes (%):	50.0	Total Delay for Signalled Lanes (pcuHr):	3.00	Cycle Time (s):	97
	PRC Over All Lanes (%):	-1.9	Total Delay Over All Lanes(pcuHr):	69.24		



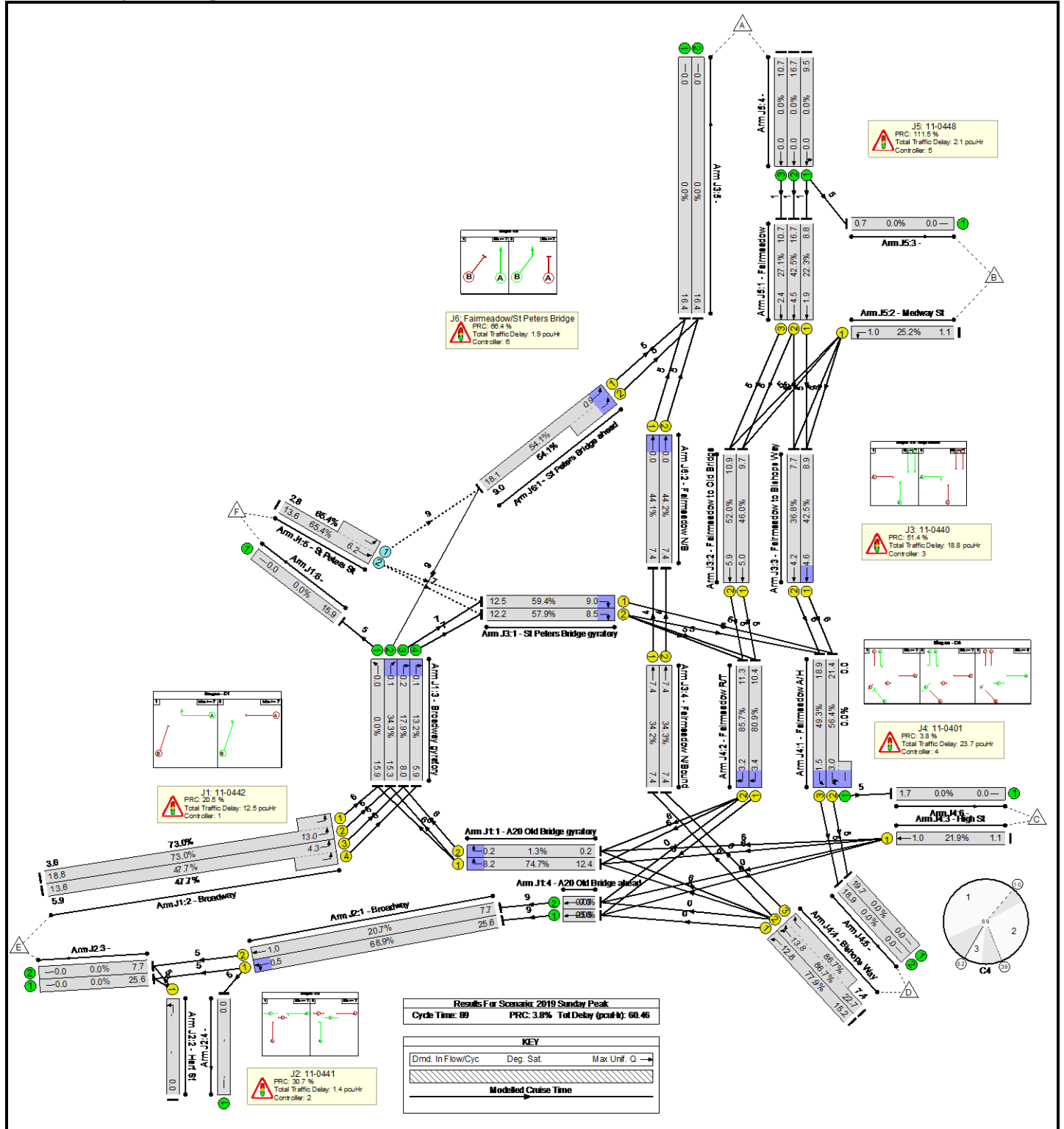
**Scenario 10: '2019 Sunday Peak'** (FG10: '2019 Sunday Peak', Plan 1: 'Network Control Plan 1-Proposed')

**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 Layout Diagram



**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 (%)	Turners In Gaps (pcu)	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	32	500	1805	669	74.7%	-	3.9	27.8	7.0	8.2	9.6
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	32	9	1805	669	1.3%	-	0.0	15.5	0.2	0.2	0.2
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	47	760	1870:1870	841+200	73.0 : 73.0%	-	4.5	21.1	7.3	13.0	14.3
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	47	551	1870:1870	656+499	47.7 : 47.7%	-	2.2	14.1	3.4	4.3	4.7
J1:3/2	Broadway gyratory Right	U	-	-	-	618	1800	1800	34.3%	-	0.3	1.6	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	322	1800	1800	17.9%	-	0.1	1.3	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	238	1800	1800	13.2%	-	0.1	1.2	-	0.1	0.2
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	552	1940:1940	671+173	65.4 : 65.4%	1104	1.5	10.0	-	6.2	7.2
J2:1/1	Broadway Ahead Left	U	C2:A	1	68	1036	1940	1504	68.9%	-	1.2	4.1	0.3	0.5	1.6
J2:1/2	Broadway Ahead	U	C2:A	1	68	312	1940	1504	20.7%	-	0.3	3.2	0.9	1.0	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	40	506	1848	851	59.4%	-	2.5	17.6	3.8	9.0	9.7
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	40	493	1848	851	57.9%	-	2.6	19.0	4.5	8.5	9.1
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	38	391	1940	850	46.0%	-	2.2	19.9	4.8	5.0	5.5
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	38	442	1940	850	52.0%	-	2.5	20.7	5.4	5.9	6.5
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	38	361	1940	850	42.5%	-	2.0	19.6	4.5	4.6	5.0

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	38	313	1940	850	36.8%	-	1.6	18.5	3.7	4.2	4.4
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	39	298	1940	872	34.2%	-	2.5	30.5	7.0	7.4	7.6
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	39	299	1940	872	34.3%	-	2.9	34.8	7.0	7.4	7.7
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	70	867	1940:1940	1538+0	56.4 : 0.0%	-	0.9	3.6	1.6	3.0	3.6
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	70	763	1940	1548	49.3%	-	0.7	3.2	1.4	1.5	2.0
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	24	420	1848	519	80.9%	-	3.7	31.9	2.8	3.4	5.4
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	24	456	1895	532	85.7%	-	4.4	34.7	2.6	3.2	6.0
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	43	1940	196	21.9%	-	0.6	48.5	0.9	1.0	1.1
J4:4/1	Bishops Way Left	U	C4:B	1	38	616	1805	791	77.9%	-	5.4	31.4	8.2	12.8	14.6
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	38	919	1876:1940	715+345	86.7 : 86.7%	-	8.1	31.8	8.3	13.8	16.9
J5:1/1	Fairmeadow Ahead	U	C5:A	1	72	355	1940	1591	22.3%	-	0.3	3.2	1.4	1.9	2.0
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	72	677	1940	1591	42.5%	-	0.8	4.2	2.6	4.5	4.9
J5:1/3	Fairmeadow Ahead	U	C5:A	1	72	431	1940	1591	27.1%	-	0.4	3.4	1.7	2.4	2.6
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
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	49	731	1940:1940	675+676	54.1 : 54.1%	-	1.1	5.3	0.8	0.9	1.5
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	30	298	1940	676	44.1%	-	0.4	4.8	0.0	0.0	0.4
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	30	299	1940	676	44.2%	-	0.4	4.8	0.0	0.0	0.4

C1	PRC for Signalled Lanes (%):	20.5	Total Delay for Signalled Lanes (pcuHr):	10.52	Cycle Time (s):	89
C2	PRC for Signalled Lanes (%):	30.7	Total Delay for Signalled Lanes (pcuHr):	1.45	Cycle Time (s):	89
C3	Stream: 1 PRC for Signalled Lanes (%):	51.4	Total Delay for Signalled Lanes (pcuHr):	18.76	Cycle Time (s):	89
C4	PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	23.71	Cycle Time (s):	89
C5	PRC for Signalled Lanes (%):	111.5	Total Delay for Signalled Lanes (pcuHr):	2.14	Cycle Time (s):	89
C6	PRC for Signalled Lanes (%):	66.4	Total Delay for Signalled Lanes (pcuHr):	1.87	Cycle Time (s):	89
	PRC Over All Lanes (%):	3.8	Total Delay Over All Lanes(pcuHr):	60.46		

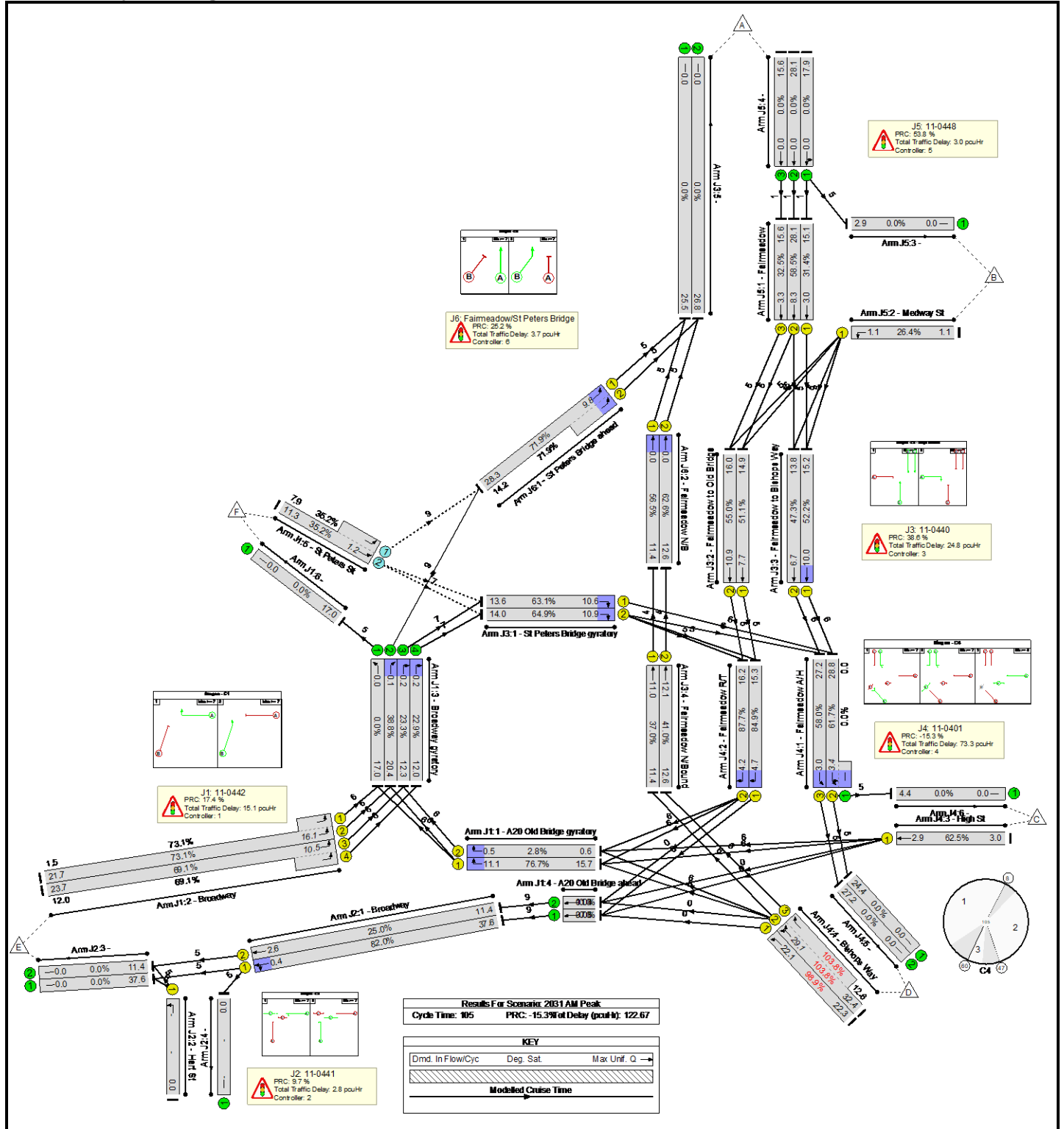
**Scenario 11: '2031 AM Peak'** (FG11: '2031 AM Peak', Plan 1: 'Network Control Plan 1-Proposed')

**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 Layout Diagram



**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 (%)	Turners In Gaps (pcu)	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	39	537	1805	688	76.7%	-	4.5	30.8	7.8	11.1	12.7
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	39	20	1805	688	2.8%	-	0.1	19.1	0.4	0.5	0.5
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	56	745	1870:1870	951+68	73.1 : 73.1%	-	5.1	24.5	9.2	16.1	17.4
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	56	812	1870:1870	579+596	69.1 : 69.1%	-	4.4	19.5	5.5	10.5	11.6
J1:3/2	Broadway gyratory Right	U	-	-	-	698	1800	1800	38.8%	-	0.3	1.7	-	0.1	0.5
J1:3/3	Broadway gyratory Right	U	-	-	-	420	1800	1800	23.3%	-	0.2	1.4	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	412	1800	1800	22.9%	-	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	386	1940:1940	326+769	35.2 : 35.2%	772	0.4	3.8	-	1.2	1.4
J2:1/1	Broadway Ahead Left	U	C2:A	1	84	1288	1940	1570	82.0%	-	2.3	6.5	0.4	0.4	2.6
J2:1/2	Broadway Ahead	U	C2:A	1	84	392	1940	1570	25.0%	-	0.5	4.4	2.5	2.6	2.7
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	467	1848	739	63.1%	-	2.7	20.6	6.4	10.6	11.5
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	41	480	1848	739	64.9%	-	2.6	19.3	6.3	10.9	11.8
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	53	510	1940	998	51.1%	-	2.6	18.4	6.3	7.7	8.3
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	53	549	1940	998	55.0%	-	3.0	19.6	6.8	10.9	11.5
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	53	521	1940	998	52.2%	-	2.8	19.0	6.4	10.0	10.5



J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	53	472	1940	998	47.3%	-	2.3	17.8	5.8	6.7	7.2
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	54	390	1940	1016	37.0%	-	4.0	38.1	10.6	11.0	11.3
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	54	432	1940	1016	41.0%	-	4.9	42.0	11.7	12.1	12.5
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	86	988	1940:1940	1599+0	61.7 : 0.0%	-	1.1	4.0	2.3	3.4	4.2
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	86	933	1940	1607	58.0%	-	1.0	3.7	2.1	3.0	3.6
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	34	523	1848	616	84.9%	-	5.0	34.4	4.2	4.7	7.4
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	34	555	1898	633	87.7%	-	5.7	36.8	4.2	4.2	7.5
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	104	1940	166	62.5%	-	2.2	74.6	2.7	2.9	3.7
J4:4/1	Bishops Way Left	U	C4:B	1	44	765	1805	774	98.9%	-	18.2	85.5	12.3	22.1	34.0
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	44	1112	1880:1940	655+416	103.8 : 103.8%	-	40.2	130.2	12.7	29.1	58.7
J5:1/1	Fairmeadow Ahead	U	C5:A	1	88	516	1940	1644	31.4%	-	0.5	3.3	2.0	3.0	3.2
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	88	962	1940	1644	58.5%	-	1.3	5.1	3.7	8.3	9.0
J5:1/3	Fairmeadow Ahead	U	C5:A	1	88	535	1940	1644	32.5%	-	0.5	3.3	2.1	3.3	3.5
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
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	60	969	1940:1940	672+676	71.9 : 71.9%	-	2.2	8.3	1.8	9.8	11.1
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	35	390	1940	665	56.5%	-	0.6	6.2	0.0	0.0	0.6
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	35	432	1940	665	62.6%	-	0.8	7.2	0.0	0.0	0.8

C1	PRC for Signalled Lanes (%):	17.4	Total Delay for Signalled Lanes (pcuHr):	14.08	Cycle Time (s):	105
C2	PRC for Signalled Lanes (%):	9.7	Total Delay for Signalled Lanes (pcuHr):	2.79	Cycle Time (s):	105
C3	Stream: 1 PRC for Signalled Lanes (%):	38.6	Total Delay for Signalled Lanes (pcuHr):	24.76	Cycle Time (s):	105
C4	PRC for Signalled Lanes (%):	-15.3	Total Delay for Signalled Lanes (pcuHr):	73.29	Cycle Time (s):	105
C5	PRC for Signalled Lanes (%):	53.8	Total Delay for Signalled Lanes (pcuHr):	2.98	Cycle Time (s):	105
C6	PRC for Signalled Lanes (%):	25.2	Total Delay for Signalled Lanes (pcuHr):	3.71	Cycle Time (s):	105
	PRC Over All Lanes (%):	-15.3	Total Delay Over All Lanes(pcuHr):	122.67		

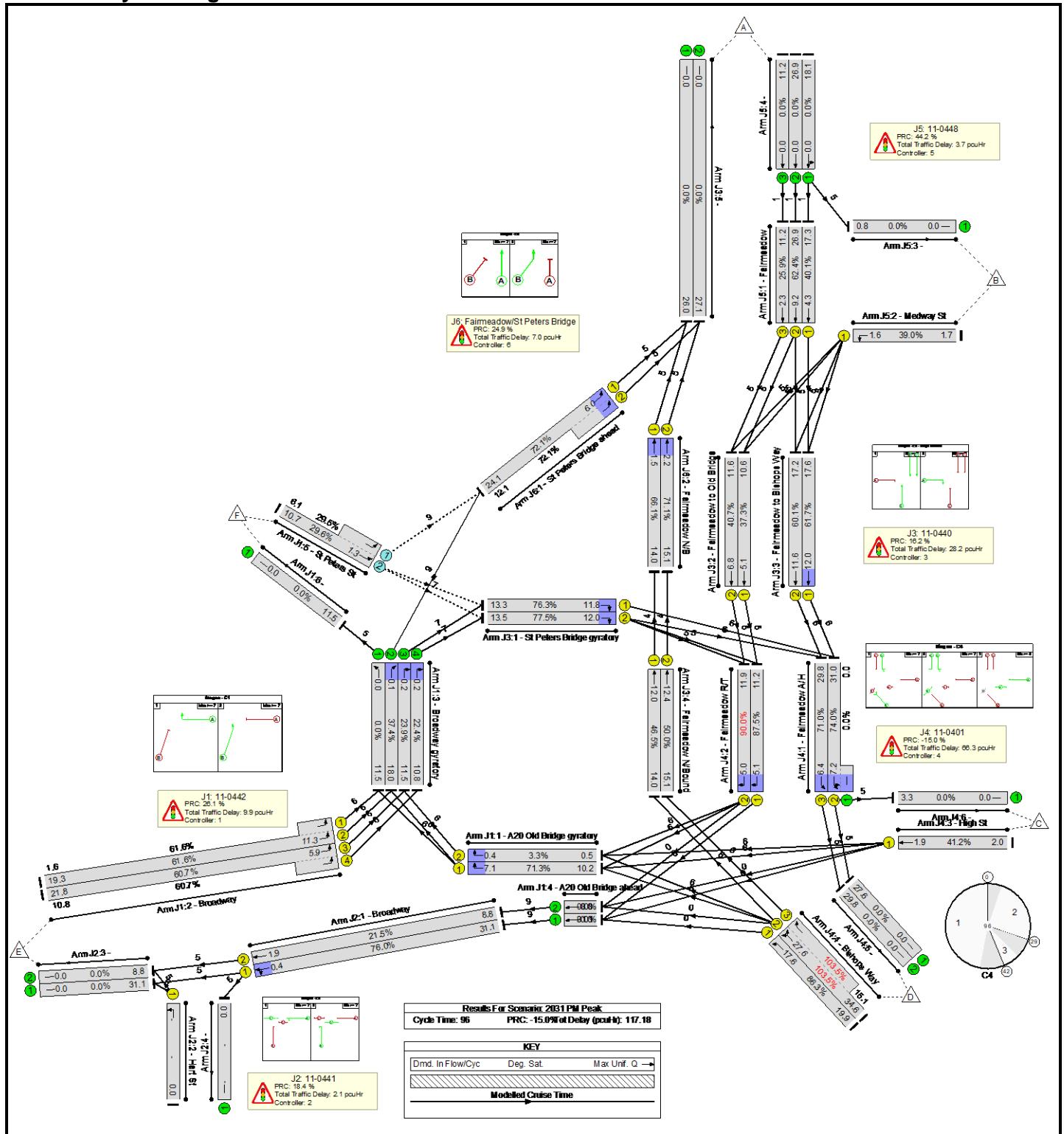
**Scenario 12: '2031 PM Peak'** (FG12: '2031 PM Peak', Plan 1: 'Network Control Plan 1-Proposed')

**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 Layout Diagram



**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 (%)	Turners In Gaps (pcu)	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	27	382	1805	526	71.3%	-	3.1	29.7	5.1	7.1	8.3
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	27	18	1805	526	3.3%	-	0.1	28.2	0.4	0.4	0.5
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	59	725	1870:1870	1080+96	61.6 : 61.6%	-	3.0	14.7	6.5	11.3	12.1
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	59	816	1870:1870	679+666	60.7 : 60.7%	-	2.7	12.1	3.9	5.9	6.7
J1:3/2	Broadway gyratory Right	U	-	-	-	674	1800	1800	37.4%	-	0.3	1.6	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	430	1800	1800	23.9%	-	0.2	1.4	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	404	1800	1800	22.4%	-	0.2	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	402	1940:1940	585+777	29.6 : 29.5%	804	0.3	2.9	-	1.3	1.6
J2:1/1	Broadway Ahead Left	U	C2:A	1	75	1167	1940	1536	76.0%	-	1.6	5.1	0.4	0.4	2.0
J2:1/2	Broadway Ahead	U	C2:A	1	75	330	1940	1536	21.5%	-	0.4	4.4	1.9	1.9	2.1
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	33	500	1848	654	76.3%	-	4.5	32.3	8.3	11.8	13.4
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	33	507	1848	654	77.5%	-	4.5	32.1	8.1	12.0	13.7
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	52	399	1940	1071	37.3%	-	1.4	12.6	3.3	5.1	5.4
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	52	436	1940	1071	40.7%	-	1.7	13.9	3.6	6.8	7.2
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	52	661	1940	1071	61.7%	-	3.2	17.2	5.3	12.0	12.8

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	52	644	1940	1071	60.1%	-	2.9	16.2	5.2	11.6	12.3
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	53	525	1940	1091	46.5%	-	4.8	34.3	11.6	12.0	12.5
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	53	565	1940	1091	50.0%	-	5.2	34.4	11.9	12.4	12.9
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	77	1161	1940:1940	1568+0	74.0 : 0.0%	-	2.3	7.3	4.5	7.2	8.6
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	77	1119	1940	1576	71.0%	-	2.0	6.5	4.2	6.4	7.6
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	24	421	1848	481	87.5%	-	5.7	49.0	4.5	5.1	8.2
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	24	446	1902	495	90.0%	-	6.5	52.5	4.4	5.0	8.9
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	75	1940	182	41.2%	-	1.2	57.8	1.8	1.9	2.2
J4:4/1	Bishops Way Left	U	C4:B	1	45	746	1805	865	86.3%	-	7.6	36.6	9.9	17.6	20.6
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	45	1299	1899:1940	709+546	103.5 : 103.5%	-	40.9	113.3	10.4	27.6	59.5
J5:1/1	Fairmeadow Ahead	U	C5:A	1	79	649	1940	1617	40.1%	-	0.7	3.9	2.5	4.3	4.7
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	79	1009	1940	1617	62.4%	-	1.6	5.7	3.9	9.2	10.1
J5:1/3	Fairmeadow Ahead	U	C5:A	1	79	419	1940	1617	25.9%	-	0.4	3.2	1.6	2.3	2.5
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
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	49	903	1940:1940	626+627	72.1 : 72.1%	-	3.3	13.0	2.8	6.0	7.3
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	37	525	1940	768	66.1%	-	1.6	11.5	1.5	1.5	2.5
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	37	565	1940	768	71.1%	-	2.2	14.2	2.2	2.2	3.4

C1	PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	8.93	Cycle Time (s):	96
C2	PRC for Signalled Lanes (%):	18.4	Total Delay for Signalled Lanes (pcuHr):	2.05	Cycle Time (s):	96
C3	Stream: 1 PRC for Signalled Lanes (%):	16.2	Total Delay for Signalled Lanes (pcuHr):	28.19	Cycle Time (s):	96
C4	PRC for Signalled Lanes (%):	-15.0	Total Delay for Signalled Lanes (pcuHr):	66.29	Cycle Time (s):	96
C5	PRC for Signalled Lanes (%):	44.2	Total Delay for Signalled Lanes (pcuHr):	3.72	Cycle Time (s):	96
C6	PRC for Signalled Lanes (%):	24.9	Total Delay for Signalled Lanes (pcuHr):	7.04	Cycle Time (s):	96
	PRC Over All Lanes (%):	-15.0	Total Delay Over All Lanes(pcuHr):	117.18		

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

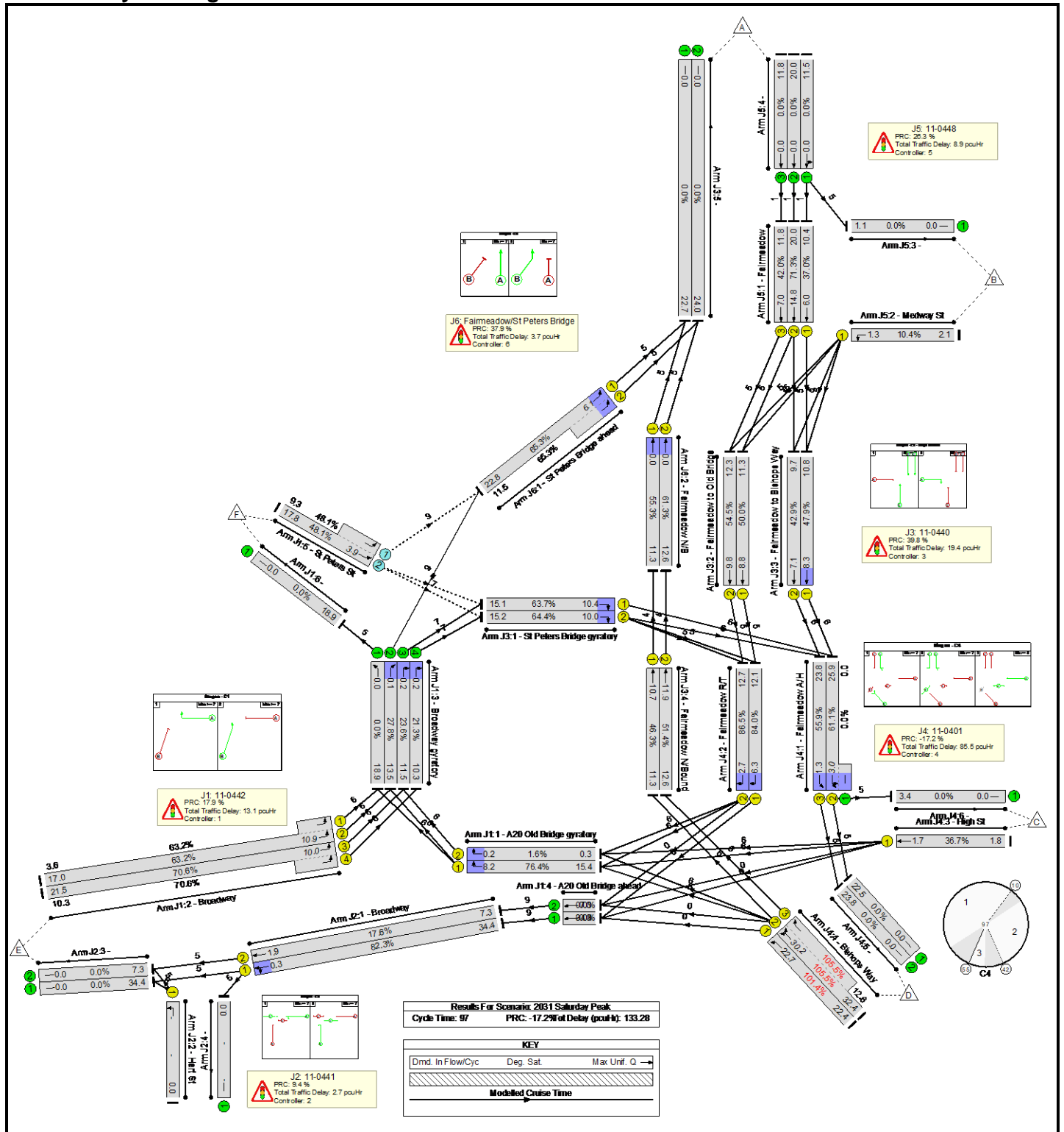
**Traffic Flows, Actual**

**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 Layout Diagram



**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 (%)	Turners In Gaps (pcu)	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	38	570	1805	726	76.4%	-	3.5	22.8	6.3	8.2	9.8
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	38	12	1805	726	1.6%	-	0.1	16.7	0.2	0.2	0.3
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	49	631	1870:1870	787+210	63.2 : 63.2%	-	3.7	20.9	6.8	10.9	11.7
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	49	797	1870:1870	585+544	70.6 : 70.6%	-	4.5	20.4	5.3	10.0	11.2
J1:3/2	Broadway gyratory Right	U	-	-	-	501	1800	1800	27.8%	-	0.2	1.4	-	0.1	0.3
J1:3/3	Broadway gyratory Right	U	-	-	-	425	1800	1800	23.6%	-	0.2	1.4	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	384	1800	1800	21.3%	-	0.1	1.4	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	661	1940:1940	652+721	48.1 : 48.1%	1322	0.9	4.9	-	3.9	4.4
J2:1/1	Broadway Ahead Left	U	C2:A	1	76	1278	1940	1540	82.3%	-	2.3	6.6	0.3	0.3	2.6
J2:1/2	Broadway Ahead	U	C2:A	1	76	271	1940	1540	17.6%	-	0.4	4.7	1.8	1.9	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	559	1848	876	63.7%	-	2.2	14.3	2.8	10.4	11.3
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	45	564	1848	876	64.4%	-	2.3	14.8	3.1	10.0	10.9
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	41	420	1940	840	50.0%	-	1.4	12.1	4.0	8.8	9.3
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	41	458	1940	840	54.5%	-	2.1	16.5	7.0	9.8	10.4
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	41	402	1940	840	47.9%	-	1.7	15.4	6.4	8.3	8.8

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	41	360	1940	840	42.9%	-	1.1	11.2	3.5	7.1	7.5
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	42	420	1940	860	46.3%	-	3.8	34.4	9.6	10.7	11.2
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	42	466	1940	860	51.4%	-	4.7	38.6	10.7	11.9	12.4
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	78	961	1940:1940	1571+0	61.1 : 0.0%	-	1.0	3.6	1.4	3.0	3.8
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	78	883	1940	1580	55.9%	-	0.8	3.2	1.2	1.3	2.0
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	27	448	1848	533	84.0%	-	3.9	31.3	2.4	6.3	8.7
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	27	471	1887	545	86.5%	-	4.3	32.6	2.1	2.7	5.6
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	66	1940	180	36.7%	-	1.0	57.0	1.6	1.7	2.0
J4:4/1	Bishops Way Left	U	C4:B	1	43	830	1805	819	101.4%	-	24.2	105.1	12.4	22.7	40.2
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	43	1202	1879:1940	698+442	105.5 : 105.5%	-	50.3	150.6	12.8	30.2	69.3
J5:1/1	Fairmeadow Ahead	U	C5:A	1	51	385	1940	1040	37.0%	-	1.7	15.8	4.6	6.0	6.3
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	51	741	1940	1040	71.3%	-	4.7	22.9	8.9	14.8	16.0
J5:1/3	Fairmeadow Ahead	U	C5:A	1	51	437	1940	1040	42.0%	-	2.0	16.5	5.2	7.0	7.4
J5:2/1	Medway St Left Left2	U	C5:B	1	36	77	1940	740	10.4%	-	0.5	22.1	1.2	1.3	1.4
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	52	848	1940:1940	648+651	65.3 : 65.3%	-	2.3	9.6	2.3	6.1	7.0
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	35	420	1940	720	55.3%	-	0.6	5.6	0.0	0.0	0.6
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	35	466	1940	720	61.3%	-	0.8	6.4	0.0	0.0	0.8

C1	PRC for Signalled Lanes (%):	17.9	Total Delay for Signalled Lanes (pcuHr):	11.74	Cycle Time (s):	97
C2	PRC for Signalled Lanes (%):	9.4	Total Delay for Signalled Lanes (pcuHr):	2.69	Cycle Time (s):	97
C3	Stream: 1 PRC for Signalled Lanes (%):	39.8	Total Delay for Signalled Lanes (pcuHr):	19.43	Cycle Time (s):	97
C4	PRC for Signalled Lanes (%):	-17.2	Total Delay for Signalled Lanes (pcuHr):	85.49	Cycle Time (s):	97
C5	PRC for Signalled Lanes (%):	26.3	Total Delay for Signalled Lanes (pcuHr):	8.86	Cycle Time (s):	97
C6	PRC for Signalled Lanes (%):	37.9	Total Delay for Signalled Lanes (pcuHr):	3.66	Cycle Time (s):	97
	PRC Over All Lanes (%):	-17.2	Total Delay Over All Lanes(pcuHr):	133.28		

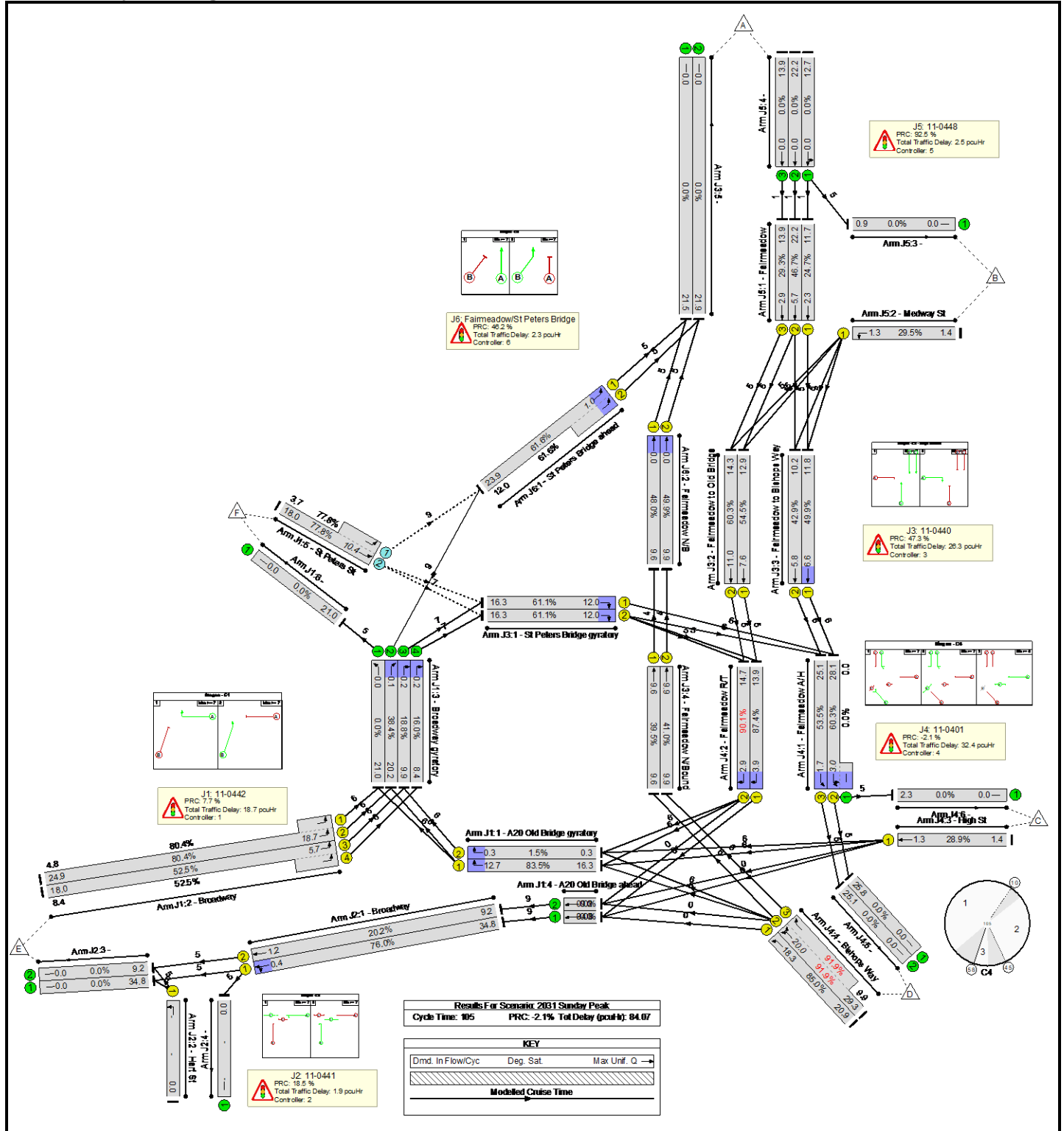
**Scenario 14: '2031 Sunday Peak'** (FG14: '2031 Sunday Peak', Plan 1: 'Network Control Plan 1-Proposed')

**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 Layout Diagram



**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 (%)	Turners In Gaps (pcu)	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	38	560	1805	670	83.5%	-	6.0	38.6	9.2	12.7	15.1
J1:1/2	A20 Old Bridge gyratory Right	U	C1:A	1	38	10	1805	670	1.5%	-	0.1	20.7	0.2	0.3	0.3
J1:2/2+J1:2/1	Broadway Left	U	C1:B	1	57	852	1870:1870	856+204	80.4 : 80.4%	-	6.3	26.6	9.7	18.7	20.7
J1:2/3+J1:2/4	Broadway Left	U	C1:B	1	57	617	1870:1870	627+549	52.5 : 52.5%	-	2.7	15.9	4.1	5.7	6.2
J1:3/2	Broadway gyratory Right	U	-	-	-	692	1800	1800	38.4%	-	0.3	1.7	-	0.1	0.4
J1:3/3	Broadway gyratory Right	U	-	-	-	339	1800	1800	18.8%	-	0.1	1.3	-	0.2	0.3
J1:3/4	Broadway gyratory Right	U	-	-	-	288	1800	1800	16.0%	-	0.1	1.3	-	0.2	0.3
J1:5/2+J1:5/1	St Peters St Ahead Left	O	-	-	-	618	1940:1940	631+163	77.8 : 77.8%	1236	3.1	18.0	-	10.4	12.1
J2:1/1	Broadway Ahead Left	U	C2:A	1	84	1193	1940	1570	76.0%	-	1.6	4.9	0.3	0.4	2.0
J2:1/2	Broadway Ahead	U	C2:A	1	84	317	1940	1570	20.2%	-	0.3	3.3	1.2	1.2	1.4
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	51	559	1848	915	61.1%	-	3.2	20.8	5.3	12.0	12.8
J3:1/2	St Peters Bridge gyratory Right Right2	U	C3:A	1	51	559	1848	915	61.1%	-	3.4	22.0	6.0	12.0	12.8
J3:2/1	Fairmeadow to Old Bridge Ahead	U	C3:B	1	43	443	1940	813	54.5%	-	3.2	25.7	6.8	7.6	8.2
J3:2/2	Fairmeadow to Old Bridge Ahead	U	C3:B	1	43	490	1940	813	60.3%	-	3.7	27.2	7.5	11.0	11.8
J3:3/1	Fairmeadow to Bishops Way Ahead	U	C3:C	1	43	406	1940	813	49.9%	-	2.8	25.1	6.3	6.6	7.1

J3:3/2	Fairmeadow to Bishops Way Ahead	U	C3:C	1	43	349	1940	813	42.9%	-	2.3	23.3	5.1	5.8	6.2
J3:4/1	Fairmeadow N/Bound Ahead	U	C3:D	1	44	328	1940	831	39.5%	-	3.6	39.3	9.2	9.6	9.9
J3:4/2	Fairmeadow N/Bound Ahead	U	C3:D	1	44	341	1940	831	41.0%	-	4.1	43.4	9.6	9.9	10.3
J4:1/2+J4:1/1	Fairmeadow A/H Ahead Left	U	C4:D -	1	86	965	1940:1940	1599+0	60.3 : 0.0%	-	1.0	3.6	1.8	3.0	3.8
J4:1/3	Fairmeadow A/H Ahead	U	C4:D	1	86	860	1940	1607	53.5%	-	0.7	3.1	1.5	1.7	2.2
J4:2/1	Fairmeadow R/T Right	U	C4:C	1	30	477	1848	546	87.4%	-	5.1	38.7	3.3	3.9	7.1
J4:2/2	Fairmeadow R/T Right Right2	U	C4:C	1	30	504	1895	559	90.1%	-	5.8	41.2	2.9	2.9	6.9
J4:3/1	High St Ahead Ahead2	U	C4:A	1	8	48	1940	166	28.9%	-	0.8	60.2	1.3	1.3	1.5
J4:4/1	Bishops Way Left	U	C4:B	1	48	716	1805	842	85.0%	-	7.6	38.4	10.7	18.3	21.0
J4:4/2+J4:4/3	Bishops Way Left Left2 Ahead	U	C4:B	1	48	1004	1873:1940	721+371	91.9 : 91.9%	-	11.3	40.7	9.9	20.0	25.1
J5:1/1	Fairmeadow Ahead	U	C5:A	1	87	402	1940	1626	24.7%	-	0.4	3.2	1.7	2.3	2.5
J5:1/2	Fairmeadow Ahead Ahead2	U	C5:A	1	87	760	1940	1626	46.7%	-	0.9	4.3	3.2	5.7	6.1
J5:1/3	Fairmeadow Ahead	U	C5:A	1	87	477	1940	1626	29.3%	-	0.4	3.4	2.0	2.9	3.1
J5:2/1	Medway St Left Left2	U	C5:B	1	8	49	1940	166	29.5%	-	0.8	60.4	1.3	1.3	1.5
J6:1/1+J6:1/2	St Peters Bridge ahead Left	U	C6:B	1	59	819	1940:1940	664+666	61.6 : 61.6%	-	1.3	5.7	1.0	1.0	1.8
J6:2/1	Fairmeadow N/B Ahead	U	C6:A	1	36	328	1940	684	48.0%	-	0.5	5.0	0.0	0.0	0.5
J6:2/2	Fairmeadow N/B Ahead	U	C6:A	1	36	341	1940	684	49.9%	-	0.5	5.2	0.0	0.0	0.5



C1	PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	15.06	Cycle Time (s):	105
C2	PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):	1.91	Cycle Time (s):	105
C3	Stream: 1 PRC for Signalled Lanes (%):	47.3	Total Delay for Signalled Lanes (pcuHr):	26.28	Cycle Time (s):	105
C4	PRC for Signalled Lanes (%):	-2.1	Total Delay for Signalled Lanes (pcuHr):	32.39	Cycle Time (s):	105
C5	PRC for Signalled Lanes (%):	92.5	Total Delay for Signalled Lanes (pcuHr):	2.55	Cycle Time (s):	105
C6	PRC for Signalled Lanes (%):	46.2	Total Delay for Signalled Lanes (pcuHr):	2.26	Cycle Time (s):	105
	PRC Over All Lanes (%):	-2.1	Total Delay Over All Lanes(pcuHr):	84.07		

**Traffic Route Flows**

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
52	A	J5:4/1	B	J5:3/1	91	28	37	29
28	A	J5:4/1	C	J4:6/1	33	25	38	21
27	A	J5:4/1	D	J4:5/1	445	556	330	334
43	A	J5:4/2	D	J4:5/2	417	567	278	295
6	A	J5:4/3	E	J2:3/2	278	228	172	224
36	A	J5:4/2	E	J2:3/1	458	343	352	382
22	A	J5:4/3	F	J1:6/1	216	151	225	207
55	B	J5:2/1	A	J3:5/1	1	0	0	0
56	B	J5:2/1	A	J3:5/2	1	0	1	0
62	B	J5:2/1	C	J4:6/1	2	4	1	0
61	B	J5:2/1	D	J4:5/1	2	8	5	6
60	B	J5:2/1	D	J4:5/2	12	15	28	18
58	B	J5:2/1	E	J2:3/2	3	6	7	3
59	B	J5:2/1	E	J2:3/1	8	14	17	9
57	B	J5:2/1	F	J1:6/1	7	10	10	8
25	C	J4:3/1	A	J3:5/1	0	3	1	2
39	C	J4:3/1	A	J3:5/2	1	4	1	2
13	C	J4:3/1	D	J4:5/1	0	0	0	0
5	C	J4:3/1	E	J2:3/2	75	57	57	32
3	C	J4:3/1	E	J2:3/1	0	0	0	0
4	C	J4:3/1	F	J1:6/1	19	4	0	7
30	D	J4:4/2	A	J3:5/1	359	482	383	298
31	D	J4:4/2	A	J3:5/2	395	500	408	299
34	D	J4:4/2	C	J4:6/1	18	16	11	9
47	D	J4:4/2	E	J2:3/2	22	0	26	39
1	D	J4:4/1	E	J2:3/1	680	672	715	616
46	D	J4:4/2	F	J1:6/1	248	172	271	274
26	E	J1:2/2	A	J3:5/1	319	300	222	307
42	E	J1:2/2	A	J3:5/2	319	300	223	307
38	E	J1:2/3	C	J4:6/1	82	65	60	39
14	E	J1:2/3	D	J4:5/1	285	305	302	274
11	E	J1:2/3	D	J4:5/2	378	365	350	238
9	E	J1:2/3	E	J2:3/1	0	0	0	0
2	E	J1:2/2	F	J1:6/1	46	53	119	146
23	F	J1:5/2	A	J3:5/1	124	103	155	56
35	F	J1:5/2	A	J3:5/2	125	103	155	57
17	F	J1:5/2	C	J4:6/1	3	3	2	1
12	F	J1:5/2	D	J4:5/1	39	60	122	183

Basic Results Summary  
Gyratory-proposed.lsg3x

10	F	J1:5/2	D	J4:5/2	46	64	120	212
37	F	J1:5/2	E	J2:3/2	6	10	11	14
8	F	J1:5/2	E	J2:3/1	11	19	26	29

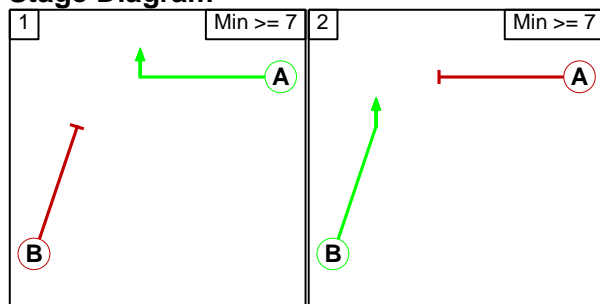
Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 11: 2031 AM Peak	Scenario 12: 2031 PM Peak	Scenario 13: 2031 Saturday Peak	Scenario 14: 2031 Sunday Peak
52	A	J5:4/1	B	J5:3/1	99	31	41	32
28	A	J5:4/1	C	J4:6/1	36	28	43	24
27	A	J5:4/1	D	J4:5/1	480	621	342	378
43	A	J5:4/2	D	J4:5/2	460	626	339	326
6	A	J5:4/3	E	J2:3/2	300	251	185	245
36	A	J5:4/2	E	J2:3/1	502	383	402	434
22	A	J5:4/3	F	J1:6/1	235	168	252	232
55	B	J5:2/1	A	J3:5/1	1	0	0	0
56	B	J5:2/1	A	J3:5/2	1	0	1	0
62	B	J5:2/1	C	J4:6/1	2	4	1	0
61	B	J5:2/1	D	J4:5/1	3	8	16	4
60	B	J5:2/1	D	J4:5/2	12	18	21	23
58	B	J5:2/1	E	J2:3/2	4	6	9	4
59	B	J5:2/1	E	J2:3/1	8	16	18	9
57	B	J5:2/1	F	J1:6/1	8	11	11	9
25	C	J4:3/1	A	J3:5/1	0	4	1	2
39	C	J4:3/1	A	J3:5/2	1	4	1	2
13	C	J4:3/1	D	J4:5/1	0	0	0	0
5	C	J4:3/1	E	J2:3/2	82	63	64	36
3	C	J4:3/1	E	J2:3/1	0	0	0	0
4	C	J4:3/1	F	J1:6/1	21	4	0	8
30	D	J4:4/2	A	J3:5/1	390	525	420	328
31	D	J4:4/2	A	J3:5/2	432	565	466	341
34	D	J4:4/2	C	J4:6/1	20	18	12	10
47	D	J4:4/2	E	J2:3/2	0	0	0	18
1	D	J4:4/1	E	J2:3/1	765	746	830	716
46	D	J4:4/2	F	J1:6/1	270	191	304	307
26	E	J1:2/2	A	J3:5/1	347	333	249	344
42	E	J1:2/2	A	J3:5/2	348	333	249	344
38	E	J1:2/3	C	J4:6/1	89	72	67	44
14	E	J1:2/3	D	J4:5/1	311	340	346	285
11	E	J1:2/3	D	J4:5/2	412	404	384	288
9	E	J1:2/3	E	J2:3/1	0	0	0	0
2	E	J1:2/2	F	J1:6/1	50	59	133	164
23	F	J1:5/2	A	J3:5/1	135	114	173	63
35	F	J1:5/2	A	J3:5/2	136	115	174	64
17	F	J1:5/2	C	J4:6/1	3	3	2	1
12	F	J1:5/2	D	J4:5/1	44	67	132	219
10	F	J1:5/2	D	J4:5/2	49	71	139	223

37	F	J1:5/2	E	J2:3/2	6	10	13	14
8	F	J1:5/2	E	J2:3/1	13	22	28	34

**C1**  
**Phase Intergrens Matrix**

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

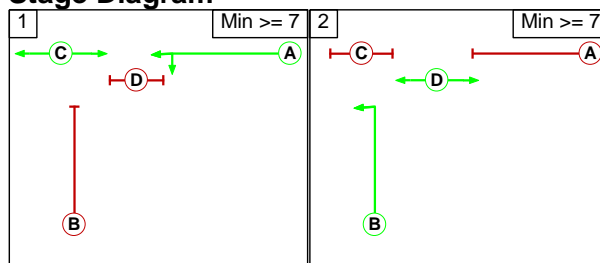
**Stage Diagram**



**C2**  
**Phase Intergrens Matrix**

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

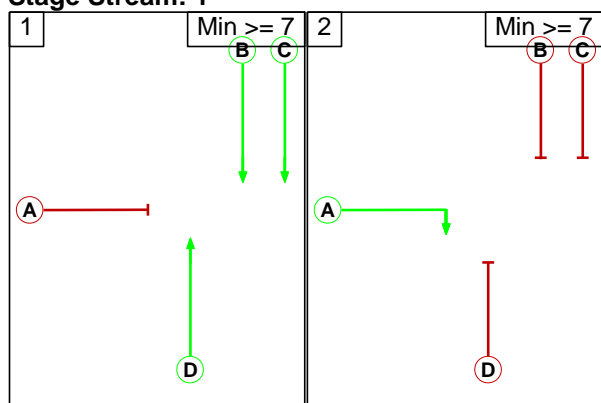
**Stage Diagram**



**C3**  
**Phase Intergreens Matrix**

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

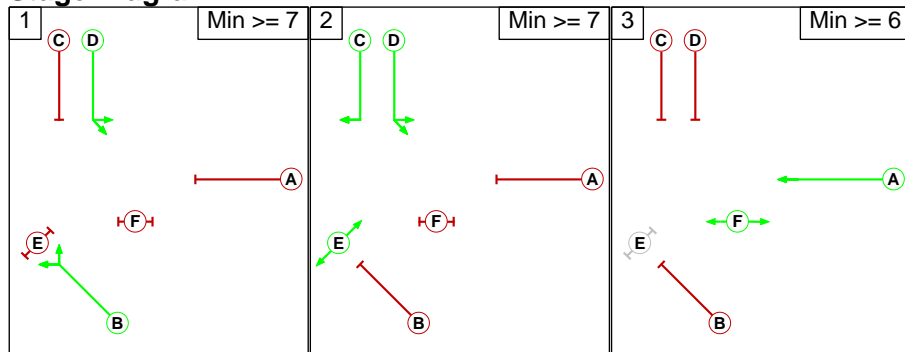
**Stage Diagram**  
**Stage Stream: 1**



**C4**  
**Phase Intergreens Matrix**

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

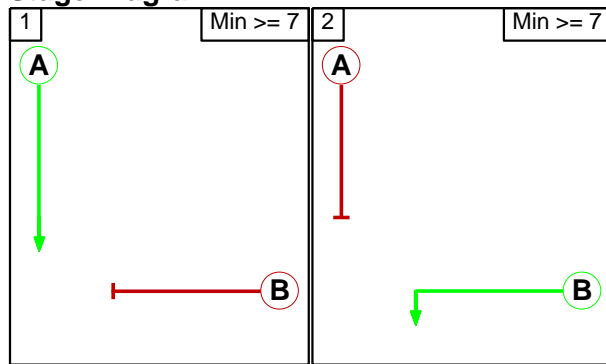
**Stage Diagram**



**C5**  
**Phase Intergrens Matrix**

	Starting Phase		
		A	B
Terminating Phase	A		5
	B	5	

**Stage Diagram**



**C6**  
**Phase Intergrens Matrix**

	Starting Phase		
		A	B
Terminating Phase	A		5
	B	5	

**Stage Diagram**

