

TECHNICAL NOTE 5 (TN05)

Re: SH5034-13PD – Albrighton South (Application 24/02108/OUT)
Date: December 2024
Subject: Response to the Staffordshire CC Highways Consultation Comments (TN05)
Client: Boningale Homes

1.0 INTRODUCTION

- 1.1 An outline planning application (reference 24/02108/OUT) was submitted to Shropshire Council (SC) in May 2024 for up to 800 residential units, land for an 80-unit care facility, land for a Secondary School, land for a neighbourhood centre / supermarket / doctors surgery-pharmacy and flexible employment space on land at Albrighton South, Shropshire.
- 1.2 A Transport Assessment (TA) and Travel Plan (TP), both dated May 2024, were prepared by DLP Planning Ltd's Sustainable Development and Delivery (SDD) Team and submitted to accompany the application.
- 1.3 Following the submission of the application, Staffordshire County Council Highways (Staff CC Highways) as the neighbouring Highway Authority provided a response to the application. The Staff CC Highways response was provided on the 6th August 2024 and is attached at **Appendix A** to this Note. In summary, the Staff CC Highways response recommended that the application be refused on the basis that the TA had not provided an appropriate level of assessment of two junctions that are located to the east of the site within the area of Staff CC Highways jurisdiction. These junctions are:
- A464 Holyhead Road / A41 Newport Road signalised junction; and
 - A41 Holyhead Road / Heath House Lane / Wrottesley Park Road signalised junction.
- 1.4 Following the receipt of the Staff CC Highways response, a meeting was held on the 9th August 2024 between the SDD Team and Staff CC Highways to discuss the consultation comments. During this meeting it was agreed that junction modelling would be undertaken for the junctions in question and that 'committed' traffic associated with allocated/permitted developments within the Staff CC Highways jurisdiction area would be included within any traffic flows for testing. This is to ensure that any modelling and any mitigation schemes allowed for future developments within the Staff CC Highways area. This is deemed to represent a robust approach, given TEMPRO factors already allow for allocated sites being delivered.
- 1.5 It should be noted that the junction capacity modelling requested by Staff CC Highways could not be undertaken until consultation comments were received from Shropshire Council Highways (who are the highway authority for which the Albrighton South application site falls within) on the application, specifically in relation to the proposed distribution and trip generation included in the TA submitted to inform the application. Formal consultation comments were provided by Shropshire Council Highways on 15th October 2024.

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- 1.6 Following the receipt of the Shropshire Council Highways comments, the vehicle trip generation calculations included in the TA and the associated traffic modelling has been updated to address the comments provided. Full details on the changes to the trip generation and traffic flows for the Albrighton South site are set out in 'SC Highways Response Note Technical Note 04' (TN04, December 2024). This response is available for review on the Shropshire Council Planning Portal.
- 1.7 For clarity, **Section 2.0** of this Note provides a summary of the agreed position set out in TN04, whilst **Section 3.0** provides details of the junction capacity assessments undertaken at the two off-site junctions located within the jurisdiction of Staff CC Highways. This Note has been considered under the revised National Planning Policy Framework (NPPF, December 2024).

2.0 TRIP GENERATION, TRAFFIC FLOWS, DISTRIBUTION, ASSESSMENT YEARS, COMMITTED DEVELOPMENTS & ASSESSMENT SCENARIOS

Vehicle Trip Generation

- 2.1 As set out in Section 7.0 of TN04, Shropshire Council Highways were in agreement with the trip rates and internalisation factors associated with the care facility, secondary school, GP surgery and supermarket elements of the proposed development.
- 2.2 With regard to the residential element, Shropshire Council Highways advised that the *"AM Trip Generation numbers are unlikely to be robust and acceptable, however the PM numbers are likely robust and acceptable"*. TN04 revisited the residential trip generation using the TRICS database methodology and achieved more comparable trip rates and generation to those proposed by Shropshire Council Highways. As such, it is now considered that the trip rates and trip generation for the residential element of the scheme should be deemed robust and acceptable.

Proposed Distribution Pattern and Vehicle Assignment

- 2.3 As set out in Section 8.0 of TN04, Shropshire Council Highways were in agreement that the vehicle distribution and assignment as set out in the TA are agreed. The subsequent agreed distribution pattern and traffic assignment is contained at **Traffic Flow (TF) Figures 1 to 5** contained at **Appendix B**, and are deemed acceptable to use for the modelling exercise.

Assessment Years

- 2.4 Shropshire Council Highways confirmed that the TEMPRO traffic growth factors that were used to inform the junction modelling that was included in the TA are acceptable. As such the following growth factors have been applied and should be deemed acceptable to use for the Staff CC Highways modelling:
- 2024 to 2029 AM Peak = 1.0407
 - 2024 to 2029 PM Peak = 1.0397
 - 2024 to 2034 AM Peak = 1.0760
 - 2024 to 2034 PM Peak = 1.0740

Committed Developments

- 2.5 A review of the Shropshire planning portal confirmed that there was three live or consented

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planning applications within the Albrighton area. These are set out below and are located off Kingswood Avenue circa 1.3km east of the proposed development:

- Consented Application 23/00870/FUL for 43 dwellings (Millfields Phase 3);
- Consented Application 23/02095/OUT for 90 dwellings (Millfield Phase 4); and
- Live Application 24/02662/OUT for 150 dwellings (land east of Millfields).

2.6 The committed development traffic for all three sites has been assigned to the road network utilising the distribution diagrams in the TA produced in support of the 24/02662/OUT application, and the residential trip rates agreed in the TA produced in support of the 23/02095/OUT application. As such the subsequent agreed distribution pattern and traffic assignment for the development is contained at **TF Figures 6 to 8** contained at **Appendix B** of this Note.

2.7 In addition to the Albrighton area committed traffic, whilst Staff CC Highways did not request this, a review of the South Staffordshire Council planning website has also been undertaken to confirm the extent of permitted/committed developments that should be included in the junction modelling to inform this Note. This review has confirmed that there are three key applications that could have a material impact on traffic flows through the junctions highlighted for potential assessment by Staff CC Highways. It should be noted that Application 18/00710/FUL for 164 dwellings (Pendeford Mill Lane, Bilbrook) has been considered however it was fully built out prior to the surveys being undertaken and therefore are captured within the baseline surveys. Details of the applications and sites are set out below:

- Consented Application 18/00436/OUT for 220 dwellings (Wrottesley Park Road, Perton);
- Live Application 23/01073/OUTM for 130 dwellings (Pendeford Mill Lane, Bilbrook); and
- Live Application 24/00793/OUTM for 750 dwellings (East Of Bilbrook, Bilbrook).

2.8 The committed development traffic for all three sites has been assigned to the road network utilising the traffic flow diagrams contained in each TA produced. As such the subsequent committed development traffic assignment for the above is contained at **TF Figures 9 and 10** contained at **Appendix B** of this Note.

Sensitivity Development

2.9 As set out in the application TA, a review of the Draft Shropshire Local Plan Review (December 2020) draft allocations was undertaken for the Albrighton area which highlighted that there is an area of land safeguarded for residential development located to the south of Cross Road and west of Newhouse Lane on the northwestern boundary of the application site.

2.10 This safeguarded land has been assessed within Paragraph 7.6, 7.7 & 7.9 of the TA in a 'sensitivity scenario' for up to 200 dwellings in order to assess the additional off-site impact of this development if a live application was to come forward. For the purpose of this assessment, the residential trip generation set out in TN04 and the residential distribution pattern has been applied, with **TF Figures 11 to 12** contained at **Appendix B** of this Note showing the vehicle trips. It should be noted that this scenario would be undertaken as the final scenario after the development for information only, and should not be used as a basis for assessing mitigation given there is no

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surety the development would ever come forward.

Modelling Scenarios

2.11 In line with the strategy that was set out in the TA, the following scenarios have been assessed, with reference to the respective **TF Figures** provided that are contained within **Appendix B**:

- 2024 Base (TF Figure 13 & 14)
- 2029 Base (TF Figure 15 & 16)
- 2029 Base + Committed Development (TF Figure 17 & 18)
- 2029 Base + Com Dev + Proposed Development (TF Figure 19 & 20)
- 2029 Base + Com Dev + Prop Dev + Sensitivity (TF Figure 21 & 22)
- 2034 Base (TF Figure 23 & 24)
- 2034 Base + Com Dev (TF Figure 25 & 26)
- 2034 Base + Com Dev + Prop Dev (TF Figure 27 & 28)
- 2034 Base + Com Dev + Prop Dev + Sensitivity (TF Figure 29 & 30)

3.0 JUNCTION CAPACITY ASSESSMENT

Modelling Overview

- 3.1 The below section provides a junction capacity assessment of the A464 Holyhead Road / A41 Newport Road and the A41 Holyhead Road / Heath House Lane / Wrottesley Park Road signalised junctions located to the east of the site and located within the jurisdiction of Staff CC Highways.
- 3.2 In line with industry best practice, signalised junctions have been assessed using the LinSig 3 programme. The capacity of a signalised junction is measured by its Degree of Saturation (DoS), with a higher percentage indicating junction is closer to its maximum capacity. A DoS of less than 80% means the junction operates with plenty of spare capacity, between 80% to 90% means the junction is operating efficiently and DoS greater than 90% means that the junction is close to capacity. In terms of vehicle queue assessment, in line with that for priority junctions, MMQ stands for Mean Maximum Queue, whilst a positive Practical Reserve Capacity (PRC) indicates that the junction has extra capacity and can accommodate more traffic and a negative PRC means the junction is congested and queues will form.
- 3.3 The full capacity assessment output reports (covering all of the scenarios outlined above) are contained at **Appendix C**. In summary, this Note will set out the junction capacity assessment for only the worst case assessment scenario in the 2034 future year.

A41 / A464 signal junction

- 3.4 The A41 / A464 existing junction has been assessed in the LinSig 3 programme and using the signal timing information provided by Staff CC Highways to ensure accuracy with operation on the ground and assessed using the **TF Figures** contained at **Appendix B**, as well as additional committed developments contained within the South Staffordshire area. The junction model output files are provided at **Appendix C** and the results are summarised at **Table 1**.

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2034 Base + Com Dev	DoS %	MMQ (PCU)	DoS %	MMQ (PCU)
	AM		PM	
A41 (W) Ahead Right	48.8%	6.4	68.2%	9.8
A41 (E) Ahead Left	81.5%	13.1	79.4%	9.9
A464 Left / Right	78.5%	6.5	76.3%	6.2
PRC	10.5%		13.4%	
2034 Base + Com Dev + Prop Dev	DoS %	MMQ (PCU)	DoS %	MMQ (PCU)
	AM		PM	
A41 (W) Ahead Right	53.2%	9.4	71.5%	11.9
A41 (E) Ahead Left	89.2%	19.5	79.6%	11.0
A464 Left / Right	89.4%	15.0	80.1%	8.8
PRC	0.7%		12.4%	

Table 1. Existing A41 / A464 Signal Junction Results

- 3.5 The results in **Table 1** demonstrate that the junction would change from operating efficiently to close to capacity in the morning peak period only, from a DoS of 81.5% to 89.4% and a PRC of 10.5% to 0.7%. The reason for the change is the additional right turning vehicles from the A464 to the A41 (E) into Wolverhampton, resulting in the MMQ increasing from 6.5 to 15.0 PCUs.
- 3.6 It is important to note that during the sensitivity test of including an additional 200 dwellings from a safeguarded land adjacent to Albrighton South, the DoS and PRC in the morning peak worsened to 92.2% and -2.4 respectively, whilst during the evening peak it remained satisfactory at 81.4% and 10.6% respectively (2034 + Com Dev + Prop Dev + Sensitivity).
- 3.7 The addition of development traffic exacerbates the operation of the existing junction with an increase of around 8.5 PCUs on the A464 approach of the junction. As such, a proposed mitigation scheme has been identified to improve the operation of the junction to ensure that, in line with Paragraph 116 of the NPPF (December 2024), the impact not 'severe'.
- 3.8 The junction improvements proposed are shown at **Drawing Number SH5034-13PD-013** (contained at **Appendix D**) allow for the widening of the A464 carriageway to create a two-lane entry to the junction with amendments to the A41 (E) exit to create a two-lane exit with a 100m filter back down to a single lane. The results of the revised modelling are provided in **Table 2**.

2034 Base + Com Dev + Prop Dev	DoS %	MMQ (PCU)	DoS %	MMQ (PCU)
	AM		PM	
A41 (W) Ahead Right	48.6%	8.1	63.6%	8.6
A41 (E) Ahead Left	81.3%	15.3	70.8%	8.9
A464 Left / Right	80.1%	9.0	69.2%	4.0
PRC	10.7%		27.2%	

Table 2. Mitigation Scheme A41 / A464 Signal Junction Results

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- 3.9 **Table 2** confirms that with the proposed improvements, the junction would operate with a DoS of 81.3% and 70.8% during the morning and evening peak periods respectively in the '2034 Base + Com Dev + Prop Dev' scenario. This would result in a 'nil detriment' change in the morning peak whilst significantly improving the operation of the junction in the evening peak, therefore meaning the proposed development would not have a 'severe' impact.
- 3.10 During the sensitivity test using the improved junction geometry, the junction would operate with a DoS of 83.1% and 71.8% during the morning and evening peak periods respectively and could therefore be accommodated within the junction without any further improvements required.

A41 / Heath House Lane / Wrottesley Park Road signal junction

- 3.11 The A41 / Heath House Lane / Wrottesley Park Road junction has been assessed in the LinSig 3 programme and using the signal timing information provided by Staff CC Highways to ensure accuracy with operation on the ground and assessed using the **TF Figures** contained at **Appendix B**, as well as additional committed developments contained within the South Staffordshire area. The junction model output files are provided at **Appendix C** and the results are summarised at **Table 3**.

2034 Base + Com Dev	DoS %	MMQ (PCU)	DoS %	MMQ (PCU)
	AM		PM	
A41 (W) Left	4.1%	0.0	4.9%	0.0
A41 (W) Ahead Right	92.5%	25.2	108.9%	69.3
HHL Left / Ahead / Right	56.6%	10.0	106.9%	46.4
A41 (E) Ahead Left	104.5%	47.2	103.1%	43.4
A41 (E) Right	33.4%	1.7	15.8%	1.4
WPR Left / Ahead / Right	105.0%	62.3	92.2%	25.1
PRC	-16.7%		-21.0%	
2034 Base + Com Dev + Prop Dev	DoS %	MMQ (PCU)	DoS %	MMQ (PCU)
	AM		PM	
A41 (W) Left	4.0%	0.0	4.9%	0.0
A41 (W) Ahead Right	113.7%	94.0	119.7%	102.4
HHL Left / Ahead / Right	62.4%	10.7	117.0%	69.4
A41 (E) Ahead Left	108.2%	65.7	119.4%	118.6
A41 (E) Right	33.4%	1.7	17.7%	1.5
WPR Left / Ahead / Right	112.7%	92.8	97.7%	31.1
PRC	-26.3%		-33.0%	

Table 3. Existing A41 / Heath House Lane / Wrottesley Park Road Signal Junction Results

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- 3.12 **Table 3** confirms that the existing A41 Holyhead Road / Heath House Lane / Wrotesley Park Road signalised junction operates over capacity in all 2034 scenarios with the worst being in the evening peak, when the addition of development traffic changes the DoS from 108.9% to 119.7% and the PRC from -21.0% to -33.0%. The reason for the change is the additional ahead movements on the A41 from the proposed development. It is important to note that the in the 2024 baseline, the junction already operates with a DoS of 95.4% and PRC of -6% in the morning peak, and a DoS of 98.6% and PRC of -7.5% in the evening peak.
- 3.13 It is important to note that during the sensitivity test of including an additional 200 dwellings from a safeguarded land adjacent to Albrighton South, the DoS and PRC in the morning peak worsened to 116.1% and -29.0% respectively, and during the evening peak it also worsened to 122.3% and -35.9% respectively (2034 + Com Dev + Prop Dev + Sensitivity).
- 3.14 The addition of development traffic exacerbates the operation of the existing junction with an increase of around 75.2 PCUs on the A41 (E) approach of the junction. As such, a proposed mitigation scheme has been identified to improve the operation of the junction to ensure that, in line with Paragraph 116 of the NPPF (December, the impact of the development traffic is not 'severe'.
- 3.15 The junction improvements proposed are shown at **Drawing Number SH5034-13PD-012** (contained at **Appendix D**) allows for carriageway and island amendments to the A41 (E to W) to create a two-lane entry and exit to the junction and widening of Wrotesley Park Road to create additional two-lane entry storage capacity. The results of the revised modelling are provided in **Table 4**.

2034 Base + Com Dev + Prop Dev	DoS %	MMQ (PCU)	DoS %	MMQ (PCU)
	AM		PM	
A41 (W) Left	3.4%	0.0	4.2%	0.0
A41 (W) Ahead Right	103.5%	65.3	90.6%	35.0
HHL Left / Ahead / Right	42.5%	8.5	75.0%	22.0
A41 (E) Ahead Left	66.3%	12.0	89.6%	18.3
A41 (E) Right	74.0%	12.9	88.3%	18.9
WPR Left / Ahead / Right	103.0%	62.8	90.6%	29.7
PRC	-15.0%		-0.7%	

Table 4. Mitigation Scheme A41 / Heath House Lane / Wrotesley Park Road Signal Junction Results

- 3.16 The mitigation scheme modelling results confirm a DoS of 105.7% and 95.1% during the morning and evening peak periods respectively in the '2034 Base + Com Dev + Prop Dev' scenario. As shown, with the mitigation strategy in place, the addition of development traffic would result in a 'nil detriment' change of the overall PRC in the morning peak whilst significantly improve the operation of the junction in the evening peak, therefore overall it is clear that with the mitigation scheme in place, the proposed development would not have a severe impact at the junction.

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- 3.17 It is important to note that during the sensitivity test scenarios, the junction would operate with a DoS of 105.4% and 91.8% and PRC of -17.1% and -2.0% during the morning and evening peak periods respectively and could therefore be accommodated within the junction without any further junction improvements required.

Summary

- 3.18 Based on the two highway improvement schemes shown at **Drawing Number SH5034-13PD-012** and **Drawing Number SH5034-13PD-013**, it is considered that the proposed developments impact at the A41 Holyhead Road / Heath House Lane / Wrottesley Park Road and A464 Holyhead Road / A41 Newport Road signalised junctions have been suitably mitigated such that the development would not result in a 'severe' impact in accordance with the NPPF (December 2024). Overall, when comparing the without and with development scenarios in the 2034 future year with committed developments, the mitigation schemes offer a betterment at both locations.

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Appendix A Staffordshire County Council Highways Consultation Comments (6th August 2024)



Staffordshire County Council
Town and Country Planning Act 1990
Development Management Procedure Order 2015

To:
 Shropshire Council
 Southern Planning Team

Applicant:
 Boningale Homes Ltd
 C/O Marrons,
 Waterfront House,
 Waterfront Plaza,
 23 Station Street,
 Nottingham

Application Type: OUTLINE

Officer: Kristie Goffe

Our Reference: 2402108OUT

District Reference: 24/02108/OUT

Date Received: 18-Jul-2024

Date Responded: 06-Aug-2024

Particulars of Development:

Outline application to include access for a mixed-use development comprising up to 800 no dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage.

Location of Development:

Proposed Residential Development ,Patshull Road, Albrighton, Shropshire.

Recommendation Summary: Refusal

Site Visit Conducted on: 23-07-2024

On review of the submitted Transport Assessment, It is evident that the proposed development traffic flow distribution and assignment in the AM and PM period will materially impact (54% as per Appendix N) the A41 and A464 which are managed by Staffordshire County Highway Authority.

The scope of the submitted Transport Assessment fails to assess the development impact on the A41/ A464 Signalised Junction and the A41 corridor towards Wolverhampton. It should be noted that the development impact on the A41/ Heath House Lane / Wrottesley Park Road Junction is of particular concern due to the critical junction currently operating near to/ above its practical capacity.

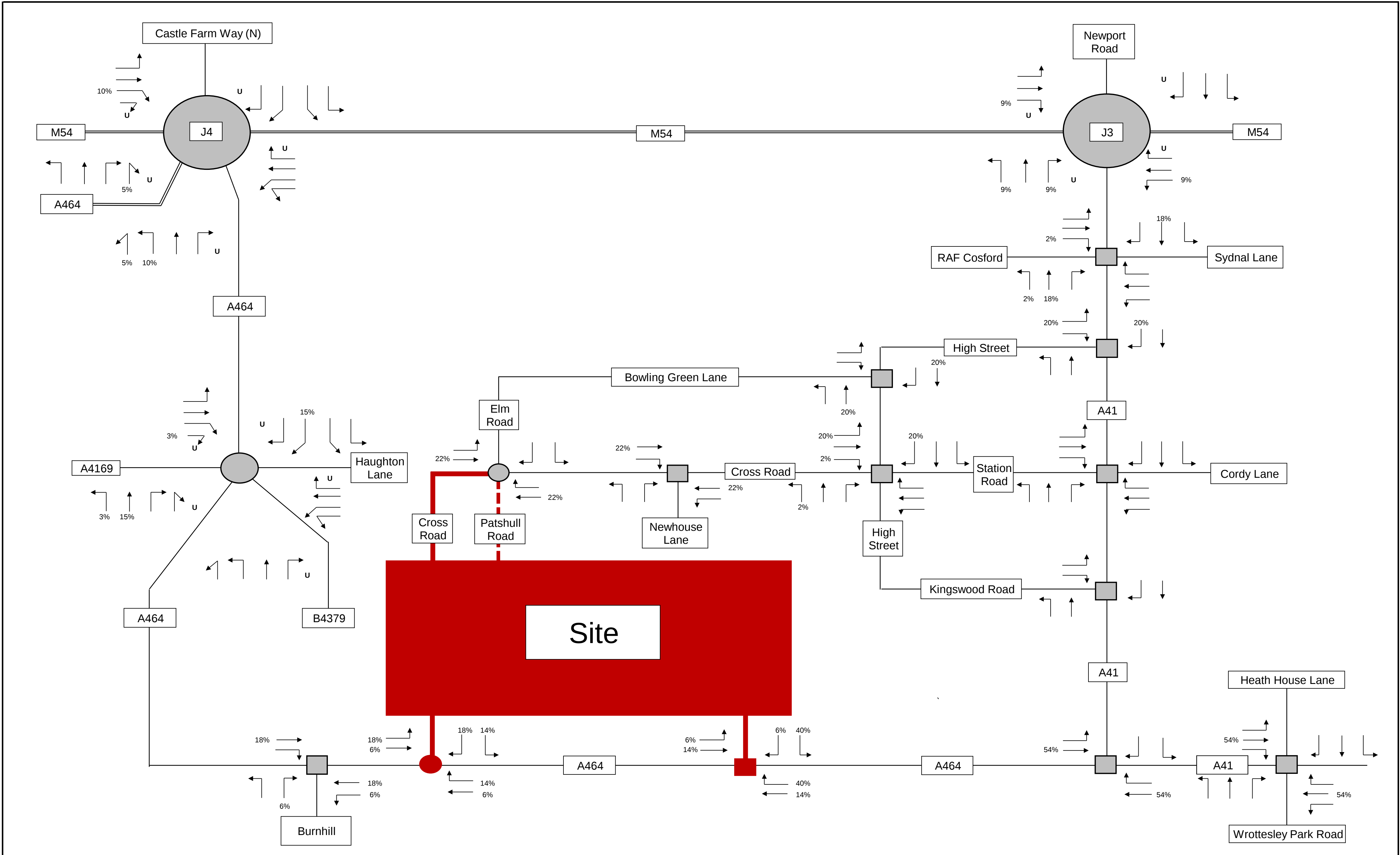
Recommendation

Accordingly, Staffordshire County Council as Highway Authority would recommend that the application is refused at this time for failing to provide a satisfactory Transport Assessment that fully assesses significant traffic impact on the A464 and A41 as a direct result of the proposal and failing to demonstrate highway safety and residual cumulative impacts on the A464 and A41 road network would not be severe contrary to para 108 (a), 114 (d), 115 and 117 of the NPPF (2023).

Assistant Director, Highways and the Built County
 On behalf of the County Council as
 Highway Authority

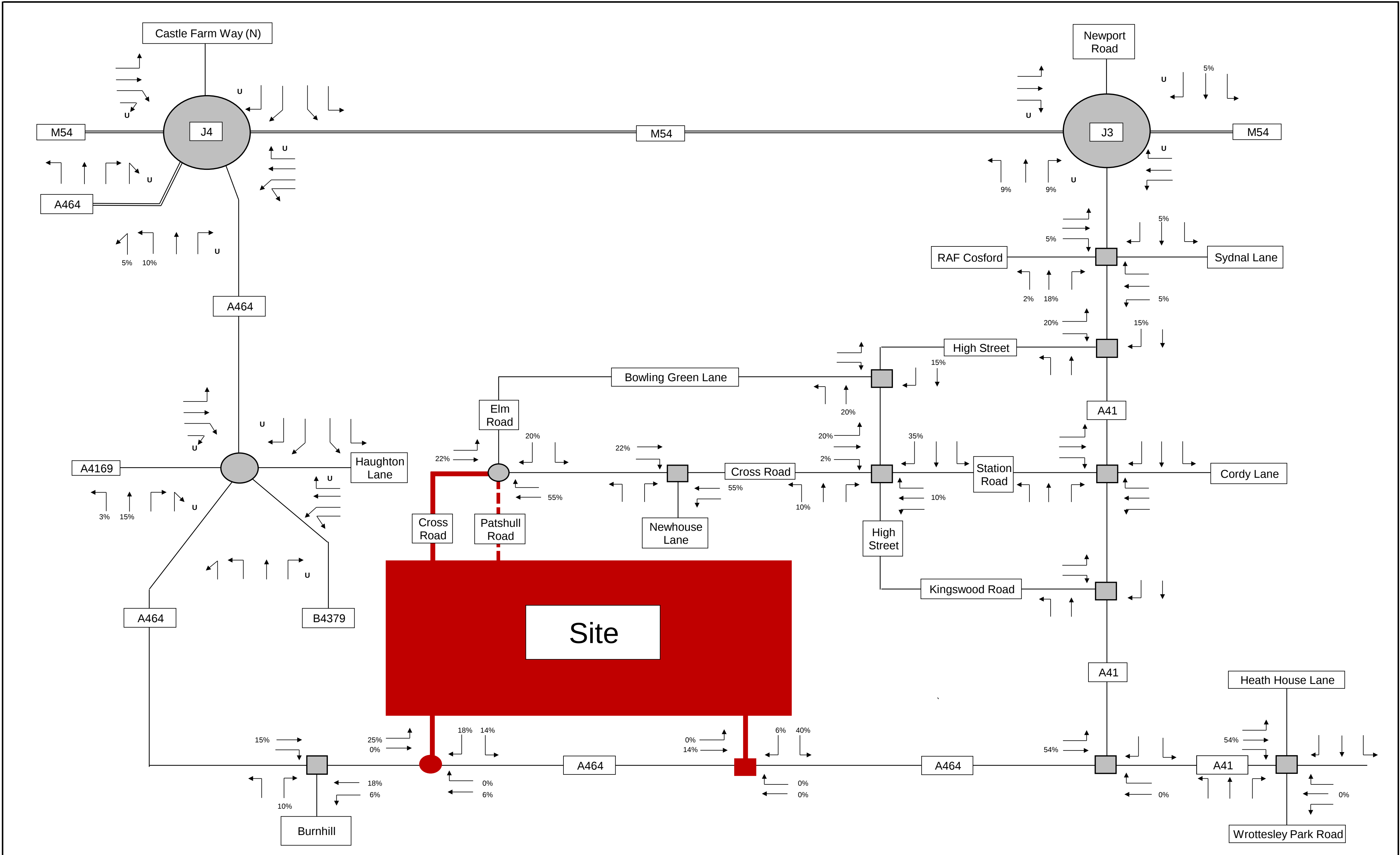
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Appendix B Traffic Flows



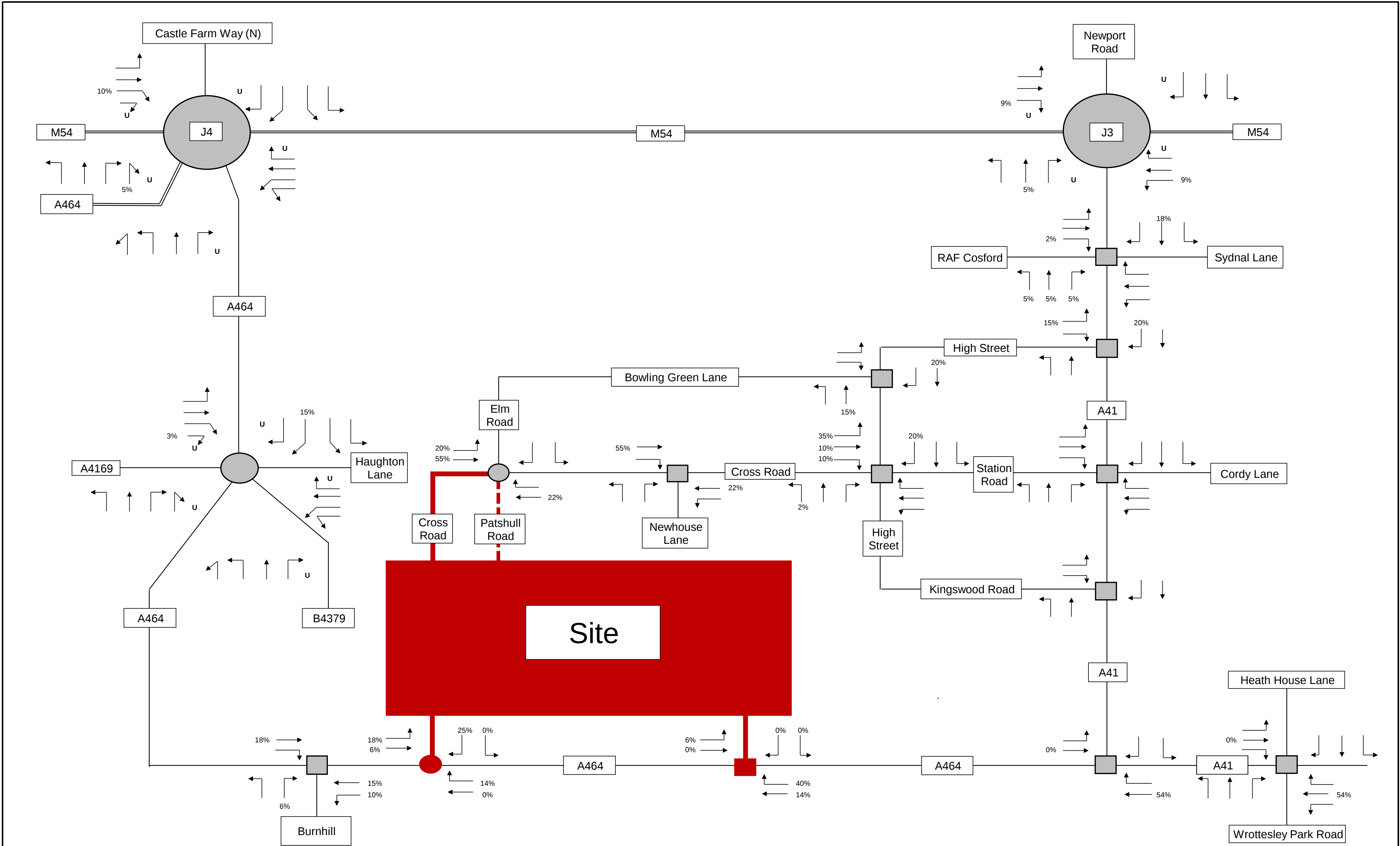
Albrighton South - Census Distribution Pattern (Arrivals and Departures) - AM and PM Peak Periods

Figure 1



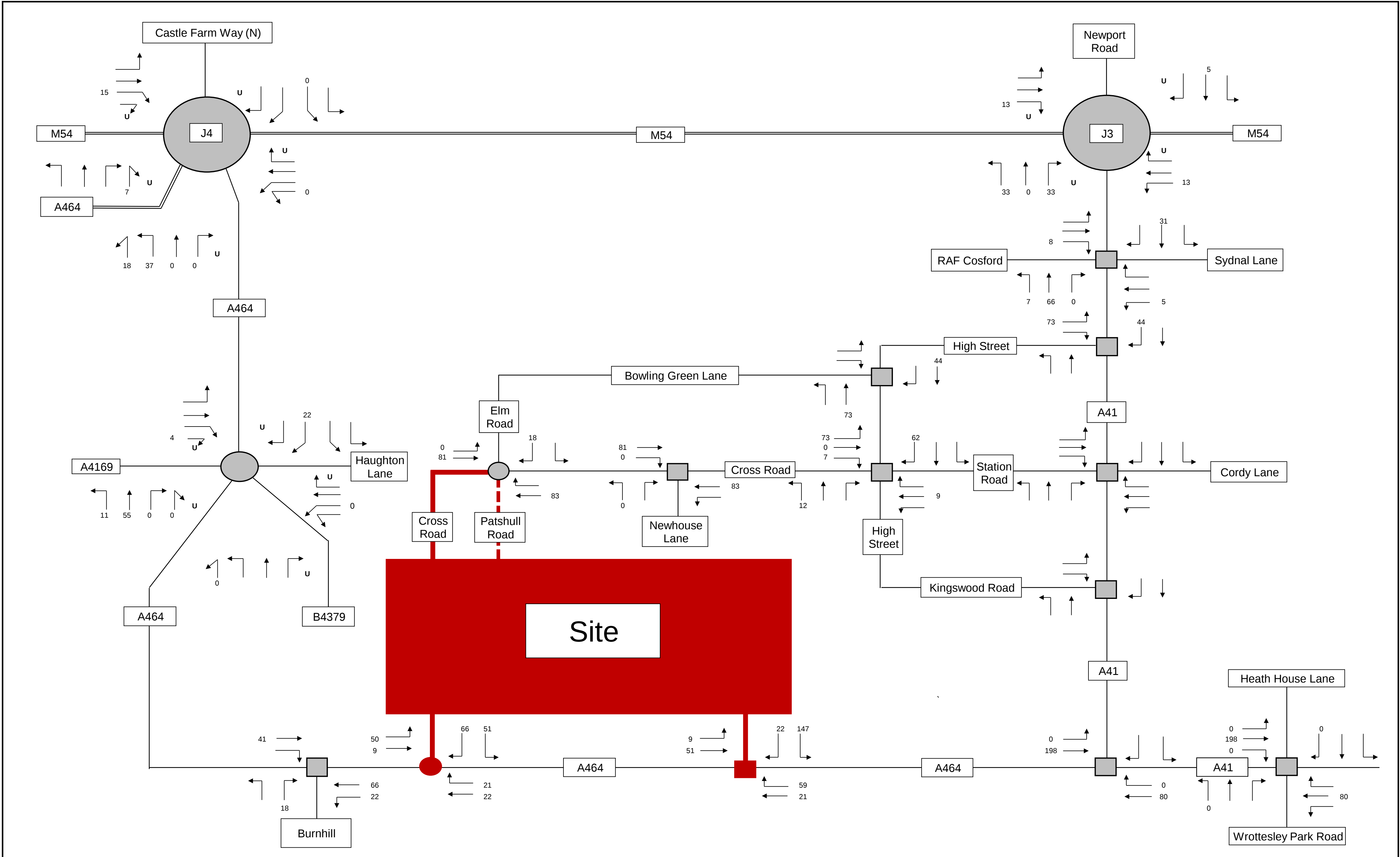
Albrighton South - Local Codsall Area Distribution Pattern (Arrival) and Census Distribution Pattern (Departures) - AM Peak Period

Figure 2



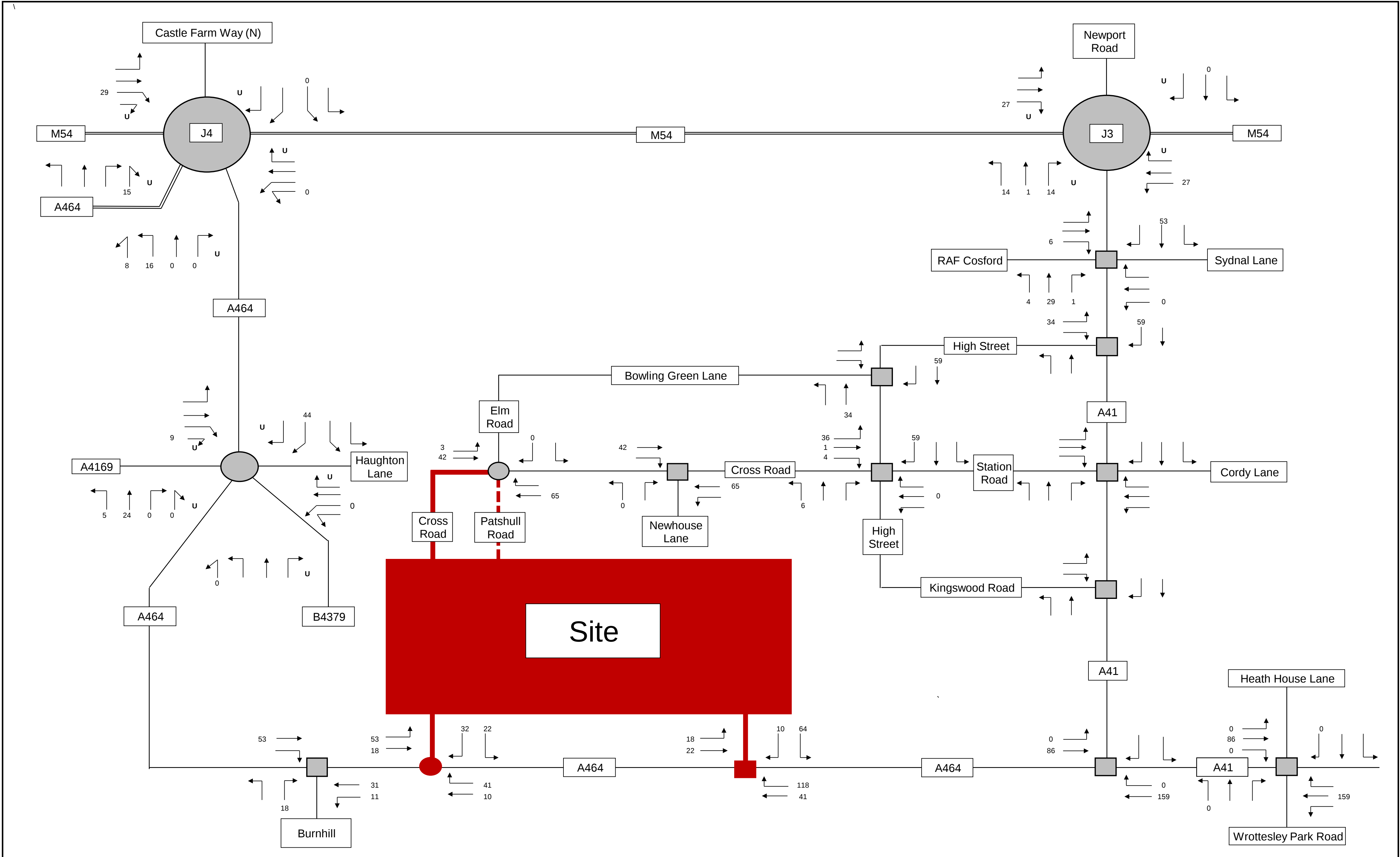
Albrighton South - Census Distribution Pattern (Arrivals) and Local Codsall Area Distribution Pattern (Departures) - PM Peak Period

Figure 3



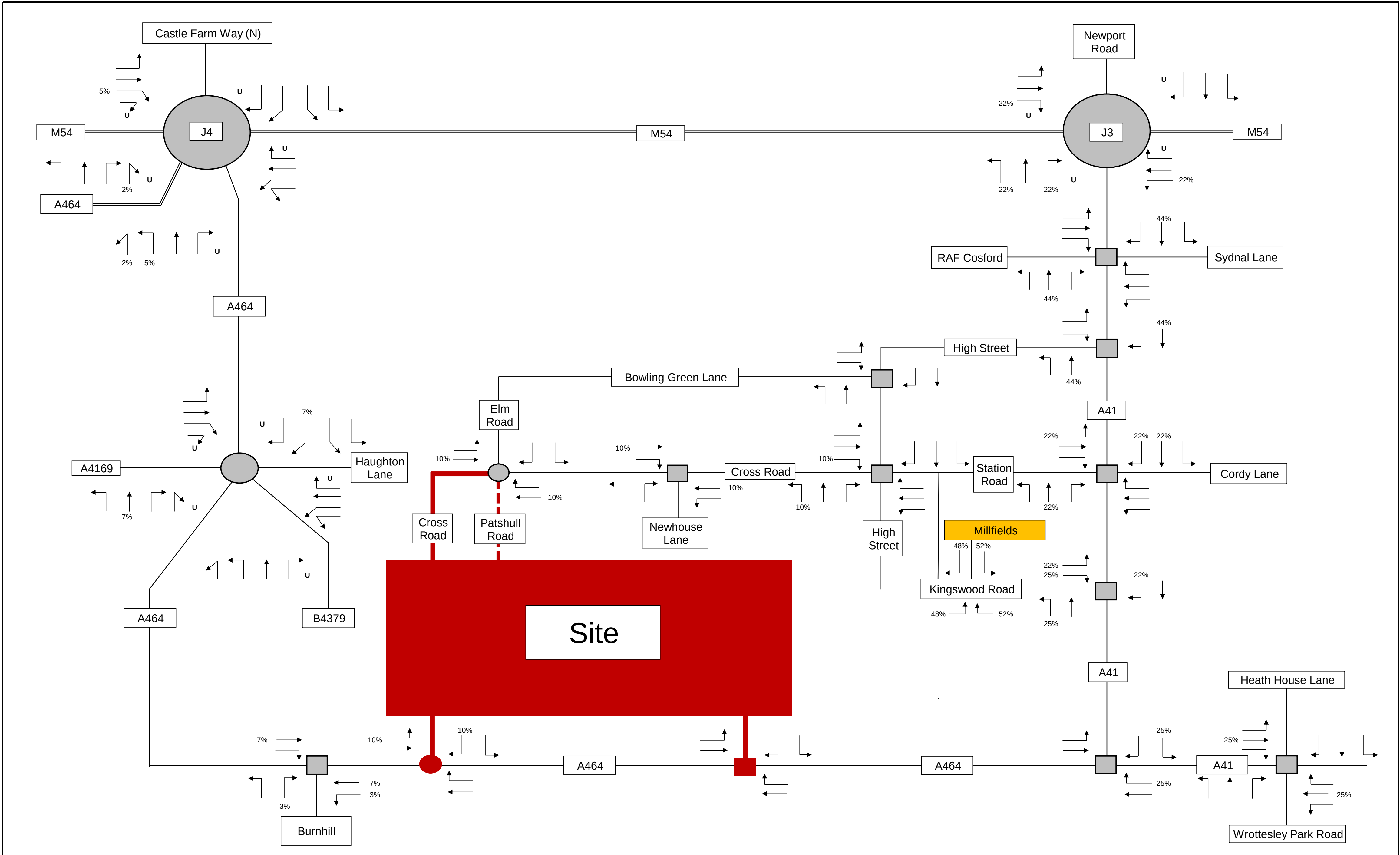
Albrighton South - Proposed Development Traffic Flows - AM Peak Period

Figure 4



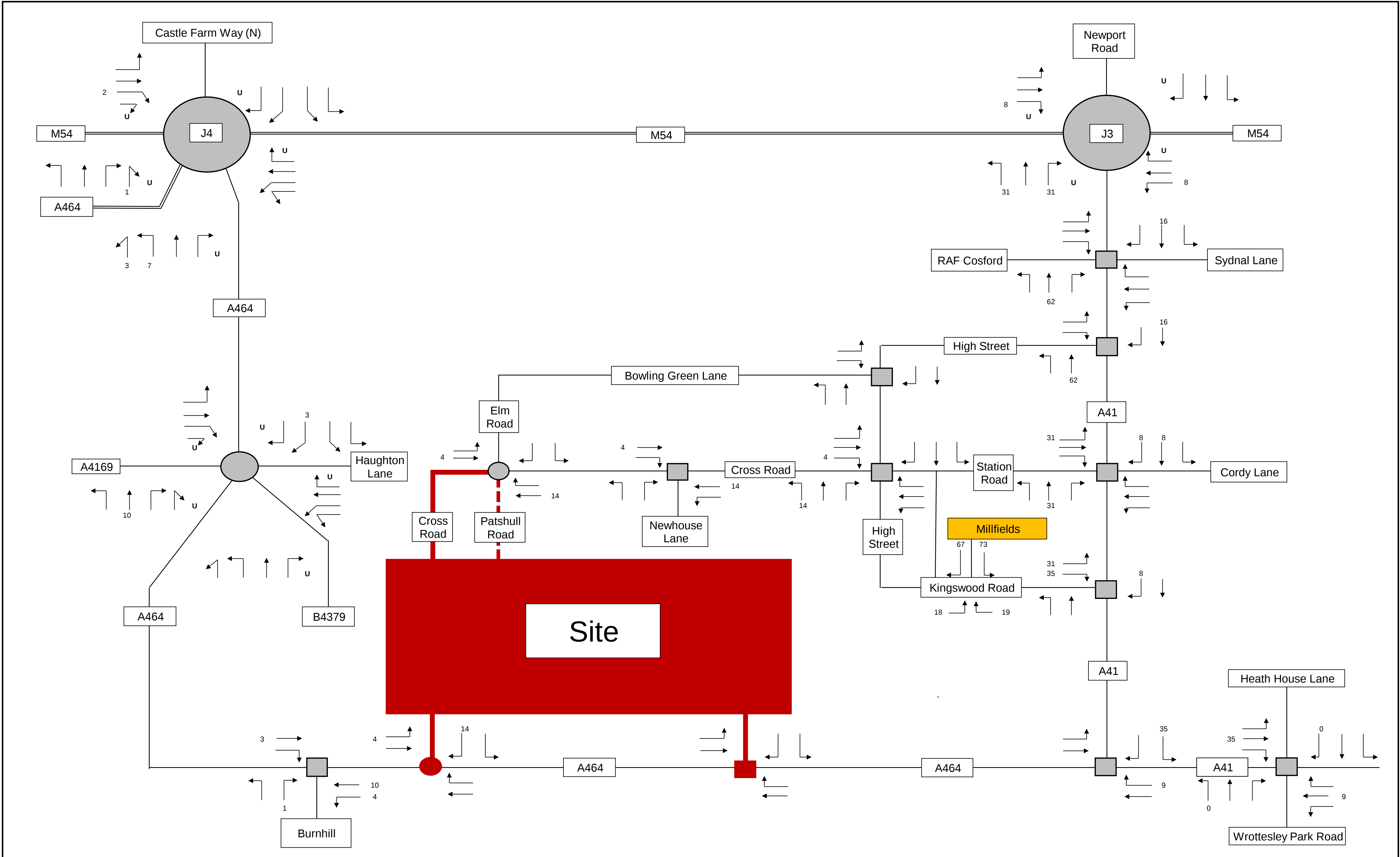
Albrighton South - Proposed Development Traffic Flows - PM Peak Period

Figure 5



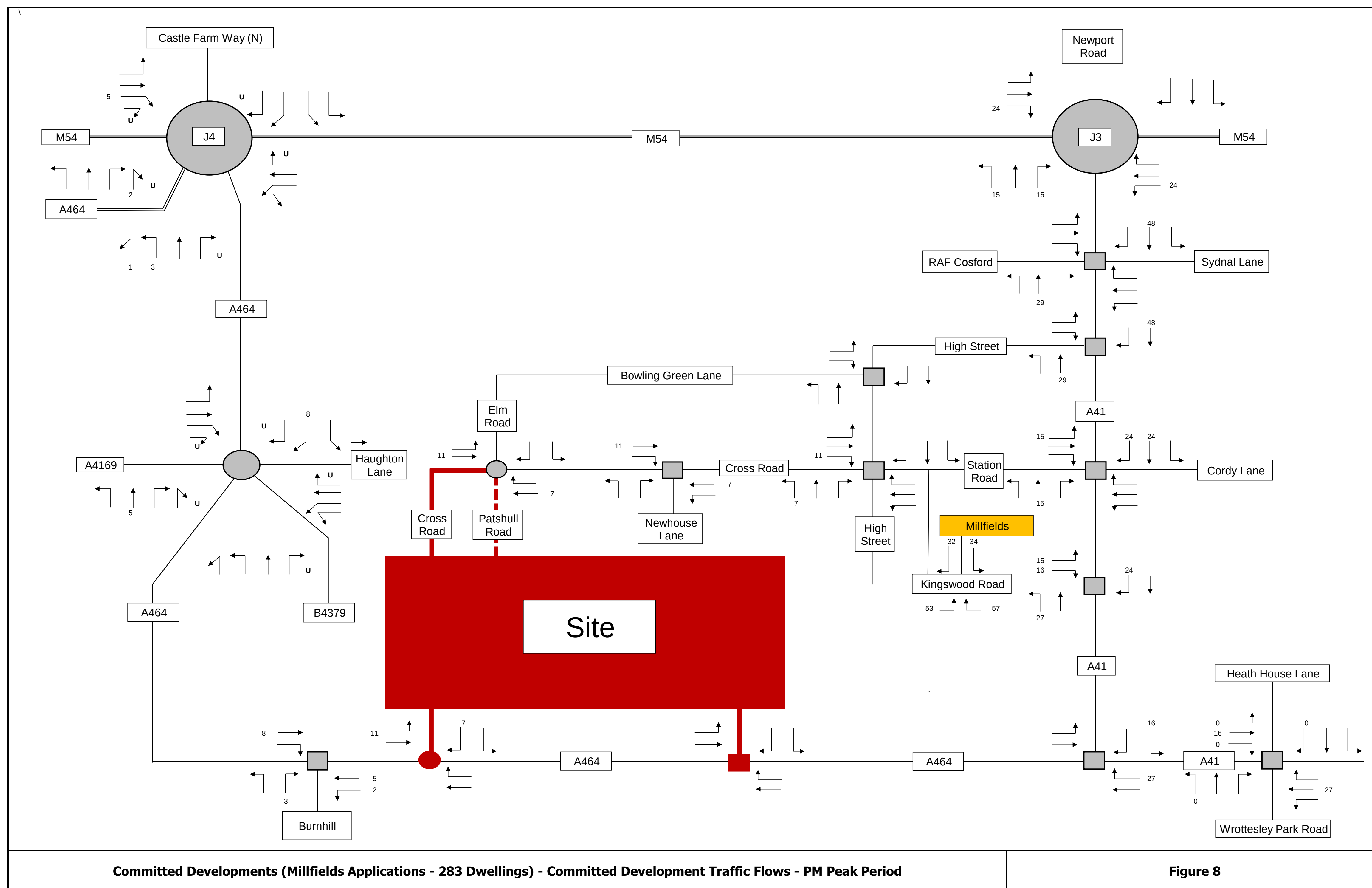
Committed Developments (Millfields Applications - 283 Dwellings) - Census Distribution Pattern (Arrivals and Departures) - AM and PM Peak Periods

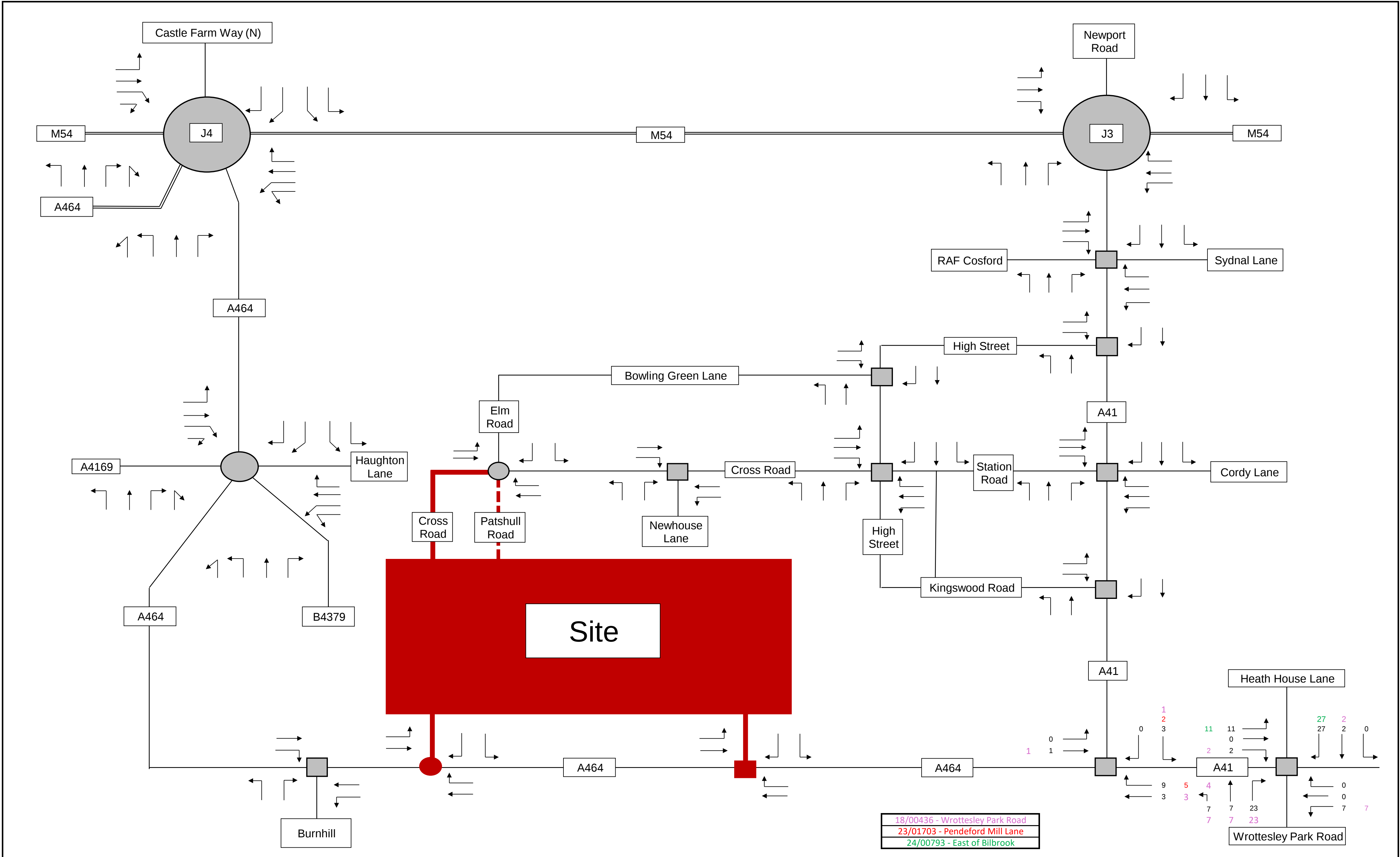
Figure 6



Committed Developments (Millfields Applications - 283 Dwellings) - Committed Development Traffic Flows - AM Peak Period

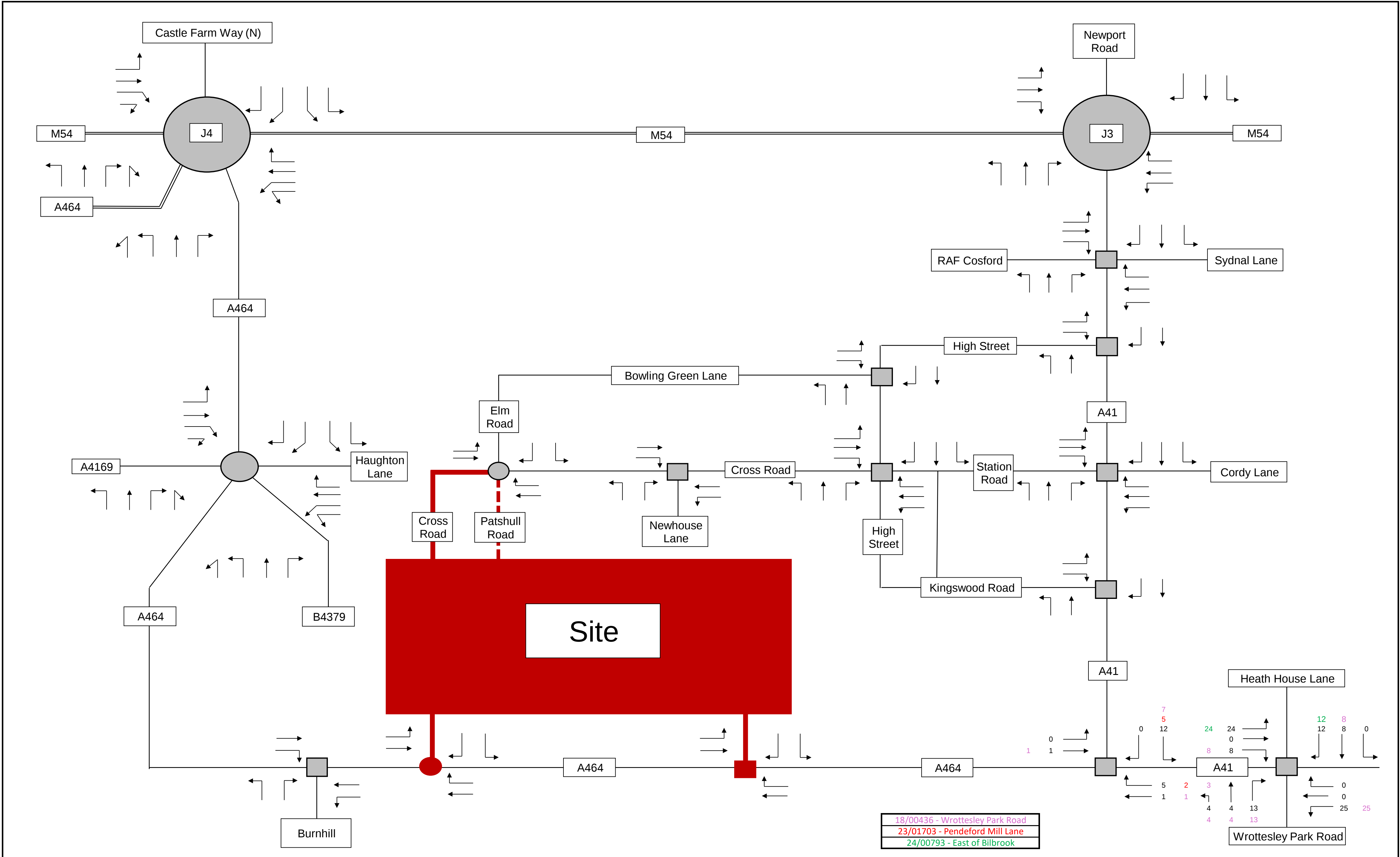
Figure 7





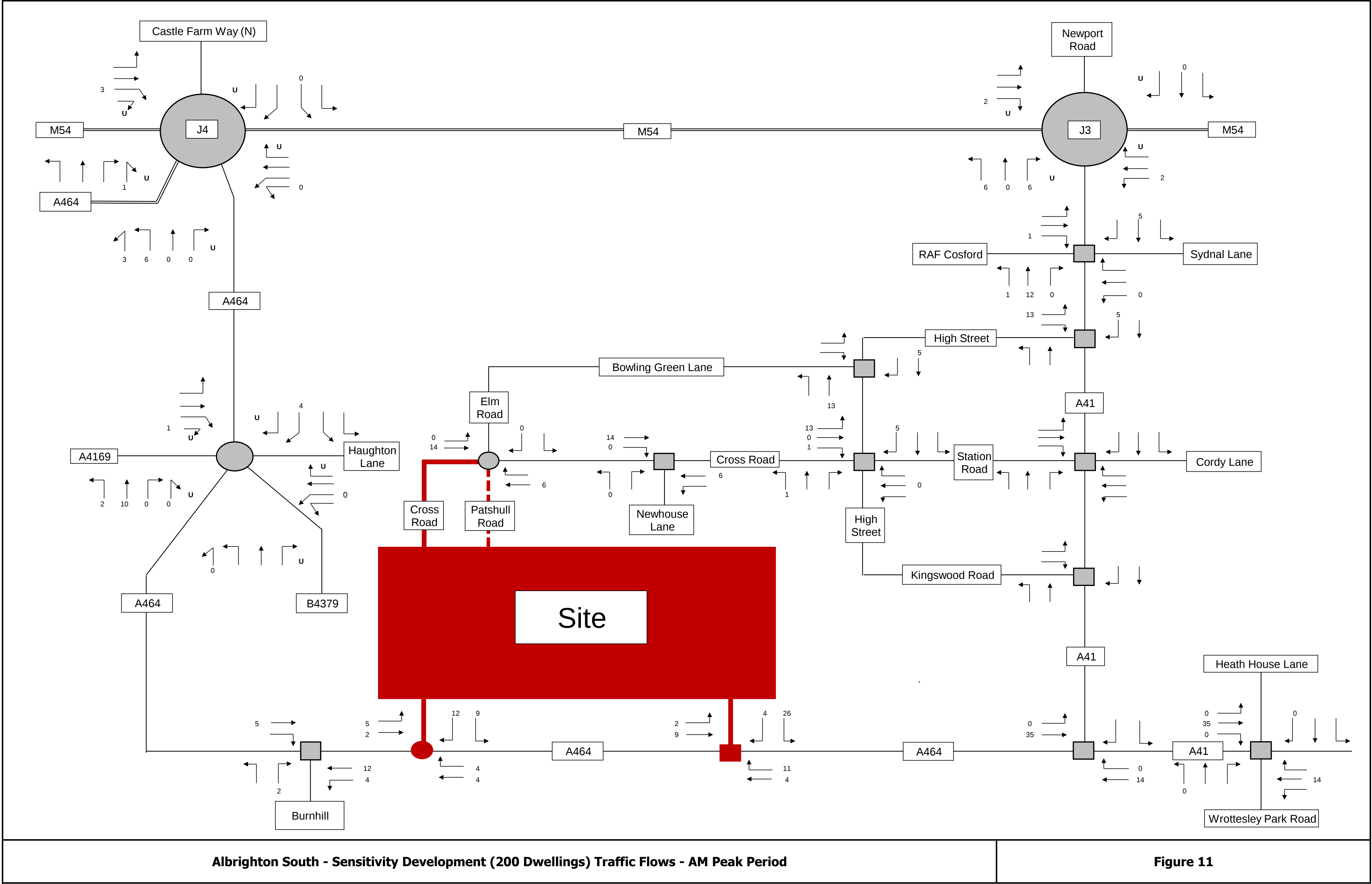
Committed Developments (South Staffordshire Developments) - Committed Development Traffic Flows - AM Peak Period

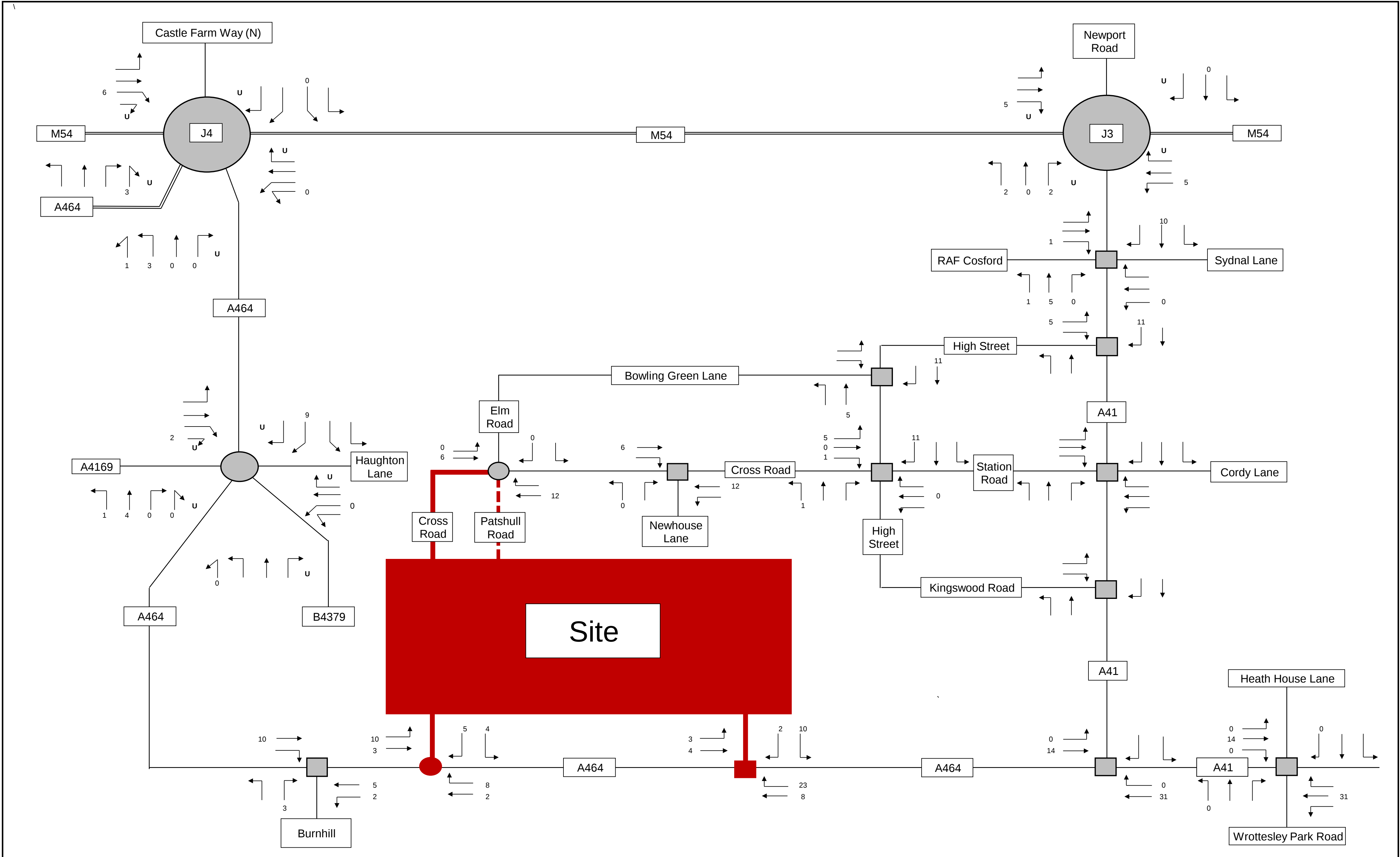
Figure 9



Committed Developments (South Staffordshire Developments) - Committed Development Traffic Flows - PM Peak Period

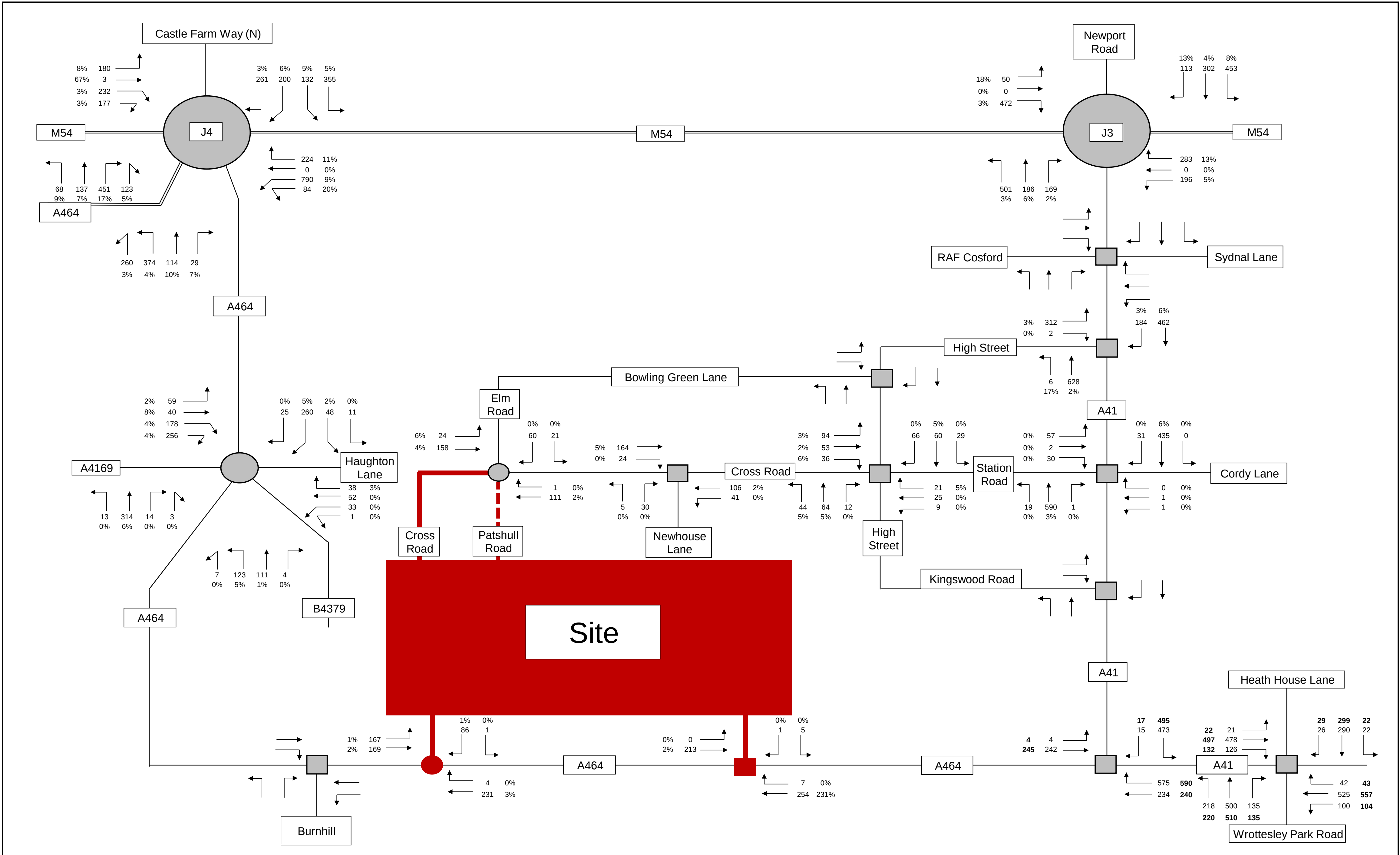
Figure 10





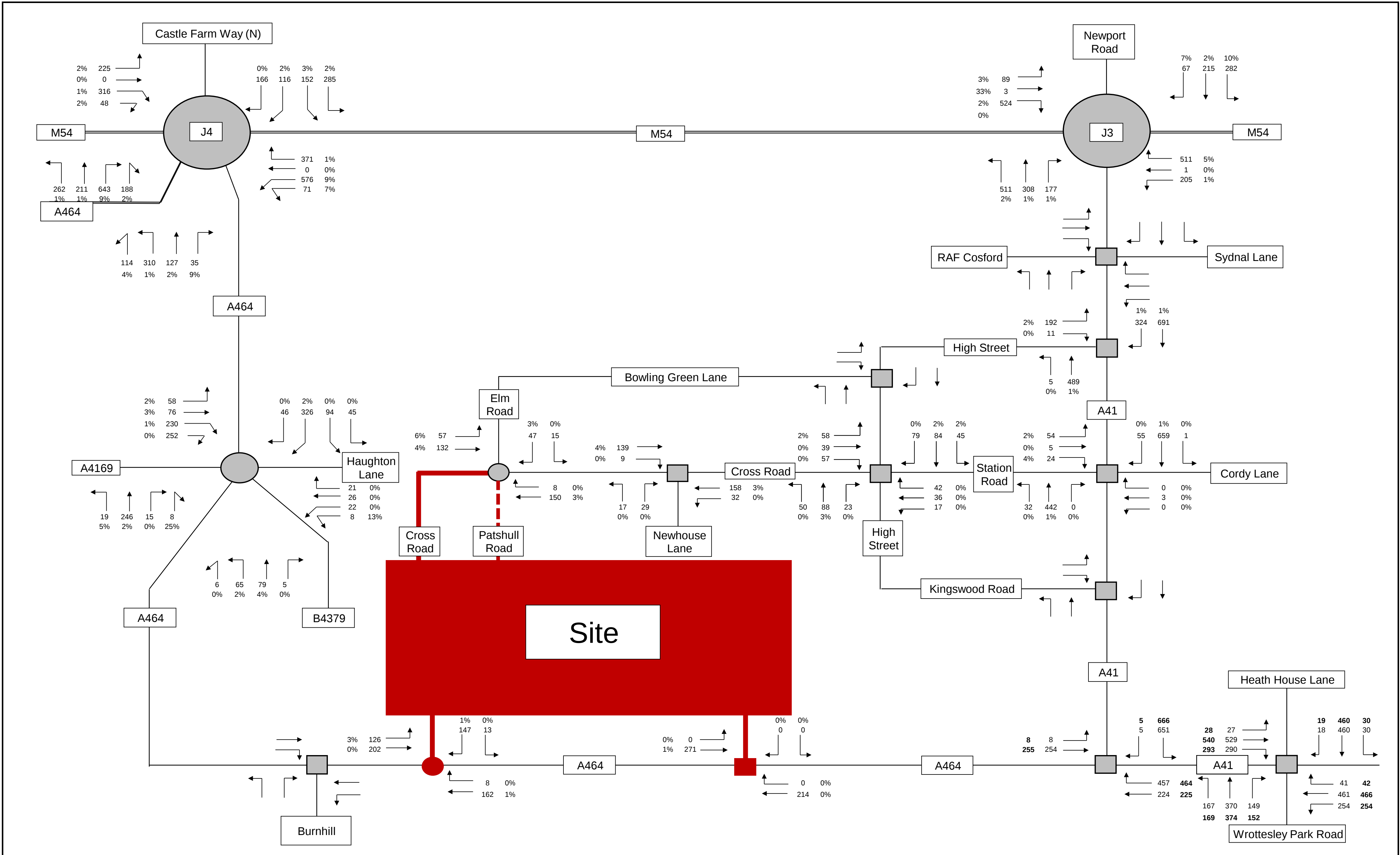
Albrighton South - Sensitivity Development (200 Dwellings) Traffic Flows - PM Peak Period

Figure 12



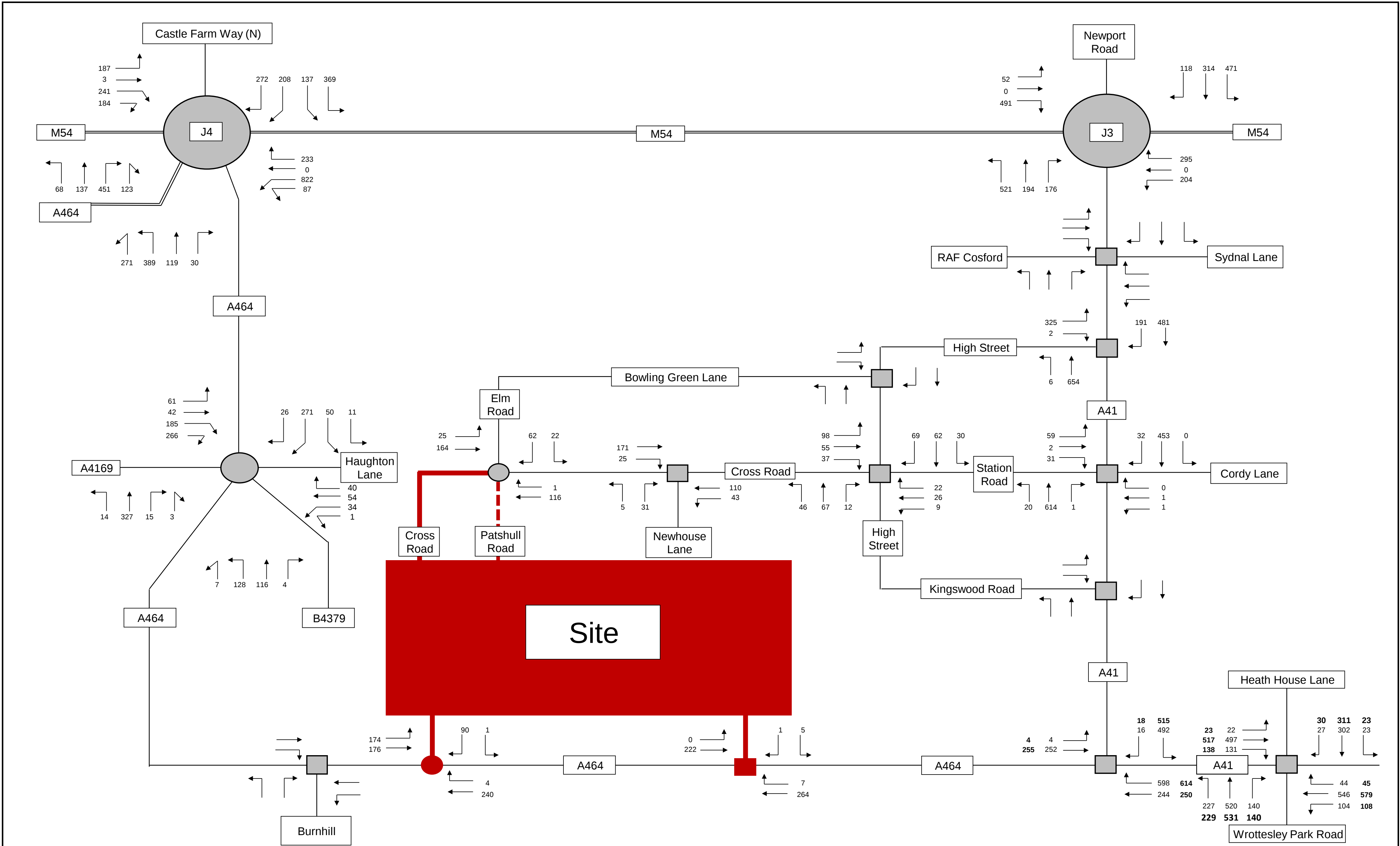
Albrighton South - 2024 Base Traffic Count Surveys - AM Peak (0730 to 0830)

Figure 13



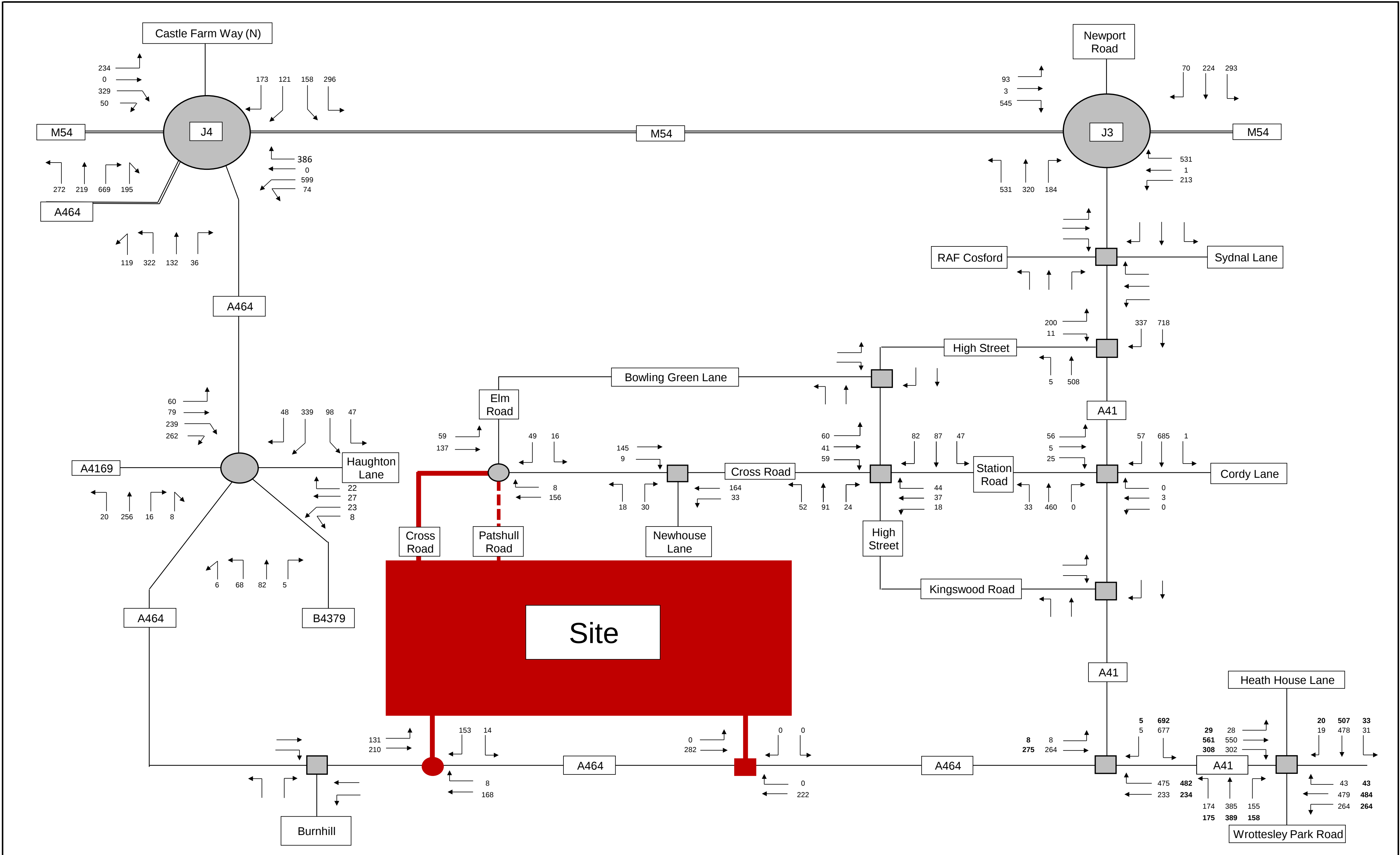
Albrighton South - 2024 Base Traffic Count Surveys - PM Peak (1615 to 1715)

Figure 14



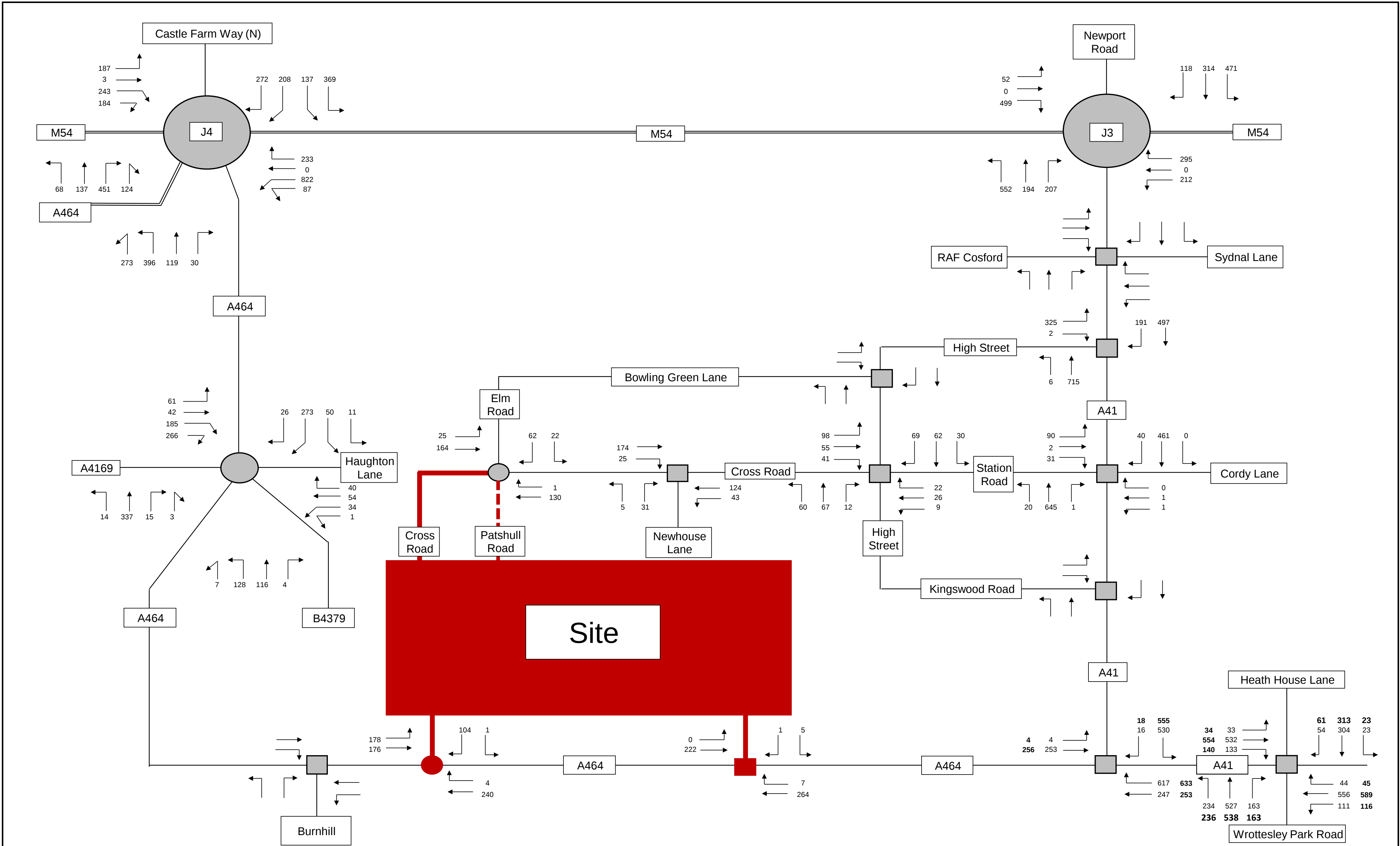
Albrighton South - 2029 Design Year Traffic Flows - AM Peak (0730 to 0830)

Figure 15



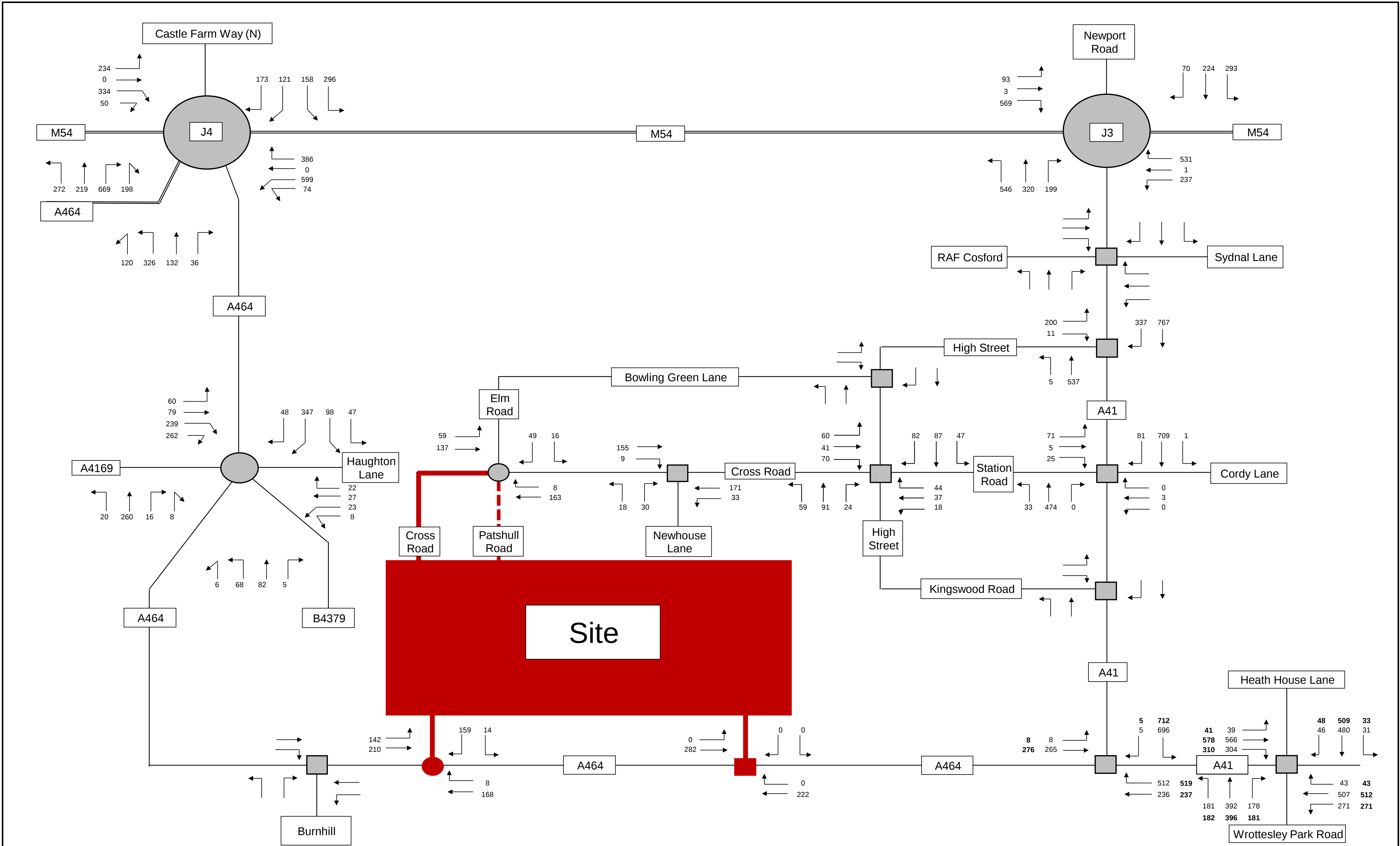
Albrighton South - 2029 Design Year Traffic Flows - PM Peak (1615 to 1715)

Figure 16



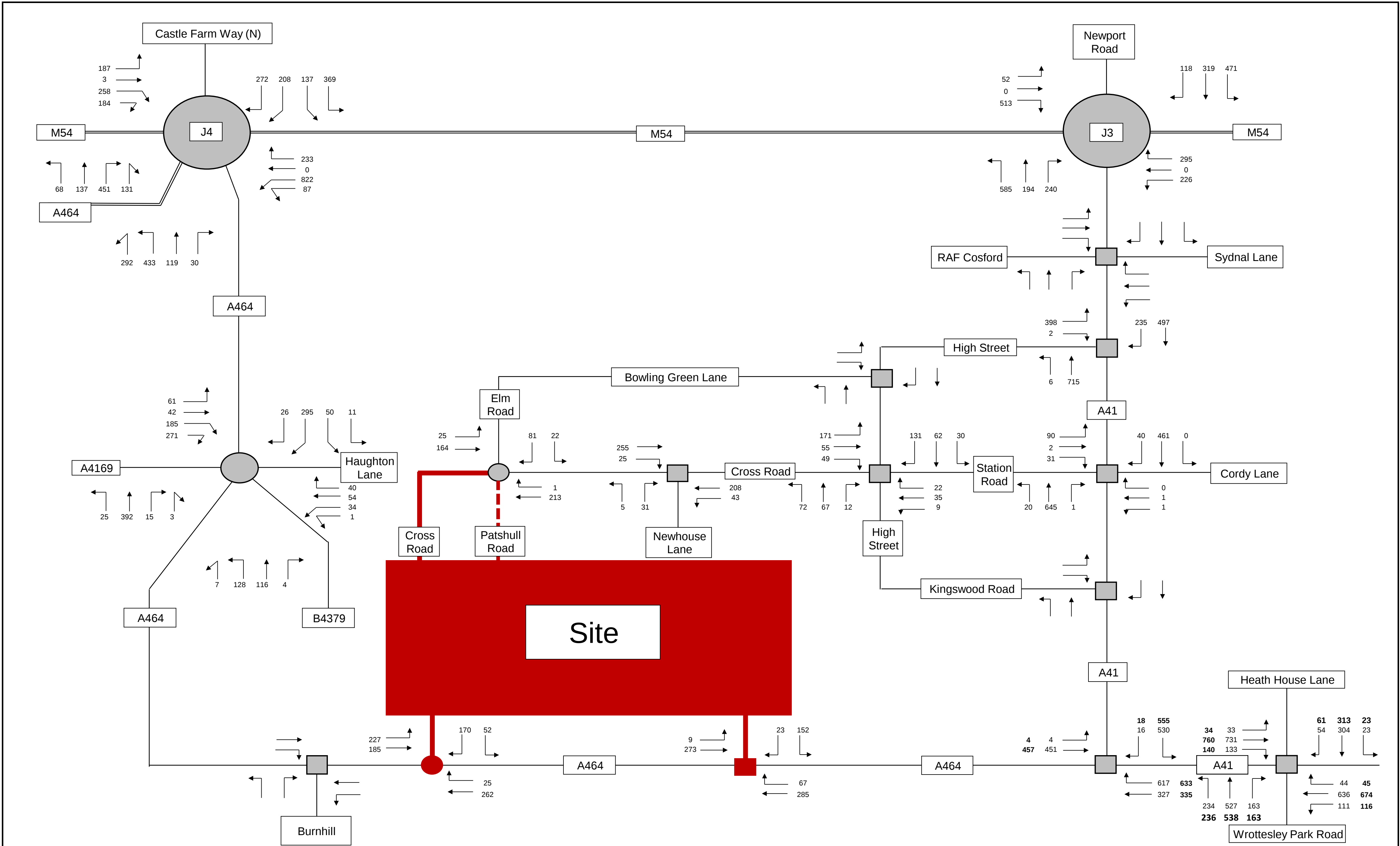
Albrighton South - 2029 Design Year Traffic Flows with Committed Development - AM Peak (0730 to 0830)

Figure 17



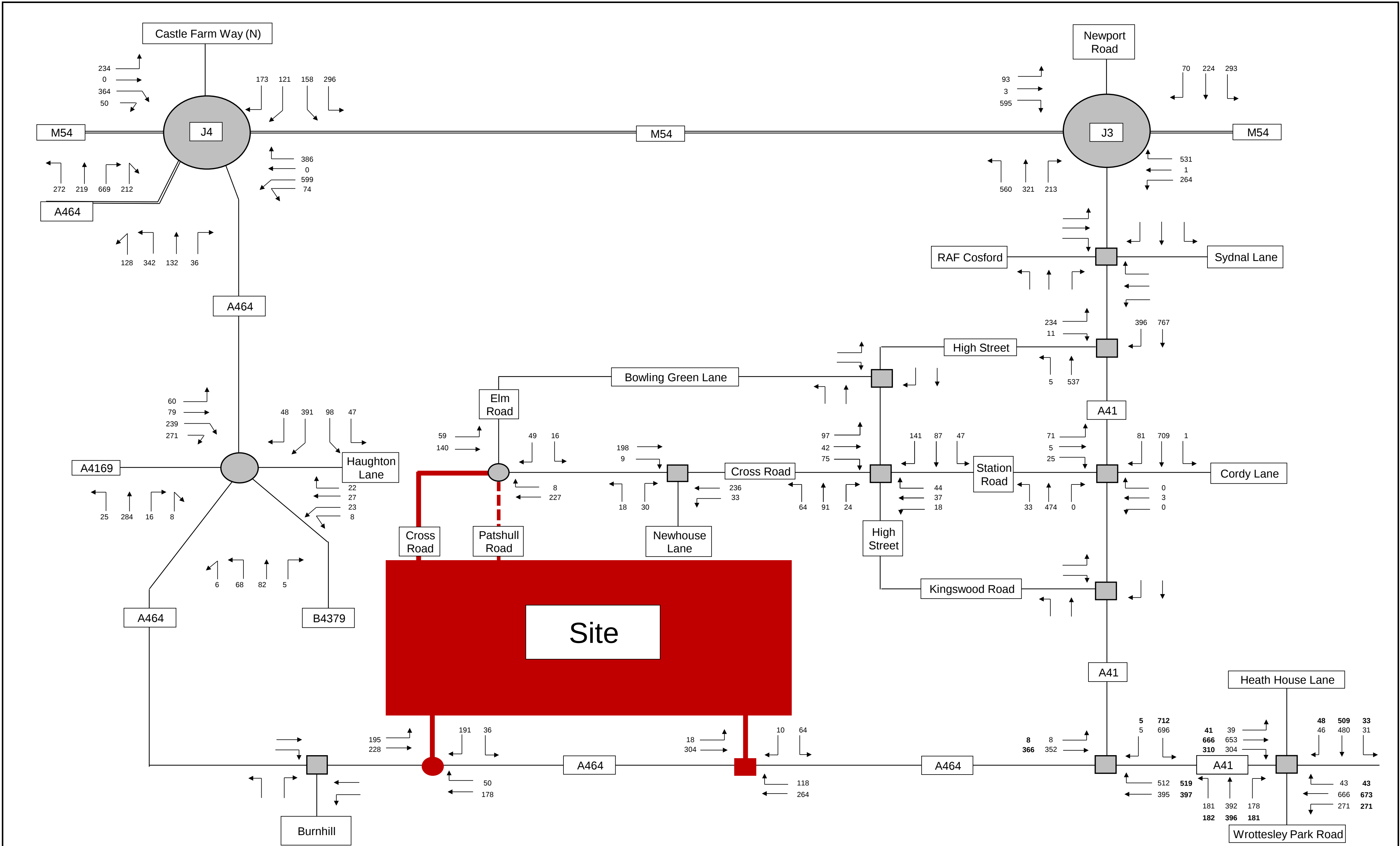
Albrighton South - 2029 Design Year Traffic Flows with Committed Development - PM Peak (1615 to 1715)

Figure 18



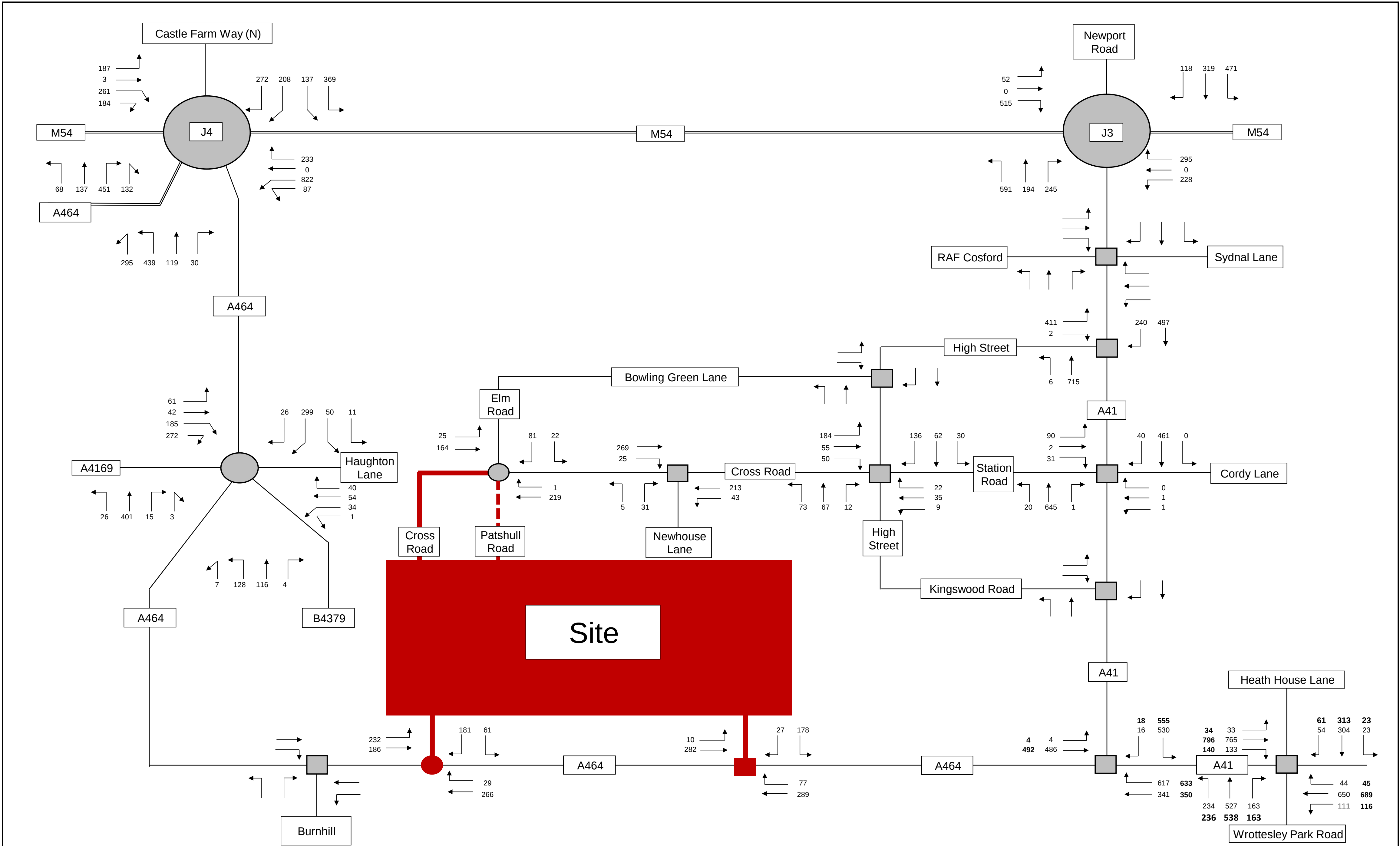
Albrighton South - 2029 Design Year Traffic Flows with Committed Development & Proposed Development - AM Peak (0730 to 0830)

Figure 19



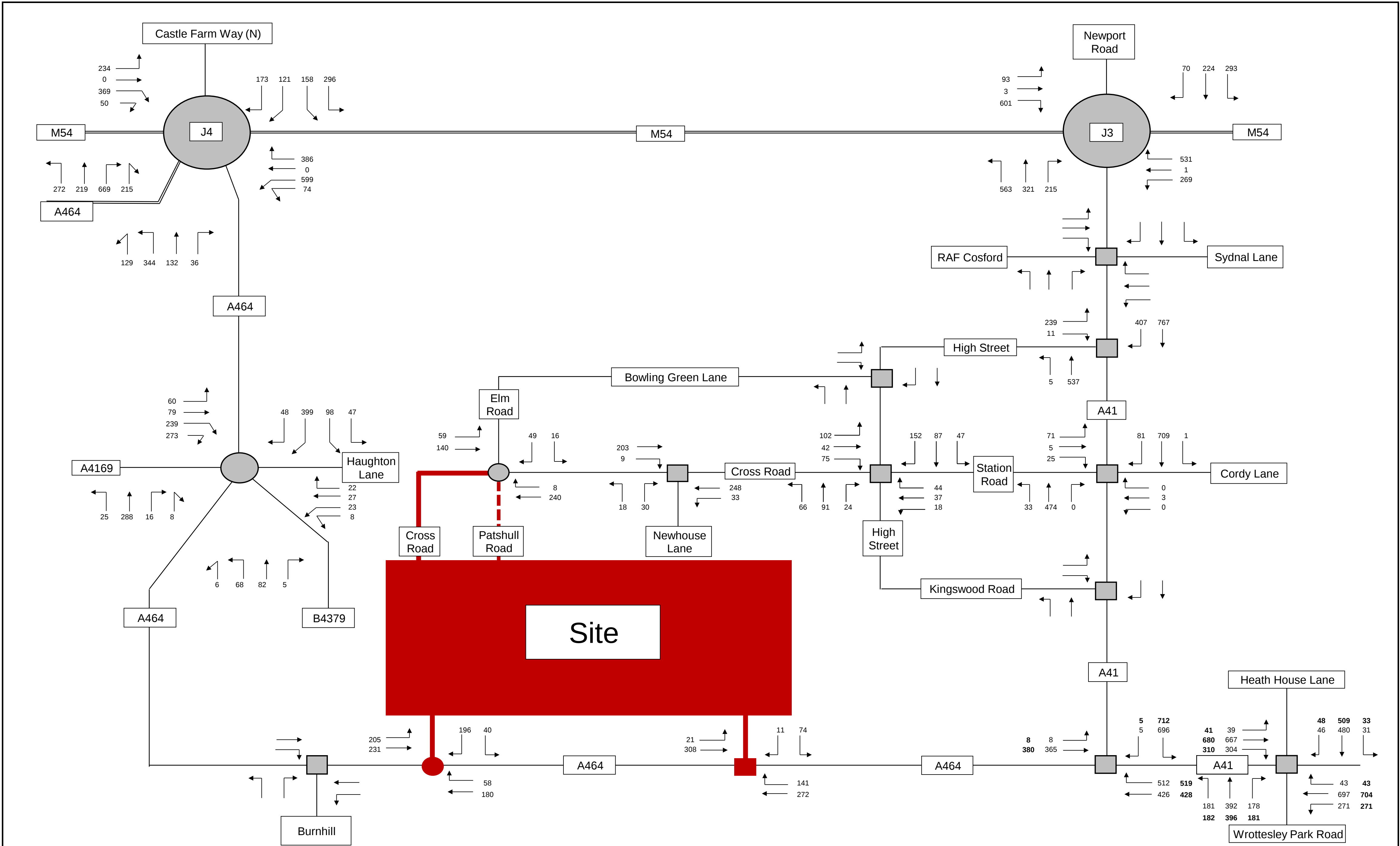
Albrighton South - 2029 Design Year Traffic Flows with Committed Development & Proposed Development - PM Peak (1615 to 1715)

Figure 20



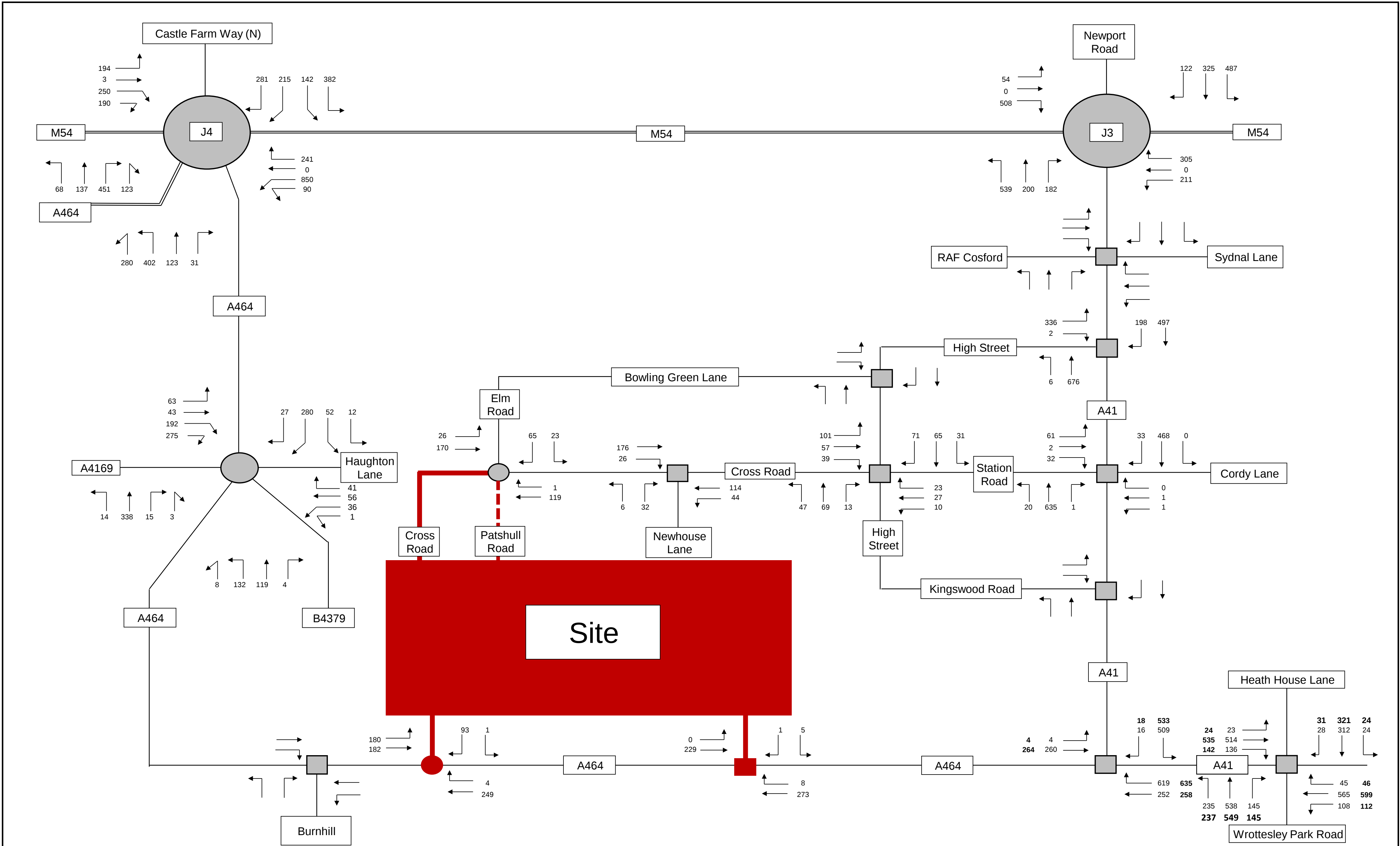
Albrighton South - 2029 Design Year Traffic Flows with Development, Committed Development & Sensitivity - AM Peak (0730 to 0830)

Figure 21



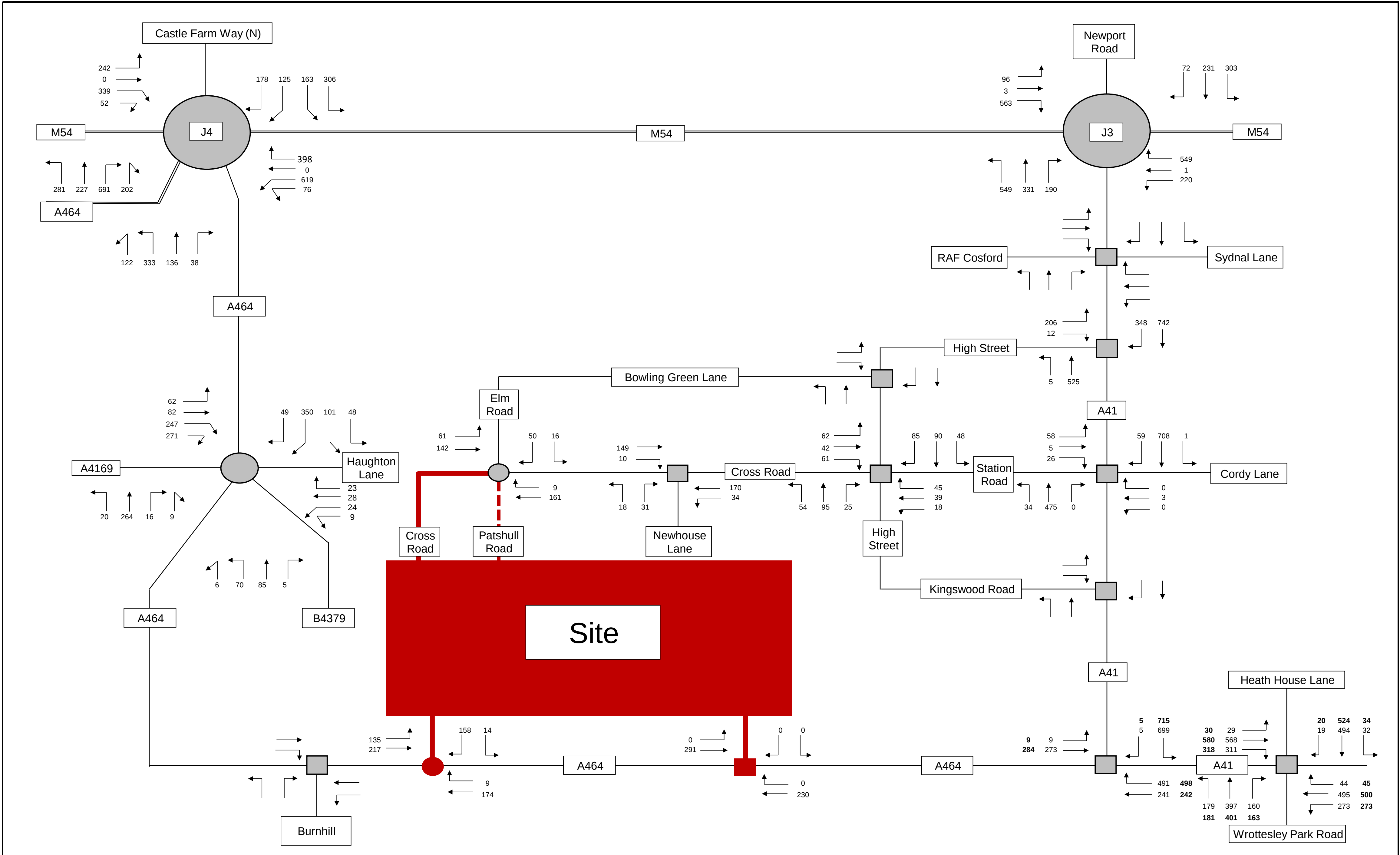
Albrighton South - 2029 Design Year Traffic Flows with Development, Committed Development & Sensitivity - PM Peak (1615 to 1715)

Figure 22



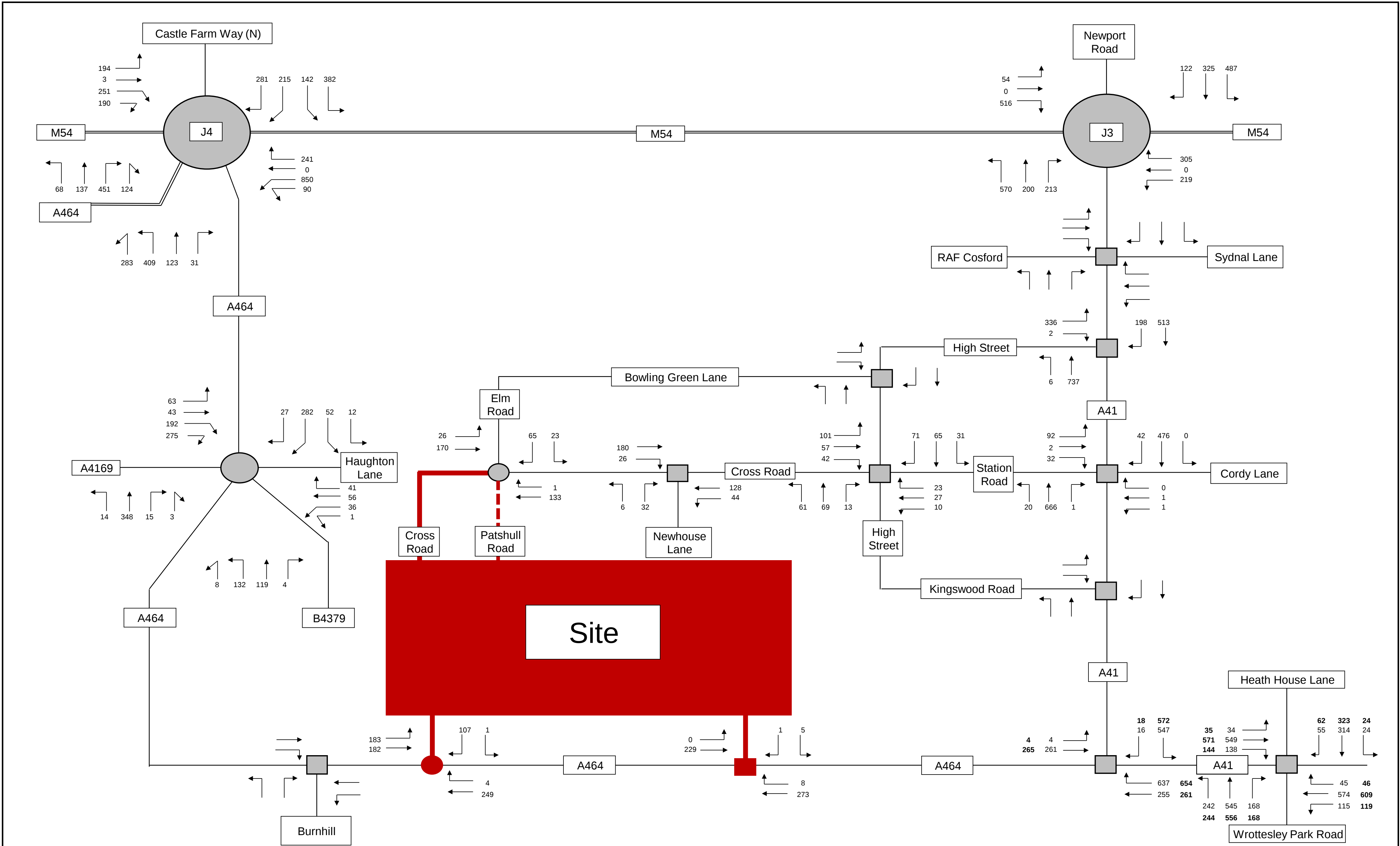
Albrighton South - 2034 Design Year Traffic Flows - AM Peak (0730 to 0830)

Figure 23



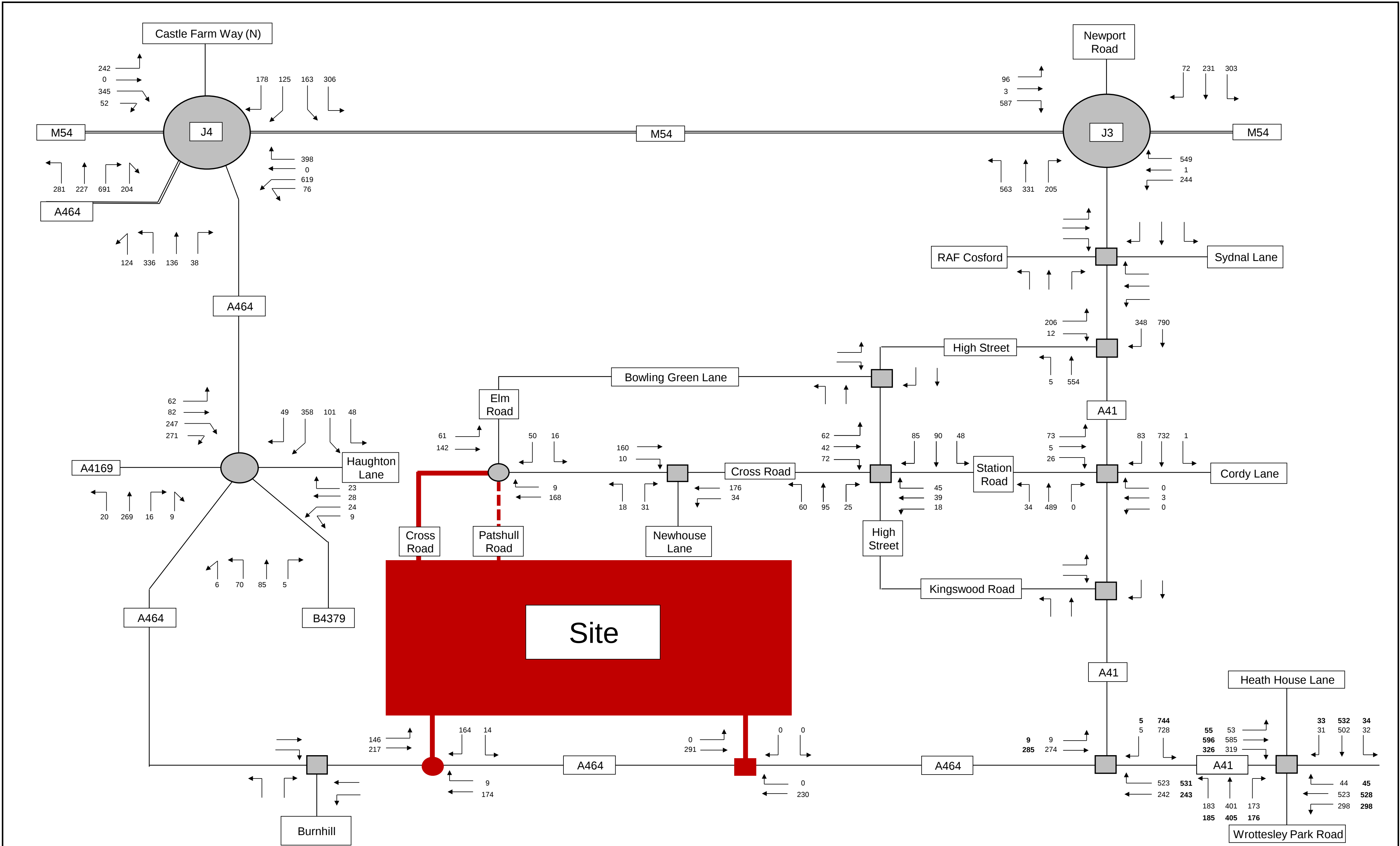
Albrighton South - 2034 Design Year Traffic Flows - PM Peak (1615 to 1715)

Figure 24



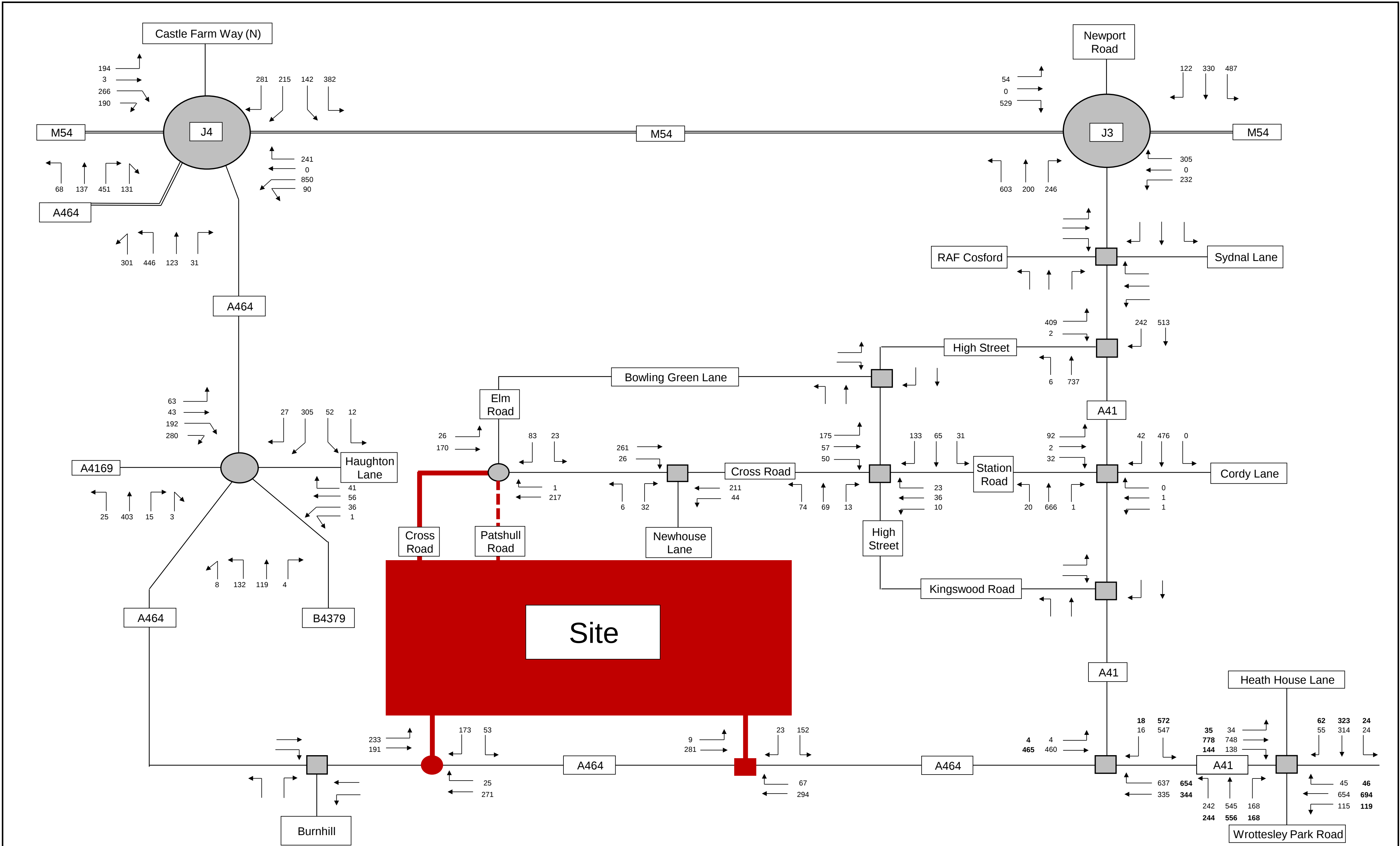
Albrighton South - 2034 Design Year Traffic Flows with Committed Development - AM Peak (0730 to 0830)

Figure 25



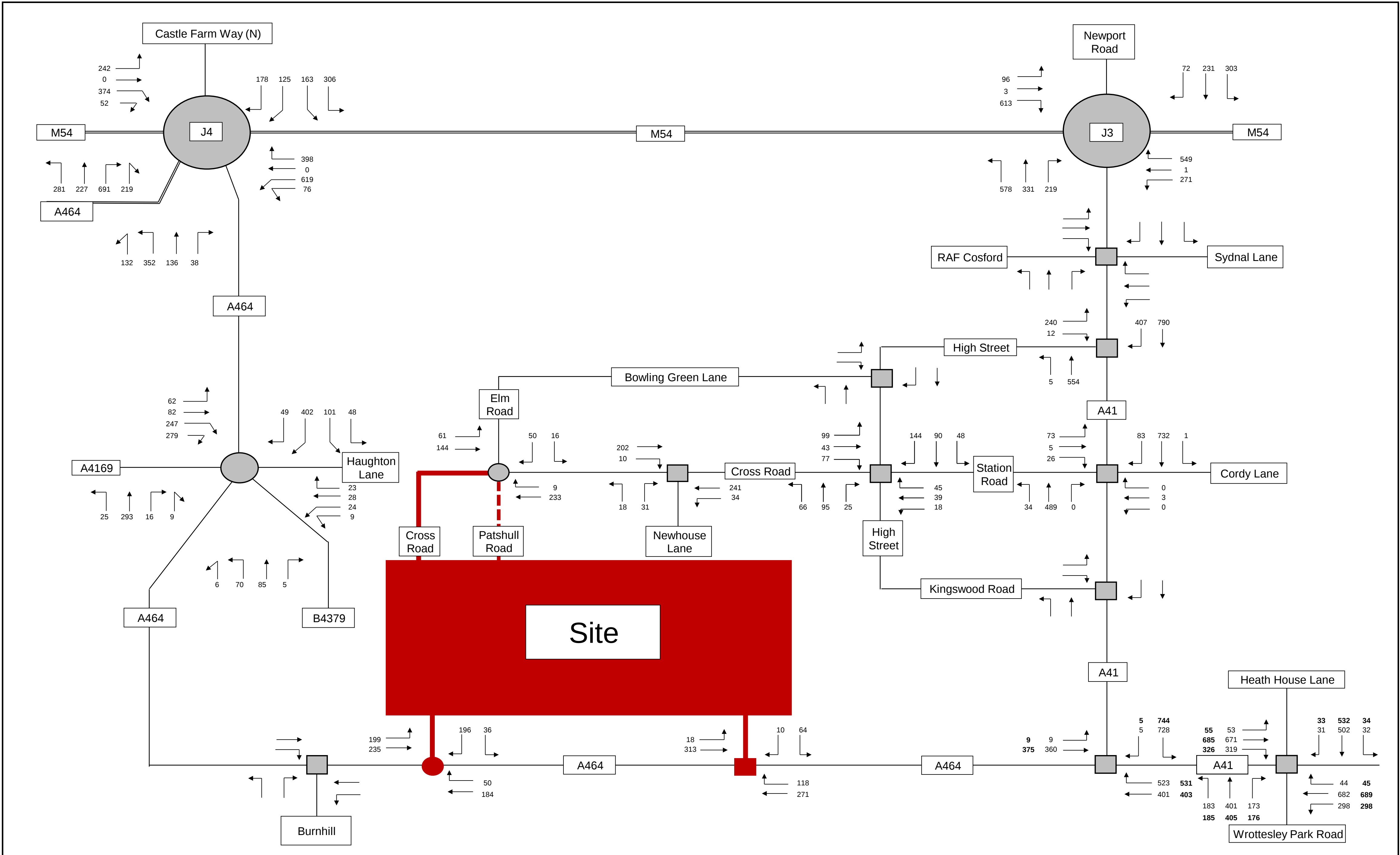
Albrighton South - 2034 Design Year Traffic Flows with Committed Development - PM Peak (1615 to 1715)

Figure 26



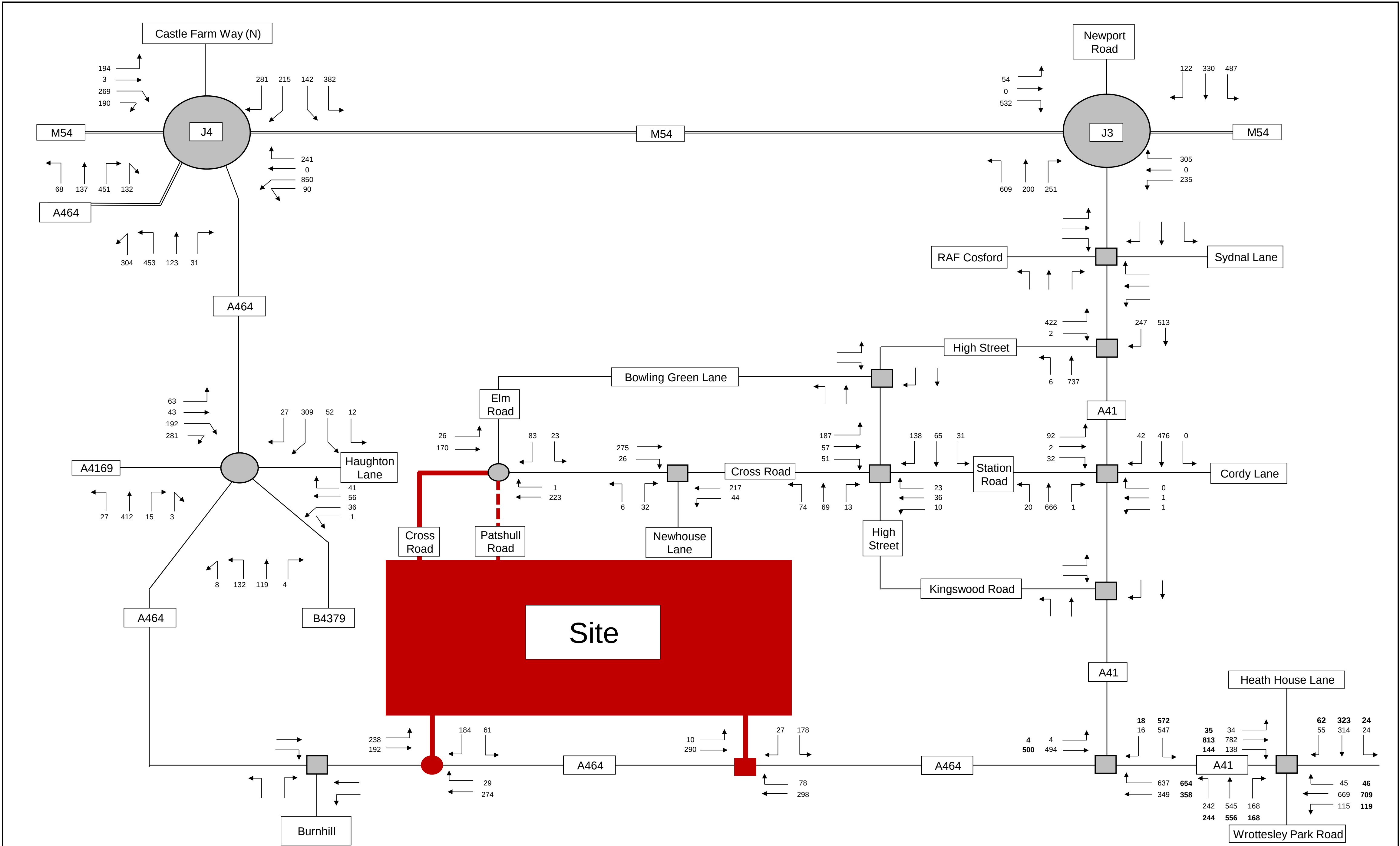
Albrighton South - 2034 Design Year Traffic Flows with Development & Committed Development - AM Peak (0730 to 0830)

Figure 27



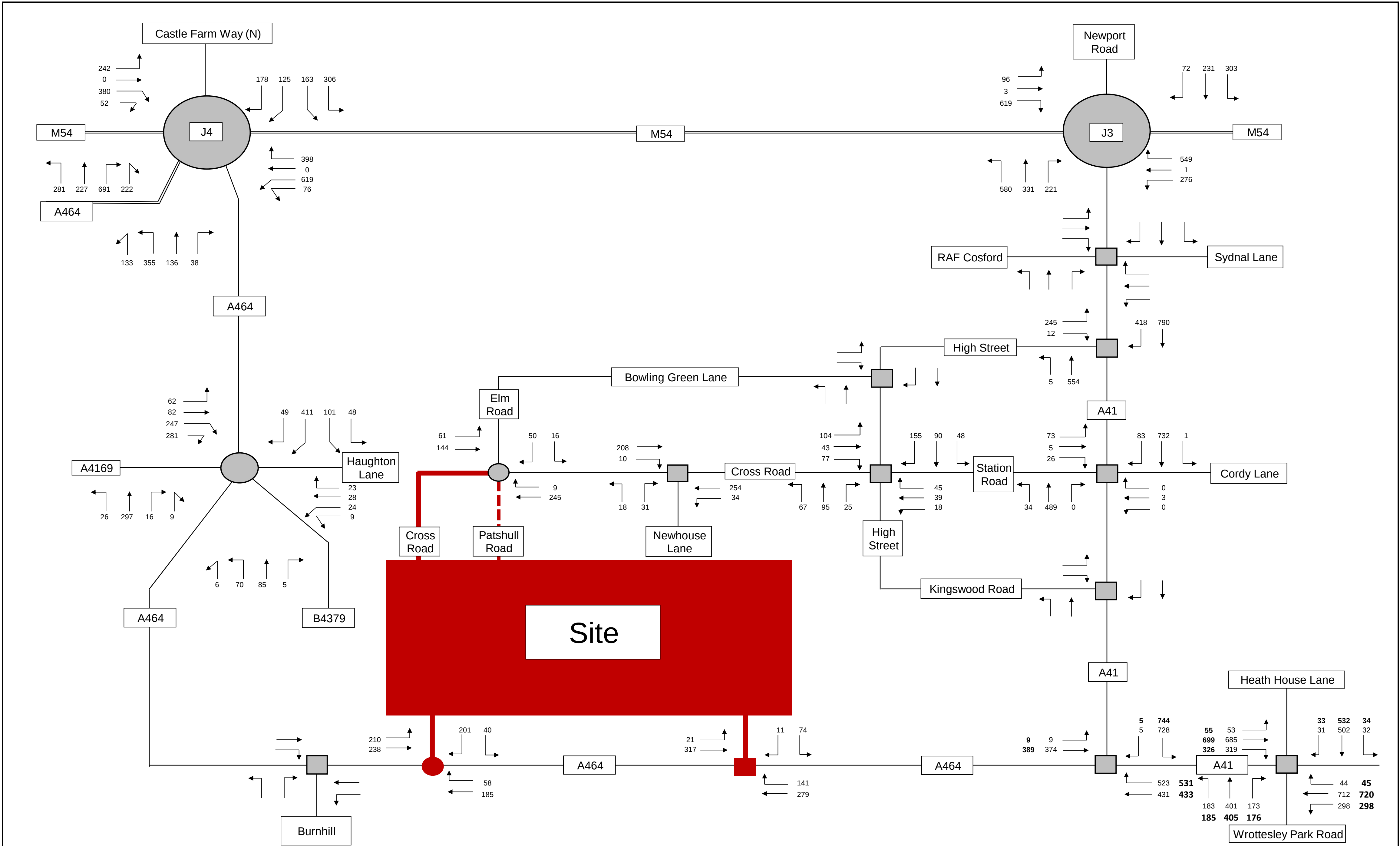
Albrighton South - 2034 Design Year Traffic Flows with Development & Committed Development - PM Peak (1615 to 1715)

Figure 28



Albrighton South - 2034 Design Year Traffic Flows with Development, Committed Development & Sensitivity - AM Peak (0730 to 0830)

Figure 29



Albrighton South - 2034 Design Year Traffic Flows with Development, Committed Development & Sensitivity - PM Peak (1615 to 1715)

Figure 30

TECHNICAL NOTE 5 (TN05)

Appendix C Junction Modelling Output Files

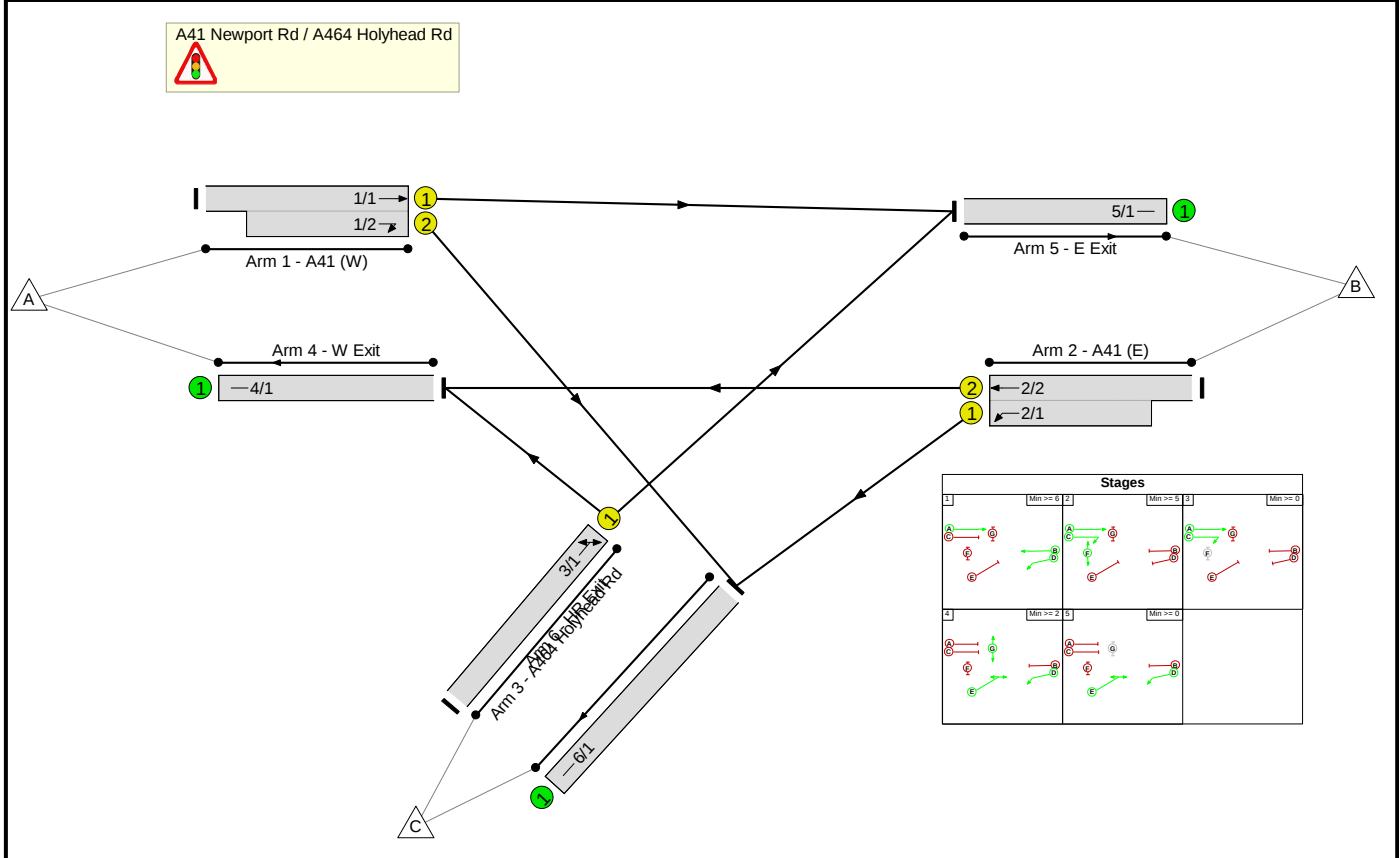
Full Input Data And Results

Full Input Data And Results

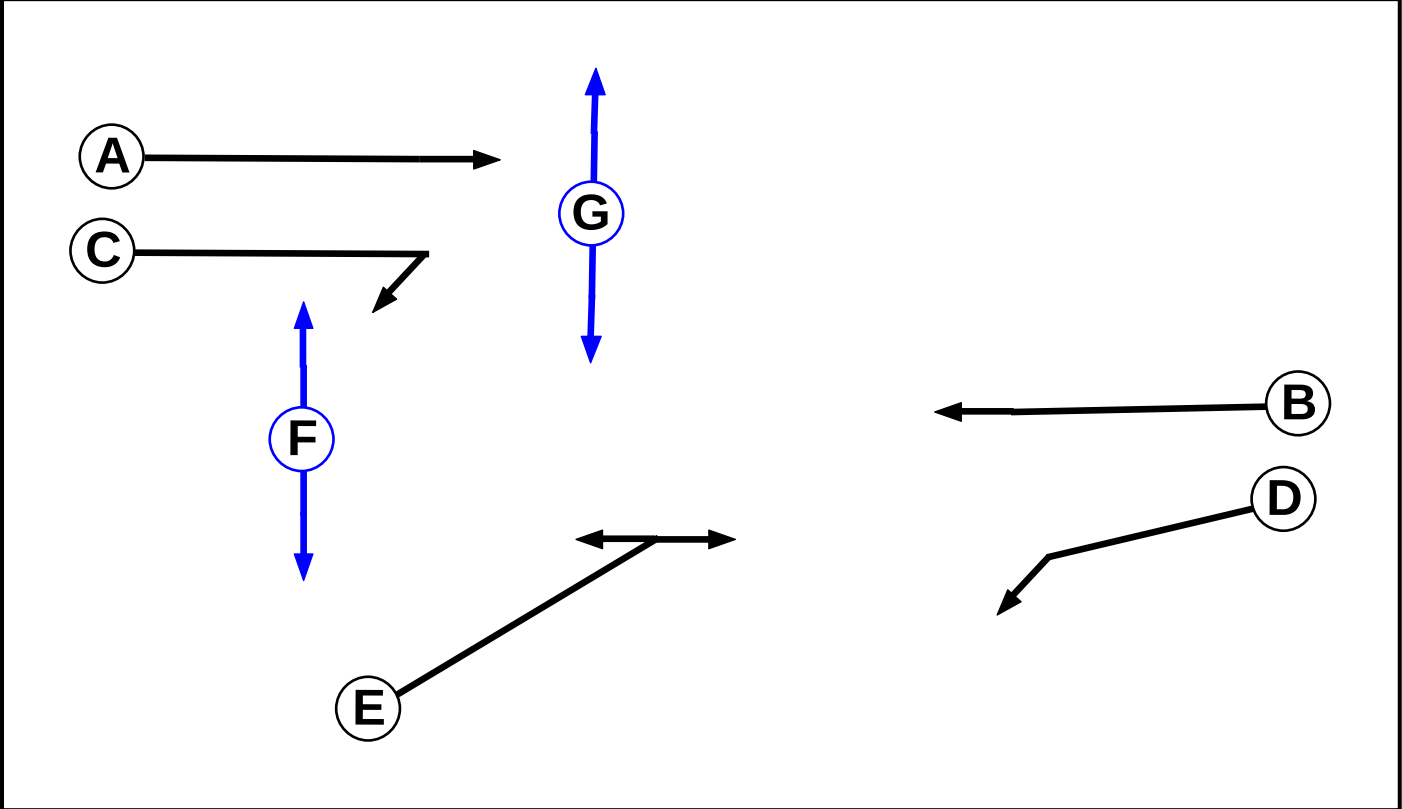
User and Project Details

Project:	
Title:	A41 Newport Rd / A464 Holyhead Rd
Location:	
Additional detail:	Existing
File name:	A41_A464 EXISTING.lsg3x
Author:	al
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5

Full Input Data And Results

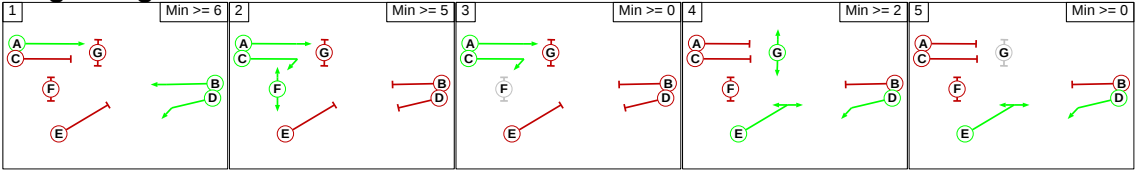
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	-	-	7	-	6
	B	-		7	-	7	11	-
	C	-	8		9	7	-	6
	D	-	-	7		-	-	-
	E	8	7	8	-		11	-
	F	-	5	-	-	5		-
	G	5	-	5	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
	1		11	7	7
	2	9		0	9
	3	9	0		9
	4	8	11	8	
	5	8	11	8	0

Full Input Data And Results

Give-Way Lane Input Data

Junction: A41 Newport Rd / A464 Holyhead Rd
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A41 Newport Rd / A464 Holyhead Rd												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A41 (W))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
1/2 (A41 (W))	U	C	2	3	10.6	Geom	-	3.00	0.00	Y	Arm 6 Right	12.00
2/1 (A41 (E))	U	D	2	3	13.9	Geom	-	3.35	0.00	Y	Arm 6 Left	Inf
2/2 (A41 (E))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
3/1 (A464 Holyhead Rd)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
											Arm 5 Right	25.00
4/1 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (HR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM Base'	07:30	08:30	01:00	
2: '2024 PM Base'	16:15	17:15	01:00	
3: '2029 AM Base'	07:30	08:30	01:00	
4: '2029 PM Base'	16:15	17:15	01:00	
5: '2029 AM B + C'	07:30	08:30	01:00	
6: '2029 PM B + C'	16:15	17:15	01:00	
7: '2029 AM B + C + D'	07:30	08:30	01:00	
8: '2029 PM B + C + D'	16:15	17:15	01:00	
9: '2034 AM Base'	07:30	08:30	01:00	
10: '2034 PM Base'	16:15	17:15	01:00	
11: '2034 AM B + C'	07:30	08:30	01:00	
12: '2034 PM B + C'	16:15	17:15	01:00	
13: '2034 AM B + C + D'	07:30	08:30	01:00	
14: '2034 PM B + C + D'	16:15	17:15	01:00	
15: '2029 AM B + C + D (Sens)'	07:30	08:30	01:00	
16: '2029 PM B + C + D (Sens)'	16:15	17:15	01:00	
17: '2034 AM B + C + D (Sens)'	07:30	08:30	01:00	
18: '2034 PM B + C + D (Sens)'	16:15	17:15	01:00	

Scenario 1: '1' (FG1: '2024 AM Base', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	495	17	512
	B	590	0	240	830
	C	4	245	0	249
	Tot.	594	740	257	1591

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	512(In) 495(Out)
1/2 (short)	17
2/1 (short)	240
2/2 (with short)	830(In) 590(Out)
3/1	249
4/1	594
5/1	740
6/1	257

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	1.6 %	1851	1851
				Arm 5 Right	25.00	98.4 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2' (FG2: '2024 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	666	5	671
	B	464	0	225	689
	C	8	255	0	263
	Tot.	472	921	230	1623

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	671(In) 666(Out)
1/2 (short)	5
2/1 (short)	225
2/2 (with short)	689(In) 464(Out)
3/1	263
4/1	472
5/1	921
6/1	230

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	3.0 %	1849	1849
				Arm 5 Right	25.00	97.0 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '3' (FG3: '2029 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	515	18	533
	B	614	0	250	864
	C	4	255	0	259
	Tot.	618	770	268	1656

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	533(In) 515(Out)
1/2 (short)	18
2/1 (short)	250
2/2 (with short)	864(In) 614(Out)
3/1	259
4/1	618
5/1	770
6/1	268

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	1.5 %	1851	1851
				Arm 5 Right	25.00	98.5 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '4' (FG4: '2029 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	692	5	697
	B	482	0	234	716
	C	8	275	0	283
	Tot.	490	967	239	1696

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	697(In) 692(Out)
1/2 (short)	5
2/1 (short)	234
2/2 (with short)	716(In) 482(Out)
3/1	283
4/1	490
5/1	967
6/1	239

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	2.8 %	1849	1849
				Arm 5 Right	25.00	97.2 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '5' (FG5: '2029 AM B + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	557	18	575
	B	636	0	254	890
	C	4	253	0	257
	Tot.	640	810	272	1722

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	575(In) 557(Out)
1/2 (short)	18
2/1 (short)	254
2/2 (with short)	890(In) 636(Out)
3/1	257
4/1	640
5/1	810
6/1	272

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	1.6 %	1851	1851
				Arm 5 Right	25.00	98.4 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '6' (FG6: '2029 PM B + C', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

General Flow 1					
Origin	Destination				
		A	B	C	Tot.
	A	0	714	5	719
	B	522	0	238	760
	C	8	276	0	284
	Tot.	530	990	243	1763

Traffic Lane Flows

Lane	Scenario 6: 6
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	719(In) 714(Out)
1/2 (short)	5
2/1 (short)	238
2/2 (with short)	760(In) 522(Out)
3/1	284
4/1	530
5/1	990
6/1	243

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	2.8 %	1849	1849
				Arm 5 Right	25.00	97.2 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '7' (FG7: '2029 AM B + C + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	557	18	575
	B	636	0	336	972
	C	4	457	0	461
	Tot.	640	1014	354	2008

Traffic Lane Flows

Lane	Scenario 7: 7
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	575(In) 557(Out)
1/2 (short)	18
2/1 (short)	336
2/2 (with short)	972(In) 636(Out)
3/1	461
4/1	640
5/1	1014
6/1	354

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	0.9 %	1852	1852
				Arm 5 Right	25.00	99.1 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '8' (FG8: '2029 PM B + C + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	714	5	719
	B	522	0	398	920
	C	8	366	0	374
	Tot.	530	1080	403	2013

Traffic Lane Flows

Lane	Scenario 8: 8
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	719(In) 714(Out)
1/2 (short)	5
2/1 (short)	398
2/2 (with short)	920(In) 522(Out)
3/1	374
4/1	530
5/1	1080
6/1	403

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	2.1 %	1850	1850
				Arm 5 Right	25.00	97.9 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '9' (FG9: '2034 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	533	18	551
	B	635	0	258	893
	C	4	264	0	268
	Tot.	639	797	276	1712

Traffic Lane Flows

Lane	Scenario 9: 9
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	551(In) 533(Out)
1/2 (short)	18
2/1 (short)	258
2/2 (with short)	893(In) 635(Out)
3/1	268
4/1	639
5/1	797
6/1	276

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	1.5 %	1851	1851
				Arm 5 Right	25.00	98.5 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '10' (FG10: '2034 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	715	5	720
	B	498	0	242	740
	C	9	284	0	293
	Tot.	507	999	247	1753

Traffic Lane Flows

Lane	Scenario 10: 10
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	720(In) 715(Out)
1/2 (short)	5
2/1 (short)	242
2/2 (with short)	740(In) 498(Out)
3/1	293
4/1	507
5/1	999
6/1	247

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	3.1 %	1849	1849
				Arm 5 Right	25.00	96.9 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '11' (FG11: '2034 AM B + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	575	18	593
	B	657	0	262	919
	C	4	265	0	269
	Tot.	661	840	280	1781

Traffic Lane Flows

Lane	Scenario 11: 11
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	593(In) 575(Out)
1/2 (short)	18
2/1 (short)	262
2/2 (with short)	919(In) 657(Out)
3/1	269
4/1	661
5/1	840
6/1	280

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	1.5 %	1851	1851
				Arm 5 Right	25.00	98.5 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '12' (FG12: '2034 PM B + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	751	5	756
	B	533	0	243	776
	C	9	285	0	294
	Tot.	542	1036	248	1826

Traffic Lane Flows

Lane	Scenario 12: 12
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	756(In) 751(Out)
1/2 (short)	5
2/1 (short)	243
2/2 (with short)	776(In) 533(Out)
3/1	294
4/1	542
5/1	1036
6/1	248

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	3.1 %	1849	1849
				Arm 5 Right	25.00	96.9 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '13' (FG13: '2034 AM B + C + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	575	18	593
	B	657	0	345	1002
	C	4	465	0	469
	Tot.	661	1040	363	2064

Traffic Lane Flows

Lane	Scenario 13: 13
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	593(In) 575(Out)
1/2 (short)	18
2/1 (short)	345
2/2 (with short)	1002(In) 657(Out)
3/1	469
4/1	661
5/1	1040
6/1	363

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	0.9 %	1852	1852
				Arm 5 Right	25.00	99.1 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '14' (FG14: '2034 PM B + C + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	751	5	756
	B	533	0	403	936
	C	9	375	0	384
	Tot.	542	1126	408	2076

Traffic Lane Flows

Lane	Scenario 14: 14
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	756(In) 751(Out)
1/2 (short)	5
2/1 (short)	403
2/2 (with short)	936(In) 533(Out)
3/1	384
4/1	542
5/1	1126
6/1	408

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	2.3 %	1850	1850
				Arm 5 Right	25.00	97.7 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '15' (FG15: '2029 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	557	18	575
	B	636	0	351	987
	C	4	492	0	496
	Tot.	640	1049	369	2058

Traffic Lane Flows

Lane	Scenario 15: 15
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	575(In) 557(Out)
1/2 (short)	18
2/1 (short)	351
2/2 (with short)	987(In) 636(Out)
3/1	496
4/1	640
5/1	1049
6/1	369

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	0.8 %	1853	1853
				Arm 5 Right	25.00	99.2 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: '16' (FG16: '2029 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	714	5	719
	B	522	0	429	951
	C	8	380	0	388
	Tot.	530	1094	434	2058

Traffic Lane Flows

Lane	Scenario 16: 16
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	719(In) 714(Out)
1/2 (short)	5
2/1 (short)	429
2/2 (with short)	951(In) 522(Out)
3/1	388
4/1	530
5/1	1094
6/1	434

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	2.1 %	1851	1851
				Arm 5 Right	25.00	97.9 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: '17' (FG17: '2034 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	575	18	593
	B	657	0	359	1016
	C	4	500	0	504
	Tot.	661	1075	377	2113

Traffic Lane Flows

Lane	Scenario 17: 17
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	593(In) 575(Out)
1/2 (short)	18
2/1 (short)	359
2/2 (with short)	1016(In) 657(Out)
3/1	504
4/1	661
5/1	1075
6/1	377

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	0.8 %	1853	1853
				Arm 5 Right	25.00	99.2 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: '18' (FG18: '2034 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	751	5	756
	B	533	0	433	966
	C	9	389	0	398
	Tot.	542	1140	438	2120

Traffic Lane Flows

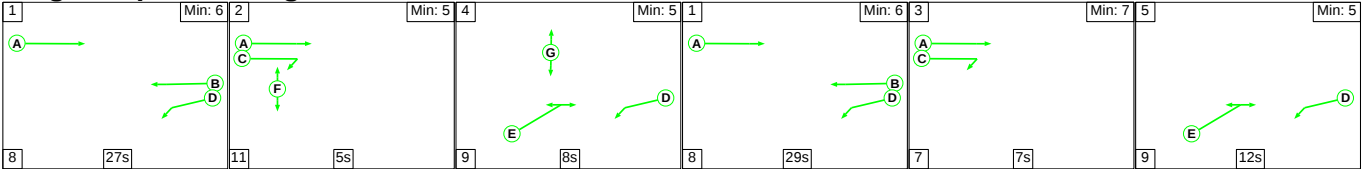
Lane	Scenario 18: 18
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	756(In) 751(Out)
1/2 (short)	5
2/1 (short)	433
2/2 (with short)	966(In) 533(Out)
3/1	398
4/1	542
5/1	1140
6/1	438

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	10.00	2.3 %	1850	1850
				Arm 5 Right	25.00	97.7 %		
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '1' (FG1: '2024 AM Base', Plan 1: 'Network Control Plan 1')

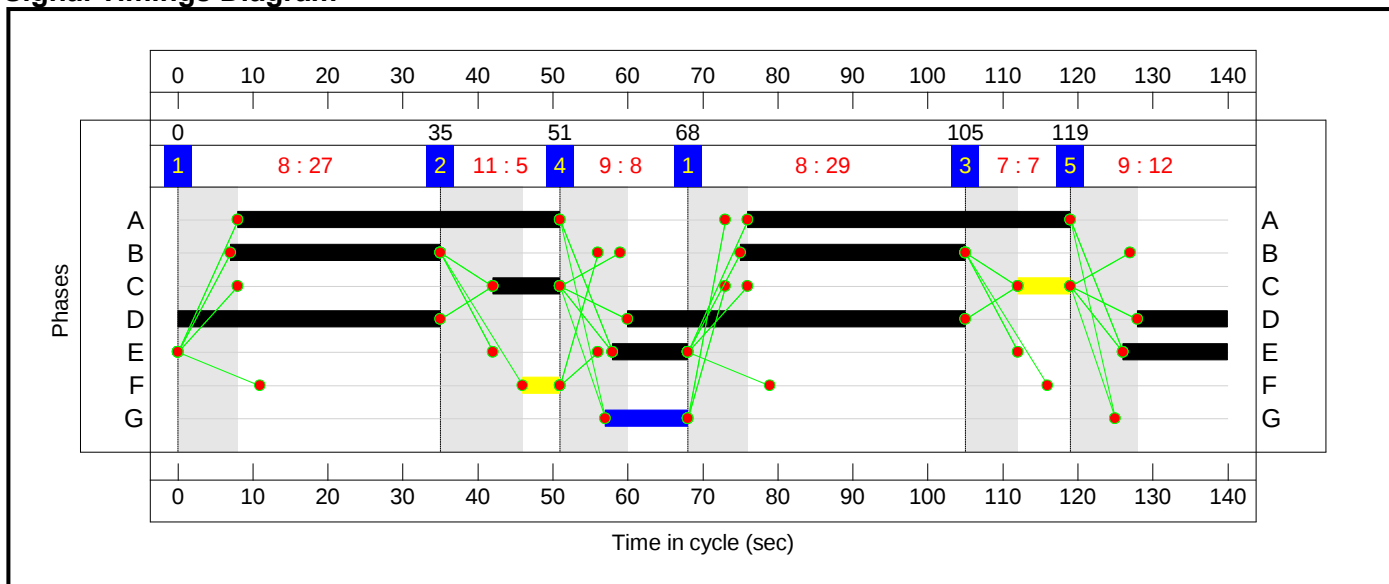
Stage Sequence Diagram



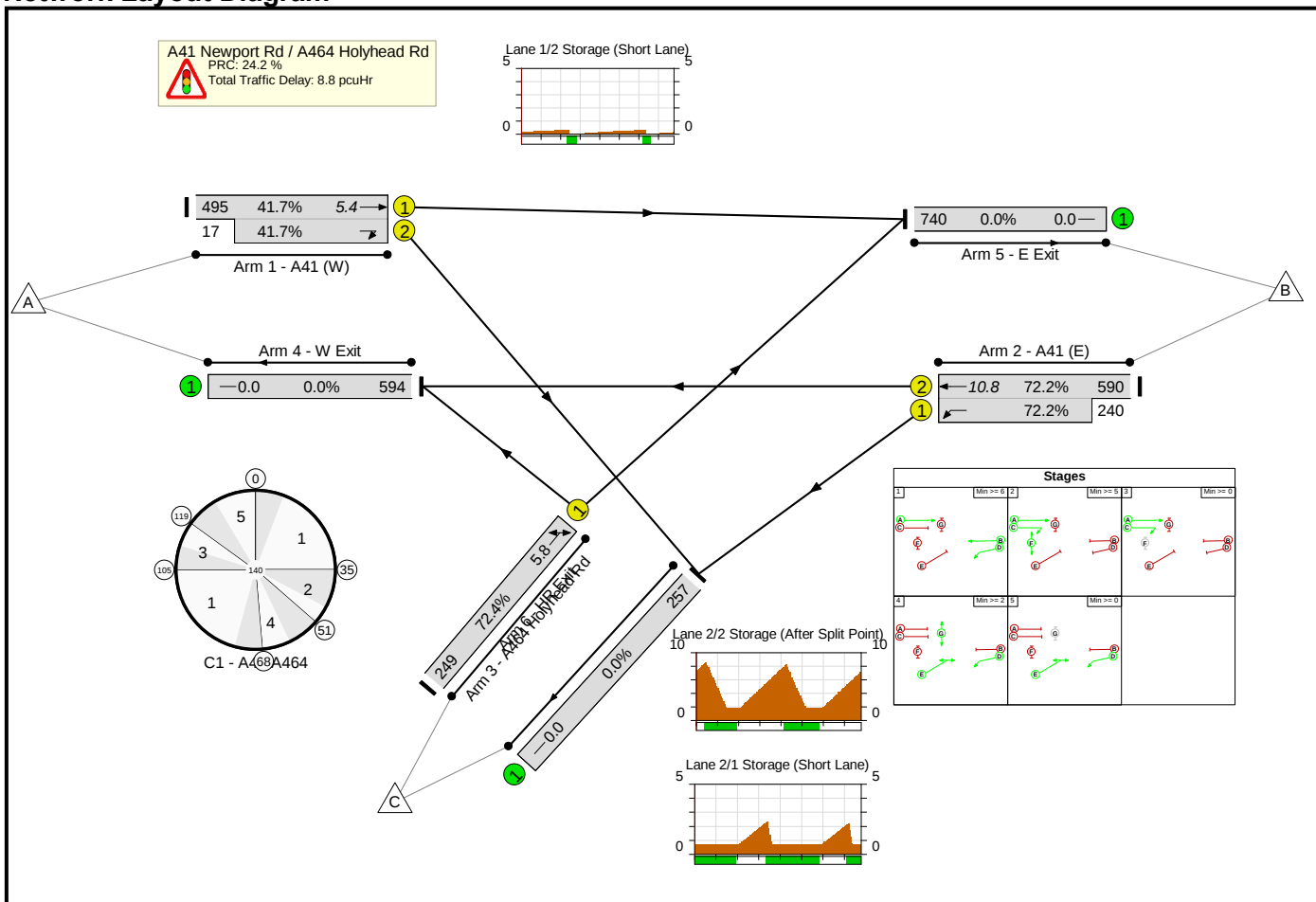
Stage Timings

Stage	1	2	4	1	3	5
Duration	27	5	8	29	7	12
Change Point	0	35	51	68	105	119

Signal Timings Diagram



Network Layout Diagram



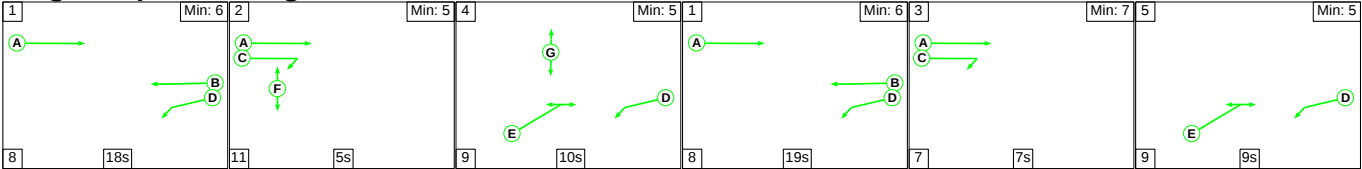
Full Input Data And Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	86:16	-	512	1915:1702	1188+41	41.7 : 41.7%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	58:92	-	830	1965:1950	817+332	72.2 : 72.2%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	24	-	249	1851	344	72.4%
4/1	W Exit	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	5.9	2.9	0.0	8.8	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	5.9	2.9	0.0	8.8	-	-	-	-
1/1+1/2	512	512	-	-	-	1.0	0.4	-	1.4	9.7	5.1	0.4	5.4
2/2+2/1	830	830	-	-	-	3.0	1.3	-	4.3	18.5	9.5	1.3	10.8
3/1	249	249	-	-	-	1.9	1.3	-	3.1	45.3	4.5	1.3	5.8
4/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%): 24.2		PRC Over All Lanes (%): 24.2		Total Delay for Signalled Lanes (pcuHr): 8.78		Total Delay Over All Lanes(pcuHr): 8.78		Cycle Time (s): 140		

Full Input Data And Results
Scenario 2: '2' (FG2: '2024 PM Base', Plan 1: 'Network Control Plan 1')

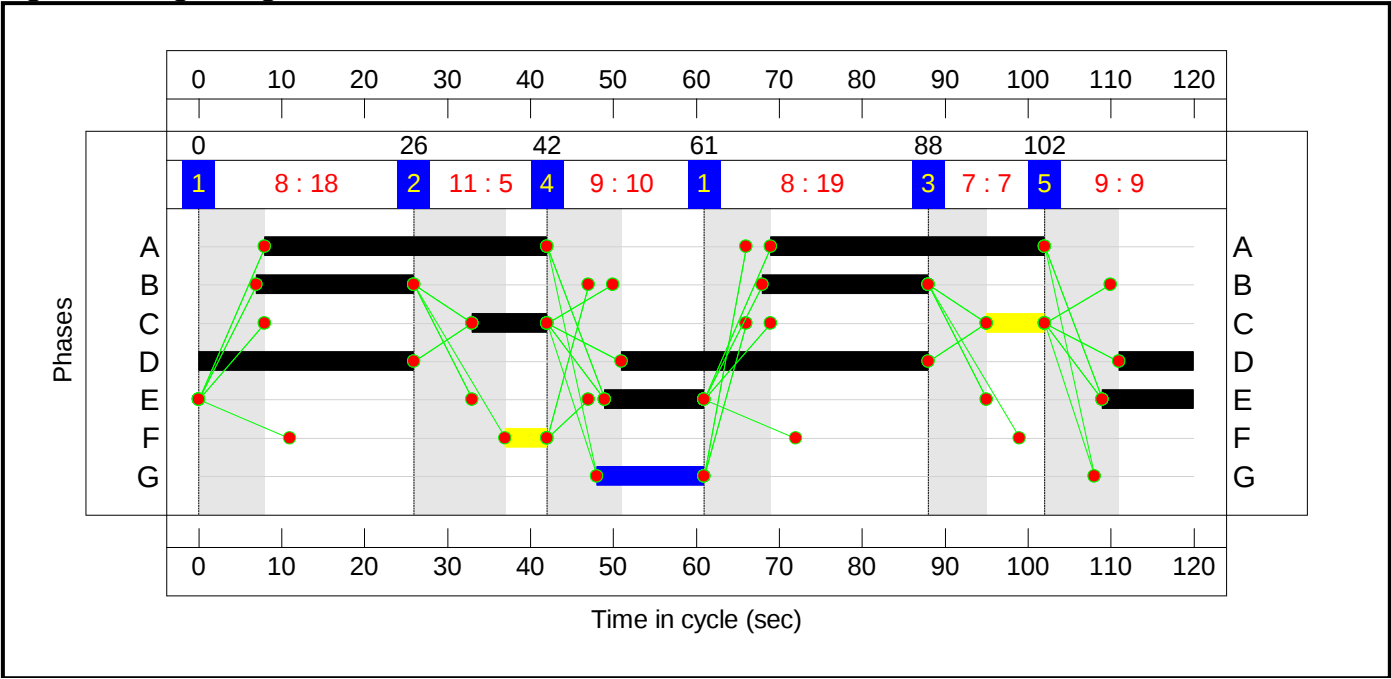
Stage Sequence Diagram



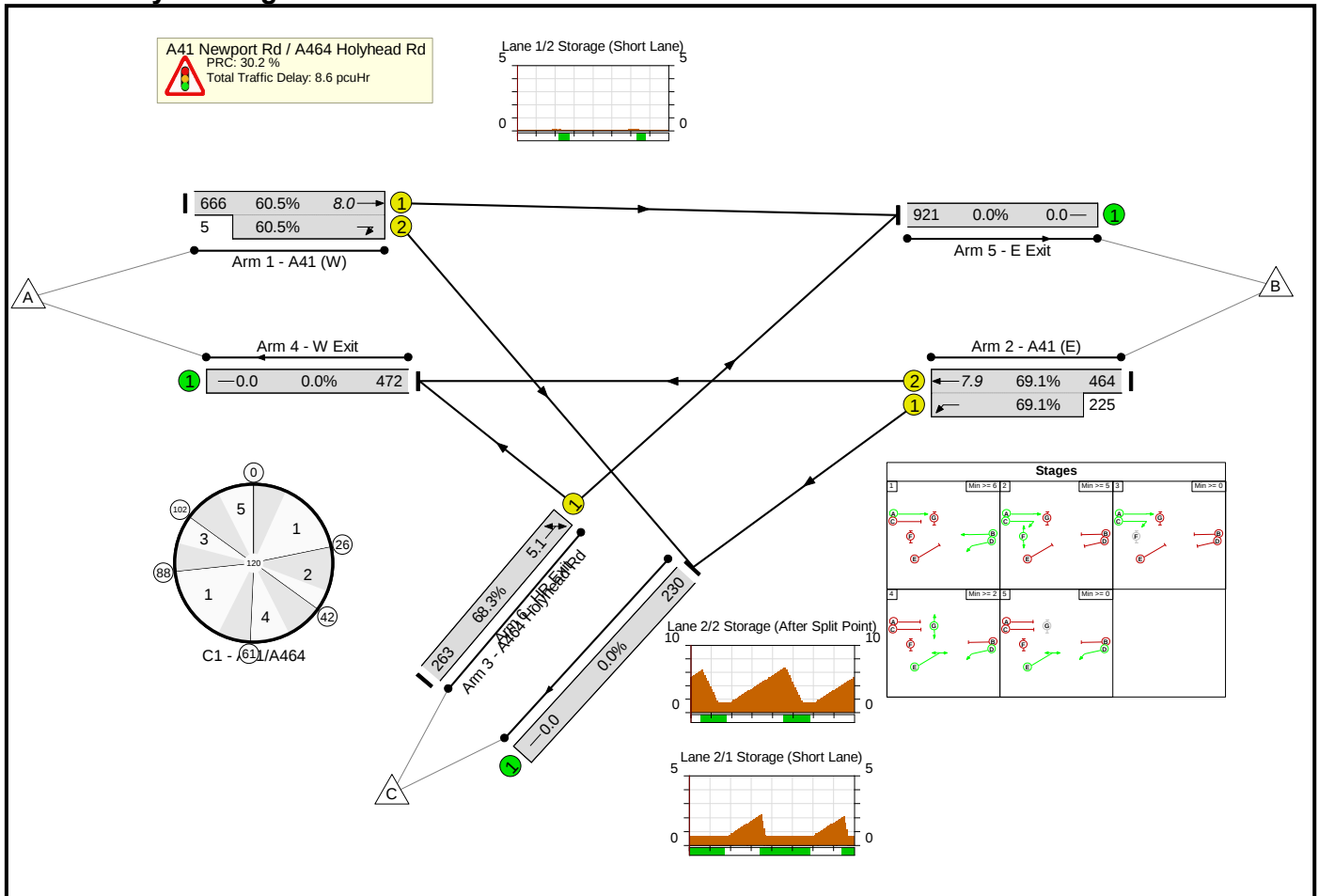
Stage Timings

Stage	1	2	4	1	3	5
Duration	18	5	10	19	7	9
Change Point	0	26	42	61	88	102

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

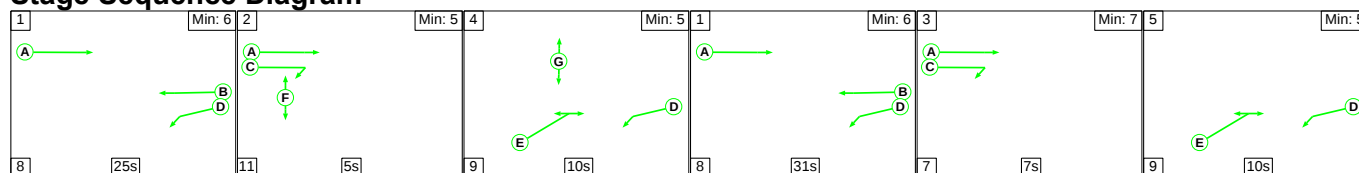
Network Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	67:16	-	671	1915:1702	1101+8	60.5 : 60.5%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	39:72	-	689	1965:1950	671+326	69.1 : 69.1%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	23	-	263	1849	385	68.3%
4/1	W Exit	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	5.7	2.9	0.0	8.6	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	5.7	2.9	0.0	8.6	-	-	-	-
1/1+1/2	671	671	-	-	-	1.6	0.8	-	2.3	12.5	7.2	0.8	8.0
2/2+2/1	689	689	-	-	-	2.5	1.1	-	3.6	18.9	6.8	1.1	7.9
3/1	263	263	-	-	-	1.6	1.1	-	2.7	36.4	4.0	1.1	5.1
4/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		30.2	Total Delay for Signalled Lanes (pcuHr):			8.61	Cycle Time (s): 120			
			PRC Over All Lanes (%):		30.2	Total Delay Over All Lanes(pcuHr):			8.61				

Full Input Data And Results

Scenario 3: '3' (FG3: '2029 AM Base', Plan 1: 'Network Control Plan 1')

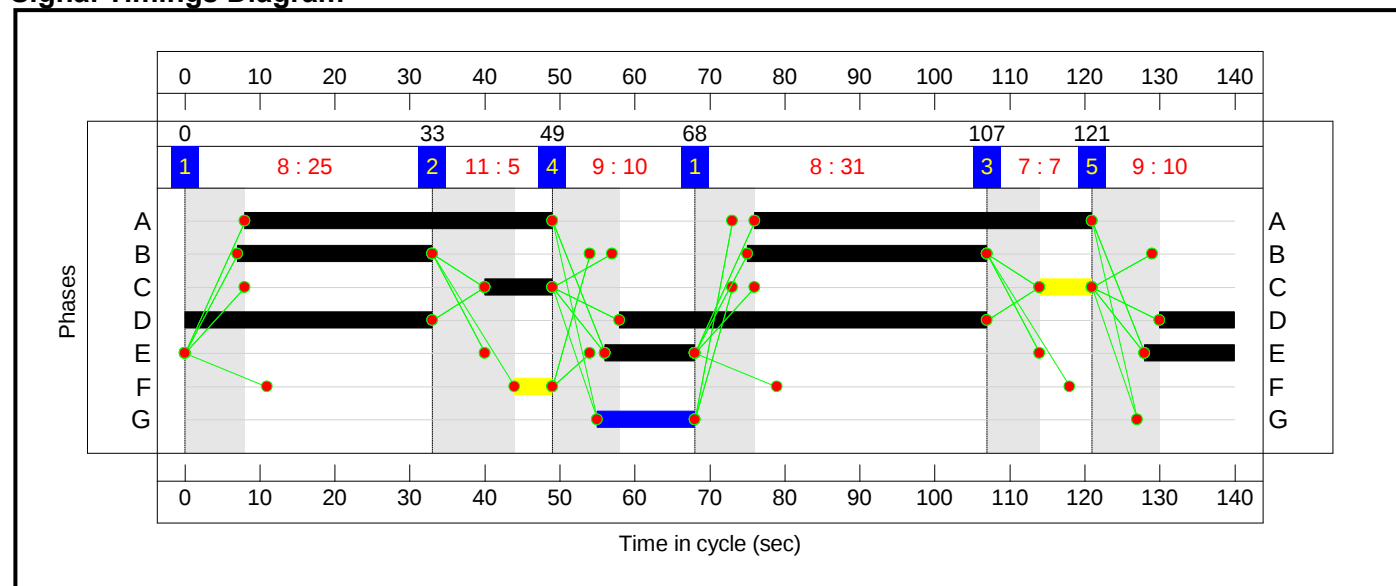
Stage Sequence Diagram



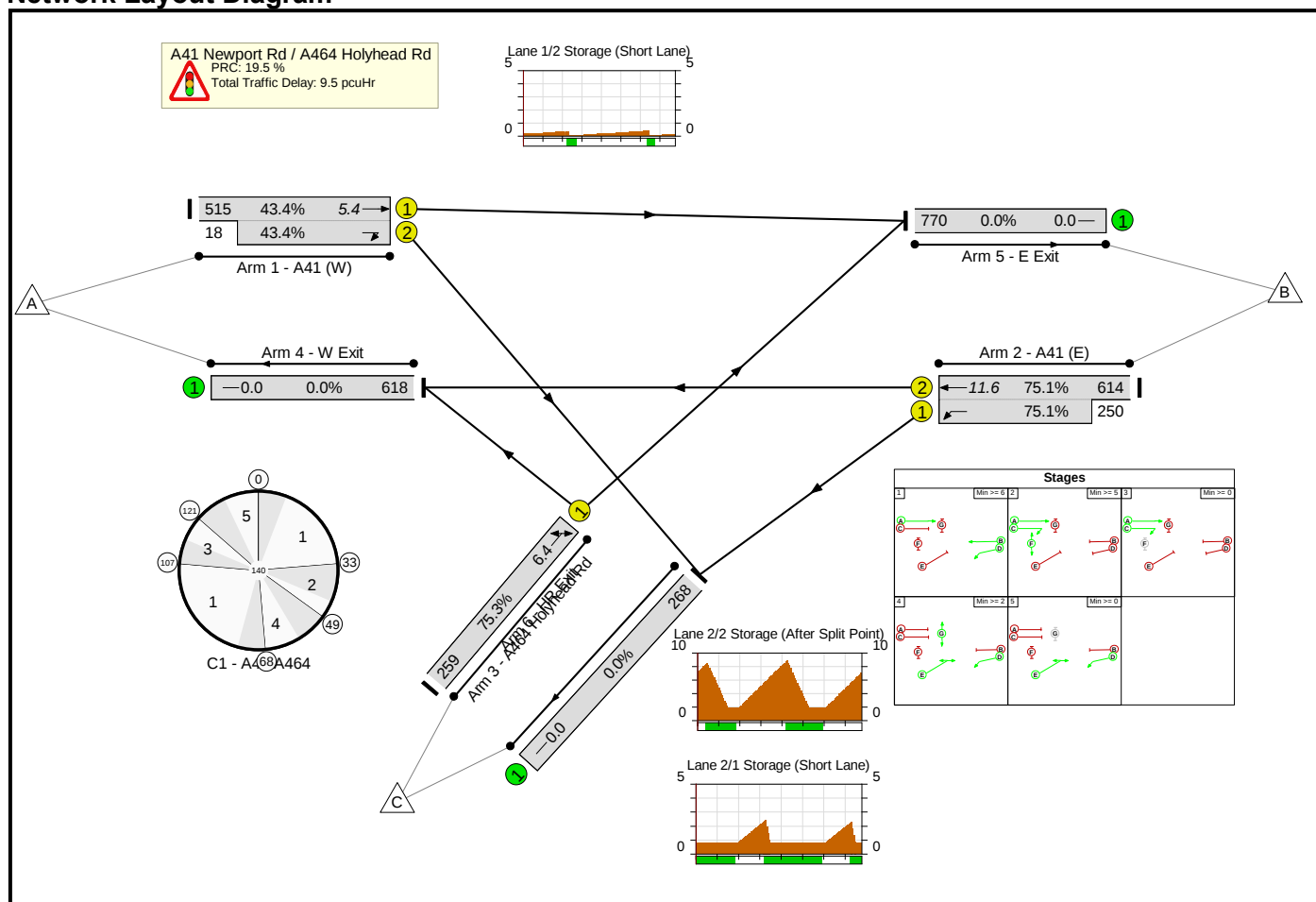
Stage Timings

Stage	1	2	4	1	3	5
Duration	25	5	10	31	7	10
Change Point	0	33	49	68	107	121

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

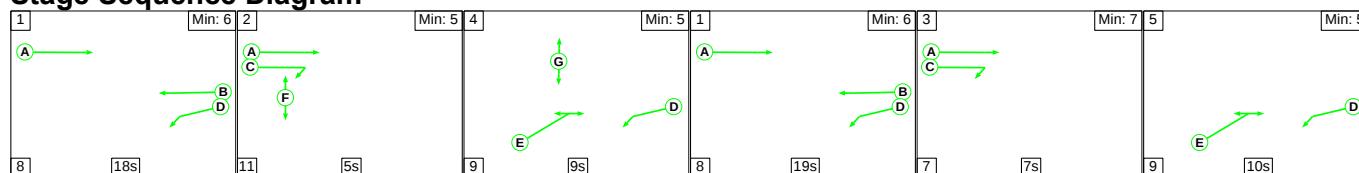
Network Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	86:16	-	533	1915:1702	1188+42	43.4 : 43.4%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	58:92	-	864	1965:1950	817+333	75.1 : 75.1%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	24	-	259	1851	344	75.3%
4/1	W Exit	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.2	3.4	0.0	9.5	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.2	3.4	0.0	9.5	-	-	-	-
1/1+1/2	533	533	-	-	-	1.1	0.4	-	1.5	9.9	5.0	0.4	5.4
2/2+2/1	864	864	-	-	-	3.1	1.5	-	4.6	19.3	10.1	1.5	11.6
3/1	259	259	-	-	-	1.9	1.5	-	3.4	47.5	4.9	1.5	6.4
4/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		19.5	Total Delay for Signalled Lanes (pcuHr):		9.52	Cycle Time (s): 140				
			PRC Over All Lanes (%):		19.5	Total Delay Over All Lanes(pcuHr):		9.52					

Full Input Data And Results

Scenario 4: '4' (FG4: '2029 PM Base', Plan 1: 'Network Control Plan 1')

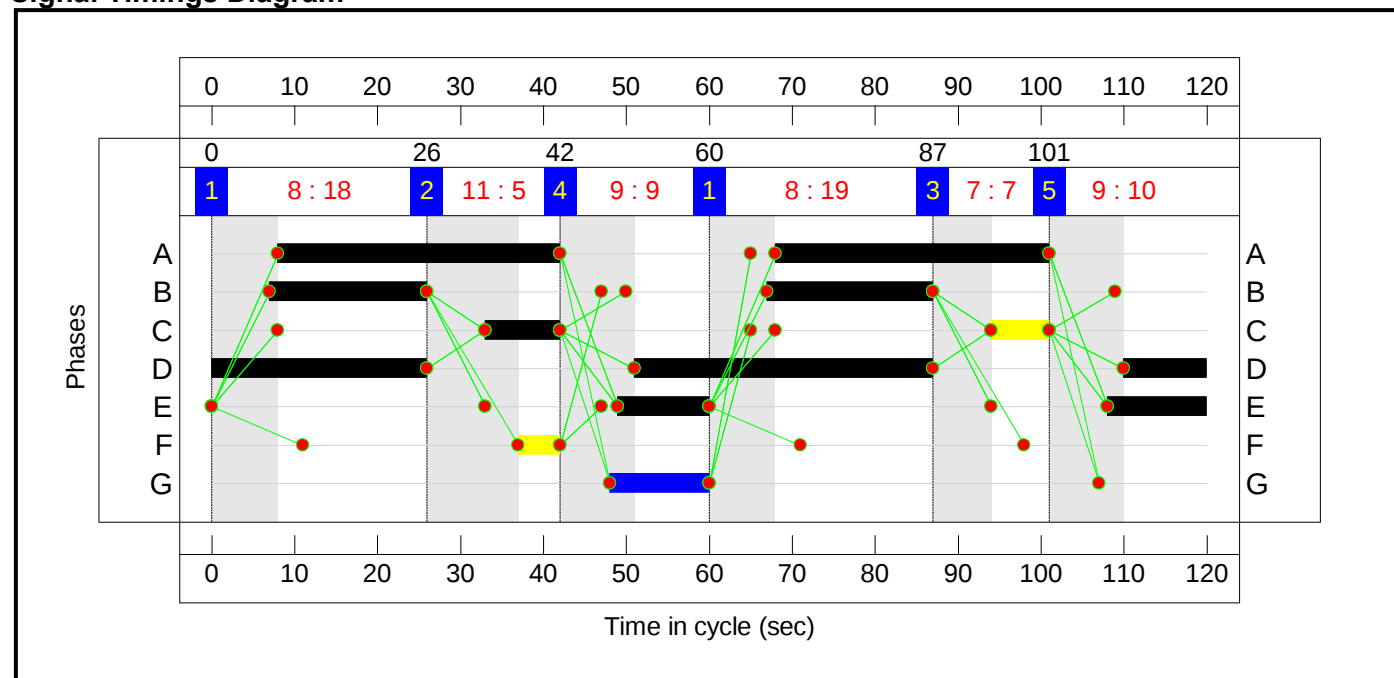
Stage Sequence Diagram



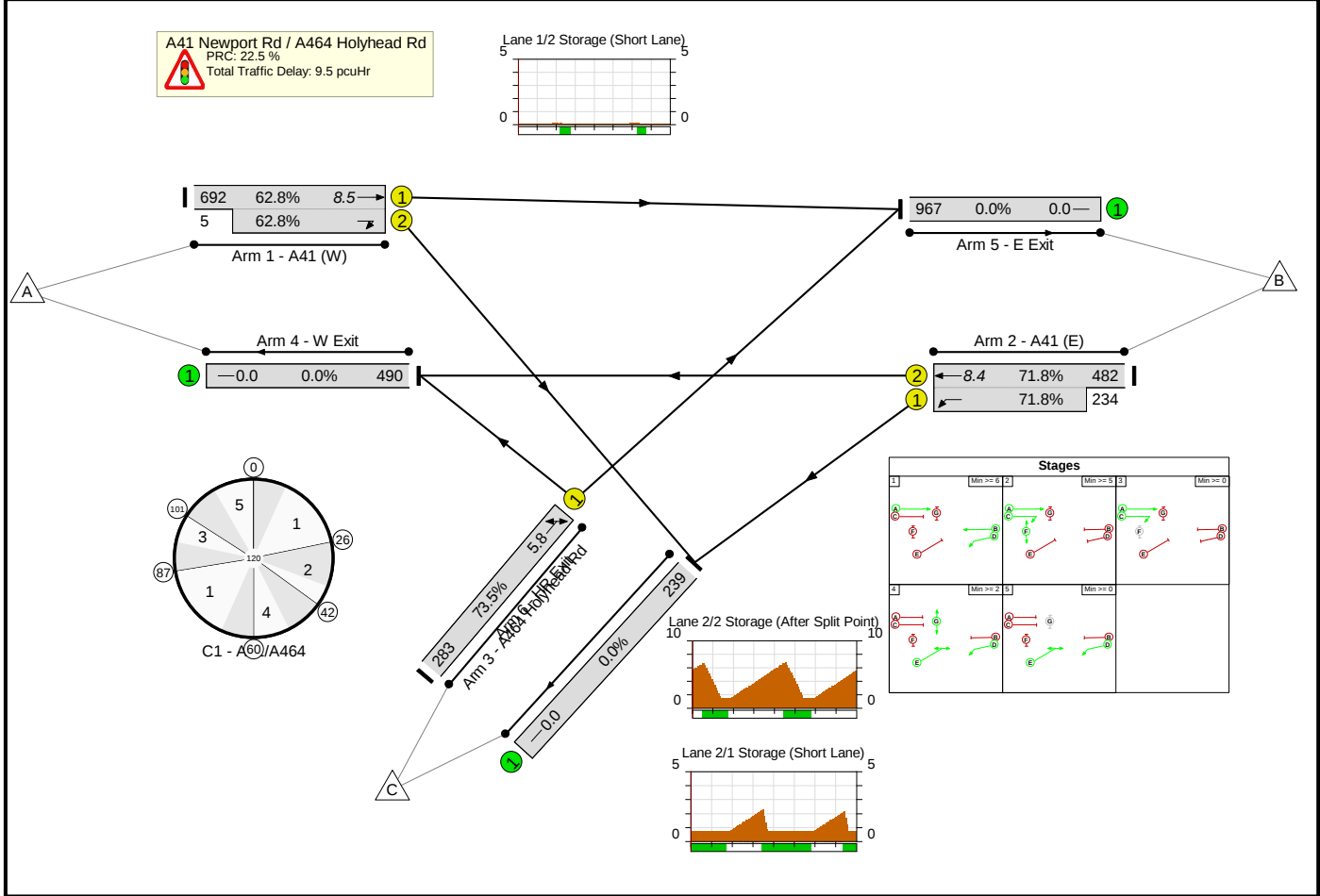
Stage Timings

Stage	1	2	4	1	3	5
Duration	18	5	9	19	7	10
Change Point	0	26	42	60	87	101

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

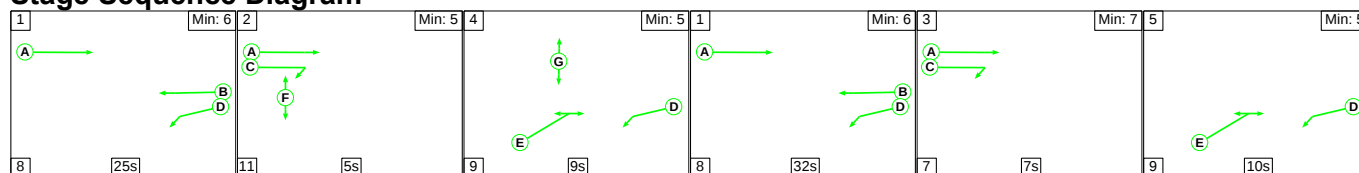
Network Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	73.5%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	73.5%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	67:16	-	697	1915:1702	1101+8	62.8 : 62.8%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	39:72	-	716	1965:1950	671+326	71.8 : 71.8%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	23	-	283	1849	385	73.5%
4/1	W Exit	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.0	3.5	0.0	9.5	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.0	3.5	0.0	9.5	-	-	-	-
1/1+1/2	697	697	-	-	-	1.7	0.8	-	2.5	12.9	7.7	0.8	8.5
2/2+2/1	716	716	-	-	-	2.6	1.3	-	3.9	19.6	7.1	1.3	8.4
3/1	283	283	-	-	-	1.7	1.3	-	3.1	39.4	4.4	1.3	5.8
4/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%): 22.5		22.5	Total Delay for Signalled Lanes (pcuHr): 9.50		9.50	Cycle Time (s): 120				
			PRC Over All Lanes (%): 22.5		22.5	Total Delay Over All Lanes(pcuHr): 9.50		9.50					

Full Input Data And Results

Scenario 5: '5' (FG5: '2029 AM B + C', Plan 1: 'Network Control Plan 1')

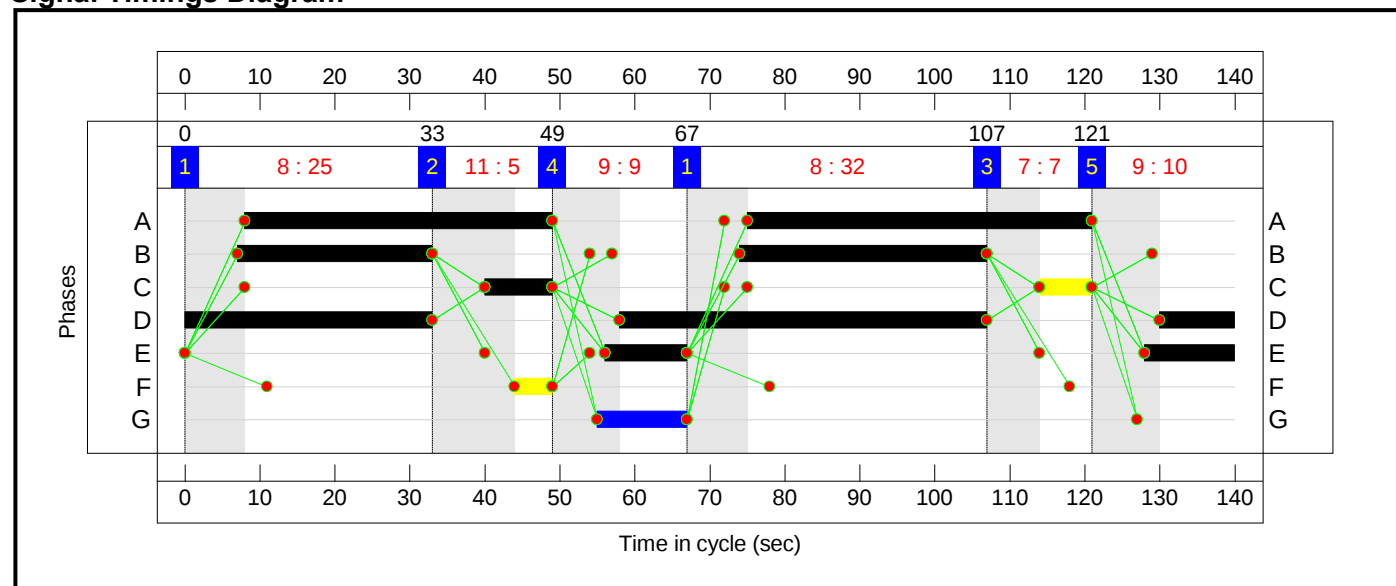
Stage Sequence Diagram



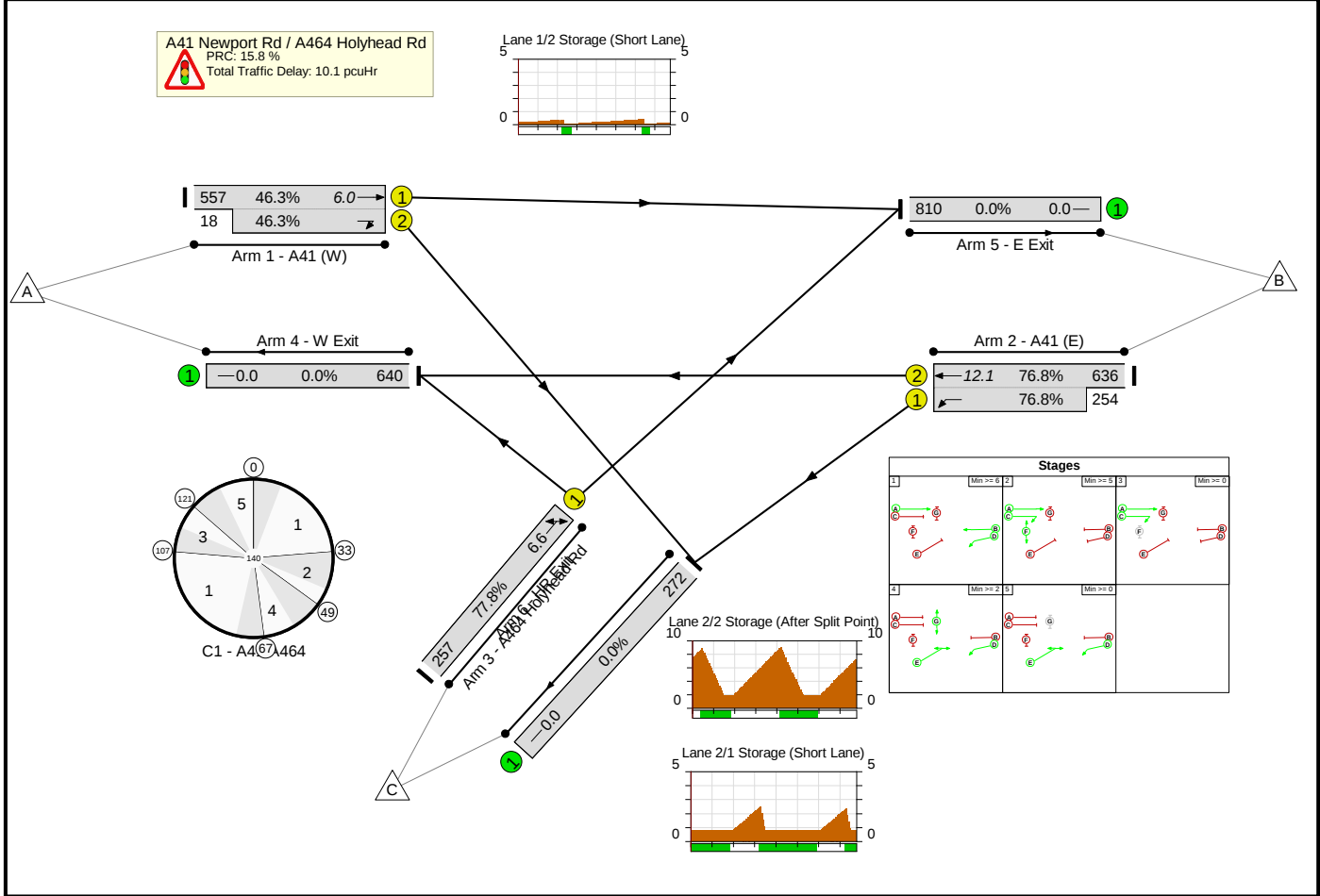
Stage Timings

Stage	1	2	4	1	3	5
Duration	25	5	9	32	7	10
Change Point	0	33	49	67	107	121

Signal Timings Diagram



Network Layout Diagram

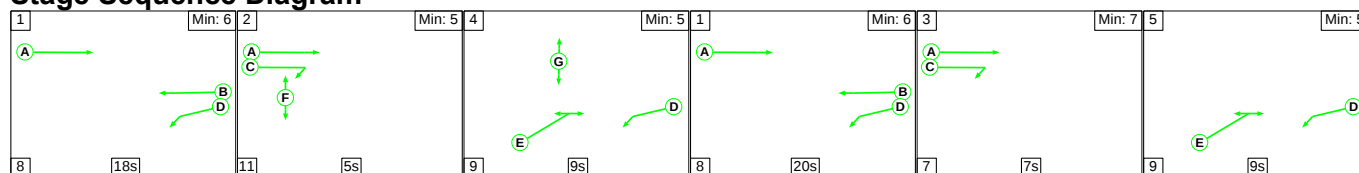


Network Results

Full Input Data And Results

Scenario 6: '6' (FG6: '2029 PM B + C', Plan 1: 'Network Control Plan 1')

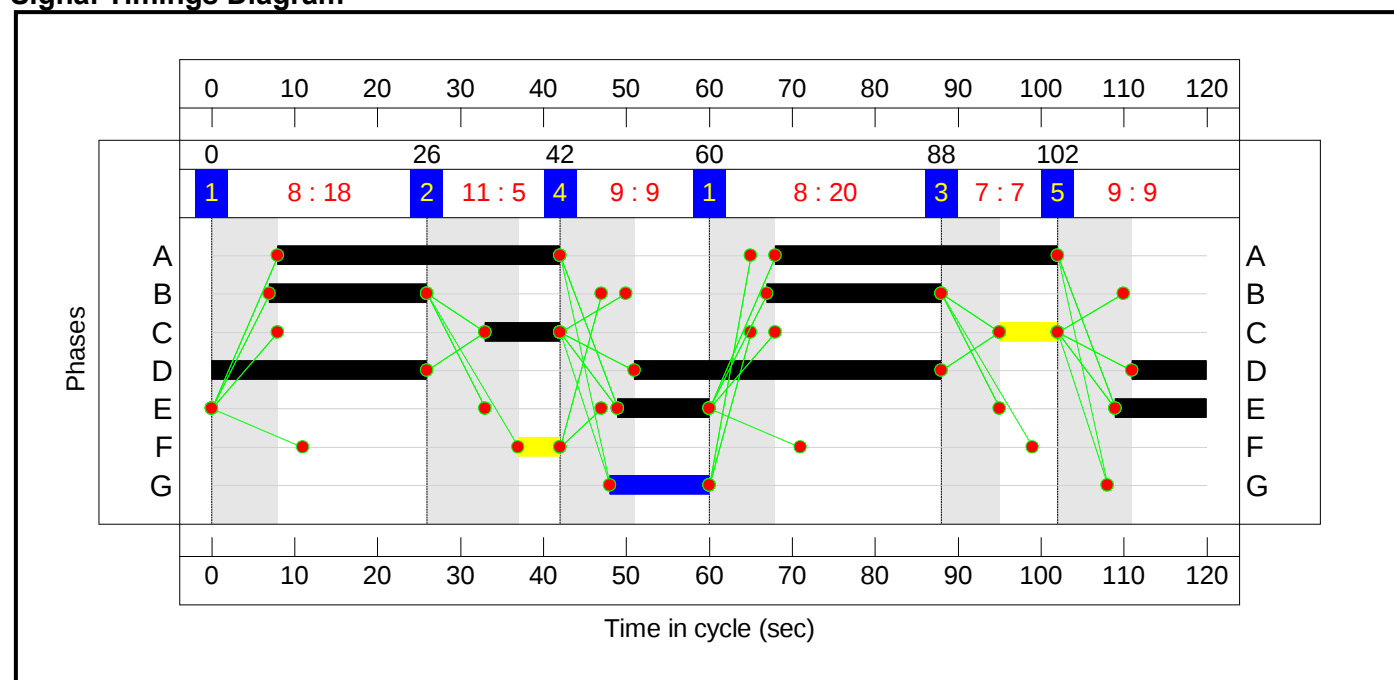
Stage Sequence Diagram



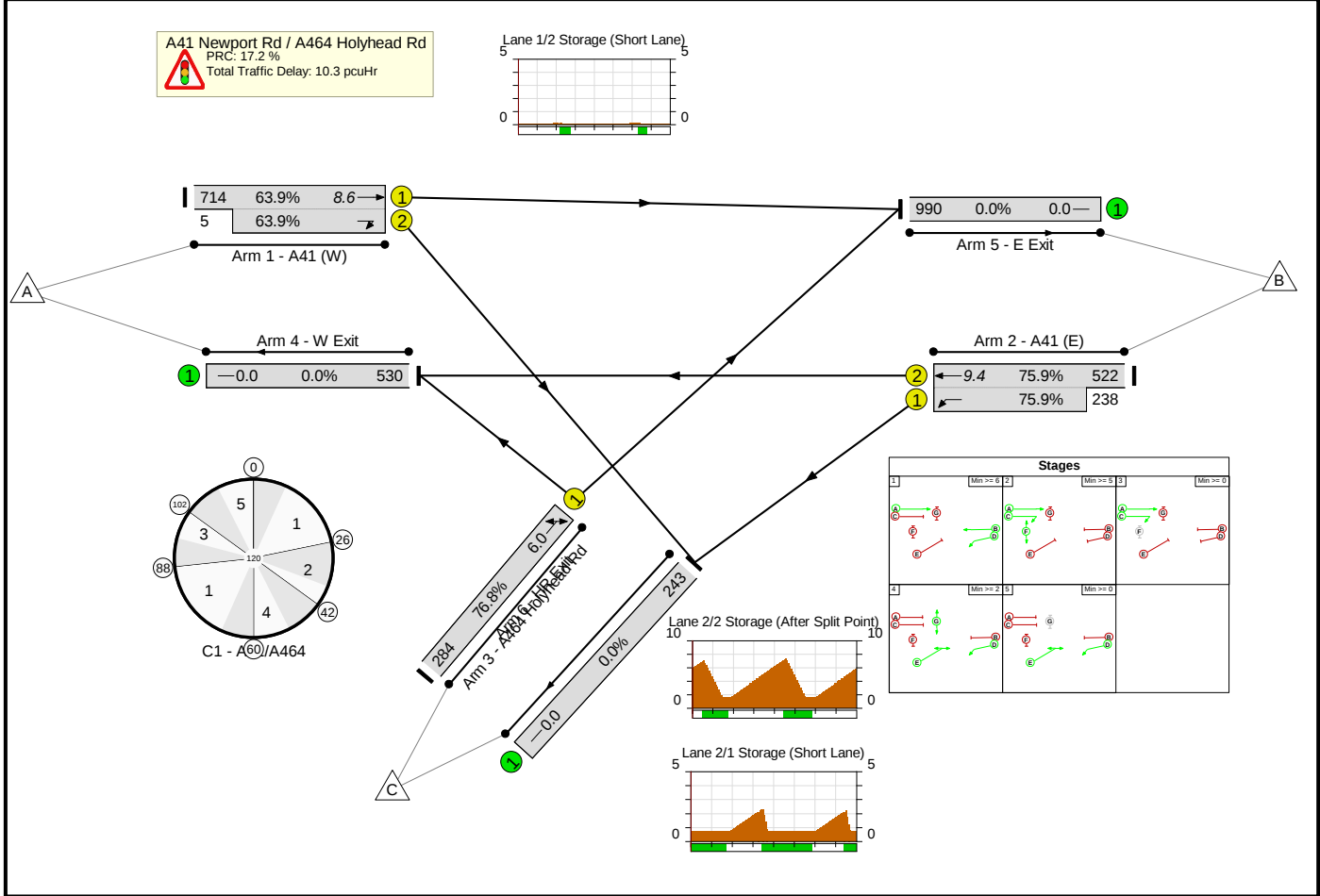
Stage Timings

Stage	1	2	4	1	3	5
Duration	18	5	9	20	7	9
Change Point	0	26	42	60	88	102

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

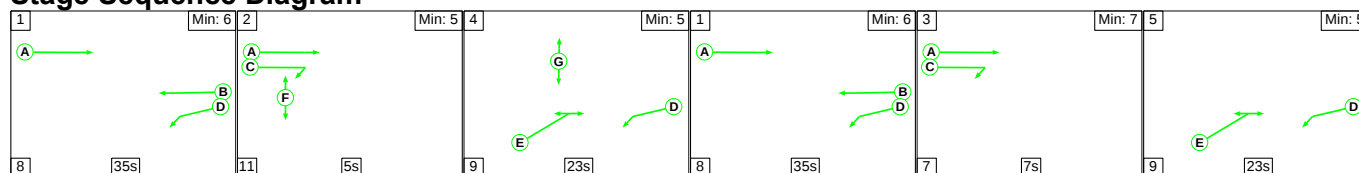
Network Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	68:16	-	719	1915:1702	1117+8	63.9 : 63.9%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	40:72	-	760	1965:1950	688+314	75.9 : 75.9%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	22	-	284	1849	370	76.8%
4/1	W Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.3	4.0	0.0	10.3	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.3	4.0	0.0	10.3	-	-	-	-
1/1+1/2	719	719	-	-	-	1.7	0.9	-	2.6	12.8	7.7	0.9	8.6
2/2+2/1	760	760	-	-	-	2.8	1.6	-	4.4	20.8	7.8	1.6	9.4
3/1	284	284	-	-	-	1.8	1.6	-	3.4	42.9	4.4	1.6	6.0
4/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		17.2	Total Delay for Signalled Lanes (pcuHr):		10.34	Cycle Time (s): 120				
			PRC Over All Lanes (%):		17.2	Total Delay Over All Lanes(pcuHr):		10.34					

Full Input Data And Results

Scenario 7: '7' (FG7: '2029 AM B + C + D', Plan 1: 'Network Control Plan 1')

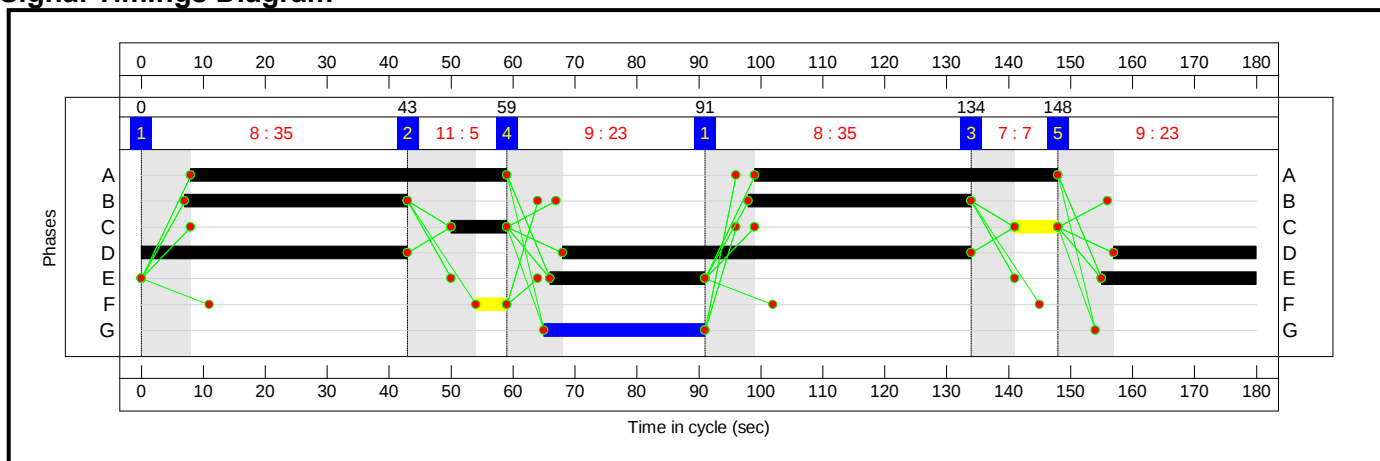
Stage Sequence Diagram



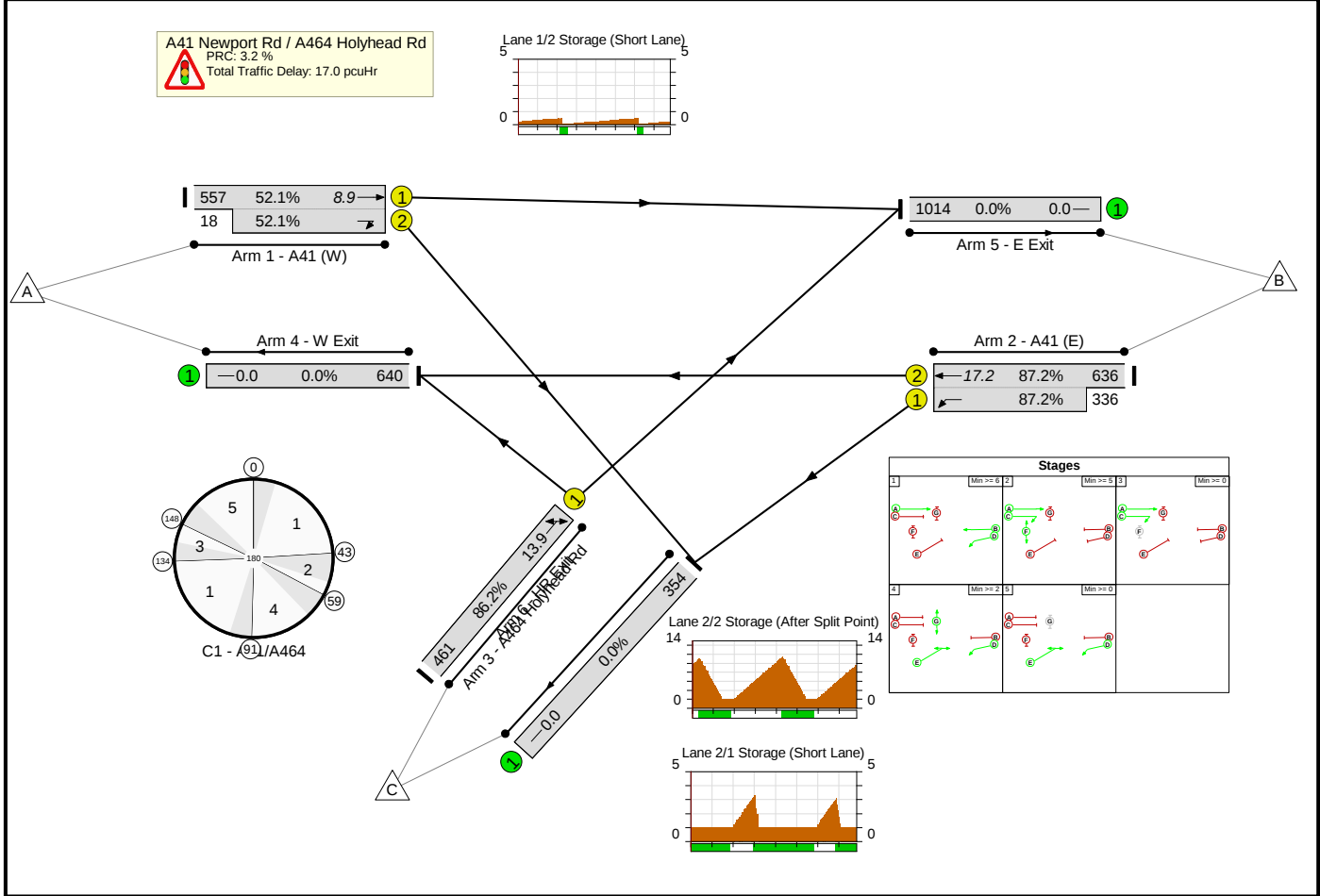
Stage Timings

Stage	1	2	4	1	3	5
Duration	35	5	23	35	7	23
Change Point	0	43	59	91	134	148

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

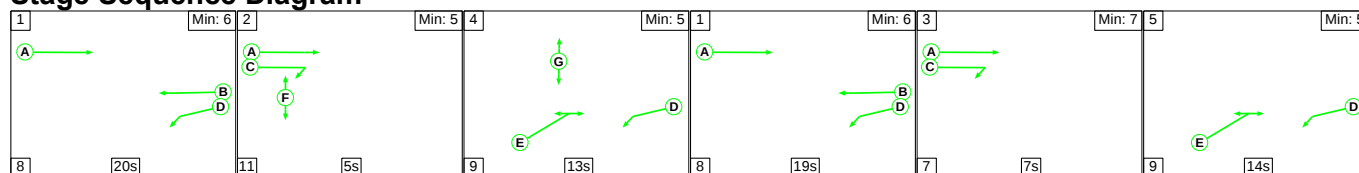
Network Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	87.2%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	87.2%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	100:16	-	575	1915:1702	1069+35	52.1 : 52.1%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	72:132	-	972	1965:1950	729+385	87.2 : 87.2%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	50	-	461	1852	535	86.2%
4/1	W Exit	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	1014	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	10.3	6.7	0.0	17.0	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	10.3	6.7	0.0	17.0	-	-	-	-
1/1+1/2	575	575	-	-	-	2.0	0.5	-	2.6	16.1	8.4	0.5	8.9
2/2+2/1	972	972	-	-	-	4.4	3.3	-	7.7	28.4	14.0	3.3	17.2
3/1	461	461	-	-	-	3.9	2.9	-	6.8	52.9	11.0	2.9	13.9
4/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1014	1014	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		3.2	Total Delay for Signalled Lanes (pcuHr):		17.02	Cycle Time (s): 180				
			PRC Over All Lanes (%):		3.2	Total Delay Over All Lanes(pcuHr):		17.02					

Full Input Data And Results

Scenario 8: '8' (FG8: '2029 PM B + C + D', Plan 1: 'Network Control Plan 1')

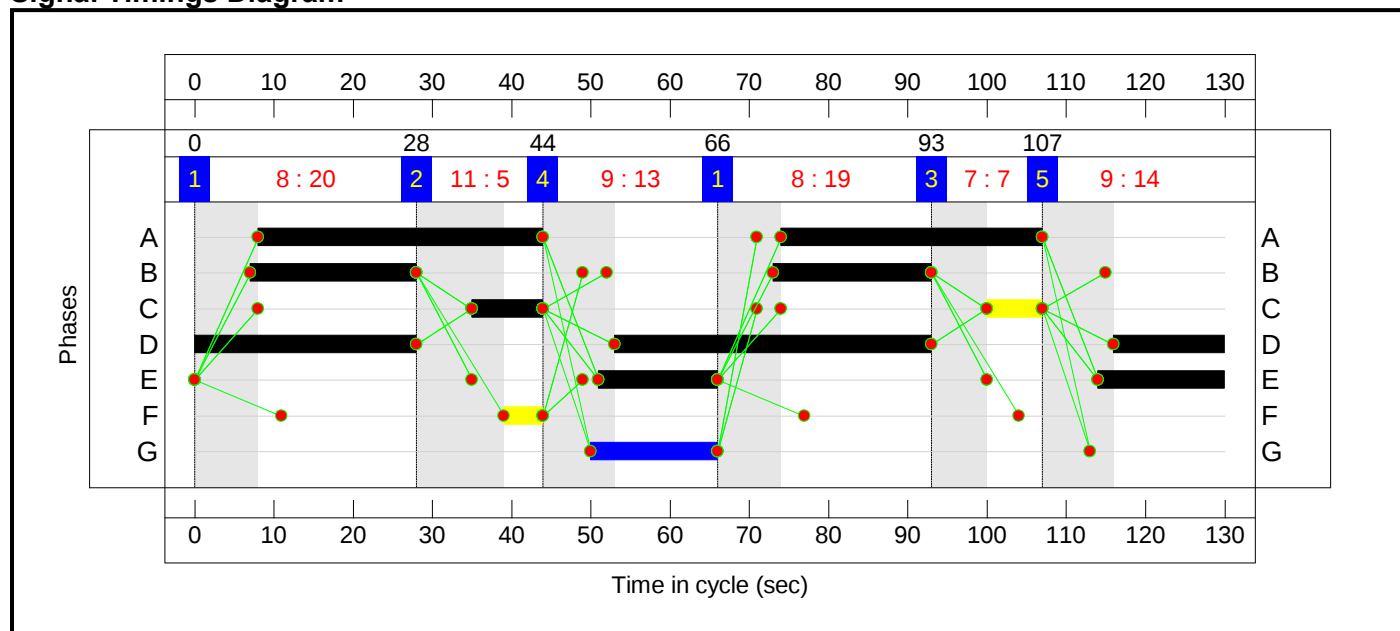
Stage Sequence Diagram



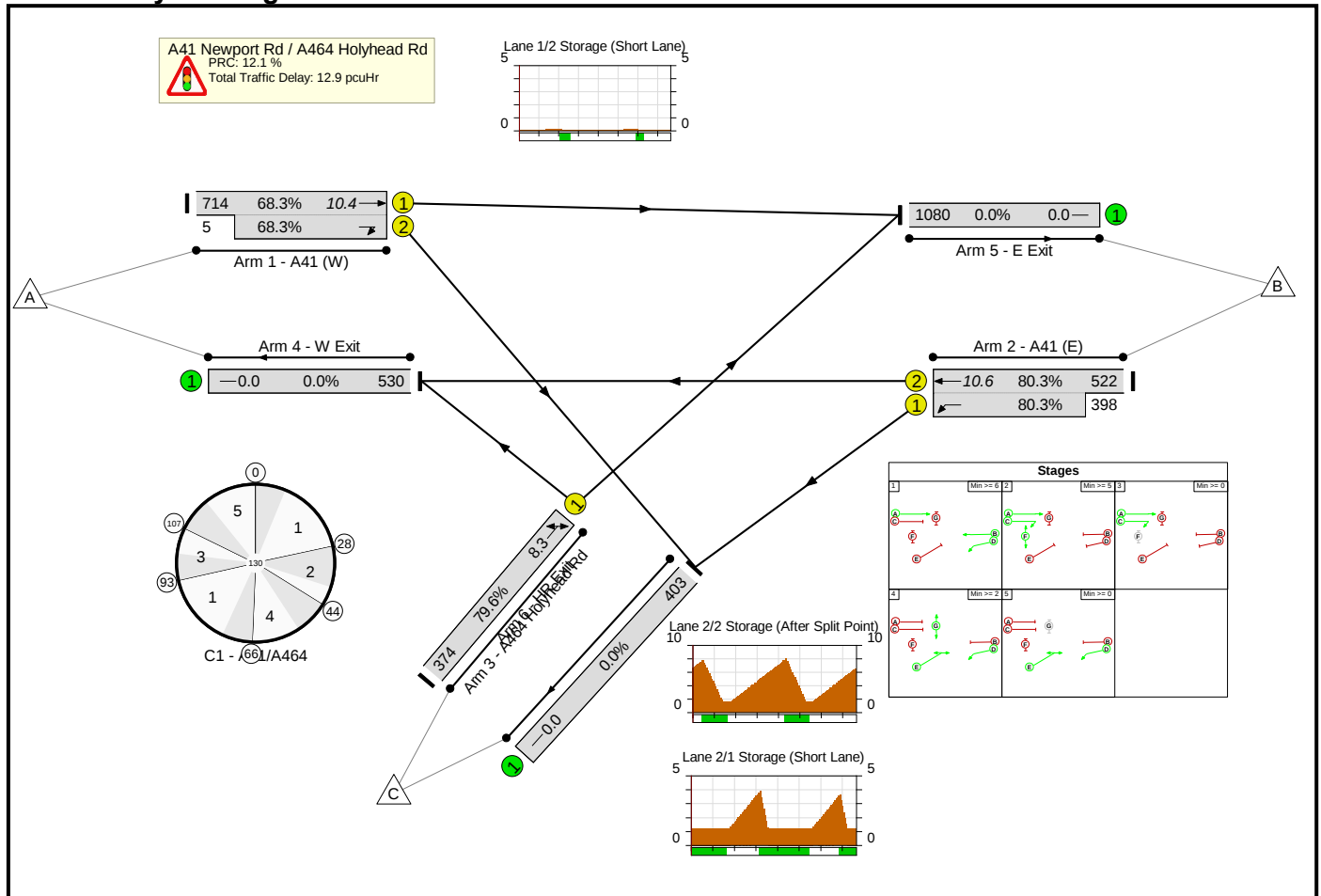
Stage Timings

Stage	1	2	4	1	3	5
Duration	20	5	13	19	7	14
Change Point	0	28	44	66	93	107

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

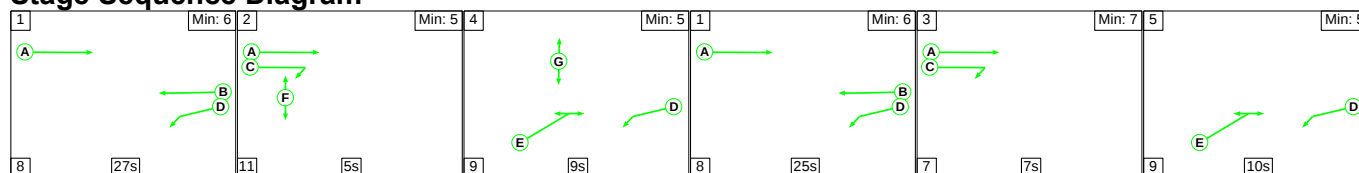
Network Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	80.3%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	80.3%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	69:16	-	719	1915:1702	1046+7	68.3 : 68.3%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	41:82	-	920	1965:1950	650+496	80.3 : 80.3%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	31	-	374	1850	470	79.6%
4/1	W Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	1080	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	8.0	5.0	0.0	12.9	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	8.0	5.0	0.0	12.9	-	-	-	-
1/1+1/2	719	719	-	-	-	2.2	1.1	-	3.2	16.1	9.3	1.1	10.4
2/2+2/1	920	920	-	-	-	3.4	2.0	-	5.4	21.3	8.6	2.0	10.6
3/1	374	374	-	-	-	2.4	1.9	-	4.2	40.8	6.4	1.9	8.3
4/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		12.1	Total Delay for Signalled Lanes (pcuHr):		12.91	Cycle Time (s): 130				
			PRC Over All Lanes (%):		12.1	Total Delay Over All Lanes(pcuHr):		12.91					

Full Input Data And Results

Scenario 9: '9' (FG9: '2034 AM Base', Plan 1: 'Network Control Plan 1')

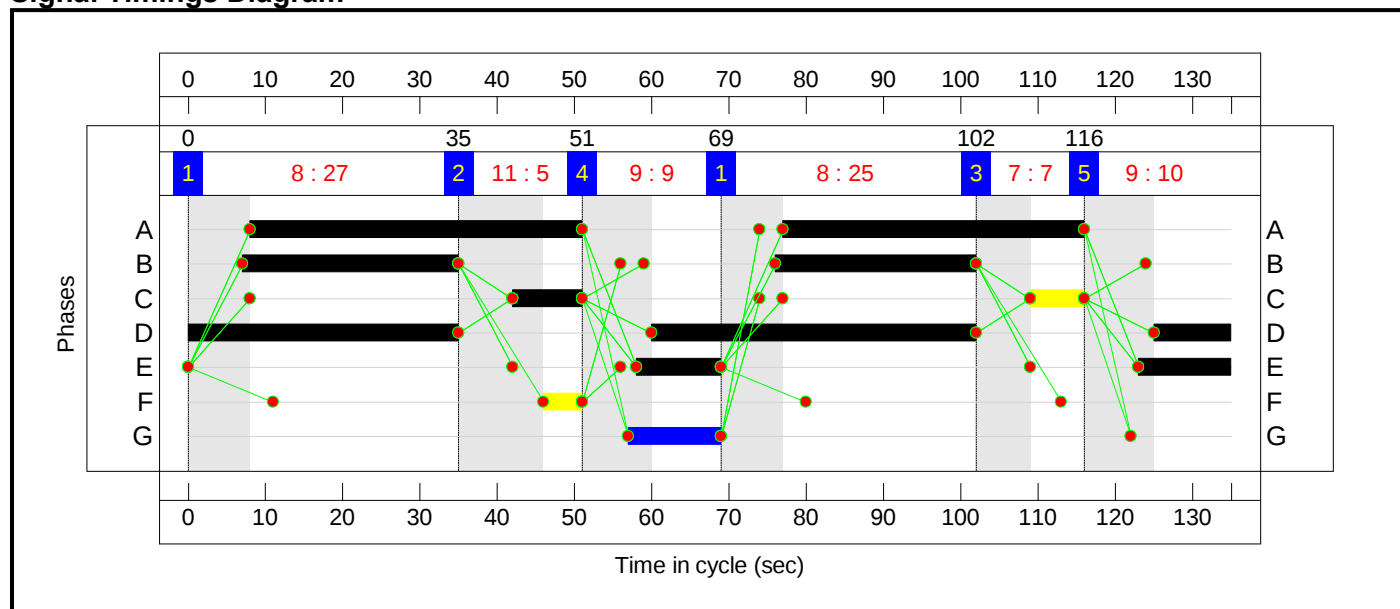
Stage Sequence Diagram



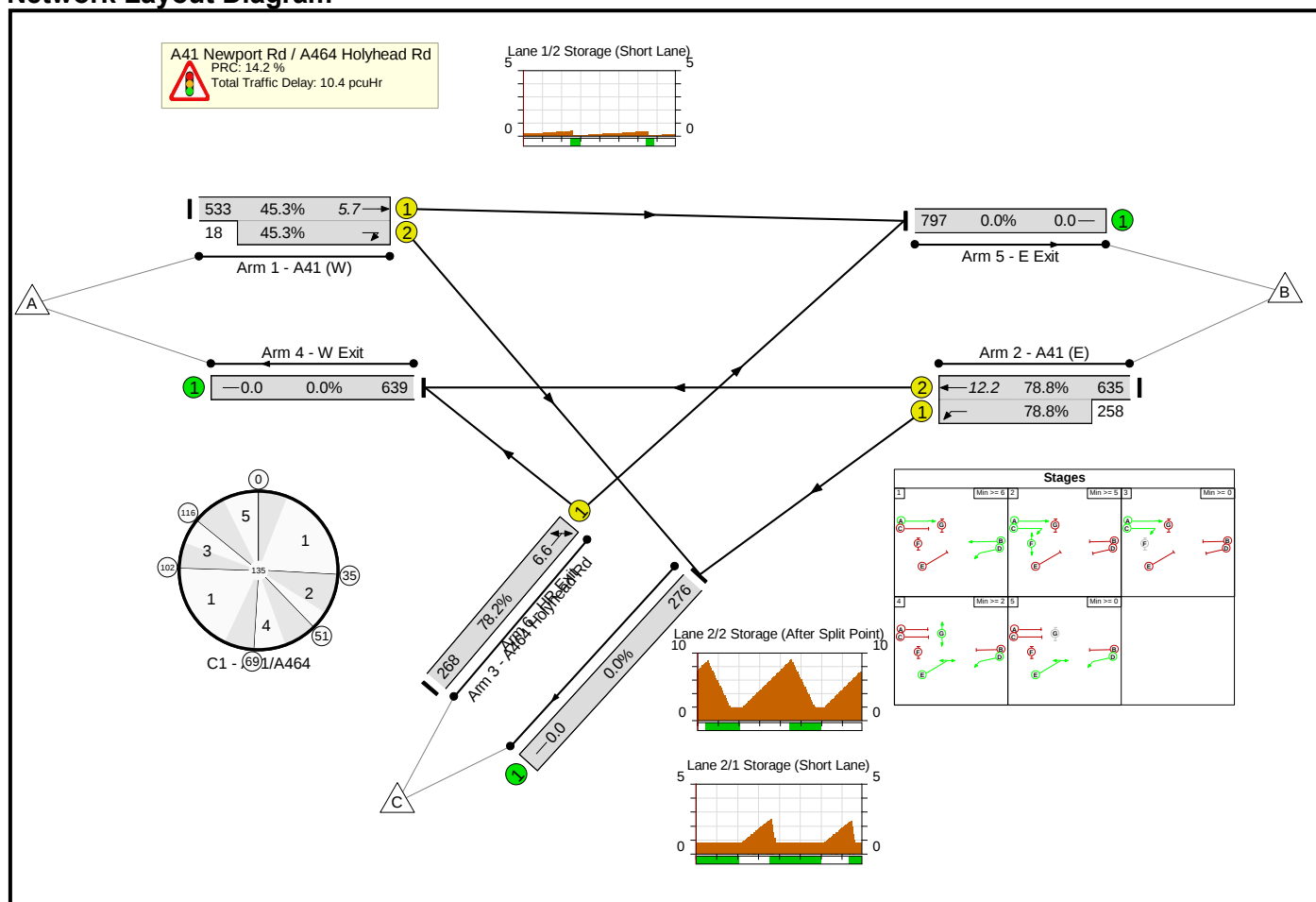
Stage Timings

Stage	1	2	4	1	3	5
Duration	27	5	9	25	7	10
Change Point	0	35	51	69	102	116

Signal Timings Diagram



Network Layout Diagram



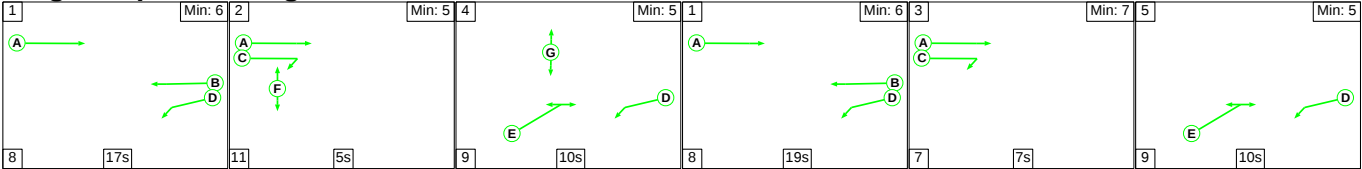
Full Input Data And Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	78.8%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	78.8%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	82:16	-	551	1915:1702	1178+40	45.3 : 45.3%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	54:87	-	893	1965:1950	806+328	78.8 : 78.8%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	23	-	268	1851	343	78.2%
4/1	W Exit	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.4	4.0	0.0	10.4	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.4	4.0	0.0	10.4	-	-	-	-
1/1+1/2	551	551	-	-	-	1.1	0.4	-	1.5	10.0	5.3	0.4	5.7
2/2+2/1	893	893	-	-	-	3.3	1.8	-	5.2	20.8	10.4	1.8	12.2
3/1	268	268	-	-	-	2.0	1.7	-	3.7	49.3	4.9	1.7	6.6
4/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		14.2	Total Delay for Signalled Lanes (pcuHr):		10.36	Cycle Time (s): 135				
			PRC Over All Lanes (%):		14.2	Total Delay Over All Lanes(pcuHr):		10.36					

Full Input Data And Results
Scenario 10: '10' (FG10: '2034 PM Base', Plan 1: 'Network Control Plan 1')

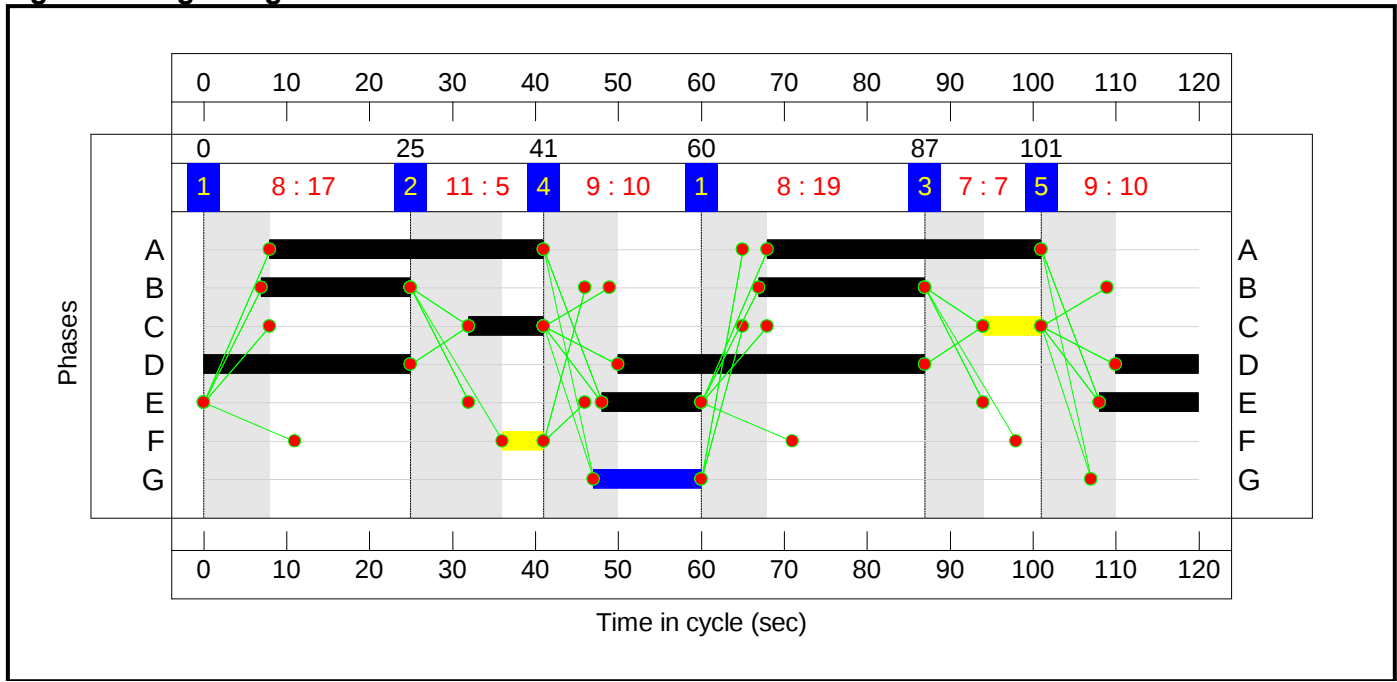
Stage Sequence Diagram



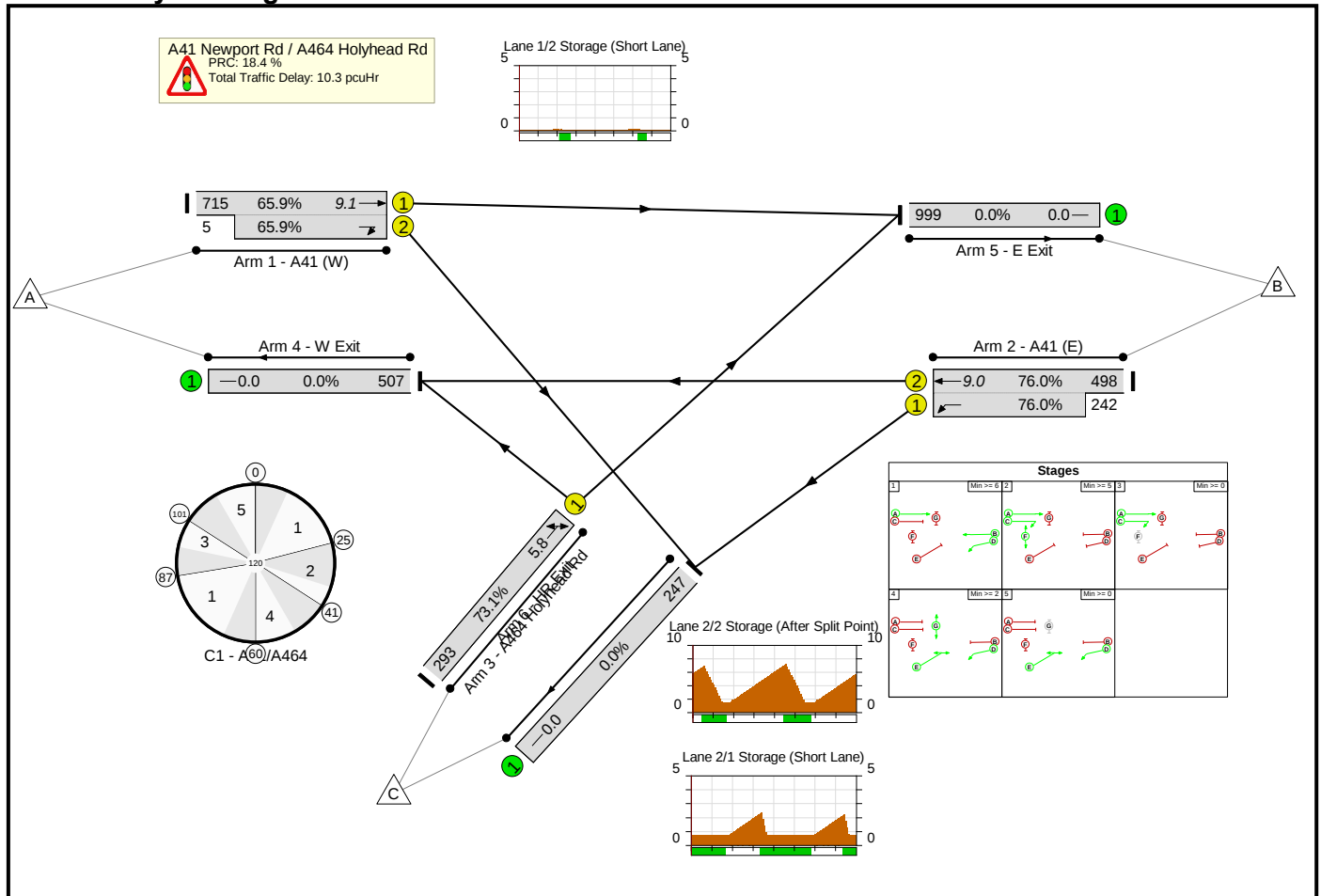
Stage Timings

Stage	1	2	4	1	3	5
Duration	17	5	10	19	7	10
Change Point	0	25	41	60	87	101

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

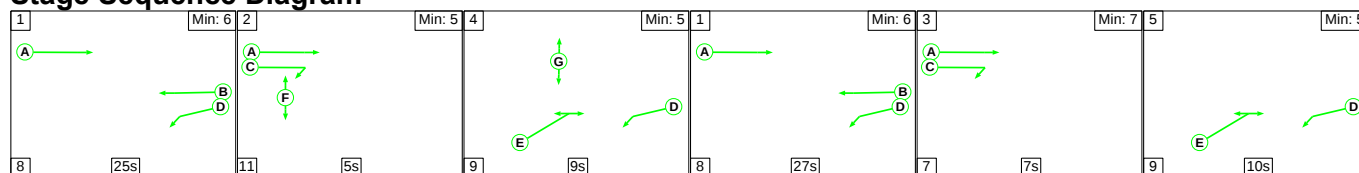
Network Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	76.0%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	76.0%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	66:16	-	720	1915:1702	1085+8	65.9 : 65.9%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	38:72	-	740	1965:1950	655+318	76.0 : 76.0%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	24	-	293	1849	401	73.1%
4/1	W Exit	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	999	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.4	3.9	0.0	10.3	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.4	3.9	0.0	10.3	-	-	-	-
1/1+1/2	720	720	-	-	-	1.8	1.0	-	2.8	13.9	8.1	1.0	9.1
2/2+2/1	740	740	-	-	-	2.8	1.6	-	4.4	21.3	7.5	1.6	9.0
3/1	293	293	-	-	-	1.8	1.3	-	3.1	38.2	4.5	1.3	5.8
4/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	999	999	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		18.4	Total Delay for Signalled Lanes (pcuHr):		10.26	Cycle Time (s): 120				
			PRC Over All Lanes (%):		18.4	Total Delay Over All Lanes(pcuHr):		10.26					

Full Input Data And Results

Scenario 11: '11' (FG11: '2034 AM B + C', Plan 1: 'Network Control Plan 1')

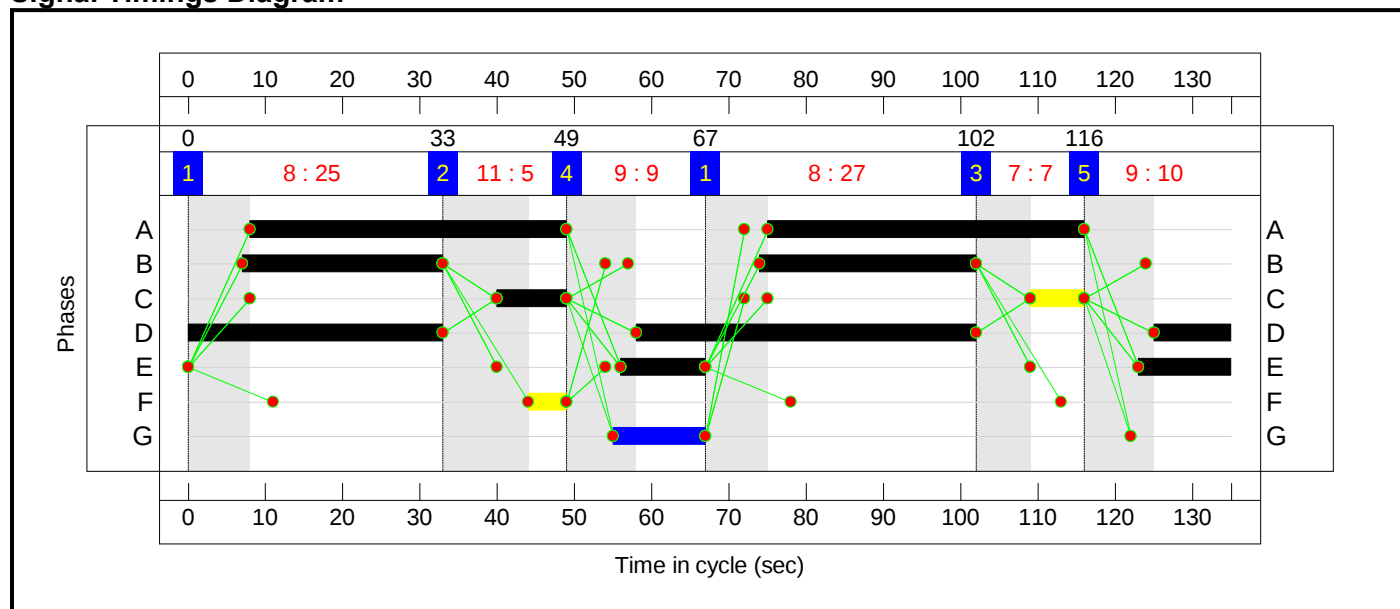
Stage Sequence Diagram



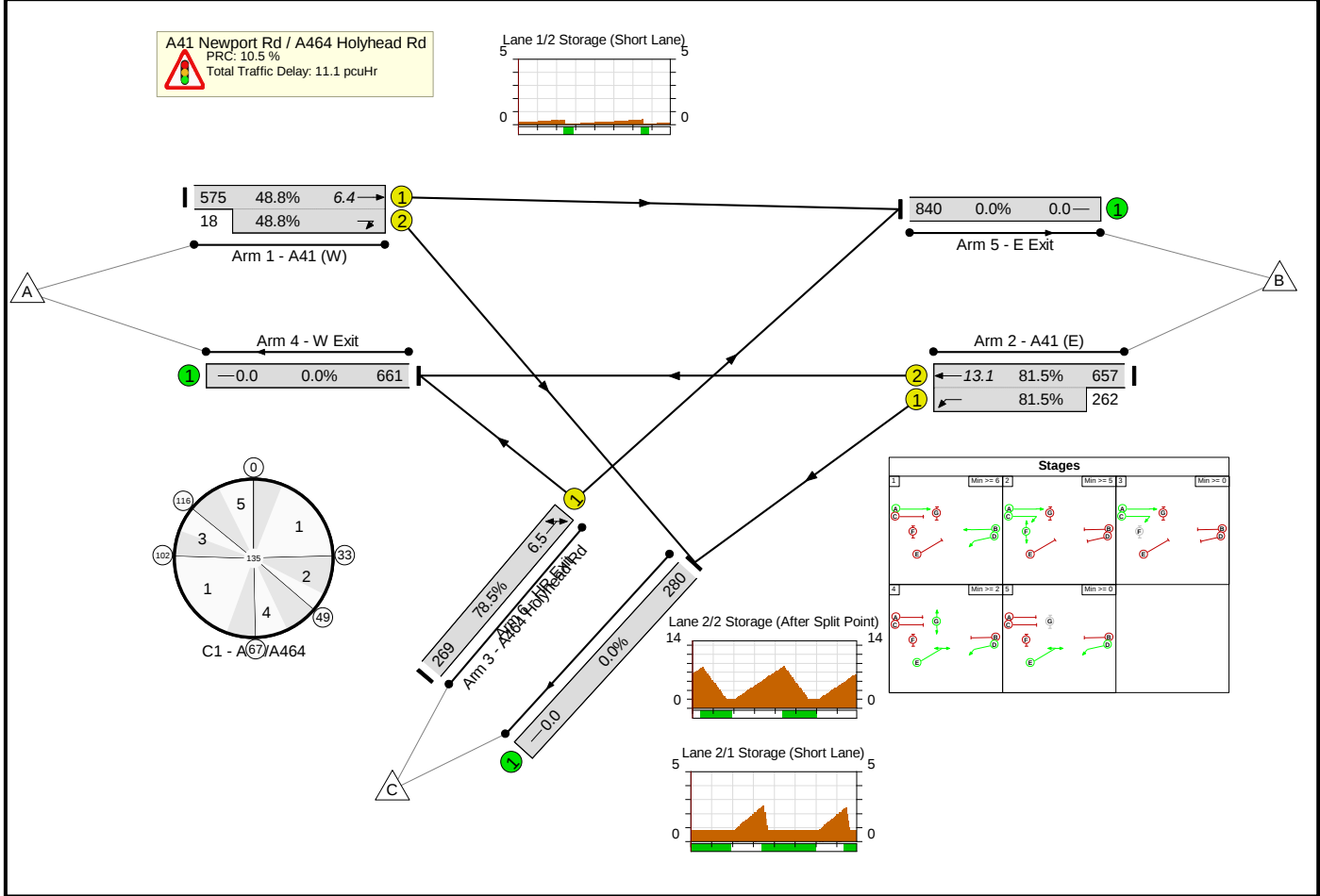
Stage Timings

Stage	1	2	4	1	3	5
Duration	25	5	9	27	7	10
Change Point	0	33	49	67	102	116

Signal Timings Diagram



Network Layout Diagram

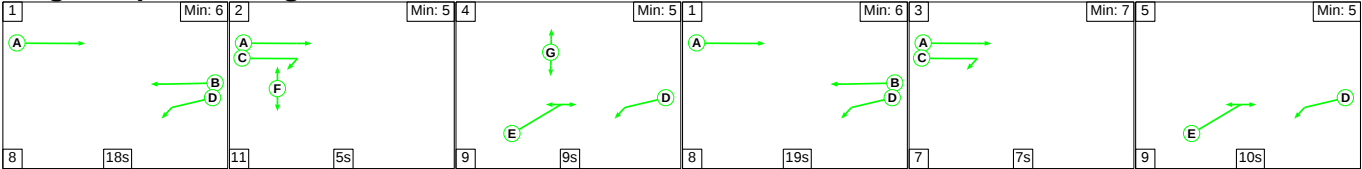


Full Input Data And Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	81.5%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	81.5%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	82:16	-	593	1915:1702	1179+37	48.8 : 48.8%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	54:87	-	919	1965:1950	806+322	81.5 : 81.5%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	23	-	269	1851	343	78.5%
4/1	W Exit	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.7	4.4	0.0	11.1	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.7	4.4	0.0	11.1	-	-	-	-
1/1+1/2	593	593	-	-	-	1.2	0.5	-	1.7	10.3	5.9	0.5	6.4
2/2+2/1	919	919	-	-	-	3.5	2.2	-	5.7	22.2	11.0	2.2	13.1
3/1	269	269	-	-	-	2.0	1.7	-	3.7	49.5	4.8	1.7	6.5
4/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		10.5	Total Delay for Signalled Lanes (pcuHr):		11.06	Cycle Time (s): 135				
			PRC Over All Lanes (%):		10.5	Total Delay Over All Lanes(pcuHr):		11.06					

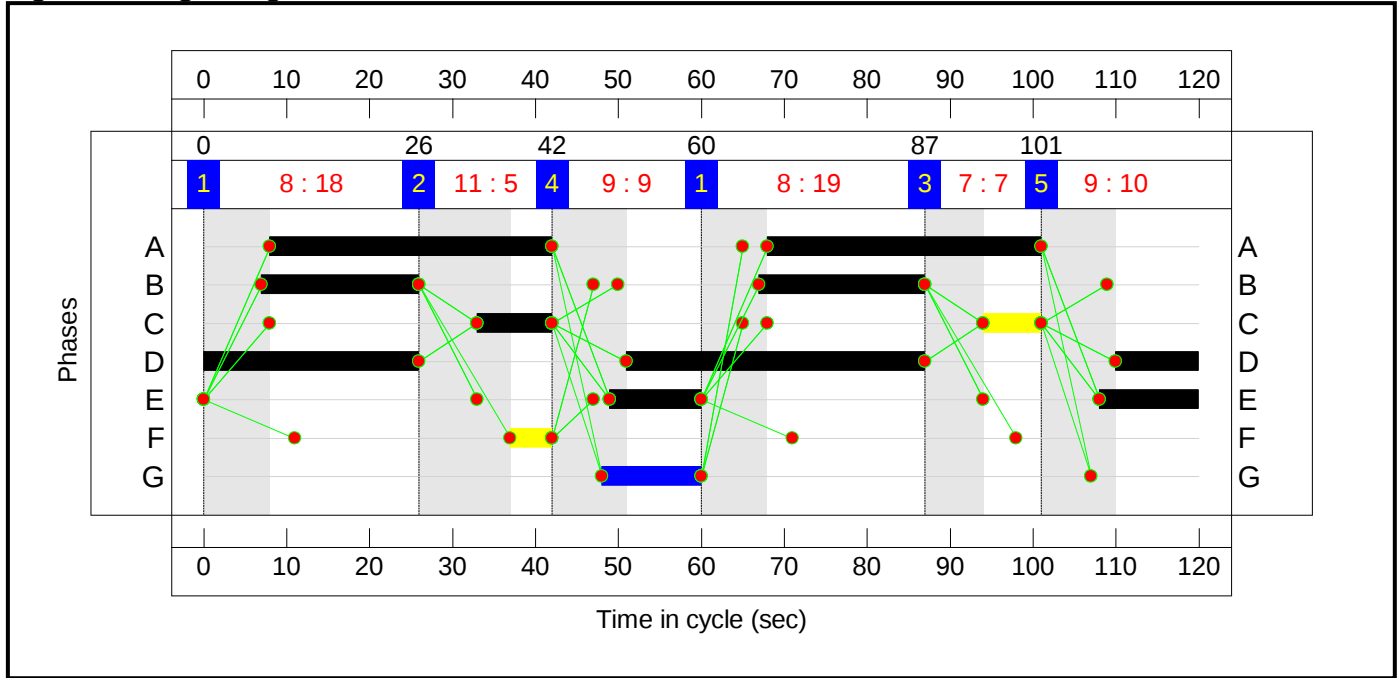
Stage Sequence Diagram



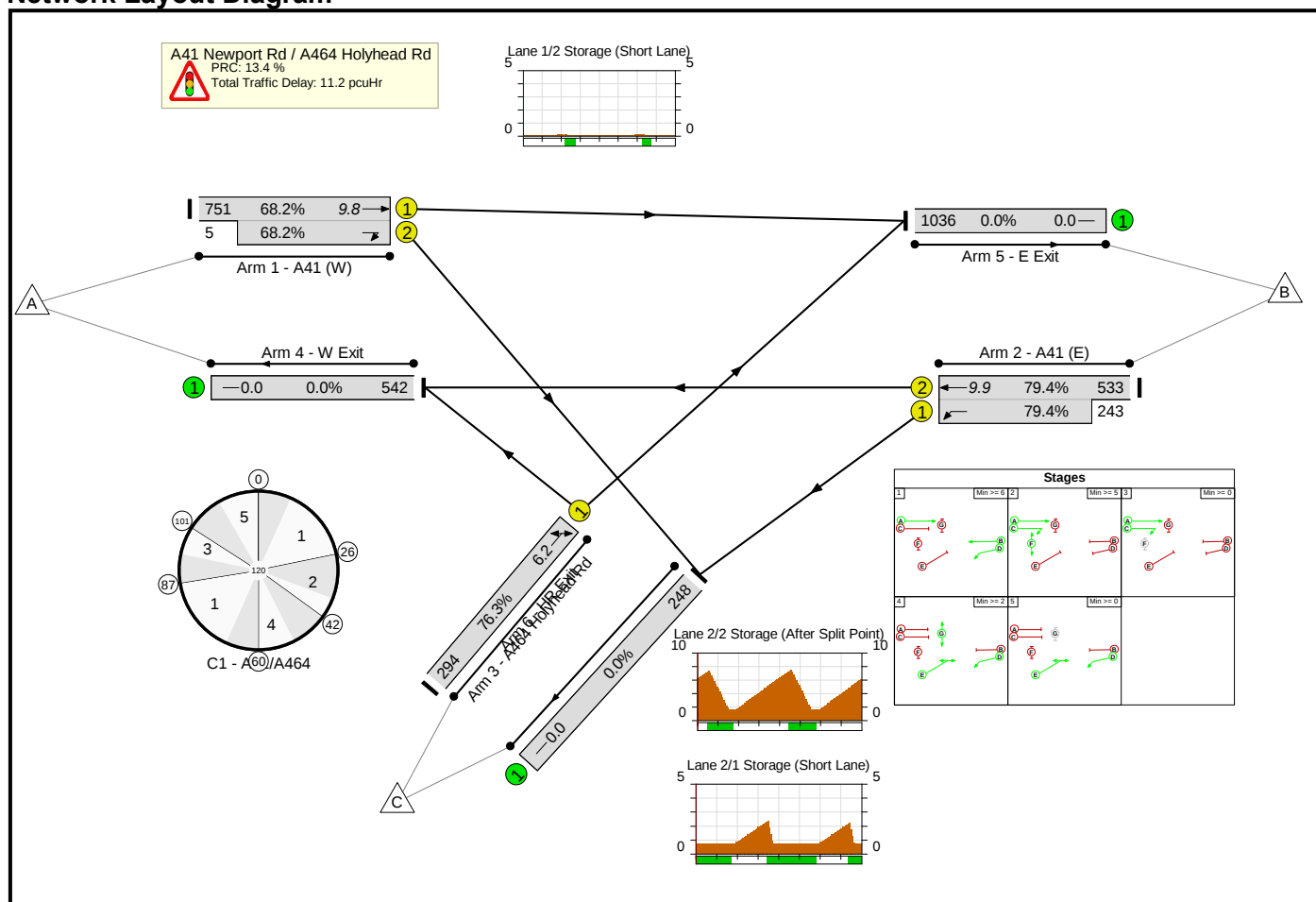
Stage Timings

Stage	1	2	4	1	3	5
Duration	18	5	9	19	7	10
Change Point	0	26	42	60	87	101

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

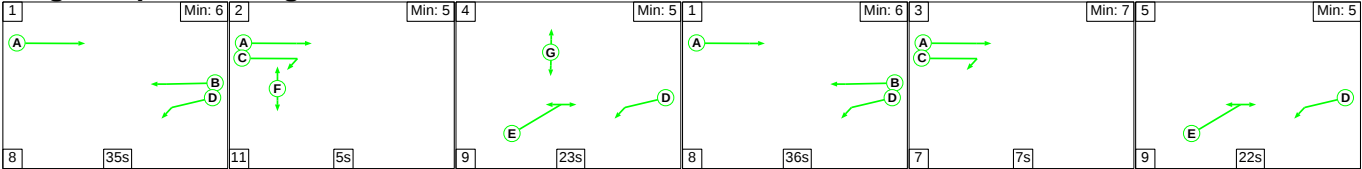
Network Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	79.4%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	79.4%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	67:16	-	756	1915:1702	1101+7	68.2 : 68.2%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	39:72	-	776	1965:1950	671+306	79.4 : 79.4%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	23	-	294	1849	385	76.3%
4/1	W Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.7	4.5	0.0	11.2	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.7	4.5	0.0	11.2	-	-	-	-
1/1+1/2	756	756	-	-	-	1.9	1.1	-	3.0	14.1	8.8	1.1	9.8
2/2+2/1	776	776	-	-	-	3.0	1.9	-	4.9	22.6	8.0	1.9	9.9
3/1	294	294	-	-	-	1.8	1.6	-	3.4	41.4	4.7	1.6	6.2
4/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		13.4	Total Delay for Signalled Lanes (pcuHr):		11.22	Cycle Time (s): 120				
			PRC Over All Lanes (%):		13.4	Total Delay Over All Lanes(pcuHr):		11.22					

Full Input Data And Results

Scenario 13: '13' (FG13: '2034 AM B + C + D', Plan 1: 'Network Control Plan 1')

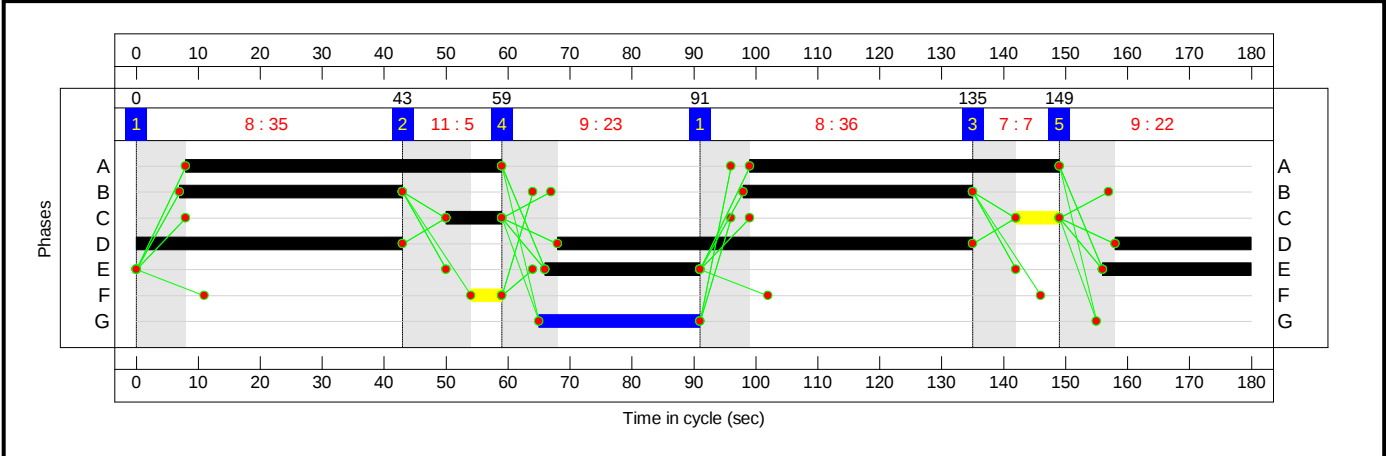
Stage Sequence Diagram



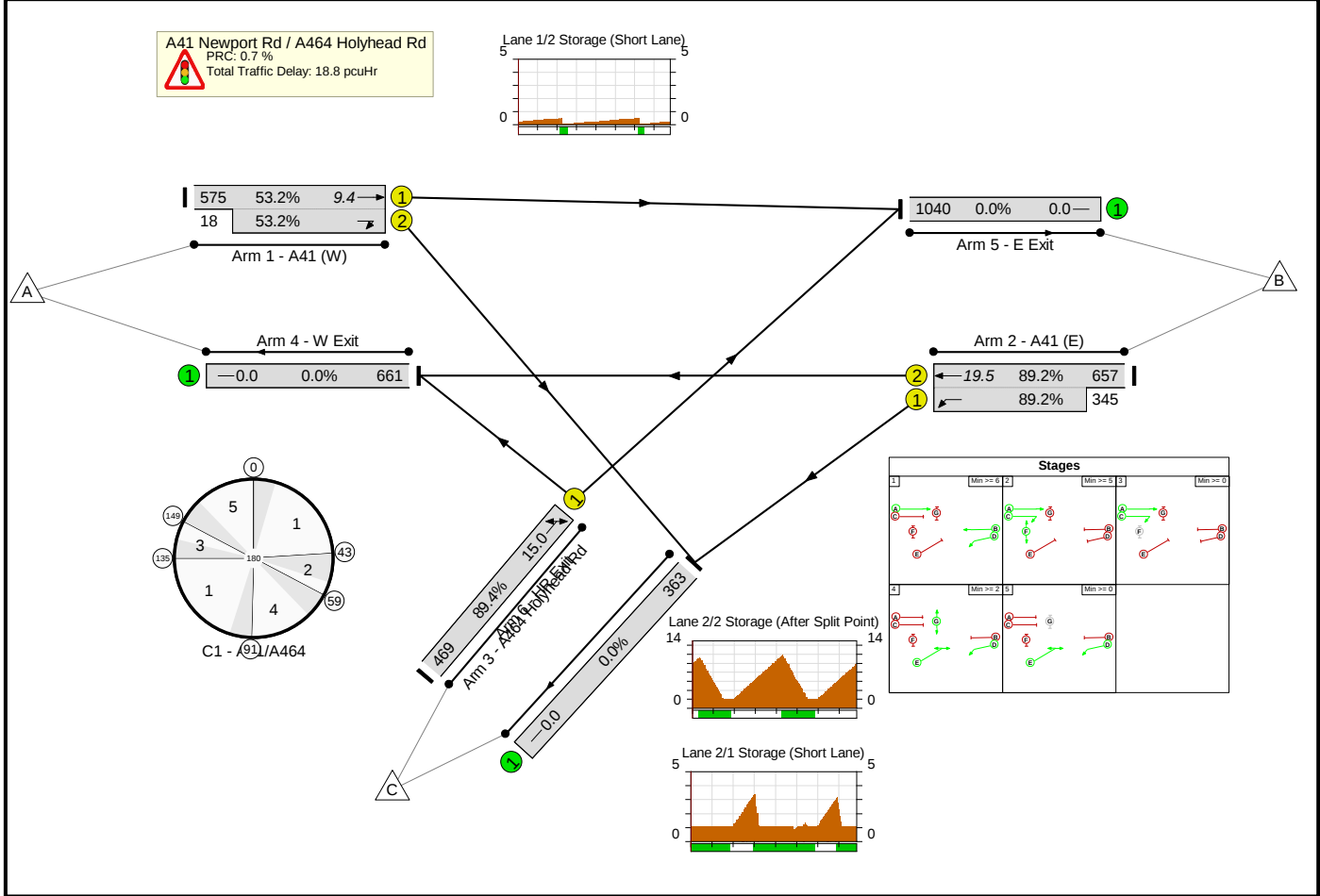
Stage Timings

Stage	1	2	4	1	3	5
Duration	35	5	23	36	7	22
Change Point	0	43	59	91	135	149

Signal Timings Diagram



Network Layout Diagram



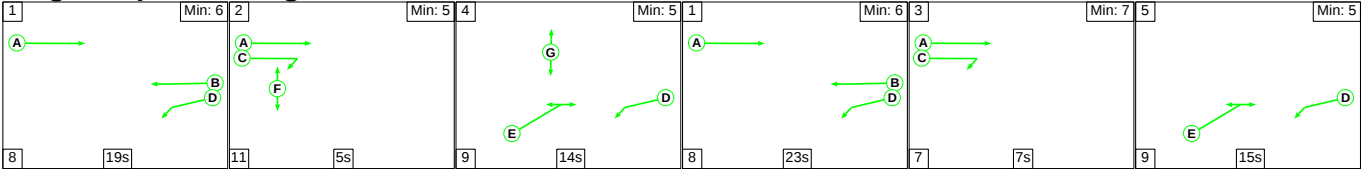
Full Input Data And Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	101:16	-	593	1915:1702	1080+34	53.2 : 53.2%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	73:132	-	1002	1965:1950	737+387	89.2 : 89.2%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	49	-	469	1852	525	89.4%
4/1	W Exit	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	10.6	8.2	0.0	18.8	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	10.6	8.2	0.0	18.8	-	-	-	-
1/1+1/2	593	593	-	-	-	2.1	0.6	-	2.6	16.0	8.8	0.6	9.4
2/2+2/1	1002	1002	-	-	-	4.5	3.9	-	8.4	30.3	15.6	3.9	19.5
3/1	469	469	-	-	-	4.0	3.7	-	7.7	59.5	11.3	3.7	15.0
4/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		0.7	Total Delay for Signalled Lanes (pcuHr):		18.81	Cycle Time (s): 180				
			PRC Over All Lanes (%):		0.7	Total Delay Over All Lanes(pcuHr):		18.81					

Full Input Data And Results
Scenario 14: '14' (FG14: '2034 PM B + C + D', Plan 1: 'Network Control Plan 1')

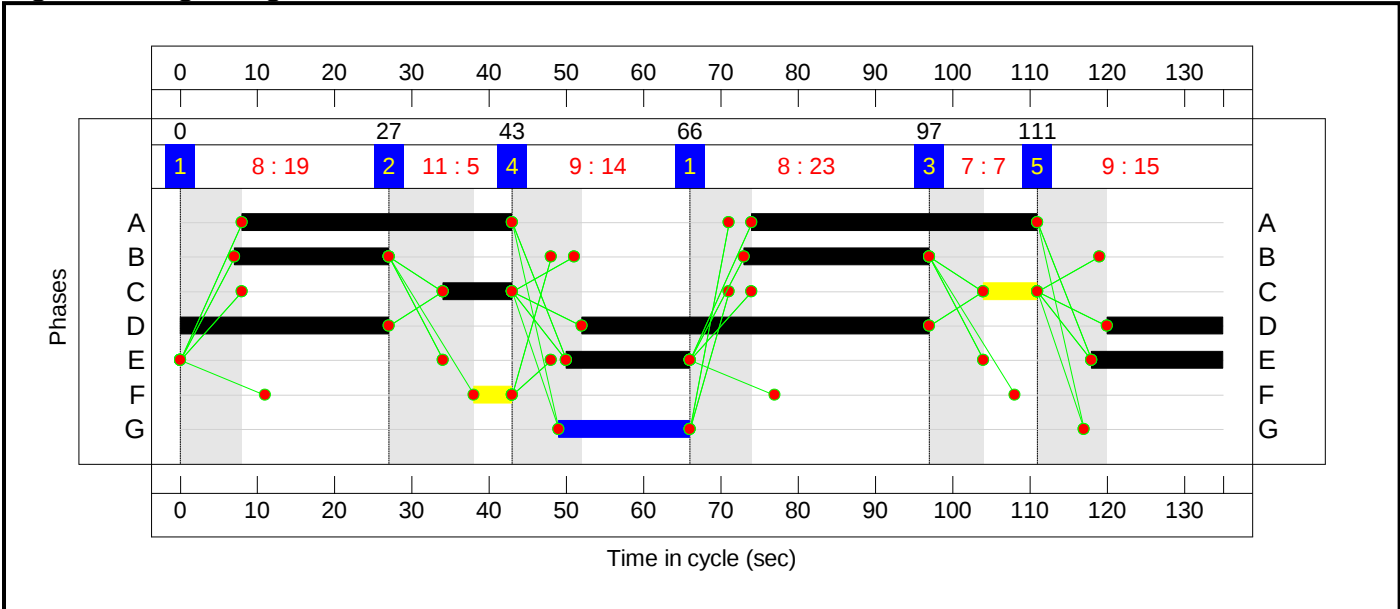
Stage Sequence Diagram



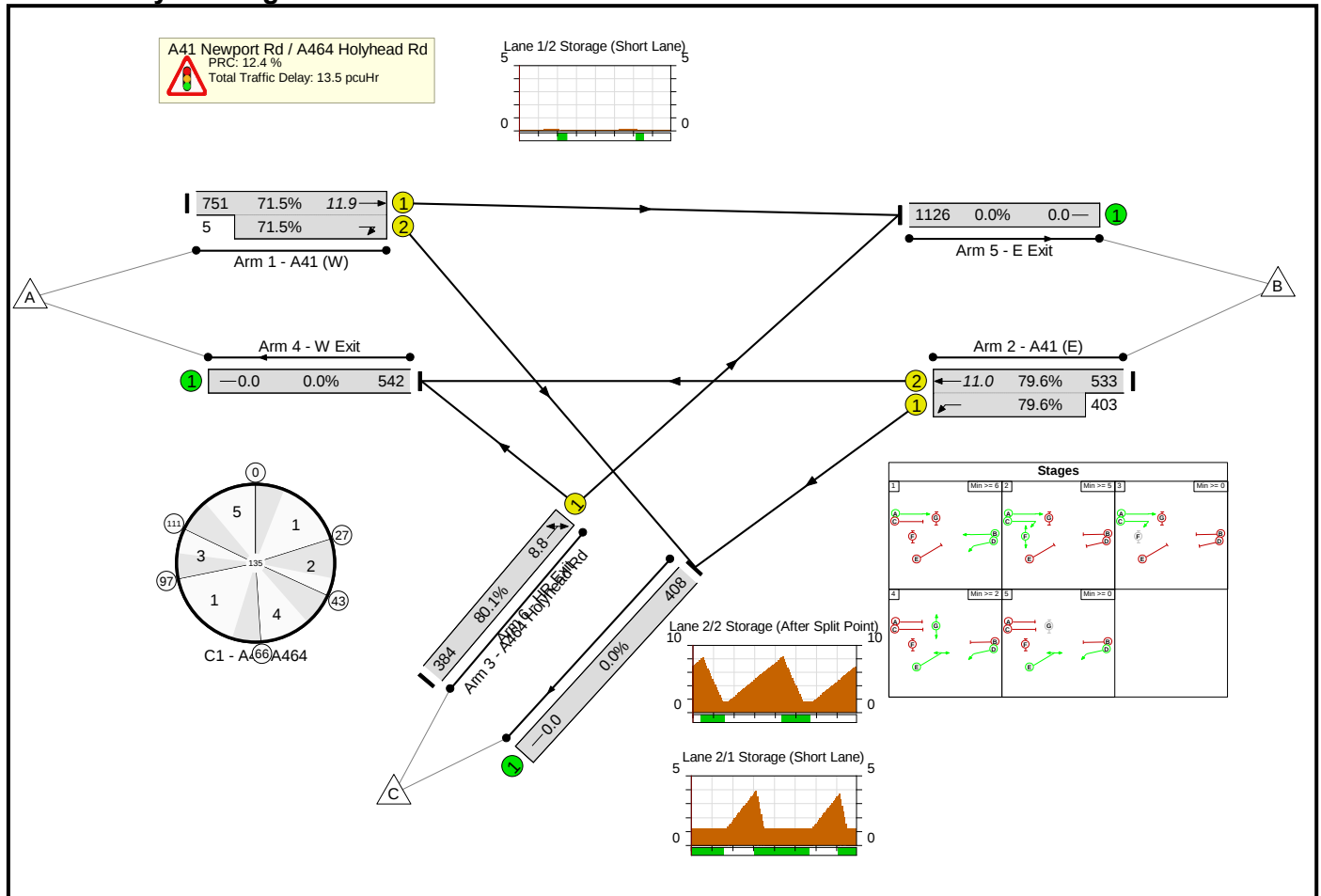
Stage Timings

Stage	1	2	4	1	3	5
Duration	19	5	14	23	7	15
Change Point	0	27	43	66	97	111

Signal Timings Diagram



Network Layout Diagram



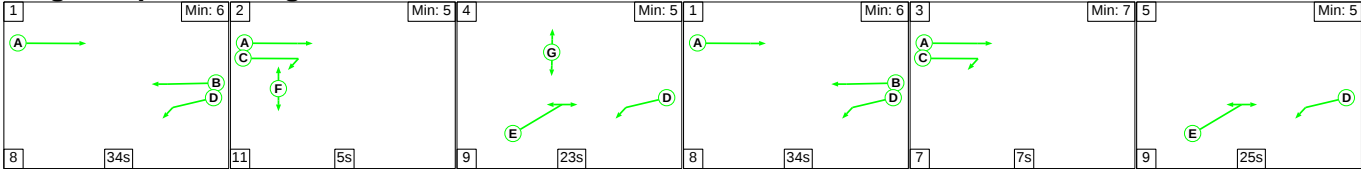
Full Input Data And Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	72:16	-	756	1915:1702	1050+7	71.5 : 71.5%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	44:87	-	936	1965:1950	670+506	79.6 : 79.6%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	33	-	384	1850	480	80.1%
4/1	W Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	1126	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	8.4	5.1	0.0	13.5	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	8.4	5.1	0.0	13.5	-	-	-	-
1/1+1/2	756	756	-	-	-	2.4	1.2	-	3.6	17.4	10.6	1.2	11.9
2/2+2/1	936	936	-	-	-	3.5	1.9	-	5.5	21.0	9.0	1.9	11.0
3/1	384	384	-	-	-	2.5	1.9	-	4.4	41.5	6.8	1.9	8.8
4/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		12.4	Total Delay for Signalled Lanes (pcuHr):			13.53	Cycle Time (s): 135			
			PRC Over All Lanes (%):		12.4	Total Delay Over All Lanes(pcuHr):			13.53				

Full Input Data And Results
Scenario 15: '15' (FG15: '2029 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

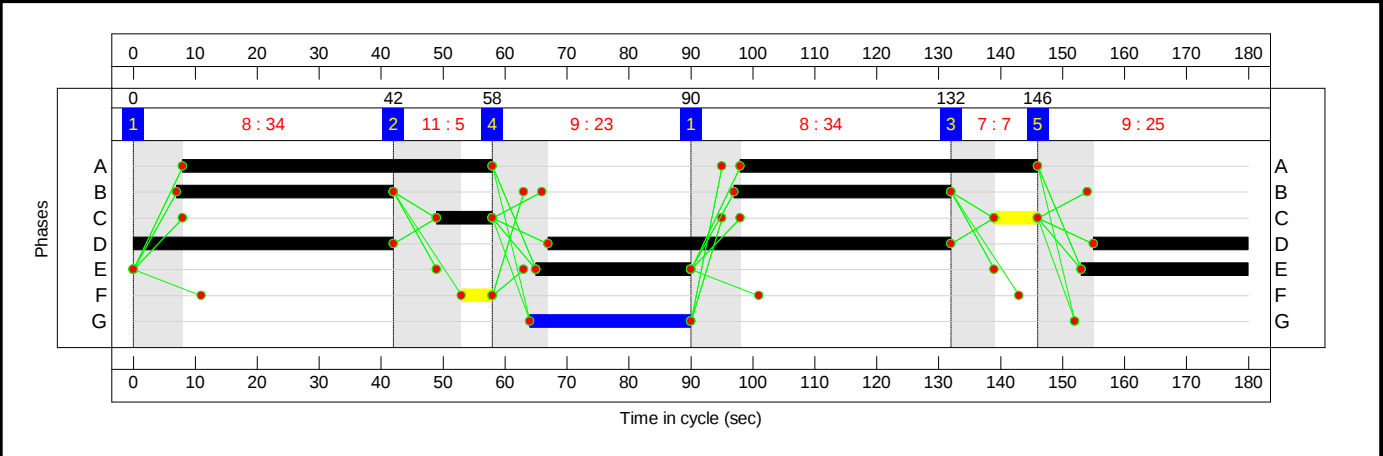
Stage Sequence Diagram



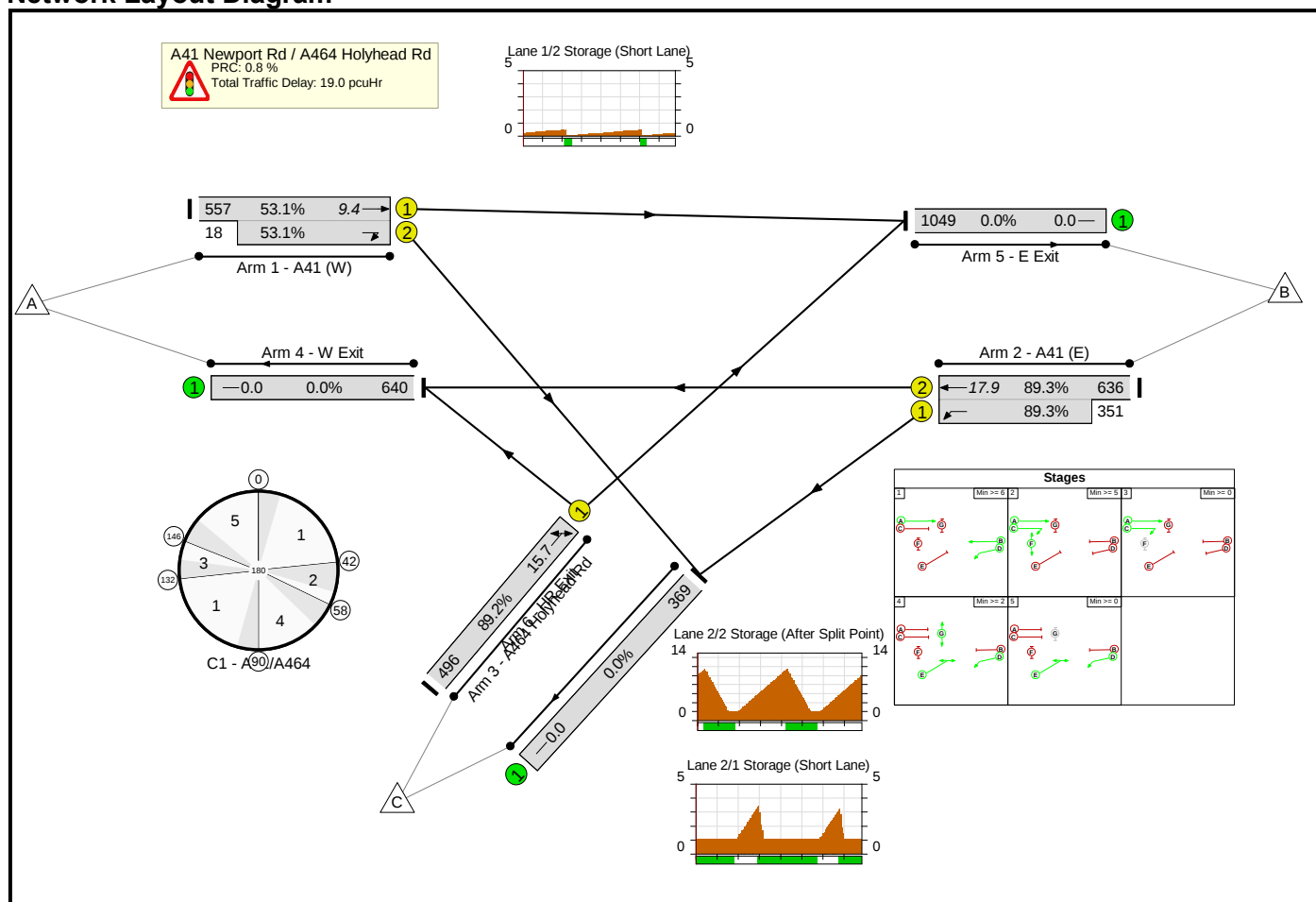
Stage Timings

Stage	1	2	4	1	3	5
Duration	34	5	23	34	7	25
Change Point	0	42	58	90	132	146

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

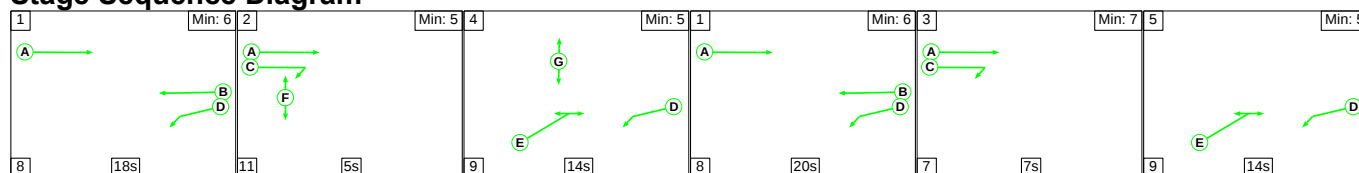
Network Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	98:16	-	575	1915:1702	1048+34	53.1 : 53.1%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	70:132	-	987	1965:1950	712+393	89.3 : 89.3%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	52	-	496	1853	556	89.2%
4/1	W Exit	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	1049	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	10.9	8.2	0.0	19.0	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	10.9	8.2	0.0	19.0	-	-	-	-
1/1+1/2	575	575	-	-	-	2.1	0.6	-	2.7	16.8	8.8	0.6	9.4
2/2+2/1	987	987	-	-	-	4.6	3.9	-	8.5	31.0	14.0	3.9	17.9
3/1	496	496	-	-	-	4.1	3.7	-	7.8	56.9	12.0	3.7	15.7
4/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		0.8	Total Delay for Signalled Lanes (pcuHr):		19.01	Cycle Time (s): 180				
			PRC Over All Lanes (%):		0.8	Total Delay Over All Lanes(pcuHr):		19.01					

Full Input Data And Results

Scenario 16: '16' (FG16: '2029 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

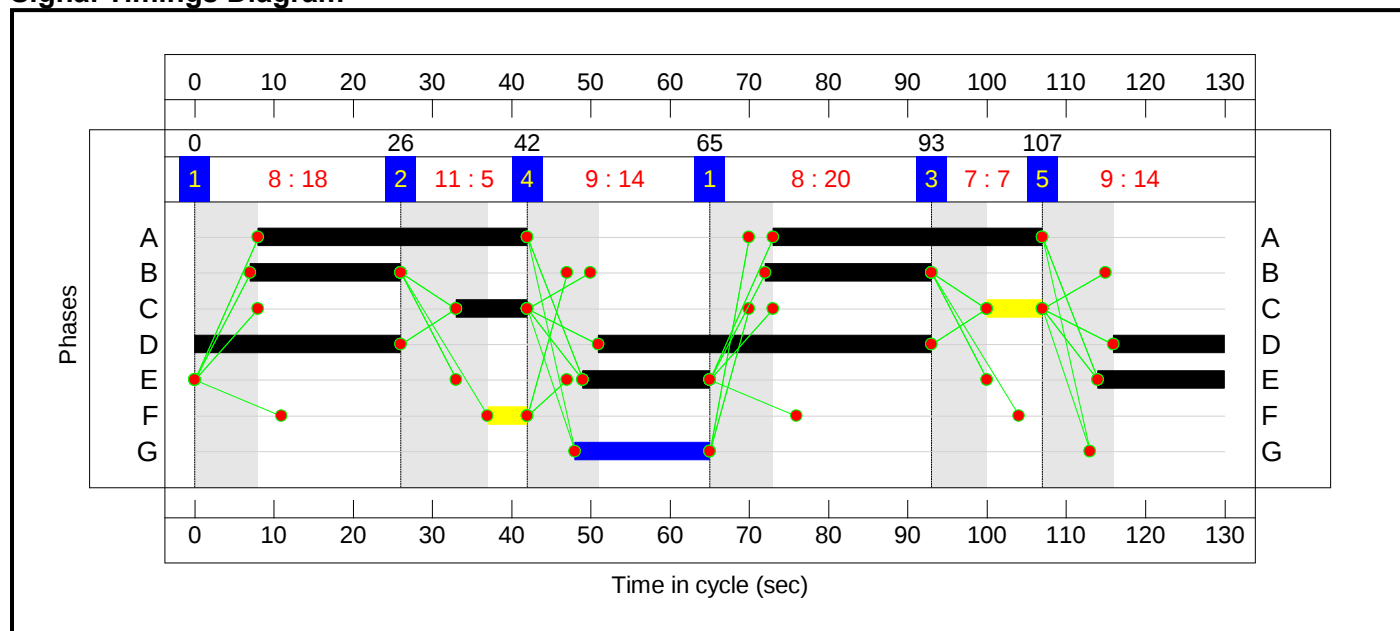
Stage Sequence Diagram



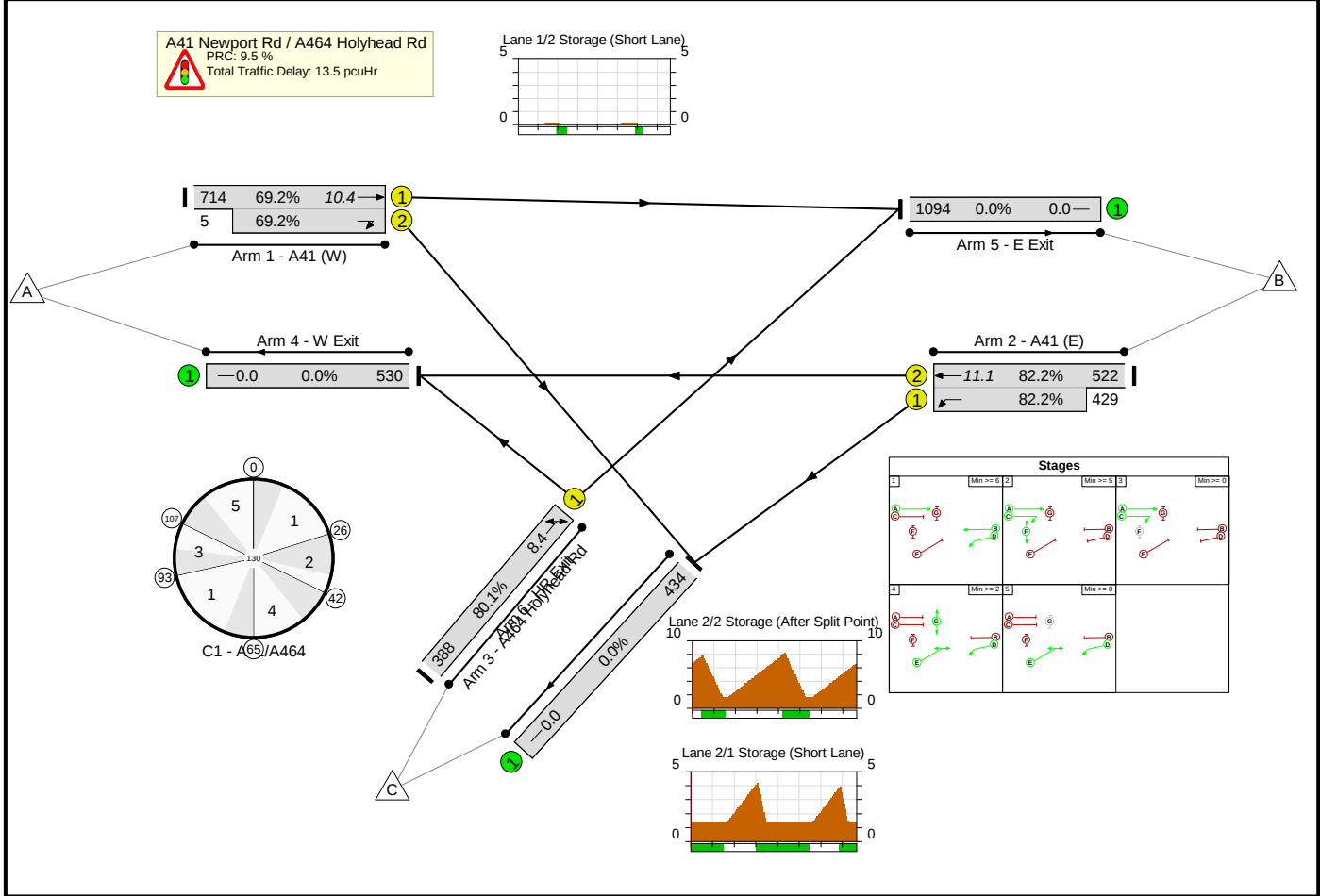
Stage Timings

Stage	1	2	4	1	3	5
Duration	18	5	14	20	7	14
Change Point	0	26	42	65	93	107

Signal Timings Diagram



Network Layout Diagram



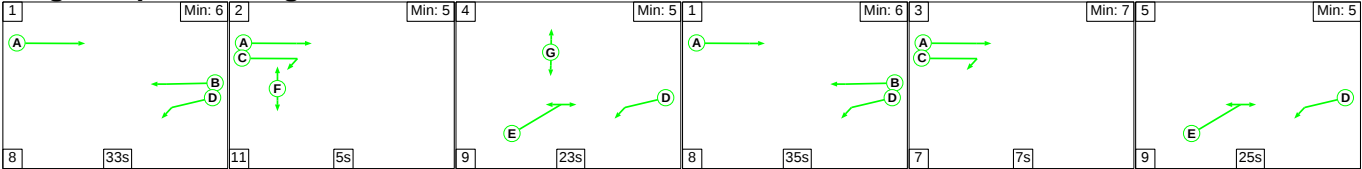
Full Input Data And Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	82.2%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	82.2%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	68:16	-	719	1915:1702	1031+7	69.2 : 69.2%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	40:82	-	951	1965:1950	635+522	82.2 : 82.2%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	32	-	388	1851	484	80.1%
4/1	W Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	1094	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	8.2	5.3	0.0	13.5	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	8.2	5.3	0.0	13.5	-	-	-	-
1/1+1/2	719	719	-	-	-	2.2	1.1	-	3.3	16.7	9.3	1.1	10.4
2/2+2/1	951	951	-	-	-	3.6	2.3	-	5.8	22.1	8.8	2.3	11.1
3/1	388	388	-	-	-	2.4	1.9	-	4.4	40.4	6.5	1.9	8.4
4/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1094	1094	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		9.5	Total Delay for Signalled Lanes (pcuHr):		13.53	Cycle Time (s): 130				
			PRC Over All Lanes (%):		9.5	Total Delay Over All Lanes(pcuHr):		13.53					

Full Input Data And Results
Scenario 17: '17' (FG17: '2034 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

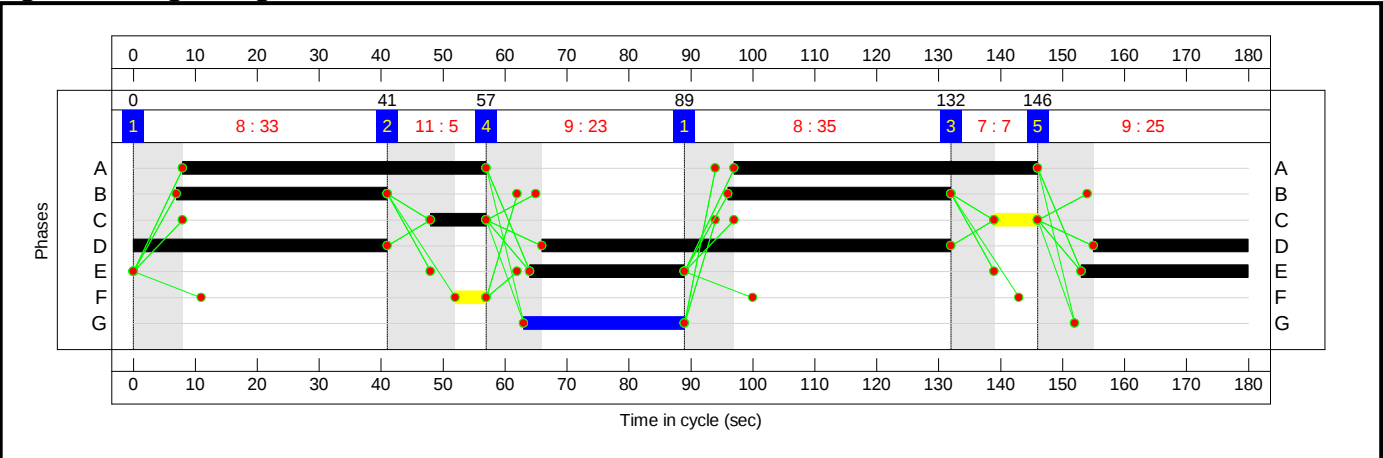
Stage Sequence Diagram



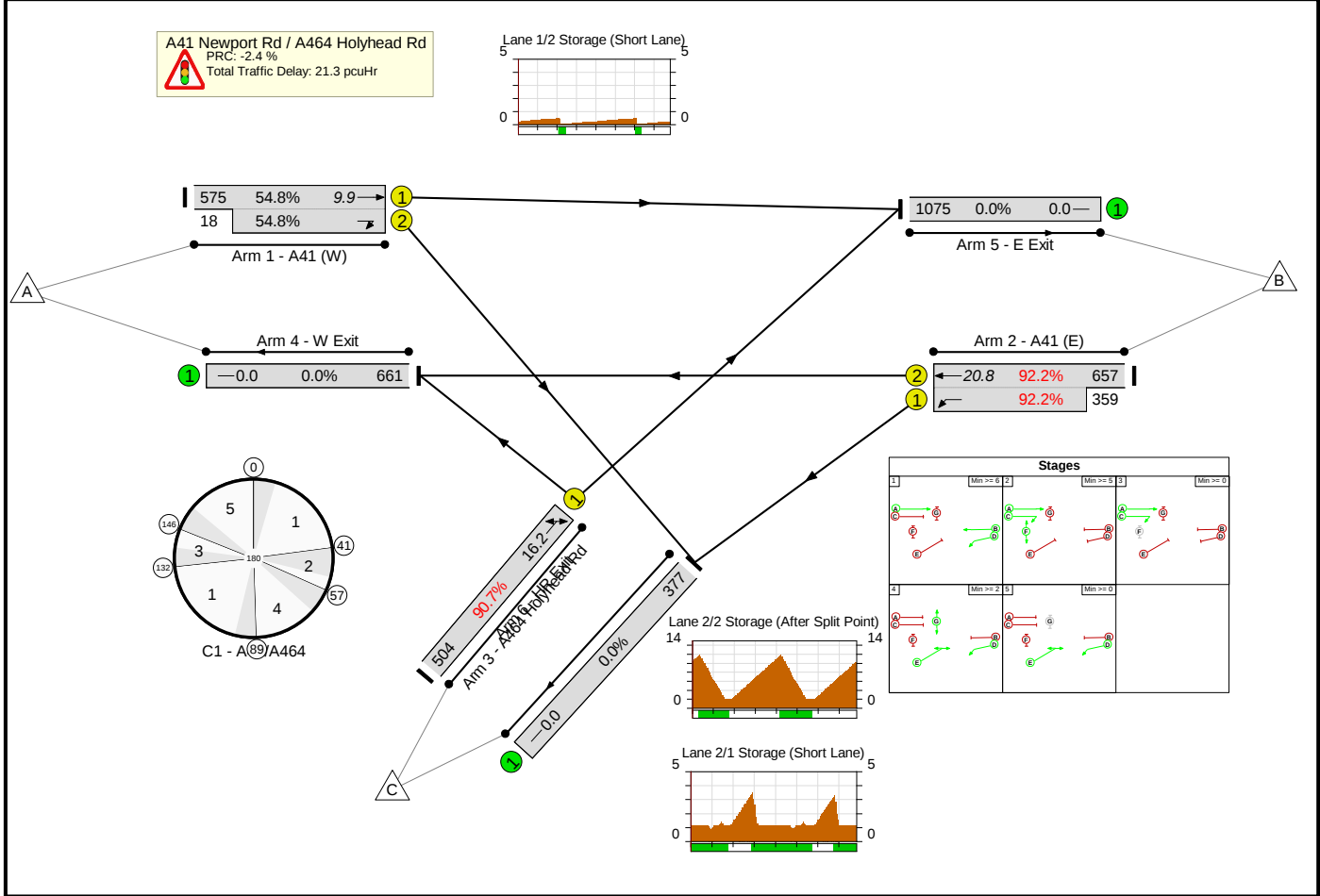
Stage Timings

Stage	1	2	4	1	3	5
Duration	33	5	23	35	7	25
Change Point	0	41	57	89	132	146

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

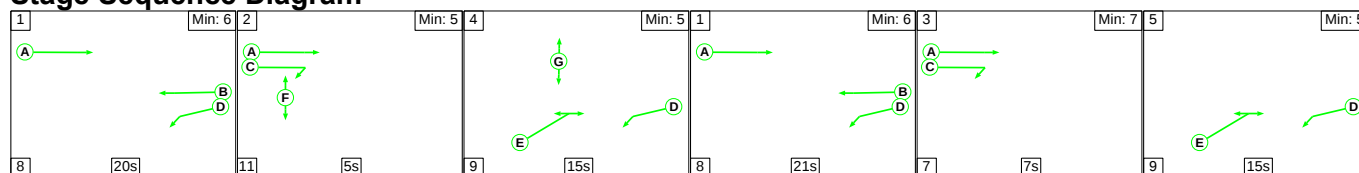
Network Results

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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	98:16	-	593	1915:1702	1049+33	54.8 : 54.8%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	70:132	-	1016	1965:1950	713+390	92.2 : 92.2%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	52	-	504	1853	556	90.7%
4/1	W Exit	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	11.3	10.0	0.0	21.3	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	11.3	10.0	0.0	21.3	-	-	-	-
1/1+1/2	593	593	-	-	-	2.2	0.6	-	2.8	17.1	9.3	0.6	9.9
2/2+2/1	1016	1016	-	-	-	4.8	5.2	-	10.0	35.6	15.6	5.2	20.8
3/1	504	504	-	-	-	4.2	4.2	-	8.4	60.2	12.0	4.2	16.2
4/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		-2.4	Total Delay for Signalled Lanes (pcuHr):		21.29	Cycle Time (s): 180				
			PRC Over All Lanes (%):		-2.4	Total Delay Over All Lanes(pcuHr):		21.29					

Full Input Data And Results

Scenario 18: '18' (FG18: '2034 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

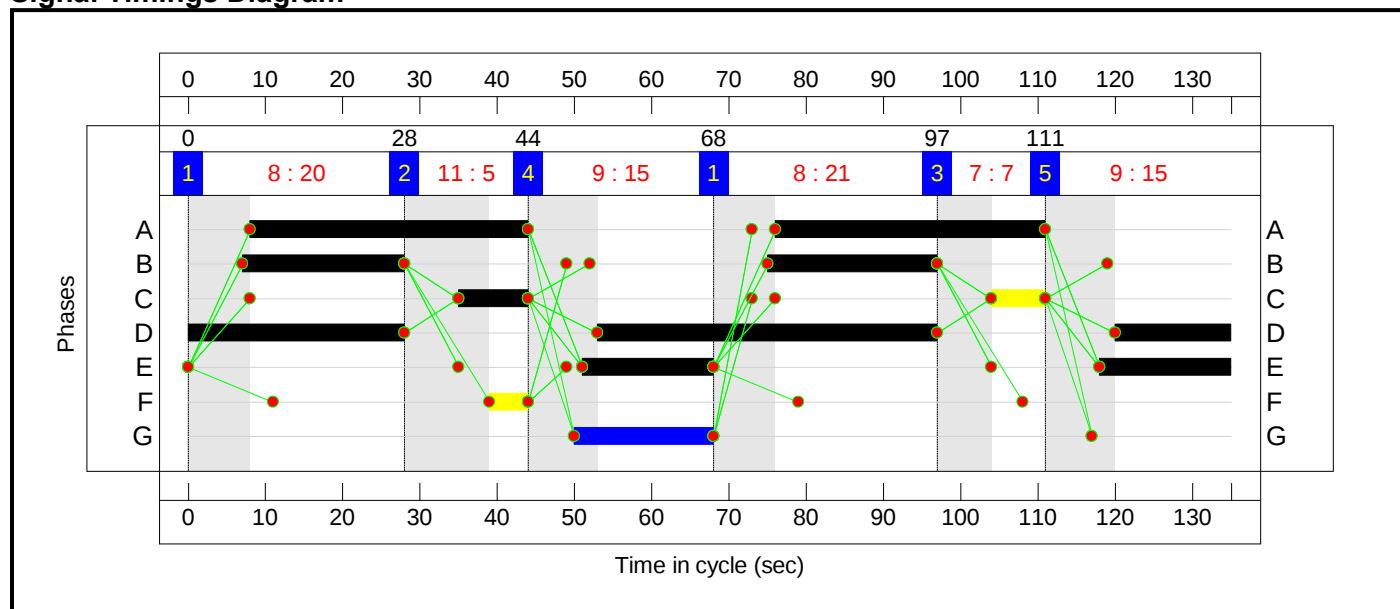
Stage Sequence Diagram



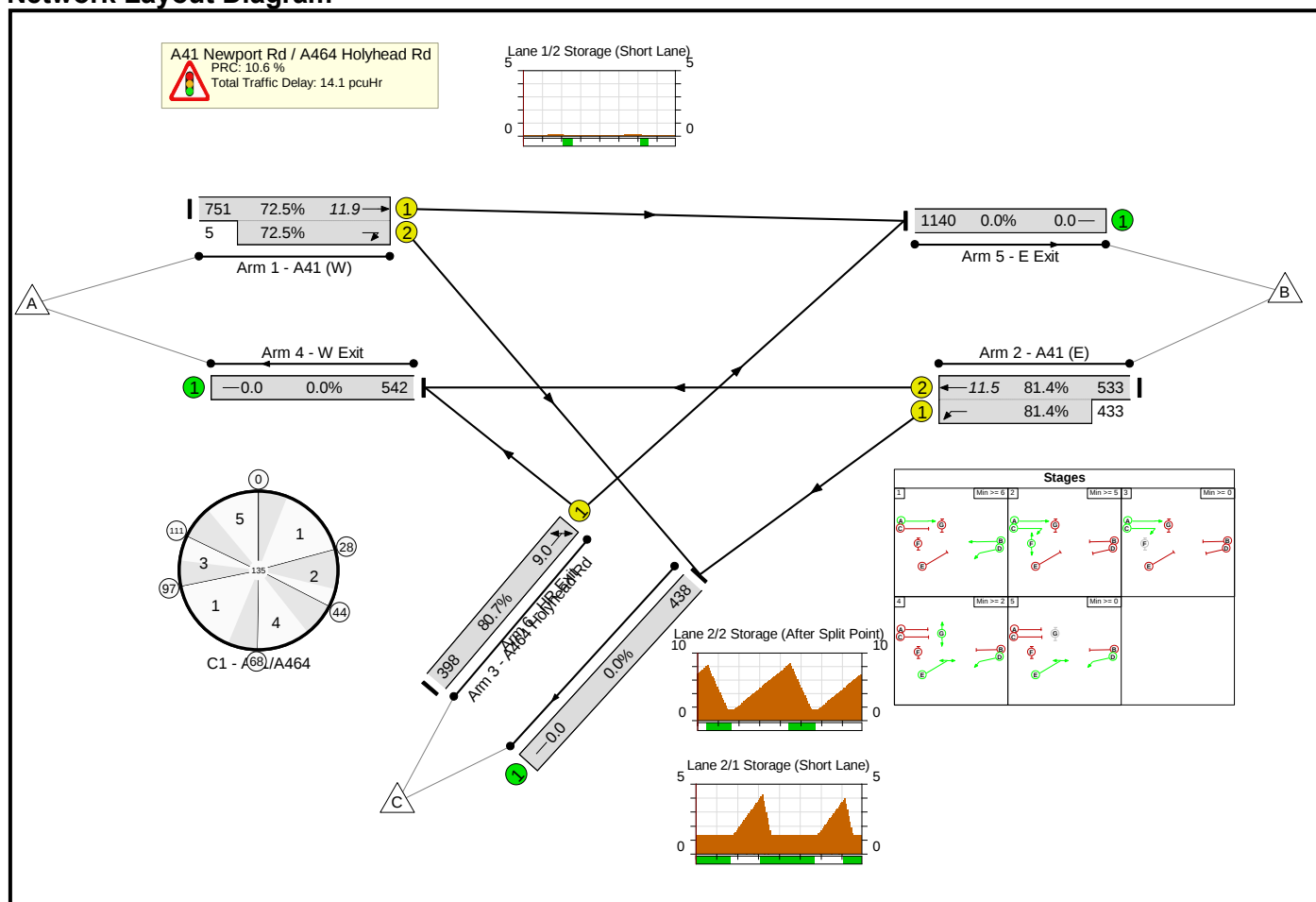
Stage Timings

Stage	1	2	4	1	3	5
Duration	20	5	15	21	7	15
Change Point	0	28	44	68	97	111

Signal Timings Diagram



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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	81.4%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	81.4%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	71:16	-	756	1915:1702	1036+7	72.5 : 72.5%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	43:87	-	966	1965:1950	655+532	81.4 : 81.4%
3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	34	-	398	1850	493	80.7%
4/1	W Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	1140	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	8.7	5.5	0.0	14.1	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	8.7	5.5	0.0	14.1	-	-	-	-
1/1+1/2	756	756	-	-	-	2.5	1.3	-	3.8	18.0	10.6	1.3	11.9
2/2+2/1	966	966	-	-	-	3.7	2.1	-	5.8	21.6	9.3	2.1	11.5
3/1	398	398	-	-	-	2.6	2.0	-	4.6	41.3	7.0	2.0	9.0
4/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1140	1140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464			PRC for Signalled Lanes (%):		10.6	Total Delay for Signalled Lanes (pcuHr):		14.15	Cycle Time (s): 135				
			PRC Over All Lanes (%):		10.6	Total Delay Over All Lanes(pcuHr):		14.15					

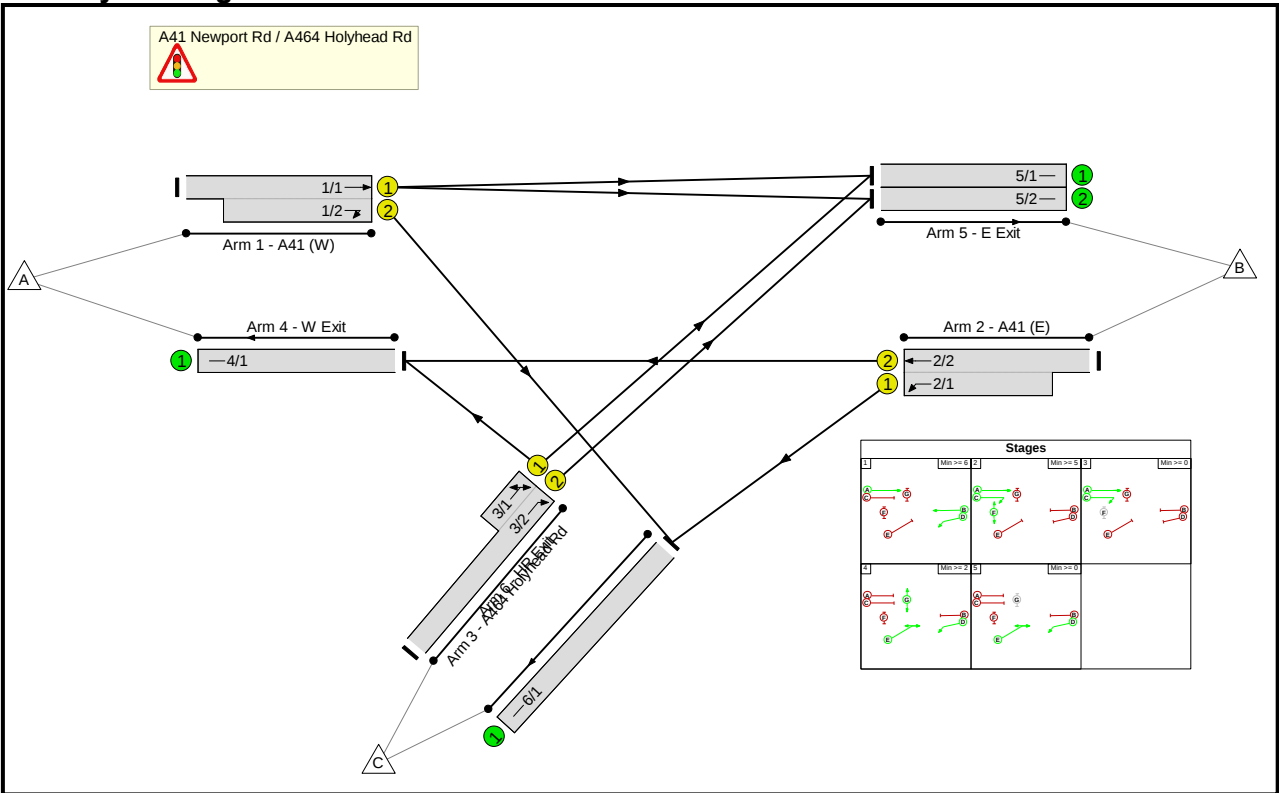
Full Input Data And Results

Full Input Data And Results

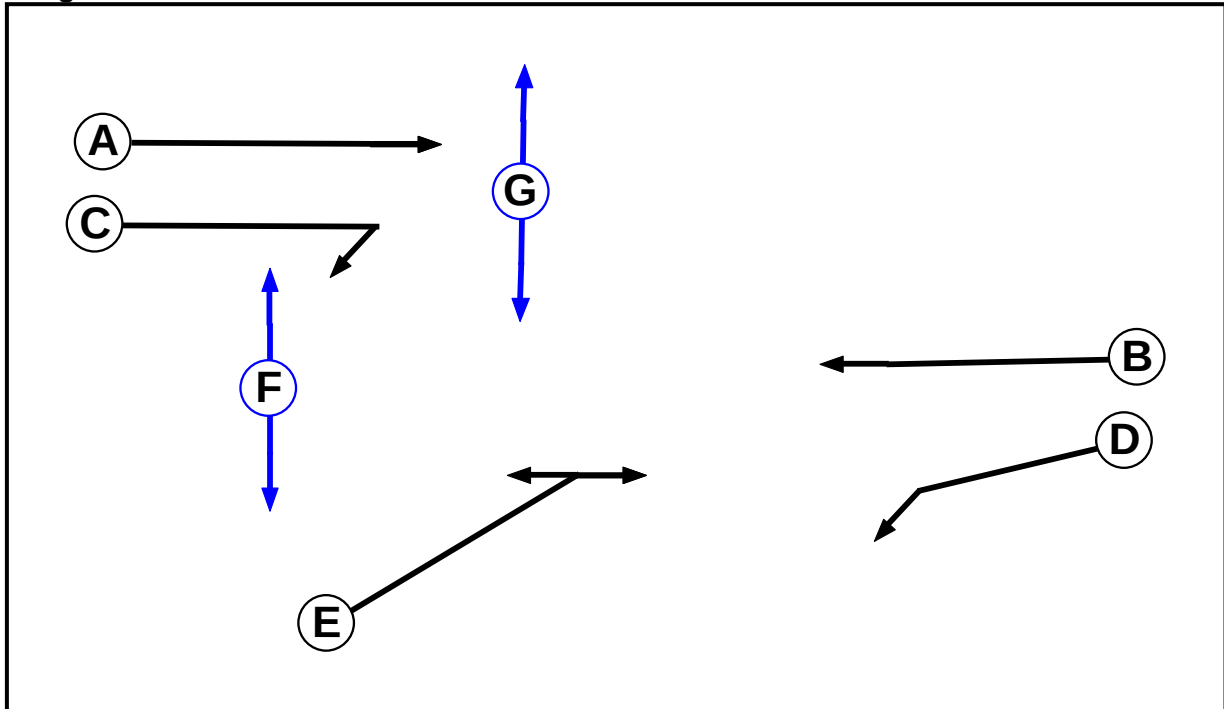
User and Project Details

Project:	
Title:	A41 Newport Rd / A464 Holyhead Rd
Location:	
Additional detail:	proposed
File name:	A41_A464 PROPOSED.lsg3x
Author:	al
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5

Full Input Data And Results

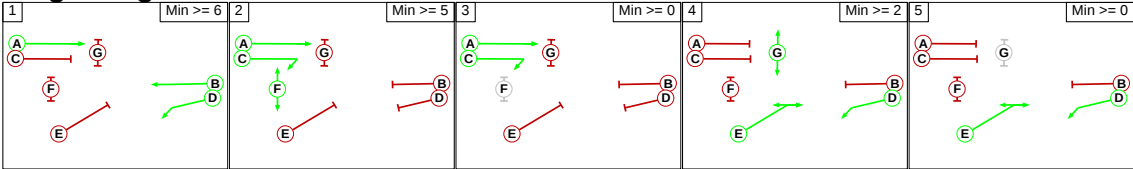
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	-	-	7	-	6
	B	-		7	-	7	11	-
	C	-	8		9	7	-	6
	D	-	-	7		-	-	-
	E	8	7	8	-		11	-
	F	-	5	-	-	5		-
	G	5	-	5	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
	1		11	7	7
	2	9		0	9
	3	9	0		9
	4	8	11	8	
	5	8	11	8	0

Full Input Data And Results

Give-Way Lane Input Data

Junction: A41 Newport Rd / A464 Holyhead Rd
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: A41 Newport Rd / A464 Holyhead Rd												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A41 (W))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
1/2 (A41 (W))	U	C	2	3	10.6	Geom	-	3.00	0.00	Y	Arm 6 Right	12.00
2/1 (A41 (E))	U	D	2	3	13.9	Geom	-	3.35	0.00	Y	Arm 6 Left	Inf
2/2 (A41 (E))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
3/1 (A464 Holyhead Rd)	U	E	2	3	3.8	Geom	-	3.50	0.00	Y	Arm 4 Left	9.00
											Arm 5 Right	25.00
3/2 (A464 Holyhead Rd)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	25.00
4/1 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (HR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM Base'	07:30	08:30	01:00	
2: '2024 PM Base'	16:15	17:15	01:00	
3: '2029 AM Base'	07:30	08:30	01:00	
4: '2029 PM Base'	16:15	17:15	01:00	
5: '2029 AM B + C'	07:30	08:30	01:00	
6: '2029 PM B + C'	16:15	17:15	01:00	
7: '2029 AM B + C + D'	07:30	08:30	01:00	
8: '2029 PM B + C + D'	16:15	17:15	01:00	
9: '2034 AM Base'	07:30	08:30	01:00	
10: '2034 PM Base'	16:15	17:15	01:00	
11: '2034 AM B + C'	07:30	08:30	01:00	
12: '2034 PM B + C'	16:15	17:15	01:00	
13: '2034 AM B + C + D'	07:30	08:30	01:00	
14: '2034 PM B + C + D'	16:15	17:15	01:00	
15: '2029 AM B + C + D (Sens)'	07:30	08:30	01:00	
16: '2029 PM B + C + D (Sens)'	16:15	17:15	01:00	
17: '2034 AM B + C + D (Sens)'	07:30	08:30	01:00	
18: '2034 PM B + C + D (Sens)'	16:15	17:15	01:00	

Scenario 1: '7' (FG7: '2029 AM B + C + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	557	18	575
	B	636	0	336	972
	C	4	457	0	461
	Tot.	640	1014	354	2008

Traffic Lane Flows

Lane	Scenario 1: 7
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	575(In) 557(Out)
1/2 (short)	18
2/1 (short)	336
2/2 (with short)	972(In) 636(Out)
3/1 (short)	230
3/2 (with short)	461(In) 231(Out)
4/1	640
5/1	505
5/2	509
6/1	354

Lane Saturation Flows

[illegible]

Full Input Data And Results

Scenario 2: '8' (FG8: '2029 PM B + C + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	714	5	719
	B	522	0	398	920
	C	8	366	0	374
	Tot.	530	1080	403	2013

Traffic Lane Flows

Lane	Scenario 2: 8
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	719(In) 714(Out)
1/2 (short)	5
2/1 (short)	398
2/2 (with short)	920(In) 522(Out)
3/1 (short)	187
3/2 (with short)	374(In) 187(Out)
4/1	530
5/1	536
5/2	544
6/1	403

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	9.00	4.3 %	1846	1846
				Arm 5 Right	25.00	95.7 %		
3/2 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 5 Right	25.00	100.0 %	1854	1854
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (E Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '13' (FG13: '2034 AM B + C + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	575	18	593
	B	657	0	345	1002
	C	4	465	0	469
	Tot.	661	1040	363	2064

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 13
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	593(In) 575(Out)
1/2 (short)	18
2/1 (short)	345
2/2 (with short)	1002(In) 657(Out)
3/1 (short)	234
3/2 (with short)	469(In) 235(Out)
4/1	661
5/1	518
5/2	522
6/1	363

Lane Saturation Flows

[illegible]

Full Input Data And Results

Scenario 4: '14' (FG14: '2034 PM B + C + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	751	5	756
	B	533	0	403	936
	C	9	375	0	384
	Tot.	542	1126	408	2076

Traffic Lane Flows

Lane	Scenario 4: 14
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	756(In) 751(Out)
1/2 (short)	5
2/1 (short)	403
2/2 (with short)	936(In) 533(Out)
3/1 (short)	192
3/2 (with short)	384(In) 192(Out)
4/1	542
5/1	559
5/2	567
6/1	408

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	9.00	4.7 %	1845	1845
				Arm 5 Right	25.00	95.3 %		
3/2 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 5 Right	25.00	100.0 %	1854	1854
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (E Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '15' (FG15: '2029 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	557	18	575
	B	636	0	351	987
	C	4	492	0	496
	Tot.	640	1049	369	2058

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 15
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	575(In) 557(Out)
1/2 (short)	18
2/1 (short)	351
2/2 (with short)	987(In) 636(Out)
3/1 (short)	248
3/2 (with short)	496(In) 248(Out)
4/1	640
5/1	523
5/2	526
6/1	369

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	9.00	1.6 %	1851	1851
				Arm 5 Right	25.00	98.4 %		
3/2 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 5 Right	25.00	100.0 %	1854	1854
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (E Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '16' (FG16: '2029 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	714	5	719
	B	522	0	429	951
	C	8	380	0	388
	Tot.	530	1094	434	2058

Traffic Lane Flows

Lane	Scenario 6: 16
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	719(In) 714(Out)
1/2 (short)	5
2/1 (short)	429
2/2 (with short)	951(In) 522(Out)
3/1 (short)	194
3/2 (with short)	388(In) 194(Out)
4/1	530
5/1	543
5/2	551
6/1	434

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	9.00	4.1 %	1846	1846
				Arm 5 Right	25.00	95.9 %		
3/2 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 5 Right	25.00	100.0 %	1854	1854
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (E Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '17' (FG17: '2034 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin	A	B	C	Tot.	
	A	0	575	18	593
	B	657	0	359	1016
	C	4	500	0	504
	Tot.	661	1075	377	2113

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 17
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	593(In) 575(Out)
1/2 (short)	18
2/1 (short)	359
2/2 (with short)	1016(In) 657(Out)
3/1 (short)	252
3/2 (with short)	504(In) 252(Out)
4/1	661
5/1	536
5/2	539
6/1	377

Lane Saturation Flows

[illegible]

Full Input Data And Results

Scenario 8: '18' (FG18: '2034 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	751	5	756
	B	533	0	433	966
	C	9	389	0	398
	Tot.	542	1140	438	2120

Traffic Lane Flows

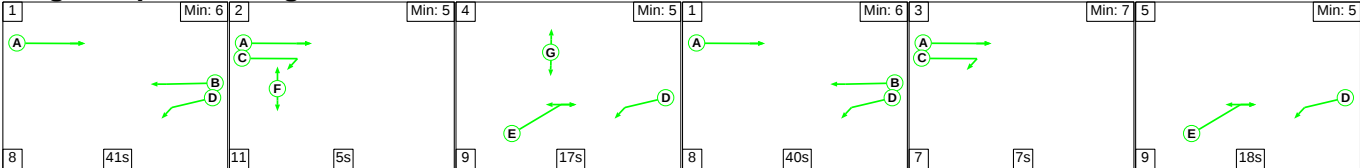
Lane	Scenario 8: 18
Junction: A41 Newport Rd / A464 Holyhead Rd	
1/1 (with short)	756(In) 751(Out)
1/2 (short)	5
2/1 (short)	433
2/2 (with short)	966(In) 533(Out)
3/1 (short)	199
3/2 (with short)	398(In) 199(Out)
4/1	542
5/1	566
5/2	574
6/1	438

Lane Saturation Flows

Junction: A41 Newport Rd / A464 Holyhead Rd								
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 (A41 (W))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (A41 (W))	3.00	0.00	Y	Arm 6 Right	12.00	100.0 %	1702	1702
2/1 (A41 (E))	3.35	0.00	Y	Arm 6 Left	Inf	100.0 %	1950	1950
2/2 (A41 (E))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/1 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 4 Left	9.00	4.5 %	1845	1845
				Arm 5 Right	25.00	95.5 %		
3/2 (A464 Holyhead Rd)	3.50	0.00	Y	Arm 5 Right	25.00	100.0 %	1854	1854
4/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (E Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (HR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '7' (FG7: '2029 AM B + C + D', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

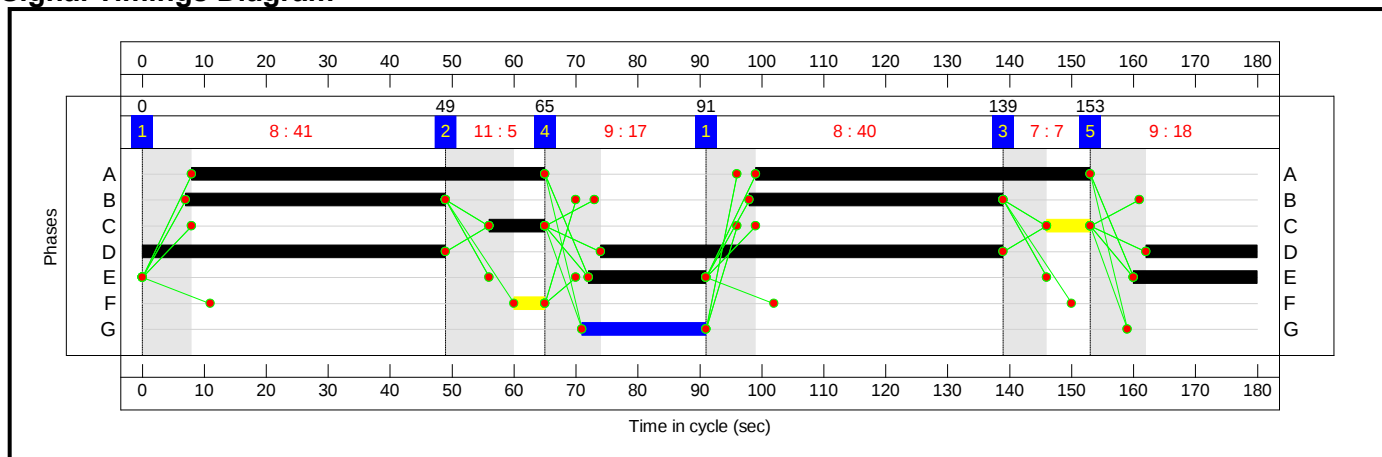


Stage Timings

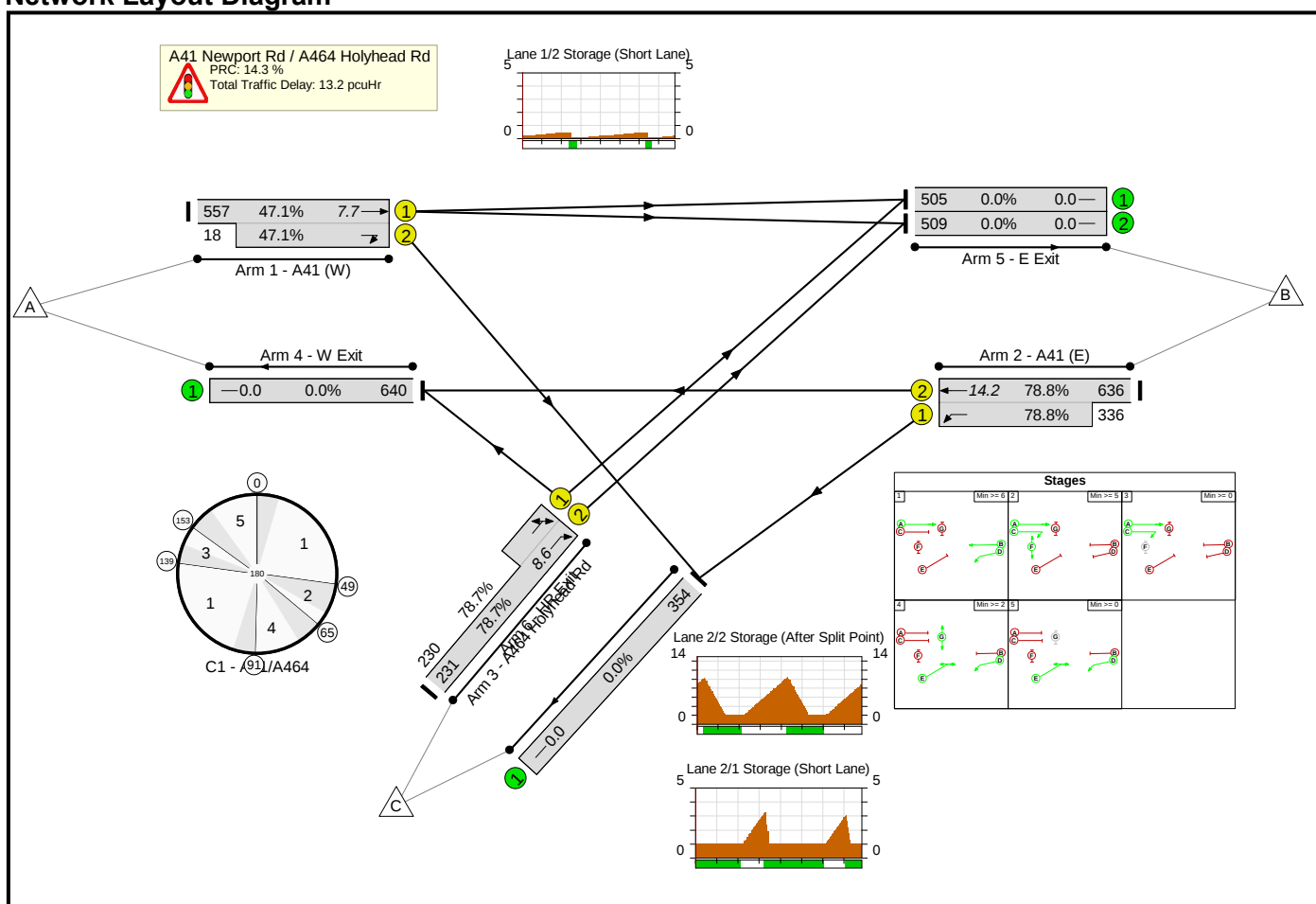
Stage	1	2	4	1	3	5
Duration	41	5	17	40	7	18
Change Point	0	49	65	91	139	153

Full Input Data And Results

Signal Timings Diagram



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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	78.8%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	78.8%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	111:16	-	575	1915:1702	1182+38	47.1 : 47.1%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	83:132	-	972	1965:1950	807+427	78.8 : 78.8%
3/2+3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	39	-	461	1854:1851	294+292	78.7 : 78.7%
4/1	W Exit	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
5/2	E Exit	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%

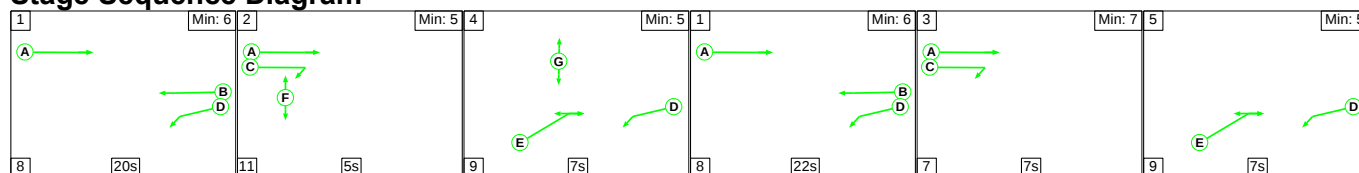
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	9.1	4.1	0.0	13.2	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	9.1	4.1	0.0	13.2	-	-	-	-
1/1+1/2	575	575	-	-	-	1.5	0.4	-	2.0	12.5	7.3	0.4	7.7
2/2+2/1	972	972	-	-	-	3.6	1.8	-	5.4	20.1	12.4	1.8	14.2
3/2+3/1	461	461	-	-	-	4.0	1.8	-	5.7	44.9	6.8	1.8	8.6
4/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464 PRC for Signalled Lanes (%): 14.3 Total Delay for Signalled Lanes (pcuHr): 13.17 Cycle Time (s): 180 PRC Over All Lanes (%): 14.3 Total Delay Over All Lanes(pcuHr): 13.17													

C1 - A41/A464	PRC for Signalled Lanes (%):	14.3	Total Delay for Signalled Lanes (pcuHr):	13.17	Cycle Time (s): 180
	PRC Over All Lanes (%):	14.3	Total Delay Over All Lanes(pcuHr):	13.17	

Full Input Data And Results

Scenario 2: '8' (FG8: '2029 PM B + C + D', Plan 1: 'Network Control Plan 1')

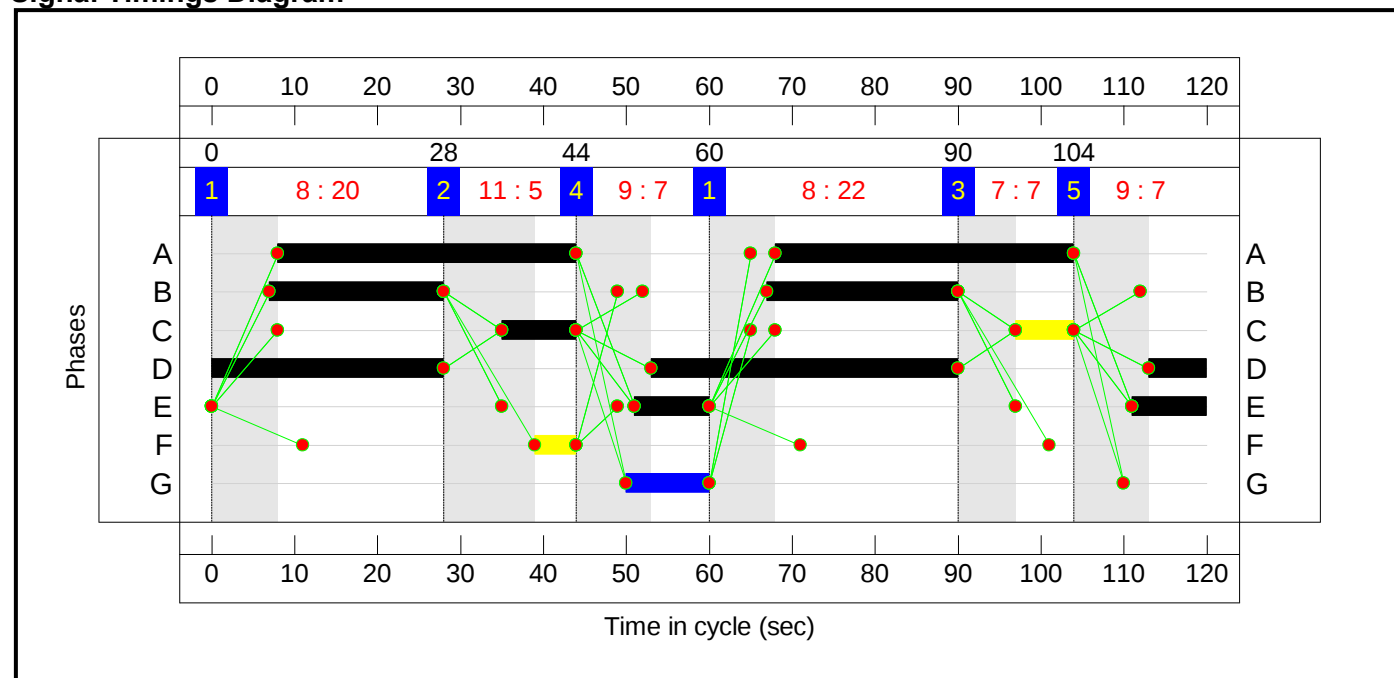
Stage Sequence Diagram



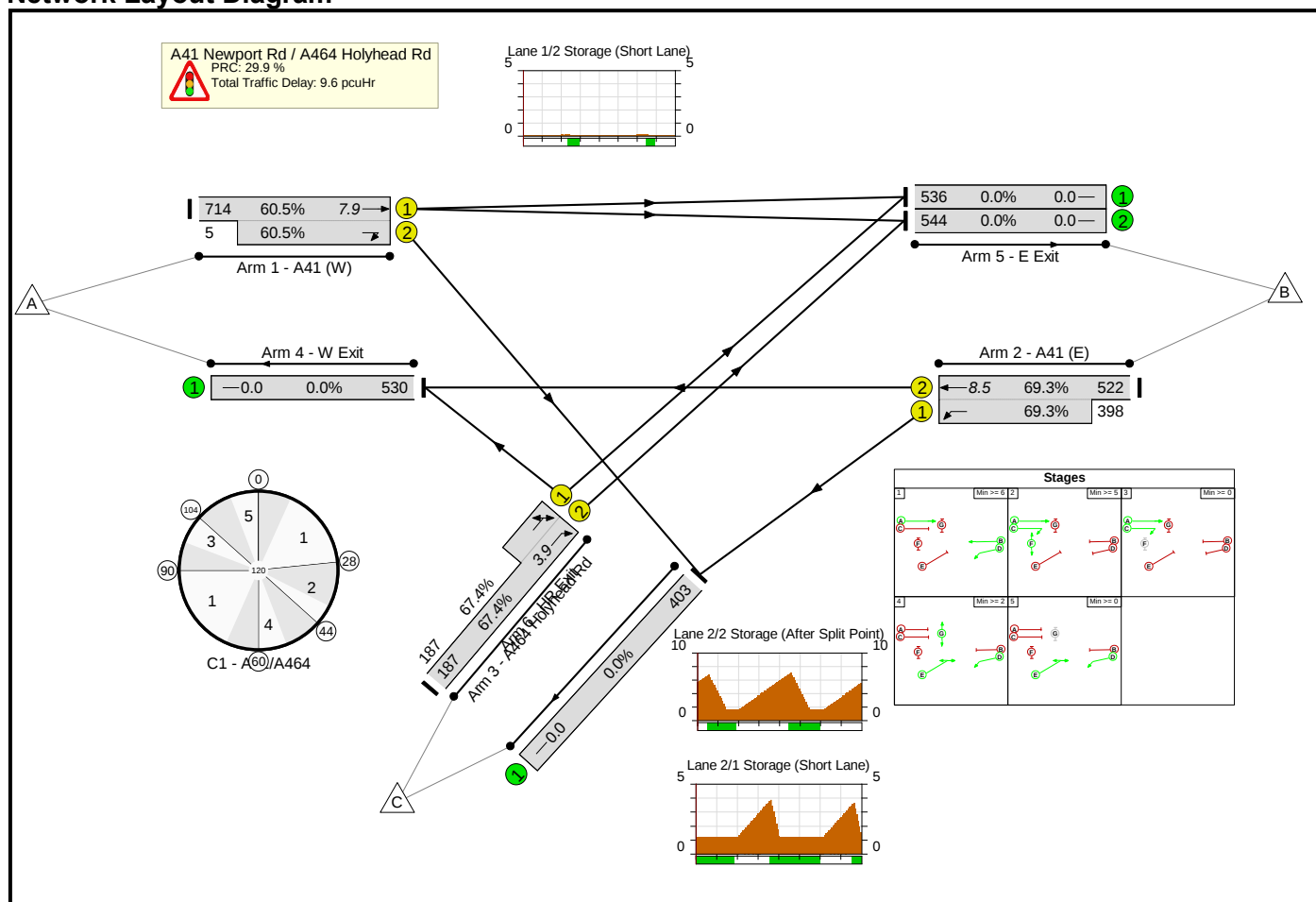
Stage Timings

Stage	1	2	4	1	3	5
Duration	20	5	7	22	7	7
Change Point	0	28	44	60	90	104

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

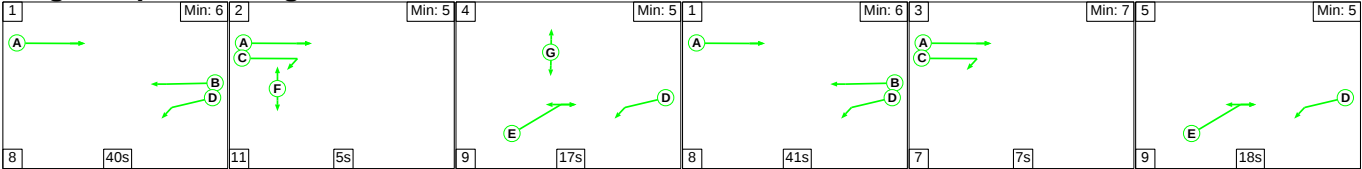
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	69.3%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	69.3%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	72:16	-	719	1915:1702	1181+8	60.5 : 60.5%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	44:72	-	920	1965:1950	753+574	69.3 : 69.3%
3/2+3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	18	-	374	1854:1846	277+277	67.4 : 67.4%
4/1	W Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
5/2	E Exit	U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.7	2.9	0.0	9.6	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.7	2.9	0.0	9.6	-	-	-	-
1/1+1/2	719	719	-	-	-	1.4	0.8	-	2.2	11.0	7.1	0.8	7.9
2/2+2/1	920	920	-	-	-	2.9	1.1	-	4.0	15.6	7.4	1.1	8.5
3/2+3/1	374	374	-	-	-	2.4	1.0	-	3.4	33.0	2.9	1.0	3.9
4/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464													
PRC for Signalled Lanes (%):					29.9	Total Delay for Signalled Lanes (pcuHr):			9.61	Cycle Time (s): 120			
PRC Over All Lanes (%):					29.9	Total Delay Over All Lanes(pcuHr):			9.61				

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.7	2.9	0.0	9.6	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.7	2.9	0.0	9.6	-	-	-	-
1/1+1/2	719	719	-	-	-	1.4	0.8	-	2.2	11.0	7.1	0.8	7.9
2/2+2/1	920	920	-	-	-	2.9	1.1	-	4.0	15.6	7.4	1.1	8.5
3/2+3/1	374	374	-	-	-	2.4	1.0	-	3.4	33.0	2.9	1.0	3.9
4/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464 PRC for Signalled Lanes (%): 29.9 Total Delay for Signalled Lanes (pcuHr): 9.61 Cycle Time (s): 120 PRC Over All Lanes (%): 29.9 Total Delay Over All Lanes(pcuHr): 9.61													

Full Input Data And Results
Scenario 3: '13' (FG13: '2034 AM B + C + D', Plan 1: 'Network Control Plan 1')

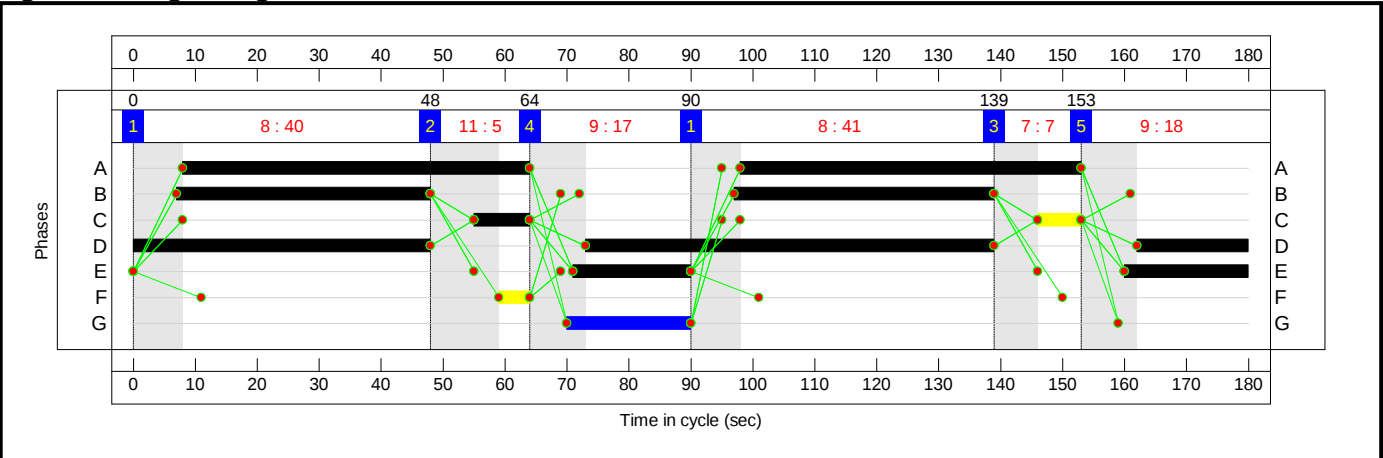
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	1	3	5
Duration	40	5	17	41	7	18
Change Point	0	48	64	90	139	153

Signal Timings Diagram



Full Input Data And Results

Network Results

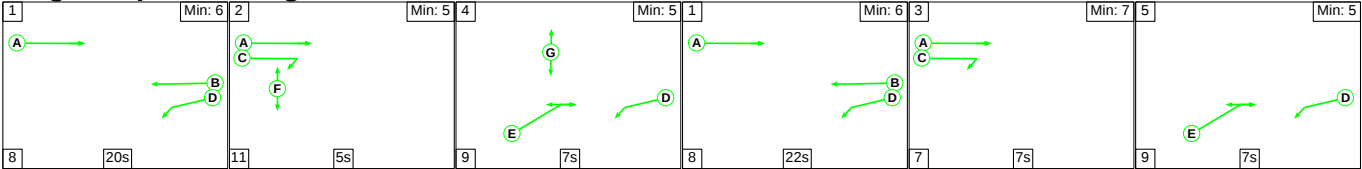
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	111:16	-	593	1915:1702	1183+37	48.6 : 48.6%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	83:132	-	1002	1965:1950	808+424	81.3 : 81.3%
3/2+3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	39	-	469	1854:1851	294+292	80.1 : 80.1%
4/1	W Exit	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
5/2	E Exit	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	9.4	4.6	0.0	14.0	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	9.4	4.6	0.0	14.0	-	-	-	-
1/1+1/2	593	593	-	-	-	1.6	0.5	-	2.1	12.6	7.7	0.5	8.1
2/2+2/1	1002	1002	-	-	-	3.8	2.1	-	5.9	21.3	13.1	2.1	15.3
3/2+3/1	469	469	-	-	-	4.0	1.9	-	6.0	45.9	7.0	1.9	9.0
4/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464													
			PRC for Signalled Lanes (%):		10.7	Total Delay for Signalled Lanes (pcuHr):			13.97	Cycle Time (s): 180			
			PRC Over All Lanes (%):		10.7	Total Delay Over All Lanes(pcuHr):			13.97				

C1 - A41/A464	PRC for Signalled Lanes (%):	10.7	Total Delay for Signalled Lanes (pcuHr):	13.97	Cycle Time (s):	180
	PRC Over All Lanes (%):	10.7	Total Delay Over All Lanes(pcuHr):	13.97		

Full Input Data And Results
Scenario 4: '14' (FG14: '2034 PM B + C + D', Plan 1: 'Network Control Plan 1')

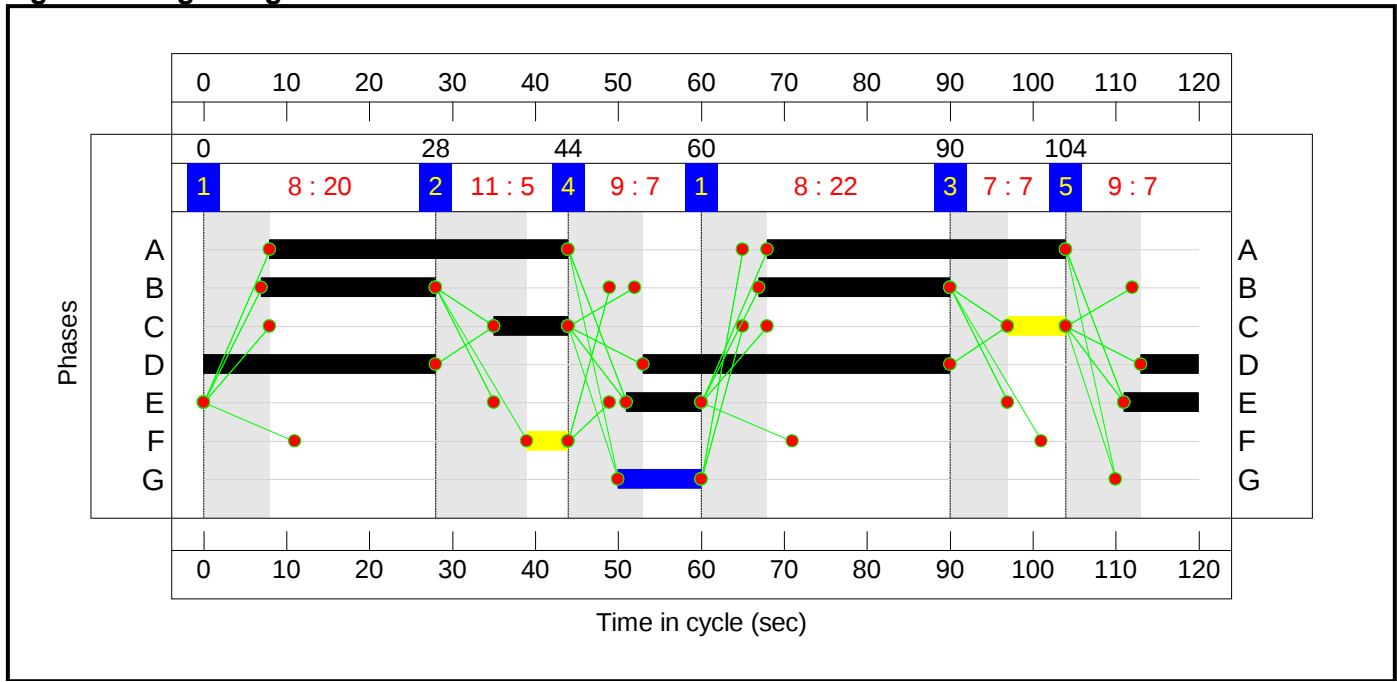
Stage Sequence Diagram



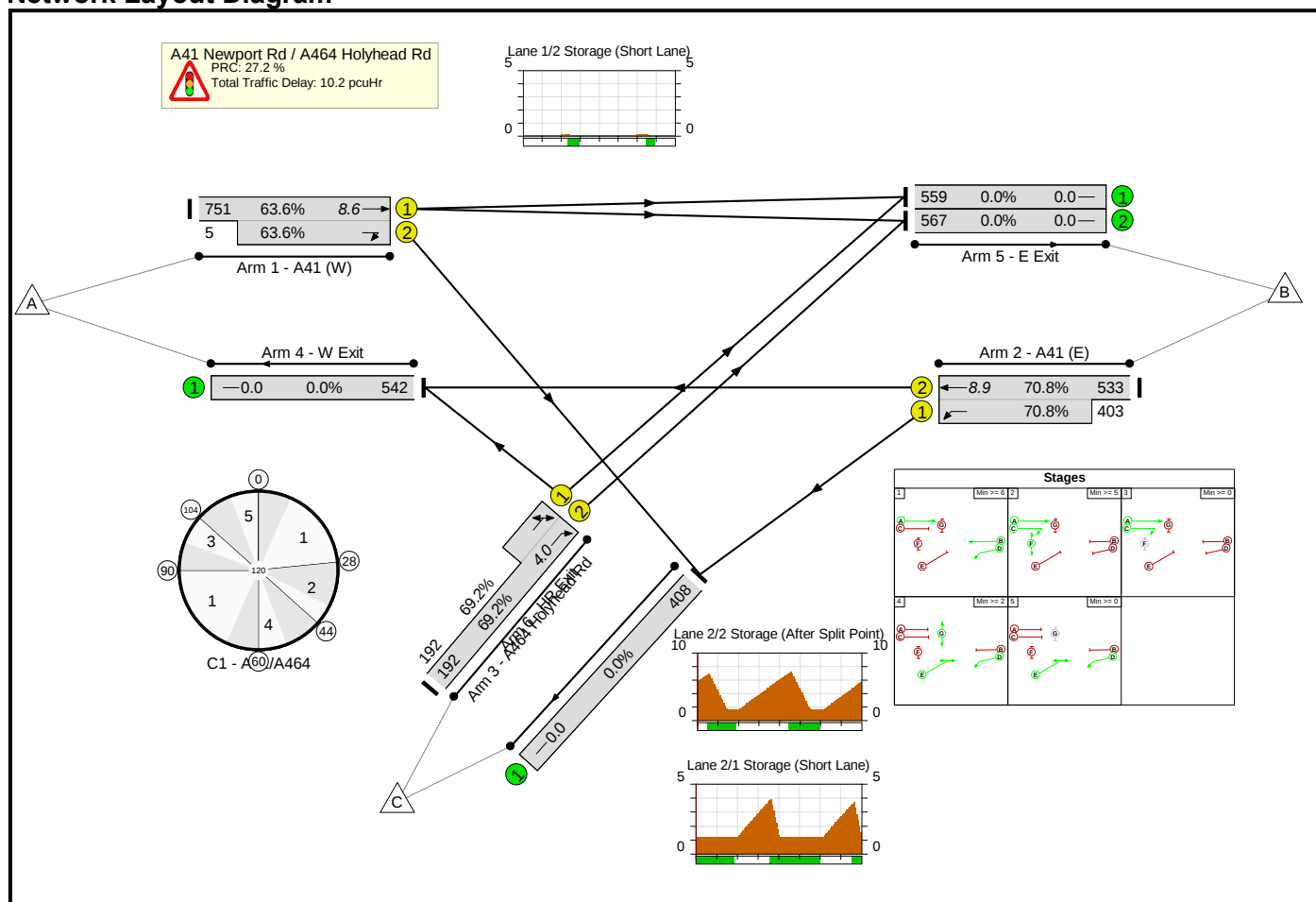
Stage Timings

Stage	1	2	4	1	3	5
Duration	20	5	7	22	7	7
Change Point	0	28	44	60	90	104

Signal Timings Diagram



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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	70.8%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	70.8%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	72:16	-	756	1915:1702	1181+8	63.6 : 63.6%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	44:72	-	936	1965:1950	753+570	70.8 : 70.8%
3/2+3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	18	-	384	1854:1845	277+277	69.2 : 69.2%
4/1	W Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
5/2	E Exit	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%

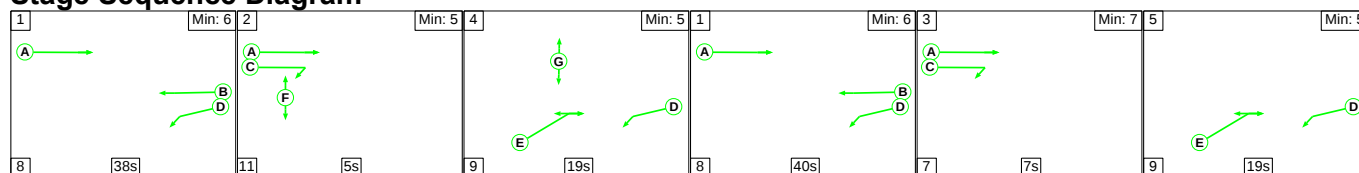
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	7.0	3.2	0.0	10.2	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	7.0	3.2	0.0	10.2	-	-	-	-
1/1+1/2	756	756	-	-	-	1.5	0.9	-	2.4	11.5	7.7	0.9	8.6
2/2+2/1	936	936	-	-	-	2.9	1.2	-	4.1	15.9	7.7	1.2	8.9
3/2+3/1	384	384	-	-	-	2.5	1.1	-	3.6	33.7	2.9	1.1	4.0
4/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464													
			PRC for Signalled Lanes (%):		27.2	Total Delay for Signalled Lanes (pcuHr):			10.15	Cycle Time (s): 120			
			PRC Over All Lanes (%):		27.2	Total Delay Over All Lanes(pcuHr):			10.15				

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	7.0	3.2	0.0	10.2	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	7.0	3.2	0.0	10.2	-	-	-	-
1/1+1/2	756	756	-	-	-	1.5	0.9	-	2.4	11.5	7.7	0.9	8.6
2/2+2/1	936	936	-	-	-	2.9	1.2	-	4.1	15.9	7.7	1.2	8.9
3/2+3/1	384	384	-	-	-	2.5	1.1	-	3.6	33.7	2.9	1.1	4.0
4/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464 PRC for Signalled Lanes (%): 27.2 Total Delay for Signalled Lanes (pcuHr): 10.15 Cycle Time (s): 120 PRC Over All Lanes (%): 27.2 Total Delay Over All Lanes(pcuHr): 10.15													

Full Input Data And Results

Scenario 5: '15' (FG15: '2029 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

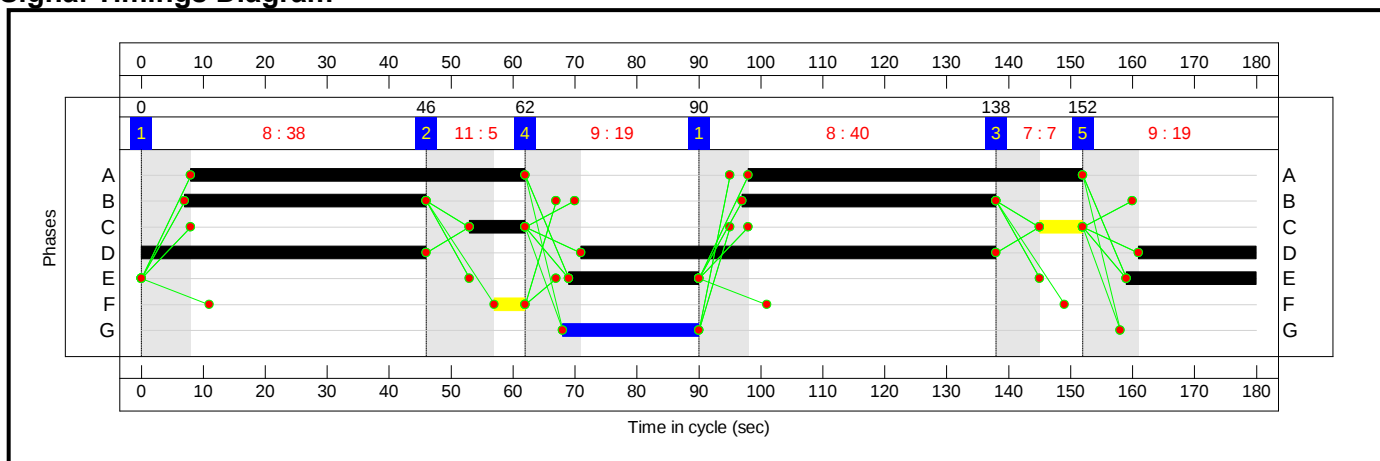
Stage Sequence Diagram



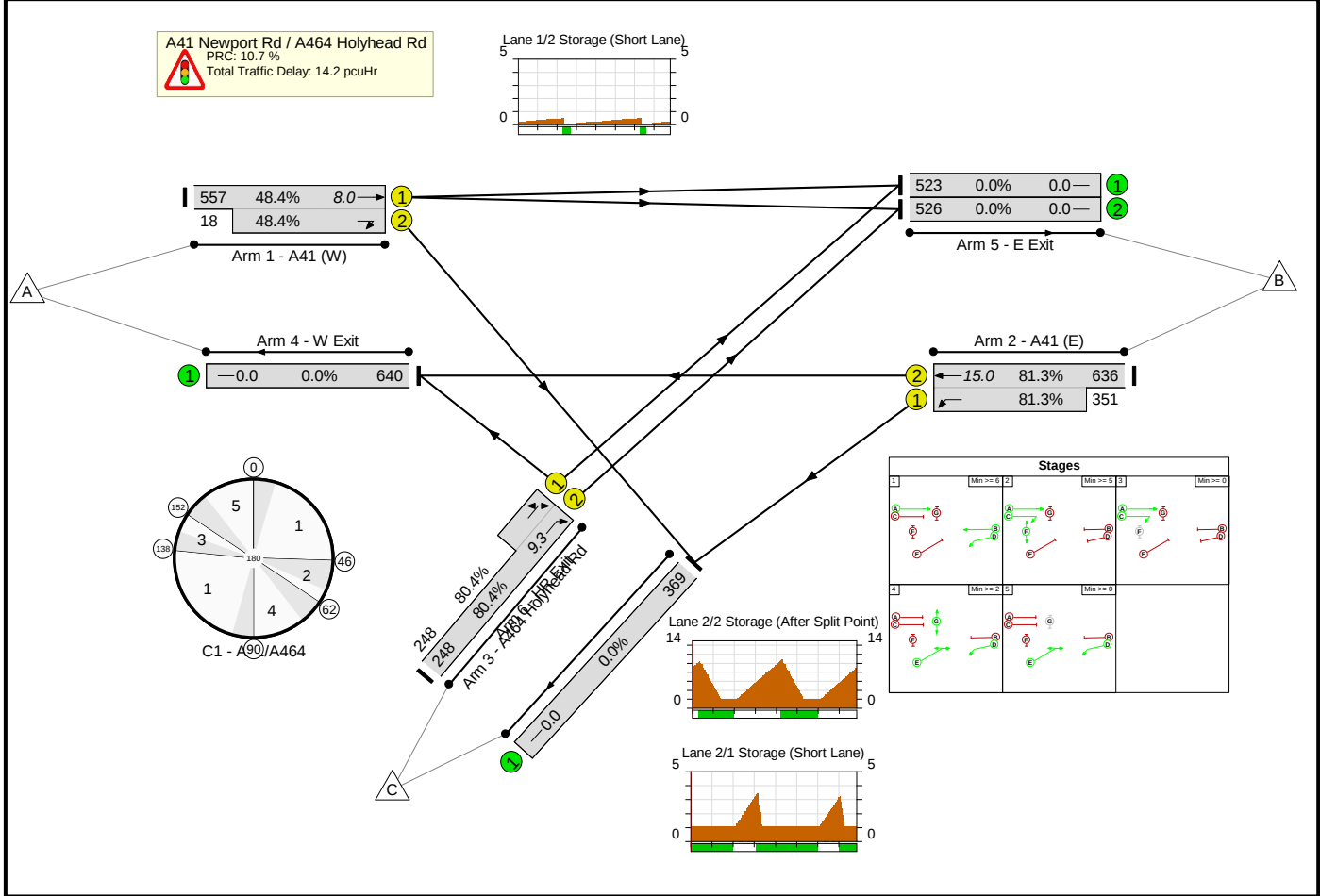
Stage Timings

Stage	1	2	4	1	3	5
Duration	38	5	19	40	7	19
Change Point	0	46	62	90	138	152

Signal Timings Diagram



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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	108:16	-	575	1915:1702	1151+37	48.4 : 48.4%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	80:132	-	987	1965:1950	783+432	81.3 : 81.3%
3/2+3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	42	-	496	1854:1851	308+308	80.4 : 80.4%
4/1	W Exit	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
5/2	E Exit	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%

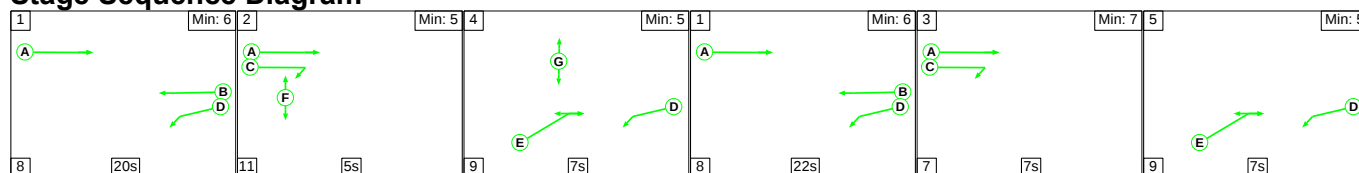
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	9.6	4.6	0.0	14.2	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	9.6	4.6	0.0	14.2	-	-	-	-
1/1+1/2	575	575	-	-	-	1.7	0.5	-	2.1	13.4	7.6	0.5	8.0
2/2+2/1	987	987	-	-	-	3.8	2.1	-	6.0	21.8	12.9	2.1	15.0
3/2+3/1	496	496	-	-	-	4.1	2.0	-	6.1	44.4	7.4	2.0	9.3
4/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464													
PRC for Signalled Lanes (%):			10.7			Total Delay for Signalled Lanes (pcuHr):			14.22	Cycle Time (s): 180			
PRC Over All Lanes (%):			10.7			Total Delay Over All Lanes(pcuHr):			14.22				

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	9.6	4.6	0.0	14.2	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	9.6	4.6	0.0	14.2	-	-	-	-
1/1+1/2	575	575	-	-	-	1.7	0.5	-	2.1	13.4	7.6	0.5	8.0
2/2+2/1	987	987	-	-	-	3.8	2.1	-	6.0	21.8	12.9	2.1	15.0
3/2+3/1	496	496	-	-	-	4.1	2.0	-	6.1	44.4	7.4	2.0	9.3
4/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464 PRC for Signalled Lanes (%): 10.7 Total Delay for Signalled Lanes (pcuHr): 14.22 Cycle Time (s): 180 PRC Over All Lanes (%): 10.7 Total Delay Over All Lanes(pcuHr): 14.22													

Full Input Data And Results

Scenario 6: '16' (FG16: '2029 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

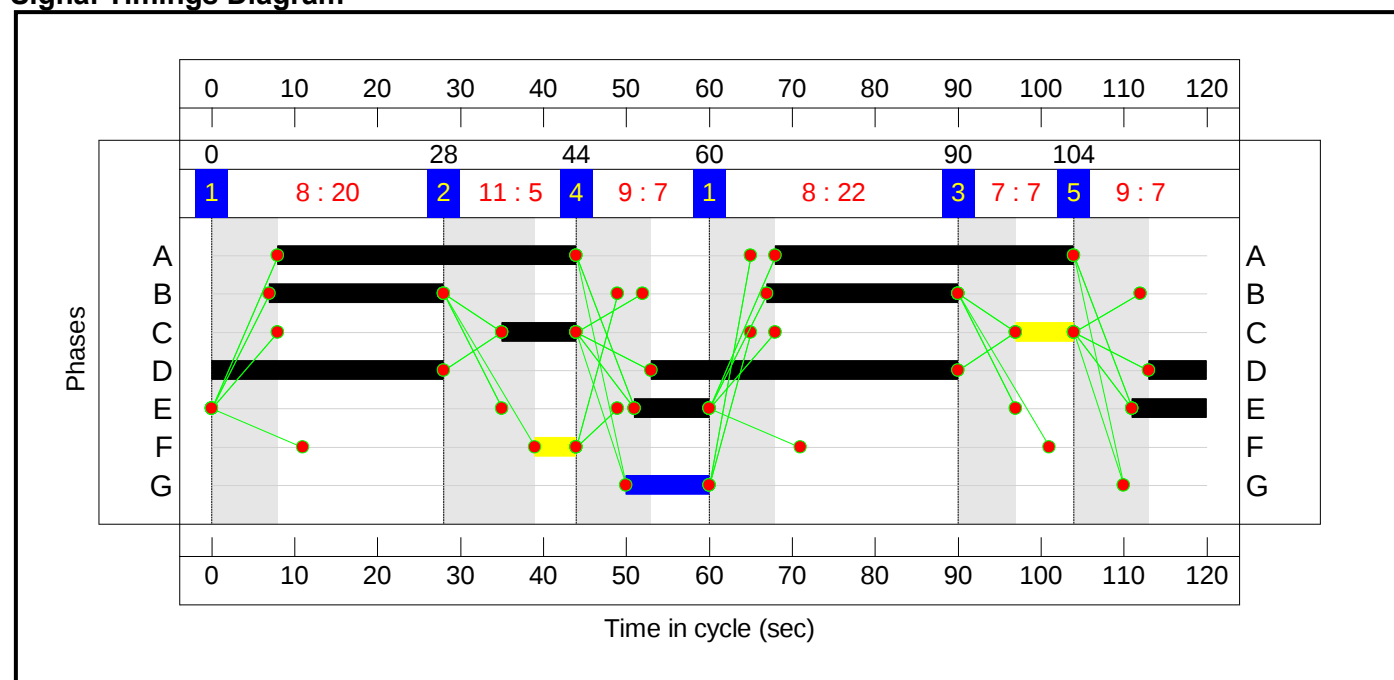
Stage Sequence Diagram



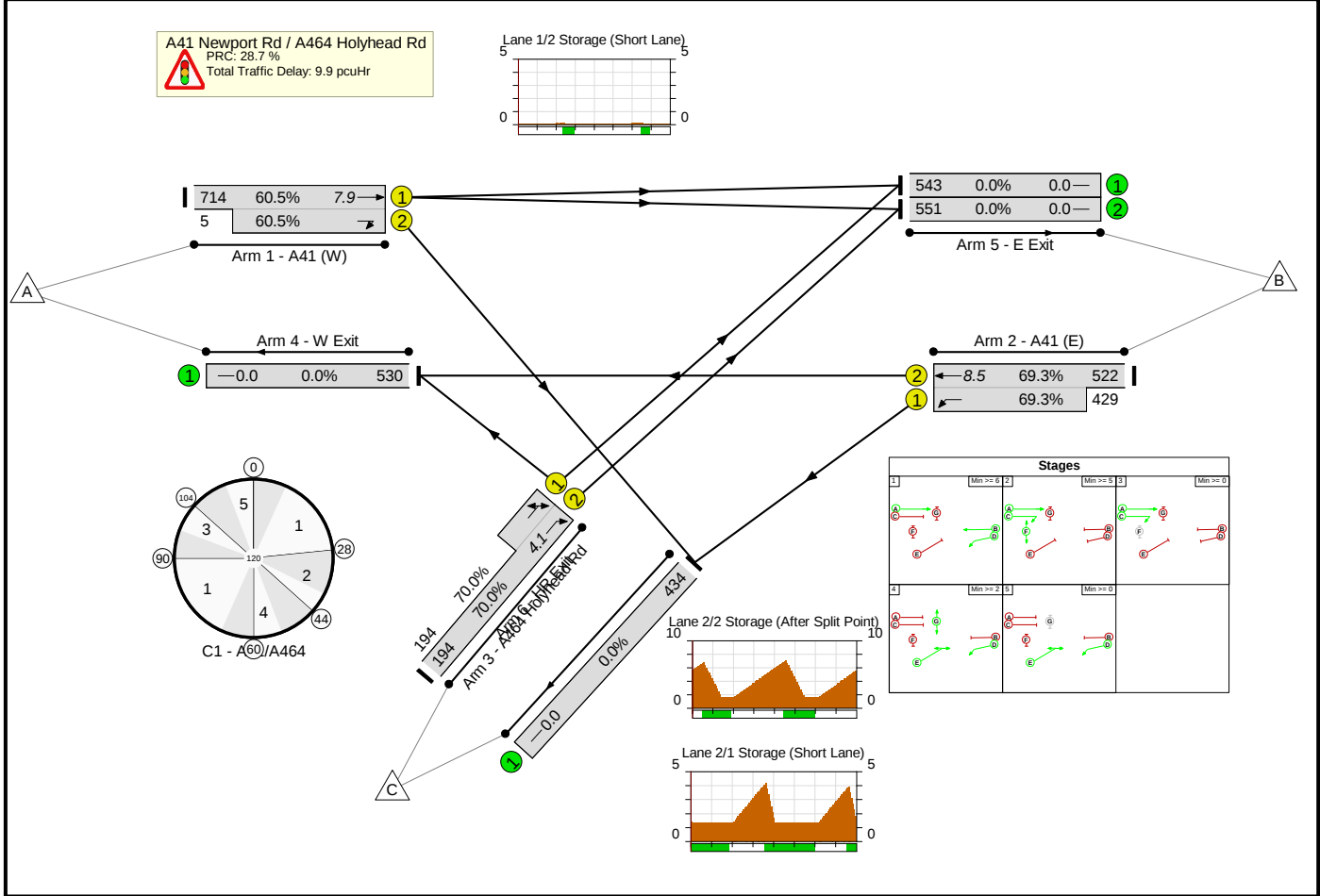
Stage Timings

Stage	1	2	4	1	3	5
Duration	20	5	7	22	7	7
Change Point	0	28	44	60	90	104

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

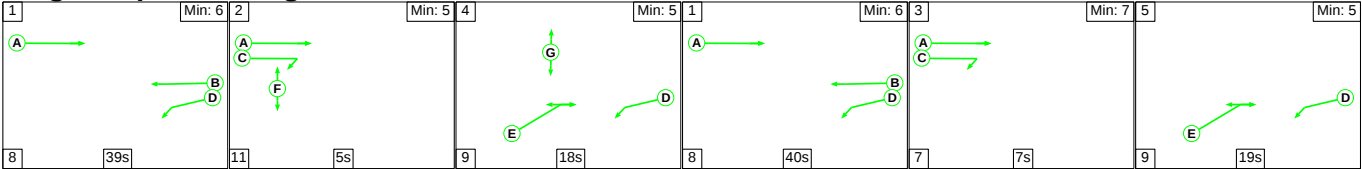
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	72:16	-	719	1915:1702	1181+8	60.5 : 60.5%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	44:72	-	951	1965:1950	753+619	69.3 : 69.3%
3/2+3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	18	-	388	1854:1846	277+277	70.0 : 70.0%
4/1	W Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
5/2	E Exit	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.9	3.0	0.0	9.9	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.9	3.0	0.0	9.9	-	-	-	-
1/1+1/2	719	719	-	-	-	1.4	0.8	-	2.2	11.0	7.1	0.8	7.9
2/2+2/1	951	951	-	-	-	2.9	1.1	-	4.1	15.3	7.4	1.1	8.5
3/2+3/1	388	388	-	-	-	2.5	1.1	-	3.7	33.9	3.0	1.1	4.1
4/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464													
PRC for Signalled Lanes (%):					28.7	Total Delay for Signalled Lanes (pcuHr):			9.90	Cycle Time (s): 120			
PRC Over All Lanes (%):					28.7	Total Delay Over All Lanes(pcuHr):			9.90				

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.9	3.0	0.0	9.9	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	6.9	3.0	0.0	9.9	-	-	-	-
1/1+1/2	719	719	-	-	-	1.4	0.8	-	2.2	11.0	7.1	0.8	7.9
2/2+2/1	951	951	-	-	-	2.9	1.1	-	4.1	15.3	7.4	1.1	8.5
3/2+3/1	388	388	-	-	-	2.5	1.1	-	3.7	33.9	3.0	1.1	4.1
4/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464 PRC for Signalled Lanes (%): 28.7 Total Delay for Signalled Lanes (pcuHr): 9.90 Cycle Time (s): 120 PRC Over All Lanes (%): 28.7 Total Delay Over All Lanes(pcuHr): 9.90													

Full Input Data And Results
Scenario 7: '17' (FG17: '2034 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

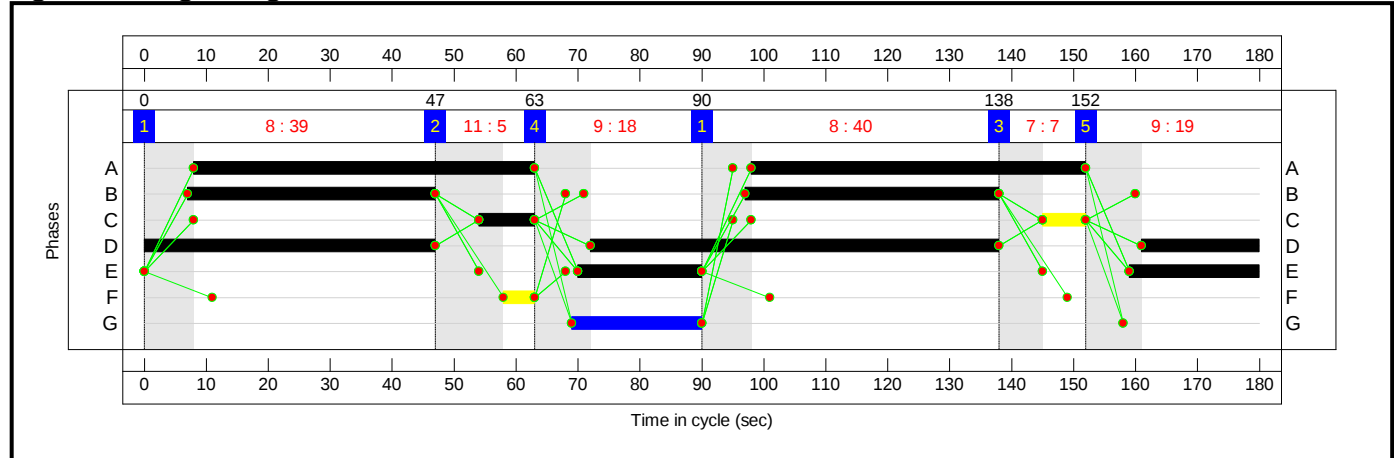
Stage Sequence Diagram



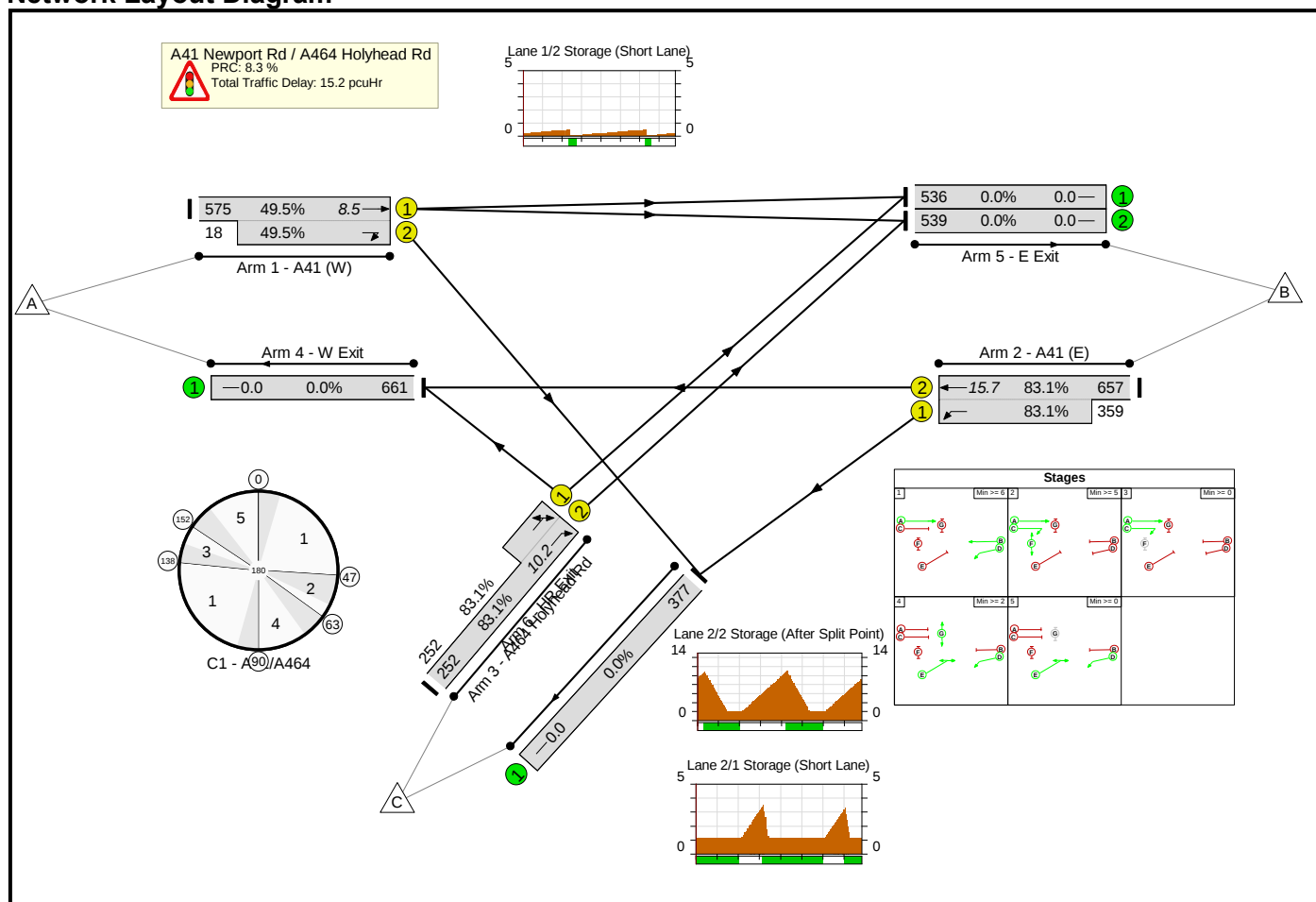
Stage Timings

Stage	1	2	4	1	3	5
Duration	39	5	18	40	7	19
Change Point	0	47	63	90	138	152

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

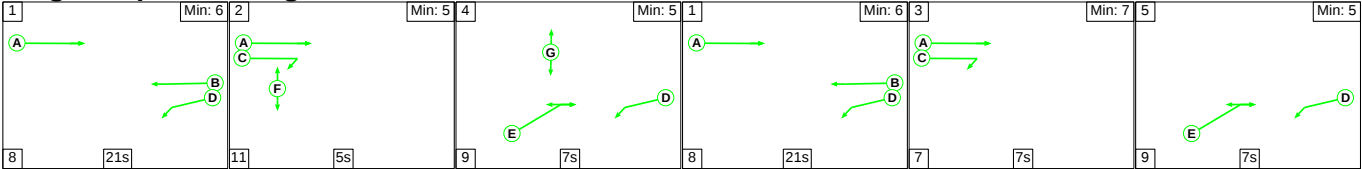
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	109:16	-	593	1915:1702	1162+36	49.5 : 49.5%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	81:132	-	1016	1965:1950	790+432	83.1 : 83.1%
3/2+3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	41	-	504	1854:1851	303+303	83.1 : 83.1%
4/1	W Exit	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
5/2	E Exit	U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	377	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)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	9.9	5.2	0.0	15.2	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	9.9	5.2	0.0	15.2	-	-	-	-
1/1+1/2	593	593	-	-	-	1.7	0.5	-	2.2	13.3	8.0	0.5	8.5
2/2+2/1	1016	1016	-	-	-	3.9	2.4	-	6.4	22.5	13.3	2.4	15.7
3/2+3/1	504	504	-	-	-	4.3	2.3	-	6.6	47.3	7.8	2.3	10.2
4/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464													
			PRC for Signalled Lanes (%):		8.3	Total Delay for Signalled Lanes (pcuHr):		15.16	Cycle Time (s): 180				
			PRC Over All Lanes (%):		8.3	Total Delay Over All Lanes(pcuHr):		15.16					

Full Input Data And Results
Scenario 8: '18' (FG18: '2034 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

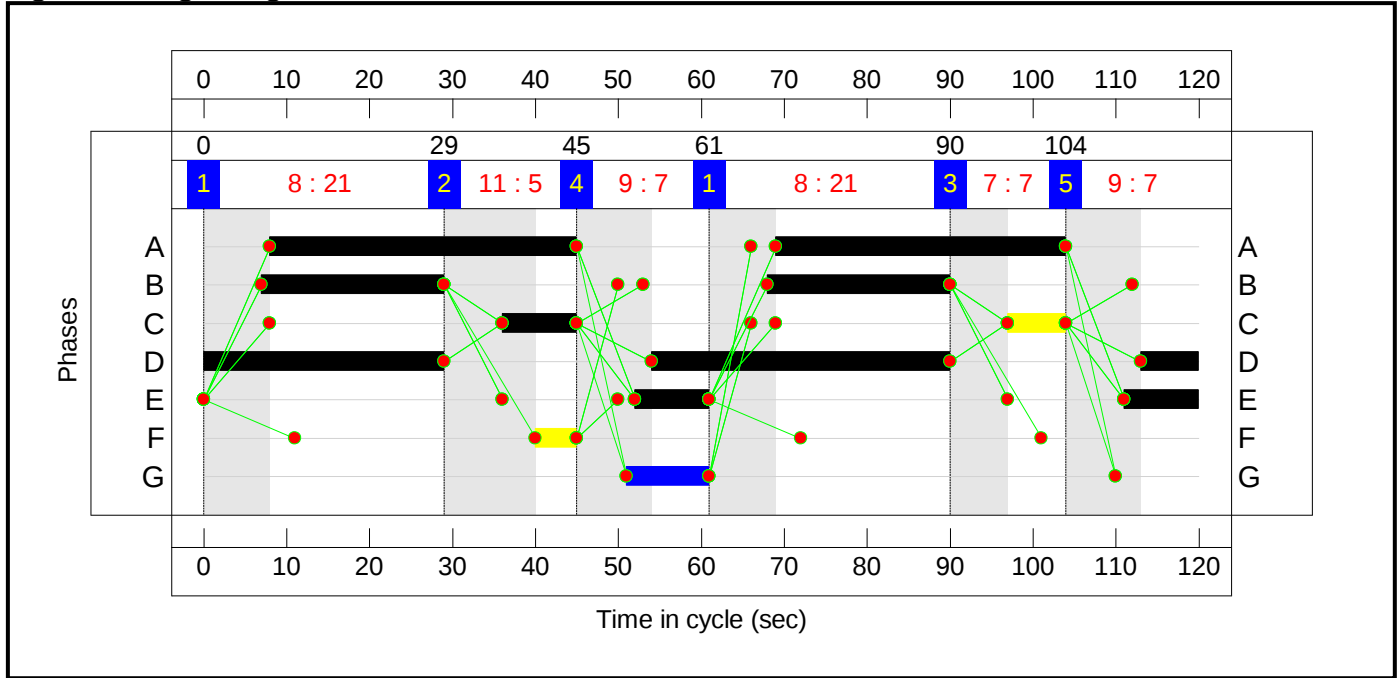
Stage Sequence Diagram



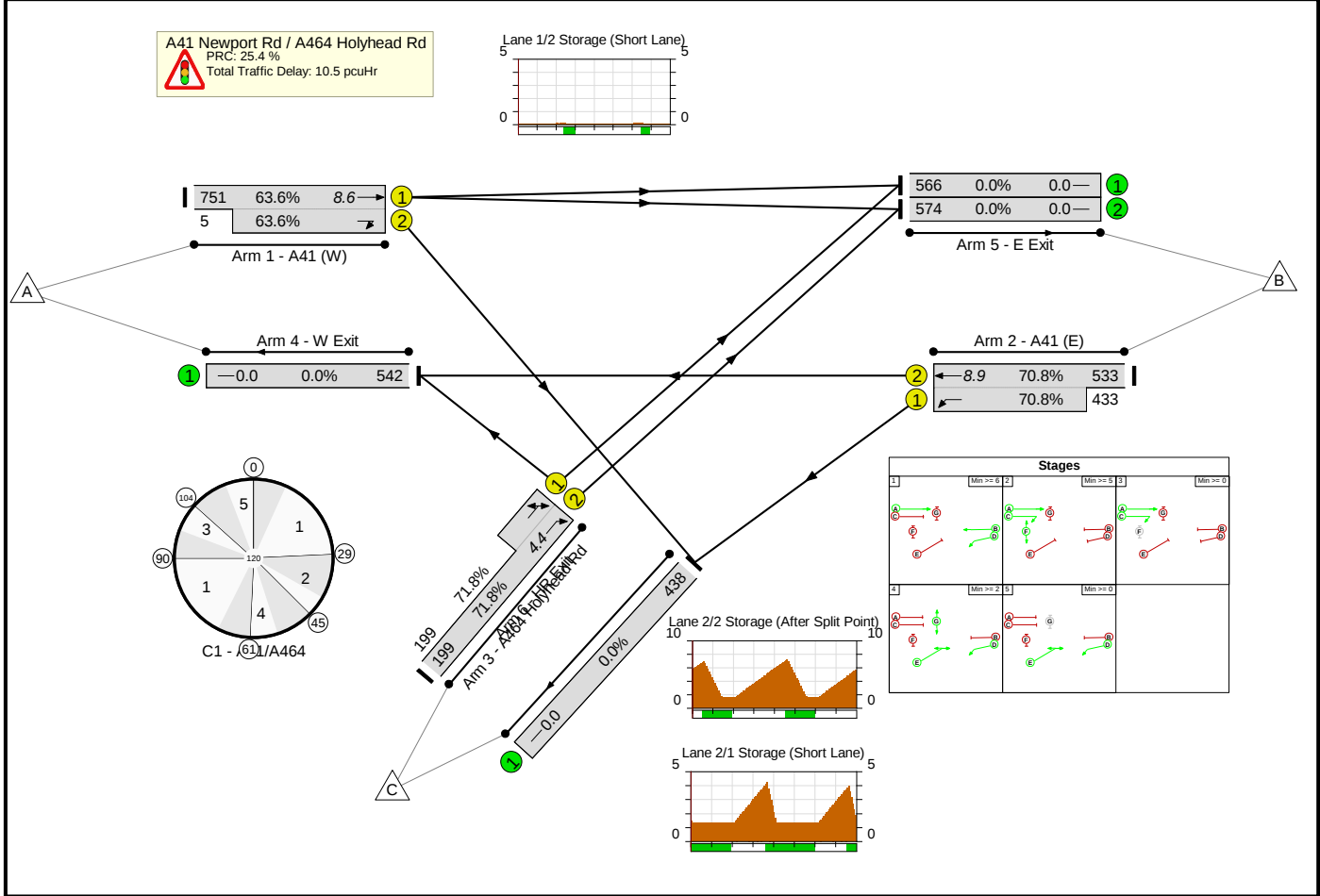
Stage Timings

Stage	1	2	4	1	3	5
Duration	21	5	7	21	7	7
Change Point	0	29	45	61	90	104

Signal Timings Diagram



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: A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	71.8%
A41 Newport Rd / A464 Holyhead Rd	-	-	N/A	-	-		-	-	-	-	-	-	71.8%
1/1+1/2	A41 (W) Ahead Right	U	N/A	N/A	A C		2	72:16	-	756	1915:1702	1181+8	63.6 : 63.6%
2/2+2/1	A41 (E) Ahead Left	U	N/A	N/A	B D		2	44:72	-	966	1965:1950	753+612	70.8 : 70.8%
3/2+3/1	A464 Holyhead Rd Left Right	U	N/A	N/A	E		2	18	-	398	1854:1845	277+277	71.8 : 71.8%
4/1	W Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
5/2	E Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/1	HR Exit	U	N/A	N/A	-		-	-	-	438	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)
Network: A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	7.1	3.3	0.0	10.5	-	-	-	-
A41 Newport Rd / A464 Holyhead Rd	-	-	0	0	0	7.1	3.3	0.0	10.5	-	-	-	-
1/1+1/2	756	756	-	-	-	1.5	0.9	-	2.4	11.5	7.7	0.9	8.6
2/2+2/1	966	966	-	-	-	3.0	1.2	-	4.2	15.7	7.7	1.2	8.9
3/2+3/1	398	398	-	-	-	2.6	1.3	-	3.8	34.7	3.2	1.3	4.4
4/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A41/A464													
			PRC for Signalled Lanes (%):		25.4	Total Delay for Signalled Lanes (pcuHr):		10.45	Cycle Time (s): 120				
			PRC Over All Lanes (%):		25.4	Total Delay Over All Lanes(pcuHr):		10.45					

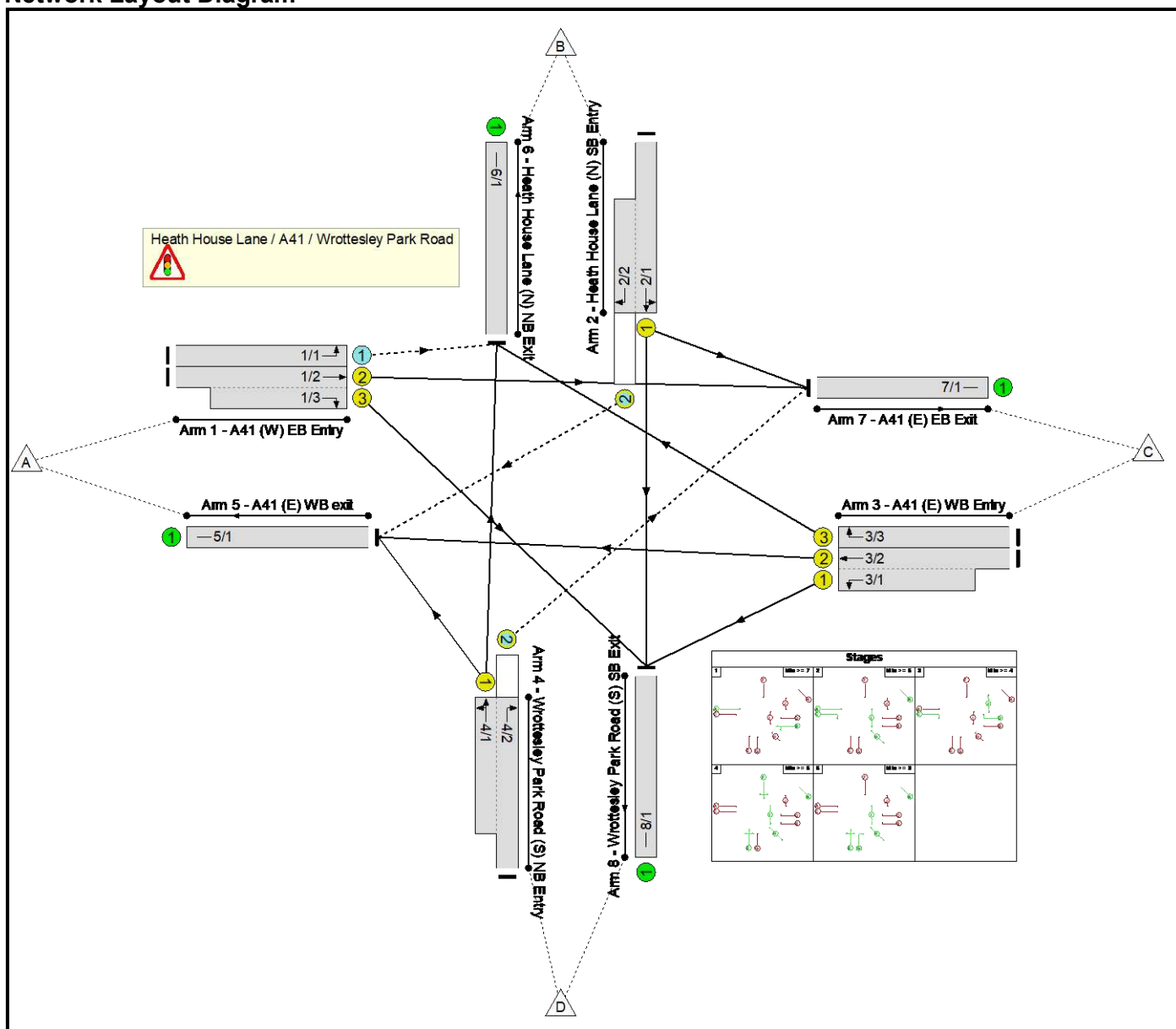
Full Input Data And Results

Full Input Data And Results

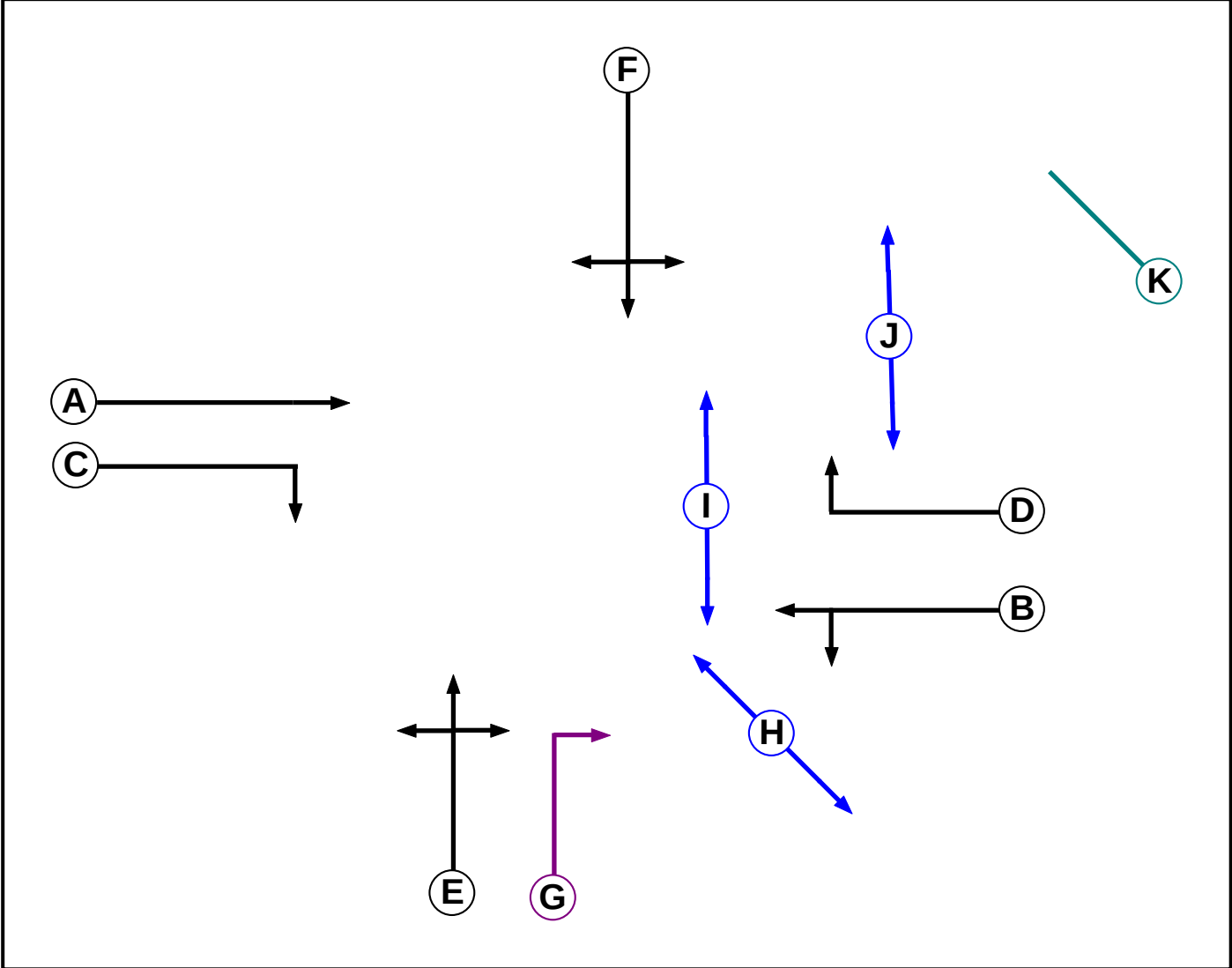
User and Project Details

Project:	
Title:	Heath House Lane / A41 / Wrotesley Park Rd
Location:	
Additional detail:	existing
File name:	Heath House Lane A41 Wrotesley Park EXISTING.lsg3x
Author:	al
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Ind. Arrow	E	4	4
H	Pedestrian		4	4
I	Pedestrian		4	4
J	Pedestrian		4	4
K	Dummy		5	5

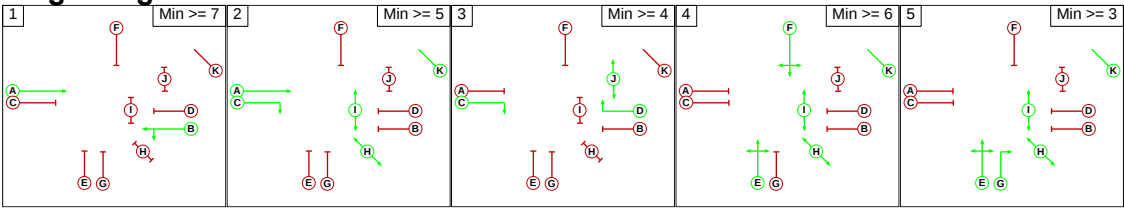
Phase Intergreens Matrix

Terminating Phase	Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K
	A		-	-	7	7	7	7	-	-	11	-
	B	-		7	-	7	7	7	8	8	-	8
	C	-	9		-	7	7	7	-	-	-	-
	D	8	-	-		7	7	7	8	8	-	8
	E	7	7	7	7		-	-	-	-	9	-
	F	8	9	8	8	-		8	-	-	9	-
	G	7	7	7	7	-	7		-	-	9	-
	H	-	7	-	7	-	-	-		-	-	-
	I	-	9	-	9	-	-	-	-		-	-
	J	7	-	-	-	7	7	7	-	-		-
	K	-	5	-	5	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A C H I K
3	C D J
4	E F H I K
5	E G H I K

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		8	11	8	8
	2	9		11	7	7
	3	9	8		8	8
	4	9	8	9		8
	5	9	7	9	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Heath House Lane / A41 / Wrotesley Park Road											
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)
1/1 (A41 (W) EB Entry)	6/1 (Left)	715	0	3/3	0.22	All	-	-	-	-	-
				4/1	0.22	To 6/1 (Ahead)					
2/2 (Heath House Lane (N) SB Entry)	5/1 (Right)	1439	0	4/1	1.09	All	5.00	-	0.50	5	5.00
4/2 (Wrotesley Park Road (S) NB Entry)	7/1 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	3	3.00

Lane Input Data

Junction: Heath House Lane / A41 / Wrotesley Park Road												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A41 (W) EB Entry)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	20.00
1/2 (A41 (W) EB Entry)	U	A	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 7 Ahead	Inf
1/3 (A41 (W) EB Entry)	U	C	2	3	14.0	Geom	-	3.75	0.00	Y	Arm 8 Right	43.00
2/1 (Heath House Lane (N) SB Entry)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	25.00
											Arm 8 Ahead	Inf
2/2 (Heath House Lane (N) SB Entry)	O	F	2	3	8.0	Geom	-	3.00	0.00	Y	Arm 5 Right	10.00
3/1 (A41 (E) WB Entry)	U	B	2	3	14.0	Geom	-	3.75	0.00	Y	Arm 8 Left	20.00
3/2 (A41 (E) WB Entry)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
3/3 (A41 (E) WB Entry)	U	D	2	3	10.4	Geom	-	3.50	0.00	Y	Arm 6 Right	32.00
4/1 (Wrotesley Park Road (S) NB Entry)	U	E	2	3	12.0	Geom	-	3.50	0.00	Y	Arm 5 Left	21.00
											Arm 6 Ahead	Inf
4/2 (Wrotesley Park Road (S) NB Entry)	O	E G	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 7 Right	10.00
5/1 (A41 (E) WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Heath House Lane (N) NB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A41 (E) EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Wrotesley Park Road (S) SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM Base'	07:30	08:30	01:00	
2: '2024 PM Base'	16:15	17:15	01:00	
3: '2029 AM Base'	07:30	08:30	01:00	
4: '2029 PM Base'	16:15	17:15	01:00	
5: '2029 AM B + C'	07:30	08:30	01:00	
6: '2029 PM B + C'	16:15	17:15	01:00	
7: '2029 AM B + C + D'	07:30	08:30	01:00	
8: '2029 PM B + C + D'	16:15	17:15	01:00	
9: '2034 AM Base'	07:30	08:30	01:00	
10: '2034 PM Base'	16:15	17:15	01:00	
11: '2034 AM B + C'	07:30	08:30	01:00	
12: '2034 PM B + C'	16:15	17:15	01:00	
13: '2034 AM B + C + D'	07:30	08:30	01:00	
14: '2034 PM B + C + D'	16:15	17:15	01:00	
15: '2029 AM B + C + D (Sens)'	07:30	08:30	01:00	
16: '2029 PM B + C + D (Sens)'	16:15	17:15	01:00	
17: '2034 AM B + C + D (Sens)'	07:30	08:30	01:00	
18: '2034 PM B + C + D (Sens)'	16:15	17:15	01:00	

Scenario 1: '1' (FG1: '2024 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	22	497	132	651
	B	29	0	22	299	350
	C	557	43	0	104	704
	D	220	510	135	0	865
	Tot.	806	575	654	535	2570

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	22
1/2 (with short)	629(In) 497(Out)
1/3 (short)	132
2/1 (with short)	350(In) 321(Out)
2/2 (short)	29
3/1 (short)	104
3/2 (with short)	661(In) 557(Out)
3/3	43
4/1 (short)	730
4/2 (with short)	865(In) 135(Out)
5/1	806
6/1	575
7/1	654
8/1	535

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.9 %	1907	1907
				Arm 8 Ahead	Inf	93.1 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	30.1 %	1924	1924
				Arm 6 Ahead	Inf	69.9 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2' (FG2: '2024 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	28	540	293	861
	B	19	0	30	460	509
	C	466	42	0	254	762
	D	169	374	152	0	695
	Tot.	654	444	722	1007	2827

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: Heath House Lane / A41 / Wrottesley Park Road	
1/1	28
1/2 (with short)	833(In) 540(Out)
1/3 (short)	293
2/1 (with short)	509(In) 490(Out)
2/2 (short)	19
3/1 (short)	254
3/2 (with short)	720(In) 466(Out)
3/3	42
4/1 (short)	543
4/2 (with short)	695(In) 152(Out)
5/1	654
6/1	444
7/1	722
8/1	1007

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.1 %	1908	1908
				Arm 8 Ahead	Inf	93.9 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	31.1 %	1922	1922
				Arm 6 Ahead	Inf	68.9 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '3' (FG3: '2029 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	23	517	138	678
	B	30	0	23	311	364
	C	579	45	0	108	732
	D	229	531	140	0	900
	Tot.	838	599	680	557	2674

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	23
1/2 (with short)	655(In) 517(Out)
1/3 (short)	138
2/1 (with short)	364(In) 334(Out)
2/2 (short)	30
3/1 (short)	108
3/2 (with short)	687(In) 579(Out)
3/3	45
4/1 (short)	760
4/2 (with short)	900(In) 140(Out)
5/1	838
6/1	599
7/1	680
8/1	557

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.9 %	1907	1907
				Arm 8 Ahead	Inf	93.1 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	30.1 %	1924	1924
				Arm 6 Ahead	Inf	69.9 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '4' (FG4: '2029 PM Base', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	29	561	308	898
	B	20	0	33	507	560
	C	484	43	0	264	791
	D	175	389	158	0	722
	Tot.	679	461	752	1079	2971

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: Heath House Lane / A41 / Wrottesley Park Road	
1/1	29
1/2 (with short)	869(In) 561(Out)
1/3 (short)	308
2/1 (with short)	560(In) 540(Out)
2/2 (short)	20
3/1 (short)	264
3/2 (with short)	748(In) 484(Out)
3/3	43
4/1 (short)	564
4/2 (with short)	722(In) 158(Out)
5/1	679
6/1	461
7/1	752
8/1	1079

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.1 %	1908	1908
				Arm 8 Ahead	Inf	93.9 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	31.0 %	1922	1922
				Arm 6 Ahead	Inf	69.0 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '5' (FG5: '2029 AM B + C', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

Circled Flow 1						
Origin	Destination					
		A	B	C	D	Tot.
	A	0	23	554	140	717
	B	30	0	24	313	367
	C	589	46	0	116	751
	D	236	538	163	0	937
	Tot.	855	607	741	569	2772

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: Heath House Lane / A41 / Wroottesley Park Road	
1/1	23
1/2 (with short)	694(In) 554(Out)
1/3 (short)	140
2/1 (with short)	367(In) 337(Out)
2/2 (short)	30
3/1 (short)	116
3/2 (with short)	705(In) 589(Out)
3/3	46
4/1 (short)	774
4/2 (with short)	937(In) 163(Out)
5/1	855
6/1	607
7/1	741
8/1	569

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.1 %	1907	1907
				Arm 8 Ahead	Inf	92.9 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	30.5 %	1923	1923
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '6' (FG6: '2029 PM B + C', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

Table 1: Origin-Destination Matrix						
Origin	Destination					
		A	B	C	D	Tot.
	A	0	29	578	310	917
	B	20	0	34	509	563
	C	512	45	0	271	828
	D	182	396	181	0	759
	Tot.	714	470	793	1090	3067

Traffic Lane Flows

Lane	Scenario 6: 6
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	29
1/2 (with short)	888(In) 578(Out)
1/3 (short)	310
2/1 (with short)	563(In) 543(Out)
2/2 (short)	20
3/1 (short)	271
3/2 (with short)	783(In) 512(Out)
3/3	45
4/1 (short)	578
4/2 (with short)	759(In) 181(Out)
5/1	714
6/1	470
7/1	793
8/1	1090

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.3 %	1908	1908
				Arm 8 Ahead	Inf	93.7 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	31.5 %	1922	1922
				Arm 6 Ahead	Inf	68.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '7' (FG7: '2029 AM B + C + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	23	760	140	923
	B	30	0	24	313	367
	C	674	46	0	116	836
	D	236	538	163	0	937
	Tot.	940	607	947	569	3063

Traffic Lane Flows

Lane	Scenario 7: 7
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	23
1/2 (with short)	900(In) 760(Out)
1/3 (short)	140
2/1 (with short)	367(In) 337(Out)
2/2 (short)	30
3/1 (short)	116
3/2 (with short)	790(In) 674(Out)
3/3	46
4/1 (short)	774
4/2 (with short)	937(In) 163(Out)
5/1	940
6/1	607
7/1	947
8/1	569

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.1 %	1907	1907
				Arm 8 Ahead	Inf	92.9 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	30.5 %	1923	1923
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '8' (FG8: '2029 PM B + C + D', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	29	666	310	1005
	B	20	0	34	509	563
	C	673	45	0	271	989
	D	182	396	181	0	759
	Tot.	875	470	881	1090	3316

Traffic Lane Flows

Lane	Scenario 8: 8
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	29
1/2 (with short)	976(In) 666(Out)
1/3 (short)	310
2/1 (with short)	563(In) 543(Out)
2/2 (short)	20
3/1 (short)	271
3/2 (with short)	944(In) 673(Out)
3/3	45
4/1 (short)	578
4/2 (with short)	759(In) 181(Out)
5/1	875
6/1	470
7/1	881
8/1	1090

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.3 %	1908	1908
				Arm 8 Ahead	Inf	93.7 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	31.5 %	1922	1922
				Arm 6 Ahead	Inf	68.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '9' (FG9: '2034 AM Base', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

Origin	Destination					
		A	B	C	D	Tot.
	A	0	24	535	142	701
	B	31	0	24	321	376
	C	599	46	0	112	757
	D	237	549	145	0	931
	Tot.	867	619	704	575	2765

Traffic Lane Flows

Lane	Scenario 9: 9
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	24
1/2 (with short)	677(In) 535(Out)
1/3 (short)	142
2/1 (with short)	376(In) 345(Out)
2/2 (short)	31
3/1 (short)	112
3/2 (with short)	711(In) 599(Out)
3/3	46
4/1 (short)	786
4/2 (with short)	931(In) 145(Out)
5/1	867
6/1	619
7/1	704
8/1	575

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.0 %	1907	1907
				Arm 8 Ahead	Inf	93.0 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	30.2 %	1924	1924
				Arm 6 Ahead	Inf	69.8 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '10' (FG10: '2034 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	30	580	318	928
	B	20	0	34	524	578
	C	500	45	0	273	818
	D	181	401	163	0	745
	Tot.	701	476	777	1115	3069

Traffic Lane Flows

Lane	Scenario 10: 10
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	30
1/2 (with short)	898(In) 580(Out)
1/3 (short)	318
2/1 (with short)	578(In) 558(Out)
2/2 (short)	20
3/1 (short)	273
3/2 (with short)	773(In) 500(Out)
3/3	45
4/1 (short)	582
4/2 (with short)	745(In) 163(Out)
5/1	701
6/1	476
7/1	777
8/1	1115

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.1 %	1908	1908
				Arm 8 Ahead	Inf	93.9 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	31.1 %	1922	1922
				Arm 6 Ahead	Inf	68.9 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '11' (FG11: '2034 AM B + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	24	571	144	739
	B	31	0	25	323	379
	C	609	47	0	119	775
	D	244	556	168	0	968
	Tot.	884	627	764	586	2861

Traffic Lane Flows

Lane	Scenario 11: 11
Junction: Heath House Lane / A41 / Wrottesley Park Road	
1/1	24
1/2 (with short)	715(In) 571(Out)
1/3 (short)	144
2/1 (with short)	379(In) 348(Out)
2/2 (short)	31
3/1 (short)	119
3/2 (with short)	728(In) 609(Out)
3/3	47
4/1 (short)	800
4/2 (with short)	968(In) 168(Out)
5/1	884
6/1	627
7/1	764
8/1	586

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.2 %	1907	1907
				Arm 8 Ahead	Inf	92.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	30.5 %	1923	1923
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '12' (FG12: '2034 PM B + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	30	596	326	952
	B	20	0	35	532	587
	C	528	47	0	298	873
	D	185	405	176	0	766
	Tot.	733	482	807	1156	3178

Traffic Lane Flows

Lane	Scenario 12: 12
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	30
1/2 (with short)	922(In) 596(Out)
1/3 (short)	326
2/1 (with short)	587(In) 567(Out)
2/2 (short)	20
3/1 (short)	298
3/2 (with short)	826(In) 528(Out)
3/3	47
4/1 (short)	590
4/2 (with short)	766(In) 176(Out)
5/1	733
6/1	482
7/1	807
8/1	1156

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.2 %	1908	1908
				Arm 8 Ahead	Inf	93.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	31.4 %	1922	1922
				Arm 6 Ahead	Inf	68.6 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '13' (FG13: '2034 AM B + C + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	24	778	144	946
	B	31	0	25	323	379
	C	694	47	0	119	860
	D	244	556	168	0	968
	Tot.	969	627	971	586	3153

Traffic Lane Flows

Lane	Scenario 13: 13
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	24
1/2 (with short)	922(In) 778(Out)
1/3 (short)	144
2/1 (with short)	379(In) 348(Out)
2/2 (short)	31
3/1 (short)	119
3/2 (with short)	813(In) 694(Out)
3/3	47
4/1 (short)	800
4/2 (with short)	968(In) 168(Out)
5/1	969
6/1	627
7/1	971
8/1	586

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.2 %	1907	1907
				Arm 8 Ahead	Inf	92.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	30.5 %	1923	1923
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '14' (FG14: '2034 PM B + C + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	30	685	326	1041
	B	20	0	35	532	587
	C	689	47	0	298	1034
	D	185	405	176	0	766
	Tot.	894	482	896	1156	3428

Traffic Lane Flows

Lane	Scenario 14: 14
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	30
1/2 (with short)	1011(In) 685(Out)
1/3 (short)	326
2/1 (with short)	587(In) 567(Out)
2/2 (short)	20
3/1 (short)	298
3/2 (with short)	987(In) 689(Out)
3/3	47
4/1 (short)	590
4/2 (with short)	766(In) 176(Out)
5/1	894
6/1	482
7/1	896
8/1	1156

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.2 %	1908	1908
				Arm 8 Ahead	Inf	93.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	31.4 %	1922	1922
				Arm 6 Ahead	Inf	68.6 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '15' (FG15: '2029 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	796	140	970
	B	61	0	24	313	398
	C	689	46	0	116	851
	D	236	538	163	0	937
	Tot.	986	618	983	569	3156

Traffic Lane Flows

Lane	Scenario 15: 15
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	34
1/2 (with short)	936(In) 796(Out)
1/3 (short)	140
2/1 (with short)	398(In) 337(Out)
2/2 (short)	61
3/1 (short)	116
3/2 (with short)	805(In) 689(Out)
3/3	46
4/1 (short)	774
4/2 (with short)	937(In) 163(Out)
5/1	986
6/1	618
7/1	983
8/1	569

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.1 %	1907	1907
				Arm 8 Ahead	Inf	92.9 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	30.5 %	1923	1923
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: '16' (FG16: '2029 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	41	680	310	1031
	B	48	0	34	509	591
	C	704	45	0	271	1020
	D	182	396	181	0	759
	Tot.	934	482	895	1090	3401

Traffic Lane Flows

Lane	Scenario 16: 16
Junction: Heath House Lane / A41 / Wrottesley Park Road	
1/1	41
1/2 (with short)	990(In) 680(Out)
1/3 (short)	310
2/1 (with short)	591(In) 543(Out)
2/2 (short)	48
3/1 (short)	271
3/2 (with short)	975(In) 704(Out)
3/3	45
4/1 (short)	578
4/2 (with short)	759(In) 181(Out)
5/1	934
6/1	482
7/1	895
8/1	1090

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.3 %	1908	1908
				Arm 8 Ahead	Inf	93.7 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	31.5 %	1922	1922
				Arm 6 Ahead	Inf	68.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: '17' (FG17: '2034 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	35	813	144	992
	B	62	0	25	323	410
	C	709	47	0	119	875
	D	244	556	168	0	968
	Tot.	1015	638	1006	586	3245

Traffic Lane Flows

Lane	Scenario 17: 17
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	35
1/2 (with short)	957(In) 813(Out)
1/3 (short)	144
2/1 (with short)	410(In) 348(Out)
2/2 (short)	62
3/1 (short)	119
3/2 (with short)	828(In) 709(Out)
3/3	47
4/1 (short)	800
4/2 (with short)	968(In) 168(Out)
5/1	1015
6/1	638
7/1	1006
8/1	586

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.2 %	1907	1907
				Arm 8 Ahead	Inf	92.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	30.5 %	1923	1923
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: '18' (FG18: '2034 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	55	699	326	1080
	B	33	0	35	532	600
	C	720	47	0	298	1065
	D	185	405	176	0	766
	Tot.	938	507	910	1156	3511

Traffic Lane Flows

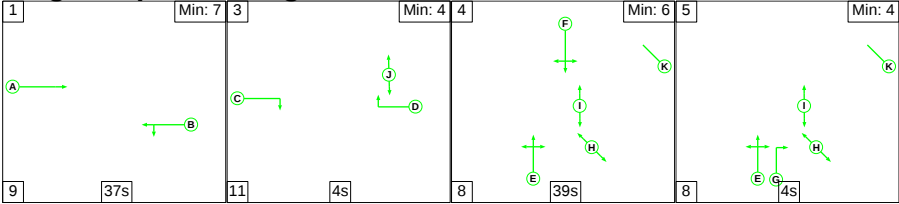
Lane	Scenario 18: 18
Junction: Heath House Lane / A41 / Wrottesley Park Road	
1/1	55
1/2 (with short)	1025(In) 699(Out)
1/3 (short)	326
2/1 (with short)	600(In) 567(Out)
2/2 (short)	33
3/1 (short)	298
3/2 (with short)	1018(In) 720(Out)
3/3	47
4/1 (short)	590
4/2 (with short)	766(In) 176(Out)
5/1	938
6/1	507
7/1	910
8/1	1156

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.2 %	1908	1908
				Arm 8 Ahead	Inf	93.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	31.4 %	1922	1922
				Arm 6 Ahead	Inf	68.6 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '1' (FG1: '2024 AM Base', Plan 1: 'Network Control Plan 1')

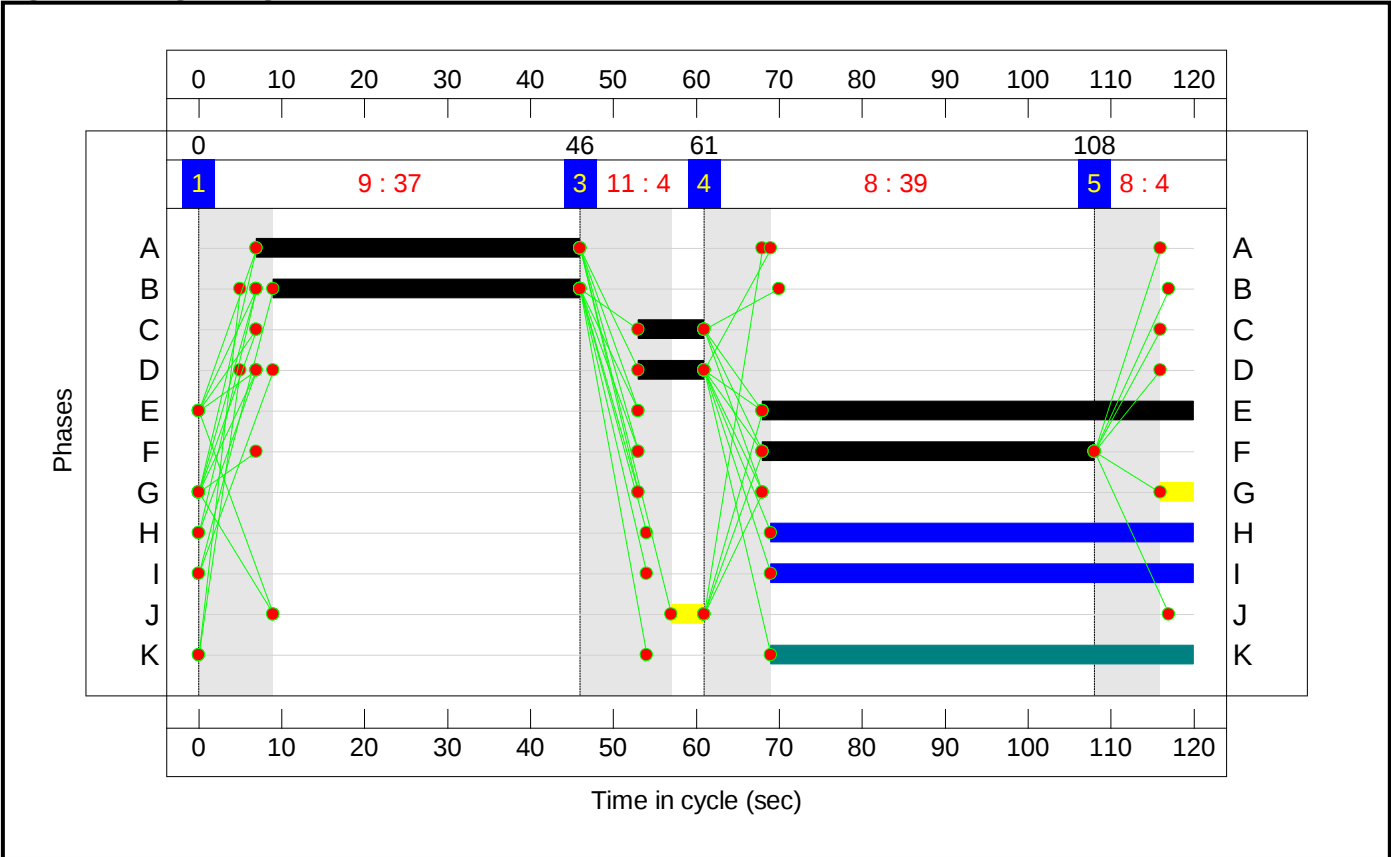
Stage Sequence Diagram



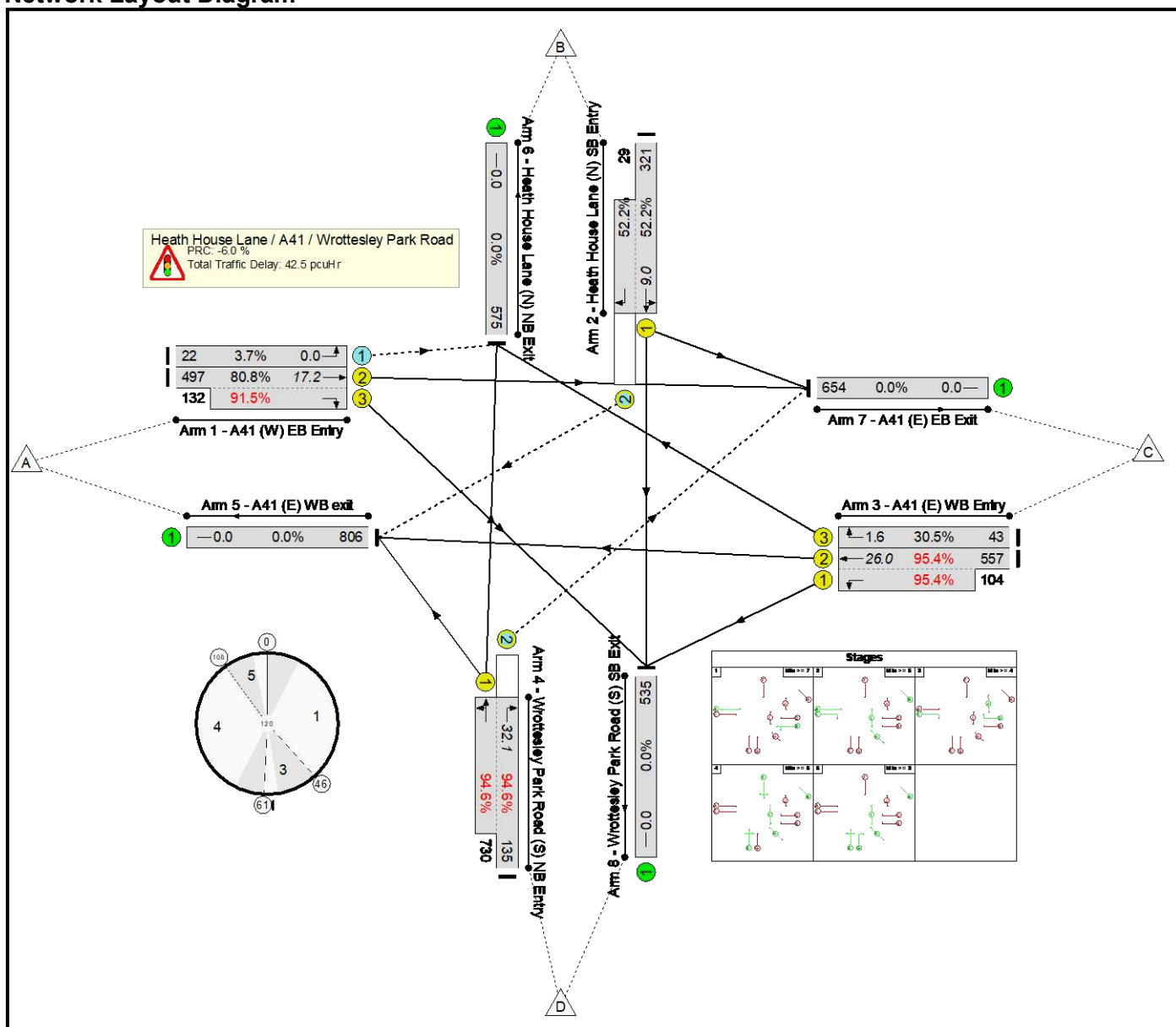
Stage Timings

Stage	1	3	4	5
Duration	37	4	39	4
Change Point	0	46	61	108

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

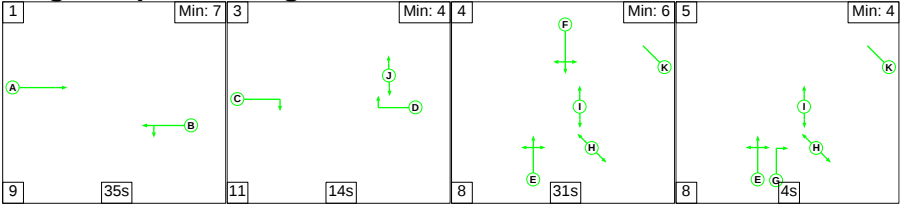
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	95.4%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	95.4%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	22	1828	593	3.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	39:8	-	629	1990:1923	615+144	80.8 : 91.5%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	40	-	350	1907:1665	614+56	52.2 : 52.2%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	37	-	661	1965:1851	584+109	95.4 : 95.4%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	43	1877	141	30.5%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	52	4	865	1709:1924	143+771	94.6 : 94.6%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 2: '2' (FG2: '2024 PM Base', Plan 1: 'Network Control Plan 1')

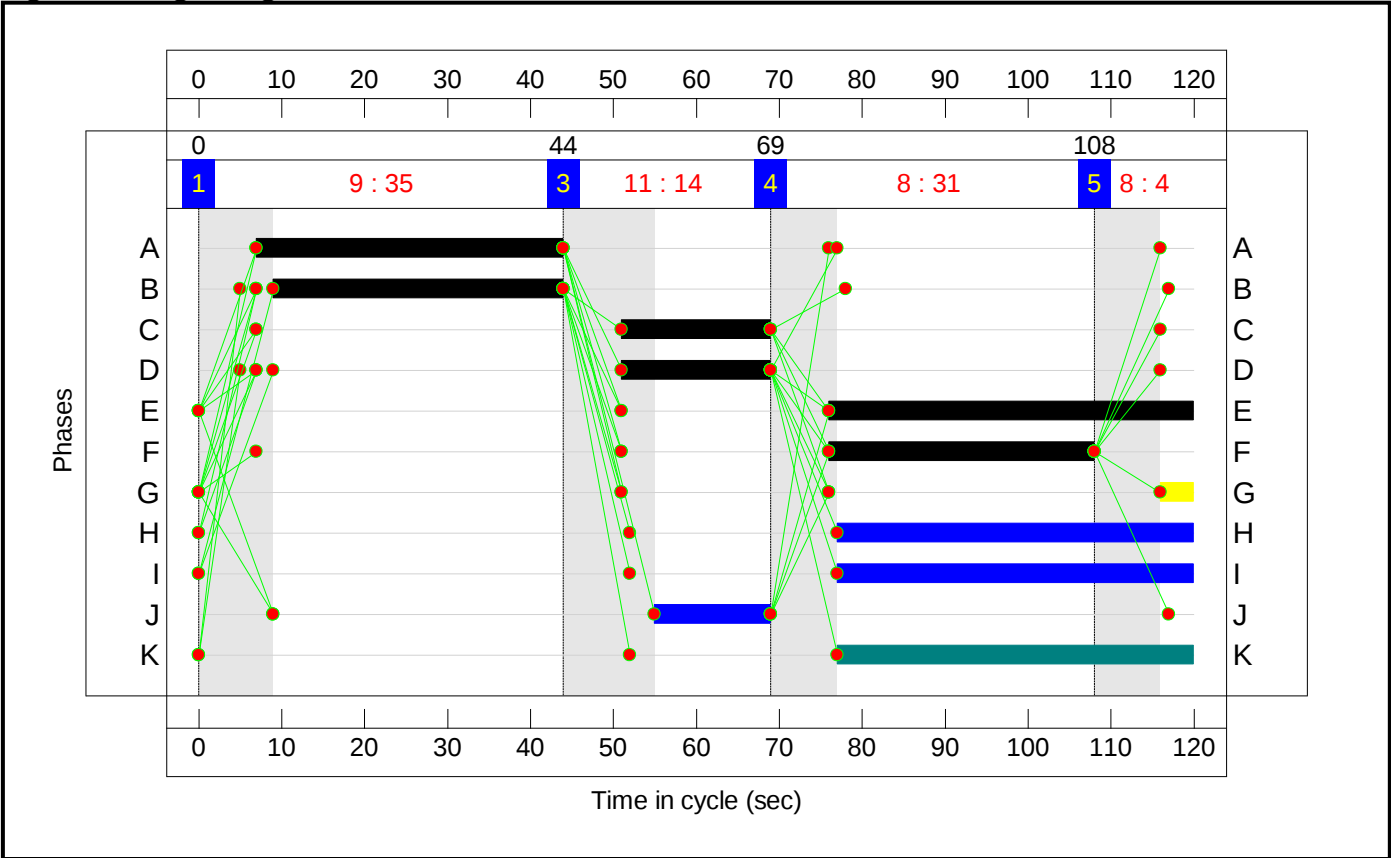
Stage Sequence Diagram



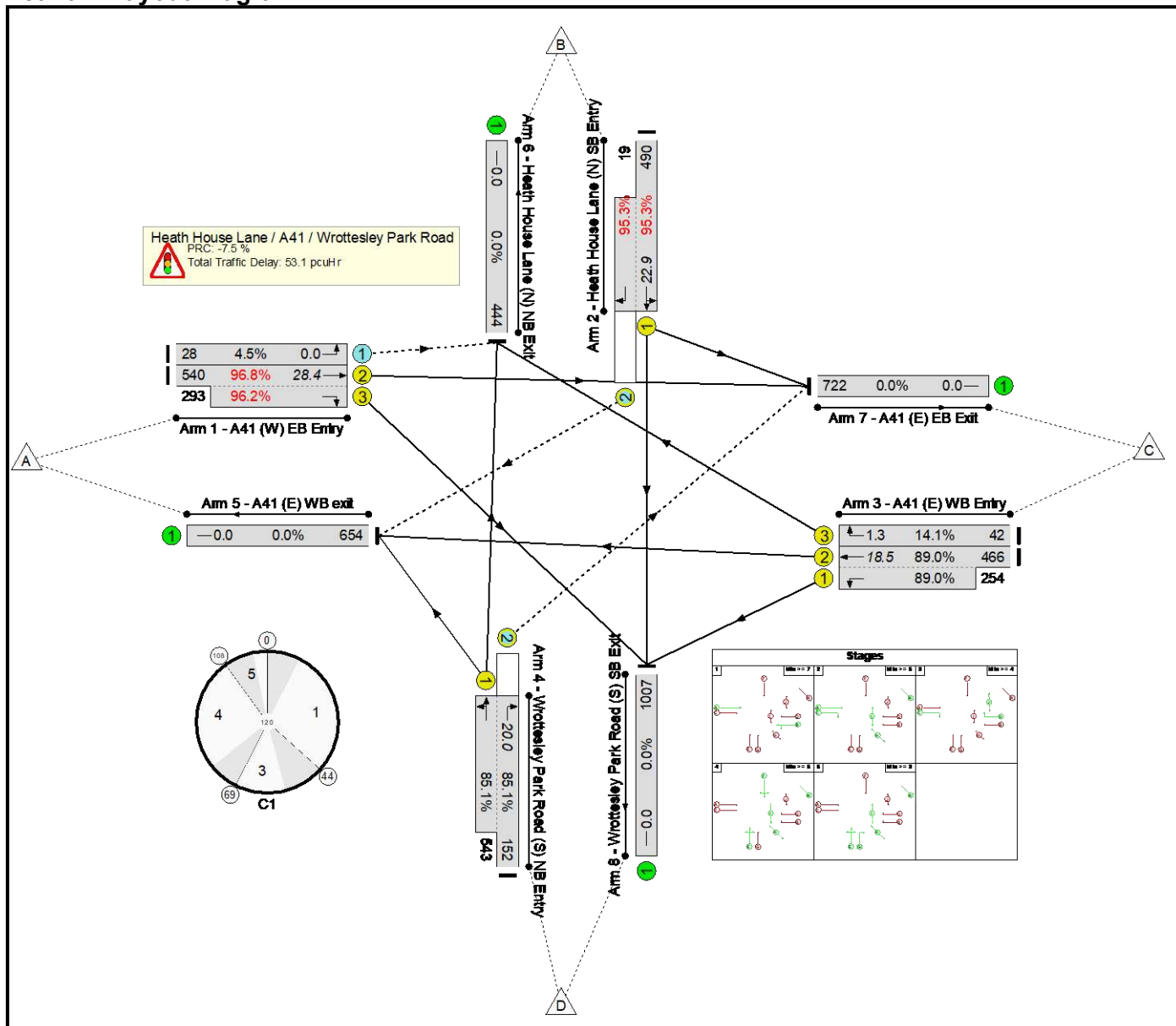
Stage Timings

Stage	1	3	4	5
Duration	35	14	31	4
Change Point	0	44	69	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	28	1828	623	4.5%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	37:18	-	833	1990:1923	558+304	96.8 : 96.2%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	32	-	509	1908:1665	514+20	95.3 : 95.3%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	35	-	720	1965:1851	524+285	89.0 : 89.0%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	18	-	42	1877	297	14.1%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	44	4	695	1709:1922	179+638	85.1 : 85.1%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%

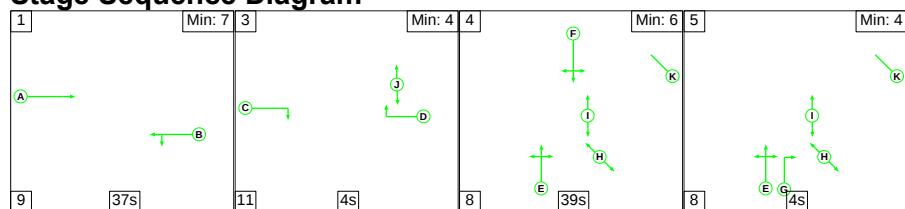
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 3: '3' (FG3: '2029 AM Base', Plan 1: 'Network Control Plan 1')

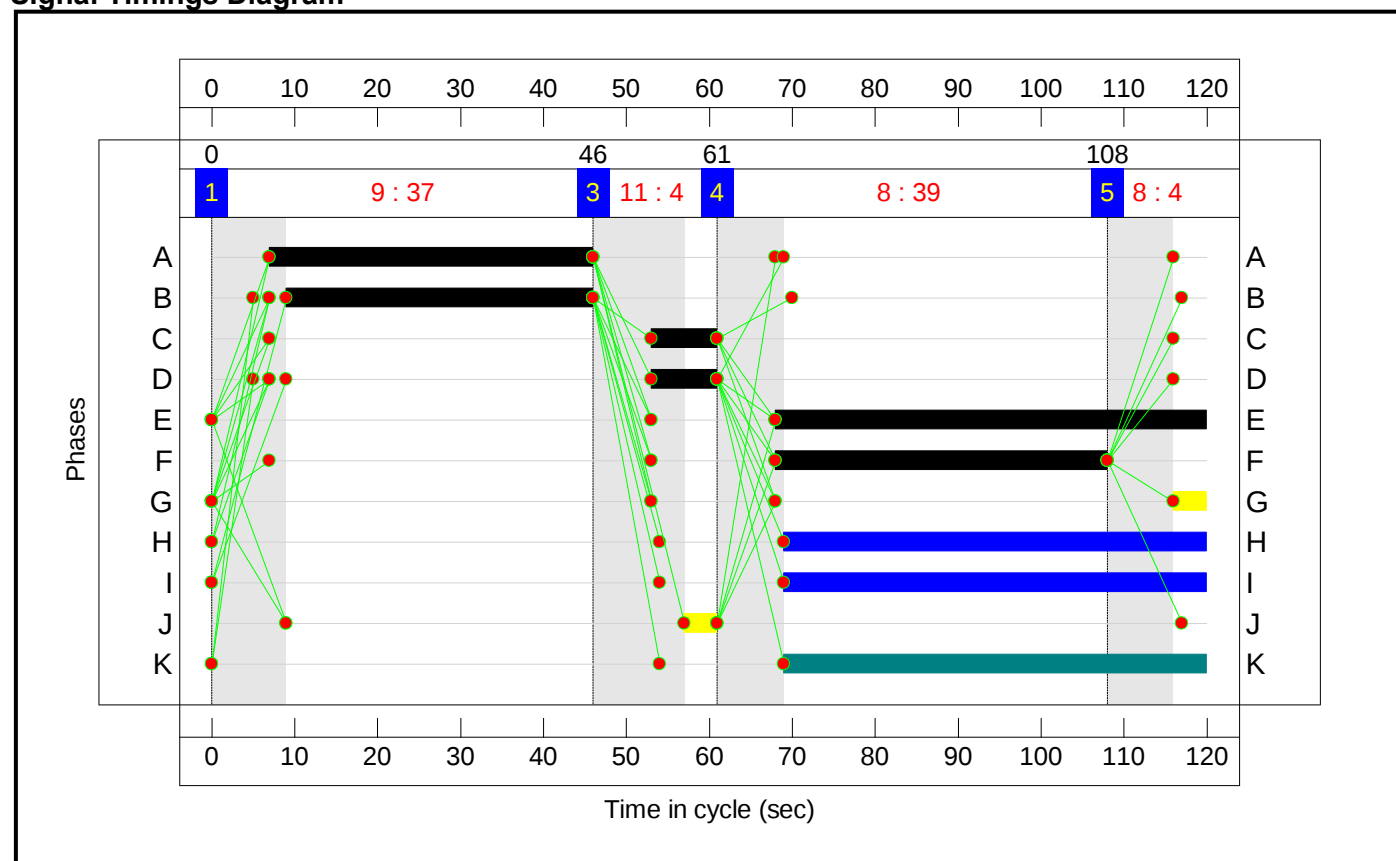
Stage Sequence Diagram



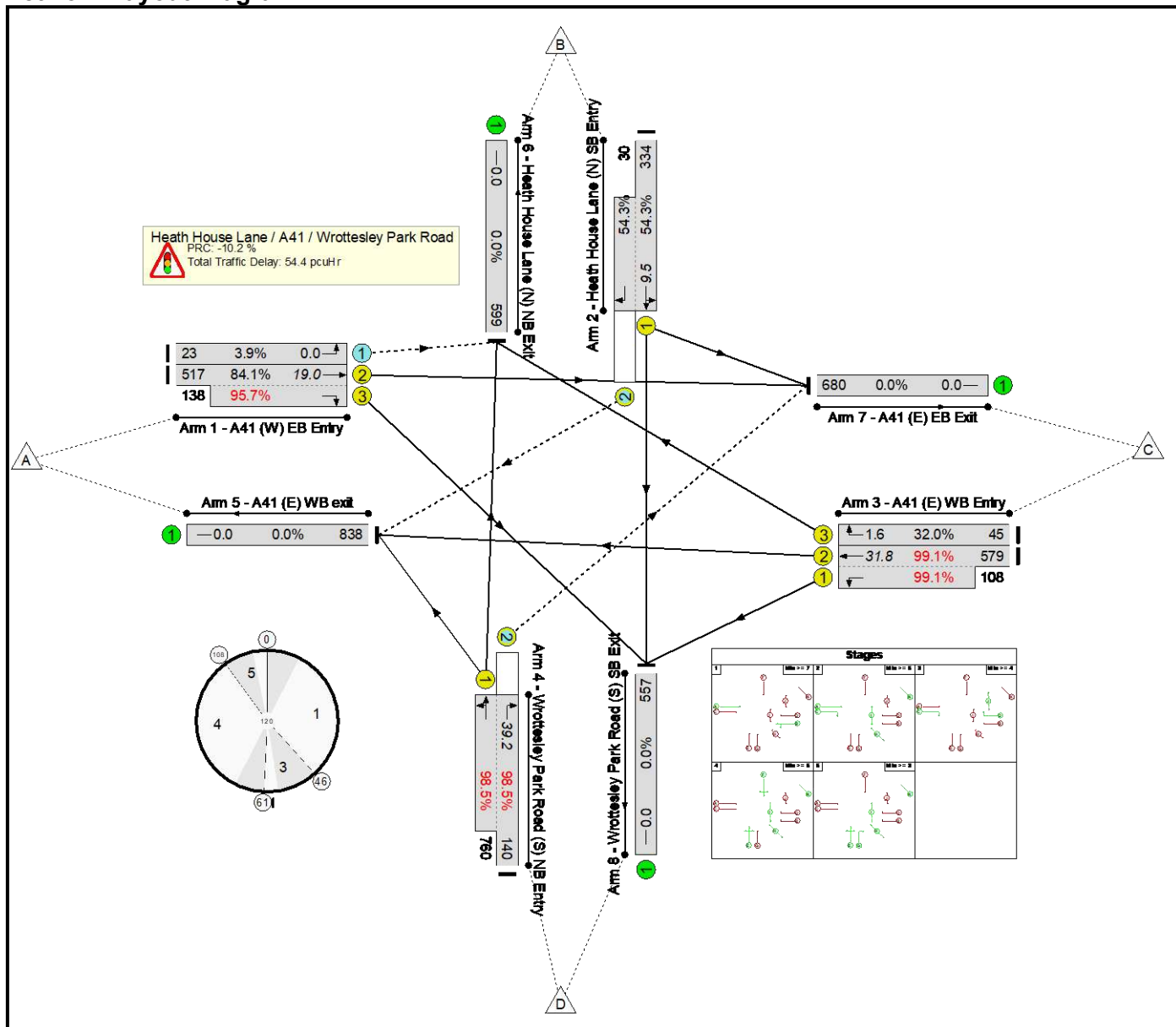
Stage Timings

Stage	1	3	4	5
Duration	37	4	39	4
Change Point	0	46	61	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	99.1%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	99.1%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	23	1828	588	3.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	39:8	-	655	1990:1923	615+144	84.1 : 95.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	40	-	364	1907:1665	615+55	54.3 : 54.3%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	37	-	687	1965:1851	584+109	99.1 : 99.1%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	45	1877	141	32.0%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	52	4	900	1709:1924	142+772	98.5 : 98.5%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%

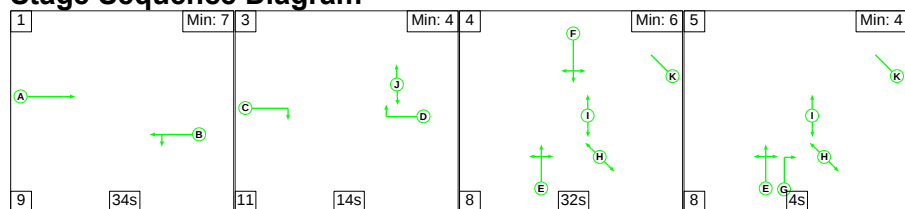
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 4: '4' (FG4: '2029 PM Base', Plan 1: 'Network Control Plan 1')

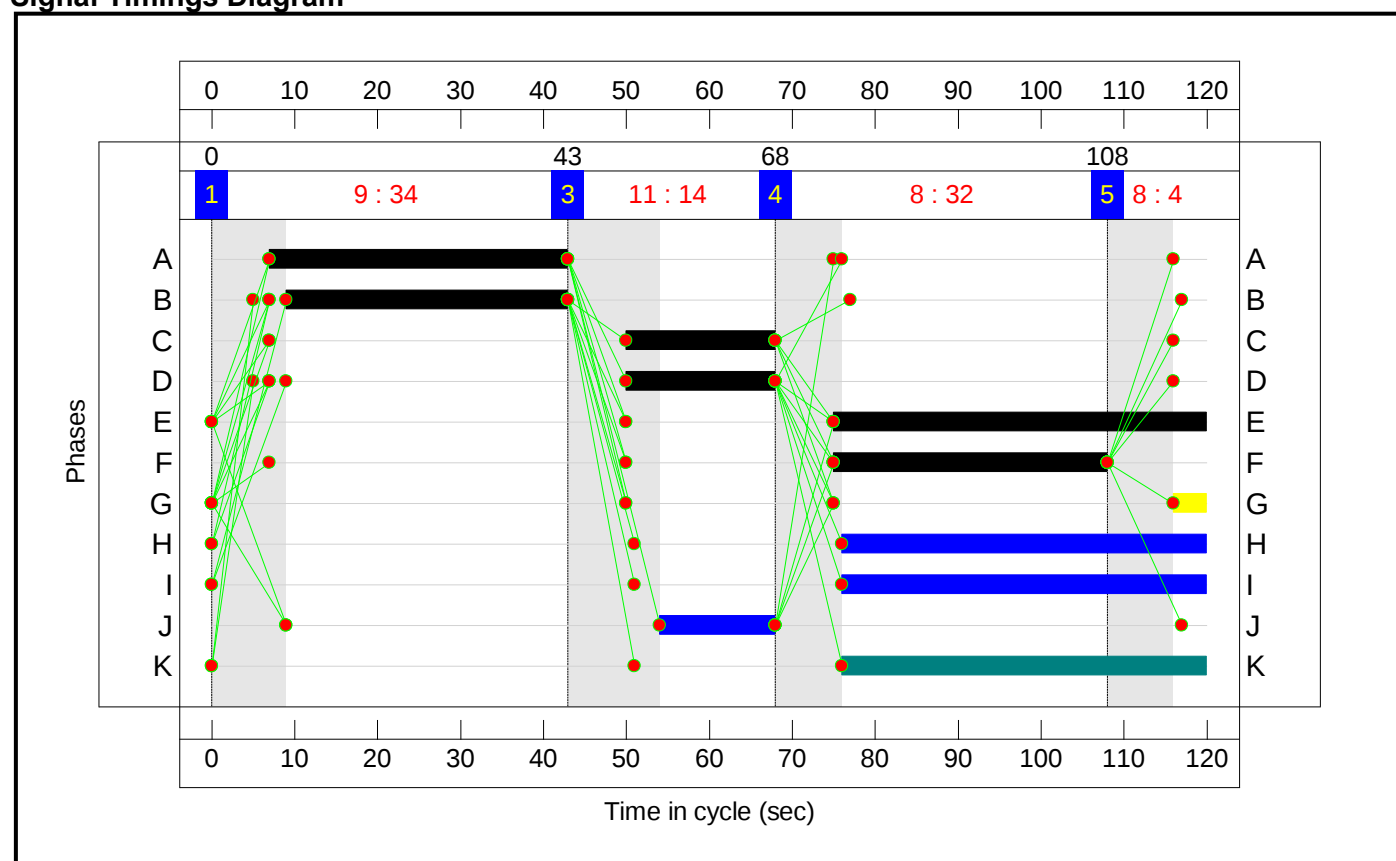
Stage Sequence Diagram



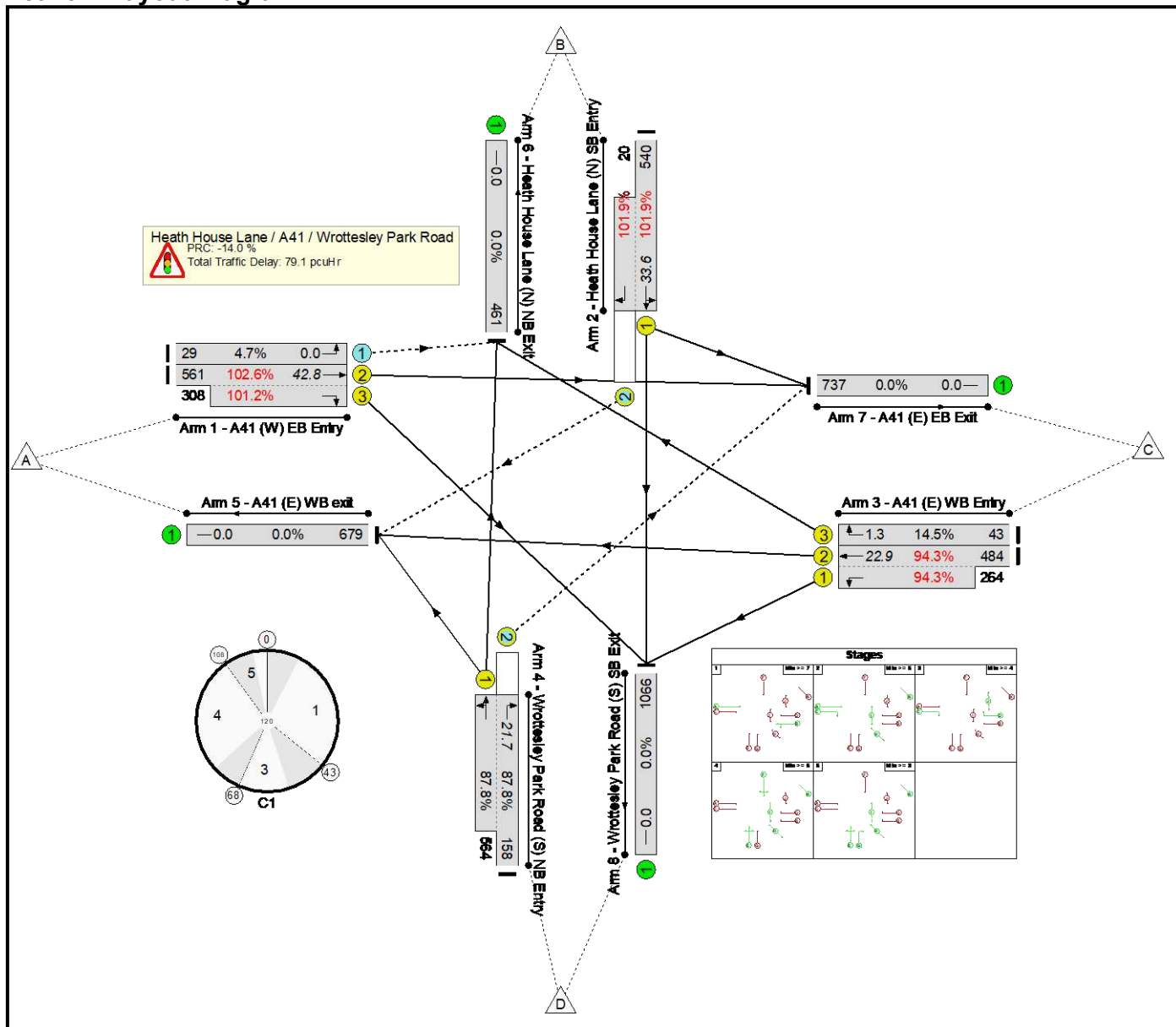
Stage Timings

Stage	1	3	4	5
Duration	34	14	32	4
Change Point	0	43	68	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	102.6%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	102.6%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	29	1828	620	4.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	36:18	-	869	1990:1923	547+304	102.6 : 101.2%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	33	-	560	1908:1665	530+20	101.9 : 101.9%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	34	-	748	1965:1851	513+280	94.3 : 94.3%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	18	-	43	1877	297	14.5%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	45	4	722	1709:1922	180+643	87.8 : 87.8%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%

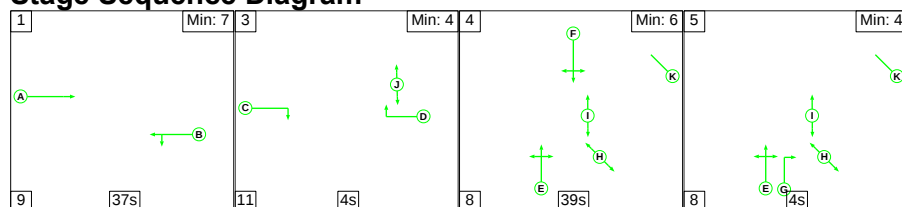
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 5: '5' (FG5: '2029 AM B + C', Plan 1: 'Network Control Plan 1')

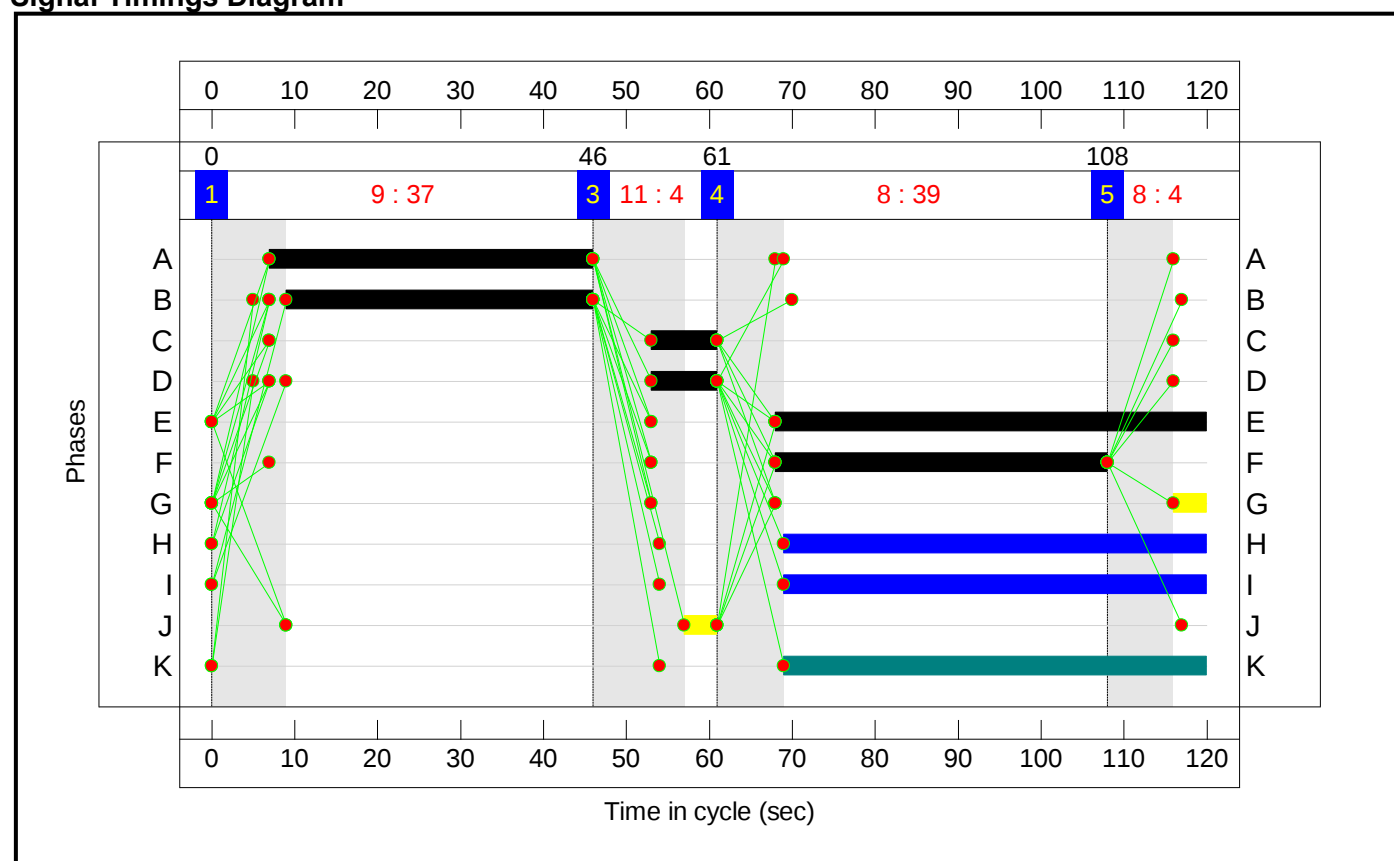
Stage Sequence Diagram



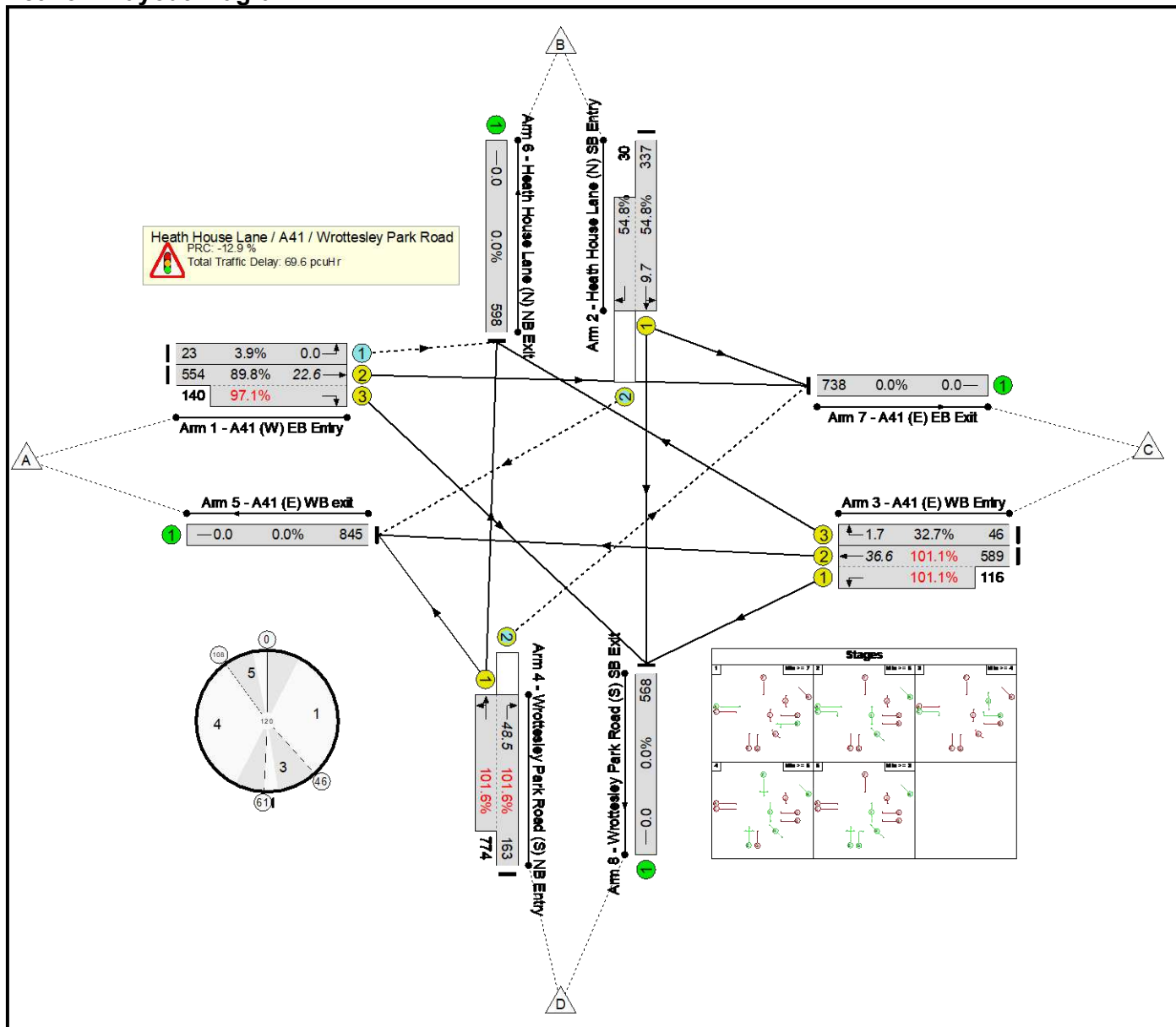
Stage Timings

Stage	1	3	4	5
Duration	37	4	39	4
Change Point	0	46	61	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	101.6%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	101.6%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	23	1828	588	3.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	39:8	-	694	1990:1923	617+144	89.8 : 97.1%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	40	-	367	1907:1665	615+55	54.8 : 54.8%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	37	-	705	1965:1851	583+115	101.1 : 101.1%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	46	1877	141	32.7%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	52	4	937	1709:1923	160+762	101.6 : 101.6%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%

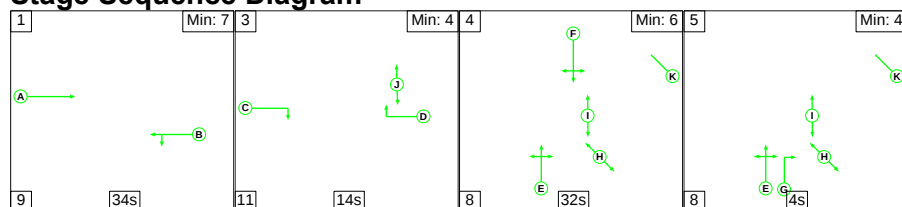
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 6: '6' (FG6: '2029 PM B + C', Plan 1: 'Network Control Plan 1')

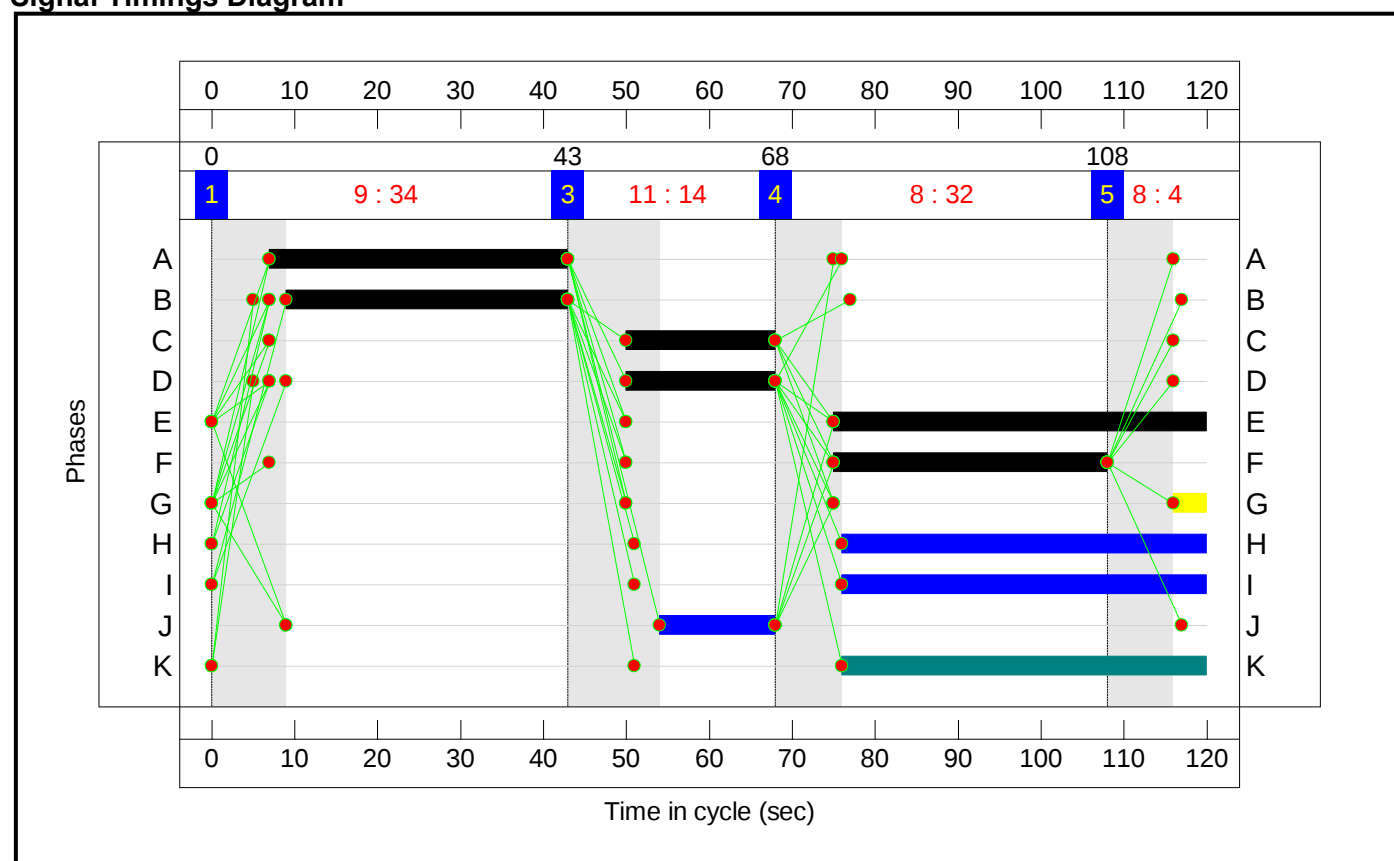
Stage Sequence Diagram



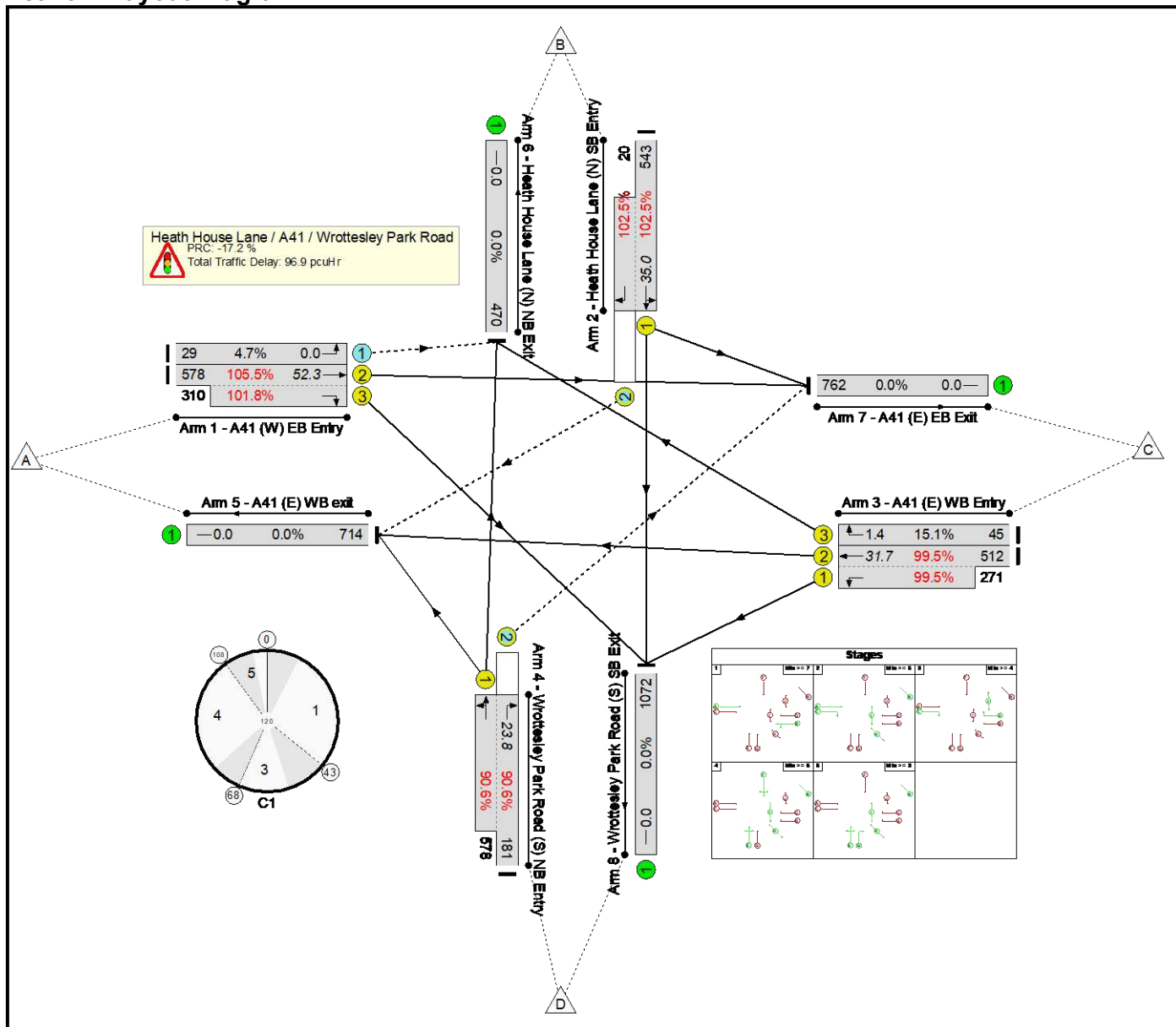
Stage Timings

Stage	1	3	4	5
Duration	34	14	32	4
Change Point	0	43	68	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	105.5%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	105.5%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	29	1828	618	4.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	36:18	-	888	1990:1923	548+304	105.5 : 101.8%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	33	-	563	1908:1665	530+20	102.5 : 102.5%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	34	-	783	1965:1851	514+272	99.5 : 99.5%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	18	-	45	1877	297	15.1%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	45	4	759	1709:1922	200+638	90.6 : 90.6%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	793	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%

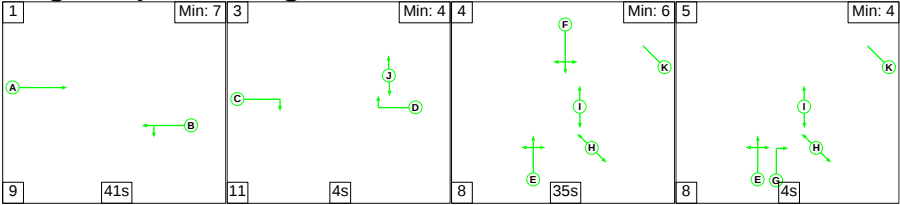
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 7: '7' (FG7: '2029 AM B + C + D', Plan 1: 'Network Control Plan 1')

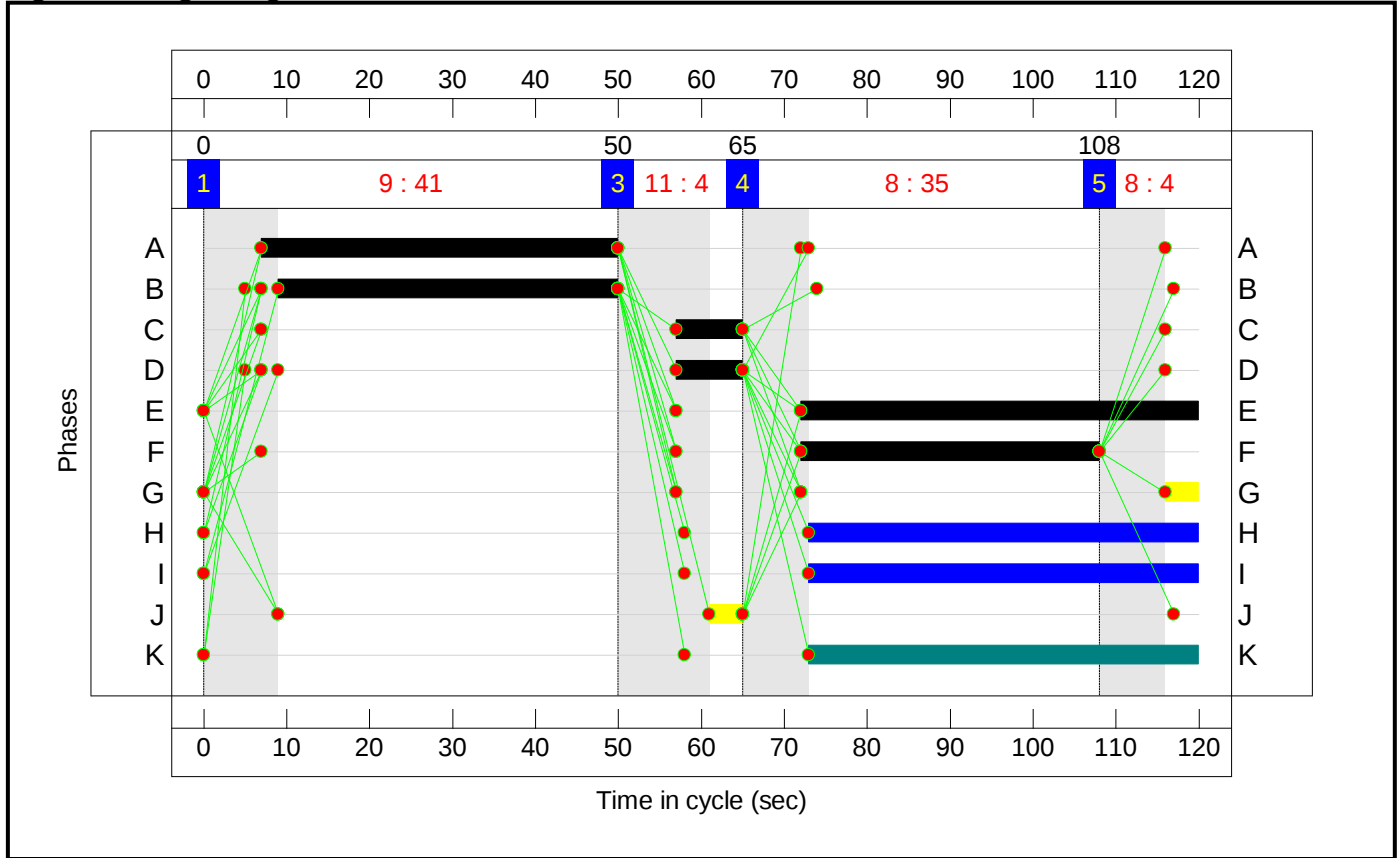
Stage Sequence Diagram



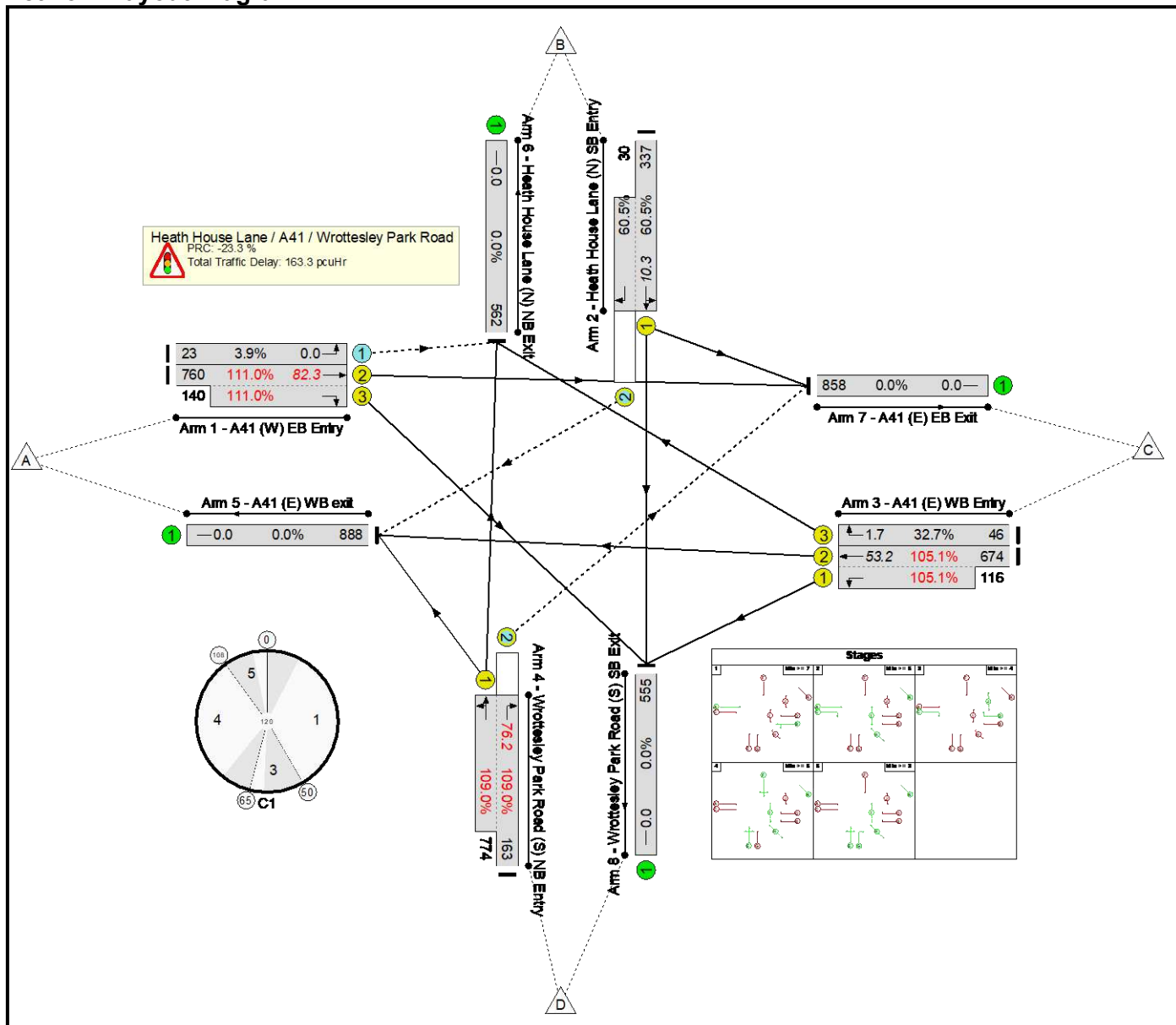
Stage Timings

Stage	1	3	4	5
Duration	41	4	35	4
Change Point	0	50	65	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	111.0%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	111.0%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	23	1828	596	3.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	43:8	-	900	1990:1923	685+126	111.0 : 111.0%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	36	-	367	1907:1665	557+50	60.5 : 60.5%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	41	-	790	1965:1851	642+110	105.1 : 105.1%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	46	1877	141	32.7%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	48	4	937	1709:1923	149+710	109.0 : 109.0%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%

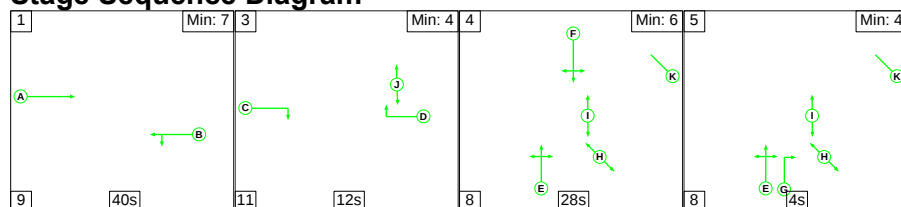
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 8: '8' (FG8: '2029 PM B + C + D', Plan 1: 'Network Control Plan 1')

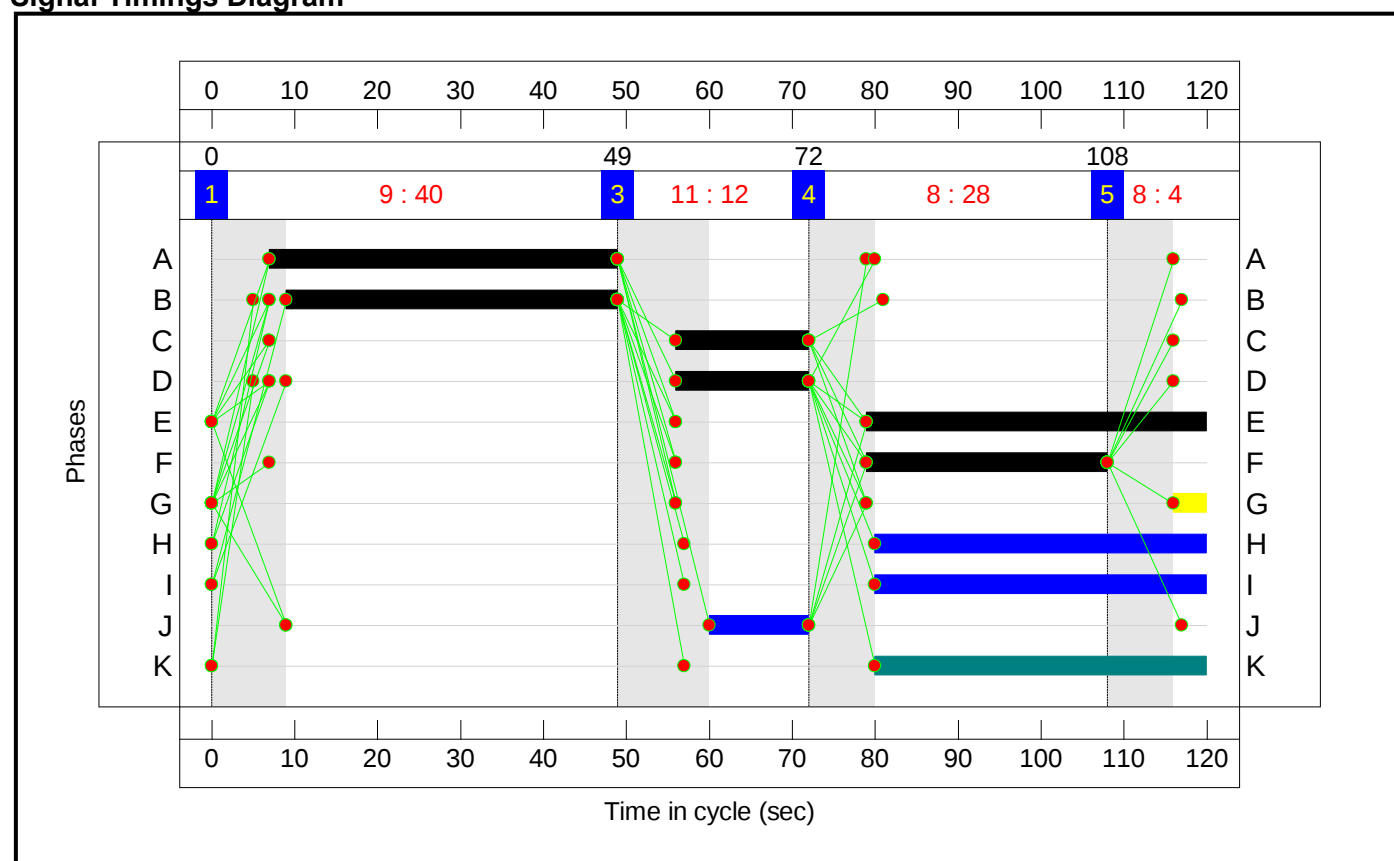
Stage Sequence Diagram



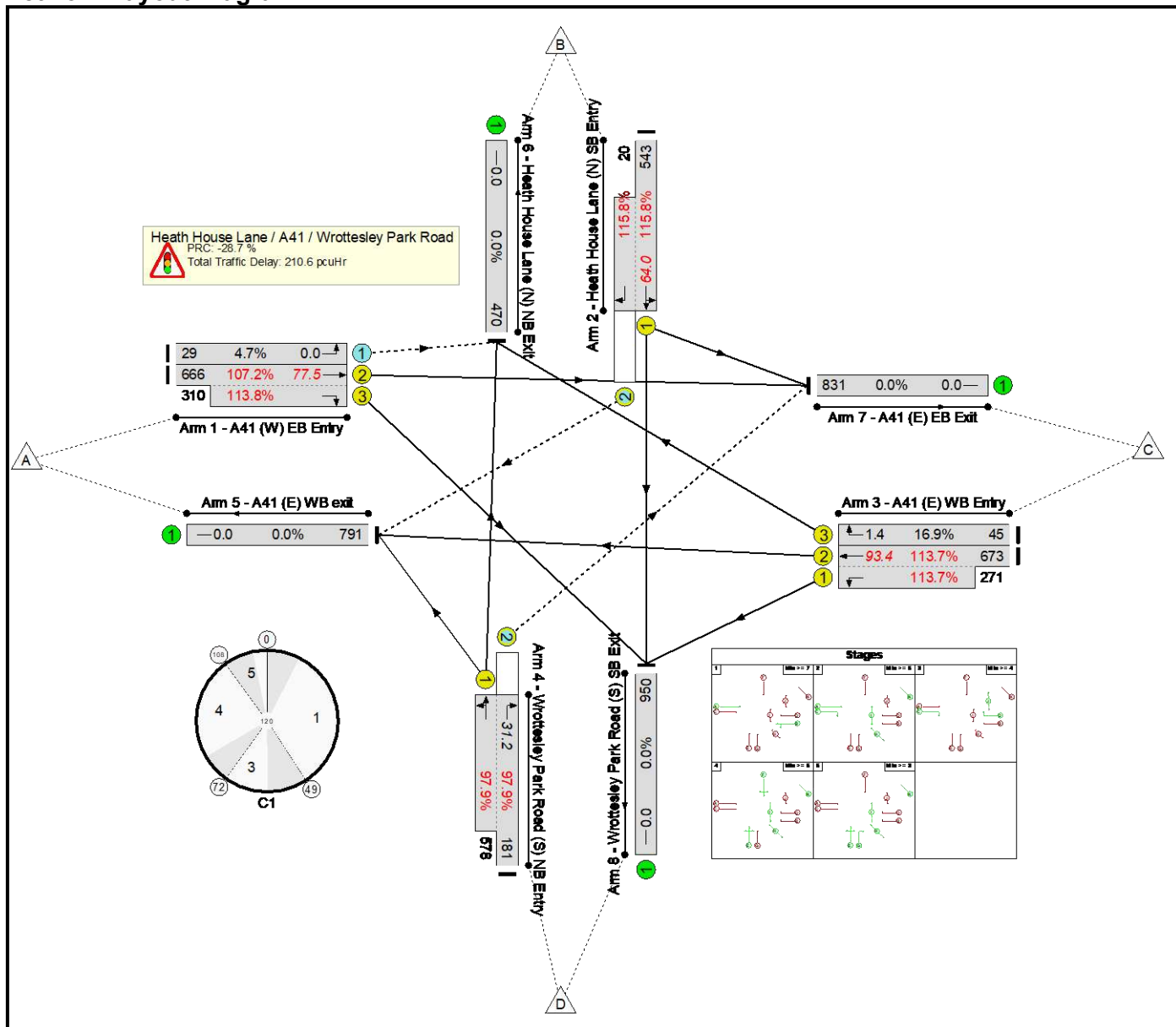
Stage Timings

Stage	1	3	4	5
Duration	40	12	28	4
Change Point	0	49	72	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	115.8%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	115.8%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	29	1828	618	4.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	42:16	-	976	1990:1923	621+272	107.2 : 113.8%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	29	-	563	1908:1665	469+17	115.8 : 115.8%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	40	-	944	1965:1851	592+238	113.7 : 113.7%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	16	-	45	1877	266	16.9%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	41	4	759	1709:1922	185+591	97.9 : 97.9%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%

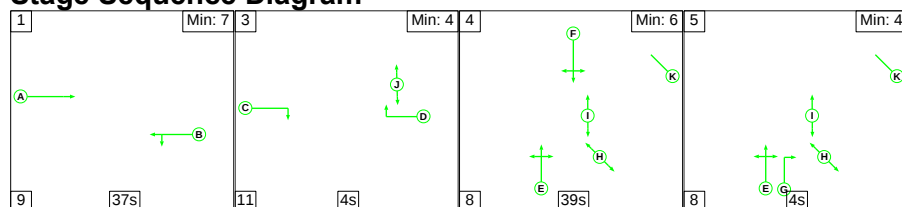
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 9: '9' (FG9: '2034 AM Base', Plan 1: 'Network Control Plan 1')

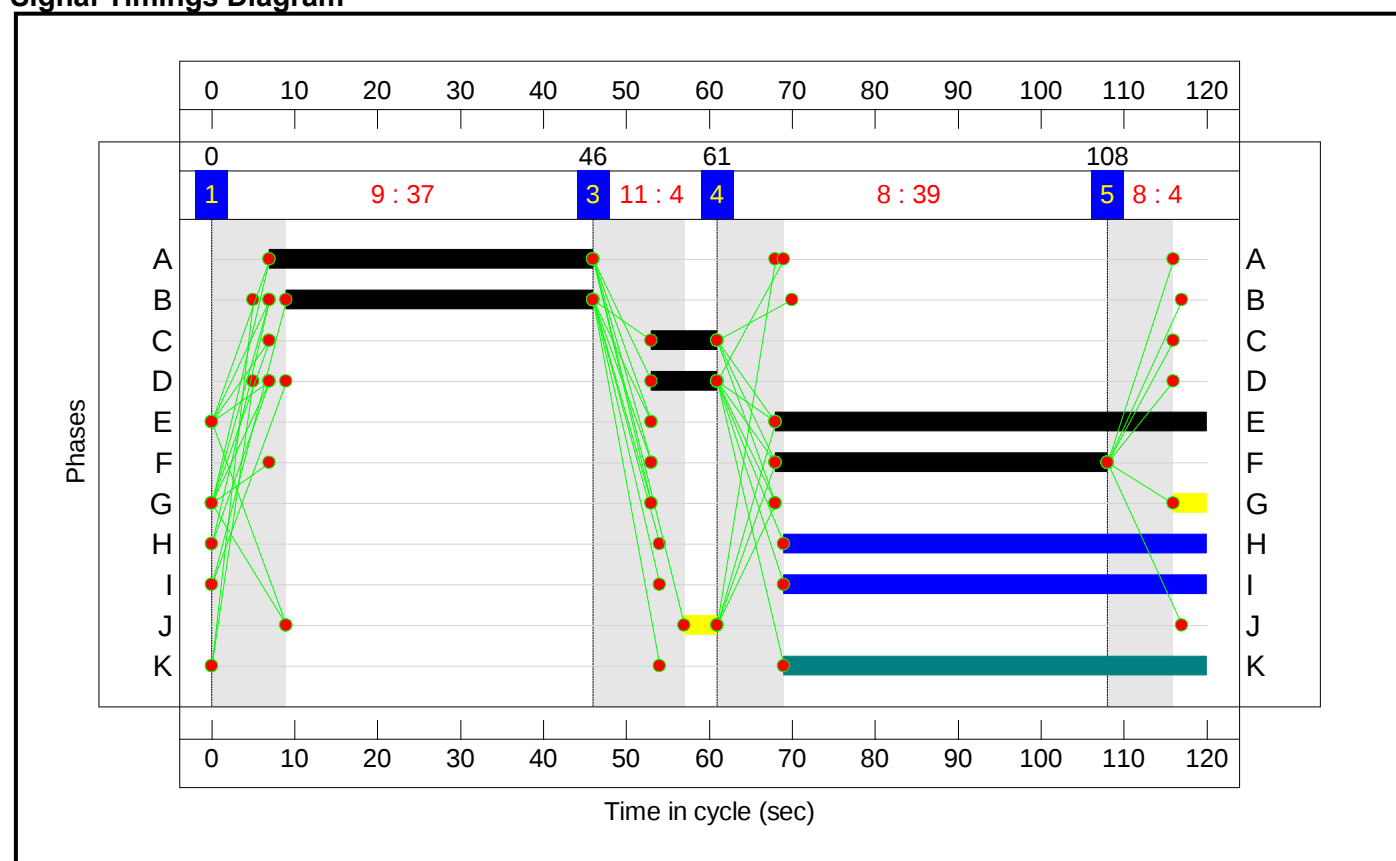
Stage Sequence Diagram



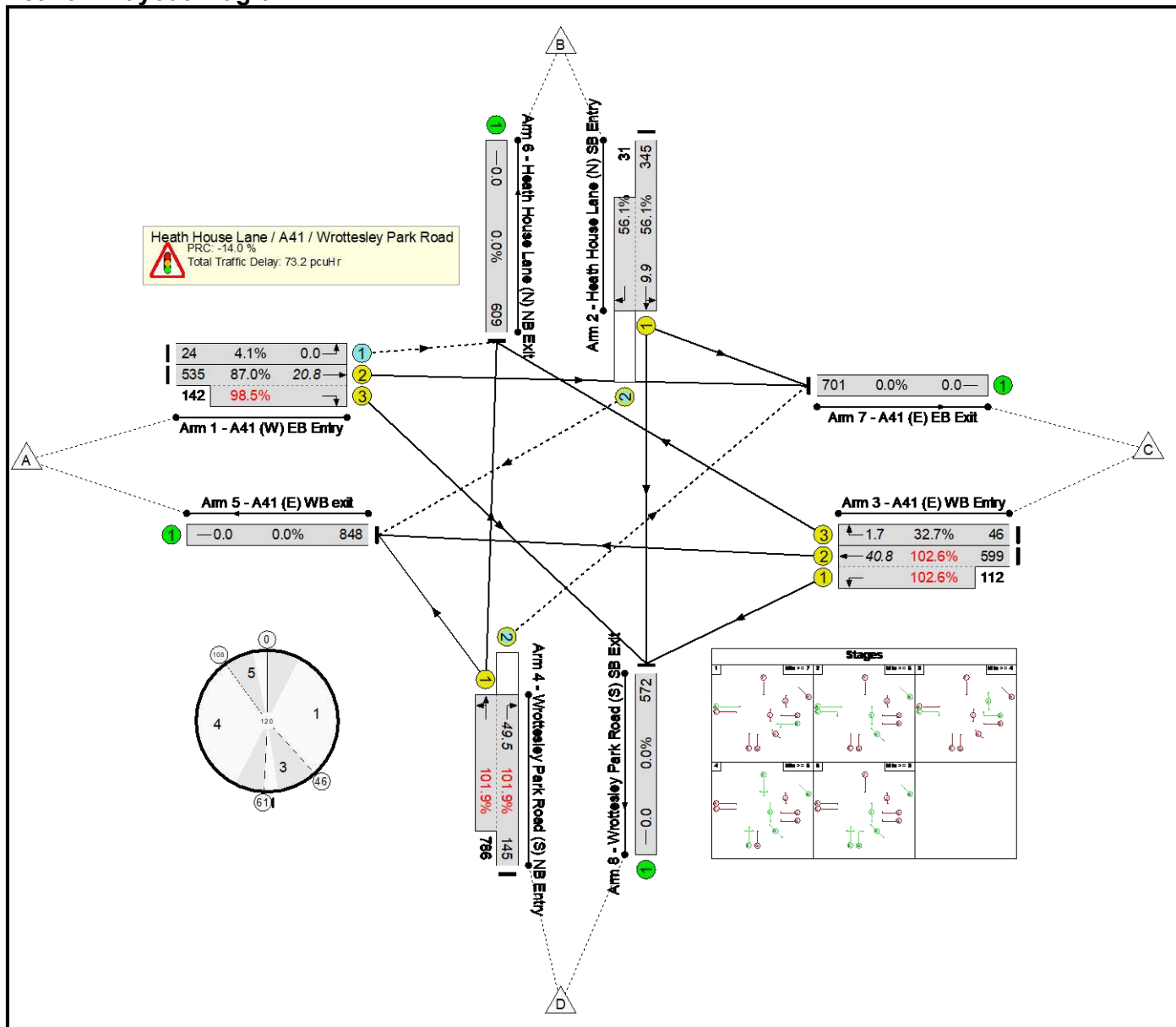
Stage Timings

Stage	1	3	4	5
Duration	37	4	39	4
Change Point	0	46	61	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	102.6%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	102.6%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	24	1828	586	4.1%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	39:8	-	677	1990:1923	615+144	87.0 : 98.5%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	40	-	376	1907:1665	615+55	56.1 : 56.1%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	37	-	711	1965:1851	584+109	102.6 : 102.6%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	46	1877	141	32.7%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	52	4	931	1709:1924	142+772	101.9 : 101.9%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%

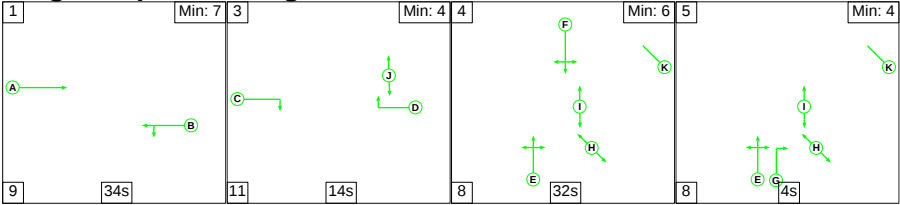
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 10: '10' (FG10: '2034 PM Base', Plan 1: 'Network Control Plan 1')

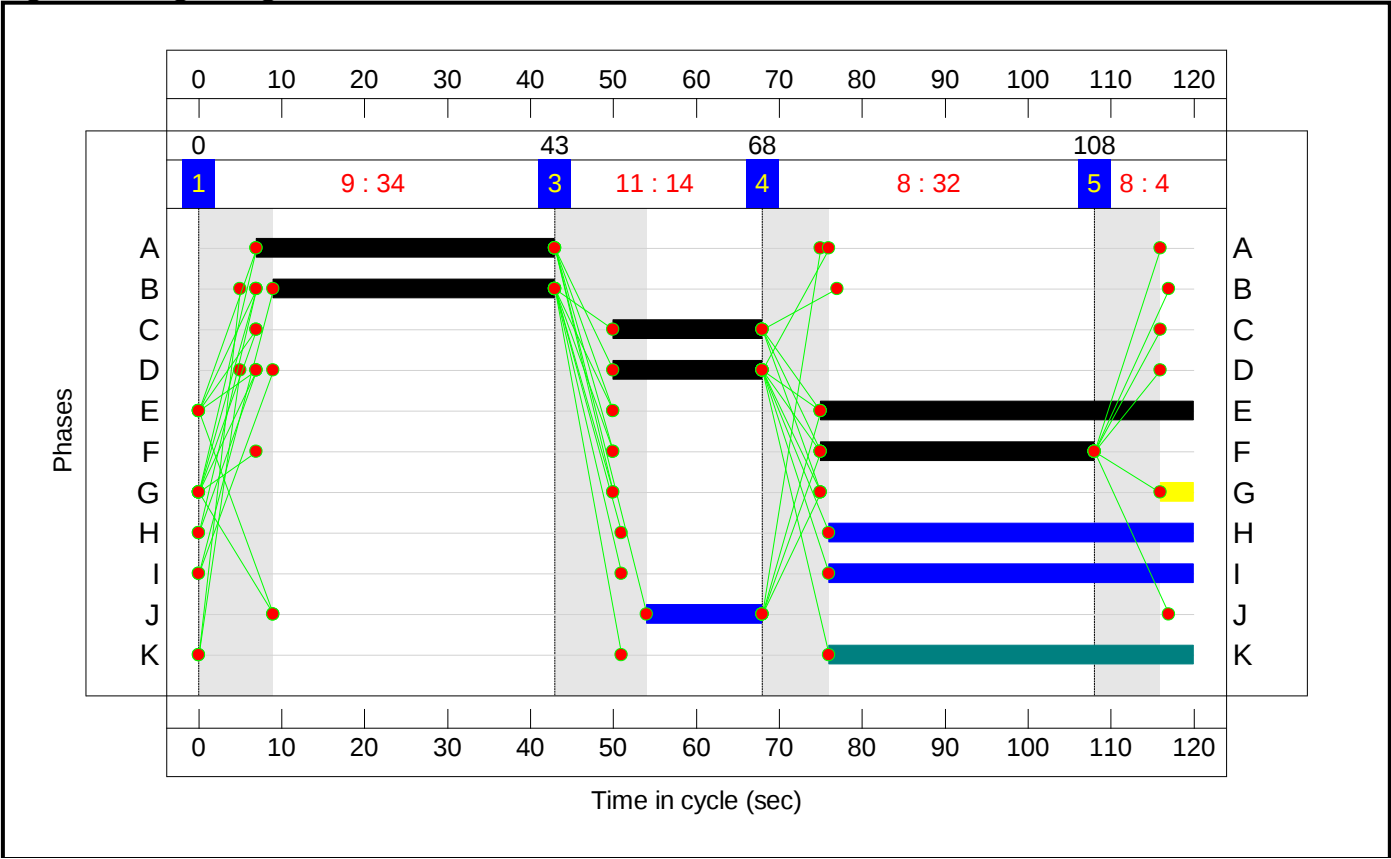
Stage Sequence Diagram



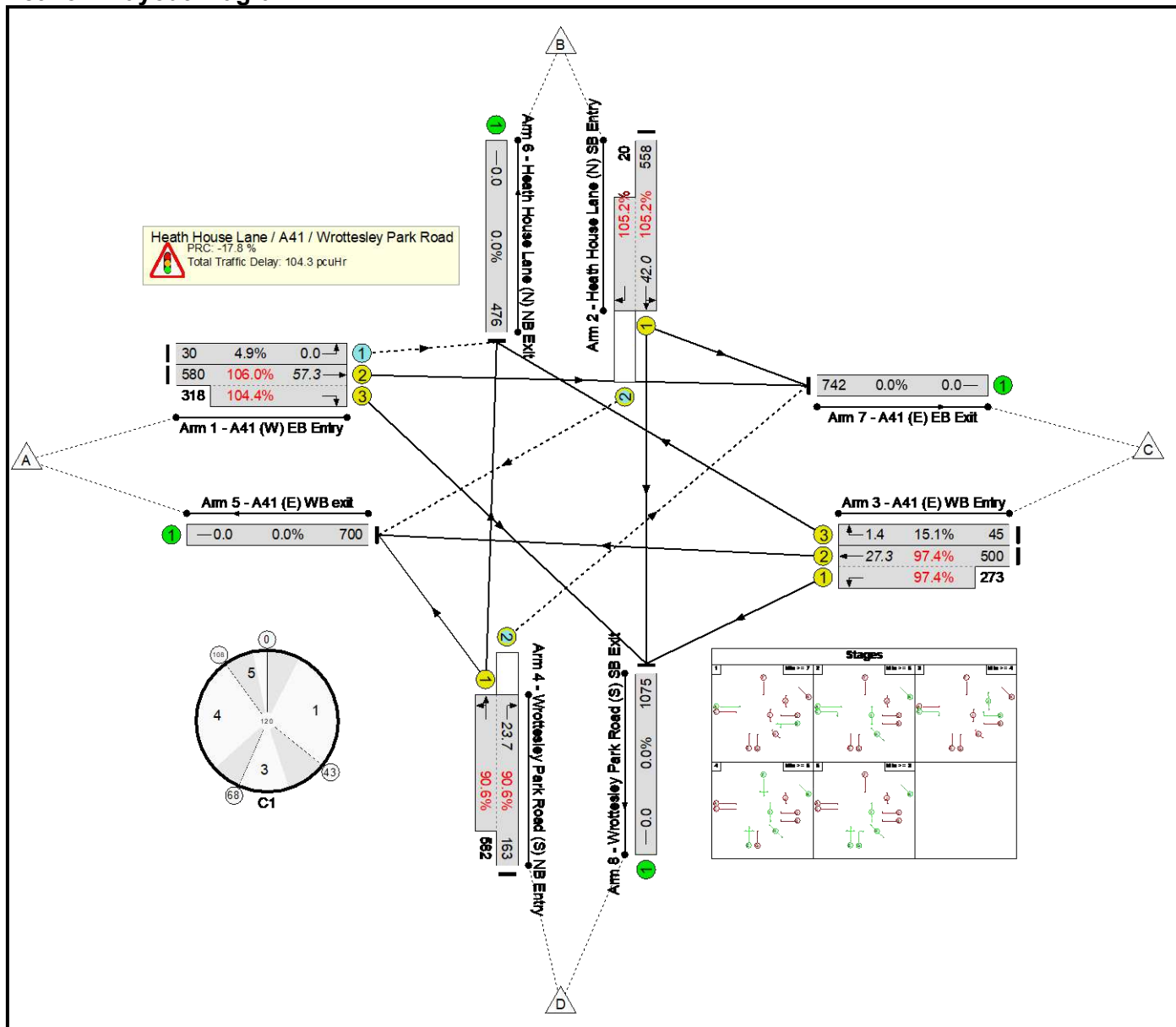
Stage Timings

Stage	1	3	4	5
Duration	34	14	32	4
Change Point	0	43	68	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	30	1828	617	4.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	36:18	-	898	1990:1923	547+304	106.0 : 104.4%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	33	-	578	1908:1665	530+19	105.2 : 105.2%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	34	-	773	1965:1851	513+280	97.4 : 97.4%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	18	-	45	1877	297	15.1%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	45	4	745	1709:1922	180+643	90.6 : 90.6%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1115	Inf	Inf	0.0%

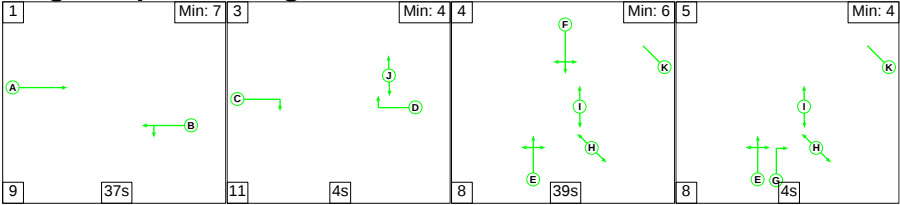
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 11: '11' (FG11: '2034 AM B + C', Plan 1: 'Network Control Plan 1')

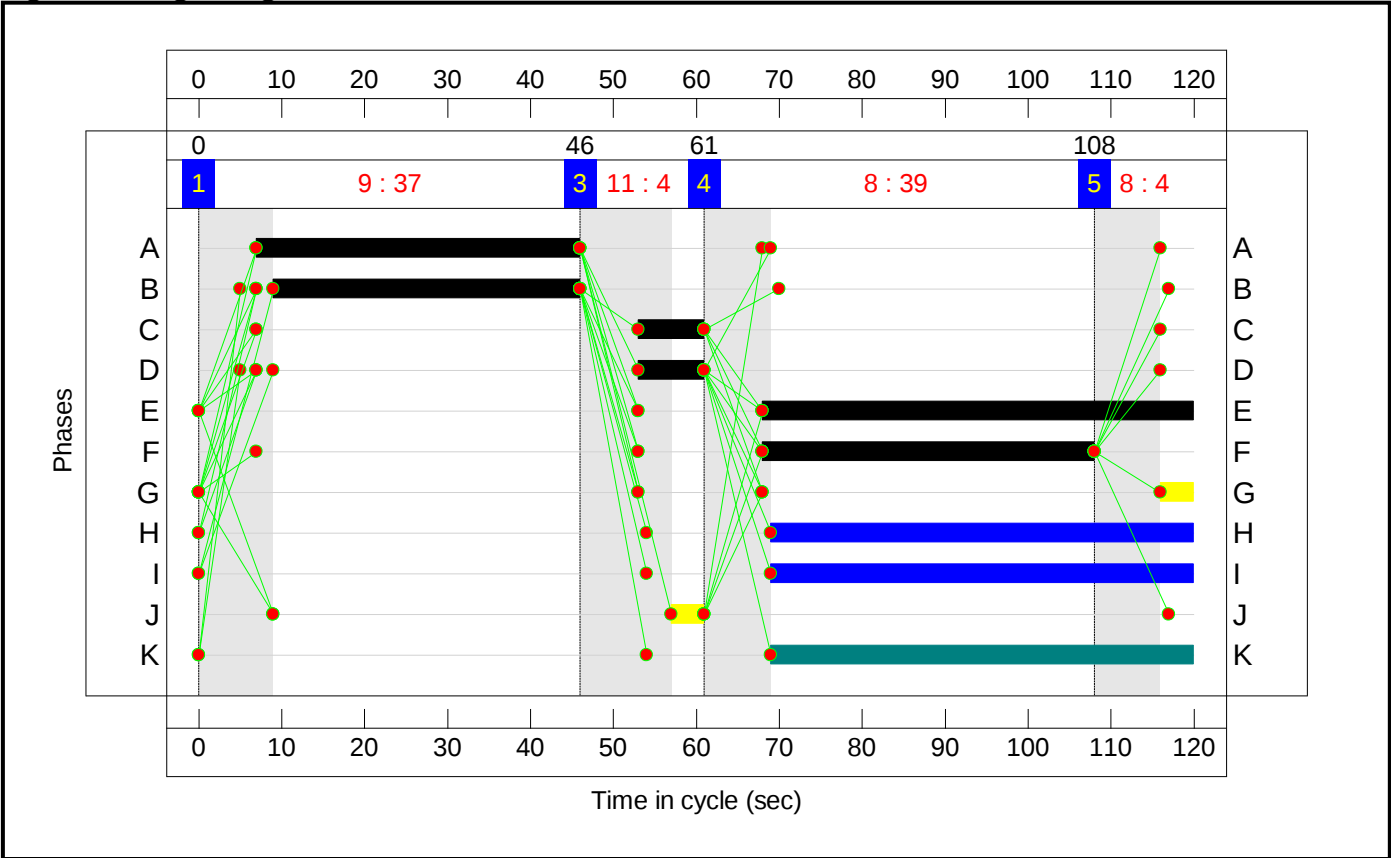
Stage Sequence Diagram



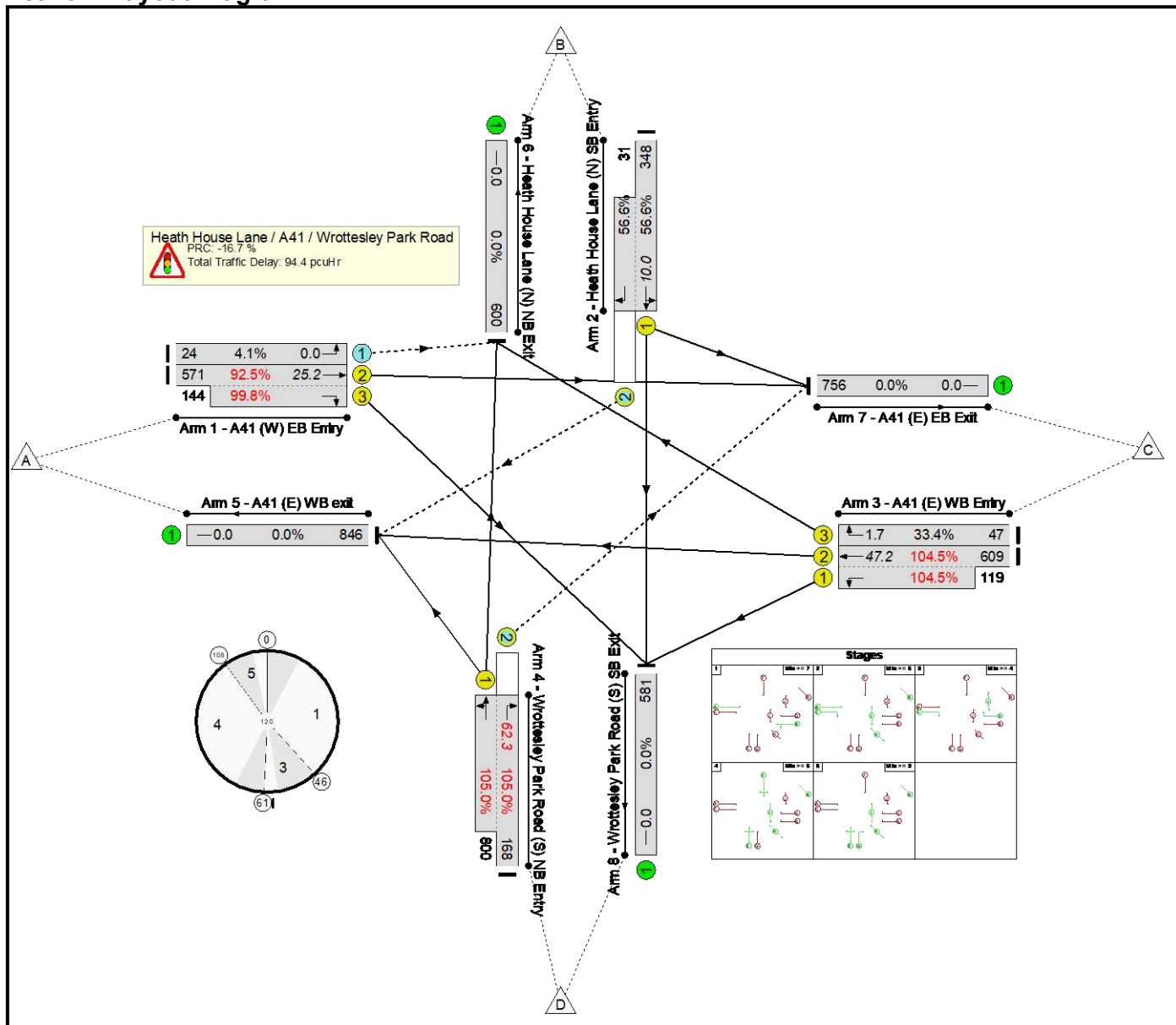
Stage Timings

Stage	1	3	4	5
Duration	37	4	39	4
Change Point	0	46	61	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	105.0%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	105.0%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	24	1828	588	4.1%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	39:8	-	715	1990:1923	617+144	92.5 : 99.8%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	40	-	379	1907:1665	615+55	56.6 : 56.6%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	37	-	728	1965:1851	583+114	104.5 : 104.5%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	47	1877	141	33.4%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	52	4	968	1709:1923	160+762	105.0 : 105.0%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%

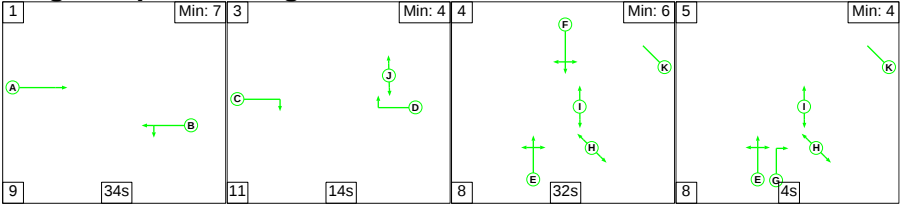
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	163	39	14	32.5	61.4	0.6	94.4	-	-	-	-
Heath House Lane / A41 / Wrotesley Park Road	-	-	163	39	14	32.5	61.4	0.6	94.4	-	-	-	-
1/1	24	24	12	12	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0
1/2+1/3	715	715	-	-	-	8.2	6.1	-	14.3	71.8	19.1	6.1	25.2
2/1+2/2	379	379	26	0	5	3.3	0.6	0.1	4.1	38.9	9.4	0.6	10.0
3/2+3/1	728	697	-	-	-	9.8	23.5	-	33.2	164.3	23.8	23.5	47.2
3/3	47	47	-	-	-	0.7	0.2	-	0.9	71.8	1.5	0.2	1.7
4/2+4/1	968	922	125	27	8	10.5	30.9	0.4	41.9	155.7	31.4	30.9	62.3
5/1	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -16.7 Total Delay for Signalled Lanes (pcuHr): 94.40 Cycle Time (s): 120 PRC Over All Lanes (%): -16.7 Total Delay Over All Lanes(pcuHr): 94.43													

C1	PRC for Signalled Lanes (%):	-16.7	Total Delay for Signalled Lanes (pcuHr):	94.40	Cycle Time (s): 120
	PRC Over All Lanes (%):	-16.7	Total Delay Over All Lanes(pcuHr):	94.43	

Full Input Data And Results

Scenario 12: '12' (FG12: '2034 PM B + C', Plan 1: 'Network Control Plan 1')

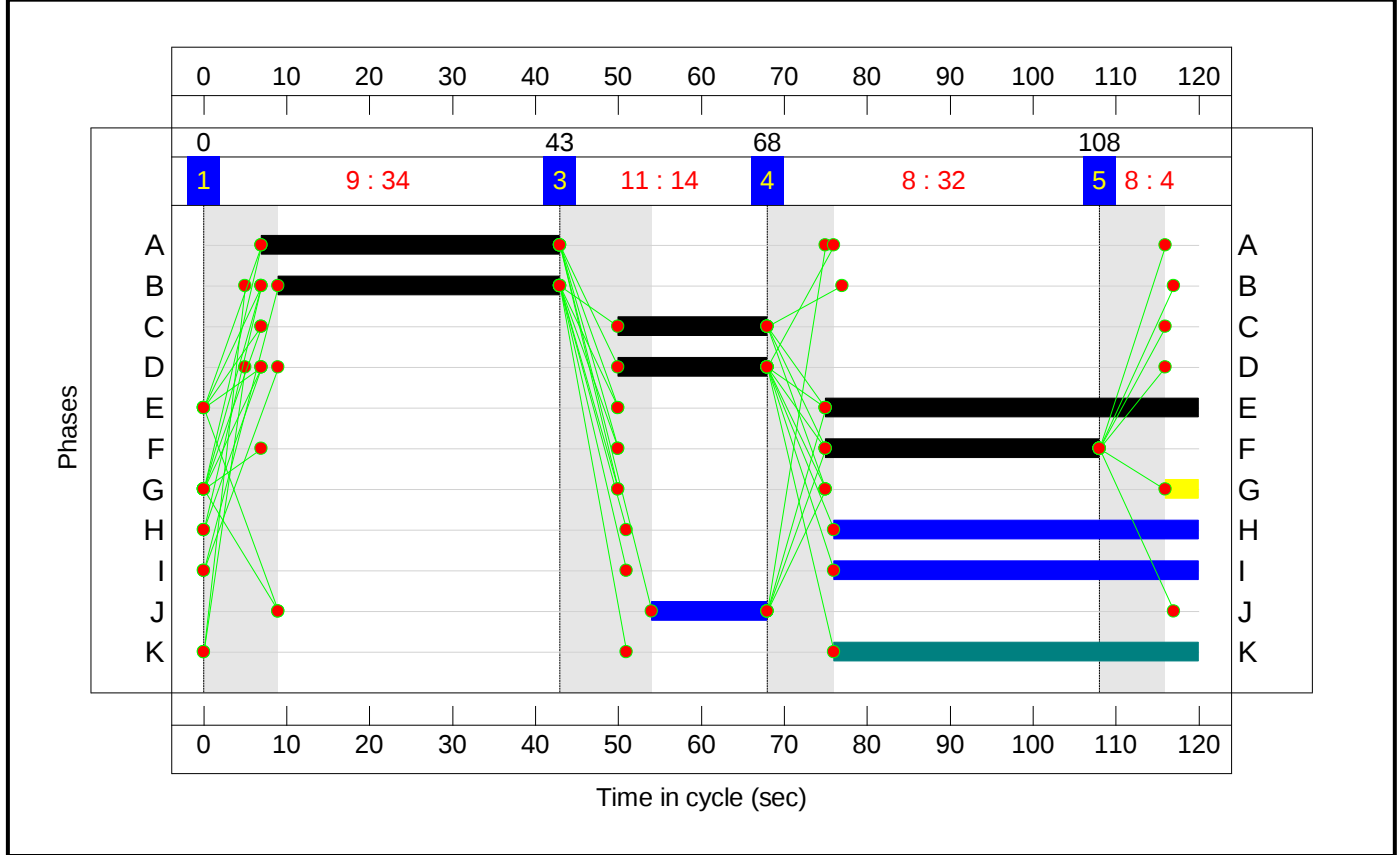
Stage Sequence Diagram



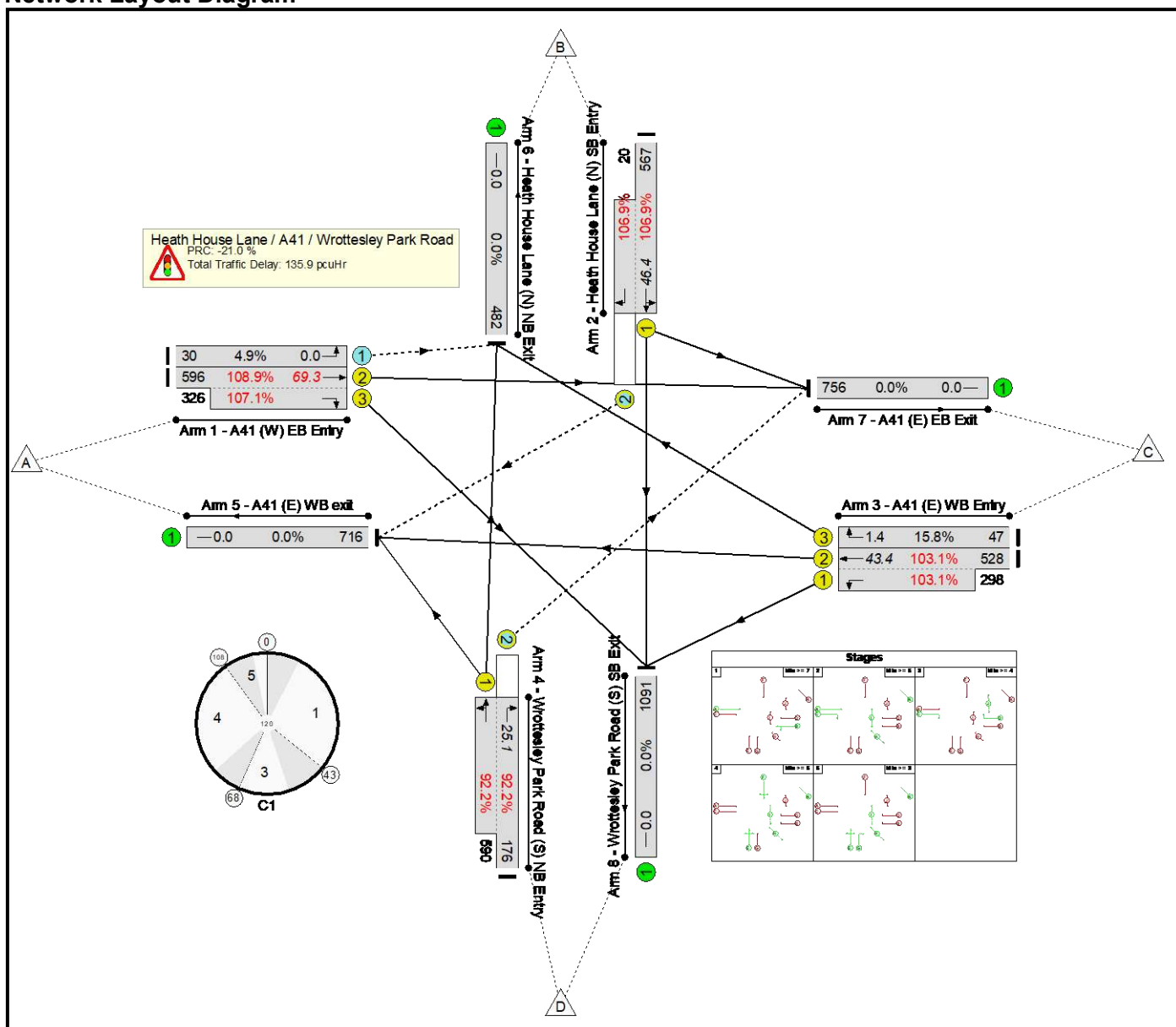
Stage Timings

Stage	1	3	4	5
Duration	34	14	32	4
Change Point	0	43	68	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	108.9%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	108.9%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	30	1828	616	4.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	36:18	-	922	1990:1923	547+304	108.9 : 107.1%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	33	-	587	1908:1665	530+19	106.9 : 106.9%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	34	-	826	1965:1851	512+289	103.1 : 103.1%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	18	-	47	1877	297	15.8%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	45	4	766	1709:1922	191+640	92.2 : 92.2%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%

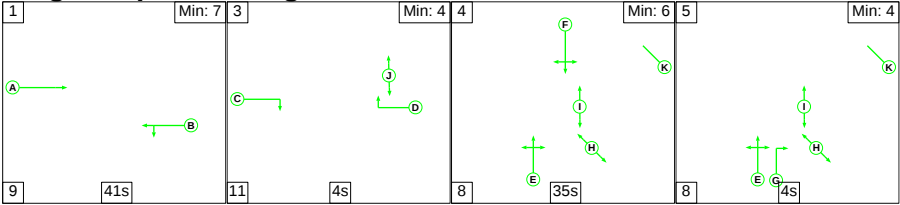
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 13: '13' (FG13: '2034 AM B + C + D', Plan 1: 'Network Control Plan 1')

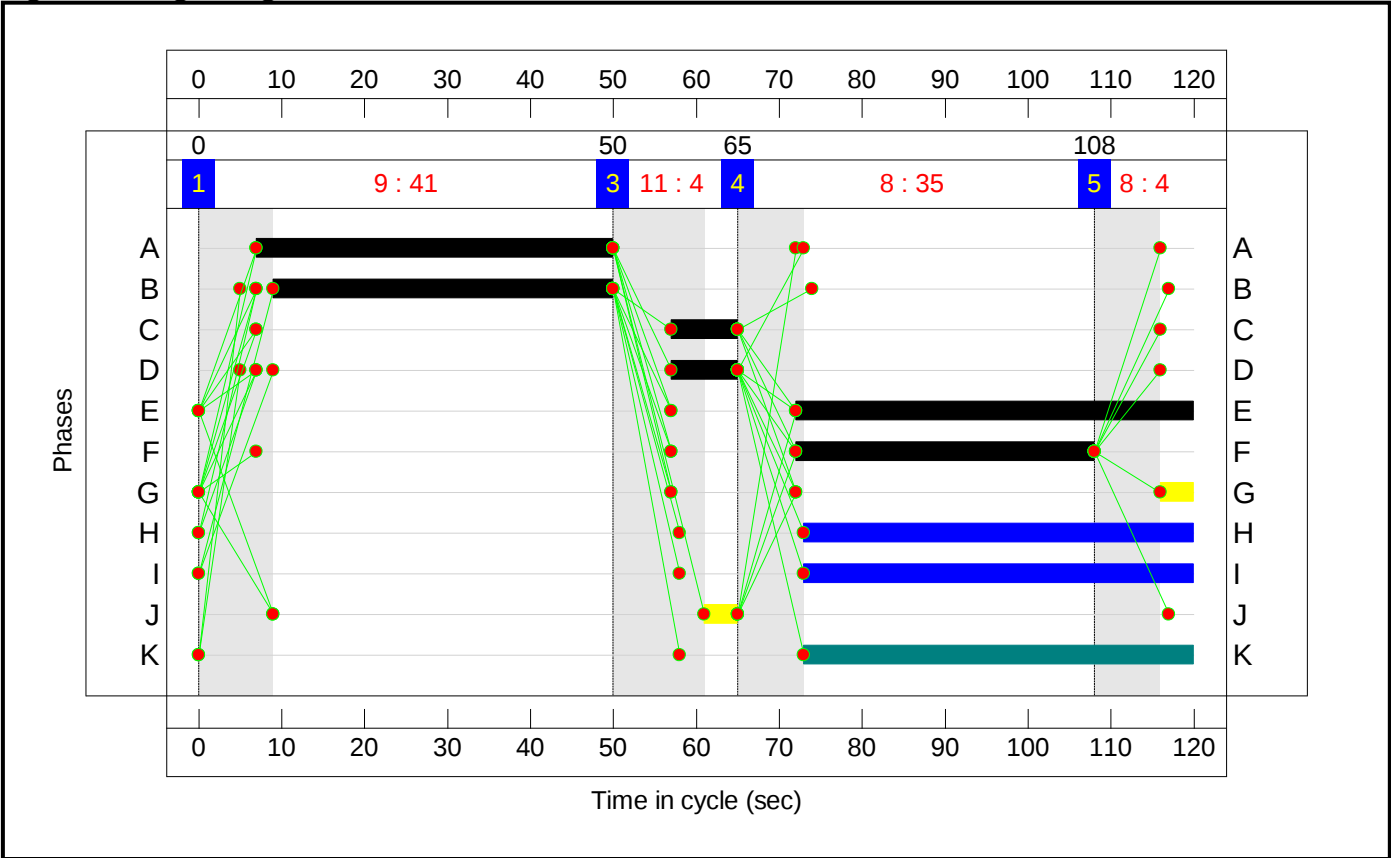
Stage Sequence Diagram



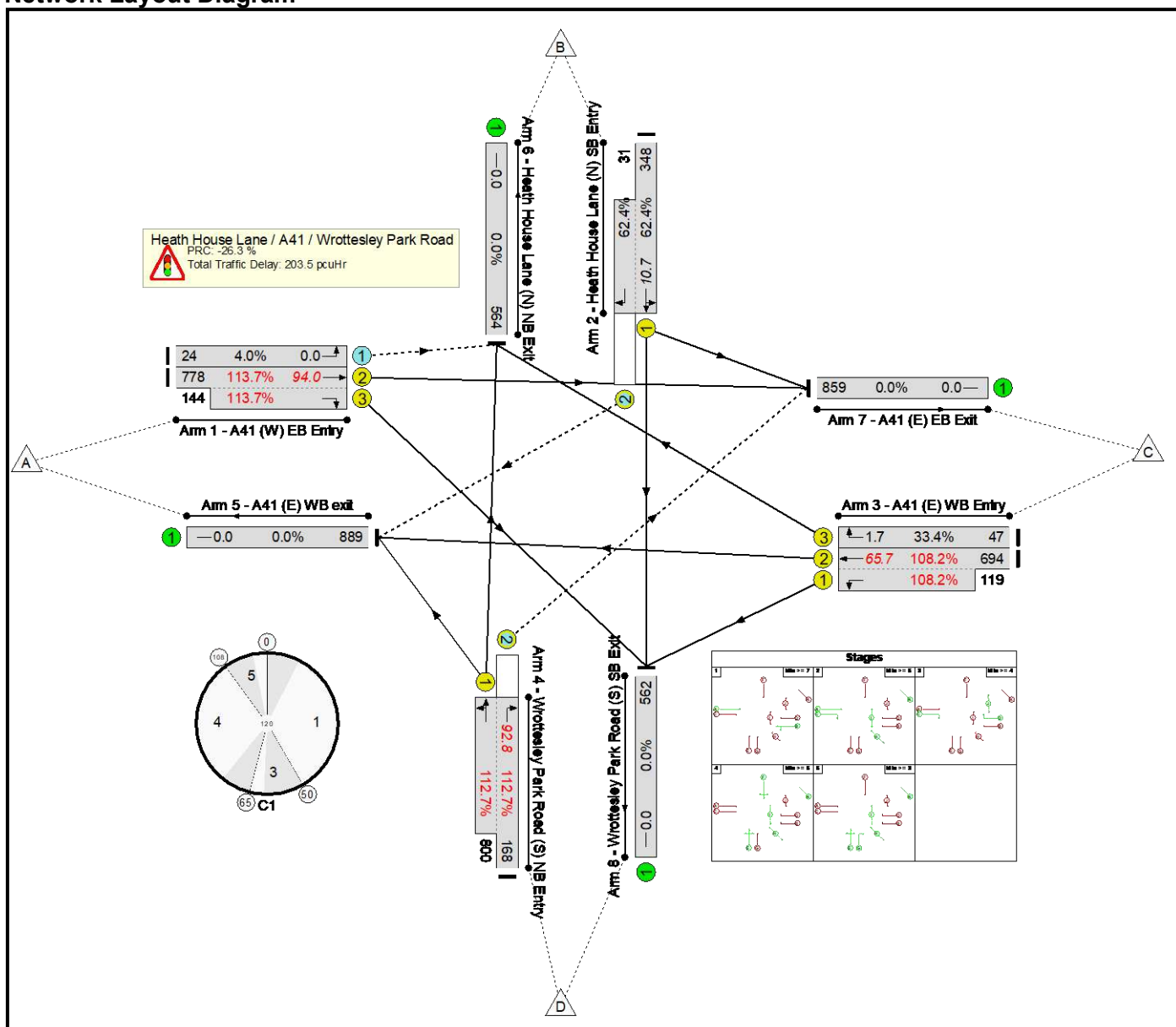
Stage Timings

Stage	1	3	4	5
Duration	41	4	35	4
Change Point	0	50	65	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	113.7%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	113.7%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	24	1828	596	4.0%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	43:8	-	922	1990:1923	684+127	113.7 : 113.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	36	-	379	1907:1665	557+50	62.4 : 62.4%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	41	-	813	1965:1851	642+110	108.2 : 108.2%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	47	1877	141	33.4%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	48	4	968	1709:1923	149+710	112.7 : 112.7%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	969	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	971	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%

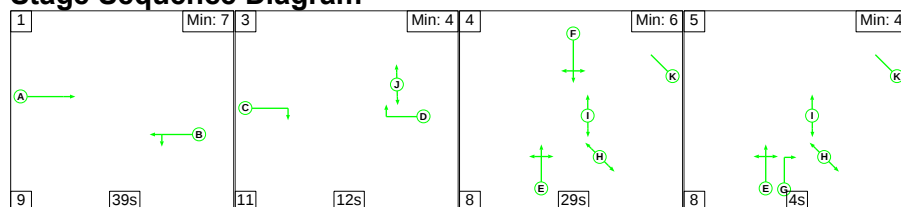
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 14: '14' (FG14: '2034 PM B + C + D', Plan 1: 'Network Control Plan 1')

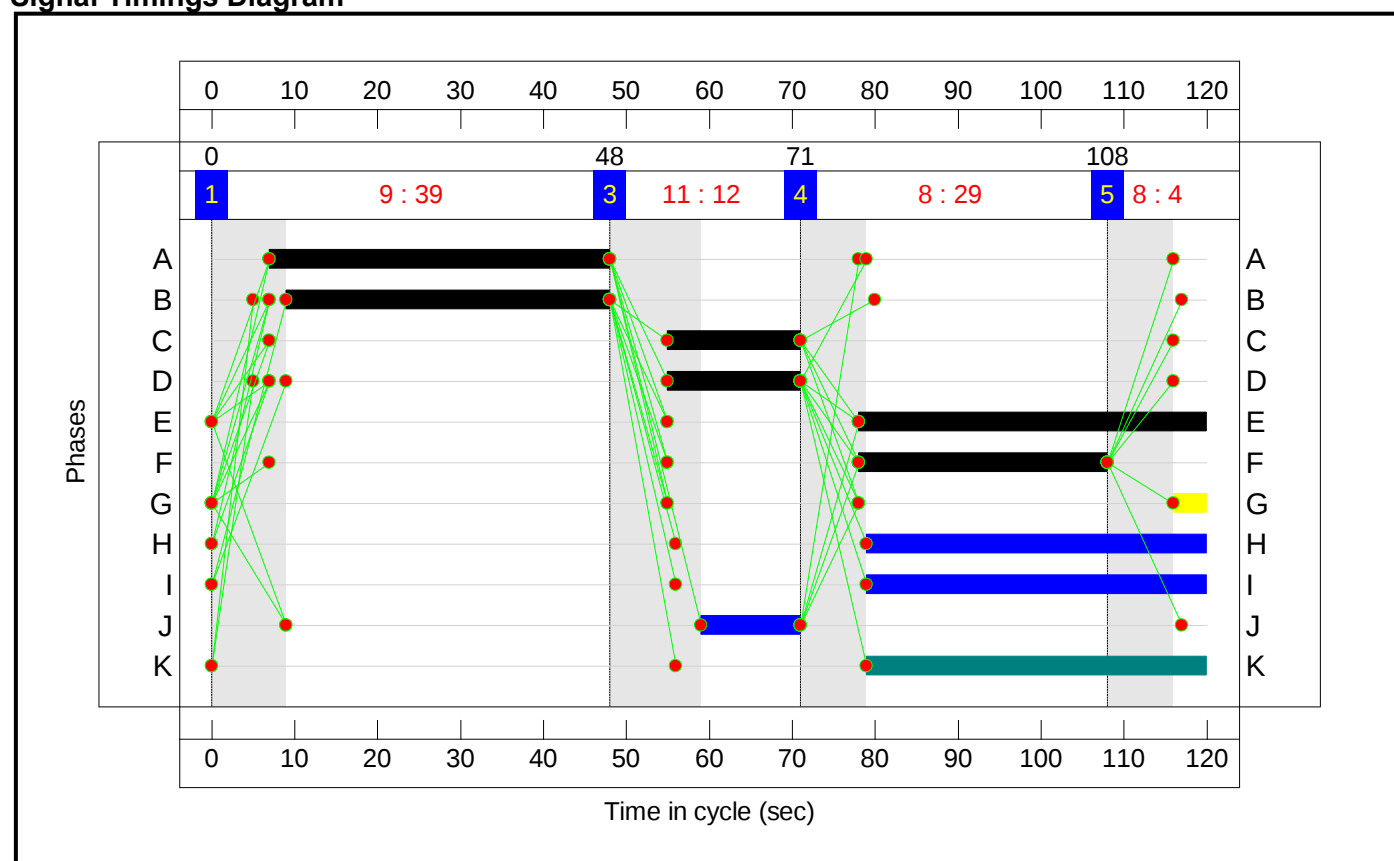
Stage Sequence Diagram



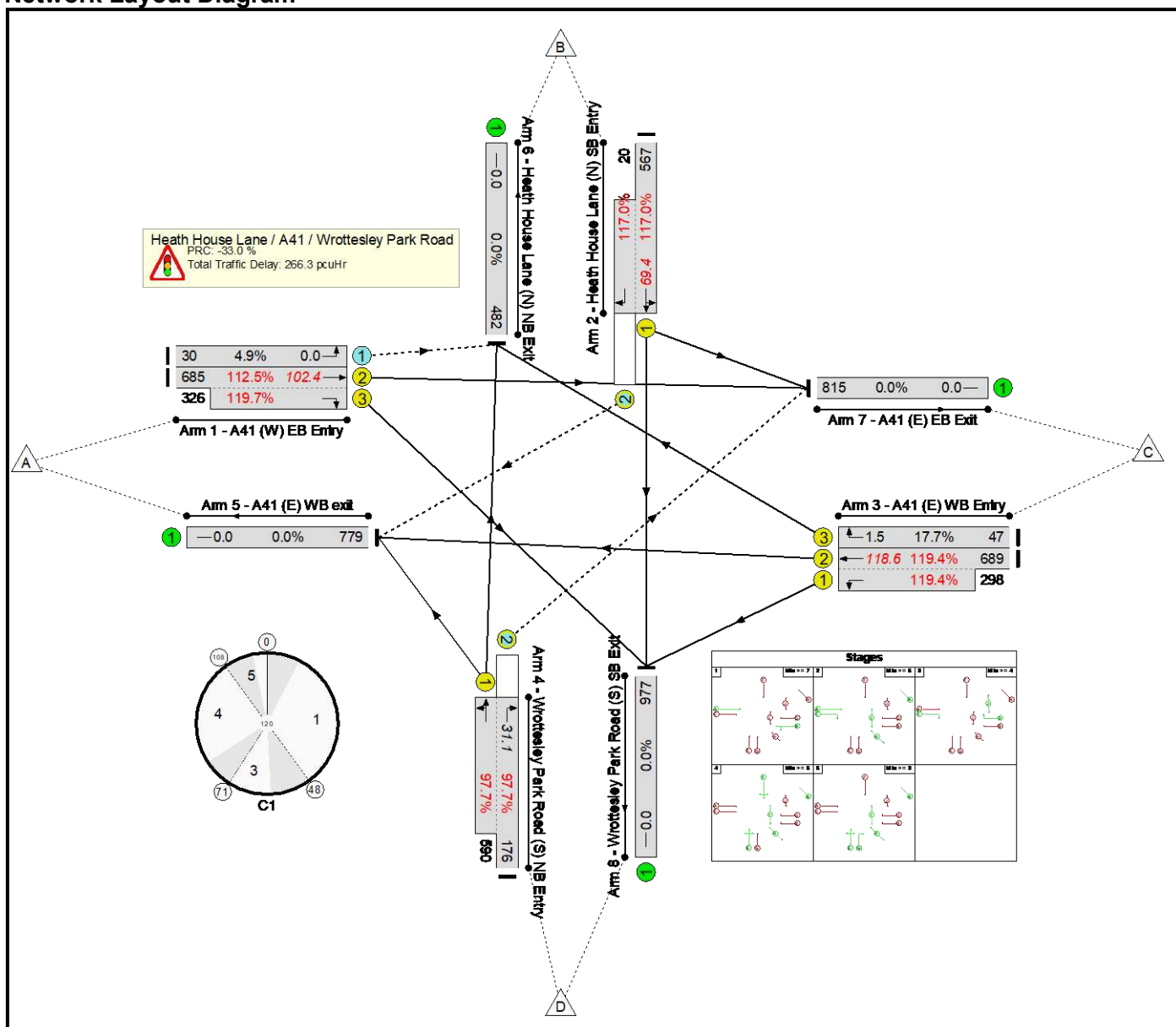
Stage Timings

Stage	1	3	4	5
Duration	39	12	29	4
Change Point	0	48	71	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	119.7%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	119.7%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	30	1828	616	4.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	41:16	-	1011	1990:1923	609+272	112.5 : 119.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	30	-	587	1908:1665	485+17	117.0 : 117.0%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	39	-	987	1965:1851	577+250	119.4 : 119.4%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	16	-	47	1877	266	17.7%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	42	4	766	1709:1922	180+604	97.7 : 97.7%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%

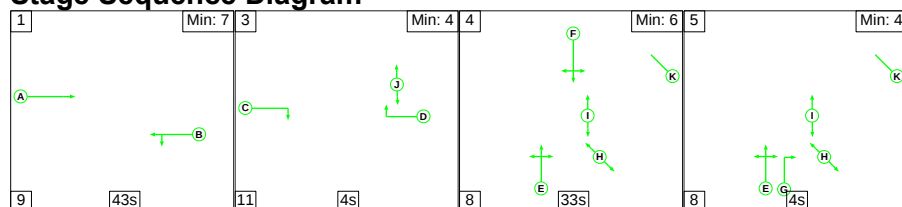
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 15: '15' (FG15: '2029 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

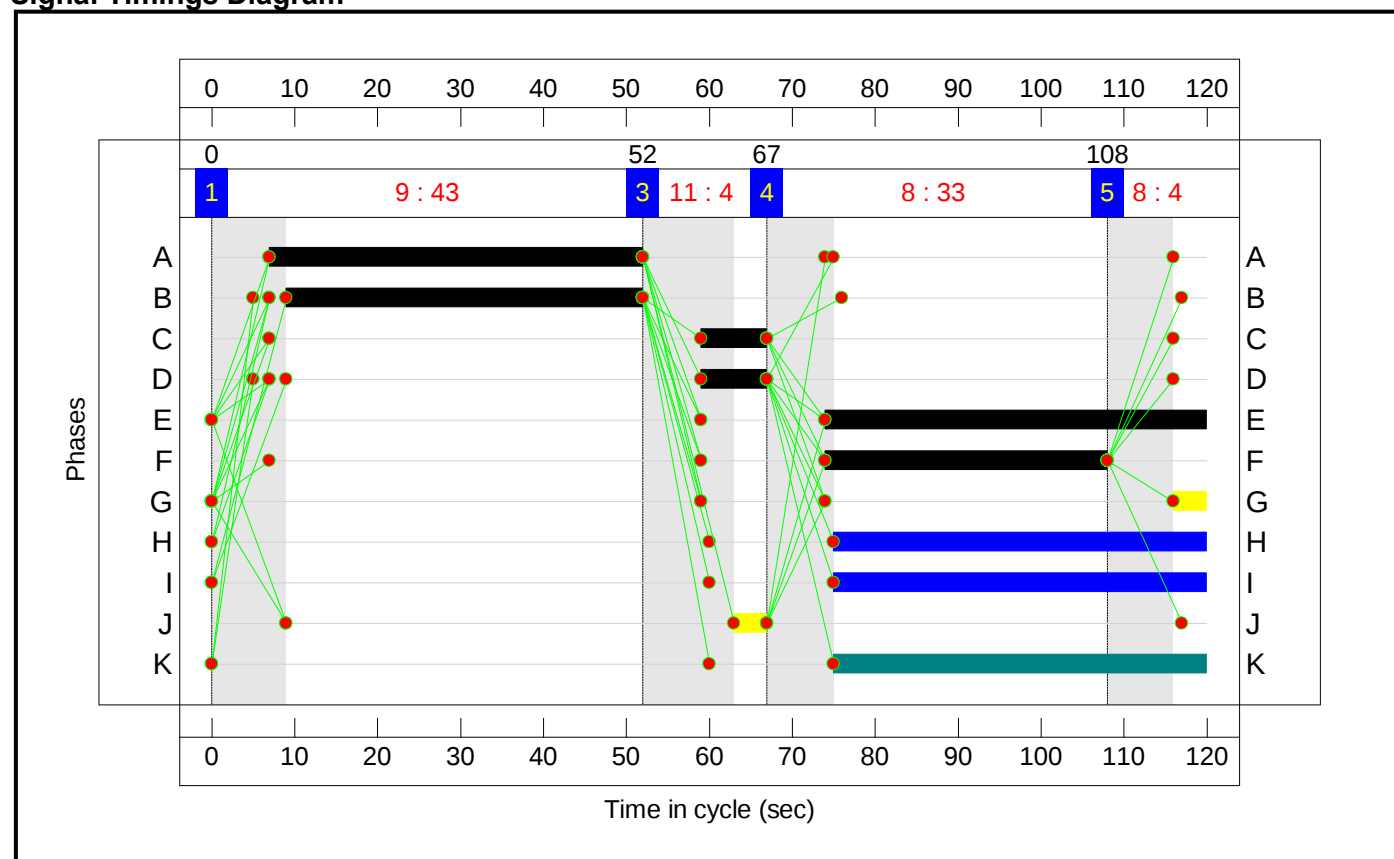
Stage Sequence Diagram



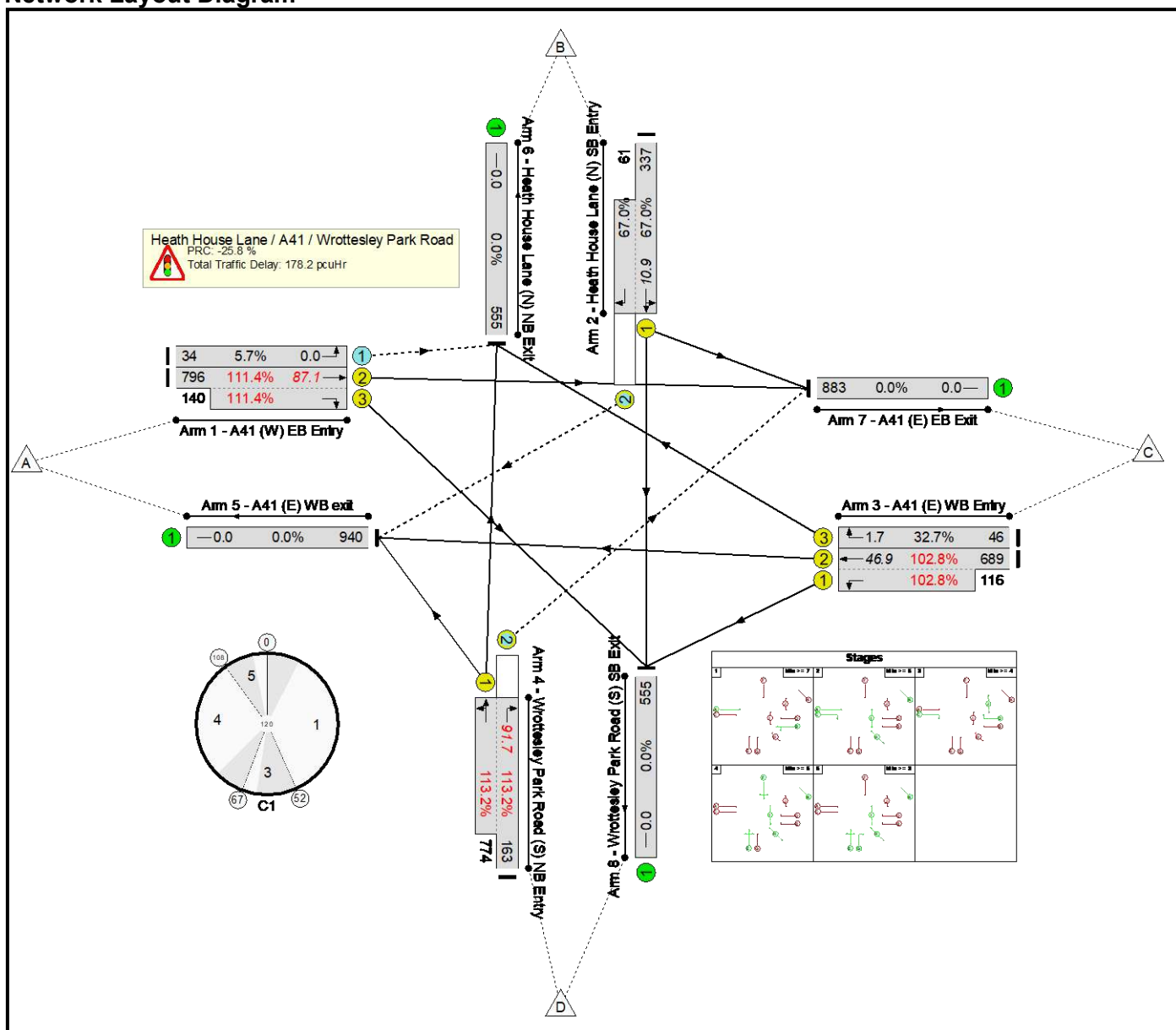
Stage Timings

Stage	1	3	4	5
Duration	43	4	33	4
Change Point	0	52	67	108

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

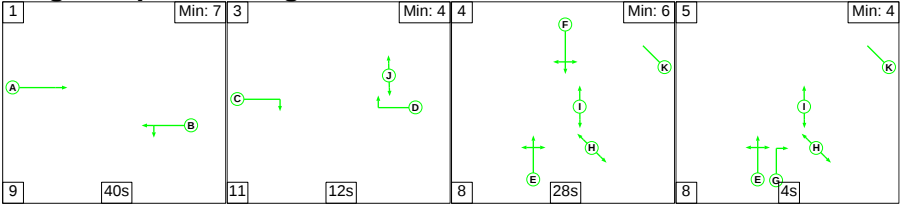
Network Results

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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	113.2%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	113.2%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	34	1828	600	5.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	45:8	-	936	1990:1923	715+126	111.4 : 111.4%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	34	-	398	1907:1665	503+91	67.0 : 67.0%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	43	-	805	1965:1851	670+113	102.8 : 102.8%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	46	1877	141	32.7%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	46	4	937	1709:1923	144+684	113.2 : 113.2%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

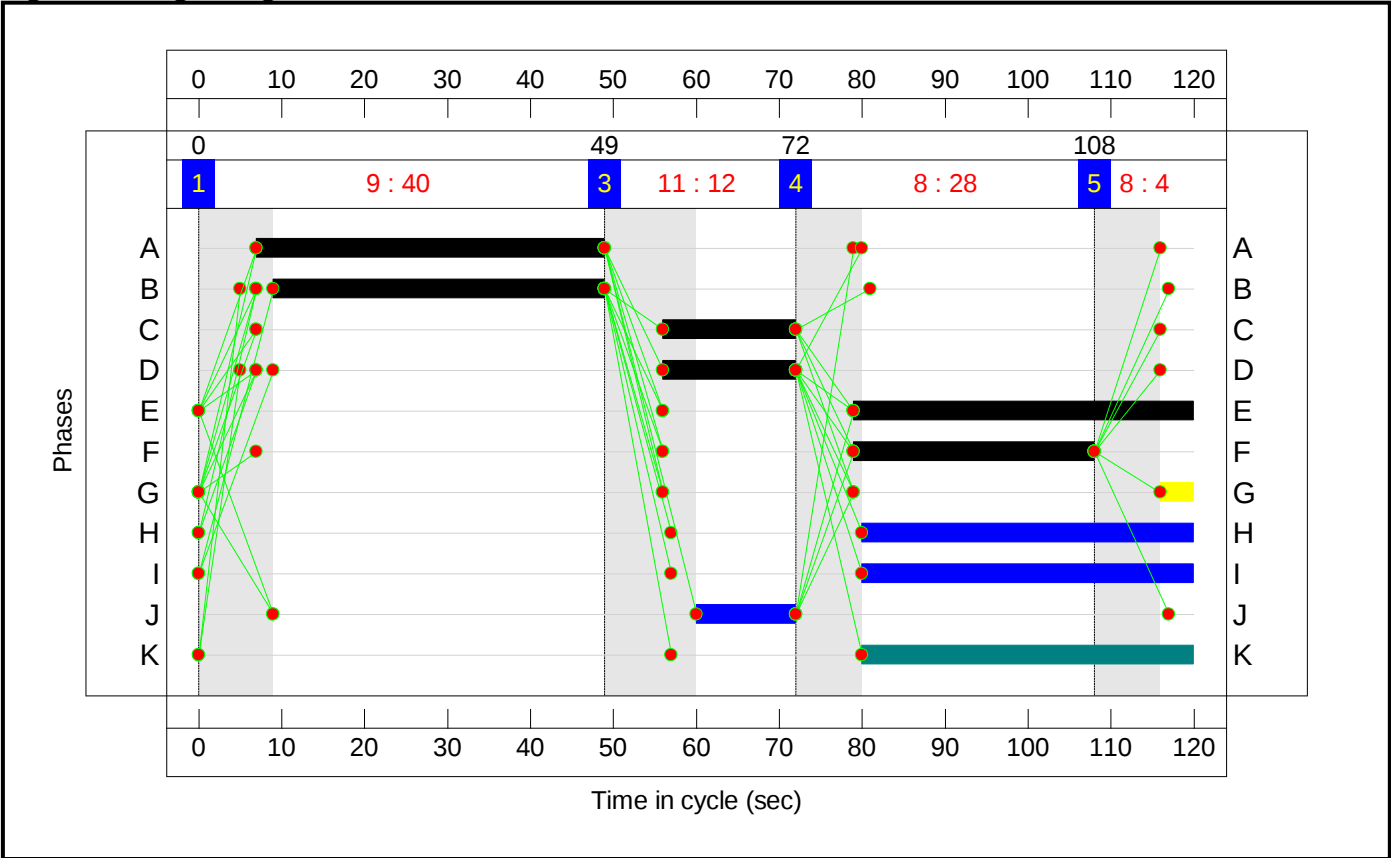
Stage Sequence Diagram



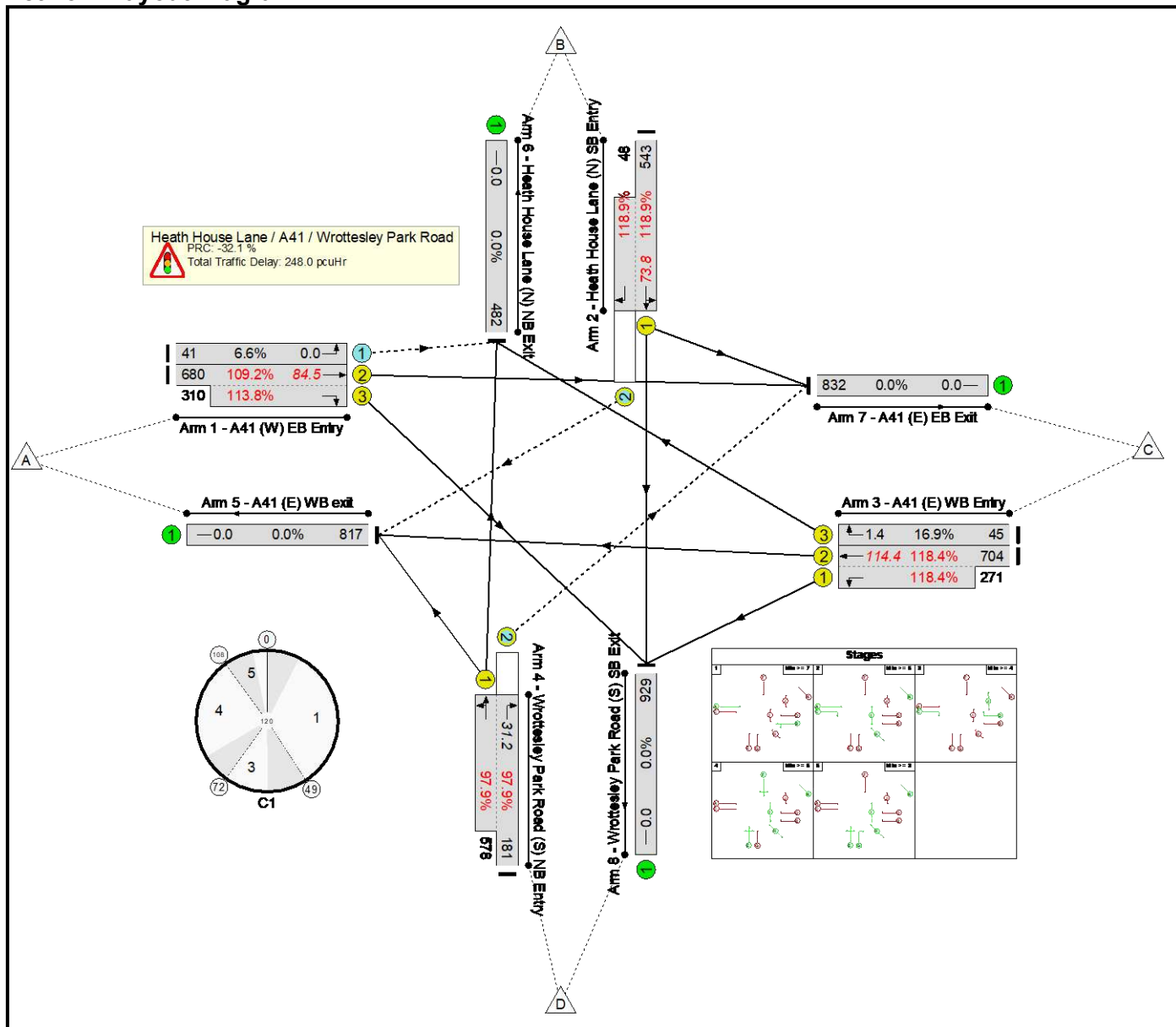
Stage Timings

Stage	1	3	4	5
Duration	40	12	28	4
Change Point	0	49	72	108

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

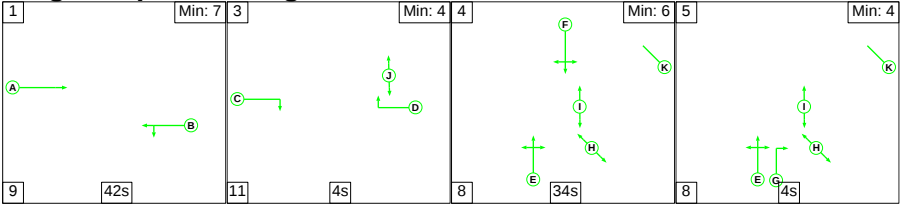
Network Results

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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	118.9%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	118.9%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	41	1828	618	6.6%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	42:16	-	990	1990:1923	623+272	109.2 : 113.8%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	29	-	591	1908:1665	457+40	118.9 : 118.9%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	40	-	975	1965:1851	594+229	118.4 : 118.4%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	16	-	45	1877	266	16.9%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	41	4	759	1709:1922	185+591	97.9 : 97.9%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	895	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

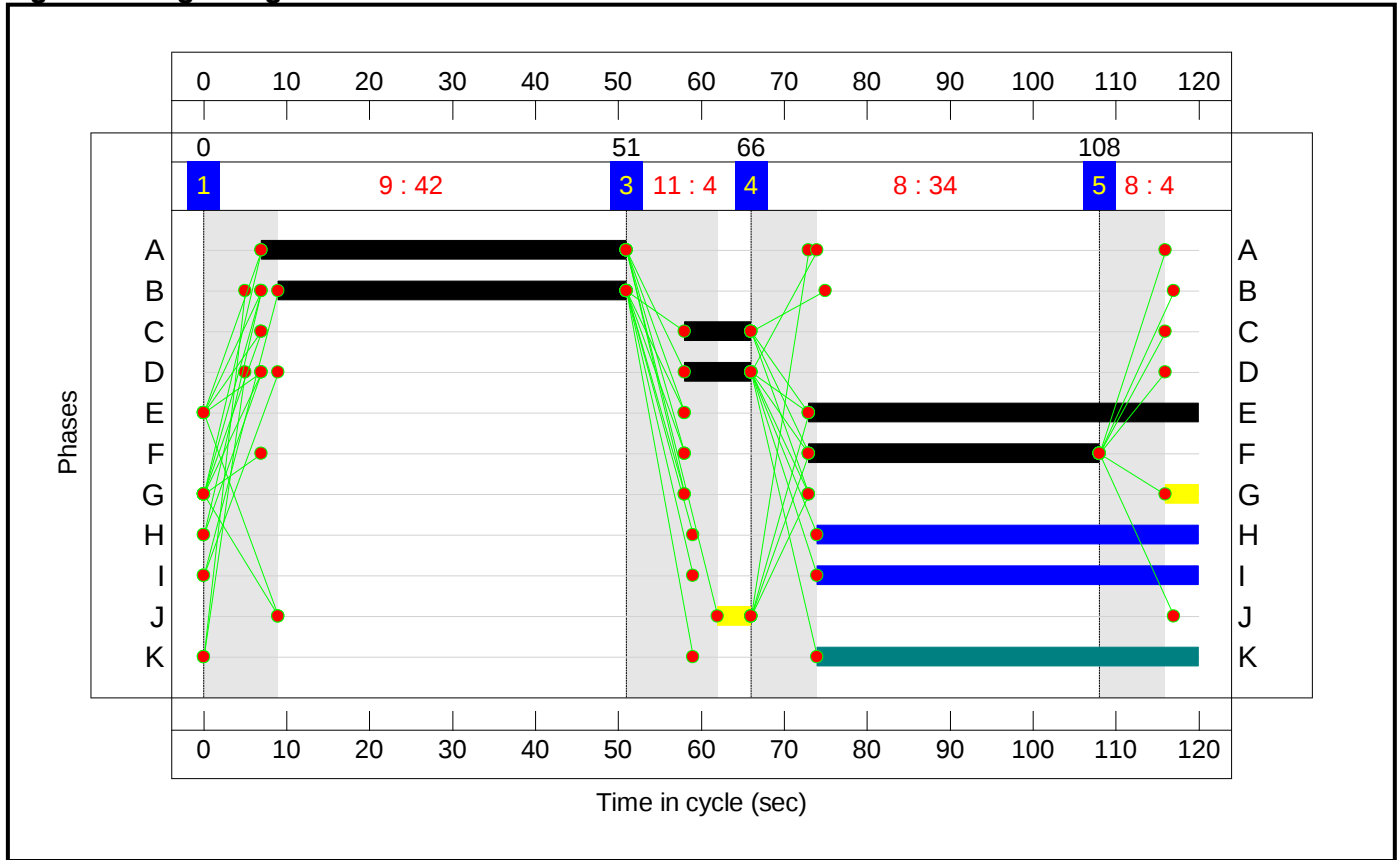
Stage Sequence Diagram



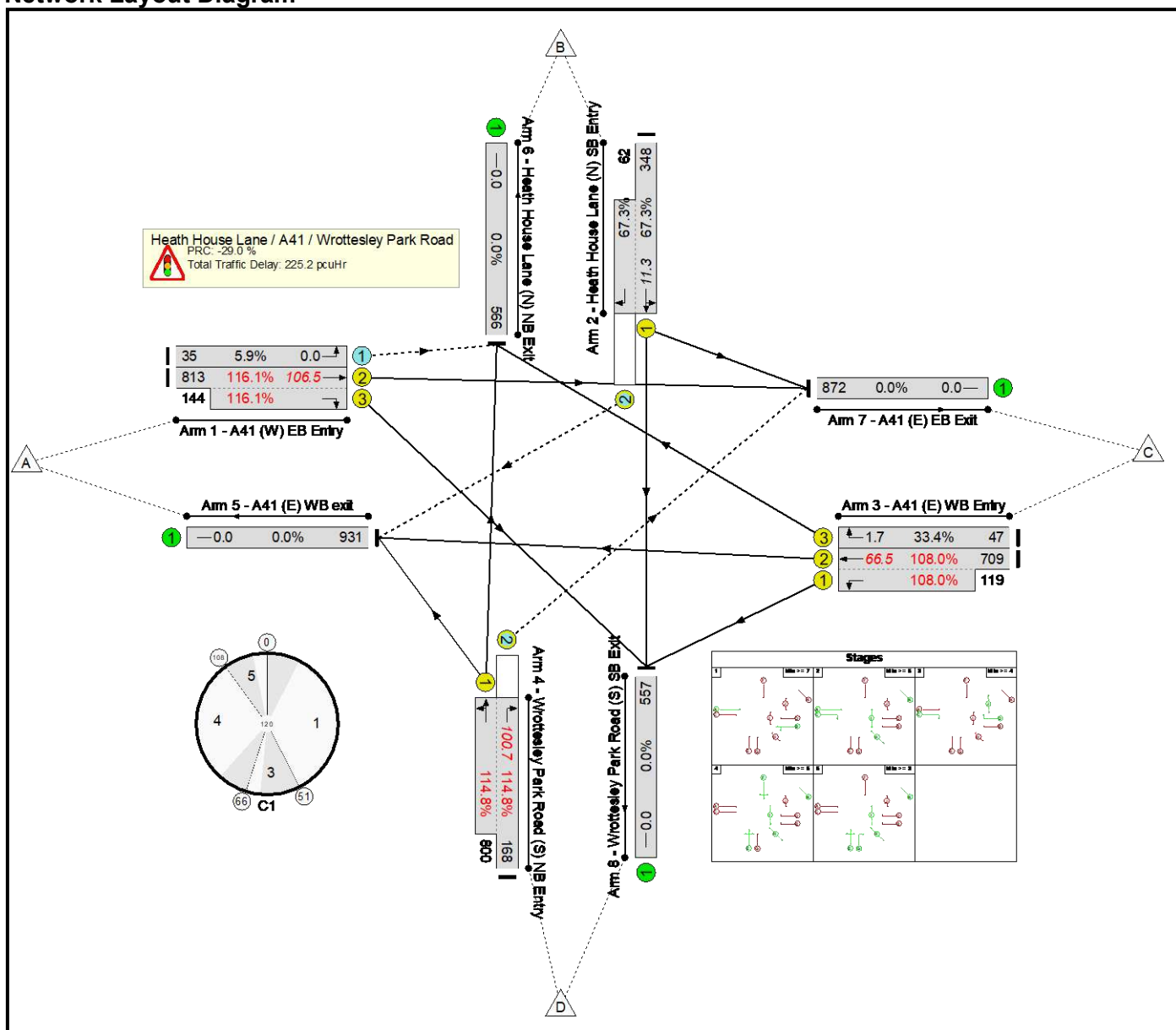
Stage Timings

Stage	1	3	4	5
Duration	42	4	34	4
Change Point	0	51	66	108

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

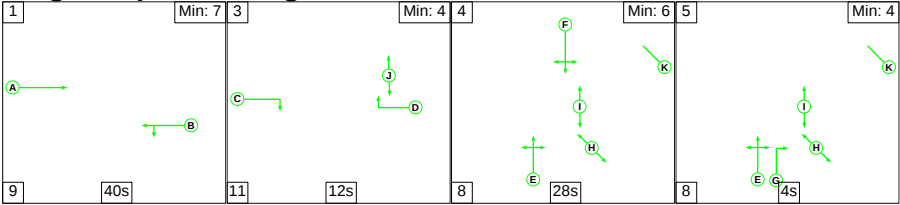
Network Results

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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	116.1%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	116.1%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	35	1828	598	5.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	44:8	-	957	1990:1923	700+124	116.1 : 116.1%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	35	-	410	1907:1665	517+92	67.3 : 67.3%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	42	-	828	1965:1851	656+110	108.0 : 108.0%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	47	1877	141	33.4%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	47	4	968	1709:1923	146+697	114.8 : 114.8%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	1015	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

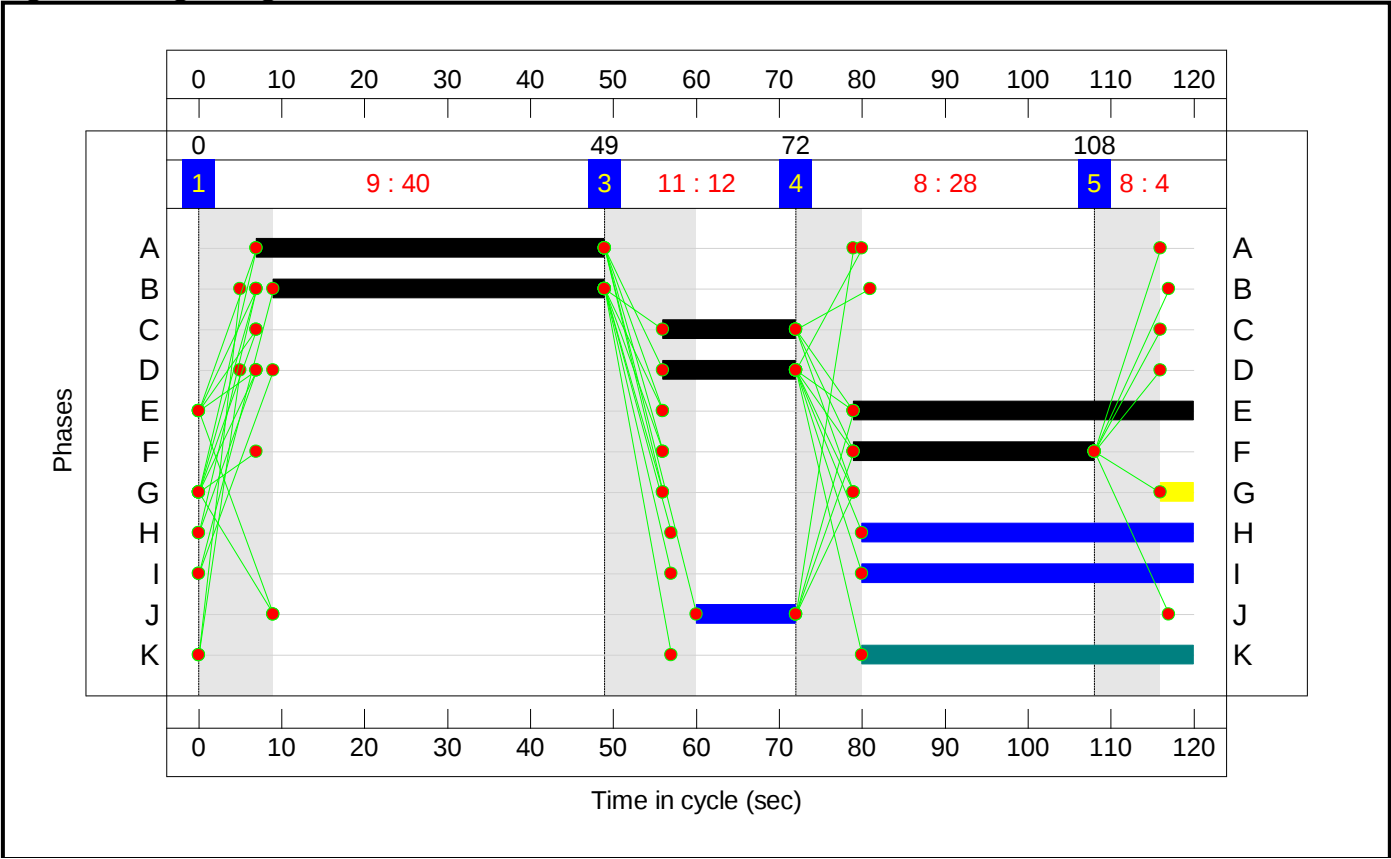
Stage Sequence Diagram



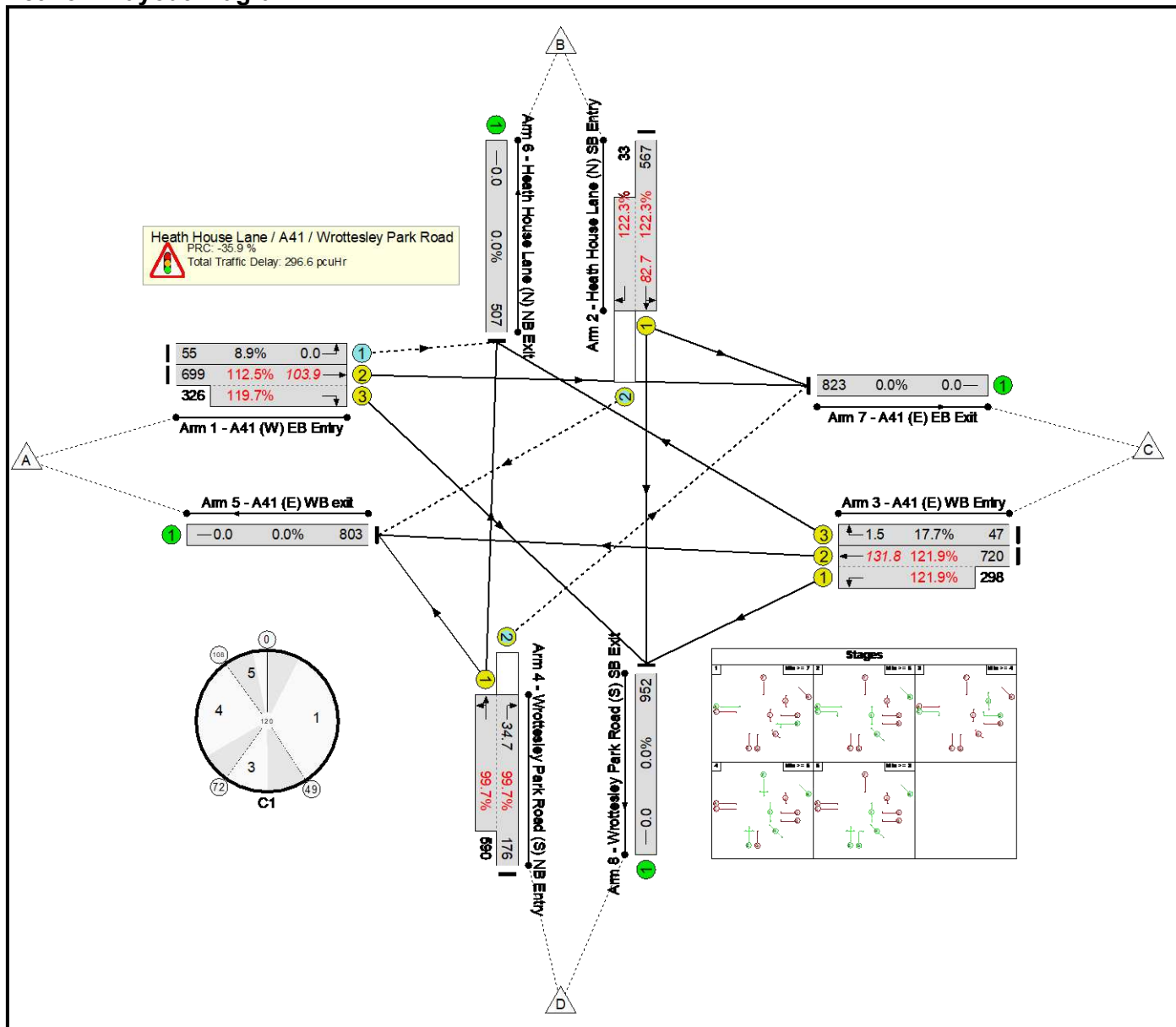
Stage Timings

Stage	1	3	4	5
Duration	40	12	28	4
Change Point	0	49	72	108

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	122.3%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	122.3%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	55	1828	616	8.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	42:16	-	1025	1990:1923	621+272	112.5 : 119.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	29	-	600	1908:1665	464+27	122.3 : 122.3%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	40	-	1018	1965:1851	591+244	121.9 : 121.9%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	16	-	47	1877	266	17.7%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	41	4	766	1709:1922	177+592	99.7 : 99.7%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

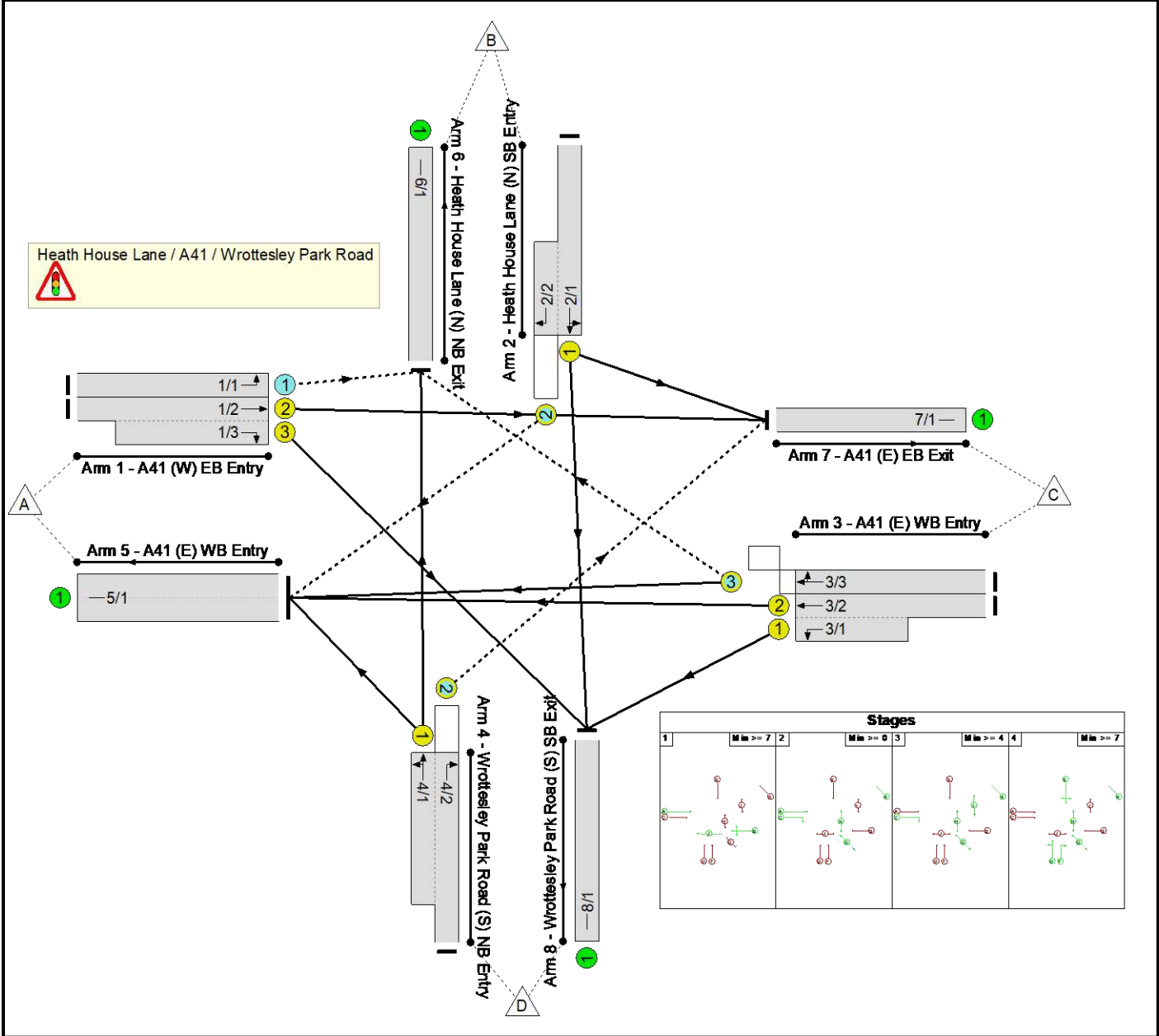
Full Input Data And Results

Full Input Data And Results

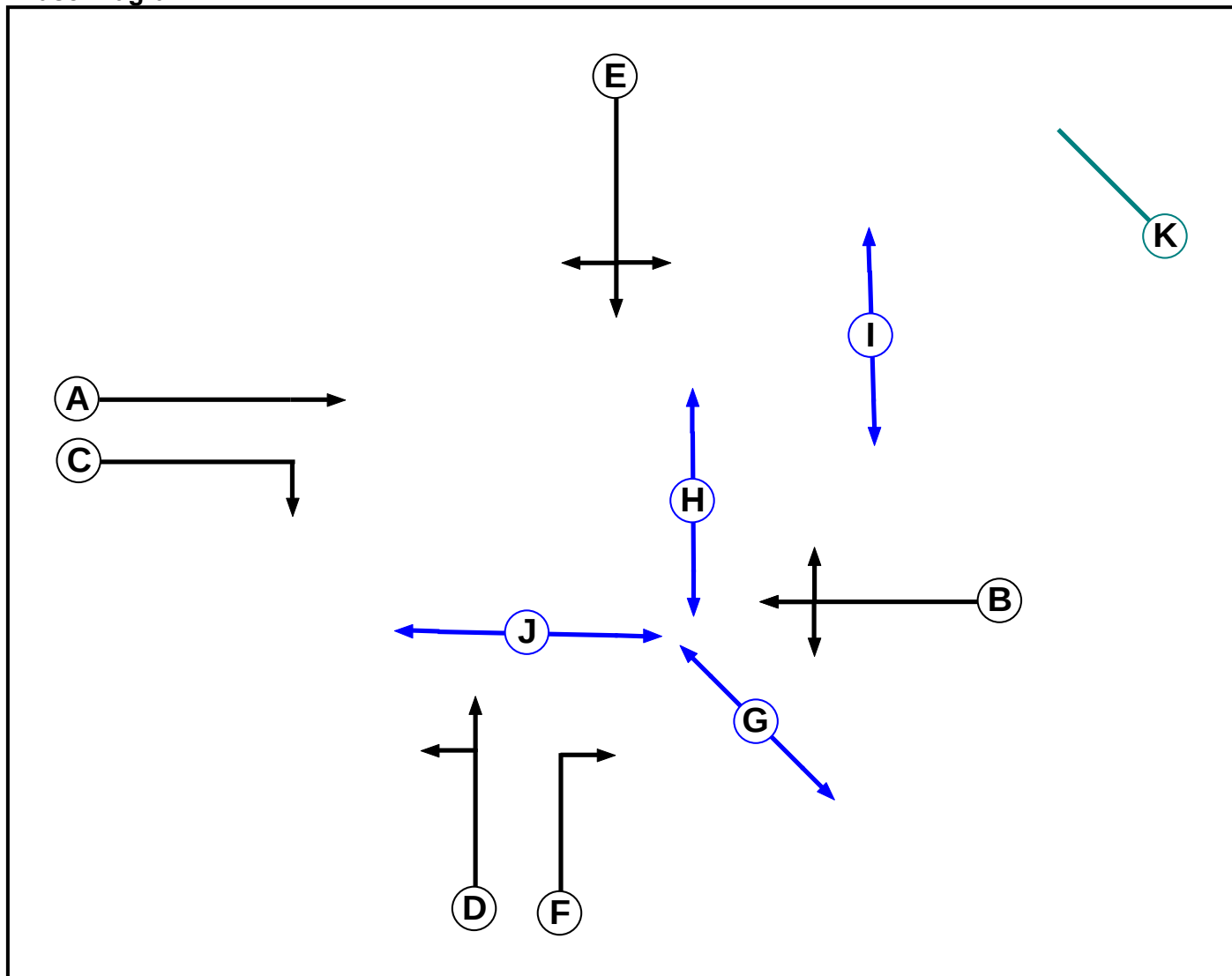
User and Project Details

Project:	
Title:	Heath House Lane / A41 / Wrotesley Park Rd
Location:	
Additional detail:	Mitigation
File name:	Heath House Lane A41 Wrotesley Park MIT.lsg3x
Author:	al
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		4	4
H	Pedestrian		4	4
I	Pedestrian		4	4
J	Pedestrian		6	6
K	Dummy		5	5

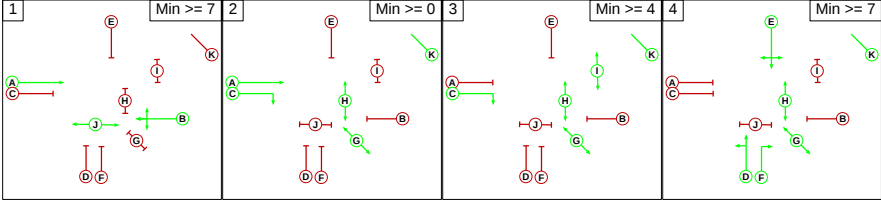
Phase Intergreens Matrix

Terminating Phase	Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K
	A		-	-	5	7	7	-	-	10	-	-
	B	-		7	7	7	7	8	8	-	-	8
	C	-	8		7	7	7	-	-	-	8	-
	D	8	6	8		-	-	-	-	-	6	-
	E	7	8	7	-		-	-	-	8	8	-
	F	8	7	8	-	-		-	-	9	-	-
	G	-	7	-	-	-	-		-	-	-	-
	H	-	8	-	-	-	-	-		-	-	-
	I	7	-	-	-	7	7	-	-		-	-
	J	-	-	9	9	9	-	-	-	-		-
	K	-	5	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B J
2	A C G H K
3	C G H I K
4	D E F G H K

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	2	2
1	3	A	Losing	2	2
1	3	B	Losing	2	2

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
	1		10	9
	2	8		7
	3	8	7	
4	8	8	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Heath House Lane / A41 / Wrotesley Park Road											
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)
1/1 (A41 (W) EB Entry)	6/1 (Left)	715	0	3/3	0.22	To 6/1 (Right)	-	-	-	-	-
				4/1	0.22	None					
2/2 (Heath House Lane (N) SB Entry)	5/1 (Right)	1439	0	4/1	1.09	All	4.00	-	0.50	4	4.00
3/3 (A41 (E) WB Entry)	6/1 (Right)	1439	0	1/2	1.09	All	3.00	2.00	0.50	3	3.00
4/2 (Wrotesley Park Road (S) NB Entry)	7/1 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	3	3.00

Lane Input Data

Junction: Heath House Lane / A41 / Wrotesley Park Road												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A41 (W) EB Entry)	O		2	3	1.7	Geom	-	5.00	0.00	Y	Arm 6 Left	20.00
1/2 (A41 (W) EB Entry)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
1/3 (A41 (W) EB Entry)	U	C	2	3	14.3	Geom	-	3.65	0.00	N	Arm 8 Right	40.00
2/1 (Heath House Lane (N) SB Entry)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	25.00
											Arm 8 Ahead	Inf
2/2 (Heath House Lane (N) SB Entry)	O	E	2	3	5.9	Geom	-	3.00	0.00	N	Arm 5 Right	15.00
3/1 (A41 (E) WB Entry)	U	B	2	3	7.1	Geom	-	3.65	0.00	Y	Arm 8 Left	15.00
3/2 (A41 (E) WB Entry)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Ahead	Inf
3/3 (A41 (E) WB Entry)	O	B	2	3	17.7	Geom	-	3.65	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	50.00
4/1 (Wrotesley Park Road (S) NB Entry)	U	D	2	3	11.5	Geom	-	3.50	0.00	Y	Arm 5 Left	25.00
											Arm 6 Ahead	Inf
4/2 (Wrotesley Park Road (S) NB Entry)	O	F	2	3	60.0	Geom	-	3.50	0.00	N	Arm 7 Right	15.00
5/1 (A41 (E) WB Entry)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Heath House Lane (N) NB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A41 (E) EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Wrotesley Park Road (S) SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2029 AM B + C + D'	07:30	08:30	01:00	
2: '2029 PM B + C + D'	16:15	17:15	01:00	
3: '2034 AM B + C + D'	07:30	08:30	01:00	
4: '2034 PM B + C + D'	16:15	17:15	01:00	
5: '2029 AM B + C + D (Sens)'	07:30	08:30	01:00	
6: '2029 PM B + C + D (Sens)'	16:15	17:15	01:00	
7: '2034 AM B + C + D (Sens)'	07:30	08:30	01:00	
8: '2034 PM B + C + D (Sens)'	16:15	17:15	01:00	

Scenario 1: '1' (FG1: '2029 AM B + C + D', Plan 1: 'exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	23	760	140	923
	B	30	0	24	313	367
	C	674	46	0	116	836
	D	236	538	163	0	937
	Tot.	940	607	947	569	3063

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	23
1/2 (with short)	900(In) 760(Out)
1/3 (short)	140
2/1 (with short)	367(In) 337(Out)
2/2 (short)	30
3/1 (short)	116
3/2 (with short)	451(In) 335(Out)
3/3	385
4/1 (short)	774
4/2 (with short)	937(In) 163(Out)
5/1	940
6/1	607
7/1	947
8/1	569

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.1 %	1907	1907
				Arm 8 Ahead	Inf	92.9 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	88.1 %	2112	2112
				Arm 6 Right	50.00	11.9 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	30.5 %	1930	1930
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2' (FG2: '2029 PM B + C + D', Plan 1: 'exit peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	29	666	310	1005
	B	20	0	34	509	563
	C	673	45	0	271	989
	D	182	396	181	0	759
	Tot.	875	470	881	1090	3316

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	29
1/2 (with short)	976(In) 666(Out)
1/3 (short)	310
2/1 (with short)	563(In) 543(Out)
2/2 (short)	20
3/1 (short)	271
3/2 (with short)	575(In) 304(Out)
3/3	414
4/1 (short)	578
4/2 (with short)	759(In) 181(Out)
5/1	875
6/1	470
7/1	881
8/1	1090

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.3 %	1908	1908
				Arm 8 Ahead	Inf	93.7 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	89.1 %	2113	2113
				Arm 6 Right	50.00	10.9 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	31.5 %	1929	1929
				Arm 6 Ahead	Inf	68.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '3' (FG3: '2034 AM B + C + D', Plan 1: 'exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	24	778	144	946
	B	31	0	25	323	379
	C	694	47	0	119	860
	D	244	556	168	0	968
	Tot.	969	627	971	586	3153

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	24
1/2 (with short)	922(In) 778(Out)
1/3 (short)	144
2/1 (with short)	379(In) 348(Out)
2/2 (short)	31
3/1 (short)	119
3/2 (with short)	463(In) 344(Out)
3/3	397
4/1 (short)	800
4/2 (with short)	968(In) 168(Out)
5/1	969
6/1	627
7/1	971
8/1	586

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.2 %	1907	1907
				Arm 8 Ahead	Inf	92.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	88.2 %	2112	2112
				Arm 6 Right	50.00	11.8 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	30.5 %	1930	1930
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '4' (FG4: '2034 PM B + C + D', Plan 1: 'exit peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	685	326	1041
	B	20	0	35	532	587
	C	689	47	0	298	1034
	D	185	405	176	0	766
	Tot.	894	482	896	1156	3428

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	30
1/2 (with short)	1011(In) 685(Out)
1/3 (short)	326
2/1 (with short)	587(In) 567(Out)
2/2 (short)	20
3/1 (short)	298
3/2 (with short)	598(In) 300(Out)
3/3	436
4/1 (short)	590
4/2 (with short)	766(In) 176(Out)
5/1	894
6/1	482
7/1	896
8/1	1156

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.2 %	1908	1908
				Arm 8 Ahead	Inf	93.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	89.2 %	2113	2113
				Arm 6 Right	50.00	10.8 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	31.4 %	1929	1929
				Arm 6 Ahead	Inf	68.6 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '5' (FG1: '2029 AM B + C + D', Plan 2: 'exit peds 3rds')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	23	760	140	923
	B	30	0	24	313	367
	C	674	46	0	116	836
	D	236	538	163	0	937
	Tot.	940	607	947	569	3063

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: Heath House Lane / A41 / Wrottesley Park Road	
1/1	23
1/2 (with short)	900(In) 760(Out)
1/3 (short)	140
2/1 (with short)	367(In) 337(Out)
2/2 (short)	30
3/1 (short)	116
3/2 (with short)	451(In) 335(Out)
3/3	385
4/1 (short)	774
4/2 (with short)	937(In) 163(Out)
5/1	940
6/1	607
7/1	947
8/1	569

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.1 %	1907	1907
				Arm 8 Ahead	Inf	92.9 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	88.1 %	2112	2112
				Arm 6 Right	50.00	11.9 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	30.5 %	1930	1930
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '6' (FG2: '2029 PM B + C + D', Plan 2: 'exit peds 3rds')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	29	666	310	1005
	B	20	0	34	509	563
	C	673	45	0	271	989
	D	182	396	181	0	759
	Tot.	875	470	881	1090	3316

Traffic Lane Flows

Lane	Scenario 6: 6
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	29
1/2 (with short)	976(In) 666(Out)
1/3 (short)	310
2/1 (with short)	563(In) 543(Out)
2/2 (short)	20
3/1 (short)	271
3/2 (with short)	575(In) 304(Out)
3/3	414
4/1 (short)	578
4/2 (with short)	759(In) 181(Out)
5/1	875
6/1	470
7/1	881
8/1	1090

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.3 %	1908	1908
				Arm 8 Ahead	Inf	93.7 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	89.1 %	2113	2113
				Arm 6 Right	50.00	10.9 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	31.5 %	1929	1929
				Arm 6 Ahead	Inf	68.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '7' (FG3: '2034 AM B + C + D', Plan 2: 'exit peds 3rds')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	24	778	144	946
	B	31	0	25	323	379
	C	694	47	0	119	860
	D	244	556	168	0	968
	Tot.	969	627	971	586	3153

Traffic Lane Flows

Lane	Scenario 7: 7
Junction: Heath House Lane / A41 / Wrottesley Park Road	
1/1	24
1/2 (with short)	922(In) 778(Out)
1/3 (short)	144
2/1 (with short)	379(In) 348(Out)
2/2 (short)	31
3/1 (short)	119
3/2 (with short)	463(In) 344(Out)
3/3	397
4/1 (short)	800
4/2 (with short)	968(In) 168(Out)
5/1	969
6/1	627
7/1	971
8/1	586

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.2 %	1907	1907
				Arm 8 Ahead	Inf	92.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	88.2 %	2112	2112
				Arm 6 Right	50.00	11.8 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	30.5 %	1930	1930
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '8' (FG4: '2034 PM B + C + D', Plan 2: 'exit peds 3rds')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	685	326	1041
	B	20	0	35	532	587
	C	689	47	0	298	1034
	D	185	405	176	0	766
	Tot.	894	482	896	1156	3428

Traffic Lane Flows

Lane	Scenario 8: 8
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	30
1/2 (with short)	1011(In) 685(Out)
1/3 (short)	326
2/1 (with short)	587(In) 567(Out)
2/2 (short)	20
3/1 (short)	298
3/2 (with short)	598(In) 300(Out)
3/3	436
4/1 (short)	590
4/2 (with short)	766(In) 176(Out)
5/1	894
6/1	482
7/1	896
8/1	1156

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.2 %	1908	1908
				Arm 8 Ahead	Inf	93.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	89.2 %	2113	2113
				Arm 6 Right	50.00	10.8 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	31.4 %	1929	1929
				Arm 6 Ahead	Inf	68.6 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '9' (FG5: '2029 AM B + C + D (Sens)', Plan 1: 'exit peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	796	140	970
	B	61	0	24	313	398
	C	689	46	0	116	851
	D	236	538	163	0	937
	Tot.	986	618	983	569	3156

Traffic Lane Flows

Lane	Scenario 9: 9
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	34
1/2 (with short)	936(In) 796(Out)
1/3 (short)	140
2/1 (with short)	398(In) 337(Out)
2/2 (short)	61
3/1 (short)	116
3/2 (with short)	544(In) 428(Out)
3/3	307
4/1 (short)	774
4/2 (with short)	937(In) 163(Out)
5/1	986
6/1	618
7/1	983
8/1	569

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.1 %	1907	1907
				Arm 8 Ahead	Inf	92.9 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	85.0 %	2111	2111
				Arm 6 Right	50.00	15.0 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	30.5 %	1930	1930
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '10' (FG6: '2029 PM B + C + D (Sens)', Plan 1: 'exit peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	41	680	310	1031
	B	48	0	34	509	591
	C	704	45	0	271	1020
	D	182	396	181	0	759
	Tot.	934	482	895	1090	3401

Traffic Lane Flows

Lane	Scenario 10: 10
Junction: Heath House Lane / A41 / Wrottesley Park Road	
1/1	41
1/2 (with short)	990(In) 680(Out)
1/3 (short)	310
2/1 (with short)	591(In) 543(Out)
2/2 (short)	48
3/1 (short)	271
3/2 (with short)	594(In) 323(Out)
3/3	426
4/1 (short)	578
4/2 (with short)	759(In) 181(Out)
5/1	934
6/1	482
7/1	895
8/1	1090

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.3 %	1908	1908
				Arm 8 Ahead	Inf	93.7 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	89.4 %	2113	2113
				Arm 6 Right	50.00	10.6 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	31.5 %	1929	1929
				Arm 6 Ahead	Inf	68.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '11' (FG7: '2034 AM B + C + D (Sens)', Plan 1: 'exit peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	813	144	992
	B	62	0	25	323	410
	C	709	47	0	119	875
	D	244	556	168	0	968
	Tot.	1015	638	1006	586	3245

Traffic Lane Flows

Lane	Scenario 11: 11
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	35
1/2 (with short)	957(In) 813(Out)
1/3 (short)	144
2/1 (with short)	410(In) 348(Out)
2/2 (short)	62
3/1 (short)	119
3/2 (with short)	553(In) 434(Out)
3/3	322
4/1 (short)	800
4/2 (with short)	968(In) 168(Out)
5/1	1015
6/1	638
7/1	1006
8/1	586

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.2 %	1907	1907
				Arm 8 Ahead	Inf	92.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	85.4 %	2111	2111
				Arm 6 Right	50.00	14.6 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	30.5 %	1930	1930
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '12' (FG8: '2034 PM B + C + D (Sens)', Plan 1: 'exit peds alt')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	55	699	326	1080
	B	33	0	35	532	600
	C	720	47	0	298	1065
	D	185	405	176	0	766
	Tot.	938	507	910	1156	3511

Traffic Lane Flows

Lane	Scenario 12: 12
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	55
1/2 (with short)	1025(In) 699(Out)
1/3 (short)	326
2/1 (with short)	600(In) 567(Out)
2/2 (short)	33
3/1 (short)	298
3/2 (with short)	619(In) 321(Out)
3/3	446
4/1 (short)	590
4/2 (with short)	766(In) 176(Out)
5/1	938
6/1	507
7/1	910
8/1	1156

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.2 %	1908	1908
				Arm 8 Ahead	Inf	93.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	89.5 %	2113	2113
				Arm 6 Right	50.00	10.5 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	31.4 %	1929	1929
				Arm 6 Ahead	Inf	68.6 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '13' (FG5: '2029 AM B + C + D (Sens)', Plan 2: 'exit peds 3rds')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	796	140	970
	B	61	0	24	313	398
	C	689	46	0	116	851
	D	236	538	163	0	937
	Tot.	986	618	983	569	3156

Traffic Lane Flows

Lane	Scenario 13: 13
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	34
1/2 (with short)	936(In) 796(Out)
1/3 (short)	140
2/1 (with short)	398(In) 337(Out)
2/2 (short)	61
3/1 (short)	116
3/2 (with short)	530(In) 414(Out)
3/3	321
4/1 (short)	774
4/2 (with short)	937(In) 163(Out)
5/1	986
6/1	618
7/1	983
8/1	569

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.1 %	1907	1907
				Arm 8 Ahead	Inf	92.9 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	85.7 %	2111	2111
				Arm 6 Right	50.00	14.3 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	30.5 %	1930	1930
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '14' (FG6: '2029 PM B + C + D (Sens)', Plan 2: 'exit peds 3rds')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	41	680	310	1031
	B	48	0	34	509	591
	C	704	45	0	271	1020
	D	182	396	181	0	759
	Tot.	934	482	895	1090	3401

Traffic Lane Flows

Lane	Scenario 14: 14
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	41
1/2 (with short)	990(In) 680(Out)
1/3 (short)	310
2/1 (with short)	591(In) 543(Out)
2/2 (short)	48
3/1 (short)	271
3/2 (with short)	588(In) 317(Out)
3/3	432
4/1 (short)	578
4/2 (with short)	759(In) 181(Out)
5/1	934
6/1	482
7/1	895
8/1	1090

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.3 %	1908	1908
				Arm 8 Ahead	Inf	93.7 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	89.6 %	2113	2113
				Arm 6 Right	50.00	10.4 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	31.5 %	1929	1929
				Arm 6 Ahead	Inf	68.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '15' (FG7: '2034 AM B + C + D (Sens)', Plan 2: 'exit peds 3rds')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	813	144	992
	B	62	0	25	323	410
	C	709	47	0	119	875
	D	244	556	168	0	968
	Tot.	1015	638	1006	586	3245

Traffic Lane Flows

Lane	Scenario 15: 15
Junction: Heath House Lane / A41 / Wrotesley Park Road	
1/1	35
1/2 (with short)	957(In) 813(Out)
1/3 (short)	144
2/1 (with short)	410(In) 348(Out)
2/2 (short)	62
3/1 (short)	119
3/2 (with short)	535(In) 416(Out)
3/3	340
4/1 (short)	800
4/2 (with short)	968(In) 168(Out)
5/1	1015
6/1	638
7/1	1006
8/1	586

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	7.2 %	1907	1907
				Arm 8 Ahead	Inf	92.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	86.2 %	2111	2111
				Arm 6 Right	50.00	13.8 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	30.5 %	1930	1930
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: '16' (FG8: '2034 PM B + C + D (Sens)', Plan 2: 'exit peds 3rds')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	55	699	326	1080
	B	33	0	35	532	600
	C	720	47	0	298	1065
	D	185	405	176	0	766
	Tot.	938	507	910	1156	3511

Traffic Lane Flows

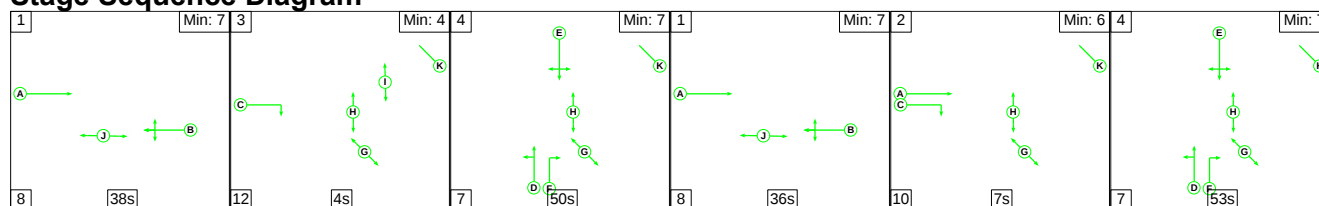
Lane	Scenario 16: 16
Junction: Heath House Lane / A41 / Wrottesley Park Road	
1/1	55
1/2 (with short)	1025(In) 699(Out)
1/3 (short)	326
2/1 (with short)	600(In) 567(Out)
2/2 (short)	33
3/1 (short)	298
3/2 (with short)	620(In) 322(Out)
3/3	445
4/1 (short)	590
4/2 (with short)	766(In) 176(Out)
5/1	938
6/1	507
7/1	910
8/1	1156

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	5.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1967	1967
1/2 (A41 (W) EB Entry)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 (W) EB Entry)	3.65	0.00	N	Arm 8 Right	40.00	100.0 %	2043	2043
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.2 %	1908	1908
				Arm 8 Ahead	Inf	93.8 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868
3/1 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 8 Left	15.00	100.0 %	1800	1800
3/2 (A41 (E) WB Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/3 (A41 (E) WB Entry)	3.65	0.00	N	Arm 5 Ahead	Inf	89.4 %	2113	2113
				Arm 6 Right	50.00	10.6 %		
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	25.00	31.4 %	1929	1929
				Arm 6 Ahead	Inf	68.6 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	N	Arm 7 Right	15.00	100.0 %	1914	1914
5/1 (A41 (E) WB Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '1' (FG1: '2029 AM B + C + D', Plan 1: 'exit peds alt')

Stage Sequence Diagram

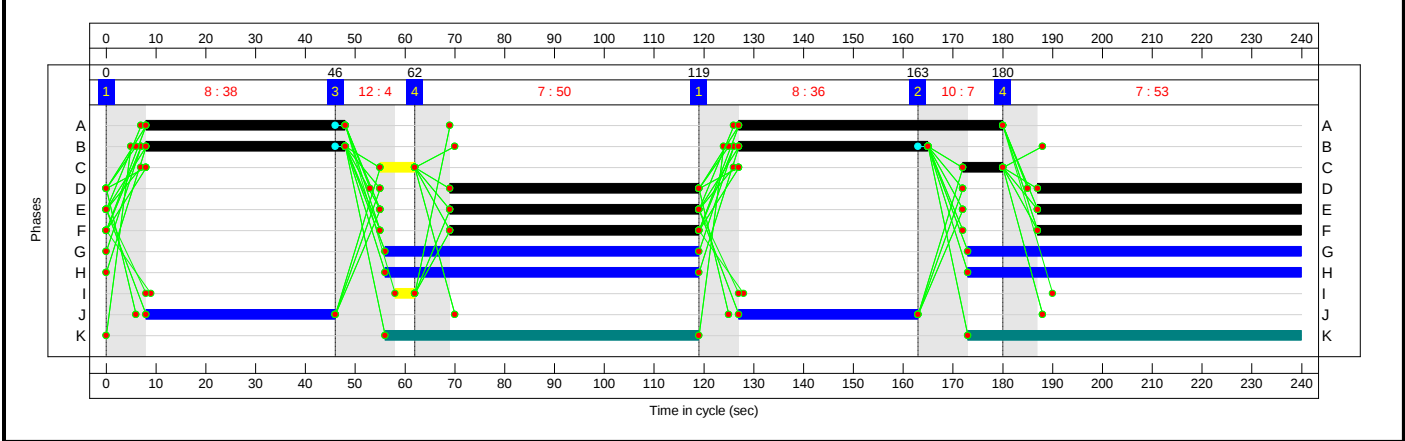


Full Input Data And Results

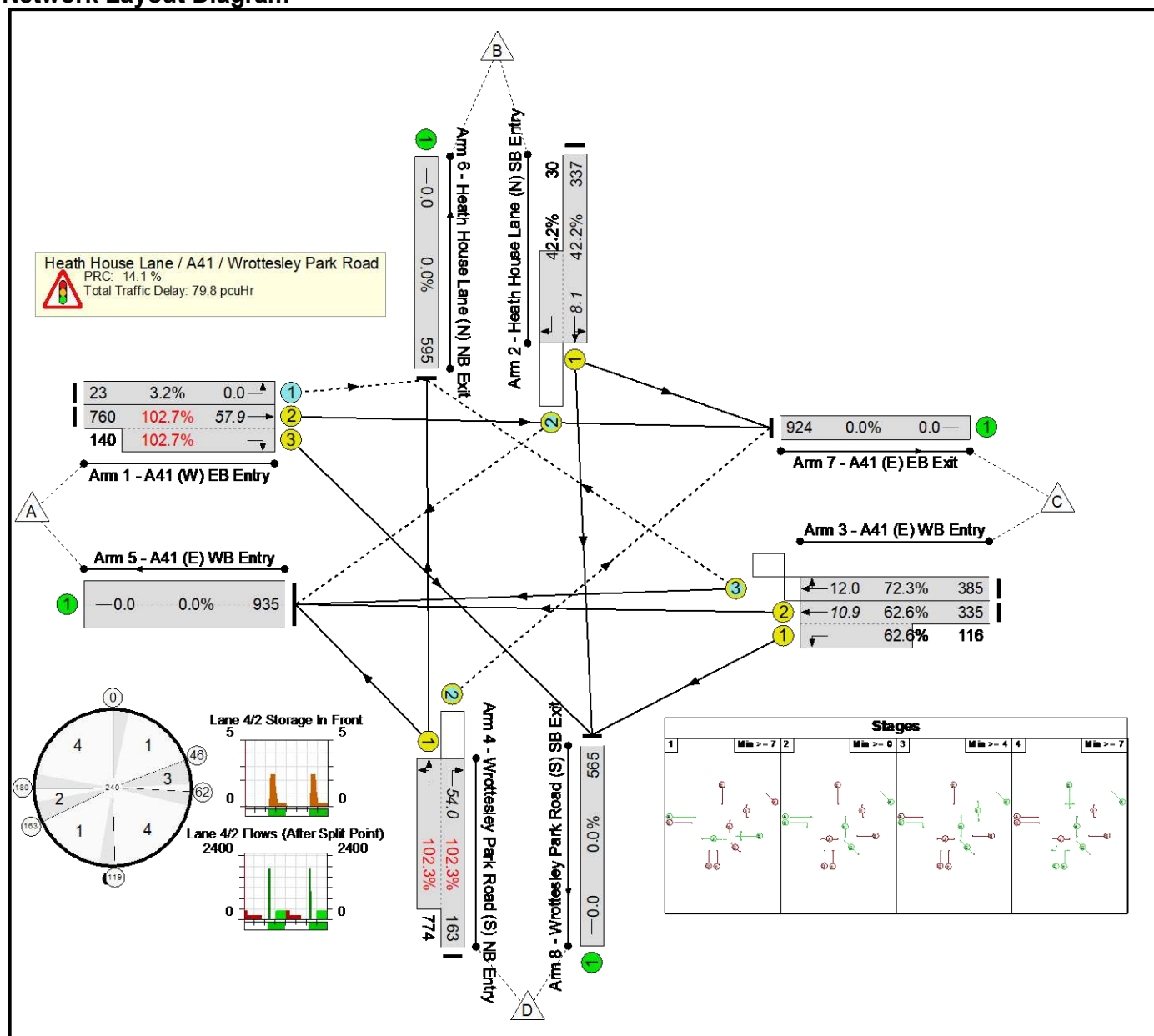
Stage Timings

Stage	1	3	4	1	2	4
Duration	38	4	50	36	7	53
Change Point	0	46	62	119	163	180

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	102.7%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	102.7%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	23	1967	715	3.2%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		2	93:15	-	900	1980:2043	740+136	102.7 : 102.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		2	103	-	367	1907:1868	798+71	42.2 : 42.2%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		2	78	-	451	1980:1800	535+185	62.6 : 62.6%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		2	78	-	385	2112	532	72.3%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		2	103	-	937	1914:1930	159+757	102.3 : 102.3%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%

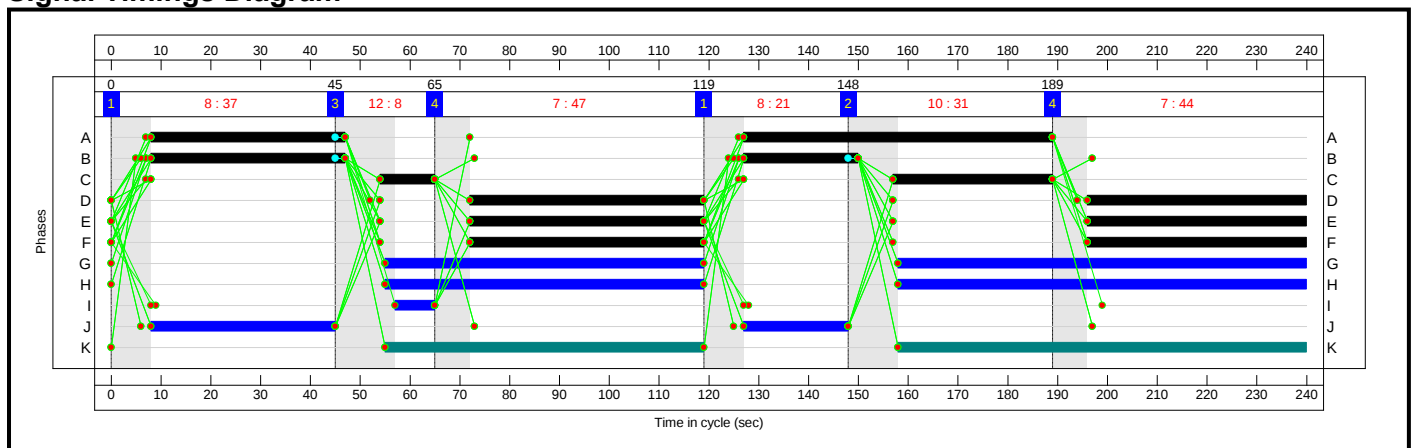
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Average Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	185	15	58	33.1	45.8	0.9	79.8	-	-	-	-
Heath House Lane / A41 / Wrotesley Park Road	-	-	185	15	58	33.1	45.8	0.9	79.8	-	-	-	-
1/1	23	23	8	15	0	0.0	0.0	-	0.0	2.6	0.0	0.0	0.0
1/2+1/3	900	877	-	-	-	12.7	21.9	-	34.6	138.4	36.0	21.9	57.9
2/1+2/2	367	367	21	0	9	2.3	0.4	0.1	2.8	27.5	7.7	0.4	8.1
3/2+3/1	451	451	-	-	-	4.0	0.8	-	4.8	38.3	10.1	0.8	10.9
3/3	385	385	0	0	46	3.5	1.3	0.4	5.2	48.8	10.7	1.3	12.0
4/2+4/1	937	916	157	0	3	10.7	21.3	0.3	32.3	124.1	32.7	21.3	54.0
5/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	PRC for Signalled Lanes (%): -14.1 PRC Over All Lanes (%): -14.1		Total Delay for Signalled Lanes (pcuHr): 79.73 Total Delay Over All Lanes(pcuHr): 79.75		Cycle Time (s): 240								

C1	PRC for Signalled Lanes (%):	-14.1	Total Delay for Signalled Lanes (pcuHr):	79.73	Cycle Time (s): 240
	PRC Over All Lanes (%):	-14.1	Total Delay Over All Lanes(pcuHr):	79.75	

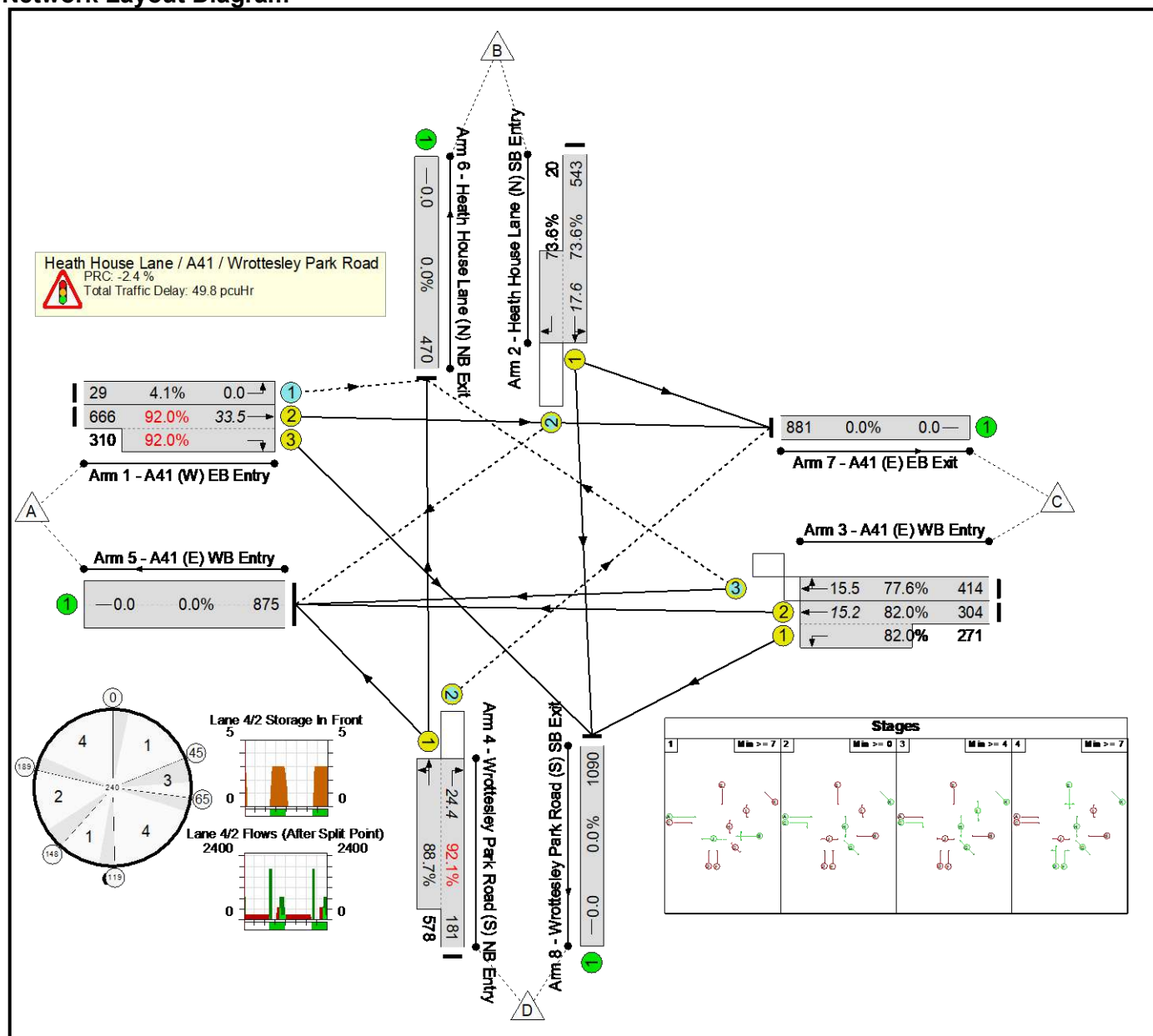
Stage Sequence Diagram



Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

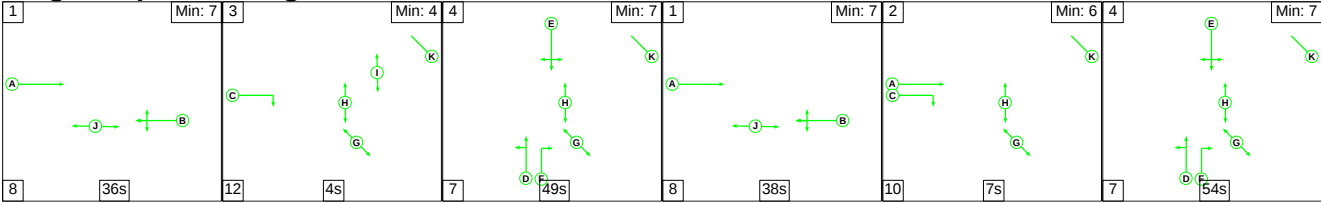
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	92.1%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	92.1%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	29	1967	710	4.1%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		2	101:43	-	976	1980:2043	724+337	92.0 : 92.0%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		2	91	-	563	1908:1868	738+27	73.6 : 73.6%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		2	62	-	575	1980:1800	371+331	82.0 : 82.0%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		2	62	-	414	2113	534	77.6%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		2	91	-	759	1914:1929	196+651	92.1 : 88.7%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 3: '3' (FG3: '2034 AM B + C + D', Plan 1: 'exit peds alt')

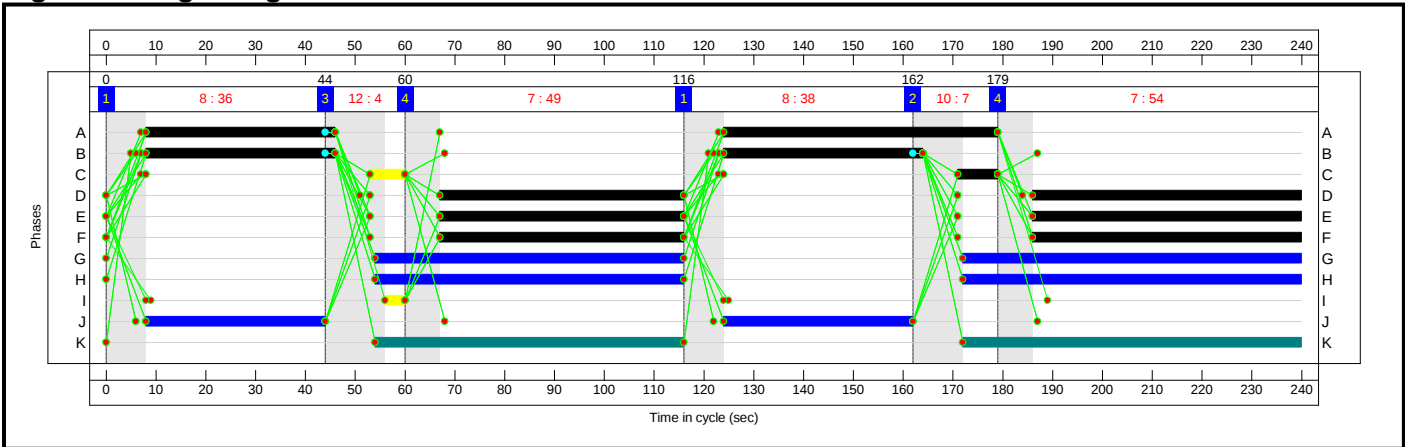
Stage Sequence Diagram



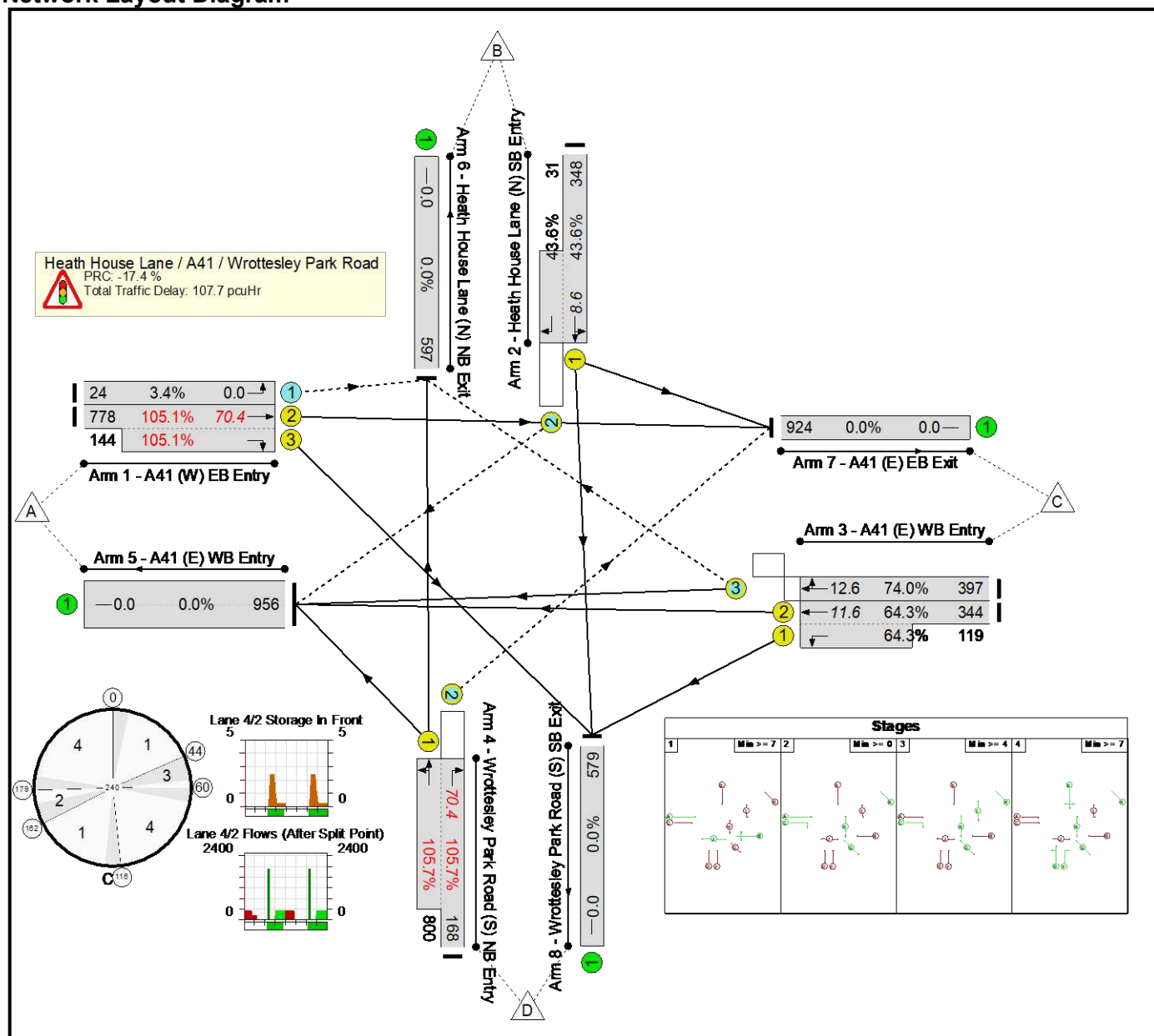
Stage Timings

Stage	1	3	4	1	2	4
Duration	36	4	49	38	7	54
Change Point	0	44	60	116	162	179

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

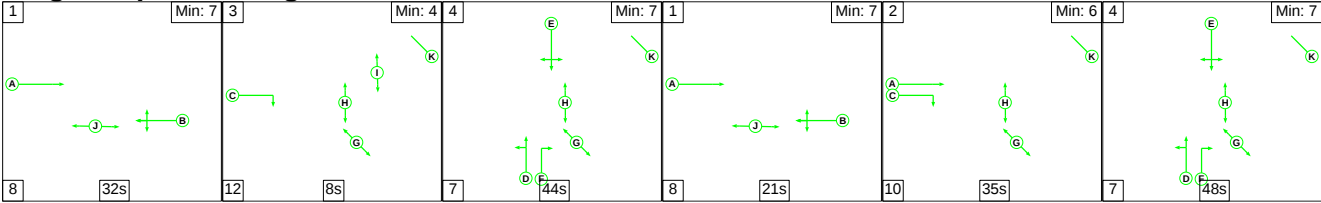
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	105.7%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	105.7%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	24	1967	715	3.4%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		2	93:15	-	922	1980:2043	740+137	105.1 : 105.1%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		2	103	-	379	1907:1868	798+71	43.6 : 43.6%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		2	78	-	463	1980:1800	535+185	64.3 : 64.3%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		2	78	-	397	2112	537	74.0%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		2	103	-	968	1914:1930	159+757	105.7 : 105.7%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	969	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	971	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 4: '4' (FG4: '2034 PM B + C + D', Plan 1: 'exit peds alt')

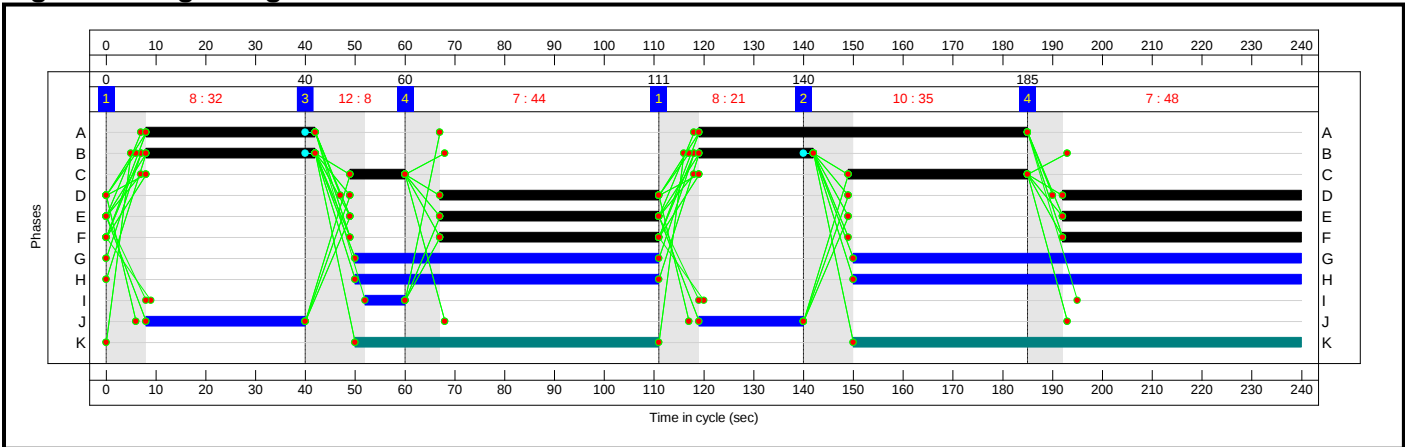
Stage Sequence Diagram



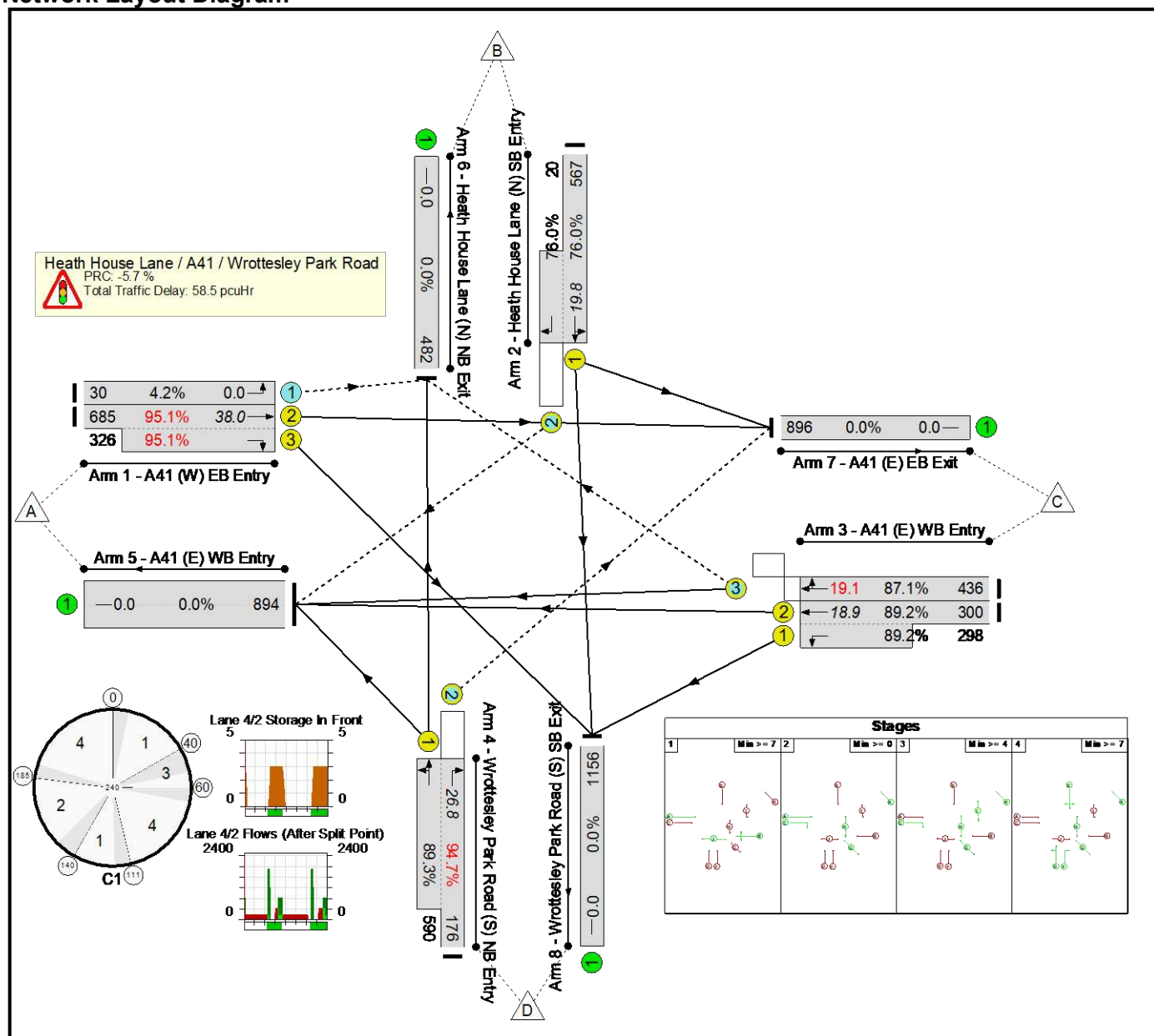
Stage Timings

Stage	1	3	4	1	2	4
Duration	32	8	44	21	35	48
Change Point	0	40	60	111	140	185

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	95.1%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	95.1%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	30	1967	715	4.2%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		2	100:47	-	1011	1980:2043	720+343	95.1 : 95.1%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		2	92	-	587	1908:1868	746+26	76.0 : 76.0%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		2	57	-	598	1980:1800	336+334	89.2 : 89.2%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		2	57	-	436	2113	501	87.1%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		2	92	-	766	1914:1929	186+661	94.7 : 89.3%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%

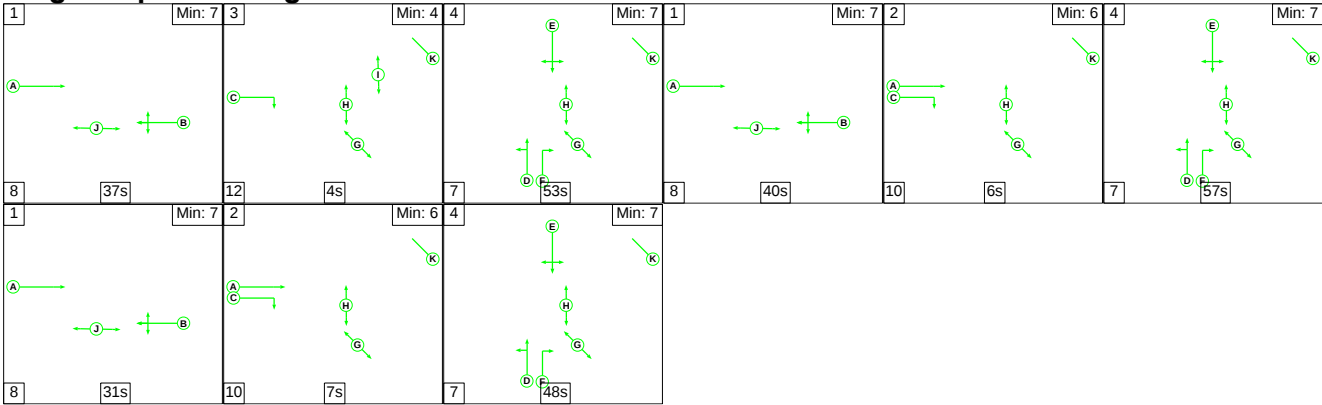
Full Input Data And Results

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)
Network: Heath House Lane / A41 / Wrottesely Park Rd	-	-	156	23	94	36.7	20.3	1.5	58.5	-	-	-	-
Heath House Lane / A41 / Wrottesley Park Road	-	-	156	23	94	36.7	20.3	1.5	58.5	-	-	-	-
1/1	30	30	7	23	0	0.0	0.0	-	0.0	2.6	0.0	0.0	0.0
1/2+1/3	1011	1011	-	-	-	11.9	7.6	-	19.5	69.3	30.4	7.6	38.0
2/1+2/2	587	587	20	0	0	5.2	1.6	0.1	6.8	41.9	18.2	1.6	19.8
3/2+3/1	598	598	-	-	-	7.0	3.8	-	10.8	64.8	15.1	3.8	18.9
3/3	436	436	19	0	28	5.3	3.1	0.4	8.8	73.0	16.0	3.1	19.1
4/2+4/1	766	766	109	0	67	7.2	4.3	1.0	12.6	59.1	22.5	4.3	26.8
5/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1156	1156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -5.7 Total Delay for Signalled Lanes (pcuHr): 58.48 Cycle Time (s): 240 PRC Over All Lanes (%): -5.7 Total Delay Over All Lanes(pcuHr): 58.50													

Full Input Data And Results

Scenario 5: '5' (FG1: '2029 AM B + C + D', Plan 2: 'exit peds 3rds')

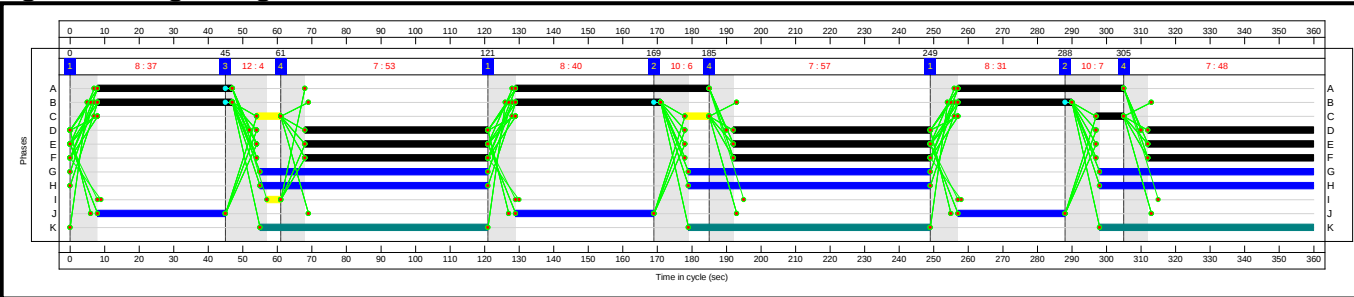
Stage Sequence Diagram



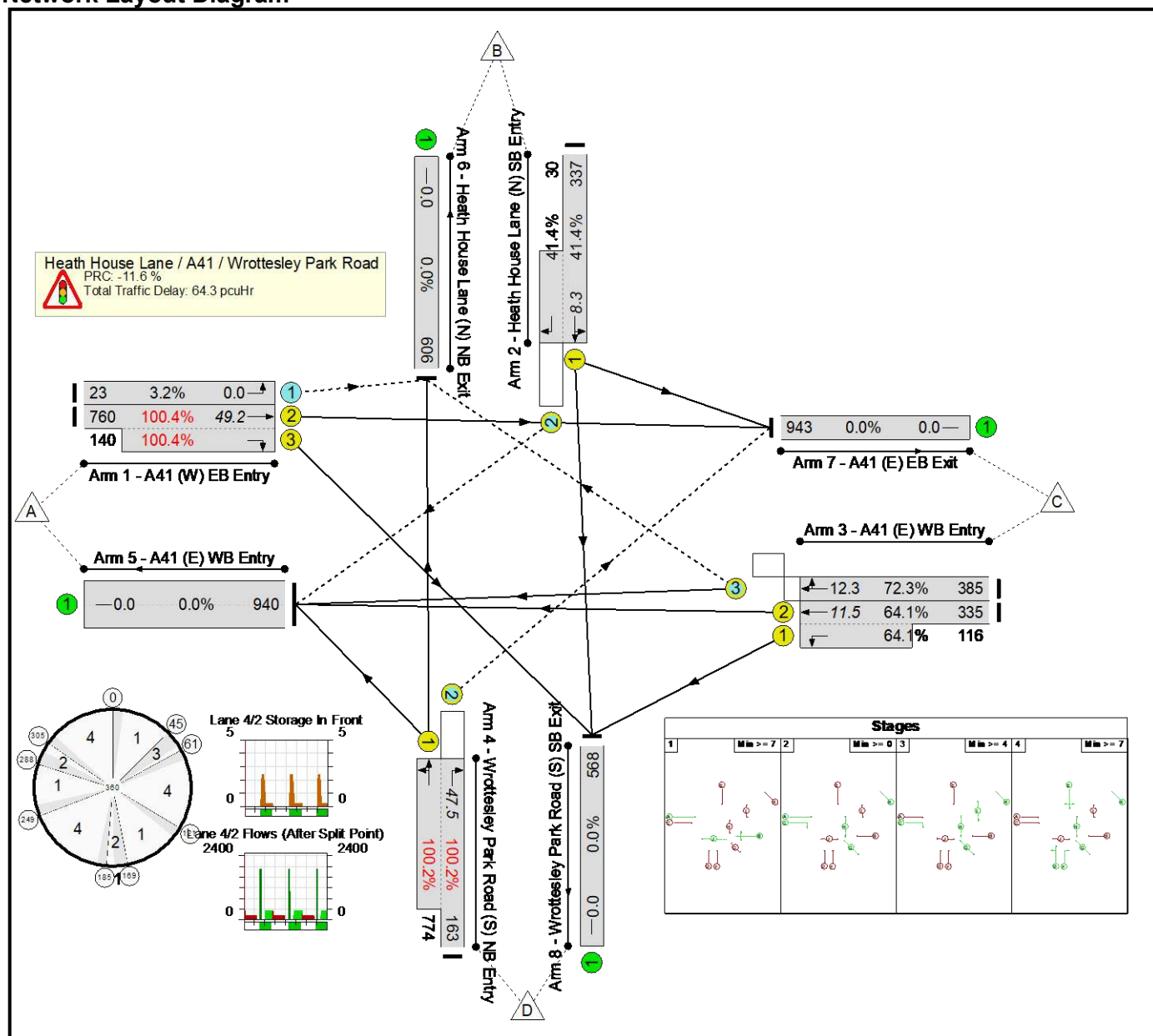
Stage Timings

Stage	1	3	4	1	2	4	1	2	4
Duration	37	4	53	40	6	57	31	7	48
Change Point	0	45	61	121	169	185	249	288	305

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	100.4%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	100.4%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	23	1967	715	3.2%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		3	143:22	-	900	1980:2043	757+139	100.4 : 100.4%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		3	158	-	367	1907:1868	815+73	41.4 : 41.4%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		3	114	-	451	1980:1800	523+181	64.1 : 64.1%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		3	114	-	385	2112	532	72.3%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		3	158	-	937	1914:1930	163+772	100.2 : 100.2%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%

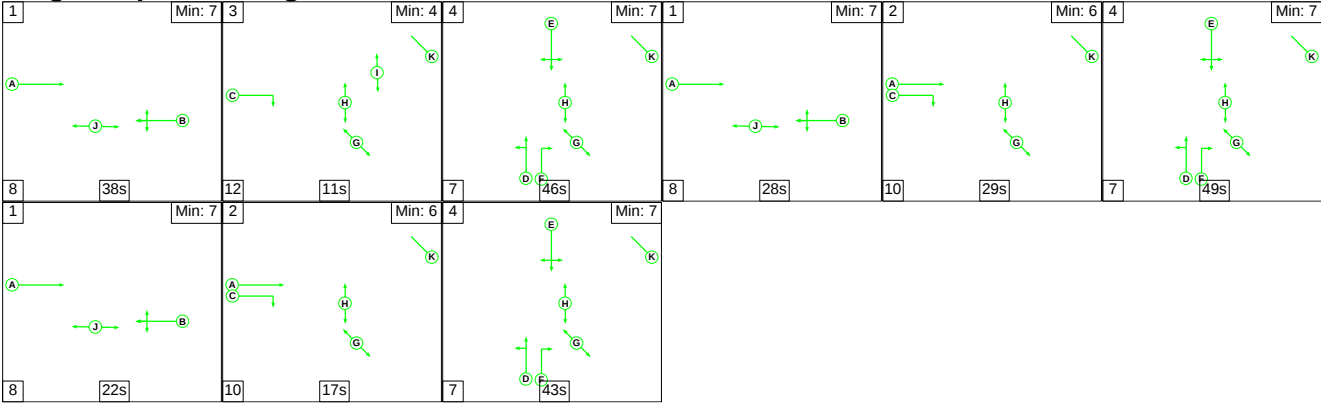
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 6: '6' (FG2: '2029 PM B + C + D', Plan 2: 'exit peds 3rds')

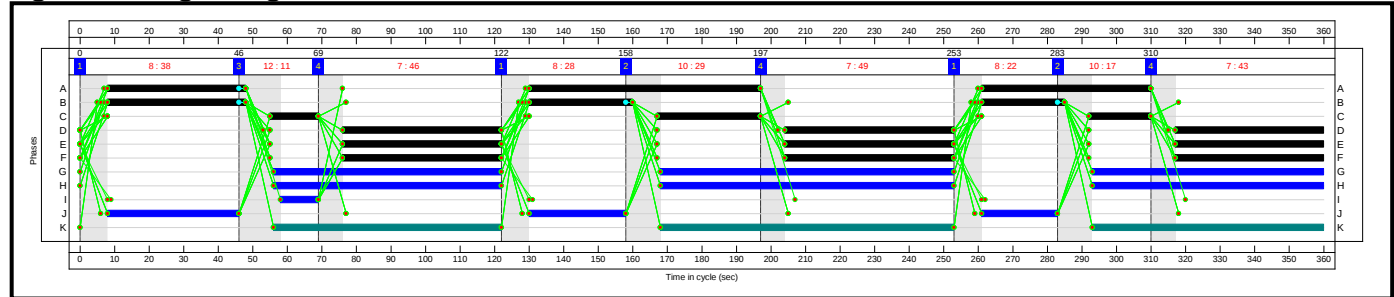
Stage Sequence Diagram



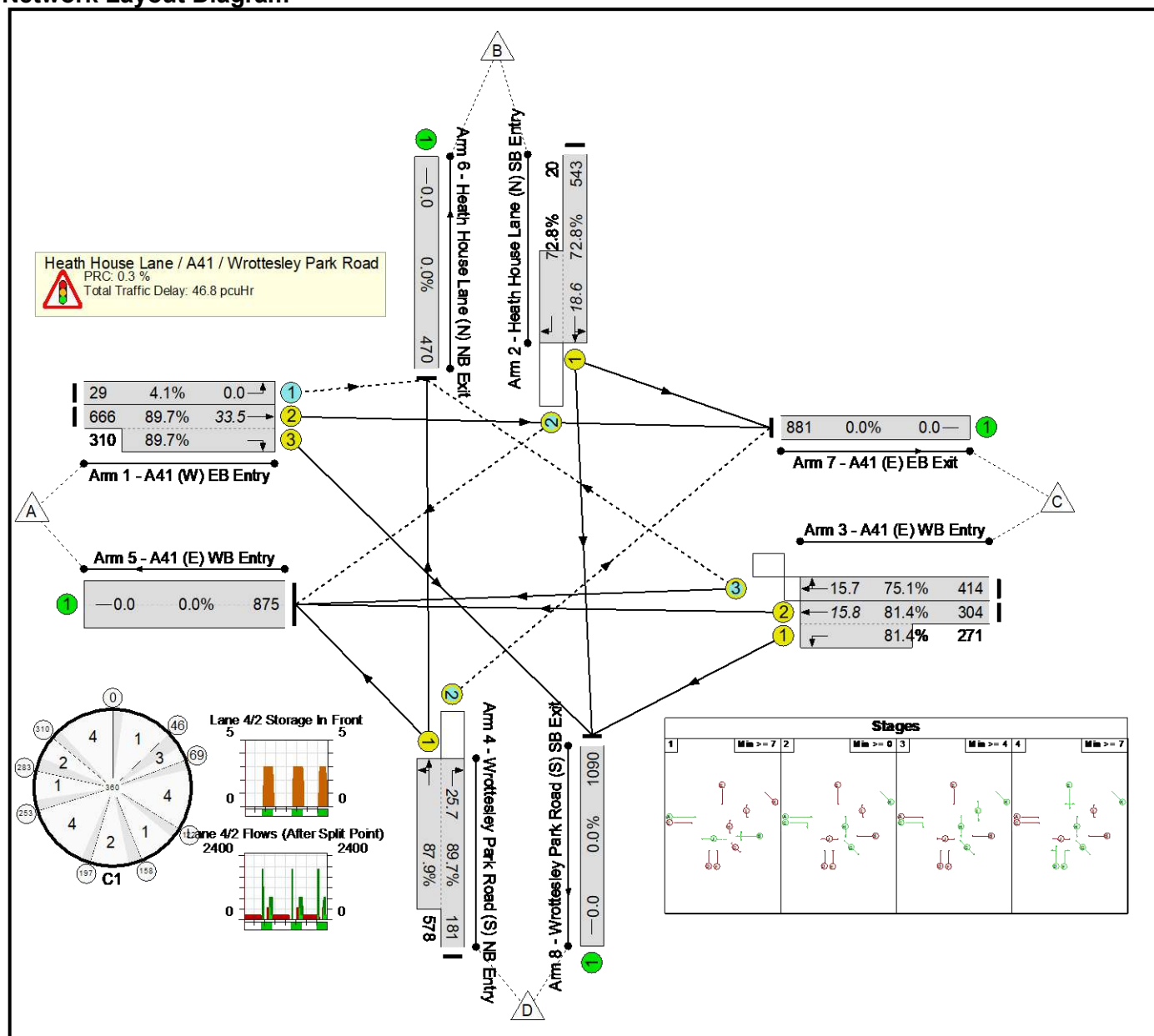
Stage Timings

Stage	1	3	4	1	2	4	1	2	4
Duration	38	11	46	28	29	49	22	17	43
Change Point	0	46	69	122	158	197	253	283	310

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	29	1967	712	4.1%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		3	156:62	-	976	1980:2043	743+346	89.7 : 89.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		3	138	-	563	1908:1868	746+27	72.8 : 72.8%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		3	94	-	575	1980:1800	374+333	81.4 : 81.4%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		3	94	-	414	2113	552	75.1%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		3	138	-	759	1914:1929	202+657	89.7 : 87.9%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%

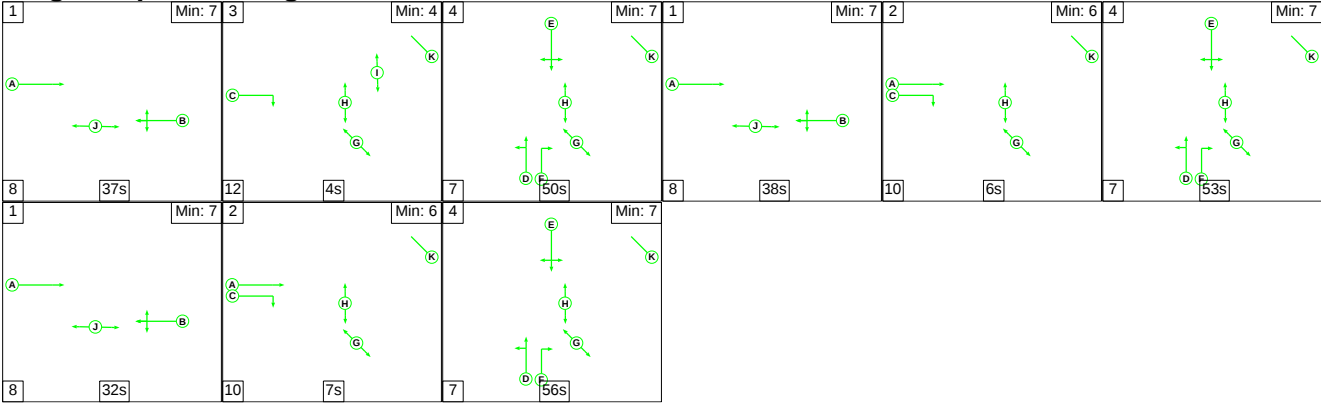
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 7: '7' (FG3: '2034 AM B + C + D', Plan 2: 'exit peds 3rds')

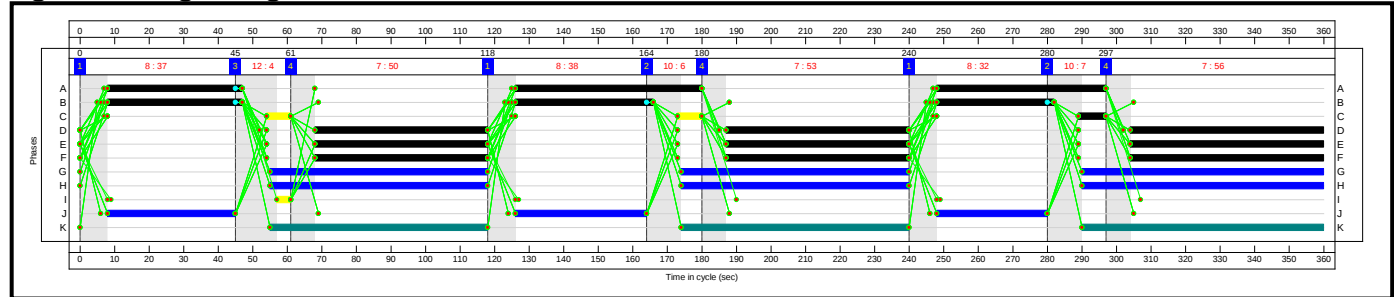
Stage Sequence Diagram



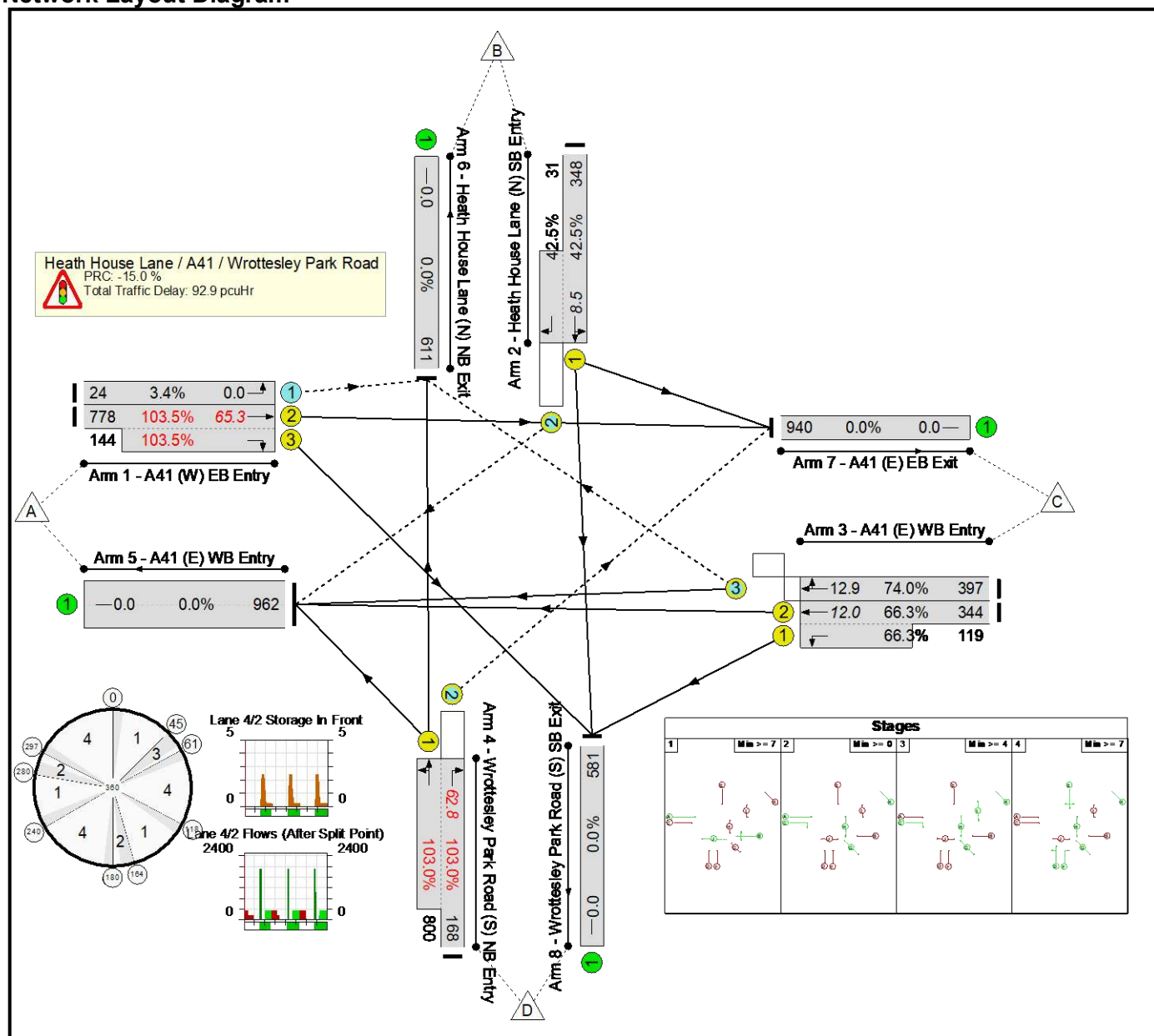
Stage Timings

Stage	1	3	4	1	2	4	1	2	4
Duration	37	4	50	38	6	53	32	7	56
Change Point	0	45	61	118	164	180	240	280	297

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	103.5%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	103.5%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	24	1967	715	3.4%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		3	142:22	-	922	1980:2043	752+139	103.5 : 103.5%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		3	159	-	379	1907:1868	820+73	42.5 : 42.5%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		3	113	-	463	1980:1800	519+179	66.3 : 66.3%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		3	113	-	397	2112	537	74.0%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		3	159	-	968	1914:1930	163+777	103.0 : 103.0%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	969	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	971	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%

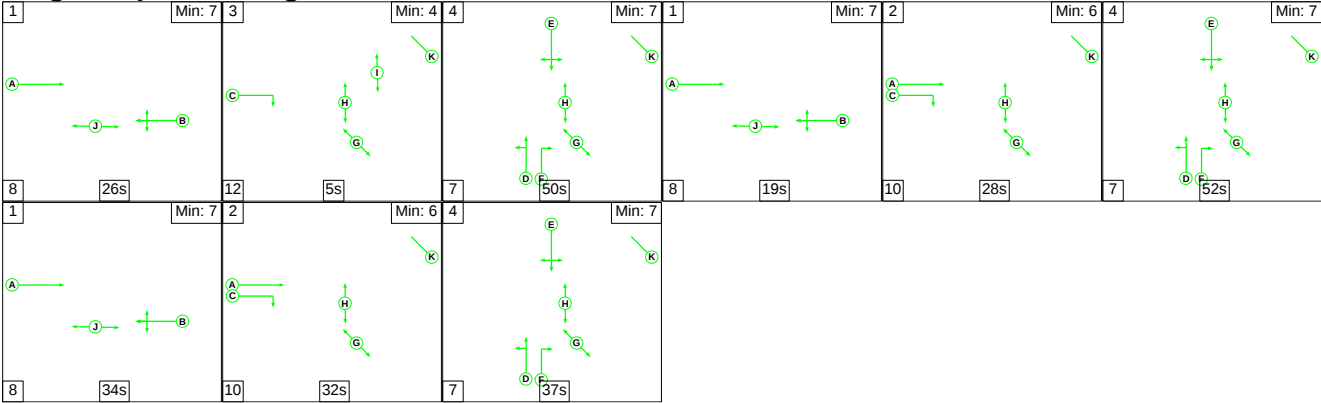
Full Input Data And Results

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)
Network: Heath House Lane / A41 / Wrotesely Park Rd	-	-	190	16	59	40.4	51.6	0.9	92.9	-	-	-	-
Heath House Lane / A41 / Wrotesley Park Road	-	-	190	16	59	40.4	51.6	0.9	92.9	-	-	-	-
1/1	24	24	8	16	0	0.0	0.0	-	0.0	2.6	0.0	0.0	0.0
1/2+1/3	922	891	-	-	-	16.0	24.9	-	40.8	159.5	40.5	24.9	65.3
2/1+2/2	379	379	22	0	9	2.3	0.4	0.1	2.8	26.7	8.1	0.4	8.5
3/2+3/1	463	463	-	-	-	4.2	1.0	-	5.2	40.6	11.0	1.0	12.0
3/3	397	397	0	0	47	3.8	1.4	0.5	5.6	50.9	11.5	1.4	12.9
4/2+4/1	968	940	160	0	3	14.1	24.0	0.3	38.5	143.0	38.8	24.0	62.8
5/1	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -15.0 Total Delay for Signalled Lanes (pcuHr): 92.93 Cycle Time (s): 360 PRC Over All Lanes (%): -15.0 Total Delay Over All Lanes(pcuHr): 92.94													

Full Input Data And Results

Scenario 8: '8' (FG4: '2034 PM B + C + D', Plan 2: 'exit peds 3rds')

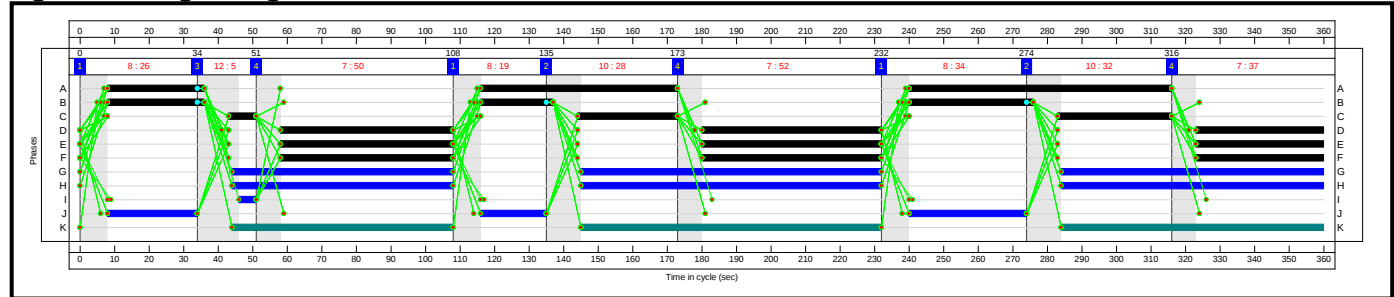
Stage Sequence Diagram



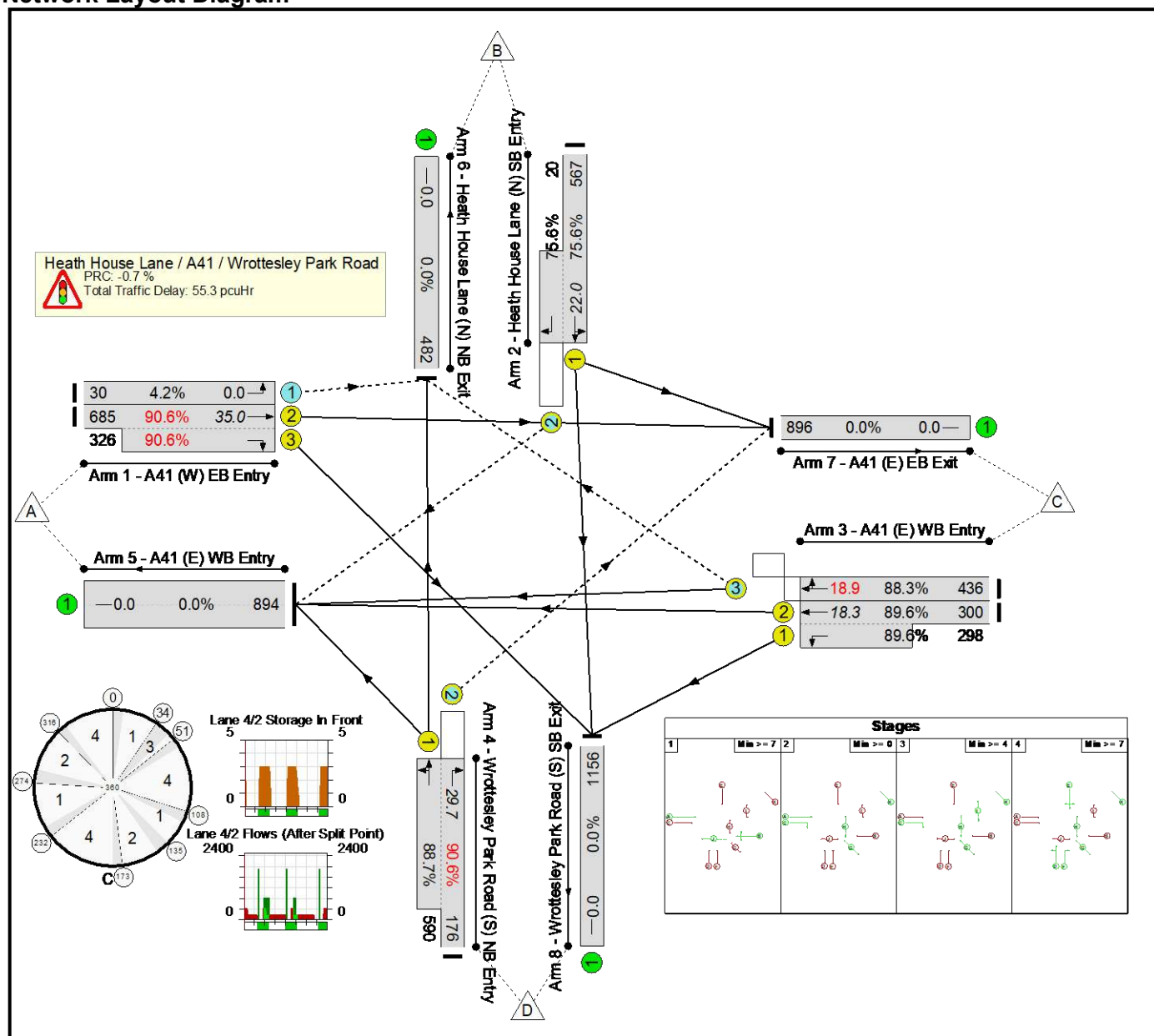
Stage Timings

Stage	1	3	4	1	2	4	1	2	4
Duration	26	5	50	19	28	52	34	32	37
Change Point	0	34	51	108	135	173	232	274	316

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesely Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	30	1967	715	4.2%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		3	161:70	-	1011	1980:2043	756+360	90.6 : 90.6%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		3	139	-	587	1908:1868	750+26	75.6 : 75.6%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		3	85	-	598	1980:1800	335+333	89.6 : 89.6%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		3	85	-	436	2113	494	88.3%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		3	139	-	766	1914:1929	194+665	90.6 : 88.7%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%

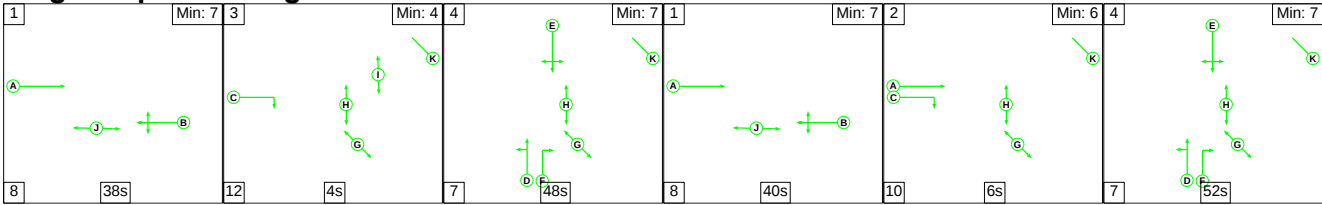
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 9: '9' (FG5: '2029 AM B + C + D (Sens)', Plan 1: 'exit peds alt')

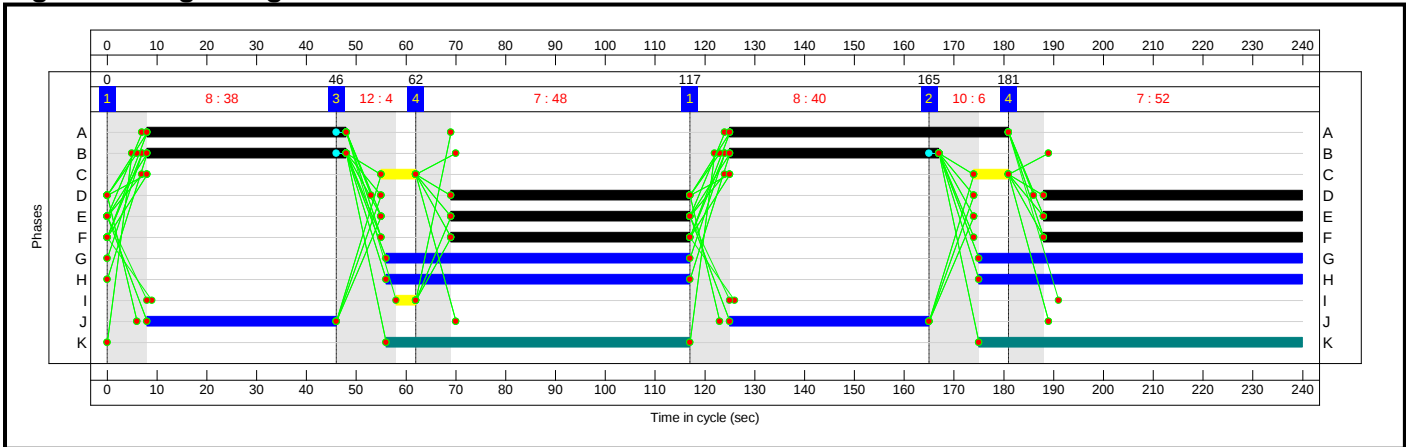
Stage Sequence Diagram



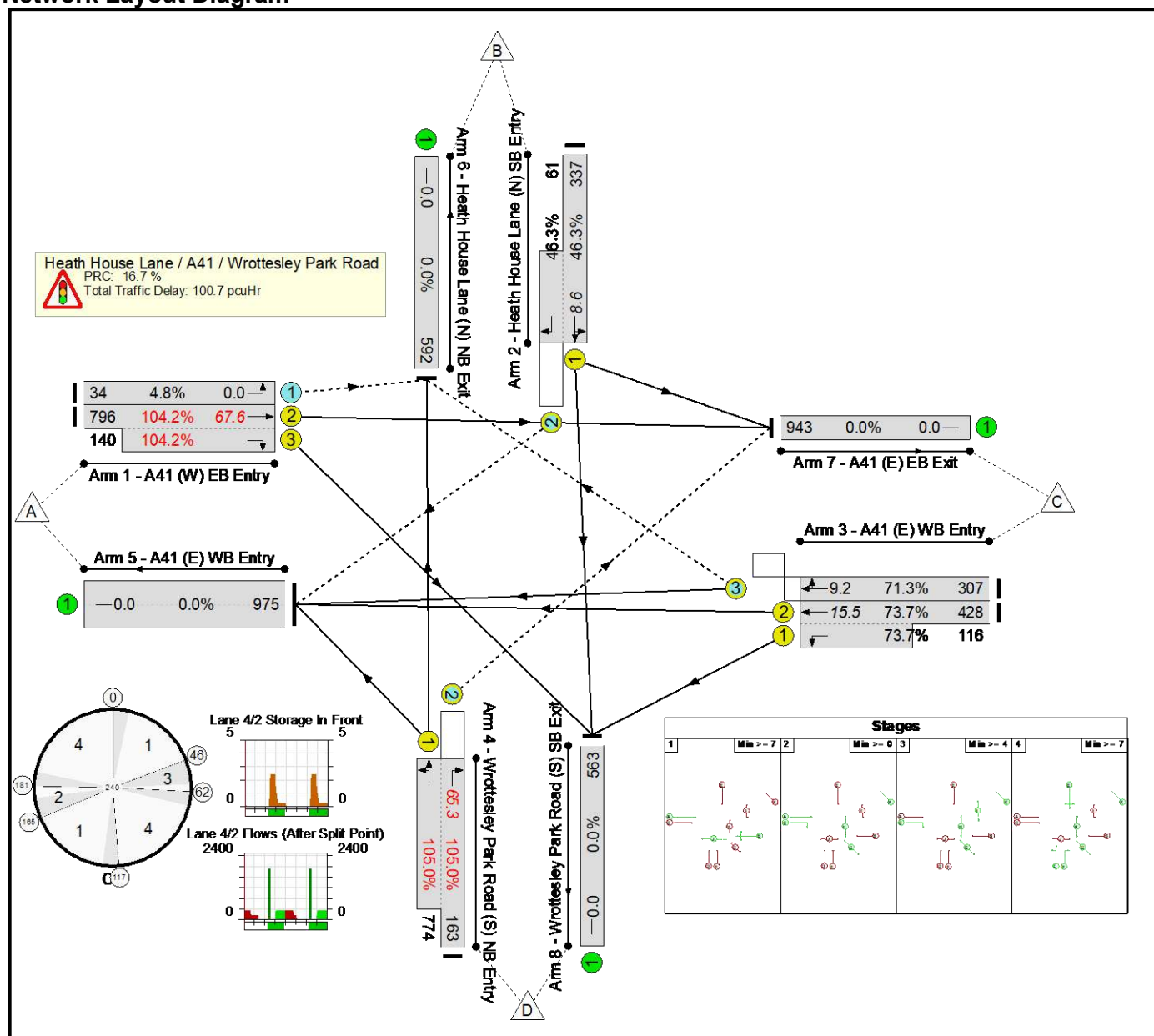
Stage Timings

Stage	1	3	4	1	2	4
Duration	38	4	48	40	6	52
Change Point	0	46	62	117	165	181

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	105.0%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	105.0%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	34	1967	715	4.8%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		2	96:14	-	936	1980:2043	764+134	104.2 : 104.2%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		2	100	-	398	1907:1868	728+132	46.3 : 46.3%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		2	82	-	544	1980:1800	581+157	73.7 : 73.7%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		2	82	-	307	2111	430	71.3%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		2	100	-	937	1914:1930	155+737	105.0 : 105.0%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%

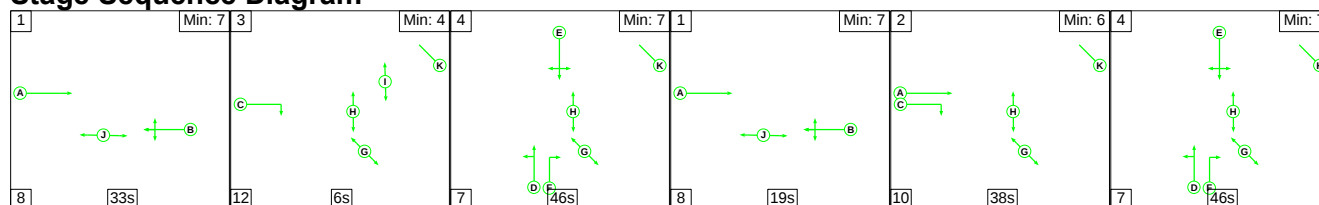
Full Input Data And Results

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Full Input Data And Results

Scenario 10: '10' (FG6: '2029 PM B + C + D (Sens)', Plan 1: 'exit peds alt')

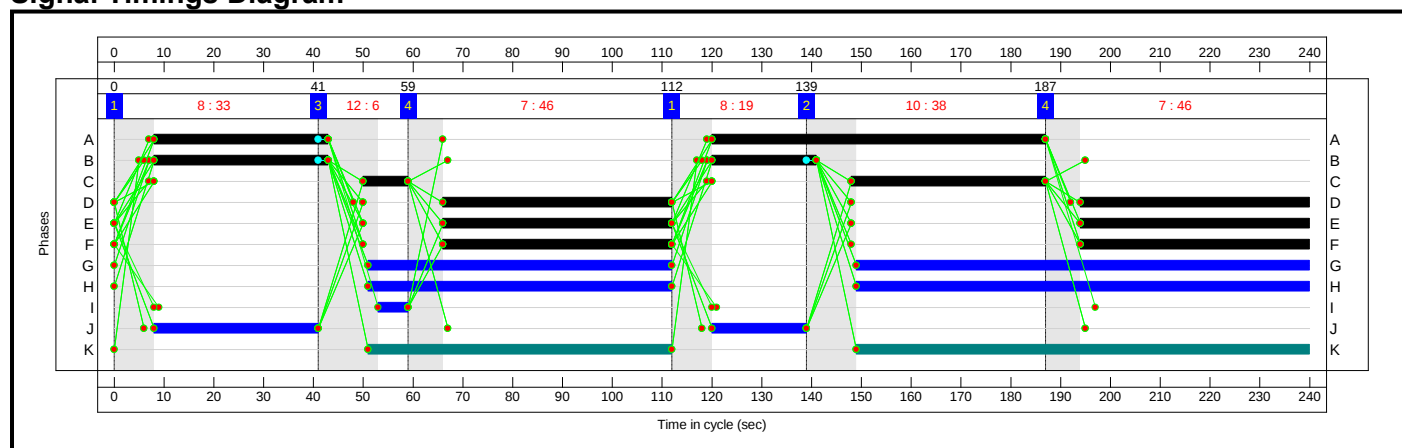
Stage Sequence Diagram



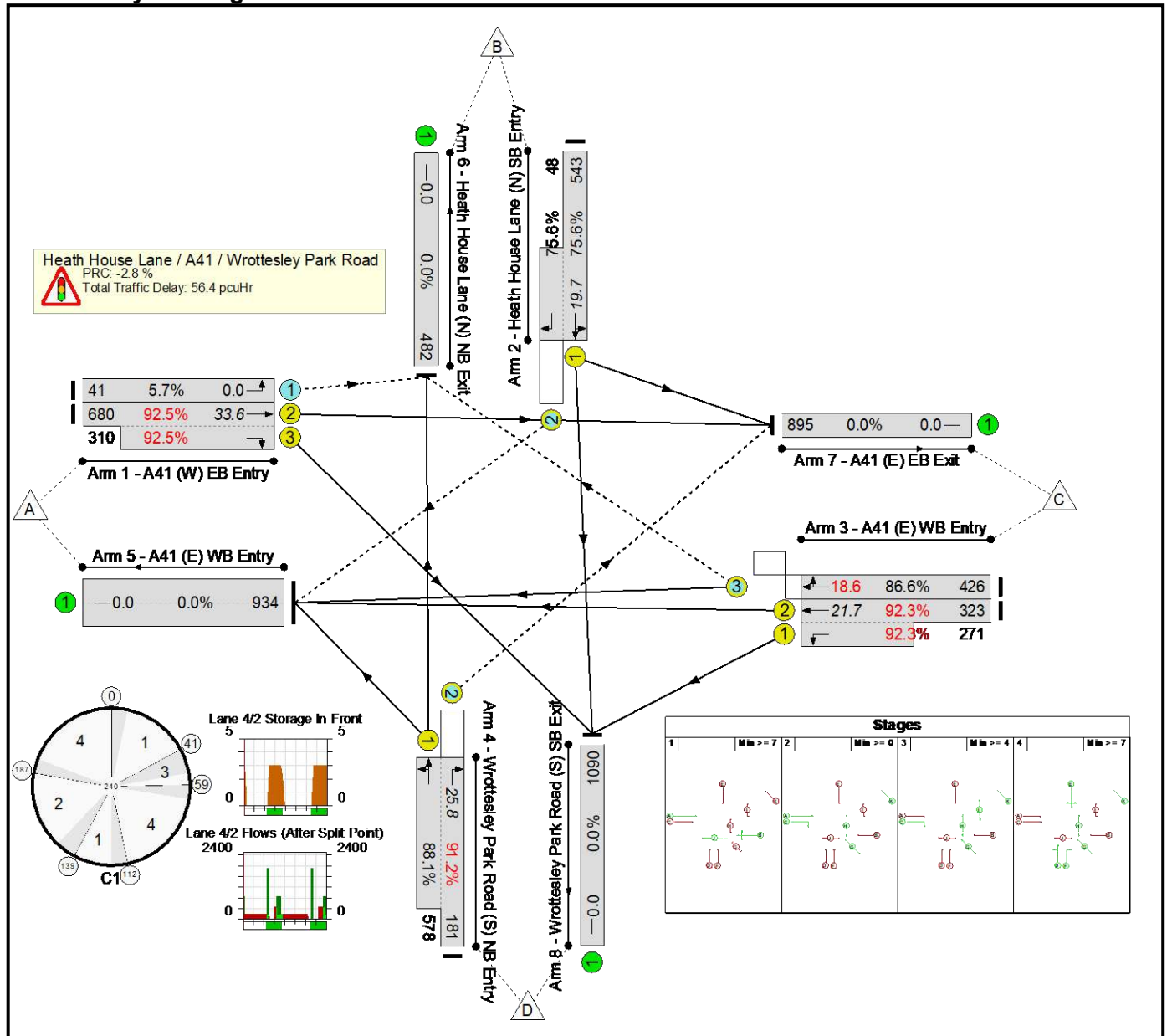
Stage Timings

Stage	1	3	4	1	2	4
Duration	33	6	46	19	38	46
Change Point	0	41	59	112	139	187

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	92.5%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	92.5%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	41	1967	715	5.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		2	102:48	-	990	1980:2043	735+335	92.5 : 92.5%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		2	92	-	591	1908:1868	718+63	75.6 : 75.6%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		2	56	-	594	1980:1800	350+294	92.3 : 92.3%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		2	56	-	426	2113	492	86.6%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		2	92	-	759	1914:1929	198+656	91.2 : 88.1%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	895	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%

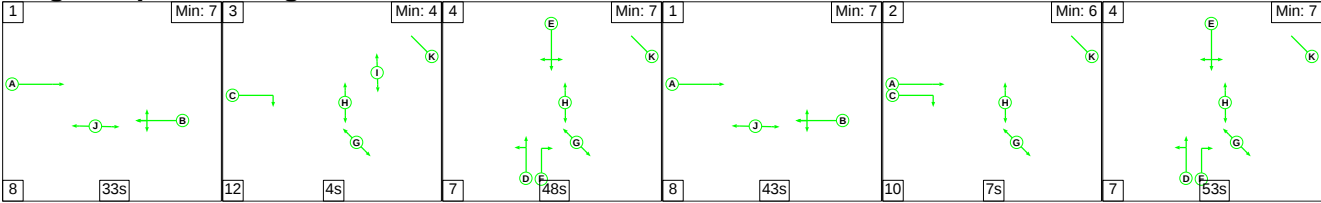
Full Input Data And Results

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)
Network: Heath House Lane / A41 / Wrotesely Park Rd	-	-	202	31	82	36.1	18.6	1.6	56.4	-	-	-	-
Heath House Lane / A41 / Wrotesley Park Road	-	-	202	31	82	36.1	18.6	1.6	56.4	-	-	-	-
1/1	41	41	10	31	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
1/2+1/3	990	990	-	-	-	11.3	5.4	-	16.7	60.8	28.1	5.4	33.6
2/1+2/2	591	591	47	0	1	5.1	1.5	0.2	6.9	42.0	18.2	1.5	19.7
3/2+3/1	594	594	-	-	-	7.1	5.0	-	12.1	73.6	16.6	5.0	21.7
3/3	426	426	22	0	23	5.3	3.0	0.4	8.6	72.6	15.6	3.0	18.6
4/2+4/1	759	759	123	0	58	7.3	3.7	1.0	12.0	56.8	22.1	3.7	25.8
5/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -2.8 Total Delay for Signalled Lanes (pcuHr): 56.32 Cycle Time (s): 240 PRC Over All Lanes (%): -2.8 Total Delay Over All Lanes(pcuHr): 56.35													

Full Input Data And Results

Scenario 11: '11' (FG7: '2034 AM B + C + D (Sens)', Plan 1: 'exit peds alt')

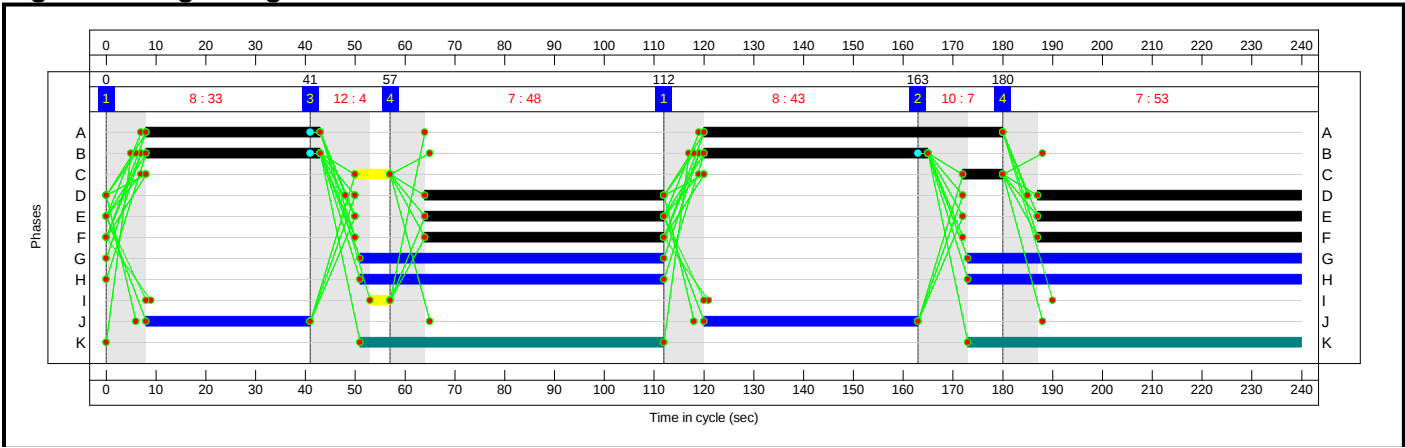
Stage Sequence Diagram



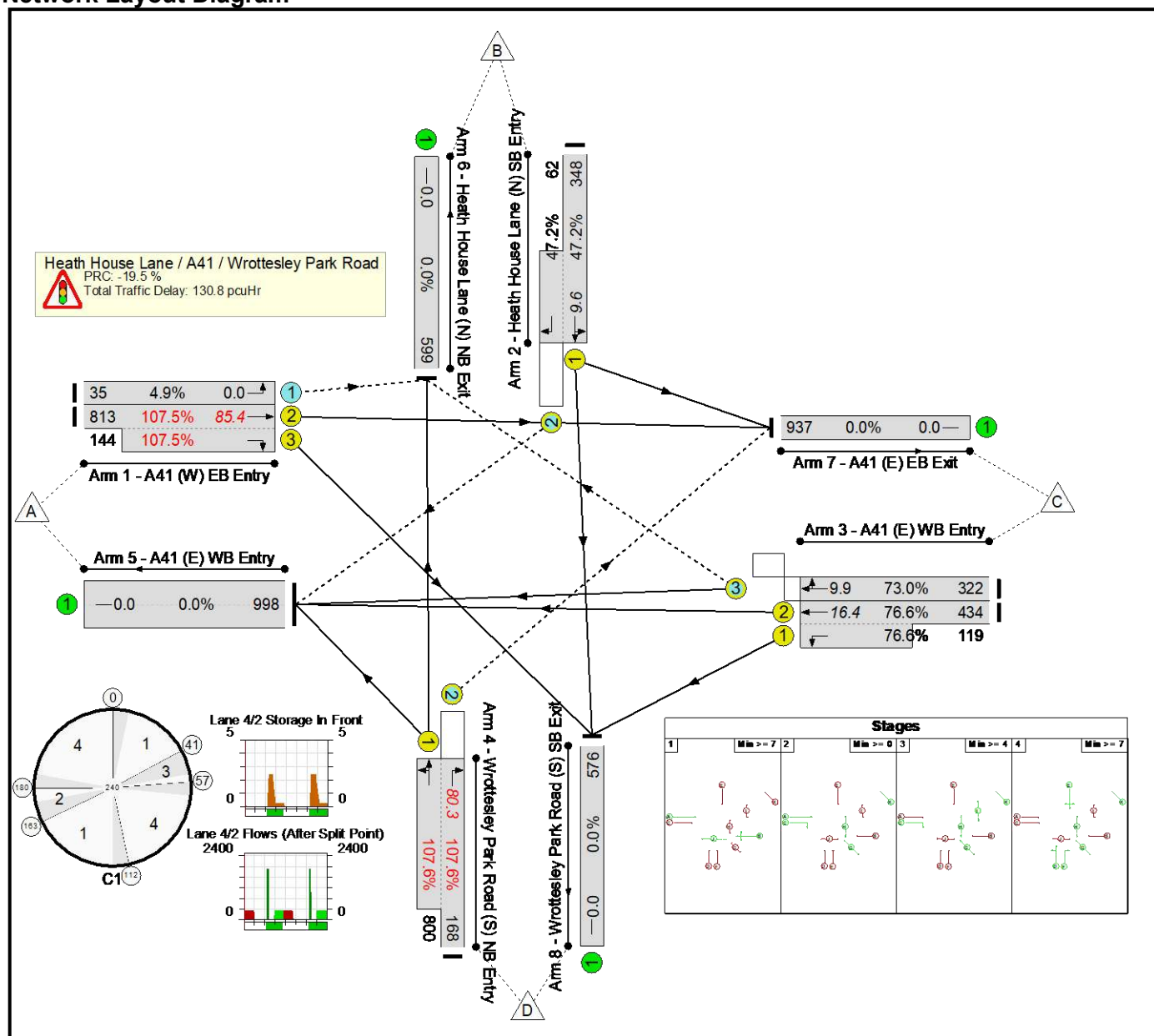
Stage Timings

Stage	1	3	4	1	2	4
Duration	33	4	48	43	7	53
Change Point	0	41	57	112	163	180

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	107.6%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	107.6%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	35	1967	715	4.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		2	95:15	-	957	1980:2043	756+134	107.5 : 107.5%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		2	101	-	410	1907:1868	737+131	47.2 : 47.2%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		2	80	-	553	1980:1800	567+155	76.6 : 76.6%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		2	80	-	322	2111	441	73.0%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		2	101	-	968	1914:1930	156+744	107.6 : 107.6%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	1015	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%

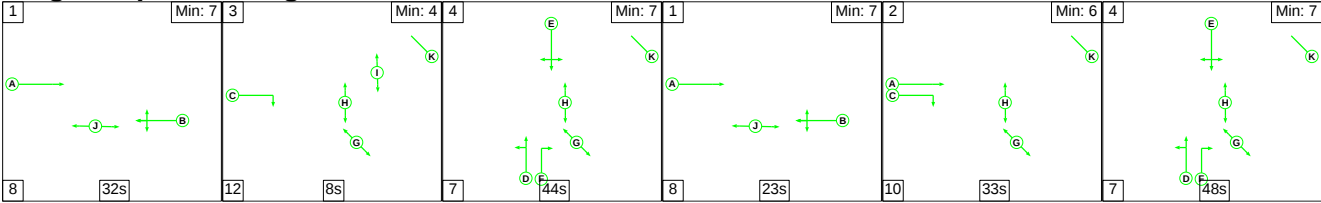
Full Input Data And Results

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)
Network: Heath House Lane / A41 / Wrotesely Park Rd	-	-	188	23	89	46.6	82.9	1.3	130.8	-	-	-	-
Heath House Lane / A41 / Wrotesley Park Road	-	-	188	23	89	46.6	82.9	1.3	130.8	-	-	-	-
1/1	35	35	12	23	0	0.0	0.0	-	0.0	2.6	0.0	0.0	0.0
1/2+1/3	957	890	-	-	-	18.3	39.5	-	57.8	217.5	45.9	39.5	85.4
2/1+2/2	410	410	22	0	40	2.7	0.4	0.4	3.6	31.5	9.2	0.4	9.6
3/2+3/1	553	553	-	-	-	5.2	1.6	-	6.8	44.0	14.8	1.6	16.4
3/3	322	322	0	0	47	2.7	1.3	0.5	4.6	51.0	8.6	1.3	9.9
4/2+4/1	968	900	153	0	3	17.7	40.0	0.3	58.0	215.9	40.3	40.0	80.3
5/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -19.5 Total Delay for Signalled Lanes (pcuHr): 130.76 Cycle Time (s): 240 PRC Over All Lanes (%): -19.5 Total Delay Over All Lanes(pcuHr): 130.79													

Full Input Data And Results

Scenario 12: '12' (FG8: '2034 PM B + C + D (Sens)', Plan 1: 'exit peds alt')

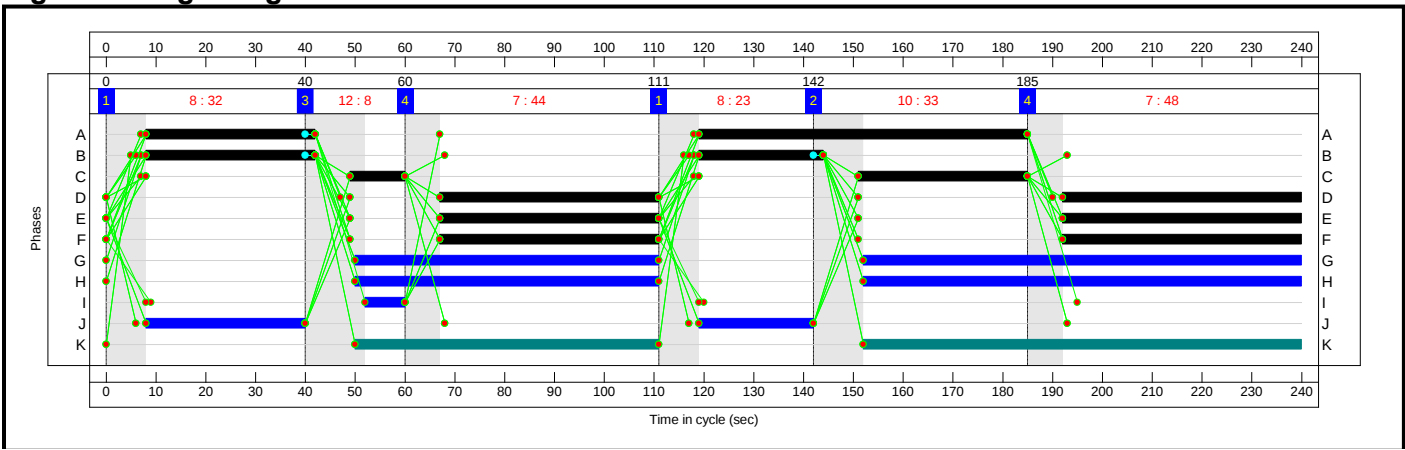
Stage Sequence Diagram



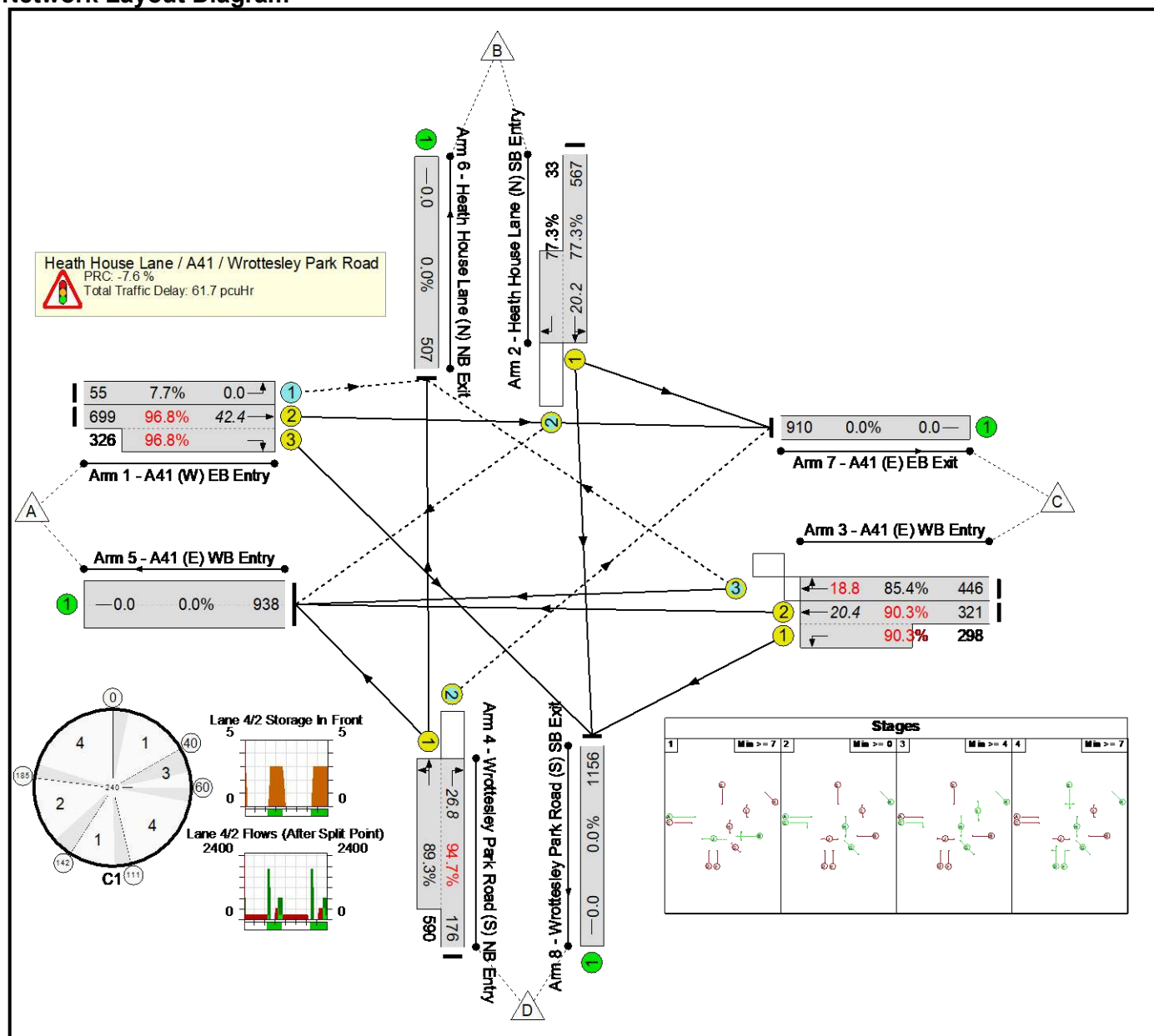
Stage Timings

Stage	1	3	4	1	2	4
Duration	32	8	44	23	33	48
Change Point	0	40	60	111	142	185

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	55	1967	715	7.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		2	100:45	-	1025	1980:2043	722+337	96.8 : 96.8%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		2	92	-	600	1908:1868	734+43	77.3 : 77.3%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		2	59	-	619	1980:1800	355+330	90.3 : 90.3%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		2	59	-	446	2113	522	85.4%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		2	92	-	766	1914:1929	186+661	94.7 : 89.3%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%

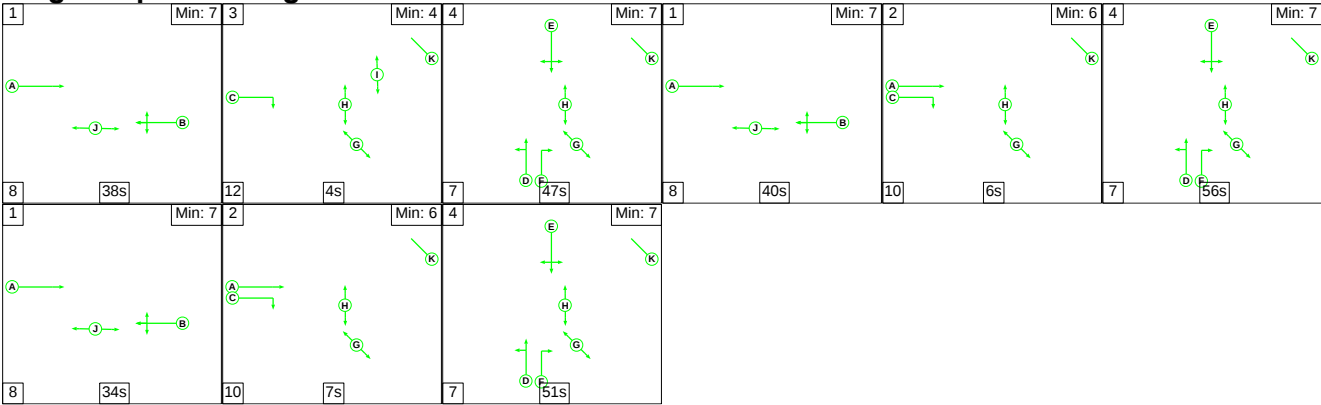
Full Input Data And Results

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Full Input Data And Results

Scenario 13: '13' (FG5: '2029 AM B + C + D (Sens)', Plan 2: 'exit peds 3rds')

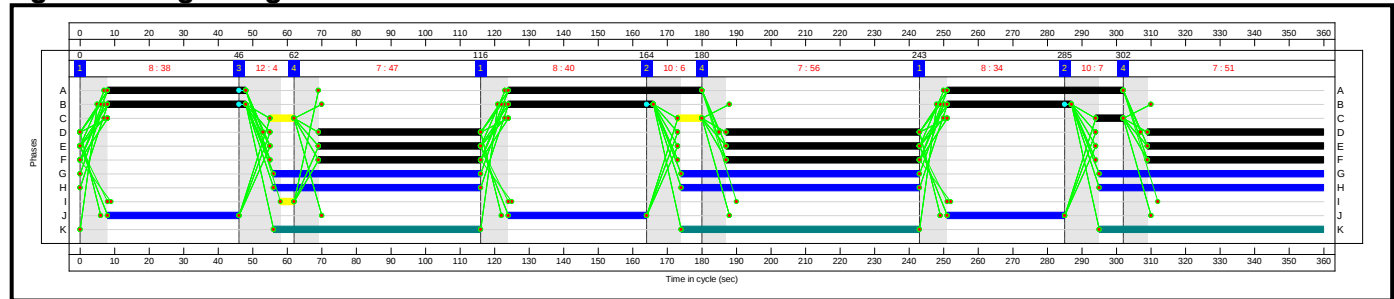
Stage Sequence Diagram



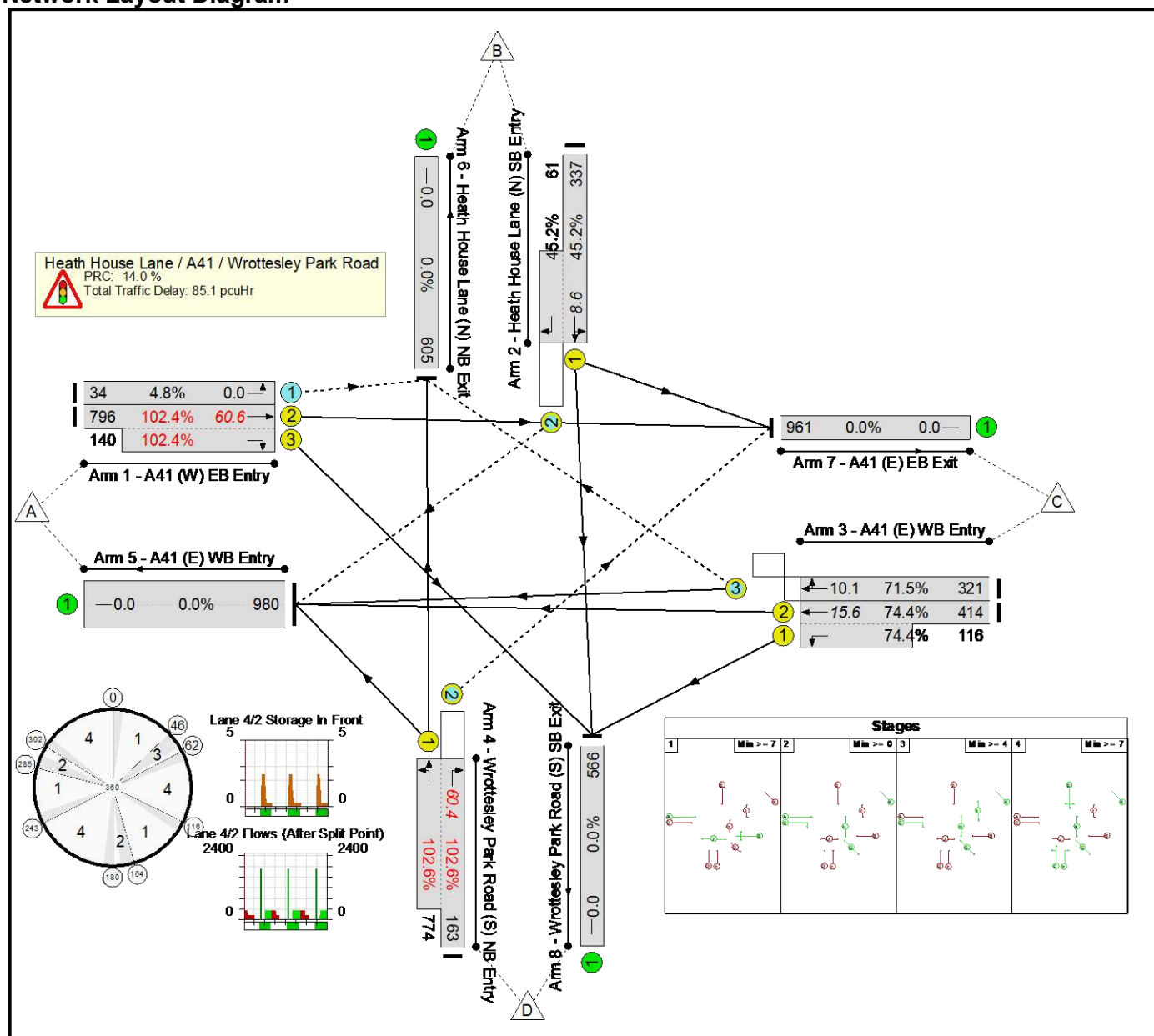
Stage Timings

Stage	1	3	4	1	2	4	1	2	4
Duration	38	4	47	40	6	56	34	7	51
Change Point	0	46	62	116	164	180	243	285	302

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	102.6%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	102.6%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	34	1967	715	4.8%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		3	147:22	-	936	1980:2043	778+137	102.4 : 102.4%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		3	154	-	398	1907:1868	746+135	45.2 : 45.2%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		3	118	-	530	1980:1800	557+156	74.4 : 74.4%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		3	118	-	321	2111	449	71.5%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		3	154	-	937	1914:1930	159+755	102.6 : 102.6%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%

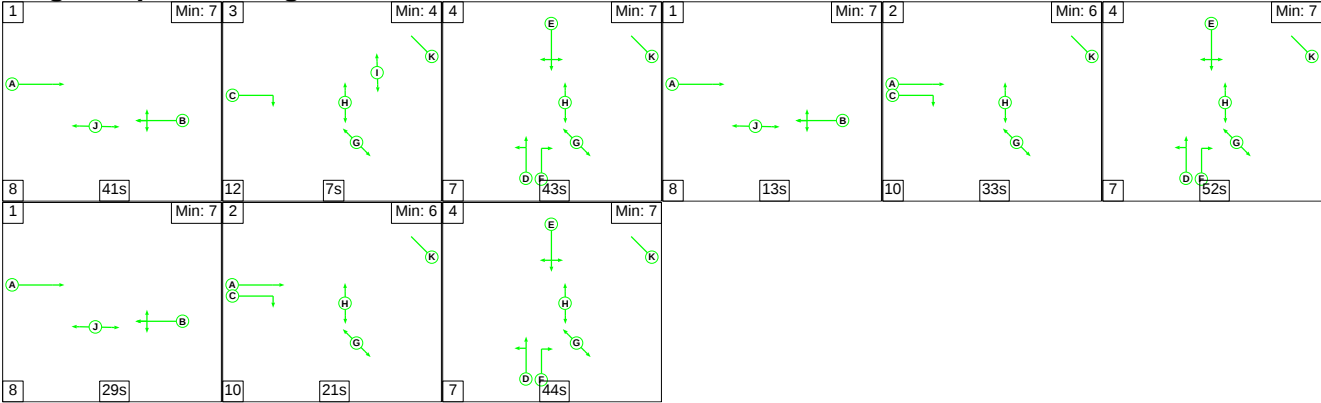
Full Input Data And Results

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Full Input Data And Results

Scenario 14: '14' (FG6: '2029 PM B + C + D (Sens)', Plan 2: 'exit peds 3rds')

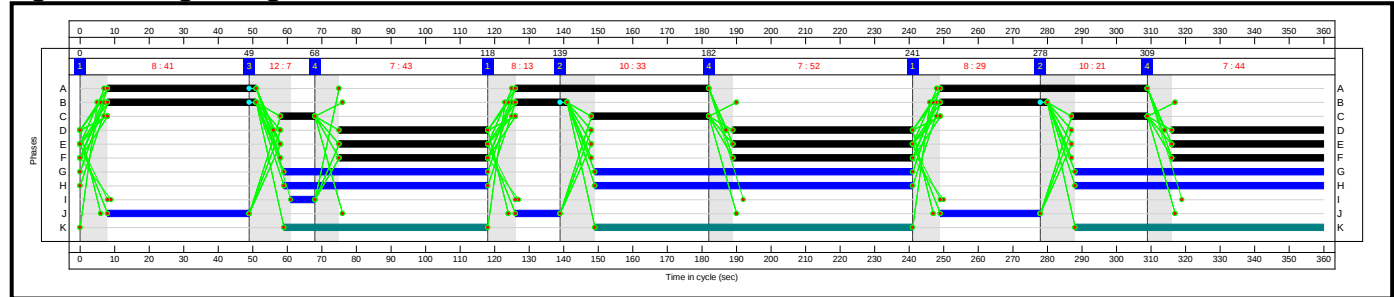
Stage Sequence Diagram



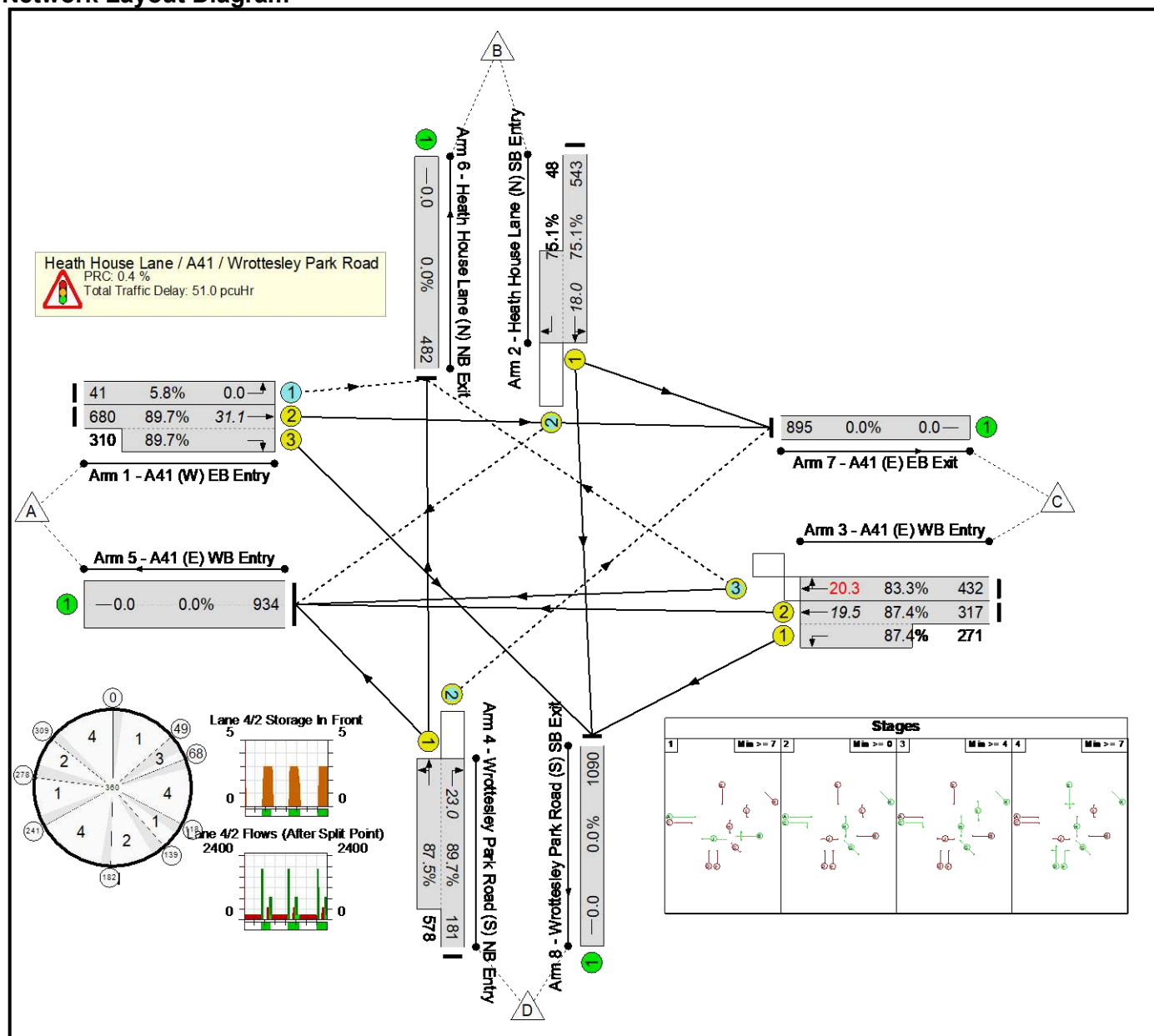
Stage Timings

Stage	1	3	4	1	2	4	1	2	4
Duration	41	7	43	13	33	52	29	21	44
Change Point	0	49	68	118	139	182	241	278	309

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	41	1967	711	5.8%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		3	159:66	-	990	1980:2043	758+346	89.7 : 89.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		3	139	-	591	1908:1868	723+64	75.1 : 75.1%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		3	89	-	588	1980:1800	363+310	87.4 : 87.4%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		3	89	-	432	2113	519	83.3%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		3	139	-	759	1914:1929	202+661	89.7 : 87.5%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	895	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%

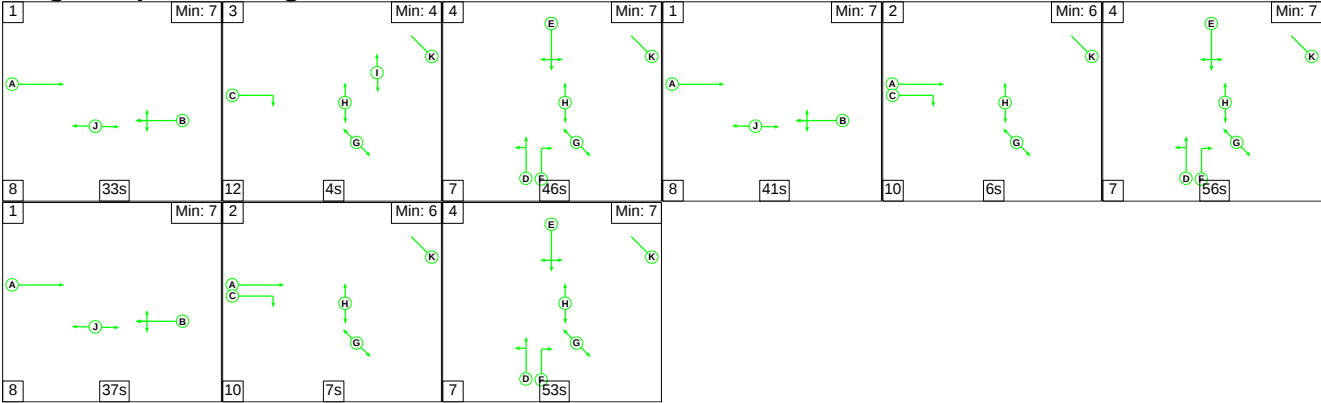
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	227	31	57	34.8	14.6	1.6	51.0	-	-	-	-
Heath House Lane / A41 / Wrotesley Park Road	-	-	227	31	57	34.8	14.6	1.6	51.0	-	-	-	-
1/1	41	41	10	31	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
1/2+1/3	990	990	-	-	-	10.4	4.1	-	14.5	52.7	27.0	4.1	31.1
2/1+2/2	591	591	47	0	1	5.0	1.5	0.2	6.7	41.1	16.6	1.5	18.0
3/2+3/1	588	588	-	-	-	6.8	3.2	-	10.0	61.2	16.3	3.2	19.5
3/3	432	432	44	0	1	5.7	2.4	0.4	8.4	70.0	18.0	2.4	20.3
4/2+4/1	759	759	126	0	55	6.9	3.4	1.0	11.3	53.6	19.6	3.4	23.0
5/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 50.94 Cycle Time (s): 360 PRC Over All Lanes (%): 0.4 Total Delay Over All Lanes(pcuHr): 50.97													

C1	PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	50.94	Cycle Time (s): 360
	PRC Over All Lanes (%):	0.4	Total Delay Over All Lanes(pcuHr):	50.97	

Full Input Data And Results

Scenario 15: '15' (FG7: '2034 AM B + C + D (Sens)', Plan 2: 'exit peds 3rds')

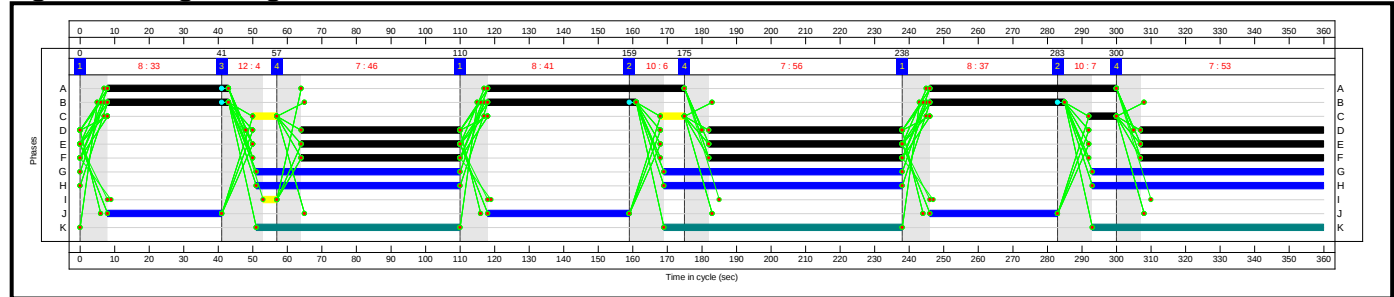
Stage Sequence Diagram



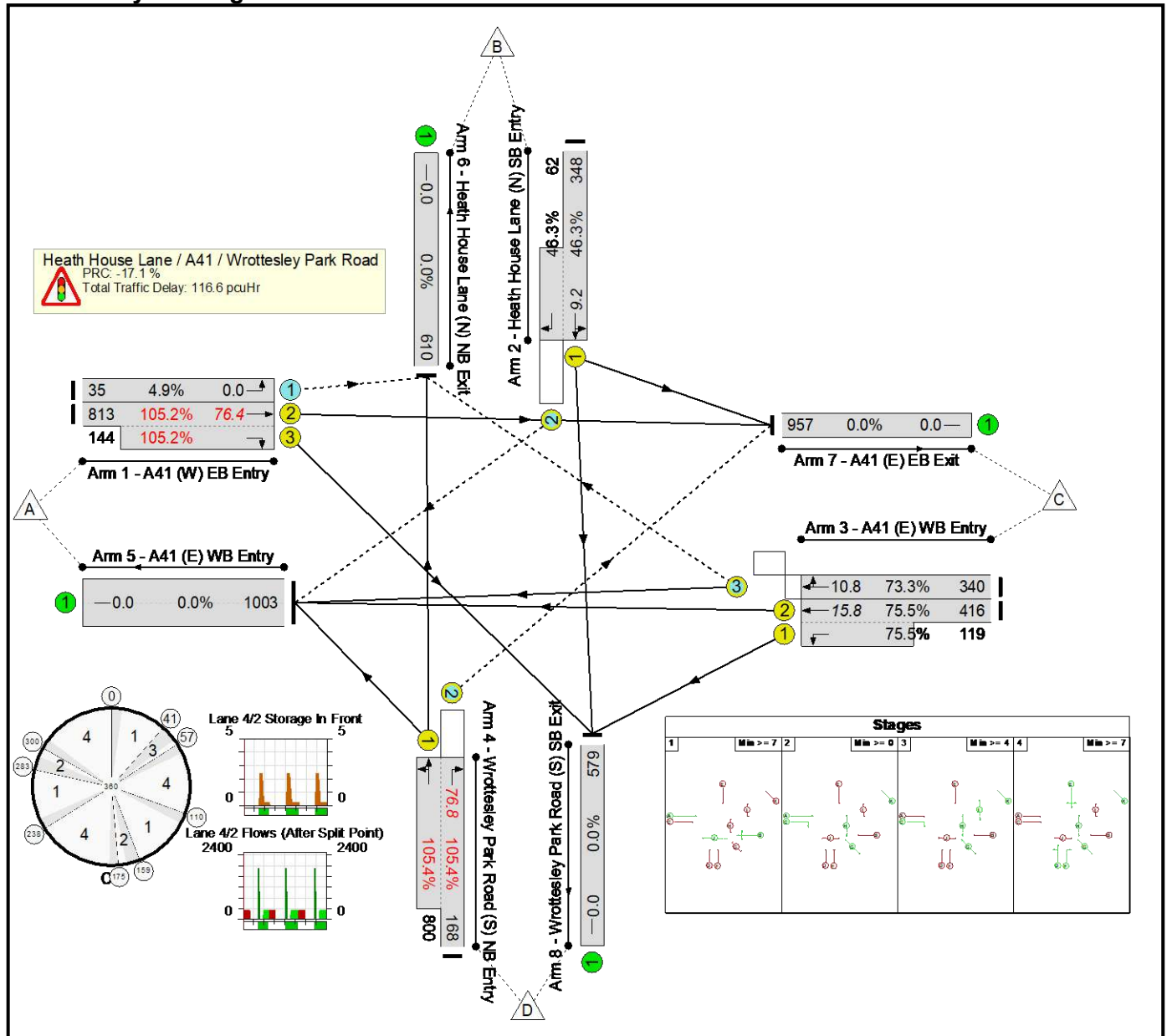
Stage Timings

Stage	1	3	4	1	2	4	1	2	4
Duration	33	4	46	41	6	56	37	7	53
Change Point	0	41	57	110	159	175	238	283	300

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

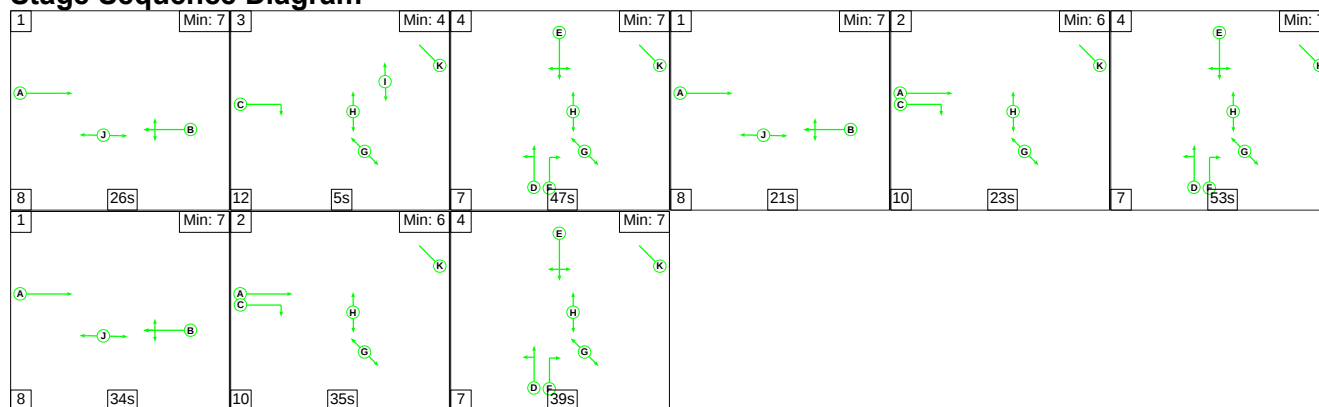
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	105.4%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	105.4%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	35	1967	715	4.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		3	146:22	-	957	1980:2043	773+137	105.2 : 105.2%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		3	155	-	410	1907:1868	752+134	46.3 : 46.3%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		3	117	-	535	1980:1800	551+158	75.5 : 75.5%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		3	117	-	340	2111	464	73.3%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		3	155	-	968	1914:1930	159+759	105.4 : 105.4%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	1015	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%

[illegible]

Full Input Data And Results

Scenario 16: '16' (FG8: '2034 PM B + C + D (Sens)', Plan 2: 'exit peds 3rds')

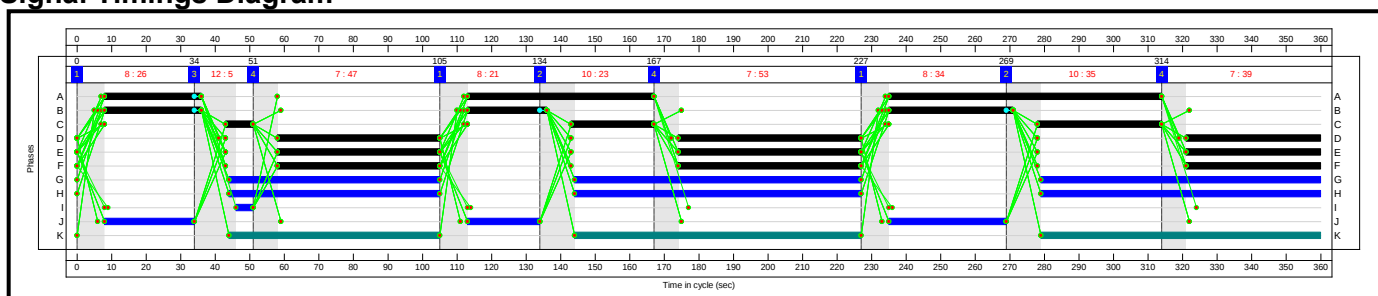
Stage Sequence Diagram



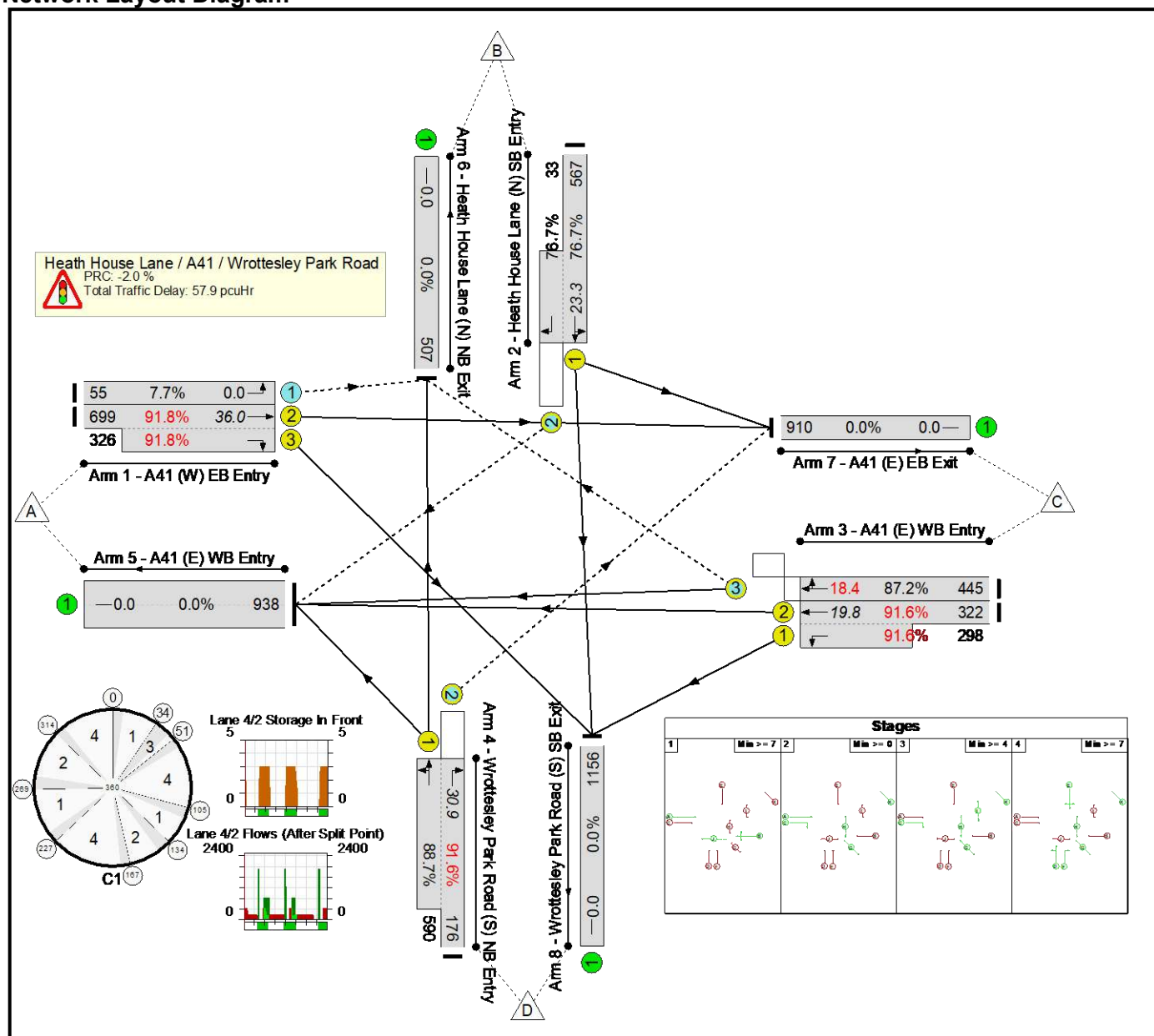
Stage Timings

Stage	1	3	4	1	2	4	1	2	4
Duration	26	5	47	21	23	53	34	35	39
Change Point	0	34	51	105	134	167	227	269	314

Signal Timings Diagram



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: Heath House Lane / A41 / Wrotesely Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	91.8%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	91.8%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	55	1967	715	7.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		3	161:68	-	1025	1980:2043	761+355	91.8 : 91.8%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	E		3	139	-	600	1908:1868	739+43	76.7 : 76.7%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		3	87	-	620	1980:1800	352+325	91.6 : 91.6%
3/3	A41 (E) WB Entry Ahead Right	O	N/A	N/A	B		3	87	-	445	2113	510	87.2%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	F D		3	139	-	766	1914:1929	192+665	91.6 : 88.7%
5/1	A41 (E) WB Entry	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%

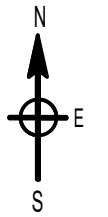
Full Input Data And Results

[illegible]

TECHNICAL NOTE 5 (TN05)

Appendix D Highway Mitigation Scheme

10mm
0
-10mm



PROPOSED FILTER TO ONE-LANE
OVER A DISTANCE OF 100M

PROPOSED NEW CARRIAGEWAY
MARKINGS ON A41 (E) TO INCREASE
LEFT TURN LANE STORAGE AND
TWO AHEAD LANES

PROPOSED CARRIAGEWAY WIDENING
TO INCREASE QUEUE LENGTH OF
WROTTESELEY PARK ROAD

SCALE - 1:500

OVERVIEW
SCALE - 1:1000

Based upon the Ordnance Survey Map with the permission of the Controller
of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

PROJECT
ALBRIGHTON SOUTH

CLIENT
BONINGALE HOMES

DRAWING TITLE
PROPOSED MODIFICATIONS TO HEATH
HOUSE LANE / A41 / WROTTESELEY PARK
ROAD SIGNAL JUNCTION

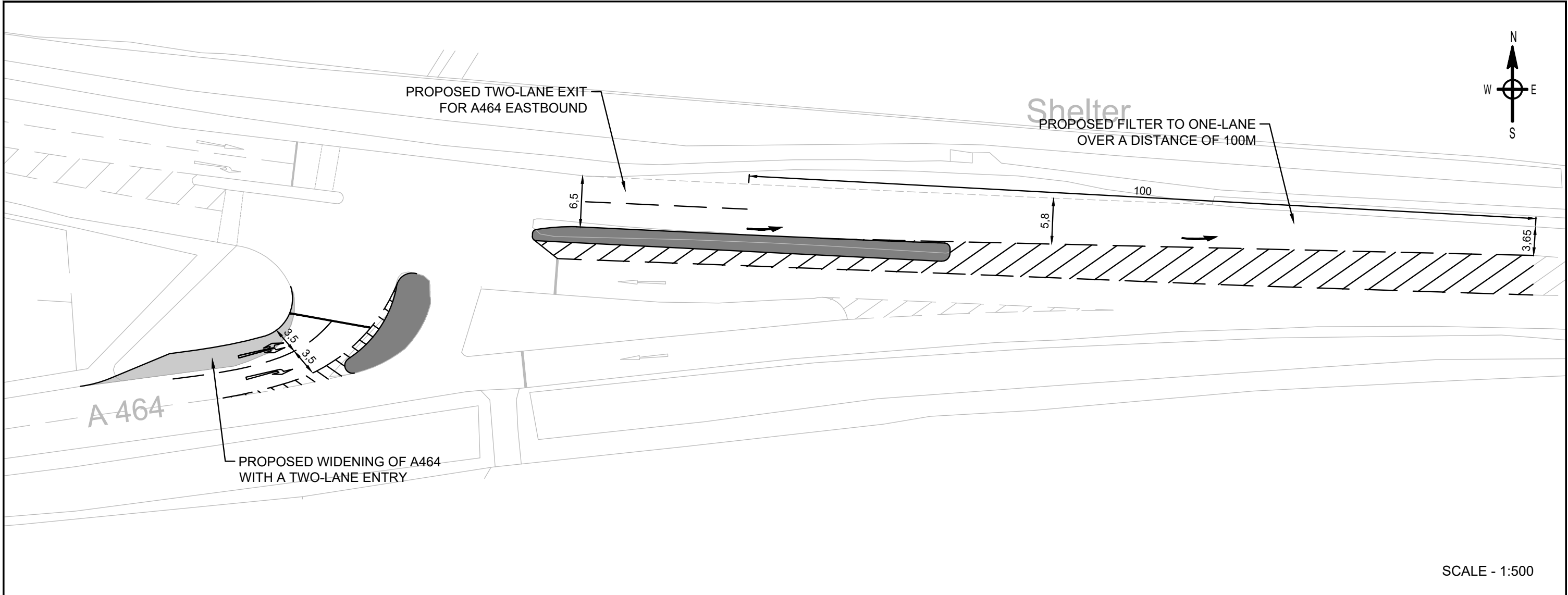
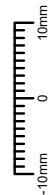


DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	JN	AM	26.11.24	AS SHOWN	PLANNING

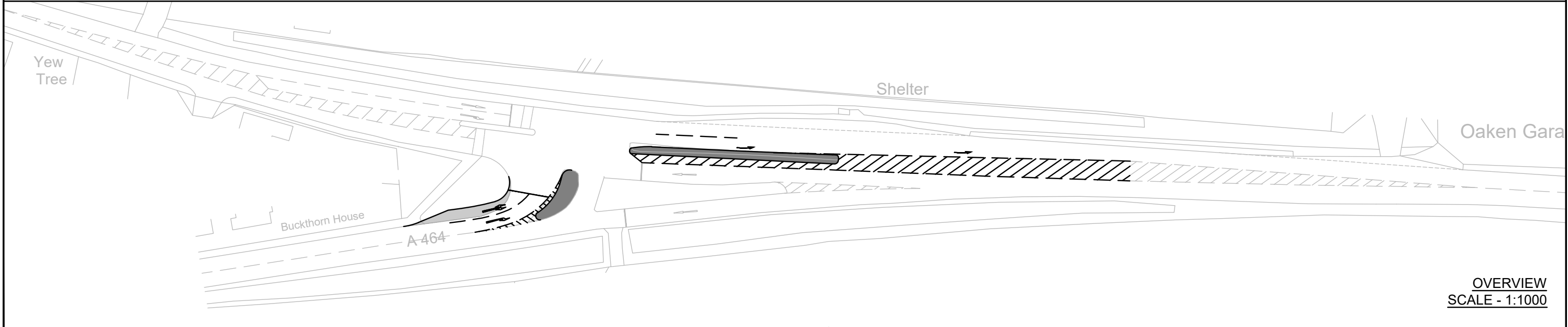
DRAWING NUMBER	REV.
SH5034-4PD-012	-

CAD FILE NAME : SH5034-4PD-012

REV	DR	CH	AP	DATE



SCALE - 1:500



OVERVIEW
SCALE - 1:1000

Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330						PROJECT ALBRIGHTON SOUTH						CLIENT BONINGALE HOMES	
						DRAWING TITLE PROPOSED MODIFICATIONS TO A41 / A464 SIGNAL JUNCTION						sdd SUSTAINABLE DEVELOPMENT AND DELIVERY A specialist team within dlp Planning Ltd dlp DLF PLANNING LIMITED e: bristol@dlpconsultants.co.uk w: www.dlpconsultants.co.uk	
						DRAWN BY KH	CHECKED BY JN	APPROVED BY AM	DATE 26.11.24	SCALES @ A3 SIZE AS SHOWN	ISSUE STATUS PLANNING		
												DRAWING NUMBER SH5034-4PD-013	REV. -
REV						DR	CH	AP	DATE				

CAD FILE NAME : SH5034-4PD-013