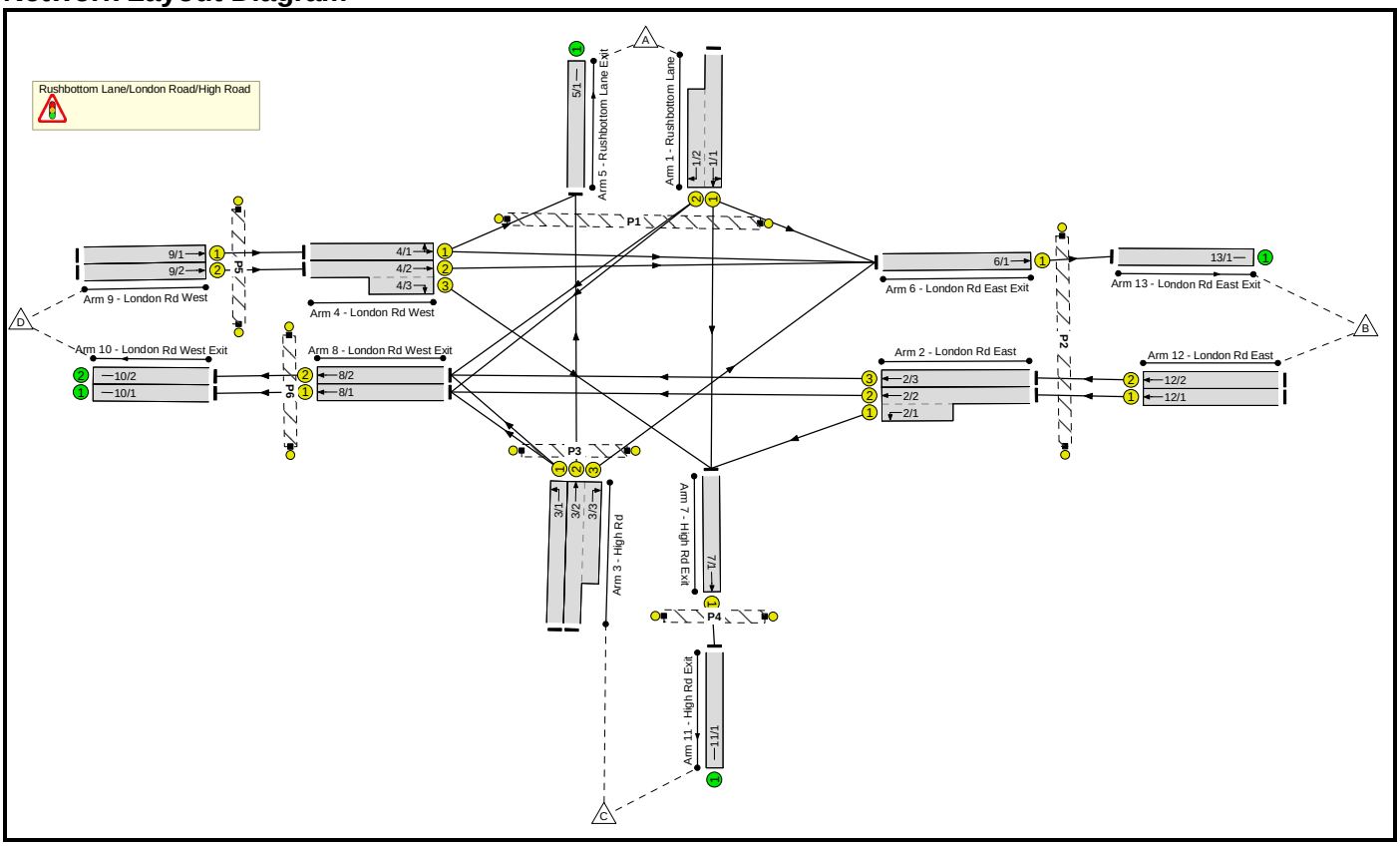
Full Input Data And Results

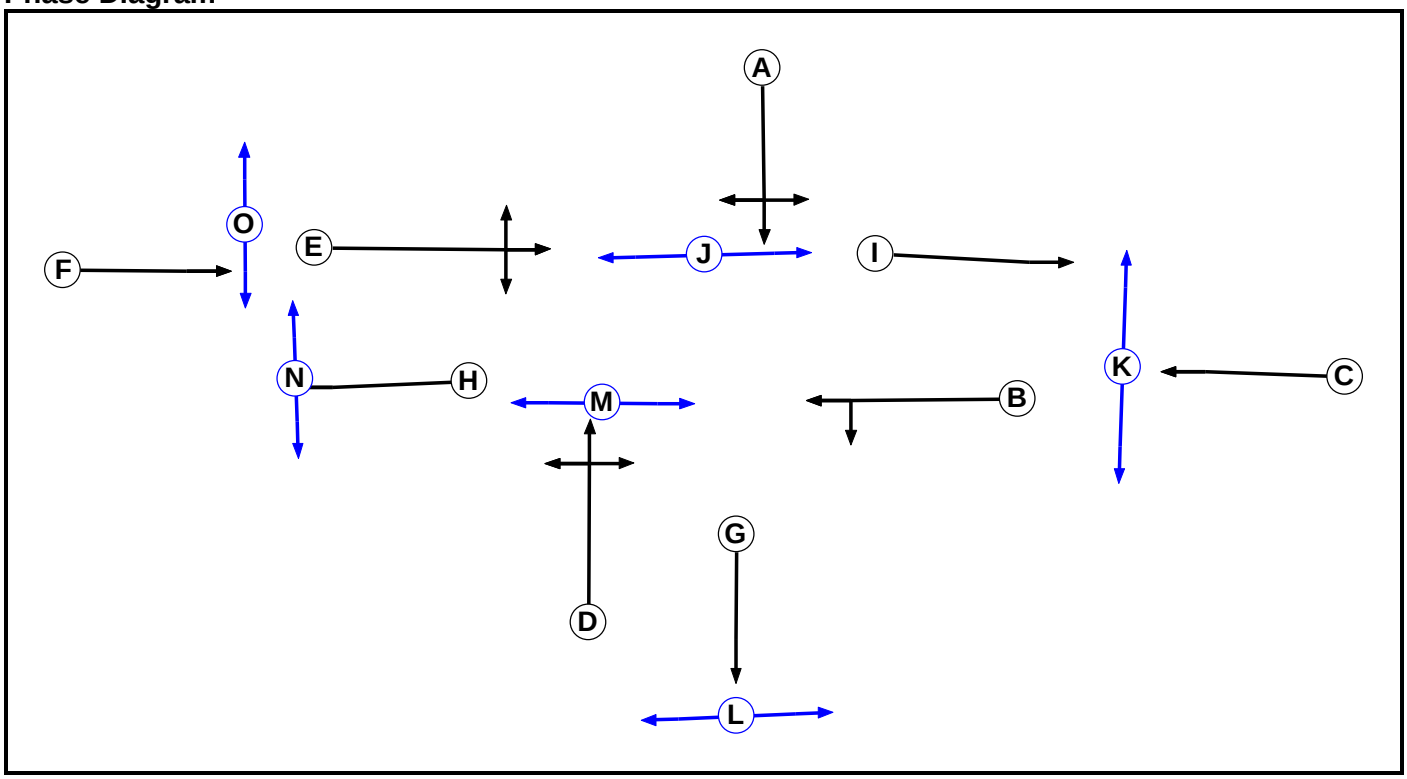
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Rushbottom Lane - London Road - High Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Pedestrian	1		7	7
K	Pedestrian	1		7	7
L	Pedestrian	1		7	7
M	Pedestrian	1		7	7
N	Pedestrian	1		7	7
O	Pedestrian	1		7	7

Phase Intergreens Matrix

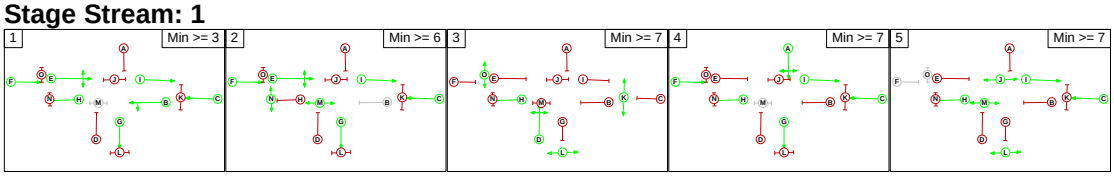
		Starting Phase														
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Terminating Phase	A		7	-	6	6	-	-	-	-	6	-	-	-	-	-
	B	6		-	7	-	-	-	-	-	11	-	-	-	-	-
	C	-	-		-	-	-	-	-	-	-	6	-	-	-	-
	D	6	6	-		7	-	-	-	-	10	-	-	6	-	-
	E	6	-	-	6		-	-	-	-	9	-	-	-	-	-
	F	-	-	-	-	-		-	-	-	-	-	-	-	-	6
	G	-	-	-	-	-	-		-	-	-	-	6	-	-	-
	H	-	-	-	-	-	-	-		-	-	-	-	-	6	-
	I	-	-	-	-	-	-	-	-		-	6	-	-	-	-
	J	7	7	-	7	7	-	-	-	-		-	-	-	-	-
	K	-	-	6	-	-	-	-	-	6	-		-	-	-	-
	L	-	-	-	-	-	-	5	-	-	-	-		-	-	-
	M	-	-	-	9	-	-	-	-	-	-	-	-		-	-
	N	-	-	-	-	-	-	-	6	-	-	-	-	-		-
	O	-	-	-	-	-	6	-	-	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

	To Stage					
		1	2	3	4	5
From Stage	1		6	7	6	11
	2	6		9	6	9
	3	7	7		6	10
	4	7	6	6		6
	5	7	7	9	7	

Give-Way Lane Input Data

Junction: Rushbottom Lane/London Road/High Road
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Rushbottom Lane/London Road/High Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Rushbottom Lane)	U	A	2	3	34.8	Geom	-	3.10	0.00	Y	Arm 6 Left Arm 7 Ahead	7.50 Inf
1/2 (Rushbottom Lane)	U	A	2	3	8.7	Geom	-	3.10	0.00	Y	Arm 8 Right	19.00
2/1 (London Rd East)	U	B	2	3	6.3	Geom	-	2.71	0.00	Y	Arm 7 Left	9.50
2/2 (London Rd East)	U	B	2	3	13.6	Geom	-	2.92	0.00	Y	Arm 8 Ahead	Inf
2/3 (London Rd East)	U	B	2	3	13.6	Geom	-	3.28	0.00	Y	Arm 8 Ahead	Inf
3/1 (High Rd)	U	D	2	3	60.0	Geom	-	3.04	0.00	Y	Arm 8 Left	10.60
3/2 (High Rd)	U	D	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 5 Ahead	Inf
3/3 (High Rd)	U	D	2	3	9.0	Geom	-	3.20	0.00	Y	Arm 6 Right	18.00
4/1 (London Rd West)	U	E	2	3	7.6	Geom	-	2.85	0.00	Y	Arm 5 Left Arm 6 Ahead	9.50 Inf
4/2 (London Rd West)	U	E	2	3	7.6	Geom	-	3.27	0.00	Y	Arm 6 Ahead	Inf
4/3 (London Rd West)	U	E	2	3	5.7	Geom	-	3.34	0.00	Y	Arm 7 Right	18.70
5/1 (Rushbottom Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (London Rd East Exit)	U	I	2	3	15.3	Geom	-	4.13	0.00	Y	Arm 13 Ahead	Inf
7/1 (High Rd Exit)	U	G	2	3	2.8	Geom	-	4.54	0.00	Y	Arm 11 Ahead	Inf
8/1 (London Rd West Exit)	U	H	2	3	7.1	Geom	-	2.95	0.00	Y	Arm 10 Ahead	Inf
8/2 (London Rd West Exit)	U	H	2	3	7.1	Geom	-	2.85	0.00	Y	Arm 10 Ahead	Inf
9/1 (London Rd West)	U	F	2	3	78.3	Geom	-	2.65	0.00	Y	Arm 4 Ahead	Inf

9/2 (London Rd West)	U	F	2	3	78.3	Geom	-	3.27	0.00	Y	Arm 4 Ahead	Inf
10/1 (London Rd West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (London Rd West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (High Rd Exit)	U		2	3	60.0	Geom	-	3.64	0.00	Y		
12/1 (London Rd East)	U	C	2	3	60.0	Geom	-	2.81	0.00	Y	Arm 2 Ahead	Inf
12/2 (London Rd East)	U	C	2	3	60.0	Geom	-	2.83	0.00	Y	Arm 2 Ahead	Inf
13/1 (London Rd East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM '	08:00	09:00	01:00	
2: '2024 Base PM '	17:00	18:00	01:00	
3: '2034 Ref AM '	08:00	09:00	01:00	
4: '2034 Ref PM '	17:00	18:00	01:00	
5: '2034 Ref AM with LP'	08:00	09:00	01:00	
6: '2034 Ref PM with LP'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	18	43	476	537
	B	0	0	43	973	1016
	C	20	81	0	398	499
	D	266	624	305	0	1195
	Tot.	286	723	391	1847	3247

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM
Junction: Rushbottom Lane/London Road/High Road	
1/1 (with short)	537(In) 61(Out)
1/2 (short)	476
2/1 (short)	43
2/2 (with short)	525(In) 482(Out)
2/3	491
3/1	398
3/2 (with short)	101(In) 20(Out)
3/3 (short)	81
4/1	474
4/2 (with short)	721(In) 416(Out)
4/3 (short)	305
5/1	286
6/1	723
7/1	391
8/1	871
8/2	976
9/1	474
9/2	721
10/1	871
10/2	976
11/1	391
12/1	525
12/2	491
13/1	723

Lane Saturation Flows

Junction: Rushbottom Lane/London Road/High 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 (Rushbottom Lane)	3.10	0.00	Y	Arm 6 Left	7.50	29.5 %	1818	1818
				Arm 7 Ahead	Inf	70.5 %		
1/2 (Rushbottom Lane)	3.10	0.00	Y	Arm 8 Right	19.00	100.0 %	1784	1784
2/1 (London Rd East)	2.71	0.00	Y	Arm 7 Left	9.50	100.0 %	1629	1629
2/2 (London Rd East)	2.92	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1907	1907
2/3 (London Rd East)	3.28	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1943	1943
3/1 (High Rd)	3.04	0.00	Y	Arm 8 Left	10.60	100.0 %	1681	1681
3/2 (High Rd)	2.70	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1885	1885
3/3 (High Rd)	3.20	0.00	Y	Arm 6 Right	18.00	100.0 %	1786	1786
4/1 (London Rd West)	2.85	0.00	Y	Arm 5 Left	9.50	56.1 %	1745	1745
				Arm 6 Ahead	Inf	43.9 %		
4/2 (London Rd West)	3.27	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1942	1942
4/3 (London Rd West)	3.34	0.00	Y	Arm 7 Right	18.70	100.0 %	1804	1804
5/1 (Rushbottom Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit)	4.13	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2028	2028
7/1 (High Rd Exit)	4.54	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2069	2069
8/1 (London Rd West Exit)	2.95	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1910	1910
8/2 (London Rd West Exit)	2.85	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1900	1900
9/1 (London Rd West)	2.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1880	1880
9/2 (London Rd West)	3.27	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1942	1942
10/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (London Rd West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (High Rd Exit)	3.64	0.00	Y				1979	1979
12/1 (London Rd East)	2.81	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1896	1896

12/2 (London Rd East)	2.83	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1898	1898
13/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	4	25	197	226
	B	0	0	16	462	478
	C	48	47	0	233	328
	D	531	908	570	0	2009
	Tot.	579	959	611	892	3041

Traffic Lane Flows

Lane	Scenario 2: 2024 Base PM
Junction: Rushbottom Lane/London Road/High Road	
1/1 (with short)	226(In) 29(Out)
1/2 (short)	197
2/1 (short)	16
2/2 (with short)	256(In) 240(Out)
2/3	222
3/1	233
3/2 (with short)	95(In) 48(Out)
3/3 (short)	47
4/1	834
4/2 (with short)	1175(In) 605(Out)
4/3 (short)	570
5/1	579
6/1	959
7/1	611
8/1	502
8/2	390
9/1	834
9/2	1175
10/1	502
10/2	390
11/1	611
12/1	256
12/2	222
13/1	959

Lane Saturation Flows

Junction: Rushbottom Lane/London Road/High 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 (Rushbottom Lane)	3.10	0.00	Y	Arm 6 Left	7.50	13.8 %	1873	1873
				Arm 7 Ahead	Inf	86.2 %		
1/2 (Rushbottom Lane)	3.10	0.00	Y	Arm 8 Right	19.00	100.0 %	1784	1784
2/1 (London Rd East)	2.71	0.00	Y	Arm 7 Left	9.50	100.0 %	1629	1629
2/2 (London Rd East)	2.92	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1907	1907
2/3 (London Rd East)	3.28	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1943	1943
3/1 (High Rd)	3.04	0.00	Y	Arm 8 Left	10.60	100.0 %	1681	1681
3/2 (High Rd)	2.70	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1885	1885
3/3 (High Rd)	3.20	0.00	Y	Arm 6 Right	18.00	100.0 %	1786	1786
4/1 (London Rd West)	2.85	0.00	Y	Arm 5 Left	9.50	63.7 %	1726	1726
				Arm 6 Ahead	Inf	36.3 %		
4/2 (London Rd West)	3.27	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1942	1942
4/3 (London Rd West)	3.34	0.00	Y	Arm 7 Right	18.70	100.0 %	1804	1804
5/1 (Rushbottom Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit)	4.13	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2028	2028
7/1 (High Rd Exit)	4.54	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2069	2069
8/1 (London Rd West Exit)	2.95	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1910	1910
8/2 (London Rd West Exit)	2.85	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1900	1900
9/1 (London Rd West)	2.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1880	1880
9/2 (London Rd West)	3.27	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1942	1942
10/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (London Rd West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (High Rd Exit)	3.64	0.00	Y				1979	1979
12/1 (London Rd East)	2.81	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1896	1896

12/2 (London Rd East)	2.83	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1898	1898
13/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	17	0	400	417
	B	0	0	65	1087	1152
	C	0	18	0	538	556
	D	371	819	294	0	1484
	Tot.	371	854	359	2025	3609

Traffic Lane Flows

Lane	Scenario 3: 2034 Ref AM
Junction: Rushbottom Lane/London Road/High Road	
1/1 (with short)	417(In) 17(Out)
1/2 (short)	400
2/1 (short)	65
2/2 (with short)	604(In) 539(Out)
2/3	548
3/1	538
3/2 (with short)	18(In) 0(Out)
3/3 (short)	18
4/1	625
4/2 (with short)	859(In) 565(Out)
4/3 (short)	294
5/1	371
6/1	854
7/1	359
8/1	953
8/2	1072
9/1	625
9/2	859
10/1	953
10/2	1072
11/1	359
12/1	604
12/2	548
13/1	854

Lane Saturation Flows

Junction: Rushbottom Lane/London Road/High 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 (Rushbottom Lane)	3.10	0.00	Y	Arm 6 Left	7.50	100.0 %	1604	1604
				Arm 7 Ahead	Inf	0.0 %		
1/2 (Rushbottom Lane)	3.10	0.00	Y	Arm 8 Right	19.00	100.0 %	1784	1784
2/1 (London Rd East)	2.71	0.00	Y	Arm 7 Left	9.50	100.0 %	1629	1629
2/2 (London Rd East)	2.92	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1907	1907
2/3 (London Rd East)	3.28	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1943	1943
3/1 (High Rd)	3.04	0.00	Y	Arm 8 Left	10.60	100.0 %	1681	1681
3/2 (High Rd)	2.70	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1885	1885
3/3 (High Rd)	3.20	0.00	Y	Arm 6 Right	18.00	100.0 %	1786	1786
4/1 (London Rd West)	2.85	0.00	Y	Arm 5 Left	9.50	59.4 %	1737	1737
				Arm 6 Ahead	Inf	40.6 %		
4/2 (London Rd West)	3.27	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1942	1942
4/3 (London Rd West)	3.34	0.00	Y	Arm 7 Right	18.70	100.0 %	1804	1804
5/1 (Rushbottom Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit)	4.13	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2028	2028
7/1 (High Rd Exit)	4.54	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2069	2069
8/1 (London Rd West Exit)	2.95	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1910	1910
8/2 (London Rd West Exit)	2.85	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1900	1900
9/1 (London Rd West)	2.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1880	1880
9/2 (London Rd West)	3.27	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1942	1942
10/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (London Rd West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (High Rd Exit)	3.64	0.00	Y				1979	1979
12/1 (London Rd East)	2.81	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1896	1896

12/2 (London Rd East)	2.83	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1898	1898
13/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	4	26	261	291
	B	0	0	45	585	630
	C	55	8	0	255	318
	D	595	1022	503	0	2120
	Tot.	650	1034	574	1101	3359

Traffic Lane Flows

Lane	Scenario 4: 2034 Ref PM
Junction: Rushbottom Lane/London Road/High Road	
1/1 (with short)	291(In) 30(Out)
1/2 (short)	261
2/1 (short)	45
2/2 (with short)	339(In) 294(Out)
2/3	291
3/1	255
3/2 (with short)	63(In) 55(Out)
3/3 (short)	8
4/1	906
4/2 (with short)	1214(In) 711(Out)
4/3 (short)	503
5/1	650
6/1	1034
7/1	574
8/1	638
8/2	463
9/1	906
9/2	1214
10/1	638
10/2	463
11/1	574
12/1	339
12/2	291
13/1	1034

Lane Saturation Flows

Junction: Rushbottom Lane/London Road/High 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 (Rushbottom Lane)	3.10	0.00	Y	Arm 6 Left	7.50	13.3 %	1875	1875
				Arm 7 Ahead	Inf	86.7 %		
1/2 (Rushbottom Lane)	3.10	0.00	Y	Arm 8 Right	19.00	100.0 %	1784	1784
2/1 (London Rd East)	2.71	0.00	Y	Arm 7 Left	9.50	100.0 %	1629	1629
2/2 (London Rd East)	2.92	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1907	1907
2/3 (London Rd East)	3.28	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1943	1943
3/1 (High Rd)	3.04	0.00	Y	Arm 8 Left	10.60	100.0 %	1681	1681
3/2 (High Rd)	2.70	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1885	1885
3/3 (High Rd)	3.20	0.00	Y	Arm 6 Right	18.00	100.0 %	1786	1786
4/1 (London Rd West)	2.85	0.00	Y	Arm 5 Left	9.50	65.7 %	1721	1721
				Arm 6 Ahead	Inf	34.3 %		
4/2 (London Rd West)	3.27	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1942	1942
4/3 (London Rd West)	3.34	0.00	Y	Arm 7 Right	18.70	100.0 %	1804	1804
5/1 (Rushbottom Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit)	4.13	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2028	2028
7/1 (High Rd Exit)	4.54	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2069	2069
8/1 (London Rd West Exit)	2.95	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1910	1910
8/2 (London Rd West Exit)	2.85	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1900	1900
9/1 (London Rd West)	2.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1880	1880
9/2 (London Rd West)	3.27	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1942	1942
10/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (London Rd West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (High Rd Exit)	3.64	0.00	Y				1979	1979
12/1 (London Rd East)	2.81	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1896	1896

12/2 (London Rd East)	2.83	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1898	1898
13/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2034 Ref AM with LP' (FG5: '2034 Ref AM with LP', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	18	0	404	422
	B	0	0	66	1211	1277
	C	0	9	0	545	554
	D	349	816	347	0	1512
	Tot.	349	843	413	2160	3765

Traffic Lane Flows

Lane	Scenario 5: 2034 Ref AM with LP
Junction: Rushbottom Lane/London Road/High Road	
1/1 (with short)	422(In) 18(Out)
1/2 (short)	404
2/1 (short)	66
2/2 (with short)	666(In) 600(Out)
2/3	611
3/1	545
3/2 (with short)	9(In) 0(Out)
3/3 (short)	9
4/1	628
4/2 (with short)	884(In) 537(Out)
4/3 (short)	347
5/1	349
6/1	843
7/1	413
8/1	1053
8/2	1107
9/1	628
9/2	884
10/1	1053
10/2	1107
11/1	413
12/1	666
12/2	611
13/1	843

Lane Saturation Flows

Junction: Rushbottom Lane/London Road/High 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 (Rushbottom Lane)	3.10	0.00	Y	Arm 6 Left	7.50	100.0 %	1604	1604
				Arm 7 Ahead	Inf	0.0 %		
1/2 (Rushbottom Lane)	3.10	0.00	Y	Arm 8 Right	19.00	100.0 %	1784	1784
2/1 (London Rd East)	2.71	0.00	Y	Arm 7 Left	9.50	100.0 %	1629	1629
2/2 (London Rd East)	2.92	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1907	1907
2/3 (London Rd East)	3.28	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1943	1943
3/1 (High Rd)	3.04	0.00	Y	Arm 8 Left	10.60	100.0 %	1681	1681
3/2 (High Rd)	2.70	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1885	1885
3/3 (High Rd)	3.20	0.00	Y	Arm 6 Right	18.00	100.0 %	1786	1786
4/1 (London Rd West)	2.85	0.00	Y	Arm 5 Left	9.50	55.6 %	1747	1747
				Arm 6 Ahead	Inf	44.4 %		
4/2 (London Rd West)	3.27	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1942	1942
4/3 (London Rd West)	3.34	0.00	Y	Arm 7 Right	18.70	100.0 %	1804	1804
5/1 (Rushbottom Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit)	4.13	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2028	2028
7/1 (High Rd Exit)	4.54	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2069	2069
8/1 (London Rd West Exit)	2.95	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1910	1910
8/2 (London Rd West Exit)	2.85	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1900	1900
9/1 (London Rd West)	2.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1880	1880
9/2 (London Rd West)	3.27	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1942	1942
10/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (London Rd West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (High Rd Exit)	3.64	0.00	Y				1979	1979
12/1 (London Rd East)	2.81	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1896	1896

12/2 (London Rd East)	2.83	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1898	1898
13/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2034 Ref PM with LP' (FG6: '2034 Ref PM with LP', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	4	27	260	291
	B	0	0	45	629	674
	C	57	35	0	272	364
	D	606	1080	595	0	2281
	Tot.	663	1119	667	1161	3610

Traffic Lane Flows

Lane	Scenario 6: 2034 Ref PM with LP
Junction: Rushbottom Lane/London Road/High Road	
1/1 (with short)	291(In) 31(Out)
1/2 (short)	260
2/1 (short)	45
2/2 (with short)	359(In) 314(Out)
2/3	315
3/1	272
3/2 (with short)	92(In) 57(Out)
3/3 (short)	35
4/1	964
4/2 (with short)	1317(In) 722(Out)
4/3 (short)	595
5/1	663
6/1	1119
7/1	667
8/1	679
8/2	482
9/1	964
9/2	1317
10/1	679
10/2	482
11/1	667
12/1	359
12/2	315
13/1	1119

Lane Saturation Flows

Junction: Rushbottom Lane/London Road/High Road

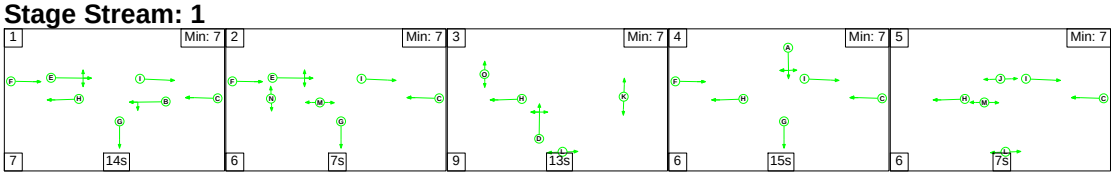
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rushbottom Lane)	3.10	0.00	Y	Arm 6 Left	7.50	12.9 %	1877	1877
				Arm 7 Ahead	Inf	87.1 %		
1/2 (Rushbottom Lane)	3.10	0.00	Y	Arm 8 Right	19.00	100.0 %	1784	1784
2/1 (London Rd East)	2.71	0.00	Y	Arm 7 Left	9.50	100.0 %	1629	1629
2/2 (London Rd East)	2.92	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1907	1907
2/3 (London Rd East)	3.28	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1943	1943
3/1 (High Rd)	3.04	0.00	Y	Arm 8 Left	10.60	100.0 %	1681	1681
3/2 (High Rd)	2.70	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1885	1885
3/3 (High Rd)	3.20	0.00	Y	Arm 6 Right	18.00	100.0 %	1786	1786
4/1 (London Rd West)	2.85	0.00	Y	Arm 5 Left	9.50	62.9 %	1728	1728
				Arm 6 Ahead	Inf	37.1 %		
4/2 (London Rd West)	3.27	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1942	1942
4/3 (London Rd West)	3.34	0.00	Y	Arm 7 Right	18.70	100.0 %	1804	1804
5/1 (Rushbottom Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit)	4.13	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2028	2028
7/1 (High Rd Exit)	4.54	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2069	2069
8/1 (London Rd West Exit)	2.95	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1910	1910
8/2 (London Rd West Exit)	2.85	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1900	1900
9/1 (London Rd West)	2.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1880	1880
9/2 (London Rd West)	3.27	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1942	1942
10/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (London Rd West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (High Rd Exit)	3.64	0.00	Y				1979	1979
12/1 (London Rd East)	2.81	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1896	1896

12/2 (London Rd East)	2.83	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1898	1898
13/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

Stage Stream: 1

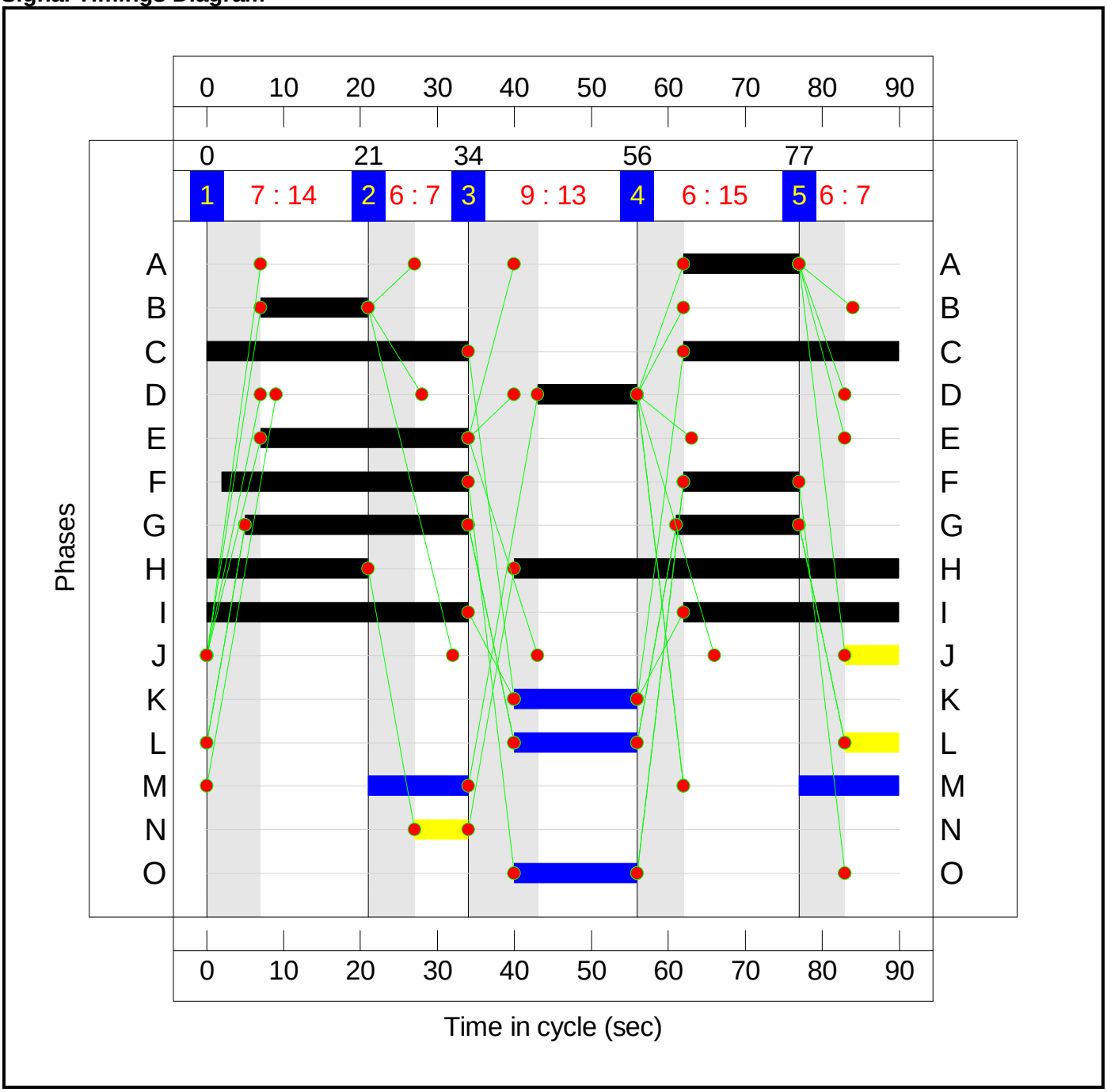


Stage Timings

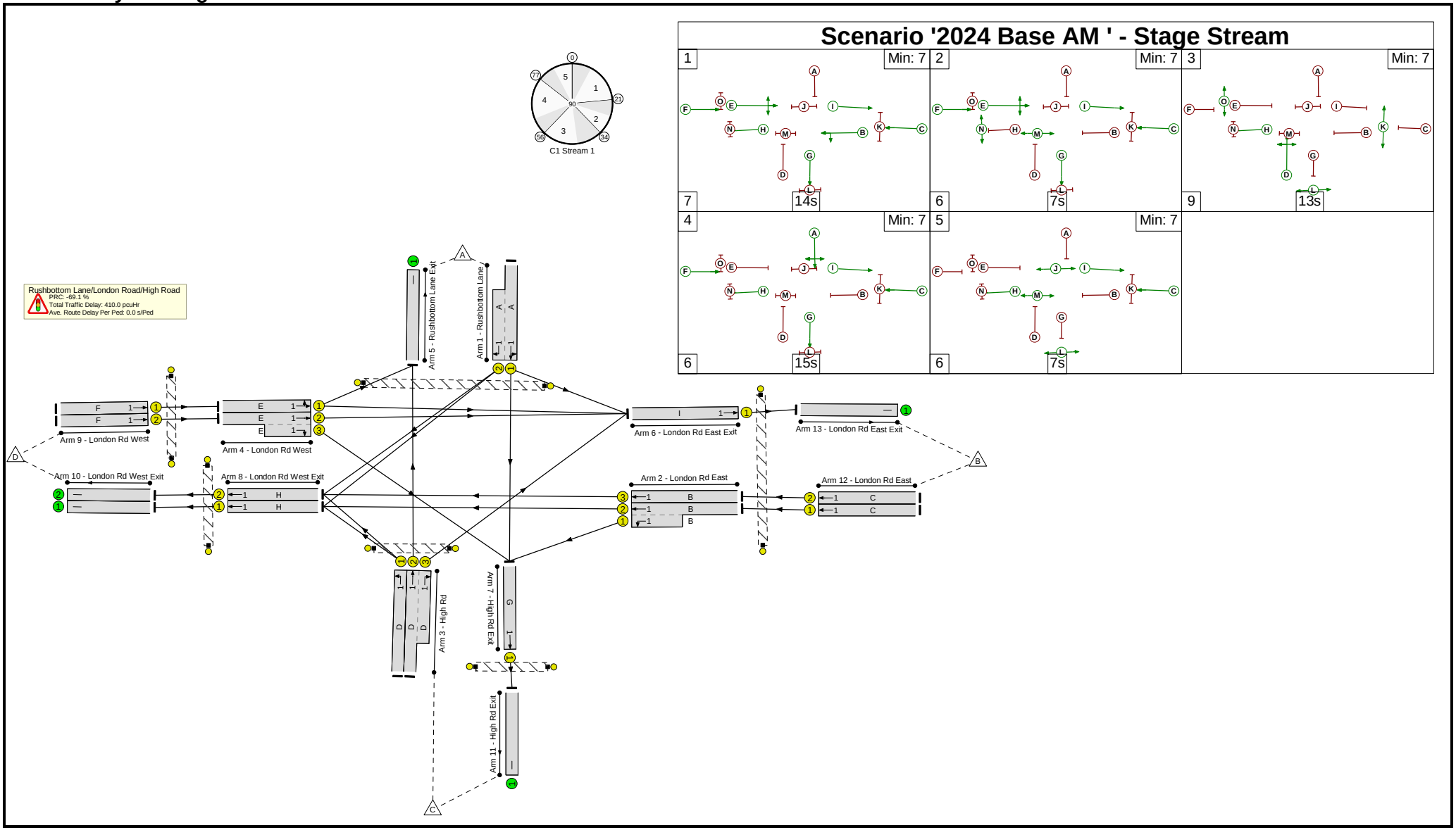
Stage Stream: 1

Stage	1	2	3	4	5
Duration	14	7	13	15	7
Change Point	0	21	34	56	77

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**152.2%**
Rushbottom Lane/London Road/High Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**152.2%**
1/1+1/2	Rushbottom Lane Left Ahead Right	U	1	N/A	A		1	15	-	537	1818:1784	41+317	150.1 : 150.1%
2/2+2/1	London Rd East Left Ahead	U	1	N/A	B		1	14	-	525	1907:1629	318+28	151.7 : 151.7%
2/3	London Rd East Ahead	U	1	N/A	B		1	14	-	491	1943	324	151.6%
3/1	High Rd Left	U	1	N/A	D		1	13	-	398	1681	261	152.2%
3/2+3/3	High Rd Ahead Right	U	1	N/A	D		1	13	-	101	1885:1786	69+278	29.2 : 29.2%
4/1	London Rd West Left Ahead	U	1	N/A	E		1	27	-	474	1745	543	87.3%
4/2+4/3	London Rd West Ahead Right	U	1	N/A	E		1	27	-	721	1942:1804	450+330	92.4 : 92.4%
5/1	Rushbottom Lane Exit	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
6/1	London Rd East Exit Ahead	U	1	N/A	I		1	62	-	723	2028	1420	50.5%
7/1	High Rd Exit Ahead	U	1	N/A	G		2	45	-	391	2069	1080	33.5%
8/1	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	871	1910	1528	37.7%
8/2	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	976	1900	1520	42.4%
9/1	London Rd West Ahead	U	1	N/A	F		2	47	-	474	1880	1024	46.3%

9/2	London Rd West Ahead	U	1	N/A	F		2	47	-	721	1942	1057	68.2%
10/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	871	Inf	Inf	0.0%
10/2	London Rd West Exit	U	N/A	N/A	-		-	-	-	976	Inf	Inf	0.0%
11/1	High Rd Exit	U	N/A	N/A	-		-	-	-	391	1979	1979	18.3%
12/1	London Rd East Ahead	U	1	N/A	C		1	62	-	525	1896	1327	39.6%
12/2	London Rd East Ahead	U	1	N/A	C		1	62	-	491	1898	1329	37.0%
13/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	16	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	M		2	26	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	L		2	23	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	O		1	16	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	7	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**61.1**	**348.8**	**0.0**	**410.0**	**-**	**-**	**-**	**-**
Rushbottom Lane/London Road/High Road	**-**	**-**	**0**	**0**	**0**	**61.1**	**348.8**	**0.0**	**410.0**	**-**	**-**	**-**	**-**
1/1+1/2	537	358	-	-	-	12.5	91.1	-	103.6	694.6	19.8	91.1	110.9
2/2+2/1	525	346	-	-	-	12.8	90.9	-	103.7	710.8	18.0	90.9	108.9
2/3	491	324	-	-	-	12.0	85.0	-	97.0	711.3	17.4	85.0	102.4
3/1	398	261	-	-	-	9.1	69.7	-	78.8	712.4	13.4	69.7	83.0
3/2+3/3	101	101	-	-	-	0.9	0.2	-	1.1	40.7	1.8	0.2	2.0
4/1	474	474	-	-	-	3.0	3.2	-	6.1	46.4	11.2	3.2	14.3
4/2+4/3	721	721	-	-	-	3.9	5.2	-	9.1	45.3	12.8	5.2	18.0
5/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	717	717	-	-	-	1.9	0.5	-	2.4	12.1	10.7	0.5	11.2
7/1	362	362	-	-	-	0.1	0.3	-	0.3	3.2	1.2	0.3	1.4
8/1	575	575	-	-	-	0.4	0.3	-	0.7	4.5	2.1	0.3	2.4
8/2	645	645	-	-	-	0.5	0.4	-	0.8	4.6	3.8	0.4	4.1
9/1	474	474	-	-	-	0.9	0.4	-	1.3	10.1	4.7	0.4	5.2
9/2	721	721	-	-	-	1.6	1.1	-	2.7	13.5	8.4	1.1	9.5
10/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	362	362	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	525	525	-	-	-	0.8	0.3	-	1.1	7.8	5.4	0.3	5.7
12/2	491	491	-	-	-	0.7	0.3	-	1.0	7.6	4.9	0.3	5.2
13/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

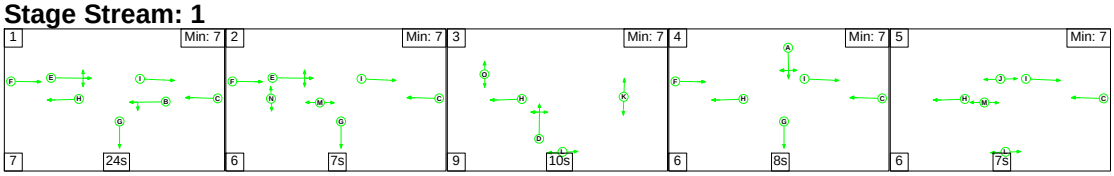
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -69.1 Total Delay for Signalled Lanes (pcuHr): 409.84 Cycle Time (s): 90
PRC Over All Lanes (%): -69.1 Total Delay Over All Lanes(pcuHr): 409.96

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

Stage Sequence Diagram

Stage Stream: 1

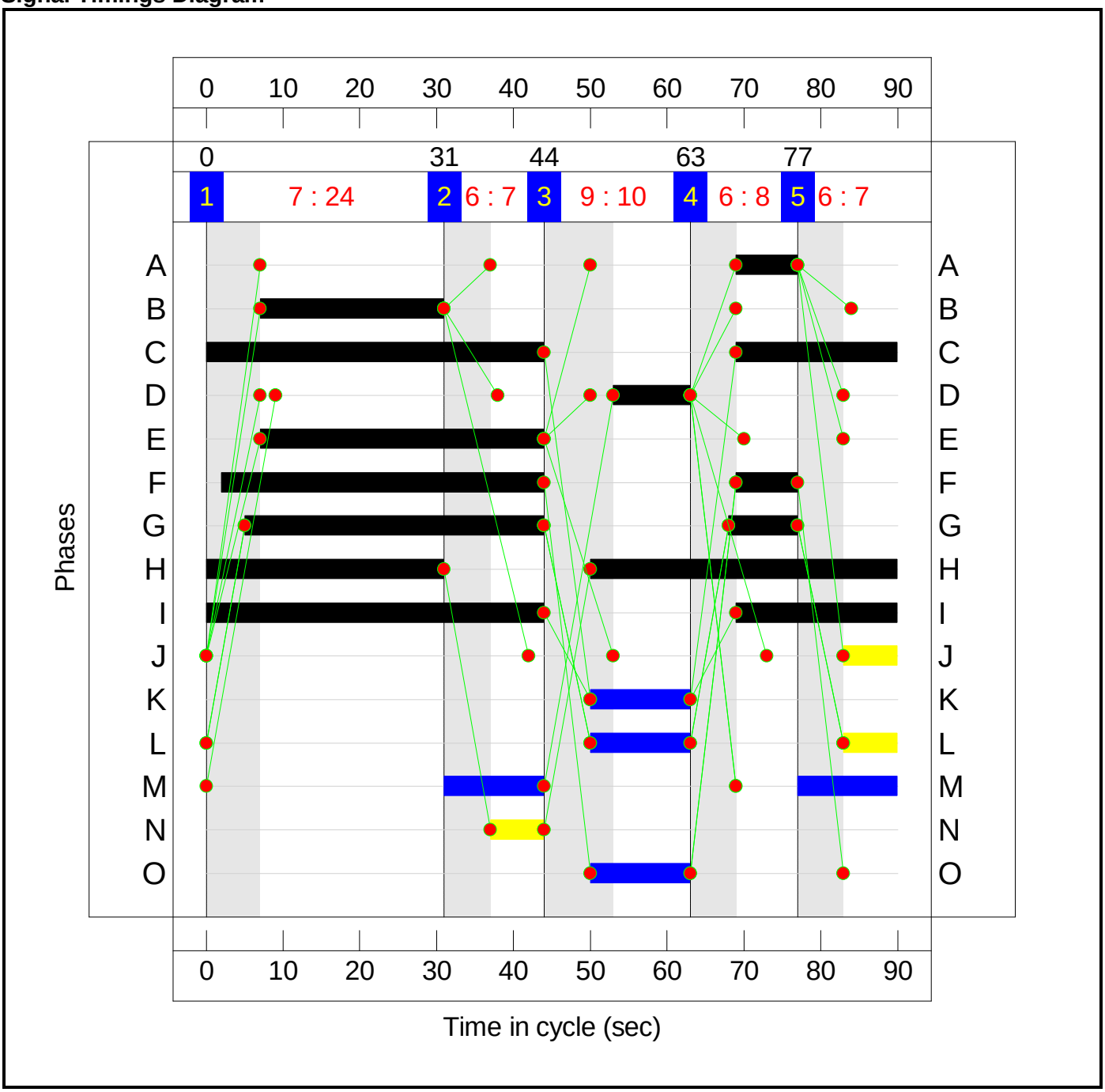


Stage Timings

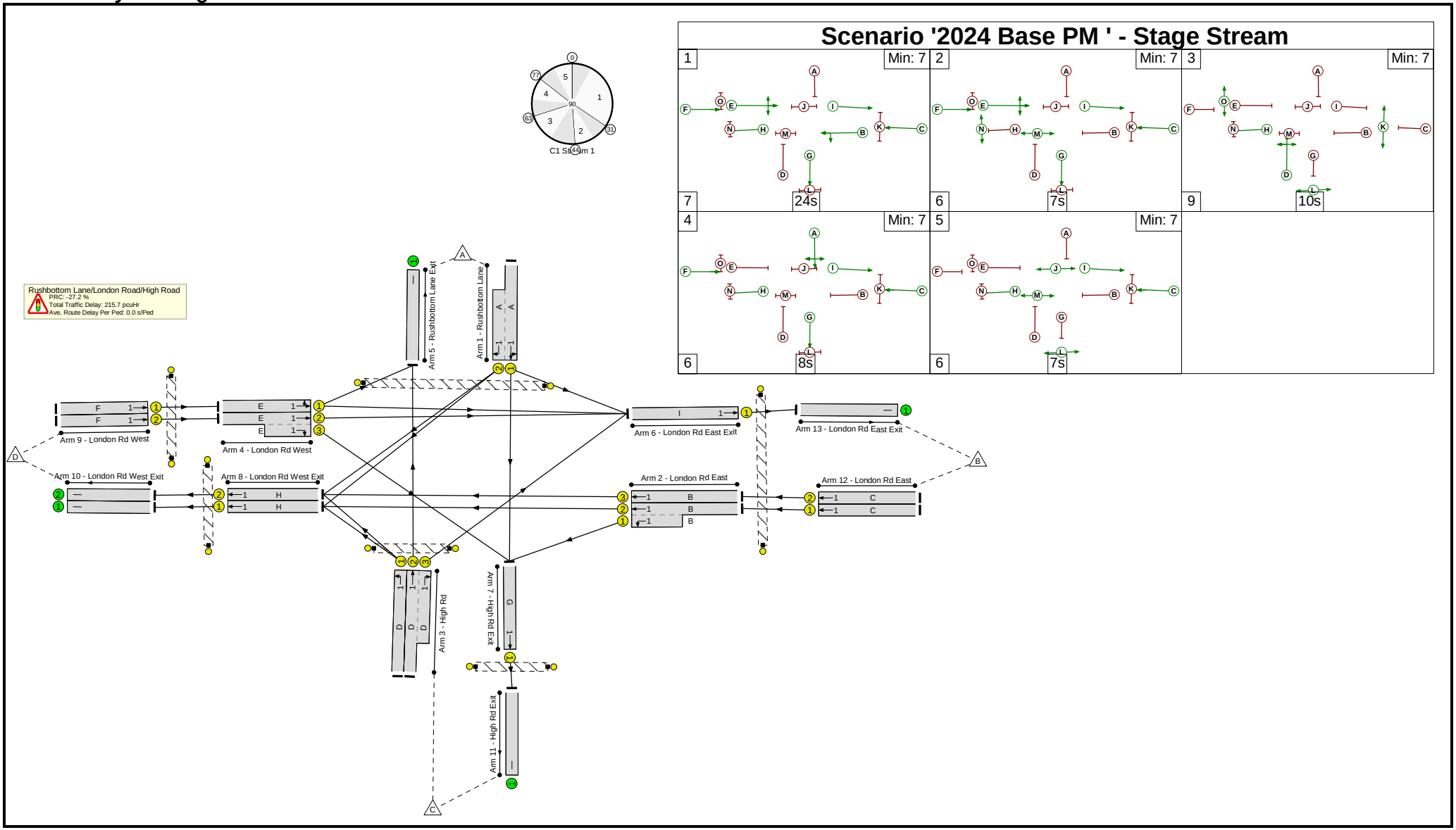
Stage Stream: 1

Stage	1	2	3	4	5
Duration	24	7	10	8	7
Change Point	0	31	44	63	77

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**114.4%**
Rushbottom Lane/London Road/High Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**114.4%**
1/1+1/2	Rushbottom Lane Left Ahead Right	U	1	N/A	A		1	8	-	226	1873:1784	26+178	110.4 : 110.4%
2/2+2/1	London Rd East Left Ahead	U	1	N/A	B		1	24	-	256	1907:1629	522+35	46.0 : 46.0%
2/3	London Rd East Ahead	U	1	N/A	B		1	24	-	222	1943	540	41.1%
3/1	High Rd Left	U	1	N/A	D		1	10	-	233	1681	205	113.4%
3/2+3/3	High Rd Ahead Right	U	1	N/A	D		1	10	-	95	1885:1786	230+218	20.8 : 21.5%
4/1	London Rd West Left Ahead	U	1	N/A	E		1	37	-	834	1726	729	114.4%
4/2+4/3	London Rd West Ahead Right	U	1	N/A	E		1	37	-	1175	1942:1804	532+501	108.6 : 108.6%
5/1	Rushbottom Lane Exit	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
6/1	London Rd East Exit Ahead	U	1	N/A	I		1	65	-	959	2028	1487	57.0%
7/1	High Rd Exit Ahead	U	1	N/A	G		2	48	-	611	2069	1149	47.2%
8/1	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	502	1910	1528	31.0%
8/2	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	390	1900	1520	24.5%
9/1	London Rd West Ahead	U	1	N/A	F		2	50	-	834	1880	1086	76.8%

9/2	London Rd West Ahead	U	1	N/A	F		2	50	-	1175	1942	1122	104.7%
10/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
10/2	London Rd West Exit	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
11/1	High Rd Exit	U	N/A	N/A	-		-	-	-	611	1979	1979	27.4%
12/1	London Rd East Ahead	U	1	N/A	C		1	65	-	256	1896	1390	18.4%
12/2	London Rd East Ahead	U	1	N/A	C		1	65	-	222	1898	1392	15.9%
13/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	M		2	26	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	L		2	20	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	O		1	13	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	7	-	0	-	0	0.0%

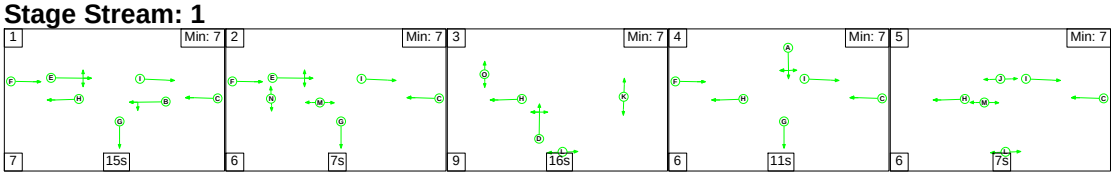
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**38.4**	**177.3**	**0.0**	**215.7**	**-**	**-**	**-**	**-**
Rushbottom Lane/London Road/High Road	**-**	**-**	**0**	**0**	**0**	**38.4**	**177.3**	**0.0**	**215.7**	**-**	**-**	**-**	**-**
1/1+1/2	226	207	-	-	-	3.1	14.6	-	17.6	280.5	5.4	14.6	19.9
2/2+2/1	256	256	-	-	-	1.6	0.4	-	2.1	28.9	6.3	0.4	6.7
2/3	222	222	-	-	-	1.4	0.3	-	1.8	28.5	4.5	0.3	4.9
3/1	233	205	-	-	-	3.5	17.2	-	20.6	318.9	6.5	17.2	23.7
3/2+3/3	95	95	-	-	-	0.9	0.1	-	1.1	40.7	1.1	0.1	1.2
4/1	834	729	-	-	-	7.9	56.3	-	64.2	277.1	23.5	56.3	79.8
4/2+4/3	1122	1033	-	-	-	7.6	50.0	-	57.5	184.6	27.8	50.0	77.8
5/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	848	848	-	-	-	1.3	0.7	-	2.0	8.4	10.2	0.7	10.9
7/1	542	542	-	-	-	0.2	0.4	-	0.6	4.1	0.7	0.4	1.1
8/1	474	474	-	-	-	0.0	0.2	-	0.3	2.1	0.3	0.2	0.5
8/2	372	372	-	-	-	0.0	0.2	-	0.2	2.0	1.6	0.2	1.8
9/1	834	834	-	-	-	2.6	1.6	-	4.2	18.3	11.1	1.6	12.7
9/2	1175	1122	-	-	-	7.8	34.9	-	42.7	130.8	25.8	34.9	60.7
10/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	542	542	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/1	256	256	-	-	-	0.3	0.1	-	0.4	5.3	1.9	0.1	2.0
12/2	222	222	-	-	-	0.2	0.1	-	0.3	5.2	1.7	0.1	1.8
13/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -27.2 Total Delay for Signalled Lanes (pcuHr): 215.55 Cycle Time (s): 90
PRC Over All Lanes (%): -27.2 Total Delay Over All Lanes(pcuHr): 215.74

Stage Sequence Diagram

Stage Stream: 1

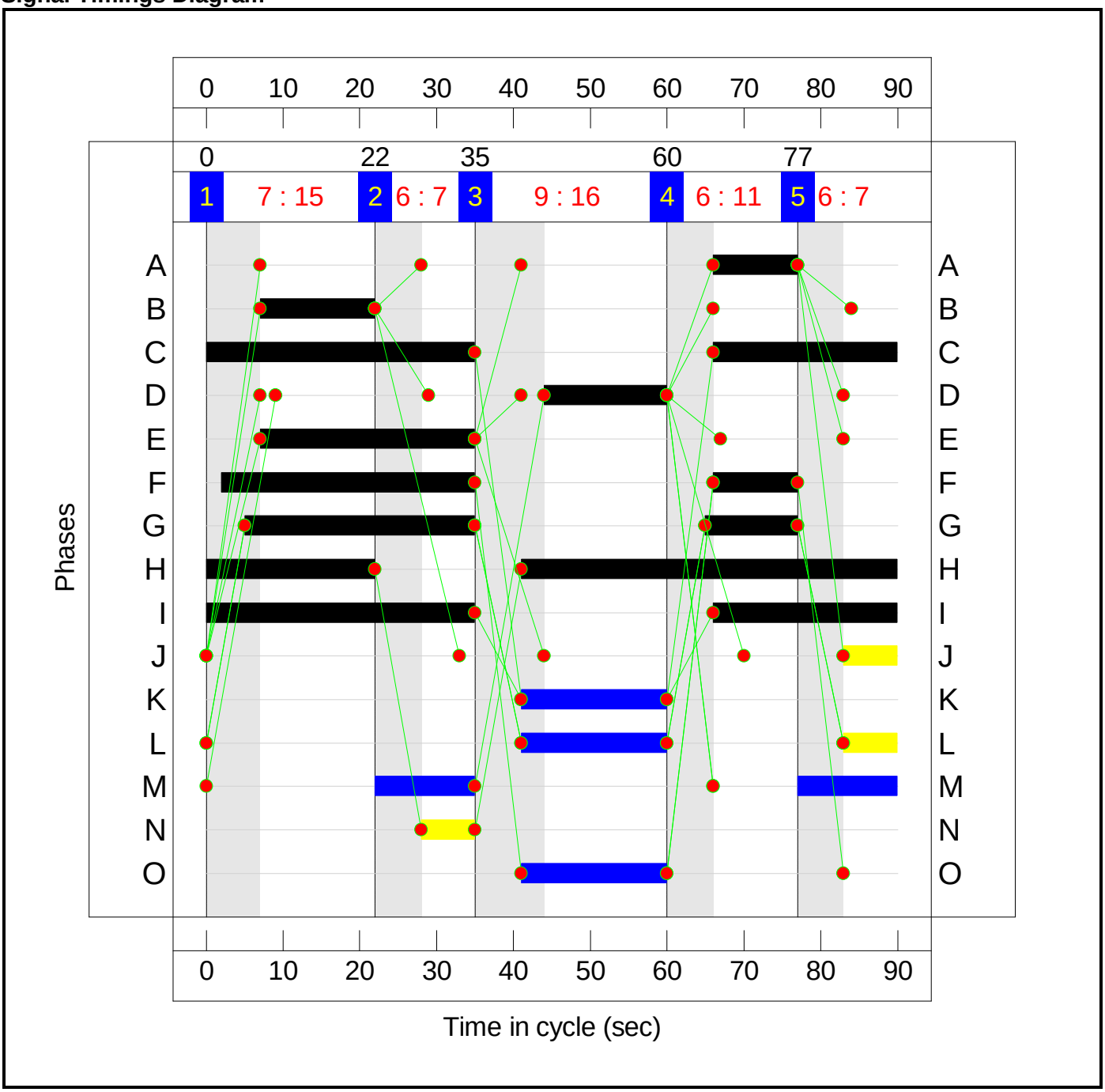


Stage Timings

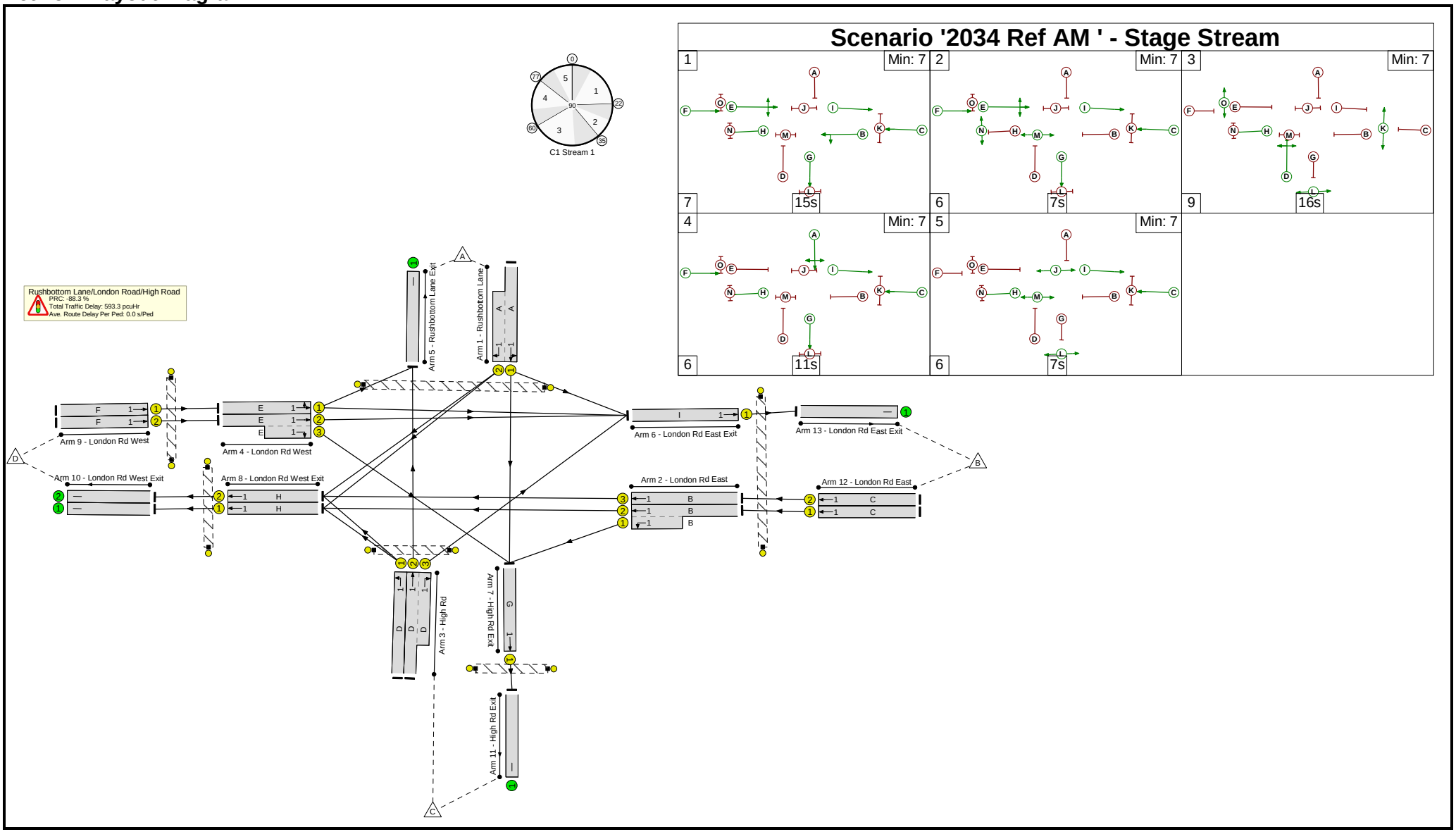
Stage Stream: 1

Stage	1	2	3	4	5
Duration	15	7	16	11	7
Change Point	0	22	35	60	77

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**169.4%**
Rushbottom Lane/London Road/High Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**169.4%**
1/1+1/2	Rushbottom Lane Left Ahead Right	U	1	N/A	A		1	11	-	417	1604:1784	10+238	168.2 : 168.2%
2/2+2/1	London Rd East Left Ahead	U	1	N/A	B		1	15	-	604	1907:1629	339+41	159.0 : 159.0%
2/3	London Rd East Ahead	U	1	N/A	B		1	15	-	548	1943	345	158.6%
3/1	High Rd Left	U	1	N/A	D		1	16	-	538	1681	318	169.4%
3/2+3/3	High Rd Ahead Right	U	1	N/A	D		1	16	-	18	1885:1786	0+337	0.0 : 5.3%
4/1	London Rd West Left Ahead	U	1	N/A	E		1	28	-	625	1737	560	111.7%
4/2+4/3	London Rd West Ahead Right	U	1	N/A	E		1	28	-	859	1942:1804	496+258	113.8 : 113.8%
5/1	Rushbottom Lane Exit	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
6/1	London Rd East Exit Ahead	U	1	N/A	I		1	59	-	854	2028	1352	55.6%
7/1	High Rd Exit Ahead	U	1	N/A	G		2	42	-	359	2069	1012	29.6%
8/1	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	953	1910	1528	38.2%
8/2	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	1072	1900	1520	43.1%
9/1	London Rd West Ahead	U	1	N/A	F		2	44	-	625	1880	961	65.0%

9/2	London Rd West Ahead	U	1	N/A	F		2	44	-	859	1942	993	86.5%
10/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
10/2	London Rd West Exit	U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%
11/1	High Rd Exit	U	N/A	N/A	-		-	-	-	359	1979	1979	15.1%
12/1	London Rd East Ahead	U	1	N/A	C		1	59	-	604	1896	1264	47.8%
12/2	London Rd East Ahead	U	1	N/A	C		1	59	-	548	1898	1265	43.3%
13/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	854	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	19	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	M		2	26	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	L		2	26	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	O		1	19	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	7	-	0	-	0	0.0%

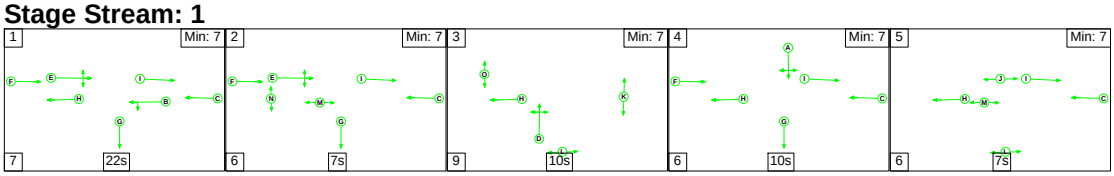
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**80.7**	**512.6**	**0.0**	**593.3**	**-**	**-**	**-**	**-**
Rushbottom Lane/London Road/High Road	**-**	**-**	**0**	**0**	**0**	**80.7**	**512.6**	**0.0**	**593.3**	**-**	**-**	**-**	**-**
1/1+1/2	417	248	-	-	-	11.5	85.7	-	97.2	839.5	17.3	85.7	103.1
2/2+2/1	604	380	-	-	-	15.2	113.4	-	128.5	766.2	21.4	113.4	134.7
2/3	548	345	-	-	-	13.8	102.6	-	116.4	764.6	19.9	102.6	122.6
3/1	538	318	-	-	-	14.6	111.4	-	126.1	843.8	20.4	111.4	131.9
3/2+3/3	18	18	-	-	-	0.2	0.0	-	0.2	35.6	0.4	0.0	0.4
4/1	625	560	-	-	-	6.3	36.9	-	43.2	248.9	17.3	36.9	54.1
4/2+4/3	859	755	-	-	-	7.9	56.0	-	64.0	268.0	22.1	56.0	78.1
5/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	2.5	0.6	-	3.1	15.0	11.4	0.6	12.0
7/1	299	299	-	-	-	0.2	0.2	-	0.4	4.5	3.0	0.2	3.2
8/1	584	584	-	-	-	0.4	0.3	-	0.7	4.5	2.1	0.3	2.5
8/2	656	656	-	-	-	0.5	0.4	-	0.8	4.6	4.3	0.4	4.7
9/1	625	625	-	-	-	1.8	0.9	-	2.7	15.8	7.3	0.9	8.2
9/2	859	859	-	-	-	3.6	3.1	-	6.7	27.9	12.1	3.1	15.2
10/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	299	299	-	-	-	0.0	0.1	-	0.1	1.1	0.6	0.1	0.6
12/1	604	604	-	-	-	1.2	0.5	-	1.7	10.1	7.4	0.5	7.8
12/2	548	548	-	-	-	1.1	0.4	-	1.5	9.5	6.4	0.4	6.8
13/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -88.3 Total Delay for Signalled Lanes (pcuHr): 593.24 Cycle Time (s): 90
PRC Over All Lanes (%): -88.3 Total Delay Over All Lanes(pcuHr): 593.33

Stage Sequence Diagram

Stage Stream: 1

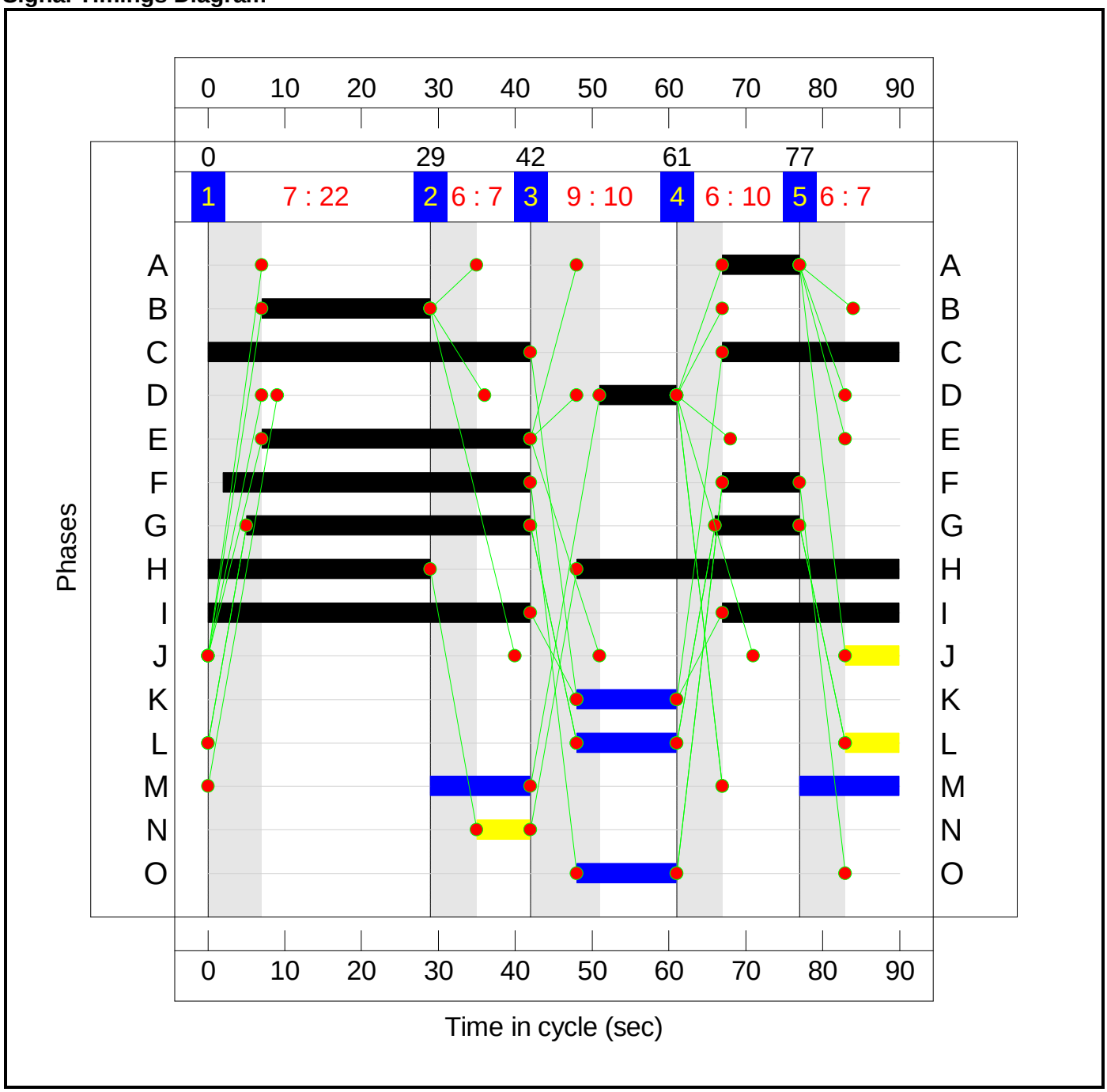


Stage Timings

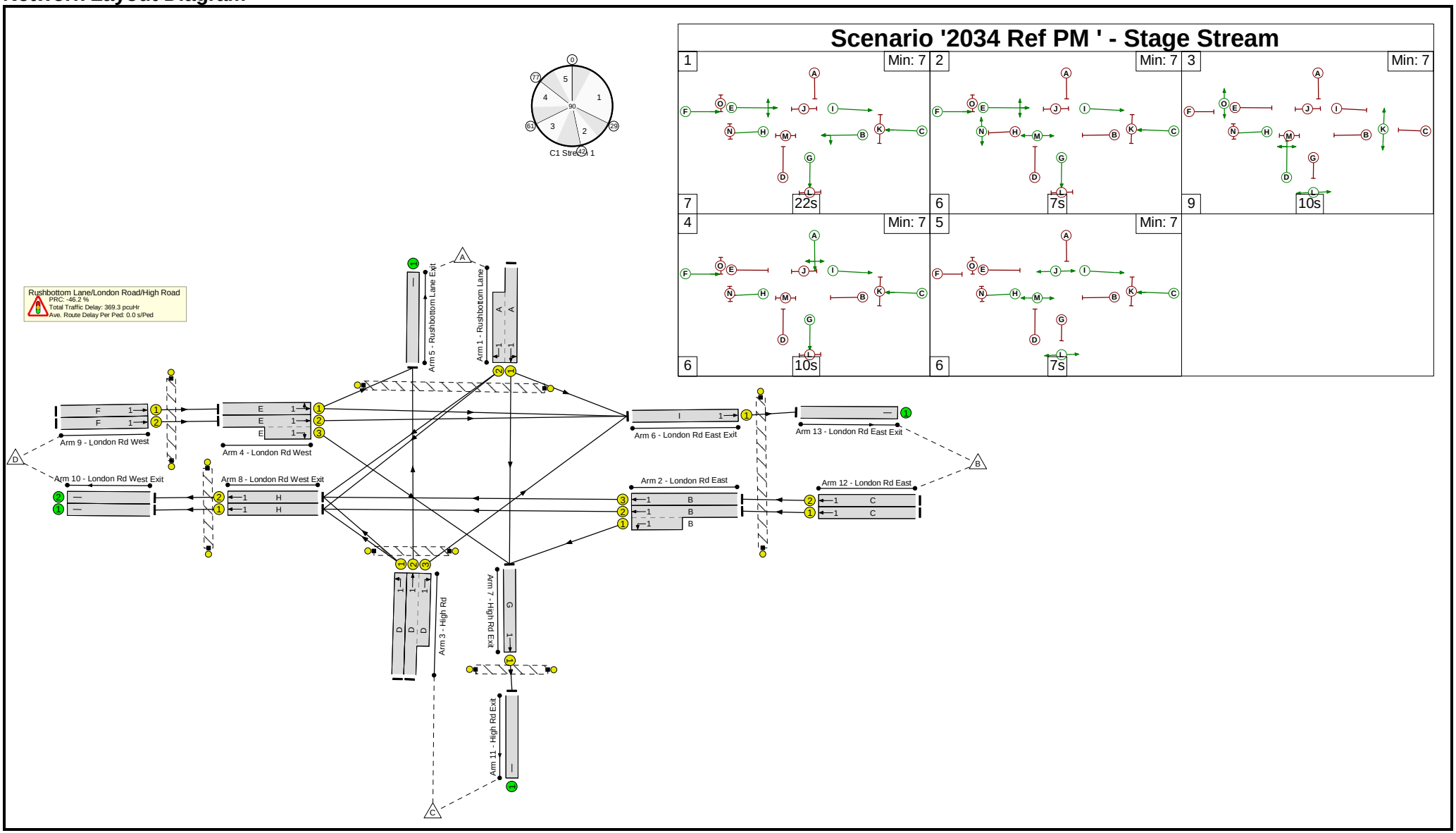
Stage Stream: 1

Stage	1	2	3	4	5
Duration	22	7	10	10	7
Change Point	0	29	42	61	77

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**131.6%**
Rushbottom Lane/London Road/High Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**131.6%**
1/1+1/2	Rushbottom Lane Left Ahead Right	U	1	N/A	A		1	10	-	291	1875:1784	25+218	119.7 : 119.7%
2/2+2/1	London Rd East Left Ahead	U	1	N/A	B		1	22	-	339	1907:1629	463+71	63.5 : 63.5%
2/3	London Rd East Ahead	U	1	N/A	B		1	22	-	291	1943	497	58.6%
3/1	High Rd Left	U	1	N/A	D		1	10	-	255	1681	205	124.1%
3/2+3/3	High Rd Ahead Right	U	1	N/A	D		1	10	-	63	1885:1786	230+34	23.9 : 23.9%
4/1	London Rd West Left Ahead	U	1	N/A	E		1	35	-	906	1721	688	131.6%
4/2+4/3	London Rd West Ahead Right	U	1	N/A	E		1	35	-	1214	1942:1804	552+390	119.1 : 119.1%
5/1	Rushbottom Lane Exit	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
6/1	London Rd East Exit Ahead	U	1	N/A	I		1	65	-	1034	2028	1487	53.8%
7/1	High Rd Exit Ahead	U	1	N/A	G		2	48	-	574	2069	1149	40.1%
8/1	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	638	1910	1528	37.7%
8/2	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	463	1900	1520	28.5%
9/1	London Rd West Ahead	U	1	N/A	F		2	50	-	906	1880	1086	83.4%

9/2	London Rd West Ahead	U	1	N/A	F		2	50	-	1214	1942	1122	108.2%
10/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
10/2	London Rd West Exit	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
11/1	High Rd Exit	U	N/A	N/A	-		-	-	-	574	1979	1979	23.3%
12/1	London Rd East Ahead	U	1	N/A	C		1	65	-	339	1896	1390	24.4%
12/2	London Rd East Ahead	U	1	N/A	C		1	65	-	291	1898	1392	20.9%
13/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	1034	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	M		2	26	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	L		2	20	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	O		1	13	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	7	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**53.8**	**315.5**	**0.0**	**369.3**	**-**	**-**	**-**	**-**
Rushbottom Lane/London Road/High Road	**-**	**-**	**0**	**0**	**0**	**53.8**	**315.5**	**0.0**	**369.3**	**-**	**-**	**-**	**-**
1/1+1/2	291	248	-	-	-	4.4	26.7	-	31.1	384.7	7.6	26.7	34.3
2/2+2/1	339	339	-	-	-	2.4	0.9	-	3.2	34.2	6.5	0.9	7.3
2/3	291	291	-	-	-	2.1	0.7	-	2.8	34.2	6.3	0.7	7.0
3/1	255	205	-	-	-	4.5	27.1	-	31.6	446.1	7.6	27.1	34.7
3/2+3/3	63	63	-	-	-	0.6	0.2	-	0.8	44.6	1.2	0.2	1.4
4/1	906	688	-	-	-	13.1	110.8	-	123.9	492.4	28.1	110.8	138.9
4/2+4/3	1122	942	-	-	-	12.0	93.0	-	105.0	336.9	31.3	93.0	124.3
5/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	800	800	-	-	-	1.3	0.6	-	1.8	8.3	11.8	0.6	12.4
7/1	461	461	-	-	-	0.2	0.3	-	0.5	3.8	4.0	0.3	4.4
8/1	576	576	-	-	-	0.1	0.3	-	0.4	2.3	0.3	0.3	0.6
8/2	433	433	-	-	-	0.1	0.2	-	0.3	2.2	3.7	0.2	3.9
9/1	906	906	-	-	-	3.0	2.4	-	5.5	21.7	12.6	2.4	15.1
9/2	1214	1122	-	-	-	9.6	51.8	-	61.4	182.2	26.7	51.8	78.5
10/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	461	461	-	-	-	0.0	0.2	-	0.2	1.2	1.7	0.2	1.8
12/1	339	339	-	-	-	0.4	0.2	-	0.5	5.6	2.7	0.2	2.9
12/2	291	291	-	-	-	0.3	0.1	-	0.4	5.4	2.3	0.1	2.4
13/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

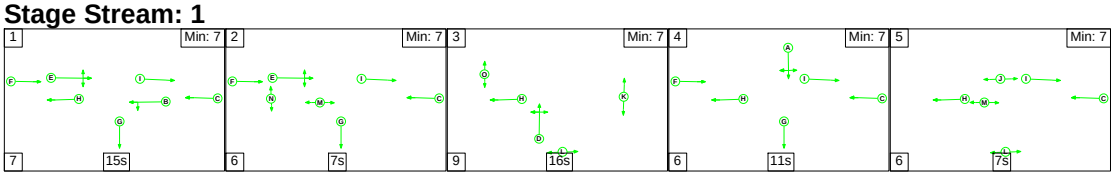
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -46.2 Total Delay for Signalled Lanes (pcuHr): 369.19 Cycle Time (s): 90
PRC Over All Lanes (%): -46.2 Total Delay Over All Lanes(pcuHr): 369.35

Scenario 5: '2034 Ref AM with LP' (FG5: '2034 Ref AM with LP', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

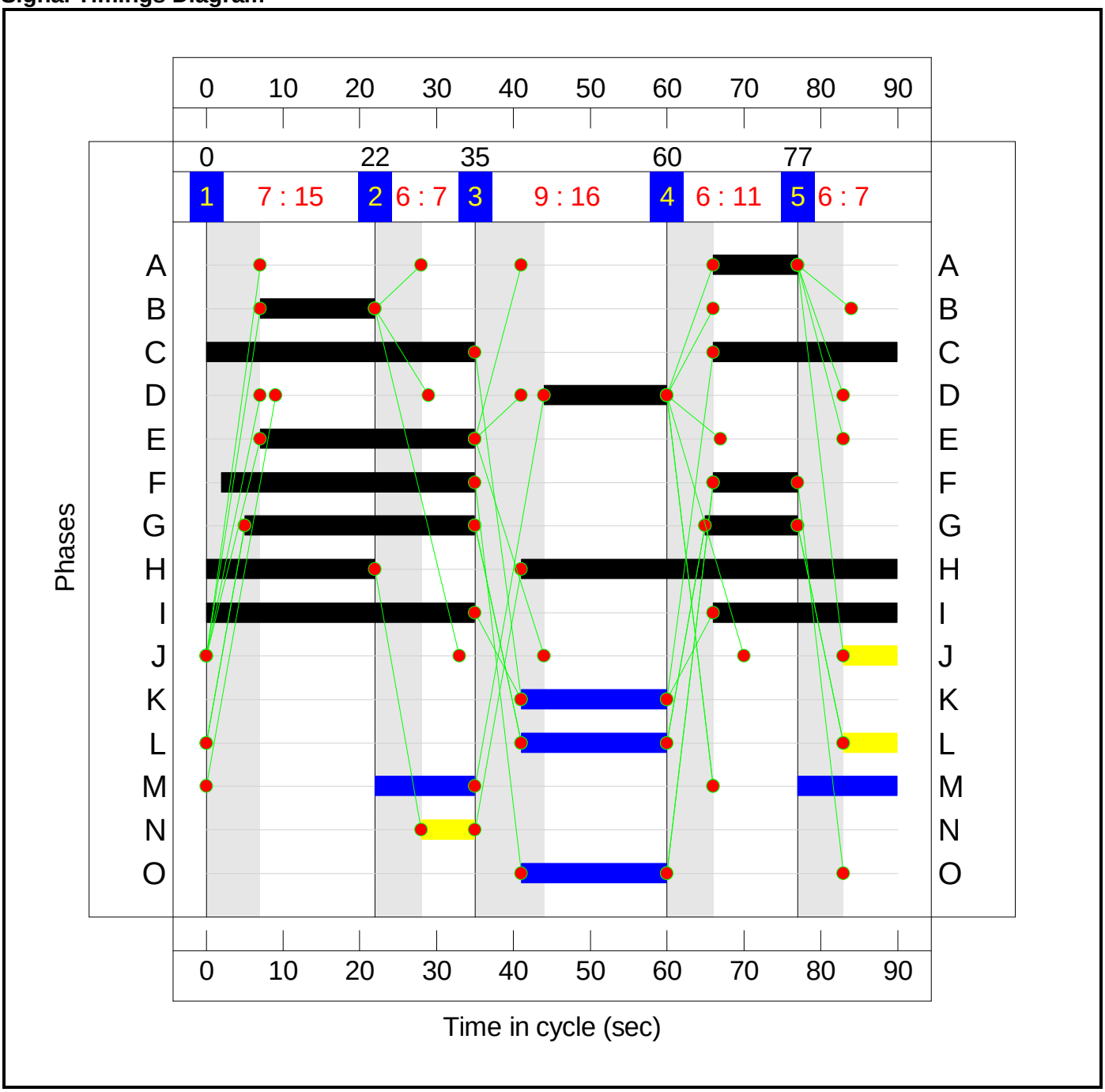


Stage Timings

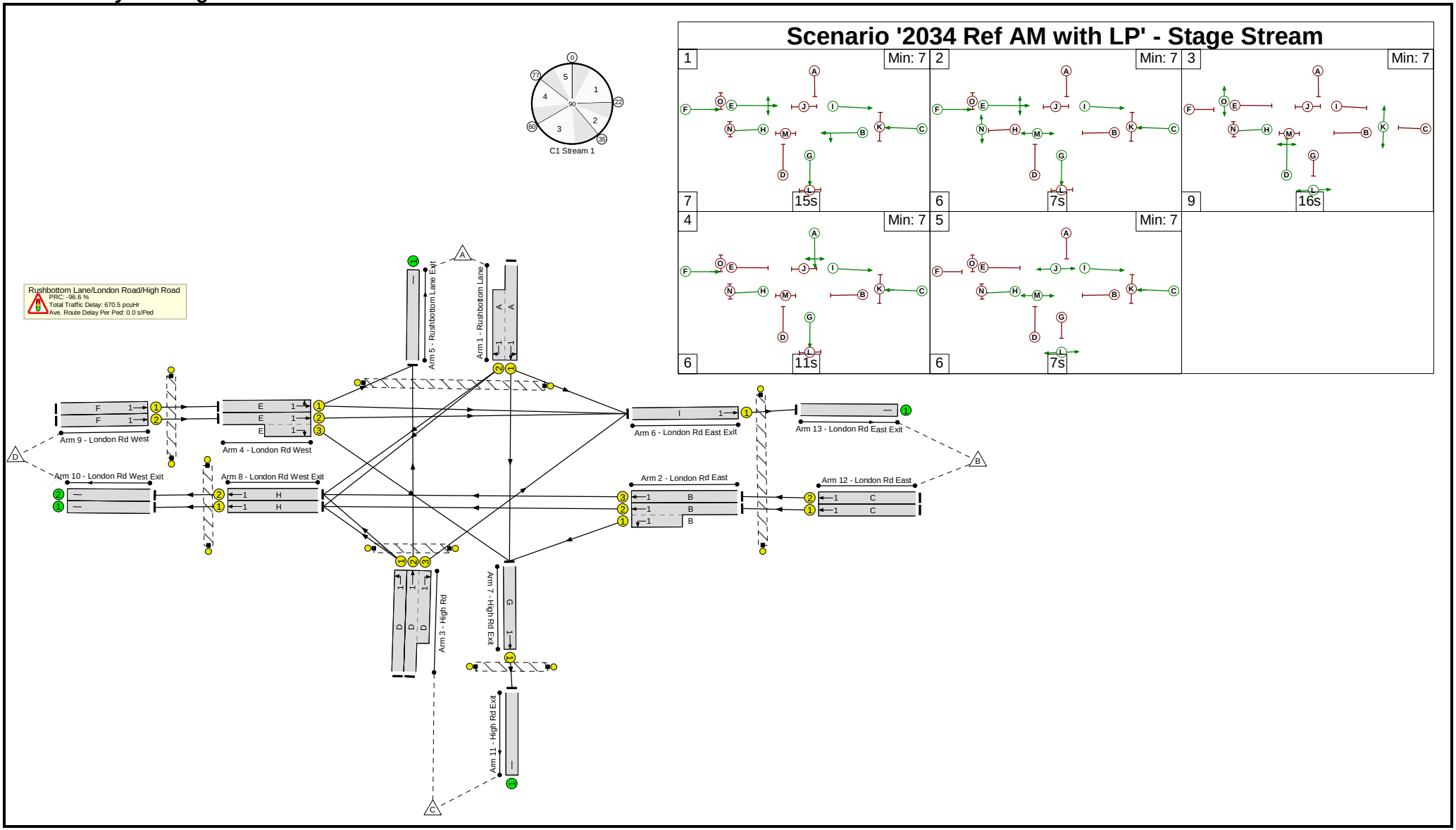
Stage Stream: 1

Stage	1	2	3	4	5
Duration	15	7	16	11	7
Change Point	0	22	35	60	77

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**177.0%**
Rushbottom Lane/London Road/High Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**177.0%**
1/1+1/2	Rushbottom Lane Left Ahead Right	U	1	N/A	A		1	11	-	422	1604:1784	11+238	169.8 : 169.8%
2/2+2/1	London Rd East Left Ahead	U	1	N/A	B		1	15	-	666	1907:1629	339+37	177.0 : 177.0%
2/3	London Rd East Ahead	U	1	N/A	B		1	15	-	611	1943	345	176.9%
3/1	High Rd Left	U	1	N/A	D		1	16	-	545	1681	318	171.6%
3/2+3/3	High Rd Ahead Right	U	1	N/A	D		1	16	-	9	1885:1786	0+337	0.0 : 2.7%
4/1	London Rd West Left Ahead	U	1	N/A	E		1	28	-	628	1747	563	111.6%
4/2+4/3	London Rd West Ahead Right	U	1	N/A	E		1	28	-	884	1942:1804	475+307	113.0 : 113.0%
5/1	Rushbottom Lane Exit	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
6/1	London Rd East Exit Ahead	U	1	N/A	I		1	59	-	843	2028	1352	55.1%
7/1	High Rd Exit Ahead	U	1	N/A	G		2	42	-	413	2069	1012	34.0%
8/1	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	1053	1910	1528	39.5%
8/2	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	1107	1900	1520	41.8%
9/1	London Rd West Ahead	U	1	N/A	F		2	44	-	628	1880	961	65.4%

9/2	London Rd West Ahead	U	1	N/A	F		2	44	-	884	1942	993	89.1%
10/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%
10/2	London Rd West Exit	U	N/A	N/A	-		-	-	-	1107	Inf	Inf	0.0%
11/1	High Rd Exit	U	N/A	N/A	-		-	-	-	413	1979	1979	17.4%
12/1	London Rd East Ahead	U	1	N/A	C		1	59	-	666	1896	1264	52.7%
12/2	London Rd East Ahead	U	1	N/A	C		1	59	-	611	1898	1265	48.3%
13/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	843	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	19	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	M		2	26	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	L		2	26	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	O		1	19	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	7	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**88.5**	**582.0**	**0.0**	**670.5**	**-**	**-**	**-**	**-**
Rushbottom Lane/London Road/High Road	**-**	**-**	**0**	**0**	**0**	**88.5**	**582.0**	**0.0**	**670.5**	**-**	**-**	**-**	**-**
1/1+1/2	422	248	-	-	-	11.8	88.0	-	99.8	851.0	17.7	88.0	105.6
2/2+2/1	666	376	-	-	-	18.6	146.0	-	164.6	889.6	25.8	146.0	171.8
2/3	611	345	-	-	-	17.1	133.9	-	151.0	889.8	24.1	133.9	158.1
3/1	545	318	-	-	-	15.1	114.9	-	130.0	858.8	20.9	114.9	135.8
3/2+3/3	9	9	-	-	-	0.1	0.0	-	0.1	35.5	0.2	0.0	0.2
4/1	628	563	-	-	-	6.3	36.8	-	43.1	247.2	17.3	36.8	54.1
4/2+4/3	884	782	-	-	-	7.7	54.9	-	62.6	255.1	21.9	54.9	76.9
5/1	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	745	745	-	-	-	2.5	0.6	-	3.1	14.9	11.4	0.6	12.0
7/1	344	344	-	-	-	0.2	0.3	-	0.4	4.6	2.9	0.3	3.1
8/1	604	604	-	-	-	0.4	0.3	-	0.7	4.5	2.1	0.3	2.5
8/2	636	636	-	-	-	0.5	0.4	-	0.8	4.6	4.3	0.4	4.7
9/1	628	628	-	-	-	1.8	0.9	-	2.8	15.9	7.3	0.9	8.3
9/2	884	884	-	-	-	3.8	3.8	-	7.6	31.1	13.2	3.8	17.0
10/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	344	344	-	-	-	0.0	0.1	-	0.1	1.1	0.6	0.1	0.7
12/1	666	666	-	-	-	1.4	0.6	-	2.0	10.7	8.5	0.6	9.1
12/2	611	611	-	-	-	1.3	0.5	-	1.7	10.1	7.5	0.5	7.9
13/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

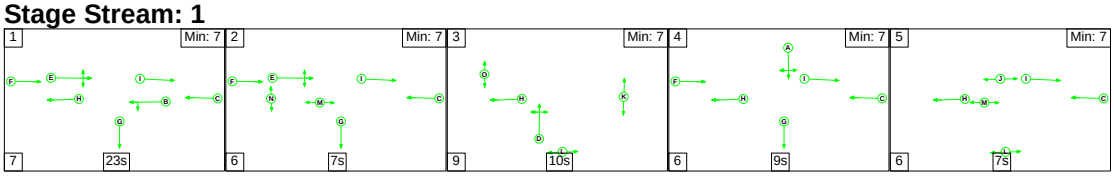
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -96.6 Total Delay for Signalled Lanes (pcuHr): 670.42 Cycle Time (s): 90
PRC Over All Lanes (%): -96.6 Total Delay Over All Lanes(pcuHr): 670.52

Scenario 6: '2034 Ref PM with LP' (FG6: '2034 Ref PM with LP', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

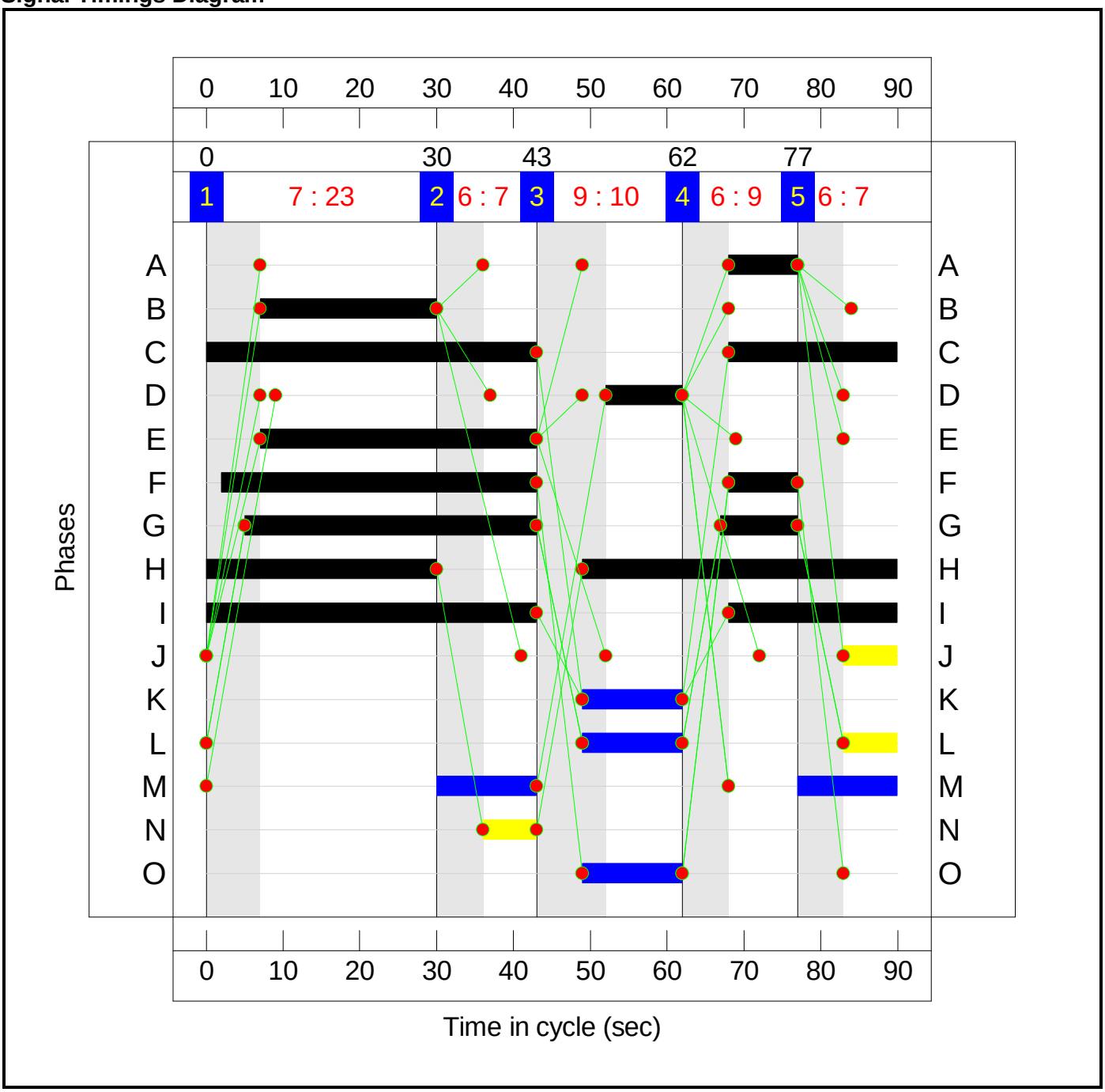


Stage Timings

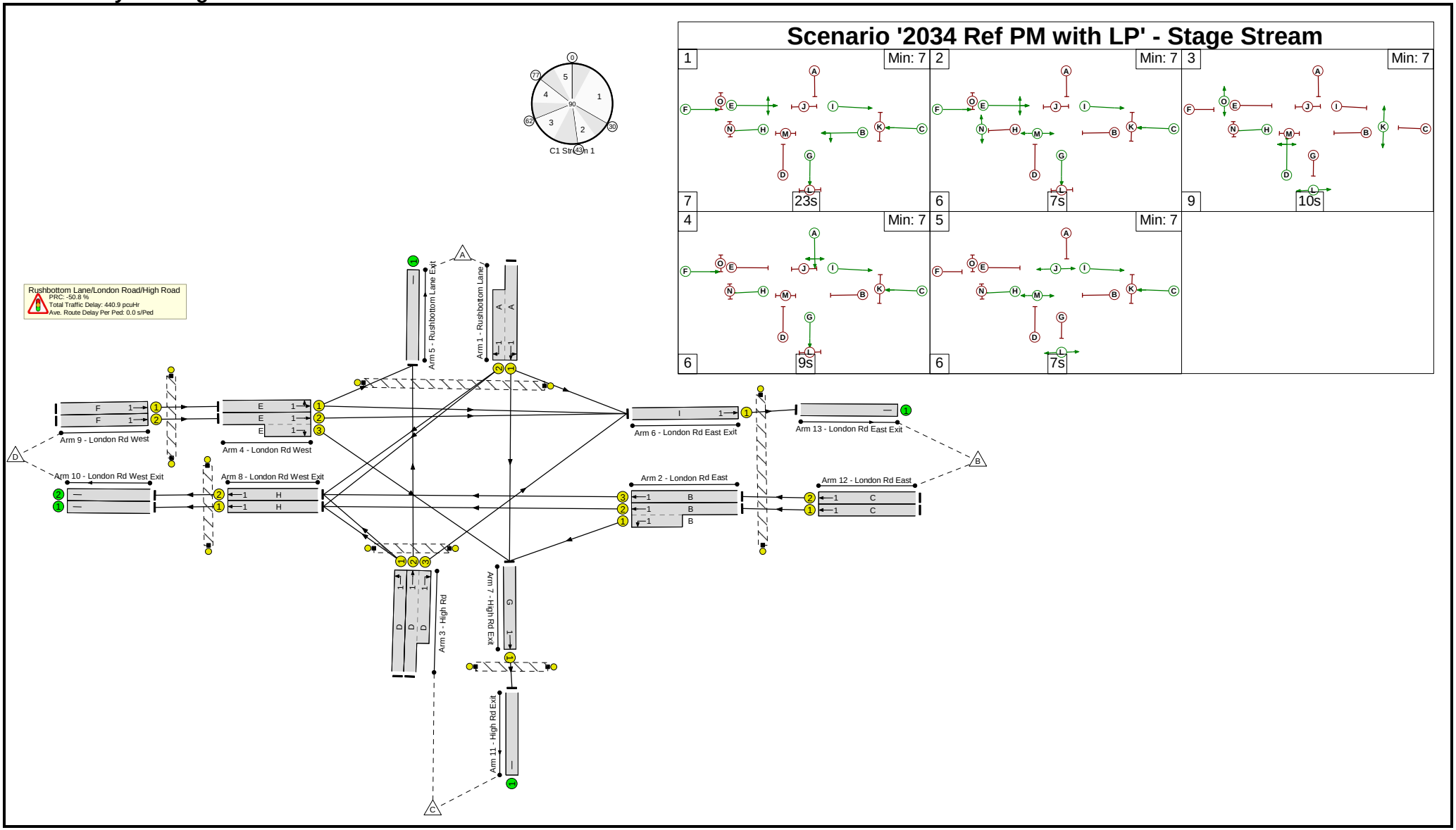
Stage Stream: 1

Stage	1	2	3	4	5
Duration	23	7	10	9	7
Change Point	0	30	43	62	77

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**135.7%**
Rushbottom Lane/London Road/High Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**135.7%**
1/1+1/2	Rushbottom Lane Left Ahead Right	U	1	N/A	A		1	9	-	291	1877:1784	24+198	131.2 : 131.2%
2/2+2/1	London Rd East Left Ahead	U	1	N/A	B		1	23	-	359	1907:1629	483+69	65.0 : 65.0%
2/3	London Rd East Ahead	U	1	N/A	B		1	23	-	315	1943	518	60.8%
3/1	High Rd Left	U	1	N/A	D		1	10	-	272	1681	205	132.4%
3/2+3/3	High Rd Ahead Right	U	1	N/A	D		1	10	-	92	1885:1786	230+141	24.7 : 24.7%
4/1	London Rd West Left Ahead	U	1	N/A	E		1	36	-	964	1728	710	135.7%
4/2+4/3	London Rd West Ahead Right	U	1	N/A	E		1	36	-	1317	1942:1804	542+447	113.5 : 113.5%
5/1	Rushbottom Lane Exit	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
6/1	London Rd East Exit Ahead	U	1	N/A	I		1	65	-	1119	2028	1487	56.8%
7/1	High Rd Exit Ahead	U	1	N/A	G		2	48	-	667	2069	1149	45.1%
8/1	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	679	1910	1528	38.7%
8/2	London Rd West Exit Ahead	U	1	N/A	H		1	71	-	482	1900	1520	29.1%
9/1	London Rd West Ahead	U	1	N/A	F		2	50	-	964	1880	1086	88.7%

9/2	London Rd West Ahead	U	1	N/A	F		2	50	-	1317	1942	1122	117.4%
10/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
10/2	London Rd West Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
11/1	High Rd Exit	U	N/A	N/A	-		-	-	-	667	1979	1979	26.2%
12/1	London Rd East Ahead	U	1	N/A	C		1	65	-	359	1896	1390	25.8%
12/2	London Rd East Ahead	U	1	N/A	C		1	65	-	315	1898	1392	22.6%
13/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	1119	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	K		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	M		2	26	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	L		2	20	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	O		1	13	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	7	-	0	-	0	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	**-**	**-**	**0**	**0**	**0**	**61.2**	**379.6**	**0.0**	**440.9**	**-**	**-**	**-**	**-**
Rushbottom Lane/London Road/High Road	**-**	**-**	**0**	**0**	**0**	**61.2**	**379.6**	**0.0**	**440.9**	**-**	**-**	**-**	**-**
1/1+1/2	291	229	-	-	-	5.3	36.6	-	41.8	517.3	8.8	36.6	45.3
2/2+2/1	359	359	-	-	-	2.4	0.9	-	3.4	33.8	6.9	0.9	7.8
2/3	315	315	-	-	-	2.2	0.8	-	3.0	33.8	6.8	0.8	7.6
3/1	272	205	-	-	-	5.2	35.2	-	40.4	535.0	8.5	35.2	43.7
3/2+3/3	92	92	-	-	-	0.9	0.2	-	1.1	42.1	1.3	0.2	1.4
4/1	964	710	-	-	-	14.7	128.7	-	143.3	535.3	30.8	128.7	159.5
4/2+4/3	1122	988	-	-	-	9.7	70.8	-	80.5	258.4	29.5	70.8	100.3
5/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	845	845	-	-	-	1.4	0.7	-	2.0	8.6	11.9	0.7	12.5
7/1	519	519	-	-	-	0.2	0.4	-	0.6	4.0	3.5	0.4	3.9
8/1	591	591	-	-	-	0.1	0.3	-	0.4	2.3	0.4	0.3	0.7
8/2	442	442	-	-	-	0.1	0.2	-	0.3	2.2	4.2	0.2	4.5
9/1	964	964	-	-	-	3.6	3.7	-	7.3	27.3	15.4	3.7	19.1
9/2	1317	1122	-	-	-	14.8	100.7	-	115.5	315.9	32.4	100.7	133.2
10/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	519	519	-	-	-	0.0	0.2	-	0.2	1.2	2.2	0.2	2.4
12/1	359	359	-	-	-	0.4	0.2	-	0.6	5.7	2.9	0.2	3.1
12/2	315	315	-	-	-	0.3	0.1	-	0.5	5.5	2.5	0.1	2.6
13/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -50.8 Total Delay for Signalled Lanes (pcuHr): 440.69 Cycle Time (s): 90
PRC Over All Lanes (%): -50.8 Total Delay Over All Lanes(pcuHr): 440.87