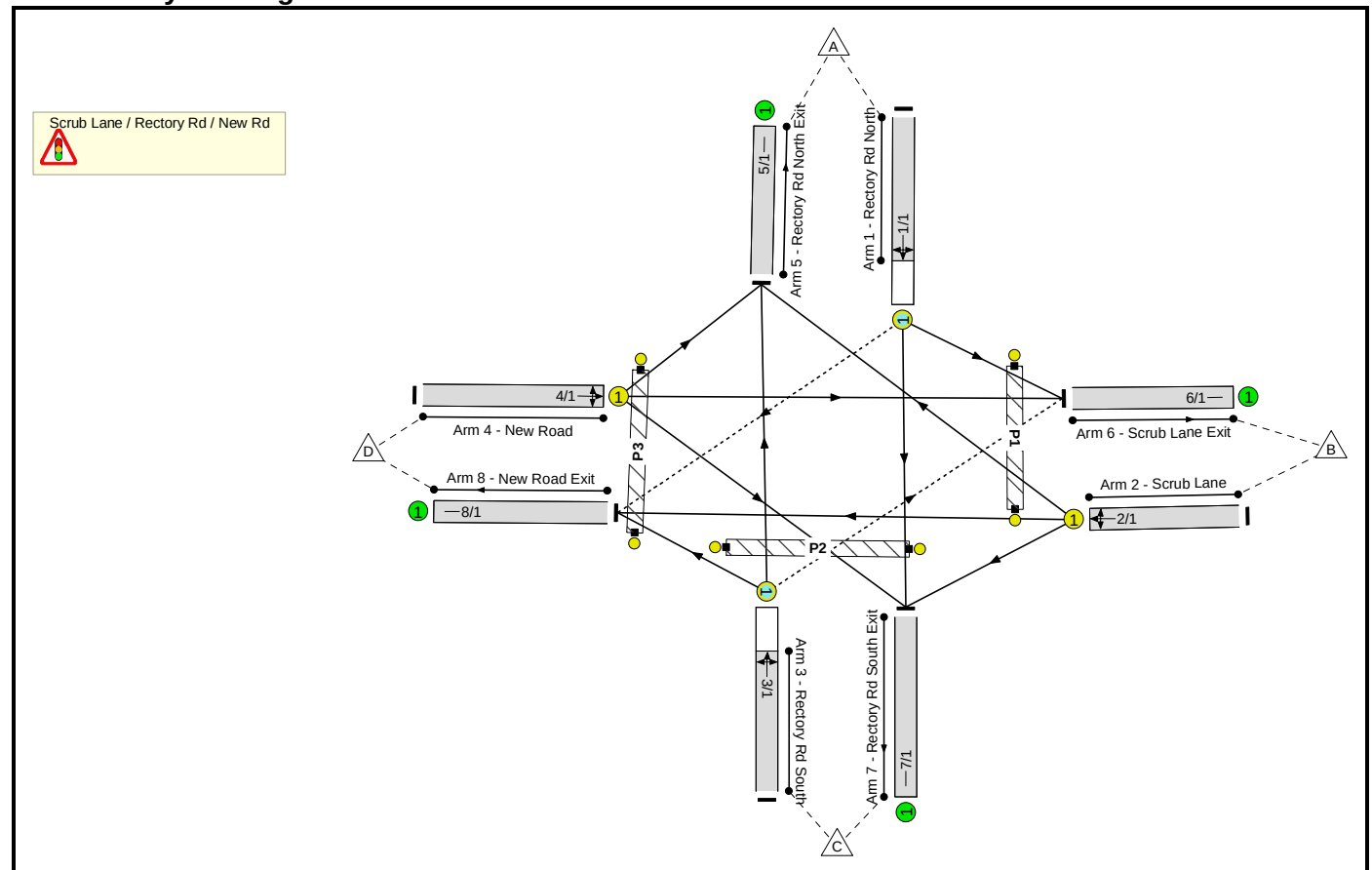


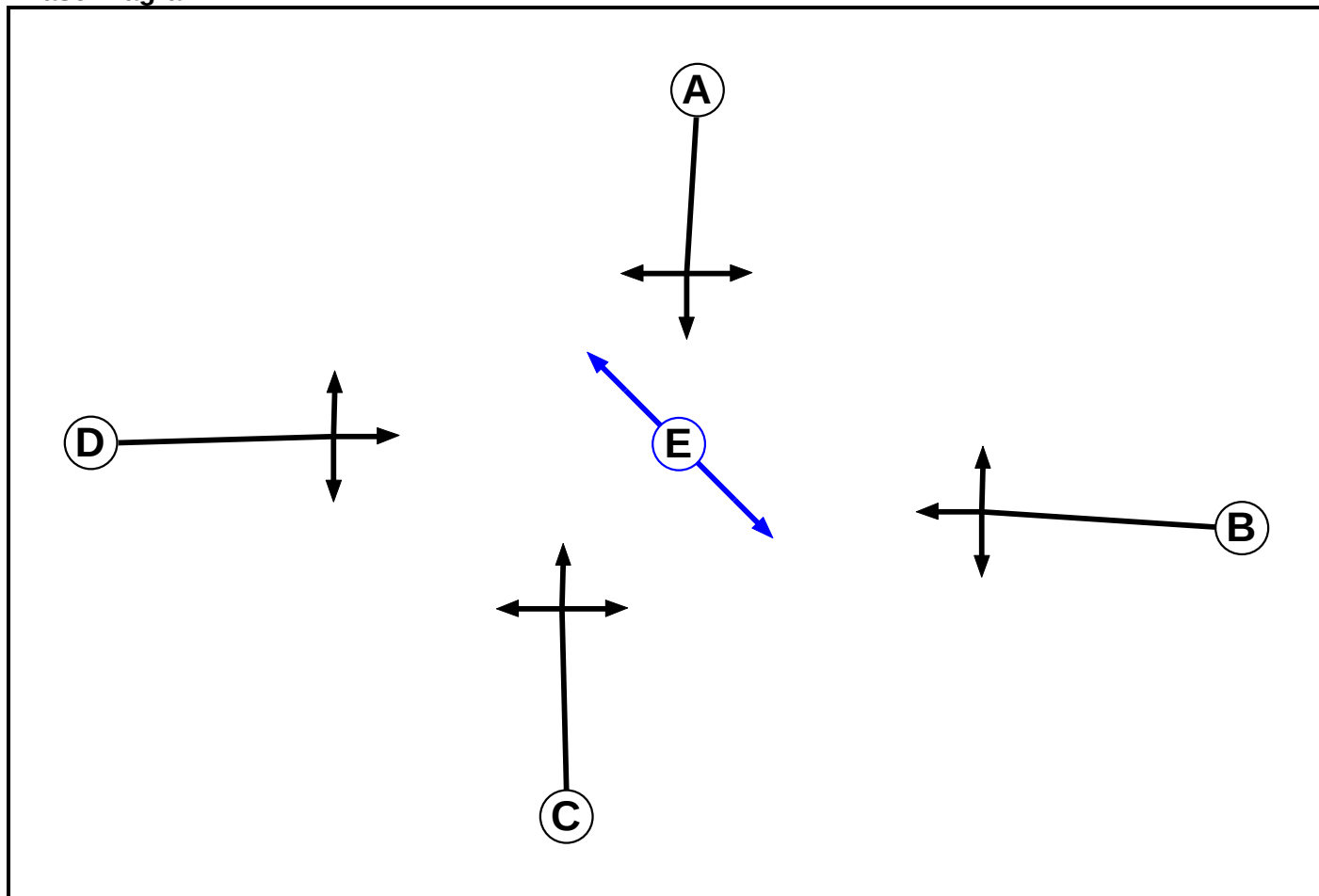
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Scrub Lane - Rectory Rd - New Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7

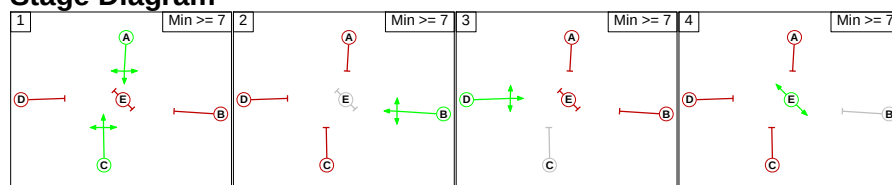
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		6	-	6	8
	B	6		6	6	-
	C	-	6		-	8
	D	6	6	-		8
	E	6	-	6	6	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B
3	D
4	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	
	1	6	6	8	
	2	6	6	0	
	3	6	6	8	
	4	6	2	6	

Give-Way Lane Input Data

Junction: Scrub Lane / Rectory Rd / New Rd											
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 (Rectory Rd North)	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	3.00	-	0.50	3	2.00
3/1 (Rectory Rd South)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	3.00	-	0.50	3	2.00

Lane Input Data

Junction: Scrub Lane / Rectory Rd / New Rd												
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 (Rectory Rd North)	O	A	2	3	60.0	Geom	-	3.04	0.00	Y	Arm 6 Left	5.00
											Arm 7 Ahead	Inf
											Arm 8 Right	13.85
2/1 (Scrub Lane)	U	B	2	3	60.0	Geom	-	3.15	0.00	Y	Arm 5 Right	6.00
											Arm 7 Left	5.00
											Arm 8 Ahead	Inf
3/1 (Rectory Rd South)	O	C	2	3	60.0	Geom	-	2.97	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	5.70
											Arm 8 Left	6.00
4/1 (New Road)	U	D	2	3	60.0	Geom	-	3.27	0.00	Y	Arm 5 Left	10.50
											Arm 6 Ahead	Inf
											Arm 7 Right	7.00
5/1 (Rectory Rd North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Scrub Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Rectory Rd South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (New Road 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 with LP AM'	08:00	09:00	01:00	
6: '2034 Ref with LP PM'	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 :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	286	21	76	383
	B	243	0	19	173	435
	C	15	94	0	0	109
	D	11	237	0	0	248
	Tot.	269	617	40	249	1175

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM
Junction: Scrub Lane / Rectory Rd / New Rd	
1/1	383
2/1	435
3/1	109
4/1	248
5/1	269
6/1	617
7/1	40
8/1	249

Lane Saturation Flows

Junction: Scrub Lane / Rectory Rd / New 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 (Rectory Rd North)	3.04	0.00	Y	Arm 6 Left	5.00	74.7 %	1541	1541
				Arm 7 Ahead	Inf	5.5 %		
				Arm 8 Right	13.85	19.8 %		
2/1 (Scrub Lane)	3.15	0.00	Y	Arm 5 Right	6.00	55.9 %	1674	1674
				Arm 7 Left	5.00	4.4 %		
				Arm 8 Ahead	Inf	39.8 %		
3/1 (Rectory Rd South)	2.97	0.00	Y	Arm 5 Ahead	Inf	13.8 %	1558	1558
				Arm 6 Right	5.70	86.2 %		
				Arm 8 Left	6.00	0.0 %		
4/1 (New Road)	3.27	0.00	Y	Arm 5 Left	10.50	4.4 %	1930	1930
				Arm 6 Ahead	Inf	95.6 %		
				Arm 7 Right	7.00	0.0 %		
5/1 (Rectory Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Scrub Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rectory Rd South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (New Road 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	321	16	81	418
	B	211	0	13	151	375
	C	18	16	0	0	34
	D	33	176	0	0	209
	Tot.	262	513	29	232	1036

Lane	Scenario 2: 2024 Base PM
Junction: Scrub Lane / Rectory Rd / New Rd	
1/1	418
2/1	375
3/1	34
4/1	209
5/1	262
6/1	513
7/1	29
8/1	232

Junction: Scrub Lane / Rectory Rd / New 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 (Rectory Rd North)	3.04	0.00	Y	Arm 6 Left	5.00	76.8 %	1534	1534
				Arm 7 Ahead	Inf	3.8 %		
				Arm 8 Right	13.85	19.4 %		
2/1 (Scrub Lane)	3.15	0.00	Y	Arm 5 Right	6.00	56.3 %	1677	1677
				Arm 7 Left	5.00	3.5 %		
				Arm 8 Ahead	Inf	40.3 %		
3/1 (Rectory Rd South)	2.97	0.00	Y	Arm 5 Ahead	Inf	52.9 %	1701	1701
				Arm 6 Right	5.70	47.1 %		
				Arm 8 Left	6.00	0.0 %		
4/1 (New Road)	3.27	0.00	Y	Arm 5 Left	10.50	15.8 %	1899	1899
				Arm 6 Ahead	Inf	84.2 %		
				Arm 7 Right	7.00	0.0 %		
5/1 (Rectory Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Scrub Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rectory Rd South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (New Road 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 :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	338	27	78	443
	B	288	0	18	140	446
	C	16	145	0	0	161
	D	10	262	0	0	272
	Tot.	314	745	45	218	1322

Traffic Lane Flows

Lane	Scenario 3: 2034 Ref AM
Junction: Scrub Lane / Rectory Rd / New Rd	
1/1	443
2/1	446
3/1	161
4/1	272
5/1	314
6/1	745
7/1	45
8/1	218

Lane Saturation Flows

Junction: Scrub Lane / Rectory Rd / New 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 (Rectory Rd North)	3.04	0.00	Y	Arm 6 Left	5.00	76.3 %	1538	1538
				Arm 7 Ahead	Inf	6.1 %		
				Arm 8 Right	13.85	17.6 %		
2/1 (Scrub Lane)	3.15	0.00	Y	Arm 5 Right	6.00	64.6 %	1645	1645
				Arm 7 Left	5.00	4.0 %		
				Arm 8 Ahead	Inf	31.4 %		
3/1 (Rectory Rd South)	2.97	0.00	Y	Arm 5 Ahead	Inf	9.9 %	1546	1546
				Arm 6 Right	5.70	90.1 %		
				Arm 8 Left	6.00	0.0 %		
4/1 (New Road)	3.27	0.00	Y	Arm 5 Left	10.50	3.7 %	1932	1932
				Arm 6 Ahead	Inf	96.3 %		
				Arm 7 Right	7.00	0.0 %		
5/1 (Rectory Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Scrub Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rectory Rd South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (New Road 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	372	12	50	434
	B	213	0	12	176	401
	C	20	99	0	0	119
	D	18	202	0	0	220
	Tot.	251	673	24	226	1174

Lane	Scenario 4: 2034 Ref PM
Junction: Scrub Lane / Rectory Rd / New Rd	
1/1	434
2/1	401
3/1	119
4/1	220
5/1	251
6/1	673
7/1	24
8/1	226

Junction: Scrub Lane / Rectory Rd / New 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 (Rectory Rd North)	3.04	0.00	Y	Arm 6 Left	5.00	85.7 %	1511	1511
				Arm 7 Ahead	Inf	2.8 %		
				Arm 8 Right	13.85	11.5 %		
2/1 (Scrub Lane)	3.15	0.00	Y	Arm 5 Right	6.00	53.1 %	1690	1690
				Arm 7 Left	5.00	3.0 %		
				Arm 8 Ahead	Inf	43.9 %		
3/1 (Rectory Rd South)	2.97	0.00	Y	Arm 5 Ahead	Inf	16.8 %	1569	1569
				Arm 6 Right	5.70	83.2 %		
				Arm 8 Left	6.00	0.0 %		
4/1 (New Road)	3.27	0.00	Y	Arm 5 Left	10.50	8.2 %	1920	1920
				Arm 6 Ahead	Inf	91.8 %		
				Arm 7 Right	7.00	0.0 %		
5/1 (Rectory Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Scrub Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rectory Rd South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (New Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	337	34	87	458
	B	285	0	18	146	449
	C	14	176	0	0	190
	D	13	287	0	0	300
	Tot.	312	800	52	233	1397

Traffic Lane Flows

Lane	Scenario 5: 2034 Ref with LP AM
Junction: Scrub Lane / Rectory Rd / New Rd	
1/1	458
2/1	449
3/1	190
4/1	300
5/1	312
6/1	800
7/1	52
8/1	233

Lane Saturation Flows

Junction: Scrub Lane / Rectory Rd / New 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 (Rectory Rd North)	3.04	0.00	Y	Arm 6 Left	5.00	73.6 %	1546	1546
				Arm 7 Ahead	Inf	7.4 %		
				Arm 8 Right	13.85	19.0 %		
2/1 (Scrub Lane)	3.15	0.00	Y	Arm 5 Right	6.00	63.5 %	1649	1649
				Arm 7 Left	5.00	4.0 %		
				Arm 8 Ahead	Inf	32.5 %		
3/1 (Rectory Rd South)	2.97	0.00	Y	Arm 5 Ahead	Inf	7.4 %	1537	1537
				Arm 6 Right	5.70	92.6 %		
				Arm 8 Left	6.00	0.0 %		
4/1 (New Road)	3.27	0.00	Y	Arm 5 Left	10.50	4.3 %	1930	1930
				Arm 6 Ahead	Inf	95.7 %		
				Arm 7 Right	7.00	0.0 %		
5/1 (Rectory Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Scrub Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rectory Rd South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (New Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	409	18	81	508
	B	226	0	14	222	462
	C	23	117	0	0	140
	D	24	238	0	0	262
	Tot.	273	764	32	303	1372

Traffic Lane Flows

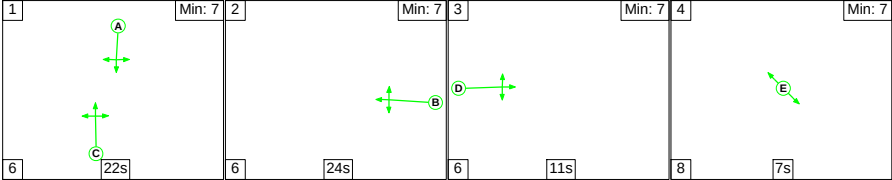
Lane	Scenario 6: 2034 Ref with LP PM
Junction: Scrub Lane / Rectory Rd / New Rd	
1/1	508
2/1	462
3/1	140
4/1	262
5/1	273
6/1	764
7/1	32
8/1	303

Lane Saturation Flows

Junction: Scrub Lane / Rectory Rd / New 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 (Rectory Rd North)	3.04	0.00	Y	Arm 6 Left	5.00	80.5 %	1524	1524
				Arm 7 Ahead	Inf	3.5 %		
				Arm 8 Right	13.85	15.9 %		
2/1 (Scrub Lane)	3.15	0.00	Y	Arm 5 Right	6.00	48.9 %	1706	1706
				Arm 7 Left	5.00	3.0 %		
				Arm 8 Ahead	Inf	48.1 %		
3/1 (Rectory Rd South)	2.97	0.00	Y	Arm 5 Ahead	Inf	16.4 %	1567	1567
				Arm 6 Right	5.70	83.6 %		
				Arm 8 Left	6.00	0.0 %		
4/1 (New Road)	3.27	0.00	Y	Arm 5 Left	10.50	9.2 %	1917	1917
				Arm 6 Ahead	Inf	90.8 %		
				Arm 7 Right	7.00	0.0 %		
5/1 (Rectory Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Scrub Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Rectory Rd South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (New Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

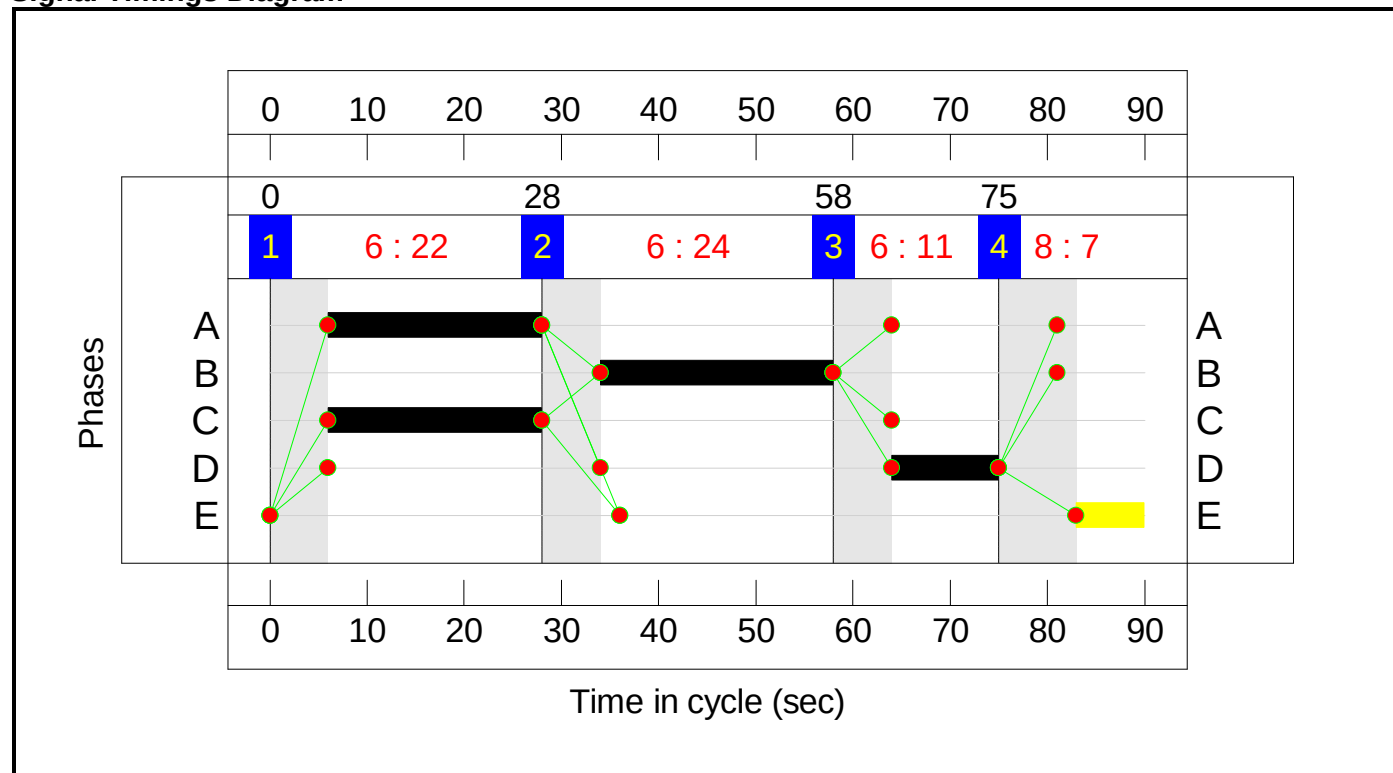
Stage Sequence Diagram

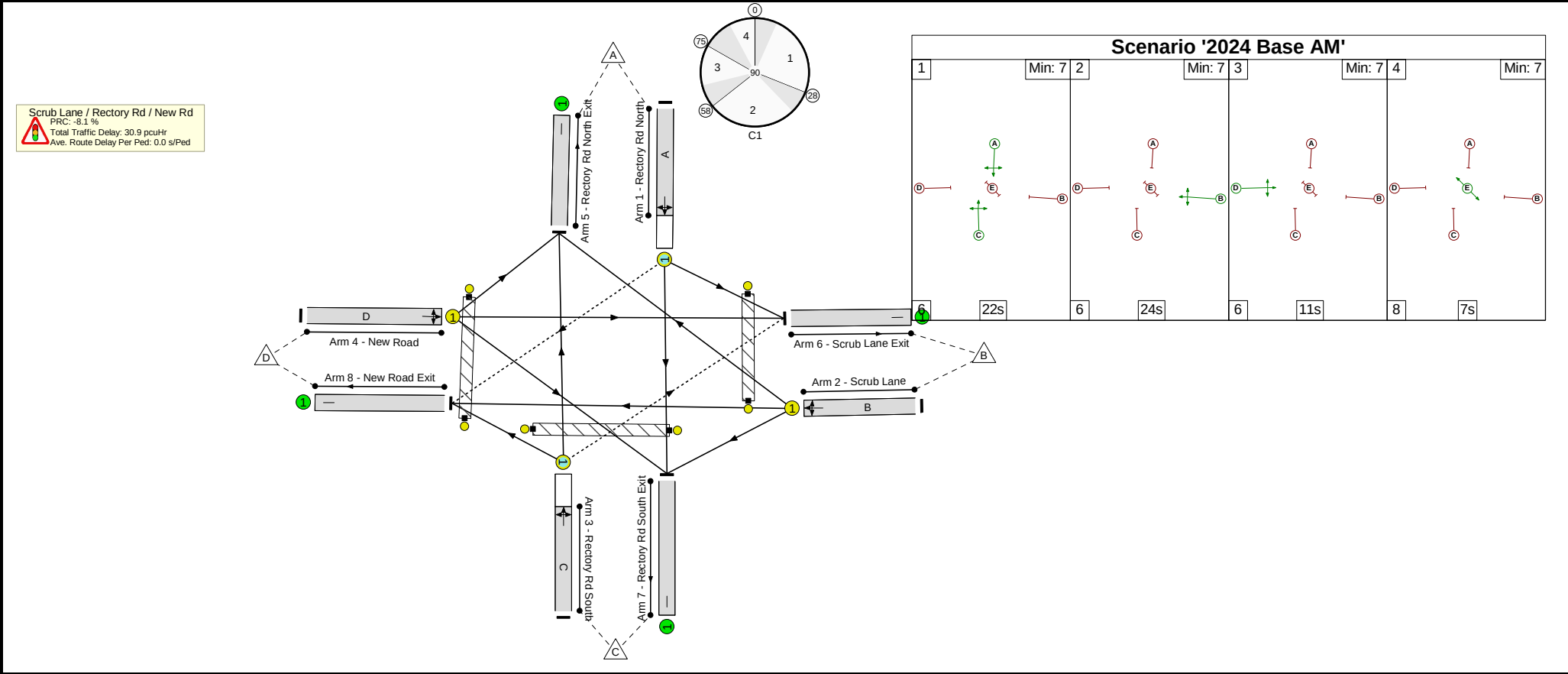


Stage Timings

Stage	1	2	3	4
Duration	22	24	11	7
Change Point	0	28	58	75

Signal Timings Diagram





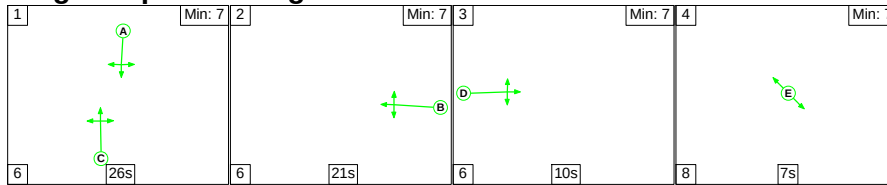
Network Results

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	-	-		-	-	-	-	-	-	97.3%
Scrub Lane / Rectory Rd / New Rd	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
1/1	Rectory Rd North Left Ahead Right	O	N/A	N/A	A		1	22	-	383	1541	394	97.3%
2/1	Scrub Lane Right Left Ahead	U	N/A	N/A	B		1	24	-	435	1674	465	93.5%
3/1	Rectory Rd South Ahead Right Left	O	N/A	N/A	C		1	22	-	109	1558	156	69.9%
4/1	New Road Left Ahead Right	U	N/A	N/A	D		1	11	-	248	1930	257	96.4%
5/1	Rectory Rd North Exit	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
6/1	Scrub Lane Exit	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
7/1	Rectory Rd South Exit	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
8/1	New Road Exit	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

[illegible]

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

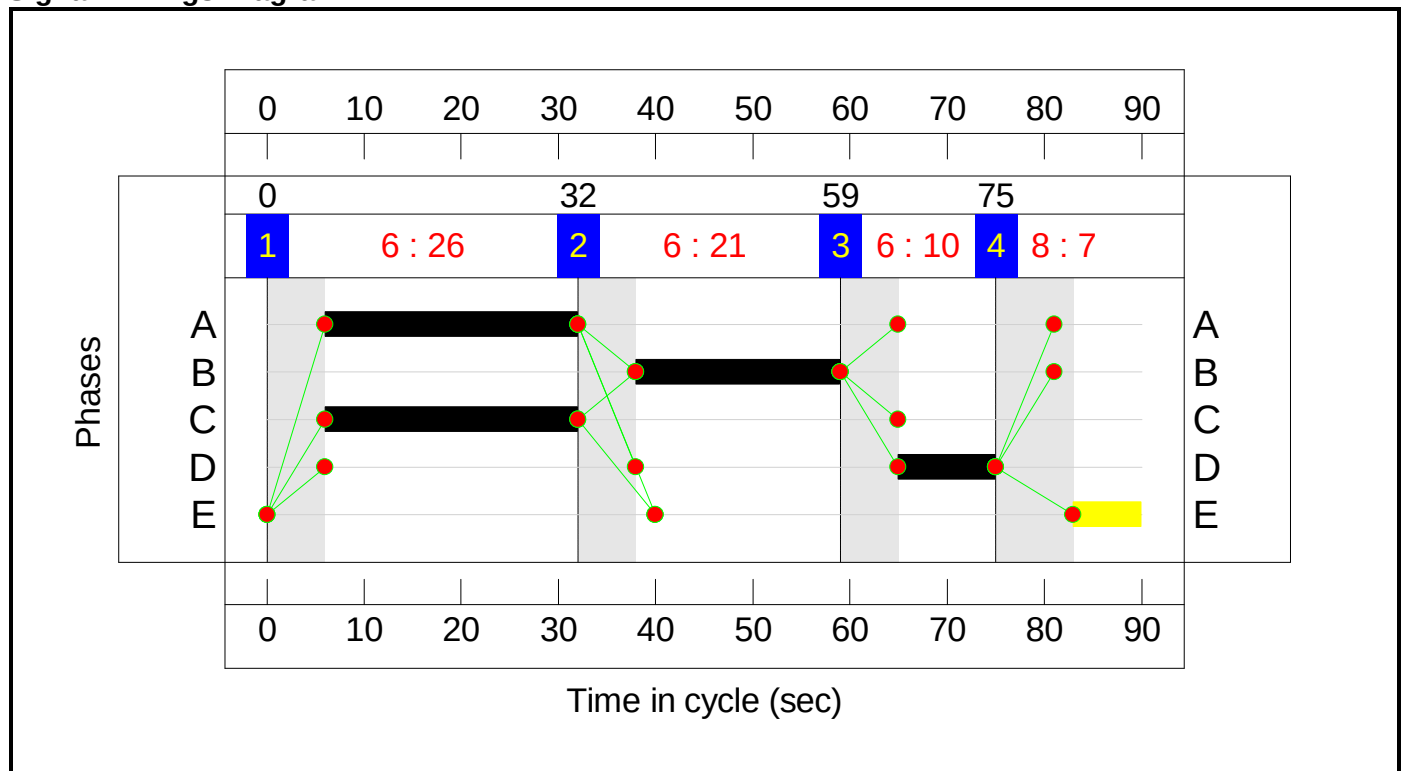
Stage Sequence Diagram

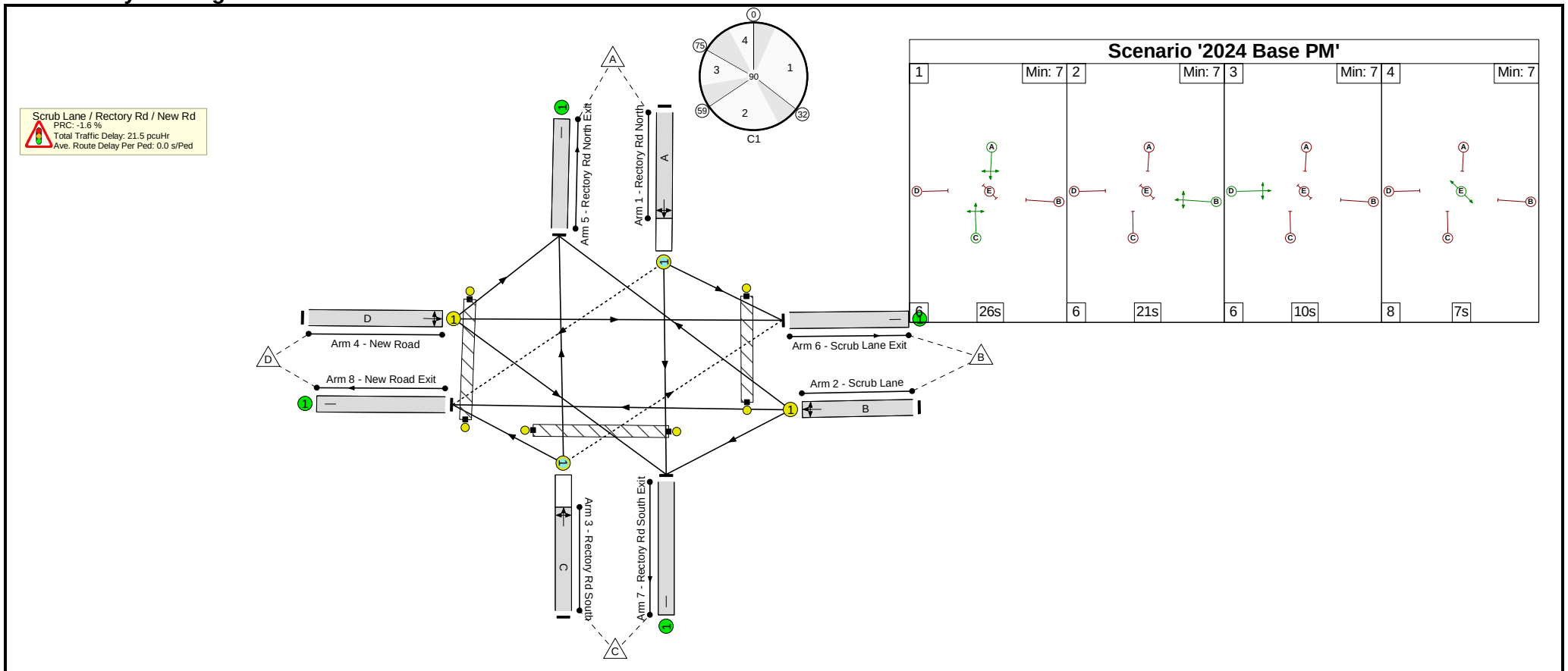


Stage Timings

Stage	1	2	3	4
Duration	26	21	10	7
Change Point	0	32	59	75

Signal Timings Diagram



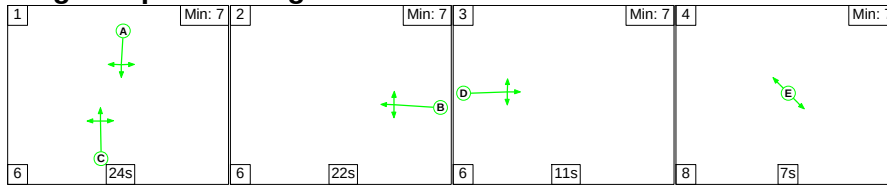


Network Results

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	-	-		-	-	-	-	-	-	91.5%
Scrub Lane / Rectory Rd / New Rd	-	-	N/A	-	-		-	-	-	-	-	-	91.5%
1/1	Rectory Rd North Left Ahead Right	O	N/A	N/A	A		1	26	-	418	1534	460	90.8%
2/1	Scrub Lane Right Left Ahead	U	N/A	N/A	B		1	21	-	375	1677	410	91.5%
3/1	Rectory Rd South Ahead Right Left	O	N/A	N/A	C		1	26	-	34	1701	193	17.6%
4/1	New Road Left Ahead Right	U	N/A	N/A	D		1	10	-	209	1899	232	90.0%
5/1	Rectory Rd North Exit	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
6/1	Scrub Lane Exit	U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%
7/1	Rectory Rd South Exit	U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
8/1	New Road Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

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

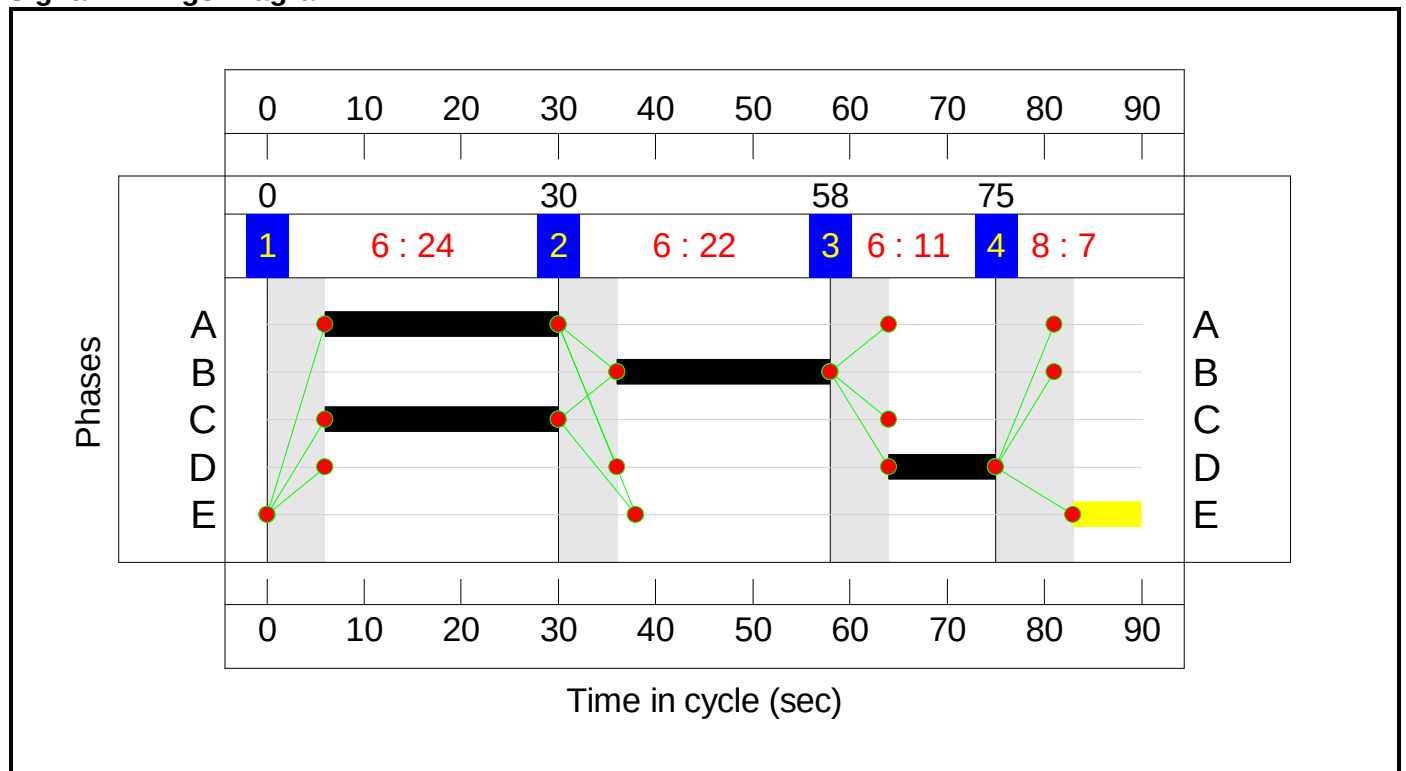
Stage Sequence Diagram

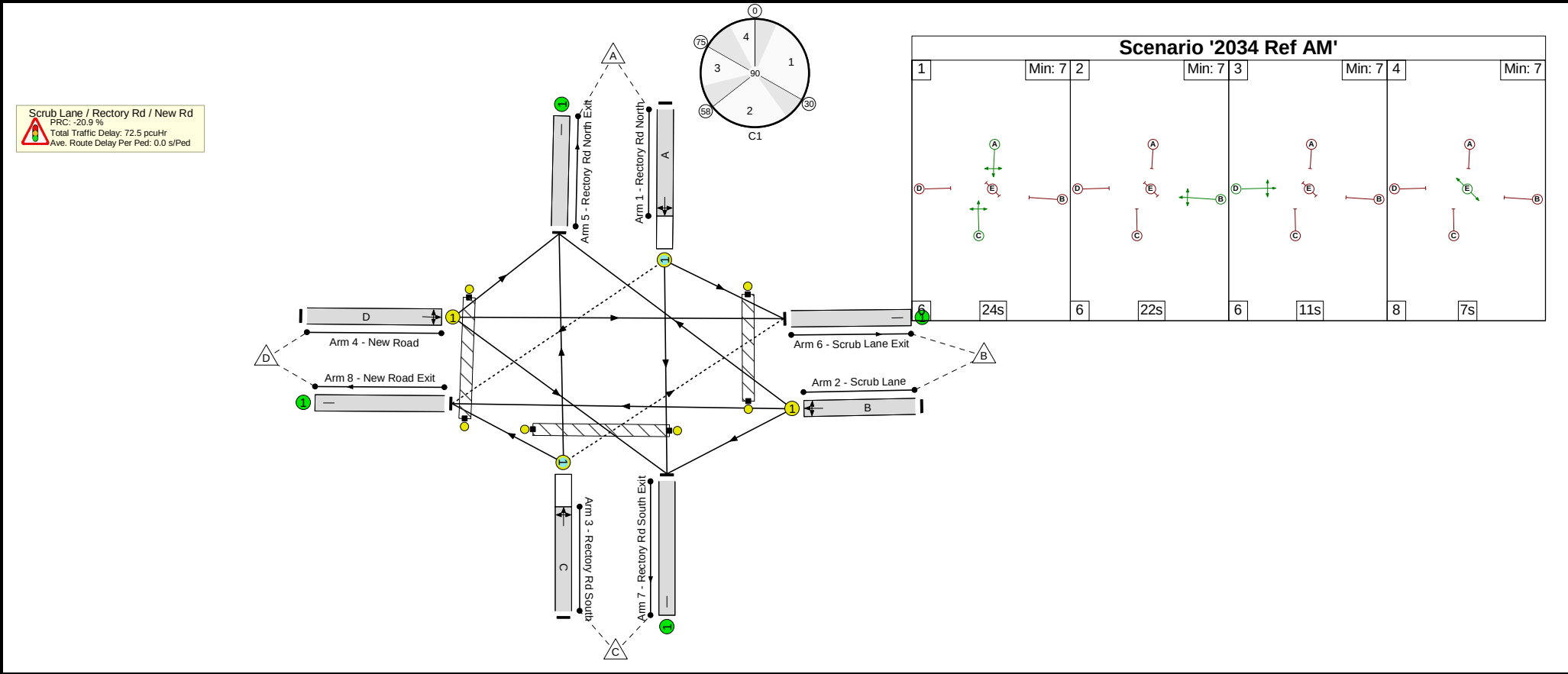


Stage Timings

Stage	1	2	3	4
Duration	24	22	11	7
Change Point	0	30	58	75

Signal Timings Diagram





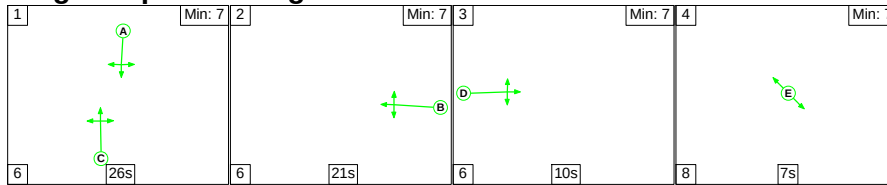
Network Results

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	-	-		-	-	-	-	-	-	108.8%
Scrub Lane / Rectory Rd / New Rd	-	-	N/A	-	-		-	-	-	-	-	-	108.8%
1/1	Rectory Rd North Left Ahead Right	O	N/A	N/A	A		1	24	-	443	1538	427	103.7%
2/1	Scrub Lane Right Left Ahead	U	N/A	N/A	B		1	22	-	446	1645	420	106.1%
3/1	Rectory Rd South Ahead Right Left	O	N/A	N/A	C		1	24	-	161	1546	148	108.8%
4/1	New Road Left Ahead Right	U	N/A	N/A	D		1	11	-	272	1932	258	105.6%
5/1	Rectory Rd North Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
6/1	Scrub Lane Exit	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
7/1	Rectory Rd South Exit	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
8/1	New Road Exit	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

[illegible]

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

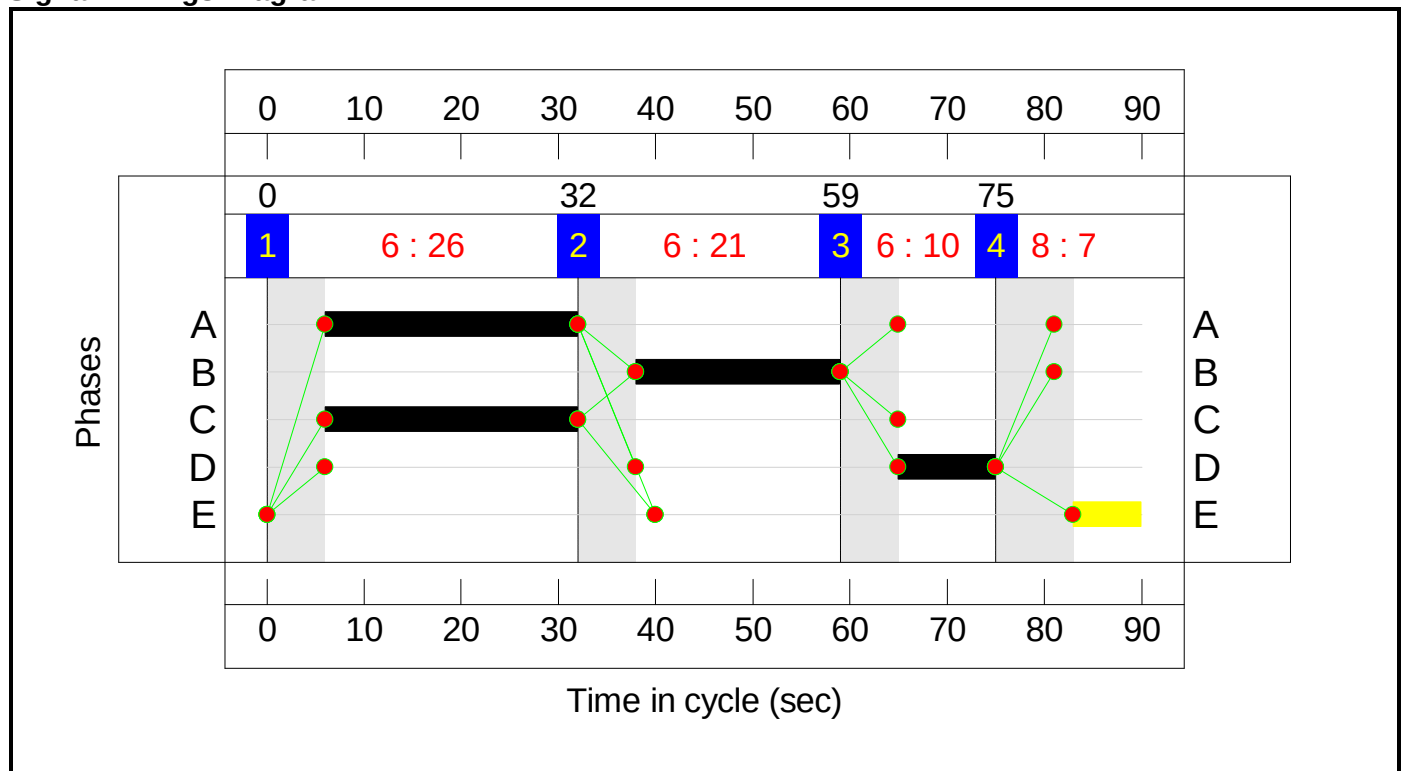
Stage Sequence Diagram

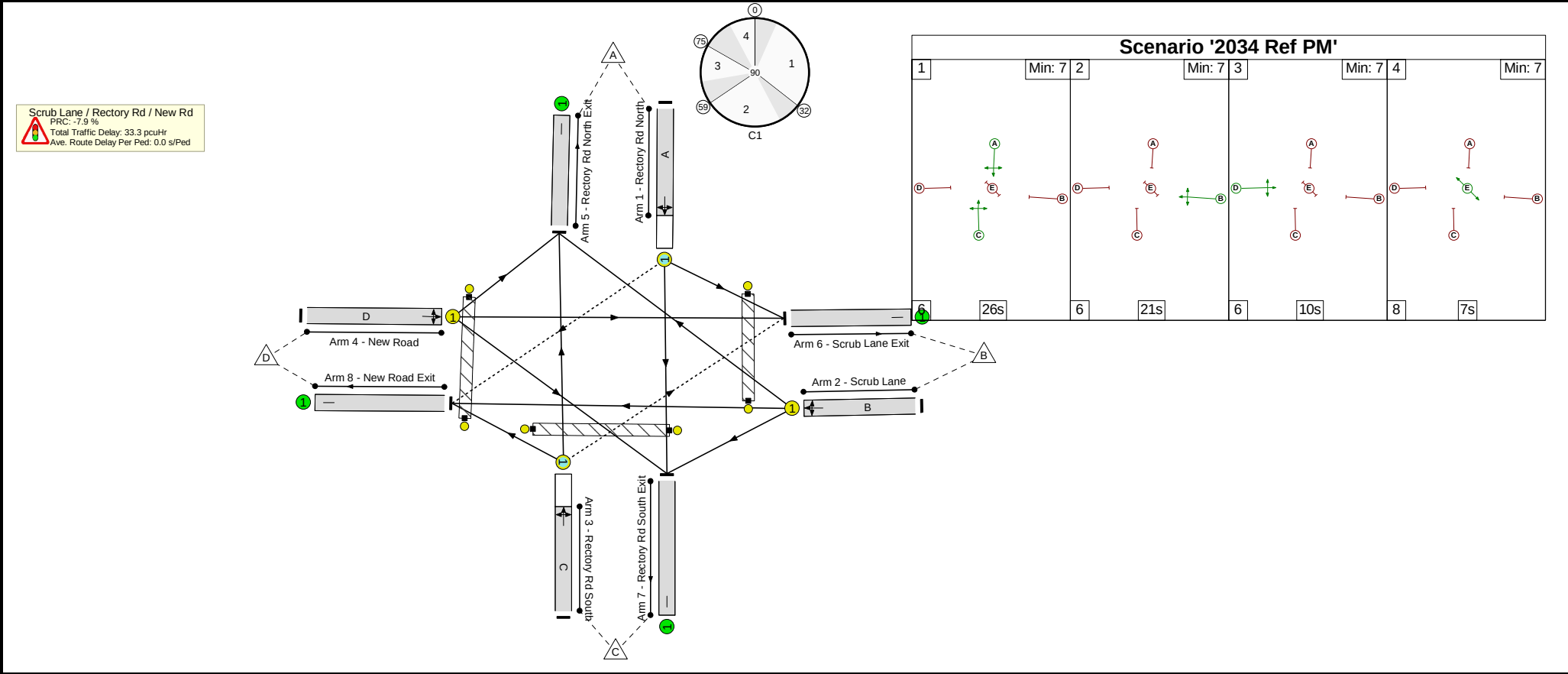


Stage Timings

Stage	1	2	3	4
Duration	26	21	10	7
Change Point	0	32	59	75

Signal Timings Diagram





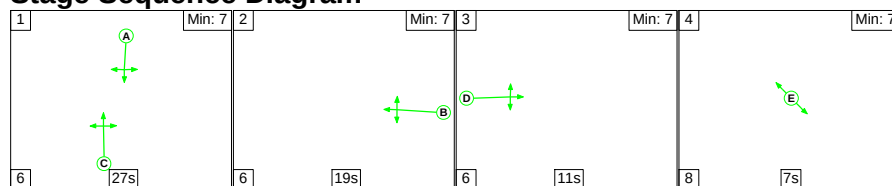
Network Results

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	-	-		-	-	-	-	-	-	97.1%
Scrub Lane / Rectory Rd / New Rd	-	-	N/A	-	-		-	-	-	-	-	-	97.1%
1/1	Rectory Rd North Left Ahead Right	O	N/A	N/A	A		1	26	-	434	1511	453	95.7%
2/1	Scrub Lane Right Left Ahead	U	N/A	N/A	B		1	21	-	401	1690	413	97.1%
3/1	Rectory Rd South Ahead Right Left	O	N/A	N/A	C		1	26	-	119	1569	129	91.9%
4/1	New Road Left Ahead Right	U	N/A	N/A	D		1	10	-	220	1920	235	93.8%
5/1	Rectory Rd North Exit	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
6/1	Scrub Lane Exit	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
7/1	Rectory Rd South Exit	U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%
8/1	New Road Exit	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		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	-	-	78	0	71	10.7	22.1	0.5	33.3	-	-	-	-
Scrub Lane / Rectory Rd / New Rd	-	-	78	0	71	10.7	22.1	0.5	33.3	-	-	-	-
1/1	434	434	46	0	4	3.7	6.7	0.0	10.4	86.2	10.6	6.7	17.3
2/1	401	401	-	-	-	3.8	7.4	-	11.2	100.4	9.9	7.4	17.3
3/1	119	119	32	0	67	0.8	3.4	0.5	4.7	142.6	2.2	3.4	5.7
4/1	220	220	-	-	-	2.4	4.6	-	7.0	114.5	5.4	4.6	10.0
5/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%): -7.9 PRC Over All Lanes (%): -7.9		Total Delay for Signalled Lanes (pcuHr): 33.28 Total Delay Over All Lanes(pcuHr): 33.28		Cycle Time (s): 90					

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

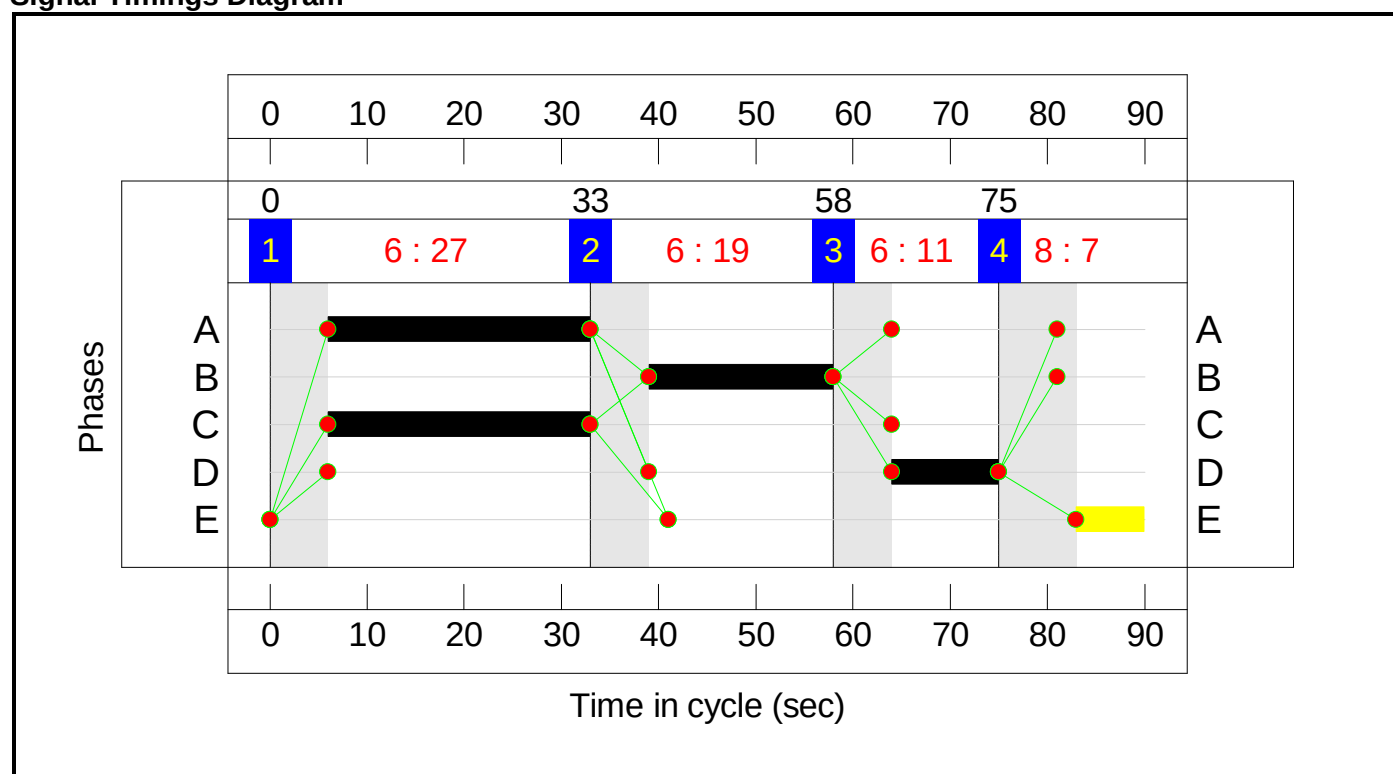
Stage Sequence Diagram

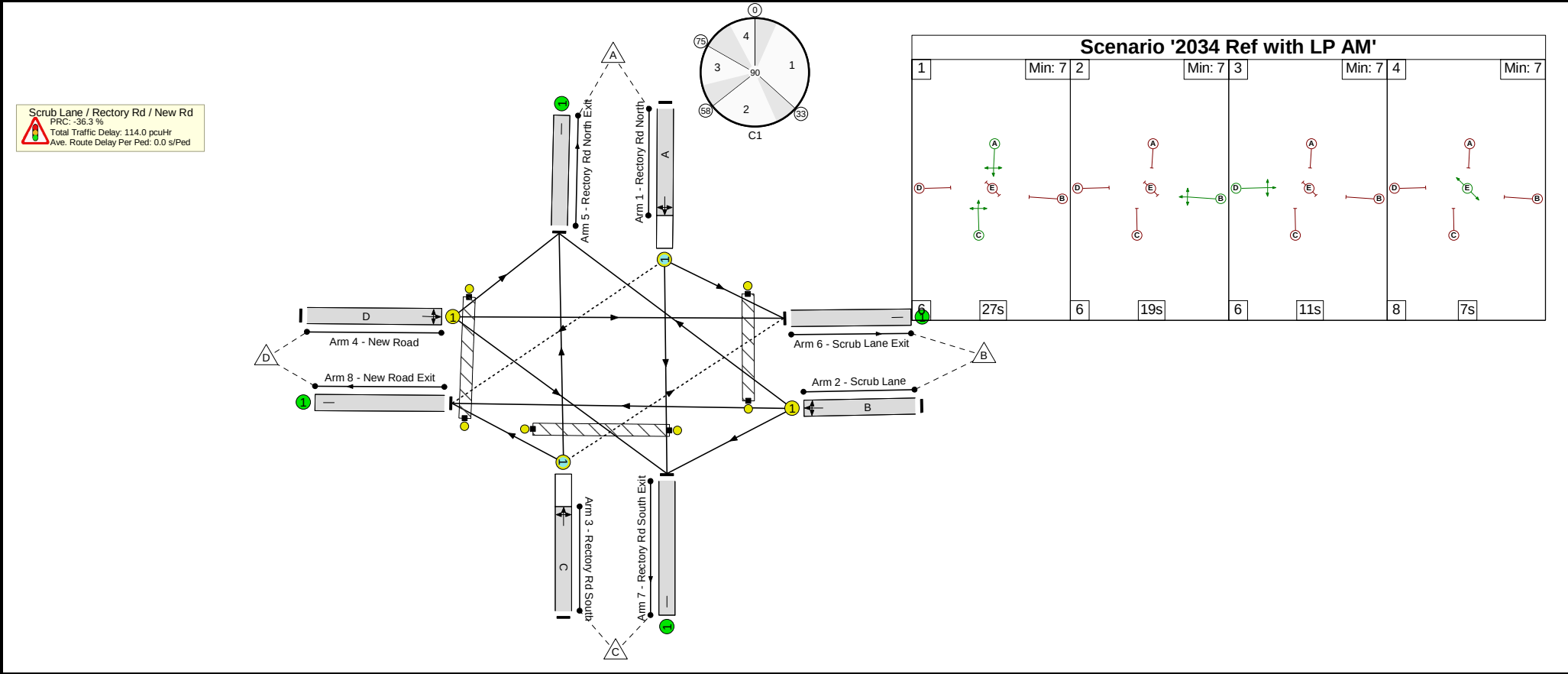


Stage Timings

Stage	1	2	3	4
Duration	27	19	11	7
Change Point	0	33	58	75

Signal Timings Diagram





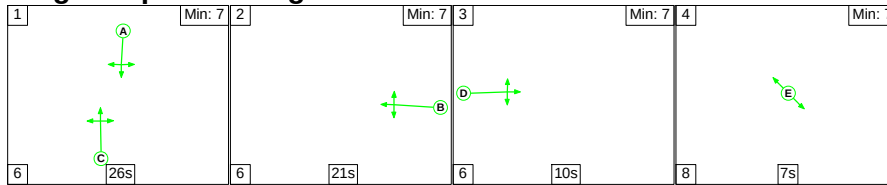
Network Results

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	-	-		-	-	-	-	-	-	122.7%
Scrub Lane / Rectory Rd / New Rd	-	-	N/A	-	-		-	-	-	-	-	-	122.7%
1/1	Rectory Rd North Left Ahead Right	O	N/A	N/A	A		1	27	-	458	1546	481	95.2%
2/1	Scrub Lane Right Left Ahead	U	N/A	N/A	B		1	19	-	449	1649	366	122.5%
3/1	Rectory Rd South Ahead Right Left	O	N/A	N/A	C		1	27	-	190	1537	155	122.7%
4/1	New Road Left Ahead Right	U	N/A	N/A	D		1	11	-	300	1930	257	116.6%
5/1	Rectory Rd North Exit	U	N/A	N/A	-		-	-	-	312	Inf	Inf	0.0%
6/1	Scrub Lane Exit	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
7/1	Rectory Rd South Exit	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
8/1	New Road Exit	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

[illegible]

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

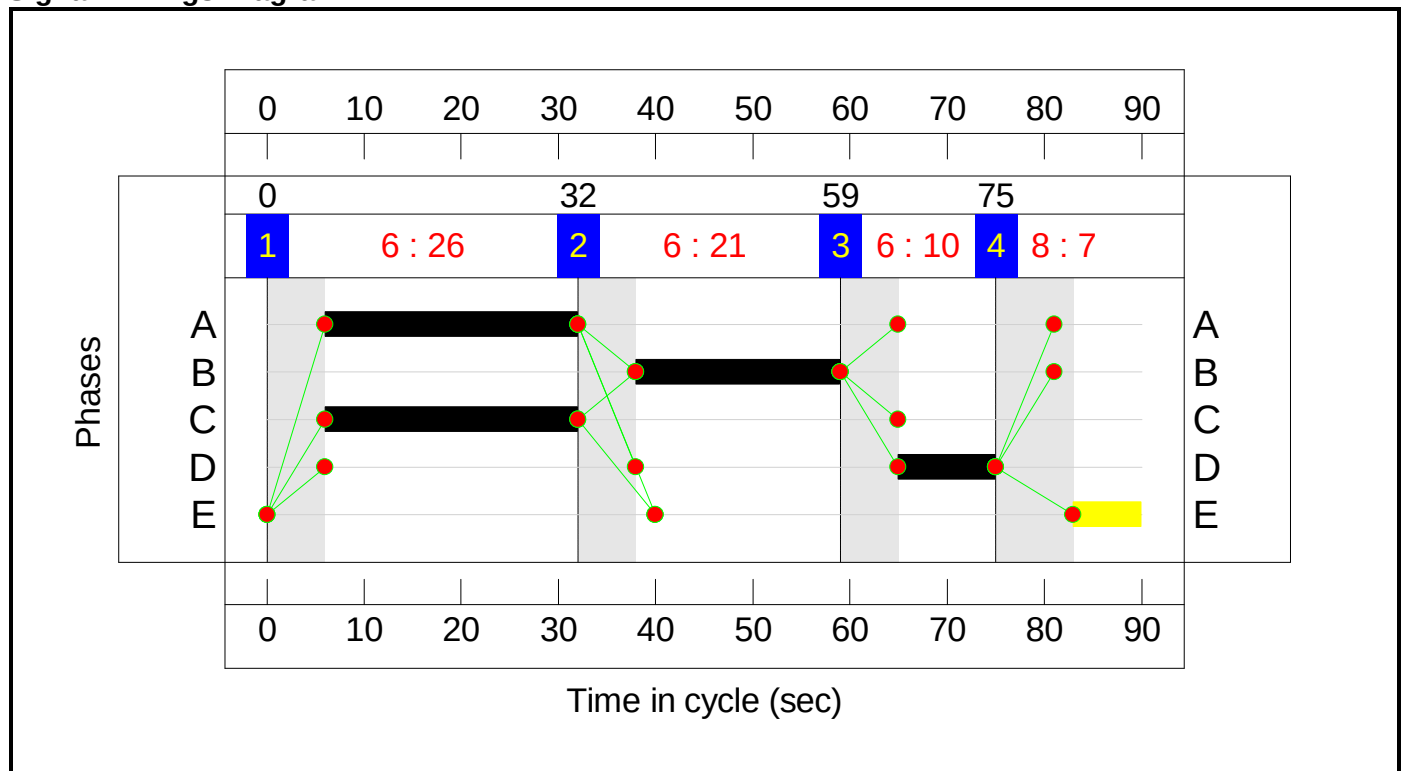
Stage Sequence Diagram

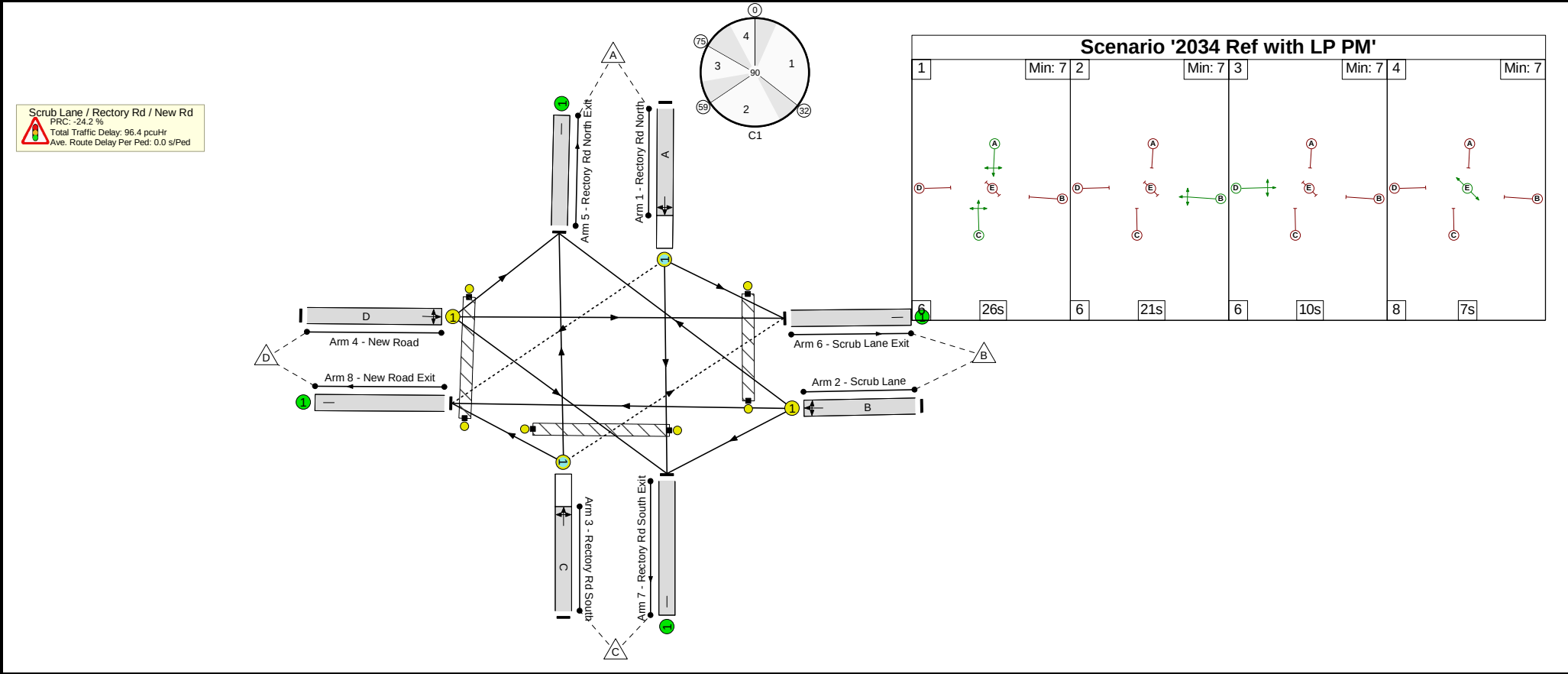


Stage Timings

Stage	1	2	3	4
Duration	26	21	10	7
Change Point	0	32	59	75

Signal Timings 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	-	-		-	-	-	-	-	-	111.8%
Scrub Lane / Rectory Rd / New Rd	-	-	N/A	-	-		-	-	-	-	-	-	111.8%
1/1	Rectory Rd North Left Ahead Right	O	N/A	N/A	A		1	26	-	508	1524	457	111.1%
2/1	Scrub Lane Right Left Ahead	U	N/A	N/A	B		1	21	-	462	1706	417	110.8%
3/1	Rectory Rd South Ahead Right Left	O	N/A	N/A	C		1	26	-	140	1567	147	95.3%
4/1	New Road Left Ahead Right	U	N/A	N/A	D		1	10	-	262	1917	234	111.8%
5/1	Rectory Rd North Exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
6/1	Scrub Lane Exit	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
7/1	Rectory Rd South Exit	U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
8/1	New Road Exit	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

[illegible]