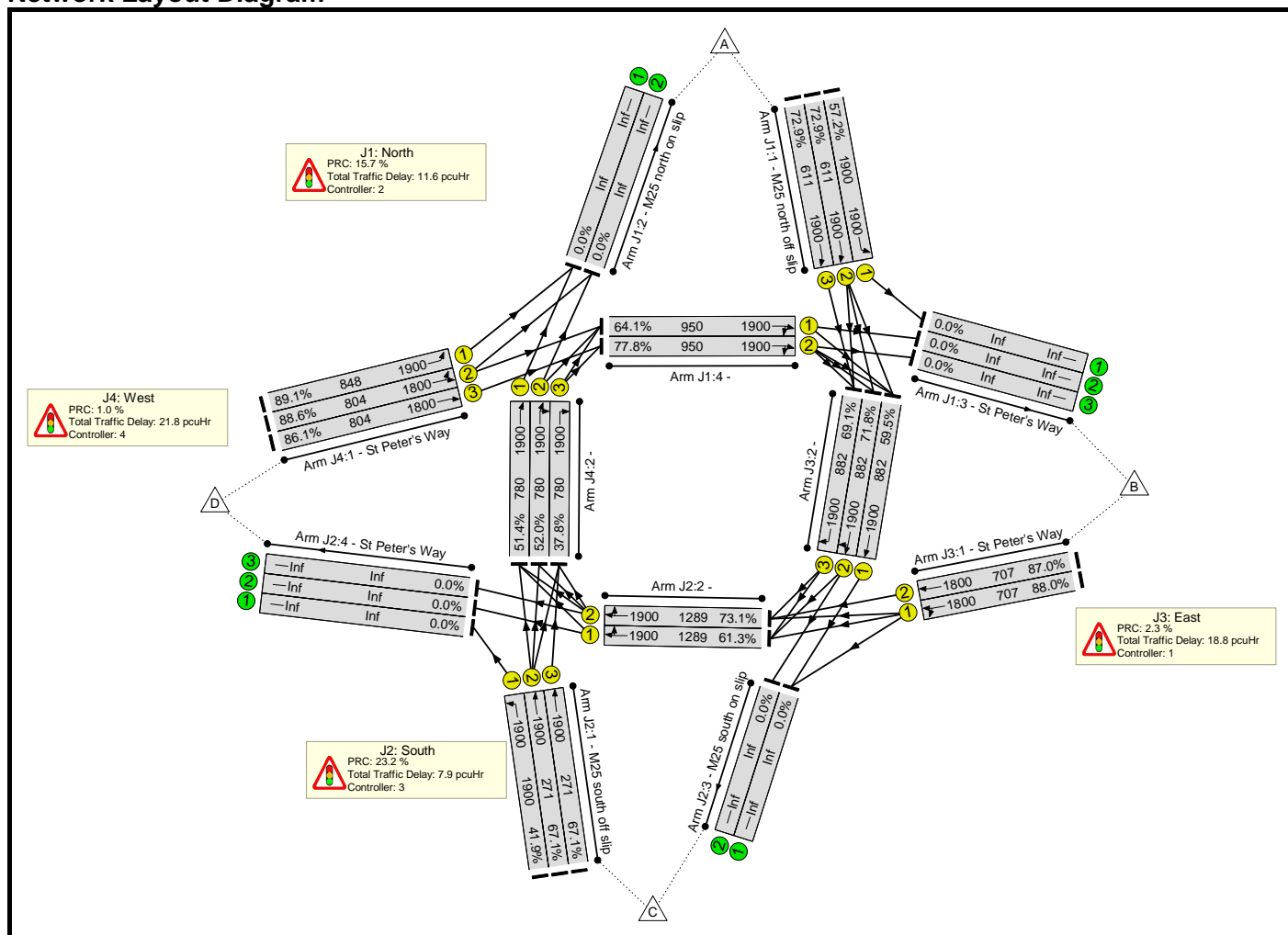


Basic Results Summary  
**Basic Results Summary**

**User and Project Details**

<b>Project:</b>	
<b>Title:</b>	
<b>Location:</b>	
<b>Additional detail:</b>	
<b>File name:</b>	M25 J11 - Concept 1g + flare on St Peter West_greens-MK.lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	

**Scenario 1: '2030 AM' (FG1: '2030 with non-committed developments AM', Plan 1: 'Network Control Plan 1')**  
**Network Layout Diagram**



## Basic Results Summary

## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>89.1%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60.1</b>	-	-
<b>J1: North</b>	-	-	-		-	-	-	-	-	-	<b>77.8%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	-	-
1/1	M25 north off slip Left	U	C2:A		1	56	-	1087	1900	1900	57.2%	-	-	-	0.7	2.2	0.7
1/2	M25 north off slip Ahead	U	C2:B		1	17	-	445	1900	611	72.9%	-	-	-	3.4	27.5	7.4
1/3	M25 north off slip Ahead	U	C2:B		1	17	-	445	1900	611	72.9%	-	-	-	3.4	27.5	7.4
4/1	Ahead Right	U	C2:C		1	27	-	609	1900	950	64.1%	-	-	-	1.8	10.7	6.4
4/2	Ahead Right	U	C2:C		1	27	-	739	1900	950	77.8%	-	-	-	2.4	11.5	3.5
<b>J2: South</b>	-	-	-		-	-	-	-	-	-	<b>73.1%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	-	-
1/1	M25 south off slip Left	U	C3:A		1	56	-	796	1900	1900	41.9%	-	-	-	0.4	1.6	0.4
1/2	M25 south off slip Ahead	U	C3:B		1	7	-	182	1900	271	67.1%	-	-	-	2.1	42.4	3.7
1/3	M25 south off slip Ahead	U	C3:B		1	7	-	182	1900	271	67.1%	-	-	-	2.1	42.4	3.7
2/1	Ahead Right	U	C3:C		1	37	-	790	1900	1289	61.3%	-	-	-	1.4	6.4	10.4
2/2	Ahead Right	U	C3:C		1	37	-	942	1900	1289	73.1%	-	-	-	1.8	6.9	5.6
<b>J3: East</b>	-	-	-		-	-	-	-	-	-	<b>88.0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	-	-
1/1	St Peter's Way Ahead Left	U	C1:A		1	21	-	622	1800	707	88.0%	-	-	-	6.1	35.4	12.2
1/2	St Peter's Way Ahead	U	C1:A		1	21	-	615	1800	707	87.0%	-	-	-	5.8	34.0	11.8
2/1	Ahead	U	C1:B		1	25	-	525	1900	882	59.5%	-	-	-	2.8	19.2	8.9
2/2	Right Ahead	U	C1:B		1	25	-	633	1900	882	71.8%	-	-	-	2.6	14.6	7.7
2/3	Right	U	C1:B		1	25	-	610	1900	882	69.1%	-	-	-	1.5	8.9	8.8
<b>J4: West</b>	-	-	-		-	-	-	-	-	-	<b>89.1%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.8</b>	-	-

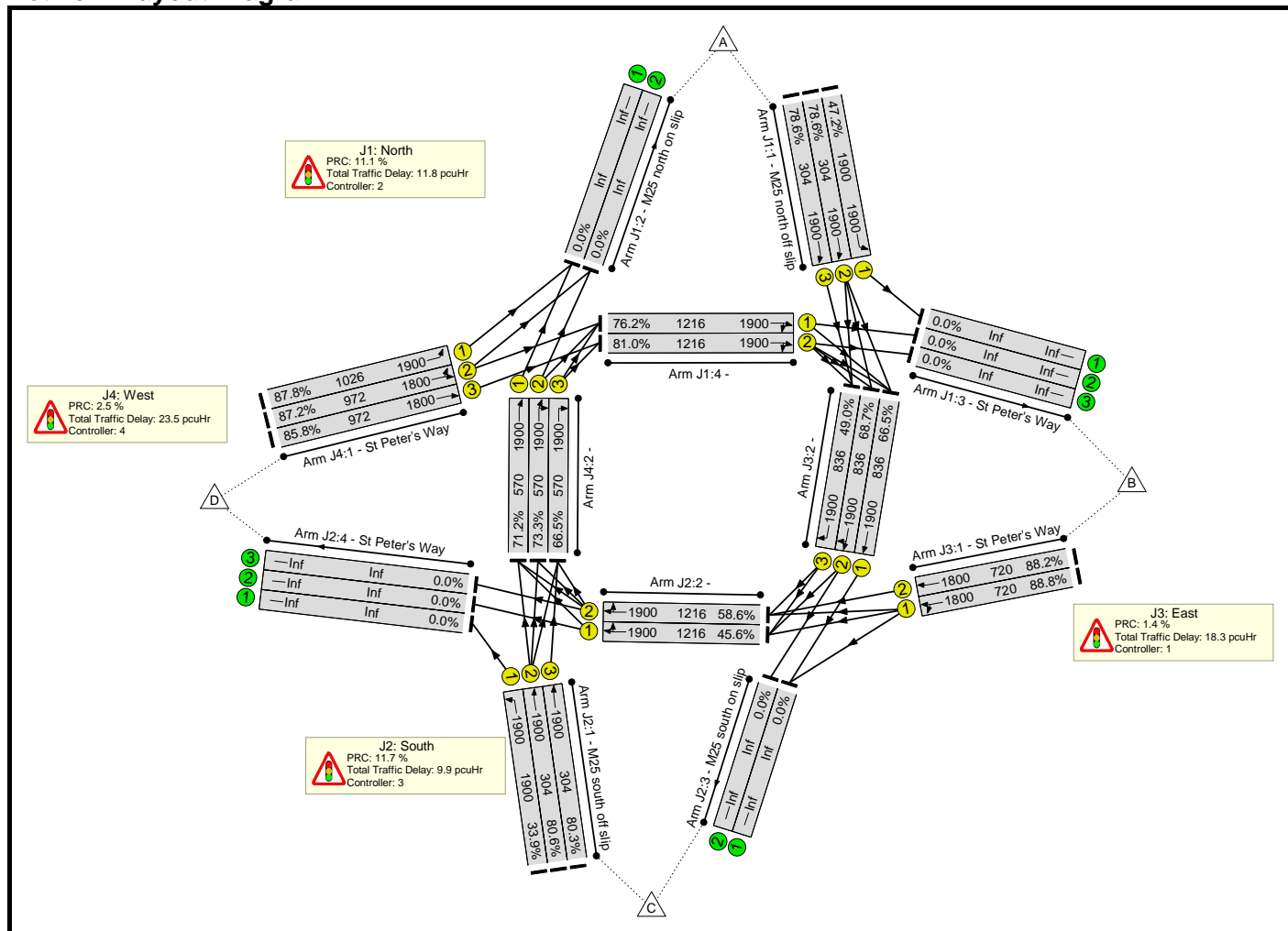
Basic Results Summary

1/1	St Peter's Way Left	U	C4:A		1	24	-	756	1900	848	89.1%	-	-	-	6.8	32.3	14.5
1/2	St Peter's Way Left Ahead	U	C4:A		1	24	-	712	1800	804	88.6%	-	-	-	6.4	32.4	13.7
1/3	St Peter's Way Ahead	U	C4:A		1	24	-	692	1800	804	86.1%	-	-	-	5.6	29.3	12.6
2/1	Ahead	U	C4:B		1	22	-	401	1900	780	51.4%	-	-	-	1.1	10.1	5.4
2/2	Ahead Right	U	C4:B		1	22	-	406	1900	780	52.0%	-	-	-	1.1	10.0	4.9
2/3	Right	U	C4:B		1	22	-	295	1900	780	37.8%	-	-	-	0.7	8.7	3.5
				C1 - East	PRC for Signalled Lanes (%):		2.3	Total Delay for Signalled Lanes (pcuHr):		18.79	Cycle Time (s):		56				
				C2 - North	PRC for Signalled Lanes (%):		15.7	Total Delay for Signalled Lanes (pcuHr):		11.64	Cycle Time (s):		56				
				C3 - South	PRC for Signalled Lanes (%):		23.2	Total Delay for Signalled Lanes (pcuHr):		7.86	Cycle Time (s):		56				
				C4 - West	PRC for Signalled Lanes (%):		1.0	Total Delay for Signalled Lanes (pcuHr):		21.79	Cycle Time (s):		56				
				PRC Over All Lanes (%):		1.0	Total Delay Over All Lanes(pcuHr):		60.07								

Basic Results Summary

Scenario 2: '2030 PM' (FG2: '2030 with non-committed developments PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>88.8%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63.5</b>	-	-
<b>J1: North</b>	-	-	-		-	-	-	-	-	-	<b>81.0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	-	-
1/1	M25 north off slip Left	U	C2:A		1	50	-	896	1900	1900	47.2%	-	-	-	0.4	1.8	0.4
1/2	M25 north off slip Ahead	U	C2:B		1	7	-	239	1900	304	78.6%	-	-	-	3.1	46.5	4.9
1/3	M25 north off slip Ahead	U	C2:B		1	7	-	239	1900	304	78.6%	-	-	-	3.1	46.5	4.9
4/1	Ahead Right	U	C2:C		1	31	-	927	1900	1216	76.2%	-	-	-	2.6	10.2	9.7
4/2	Ahead Right	U	C2:C		1	31	-	985	1900	1216	81.0%	-	-	-	2.5	9.2	4.9
<b>J2: South</b>	-	-	-		-	-	-	-	-	-	<b>80.6%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	-	-
1/1	M25 south off slip Left	U	C3:A		1	50	-	645	1900	1900	33.9%	-	-	-	0.3	1.4	0.3
1/2	M25 south off slip Ahead	U	C3:B		1	7	-	245	1900	304	80.6%	-	-	-	3.3	48.9	5.2
1/3	M25 south off slip Ahead	U	C3:B		1	7	-	244	1900	304	80.3%	-	-	-	3.3	48.5	5.2
2/1	Ahead Right	U	C3:C		1	31	-	554	1900	1216	45.6%	-	-	-	2.0	12.9	6.0
2/2	Ahead Right	U	C3:C		1	31	-	712	1900	1216	58.6%	-	-	-	1.0	5.1	2.1
<b>J3: East</b>	-	-	-		-	-	-	-	-	-	<b>88.8%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	-	-
1/1	St Peter's Way Ahead Left	U	C1:A		1	19	-	639	1800	720	88.8%	-	-	-	6.1	34.4	11.8
1/2	St Peter's Way Ahead	U	C1:A		1	19	-	635	1800	720	88.2%	-	-	-	5.9	33.5	11.6
2/1	Ahead	U	C1:B		1	21	-	556	1900	836	66.5%	-	-	-	1.3	8.6	3.1
2/2	Right Ahead	U	C1:B		1	21	-	574	1900	836	68.7%	-	-	-	1.9	11.7	5.5
2/3	Right	U	C1:B		1	21	-	410	1900	836	49.0%	-	-	-	3.1	27.3	6.2
<b>J4: West</b>	-	-	-		-	-	-	-	-	-	<b>87.8%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	-	-

Basic Results Summary

1/1	St Peter's Way Left	U	C4:A		1	26	-	901	1900	1026	87.8%	-	-	-	5.9	23.7	14.2
1/2	St Peter's Way Left Ahead	U	C4:A		1	26	-	848	1800	972	87.2%	-	-	-	5.6	23.8	13.4
1/3	St Peter's Way Ahead	U	C4:A		1	26	-	834	1800	972	85.8%	-	-	-	5.2	22.4	12.6
2/1	Ahead	U	C4:B		1	14	-	406	1900	570	71.2%	-	-	-	2.9	25.6	6.8
2/2	Ahead Right	U	C4:B		1	14	-	418	1900	570	73.3%	-	-	-	2.7	23.1	6.7
2/3	Right	U	C4:B		1	14	-	379	1900	570	66.5%	-	-	-	1.2	11.5	4.9

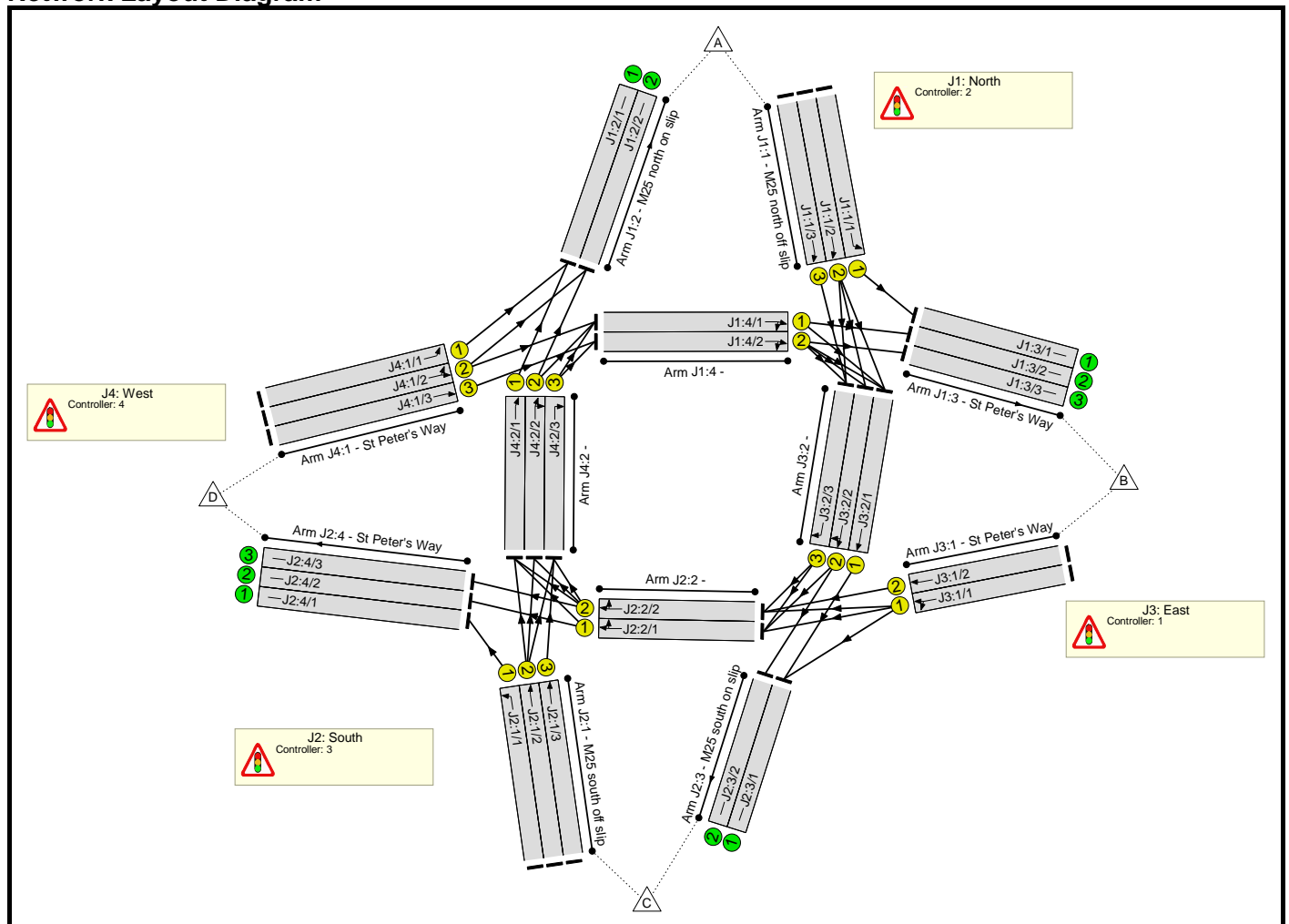
C1 - East	PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	18.31	Cycle Time (s):	50
C2 - North	PRC for Signalled Lanes (%):	11.1	Total Delay for Signalled Lanes (pcuHr):	11.76	Cycle Time (s):	50
C3 - South	PRC for Signalled Lanes (%):	11.7	Total Delay for Signalled Lanes (pcuHr):	9.88	Cycle Time (s):	50
C4 - West	PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	23.51	Cycle Time (s):	50
	PRC Over All Lanes (%):	1.4	Total Delay Over All Lanes (pcuHr):	63.45		

Full Input Data And Results  
**Full Input Data And Results**

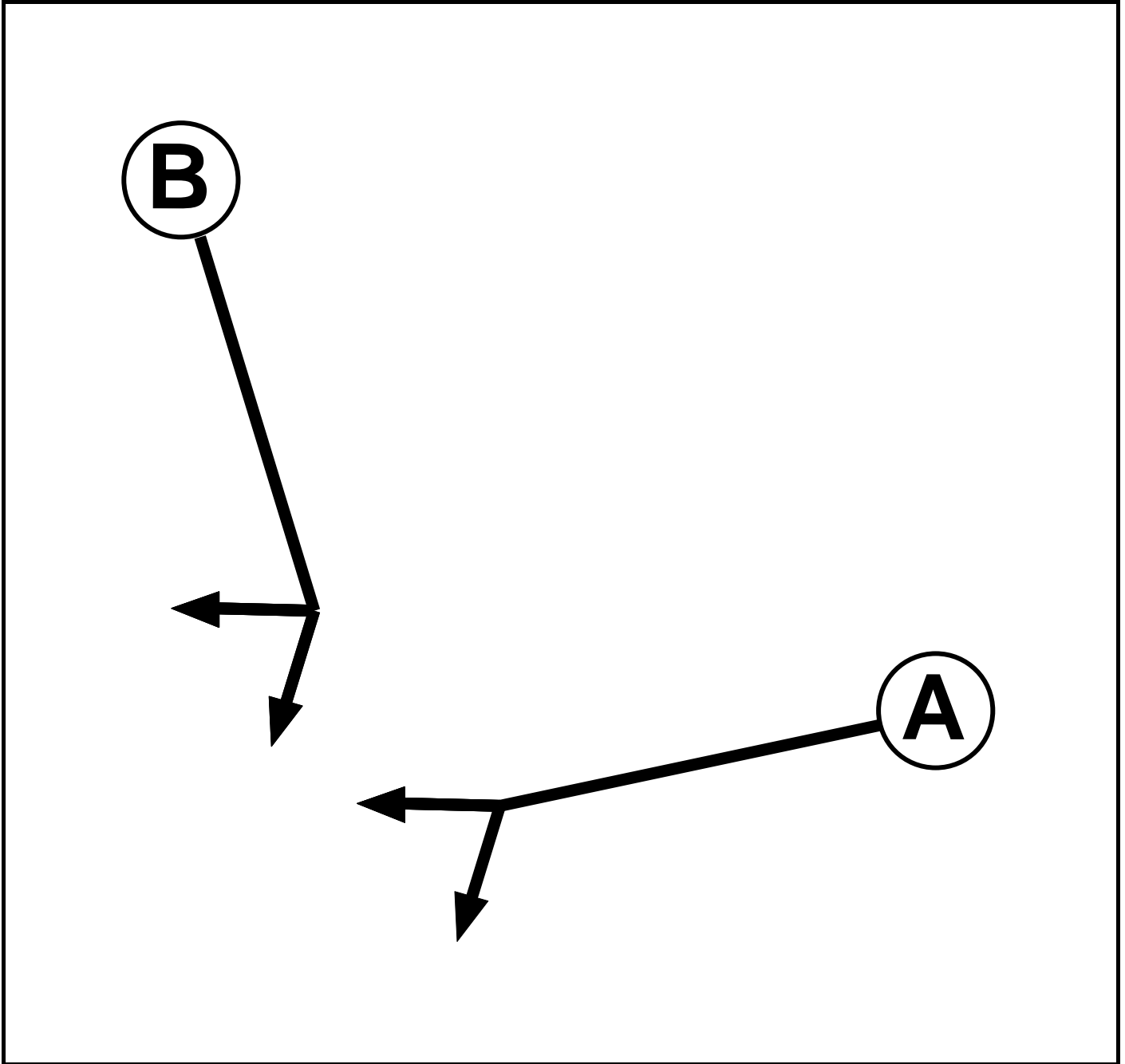
**User and Project Details**

<b>Project:</b>	
<b>Title:</b>	
<b>Location:</b>	
<b>Additional detail:</b>	
<b>File name:</b>	M25J11~1.LSG
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	

**Network Layout Diagram**



**C1 - East  
Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7



## Full Input Data And Results

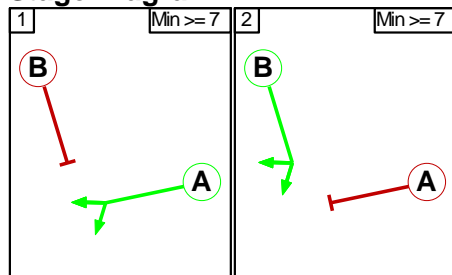
### Phase Intergrens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

### Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

### Stage Diagram



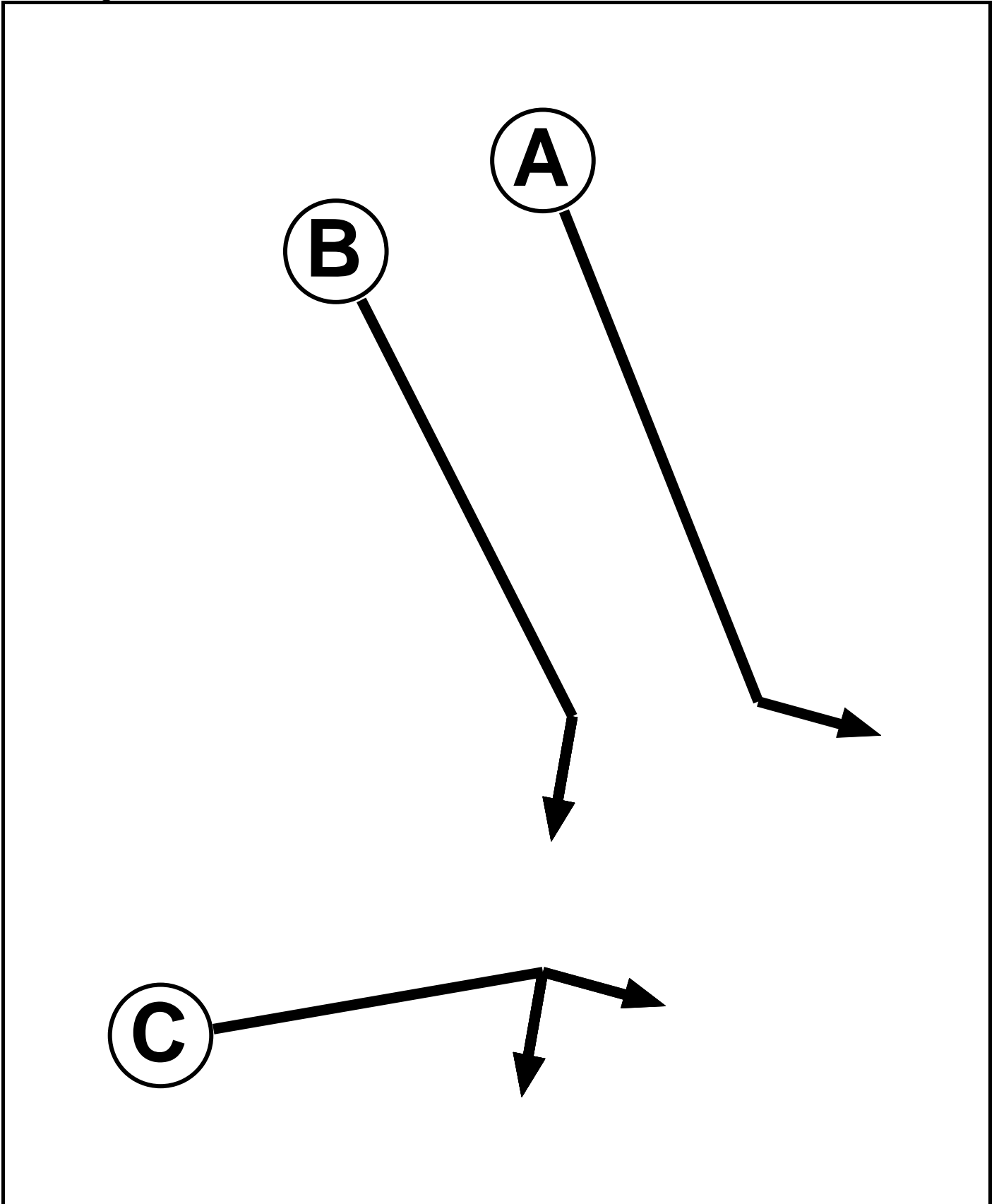
### Phase Delays

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

### Prohibited Stage Change

From Stage	To Stage	
	1	2
	1	
2	5	

**C2 - North  
Phase Diagram**



## Full Input Data And Results

### Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7

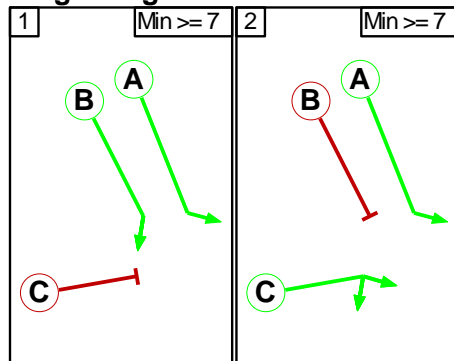
### Phase Intergreens Matrix

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

### Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A C

### Stage Diagram



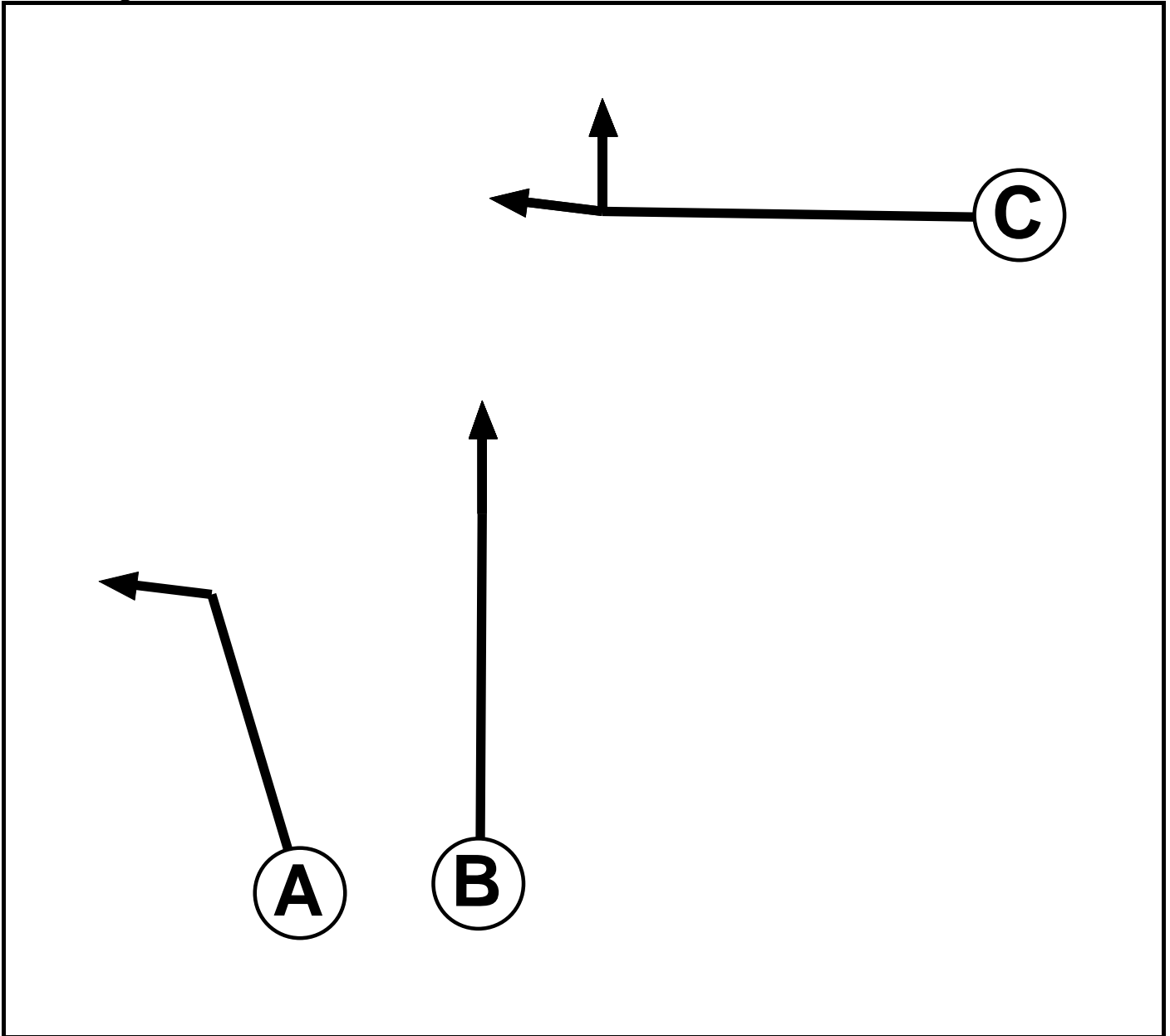
### Phase Delays

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

### Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		7
	2	5	

**C3 - South  
Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7

## Full Input Data And Results

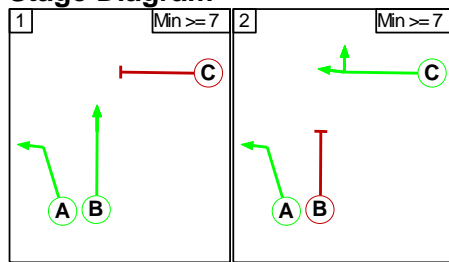
### Phase Intergrens Matrix

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

### Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A C

### Stage Diagram



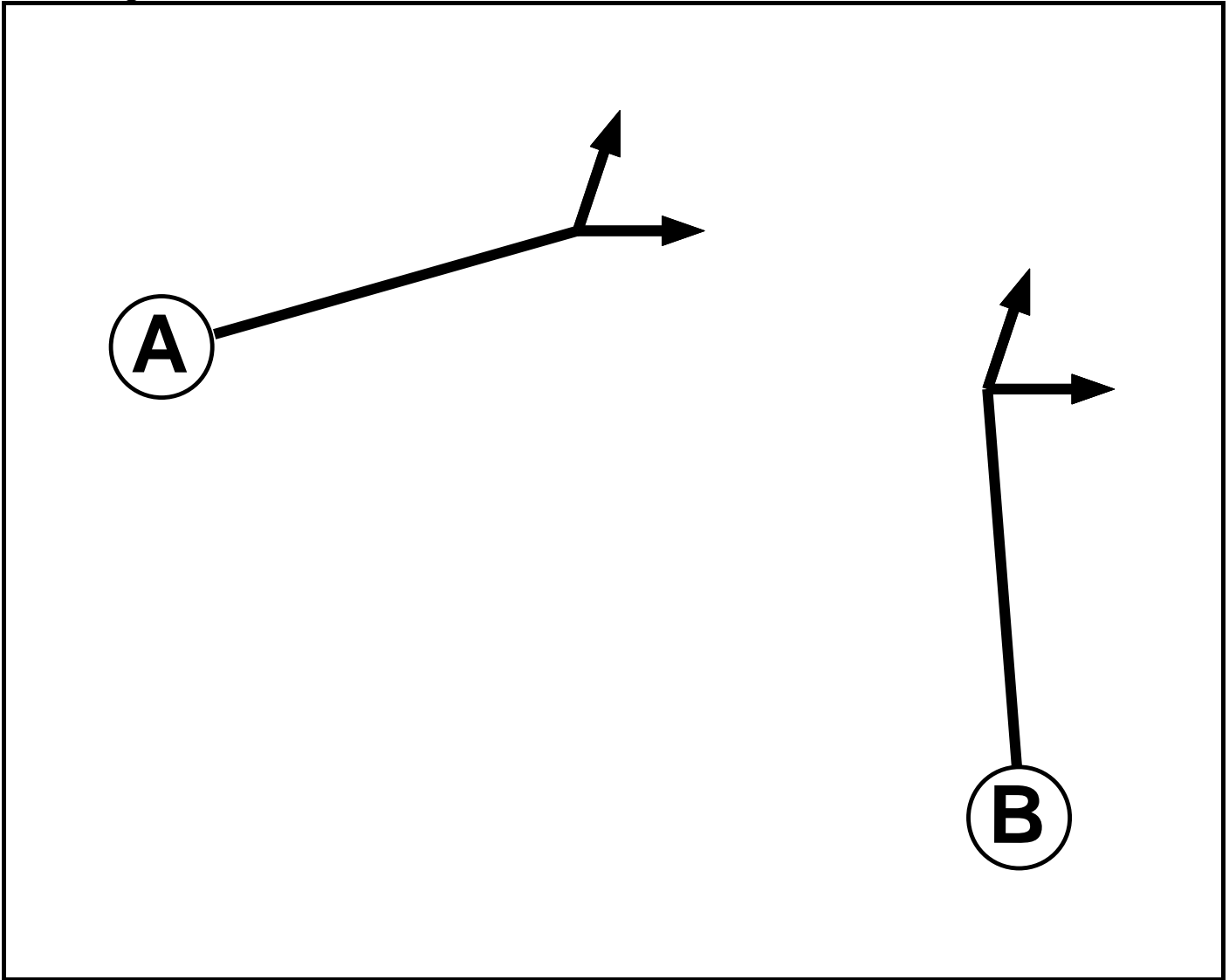
### Phase Delays

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

### Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		7
	2	5	

**C4 - West  
Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7

**Phase Intergreens Matrix**

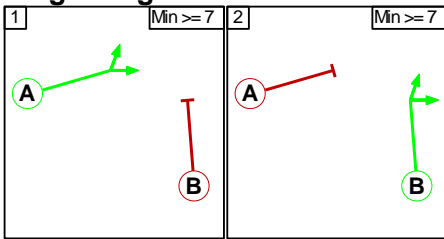
		Starting Phase	
		A	B
Terminating Phase	A		5
	B	5	

**Phases in Stage**

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

**Stage Diagram**



**Phase Delays**

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

**Prohibited Stage Change**

		To Stage	
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

**Give-Way Lane Input Data**

**Junction: J1: North**

There are no Opposed Lanes in this Junction

**Junction: J2: South**

There are no Opposed Lanes in this Junction

**Junction: J3: East**

There are no Opposed Lanes in this Junction

**Junction: J4: West**

There are no Opposed Lanes in this Junction



Full Input Data And Results

**Lane Input Data**

Junction: J1: North												
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)
J1:1/1 (M25 north off slip)	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:1/2 (M25 north off slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J1:1/3 (M25 north off slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J1:2/1 (M25 north on slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:2/2 (M25 north on slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (St Peter's Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2 (St Peter's Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/3 (St Peter's Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1	U	C	2	3	25.2	User	1900	-	-	-	-	-
J1:4/2	U	C	2	3	25.2	User	1900	-	-	-	-	-

Full Input Data And Results

Junction: J2: South												
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)
J2:1/1 (M25 south off slip)	U	A	2	3	60.0	User	1900	-	-	-	-	-
J2:1/2 (M25 south off slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J2:1/3 (M25 south off slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J2:2/1	U	C	2	3	21.7	User	1900	-	-	-	-	-
J2:2/2	U	C	2	3	21.7	User	1900	-	-	-	-	-
J2:3/1 (M25 south on slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/2 (M25 south on slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (St Peter's Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/2 (St Peter's Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/3 (St Peter's Way)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J3: East												
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)
J3:1/1 (St Peter's Way)	U	A	2	3	60.0	User	1800	-	-	-	-	-
J3:1/2 (St Peter's Way)	U	A	2	3	60.0	User	1800	-	-	-	-	-
J3:2/1	U	B	2	3	18.3	User	1900	-	-	-	-	-
J3:2/2	U	B	2	3	18.3	User	1900	-	-	-	-	-
J3:2/3	U	B	2	3	18.3	User	1900	-	-	-	-	-

Full Input Data And Results

Junction: J4: West												
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)
J4:1/1 (St Peter's Way)	U	A	2	3	60.0	User	1900	-	-	-	-	-
J4:1/2 (St Peter's Way)	U	A	2	3	60.0	User	1800	-	-	-	-	-
J4:1/3 (St Peter's Way)	U	A	2	3	60.0	User	1800	-	-	-	-	-
J4:2/1	U	B	2	3	17.4	User	1900	-	-	-	-	-
J4:2/2	U	B	2	3	17.4	User	1900	-	-	-	-	-
J4:2/3	U	B	2	3	17.4	User	1900	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2030 with non-committed developments AM'	07:15	08:15	01:00	
2: '2030 with non-committed developments PM'	17:15	18:15	01:00	

Scenario 1: '2030 AM' (FG1: '2030 with non-committed developments AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1087	1	889	1977
	B	738	0	394	105	1237
	C	38	326	0	796	1160
	D	1138	144	878	0	2160
	Tot.	1914	1557	1273	1790	6534

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 1: 2030 AM
<b>Junction: J1: North</b>	
J1:1/1	1087
J1:1/2	445
J1:1/3	445
J1:2/1	1157
J1:2/2	757
J1:3/1	1087
J1:3/2	337
J1:3/3	133
J1:4/1	609
J1:4/2	739
<b>Junction: J2: South</b>	
J2:1/1	796
J2:1/2	182
J2:1/3	182
J2:2/1	790
J2:2/2	942
J2:3/1	919
J2:3/2	354
J2:4/1	796
J2:4/2	647
J2:4/3	347
<b>Junction: J3: East</b>	
J3:1/1	622
J3:1/2	615
J3:2/1	525
J3:2/2	633
J3:2/3	610
<b>Junction: J4: West</b>	
J4:1/1	756
J4:1/2	712
J4:1/3	692
J4:2/1	401
J4:2/2	406
J4:2/3	295

Full Input Data And Results

**Lane Saturation Flows**

Junction: J1: North									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1 (M25 north off slip Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (M25 north off slip Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (M25 north off slip Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (M25 north on slip Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:2/2 (M25 north on slip Lane 2)		Infinite Saturation Flow						Inf	Inf
J1:3/1 (St Peter's Way Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:3/2 (St Peter's Way Lane 2)		Infinite Saturation Flow						Inf	Inf
J1:3/3 (St Peter's Way Lane 3)		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: South									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (M25 south off slip Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (M25 south off slip Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (M25 south off slip Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (M25 south on slip Lane 1)		Infinite Saturation Flow						Inf	Inf
J2:3/2 (M25 south on slip Lane 2)		Infinite Saturation Flow						Inf	Inf
J2:4/1 (St Peter's Way Lane 1)		Infinite Saturation Flow						Inf	Inf
J2:4/2 (St Peter's Way Lane 2)		Infinite Saturation Flow						Inf	Inf
J2:4/3 (St Peter's Way Lane 3)		Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: East								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (St Peter's Way Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J3:1/2 (St Peter's Way Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J3:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/3	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J4: West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (St Peter's Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (St Peter's Way Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:1/3 (St Peter's Way Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3	This lane uses a directly entered Saturation Flow						1900	1900

**Scenario 2: '2030 PM'** (FG2: '2030 with non-committed developments PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	896	6	472	1374
	B	714	0	480	80	1274
	C	16	473	0	645	1134
	D	1144	377	1062	0	2583
	Tot.	1874	1746	1548	1197	6365

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 2: 2030 PM
<b>Junction: J1: North</b>	
J1:1/1	896
J1:1/2	239
J1:1/3	239
J1:2/1	1307
J1:2/2	567
J1:3/1	896
J1:3/2	502
J1:3/3	348
J1:4/1	927
J1:4/2	985
<b>Junction: J2: South</b>	
J2:1/1	645
J2:1/2	245
J2:1/3	244
J2:2/1	554
J2:2/2	712
J2:3/1	1036
J2:3/2	512
J2:4/1	645
J2:4/2	418
J2:4/3	134
<b>Junction: J3: East</b>	
J3:1/1	639
J3:1/2	635
J3:2/1	556
J3:2/2	574
J3:2/3	410
<b>Junction: J4: West</b>	
J4:1/1	901
J4:1/2	848
J4:1/3	834
J4:2/1	406
J4:2/2	418
J4:2/3	379

Full Input Data And Results

**Lane Saturation Flows**

Junction: J1: North									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1 (M25 north off slip Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (M25 north off slip Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (M25 north off slip Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (M25 north on slip Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:2/2 (M25 north on slip Lane 2)		Infinite Saturation Flow						Inf	Inf
J1:3/1 (St Peter's Way Lane 1)		Infinite Saturation Flow						Inf	Inf
J1:3/2 (St Peter's Way Lane 2)		Infinite Saturation Flow						Inf	Inf
J1:3/3 (St Peter's Way Lane 3)		Infinite Saturation Flow						Inf	Inf
J1:4/1		This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2		This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: South									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (M25 south off slip Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (M25 south off slip Lane 2)		This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (M25 south off slip Lane 3)		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (M25 south on slip Lane 1)		Infinite Saturation Flow						Inf	Inf
J2:3/2 (M25 south on slip Lane 2)		Infinite Saturation Flow						Inf	Inf
J2:4/1 (St Peter's Way Lane 1)		Infinite Saturation Flow						Inf	Inf
J2:4/2 (St Peter's Way Lane 2)		Infinite Saturation Flow						Inf	Inf
J2:4/3 (St Peter's Way Lane 3)		Infinite Saturation Flow						Inf	Inf



## Full Input Data And Results

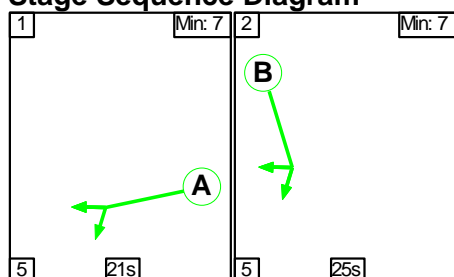
Junction: J3: East									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (St Peter's Way Lane 1)		This lane uses a directly entered Saturation Flow						1800	1800
J3:1/2 (St Peter's Way Lane 2)		This lane uses a directly entered Saturation Flow						1800	1800
J3:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J3:2/3		This lane uses a directly entered Saturation Flow						1900	1900

Junction: J4: West									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J4:1/1 (St Peter's Way Lane 1)		This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (St Peter's Way Lane 2)		This lane uses a directly entered Saturation Flow						1800	1800
J4:1/3 (St Peter's Way Lane 3)		This lane uses a directly entered Saturation Flow						1800	1800
J4:2/1		This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2		This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3		This lane uses a directly entered Saturation Flow						1900	1900

Scenario 1: '2030 AM' (FG1: '2030 with non-committed developments AM', Plan 1: 'Network Control Plan 1')

C1 - East

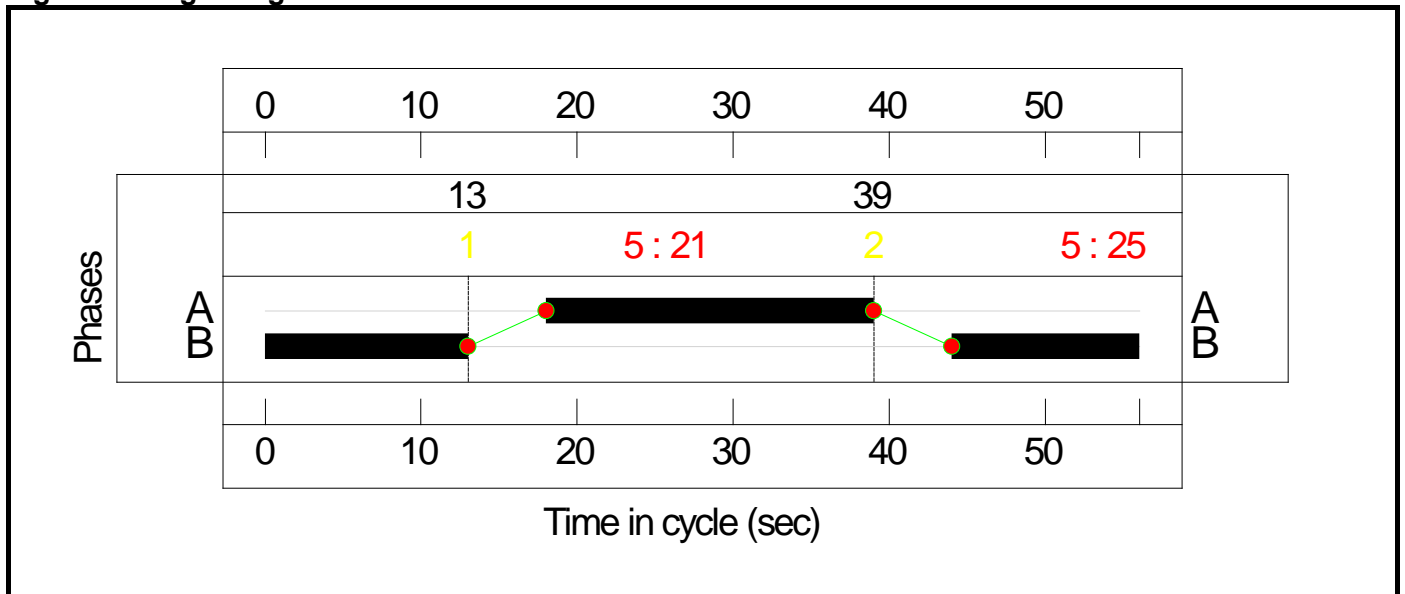
### Stage Sequence Diagram



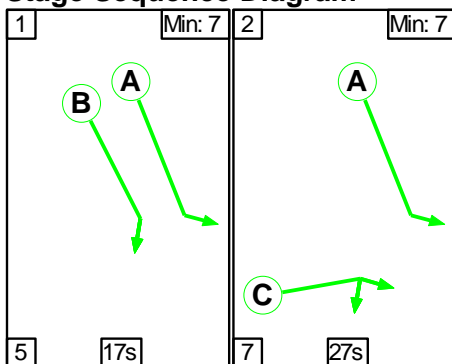
### Stage Timings

Stage	1	2
Duration	21	25
Change Point	13	39

**Signal Timings Diagram**



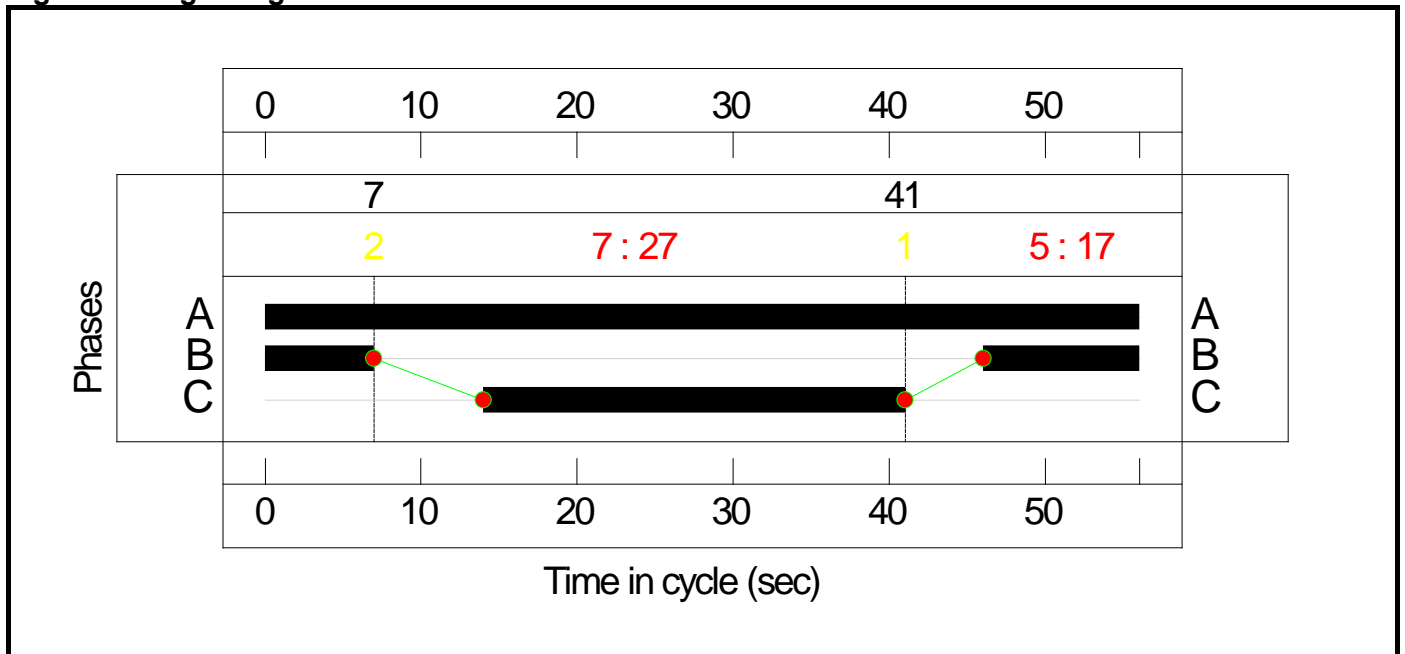
**C2 - North  
Stage Sequence Diagram**



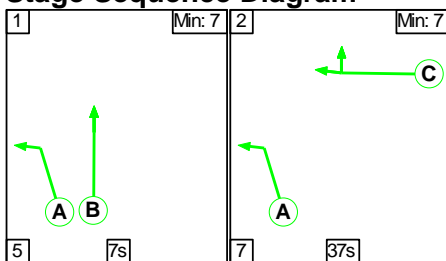
**Stage Timings**

Stage	1	2
Duration	17	27
Change Point	41	7

**Signal Timings Diagram**



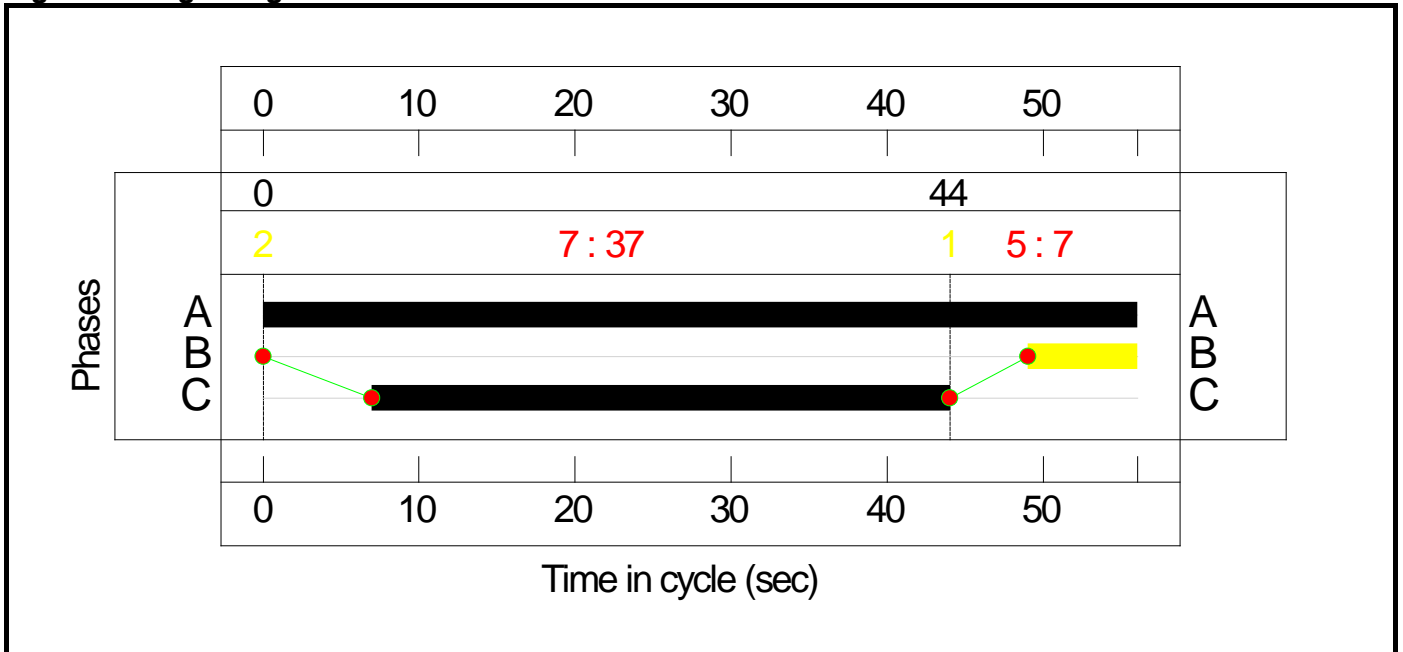
**C3 - South Stage Sequence Diagram**



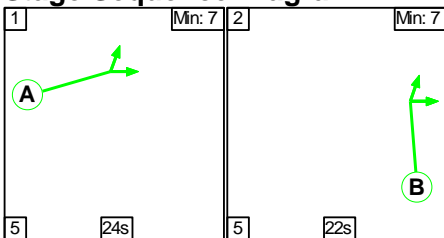
**Stage Timings**

Stage	1	2
Duration	7	37
Change Point	44	0

**Signal Timings Diagram**



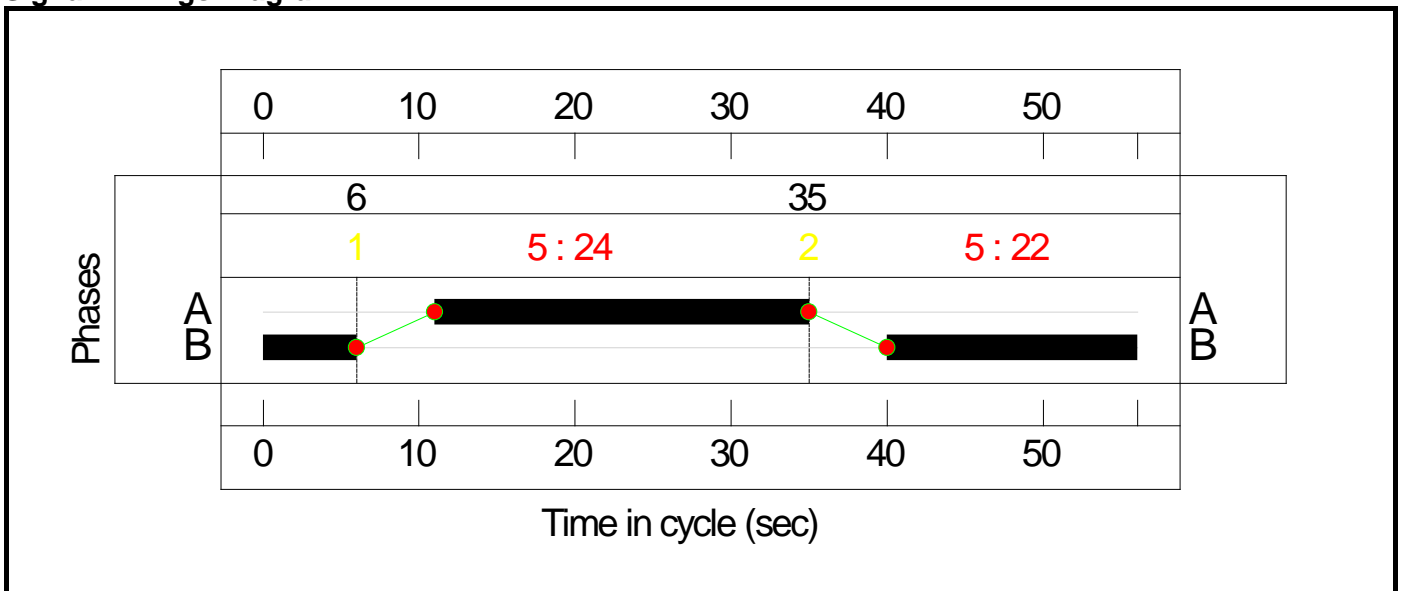
**C4 - West Stage Sequence Diagram**



**Stage Timings**

Stage	1	2
Duration	24	22
Change Point	6	35

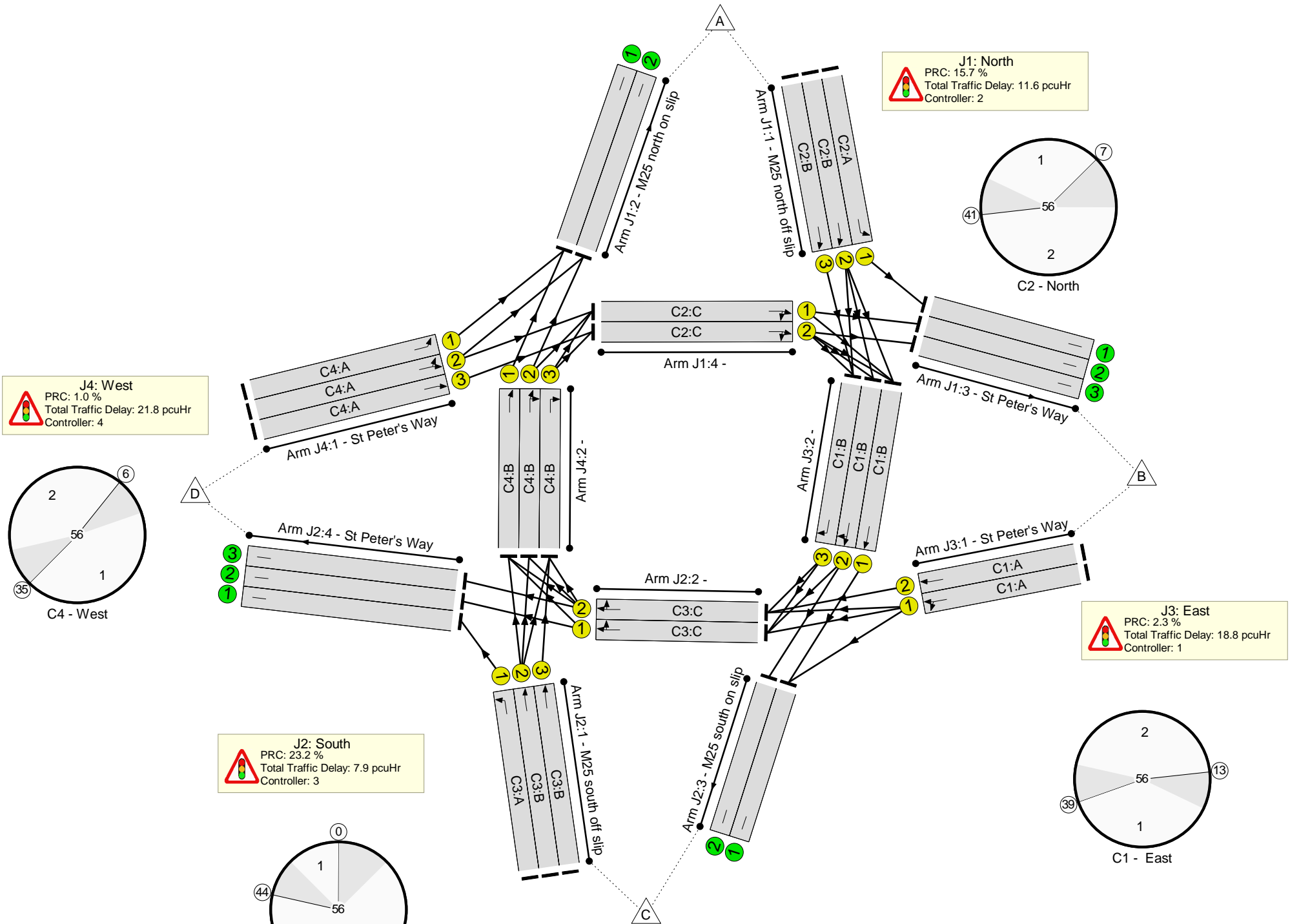
**Signal Timings Diagram**



## Full Input Data And Results

Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



## Full Input Data And Results



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 (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>89.1%</b>
<b>J1: North</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.8%</b>
1/1	M25 north off slip Left	U	N/A	N/A	C2:A		1	56	-	1087	1900	1900	57.2%
1/2	M25 north off slip Ahead	U	N/A	N/A	C2:B		1	17	-	445	1900	611	72.9%
1/3	M25 north off slip Ahead	U	N/A	N/A	C2:B		1	17	-	445	1900	611	72.9%
2/1	M25 north on slip	U	N/A	N/A	-		-	-	-	1157	Inf	Inf	0.0%
2/2	M25 north on slip	U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
3/1	St Peter's Way	U	N/A	N/A	-		-	-	-	1087	Inf	Inf	0.0%
3/2	St Peter's Way	U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%
3/3	St Peter's Way	U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%
4/1	Ahead Right	U	N/A	N/A	C2:C		1	27	-	609	1900	950	64.1%
4/2	Ahead Right	U	N/A	N/A	C2:C		1	27	-	739	1900	950	77.8%
<b>J2: South</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>73.1%</b>
1/1	M25 south off slip Left	U	N/A	N/A	C3:A		1	56	-	796	1900	1900	41.9%
1/2	M25 south off slip Ahead	U	N/A	N/A	C3:B		1	7	-	182	1900	271	67.1%
1/3	M25 south off slip Ahead	U	N/A	N/A	C3:B		1	7	-	182	1900	271	67.1%
2/1	Ahead Right	U	N/A	N/A	C3:C		1	37	-	790	1900	1289	61.3%
2/2	Ahead Right	U	N/A	N/A	C3:C		1	37	-	942	1900	1289	73.1%
3/1	M25 south on slip	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
3/2	M25 south on slip	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%

Full Input Data And Results

4/1	St Peter's Way	U	N/A	N/A	-	-	-	-	796	Inf	Inf	0.0%
4/2	St Peter's Way	U	N/A	N/A	-	-	-	-	647	Inf	Inf	0.0%
4/3	St Peter's Way	U	N/A	N/A	-	-	-	-	347	Inf	Inf	0.0%
<b>J3: East</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>88.0%</b>
1/1	St Peter's Way Ahead Left	U	N/A	N/A	C1:A	1	21	-	622	1800	707	88.0%
1/2	St Peter's Way Ahead	U	N/A	N/A	C1:A	1	21	-	615	1800	707	87.0%
2/1	Ahead	U	N/A	N/A	C1:B	1	25	-	525	1900	882	59.5%
2/2	Right Ahead	U	N/A	N/A	C1:B	1	25	-	633	1900	882	71.8%
2/3	Right	U	N/A	N/A	C1:B	1	25	-	610	1900	882	69.1%
<b>J4: West</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>89.1%</b>
1/1	St Peter's Way Left	U	N/A	N/A	C4:A	1	24	-	756	1900	848	89.1%
1/2	St Peter's Way Left Ahead	U	N/A	N/A	C4:A	1	24	-	712	1800	804	88.6%
1/3	St Peter's Way Ahead	U	N/A	N/A	C4:A	1	24	-	692	1800	804	86.1%
2/1	Ahead	U	N/A	N/A	C4:B	1	22	-	401	1900	780	51.4%
2/2	Ahead Right	U	N/A	N/A	C4:B	1	22	-	406	1900	780	52.0%
2/3	Right	U	N/A	N/A	C4:B	1	22	-	295	1900	780	37.8%

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)
<b>Network</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>31.7</b>	<b>0.0</b>	<b>60.1</b>	-	-	-	-
<b>J1: North</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>5.9</b>	<b>0.0</b>	<b>11.6</b>	-	-	-	-
1/1	1087	1087	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
1/2	445	445	-	-	-	2.1	1.3	-	3.4	27.5	6.1	1.3	7.4
1/3	445	445	-	-	-	2.1	1.3	-	3.4	27.5	6.1	1.3	7.4
2/1	1157	1157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	609	609	-	-	-	0.9	0.9	-	1.8	10.7	5.5	0.9	6.4
4/2	739	739	-	-	-	0.6	1.7	-	2.4	11.5	1.8	1.7	3.5
<b>J2: South</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>4.5</b>	<b>0.0</b>	<b>7.9</b>	-	-	-	-
1/1	796	796	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
1/2	182	182	-	-	-	1.2	1.0	-	2.1	42.4	2.7	1.0	3.7
1/3	182	182	-	-	-	1.2	1.0	-	2.1	42.4	2.7	1.0	3.7
2/1	790	790	-	-	-	0.6	0.8	-	1.4	6.4	9.6	0.8	10.4
2/2	942	942	-	-	-	0.5	1.3	-	1.8	6.9	4.3	1.3	5.6
3/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: East</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>9.6</b>	<b>0.0</b>	<b>18.8</b>	-	-	-	-
1/1	622	622	-	-	-	2.7	3.4	-	6.1	35.4	8.8	3.4	12.2
1/2	615	615	-	-	-	2.7	3.1	-	5.8	34.0	8.7	3.1	11.8

Full Input Data And Results

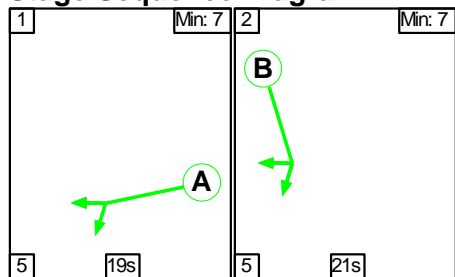
2/1	525	525	-	-	-	2.1	0.7	-	2.8	19.2	8.1	0.7	8.9
2/2	633	633	-	-	-	1.3	1.3	-	2.6	14.6	6.5	1.3	7.7
2/3	610	610	-	-	-	0.4	1.1	-	1.5	8.9	7.7	1.1	8.8
<b>J4: West</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>11.7</b>	<b>0.0</b>	<b>21.8</b>	-	-	-	-
1/1	756	756	-	-	-	3.0	3.8	-	6.8	32.3	10.7	3.8	14.5
1/2	712	712	-	-	-	2.8	3.6	-	6.4	32.4	10.1	3.6	13.7
1/3	692	692	-	-	-	2.7	2.9	-	5.6	29.3	9.6	2.9	12.6
2/1	401	401	-	-	-	0.6	0.5	-	1.1	10.1	4.9	0.5	5.4
2/2	406	406	-	-	-	0.6	0.5	-	1.1	10.0	4.4	0.5	4.9
2/3	295	295	-	-	-	0.4	0.3	-	0.7	8.7	3.2	0.3	3.5
			C1 - East	PRC for Signalled Lanes (%)	2.3	Total Delay for Signalled Lanes (pcuHr):			18.79	Cycle Time (s):		56	
			C2 - North	PRC for Signalled Lanes (%)	15.7	Total Delay for Signalled Lanes (pcuHr):			11.64	Cycle Time (s):		56	
			C3 - South	PRC for Signalled Lanes (%)	23.2	Total Delay for Signalled Lanes (pcuHr):			7.86	Cycle Time (s):		56	
			C4 - West	PRC for Signalled Lanes (%)	1.0	Total Delay for Signalled Lanes (pcuHr):			21.79	Cycle Time (s):		56	
				PRC Over All Lanes (%)	1.0	Total Delay Over All Lanes(pcuHr):			60.07				

Full Input Data And Results

Scenario 2: '2030 PM' (FG2: '2030 with non-committed developments PM', Plan 1: 'Network Control Plan 1')

C1 - East

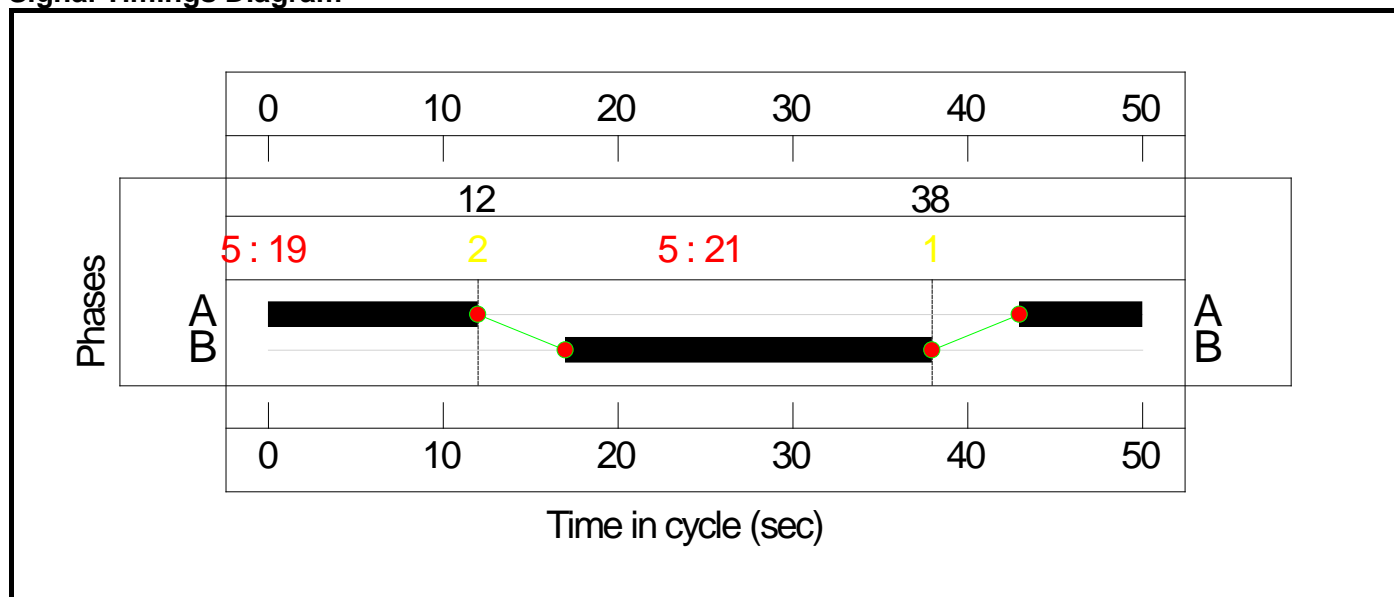
Stage Sequence Diagram



Stage Timings

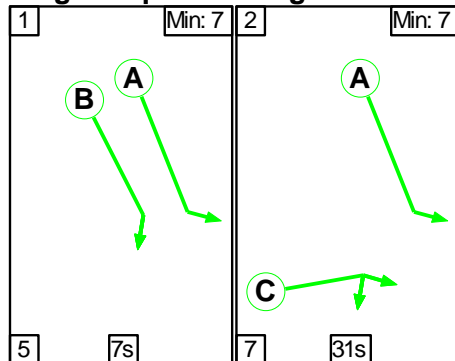
Stage	1	2
Duration	19	21
Change Point	38	12

Signal Timings Diagram



C2 - North

Stage Sequence Diagram

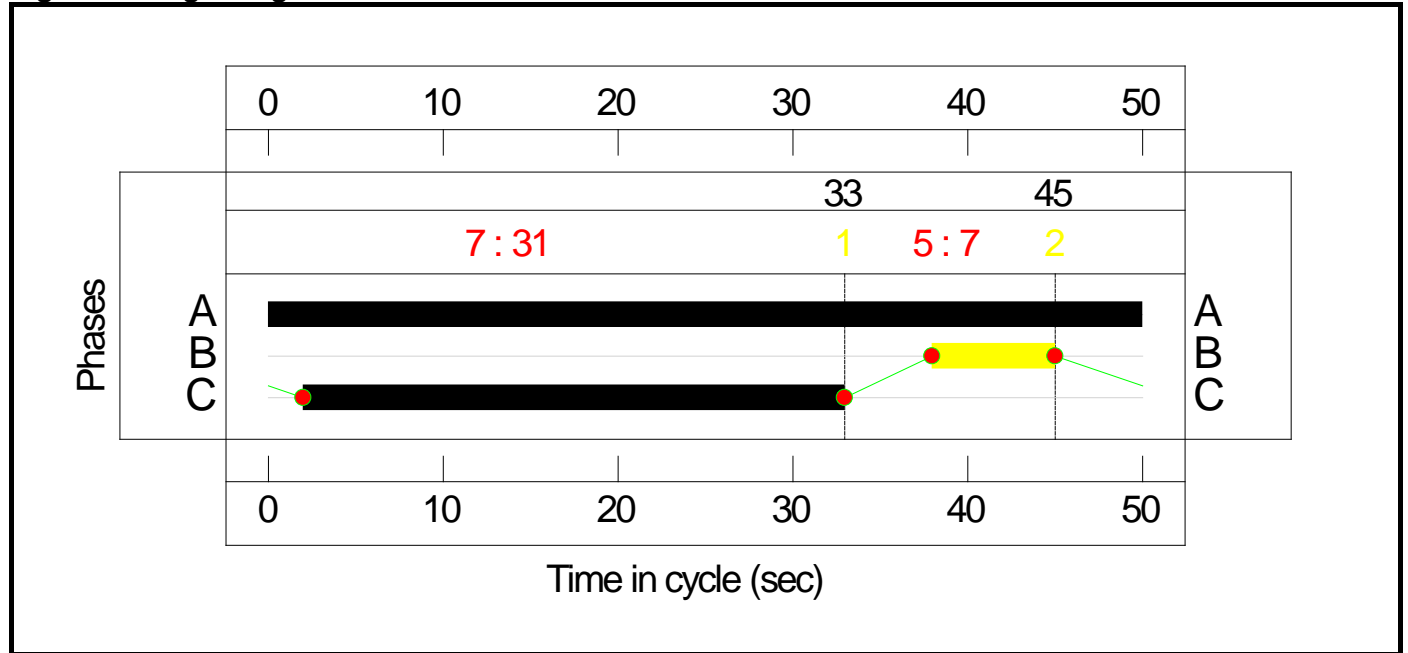


Full Input Data And Results

**Stage Timings**

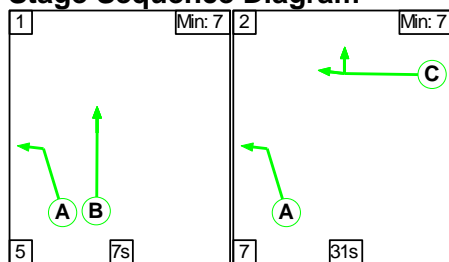
Stage	1	2
Duration	7	31
Change Point	33	45

**Signal Timings Diagram**



**C3 - South**

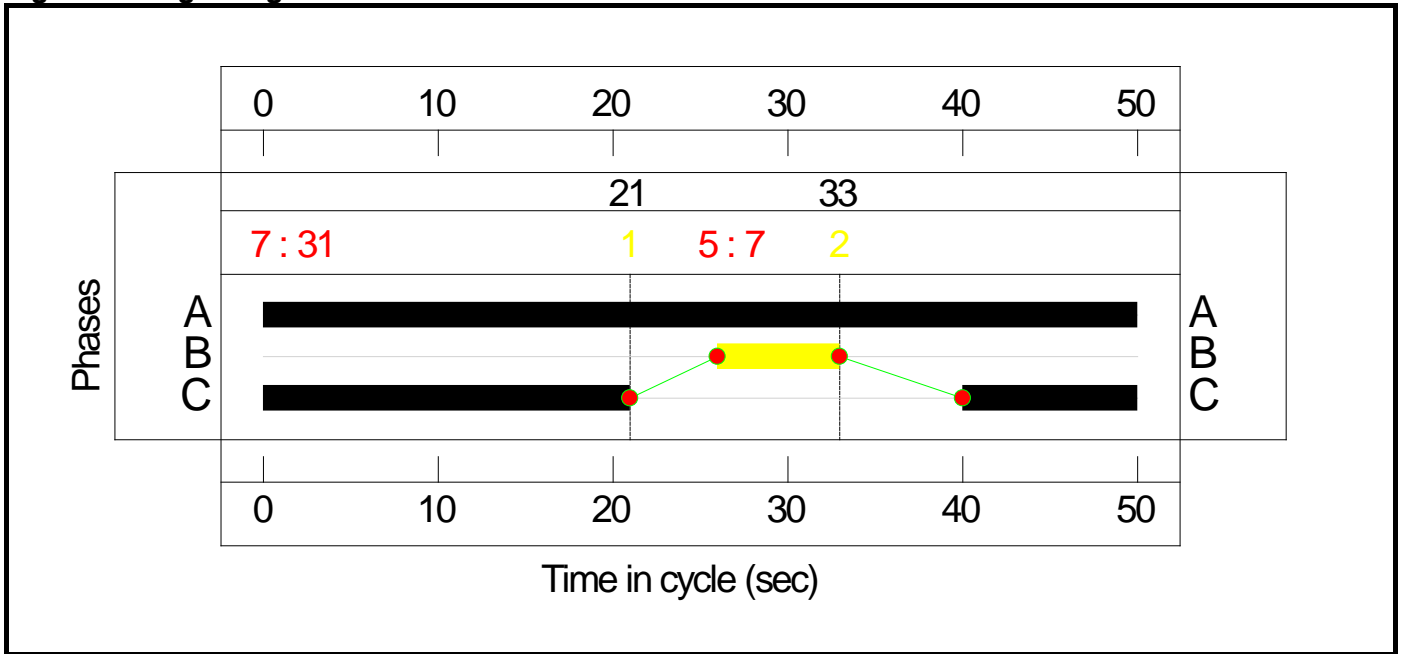
**Stage Sequence Diagram**



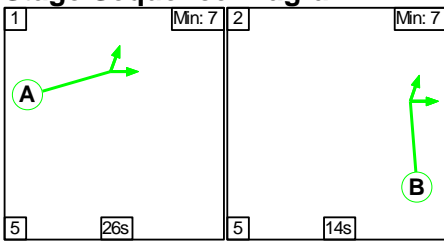
**Stage Timings**

Stage	1	2
Duration	7	31
Change Point	21	33

**Signal Timings Diagram**



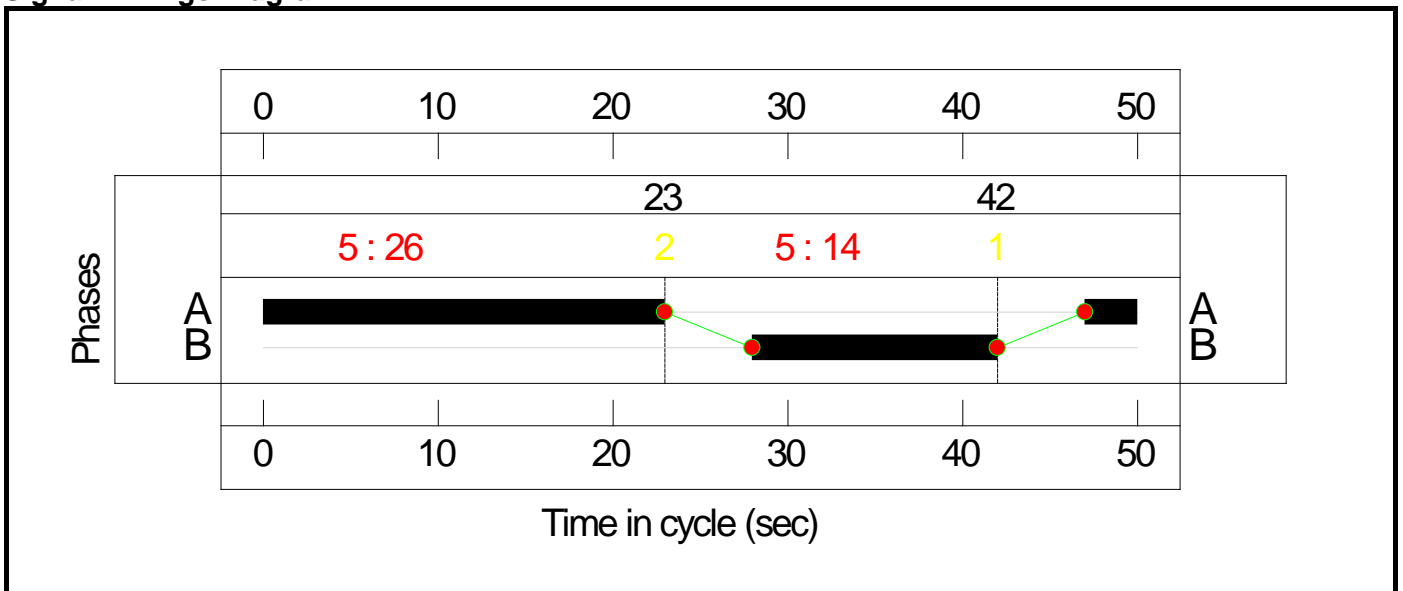
**C4 - West Stage Sequence Diagram**



**Stage Timings**

Stage	1	2
Duration	26	14
Change Point	42	23

**Signal Timings Diagram**

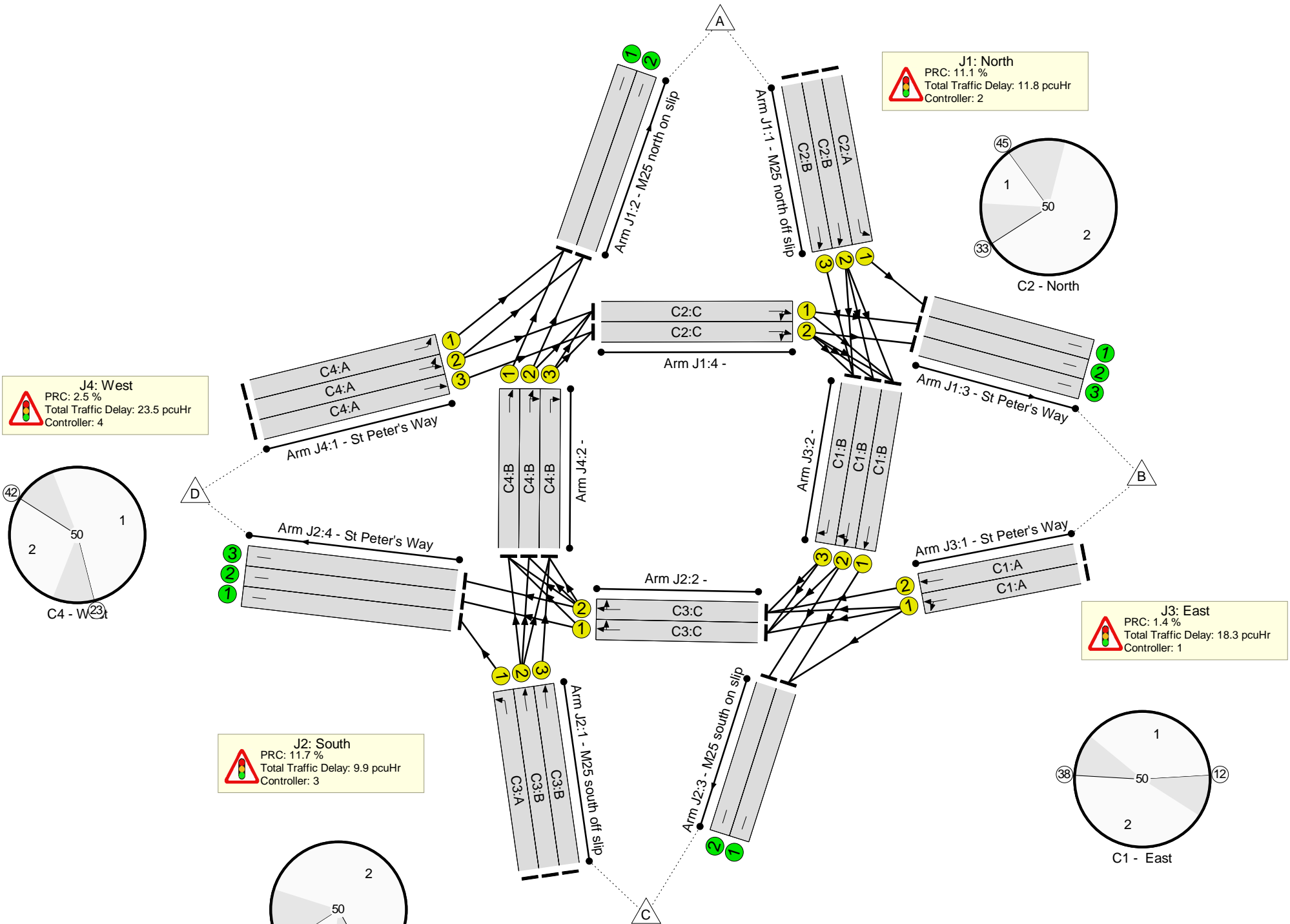


## Full Input Data And Results



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



## Full Input Data And Results

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 (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>88.8%</b>
<b>J1: North</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.0%</b>
1/1	M25 north off slip Left	U	N/A	N/A	C2:A		1	50	-	896	1900	1900	47.2%
1/2	M25 north off slip Ahead	U	N/A	N/A	C2:B		1	7	-	239	1900	304	78.6%
1/3	M25 north off slip Ahead	U	N/A	N/A	C2:B		1	7	-	239	1900	304	78.6%
2/1	M25 north on slip	U	N/A	N/A	-		-	-	-	1307	Inf	Inf	0.0%
2/2	M25 north on slip	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
3/1	St Peter's Way	U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
3/2	St Peter's Way	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
3/3	St Peter's Way	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
4/1	Ahead Right	U	N/A	N/A	C2:C		1	31	-	927	1900	1216	76.2%
4/2	Ahead Right	U	N/A	N/A	C2:C		1	31	-	985	1900	1216	81.0%
<b>J2: South</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.6%</b>
1/1	M25 south off slip Left	U	N/A	N/A	C3:A		1	50	-	645	1900	1900	33.9%
1/2	M25 south off slip Ahead	U	N/A	N/A	C3:B		1	7	-	245	1900	304	80.6%
1/3	M25 south off slip Ahead	U	N/A	N/A	C3:B		1	7	-	244	1900	304	80.3%
2/1	Ahead Right	U	N/A	N/A	C3:C		1	31	-	554	1900	1216	45.6%
2/2	Ahead Right	U	N/A	N/A	C3:C		1	31	-	712	1900	1216	58.6%
3/1	M25 south on slip	U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
3/2	M25 south on slip	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%

Full Input Data And Results

4/1	St Peter's Way	U	N/A	N/A	-	-	-	-	645	Inf	Inf	0.0%
4/2	St Peter's Way	U	N/A	N/A	-	-	-	-	418	Inf	Inf	0.0%
4/3	St Peter's Way	U	N/A	N/A	-	-	-	-	134	Inf	Inf	0.0%
<b>J3: East</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>88.8%</b>
1/1	St Peter's Way Ahead Left	U	N/A	N/A	C1:A	1	19	-	639	1800	720	88.8%
1/2	St Peter's Way Ahead	U	N/A	N/A	C1:A	1	19	-	635	1800	720	88.2%
2/1	Ahead	U	N/A	N/A	C1:B	1	21	-	556	1900	836	66.5%
2/2	Right Ahead	U	N/A	N/A	C1:B	1	21	-	574	1900	836	68.7%
2/3	Right	U	N/A	N/A	C1:B	1	21	-	410	1900	836	49.0%
<b>J4: West</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>87.8%</b>
1/1	St Peter's Way Left	U	N/A	N/A	C4:A	1	26	-	901	1900	1026	87.8%
1/2	St Peter's Way Left Ahead	U	N/A	N/A	C4:A	1	26	-	848	1800	972	87.2%
1/3	St Peter's Way Ahead	U	N/A	N/A	C4:A	1	26	-	834	1800	972	85.8%
2/1	Ahead	U	N/A	N/A	C4:B	1	14	-	406	1900	570	71.2%
2/2	Ahead Right	U	N/A	N/A	C4:B	1	14	-	418	1900	570	73.3%
2/3	Right	U	N/A	N/A	C4:B	1	14	-	379	1900	570	66.5%

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)
<b>Network</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>27.9</b>	<b>35.6</b>	<b>0.0</b>	<b>63.5</b>	-	-	-	-
<b>J1: North</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>7.6</b>	<b>0.0</b>	<b>11.8</b>	-	-	-	-
1/1	896	896	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
1/2	239	239	-	-	-	1.3	1.7	-	3.1	46.5	3.2	1.7	4.9
1/3	239	239	-	-	-	1.3	1.7	-	3.1	46.5	3.2	1.7	4.9
2/1	1307	1307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	927	927	-	-	-	1.0	1.6	-	2.6	10.2	8.1	1.6	9.7
4/2	985	985	-	-	-	0.4	2.1	-	2.5	9.2	2.8	2.1	4.9
<b>J2: South</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>5.2</b>	<b>0.0</b>	<b>9.9</b>	-	-	-	-
1/1	645	645	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
1/2	245	245	-	-	-	1.4	1.9	-	3.3	48.9	3.3	1.9	5.2
1/3	244	244	-	-	-	1.4	1.9	-	3.3	48.5	3.3	1.9	5.2
2/1	554	554	-	-	-	1.6	0.4	-	2.0	12.9	5.6	0.4	6.0
2/2	712	712	-	-	-	0.3	0.7	-	1.0	5.1	1.4	0.7	2.1
3/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: East</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>9.6</b>	<b>0.0</b>	<b>18.3</b>	-	-	-	-
1/1	639	639	-	-	-	2.5	3.6	-	6.1	34.4	8.2	3.6	11.8
1/2	635	635	-	-	-	2.5	3.5	-	5.9	33.5	8.1	3.5	11.6

Full Input Data And Results

2/1	556	556	-	-	-	0.3	1.0	-	1.3	8.6	2.1	1.0	3.1
2/2	574	574	-	-	-	0.8	1.1	-	1.9	11.7	4.4	1.1	5.5
2/3	410	410	-	-	-	2.6	0.5	-	3.1	27.3	5.7	0.5	6.2
<b>J4: West</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>13.1</b>	<b>0.0</b>	<b>23.5</b>	-	-	-	-
1/1	901	901	-	-	-	2.5	3.4	-	5.9	23.7	10.8	3.4	14.2
1/2	848	848	-	-	-	2.4	3.2	-	5.6	23.8	10.1	3.2	13.4
1/3	834	834	-	-	-	2.3	2.9	-	5.2	22.4	9.7	2.9	12.6
2/1	406	406	-	-	-	1.7	1.2	-	2.9	25.6	5.6	1.2	6.8
2/2	418	418	-	-	-	1.3	1.4	-	2.7	23.1	5.4	1.4	6.7
2/3	379	379	-	-	-	0.2	1.0	-	1.2	11.5	3.9	1.0	4.9
			C1 - East	PRC for Signalled Lanes (%)	1.4	Total Delay for Signalled Lanes (pcuHr):			18.31	Cycle Time (s):		50	
			C2 - North	PRC for Signalled Lanes (%)	11.1	Total Delay for Signalled Lanes (pcuHr):			11.76	Cycle Time (s):		50	
			C3 - South	PRC for Signalled Lanes (%)	11.7	Total Delay for Signalled Lanes (pcuHr):			9.88	Cycle Time (s):		50	
			C4 - West	PRC for Signalled Lanes (%)	2.5	Total Delay for Signalled Lanes (pcuHr):			23.51	Cycle Time (s):		50	
				PRC Over All Lanes (%)	1.4	Total Delay Over All Lanes(pcuHr):			63.45				