

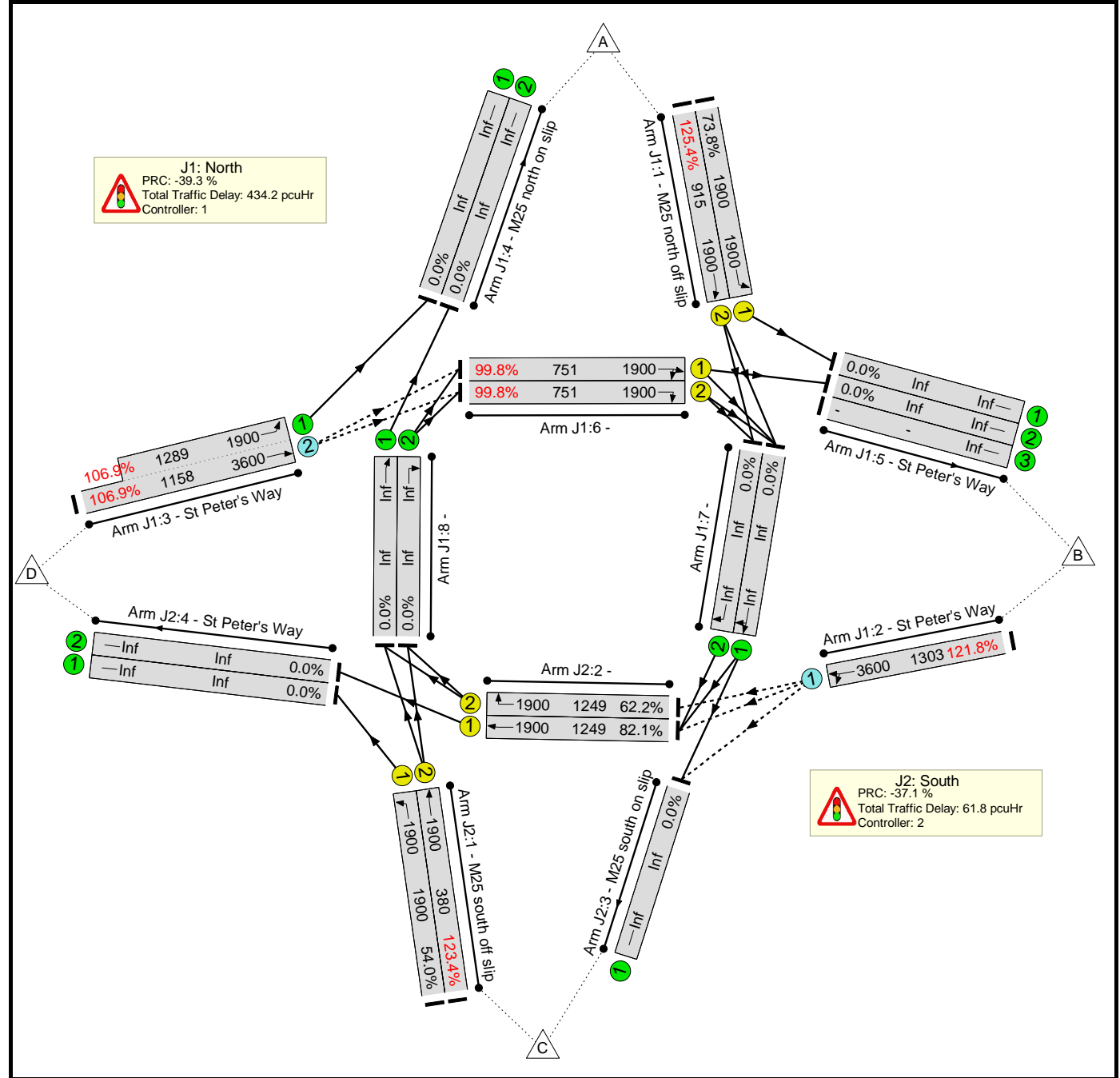
Basic Results Summary
Basic Results Summary

User and Project Details

| | |
|---------------------------|-------------------------|
| Project: | A320 |
| Title: | M25 J11 Capacity |
| Location: | |
| Date Started: | 8/7/19 |
| Additional detail: | |
| File name: | Base M25 J11.lsg3x |
| Author: | |
| Company: | |
| Address: | |

Basic Results Summary

Scenario 3: 'Copy of Base AM 48% CW' (FG3: 'Copy of AM Base + 48% CW', Plan 1: 'Network Control Plan 1')



Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|-------------------------------|------------|----------|----------|---------|
| 3: 'Copy of AM Base + 48% CW' | 07:15 | 08:15 | 01:00 | F1*1.48 |

Basic Results Summary

Traffic Flows, Desired

Desired Flow :

| | Destination | | | | | |
|--------|-------------|------|------|------|------|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1402 | 1 | 1146 | 2549 |
| | B | 946 | 0 | 505 | 135 | 1586 |
| | C | 49 | 420 | 0 | 1026 | 1495 |
| | D | 1378 | 175 | 1063 | 0 | 2616 |
| | Tot. | 2373 | 1997 | 1569 | 2307 | 8246 |

Basic Results Summary

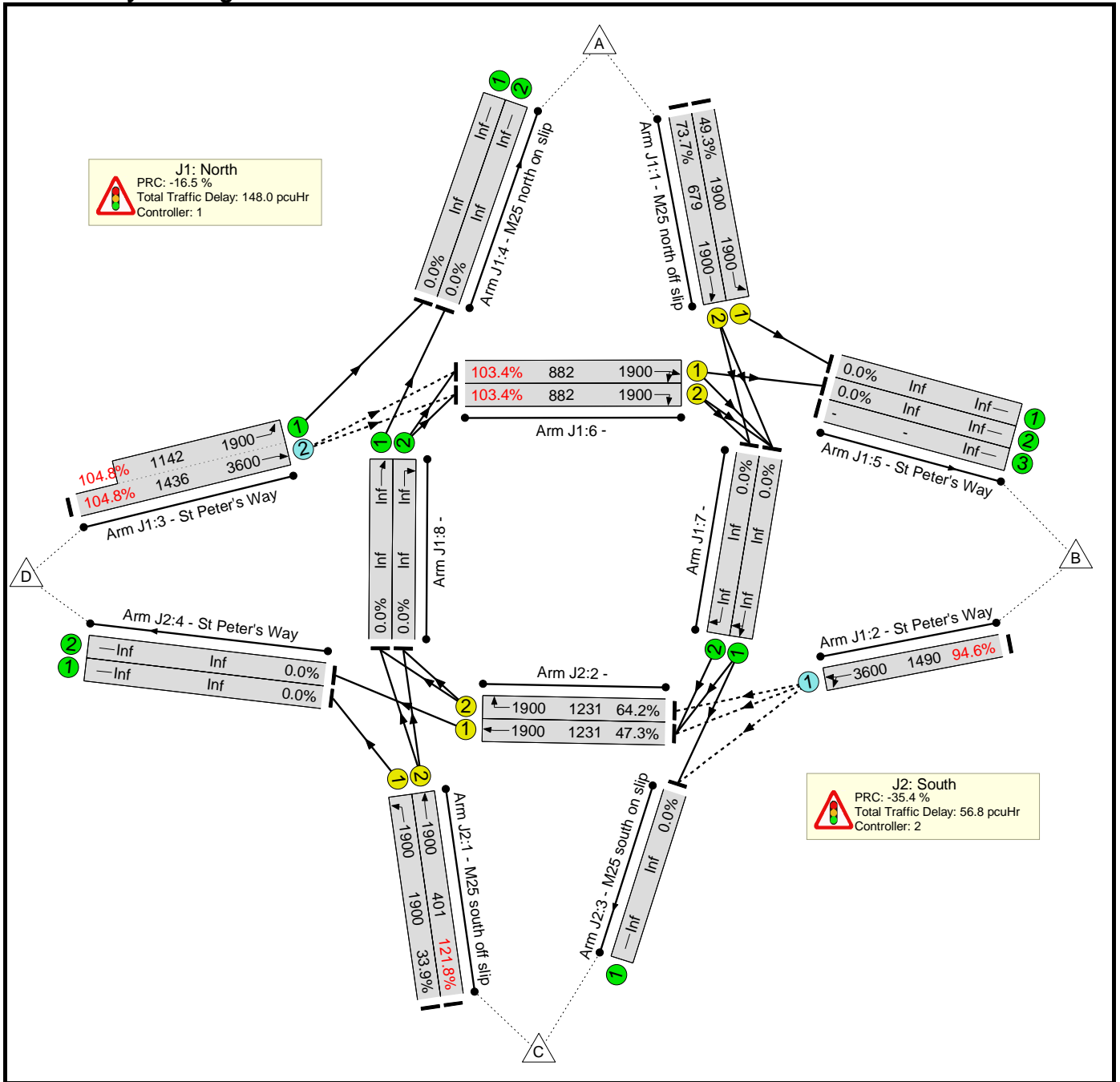
Network Results

| Item | Lane Description | Lane Type | Total Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|----------------------------------|---------------------------|------------------------------|-----------------|-------------------|--|----------------|----------------|---------------------|---------------------------|----------------------|
| Network: M25 J11 Capacity | - | - | - | - | - | - | 125.4% | 496.0 | - | - |
| J1: North | - | - | - | - | - | - | 125.4% | 434.2 | - | - |
| 1/1 | M25 north off slip Left | U | 81 | 1402 | 1900 | 1900 | 73.8% | 1.4 | 3.6 | 1.4 |
| 1/2 | M25 north off slip Ahead | U | 38 | 1147 | 1900 | 915 | 125.4% | 135.2 | 424.2 | 152.5 |
| 2/1 | St Peter's Way Ahead Left | O | - | 1586 | 3600 | 1303 | 121.8% | 161.3 | 366.1 | 248.0 |
| 3/2+3/1 | St Peter's Way Left Ahead | O+U | - | 2616 | 3600:1900 | 1158+1289 | 106.9 : 106.9% | 99.5 | 137.0 | 265.2 |
| 6/1 | Ahead Right | U | 31 | 857 | 1900 | 751 | 99.8% | 18.4 | 88.4 | 29.9 |
| 6/2 | Right | U | 31 | 801 | 1900 | 751 | 99.8% | 18.4 | 88.5 | 30.0 |
| J2: South | - | - | - | - | - | - | 123.4% | 61.8 | - | - |
| 1/1 | M25 south off slip Left | U | 70 | 1026 | 1900 | 1900 | 54.0% | 0.6 | 2.1 | 0.6 |
| 1/2 | M25 south off slip Ahead | U | 13 | 469 | 1900 | 380 | 123.4% | 54.1 | 415.4 | 58.7 |
| 2/1 | Ahead | U | 45 | 1281 | 1900 | 1249 | 82.1% | 4.8 | 16.8 | 17.0 |
| 2/2 | Right | U | 45 | 946 | 1900 | 1249 | 62.2% | 2.3 | 10.8 | 9.5 |
| C1 - North | | PRC for Signalled Lanes (%): | | -39.3 | Total Delay for Signalled Lanes (pcuHr): | | 173.37 | Cycle Time (s): | | 81 |
| C2 - South | | PRC for Signalled Lanes (%): | | -37.1 | Total Delay for Signalled Lanes (pcuHr): | | 61.82 | Cycle Time (s): | | 70 |
| | | PRC Over All Lanes (%): | | -39.3 | Total Delay Over All Lanes(pcuHr): | | 495.99 | | | |

Basic Results Summary

Scenario 4: 'Copy of Base PM 26% CW' (FG4: 'Copy of PM Base + 26% CW', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|-------------------------------|------------|----------|----------|---------|
| 4: 'Copy of PM Base + 26% CW' | 17:15 | 18:15 | 01:00 | F2*1.26 |

Basic Results Summary

Traffic Flows, Desired

Desired Flow :

| | Destination | | | | | |
|--------|-------------|------|------|------|------|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 937 | 6 | 494 | 1437 |
| | B | 790 | 0 | 532 | 88 | 1410 |
| | C | 16 | 473 | 0 | 645 | 1134 |
| | D | 1197 | 394 | 1111 | 0 | 2702 |
| | Tot. | 2003 | 1804 | 1649 | 1227 | 6683 |

Basic Results Summary

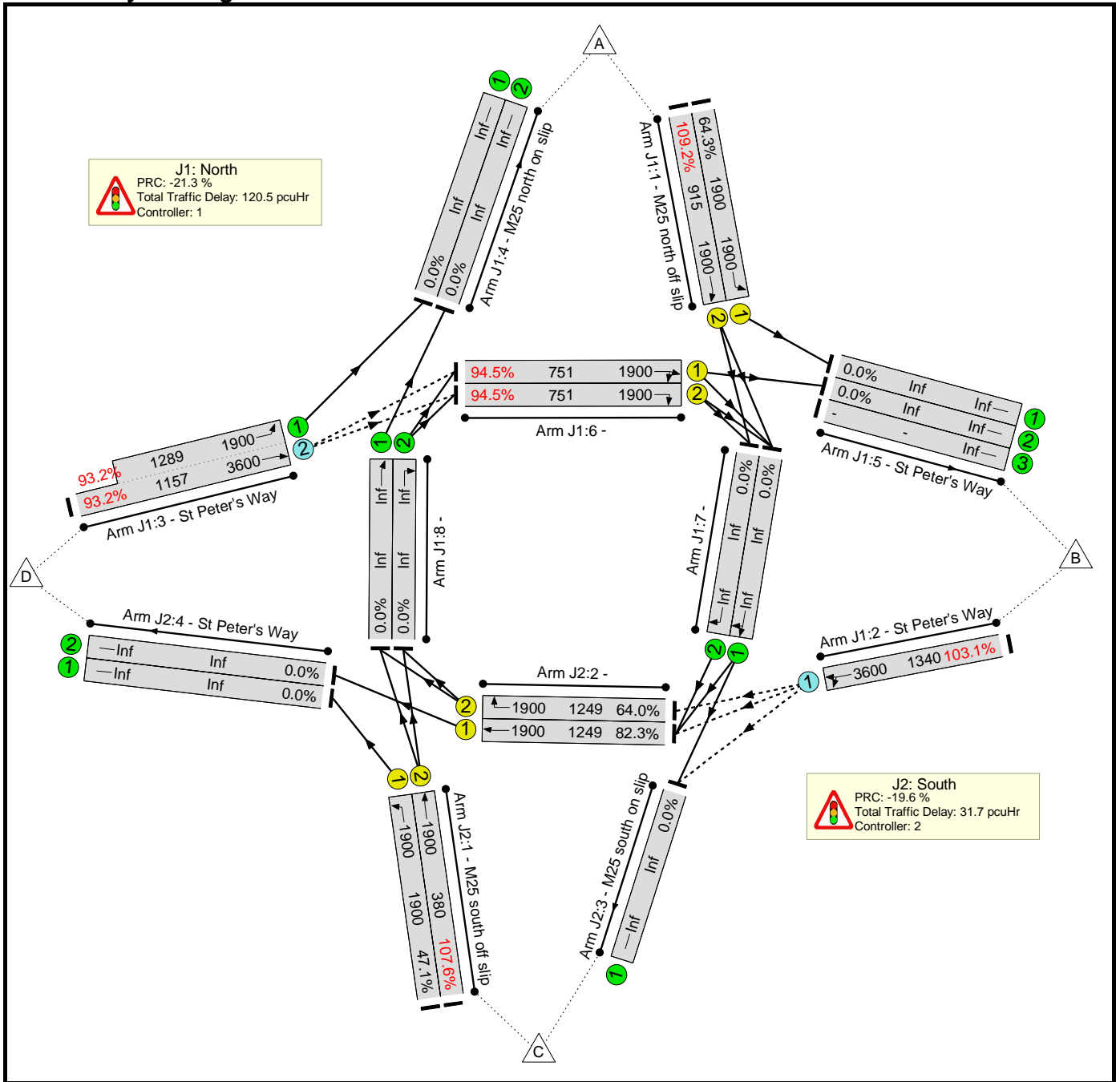
Network Results

| Item | Lane Description | Lane Type | Total Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|----------------------------------|---------------------------|------------------------------|-----------------|-------------------|--|----------------|----------------|---------------------|---------------------------|----------------------|
| Network: M25 J11 Capacity | - | - | - | - | - | - | 121.8% | 204.8 | - | - |
| J1: North | - | - | - | - | - | - | 104.8% | 148.0 | - | - |
| 1/1 | M25 north off slip Left | U | 56 | 937 | 1900 | 1900 | 49.3% | 0.5 | 1.9 | 0.5 |
| 1/2 | M25 north off slip Ahead | U | 19 | 500 | 1900 | 679 | 73.7% | 3.6 | 25.6 | 8.0 |
| 2/1 | St Peter's Way Ahead Left | O | - | 1410 | 3600 | 1490 | 94.6% | 8.3 | 21.2 | 26.2 |
| 3/2+3/1 | St Peter's Way Left Ahead | O+U | - | 2702 | 3600:1900 | 1436+1142 | 104.8 : 104.8% | 77.3 | 102.9 | 252.2 |
| 6/1 | Ahead Right | U | 25 | 1022 | 1900 | 882 | 103.4% | 29.2 | 115.2 | 39.5 |
| 6/2 | Right | U | 25 | 956 | 1900 | 882 | 103.4% | 29.2 | 115.3 | 39.5 |
| J2: South | - | - | - | - | - | - | 121.8% | 56.8 | - | - |
| 1/1 | M25 south off slip Left | U | 71 | 645 | 1900 | 1900 | 33.9% | 0.3 | 1.4 | 0.3 |
| 1/2 | M25 south off slip Ahead | U | 14 | 489 | 1900 | 401 | 121.8% | 52.5 | 386.8 | 57.9 |
| 2/1 | Ahead | U | 45 | 582 | 1900 | 1231 | 47.3% | 1.5 | 9.1 | 6.3 |
| 2/2 | Right | U | 45 | 790 | 1900 | 1231 | 64.2% | 2.5 | 11.6 | 10.1 |
| C1 - North | | PRC for Signalled Lanes (%): | | -14.9 | Total Delay for Signalled Lanes (pcuHr): | | 62.45 | Cycle Time (s): | | 56 |
| C2 - South | | PRC for Signalled Lanes (%): | | -35.4 | Total Delay for Signalled Lanes (pcuHr): | | 56.82 | Cycle Time (s): | | 71 |
| | | PRC Over All Lanes (%): | | -35.4 | Total Delay Over All Lanes(pcuHr): | | 204.82 | | | |

Basic Results Summary

Scenario 5: 'Copy of Base AM 29% AC' (FG5: 'Copy of AM Base + 29% AC', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|-------------------------------|------------|----------|----------|---------|
| 5: 'Copy of AM Base + 29% AC' | 07:15 | 08:15 | 01:00 | F1*1.29 |

Basic Results Summary

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|------|------|------|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1222 | 1 | 998 | 2221 |
| | B | 824 | 0 | 440 | 117 | 1381 |
| | C | 43 | 366 | 0 | 894 | 1303 |
| | D | 1201 | 152 | 926 | 0 | 2279 |
| | Tot. | 2068 | 1740 | 1367 | 2009 | 7184 |

Basic Results Summary

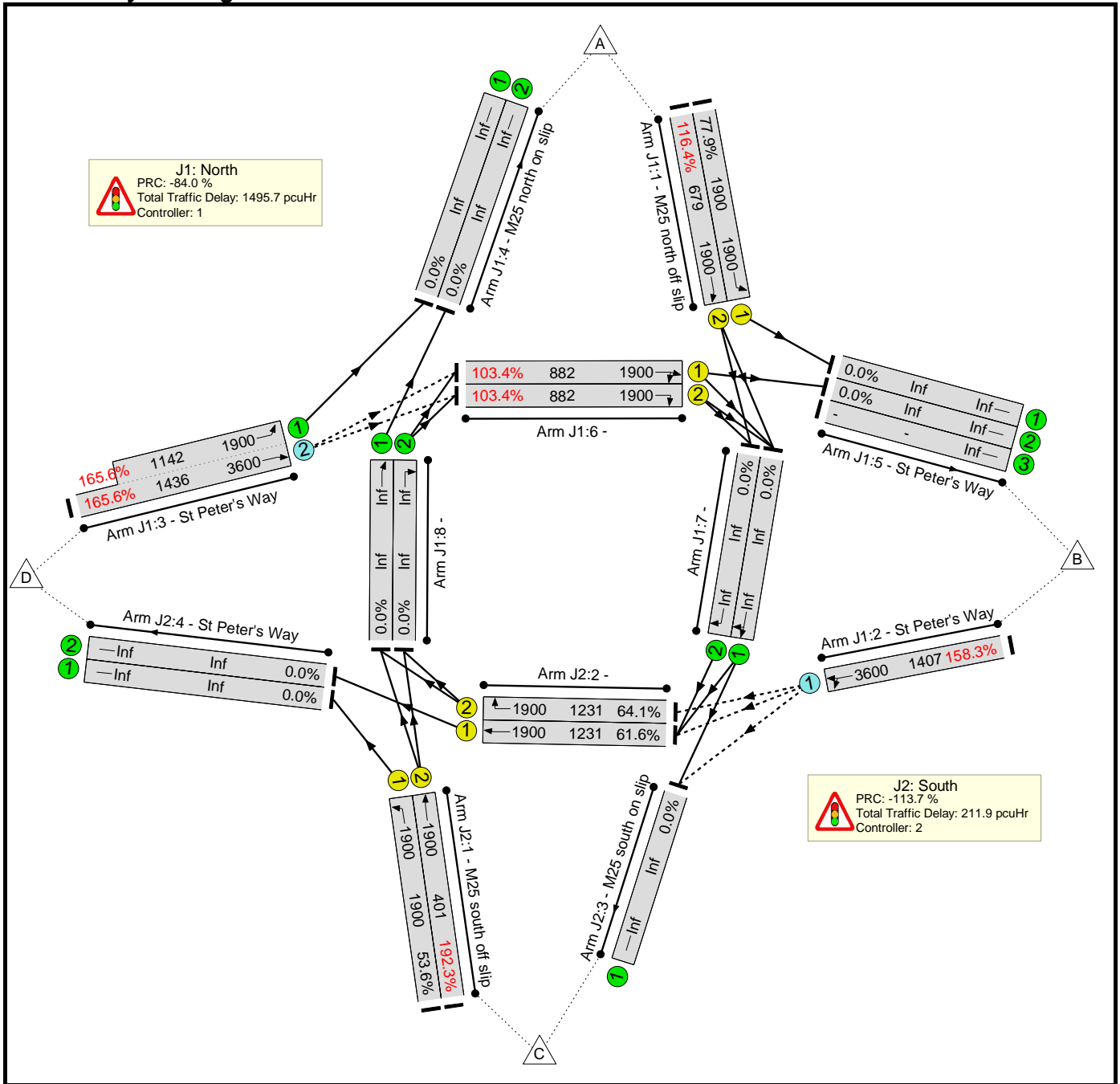
Network Results

| Item | Lane Description | Lane Type | Total Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|----------------------------------|---------------------------|---|-------------------------|--|--------------------------|------------------------------------|---------------|---------------------|---------------------------|----------------------|
| Network: M25 J11 Capacity | - | - | - | - | - | - | 109.2% | 152.3 | - | - |
| J1: North | - | - | - | - | - | - | 109.2% | 120.5 | - | - |
| 1/1 | M25 north off slip Left | U | 81 | 1222 | 1900 | 1900 | 64.3% | 0.9 | 2.6 | 0.9 |
| 1/2 | M25 north off slip Ahead | U | 38 | 999 | 1900 | 915 | 109.2% | 55.7 | 200.8 | 71.7 |
| 2/1 | St Peter's Way Ahead Left | O | - | 1381 | 3600 | 1340 | 103.1% | 35.3 | 92.0 | 121.4 |
| 3/2+3/1 | St Peter's Way Left Ahead | O+U | - | 2279 | 3600:1900 | 1157+1289 | 93.2 : 93.2% | 6.3 | 10.0 | 6.3 |
| 6/1 | Ahead Right | U | 31 | 735 | 1900 | 751 | 94.5% | 11.2 | 56.6 | 21.9 |
| 6/2 | Right | U | 31 | 709 | 1900 | 751 | 94.5% | 11.1 | 56.6 | 21.9 |
| J2: South | - | - | - | - | - | - | 107.6% | 31.7 | - | - |
| 1/1 | M25 south off slip Left | U | 70 | 894 | 1900 | 1900 | 47.1% | 0.4 | 1.8 | 0.4 |
| 1/2 | M25 south off slip Ahead | U | 13 | 409 | 1900 | 380 | 107.6% | 24.0 | 211.3 | 28.2 |
| 2/1 | Ahead | U | 45 | 1115 | 1900 | 1249 | 82.3% | 4.8 | 16.9 | 17.1 |
| 2/2 | Right | U | 45 | 824 | 1900 | 1249 | 64.0% | 2.5 | 11.1 | 10.0 |
| C1 - North C2 - South | | PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%): | -21.3 -19.6 -21.3 | Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): | 78.92 31.74 152.28 | Cycle Time (s): Cycle Time (s): | 81 70 | | | |

Basic Results Summary

Scenario 6: 'Copy of Base PM 99% AC' (FG6: 'Copy of PM Base + 99% AC', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|-------------------------------|------------|----------|----------|---------|
| 6: 'Copy of PM Base + 99% AC' | 17:15 | 18:15 | 01:00 | F2*1.99 |

Basic Results Summary

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|------|------|------|-------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1481 | 10 | 780 | 2271 |
| | B | 1248 | 0 | 840 | 139 | 2227 |
| | C | 26 | 746 | 0 | 1019 | 1791 |
| | D | 1891 | 623 | 1755 | 0 | 4269 |
| | Tot. | 3165 | 2850 | 2605 | 1938 | 10558 |

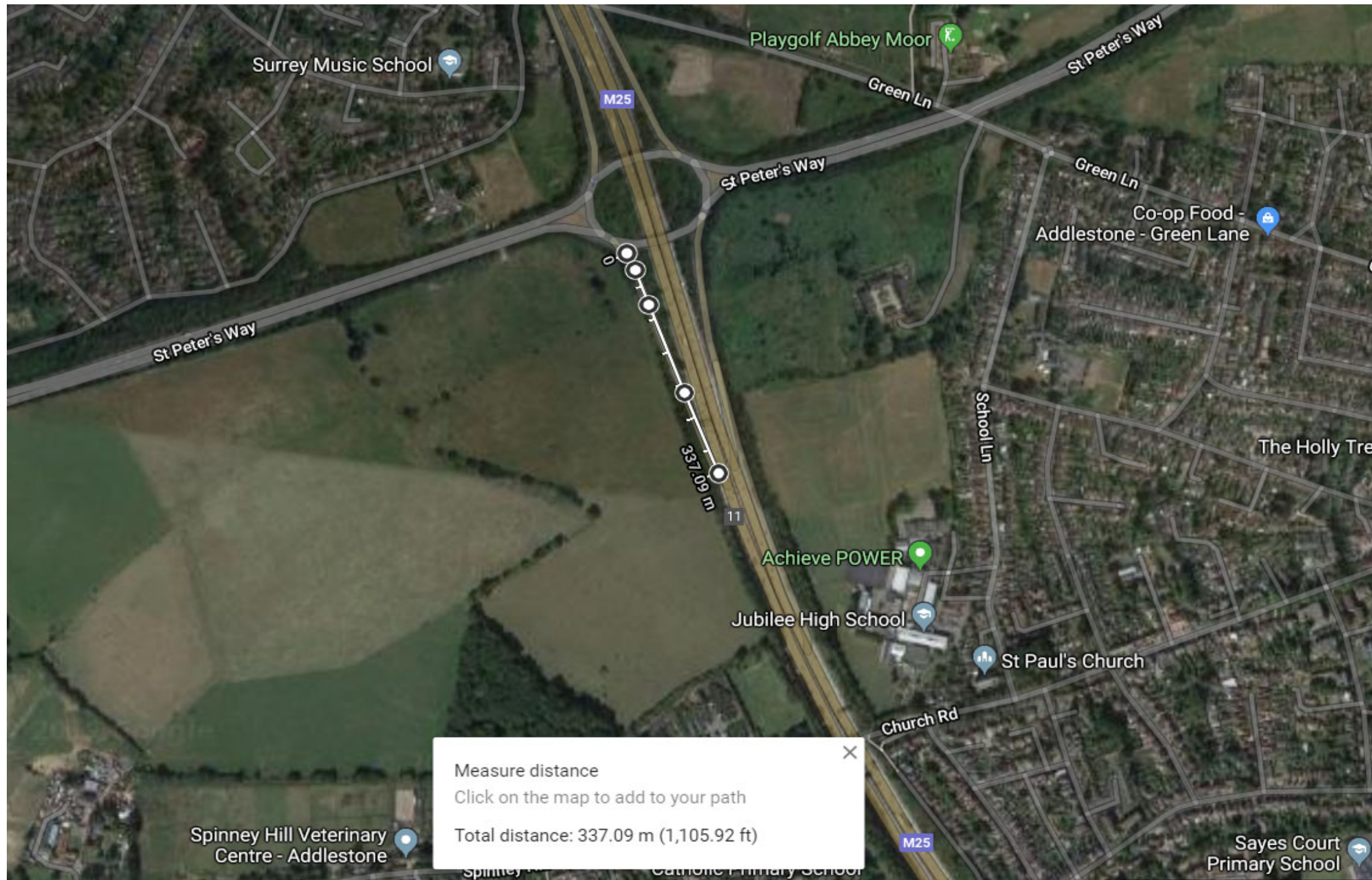
Basic Results Summary

Network Results

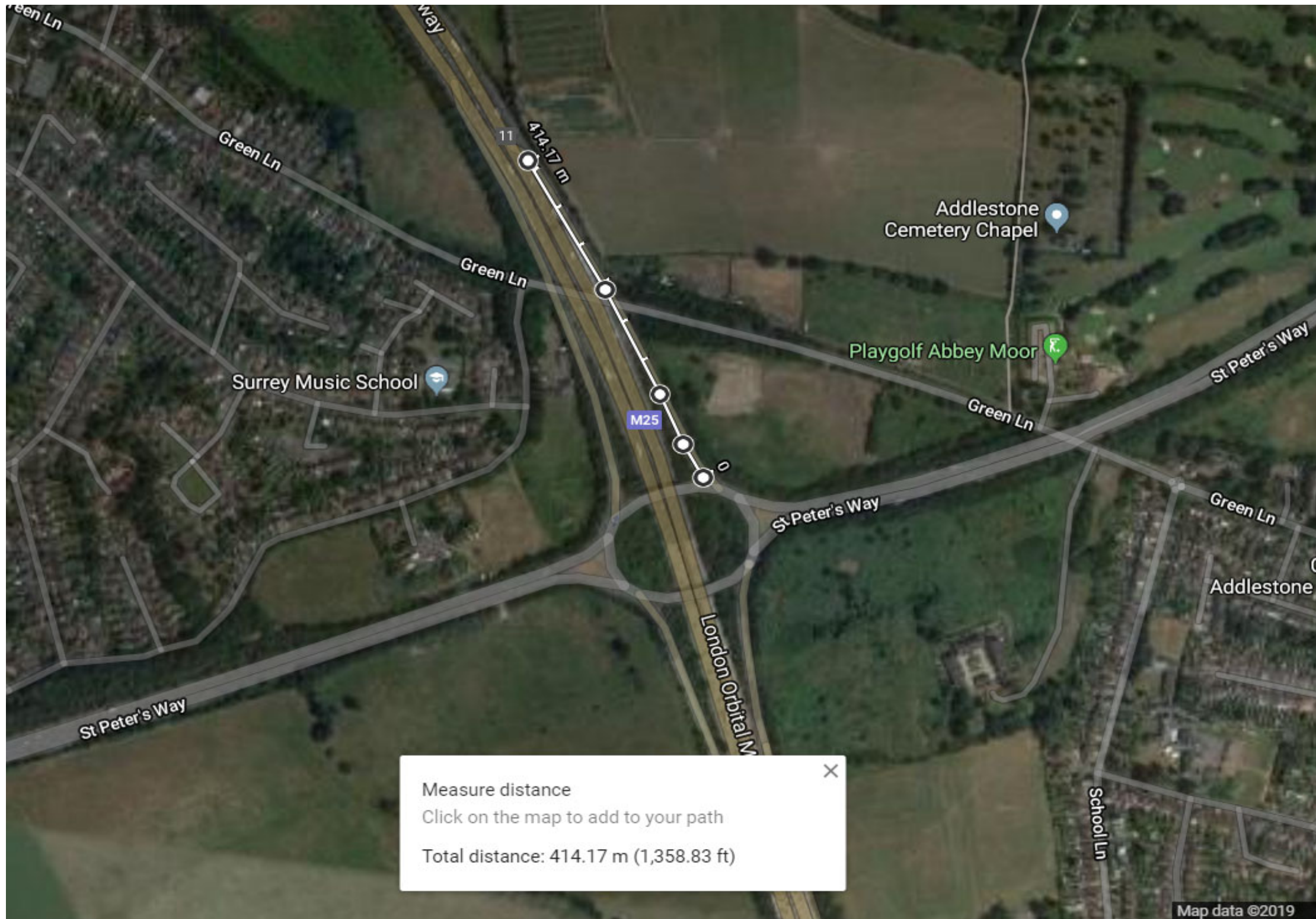
| Item | Lane Description | Lane Type | Total Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|----------------------------------|---------------------------|---|---------------------------|--|-----------------------------|------------------------------------|----------------|---------------------|---------------------------|----------------------|
| Network: M25 J11 Capacity | - | - | - | - | - | - | 192.3% | 1707.6 | - | - |
| J1: North | - | - | - | - | - | - | 165.6% | 1495.7 | - | - |
| 1/1 | M25 north off slip Left | U | 56 | 1481 | 1900 | 1900 | 77.9% | 1.8 | 4.3 | 1.8 |
| 1/2 | M25 north off slip Ahead | U | 19 | 790 | 1900 | 679 | 116.4% | 66.1 | 301.0 | 73.1 |
| 2/1 | St Peter's Way Ahead Left | O | - | 2227 | 3600 | 1407 | 158.3% | 443.0 | 716.2 | 515.2 |
| 3/2+3/1 | St Peter's Way Left Ahead | O+U | - | 4269 | 3600:1900 | 1436+1142 | 165.6 : 165.6% | 926.5 | 781.3 | 1120.2 |
| 6/1 | Ahead Right | U | 25 | 1614 | 1900 | 882 | 103.4% | 29.2 | 115.2 | 39.5 |
| 6/2 | Right | U | 25 | 1510 | 1900 | 882 | 103.4% | 29.1 | 115.0 | 39.4 |
| J2: South | - | - | - | - | - | - | 192.3% | 211.9 | - | - |
| 1/1 | M25 south off slip Left | U | 71 | 1019 | 1900 | 1900 | 53.6% | 0.6 | 2.0 | 0.6 |
| 1/2 | M25 south off slip Ahead | U | 14 | 772 | 1900 | 401 | 192.3% | 206.4 | 962.7 | 213.6 |
| 2/1 | Ahead | U | 45 | 919 | 1900 | 1231 | 61.6% | 2.3 | 11.1 | 9.4 |
| 2/2 | Right | U | 45 | 1248 | 1900 | 1231 | 64.1% | 2.5 | 11.6 | 10.1 |
| C1 - North C2 - South | | PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%): | -29.4 -113.7 -113.7 | Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): | 126.12 211.89 1707.60 | Cycle Time (s): Cycle Time (s): | 56 71 | | | |

| | % Increase for Block back | | Slip Length (m) |
|----------------|---------------------------|-----|-----------------|
| | AM | PM | |
| Clockwise | 48% | 26% | 337 |
| Anti-Clockwise | 29% | 99% | 414 |

| | Flow Comparison | | | | | |
|----|-----------------|-----|-----------------|-----|-----------------------|-----|
| | Base Flow | | With % Increase | | Manual Check - Linsig | |
| | AM | PM | AM | PM | AM | PM |
| CW | 317 | 388 | 469 | 489 | 469 | 489 |
| AC | 775 | 397 | 1000 | 790 | 999 | 790 |



Clockwise Slip



Anticlockwise Slip