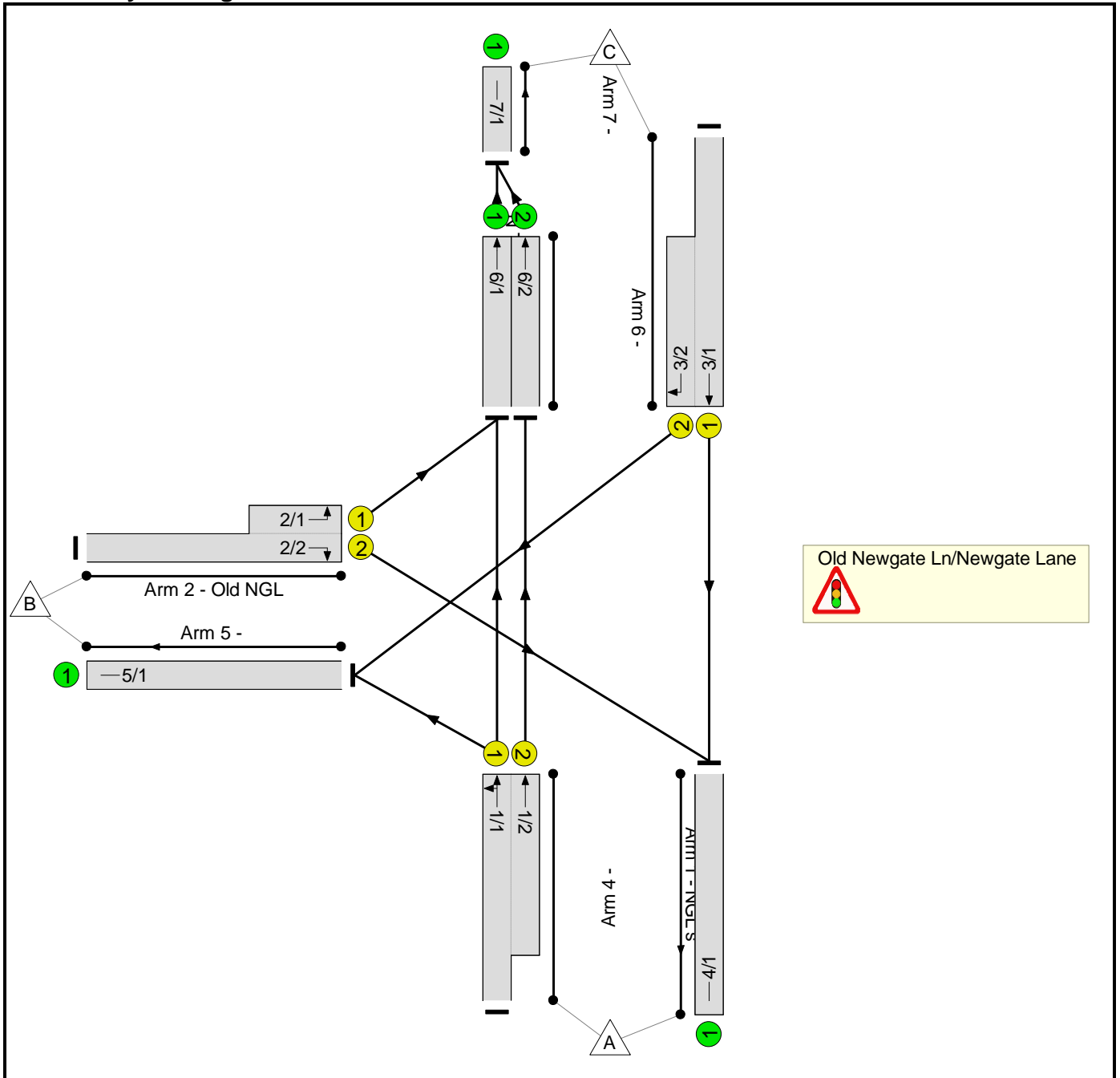


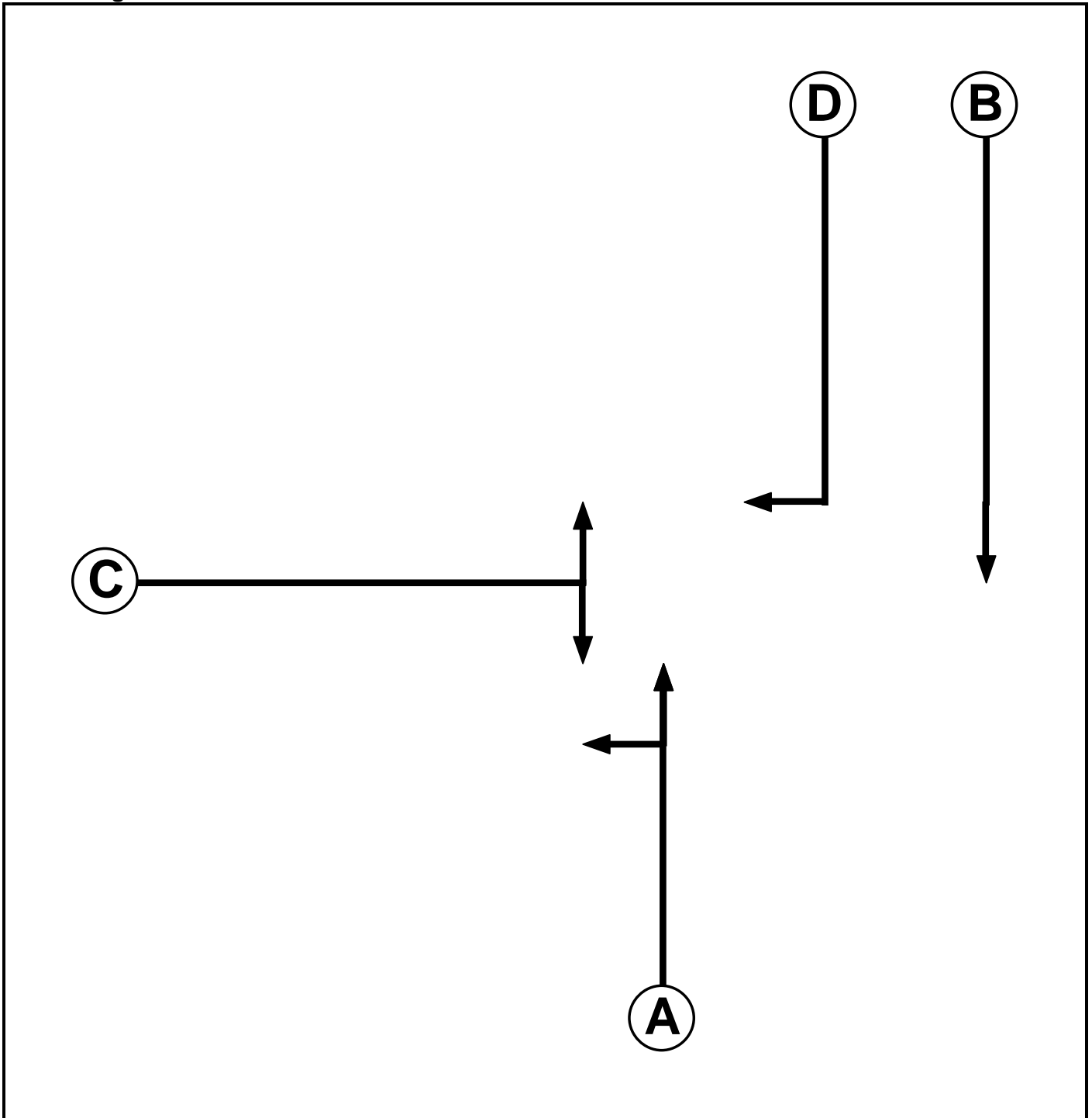
Full Input Data And Results**User and Project Details**

Project:	
Title:	
Location:	
Model Assumptions:	Newgate Lane northbound flare lane usage run with HCC measured splits (site survey data obtained at 4 signal junctions in Hampshire all with flares and merges through junctions Wellington Ave Swanwick Lane Jacobs Gutter Lane Elm Lane AM peak A-C movement 72.8% main lane; 27.2% flared lane PM peak A-C movement 70% main lane; 30% flared lane
Additional detail:	
File name:	Option 2 HCC flare lane swapped and flare lane measurements.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

Full Input Data And Results

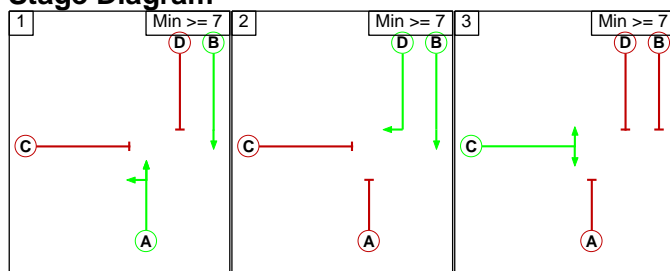
Phase Intergrens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
	1	6	8
	2	6	6
3	6	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Old Newgate Ln/Newgate Lane

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Old Newgate Ln/Newgate Lane												
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 (NGL s)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	15.00
											Arm 6 Ahead	Inf
1/2 (NGL s)	U	A	2	3	17.4	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
2/1 (Old NGL)	U	C	2	3	4.9	Geom	-	3.20	0.00	Y	Arm 6 Left	12.00
2/2 (Old NGL)	U	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 4 Right	15.00
3/1 (NGL N)	U	B	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 4 Ahead	Inf
3/2 (NGL N)	U	D	2	3	9.0	Geom	-	3.50	0.00	Y	Arm 5 Right	15.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	40.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead	Inf
6/2	U		2	3	40.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead	Inf
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM DS2 75'	08:00	09:00	01:00	
2: '2024 PM DS2 75'	17:00	18:00	01:00	
3: '2024 AM DS2 115'	08:00	09:00	01:00	
4: '2024 PM DS2 115'	17:00	18:00	01:00	
5: '2024 AM DS2 190'	08:00	09:00	01:00	
6: '2024 PM DS2 190'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2024 AM DS2 75' (FG1: '2024 AM DS2 75', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	28	1645	1673
	B	49	0	39	88
	C	687	34	0	721
	Tot.	736	62	1684	2482

Traffic Lane Flows

Lane	Scenario 1: 2024 AM DS2 75
Junction: Old Newgate Ln/Newgate Lane	
1/1 (with short)	1673(In) 1218(Out)
1/2 (short)	455
2/1 (short)	39
2/2 (with short)	88(In) 49(Out)
3/1 (with short)	721(In) 687(Out)
3/2 (short)	34
4/1	736
5/1	62
6/1	1229
6/2	455
7/1	1684

Full Input Data And Results

Lane Saturation Flows

Junction: Old Newgate Ln/Newgate Lane								
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 (NGL s)	3.50	0.00	Y	Arm 5 Left	15.00	2.3 %	1960	1960
				Arm 6 Ahead	Inf	97.7 %		
1/2 (NGL s)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/1 (Old NGL)	3.20	0.00	Y	Arm 6 Left	12.00	100.0 %	1720	1720
2/2 (Old NGL)	3.20	0.00	Y	Arm 4 Right	15.00	100.0 %	1759	1759
3/1 (NGL N)	4.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2065	2065
3/2 (NGL N)	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
6/2	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 PM DS2 75' (FG2: '2024 PM DS2 75', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
A	0	42	926	968	
B	35	0	45	80	
C	971	33	0	1004	
Tot.	1006	75	971	2052	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 PM DS2 75
Junction: Old Newgate Ln/Newgate Lane	
1/1 (with short)	968(In) 319(Out)
1/2 (short)	649
2/1 (short)	45
2/2 (with short)	80(In) 35(Out)
3/1 (with short)	1004(In) 971(Out)
3/2 (short)	33
4/1	1006
5/1	75
6/1	322
6/2	649
7/1	971

Lane Saturation Flows

Junction: Old Newgate Ln/Newgate Lane								
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 (NGL s)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	15.00 Inf	13.2 % 86.8 %	1939	1939
1/2 (NGL s)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/1 (Old NGL)	3.20	0.00	Y	Arm 6 Left	12.00	100.0 %	1720	1720
2/2 (Old NGL)	3.20	0.00	Y	Arm 4 Right	15.00	100.0 %	1759	1759
3/1 (NGL N)	4.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2065	2065
3/2 (NGL N)	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
6/2	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2024 AM DS2 115' (FG3: '2024 AM DS2 115', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	30	1645	1675
	B	62	0	45	107
	C	687	39	0	726
	Tot.	749	69	1690	2508

Traffic Lane Flows

Lane	Scenario 3: 2024 AM DS2 115
Junction: Old Newgate Ln/Newgate Lane	
1/1 (with short)	1675(In) 1220(Out)
1/2 (short)	455
2/1 (short)	45
2/2 (with short)	107(In) 62(Out)
3/1 (with short)	726(In) 687(Out)
3/2 (short)	39
4/1	749
5/1	69
6/1	1235
6/2	455
7/1	1690

Full Input Data And Results

Lane Saturation Flows

Junction: Old Newgate Ln/Newgate Lane								
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 (NGL s)	3.50	0.00	Y	Arm 5 Left	15.00	2.5 %	1960	1960
				Arm 6 Ahead	Inf	97.5 %		
1/2 (NGL s)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/1 (Old NGL)	3.20	0.00	Y	Arm 6 Left	12.00	100.0 %	1720	1720
2/2 (Old NGL)	3.20	0.00	Y	Arm 4 Right	15.00	100.0 %	1759	1759
3/1 (NGL N)	4.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2065	2065
3/2 (NGL N)	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
6/2	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2024 PM DS2 115' (FG4: '2024 PM DS2 115', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	51	926	977
	B	39	0	51	90
	C	971	40	0	1011
	Tot.	1010	91	977	2078

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2024 PM DS2 115
Junction: Old Newgate Ln/Newgate Lane	
1/1 (with short)	977(In) 328(Out)
1/2 (short)	649
2/1 (short)	51
2/2 (with short)	90(In) 39(Out)
3/1 (with short)	1011(In) 971(Out)
3/2 (short)	40
4/1	1010
5/1	91
6/1	328
6/2	649
7/1	977

Lane Saturation Flows

Junction: Old Newgate Ln/Newgate Lane								
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 (NGL s)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	15.00 Inf	15.5 % 84.5 %	1935	1935
1/2 (NGL s)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/1 (Old NGL)	3.20	0.00	Y	Arm 6 Left	12.00	100.0 %	1720	1720
2/2 (Old NGL)	3.20	0.00	Y	Arm 4 Right	15.00	100.0 %	1759	1759
3/1 (NGL N)	4.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2065	2065
3/2 (NGL N)	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
6/2	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2024 AM DS2 190' (FG5: '2024 AM DS2 190', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	34	1645	1679
	B	84	0	56	140
	C	687	48	0	735
	Tot.	771	82	1701	2554

Traffic Lane Flows

Lane	Scenario 5: 2024 AM DS2 190
Junction: Old Newgate Ln/Newgate Lane	
1/1 (with short)	1679(In) 1222(Out)
1/2 (short)	457
2/1 (short)	56
2/2 (with short)	140(In) 84(Out)
3/1 (with short)	735(In) 687(Out)
3/2 (short)	48
4/1	771
5/1	82
6/1	1244
6/2	457
7/1	1701

Full Input Data And Results

Lane Saturation Flows

Junction: Old Newgate Ln/Newgate Lane								
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 (NGL s)	3.50	0.00	Y	Arm 5 Left	15.00	2.8 %	1960	1960
				Arm 6 Ahead	Inf	97.2 %		
1/2 (NGL s)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/1 (Old NGL)	3.20	0.00	Y	Arm 6 Left	12.00	100.0 %	1720	1720
2/2 (Old NGL)	3.20	0.00	Y	Arm 4 Right	15.00	100.0 %	1759	1759
3/1 (NGL N)	4.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2065	2065
3/2 (NGL N)	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
6/2	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2024 PM DS2 190' (FG6: '2024 PM DS2 190', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	68	926	994
	B	46	0	63	109
	C	971	51	0	1022
	Tot.	1017	119	989	2125

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2024 PM DS2 190
Junction: Old Newgate Ln/Newgate Lane	
1/1 (with short)	994(In) 345(Out)
1/2 (short)	649
2/1 (short)	63
2/2 (with short)	109(In) 46(Out)
3/1 (with short)	1022(In) 971(Out)
3/2 (short)	51
4/1	1017
5/1	119
6/1	340
6/2	649
7/1	989

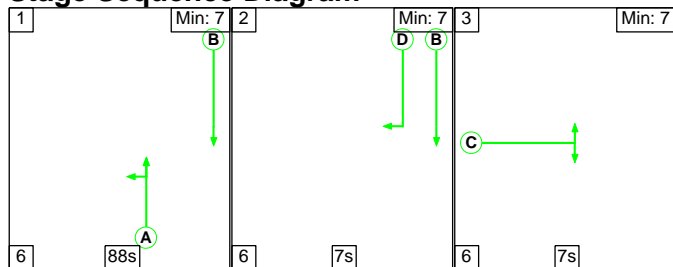
Lane Saturation Flows

Junction: Old Newgate Ln/Newgate Lane								
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 (NGL s)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	15.00 Inf	19.7 % 80.3 %	1927	1927
1/2 (NGL s)	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
2/1 (Old NGL)	3.20	0.00	Y	Arm 6 Left	12.00	100.0 %	1720	1720
2/2 (Old NGL)	3.20	0.00	Y	Arm 4 Right	15.00	100.0 %	1759	1759
3/1 (NGL N)	4.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2065	2065
3/2 (NGL N)	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
6/2	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2024 AM DS2 75' (FG1: '2024 AM DS2 75', Plan 1: 'Network Control Plan 1')

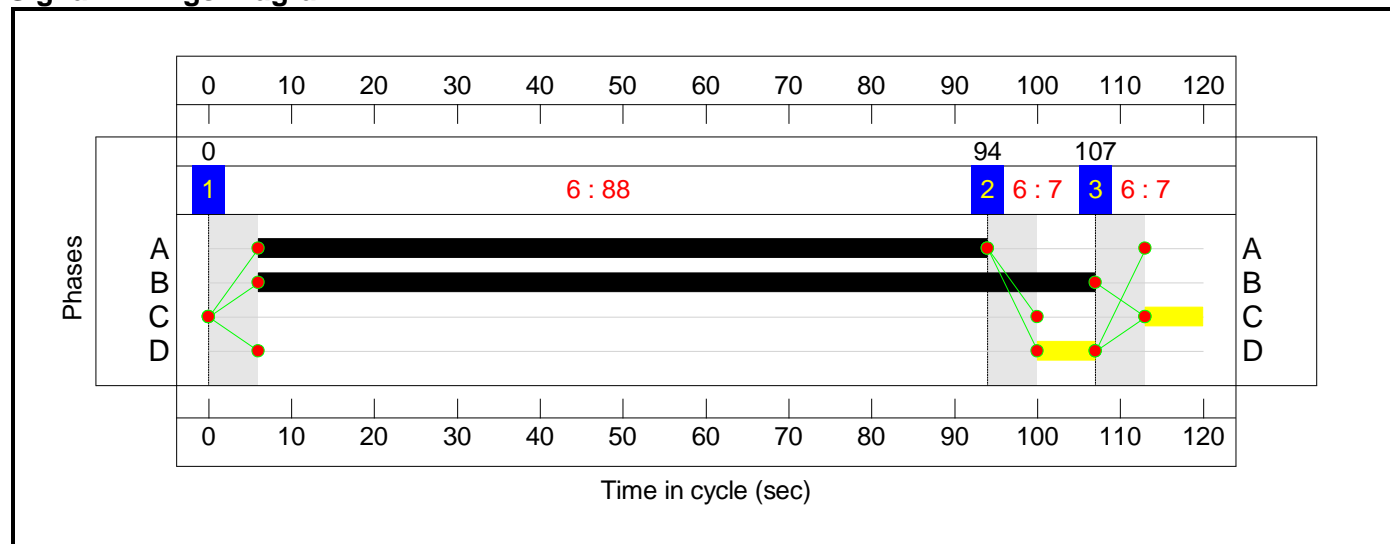
Stage Sequence Diagram



Stage Timings

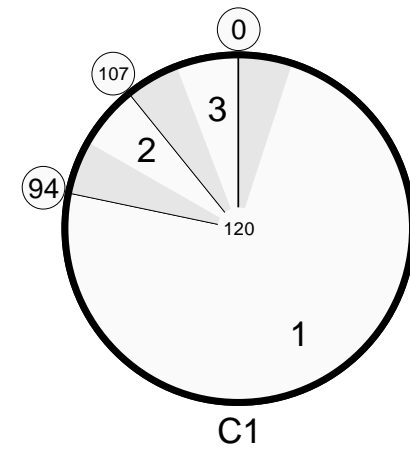
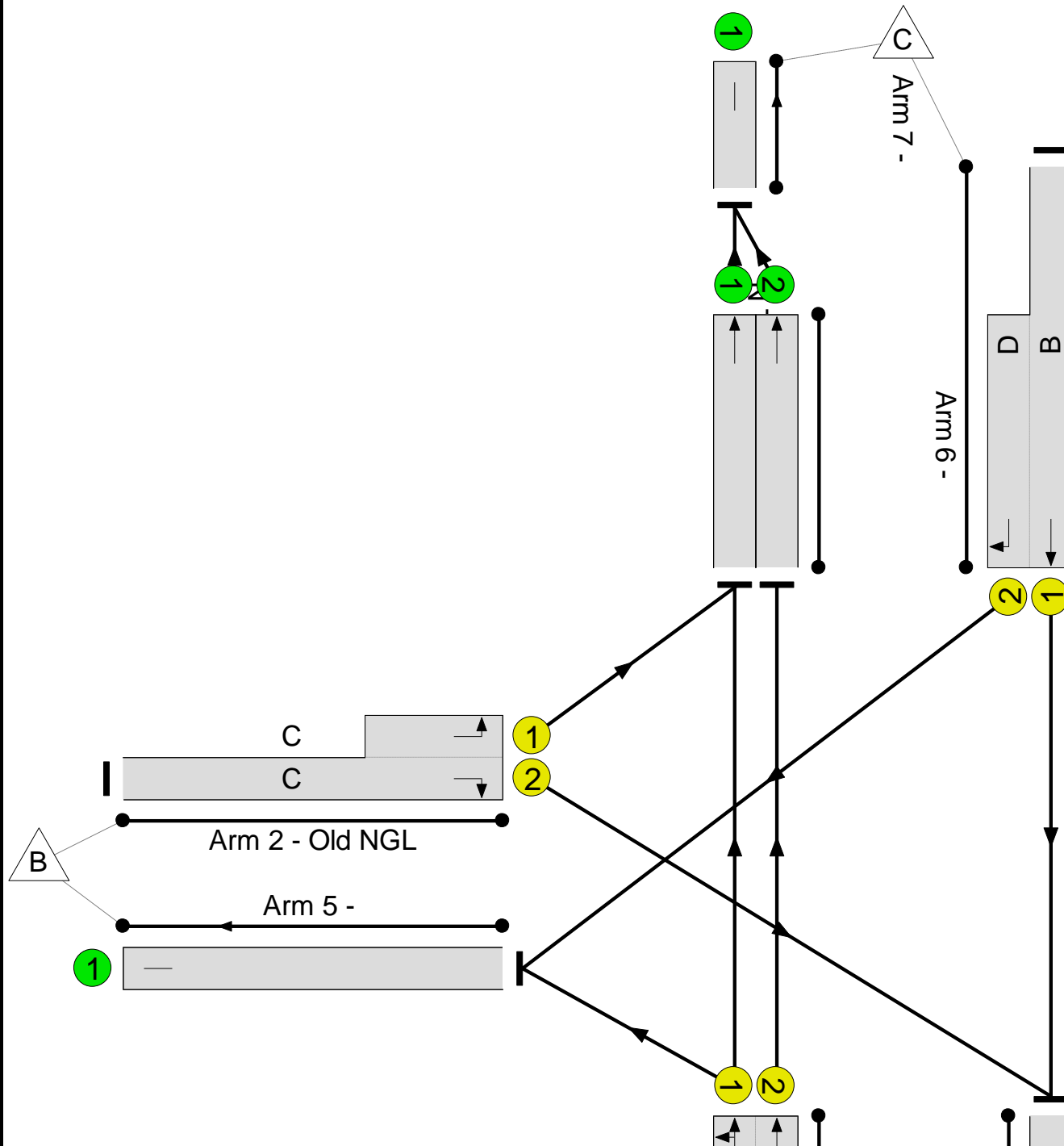
Stage	1	2	3
Duration	88	7	7
Change Point	0	94	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: -12.0 %
 Total Traffic Delay: 33.8 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	100.8%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	100.8%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	88	-	1673	1960:1965	1208+451	100.8 : 100.8%
2/2+2/1	Old NGL Right Left	U	N/A	N/A	C		1	7	-	88	1759:1720	117+96	41.8 : 40.8%
3/1+3/2	NGL N Ahead Right	U	N/A	N/A	B D		1	101:7	-	721	2065:1786	1670+83	41.1 : 41.1%
4/1		U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1229	1940	1940	62.9%
6/2	Ahead	U	N/A	N/A	-		-	-	-	455	1940	1940	23.3%
7/1		U	N/A	N/A	-		-	-	-	1684	Inf	Inf	0.0%

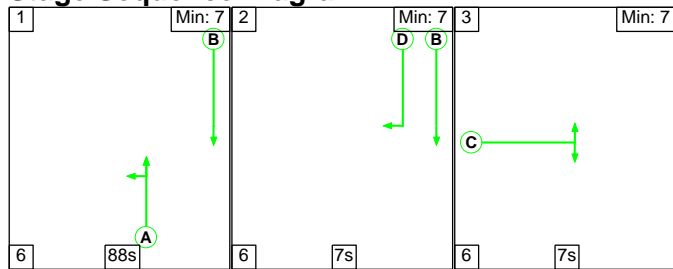
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	8.0	25.8	0.0	33.8	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	0	0	0	8.0	25.8	0.0	33.8	-	-	-	-
1/1+1/2	1673	1660	-	-	-	5.8	24.1	-	29.9	64.3	55.0	24.1	79.1
2/2+2/1	88	88	-	-	-	1.3	0.4	-	1.7	68.0	1.6	0.4	1.9
3/1+3/2	721	721	-	-	-	0.9	0.3	-	1.2	6.2	5.0	0.3	5.3
4/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1220	1220	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
6/2	451	451	-	-	-	0.0	0.2	-	0.2	1.2	0.5	0.2	0.7
7/1	1671	1671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-12.0	Total Delay for Signalled Lanes (pcuHr):			32.78	Cycle Time (s): 120				
			PRC Over All Lanes (%):	-12.0	Total Delay Over All Lanes(pcuHr):			33.78					

Full Input Data And Results

Scenario 2: '2024 PM DS2 75' (FG2: '2024 PM DS2 75', Plan 1: 'Network Control Plan 1')

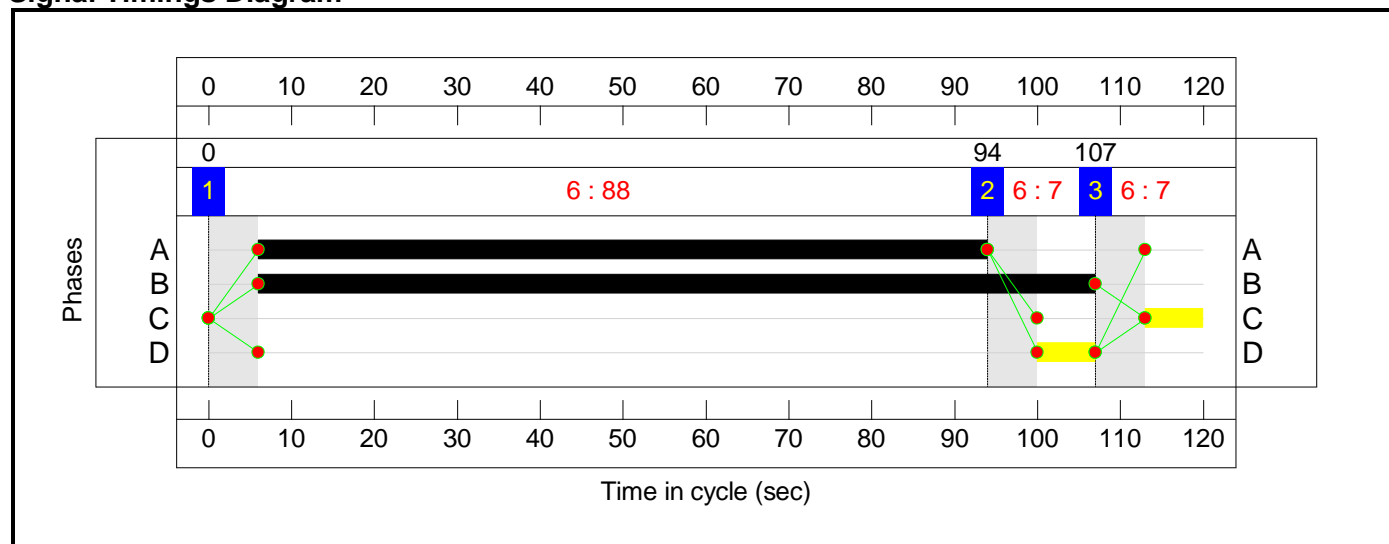
Stage Sequence Diagram



Stage Timings

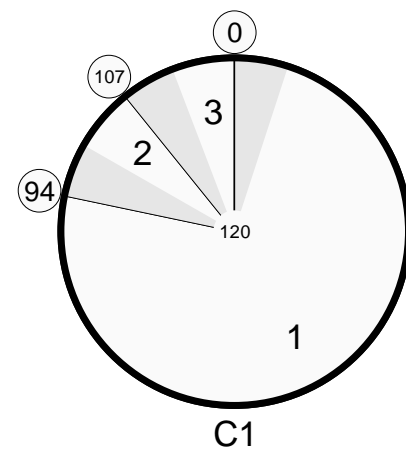
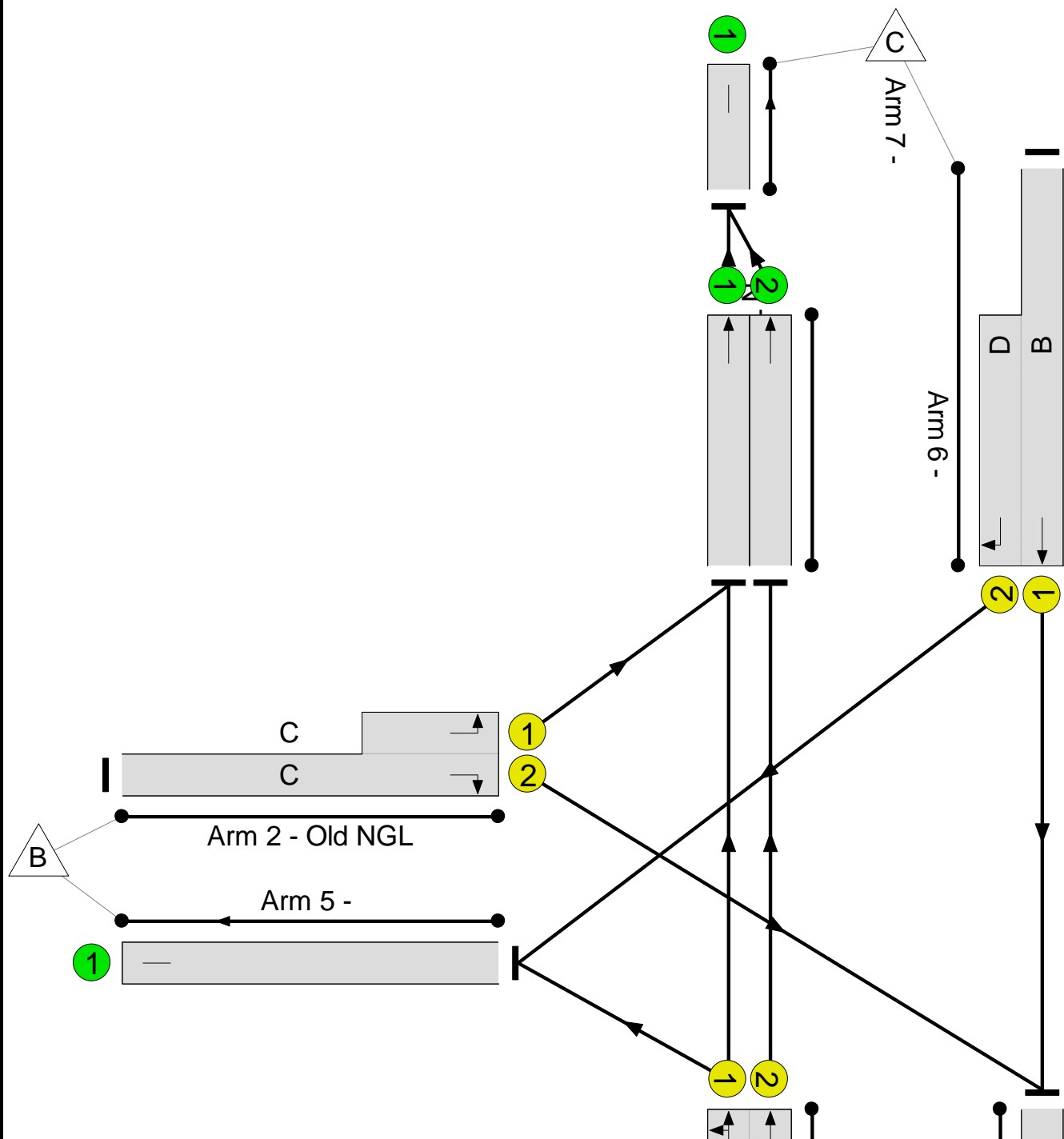
Stage	1	2	3
Duration	88	7	7
Change Point	0	94	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: 57.0 %
 Total Traffic Delay: 5.9 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	57.3%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	57.3%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	88	-	968	1939:1965	567+1153	56.3 : 56.3%
2/2+2/1	Old NGL Right Left	U	N/A	N/A	C		1	7	-	80	1759:1720	89+115	39.2 : 39.2%
3/1+3/2	NGL N Ahead Right	U	N/A	N/A	B D		1	101:7	-	1004	2065:1786	1694+58	57.3 : 57.3%
4/1		U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	322	1940	1940	16.6%
6/2	Ahead	U	N/A	N/A	-		-	-	-	649	1940	1940	33.5%
7/1		U	N/A	N/A	-		-	-	-	971	Inf	Inf	0.0%

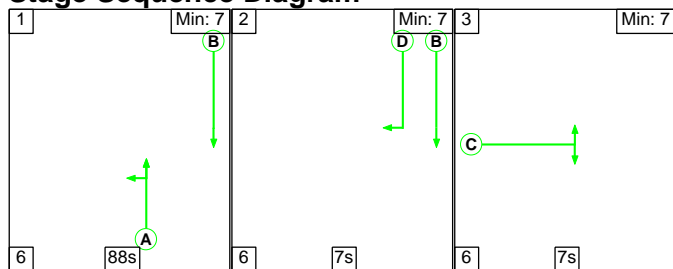
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	3.9	2.0	0.0	5.9	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	0	0	0	3.9	2.0	0.0	5.9	-	-	-	-
1/1+1/2	968	968	-	-	-	1.5	0.6	-	2.1	8.0	8.3	0.6	8.9
2/2+2/1	80	80	-	-	-	1.2	0.3	-	1.5	68.0	1.4	0.3	1.8
3/1+3/2	1004	1004	-	-	-	1.2	0.7	-	1.8	6.6	9.3	0.7	9.9
4/1	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	322	322	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	649	649	-	-	-	0.0	0.3	-	0.3	1.4	3.8	0.3	4.1
7/1	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		57.0	Total Delay for Signalled Lanes (pcuHr):			5.50	Cycle Time (s): 120			
			PRC Over All Lanes (%):		57.0	Total Delay Over All Lanes(pcuHr):			5.86				

Full Input Data And Results

Scenario 3: '2024 AM DS2 115' (FG3: '2024 AM DS2 115', Plan 1: 'Network Control Plan 1')

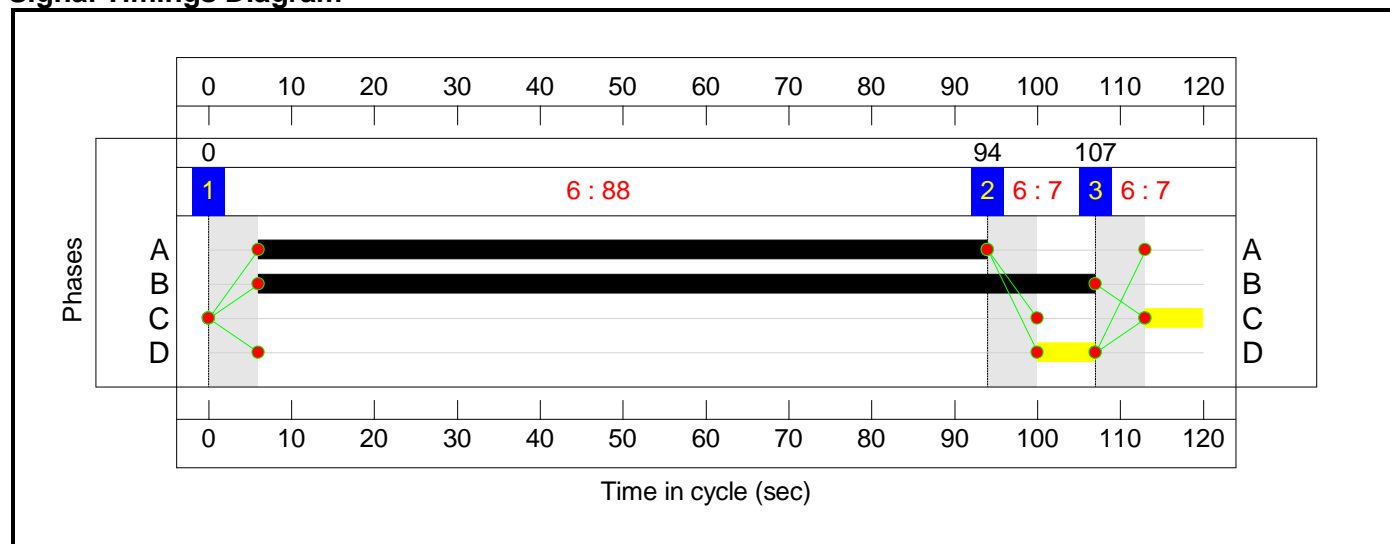
Stage Sequence Diagram



Stage Timings

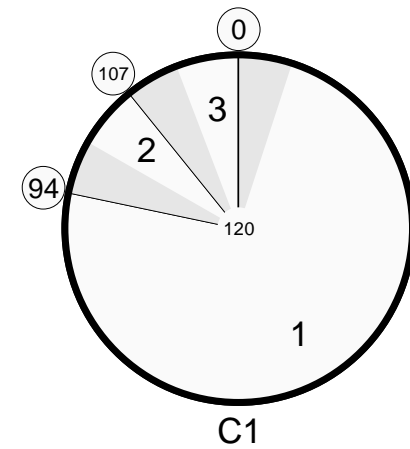
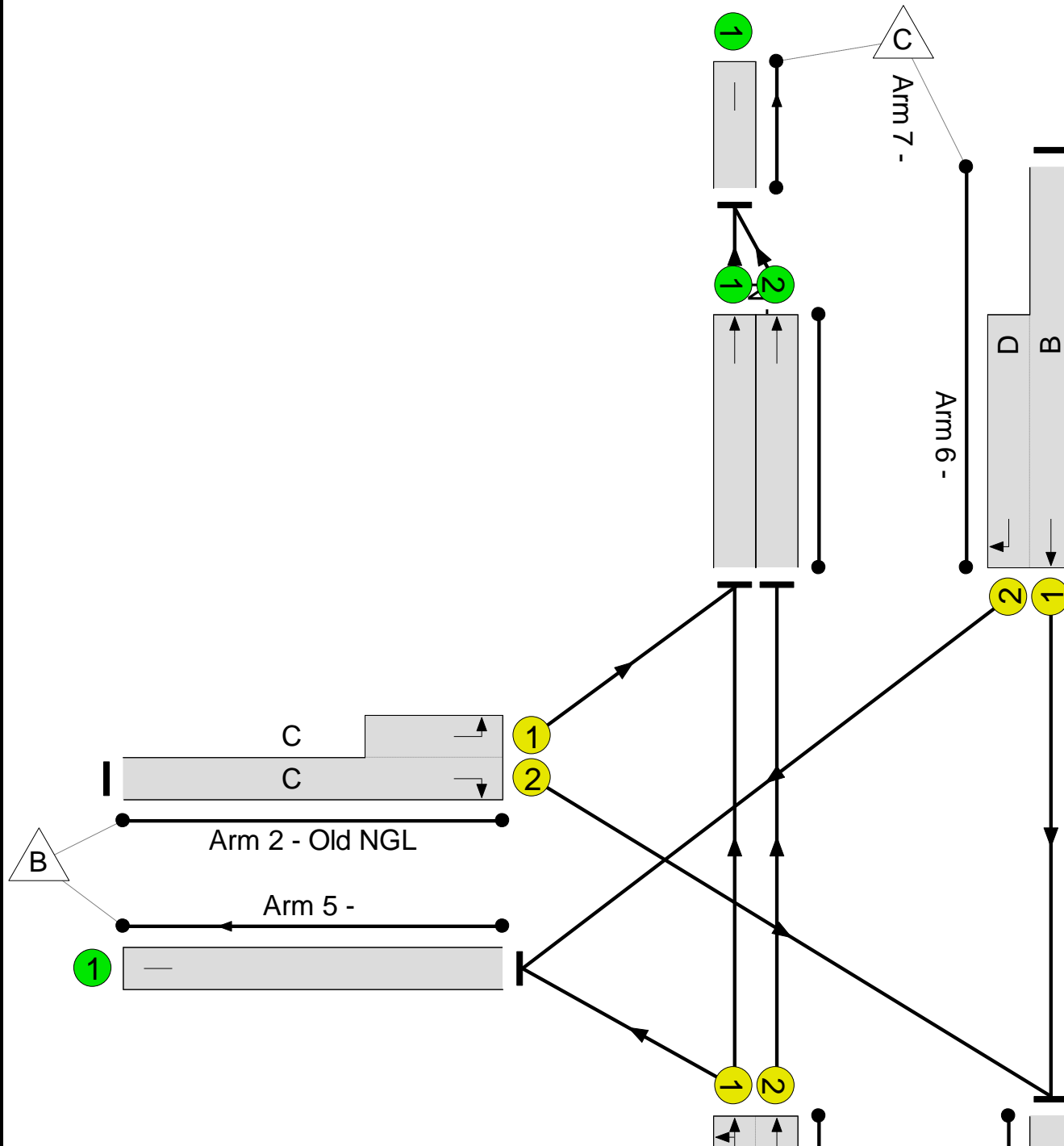
Stage	1	2	3
Duration	88	7	7
Change Point	0	94	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: -12.2 %
 Total Traffic Delay: 35.2 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	100.9%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	100.9%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	88	-	1675	1960:1965	1209+451	100.9 : 100.9%
2/2+2/1	Old NGL Right Left	U	N/A	N/A	C		1	7	-	107	1759:1720	117+85	52.9 : 52.9%
3/1+3/2	NGL N Ahead Right	U	N/A	N/A	B D		1	101:7	-	726	2065:1786	1659+94	41.4 : 41.4%
4/1		U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1235	1940	1940	63.1%
6/2	Ahead	U	N/A	N/A	-		-	-	-	455	1940	1940	23.2%
7/1		U	N/A	N/A	-		-	-	-	1690	Inf	Inf	0.0%

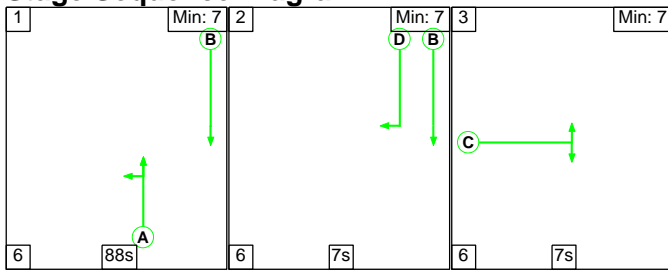
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	8.5	26.7	0.0	35.2	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	0	0	0	8.5	26.7	0.0	35.2	-	-	-	-
1/1+1/2	1675	1660	-	-	-	5.9	24.8	-	30.7	66.0	56.5	24.8	81.2
2/2+2/1	107	107	-	-	-	1.6	0.6	-	2.2	72.6	2.0	0.6	2.6
3/1+3/2	726	726	-	-	-	1.0	0.4	-	1.3	6.5	5.0	0.4	5.3
4/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	69	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1224	1224	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
6/2	451	451	-	-	-	0.0	0.2	-	0.2	1.2	0.5	0.2	0.7
7/1	1675	1675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-12.2	Total Delay for Signalled Lanes (pcuHr):		34.18	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-12.2	Total Delay Over All Lanes(pcuHr):		35.18					

Full Input Data And Results

Scenario 4: '2024 PM DS2 115' (FG4: '2024 PM DS2 115', Plan 1: 'Network Control Plan 1')

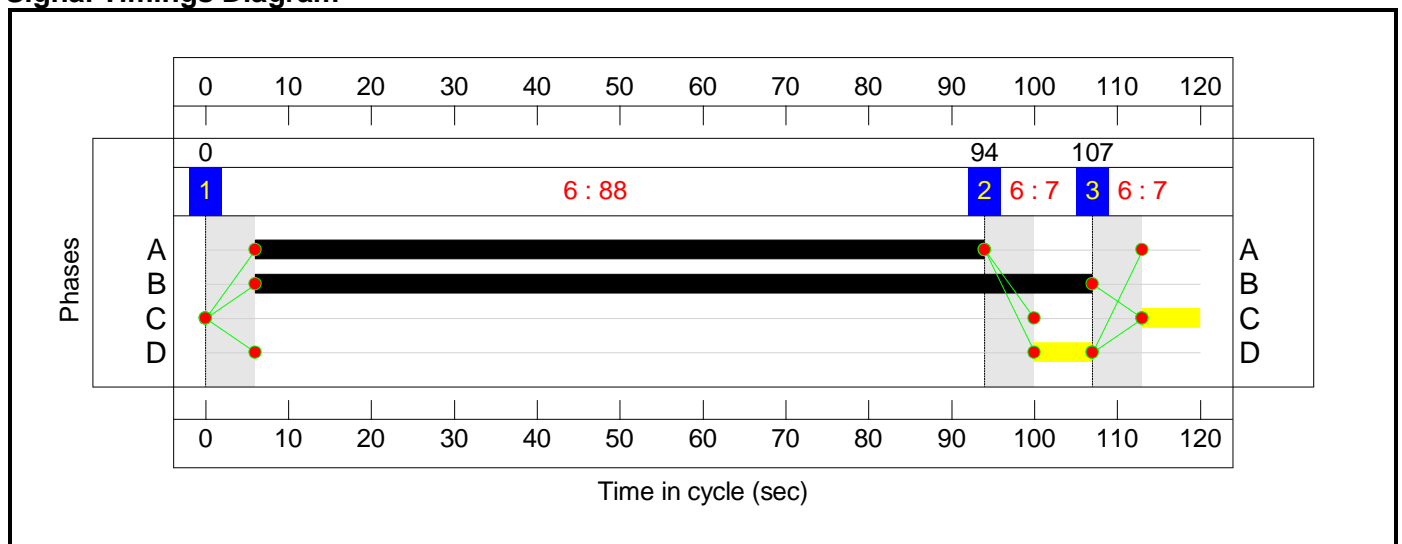
Stage Sequence Diagram



Stage Timings

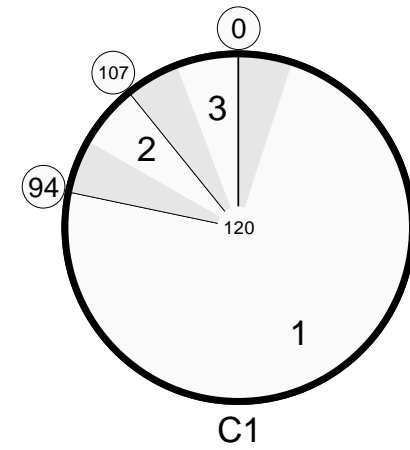
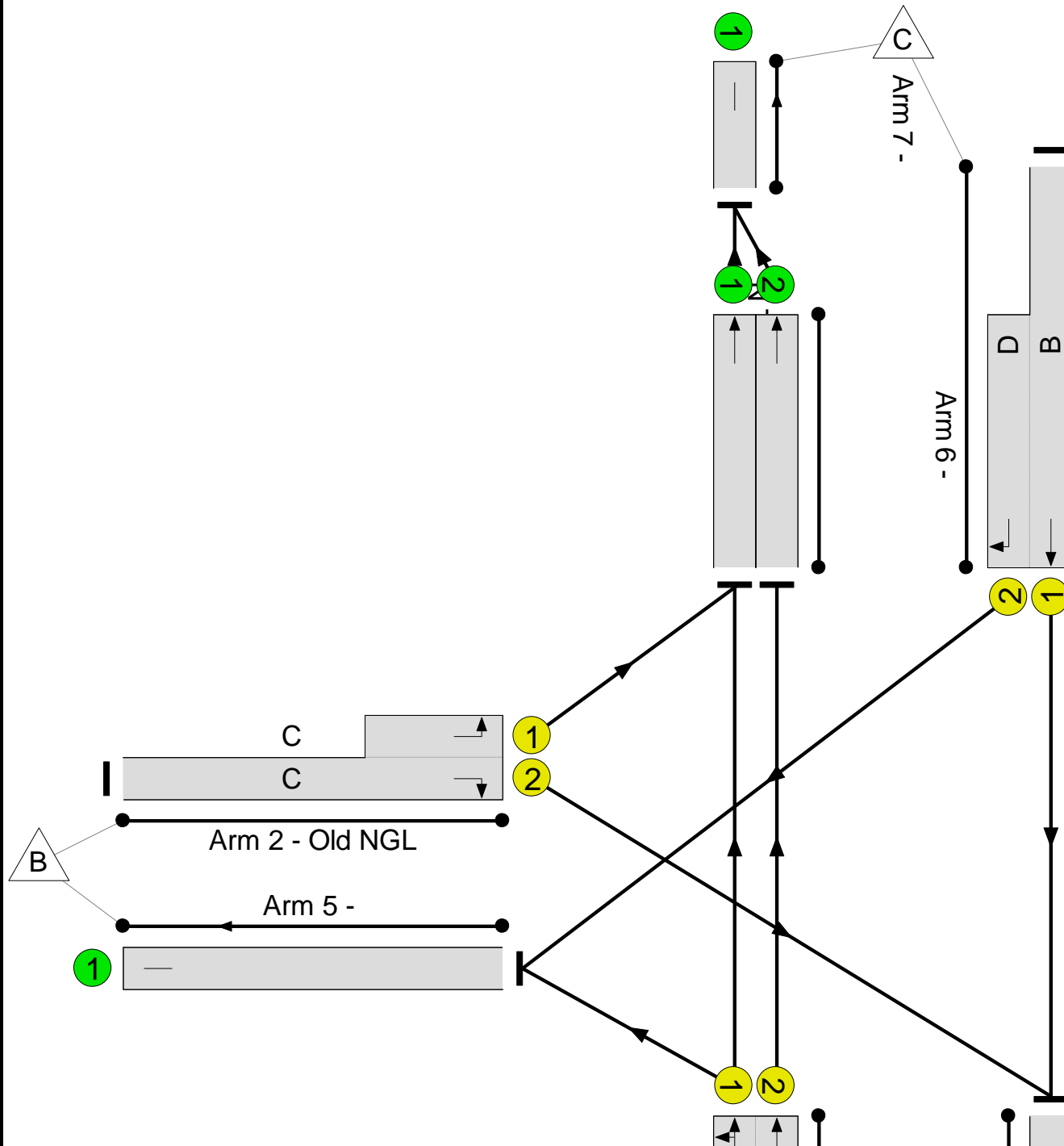
Stage	1	2	3
Duration	88	7	7
Change Point	0	94	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: 56.0 %
 Total Traffic Delay: 6.2 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	57.7%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	57.7%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	88	-	977	1935:1965	579+1146	56.6 : 56.6%
2/2+2/1	Old NGL Right Left	U	N/A	N/A	C		1	7	-	90	1759:1720	88+115	44.5 : 44.5%
3/1+3/2	NGL N Ahead Right	U	N/A	N/A	B D		1	101:7	-	1011	2065:1786	1683+69	57.7 : 57.7%
4/1		U	N/A	N/A	-		-	-	-	1010	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	328	1940	1940	16.9%
6/2	Ahead	U	N/A	N/A	-		-	-	-	649	1940	1940	33.5%
7/1		U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%

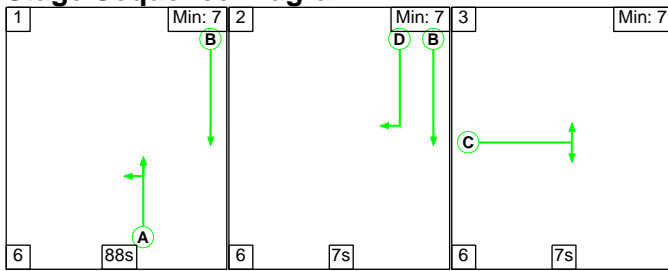
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	4.1	2.1	0.0	6.2	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	0	0	0	4.1	2.1	0.0	6.2	-	-	-	-
1/1+1/2	977	977	-	-	-	1.5	0.7	-	2.2	8.0	8.3	0.7	8.9
2/2+2/1	90	90	-	-	-	1.3	0.4	-	1.7	69.6	1.6	0.4	2.0
3/1+3/2	1011	1011	-	-	-	1.3	0.7	-	2.0	7.0	9.3	0.7	10.0
4/1	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	328	328	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	649	649	-	-	-	0.0	0.3	-	0.3	1.4	3.8	0.3	4.1
7/1	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 56.0 Total Delay for Signalled Lanes (pcuHr): 5.87 Cycle Time (s): 120 PRC Over All Lanes (%): 56.0 Total Delay Over All Lanes(pcuHr): 6.23</p>													

Full Input Data And Results

Scenario 5: '2024 AM DS2 190' (FG5: '2024 AM DS2 190', Plan 1: 'Network Control Plan 1')

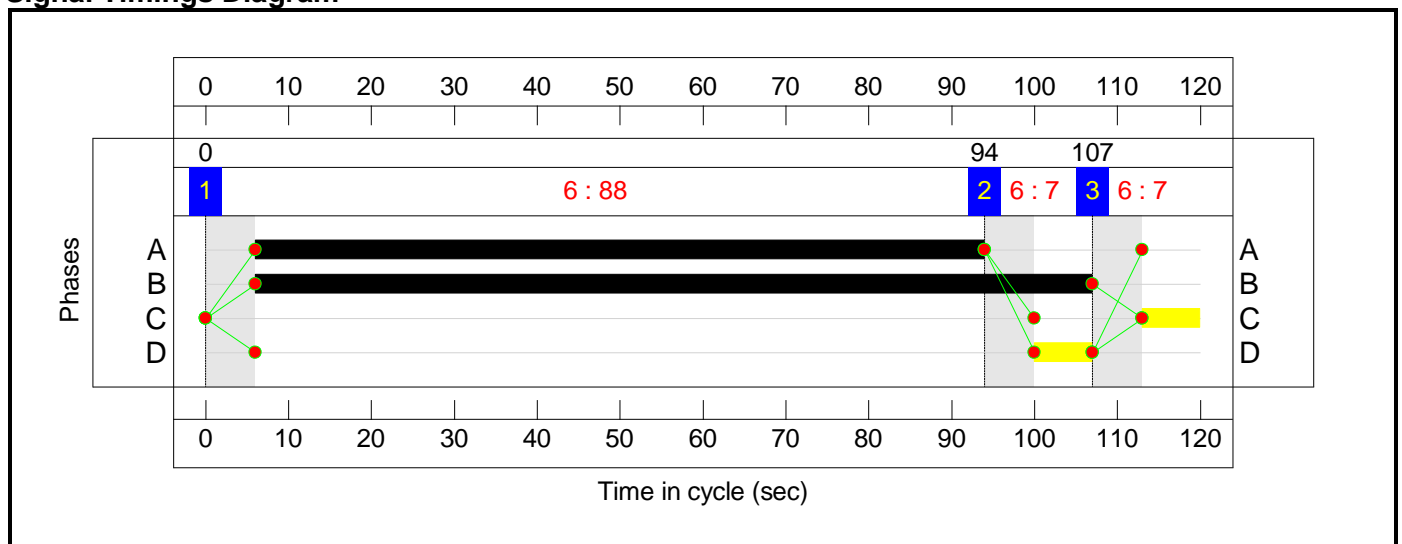
Stage Sequence Diagram



Stage Timings

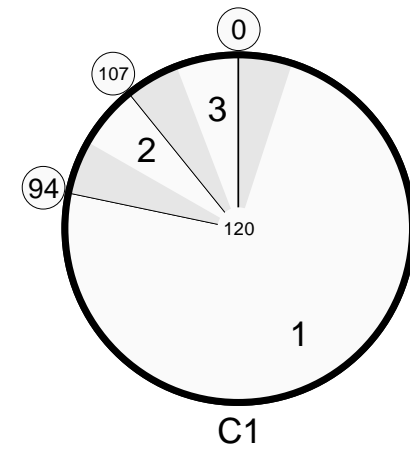
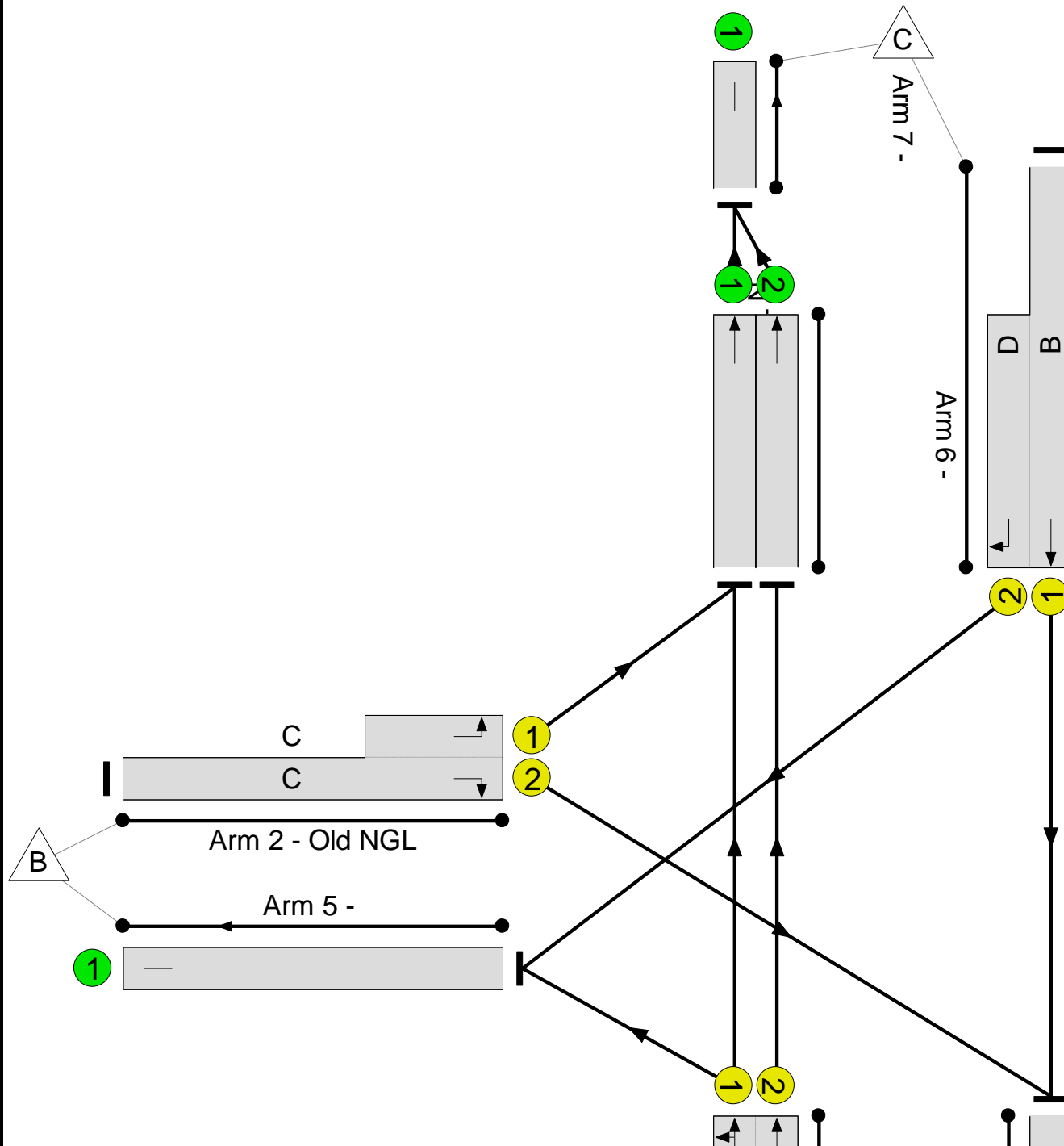
Stage	1	2	3
Duration	88	7	7
Change Point	0	94	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: -12.4 %
 Total Traffic Delay: 37.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	101.2%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	101.2%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	88	-	1679	1960:1965	1208+452	101.2 : 101.2%
2/2+2/1	Old NGL Right Left	U	N/A	N/A	C		1	7	-	140	1759:1720	117+78	71.6 : 71.6%
3/1+3/2	NGL N Ahead Right	U	N/A	N/A	B D		1	101:7	-	735	2065:1786	1639+115	41.9 : 41.9%
4/1		U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1244	1940	1940	63.4%
6/2	Ahead	U	N/A	N/A	-		-	-	-	457	1940	1940	23.3%
7/1		U	N/A	N/A	-		-	-	-	1701	Inf	Inf	0.0%

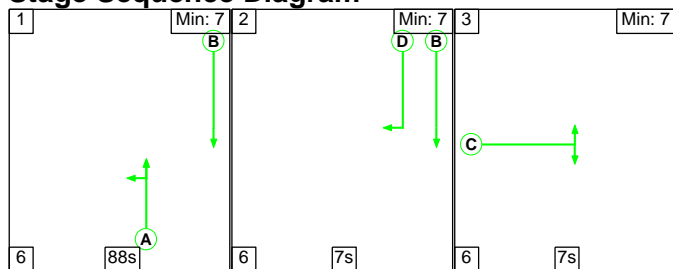
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	9.4	28.4	0.0	37.8	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	0	0	0	9.4	28.4	0.0	37.8	-	-	-	-
1/1+1/2	1679	1660	-	-	-	6.1	25.8	-	32.0	68.5	57.0	25.8	82.9
2/2+2/1	140	140	-	-	-	2.1	1.2	-	3.3	85.7	2.7	1.2	3.9
3/1+3/2	735	735	-	-	-	1.1	0.4	-	1.5	7.2	5.0	0.4	5.3
4/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1230	1230	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
6/2	452	452	-	-	-	0.0	0.2	-	0.2	1.2	0.5	0.2	0.7
7/1	1682	1682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -12.4 Total Delay for Signalled Lanes (pcuHr): 36.76 Cycle Time (s): 120 PRC Over All Lanes (%): -12.4 Total Delay Over All Lanes(pcuHr): 37.77													

Full Input Data And Results

Scenario 6: '2024 PM DS2 190' (FG6: '2024 PM DS2 190', Plan 1: 'Network Control Plan 1')

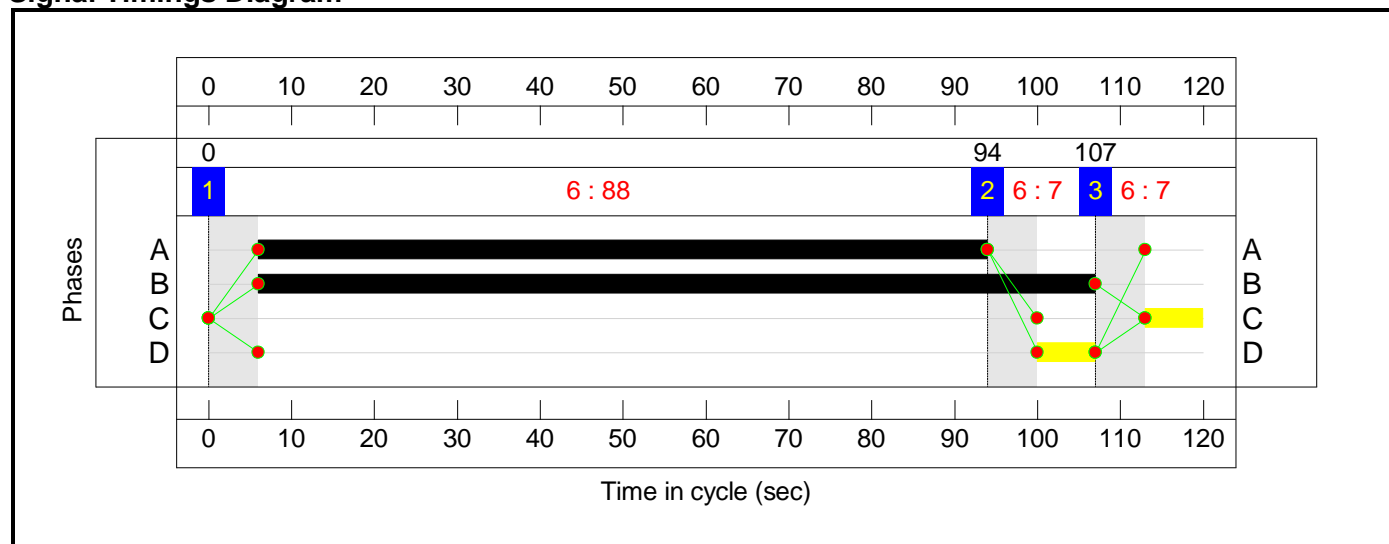
Stage Sequence Diagram



Stage Timings

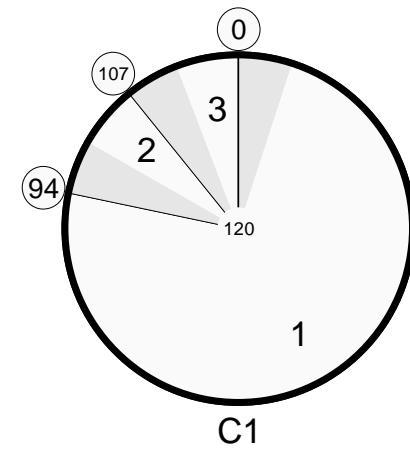
Stage	1	2	3
Duration	88	7	7
Change Point	0	94	107

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: 54.3 %
 Total Traffic Delay: 7.0 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	58.3%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	58.3%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	88	-	994	1927:1965	603+1135	57.2 : 57.2%
2/2+2/1	Old NGL Right Left	U	N/A	N/A	C		1	7	-	109	1759:1720	84+115	54.9 : 54.9%
3/1+3/2	NGL N Ahead Right	U	N/A	N/A	B D		1	101:7	-	1022	2065:1786	1665+87	58.3 : 58.3%
4/1		U	N/A	N/A	-		-	-	-	1017	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	340	1940	1940	17.5%
6/2	Ahead	U	N/A	N/A	-		-	-	-	649	1940	1940	33.5%
7/1		U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	4.6	2.3	0.0	7.0	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	0	0	0	4.6	2.3	0.0	7.0	-	-	-	-
1/1+1/2	994	994	-	-	-	1.5	0.7	-	2.2	8.0	8.3	0.7	9.0
2/2+2/1	109	109	-	-	-	1.6	0.6	-	2.2	73.9	2.0	0.6	2.6
3/1+3/2	1022	1022	-	-	-	1.5	0.7	-	2.1	7.6	9.3	0.7	10.0
4/1	1017	1017	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	340	340	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	649	649	-	-	-	0.0	0.3	-	0.3	1.4	3.8	0.3	4.1
7/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 54.3 Total Delay for Signalled Lanes (pcuHr): 6.60 Cycle Time (s): 120 PRC Over All Lanes (%): 54.3 Total Delay Over All Lanes(pcuHr): 6.96</p>													