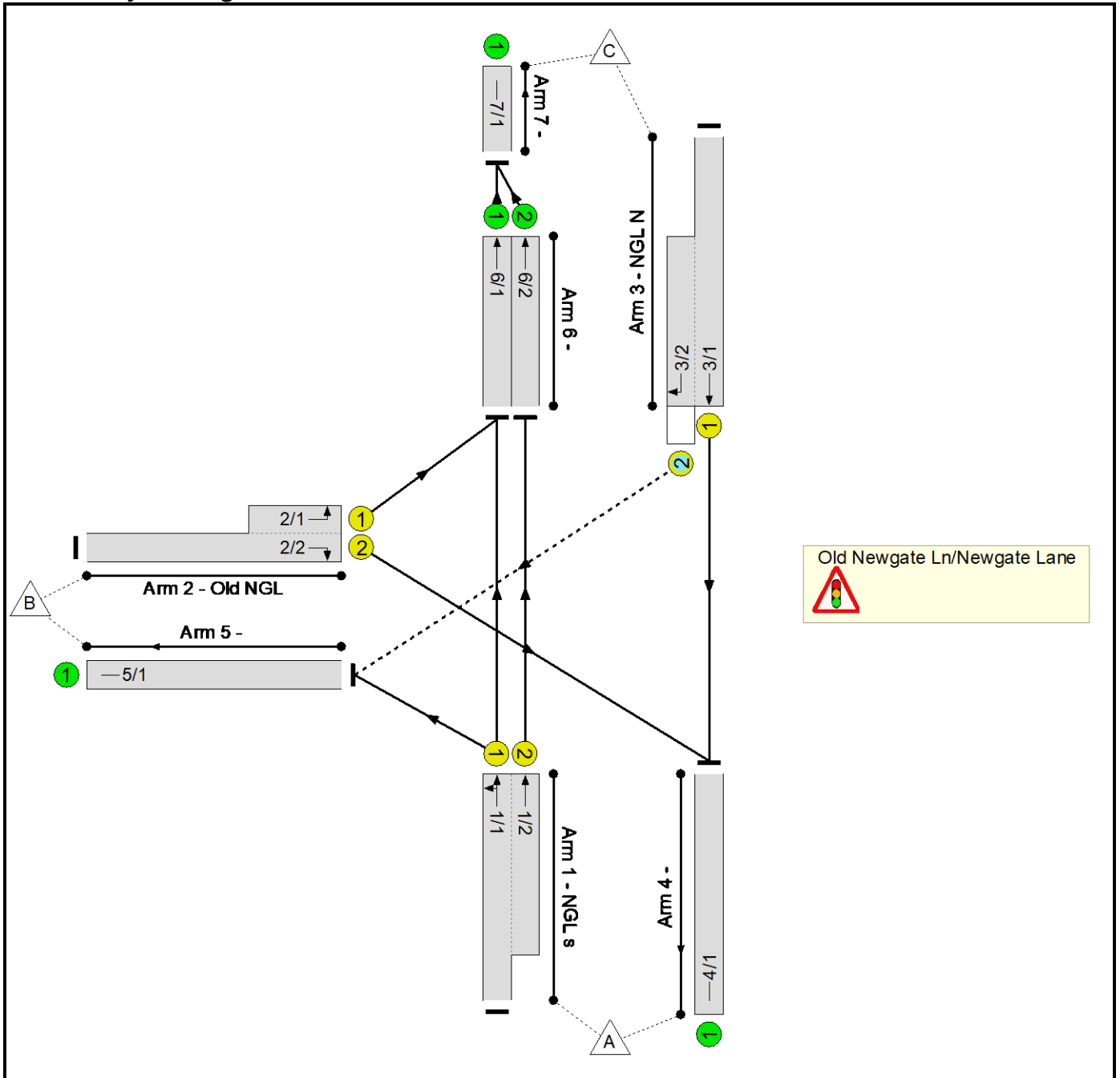


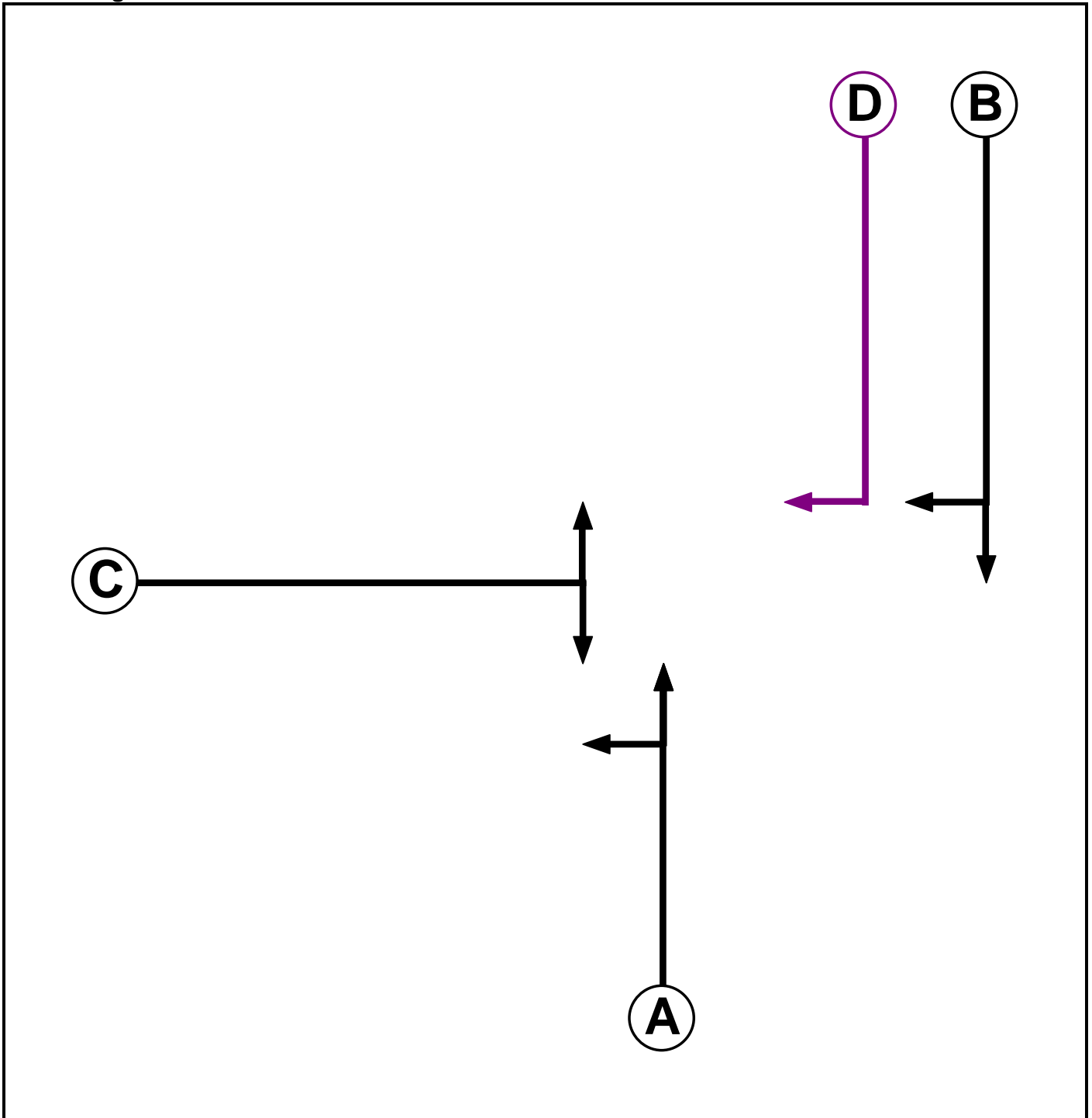
Full Input Data And Results**User and Project Details**

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:	Indicative Arrow HCC flared 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	Ind. Arrow	B	4	4

Full Input Data And Results

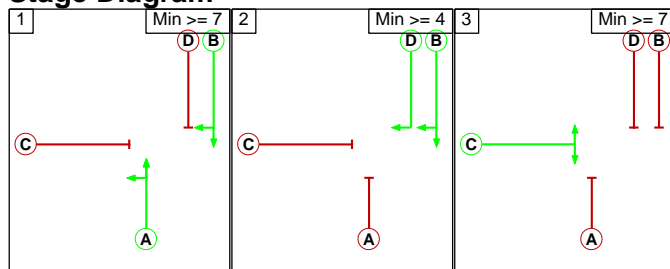
Phase Intergrens Matrix

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

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

		To Stage		
		1	2	3
From Stage	1	-	5	7
	2	5	-	5
	3	5	X	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Old Newgate Ln/Newgate Lane											
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)
3/2 (NGL N)	5/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
				1/2	1.09	All					

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)	O	B 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) 1219(Out)
1/2 (short)	456
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	1234
6/2	456
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 :

Origin	Destination				
	A	B	C	Tot.	
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

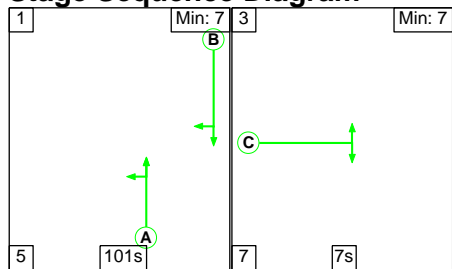
Lane Saturation Flows

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')

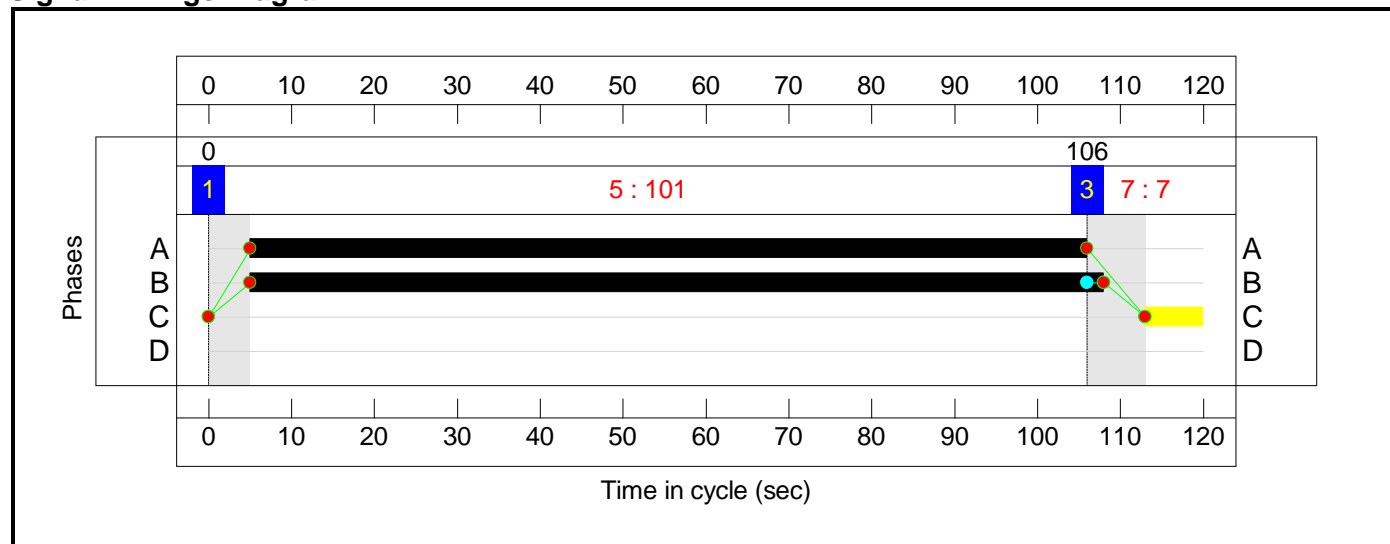
Stage Sequence Diagram



Stage Timings

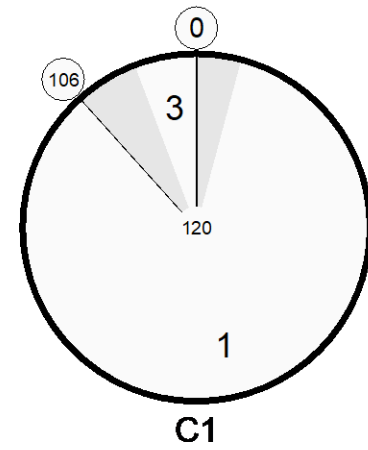
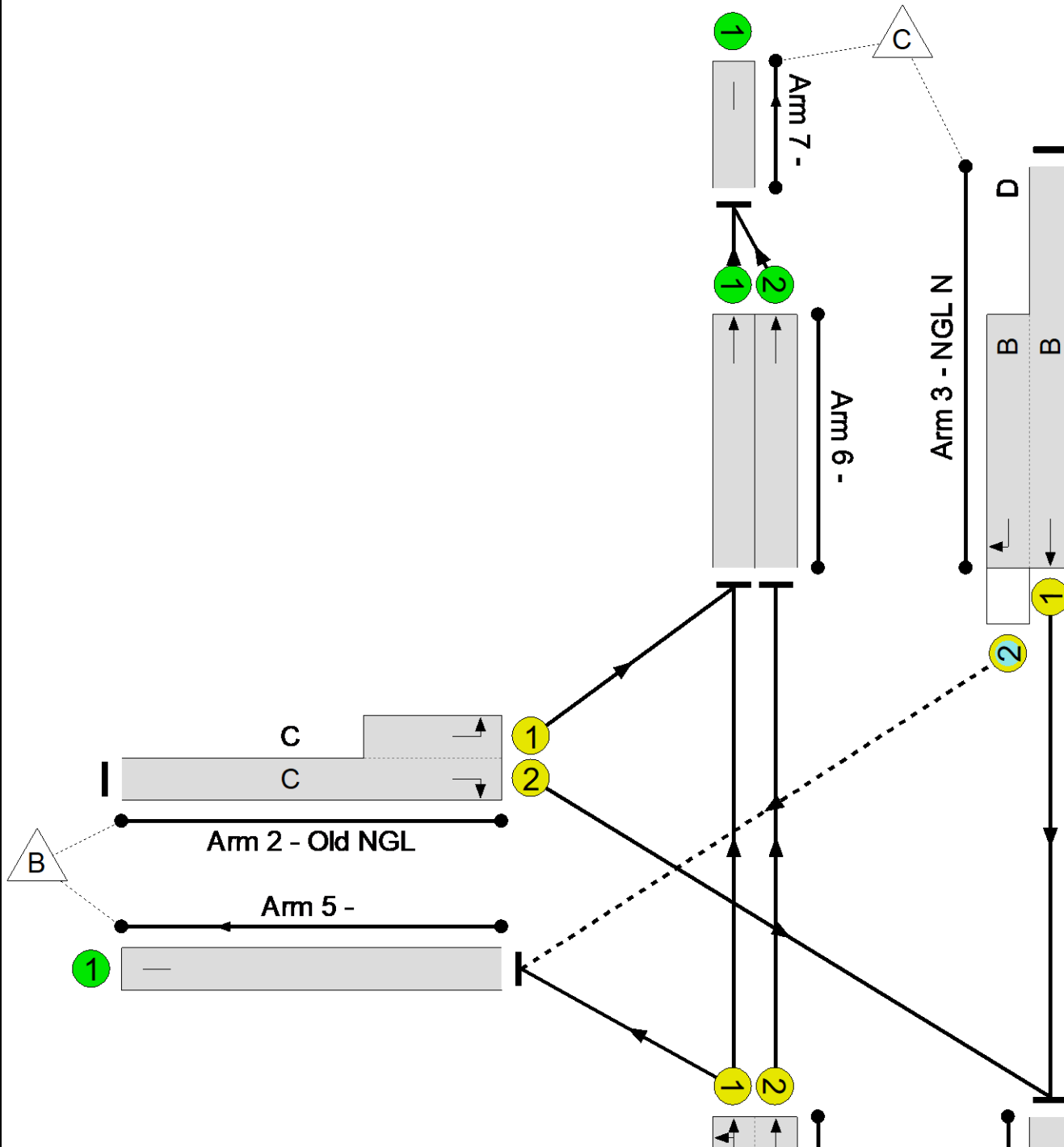
Stage	1	3
Duration	101	7
Change Point	0	106

Signal Timings Diagram




Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: 0.7 %
 Total Traffic Delay: 9.4 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	-	-		-	-	-	-	-	-	89.4%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	101	-	1673	1960:1965	1363+509	89.4 : 89.4%
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+O	N/A	N/A	B	D	1	103	0	721	2065:1786	1702+60	40.4 : 56.7%
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	63.4%
6/2	Ahead	U	N/A	N/A	-		-	-	-	455	1940	1940	23.5%
7/1		U	N/A	N/A	-		-	-	-	1684	Inf	Inf	0.0%

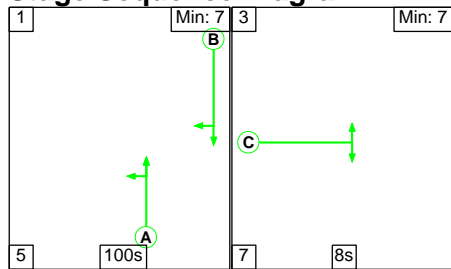
Full Input Data And Results

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	34	3.1	5.7	0.5	9.4	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	0	0	34	3.1	5.7	0.5	9.4	-	-	-	-
1/1+1/2	1673	1673	-	-	-	1.4	4.0	-	5.5	11.8	15.9	4.0	19.9
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	0	34	0.3	0.3	0.5	1.2	6.0	4.4	0.3	4.7
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	1229	1229	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
6/2	455	455	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	1684	1684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		0.7	Total Delay for Signalled Lanes (pcuHr):			8.34	Cycle Time (s): 120			
			PRC Over All Lanes (%):		0.7	Total Delay Over All Lanes(pcuHr):			9.35				

Full Input Data And Results

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

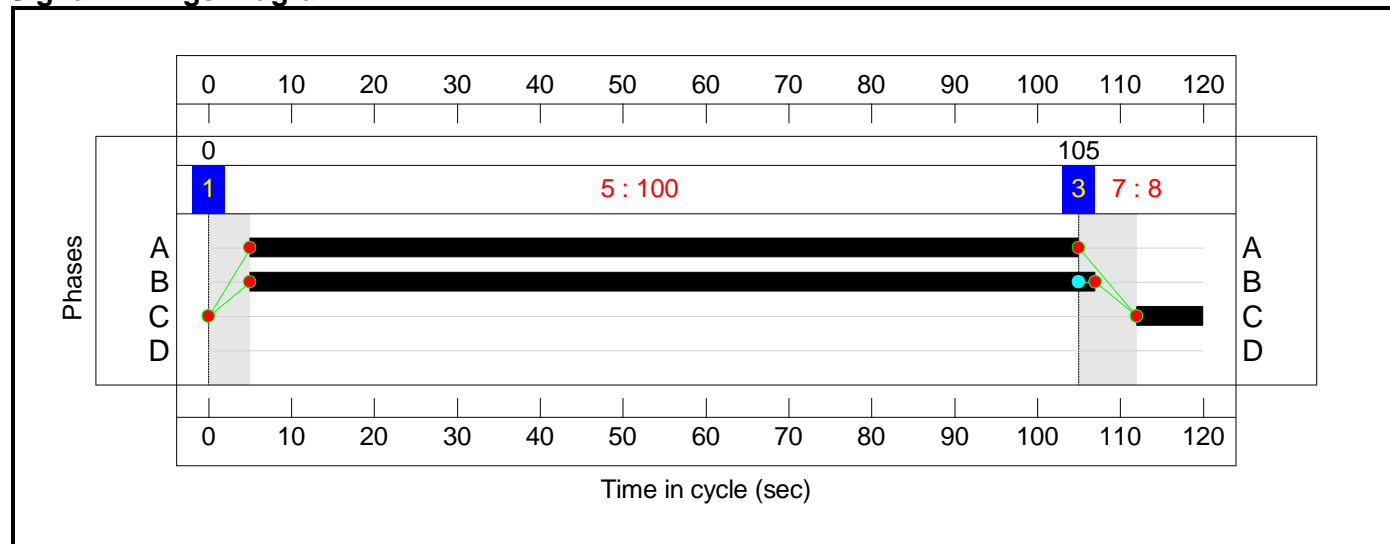
Stage Sequence Diagram



Stage Timings

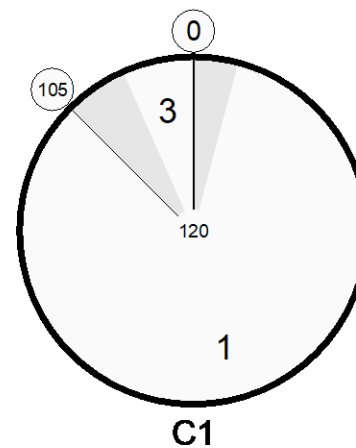
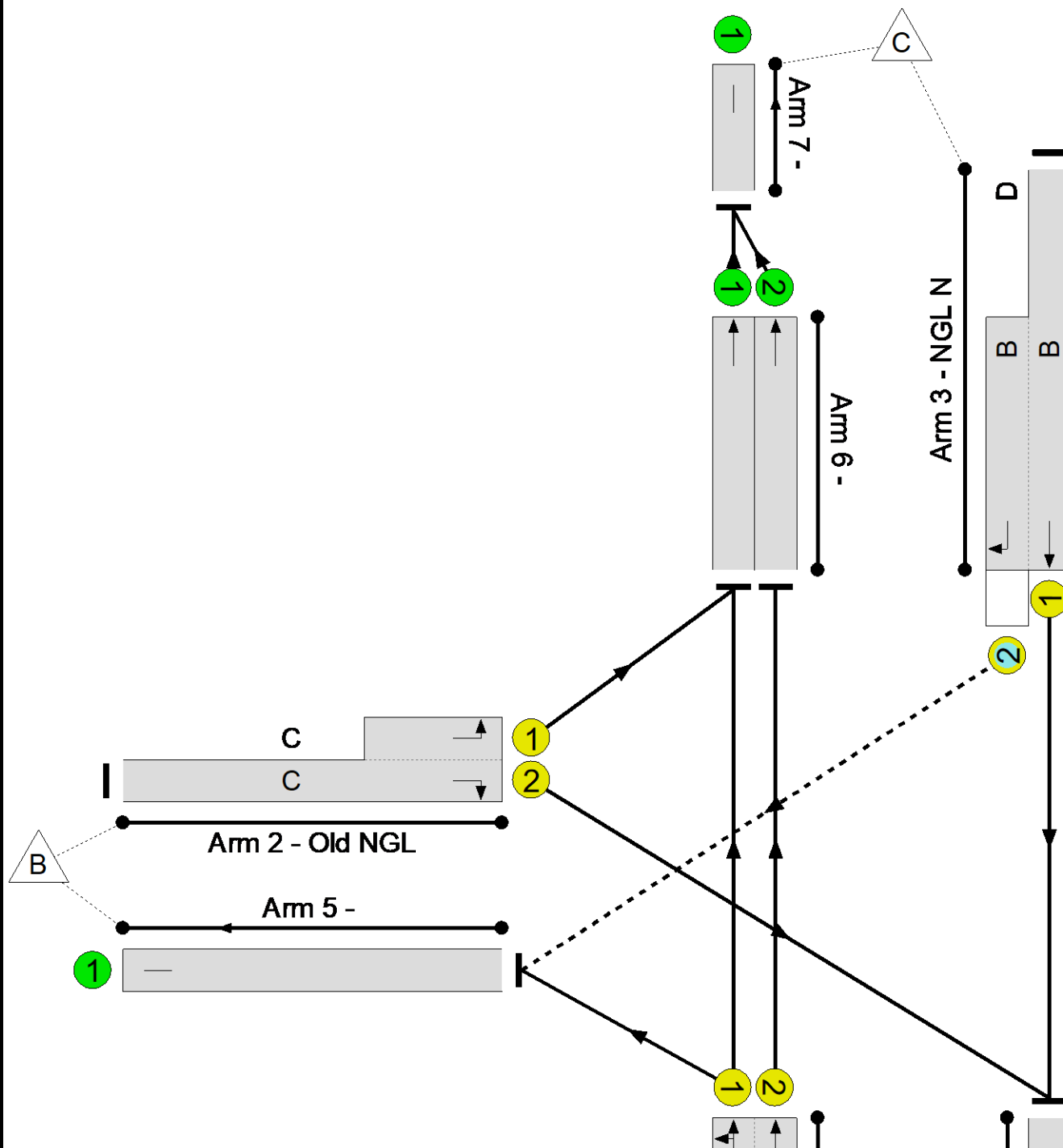
Stage	1	3
Duration	100	8
Change Point	0	105

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: 58.5 %
 Total Traffic Delay: 4.2 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	-	-		-	-	-	-	-	-	56.8%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	56.8%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	100	-	968	1939:1965	631+1284	50.6 : 50.6%
2/2+2/1	Old NGL Right Left	U	N/A	N/A	C		1	8	-	80	1759:1720	100+129	34.9 : 34.9%
3/1+3/2	NGL N Ahead Right	U+O	N/A	N/A	B	D	1	102	0	1004	2065:1786	1711+58	56.8 : 56.8%
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%

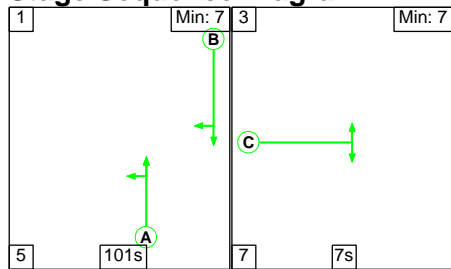
Full Input Data And Results

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	-	-	32	0	1	2.4	1.8	0.0	4.2	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	32	0	1	2.4	1.8	0.0	4.2	-	-	-	-
1/1+1/2	968	968	-	-	-	0.6	0.5	-	1.1	4.0	5.0	0.5	5.6
2/2+2/1	80	80	-	-	-	1.2	0.3	-	1.4	64.6	1.4	0.3	1.7
3/1+3/2	1004	1004	32	0	1	0.6	0.7	0.0	1.3	4.7	8.6	0.7	9.3
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	0.5	0.3	0.8
7/1	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 58.5 Total Delay for Signalled Lanes (pcuHr): 3.81 Cycle Time (s): 120 PRC Over All Lanes (%): 58.5 Total Delay Over All Lanes(pcuHr): 4.16</p>													

Full Input Data And Results

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

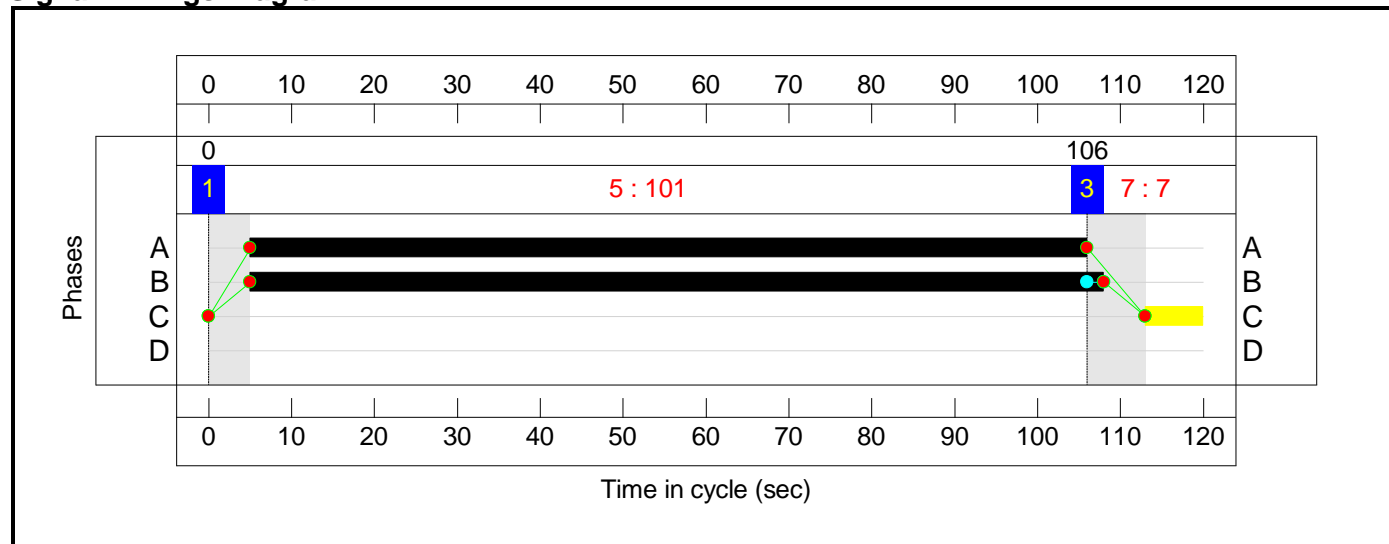
Stage Sequence Diagram



Stage Timings

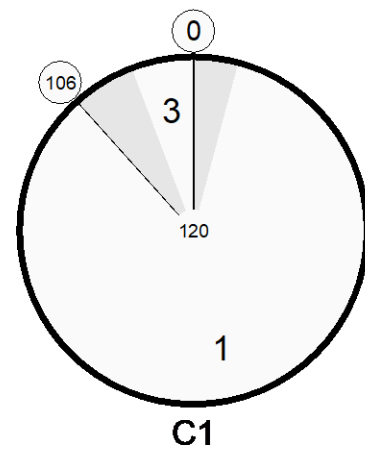
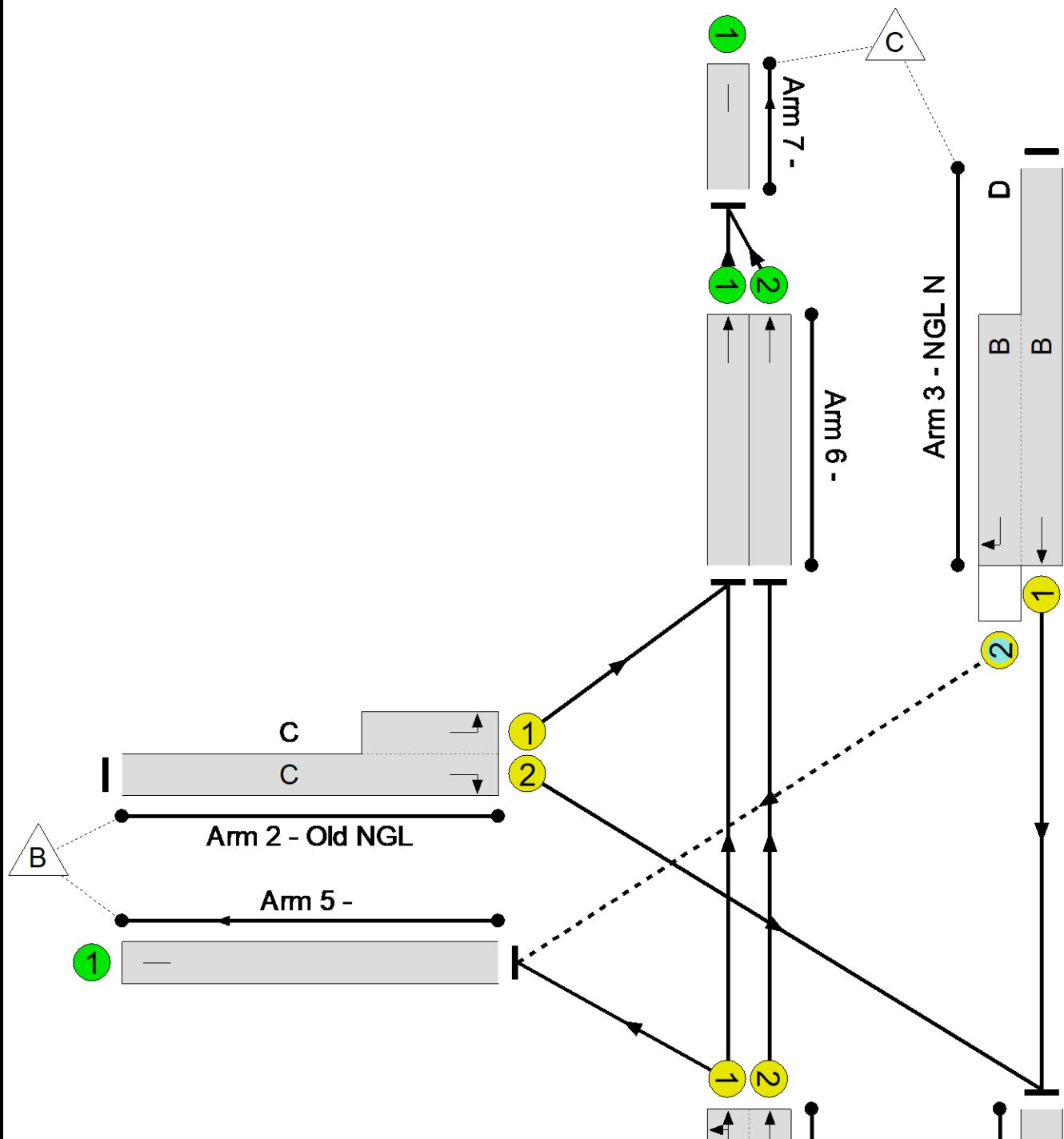
Stage	1	3
Duration	101	7
Change Point	0	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: 0.6 %
 Total Traffic Delay: 10.0 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	-	-		-	-	-	-	-	-	89.5%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	89.5%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	101	-	1675	1960:1965	1363+510	89.5 : 89.5%
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+O	N/A	N/A	B	D	1	103	0	726	2065:1786	1691+60	40.6 : 65.0%
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	-		-	-	-	1234	1940	1940	63.6%
6/2	Ahead	U	N/A	N/A	-		-	-	-	456	1940	1940	23.5%
7/1		U	N/A	N/A	-		-	-	-	1690	Inf	Inf	0.0%

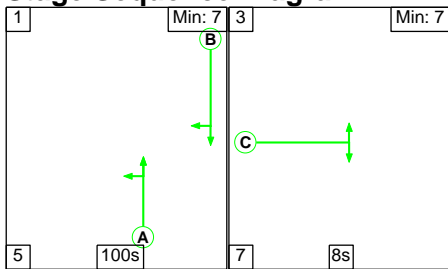
Full Input Data And Results

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	39	3.4	6.0	0.6	10.0	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	0	0	39	3.4	6.0	0.6	10.0	-	-	-	-
1/1+1/2	1675	1675	-	-	-	1.4	4.1	-	5.5	11.8	15.9	4.1	20.0
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	0	0	39	0.3	0.4	0.6	1.3	6.5	4.4	0.4	4.7
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	1234	1234	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
6/2	456	456	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	1690	1690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		0.6	Total Delay for Signalled Lanes (pcuHr):			8.97	Cycle Time (s): 120			
			PRC Over All Lanes (%):		0.6	Total Delay Over All Lanes(pcuHr):			9.99				

Full Input Data And Results

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

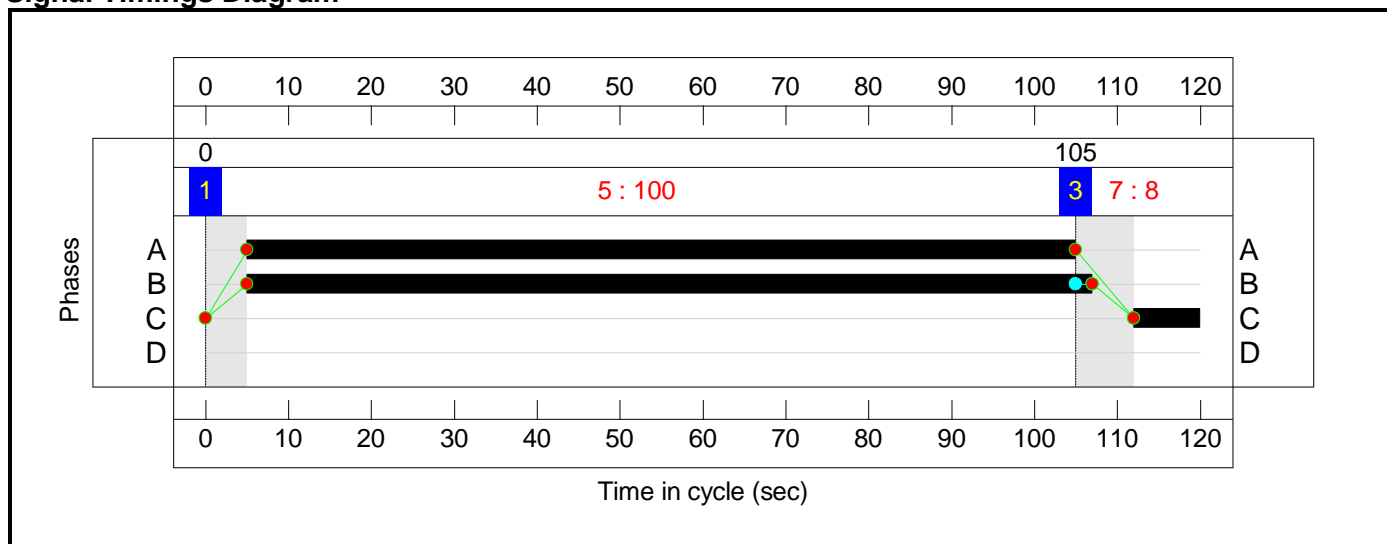
Stage Sequence Diagram



Stage Timings

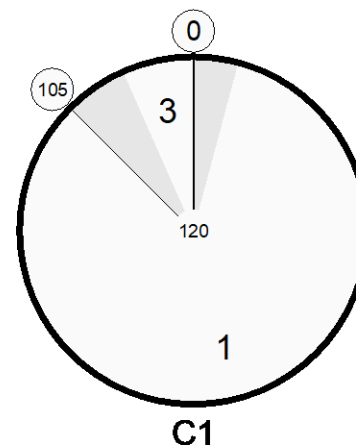
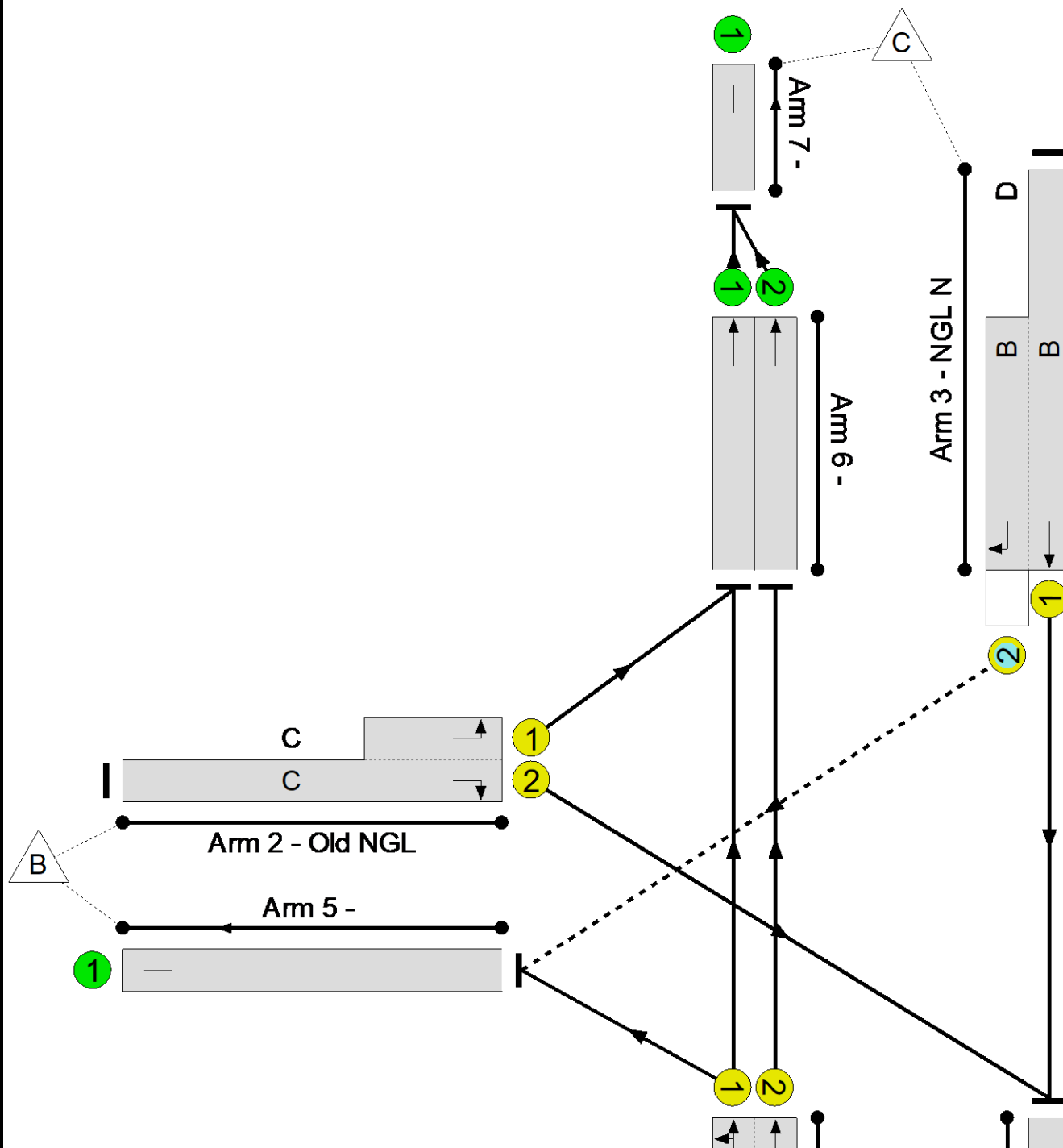
Stage	1	3
Duration	100	8
Change Point	0	105

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: 57.5 %
 Total Traffic Delay: 4.4 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	-	-		-	-	-	-	-	-	57.1%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	57.1%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	100	-	977	1935:1965	645+1276	50.9 : 50.9%
2/2+2/1	Old NGL Right Left	U	N/A	N/A	C		1	8	-	90	1759:1720	99+129	39.5 : 39.5%
3/1+3/2	NGL N Ahead Right	U+O	N/A	N/A	B	D	1	102	0	1011	2065:1786	1699+70	57.1 : 57.1%
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%

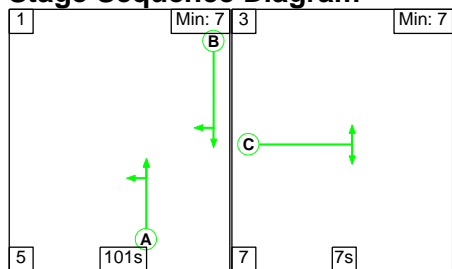
Full Input Data And Results

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	-	-	39	0	1	2.5	1.9	0.0	4.4	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	39	0	1	2.5	1.9	0.0	4.4	-	-	-	-
1/1+1/2	977	977	-	-	-	0.6	0.5	-	1.1	4.0	5.0	0.5	5.6
2/2+2/1	90	90	-	-	-	1.3	0.3	-	1.6	65.8	1.6	0.3	1.9
3/1+3/2	1011	1011	39	0	1	0.6	0.7	0.0	1.3	4.7	8.6	0.7	9.3
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	0.5	0.3	0.8
7/1	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		57.5	Total Delay for Signalled Lanes (pcuHr):			4.05	Cycle Time (s): 120			
			PRC Over All Lanes (%):		57.5	Total Delay Over All Lanes(pcuHr):			4.40				

Full Input Data And Results

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

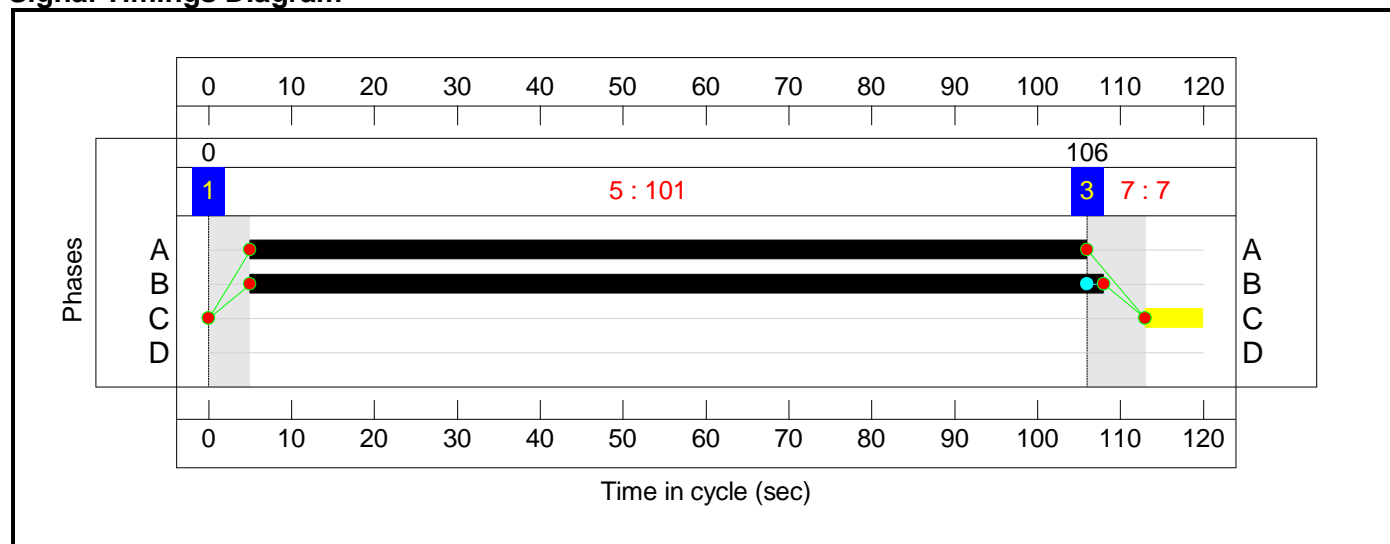
Stage Sequence Diagram



Stage Timings

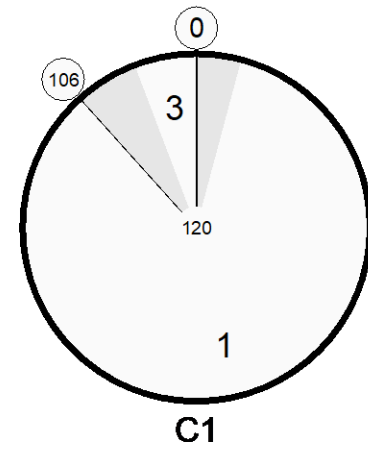
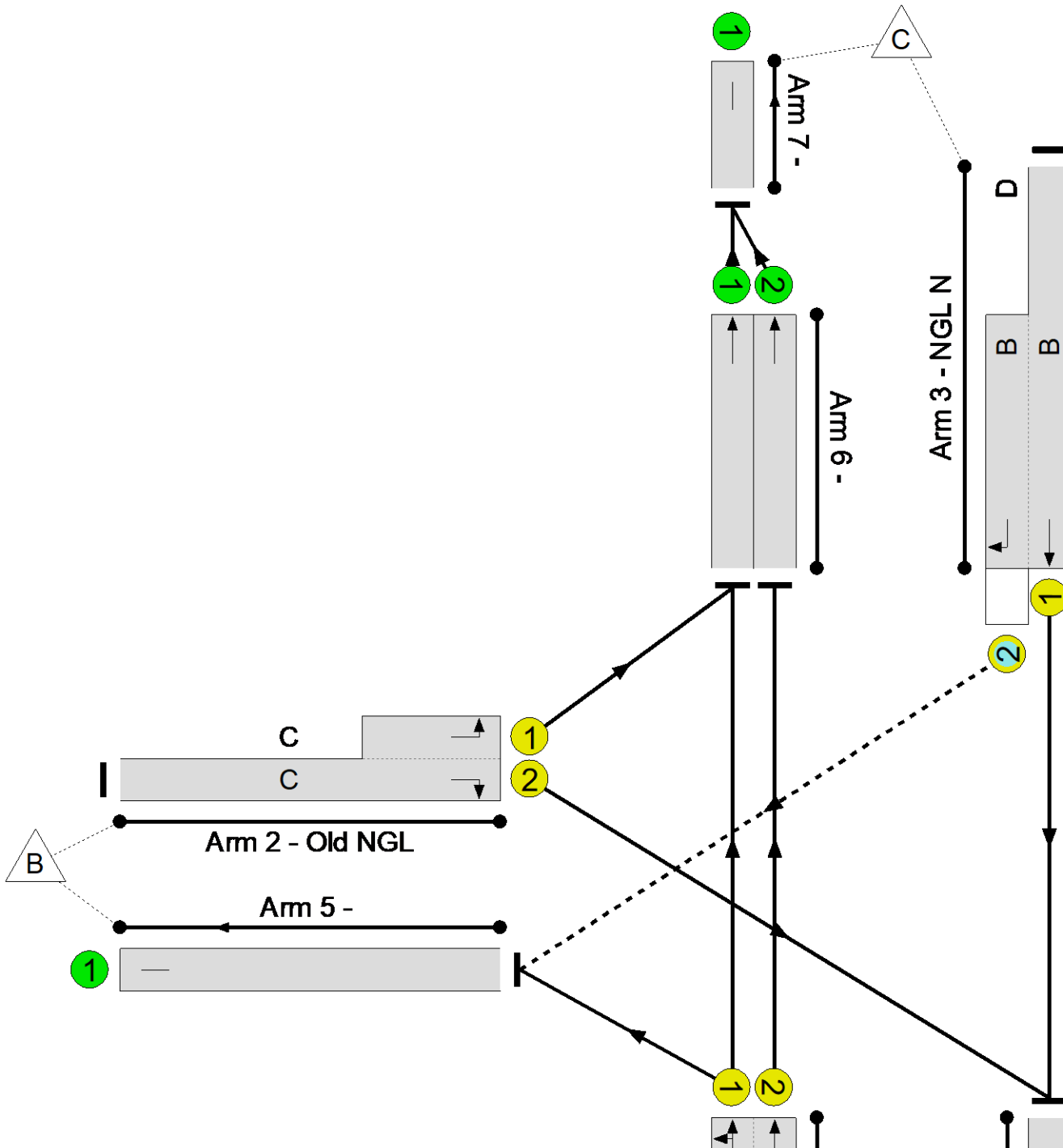
Stage	1	3
Duration	101	7
Change Point	0	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: 0.4 %
 Total Traffic Delay: 11.4 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	-	-		-	-	-	-	-	-	89.7%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	101	-	1679	1960:1965	1363+510	89.7 : 89.7%
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+O	N/A	N/A	B	D	1	103	0	735	2065:1786	1671+60	41.1 : 80.0%
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	64.1%
6/2	Ahead	U	N/A	N/A	-		-	-	-	457	1940	1940	23.6%
7/1		U	N/A	N/A	-		-	-	-	1701	Inf	Inf	0.0%

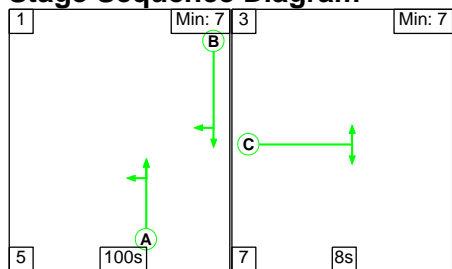
Full Input Data And Results

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	48	3.9	6.8	0.8	11.4	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	0	0	48	3.9	6.8	0.8	11.4	-	-	-	-
1/1+1/2	1679	1679	-	-	-	1.4	4.2	-	5.6	12.0	16.0	4.2	20.1
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	0	0	48	0.3	0.4	0.8	1.5	7.2	4.4	0.4	4.8
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	1244	1244	-	-	-	0.0	0.9	-	0.9	2.6	0.0	0.9	0.9
6/2	457	457	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	1701	1701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 10.40 Cycle Time (s): 120 PRC Over All Lanes (%): 0.4 Total Delay Over All Lanes(pcuHr): 11.45</p>													

Full Input Data And Results

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

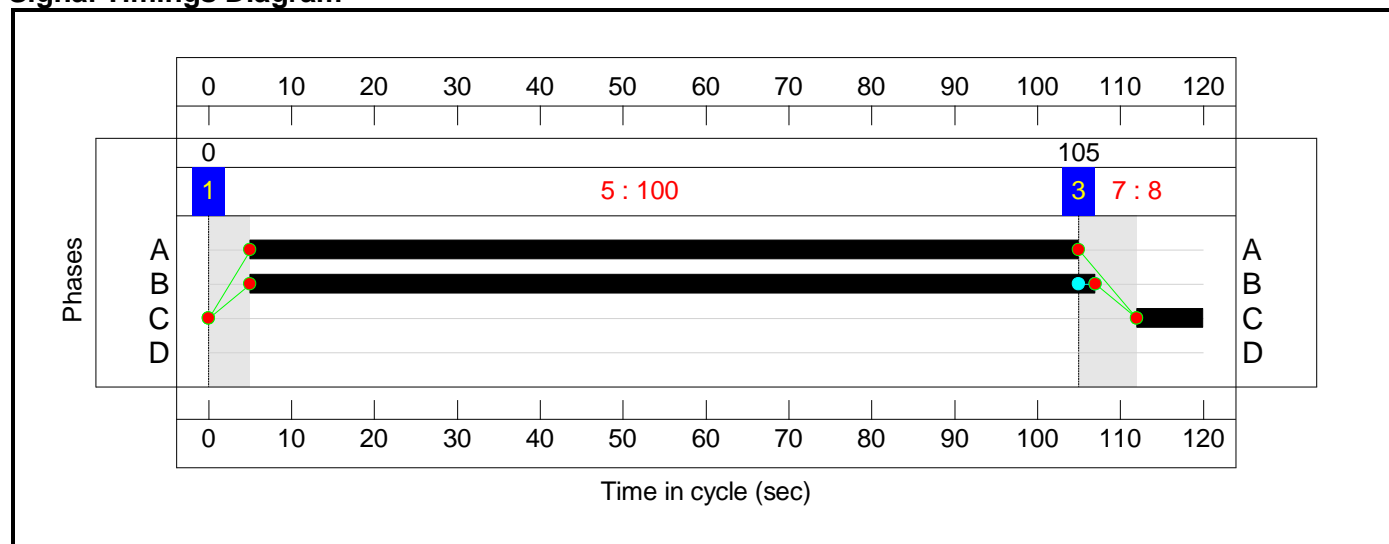
Stage Sequence Diagram



Stage Timings

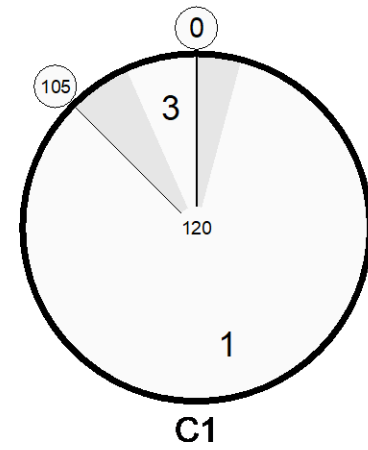
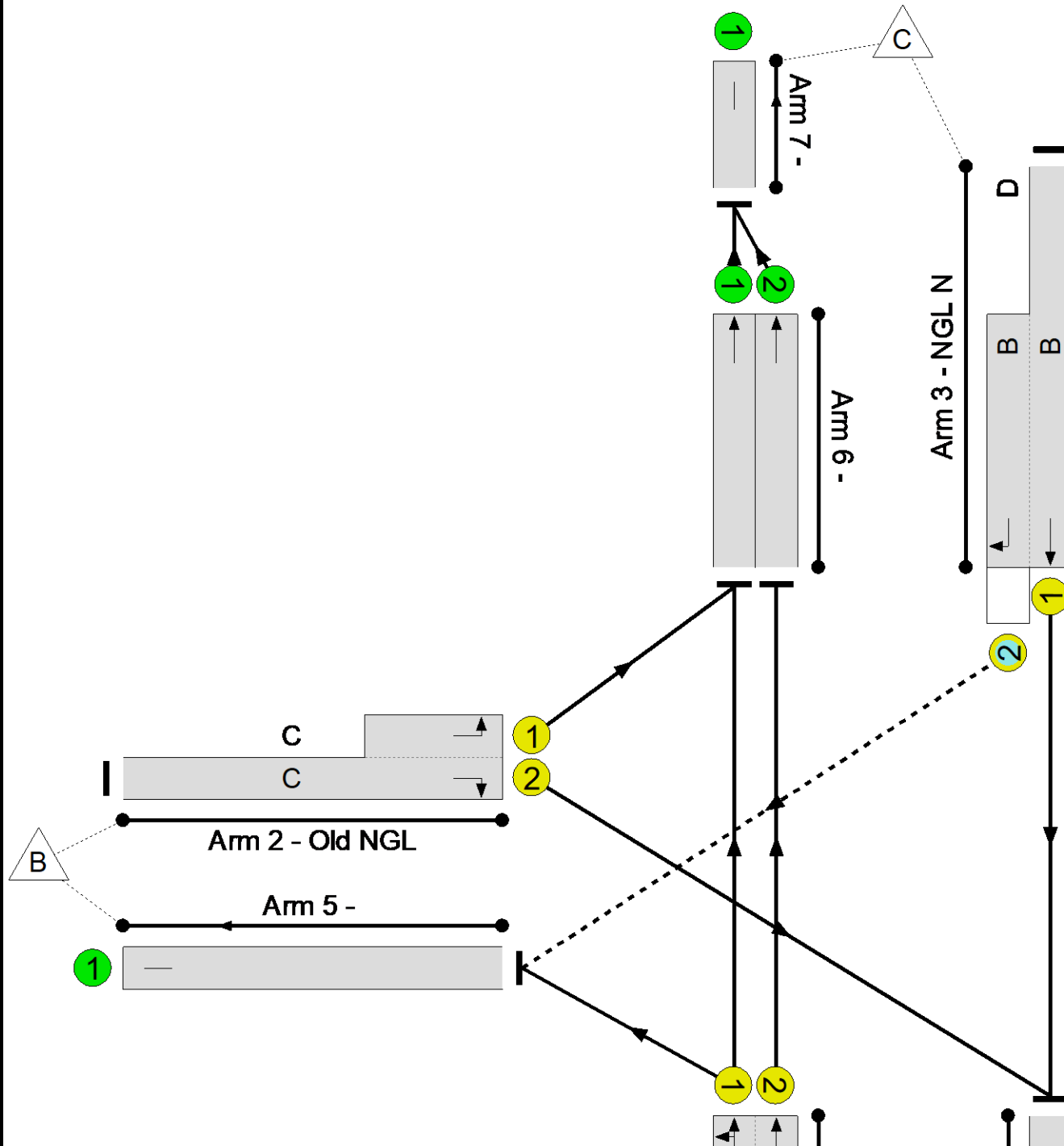
Stage	1	3
Duration	100	8
Change Point	0	105

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Old Newgate Ln/Newgate Lane
 PRC: 55.8 %
 Total Traffic Delay: 4.9 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	-	-		-	-	-	-	-	-	57.7%
Old Newgate Ln/Newgate Lane	-	-	N/A	-	-		-	-	-	-	-	-	57.7%
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	100	-	994	1927:1965	671+1262	51.4 : 51.4%
2/2+2/1	Old NGL Right Left	U	N/A	N/A	C		1	8	-	109	1759:1720	94+129	48.8 : 48.8%
3/1+3/2	NGL N Ahead Right	U+O	N/A	N/A	B	D	1	102	0	1022	2065:1786	1681+88	57.7 : 57.7%
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	-	-	50	0	1	2.8	2.0	0.0	4.9	-	-	-	-
Old Newgate Ln/Newgate Lane	-	-	50	0	1	2.8	2.0	0.0	4.9	-	-	-	-
1/1+1/2	994	994	-	-	-	0.6	0.5	-	1.1	4.0	5.0	0.5	5.6
2/2+2/1	109	109	-	-	-	1.6	0.5	-	2.1	68.7	2.0	0.5	2.5
3/1+3/2	1022	1022	50	0	1	0.6	0.7	0.0	1.3	4.7	8.6	0.7	9.3
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	0.5	0.3	0.8
7/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 55.8 Total Delay for Signalled Lanes (pcuHr): 4.54 Cycle Time (s): 120 PRC Over All Lanes (%): 55.8 Total Delay Over All Lanes(pcuHr): 4.89</p>													