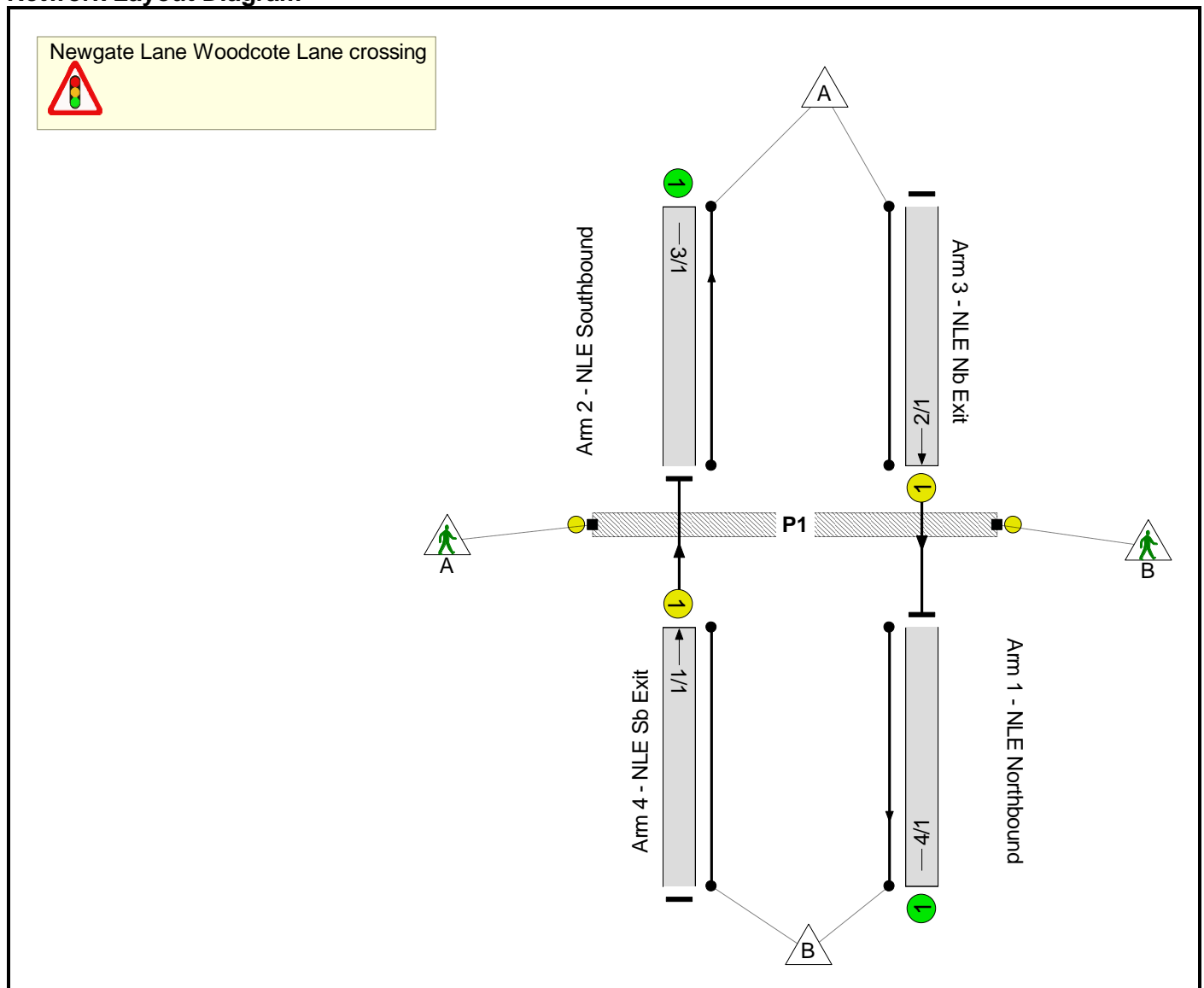


Full Input Data And Results  
**Full Input Data And Results**

**User and Project Details**

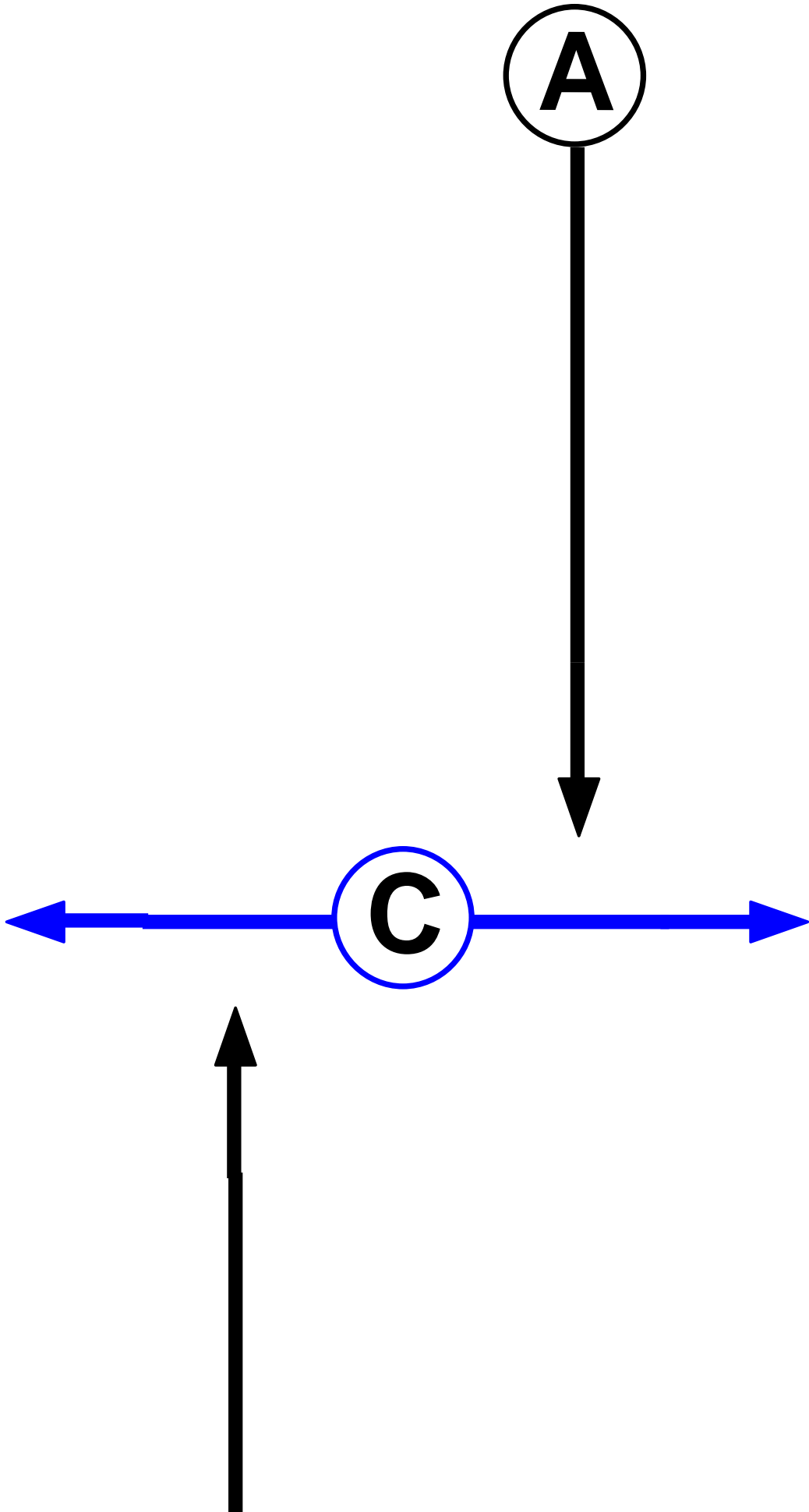
|                           |   |
|---------------------------|---|
| <b>Project:</b>           |   |
| <b>Title:</b>             |   |
| <b>Location:</b>          |   |
| <b>Additional detail:</b> |   |
| <b>File name:</b>         | Woodcote Lane Newgate Lane crossing model.lsg3x |
| <b>Author:</b>            |   |
| <b>Company:</b>           |   |
| <b>Address:</b>           |   |

**Network Layout Diagram**



Full Input Data And Results

## **Phase Diagram**



## Full Input Data And Results

### Phase Input Data

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|------------|------------|--------------|------------|----------|
| A          | Traffic    |              | 7          | 7        |
| B          | Traffic    |              | 7          | 7        |
| C          | Pedestrian |              | 6          | 6        |

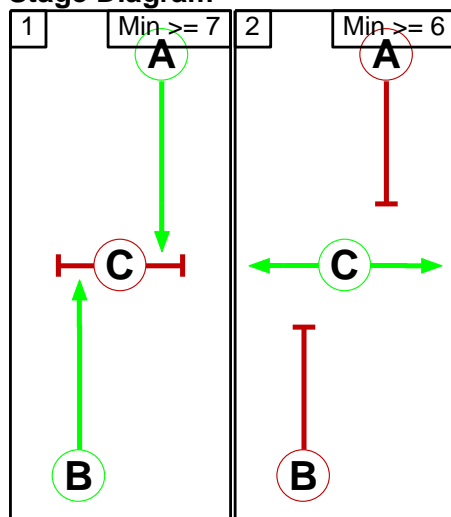
### Phase Intergreens Matrix

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

### Phases in Stage

| Stage No. | Phases in Stage |
|-----------|-----------------|
| 1         | A B             |
| 2         | 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 |          |   |
|            | 2 |          |   |
|            |   | 6        |   |

Full Input Data And Results

**Give-Way Lane Input Data**

**Junction: Newgate Lane Woodcote Lane crossing**

There are no Opposed Lanes in this Junction

Full Input Data And Results

**Lane Input Data**

| Junction: Newgate Lane Woodcote Lane crossing |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|---|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| 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<br>(NLE Northbound)                       | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.25           | 0.00     | Y             | Arm 3 Ahead | Inf                |
| 2/1<br>(NLE Southbound)                       | U         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.25           | 0.00     | Y             | Arm 4 Ahead | Inf                |
| 3/1<br>(NLE Nb Exit)                          | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 4/1<br>(NLE Sb Exit)                          | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |

**Traffic Flow Groups**

| Flow Group                                  | Start Time | End Time | Duration | Formula |
|---|------------|----------|----------|---------|
| 1: '2018 AM Peak Hr (27 Sept 2018 survey)'  | 08:00      | 09:00    | 01:00    |         |
| 2: '2018 PM Peak Hr (27 Sept 2018 survey)'  | 17:00      | 18:00    | 01:00    |         |
| 3: '2018 OFF Peak Hr (27 Sept 2018 survey)' | 13:00      | 14:00    | 01:00    |         |

Scenario 1: '2018 AM Peak' (FG1: '2018 AM Peak Hr (27 Sept 2018 survey)', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

Desired Flow :

| Origin | Destination |     |      | Tot. |
|--------|-------------|-----|------|------|
|        | A           | B   | Tot. |      |
| A      | 0           | 814 | 814  |      |
| B      | 1421        | 0   | 1421 |      |
| Tot.   | 1421        | 814 | 2235 |      |

**Traffic Lane Flows**

| Lane  | Scenario 1:<br>2018 AM Peak |
|---|-----------------------------|
| Junction: Newgate Lane Woodcote Lane crossing |                             |
| 1/1   | 1421                        |
| 2/1   | 814                         |
| 3/1   | 1421                        |
| 4/1   | 814                         |

Full Input Data And Results

**Lane Saturation Flows**

| Junction: Newgate Lane Woodcote Lane crossing |                          |          |               |               |                    |               |                   |                          |
|---|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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<br>(NLE Northbound)                       | 3.25                     | 0.00     | Y             | Arm 3 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 2/1<br>(NLE Southbound)                       | 3.25                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 3/1<br>(NLE Nb Exit Lane 1)                   | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/1<br>(NLE Sb Exit Lane 1)                   | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

Scenario 2: '2018 PM Peak' (FG2: '2018 PM Peak Hr (27 Sept 2018 survey)', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

Desired Flow :

| Origin | Destination |      |      |  |
|--------|-------------|------|------|--|
|        | A           | B    | Tot. |  |
| A      | 0           | 1736 | 1736 |  |
| B      | 956         | 0    | 956  |  |
| Tot.   | 956         | 1736 | 2692 |  |

**Traffic Lane Flows**

| Lane  | Scenario 2:<br>2018 PM Peak |
|---|-----------------------------|
| Junction: Newgate Lane Woodcote Lane crossing |                             |
| 1/1   | 956                         |
| 2/1   | 1736                        |
| 3/1   | 956                         |
| 4/1   | 1736                        |

**Lane Saturation Flows**

| Junction: Newgate Lane Woodcote Lane crossing |                          |          |               |               |                    |               |                   |                          |
|---|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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<br>(NLE Northbound)                       | 3.25                     | 0.00     | Y             | Arm 3 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 2/1<br>(NLE Southbound)                       | 3.25                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 3/1<br>(NLE Nb Exit Lane 1)                   | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/1<br>(NLE Sb Exit Lane 1)                   | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

Full Input Data And Results

Scenario 3: '2018 OFF Peak' (FG3: '2018 OFF Peak Hr (27 Sept 2018 survey)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

|        |      | Destination |      |      |
|--------|------|-------------|------|------|
|        |      | A           | B    | Tot. |
| Origin | A    | 0           | 1100 | 1100 |
|        | B    | 877         | 0    | 877  |
|        | Tot. | 877         | 1100 | 1977 |

Traffic Lane Flows

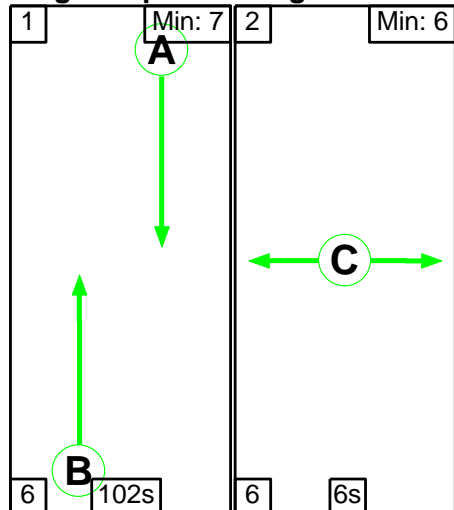
| Lane   | Scenario 3:<br>2018 OFF Peak |
|--|------------------------------|
| <b>Junction: Newgate Lane Woodcote Lane crossing</b> |                              |
| 1/1  | 877                          |
| 2/1  | 1100                         |
| 3/1  | 877                          |
| 4/1  | 1100                         |

Lane Saturation Flows

| Junction: Newgate Lane Woodcote Lane crossing |                          |          |               |               |                    |               |                   |                          |
|---|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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<br>(NLE Northbound)                       | 3.25                     | 0.00     | Y             | Arm 3 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 2/1<br>(NLE Southbound)                       | 3.25                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 3/1<br>(NLE Nb Exit Lane 1)                   | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/1<br>(NLE Sb Exit Lane 1)                   | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

Scenario 1: '2018 AM Peak' (FG1: '2018 AM Peak Hr (27 Sept 2018 survey)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



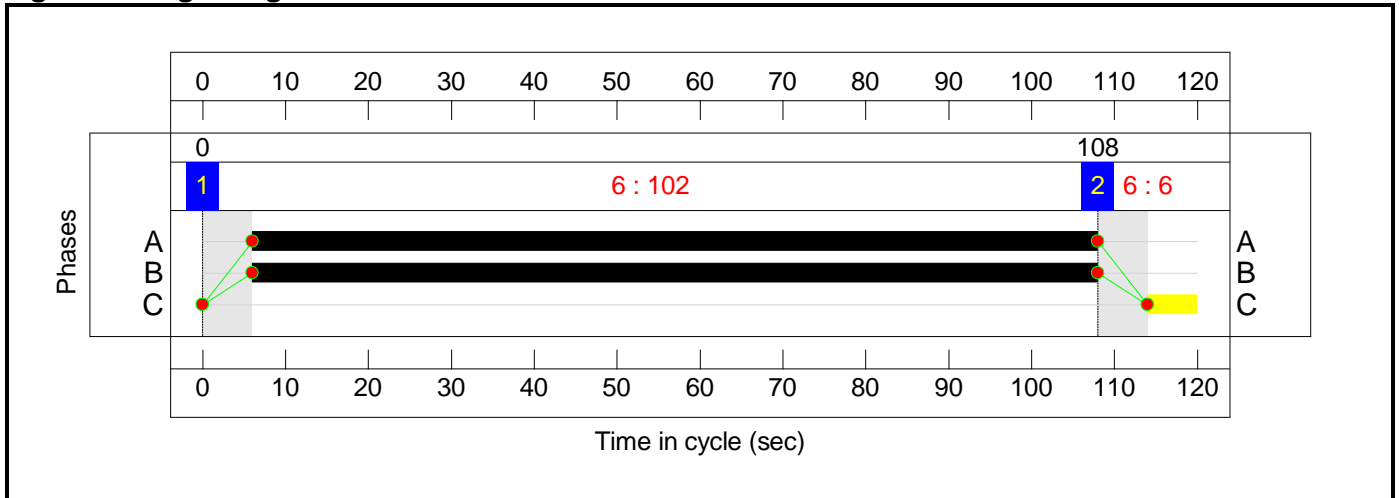


# Full Input Data And Results

## Stage Timings

| Stage        | 1   | 2   |
|--------------|-----|-----|
| Duration     | 102 | 6   |
| Change Point | 0   | 108 |

## Signal Timings Diagram



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

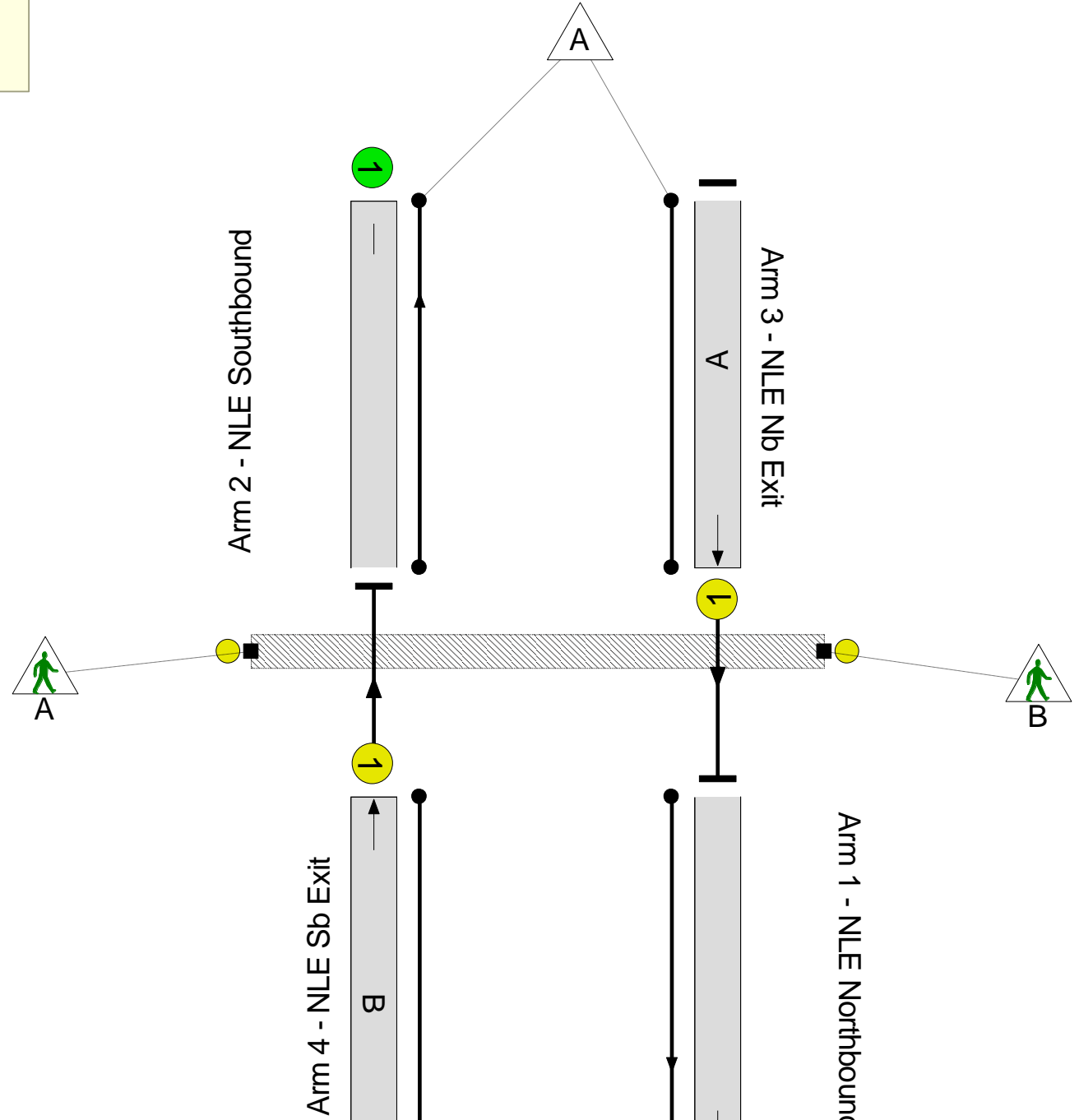
### Newgate Lane Woodcote Lane crossing



PRC: 5.5 %

Total Traffic Delay: 5.6 pcuHr

Ave. Route Delay Per Ped: 55.7 s/Ped



Full Input Data And Results

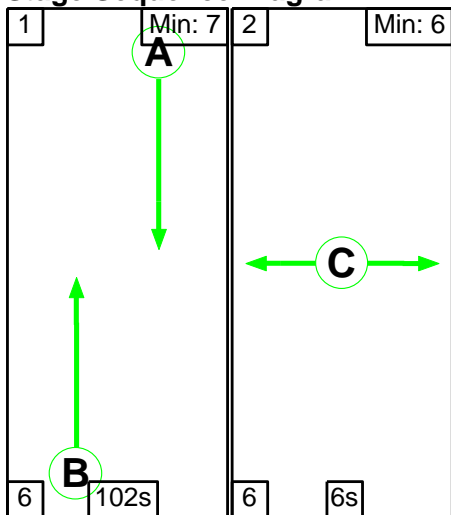
Network Results

| 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                          | -                            | -                           |  | -                            | -                                  | -                   | -                         | -                                | -                          | 85.3%                |
| Newgate Lane Woodcote Lane crossing | -                    | -             | N/A                          | -                            | -                           |  | -                            | -                                  | -                   | -                         | -                                | -                          | 85.3%                |
| 1/1                                 | NLE Northbound Ahead | U             | N/A                          | N/A                          | B                           |  | 1                            | 102                                | -                   | 1421                      | 1940                             | 1665                       | 85.3%                |
| 2/1                                 | NLE Southbound Ahead | U             | N/A                          | N/A                          | A                           |  | 1                            | 102                                | -                   | 814                       | 1940                             | 1665                       | 48.9%                |
| 3/1                                 | NLE Nb Exit          | U             | N/A                          | N/A                          | -                           |  | -                            | -                                  | -                   | 1421                      | Inf                              | Inf                        | 0.0%                 |
| 4/1                                 | NLE Sb Exit          | U             | N/A                          | N/A                          | -                           |  | -                            | -                                  | -                   | 814                       | Inf                              | Inf                        | 0.0%                 |
| Ped Link: P1                        | Unnamed Ped Link     | -             | N/A                          | -                            | C                           |  | 1                            | 6                                  | -                   | 61                        | -                                | 3600                       | 3.4%                 |
| 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                           | 2.2                                      | 3.3                          | 0.0                                | 5.6                 | -                         | -                                | -                          | -                    |
| Newgate Lane Woodcote Lane crossing | -                    | -             | 0                            | 0                            | 0                           | 2.2                                      | 3.3                          | 0.0                                | 5.6                 | -                         | -                                | -                          | -                    |
| 1/1                                 | 1421                 | 1421          | -                            | -                            | -                           | 1.8                                      | 2.8                          | -                                  | 4.6                 | 11.7                      | 24.9                             | 2.8                        | 27.7                 |
| 2/1                                 | 814                  | 814           | -                            | -                            | -                           | 0.5                                      | 0.5                          | -                                  | 0.9                 | 4.2                       | 6.6                              | 0.5                        | 7.0                  |
| 3/1                                 | 1421                 | 1421          | -                            | -                            | -                           | 0.0                                      | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/1                                 | 814                  | 814           | -                            | -                            | -                           | 0.0                                      | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| Ped Link: P1                        | 61                   | 61            | -                            | -                            | -                           | -  | -                            | -                                  | 0.9                 | 55.7                      | -                                | -                          | 1.9                  |
| C1                                  |                      |               | PRC for Signalled Lanes (%): |                              | 5.5                         | Total Delay for Signalled Lanes (pcuHr): |                              | 5.57                               | Cycle Time (s): 120 |                           |                                  |                            |                      |
|                                     |                      |               | PRC Over All Lanes (%):      |                              | 5.5                         | Total Delay Over All Lanes (pcuHr):      |                              | 5.57                               |                     |                           |                                  |                            |                      |

Full Input Data And Results

Scenario 2: '2018 PM Peak' (FG2: '2018 PM Peak Hr (27 Sept 2018 survey)', Plan 1: 'Network Control Plan 1')

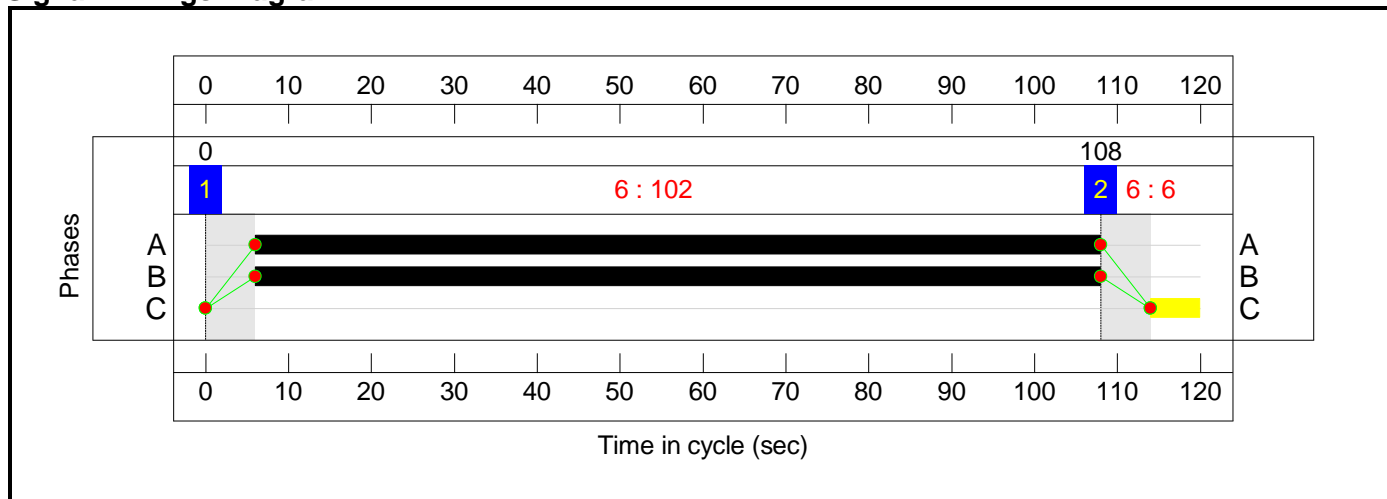
Stage Sequence Diagram



Stage Timings

| Stage        | 1   | 2   |
|--------------|-----|-----|
| Duration     | 102 | 6   |
| Change Point | 0   | 108 |

Signal Timings Diagram



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

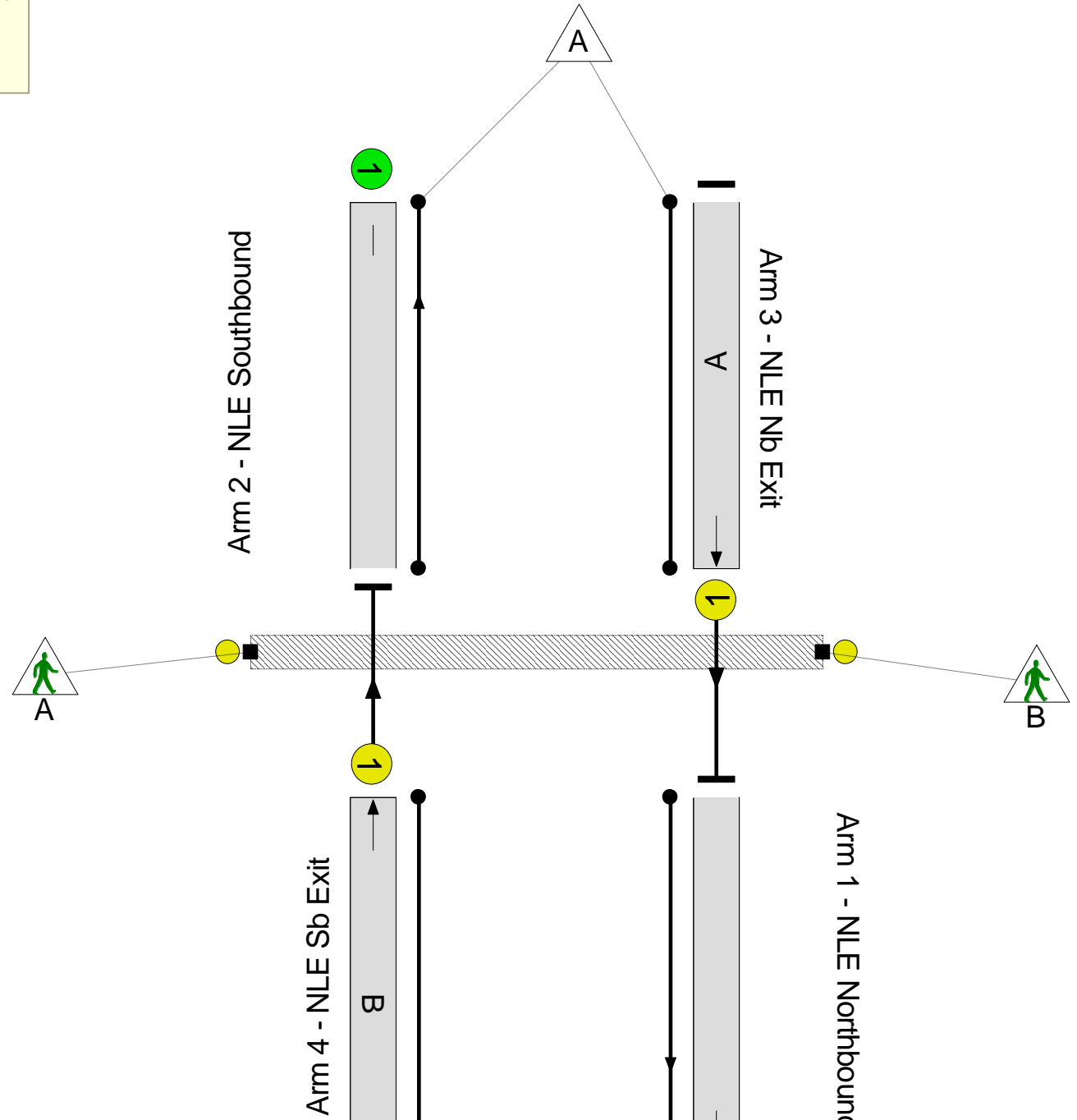
### Newgate Lane Woodcote Lane crossing



PRC: -15.8 %

Total Traffic Delay: 54.0 pcuHr

Ave. Route Delay Per Ped: 55.7 s/Ped



Full Input Data And Results

Network Results

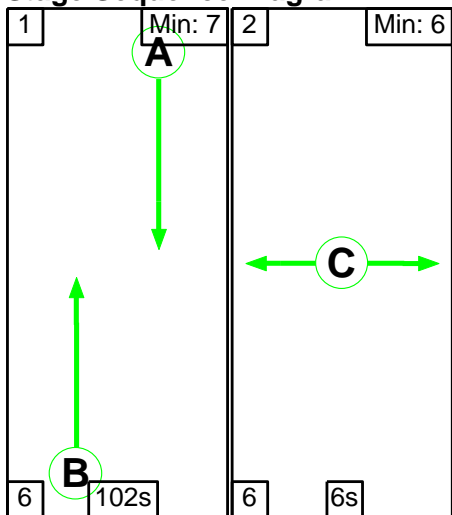
| Item                                | Lane Description     | Lane Type     | Controller Stream                  | Position In Filtered Route   | Full Phase                    | Arrow Phase           | Num Greens                                     | Total Green (s)                    | Arrow Green (s)                          | Demand Flow (pcu)         | Sat Flow (pcu/Hr)                | Capacity (pcu)             | Deg Sat (%)          |
|-------------------------------------|----------------------|---------------|------------------------------------|------------------------------|-------------------------------|-----------------------|--|------------------------------------|--|---------------------------|----------------------------------|----------------------------|----------------------|
| Network                             | -                    | -             | N/A                                | -                            | -                             |                       | -  | -                                  | -  | -                         | -                                | -                          | 104.3%               |
| Newgate Lane Woodcote Lane crossing | -                    | -             | N/A                                | -                            | -                             |                       | -  | -                                  | -  | -                         | -                                | -                          | 104.3%               |
| 1/1                                 | NLE Northbound Ahead | U             | N/A                                | N/A                          | B                             |                       | 1  | 102                                | -  | 956                       | 1940                             | 1665                       | 57.4%                |
| 2/1                                 | NLE Southbound Ahead | U             | N/A                                | N/A                          | A                             |                       | 1  | 102                                | -  | 1736                      | 1940                             | 1665                       | 104.3%               |
| 3/1                                 | NLE Nb Exit          | U             | N/A                                | N/A                          | -                             |                       | -  | -                                  | -  | 956                       | Inf                              | Inf                        | 0.0%                 |
| 4/1                                 | NLE Sb Exit          | U             | N/A                                | N/A                          | -                             |                       | -  | -                                  | -  | 1736                      | Inf                              | Inf                        | 0.0%                 |
| Ped Link: P1                        | Unnamed Ped Link     | -             | N/A                                | -                            | C                             |                       | 1  | 6                                  | -  | 52                        | -                                | 3600                       | 0.0%                 |
| Item                                | Arriving (pcu)       | Leaving (pcu) | Turners In Gaps (pcu)              | Turners When Unopposed (pcu) | Turners In Intergreen (pcu)   | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr)                   | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr)                      | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
| Network                             | -                    | -             | 0                                  | 0                            | 0                             | 8.3                   | 45.7   | 0.0                                | 54.0                                     | -                         | -                                | -                          | -                    |
| Newgate Lane Woodcote Lane crossing | -                    | -             | 0                                  | 0                            | 0                             | 8.3                   | 45.7   | 0.0                                | 54.0                                     | -                         | -                                | -                          | -                    |
| 1/1                                 | 956                  | 956           | -                                  | -                            | -                             | 0.6                   | 0.7  | -                                  | 1.3                                      | 4.9                       | 8.8                              | 0.7                        | 9.4                  |
| 2/1                                 | 1736                 | 1665          | -                                  | -                            | -                             | 7.7                   | 45.1   | -                                  | 52.7                                     | 109.3                     | 60.2                             | 45.1                       | 105.3                |
| 3/1                                 | 956                  | 956           | -                                  | -                            | -                             | 0.0                   | 0.0  | -                                  | 0.0                                      | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/1                                 | 1665                 | 1665          | -                                  | -                            | -                             | 0.0                   | 0.0  | -                                  | 0.0                                      | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| Ped Link: P1                        | 52                   | 52            | -                                  | -                            | -                             | -                     | -  | -                                  | 0.8                                      | 55.7                      | -                                | -                          | 1.7                  |
| C1                                  |                      |               | PRC for Signalled Lanes (%): -15.8 |                              | PRC Over All Lanes (%): -15.8 |                       | Total Delay for Signalled Lanes (pcuHr): 54.01 |                                    | Total Delay Over All Lanes(pcuHr): 54.01 |                           | Cycle Time (s): 120              |                            |                      |



Full Input Data And Results

Scenario 3: '2018 OFF Peak' (FG3: '2018 OFF Peak Hr (27 Sept 2018 survey)', Plan 1: 'Network Control Plan 1')

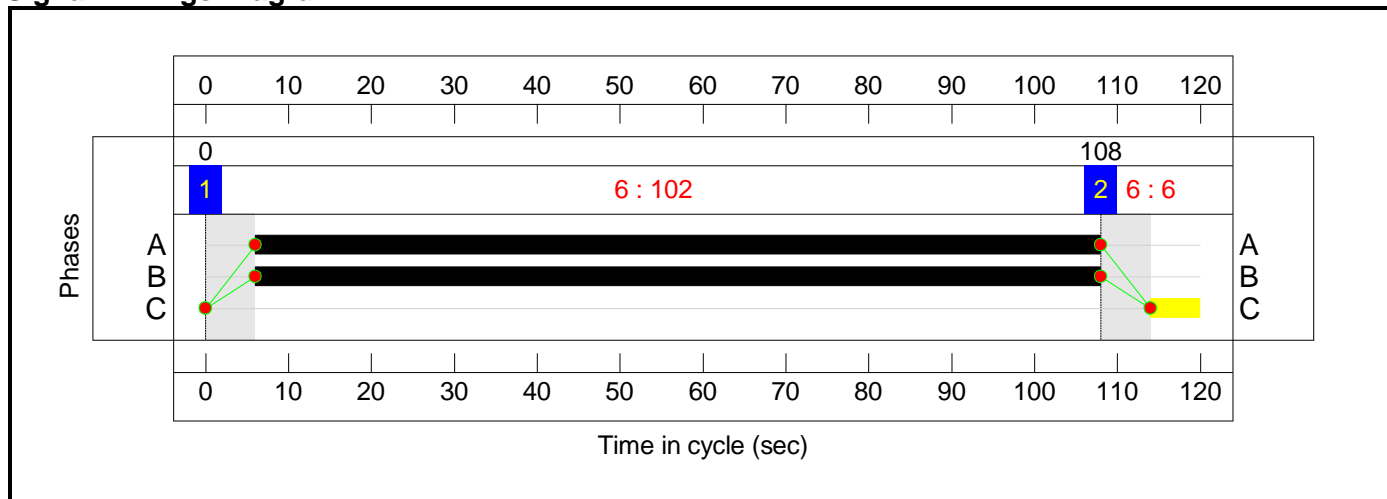
Stage Sequence Diagram



Stage Timings

| Stage        | 1   | 2   |
|--------------|-----|-----|
| Duration     | 102 | 6   |
| Change Point | 0   | 108 |

Signal Timings Diagram



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

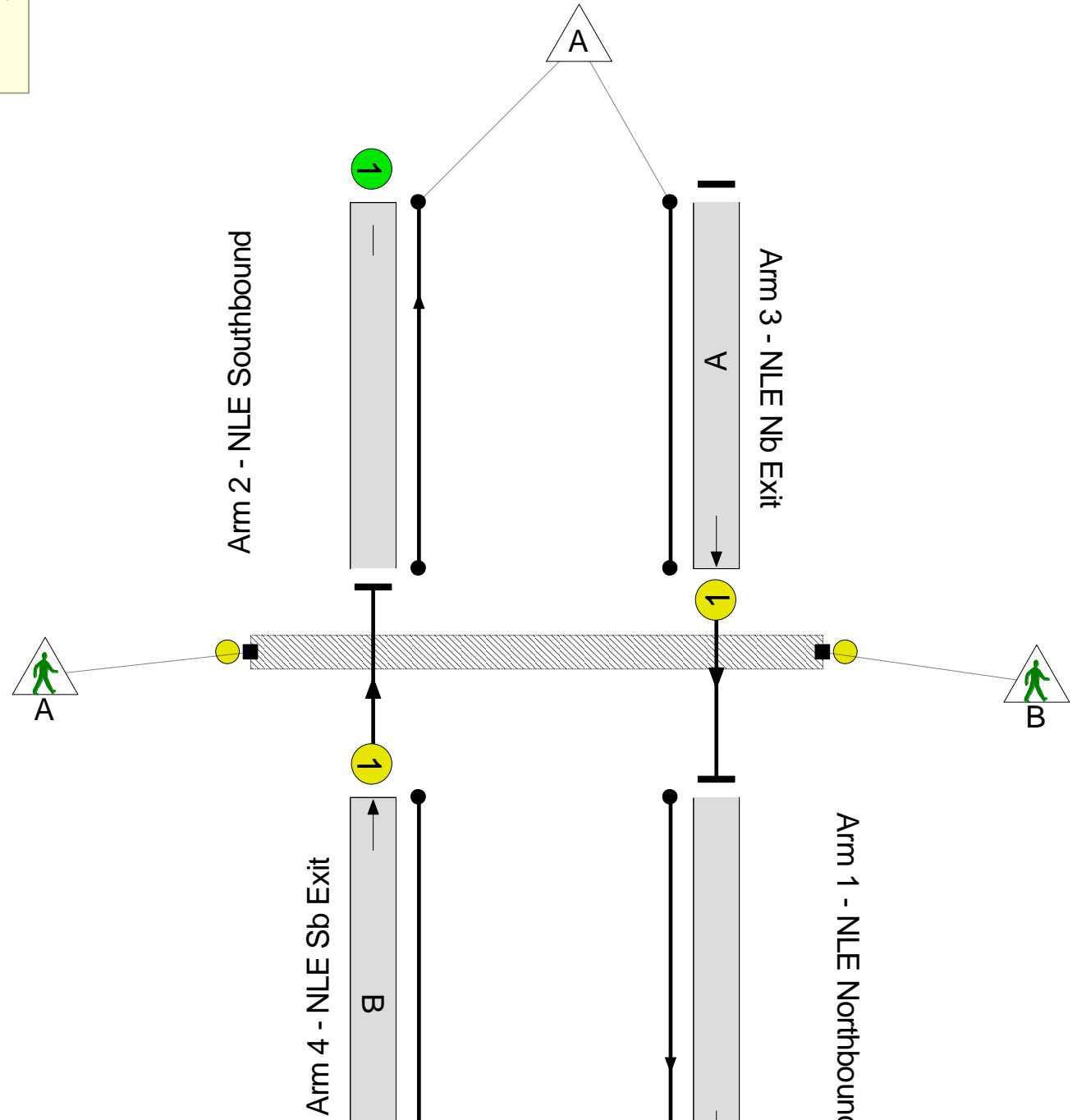
### Newgate Lane Woodcote Lane crossing



PRC: 36.2 %

Total Traffic Delay: 2.9 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



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                               | -                            | -                            |                       | -   | -                                  | -  | -                         | -                                | -                          | 66.1%                |
| Newgate Lane Woodcote Lane crossing | -                    | -             | N/A                               | -                            | -                            |                       | -   | -                                  | -  | -                         | -                                | -                          | 66.1%                |
| 1/1                                 | NLE Northbound Ahead | U             | N/A                               | N/A                          | B                            |                       | 1   | 102                                | -  | 877                       | 1940                             | 1665                       | 52.7%                |
| 2/1                                 | NLE Southbound Ahead | U             | N/A                               | N/A                          | A                            |                       | 1   | 102                                | -  | 1100                      | 1940                             | 1665                       | 66.1%                |
| 3/1                                 | NLE Nb Exit          | U             | N/A                               | N/A                          | -                            |                       | -   | -                                  | -  | 877                       | Inf                              | Inf                        | 0.0%                 |
| 4/1                                 | NLE Sb Exit          | U             | N/A                               | N/A                          | -                            |                       | -   | -                                  | -  | 1100                      | Inf                              | Inf                        | 0.0%                 |
| Ped Link: P1                        | Unnamed Ped Link     | -             | N/A                               | -                            | C                            |                       | 1   | 6                                  | -  | 0                         | -                                | 3600                       | 0.0%                 |
| Item                                | Arriving (pcu)       | Leaving (pcu) | Turners In Gaps (pcu)             | Turners When Unopposed (pcu) | Turners In Intergreen (pcu)  | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr)                  | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr)                      | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
| Network                             | -                    | -             | 0                                 | 0                            | 0                            | 1.4                   | 1.5   | 0.0                                | 2.9                                      | -                         | -                                | -                          | -                    |
| Newgate Lane Woodcote Lane crossing | -                    | -             | 0                                 | 0                            | 0                            | 1.4                   | 1.5   | 0.0                                | 2.9                                      | -                         | -                                | -                          | -                    |
| 1/1                                 | 877                  | 877           | -                                 | -                            | -                            | 0.5                   | 0.6   | -                                  | 1.1                                      | 4.5                       | 7.6                              | 0.6                        | 8.1                  |
| 2/1                                 | 1100                 | 1100          | -                                 | -                            | -                            | 0.8                   | 1.0   | -                                  | 1.8                                      | 6.0                       | 11.9                             | 1.0                        | 12.9                 |
| 3/1                                 | 877                  | 877           | -                                 | -                            | -                            | 0.0                   | 0.0   | -                                  | 0.0                                      | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/1                                 | 1100                 | 1100          | -                                 | -                            | -                            | 0.0                   | 0.0   | -                                  | 0.0                                      | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| Ped Link: P1                        | 0                    | 0             | -                                 | -                            | -                            | -                     | -   | -                                  | 0.0                                      | 0.0                       | -                                | -                          | 0.0                  |
| C1                                  |                      |               | PRC for Signalled Lanes (%): 36.2 |                              | PRC Over All Lanes (%): 36.2 |                       | Total Delay for Signalled Lanes (pcuHr): 2.91 |                                    | Total Delay Over All Lanes (pcuHr): 2.91 |                           | Cycle Time (s): 120              |                            |                      |