AM 190 Private Dwellings			
	Degree of Saturation	Queue Length	Average Delay per PCU
70:30 (OS Flare)			
Newgate Lane East NB	88.7	18.6	11
Newgate Lane	71.6	3.9	85.7
Newgate Lane East SB	80	**5**	**7.3**
72.8:27.2 (OS Flare)			
Newgate Lane East NB	90	20.7	12.3
Newgate Lane	71.6	3.9	85.7
Newgate Lane East SB	80	**5**	**7.3**

PM 190 Private Dwellings			
	Degree of Saturation	Queue Length	Average Delay per PCU
70:30 (OS Flare)			
Newgate Lane East NB	53	6.1	4
Newgate Lane	54.9	2.6	73.9
Newgate Lane East SB	58.3	**8.8**	**4.6**
69.9:30.1 (OS Flare)			
Newgate Lane East NB	53	6.1	4
Newgate Lane	54.9	2.6	73.9
Newgate Lane East SB	58.3	**8.8**	**4.6**

*Values in bold have been amended

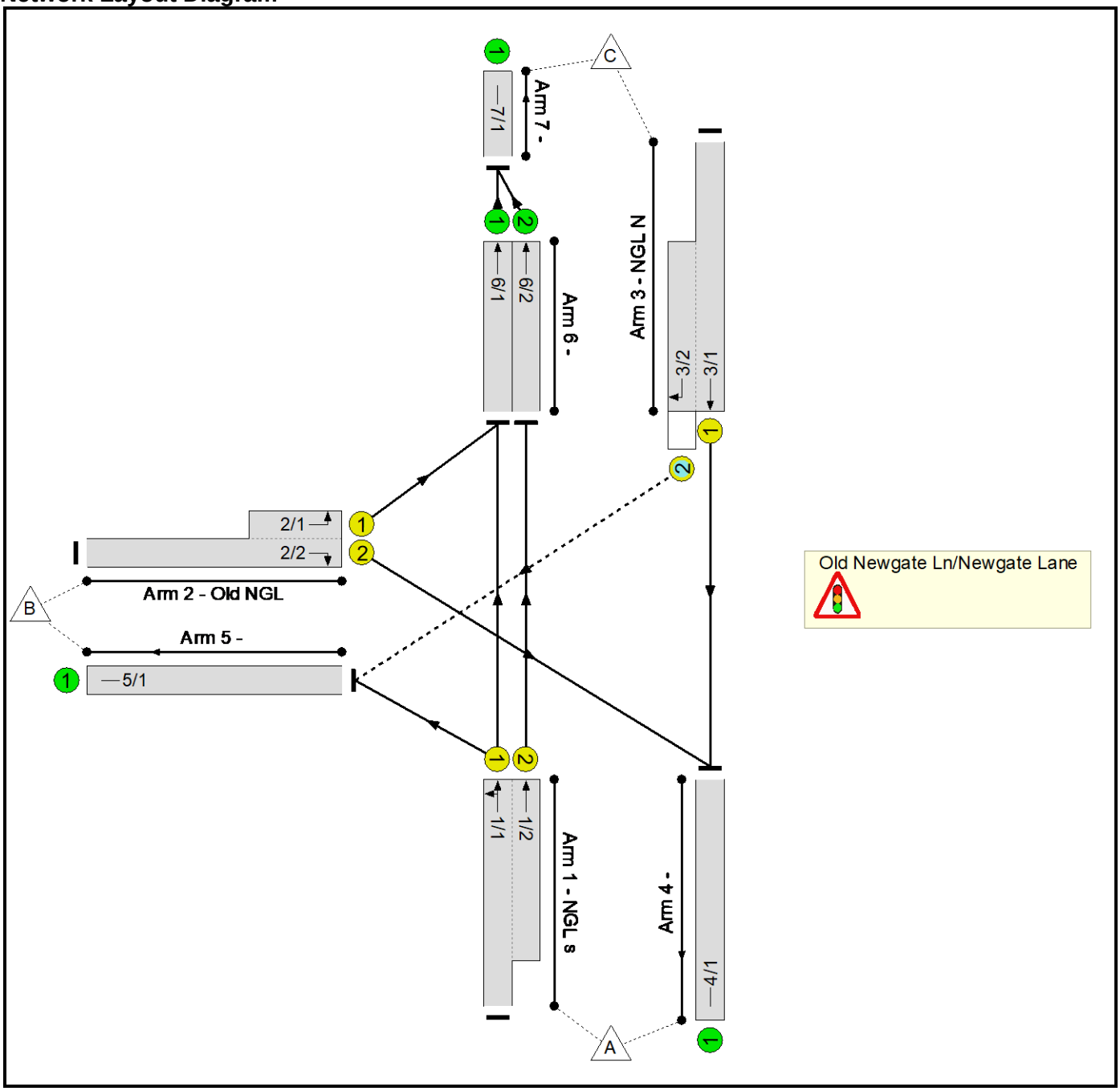
**Values for Newgate Lane East SB DoS in the AM is for the right turn lane as this is the greatest value. Full results can be found in the below LinSig report

Full Input Data And Results

User and Project Details

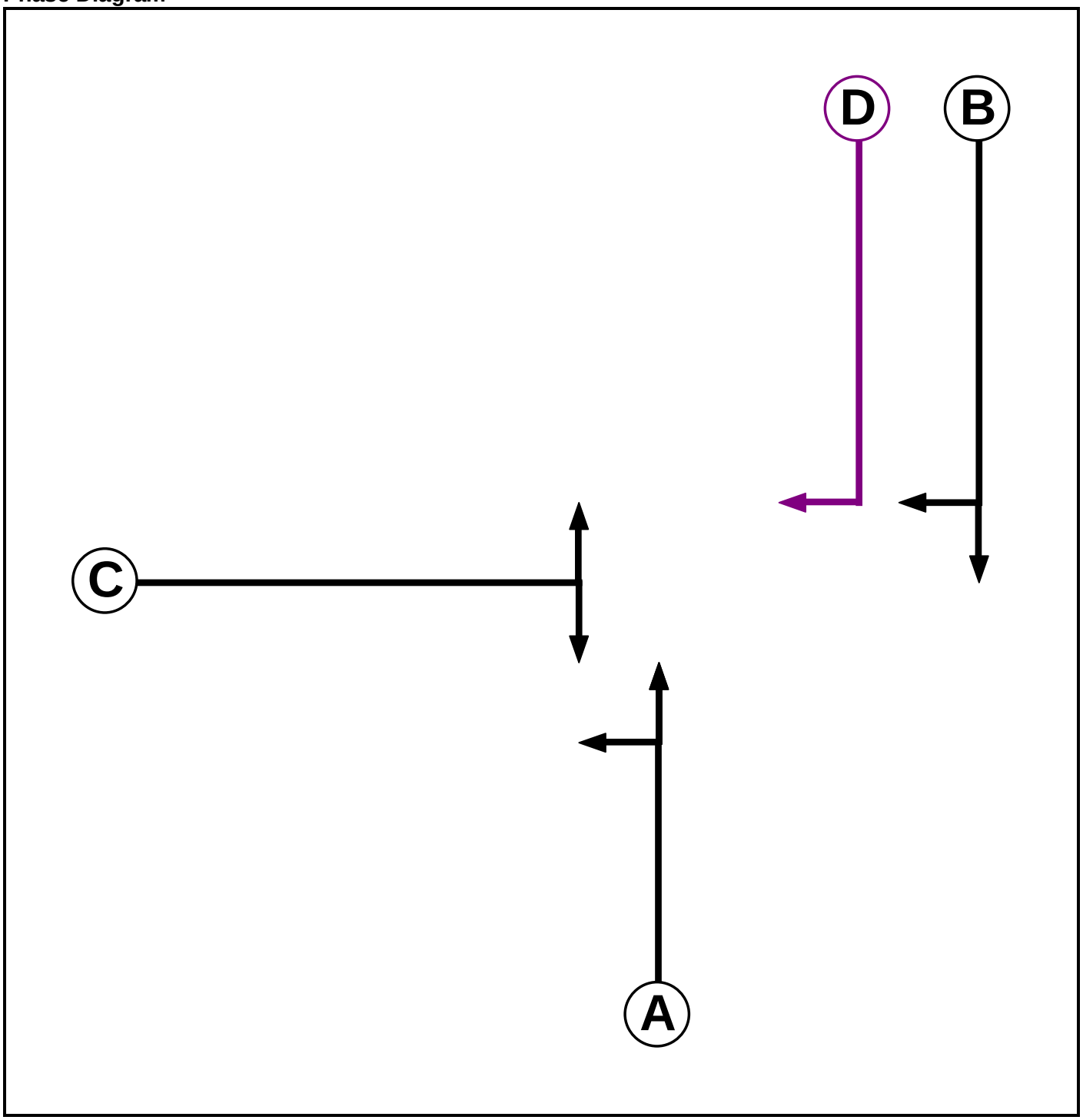
Project:	
Title:	
Location:	
Additional detail:	
File name:	Indicative Arrow 190 Dwells OS Flare v1.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

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

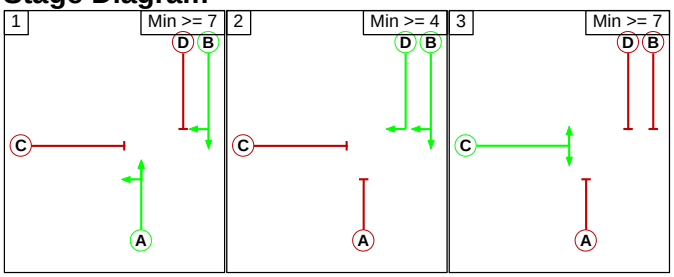
Phase Intergreens Matrix

	Starting Phase				
Terminating Phase		A	B	C	D
	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			
From Stage		1	2	3
	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	-	4.00	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 190'	08:00	09:00	01:00	
2: '2024 PM DS2 190'	17:00	18:00	01:00	

Scenario 5: '2024 AM DS2 70 30' (FG1: '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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2024 AM DS2 70 30
Junction: Old Newgate Ln/Newgate Lane	
1/1 (with short)	1679(In) 1186(Out)
1/2 (short)	493
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	1208
6/2	493
7/1	1701

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	2.9 % 97.1 %	1959	1959
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)	4.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2015	2015
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 6: '2024 PM DS2 70 30' (FG2: '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

Traffic Lane Flows

Lane	Scenario 6: 2024 PM DS2 70 30
Junction: Old Newgate Ln/Newgate Lane	
1/1 (with short)	994(In) 716(Out)
1/2 (short)	278
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	711
6/2	278
7/1	989

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	9.5 %	1947	1947
				Arm 6 Ahead	Inf	90.5 %		
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)	4.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2015	2015
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 14: '2024 AM DS2 72.8 27.2' (FG1: '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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2024 AM DS2 72.8 27.2
Junction: Old Newgate Ln/Newgate Lane	
1/1 (with short)	1679(In) 1232(Out)
1/2 (short)	447
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	1254
6/2	447
7/1	1701

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)	4.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2015	2015
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 15: '2024 PM DS2 69.9 30.1' (FG2: '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

Traffic Lane Flows

Lane	Scenario 15: 2024 PM DS2 69.9 30.1
Junction: Old Newgate Ln/Newgate Lane	
1/1 (with short)	994(In) 715(Out)
1/2 (short)	279
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	710
6/2	279
7/1	989

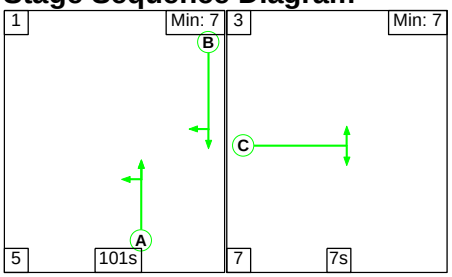
Full Input Data And Results

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	9.5 %	1946	1946
				Arm 6 Ahead	Inf	90.5 %		
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)	4.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	2015	2015
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 5: '2024 AM DS2 70 30' (FG1: '2024 AM DS2 190', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

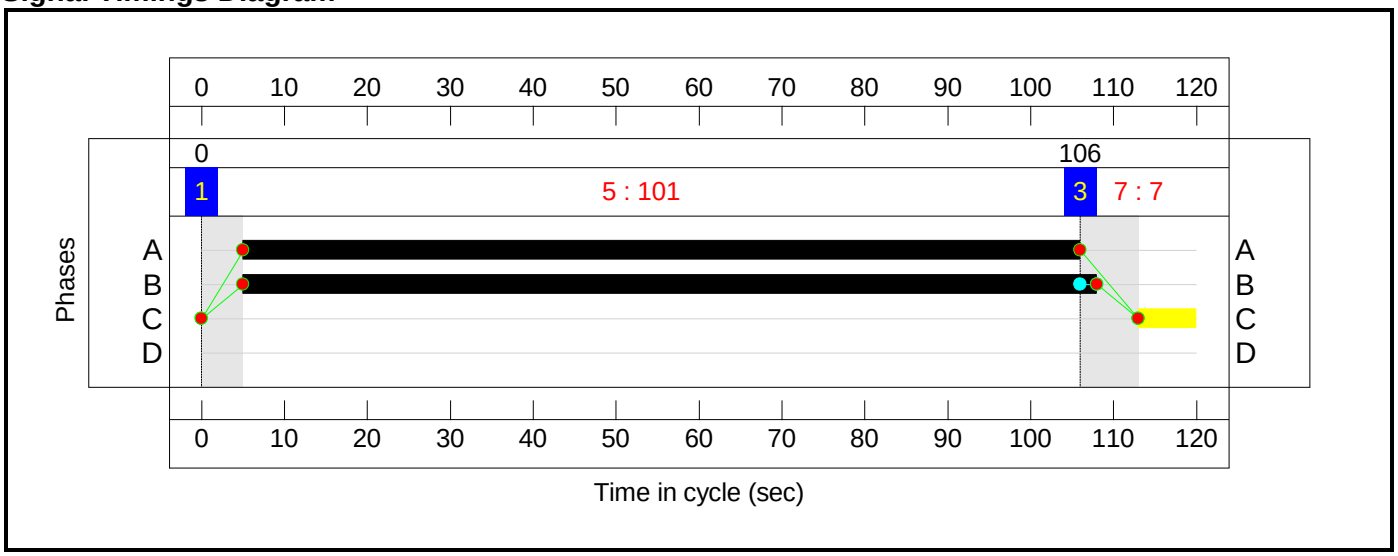


Stage Timings

Stage	1	3
Duration	101	7
Change Point	0	106

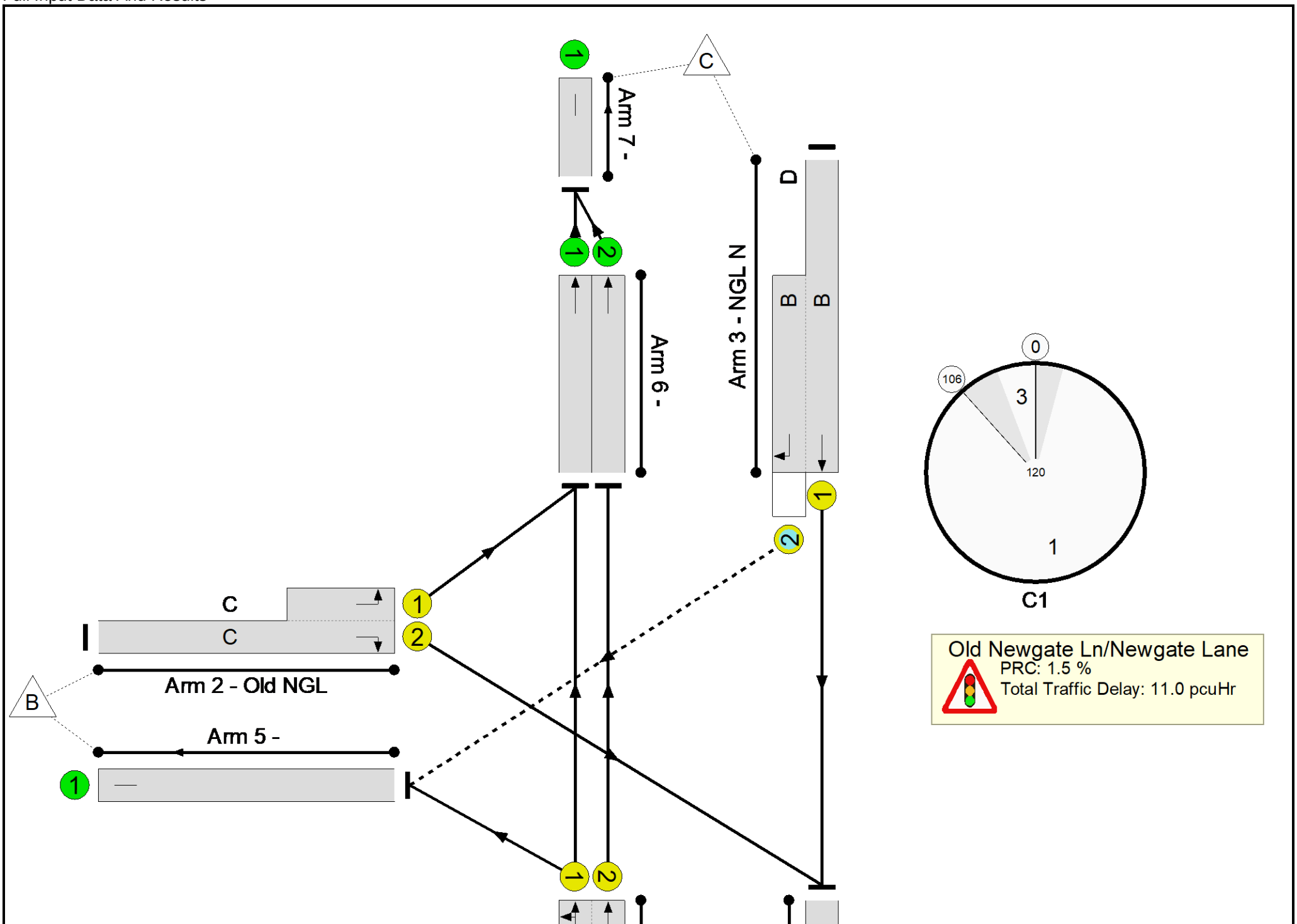
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 7 -
C
Arm 6 -
Arm 3 - NGL N
D
B
B
C
C
Arm 2 - Old NGL
B
Arm 5 -
0
106
3
120
1
C1
Old Newgate Ln/Newgate Lane
PRC: 1.5 %
Total Traffic Delay: 11.0 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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
Old Newgate Ln/Newgate Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	101	-	1679	1959:1965	1338+556	88.7 : 88.7%
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	2015:1786	1640+60	41.9 : 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	-		-	-	-	1208	1940	1940	62.3%
6/2	Ahead	U	N/A	N/A	-		-	-	-	493	1940	1940	25.4%
7/1		U	N/A	N/A	-		-	-	-	1701	Inf	Inf	0.0%

Full Input Data And Results

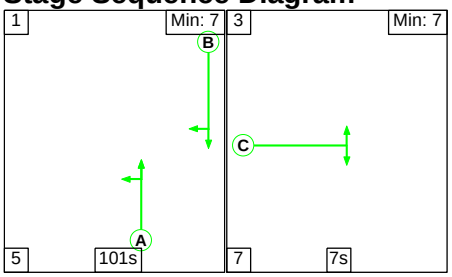
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**48**	**3.8**	**6.4**	**0.8**	**11.0**	**-**	**-**	**-**	**-**
Old Newgate Ln/Newgate Lane	**-**	**-**	**0**	**0**	**48**	**3.8**	**6.4**	**0.8**	**11.0**	**-**	**-**	**-**	**-**
1/1+1/2	1679	1679	-	-	-	1.4	3.8	-	5.1	11.0	14.8	3.8	18.6
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	7.3	4.6	0.4	5.0
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	1208	1208	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
6/2	493	493	-	-	-	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

C1 PRC for Signalled Lanes (%): 1.5 Total Delay for Signalled Lanes (pcuHr): 9.97 Cycle Time (s): 120
PRC Over All Lanes (%): 1.5 Total Delay Over All Lanes(pcuHr): 10.96

Full Input Data And Results

Scenario 6: '2024 PM DS2 70 30' (FG2: '2024 PM DS2 190', Plan 1: 'Network Control Plan 1')

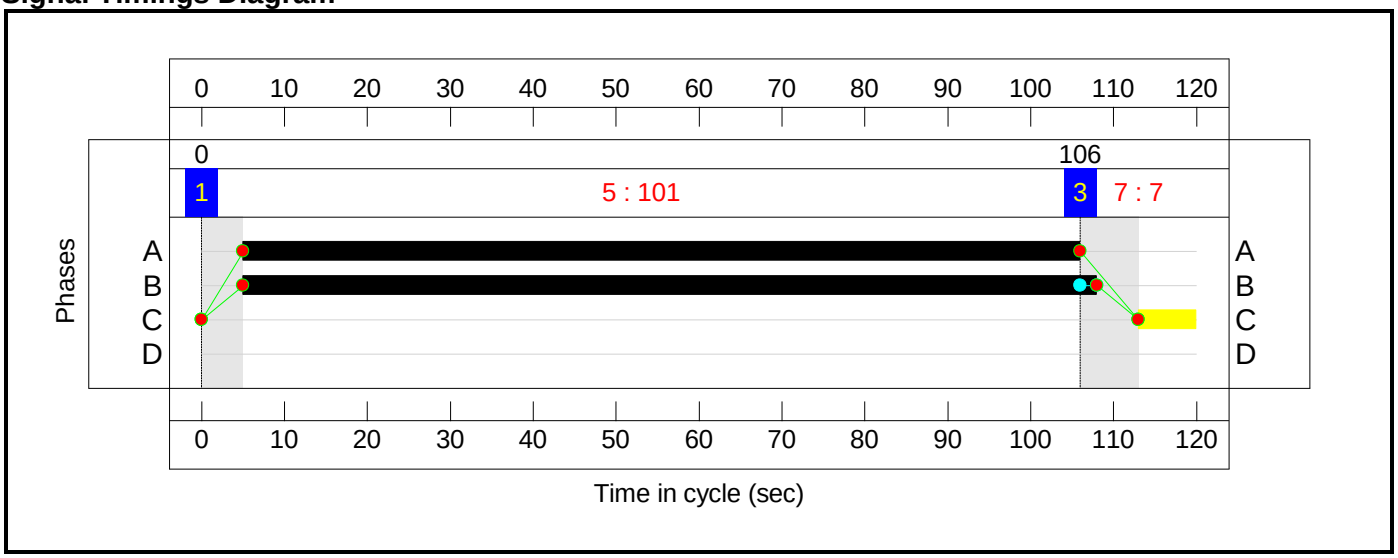
Stage Sequence Diagram



Stage Timings

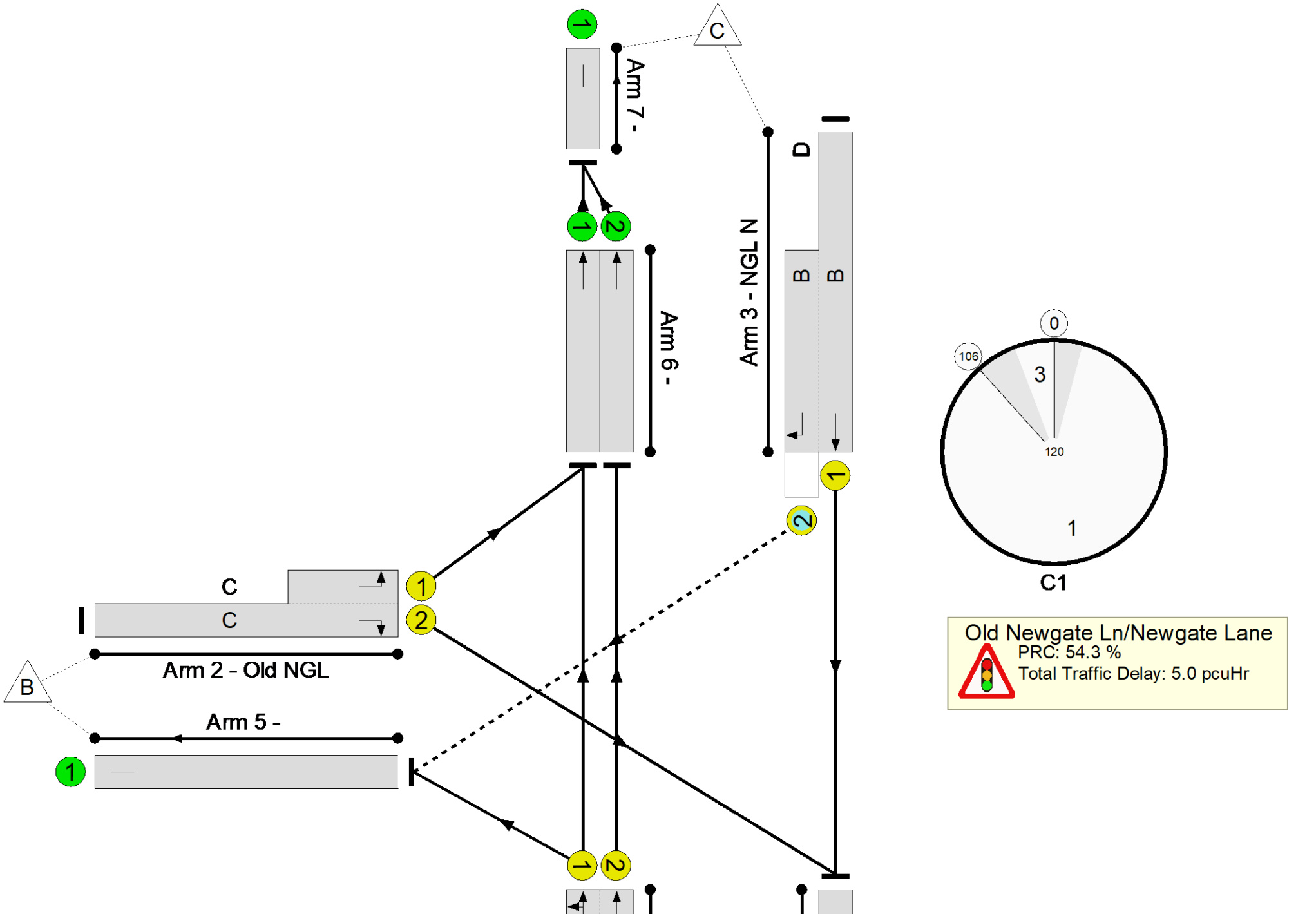
Stage	1	3
Duration	101	7
Change Point	0	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 7 -
C
Arm 6 -
Arm 3 - NGL N
D
B
B
C
C
Arm 2 - Old NGL
B
Arm 5 -
0
106
3
120
1
C1
Old Newgate Ln/Newgate Lane
PRC: 54.3 %
Total Traffic Delay: 5.0 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	101	-	994	1947:1965	1350+524	53.0 : 53.0%
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+O	N/A	N/A	B	D	1	103	0	1022	2015:1786	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	-		-	-	-	711	1940	1940	36.6%
6/2	Ahead	U	N/A	N/A	-		-	-	-	278	1940	1940	14.3%
7/1		U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%

Full Input Data And Results

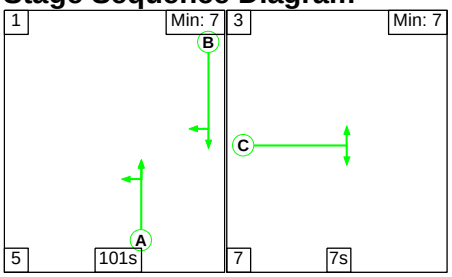
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**50**	**0**	**1**	**2.8**	**2.2**	**0.0**	**5.0**	**-**	**-**	**-**	**-**
Old Newgate Ln/Newgate Lane	**-**	**-**	**50**	**0**	**1**	**2.8**	**2.2**	**0.0**	**5.0**	**-**	**-**	**-**	**-**
1/1+1/2	994	994	-	-	-	0.5	0.6	-	1.1	4.0	5.6	0.6	6.1
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	50	0	1	0.6	0.7	0.0	1.3	4.6	8.1	0.7	8.8
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	711	711	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	278	278	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 54.3 Total Delay for Signalled Lanes (pcuHr): 4.65 Cycle Time (s): 120
PRC Over All Lanes (%): 54.3 Total Delay Over All Lanes(pcuHr): 5.02

Full Input Data And Results

Scenario 14: '2024 AM DS2 72.8 27.2' (FG1: '2024 AM DS2 190', Plan 1: 'Network Control Plan 1')

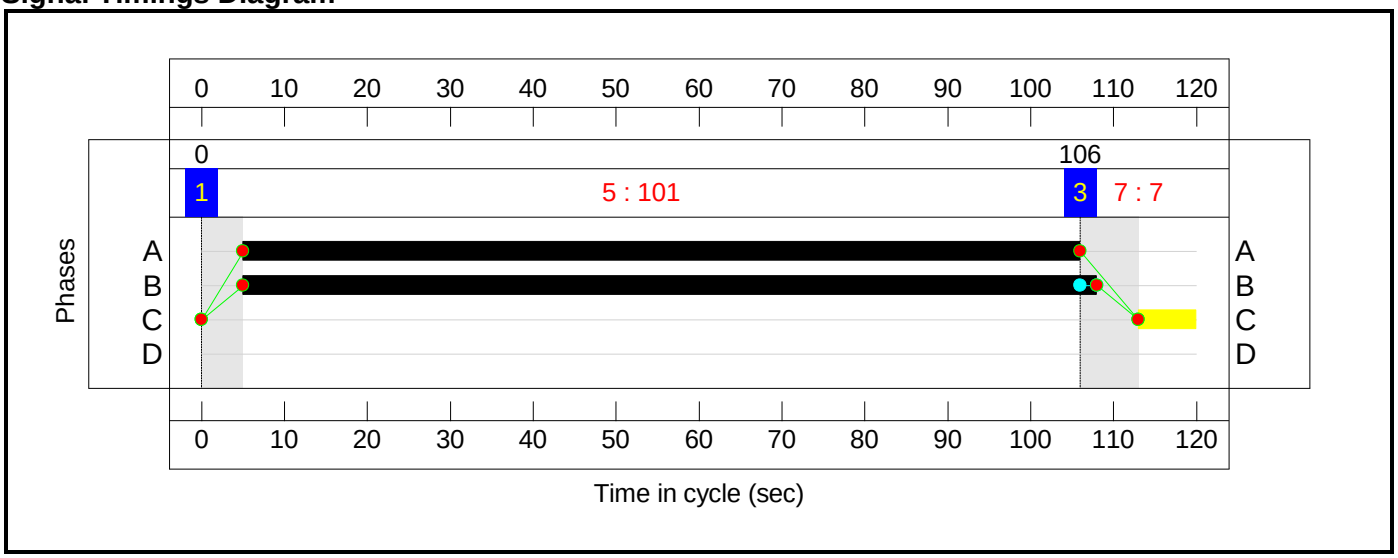
Stage Sequence Diagram



Stage Timings

Stage	1	3
Duration	101	7
Change Point	0	106

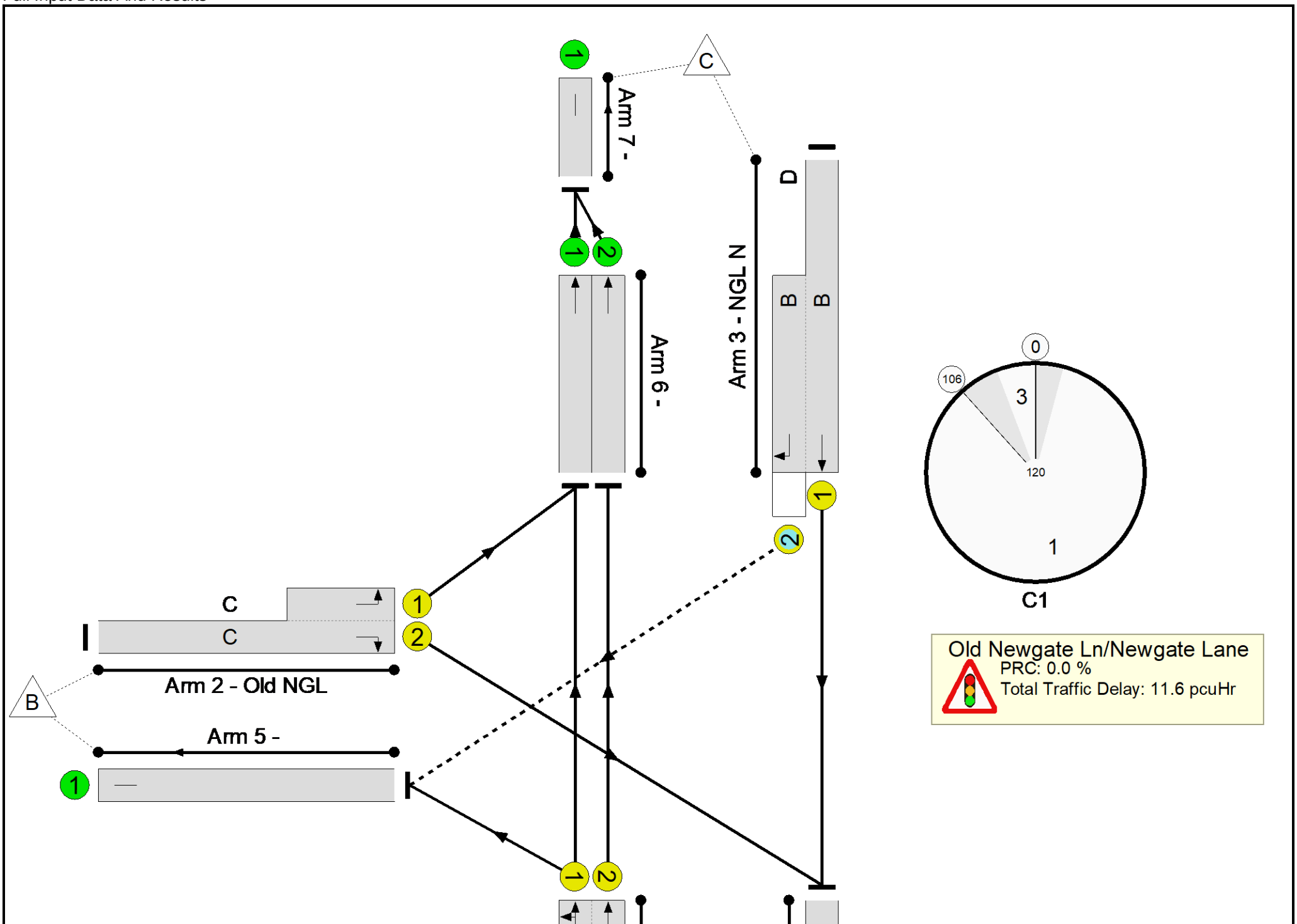
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**
Old Newgate Ln/Newgate Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**
1/1+1/2	NGL s Left Ahead	U	N/A	N/A	A		1	101	-	1679	1960:1965	1370+497	90.0 : 90.0%
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	2015:1786	1640+60	41.9 : 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	-		-	-	-	1254	1940	1940	64.6%
6/2	Ahead	U	N/A	N/A	-		-	-	-	447	1940	1940	23.0%
7/1		U	N/A	N/A	-		-	-	-	1701	Inf	Inf	0.0%

Full Input Data And Results

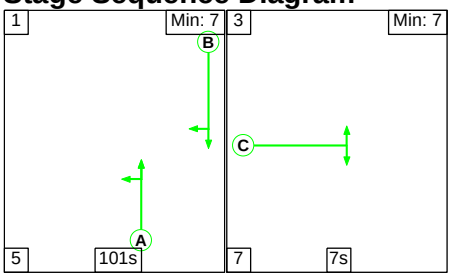
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**48**	**3.9**	**6.9**	**0.8**	**11.6**	**-**	**-**	**-**	**-**
Old Newgate Ln/Newgate Lane	**-**	**-**	**0**	**0**	**48**	**3.9**	**6.9**	**0.8**	**11.6**	**-**	**-**	**-**	**-**
1/1+1/2	1679	1679	-	-	-	1.5	4.3	-	5.7	12.3	16.4	4.3	20.7
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	7.3	4.6	0.4	5.0
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	1254	1254	-	-	-	0.0	0.9	-	0.9	2.6	0.0	0.9	0.9
6/2	447	447	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	1701	1701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 10.56 Cycle Time (s): 120
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 11.62

Full Input Data And Results

Scenario 15: '2024 PM DS2 69.9 30.1' (FG2: '2024 PM DS2 190', Plan 1: 'Network Control Plan 1')

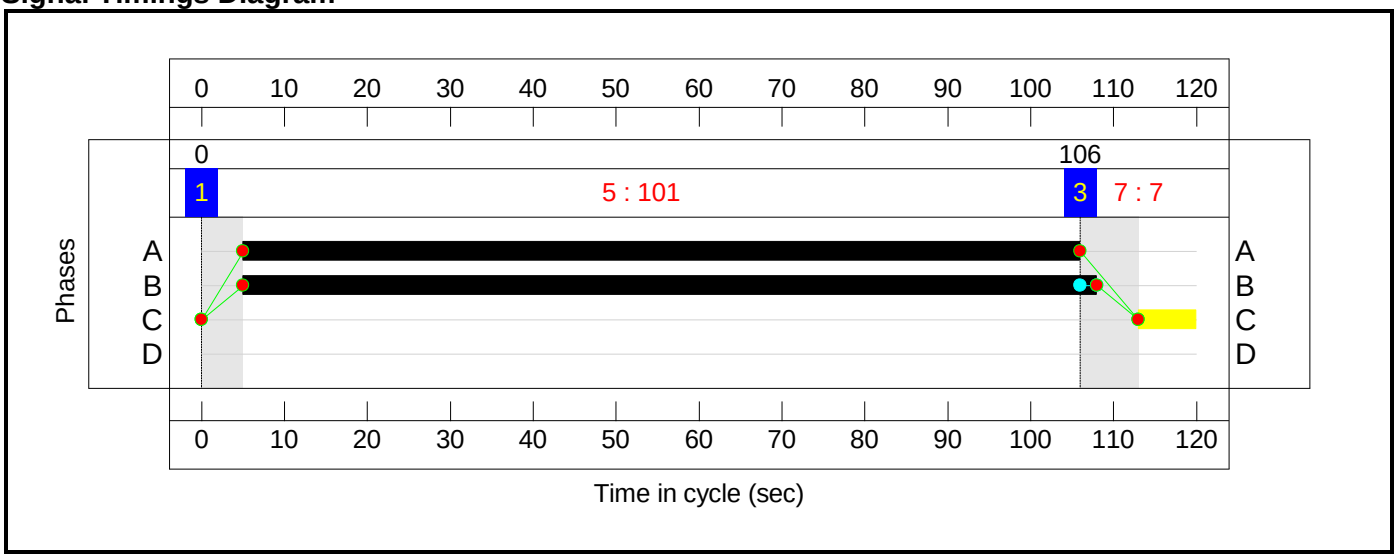
Stage Sequence Diagram



Stage Timings

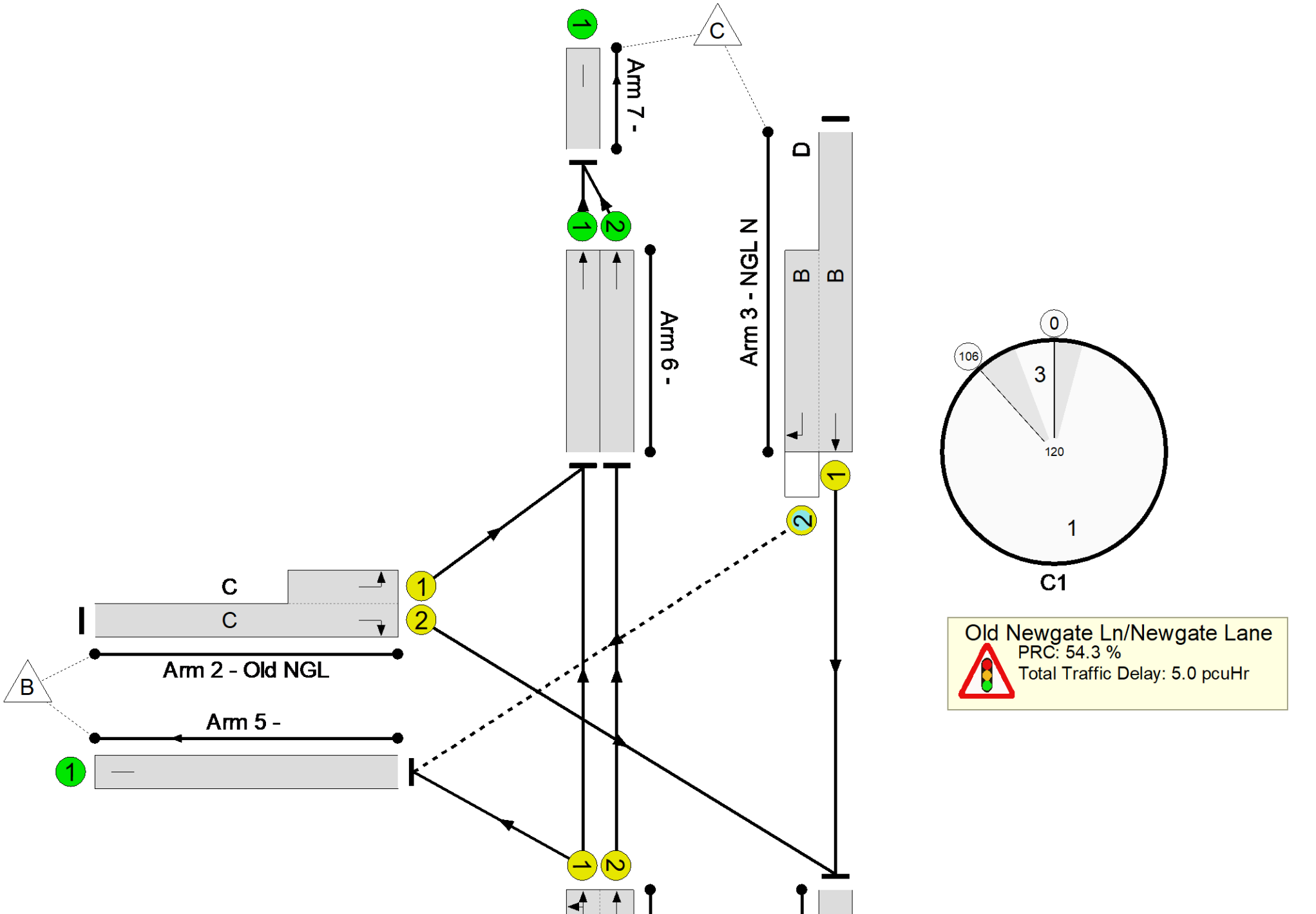
Stage	1	3
Duration	101	7
Change Point	0	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 7 -
C
Arm 6 -
Arm 3 - NGL N
D
B
B
C
C
Arm 2 - Old NGL
B
Arm 5 -
0
106
3
120
1
C1
Old Newgate Ln/Newgate Lane
PRC: 54.3 %
Total Traffic Delay: 5.0 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	101	-	994	1946:1965	1349+526	53.0 : 53.0%
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+O	N/A	N/A	B	D	1	103	0	1022	2015:1786	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	-		-	-	-	710	1940	1940	36.6%
6/2	Ahead	U	N/A	N/A	-		-	-	-	279	1940	1940	14.4%
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**	**2.2**	**0.0**	**5.0**	**-**	**-**	**-**	**-**
Old Newgate Ln/Newgate Lane	**-**	**-**	**50**	**0**	**1**	**2.8**	**2.2**	**0.0**	**5.0**	**-**	**-**	**-**	**-**
1/1+1/2	994	994	-	-	-	0.5	0.6	-	1.1	4.0	5.6	0.6	6.1
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	50	0	1	0.6	0.7	0.0	1.3	4.6	8.1	0.7	8.8
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	710	710	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	279	279	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 54.3 Total Delay for Signalled Lanes (pcuHr): 4.65 Cycle Time (s): 120
PRC Over All Lanes (%): 54.3 Total Delay Over All Lanes(pcuHr): 5.02