

Technical Note

Project: Hinckley

Subject: Land East of Stoke Road, Hinckley

Client:	Vistry		
Project No:	10046	Version:	A
Document Ref:	REP001	Author:	Richard Ellam
Date:	06/3/2026	Approved:	Chris Appleton

I Introduction

I.1 Overview of scope

- 1.1.1 PJA have been appointed by Vistry to review the Section 278 highway works associated with their proposed development at Land East of Stoke Road, Hinckley.
- 1.1.2 This Technical Note (TN) considers the impact of the proposed scheme at the junction of Ashby Road (B4667) and the A47, at which off-site highway mitigation works have been proposed previously.
- 1.1.3 This existing intersection is currently traffic signal controlled, and the development proposes mitigation works to offset its impact at this junction and also the delivery of pedestrian crossing facilities. These offsite highway works are shown on drawing no T19595/007/C included as **Appendix A** to this Note.

I.2 Planning consent

- 1.2.1 An outline planning application (Ref 22/00318/OUT) for the following, was submitted in April 2022 by Richborough Estates Ltd and Mr and Mrs Adcock:

“Outline planning application for the erection of up to 475 dwellings, including public open space, land reserved for a primary school together with future expansion land (Use Class F1(a)), drainage, landscaping and associated infrastructure.”

- 1.2.2 The application was initially refused consent by the Local Planning Authority but subsequently granted consent at appeal (ref: APP/K2420/W/23/3323113). Several of the main issues at Appeal in November 2023 were highway related and included the following:

“Whether or not:-

1) Safe and suitable access to the proposed development would be available for all users.

2) The proposed development would result in unacceptable impacts on the transport network.

3) Contributions to mitigate the impacts of the proposed development are a necessary and reasonable requirement, and whether such contributions have been made.”

- 1.2.3 Ultimately in progressing to appeal, the applicant and LHA agreed highways matters and the LHA withdrew their objection. As noted in paragraph 8 of the Appeal decision:

“8. However, during the appeal process these discussions were satisfactorily concluded with the appellants’ submitting data derived using the Leicestershire County Council Pan Regional Transport Model (PRTM). This data showed that there would be no unacceptable impacts relating to either highway safety or on the network in transport terms. Consequently, the Council withdrew their objection to the proposed development.”

1.3 Rationale for change

- 1.3.1 Since the Appeal hearing in 2023, the site has been purchased by Vistry and they are now progressing the on-site delivery and Section 278 off site highway works.
- 1.3.2 In progressing the section 278 design works for the junction in question, concerns have been raised about the feasibility of widening on the southern Ashby Road approach to the junction. The interaction with adjacent driveways and level changes to the west, where widening was proposed, has meant the works cannot be delivered in the form originally proposed.
- 1.3.3 This Technical Note thus re-visits the appraisal and modelling of this junction to consider whether the widening on this approach is still required to offset the impact of the proposed trips and/or if alternative minor modifications can be made to the design to offset the impact of the development to an acceptable level.

I.4 Original Transport Assessment

- 1.4.1 A Transport Assessment (TA) in support of the original application was prepared by Hub Transport Planning Ltd in March 2022. This was informed by traffic survey data collected in October 2021, and given the timing of these surveys, 'Covid uplift' factors were applied given concerns about its validity. These factors were specific to Leicestershire and applied to reflect the difference between current traffic levels and expected traffic levels taking account of the effects of the Covid-19 pandemic. This resulted in uplift of between 6% and 9% in the observed flows.
- 1.4.2 The figure below summarises the modelling results in the TA for the junction of interest, in the existing scenarios (Table 10 of the original TA).

Table 10 – A47/Ashby Road Signals EXISTING – LinSig Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Sat (%)	Queue	Delay (s)	Sat (%)	Queue	Delay (s)
2022 Base						
A47 (West)	76.1	11	33	75.9	12	35
Ashby Rd (North)	94.9	18	60	82.2	12	33
A47 (East)	83.8	17	33	71.0	12	31
Ashby Rd (South)	88.4	15	54	70.2	11	31
Cycle Time (s)		90			90	
PRC (%)		-5.4			8.3	
Delay (PCU/Hr)		35.93			25.70	
2027 + Committed						
A47 (West)	135.1	182	547	115.8	97	305
Ashby Rd (North)	106.0	50	164	115.2	82	301
A47 (East)	112.2	79	258	116.8	81	334
Ashby Rd (South)	82.3	14	40	89.7	19	44
Cycle Time (s)		90			90	
PRC (%)		-50.7			-30.4	
Delay (PCU/Hr)		280.56			240.52	
2027 + Committed + Development						
A47 (West)	159.2	260	798	125.2	137	430
Ashby Rd (North)	101.2	29	95	119.5	96	360
A47 (East)	134.2	150	537	123.8	104	419
Ashby Rd (South)	103.2	33	142	91.9	21	48
Cycle Time (s)		90			90	
PRC (%)		-78.9			-39.1	
Delay (PCU/Hr)		436.58			317.80	
2032 Base + Committed						
A47 (West)	134.3	185	537	116.2	103	312
Ashby Rd (North)	133.1	140	528	118.3	95	342
A47 (East)	104.3	51	140	111.1	65	244
Ashby Rd (South)	95.4	21	71	119.1	85	354
Cycle Time (s)		90			90	
PRC (%)		-50.2			-32.4	
Delay (PCU/Hr)		349.76			304.72	
2032 Base + Committed + Development						
A47 (West)	124.5	159	418	118.4	115	342
Ashby Rd (North)	135.5	147	556	119.1	98	353
A47 (East)	90.5	23	38	117.4	91	345
Ashby Rd (South)	134.3	103	539	121.9	94	388
Cycle Time (s)		90			90	
PRC (%)		-50.6			-35.4	
Delay (PCU/Hr)		383.13			353.63	

Sat – Degree of Saturation %, Queue – Max mean queue (PCUs), Delay – seconds per vehicle

- 1.4.3 The modelling showed that the junction was operating over capacity in the AM peak period in the base year of 2022, and with some reserve capacity in the PM peak.

- 1.4.4 The additional of committed development trips and background growth to a 2027 scenario, resulted in it being over capacity in both peak periods. This was exacerbated by the addition of development trips and more growth in the 2032 scenarios.

- 1.4.5 Mitigation was proposed to offset the development impact, although the development itself has a relatively modest impact in terms of total new trips at the junction (c80 trips added in both the AM and PM peak)

- 1.4.6 It was proposed that an additional exit lane on the A47 westbound arm be provided, as well as an additional left turn lane on the Ashby Road southern arm. In addition to this, significant pedestrian improvements were also proposed at the junction, which involved the provision of a staggered pedestrian crossing on the A47 west arm and both of the Ashby Road arms. At present, only uncontrolled pedestrian facilities are available at the junction.

- 1.4.7 Modelling of the proposed mitigation works was presented in Tables 19 and 20 of the TA, which are replicated below. This showed that the proposed mitigation scheme will provide significant improvement to the operation of the junction. Even when the pedestrian phase is called every other cycle (noting that the pedestrian phases require an all-red stage). The overall junction is predicted to operate better when compared with the existing future year situation before development traffic is added to the network.

Table 19 – A47/Ashby Road Proposed Mitigation Pedestrian Phase not Called – LinSig Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Sat (%)	Queue	Delay (s)	Sat (%)	Queue	Delay (s)
2027 + Committed + Development						
A47 West (L + A)	52.7	7	14	61.0	10	25
A47 West (A + R)	68.9	8	18	66.3	12	27
Ashby Road North (All)	79.2	9	30	84.8	11	31
A47 East (All)	79.2	14	19	85.7	18	35
Ashby Road South (L+A)	71.6	6	32	68.3	9	27
Ashby Rd South (R)	89.4	5	118	43.5	3	39
Cycle Time (s)		70			90	
PRC (%)		0.6			5.0	
Delay (PCU/Hr)		26.21			28.95	
2032 Base + Committed + Development						
A47 West (L + A)	54.7	7	15	62.6	80	26
A47 West (A + R)	76.0	8	19	67.9	13	28
Ashby Road North (All)	81.0	10	30	87.5	12	33
A47 East (All)	81.6	15	21	87.8	20	37
Ashby Road South (L+A)	73.7	7	33	69.9	10	27
Ashby Rd South (R)	92.0	6	130	46.5	3	41
Cycle Time (s)		70			90	
PRC (%)		-2.3			2.5	
Delay (PCU/Hr)		28.27			31.06	

Table 20 – A47/Ashby Road Proposed Mitigation Pedestrians Every Other Cycle – LinSig Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Sat (%)	Queue	Delay (s)	Sat (%)	Queue	Delay (s)
2027 + Committed + Development						
A47 West (L + A)	109.7	81	237	70.4	13	33
A47 West (A + R)	109.7	18	279	74.9	16	35
Ashby Road North (All)	83.7	16	41	81.2	14	32
A47 East (All)	91.0	26	42	96.5	30	66
Ashby Road South (L+A)	108.3	38	250	96.3	21	80
Ashby Rd South (R)	108.6	14	328	68.1	5	66
Cycle Time (s)		170			180	
PRC (%)		-21.9			-7.2	
Delay (PCU/Hr)		146.43			48.62	
2032 Base + Committed + Development						
A47 West (L + A)	115.7	112	328	73.1	13	34
A47 West (A + R)	116.5	19	398	88.8	16	36
Ashby Road North (All)	87.6	17	44	81.9	14	33
A47 East (All)	91.7	28	42	98.9	33	81
Ashby Road South (L+A)	117.2	57	385	98.5	24	96
Ashby Rd South (R)	111.8	16	370	72.5	5	71
Cycle Time (s)		170			180	
PRC (%)		-30.2			-9.9	
Delay (PCU/Hr)		203.01			56.82	

- 1.4.8 The proposed mitigation resulted in the junction with spare capacity in the AM peak (albeit with a PRC of -2.3%) compared to significantly over in the comparable without mitigation scenario (-50.2%). Similarly in the PM peak, the comparison was a PRC of 2.5% in the with mitigation scenario compared to -32.4% without, so a significant improvement.
- 1.4.9 Given the relatively large benefits of the proposed mitigation compared to the impact and difficulties delivering the physical works to the southern arm. This note explores the possibility

of reducing or amending the works to develop an alternative solution, that still offsets the impact of the development.

I.5 Updated Traffic Flows

- 1.5.1 Given the uncertainty of the base flows used in 2021 and the need to manipulate these to reflect COVID19 impacts; to inform this exercise new traffic surveys have been carried out at the junction in February 2026.
- 1.5.2 When comparing the new surveys carried out in 2026 to the original surveys conducted in 2021 there is a significant reduction from the original survey. The AM peak flows are 7% lower and in the PM peak they are 3% lower. The survey comparisons are included as **Appendix B** to this note.
- 1.5.3 The original TA, then proceeded to growth these 2021 base surveys to a future year of 2027, by applying a factor of circa plus 4%.
- 1.5.4 This level of growth has simply not materialised over the intervening period. The 2027 base flows are 10% higher than the 2026 observed flows in the AM peak and 6% higher in the PM. Even allowing for a growth rate of 1% from 2026 to 2027 for a direct comparison, it is evident that the growth forecasts adopted were overly conservative and have simply not been realised.
- 1.5.5 In summary, the following is concluded in respect to the base flows:
 - The COVID factor applied originally is likely to have been unnecessary.
 - The flows on the corridor have not grown at the rates anticipated.
 - The flows used to appraise the need for mitigation are overly robust and not a reasonable representation of current conditions.
 - In fact, flows at this junction are currently lower than they were in 2021 when originally surveyed.

I.6 Revised Assessments

- 1.6.1 In order to re-appraise the impact at the junction and need for mitigation, the 2021 base flows have thus been replaced by the new 2026 flows and the subsequent LINSIG model re-run.
- 1.6.2 It is noted that the original LINSIG models in the TA, were based on fixed green times. This is retained where appropriate, but consideration is given to optimisation given the change in flow constitution.
- 1.6.3 The 2026 flows have been growthed to the 2032 assessment year and then the volumes of committed development and trip generation from the proposed use, kept as in the original

assessment for consistency. The only change to the previous modelling is that the base flows have now been updated (given that there is no need to growth flows from 2021 to 2026).

- 1.6.4 We would note that the committed development assumptions remain as in the original TA. There is a strong likelihood in the intervening period that some of these developments will have been built or partially built and thus their traffic captured in the recent surveys and potentially double counted by their inclusion in this manner.

1.7 First Test

- 1.7.1 The first iteration of testing is to simply re-run the existing junction models with the new flows and the same fixed green times (all that has changed are the survey flows). These results are included as **Appendix C** to this report.
- 1.7.2 The results show a slight worsening of conditions in the AM peak (with a PRC of -14.5% compared to the previous base scenario of -5.4%) despite the overall reduction in total flows at the junction. This is assumed to be due to the differing turning proportions in the latest surveys.
- 1.7.3 However, in the PM conditions generally improve significantly from a PRC of 8.3% to 27.9%, which is once again likely due to the overall reduction in total flow.
- 1.7.4 What is evident is that despite lower flows in all scenarios, there is a need for some optimisation to reflect the latest turning proportions, given conditions worsen despite an overall reduction in flows at the junction in the AM peak.
- 1.7.5 To that end, the models have been re-run with both fixed times and optimisation applied to see the overall impact. The results are included as **Appendix D** and **E** with the table below summarising the relevant outputs.

Table 1: Comparison of revised flows, with fixed times and with optimisation.

Scenario	Cycle Time (s)	PRC (%)	Delay (pcuHr)
Fixed Times			
2026 Base AM	90	-14.5	52.41
2026 Base PM	90	27.9	21.74
2032 + Committed AM	90	-56.5	185.68
2032 + Committed PM	90	-35.1	237.98
2032 + Committed + Development AM	90	-61.4	244.03
2032 + Committed + Development PM	90	-42.7	294.84
Optimised			
2026 Base AM	90	15.5	23.22
2026 Base PM	90	28.1	21.48
2032 + Committed AM	90	-14.7	72.17
2032 + Committed PM	90	-34.0	218.68
2032 + Committed + Development AM	90	-26.0	107.78
2032 + Committed + Development PM	90	-37.9	235.16

1.7.6 The results of the ‘with development’ runs when optimised, as would be expected, show an improvement in conditions. However, the junction remains well over capacity in both the 2032 ‘with’ and ‘without development’ scenarios.

1.8 Mitigation tests

1.8.1 The models of the mitigation proposals have also been re-run with the revised flows. The results of these are presented in the Table below and full outputs included as **Appendix F** and **G** to this report. The following scenarios are presented:

- The original TA mitigation runs (Appendix F)
- The above amended to reflect the change in base flows (Appendix G)

Scenario	Cycle Time (s)	PRC (%)	Delay (pcuHr)
Mitigation Layout Fixed Times (as per original TA)			
2032 + Committed + Development AM	70	-2.3	28.27
2032 + Committed + Development PM	90	2.5	31.06
Mitigation Layout Fixed Times (with new flows)			
2032 + Committed + Development AM	70	4.3	25.16
2032 + Committed + Development PM	90	10.8	27.50

- 1.8.2 As would be expected, given the reduction in flows, the performance at the junction improves in the second scenario.
- 1.8.3 The tests have then been continued to explore partial mitigation works (again with fixed times), so the left turn widening on the southern Ashby Road has been removed and the model's re-run. The results are summarised in the Table below and outputs included as **Appendix H**:

Scenario	Cycle Time (s)	PRC (%)	Delay (pcuHr)
Partial Mitigation Layout Fixed Times (as per original TA)			
2032 + Committed + Development AM	70	-26.2	61.04
2032 + Committed + Development PM	90	10.8	28.80

- 1.8.4 The results show the PM peak continues to operate with the same level of capacity, but conditions worsen in the AM peak from 4.3% capacity to -26.2% PRC.
- 1.8.5 However, the original modelling for the AM assumed a 70 second cycle time. We have amended the cycle time to 80 seconds and added some additional time to southern approach, whilst retaining the other fixed times. We have also modelled the new pedestrian crossings being called every other cycle and the cycle time double along with the junction's performance optimised.

The results are summarised below and outputs included as **Appendix I**:

Scenario	Cycle Time (s)	PRC (%)	Delay (pcuHr)
Partial Mitigation Layout Fixed Times increased cycle times (as per original TA)			
2032 + Committed + Development AM	80	10.6	25.36
2032 + Committed + Development PM	90	10.8	28.80
Partial Mitigation with crossings modelled every other cycle and optimised			
2032 + Committed + Development AM	170	2.9	34.93
2032 + Committed + Development PM	180	0.1	38.61

- 1.8.6 With these minor changes to cycle time, the mitigation layout without the works to the southern arm only, works with considerable capacity and given the drop in background flows is operating far better than the original TA mitigation results.
- 1.8.7 On that basis, it is concluded it is reasonable to remove those elements from the S278 design. Although it is noted it is still proposed that the crossings and widening to the A47 west exit are retained.

I.9 Summary

- 1.9.1 This Technical Note re-visits the S278 works associated with the Land East of Stoke Road, Hinckley development, at the junction of the A47 and Ashby Road.
- 1.9.2 New traffic surveys have been carried out in 2026 to allow the change in flows at the junction to be reappraised since the previous surveys in 2021.
- 1.9.3 The following is concluded in respect to the new surveys:
- The COVID factor applied original surveys is likely to have been unnecessary.
 - The flows on the corridor haven't grown at the rates anticipated, in fact flows are lower than they were in 2021 at the junction
 - The flows used to appraise the need for mitigation are overly robust and not a reasonable representation of current conditions.
- 1.9.4 Revised modelling has been conducted of the proposed mitigation, and it has been shown that works can be reduced to remove the works to the southern arm of the junction.
- 1.9.5 It is still proposed to improve the western exit of the junction and provide pedestrian crossing facilities as originally proposed.

Appendix A Mitigation Plan

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

KEY

EXTENT OF ADOPTED HIGHWAY INTERPOLATED FROM PLANS RECEIVED FROM LCC

C	MINOR AMENDMENTS FOLLOWING COMMENTS LCC AND ATE	08.08.23	JC	JP
B	MINOR AMENDMENTS FOLLOWING STAGE 1 ROAD SAFETY AUDIT	26.06.23	JC	JP
A	SCHEME AMENDED TO ALLOW FOR TWO-LANE EXIT ONTO A47 (WEST)	23.05.23	ML	JC

REVDESCRIPTIONDATEBYAUTH

hub

TRANSPORT PLANNING LTD

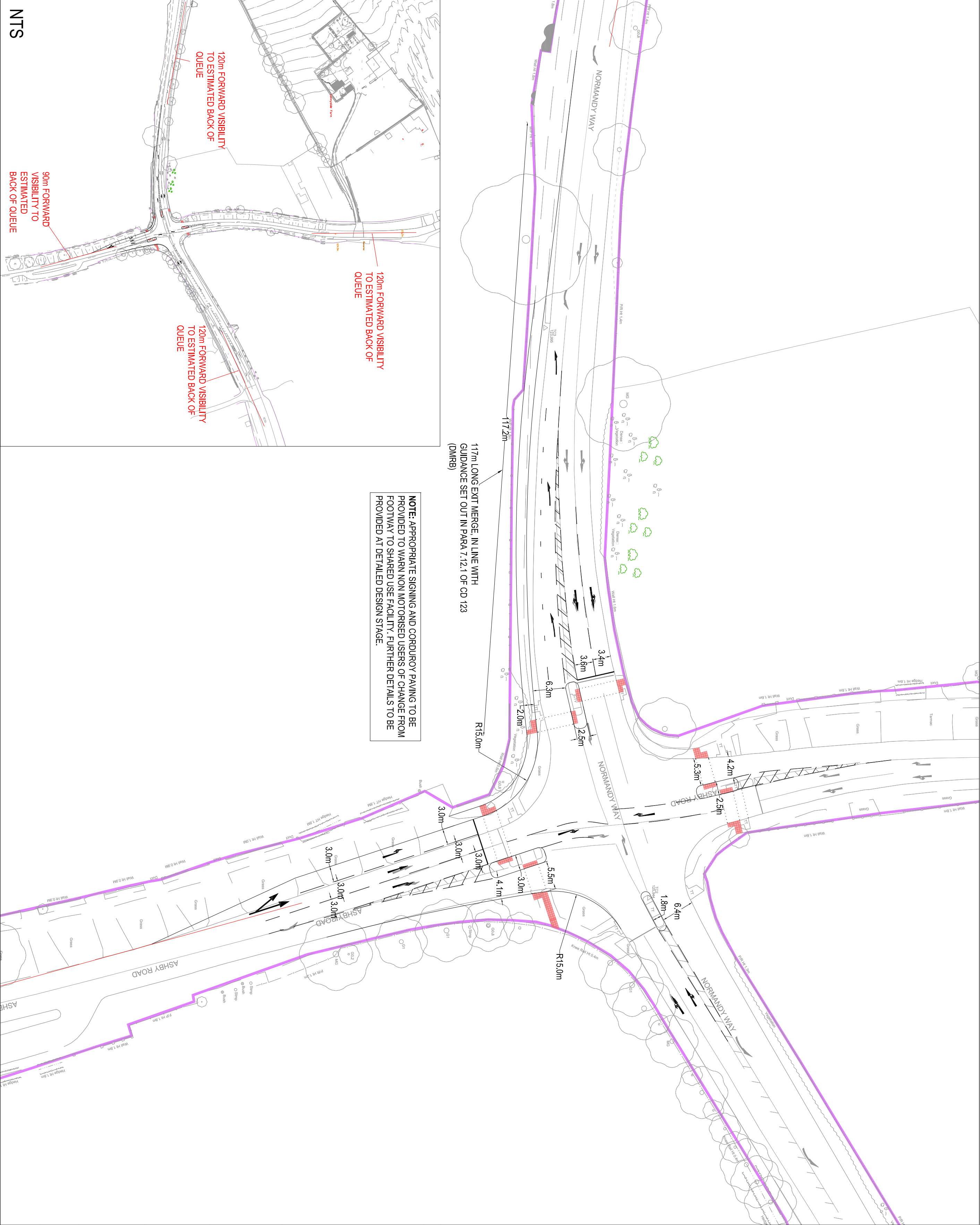
Hub Transport Planning Ltd
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Birmingham
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CLIENT
RICHBOROUGH ESTATES

PROJECT
NORTH HINCKLEY

TITLE
ASHBY ROAD/A47 PROPOSED JUNCTION IMPROVEMENTS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
ML	JC	1:500	A2	15.02.22
PROJECT NO.	DRAWING NO.			REV
T19595	007			C



NTS

Appendix B Survey Traffic Flow Comparisons

Survey data Comparisson

2026 Survey Data
AM

	A	B	C	D	Tot	
A		0	28	391	306	725
B		33	0	137	501	671
C		323	111	0	152	586
D		299	412	65	0	776
Tot		655	551	593	959	2758

PM

	A	B	C	D	Tot	
A		0	41	416	284	741
B		24	0	152	406	582
C		313	155	0	116	584
D		285	500	70	0	855
Tot		622	696	638	806	2762

Previous Model Flows -2022 surveys
AM

	A	B	C	D	Tot	
A		0	35	381	329	745
B		38	0	146	648	832
C		260	121	0	165	546
D		236	488	118	0	842
Tot		534	644	645	1142	2965

PM

	A	B	C	D	Tot	
A		0	37	394	340	771
B		31	0	147	467	645
C		269	125	0	170	564
D		243	504	122	0	869
Tot		543	666	663	977	2849

Difference
AM

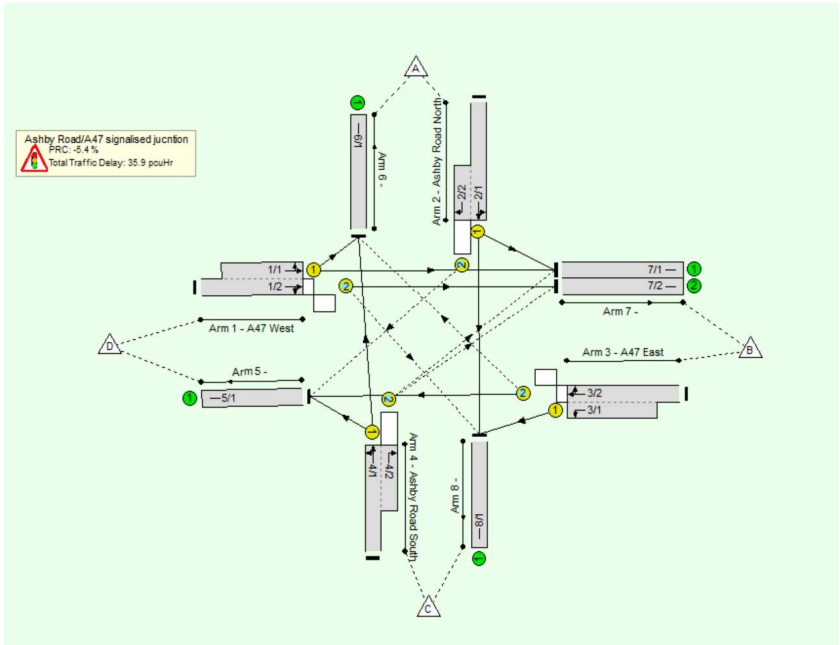
	A	B	C	D	Tot	
A		0	-7	10	-23	-20
B		-5	0	-9	-147	-161
C		63	-10	0	-13	40
D		63	-76	-53	0	-66
Tot		121	-93	-52	-183	-207

-7%

PM

	A	B	C	D	Tot	
A		0	4	22	-56	-30
B		-7	0	5	-61	-63
C		44	30	0	-54	20
D		42	-4	-52	0	-14
Tot		79	30	-25	-171	-87

-3%



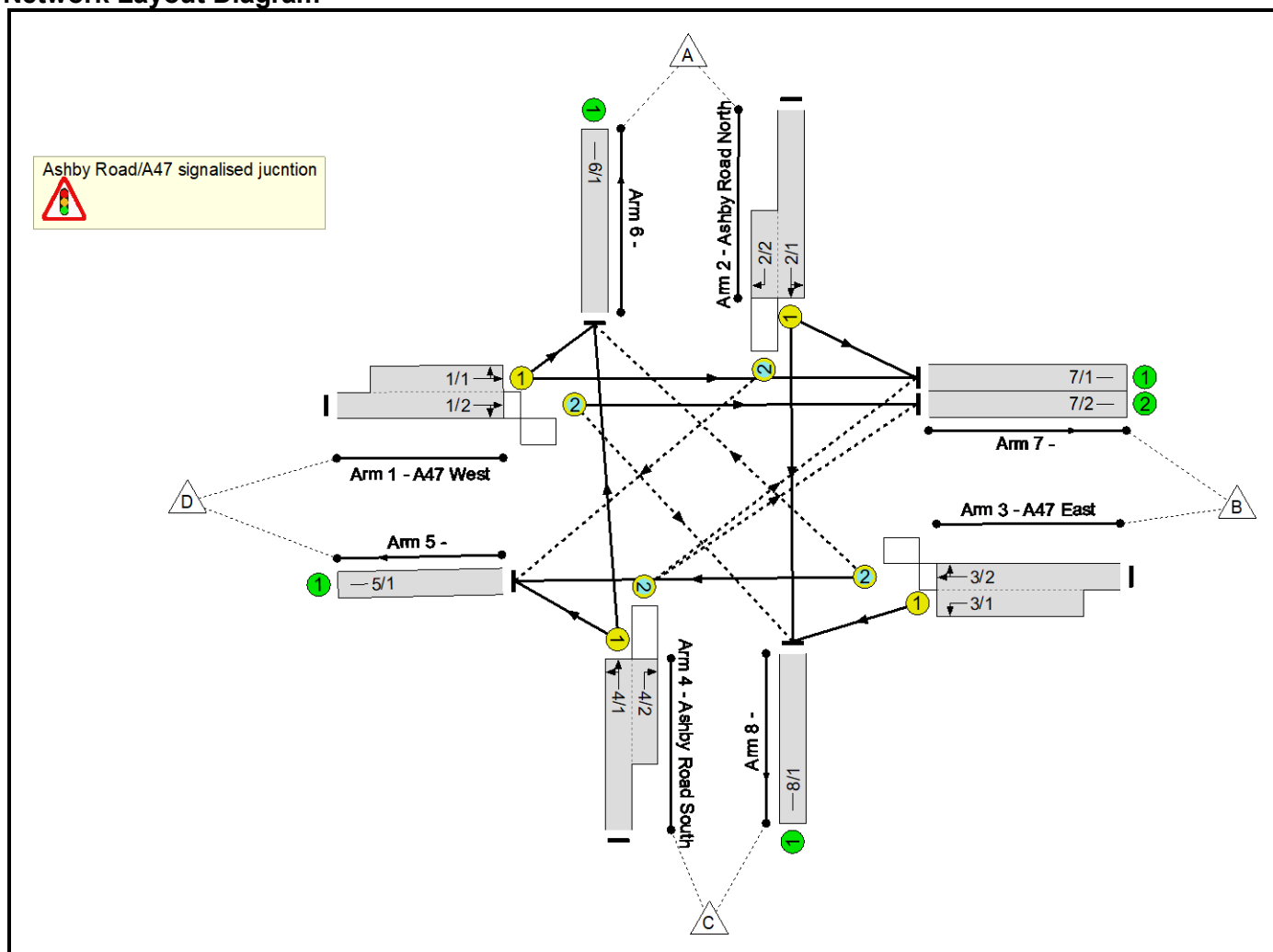
Appendix C Original Junction Model Results

Detailed Input Data And Results

User and Project Details

Project:	10046 Ashby Road, Hinckley
Title:	Ashby Road / A47 Signalised Junction
Location:	
Date Started:	12/02/26
Additional detail:	
File name:	Land East of Stoke Road, Hinckley.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram

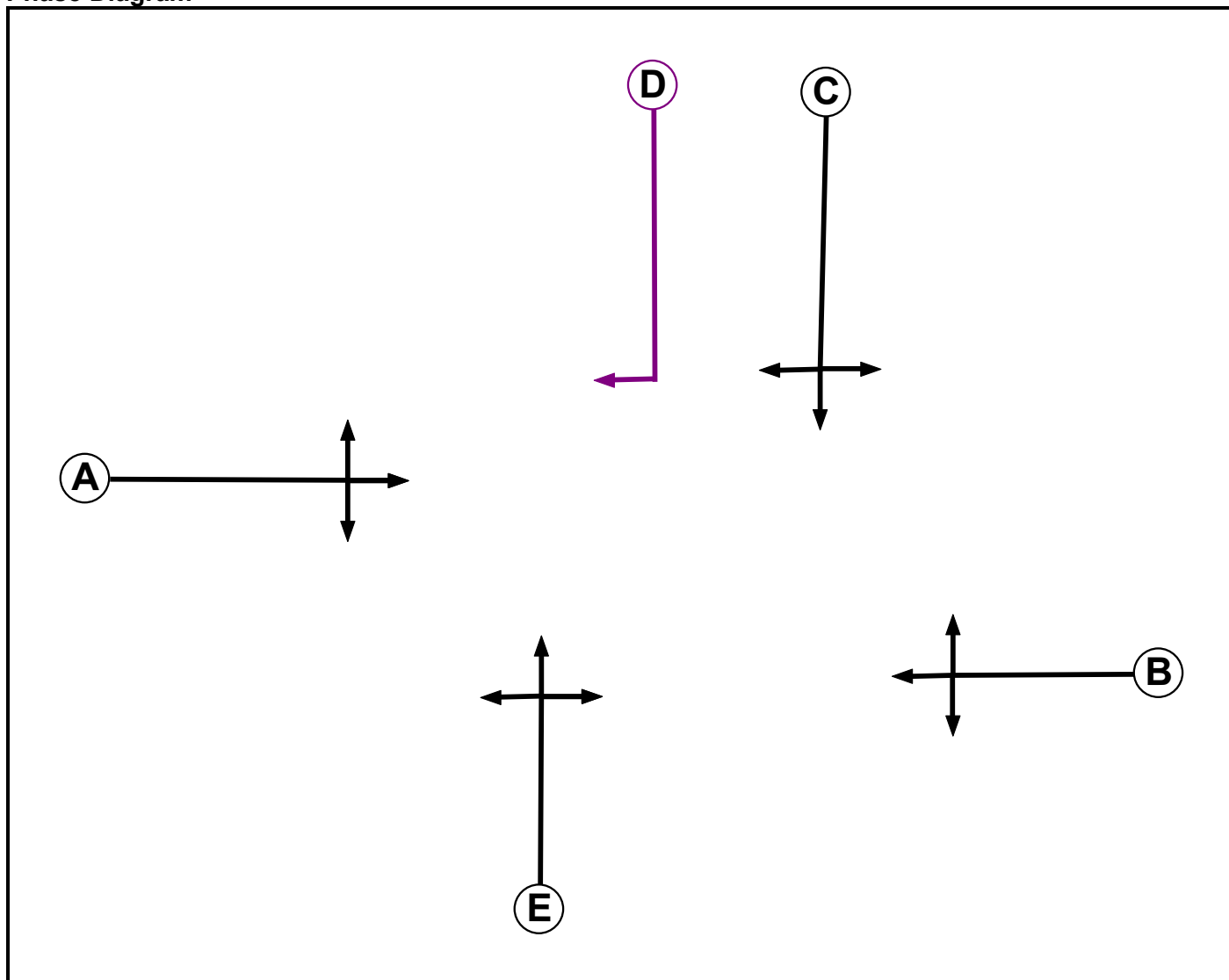


Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2022 Base AM	2022 Base AM	Network Control Plan 1	08:00 - 09:00	90	-5.4	35.93
2	2022 Base PM	2022 Base PM	Network Control Plan 1	17:00 - 18:00	90	8.3	25.70
3	2027 Base AM	2027 Base AM	Network Control Plan 1	08:00 - 09:00	90	-12.3	50.87
4	2027 Base PM	2027 Base PM	Network Control Plan 1	17:00 - 18:00	90	0.6	29.05
5	2027 + Committed AM	2027 + Committed AM	Network Control Plan 1	08:00 - 09:00	90	-50.7	280.56
6	2027 + Committed PM	2027 + Committed PM	Network Control Plan 1	17:00 - 18:00	90	-30.4	240.52
7	2027 + Committed + Development AM	2027 + Committed + Development AM	Network Control Plan 1	08:00 - 09:00	90	-78.9	436.58
8	2027 + Committed + Development PM	2027 + Committed + Development PM	Network Control Plan 1	17:00 - 18:00	90	-32.3	300.16
9	2032 Base AM	2032 Base AM	Network Control Plan 1	08:00 - 09:00	90	-20.1	123.73
10	2032 Base PM	2032 Base PM	Network Control Plan 1	17:00 - 18:00	90	-5.8	35.52
11	2032 + Committed AM	2032 + Committed AM	Network Control Plan 1	08:00 - 09:00	90	-50.2	349.76
12	2032 + Committed PM	2032 + Committed PM	Network Control Plan 1	17:00 - 18:00	90	-32.4	304.72
13	2032 + Committed + Development AM	2032 + Committed + Development AM	Network Control Plan 1	08:00 - 09:00	90	-50.6	383.13
14	2032 + Committed + Development PM	2032 + Committed + Development PM	Network Control Plan 1	17:00 - 18:00	90	-35.4	353.63

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	5	3	Ashby Road/A47 signalised junction	

Phase Diagram**Phase Input Data**

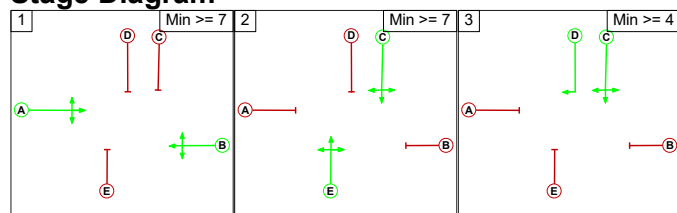
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	7	6	7
	B	-		5	5	5
	C	7	7		-	-
	D	7	7	-		5
	E	6	6	-	4	

Phases in Stage

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

Stage Diagram**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	X
	2	7		4
	3	7	5	

Lane Input Data

Junction: Ashby Road/A47 signalised junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A47 West)	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
1/2 (A47 West)	O	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	20.00
2/1 (Ashby Road North)	U	C	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 7 Left	15.00
											Arm 8 Ahead	Inf
2/2 (Ashby Road North)	O	C D	2	3	5.0	Geom	-	2.70	0.00	Y	Arm 5 Right	20.00
3/1 (A47 East)	U	B	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 8 Left	15.00
3/2 (A47 East)	O	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	20.00
4/1 (Ashby Road South)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
											Arm 6 Ahead	Inf
4/2 (Ashby Road South)	O	E	2	3	6.0	Geom	-	3.00	0.00	N	Arm 7 Right	20.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Ashby Road/A47 signalised junction											
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)
1/2 (A47 West)	8/1 (Right)	1439	0	3/1	1.09	All	3.00	2.00	0.50	3	2.00
				3/2	1.09	To 5/1 (Ahead)					
2/2 (Ashby Road North)	5/1 (Right)	1439	0	4/1	1.09	All	3.00	-	0.50	3	2.00
3/2 (A47 East)	6/1 (Right)	1439	0	1/1	1.09	All	3.00	2.00	0.50	3	2.00
				1/2	1.09	To 7/2 (Ahead)					
4/2 (Ashby Road South)	7/1 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	3	2.00
	7/2 (Right)	1439	0	2/1	1.09	All					

Lane Connector Input Data

Junction: Ashby Road/A47 signalised junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	7/1	Internal	5	35
1/2	7/2	Internal	5	35
1/2	8/1	Internal	5	35
2/1	7/1	Internal	5	35
2/1	8/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	8/1	Internal	5	35
3/2	5/1	Internal	5	35
3/2	6/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	6/1	Internal	5	35
4/2	7/1	Internal	5	35
4/2	7/2	Internal	5	35

Scenario 1: '2022 Base AM' (FG1: '2022 Base AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	53.6 %	1818	1818
				Arm 7 Ahead	Inf	46.4 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	70.6 %	2109	2109
				Arm 8 Right	20.00	29.4 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	8.4 %	1869	1869
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	94.5 %	2046	2046
				Arm 6 Right	20.00	5.5 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	38.8 %	1843	1843
				Arm 6 Ahead	Inf	61.2 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2022 Base PM' (FG2: '2022 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	54.7 %	1816	1816
				Arm 7 Ahead	Inf	45.3 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	71.3 %	2110	2110
				Arm 8 Right	20.00	28.7 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	8.6 %	1869	1869
				Arm 8 Ahead	Inf	91.4 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.8 %	2045	2045
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	38.7 %	1844	1844
				Arm 6 Ahead	Inf	61.3 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2027 Base AM' (FG3: '2027 Base AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	44.7 %	1833	1833
				Arm 7 Ahead	Inf	55.3 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	62.3 %	2096	2096
				Arm 8 Right	20.00	37.7 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	8.6 %	1869	1869
				Arm 8 Ahead	Inf	91.4 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.8 %	2046	2046
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	38.9 %	1843	1843
				Arm 6 Ahead	Inf	61.1 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2027 Base PM' (FG4: '2027 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	53.5 %	1818	1818
				Arm 7 Ahead	Inf	46.5 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	70.6 %	2108	2108
				Arm 8 Right	20.00	29.4 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	8.5 %	1869	1869
				Arm 8 Ahead	Inf	91.5 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.8 %	2045	2045
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	38.8 %	1844	1844
				Arm 6 Ahead	Inf	61.2 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2027 + Committed AM' (FG5: '2027 + Committed AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	43.4 %	1835	1835
				Arm 7 Ahead	Inf	56.6 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	53.1 %	2082	2082
				Arm 8 Right	20.00	46.9 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	10.2 %	1866	1866
				Arm 8 Ahead	Inf	89.8 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.7 %	2045	2045
				Arm 6 Right	20.00	6.3 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	35.8 %	1849	1849
				Arm 6 Ahead	Inf	64.2 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2027 + Committed PM' (FG6: '2027 + Committed PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	74.3 %	1782	1782
				Arm 7 Ahead	Inf	25.7 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	87.4 %	2135	2135
				Arm 8 Right	20.00	12.6 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	13.1 %	1861	1861
				Arm 8 Ahead	Inf	86.9 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	92.6 %	2044	2044
				Arm 6 Right	20.00	7.4 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	33.2 %	1853	1853
				Arm 6 Ahead	Inf	66.8 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2027 + Committed + Development AM' (FG7: '2027 + Committed + Development AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	44.5 %	1833	1833
				Arm 7 Ahead	Inf	55.5 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	58.7 %	2090	2090
				Arm 8 Right	20.00	41.3 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	10.2 %	1866	1866
				Arm 8 Ahead	Inf	89.8 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.8 %	2046	2046
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	36.5 %	1848	1848
				Arm 6 Ahead	Inf	63.5 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2027 + Committed + Development PM' (FG8: '2027 + Committed + Development PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	69.9 %	1790	1790
				Arm 7 Ahead	Inf	30.1 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	85.7 %	2132	2132
				Arm 8 Right	20.00	14.3 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	13.1 %	1861	1861
				Arm 8 Ahead	Inf	86.9 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.0 %	2044	2044
				Arm 6 Right	20.00	7.0 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	35.0 %	1850	1850
				Arm 6 Ahead	Inf	65.0 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2032 Base AM' (FG9: '2032 Base AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	33.2 %	1853	1853
				Arm 7 Ahead	Inf	66.8 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	10.0 %	2019	2019
				Arm 8 Right	20.00	90.0 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	8.5 %	1869	1869
				Arm 8 Ahead	Inf	91.5 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.8 %	2045	2045
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	38.8 %	1844	1844
				Arm 6 Ahead	Inf	61.2 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2032 Base PM' (FG10: '2032 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	53.0 %	1819	1819
				Arm 7 Ahead	Inf	47.0 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	70.3 %	2108	2108
				Arm 8 Right	20.00	29.7 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	8.5 %	1869	1869
				Arm 8 Ahead	Inf	91.5 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.8 %	2045	2045
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	38.8 %	1843	1843
				Arm 6 Ahead	Inf	61.2 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2032 + Committed AM' (FG11: '2032 + Committed AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	40.1 %	1841	1841
				Arm 7 Ahead	Inf	59.9 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	36.2 %	2057	2057
				Arm 8 Right	20.00	63.8 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	10.1 %	1866	1866
				Arm 8 Ahead	Inf	89.9 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.6 %	2045	2045
				Arm 6 Right	20.00	6.4 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	35.8 %	1849	1849
				Arm 6 Ahead	Inf	64.2 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2032 + Committed PM' (FG12: '2032 + Committed PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	69.6 %	1790	1790
				Arm 7 Ahead	Inf	30.4 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	85.9 %	2132	2132
				Arm 8 Right	20.00	14.1 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	12.8 %	1861	1861
				Arm 8 Ahead	Inf	87.2 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	92.6 %	2044	2044
				Arm 6 Right	20.00	7.4 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	33.4 %	1853	1853
				Arm 6 Ahead	Inf	66.6 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '2032 + Committed + Development AM' (FG13: '2032 + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	39.5 %	1842	1842
				Arm 7 Ahead	Inf	60.5 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	39.8 %	2062	2062
				Arm 8 Right	20.00	60.2 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	10.1 %	1866	1866
				Arm 8 Ahead	Inf	89.9 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.8 %	2045	2045
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	36.6 %	1847	1847
				Arm 6 Ahead	Inf	63.4 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '2032 + Committed + Development PM' (FG14: '2032 + Committed + Development PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	68.3 %	1793	1793
				Arm 7 Ahead	Inf	31.7 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	84.9 %	2131	2131
				Arm 8 Right	20.00	15.1 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	12.8 %	1861	1861
				Arm 8 Ahead	Inf	87.2 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.1 %	2044	2044
				Arm 6 Right	20.00	6.9 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	35.0 %	1850	1850
				Arm 6 Ahead	Inf	65.0 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Base AM'	08:00	09:00	01:00	
2: '2022 Base PM'	17:00	18:00	01:00	
3: '2027 Base AM'	08:00	09:00	01:00	
4: '2027 Base PM'	17:00	18:00	01:00	
5: '2027 + Committed AM'	08:00	09:00	01:00	
6: '2027 + Committed PM'	17:00	18:00	01:00	
7: '2027 + Committed + Development AM'	08:00	09:00	01:00	
8: '2027 + Committed + Development PM'	17:00	18:00	01:00	
9: '2032 Base AM'	08:00	09:00	01:00	
10: '2032 Base PM'	17:00	18:00	01:00	
11: '2032 + Committed AM'	08:00	09:00	01:00	
12: '2032 + Committed PM'	17:00	18:00	01:00	
13: '2032 + Committed + Development AM'	08:00	09:00	01:00	
14: '2032 + Committed + Development PM'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2022 Base AM'****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	381	329	745
	B	38	0	146	648	832
	C	260	121	0	165	546
	D	236	488	118	0	842
	Tot.	534	644	645	1142	2965

Detailed Input Data And Results

FG2: '2022 Base PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	394	340	771
	B	31	0	147	467	645
	C	269	125	0	170	564
	D	243	504	122	0	869
	Tot.	543	666	663	977	2849

FG3: '2027 Base AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	395	340	772
	B	44	0	151	671	866
	C	269	125	0	171	565
	D	244	504	122	0	870
	Tot.	557	666	668	1182	3073

FG4: '2027 Base PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	38	408	351	797
	B	32	0	152	483	667
	C	278	129	0	176	583
	D	252	521	126	0	899
	Tot.	562	688	686	1010	2946

FG5: '2027 + Committed AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	44	386	435	865
	B	49	0	134	730	913
	C	305	138	0	170	613
	D	371	620	121	0	1112
	Tot.	725	802	641	1335	3503

Detailed Input Data And Results

FG6: '2027 + Committed PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	50	333	472	855
	B	49	0	98	614	761
	C	392	146	0	195	733
	D	426	569	61	0	1056
	Tot.	867	765	492	1281	3405

FG7: '2027 + Committed + Development AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	44	386	437	867
	B	49	0	134	744	927
	C	305	138	0	175	618
	D	375	664	138	0	1177
	Tot.	729	846	658	1356	3589

FG8: '2027 + Committed + Development PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	50	333	476	859
	B	49	0	98	654	801
	C	392	146	0	211	749
	D	427	585	67	0	1079
	Tot.	868	781	498	1341	3488

FG9: '2032 Base AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	38	408	352	798
	B	46	0	156	693	895
	C	278	129	0	176	583
	D	252	521	126	0	899
	Tot.	576	688	690	1221	3175

Detailed Input Data And Results

FG10: '2032 Base PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	39	421	363	823
	B	33	0	157	499	689
	C	287	133	0	182	602
	D	260	538	130	0	928
	Tot.	580	710	708	1044	3042

FG11: '2032 + Committed AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	45	399	447	891
	B	51	0	139	752	942
	C	314	142	0	175	631
	D	379	637	125	0	1141
	Tot.	744	824	663	1374	3605

FG12: '2032 + Committed PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	51	346	484	881
	B	50	0	103	630	783
	C	401	150	0	201	752
	D	434	586	65	0	1085
	Tot.	885	787	514	1315	3501

FG13: '2032 + Committed + Development AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	45	399	448	892
	B	51	0	139	766	956
	C	314	142	0	181	637
	D	383	681	142	0	1206
	Tot.	748	868	680	1395	3691

FG14: '2032 + Committed + Development PM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	51	346	487	884
	B	50	0	103	670	823
	C	401	150	0	216	767
	D	435	601	71	0	1107
	Tot.	886	802	520	1373	3581

Scenario 1: '2022 Base AM' (FG1: '2022 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	381	329	745
	B	38	0	146	648	832
	C	260	121	0	165	546
	D	236	488	118	0	842
	Tot.	534	644	645	1142	2965

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 2: '2022 Base PM' (FG2: '2022 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	394	340	771
	B	31	0	147	467	645
	C	269	125	0	170	564
	D	243	504	122	0	869
	Tot.	543	666	663	977	2849

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 3: '2027 Base AM' (FG3: '2027 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	395	340	772
	B	44	0	151	671	866
	C	269	125	0	171	565
	D	244	504	122	0	870
	Tot.	557	666	668	1182	3073

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 4: '2027 Base PM' (FG4: '2027 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	38	408	351	797
	B	32	0	152	483	667
	C	278	129	0	176	583
	D	252	521	126	0	899
	Tot.	562	688	686	1010	2946

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 5: '2027 + Committed AM' (FG5: '2027 + Committed AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	44	386	435	865
	B	49	0	134	730	913
	C	305	138	0	170	613
	D	371	620	121	0	1112
	Tot.	725	802	641	1335	3503

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 6: '2027 + Committed PM' (FG6: '2027 + Committed PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	50	333	472	855
	B	49	0	98	614	761
	C	392	146	0	195	733
	D	426	569	61	0	1056
	Tot.	867	765	492	1281	3405

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 7: '2027 + Committed + Development AM' (FG7: '2027 + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	44	386	437	867
	B	49	0	134	744	927
	C	305	138	0	175	618
	D	375	664	138	0	1177
	Tot.	729	846	658	1356	3589

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 8: '2027 + Committed + Development PM' (FG8: '2027 + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	50	333	476	859
	B	49	0	98	654	801
	C	392	146	0	211	749
	D	427	585	67	0	1079
	Tot.	868	781	498	1341	3488

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 9: '2032 Base AM' (FG9: '2032 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	38	408	352	798
	B	46	0	156	693	895
	C	278	129	0	176	583
	D	252	521	126	0	899
	Tot.	576	688	690	1221	3175

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 10: '2032 Base PM' (FG10: '2032 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	39	421	363	823
	B	33	0	157	499	689
	C	287	133	0	182	602
	D	260	538	130	0	928
	Tot.	580	710	708	1044	3042

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 11: '2032 + Committed AM' (FG11: '2032 + Committed AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	45	399	447	891
	B	51	0	139	752	942
	C	314	142	0	175	631
	D	379	637	125	0	1141
	Tot.	744	824	663	1374	3605

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 12: '2032 + Committed PM' (FG12: '2032 + Committed PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	51	346	484	881
	B	50	0	103	630	783
	C	401	150	0	201	752
	D	434	586	65	0	1085
	Tot.	885	787	514	1315	3501

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 13: '2032 + Committed + Development AM' (FG13: '2032 + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	45	399	448	892
	B	51	0	139	766	956
	C	314	142	0	181	637
	D	383	681	142	0	1206
	Tot.	748	868	680	1395	3691

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 14: '2032 + Committed + Development PM' (FG14: '2032 + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	51	346	487	884
	B	50	0	103	670	823
	C	401	150	0	216	767
	D	435	601	71	0	1107
	Tot.	886	802	520	1373	3581

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2022 Base AM	Scenario 2: 2022 Base PM	Scenario 3: 2027 Base AM	Scenario 4: 2027 Base PM	Scenario 5: 2027 + Committed AM	Scenario 6: 2027 + Committed PM
Junction: Ashby Road/A47 signalised junction						
1/1 (short)	440	444	546	471	854	573
1/2 (with short)	842(In) 402(Out)	869(In) 425(Out)	870(In) 324(Out)	899(In) 428(Out)	1112(In) 258(Out)	1056(In) 483(Out)
2/1 (with short)	745(In) 416(Out)	771(In) 431(Out)	772(In) 432(Out)	797(In) 446(Out)	865(In) 430(Out)	855(In) 383(Out)
2/2 (short)	329	340	340	351	435	472
3/1 (short)	146	147	151	152	134	98
3/2 (with short)	832(In) 686(Out)	645(In) 498(Out)	866(In) 715(Out)	667(In) 515(Out)	913(In) 779(Out)	761(In) 663(Out)
4/1 (with short)	546(In) 425(Out)	564(In) 439(Out)	565(In) 440(Out)	583(In) 454(Out)	613(In) 475(Out)	733(In) 587(Out)
4/2 (short)	121	125	125	129	138	146
5/1	1142	977	1182	1010	1335	1281
6/1	534	543	557	562	725	867
7/1	299	300	401	321	596	270
7/2	345	366	265	367	206	495
8/1	645	663	668	686	641	492

Detailed Input Data And Results

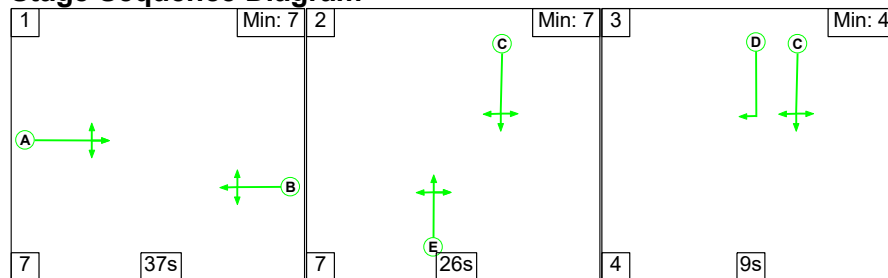
Lane	Scenario 7: 2027 + Committed + Development AM	Scenario 8: 2027 + Committed + Development PM	Scenario 9: 2032 Base AM	Scenario 10: 2032 Base PM	Scenario 11: 2032 + Committed AM	Scenario 12: 2032 + Committed PM
Junction: Ashby Road/A47 signalised junction						
1/1 (short)	843	611	759	491	945	624
1/2 (with short)	1177(In) 334(Out)	1079(In) 468(Out)	899(In) 140(Out)	928(In) 437(Out)	1141(In) 196(Out)	1085(In) 461(Out)
2/1 (with short)	867(In) 430(Out)	859(In) 383(Out)	798(In) 446(Out)	823(In) 460(Out)	891(In) 444(Out)	881(In) 397(Out)
2/2 (short)	437	476	352	363	447	484
3/1 (short)	134	98	156	157	139	103
3/2 (with short)	927(In) 793(Out)	801(In) 703(Out)	895(In) 739(Out)	689(In) 532(Out)	942(In) 803(Out)	783(In) 680(Out)
4/1 (with short)	618(In) 480(Out)	749(In) 603(Out)	583(In) 454(Out)	602(In) 469(Out)	631(In) 489(Out)	752(In) 602(Out)
4/2 (short)	138	146	129	133	142	150
5/1	1356	1341	1221	1044	1374	1315
6/1	729	868	576	580	744	885
7/1	581	307	609	336	682	316
7/2	265	474	79	374	142	471
8/1	658	498	690	708	663	514

Detailed Input Data And Results

Lane	Scenario 13: 2032 + Committed + Development AM	Scenario 14: 2032 + Committed + Development PM
Junction: Ashby Road/A47 signalised junction		
1/1 (short)	970	637
1/2 (with short)	1206(In) 236(Out)	1107(In) 470(Out)
2/1 (with short)	892(In) 444(Out)	884(In) 397(Out)
2/2 (short)	448	487
3/1 (short)	139	103
3/2 (with short)	956(In) 817(Out)	823(In) 720(Out)
4/1 (with short)	637(In) 495(Out)	767(In) 617(Out)
4/2 (short)	142	150
5/1	1395	1373
6/1	748	886
7/1	703	328
7/2	165	474
8/1	680	520

Scenario 1: '2022 Base AM' (FG1: '2022 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

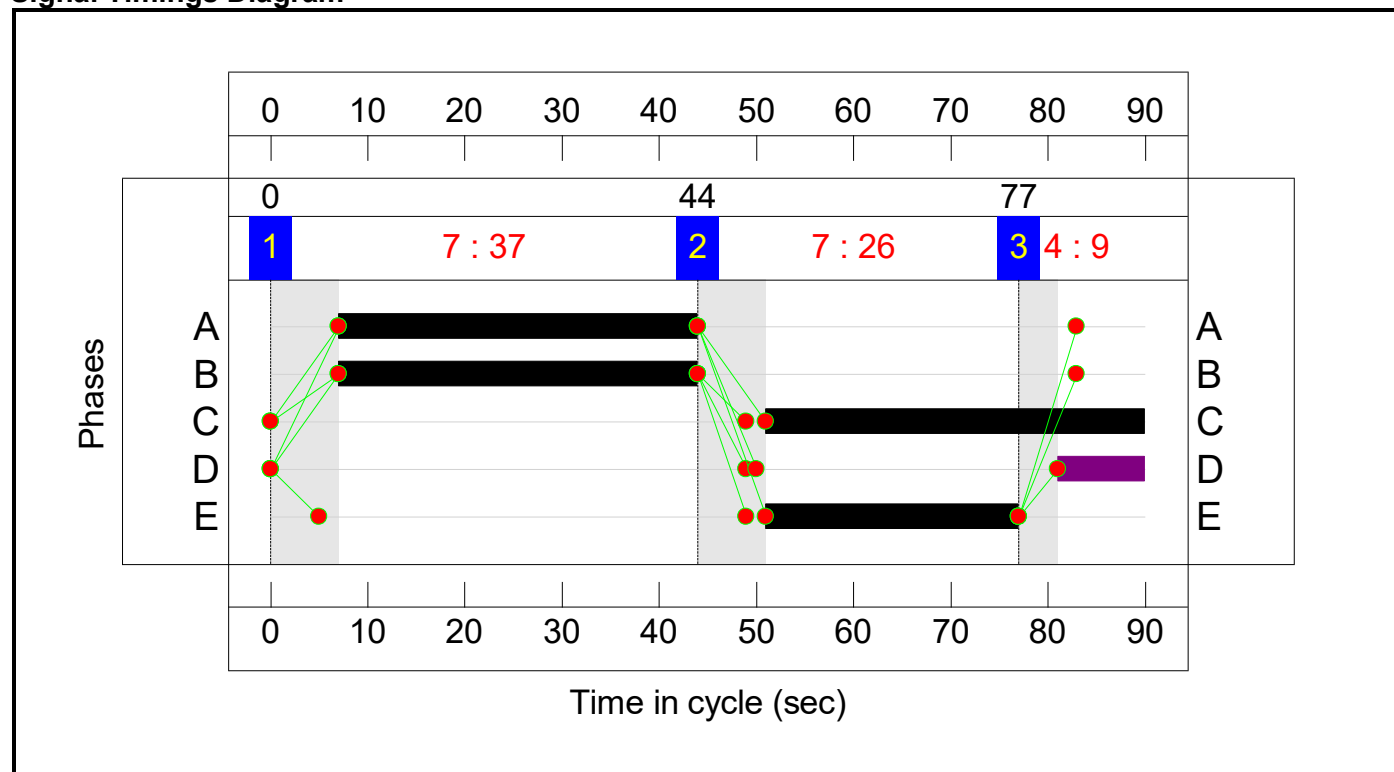


Stage Timings

Stage	1	2	3
Duration	37	26	9
Change Point	0	44	77

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	37	7	44
B	A47 East Ahead Right Left	Traffic	37	7	44
C	Ashby Road North Right Left Ahead	Traffic	39	51	0
D	Ashby Road North Right IGA	Ind. Arrow	9	81	0
E	Ashby Road South Left Ahead Right	Traffic	26	51	77

Signal Timings Diagram**Lane Green Times**

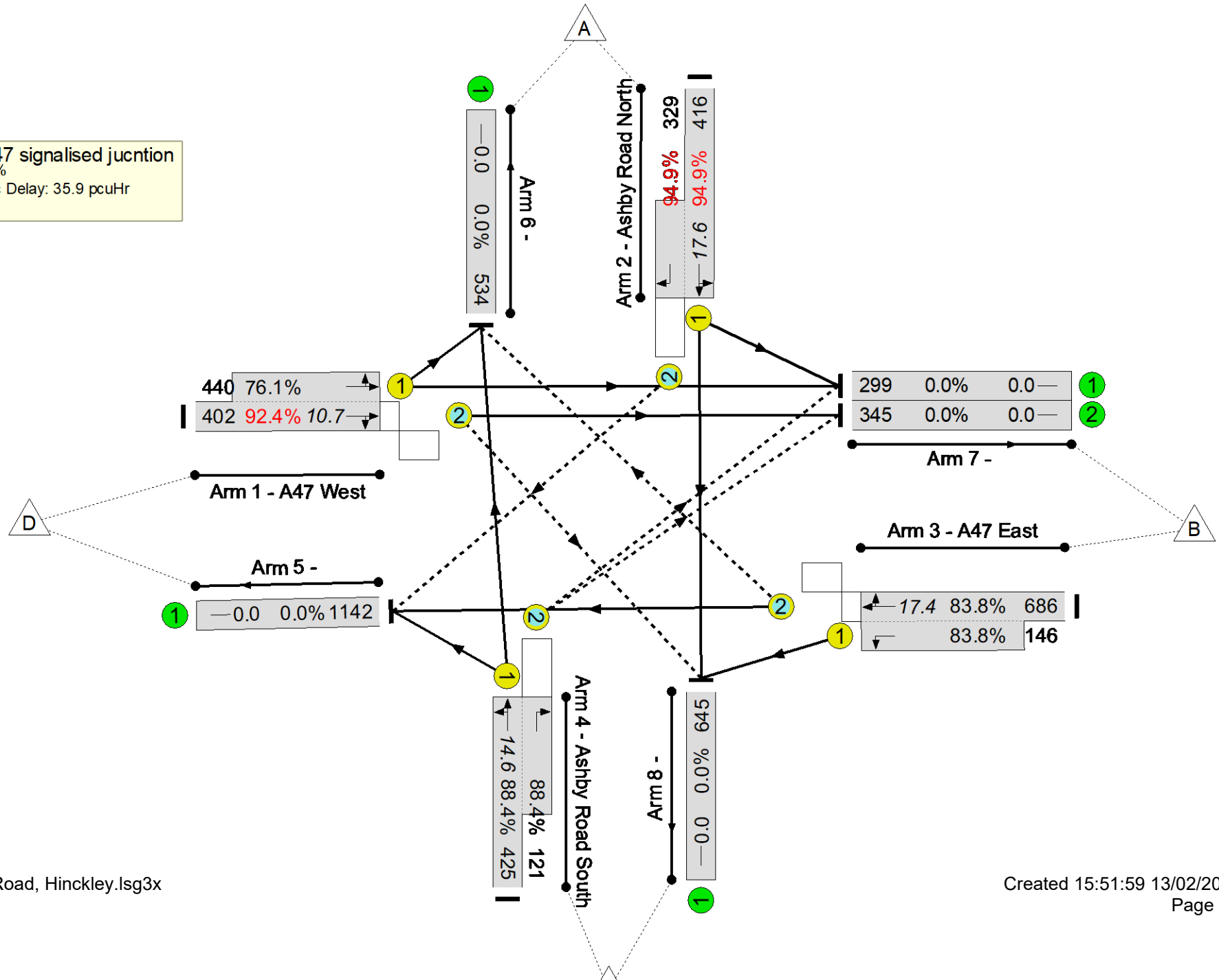
Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	44
1/2	A47 West Ahead Right	O	A	7	44
2/1	Ashby Road North Left Ahead	U	C	51	0
2/2	Ashby Road North Right	O	C D	51	0
3/1	A47 East Left	U	B	7	44
3/2	A47 East Ahead Right	O	B	7	44
4/1	Ashby Road South Left Ahead	U	E	51	77
4/2	Ashby Road South Right	O	E	51	77

Ashby Road/A47 signalised junction



PRC: -5.4 %

Total Traffic Delay: 35.9 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	94.9%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	94.9%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	37	-	-	842	2109:1818	435+578	92.4 : 76.1%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	39	9	-	745	1869:1753	438+347	94.9 : 94.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	37	-	-	832	2046:1741	818+174	83.8 : 83.8%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	26	-	-	546	1843:1912	481+137	88.4 : 88.4%
5/1		U	N/A	N/A	-		-	-	-	-	1142	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	534	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	299	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	345	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	645	Inf	Inf	0.0%

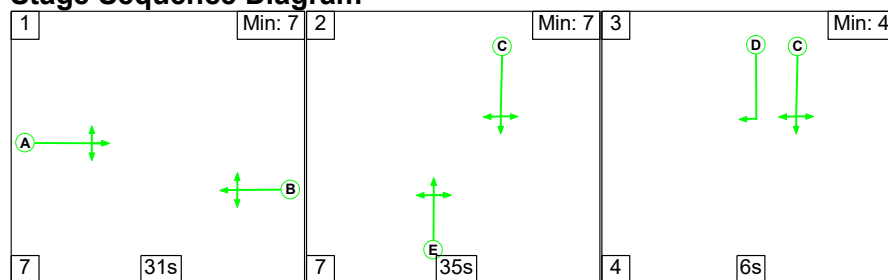
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	268	214	124	18.6	15.3	2.1	35.9	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	268	214	124	18.6	15.3	2.1	35.9	-	-	-	-	
1/2+1/1	842	842	57	0	61	4.7	2.4	0.7	7.8	33.3	8.3	2.4	10.7	
2/1+2/2	745	745	53	214	61	4.6	6.9	0.9	12.4	59.9	10.7	6.9	17.6	
3/2+3/1	832	832	36	0	2	5.0	2.5	0.1	7.6	32.7	14.9	2.5	17.4	
4/1+4/2	546	546	121	0	0	4.3	3.5	0.4	8.2	54.0	11.2	3.5	14.6	
5/1	1142	1142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -5.4 PRC Over All Lanes (%): -5.4 Total Delay for Signalled Lanes (pcuHr): 35.93 Total Delay Over All Lanes(pcuHr): 35.93 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 2: '2022 Base PM' (FG2: '2022 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



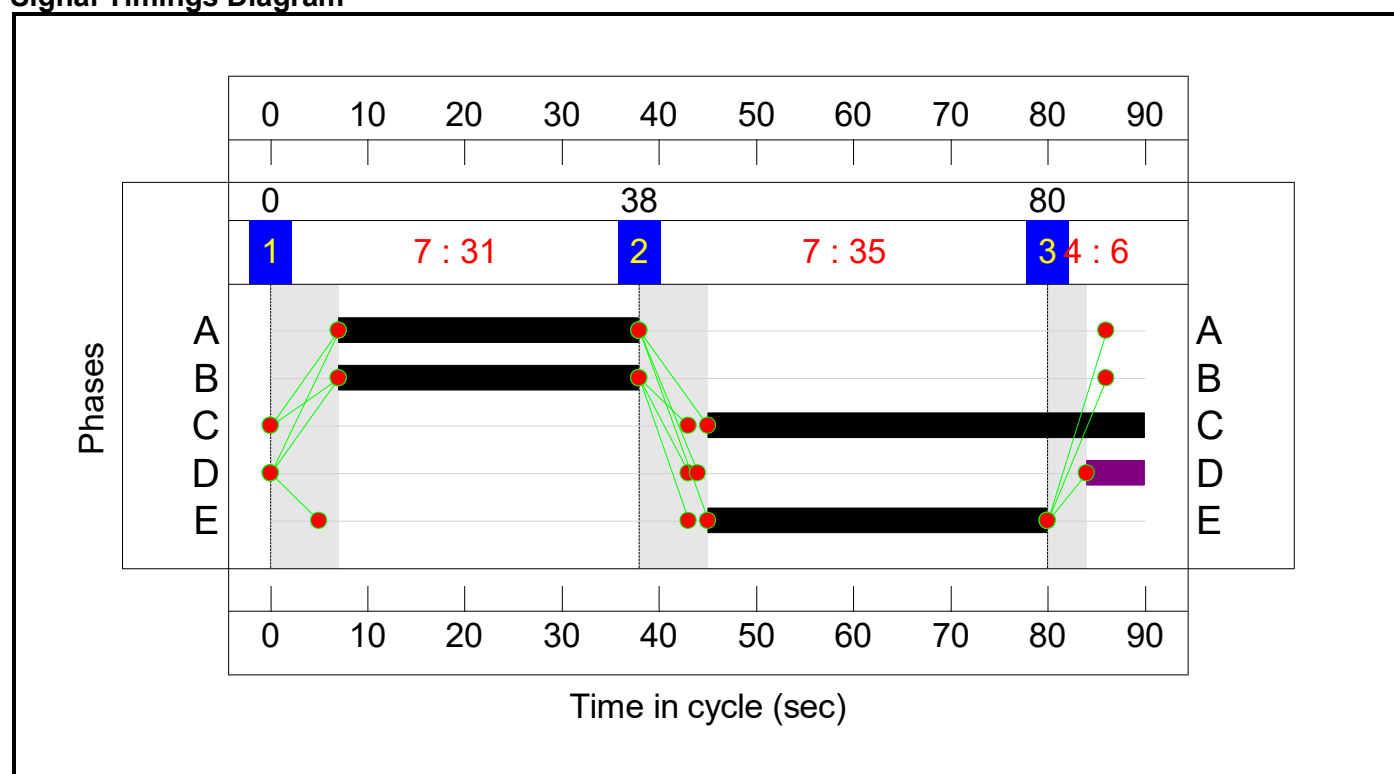
Stage Timings

Stage	1	2	3
Duration	31	35	6
Change Point	0	38	80

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	31	7	38
B	A47 East Ahead Right Left	Traffic	31	7	38
C	Ashby Road North Right Left Ahead	Traffic	45	45	0
D	Ashby Road North Right IGA	Ind. Arrow	6	84	0
E	Ashby Road South Left Ahead Right	Traffic	35	45	80

Signal Timings Diagram



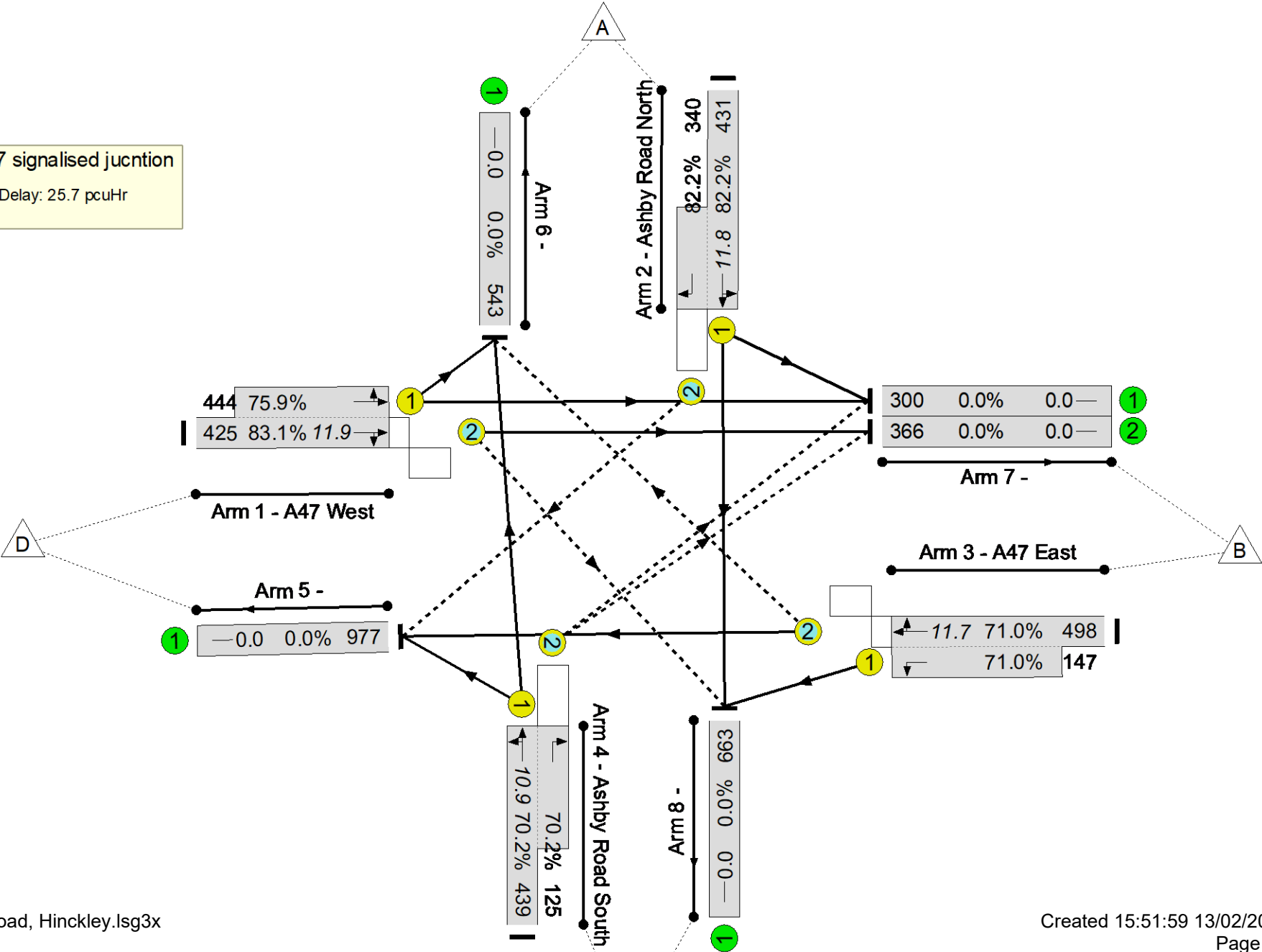
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	38
1/2	A47 West Ahead Right	O	A	7	38
2/1	Ashby Road North Left Ahead	U	C	45	0
2/2	Ashby Road North Right	O	C D	45	0
3/1	A47 East Left	U	B	7	38
3/2	A47 East Ahead Right	O	B	7	38
4/1	Ashby Road South Left Ahead	U	E	45	80
4/2	Ashby Road South Right	O	E	45	80

Ashby Road/A47 signalised junction

PRC: 8.3 %

Total Traffic Delay: 25.7 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	83.1%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	83.1%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	31	-	-	869	2110:1816	512+585	83.1 : 75.9%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	45	6	-	771	1869:1753	524+413	82.2 : 82.2%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	31	-	-	645	2045:1741	701+207	71.0 : 71.0%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	35	-	-	564	1844:1912	626+178	70.2 : 70.2%
5/1		U	N/A	N/A	-		-	-	-	-	977	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	543	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	300	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	366	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%

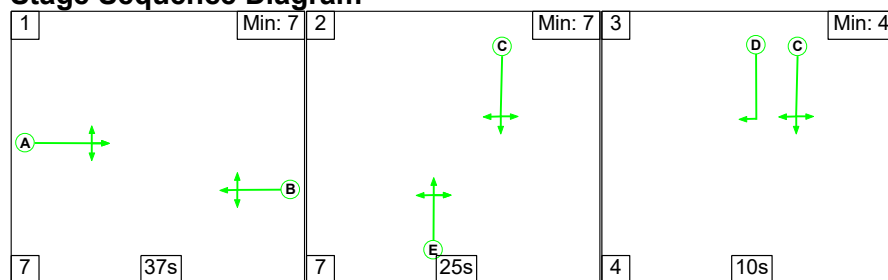
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	427	151	40	17.2	6.5	2.0	25.7	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	427	151	40	17.2	6.5	2.0	25.7	-	-	-	-	
1/2+1/1	869	869	94	0	28	6.0	1.9	0.5	8.4	34.7	10.0	1.9	11.9	
2/1+2/2	771	771	178	151	11	3.7	2.3	1.0	7.0	32.6	9.5	2.3	11.8	
3/2+3/1	645	645	31	0	0	4.3	1.2	0.1	5.5	30.9	10.5	1.2	11.7	
4/1+4/2	564	564	125	0	0	3.3	1.2	0.4	4.8	30.7	9.7	1.2	10.9	
5/1	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 8.3 PRC Over All Lanes (%): 8.3 Total Delay for Signalled Lanes (pcuHr): 25.70 Total Delay Over All Lanes(pcuHr): 25.70 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 3: '2027 Base AM' (FG3: '2027 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



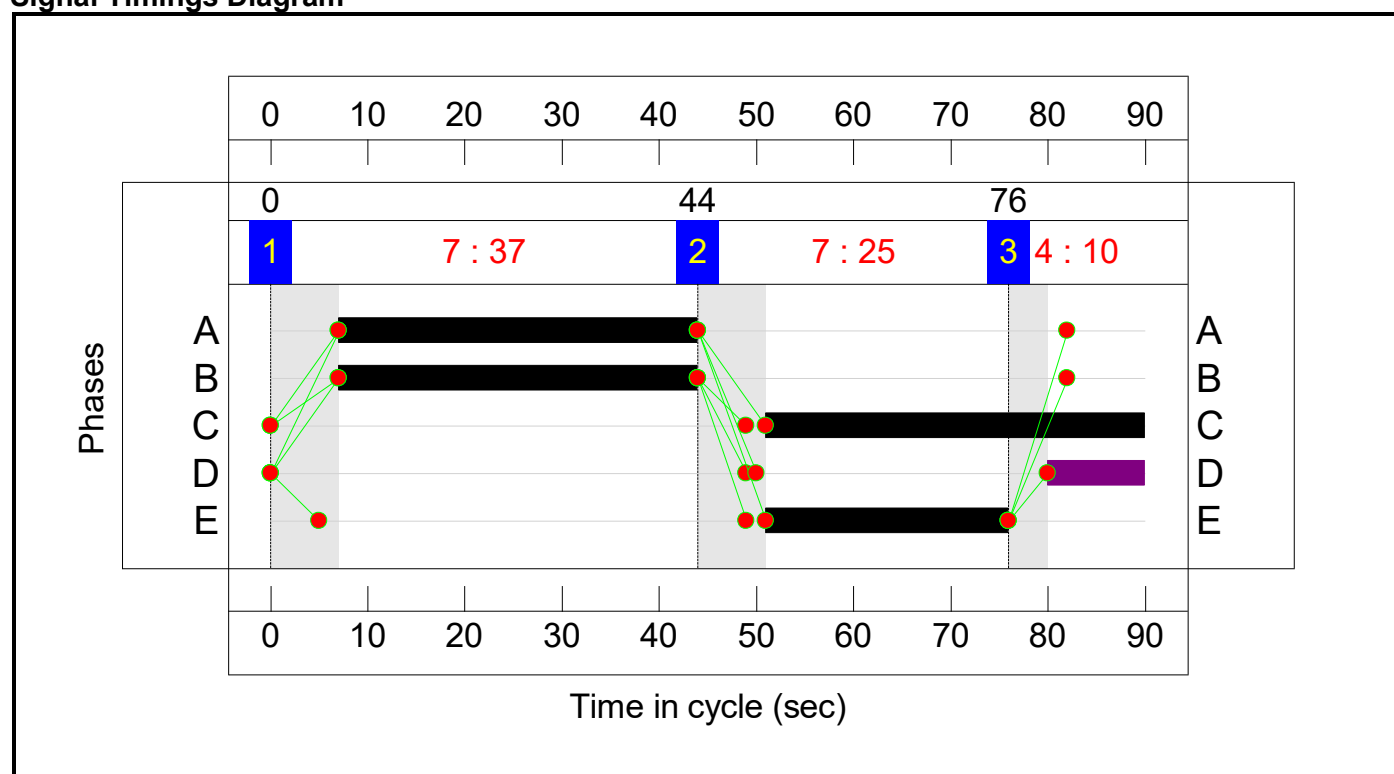
Stage Timings

Stage	1	2	3
Duration	37	25	10
Change Point	0	44	76

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	37	7	44
B	A47 East Ahead Right Left	Traffic	37	7	44
C	Ashby Road North Right Left Ahead	Traffic	39	51	0
D	Ashby Road North Right IGA	Ind. Arrow	10	80	0
E	Ashby Road South Left Ahead Right	Traffic	25	51	76

Signal Timings Diagram



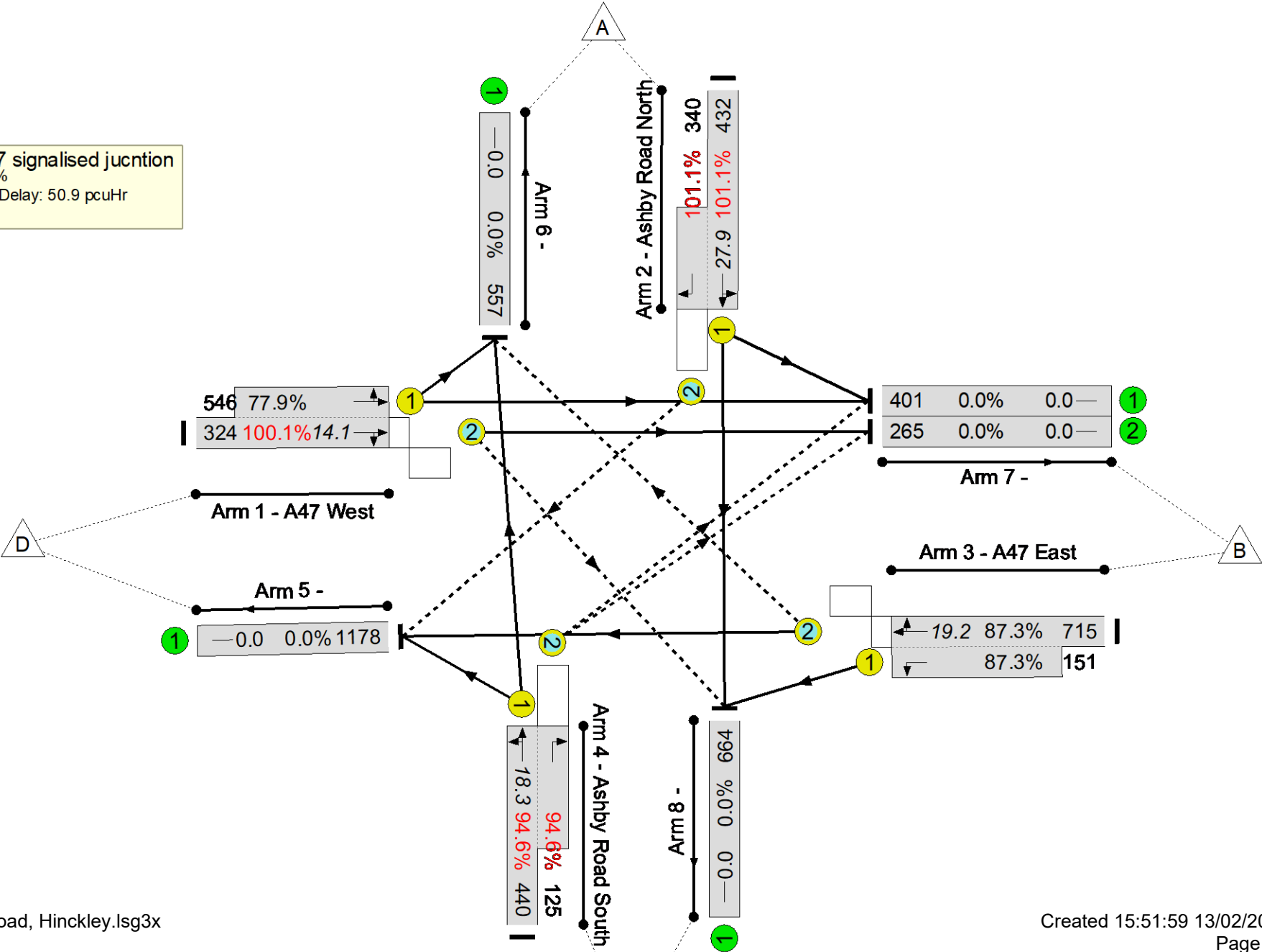
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	44
1/2	A47 West Ahead Right	O	A	7	44
2/1	Ashby Road North Left Ahead	U	C	51	0
2/2	Ashby Road North Right	O	C D	51	0
3/1	A47 East Left	U	B	7	44
3/2	A47 East Ahead Right	O	B	7	44
4/1	Ashby Road South Left Ahead	U	E	51	76
4/2	Ashby Road South Right	O	E	51	76

Ashby Road/A47 signalised junction



PRC: -12.3 %
Total Traffic Delay: 50.9 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	101.1%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	101.1%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	37	-	-	870	2096:1833	324+701	100.1 : 77.9%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	39	10	-	772	1869:1753	427+336	101.1 : 101.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	37	-	-	866	2046:1741	819+173	87.3 : 87.3%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	25	-	-	565	1843:1912	465+132	94.6 : 94.6%
5/1		U	N/A	N/A	-		-	-	-	-	1182	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	557	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	401	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	265	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	668	Inf	Inf	0.0%

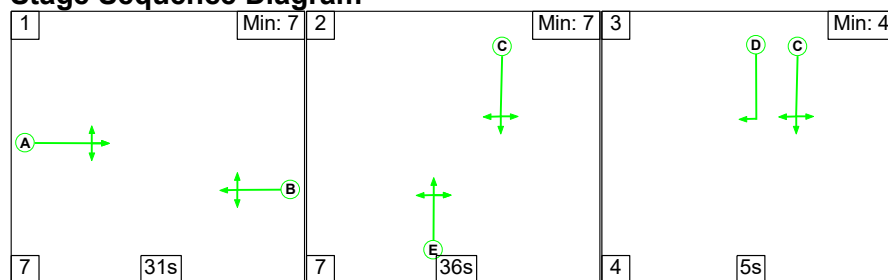
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	232	234	161	20.1	28.5	2.3	50.9	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	232	234	161	20.1	28.5	2.3	50.9	-	-	-	-	
1/2+1/1	870	870	43	0	79	5.0	2.9	0.8	8.7	36.0	11.2	2.9	14.1	
2/1+2/2	772	764	23	234	80	5.1	16.1	0.9	22.0	102.8	11.8	16.1	27.9	
3/2+3/1	866	866	42	0	2	5.3	3.3	0.1	8.7	36.1	16.0	3.3	19.2	
4/1+4/2	565	565	125	0	0	4.7	6.3	0.4	11.5	73.0	11.9	6.3	18.3	
5/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -12.3 PRC Over All Lanes (%): -12.3 Total Delay for Signalled Lanes (pcuHr): 50.87 Total Delay Over All Lanes(pcuHr): 50.87 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 4: '2027 Base PM' (FG4: '2027 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



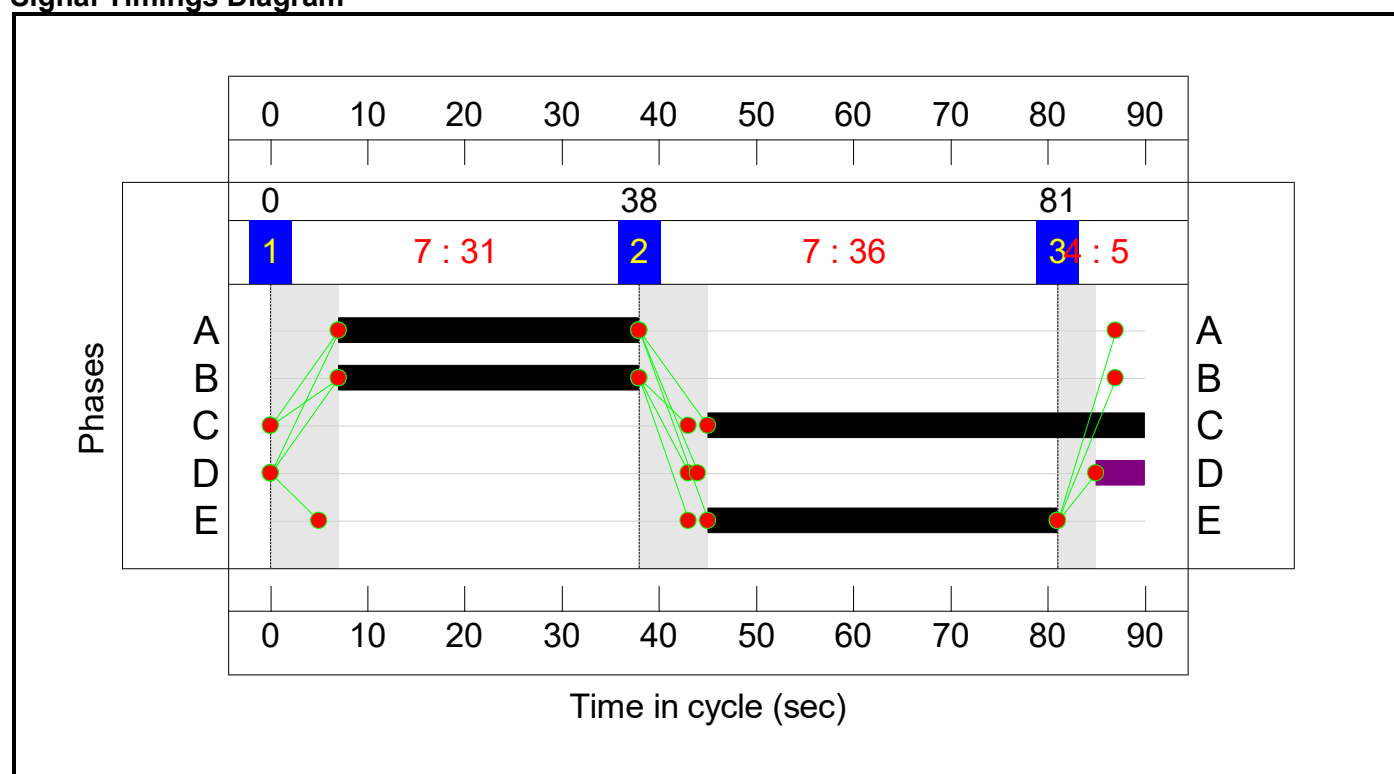
Stage Timings

Stage	1	2	3
Duration	31	36	5
Change Point	0	38	81

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	31	7	38
B	A47 East Ahead Right Left	Traffic	31	7	38
C	Ashby Road North Right Left Ahead	Traffic	45	45	0
D	Ashby Road North Right IGA	Ind. Arrow	5	85	0
E	Ashby Road South Left Ahead Right	Traffic	36	45	81

Signal Timings Diagram



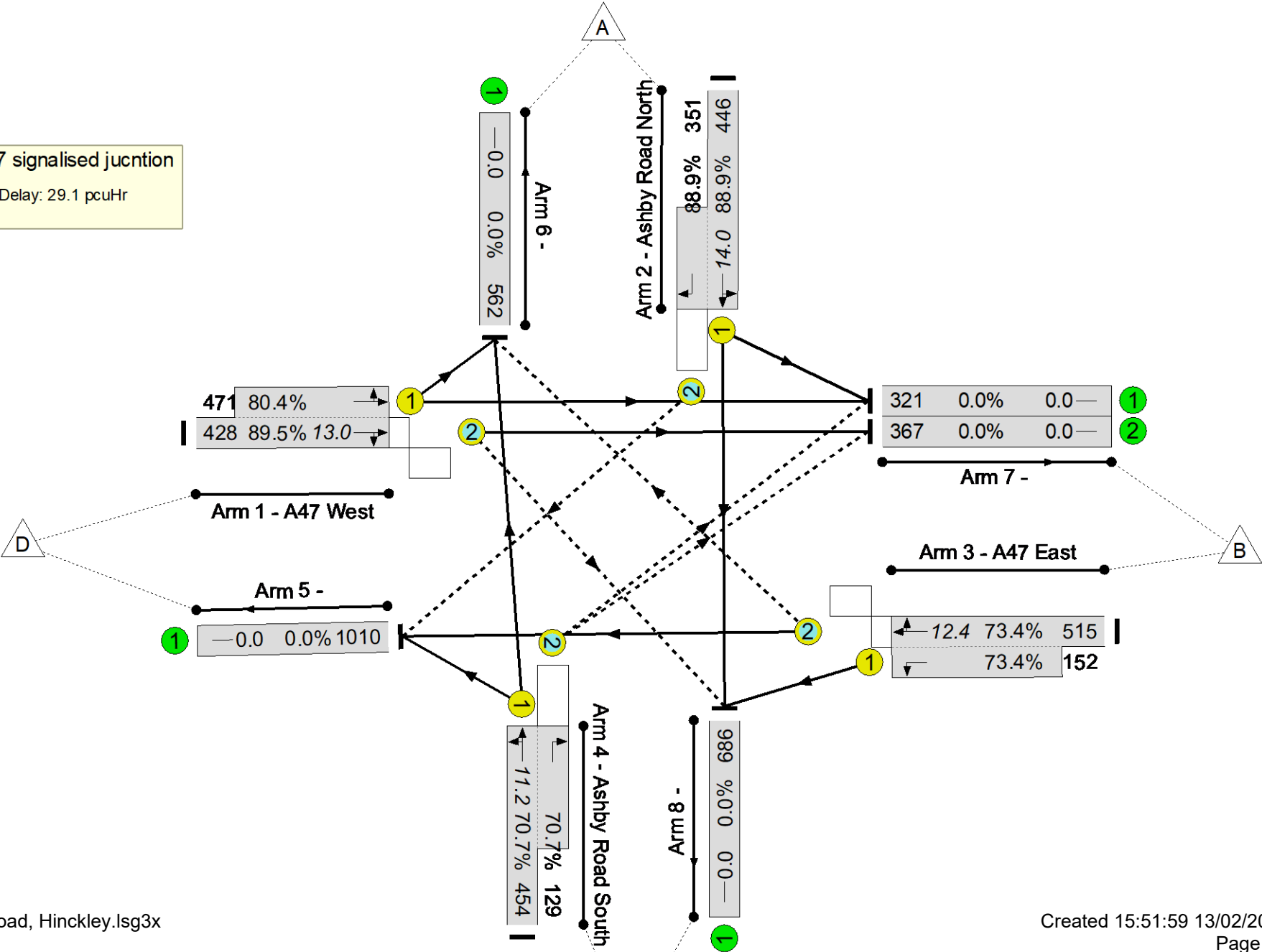
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	38
1/2	A47 West Ahead Right	O	A	7	38
2/1	Ashby Road North Left Ahead	U	C	45	0
2/2	Ashby Road North Right	O	C D	45	0
3/1	A47 East Left	U	B	7	38
3/2	A47 East Ahead Right	O	B	7	38
4/1	Ashby Road South Left Ahead	U	E	45	81
4/2	Ashby Road South Right	O	E	45	81

Ashby Road/A47 signalised junction



PRC: 0.6 %
Total Traffic Delay: 29.1 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	89.5%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	89.5%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	31	-	-	899	2108:1818	478+586	89.5 : 80.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	45	5	-	797	1869:1753	502+395	88.9 : 88.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	31	-	-	667	2045:1741	701+207	73.4 : 73.4%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	36	-	-	583	1844:1912	642+182	70.7 : 70.7%
5/1		U	N/A	N/A	-		-	-	-	-	1010	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	562	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	321	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	367	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	686	Inf	Inf	0.0%

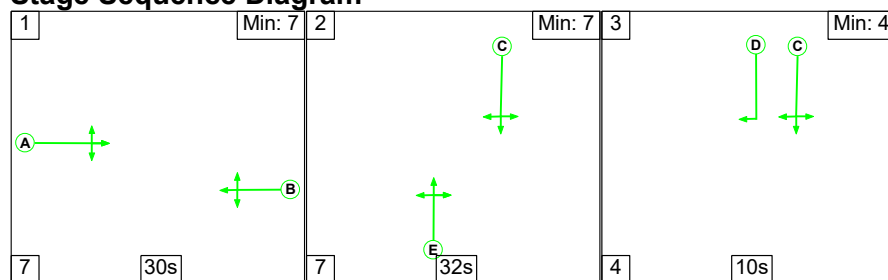
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	422	136	80	18.0	8.9	2.1	29.1	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	422	136	80	18.0	8.9	2.1	29.1	-	-	-	-	
1/2+1/1	899	899	83	0	43	6.3	2.6	0.6	9.5	38.1	10.3	2.6	13.0	
2/1+2/2	797	797	178	136	36	4.0	3.7	1.1	8.8	39.6	10.2	3.7	14.0	
3/2+3/1	667	667	32	0	0	4.4	1.4	0.1	5.9	31.8	11.0	1.4	12.4	
4/1+4/2	583	583	129	0	0	3.3	1.2	0.4	4.9	30.2	10.0	1.2	11.2	
5/1	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 0.6 PRC Over All Lanes (%): 0.6 Total Delay for Signalled Lanes (pcuHr): 29.05 Total Delay Over All Lanes(pcuHr): 29.05 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 5: '2027 + Committed AM' (FG5: '2027 + Committed AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



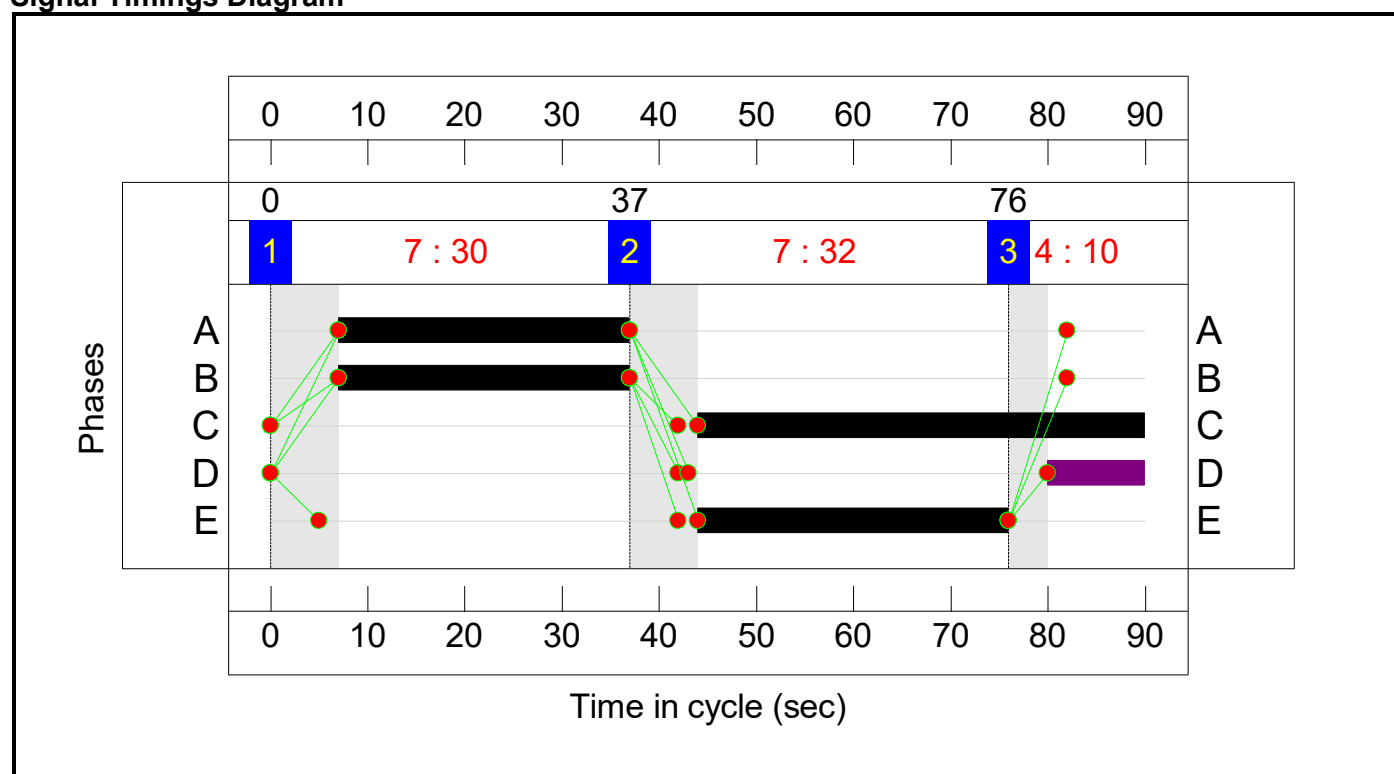
Stage Timings

Stage	1	2	3
Duration	30	32	10
Change Point	0	37	76

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	30	7	37
B	A47 East Ahead Right Left	Traffic	30	7	37
C	Ashby Road North Right Left Ahead	Traffic	46	44	0
D	Ashby Road North Right IGA	Ind. Arrow	10	80	0
E	Ashby Road South Left Ahead Right	Traffic	32	44	76

Signal Timings Diagram



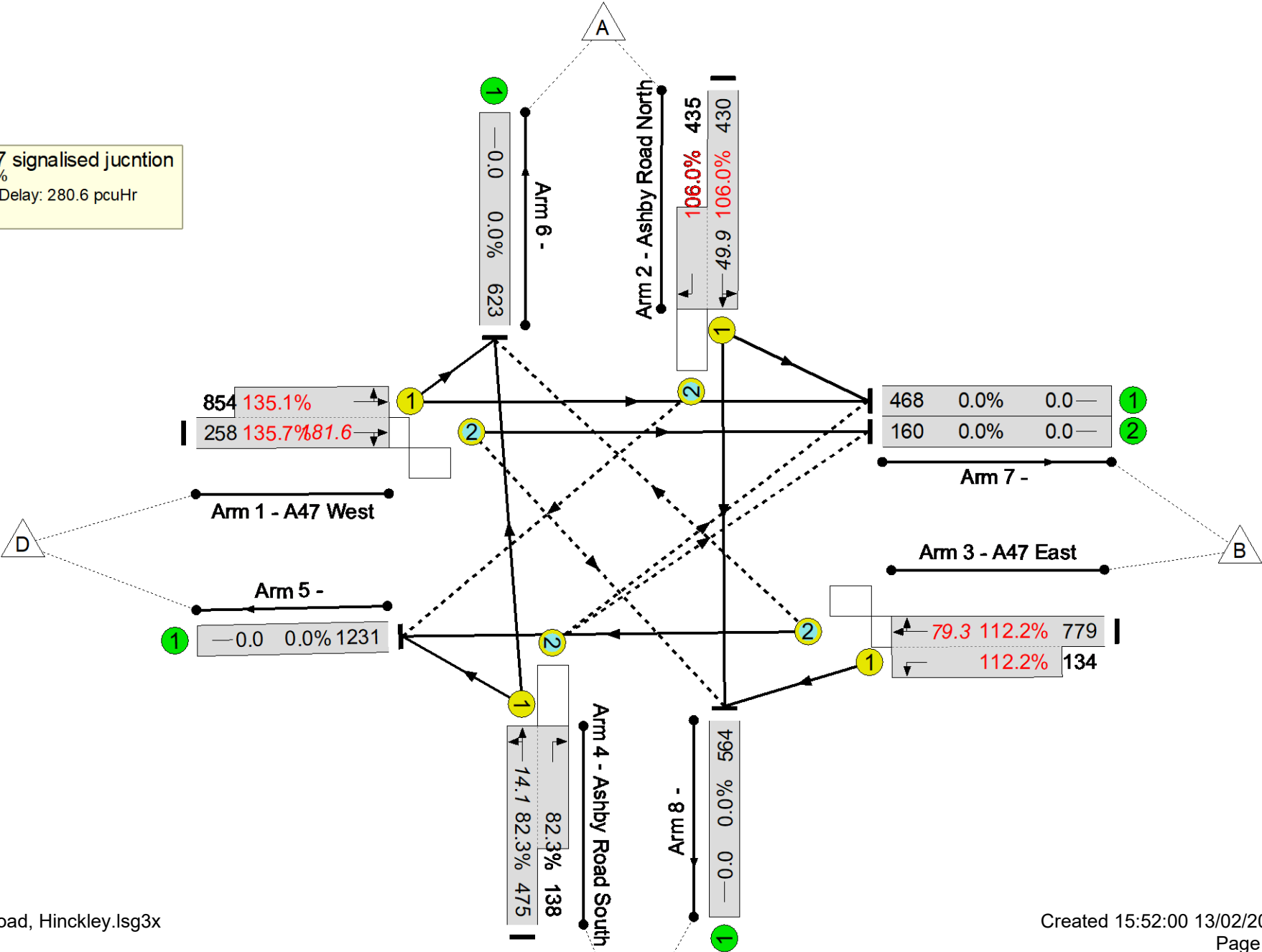
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	37
1/2	A47 West Ahead Right	O	A	7	37
2/1	Ashby Road North Left Ahead	U	C	44	0
2/2	Ashby Road North Right	O	C D	44	0
3/1	A47 East Left	U	B	7	37
3/2	A47 East Ahead Right	O	B	7	37
4/1	Ashby Road South Left Ahead	U	E	44	76
4/2	Ashby Road South Right	O	E	44	76

Ashby Road/A47 signalised junction



PRC: -50.7 %
Total Traffic Delay: 280.6 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	135.7%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	135.7%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	30	-	-	1112	2082:1835	190+632	135.7 : 135.1%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	46	10	-	865	1866:1753	406+410	106.0 : 106.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	30	-	-	913	2045:1741	695+119	112.2 : 112.2%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	32	-	-	613	1849:1912	577+168	82.3 : 82.3%
5/1		U	N/A	N/A	-		-	-	-	-	1335	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	725	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	596	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	206	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	641	Inf	Inf	0.0%

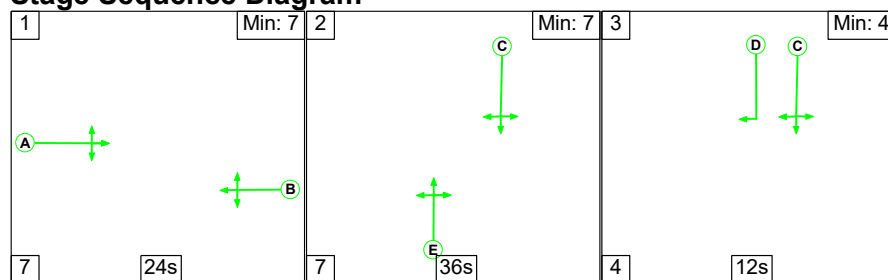
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	235	234	204	43.8	234.1	2.7	280.6	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	235	234	204	43.8	234.1	2.7	280.6	-	-	-	-	
1/2+1/1	1112	816	0	0	80	21.1	146.8	1.0	168.9	546.9	34.8	146.8	181.6	
2/1+2/2	865	816	97	234	80	7.0	31.3	1.1	39.4	164.0	18.6	31.3	49.9	
3/2+3/1	913	814	0	0	44	11.5	53.8	0.2	65.5	258.2	25.5	53.8	79.3	
4/1+4/2	613	613	138	0	0	4.1	2.3	0.3	6.7	39.6	11.9	2.3	14.1	
5/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -50.7 PRC Over All Lanes (%): -50.7 Total Delay for Signalled Lanes (pcuHr): 280.56 Total Delay Over All Lanes(pcuHr): 280.56 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 6: '2027 + Committed PM' (FG6: '2027 + Committed PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



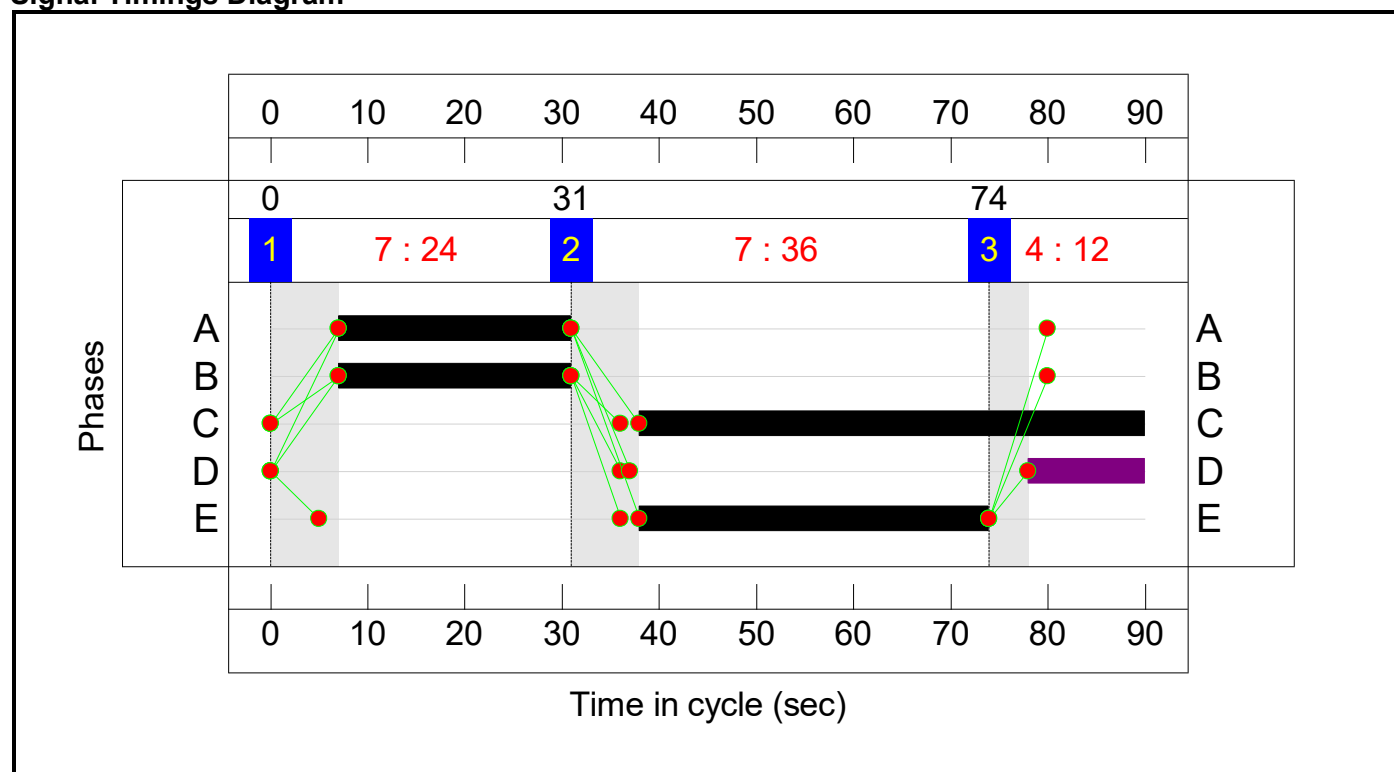
Stage Timings

Stage	1	2	3
Duration	24	36	12
Change Point	0	31	74

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	24	7	31
B	A47 East Ahead Right Left	Traffic	24	7	31
C	Ashby Road North Right Left Ahead	Traffic	52	38	0
D	Ashby Road North Right IGA	Ind. Arrow	12	78	0
E	Ashby Road South Left Ahead Right	Traffic	36	38	74

Signal Timings Diagram



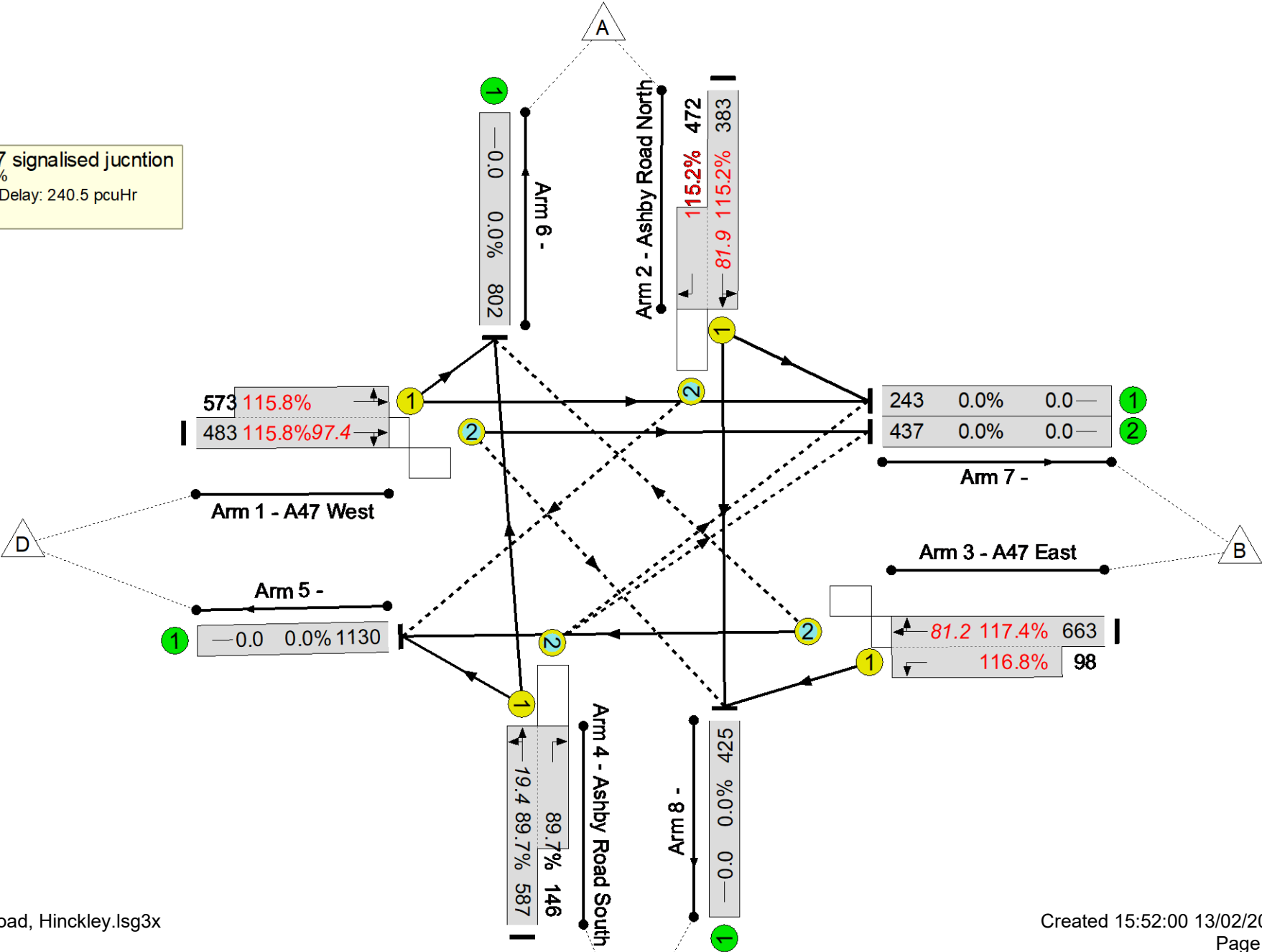
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	31
1/2	A47 West Ahead Right	O	A	7	31
2/1	Ashby Road North Left Ahead	U	C	38	0
2/2	Ashby Road North Right	O	C D	38	0
3/1	A47 East Left	U	B	7	31
3/2	A47 East Ahead Right	O	B	7	31
4/1	Ashby Road South Left Ahead	U	E	38	74
4/2	Ashby Road South Right	O	E	38	74

Ashby Road/A47 signalised junction



PRC: -30.4 %
Total Traffic Delay: 240.5 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	117.4%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	117.4%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	24	-	-	1056	2135:1782	417+495	115.8 : 115.8%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	52	12	-	855	1861:1753	332+410	115.2 : 115.2%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	24	-	-	761	2044:1741	565+84	117.4 : 116.8%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	36	-	-	733	1853:1912	655+163	89.7 : 89.7%
5/1		U	N/A	N/A	-		-	-	-	-	1281	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	867	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	270	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	495	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	492	Inf	Inf	0.0%

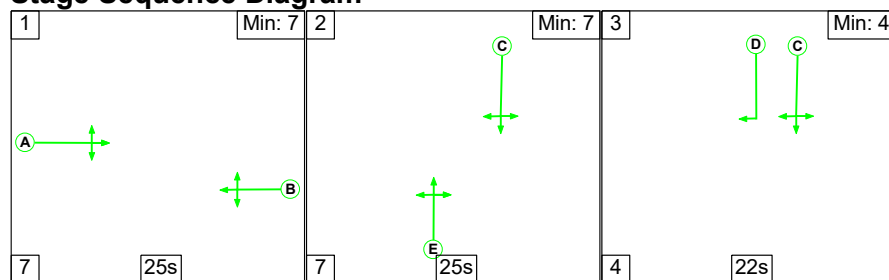
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	206	273	171	39.9	198.8	1.8	240.5	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	206	273	171	39.9	198.8	1.8	240.5	-	-	-	-	
1/2+1/1	1056	912	0	0	53	13.9	75.4	0.2	89.5	305.2	22.0	75.4	97.4	
2/1+2/2	855	742	60	273	76	10.0	60.1	1.3	71.4	300.8	21.8	60.1	81.9	
3/2+3/1	761	652	0	0	42	11.2	59.3	0.1	70.7	334.4	21.9	59.3	81.2	
4/1+4/2	733	733	146	0	0	4.8	4.0	0.1	8.9	43.5	15.4	4.0	19.4	
5/1	1130	1130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -30.4 PRC Over All Lanes (%): -30.4 Total Delay for Signalled Lanes (pcuHr): 240.52 Total Delay Over All Lanes(pcuHr): 240.52 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 7: '2027 + Committed + Development AM' (FG7: '2027 + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

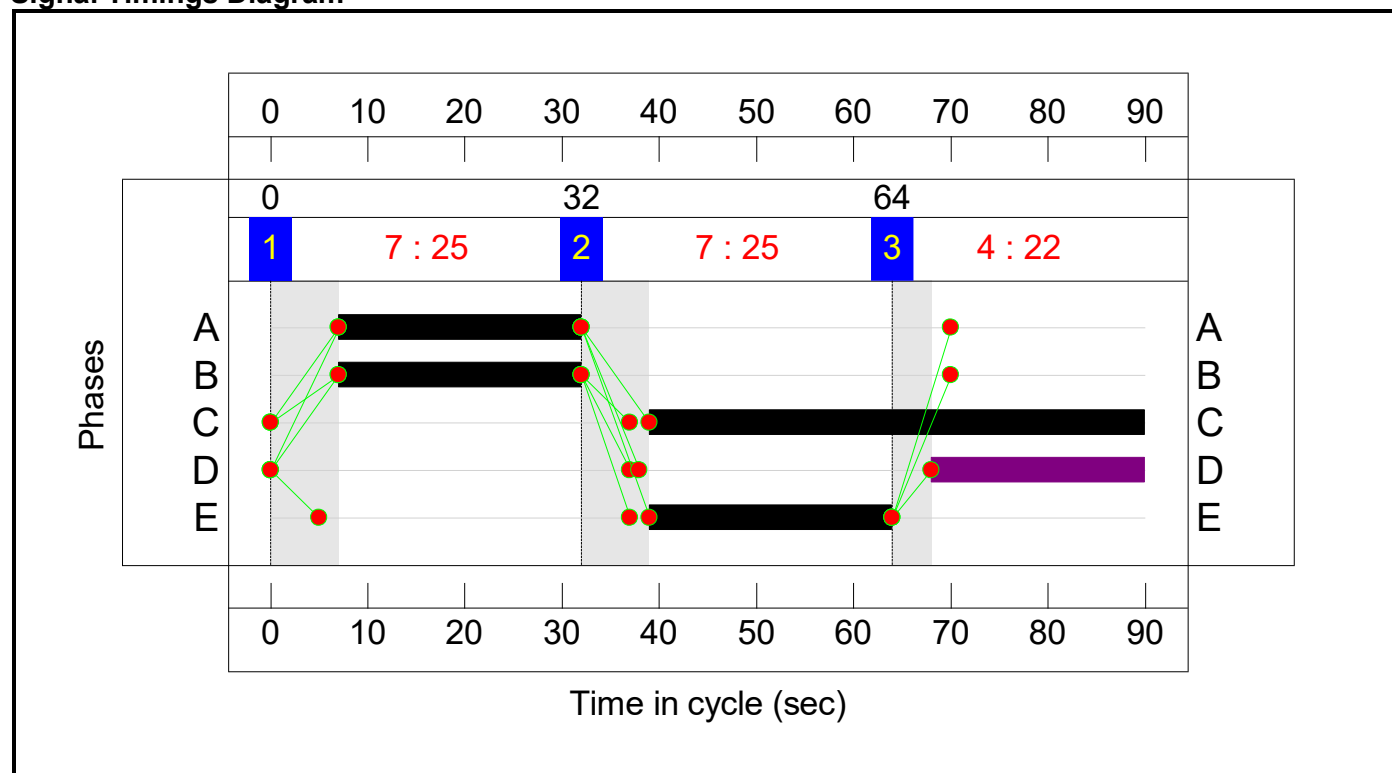


Stage Timings

Stage	1	2	3
Duration	25	25	22
Change Point	0	32	64

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	25	7	32
B	A47 East Ahead Right Left	Traffic	25	7	32
C	Ashby Road North Right Left Ahead	Traffic	51	39	0
D	Ashby Road North Right IGA	Ind. Arrow	22	68	0
E	Ashby Road South Left Ahead Right	Traffic	25	39	64

Signal Timings Diagram**Lane Green Times**

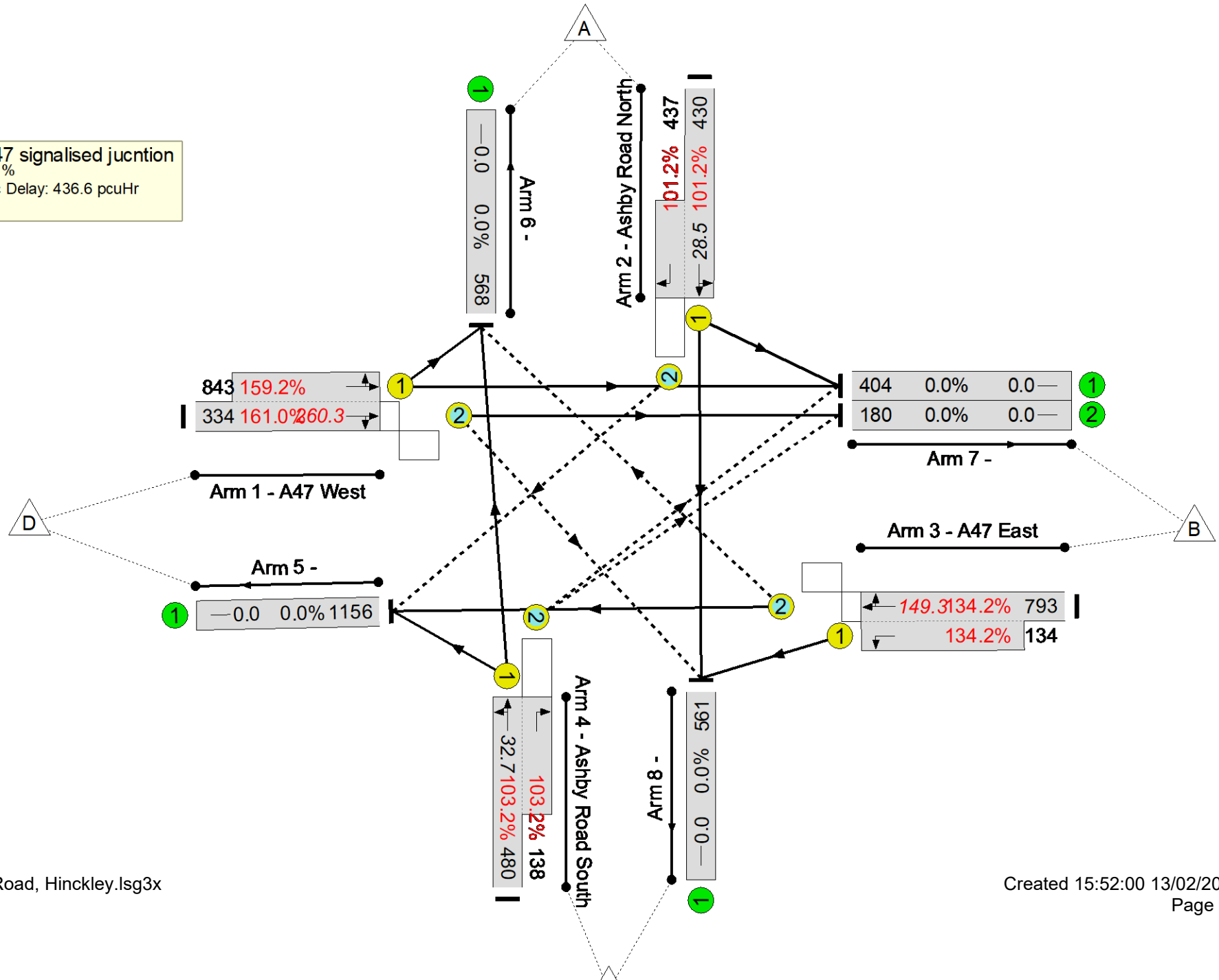
Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	32
1/2	A47 West Ahead Right	O	A	7	32
2/1	Ashby Road North Left Ahead	U	C	39	0
2/2	Ashby Road North Right	O	C D	39	0
3/1	A47 East Left	U	B	7	32
3/2	A47 East Ahead Right	O	B	7	32
4/1	Ashby Road South Left Ahead	U	E	39	64
4/2	Ashby Road South Right	O	E	39	64

Ashby Road/A47 signalised junction



PRC: -78.9 %

Total Traffic Delay: 436.6 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	161.0%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	161.0%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	25	-	-	1177	2090:1833	207+530	161.0 : 159.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	51	22	-	867	1866:1753	425+432	101.2 : 101.2%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	25	-	-	927	2046:1741	591+100	134.2 : 134.2%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	25	-	-	618	1848:1912	465+134	103.2 : 103.2%
5/1		U	N/A	N/A	-		-	-	-	-	1356	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	729	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	581	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	265	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	658	Inf	Inf	0.0%

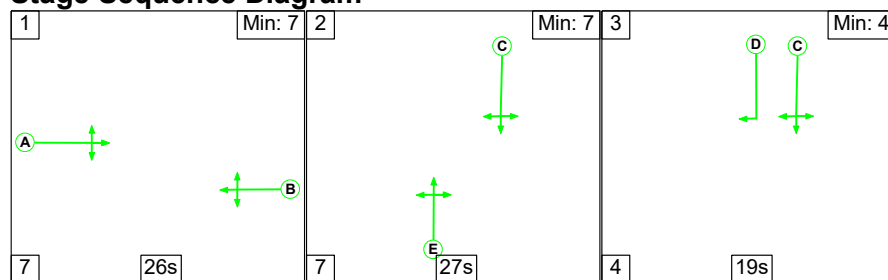
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	134	401	147	57.5	376.9	2.2	436.6	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	134	401	147	57.5	376.9	2.2	436.6	-	-	-	-	
1/2+1/1	1177	730	0	0	80	29.0	221.3	0.9	251.2	768.4	39.0	221.3	260.3	
2/1+2/2	867	857	1	401	30	4.5	17.5	0.8	22.8	94.6	11.0	17.5	28.5	
3/2+3/1	927	691	0	0	37	18.1	120.0	0.1	138.2	536.7	29.4	120.0	149.3	
4/1+4/2	618	599	134	0	0	5.9	18.2	0.3	24.4	141.9	14.6	18.2	32.7	
5/1	1156	1156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -78.9 PRC Over All Lanes (%): -78.9 Total Delay for Signalled Lanes (pcuHr): 436.58 Total Delay Over All Lanes(pcuHr): 436.58 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 8: '2027 + Committed + Development PM' (FG8: '2027 + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	26	27	19
Change Point	0	33	67

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	26	7	33
B	A47 East Ahead Right Left	Traffic	26	7	33
C	Ashby Road North Right Left Ahead	Traffic	50	40	0
D	Ashby Road North Right IGA	Ind. Arrow	19	71	0
E	Ashby Road South Left Ahead Right	Traffic	27	40	67

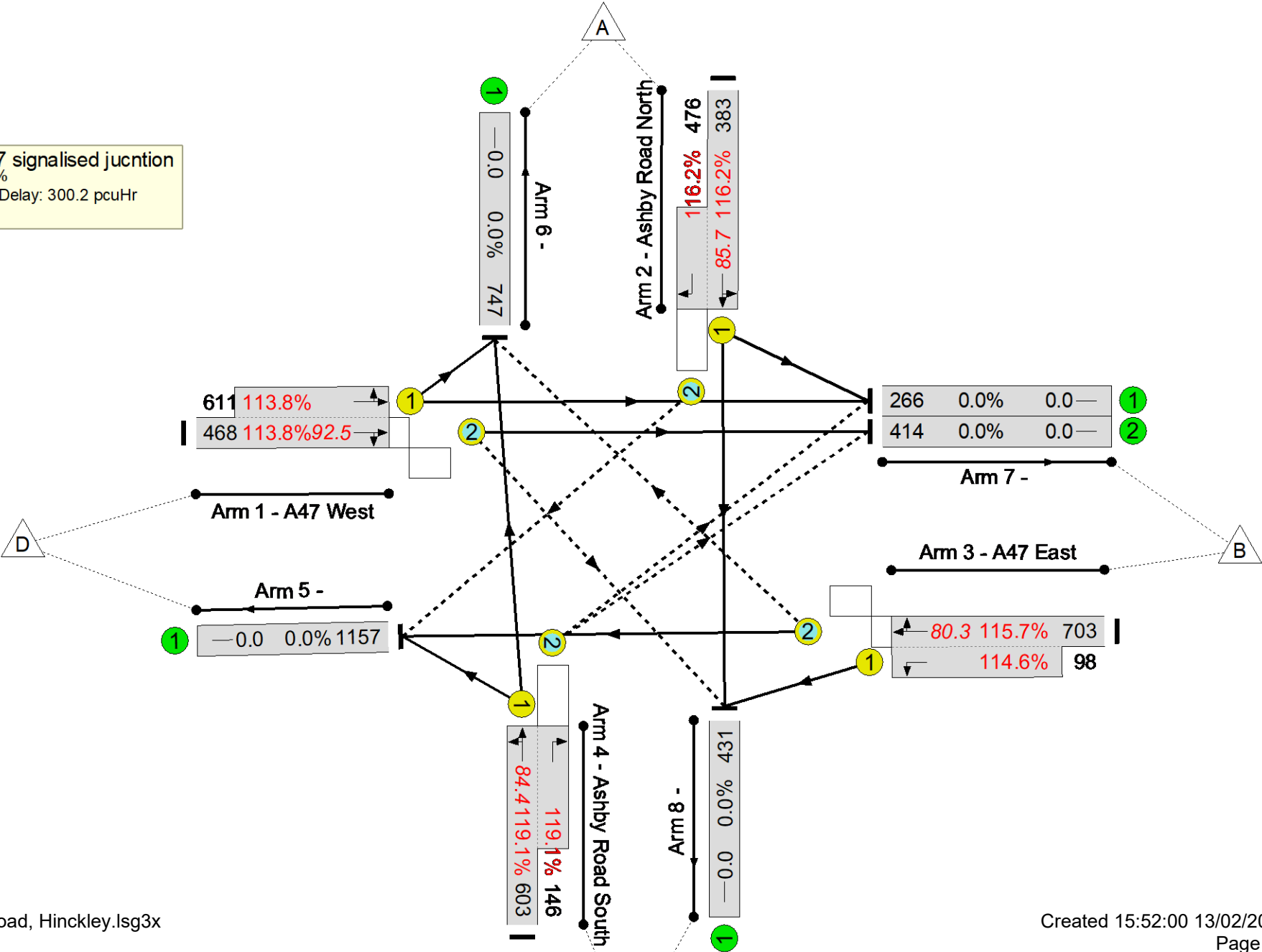


Land East of Stoke Road, Hinckley.lsg3x

Ashby Road/A47 signalised junction



PRC: -32.3 %
Total Traffic Delay: 300.2 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	119.1%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	119.1%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	26	-	-	1079	2132:1790	411+537	113.8 : 113.8%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	50	19	-	859	1861:1753	329+409	116.2 : 116.2%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	26	-	-	801	2044:1741	608+85	115.7 : 114.6%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	27	-	-	749	1850:1912	506+123	119.1 : 119.1%
5/1		U	N/A	N/A	-		-	-	-	-	1341	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	868	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	307	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	474	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	498	Inf	Inf	0.0%

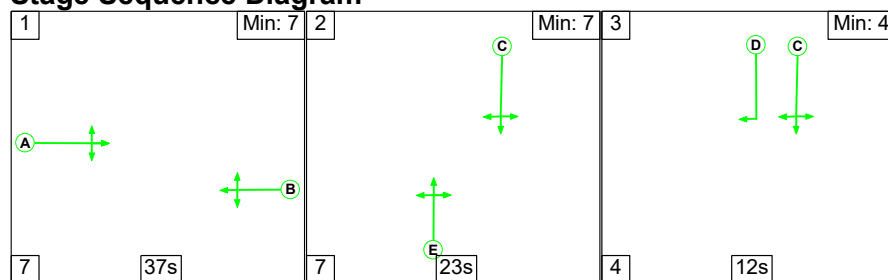
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	123	375	135	45.8	252.9	1.5	300.2	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	123	375	135	45.8	252.9	1.5	300.2	-	-	-	-	
1/2+1/1	1079	948	0	0	59	13.7	69.2	0.3	83.2	277.5	23.3	69.2	92.5	
2/1+2/2	859	739	1	375	33	10.6	63.4	0.9	74.9	314.0	22.3	63.4	85.7	
3/2+3/1	801	699	0	0	43	11.1	57.3	0.2	68.6	308.5	22.9	57.3	80.3	
4/1+4/2	749	629	123	0	0	10.4	62.9	0.1	73.4	352.8	21.5	62.9	84.4	
5/1	1157	1157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -32.3 PRC Over All Lanes (%): -32.3 Total Delay for Signalled Lanes (pcuHr): 300.16 Total Delay Over All Lanes(pcuHr): 300.16 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 9: '2032 Base AM' (FG9: '2032 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



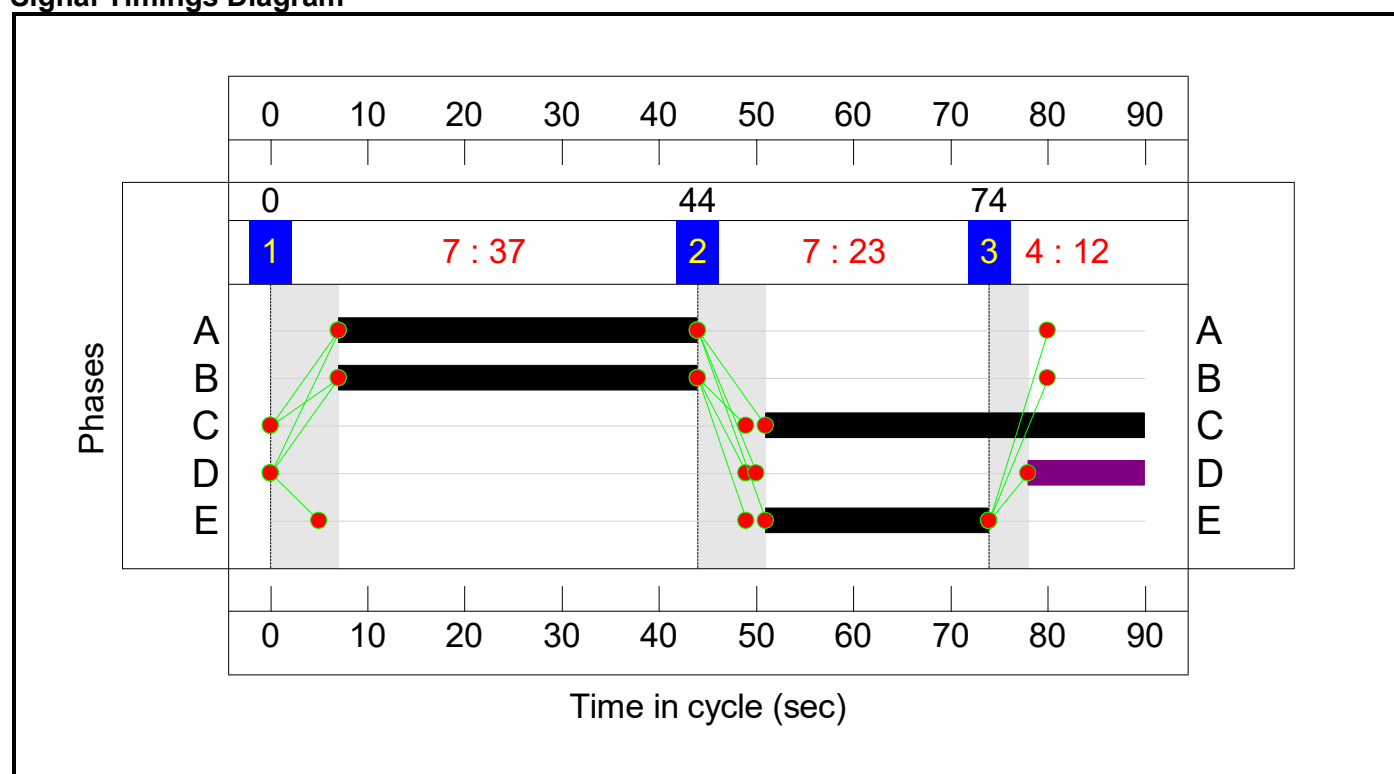
Stage Timings

Stage	1	2	3
Duration	37	23	12
Change Point	0	44	74

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	37	7	44
B	A47 East Ahead Right Left	Traffic	37	7	44
C	Ashby Road North Right Left Ahead	Traffic	39	51	0
D	Ashby Road North Right IGA	Ind. Arrow	12	78	0
E	Ashby Road South Left Ahead Right	Traffic	23	51	74

Signal Timings Diagram



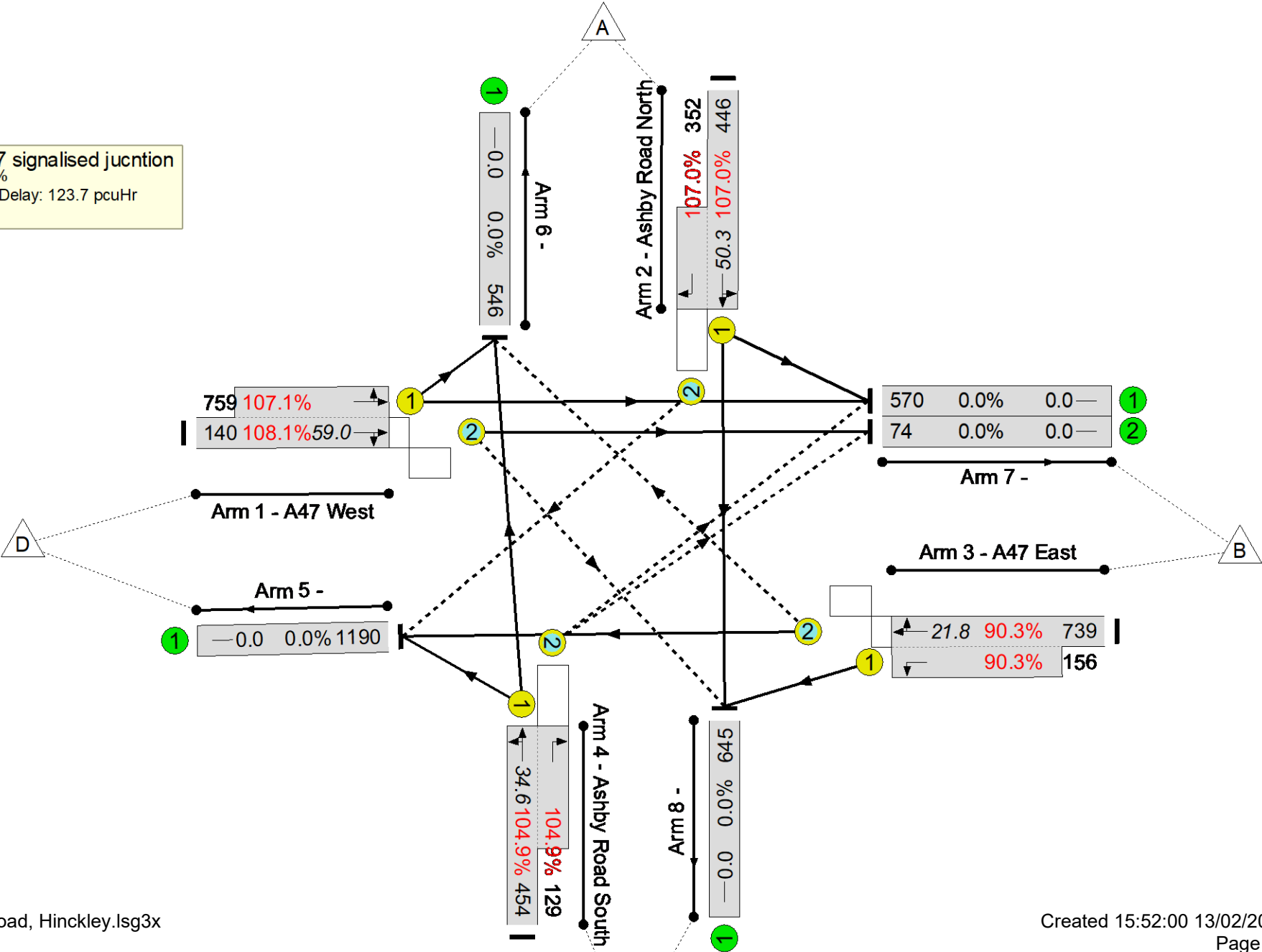
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	44
1/2	A47 West Ahead Right	O	A	7	44
2/1	Ashby Road North Left Ahead	U	C	51	0
2/2	Ashby Road North Right	O	C D	51	0
3/1	A47 East Left	U	B	7	44
3/2	A47 East Ahead Right	O	B	7	44
4/1	Ashby Road South Left Ahead	U	E	51	74
4/2	Ashby Road South Right	O	E	51	74

Ashby Road/A47 signalised junction



PRC: -20.1 %
Total Traffic Delay: 123.7 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	108.1%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	108.1%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	37	-	-	899	2019:1853	130+709	108.1 : 107.1%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	39	12	-	798	1869:1753	417+329	107.0 : 107.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	37	-	-	895	2045:1741	818+173	90.3 : 90.3%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	23	-	-	583	1844:1912	433+123	104.9 : 104.9%
5/1		U	N/A	N/A	-		-	-	-	-	1221	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	576	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	609	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	79	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	690	Inf	Inf	0.0%

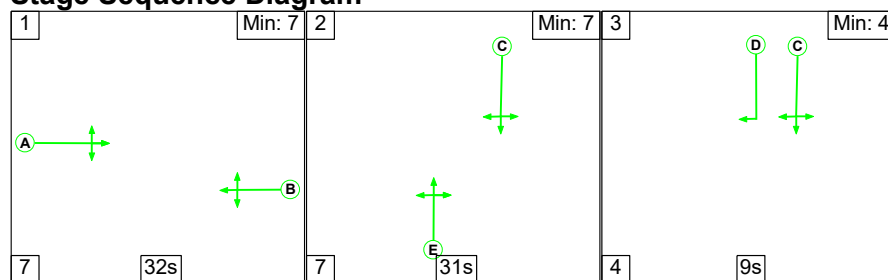
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	195	273	137	27.1	93.7	2.9	123.7	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	195	273	137	27.1	93.7	2.9	123.7	-	-	-	-	
1/2+1/1	899	834	27	0	80	8.2	36.6	1.4	46.2	185.0	22.4	36.6	59.0	
2/1+2/2	798	746	0	273	56	7.4	32.3	0.8	40.5	182.6	18.0	32.3	50.3	
3/2+3/1	895	895	45	0	1	5.6	4.3	0.2	10.1	40.5	17.5	4.3	21.8	
4/1+4/2	583	556	123	0	0	5.9	20.6	0.5	27.0	166.6	14.0	20.6	34.6	
5/1	1190	1190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -20.1 PRC Over All Lanes (%): -20.1 Total Delay for Signalled Lanes (pcuHr): 123.73 Total Delay Over All Lanes(pcuHr): 123.73 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 10: '2032 Base PM' (FG10: '2032 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



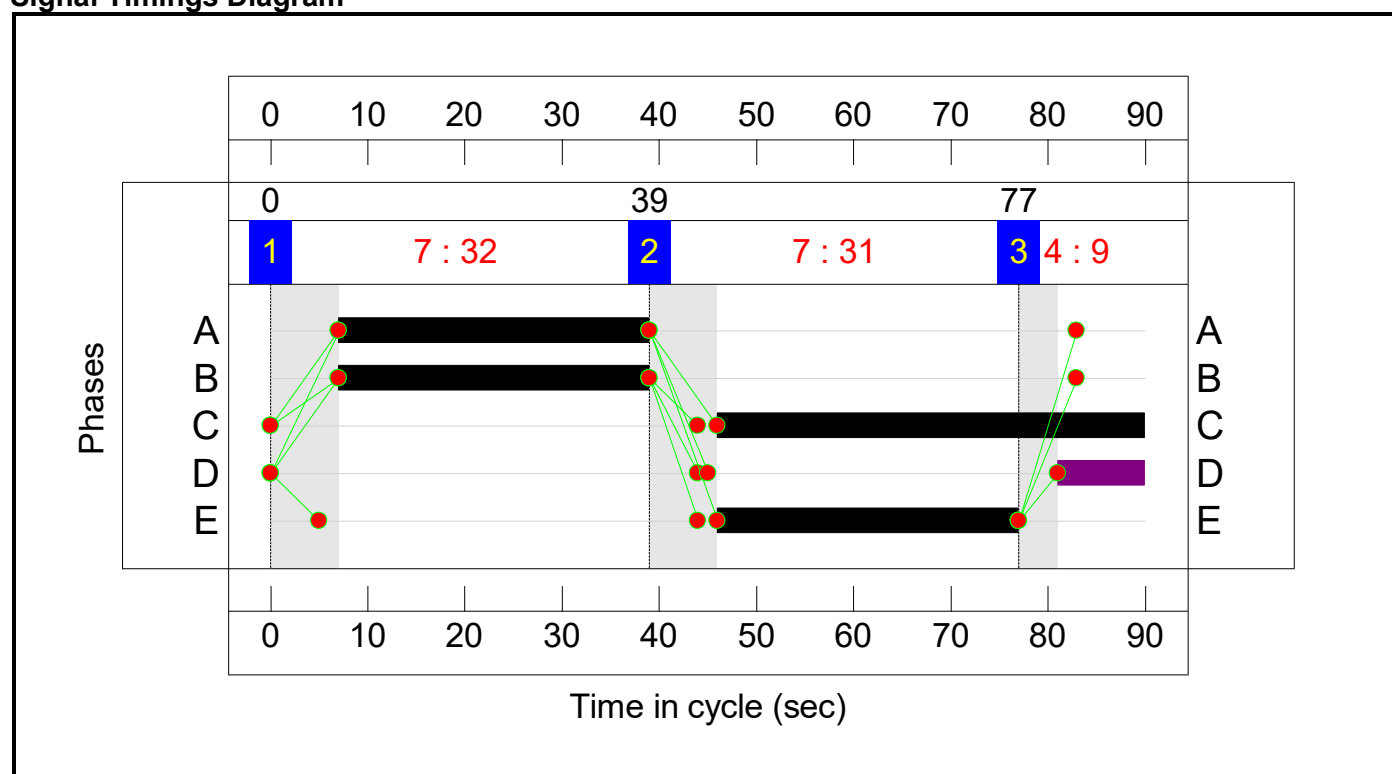
Stage Timings

Stage	1	2	3
Duration	32	31	9
Change Point	0	39	77

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	32	7	39
B	A47 East Ahead Right Left	Traffic	32	7	39
C	Ashby Road North Right Left Ahead	Traffic	44	46	0
D	Ashby Road North Right IGA	Ind. Arrow	9	81	0
E	Ashby Road South Left Ahead Right	Traffic	31	46	77

Signal Timings Diagram



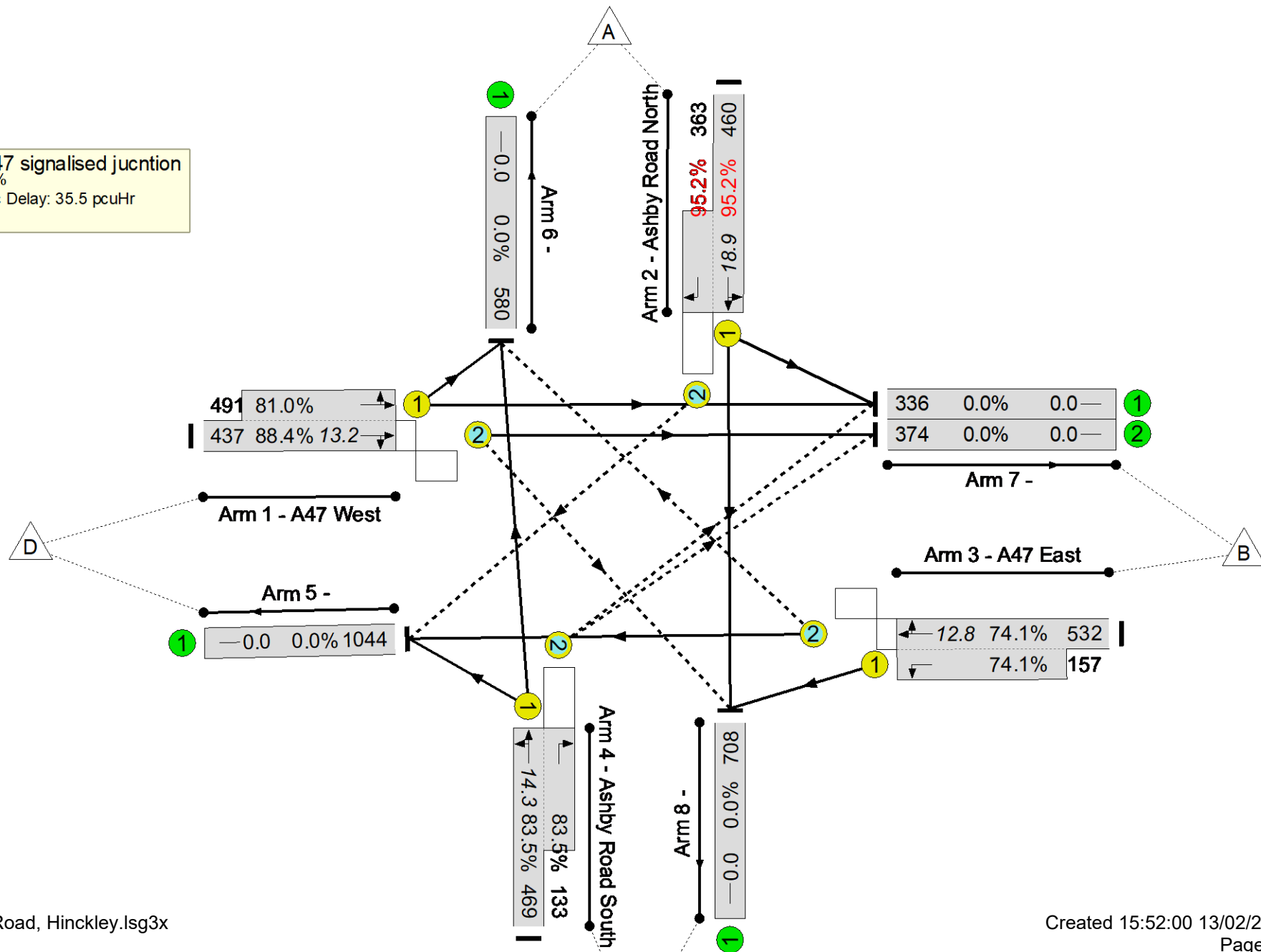
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	39
1/2	A47 West Ahead Right	O	A	7	39
2/1	Ashby Road North Left Ahead	U	C	46	0
2/2	Ashby Road North Right	O	C D	46	0
3/1	A47 East Left	U	B	7	39
3/2	A47 East Ahead Right	O	B	7	39
4/1	Ashby Road South Left Ahead	U	E	46	77
4/2	Ashby Road South Right	O	E	46	77

Ashby Road/A47 signalised junction



PRC: -5.8 %
Total Traffic Delay: 35.5 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	95.2%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	95.2%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	32	-	-	928	2108:1819	495+606	88.4 : 81.0%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	44	9	-	823	1869:1753	483+381	95.2 : 95.2%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	32	-	-	689	2045:1741	718+212	74.1 : 74.1%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	31	-	-	602	1843:1912	562+159	83.5 : 83.5%
5/1		U	N/A	N/A	-		-	-	-	-	1044	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	580	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	336	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	374	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	708	Inf	Inf	0.0%

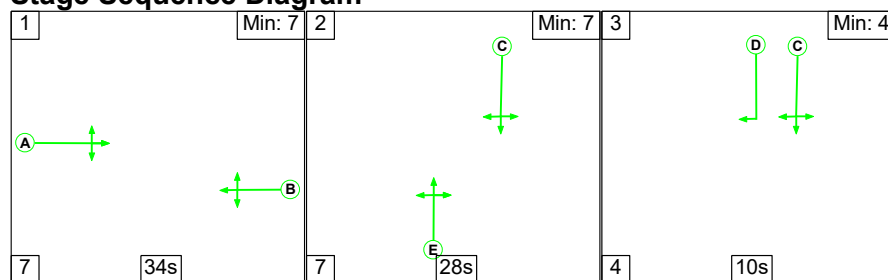
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	341	214	104	19.6	13.8	2.2	35.5	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	341	214	104	19.6	13.8	2.2	35.5	-	-	-	-	
1/2+1/1	928	928	88	0	42	6.4	2.6	0.6	9.6	37.1	10.6	2.6	13.2	
2/1+2/2	823	823	87	214	62	4.5	7.3	1.1	12.9	56.5	11.6	7.3	18.9	
3/2+3/1	689	689	33	0	0	4.5	1.4	0.1	6.0	31.2	11.4	1.4	12.8	
4/1+4/2	602	602	133	0	0	4.2	2.4	0.4	7.1	42.2	11.8	2.4	14.3	
5/1	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -5.8 PRC Over All Lanes (%): -5.8 Total Delay for Signalled Lanes (pcuHr): 35.52 Total Delay Over All Lanes(pcuHr): 35.52 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 11: '2032 + Committed AM' (FG11: '2032 + Committed AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



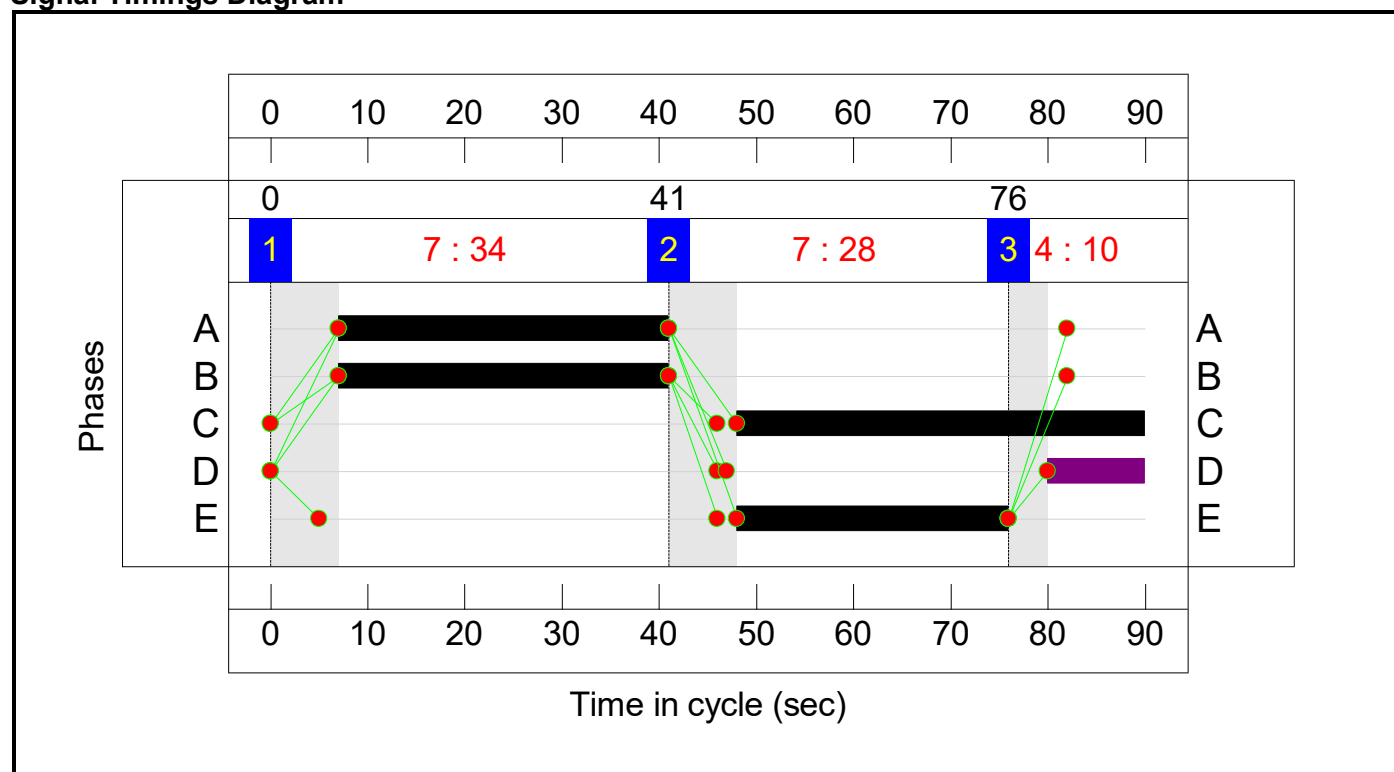
Stage Timings

Stage	1	2	3
Duration	34	28	10
Change Point	0	41	76

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	34	7	41
B	A47 East Ahead Right Left	Traffic	34	7	41
C	Ashby Road North Right Left Ahead	Traffic	42	48	0
D	Ashby Road North Right IGA	Ind. Arrow	10	80	0
E	Ashby Road South Left Ahead Right	Traffic	28	48	76

Signal Timings Diagram



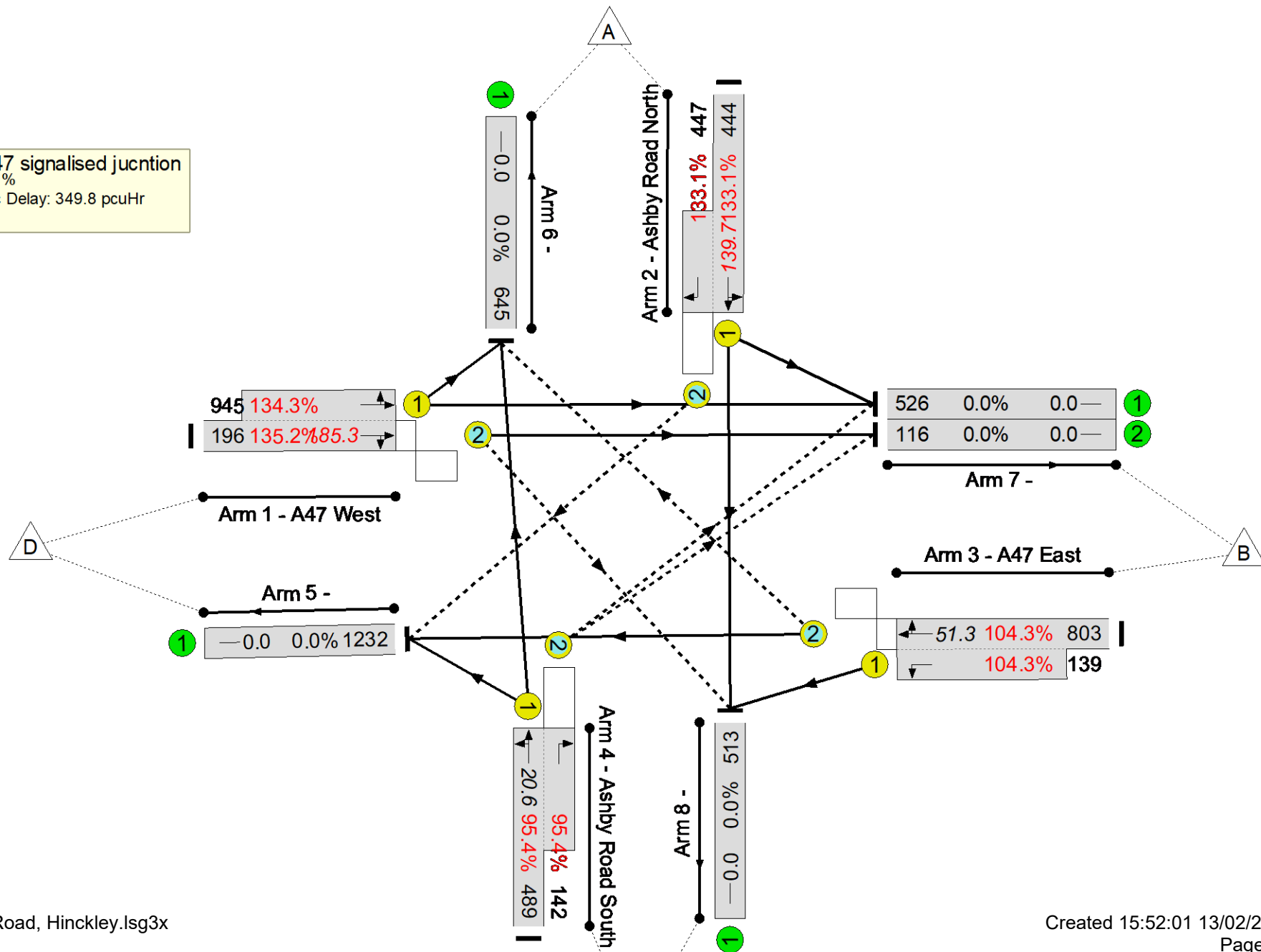
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	41
1/2	A47 West Ahead Right	O	A	7	41
2/1	Ashby Road North Left Ahead	U	C	48	0
2/2	Ashby Road North Right	O	C D	48	0
3/1	A47 East Left	U	B	7	41
3/2	A47 East Ahead Right	O	B	7	41
4/1	Ashby Road South Left Ahead	U	E	48	76
4/2	Ashby Road South Right	O	E	48	76

Ashby Road/A47 signalised junction



PRC: -50.2 %
Total Traffic Delay: 349.8 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	135.2%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	135.2%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	34	-	-	1141	2057:1841	145+704	135.2 : 134.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	42	10	-	891	1866:1753	334+336	133.1 : 133.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	34	-	-	942	2045:1741	770+133	104.3 : 104.3%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	28	-	-	631	1849:1912	513+149	95.4 : 95.4%
5/1		U	N/A	N/A	-		-	-	-	-	1374	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	744	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	682	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	142	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%

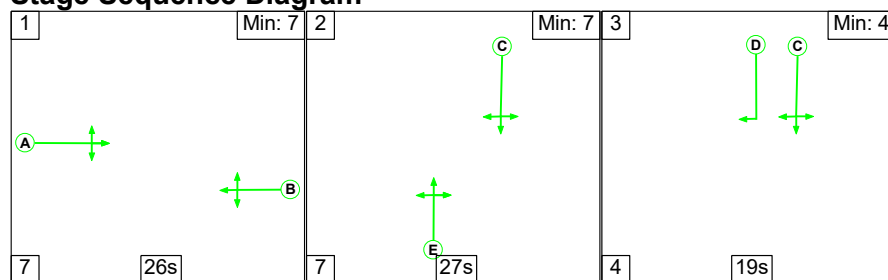
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	164	234	209	51.0	295.9	2.9	349.8	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	164	234	209	51.0	295.9	2.9	349.8	-	-	-	-	
1/2+1/1	1141	844	0	0	80	20.7	148.2	1.2	170.1	536.8	37.1	148.2	185.3	
2/1+2/2	891	669	22	234	80	16.7	112.8	1.1	130.6	527.6	26.9	112.8	139.7	
3/2+3/1	942	903	0	0	49	8.6	27.8	0.2	36.7	140.1	23.5	27.8	51.3	
4/1+4/2	631	631	142	0	0	5.0	7.1	0.3	12.4	70.7	13.5	7.1	20.6	
5/1	1232	1232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -50.2 PRC Over All Lanes (%): -50.2 Total Delay for Signalled Lanes (pcuHr): 349.76 Total Delay Over All Lanes(pcuHr): 349.76 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 12: '2032 + Committed PM' (FG12: '2032 + Committed PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



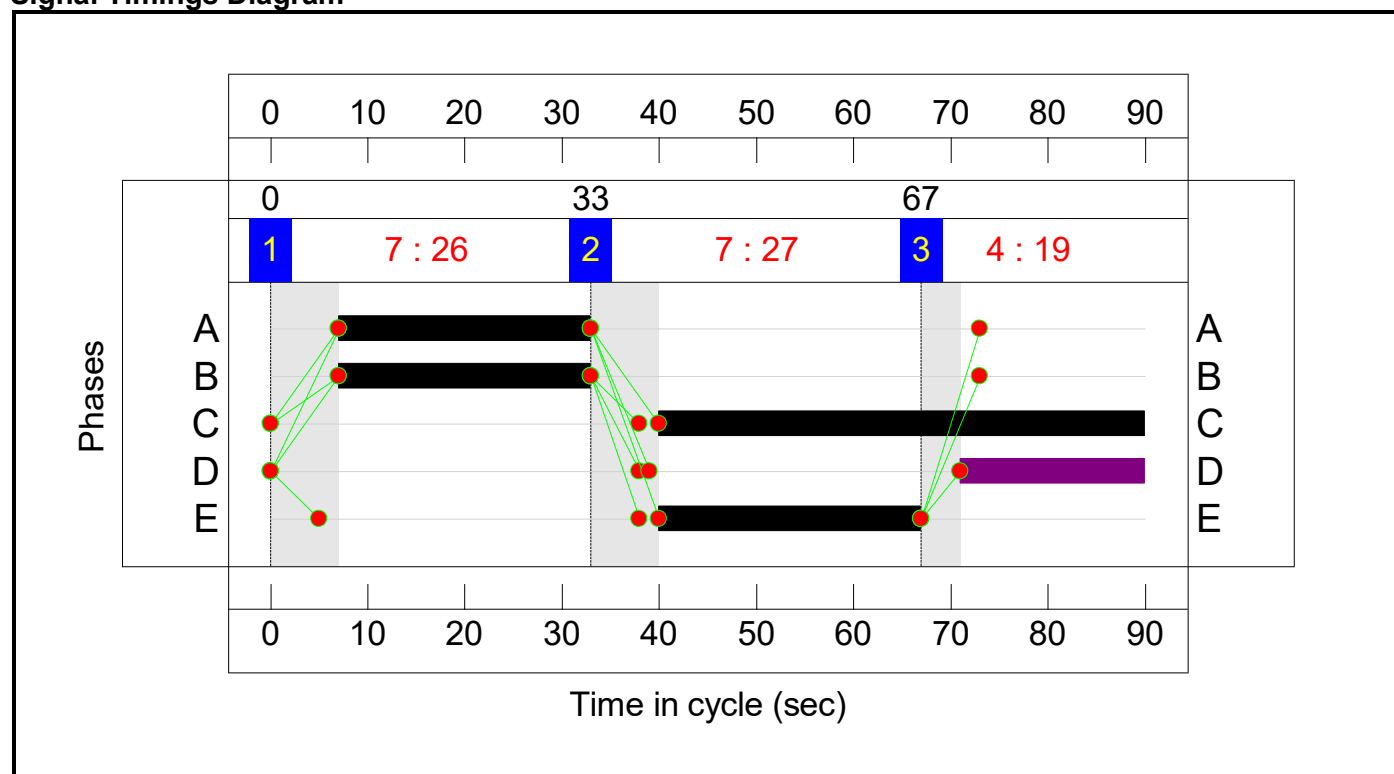
Stage Timings

Stage	1	2	3
Duration	26	27	19
Change Point	0	33	67

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	26	7	33
B	A47 East Ahead Right Left	Traffic	26	7	33
C	Ashby Road North Right Left Ahead	Traffic	50	40	0
D	Ashby Road North Right IGA	Ind. Arrow	19	71	0
E	Ashby Road South Left Ahead Right	Traffic	27	40	67

Signal Timings Diagram



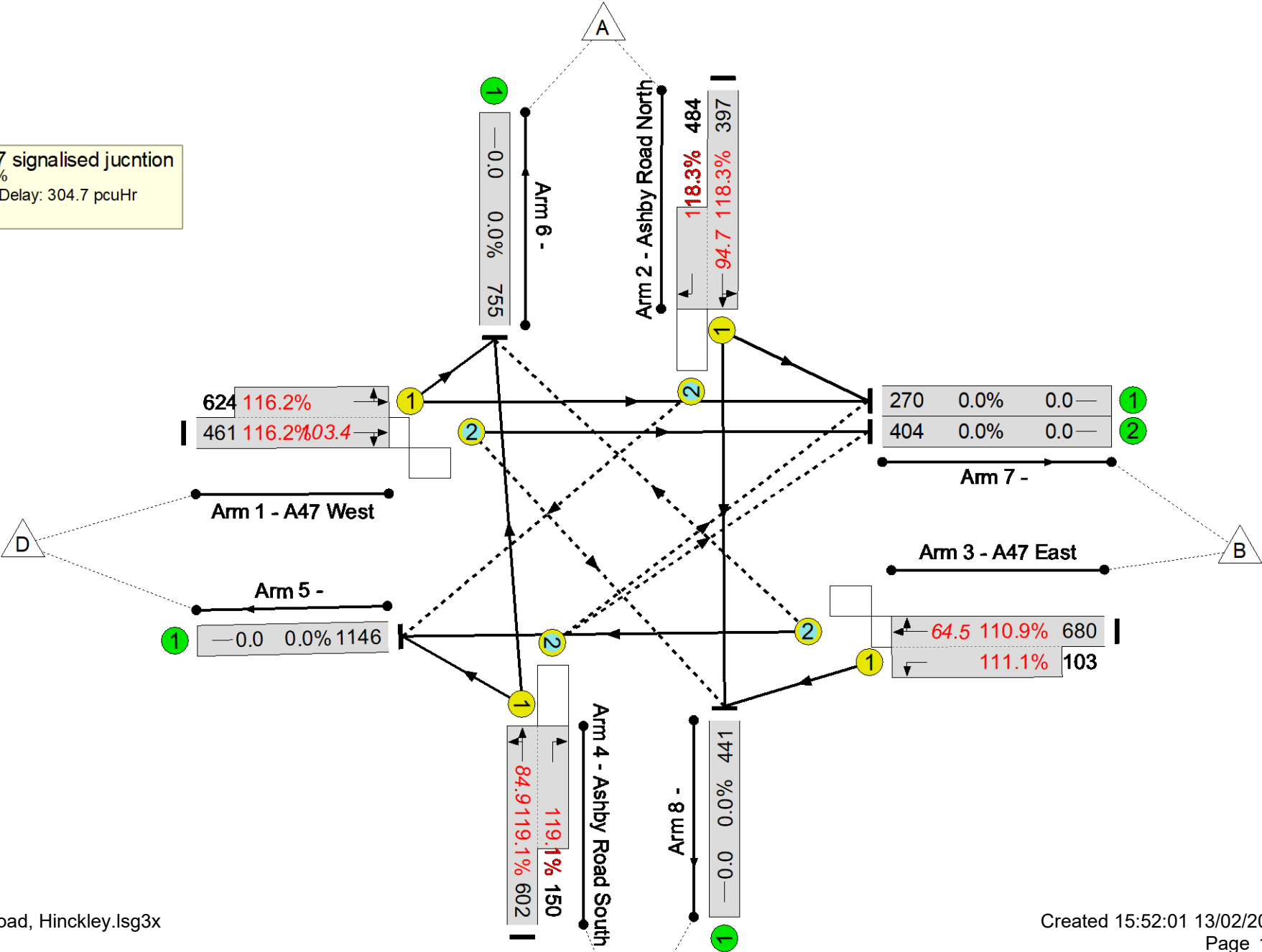
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	33
1/2	A47 West Ahead Right	O	A	7	33
2/1	Ashby Road North Left Ahead	U	C	40	0
2/2	Ashby Road North Right	O	C D	40	0
3/1	A47 East Left	U	B	7	33
3/2	A47 East Ahead Right	O	B	7	33
4/1	Ashby Road South Left Ahead	U	E	40	67
4/2	Ashby Road South Right	O	E	40	67

Ashby Road/A47 signalised junction



PRC: -32.4 %
Total Traffic Delay: 304.7 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	119.1%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	119.1%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	26	-	-	1085	2132:1790	397+537	116.2 : 116.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	50	19	-	881	1861:1753	336+409	118.3 : 118.3%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	26	-	-	783	2044:1741	613+93	110.9 : 111.1%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	27	-	-	752	1853:1912	505+126	119.1 : 119.1%
5/1		U	N/A	N/A	-		-	-	-	-	1315	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	885	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	316	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	514	Inf	Inf	0.0%

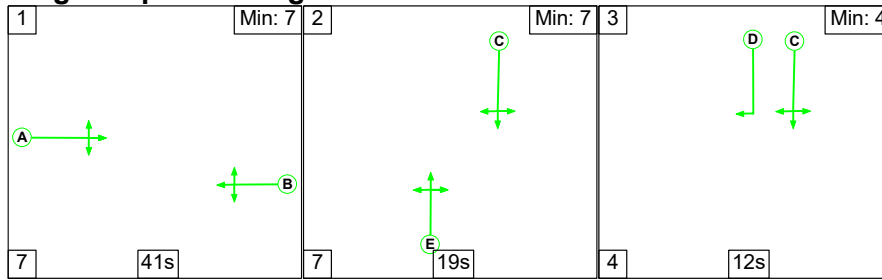
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	127	375	134	46.5	256.7	1.5	304.7	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	127	375	134	46.5	256.7	1.5	304.7	-	-	-	-	
1/2+1/1	1085	934	0	0	56	14.6	79.1	0.3	94.0	311.9	24.3	79.1	103.4	
2/1+2/2	881	745	1	375	33	11.6	71.2	0.9	83.7	342.2	23.5	71.2	94.7	
3/2+3/1	783	706	0	0	45	9.9	43.1	0.2	53.1	244.2	21.4	43.1	64.5	
4/1+4/2	752	631	126	0	0	10.4	63.3	0.1	73.9	353.6	21.6	63.3	84.9	
5/1	1146	1146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -32.4 PRC Over All Lanes (%): -32.4 Total Delay for Signalled Lanes (pcuHr): 304.72 Total Delay Over All Lanes(pcuHr): 304.72 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 13: '2032 + Committed + Development AM' (FG13: '2032 + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

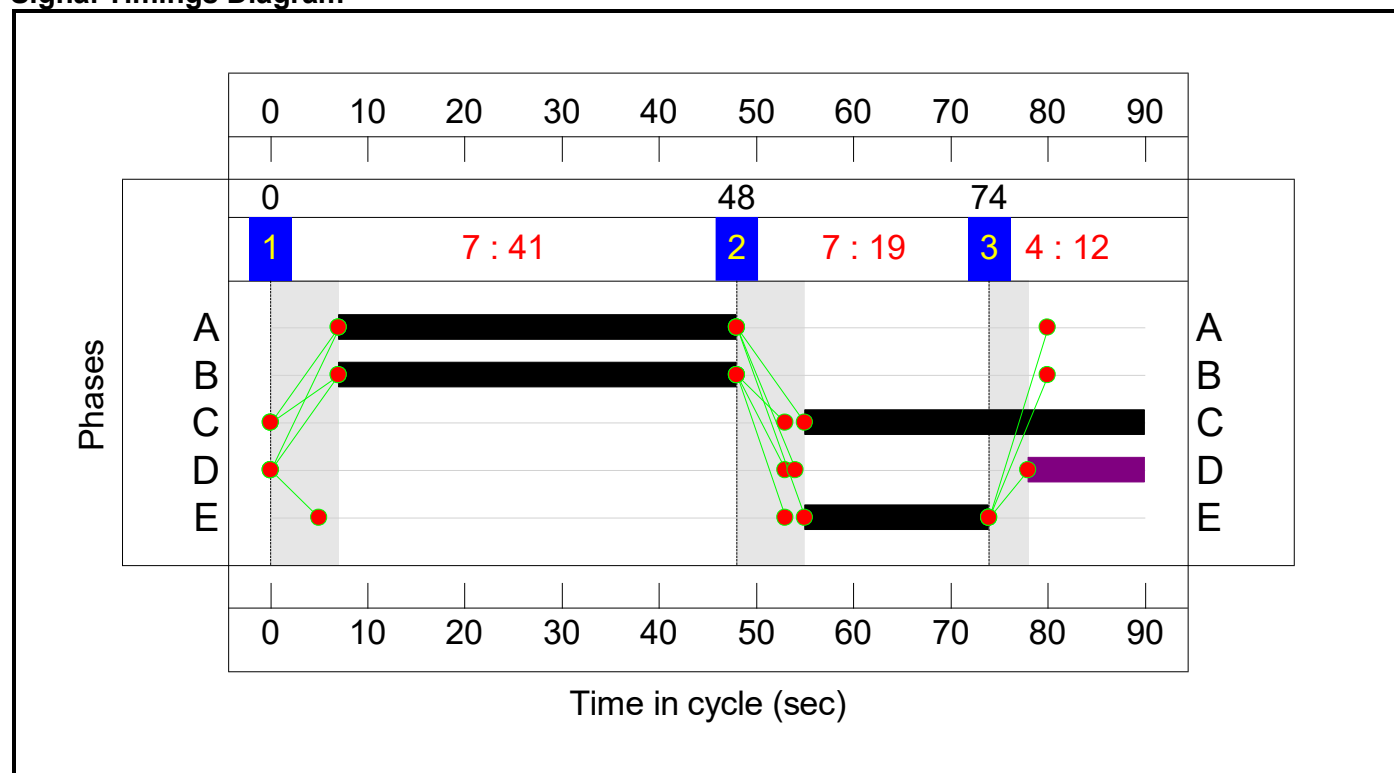


Stage Timings

Stage	1	2	3
Duration	41	19	12
Change Point	0	48	74

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	41	7	48
B	A47 East Ahead Right Left	Traffic	41	7	48
C	Ashby Road North Right Left Ahead	Traffic	35	55	0
D	Ashby Road North Right IGA	Ind. Arrow	12	78	0
E	Ashby Road South Left Ahead Right	Traffic	19	55	74

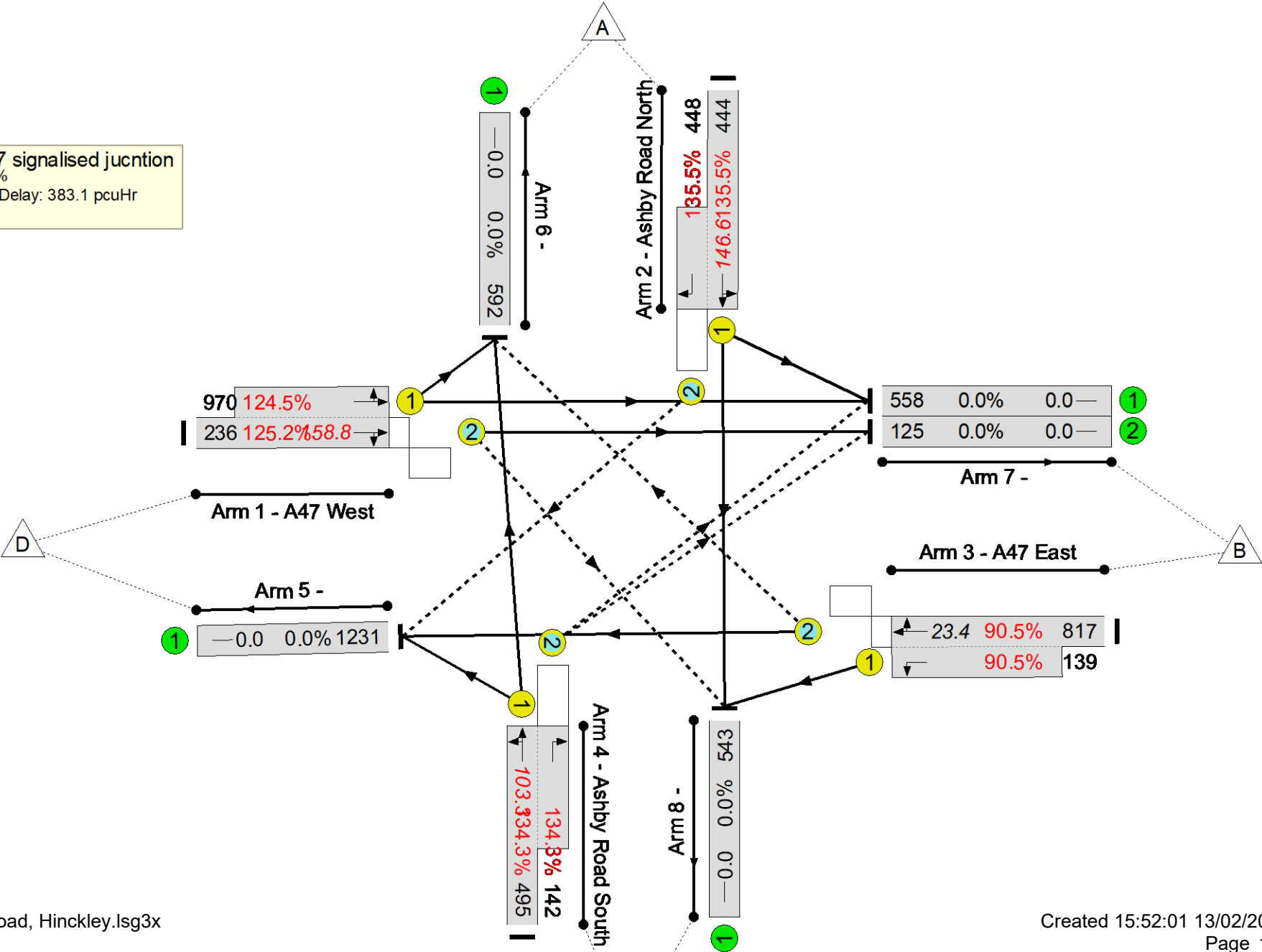
Signal Timings Diagram**Lane Green Times**

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	48
1/2	A47 West Ahead Right	O	A	7	48
2/1	Ashby Road North Left Ahead	U	C	55	0
2/2	Ashby Road North Right	O	C D	55	0
3/1	A47 East Left	U	B	7	48
3/2	A47 East Ahead Right	O	B	7	48
4/1	Ashby Road South Left Ahead	U	E	55	74
4/2	Ashby Road South Right	O	E	55	74

Ashby Road/A47 signalised junction

PRC: -50.6 %

Total Traffic Delay: 383.1 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	135.5%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	135.5%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	41	-	-	1206	2062:1842	188+779	125.2 : 124.5%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	35	12	-	892	1866:1753	328+331	135.5 : 135.5%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	41	-	-	956	2045:1741	903+154	90.5 : 90.5%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	19	-	-	637	1847:1912	369+106	134.3 : 134.3%
5/1		U	N/A	N/A	-		-	-	-	-	1395	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	748	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	703	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	165	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	680	Inf	Inf	0.0%

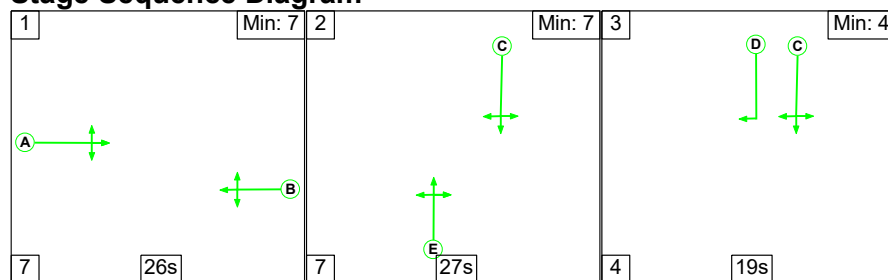
Detailed Input Data And Results

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: Ashby Road / A47 Signalised Junction	-	-	179	273	145	52.6	328.2	2.4	383.1	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	179	273	145	52.6	328.2	2.4	383.1	-	-	-	-	
1/2+1/1	1206	962	30	0	80	17.0	121.7	1.2	139.9	417.5	37.1	121.7	158.8	
2/1+2/2	892	658	0	273	57	18.4	118.8	0.6	137.8	556.3	27.8	118.8	146.6	
3/2+3/1	956	956	43	0	8	5.4	4.4	0.3	10.0	37.8	19.0	4.4	23.4	
4/1+4/2	637	474	106	0	0	11.8	83.3	0.3	95.4	539.1	20.0	83.3	103.3	
5/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	125	125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -50.6 PRC Over All Lanes (%): -50.6 Total Delay for Signalled Lanes (pcuHr): 383.13 Total Delay Over All Lanes(pcuHr): 383.13 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 14: '2032 + Committed + Development PM' (FG14: '2032 + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

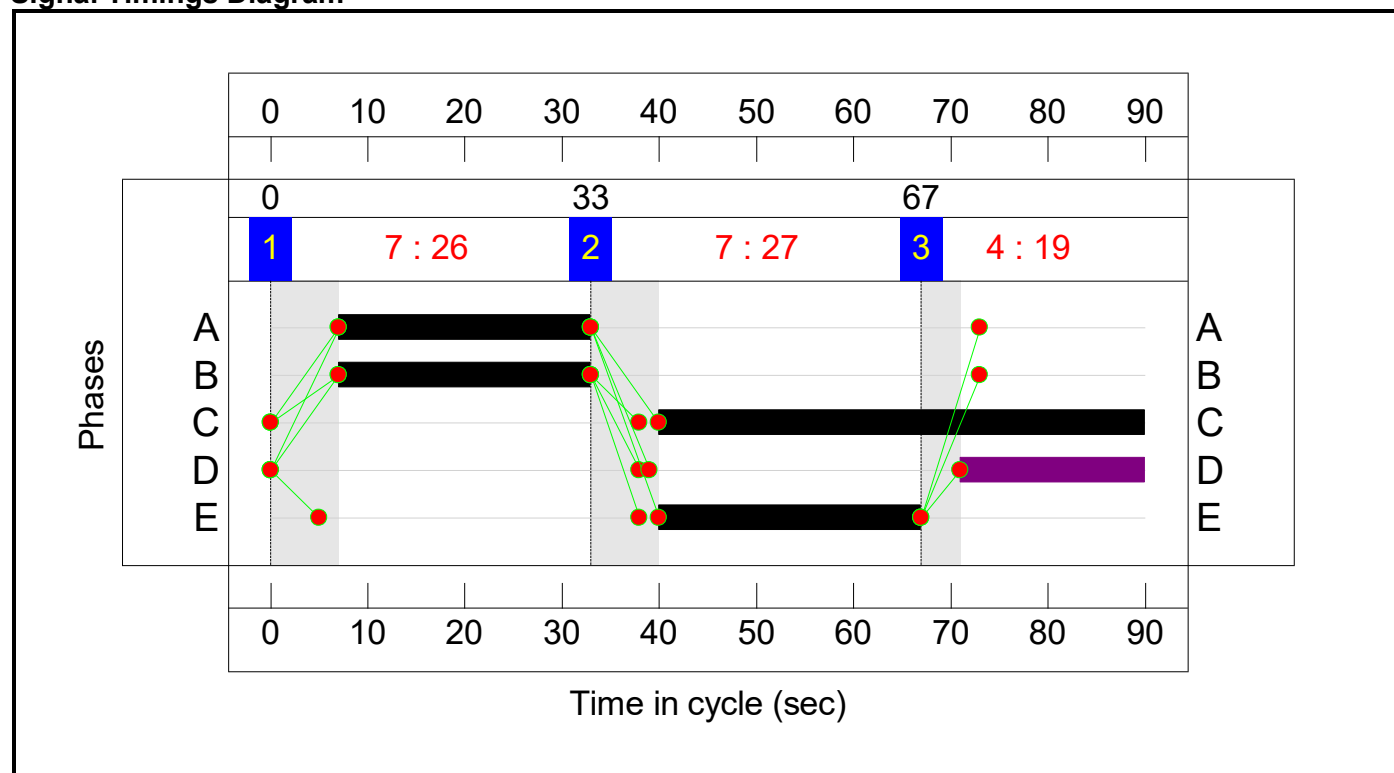


Stage Timings

Stage	1	2	3
Duration	26	27	19
Change Point	0	33	67

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	26	7	33
B	A47 East Ahead Right Left	Traffic	26	7	33
C	Ashby Road North Right Left Ahead	Traffic	50	40	0
D	Ashby Road North Right IGA	Ind. Arrow	19	71	0
E	Ashby Road South Left Ahead Right	Traffic	27	40	67

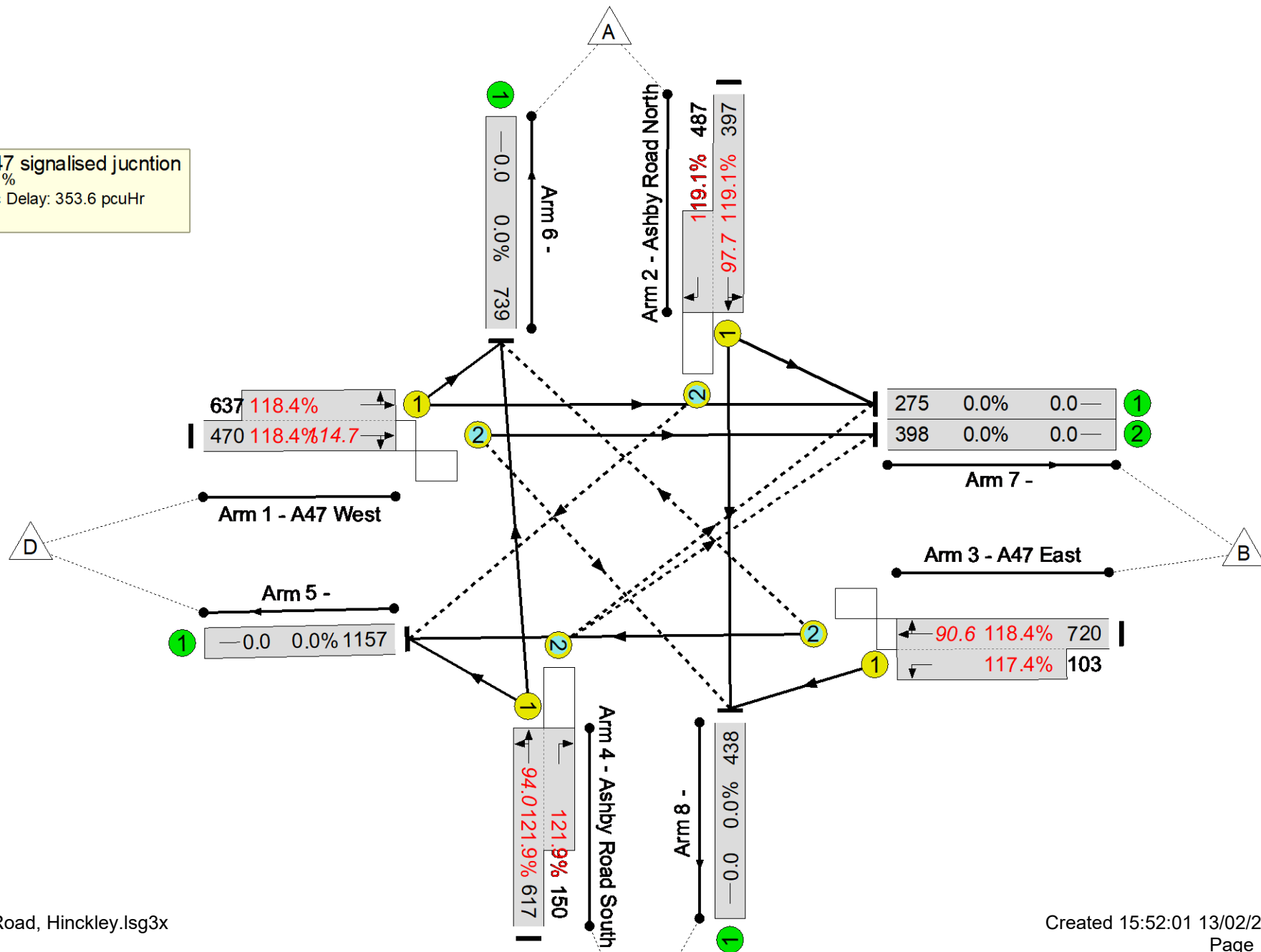
Signal Timings Diagram**Lane Green Times**

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	33
1/2	A47 West Ahead Right	O	A	7	33
2/1	Ashby Road North Left Ahead	U	C	40	0
2/2	Ashby Road North Right	O	C D	40	0
3/1	A47 East Left	U	B	7	33
3/2	A47 East Ahead Right	O	B	7	33
4/1	Ashby Road South Left Ahead	U	E	40	67
4/2	Ashby Road South Right	O	E	40	67

Ashby Road/A47 signalised junction



PRC: -35.4 %
Total Traffic Delay: 353.6 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	121.9%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	121.9%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	26	-	-	1107	2131:1793	397+538	118.4 : 118.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	50	19	-	884	1861:1753	333+409	119.1 : 119.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	26	-	-	823	2044:1741	608+88	118.4 : 117.4%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	27	-	-	767	1850:1912	506+123	121.9 : 121.9%
5/1		U	N/A	N/A	-		-	-	-	-	1373	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	886	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	328	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	474	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	520	Inf	Inf	0.0%

Detailed 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: Ashby Road / A47 Signalised Junction	-	-	124	375	136	51.0	301.1	1.5	353.6	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	124	375	136	51.0	301.1	1.5	353.6	-	-	-	-	
1/2+1/1	1107	935	0	0	60	15.8	89.2	0.3	105.3	342.4	25.5	89.2	114.7	
2/1+2/2	884	742	1	375	33	11.9	73.8	0.9	86.6	352.9	23.9	73.8	97.7	
3/2+3/1	823	701	0	0	43	12.2	66.6	0.2	78.9	345.3	24.0	66.6	90.6	
4/1+4/2	767	629	123	0	0	11.1	71.5	0.1	82.8	388.4	22.4	71.5	94.0	
5/1	1157	1157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -35.4 PRC Over All Lanes (%): -35.4 Total Delay for Signalled Lanes (pcuHr): 353.63 Total Delay Over All Lanes(pcuHr): 353.63 Cycle Time (s): 90														

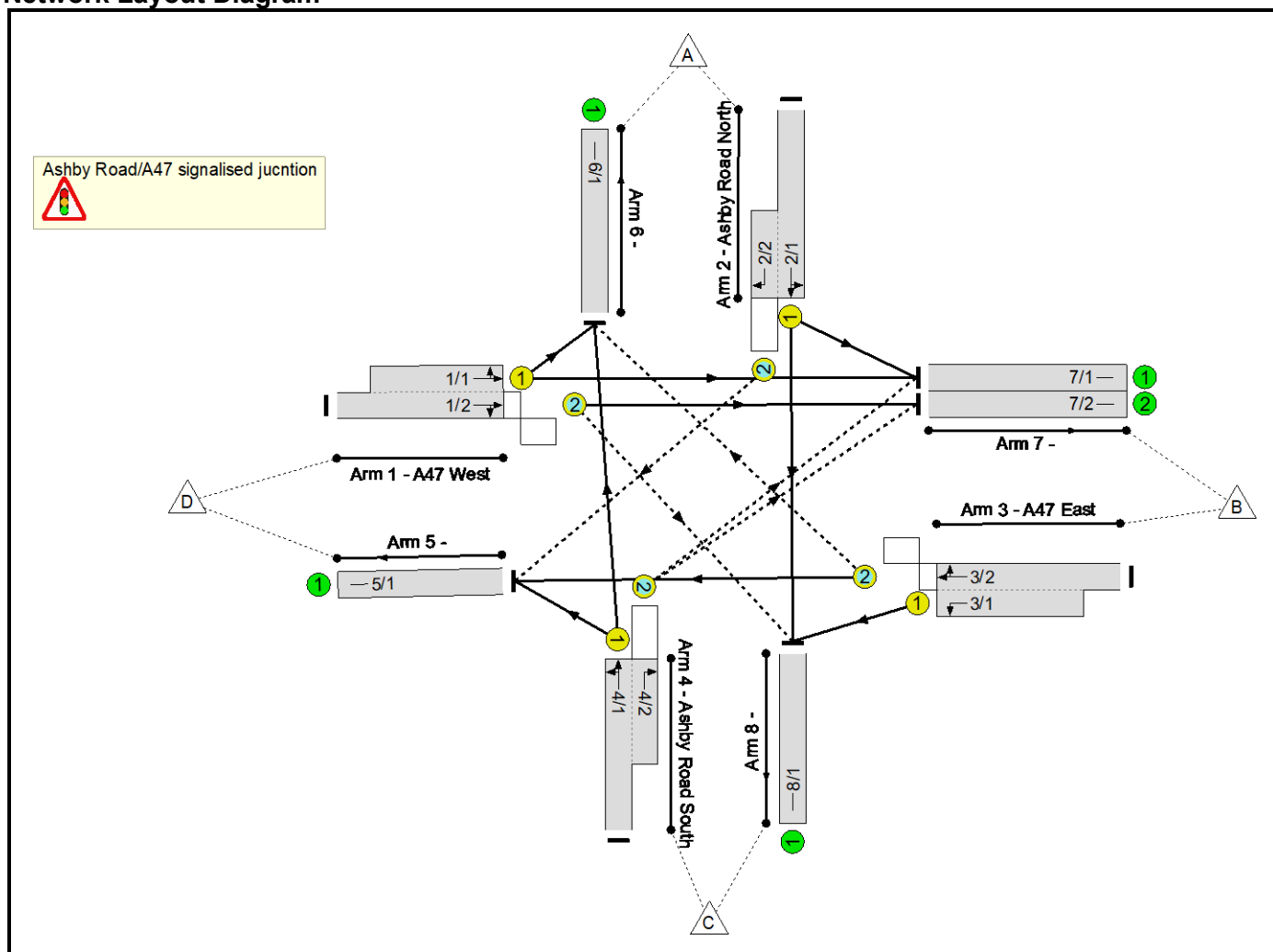
Appendix D Original Junction Model Results with Updated Flows

Detailed Input Data And Results

User and Project Details

Project:	10046 Ashby Road, Hinckley
Title:	Ashby Road / A47 Signalised Junction
Location:	
Date Started:	12/02/26
Additional detail:	
File name:	Land East of Stoke Road, Hinckley with Updated Survey Flows.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram

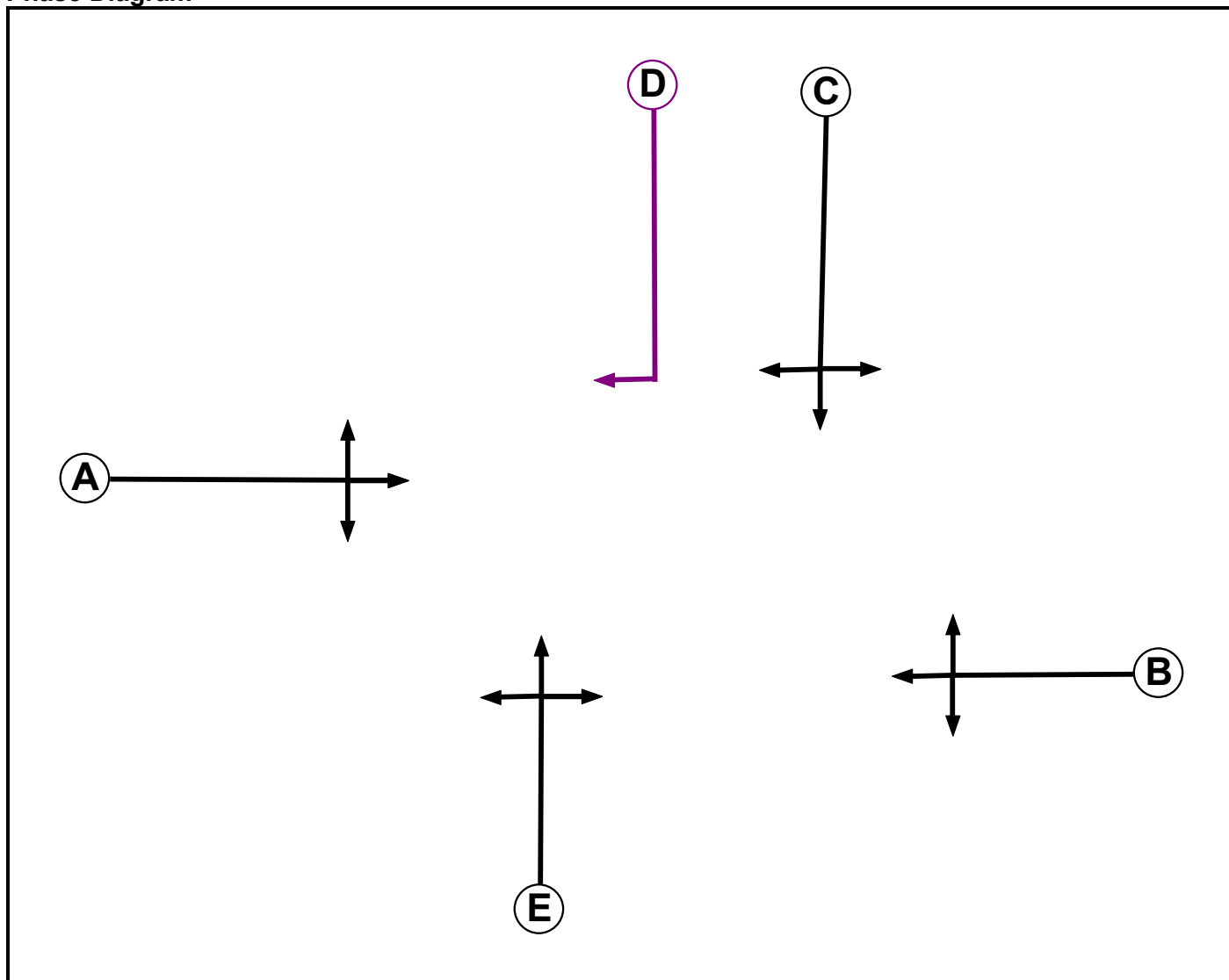


Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2026 Base AM	2026 Base AM	Network Control Plan 1	08:00 - 09:00	90	-14.5	52.41
2	2026 Base PM	2026 Base PM	Network Control Plan 1	17:00 - 18:00	90	27.9	21.74
3	2026 + Committed AM	2026 + Committed AM	Network Control Plan 1	08:00 - 09:00	90	-15.3	56.37
4	2026 + Committed PM	2026 + Committed PM	Network Control Plan 1	17:00 - 18:00	90	-13.4	77.32
5	2026 + Committed + Development AM	2026 + Committed + Development AM	Network Control Plan 1	08:00 - 09:00	90	-20.6	101.62
6	2026 + Committed + Development PM	2026 + Committed + Development PM	Network Control Plan 1	17:00 - 18:00	90	-29.2	143.75
7	2032 Base AM	2032 Base AM	Network Control Plan 1	08:00 - 09:00	90	-26.6	76.68
8	2032 Base PM	2032 Base PM	Network Control Plan 1	17:00 - 18:00	90	8.1	26.35
9	2032 + Committed AM	2032 + Committed AM	Network Control Plan 1	08:00 - 09:00	90	-56.5	185.68
10	2032 + Committed PM	2032 + Committed PM	Network Control Plan 1	17:00 - 18:00	90	-35.1	237.98
11	2032 + Committed + Development AM	2032 + Committed + Development AM	Network Control Plan 1	08:00 - 09:00	90	-61.4	244.03
12	2032 + Committed + Development PM	2032 + Committed + Development PM	Network Control Plan 1	17:00 - 18:00	90	-42.7	294.84

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	5	3	Ashby Road/A47 signalised junction	

Phase Diagram**Phase Input Data**

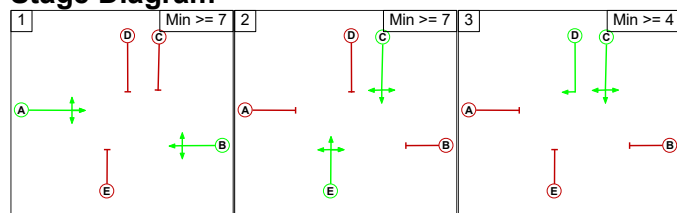
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	7	6	7
	B	-		5	5	5
	C	7	7		-	-
	D	7	7	-		5
	E	6	6	-	4	

Phases in Stage

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

Stage Diagram**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	X
	2	7		4
	3	7	5	

Lane Input Data

Junction: Ashby Road/A47 signalised junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A47 West)	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
1/2 (A47 West)	O	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	20.00
2/1 (Ashby Road North)	U	C	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 7 Left	15.00
											Arm 8 Ahead	Inf
2/2 (Ashby Road North)	O	C D	2	3	5.0	Geom	-	2.70	0.00	Y	Arm 5 Right	20.00
3/1 (A47 East)	U	B	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 8 Left	15.00
3/2 (A47 East)	O	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	20.00
4/1 (Ashby Road South)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
											Arm 6 Ahead	Inf
4/2 (Ashby Road South)	O	E	2	3	6.0	Geom	-	3.00	0.00	N	Arm 7 Right	20.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Ashby Road/A47 signalised junction											
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)
1/2 (A47 West)	8/1 (Right)	1439	0	3/1	1.09	All	3.00	2.00	0.50	3	2.00
				3/2	1.09	To 5/1 (Ahead)					
2/2 (Ashby Road North)	5/1 (Right)	1439	0	4/1	1.09	All	3.00	-	0.50	3	2.00
3/2 (A47 East)	6/1 (Right)	1439	0	1/1	1.09	All	3.00	2.00	0.50	3	2.00
				1/2	1.09	To 7/2 (Ahead)					
4/2 (Ashby Road South)	7/1 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	3	2.00
	7/2 (Right)	1439	0	2/1	1.09	All					

Lane Connector Input Data

Junction: Ashby Road/A47 signalised junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	7/1	Internal	5	35
1/2	7/2	Internal	5	35
1/2	8/1	Internal	5	35
2/1	7/1	Internal	5	35
2/1	8/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	8/1	Internal	5	35
3/2	5/1	Internal	5	35
3/2	6/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	6/1	Internal	5	35
4/2	7/1	Internal	5	35
4/2	7/2	Internal	5	35

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	84.5 %	1766	1766
				Arm 7 Ahead	Inf	15.5 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	84.6 %	2130	2130
				Arm 8 Right	20.00	15.4 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	6.7 %	1872	1872
				Arm 8 Ahead	Inf	93.3 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.8 %	2046	2046
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	32.0 %	1856	1856
				Arm 6 Ahead	Inf	68.0 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2026 Base PM' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	72.7 %	1785	1785
				Arm 7 Ahead	Inf	27.3 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	84.9 %	2131	2131
				Arm 8 Right	20.00	15.1 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	9.0 %	1868	1868
				Arm 8 Ahead	Inf	91.0 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	94.4 %	2046	2046
				Arm 6 Right	20.00	5.6 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	27.0 %	1865	1865
				Arm 6 Ahead	Inf	73.0 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2026 + Committed AM' (FG3: '2026 + Committed AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	92.6 %	1753	1753
				Arm 7 Ahead	Inf	7.4 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	88.5 %	2137	2137
				Arm 8 Right	20.00	11.5 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	8.4 %	1869	1869
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.6 %	2045	2045
				Arm 6 Right	20.00	6.4 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	29.6 %	1860	1860
				Arm 6 Ahead	Inf	70.4 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2026 + Committed PM' (FG4: '2026 + Committed PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	92.4 %	1753	1753
				Arm 7 Ahead	Inf	7.6 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	99.0 %	2153	2153
				Arm 8 Right	20.00	1.0 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	13.5 %	1860	1860
				Arm 8 Ahead	Inf	86.5 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	92.9 %	2044	2044
				Arm 6 Right	20.00	7.1 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	24.0 %	1870	1870
				Arm 6 Ahead	Inf	76.0 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2026 + Committed + Development AM' (FG5: '2026 + Committed + Development AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	84.3 %	1766	1766
				Arm 7 Ahead	Inf	15.7 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	85.9 %	2132	2132
				Arm 8 Right	20.00	14.1 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	8.4 %	1869	1869
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.8 %	2045	2045
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	30.3 %	1859	1859
				Arm 6 Ahead	Inf	69.7 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2026 + Committed + Development PM' (FG6: '2026 + Committed + Development PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	84.2 %	1766	1766
				Arm 7 Ahead	Inf	15.8 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	97.8 %	2151	2151
				Arm 8 Right	20.00	2.2 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	13.5 %	1860	1860
				Arm 8 Ahead	Inf	86.5 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.4 %	2045	2045
				Arm 6 Right	20.00	6.6 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	26.1 %	1866	1866
				Arm 6 Ahead	Inf	73.9 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2032 Base AM' (FG7: '2032 Base AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	84.5 %	1766	1766
				Arm 7 Ahead	Inf	15.5 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	84.6 %	2130	2130
				Arm 8 Right	20.00	15.4 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	6.8 %	1872	1872
				Arm 8 Ahead	Inf	93.2 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.8 %	2046	2046
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	32.0 %	1856	1856
				Arm 6 Ahead	Inf	68.0 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2032 Base PM' (FG8: '2032 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	72.6 %	1785	1785
				Arm 7 Ahead	Inf	27.4 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	84.9 %	2131	2131
				Arm 8 Right	20.00	15.1 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	8.9 %	1868	1868
				Arm 8 Ahead	Inf	91.1 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	94.5 %	2047	2047
				Arm 6 Right	20.00	5.5 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	27.0 %	1865	1865
				Arm 6 Ahead	Inf	73.0 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2032 + Committed AM' (FG9: '2032 + Committed AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	92.5 %	1753	1753
				Arm 7 Ahead	Inf	7.5 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	88.4 %	2136	2136
				Arm 8 Right	20.00	11.6 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	8.4 %	1869	1869
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.7 %	2045	2045
				Arm 6 Right	20.00	6.3 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	29.7 %	1860	1860
				Arm 6 Ahead	Inf	70.3 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2032 + Committed PM' (FG10: '2032 + Committed PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	73.1 %	1785	1785
				Arm 7 Ahead	Inf	26.9 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	97.8 %	2151	2151
				Arm 8 Right	20.00	2.2 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	13.1 %	1861	1861
				Arm 8 Ahead	Inf	86.9 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.0 %	2044	2044
				Arm 6 Right	20.00	7.0 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	24.1 %	1870	1870
				Arm 6 Ahead	Inf	75.9 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2032 + Committed + Development AM' (FG11: '2032 + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Ashby Road/A47 signalised junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	15.00	87.0 %	1762	1762
				Arm 7 Ahead	Inf	13.0 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	86.2 %	2133	2133
				Arm 8 Right	20.00	13.8 %		
2/1 (Ashby Road North)	2.70	0.00	Y	Arm 7 Left	15.00	8.4 %	1869	1869
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	2.70	0.00	Y	Arm 5 Right	20.00	100.0 %	1753	1753
3/1 (A47 East)	3.00	0.00	Y	Arm 8 Left	15.00	100.0 %	1741	1741
3/2 (A47 East)	3.00	0.00	N	Arm 5 Ahead	Inf	93.8 %	2045	2045
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	30.4 %	1859	1859
				Arm 6 Ahead	Inf	69.6 %		
4/2 (Ashby Road South)	3.00	0.00	N	Arm 7 Right	20.00	100.0 %	1912	1912
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf