

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2032 + Committed + Development PM' (FG12: '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	69.1 %	1791	1791
				Arm 7 Ahead	Inf	30.9 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	96.2 %	2149	2149
				Arm 8 Right	20.00	3.8 %		
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	93.5 %	2045	2045
				Arm 6 Right	20.00	6.5 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	26.2 %	1866	1866
				Arm 6 Ahead	Inf	73.8 %		
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 12

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Base AM'	08:00	09:00	01:00	
2: '2026 Base PM'	17:00	18:00	01:00	
3: '2026 + Committed AM'	08:00	09:00	01:00	
4: '2026 + Committed PM'	17:00	18:00	01:00	
5: '2026 + Committed + Development AM'	08:00	09:00	01:00	
6: '2026 + Committed + Development PM'	17:00	18:00	01:00	
7: '2032 Base AM'	08:00	09:00	01:00	
8: '2032 Base PM'	17:00	18:00	01:00	
9: '2032 + Committed AM'	08:00	09:00	01:00	
10: '2032 + Committed PM'	17:00	18:00	01:00	
11: '2032 + Committed + Development AM'	08:00	09:00	01:00	
12: '2032 + Committed + Development PM'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2026 Base AM'****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	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

Detailed Input Data And Results

FG2: '2026 Base PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	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

FG3: '2026 + Committed AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	382	401	818
	B	38	0	120	560	718
	C	359	124	0	151	634
	D	426	528	64	0	1018
	Tot.	823	687	566	1112	3188

FG4: '2026 + Committed PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	53	341	405	799
	B	41	0	98	537	676
	C	427	172	0	135	734
	D	459	548	5	0	1012
	Tot.	927	773	444	1077	3221

FG5: '2026 + Committed + Development AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	382	403	820
	B	38	0	120	574	732
	C	359	124	0	156	639
	D	430	572	81	0	1083
	Tot.	827	731	583	1133	3274

Detailed Input Data And Results

FG6: '2026 + Committed + Development PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	53	341	409	803
	B	41	0	98	577	716
	C	427	172	0	151	750
	D	460	564	11	0	1035
	Tot.	928	789	450	1137	3304

FG7: '2032 Base AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	414	324	768
	B	35	0	145	531	711
	C	342	118	0	161	621
	D	317	436	69	0	822
	Tot.	694	584	628	1016	2922

FG8: '2032 Base PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	43	441	301	785
	B	25	0	161	431	617
	C	332	164	0	123	619
	D	302	530	74	0	906
	Tot.	659	737	676	855	2927

FG9: '2032 + Committed AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	405	419	861
	B	40	0	128	590	758
	C	378	131	0	160	669
	D	444	552	68	0	1064
	Tot.	862	720	601	1169	3352

Detailed Input Data And Results

FG10: '2032 + Committed PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	366	422	843
	B	42	0	107	562	711
	C	446	181	0	142	769
	D	476	578	9	0	1063
	Tot.	964	814	482	1126	3386

FG11: '2032 + Committed + Development AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	405	421	863
	B	40	0	128	604	772
	C	378	131	0	165	674
	D	448	596	85	0	1129
	Tot.	866	764	618	1190	3438

FG12: '2032 + Committed + Development PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	366	426	847
	B	42	0	107	602	751
	C	446	181	0	158	785
	D	477	594	15	0	1086
	Tot.	965	830	488	1186	3469

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	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

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: '2026 Base PM' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	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

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: '2026 + Committed AM' (FG3: '2026 + Committed AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	382	401	818
	B	38	0	120	560	718
	C	359	124	0	151	634
	D	426	528	64	0	1018
	Tot.	823	687	566	1112	3188

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: '2026 + Committed PM' (FG4: '2026 + Committed PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	53	341	405	799
	B	41	0	98	537	676
	C	427	172	0	135	734
	D	459	548	5	0	1012
	Tot.	927	773	444	1077	3221

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: '2026 + Committed + Development AM' (FG5: '2026 + Committed + Development AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	382	403	820
	B	38	0	120	574	732
	C	359	124	0	156	639
	D	430	572	81	0	1083
	Tot.	827	731	583	1133	3274

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: '2026 + Committed + Development PM' (FG6: '2026 + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	53	341	409	803
	B	41	0	98	577	716
	C	427	172	0	151	750
	D	460	564	11	0	1035
	Tot.	928	789	450	1137	3304

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: '2032 Base AM' (FG7: '2032 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	414	324	768
	B	35	0	145	531	711
	C	342	118	0	161	621
	D	317	436	69	0	822
	Tot.	694	584	628	1016	2922

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: '2032 Base PM' (FG8: '2032 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	43	441	301	785
	B	25	0	161	431	617
	C	332	164	0	123	619
	D	302	530	74	0	906
	Tot.	659	737	676	855	2927

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 + Committed AM' (FG9: '2032 + Committed AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	405	419	861
	B	40	0	128	590	758
	C	378	131	0	160	669
	D	444	552	68	0	1064
	Tot.	862	720	601	1169	3352

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 + Committed PM' (FG10: '2032 + Committed PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	366	422	843
	B	42	0	107	562	711
	C	446	181	0	142	769
	D	476	578	9	0	1063
	Tot.	964	814	482	1126	3386

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

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	405	421	863
	B	40	0	128	604	772
	C	378	131	0	165	674
	D	448	596	85	0	1129
	Tot.	866	764	618	1190	3438

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

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	366	426	847
	B	42	0	107	602	751
	C	446	181	0	158	785
	D	477	594	15	0	1086
	Tot.	965	830	488	1186	3469

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

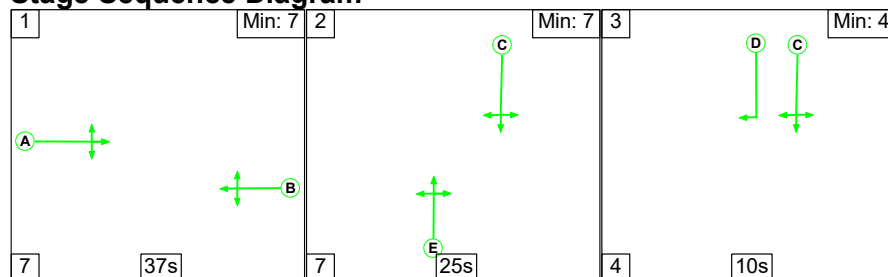
Lane	Scenario 1: 2026 Base AM	Scenario 2: 2026 Base PM	Scenario 3: 2026 + Committed AM	Scenario 4: 2026 + Committed PM	Scenario 5: 2026 + Committed + Development AM	Scenario 6: 2026 + Committed + Development PM
Junction: Ashby Road/A47 signalised junction						
1/1 (short)	354	392	460	497	510	546
1/2 (with short)	776(In) 422(Out)	855(In) 463(Out)	1018(In) 558(Out)	1012(In) 515(Out)	1083(In) 573(Out)	1035(In) 489(Out)
2/1 (with short)	725(In) 419(Out)	741(In) 457(Out)	818(In) 417(Out)	799(In) 394(Out)	820(In) 417(Out)	803(In) 394(Out)
2/2 (short)	306	284	401	405	403	409
3/1 (short)	137	152	120	98	120	98
3/2 (with short)	671(In) 534(Out)	582(In) 430(Out)	718(In) 598(Out)	676(In) 578(Out)	732(In) 612(Out)	716(In) 618(Out)
4/1 (with short)	586(In) 475(Out)	584(In) 429(Out)	634(In) 510(Out)	734(In) 562(Out)	639(In) 515(Out)	750(In) 578(Out)
4/2 (short)	111	155	124	172	124	172
5/1	959	806	1112	1077	1133	1137
6/1	655	622	823	927	827	928
7/1	138	225	131	177	177	225
7/2	413	471	556	596	554	564
8/1	593	638	566	444	583	450

Detailed Input Data And Results

Lane	Scenario 7: 2032 Base AM	Scenario 8: 2032 Base PM	Scenario 9: 2032 + Committed AM	Scenario 10: 2032 + Committed PM	Scenario 11: 2032 + Committed + Development AM	Scenario 12: 2032 + Committed + Development PM
Junction: Ashby Road/A47 signalised junction						
1/1 (short)	375	416	480	651	515	690
1/2 (with short)	822(In) 447(Out)	906(In) 490(Out)	1064(In) 584(Out)	1063(In) 412(Out)	1129(In) 614(Out)	1086(In) 396(Out)
2/1 (with short)	768(In) 444(Out)	785(In) 484(Out)	861(In) 442(Out)	843(In) 421(Out)	863(In) 442(Out)	847(In) 421(Out)
2/2 (short)	324	301	419	422	421	426
3/1 (short)	145	161	128	107	128	107
3/2 (with short)	711(In) 566(Out)	617(In) 456(Out)	758(In) 630(Out)	711(In) 604(Out)	772(In) 644(Out)	751(In) 644(Out)
4/1 (with short)	621(In) 503(Out)	619(In) 455(Out)	669(In) 538(Out)	769(In) 588(Out)	674(In) 543(Out)	785(In) 604(Out)
4/2 (short)	118	164	131	181	131	181
5/1	1016	855	1169	1126	1190	1186
6/1	694	659	862	964	866	965
7/1	147	239	138	320	169	358
7/2	437	498	582	494	595	472
8/1	628	676	601	482	618	488

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

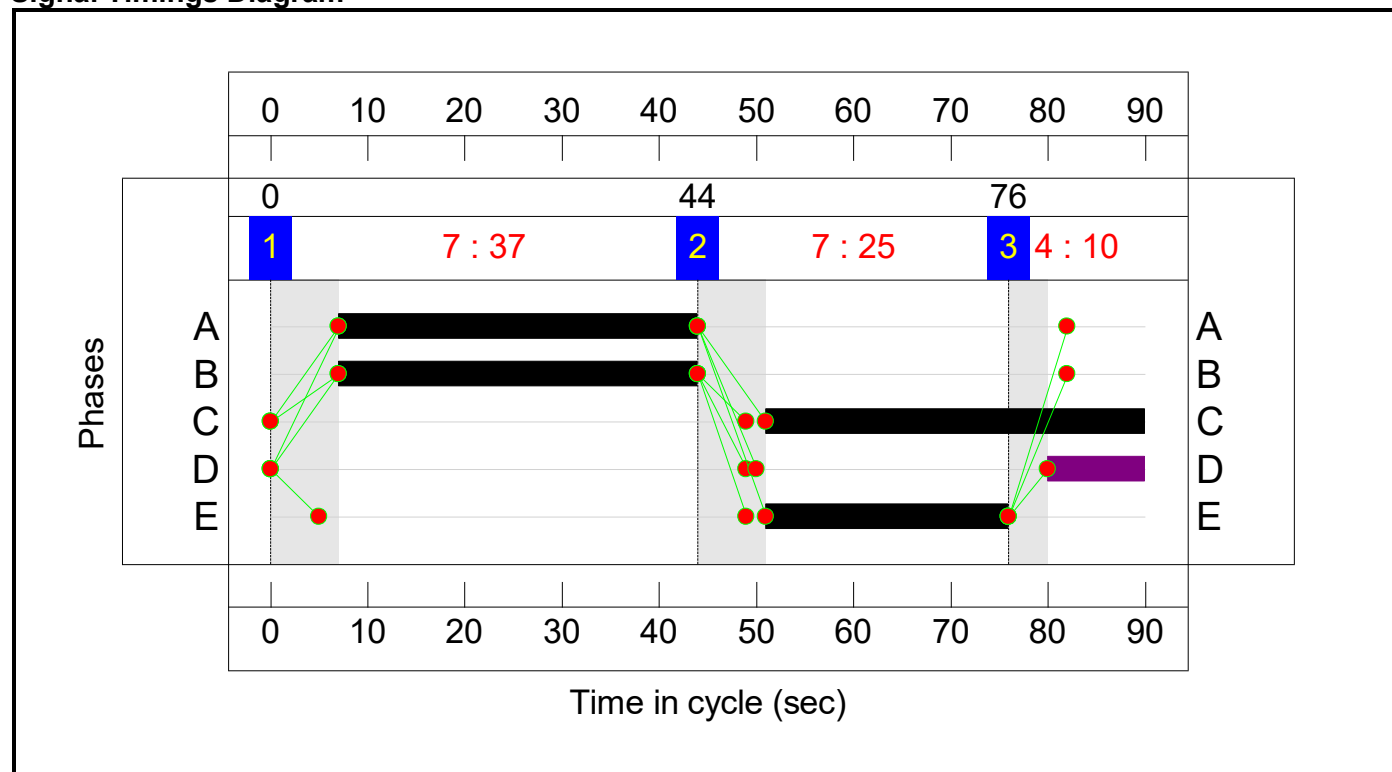


Stage Timings

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

Phase Timings

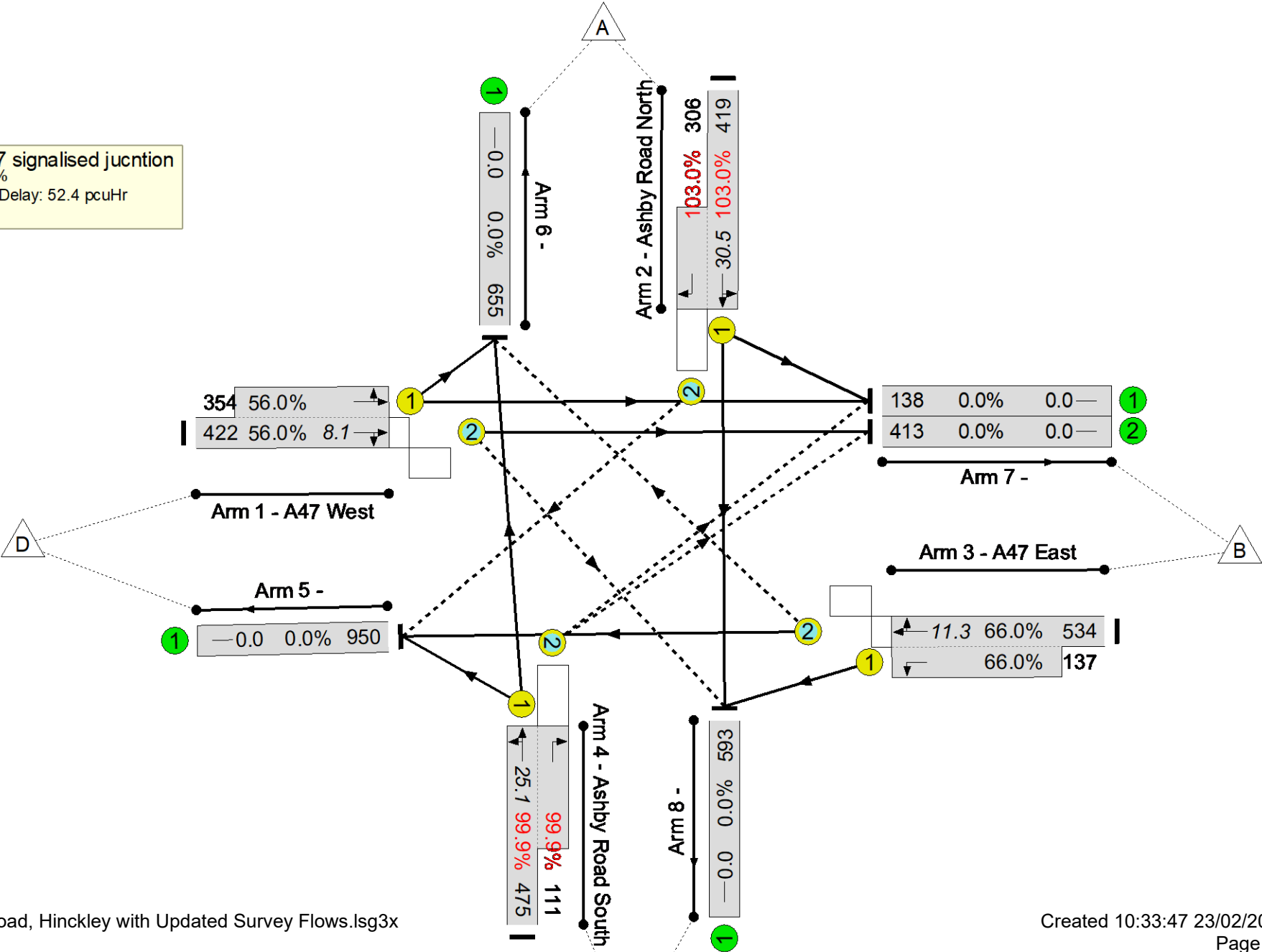
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	37	7	44
B	A47 East Ahead Right Left	Traffic	37	7	44
C	Ashby Road North Right Left Ahead	Traffic	39	51	0
D	Ashby Road North Right IGA	Ind. Arrow	10	80	0
E	Ashby Road South Left Ahead Right	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: -14.5 %
Total Traffic Delay: 52.4 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	-	-		-	-	-	-	-	-	-	103.0%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	103.0%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	37	-	-	776	2130:1766	753+632	56.0 : 56.0%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	39	10	-	725	1872:1753	407+297	103.0 : 103.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	37	-	-	671	2046:1741	810+208	66.0 : 66.0%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	25	-	-	586	1856:1912	475+111	99.9 : 99.9%
5/1		U	N/A	N/A	-		-	-	-	-	959	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	655	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	138	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	413	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	593	Inf	Inf	0.0%

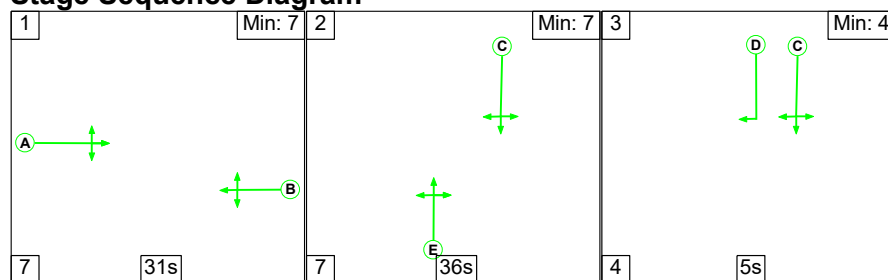
Detailed Input Data And Results

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	-	-	210	234	63	17.5	33.5	1.4	52.4	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	210	234	63	17.5	33.5	1.4	52.4	-	-	-	-	
1/2+1/1	776	776	64	0	1	4.0	0.6	0.2	4.9	22.8	7.5	0.6	8.1	
2/1+2/2	725	716	2	234	62	4.8	19.9	0.8	25.5	126.6	10.6	19.9	30.5	
3/2+3/1	671	671	33	0	0	3.6	1.0	0.0	4.6	24.9	10.4	1.0	11.3	
4/1+4/2	586	586	111	0	0	5.0	12.0	0.3	17.4	106.6	13.1	12.0	25.1	
5/1	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -14.5 PRC Over All Lanes (%): -14.5 Total Delay for Signalled Lanes (pcuHr): 52.41 Total Delay Over All Lanes(pcuHr): 52.41 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 2: '2026 Base PM' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



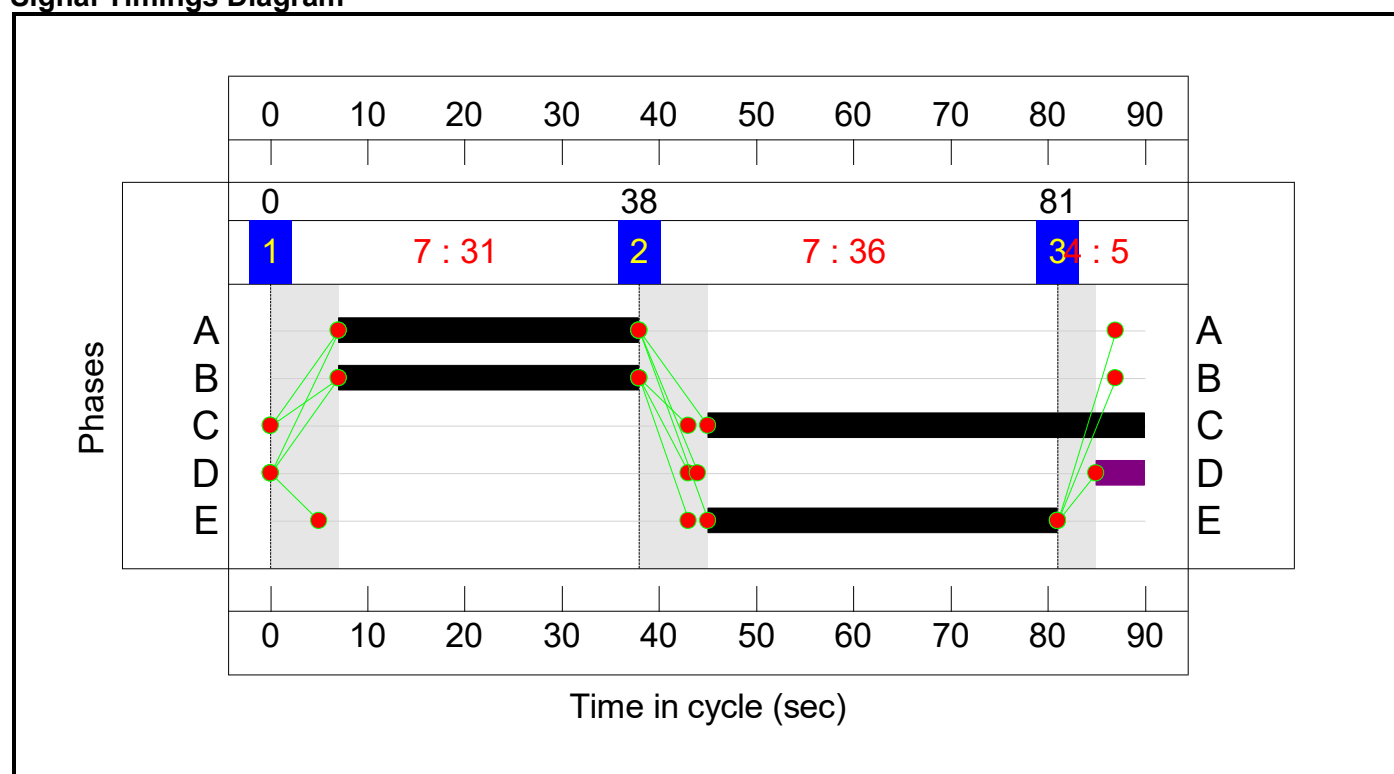
Stage Timings

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



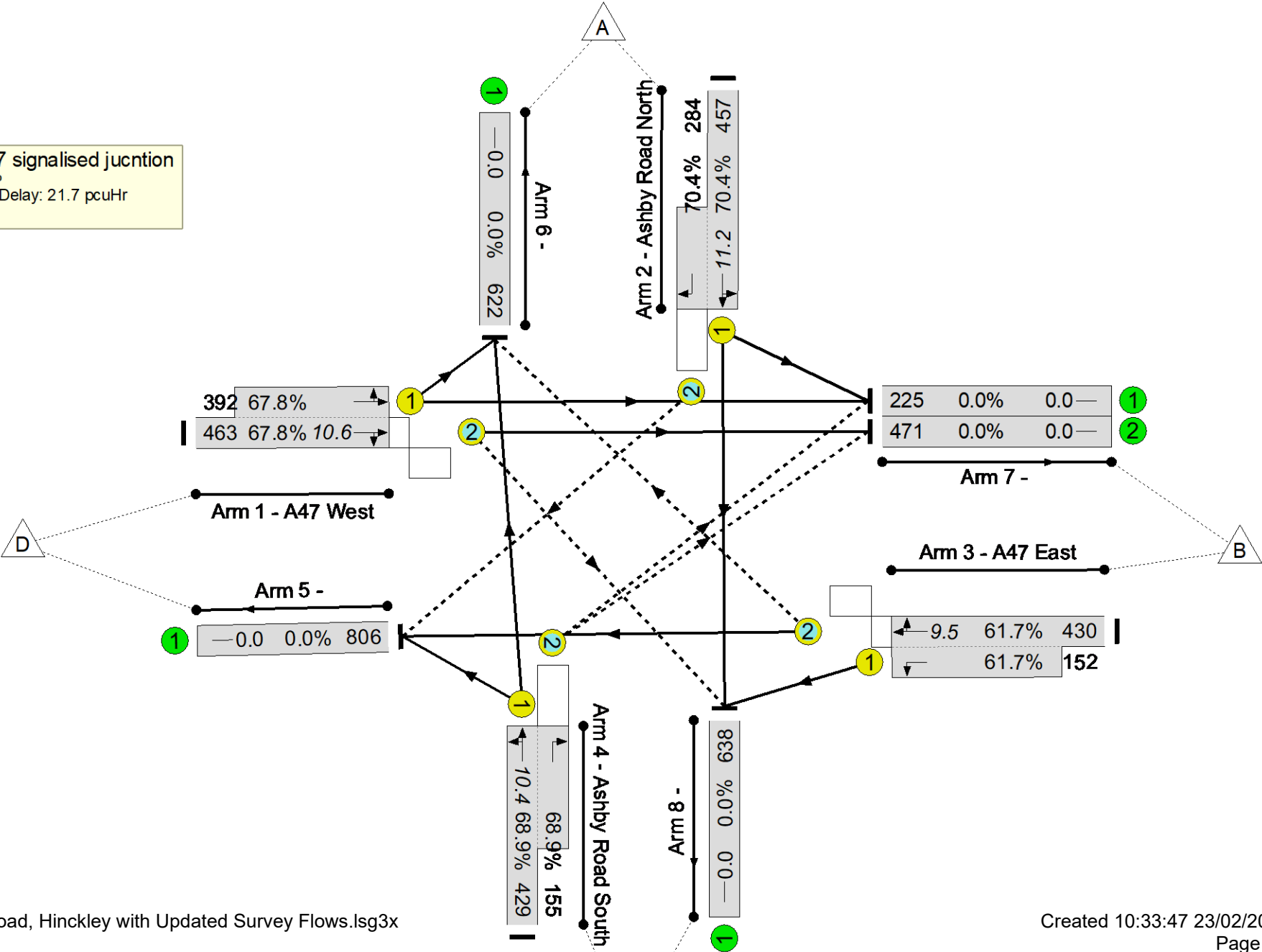
Lane Green Times

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: 27.9 %
Total Traffic Delay: 21.7 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	-	-		-	-	-	-	-	-	-	70.4%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	70.4%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	31	-	-	855	2131:1785	682+578	67.8 : 67.8%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	45	5	-	741	1868:1753	650+404	70.4 : 70.4%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	31	-	-	582	2046:1741	696+246	61.7 : 61.7%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	36	-	-	584	1865:1912	623+225	68.9 : 68.9%
5/1		U	N/A	N/A	-		-	-	-	-	806	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	622	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	225	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	638	Inf	Inf	0.0%

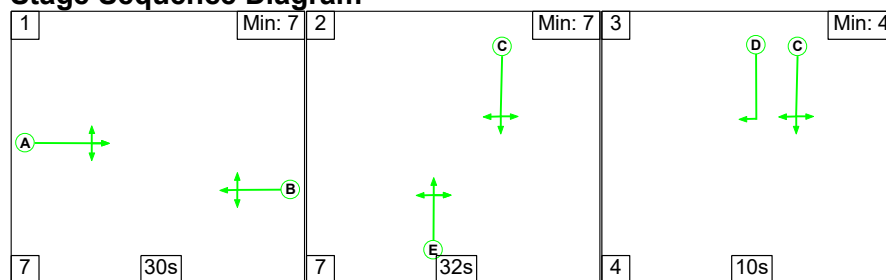
Detailed Input Data And Results

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	-	-	449	74	11	15.9	4.1	1.7	21.7	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	449	74	11	15.9	4.1	1.7	21.7	-	-	-	-	
1/2+1/1	855	855	69	0	1	5.7	1.0	0.2	6.9	29.2	9.5	1.0	10.6	
2/1+2/2	741	741	201	74	9	3.3	1.2	0.9	5.4	26.0	10.1	1.2	11.2	
3/2+3/1	582	582	24	0	0	3.7	0.8	0.1	4.6	28.2	8.7	0.8	9.5	
4/1+4/2	584	584	155	0	0	3.2	1.1	0.6	4.9	30.2	9.3	1.1	10.4	
5/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 27.9 PRC Over All Lanes (%): 27.9 Total Delay for Signalled Lanes (pcuHr): 21.74 Total Delay Over All Lanes(pcuHr): 21.74 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram



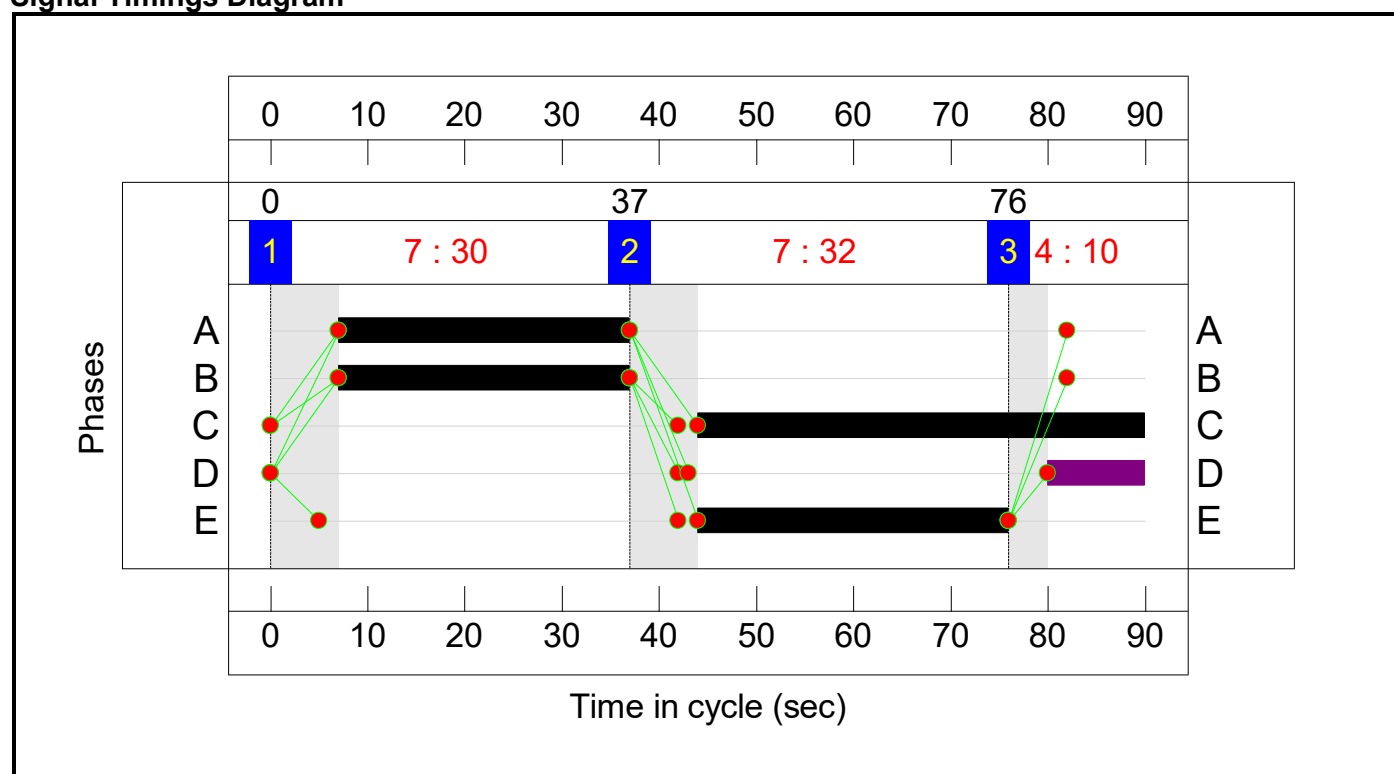
Stage Timings

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



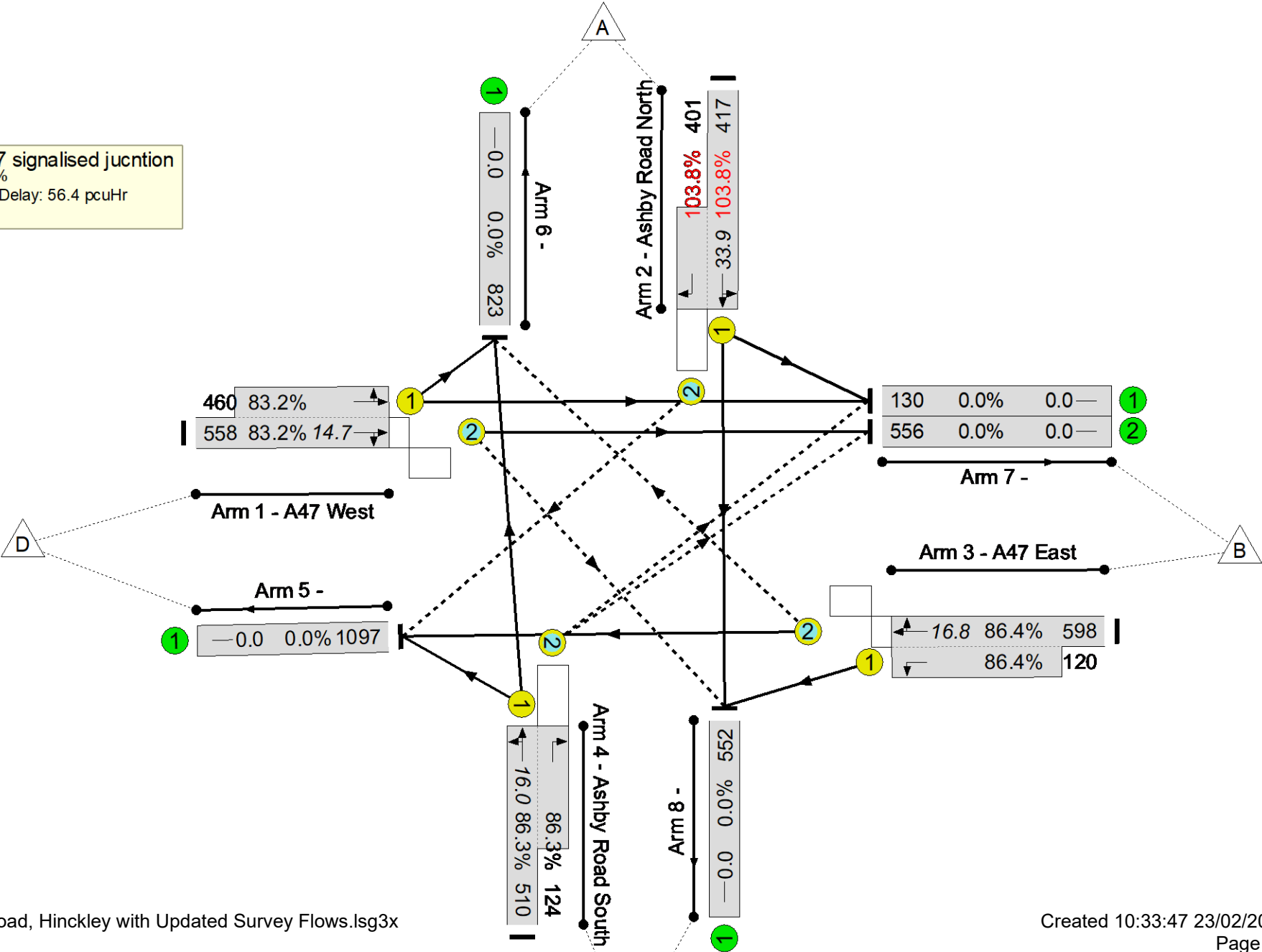
Lane Green Times

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: -15.3 %
Total Traffic Delay: 56.4 pcuHr

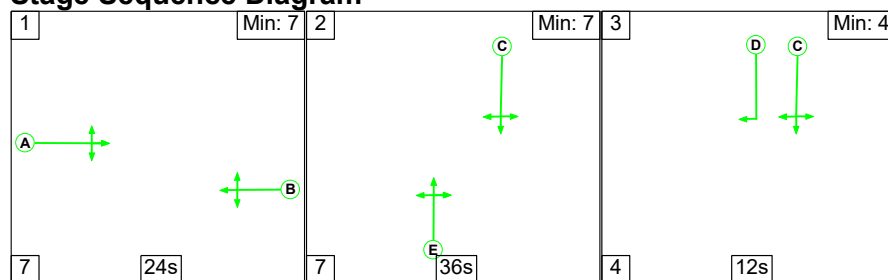


Network Results

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	-	-		-	-	-	-	-	-	-	103.8%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	103.8%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	30	-	-	1018	2137:1753	671+553	83.2 : 83.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	46	10	-	818	1869:1753	402+386	103.8 : 103.8%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	30	-	-	718	2045:1741	692+139	86.4 : 86.4%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	32	-	-	634	1860:1912	591+144	86.3 : 86.3%
5/1		U	N/A	N/A	-		-	-	-	-	1112	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	823	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	131	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	556	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	566	Inf	Inf	0.0%

Detailed Input Data And Results

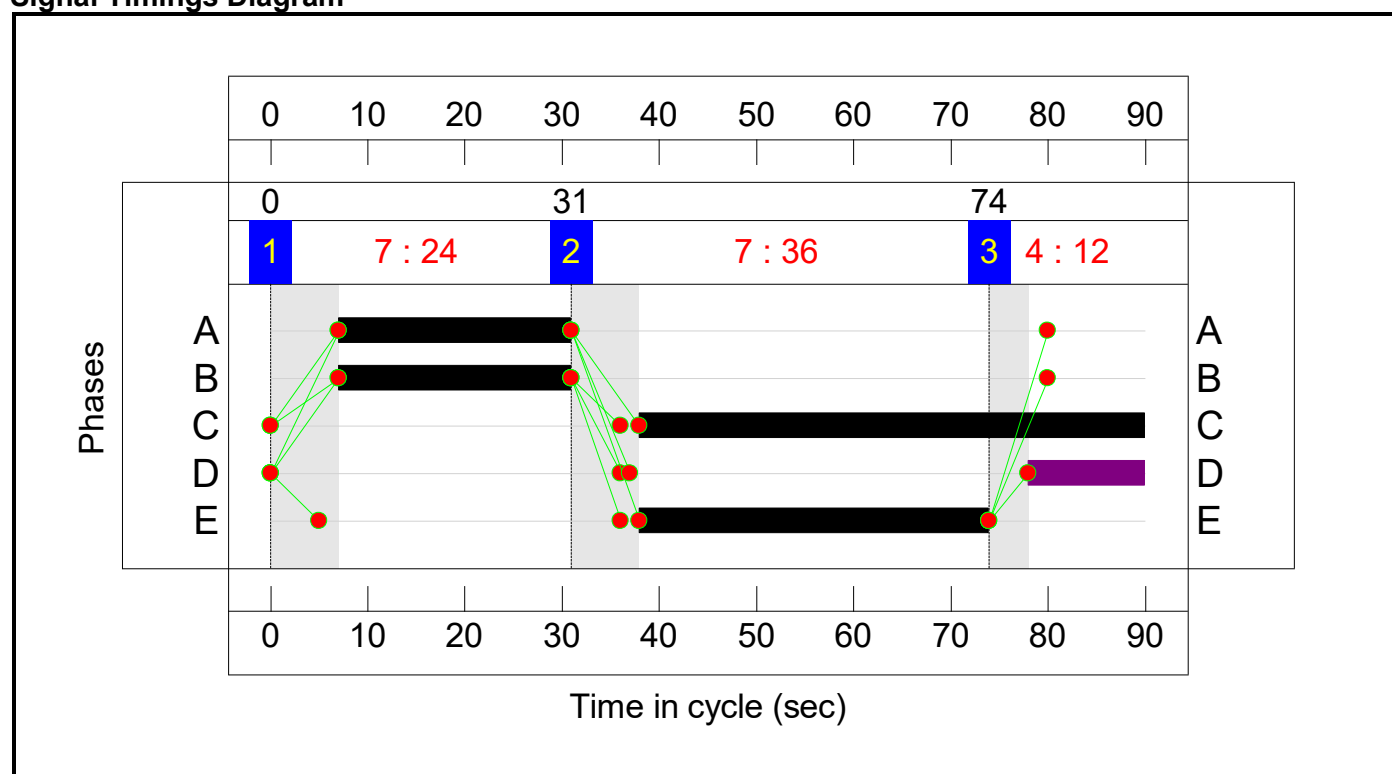
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Ashby Road / A47 Signalised Junction	-	-	270	234	109	22.5	32.0	1.9	56.4	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	270	234	109	22.5	32.0	1.9	56.4	-	-	-	-	
1/2+1/1	1018	1018	36	0	28	7.4	2.4	0.3	10.1	35.7	12.2	2.4	14.7	
2/1+2/2	818	788	73	234	80	5.4	23.6	1.2	30.2	133.0	10.3	23.6	33.9	
3/2+3/1	718	718	38	0	0	5.2	3.0	0.1	8.4	42.0	13.8	3.0	16.8	
4/1+4/2	634	634	124	0	0	4.4	3.0	0.3	7.7	43.6	13.0	3.0	16.0	
5/1	1097	1097	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -15.3 PRC Over All Lanes (%): -15.3 Total Delay for Signalled Lanes (pcuHr): 56.37 Total Delay Over All Lanes(pcuHr): 56.37 Cycle Time (s): 90														

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

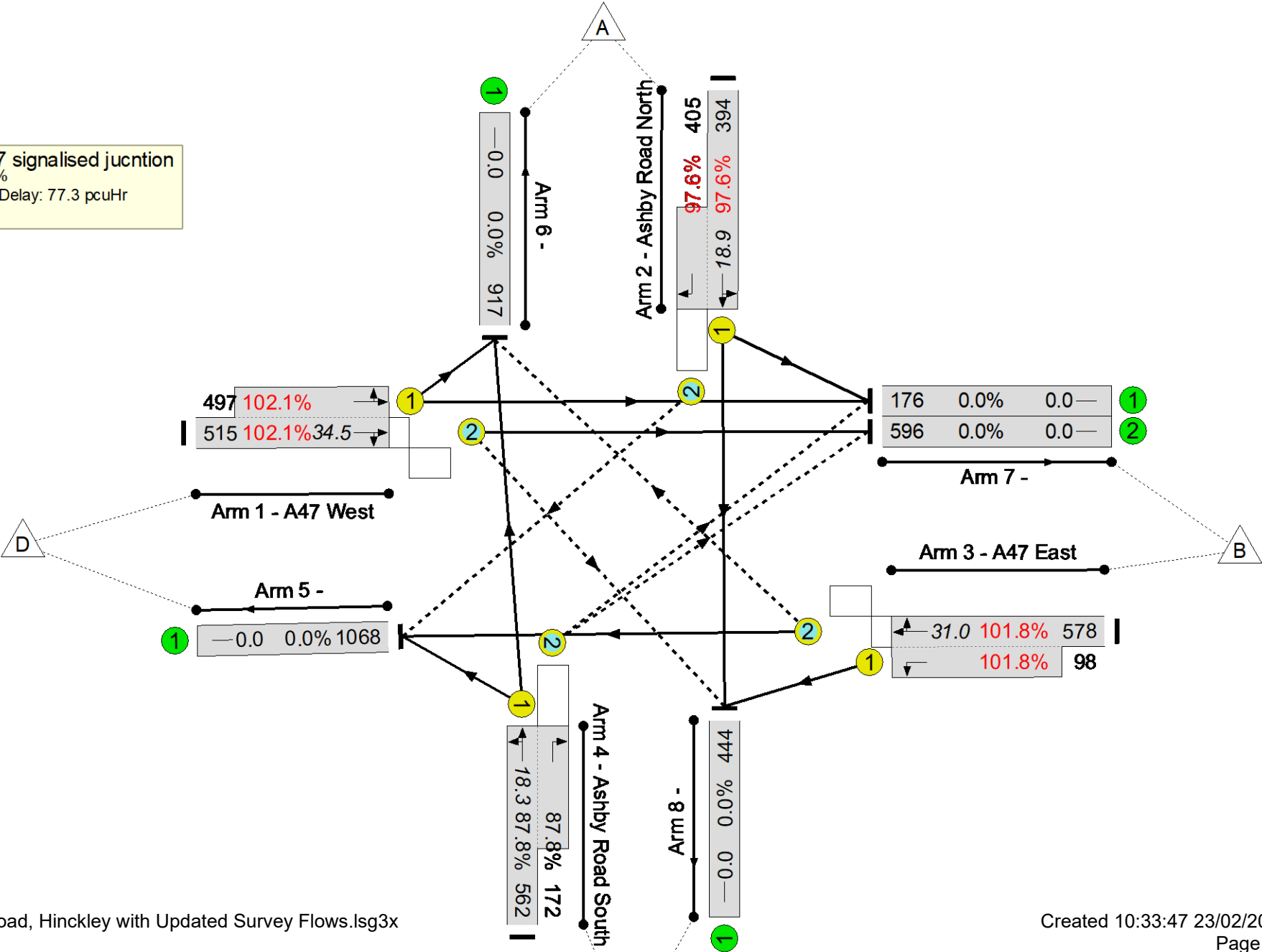
Lane Green Times

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: -13.4 %
Total Traffic Delay: 77.3 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	-	-		-	-	-	-	-	-	-	102.1%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	102.1%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	24	-	-	1012	2153:1753	505+487	102.1 : 102.1%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	52	12	-	799	1860:1753	404+415	97.6 : 97.6%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	24	-	-	676	2044:1741	568+96	101.8 : 101.8%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	36	-	-	734	1870:1912	640+196	87.8 : 87.8%
5/1		U	N/A	N/A	-		-	-	-	-	1077	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	927	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	177	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	596	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	444	Inf	Inf	0.0%

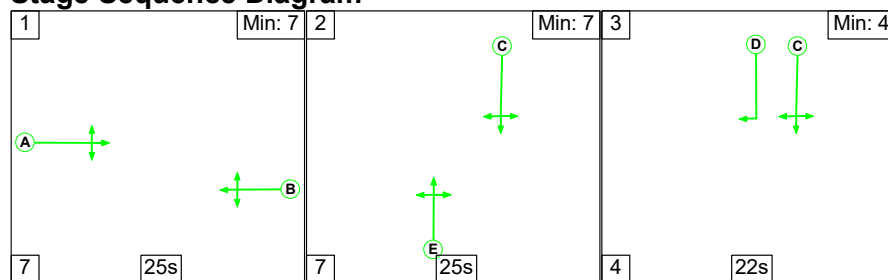
Detailed Input Data And Results

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	-	-	249	273	101	24.0	51.6	1.7	77.3	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	249	273	101	24.0	51.6	1.7	77.3	-	-	-	-	
1/2+1/1	1012	1002	0	0	5	9.3	21.8	0.0	31.2	111.0	12.7	21.8	34.5	
2/1+2/2	799	799	77	273	56	3.7	10.0	1.3	15.0	67.6	8.8	10.0	18.9	
3/2+3/1	676	666	0	0	40	6.3	16.3	0.1	22.8	121.5	14.7	16.3	31.0	
4/1+4/2	734	734	172	0	0	4.7	3.4	0.2	8.3	40.7	14.9	3.4	18.3	
5/1	1068	1068	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	176	176	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -13.4 PRC Over All Lanes (%): -13.4 Total Delay for Signalled Lanes (pcuHr): 77.32 Total Delay Over All Lanes(pcuHr): 77.32 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram

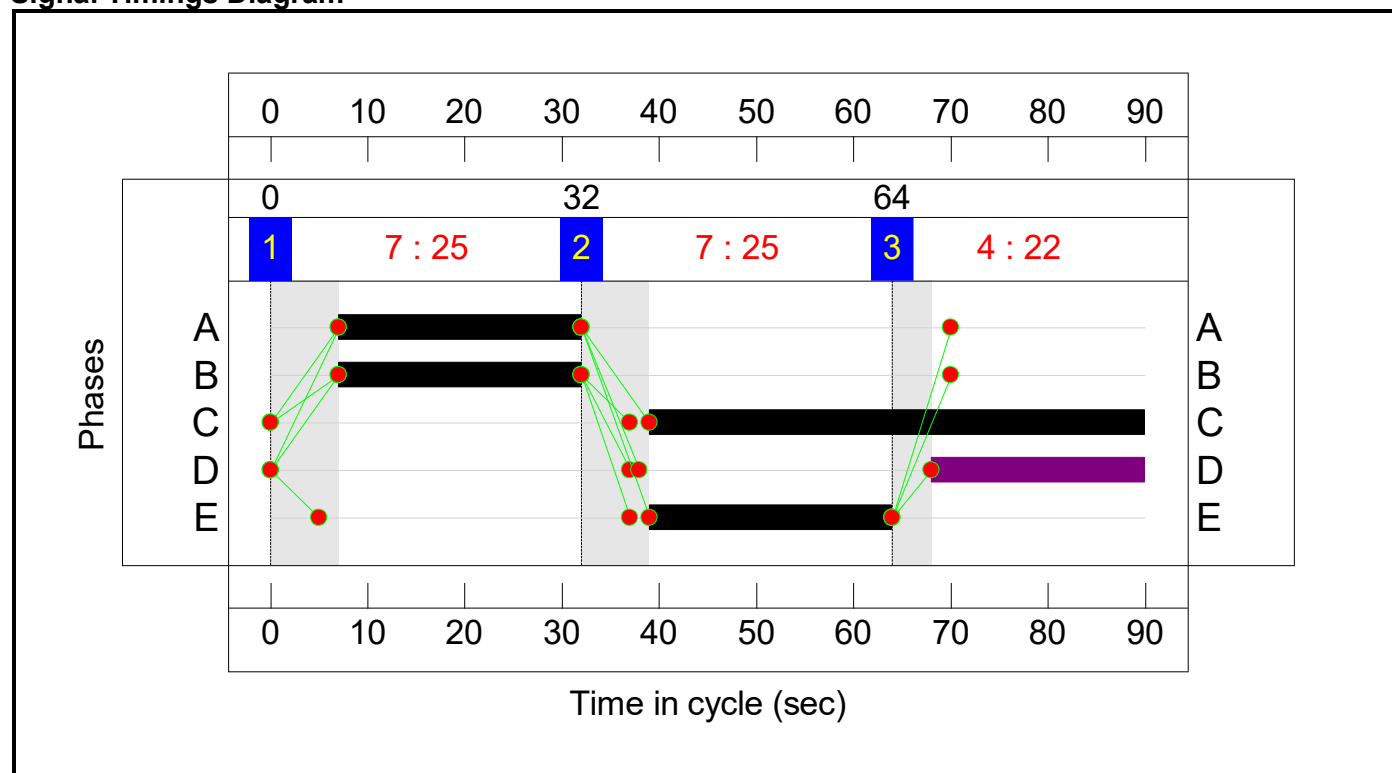


Stage Timings

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

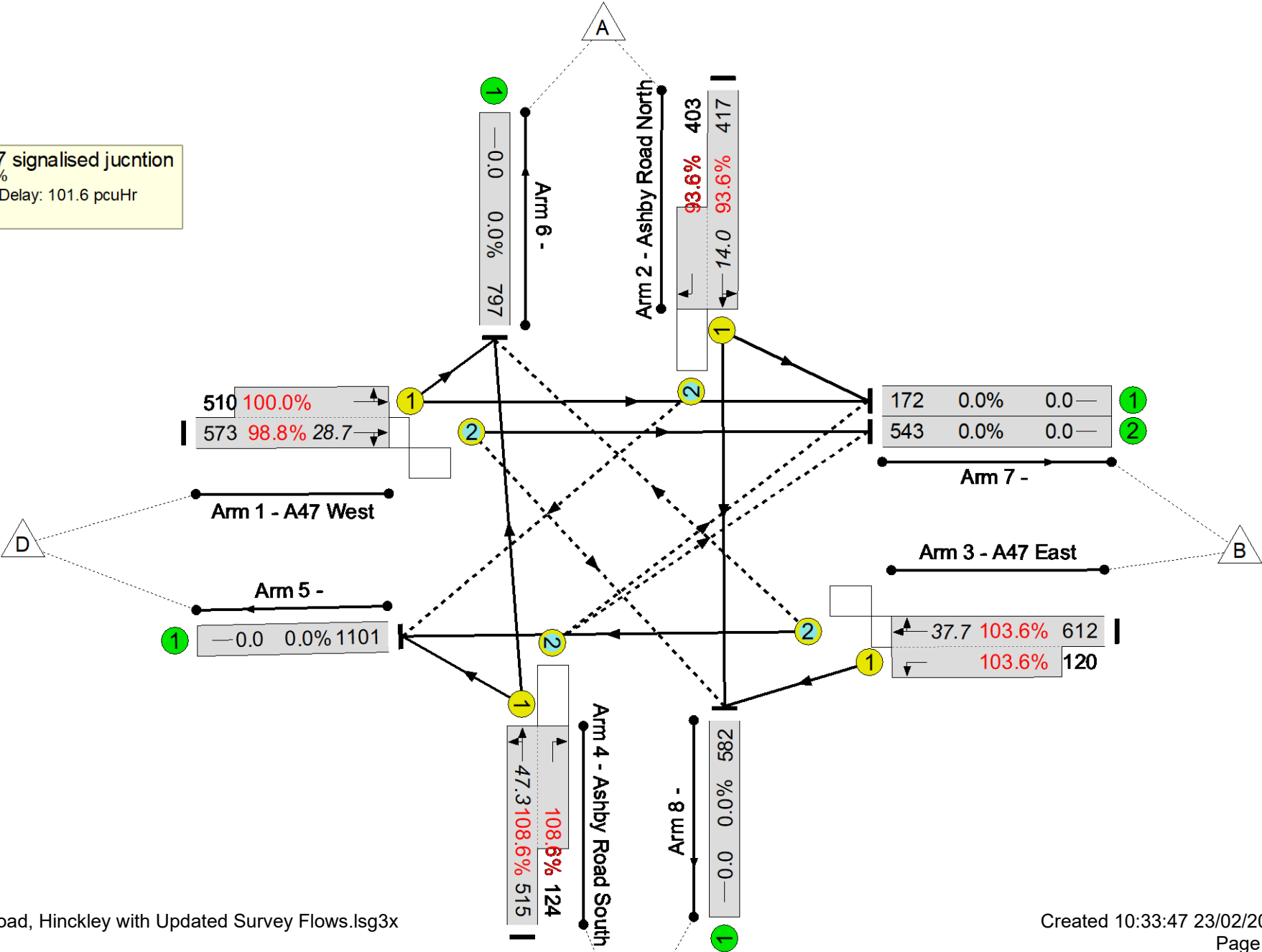
Signal Timings Diagram**Lane Green Times**

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: -20.6 %
Total Traffic Delay: 101.6 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	-	-		-	-	-	-	-	-	-	108.6%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	108.6%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	25	-	-	1083	2132:1766	580+510	98.8 : 100.0%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	51	22	-	820	1869:1753	446+431	93.6 : 93.6%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	25	-	-	732	2045:1741	591+116	103.6 : 103.6%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	25	-	-	639	1859:1912	474+114	108.6 : 108.6%
5/1		U	N/A	N/A	-		-	-	-	-	1133	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	827	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	177	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	554	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%

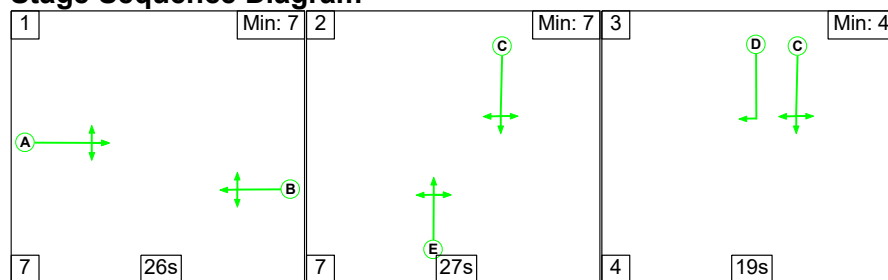
Detailed Input Data And Results

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	-	-	116	388	130	27.5	72.6	1.5	101.6	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	116	388	130	27.5	72.6	1.5	101.6	-	-	-	-	
1/2+1/1	1083	1083	0	0	80	9.5	14.8	0.4	24.7	82.0	13.8	14.8	28.7	
2/1+2/2	820	820	2	388	13	3.6	6.0	0.8	10.5	45.9	8.1	6.0	14.0	
3/2+3/1	732	711	0	0	37	7.2	21.3	0.1	28.6	140.7	16.4	21.3	37.7	
4/1+4/2	639	589	114	0	0	7.2	30.5	0.2	37.9	213.5	16.9	30.5	47.3	
5/1	1101	1101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -20.6 PRC Over All Lanes (%): -20.6 Total Delay for Signalled Lanes (pcuHr): 101.62 Total Delay Over All Lanes(pcuHr): 101.62 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram

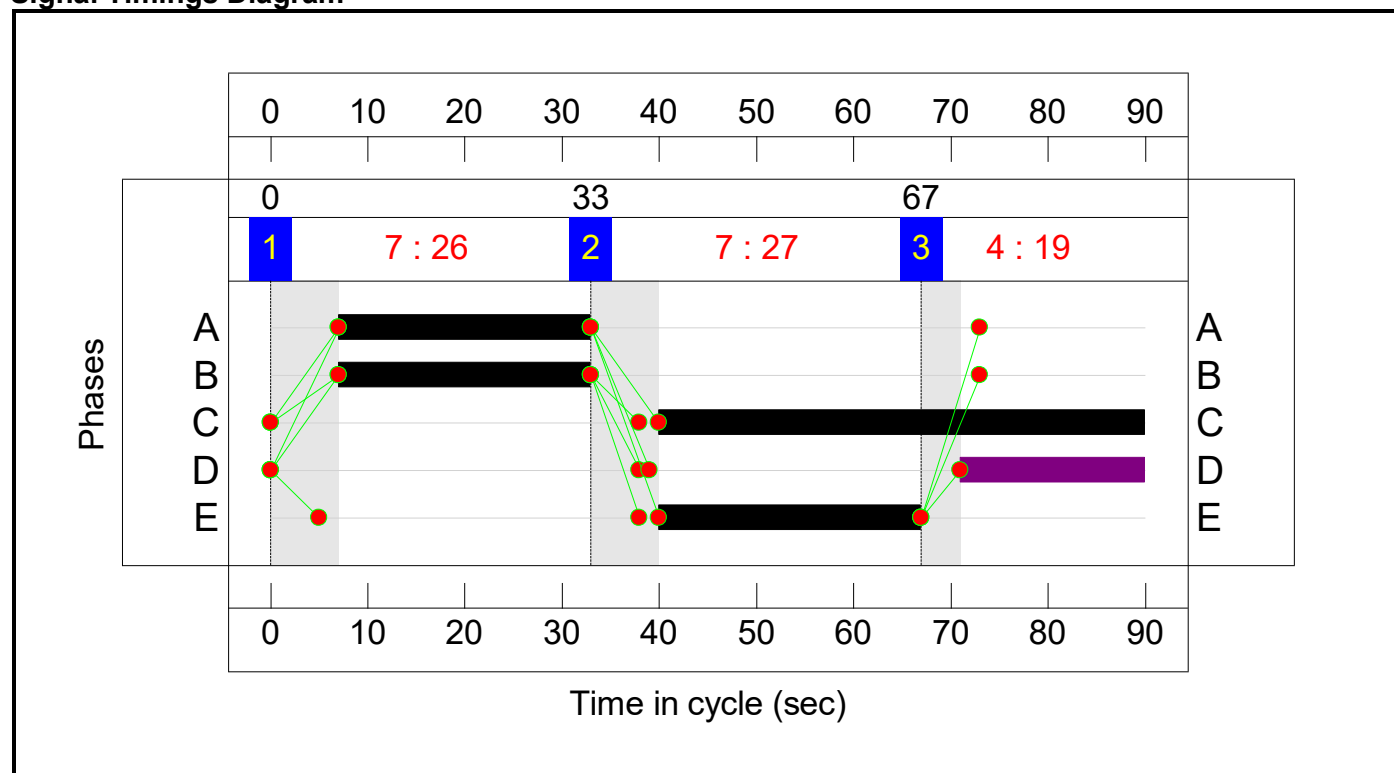


Stage Timings

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

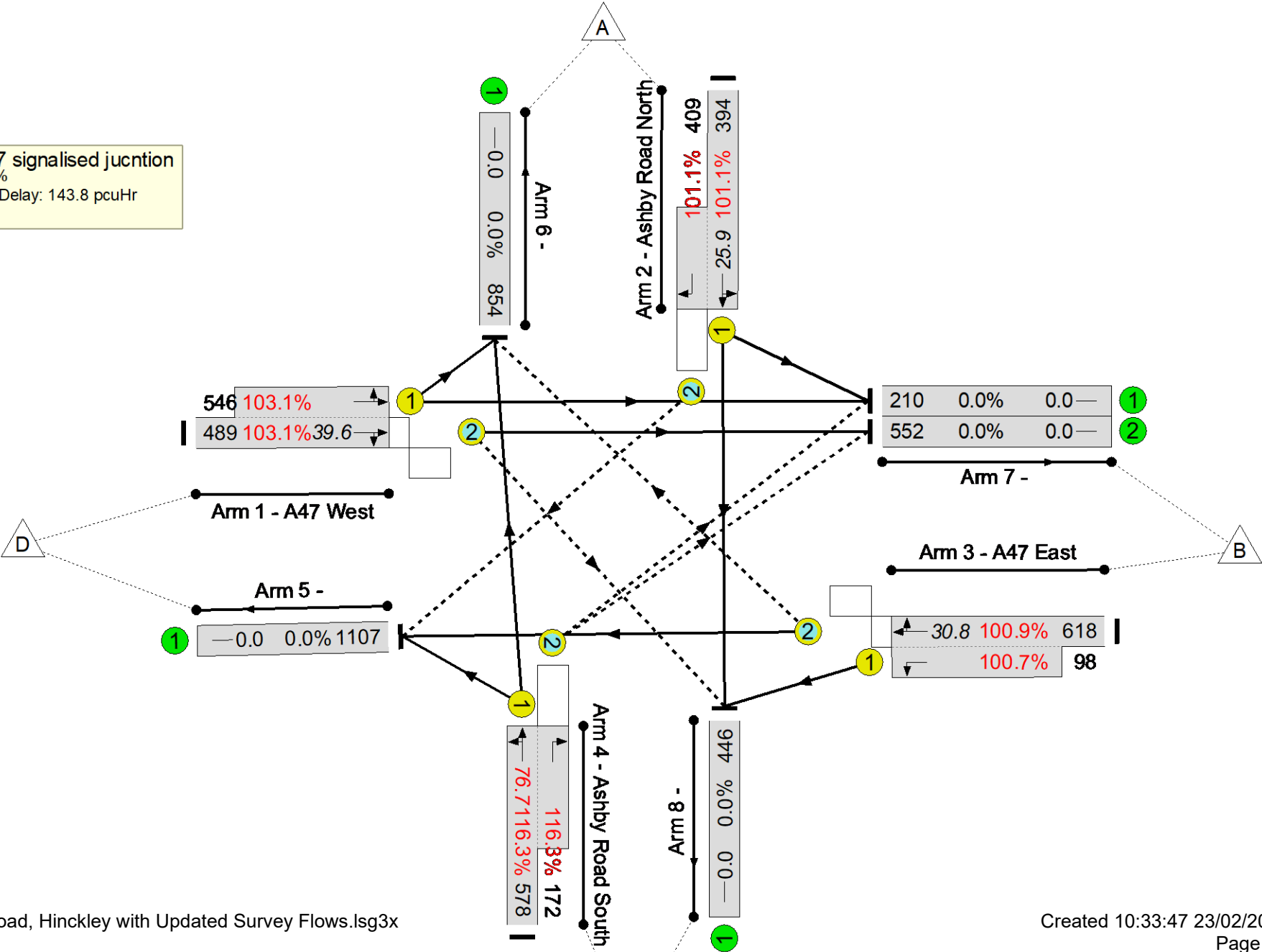
Signal Timings Diagram**Lane Green Times**

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: -29.2 %
Total Traffic Delay: 143.8 pcuHr

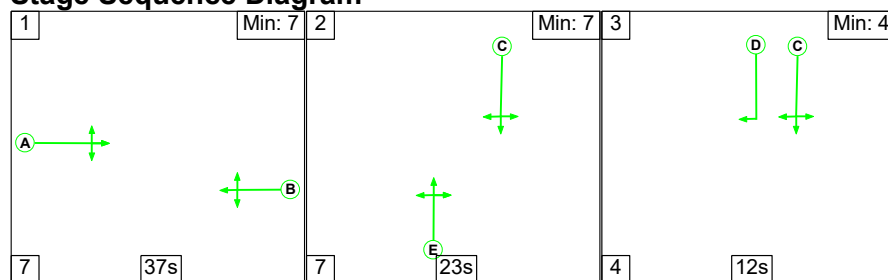


Network Results

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	-	-		-	-	-	-	-	-	-	116.3%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	116.3%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	26	-	-	1035	2151:1766	474+530	103.1 : 103.1%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	50	19	-	803	1860:1753	390+405	101.1 : 101.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	26	-	-	716	2045:1741	613+97	100.9 : 100.7%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	27	-	-	750	1866:1912	497+148	116.3 : 116.3%
5/1		U	N/A	N/A	-		-	-	-	-	1137	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	928	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	225	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	564	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	450	Inf	Inf	0.0%

Detailed Input Data And Results

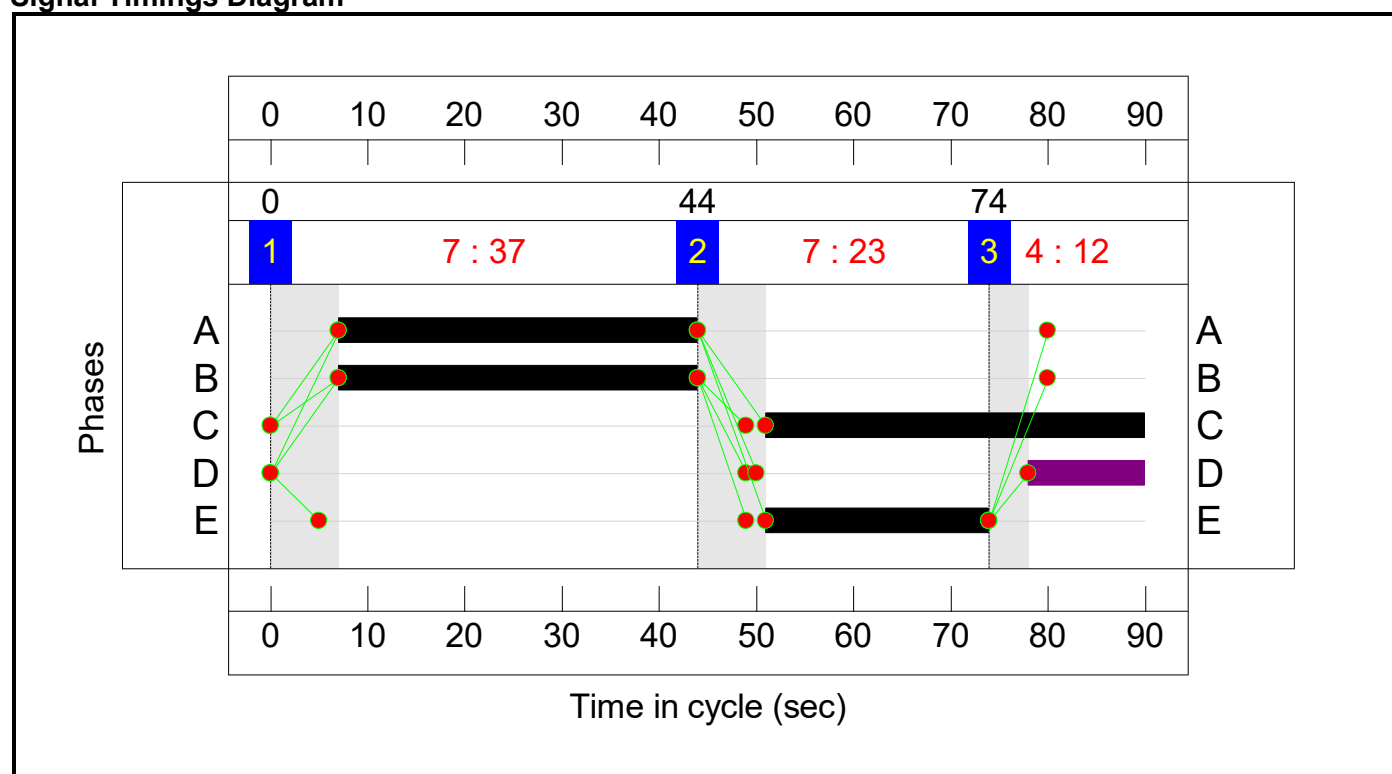
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Ashby Road / A47 Signalised Junction	-	-	151	371	82	29.6	112.8	1.4	143.8	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	151	371	82	29.6	112.8	1.4	143.8	-	-	-	-	
1/2+1/1	1035	1019	0	0	11	9.4	25.5	0.0	34.9	121.4	14.1	25.5	39.6	
2/1+2/2	803	794	3	371	31	4.2	16.5	0.9	21.6	96.6	9.5	16.5	25.9	
3/2+3/1	716	711	0	0	41	6.2	15.0	0.2	21.4	107.5	15.8	15.0	30.8	
4/1+4/2	750	645	148	0	0	9.8	55.9	0.2	65.9	316.3	20.8	55.9	76.7	
5/1	1107	1107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -29.2 PRC Over All Lanes (%): -29.2 Total Delay for Signalled Lanes (pcuHr): 143.75 Total Delay Over All Lanes(pcuHr): 143.75 Cycle Time (s): 90														

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

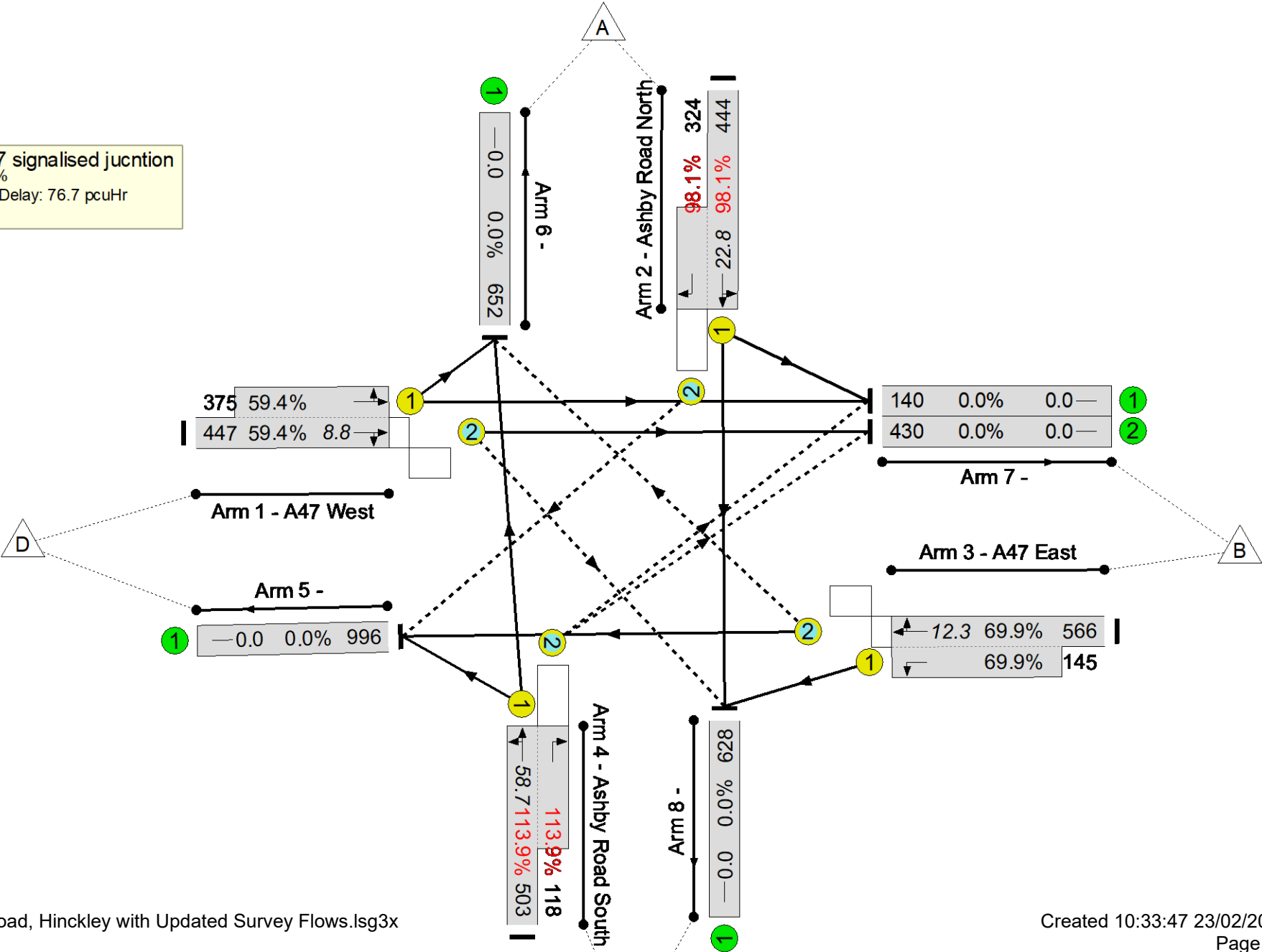
Lane Green Times

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: -26.6 %
Total Traffic Delay: 76.7 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	-	-		-	-	-	-	-	-	-	113.9%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	113.9%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	37	-	-	822	2130:1766	753+632	59.4 : 59.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	39	12	-	768	1872:1753	452+330	98.1 : 98.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	37	-	-	711	2046:1741	810+207	69.9 : 69.9%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	23	-	-	621	1856:1912	442+104	113.9 : 113.9%
5/1		U	N/A	N/A	-		-	-	-	-	1016	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	694	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	147	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	437	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	628	Inf	Inf	0.0%

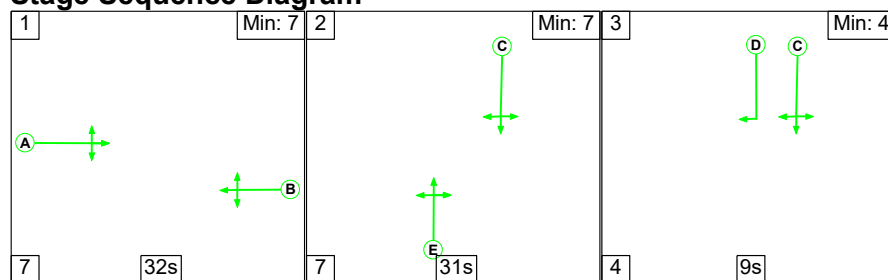
Detailed Input Data And Results

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	-	-	208	273	51	21.0	54.2	1.4	76.7	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	208	273	51	21.0	54.2	1.4	76.7	-	-	-	-	
1/2+1/1	822	822	68	0	1	4.4	0.7	0.3	5.3	23.4	8.1	0.7	8.8	
2/1+2/2	768	768	2	273	50	4.9	10.7	0.8	16.3	76.4	12.1	10.7	22.8	
3/2+3/1	711	711	35	0	0	3.9	1.2	0.1	5.1	26.0	11.2	1.2	12.3	
4/1+4/2	621	545	104	0	0	7.9	41.7	0.3	49.9	289.3	17.0	41.7	58.7	
5/1	996	996	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -26.6 PRC Over All Lanes (%): -26.6 Total Delay for Signalled Lanes (pcuHr): 76.68 Total Delay Over All Lanes(pcuHr): 76.68 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 8: '2032 Base PM' (FG8: '2032 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



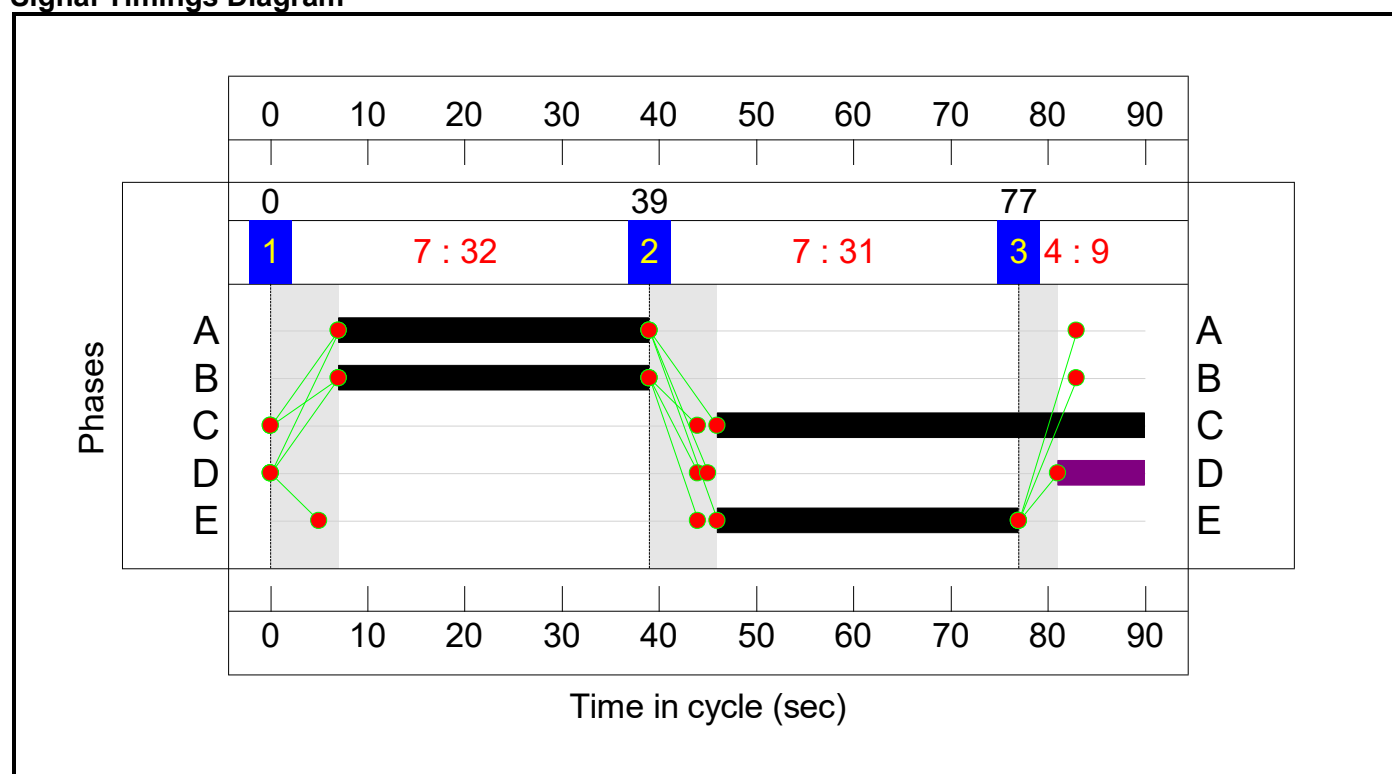
Stage Timings

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



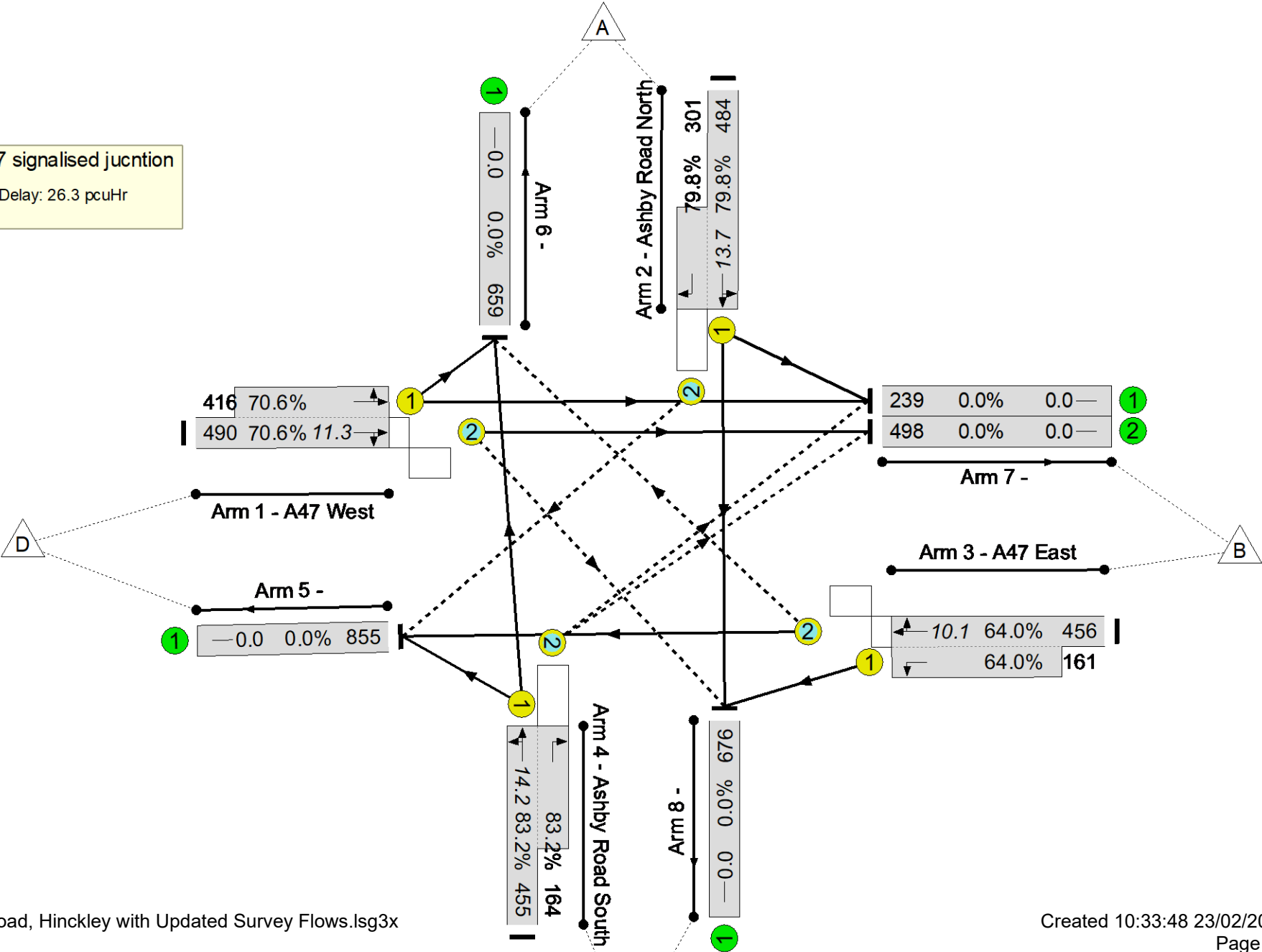
Lane Green Times

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: 8.1 %
Total Traffic Delay: 26.3 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	-	-		-	-	-	-	-	-	-	83.2%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	83.2%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	32	-	-	906	2131:1785	694+589	70.6 : 70.6%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	44	9	-	785	1868:1753	607+377	79.8 : 79.8%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	32	-	-	617	2047:1741	713+252	64.0 : 64.0%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	31	-	-	619	1865:1912	547+197	83.2 : 83.2%
5/1		U	N/A	N/A	-		-	-	-	-	855	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	659	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	239	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	498	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	676	Inf	Inf	0.0%

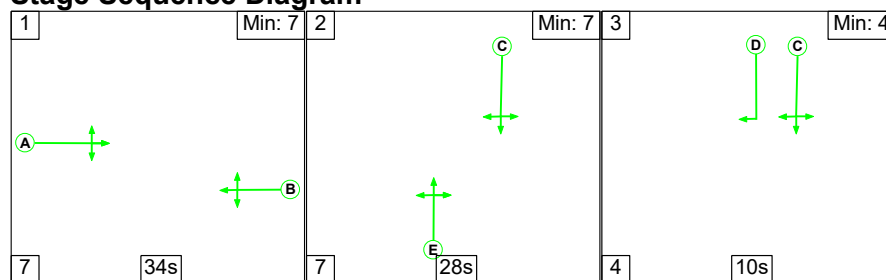
Detailed Input Data And Results

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	-	-	358	195	11	17.9	6.4	2.0	26.3	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	358	195	11	17.9	6.4	2.0	26.3	-	-	-	-	
1/2+1/1	906	906	73	0	1	5.9	1.2	0.2	7.3	29.1	10.1	1.2	11.3	
2/1+2/2	785	785	96	195	10	3.9	1.9	1.0	6.9	31.4	11.7	1.9	13.7	
3/2+3/1	617	617	25	0	0	3.8	0.9	0.1	4.8	27.9	9.2	0.9	10.1	
4/1+4/2	619	619	164	0	0	4.3	2.4	0.7	7.4	42.9	11.8	2.4	14.2	
5/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 8.1 PRC Over All Lanes (%): 8.1 Total Delay for Signalled Lanes (pcuHr): 26.35 Total Delay Over All Lanes(pcuHr): 26.35 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram



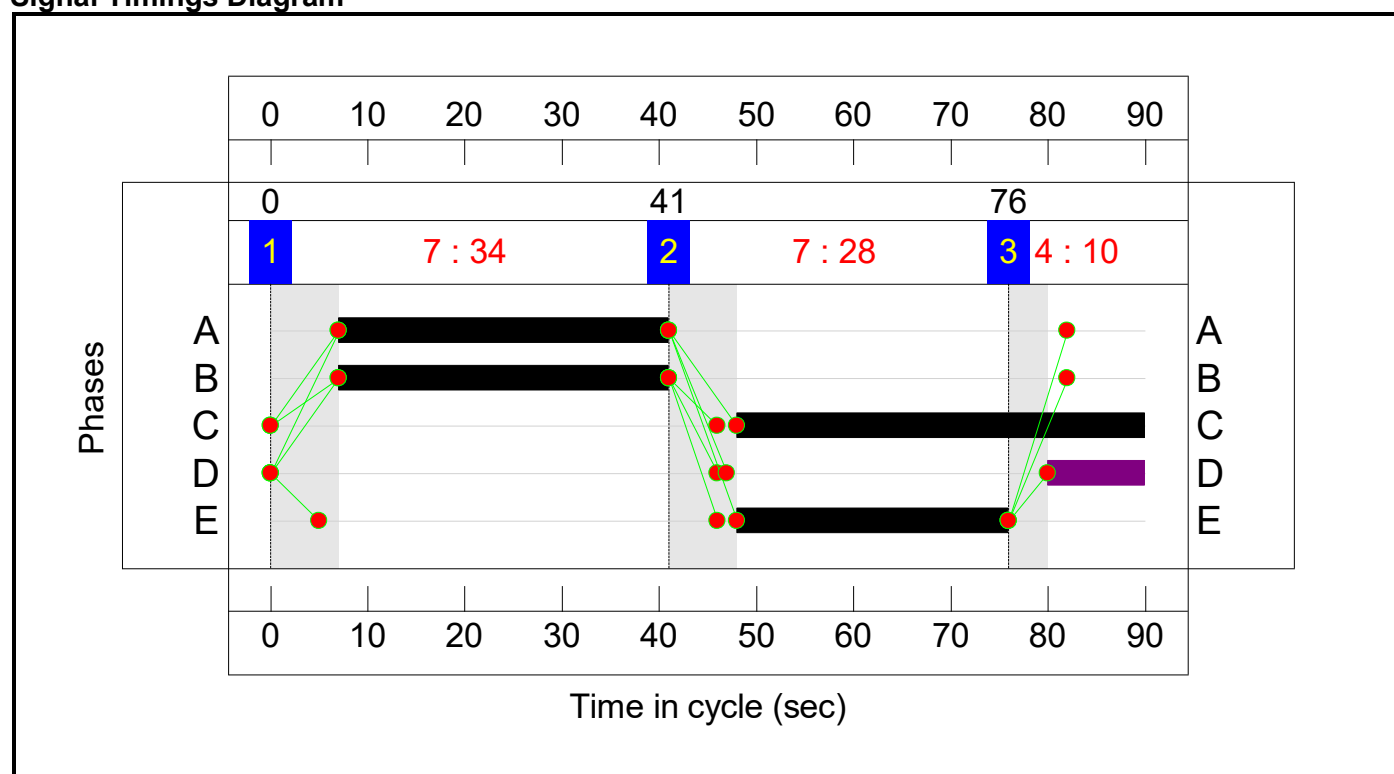
Stage Timings

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

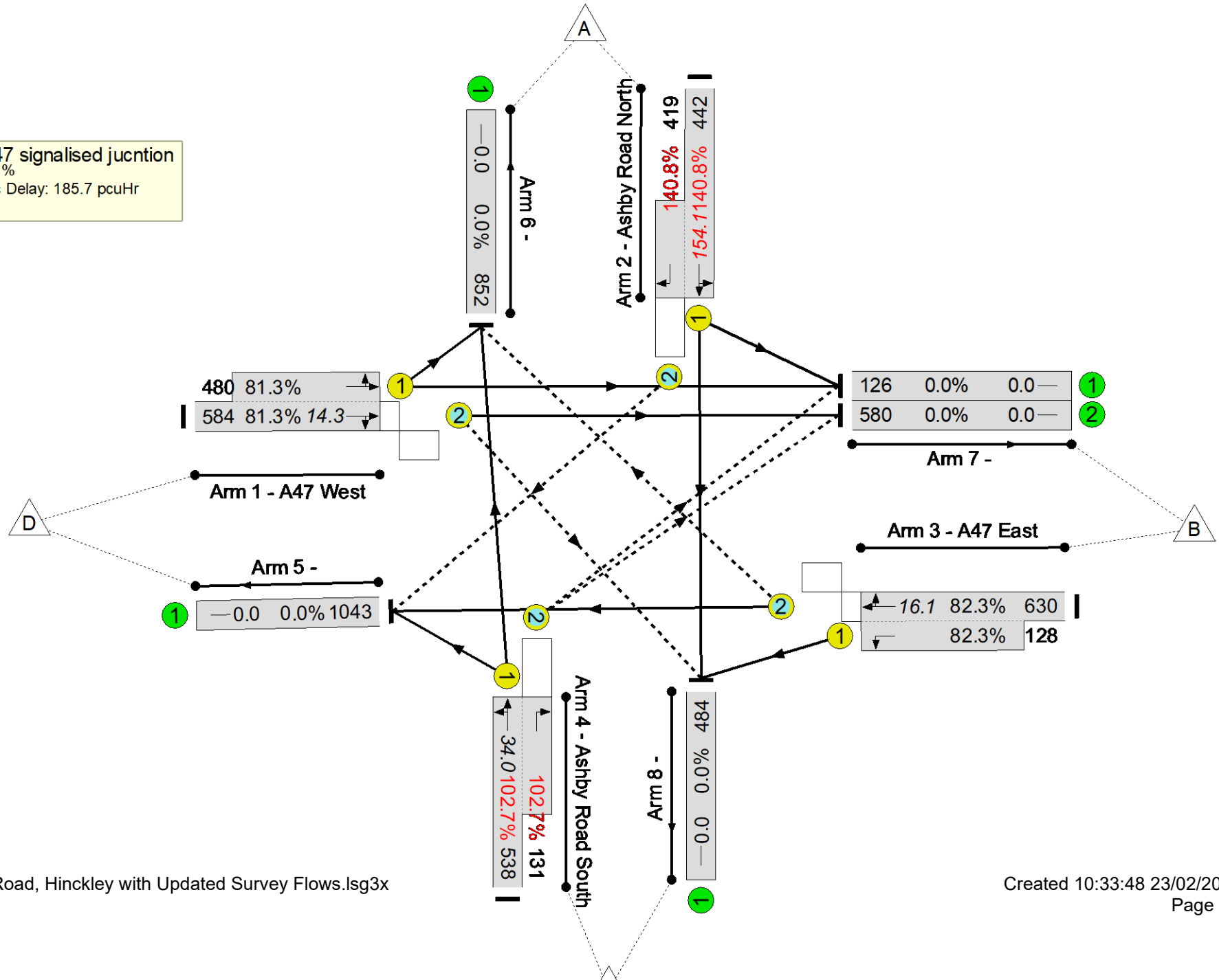
Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	41
1/2	A47 West Ahead Right	O	A	7	41
2/1	Ashby Road North Left Ahead	U	C	48	0
2/2	Ashby Road North Right	O	C D	48	0
3/1	A47 East Left	U	B	7	41
3/2	A47 East Ahead Right	O	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: -56.5 %

Total Traffic Delay: 185.7 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	-	-		-	-	-	-	-	-	-	140.8%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	140.8%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	34	-	-	1064	2136:1753	719+591	81.3 : 81.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	42	10	-	861	1869:1753	314+297	140.8 : 140.8%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	34	-	-	758	2045:1741	765+155	82.3 : 82.3%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	28	-	-	669	1860:1912	524+128	102.7 : 102.7%
5/1		U	N/A	N/A	-		-	-	-	-	1169	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	862	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	138	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	582	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	601	Inf	Inf	0.0%

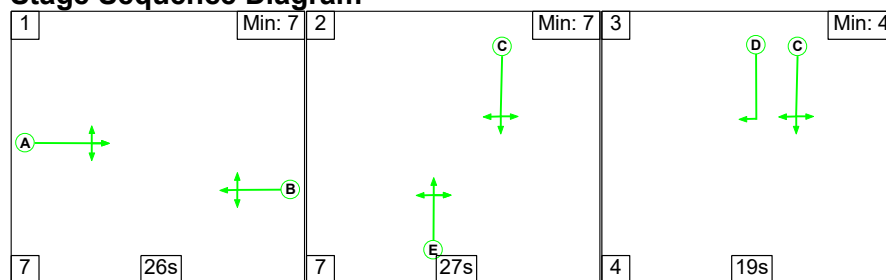
Detailed Input Data And Results

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	-	-	230	234	70	35.1	148.9	1.6	185.7	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	230	234	70	35.1	148.9	1.6	185.7	-	-	-	-	
1/2+1/1	1064	1064	60	0	8	6.8	2.1	0.3	9.3	31.4	12.2	2.1	14.3	
2/1+2/2	861	611	2	234	62	17.4	126.6	0.9	144.9	606.0	27.5	126.6	154.1	
3/2+3/1	758	758	40	0	0	4.9	2.3	0.1	7.3	34.7	13.8	2.3	16.1	
4/1+4/2	669	652	128	0	0	6.0	18.0	0.2	24.2	130.0	16.1	18.0	34.0	
5/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -56.5 PRC Over All Lanes (%): -56.5 Total Delay for Signalled Lanes (pcuHr): 185.68 Total Delay Over All Lanes(pcuHr): 185.68 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram



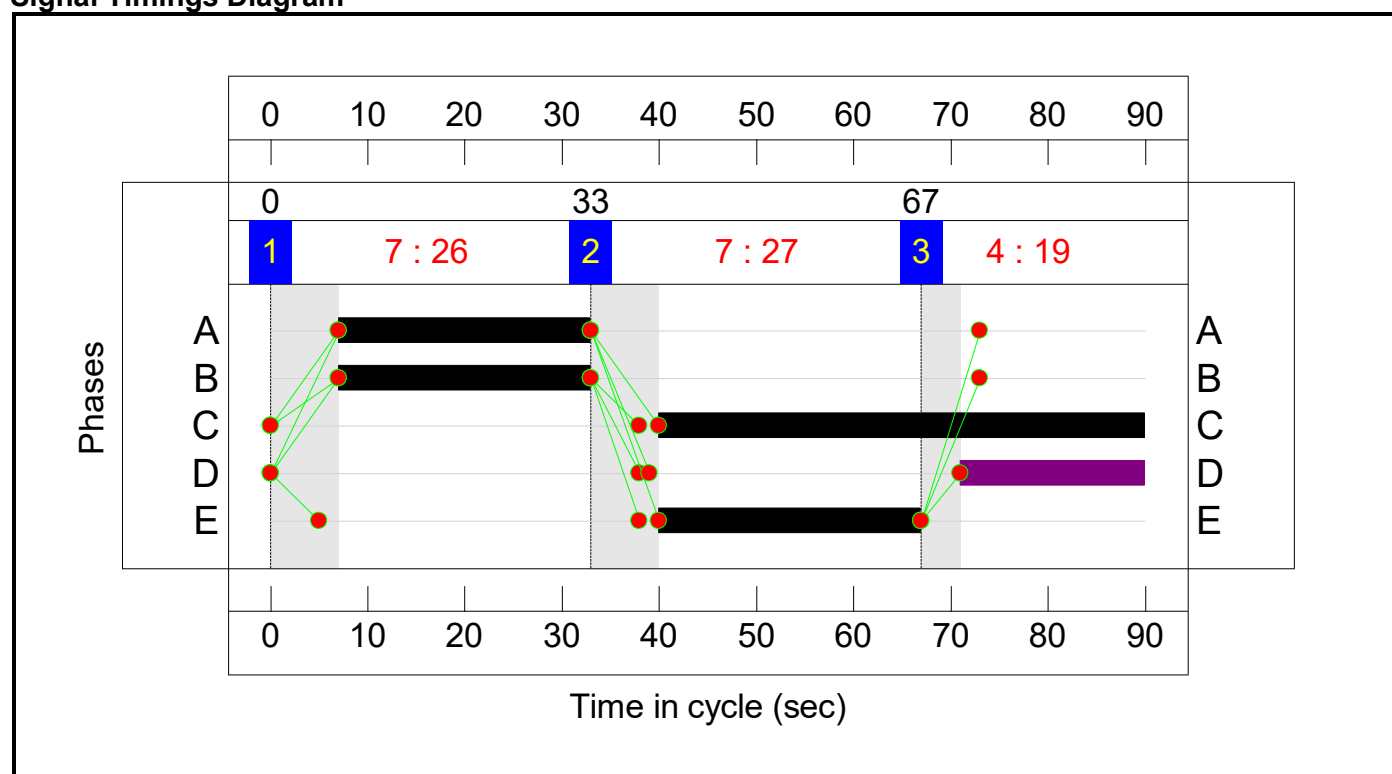
Stage Timings

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



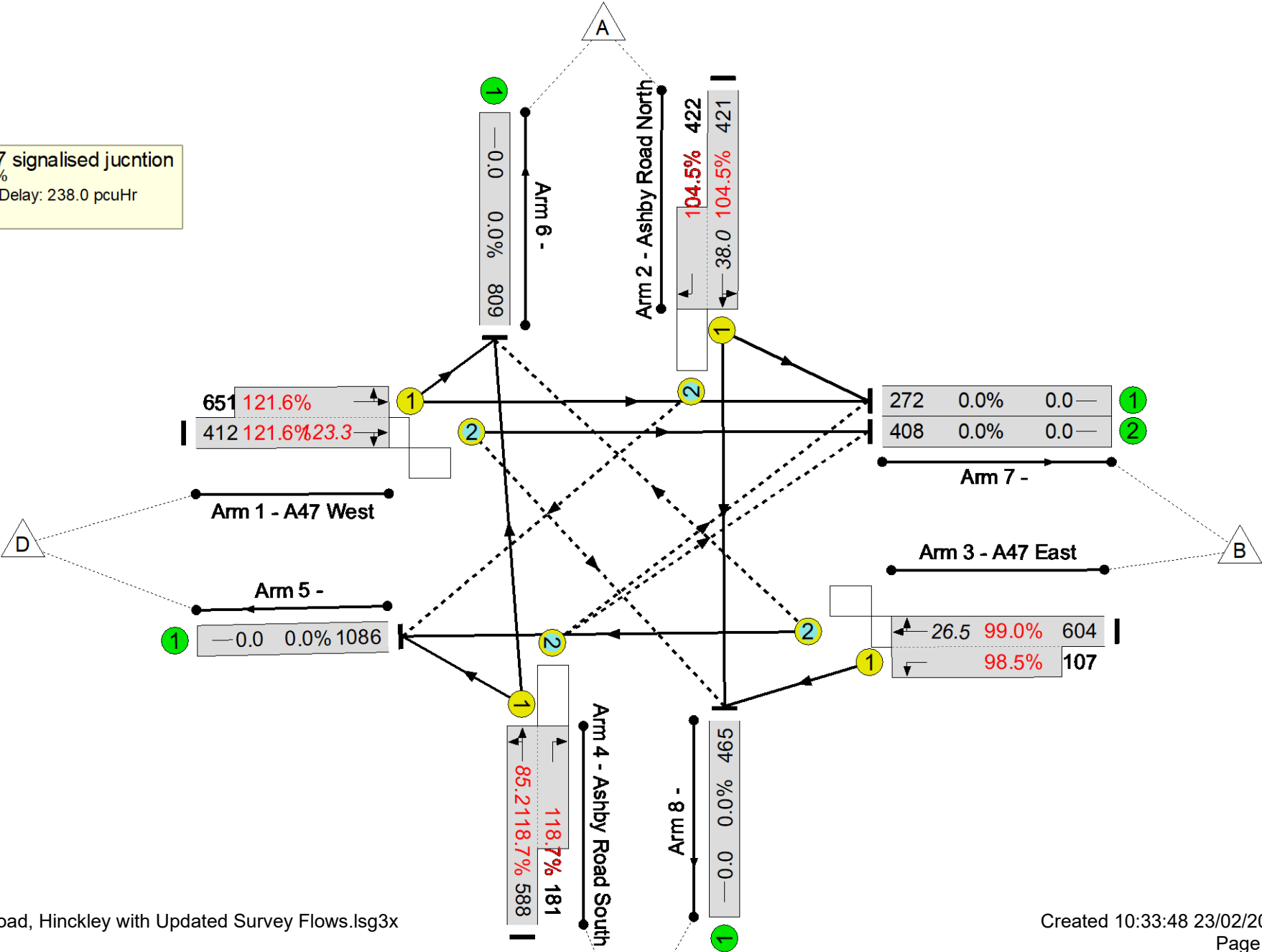
Lane Green Times

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: -35.1 %
Total Traffic Delay: 238.0 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	-	-		-	-	-	-	-	-	-	121.6%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	121.6%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	26	-	-	1063	2151:1785	339+536	121.6 : 121.6%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	50	19	-	843	1861:1753	403+404	104.5 : 104.5%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	26	-	-	711	2044:1741	610+109	99.0 : 98.5%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	27	-	-	769	1870:1912	496+153	118.7 : 118.7%
5/1		U	N/A	N/A	-		-	-	-	-	1126	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	964	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	320	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	494	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	482	Inf	Inf	0.0%

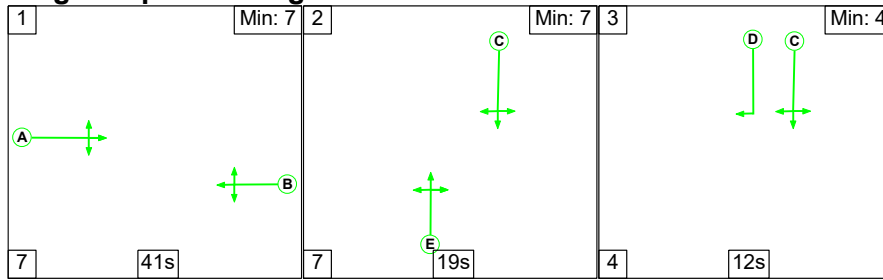
Detailed Input Data And Results

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	-	-	156	370	80	38.2	198.3	1.5	238.0	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	156	370	80	38.2	198.3	1.5	238.0	-	-	-	-	
1/2+1/1	1063	874	0	0	7	16.2	97.0	0.0	113.2	383.5	26.2	97.0	123.3	
2/1+2/2	843	807	4	370	30	5.6	26.2	0.9	32.7	139.5	11.8	26.2	38.0	
3/2+3/1	711	711	0	0	42	6.0	11.6	0.2	17.7	89.5	14.9	11.6	26.5	
4/1+4/2	769	648	153	0	0	10.5	63.5	0.4	74.4	348.2	21.7	63.5	85.2	
5/1	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -35.1 PRC Over All Lanes (%): -35.1 Total Delay for Signalled Lanes (pcuHr): 237.98 Total Delay Over All Lanes(pcuHr): 237.98 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram

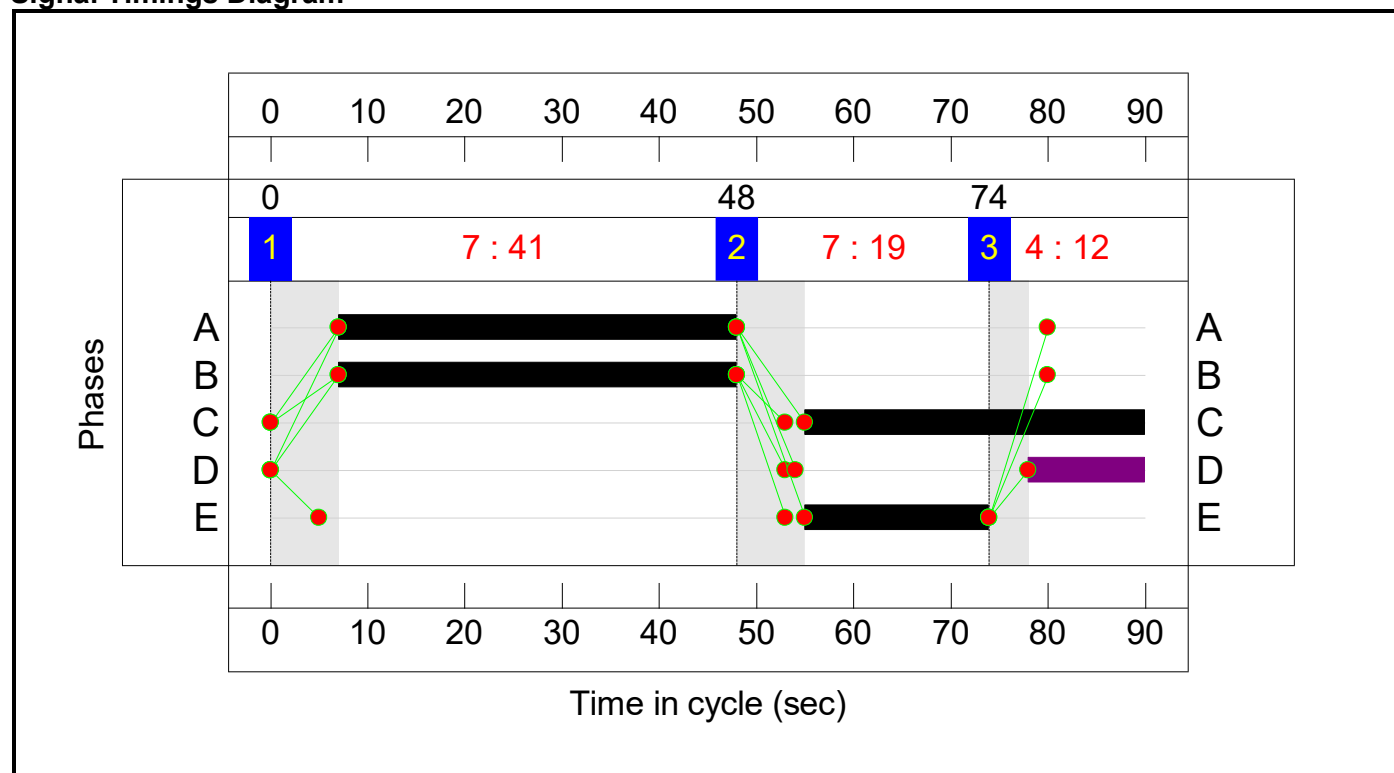


Stage Timings

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

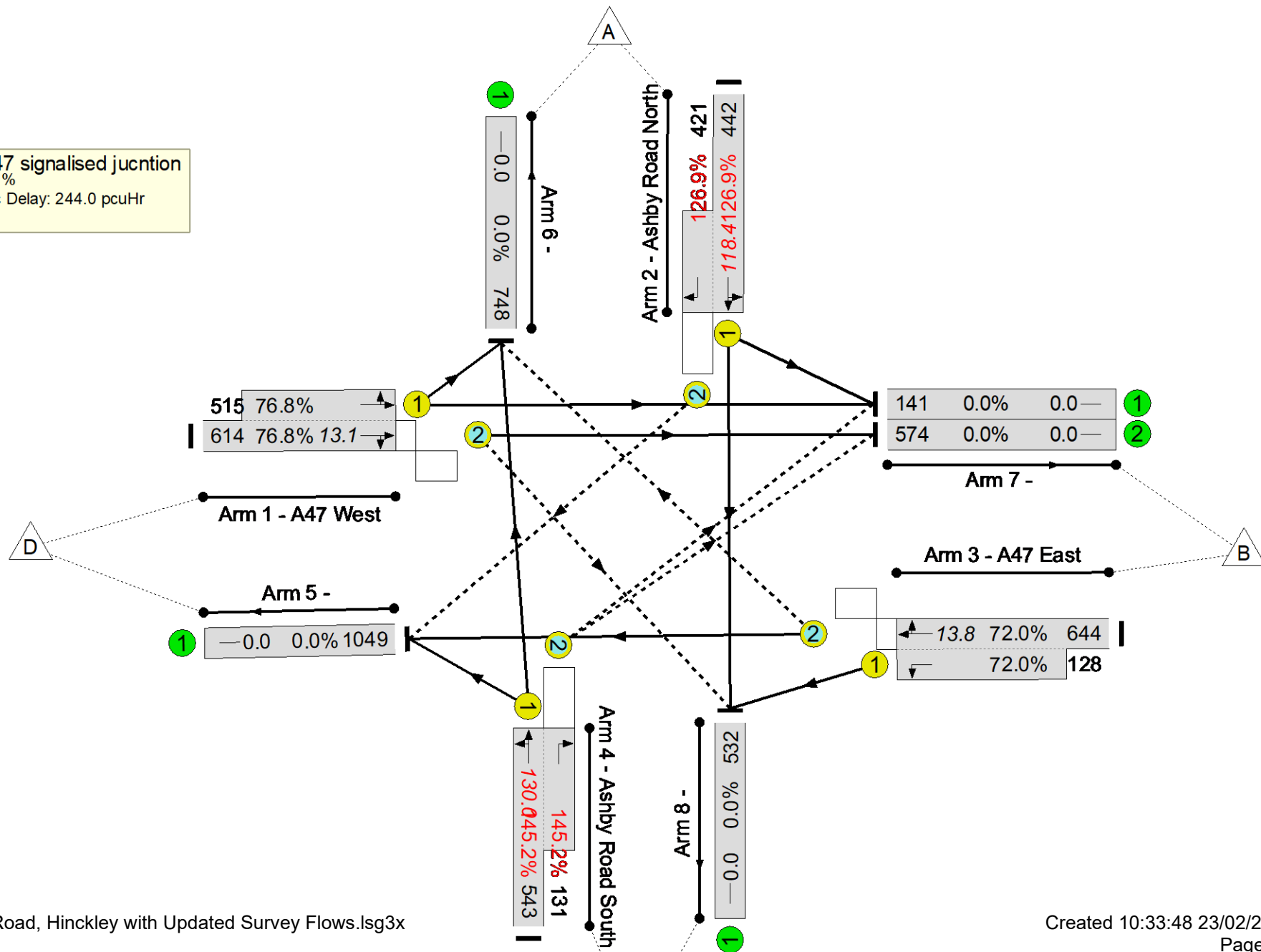
Signal Timings Diagram**Lane Green Times**

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: -61.4 %
Total Traffic Delay: 244.0 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	-	-		-	-	-	-	-	-	-	145.2%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	145.2%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	41	-	-	1129	2133:1762	800+671	76.8 : 76.8%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	35	12	-	863	1869:1753	348+332	126.9 : 126.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	41	-	-	772	2045:1741	895+178	72.0 : 72.0%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	19	-	-	674	1859:1912	374+90	145.2 : 145.2%
5/1		U	N/A	N/A	-		-	-	-	-	1190	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	866	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	169	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	595	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	618	Inf	Inf	0.0%

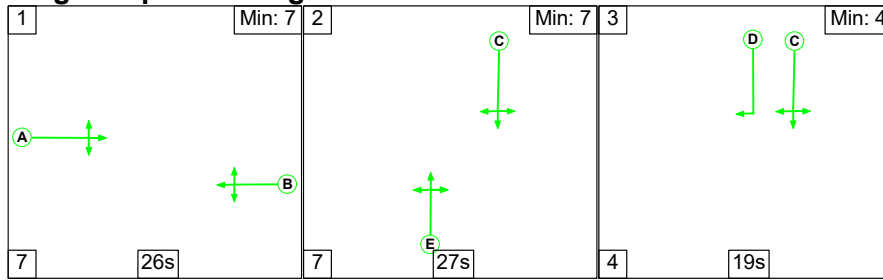
Detailed Input Data And Results

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	-	-	216	273	59	39.6	203.1	1.3	244.0	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	216	273	59	39.6	203.1	1.3	244.0	-	-	-	-	
1/2+1/1	1129	1129	84	0	1	5.7	1.6	0.3	7.6	24.2	11.4	1.6	13.1	
2/1+2/2	863	680	2	273	57	15.4	93.7	0.6	109.7	457.7	24.8	93.7	118.4	
3/2+3/1	772	772	40	0	0	3.8	1.3	0.1	5.2	24.4	12.5	1.3	13.8	
4/1+4/2	674	464	90	0	0	14.7	106.6	0.3	121.5	648.9	23.5	106.6	130.0	
5/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -61.4 PRC Over All Lanes (%): -61.4 Total Delay for Signalled Lanes (pcuHr): 244.03 Total Delay Over All Lanes(pcuHr): 244.03 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram



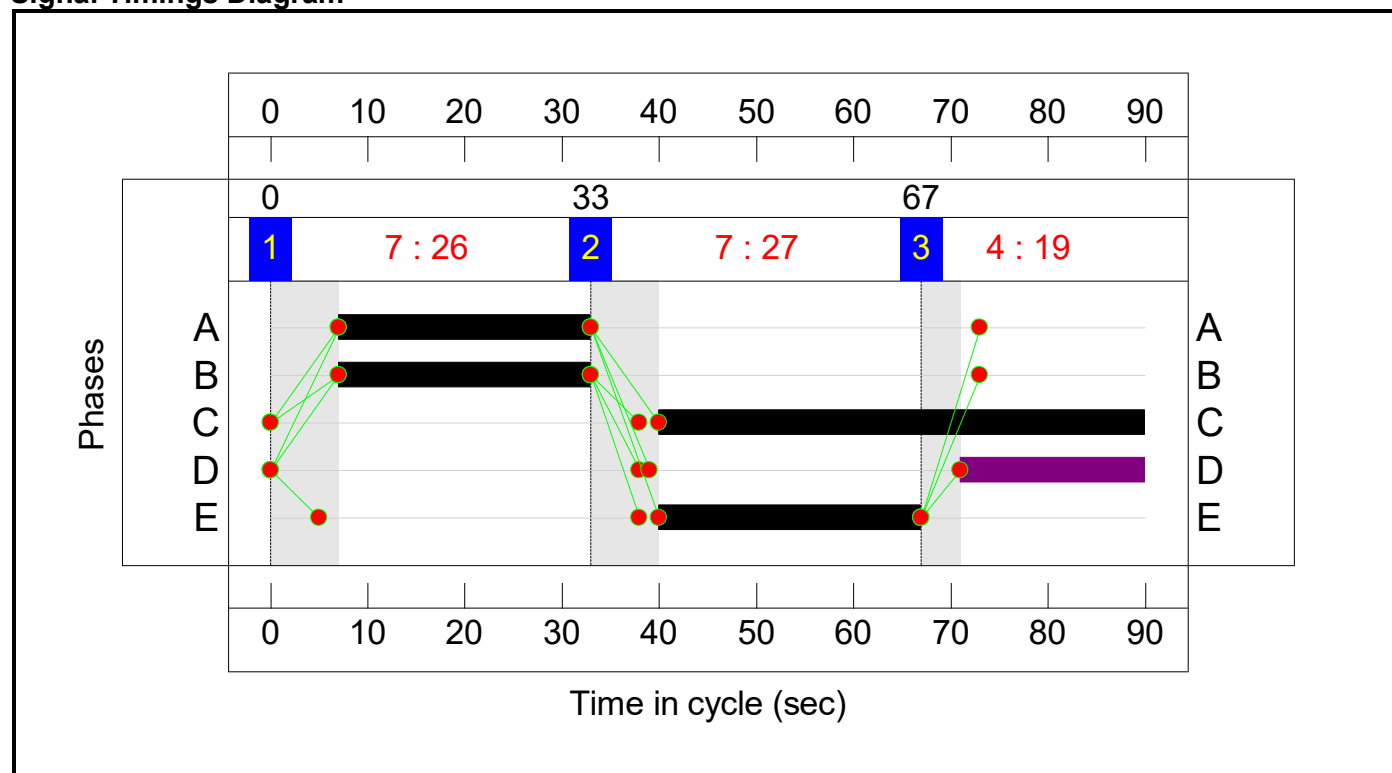
Stage Timings

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



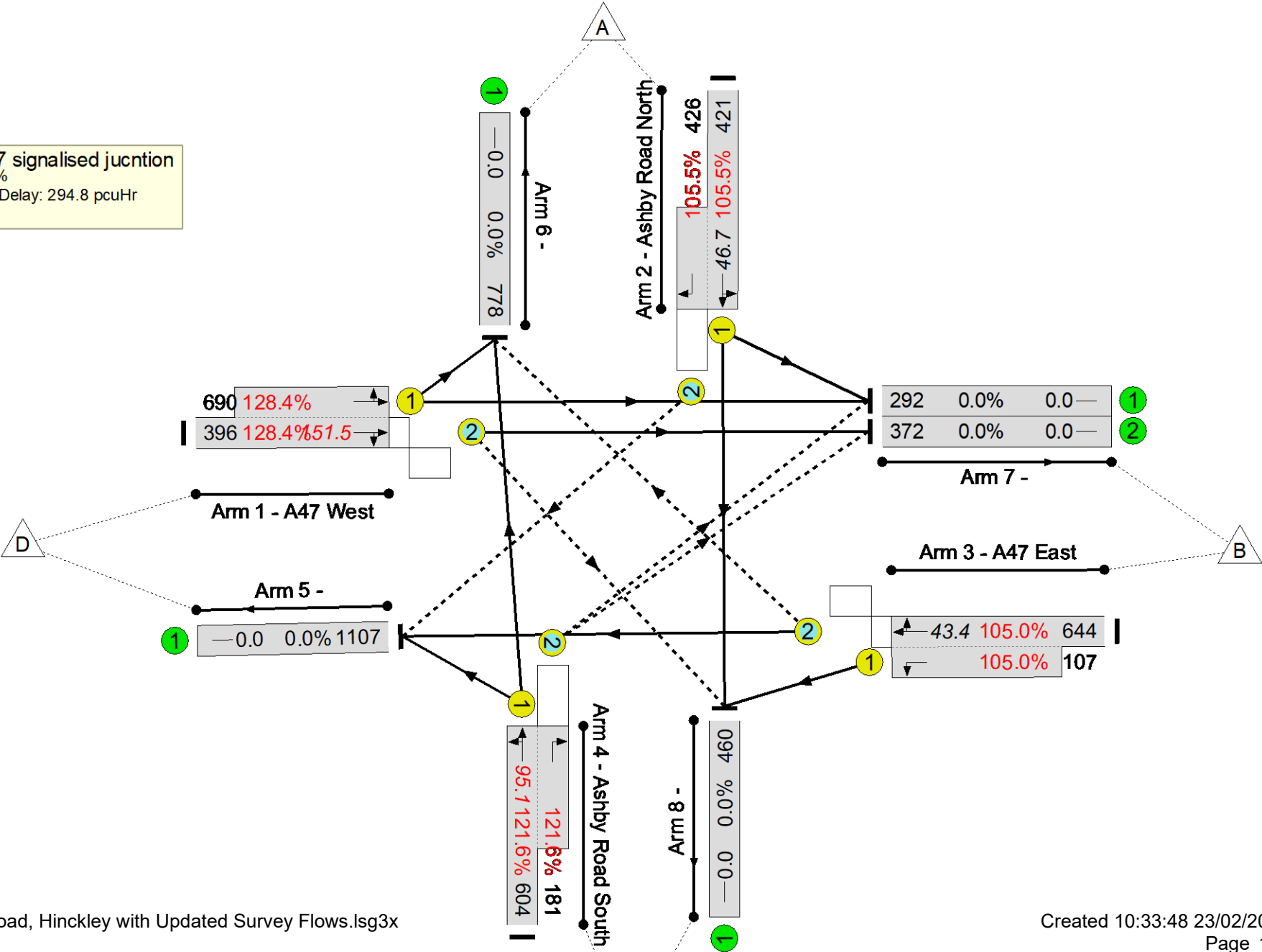
Lane Green Times

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: -42.7 %
Total Traffic Delay: 294.8 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	-	-		-	-	-	-	-	-	-	128.4%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	128.4%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	26	-	-	1086	2149:1791	308+537	128.4 : 128.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	50	19	-	847	1861:1753	399+404	105.5 : 105.5%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	26	-	-	751	2045:1741	614+102	105.0 : 105.0%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	27	-	-	785	1866:1912	497+149	121.6 : 121.6%
5/1		U	N/A	N/A	-		-	-	-	-	1186	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	965	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	358	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	472	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	488	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	-	-	152	370	82	43.9	249.5	1.5	294.8	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	152	370	82	43.9	249.5	1.5	294.8	-	-	-	-	
1/2+1/1	1086	846	0	0	12	18.8	122.4	0.1	141.2	468.1	29.1	122.4	151.5	
2/1+2/2	847	803	3	370	30	6.1	29.4	0.9	36.4	154.6	17.3	29.4	46.7	
3/2+3/1	751	715	0	0	40	7.8	25.2	0.2	33.2	158.9	18.1	25.2	43.4	
4/1+4/2	785	646	149	0	0	11.3	72.5	0.3	84.1	385.6	22.6	72.5	95.1	
5/1	1107	1107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -42.7 PRC Over All Lanes (%): -42.7 Total Delay for Signalled Lanes (pcuHr): 294.84 Total Delay Over All Lanes(pcuHr): 294.84 Cycle Time (s): 90														

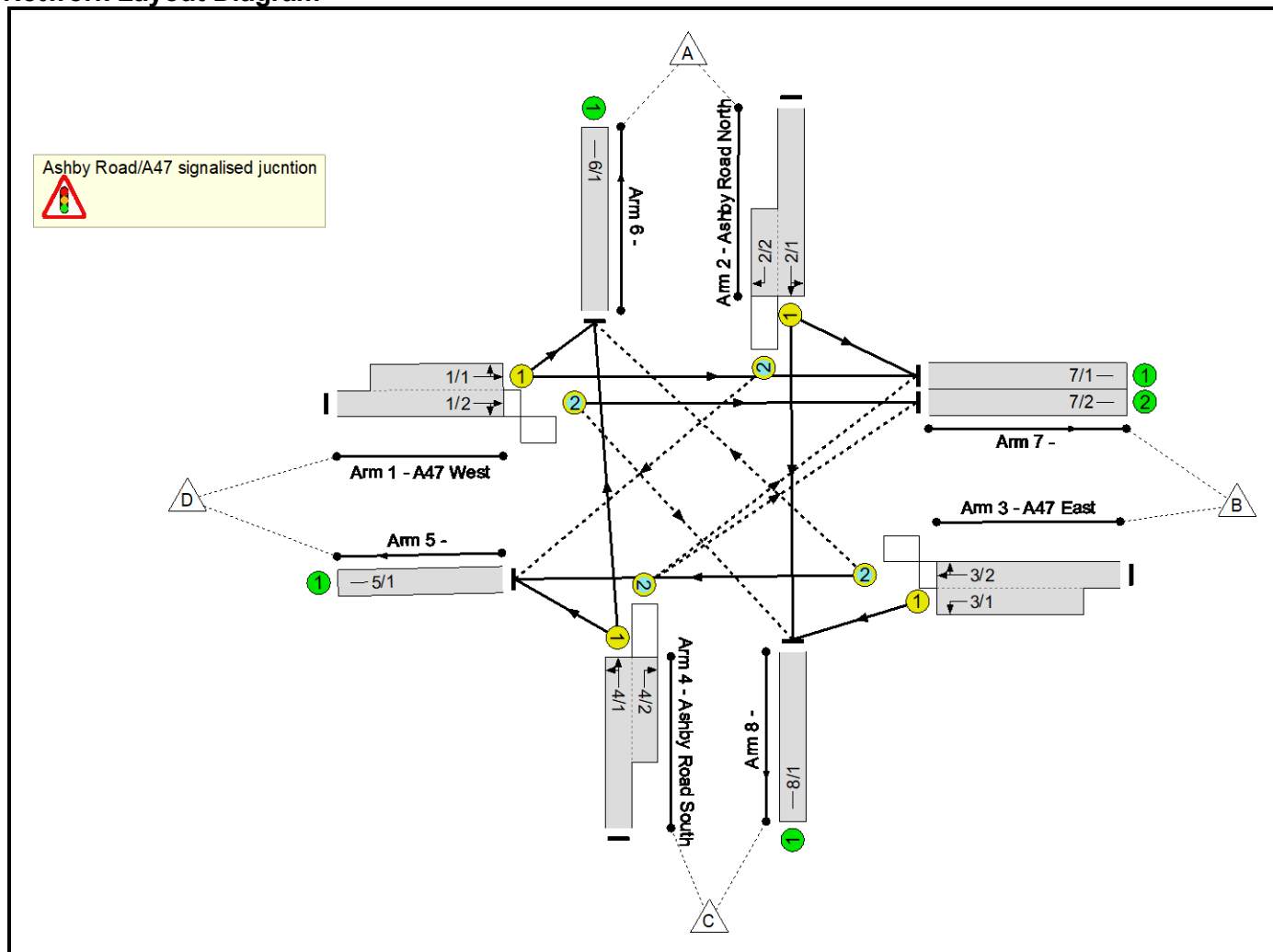
Appendix E Original Junction Model Results with Updated Flows and Optimised

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 - Optimised.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram

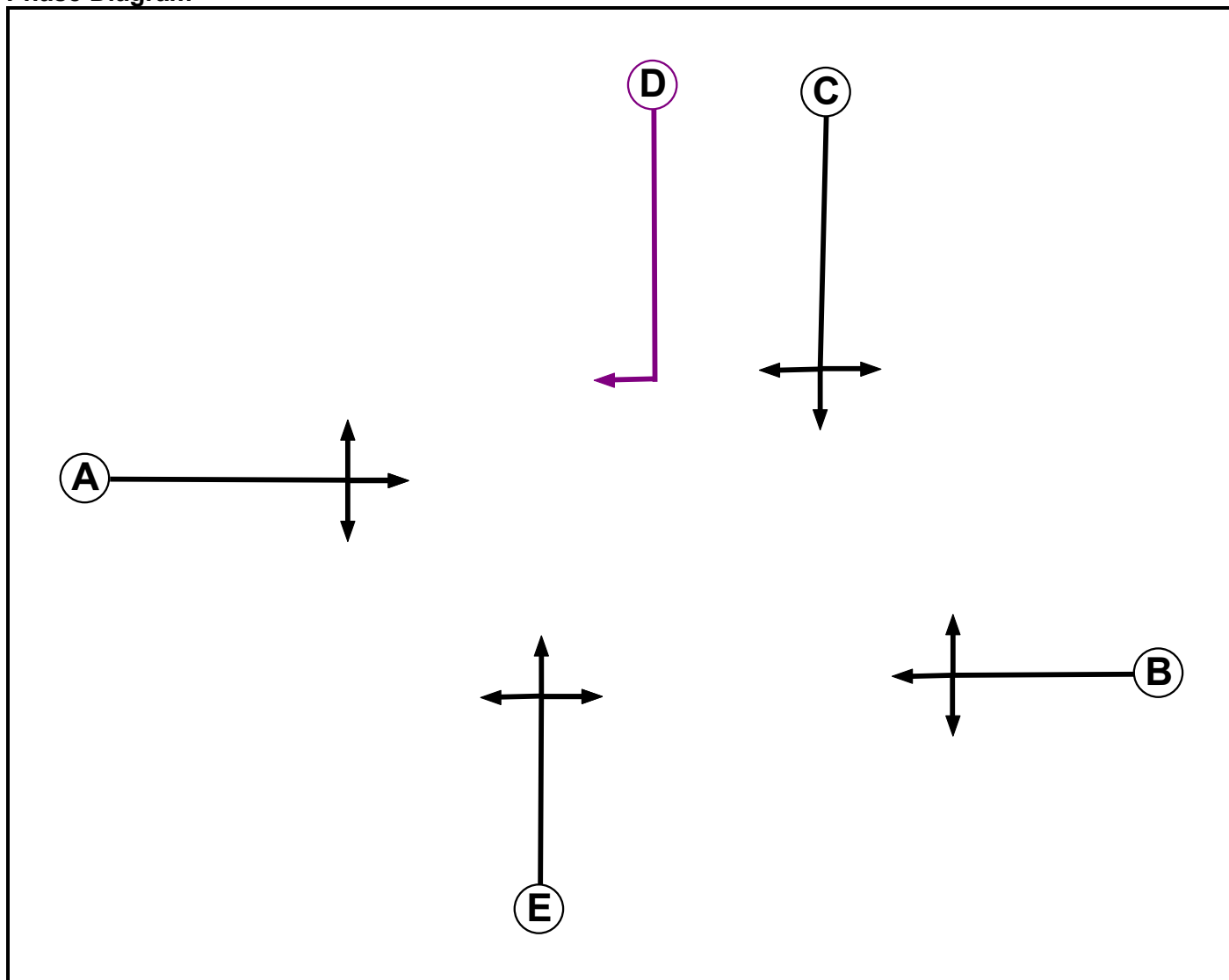


Scenarios

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	15.5	23.22
2	2026 Base PM	2026 Base PM	Network Control Plan 1	17:00 - 18:00	90	28.1	21.48
3	2026 + Committed AM	2026 + Committed AM	Network Control Plan 1	08:00 - 09:00	90	-5.2	41.01
4	2026 + Committed PM	2026 + Committed PM	Network Control Plan 1	17:00 - 18:00	90	-14.2	65.79
5	2026 + Committed + Development AM	2026 + Committed + Development AM	Network Control Plan 1	08:00 - 09:00	90	-8.9	49.33
6	2026 + Committed + Development PM	2026 + Committed + Development PM	Network Control Plan 1	17:00 - 18:00	90	-21.0	97.15
7	2032 Base AM	2032 Base AM	Network Control Plan 1	08:00 - 09:00	90	5.7	27.33
8	2032 Base PM	2032 Base PM	Network Control Plan 1	17:00 - 18:00	90	19.7	23.98
9	2032 + Committed AM	2032 + Committed AM	Network Control Plan 1	08:00 - 09:00	90	-14.7	72.17
10	2032 + Committed PM	2032 + Committed PM	Network Control Plan 1	17:00 - 18:00	90	-34.0	218.68
11	2032 + Committed + Development AM	2032 + Committed + Development AM	Network Control Plan 1	08:00 - 09:00	90	-26.0	107.78
12	2032 + Committed + Development PM	2032 + Committed + Development PM	Network Control Plan 1	17:00 - 18:00	90	-37.9	235.16

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**

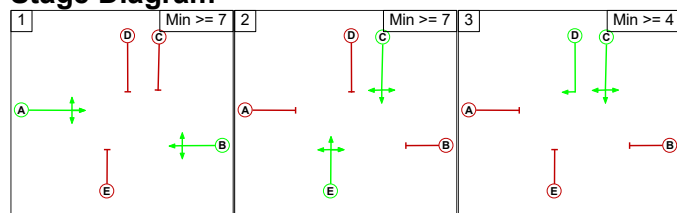
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7

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	89.1 %	1758	1758
				Arm 7 Ahead	Inf	10.9 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	88.1 %	2136	2136
				Arm 8 Right	20.00	11.9 %		
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	90.0 %	1757	1757
				Arm 7 Ahead	Inf	10.0 %		
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	84.8 %	1765	1765
				Arm 7 Ahead	Inf	15.2 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	85.9 %	2133	2133
				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	89.0 %	1759	1759
				Arm 7 Ahead	Inf	11.0 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	97.9 %	2152	2152
				Arm 8 Right	20.00	2.1 %		
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	85.0 %	1765	1765
				Arm 7 Ahead	Inf	15.0 %		
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	84.4 %	1766	1766
				Arm 7 Ahead	Inf	15.6 %		
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	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	71.5 %	1787	1787
				Arm 7 Ahead	Inf	28.5 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	97.7 %	2151	2151
				Arm 8 Right	20.00	2.3 %		
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	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	79.7 %	1774	1774
				Arm 7 Ahead	Inf	20.3 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	85.0 %	2131	2131
				Arm 8 Right	20.00	15.0 %		
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

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2032 + Committed + Development PM' (FG12: '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	71.1 %	1788	1788
				Arm 7 Ahead	Inf	28.9 %		
1/2 (A47 West)	4.00	0.00	N	Arm 7 Ahead	Inf	96.4 %	2149	2149
				Arm 8 Right	20.00	3.6 %		
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	93.5 %	2045	2045
				Arm 6 Right	20.00	6.5 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	26.2 %	1866	1866
				Arm 6 Ahead	Inf	73.8 %		
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 12

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Base AM'	08:00	09:00	01:00	
2: '2026 Base PM'	17:00	18:00	01:00	
3: '2026 + Committed AM'	08:00	09:00	01:00	
4: '2026 + Committed PM'	17:00	18:00	01:00	
5: '2026 + Committed + Development AM'	08:00	09:00	01:00	
6: '2026 + Committed + Development PM'	17:00	18:00	01:00	
7: '2032 Base AM'	08:00	09:00	01:00	
8: '2032 Base PM'	17:00	18:00	01:00	
9: '2032 + Committed AM'	08:00	09:00	01:00	
10: '2032 + Committed PM'	17:00	18:00	01:00	
11: '2032 + Committed + Development AM'	08:00	09:00	01:00	
12: '2032 + Committed + Development PM'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2026 Base AM'****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	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

Detailed Input Data And Results

FG2: '2026 Base PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	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

FG3: '2026 + Committed AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	382	401	818
	B	38	0	120	560	718
	C	359	124	0	151	634
	D	426	528	64	0	1018
	Tot.	823	687	566	1112	3188

FG4: '2026 + Committed PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	53	341	405	799
	B	41	0	98	537	676
	C	427	172	0	135	734
	D	459	548	5	0	1012
	Tot.	927	773	444	1077	3221

FG5: '2026 + Committed + Development AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	382	403	820
	B	38	0	120	574	732
	C	359	124	0	156	639
	D	430	572	81	0	1083
	Tot.	827	731	583	1133	3274

Detailed Input Data And Results

FG6: '2026 + Committed + Development PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	53	341	409	803
	B	41	0	98	577	716
	C	427	172	0	151	750
	D	460	564	11	0	1035
	Tot.	928	789	450	1137	3304

FG7: '2032 Base AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	414	324	768
	B	35	0	145	531	711
	C	342	118	0	161	621
	D	317	436	69	0	822
	Tot.	694	584	628	1016	2922

FG8: '2032 Base PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	43	441	301	785
	B	25	0	161	431	617
	C	332	164	0	123	619
	D	302	530	74	0	906
	Tot.	659	737	676	855	2927

FG9: '2032 + Committed AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	405	419	861
	B	40	0	128	590	758
	C	378	131	0	160	669
	D	444	552	68	0	1064
	Tot.	862	720	601	1169	3352

Detailed Input Data And Results

FG10: '2032 + Committed PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	366	422	843
	B	42	0	107	562	711
	C	446	181	0	142	769
	D	476	578	9	0	1063
	Tot.	964	814	482	1126	3386

FG11: '2032 + Committed + Development AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	405	421	863
	B	40	0	128	604	772
	C	378	131	0	165	674
	D	448	596	85	0	1129
	Tot.	866	764	618	1190	3438

FG12: '2032 + Committed + Development PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	366	426	847
	B	42	0	107	602	751
	C	446	181	0	158	785
	D	477	594	15	0	1086
	Tot.	965	830	488	1186	3469

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	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

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: '2026 Base PM' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	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

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: '2026 + Committed AM' (FG3: '2026 + Committed AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	382	401	818
	B	38	0	120	560	718
	C	359	124	0	151	634
	D	426	528	64	0	1018
	Tot.	823	687	566	1112	3188

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: '2026 + Committed PM' (FG4: '2026 + Committed PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	53	341	405	799
	B	41	0	98	537	676
	C	427	172	0	135	734
	D	459	548	5	0	1012
	Tot.	927	773	444	1077	3221

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: '2026 + Committed + Development AM' (FG5: '2026 + Committed + Development AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	382	403	820
	B	38	0	120	574	732
	C	359	124	0	156	639
	D	430	572	81	0	1083
	Tot.	827	731	583	1133	3274

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: '2026 + Committed + Development PM' (FG6: '2026 + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	53	341	409	803
	B	41	0	98	577	716
	C	427	172	0	151	750
	D	460	564	11	0	1035
	Tot.	928	789	450	1137	3304

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: '2032 Base AM' (FG7: '2032 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	414	324	768
	B	35	0	145	531	711
	C	342	118	0	161	621
	D	317	436	69	0	822
	Tot.	694	584	628	1016	2922

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: '2032 Base PM' (FG8: '2032 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	43	441	301	785
	B	25	0	161	431	617
	C	332	164	0	123	619
	D	302	530	74	0	906
	Tot.	659	737	676	855	2927

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 + Committed AM' (FG9: '2032 + Committed AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	405	419	861
	B	40	0	128	590	758
	C	378	131	0	160	669
	D	444	552	68	0	1064
	Tot.	862	720	601	1169	3352

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 + Committed PM' (FG10: '2032 + Committed PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	366	422	843
	B	42	0	107	562	711
	C	446	181	0	142	769
	D	476	578	9	0	1063
	Tot.	964	814	482	1126	3386

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

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	405	421	863
	B	40	0	128	604	772
	C	378	131	0	165	674
	D	448	596	85	0	1129
	Tot.	866	764	618	1190	3438

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

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	366	426	847
	B	42	0	107	602	751
	C	446	181	0	158	785
	D	477	594	15	0	1086
	Tot.	965	830	488	1186	3469

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

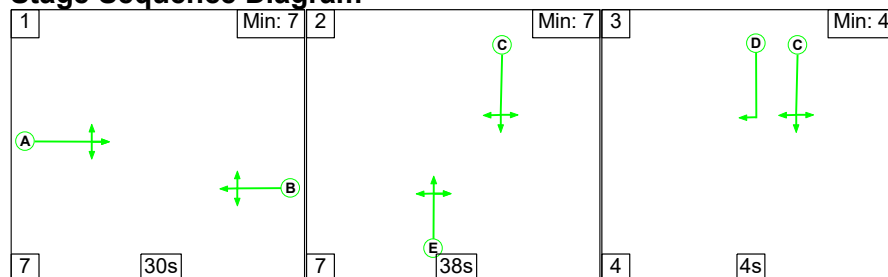
Lane	Scenario 1: 2026 Base AM	Scenario 2: 2026 Base PM	Scenario 3: 2026 + Committed AM	Scenario 4: 2026 + Committed PM	Scenario 5: 2026 + Committed + Development AM	Scenario 6: 2026 + Committed + Development PM
Junction: Ashby Road/A47 signalised junction						
1/1 (short)	354	392	478	510	507	517
1/2 (with short)	776(In) 422(Out)	855(In) 463(Out)	1018(In) 540(Out)	1012(In) 502(Out)	1083(In) 576(Out)	1035(In) 518(Out)
2/1 (with short)	725(In) 419(Out)	741(In) 457(Out)	818(In) 417(Out)	799(In) 394(Out)	820(In) 417(Out)	803(In) 394(Out)
2/2 (short)	306	284	401	405	403	409
3/1 (short)	137	152	120	98	120	98
3/2 (with short)	671(In) 534(Out)	582(In) 430(Out)	718(In) 598(Out)	676(In) 578(Out)	732(In) 612(Out)	716(In) 618(Out)
4/1 (with short)	586(In) 475(Out)	584(In) 429(Out)	634(In) 510(Out)	734(In) 562(Out)	639(In) 515(Out)	750(In) 578(Out)
4/2 (short)	111	155	124	172	124	172
5/1	959	806	1112	1077	1133	1137
6/1	655	622	823	927	827	928
7/1	138	225	149	190	174	196
7/2	413	471	538	583	557	593
8/1	593	638	566	444	583	450

Detailed Input Data And Results

Lane	Scenario 7: 2032 Base AM	Scenario 8: 2032 Base PM	Scenario 9: 2032 + Committed AM	Scenario 10: 2032 + Committed PM	Scenario 11: 2032 + Committed + Development AM	Scenario 12: 2032 + Committed + Development PM
Junction: Ashby Road/A47 signalised junction						
1/1 (short)	373	416	526	666	562	671
1/2 (with short)	822(In) 449(Out)	906(In) 490(Out)	1064(In) 538(Out)	1063(In) 397(Out)	1129(In) 567(Out)	1086(In) 415(Out)
2/1 (with short)	768(In) 444(Out)	785(In) 484(Out)	861(In) 442(Out)	843(In) 421(Out)	863(In) 442(Out)	847(In) 421(Out)
2/2 (short)	324	301	419	422	421	426
3/1 (short)	145	161	128	107	128	107
3/2 (with short)	711(In) 566(Out)	617(In) 456(Out)	758(In) 630(Out)	711(In) 604(Out)	772(In) 644(Out)	751(In) 644(Out)
4/1 (with short)	621(In) 503(Out)	619(In) 455(Out)	669(In) 538(Out)	769(In) 588(Out)	674(In) 543(Out)	785(In) 604(Out)
4/2 (short)	118	164	131	181	131	181
5/1	1016	855	1169	1126	1190	1186
6/1	694	659	862	964	866	965
7/1	145	239	184	335	216	339
7/2	439	498	536	479	548	491
8/1	628	676	601	482	618	488

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

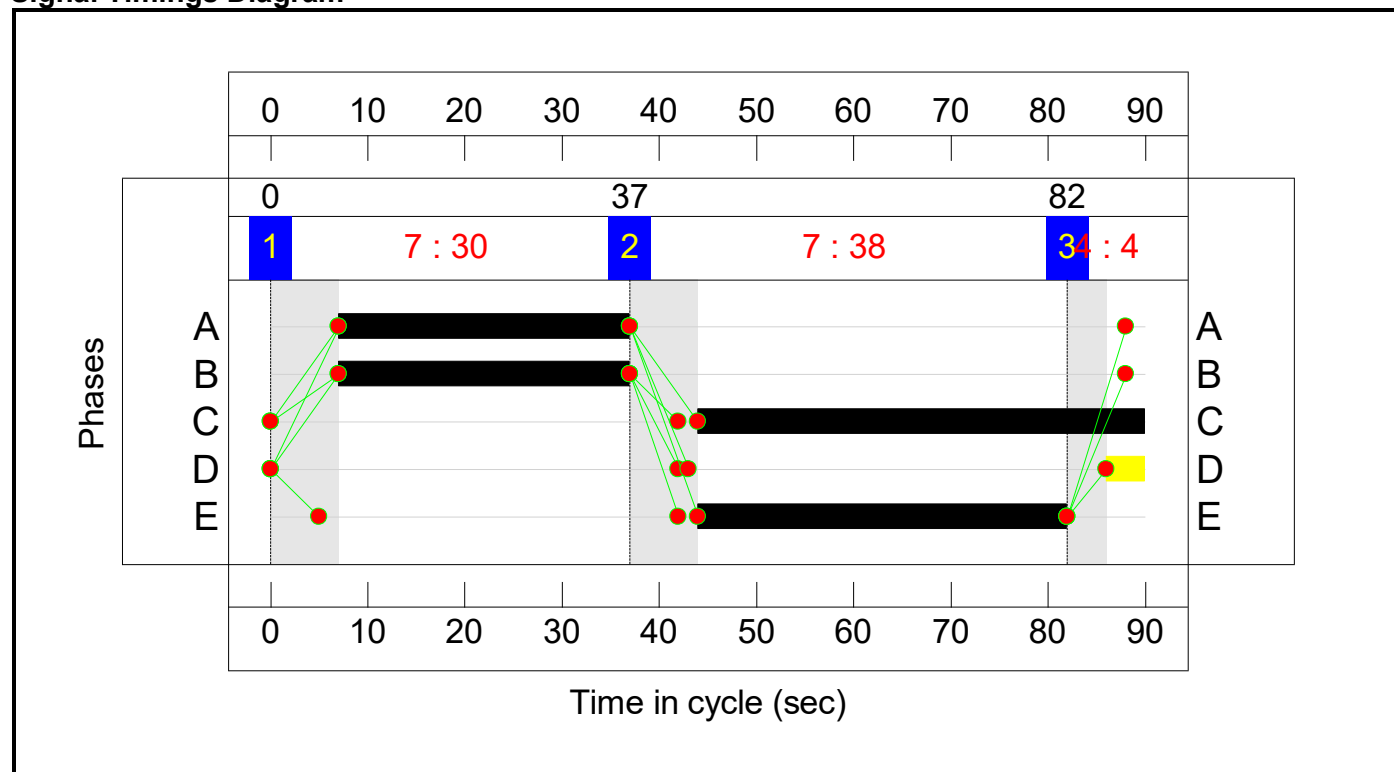


Stage Timings

Stage	1	2	3
Duration	30	38	4
Change Point	0	37	82

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	4	86	0
E	Ashby Road South Left Ahead Right	Traffic	38	44	82

Signal Timings Diagram**Lane Green Times**

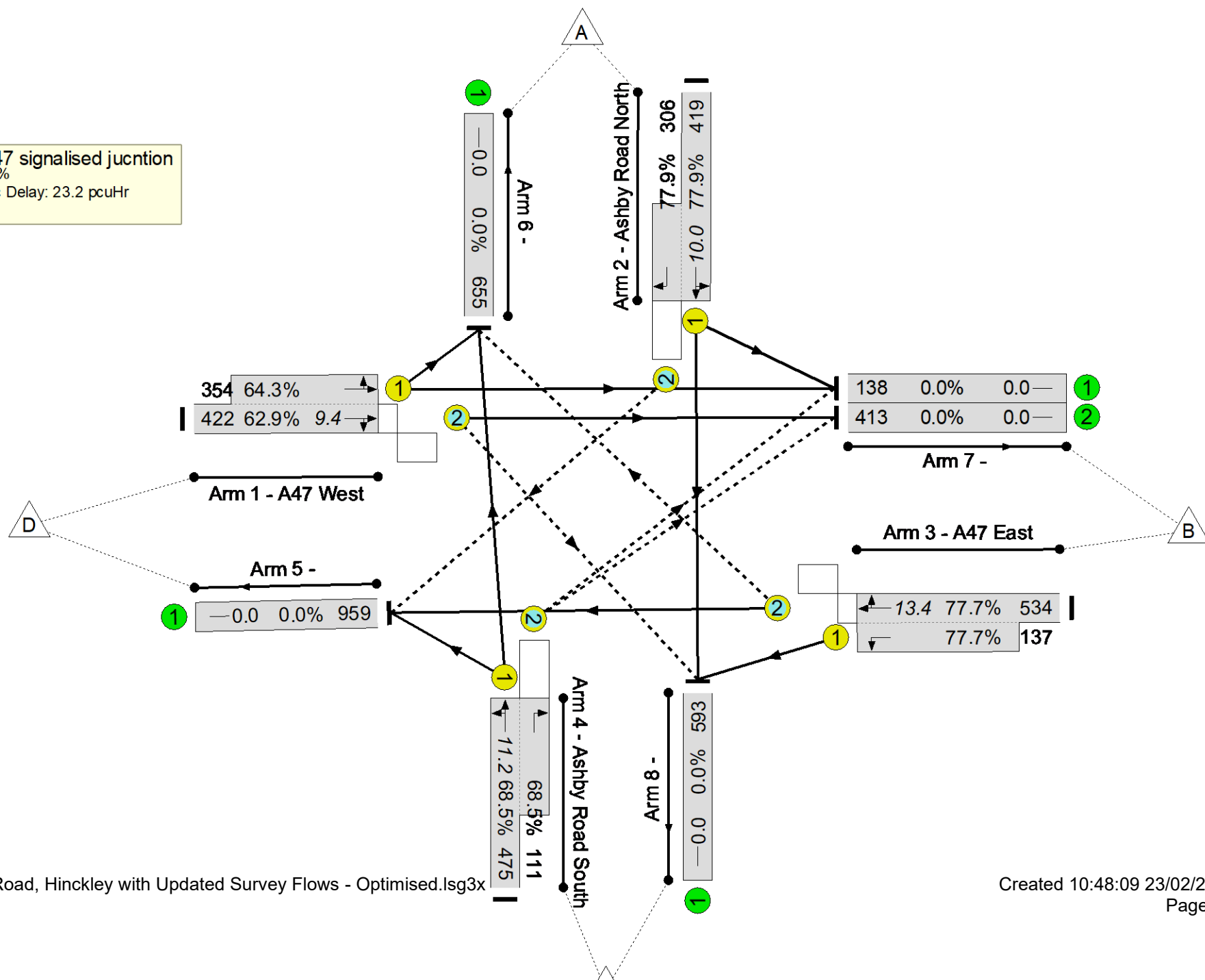
Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	37
1/2	A47 West Ahead Right	O	A	7	37
2/1	Ashby Road North Left Ahead	U	C	44	0
2/2	Ashby Road North Right	O	C D	44	0
3/1	A47 East Left	U	B	7	37
3/2	A47 East Ahead Right	O	B	7	37
4/1	Ashby Road South Left Ahead	U	E	44	82
4/2	Ashby Road South Right	O	E	44	82

Ashby Road/A47 signalised junction



PRC: 15.5 %

Total Traffic Delay: 23.2 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	-	-		-	-	-	-	-	-	-	77.9%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	77.9%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	30	-	-	776	2130:1766	671+550	62.9 : 64.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	46	4	-	725	1872:1753	538+393	77.9 : 77.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	30	-	-	671	2046:1741	687+176	77.7 : 77.7%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	38	-	-	586	1856:1912	694+162	68.5 : 68.5%
5/1		U	N/A	N/A	-		-	-	-	-	959	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	655	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	138	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	413	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	593	Inf	Inf	0.0%

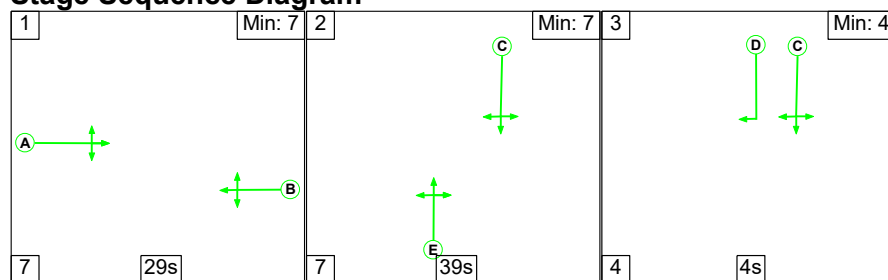
Detailed Input Data And Results

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	-	-	404	100	11	16.2	5.4	1.6	23.2	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	404	100	11	16.2	5.4	1.6	23.2	-	-	-	-	
1/2+1/1	776	776	64	0	1	5.2	0.9	0.3	6.4	29.5	8.6	0.9	9.4	
2/1+2/2	725	725	196	100	10	3.2	1.7	1.0	5.9	29.5	8.2	1.7	10.0	
3/2+3/1	671	671	33	0	0	4.7	1.7	0.1	6.5	34.6	11.7	1.7	13.4	
4/1+4/2	586	586	111	0	0	3.1	1.1	0.3	4.5	27.4	10.2	1.1	11.2	
5/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalised Lanes (%): 15.5 PRC Over All Lanes (%): 15.5 Total Delay for Signalised Lanes (pcuHr): 23.22 Total Delay Over All Lanes(pcuHr): 23.22 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 2: '2026 Base PM' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



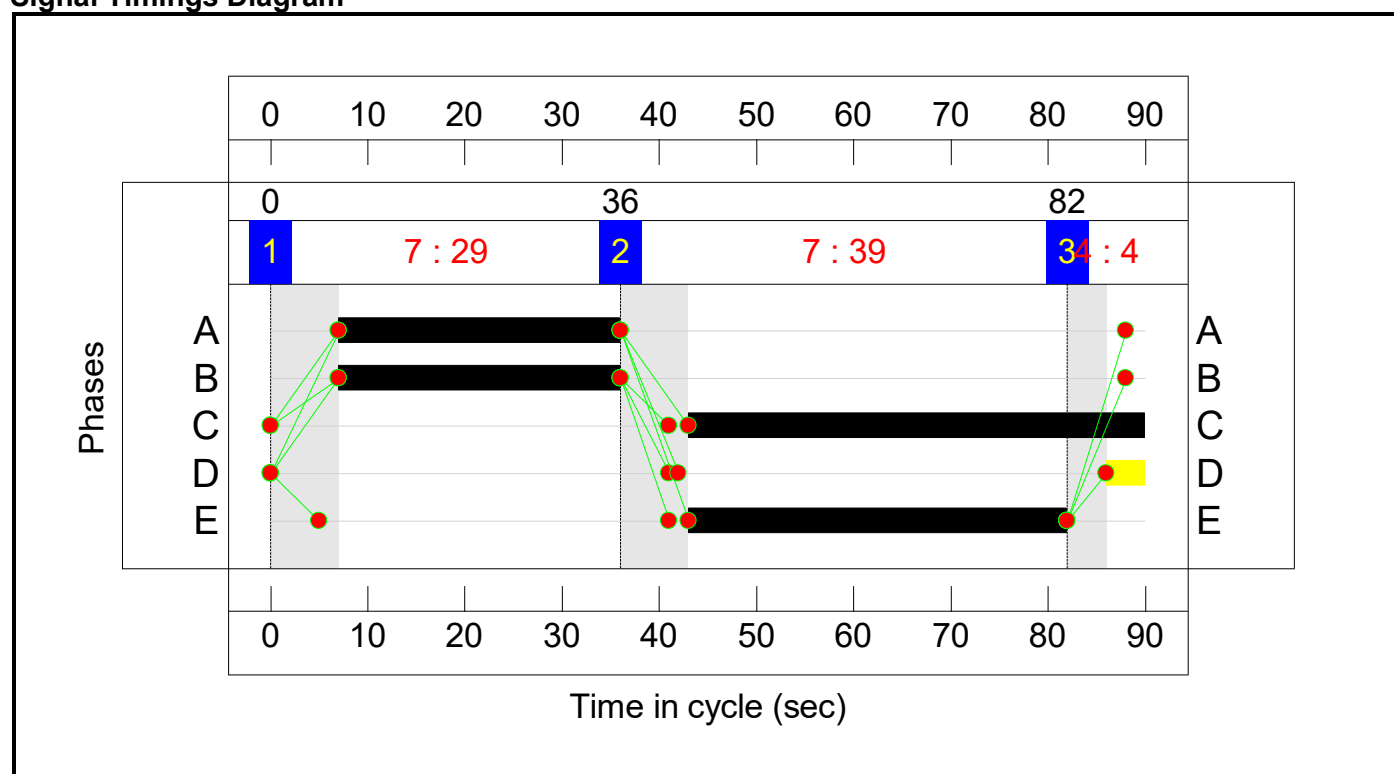
Stage Timings

Stage	1	2	3
Duration	29	39	4
Change Point	0	36	82

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	29	7	36
B	A47 East Ahead Right Left	Traffic	29	7	36
C	Ashby Road North Right Left Ahead	Traffic	47	43	0
D	Ashby Road North Right IGA	Ind. Arrow	4	86	0
E	Ashby Road South Left Ahead Right	Traffic	39	43	82

Signal Timings Diagram



Lane Green Times

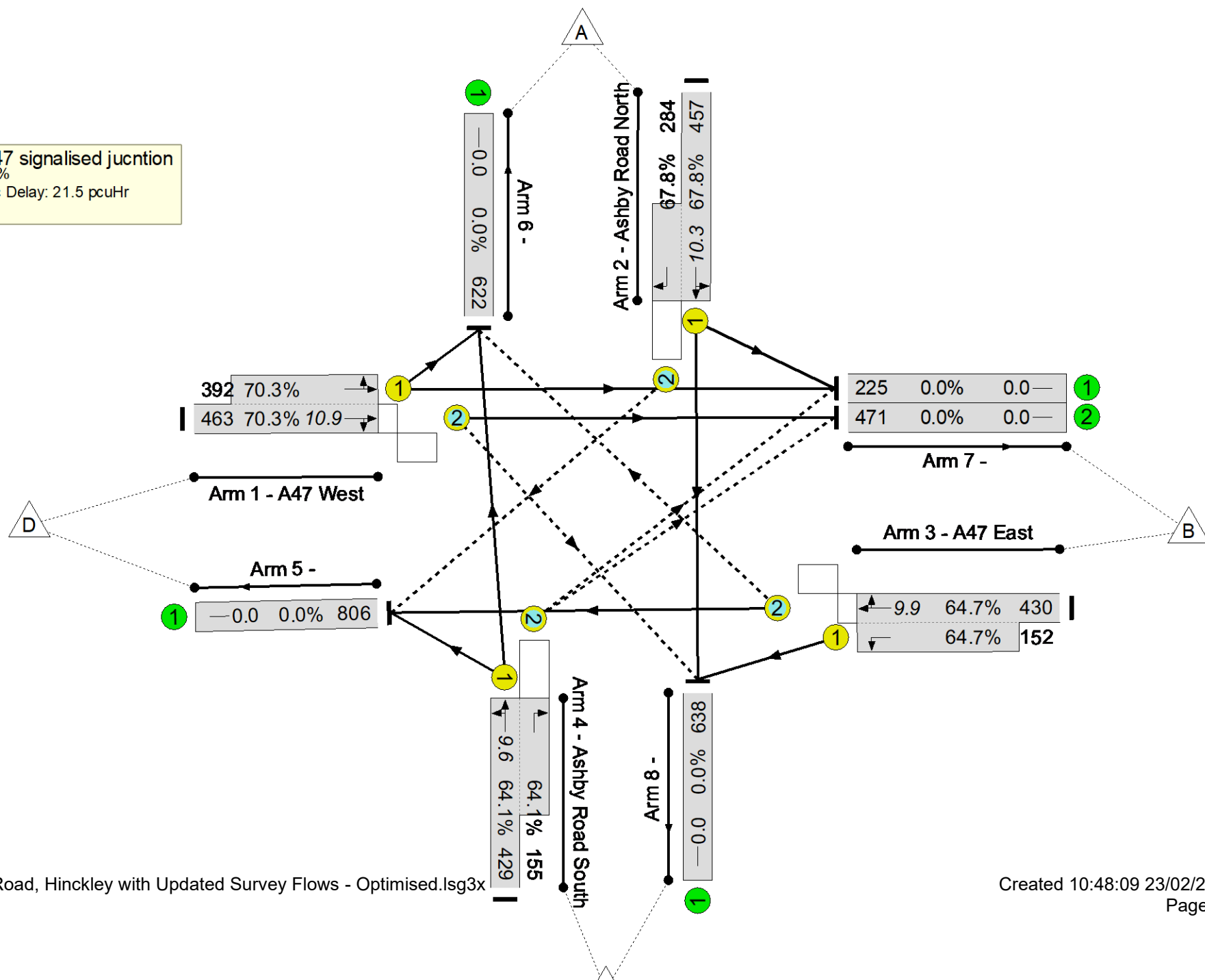
Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	36
1/2	A47 West Ahead Right	O	A	7	36
2/1	Ashby Road North Left Ahead	U	C	43	0
2/2	Ashby Road North Right	O	C D	43	0
3/1	A47 East Left	U	B	7	36
3/2	A47 East Ahead Right	O	B	7	36
4/1	Ashby Road South Left Ahead	U	E	43	82
4/2	Ashby Road South Right	O	E	43	82

Ashby Road/A47 signalised junction



PRC: 28.1 %

Total Traffic Delay: 21.5 pcuHr

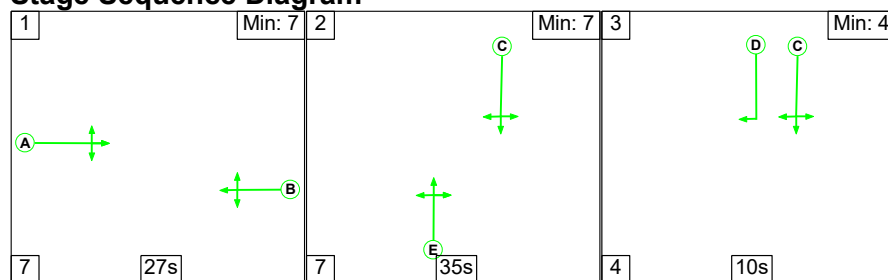


Network Results

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	-	-		-	-	-	-	-	-	-	70.3%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	70.3%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	29	-	-	855	2131:1785	659+558	70.3 : 70.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	47	4	-	741	1868:1753	674+419	67.8 : 67.8%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	29	-	-	582	2046:1741	664+235	64.7 : 64.7%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	39	-	-	584	1865:1912	669+242	64.1 : 64.1%
5/1		U	N/A	N/A	-		-	-	-	-	806	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	622	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	225	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	638	Inf	Inf	0.0%

Detailed Input Data And Results

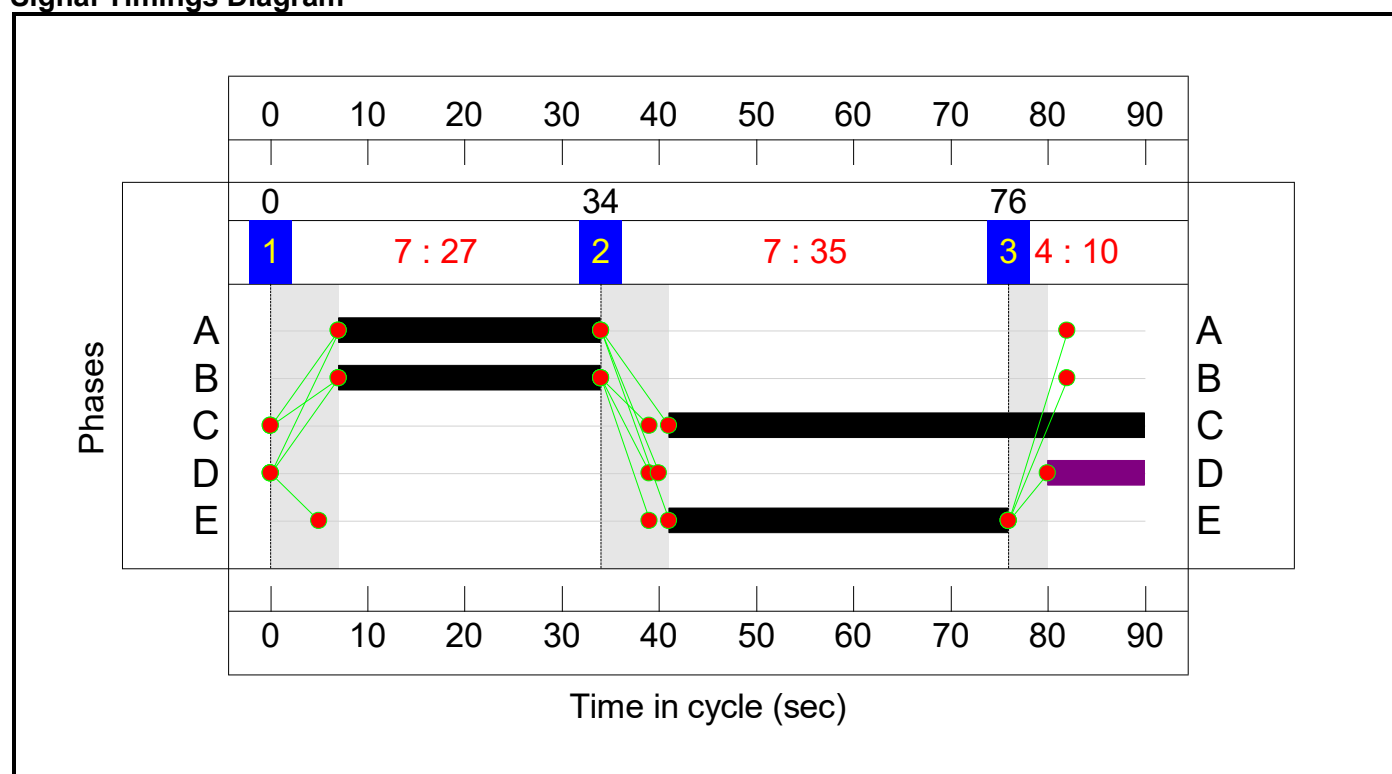
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Ashby Road / A47 Signalised Junction	-	-	496	26	11	15.8	4.0	1.6	21.5	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	496	26	11	15.8	4.0	1.6	21.5	-	-	-	-	
1/2+1/1	855	855	69	0	1	6.1	1.2	0.2	7.5	31.4	9.8	1.2	10.9	
2/1+2/2	741	741	248	26	9	2.9	1.0	0.9	4.8	23.4	9.2	1.0	10.3	
3/2+3/1	582	582	24	0	0	4.0	0.9	0.1	4.9	30.5	9.0	0.9	9.9	
4/1+4/2	584	584	155	0	0	2.9	0.9	0.5	4.3	26.3	8.7	0.9	9.6	
5/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 28.1 PRC Over All Lanes (%): 28.1 Total Delay for Signalled Lanes (pcuHr): 21.48 Total Delay Over All Lanes(pcuHr): 21.48 Cycle Time (s): 90														

Stage Sequence Diagram**Stage Timings**

Stage	1	2	3
Duration	27	35	10
Change Point	0	34	76

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	27	7	34
B	A47 East Ahead Right Left	Traffic	27	7	34
C	Ashby Road North Right Left Ahead	Traffic	49	41	0
D	Ashby Road North Right IGA	Ind. Arrow	10	80	0
E	Ashby Road South Left Ahead Right	Traffic	35	41	76

Signal Timings Diagram

Lane Green Times

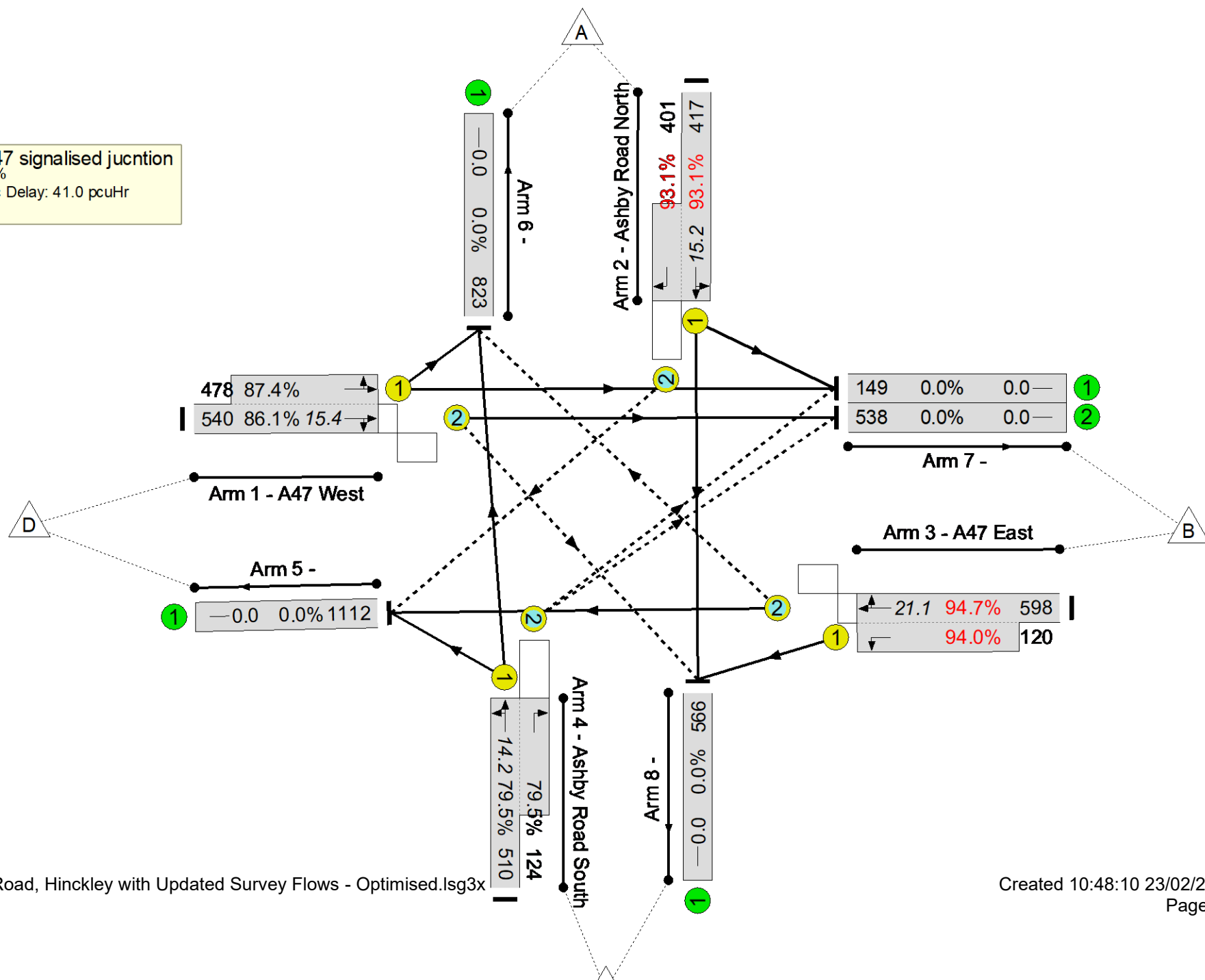
Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	34
1/2	A47 West Ahead Right	O	A	7	34
2/1	Ashby Road North Left Ahead	U	C	41	0
2/2	Ashby Road North Right	O	C D	41	0
3/1	A47 East Left	U	B	7	34
3/2	A47 East Ahead Right	O	B	7	34
4/1	Ashby Road South Left Ahead	U	E	41	76
4/2	Ashby Road South Right	O	E	41	76

Ashby Road/A47 signalised junction



PRC: -5.2 %

Total Traffic Delay: 41.0 pcuHr

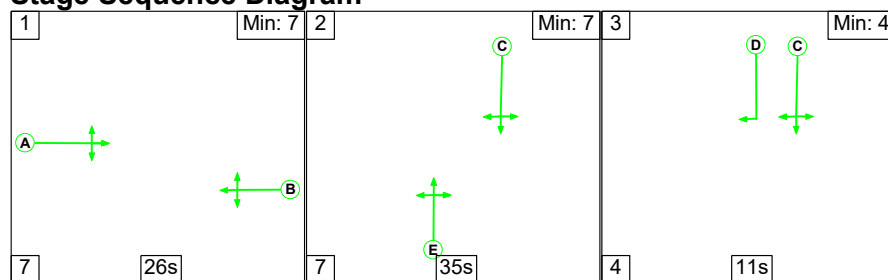


Network Results

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	-	-		-	-	-	-	-	-	-	94.7%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	94.7%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	27	-	-	1018	2136:1758	627+547	86.1 : 87.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	49	10	-	818	1869:1753	448+431	93.1 : 93.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	27	-	-	718	2045:1741	632+128	94.7 : 94.0%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	35	-	-	634	1860:1912	641+156	79.5 : 79.5%
5/1		U	N/A	N/A	-		-	-	-	-	1112	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	823	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	149	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	538	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	566	Inf	Inf	0.0%

Detailed Input Data And Results

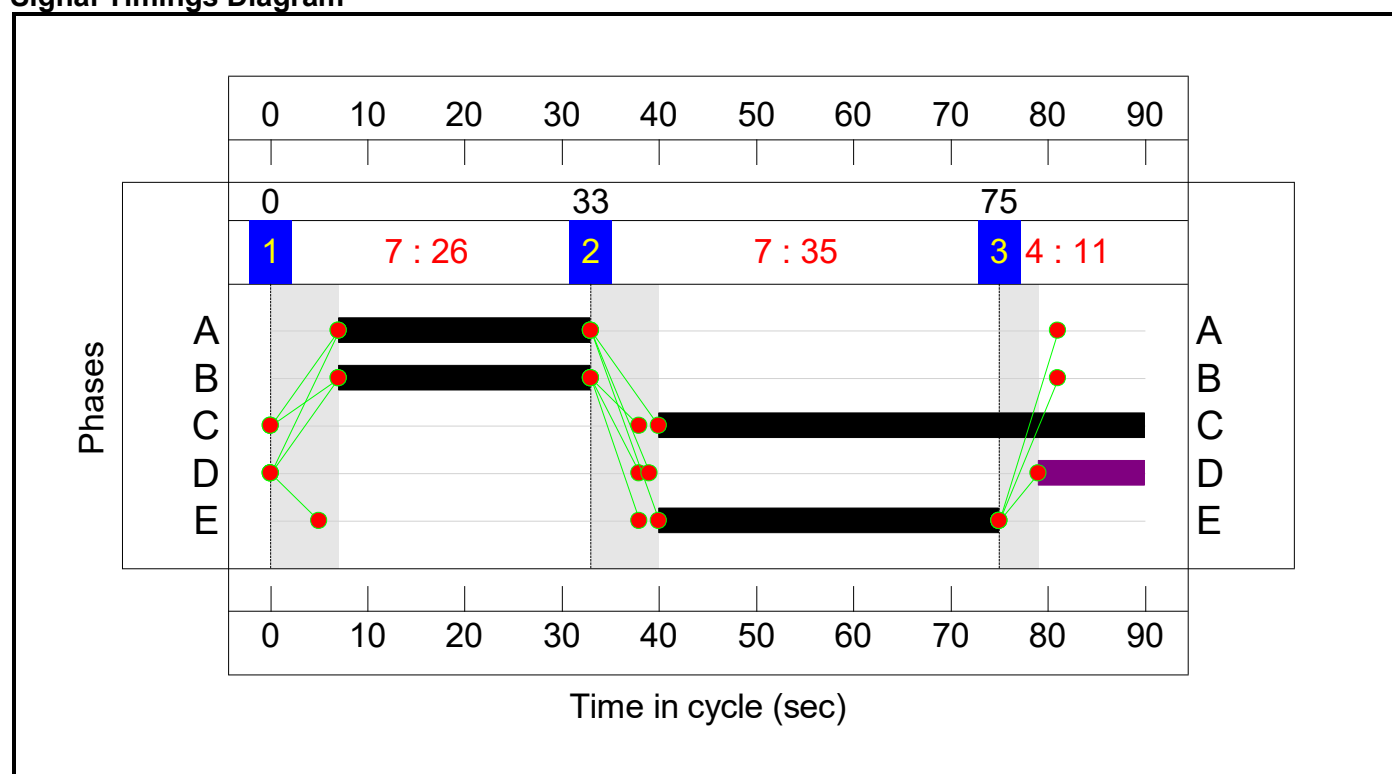
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Ashby Road / A47 Signalised Junction	-	-	262	234	131	21.8	17.3	1.8	41.0	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	262	234	131	21.8	17.3	1.8	41.0	-	-	-	-	
1/2+1/1	1018	1018	0	0	64	8.2	3.1	0.3	11.6	41.1	12.3	3.1	15.4	
2/1+2/2	818	818	118	234	49	3.9	5.7	1.2	10.8	47.5	9.5	5.7	15.2	
3/2+3/1	718	718	20	0	18	5.8	6.6	0.1	12.5	62.7	14.5	6.6	21.1	
4/1+4/2	634	634	124	0	0	4.0	1.9	0.2	6.1	34.5	12.3	1.9	14.2	
5/1	1112	1112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -5.2 PRC Over All Lanes (%): -5.2 Total Delay for Signalled Lanes (pcuHr): 41.01 Total Delay Over All Lanes(pcuHr): 41.01 Cycle Time (s): 90														

Stage Sequence Diagram**Stage Timings**

Stage	1	2	3
Duration	26	35	11
Change Point	0	33	75

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	11	79	0
E	Ashby Road South Left Ahead Right	Traffic	35	40	75

Signal Timings Diagram

Lane Green Times

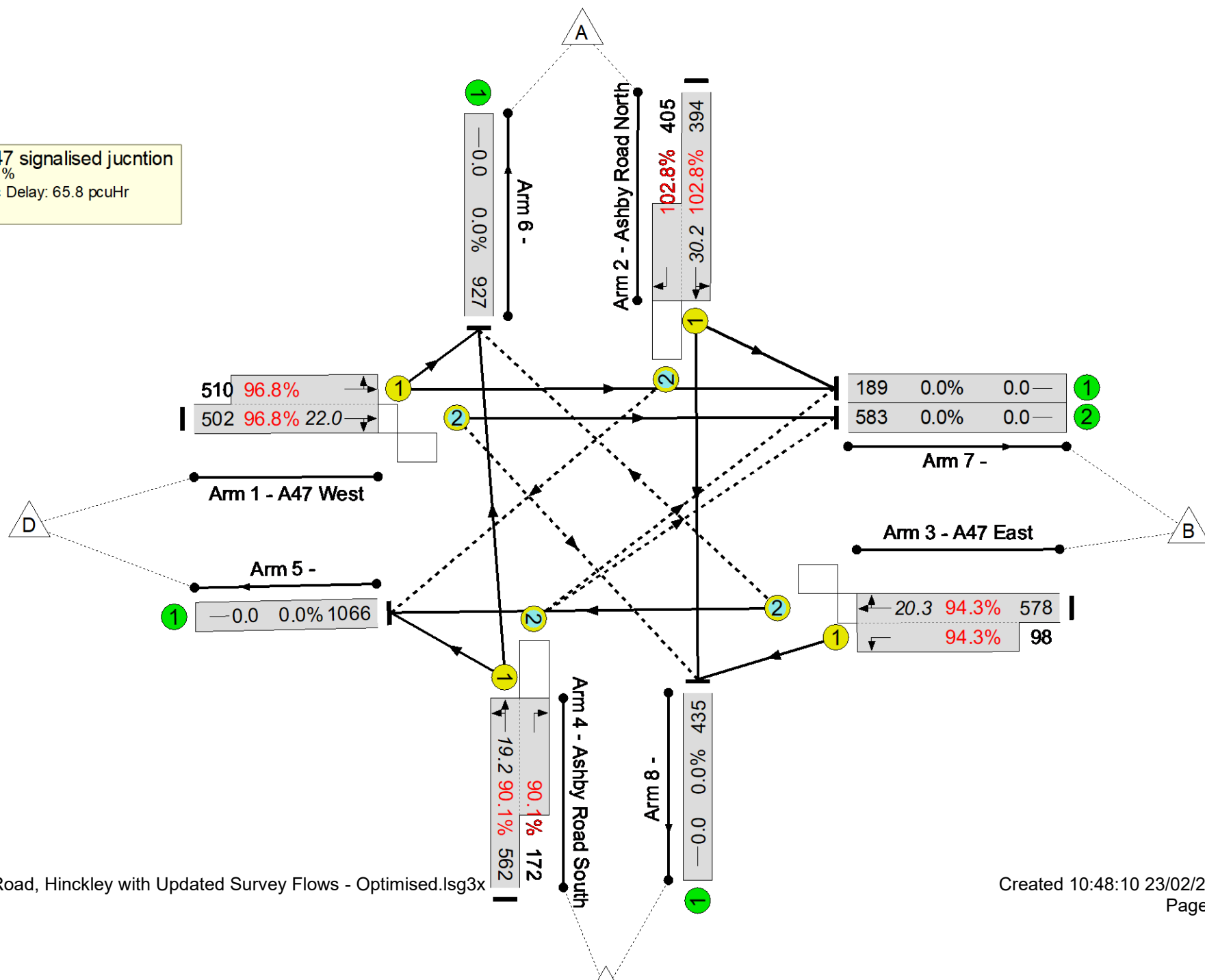
Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	33
1/2	A47 West Ahead Right	O	A	7	33
2/1	Ashby Road North Left Ahead	U	C	40	0
2/2	Ashby Road North Right	O	C D	40	0
3/1	A47 East Left	U	B	7	33
3/2	A47 East Ahead Right	O	B	7	33
4/1	Ashby Road South Left Ahead	U	E	40	75
4/2	Ashby Road South Right	O	E	40	75

Ashby Road/A47 signalised junction



PRC: -14.2 %

Total Traffic Delay: 65.8 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	-	-		-	-	-	-	-	-	-	102.8%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	102.8%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	26	-	-	1012	2153:1757	519+527	96.8 : 96.8%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	50	11	-	799	1860:1753	383+394	102.8 : 102.8%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	26	-	-	676	2044:1741	613+104	94.3 : 94.3%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	35	-	-	734	1870:1912	624+191	90.1 : 90.1%
5/1		U	N/A	N/A	-		-	-	-	-	1077	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	927	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	190	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	444	Inf	Inf	0.0%

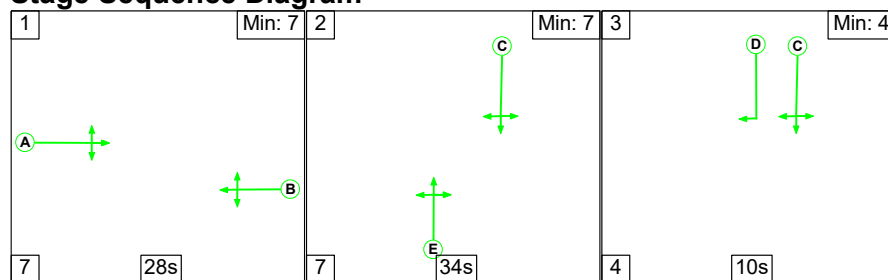
Detailed Input Data And Results

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	-	-	239	253	120	23.5	40.5	1.8	65.8	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	239	253	120	23.5	40.5	1.8	65.8	-	-	-	-	
1/2+1/1	1012	1012	3	0	2	8.4	9.5	0.0	18.0	64.1	12.5	9.5	22.0	
2/1+2/2	799	777	61	253	80	4.6	20.6	1.3	26.5	119.3	9.7	20.6	30.2	
3/2+3/1	676	676	4	0	37	5.6	6.3	0.2	12.0	64.0	14.0	6.3	20.3	
4/1+4/2	734	734	172	0	0	4.9	4.1	0.3	9.3	45.5	15.1	4.1	19.2	
5/1	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -14.2 PRC Over All Lanes (%): -14.2 Total Delay for Signalled Lanes (pcuHr): 65.79 Total Delay Over All Lanes(pcuHr): 65.79 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram

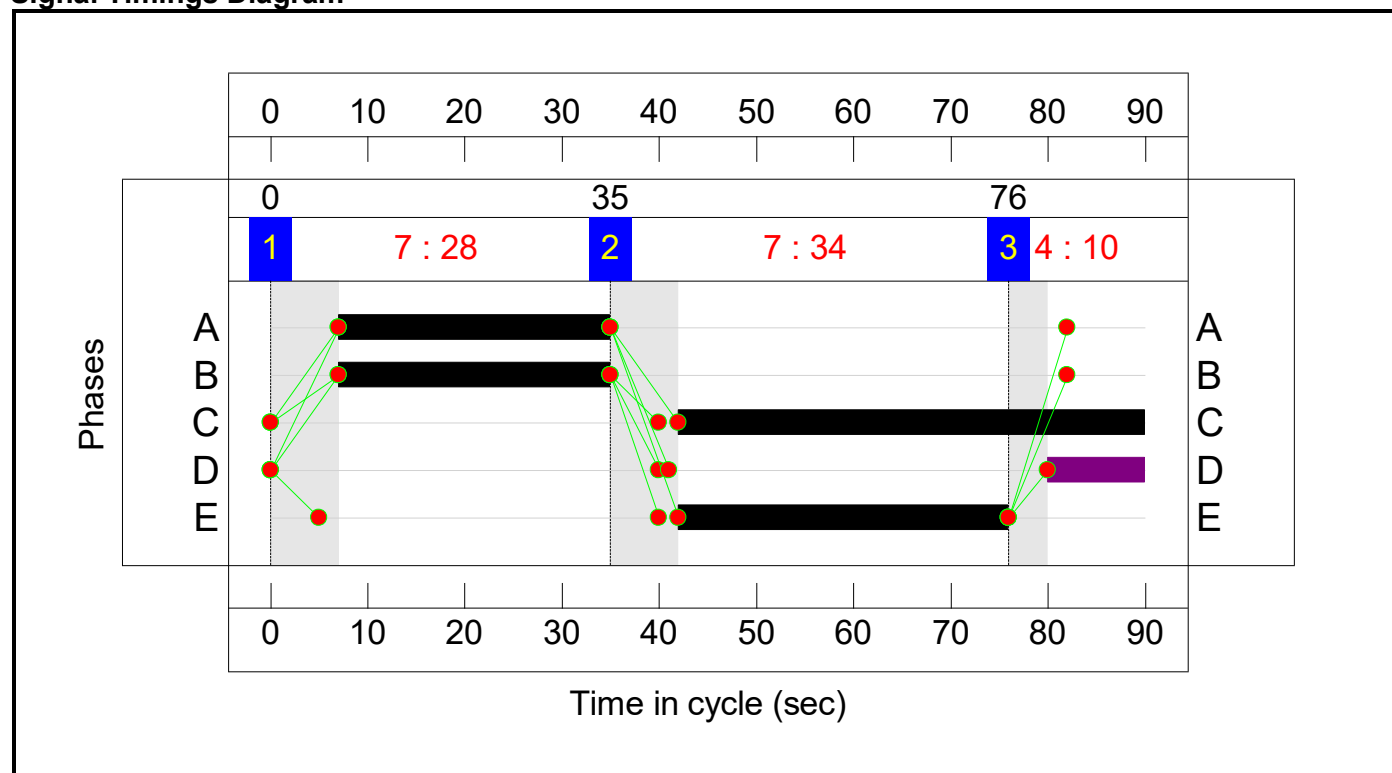


Stage Timings

Stage	1	2	3
Duration	28	34	10
Change Point	0	35	76

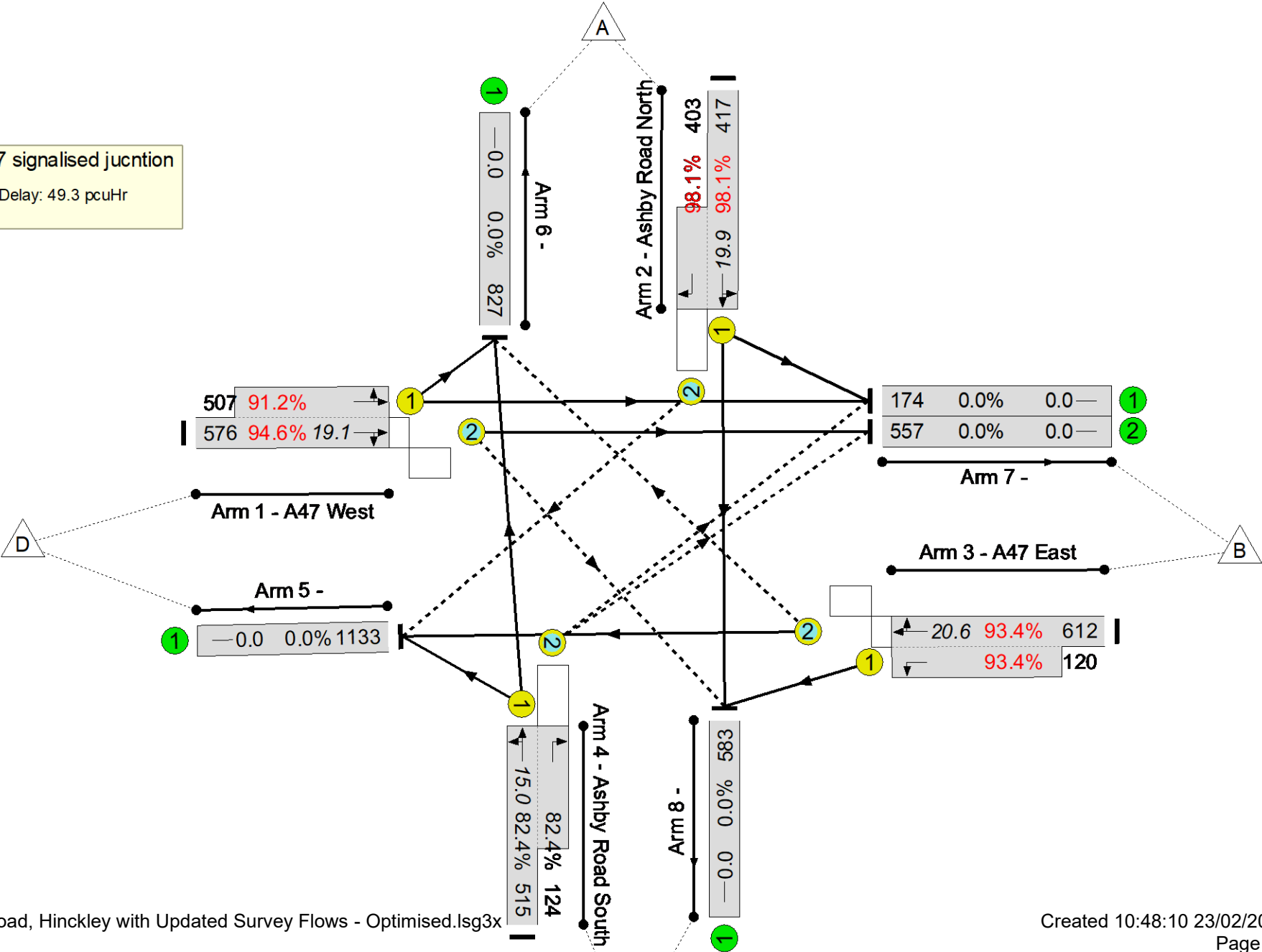
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	28	7	35
B	A47 East Ahead Right Left	Traffic	28	7	35
C	Ashby Road North Right Left Ahead	Traffic	48	42	0
D	Ashby Road North Right IGA	Ind. Arrow	10	80	0
E	Ashby Road South Left Ahead Right	Traffic	34	42	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	35
1/2	A47 West Ahead Right	O	A	7	35
2/1	Ashby Road North Left Ahead	U	C	42	0
2/2	Ashby Road North Right	O	C D	42	0
3/1	A47 East Left	U	B	7	35
3/2	A47 East Ahead Right	O	B	7	35
4/1	Ashby Road South Left Ahead	U	E	42	76
4/2	Ashby Road South Right	O	E	42	76

Ashby Road/A47 signalised junction
PRC: -8.9 %
Total Traffic Delay: 49.3 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	-	-		-	-	-	-	-	-	-	98.1%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	98.1%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	28	-	-	1083	2133:1765	609+556	94.6 : 91.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	48	10	-	820	1869:1753	425+411	98.1 : 98.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	28	-	-	732	2045:1741	655+129	93.4 : 93.4%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	34	-	-	639	1859:1912	625+150	82.4 : 82.4%
5/1		U	N/A	N/A	-		-	-	-	-	1133	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	827	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	174	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	557	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%

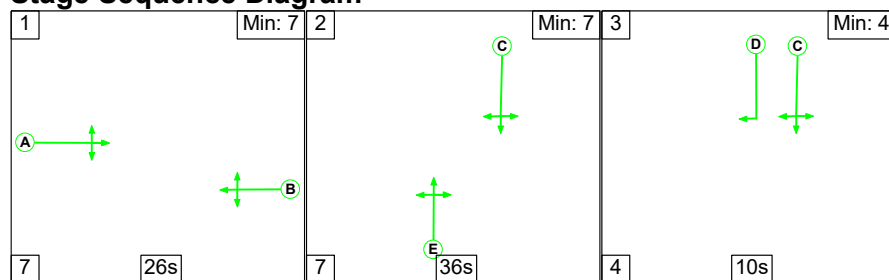
Detailed Input Data And Results

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	-	-	246	234	166	22.7	24.6	1.9	49.3	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	246	234	166	22.7	24.6	1.9	49.3	-	-	-	-	
1/2+1/1	1083	1083	6	0	75	8.6	5.8	0.4	14.8	49.2	13.3	5.8	19.1	
2/1+2/2	820	820	99	234	70	4.2	10.8	1.2	16.2	71.1	9.0	10.8	19.9	
3/2+3/1	732	732	17	0	21	5.8	5.8	0.1	11.7	57.4	14.8	5.8	20.6	
4/1+4/2	639	639	124	0	0	4.2	2.3	0.2	6.7	37.5	12.8	2.3	15.0	
5/1	1133	1133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalised Lanes (%): -8.9 PRC Over All Lanes (%): -8.9 Total Delay for Signalised Lanes (pcuHr): 49.33 Total Delay Over All Lanes(pcuHr): 49.33 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram

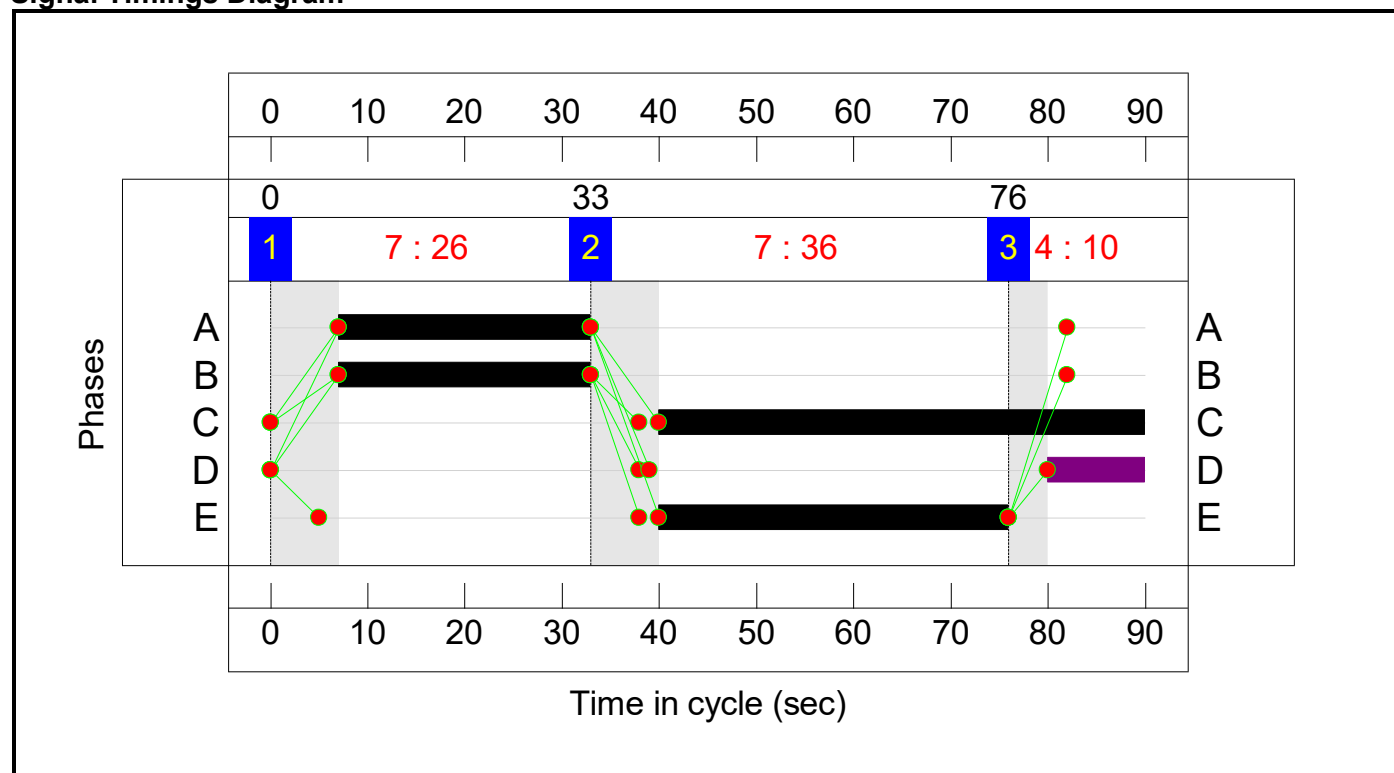


Stage Timings

Stage	1	2	3
Duration	26	36	10
Change Point	0	33	76

Phase Timings

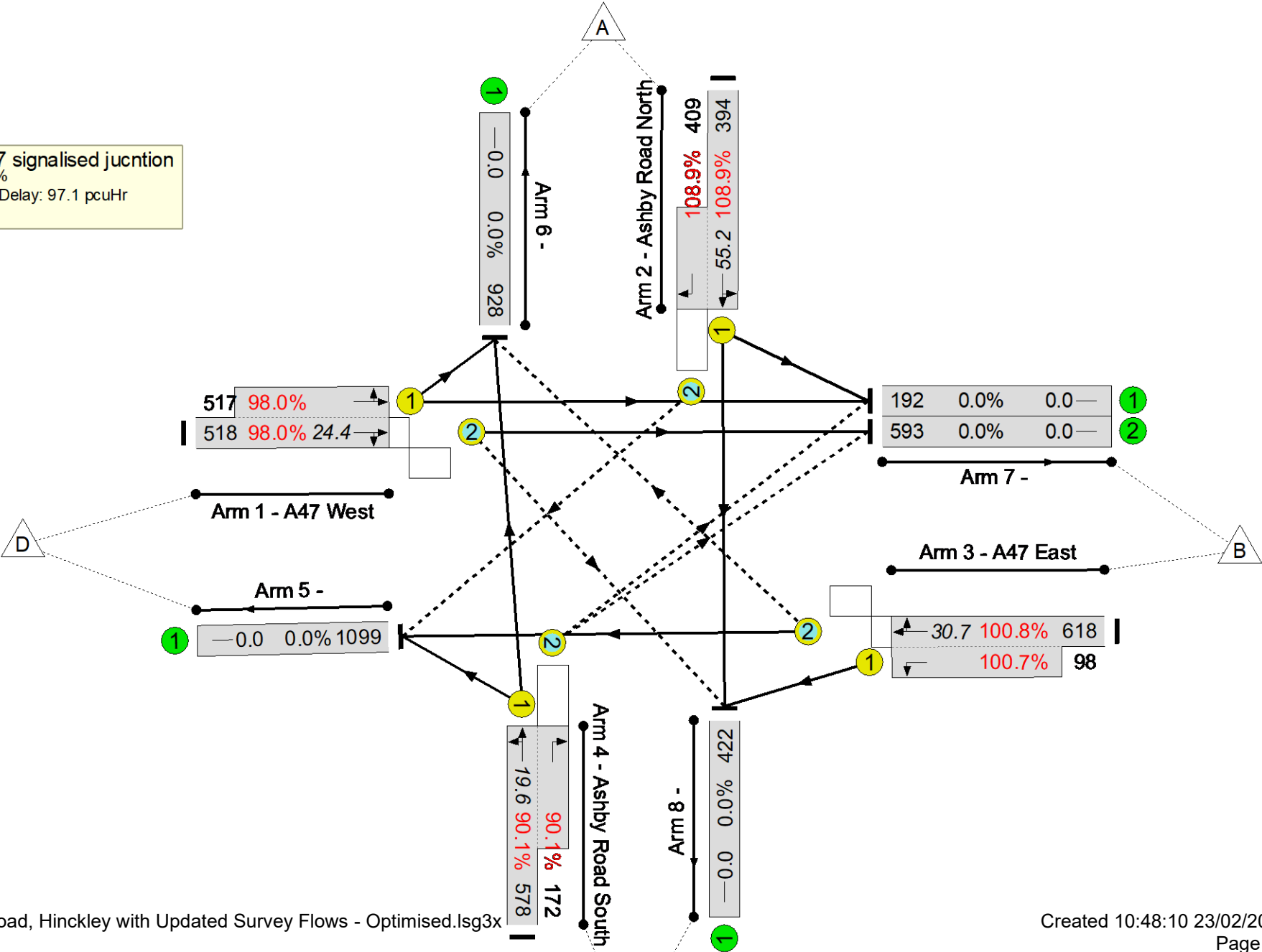
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	26	7	33
B	A47 East Ahead Right Left	Traffic	26	7	33
C	Ashby Road North Right Left Ahead	Traffic	50	40	0
D	Ashby Road North Right IGA	Ind. Arrow	10	80	0
E	Ashby Road South Left Ahead Right	Traffic	36	40	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	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	76
4/2	Ashby Road South Right	O	E	40	76

Ashby Road/A47 signalised junction

PRC: -21.0 %
Total Traffic Delay: 97.1 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	-	-		-	-	-	-	-	-	-	108.9%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	108.9%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	26	-	-	1035	2152:1759	529+528	98.0 : 98.0%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	50	10	-	803	1860:1753	362+375	108.9 : 108.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	26	-	-	716	2045:1741	613+97	100.8 : 100.7%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	36	-	-	750	1866:1912	642+191	90.1 : 90.1%
5/1		U	N/A	N/A	-		-	-	-	-	1137	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	928	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	196	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	593	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	450	Inf	Inf	0.0%

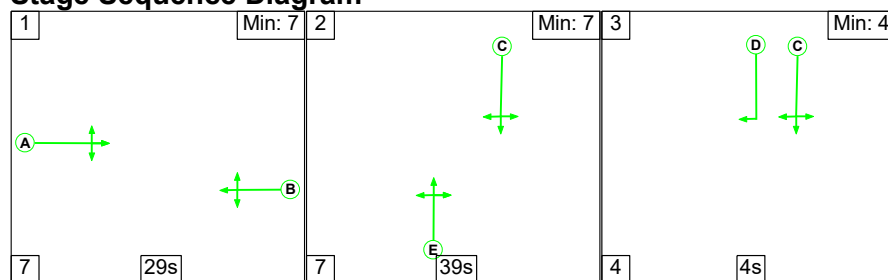
Detailed Input Data And Results

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	-	-	234	234	131	26.4	68.8	1.9	97.1	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	234	234	131	26.4	68.8	1.9	97.1	-	-	-	-	
1/2+1/1	1035	1035	0	0	11	8.7	11.6	0.0	20.3	70.6	12.8	11.6	24.4	
2/1+2/2	803	737	62	234	80	6.7	38.2	1.4	46.3	207.5	17.0	38.2	55.2	
3/2+3/1	716	711	0	0	40	6.2	14.9	0.2	21.3	106.9	15.8	14.9	30.7	
4/1+4/2	750	750	172	0	0	4.9	4.1	0.3	9.3	44.6	15.5	4.1	19.6	
5/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -21.0 PRC Over All Lanes (%): -21.0 Total Delay for Signalled Lanes (pcuHr): 97.15 Total Delay Over All Lanes(pcuHr): 97.15 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 7: '2032 Base AM' (FG7: '2032 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



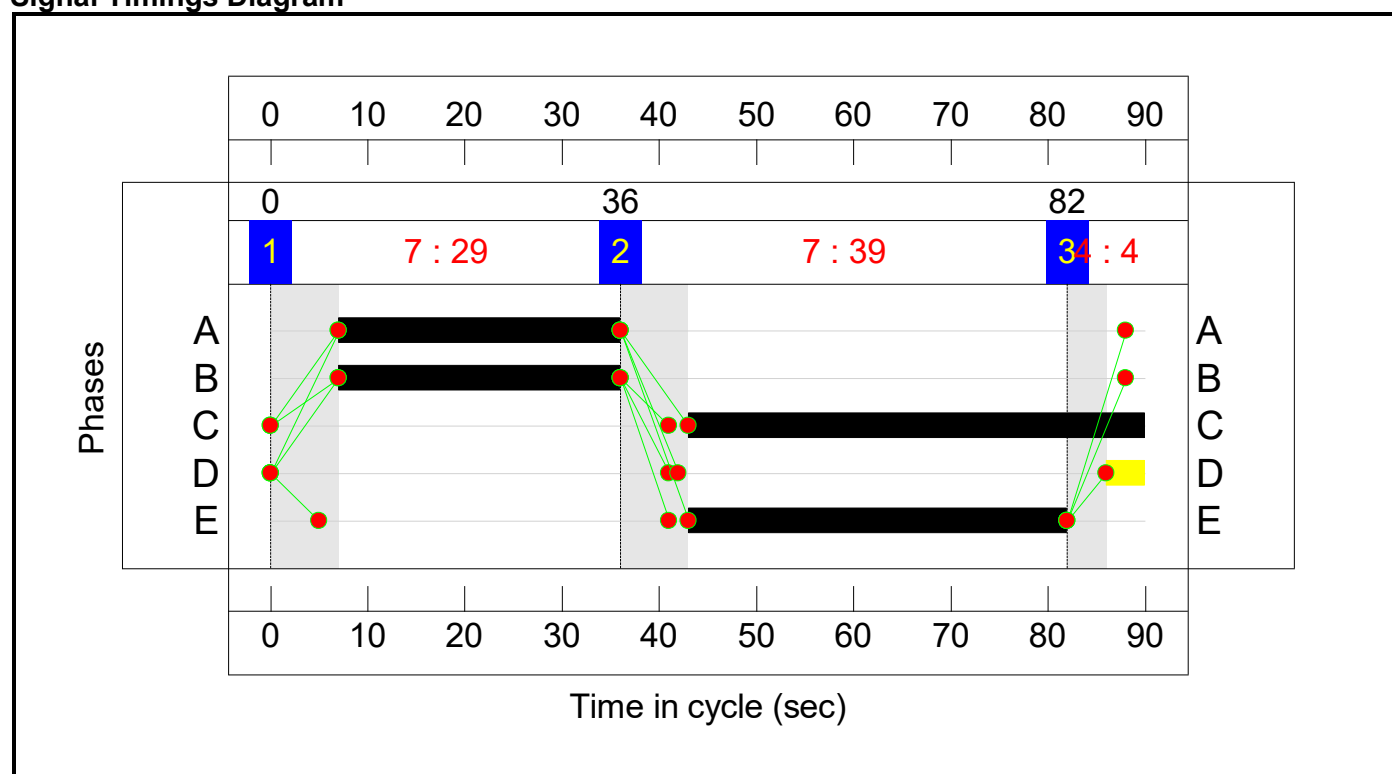
Stage Timings

Stage	1	2	3
Duration	29	39	4
Change Point	0	36	82

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	29	7	36
B	A47 East Ahead Right Left	Traffic	29	7	36
C	Ashby Road North Right Left Ahead	Traffic	47	43	0
D	Ashby Road North Right IGA	Ind. Arrow	4	86	0
E	Ashby Road South Left Ahead Right	Traffic	39	43	82

Signal Timings Diagram



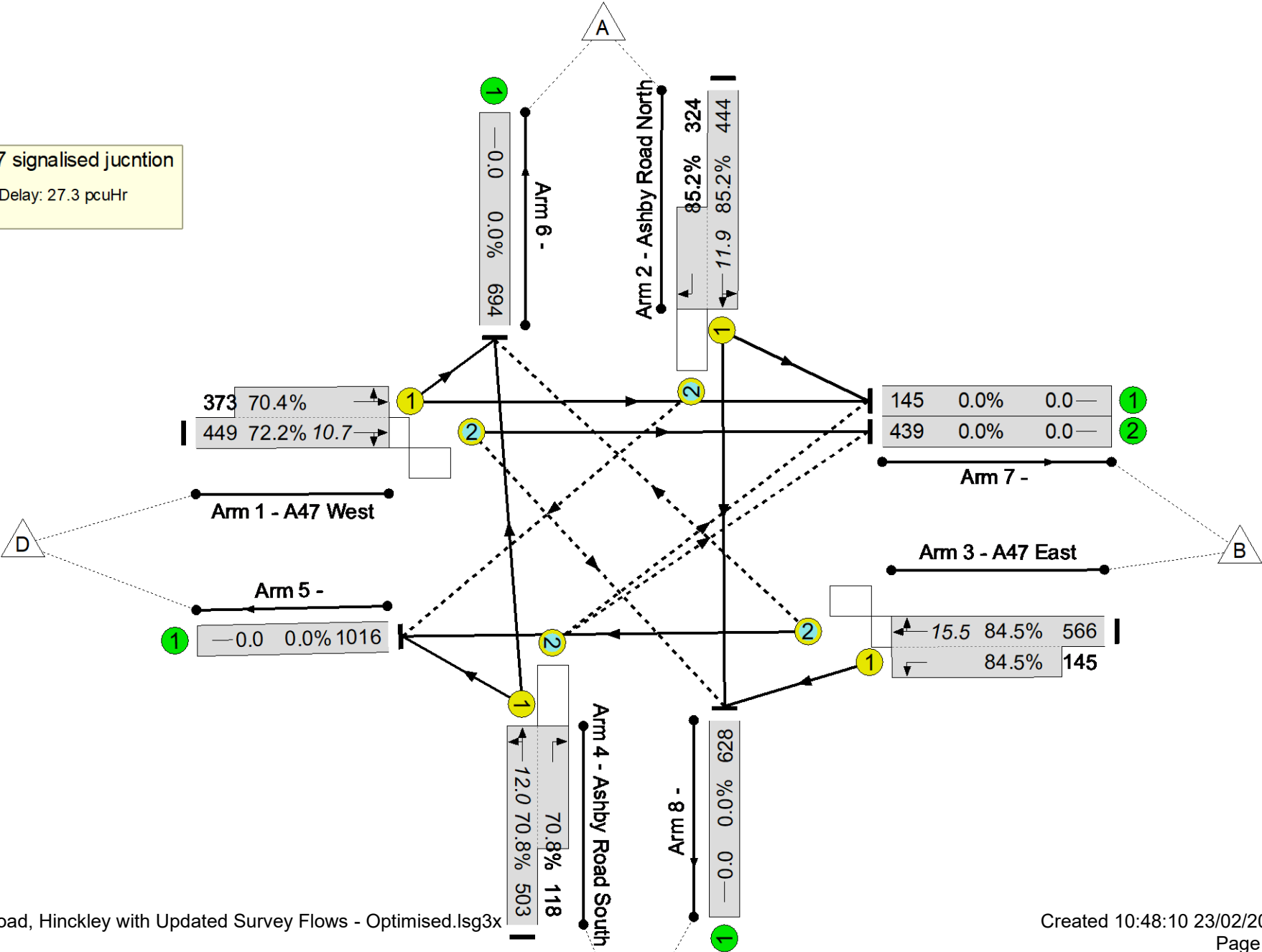
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	36
1/2	A47 West Ahead Right	O	A	7	36
2/1	Ashby Road North Left Ahead	U	C	43	0
2/2	Ashby Road North Right	O	C D	43	0
3/1	A47 East Left	U	B	7	36
3/2	A47 East Ahead Right	O	B	7	36
4/1	Ashby Road South Left Ahead	U	E	43	82
4/2	Ashby Road South Right	O	E	43	82

Ashby Road/A47 signalised junction



PRC: 5.7 %
Total Traffic Delay: 27.3 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	-	-		-	-	-	-	-	-	-	85.2%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	85.2%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	29	-	-	822	2130:1765	622+530	72.2 : 70.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	47	4	-	768	1872:1753	521+380	85.2 : 85.2%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	29	-	-	711	2046:1741	670+172	84.5 : 84.5%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	39	-	-	621	1856:1912	710+167	70.8 : 70.8%
5/1		U	N/A	N/A	-		-	-	-	-	1016	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	694	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	145	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	439	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	628	Inf	Inf	0.0%

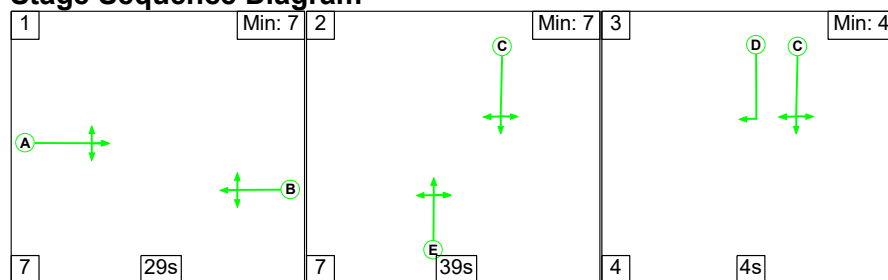
Detailed Input Data And Results

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	-	-	375	117	54	17.7	7.8	1.8	27.3	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	375	117	54	17.7	7.8	1.8	27.3	-	-	-	-	
1/2+1/1	822	822	39	0	30	5.8	1.2	0.3	7.4	32.2	9.5	1.2	10.7	
2/1+2/2	768	768	184	117	24	3.4	2.8	1.1	7.3	34.2	9.2	2.8	11.9	
3/2+3/1	711	711	35	0	0	5.2	2.6	0.1	7.9	40.1	12.9	2.6	15.5	
4/1+4/2	621	621	118	0	0	3.3	1.2	0.3	4.8	27.6	10.8	1.2	12.0	
5/1	1016	1016	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 5.7 PRC Over All Lanes (%): 5.7 Total Delay for Signalled Lanes (pcuHr): 27.33 Total Delay Over All Lanes(pcuHr): 27.33 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 8: '2032 Base PM' (FG8: '2032 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



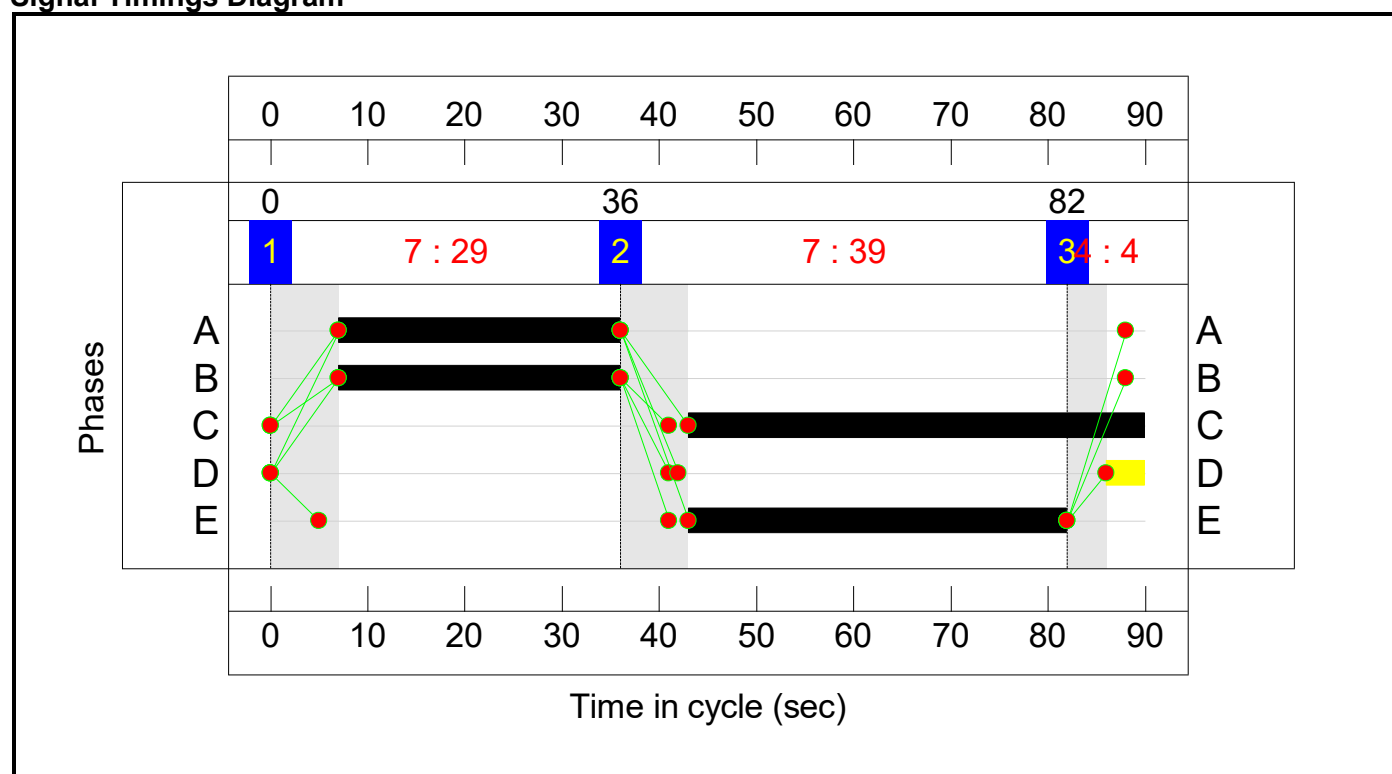
Stage Timings

Stage	1	2	3
Duration	29	39	4
Change Point	0	36	82

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	29	7	36
B	A47 East Ahead Right Left	Traffic	29	7	36
C	Ashby Road North Right Left Ahead	Traffic	47	43	0
D	Ashby Road North Right IGA	Ind. Arrow	4	86	0
E	Ashby Road South Left Ahead Right	Traffic	39	43	82

Signal Timings Diagram

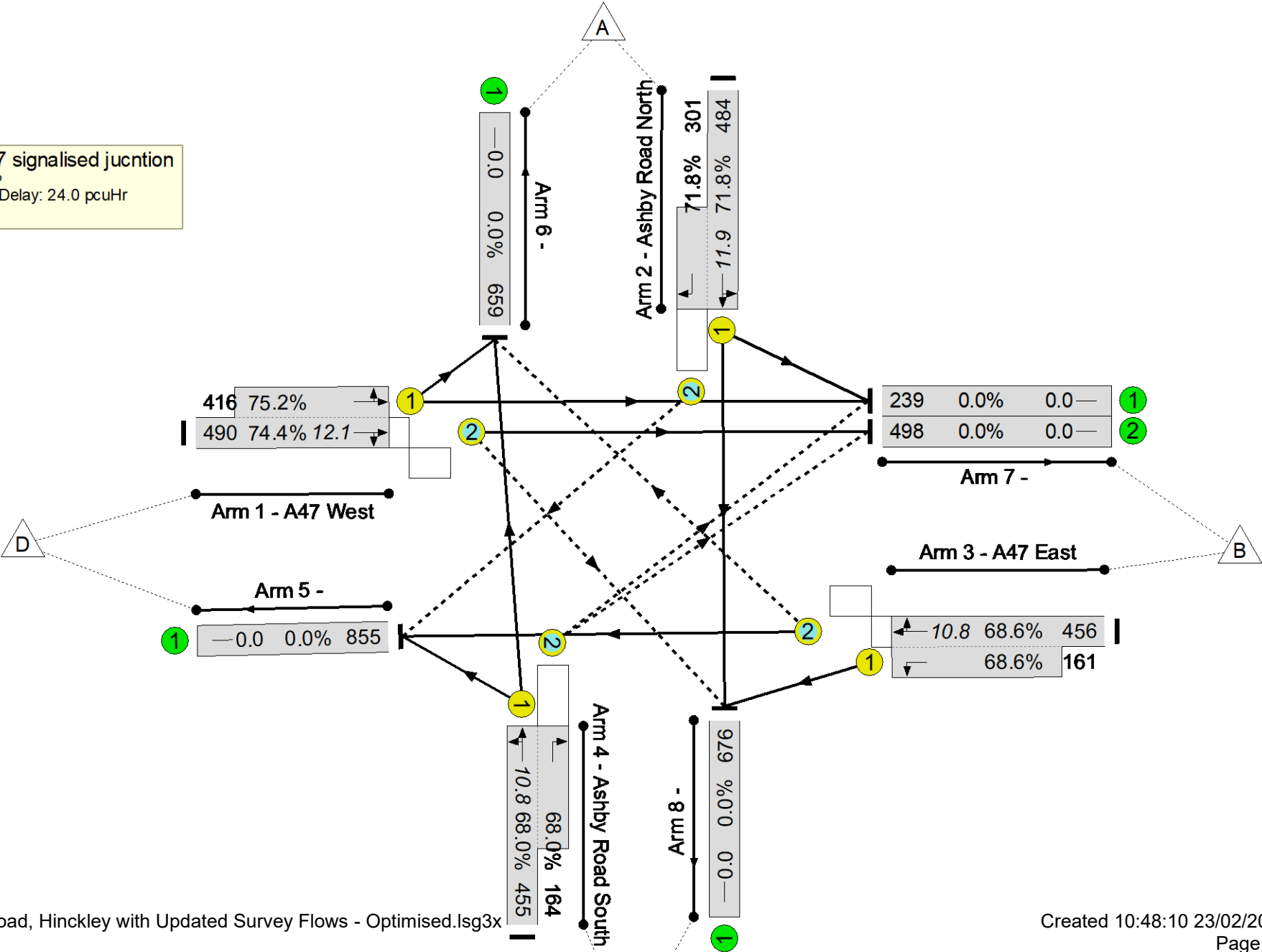


Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	36
1/2	A47 West Ahead Right	O	A	7	36
2/1	Ashby Road North Left Ahead	U	C	43	0
2/2	Ashby Road North Right	O	C D	43	0
3/1	A47 East Left	U	B	7	36
3/2	A47 East Ahead Right	O	B	7	36
4/1	Ashby Road South Left Ahead	U	E	43	82
4/2	Ashby Road South Right	O	E	43	82

Ashby Road/A47 signalised junction

PRC: 19.7 %
Total Traffic Delay: 24.0 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	-	-		-	-	-	-	-	-	-	75.2%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	75.2%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	29	-	-	906	2131:1785	659+553	74.4 : 75.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	47	4	-	785	1868:1753	674+419	71.8 : 71.8%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	29	-	-	617	2047:1741	664+235	68.6 : 68.6%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	39	-	-	619	1865:1912	669+241	68.0 : 68.0%
5/1		U	N/A	N/A	-		-	-	-	-	855	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	659	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	239	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	498	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	676	Inf	Inf	0.0%

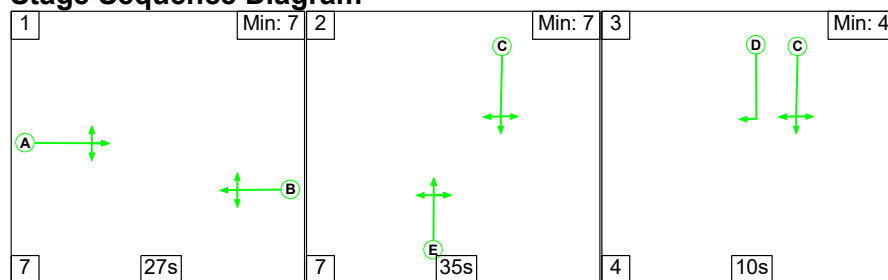
Detailed Input Data And Results

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	-	-	483	70	11	17.2	4.9	1.9	24.0	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	483	70	11	17.2	4.9	1.9	24.0	-	-	-	-	
1/2+1/1	906	906	73	0	1	6.6	1.5	0.2	8.3	32.8	10.6	1.5	12.1	
2/1+2/2	785	785	221	70	10	3.3	1.3	1.0	5.5	25.4	10.6	1.3	11.9	
3/2+3/1	617	617	25	0	0	4.2	1.1	0.1	5.4	31.5	9.8	1.1	10.8	
4/1+4/2	619	619	164	0	0	3.1	1.1	0.6	4.8	27.8	9.7	1.1	10.8	
5/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalised Lanes (%): 19.7 PRC Over All Lanes (%): 19.7 Total Delay for Signalised Lanes (pcuHr): 23.98 Total Delay Over All Lanes(pcuHr): 23.98 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram



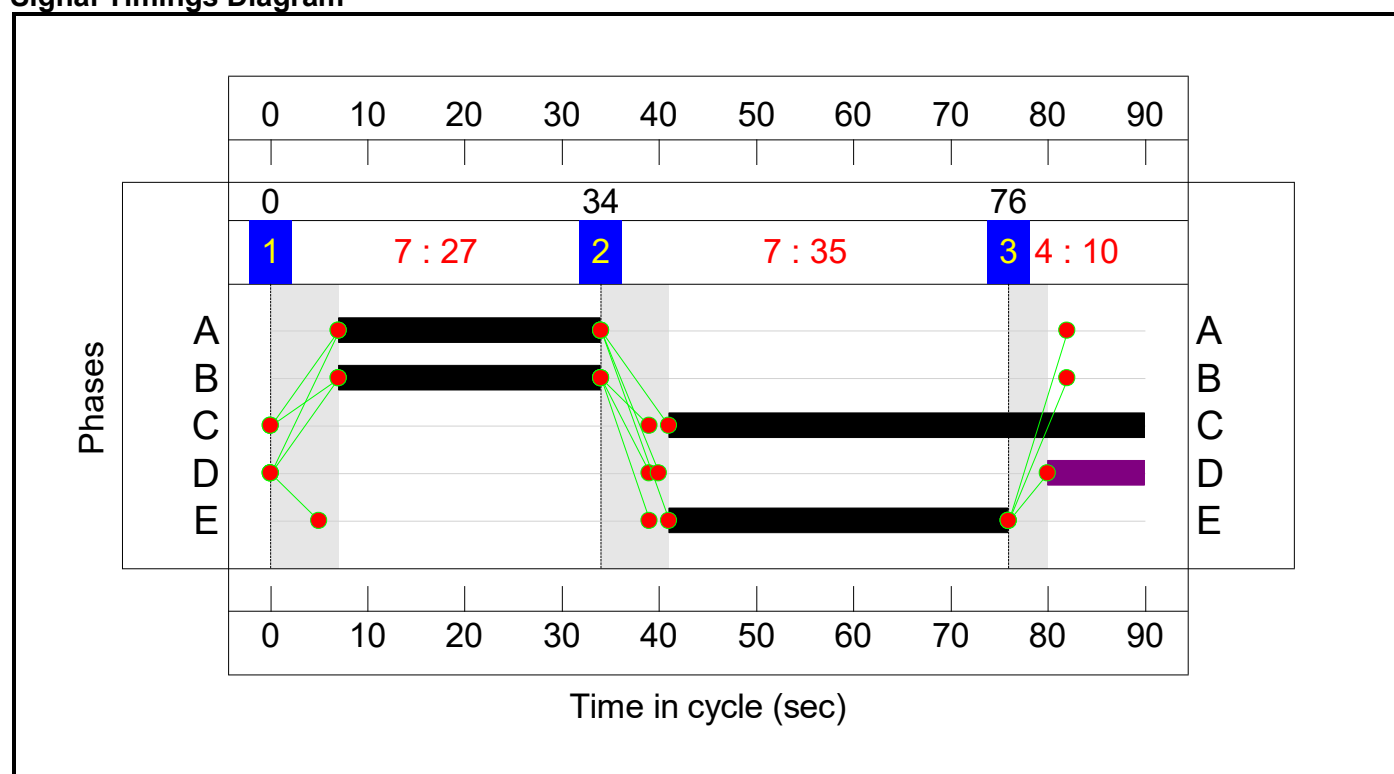
Stage Timings

Stage	1	2	3
Duration	27	35	10
Change Point	0	34	76

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	27	7	34
B	A47 East Ahead Right Left	Traffic	27	7	34
C	Ashby Road North Right Left Ahead	Traffic	49	41	0
D	Ashby Road North Right IGA	Ind. Arrow	10	80	0
E	Ashby Road South Left Ahead Right	Traffic	35	41	76

Signal Timings Diagram



Lane Green Times

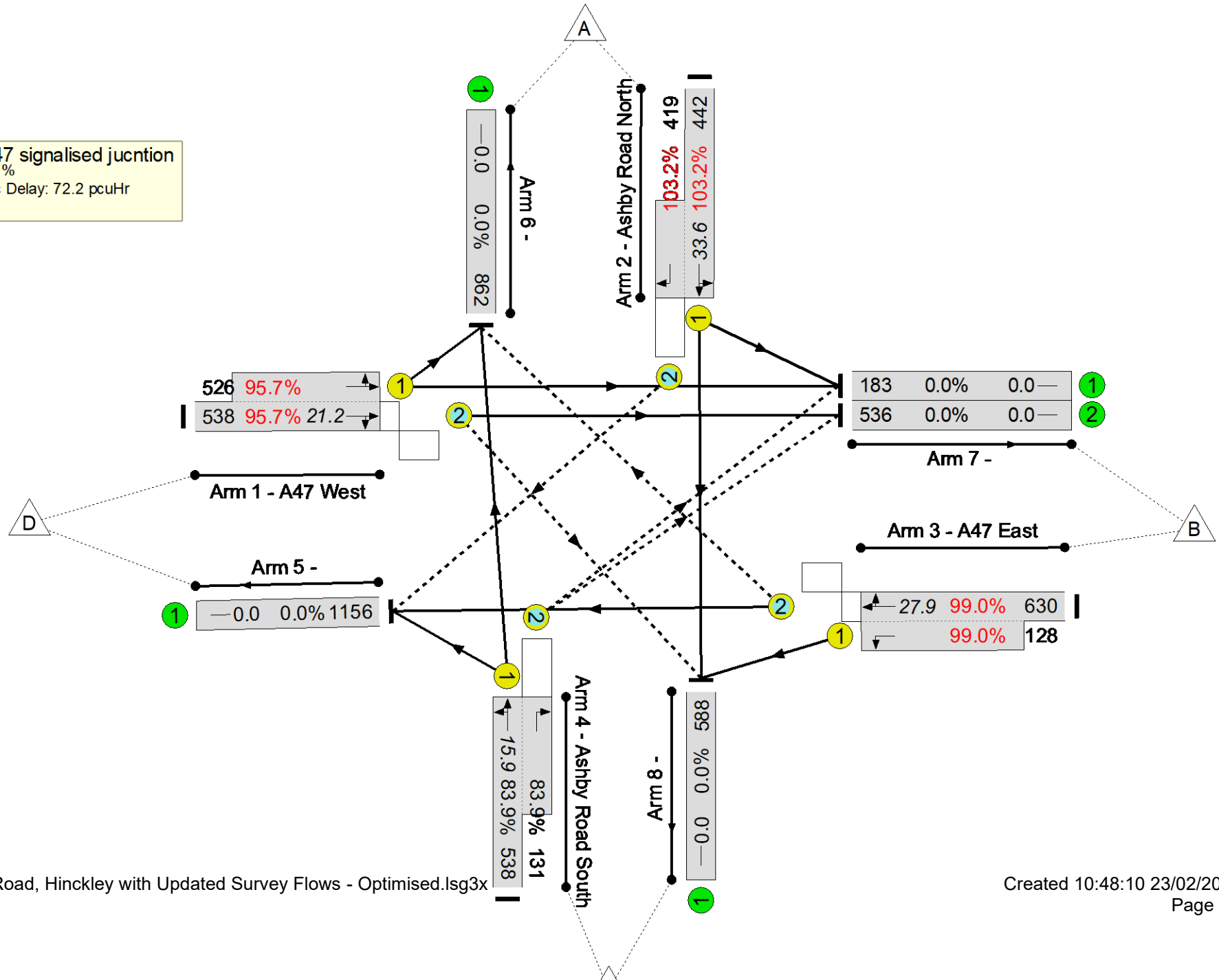
Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	34
1/2	A47 West Ahead Right	O	A	7	34
2/1	Ashby Road North Left Ahead	U	C	41	0
2/2	Ashby Road North Right	O	C D	41	0
3/1	A47 East Left	U	B	7	34
3/2	A47 East Ahead Right	O	B	7	34
4/1	Ashby Road South Left Ahead	U	E	41	76
4/2	Ashby Road South Right	O	E	41	76

Ashby Road/A47 signalised junction



PRC: -14.7 %

Total Traffic Delay: 72.2 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	-	-		-	-	-	-	-	-	-	103.2%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	103.2%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	27	-	-	1064	2135:1766	562+549	95.7 : 95.7%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	49	10	-	861	1869:1753	428+406	103.2 : 103.2%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	27	-	-	758	2045:1741	636+129	99.0 : 99.0%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	35	-	-	669	1860:1912	641+156	83.9 : 83.9%
5/1		U	N/A	N/A	-		-	-	-	-	1169	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	862	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	184	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	536	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	601	Inf	Inf	0.0%

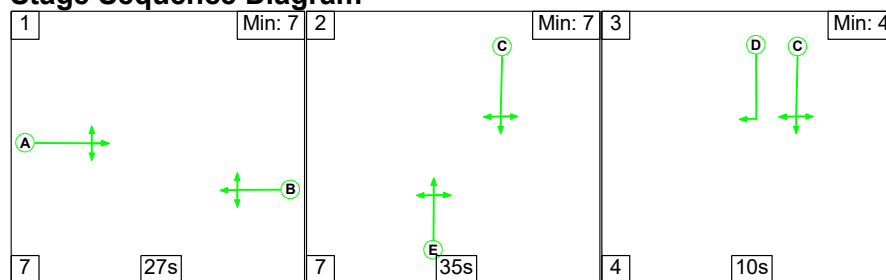
Detailed Input Data And Results

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	-	-	227	234	184	24.4	45.7	2.1	72.2	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	227	234	184	24.4	45.7	2.1	72.2	-	-	-	-	
1/2+1/1	1064	1064	0	0	68	8.7	8.3	0.3	17.3	58.7	12.9	8.3	21.2	
2/1+2/2	861	834	92	234	80	5.2	22.8	1.3	29.3	122.6	10.7	22.8	33.6	
3/2+3/1	758	758	4	0	36	6.2	12.0	0.2	18.4	87.4	15.8	12.0	27.9	
4/1+4/2	669	669	131	0	0	4.3	2.5	0.3	7.1	38.2	13.4	2.5	15.9	
5/1	1156	1156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -14.7 PRC Over All Lanes (%): -14.7 Total Delay for Signalled Lanes (pcuHr): 72.17 Total Delay Over All Lanes(pcuHr): 72.17 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram



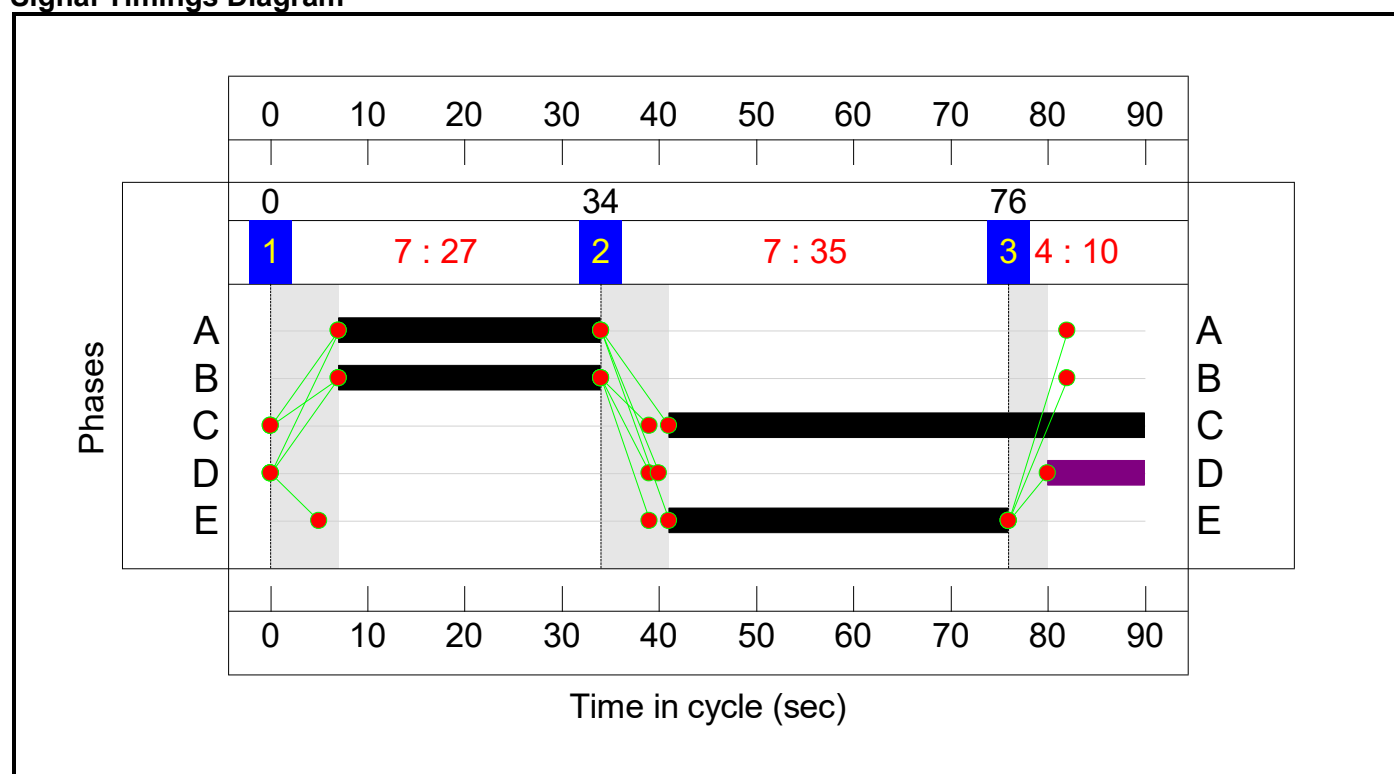
Stage Timings

Stage	1	2	3
Duration	27	35	10
Change Point	0	34	76

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	27	7	34
B	A47 East Ahead Right Left	Traffic	27	7	34
C	Ashby Road North Right Left Ahead	Traffic	49	41	0
D	Ashby Road North Right IGA	Ind. Arrow	10	80	0
E	Ashby Road South Left Ahead Right	Traffic	35	41	76

Signal Timings Diagram



Lane Green Times

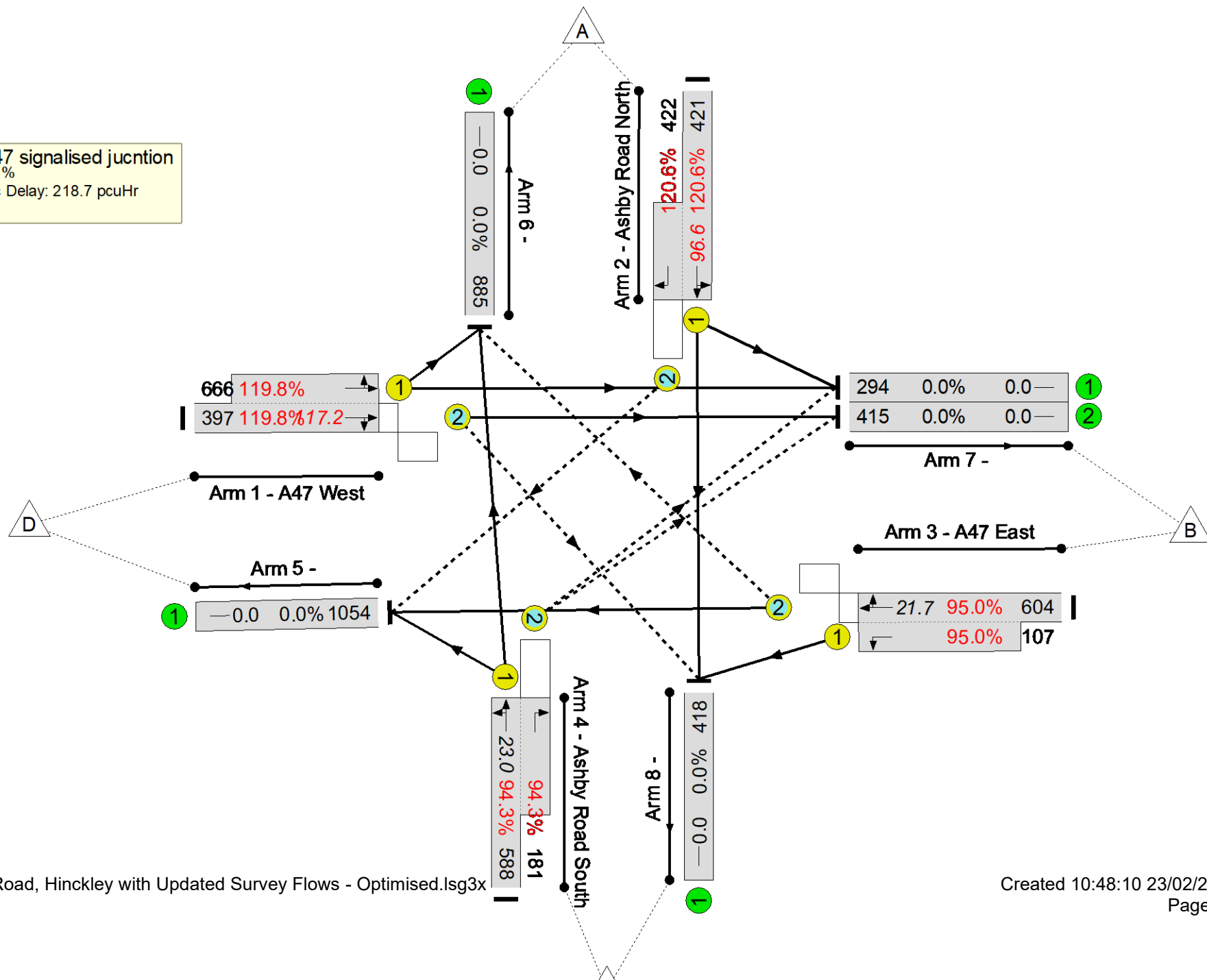
Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	34
1/2	A47 West Ahead Right	O	A	7	34
2/1	Ashby Road North Left Ahead	U	C	41	0
2/2	Ashby Road North Right	O	C D	41	0
3/1	A47 East Left	U	B	7	34
3/2	A47 East Ahead Right	O	B	7	34
4/1	Ashby Road South Left Ahead	U	E	41	76
4/2	Ashby Road South Right	O	E	41	76

Ashby Road/A47 signalised junction



PRC: -34.0 %

Total Traffic Delay: 218.7 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	-	-		-	-	-	-	-	-	-	120.6%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	120.6%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	27	-	-	1063	2151:1787	331+556	119.8 : 119.8%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	49	10	-	843	1861:1753	349+350	120.6 : 120.6%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	27	-	-	711	2044:1741	636+113	95.0 : 95.0%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	35	-	-	769	1870:1912	623+192	94.3 : 94.3%
5/1		U	N/A	N/A	-		-	-	-	-	1126	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	964	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	335	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	479	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	482	Inf	Inf	0.0%

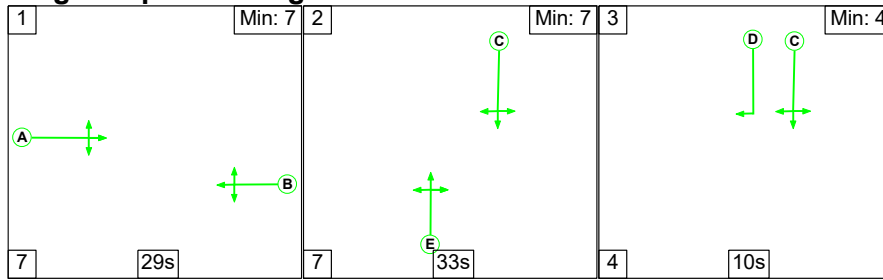
Detailed Input Data And Results

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	-	-	217	234	130	37.9	178.9	1.9	218.7	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	217	234	130	37.9	178.9	1.9	218.7	-	-	-	-	
1/2+1/1	1063	887	0	0	8	15.6	90.7	0.0	106.4	360.2	26.5	90.7	117.2	
2/1+2/2	843	699	36	234	80	11.3	74.7	1.3	87.3	373.0	21.9	74.7	96.6	
3/2+3/1	711	711	0	0	42	5.8	6.9	0.2	12.8	65.1	14.8	6.9	21.7	
4/1+4/2	769	769	181	0	0	5.2	6.5	0.4	12.1	56.8	16.5	6.5	23.0	
5/1	1054	1054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -34.0 PRC Over All Lanes (%): -34.0 Total Delay for Signalled Lanes (pcuHr): 218.68 Total Delay Over All Lanes(pcuHr): 218.68 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram

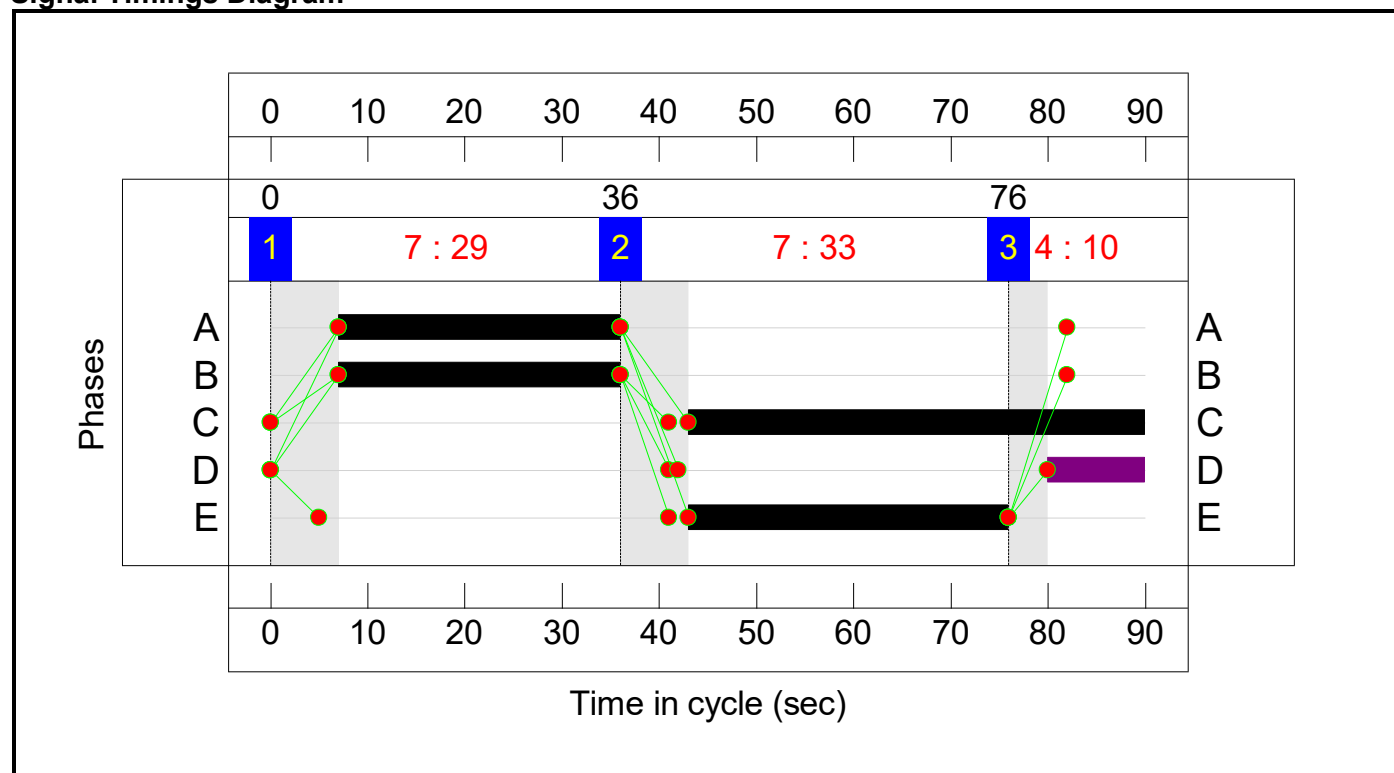


Stage Timings

Stage	1	2	3
Duration	29	33	10
Change Point	0	36	76

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A47 West Left Ahead Right	Traffic	29	7	36
B	A47 East Ahead Right Left	Traffic	29	7	36
C	Ashby Road North Right Left Ahead	Traffic	47	43	0
D	Ashby Road North Right IGA	Ind. Arrow	10	80	0
E	Ashby Road South Left Ahead Right	Traffic	33	43	76

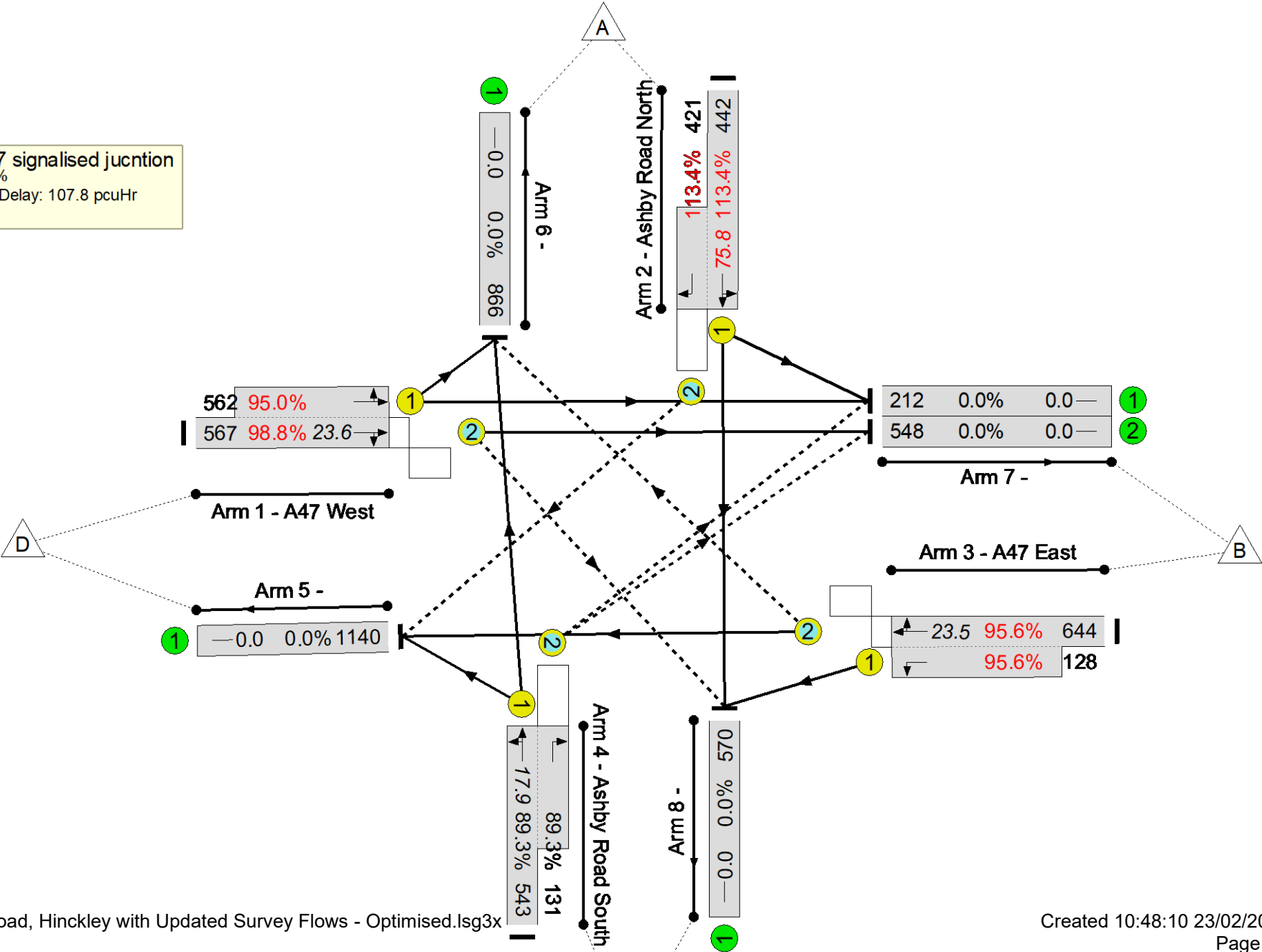
Signal Timings Diagram**Lane Green Times**

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	A	7	36
1/2	A47 West Ahead Right	O	A	7	36
2/1	Ashby Road North Left Ahead	U	C	43	0
2/2	Ashby Road North Right	O	C D	43	0
3/1	A47 East Left	U	B	7	36
3/2	A47 East Ahead Right	O	B	7	36
4/1	Ashby Road South Left Ahead	U	E	43	76
4/2	Ashby Road South Right	O	E	43	76

Ashby Road/A47 signalised junction



PRC: -26.0 %
Total Traffic Delay: 107.8 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	-	-		-	-	-	-	-	-	-	113.4%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	113.4%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	29	-	-	1129	2131:1774	574+591	98.8 : 95.0%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	47	10	-	863	1869:1753	390+371	113.4 : 113.4%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	29	-	-	772	2045:1741	674+134	95.6 : 95.6%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	33	-	-	674	1859:1912	608+147	89.3 : 89.3%
5/1		U	N/A	N/A	-		-	-	-	-	1190	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	866	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	216	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	548	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	618	Inf	Inf	0.0%

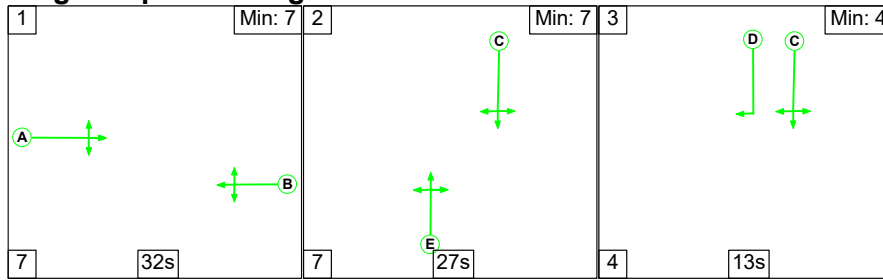
Detailed Input Data And Results

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	-	-	216	234	177	29.2	76.5	2.1	107.8	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	216	234	177	29.2	76.5	2.1	107.8	-	-	-	-	
1/2+1/1	1129	1129	9	0	76	8.9	10.1	0.4	19.4	61.7	13.6	10.1	23.6	
2/1+2/2	863	761	59	234	79	9.6	55.0	1.2	65.9	274.7	20.7	55.0	75.8	
3/2+3/1	772	772	18	0	22	6.0	7.6	0.2	13.8	64.3	15.9	7.6	23.5	
4/1+4/2	674	674	131	0	0	4.7	3.8	0.3	8.8	47.0	14.1	3.8	17.9	
5/1	1140	1140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -26.0 PRC Over All Lanes (%): -26.0 Total Delay for Signalled Lanes (pcuHr): 107.78 Total Delay Over All Lanes(pcuHr): 107.78 Cycle Time (s): 90														

Detailed Input Data And Results

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

Stage Sequence Diagram

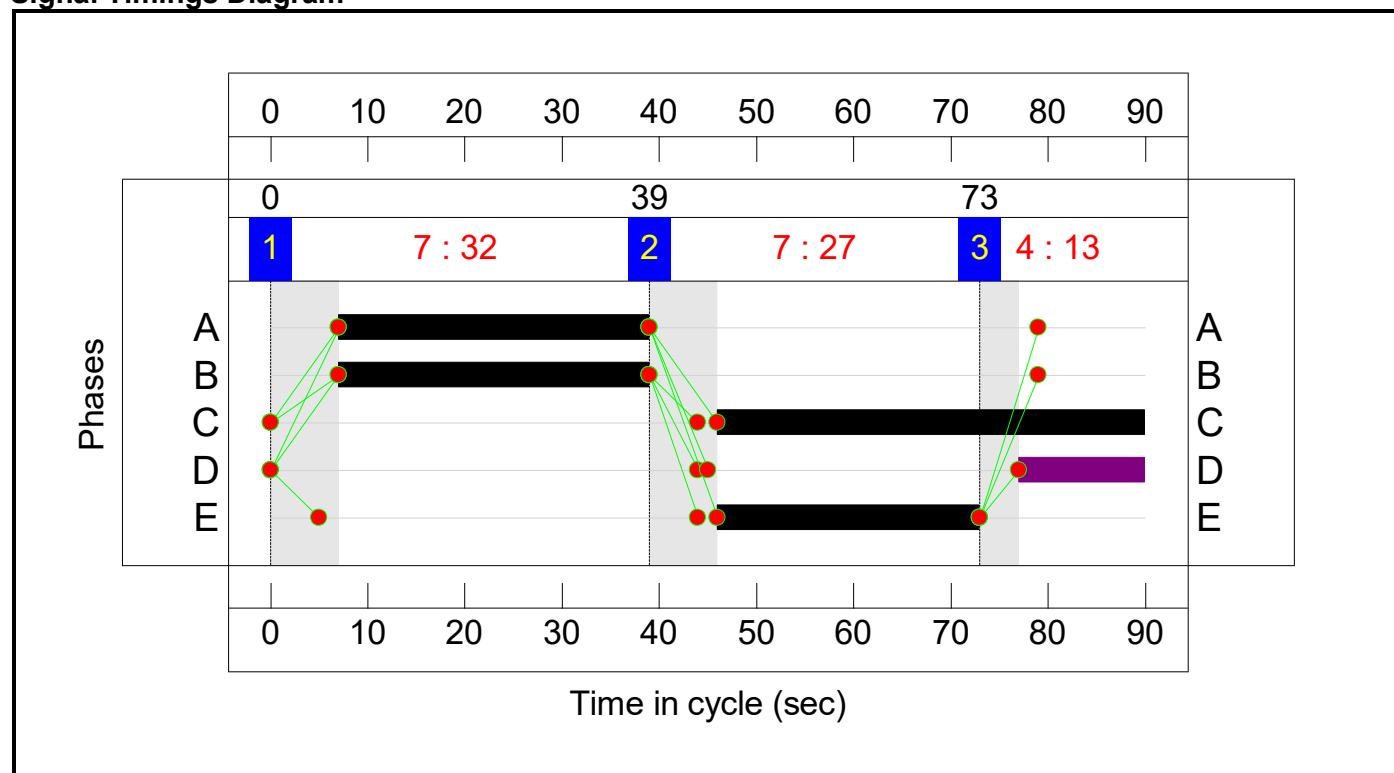


Stage Timings

Stage	1	2	3
Duration	32	27	13
Change Point	0	39	73

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	13	77	0
E	Ashby Road South Left Ahead Right	Traffic	27	46	73

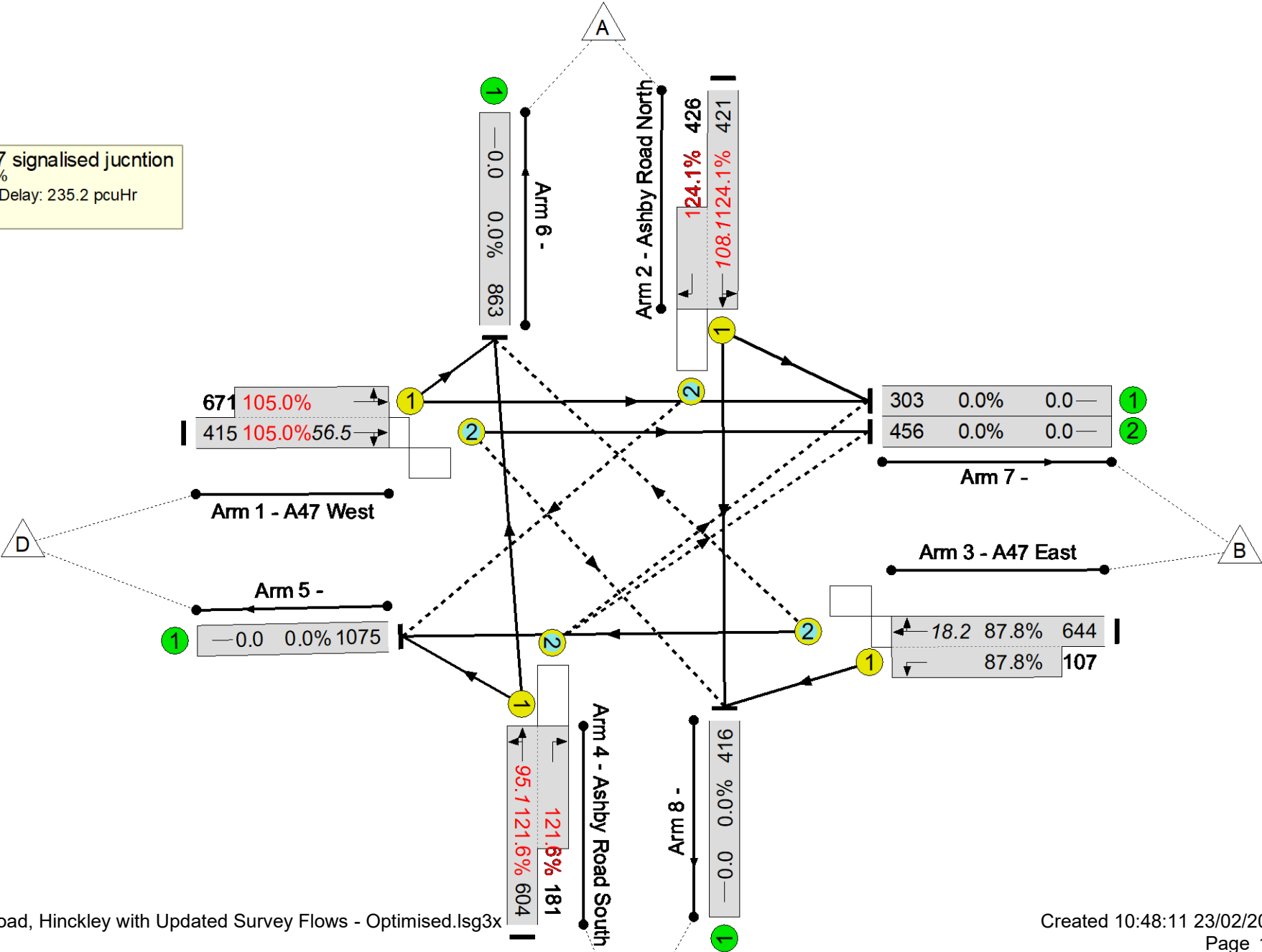
Signal Timings Diagram**Lane Green Times**

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	73
4/2	Ashby Road South Right	O	E	46	73

Ashby Road/A47 signalised junction

PRC: -37.9 %

Total Traffic Delay: 235.2 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	-	-		-	-	-	-	-	-	-	124.1%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	124.1%
1/2+1/1	A47 West Left Ahead Right	O+U	N/A	N/A	A		1	32	-	-	1086	2149:1788	395+639	105.0 : 105.0%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	C	D	1	44	13	-	847	1861:1753	339+343	124.1 : 124.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	B		1	32	-	-	751	2045:1741	733+122	87.8 : 87.8%
4/1+4/2	Ashby Road South Left Ahead Right	U+O	N/A	N/A	E		1	27	-	-	785	1866:1912	497+149	121.6 : 121.6%
5/1		U	N/A	N/A	-		-	-	-	-	1186	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	965	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	339	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	491	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	488	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	-	-	166	292	90	39.2	194.4	1.5	235.2	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	166	292	90	39.2	194.4	1.5	235.2	-	-	-	-	
1/2+1/1	1086	1035	14	0	0	9.7	33.7	0.1	43.4	143.9	22.8	33.7	56.5	
2/1+2/2	847	682	3	292	48	13.2	84.9	0.9	99.0	420.8	23.3	84.9	108.1	
3/2+3/1	751	751	0	0	42	5.3	3.4	0.2	8.9	42.6	14.8	3.4	18.2	
4/1+4/2	785	646	149	0	0	11.1	72.5	0.3	83.9	384.6	22.6	72.5	95.1	
5/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -37.9 PRC Over All Lanes (%): -37.9 Total Delay for Signalled Lanes (pcuHr): 235.16 Total Delay Over All Lanes(pcuHr): 235.16 Cycle Time (s): 90														

Appendix F Original Mitigation Junction Model Results

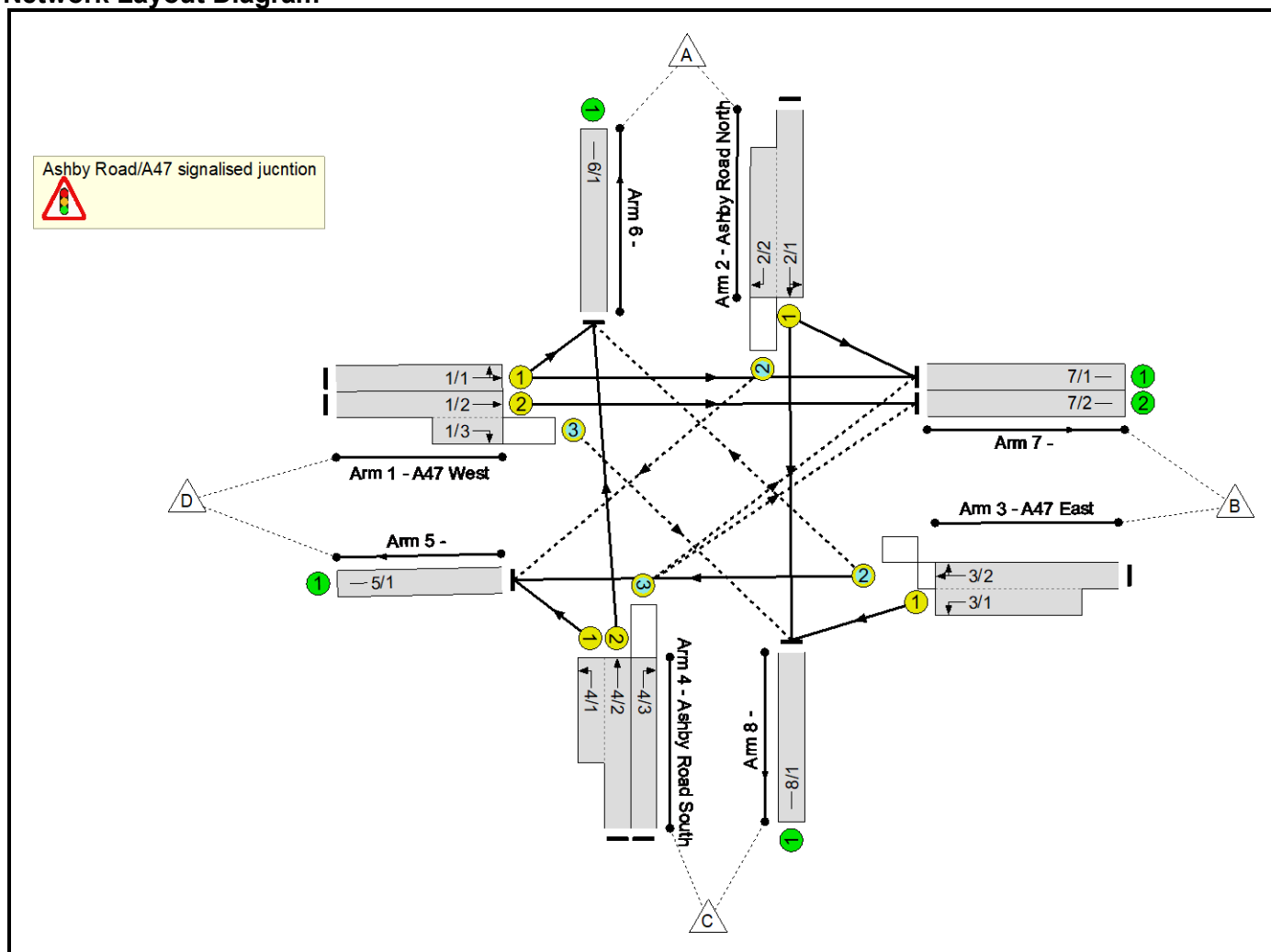
Detailed Input Data And Results

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 Appendix P - Updated Flows.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



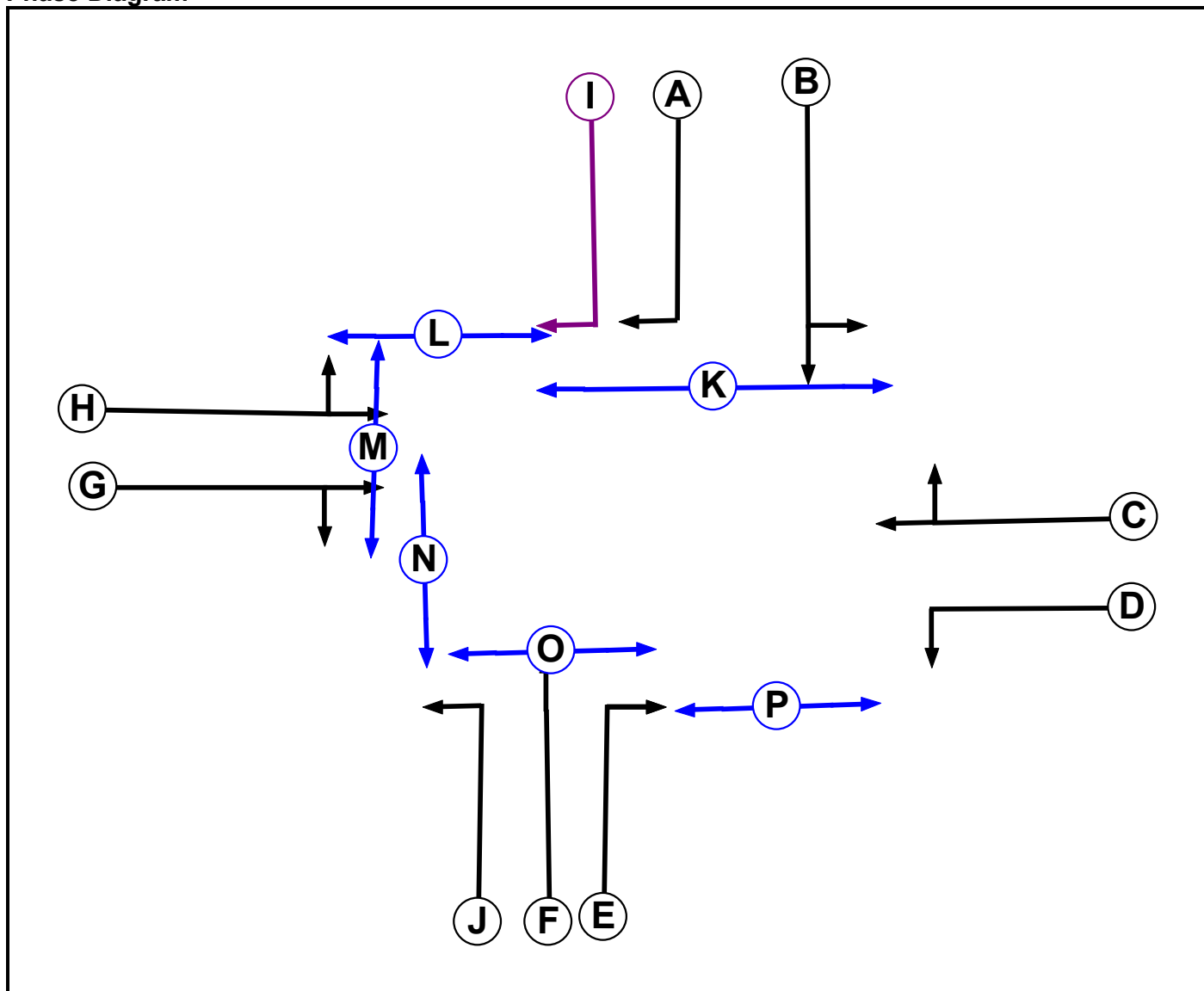
Scenarios

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 2	08:00 - 09:00	70	21.1	17.51
2	2026 Base PM	2026 Base PM	Network Control Plan 2	17:00 - 18:00	90	31.6	18.40
3	2026 Base + Committed AM	2026 Base + Committed AM	Network Control Plan 2	08:00 - 09:00	70	10.2	21.59
4	2026 Base + Committed PM	2026 Base + Committed PM	Network Control Plan 2	17:00 - 18:00	90	18.6	23.73
5	2026 Base + Committed + Dev AM	2026 Base + Committed + Dev AM	Network Control Plan 2	08:00 - 09:00	70	9.8	22.20
6	2026 Base + Committed + Dev PM	2026 Base + Committed + Dev PM	Network Control Plan 2	17:00 - 18:00	90	17.4	24.91
7	2032 Base AM	2032 Base AM	Network Control Plan 2	08:00 - 09:00	70	14.4	19.66
8	2032 Base PM	2032 Base PM	Network Control Plan 2	17:00 - 18:00	90	24.3	20.33
9	2032 Base + Committed AM	2032 Base + Committed AM	Network Control Plan 2	08:00 - 09:00	70	4.6	24.49
10	2032 Base + Committed PM	2032 Base + Committed PM	Network Control Plan 2	17:00 - 18:00	90	11.8	26.12
11	2032 + Committed + Development AM	2032 + Committed + Development AM	Network Control Plan 2	08:00 - 09:00	70	4.3	25.16
12	2032 + Committed + Development PM	2032 + Committed + Development PM	Network Control Plan 2	17:00 - 18:00	90	10.8	27.50

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	16	7	Ashby Road/A47 signalised junction	

Phase Diagram



Phase Input Data

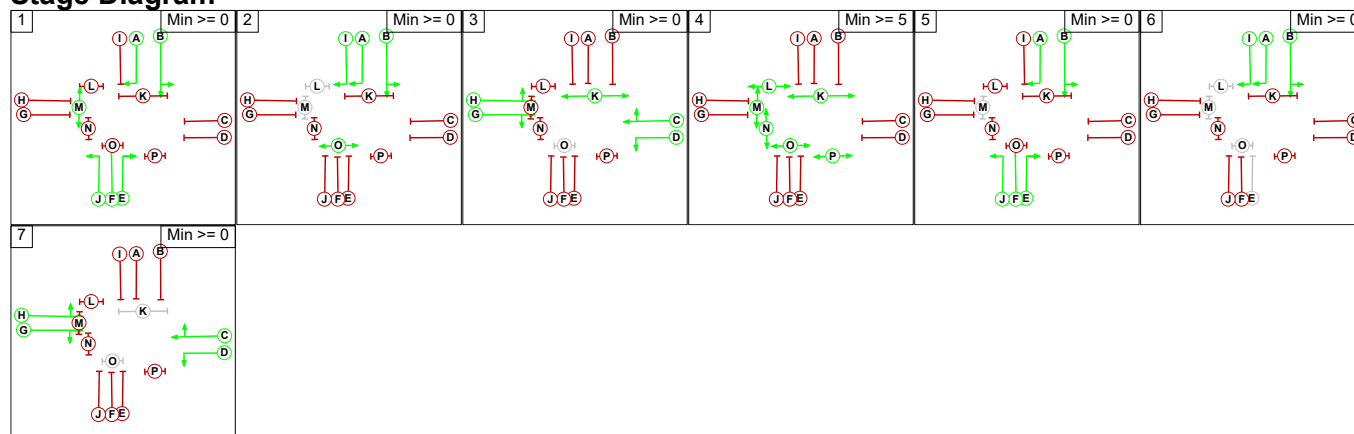
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Ind. Arrow	A	0	0
J	Traffic		7	7
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		8	8
N	Pedestrian		4	4
O	Pedestrian		8	8
P	Pedestrian		5	5

Phase Intergreens Matrix

		Starting Phase															
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Terminating Phase	A		-	5	-	-	-	5	5	-	-	5	-	-	9	-	-
	B	-		6	6	-	-	6	6	-	-	5	-	-	-	-	9
	C	5	5		-	5	5	-	-	5	6	-	9	-	9	-	-
	D	-	5	-		-	-	-	-	-	-	-	-	-	-	-	7
	E	-	-	5	-		-	5	5	-	-	-	-	-	-	5	-
	F	-	-	5	-	-		5	5	5	-	-	9	-	-	5	-
	G	5	7	-	-	5	5		-	5	-	-	-	5	-	-	9
	H	5	7	-	-	5	5	-		5	-	-	8	5	-	-	-
	I	-	-	5	-	-	6	5	5		6	5	-	-	-	-	-
	J	-	-	5	-	-	-	-	-	5		-	-	-	7	5	-
	K	7	7	-	-	-	-	-	-	7	-		-	-	-	-	-
	L	-	-	6	-	-	6	-	6	-	-	-		-	-	-	-
	M	-	-	-	-	-	-	10	10	-	-	-	-		-	-	-
	N	6	-	6	-	-	-	-	-	-	6	-	-	-		-	-
	O	-	-	-	-	10	10	-	-	-	10	-	-	-	-		-
	P	-	7	-	7	-	-	7	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B E F J M
2	A B I O
3	C D G H K
4	K L M N O P
5	A B E F J
6	A B I
7	C D G H

Stage Diagram

Phase Delays

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

Prohibited Stage Change

		To Stage							
From Stage		1	2	3	4	5	6	7	
	1			5	10	9	0	5	10
	2	10		6	9	10	0	6	
	3	7	7		9	7	7	0	
	4	10	7	10		10	7	10	
	5	0	5	6	9		5	6	
	6	6	0	6	9	6		6	
	7	7	7	0	9	7	7		

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	H	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 6 Left	13.00
											Arm 7 Ahead	Inf
1/2 (A47 West)	U	G	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
1/3 (A47 West)	O	G	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 8 Right	15.00
2/1 (Ashby Road North)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	15.00
											Arm 8 Ahead	Inf
2/2 (Ashby Road North)	O	A I	2	3	11.0	Geom	-	3.00	0.00	Y	Arm 5 Right	20.00
3/1 (A47 East)	U	D	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 8 Left	15.00
3/2 (A47 East)	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	20.00
4/1 (Ashby Road South)	U	J	2	3	6.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
4/2 (Ashby Road South)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
4/3 (Ashby Road South)	O	E	2	3	8.0	Geom	-	3.00	0.00	Y	Arm 7 Right	25.00
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	-	-	-	-	-	-