

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)
1/3 (A47 West)	8/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	To 5/1 (Ahead)					
2/2 (Ashby Road North)	5/1 (Right)	1439	0	4/3	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)					
4/3 (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					

Detailed Input Data And Results

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
1/3	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
4/2	6/1	Internal	5	35
4/3	7/1	Internal	5	35
4/3	7/2	Internal	5	35

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 2: 'Network Control Plan 2')**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	13.00	96.1 %	1724	1724
				Arm 7 Ahead	Inf	3.9 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	6.7 %	1902	1902
				Arm 8 Ahead	Inf	93.3 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.8 %	1906	1906
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 2: 'Network Control Plan 2')**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	13.00	78.3 %	1756	1756
				Arm 7 Ahead	Inf	21.7 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	9.0 %	1898	1898
				Arm 8 Ahead	Inf	91.0 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	94.4 %	1907	1907
				Arm 6 Right	20.00	5.6 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 Base + Committed AM' (FG3: '2026 Base + Committed AM', Plan 2: 'Network Control Plan 2')
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	13.00	99.3 %	1718	1718
				Arm 7 Ahead	Inf	0.7 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	8.4 %	1899	1899
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.6 %	1906	1906
				Arm 6 Right	20.00	6.4 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 Base + Committed PM' (FG4: '2026 Base + Committed PM', Plan 2: 'Network Control Plan 2')
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	13.00	100.0 %	1717	1717
				Arm 7 Ahead	Inf	0.0 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	13.5 %	1890	1890
				Arm 8 Ahead	Inf	86.5 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	92.9 %	1905	1905
				Arm 6 Right	20.00	7.1 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 Base + Committed + Dev AM' (FG5: '2026 Base + Committed + Dev AM', Plan 2: 'Network Control Plan 2')**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	13.00	94.3 %	1727	1727
				Arm 7 Ahead	Inf	5.7 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	8.4 %	1899	1899
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.8 %	1906	1906
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 Base + Committed + Dev PM' (FG6: '2026 Base + Committed + Dev PM', Plan 2: 'Network Control Plan 2')**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	13.00	100.0 %	1717	1717
				Arm 7 Ahead	Inf	0.0 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	13.5 %	1890	1890
				Arm 8 Ahead	Inf	86.5 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.4 %	1906	1906
				Arm 6 Right	20.00	6.6 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 2: 'Network Control Plan 2')**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	13.00	95.5 %	1725	1725
				Arm 7 Ahead	Inf	4.5 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	6.8 %	1902	1902
				Arm 8 Ahead	Inf	93.2 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.8 %	1906	1906
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 2: 'Network Control Plan 2')**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	13.00	77.8 %	1757	1757
				Arm 7 Ahead	Inf	22.2 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	8.9 %	1898	1898
				Arm 8 Ahead	Inf	91.1 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	94.5 %	1907	1907
				Arm 6 Right	20.00	5.5 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
7/2				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2032 Base + Committed AM' (FG9: '2032 Base + Committed AM', Plan 2: 'Network Control Plan 2')
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	13.00	98.9 %	1719	1719
				Arm 7 Ahead	Inf	1.1 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	8.4 %	1899	1899
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.7 %	1906	1906
				Arm 6 Right	20.00	6.3 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
7/2				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2032 Base + Committed PM' (FG10: '2032 Base + Committed PM', Plan 2: 'Network Control Plan 2')
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	13.00	100.0 %	1717	1717
				Arm 7 Ahead	Inf	0.0 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	13.1 %	1890	1890
				Arm 8 Ahead	Inf	86.9 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.0 %	1905	1905
				Arm 6 Right	20.00	7.0 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 2: 'Network Control Plan 2')

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	13.00	93.7 %	1728	1728
				Arm 7 Ahead	Inf	6.3 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	8.4 %	1899	1899
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.8 %	1906	1906
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 2: 'Network Control Plan 2')**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	13.00	99.6 %	1718	1718
				Arm 7 Ahead	Inf	0.4 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	13.1 %	1890	1890
				Arm 8 Ahead	Inf	86.9 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.5 %	1906	1906
				Arm 6 Right	20.00	6.5 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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

Detailed Input Data And Results

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 Base + Committed AM'	08:00	09:00	01:00	
4: '2026 Base + Committed PM'	17:00	18:00	01:00	
5: '2026 Base + Committed + Dev AM'	08:00	09:00	01:00	
6: '2026 Base + Committed + Dev 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 Base + Committed AM'	08:00	09:00	01:00	
10: '2032 Base + 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 Base + 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 Base + 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 Base + Committed + Dev 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 Base + Committed + Dev 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 Base + 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 Base + 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 2: 'Network Control Plan 2')

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 2: 'Network Control Plan 2')**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 Base + Committed AM' (FG3: '2026 Base + Committed AM', Plan 2: 'Network Control Plan 2')**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 Base + Committed PM' (FG4: '2026 Base + Committed PM', Plan 2: 'Network Control Plan 2')**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 Base + Committed + Dev AM' (FG5: '2026 Base + Committed + Dev AM', Plan 2: 'Network Control Plan 2')**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 Base + Committed + Dev PM' (FG6: '2026 Base + Committed + Dev PM', Plan 2: 'Network Control Plan 2')

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 2: 'Network Control Plan 2')

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 2: 'Network Control Plan 2')**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 Base + Committed AM' (FG9: '2032 Base + Committed AM', Plan 2: 'Network Control Plan 2')**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 Base + Committed PM' (FG10: '2032 Base + Committed PM', Plan 2: 'Network Control Plan 2')**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 2: 'Network Control Plan 2')**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 2: 'Network Control Plan 2')

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

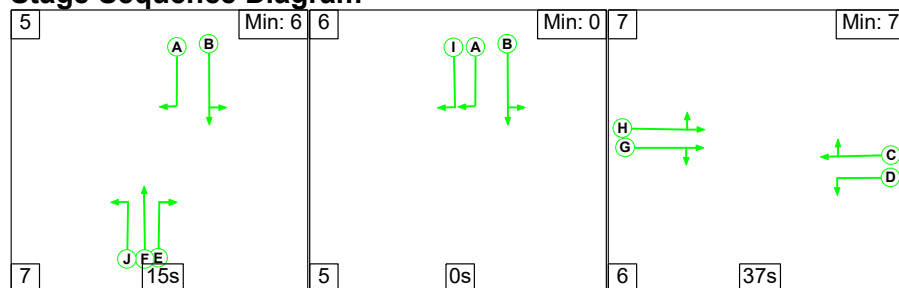
Lane	Scenario 1: 2026 Base AM	Scenario 2: 2026 Base PM	Scenario 3: 2026 Base + Committed AM	Scenario 4: 2026 Base + Committed PM	Scenario 5: 2026 Base + Committed + Dev AM	Scenario 6: 2026 Base + Committed + Dev PM
Junction: Ashby Road/A47 signalised junction						
1/1	311	364	429	459	456	460
1/2 (with short)	465(In) 400(Out)	491(In) 421(Out)	589(In) 525(Out)	553(In) 548(Out)	627(In) 546(Out)	575(In) 564(Out)
1/3 (short)	65	70	64	5	81	11
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 (short)	152	116	151	135	156	151
4/2 (with short)	475(In) 323(Out)	429(In) 313(Out)	510(In) 359(Out)	562(In) 427(Out)	515(In) 359(Out)	578(In) 427(Out)
4/3	111	155	124	172	124	172
5/1	959	806	1112	1077	1133	1137
6/1	655	622	823	927	827	928
7/1	95	197	100	139	123	139
7/2	456	499	587	634	608	650
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 Base + Committed AM	Scenario 10: 2032 Base + Committed PM	Scenario 11: 2032 + Committed + Development AM	Scenario 12: 2032 + Committed + Development PM
Junction: Ashby Road/A47 signalised junction						
1/1	332	388	449	476	478	479
1/2 (with short)	490(In) 421(Out)	518(In) 444(Out)	615(In) 547(Out)	587(In) 578(Out)	651(In) 566(Out)	607(In) 592(Out)
1/3 (short)	69	74	68	9	85	15
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 (short)	161	123	160	142	165	158
4/2 (with short)	503(In) 342(Out)	455(In) 332(Out)	538(In) 378(Out)	588(In) 446(Out)	543(In) 378(Out)	604(In) 446(Out)
4/3	118	164	131	181	131	181
5/1	1016	855	1169	1126	1190	1186
6/1	694	659	862	964	866	965
7/1	104	211	107	145	132	147
7/2	480	526	613	669	632	683
8/1	628	676	601	482	618	488

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



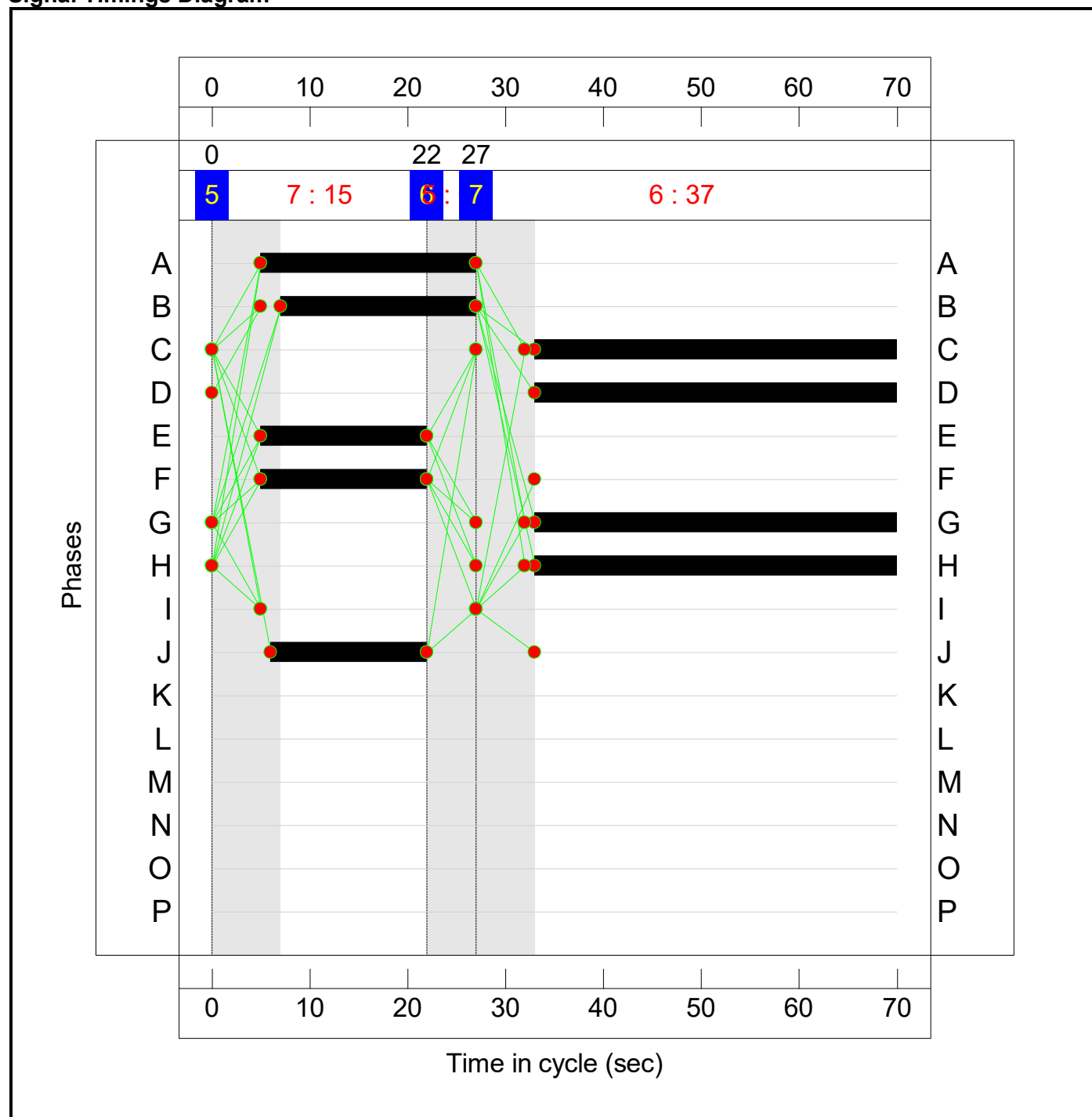
Stage Timings

Stage	5	6	7
Duration	15	0	37
Change Point	0	22	27

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	22	5	27
B	Ashby Road North Left Ahead	Traffic	20	7	27
C	A47 East Ahead Right	Traffic	37	33	0
D	A47 East Left	Traffic	37	33	0
E	Ashby Road South Right	Traffic	17	5	22
F	Ashby Road South Ahead	Traffic	17	5	22
G	A47 West Ahead Right	Traffic	37	33	0
H	A47 West Left Ahead	Traffic	37	33	0
I	Ashby Road North Right IGA	Ind. Arrow	0	27	27
J	Ashby Road South Left	Traffic	16	6	22
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



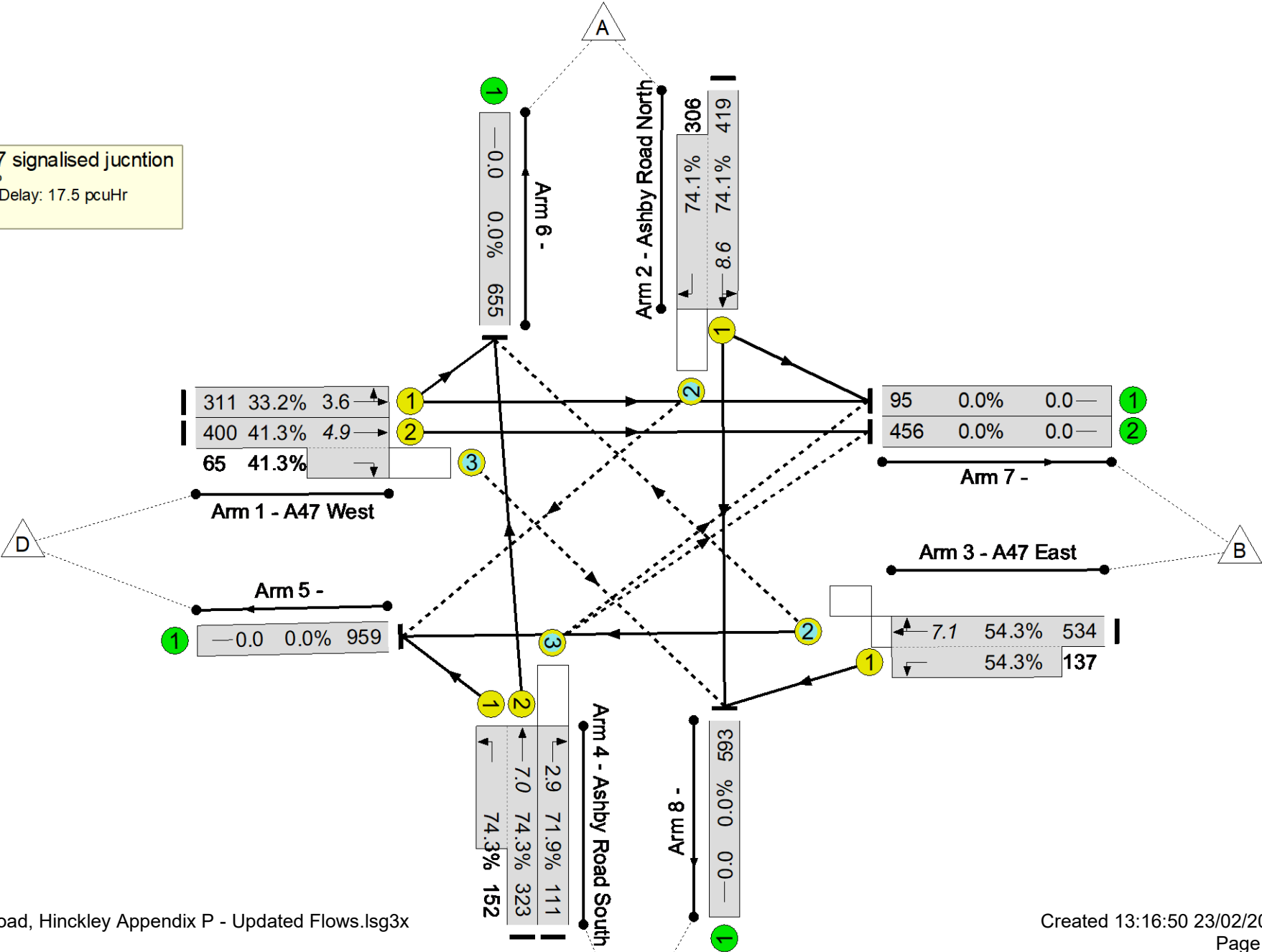
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	33	0
1/2	A47 West Ahead	U	G	33	0
1/3	A47 West Right	O	G	33	0
2/1	Ashby Road North Left Ahead	U	B	7	27
2/2	Ashby Road North Right	O	A I	5	27
3/1	A47 East Left	U	D	33	0
3/2	A47 East Ahead Right	O	C	33	0
4/1	Ashby Road South Left	U	J	6	22
4/2	Ashby Road South Ahead	U	F	5	22
4/3	Ashby Road South Right	O	E	5	22

Ashby Road/A47 signalised junction



PRC: 21.1 %
Total Traffic Delay: 17.5 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	-	-		-	-	-	-	-	-	-	74.3%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	74.3%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	-	311	1724	936	33.2%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	-	465	2055:1741	969+158	41.3 : 41.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	20:22	0	-	725	1902:1781	566+413	74.1 : 74.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	-	671	1906:1741	984+252	54.3 : 54.3%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	17:16	-	-	475	1915:1741	435+205	74.3 : 74.3%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	17	-	-	111	1807	154	71.9%
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	-		-	-	-	-	95	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	456	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	593	Inf	Inf	0.0%

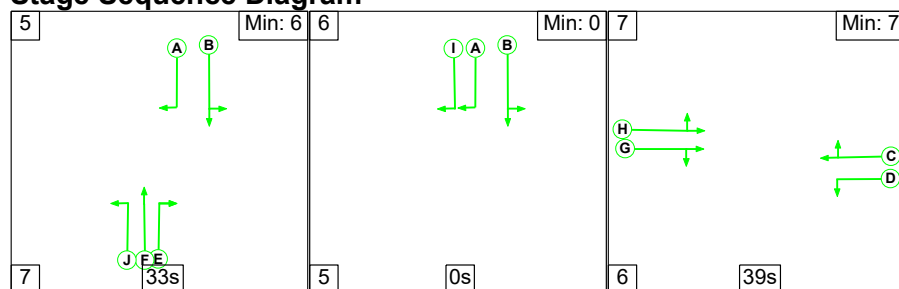
Detailed Input Data And Results

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	-	-	475	13	27	11.6	5.2	0.7	17.5	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	475	13	27	11.6	5.2	0.7	17.5	-	-	-	-	
1/1	311	311	-	-	-	0.8	0.2	-	1.0	11.8	3.4	0.2	3.6	
1/2+1/3	465	465	64	0	1	1.1	0.4	0.1	1.6	12.7	4.5	0.4	4.9	
2/1+2/2	725	725	280	13	13	4.2	1.4	0.1	5.7	28.2	7.2	1.4	8.6	
3/2+3/1	671	671	33	0	0	1.8	0.6	0.0	2.4	13.0	6.5	0.6	7.1	
4/2+4/1	475	475	-	-	-	3.0	1.4	-	4.4	33.6	5.6	1.4	7.0	
4/3	111	111	98	0	13	0.6	1.2	0.5	2.3	75.3	1.7	1.2	2.9	
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	95	95	-	-	-	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	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 21.1 PRC Over All Lanes (%): 21.1 Total Delay for Signalled Lanes (pcuHr): 17.51 Total Delay Over All Lanes(pcuHr): 17.51 Cycle Time (s): 70														

Detailed Input Data And Results

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

Stage Sequence Diagram



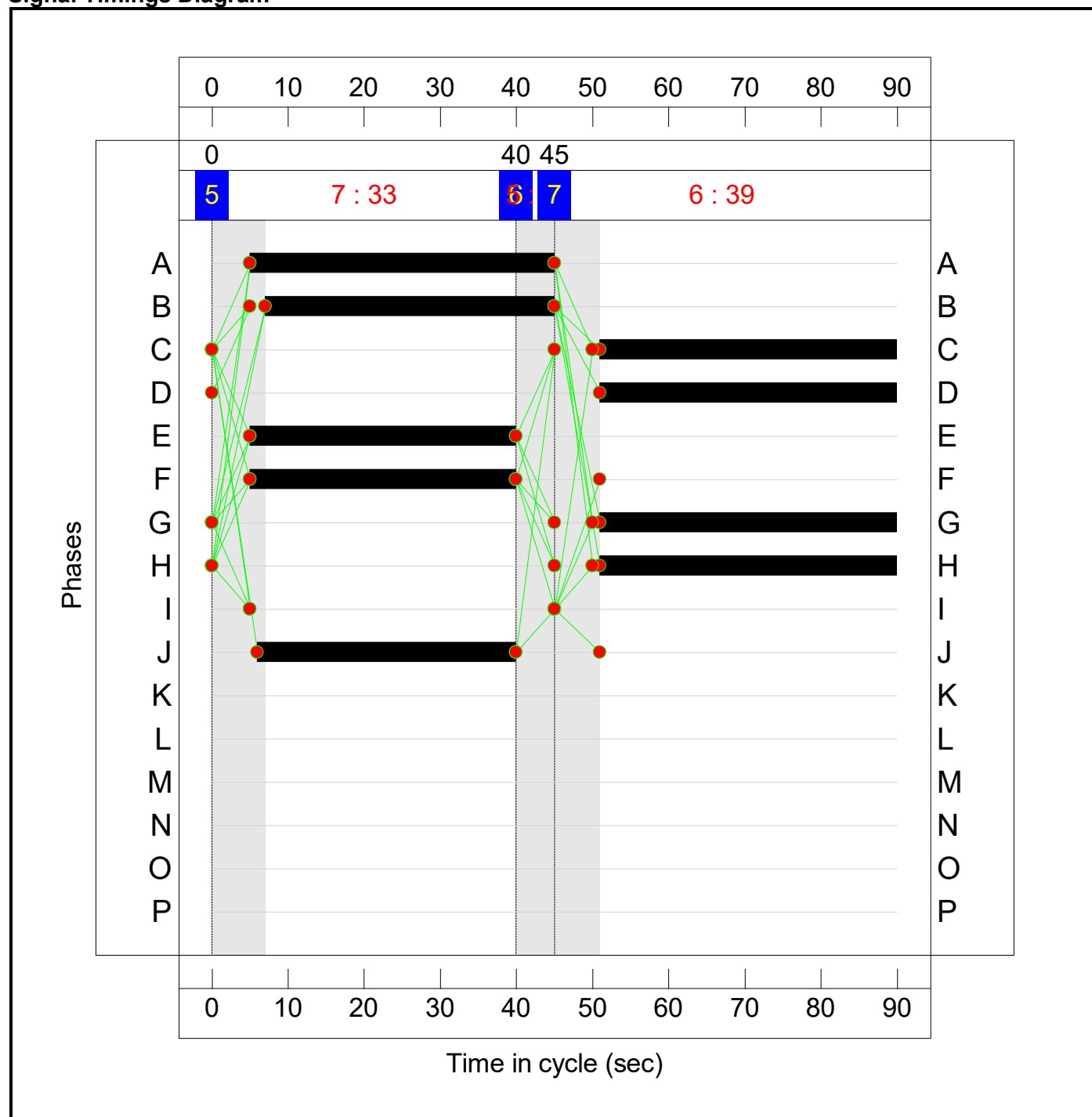
Stage Timings

Stage	5	6	7
Duration	33	0	39
Change Point	0	40	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	40	5	45
B	Ashby Road North Left Ahead	Traffic	38	7	45
C	A47 East Ahead Right	Traffic	39	51	0
D	A47 East Left	Traffic	39	51	0
E	Ashby Road South Right	Traffic	35	5	40
F	Ashby Road South Ahead	Traffic	35	5	40
G	A47 West Ahead Right	Traffic	39	51	0
H	A47 West Left Ahead	Traffic	39	51	0
I	Ashby Road North Right IGA	Ind. Arrow	0	45	45
J	Ashby Road South Left	Traffic	34	6	40
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



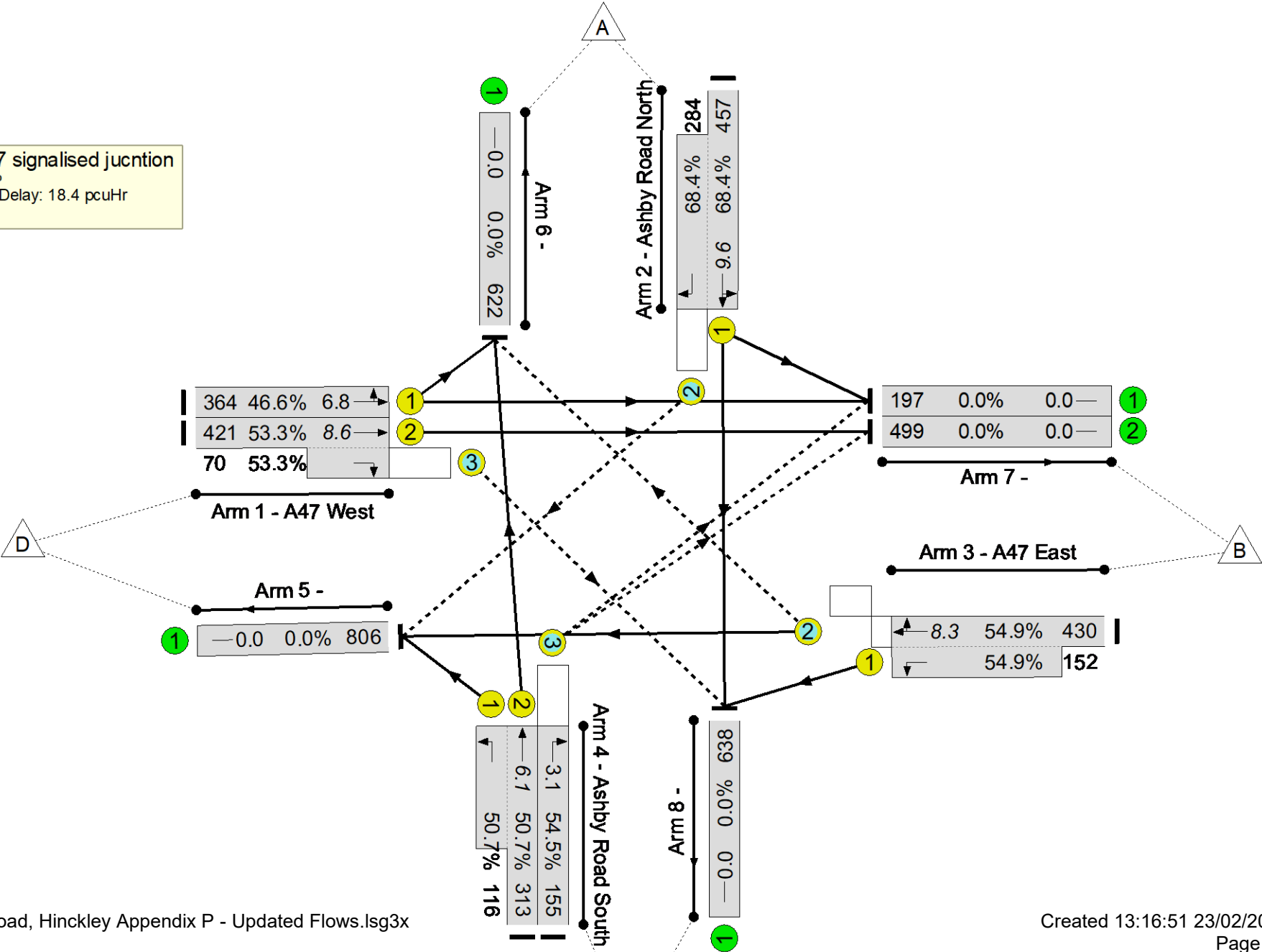
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	51	0
1/2	A47 West Ahead	U	G	51	0
1/3	A47 West Right	O	G	51	0
2/1	Ashby Road North Left Ahead	U	B	7	45
2/2	Ashby Road North Right	O	A I	5	45
3/1	A47 East Left	U	D	51	0
3/2	A47 East Ahead Right	O	C	51	0
4/1	Ashby Road South Left	U	J	6	40
4/2	Ashby Road South Ahead	U	F	5	40
4/3	Ashby Road South Right	O	E	5	40

Ashby Road/A47 signalised junction



PRC: 31.6 %
Total Traffic Delay: 18.4 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	-	-		-	-	-	-	-	-	-	68.4%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	68.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	39	-	-	364	1756	780	46.6%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	39	-	-	491	2055:1741	790+131	53.3 : 53.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	38:40	0	-	741	1898:1781	668+415	68.4 : 68.4%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	39	-	-	582	1907:1741	783+277	54.9 : 54.9%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	35:34	-	-	429	1915:1741	618+229	50.7 : 50.7%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	35	-	-	155	1807	284	54.5%
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	-		-	-	-	-	197	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	499	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	638	Inf	Inf	0.0%

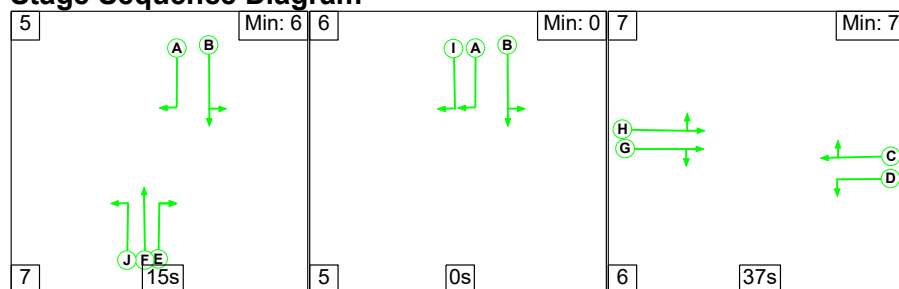
Detailed Input Data And Results

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	-	-	513	9	11	13.7	3.8	1.0	18.4	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	513	9	11	13.7	3.8	1.0	18.4	-	-	-	-	
1/1	364	364	-	-	-	1.8	0.4	-	2.2	21.8	6.4	0.4	6.8	
1/2+1/3	491	491	69	0	1	2.4	0.6	0.2	3.1	23.0	8.1	0.6	8.6	
2/1+2/2	741	741	265	9	9	3.7	1.1	0.1	4.8	23.3	8.5	1.1	9.6	
3/2+3/1	582	582	24	0	0	2.8	0.6	0.0	3.4	21.2	7.6	0.6	8.3	
4/2+4/1	429	429	-	-	-	2.3	0.5	-	2.8	23.3	5.6	0.5	6.1	
4/3	155	155	155	0	0	0.8	0.6	0.7	2.0	47.6	2.5	0.6	3.1	
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	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	499	499	-	-	-	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 (%): 31.6 PRC Over All Lanes (%): 31.6 Total Delay for Signalled Lanes (pcuHr): 18.40 Total Delay Over All Lanes(pcuHr): 18.40 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 3: '2026 Base + Committed AM' (FG3: '2026 Base + Committed AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

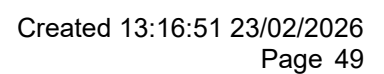


Stage Timings

Stage	5	6	7
Duration	15	0	37
Change Point	0	22	27

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	22	5	27
B	Ashby Road North Left Ahead	Traffic	20	7	27
C	A47 East Ahead Right	Traffic	37	33	0
D	A47 East Left	Traffic	37	33	0
E	Ashby Road South Right	Traffic	17	5	22
F	Ashby Road South Ahead	Traffic	17	5	22
G	A47 West Ahead Right	Traffic	37	33	0
H	A47 West Left Ahead	Traffic	37	33	0
I	Ashby Road North Right IGA	Ind. Arrow	0	27	27
J	Ashby Road South Left	Traffic	16	6	22
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			



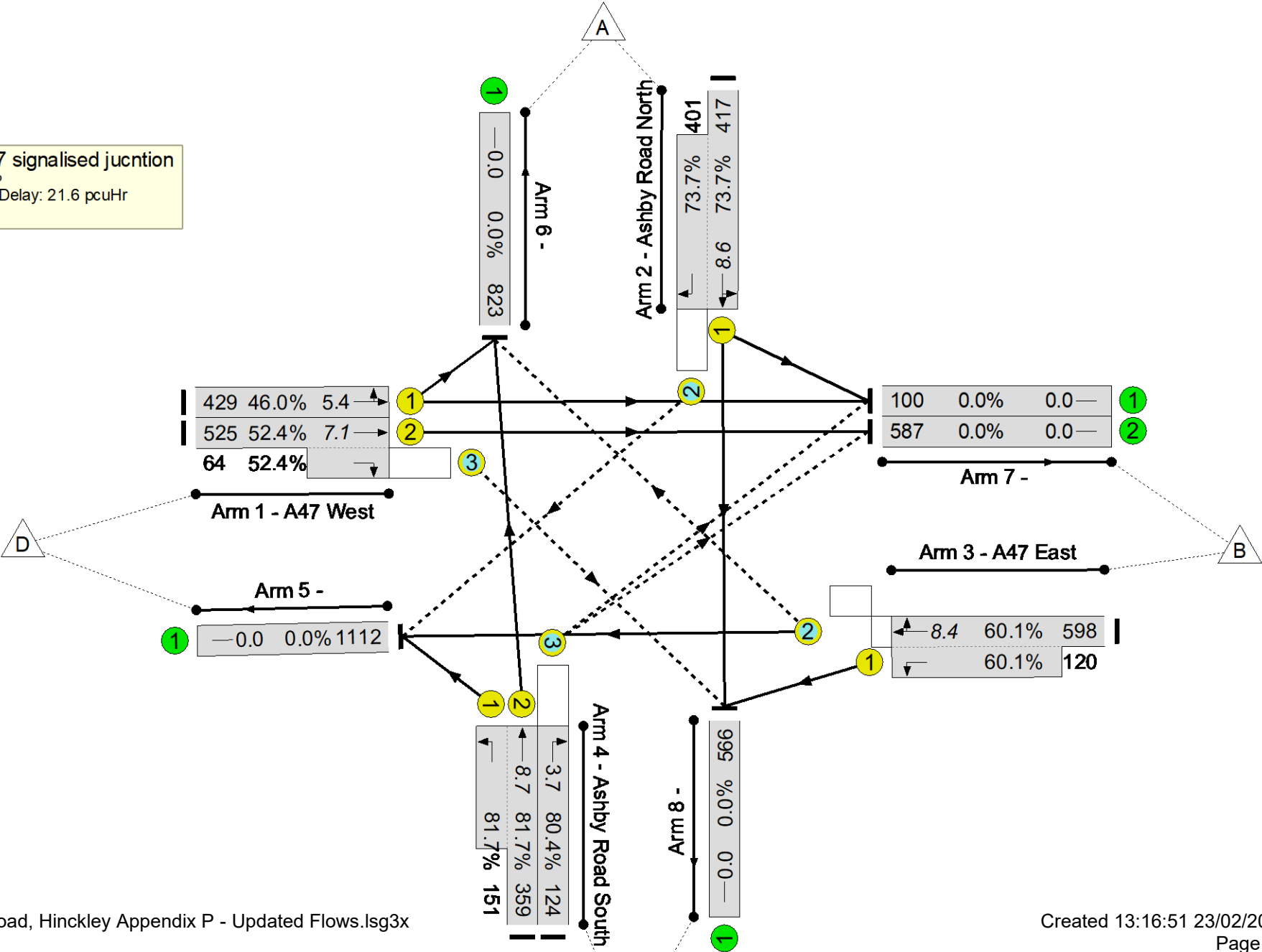
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	33	0
1/2	A47 West Ahead	U	G	33	0
1/3	A47 West Right	O	G	33	0
2/1	Ashby Road North Left Ahead	U	B	7	27
2/2	Ashby Road North Right	O	A I	5	27
3/1	A47 East Left	U	D	33	0
3/2	A47 East Ahead Right	O	C	33	0
4/1	Ashby Road South Left	U	J	6	22
4/2	Ashby Road South Ahead	U	F	5	22
4/3	Ashby Road South Right	O	E	5	22

Ashby Road/A47 signalised junction



PRC: 10.2 %
Total Traffic Delay: 21.6 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	-	-		-	-	-	-	-	-	-	81.7%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	81.7%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	-	429	1718	933	46.0%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	-	589	2055:1741	1001+122	52.4 : 52.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	20:22	0	-	818	1899:1781	566+544	73.7 : 73.7%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	-	718	1906:1741	995+200	60.1 : 60.1%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	17:16	-	-	510	1915:1741	439+185	81.7 : 81.7%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	17	-	-	124	1807	154	80.4%
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	-		-	-	-	-	100	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	587	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	566	Inf	Inf	0.0%

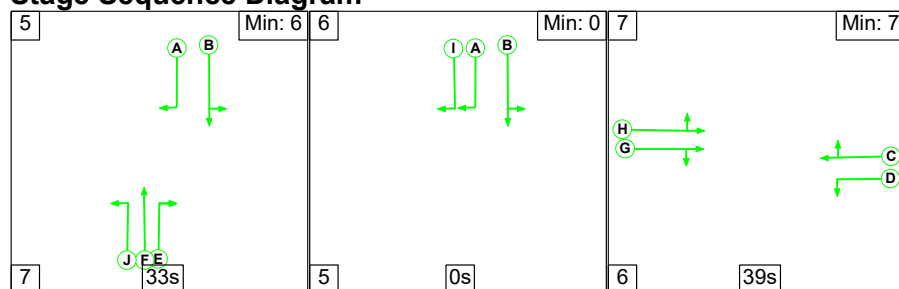
Detailed Input Data And Results

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	-	-	548	34	44	13.6	7.1	0.9	21.6	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	548	34	44	13.6	7.1	0.9	21.6	-	-	-	-	
1/1	429	429	-	-	-	1.2	0.4	-	1.6	13.3	5.0	0.4	5.4	
1/2+1/3	589	589	63	0	1	1.6	0.5	0.1	2.3	14.0	6.5	0.5	7.1	
2/1+2/2	818	818	349	34	17	4.8	1.4	0.2	6.4	28.0	7.2	1.4	8.6	
3/2+3/1	718	718	37	0	1	2.0	0.8	0.0	2.8	14.2	7.6	0.8	8.4	
4/2+4/1	510	510	-	-	-	3.3	2.1	-	5.4	38.4	6.6	2.1	8.7	
4/3	124	124	98	0	26	0.7	1.8	0.5	3.1	89.4	1.9	1.8	3.7	
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	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	587	587	-	-	-	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 (%): 10.2 PRC Over All Lanes (%): 10.2 Total Delay for Signalled Lanes (pcuHr): 21.59 Total Delay Over All Lanes(pcuHr): 21.59 Cycle Time (s): 70														

Detailed Input Data And Results

Scenario 4: '2026 Base + Committed PM' (FG4: '2026 Base + Committed PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



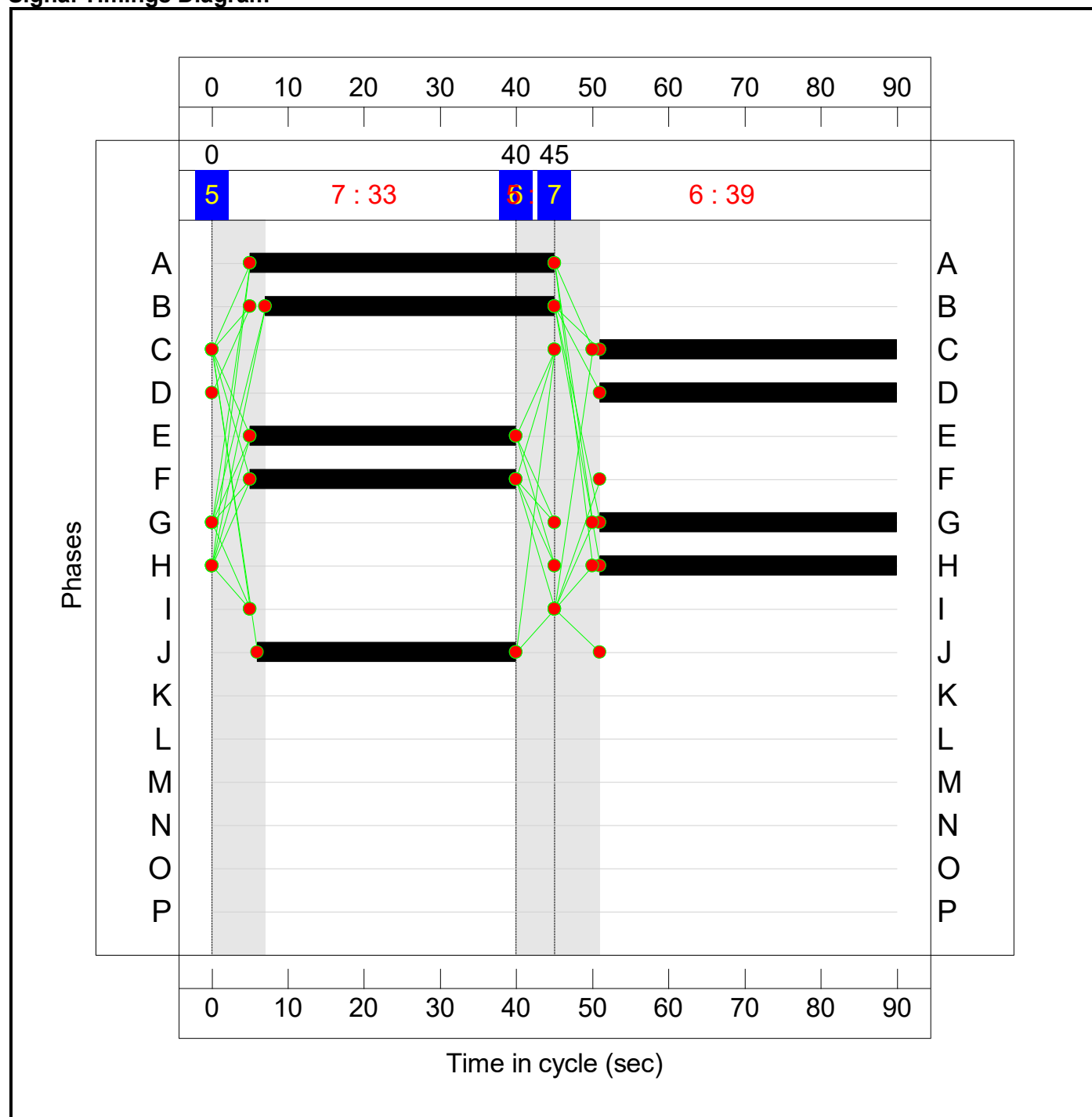
Stage Timings

Stage	5	6	7
Duration	33	0	39
Change Point	0	40	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	40	5	45
B	Ashby Road North Left Ahead	Traffic	38	7	45
C	A47 East Ahead Right	Traffic	39	51	0
D	A47 East Left	Traffic	39	51	0
E	Ashby Road South Right	Traffic	35	5	40
F	Ashby Road South Ahead	Traffic	35	5	40
G	A47 West Ahead Right	Traffic	39	51	0
H	A47 West Left Ahead	Traffic	39	51	0
I	Ashby Road North Right IGA	Ind. Arrow	0	45	45
J	Ashby Road South Left	Traffic	34	6	40
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



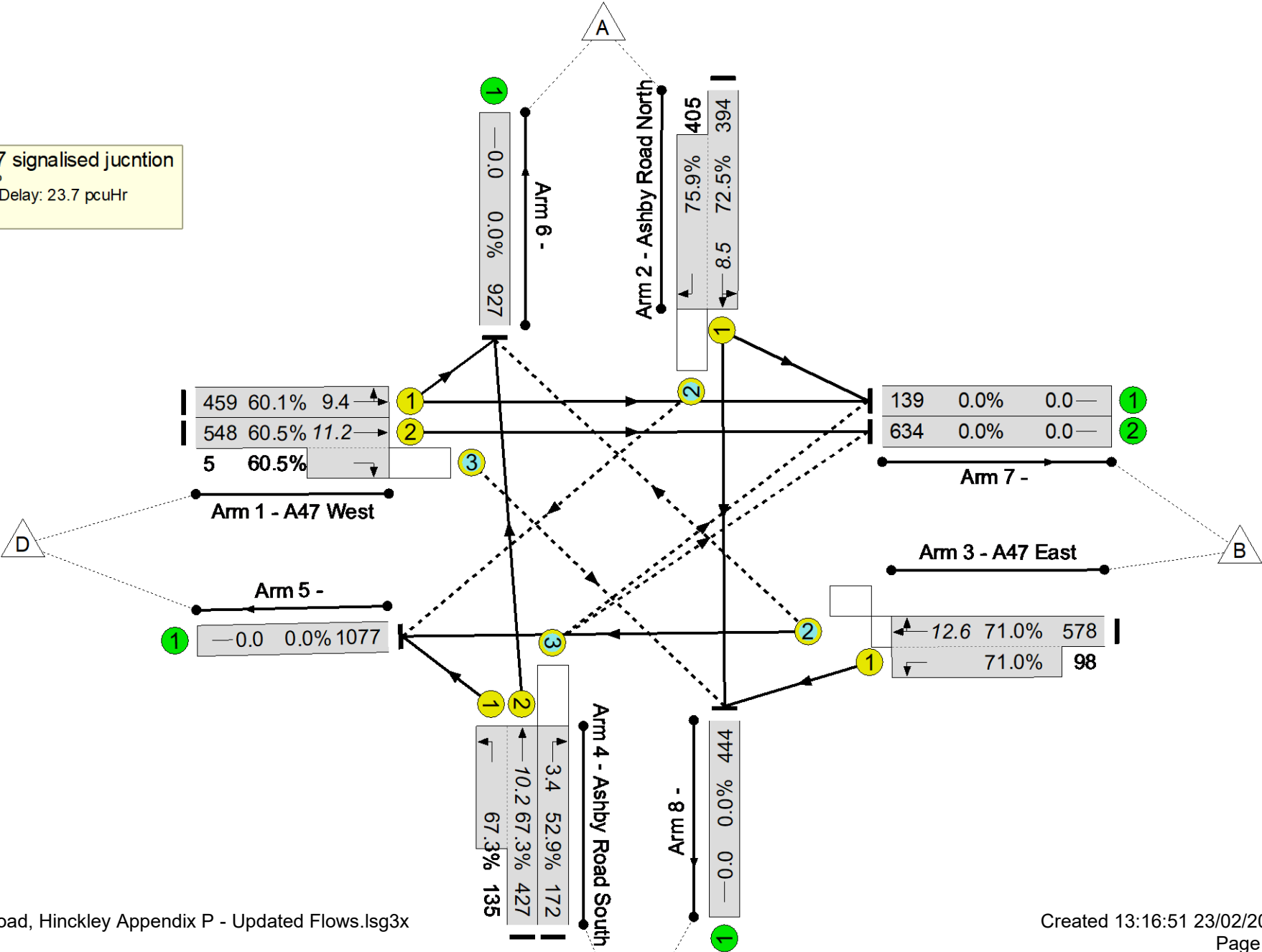
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	51	0
1/2	A47 West Ahead	U	G	51	0
1/3	A47 West Right	O	G	51	0
2/1	Ashby Road North Left Ahead	U	B	7	45
2/2	Ashby Road North Right	O	A I	5	45
3/1	A47 East Left	U	D	51	0
3/2	A47 East Ahead Right	O	C	51	0
4/1	Ashby Road South Left	U	J	6	40
4/2	Ashby Road South Ahead	U	F	5	40
4/3	Ashby Road South Right	O	E	5	40

Ashby Road/A47 signalised junction



PRC: 18.6 %
Total Traffic Delay: 23.7 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	-	-		-	-	-	-	-	-	-	75.9%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	75.9%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	39	-	-	459	1717	763	60.1%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	39	-	-	553	2055:1741	905+8	60.5 : 60.5%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	38:40	0	-	799	1890:1781	543+534	72.5 : 75.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	39	-	-	676	1905:1741	814+138	71.0 : 71.0%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	35:34	-	-	562	1915:1741	635+201	67.3 : 67.3%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	35	-	-	172	1807	325	52.9%
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	-		-	-	-	-	139	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	634	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	444	Inf	Inf	0.0%

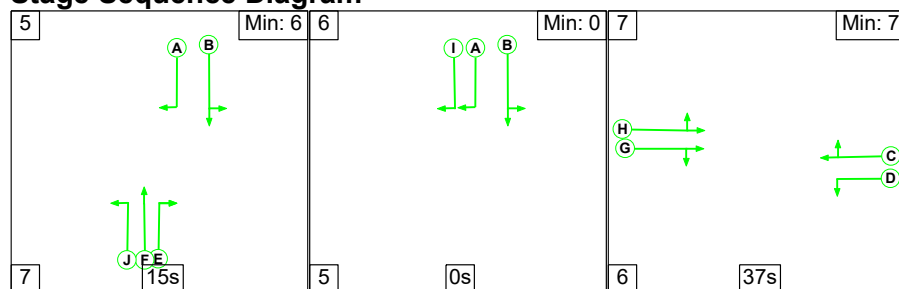
Detailed Input Data And Results

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	-	-	595	14	14	17.0	5.7	1.0	23.7	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	595	14	14	17.0	5.7	1.0	23.7	-	-	-	-	
1/1	459	459	-	-	-	2.4	0.8	-	3.2	24.8	8.7	0.8	9.4	
1/2+1/3	553	553	5	0	0	2.9	0.8	0.0	3.7	24.0	10.4	0.8	11.2	
2/1+2/2	799	799	378	14	14	3.9	1.4	0.3	5.7	25.5	7.1	1.4	8.5	
3/2+3/1	676	676	41	0	0	3.6	1.2	0.1	4.9	26.2	11.4	1.2	12.6	
4/2+4/1	562	562	-	-	-	3.2	1.0	-	4.2	27.2	9.2	1.0	10.2	
4/3	172	172	172	0	0	0.9	0.6	0.6	2.1	43.3	2.8	0.6	3.4	
5/1	1077	1077	-	-	-	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	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	634	634	-	-	-	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 (%): 18.6 PRC Over All Lanes (%): 18.6 Total Delay for Signalled Lanes (pcuHr): 23.73 Total Delay Over All Lanes(pcuHr): 23.73 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 5: '2026 Base + Committed + Dev AM' (FG5: '2026 Base + Committed + Dev AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



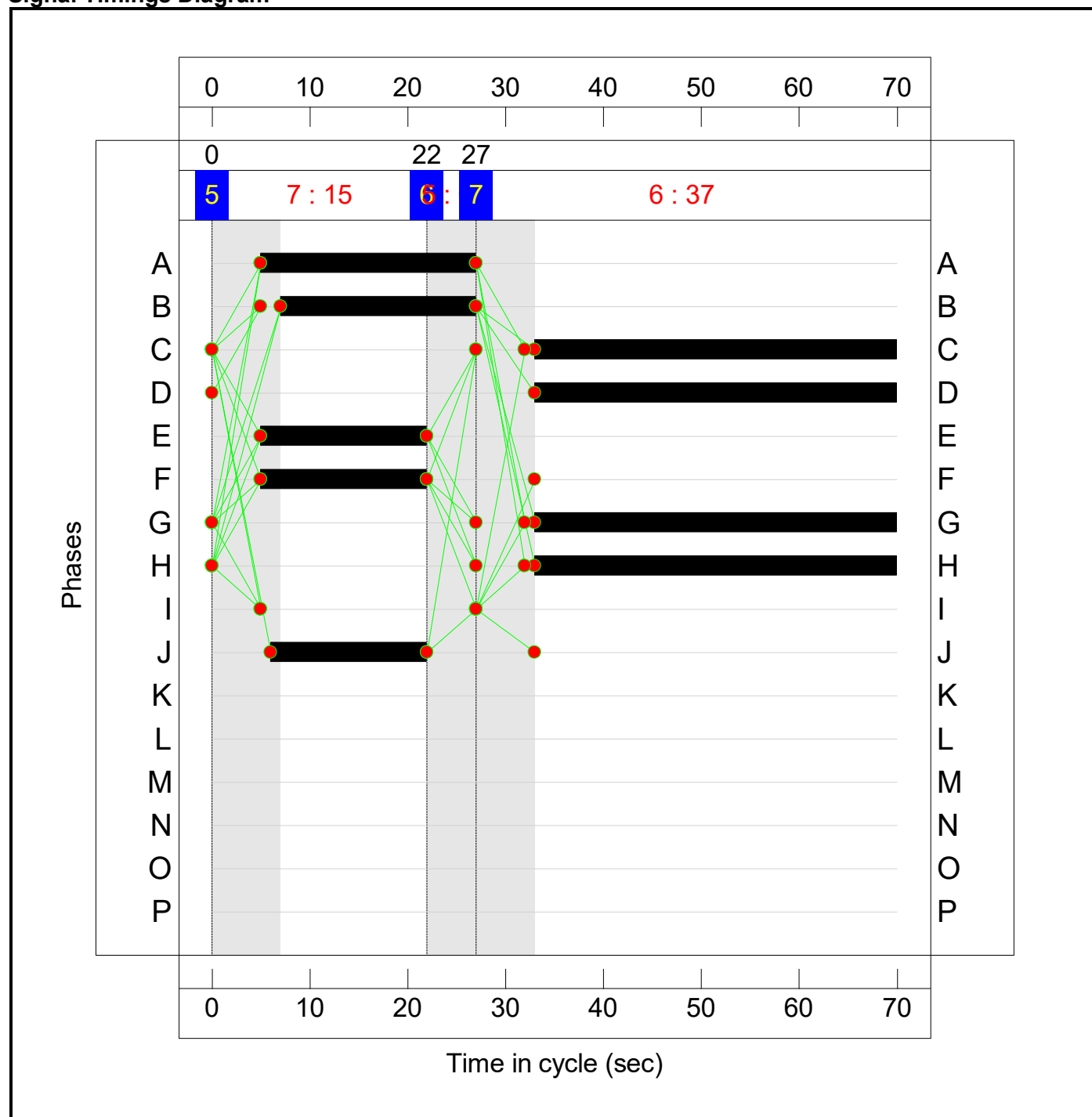
Stage Timings

Stage	5	6	7
Duration	15	0	37
Change Point	0	22	27

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	22	5	27
B	Ashby Road North Left Ahead	Traffic	20	7	27
C	A47 East Ahead Right	Traffic	37	33	0
D	A47 East Left	Traffic	37	33	0
E	Ashby Road South Right	Traffic	17	5	22
F	Ashby Road South Ahead	Traffic	17	5	22
G	A47 West Ahead Right	Traffic	37	33	0
H	A47 West Left Ahead	Traffic	37	33	0
I	Ashby Road North Right IGA	Ind. Arrow	0	27	27
J	Ashby Road South Left	Traffic	16	6	22
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



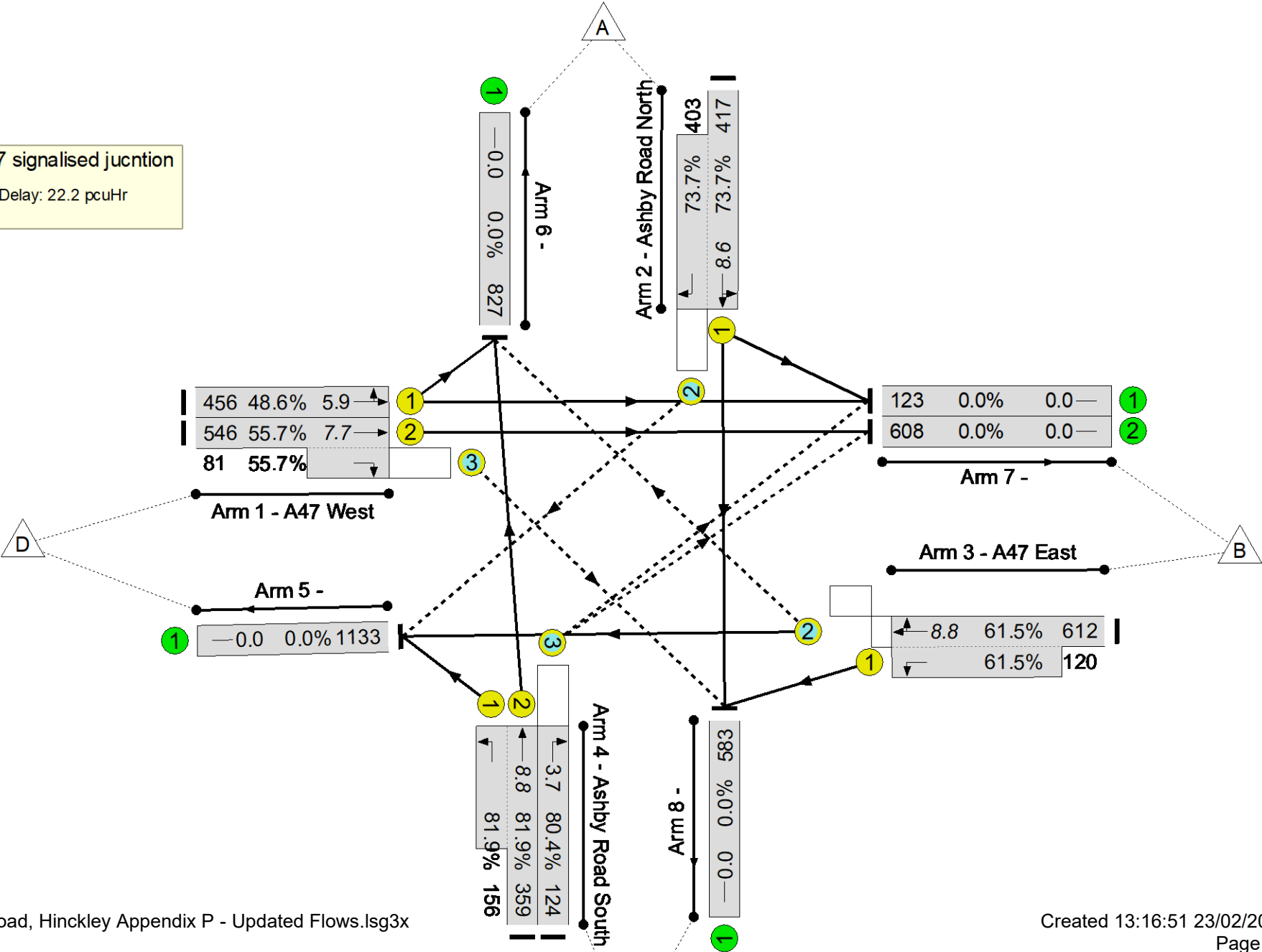
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	33	0
1/2	A47 West Ahead	U	G	33	0
1/3	A47 West Right	O	G	33	0
2/1	Ashby Road North Left Ahead	U	B	7	27
2/2	Ashby Road North Right	O	A I	5	27
3/1	A47 East Left	U	D	33	0
3/2	A47 East Ahead Right	O	C	33	0
4/1	Ashby Road South Left	U	J	6	22
4/2	Ashby Road South Ahead	U	F	5	22
4/3	Ashby Road South Right	O	E	5	22

Ashby Road/A47 signalised junction



PRC: 9.8 %
Total Traffic Delay: 22.2 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	-	-		-	-	-	-	-	-	-	81.9%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	81.9%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	-	456	1727	938	48.6%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	-	627	2055:1741	980+145	55.7 : 55.7%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	20:22	0	-	820	1899:1781	566+547	73.7 : 73.7%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	-	732	1906:1741	996+195	61.5 : 61.5%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	17:16	-	-	515	1915:1741	438+190	81.9 : 81.9%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	17	-	-	124	1807	154	80.4%
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	-		-	-	-	-	123	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	608	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%

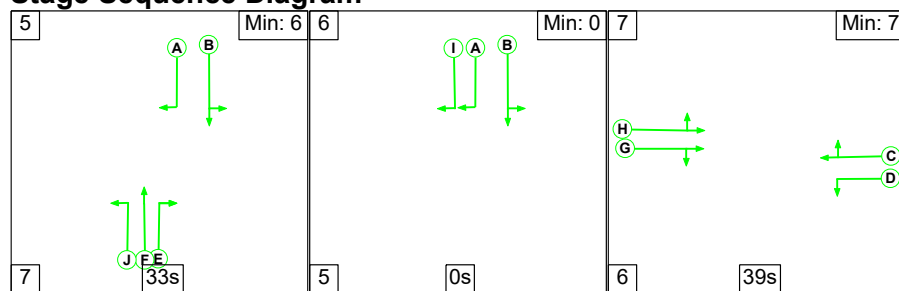
Detailed Input Data And Results

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	-	-	565	36	45	14.0	7.3	0.9	22.2	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	565	36	45	14.0	7.3	0.9	22.2	-	-	-	-	
1/1	456	456	-	-	-	1.3	0.5	-	1.7	13.7	5.4	0.5	5.9	
1/2+1/3	627	627	80	0	1	1.7	0.6	0.2	2.5	14.6	7.1	0.6	7.7	
2/1+2/2	820	820	349	36	17	4.8	1.4	0.2	6.4	28.0	7.2	1.4	8.6	
3/2+3/1	732	732	37	0	1	2.1	0.8	0.1	2.9	14.5	8.0	0.8	8.8	
4/2+4/1	515	515	-	-	-	3.3	2.2	-	5.5	38.5	6.6	2.2	8.8	
4/3	124	124	98	0	26	0.7	1.8	0.5	3.1	89.4	1.9	1.8	3.7	
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	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	608	608	-	-	-	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 Signalled Lanes (%): 9.8 PRC Over All Lanes (%): 9.8 Total Delay for Signalled Lanes (pcuHr): 22.20 Total Delay Over All Lanes(pcuHr): 22.20 Cycle Time (s): 70														

Detailed Input Data And Results

Scenario 6: '2026 Base + Committed + Dev PM' (FG6: '2026 Base + Committed + Dev PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



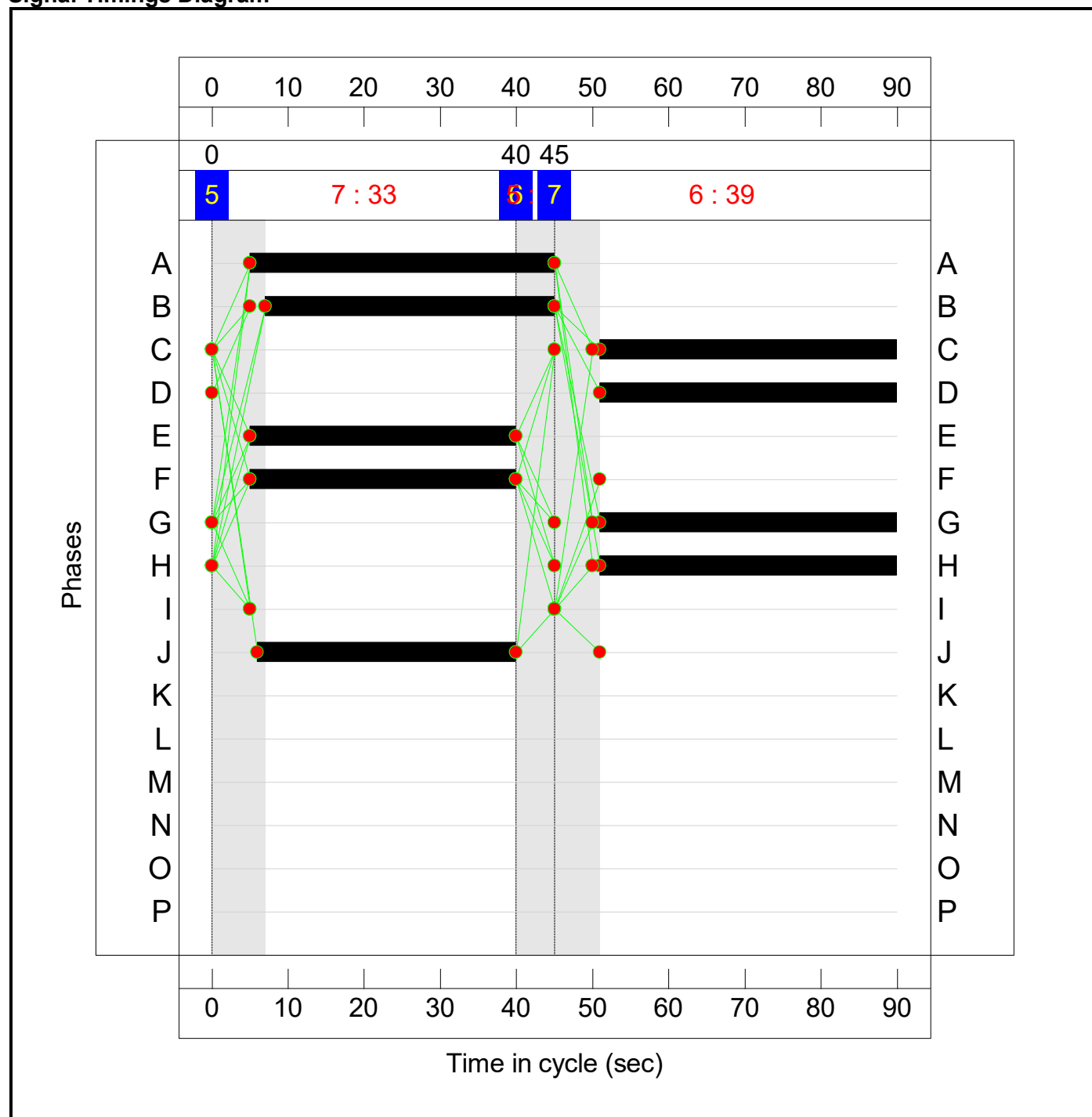
Stage Timings

Stage	5	6	7
Duration	33	0	39
Change Point	0	40	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	40	5	45
B	Ashby Road North Left Ahead	Traffic	38	7	45
C	A47 East Ahead Right	Traffic	39	51	0
D	A47 East Left	Traffic	39	51	0
E	Ashby Road South Right	Traffic	35	5	40
F	Ashby Road South Ahead	Traffic	35	5	40
G	A47 West Ahead Right	Traffic	39	51	0
H	A47 West Left Ahead	Traffic	39	51	0
I	Ashby Road North Right IGA	Ind. Arrow	0	45	45
J	Ashby Road South Left	Traffic	34	6	40
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



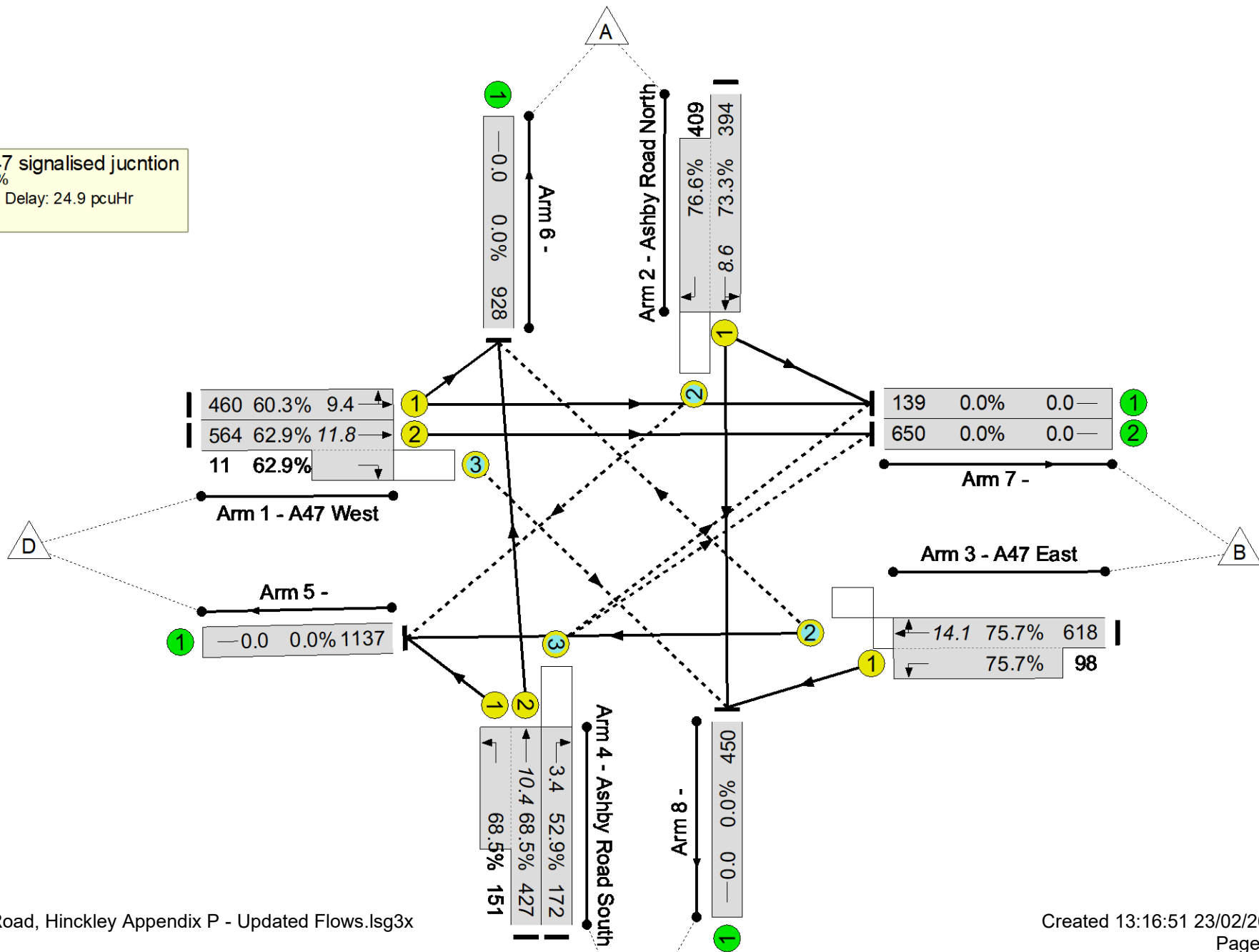
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	51	0
1/2	A47 West Ahead	U	G	51	0
1/3	A47 West Right	O	G	51	0
2/1	Ashby Road North Left Ahead	U	B	7	45
2/2	Ashby Road North Right	O	A I	5	45
3/1	A47 East Left	U	D	51	0
3/2	A47 East Ahead Right	O	C	51	0
4/1	Ashby Road South Left	U	J	6	40
4/2	Ashby Road South Ahead	U	F	5	40
4/3	Ashby Road South Right	O	E	5	40

Ashby Road/A47 signalised junction



PRC: 17.4 %
Total Traffic Delay: 24.9 pcuHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	76.6%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	76.6%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	39	-	-	460	1717	763	60.3%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	39	-	-	575	2055:1741	897+17	62.9 : 62.9%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	38:40	0	-	803	1890:1781	537+534	73.3 : 76.6%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	39	-	-	716	1906:1741	817+129	75.7 : 75.7%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	35:34	-	-	578	1915:1741	623+220	68.5 : 68.5%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	35	-	-	172	1807	325	52.9%
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	-		-	-	-	-	139	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	650	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	450	Inf	Inf	0.0%

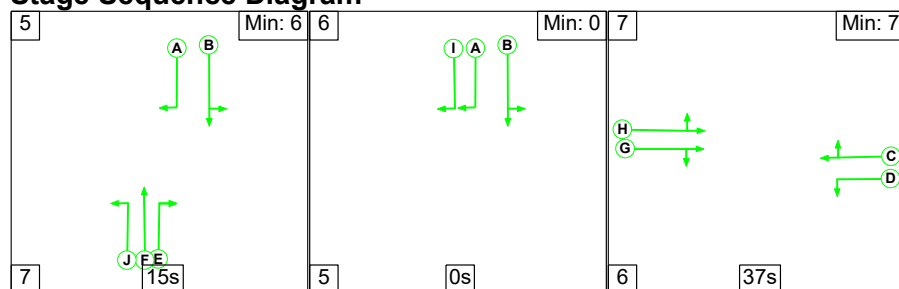
Detailed Input Data And Results

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	-	-	602	17	14	17.6	6.3	1.1	24.9	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	602	17	14	17.6	6.3	1.1	24.9	-	-	-	-	
1/1	460	460	-	-	-	2.4	0.8	-	3.2	24.9	8.7	0.8	9.4	
1/2+1/3	575	575	11	0	0	3.1	0.8	0.0	3.9	24.6	10.9	0.8	11.8	
2/1+2/2	803	803	378	17	14	4.0	1.5	0.3	5.8	25.8	7.2	1.5	8.6	
3/2+3/1	716	716	41	0	0	3.9	1.5	0.1	5.6	28.0	12.5	1.5	14.1	
4/2+4/1	578	578	-	-	-	3.3	1.1	-	4.4	27.4	9.3	1.1	10.4	
4/3	172	172	172	0	0	0.9	0.6	0.6	2.1	43.3	2.8	0.6	3.4	
5/1	1137	1137	-	-	-	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	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 17.4 PRC Over All Lanes (%): 17.4 Total Delay for Signalled Lanes (pcuHr): 24.91 Total Delay Over All Lanes(pcuHr): 24.91 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 7: '2032 Base AM' (FG7: '2032 Base AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



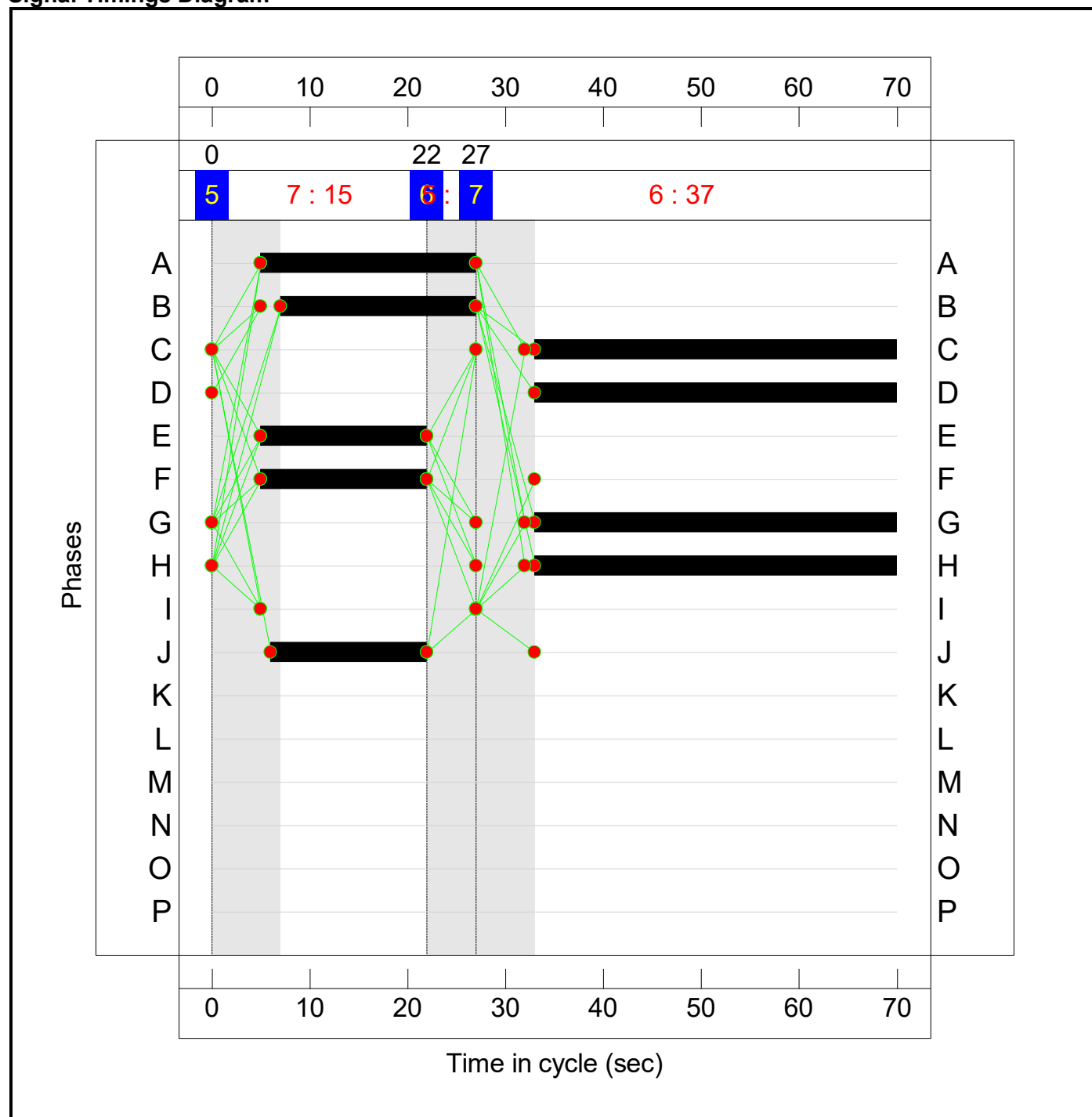
Stage Timings

Stage	5	6	7
Duration	15	0	37
Change Point	0	22	27

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	22	5	27
B	Ashby Road North Left Ahead	Traffic	20	7	27
C	A47 East Ahead Right	Traffic	37	33	0
D	A47 East Left	Traffic	37	33	0
E	Ashby Road South Right	Traffic	17	5	22
F	Ashby Road South Ahead	Traffic	17	5	22
G	A47 West Ahead Right	Traffic	37	33	0
H	A47 West Left Ahead	Traffic	37	33	0
I	Ashby Road North Right IGA	Ind. Arrow	0	27	27
J	Ashby Road South Left	Traffic	16	6	22
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



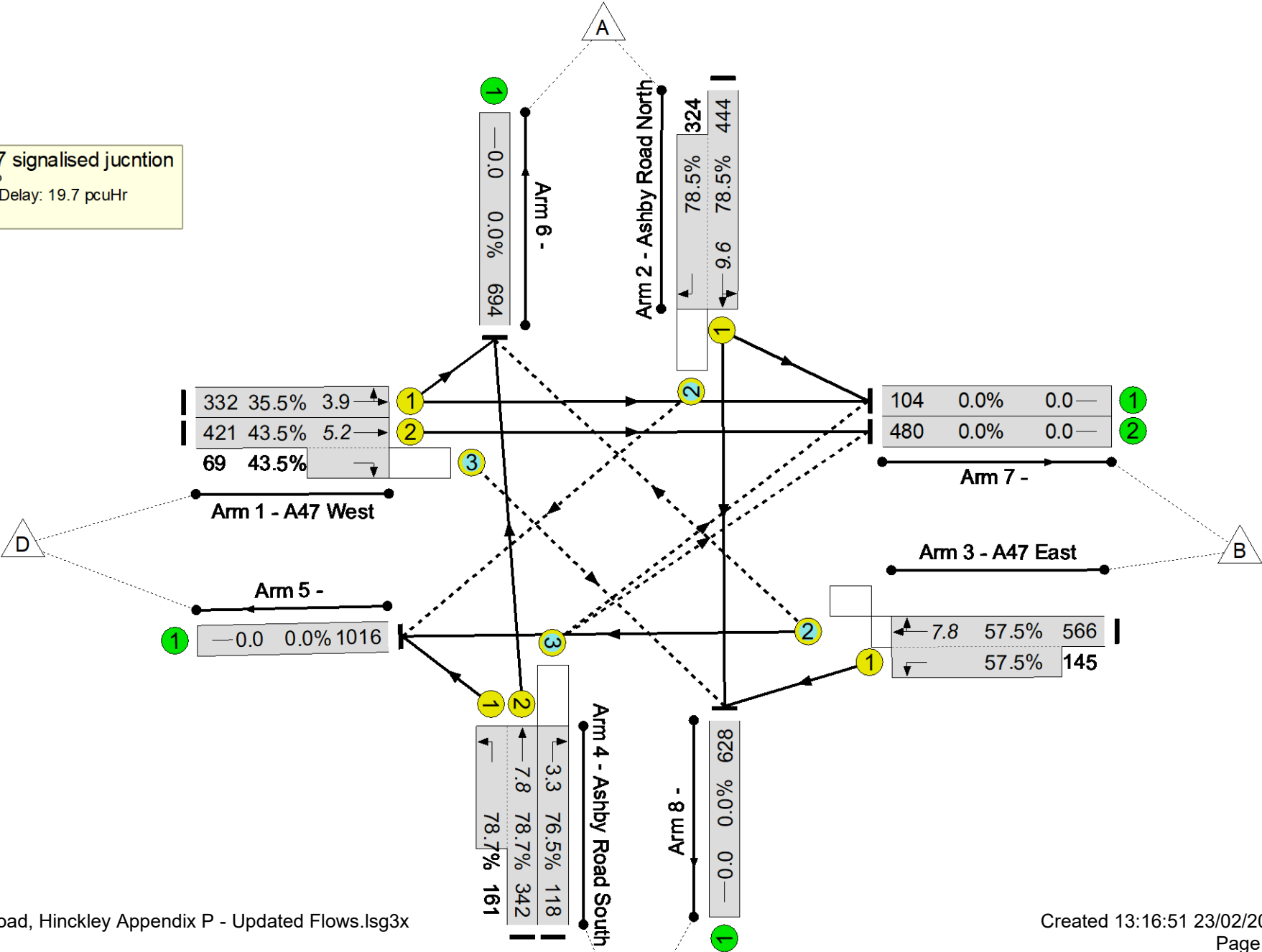
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	33	0
1/2	A47 West Ahead	U	G	33	0
1/3	A47 West Right	O	G	33	0
2/1	Ashby Road North Left Ahead	U	B	7	27
2/2	Ashby Road North Right	O	A I	5	27
3/1	A47 East Left	U	D	33	0
3/2	A47 East Ahead Right	O	C	33	0
4/1	Ashby Road South Left	U	J	6	22
4/2	Ashby Road South Ahead	U	F	5	22
4/3	Ashby Road South Right	O	E	5	22

Ashby Road/A47 signalised junction



PRC: 14.4 %
Total Traffic Delay: 19.7 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	-	-		-	-	-	-	-	-	-	78.7%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	78.7%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	-	332	1725	936	35.5%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	-	490	2055:1741	968+159	43.5 : 43.5%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	20:22	0	-	768	1902:1781	566+413	78.5 : 78.5%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	-	711	1906:1741	984+252	57.5 : 57.5%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	17:16	-	-	503	1915:1741	435+205	78.7 : 78.7%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	17	-	-	118	1807	154	76.5%
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	-		-	-	-	-	104	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	628	Inf	Inf	0.0%

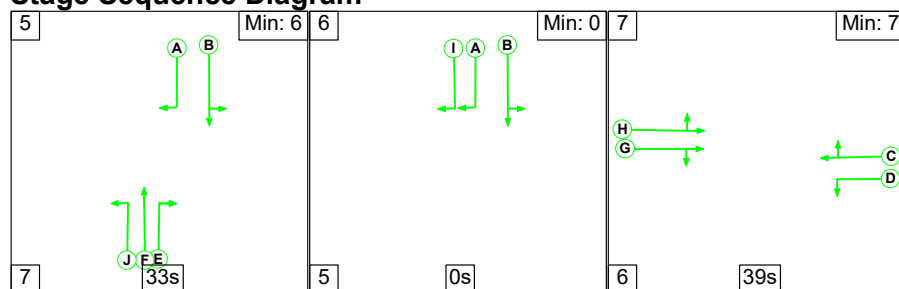
Detailed Input Data And Results

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	-	-	481	14	52	12.4	6.4	0.8	19.7	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	481	14	52	12.4	6.4	0.8	19.7	-	-	-	-	
1/1	332	332	-	-	-	0.8	0.3	-	1.1	12.0	3.6	0.3	3.9	
1/2+1/3	490	490	68	0	1	1.2	0.4	0.2	1.8	13.0	4.8	0.4	5.2	
2/1+2/2	768	768	296	14	14	4.5	1.8	0.1	6.4	29.9	7.8	1.8	9.6	
3/2+3/1	711	711	34	0	0	2.0	0.7	0.0	2.7	13.4	7.1	0.7	7.8	
4/2+4/1	503	503	-	-	-	3.2	1.8	-	5.0	35.9	6.0	1.8	7.8	
4/3	118	118	82	0	36	0.7	1.5	0.5	2.7	83.0	1.8	1.5	3.3	
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	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	480	480	-	-	-	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 (%): 14.4 PRC Over All Lanes (%): 14.4 Total Delay for Signalled Lanes (pcuHr): 19.66 Total Delay Over All Lanes(pcuHr): 19.66 Cycle Time (s): 70														

Detailed Input Data And Results

Scenario 8: '2032 Base PM' (FG8: '2032 Base PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



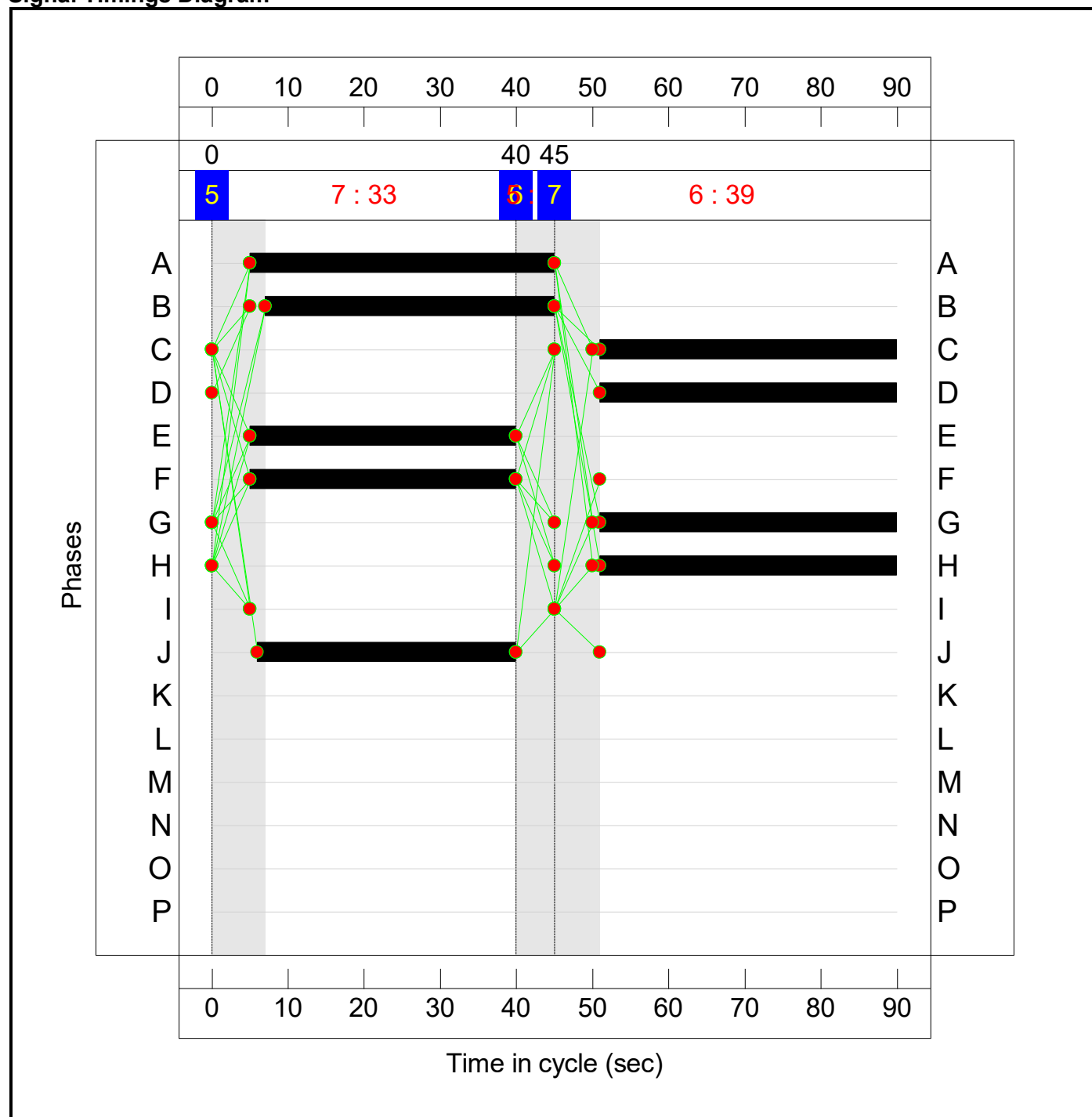
Stage Timings

Stage	5	6	7
Duration	33	0	39
Change Point	0	40	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	40	5	45
B	Ashby Road North Left Ahead	Traffic	38	7	45
C	A47 East Ahead Right	Traffic	39	51	0
D	A47 East Left	Traffic	39	51	0
E	Ashby Road South Right	Traffic	35	5	40
F	Ashby Road South Ahead	Traffic	35	5	40
G	A47 West Ahead Right	Traffic	39	51	0
H	A47 West Left Ahead	Traffic	39	51	0
I	Ashby Road North Right IGA	Ind. Arrow	0	45	45
J	Ashby Road South Left	Traffic	34	6	40
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



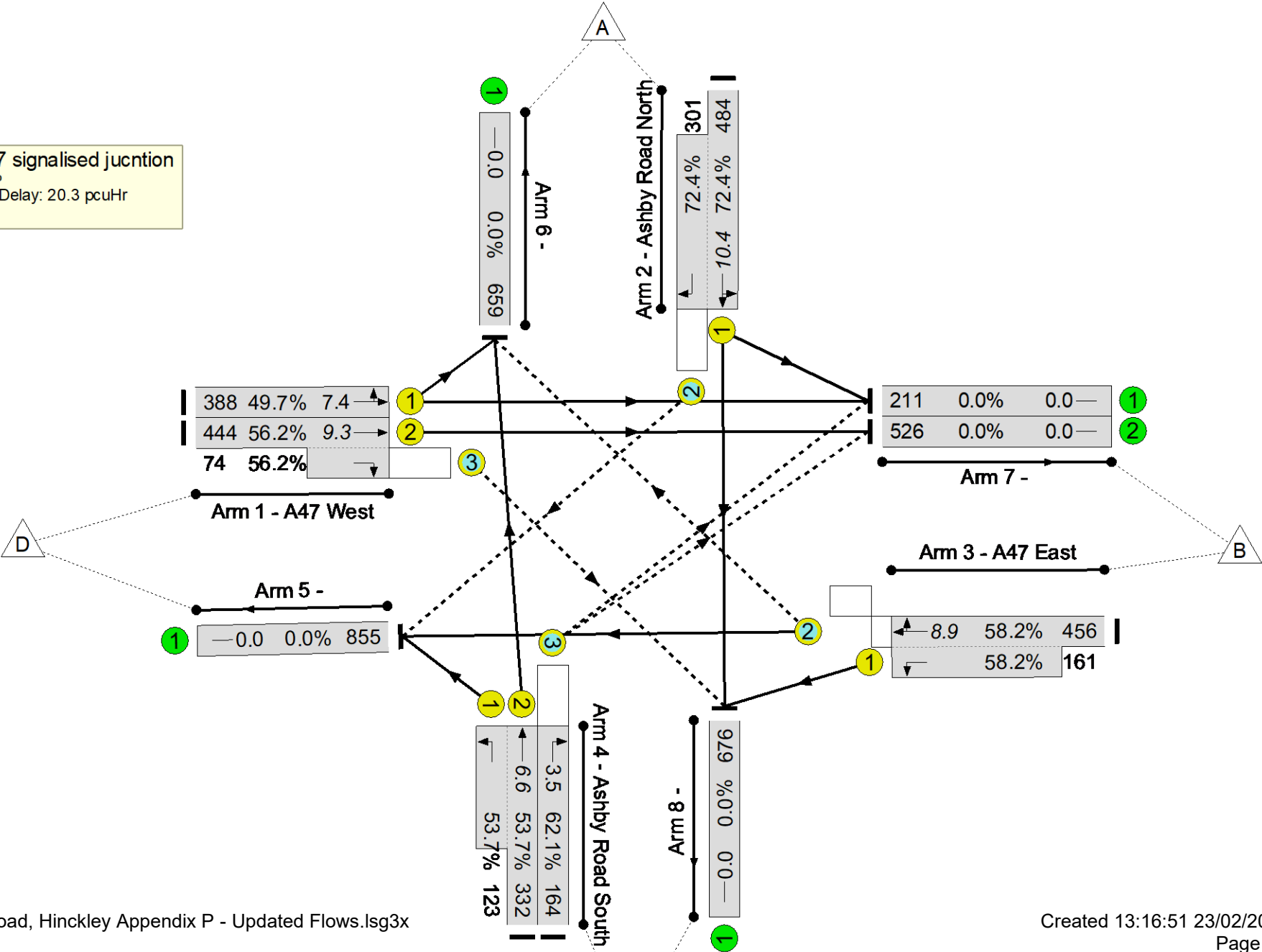
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	51	0
1/2	A47 West Ahead	U	G	51	0
1/3	A47 West Right	O	G	51	0
2/1	Ashby Road North Left Ahead	U	B	7	45
2/2	Ashby Road North Right	O	A I	5	45
3/1	A47 East Left	U	D	51	0
3/2	A47 East Ahead Right	O	C	51	0
4/1	Ashby Road South Left	U	J	6	40
4/2	Ashby Road South Ahead	U	F	5	40
4/3	Ashby Road South Right	O	E	5	40

Ashby Road/A47 signalised junction



PRC: 24.3 %
Total Traffic Delay: 20.3 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	-	-		-	-	-	-	-	-	-	72.4%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	72.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	39	-	-	388	1757	781	49.7%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	39	-	-	518	2055:1741	790+132	56.2 : 56.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	38:40	0	-	785	1898:1781	668+416	72.4 : 72.4%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	39	-	-	617	1907:1741	783+277	58.2 : 58.2%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	35:34	-	-	455	1915:1741	618+229	53.7 : 53.7%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	35	-	-	164	1807	264	62.1%
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	-		-	-	-	-	211	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	526	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	676	Inf	Inf	0.0%

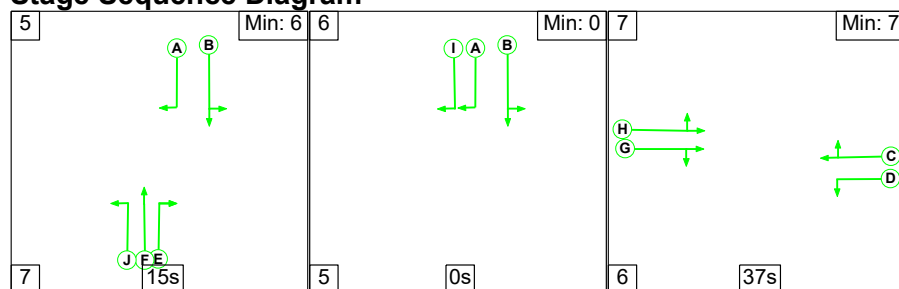
Detailed Input Data And Results

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	-	-	543	10	11	14.7	4.5	1.1	20.3	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	543	10	11	14.7	4.5	1.1	20.3	-	-	-	-	
1/1	388	388	-	-	-	1.9	0.5	-	2.4	22.4	6.9	0.5	7.4	
1/2+1/3	518	518	73	0	1	2.6	0.6	0.2	3.4	23.7	8.7	0.6	9.3	
2/1+2/2	785	785	281	10	10	4.0	1.3	0.1	5.3	24.4	9.1	1.3	10.4	
3/2+3/1	617	617	25	0	0	3.0	0.7	0.0	3.7	21.8	8.2	0.7	8.9	
4/2+4/1	455	455	-	-	-	2.4	0.6	-	3.0	23.8	6.0	0.6	6.6	
4/3	164	164	164	0	0	0.9	0.8	0.8	2.4	53.6	2.7	0.8	3.5	
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	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	526	526	-	-	-	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 (%): 24.3 PRC Over All Lanes (%): 24.3 Total Delay for Signalled Lanes (pcuHr): 20.33 Total Delay Over All Lanes(pcuHr): 20.33 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 9: '2032 Base + Committed AM' (FG9: '2032 Base + Committed AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

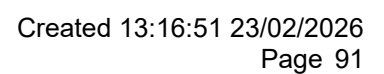


Stage Timings

Stage	5	6	7
Duration	15	0	37
Change Point	0	22	27

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	22	5	27
B	Ashby Road North Left Ahead	Traffic	20	7	27
C	A47 East Ahead Right	Traffic	37	33	0
D	A47 East Left	Traffic	37	33	0
E	Ashby Road South Right	Traffic	17	5	22
F	Ashby Road South Ahead	Traffic	17	5	22
G	A47 West Ahead Right	Traffic	37	33	0
H	A47 West Left Ahead	Traffic	37	33	0
I	Ashby Road North Right IGA	Ind. Arrow	0	27	27
J	Ashby Road South Left	Traffic	16	6	22
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			



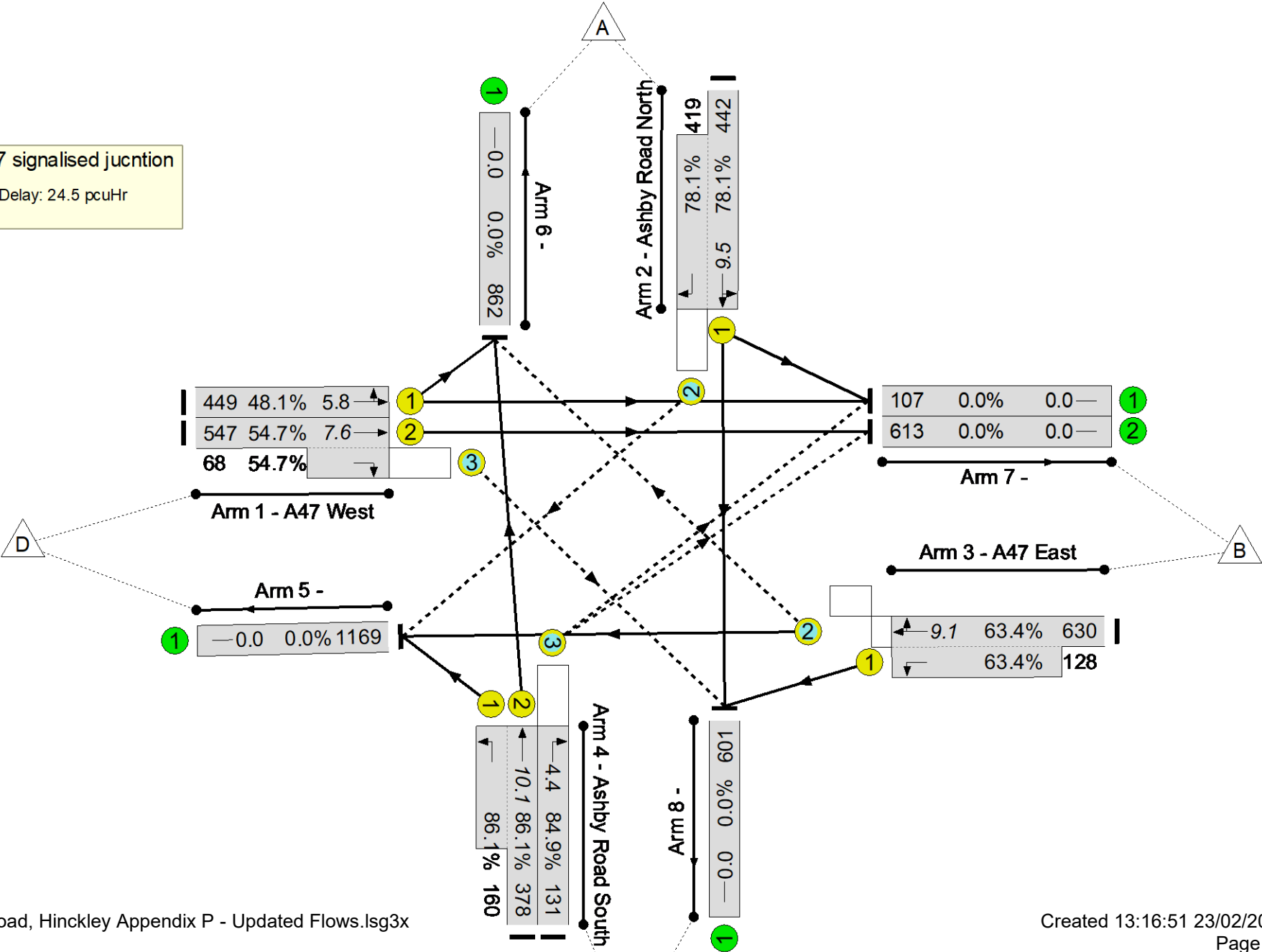
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	33	0
1/2	A47 West Ahead	U	G	33	0
1/3	A47 West Right	O	G	33	0
2/1	Ashby Road North Left Ahead	U	B	7	27
2/2	Ashby Road North Right	O	A I	5	27
3/1	A47 East Left	U	D	33	0
3/2	A47 East Ahead Right	O	C	33	0
4/1	Ashby Road South Left	U	J	6	22
4/2	Ashby Road South Ahead	U	F	5	22
4/3	Ashby Road South Right	O	E	5	22

Ashby Road/A47 signalised junction



PRC: 4.6 %
Total Traffic Delay: 24.5 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	-	-		-	-	-	-	-	-	-	86.1%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	86.1%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	-	449	1719	933	48.1%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	-	615	2055:1741	999+124	54.7 : 54.7%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	20:22	0	-	861	1899:1781	566+536	78.1 : 78.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	-	758	1906:1741	994+202	63.4 : 63.4%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	17:16	-	-	538	1915:1741	439+186	86.1 : 86.1%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	17	-	-	131	1807	154	84.9%
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	-		-	-	-	-	107	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	601	Inf	Inf	0.0%

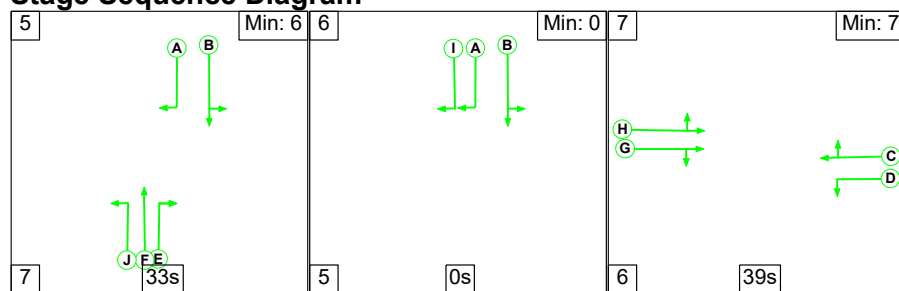
Detailed Input Data And Results

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	-	-	538	52	68	14.6	8.9	1.0	24.5	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	538	52	68	14.6	8.9	1.0	24.5	-	-	-	-	
1/1	449	449	-	-	-	1.2	0.5	-	1.7	13.6	5.4	0.5	5.8	
1/2+1/3	615	615	67	0	1	1.7	0.6	0.2	2.5	14.4	7.0	0.6	7.6	
2/1+2/2	861	861	349	52	18	5.1	1.8	0.2	7.1	29.7	7.7	1.8	9.5	
3/2+3/1	758	758	39	0	1	2.2	0.9	0.1	3.1	14.8	8.2	0.9	9.1	
4/2+4/1	538	538	-	-	-	3.5	2.9	-	6.4	43.0	7.2	2.9	10.1	
4/3	131	131	82	0	49	0.8	2.3	0.6	3.7	101.8	2.0	2.3	4.4	
5/1	1169	1169	-	-	-	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	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 4.6 PRC Over All Lanes (%): 4.6 Total Delay for Signalled Lanes (pcuHr): 24.49 Total Delay Over All Lanes(pcuHr): 24.49 Cycle Time (s): 70														

Detailed Input Data And Results

Scenario 10: '2032 Base + Committed PM' (FG10: '2032 Base + Committed PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



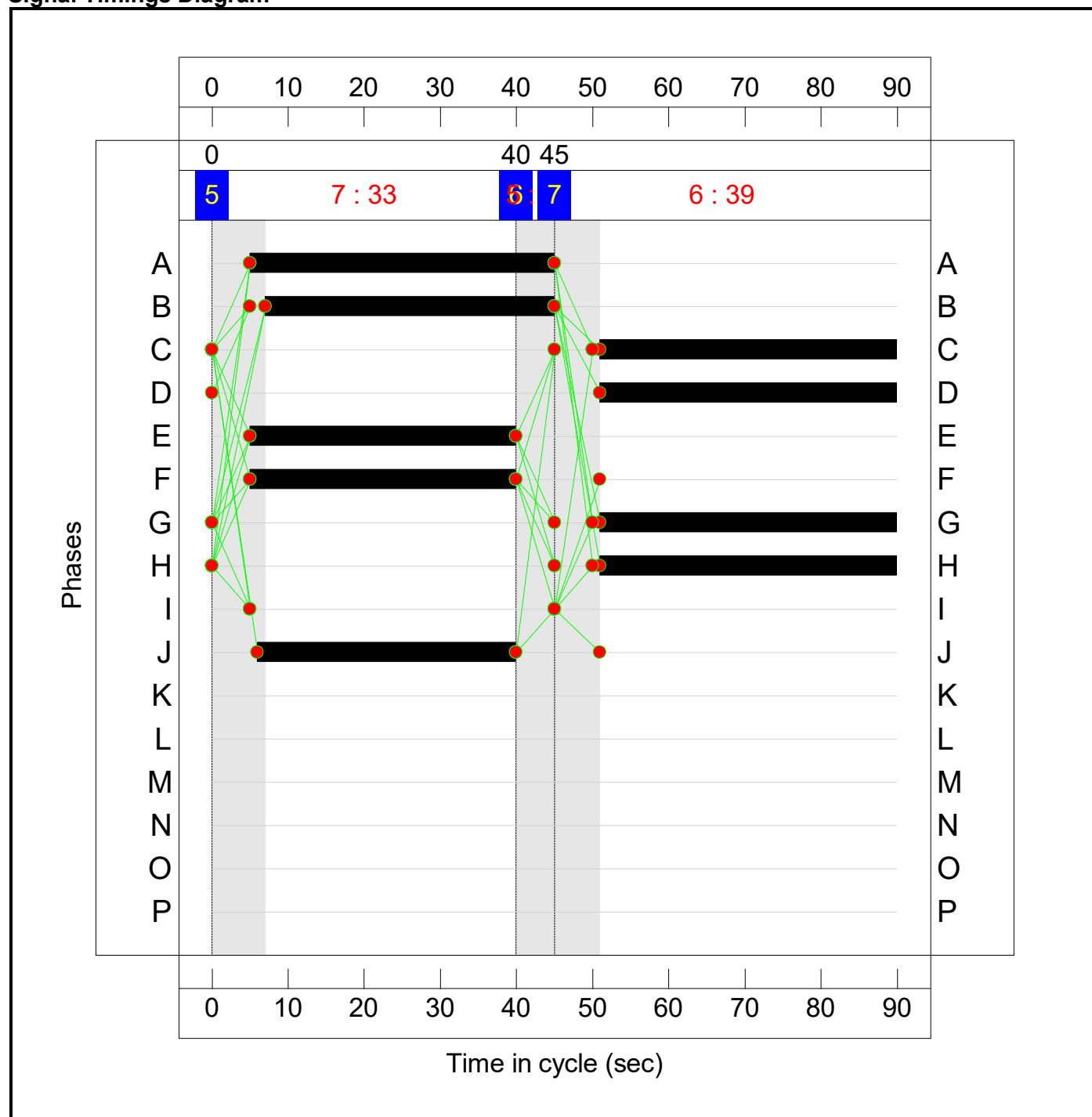
Stage Timings

Stage	5	6	7
Duration	33	0	39
Change Point	0	40	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	40	5	45
B	Ashby Road North Left Ahead	Traffic	38	7	45
C	A47 East Ahead Right	Traffic	39	51	0
D	A47 East Left	Traffic	39	51	0
E	Ashby Road South Right	Traffic	35	5	40
F	Ashby Road South Ahead	Traffic	35	5	40
G	A47 West Ahead Right	Traffic	39	51	0
H	A47 West Left Ahead	Traffic	39	51	0
I	Ashby Road North Right IGA	Ind. Arrow	0	45	45
J	Ashby Road South Left	Traffic	34	6	40
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



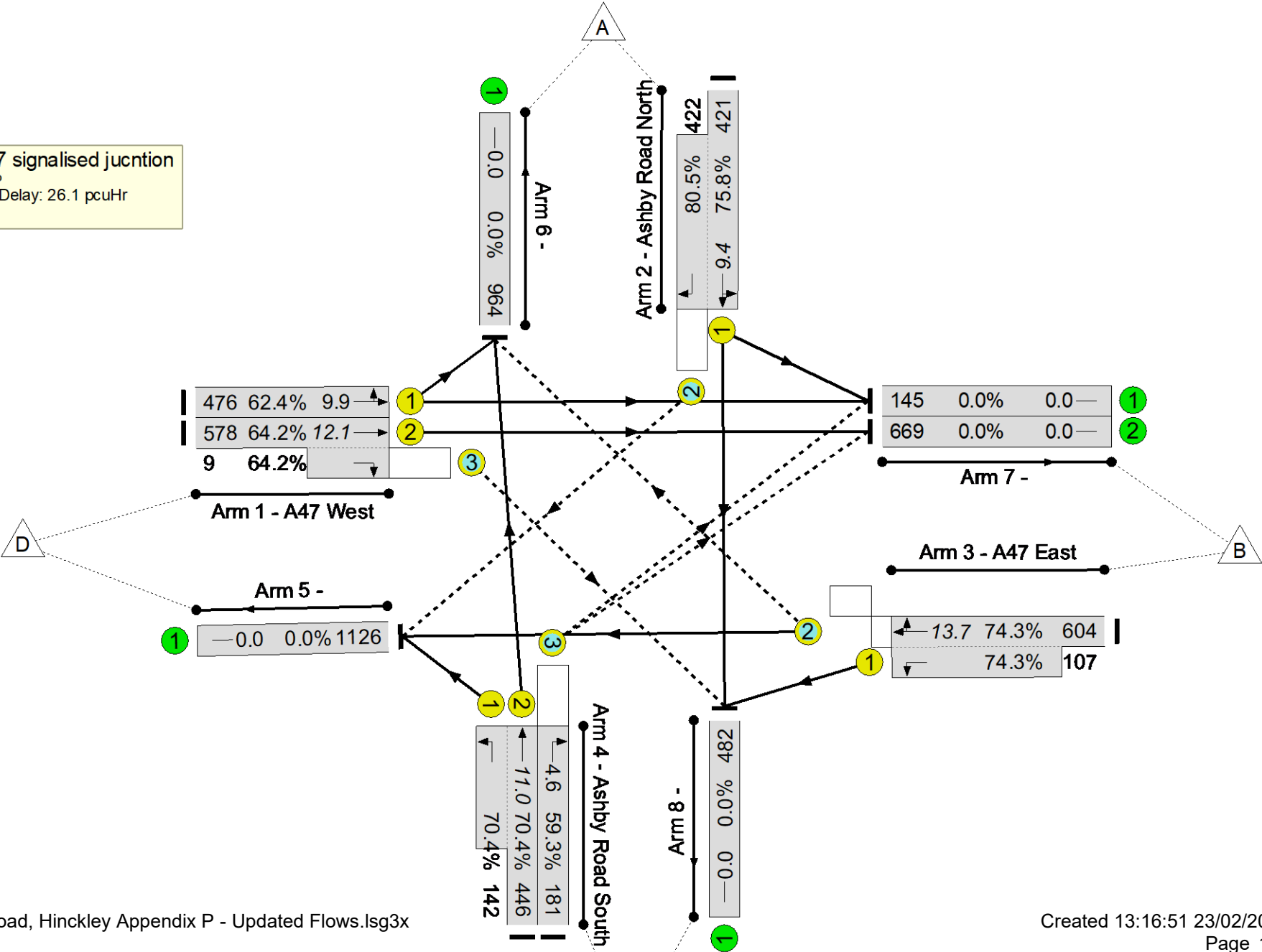
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	51	0
1/2	A47 West Ahead	U	G	51	0
1/3	A47 West Right	O	G	51	0
2/1	Ashby Road North Left Ahead	U	B	7	45
2/2	Ashby Road North Right	O	A I	5	45
3/1	A47 East Left	U	D	51	0
3/2	A47 East Ahead Right	O	C	51	0
4/1	Ashby Road South Left	U	J	6	40
4/2	Ashby Road South Ahead	U	F	5	40
4/3	Ashby Road South Right	O	E	5	40

Ashby Road/A47 signalised junction



PRC: 11.8 %
Total Traffic Delay: 26.1 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	-	-		-	-	-	-	-	-	-	80.5%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	80.5%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	39	-	-	476	1717	763	62.4%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	39	-	-	587	2055:1741	900+14	64.2 : 64.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	38:40	0	-	843	1890:1781	555+524	75.8 : 80.5%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	39	-	-	711	1905:1741	813+144	74.3 : 74.3%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	35:34	-	-	588	1915:1741	634+202	70.4 : 70.4%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	35	-	-	181	1807	305	59.3%
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	-		-	-	-	-	145	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	669	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	482	Inf	Inf	0.0%

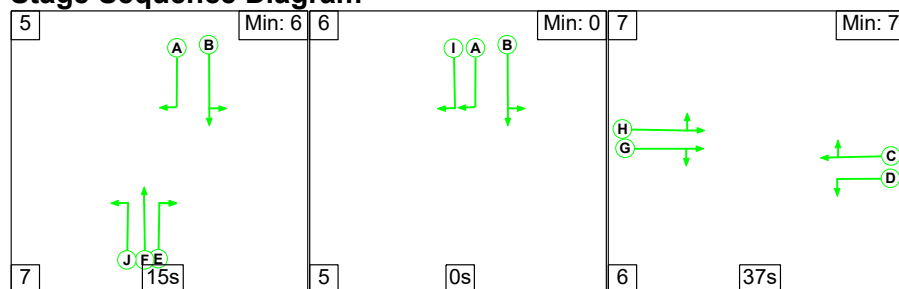
Detailed Input Data And Results

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	-	-	600	39	15	18.2	6.8	1.1	26.1	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	600	39	15	18.2	6.8	1.1	26.1	-	-	-	-	
1/1	476	476	-	-	-	2.5	0.8	-	3.4	25.5	9.1	0.8	9.9	
1/2+1/3	587	587	9	0	0	3.2	0.9	0.0	4.1	24.9	11.2	0.9	12.1	
2/1+2/2	843	843	369	39	14	4.2	1.8	0.3	6.3	26.8	7.6	1.8	9.4	
3/2+3/1	711	711	42	0	0	3.9	1.4	0.1	5.4	27.4	12.2	1.4	13.7	
4/2+4/1	588	588	-	-	-	3.4	1.2	-	4.6	28.2	9.8	1.2	11.0	
4/3	181	181	181	0	0	1.0	0.7	0.7	2.4	47.7	3.9	0.7	4.6	
5/1	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	964	964	-	-	-	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	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 11.8 PRC Over All Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 26.12 Total Delay Over All Lanes(pcuHr): 26.12 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 11: '2032 + Committed + Development AM' (FG11: '2032 + Committed + Development AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



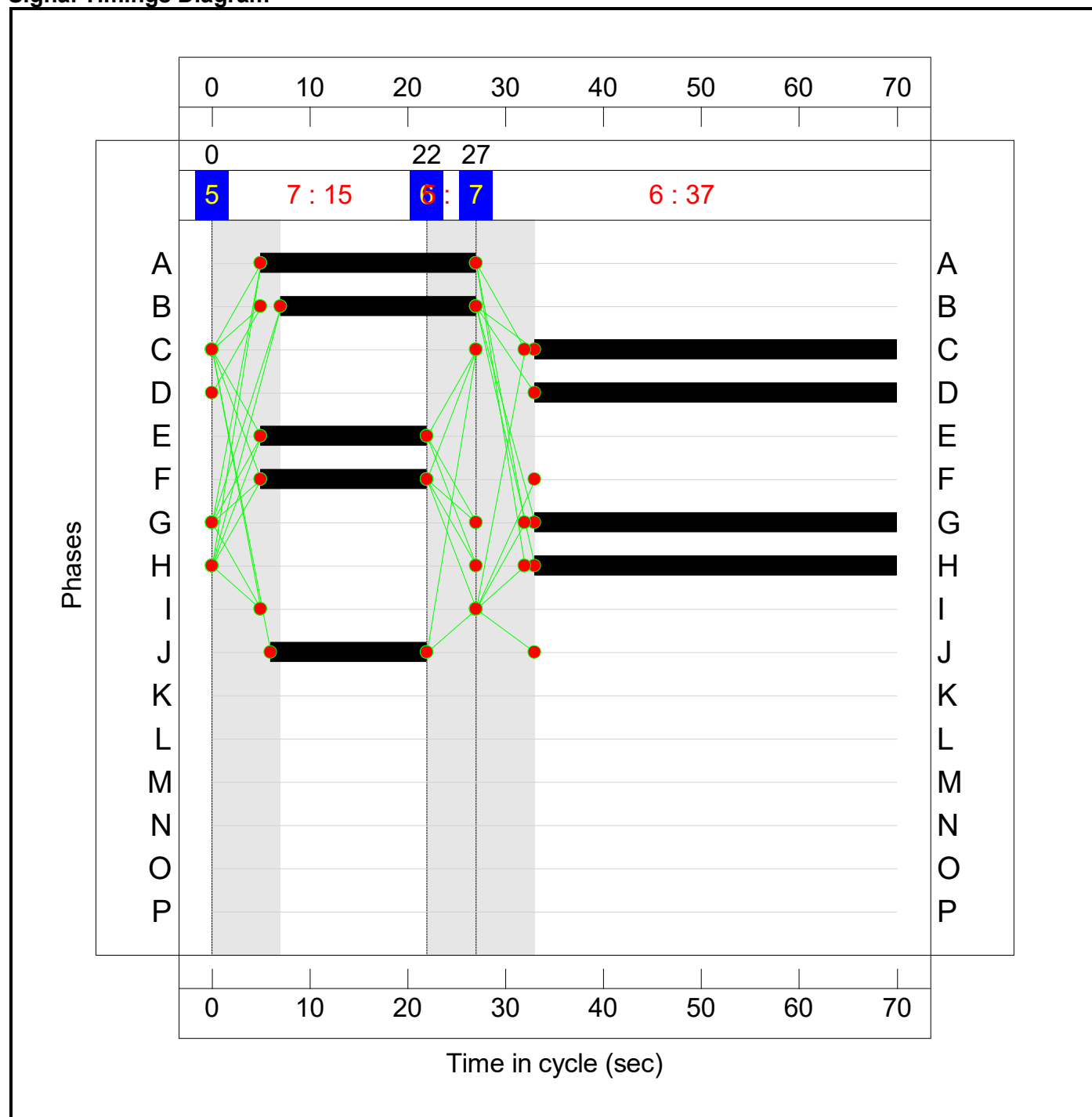
Stage Timings

Stage	5	6	7
Duration	15	0	37
Change Point	0	22	27

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	22	5	27
B	Ashby Road North Left Ahead	Traffic	20	7	27
C	A47 East Ahead Right	Traffic	37	33	0
D	A47 East Left	Traffic	37	33	0
E	Ashby Road South Right	Traffic	17	5	22
F	Ashby Road South Ahead	Traffic	17	5	22
G	A47 West Ahead Right	Traffic	37	33	0
H	A47 West Left Ahead	Traffic	37	33	0
I	Ashby Road North Right IGA	Ind. Arrow	0	27	27
J	Ashby Road South Left	Traffic	16	6	22
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



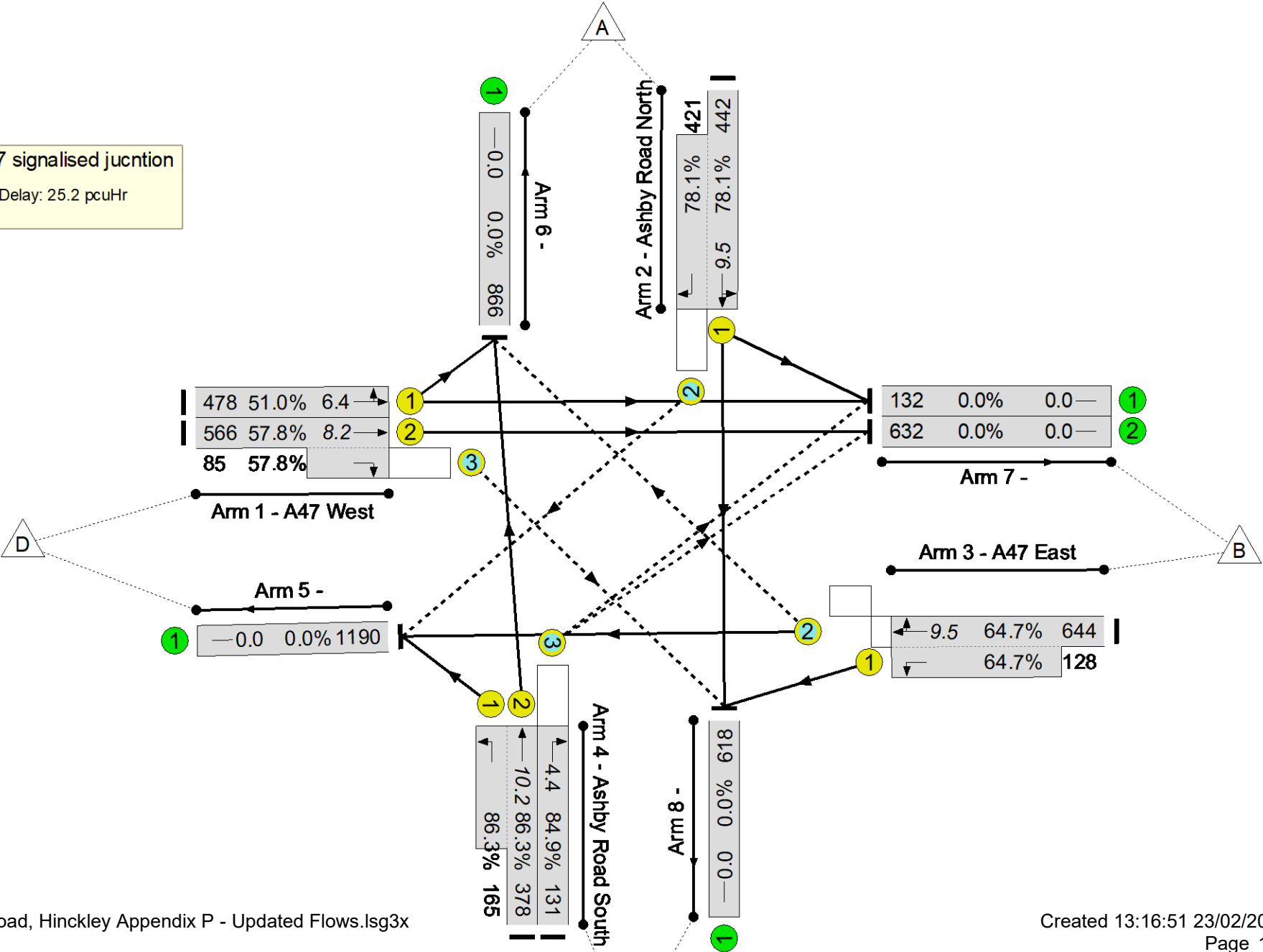
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	33	0
1/2	A47 West Ahead	U	G	33	0
1/3	A47 West Right	O	G	33	0
2/1	Ashby Road North Left Ahead	U	B	7	27
2/2	Ashby Road North Right	O	A I	5	27
3/1	A47 East Left	U	D	33	0
3/2	A47 East Ahead Right	O	C	33	0
4/1	Ashby Road South Left	U	J	6	22
4/2	Ashby Road South Ahead	U	F	5	22
4/3	Ashby Road South Right	O	E	5	22

Ashby Road/A47 signalised junction

PRC: 4.3 %

Total Traffic Delay: 25.2 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	-	-		-	-	-	-	-	-	-	86.3%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	86.3%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	-	478	1728	938	51.0%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	-	651	2055:1741	979+147	57.8 : 57.8%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	20:22	0	-	863	1899:1781	566+539	78.1 : 78.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	-	772	1906:1741	995+198	64.7 : 64.7%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	17:16	-	-	543	1915:1741	438+191	86.3 : 86.3%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	17	-	-	131	1807	154	84.9%
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	-		-	-	-	-	132	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	618	Inf	Inf	0.0%

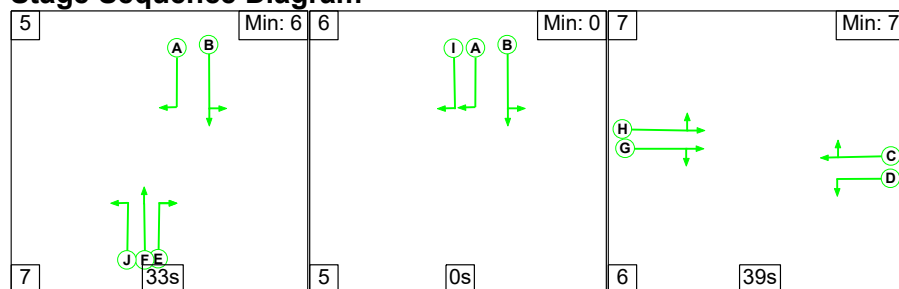
Detailed Input Data And Results

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	-	-	555	54	69	14.9	9.2	1.1	25.2	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	555	54	69	14.9	9.2	1.1	25.2	-	-	-	-	
1/1	478	478	-	-	-	1.3	0.5	-	1.9	14.0	5.8	0.5	6.4	
1/2+1/3	651	651	84	0	1	1.8	0.7	0.2	2.7	15.1	7.5	0.7	8.2	
2/1+2/2	863	863	349	54	18	5.2	1.8	0.2	7.1	29.7	7.7	1.8	9.5	
3/2+3/1	772	772	39	0	1	2.3	0.9	0.1	3.2	15.1	8.6	0.9	9.5	
4/2+4/1	543	543	-	-	-	3.6	3.0	-	6.5	43.2	7.2	3.0	10.2	
4/3	131	131	82	0	49	0.8	2.3	0.6	3.7	101.8	2.0	2.3	4.4	
5/1	1190	1190	-	-	-	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	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 4.3 PRC Over All Lanes (%): 4.3 Total Delay for Signalled Lanes (pcuHr): 25.16 Total Delay Over All Lanes(pcuHr): 25.16 Cycle Time (s): 70														

Detailed Input Data And Results

Scenario 12: '2032 + Committed + Development PM' (FG12: '2032 + Committed + Development PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



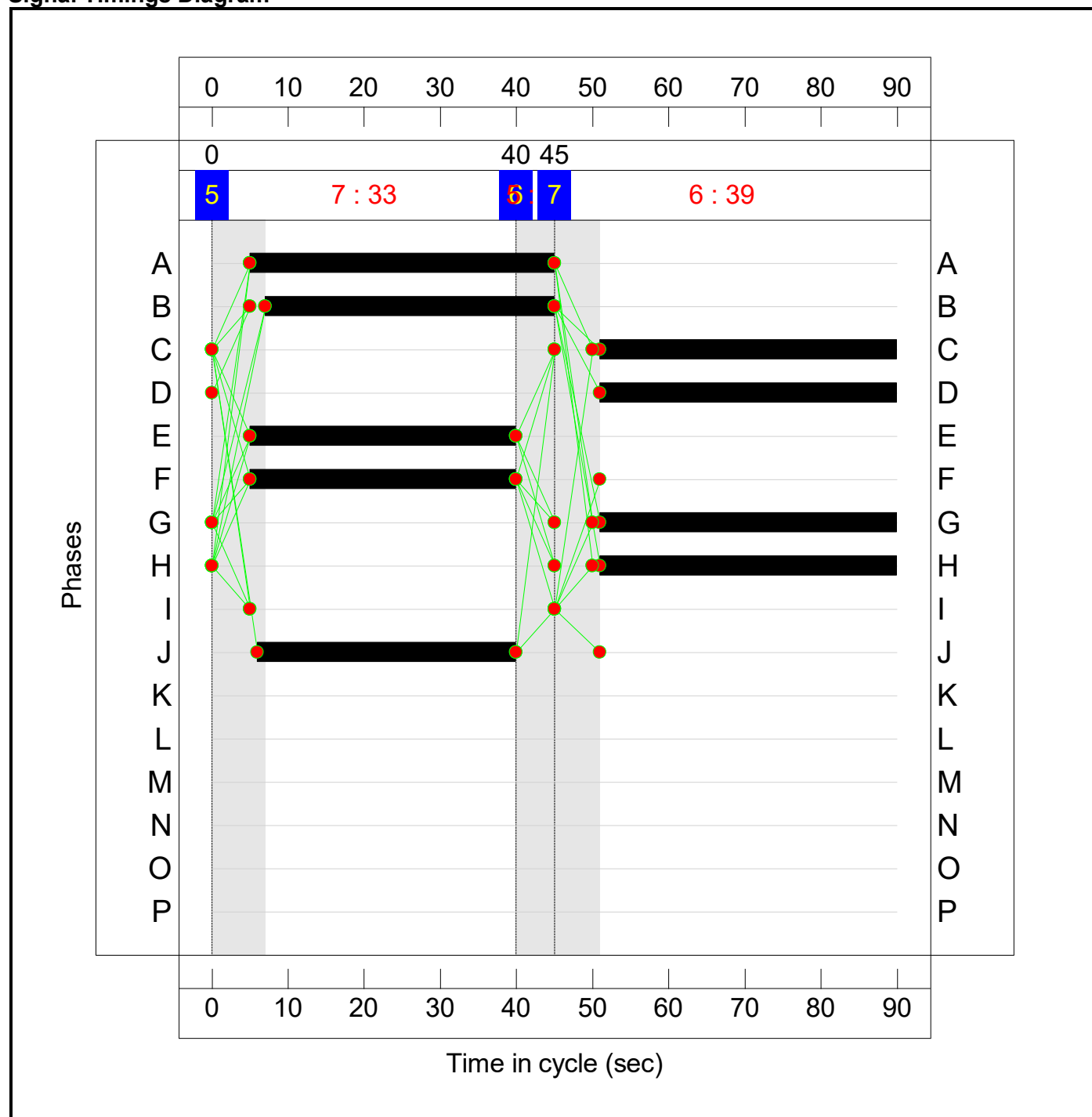
Stage Timings

Stage	5	6	7
Duration	33	0	39
Change Point	0	40	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	40	5	45
B	Ashby Road North Left Ahead	Traffic	38	7	45
C	A47 East Ahead Right	Traffic	39	51	0
D	A47 East Left	Traffic	39	51	0
E	Ashby Road South Right	Traffic	35	5	40
F	Ashby Road South Ahead	Traffic	35	5	40
G	A47 West Ahead Right	Traffic	39	51	0
H	A47 West Left Ahead	Traffic	39	51	0
I	Ashby Road North Right IGA	Ind. Arrow	0	45	45
J	Ashby Road South Left	Traffic	34	6	40
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



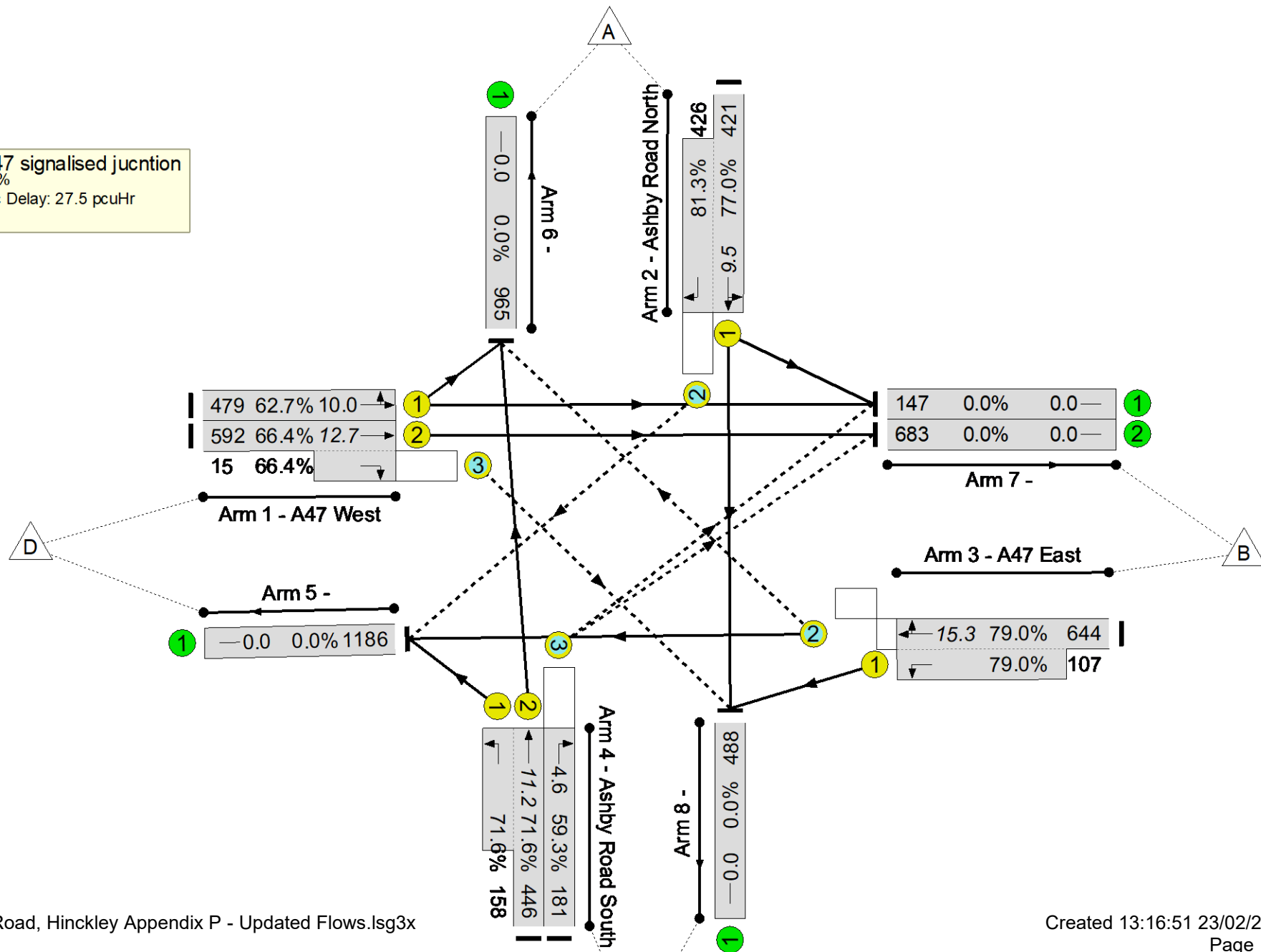
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	51	0
1/2	A47 West Ahead	U	G	51	0
1/3	A47 West Right	O	G	51	0
2/1	Ashby Road North Left Ahead	U	B	7	45
2/2	Ashby Road North Right	O	A I	5	45
3/1	A47 East Left	U	D	51	0
3/2	A47 East Ahead Right	O	C	51	0
4/1	Ashby Road South Left	U	J	6	40
4/2	Ashby Road South Ahead	U	F	5	40
4/3	Ashby Road South Right	O	E	5	40

Ashby Road/A47 signalised junction



PRC: 10.8 %
Total Traffic Delay: 27.5 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	-	-		-	-	-	-	-	-	-	81.3%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	81.3%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	39	-	-	479	1718	764	62.7%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	39	-	-	607	2055:1741	892+23	66.4 : 66.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	38:40	0	-	847	1890:1781	547+524	77.0 : 81.3%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	39	-	-	751	1906:1741	815+135	79.0 : 79.0%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	35:34	-	-	604	1915:1741	623+221	71.6 : 71.6%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	35	-	-	181	1807	305	59.3%
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	-		-	-	-	-	147	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	683	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	-	-	606	43	15	18.8	7.5	1.2	27.5	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	606	43	15	18.8	7.5	1.2	27.5	-	-	-	-	
1/1	479	479	-	-	-	2.6	0.8	-	3.4	25.6	9.2	0.8	10.0	
1/2+1/3	607	607	15	0	0	3.3	1.0	0.0	4.3	25.6	11.7	1.0	12.7	
2/1+2/2	847	847	369	43	14	4.2	1.9	0.3	6.4	27.4	7.6	1.9	9.5	
3/2+3/1	751	751	42	0	0	4.2	1.8	0.1	6.2	29.6	13.4	1.8	15.3	
4/2+4/1	604	604	-	-	-	3.5	1.2	-	4.8	28.5	10.0	1.2	11.2	
4/3	181	181	181	0	0	1.0	0.7	0.7	2.4	47.7	3.9	0.7	4.6	
5/1	1186	1186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 10.8 PRC Over All Lanes (%): 10.8 Total Delay for Signalled Lanes (pcuHr): 27.50 Total Delay Over All Lanes(pcuHr): 27.50 Cycle Time (s): 90														

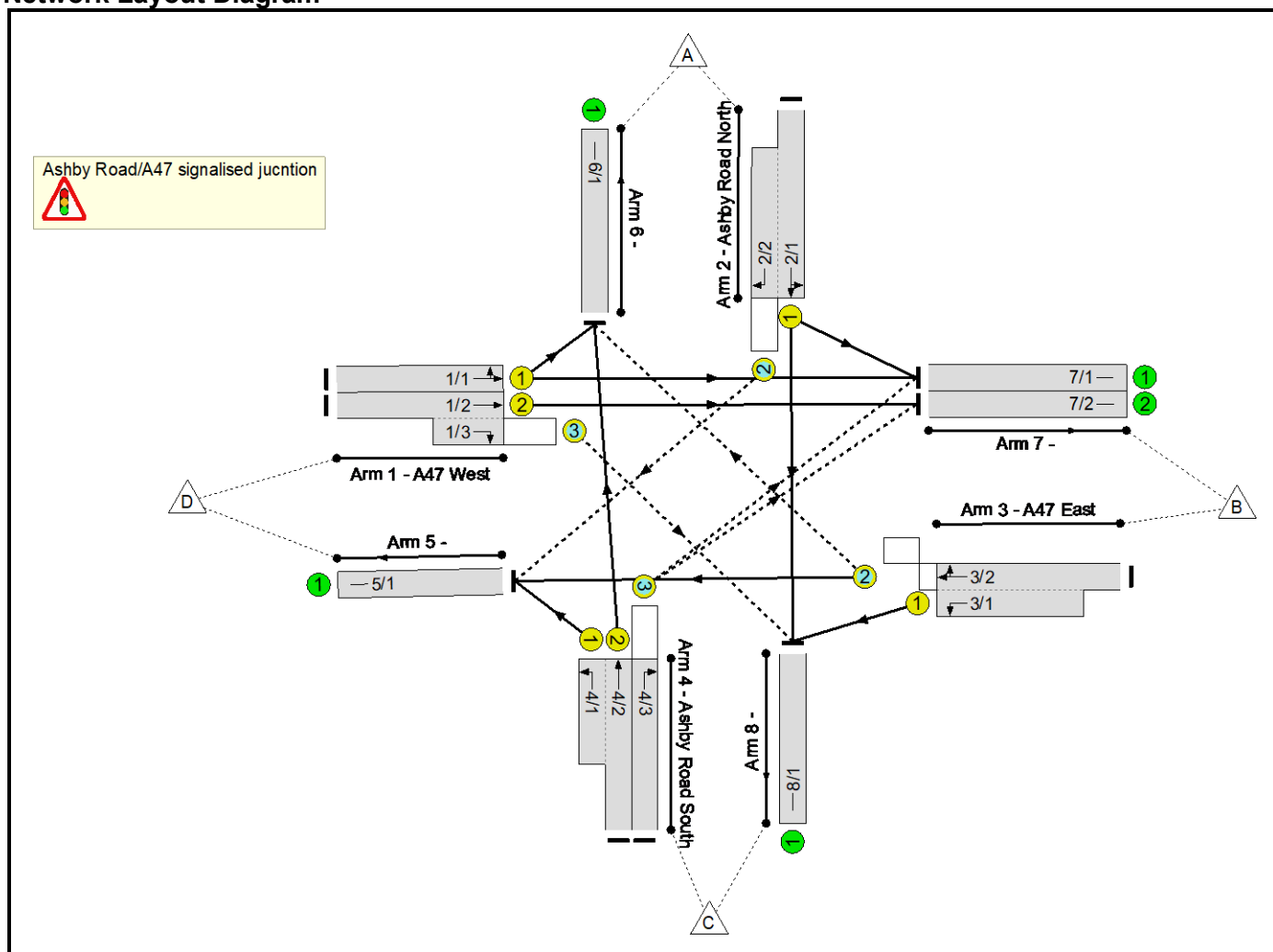
Appendix G Original Mitigation Junction Model Results with Updated Flows

Detailed Input Data And Results

User and Project Details

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

Network Layout Diagram

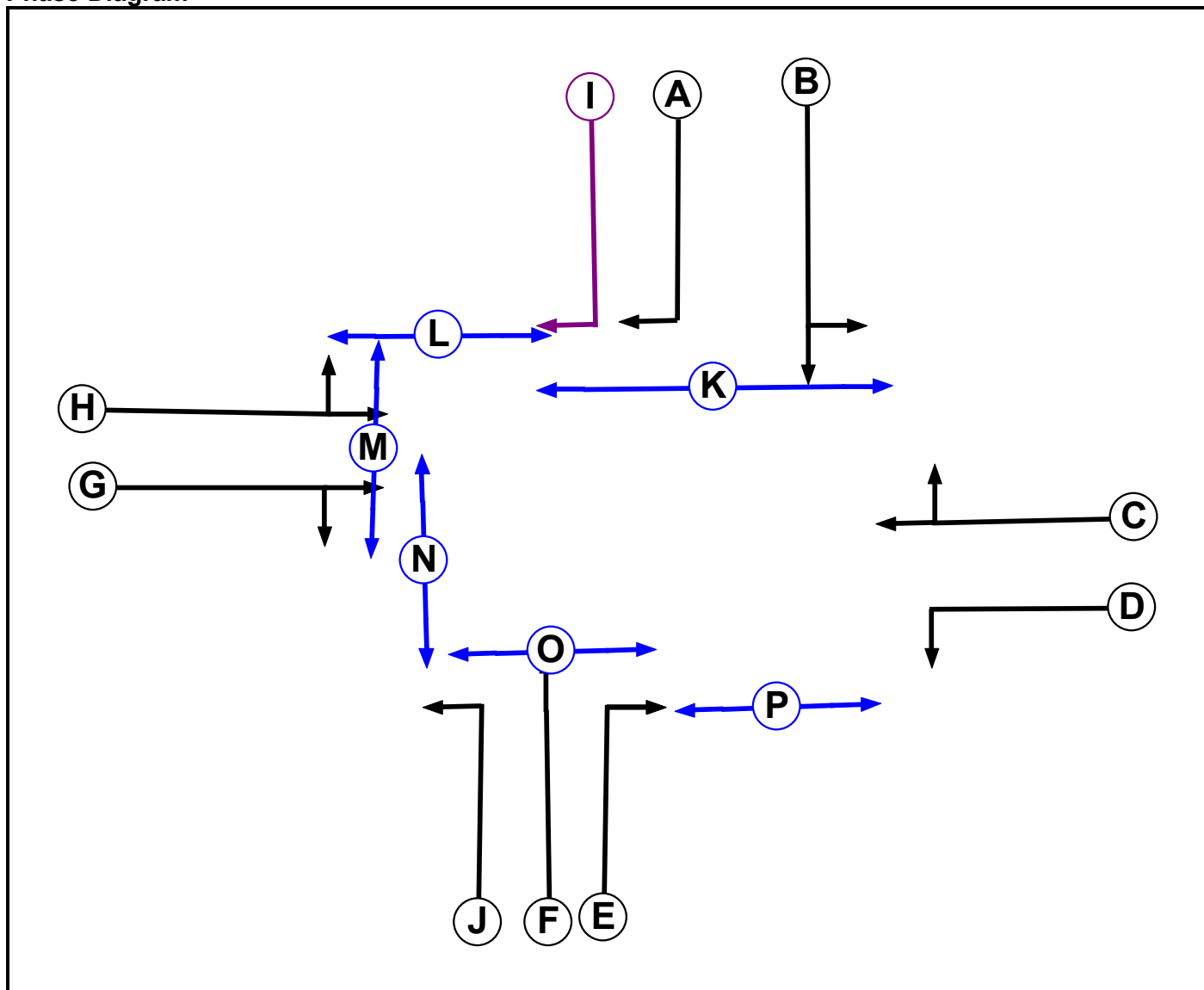


Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2027 + Committed + Development AM	2027 + Committed + Development AM	Network Control Plan 2	08:00 - 09:00	70	0.6	26.21
2	2027 + Committed + Development PM	2027 + Committed + Development PM	Network Control Plan 2	17:00 - 18:00	90	5.0	28.95
3	2032 + Committed + Development AM	2032 + Committed + Development AM	Network Control Plan 2	08:00 - 09:00	70	-2.3	28.27
4	2032 + Committed + Development PM	2032 + Committed + Development PM	Network Control Plan 2	17:00 - 18:00	90	2.5	31.06

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

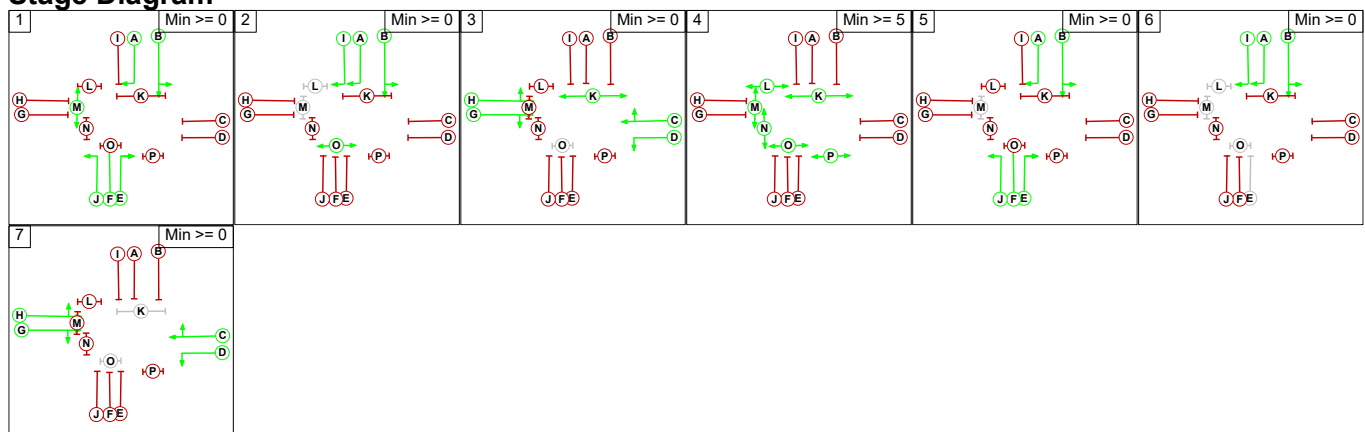
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Ind. Arrow	A	0	0
J	Traffic		7	7
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		8	8
N	Pedestrian		4	4
O	Pedestrian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

Phase Intergreens Matrix

Terminating Phase		Starting Phase																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
		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	-	-	-	-	-	-

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)
1/3 (A47 West)	8/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	To 5/1 (Ahead)					
2/2 (Ashby Road North)	5/1 (Right)	1439	0	4/3	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)					
4/3 (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
1/3	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
4/2	6/1	Internal	5	35
4/3	7/1	Internal	5	35
4/3	7/2	Internal	5	35

Scenario 1: '2027 + Committed + Development AM' (FG1: '2027 + Committed + Development AM', Plan 2: 'Network Control Plan 2')

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	13.00	74.3 %	1764	1764
				Arm 7 Ahead	Inf	25.7 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	10.2 %	1896	1896
				Arm 8 Ahead	Inf	89.8 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.8 %	1906	1906
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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: '2027 + Committed + Development PM' (FG2: '2027 + Committed + Development PM', Plan 2: 'Network Control Plan 2')**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	13.00	90.9 %	1733	1733
				Arm 7 Ahead	Inf	9.1 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	13.1 %	1890	1890
				Arm 8 Ahead	Inf	86.9 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.0 %	1905	1905
				Arm 6 Right	20.00	7.0 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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: '2032 + Committed + Development AM' (FG3: '2032 + Committed + Development AM', Plan 2: 'Network Control Plan 2')**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	13.00	73.1 %	1766	1766
				Arm 7 Ahead	Inf	26.9 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	10.1 %	1896	1896
				Arm 8 Ahead	Inf	89.9 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.8 %	1906	1906
				Arm 6 Right	20.00	6.2 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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: '2032 + Committed + Development PM' (FG4: '2032 + Committed + Development PM', Plan 2: 'Network Control Plan 2')**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	13.00	90.1 %	1735	1735
				Arm 7 Ahead	Inf	9.9 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	12.8 %	1891	1891
				Arm 8 Ahead	Inf	87.2 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.1 %	1905	1905
				Arm 6 Right	20.00	6.9 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2027 + Committed + Development AM'	08:00	09:00	01:00	
2: '2027 + Committed + Development PM'	17:00	18:00	01:00	
3: '2032 + Committed + Development AM'	08:00	09:00	01:00	
4: '2032 + Committed + Development PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2027 + Committed + Development AM'

Desired Flow :

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

FG2: '2027 + Committed + Development PM'

Desired Flow :

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

FG3: '2032 + Committed + Development AM'

Desired Flow :

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

FG4: '2032 + Committed + Development PM'

Desired Flow :

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

Detailed Input Data And Results

Scenario 1: '2027 + Committed + Development AM' (FG1: '2027 + Committed + Development AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

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

Traffic Flows, Difference

Difference :

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

Scenario 2: '2027 + Committed + Development PM' (FG2: '2027 + Committed + Development PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

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

Traffic Flows, Difference

Difference :

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

Detailed Input Data And Results

Scenario 3: '2032 + Committed + Development AM' (FG3: '2032 + Committed + Development AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

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

Traffic Flows, Difference

Difference :

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

Scenario 4: '2032 + Committed + Development PM' (FG4: '2032 + Committed + Development PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

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

Traffic Flows, Difference

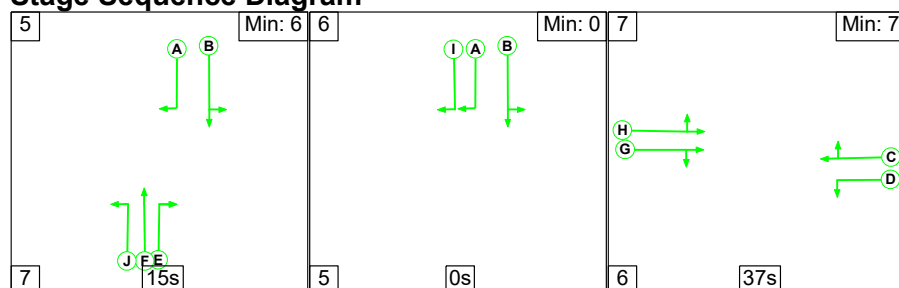
Difference :

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

Traffic Lane Flows

Lane	Scenario 1: 2027 + Committed + Development AM	Scenario 2: 2027 + Committed + Development PM	Scenario 3: 2032 + Committed + Development AM	Scenario 4: 2032 + Committed + Development PM
Junction: Ashby Road/A47 signalised junction				
1/1	505	470	524	483
1/2 (with short)	672(In) 534(Out)	609(In) 542(Out)	682(In) 540(Out)	624(In) 553(Out)
1/3 (short)	138	67	142	71
2/1 (with short)	867(In) 430(Out)	859(In) 383(Out)	892(In) 444(Out)	884(In) 397(Out)
2/2 (short)	437	476	448	487
3/1 (short)	134	98	139	103
3/2 (with short)	927(In) 793(Out)	801(In) 703(Out)	956(In) 817(Out)	823(In) 720(Out)
4/1 (short)	175	211	181	216
4/2 (with short)	480(In) 305(Out)	603(In) 392(Out)	495(In) 314(Out)	617(In) 401(Out)
4/3	138	146	142	150
5/1	1356	1341	1395	1373
6/1	729	868	748	886
7/1	243	166	257	174
7/2	603	615	611	628
8/1	658	498	680	520

Scenario 1: '2027 + Committed + Development AM' (FG1: '2027 + Committed + Development AM', Plan 2: 'Network Control Plan 2')

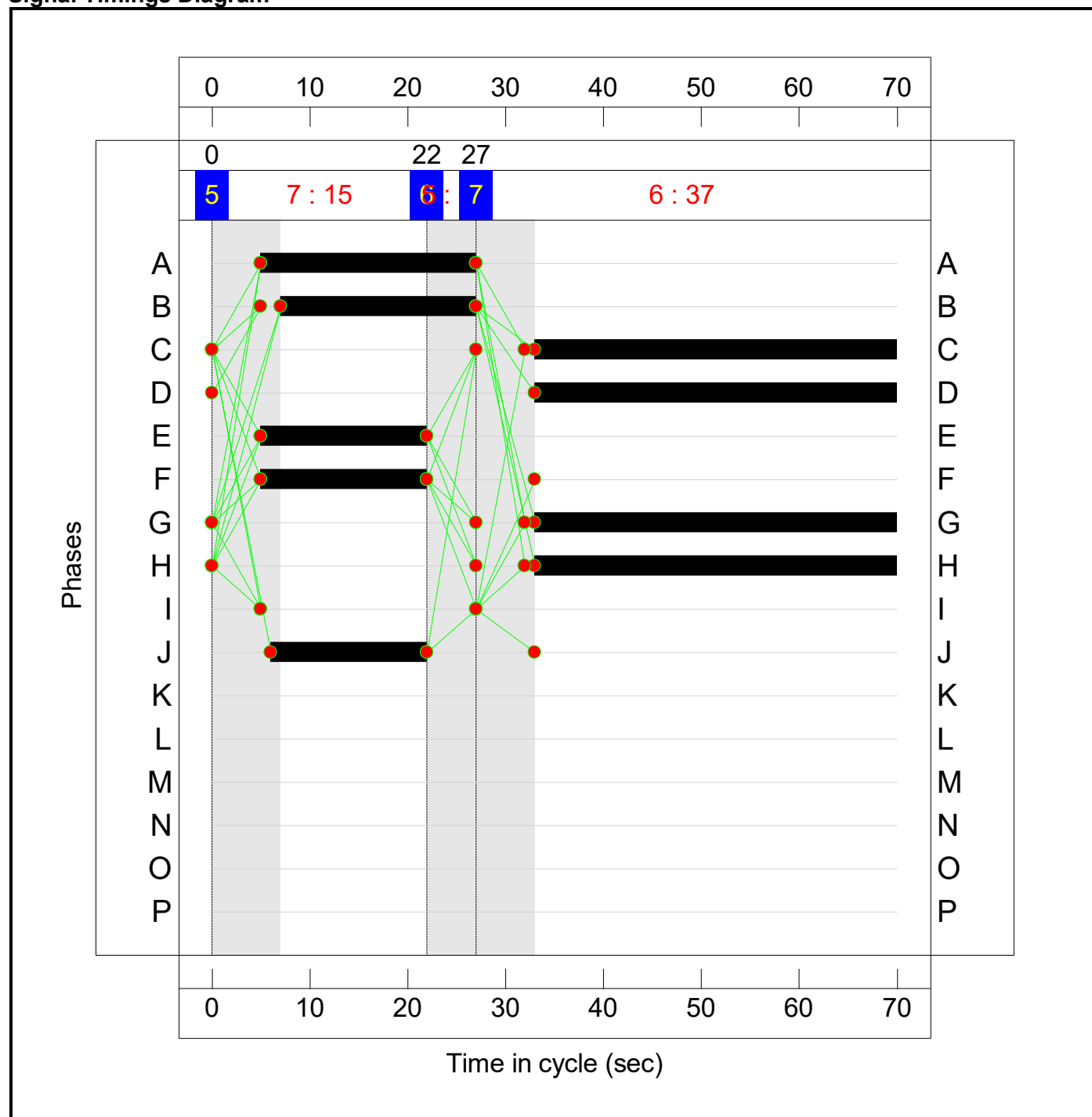
Stage Sequence Diagram**Stage Timings**

Stage	5	6	7
Duration	15	0	37
Change Point	0	22	27

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	22	5	27
B	Ashby Road North Left Ahead	Traffic	20	7	27
C	A47 East Ahead Right	Traffic	37	33	0
D	A47 East Left	Traffic	37	33	0
E	Ashby Road South Right	Traffic	17	5	22
F	Ashby Road South Ahead	Traffic	17	5	22
G	A47 West Ahead Right	Traffic	37	33	0
H	A47 West Left Ahead	Traffic	37	33	0
I	Ashby Road North Right IGA	Ind. Arrow	0	27	27
J	Ashby Road South Left	Traffic	16	6	22
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



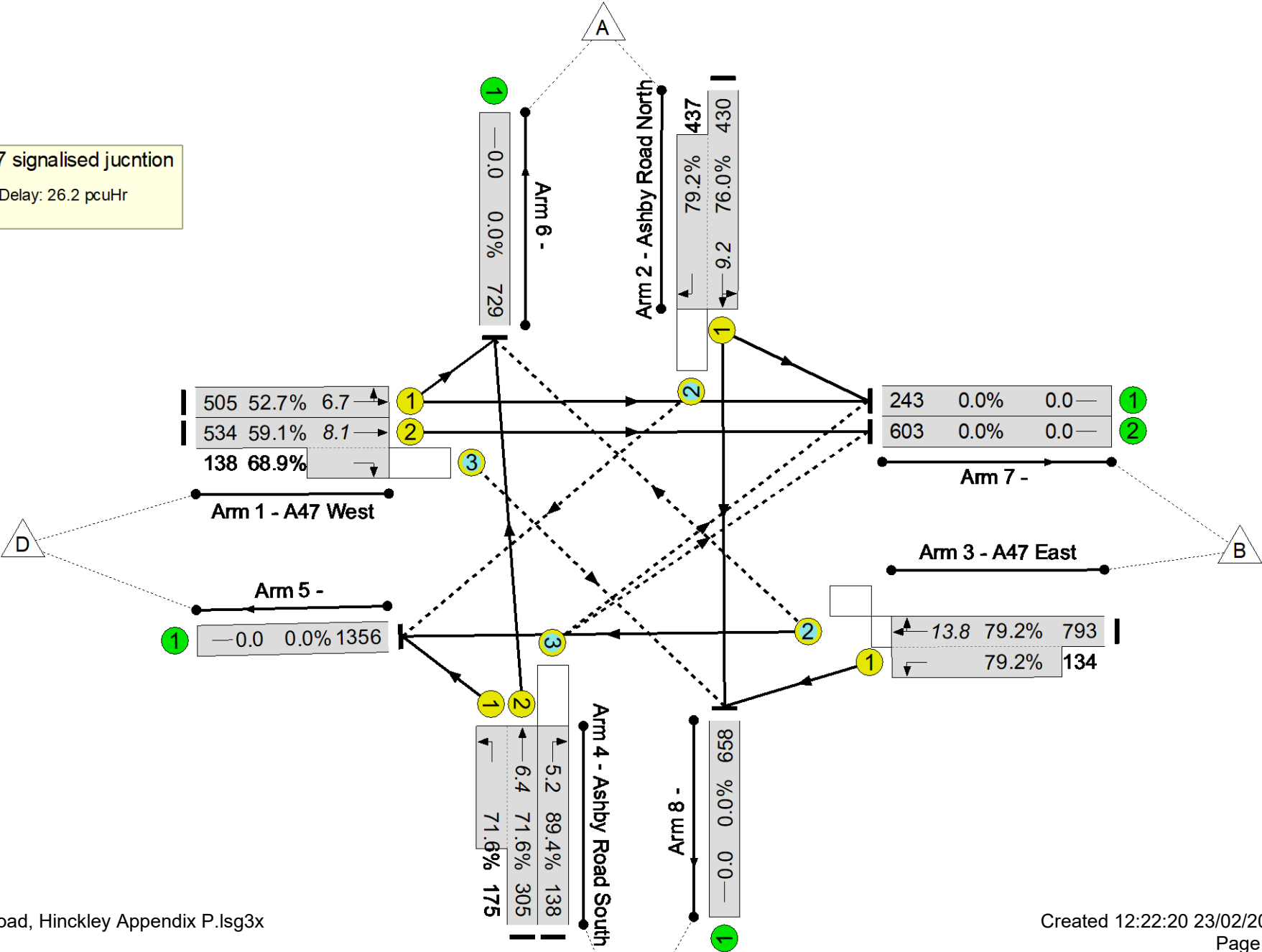
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	33	0
1/2	A47 West Ahead	U	G	33	0
1/3	A47 West Right	O	G	33	0
2/1	Ashby Road North Left Ahead	U	B	7	27
2/2	Ashby Road North Right	O	A I	5	27
3/1	A47 East Left	U	D	33	0
3/2	A47 East Ahead Right	O	C	33	0
4/1	Ashby Road South Left	U	J	6	22
4/2	Ashby Road South Ahead	U	F	5	22
4/3	Ashby Road South Right	O	E	5	22

Ashby Road/A47 signalised junction



PRC: 0.6 %
Total Traffic Delay: 26.2 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	-	-		-	-	-	-	-	-	-	89.4%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	89.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	-	505	1764	958	52.7%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	-	672	2055:1741	903+200	59.1 : 68.9%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	20:22	0	-	867	1896:1781	566+552	76.0 : 79.2%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	-	927	1906:1741	1001+169	79.2 : 79.2%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	17:16	-	-	480	1915:1741	426+244	71.6 : 71.6%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	17	-	-	138	1807	154	89.4%
5/1		U	N/A	N/A	-		-	-	-	-	1356	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	729	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	243	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	603	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	658	Inf	Inf	0.0%

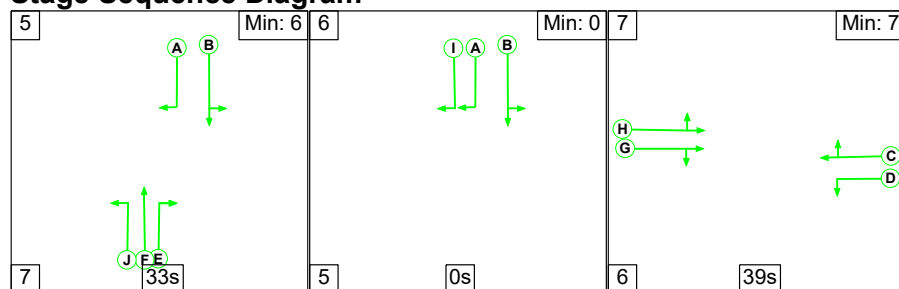
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Ashby Road / A47 Signalised Junction	-	-	584	69	109	15.4	9.2	1.6	26.2	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	584	69	109	15.4	9.2	1.6	26.2	-	-	-	-	
1/1	505	505	-	-	-	1.4	0.6	-	2.0	14.2	6.2	0.6	6.7	
1/2+1/3	672	672	97	0	41	1.8	0.8	0.7	3.3	17.9	7.4	0.8	8.1	
2/1+2/2	867	867	349	69	19	5.2	1.7	0.2	7.1	29.5	7.5	1.7	9.2	
3/2+3/1	927	927	48	0	1	3.1	1.9	0.1	5.0	19.4	11.9	1.9	13.8	
4/2+4/1	480	480	-	-	-	3.0	1.2	-	4.3	32.1	5.2	1.2	6.4	
4/3	138	138	89	0	49	0.8	3.1	0.6	4.5	117.5	2.1	3.1	5.2	
5/1	1356	1356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 0.6 PRC Over All Lanes (%): 0.6 Total Delay for Signalled Lanes (pcuHr): 26.21 Total Delay Over All Lanes(pcuHr): 26.21 Cycle Time (s): 70														

Detailed Input Data And Results

Scenario 2: '2027 + Committed + Development PM' (FG2: '2027 + Committed + Development PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



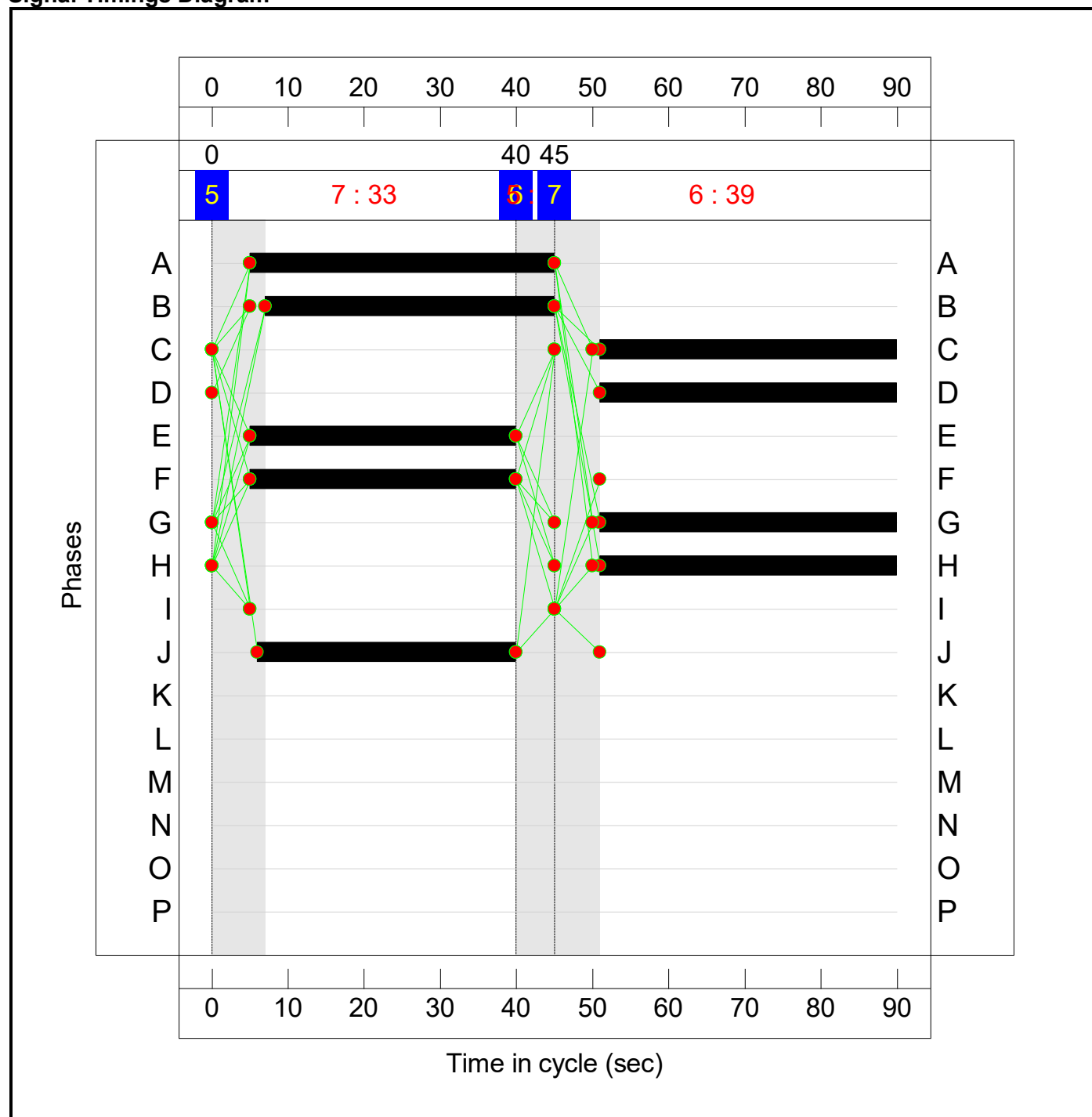
Stage Timings

Stage	5	6	7
Duration	33	0	39
Change Point	0	40	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	40	5	45
B	Ashby Road North Left Ahead	Traffic	38	7	45
C	A47 East Ahead Right	Traffic	39	51	0
D	A47 East Left	Traffic	39	51	0
E	Ashby Road South Right	Traffic	35	5	40
F	Ashby Road South Ahead	Traffic	35	5	40
G	A47 West Ahead Right	Traffic	39	51	0
H	A47 West Left Ahead	Traffic	39	51	0
I	Ashby Road North Right IGA	Ind. Arrow	0	45	45
J	Ashby Road South Left	Traffic	34	6	40
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



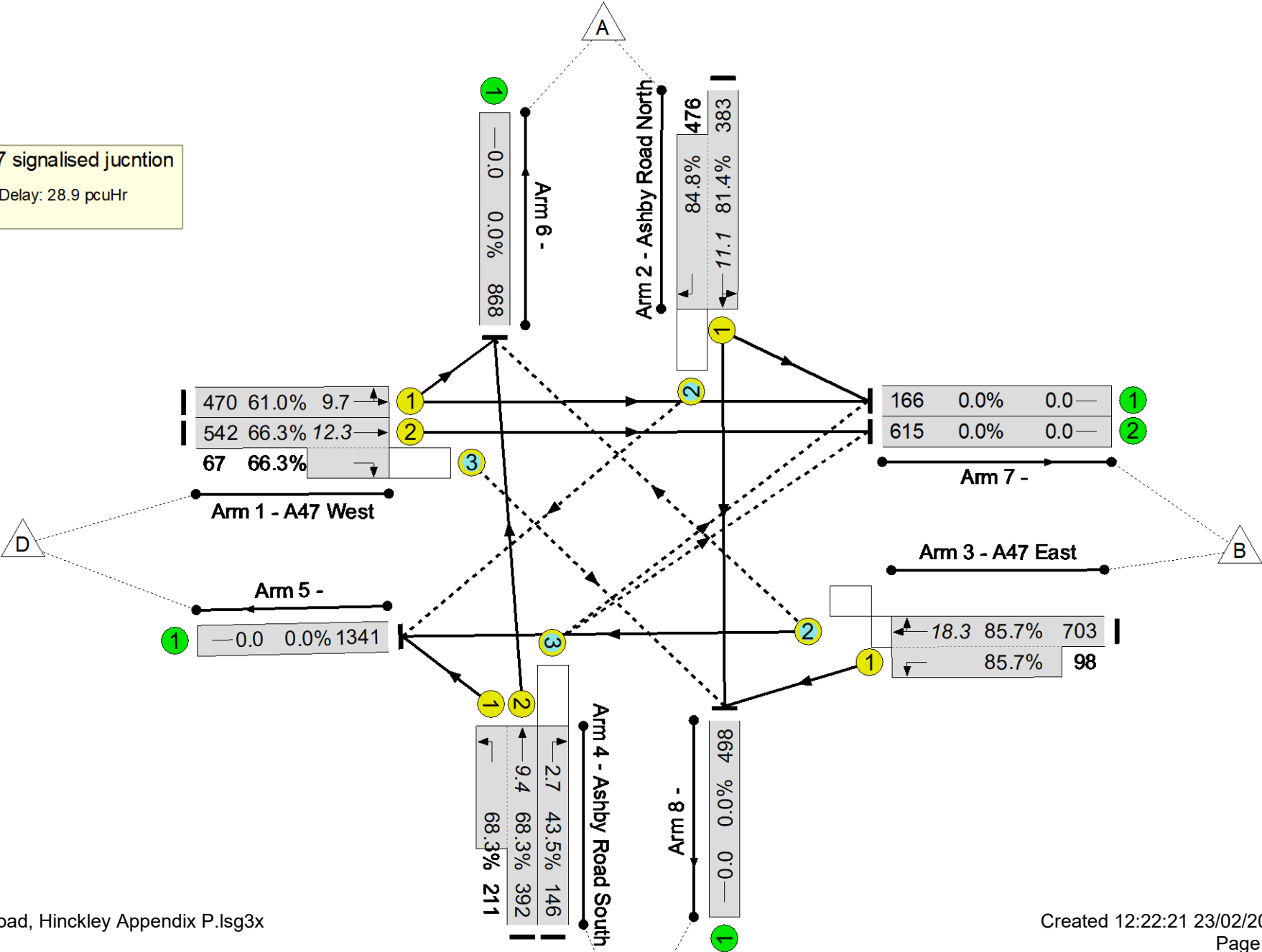
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	51	0
1/2	A47 West Ahead	U	G	51	0
1/3	A47 West Right	O	G	51	0
2/1	Ashby Road North Left Ahead	U	B	7	45
2/2	Ashby Road North Right	O	A I	5	45
3/1	A47 East Left	U	D	51	0
3/2	A47 East Ahead Right	O	C	51	0
4/1	Ashby Road South Left	U	J	6	40
4/2	Ashby Road South Ahead	U	F	5	40
4/3	Ashby Road South Right	O	E	5	40

Ashby Road/A47 signalised junction



PRC: 5.0 %
Total Traffic Delay: 28.9 pcuHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ashby Road / A47 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	85.7%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	85.7%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	39	-	-	470	1733	770	61.0%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	39	-	-	609	2055:1741	818+101	66.3 : 66.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	38:40	0	-	859	1890:1781	471+561	81.4 : 84.8%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	39	-	-	801	1905:1741	820+114	85.7 : 85.7%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	35:34	-	-	603	1915:1741	574+309	68.3 : 68.3%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	35	-	-	146	1807	336	43.5%
5/1		U	N/A	N/A	-		-	-	-	-	1341	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	868	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	166	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	615	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	498	Inf	Inf	0.0%

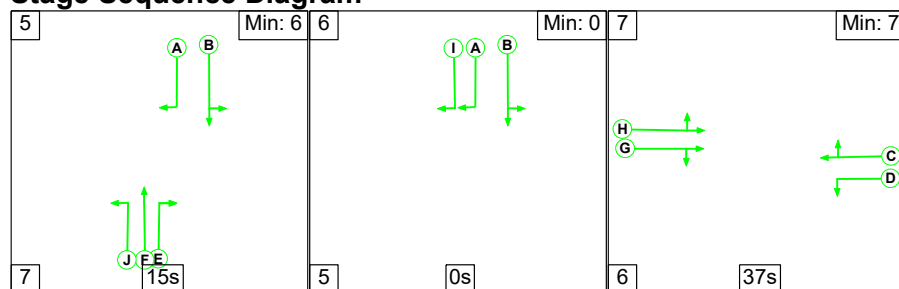
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Ashby Road / A47 Signalised Junction	-	-	664	54	19	18.9	8.5	1.6	28.9	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	664	54	19	18.9	8.5	1.6	28.9	-	-	-	-	
1/1	470	470	-	-	-	2.5	0.8	-	3.3	25.0	8.9	0.8	9.7	
1/2+1/3	609	609	64	0	3	3.2	1.0	0.3	4.6	27.0	11.3	1.0	12.3	
2/1+2/2	859	859	406	54	16	4.3	2.4	0.6	7.4	30.8	8.7	2.4	11.1	
3/2+3/1	801	801	48	0	1	4.7	2.9	0.1	7.7	34.6	15.4	2.9	18.3	
4/2+4/1	603	603	-	-	-	3.4	1.1	-	4.5	26.6	8.3	1.1	9.4	
4/3	146	146	146	0	0	0.7	0.4	0.5	1.6	39.4	2.4	0.4	2.7	
5/1	1341	1341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 5.0 Total Delay for Signalled Lanes (pcuHr): 28.95 Cycle Time (s): 90 PRC Over All Lanes (%): 5.0 Total Delay Over All Lanes(pcuHr): 28.95														

Detailed Input Data And Results

Scenario 3: '2032 + Committed + Development AM' (FG3: '2032 + Committed + Development AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



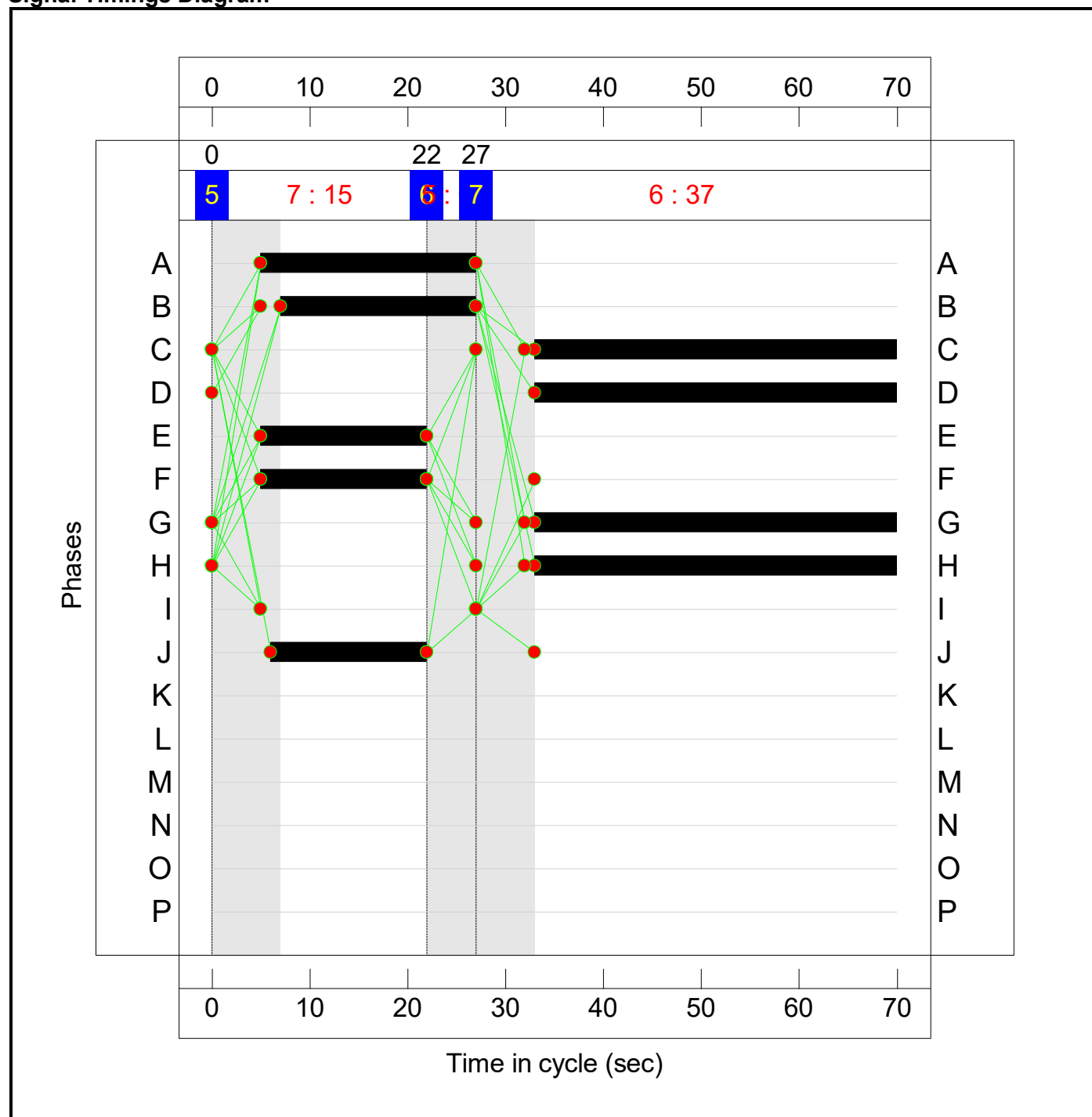
Stage Timings

Stage	5	6	7
Duration	15	0	37
Change Point	0	22	27

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	22	5	27
B	Ashby Road North Left Ahead	Traffic	20	7	27
C	A47 East Ahead Right	Traffic	37	33	0
D	A47 East Left	Traffic	37	33	0
E	Ashby Road South Right	Traffic	17	5	22
F	Ashby Road South Ahead	Traffic	17	5	22
G	A47 West Ahead Right	Traffic	37	33	0
H	A47 West Left Ahead	Traffic	37	33	0
I	Ashby Road North Right IGA	Ind. Arrow	0	27	27
J	Ashby Road South Left	Traffic	16	6	22
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



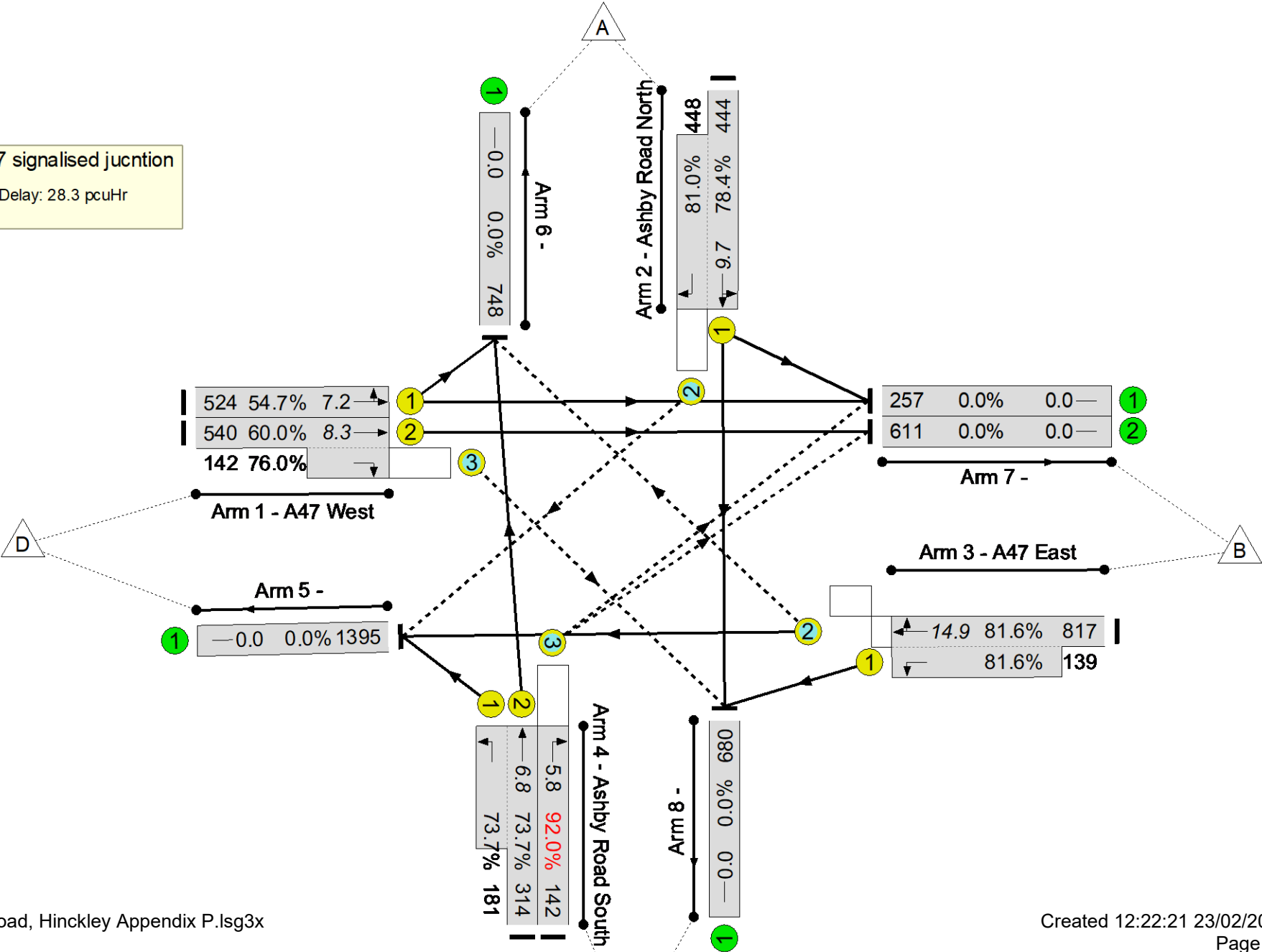
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	33	0
1/2	A47 West Ahead	U	G	33	0
1/3	A47 West Right	O	G	33	0
2/1	Ashby Road North Left Ahead	U	B	7	27
2/2	Ashby Road North Right	O	A I	5	27
3/1	A47 East Left	U	D	33	0
3/2	A47 East Ahead Right	O	C	33	0
4/1	Ashby Road South Left	U	J	6	22
4/2	Ashby Road South Ahead	U	F	5	22
4/3	Ashby Road South Right	O	E	5	22

Ashby Road/A47 signalised junction



PRC: -2.3 %
Total Traffic Delay: 28.3 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	-	-		-	-	-	-	-	-	-	92.0%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	92.0%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	-	524	1766	959	54.7%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	-	682	2055:1741	900+187	60.0 : 76.0%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	20:22	0	-	892	1896:1781	567+553	78.4 : 81.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	-	956	1906:1741	1001+170	81.6 : 81.6%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	17:16	-	-	495	1915:1741	426+245	73.7 : 73.7%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	17	-	-	142	1807	154	92.0%
5/1		U	N/A	N/A	-		-	-	-	-	1395	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	748	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	257	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	611	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	680	Inf	Inf	0.0%

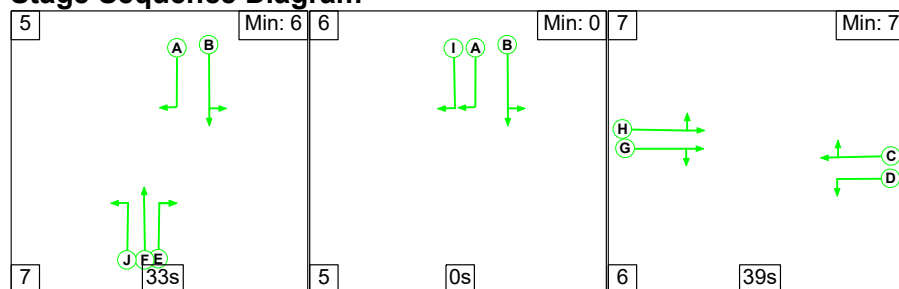
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Ashby Road / A47 Signalised Junction	-	-	565	76	141	16.0	10.6	1.7	28.3	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	565	76	141	16.0	10.6	1.7	28.3	-	-	-	-	
1/1	524	524	-	-	-	1.5	0.6	-	2.1	14.5	6.6	0.6	7.2	
1/2+1/3	682	682	84	0	58	1.9	0.8	0.8	3.5	18.6	7.5	0.8	8.3	
2/1+2/2	892	892	349	76	22	5.4	1.9	0.2	7.5	30.4	7.8	1.9	9.7	
3/2+3/1	956	956	50	0	1	3.2	2.2	0.1	5.5	20.6	12.7	2.2	14.9	
4/2+4/1	495	495	-	-	-	3.1	1.4	-	4.5	32.9	5.4	1.4	6.8	
4/3	142	142	82	0	60	0.8	3.6	0.7	5.1	129.9	2.2	3.6	5.8	
5/1	1395	1395	-	-	-	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	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -2.3 PRC Over All Lanes (%): -2.3 Total Delay for Signalled Lanes (pcuHr): 28.27 Total Delay Over All Lanes(pcuHr): 28.27 Cycle Time (s): 70														

Detailed Input Data And Results

Scenario 4: '2032 + Committed + Development PM' (FG4: '2032 + Committed + Development PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



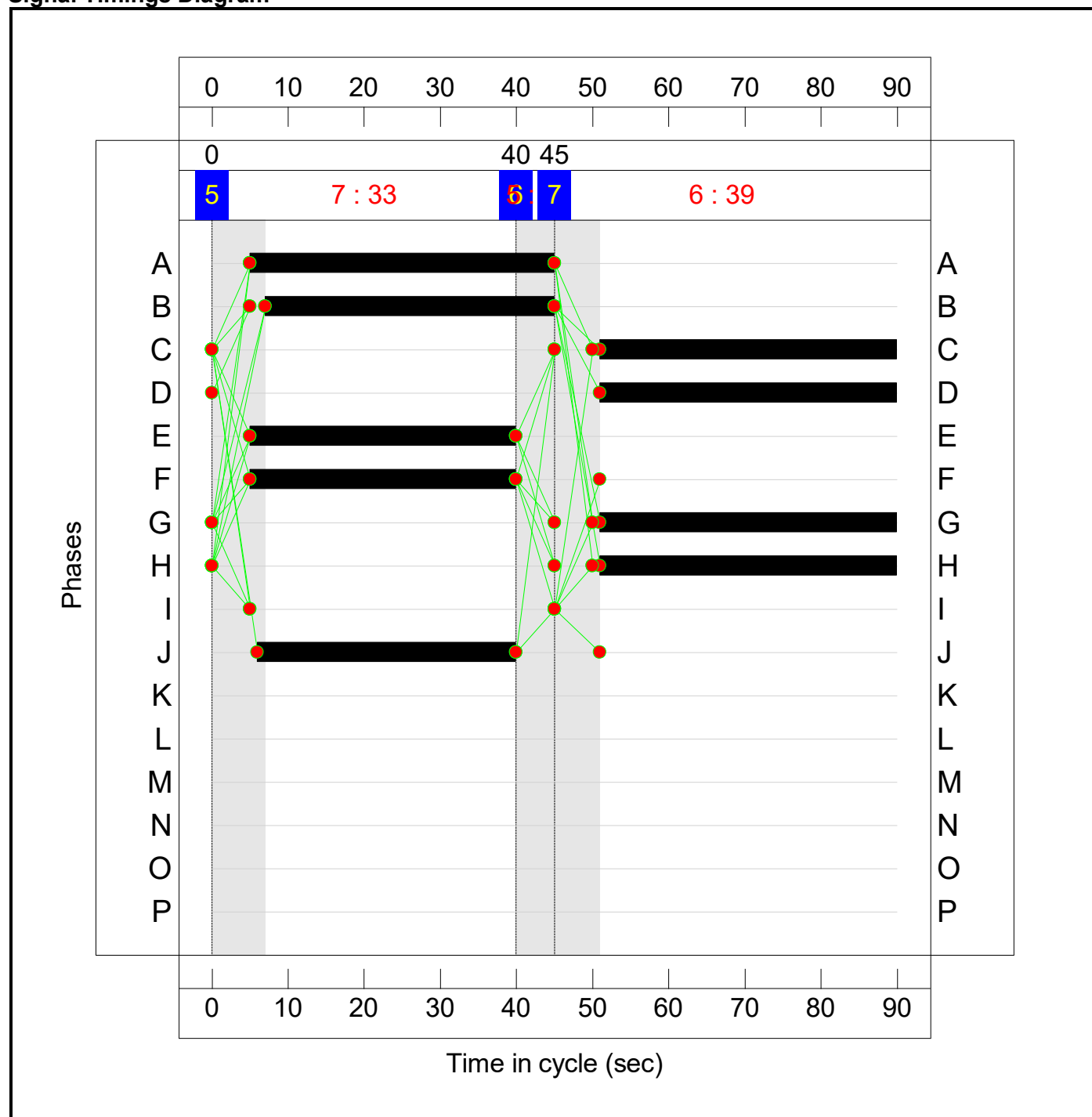
Stage Timings

Stage	5	6	7
Duration	33	0	39
Change Point	0	40	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	40	5	45
B	Ashby Road North Left Ahead	Traffic	38	7	45
C	A47 East Ahead Right	Traffic	39	51	0
D	A47 East Left	Traffic	39	51	0
E	Ashby Road South Right	Traffic	35	5	40
F	Ashby Road South Ahead	Traffic	35	5	40
G	A47 West Ahead Right	Traffic	39	51	0
H	A47 West Left Ahead	Traffic	39	51	0
I	Ashby Road North Right IGA	Ind. Arrow	0	45	45
J	Ashby Road South Left	Traffic	34	6	40
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



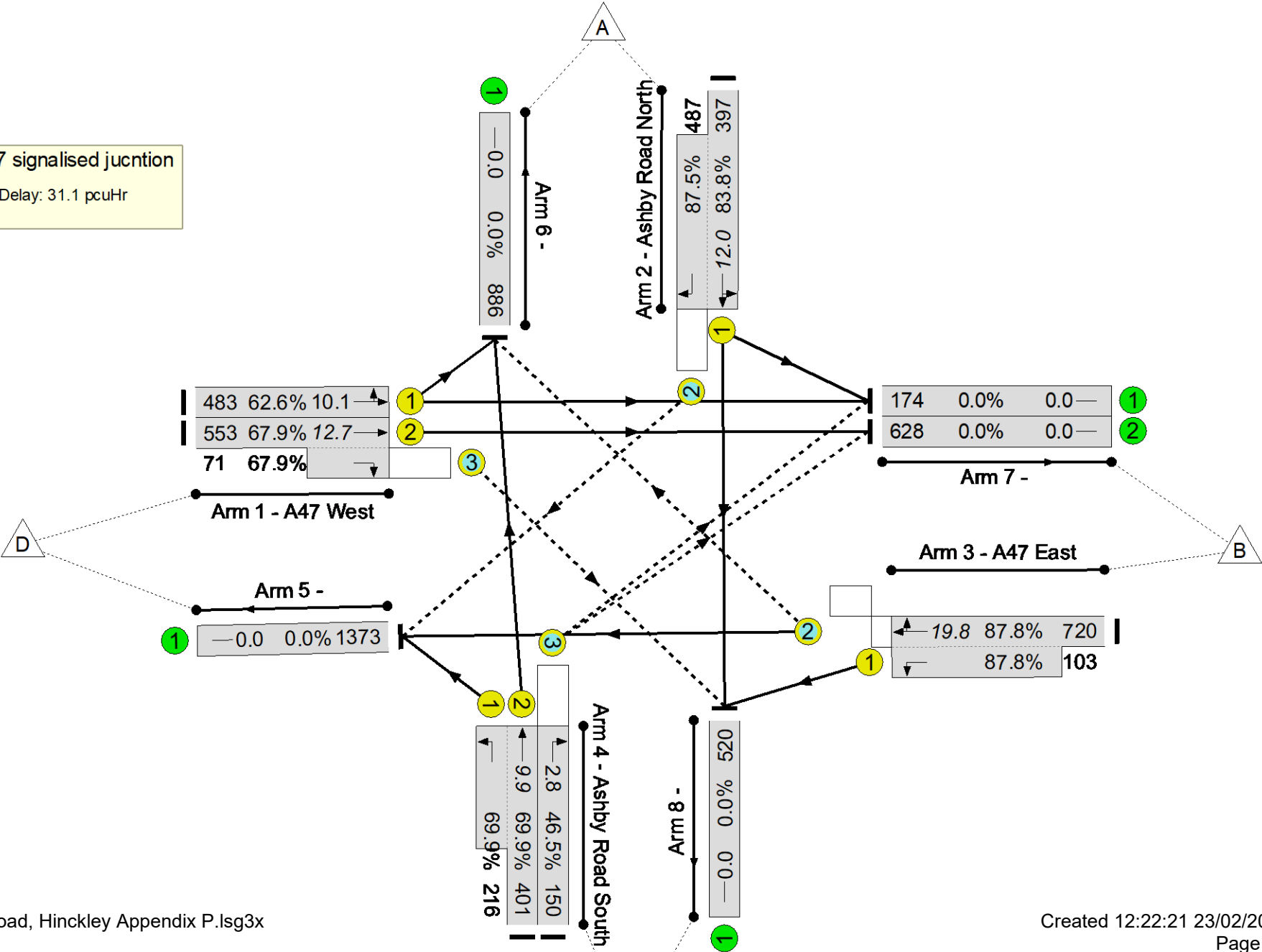
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	51	0
1/2	A47 West Ahead	U	G	51	0
1/3	A47 West Right	O	G	51	0
2/1	Ashby Road North Left Ahead	U	B	7	45
2/2	Ashby Road North Right	O	A I	5	45
3/1	A47 East Left	U	D	51	0
3/2	A47 East Ahead Right	O	C	51	0
4/1	Ashby Road South Left	U	J	6	40
4/2	Ashby Road South Ahead	U	F	5	40
4/3	Ashby Road South Right	O	E	5	40

Ashby Road/A47 signalised junction



PRC: 2.5 %
Total Traffic Delay: 31.1 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	-	-		-	-	-	-	-	-	-	87.8%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	87.8%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	39	-	-	483	1735	771	62.6%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	39	-	-	624	2055:1741	814+105	67.9 : 67.9%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	38:40	0	-	884	1891:1781	474+557	83.8 : 87.5%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	39	-	-	823	1905:1741	820+117	87.8 : 87.8%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	35:34	-	-	617	1915:1741	574+309	69.9 : 69.9%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	35	-	-	150	1807	322	46.5%
5/1		U	N/A	N/A	-		-	-	-	-	1373	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	886	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	-	174	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	628	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	520	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Ashby Road / A47 Signalised Junction	-	-	653	59	45	19.6	9.8	1.7	31.1	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	653	59	45	19.6	9.8	1.7	31.1	-	-	-	-	
1/1	483	483	-	-	-	2.6	0.8	-	3.4	25.5	9.3	0.8	10.1	
1/2+1/3	624	624	52	0	19	3.4	1.1	0.4	4.8	27.7	11.6	1.1	12.7	
2/1+2/2	884	884	402	59	26	4.5	2.9	0.6	8.0	32.7	9.1	2.9	12.0	
3/2+3/1	823	823	49	0	1	4.9	3.4	0.1	8.4	36.9	16.4	3.4	19.8	
4/2+4/1	617	617	-	-	-	3.5	1.1	-	4.6	27.1	8.8	1.1	9.9	
4/3	150	150	150	0	0	0.7	0.4	0.6	1.7	41.4	2.4	0.4	2.8	
5/1	1373	1373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	886	886	-	-	-	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	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 2.5 2.5 Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 31.06 31.06 Cycle Time (s): 90														

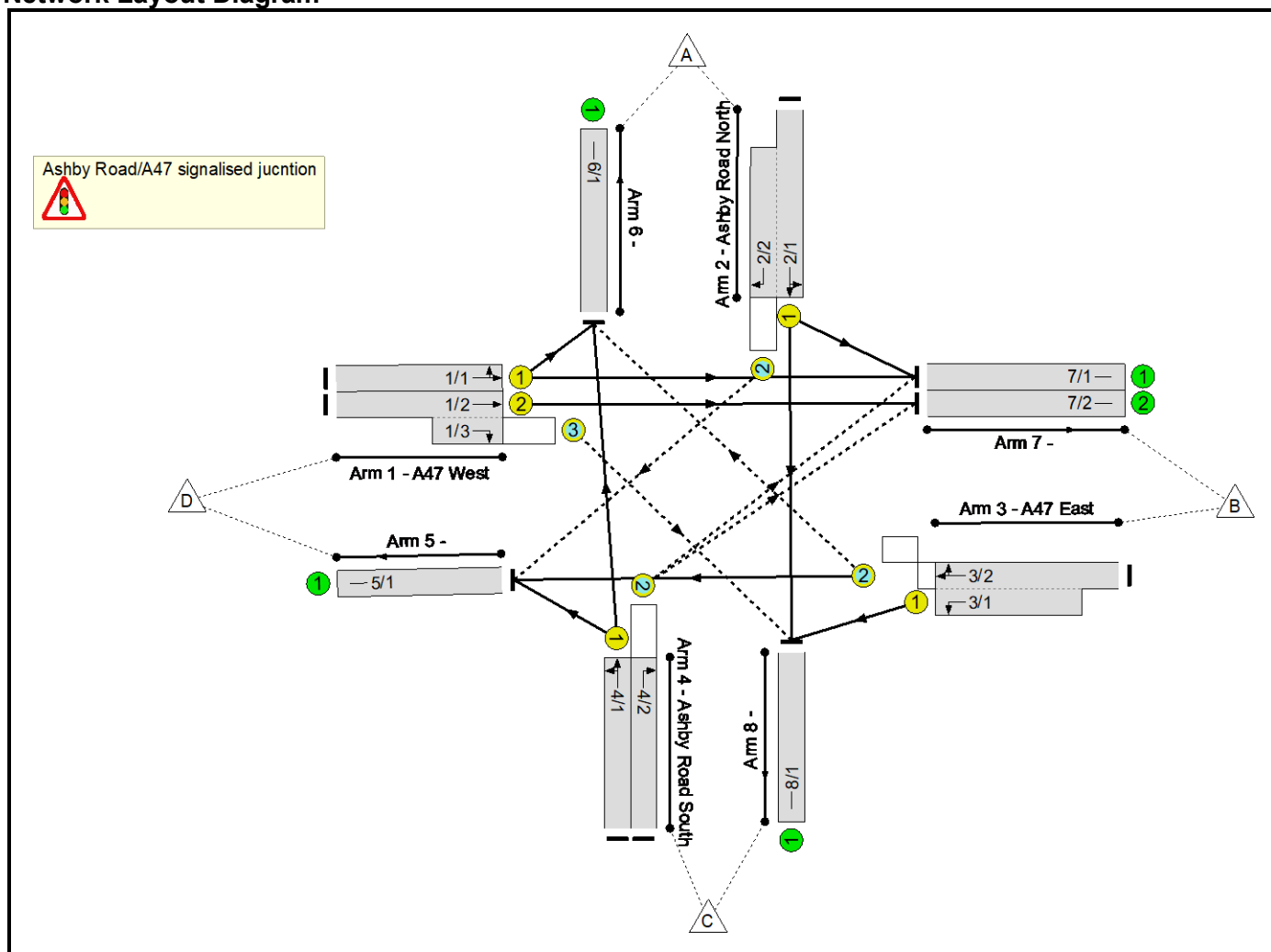
Appendix H Partial Mitigation Junction Model Results

Detailed Input Data And Results

User and Project Details

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

Network Layout Diagram



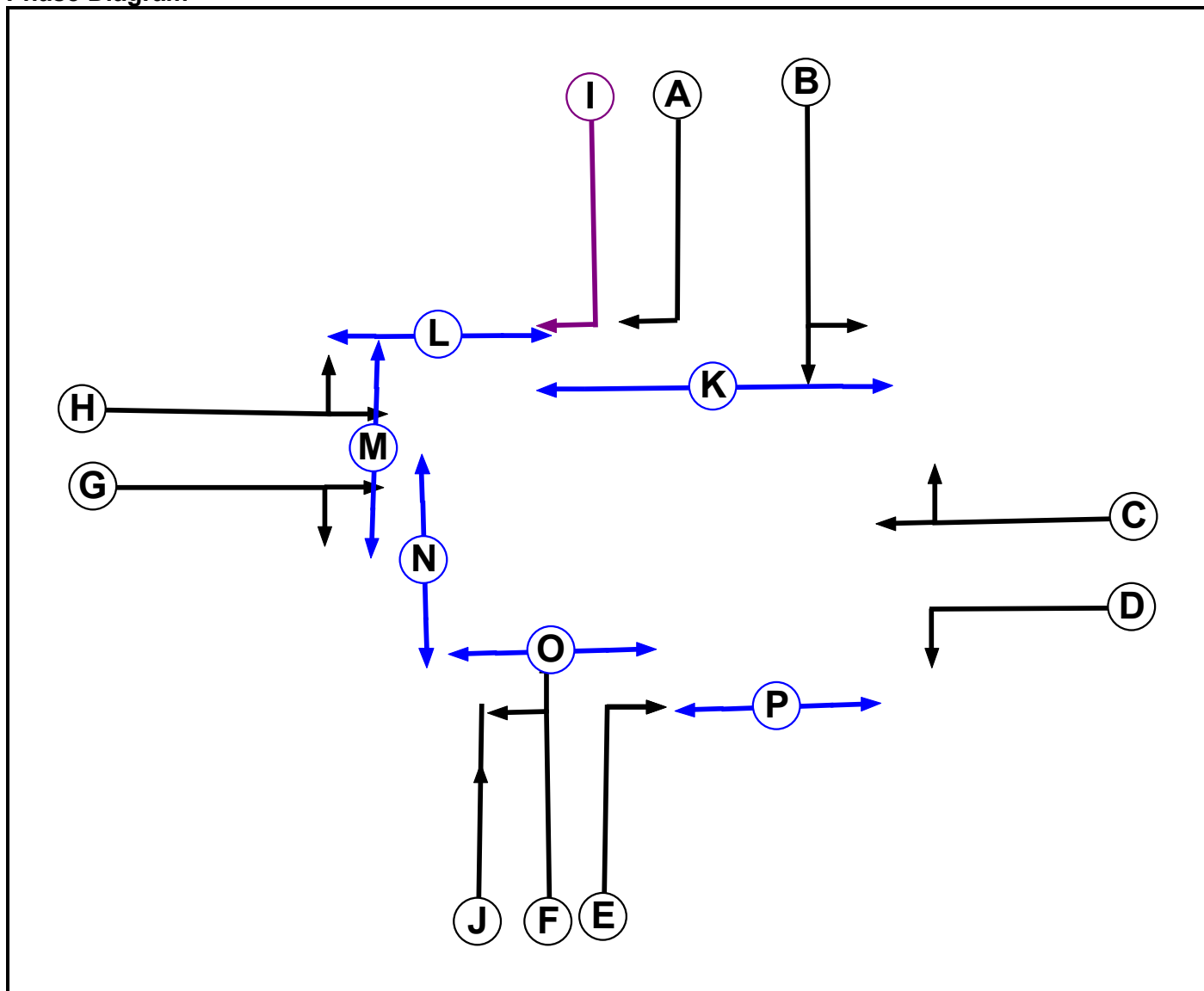
Scenarios

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	-10.6	26.84
2	2026 Base PM	2026 Base PM	Network Control Plan 2	17:00 - 18:00	90	31.6	18.81
3	2026 Base + Committed AM	2026 Base + Committed AM	Network Control Plan 2	08:00 - 09:00	70	-18.5	42.66
4	2026 Base + Committed PM	2026 Base + Committed PM	Network Control Plan 2	17:00 - 18:00	90	18.6	24.60
5	2026 Base + Committed + Dev AM	2026 Base + Committed + Dev AM	Network Control Plan 2	08:00 - 09:00	70	-19.7	45.56
6	2026 Base + Committed + Dev PM	2026 Base + Committed + Dev PM	Network Control Plan 2	17:00 - 18:00	90	16.2	25.96
7	2032 Base AM	2032 Base AM	Network Control Plan 2	08:00 - 09:00	70	-17.1	38.53
8	2032 Base PM	2032 Base PM	Network Control Plan 2	17:00 - 18:00	90	24.3	20.81
9	2032 Base + Committed AM	2032 Base + Committed AM	Network Control Plan 2	08:00 - 09:00	70	-25.0	57.85
10	2032 Base + Committed PM	2032 Base + Committed PM	Network Control Plan 2	17:00 - 18:00	90	11.8	27.18
11	2032 + Committed + Development AM	2032 + Committed + Development AM	Network Control Plan 2	08:00 - 09:00	70	-26.2	61.04
12	2032 + Committed + Development PM	2032 + Committed + Development PM	Network Control Plan 2	17:00 - 18:00	90	10.8	28.80

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

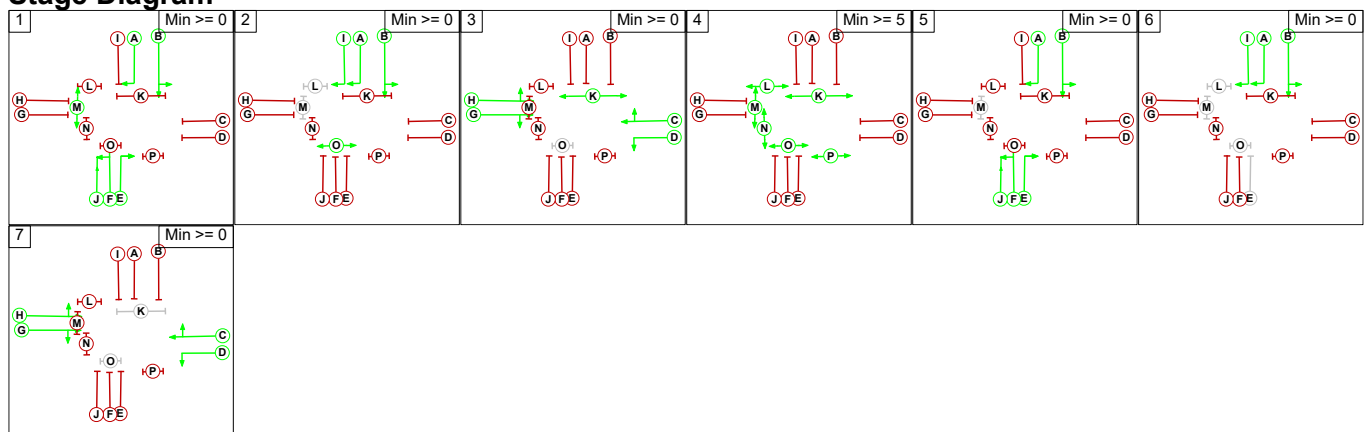
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Ind. Arrow	A	0	0
J	Traffic		7	7
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		8	8
N	Pedestrian		4	4
O	Pedestrian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

Phase Intergreens Matrix

Terminating Phase		Starting Phase																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
		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	F	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	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	-	-	-	-	-	-

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)
1/3 (A47 West)	8/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	To 5/1 (Ahead)					
2/2 (Ashby Road North)	5/1 (Right)	1439	0	4/2	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
1/3	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 2: 'Network Control Plan 2')**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	13.00	96.1 %	1724	1724
				Arm 7 Ahead	Inf	3.9 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	6.7 %	1902	1902
				Arm 8 Ahead	Inf	93.3 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.8 %	1906	1906
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 2: 'Network Control Plan 2')**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	13.00	78.3 %	1756	1756
				Arm 7 Ahead	Inf	21.7 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	9.0 %	1898	1898
				Arm 8 Ahead	Inf	91.0 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	94.4 %	1907	1907
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 Base + Committed AM' (FG3: '2026 Base + Committed AM', Plan 2: 'Network Control Plan 2')
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	13.00	99.3 %	1718	1718
				Arm 7 Ahead	Inf	0.7 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	8.4 %	1899	1899
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.6 %	1906	1906
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 Base + Committed PM' (FG4: '2026 Base + Committed PM', Plan 2: 'Network Control Plan 2')
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	13.00	100.0 %	1717	1717
				Arm 7 Ahead	Inf	0.0 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	13.5 %	1890	1890
				Arm 8 Ahead	Inf	86.5 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	92.9 %	1905	1905
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 Base + Committed + Dev AM' (FG5: '2026 Base + Committed + Dev AM', Plan 2: 'Network Control Plan 2')**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	13.00	94.3 %	1727	1727
				Arm 7 Ahead	Inf	5.7 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	8.4 %	1899	1899
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.8 %	1906	1906
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 Base + Committed + Dev PM' (FG6: '2026 Base + Committed + Dev PM', Plan 2: 'Network Control Plan 2')**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	13.00	100.0 %	1717	1717
				Arm 7 Ahead	Inf	0.0 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	13.5 %	1890	1890
				Arm 8 Ahead	Inf	86.5 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.4 %	1906	1906
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 2: 'Network Control Plan 2')**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	13.00	95.5 %	1725	1725
				Arm 7 Ahead	Inf	4.5 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	6.8 %	1902	1902
				Arm 8 Ahead	Inf	93.2 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.8 %	1906	1906
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 2: 'Network Control Plan 2')**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	13.00	77.8 %	1757	1757
				Arm 7 Ahead	Inf	22.2 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	8.9 %	1898	1898
				Arm 8 Ahead	Inf	91.1 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	94.5 %	1907	1907
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2032 Base + Committed AM' (FG9: '2032 Base + Committed AM', Plan 2: 'Network Control Plan 2')
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	13.00	98.9 %	1719	1719
				Arm 7 Ahead	Inf	1.1 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	8.4 %	1899	1899
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.7 %	1906	1906
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2032 Base + Committed PM' (FG10: '2032 Base + Committed PM', Plan 2: 'Network Control Plan 2')
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	13.00	100.0 %	1717	1717
				Arm 7 Ahead	Inf	0.0 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	13.1 %	1890	1890
				Arm 8 Ahead	Inf	86.9 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.0 %	1905	1905
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 2: 'Network Control Plan 2')

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	13.00	93.7 %	1728	1728
				Arm 7 Ahead	Inf	6.3 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	8.4 %	1899	1899
				Arm 8 Ahead	Inf	91.6 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.8 %	1906	1906
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 2: 'Network Control Plan 2')**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	13.00	99.6 %	1718	1718
				Arm 7 Ahead	Inf	0.4 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	13.1 %	1890	1890
				Arm 8 Ahead	Inf	86.9 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
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	Y	Arm 5 Ahead	Inf	93.5 %	1906	1906
				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	Y	Arm 7 Right	25.00	100.0 %	1807	1807
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 Base + Committed AM'	08:00	09:00	01:00	
4: '2026 Base + Committed PM'	17:00	18:00	01:00	
5: '2026 Base + Committed + Dev AM'	08:00	09:00	01:00	
6: '2026 Base + Committed + Dev 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 Base + Committed AM'	08:00	09:00	01:00	
10: '2032 Base + 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 Base + 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 Base + 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 Base + Committed + Dev 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 Base + Committed + Dev 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 Base + 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 Base + 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 2: 'Network Control Plan 2')

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 2: 'Network Control Plan 2')**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 Base + Committed AM' (FG3: '2026 Base + Committed AM', Plan 2: 'Network Control Plan 2')**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 Base + Committed PM' (FG4: '2026 Base + Committed PM', Plan 2: 'Network Control Plan 2')**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 Base + Committed + Dev AM' (FG5: '2026 Base + Committed + Dev AM', Plan 2: 'Network Control Plan 2')**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 Base + Committed + Dev PM' (FG6: '2026 Base + Committed + Dev PM', Plan 2: 'Network Control Plan 2')

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 2: 'Network Control Plan 2')

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 2: 'Network Control Plan 2')**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 Base + Committed AM' (FG9: '2032 Base + Committed AM', Plan 2: 'Network Control Plan 2')**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 Base + Committed PM' (FG10: '2032 Base + Committed PM', Plan 2: 'Network Control Plan 2')**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 2: 'Network Control Plan 2')**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 2: 'Network Control Plan 2')

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

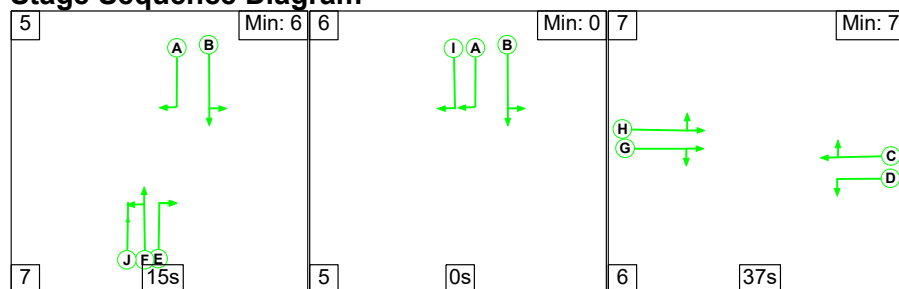
Lane	Scenario 1: 2026 Base AM	Scenario 2: 2026 Base PM	Scenario 3: 2026 Base + Committed AM	Scenario 4: 2026 Base + Committed PM	Scenario 5: 2026 Base + Committed + Dev AM	Scenario 6: 2026 Base + Committed + Dev PM
Junction: Ashby Road/A47 signalised junction						
1/1	311	364	429	459	456	460
1/2 (with short)	465(In) 400(Out)	491(In) 421(Out)	589(In) 525(Out)	553(In) 548(Out)	627(In) 546(Out)	575(In) 564(Out)
1/3 (short)	65	70	64	5	81	11
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	475	429	510	562	515	578
4/2	111	155	124	172	124	172
5/1	959	806	1112	1077	1133	1137
6/1	655	622	823	927	827	928
7/1	95	197	100	139	123	139
7/2	456	499	587	634	608	650
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 Base + Committed AM	Scenario 10: 2032 Base + Committed PM	Scenario 11: 2032 + Committed + Development AM	Scenario 12: 2032 + Committed + Development PM
Junction: Ashby Road/A47 signalised junction						
1/1	332	388	449	476	478	479
1/2 (with short)	490(In) 421(Out)	518(In) 444(Out)	615(In) 547(Out)	587(In) 578(Out)	651(In) 566(Out)	607(In) 592(Out)
1/3 (short)	69	74	68	9	85	15
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	503	455	538	588	543	604
4/2	118	164	131	181	131	181
5/1	1016	855	1169	1126	1190	1186
6/1	694	659	862	964	866	965
7/1	104	211	107	145	132	147
7/2	480	526	613	669	632	683
8/1	628	676	601	482	618	488

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



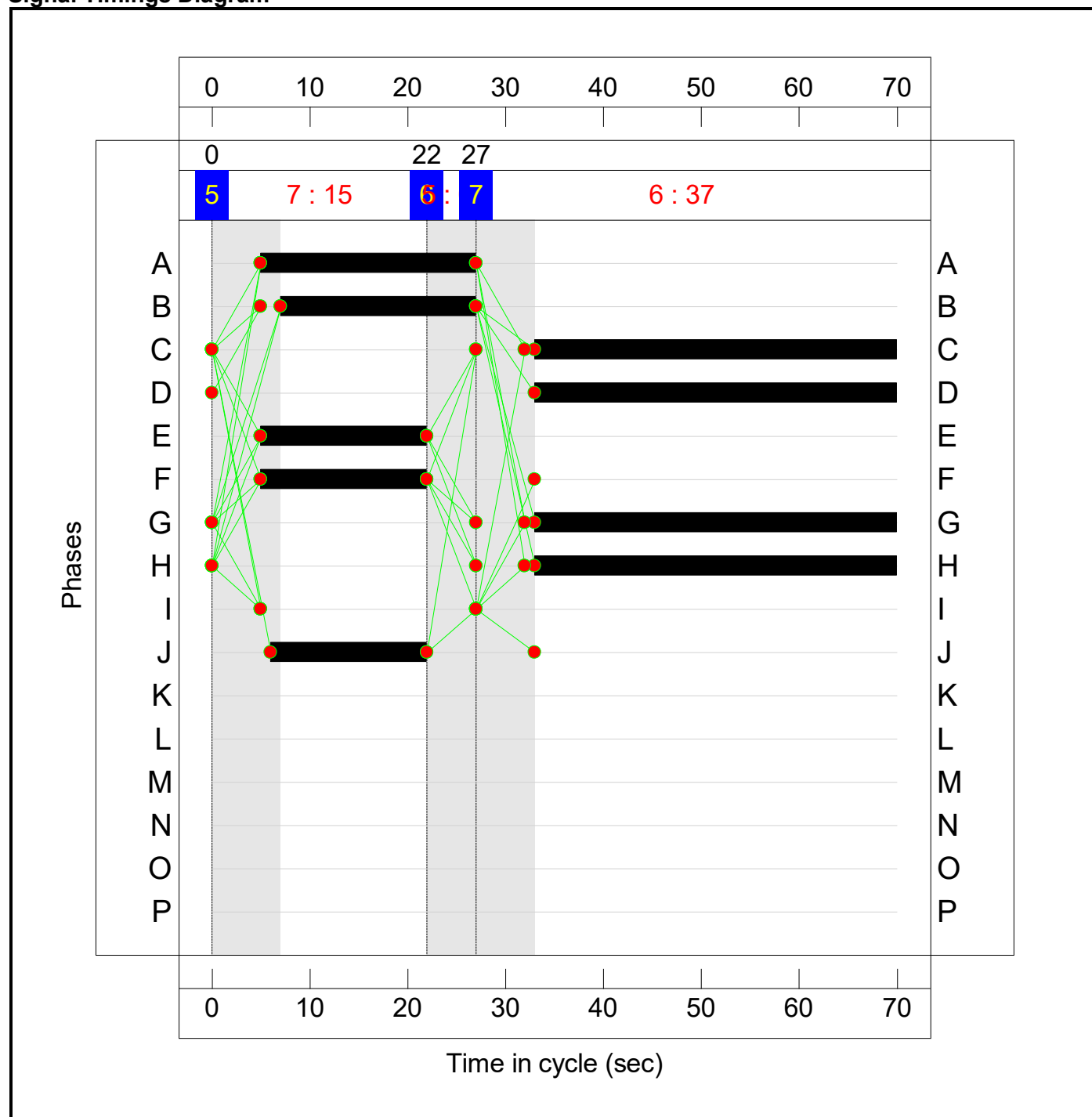
Stage Timings

Stage	5	6	7
Duration	15	0	37
Change Point	0	22	27

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	22	5	27
B	Ashby Road North Left Ahead	Traffic	20	7	27
C	A47 East Ahead Right	Traffic	37	33	0
D	A47 East Left	Traffic	37	33	0
E	Ashby Road South Right	Traffic	17	5	22
F	Ashby Road South Left Ahead	Traffic	17	5	22
G	A47 West Ahead Right	Traffic	37	33	0
H	A47 West Left Ahead	Traffic	37	33	0
I	Ashby Road North Right IGA	Ind. Arrow	0	27	27
J		Traffic	16	6	22
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram

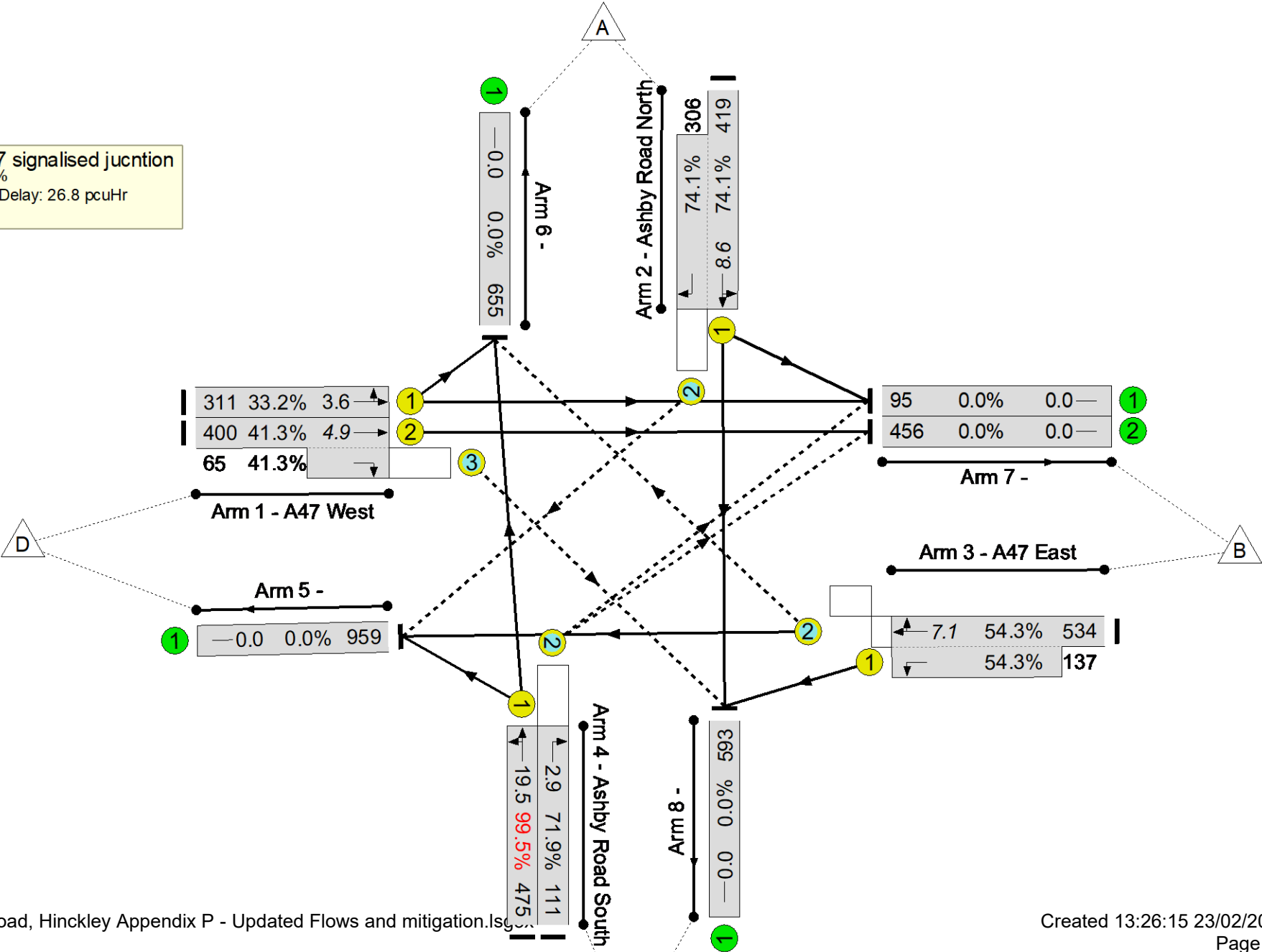


Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	33	0
1/2	A47 West Ahead	U	G	33	0
1/3	A47 West Right	O	G	33	0
2/1	Ashby Road North Left Ahead	U	B	7	27
2/2	Ashby Road North Right	O	A I	5	27
3/1	A47 East Left	U	D	33	0
3/2	A47 East Ahead Right	O	C	33	0
4/1	Ashby Road South Left Ahead	U	F	5	22
4/2	Ashby Road South Right	O	E	5	22

Ashby Road/A47 signalised junction

PRC: -10.6 %
Total Traffic Delay: 26.8 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	-	-		-	-	-	-	-	-	-	99.5%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	99.5%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	-	311	1724	936	33.2%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	-	465	2055:1741	969+158	41.3 : 41.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	20:22	0	-	725	1902:1781	566+413	74.1 : 74.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	-	671	1906:1741	984+252	54.3 : 54.3%
4/1	Ashby Road South Left Ahead	U	N/A	N/A	F		1	17	-	-	475	1856	477	99.5%
4/2	Ashby Road South Right	O	N/A	N/A	E		1	17	-	-	111	1807	154	71.9%
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	-		-	-	-	-	95	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	456	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	593	Inf	Inf	0.0%

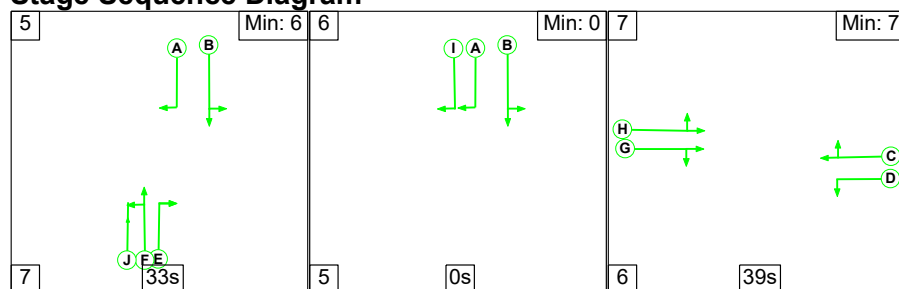
Detailed Input Data And Results

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	-	-	475	13	27	12.0	14.2	0.7	26.8	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	475	13	27	12.0	14.2	0.7	26.8	-	-	-	-	
1/1	311	311	-	-	-	0.8	0.2	-	1.0	11.8	3.4	0.2	3.6	
1/2+1/3	465	465	64	0	1	1.1	0.4	0.1	1.6	12.7	4.5	0.4	4.9	
2/1+2/2	725	725	280	13	13	4.2	1.4	0.1	5.7	28.2	7.2	1.4	8.6	
3/2+3/1	671	671	33	0	0	1.8	0.6	0.0	2.4	13.0	6.5	0.6	7.1	
4/1	475	475	-	-	-	3.4	10.3	-	13.8	104.4	9.1	10.3	19.5	
4/2	111	111	98	0	13	0.6	1.2	0.5	2.3	75.3	1.7	1.2	2.9	
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	95	95	-	-	-	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	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -10.6 Total Delay for Signalled Lanes (pcuHr): 26.84 Cycle Time (s): 70 PRC Over All Lanes (%): -10.6 Total Delay Over All Lanes(pcuHr): 26.84														

Detailed Input Data And Results

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

Stage Sequence Diagram



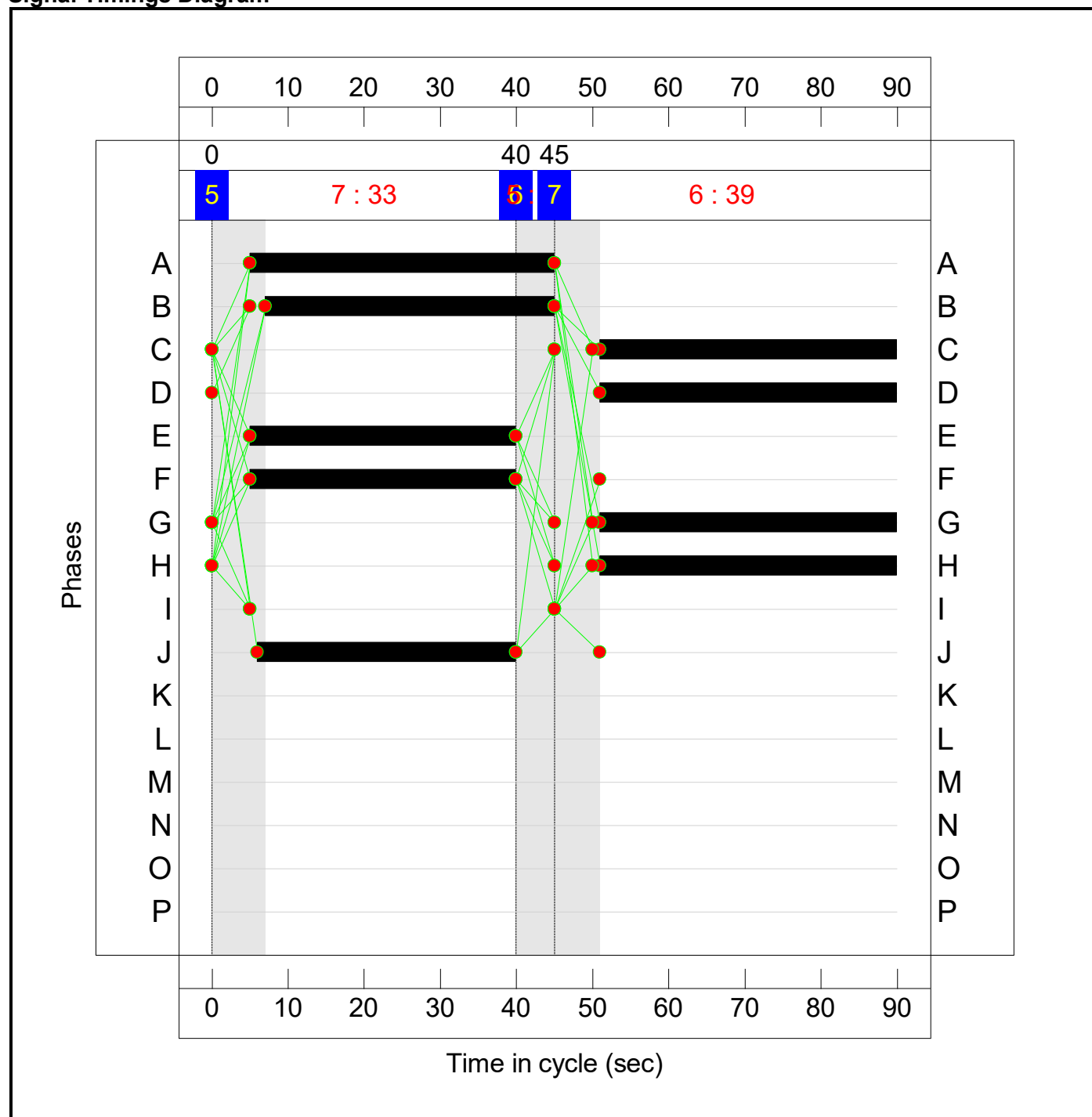
Stage Timings

Stage	5	6	7
Duration	33	0	39
Change Point	0	40	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	40	5	45
B	Ashby Road North Left Ahead	Traffic	38	7	45
C	A47 East Ahead Right	Traffic	39	51	0
D	A47 East Left	Traffic	39	51	0
E	Ashby Road South Right	Traffic	35	5	40
F	Ashby Road South Left Ahead	Traffic	35	5	40
G	A47 West Ahead Right	Traffic	39	51	0
H	A47 West Left Ahead	Traffic	39	51	0
I	Ashby Road North Right IGA	Ind. Arrow	0	45	45
J		Traffic	34	6	40
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



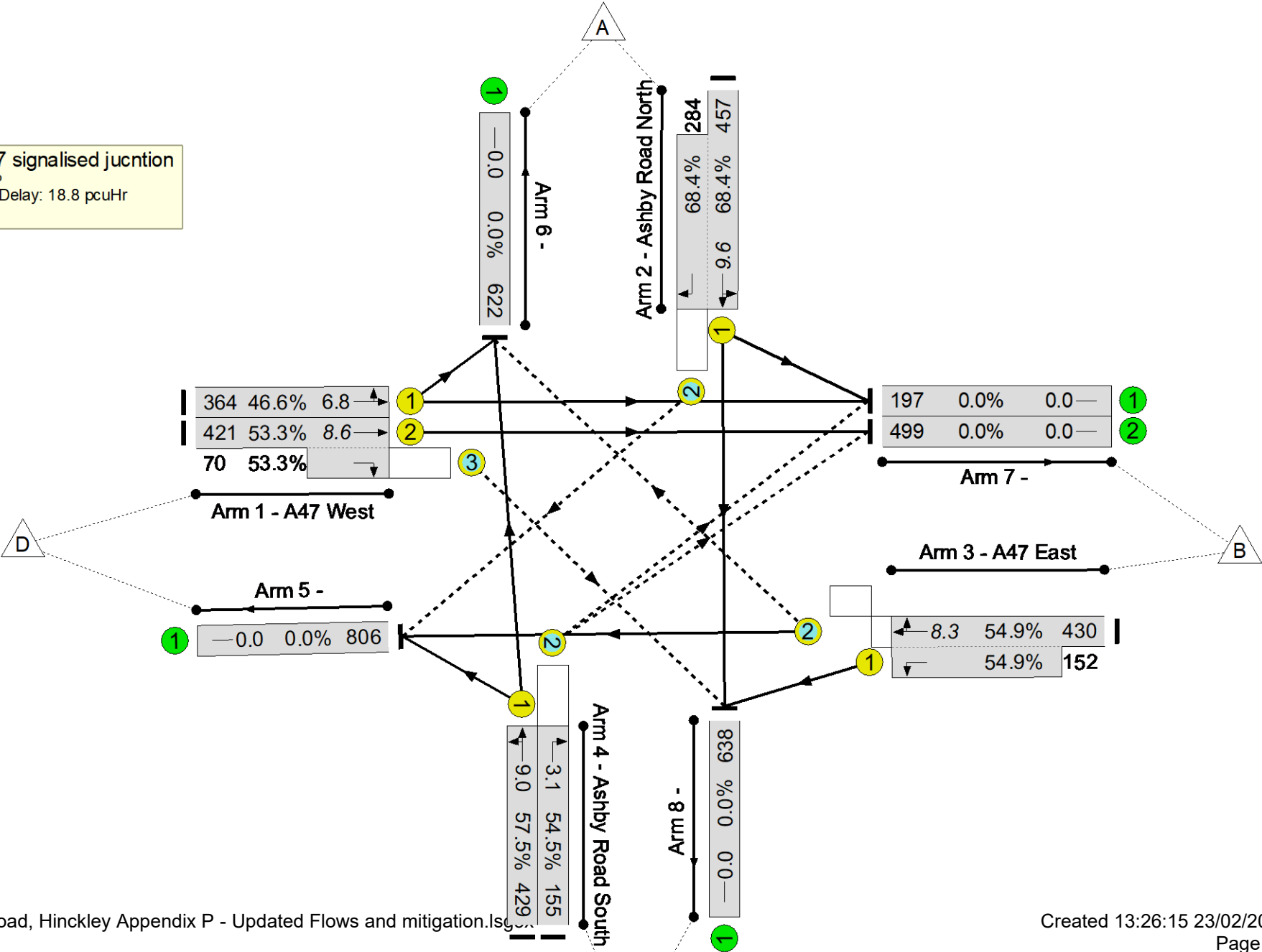
Lane Green Times

Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	51	0
1/2	A47 West Ahead	U	G	51	0
1/3	A47 West Right	O	G	51	0
2/1	Ashby Road North Left Ahead	U	B	7	45
2/2	Ashby Road North Right	O	A I	5	45
3/1	A47 East Left	U	D	51	0
3/2	A47 East Ahead Right	O	C	51	0
4/1	Ashby Road South Left Ahead	U	F	5	40
4/2	Ashby Road South Right	O	E	5	40

Ashby Road/A47 signalised junction



PRC: 31.6 %
Total Traffic Delay: 18.8 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	-	-		-	-	-	-	-	-	-	68.4%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	68.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	39	-	-	364	1756	780	46.6%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	39	-	-	491	2055:1741	790+131	53.3 : 53.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	38:40	0	-	741	1898:1781	668+415	68.4 : 68.4%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	39	-	-	582	1907:1741	783+277	54.9 : 54.9%
4/1	Ashby Road South Left Ahead	U	N/A	N/A	F		1	35	-	-	429	1865	746	57.5%
4/2	Ashby Road South Right	O	N/A	N/A	E		1	35	-	-	155	1807	284	54.5%
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	-		-	-	-	-	197	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	499	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	638	Inf	Inf	0.0%

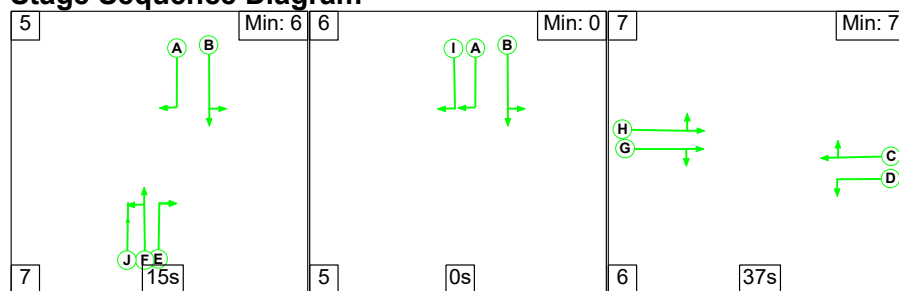
Detailed Input Data And Results

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	-	-	513	9	11	13.9	4.0	1.0	18.8	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	513	9	11	13.9	4.0	1.0	18.8	-	-	-	-	
1/1	364	364	-	-	-	1.8	0.4	-	2.2	21.8	6.4	0.4	6.8	
1/2+1/3	491	491	69	0	1	2.4	0.6	0.2	3.1	23.0	8.1	0.6	8.6	
2/1+2/2	741	741	265	9	9	3.7	1.1	0.1	4.8	23.3	8.5	1.1	9.6	
3/2+3/1	582	582	24	0	0	2.8	0.6	0.0	3.4	21.2	7.6	0.6	8.3	
4/1	429	429	-	-	-	2.5	0.7	-	3.2	26.7	8.3	0.7	9.0	
4/2	155	155	155	0	0	0.8	0.6	0.7	2.0	47.6	2.5	0.6	3.1	
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	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	499	499	-	-	-	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 (%): 31.6 PRC Over All Lanes (%): 31.6 Total Delay for Signalled Lanes (pcuHr): 18.81 Total Delay Over All Lanes(pcuHr): 18.81 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 3: '2026 Base + Committed AM' (FG3: '2026 Base + Committed AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



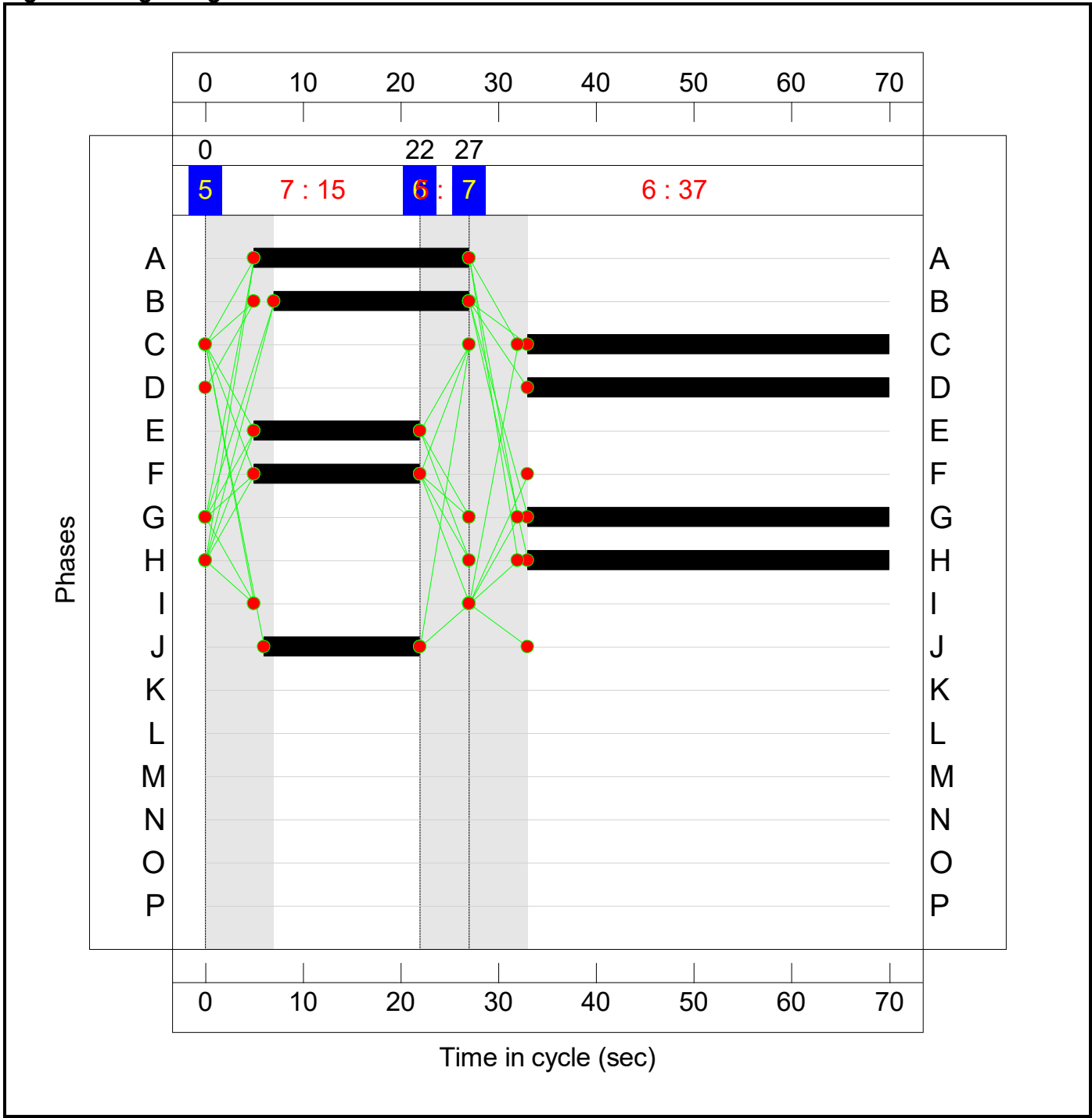
Stage Timings

Stage	5	6	7
Duration	15	0	37
Change Point	0	22	27

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	22	5	27
B	Ashby Road North Left Ahead	Traffic	20	7	27
C	A47 East Ahead Right	Traffic	37	33	0
D	A47 East Left	Traffic	37	33	0
E	Ashby Road South Right	Traffic	17	5	22
F	Ashby Road South Left Ahead	Traffic	17	5	22
G	A47 West Ahead Right	Traffic	37	33	0
H	A47 West Left Ahead	Traffic	37	33	0
I	Ashby Road North Right IGA	Ind. Arrow	0	27	27
J		Traffic	16	6	22
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

Signal Timings Diagram



Lane Green Times

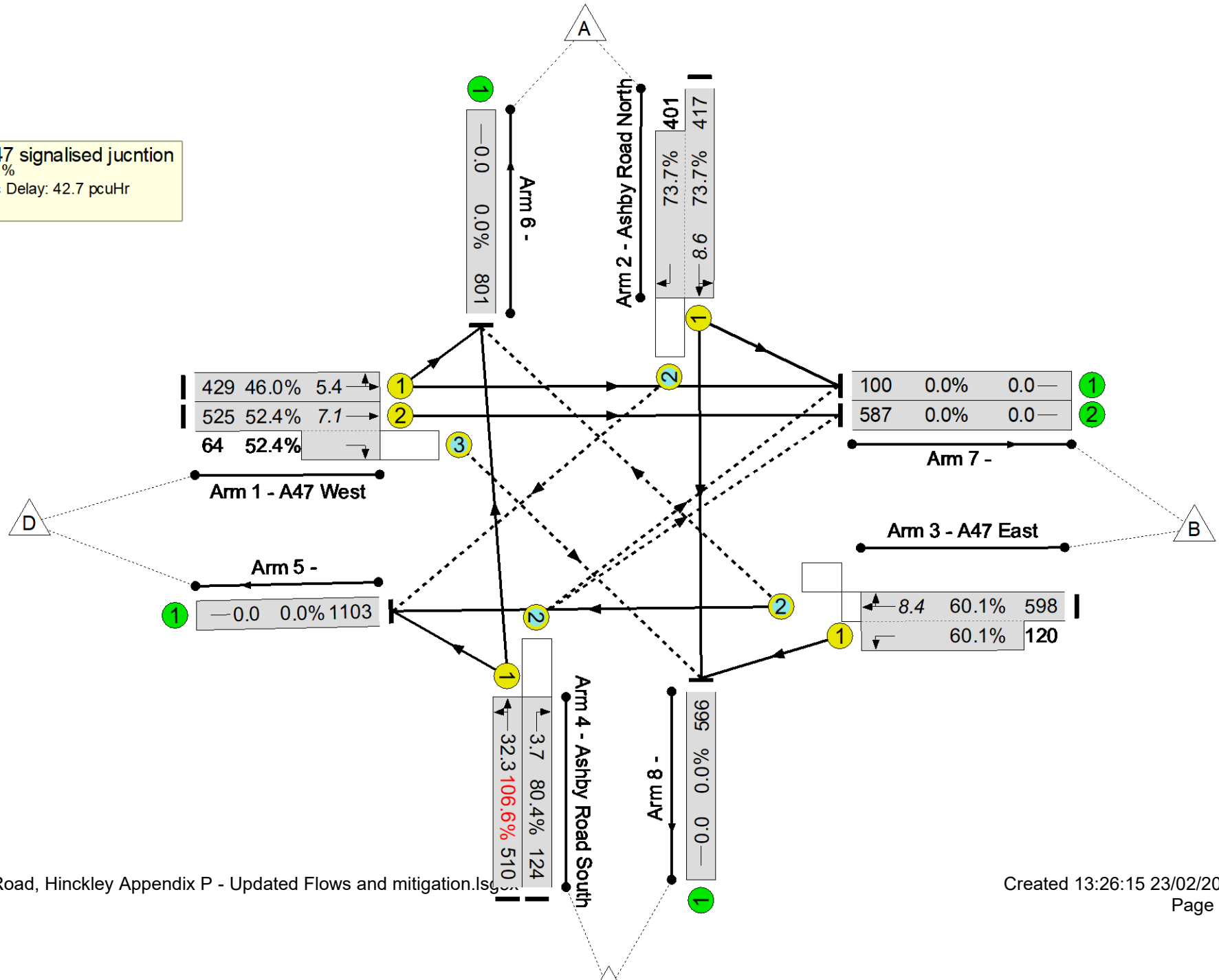
Junction: Ashby Road/A47 signalised junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A47 West Left Ahead	U	H	33	0
1/2	A47 West Ahead	U	G	33	0
1/3	A47 West Right	O	G	33	0
2/1	Ashby Road North Left Ahead	U	B	7	27
2/2	Ashby Road North Right	O	A I	5	27
3/1	A47 East Left	U	D	33	0
3/2	A47 East Ahead Right	O	C	33	0
4/1	Ashby Road South Left Ahead	U	F	5	22
4/2	Ashby Road South Right	O	E	5	22

Ashby Road/A47 signalised junction



PRC: -18.5 %

Total Traffic Delay: 42.7 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	-	-		-	-	-	-	-	-	-	106.6%
Ashby Road/A47 signalised junction	-	-	N/A	-	-		-	-	-	-	-	-	-	106.6%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	-	429	1718	933	46.0%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	-	589	2055:1741	1001+122	52.4 : 52.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	20:22	0	-	818	1899:1781	566+544	73.7 : 73.7%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	-	718	1906:1741	995+200	60.1 : 60.1%
4/1	Ashby Road South Left Ahead	U	N/A	N/A	F		1	17	-	-	510	1860	478	106.6%
4/2	Ashby Road South Right	O	N/A	N/A	E		1	17	-	-	124	1807	154	80.4%
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	-		-	-	-	-	100	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	-	587	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	566	Inf	Inf	0.0%

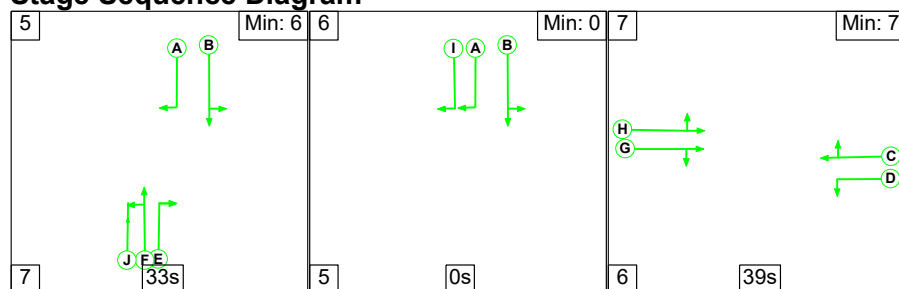
Detailed Input Data And Results

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	-	-	548	34	44	15.1	26.7	0.9	42.7	-	-	-	-	
Ashby Road/A47 signalised junction	-	-	548	34	44	15.1	26.7	0.9	42.7	-	-	-	-	
1/1	429	429	-	-	-	1.2	0.4	-	1.6	13.3	5.0	0.4	5.4	
1/2+1/3	589	589	63	0	1	1.6	0.5	0.1	2.3	14.0	6.5	0.5	7.1	
2/1+2/2	818	818	349	34	17	4.8	1.4	0.2	6.4	28.0	7.2	1.4	8.6	
3/2+3/1	718	718	37	0	1	2.0	0.8	0.0	2.8	14.2	7.6	0.8	8.4	
4/1	510	478	-	-	-	4.8	21.7	-	26.5	187.1	10.5	21.7	32.3	
4/2	124	124	98	0	26	0.7	1.8	0.5	3.1	89.4	1.9	1.8	3.7	
5/1	1103	1103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	587	587	-	-	-	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 (%): -18.5 PRC Over All Lanes (%): -18.5 Total Delay for Signalled Lanes (pcuHr): 42.66 Total Delay Over All Lanes(pcuHr): 42.66 Cycle Time (s): 70														

Detailed Input Data And Results

Scenario 4: '2026 Base + Committed PM' (FG4: '2026 Base + Committed PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



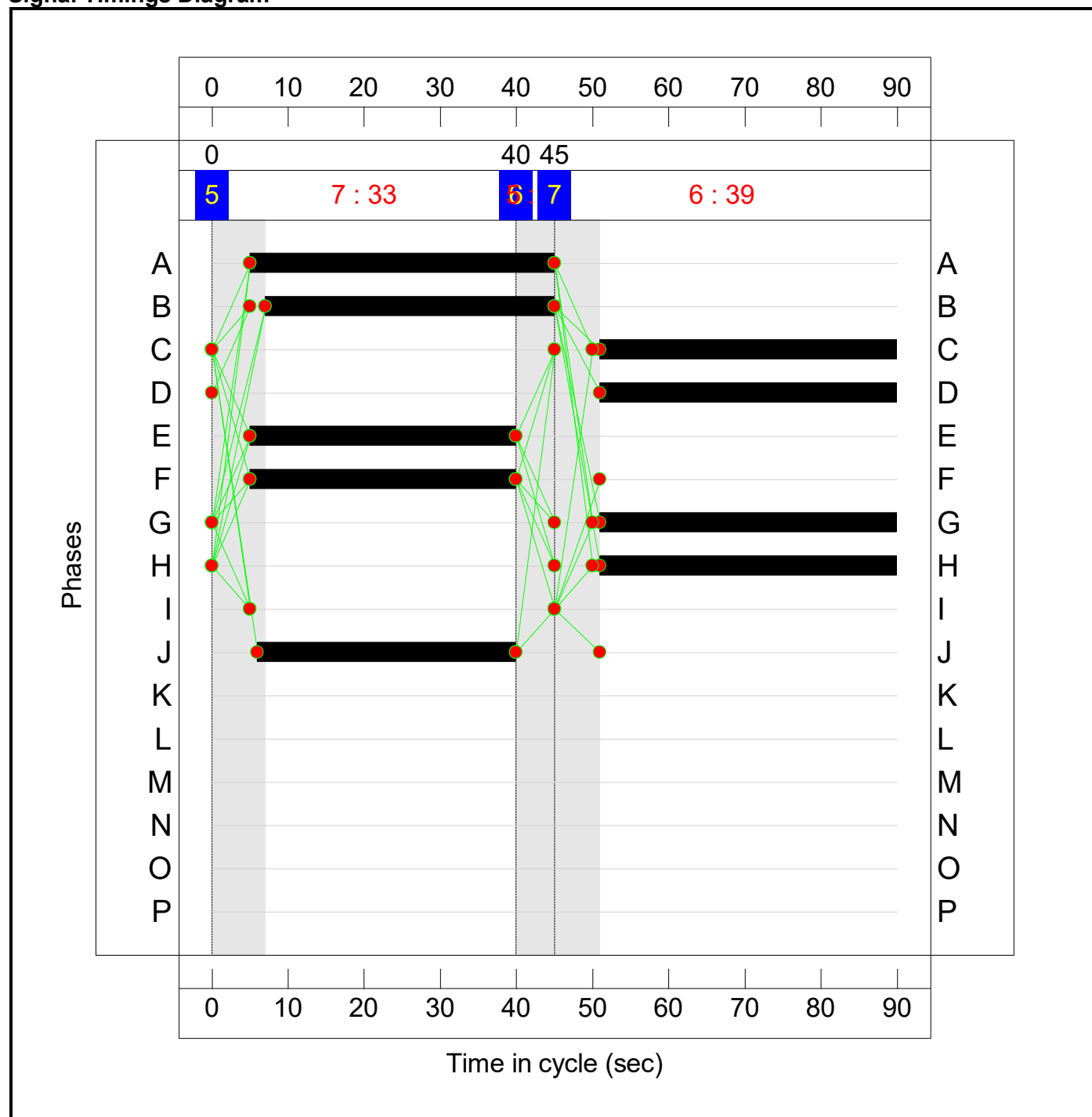
Stage Timings

Stage	5	6	7
Duration	33	0	39
Change Point	0	40	45

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Ashby Road North Right	Traffic	40	5	45
B	Ashby Road North Left Ahead	Traffic	38	7	45
C	A47 East Ahead Right	Traffic	39	51	0
D	A47 East Left	Traffic	39	51	0
E	Ashby Road South Right	Traffic	35	5	40
F	Ashby Road South Left Ahead	Traffic	35	5	40
G	A47 West Ahead Right	Traffic	39	51	0
H	A47 West Left Ahead	Traffic	39	51	0
I	Ashby Road North Right IGA	Ind. Arrow	0	45	45
J		Traffic	34	6	40
K	Pedestrians across	Pedestrian			
L	Pedestrians across	Pedestrian			
M	Pedestrians across	Pedestrian			
N	Pedestrians across	Pedestrian			
O	Pedestrians across	Pedestrian			
P	Pedestrians across	Pedestrian			

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	H	51	0
1/2	A47 West Ahead	U	G	51	0
1/3	A47 West Right	O	G	51	0
2/1	Ashby Road North Left Ahead	U	B	7	45
2/2	Ashby Road North Right	O	A I	5	45
3/1	A47 East Left	U	D	51	0
3/2	A47 East Ahead Right	O	C	51	0
4/1	Ashby Road South Left Ahead	U	F	5	40
4/2	Ashby Road South Right	O	E	5	40

Ashby Road/A47 signalised junction



PRC: 18.6 %

Total Traffic Delay: 24.6 pcuHr

