



Transportation
Consultancy

VALUE EXCEED TRUST EXCELLENCE CLARITY

A46/A50/Leicester Road Roundabout Junction Modelling Results

Client: Bloor Homes

Project: Sacheverell Way, Groby

Date: 10th July 2026



1. A46/A50/Leicester Road Development Impacts

1.1 Introduction

The LinSig model has been updated following comments received from National Highways on 15th June 2026. Based on the updated validated LinSig model, the updated modelling results are presented below. As set out earlier, the traffic flows have been adjusted to reflect the highway peak periods. However, this is likely to overestimate the development impacts given that this combines the highway peak periods and the development peak periods. In reality, the development traffic would generate less traffic in the AM and PM peaks. Therefore, both the development peaks (08:00-09:00 and 17:00-18:00) and highway peak (07:30-08:30 and 16:30-17:30) scenarios have been presented.

The same scenarios included in TTC's technical note dated 27th May 2026 have been assessed.

A summary of the LinSig modelled network performance for all assessed scenarios is presented in **Table 1.1**. Results are reported by overall Practical Reserve Capacity (PRC) and total network delay. All scenarios were modelled with a 60 second cycle time.

The summary distinguishes between Do Minimum (2030 background traffic without the development) and Do Something (2030 with the development) scenarios for both the network peak hours and the development peak hours. All detailed LinSig outputs are included in **Appendix A**.

Table 1.1 LinSig Network Performance Summary – All Scenarios

Scen.	Scenario	Overall PRC (%)	Total Delay (pcuHr)
Highway Peaks			
1	2025 Base AM	-11.8	71.74
2	2025 Base PM	-19.5	84.51
3	2030 Do Minimum AM	-13.6	77.54
4	2030 Do Minimum PM	-23.4	146.81
5	2030 Do Minimum Sens AM	-17.8	89.69
6	2030 Do Minimum Sens PM	-25.0	138.87
7	2030 Do Something AM	-15.5	83.47
8	2030 Do Something PM	-26.0	148.37
9	2030 Do Something Sens AM	-17.7	87.20
10	2030 Do Something Sens PM	-25.0	136.71
Development Peak			
11	2025 Base AM	0.4	50.60
12	2025 Base PM	-8.0	51.50
13	2030 Do Minimum AM	-3.6	61.90
14	2030 Do Minimum PM	-8.0	61.09

Scen.	Scenario	Overall PRC (%)	Total Delay (pcuHr)
15	2030 Do Minimum Sens AM	-13.0	76.96
16	2030 Do Minimum Sens PM	-4.5	56.58
17	2030 Do Something AM	-3.0	62.15
18	2030 Do Something PM	-6.9	59.66
19	2030 Do Something Sens AM	-8.6	76.62
20	2030 Do Something Sens PM	-5.4	60.29
21	2030 Do Something Sens AM (Reassignment Check)	-8.5	74.35

Negative PRC values indicate that the relevant stream or network is operating over its theoretical capacity within the assessed cycle time.

During the highway peak the majority of scenarios are operating over its theoretical capacity. It is also noteworthy that due to the way LinSig assigns traffic and optimises junction performance, as well as the dynamic nature of the PRTM which partly informs traffic flows, the results do not present a linear deterioration in junction performance as traffic flows increase through the junction from scenario to scenario as would be expected with other modelling tools such as PICADY and ARCADY. However, what is clear is that when the Do Minimum scenario is compared to the corresponding Do Something scenario, the change in PRC and delay is minimal.

For example, in the highway peak, 2030 Do Minimum scenario shows total delays of 77.54 pcu/hrs and 146.86 pcu/hrs in the AM and PM peaks respectively. In the 2030 Do Something Scenarios this changes to 83.47 pcu/hrs and 148.37 pcu/hrs. This results in an increase of 5.93 pcu/hrs or 7.7% in the AM peak and an increase of 1.51 pcu/hrs or 1.0% in the PM peak. However, in the sensitivity test that includes the Ratby application, decreases in total delay are predicted when the Do Something scenario is compared to the Do Minimum.

In the development peak period, the 2030 Do Minimum scenario shows total delays of 61.90 pcu/hrs and 61.09 pcu/hrs in the AM and PM peaks respectively. In the 2030 Do Something Scenarios this changes to 62.15 pcu/hrs and 59.66 pcu/hrs. This results in an increase of 0.25 pcu/hrs or 0.4% the AM peak and a decrease of 1.43 pcu/hrs in the PM peak. This suggests that the proposed development would not have a material impact on the junction operation.

To support the network-level summary, lane-level performance for the busiest entry lane on each arm is provided in **Tables 1.2 to 1.10**. Degree of saturation, mean max queue and delay per PCU are reported for both the Do Minimum and Do Something across the highway and development AM and PM peak periods. Where a lane is flared, the degree of saturation is reported in the LinSig convention as 'short lane : long lane'.

Table 1.2 and 1.3 indicate the highway peak 2030 Do Minimum and Do Something scenarios.

Table 1.2 Highway AM Peak – Lane-Level Comparison (2030 Do Minimum vs 2030 Do Something)

Arm	Degree of Saturation (%)		Mean Max Queue (pcu)		Delay (Seconds/PCU)	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
A50 North	72.7:83.5	74.3:87.2	14.1	15.1	15.4	17.0
A46 East	91.0:91.0	95.8:95.8	12.4	16	37.9	53.4

Arm	Degree of Saturation (%)		Mean Max Queue (pcu)		Delay (Seconds/PCU)	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
A50 South	99.6:62.4	98.7:62.7	7.9	7.8	39.1	38.8
Leicester Road	102.2:93.7	104.0:93.2	40.3	46.9	107.2	121.9
A46 West	80.1	79.5	4.7	4.6	44.6	43.0

Table 1.3 Highway PM Peak – Lane-Level Comparison (Do Minimum vs Do Something)

Arm	Degree of Saturation (%)		Mean Max Queue (pcu)		Delay (Seconds/PCU)	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
A50 North	74.6:87.6	73.6:84.9	15.3	14.8	18.2	16.7
A46 East	104.6:104.6	99.4:100.6	33.0	22.2	138.5	92.3
A50 South	102.6:102.6	104.3:104.3	23.0	26.3	129.1	149.6
Leicester Road	111.1:109.9	113.4:110.6	60.7	68.4	224.9	253.9
A46 West	64.2	65.3	3.4	3.5	25.9	26.4

Table 1.2 demonstrates that in the AM peak the predicted increases in queues and delays between the Do Minimum and Do Something scenarios is minimal. The largest increase is predicted on Leicester Road where queues increase by approximately six vehicles however the corresponding increase in delay is 15 seconds per vehicle. Such increases are unlikely to be discernible to existing users on the network.

In the PM peak the largest increase is predicted on Leicester Road where queues increase by approximately seven vehicles. However, queue on other arms such as the A46 decrease by 11 vehicles.

Table 1.4 and **1.5** provide a summary of the highway peak results for the sensitivity test which includes the Land West of Ratby application.

Table 1.4 Highway AM Peak Sensitivity Test – Lane-Level Comparison (2030 Do Minimum Sens Test vs 2030 Do Something Sens Test)

Arm	Degree of Saturation (%)		Mean Max Queue (pcu)		Delay (Seconds/PCU)	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
A50 North	72.6:89.3	73.3:86.4	15.5	14.8	18.0	16.7
A46 East	99.5:99.5	98.7:989.7	22.2	20.6	73.0	69.9
A50 South	94.7:55.5	94.7:55.5	7.5	7.5	33.9	33.9
Leicester Road	106.0:98.3	105.9:97.5	45.4	45.3	133	133.4
A46 West	78.7	78.5	4.5	4.5	41.8	41.3

Table 1.5 Highway PM Peak Sensitivity Test – Lane-Level Comparison (2030 Do Minimum Sense Test vs 2030 Do Something Sense Test)

Arm	Degree of Saturation (%)		Mean Max Queue (pcu)		Delay (Seconds/PCU)	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
A50 North	73.9:82.5	82.5:82.5	14.2	14.5	16.1	16.6
A46 East	90.3	96.3	10.6	13.8	55.4	82.4
A50 South	107.7:92.4	106.5:106.5	37.2	31.0	160.4	176.1
Leicester Road	112.5:110.1	112.5:111.6	62.0	61.3	241.0	243.8
A46 West	66.8	65.9	3.7	3.6	27.9	27.2

Table 1.4 and **1.5** indicate that there are no material increases in queues or delays as a result of the development traffic being added to the junction. The largest increase is predicted on the A46 East with an increase on three vehicles during the PM peak. However, on other arms of the junction minor decreases in queue and delay are predicted.

Table 1.6 and **1.7** indicate the Do Minimum and Do Something results for the development peak period as assessed as part of the PRTM.

Table 1.6 Development AM Peak – Lane-Level Comparison (2030 Do Minimum vs 2030 Do Something)

Arm	Degree of Saturation (%)		Mean Max Queue (pcu)		Delay (Seconds/PCU)	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
A50 North	77.8:90.1	91.1:91.1	16.9	19.2	18.9	24.3
A46 East	92.9:92.9	87.0:87.7	12.8	9.9	46.0	34.8
A50 South	90.9:57.3	86.5:39.8	5.7	5.2	40.9	32.6
Leicester Road	93.2:93.2	92.7:92.7	15.3	14.9	35.1	32.8
A46 West	72.7	73.2	4.0	4.0	29.2	29.1

Table 1.7 Development PM Peak – Lane-Level Comparison (Do Minimum vs Do Something)

Arm	Degree of Saturation (%)		Mean Max Queue (pcu)		Delay (Seconds/PCU)	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
A50 North	82.0:81.9	72.1:82.0	14.0	13.6	17.2	16.1
A46 East	81.7:81.7	89.8:89.8	9.2	11.4	27.6	37.9
A50 South	97.2:84.3	91.5:79.7	11.8	10.1	44.2	35.4
Leicester Road	93.9:82.6	96.2:81.5	12.6	13.5	37.7	41.0
A46 West	86.9	85.8	6.0	5.9	60.0	55.5

Table 1.6 and **1.7** indicate that the proposed development would not result in a material increase in queues or delays in either the AM or PM peak period.

Table 1.8 and **1.9** provide a summary of the development peak results for the sensitivity test which include the Ratby application.

Table 1.8 Development AM Peak Sensitivity Test – Lane-Level Comparison (2030 Do Minimum Sense Test vs 2030 Do Something Sense Test)

Arm	Degree of Saturation (%)		Mean Max Queue (pcu)		Delay (Seconds/PCU)	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
A50 North	78.1:90.3	94.2:94.2	17.3	22.0	19.1	30.5
A46 East	101.7:101.7	97.7:97.7	25.5	16.5	103.0	69.0
A50 South	91.0:77.4	92.4:77.8	6.7	7.0	46.4	47.6
Leicester Road	95.9:95.9	97.8:97.8	17.6	20.5	46.2	56.2
A46 West	71.3	69.0	3.8	3.6	29.0	25.8

Table 1.9 Development PM Peak Sensitivity Test – Lane-Level Comparison (Do Minimum Sense Test vs Do Something Sense Test)

Arm	Degree of Saturation (%)		Mean Max Queue (pcu)		Delay (Seconds/PCU)	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
A50 North	82.0:81.9	77.3:82.0	14.0	13.8	17.2	17.2
A46 East	81.7:81.7	82.4:92.2	9.2	10.1	27.6	35.7
A50 South	97.2:84.3	92.5:78.8	11.8	10.2	44.2	35.5
Leicester Road	93.9:82.6	94.8:83.3	12.6	13.1	37.7	39.8
A46 West	86.9	84.5	6.0	5.7	60.0	52.5

Once again, **Table 3.8** and **3.9** indicate that no material changes in queue or delay are predicted for the AM and PM peak periods. The largest increase in queues is predicted in the AM peak on the A50 North Arm where queues are predicted to increase by five vehicles, with a corresponding delay increase of 11 seconds per vehicle. However, in contrast, queues on the A46 East arm are predicted to decrease by nine vehicles.

Table 1.10 indicates the results of the additional sensitivity test that considers the impact of traffic predicted to avoid Leicester Road, as indicated by the PRTM assessment, actually routes via Leicester Road. As a worst-case scenario, this is considered in the context of the Ratby application sensitivity test.

Table 1.10 Development AM Peak Re-distribution Test – Lane-Level Comparison (2030 Do Minimum Sense Test vs Do Something Sense Test Re-distribution Test)

Arm	Degree of Saturation (%)		Mean Max Queue (pcu)		Delay (Seconds/PCU)	
	Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
A50 North	78.1:90.3	82.7:96.4	17.3	20.3	19.1	26.9
A46 East	101.7:101.7	92.3:92.3	25.5	12.4	103.0	43.8
A50 South	91.0:77.4	93.8:44.4	6.7	5.4	46.4	40.9
Leicester Road	95.9:95.9	97.6:97.6	17.6	20.3	46.2	54.6
A46 West	71.3	75.0	3.8	4.2	29.0	32.8

Table 1.10 indicates that if traffic was to re-route via the Leicester Road rather than through Groby, the impact on the junction would be negligible. Queues on Leicester Road are predicted to increase by two vehicles, whilst delays would increase by eight seconds. Such increases would not be noticeable to existing users on the network.

It is recognised that the LinSig model optimises the operation of the junction based on demand, and does not account for existing optimisation packages on the ground. It may therefore be necessary to review and amend the existing controller specification on the ground to provide a more efficient junction operation.

It is also noteworthy that Table 7.7 of the original Transport Assessment submitted as part of the application indicated the difference in traffic flows between the Do Minimum and Do Something scenarios. In terms of total traffic through the junction, during the AM peak, the development is predicted to add 46 vehicles through the junction, this equates to an increase of 0.8%. During the PM peak, 43 additional vehicles are predicted to route through the junction which equates to 0.76%. Such increase would not be perceptible to existing users on the network.

Overall, it is clear that the proposed development would not have a material impact on the operation of the junction and this could certainly could not be classed as sever in the context of paragraph 116 of the NPPF.

Appendix A

LinSig Outputs

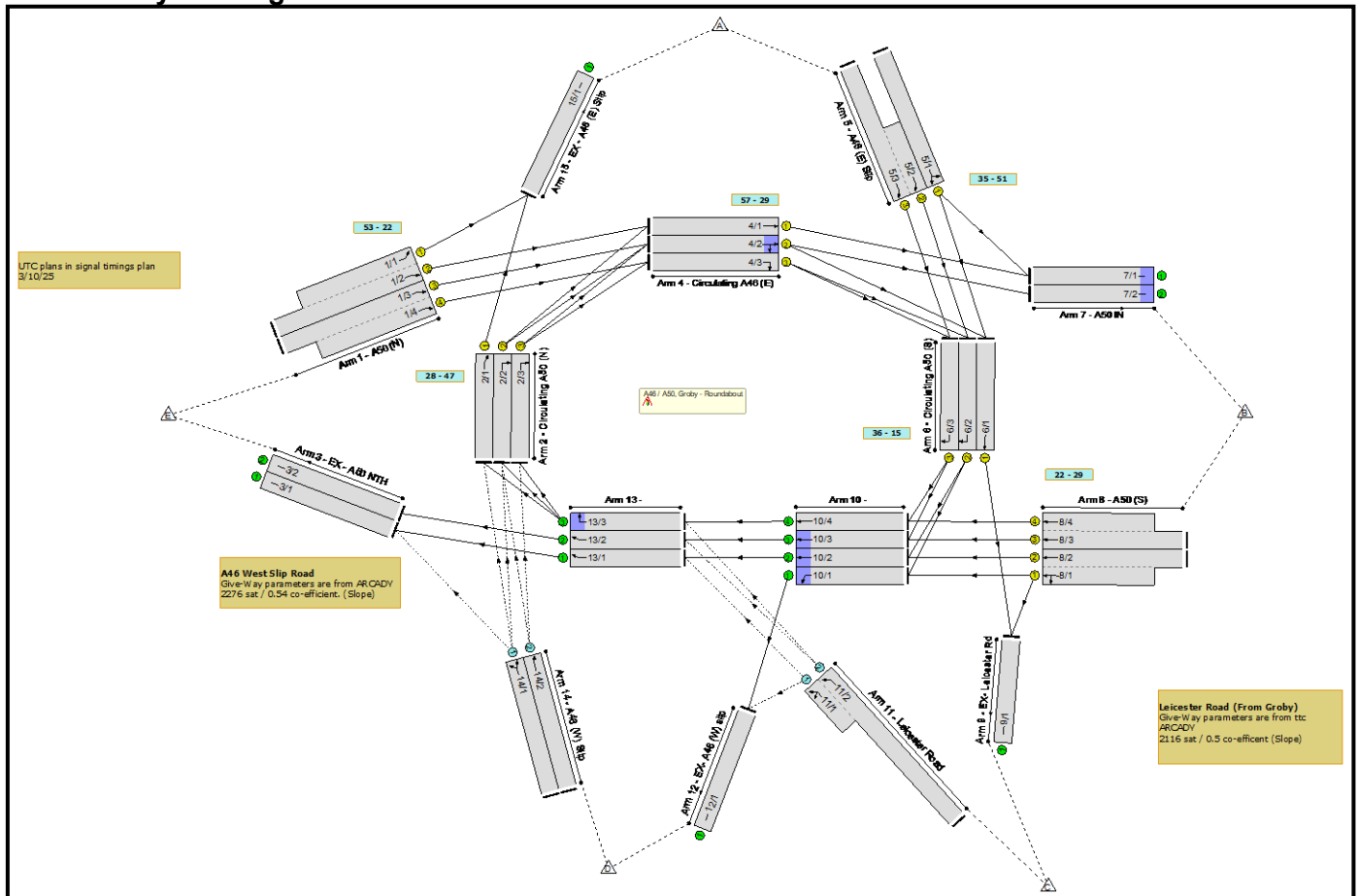
Full Input Data And Results

Full Input Data And Results

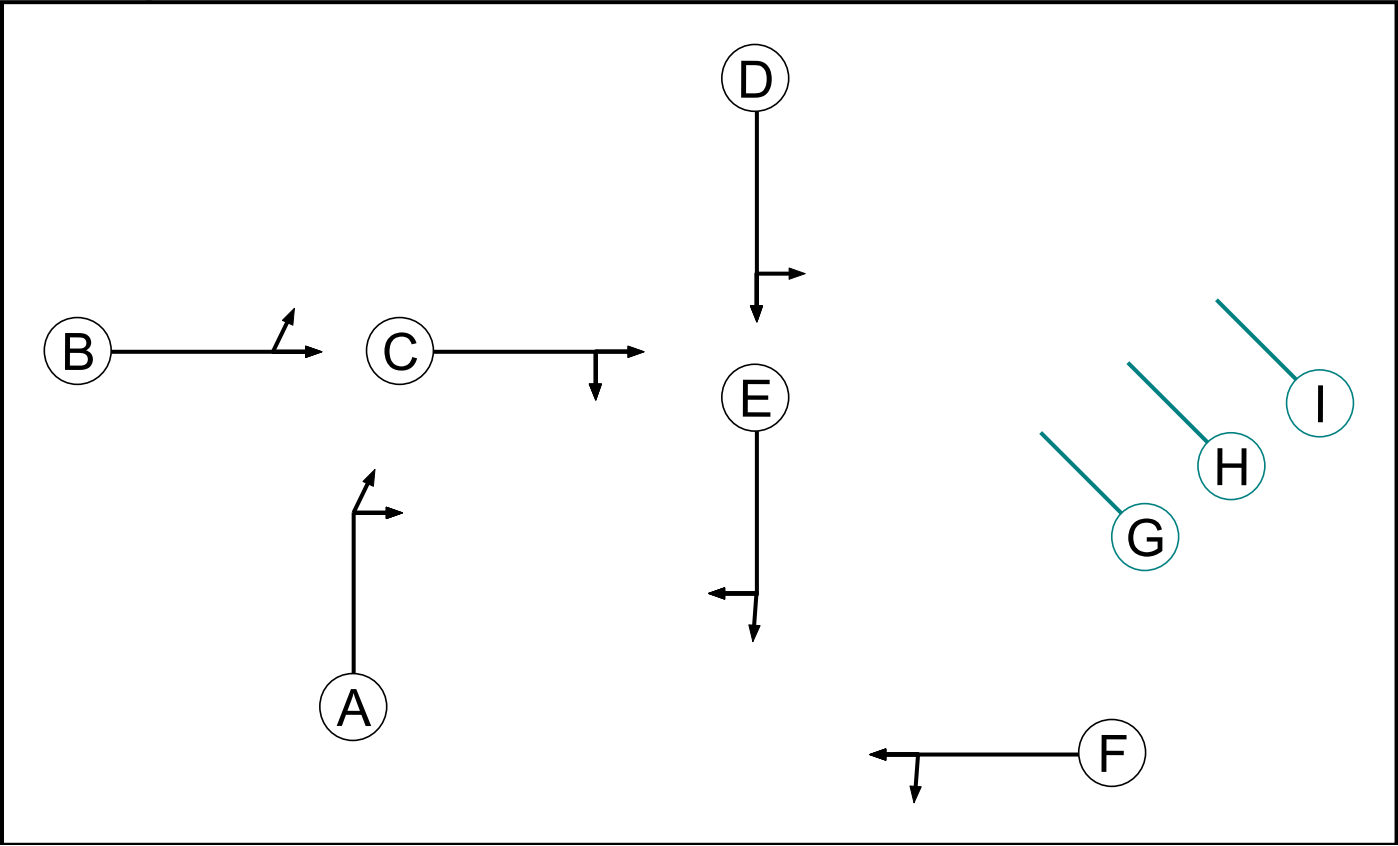
User and Project Details

Project:	Sacheverll Way, Groby
Title:	A50/A46 Rbt, Groby, Leicestershire
Location:	A50/A46 Roundabout
Additional detail:	
File name:	A46-A50 Rbt Existing + Calibration + NH Comments Both peaks LF 10.07.26.lsg3x
Author:	LF/JC
Company:	TTC
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	2		7	7
F	Traffic	2		7	7
G	Dummy	1		4	4
H	Dummy			4	4
I	Dummy	2		1	1

Phase Intergreens Matrix

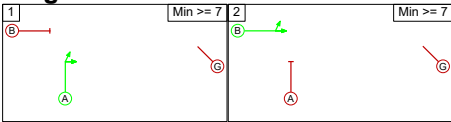
Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		6	-	-	-	-	3	-	-
	B	6		-	-	-	-	3	-	-
	C	-	-		6	-	-	-	3	-
	D	-	-	6		-	-	-	3	6
	E	-	-	-	-		7	-	3	-
	F	-	-	-	-	7		-	3	-
	G	2	2	-	-	-	-		-	-
	H	-	-	2	2	2	2	-		-
	I	-	-	-	6	-	-	-	-	

Phases in Stage

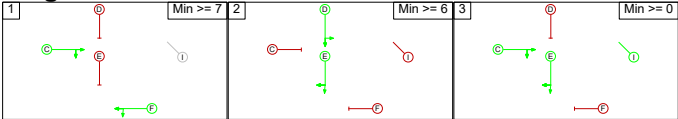
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C F
2	2	D E
2	3	C E I

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	E	Losing	4	4

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 2

	To Stage			
From Stage		1	2	3
	1		7	7
	2	11		6
	3	7	6	

Full Input Data And Results

Give-Way Lane Input Data

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout											
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)
11/1 (Leicester Road)	12/1 (Left)	705	0	10/1	0.50	All	-	-	-	-	-
				10/2	0.50	All					
				10/3	0.50	All					
				10/4	0.50	All					
	13/1 (Left)	705	0	10/1	0.50	All					
				10/2	0.50	All					
				10/3	0.50	All					
				10/4	0.50	All					
11/2 (Leicester Road)	13/2 (Left)	1410	0	10/1	0.50	All	-	-	-	-	-
				10/2	0.50	All					
				10/3	0.50	All					
				10/4	0.50	All					
	13/3 (Left)	1410	0	10/1	0.50	All					
				10/2	0.50	All					
				10/3	0.50	All					
				10/4	0.50	All					
	2/1 (Ahead)	1138	0	13/1	0.54	All					
				13/2	0.54	All					
				13/3	0.54	All					
				13/1	0.54	All					
	2/2 (Ahead)	1138	0	13/2	0.54	All					
				13/3	0.54	All					
				13/1	0.54	All					
	3/1 (Left)	1138	0	13/2	0.54	All					
				13/1	0.54	All					
14/1 (A46 (W) Slip)	2/2 (Ahead)	1138	0	13/1	0.54	All	-	-	-	-	-
				13/2	0.54	All					
				13/3	0.54	All					
	3/1 (Left)	1138	0	13/1	0.54	All					
				13/2	0.54	All					

Full Input Data And Results

				13/3	0.54	All					
14/2 (A46 (W) Slip)	2/2 (Ahead)	1138	0	13/1	0.54	All	-	-	-	-	-
				13/2	0.54	All					
				13/3	0.54	All					
	2/3 (Ahead)	1138	0	13/1	0.54	All					
				13/2	0.54	All					
				13/3	0.54	All					

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A50 (N))	U	B	2	3	26.0	Geom	-	3.80	0.00	Y	Arm 15 Ahead	170.00
1/2 (A50 (N))	U	B	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Ahead	Inf
1/3 (A50 (N))	U	B	2	3	60.0	Geom	-	3.60	0.00	N	Arm 4 Ahead	Inf
1/4 (A50 (N))	U	B	2	3	26.0	Geom	-	3.60	0.00	Y	Arm 4 Ahead	Inf
2/1 (Circulating A50 (N))	U	A	2	3	7.3	Geom	-	3.60	0.00	Y	Arm 15 Ahead	55.00
2/2 (Circulating A50 (N))	U	A	2	3	7.3	Geom	-	3.60	0.00	Y	Arm 4 Right	41.00
2/3 (Circulating A50 (N))	U	A	2	3	7.3	Geom	-	3.60	0.00	Y	Arm 4 Right	40.00
3/1 (EX - A50 NTH)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/2 (EX - A50 NTH)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Circulating A46 (E))	U	C	2	3	16.7	Geom	-	3.60	0.00	Y	Arm 7 Ahead	Inf
4/2 (Circulating A46 (E))	U	C	2	3	16.7	Geom	-	3.60	0.00	N	Arm 6 Right	30.00
	U	C	2	3	16.7	Geom	-	3.60	0.00	N	Arm 7 Ahead	Inf
4/3 (Circulating A46 (E))	U	C	2	3	16.7	Geom	-	3.60	0.00	Y	Arm 6 Right	24.00
5/1 (A46 (E) Slip)	U	D	2	3	60.0	Geom	-	3.65	5.00	Y	Arm 6 Ahead	100.00
	U	D	2	3	60.0	Geom	-	3.65	5.00	Y	Arm 7 Left	16.00
5/2 (A46 (E) Slip)	U	D	2	3	10.0	Geom	-	3.50	5.00	Y	Arm 6 Ahead	100.00
5/3 (A46 (E) Slip)	U	D	2	3	60.0	Geom	-	3.30	5.00	Y	Arm 6 Ahead	135.00
6/1 (Circulating A50 (S))	U	E	2	3	5.2	Geom	-	3.65	0.00	Y	Arm 9 Ahead	Inf
6/2 (Circulating A50 (S))	U	E	2	3	5.2	Geom	-	3.65	0.00	N	Arm 10 Right	45.00

Full Input Data And Results

6/3 (Circulating A50 (S))	U	E	2	3	5.2	Geom	-	3.65	0.00	Y	Arm 10 Right	44.00
7/1 (A50 IN)	U		2	3	60.0	User	1900	-	-	-	-	-
7/2 (A50 IN)	U		2	3	60.0	User	1900	-	-	-	-	-
8/1 (A50 (S))	U	F	2	3	20.0	Geom	-	3.65	0.00	Y	Arm 9 Left Arm 10 Ahead	16.00 100.00
8/2 (A50 (S))	U	F	2	3	60.0	Geom	-	3.65	0.00	N	Arm 10 Ahead	90.00
8/3 (A50 (S))	U	F	2	3	60.0	Geom	-	3.60	0.00	N	Arm 10 Ahead	90.00
8/4 (A50 (S))	U	F	2	3	17.0	Geom	-	3.60	0.00	Y	Arm 10 Ahead	87.00
9/1 (EX- Leicester Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	10.4	Inf	-	-	-	-	-	-
10/2	U		2	3	10.4	Inf	-	-	-	-	-	-
10/3	U		2	3	10.4	Inf	-	-	-	-	-	-
10/4	U		2	3	10.4	Inf	-	-	-	-	-	-
11/1 (Leicester Road)	O		2	3	7.8	Geom	-	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00
11/2 (Leicester Road)	O		2	3	60.0	Geom	-	4.60	0.00	Y	Arm 13 Left	22.00
12/1 (EX- A46 (W) slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	16.5	Inf	-	-	-	-	-	-
13/2	U		2	3	16.5	Inf	-	-	-	-	-	-
13/3	U		2	3	16.5	Inf	-	-	-	-	-	-
14/1 (A46 (W) Slip)	O		2	3	60.0	Geom	-	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00
14/2 (A46 (W) Slip)	O		2	3	60.0	Geom	-	3.90	0.00	Y	Arm 2 Ahead	Inf
15/1 (EX - A46 (E) Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base NH AM Peak'	07:30	08:30	01:00	
2: '2025 Base NH PM Peak'	16:30	17:30	01:00	
3: '2030 Do Minimum NH AM Peak'	07:30	08:30	01:00	
4: '2030 Do Minimum NH PM Peak'	16:30	17:30	01:00	
5: '2030 Do Minimum Sens NH AM Peak'	07:30	08:30	01:00	
6: '2030 Do Minimum Sens NH PM Peak'	16:30	17:30	01:00	
7: '2030 Do Something NH AM Peak'	07:30	08:30	01:00	
8: '2030 Do Something NH PM Peak'	16:30	17:30	01:00	
9: '2030 Do Something Sens NH AM Peak'	07:30	08:30	01:00	
10: '2030 Do Something Sens NH PM Peak'	16:30	17:30	01:00	
11: '2025 Base AM Peak Dev Peak'	08:00	09:00	01:00	
12: '2025 Base PM Peak Dev Peak'	17:00	18:00	01:00	
13: '2030 Do Minimum AM Peak Dev Peak'	08:00	09:00	01:00	
14: '2030 Do Minimum PM Peak Dev Peak'	17:00	18:00	01:00	
15: '2030 Do Minimum Sens AM Peak Dev Peak'	08:00	09:00	01:00	
16: '2030 Do Minimum Sens PM Peak Dev Peak'	17:00	18:00	01:00	
17: '2030 Do Something AM Peak Dev Peak'	08:00	09:00	01:00	
18: '2030 Do Something PM Peak Dev Peak'	17:00	18:00	01:00	
19: '2030 Do Something Sens AM Peak Dev Peak'	08:00	09:00	01:00	
20: '2030 Do Something Sens PM Peak Dev Peak'	17:00	18:00	01:00	
21: '2030 Do Something Sens AM Peak Dev Peak + Re-assignment Check'	08:00	09:00	01:00	

Full Input Data And Results

Scenario 1: '2025 Base AM Highway Peak' (FG1: '2025 Base NH AM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	62	241	0	815	1118
	B	119	0	104	60	604	887
	C	346	244	1	131	27	749
	D	0	190	73	0	140	403
	E	846	1173	39	293	19	2370
	Tot.	1311	1669	458	484	1605	5527

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 1: 2025 Base AM Highway Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	846
1/2 (with short)	1406(In) 560(Out)
1/3 (with short)	964(In) 652(Out)
1/4 (short)	312
2/1	465
2/2	261
2/3	247
3/1	957
3/2	648
4/1	813
4/2	907
4/3	312
5/1	303
5/2 (short)	464
5/3 (with short)	815(In) 351(Out)
6/1	354
6/2	775
6/3	352
7/1	875
7/2	794
8/1 (short)	164
8/2 (with short)	481(In) 317(Out)
8/3 (with short)	406(In) 287(Out)
8/4 (short)	119
9/1	458
10/1	353
10/2	799
10/3	639
10/4	119
11/1 (short)	149
11/2 (with short)	749(In) 600(Out)
12/1	484
13/1	817
13/2	648

Full Input Data And Results

13/3	710
14/1	204
14/2	199
15/1	1311

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	12.5 %	2102	2102
				Arm 7 Ahead	Inf	87.5 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	79.5 %	1717	1717
				Arm 7 Left	16.00	20.5 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	63.4 %	1859	1859
				Arm 10 Ahead	100.00	36.6 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	87.9 % 12.1 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	31.4 %	1915	1915
				Arm 3 Left	22.00	68.6 %		
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Base PM Highway Peak' (FG2: '2025 Base NH PM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	34	355	0	769	1158
	B	109	0	213	106	836	1264
	C	294	165	0	99	14	572
	D	0	69	123	0	176	368
	E	819	840	87	460	3	2209
	Tot.	1222	1108	778	665	1798	5571

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 2: 2025 Base PM Highway Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	819
1/2 (with short)	1159(In) 340(Out)
1/3 (with short)	1050(In) 587(Out)
1/4 (short)	463
2/1	403
2/2	185
2/3	172
3/1	1032
3/2	766
4/1	522
4/2	762
4/3	463
5/1	389
5/2 (short)	403
5/3 (with short)	769(In) 366(Out)
6/1	565
6/2	866
6/3	366
7/1	556
7/2	552
8/1 (short)	319
8/2 (with short)	769(In) 450(Out)
8/3 (with short)	495(In) 386(Out)
8/4 (short)	109
9/1	778
10/1	566
10/2	856
10/3	752
10/4	109
11/1 (short)	99
11/2 (with short)	572(In) 473(Out)
12/1	665
13/1	856
13/2	766

Full Input Data And Results

13/3	568
14/1	184
14/2	184
15/1	1222

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	27.6 %	2086	2086
				Arm 7 Ahead	Inf	72.4 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	91.3 %	1732	1732
				Arm 7 Left	16.00	8.7 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	66.8 %	1855	1855
				Arm 10 Ahead	100.00	33.2 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	100.0 % 0.0 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	4.3 %	1882	1882
				Arm 3 Left	22.00	95.7 %		
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 Do Minimum AM Highway Peak' (FG3: '2030 Do Minimum NH AM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	71	288	0	861	1220
	B	129	0	126	67	628	950
	C	347	242	0	137	26	752
	D	0	183	78	0	129	390
	E	881	1208	47	320	20	2476
	Tot.	1357	1704	539	524	1664	5788

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 3: 2030 Do Minimum AM Highway Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	881
1/2 (with short)	1437(In) 556(Out)
1/3 (with short)	1039(In) 699(Out)
1/4 (short)	340
2/1	476
2/2	270
2/3	233
3/1	1018
3/2	646
4/1	816
4/2	942
4/3	340
5/1	359
5/2 (short)	498
5/3 (with short)	861(In) 363(Out)
6/1	413
6/2	837
6/3	364
7/1	887
7/2	817
8/1 (short)	193
8/2 (with short)	539(In) 346(Out)
8/3 (with short)	411(In) 282(Out)
8/4 (short)	129
9/1	539
10/1	387
10/2	863
10/3	646
10/4	129
11/1 (short)	163
11/2 (with short)	752(In) 589(Out)
12/1	524
13/1	889
13/2	646

Full Input Data And Results

13/3	718
14/1	195
14/2	195
15/1	1357

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	13.3 %	2101	2101
				Arm 7 Ahead	Inf	86.7 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	80.2 %	1717	1717
				Arm 7 Left	16.00	19.8 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	65.3 %	1857	1857
				Arm 10 Ahead	100.00	34.7 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	84.0 % 16.0 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	33.8 % 66.2 %	1918	1918
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 Do Minimum PM Highway Peak' (FG4: '2030 Do Minimum NH PM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	37	381	0	791	1209
	B	117	0	227	119	854	1317
	C	332	196	0	115	15	658
	D	0	76	130	0	177	383
	E	895	920	91	505	3	2414
	Tot.	1344	1229	829	739	1840	5981

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 4: 2030 Do Minimum PM Highway Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	895
1/2 (with short)	1307(In) 412(Out)
1/3 (with short)	1107(In) 599(Out)
1/4 (short)	508
2/1	449
2/2	204
2/3	198
3/1	1074
3/2	766
4/1	612
4/2	801
4/3	508
5/1	418
5/2 (short)	452
5/3 (with short)	791(In) 339(Out)
6/1	602
6/2	960
6/3	339
7/1	649
7/2	580
8/1 (short)	346
8/2 (with short)	773(In) 427(Out)
8/3 (with short)	544(In) 427(Out)
8/4 (short)	117
9/1	829
10/1	624
10/2	882
10/3	766
10/4	117
11/1 (short)	130
11/2 (with short)	658(In) 528(Out)
12/1	739
13/1	897
13/2	766

Full Input Data And Results

13/3	645
14/1	192
14/2	191
15/1	1344

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	27.6 %	2086	2086
				Arm 7 Ahead	Inf	72.4 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	91.1 %	1732	1732
				Arm 7 Left	16.00	8.9 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	65.6 %	1856	1856
				Arm 10 Ahead	100.00	34.4 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	88.5 % 11.5 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	7.8 %	1886	1886
				Arm 3 Left	22.00	92.2 %		
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2030 Do Minimum Sens AM Highway Peak' (FG5: '2030 Do Minimum Sens NH AM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	73	277	0	885	1235
	B	130	0	121	67	639	957
	C	348	243	0	138	28	757
	D	0	181	74	0	129	384
	E	883	1212	45	323	20	2483
	Tot.	1361	1709	517	528	1701	5816

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 5: 2030 Do Minimum Sens AM Highway Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	883
1/2 (with short)	1433(In) 550(Out)
1/3 (with short)	1050(In) 707(Out)
1/4 (short)	343
2/1	478
2/2	296
2/3	202
3/1	1054
3/2	647
4/1	814
4/2	941
4/3	343
5/1	350
5/2 (short)	516
5/3 (with short)	885(In) 369(Out)
6/1	396
6/2	858
6/3	370
7/1	887
7/2	822
8/1 (short)	188
8/2 (with short)	550(In) 362(Out)
8/3 (with short)	407(In) 277(Out)
8/4 (short)	130
9/1	517
10/1	390
10/2	897
10/3	647
10/4	130
11/1 (short)	166
11/2 (with short)	757(In) 591(Out)
12/1	528
13/1	925
13/2	647

Full Input Data And Results

13/3	721
14/1	192
14/2	192
15/1	1361

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	12.6 %	2102	2102
				Arm 7 Ahead	Inf	87.4 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	79.1 %	1716	1716
				Arm 7 Left	16.00	20.9 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	64.4 %	1858	1858
				Arm 10 Ahead	100.00	35.6 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	83.1 % 16.9 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	32.8 % 67.2 %	1917	1917
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 Do Minimum Sens Highway PM Peak' (FG6: '2030 Do Minimum Sens NH PM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	37	380	0	809	1226
	B	117	0	224	119	867	1327
	C	330	195	0	114	16	655
	D	0	77	131	0	183	391
	E	898	923	91	503	3	2418
	Tot.	1345	1232	826	736	1878	6017

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 6: 2030 Do Minimum Sens Highway PM Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	898
1/2 (with short)	1202(In) 304(Out)
1/3 (with short)	1216(In) 710(Out)
1/4 (short)	506
2/1	447
2/2	241
2/3	162
3/1	1059
3/2	819
4/1	544
4/2	873
4/3	506
5/1	417
5/2 (short)	408
5/3 (with short)	809(In) 401(Out)
6/1	602
6/2	914
6/3	401
7/1	581
7/2	651
8/1 (short)	343
8/2 (with short)	792(In) 449(Out)
8/3 (with short)	535(In) 418(Out)
8/4 (short)	117
9/1	826
10/1	622
10/2	860
10/3	819
10/4	117
11/1 (short)	130
11/2 (with short)	655(In) 525(Out)
12/1	736
13/1	876
13/2	819

Full Input Data And Results

13/3	642
14/1	195
14/2	196
15/1	1345

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	25.4 %	2088	2088
				Arm 7 Ahead	Inf	74.6 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	91.1 %	1732	1732
				Arm 7 Left	16.00	8.9 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	65.3 %	1857	1857
				Arm 10 Ahead	100.00	34.7 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	87.7 % 12.3 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	6.2 % 93.8 %	1884	1884
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2030 Do Something AM Highway Peak' (FG7: '2030 Do Something NH AM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	72	292	0	861	1225
	B	130	0	128	66	627	951
	C	353	247	1	139	27	767
	D	0	184	79	0	129	392
	E	891	1216	49	324	20	2500
	Tot.	1374	1719	549	529	1664	5835

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 7: 2030 Do Something AM Highway Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	891
1/2 (with short)	1468(In) 577(Out)
1/3 (with short)	1032(In) 688(Out)
1/4 (short)	344
2/1	483
2/2	280
2/3	231
3/1	1016
3/2	648
4/1	834
4/2	942
4/3	344
5/1	364
5/2 (short)	497
5/3 (with short)	861(In) 364(Out)
6/1	421
6/2	841
6/3	364
7/1	906
7/2	813
8/1 (short)	194
8/2 (with short)	537(In) 343(Out)
8/3 (with short)	414(In) 284(Out)
8/4 (short)	130
9/1	549
10/1	390
10/2	860
10/3	648
10/4	130
11/1 (short)	166
11/2 (with short)	767(In) 601(Out)
12/1	529
13/1	887
13/2	648

Full Input Data And Results

13/3	731
14/1	196
14/2	196
15/1	1374

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	13.7 %	2101	2101
				Arm 7 Ahead	Inf	86.3 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	80.2 %	1717	1717
				Arm 7 Left	16.00	19.8 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	66.0 %	1856	1856
				Arm 10 Ahead	100.00	34.0 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	83.7 % 16.3 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	34.2 % 65.8 %	1919	1919
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2030 Do Something PM Highway Peak' (FG8: '2030 Do Something NH PM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	37	393	0	794	1224
	B	117	0	232	120	849	1318
	C	339	203	0	119	16	677
	D	0	77	135	0	177	389
	E	896	921	92	504	3	2416
	Tot.	1352	1238	852	743	1839	6024

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 8: 2030 Do Something PM Highway Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	896
1/2 (with short)	1295(In) 399(Out)
1/3 (with short)	1121(In) 614(Out)
1/4 (short)	507
2/1	456
2/2	220
2/3	205
3/1	1016
3/2	823
4/1	613
4/2	825
4/3	507
5/1	420
5/2 (short)	406
5/3 (with short)	804(In) 398(Out)
6/1	620
6/2	913
6/3	398
7/1	643
7/2	595
8/1 (short)	352
8/2 (with short)	767(In) 415(Out)
8/3 (with short)	551(In) 434(Out)
8/4 (short)	117
9/1	852
10/1	624
10/2	824
10/3	822
10/4	127
11/1 (short)	134
11/2 (with short)	677(In) 543(Out)
12/1	743
13/1	839
13/2	823

Full Input Data And Results

13/3	669
14/1	195
14/2	194
15/1	1352

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	27.9 %	2086	2086
				Arm 7 Ahead	Inf	72.1 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	92.9 %	1734	1734
				Arm 7 Left	16.00	7.1 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	65.9 %	1856	1856
				Arm 10 Ahead	100.00	34.1 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	88.8 % 11.2 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	9.2 % 90.8 %	1888	1888
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2030 Do Something Sens AM Highway Peak' (FG9: '2030 Do Something Sens NH AM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	73	227	0	885	1185
	B	130	0	121	67	639	957
	C	348	243	1	138	28	758
	D	0	181	74	0	129	384
	E	883	1212	45	323	20	2483
	Tot.	1361	1709	468	528	1701	5767

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 9: 2030 Do Something Sens AM Highway Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	883
1/2 (with short)	1449(In) 566(Out)
1/3 (with short)	1034(In) 691(Out)
1/4 (short)	343
2/1	478
2/2	271
2/3	228
3/1	1050
3/2	651
4/1	825
4/2	931
4/3	343
5/1	300
5/2 (short)	512
5/3 (with short)	885(In) 373(Out)
6/1	347
6/2	854
6/3	374
7/1	898
7/2	811
8/1 (short)	188
8/2 (with short)	550(In) 362(Out)
8/3 (with short)	407(In) 277(Out)
8/4 (short)	130
9/1	468
10/1	390
10/2	893
10/3	651
10/4	130
11/1 (short)	166
11/2 (with short)	758(In) 592(Out)
12/1	528
13/1	921
13/2	651

Full Input Data And Results

13/3	722
14/1	192
14/2	192
15/1	1361

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	12.9 %	2101	2101
				Arm 7 Ahead	Inf	87.1 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	75.7 %	1712	1712
				Arm 7 Left	16.00	24.3 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	64.4 %	1858	1858
				Arm 10 Ahead	100.00	35.6 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	83.1 % 16.9 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	32.8 % 67.2 %	1917	1917
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2030 Do Something Sens PM Highway Peak' (FG10: '2030 Do Something Sens NH PM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	37	380	0	809	1226
	B	117	0	224	119	867	1327
	C	330	195	0	114	16	655
	D	0	77	131	0	183	391
	E	898	923	91	503	3	2418
	Tot.	1345	1232	826	736	1878	6017

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 10: 2030 Do Something Sens PM Highway Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	898
1/2 (with short)	1282(In) 384(Out)
1/3 (with short)	1136(In) 630(Out)
1/4 (short)	506
2/1	447
2/2	204
2/3	199
3/1	1022
3/2	856
4/1	586
4/2	831
4/3	506
5/1	417
5/2 (short)	396
5/3 (with short)	809(In) 413(Out)
6/1	602
6/2	902
6/3	413
7/1	623
7/2	609
8/1 (short)	343
8/2 (with short)	767(In) 424(Out)
8/3 (with short)	560(In) 443(Out)
8/4 (short)	117
9/1	826
10/1	622
10/2	823
10/3	856
10/4	117
11/1 (short)	130
11/2 (with short)	655(In) 525(Out)
12/1	736
13/1	839
13/2	856

Full Input Data And Results

13/3	642
14/1	195
14/2	196
15/1	1345

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	26.7 %	2087	2087
				Arm 7 Ahead	Inf	73.3 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	91.1 %	1732	1732
				Arm 7 Left	16.00	8.9 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	65.3 %	1857	1857
				Arm 10 Ahead	100.00	34.7 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	87.7 % 12.3 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	6.2 %	1884	1884
				Arm 3 Left	22.00	93.8 %		
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2025 Base AM Dev Peak' (FG11: '2025 Base AM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	98	232	0	715	1045
	B	105	0	117	50	446	718
	C	328	273	0	113	30	744
	D	0	189	76	0	155	420
	E	916	1148	61	314	20	2459
	Tot.	1349	1708	486	477	1366	5386

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 11: 2025 Base AM Dev Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	916
1/2 (with short)	1356(In) 440(Out)
1/3 (with short)	1103(In) 769(Out)
1/4 (short)	334
2/1	433
2/2	334
2/3	204
3/1	842
3/2	524
4/1	774
4/2	973
4/3	334
5/1	330
5/2 (short)	423
5/3 (with short)	715(In) 292(Out)
6/1	369
6/2	755
6/3	294
7/1	872
7/2	836
8/1 (short)	167
8/2 (with short)	389(In) 222(Out)
8/3 (with short)	329(In) 224(Out)
8/4 (short)	105
9/1	486
10/1	364
10/2	663
10/3	518
10/4	105
11/1 (short)	137
11/2 (with short)	744(In) 607(Out)
12/1	477
13/1	687
13/2	524

Full Input Data And Results

13/3	706
14/1	209
14/2	211
15/1	1349

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	14.1 %	2100	2100
				Arm 7 Ahead	Inf	85.9 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	70.3 %	1705	1705
				Arm 7 Left	16.00	29.7 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	70.1 %	1850	1850
				Arm 10 Ahead	100.00	29.9 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	82.5 % 17.5 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	25.8 %	1908	1908
				Arm 3 Left	22.00	74.2 %		
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2025 Base PM Dev Peak' (FG12: '2025 Base PM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	24	343	0	758	1125
	B	108	0	211	101	813	1233
	C	239	184	0	82	19	524
	D	0	71	149	0	181	401
	E	788	733	58	308	5	1892
	Tot.	1135	1012	761	491	1776	5175

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 12: 2025 Base PM Dev Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	788
1/2 (with short)	1017(In) 229(Out)
1/3 (with short)	875(In) 562(Out)
1/4 (short)	313
2/1	347
2/2	230
2/3	174
3/1	1095
3/2	681
4/1	452
4/2	743
4/3	313
5/1	367
5/2 (short)	448
5/3 (with short)	758(In) 310(Out)
6/1	550
6/2	761
6/3	310
7/1	476
7/2	536
8/1 (short)	312
8/2 (with short)	756(In) 444(Out)
8/3 (with short)	477(In) 369(Out)
8/4 (short)	108
9/1	761
10/1	409
10/2	897
10/3	679
10/4	108
11/1 (short)	99
11/2 (with short)	524(In) 425(Out)
12/1	491
13/1	914
13/2	681

Full Input Data And Results

13/3	531
14/1	200
14/2	201
15/1	1135

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	27.9 %	2086	2086
				Arm 7 Ahead	Inf	72.1 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	93.5 %	1735	1735
				Arm 7 Left	16.00	6.5 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	67.6 %	1853	1853
				Arm 10 Ahead	100.00	32.4 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	82.8 % 17.2 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	9.5 % 90.5 %	1888	1888
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2030 Do Minimum AM Dev Peak' (FG13: '2030 Do Minimum AM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	107	279	0	761	1147
	B	115	0	139	57	470	781
	C	329	271	0	119	29	748
	D	0	182	81	0	144	407
	E	951	1183	69	341	21	2565
	Tot.	1395	1743	568	517	1425	5648

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 13: 2030 Do Minimum AM Dev Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	951
1/2 (with short)	1395(In) 444(Out)
1/3 (with short)	1170(In) 808(Out)
1/4 (short)	362
2/1	444
2/2	360
2/3	174
3/1	850
3/2	575
4/1	804
4/2	982
4/3	362
5/1	386
5/2 (short)	455
5/3 (with short)	761(In) 306(Out)
6/1	429
6/2	816
6/3	307
7/1	911
7/2	832
8/1 (short)	196
8/2 (with short)	414(In) 218(Out)
8/3 (with short)	367(In) 252(Out)
8/4 (short)	115
9/1	568
10/1	398
10/2	693
10/3	559
10/4	115
11/1 (short)	132
11/2 (with short)	748(In) 616(Out)
12/1	517
13/1	706
13/2	575

Full Input Data And Results

13/3	715
14/1	203
14/2	204
15/1	1395

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	15.3 %	2099	2099
				Arm 7 Ahead	Inf	84.7 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	72.3 %	1707	1707
				Arm 7 Left	16.00	27.7 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	70.9 %	1849	1849
				Arm 10 Ahead	100.00	29.1 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	90.2 % 9.8 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	29.1 %	1913	1913
				Arm 3 Left	22.00	70.9 %		
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2030 Do Minimum PM Dev Peak' (FG14: '2030 Do Minimum PM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	27	369	0	780	1176
	B	116	0	225	114	831	1286
	C	277	215	0	98	20	610
	D	0	78	156	0	182	416
	E	864	813	62	353	5	2097
	Tot.	1257	1133	812	565	1818	5585

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 14: 2030 Do Minimum PM Dev Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	864
1/2 (with short)	1201(In) 337(Out)
1/3 (with short)	896(In) 538(Out)
1/4 (short)	358
2/1	393
2/2	238
2/3	211
3/1	1110
3/2	708
4/1	558
4/2	766
4/3	358
5/1	396
5/2 (short)	471
5/3 (with short)	780(In) 309(Out)
6/1	587
6/2	829
6/3	309
7/1	585
7/2	548
8/1 (short)	339
8/2 (with short)	778(In) 439(Out)
8/3 (with short)	508(In) 392(Out)
8/4 (short)	116
9/1	812
10/1	467
10/2	915
10/3	701
10/4	116
11/1 (short)	111
11/2 (with short)	610(In) 499(Out)
12/1	565
13/1	928
13/2	708

Full Input Data And Results

13/3	608
14/1	208
14/2	208
15/1	1257

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	28.5 %	2085	2085
				Arm 7 Ahead	Inf	71.5 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	93.2 %	1735	1735
				Arm 7 Left	16.00	6.8 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	66.4 %	1855	1855
				Arm 10 Ahead	100.00	33.6 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	88.3 % 11.7 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	12.5 % 87.5 %	1892	1892
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2030 Do Minimum Sens AM Dev Peak' (FG15: '2030 Do Minimum Sens AM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	109	268	0	785	1162
	B	116	0	134	57	481	788
	C	330	272	0	120	31	753
	D	0	180	77	0	144	401
	E	953	1187	67	344	21	2572
	Tot.	1399	1748	546	521	1462	5676

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 15: 2030 Do Minimum Sens AM Dev Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	953
1/2 (with short)	1385(In) 432(Out)
1/3 (with short)	1187(In) 822(Out)
1/4 (short)	365
2/1	446
2/2	348
2/3	181
3/1	904
3/2	558
4/1	779
4/2	1004
4/3	365
5/1	377
5/2 (short)	469
5/3 (with short)	785(In) 316(Out)
6/1	412
6/2	834
6/3	316
7/1	888
7/2	860
8/1 (short)	191
8/2 (with short)	444(In) 253(Out)
8/3 (with short)	344(In) 228(Out)
8/4 (short)	116
9/1	546
10/1	401
10/2	743
10/3	544
10/4	116
11/1 (short)	137
11/2 (with short)	753(In) 616(Out)
12/1	521
13/1	760
13/2	558

Full Input Data And Results

13/3	718
14/1	201
14/2	200
15/1	1399

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	14.3 %	2100	2100
				Arm 7 Ahead	Inf	85.7 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	71.1 %	1706	1706
				Arm 7 Left	16.00	28.9 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	70.2 %	1850	1850
				Arm 10 Ahead	100.00	29.8 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	87.6 % 12.4 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	28.4 % 71.6 %	1912	1912
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: '2030 Do Minimum Sens PM Dev Peak' (FG16: '2030 Do Minimum Sens PM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	27	368	0	798	1193
	B	116	0	222	114	844	1296
	C	275	214	0	97	21	607
	D	0	79	157	0	188	424
	E	867	816	62	351	5	2101
	Tot.	1258	1136	809	562	1856	5621

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 16: 2030 Do Minimum Sens PM Dev Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	867
1/2 (with short)	1144(In) 277(Out)
1/3 (with short)	957(In) 601(Out)
1/4 (short)	356
2/1	391
2/2	278
2/3	172
3/1	1098
3/2	758
4/1	554
4/2	774
4/3	356
5/1	395
5/2 (short)	432
5/3 (with short)	798(In) 366(Out)
6/1	587
6/2	788
6/3	366
7/1	581
7/2	555
8/1 (short)	336
8/2 (with short)	790(In) 454(Out)
8/3 (with short)	506(In) 390(Out)
8/4 (short)	116
9/1	809
10/1	465
10/2	891
10/3	756
10/4	116
11/1 (short)	116
11/2 (with short)	607(In) 491(Out)
12/1	562
13/1	910
13/2	758

Full Input Data And Results

13/3	605
14/1	211
14/2	213
15/1	1258

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	28.3 %	2085	2085
				Arm 7 Ahead	Inf	71.7 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	93.2 %	1735	1735
				Arm 7 Left	16.00	6.8 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	66.1 %	1856	1856
				Arm 10 Ahead	100.00	33.9 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	83.6 % 16.4 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	10.9 % 89.1 %	1890	1890
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: '2030 Do Something AM Dev Peak' (FG17: '2030 Do Something AM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	108	283	0	761	1152
	B	116	0	141	56	469	782
	C	335	276	0	121	30	762
	D	0	183	82	0	144	409
	E	961	1191	71	345	21	2589
	Tot.	1412	1758	577	522	1425	5694

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 17: 2030 Do Something AM Dev Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	961
1/2 (with short)	1330(In) 369(Out)
1/3 (with short)	1259(In) 893(Out)
1/4 (short)	366
2/1	451
2/2	410
2/3	131
3/1	819
3/2	606
4/1	777
4/2	1026
4/3	366
5/1	391
5/2 (short)	426
5/3 (with short)	761(In) 335(Out)
6/1	436
6/2	791
6/3	336
7/1	885
7/2	873
8/1 (short)	197
8/2 (with short)	396(In) 199(Out)
8/3 (with short)	386(In) 270(Out)
8/4 (short)	116
9/1	577
10/1	401
10/2	645
10/3	606
10/4	116
11/1 (short)	151
11/2 (with short)	762(In) 611(Out)
12/1	522
13/1	675
13/2	606

Full Input Data And Results

13/3	727
14/1	204
14/2	205
15/1	1412

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	14.9 %	2099	2099
				Arm 7 Ahead	Inf	85.1 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	72.4 %	1707	1707
				Arm 7 Left	16.00	27.6 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	71.6 %	1848	1848
				Arm 10 Ahead	100.00	28.4 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	80.1 % 19.9 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	29.4 % 70.6 %	1913	1913
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: '2030 Do Something PM Dev Peak' (FG18: '2030 Do Something PM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	27	381	0	783	1191
	B	116	0	230	115	826	1287
	C	284	222	0	102	21	629
	D	0	79	161	0	182	422
	E	865	814	63	352	5	2099
	Tot.	1265	1142	835	569	1817	5628

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 18: 2030 Do Something PM Dev Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	865
1/2 (with short)	1211(In) 346(Out)
1/3 (with short)	888(In) 531(Out)
1/4 (short)	357
2/1	400
2/2	237
2/3	225
3/1	1119
3/2	698
4/1	560
4/2	779
4/3	357
5/1	408
5/2 (short)	466
5/3 (with short)	783(In) 317(Out)
6/1	605
6/2	823
6/3	317
7/1	587
7/2	555
8/1 (short)	345
8/2 (with short)	790(In) 445(Out)
8/3 (with short)	497(In) 381(Out)
8/4 (short)	116
9/1	835
10/1	467
10/2	916
10/3	698
10/4	116
11/1 (short)	123
11/2 (with short)	629(In) 506(Out)
12/1	569
13/1	937
13/2	698

Full Input Data And Results

13/3	622
14/1	212
14/2	210
15/1	1265

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	28.8 %	2085	2085
				Arm 7 Ahead	Inf	71.2 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	93.4 %	1735	1735
				Arm 7 Left	16.00	6.6 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	66.7 %	1855	1855
				Arm 10 Ahead	100.00	33.3 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	82.9 % 17.1 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	14.2 %	1894	1894
				Arm 3 Left	22.00	85.8 %		
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 19: '2030 Do Something Sens AM Dev Peak' (FG19: '2030 Do Something Sens AM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	109	273	0	785	1167
	B	115	0	135	57	482	789
	C	336	278	0	122	31	767
	D	0	179	78	0	146	403
	E	963	1198	68	345	21	2595
	Tot.	1414	1764	554	524	1465	5721

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 19: 2030 Do Something Sens AM Dev Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	963
1/2 (with short)	1379(In) 416(Out)
1/3 (with short)	1216(In) 850(Out)
1/4 (short)	366
2/1	451
2/2	302
2/3	233
3/1	818
3/2	647
4/1	717
4/2	1084
4/3	366
5/1	382
5/2 (short)	394
5/3 (with short)	785(In) 391(Out)
6/1	419
6/2	760
6/3	391
7/1	826
7/2	938
8/1 (short)	192
8/2 (with short)	449(In) 257(Out)
8/3 (with short)	340(In) 225(Out)
8/4 (short)	115
9/1	554
10/1	402
10/2	672
10/3	616
10/4	115
11/1 (short)	122
11/2 (with short)	767(In) 645(Out)
12/1	524
13/1	672
13/2	647

Full Input Data And Results

13/3	729
14/1	202
14/2	201
15/1	1414

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	13.5 %	2101	2101
				Arm 7 Ahead	Inf	86.5 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	71.5 %	1706	1706
				Arm 7 Left	16.00	28.5 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	70.3 %	1850	1850
				Arm 10 Ahead	100.00	29.7 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	100.0 % 0.0 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	27.7 %	1911	1911
				Arm 3 Left	22.00	72.3 %		
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 20: '2030 Do Something Sens PM Dev Peak' (FG20: '2030 Do Something Sens PM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	27	380	0	802	1209
	B	117	0	227	114	840	1298
	C	281	219	0	100	21	621
	D	0	79	163	0	189	431
	E	865	816	63	352	5	2101
	Tot.	1263	1141	833	566	1857	5660

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 20: 2030 Do Something Sens PM Dev Peak
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	865
1/2 (with short)	1143(In) 278(Out)
1/3 (with short)	958(In) 601(Out)
1/4 (short)	357
2/1	398
2/2	274
2/3	193
3/1	1090
3/2	767
4/1	530
4/2	810
4/3	363
5/1	407
5/2 (short)	425
5/3 (with short)	802(In) 377(Out)
6/1	606
6/2	788
6/3	377
7/1	557
7/2	584
8/1 (short)	341
8/2 (with short)	791(In) 450(Out)
8/3 (with short)	507(In) 390(Out)
8/4 (short)	117
9/1	833
10/1	466
10/2	886
10/3	767
10/4	117
11/1 (short)	121
11/2 (with short)	621(In) 500(Out)
12/1	566
13/1	907
13/2	767

Full Input Data And Results

13/3	617
14/1	215
14/2	216
15/1	1263

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	27.9 %	2086	2086
				Arm 7 Ahead	Inf	72.1 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	93.4 %	1735	1735
				Arm 7 Left	16.00	6.6 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	66.6 %	1855	1855
				Arm 10 Ahead	100.00	33.4 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left Arm 13 Left	22.00 22.00	82.6 % 17.4 %	1952	1952
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead Arm 3 Left	Inf 22.00	14.9 % 85.1 %	1895	1895
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 21: '2030 Do Something Sens AM Dev Peak Reassignment Check' (FG21: '2030 Do Something Sens AM Peak Dev Peak + Re-assignment Check', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	109	273	0	785	1167
	B	115	0	135	57	482	789
	C	348	287	0	126	31	792
	D	0	179	78	0	146	403
	E	953	1187	68	342	21	2571
	Tot.	1416	1762	554	525	1465	5722

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 21: 2030 Do Something Sens AM Dev Peak Reassignment Check
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	953
1/2 (with short)	1351(In) 398(Out)
1/3 (with short)	1220(In) 857(Out)
1/4 (short)	363
2/1	463
2/2	368
2/3	176
3/1	867
3/2	598
4/1	764
4/2	1035
4/3	363
5/1	382
5/2 (short)	452
5/3 (with short)	785(In) 333(Out)
6/1	419
6/2	812
6/3	336
7/1	873
7/2	889
8/1 (short)	192
8/2 (with short)	414(In) 222(Out)
8/3 (with short)	375(In) 260(Out)
8/4 (short)	115
9/1	554
10/1	399
10/2	692
10/3	596
10/4	115
11/1 (short)	155
11/2 (with short)	792(In) 637(Out)
12/1	525
13/1	721
13/2	598

Full Input Data And Results

13/3	750
14/1	202
14/2	201
15/1	1416

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	14.1 %	2100	2100
				Arm 7 Ahead	Inf	85.9 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	71.5 %	1706	1706
				Arm 7 Left	16.00	28.5 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	70.3 %	1850	1850
				Arm 10 Ahead	100.00	29.7 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

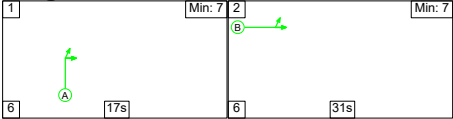
Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf
10/4	Infinite Saturation Flow						Inf	Inf
11/1 (Leicester Road)	4.70	0.00	Y	Arm 12 Left	22.00	81.3 %	1952	1952
				Arm 13 Left	22.00	18.7 %		
11/2 (Leicester Road)	4.60	0.00	Y	Arm 13 Left	22.00	100.0 %	1943	1943
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
13/3	Infinite Saturation Flow						Inf	Inf
14/1 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	27.7 %	1911	1911
				Arm 3 Left	22.00	72.3 %		
14/2 (A46 (W) Slip)	3.90	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2005	2005
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

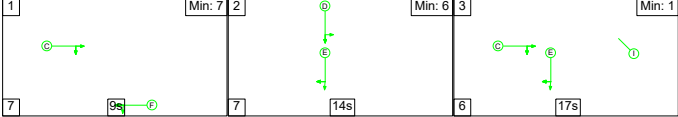
Scenario 1: '2025 Base AM Highway Peak' (FG1: '2025 Base NH AM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

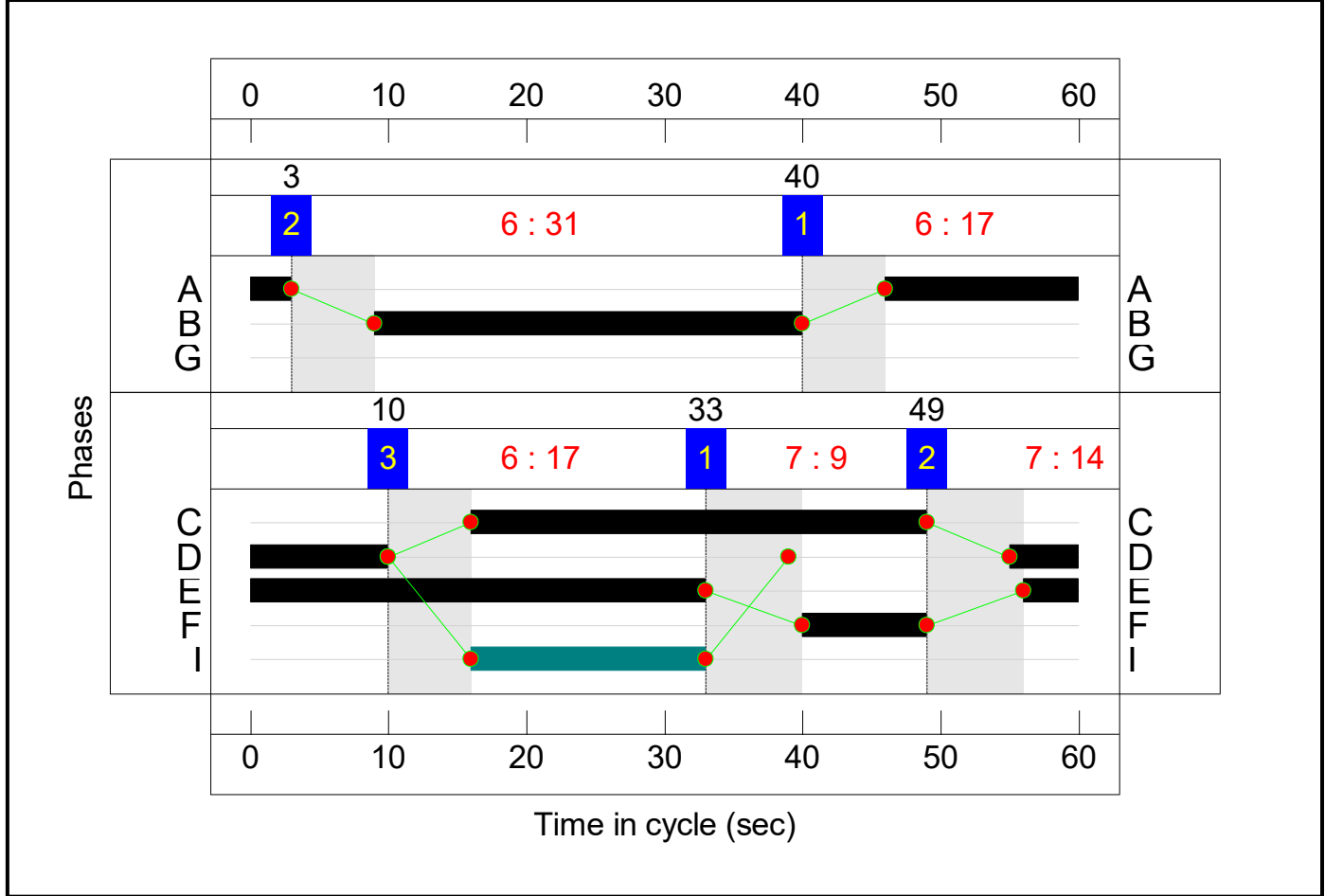
Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	40	3

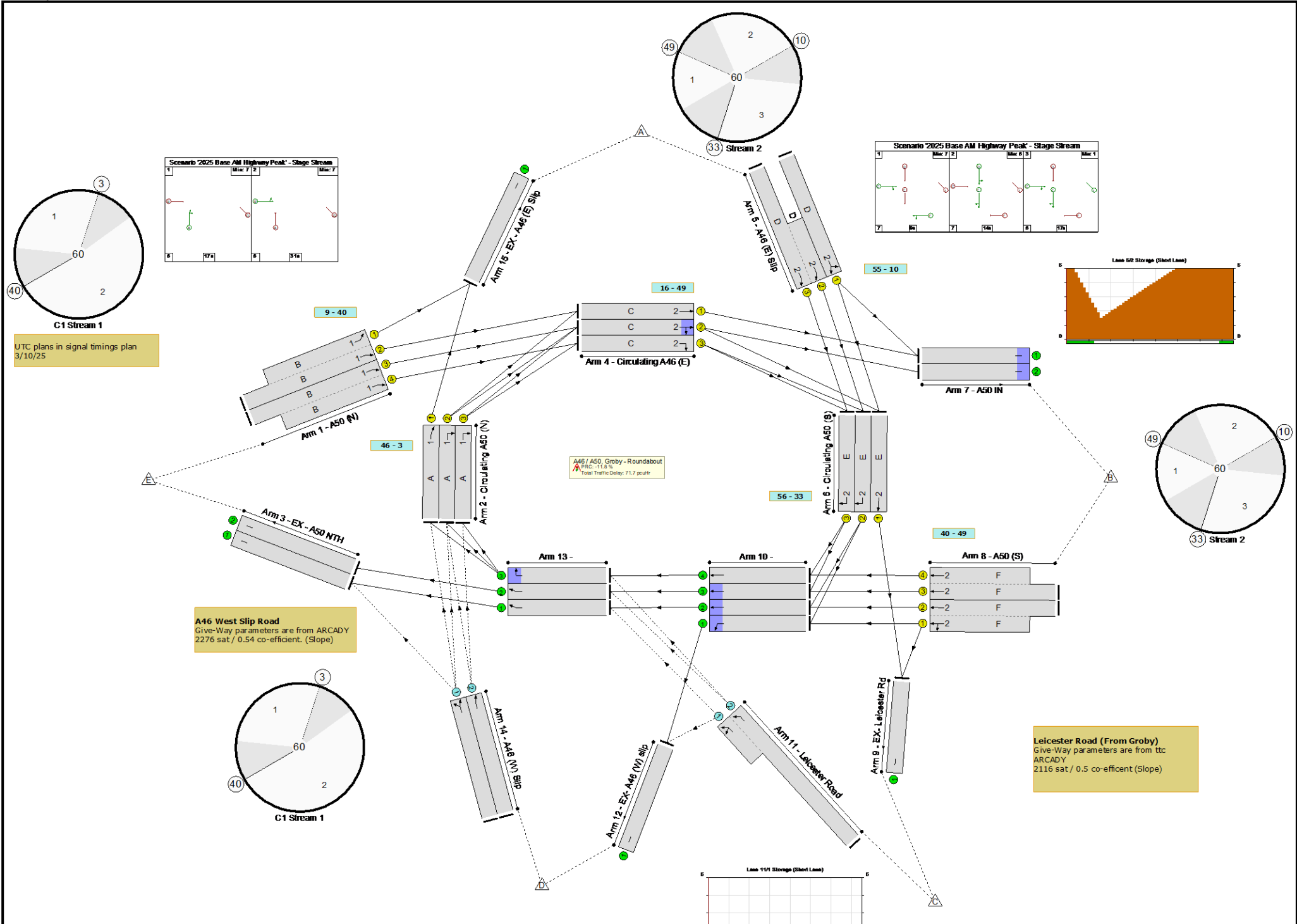
Stage Stream: 2

Stage	1	2	3
Duration	9	14	17
Change Point	33	49	10

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	31	-	1406	1975:1978	787+1055	71.1 : 80.2%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	31	-	964	2115:1975	1128+613	57.8 : 50.9%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	17	-	465	1923	577	80.6%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	261	1905	572	45.7%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	247	1904	571	43.2%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	33	-	813	1975	1119	72.6%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	33	-	907	2102	1191	76.1%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	33	-	312	1859	1053	29.6%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	15	-	303	1717	458	66.2%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	15	-	815	1716:1729	349+461	100.6 : 100.6%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	37	-	354	1980	1254	28.2%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	37	-	775	2052	1300	59.4%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	37	-	352	1915	1213	29.0%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	875	1900	1900	46.1%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	794	1900	1900	41.8%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	9	-	481	2085:1859	348+310	91.2 : 52.9%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	9	-	406	2080:1942	347+144	82.8 : 82.8%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	749	1943:1952	618+154	97.0 : 97.0%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	204	1915	258	79.1%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	199	2005	258	77.1%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1311	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1901	0	0	29.7	42.0	0.0	71.7	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1901	0	0	29.7	42.0	0.0	71.7	-	-	-	-
1/2+1/1	1406	1406	-	-	-	4.1	1.6	-	5.7 (2.1+3.6)	14.6 (13.2:15.5)	11.3	1.6	12.9
1/3+1/4	964	964	-	-	-	2.4	0.6	-	3.0 (2.1+0.9)	11.2 (11.8:10.1)	7.2	0.6	7.9
2/1	465	465	-	-	-	1.5	2.0	-	3.5	27.2	5.1	2.0	7.1
2/2	261	261	-	-	-	0.8	0.4	-	1.2	17.1	3.4	0.4	3.8
2/3	247	247	-	-	-	0.8	0.4	-	1.2	17.2	3.3	0.4	3.7
3/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	813	813	-	-	-	1.9	1.3	-	3.2	14.3	11.2	1.3	12.5
4/2	907	907	-	-	-	2.0	1.6	-	3.6	14.3	12.6	1.6	14.1
4/3	312	312	-	-	-	0.1	0.2	-	0.3	3.6	0.3	0.2	0.5
5/1	303	303	-	-	-	1.6	1.0	-	2.6	31.1	4.5	1.0	5.4
5/3+5/2	815	812	-	-	-	4.9	15.6	-	20.5 (8.7+11.8)	90.7 (89.3:91.7)	7.8	15.6	23.4
6/1	354	354	-	-	-	0.1	0.2	-	0.3	3.1	0.4	0.2	0.6
6/2	772	772	-	-	-	0.5	0.0	-	0.5	2.2	2.9	0.0	2.9
6/3	352	352	-	-	-	0.0	0.2	-	0.2	2.1	0.0	0.2	0.2
7/1	875	875	-	-	-	0.1	0.4	-	0.5	2.0	6.9	0.4	7.3
7/2	794	794	-	-	-	0.0	0.4	-	0.4	1.7	4.2	0.4	4.6
8/2+8/1	481	481	-	-	-	3.2	1.3	-	4.5 (3.0+1.5)	34.0 (34.6:32.9)	5.1	1.3	6.5
8/3+8/4	406	406	-	-	-	2.7	2.3	-	4.9 (3.5+1.4)	43.8 (44.4:42.4)	4.6	2.3	6.9
9/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	749	749	1498	0	0	2.0	9.1	-	11.2 (9.0+2.2)	53.6 (53.8:52.6)	9.7	9.1	18.8
12/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	204	204	204	0	0	0.5	1.8	-	2.3	40.1	2.8	1.8	4.6
14/2	199	199	199	0	0	0.5	1.6	-	2.1	37.5	2.8	1.6	4.4
15/1	1311	1311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 11.7 Total Delay for Signalled Lanes (pcuHr): 14.64 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -11.8 Total Delay for Signalled Lanes (pcuHr): 40.75 Cycle Time (s): 60 PRC Over All Lanes (%): -11.8 Total Delay Over All Lanes(pcuHr): 71.74													

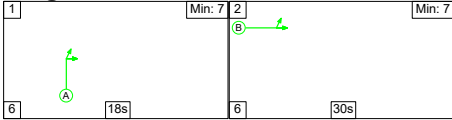
C1	Stream: 1 PRC for Signalled Lanes (%):	11.7	Total Delay for Signalled Lanes (pcuHr):	14.64	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-11.8	Total Delay for Signalled Lanes (pcuHr):	40.75	Cycle Time (s):	60
	PRC Over All Lanes (%):	-11.8	Total Delay Over All Lanes(pcuHr):	71.74		

Full Input Data And Results

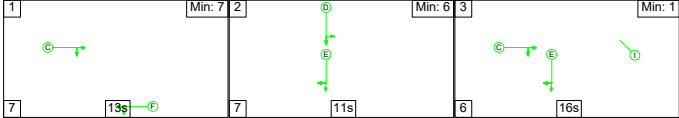
Scenario 2: '2025 Base PM Highway Peak' (FG2: '2025 Base NH PM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

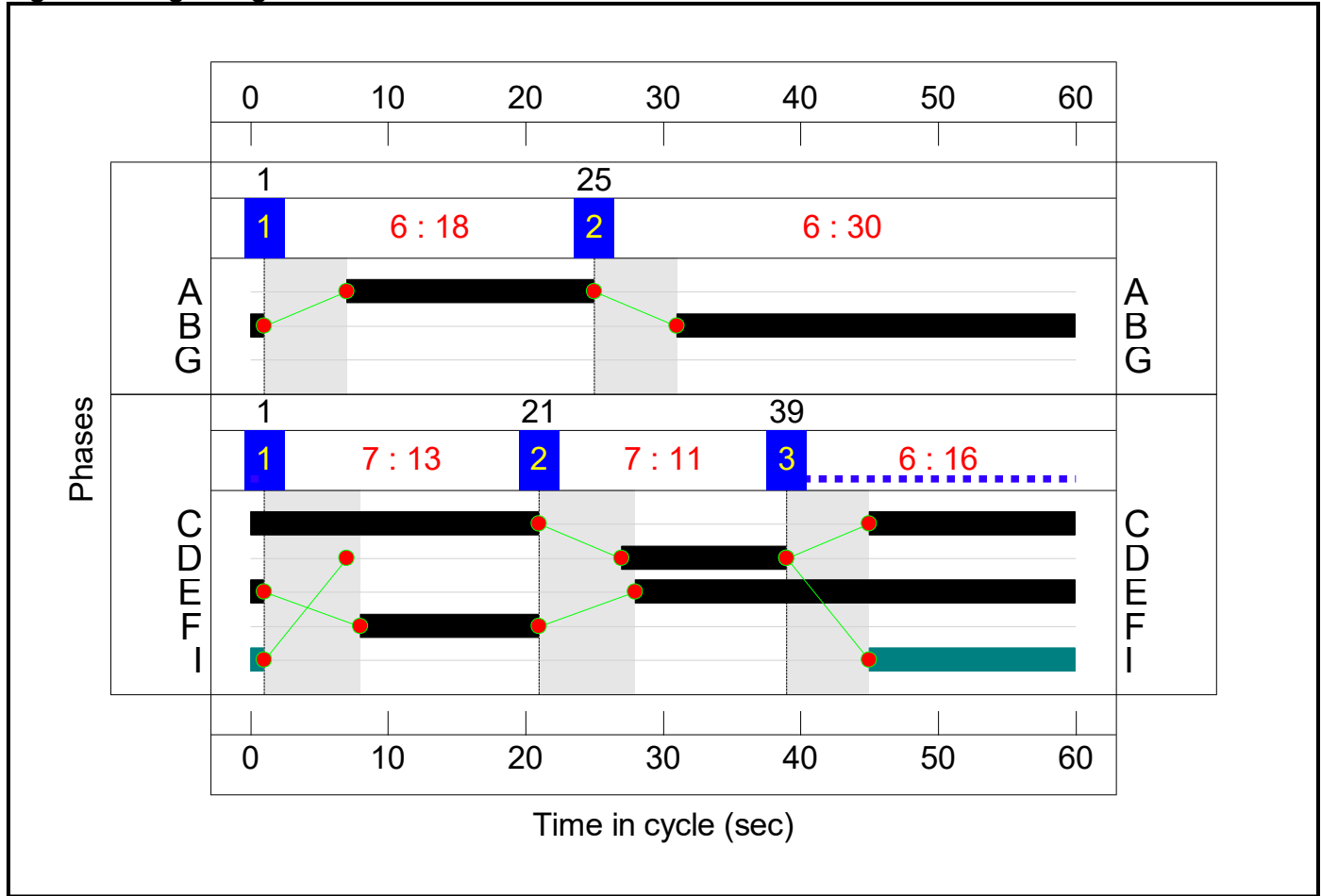
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	1	25

Stage Stream: 2

Stage	1	2	3
Duration	13	11	16
Change Point	1	21	39

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	107.6%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	107.6%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	30	-	1159	1975:1978	493+1022	69.0 : 80.1%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	30	-	1050	2115:1975	1093+904	53.7 : 51.2%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	18	-	403	1923	609	66.2%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	185	1905	603	30.7%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	172	1904	603	28.5%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1032	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	36	-	522	1975	1218	42.9%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	36	-	762	2086	1286	59.2%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	36	-	463	1859	1146	40.4%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	12	-	389	1732	375	103.7%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	12	-	769	1716:1729	372+375	98.4 : 107.6%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	33	-	565	1980	1122	49.2%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	866	2052	1163	72.0%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	366	1915	1085	33.7%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	556	1900	1900	29.2%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	552	1900	1900	29.1%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	13	-	769	2085:1855	487+433	92.5 : 73.7%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	13	-	495	2080:1942	485+137	79.5 : 79.5%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	572	1943:1952	505+124	93.7 : 79.6%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	184	1882	302	60.9%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	184	2005	302	60.9%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1222	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1512	0	0	30.7	53.8	0.0	84.5	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1512	0	0	30.7	53.8	0.0	84.5	-	-	-	-
1/2+1/1	1159	1159	-	-	-	3.5	1.6	-	5.1 (1.3+3.9)	15.9 (13.5:17.0)	11.1	1.6	12.8
1/3+1/4	1050	1050	-	-	-	2.8	0.6	-	3.3 (1.9+1.4)	11.4 (11.6:11.1)	6.5	0.6	7.1
2/1	403	403	-	-	-	2.2	1.0	-	3.1	28.0	5.0	1.0	6.0
2/2	185	185	-	-	-	0.6	0.2	-	0.8	15.5	1.8	0.2	2.0
2/3	172	172	-	-	-	0.4	0.2	-	0.6	13.0	1.7	0.2	1.9
3/1	1004	1004	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	522	522	-	-	-	0.7	0.4	-	1.1	7.3	5.1	0.4	5.4
4/2	762	762	-	-	-	0.9	0.7	-	1.6	7.5	8.4	0.7	9.1
4/3	463	463	-	-	-	0.2	0.3	-	0.6	4.3	4.9	0.3	5.2
5/1	389	375	-	-	-	2.9	13.9	-	16.7	154.9	6.7	13.9	20.6
5/3+5/2	769	741	-	-	-	5.7	23.5	-	29.2 (6.8+22.4)	136.7 (67.1:199.9)	7.2	23.5	30.7
6/1	552	552	-	-	-	0.3	0.5	-	0.8	5.3	2.3	0.5	2.8
6/2	838	838	-	-	-	0.7	0.0	-	0.7	3.2	4.6	0.0	4.6
6/3	366	366	-	-	-	0.0	0.3	-	0.3	2.5	0.0	0.3	0.3
7/1	555	555	-	-	-	0.0	0.2	-	0.2	1.4	0.1	0.2	0.3
7/2	552	552	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2+8/1	769	769	-	-	-	4.7	2.5	-	7.2 (4.3+2.9)	33.6 (34.1:32.9)	7.3	2.5	9.7
8/3+8/4	495	495	-	-	-	2.9	1.9	-	4.8 (3.8+1.0)	34.7 (35.4:32.4)	6.0	1.9	7.9
9/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

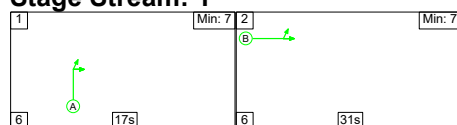
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Full Input Data And Results

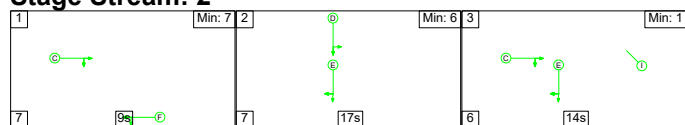
Scenario 3: '2030 Do Minimum AM Highway Peak' (FG3: '2030 Do Minimum NH AM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

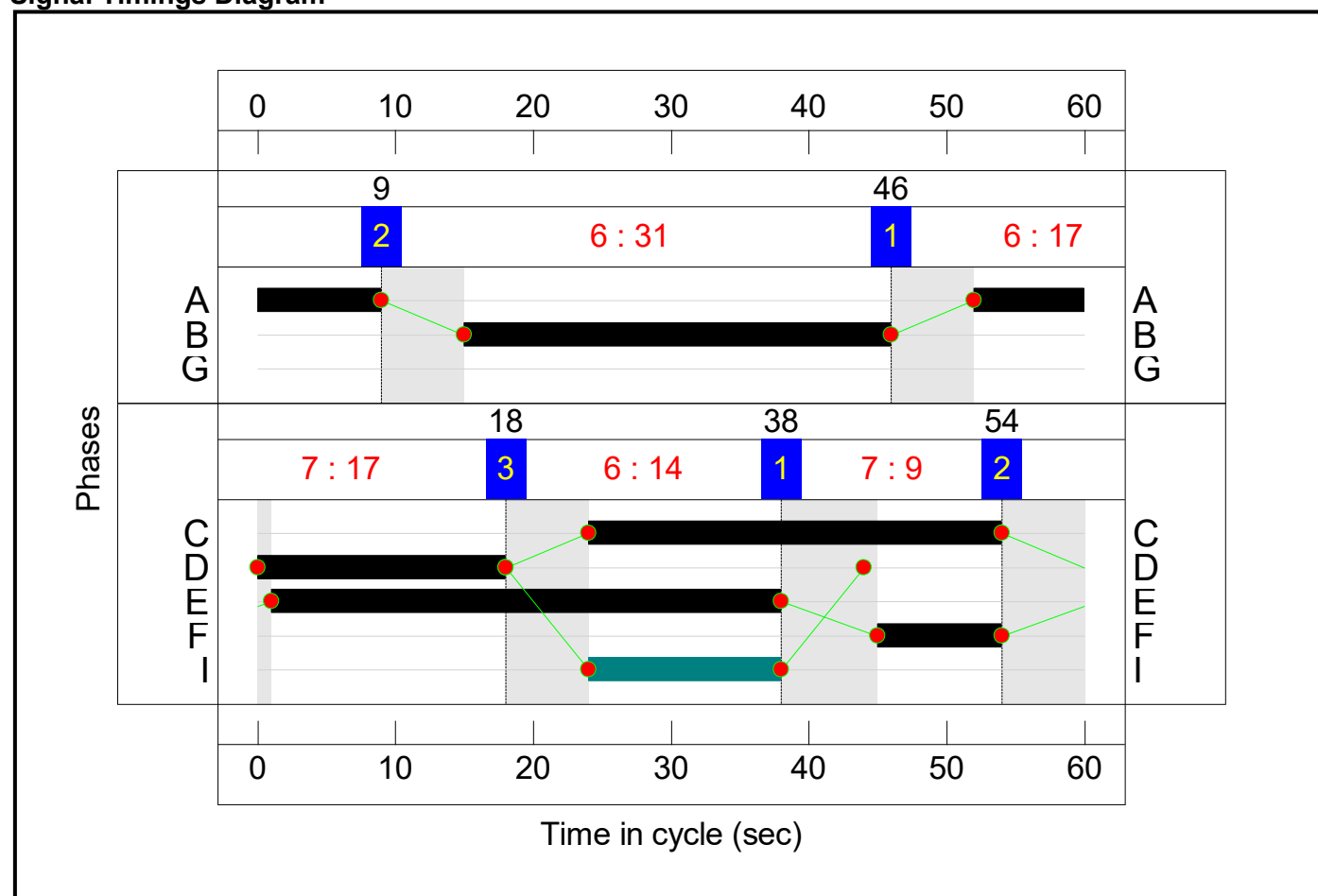
Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	46	9

Stage Stream: 2

Stage	1	2	3
Duration	9	17	14
Change Point	38	54	18

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	102.2%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	102.2%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	31	-	1437	1975:1978	765+1055	72.7 : 83.5%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	31	-	1039	2115:1975	1128+624	62.0 : 54.5%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	17	-	476	1923	577	81.2%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	270	1905	572	46.6%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	233	1904	571	40.5%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	30	-	816	1975	1020	79.6%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	30	-	942	2101	1086	86.6%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	30	-	340	1859	960	35.4%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	18	-	359	1717	544	66.0%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	18	-	861	1716:1729	399+548	91.0 : 91.0%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	37	-	413	1980	1254	32.9%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	37	-	837	2052	1300	64.4%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	37	-	364	1915	1213	30.0%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	887	1900	1900	46.5%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	817	1900	1900	42.9%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	9	-	539	2085:1857	348+309	99.6 : 62.4%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	9	-	411	2080:1942	347+159	81.3 : 81.3%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	752	1943:1952	576+174	102.2 : 93.7%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	195	1918	243	80.1%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	195	2005	243	80.1%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1357	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1868	0	0	32.4	45.2	0.0	77.5	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1868	0	0	32.4	45.2	0.0	77.5	-	-	-	-
1/2+1/1	1437	1437	-	-	-	4.3	1.9	-	6.1 (2.1+4.0)	15.4 (13.8:16.4)	12.2	1.9	14.1
1/3+1/4	1039	1039	-	-	-	2.6	0.7	-	3.4 (2.4+1.0)	11.7 (12.3:10.4)	8.0	0.7	8.7
2/1	468	468	-	-	-	1.4	2.1	-	3.5	26.8	4.9	2.1	7.0
2/2	267	267	-	-	-	0.8	0.4	-	1.3	16.9	3.4	0.4	3.9
2/3	231	231	-	-	-	0.7	0.3	-	1.1	16.5	3.1	0.3	3.4
3/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	813	813	-	-	-	2.5	1.9	-	4.4	19.4	12.1	1.9	14.0
4/2	940	940	-	-	-	2.6	3.1	-	5.7	21.8	14.2	3.1	17.3
4/3	340	340	-	-	-	0.2	0.3	-	0.4	4.7	0.5	0.3	0.8
5/1	359	359	-	-	-	1.8	1.0	-	2.7	27.4	5.1	1.0	6.0
5/3+5/2	861	861	-	-	-	4.5	4.5	-	9.1 (3.7+5.4)	37.9 (36.8:38.7)	7.9	4.5	12.4
6/1	413	413	-	-	-	0.2	0.2	-	0.4	3.5	0.6	0.2	0.9
6/2	837	837	-	-	-	0.6	0.0	-	0.6	2.4	4.6	0.0	4.6
6/3	364	364	-	-	-	0.0	0.2	-	0.2	2.1	0.0	0.2	0.2
7/1	884	884	-	-	-	0.1	0.4	-	0.5	2.0	7.6	0.4	8.0
7/2	815	815	-	-	-	0.0	0.4	-	0.4	1.8	4.4	0.4	4.8
8/2+8/1	539	539	-	-	-	3.6	2.2	-	5.8 (3.8+2.0)	39.1 (39.7:38.0)	5.7	2.2	7.9
8/3+8/4	411	411	-	-	-	2.7	2.1	-	4.8 (3.3+1.5)	41.8 (42.4:40.6)	4.5	2.1	6.6
9/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	752	739	1478	0	0	2.7	19.6	-	22.4 (18.9+3.5)	107.2 (115.4:77.3)	20.6	19.6	40.3
12/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	195	195	195	0	0	0.5	1.9	-	2.4	44.6	2.8	1.9	4.7
14/2	195	195	195	0	0	0.5	1.9	-	2.4	44.6	2.8	1.9	4.7
15/1	1349	1349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 7.8 Total Delay for Signalled Lanes (pcuHr): 15.32 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -10.6 Total Delay for Signalled Lanes (pcuHr): 34.11 Cycle Time (s): 60 PRC Over All Lanes (%): -13.6 Total Delay Over All Lanes(pcuHr): 77.54													

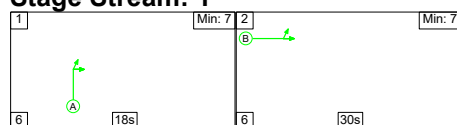
C1	Stream: 1 PRC for Signalled Lanes (%):	7.8	Total Delay for Signalled Lanes (pcuHr):	15.32	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-10.6	Total Delay for Signalled Lanes (pcuHr):	34.11	Cycle Time (s):	60
	PRC Over All Lanes (%):	-13.6	Total Delay Over All Lanes(pcuHr):	77.54		

Full Input Data And Results

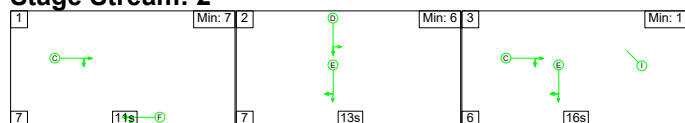
Scenario 4: '2030 Do Minimum PM Highway Peak' (FG4: '2030 Do Minimum NH PM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

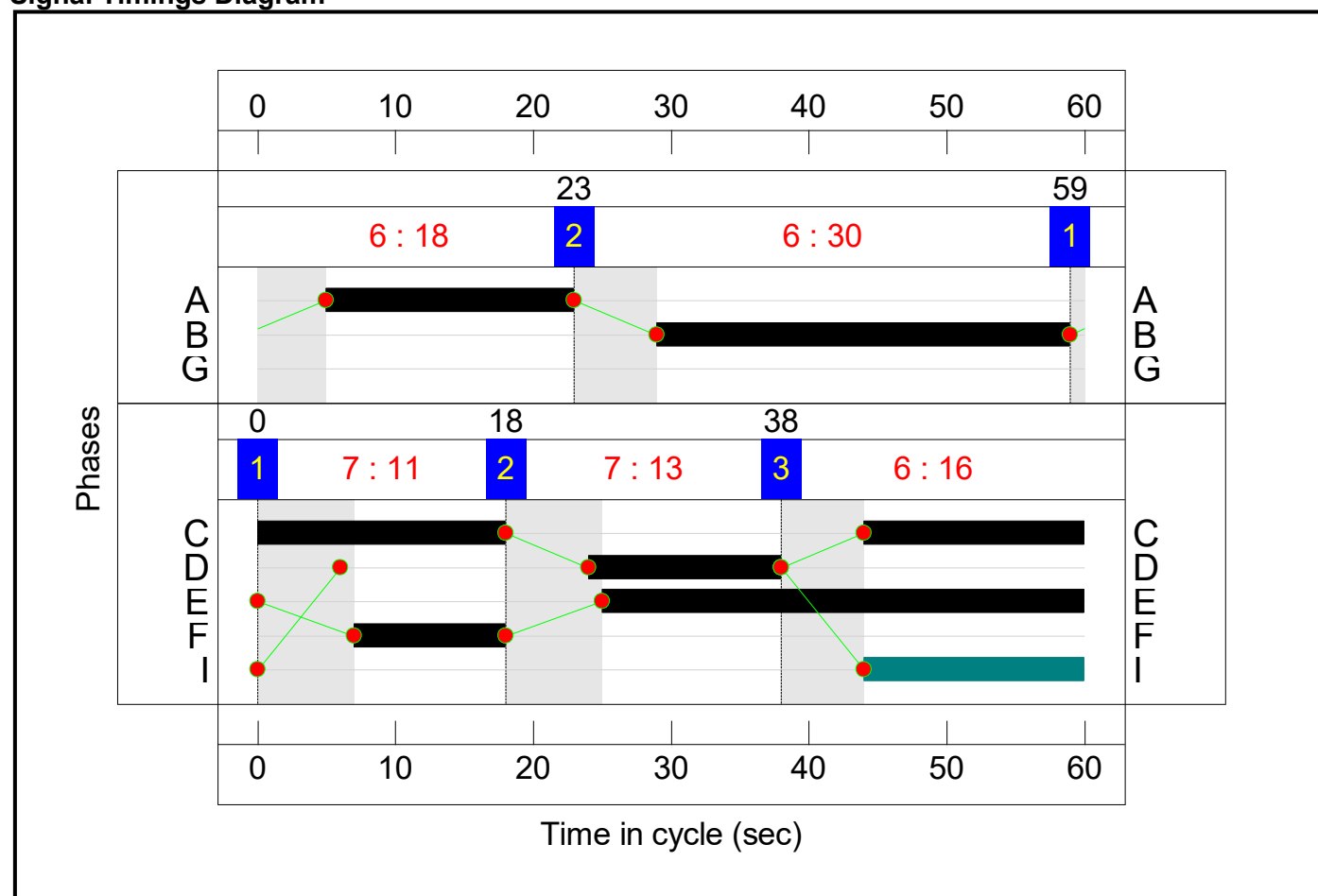
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	59	23

Stage Stream: 2

Stage	1	2	3
Duration	11	13	16
Change Point	0	18	38

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	111.1%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	111.1%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	30	-	1307	1975:1978	552+1022	74.6 : 87.6%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	30	-	1107	2115:1975	1093+940	54.8 : 54.0%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	18	-	449	1923	609	68.3%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	204	1905	603	31.4%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	198	1904	603	32.0%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	34	-	612	1975	1152	51.9%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	34	-	801	2086	1217	65.4%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	34	-	508	1859	1084	46.8%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	14	-	418	1732	433	96.5%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	14	-	791	1716:1729	324+432	104.6 : 104.6%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	35	-	602	1980	1188	50.7%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	35	-	960	2052	1231	76.4%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	35	-	339	1915	1149	29.5%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	649	1900	1900	33.4%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	580	1900	1900	30.2%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	11	-	773	2085:1856	417+371	102.4 : 93.2%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	11	-	544	2080:1942	416+114	102.6 : 102.6%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	882	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	658	1943:1952	475+118	111.1 : 109.9%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	192	1886	299	64.2%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	191	2005	299	63.8%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1344	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1570	0	0	37.2	109.6	0.0	146.8	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1570	0	0	37.2	109.6	0.0	146.8	-	-	-	-
1/2+1/1	1307	1307	-	-	-	4.2	2.4	-	6.6 (1.8+4.8)	18.2 (15.5:19.4)	12.9	2.4	15.3
1/3+1/4	1107	1107	-	-	-	3.0	0.6	-	3.6 (2.0+1.6)	11.6 (11.7:11.4)	6.7	0.6	7.3
2/1	416	416	-	-	-	2.6	1.1	-	3.6	31.6	5.7	1.1	6.8
2/2	189	189	-	-	-	0.6	0.2	-	0.9	16.3	1.8	0.2	2.0
2/3	193	193	-	-	-	0.5	0.2	-	0.7	13.0	1.7	0.2	1.9
3/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	598	598	-	-	-	1.0	0.5	-	1.5	9.3	6.6	0.5	7.1
4/2	796	796	-	-	-	1.4	0.9	-	2.3	10.5	9.9	0.9	10.8
4/3	508	508	-	-	-	0.3	0.4	-	0.8	5.6	5.9	0.4	6.3
5/1	418	418	-	-	-	2.6	7.1	-	9.7	83.7	6.9	7.1	14.0
5/3+5/2	791	771	-	-	-	5.3	25.1	-	30.4 (12.8+17.7)	138.5 (135.5:140.7)	7.9	25.1	33.0
6/1	602	602	-	-	-	0.3	0.5	-	0.8	5.0	1.8	0.5	2.3
6/2	940	940	-	-	-	0.7	0.0	-	0.7	2.9	5.2	0.0	5.2
6/3	339	339	-	-	-	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
7/1	635	635	-	-	-	0.0	0.3	-	0.3	1.5	1.7	0.3	2.0
7/2	575	575	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/2+8/1	773	763	-	-	-	5.4	15.6	-	21.0 (14.0+7.0)	97.9 (118.0:73.0)	7.3	15.6	22.9
8/3+8/4	544	533	-	-	-	3.8	15.7	-	19.5 (15.5+4.0)	129.1 (130.5:124.2)	7.3	15.7	23.0
9/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	658	594	1187	0	0	4.5	36.6	-	41.1 (33.4+7.7)	224.9 (227.7:213.7)	24.1	36.6	60.7
12/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	192	192	192	0	0	0.5	0.9	-	1.4	25.9	2.6	0.9	3.4
14/2	191	191	191	0	0	0.5	0.9	-	1.4	25.7	2.5	0.9	3.4
15/1	1311	1311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 2.8 C1 Stream: 2 PRC for Signalled Lanes (%): -16.2 PRC Over All Lanes (%): -23.4 Total Delay for Signalled Lanes (pcuHr): 15.36 Total Delay for Signalled Lanes (pcuHr): 87.11 Total Delay Over All Lanes(pcuHr): 146.81 Cycle Time (s): 60 Cycle Time (s): 60													

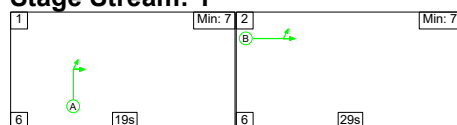
C1	Stream: 1 PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	15.36	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-16.2	Total Delay for Signalled Lanes (pcuHr):	87.11	Cycle Time (s):	60
	PRC Over All Lanes (%):	-23.4	Total Delay Over All Lanes(pcuHr):	146.81		

Full Input Data And Results

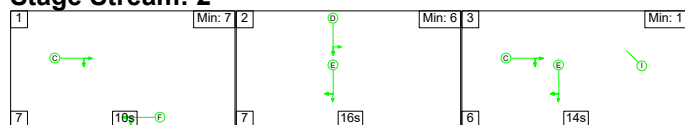
Scenario 5: '2030 Do Minimum Sens AM Highway Peak' (FG5: '2030 Do Minimum Sens NH AM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

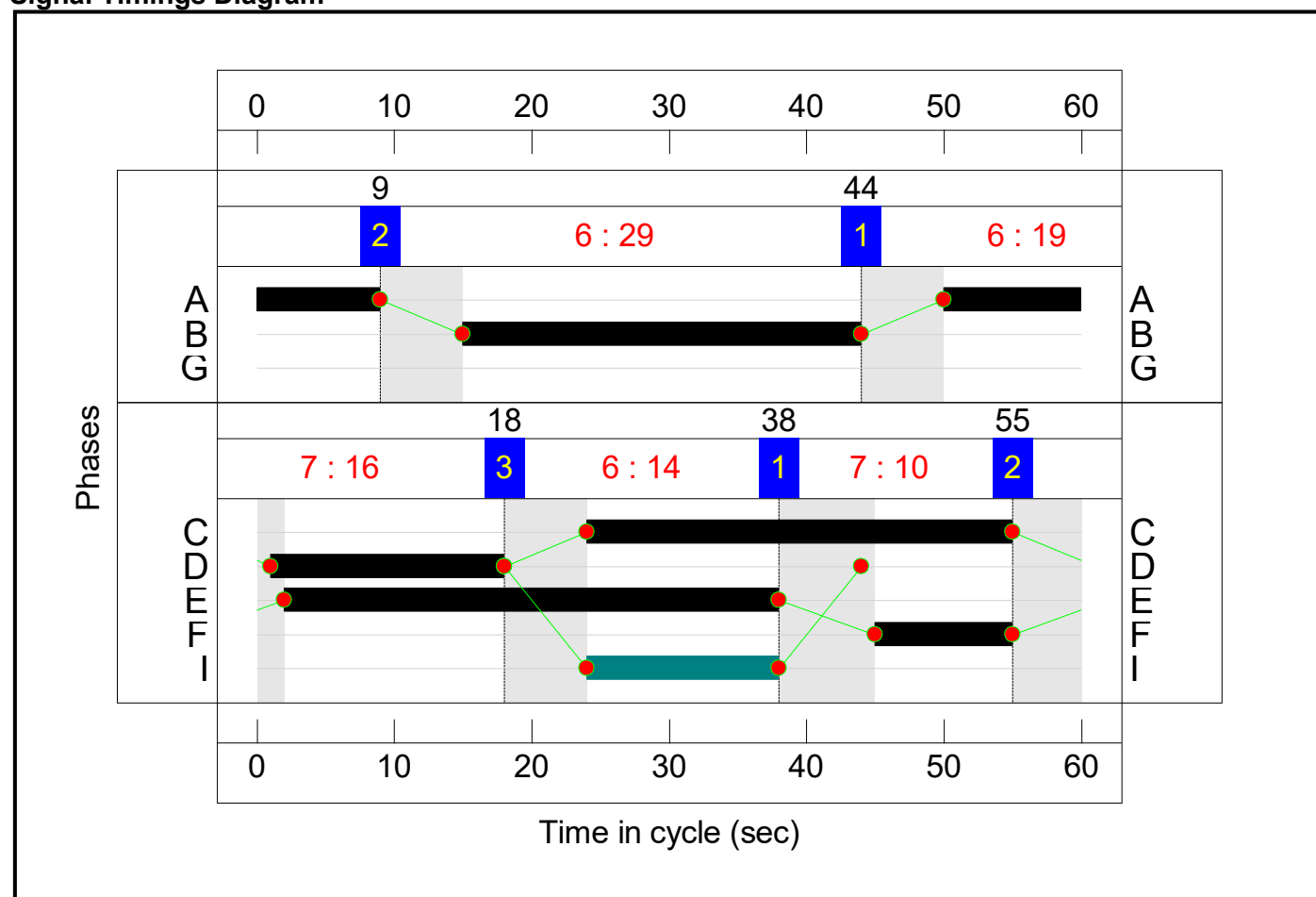
Stage Stream: 1

Stage	1	2
Duration	19	29
Change Point	44	9

Stage Stream: 2

Stage	1	2	3
Duration	10	16	14
Change Point	38	55	18

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	29	-	1433	1975:1978	757+989	72.6 : 89.3%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	29	-	1050	2115:1975	1058+599	66.9 : 57.2%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	19	-	478	1923	641	71.5%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	19	-	296	1905	635	45.1%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	19	-	202	1904	635	31.2%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1054	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	31	-	814	1975	1053	76.4%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	31	-	941	2102	1121	83.6%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	31	-	343	1859	991	34.6%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	17	-	350	1716	515	68.0%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	17	-	885	1716:1729	371+519	99.5 : 99.5%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	36	-	396	1980	1221	32.4%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	36	-	858	2052	1265	67.8%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	36	-	370	1915	1181	31.3%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	887	1900	1900	46.2%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	822	1900	1900	43.0%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	10	-	550	2085:1858	382+339	94.7 : 55.5%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	10	-	407	2080:1942	381+179	72.6 : 72.6%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	757	1943:1952	558+169	106.0 : 98.3%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	192	1917	244	78.7%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	192	2005	244	78.7%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1361	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1831	0	0	33.2	56.5	0.0	89.7	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1831	0	0	33.2	56.5	0.0	89.7	-	-	-	-
1/2+1/1	1433	1433	-	-	-	4.9	2.3	-	7.2 (2.5+4.7)	18.0 (16.1:19.2)	13.2	2.3	15.5
1/3+1/4	1050	1050	-	-	-	3.1	0.9	-	3.9 (2.8+1.1)	13.5 (14.2:12.0)	8.8	0.9	9.7
2/1	458	458	-	-	-	1.3	1.2	-	2.5	19.7	4.1	1.2	5.3
2/2	287	287	-	-	-	0.8	0.4	-	1.2	15.4	3.4	0.4	3.9
2/3	198	198	-	-	-	0.5	0.2	-	0.8	14.1	2.3	0.2	2.5
3/1	1054	1054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	805	805	-	-	-	2.3	1.6	-	3.9	17.3	11.7	1.6	13.3
4/2	937	937	-	-	-	2.3	2.5	-	4.7	18.2	14.1	2.5	16.6
4/3	343	343	-	-	-	0.1	0.3	-	0.3	3.5	0.2	0.3	0.4
5/1	350	350	-	-	-	1.8	1.0	-	2.8	29.3	5.1	1.0	6.1
5/3+5/2	885	885	-	-	-	4.9	13.8	-	18.7 (7.7+11.0)	76.0 (74.7:76.9)	8.5	13.8	22.2
6/1	396	396	-	-	-	0.2	0.2	-	0.4	3.6	0.6	0.2	0.8
6/2	858	858	-	-	-	0.6	0.0	-	0.6	2.6	5.1	0.0	5.1
6/3	370	370	-	-	-	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
7/1	878	878	-	-	-	0.1	0.4	-	0.5	2.0	7.4	0.4	7.9
7/2	818	818	-	-	-	0.0	0.4	-	0.4	1.8	5.4	0.4	5.8
8/2+8/1	550	550	-	-	-	3.6	1.6	-	5.2 (3.5+1.7)	33.9 (34.5:32.6)	5.9	1.6	7.5
8/3+8/4	407	407	-	-	-	2.6	1.3	-	3.9 (2.7+1.2)	34.1 (34.6:33.0)	4.3	1.3	5.6
9/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	757	724	1447	0	0	3.2	24.8	-	28.0 (25.6+2.4)	133.0 (155.7:52.3)	20.7	24.8	45.4
12/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	192	192	192	0	0	0.5	1.7	-	2.2	41.8	2.8	1.7	4.5
14/2	192	192	192	0	0	0.5	1.7	-	2.2	41.8	2.8	1.7	4.5
15/1	1341	1341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 0.8 C1 Stream: 2 PRC for Signalled Lanes (%): -10.5 PRC Over All Lanes (%): -17.8 Total Delay for Signalled Lanes (pcuHr): 15.62 Total Delay for Signalled Lanes (pcuHr): 40.75 Total Delay Over All Lanes(pcuHr): 89.69 Cycle Time (s): 60 Cycle Time (s): 60													

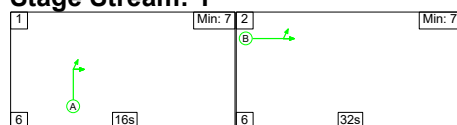
C1	Stream: 1 PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	15.62	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-10.5	Total Delay for Signalled Lanes (pcuHr):	40.75	Cycle Time (s):	60
	PRC Over All Lanes (%):	-17.8	Total Delay Over All Lanes(pcuHr):	89.69		

Full Input Data And Results

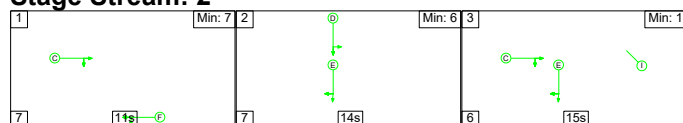
Scenario 6: '2030 Do Minimum Sens Highway PM Peak' (FG6: '2030 Do Minimum Sens NH PM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

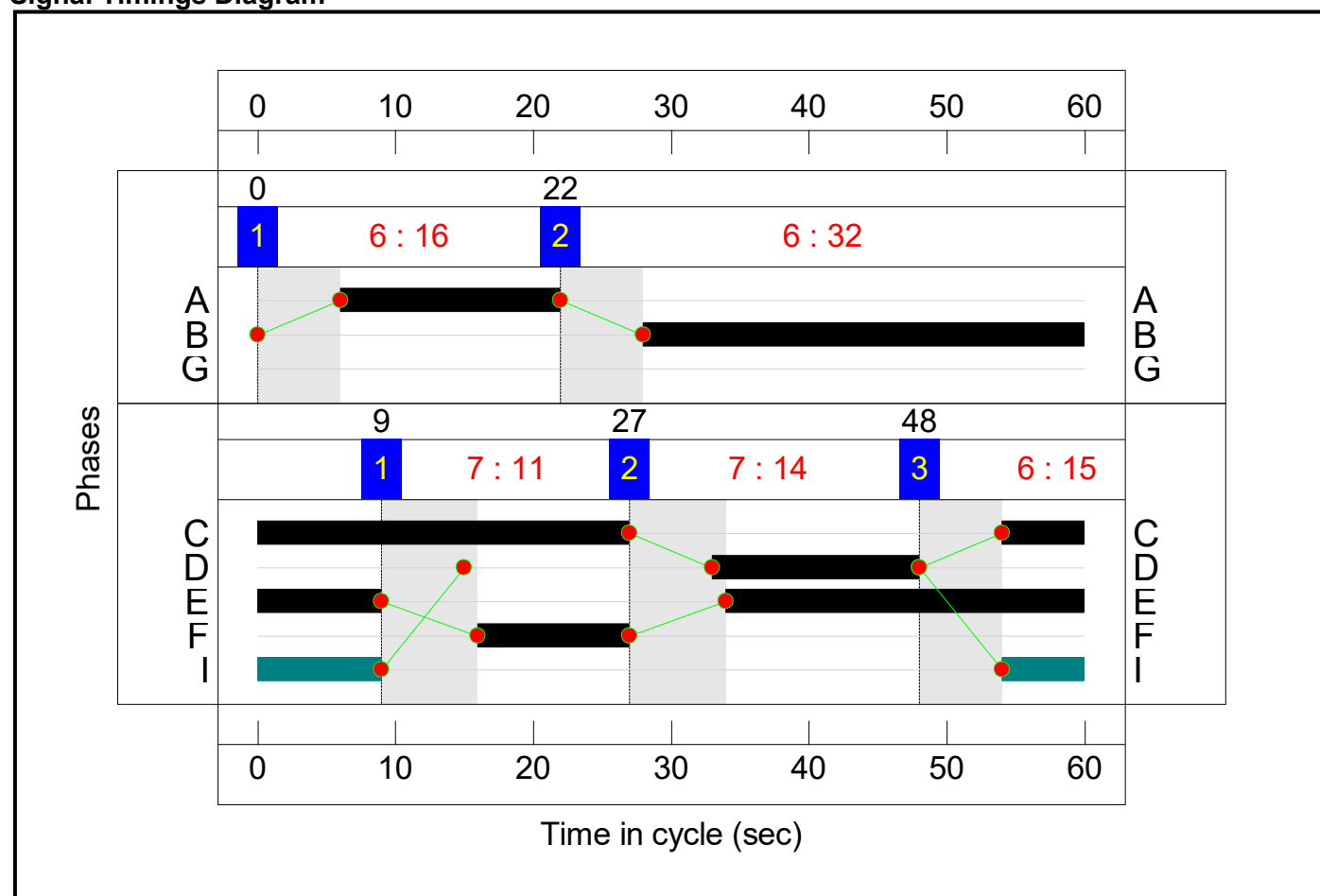
Stage Stream: 1

Stage	1	2
Duration	16	32
Change Point	0	22

Stage Stream: 2

Stage	1	2	3
Duration	11	14	15
Change Point	9	27	48

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	112.5%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	112.5%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	32	-	1202	1975:1978	411+1088	73.9 : 82.5%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	32	-	1216	2115:1975	1163+855	61.0 : 59.2%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	16	-	447	1923	545	75.3%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	16	-	241	1905	540	40.9%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	16	-	162	1904	539	29.8%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1059	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	33	-	544	1975	1119	46.8%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	33	-	873	2088	1183	73.7%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	33	-	506	1859	1053	48.0%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	15	-	417	1732	462	90.3%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	15	-	809	1716:1729	458+461	87.6 : 88.5%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	35	-	602	1980	1188	50.7%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	35	-	914	2052	1231	74.2%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	35	-	401	1915	1149	34.9%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	581	1900	1900	29.5%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	651	1900	1900	34.2%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	11	-	792	2085:1857	417+371	107.7 : 92.4%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	11	-	535	2080:1942	416+116	100.5 : 100.5%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	655	1943:1952	467+118	112.5 : 110.1%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	195	1884	293	66.5%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	196	2005	293	66.8%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1345	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1560	0	0	40.3	98.5	0.0	138.9	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1560	0	0	40.3	98.5	0.0	138.9	-	-	-	-
1/2+1/1	1202	1202	-	-	-	3.4	2.0	-	5.4 (1.1+4.3)	16.1 (13.2:17.1)	12.2	2.0	14.2
1/3+1/4	1216	1216	-	-	-	3.0	0.8	-	3.7 (2.2+1.5)	11.0 (11.4:10.4)	7.9	0.8	8.6
2/1	410	410	-	-	-	2.9	1.5	-	4.3	38.2	6.0	1.5	7.5
2/2	220	220	-	-	-	1.1	0.3	-	1.5	24.0	2.3	0.3	2.7
2/3	161	161	-	-	-	0.6	0.2	-	0.8	18.5	1.3	0.2	1.5
3/1	1026	1026	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	524	524	-	-	-	1.2	0.4	-	1.6	11.0	4.9	0.4	5.4
4/2	872	872	-	-	-	2.9	1.4	-	4.3	17.7	12.8	1.4	14.2
4/3	506	506	-	-	-	1.6	0.5	-	2.0	14.3	7.9	0.5	8.3
5/1	417	417	-	-	-	2.5	4.0	-	6.4	55.4	6.6	4.0	10.6
5/3+5/2	809	809	-	-	-	4.7	3.5	-	8.2 (4.1+4.1)	36.5 (36.5:36.6)	6.5	3.5	9.9
6/1	602	602	-	-	-	0.6	0.5	-	1.1	6.6	4.5	0.5	5.0
6/2	914	914	-	-	-	0.9	0.0	-	0.9	3.5	4.6	0.0	4.6
6/3	401	401	-	-	-	0.0	0.3	-	0.3	2.4	0.0	0.3	0.3
7/1	561	561	-	-	-	0.0	0.2	-	0.2	1.4	0.1	0.2	0.3
7/2	650	650	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
8/2+8/1	792	760	-	-	-	6.1	29.2	-	35.3 (27.3+8.0)	160.4 (219.2:83.6)	8.0	29.2	37.2
8/3+8/4	535	533	-	-	-	3.5	12.2	-	15.7 (12.4+3.3)	105.8 (106.7:102.7)	7.0	12.2	19.2
9/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

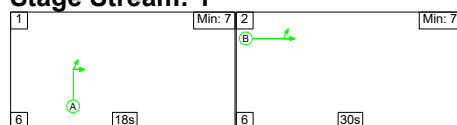
[illegible]

Full Input Data And Results

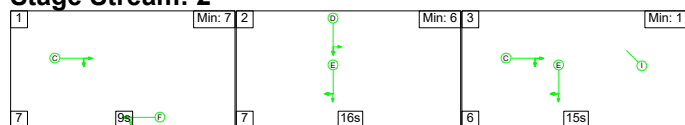
Scenario 7: '2030 Do Something AM Highway Peak' (FG7: '2030 Do Something NH AM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

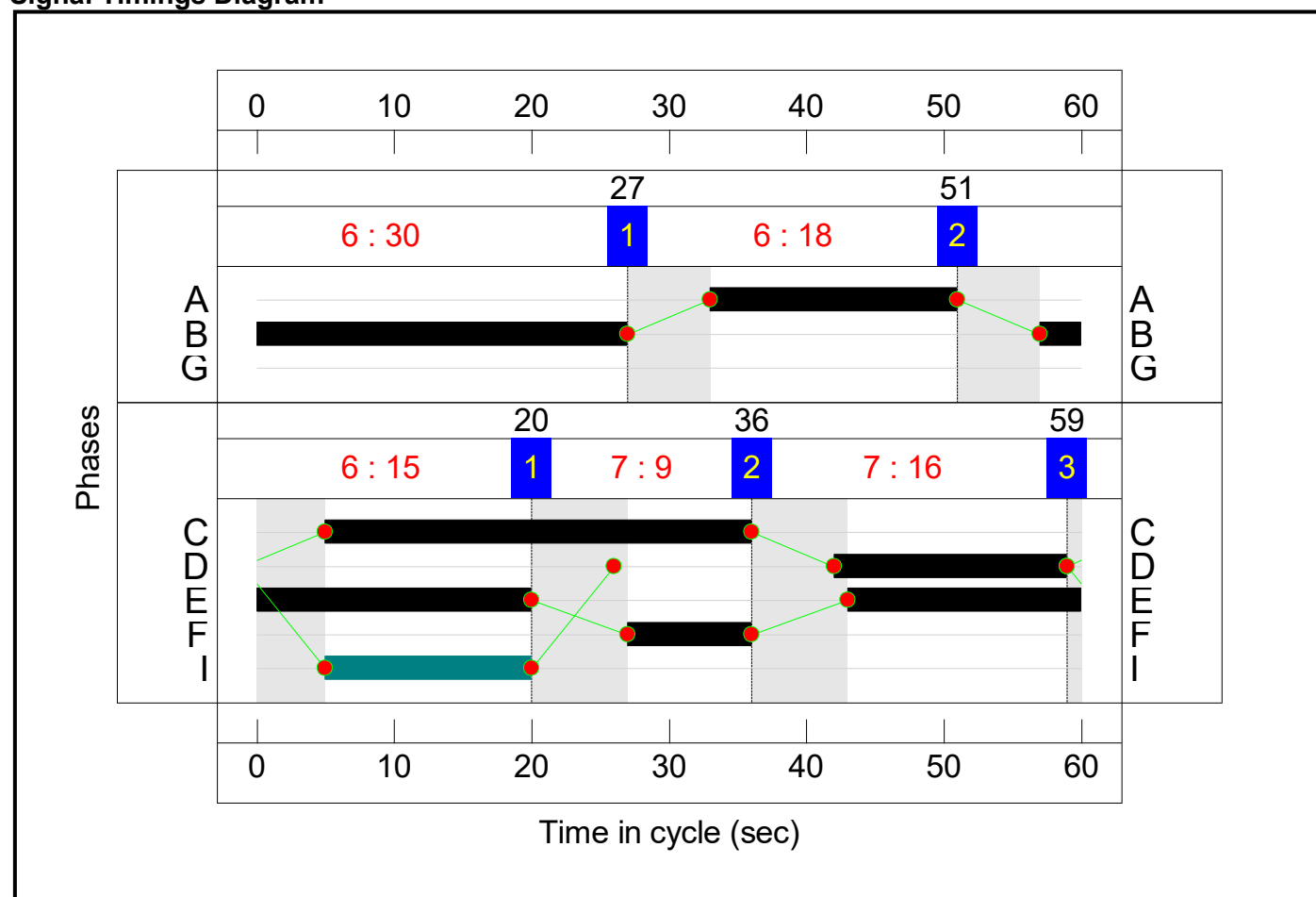
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	27	51

Stage Stream: 2

Stage	1	2	3
Duration	9	16	15
Change Point	20	36	59

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	104.0%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	104.0%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	30	-	1468	1975:1978	777+1022	74.3 : 87.2%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	30	-	1032	2115:1975	1093+631	63.0 : 54.5%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	18	-	483	1923	609	77.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	280	1905	603	45.4%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	231	1904	603	37.7%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1016	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	31	-	834	1975	1053	78.6%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	31	-	942	2101	1121	83.7%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	31	-	344	1859	991	34.7%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	17	-	364	1717	515	70.7%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	17	-	861	1716:1729	380+519	95.8 : 95.8%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	37	-	421	1980	1254	33.6%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	37	-	841	2052	1300	64.7%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	37	-	364	1915	1213	30.0%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	906	1900	1900	47.4%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	813	1900	1900	42.6%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	9	-	537	2085:1856	348+309	98.7 : 62.7%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	9	-	414	2080:1942	347+205	81.9 : 63.4%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	767	1943:1952	578+178	104.0 : 93.2%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	196	1919	247	79.5%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	196	2005	247	79.5%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1374	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1880	0	0	33.0	50.5	0.0	83.5	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1880	0	0	33.0	50.5	0.0	83.5	-	-	-	-
1/2+1/1	1468	1468	-	-	-	4.7	2.2	-	6.9 (2.4+4.5)	17.0 (15.3:18.1)	12.9	2.2	15.1
1/3+1/4	1032	1032	-	-	-	2.8	0.7	-	3.5 (2.5+1.1)	12.4 (13.0:11.1)	8.0	0.7	8.8
2/1	470	470	-	-	-	1.3	1.6	-	3.0	22.9	4.5	1.6	6.2
2/2	274	274	-	-	-	0.8	0.4	-	1.2	16.0	3.5	0.4	3.9
2/3	227	227	-	-	-	0.7	0.3	-	1.0	15.3	2.9	0.3	3.2
3/1	1016	1016	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	828	828	-	-	-	2.2	1.8	-	4.0	17.4	12.1	1.8	13.9
4/2	938	938	-	-	-	2.4	2.5	-	4.9	18.7	14.0	2.5	16.5
4/3	344	344	-	-	-	0.1	0.3	-	0.4	4.1	0.3	0.3	0.6
5/1	364	364	-	-	-	1.9	1.2	-	3.1	30.4	5.4	1.2	6.5
5/3+5/2	861	861	-	-	-	4.7	8.0	-	12.8 (5.3+7.5)	53.4 (52.2:54.2)	8.0	8.0	16.0
6/1	421	421	-	-	-	0.2	0.3	-	0.4	3.5	0.6	0.3	0.9
6/2	841	841	-	-	-	0.6	0.0	-	0.6	2.5	4.6	0.0	4.6
6/3	364	364	-	-	-	0.0	0.2	-	0.2	2.1	0.0	0.2	0.2
7/1	900	900	-	-	-	0.1	0.4	-	0.5	2.0	7.6	0.4	8.0
7/2	809	809	-	-	-	0.0	0.4	-	0.4	1.7	3.7	0.4	4.1
8/2+8/1	537	537	-	-	-	3.6	2.2	-	5.8 (3.8+2.0)	38.8 (39.4:37.8)	5.6	2.2	7.8
8/3+8/4	414	414	-	-	-	2.7	1.5	-	4.2 (2.9+1.3)	36.4 (36.9:35.2)	4.5	1.5	6.0
9/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	767	744	1488	0	0	3.1	22.9	-	26.0 (22.9+3.1)	121.9 (137.0:67.0)	24.0	22.9	46.9
12/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	196	196	196	0	0	0.5	1.8	-	2.3	43.0	2.8	1.8	4.6
14/2	196	196	196	0	0	0.5	1.8	-	2.3	43.0	2.8	1.8	4.6
15/1	1361	1361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 3.2 Total Delay for Signalled Lanes (pcuHr): 15.64 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -9.7 Total Delay for Signalled Lanes (pcuHr): 36.27 Cycle Time (s): 60 PRC Over All Lanes (%): -15.5 Total Delay Over All Lanes(pcuHr): 83.47													

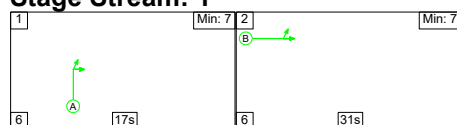
C1	Stream: 1 PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	15.64	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-9.7	Total Delay for Signalled Lanes (pcuHr):	36.27	Cycle Time (s):	60
	PRC Over All Lanes (%):	-15.5	Total Delay Over All Lanes(pcuHr):	83.47		

Full Input Data And Results

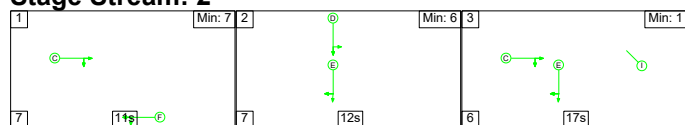
Scenario 8: '2030 Do Something PM Highway Peak' (FG8: '2030 Do Something NH PM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

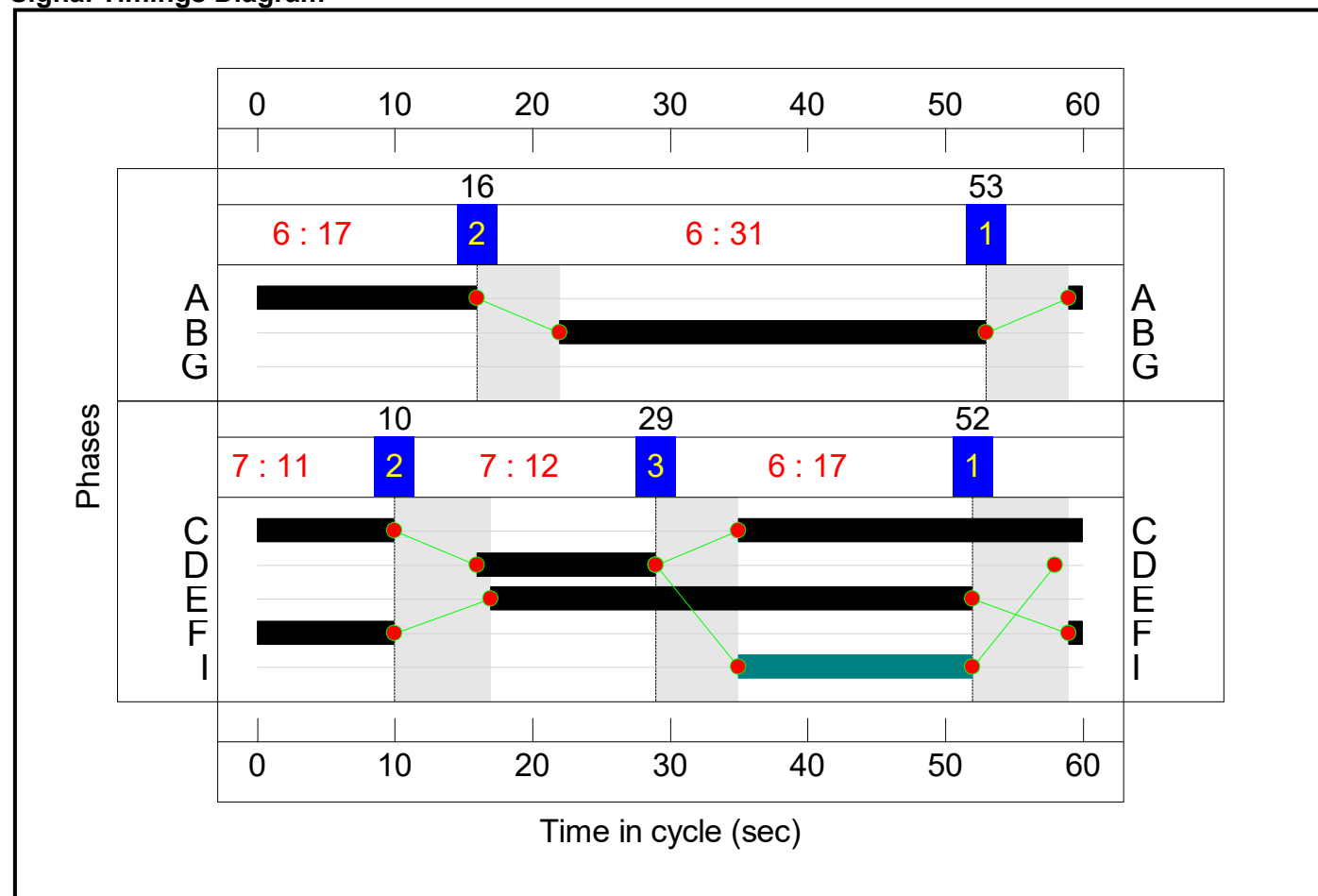
Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	53	16

Stage Stream: 2

Stage	1	2	3
Duration	11	12	17
Change Point	52	10	29

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	113.4%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	113.4%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	31	-	1295	1975:1978	542+1055	73.6 : 84.9%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	31	-	1121	2115:1975	1122+927	54.7 : 54.7%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	17	-	456	1923	577	72.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	220	1905	572	35.1%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	205	1904	571	35.1%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1016	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	35	-	613	1975	1185	50.1%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	35	-	825	2086	1252	65.5%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	35	-	507	1859	1115	45.5%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	13	-	420	1734	405	103.8%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	13	-	804	1716:1729	400+403	99.4 : 100.6%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	35	-	620	1980	1188	51.0%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	35	-	913	2052	1231	73.9%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	35	-	398	1915	1149	34.6%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	643	1900	1900	32.8%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	595	1900	1900	31.0%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	11	-	767	2085:1856	417+371	99.5 : 94.8%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	11	-	551	2080:1942	416+112	104.3 : 104.3%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	822	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	677	1943:1952	479+121	113.4 : 110.6%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	195	1888	298	65.3%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	194	2005	298	65.0%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1352	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1589	0	0	37.9	110.5	0.0	148.4	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1589	0	0	37.9	110.5	0.0	148.4	-	-	-	-
1/2+1/1	1295	1295	-	-	-	3.9	2.1	-	6.0 (1.6+4.4)	16.7 (14.1:17.8)	12.7	2.1	14.8
1/3+1/4	1121	1121	-	-	-	2.8	0.6	-	3.4 (1.9+1.5)	11.0 (11.1:10.7)	6.7	0.6	7.3
2/1	416	416	-	-	-	2.5	1.3	-	3.8	32.5	5.4	1.3	6.7
2/2	201	201	-	-	-	0.7	0.3	-	0.9	16.9	2.0	0.3	2.3
2/3	200	200	-	-	-	0.5	0.3	-	0.8	13.7	2.2	0.3	2.5
3/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	594	594	-	-	-	1.1	0.5	-	1.6	9.6	6.7	0.5	7.2
4/2	820	820	-	-	-	1.4	0.9	-	2.4	10.5	10.1	0.9	11.1
4/3	507	507	-	-	-	0.2	0.4	-	0.6	4.1	5.2	0.4	5.6
5/1	420	405	-	-	-	3.1	14.8	-	17.9	153.3	7.3	14.8	22.1
5/3+5/2	804	801	-	-	-	5.2	15.4	-	20.6 (9.5+11.1)	92.3 (86.3:98.3)	6.8	15.4	22.2
6/1	606	606	-	-	-	0.3	0.5	-	0.8	4.7	1.4	0.5	1.9
6/2	910	910	-	-	-	0.8	0.0	-	0.8	3.2	6.3	0.0	6.3
6/3	398	398	-	-	-	0.0	0.3	-	0.3	2.4	0.0	0.3	0.3
7/1	623	623	-	-	-	0.0	0.2	-	0.3	1.5	1.7	0.2	2.0
7/2	590	590	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/2+8/1	767	767	-	-	-	5.1	9.5	-	14.6 (7.9+6.7)	68.6 (68.7:68.4)	6.8	9.5	16.3
8/3+8/4	551	533	-	-	-	4.1	18.8	-	22.9 (18.2+4.6)	149.6 (151.3:143.1)	7.5	18.8	26.3
9/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	677	600	1200	0	0	5.3	42.5	-	47.7 (39.4+8.3)	253.9 (261.5:222.8)	25.9	42.5	68.4
12/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	195	195	195	0	0	0.5	0.9	-	1.4	26.6	2.6	0.9	3.5
14/2	194	194	194	0	0	0.5	0.9	-	1.4	26.4	2.6	0.9	3.5
15/1	1312	1312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 6.0 C1 Stream: 2 PRC for Signalled Lanes (%): -15.9 PRC Over All Lanes (%): -26.0 Total Delay for Signalled Lanes (pcuHr): 14.87 Total Delay for Signalled Lanes (pcuHr): 82.42 Total Delay Over All Lanes(pcuHr): 148.37 Cycle Time (s): 60 Cycle Time (s): 60													

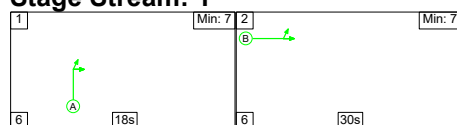
C1	Stream: 1 PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	14.87	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-15.9	Total Delay for Signalled Lanes (pcuHr):	82.42	Cycle Time (s):	60
	PRC Over All Lanes (%):	-26.0	Total Delay Over All Lanes(pcuHr):	148.37		

Full Input Data And Results

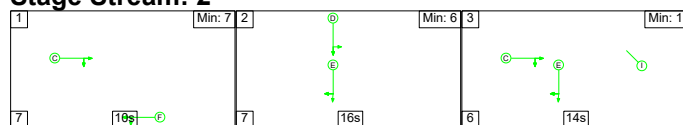
Scenario 9: '2030 Do Something Sens AM Highway Peak' (FG9: '2030 Do Something Sens NH AM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

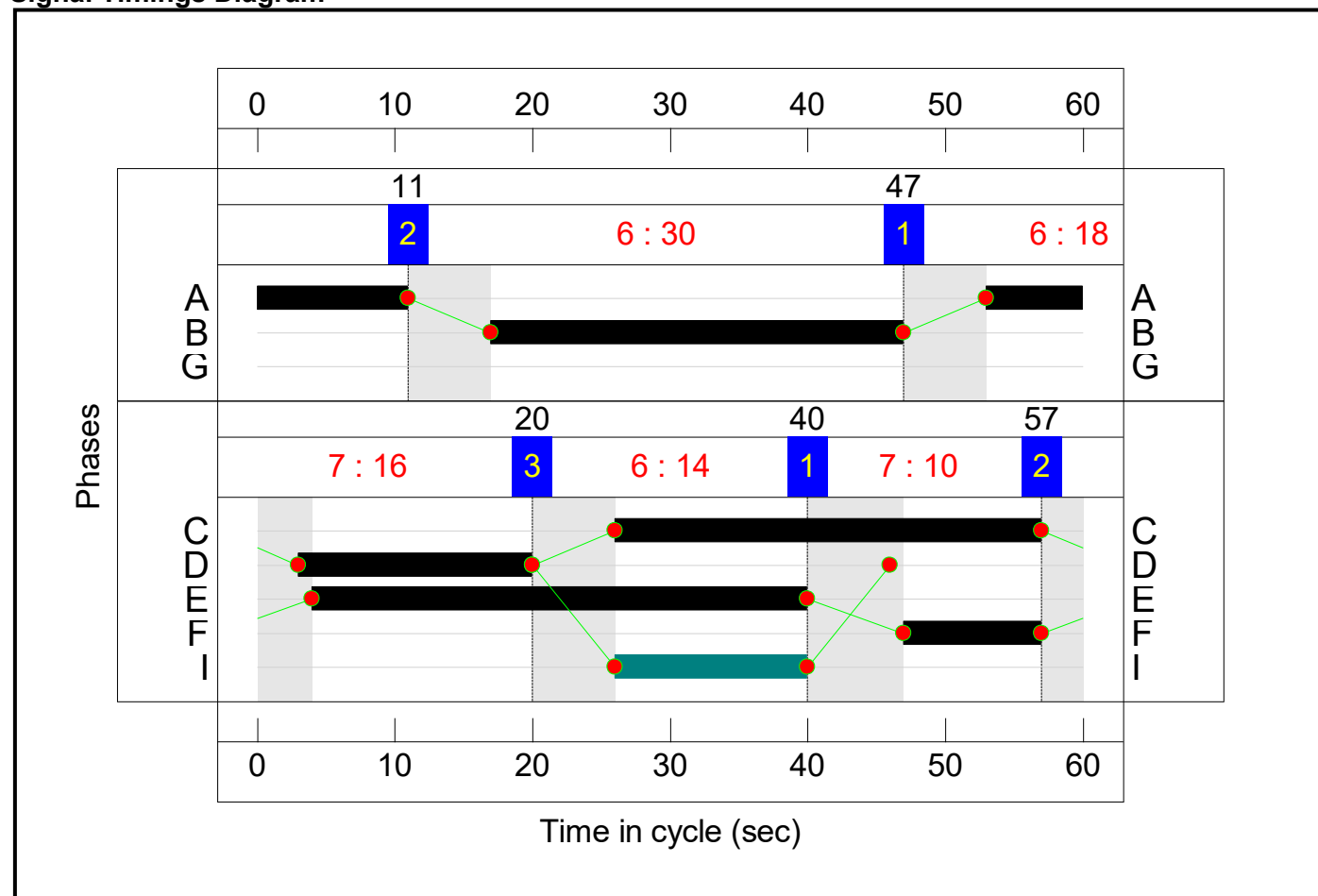
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	47	11

Stage Stream: 2

Stage	1	2	3
Duration	10	16	14
Change Point	40	57	20

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	105.9%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	105.9%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	30	-	1449	1975:1978	772+1022	73.3 : 86.4%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	30	-	1034	2115:1975	1093+626	63.2 : 54.8%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	18	-	478	1923	609	75.3%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	271	1905	603	43.5%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	228	1904	603	37.0%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1050	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	31	-	825	1975	1053	77.5%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	31	-	931	2101	1121	82.6%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	31	-	343	1859	991	34.6%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	17	-	300	1712	514	58.4%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	17	-	885	1716:1729	378+519	98.7 : 98.7%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	36	-	347	1980	1221	28.4%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	36	-	854	2052	1265	67.5%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	36	-	374	1915	1181	31.7%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	898	1900	1900	46.8%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	811	1900	1900	42.4%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	10	-	550	2085:1858	382+339	94.7 : 55.5%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	10	-	407	2080:1942	381+179	72.6 : 72.6%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	758	1943:1952	559+170	105.9 : 97.5%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	192	1917	245	78.5%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	192	2005	245	78.5%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1361	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1834	0	0	32.5	54.7	0.0	87.2	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1834	0	0	32.5	54.7	0.0	87.2	-	-	-	-
1/2+1/1	1449	1449	-	-	-	4.7	2.1	-	6.7 (2.4+4.4)	16.7 (15.0:17.8)	12.8	2.1	14.8
1/3+1/4	1034	1034	-	-	-	2.8	0.8	-	3.6 (2.5+1.1)	12.4 (13.0:11.1)	8.3	0.8	9.0
2/1	459	459	-	-	-	1.3	1.5	-	2.8	22.2	4.4	1.5	5.9
2/2	262	262	-	-	-	0.8	0.4	-	1.2	16.1	3.3	0.4	3.6
2/3	223	223	-	-	-	0.7	0.3	-	1.0	15.7	2.8	0.3	3.1
3/1	1050	1050	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	816	816	-	-	-	2.3	1.7	-	4.0	17.5	11.8	1.7	13.5
4/2	926	926	-	-	-	2.3	2.3	-	4.6	18.0	13.7	2.3	16.0
4/3	343	343	-	-	-	0.1	0.3	-	0.4	3.8	0.2	0.3	0.5
5/1	300	300	-	-	-	1.5	0.7	-	2.2	26.2	4.2	0.7	4.9
5/3+5/2	885	885	-	-	-	4.9	12.3	-	17.2 (7.1+10.1)	69.9 (68.7:70.8)	8.4	12.3	20.6
6/1	347	347	-	-	-	0.2	0.2	-	0.4	3.6	0.6	0.2	0.8
6/2	854	854	-	-	-	0.6	0.0	-	0.6	2.6	5.2	0.0	5.2
6/3	374	374	-	-	-	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
7/1	889	889	-	-	-	0.1	0.4	-	0.5	2.0	7.5	0.4	7.9
7/2	806	806	-	-	-	0.0	0.4	-	0.4	1.8	4.9	0.4	5.3
8/2+8/1	550	550	-	-	-	3.6	1.6	-	5.2 (3.5+1.7)	33.9 (34.5:32.6)	5.9	1.6	7.5
8/3+8/4	407	407	-	-	-	2.6	1.3	-	3.9 (2.7+1.2)	34.1 (34.6:33.0)	4.3	1.3	5.6
9/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

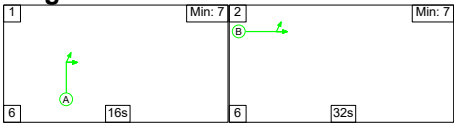
10/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	758	725	1450	0	0	3.2	24.9	-	28.1 (25.6+2.5)	133.4 (155.9:53.2)	20.4	24.9	45.3
12/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	192	192	192	0	0	0.5	1.7	-	2.2	41.3	2.8	1.7	4.5
14/2	192	192	192	0	0	0.5	1.7	-	2.2	41.3	2.8	1.7	4.5
15/1	1342	1342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 4.2 Total Delay for Signalled Lanes (pcuHr): 15.26 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -9.7 Total Delay for Signalled Lanes (pcuHr): 38.55 Cycle Time (s): 60 PRC Over All Lanes (%): -17.7 Total Delay Over All Lanes(pcuHr): 87.20													

C1	Stream: 1 PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	15.26	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-9.7	Total Delay for Signalled Lanes (pcuHr):	38.55	Cycle Time (s):	60
	PRC Over All Lanes (%):	-17.7	Total Delay Over All Lanes(pcuHr):	87.20		

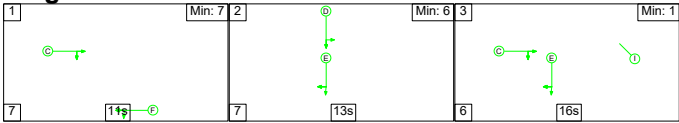
Full Input Data And Results
Scenario 10: '2030 Do Something Sens PM Highway Peak' (FG10: '2030 Do Something Sens NH PM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

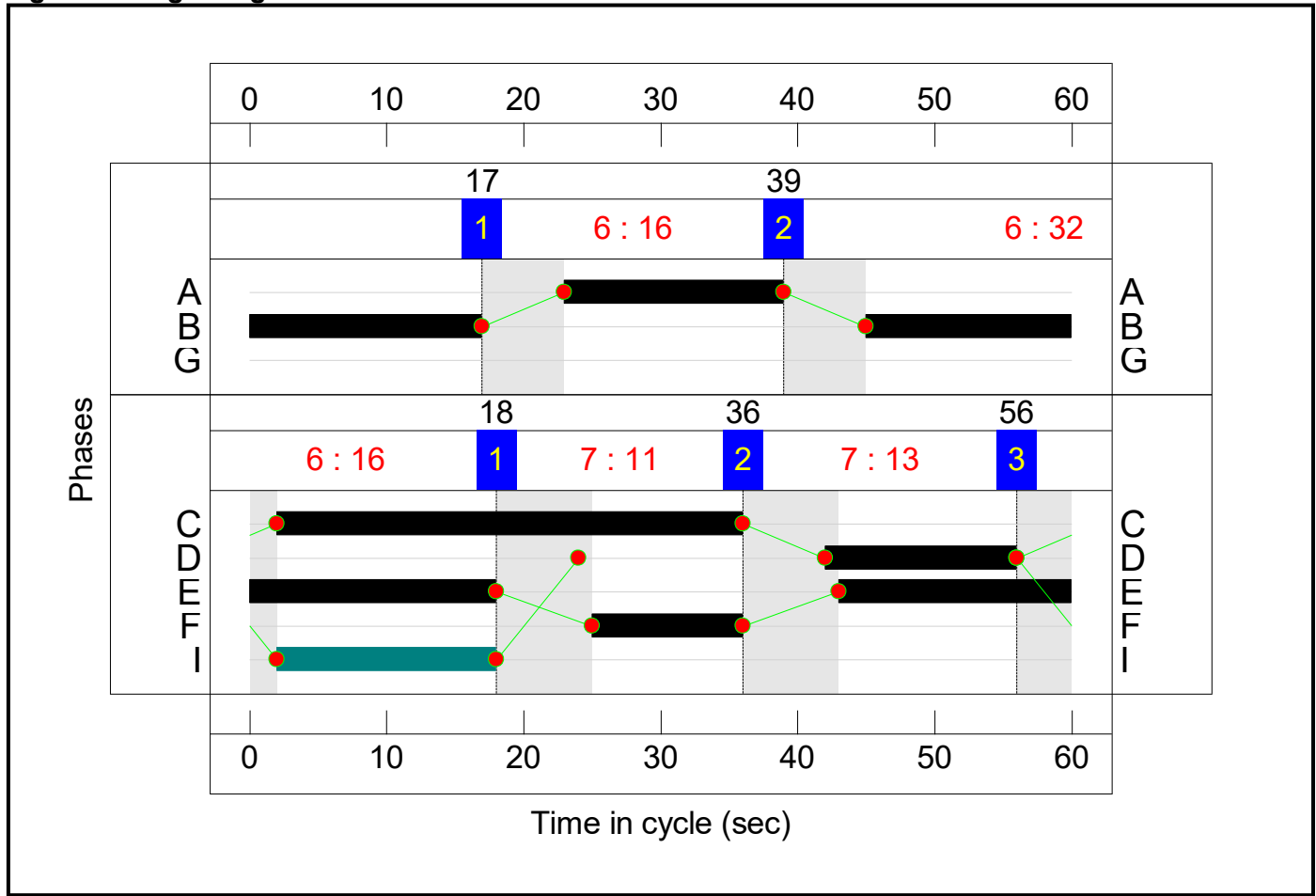
Stage Stream: 1

Stage	1	2
Duration	16	32
Change Point	17	39

Stage Stream: 2

Stage	1	2	3
Duration	11	13	16
Change Point	18	36	56

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	112.5%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	112.5%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	32	-	1282	1975:1978	465+1088	82.5 : 82.5%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	32	-	1136	2115:1975	1137+913	55.4 : 55.4%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	16	-	447	1923	545	75.3%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	16	-	204	1905	540	34.7%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	16	-	199	1904	539	35.9%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	34	-	586	1975	1152	49.4%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	34	-	831	2087	1217	67.8%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	34	-	506	1859	1084	46.7%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	14	-	417	1732	433	96.3%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	14	-	809	1716:1729	429+432	96.3 : 91.6%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	35	-	602	1980	1188	50.7%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	35	-	902	2052	1231	73.3%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	35	-	413	1915	1149	35.9%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	623	1900	1900	31.9%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	609	1900	1900	31.8%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	11	-	767	2085:1857	417+371	101.7 : 92.4%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	11	-	560	2080:1942	416+110	106.5 : 106.5%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	655	1943:1952	467+117	112.5 : 111.6%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	195	1884	297	65.6%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	196	2005	297	65.9%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1345	Inf	Inf	0.0%

Full Input Data And Results

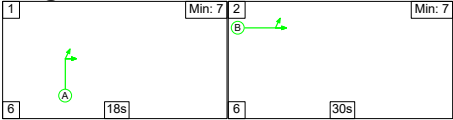
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1558	0	0	37.3	99.4	0.0	136.7	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1558	0	0	37.3	99.4	0.0	136.7	-	-	-	-
1/2+1/1	1282	1282	-	-	-	3.6	2.3	-	5.9 (1.5+4.4)	16.6 (14.1:17.7)	12.2	2.3	14.5
1/3+1/4	1136	1136	-	-	-	2.7	0.6	-	3.3 (1.9+1.4)	10.4 (10.6:10.1)	6.7	0.6	7.3
2/1	410	410	-	-	-	3.0	1.5	-	4.5	39.0	6.2	1.5	7.6
2/2	187	187	-	-	-	0.8	0.3	-	1.0	19.9	1.9	0.3	2.2
2/3	194	194	-	-	-	0.5	0.3	-	0.8	15.3	1.8	0.3	2.1
3/1	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	570	570	-	-	-	1.1	0.5	-	1.6	9.8	6.1	0.5	6.6
4/2	826	826	-	-	-	1.7	1.0	-	2.7	11.8	10.4	1.0	11.5
4/3	506	506	-	-	-	0.5	0.4	-	1.0	6.8	6.0	0.4	6.4
5/1	417	417	-	-	-	2.6	7.0	-	9.5	82.4	6.8	7.0	13.8
5/3+5/2	809	809	-	-	-	5.0	6.2	-	11.2 (5.7+5.5)	49.9 (50.0:49.7)	6.8	6.2	13.0
6/1	602	602	-	-	-	0.3	0.5	-	0.8	5.0	2.2	0.5	2.7
6/2	902	902	-	-	-	0.7	0.0	-	0.7	2.9	4.6	0.0	4.6
6/3	413	413	-	-	-	0.0	0.3	-	0.3	2.4	0.0	0.3	0.3
7/1	607	607	-	-	-	0.0	0.2	-	0.2	1.4	1.2	0.2	1.4
7/2	604	604	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/2+8/1	767	760	-	-	-	5.2	13.0	-	18.2 (11.7+6.5)	85.6 (99.7:68.1)	7.2	13.0	20.2
8/3+8/4	560	533	-	-	-	4.3	23.1	-	27.4 (21.9+5.5)	176.1 (178.0:169.1)	7.8	23.1	31.0
9/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

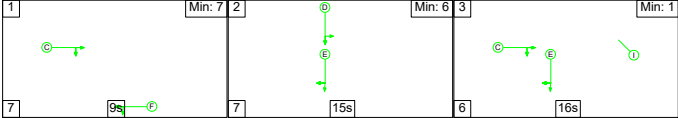
10/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	655	583	1167	0	0	4.4	40.0	-	44.4 (35.8+8.5)	243.8 (245.7-236.0)	21.3	40.0	61.3
12/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	195	195	195	0	0	0.5	0.9	-	1.5	27.0	2.7	0.9	3.6
14/2	196	196	196	0	0	0.5	0.9	-	1.5	27.2	2.7	0.9	3.6
15/1	1308	1308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 9.0 Total Delay for Signalled Lanes (pcuHr): 15.50 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -18.3 Total Delay for Signalled Lanes (pcuHr): 73.43 Cycle Time (s): 60 PRC Over All Lanes (%): -25.0 Total Delay Over All Lanes(pcuHr): 136.71													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

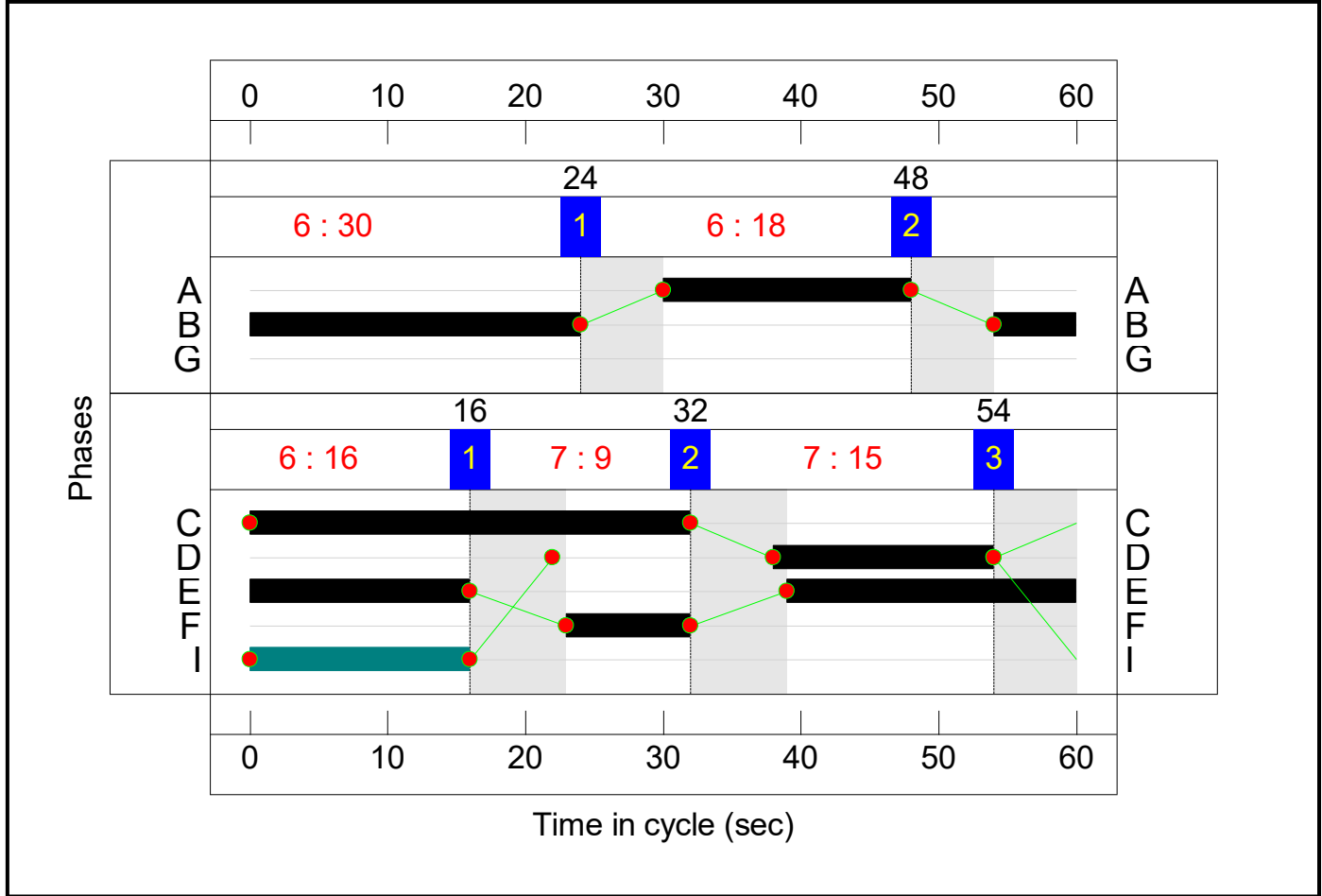
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	24	48

Stage Stream: 2

Stage	1	2	3
Duration	9	15	16
Change Point	16	32	54

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	30	-	1356	1975:1978	578+1022	76.1 : 89.6%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	30	-	1103	2115:1975	1093+542	70.4 : 61.7%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	18	-	433	1923	609	71.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	334	1905	603	55.4%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	204	1904	603	33.8%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	32	-	774	1975	1086	71.3%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	32	-	973	2100	1155	84.2%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	32	-	334	1859	1022	32.7%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	16	-	330	1705	483	68.3%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	16	-	715	1716:1729	338+490	86.3 : 86.3%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	37	-	369	1980	1254	29.4%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	37	-	755	2052	1300	58.1%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	37	-	294	1915	1213	24.2%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	872	1900	1900	45.9%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	836	1900	1900	44.0%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	9	-	389	2085:1850	348+308	63.9 : 54.2%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	9	-	329	2080:1942	347+263	64.6 : 39.9%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	744	1943:1952	699+158	86.8 : 86.8%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	209	1908	293	71.4%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	211	2005	293	72.0%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1349	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1908	0	0	28.6	22.0	0.0	50.6	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1908	0	0	28.6	22.0	0.0	50.6	-	-	-	-
1/2+1/1	1356	1356	-	-	-	4.4	2.7	-	7.1 (2.0+5.2)	19.0 (16.2:20.3)	13.7	2.7	16.5
1/3+1/4	1103	1103	-	-	-	3.1	1.0	-	4.2 (3.1+1.1)	13.6 (14.4:11.8)	9.6	1.0	10.6
2/1	433	433	-	-	-	1.6	1.2	-	2.8	23.1	5.1	1.2	6.4
2/2	334	334	-	-	-	1.5	0.6	-	2.1	22.6	5.0	0.6	5.7
2/3	204	204	-	-	-	0.8	0.3	-	1.1	19.4	2.9	0.3	3.1
3/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	774	774	-	-	-	2.5	1.2	-	3.7	17.1	11.2	1.2	12.4
4/2	973	973	-	-	-	1.8	2.6	-	4.4	16.1	13.7	2.6	16.3
4/3	334	334	-	-	-	0.2	0.2	-	0.4	4.3	0.4	0.2	0.6
5/1	330	330	-	-	-	1.8	1.1	-	2.8	30.7	4.9	1.1	5.9
5/3+5/2	715	715	-	-	-	3.9	3.0	-	6.9 (2.7+4.2)	34.8 (33.7:35.5)	6.6	3.0	9.6
6/1	369	369	-	-	-	0.2	0.2	-	0.4	3.7	0.7	0.2	0.9
6/2	755	755	-	-	-	0.6	0.0	-	0.6	2.8	4.6	0.0	4.6
6/3	294	294	-	-	-	0.0	0.2	-	0.2	2.0	0.0	0.2	0.2
7/1	872	872	-	-	-	0.1	0.4	-	0.5	2.0	6.6	0.4	7.0
7/2	836	836	-	-	-	0.0	0.4	-	0.4	1.7	1.7	0.4	2.1
8/2+8/1	389	389	-	-	-	2.5	0.7	-	3.2 (1.9+1.4)	29.8 (30.0:29.6)	3.4	0.7	4.1
8/3+8/4	329	329	-	-	-	2.1	0.6	-	2.7 (1.9+0.8)	29.3 (29.7:28.4)	3.5	0.6	4.1
9/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	744	744	1488	0	0	1.1	3.1	-	4.2 (3.4+0.8)	20.2 (20.2:20.2)	8.6	3.1	11.7
12/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	209	209	209	0	0	0.3	1.2	-	1.5	25.9	2.7	1.2	3.9
14/2	211	211	211	0	0	0.3	1.3	-	1.6	26.5	2.8	1.3	4.0
15/1	1349	1349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 17.29 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 4.2 Total Delay for Signalled Lanes (pcuHr): 25.19 Cycle Time (s): 60 PRC Over All Lanes (%): 0.4 Total Delay Over All Lanes(pcuHr): 50.60													

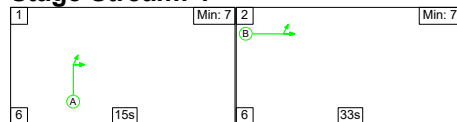
C1	Stream: 1 PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	17.29	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	25.19	Cycle Time (s):	60
	PRC Over All Lanes (%):	0.4	Total Delay Over All Lanes(pcuHr):	50.60		

Full Input Data And Results

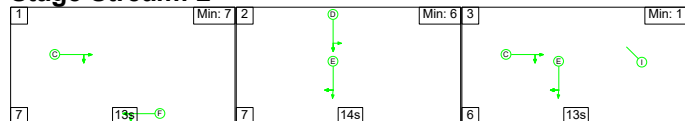
Scenario 12: '2025 Base PM Dev Peak' (FG12: '2025 Base PM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

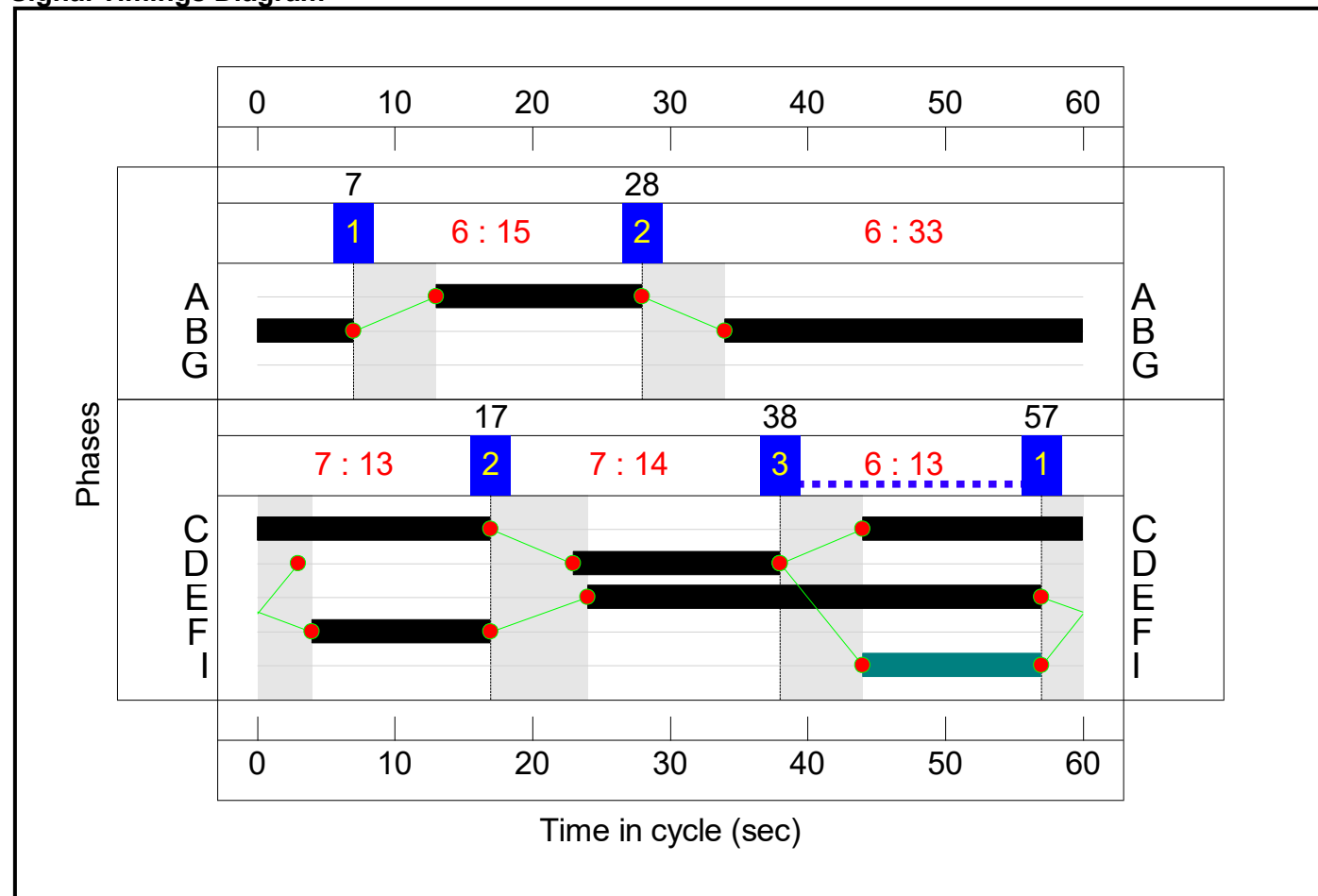
Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	7	28

Stage Stream: 2

Stage	1	2	3
Duration	13	14	13
Change Point	57	17	38

Signal Timings Diagram



Full Input Data And Results
Netok Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	33	-	1017	1975:1978	325+1121	70.5 : 70.3%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	33	-	875	2115:1975	1199+738	46.9 : 42.4%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	15	-	347	1923	513	67.7%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	15	-	230	1905	508	45.3%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	15	-	174	1904	508	34.3%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1095	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	33	-	452	1975	1119	40.4%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	33	-	743	2086	1182	62.9%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	33	-	313	1859	1053	29.7%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	15	-	367	1735	463	79.3%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	15	-	758	1716:1729	319+461	97.2 : 97.2%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	33	-	550	1980	1122	49.0%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	761	2052	1163	65.4%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	310	1915	1085	28.6%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	476	1900	1900	25.1%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	536	1900	1900	28.2%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	13	-	756	2085:1853	487+432	91.3 : 72.2%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	13	-	477	2080:1942	485+142	76.0 : 76.0%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	524	1943:1952	565+142	75.3 : 69.8%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	200	1888	279	71.7%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	201	2005	279	72.0%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1449	0	0	26.9	24.6	0.0	51.5	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1449	0	0	26.9	24.6	0.0	51.5	-	-	-	-
1/2+1/1	1017	1017	-	-	-	2.5	1.2	-	3.6 (0.7+3.0)	12.9 (10.6:13.5)	9.4	1.2	10.6
1/3+1/4	875	875	-	-	-	1.8	0.4	-	2.2 (1.5+0.7)	9.0 (9.4:8.4)	5.5	0.4	5.9
2/1	347	347	-	-	-	1.3	1.0	-	2.3	24.3	4.0	1.0	5.1
2/2	230	230	-	-	-	0.9	0.4	-	1.3	20.4	3.4	0.4	3.8
2/3	174	174	-	-	-	0.7	0.3	-	0.9	19.0	2.5	0.3	2.8
3/1	1095	1095	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	452	452	-	-	-	1.5	0.3	-	1.8	14.4	5.9	0.3	6.3
4/2	743	743	-	-	-	1.6	0.8	-	2.4	11.7	9.5	0.8	10.3
4/3	313	313	-	-	-	0.1	0.2	-	0.3	3.4	0.6	0.2	0.8
5/1	367	367	-	-	-	2.1	1.8	-	3.9	38.6	5.6	1.8	7.5
5/3+5/2	758	758	-	-	-	4.4	9.3	-	13.7 (5.5+8.2)	65.1 (63.9:66.0)	7.3	9.3	16.6
6/1	550	550	-	-	-	0.2	0.5	-	0.7	4.5	0.7	0.5	1.2
6/2	761	761	-	-	-	0.7	0.0	-	0.7	3.2	5.1	0.0	5.1
6/3	310	310	-	-	-	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
7/1	476	476	-	-	-	0.0	0.2	-	0.2	1.3	1.2	0.2	1.3
7/2	536	536	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2+8/1	756	756	-	-	-	4.6	2.3	-	6.9 (4.1+2.8)	32.7 (33.2:32.0)	7.2	2.3	9.4
8/3+8/4	477	477	-	-	-	2.8	1.6	-	4.3 (3.4+0.9)	32.5 (33.2:30.4)	5.6	1.6	7.2
9/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

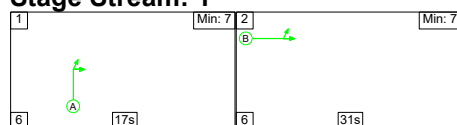
[illegible]

Full Input Data And Results

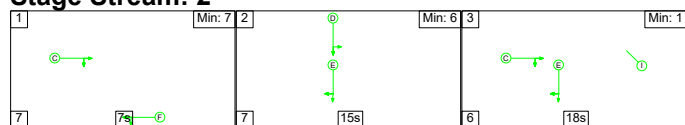
Scenario 13: '2030 Do Minimum AM Dev Peak' (FG13: '2030 Do Minimum AM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

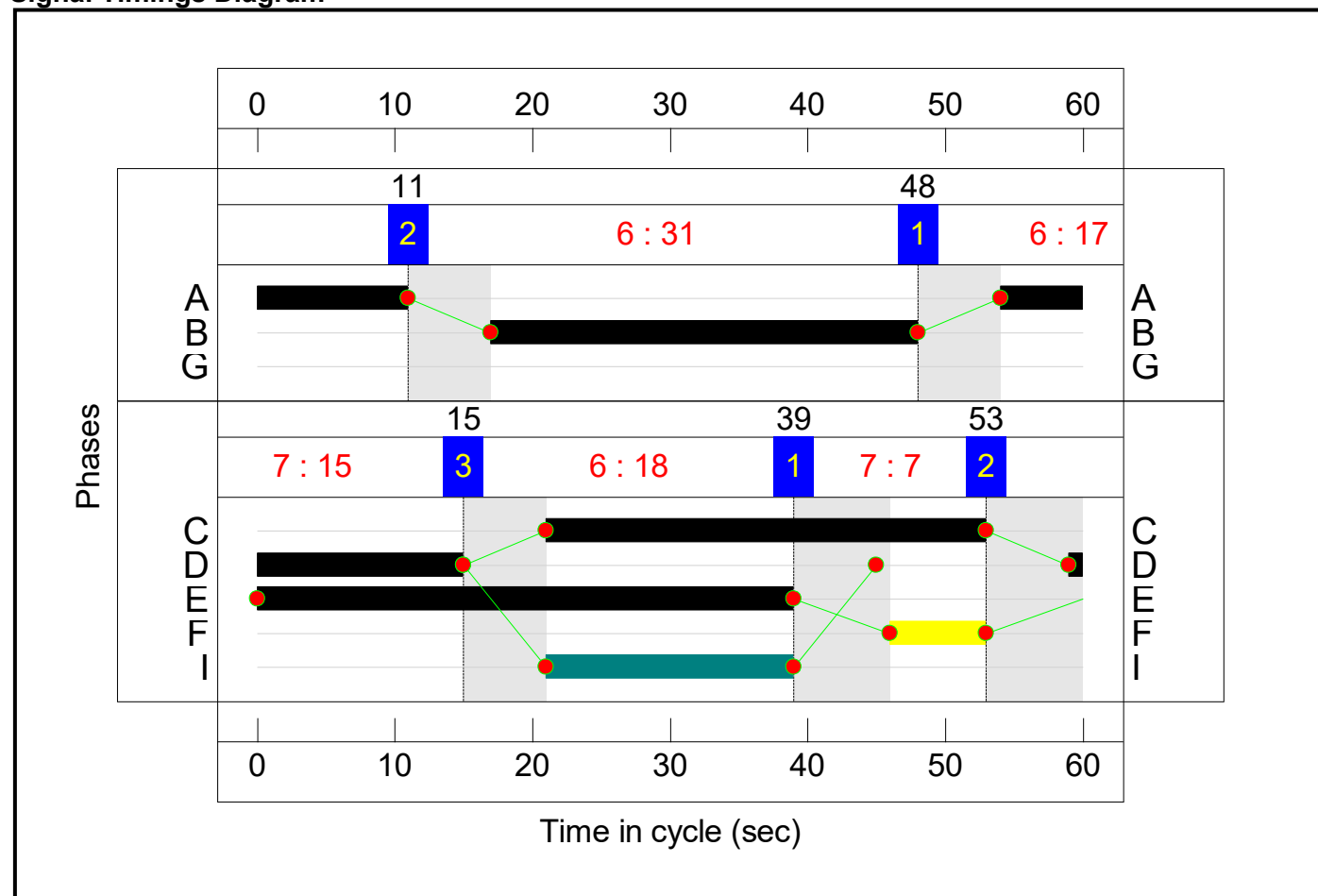
Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	48	11

Stage Stream: 2

Stage	1	2	3
Duration	7	15	18
Change Point	39	53	15

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	31	-	1395	1975:1978	571+1055	77.8 : 90.1%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	31	-	1170	2115:1975	1128+571	71.6 : 63.4%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	17	-	444	1923	577	77.0%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	360	1905	572	63.0%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	174	1904	571	30.5%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	32	-	804	1975	1086	74.0%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	32	-	982	2099	1154	85.1%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	32	-	362	1859	1022	35.4%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	16	-	386	1707	484	79.8%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	16	-	761	1716:1729	329+490	92.9 : 92.9%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	39	-	429	1980	1320	32.5%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	39	-	816	2052	1368	59.6%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	39	-	307	1915	1277	24.0%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	911	1900	1900	47.9%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	832	1900	1900	43.8%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	7	-	414	2085:1849	278+247	78.4 : 79.5%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	7	-	367	2080:1942	277+201	90.9 : 57.3%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	748	1943:1952	661+142	93.2 : 93.2%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	203	1913	281	72.4%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	204	2005	281	72.7%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1395	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1903	0	0	30.4	31.5	0.0	61.9	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1903	0	0	30.4	31.5	0.0	61.9	-	-	-	-
1/2+1/1	1395	1395	-	-	-	4.4	2.9	-	7.3 (2.0+5.3)	18.9 (16.0:20.2)	14.0	2.9	16.9
1/3+1/4	1170	1170	-	-	-	3.2	1.1	-	4.3 (3.1+1.1)	13.2 (14.0:11.4)	10.1	1.1	11.2
2/1	444	444	-	-	-	1.4	1.6	-	3.1	24.7	5.4	1.6	7.1
2/2	360	360	-	-	-	1.5	0.8	-	2.4	23.5	5.6	0.8	6.4
2/3	174	174	-	-	-	0.7	0.2	-	0.9	18.7	2.4	0.2	2.6
3/1	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	804	804	-	-	-	2.5	1.4	-	3.9	17.3	11.8	1.4	13.2
4/2	982	982	-	-	-	1.6	2.8	-	4.3	15.9	7.6	2.8	10.4
4/3	362	362	-	-	-	0.3	0.3	-	0.6	5.5	0.7	0.3	1.0
5/1	386	386	-	-	-	2.1	1.9	-	4.0	37.7	5.9	1.9	7.8
5/3+5/2	761	761	-	-	-	4.2	5.5	-	9.7 (3.8+5.9)	46.0 (44.7:46.9)	7.3	5.5	12.8
6/1	429	429	-	-	-	0.1	0.2	-	0.4	3.2	0.7	0.2	0.9
6/2	816	816	-	-	-	0.6	0.0	-	0.6	2.4	4.6	0.0	4.6
6/3	307	307	-	-	-	0.0	0.2	-	0.2	1.9	0.0	0.2	0.2
7/1	911	911	-	-	-	0.1	0.5	-	0.5	2.0	7.4	0.5	7.9
7/2	832	832	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
8/2+8/1	414	414	-	-	-	2.9	1.8	-	4.7 (2.5+2.2)	41.0 (40.9:41.0)	3.5	1.8	5.3
8/3+8/4	367	367	-	-	-	2.6	1.6	-	4.2 (2.9+1.3)	40.9 (41.4:39.7)	4.1	1.6	5.7
9/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	748	748	1496	0	0	1.6	5.7	-	7.3 (6.1+1.2)	35.1 (35.5:33.6)	9.6	5.7	15.3
12/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	203	203	203	0	0	0.4	1.3	-	1.6	28.9	2.7	1.3	3.9
14/2	204	204	204	0	0	0.4	1.3	-	1.7	29.2	2.7	1.3	4.0
15/1	1395	1395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -0.2 Total Delay for Signalled Lanes (pcuHr): 17.90 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -3.2 Total Delay for Signalled Lanes (pcuHr): 32.51 Cycle Time (s): 60 PRC Over All Lanes (%): -3.6 Total Delay Over All Lanes(pcuHr): 61.90													

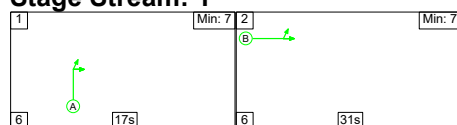
C1	Stream: 1 PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	17.90	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-3.2	Total Delay for Signalled Lanes (pcuHr):	32.51	Cycle Time (s):	60
	PRC Over All Lanes (%):	-3.6	Total Delay Over All Lanes(pcuHr):	61.90		

Full Input Data And Results

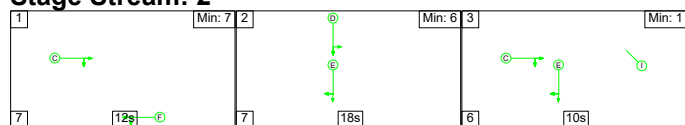
Scenario 14: '2030 Do Minimum PM Dev Peak' (FG14: '2030 Do Minimum PM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

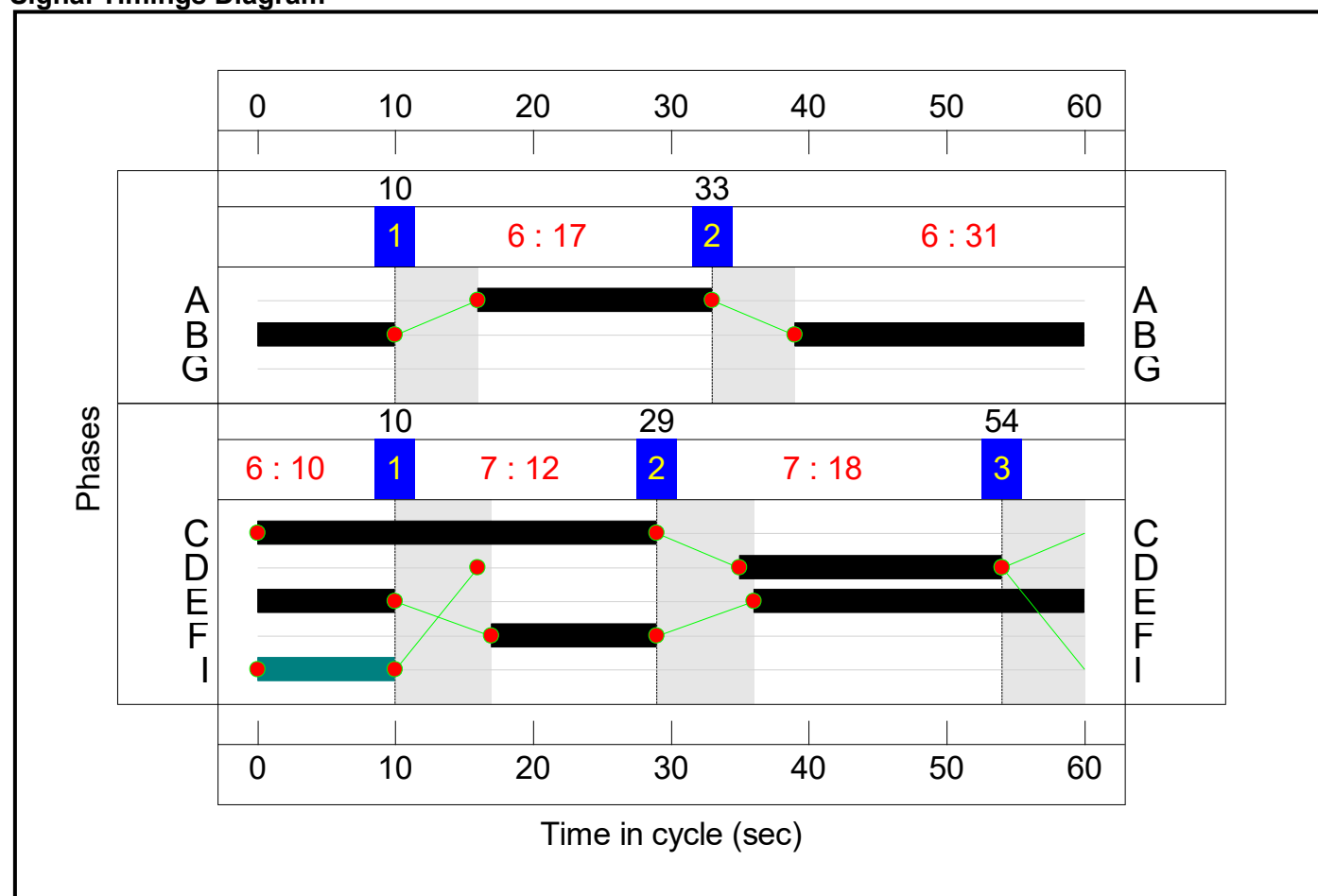
Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	10	33

Stage Stream: 2

Stage	1	2	3
Duration	12	18	10
Change Point	10	29	54

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	31	-	1201	1975:1978	411+1055	82.0 : 81.9%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	31	-	896	2115:1975	1128+822	47.7 : 43.6%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	17	-	393	1923	577	68.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	238	1905	572	41.6%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	211	1904	571	36.9%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1110	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	29	-	558	1975	987	56.5%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	29	-	766	2085	1043	73.5%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	29	-	358	1859	930	38.5%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	19	-	396	1735	578	68.5%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	19	-	780	1716:1729	378+576	81.7 : 81.7%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	34	-	587	1980	1155	50.8%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	34	-	829	2052	1197	69.3%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	34	-	309	1915	1117	27.7%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	585	1900	1900	30.8%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	548	1900	1900	28.8%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	12	-	778	2085:1855	452+402	97.2 : 84.3%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	12	-	508	2080:1942	451+133	87.0 : 87.0%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	812	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	915	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	610	1943:1952	531+134	93.9 : 82.6%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	208	1892	239	86.9%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	208	2005	239	86.9%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1257	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1636	0	0	32.0	29.1	0.0	61.1	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1636	0	0	32.0	29.1	0.0	61.1	-	-	-	-
1/2+1/1	1201	1201	-	-	-	3.5	2.2	-	5.8 (1.4+4.4)	17.2 (14.6:18.3)	11.8	2.2	14.0
1/3+1/4	896	896	-	-	-	2.1	0.4	-	2.5 (1.6+1.0)	10.2 (10.5:9.7)	5.5	0.4	6.0
2/1	393	393	-	-	-	2.3	1.1	-	3.3	30.6	5.4	1.1	6.5
2/2	238	238	-	-	-	0.7	0.4	-	1.1	16.4	2.2	0.4	2.5
2/3	211	211	-	-	-	0.5	0.3	-	0.8	13.3	1.6	0.3	1.9
3/1	1110	1110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	558	558	-	-	-	1.7	0.6	-	2.4	15.3	6.7	0.6	7.3
4/2	766	766	-	-	-	2.5	1.4	-	3.8	18.1	10.5	1.4	11.9
4/3	358	358	-	-	-	0.6	0.3	-	0.9	9.4	4.5	0.3	4.8
5/1	396	396	-	-	-	1.9	1.1	-	3.0	27.0	5.6	1.1	6.7
5/3+5/2	780	780	-	-	-	3.8	2.2	-	6.0 (2.3+3.7)	27.6 (26.3:28.4)	7.1	2.2	9.2
6/1	587	587	-	-	-	0.4	0.5	-	0.9	5.7	2.8	0.5	3.3
6/2	829	829	-	-	-	0.9	0.0	-	0.9	3.8	5.7	0.0	5.7
6/3	309	309	-	-	-	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
7/1	585	585	-	-	-	0.0	0.2	-	0.2	1.4	1.7	0.2	2.0
7/2	548	548	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2+8/1	778	778	-	-	-	5.0	4.6	-	9.6 (5.4+4.1)	44.2 (44.5:43.8)	7.2	4.6	11.8
8/3+8/4	508	508	-	-	-	3.1	3.1	-	6.2 (4.9+1.3)	43.9 (44.6:41.5)	6.2	3.1	9.3
9/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

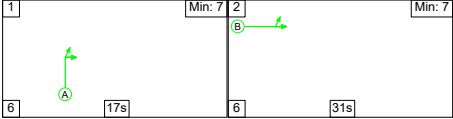
10/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	915	915	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	610	610	1220	0	0	1.7	4.7	-	6.4 (5.2+1.2)	37.7 (37.7:37.6)	7.9	4.7	12.6
12/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	208	208	208	0	0	0.7	2.8	-	3.5	60.0	3.2	2.8	6.0
14/2	208	208	208	0	0	0.7	2.8	-	3.5	60.0	3.2	2.8	6.0
15/1	1257	1257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 9.7 Total Delay for Signalled Lanes (pcuHr): 13.49 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -8.0 Total Delay for Signalled Lanes (pcuHr): 33.84 Cycle Time (s): 60 PRC Over All Lanes (%): -8.0 Total Delay Over All Lanes(pcuHr): 61.09													

C1	Stream: 1 PRC for Signalled Lanes (%):	9.7	Total Delay for Signalled Lanes (pcuHr):	13.49	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-8.0	Total Delay for Signalled Lanes (pcuHr):	33.84	Cycle Time (s):	60
	PRC Over All Lanes (%):	-8.0	Total Delay Over All Lanes(pcuHr):	61.09		

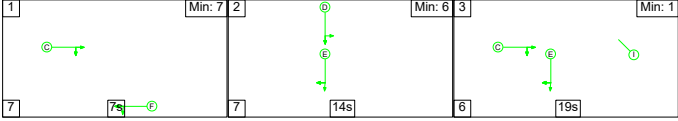
Full Input Data And Results
Scenario 15: '2030 Do Minimum Sens AM Dev Peak' (FG15: '2030 Do Minimum Sens AM Peak Dev Peak', Plan 1:
'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

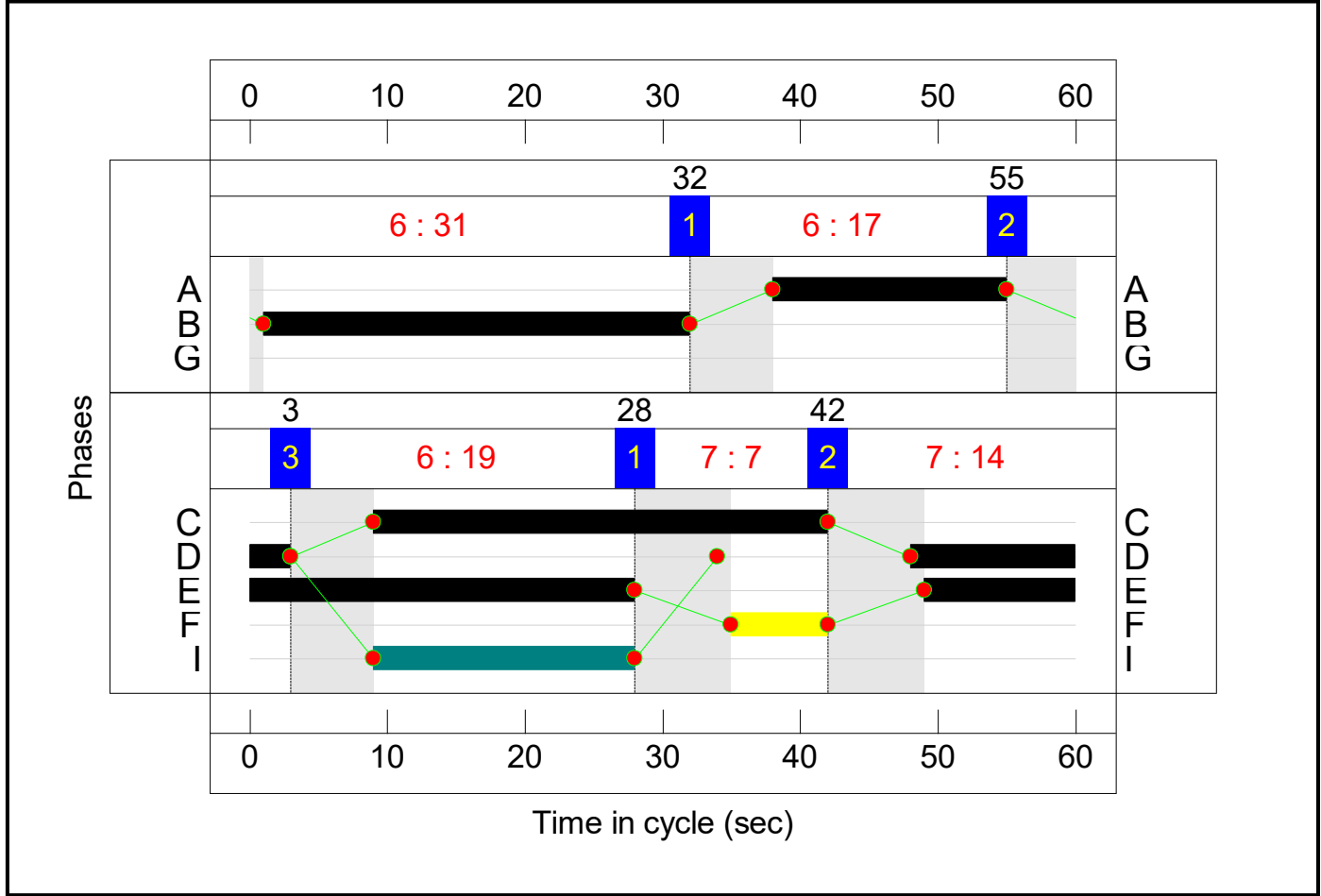
Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	32	55

Stage Stream: 2

Stage	1	2	3
Duration	7	14	19
Change Point	28	42	3

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	101.7%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	101.7%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	31	-	1385	1975:1978	553+1055	78.1 : 90.3%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	31	-	1187	2115:1975	1128+565	72.9 : 64.6%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	17	-	446	1923	577	77.3%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	348	1905	572	60.9%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	181	1904	571	31.7%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	904	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	33	-	779	1975	1119	69.6%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	33	-	1004	2100	1190	84.4%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	33	-	365	1859	1053	34.6%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	15	-	377	1706	455	82.9%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	15	-	785	1716:1729	311+461	101.7 : 101.7%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	39	-	412	1980	1320	31.2%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	39	-	834	2052	1368	60.4%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	39	-	316	1915	1277	24.8%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	888	1900	1900	46.7%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	860	1900	1900	45.3%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	7	-	444	2085:1850	278+247	91.0 : 77.4%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	7	-	344	2080:1942	277+259	82.2 : 44.8%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	753	1943:1952	643+143	95.9 : 95.9%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	201	1912	282	71.3%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	200	2005	282	70.9%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1399	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1907	0	0	31.1	45.8	0.0	77.0	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1907	0	0	31.1	45.8	0.0	77.0	-	-	-	-
1/2+1/1	1385	1385	-	-	-	4.3	3.0	-	7.4 (1.9+5.4)	19.1 (16.2:20.5)	14.3	3.0	17.3
1/3+1/4	1187	1187	-	-	-	3.3	1.2	-	4.4 (3.2+1.2)	13.4 (14.2:11.6)	10.3	1.2	11.4
2/1	446	446	-	-	-	1.9	1.7	-	3.5	28.4	5.1	1.7	6.8
2/2	348	348	-	-	-	1.1	0.8	-	1.9	19.8	4.5	0.8	5.3
2/3	181	181	-	-	-	0.5	0.2	-	0.8	15.2	2.2	0.2	2.5
3/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	779	779	-	-	-	2.6	1.1	-	3.7	17.2	11.3	1.1	12.4
4/2	1004	1004	-	-	-	1.6	2.6	-	4.2	15.2	14.3	2.6	16.9
4/3	365	365	-	-	-	0.1	0.3	-	0.4	3.5	0.2	0.3	0.5
5/1	377	377	-	-	-	2.2	2.3	-	4.5	42.5	5.9	2.3	8.1
5/3+5/2	785	777	-	-	-	4.7	17.7	-	22.5 (8.9+13.6)	103.0 (101.0:104.3)	7.8	17.7	25.5
6/1	412	412	-	-	-	0.1	0.2	-	0.4	3.2	0.6	0.2	0.8
6/2	826	826	-	-	-	0.4	0.0	-	0.4	1.9	2.9	0.0	2.9
6/3	316	316	-	-	-	0.0	0.2	-	0.2	1.9	0.0	0.2	0.2
7/1	888	888	-	-	-	0.1	0.4	-	0.5	2.0	6.9	0.4	7.3
7/2	860	860	-	-	-	0.0	0.4	-	0.4	1.8	1.7	0.4	2.1
8/2+8/1	444	444	-	-	-	3.1	2.6	-	5.7 (3.3+2.4)	46.4 (46.6:46.1)	4.1	2.6	6.7
8/3+8/4	344	344	-	-	-	2.4	0.9	-	3.3 (2.2+1.1)	34.2 (34.6:33.3)	3.7	0.9	4.6
9/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

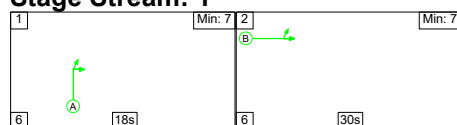
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Full Input Data And Results

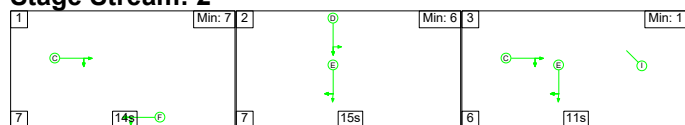
Scenario 16: '2030 Do Minimum Sens PM Dev Peak' (FG16: '2030 Do Minimum Sens PM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

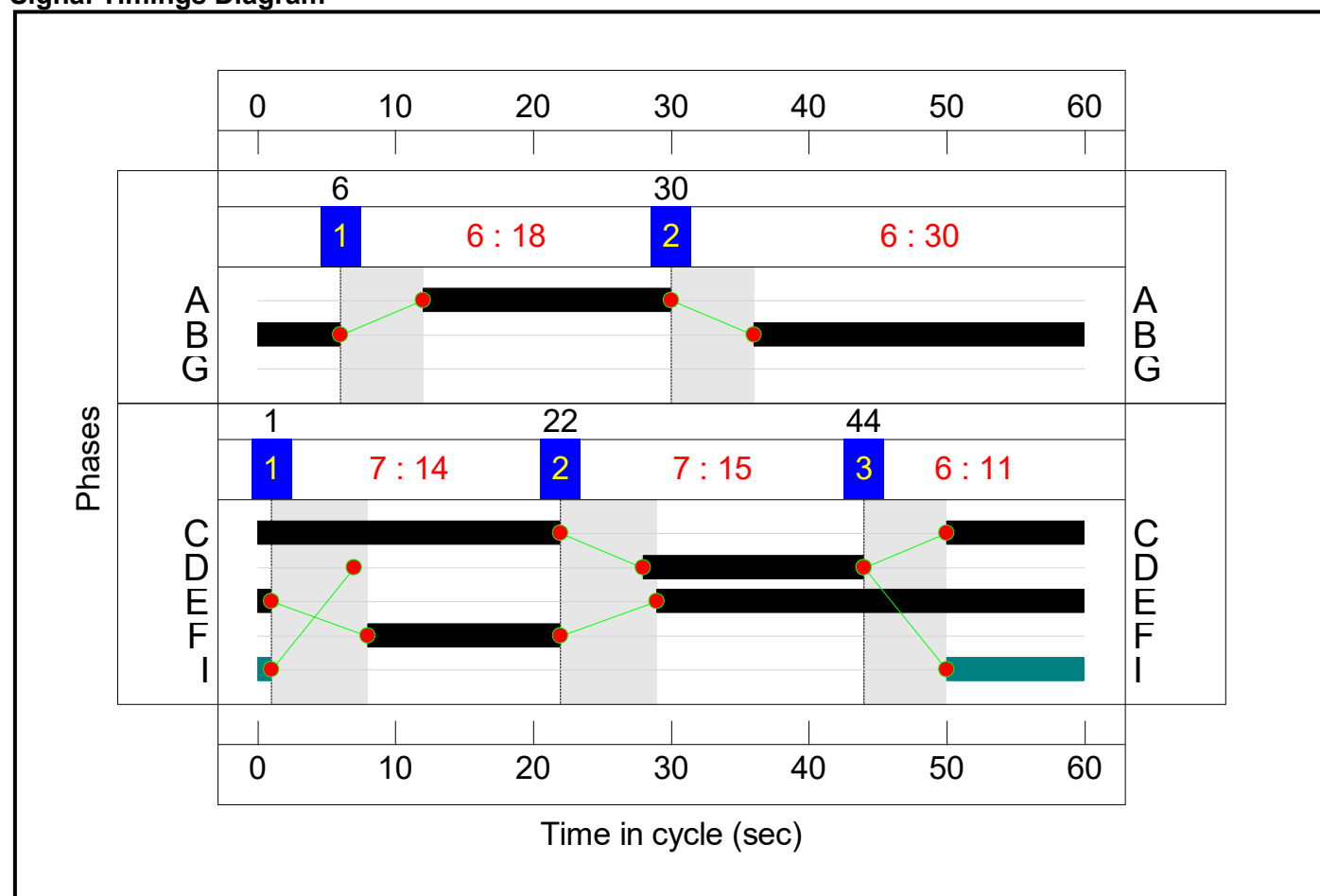
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	6	30

Stage Stream: 2

Stage	1	2	3
Duration	14	15	11
Change Point	1	22	44

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	30	-	1144	1975:1978	326+1022	84.9 : 84.8%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	30	-	957	2115:1975	1093+754	55.0 : 47.2%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	18	-	391	1923	609	64.2%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	278	1905	603	46.1%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	172	1904	603	28.5%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1098	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	32	-	554	1975	1086	51.0%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	32	-	774	2085	1147	67.5%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	32	-	356	1859	1022	34.8%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	16	-	395	1735	492	80.4%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	16	-	798	1716:1729	415+490	88.2 : 88.2%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	32	-	587	1980	1089	53.9%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	32	-	788	2052	1129	69.8%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	32	-	366	1915	1053	34.7%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	581	1900	1900	30.6%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	555	1900	1900	29.2%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	14	-	790	2085:1856	521+464	87.1 : 72.4%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	14	-	506	2080:1942	520+155	75.0 : 75.0%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	891	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	607	1943:1952	522+143	94.0 : 81.3%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	211	1890	252	83.8%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	213	2005	252	84.6%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1258	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1638	0	0	30.5	26.1	0.0	56.6	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1638	0	0	30.5	26.1	0.0	56.6	-	-	-	-
1/2+1/1	1144	1144	-	-	-	3.6	2.7	-	6.4 (1.3+5.1)	20.0 (16.7:21.1)	12.3	2.7	15.0
1/3+1/4	957	957	-	-	-	2.5	0.5	-	3.0 (2.0+1.0)	11.4 (11.8:10.6)	6.7	0.5	7.2
2/1	391	391	-	-	-	1.3	0.9	-	2.2	20.4	3.9	0.9	4.8
2/2	278	278	-	-	-	0.8	0.4	-	1.2	15.2	3.0	0.4	3.4
2/3	172	172	-	-	-	0.4	0.2	-	0.6	13.0	1.7	0.2	1.9
3/1	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	554	554	-	-	-	2.0	0.5	-	2.6	16.6	7.3	0.5	7.8
4/2	774	774	-	-	-	1.6	1.0	-	2.7	12.4	10.2	1.0	11.2
4/3	356	356	-	-	-	0.2	0.3	-	0.4	4.4	3.4	0.3	3.6
5/1	395	395	-	-	-	2.2	2.0	-	4.2	37.9	6.0	2.0	8.0
5/3+5/2	798	798	-	-	-	4.5	3.5	-	8.0 (3.6+4.4)	35.9 (35.4:36.3)	6.8	3.5	10.3
6/1	587	587	-	-	-	0.3	0.6	-	0.9	5.6	1.7	0.6	2.2
6/2	788	788	-	-	-	0.8	0.0	-	0.8	3.6	5.2	0.0	5.2
6/3	366	366	-	-	-	0.0	0.3	-	0.3	2.6	0.0	0.3	0.3
7/1	581	581	-	-	-	0.0	0.2	-	0.2	1.5	2.7	0.2	2.9
7/2	555	555	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2+8/1	790	790	-	-	-	4.6	2.0	-	6.6 (3.9+2.8)	30.2 (30.6:29.6)	7.2	2.0	9.2
8/3+8/4	506	506	-	-	-	2.8	1.5	-	4.3 (3.4+0.9)	30.6 (31.3:28.5)	6.0	1.5	7.4
9/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

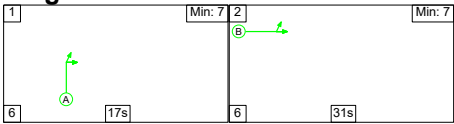
Full Input Data And Results

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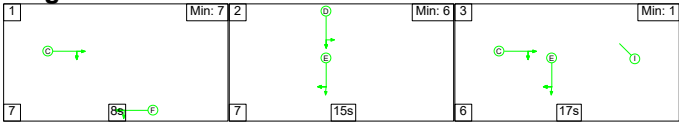
Full Input Data And Results
Scenario 17: '2030 Do Something AM Dev Peak' (FG17: '2030 Do Something AM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

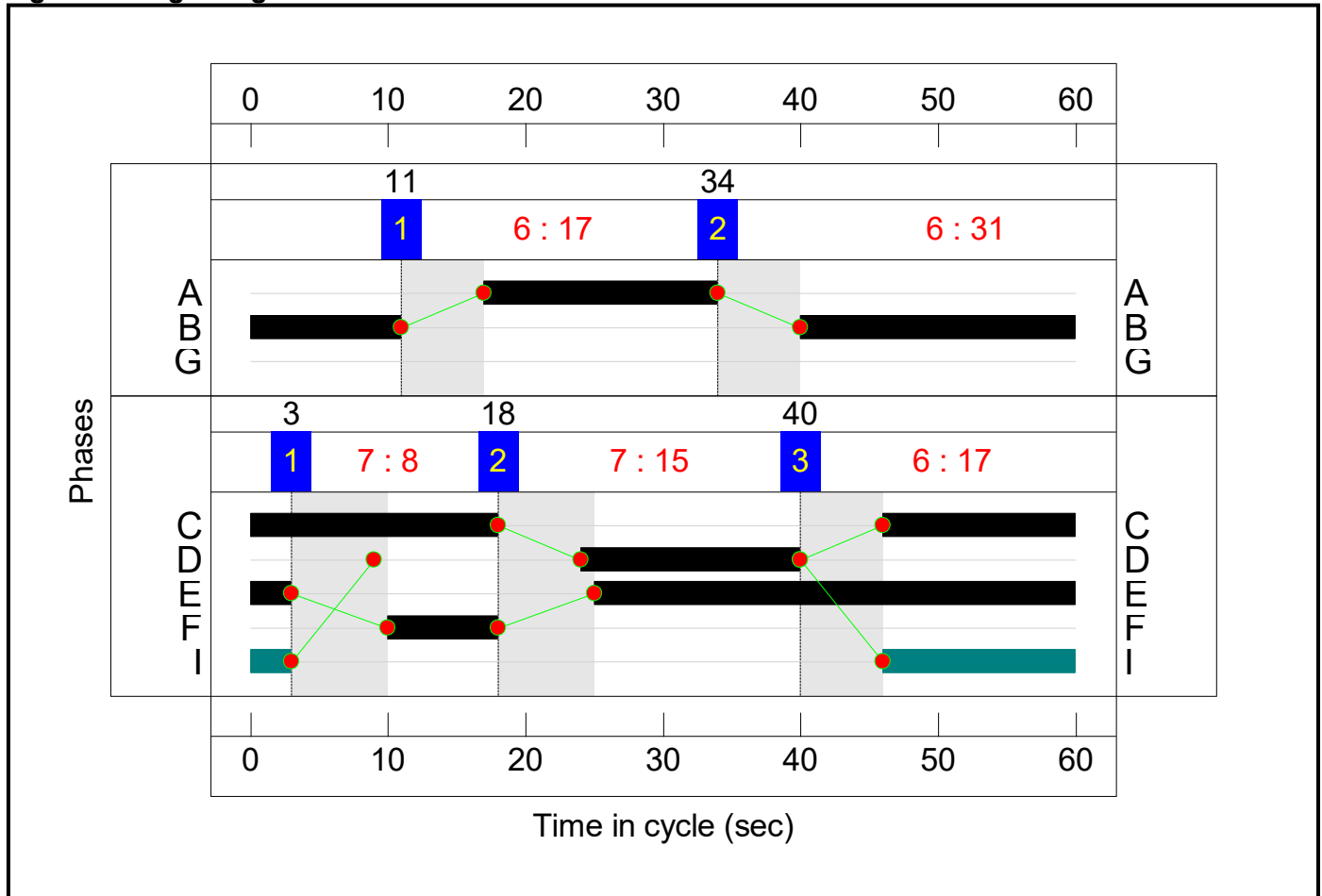
Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	11	34

Stage Stream: 2

Stage	1	2	3
Duration	8	15	17
Change Point	3	18	40

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	31	-	1330	1975:1978	405+1055	91.1 : 91.1%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	31	-	1259	2115:1975	1128+462	79.2 : 79.2%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	17	-	451	1923	577	78.2%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	410	1905	572	71.7%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	131	1904	571	22.9%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	32	-	777	1975	1086	71.5%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	32	-	1026	2099	1154	88.9%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	32	-	366	1859	1022	35.8%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	16	-	391	1707	484	80.8%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	16	-	761	1716:1729	385+490	87.0 : 87.0%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	38	-	436	1980	1287	33.9%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	38	-	791	2052	1334	59.3%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	38	-	336	1915	1245	27.0%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	885	1900	1900	46.6%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	873	1900	1900	45.9%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	8	-	396	2085:1848	313+277	63.6 : 71.1%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	8	-	386	2080:1942	312+291	86.5 : 39.8%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	762	1943:1952	659+163	92.7 : 92.7%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	204	1913	280	72.9%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	205	2005	280	73.2%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1412	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1933	0	0	30.7	31.5	0.0	62.2	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1933	0	0	30.7	31.5	0.0	62.2	-	-	-	-
1/2+1/1	1330	1330	-	-	-	4.2	4.8	-	9.0 (2.1+6.8)	24.3 (20.9:25.6)	14.4	4.8	19.2
1/3+1/4	1259	1259	-	-	-	3.6	1.9	-	5.5 (4.1+1.4)	15.7 (16.7:13.4)	11.9	1.9	13.8
2/1	451	451	-	-	-	1.5	1.7	-	3.3	26.1	5.4	1.7	7.2
2/2	410	410	-	-	-	1.8	1.3	-	3.0	26.5	6.5	1.3	7.7
2/3	131	131	-	-	-	0.5	0.1	-	0.7	17.9	1.8	0.1	1.9
3/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	777	777	-	-	-	2.8	1.2	-	4.1	18.9	11.7	1.2	12.9
4/2	1026	1026	-	-	-	1.3	3.8	-	5.1	17.9	9.4	3.8	13.2
4/3	366	366	-	-	-	0.2	0.3	-	0.5	4.8	0.5	0.3	0.8
5/1	391	391	-	-	-	2.2	2.0	-	4.2	38.6	6.0	2.0	8.0
5/3+5/2	761	761	-	-	-	4.2	3.2	-	7.4 (3.2+4.2)	34.8 (34.1:35.4)	6.7	3.2	9.9
6/1	436	436	-	-	-	0.2	0.3	-	0.4	3.4	0.7	0.3	1.0
6/2	791	791	-	-	-	0.6	0.0	-	0.6	2.6	5.1	0.0	5.1
6/3	336	336	-	-	-	0.0	0.2	-	0.2	2.0	0.0	0.2	0.2
7/1	885	885	-	-	-	0.1	0.4	-	0.5	2.0	7.1	0.4	7.5
7/2	873	873	-	-	-	0.0	0.4	-	0.4	1.8	2.2	0.4	2.6
8/2+8/1	396	396	-	-	-	2.7	1.0	-	3.7 (1.8+1.8)	33.3 (33.2:33.5)	3.1	1.0	4.1
8/3+8/4	386	386	-	-	-	2.6	0.9	-	3.5 (2.5+1.0)	32.6 (33.1:31.3)	4.3	0.9	5.2
9/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	762	762	1524	0	0	1.6	5.4	-	6.9 (5.6+1.3)	32.8 (33.1:31.8)	9.5	5.4	14.9
12/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	204	204	204	0	0	0.3	1.3	-	1.6	28.7	2.7	1.3	4.0
14/2	205	205	205	0	0	0.3	1.3	-	1.7	29.1	2.7	1.3	4.0
15/1	1412	1412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -1.2 Total Delay for Signalled Lanes (pcuHr): 21.43 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 1.3 Total Delay for Signalled Lanes (pcuHr): 29.57 Cycle Time (s): 60 PRC Over All Lanes (%): -3.0 Total Delay Over All Lanes(pcuHr): 62.15													

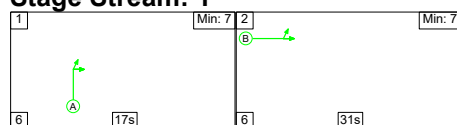
C1	Stream: 1 PRC for Signalled Lanes (%):	-1.2	Total Delay for Signalled Lanes (pcuHr):	21.43	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	29.57	Cycle Time (s):	60
	PRC Over All Lanes (%):	-3.0	Total Delay Over All Lanes(pcuHr):	62.15		

Full Input Data And Results

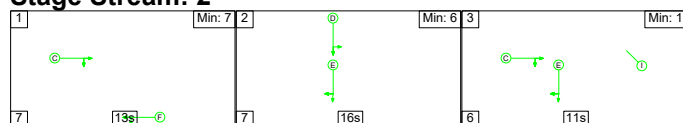
Scenario 18: '2030 Do Something PM Dev Peak' (FG18: '2030 Do Something PM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

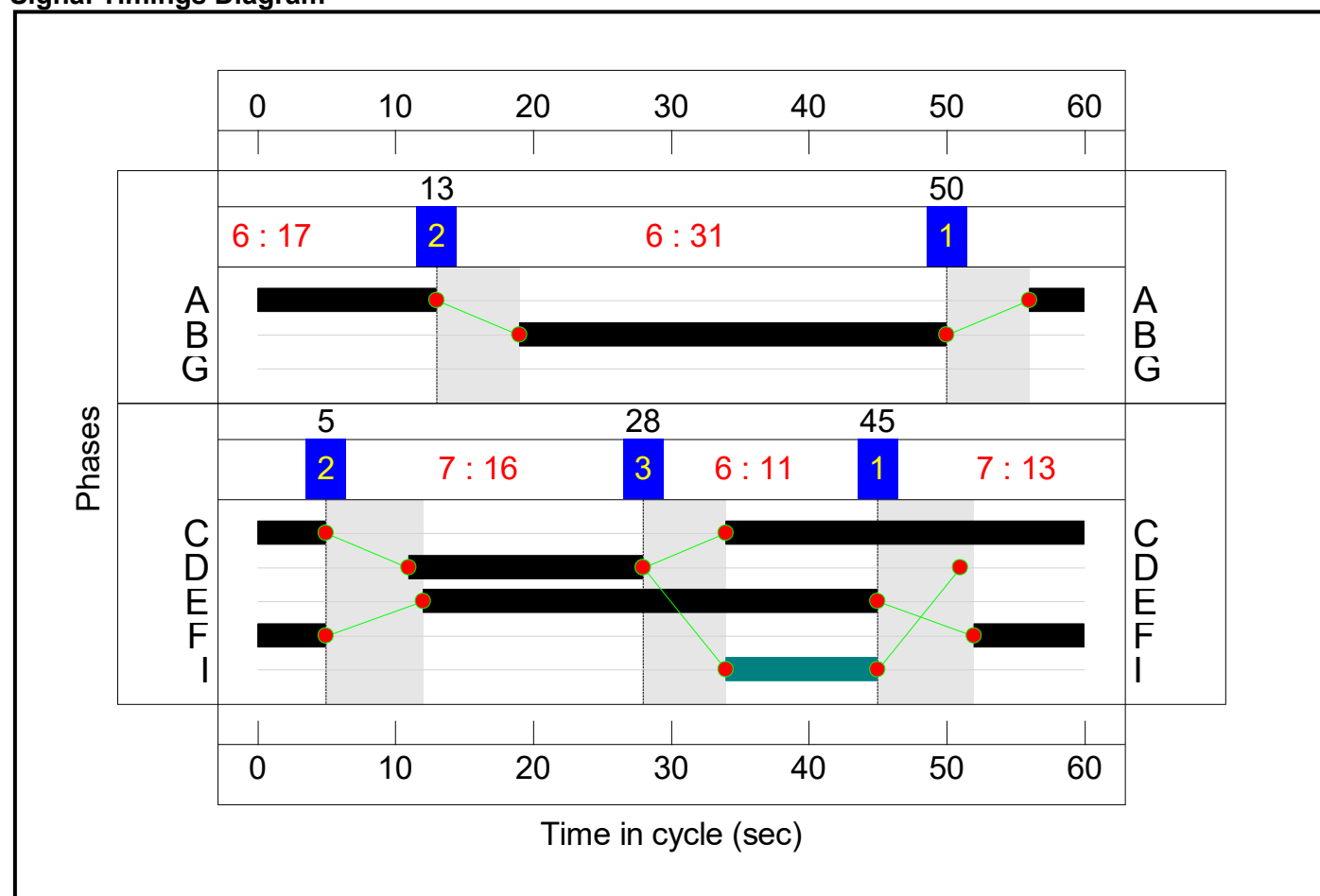
Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	50	13

Stage Stream: 2

Stage	1	2	3
Duration	13	16	11
Change Point	45	5	28

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	31	-	1211	1975:1978	480+1055	72.1 : 82.0%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	31	-	888	2115:1975	1128+827	47.1 : 43.2%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	17	-	400	1923	577	69.3%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	237	1905	572	41.5%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	225	1904	571	39.4%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1119	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	31	-	560	1975	1053	53.2%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	31	-	779	2085	1112	70.1%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	31	-	357	1859	991	36.0%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	17	-	408	1735	520	78.4%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	17	-	783	1716:1729	353+519	89.8 : 89.8%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	33	-	605	1980	1122	53.9%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	823	2052	1163	70.8%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	317	1915	1085	29.2%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	587	1900	1900	30.9%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	555	1900	1900	29.2%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	13	-	790	2085:1855	487+433	91.5 : 79.7%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	13	-	497	2080:1942	485+148	78.5 : 78.5%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	916	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	629	1943:1952	526+151	96.2 : 81.5%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	212	1894	247	85.8%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	210	2005	247	85.0%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1265	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1680	0	0	31.4	28.3	0.0	59.7	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1680	0	0	31.4	28.3	0.0	59.7	-	-	-	-
1/2+1/1	1211	1211	-	-	-	3.6	1.9	-	5.4 (1.3+4.1)	16.1 (13.4:17.1)	11.8	1.9	13.6
1/3+1/4	888	888	-	-	-	2.1	0.4	-	2.5 (1.5+1.0)	10.1 (10.4:9.7)	5.5	0.4	5.9
2/1	400	400	-	-	-	1.5	1.1	-	2.6	23.6	4.3	1.1	5.4
2/2	237	237	-	-	-	0.6	0.4	-	1.0	15.1	2.4	0.4	2.8
2/3	225	225	-	-	-	0.6	0.3	-	0.9	14.3	2.4	0.3	2.7
3/1	1119	1119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	560	560	-	-	-	1.9	0.6	-	2.4	15.7	7.5	0.6	8.0
4/2	779	779	-	-	-	2.6	1.2	-	3.8	17.5	11.1	1.2	12.3
4/3	357	357	-	-	-	0.2	0.3	-	0.5	5.2	3.6	0.3	3.9
5/1	408	408	-	-	-	2.2	1.8	-	3.9	34.7	6.1	1.8	7.9
5/3+5/2	783	783	-	-	-	4.2	4.1	-	8.2 (3.2+5.0)	37.9 (36.7:38.8)	7.4	4.1	11.4
6/1	605	605	-	-	-	0.4	0.6	-	0.9	5.6	1.3	0.6	1.9
6/2	823	823	-	-	-	0.7	0.0	-	0.7	3.2	5.2	0.0	5.2
6/3	317	317	-	-	-	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
7/1	587	587	-	-	-	0.0	0.2	-	0.2	1.5	2.8	0.2	3.0
7/2	555	555	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2+8/1	790	790	-	-	-	4.8	2.9	-	7.8 (4.4+3.4)	35.4 (35.7:35.0)	7.2	2.9	10.1
8/3+8/4	497	497	-	-	-	2.9	1.8	-	4.7 (3.6+1.0)	33.8 (34.5:31.7)	5.9	1.8	7.7
9/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

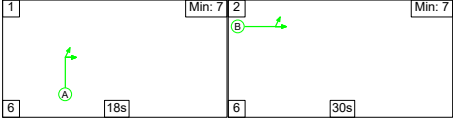
10/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	916	916	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	629	629	1258	0	0	1.8	5.4	-	7.2 (5.8+1.4)	41.0 (41.0:41.3)	8.2	5.4	13.5
12/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	212	212	212	0	0	0.6	2.6	-	3.3	55.5	3.2	2.6	5.9
14/2	210	210	210	0	0	0.6	2.5	-	3.1	53.5	3.2	2.5	5.7
15/1	1265	1265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 9.8 Total Delay for Signalled Lanes (pcuHr): 12.41 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -1.6 Total Delay for Signalled Lanes (pcuHr): 33.25 Cycle Time (s): 60 PRC Over All Lanes (%): -6.9 Total Delay Over All Lanes(pcuHr): 59.66													

C1	Stream: 1 PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	12.41	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):	33.25	Cycle Time (s):	60
	PRC Over All Lanes (%):	-6.9	Total Delay Over All Lanes(pcuHr):	59.66		

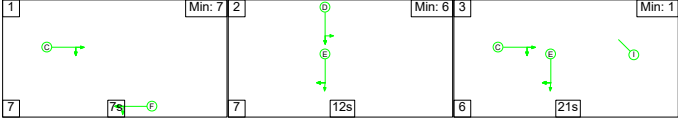
Full Input Data And Results
Scenario 19: '2030 Do Something Sens AM Dev Peak' (FG19: '2030 Do Something Sens AM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

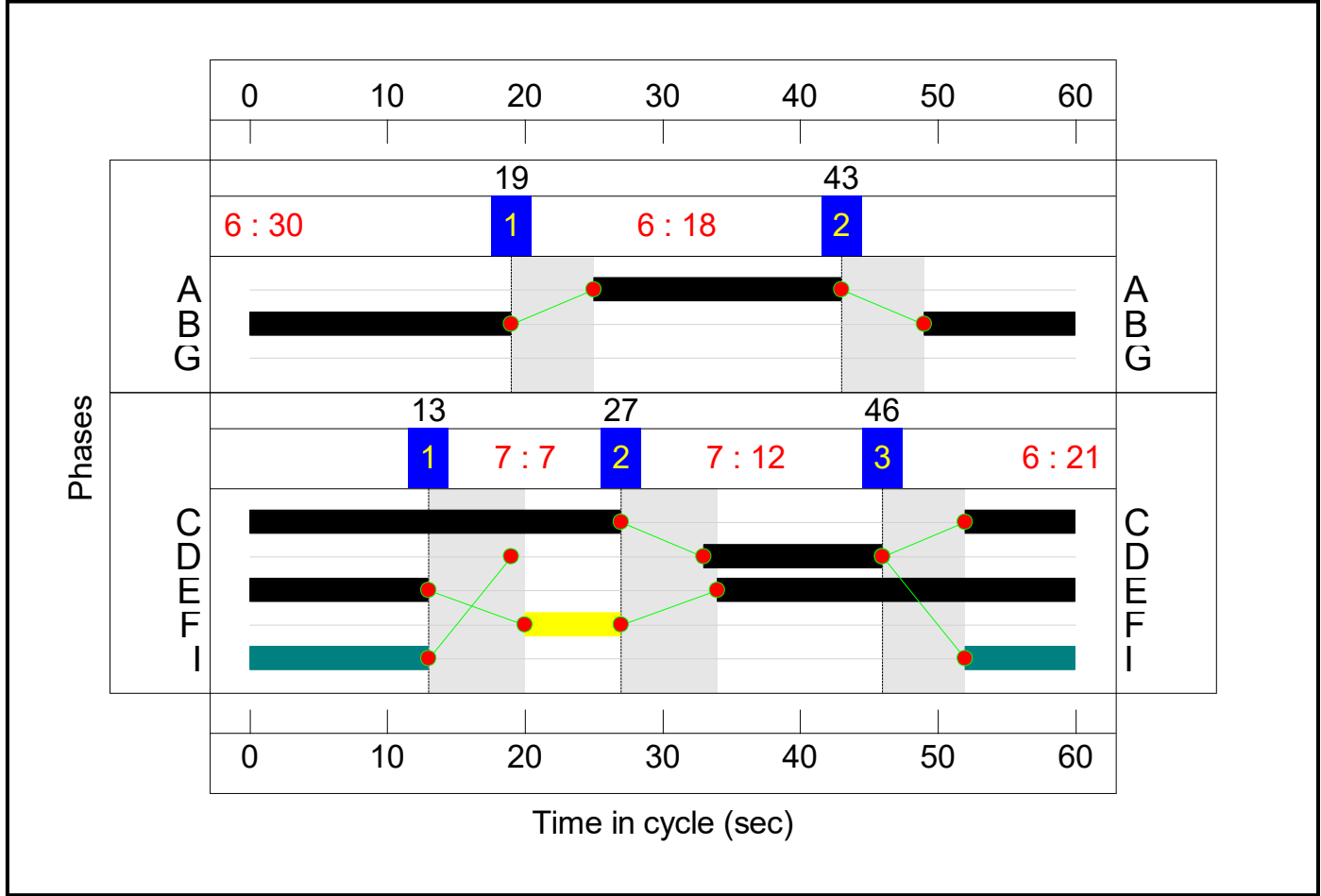
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	19	43

Stage Stream: 2

Stage	1	2	3
Duration	7	12	21
Change Point	13	27	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	30	-	1379	1975:1978	441+1022	94.2 : 94.2%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	30	-	1216	2115:1975	1093+482	77.8 : 75.9%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	18	-	451	1923	609	74.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	302	1905	603	50.1%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	233	1904	603	38.6%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	35	-	717	1975	1185	60.5%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	35	-	1084	2101	1261	86.0%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	35	-	366	1859	1115	32.8%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	13	-	382	1706	398	96.0%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	13	-	785	1716:1729	400+403	97.7 : 97.7%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	39	-	419	1980	1320	31.7%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	39	-	760	2052	1368	55.6%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	39	-	391	1915	1277	30.6%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	826	1900	1900	43.5%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	938	1900	1900	49.4%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	7	-	449	2085:1850	278+247	92.4 : 77.8%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	7	-	340	2080:1942	277+259	81.1 : 44.4%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	767	1943:1952	660+125	97.8 : 97.8%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	202	1911	293	69.0%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	201	2005	293	68.7%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1414	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1937	0	0	30.9	48.7	0.0	79.6	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1937	0	0	30.9	48.7	0.0	79.6	-	-	-	-
1/2+1/1	1379	1379	-	-	-	4.7	7.0	-	11.7 (3.1+8.5)	30.5 (27.2:31.9)	15.0	7.0	22.0
1/3+1/4	1216	1216	-	-	-	3.6	1.7	-	5.3 (3.9+1.4)	15.8 (16.7:13.6)	11.3	1.7	13.0
2/1	451	451	-	-	-	1.4	1.4	-	2.8	22.3	4.8	1.4	6.2
2/2	302	302	-	-	-	1.0	0.5	-	1.5	18.3	4.0	0.5	4.5
2/3	233	233	-	-	-	0.8	0.3	-	1.1	16.5	2.9	0.3	3.2
3/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	717	717	-	-	-	1.6	0.8	-	2.4	12.0	9.0	0.8	9.8
4/2	1084	1084	-	-	-	1.5	3.0	-	4.4	14.7	6.5	3.0	9.5
4/3	366	366	-	-	-	0.1	0.2	-	0.4	3.8	0.4	0.2	0.7
5/1	382	382	-	-	-	2.4	6.5	-	9.0	84.4	6.3	6.5	12.8
5/3+5/2	785	785	-	-	-	5.0	10.1	-	15.1 (7.5+7.6)	69.0 (69.0:69.0)	6.5	10.1	16.5
6/1	419	419	-	-	-	0.1	0.2	-	0.4	3.2	0.6	0.2	0.9
6/2	760	760	-	-	-	0.5	0.0	-	0.5	2.4	4.0	0.0	4.0
6/3	391	391	-	-	-	0.0	0.2	-	0.2	2.0	0.0	0.2	0.2
7/1	826	826	-	-	-	0.0	0.4	-	0.4	1.8	4.8	0.4	5.2
7/2	938	938	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
8/2+8/1	449	449	-	-	-	3.2	2.8	-	5.9 (3.4+2.5)	47.6 (47.9:47.3)	4.2	2.8	7.0
8/3+8/4	340	340	-	-	-	2.3	0.9	-	3.2 (2.1+1.1)	33.9 (34.4:33.1)	3.6	0.9	4.5
9/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	767	767	1534	0	0	1.8	10.1	-	12.0 (10.2+1.8)	56.2 (56.8:53.2)	10.4	10.1	20.5
12/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	202	202	202	0	0	0.4	1.1	-	1.4	25.8	2.5	1.1	3.6
14/2	201	201	201	0	0	0.4	1.1	-	1.4	25.5	2.5	1.1	3.5
15/1	1414	1414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -4.7 Total Delay for Signalled Lanes (pcuHr): 22.41 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -8.5 Total Delay for Signalled Lanes (pcuHr): 41.46 Cycle Time (s): 60 PRC Over All Lanes (%): -8.6 Total Delay Over All Lanes(pcuHr): 79.62													

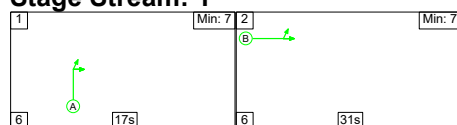
C1	Stream: 1 PRC for Signalled Lanes (%):	-4.7	Total Delay for Signalled Lanes (pcuHr):	22.41	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-8.5	Total Delay for Signalled Lanes (pcuHr):	41.46	Cycle Time (s):	60
	PRC Over All Lanes (%):	-8.6	Total Delay Over All Lanes(pcuHr):	79.62		

Full Input Data And Results

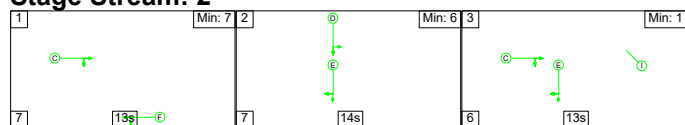
Scenario 20: '2030 Do Something Sens PM Dev Peak' (FG20: '2030 Do Something Sens PM Peak Dev Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

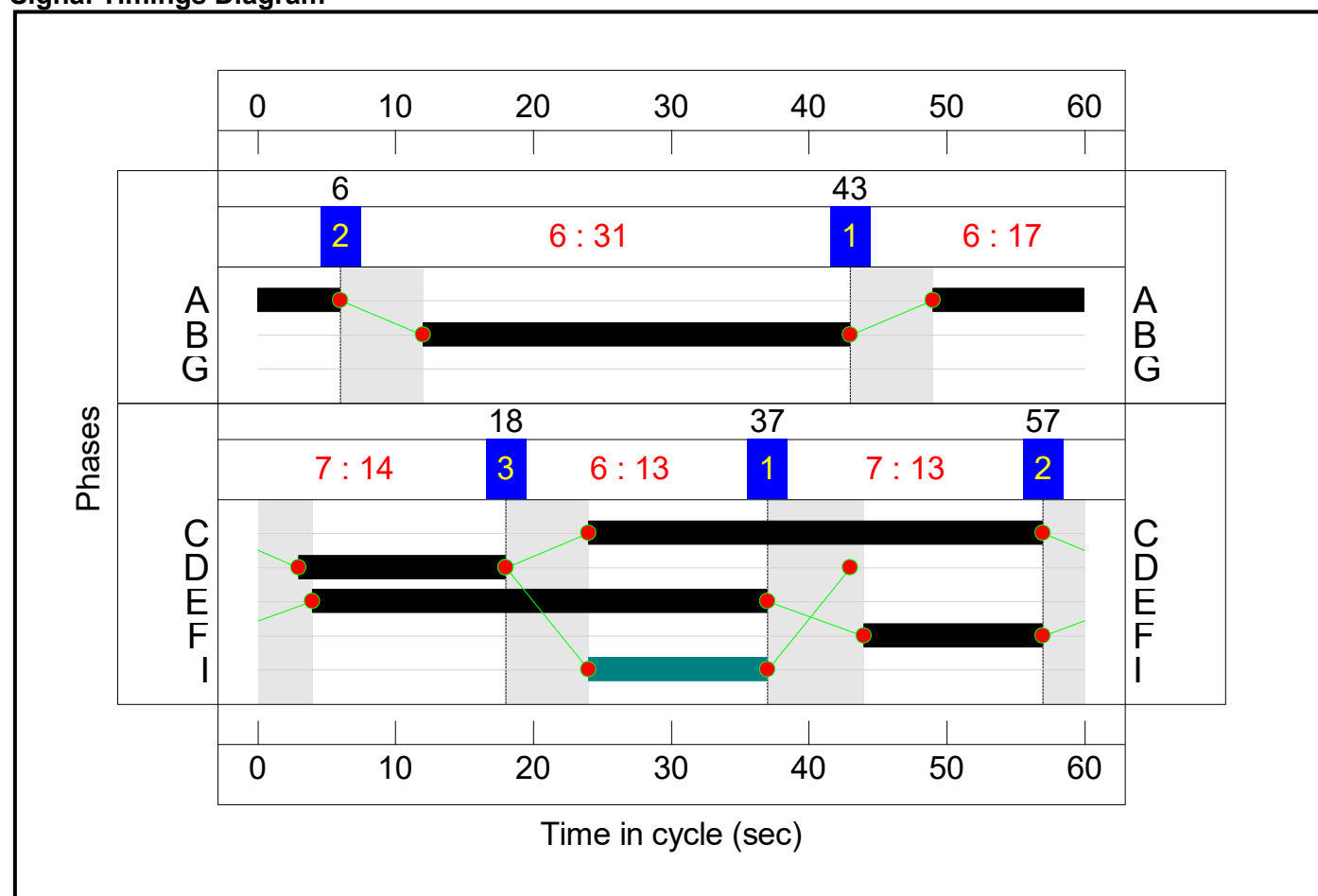
Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	43	6

Stage Stream: 2

Stage	1	2	3
Duration	13	14	13
Change Point	37	57	18

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	94.8%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	94.8%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	31	-	1143	1975:1978	359+1055	77.3 : 82.0%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	31	-	958	2115:1975	1128+768	53.3 : 46.5%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	17	-	398	1923	577	69.0%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	274	1905	572	47.9%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	193	1904	571	33.8%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	33	-	530	1975	1119	47.4%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	33	-	810	2086	1182	68.5%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	33	-	363	1859	1053	34.5%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	15	-	407	1735	463	88.0%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	15	-	802	1716:1729	458+461	82.4 : 92.2%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	33	-	606	1980	1122	54.0%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	788	2052	1163	67.8%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	377	1915	1085	34.7%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	557	1900	1900	29.3%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	584	1900	1900	30.7%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	13	-	791	2085:1855	487+433	92.5 : 78.8%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	13	-	507	2080:1942	485+146	80.4 : 80.4%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	886	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	621	1943:1952	527+145	94.8 : 83.3%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	215	1895	254	84.5%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	216	2005	254	84.9%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1263	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1673	0	0	31.4	28.9	0.0	60.3	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1673	0	0	31.4	28.9	0.0	60.3	-	-	-	-
1/2+1/1	1143	1143	-	-	-	3.4	2.1	-	5.5 (1.1+4.4)	17.2 (14.1:18.1)	11.8	2.1	13.8
1/3+1/4	958	958	-	-	-	2.3	0.5	-	2.8 (1.8+1.0)	10.6 (11.0:9.9)	6.5	0.5	7.0
2/1	398	398	-	-	-	1.4	1.1	-	2.5	22.2	3.9	1.1	5.0
2/2	274	274	-	-	-	0.7	0.5	-	1.2	15.9	3.0	0.5	3.5
2/3	193	193	-	-	-	0.5	0.3	-	0.7	14.0	2.2	0.3	2.5
3/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	530	530	-	-	-	1.9	0.4	-	2.3	15.9	7.2	0.4	7.7
4/2	810	810	-	-	-	2.1	1.1	-	3.1	14.0	11.2	1.1	12.3
4/3	363	363	-	-	-	0.1	0.3	-	0.4	3.8	2.8	0.3	3.0
5/1	407	407	-	-	-	2.4	3.3	-	5.7	50.0	6.4	3.3	9.7
5/3+5/2	802	802	-	-	-	4.7	3.3	-	7.9 (3.7+4.3)	35.7 (35.3:36.0)	6.8	3.3	10.1
6/1	606	606	-	-	-	0.3	0.6	-	0.9	5.1	0.9	0.6	1.5
6/2	788	788	-	-	-	0.7	0.0	-	0.7	3.3	5.2	0.0	5.2
6/3	377	377	-	-	-	0.0	0.3	-	0.3	2.5	0.0	0.3	0.3
7/1	557	557	-	-	-	0.0	0.2	-	0.2	1.4	2.3	0.2	2.5
7/2	584	584	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/2+8/1	791	791	-	-	-	4.9	2.9	-	7.8 (4.5+3.3)	35.5 (35.9:35.0)	7.3	2.9	10.2
8/3+8/4	507	507	-	-	-	3.0	2.0	-	4.9 (3.9+1.1)	35.1 (35.8:32.8)	6.1	2.0	8.0
9/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	886	886	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	621	621	1242	0	0	1.8	5.0	-	6.9 (5.5+1.3)	39.8 (39.8:39.8)	8.1	5.0	13.1
12/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	215	215	215	0	0	0.6	2.4	-	3.1	51.6	3.2	2.4	5.6
14/2	216	216	216	0	0	0.7	2.5	-	3.1	52.5	3.2	2.5	5.7
15/1	1263	1263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 9.8 Total Delay for Signalled Lanes (pcuHr): 12.69 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -2.8 Total Delay for Signalled Lanes (pcuHr): 34.06 Cycle Time (s): 60 PRC Over All Lanes (%): -5.4 Total Delay Over All Lanes(pcuHr): 60.29													

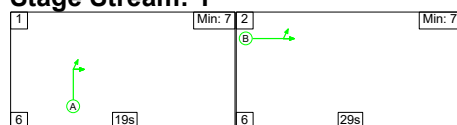
C1	Stream: 1 PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	12.69	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-2.8	Total Delay for Signalled Lanes (pcuHr):	34.06	Cycle Time (s):	60
	PRC Over All Lanes (%):	-5.4	Total Delay Over All Lanes(pcuHr):	60.29		

Full Input Data And Results

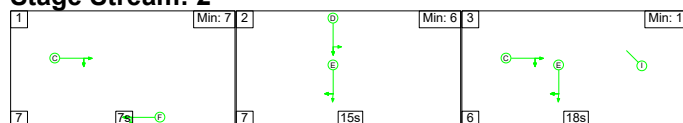
Scenario 21: '2030 Do Something Sens AM Dev Peak Reassignment Check' (FG21: '2030 Do Something Sens AM Peak Dev Peak + Re-assignment Check', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

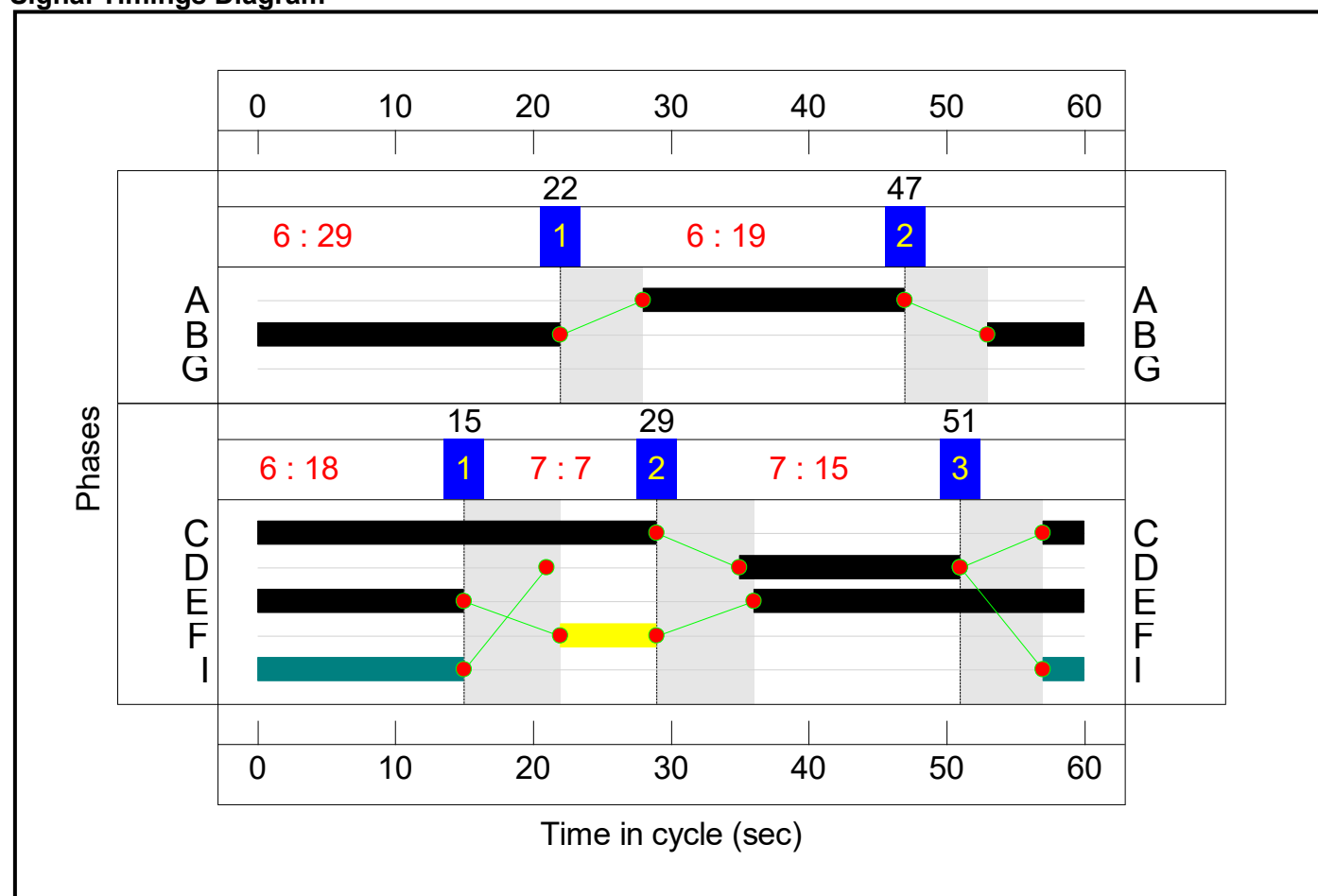
Stage Stream: 1

Stage	1	2
Duration	19	29
Change Point	22	47

Stage Stream: 2

Stage	1	2	3
Duration	7	15	18
Change Point	15	29	51

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	97.6%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	97.6%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	29	-	1351	1975:1978	481+989	82.7 : 96.4%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	29	-	1220	2115:1975	1058+517	81.0 : 70.2%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	19	-	463	1923	641	72.2%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	19	-	368	1905	635	58.0%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	19	-	176	1904	635	27.7%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	32	-	764	1975	1086	70.3%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	32	-	1035	2100	1155	89.6%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	32	-	363	1859	1022	35.5%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	16	-	382	1706	483	79.0%
5/3+5/2	A46 (E) Slip Ahead	U	2	N/A	D		1	16	-	785	1716:1729	361+490	92.3 : 92.3%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	39	-	419	1980	1320	31.7%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	39	-	812	2052	1368	59.4%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	39	-	336	1915	1277	26.3%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	873	1900	1900	45.9%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	889	1900	1900	46.8%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	7	-	414	2085:1850	278+247	79.9 : 77.8%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	7	-	375	2080:1942	277+259	93.8 : 44.4%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
10/4	Ahead	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
11/2+11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	792	1943:1952	653+159	97.6 : 97.6%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	202	1911	269	75.0%
14/2	A46 (W) Slip Ahead	O	N/A	N/A	-		-	-	-	201	2005	269	74.6%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1416	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1987	0	0	31.7	38.7	0.0	70.3	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1987	0	0	31.7	38.7	0.0	70.3	-	-	-	-
1/2+1/1	1351	1351	-	-	-	4.9	5.2	-	10.1 (2.6+7.5)	26.9 (23.3:28.3)	15.1	5.2	20.3
1/3+1/4	1220	1220	-	-	-	3.9	1.7	-	5.6 (4.2+1.4)	16.6 (17.6:14.2)	11.9	1.7	13.6
2/1	463	463	-	-	-	1.3	1.3	-	2.5	19.8	4.8	1.3	6.1
2/2	368	368	-	-	-	1.3	0.7	-	2.0	19.4	5.1	0.7	5.8
2/3	176	176	-	-	-	0.6	0.2	-	0.8	15.8	2.3	0.2	2.5
3/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	764	764	-	-	-	2.4	1.2	-	3.6	17.0	11.1	1.2	12.3
4/2	1035	1035	-	-	-	1.5	4.0	-	5.6	19.4	5.9	4.0	9.9
4/3	363	363	-	-	-	0.2	0.3	-	0.5	4.8	0.5	0.3	0.8
5/1	382	382	-	-	-	2.1	1.8	-	3.9	37.0	5.8	1.8	7.7
5/3+5/2	785	785	-	-	-	4.4	5.2	-	9.5 (4.0+5.6)	43.8 (42.8:44.5)	7.3	5.2	12.4
6/1	419	419	-	-	-	0.1	0.2	-	0.4	3.3	0.7	0.2	0.9
6/2	812	812	-	-	-	0.6	0.0	-	0.6	2.6	5.2	0.0	5.2
6/3	336	336	-	-	-	0.0	0.2	-	0.2	2.0	0.0	0.2	0.2
7/1	873	873	-	-	-	0.0	0.4	-	0.5	2.0	6.5	0.4	7.0
7/2	889	889	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.5
8/2+8/1	414	414	-	-	-	2.9	1.8	-	4.7 (2.5+2.2)	40.9 (41.0:40.9)	3.6	1.8	5.4
8/3+8/4	375	375	-	-	-	2.6	1.1	-	3.8 (2.7+1.1)	36.2 (36.8:35.0)	4.3	1.1	5.4
9/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2+11/1	792	792	1584	0	0	2.0	10.0	-	12.0 (9.7+2.3)	54.6 (54.8:53.6)	10.3	10.0	20.3
12/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	202	202	202	0	0	0.4	1.4	-	1.8	32.8	2.7	1.4	4.2
14/2	201	201	201	0	0	0.4	1.4	-	1.8	32.4	2.7	1.4	4.1
15/1	1416	1416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -7.1 Total Delay for Signalled Lanes (pcuHr): 21.02 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -4.2 Total Delay for Signalled Lanes (pcuHr): 32.76 Cycle Time (s): 60 PRC Over All Lanes (%): -8.5 Total Delay Over All Lanes(pcuHr): 70.35													

C1	Stream: 1 PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	21.02	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-4.2	Total Delay for Signalled Lanes (pcuHr):	32.76	Cycle Time (s):	60
	PRC Over All Lanes (%):	-8.5	Total Delay Over All Lanes(pcuHr):	70.35		

