

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.43	9.91	0.7	A	226	339
B-A	0.09	10.61	0.1	B	28	41
C-AB	0.46	8.31	1.1	A	299	449
C-A					118	177
A-B					10	15
A-C					136	204

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	46	654	0.283	184	0.0	0.4	7.626	A
B-A	23	6	430	0.053	22	0.0	0.1	8.836	A
C-AB	231	58	783	0.295	229	0.0	0.5	6.518	A
C-A	111	28			111				
A-B	8	2			8				
A-C	111	28			111				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	55	646	0.342	221	0.4	0.5	8.454	A
B-A	27	7	405	0.067	27	0.1	0.1	9.509	A
C-AB	289	72	797	0.363	288	0.5	0.7	7.127	A
C-A	120	30			120				
A-B	10	2			10				
A-C	133	33			133				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	68	634	0.427	270	0.5	0.7	9.859	A
B-A	33	8	373	0.089	33	0.1	0.1	10.591	B
C-AB	377	94	816	0.463	376	0.7	1.0	8.250	A
C-A	124	31			124				
A-B	12	3			12				
A-C	163	41			163				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	68	634	0.427	271	0.7	0.7	9.907	A
B-A	33	8	372	0.089	33	0.1	0.1	10.610	B
C-AB	378	94	816	0.463	378	1.0	1.1	8.313	A
C-A	123	31			123				
A-B	12	3			12				
A-C	163	41			163				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	55	646	0.342	222	0.7	0.5	8.511	A
B-A	27	7	405	0.067	27	0.1	0.1	9.534	A
C-AB	290	72	797	0.363	291	1.1	0.7	7.205	A
C-A	119	30			119				
A-B	10	2			10				
A-C	133	33			133				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	46	654	0.283	186	0.5	0.4	7.694	A
B-A	23	6	429	0.053	23	0.1	0.1	8.867	A
C-AB	232	58	784	0.296	232	0.7	0.5	6.593	A
C-A	111	28			111				
A-B	8	2			8				
A-C	111	28			111				

2026 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	256	100.000
B		ONE HOUR	✓	252	100.000
C		ONE HOUR	✓	371	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	46	210
	B	14	0	238
	C	117	254	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.42	10.07	0.7	B	218	328
B-A	0.04	10.33	0.0	B	13	19
C-AB	0.47	9.56	1.0	A	276	413
C-A					65	97
A-B					42	63
A-C					193	289

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	45	644	0.278	178	0.0	0.4	7.702	A
B-A	11	3	424	0.025	10	0.0	0.0	8.707	A
C-AB	218	54	721	0.302	216	0.0	0.5	7.184	A
C-A	61	15			61				
A-B	35	9			35				
A-C	158	40			158				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	214	53	634	0.338	213	0.4	0.5	8.559	A
B-A	13	3	399	0.032	13	0.0	0.0	9.326	A
C-AB	268	67	722	0.371	267	0.5	0.7	7.996	A
C-A	66	16			66				
A-B	41	10			41				
A-C	189	47			189				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	262	66	620	0.423	261	0.5	0.7	10.020	B
B-A	15	4	364	0.042	15	0.0	0.0	10.316	B
C-AB	341	85	723	0.471	339	0.7	1.0	9.478	A
C-A	68	17			68				
A-B	51	13			51				
A-C	231	58			231				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	262	66	620	0.423	262	0.7	0.7	10.068	B
B-A	15	4	364	0.042	15	0.0	0.0	10.331	B
C-AB	341	85	724	0.471	341	1.0	1.0	9.565	A
C-A	67	17			67				
A-B	51	13			51				
A-C	231	58			231				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	214	53	634	0.338	215	0.7	0.5	8.614	A
B-A	13	3	398	0.032	13	0.0	0.0	9.347	A
C-AB	268	67	722	0.371	269	1.0	0.7	8.100	A
C-A	66	16			66				
A-B	41	10			41				
A-C	189	47			189				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	45	644	0.278	180	0.5	0.4	7.770	A
B-A	11	3	423	0.025	11	0.0	0.0	8.730	A
C-AB	218	55	721	0.303	219	0.7	0.5	7.272	A
C-A	61	15			61				
A-B	35	9			35				
A-C	158	40			158				

2026 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	159	100.000
B		ONE HOUR	✓	298	100.000
C		ONE HOUR	✓	462	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	11	148
	B	30	0	268
	C	210	252	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	6
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.47	10.62	0.9	B	246	369
B-A	0.09	10.70	0.1	B	28	41
C-AB	0.48	8.52	1.1	A	308	462
C-A					116	174
A-B					10	15
A-C					136	204

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	202	50	654	0.308	200	0.0	0.4	7.896	A
B-A	23	6	428	0.053	22	0.0	0.1	8.878	A
C-AB	238	59	783	0.303	236	0.0	0.5	6.575	A
C-A	110	28			110				
A-B	8	2			8				
A-C	111	28			111				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	241	60	646	0.373	240	0.4	0.6	8.863	A
B-A	27	7	403	0.067	27	0.1	0.1	9.567	A
C-AB	297	74	797	0.373	297	0.5	0.7	7.245	A
C-A	118	29			118				
A-B	10	2			10				
A-C	133	33			133				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	295	74	634	0.465	294	0.6	0.9	10.552	B
B-A	33	8	370	0.089	33	0.1	0.1	10.680	B
C-AB	388	97	816	0.476	387	0.7	1.1	8.453	A
C-A	120	30			120				
A-B	12	3			12				
A-C	163	41			163				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	295	74	634	0.465	295	0.9	0.9	10.616	B
B-A	33	8	369	0.089	33	0.1	0.1	10.700	B
C-AB	389	97	816	0.476	389	1.1	1.1	8.523	A
C-A	120	30			120				
A-B	12	3			12				
A-C	163	41			163				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	241	60	646	0.373	242	0.9	0.6	8.938	A
B-A	27	7	402	0.067	27	0.1	0.1	9.594	A
C-AB	298	74	797	0.374	299	1.1	0.7	7.329	A
C-A	117	29			117				
A-B	10	2			10				
A-C	133	33			133				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	202	50	654	0.308	202	0.6	0.5	7.982	A
B-A	23	6	427	0.053	23	0.1	0.1	8.911	A
C-AB	238	60	784	0.304	239	0.7	0.5	6.672	A
C-A	110	27			110				
A-B	8	2			8				
A-C	111	28			111				

2036 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2036 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	276	100.000
B		ONE HOUR	✓	271	100.000
C		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	50	226
	B	15	0	256
	C	126	271	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	4
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.46	10.85	0.8	B	235	352
B-A	0.05	10.78	0.0	B	14	21
C-AB	0.51	10.34	1.2	B	298	447
C-A					66	99
A-B					46	69
A-C					207	311

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	193	48	640	0.301	191	0.0	0.4	7.995	A
B-A	11	3	415	0.027	11	0.0	0.0	8.919	A
C-AB	235	59	721	0.326	233	0.0	0.5	7.432	A
C-A	64	16			64				
A-B	38	9			38				
A-C	170	43			170				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	230	58	629	0.366	230	0.4	0.6	9.003	A
B-A	13	3	388	0.035	13	0.0	0.0	9.621	A
C-AB	289	72	722	0.401	288	0.5	0.7	8.391	A
C-A	68	17			68				
A-B	45	11			45				
A-C	203	51			203				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	282	70	614	0.459	281	0.6	0.8	10.781	B
B-A	17	4	351	0.047	16	0.0	0.0	10.763	B
C-AB	370	92	724	0.510	368	0.7	1.2	10.221	B
C-A	67	17			67				
A-B	55	14			55				
A-C	249	62			249				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	282	70	614	0.459	282	0.8	0.8	10.846	B
B-A	17	4	350	0.047	17	0.0	0.0	10.782	B
C-AB	370	93	725	0.511	370	1.2	1.2	10.342	B
C-A	67	17			67				
A-B	55	14			55				
A-C	249	62			249				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	230	58	629	0.366	231	0.8	0.6	9.078	A
B-A	13	3	387	0.035	14	0.0	0.0	9.646	A
C-AB	290	72	723	0.401	291	1.2	0.8	8.527	A
C-A	67	17			67				
A-B	45	11			45				
A-C	203	51			203				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	193	48	640	0.301	193	0.6	0.4	8.077	A
B-A	11	3	414	0.027	11	0.0	0.0	8.948	A
C-AB	235	59	721	0.326	236	0.8	0.5	7.538	A
C-A	64	16			64				
A-B	38	9			38				
A-C	170	43			170				

2036 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2036 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	169	100.000
B		ONE HOUR	✓	319	100.000
C		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	11	158
	B	32	0	287
	C	226	271	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	6
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.50	11.47	1.0	B	263	395
B-A	0.10	11.22	0.1	B	29	44
C-AB	0.52	9.23	1.3	A	339	508
C-A					117	176
A-B					10	15
A-C					145	217

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	216	54	651	0.332	214	0.0	0.5	8.196	A
B-A	24	6	419	0.058	24	0.0	0.1	9.112	A
C-AB	260	65	789	0.330	258	0.0	0.6	6.802	A
C-A	114	29			114				
A-B	8	2			8				
A-C	119	30			119				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	258	65	642	0.402	257	0.5	0.7	9.331	A
B-A	29	7	392	0.073	29	0.1	0.1	9.897	A
C-AB	327	82	804	0.407	326	0.6	0.8	7.587	A
C-A	120	30			120				
A-B	10	2			10				
A-C	142	36			142				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	316	79	630	0.502	315	0.7	1.0	11.383	B
B-A	35	9	357	0.099	35	0.1	0.1	11.195	B
C-AB	429	107	824	0.520	427	0.8	1.3	9.127	A
C-A	119	30			119				
A-B	12	3			12				
A-C	174	43			174				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	316	79	630	0.502	316	1.0	1.0	11.473	B
B-A	35	9	356	0.099	35	0.1	0.1	11.221	B
C-AB	429	107	825	0.521	429	1.3	1.3	9.229	A
C-A	118	29			118				
A-B	12	3			12				
A-C	174	43			174				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	258	65	642	0.402	259	1.0	0.7	9.430	A
B-A	29	7	391	0.073	29	0.1	0.1	9.934	A
C-AB	327	82	804	0.407	329	1.3	0.9	7.699	A
C-A	119	30			119				
A-B	10	2			10				
A-C	142	36			142				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	216	54	651	0.332	217	0.7	0.5	8.301	A
B-A	24	6	418	0.058	24	0.1	0.1	9.153	A
C-AB	261	65	789	0.330	262	0.9	0.6	6.899	A
C-A	113	28			113				
A-B	8	2			8				
A-C	119	30			119				

T20517

Brascote Lane, Newbold Verdon



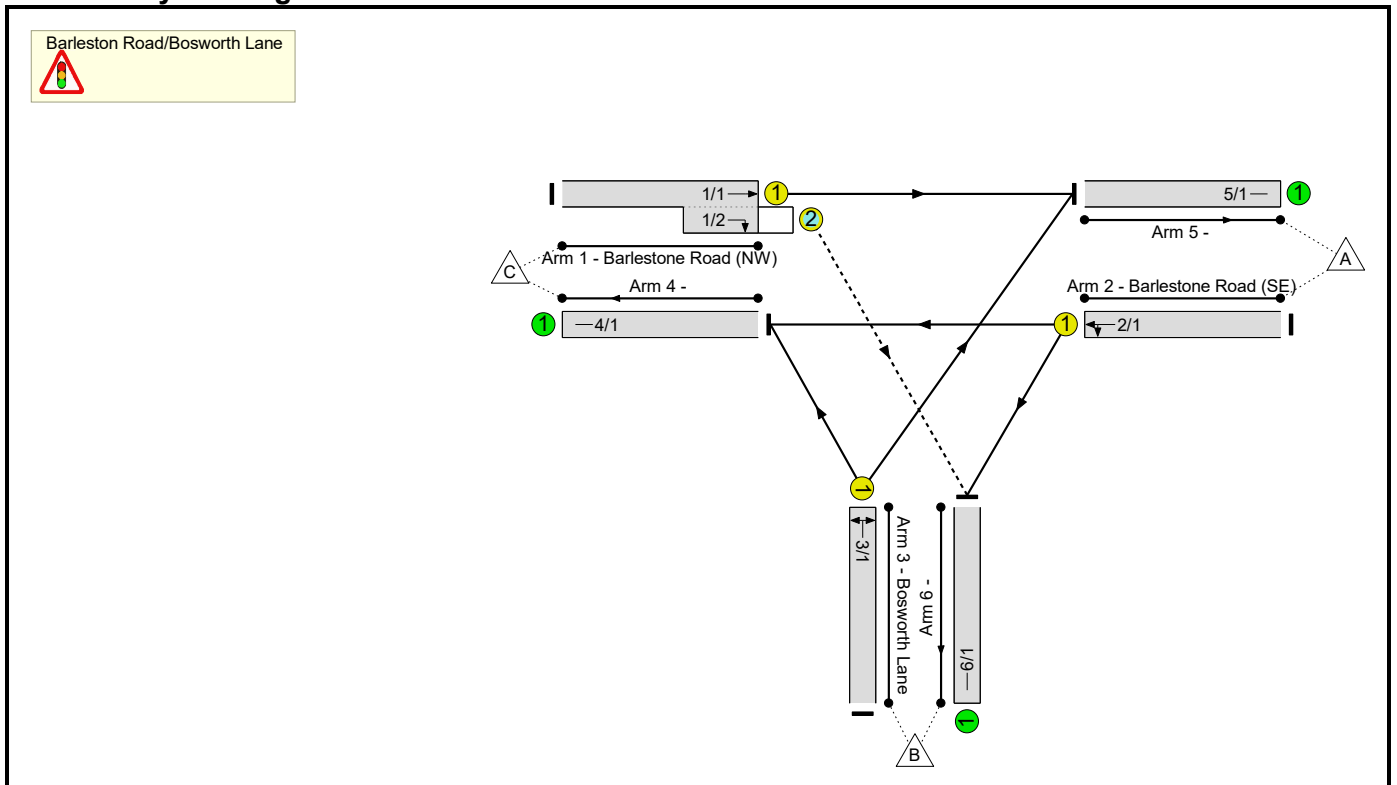
Appendix K

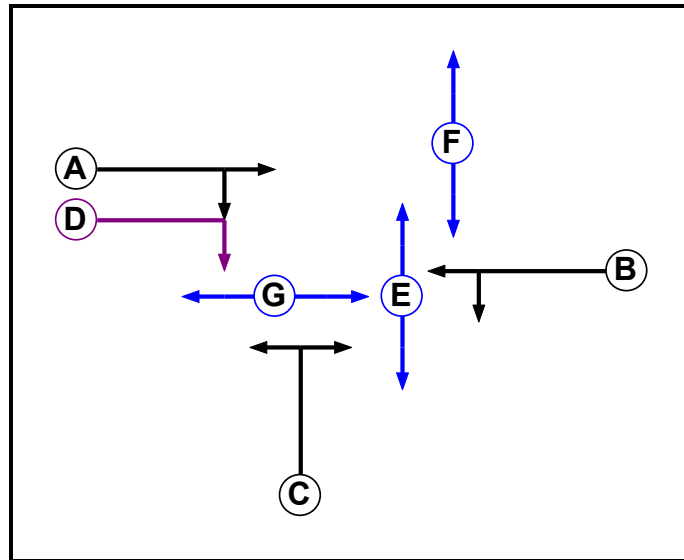
Barlestone Rd/Bosworth Ln LINSIG

User and Project Details

Project:	Newbold Verdon
Title:	Barlestone Road (B582)/Bosworth Lane (B585)
Location:	Newbold Verdon
Client:	Richborough Estates
Site Ref(s):	T20517
Date Started:	22/09/2021
Additional detail:	
Author:	Max Law
Company:	Hub Transport Planning Ltd
Address:	Radclyffe House, 66/68 Hagley Road, Edgbaston, Birmingham, West Midlands, B16 8PF

Network Layout Diagram



Phase Diagram**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	A	4	4
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

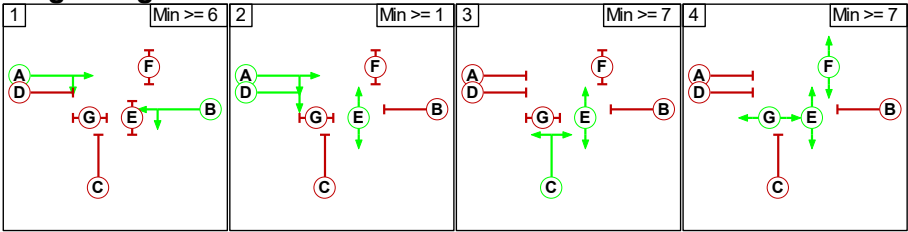
Phase Intergreens Matrix

	Starting Phase							
Terminating Phase		A	B	C	D	E	F	G
	A		-	10	-	-	6	-
	B	-		7	3	6	-	6
	C	9	8		7	-	6	6
	D	-	7	9		-	-	6
	E	-	5	-	-		-	-
	F	7	-	7	-	-		-
	G	-	8	8	8	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1		6	10	6
	2	7		10	6
	3	9	X		6
	4	8	8	8	

Give-Way Lane Input Data

Junction: Barlestone Road/Bosworth Lane											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Barlestone Road (NW))	6/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Lane Input Data

Junction: Barlestone Road/Bosworth Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Barlestone Road (NW))	U	A	2	3	60.0	Geom	-	3.43	0.00	Y	Arm 5 Ahead	Inf
1/2 (Barlestone Road (NW))	O	A D	2	3	4.3	Geom	-	3.23	0.00	N	Arm 6 Right	20.50
2/1 (Barlestone Road (SE))	U	B	2	3	60.0	Geom	-	3.96	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	17.00
3/1 (Bosworth Lane)	U	C	2	3	60.0	Geom	-	3.35	0.00	Y	Arm 4 Left	13.80
											Arm 5 Right	22.60
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 + Com Dev AM'	08:00	09:00	01:00	
2: '2026 + Com Dev PM'	17:00	18:00	01:00	
3: '2026 + Com Dev + Dev AM'	08:00	09:00	01:00	
4: '2026 + Com Dev + Dev PM'	17:00	18:00	01:00	
5: '2036 + Com Dev + Dev AM'	08:00	09:00	01:00	
6: '2036 + Com Dev + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2026 + Com Dev AM' (FG1: '2026 + Com Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	263	266	529
	B	285	0	90	375
	C	389	92	0	481
	Tot.	674	355	356	1385

Traffic Lane Flows

Lane	Scenario 1: 2026 + Com Dev AM
Junction: Barleston Road/Bosworth Lane	
1/1 (with short)	481(In) 389(Out)
1/2 (short)	92
2/1	529
3/1	375
4/1	356
5/1	674
6/1	355

Lane Saturation Flows

Junction: Barlestone Road/Bosworth Lane										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958		
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936		
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	50.3 %	1926	1926		
				Arm 6 Left	17.00	49.7 %				
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	24.0 %	1811	1811		
				Arm 5 Right	22.60	76.0 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Scenario 2: '2026 + Com Dev PM' (FG2: '2026 + Com Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	275	447	722
	B	291	0	88	379
	C	287	86	0	373
	Tot.	578	361	535	1474

Traffic Lane Flows

Lane	Scenario 2: 2026 + Com Dev PM
Junction: Barleston Road/Bosworth Lane	
1/1 (with short)	373(In) 287(Out)
1/2 (short)	86
2/1	722
3/1	379
4/1	535
5/1	578
6/1	361

Lane Saturation Flows

Junction: Barlestone Road/Bosworth Lane										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958		
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936		
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	61.9 %	1946	1946		
				Arm 6 Left	17.00	38.1 %				
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	23.2 %	1812	1812		
				Arm 5 Right	22.60	76.8 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

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

Traffic Flows, Desired**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	278	295	573
	B	287	0	90	377
	C	392	92	0	484
	Tot.	679	370	385	1434

Traffic Lane Flows

Lane	Scenario 3: 2026 + Com Dev + Dev AM
Junction: Barlestone Road/Bosworth Lane	
1/1 (with short)	484(In) 392(Out)
1/2 (short)	92
2/1	573
3/1	377
4/1	385
5/1	679
6/1	370

Lane Saturation Flows

Junction: Barlestone Road/Bosworth Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	51.5 %	1928	1928
				Arm 6 Left	17.00	48.5 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	23.9 %	1811	1811
				Arm 5 Right	22.60	76.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 + Com Dev + Dev PM' (FG4: '2026 + Com Dev + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

		Destination			
Origin		A	B	C	Tot.
	A	0	279	456	735
	B	304	0	88	392
	C	312	86	0	398
	Tot.	616	365	544	1525

Traffic Lane Flows

Lane	Scenario 4: 2026 + Com Dev + Dev PM
Junction: Barlestone Road/Bosworth Lane	
1/1 (with short)	398(In) 312(Out)
1/2 (short)	86
2/1	735
3/1	392
4/1	544
5/1	616
6/1	365

Lane Saturation Flows

Junction: Barlestone Road/Bosworth Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	62.0 %	1946	1946
				Arm 6 Left	17.00	38.0 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	22.4 %	1812	1812
				Arm 5 Right	22.60	77.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2036 + Com Dev + Dev AM' (FG5: '2036 + Com Dev + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination				
	A	B	C	Tot.	
Origin	A	0	297	315	612
	B	305	0	96	401
	C	421	99	0	520
	Tot.	726	396	411	1533

Traffic Lane Flows

Lane	Scenario 5: 2036 + Com Dev + Dev AM
Junction: Barlestone Road/Bosworth Lane	
1/1 (with short)	520(In) 421(Out)
1/2 (short)	99
2/1	612
3/1	401
4/1	411
5/1	726
6/1	396

Lane Saturation Flows

Junction: Barlestone Road/Bosworth Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	51.5 %	1928	1928
				Arm 6 Left	17.00	48.5 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	23.9 %	1811	1811
				Arm 5 Right	22.60	76.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2036 + Com Dev + Dev PM' (FG6: '2036 + Com Dev + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination				
	A	B	C	Tot.	
Origin	A	0	296	489	785
	B	325	0	94	419
	C	334	93	0	427
	Tot.	659	389	583	1631

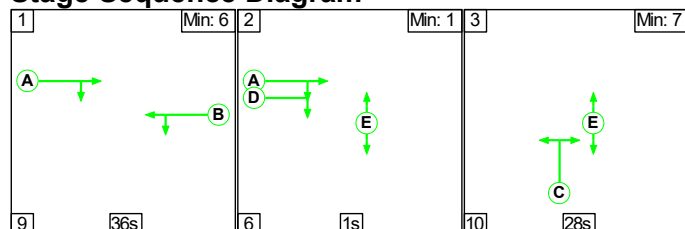
Traffic Lane Flows

Lane	Scenario 6: 2036 + Com Dev + Dev PM
Junction: Barlestone Road/Bosworth Lane	
1/1 (with short)	427(In) 334(Out)
1/2 (short)	93
2/1	785
3/1	419
4/1	583
5/1	659
6/1	389

Lane Saturation Flows

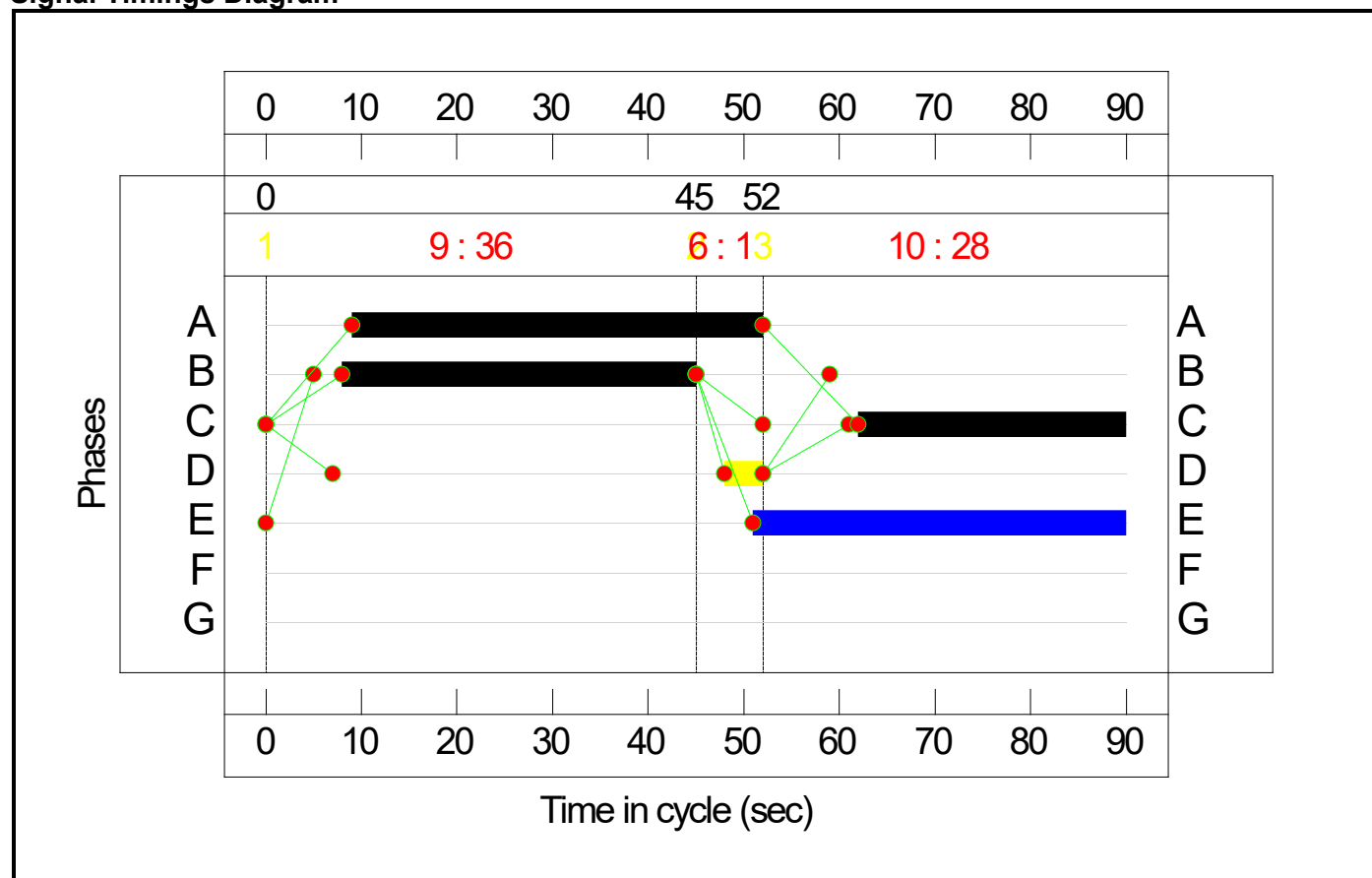
Junction: Barlestone Road/Bosworth Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	62.3 %	1946	1946
				Arm 6 Left	17.00	37.7 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	22.4 %	1812	1812
				Arm 5 Right	22.60	77.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2026 + Com Dev AM' (FG1: '2026 + Com Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram**Stage Timings**

Stage	1	2	3
Duration	36	1	28
Change Point	0	45	52

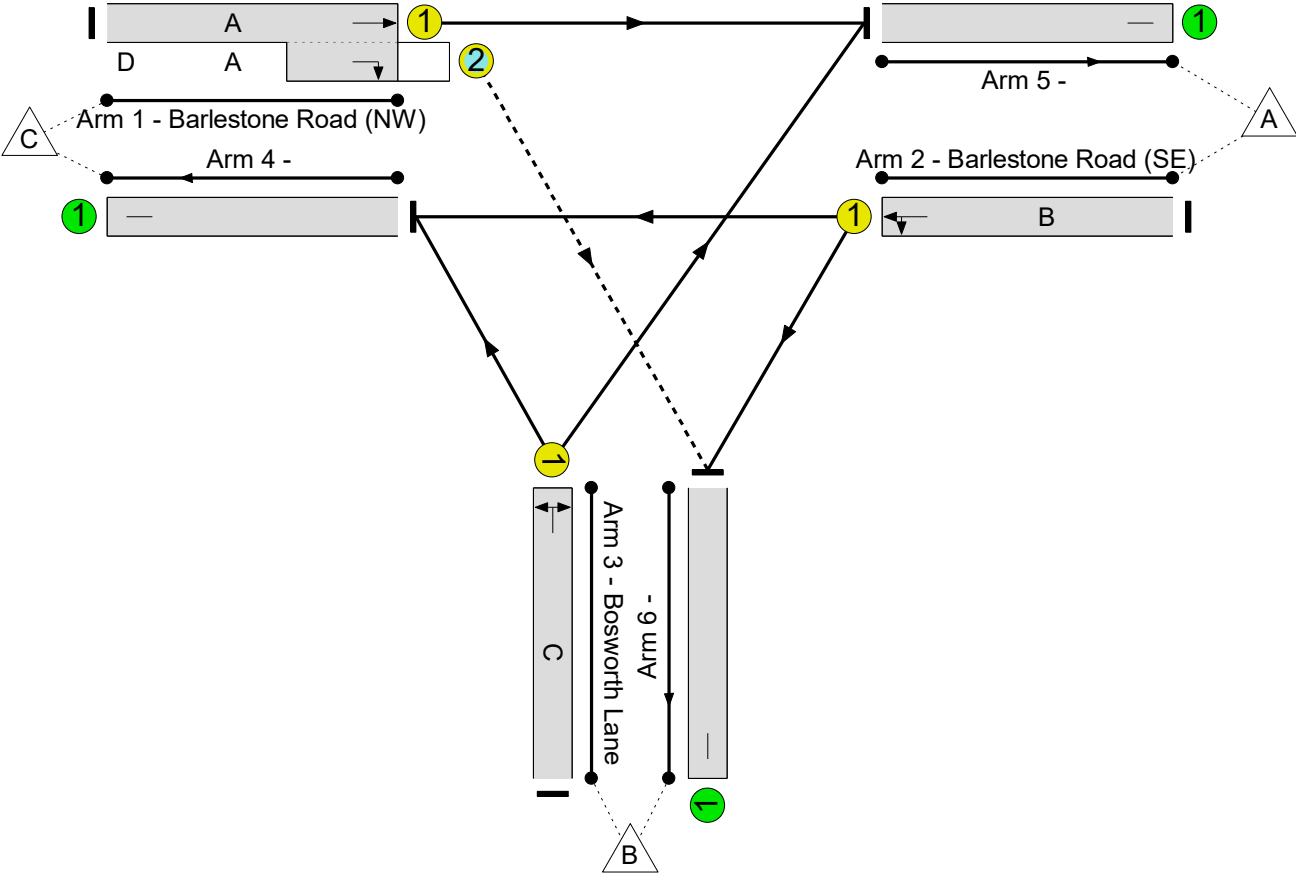
Signal Timings Diagram



Barleston Road/Bosworth Lane



PRC: 38.4 %
Total Traffic Delay: 10.3 pcuHr

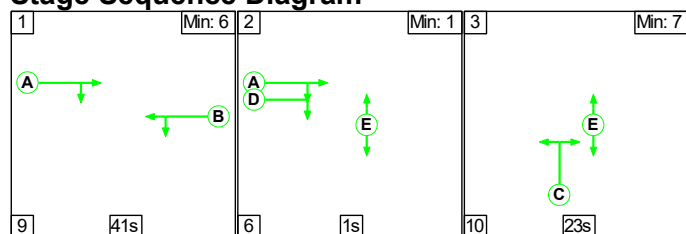


Network Results

Performance 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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	65.1%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	65.1%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	43	4	481	1958:1936	817+193	47.6 : 47.6%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	37	-	529	1926	813	65.1%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	28	-	375	1811	584	64.3%
4/1		U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	85	5	2	7.7	2.3	0.3	10.3	-	-	-	-
Barleston Road/Bosworth Lane	-	-	85	5	2	7.7	2.3	0.3	10.3	-	-	-	-
1/1+1/2	481	481	85	5	2	1.9	0.5	0.3	2.7	20.3	6.6	0.5	7.1
2/1	529	529	-	-	-	3.0	0.9	-	4.0	27.0	10.4	0.9	11.4
3/1	375	375	-	-	-	2.7	0.9	-	3.6	34.6	7.9	0.9	8.8
4/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 38.4 PRC Over All Lanes (%): 38.4 Total Delay for Signalled Lanes (pcuHr): 10.29 Total Delay Over All Lanes(pcuHr): 10.29 Cycle Time (s): 90													

Scenario 2: '2026 + Com Dev PM' (FG2: '2026 + Com Dev PM', Plan 1: 'Network Control Plan 1')

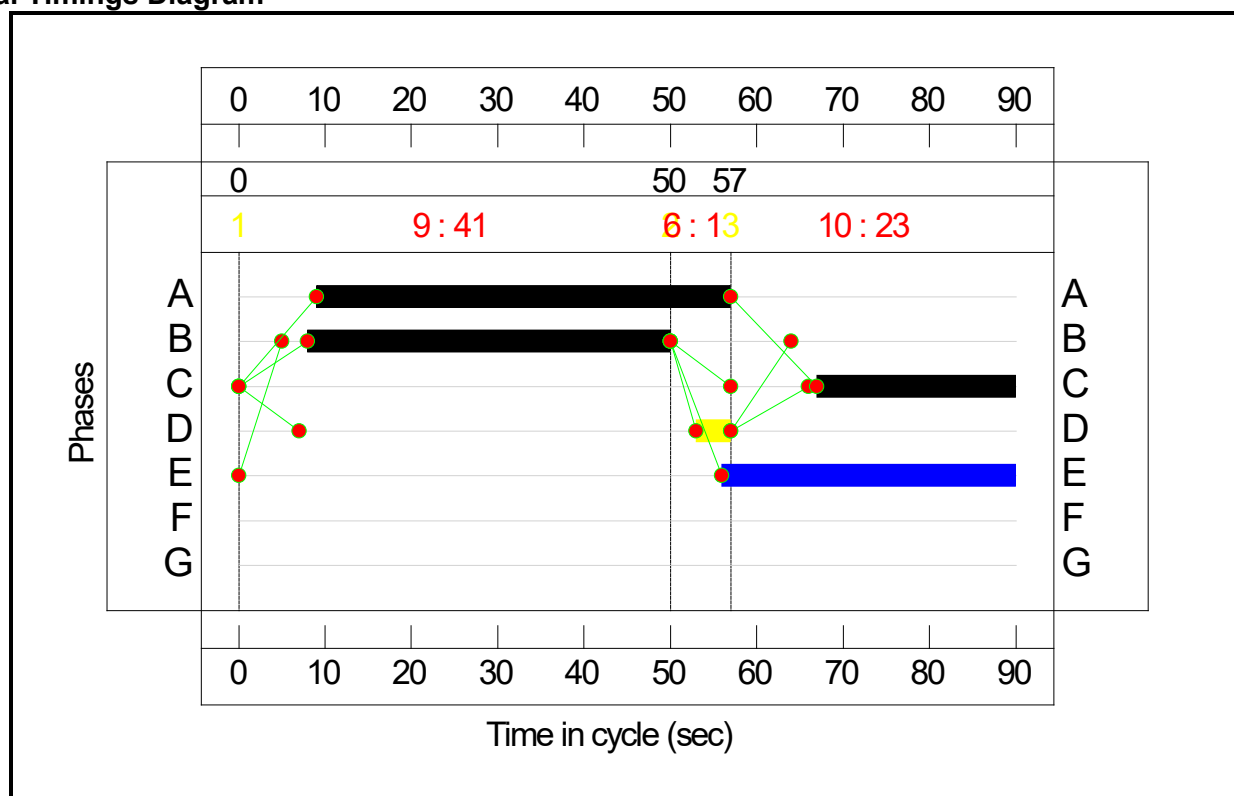
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	1	23
Change Point	0	50	57

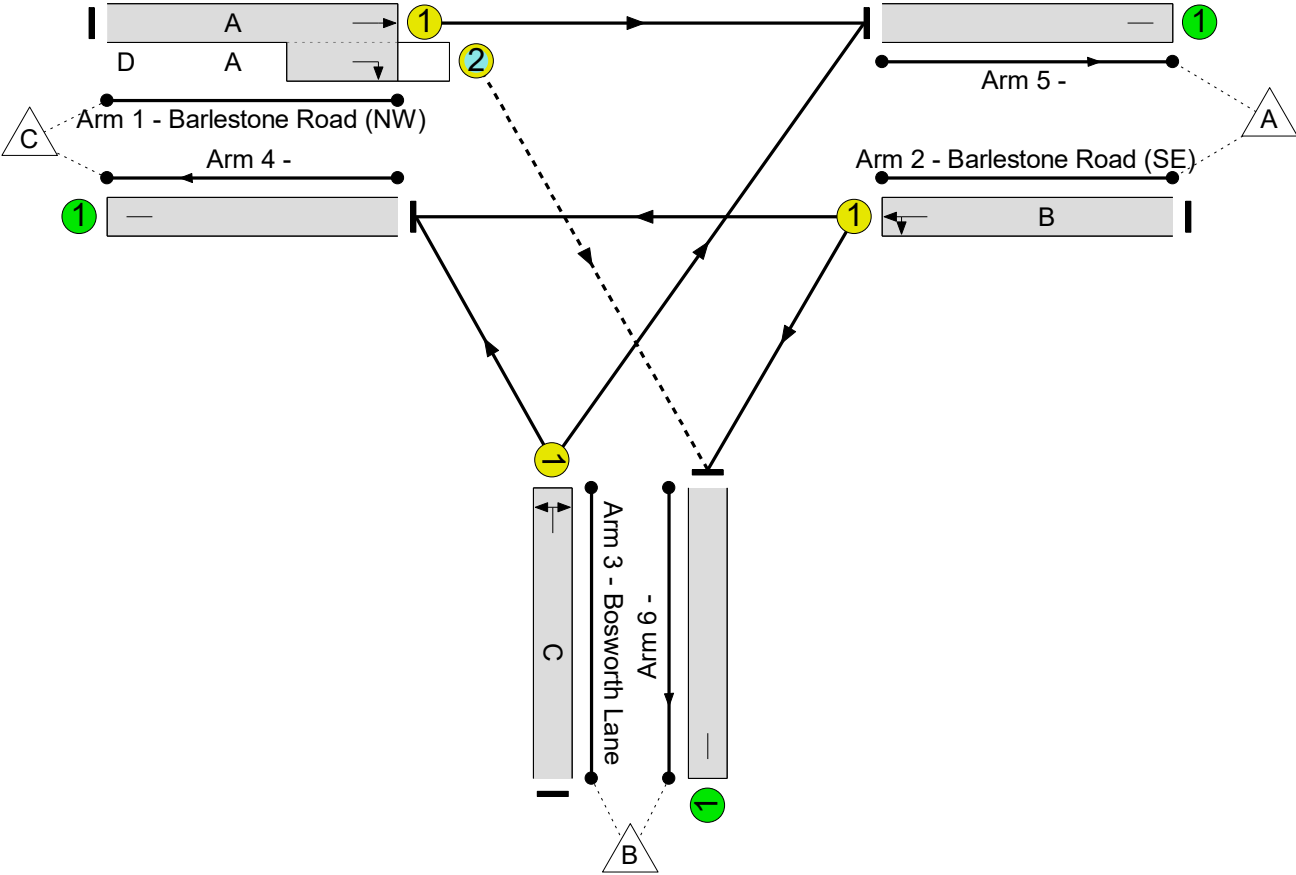
Signal Timings Diagram



Barleston Road/Bosworth Lane



PRC: 14.7 %
Total Traffic Delay: 12.4 pcuHr

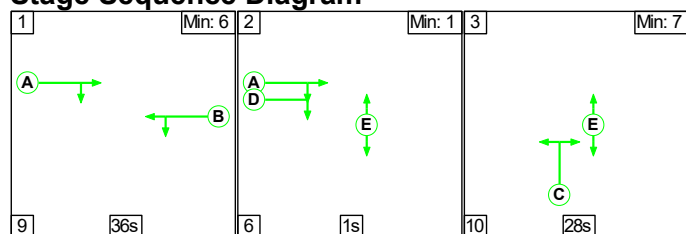


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	78.4%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	78.4%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	48	4	373	1958:1936	869+260	33.0 : 33.0%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	42	-	722	1946	930	77.7%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	23	-	379	1812	483	78.4%
4/1		U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	79	5	2	8.2	3.7	0.5	12.4	-	-	-	-
Barleston Road/Bosworth Lane	-	-	79	5	2	8.2	3.7	0.5	12.4	-	-	-	-
1/1+1/2	373	373	79	5	2	1.1	0.2	0.5	1.8	17.6	3.8	0.2	4.1
2/1	722	722	-	-	-	3.9	1.7	-	5.6	28.0	14.8	1.7	16.6
3/1	379	379	-	-	-	3.2	1.8	-	5.0	47.3	8.7	1.8	10.5
4/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 14.7 Total Delay for Signalled Lanes (pcuHr): 12.43 Cycle Time (s): 90 PRC Over All Lanes (%): 14.7 Total Delay Over All Lanes(pcuHr): 12.43													

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

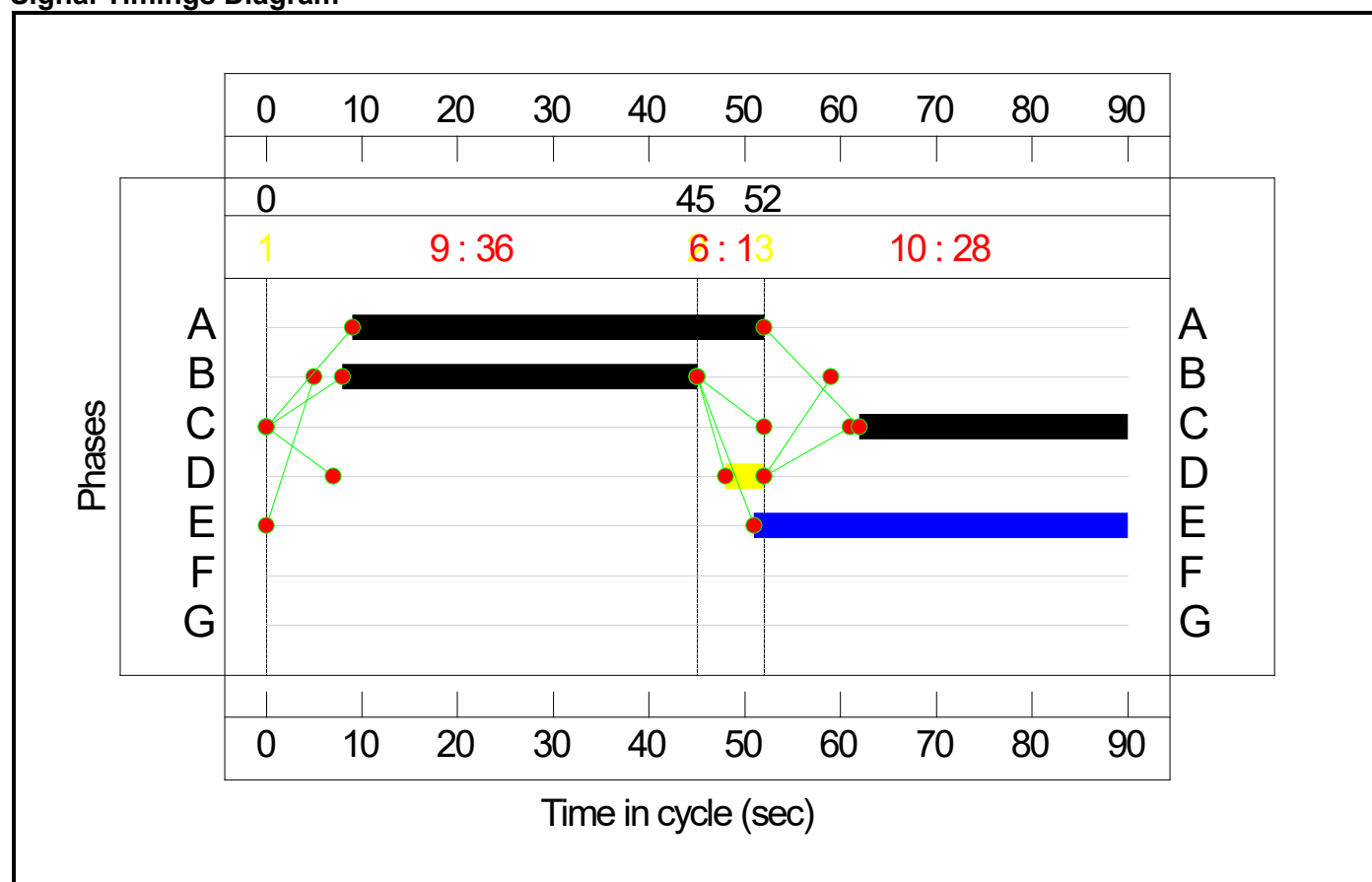
Stage Sequence Diagram

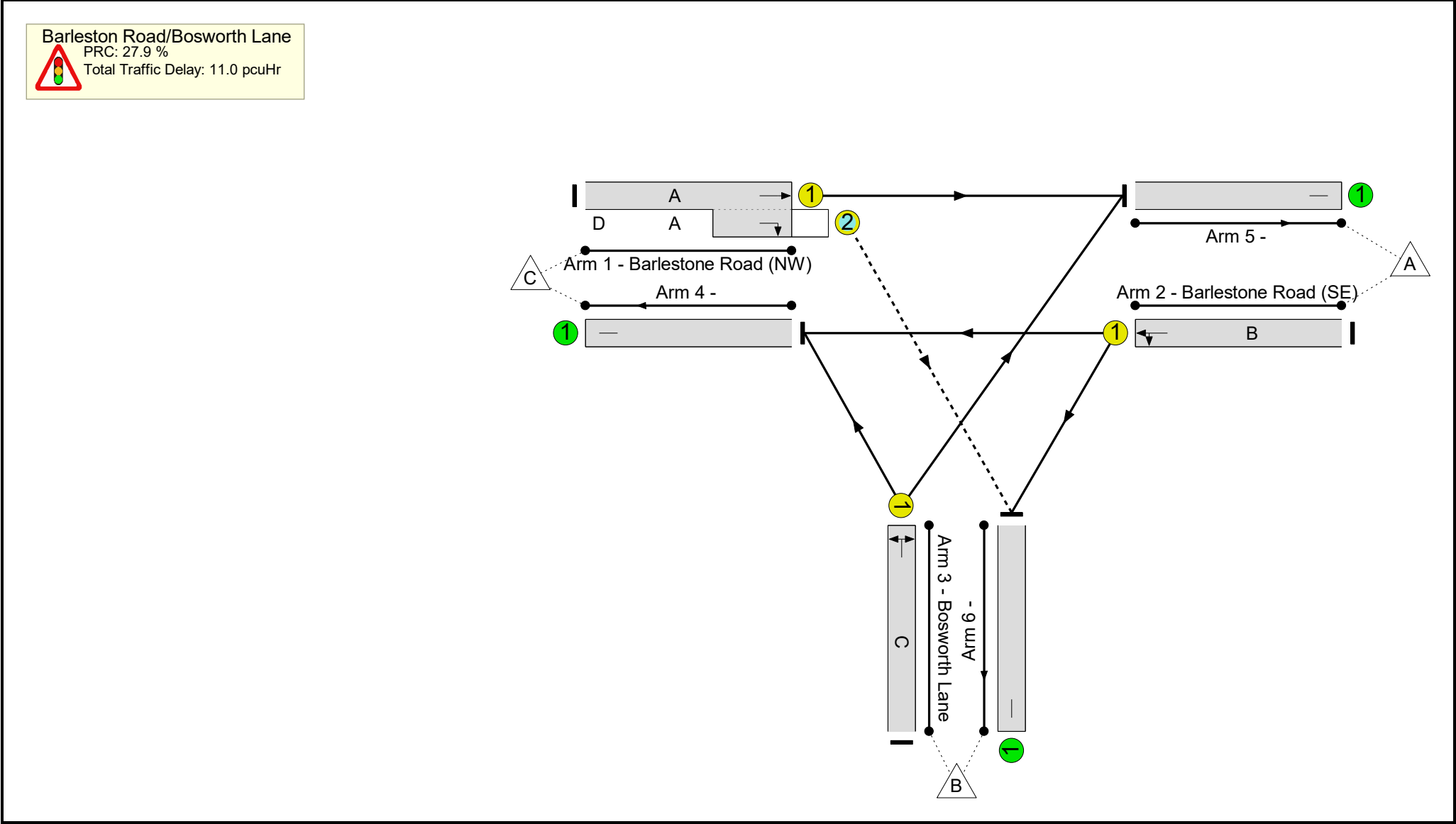


Stage Timings

Stage	1	2	3
Duration	36	1	28
Change Point	0	45	52

Signal Timings Diagram



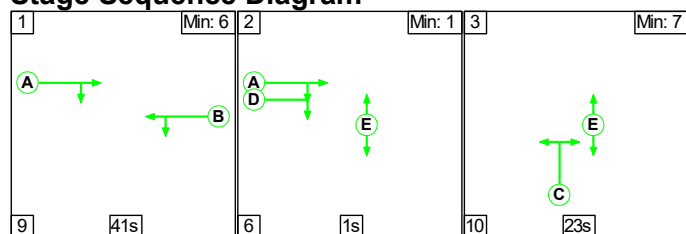


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	70.4%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	70.4%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	43	4	484	1958:1936	818+192	47.9 : 47.9%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	37	-	573	1928	814	70.4%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	28	-	377	1811	584	64.6%
4/1		U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	85	5	2	8.1	2.5	0.4	11.0	-	-	-	-
Barleston Road/Bosworth Lane	-	-	85	5	2	8.1	2.5	0.4	11.0	-	-	-	-
1/1+1/2	484	484	85	5	2	1.9	0.5	0.4	2.8	20.7	6.7	0.5	7.1
2/1	573	573	-	-	-	3.4	1.2	-	4.6	28.8	11.6	1.2	12.8
3/1	377	377	-	-	-	2.7	0.9	-	3.6	34.7	8.1	0.9	9.0
4/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): 27.9 Total Delay for Signalised Lanes (pcuHr): 11.00 Cycle Time (s): 90 PRC Over All Lanes (%): 27.9 Total Delay Over All Lanes(pcuHr): 11.00													

Scenario 4: '2026 + Com Dev + Dev PM' (FG4: '2026 + Com Dev + Dev PM', Plan 1: 'Network Control Plan 1')

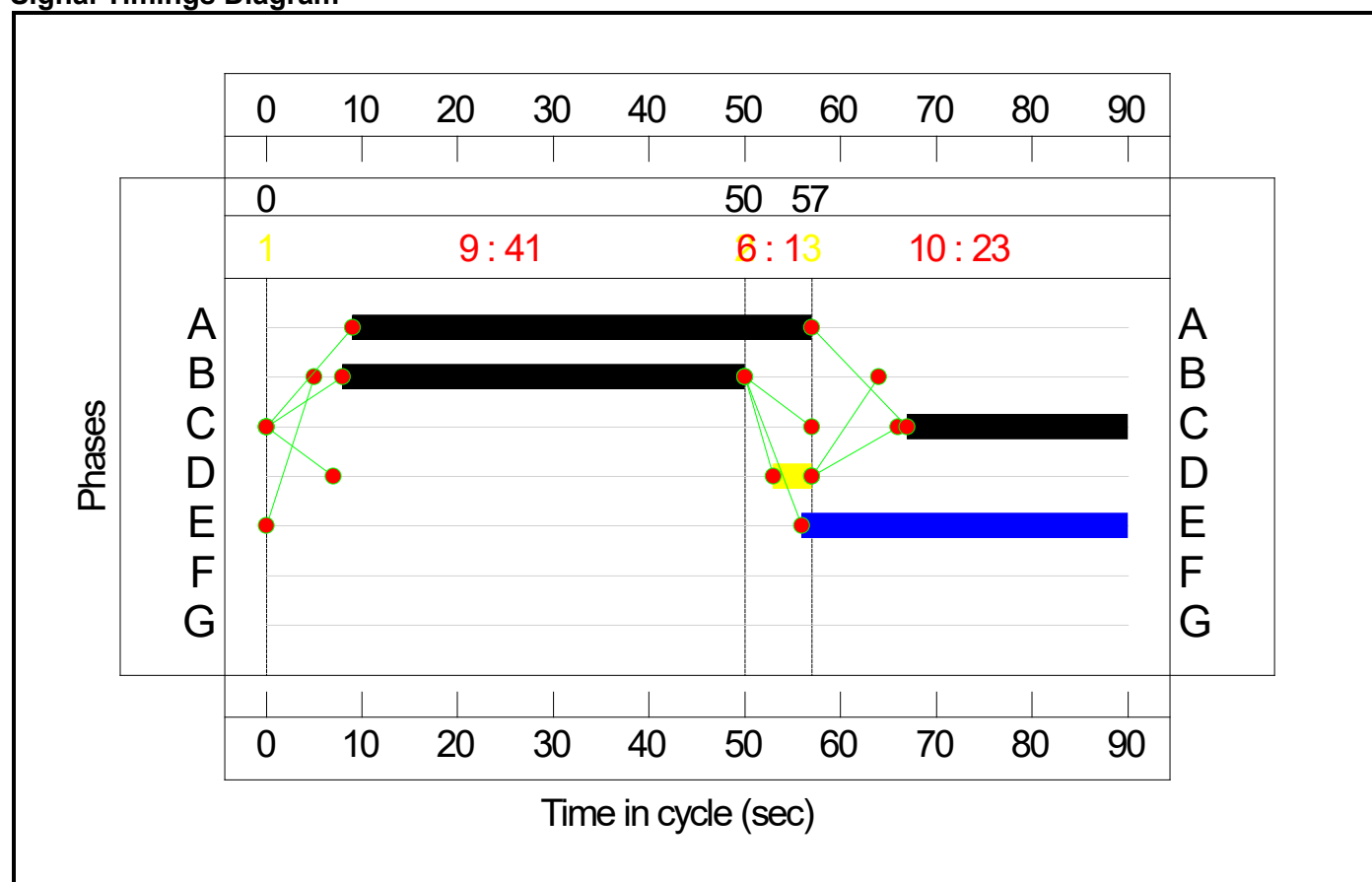
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	1	23
Change Point	0	50	57

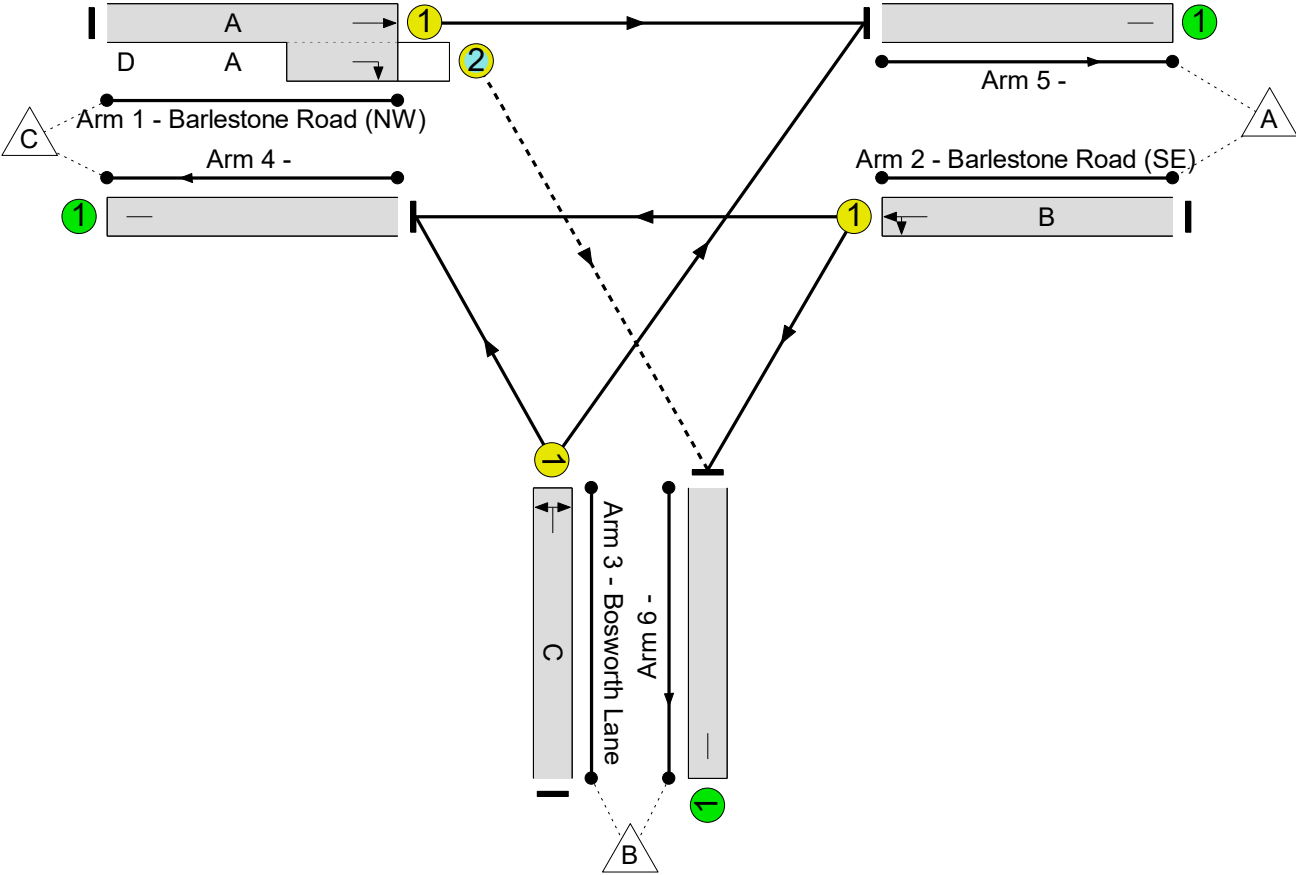
Signal Timings Diagram



Barleston Road/Bosworth Lane



PRC: 10.9 %
Total Traffic Delay: 13.3 pcuHr

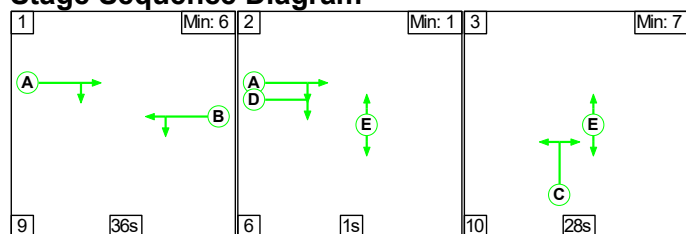


Network Results

Performance 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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	81.1%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	81.1%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	48	4	398	1958:1936	882+243	35.4 : 35.4%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	42	-	735	1946	930	79.1%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	23	-	392	1812	483	81.1%
4/1		U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	79	5	2	8.6	4.2	0.5	13.3	-	-	-	-
Barleston Road/Bosworth Lane	-	-	79	5	2	8.6	4.2	0.5	13.3	-	-	-	-
1/1+1/2	398	398	79	5	2	1.2	0.3	0.5	2.0	17.8	4.2	0.3	4.4
2/1	735	735	-	-	-	4.0	1.9	-	5.9	28.8	15.3	1.9	17.2
3/1	392	392	-	-	-	3.4	2.1	-	5.4	49.8	9.1	2.1	11.2
4/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 10.9 PRC Over All Lanes (%): 10.9 Total Delay for Signalled Lanes (pcuHr): 13.26 Total Delay Over All Lanes(pcuHr): 13.26 Cycle Time (s): 90													

Scenario 5: '2036 + Com Dev + Dev AM' (FG5: '2036 + Com Dev + Dev AM', Plan 1: 'Network Control Plan 1')

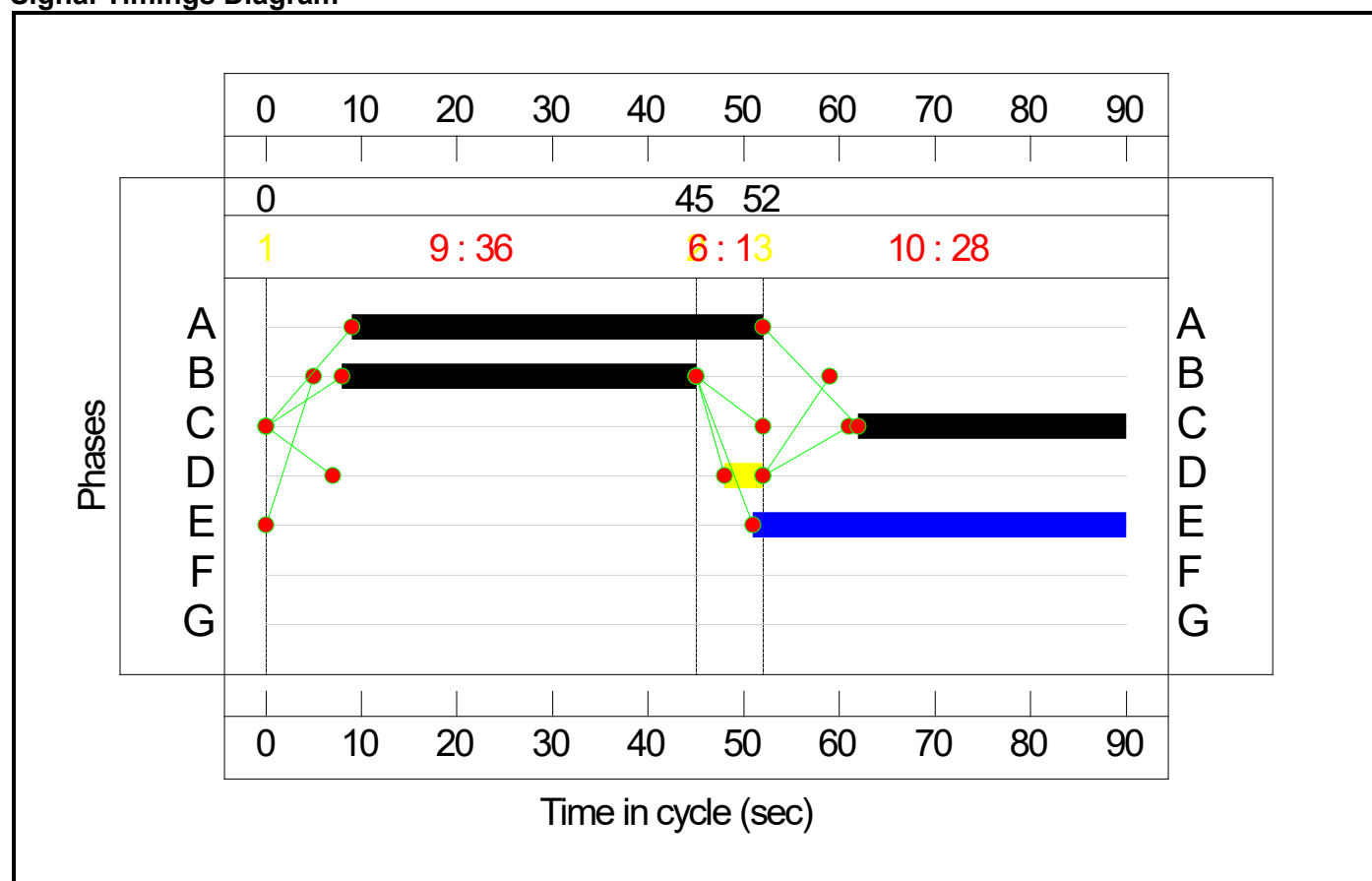
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	36	1	28
Change Point	0	45	52

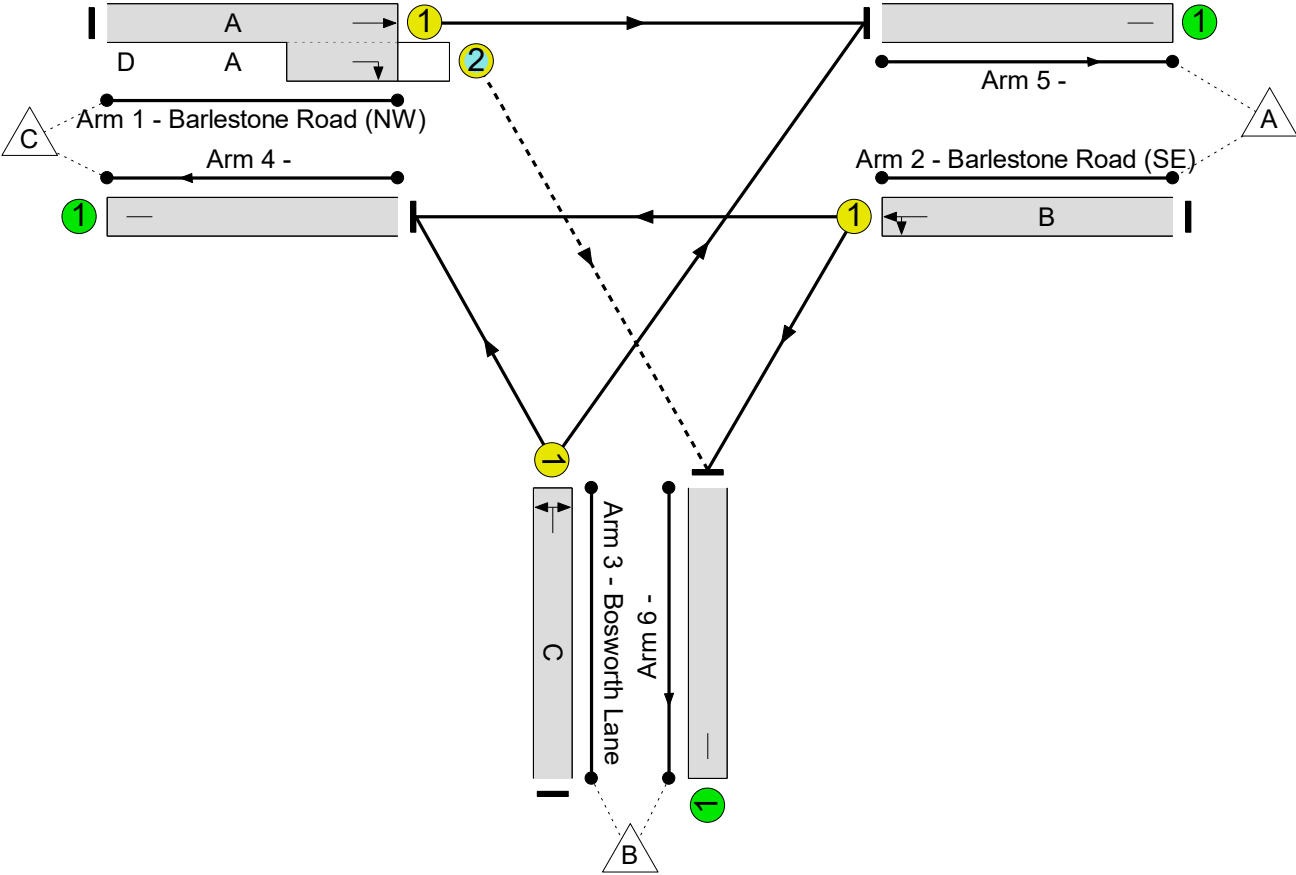
Signal Timings Diagram



Barleston Road/Bosworth Lane



PRC: 19.7 %
Total Traffic Delay: 12.4 pcuHr

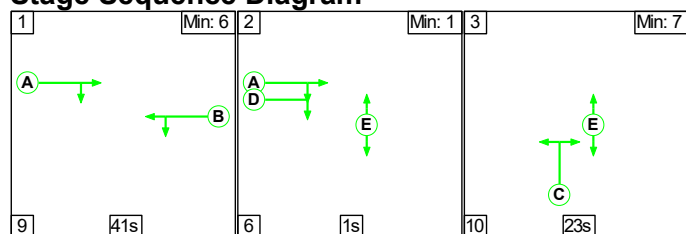


Network Results

Performance 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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	43	4	520	1958:1936	818+192	51.5 : 51.5%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	37	-	612	1928	814	75.2%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	28	-	401	1811	584	68.7%
4/1		U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	91	6	2	8.8	3.1	0.5	12.4	-	-	-	-
Barleston Road/Bosworth Lane	-	-	91	6	2	8.8	3.1	0.5	12.4	-	-	-	-
1/1+1/2	520	520	91	6	2	2.1	0.5	0.5	3.1	21.6	7.5	0.5	8.0
2/1	612	612	-	-	-	3.7	1.5	-	5.2	30.8	12.9	1.5	14.4
3/1	401	401	-	-	-	3.0	1.1	-	4.0	36.3	8.7	1.1	9.8
4/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 19.7 PRC Over All Lanes (%): 19.7 Total Delay for Signalled Lanes (pcuHr): 12.40 Total Delay Over All Lanes(pcuHr): 12.40 Cycle Time (s): 90													

Scenario 6: '2036 + Com Dev + Dev PM' (FG6: '2036 + Com Dev + Dev PM', Plan 1: 'Network Control Plan 1')

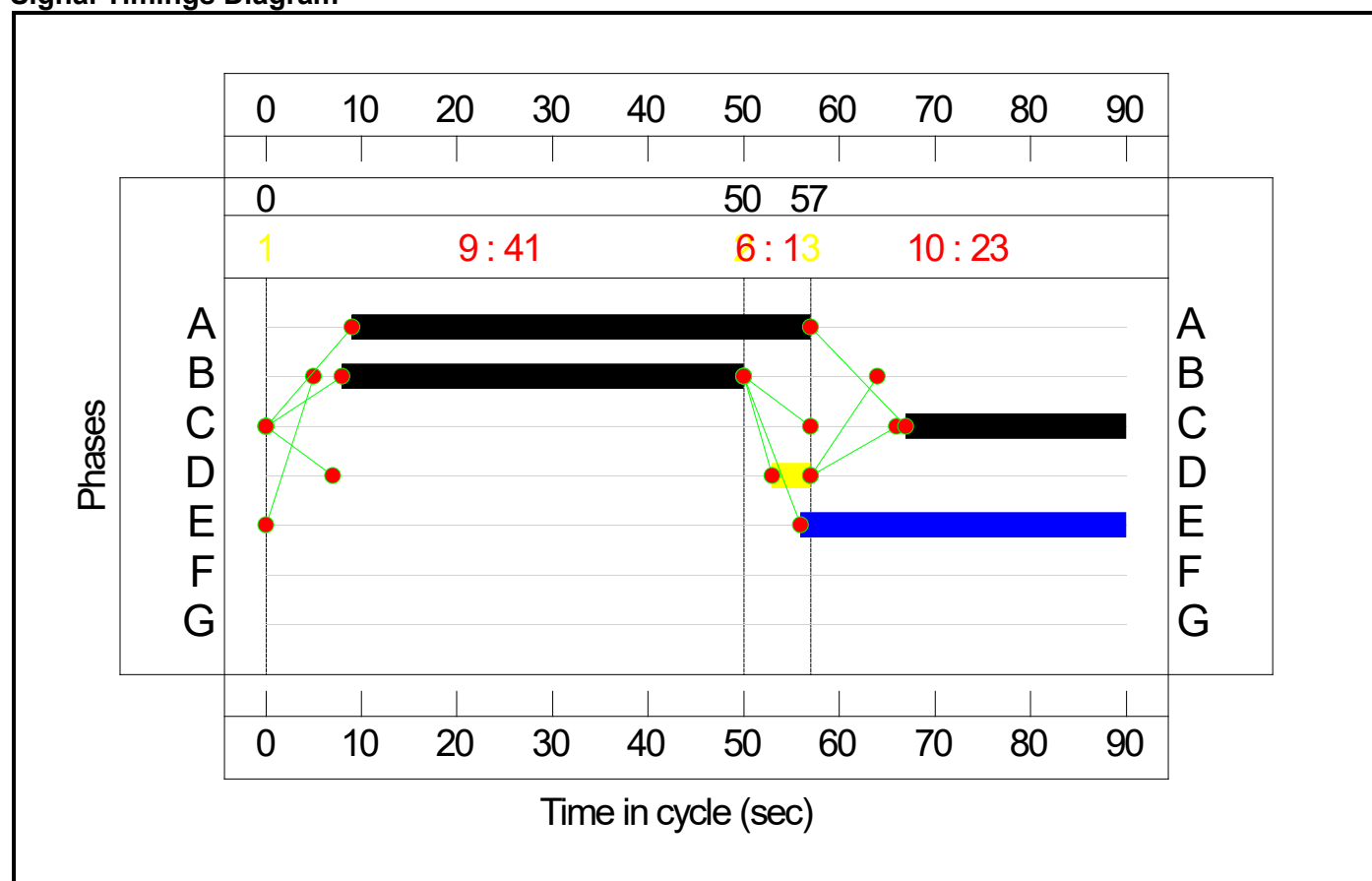
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	1	23
Change Point	0	50	57

Signal Timings Diagram

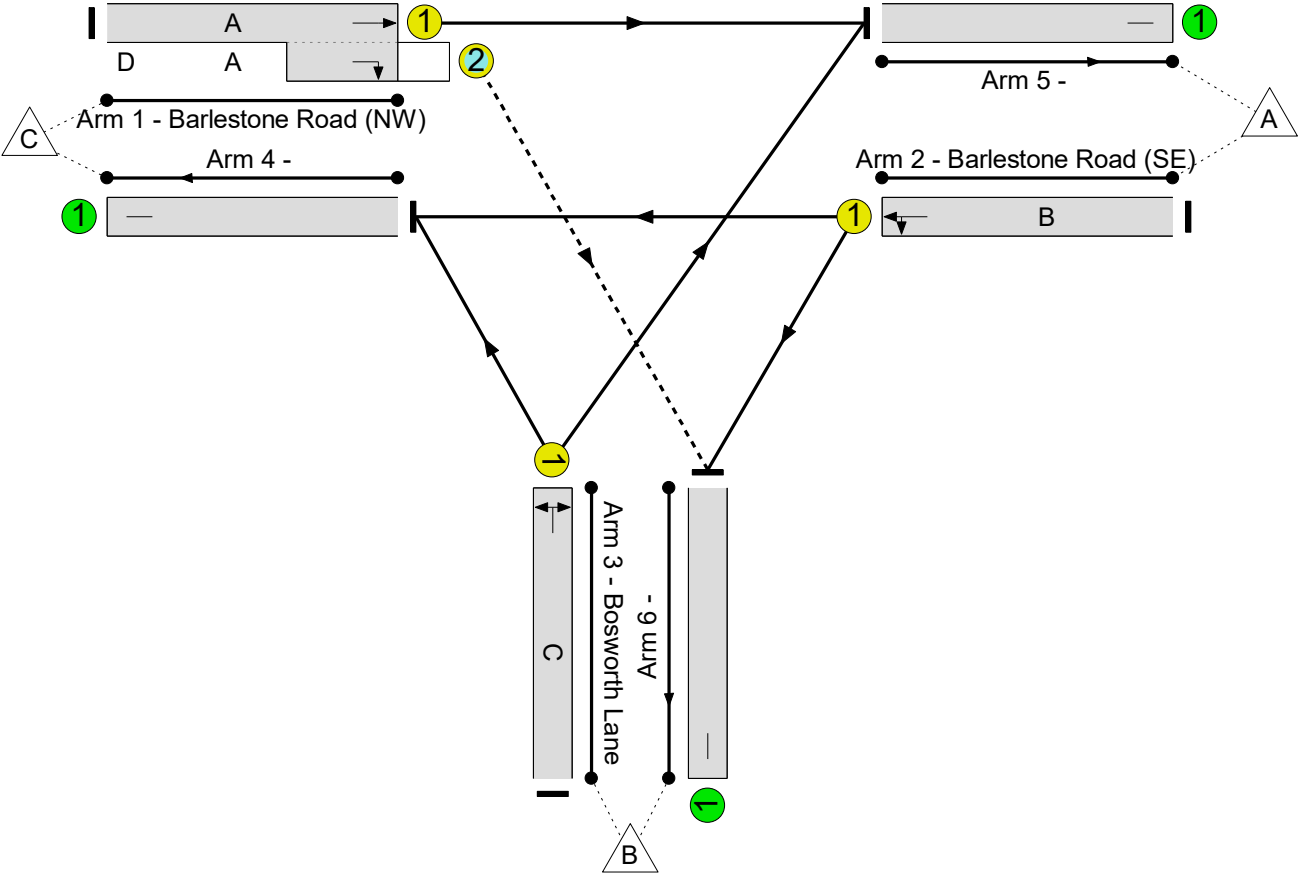


Barleston Road/Bosworth Lane



PRC: 3.8 %

Total Traffic Delay: 16.0 pcuHr



Network Results

Performance 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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	86.7%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	86.7%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	48	4	427	1958:1936	881+245	37.9 : 37.9%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	42	-	785	1946	930	84.4%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	23	-	419	1812	483	86.7%
4/1		U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
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: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	71	20	2	9.4	5.9	0.6	16.0	-	-	-	-
Barleston Road/Bosworth Lane	-	-	71	20	2	9.4	5.9	0.6	16.0	-	-	-	-
1/1+1/2	427	427	71	20	2	1.3	0.3	0.6	2.2	18.8	4.5	0.3	4.9
2/1	785	785	-	-	-	4.5	2.6	-	7.1	32.6	17.0	2.6	19.6
3/1	419	419	-	-	-	3.7	3.0	-	6.6	57.1	9.9	3.0	12.9
4/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 3.8 3.8 Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 15.98 15.98 Cycle Time (s): 90													

