

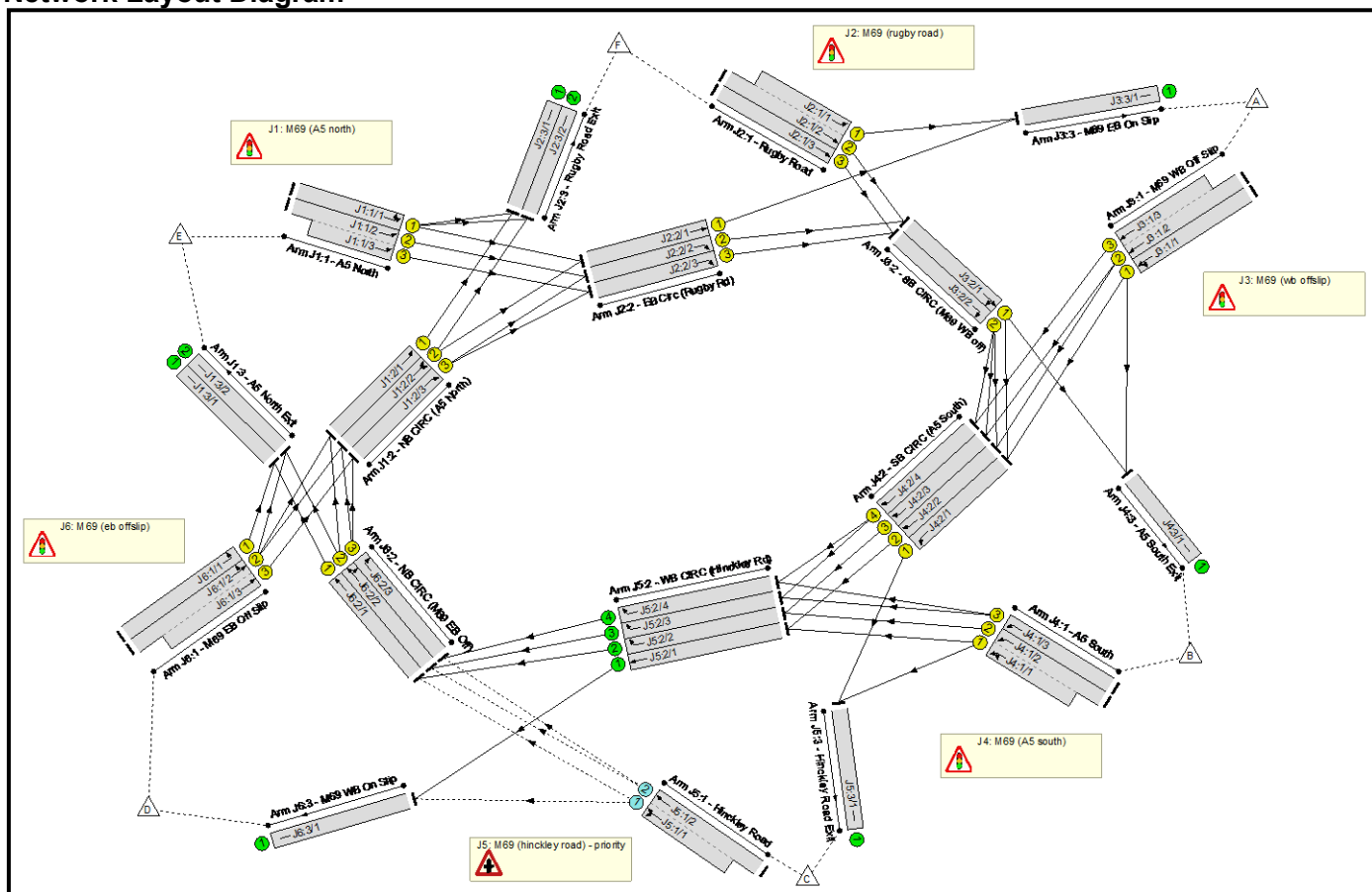
Full Input Data And Results

Full Input Data And Results

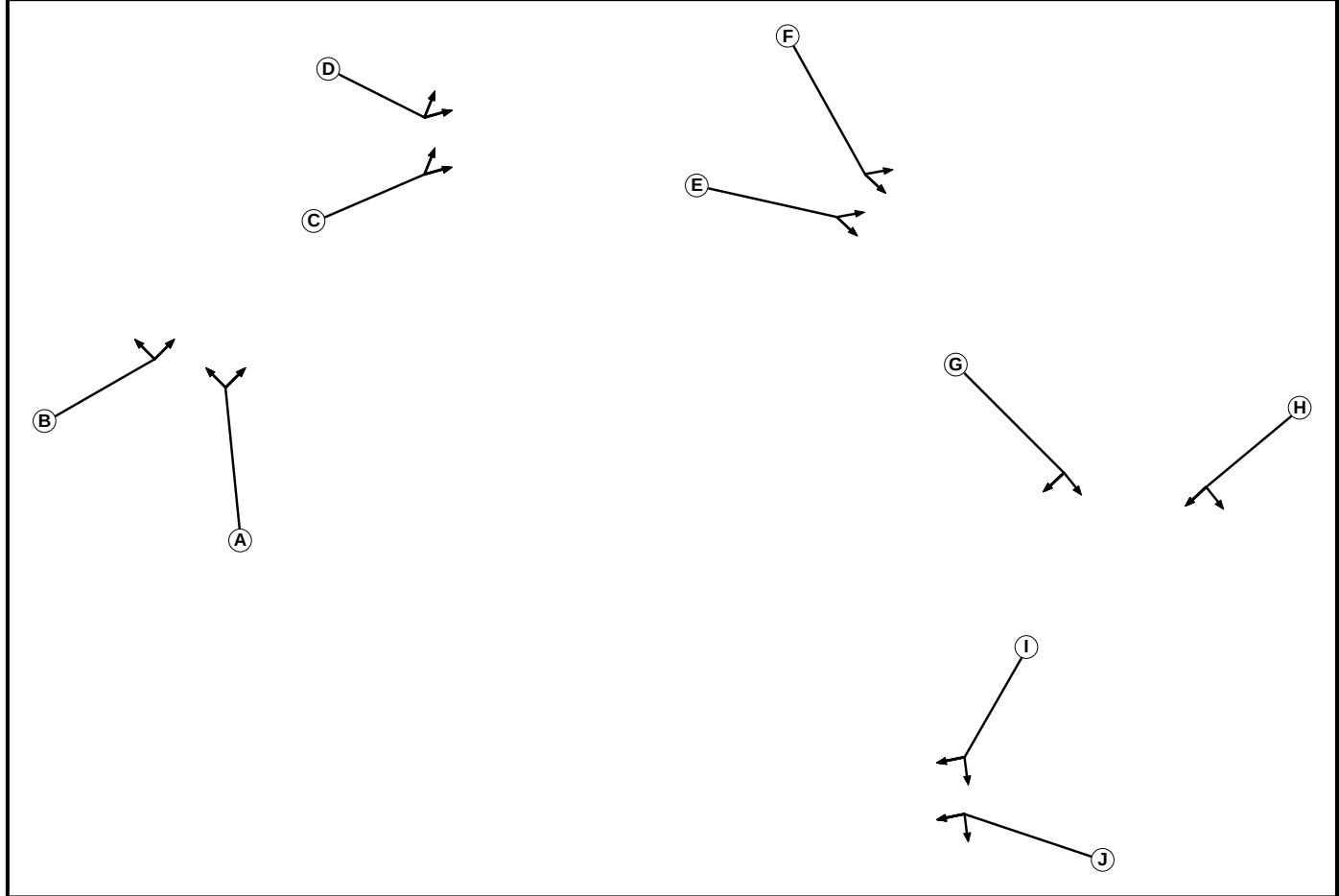
User and Project Details

Project:	Land South of Burbage, Leicestershire
Title:	M69 Junction 1 - Existing Layout
Location:	Burbage, Leicestershire
Client:	Redrow Homes
Design Layout Ref:	Existing Layout
Additional detail:	Model has been updated following comments from National Highways in their formal response (ref: NH/24/04828) to planning application Land at Burbage Fields Farm, Bullfurlong Lane, Burbage (application ref: 24/00083/HYB)
File name:	M69 J1.lsg3x
Author:	T&T
Company:	Rodgers Leask Ltd
Address:	St James House, St Mary's Wharf, Mansfield Road, Derby, DE1 3TQ

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	5		7	7
B	Traffic	5		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	2		7	7
F	Traffic	2		7	7
G	Traffic	3		7	7
H	Traffic	3		7	7
I	Traffic	4		7	7
J	Traffic	4		7	7

Phase Intergreens Matrix

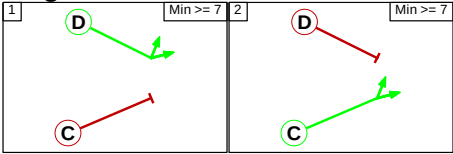
Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		6	-	-	-	-	-	-	-	-
	B	6		-	-	-	-	-	-	-	-
	C	-	-		6	-	-	-	-	-	-
	D	-	-	6		-	-	-	-	-	-
	E	-	-	-	-		6	-	-	-	-
	F	-	-	-	-	6		-	-	-	-
	G	-	-	-	-	-	-		6	-	-
	H	-	-	-	-	-	-	6		-	-
	I	-	-	-	-	-	-	-	-		6
	J	-	-	-	-	-	-	-	-	6	

Phases in Stage

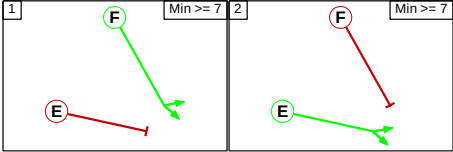
Stream	Stage No.	Phases in Stage
1	1	D
1	2	C
2	1	F
2	2	E
3	1	H
3	2	G
4	1	J
4	2	I
5	1	B
5	2	A

Stage Diagram

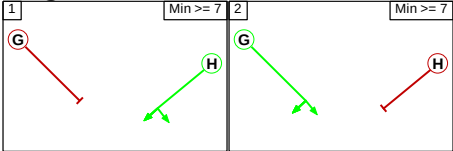
Stage Stream: 1



Stage Stream: 2

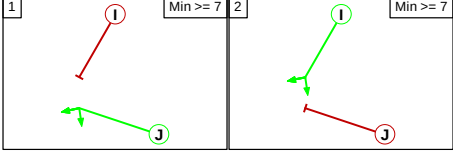


Stage Stream: 3

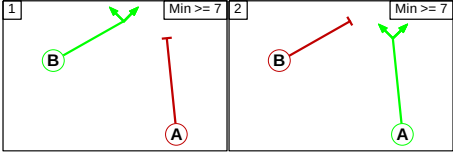


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Stage Stream: 4



Stage Stream: 5



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
There are no Phase Delays defined					

Stage Stream: 3

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

Stage Stream: 4

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

Stage Stream: 5

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage		
		1	2
	1		6
	2	6	

Stage Stream: 2

From Stage	To Stage		
		1	2
	1		6
	2	6	

Full Input Data And Results

Stage Stream: 3

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 4

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 5

	To Stage		
From Stage		1	2
	1		6
	2	6	

Give-Way Lane Input Data

Junction: J1: M69 (A5 north)
There are no Opposed Lanes in this Junction

Junction: J2: M69 (rugby road)
There are no Opposed Lanes in this Junction

Junction: J3: M69 (wb offslip)
There are no Opposed Lanes in this Junction

Junction: J4: M69 (A5 south)
There are no Opposed Lanes in this Junction

Full Input Data And Results

Junction: J5: M69 (hinckley road) - priority											
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)
J5:1/1 (Hinckley Road)	J6:2/1 (Ahead)	1155	0	J5:2/2	0.27	All	-	-	-	-	-
				J5:2/3	0.27	All					
				J5:2/4	0.27	None					
				J5:2/1	0.27	All					
	J6:3/1 (Left)	1155	0	J5:2/1	0.27	All					
J5:1/2 (Hinckley Road)	J6:2/2 (Ahead)	1155	0	J5:2/1	0.27	All	-	-	-	-	-
				J5:2/2	0.27	All					
				J5:2/3	0.27	All					
				J5:2/4	0.27	All					
	J6:2/3 (Ahead)	1155	0	J5:2/1	0.27	All					
				J5:2/2	0.27	All					
				J5:2/3	0.27	All					
				J5:2/4	0.27	All					

Junction: J6: M69 (eb offslip)
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: M69 (A5 north)												
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)
J1:1/1 (A5 North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
J1:1/2 (A5 North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
J1:1/3 (A5 North)	U	D	2	3	10.4	User	1900	-	-	-	-	-
J1:2/1 (NB CIRC A5 North))	U	C	2	3	7.8	User	1900	-	-	-	-	-
J1:2/2 (NB CIRC A5 North))	U	C	2	3	11.3	User	1900	-	-	-	-	-
J1:2/3 (NB CIRC A5 North))	U	C	2	3	11.3	User	1900	-	-	-	-	-
J1:3/1 (A5 North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2 (A5 North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: M69 (rugby road)												
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)
J2:1/1 (Rugby Road)	U	F	2	3	20.0	User	1900	-	-	-	-	-
J2:1/2 (Rugby Road)	U	F	2	3	32.0	User	1900	-	-	-	-	-
J2:1/3 (Rugby Road)	U	F	2	3	60.0	User	1900	-	-	-	-	-
J2:2/1 (EB Circ Rugby Rd))	U	E	2	3	9.9	User	1900	-	-	-	-	-
J2:2/2 (EB Circ Rugby Rd))	U	E	2	3	14.8	User	1900	-	-	-	-	-
J2:2/3 (EB Circ Rugby Rd))	U	E	2	3	14.8	User	1900	-	-	-	-	-
J2:3/1 (Rugby Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/2 (Rugby Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: M69 (wb offslip)												
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)
J3:1/1 (M69 WB Off Slip)	U	H	2	3	60.0	User	1900	-	-	-	-	-
J3:1/2 (M69 WB Off Slip)	U	H	2	3	32.0	User	1900	-	-	-	-	-
J3:1/3 (M69 WB Off Slip)	U	H	2	3	20.9	User	1900	-	-	-	-	-
J3:2/1 (SB CIRC (M69 WB off))	U	G	2	3	16.5	User	1900	-	-	-	-	-
J3:2/2 (SB CIRC (M69 WB off))	U	G	2	3	16.5	User	1900	-	-	-	-	-
J3:3/1 (M69 EB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: M69 (A5 south)												
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)
J4:1/1 (A5 South)	U	J	2	3	19.1	User	1900	-	-	-	-	-
J4:1/2 (A5 South)	U	J	2	3	37.0	User	1900	-	-	-	-	-
J4:1/3 (A5 South)	U	J	2	3	60.0	User	1900	-	-	-	-	-
J4:2/1 (SB CIRC (A5 South))	U	I	2	3	12.2	User	1900	-	-	-	-	-
J4:2/2 (SB CIRC (A5 South))	U	I	2	3	12.2	User	1900	-	-	-	-	-
J4:2/3 (SB CIRC (A5 South))	U	I	2	3	12.2	User	1900	-	-	-	-	-
J4:2/4 (SB CIRC (A5 South))	U	I	2	3	12.2	User	1900	-	-	-	-	-
J4:3/1 (A5 South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J5: M69 (hinckley road) - priority												
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)
J5:1/1 (Hinckley Road)	O		2	3	17.4	User	1900	-	-	-	-	-
J5:1/2 (Hinckley Road)	O		2	3	60.0	User	1900	-	-	-	-	-
J5:2/1 (WB CIRC (Hinckley Rd))	U		2	3	10.4	User	1900	-	-	-	-	-
J5:2/2 (WB CIRC (Hinckley Rd))	U		2	3	10.4	User	1900	-	-	-	-	-
J5:2/3 (WB CIRC (Hinckley Rd))	U		2	3	10.4	User	1900	-	-	-	-	-
J5:2/4 (WB CIRC (Hinckley Rd))	U		2	3	10.4	User	1900	-	-	-	-	-
J5:3/1 (Hinckley Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J6: M69 (eb offslip)												
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)
J6:1/1 (M69 EB Off Slip)	U	B	2	3	32.0	User	1900	-	-	-	-	-
J6:1/2 (M69 EB Off Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J6:1/3 (M69 EB Off Slip)	U	B	2	3	18.3	User	1900	-	-	-	-	-
J6:2/1 (NB CIRC (M69 EB Off))	U	A	2	3	14.8	User	1900	-	-	-	-	-
J6:2/2 (NB CIRC (M69 EB Off))	U	A	2	3	14.8	User	1900	-	-	-	-	-
J6:2/3 (NB CIRC (M69 EB Off))	U	A	2	3	14.8	User	1900	-	-	-	-	-
J6:3/1 (M69 WB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM'	08:00	09:00	01:00	
2: '2023 PM'	17:00	18:00	01:00	
3: '2026 AM'	08:00	09:00	01:00	
4: '2026 PM'	17:00	18:00	01:00	
5: '2026 + Dev AM'	08:00	09:00	01:00	
6: '2026 + Dev PM'	17:00	18:00	01:00	
7: '2031 AM'	08:00	09:00	01:00	
8: '2031 PM'	17:00	18:00	01:00	
9: '2031 + Dev AM'	08:00	09:00	01:00	
10: '2031 + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2023 AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	72	105	0	254	37	468
	B	46	0	14	230	499	134	923
	C	139	9	0	12	86	111	357
	D	0	137	10	10	398	226	781
	E	311	455	71	325	0	14	1176
	F	105	199	186	596	44	0	1130
	Tot.	601	872	386	1173	1281	522	4835

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 1: 2023 AM
Junction: J1: M69 (A5 north)	
J1:1/1	325
J1:1/2 (with short)	851(In) 526(Out)
J1:1/3 (short)	325
J1:2/1	254
J1:2/2	439
J1:2/3	166
J1:3/1	905
J1:3/2	376
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	105
J2:1/2 (with short)	490(In) 385(Out)
J2:1/3	640
J2:2/1	496
J2:2/2	682
J2:2/3	335
J2:3/1	261
J2:3/2	261
Junction: J3: M69 (wb offslip)	
J3:1/1	177
J3:1/2 (with short)	291(In) 145(Out)
J3:1/3 (short)	146
J3:2/1	1067
J3:2/2	975
J3:3/1	601
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	244
J4:1/2 (with short)	584(In) 340(Out)
J4:1/3	339
J4:2/1	372
J4:2/2	931
J4:2/3	167
J4:2/4	168
J4:3/1	872
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	98
J5:1/2 (with short)	357(In) 259(Out)

J5:2/1	1161
J5:2/2	507
J5:2/3	376
J5:2/4	131
J5:3/1	386
Junction: J6: M69 (eb offslip)	
J6:1/1	312
J6:1/2 (with short)	469(In) 312(Out)
J6:1/3 (short)	157
J6:2/1	593
J6:2/2	431
J6:2/3	335
J6:3/1	1173

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2026 AM' (FG3: '2026 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	74	108	0	262	38	482
	B	47	0	14	235	510	137	943
	C	141	9	0	12	87	112	361
	D	0	141	10	10	410	233	804
	E	318	465	73	333	0	15	1204
	F	106	202	188	603	44	0	1143
	Tot.	612	891	393	1193	1313	535	4937

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 2: 2026 AM
Junction: J1: M69 (A5 north)	
J1:1/1	333
J1:1/2 (with short)	871(In) 538(Out)
J1:1/3 (short)	333
J1:2/1	259
J1:2/2	449
J1:2/3	170
J1:3/1	928
J1:3/2	385
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	106
J2:1/2 (with short)	496(In) 390(Out)
J2:1/3	647
J2:2/1	506
J2:2/2	698
J2:2/3	343
J2:3/1	267
J2:3/2	268
Junction: J3: M69 (wb offslip)	
J3:1/1	182
J3:1/2 (with short)	300(In) 150(Out)
J3:1/3 (short)	150
J3:2/1	1088
J3:2/2	990
J3:3/1	612
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	249
J4:1/2 (with short)	596(In) 347(Out)
J4:1/3	347
J4:2/1	379
J4:2/2	946
J4:2/3	172
J4:2/4	172
J4:3/1	891
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	99
J5:1/2 (with short)	361(In) 262(Out)

J5:2/1	1181
J5:2/2	519
J5:2/3	384
J5:2/4	135
J5:3/1	393
Junction: J6: M69 (eb offslip)	
J6:1/1	322
J6:1/2 (with short)	482(In) 321(Out)
J6:1/3 (short)	161
J6:2/1	606
J6:2/2	440
J6:2/3	341
J6:3/1	1193

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 + Dev AM' (FG5: '2026 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	74	108	0	262	41	485
	B	47	0	14	235	510	138	944
	C	141	9	0	12	87	115	364
	D	0	141	10	10	410	243	814
	E	318	465	73	333	0	15	1204
	F	120	218	190	636	44	0	1208
	Tot.	626	907	395	1226	1313	552	5019

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 3: 2026 + Dev AM
Junction: J1: M69 (A5 north)	
J1:1/1	333
J1:1/2 (with short)	871(In) 538(Out)
J1:1/3 (short)	333
J1:2/1	268
J1:2/2	457
J1:2/3	170
J1:3/1	936
J1:3/2	377
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	120
J2:1/2 (with short)	528(In) 408(Out)
J2:1/3	680
J2:2/1	506
J2:2/2	698
J2:2/3	343
J2:3/1	276
J2:3/2	276
Junction: J3: M69 (wb offslip)	
J3:1/1	182
J3:1/2 (with short)	303(In) 152(Out)
J3:1/3 (short)	151
J3:2/1	1106
J3:2/2	1023
J3:3/1	626
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	249
J4:1/2 (with short)	597(In) 348(Out)
J4:1/3	347
J4:2/1	381
J4:2/2	979
J4:2/3	174
J4:2/4	173
J4:3/1	907
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	99
J5:1/2 (with short)	364(In) 265(Out)

J5:2/1	1214
J5:2/2	522
J5:2/3	384
J5:2/4	136
J5:3/1	395
Junction: J6: M69 (eb offslip)	
J6:1/1	327
J6:1/2 (with short)	487(In) 326(Out)
J6:1/3 (short)	161
J6:2/1	609
J6:2/2	441
J6:2/3	344
J6:3/1	1226

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 AM' (FG7: '2031 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	81	117	0	284	42	524
	B	50	0	15	250	543	146	1004
	C	148	9	0	13	91	117	378
	D	0	153	11	11	445	252	872
	E	339	495	78	354	0	16	1282
	F	111	211	197	631	46	0	1196
	Tot.	648	949	418	1259	1409	573	5256

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 4: 2031 AM
Junction: J1: M69 (A5 north)	
J1:1/1	355
J1:1/2 (with short)	927(In) 573(Out)
J1:1/3 (short)	354
J1:2/1	278
J1:2/2	477
J1:2/3	184
J1:3/1	996
J1:3/2	413
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	111
J2:1/2 (with short)	519(In) 408(Out)
J2:1/3	677
J2:2/1	537
J2:2/2	746
J2:2/3	365
J2:3/1	286
J2:3/2	287
Junction: J3: M69 (wb offslip)	
J3:1/1	198
J3:1/2 (with short)	326(In) 163(Out)
J3:1/3 (short)	163
J3:2/1	1154
J3:2/2	1042
J3:3/1	648
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	265
J4:1/2 (with short)	635(In) 370(Out)
J4:1/3	369
J4:2/1	403
J4:2/2	996
J4:2/3	186
J4:2/4	186
J4:3/1	949
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	104
J5:1/2 (with short)	378(In) 274(Out)

Full Input Data And Results

J5:2/1	1246
J5:2/2	556
J5:2/3	411
J5:2/4	144
J5:3/1	418
Junction: J6: M69 (eb offslip)	
J6:1/1	349
J6:1/2 (with short)	523(In) 348(Out)
J6:1/3 (short)	175
J6:2/1	647
J6:2/2	469
J6:2/3	360
J6:3/1	1259

Lane Saturation Flows

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2031 + Dev AM' (FG9: '2031 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	81	117	0	284	44	526
	B	50	0	15	250	543	146	1004
	C	148	9	0	13	91	120	381
	D	0	153	11	11	445	263	883
	E	339	495	78	354	0	16	1282
	F	125	227	199	663	46	0	1260
	Tot.	662	965	420	1291	1409	589	5336

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 5: 2031 + Dev AM
Junction: J1: M69 (A5 north)	
J1:1/1	355
J1:1/2 (with short)	927(In) 573(Out)
J1:1/3 (short)	354
J1:2/1	286
J1:2/2	485
J1:2/3	184
J1:3/1	1002
J1:3/2	407
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	125
J2:1/2 (with short)	551(In) 426(Out)
J2:1/3	709
J2:2/1	537
J2:2/2	746
J2:2/3	365
J2:3/1	294
J2:3/2	295
Junction: J3: M69 (wb offslip)	
J3:1/1	198
J3:1/2 (with short)	328(In) 164(Out)
J3:1/3 (short)	164
J3:2/1	1172
J3:2/2	1074
J3:3/1	662
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	265
J4:1/2 (with short)	635(In) 370(Out)
J4:1/3	369
J4:2/1	405
J4:2/2	1028
J4:2/3	187
J4:2/4	187
J4:3/1	965
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	104
J5:1/2 (with short)	381(In) 277(Out)

J5:2/1	1278
J5:2/2	557
J5:2/3	411
J5:2/4	145
J5:3/1	420
Junction: J6: M69 (eb offslip)	
J6:1/1	354
J6:1/2 (with short)	529(In) 354(Out)
J6:1/3 (short)	175
J6:2/1	648
J6:2/2	471
J6:2/3	362
J6:3/1	1291

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2023 PM' (FG2: '2023 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	80	155	0	252	71	558
	B	37	1	9	157	446	212	862
	C	78	9	0	14	107	189	397
	D	0	391	13	7	458	618	1487
	E	170	382	105	277	0	16	950
	F	55	169	117	296	25	0	662
	Tot.	340	1032	399	751	1288	1106	4916

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 6: 2023 PM
Junction: J1: M69 (A5 north)	
J1:1/1	186
J1:1/2 (with short)	764(In) 487(Out)
J1:1/3 (short)	277
J1:2/1	545
J1:2/2	660
J1:2/3	421
J1:3/1	1087
J1:3/2	201
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	55
J2:1/2 (with short)	341(In) 286(Out)
J2:1/3	321
J2:2/1	285
J2:2/2	901
J2:2/3	284
J2:3/1	553
J2:3/2	553
Junction: J3: M69 (wb offslip)	
J3:1/1	235
J3:1/2 (with short)	323(In) 162(Out)
J3:1/3 (short)	161
J3:2/1	1187
J3:2/2	605
J3:3/1	340
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	166
J4:1/2 (with short)	514(In) 348(Out)
J4:1/3	348
J4:2/1	390
J4:2/2	580
J4:2/3	174
J4:2/4	174
J4:3/1	1032
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	121
J5:1/2 (with short)	397(In) 276(Out)

Full Input Data And Results

J5:2/1	737
J5:2/2	522
J5:2/3	343
J5:2/4	179
J5:3/1	399
Junction: J6: M69 (eb offslip)	
J6:1/1	458
J6:1/2 (with short)	1029(In) 618(Out)
J6:1/3 (short)	411
J6:2/1	629
J6:2/2	437
J6:2/3	361
J6:3/1	751

Lane Saturation Flows

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 PM' (FG4: '2026 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	82	160	0	259	73	574
	B	38	1	9	160	457	217	882
	C	79	9	0	14	108	191	401
	D	0	403	13	7	472	637	1532
	E	174	391	108	284	0	16	973
	F	56	171	119	300	26	0	672
	Tot.	347	1057	409	765	1322	1134	5034

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 7: 2026 PM
Junction: J1: M69 (A5 north)	
J1:1/1	190
J1:1/2 (with short)	783(In) 499(Out)
J1:1/3 (short)	284
J1:2/1	558
J1:2/2	677
J1:2/3	433
J1:3/1	1116
J1:3/2	206
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	56
J2:1/2 (with short)	346(In) 290(Out)
J2:1/3	326
J2:2/1	291
J2:2/2	925
J2:2/3	291
J2:3/1	566
J2:3/2	568
Junction: J3: M69 (wb offslip)	
J3:1/1	242
J3:1/2 (with short)	332(In) 166(Out)
J3:1/3 (short)	166
J3:2/1	1215
J3:2/2	617
J3:3/1	347
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	169
J4:1/2 (with short)	526(In) 357(Out)
J4:1/3	356
J4:2/1	400
J4:2/2	591
J4:2/3	179
J4:2/4	179
J4:3/1	1057
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	122
J5:1/2 (with short)	401(In) 279(Out)

J5:2/1	751
J5:2/2	536
J5:2/3	351
J5:2/4	184
J5:3/1	409
Junction: J6: M69 (eb offslip)	
J6:1/1	472
J6:1/2 (with short)	1060(In) 637(Out)
J6:1/3 (short)	423
J6:2/1	644
J6:2/2	446
J6:2/3	368
J6:3/1	765

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 + Dev PM' (FG6: '2026 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	82	160	0	259	73	574
	B	38	1	9	160	457	242	907
	C	79	9	0	14	108	194	404
	D	0	403	13	7	472	669	1564
	E	174	391	108	284	0	16	973
	F	58	177	119	305	26	0	685
	Tot.	349	1063	409	770	1322	1194	5107

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 8: 2026 + Dev PM
Junction: J1: M69 (A5 north)	
J1:1/1	190
J1:1/2 (with short)	783(In) 499(Out)
J1:1/3 (short)	284
J1:2/1	589
J1:2/2	706
J1:2/3	433
J1:3/1	1128
J1:3/2	194
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	58
J2:1/2 (with short)	354(In) 296(Out)
J2:1/3	331
J2:2/1	291
J2:2/2	925
J2:2/3	291
J2:3/1	597
J2:3/2	597
Junction: J3: M69 (wb offslip)	
J3:1/1	242
J3:1/2 (with short)	332(In) 166(Out)
J3:1/3 (short)	166
J3:2/1	1221
J3:2/2	622
J3:3/1	349
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	169
J4:1/2 (with short)	538(In) 369(Out)
J4:1/3	369
J4:2/1	400
J4:2/2	596
J4:2/3	179
J4:2/4	179
J4:3/1	1063
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	122
J5:1/2 (with short)	404(In) 282(Out)

Full Input Data And Results

J5:2/1	756
J5:2/2	548
J5:2/3	352
J5:2/4	196
J5:3/1	409
Junction: J6: M69 (eb offslip)	
J6:1/1	472
J6:1/2 (with short)	1092(In) 669(Out)
J6:1/3 (short)	423
J6:2/1	656
J6:2/2	449
J6:2/3	381
J6:3/1	770

Lane Saturation Flows

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 PM' (FG8: '2031 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	90	173	0	282	80	625
	B	41	1	10	171	487	231	941
	C	82	10	0	15	113	200	420
	D	0	438	15	8	513	692	1666
	E	186	416	115	303	0	17	1037
	F	59	180	124	314	27	0	704
	Tot.	368	1135	437	811	1422	1220	5393

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 9: 2031 PM
Junction: J1: M69 (A5 north)	
J1:1/1	203
J1:1/2 (with short)	834(In) 531(Out)
J1:1/3 (short)	303
J1:2/1	601
J1:2/2	725
J1:2/3	472
J1:3/1	1200
J1:3/2	222
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	59
J2:1/2 (with short)	363(In) 304(Out)
J2:1/3	341
J2:2/1	309
J2:2/2	995
J2:2/3	311
J2:3/1	610
J2:3/2	610
Junction: J3: M69 (wb offslip)	
J3:1/1	263
J3:1/2 (with short)	362(In) 181(Out)
J3:1/3 (short)	181
J3:2/1	1299
J3:2/2	652
J3:3/1	368
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	181
J4:1/2 (with short)	561(In) 380(Out)
J4:1/3	380
J4:2/1	427
J4:2/2	625
J4:2/3	194
J4:2/4	195
J4:3/1	1135
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	128
J5:1/2 (with short)	420(In) 292(Out)

J5:2/1	796
J5:2/2	574
J5:2/3	377
J5:2/4	198
J5:3/1	437
Junction: J6: M69 (eb offslip)	
J6:1/1	513
J6:1/2 (with short)	1153(In) 692(Out)
J6:1/3 (short)	461
J6:2/1	687
J6:2/2	477
J6:2/3	390
J6:3/1	811

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 + Dev PM' (FG10: '2031 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	90	173	0	282	80	625
	B	41	1	10	171	487	257	967
	C	82	10	0	15	113	203	423
	D	0	438	15	8	513	724	1698
	E	186	416	115	303	0	17	1037
	F	60	185	125	319	27	0	716
	Tot.	369	1140	438	816	1422	1281	5466

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 10: 2031 + Dev PM
Junction: J1: M69 (A5 north)	
J1:1/1	203
J1:1/2 (with short)	834(In) 531(Out)
J1:1/3 (short)	303
J1:2/1	631
J1:2/2	756
J1:2/3	472
J1:3/1	1213
J1:3/2	209
Junction: J2: M69 (rugby road)	
J2:1/1 (short)	60
J2:1/2 (with short)	370(In) 310(Out)
J2:1/3	346
J2:2/1	309
J2:2/2	995
J2:2/3	311
J2:3/1	640
J2:3/2	641
Junction: J3: M69 (wb offslip)	
J3:1/1	263
J3:1/2 (with short)	362(In) 181(Out)
J3:1/3 (short)	181
J3:2/1	1305
J3:2/2	657
J3:3/1	369
Junction: J4: M69 (A5 south)	
J4:1/1 (short)	181
J4:1/2 (with short)	574(In) 393(Out)
J4:1/3	393
J4:2/1	428
J4:2/2	630
J4:2/3	194
J4:2/4	195
J4:3/1	1140
Junction: J5: M69 (hinckley road) - priority	
J5:1/1 (short)	128
J5:1/2 (with short)	423(In) 295(Out)

Full Input Data And Results

J5:2/1	801
J5:2/2	587
J5:2/3	377
J5:2/4	211
J5:3/1	438
Junction: J6: M69 (eb offslip)	
J6:1/1	513
J6:1/2 (with short)	1185(In) 724(Out)
J6:1/3 (short)	461
J6:2/1	700
J6:2/2	478
J6:2/3	405
J6:3/1	816

Lane Saturation Flows

Junction: J1: M69 (A5 north)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A5 North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A5 North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (A5 North Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (NB CIRC (A5 North) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (NB CIRC (A5 North) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/3 (NB CIRC (A5 North) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (A5 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A5 North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M69 (rugby road)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (Rugby Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Rugby Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (EB Circ (Rugby Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (EB Circ (Rugby Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (EB Circ (Rugby Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Rugby Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Rugby Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: M69 (wb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (M69 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (M69 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (M69 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (SB CIRC (M69 WB off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (SB CIRC (M69 WB off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (M69 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: M69 (A5 south)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A5 South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/2 (A5 South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (A5 South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (SB CIRC (A5 South) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (SB CIRC (A5 South) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/3 (SB CIRC (A5 South) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/4 (SB CIRC (A5 South) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (A5 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: M69 (hinckley road) - priority								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Hinckley Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:1/2 (Hinckley Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/1 (WB CIRC (Hinckley Rd) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/2 (WB CIRC (Hinckley Rd) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/3 (WB CIRC (Hinckley Rd) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J5:2/4 (WB CIRC (Hinckley Rd) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J5:3/1 (Hinckley Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

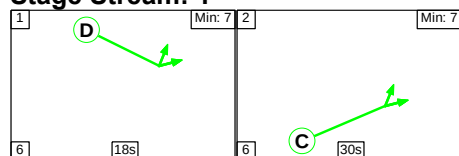
Full Input Data And Results

Junction: J6: M69 (eb offslip)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (M69 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/2 (M69 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:1/3 (M69 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/1 (NB CIRC (M69 EB Off) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/2 (NB CIRC (M69 EB Off) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J6:2/3 (NB CIRC (M69 EB Off) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J6:3/1 (M69 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

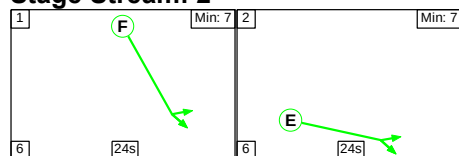
Scenario 1: '2023 AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

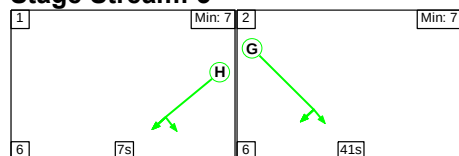
Stage Stream: 1



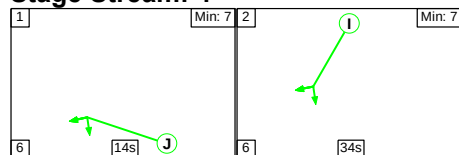
Stage Stream: 2



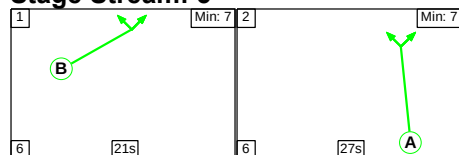
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	54	18

Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	23	53

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	51	4

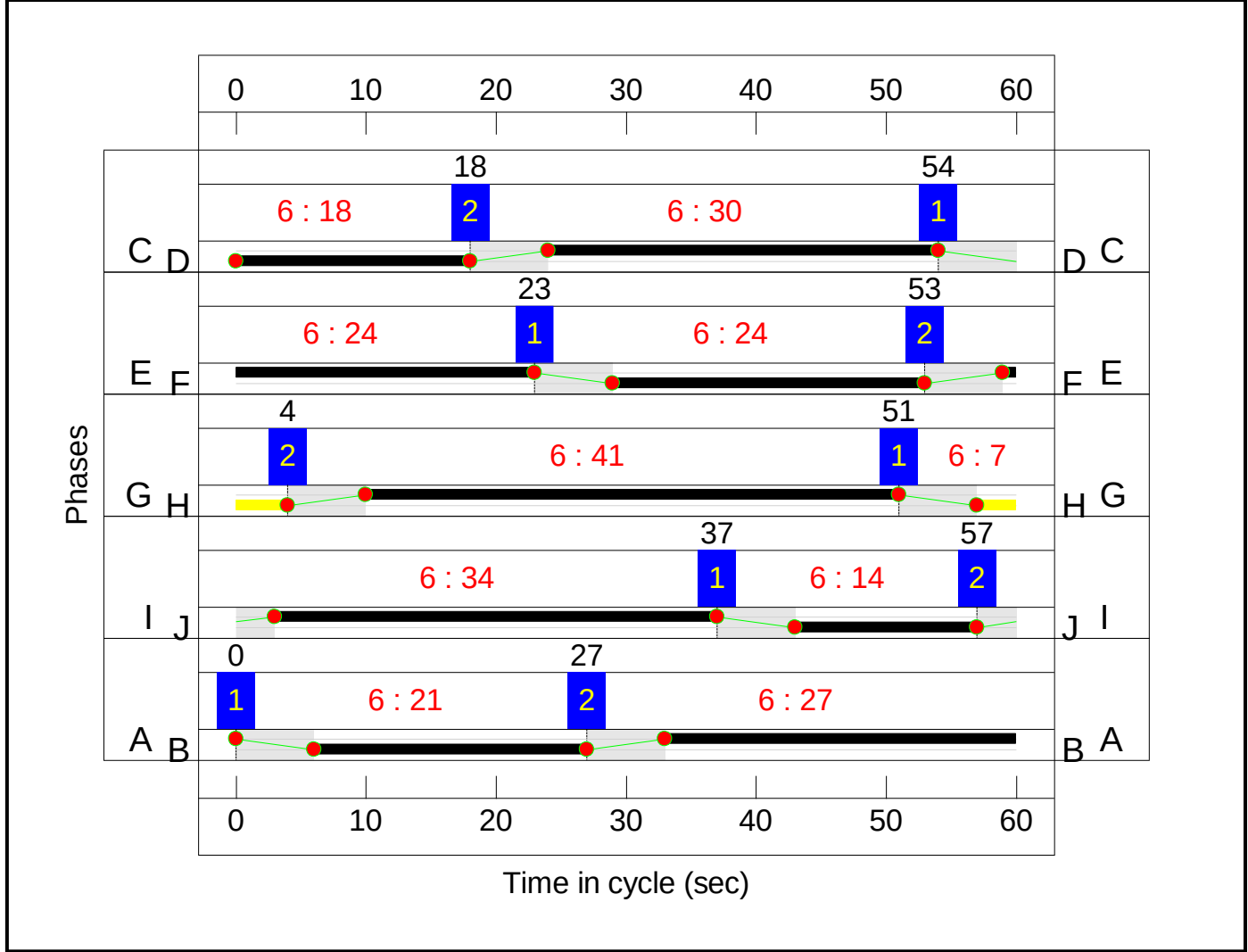
Stage Stream: 4

Stage	1	2
Duration	14	34
Change Point	37	57

Stage Stream: 5

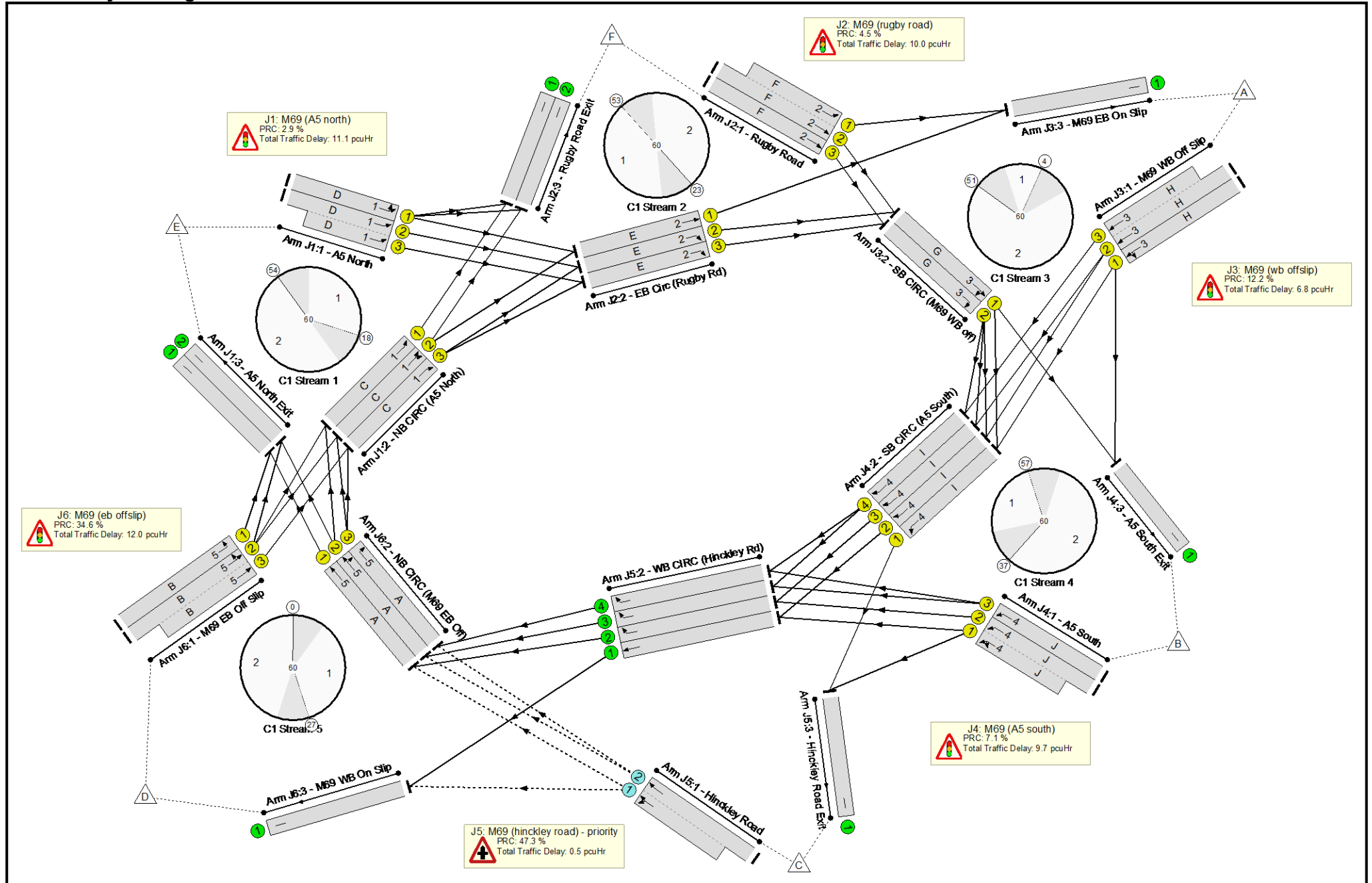
Stage	1	2
Duration	21	27
Change Point	0	27

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: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	87.4%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	87.4%
1/1	A5 North Ahead Left	U	1	N/A	D		1	18	-	325	1900	602	54.0%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	18	-	851	1900:1900	602+372	87.4 : 87.4%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	30	-	254	1900	982	25.9%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	30	-	439	1900	982	44.7%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	30	-	166	1900	982	16.9%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	24	-	490	1900:1900	792+216	48.6 : 48.6%
1/3	Rugby Road Ahead	U	2	N/A	F		1	24	-	640	1900	792	80.8%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	24	-	496	1900	792	62.7%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	24	-	682	1900	792	86.1%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	24	-	335	1900	792	42.3%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	80.2%

Full Input Data And Results

1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	177	1900	253	69.9%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	291	1900:1900	253+253	57.2 : 57.6%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1067	1900	1330	80.2%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	975	1900	1330	73.3%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	14	-	584	1900:1900	475+475	71.6 : 51.4%
1/3	A5 South Ahead	U	4	N/A	J		1	14	-	339	1900	475	71.4%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	34	-	372	1900	1108	33.6%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	34	-	931	1900	1108	84.0%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	34	-	167	1900	1108	15.1%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	34	-	168	1900	1108	15.2%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	61.1%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	357	1900:1900	632+239	41.0 : 41.0%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	1161	1900	1900	61.1%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	507	1900	1900	26.7%
2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	376	1900	1900	19.8%

Full Input Data And Results

2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	131	1900	1900	6.9%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	21	-	312	1900	697	44.8%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	21	-	469	1900:1900	697+351	44.8 : 44.8%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	27	-	593	1900	887	66.9%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	27	-	431	1900	887	48.6%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	27	-	335	1900	887	37.8%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	1173	Inf	Inf	0.0%

Full Input Data And Results

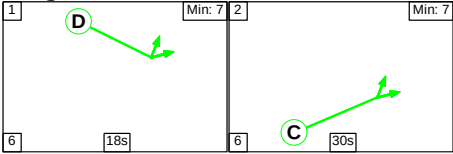
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	714	0	0	38.8	11.4	0.0	50.1	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	7.2	3.9	0.0	11.1	-	-	-	-
1/1	325	325	-	-	-	1.5	0.6	-	2.1	23.4	4.4	0.6	5.0
1/2+1/3	851	851	-	-	-	4.4	3.3	-	7.7	32.4	8.2	3.3	11.5
2/1	254	254	-	-	-	0.3	0.0	-	0.3	4.8	1.9	0.0	1.9
2/2	439	439	-	-	-	0.6	0.0	-	0.6	4.8	2.5	0.0	2.5
2/3	166	166	-	-	-	0.4	0.0	-	0.4	8.5	2.3	0.0	2.3
3/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	7.5	2.5	0.0	10.0	-	-	-	-
1/2+1/1	490	490	-	-	-	1.7	0.5	-	2.2	15.8	4.6	0.5	5.1
1/3	640	640	-	-	-	2.7	2.1	-	4.8	27.0	9.2	2.1	11.3
2/1	496	496	-	-	-	0.8	0.0	-	0.8	6.0	3.5	0.0	3.5
2/2	682	682	-	-	-	1.9	0.0	-	1.9	10.2	4.0	0.0	4.0
2/3	335	335	-	-	-	0.3	0.0	-	0.3	3.4	0.6	0.0	0.6
3/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	5.0	1.8	0.0	6.8	-	-	-	-
1/1	177	177	-	-	-	1.2	1.1	-	2.3	47.8	2.8	1.1	3.9
1/2+1/3	291	291	-	-	-	2.0	0.7	-	2.6	32.7	2.3	0.7	2.9
2/1	1067	1067	-	-	-	0.5	0.0	-	0.5	1.6	5.4	0.0	5.4
2/2	975	975	-	-	-	1.3	0.0	-	1.3	4.9	5.0	0.0	5.0
3/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

J4: M69 (A5 south)	-	-	0	0	0	7.7	2.0	0.0	9.7	-	-	-	-
1/2+1/1	584	584	-	-	-	3.3	0.8	-	4.0	25.0	5.1	0.8	5.9
1/3	339	339	-	-	-	1.9	1.2	-	3.2	33.5	5.1	1.2	6.3
2/1	372	372	-	-	-	0.7	0.0	-	0.7	6.6	4.5	0.0	4.5
2/2	931	931	-	-	-	1.8	0.0	-	1.8	6.8	6.6	0.0	6.6
2/3	167	167	-	-	-	0.0	0.0	-	0.0	0.7	0.2	0.0	0.2
2/4	168	168	-	-	-	0.0	0.0	-	0.0	0.7	0.2	0.0	0.2
3/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	714	0	0	0.1	0.3	0.0	0.5	-	-	-	-
1/2+1/1	357	357	714	0	0	0.1	0.3	-	0.5	4.7	0.9	0.3	1.3
2/1	1161	1161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	11.2	0.8	0.0	12.0	-	-	-	-
1/1	312	312	-	-	-	1.2	0.4	-	1.7	19.1	3.9	0.4	4.3
1/2+1/3	469	469	-	-	-	1.8	0.4	-	2.2	17.1	3.9	0.4	4.3
2/1	593	593	-	-	-	4.1	0.0	-	4.1	24.8	9.1	0.0	9.1
2/2	431	431	-	-	-	2.6	0.0	-	2.6	21.8	6.6	0.0	6.6
2/3	335	335	-	-	-	1.5	0.0	-	1.5	15.8	4.3	0.0	4.3
3/1	1173	1173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 2.9 Total Delay for Signalled Lanes (pcuHr): 11.08 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 4.5 Total Delay for Signalled Lanes (pcuHr): 10.02 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): 12.2 Total Delay for Signalled Lanes (pcuHr): 6.80 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 7.1 Total Delay for Signalled Lanes (pcuHr): 9.72 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 34.6 Total Delay for Signalled Lanes (pcuHr): 12.05 Cycle Time (s): 60 PRC Over All Lanes (%): 2.9 Total Delay Over All Lanes(pcuHr): 50.14													

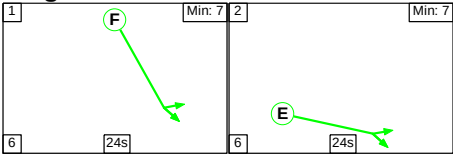
Full Input Data And Results
Scenario 2: '2026 AM' (FG3: '2026 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

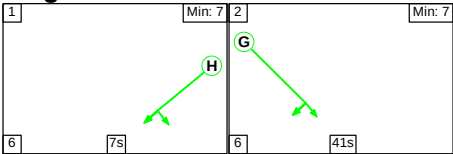
Stage Stream: 1



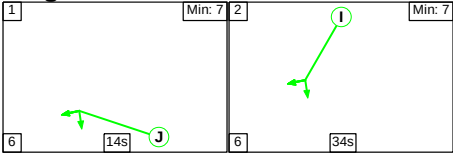
Stage Stream: 2



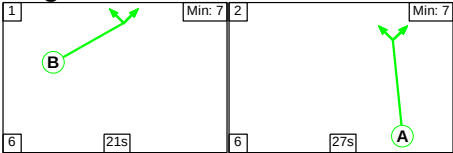
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	54	18

Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	23	53

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	51	4

Full Input Data And Results

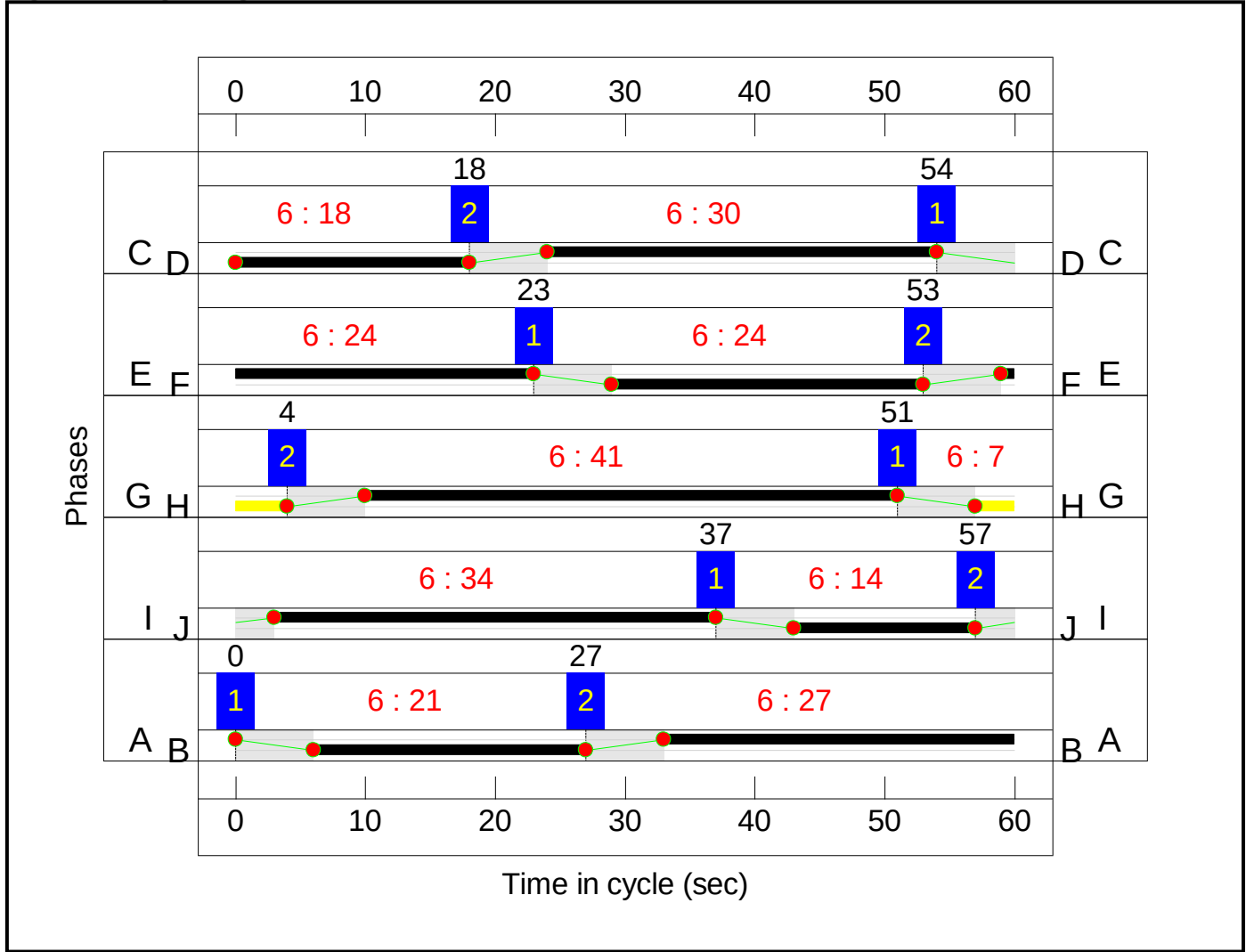
Stage Stream: 4

Stage	1	2
Duration	14	34
Change Point	37	57

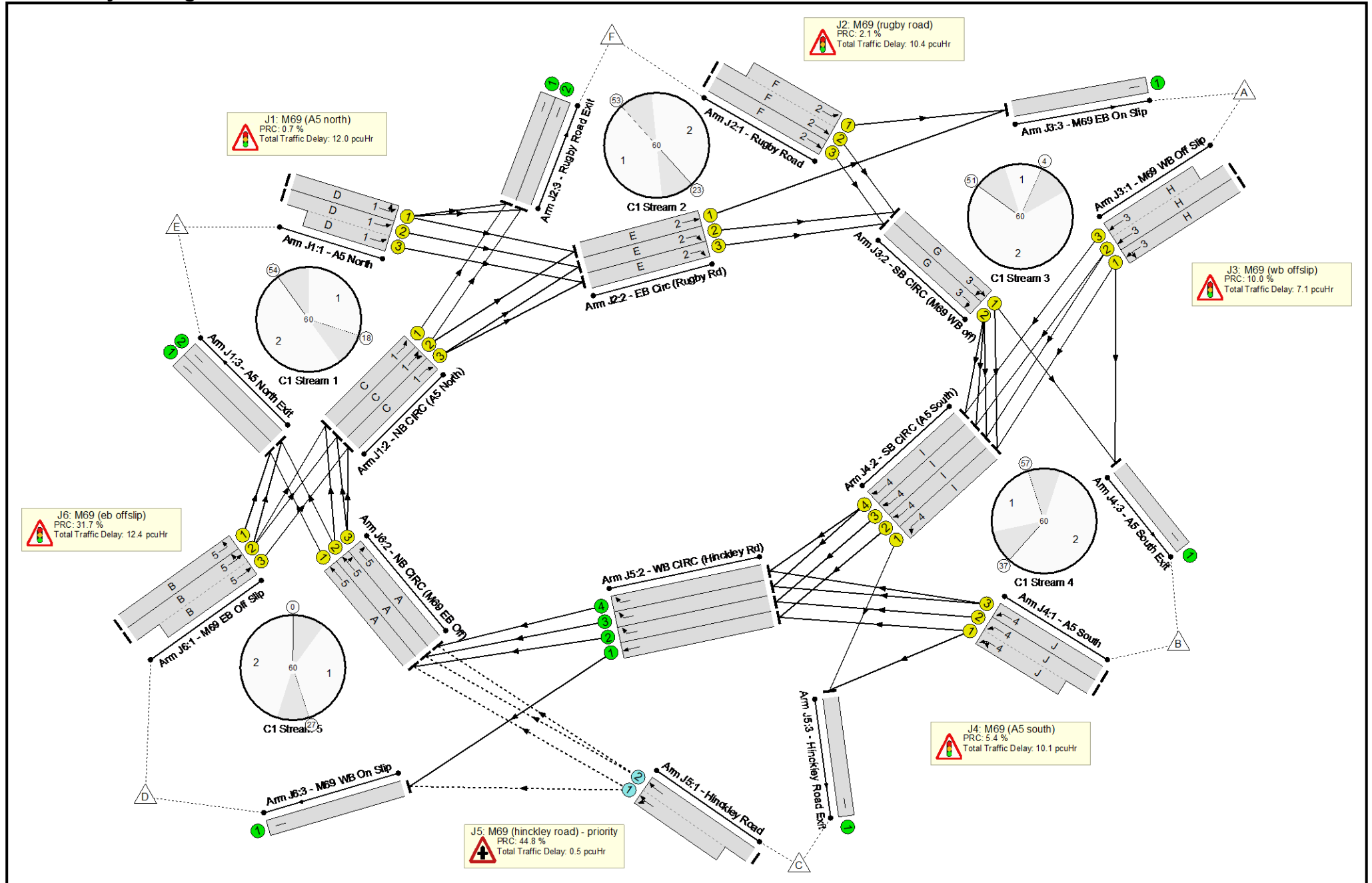
Stage Stream: 5

Stage	1	2
Duration	21	27
Change Point	0	27

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: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/1	A5 North Ahead Left	U	1	N/A	D		1	18	-	333	1900	602	55.3%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	18	-	871	1900:1900	602+372	89.4 : 89.4%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	30	-	259	1900	982	26.4%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	30	-	449	1900	982	45.7%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	30	-	170	1900	982	17.3%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	88.2%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	24	-	496	1900:1900	792+215	49.3 : 49.3%
1/3	Rugby Road Ahead	U	2	N/A	F		1	24	-	647	1900	792	81.7%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	24	-	506	1900	792	63.9%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	24	-	698	1900	792	88.2%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	24	-	343	1900	792	43.3%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	81.8%

Full Input Data And Results

1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	182	1900	253	71.8%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	300	1900:1900	253+253	59.2 : 59.2%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1088	1900	1330	81.8%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	990	1900	1330	74.4%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	14	-	596	1900:1900	475+475	73.1 : 52.4%
1/3	A5 South Ahead	U	4	N/A	J		1	14	-	347	1900	475	73.1%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	34	-	379	1900	1108	34.2%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	34	-	946	1900	1108	85.4%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	34	-	172	1900	1108	15.5%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	34	-	172	1900	1108	15.5%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	891	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	62.2%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	361	1900:1900	621+235	42.2 : 42.2%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	1181	1900	1900	62.2%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	519	1900	1900	27.3%
2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	384	1900	1900	20.2%

Full Input Data And Results

2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	135	1900	1900	7.1%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	68.3%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	21	-	322	1900	697	46.2%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	21	-	482	1900:1900	697+349	46.1 : 46.1%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	27	-	606	1900	887	68.3%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	27	-	440	1900	887	49.6%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	27	-	341	1900	887	38.5%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	1193	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: M69 Junction 1 - Existing Layout	-	-	722	0	0	39.9	12.5	0.0	52.5	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	7.4	4.5	0.0	12.0	-	-	-	-
1/1	333	333	-	-	-	1.6	0.6	-	2.2	23.7	4.5	0.6	5.1
1/2+1/3	871	871	-	-	-	4.5	3.9	-	8.4	34.8	8.5	3.9	12.4
2/1	259	259	-	-	-	0.3	0.0	-	0.3	4.8	2.0	0.0	2.0
2/2	449	449	-	-	-	0.6	0.0	-	0.6	4.8	2.6	0.0	2.6
2/3	170	170	-	-	-	0.4	0.0	-	0.4	8.6	2.4	0.0	2.4
3/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	7.8	2.7	0.0	10.4	-	-	-	-
1/2+1/1	496	496	-	-	-	1.7	0.5	-	2.2	15.9	4.8	0.5	5.3
1/3	647	647	-	-	-	2.8	2.2	-	5.0	27.6	9.5	2.2	11.7
2/1	506	506	-	-	-	0.8	0.0	-	0.8	6.0	3.6	0.0	3.6
2/2	698	698	-	-	-	2.1	0.0	-	2.1	10.8	4.2	0.0	4.2
2/3	343	343	-	-	-	0.3	0.0	-	0.3	3.3	0.6	0.0	0.6
3/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	5.2	2.0	0.0	7.1	-	-	-	-
1/1	182	182	-	-	-	1.3	1.2	-	2.5	49.3	2.9	1.2	4.1
1/2+1/3	300	300	-	-	-	2.0	0.7	-	2.8	33.1	2.3	0.7	3.1
2/1	1088	1088	-	-	-	0.5	0.0	-	0.5	1.6	5.7	0.0	5.7
2/2	990	990	-	-	-	1.4	0.0	-	1.4	5.0	5.1	0.0	5.1
3/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

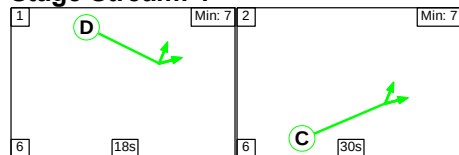
J4: M69 (A5 south)	-	-	0	0	0	7.9	2.2	0.0	10.1	-	-	-	-
1/2+1/1	596	596	-	-	-	3.3	0.8	-	4.2	25.2	5.3	0.8	6.1
1/3	347	347	-	-	-	2.0	1.3	-	3.3	34.4	5.3	1.3	6.6
2/1	379	379	-	-	-	0.7	0.0	-	0.7	6.6	4.5	0.0	4.5
2/2	946	946	-	-	-	1.8	0.0	-	1.8	7.0	6.8	0.0	6.8
2/3	172	172	-	-	-	0.0	0.0	-	0.0	0.6	0.2	0.0	0.2
2/4	172	172	-	-	-	0.0	0.0	-	0.0	0.6	0.2	0.0	0.2
3/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	722	0	0	0.1	0.4	0.0	0.5	-	-	-	-
1/2+1/1	361	361	722	0	0	0.1	0.4	-	0.5	4.9	0.9	0.4	1.3
2/1	1181	1181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	11.6	0.9	0.0	12.4	-	-	-	-
1/1	322	322	-	-	-	1.3	0.4	-	1.7	19.3	4.0	0.4	4.5
1/2+1/3	482	482	-	-	-	1.9	0.4	-	2.3	17.2	4.0	0.4	4.4
2/1	606	606	-	-	-	4.2	0.0	-	4.2	25.0	9.3	0.0	9.3
2/2	440	440	-	-	-	2.7	0.0	-	2.7	21.9	6.7	0.0	6.7
2/3	341	341	-	-	-	1.5	0.0	-	1.5	15.8	4.4	0.0	4.4
3/1	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 0.7 Total Delay for Signalled Lanes (pcuHr): 11.95 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 10.41 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): 10.0 Total Delay for Signalled Lanes (pcuHr): 7.12 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 10.08 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 31.7 Total Delay for Signalled Lanes (pcuHr): 12.41 Cycle Time (s): 60 PRC Over All Lanes (%): 0.7 Total Delay Over All Lanes(pcuHr): 52.47													

Full Input Data And Results

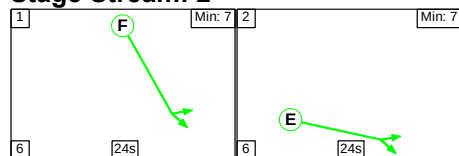
Scenario 3: '2026 + Dev AM' (FG5: '2026 + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

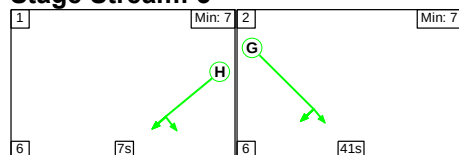
Stage Stream: 1



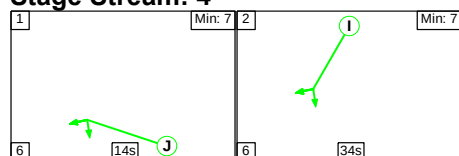
Stage Stream: 2



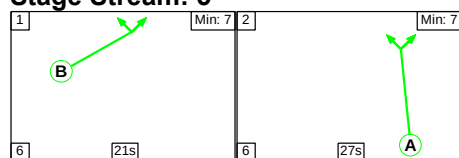
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	54	18

Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	23	53

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	51	4

Full Input Data And Results

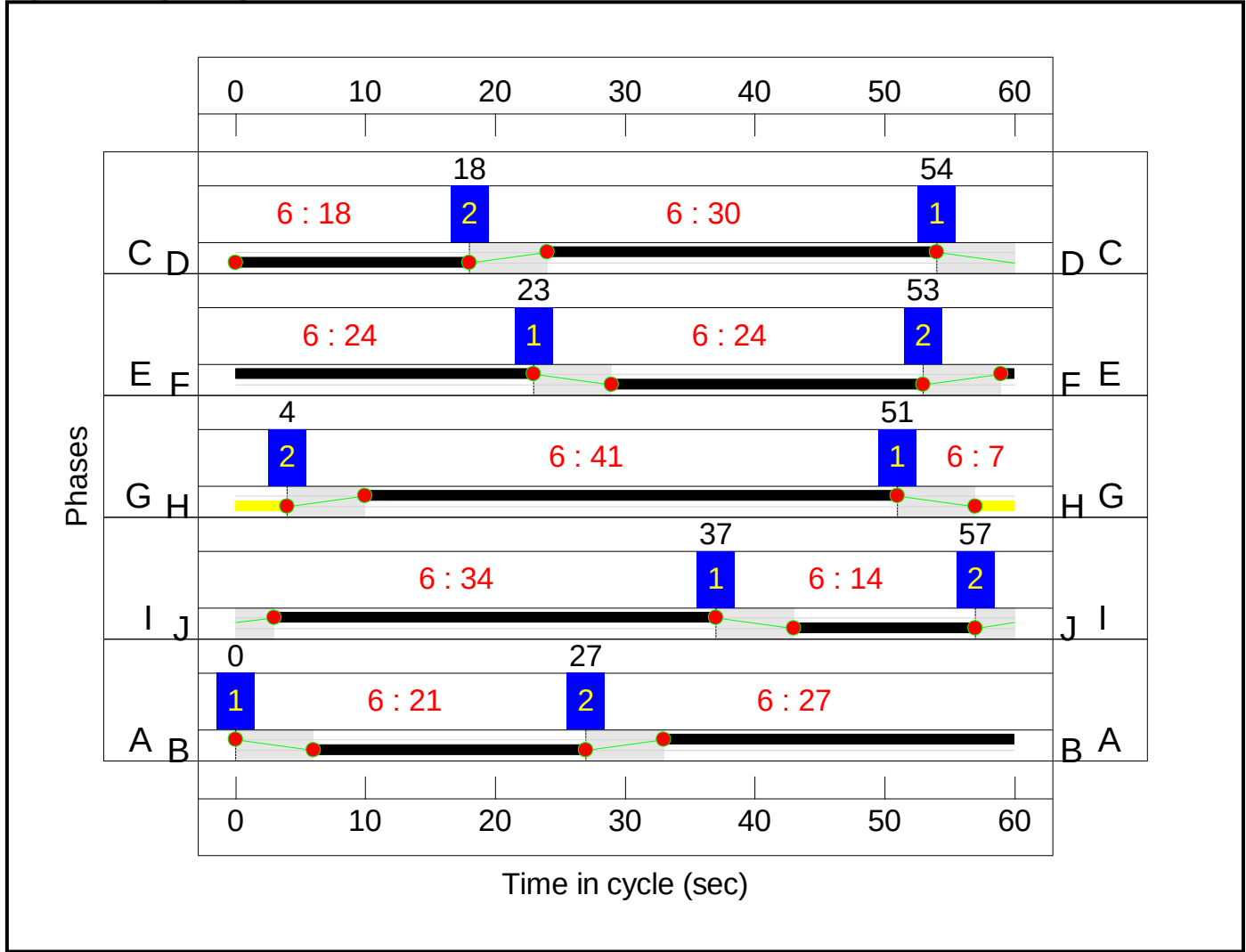
Stage Stream: 4

Stage	1	2
Duration	14	34
Change Point	37	57

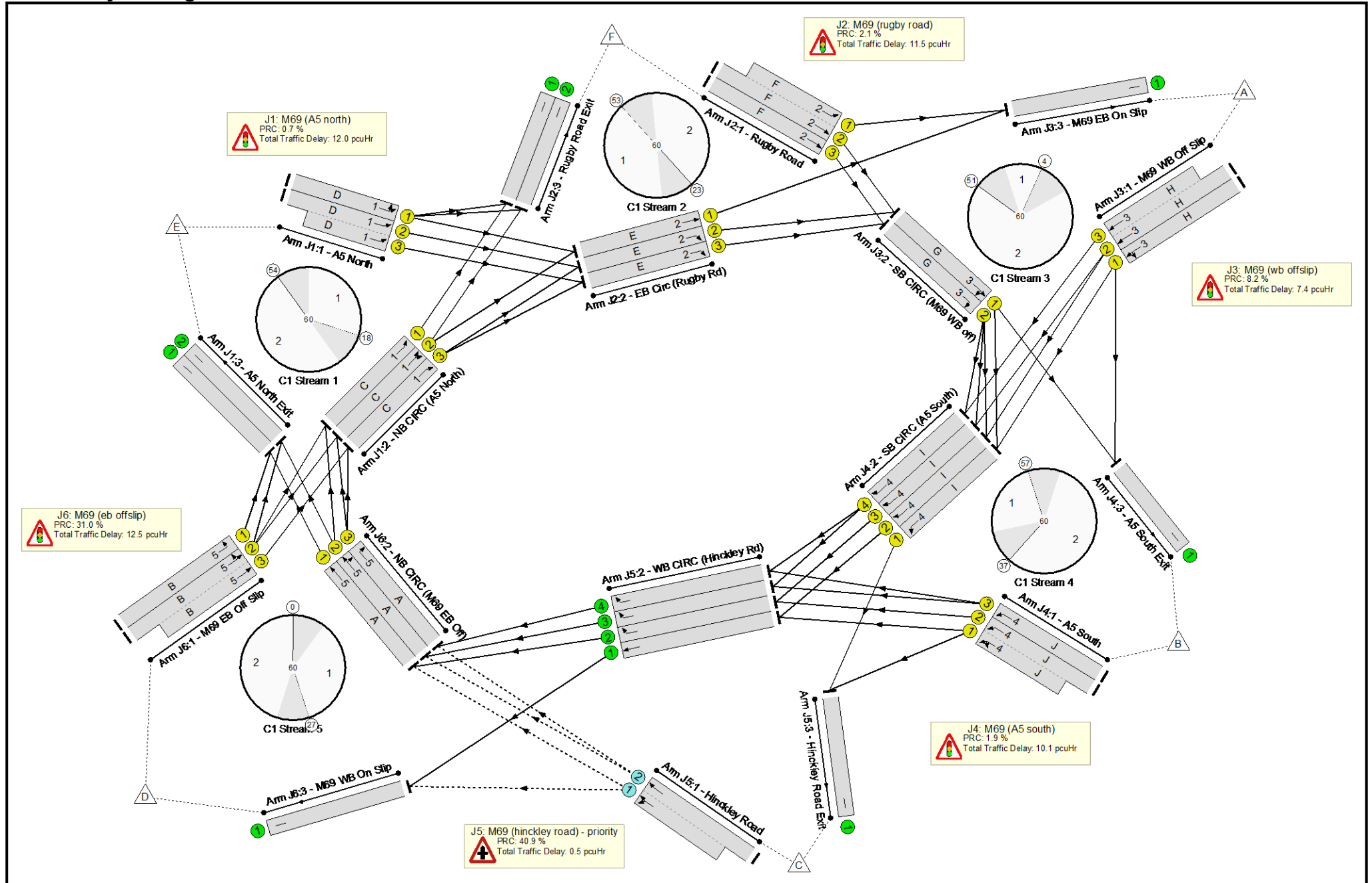
Stage Stream: 5

Stage	1	2
Duration	21	27
Change Point	0	27

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: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/1	A5 North Ahead Left	U	1	N/A	D		1	18	-	333	1900	602	55.3%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	18	-	871	1900:1900	602+372	89.4 : 89.4%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	30	-	268	1900	982	27.3%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	30	-	457	1900	982	46.6%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	30	-	170	1900	982	17.3%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	88.2%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	24	-	528	1900:1900	792+233	51.5 : 51.5%
1/3	Rugby Road Ahead	U	2	N/A	F		1	24	-	680	1900	792	85.9%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	24	-	506	1900	792	63.9%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	24	-	698	1900	792	88.2%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	24	-	343	1900	792	43.3%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	83.2%

Full Input Data And Results

1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	182	1900	253	71.8%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	303	1900:1900	253+253	60.0 : 59.6%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1106	1900	1330	83.2%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	1023	1900	1330	76.9%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	88.3%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	14	-	597	1900:1900	475+475	73.3 : 52.4%
1/3	A5 South Ahead	U	4	N/A	J		1	14	-	347	1900	475	73.1%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	34	-	381	1900	1108	34.4%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	34	-	979	1900	1108	88.3%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	34	-	174	1900	1108	15.7%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	34	-	173	1900	1108	15.6%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	63.9%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	364	1900:1900	611+228	43.3 : 43.3%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	1214	1900	1900	63.9%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	522	1900	1900	27.5%
2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	384	1900	1900	20.2%

Full Input Data And Results

2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	136	1900	1900	7.2%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	68.7%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	21	-	327	1900	697	46.9%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	21	-	487	1900:1900	697+344	46.8 : 46.8%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	27	-	609	1900	887	68.7%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	27	-	441	1900	887	49.7%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	27	-	344	1900	887	38.8%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	1226	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: M69 Junction 1 - Existing Layout	-	-	728	0	0	40.6	13.4	0.0	54.0	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	7.4	4.5	0.0	12.0	-	-	-	-
1/1	333	333	-	-	-	1.6	0.6	-	2.2	23.7	4.5	0.6	5.1
1/2+1/3	871	871	-	-	-	4.5	3.9	-	8.4	34.8	8.5	3.9	12.4
2/1	268	268	-	-	-	0.4	0.0	-	0.4	4.8	2.1	0.0	2.1
2/2	457	457	-	-	-	0.6	0.0	-	0.6	4.8	2.7	0.0	2.7
2/3	170	170	-	-	-	0.4	0.0	-	0.4	8.6	2.4	0.0	2.4
3/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	8.1	3.4	0.0	11.5	-	-	-	-
1/2+1/1	528	528	-	-	-	1.8	0.5	-	2.4	16.2	5.0	0.5	5.5
1/3	680	680	-	-	-	3.0	2.9	-	5.9	31.2	10.2	2.9	13.1
2/1	506	506	-	-	-	0.8	0.0	-	0.8	5.9	3.6	0.0	3.6
2/2	698	698	-	-	-	2.1	0.0	-	2.1	10.8	4.2	0.0	4.2
2/3	343	343	-	-	-	0.3	0.0	-	0.3	3.3	0.6	0.0	0.6
3/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	5.4	2.0	0.0	7.4	-	-	-	-
1/1	182	182	-	-	-	1.3	1.2	-	2.5	49.3	2.9	1.2	4.1
1/2+1/3	303	303	-	-	-	2.1	0.7	-	2.8	33.3	2.4	0.7	3.1
2/1	1106	1106	-	-	-	0.5	0.0	-	0.5	1.7	5.7	0.0	5.7
2/2	1023	1023	-	-	-	1.6	0.0	-	1.6	5.5	5.6	0.0	5.6
3/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

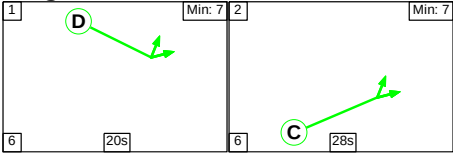
J4: M69 (A5 south)	-	-	0	0	0	7.9	2.2	0.0	10.1	-	-	-	-
1/2+1/1	597	597	-	-	-	3.3	0.8	-	4.2	25.2	5.3	0.8	6.2
1/3	347	347	-	-	-	2.0	1.3	-	3.3	34.4	5.3	1.3	6.6
2/1	381	381	-	-	-	0.7	0.0	-	0.7	6.5	4.5	0.0	4.5
2/2	979	979	-	-	-	1.8	0.0	-	1.8	6.8	6.8	0.0	6.8
2/3	174	174	-	-	-	0.0	0.0	-	0.0	0.6	0.2	0.0	0.2
2/4	173	173	-	-	-	0.0	0.0	-	0.0	0.6	0.2	0.0	0.2
3/1	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	728	0	0	0.1	0.4	0.0	0.5	-	-	-	-
1/2+1/1	364	364	728	0	0	0.1	0.4	-	0.5	5.1	1.0	0.4	1.3
2/1	1214	1214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	11.6	0.9	0.0	12.5	-	-	-	-
1/1	327	327	-	-	-	1.3	0.4	-	1.8	19.4	4.1	0.4	4.5
1/2+1/3	487	487	-	-	-	1.9	0.4	-	2.3	17.3	4.1	0.4	4.5
2/1	609	609	-	-	-	4.2	0.0	-	4.2	25.0	9.4	0.0	9.4
2/2	441	441	-	-	-	2.7	0.0	-	2.7	21.8	6.7	0.0	6.7
2/3	344	344	-	-	-	1.5	0.0	-	1.5	15.8	4.4	0.0	4.4
3/1	1226	1226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 0.7 Total Delay for Signalled Lanes (pcuHr): 11.98 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 11.52 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): 8.2 Total Delay for Signalled Lanes (pcuHr): 7.38 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 1.9 Total Delay for Signalled Lanes (pcuHr): 10.10 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 31.0 Total Delay for Signalled Lanes (pcuHr): 12.51 Cycle Time (s): 60 PRC Over All Lanes (%): 0.7 Total Delay Over All Lanes(pcuHr): 54.01													

Full Input Data And Results

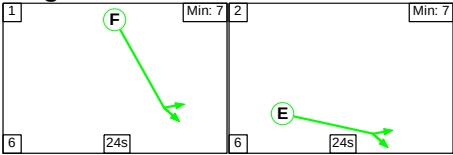
Scenario 4: '2031 AM' (FG7: '2031 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

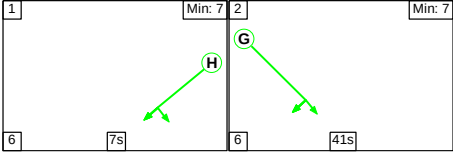
Stage Stream: 1



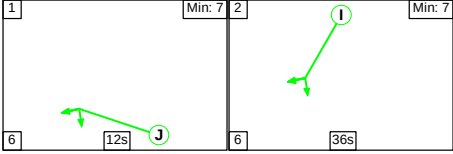
Stage Stream: 2



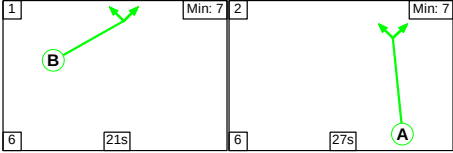
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	53	19

Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	21	51

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	47	0

Full Input Data And Results

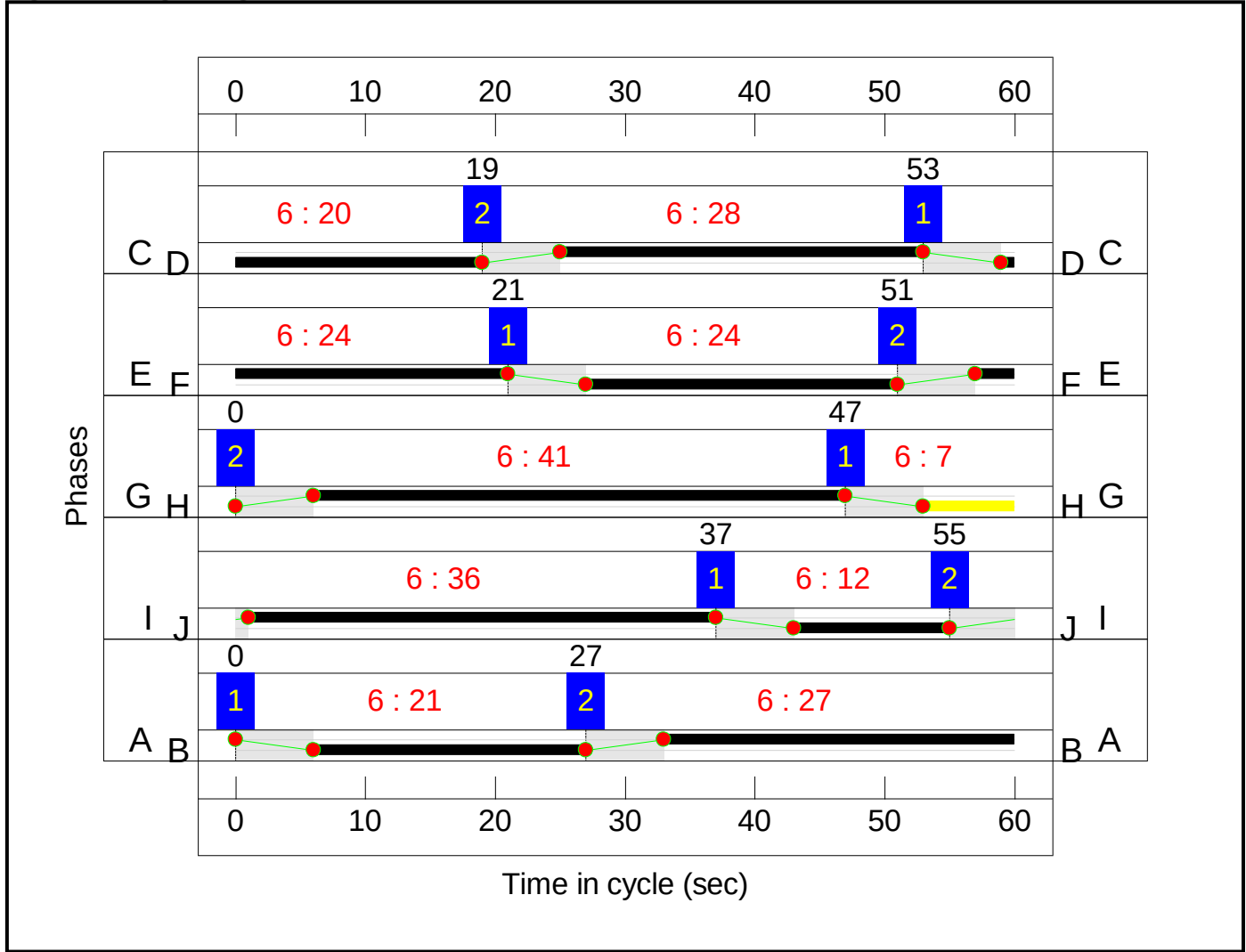
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	37	55

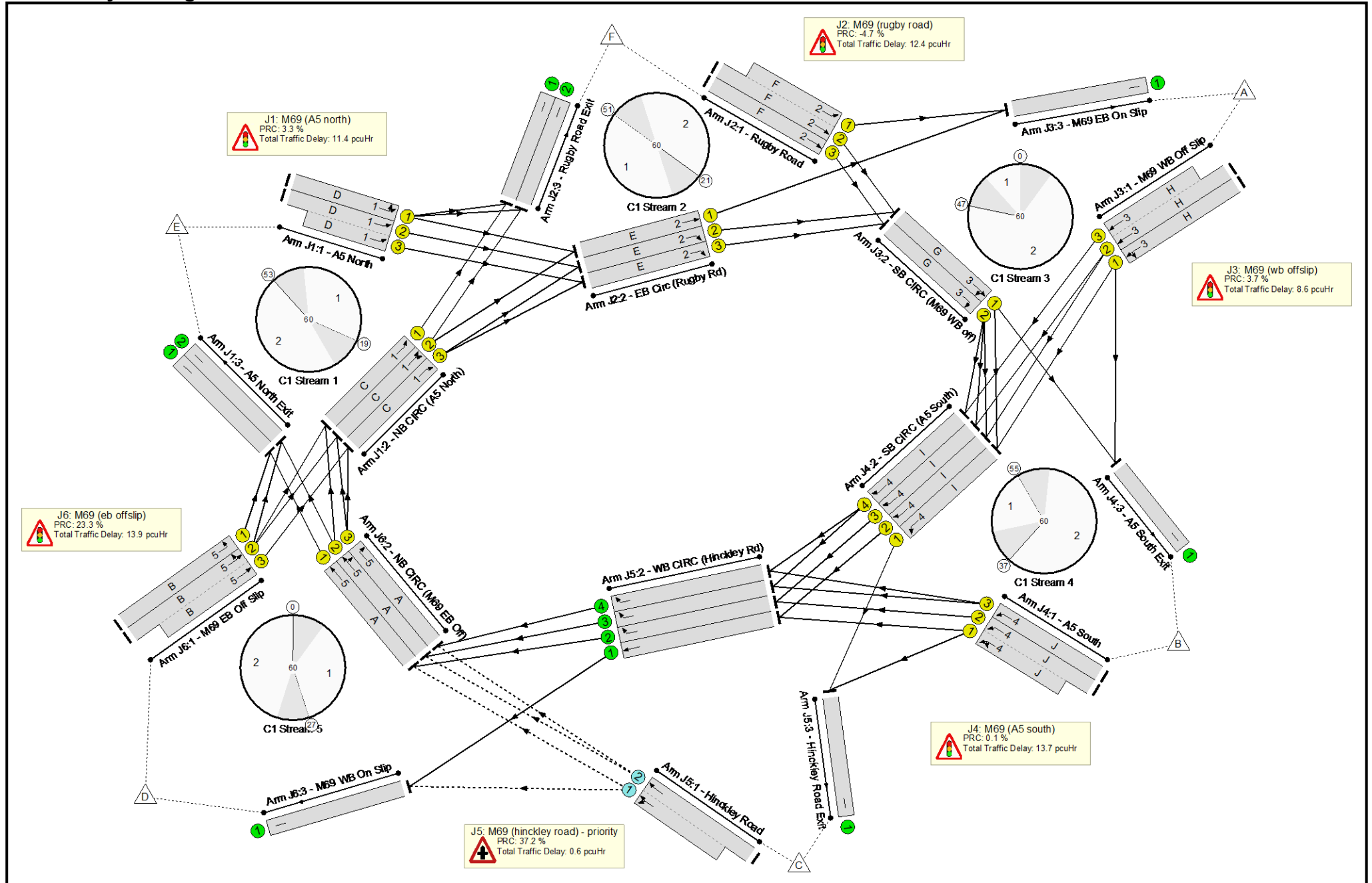
Stage Stream: 5

Stage	1	2
Duration	21	27
Change Point	0	27

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: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	94.2%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	87.2%
1/1	A5 North Ahead Left	U	1	N/A	D		1	20	-	355	1900	665	53.4%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	20	-	927	1900:1900	657+406	87.2 : 87.2%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	28	-	278	1900	918	30.3%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	28	-	477	1900	918	51.9%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	28	-	184	1900	918	20.0%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	996	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	94.2%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	24	-	519	1900:1900	792+215	51.5 : 51.5%
1/3	Rugby Road Ahead	U	2	N/A	F		1	24	-	677	1900	792	85.5%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	24	-	537	1900	792	67.8%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	24	-	746	1900	792	94.2%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	24	-	365	1900	792	46.1%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	86.8%

Full Input Data And Results

1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	198	1900	253	78.2%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	326	1900:1900	253+253	64.3 : 64.3%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1154	1900	1330	86.8%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	1042	1900	1330	78.3%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	12	-	635	1900:1900	412+412	89.9 : 64.4%
1/3	A5 South Ahead	U	4	N/A	J		1	12	-	369	1900	412	89.6%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	36	-	403	1900	1172	34.4%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	996	1900	1172	85.0%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	186	1900	1172	15.9%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	186	1900	1172	15.9%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	65.6%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	378	1900:1900	593+225	46.2 : 46.2%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	1246	1900	1900	65.6%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	556	1900	1900	29.3%
2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	411	1900	1900	21.6%

Full Input Data And Results

2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	144	1900	1900	7.6%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	73.0%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	21	-	349	1900	697	50.1%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	21	-	523	1900:1900	697+350	50.0 : 50.0%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	27	-	647	1900	887	73.0%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	27	-	469	1900	887	52.9%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	27	-	360	1900	887	40.6%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	1259	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: M69 Junction 1 - Existing Layout	-	-	756	0	0	44.0	16.5	0.0	60.5	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	7.6	3.8	0.0	11.4	-	-	-	-
1/1	355	355	-	-	-	1.5	0.6	-	2.1	21.4	4.6	0.6	5.2
1/2+1/3	927	927	-	-	-	4.4	3.2	-	7.7	29.7	8.8	3.2	12.0
2/1	278	278	-	-	-	0.4	0.0	-	0.4	5.3	2.2	0.0	2.2
2/2	477	477	-	-	-	0.7	0.0	-	0.7	5.4	2.9	0.0	2.9
2/3	184	184	-	-	-	0.5	0.0	-	0.5	9.6	2.7	0.0	2.7
3/1	996	996	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	9.0	3.3	0.0	12.4	-	-	-	-
1/2+1/1	519	519	-	-	-	1.8	0.5	-	2.3	16.2	5.0	0.5	5.5
1/3	677	677	-	-	-	3.0	2.8	-	5.8	30.8	10.2	2.8	13.0
2/1	537	537	-	-	-	1.0	0.0	-	1.0	6.4	4.1	0.0	4.1
2/2	746	746	-	-	-	2.8	0.0	-	2.8	13.5	5.6	0.0	5.6
2/3	365	365	-	-	-	0.5	0.0	-	0.5	4.7	1.0	0.0	1.0
3/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	6.0	2.6	0.0	8.6	-	-	-	-
1/1	198	198	-	-	-	1.4	1.7	-	3.1	55.8	3.2	1.7	4.9
1/2+1/3	326	326	-	-	-	2.2	0.9	-	3.1	34.5	2.5	0.9	3.4
2/1	1154	1154	-	-	-	0.5	0.0	-	0.5	1.4	7.3	0.0	7.3
2/2	1042	1042	-	-	-	1.9	0.0	-	1.9	6.6	7.0	0.0	7.0
3/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

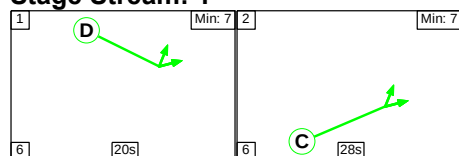
J4: M69 (A5 south)	-	-	0	0	0	8.3	5.3	0.0	13.7	-	-	-	-
1/2+1/1	635	635	-	-	-	3.9	1.7	-	5.6	31.6	6.0	1.7	7.6
1/3	369	369	-	-	-	2.3	3.7	-	6.0	58.8	5.9	3.7	9.6
2/1	403	403	-	-	-	0.7	0.0	-	0.7	6.1	4.8	0.0	4.8
2/2	996	996	-	-	-	1.3	0.0	-	1.3	4.8	5.3	0.0	5.3
2/3	186	186	-	-	-	0.0	0.0	-	0.0	0.5	0.2	0.0	0.2
2/4	186	186	-	-	-	0.0	0.0	-	0.0	0.5	0.2	0.0	0.2
3/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	756	0	0	0.2	0.4	0.0	0.6	-	-	-	-
1/2+1/1	378	378	756	0	0	0.2	0.4	-	0.6	5.7	1.1	0.4	1.6
2/1	1246	1246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	12.9	1.0	0.0	13.9	-	-	-	-
1/1	349	349	-	-	-	1.4	0.5	-	1.9	19.9	4.5	0.5	5.0
1/2+1/3	523	523	-	-	-	2.1	0.5	-	2.6	17.7	4.4	0.5	4.9
2/1	647	647	-	-	-	4.8	0.0	-	4.8	26.5	10.1	0.0	10.1
2/2	469	469	-	-	-	3.0	0.0	-	3.0	23.4	7.2	0.0	7.2
2/3	360	360	-	-	-	1.6	0.0	-	1.6	16.1	4.6	0.0	4.6
3/1	1259	1259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 3.3 C1 Stream: 2 PRC for Signalled Lanes (%): -4.7 C1 Stream: 3 PRC for Signalled Lanes (%): 3.7 C1 Stream: 4 PRC for Signalled Lanes (%): 0.1 C1 Stream: 5 PRC for Signalled Lanes (%): 23.3 PRC Over All Lanes (%): -4.7 Total Delay for Signalled Lanes (pcuHr): 11.38 Total Delay for Signalled Lanes (pcuHr): 12.37 Total Delay for Signalled Lanes (pcuHr): 8.57 Total Delay for Signalled Lanes (pcuHr): 13.67 Total Delay for Signalled Lanes (pcuHr): 13.92 Total Delay Over All Lanes(pcuHr): 60.52 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60													

Full Input Data And Results

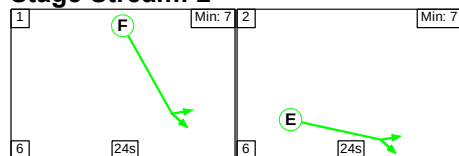
Scenario 5: '2031 + Dev AM' (FG9: '2031 + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

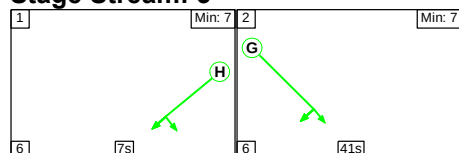
Stage Stream: 1



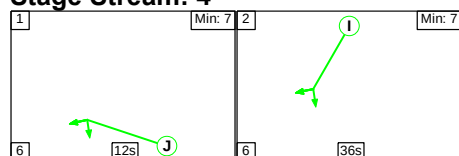
Stage Stream: 2



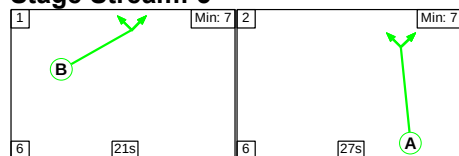
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	53	19

Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	22	52

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	36	49

Full Input Data And Results

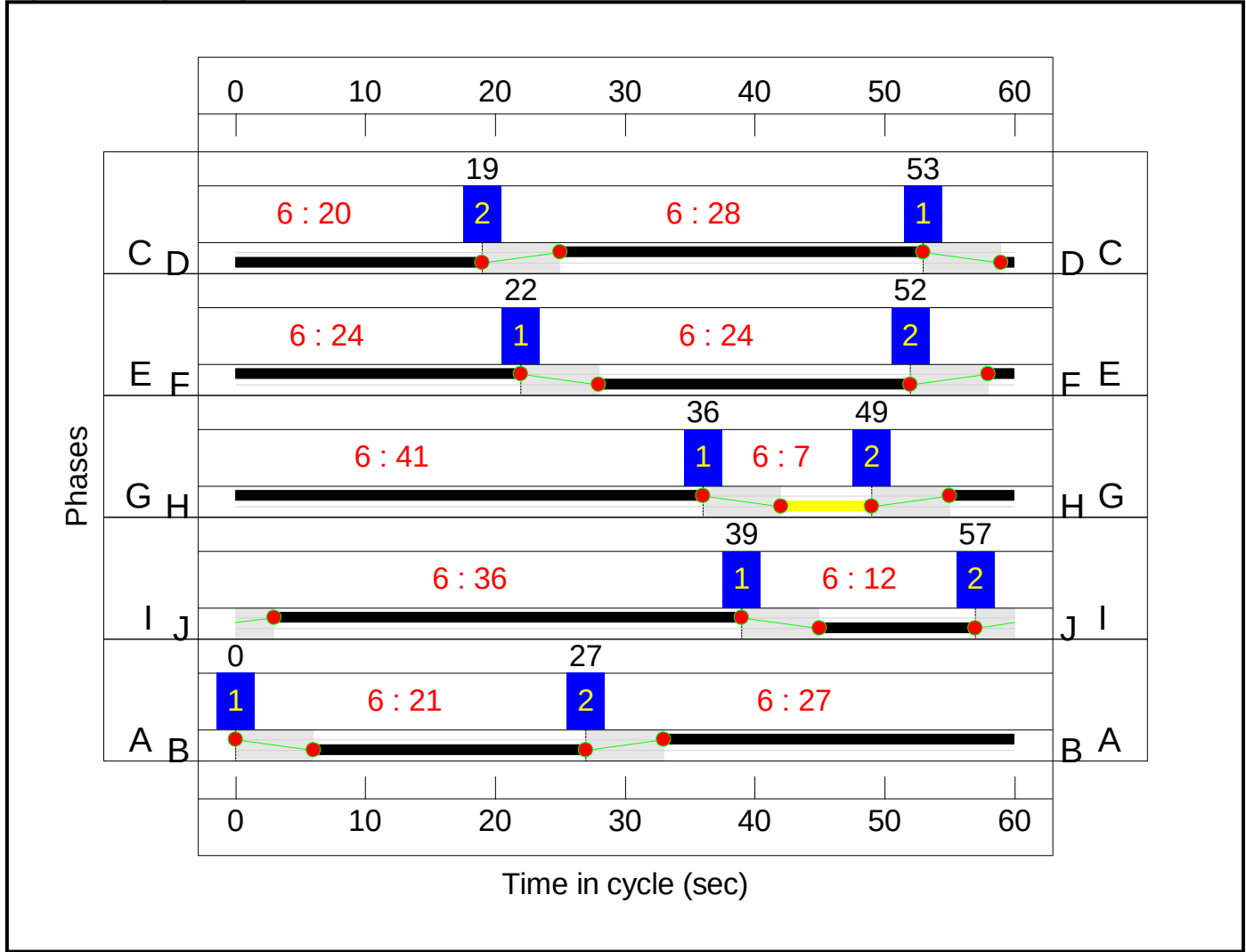
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	39	57

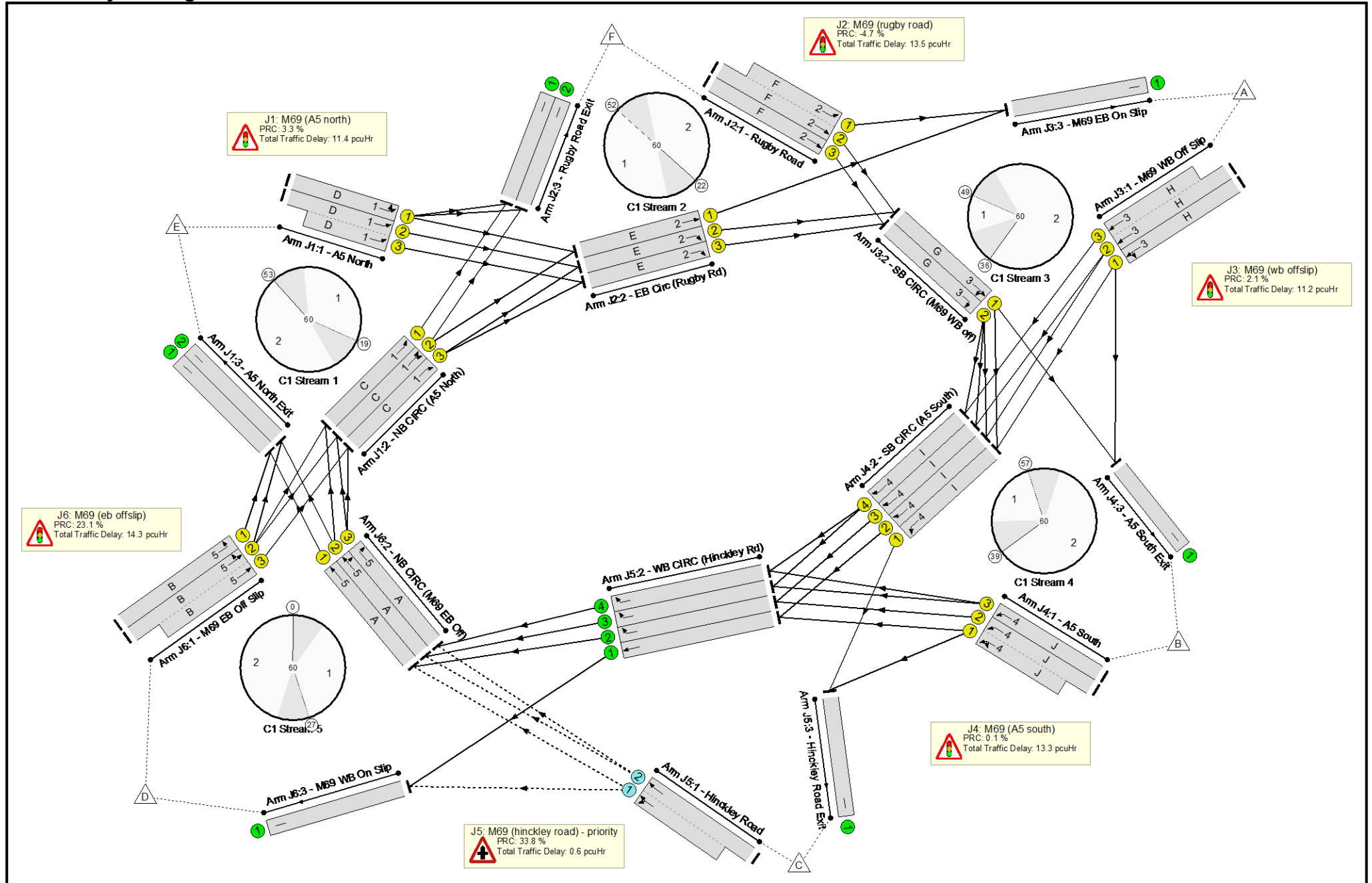
Stage Stream: 5

Stage	1	2
Duration	21	27
Change Point	0	27

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: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	94.2%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	87.2%
1/1	A5 North Ahead Left	U	1	N/A	D		1	20	-	355	1900	665	53.4%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	20	-	927	1900:1900	657+406	87.2 : 87.2%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	28	-	286	1900	918	31.1%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	28	-	485	1900	918	52.8%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	28	-	184	1900	918	20.0%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1002	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	94.2%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	24	-	551	1900:1900	792+232	53.8 : 53.8%
1/3	Rugby Road Ahead	U	2	N/A	F		1	24	-	709	1900	792	89.6%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	24	-	537	1900	792	67.8%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	24	-	746	1900	792	94.2%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	24	-	365	1900	792	46.1%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	88.1%

Full Input Data And Results

1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	198	1900	253	78.2%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	328	1900:1900	253+253	64.7 : 64.7%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1172	1900	1330	88.1%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	1074	1900	1330	80.8%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	12	-	635	1900:1900	412+412	89.9 : 64.4%
1/3	A5 South Ahead	U	4	N/A	J		1	12	-	369	1900	412	89.6%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	36	-	405	1900	1172	34.6%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	1028	1900	1172	87.7%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	187	1900	1172	16.0%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	36	-	187	1900	1172	16.0%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	67.3%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	381	1900:1900	580+218	47.8 : 47.8%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	1278	1900	1900	67.3%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	557	1900	1900	29.3%
2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	411	1900	1900	21.6%

Full Input Data And Results

2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	145	1900	1900	7.6%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	73.1%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	21	-	354	1900	697	50.8%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	21	-	529	1900:1900	697+344	50.8 : 50.8%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	27	-	648	1900	887	73.1%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	27	-	471	1900	887	53.1%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	27	-	362	1900	887	40.8%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	1291	Inf	Inf	0.0%

Full Input Data And Results

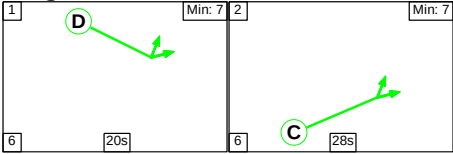
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	762	0	0	46.6	17.7	0.0	64.3	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	7.6	3.8	0.0	11.4	-	-	-	-
1/1	355	355	-	-	-	1.5	0.6	-	2.1	21.4	4.6	0.6	5.2
1/2+1/3	927	927	-	-	-	4.4	3.2	-	7.7	29.7	8.8	3.2	12.0
2/1	286	286	-	-	-	0.5	0.0	-	0.5	5.9	2.3	0.0	2.3
2/2	485	485	-	-	-	0.7	0.0	-	0.7	4.9	2.8	0.0	2.8
2/3	184	184	-	-	-	0.5	0.0	-	0.5	9.6	2.7	0.0	2.7
3/1	1002	1002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	9.0	4.5	0.0	13.5	-	-	-	-
1/2+1/1	551	551	-	-	-	1.9	0.6	-	2.5	16.5	5.3	0.6	5.9
1/3	709	709	-	-	-	3.2	3.9	-	7.1	36.2	10.8	3.9	14.7
2/1	537	537	-	-	-	0.9	0.0	-	0.9	6.2	4.0	0.0	4.0
2/2	746	746	-	-	-	2.5	0.0	-	2.5	12.1	5.0	0.0	5.0
2/3	365	365	-	-	-	0.4	0.0	-	0.4	4.3	0.9	0.0	0.9
3/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	8.6	2.6	0.0	11.2	-	-	-	-
1/1	198	198	-	-	-	1.4	1.7	-	3.1	55.8	3.2	1.7	4.9
1/2+1/3	328	328	-	-	-	2.2	0.9	-	3.2	34.6	2.6	0.9	3.5
2/1	1172	1172	-	-	-	1.7	0.0	-	1.7	5.3	7.1	0.0	7.1
2/2	1074	1074	-	-	-	3.3	0.0	-	3.3	10.9	12.7	0.0	12.7
3/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

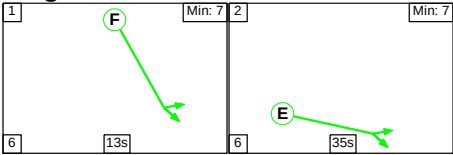
J4: M69 (A5 south)	-	-	0	0	0	8.0	5.3	0.0	13.3	-	-	-	-
1/2+1/1	635	635	-	-	-	3.9	1.7	-	5.6	31.6	6.0	1.7	7.6
1/3	369	369	-	-	-	2.3	3.7	-	6.0	58.8	5.9	3.7	9.6
2/1	405	405	-	-	-	0.5	0.0	-	0.5	4.3	3.2	0.0	3.2
2/2	1028	1028	-	-	-	0.1	0.0	-	0.1	0.4	0.3	0.0	0.3
2/3	187	187	-	-	-	0.5	0.0	-	0.5	10.5	2.8	0.0	2.8
2/4	187	187	-	-	-	0.5	0.0	-	0.5	10.5	2.8	0.0	2.8
3/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	762	0	0	0.2	0.5	0.0	0.6	-	-	-	-
1/2+1/1	381	381	762	0	0	0.2	0.5	-	0.6	6.0	1.2	0.5	1.6
2/1	1278	1278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	13.3	1.0	0.0	14.3	-	-	-	-
1/1	354	354	-	-	-	1.5	0.5	-	2.0	20.0	4.5	0.5	5.0
1/2+1/3	529	529	-	-	-	2.1	0.5	-	2.6	17.8	4.5	0.5	5.0
2/1	648	648	-	-	-	4.9	0.0	-	4.9	27.4	10.6	0.0	10.6
2/2	471	471	-	-	-	3.1	0.0	-	3.1	23.9	7.6	0.0	7.6
2/3	362	362	-	-	-	1.7	0.0	-	1.7	16.5	4.9	0.0	4.9
3/1	1291	1291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 3.3 C1 Stream: 2 PRC for Signalled Lanes (%): -4.7 C1 Stream: 3 PRC for Signalled Lanes (%): 2.1 C1 Stream: 4 PRC for Signalled Lanes (%): 0.1 C1 Stream: 5 PRC for Signalled Lanes (%): 23.1 PRC Over All Lanes (%): -4.7 Total Delay for Signalled Lanes (pcuHr): 11.39 Total Delay for Signalled Lanes (pcuHr): 13.50 Total Delay for Signalled Lanes (pcuHr): 11.20 Total Delay for Signalled Lanes (pcuHr): 13.30 Total Delay for Signalled Lanes (pcuHr): 14.31 Total Delay Over All Lanes(pcuHr): 64.34 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60													

Stage Sequence Diagram

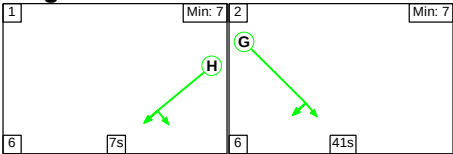
Stage Stream: 1



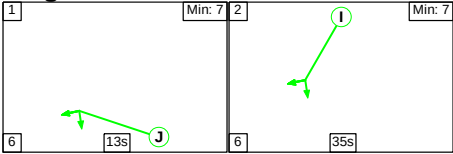
Stage Stream: 2



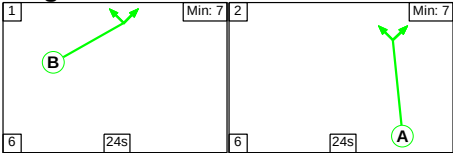
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	36	2

Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	4	23

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	58	11

Full Input Data And Results

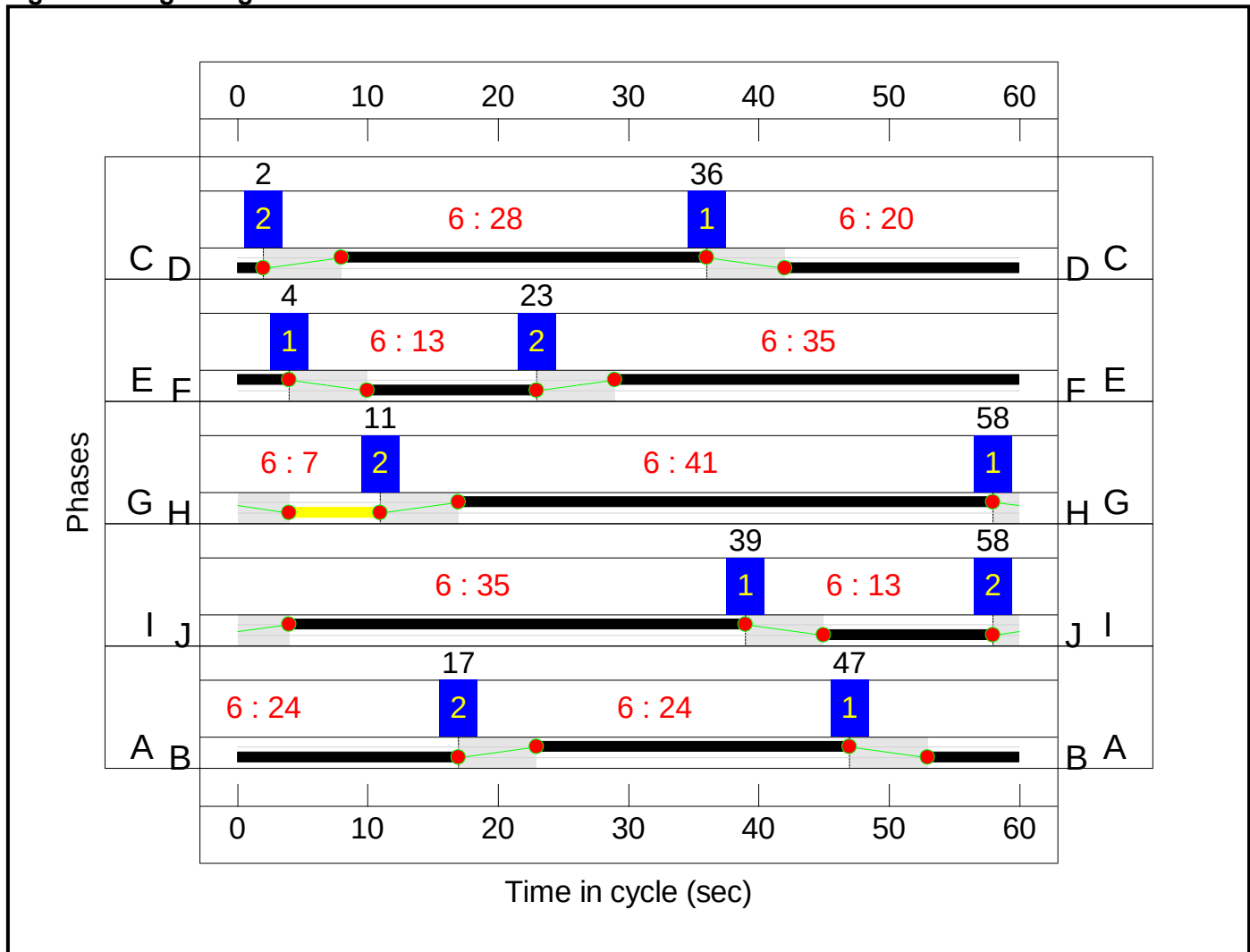
Stage Stream: 4

Stage	1	2
Duration	13	35
Change Point	39	58

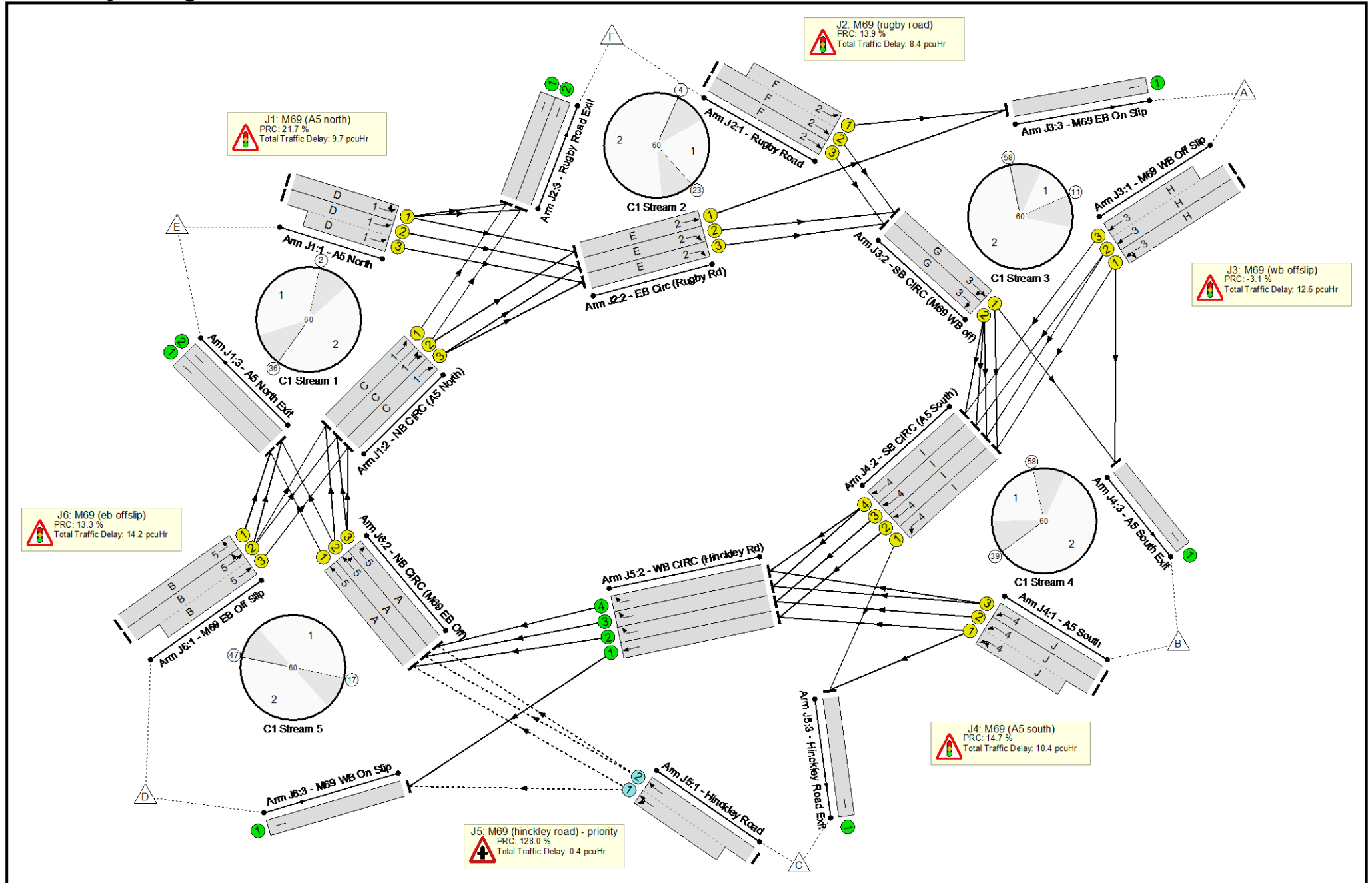
Stage Stream: 5

Stage	1	2
Duration	24	24
Change Point	47	17

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: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	74.0%
1/1	A5 North Ahead Left	U	1	N/A	D		1	20	-	186	1900	665	28.0%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	20	-	764	1900:1900	658+374	74.0 : 74.0%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	28	-	545	1900	918	59.3%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	28	-	660	1900	918	71.9%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	28	-	421	1900	918	45.8%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1087	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	13	-	341	1900:1900	443+85	64.5 : 64.5%
1/3	Rugby Road Ahead	U	2	N/A	F		1	13	-	321	1900	443	72.4%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	35	-	285	1900	1140	25.0%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	35	-	901	1900	1140	79.0%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	35	-	284	1900	1140	24.9%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	92.8%

Full Input Data And Results

1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	235	1900	253	92.8%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	323	1900:1900	253+253	63.9 : 63.6%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1187	1900	1330	89.2%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	605	1900	1330	45.5%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	78.5%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	13	-	514	1900:1900	443+211	78.5 : 78.5%
1/3	A5 South Ahead	U	4	N/A	J		1	13	-	348	1900	443	78.5%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	35	-	390	1900	1140	34.2%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	580	1900	1140	50.9%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	174	1900	1140	15.3%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	174	1900	1140	15.3%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	1032	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	39.5%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	397	1900:1900	699+307	39.5 : 39.5%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	737	1900	1900	38.8%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	522	1900	1900	27.5%
2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	343	1900	1900	18.1%

Full Input Data And Results

2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	179	1900	1900	9.4%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	79.5%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	24	-	458	1900	792	57.9%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	24	-	1029	1900:1900	792+526	78.1 : 78.1%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	24	-	629	1900	792	79.5%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	24	-	437	1900	792	55.2%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	24	-	361	1900	792	45.6%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	751	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: M69 Junction 1 - Existing Layout	-	-	794	0	0	40.5	15.3	0.0	55.8	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	8.1	1.6	0.0	9.7	-	-	-	-
1/1	186	186	-	-	-	0.7	0.2	-	0.9	17.8	2.2	0.2	2.4
1/2+1/3	764	764	-	-	-	3.4	1.4	-	4.9	22.9	7.0	1.4	8.4
2/1	545	545	-	-	-	1.4	0.0	-	1.4	9.5	6.6	0.0	6.6
2/2	660	660	-	-	-	1.7	0.0	-	1.7	9.1	7.0	0.0	7.0
2/3	421	421	-	-	-	0.8	0.0	-	0.8	6.9	6.4	0.0	6.4
3/1	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	6.2	2.2	0.0	8.4	-	-	-	-
1/2+1/1	341	341	-	-	-	1.9	0.9	-	2.8	29.9	4.3	0.9	5.2
1/3	321	321	-	-	-	1.9	1.3	-	3.2	35.6	4.9	1.3	6.2
2/1	285	285	-	-	-	0.3	0.0	-	0.3	3.2	1.1	0.0	1.1
2/2	901	901	-	-	-	1.9	0.0	-	1.9	7.8	8.1	0.0	8.1
2/3	284	284	-	-	-	0.2	0.0	-	0.2	2.8	0.7	0.0	0.7
3/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	7.4	5.2	0.0	12.6	-	-	-	-
1/1	235	235	-	-	-	1.7	4.3	-	6.0	92.3	3.9	4.3	8.2
1/2+1/3	323	323	-	-	-	2.2	0.9	-	3.1	34.3	2.5	0.9	3.4
2/1	1187	1187	-	-	-	2.3	0.0	-	2.3	7.0	11.6	0.0	11.6
2/2	605	605	-	-	-	1.2	0.0	-	1.2	7.2	9.3	0.0	9.3
3/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

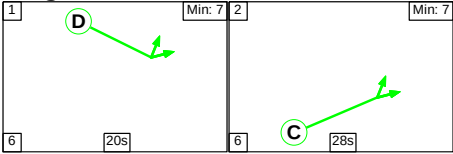
J4: M69 (A5 south)	-	-	0	0	0	6.9	3.5	0.0	10.4	-	-	-	-
1/2+1/1	514	514	-	-	-	3.0	1.8	-	4.8	33.3	5.4	1.8	7.2
1/3	348	348	-	-	-	2.1	1.8	-	3.8	39.8	5.4	1.8	7.2
2/1	390	390	-	-	-	0.8	0.0	-	0.8	7.4	2.4	0.0	2.4
2/2	580	580	-	-	-	0.9	0.0	-	0.9	5.9	2.5	0.0	2.5
2/3	174	174	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1
2/4	174	174	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1
3/1	1032	1032	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	794	0	0	0.1	0.3	0.0	0.4	-	-	-	-
1/2+1/1	397	397	794	0	0	0.1	0.3	-	0.4	3.9	1.0	0.3	1.3
2/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	11.8	2.4	0.0	14.2	-	-	-	-
1/1	458	458	-	-	-	1.7	0.7	-	2.4	18.8	5.9	0.7	6.5
1/2+1/3	1029	1029	-	-	-	4.1	1.8	-	5.8	20.4	8.8	1.8	10.5
2/1	629	629	-	-	-	3.0	0.0	-	3.0	17.2	10.3	0.0	10.3
2/2	437	437	-	-	-	1.6	0.0	-	1.6	13.0	6.8	0.0	6.8
2/3	361	361	-	-	-	1.4	0.0	-	1.4	13.8	4.9	0.0	4.9
3/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 21.7 C1 Stream: 2 PRC for Signalled Lanes (%): 13.9 C1 Stream: 3 PRC for Signalled Lanes (%): -3.1 C1 Stream: 4 PRC for Signalled Lanes (%): 14.7 C1 Stream: 5 PRC for Signalled Lanes (%): 13.3 PRC Over All Lanes (%): -3.1 Total Delay for Signalled Lanes (pcuHr): 9.70 Total Delay for Signalled Lanes (pcuHr): 8.43 Total Delay for Signalled Lanes (pcuHr): 12.62 Total Delay for Signalled Lanes (pcuHr): 10.41 Total Delay for Signalled Lanes (pcuHr): 14.20 Total Delay Over All Lanes(pcuHr): 55.79 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60													

Full Input Data And Results

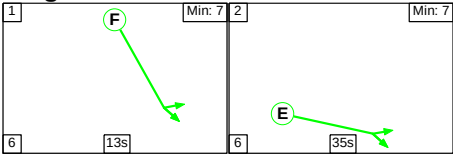
Scenario 7: '2026 PM' (FG4: '2026 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

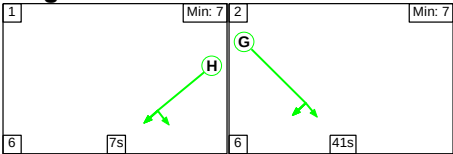
Stage Stream: 1



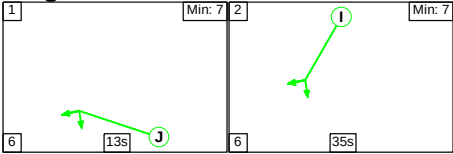
Stage Stream: 2



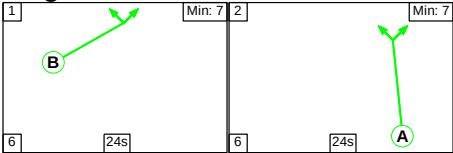
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	36	2

Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	4	23

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	58	11

Full Input Data And Results

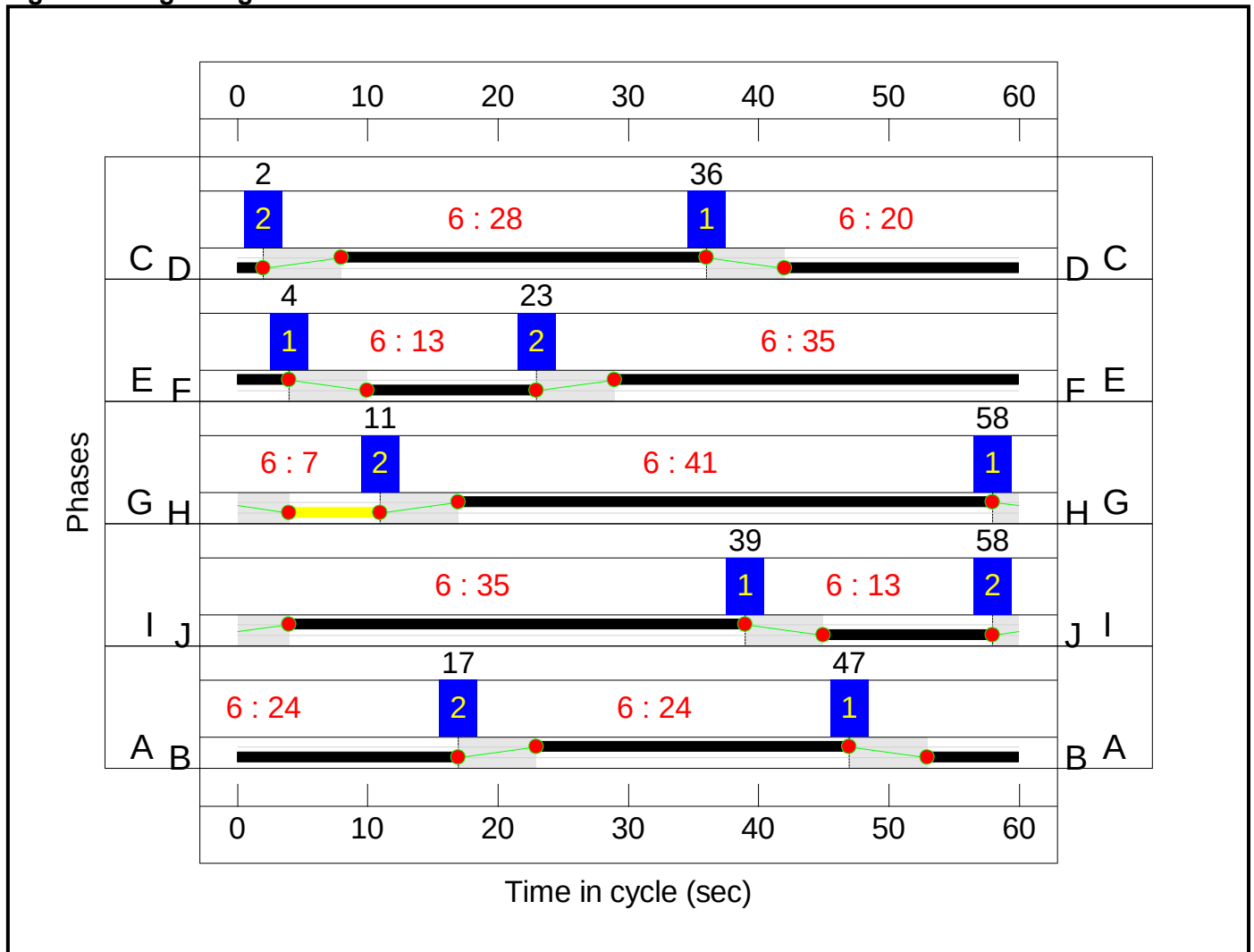
Stage Stream: 4

Stage	1	2
Duration	13	35
Change Point	39	58

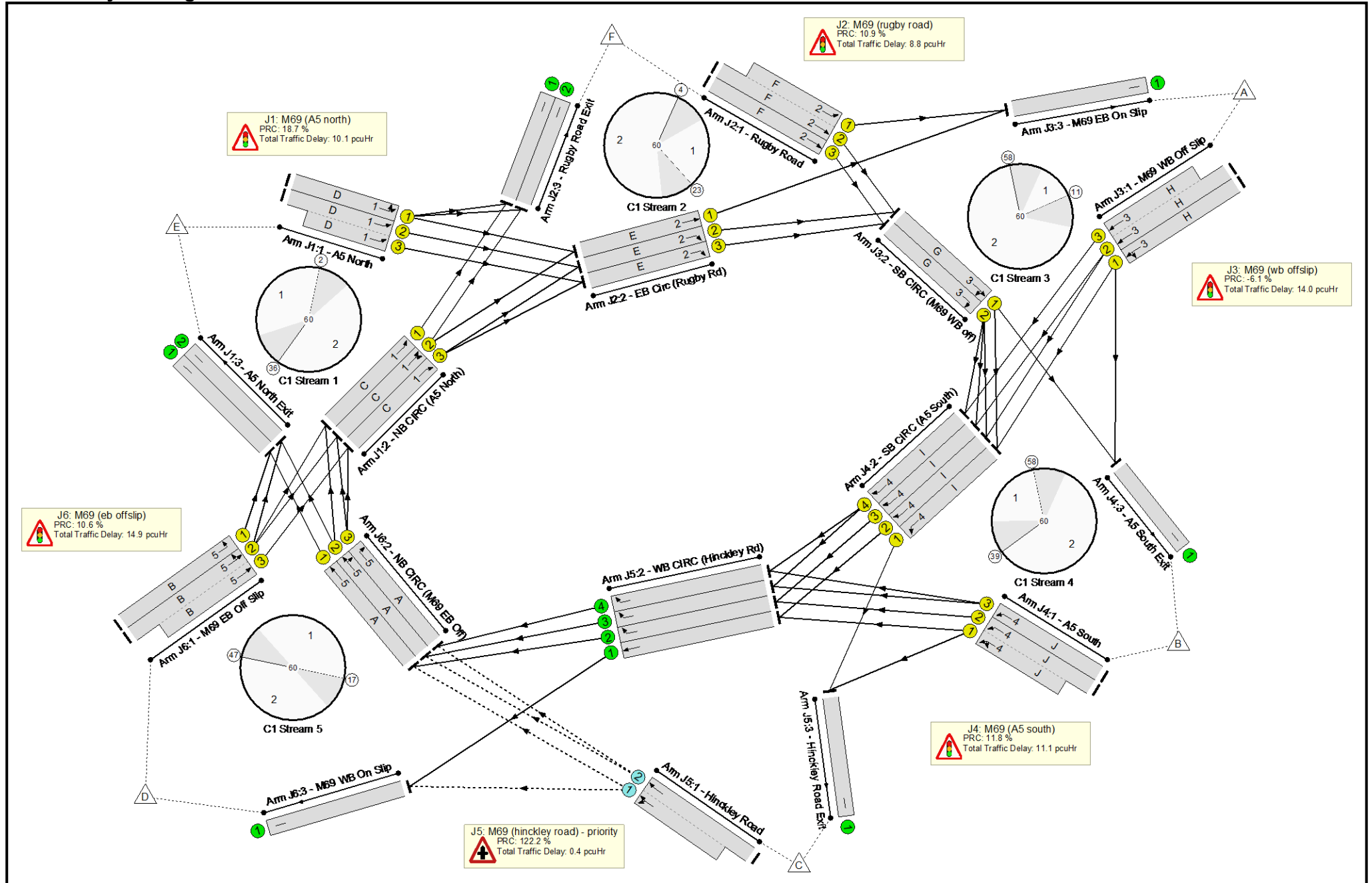
Stage Stream: 5

Stage	1	2
Duration	24	24
Change Point	47	17

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: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	75.8%
1/1	A5 North Ahead Left	U	1	N/A	D		1	20	-	190	1900	665	28.6%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	20	-	783	1900:1900	658+375	75.8 : 75.8%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	28	-	558	1900	918	60.8%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	28	-	677	1900	918	73.7%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	28	-	433	1900	918	47.2%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1116	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	81.1%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	13	-	346	1900:1900	443+86	65.4 : 65.4%
1/3	Rugby Road Ahead	U	2	N/A	F		1	13	-	326	1900	443	73.5%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	35	-	291	1900	1140	25.5%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	35	-	925	1900	1140	81.1%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	35	-	291	1900	1140	25.5%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	95.5%

Full Input Data And Results

1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	242	1900	253	95.5%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	332	1900:1900	253+253	65.5 : 65.5%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1215	1900	1330	91.4%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	617	1900	1330	46.4%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	80.5%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	13	-	526	1900:1900	443+210	80.5 : 80.5%
1/3	A5 South Ahead	U	4	N/A	J		1	13	-	356	1900	443	80.3%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	35	-	400	1900	1140	35.1%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	591	1900	1140	51.8%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	179	1900	1140	15.7%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	179	1900	1140	15.7%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	1057	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	40.5%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	401	1900:1900	689+301	40.5 : 40.5%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	751	1900	1900	39.5%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	536	1900	1900	28.2%
2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	351	1900	1900	18.5%

Full Input Data And Results

2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	184	1900	1900	9.7%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	24	-	472	1900	792	59.6%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	24	-	1060	1900:1900	792+526	80.5 : 80.5%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	24	-	644	1900	792	81.3%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	24	-	446	1900	792	56.3%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	24	-	368	1900	792	46.5%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

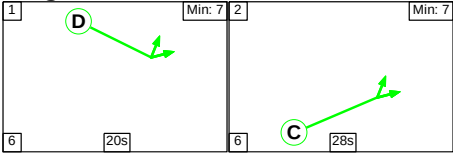
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M69 Junction 1 - Existing Layout	-	-	802	0	0	41.9	17.5	0.0	59.4	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	8.4	1.7	0.0	10.1	-	-	-	-
1/1	190	190	-	-	-	0.7	0.2	-	0.9	17.9	2.3	0.2	2.5
1/2+1/3	783	783	-	-	-	3.6	1.5	-	5.1	23.5	7.2	1.5	8.8
2/1	558	558	-	-	-	1.5	0.0	-	1.5	9.6	6.9	0.0	6.9
2/2	677	677	-	-	-	1.8	0.0	-	1.8	9.3	7.4	0.0	7.4
2/3	433	433	-	-	-	0.8	0.0	-	0.8	7.0	6.6	0.0	6.6
3/1	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	6.5	2.3	0.0	8.8	-	-	-	-
1/2+1/1	346	346	-	-	-	2.0	0.9	-	2.9	30.1	4.4	0.9	5.3
1/3	326	326	-	-	-	1.9	1.4	-	3.3	36.3	5.0	1.4	6.3
2/1	291	291	-	-	-	0.3	0.0	-	0.3	3.3	1.2	0.0	1.2
2/2	925	925	-	-	-	2.1	0.0	-	2.1	8.3	8.5	0.0	8.5
2/3	291	291	-	-	-	0.2	0.0	-	0.2	2.8	0.7	0.0	0.7
3/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	7.6	6.4	0.0	14.0	-	-	-	-
1/1	242	242	-	-	-	1.7	5.4	-	7.2	106.8	4.0	5.4	9.4
1/2+1/3	332	332	-	-	-	2.3	0.9	-	3.2	34.9	2.6	0.9	3.5
2/1	1215	1215	-	-	-	2.3	0.0	-	2.3	6.8	11.7	0.0	11.7
2/2	617	617	-	-	-	1.3	0.0	-	1.3	7.4	9.5	0.0	9.5
3/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

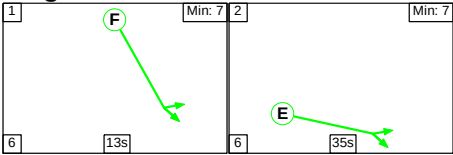
J4: M69 (A5 south)	-	-	0	0	0	7.1	4.0	0.0	11.1	-	-	-	-
1/2+1/1	526	526	-	-	-	3.1	2.0	-	5.1	34.7	5.6	2.0	7.6
1/3	356	356	-	-	-	2.1	2.0	-	4.1	41.4	5.5	2.0	7.5
2/1	400	400	-	-	-	0.8	0.0	-	0.8	7.4	2.5	0.0	2.5
2/2	591	591	-	-	-	1.0	0.0	-	1.0	6.2	2.7	0.0	2.7
2/3	179	179	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1
2/4	179	179	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1
3/1	1057	1057	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	802	0	0	0.1	0.3	0.0	0.4	-	-	-	-
1/2+1/1	401	401	802	0	0	0.1	0.3	-	0.4	4.0	1.1	0.3	1.4
2/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	12.2	2.8	0.0	14.9	-	-	-	-
1/1	472	472	-	-	-	1.8	0.7	-	2.5	19.2	6.0	0.7	6.8
1/2+1/3	1060	1060	-	-	-	4.3	2.0	-	6.3	21.4	9.2	2.0	11.2
2/1	644	644	-	-	-	3.1	0.0	-	3.1	17.3	10.6	0.0	10.6
2/2	446	446	-	-	-	1.6	0.0	-	1.6	12.9	7.0	0.0	7.0
2/3	368	368	-	-	-	1.4	0.0	-	1.4	13.8	4.9	0.0	4.9
3/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 18.7 Total Delay for Signalled Lanes (pcuHr): 10.14 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 10.9 Total Delay for Signalled Lanes (pcuHr): 8.80 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): -6.1 Total Delay for Signalled Lanes (pcuHr): 13.97 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 11.07 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 10.6 Total Delay for Signalled Lanes (pcuHr): 14.92 Cycle Time (s): 60 PRC Over All Lanes (%): -6.1 Total Delay Over All Lanes(pcuHr): 59.35													

Stage Sequence Diagram

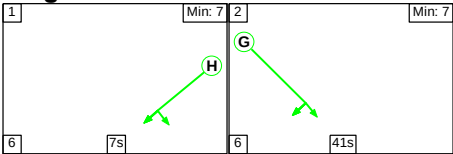
Stage Stream: 1



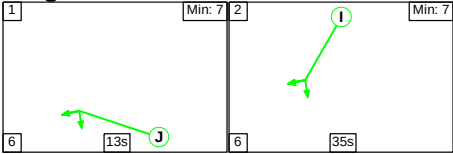
Stage Stream: 2



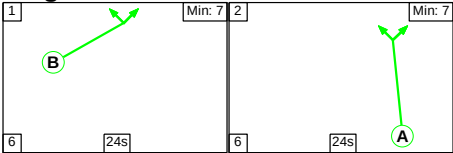
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	36	2

Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	4	23

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	58	11

Full Input Data And Results

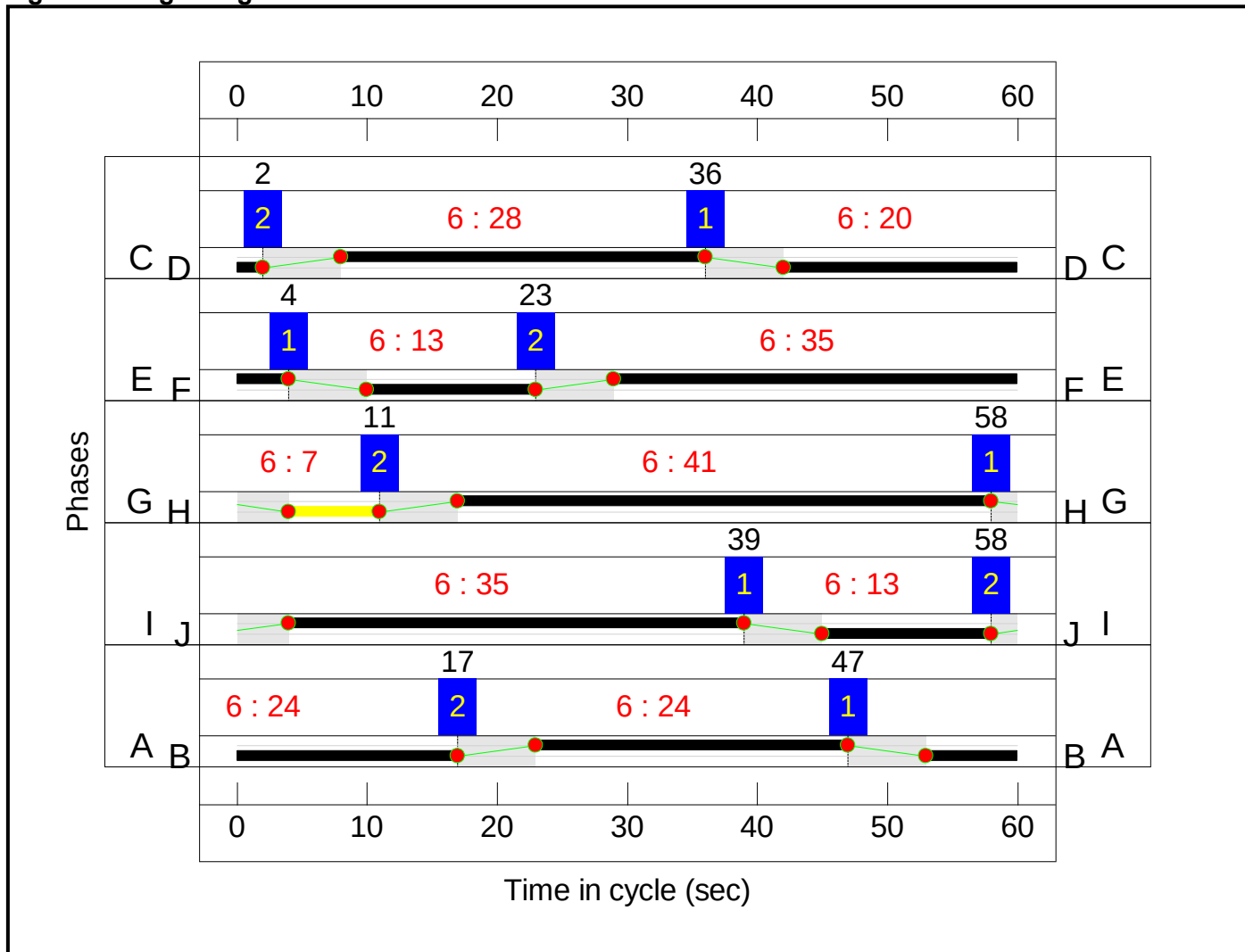
Stage Stream: 4

Stage	1	2
Duration	13	35
Change Point	39	58

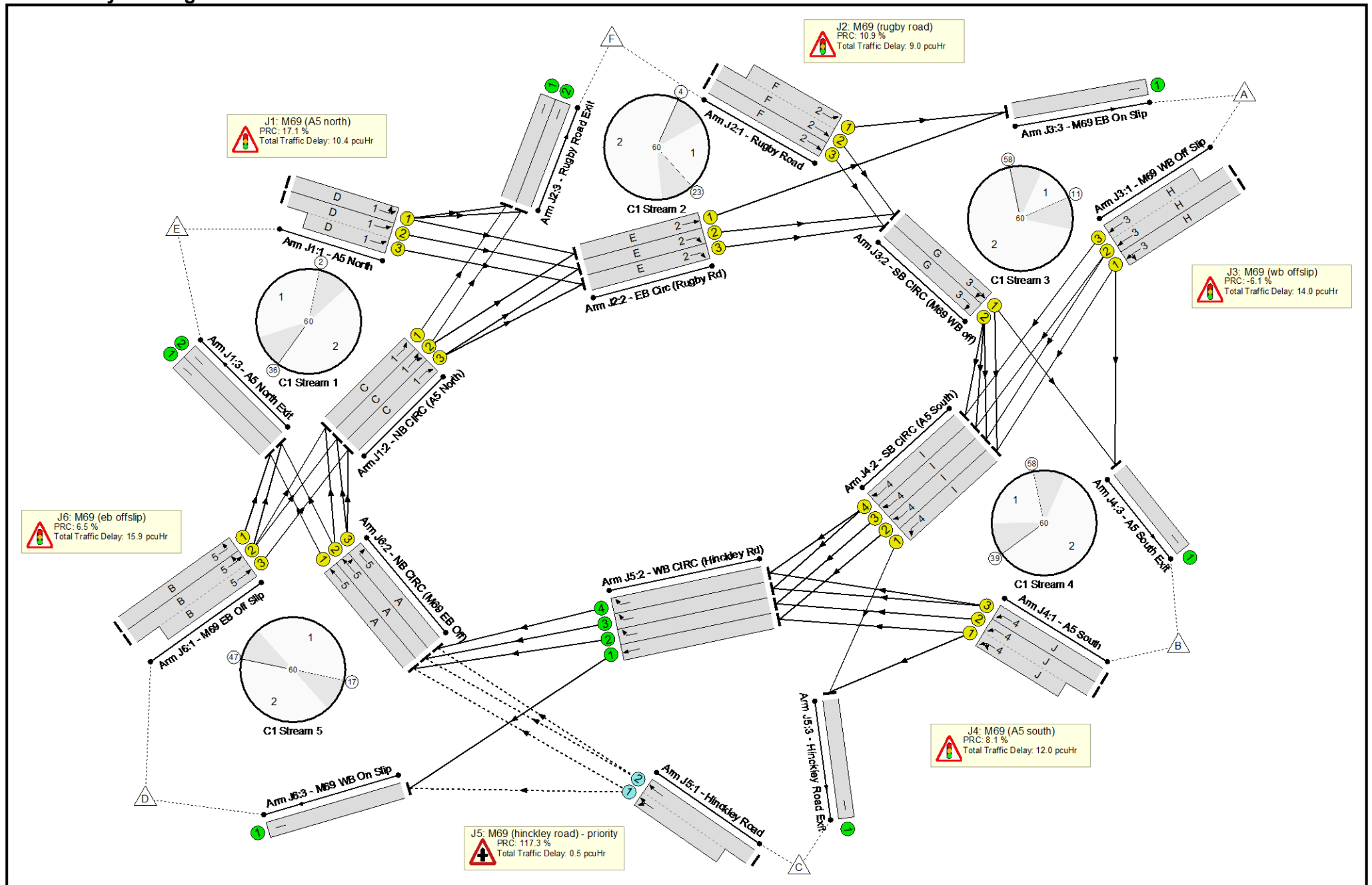
Stage Stream: 5

Stage	1	2
Duration	24	24
Change Point	47	17

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: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	76.9%
1/1	A5 North Ahead Left	U	1	N/A	D		1	20	-	190	1900	665	28.6%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	20	-	783	1900:1900	658+375	75.8 : 75.8%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	28	-	589	1900	918	64.1%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	28	-	706	1900	918	76.9%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	28	-	433	1900	918	47.2%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1128	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	81.1%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	13	-	354	1900:1900	443+87	66.8 : 66.8%
1/3	Rugby Road Ahead	U	2	N/A	F		1	13	-	331	1900	443	74.7%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	35	-	291	1900	1140	25.5%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	35	-	925	1900	1140	81.1%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	35	-	291	1900	1140	25.5%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	95.5%

Full Input Data And Results

1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	242	1900	253	95.5%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	332	1900:1900	253+253	65.5 : 65.5%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1221	1900	1330	91.8%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	622	1900	1330	46.8%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	13	-	538	1900:1900	443+203	83.2 : 83.2%
1/3	A5 South Ahead	U	4	N/A	J		1	13	-	369	1900	443	83.2%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	35	-	400	1900	1140	35.1%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	596	1900	1140	52.3%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	179	1900	1140	15.7%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	179	1900	1140	15.7%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	1063	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	41.4%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	404	1900:1900	681+295	41.4 : 41.4%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	756	1900	1900	39.8%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	548	1900	1900	28.8%
2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	352	1900	1900	18.5%

Full Input Data And Results

2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	196	1900	1900	10.3%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	24	-	472	1900	792	59.6%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	24	-	1092	1900:1900	792+501	84.5 : 84.5%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	24	-	656	1900	792	82.9%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	24	-	449	1900	792	56.7%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	24	-	381	1900	792	48.1%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	770	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: M69 Junction 1 - Existing Layout	-	-	808	0	0	42.8	19.0	0.0	61.9	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	8.6	1.7	0.0	10.4	-	-	-	-
1/1	190	190	-	-	-	0.7	0.2	-	0.9	17.9	2.3	0.2	2.5
1/2+1/3	783	783	-	-	-	3.6	1.5	-	5.1	23.5	7.2	1.5	8.8
2/1	589	589	-	-	-	1.5	0.0	-	1.5	9.4	7.2	0.0	7.2
2/2	706	706	-	-	-	1.9	0.0	-	1.9	9.8	8.0	0.0	8.0
2/3	433	433	-	-	-	0.9	0.0	-	0.9	7.1	6.6	0.0	6.6
3/1	1128	1128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	6.6	2.4	0.0	9.0	-	-	-	-
1/2+1/1	354	354	-	-	-	2.0	1.0	-	3.0	30.6	4.4	1.0	5.4
1/3	331	331	-	-	-	2.0	1.4	-	3.4	37.0	5.1	1.4	6.5
2/1	291	291	-	-	-	0.3	0.0	-	0.3	3.5	1.3	0.0	1.3
2/2	925	925	-	-	-	2.1	0.0	-	2.1	8.3	8.5	0.0	8.5
2/3	291	291	-	-	-	0.2	0.0	-	0.2	2.8	0.7	0.0	0.7
3/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	7.6	6.4	0.0	14.0	-	-	-	-
1/1	242	242	-	-	-	1.7	5.4	-	7.2	106.8	4.0	5.4	9.4
1/2+1/3	332	332	-	-	-	2.3	0.9	-	3.2	34.9	2.6	0.9	3.5
2/1	1221	1221	-	-	-	2.3	0.0	-	2.3	6.9	11.8	0.0	11.8
2/2	622	622	-	-	-	1.3	0.0	-	1.3	7.4	9.6	0.0	9.6
3/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

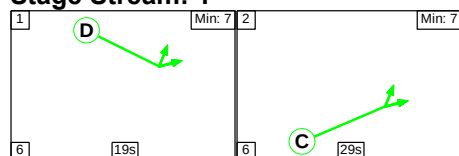
J4: M69 (A5 south)	-	-	0	0	0	7.3	4.7	0.0	12.0	-	-	-	-
1/2+1/1	538	538	-	-	-	3.2	2.4	-	5.5	37.0	5.8	2.4	8.2
1/3	369	369	-	-	-	2.2	2.3	-	4.6	44.7	5.8	2.3	8.2
2/1	400	400	-	-	-	0.8	0.0	-	0.8	7.4	2.5	0.0	2.5
2/2	596	596	-	-	-	1.1	0.0	-	1.1	6.3	2.8	0.0	2.8
2/3	179	179	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1
2/4	179	179	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1
3/1	1063	1063	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	808	0	0	0.1	0.4	0.0	0.5	-	-	-	-
1/2+1/1	404	404	808	0	0	0.1	0.4	-	0.5	4.2	1.1	0.4	1.4
2/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	12.5	3.4	0.0	15.9	-	-	-	-
1/1	472	472	-	-	-	1.8	0.7	-	2.5	19.2	6.0	0.7	6.8
1/2+1/3	1092	1092	-	-	-	4.5	2.7	-	7.1	23.5	10.0	2.7	12.7
2/1	656	656	-	-	-	3.2	0.0	-	3.2	17.6	10.8	0.0	10.8
2/2	449	449	-	-	-	1.6	0.0	-	1.6	12.9	7.0	0.0	7.0
2/3	381	381	-	-	-	1.5	0.0	-	1.5	14.1	5.3	0.0	5.3
3/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 17.1 C1 Stream: 2 PRC for Signalled Lanes (%): 10.9 C1 Stream: 3 PRC for Signalled Lanes (%): -6.1 C1 Stream: 4 PRC for Signalled Lanes (%): 8.1 C1 Stream: 5 PRC for Signalled Lanes (%): 6.5 PRC Over All Lanes (%): -6.1 Total Delay for Signalled Lanes (pcuHr): 10.36 Total Delay for Signalled Lanes (pcuHr): 9.04 Total Delay for Signalled Lanes (pcuHr): 13.99 Total Delay for Signalled Lanes (pcuHr): 12.05 Total Delay for Signalled Lanes (pcuHr): 15.94 Total Delay Over All Lanes(pcuHr): 61.85 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60													

Full Input Data And Results

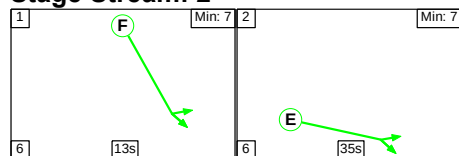
Scenario 9: '2031 PM' (FG8: '2031 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

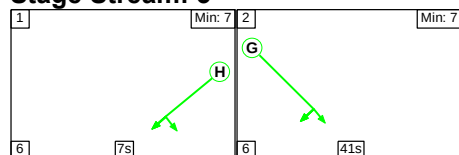
Stage Stream: 1



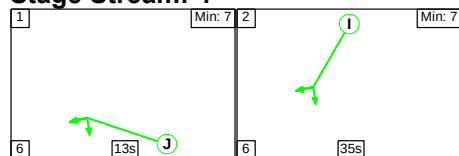
Stage Stream: 2



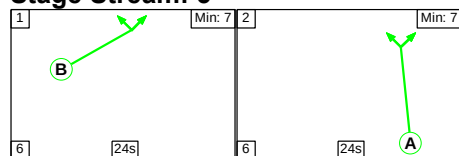
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	29
Change Point	37	2

Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	9	28

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	56	9

Full Input Data And Results

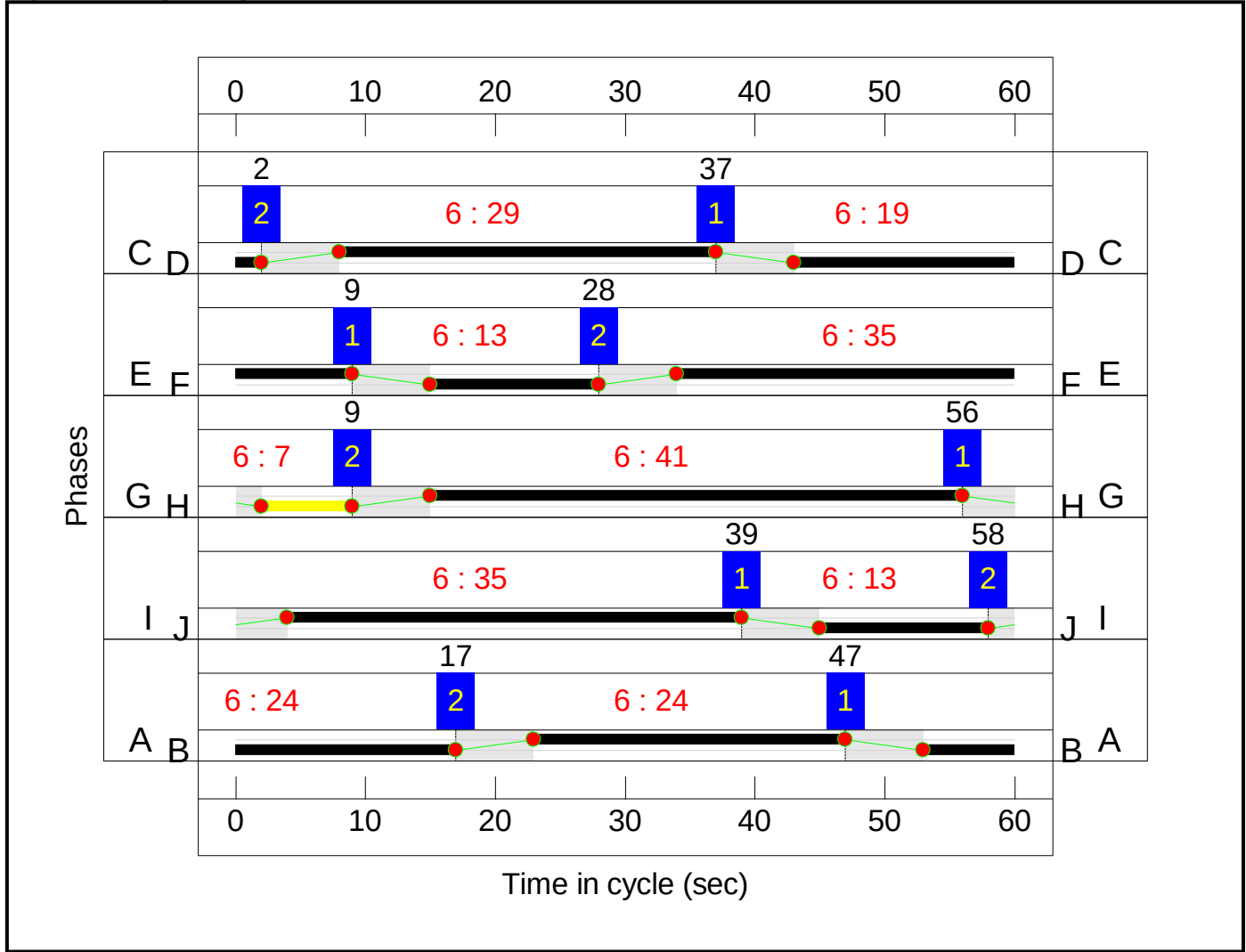
Stage Stream: 4

Stage	1	2
Duration	13	35
Change Point	39	58

Stage Stream: 5

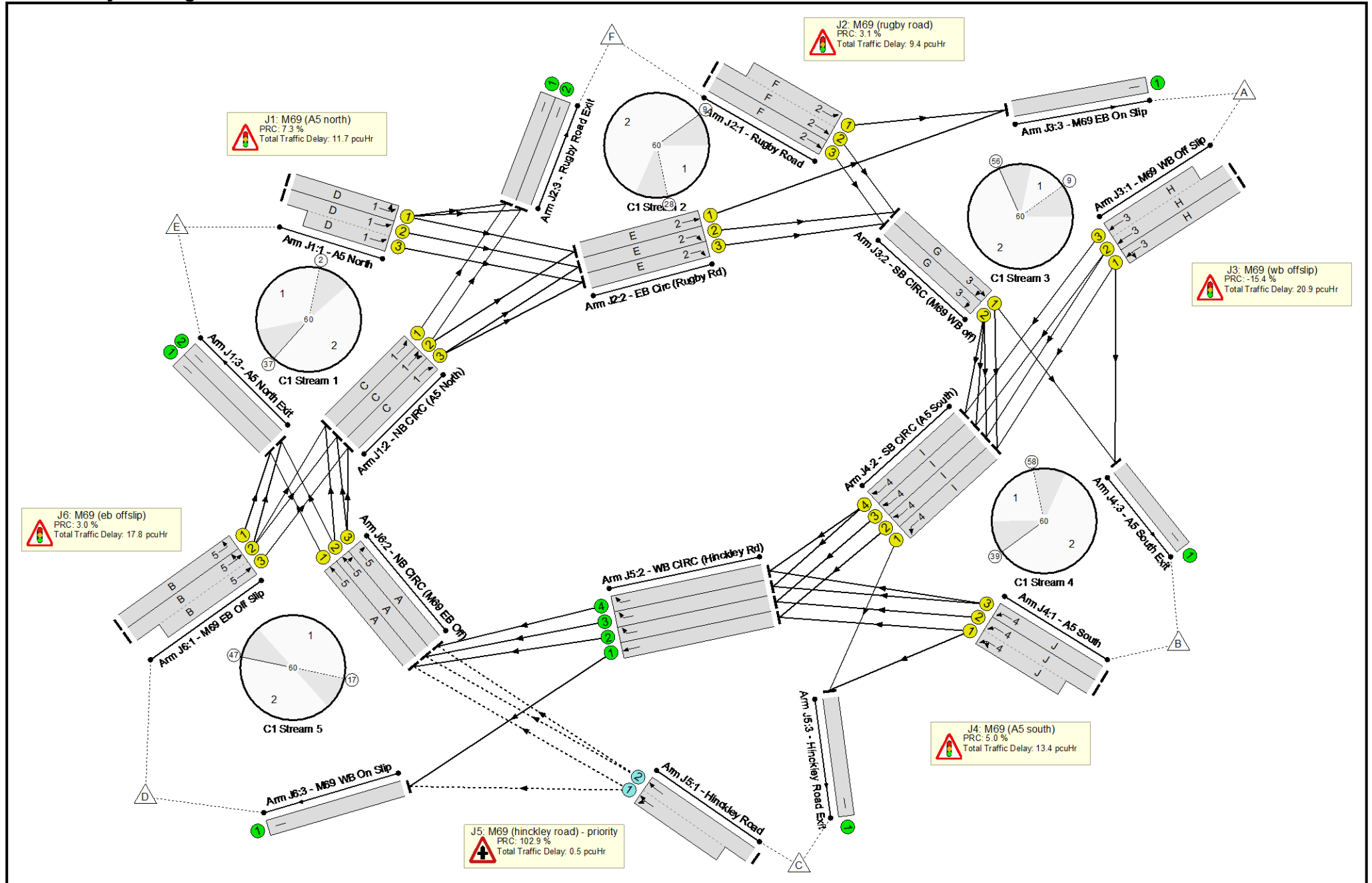
Stage	1	2
Duration	24	24
Change Point	47	17

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: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	103.8%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	83.8%
1/1	A5 North Ahead Left	U	1	N/A	D		1	19	-	203	1900	633	32.1%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	19	-	834	1900:1900	633+361	83.8 : 83.8%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	29	-	601	1900	950	63.3%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	29	-	725	1900	950	76.3%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	29	-	472	1900	950	49.7%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1200	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	13	-	363	1900:1900	443+86	68.6 : 68.6%
1/3	Rugby Road Ahead	U	2	N/A	F		1	13	-	341	1900	443	76.9%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	35	-	309	1900	1140	27.1%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	35	-	995	1900	1140	87.3%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	35	-	311	1900	1140	27.3%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	103.8%

Full Input Data And Results

1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	263	1900	253	103.8%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	362	1900:1900	253+253	71.4 : 71.4%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1299	1900	1330	97.7%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	652	1900	1330	49.0%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	85.7%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	13	-	561	1900:1900	443+211	85.7 : 85.7%
1/3	A5 South Ahead	U	4	N/A	J		1	13	-	380	1900	443	85.7%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	35	-	427	1900	1140	36.9%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	625	1900	1140	54.8%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	194	1900	1140	17.0%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	195	1900	1140	17.1%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	44.4%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	420	1900:1900	658+289	44.4 : 44.4%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	796	1900	1900	41.9%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	574	1900	1900	30.2%
2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	377	1900	1900	19.8%

Full Input Data And Results

2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	198	1900	1900	10.4%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	87.4%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	24	-	513	1900	792	64.8%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	24	-	1153	1900:1900	792+527	87.4 : 87.4%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	24	-	687	1900	792	86.8%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	24	-	477	1900	792	60.3%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	24	-	390	1900	792	49.3%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	811	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: M69 Junction 1 - Existing Layout	-	-	840	0	0	45.9	27.8	0.0	73.7	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	8.9	2.8	0.0	11.7	-	-	-	-
1/1	203	203	-	-	-	0.8	0.2	-	1.1	19.1	2.5	0.2	2.7
1/2+1/3	834	834	-	-	-	4.1	2.5	-	6.6	28.4	8.1	2.5	10.6
2/1	601	601	-	-	-	1.4	0.0	-	1.4	8.7	7.3	0.0	7.3
2/2	725	725	-	-	-	1.6	0.0	-	1.6	8.2	7.7	0.0	7.7
2/3	472	472	-	-	-	0.9	0.0	-	0.9	7.1	7.3	0.0	7.3
3/1	1200	1200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	6.8	2.7	0.0	9.4	-	-	-	-
1/2+1/1	363	363	-	-	-	2.1	1.1	-	3.1	31.2	4.6	1.1	5.6
1/3	341	341	-	-	-	2.0	1.6	-	3.7	38.5	5.3	1.6	6.9
2/1	309	309	-	-	-	0.2	0.0	-	0.2	2.7	0.8	0.0	0.8
2/2	995	995	-	-	-	2.3	0.0	-	2.3	8.3	8.2	0.0	8.2
2/3	311	311	-	-	-	0.1	0.0	-	0.1	1.4	0.4	0.0	0.4
3/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	8.8	12.1	0.0	20.9	-	-	-	-
1/1	263	253	-	-	-	2.2	10.9	-	13.1	179.0	4.5	10.9	15.4
1/2+1/3	362	362	-	-	-	2.5	1.2	-	3.7	37.2	2.9	1.2	4.1
2/1	1299	1299	-	-	-	3.3	0.0	-	3.3	9.1	15.3	0.0	15.3
2/2	652	652	-	-	-	0.8	0.0	-	0.8	4.6	4.8	0.0	4.8
3/1	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

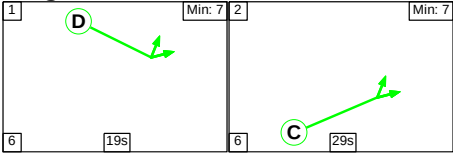
J4: M69 (A5 south)	-	-	0	0	0	7.8	5.6	0.0	13.4	-	-	-	-
1/2+1/1	561	561	-	-	-	3.3	2.8	-	6.1	39.4	6.0	2.8	8.8
1/3	380	380	-	-	-	2.3	2.8	-	5.1	48.2	6.0	2.8	8.8
2/1	421	421	-	-	-	0.8	0.0	-	0.8	7.2	2.9	0.0	2.9
2/2	625	625	-	-	-	1.2	0.0	-	1.2	6.9	3.2	0.0	3.2
2/3	194	194	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1
2/4	195	195	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1
3/1	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	840	0	0	0.1	0.4	0.0	0.5	-	-	-	-
1/2+1/1	420	420	840	0	0	0.1	0.4	-	0.5	4.6	1.2	0.4	1.6
2/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	13.5	4.3	0.0	17.8	-	-	-	-
1/1	513	513	-	-	-	2.0	0.9	-	2.9	20.4	6.7	0.9	7.6
1/2+1/3	1153	1153	-	-	-	4.8	3.3	-	8.2	25.4	10.6	3.3	13.9
2/1	687	687	-	-	-	3.5	0.0	-	3.5	18.1	11.3	0.0	11.3
2/2	477	477	-	-	-	1.8	0.0	-	1.8	13.5	7.6	0.0	7.6
2/3	390	390	-	-	-	1.5	0.0	-	1.5	13.9	5.5	0.0	5.5
3/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 11.69 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 3.1 Total Delay for Signalled Lanes (pcuHr): 9.44 Cycle Time (s): 60 C1 Stream: 3 PRC for Signalled Lanes (%): -15.4 Total Delay for Signalled Lanes (pcuHr): 20.92 Cycle Time (s): 60 C1 Stream: 4 PRC for Signalled Lanes (%): 5.0 Total Delay for Signalled Lanes (pcuHr): 13.35 Cycle Time (s): 60 C1 Stream: 5 PRC for Signalled Lanes (%): 3.0 Total Delay for Signalled Lanes (pcuHr): 17.80 Cycle Time (s): 60 PRC Over All Lanes (%): -15.4 Total Delay Over All Lanes(pcuHr): 73.74													

Full Input Data And Results

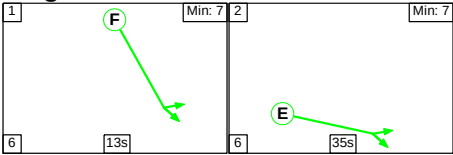
Scenario 10: '2031 + Dev PM' (FG10: '2031 + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

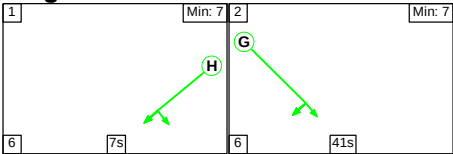
Stage Stream: 1



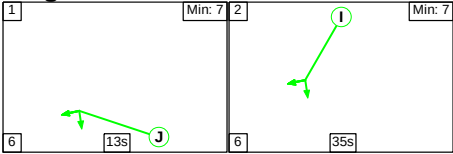
Stage Stream: 2



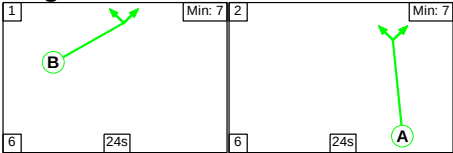
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	29
Change Point	37	2

Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	9	28

Stage Stream: 3

Stage	1	2
Duration	7	41
Change Point	56	9

Full Input Data And Results

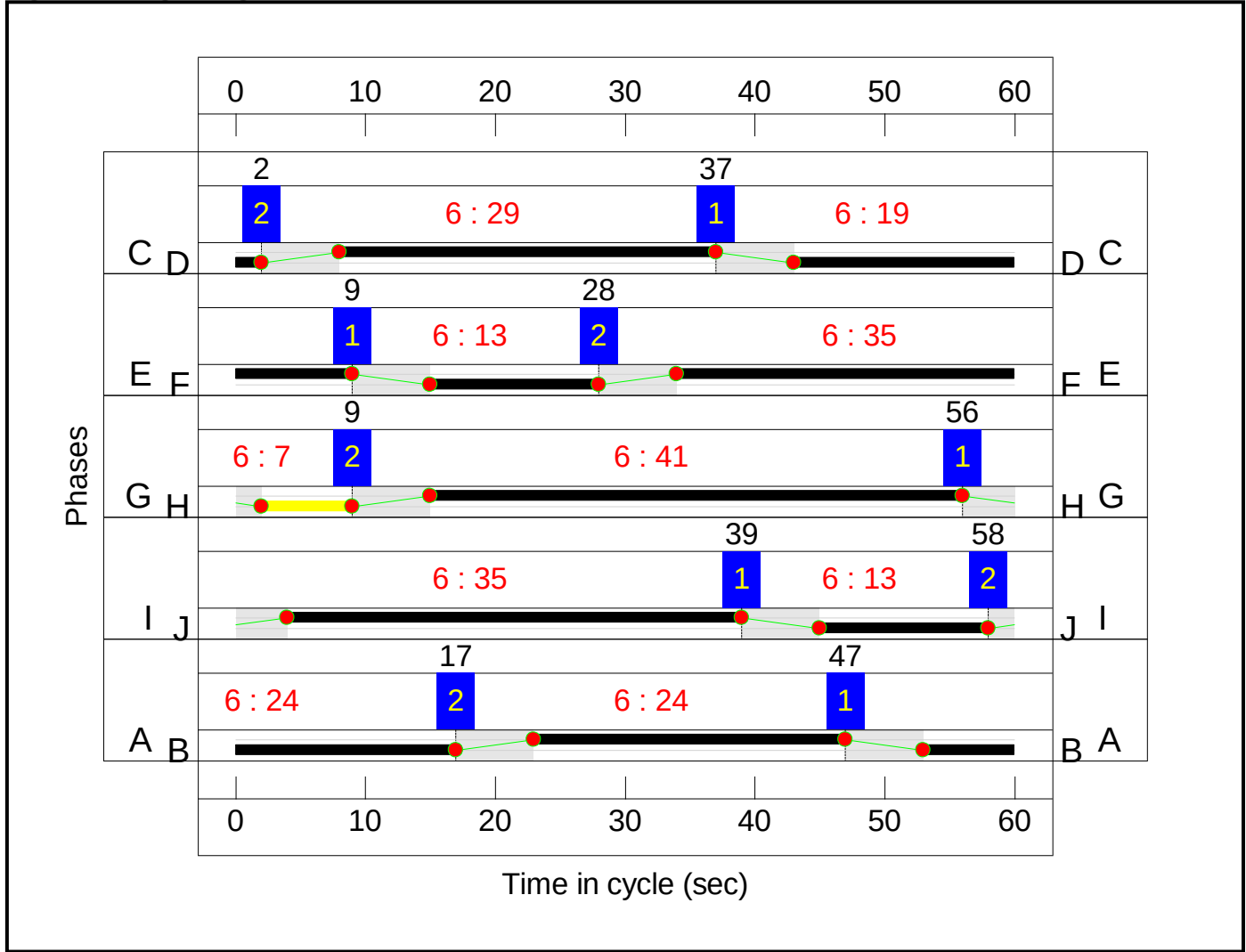
Stage Stream: 4

Stage	1	2
Duration	13	35
Change Point	39	58

Stage Stream: 5

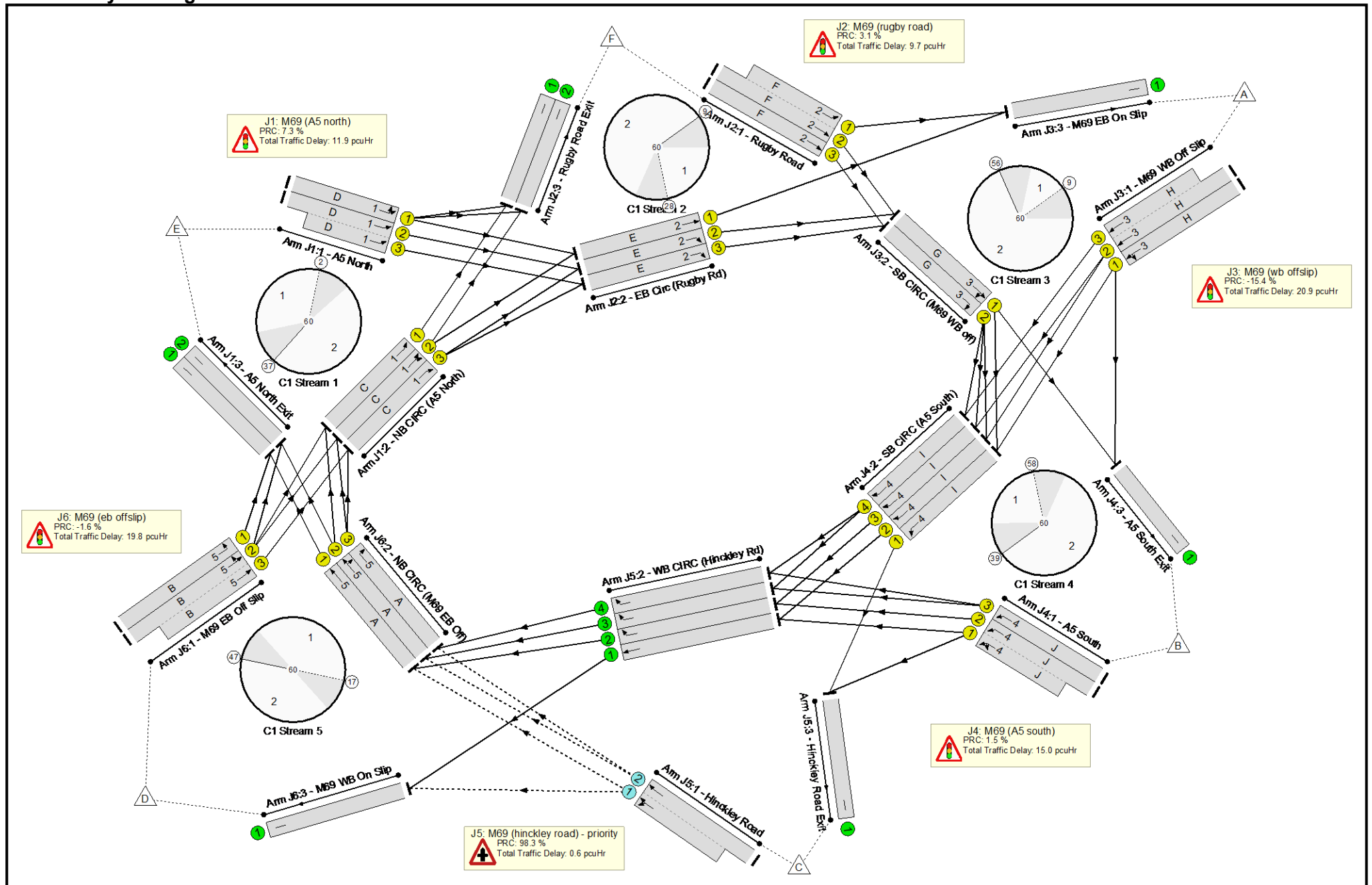
Stage	1	2
Duration	24	24
Change Point	47	17

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: M69 Junction 1 - Existing Layout	-	-	N/A	-	-		-	-	-	-	-	-	103.8%
J1: M69 (A5 north)	-	-	N/A	-	-		-	-	-	-	-	-	83.8%
1/1	A5 North Ahead Left	U	1	N/A	D		1	19	-	203	1900	633	32.1%
1/2+1/3	A5 North Ahead	U	1	N/A	D		1	19	-	834	1900:1900	633+361	83.8 : 83.8%
2/1	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	29	-	631	1900	950	66.4%
2/2	NB CIRC (A5 North) Ahead Ahead2	U	1	N/A	C		1	29	-	756	1900	950	79.6%
2/3	NB CIRC (A5 North) Ahead	U	1	N/A	C		1	29	-	472	1900	950	49.7%
3/1	A5 North Exit	U	N/A	N/A	-		-	-	-	1213	Inf	Inf	0.0%
3/2	A5 North Exit	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
J2: M69 (rugby road)	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
1/2+1/1	Rugby Road Ahead Ahead2	U	2	N/A	F		1	13	-	370	1900:1900	443+86	69.9 : 69.9%
1/3	Rugby Road Ahead	U	2	N/A	F		1	13	-	346	1900	443	78.0%
2/1	EB Circ (Rugby Rd) Ahead	U	2	N/A	E		1	35	-	309	1900	1140	27.1%
2/2	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	35	-	995	1900	1140	87.3%
2/3	EB Circ (Rugby Rd) Right	U	2	N/A	E		1	35	-	311	1900	1140	27.3%
3/1	Rugby Road Exit	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
3/2	Rugby Road Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
J3: M69 (wb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	103.8%

Full Input Data And Results

1/1	M69 WB Off Slip Ahead Left	U	3	N/A	H		1	7	-	263	1900	253	103.8%
1/2+1/3	M69 WB Off Slip Ahead	U	3	N/A	H		1	7	-	362	1900:1900	253+253	71.4 : 71.4%
2/1	SB CIRC (M69 WB off) Right Ahead	U	3	N/A	G		1	41	-	1305	1900	1330	98.1%
2/2	SB CIRC (M69 WB off) Right	U	3	N/A	G		1	41	-	657	1900	1330	49.4%
3/1	M69 EB On Slip	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
J4: M69 (A5 south)	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
1/2+1/1	A5 South Ahead Left	U	4	N/A	J		1	13	-	574	1900:1900	443+204	88.6 : 88.6%
1/3	A5 South Ahead	U	4	N/A	J		1	13	-	393	1900	443	88.6%
2/1	SB CIRC (A5 South) Left	U	4	N/A	I		1	35	-	428	1900	1140	37.0%
2/2	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	630	1900	1140	55.3%
2/3	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	194	1900	1140	17.0%
2/4	SB CIRC (A5 South) Ahead	U	4	N/A	I		1	35	-	195	1900	1140	17.1%
3/1	A5 South Exit	U	N/A	N/A	-		-	-	-	1140	Inf	Inf	0.0%
J5: M69 (hinckley road) - priority	-	-	N/A	-	-		-	-	-	-	-	-	45.4%
1/2+1/1	Hinckley Road Ahead Left	O	N/A	N/A	-		-	-	-	423	1900:1900	650+282	45.4 : 45.4%
2/1	WB CIRC (Hinckley Rd) Ahead	U	N/A	N/A	-		-	-	-	801	1900	1900	42.2%
2/2	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	587	1900	1900	30.9%
2/3	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	377	1900	1900	19.8%

Full Input Data And Results

2/4	WB CIRC (Hinckley Rd) Right	U	N/A	N/A	-		-	-	-	211	1900	1900	11.1%
3/1	Hinckley Road Exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
J6: M69 (eb offslip)	-	-	N/A	-	-		-	-	-	-	-	-	91.5%
1/1	M69 EB Off Slip Left	U	5	N/A	B		1	24	-	513	1900	792	64.8%
1/2+1/3	M69 EB Off Slip Ahead Left	U	5	N/A	B		1	24	-	1185	1900:1900	792+504	91.5 : 91.5%
2/1	NB CIRC (M69 EB Off) Ahead	U	5	N/A	A		1	24	-	700	1900	792	88.4%
2/2	NB CIRC (M69 EB Off) Right Ahead	U	5	N/A	A		1	24	-	478	1900	792	60.4%
2/3	NB CIRC (M69 EB Off) Right	U	5	N/A	A		1	24	-	405	1900	792	51.2%
3/1	M69 WB On Slip	U	N/A	N/A	-		-	-	-	816	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: M69 Junction 1 - Existing Layout	-	-	846	0	0	46.9	31.0	0.0	77.9	-	-	-	-
J1: M69 (A5 north)	-	-	0	0	0	9.1	2.8	0.0	11.9	-	-	-	-
1/1	203	203	-	-	-	0.8	0.2	-	1.1	19.1	2.5	0.2	2.7
1/2+1/3	834	834	-	-	-	4.1	2.5	-	6.6	28.4	8.1	2.5	10.6
2/1	631	631	-	-	-	1.5	0.0	-	1.5	8.4	7.6	0.0	7.6
2/2	756	756	-	-	-	1.8	0.0	-	1.8	8.7	8.3	0.0	8.3
2/3	472	472	-	-	-	0.9	0.0	-	0.9	7.2	7.4	0.0	7.4
3/1	1213	1213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M69 (rugby road)	-	-	0	0	0	6.9	2.9	0.0	9.7	-	-	-	-
1/2+1/1	370	370	-	-	-	2.1	1.1	-	3.3	31.8	4.6	1.1	5.8
1/3	346	346	-	-	-	2.1	1.7	-	3.8	39.4	5.4	1.7	7.1
2/1	309	309	-	-	-	0.3	0.0	-	0.3	2.9	0.9	0.0	0.9
2/2	995	995	-	-	-	2.3	0.0	-	2.3	8.3	8.2	0.0	8.2
2/3	311	311	-	-	-	0.1	0.0	-	0.1	1.4	0.4	0.0	0.4
3/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: M69 (wb offslip)	-	-	0	0	0	8.8	12.1	0.0	20.9	-	-	-	-
1/1	263	253	-	-	-	2.2	10.9	-	13.1	179.0	4.5	10.9	15.4
1/2+1/3	362	362	-	-	-	2.5	1.2	-	3.7	37.2	2.9	1.2	4.1
2/1	1305	1305	-	-	-	3.3	0.0	-	3.3	9.1	15.4	0.0	15.4
2/2	657	657	-	-	-	0.8	0.0	-	0.8	4.5	4.8	0.0	4.8
3/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J4: M69 (A5 south)	-	-	0	0	0	8.0	7.0	0.0	15.0	-	-	-	-
1/2+1/1	574	574	-	-	-	3.4	3.6	-	7.0	43.7	6.2	3.6	9.8
1/3	393	393	-	-	-	2.4	3.4	-	5.9	53.7	6.2	3.4	9.7
2/1	422	422	-	-	-	0.8	0.0	-	0.8	7.2	2.9	0.0	2.9
2/2	630	630	-	-	-	1.2	0.0	-	1.2	7.0	3.3	0.0	3.3
2/3	194	194	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1
2/4	195	195	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1
3/1	1137	1137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: M69 (hinckley road) - priority	-	-	846	0	0	0.1	0.4	0.0	0.6	-	-	-	-
1/2+1/1	423	423	846	0	0	0.1	0.4	-	0.6	4.8	1.3	0.4	1.7
2/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: M69 (eb offslip)	-	-	0	0	0	14.0	5.8	0.0	19.8	-	-	-	-
1/1	513	513	-	-	-	2.0	0.9	-	2.9	20.4	6.7	0.9	7.6
1/2+1/3	1185	1185	-	-	-	5.0	4.9	-	10.0	30.3	11.3	4.9	16.2
2/1	700	700	-	-	-	3.6	0.0	-	3.6	18.3	11.5	0.0	11.5
2/2	478	478	-	-	-	1.8	0.0	-	1.8	13.4	7.7	0.0	7.7
2/3	405	405	-	-	-	1.6	0.0	-	1.6	14.2	5.9	0.0	5.9
3/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 7.3 C1 Stream: 2 PRC for Signalled Lanes (%): 3.1 C1 Stream: 3 PRC for Signalled Lanes (%): -15.4 C1 Stream: 4 PRC for Signalled Lanes (%): 1.5 C1 Stream: 5 PRC for Signalled Lanes (%): -1.6 PRC Over All Lanes (%): -15.4 Total Delay for Signalled Lanes (pcuHr): 11.89 Total Delay for Signalled Lanes (pcuHr): 9.72 Total Delay for Signalled Lanes (pcuHr): 20.93 Total Delay for Signalled Lanes (pcuHr): 14.99 Total Delay for Signalled Lanes (pcuHr): 19.80 Total Delay Over All Lanes(pcuHr): 77.90 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60													