

Appendix F - J05 Wide Lane/ Mount Park Junction Modelling Results

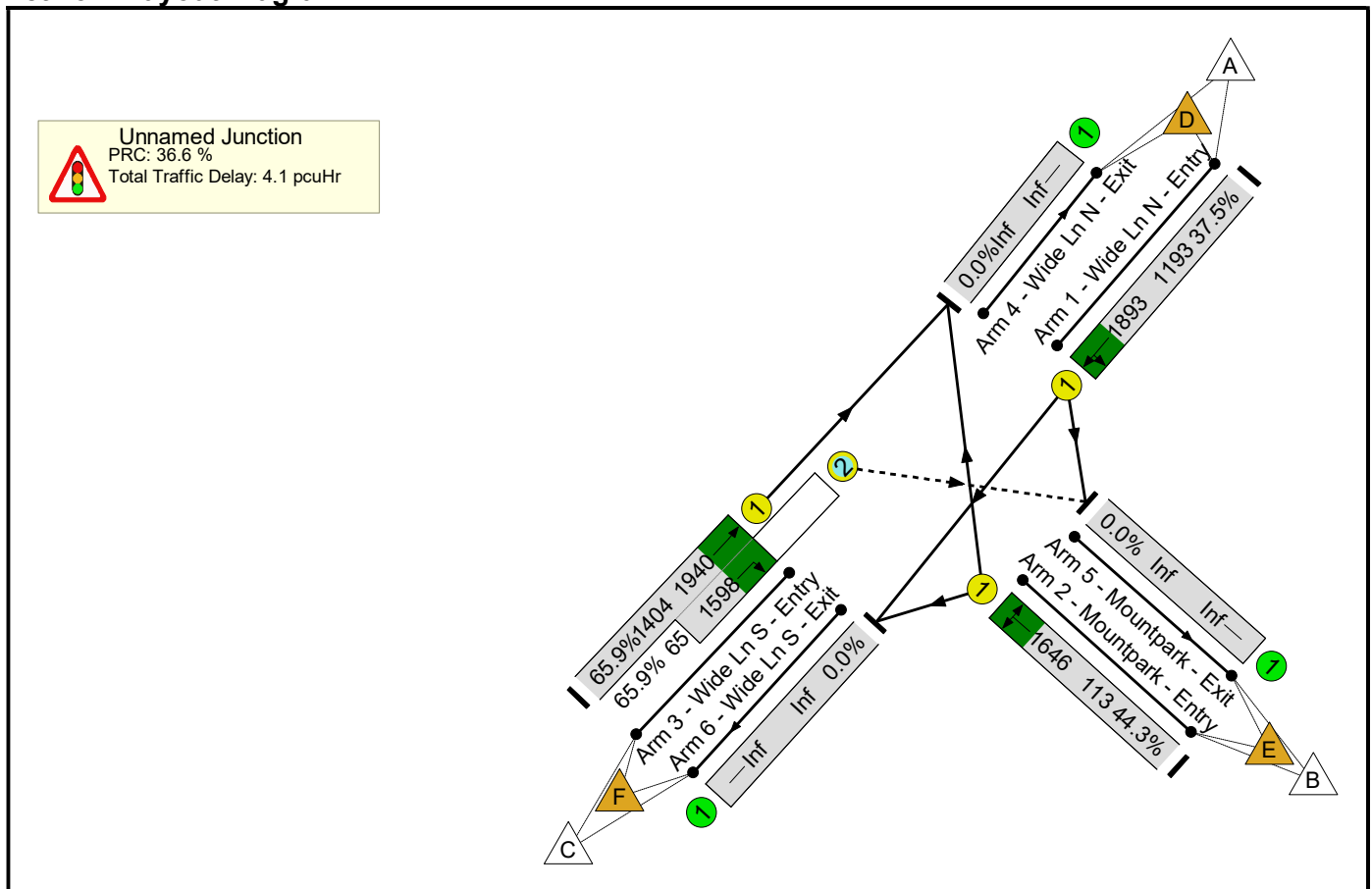
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J05_WideLn-Mountpark.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Network Results

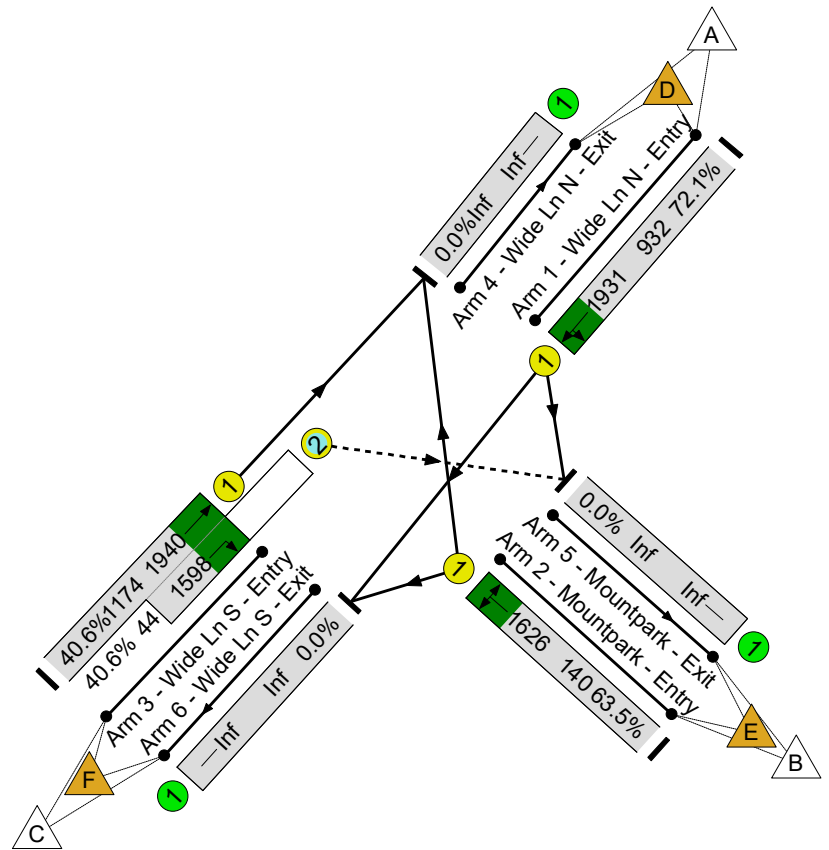
[illegible]

Basic Results Summary

Scenario 2: 'Base 2023 PM' (FG2: 'Base PM 2023', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Unnamed Junction
PRC: 24.8 %
Total Traffic Delay: 6.1 pcuHr



Network Results

Basic Results Summary

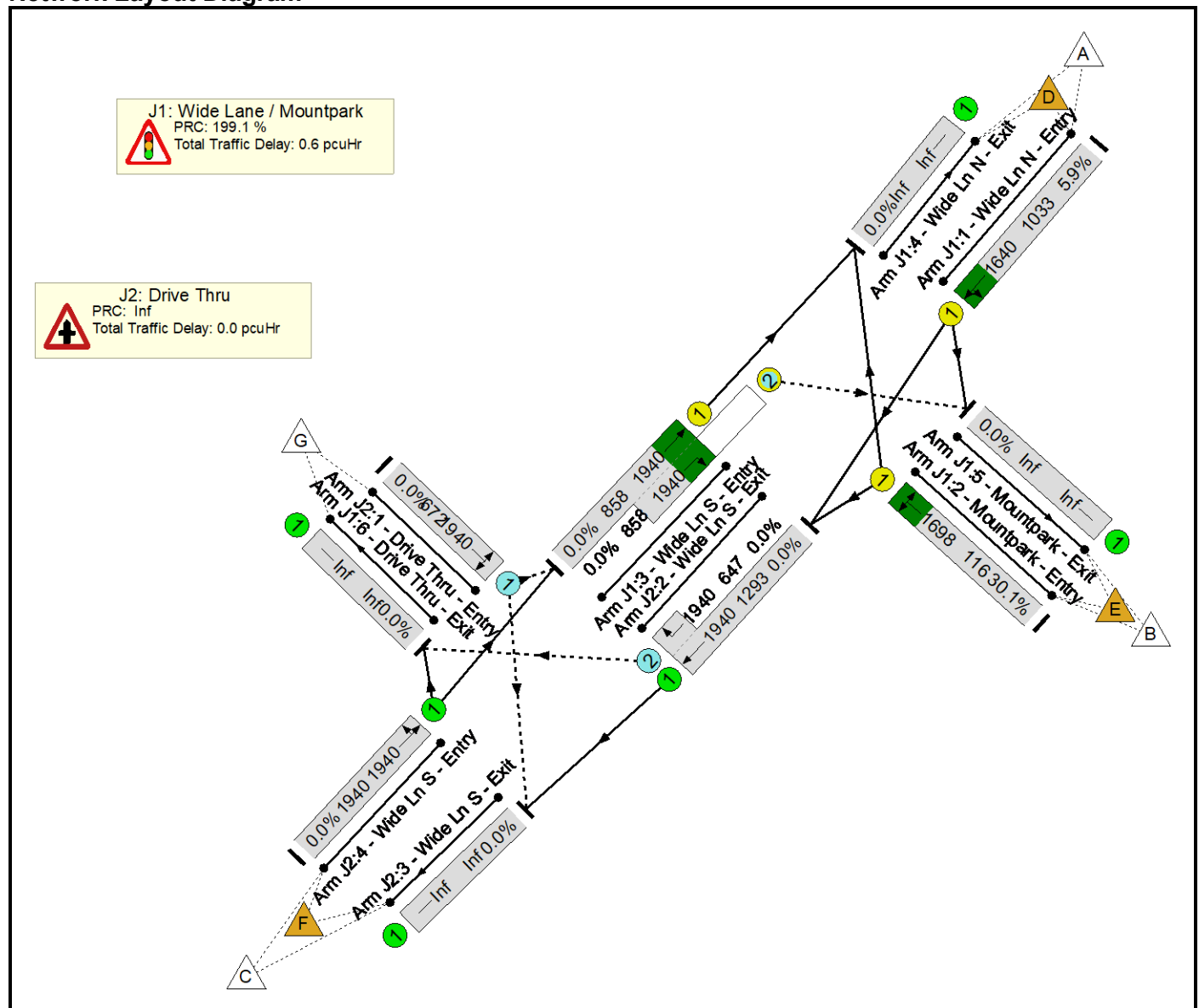
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J05_WideLn-Mountpark_Future_CycleTime.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram

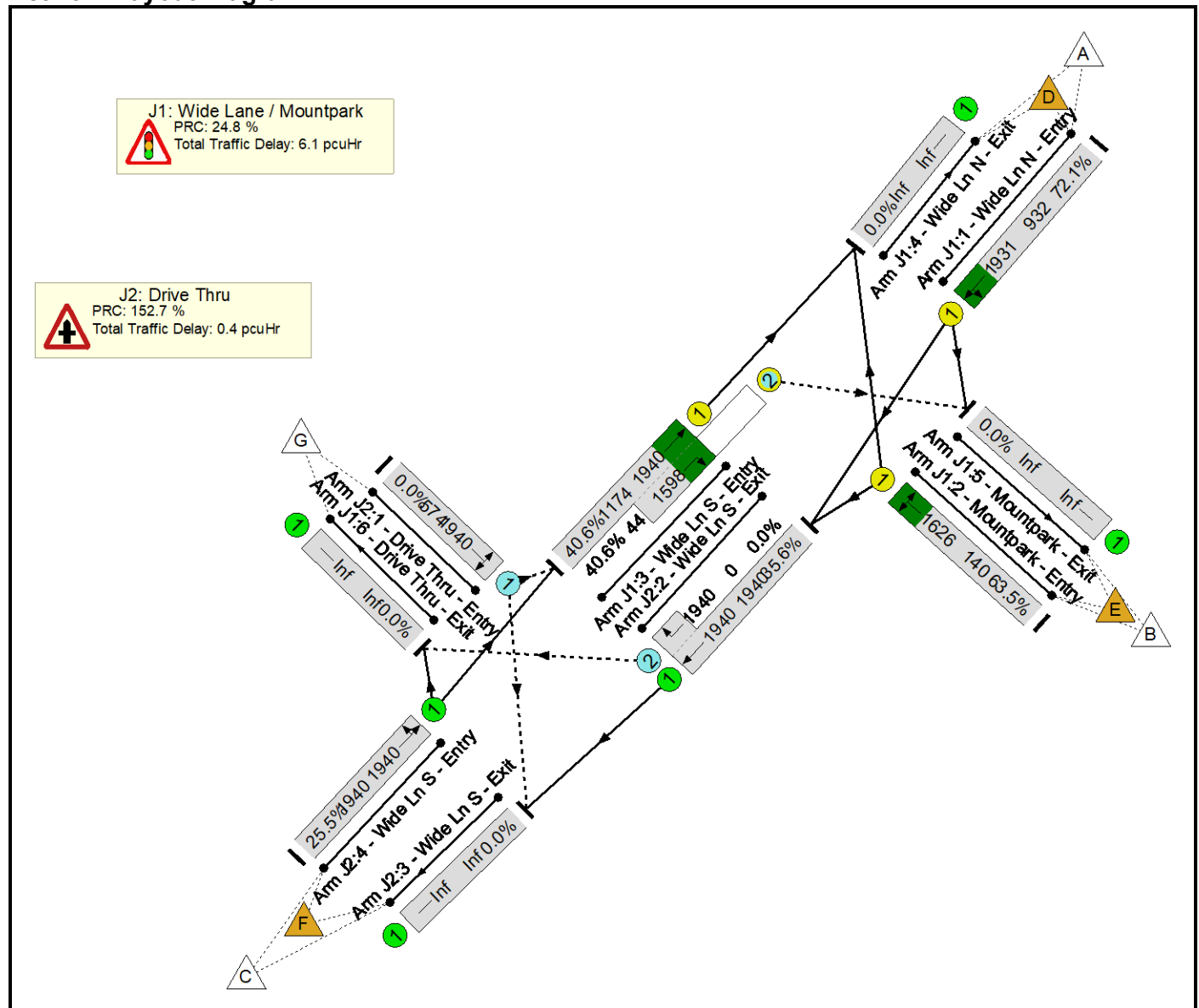


Network Results

Basic Results Summary

Scenario 2: 'Base 2023 PM' (FG2: 'Base PM 2023', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

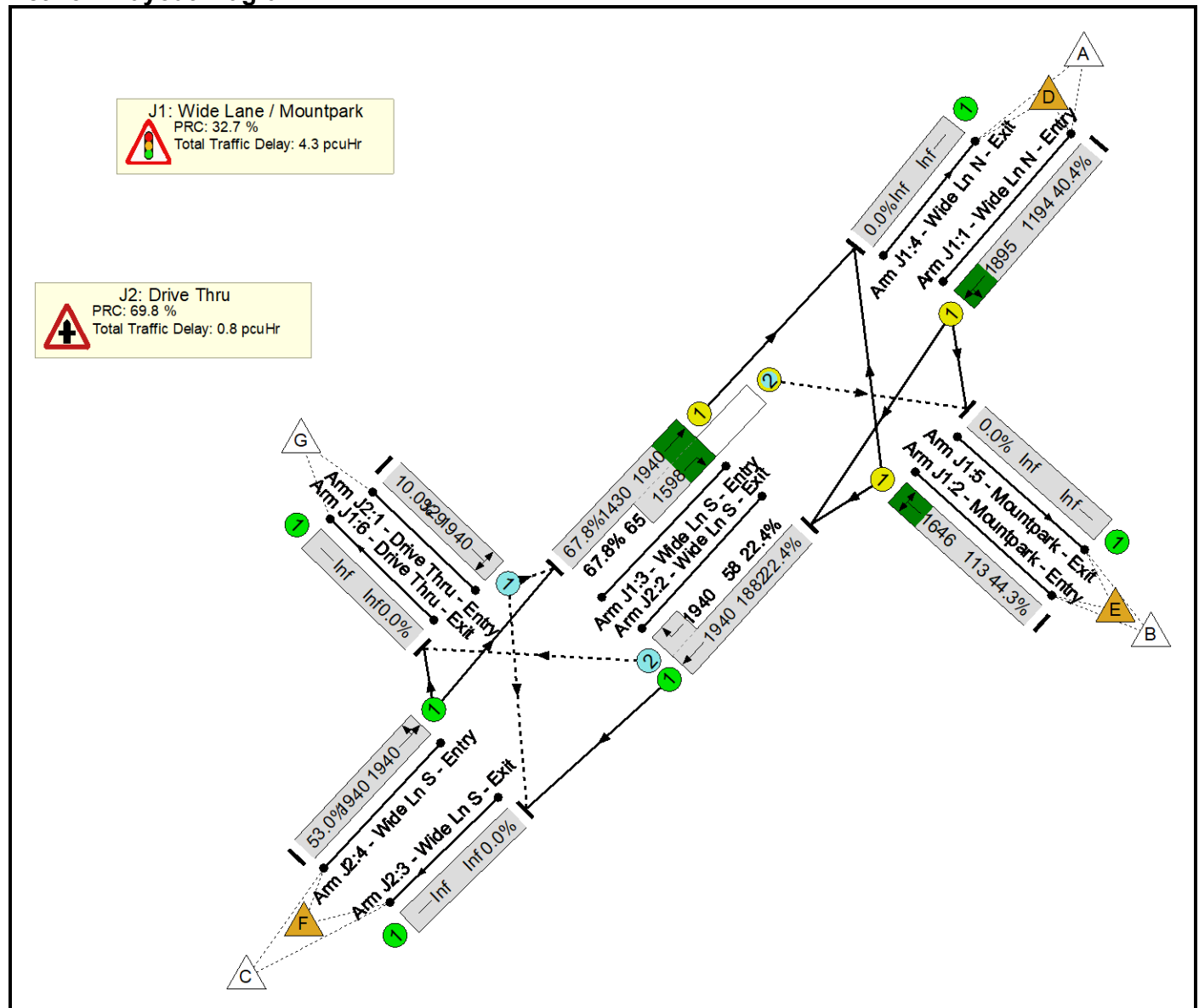


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.1%	15	2	1	6.6	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	72.1%	15	2	1	6.1	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	7	-	672	1931	932	72.1%	-	-	-	3.5	18.8	9.9
2/1	Mountpark - Entry Right Left	U	D		1	7	-	89	1626	140	63.5%	-	-	-	1.5	59.7	2.2
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	17	4	494	1940:1598	1174+44	40.6 : 40.6%	15	2	1	1.1	8.2	4.2
J2: Drive Thru	-	-	-		-	-	-	-	-	-	35.6%	0	0	0	0.4	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	0	1940	574	0.0%	0	0	0	0.0	0.0	0.0
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	691	1940:1940	1940+0	35.6 : 0.0%	0	0	0	0.3	1.4	0.3
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	494	1940	1940	25.5%	-	-	-	0.2	1.2	0.2
C1				PRC for Signalled Lanes (%):		24.8	24.8		Total Delay for Signalled Lanes (pcuHr):		6.11	6.55		Cycle Time (s):		58	
				PRC Over All Lanes (%):		24.8			Total Delay Over All Lanes(pcuHr):								

Network Layout Diagram



Basic Results Summary

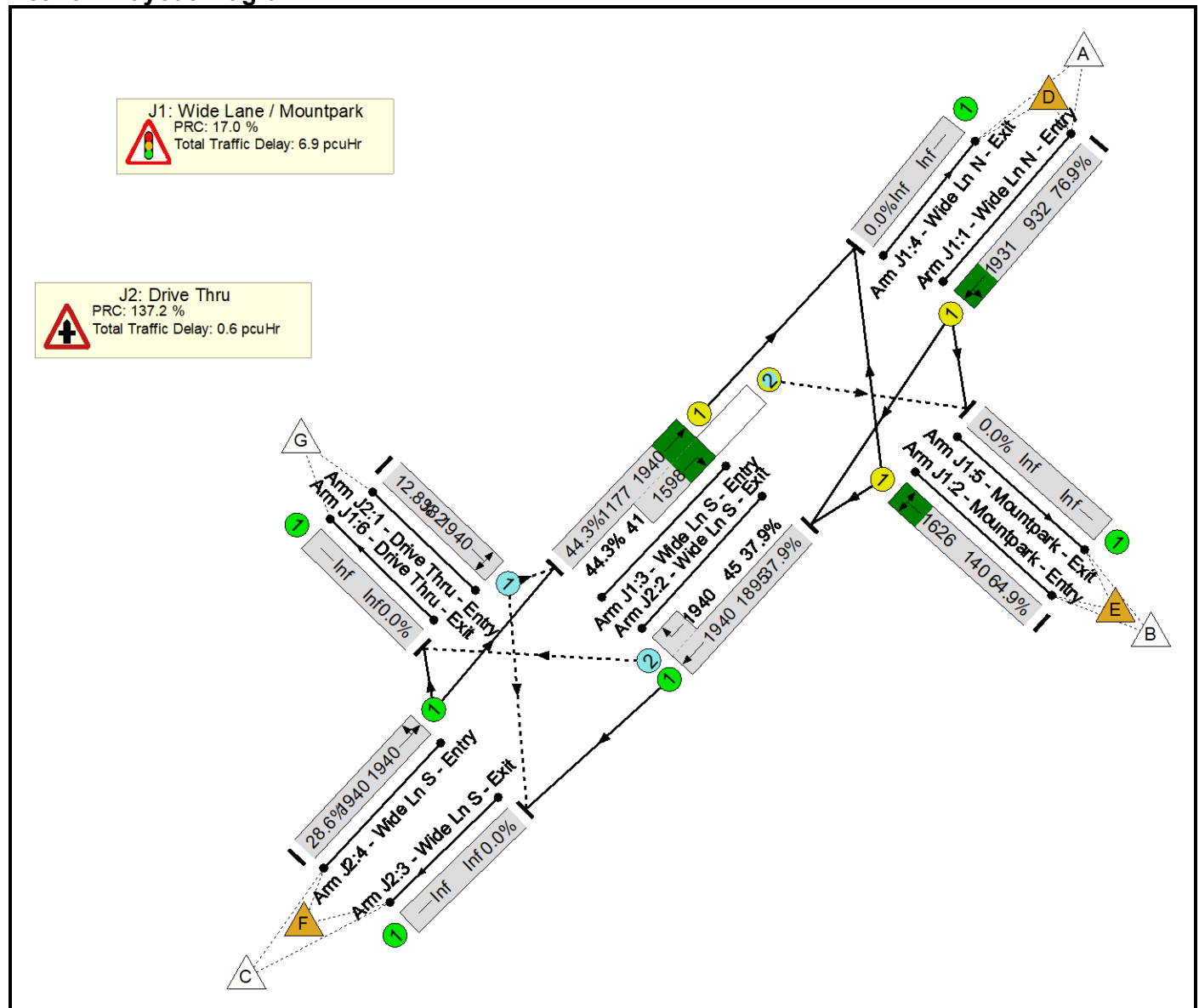
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	67.8%	83	4	2	5.0	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	67.8%	37	4	2	4.3	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	483	1895	1194	40.4%	-	-	-	1.2	9.2	5.2
2/1	Mountpark - Entry Right Left	U	D		1	7	-	50	1646	113	44.3%	-	-	-	0.8	61.0	1.4
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1014	1940:1598	1430+65	67.8 : 67.8%	37	4	2	2.2	7.7	10.4
J2: Drive Thru	-	-	-		-	-	-	-	-	-	53.0%	46	0	0	0.8	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	329	10.0%	33	0	0	0.1	6.1	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	435	1940:1940	1882+58	22.4 : 22.4%	13	0	0	0.1	1.2	0.1
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1028	1940	1940	53.0%	-	-	-	0.6	2.0	0.6
C1				PRC for Signalled Lanes (%):		32.7		Total Delay for Signalled Lanes (pcuHr):		4.27		Cycle Time (s):		73			
				PRC Over All Lanes (%):		32.7		Total Delay Over All Lanes(pcuHr):		5.03							

Basic Results Summary

Scenario 4: 'FB 2025 PM' (FG4: 'FB 2025 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

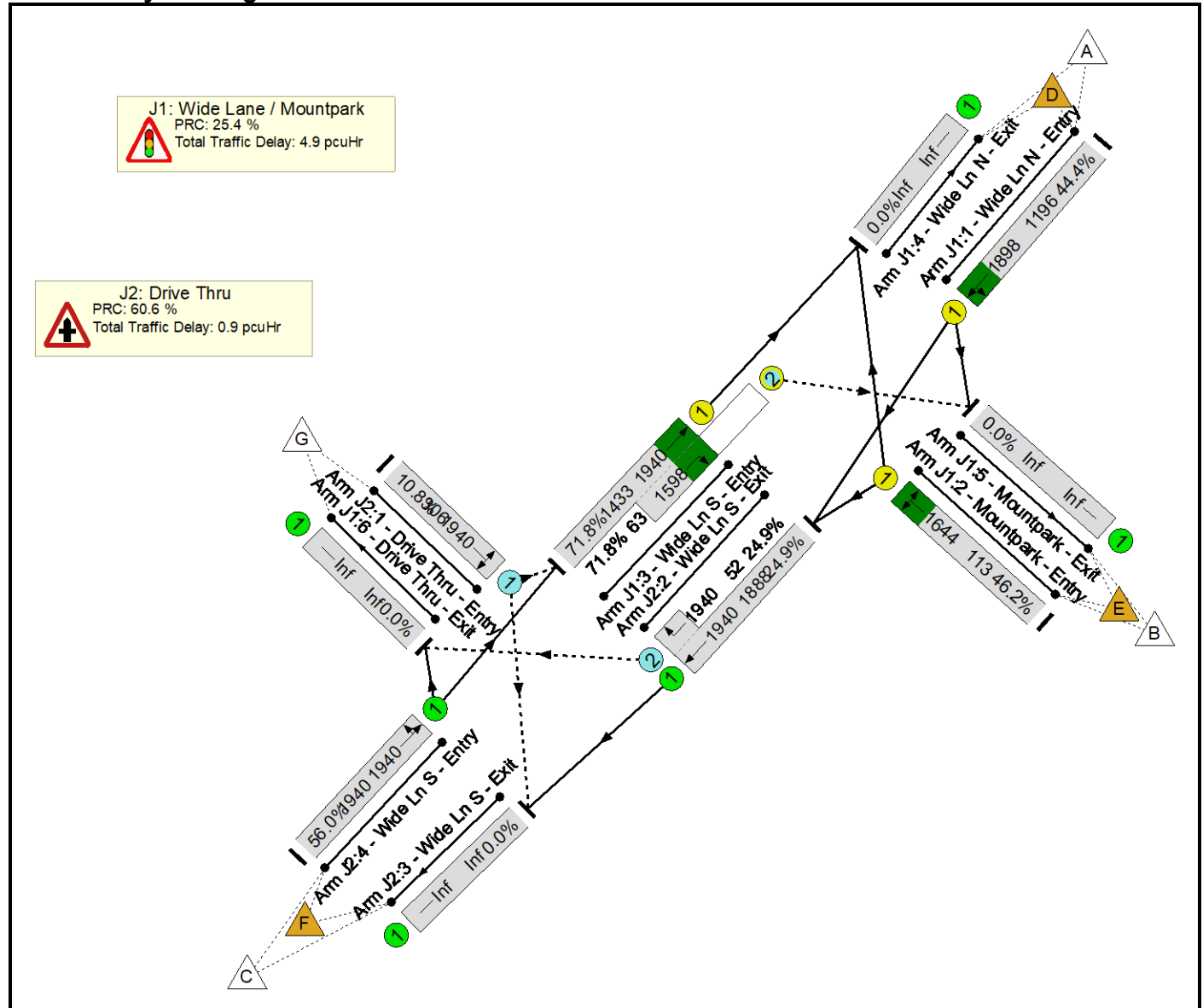
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	76.9%	81	2	1	7.5	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	76.9%	15	2	1	6.9	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	7	-	717	1931	932	76.9%	-	-	-	4.1	20.6	11.0
2/1	Mountpark - Entry Right Left	U	D		1	7	-	91	1626	140	64.9%	-	-	-	1.5	61.0	2.3
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	17	4	539	1940:1598	1177+41	44.3 : 44.3%	15	2	1	1.3	8.6	4.7
J2: Drive Thru	-	-	-		-	-	-	-	-	-	37.9%	66	0	0	0.6	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	382	12.8%	49	0	0	0.1	5.4	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	736	1940:1940	1895+45	37.9 : 37.9%	17	0	0	0.3	1.5	0.3
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	555	1940	1940	28.6%	-	-	-	0.2	1.3	0.2
C1				PRC for Signalled Lanes (%):		17.0	17.0		Total Delay for Signalled Lanes (pcuHr):		6.93	7.51		Cycle Time (s):		58	
				PRC Over All Lanes (%):		17.0			Total Delay Over All Lanes(pcuHr):								

Basic Results Summary

Scenario 5: 'FB 2028 AM' (FG9: 'FB 2028 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

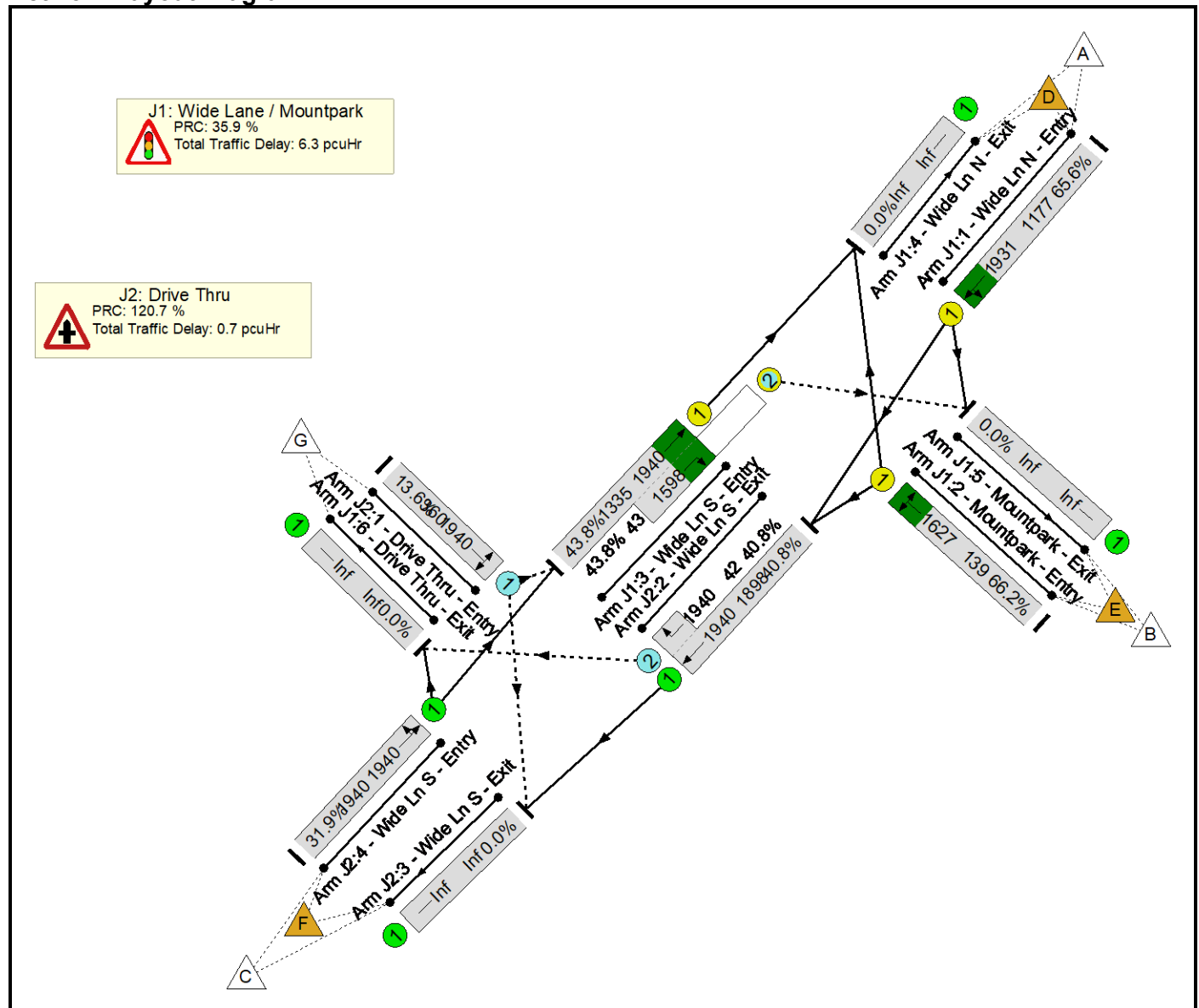
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	71.8%	84	4	2	5.7	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	71.8%	38	4	2	4.9	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	531	1898	1196	44.4%	-	-	-	1.4	9.6	5.9
2/1	Mountpark - Entry Right Left	U	D		1	7	-	52	1644	113	46.2%	-	-	-	0.9	62.0	1.4
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1073	1940:1598	1433+63	71.8 : 71.8%	38	4	2	2.5	8.5	11.8
J2: Drive Thru	-	-	-		-	-	-	-	-	-	56.0%	46	0	0	0.9	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	306	10.8%	33	0	0	0.1	6.6	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	483	1940:1940	1888+52	24.9 : 24.9%	13	0	0	0.2	1.2	0.2
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1087	1940	1940	56.0%	-	-	-	0.6	2.1	0.6
C1																	

Basic Results Summary

Scenario 6: 'FB 2028 PM' (FG10: 'FB 2028 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

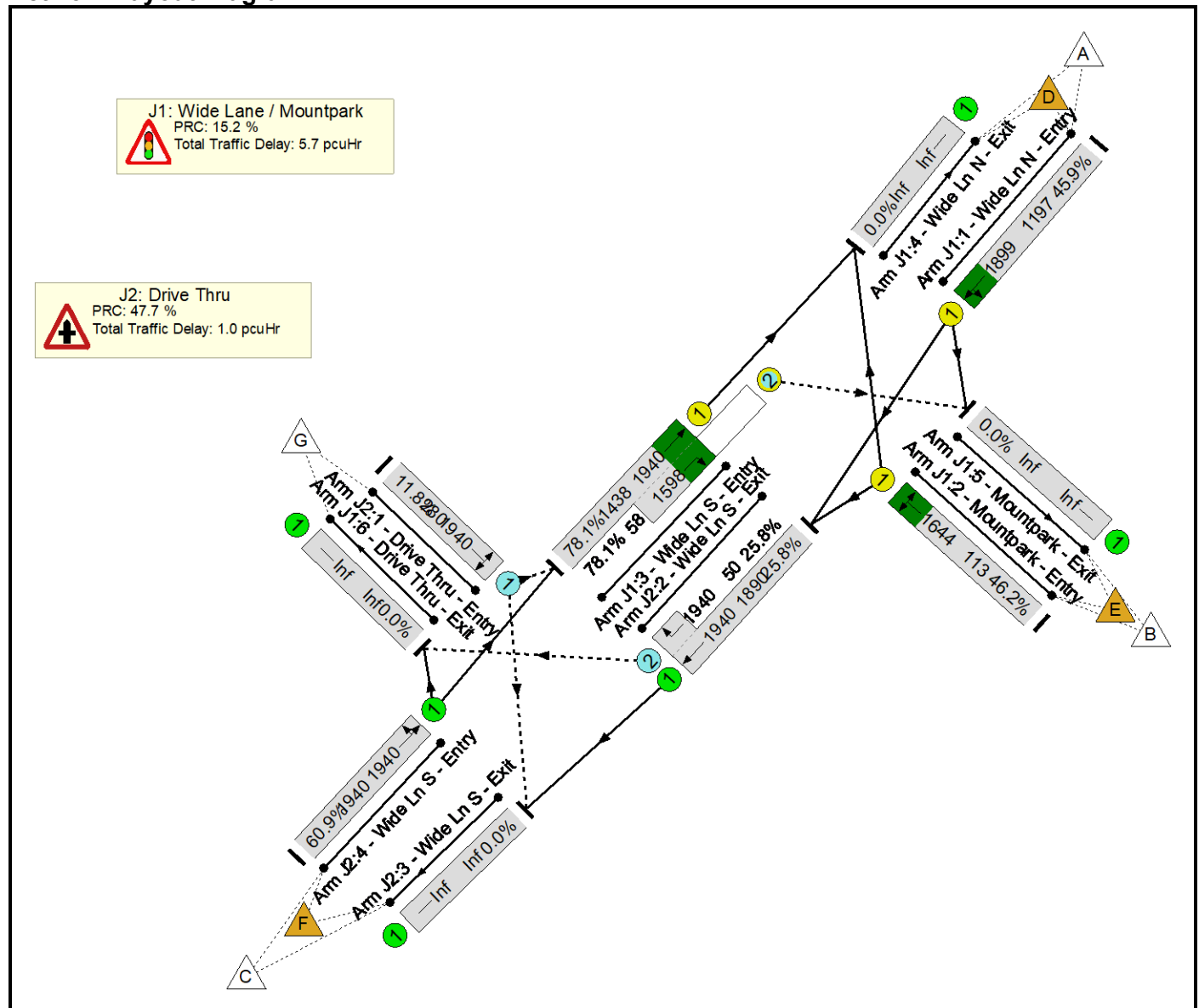
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	66.2%	83	1	1	7.0	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	66.2%	17	1	1	6.3	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	29	-	772	1931	1177	65.6%	-	-	-	3.2	14.8	12.3
2/1	Mountpark - Entry Right Left	U	D		1	9	-	92	1627	139	66.2%	-	-	-	1.9	73.3	3.0
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	39	4	603	1940:1598	1335+43	43.8 : 43.8%	17	1	1	1.3	7.6	5.9
J2: Drive Thru	-	-	-		-	-	-	-	-	-	40.8%	66	0	0	0.7	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	360	13.6%	49	0	0	0.1	5.8	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	791	1940:1940	1898+42	40.8 : 40.8%	17	0	0	0.3	1.6	0.3
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	619	1940	1940	31.9%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		35.9	35.9		Total Delay for Signalled Lanes (pcuHr):		6.32	6.32		Cycle Time (s):		82	
				PRC Over All Lanes (%):		35.9	35.9		Total Delay Over All Lanes(pcuHr):		6.98	6.98					

Basic Results Summary

Scenario 7: 'Proposed 2028 AM' (FG11: 'Proposed 2028 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

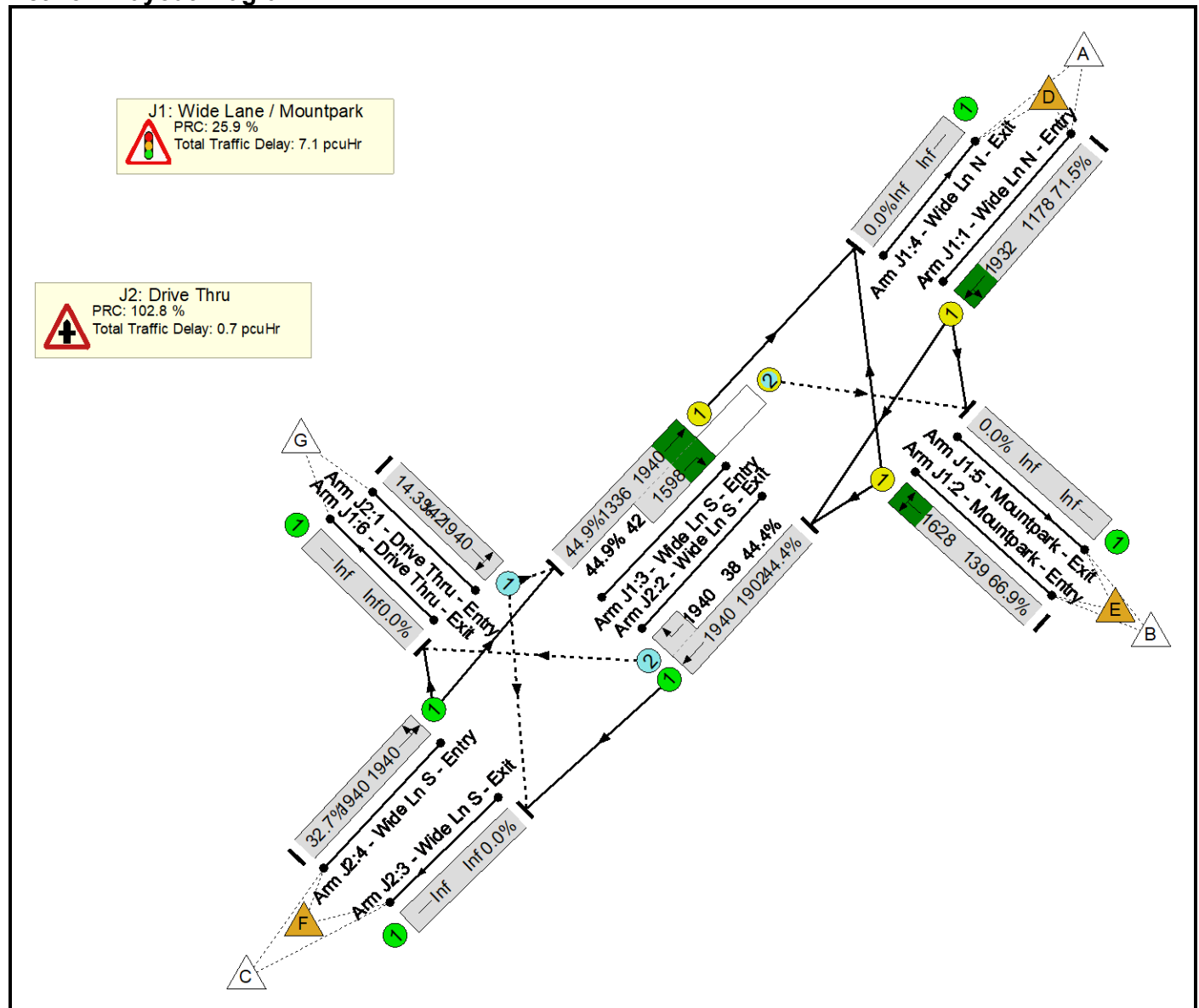
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	78.1%	84	4	2	6.7	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	78.1%	38	4	2	5.7	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	549	1899	1197	45.9%	-	-	-	1.5	9.8	6.1
2/1	Mountpark - Entry Right Left	U	D		1	7	-	52	1644	113	46.2%	-	-	-	0.9	62.0	1.4
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1168	1940:1598	1438+58	78.1 : 78.1%	38	4	2	3.3	10.2	14.9
J2: Drive Thru	-	-	-		-	-	-	-	-	-	60.9%	46	0	0	1.0	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	280	11.8%	33	0	0	0.1	7.3	0.2
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	500	1940:1940	1890+50	25.8 : 25.8%	13	0	0	0.2	1.2	0.2
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1182	1940	1940	60.9%	-	-	-	0.8	2.4	0.8
C1				PRC for Signalled Lanes (%):		15.2	15.2		Total Delay for Signalled Lanes (pcuHr):		5.71	5.71		Cycle Time (s):		73	
				PRC Over All Lanes (%):		15.2	15.2		Total Delay Over All Lanes(pcuHr):		6.73	6.73					

Basic Results Summary

Scenario 8: 'Proposed 2028 PM' (FG12: 'Proposed 2028 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

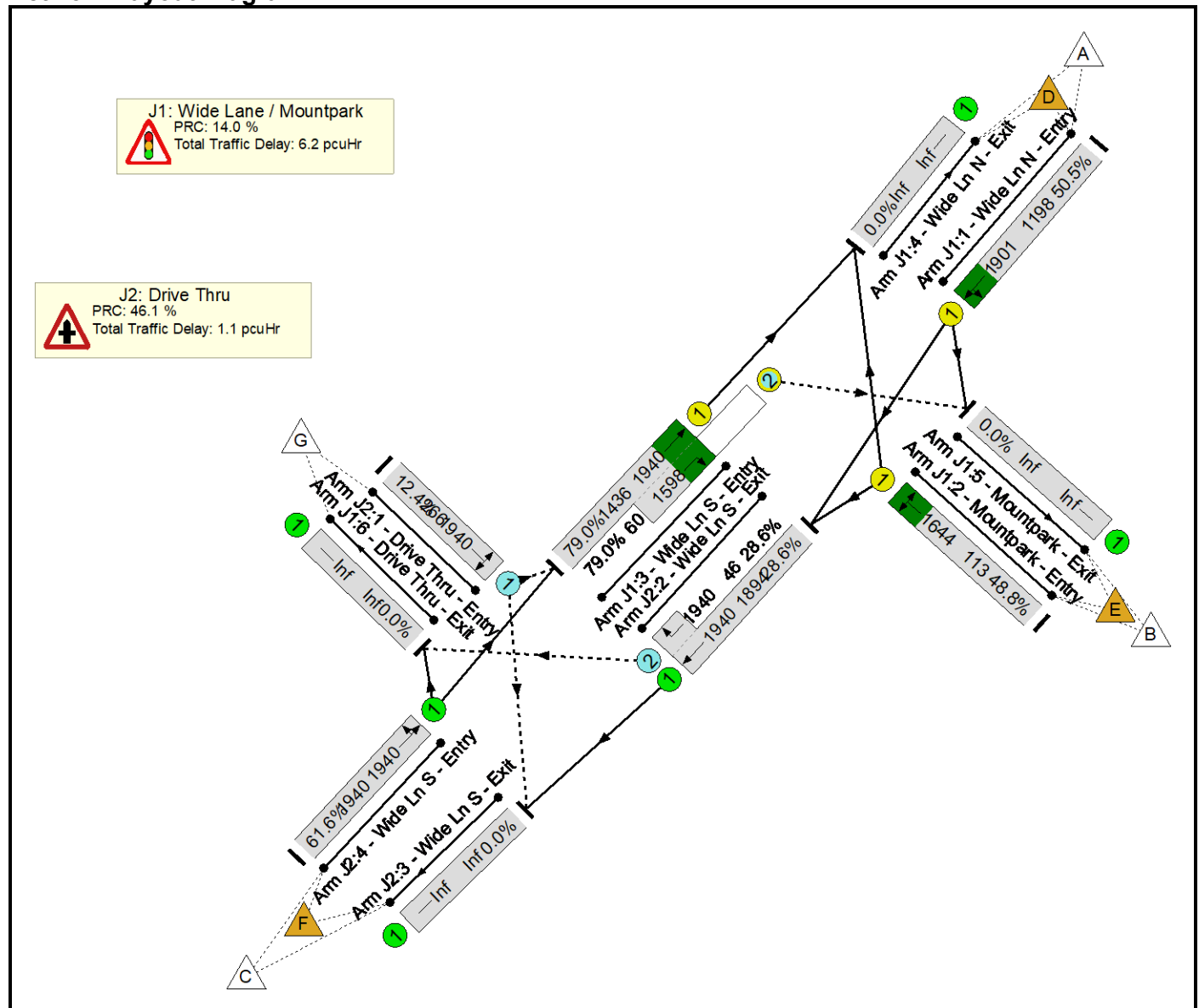
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	71.5%	83	1	1	7.8	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	71.5%	17	1	1	7.1	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	29	-	842	1932	1178	71.5%	-	-	-	3.8	16.4	14.3
2/1	Mountpark - Entry Right Left	U	D		1	9	-	93	1628	139	66.9%	-	-	-	1.9	74.0	3.0
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	39	4	619	1940:1598	1336+42	44.9 : 44.9%	17	1	1	1.3	7.7	6.3
J2: Drive Thru	-	-	-		-	-	-	-	-	-	44.4%	66	0	0	0.7	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	342	14.3%	49	0	0	0.1	6.1	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	861	1940:1940	1902+38	44.4 : 44.4%	17	0	0	0.4	1.7	0.4
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	635	1940	1940	32.7%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		25.9	25.9		Total Delay for Signalled Lanes (pcuHr):		7.07	7.80		Cycle Time (s):		82	
				PRC Over All Lanes (%):		25.9			Total Delay Over All Lanes(pcuHr):								

Basic Results Summary

Scenario 9: 'FB 2036 AM' (FG7: 'FB 2036 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

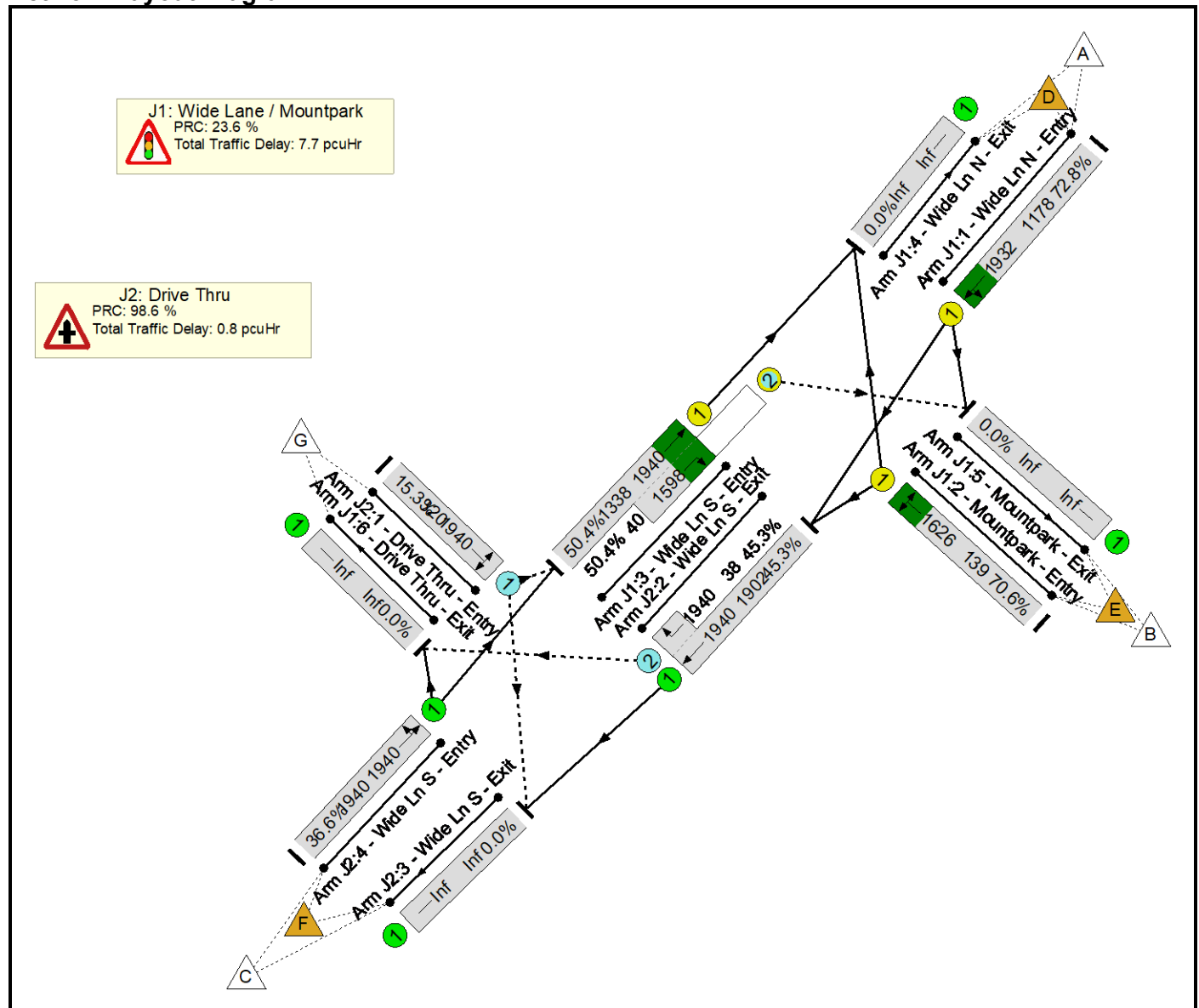
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.0%	86	5	3	7.2	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	79.0%	40	5	3	6.2	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	605	1901	1198	50.5%	-	-	-	1.7	10.4	7.1
2/1	Mountpark - Entry Right Left	U	D		1	7	-	55	1644	113	48.8%	-	-	-	1.0	63.6	1.5
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1181	1940:1598	1436+60	79.0 : 79.0%	40	5	3	3.5	10.6	15.4
J2: Drive Thru	-	-	-		-	-	-	-	-	-	61.6%	46	0	0	1.1	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	266	12.4%	33	0	0	0.1	8.0	0.2
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	554	1940:1940	1894+46	28.6 : 28.6%	13	0	0	0.2	1.3	0.2
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1195	1940	1940	61.6%	-	-	-	0.8	2.4	0.8
C1				PRC for Signalled Lanes (%):		14.0	14.0		Total Delay for Signalled Lanes (pcuHr):		6.18	6.18		Cycle Time (s):		73	
				PRC Over All Lanes (%):		14.0	14.0		Total Delay Over All Lanes(pcuHr):		7.25	7.25					

Basic Results Summary

Scenario 10: 'FB 2036 PM' (FG8: 'FB 2036 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

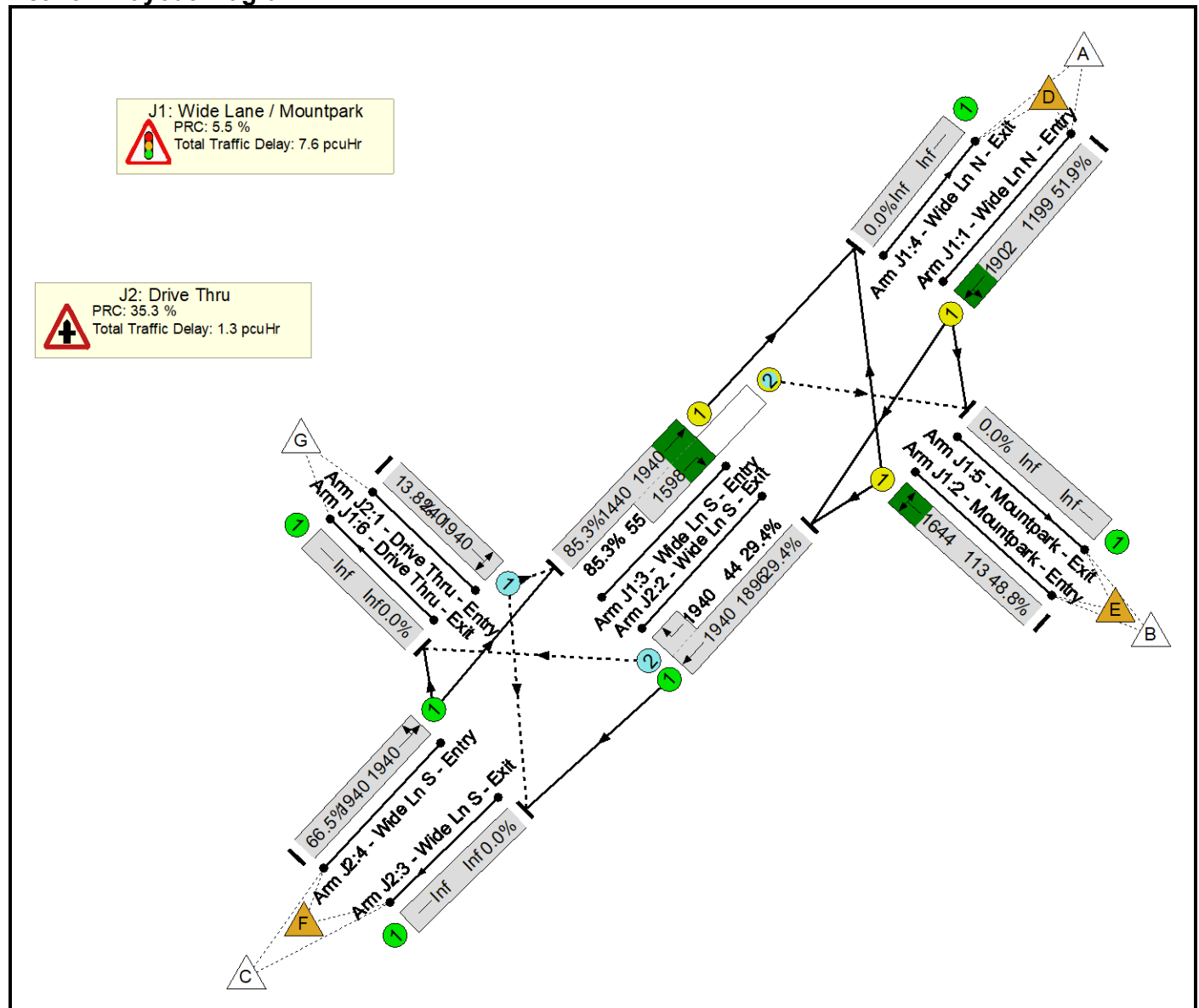
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.8%	84	1	1	8.5	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	72.8%	18	1	1	7.7	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	29	-	858	1932	1178	72.8%	-	-	-	4.0	16.8	14.9
2/1	Mountpark - Entry Right Left	U	D		1	9	-	98	1626	139	70.6%	-	-	-	2.1	78.3	3.3
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	39	4	694	1940:1598	1338+40	50.4 : 50.4%	18	1	1	1.6	8.3	7.3
J2: Drive Thru	-	-	-		-	-	-	-	-	-	45.3%	66	0	0	0.8	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	320	15.3%	49	0	0	0.1	6.6	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	879	1940:1940	1902+38	45.3 : 45.3%	17	0	0	0.4	1.7	0.4
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	710	1940	1940	36.6%	-	-	-	0.3	1.5	0.3
C1				PRC for Signalled Lanes (%):		23.6	23.6		Total Delay for Signalled Lanes (pcuHr):		7.73	7.73		Cycle Time (s):		82	
				PRC Over All Lanes (%):		23.6	23.6		Total Delay Over All Lanes(pcuHr):		8.53	8.53					

Basic Results Summary

Scenario 11: 'Proposed 2036 AM' (FG5: 'Proposed 2036 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

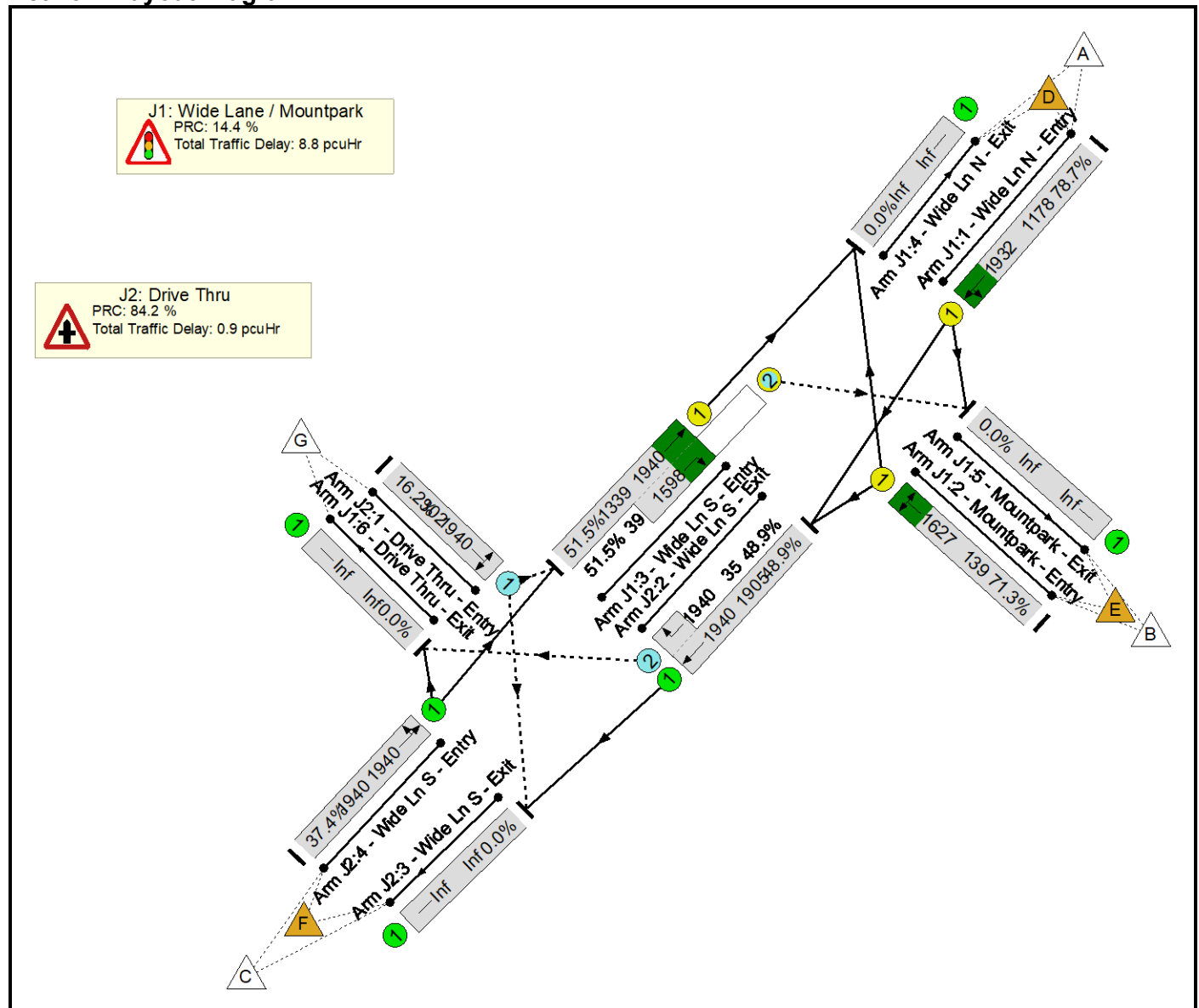
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.3%	86	5	3	8.9	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	85.3%	40	5	3	7.6	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	622	1902	1199	51.9%	-	-	-	1.8	10.5	7.4
2/1	Mountpark - Entry Right Left	U	D		1	7	-	55	1644	113	48.8%	-	-	-	1.0	63.6	1.5
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1276	1940:1598	1440+55	85.3 : 85.3%	40	5	3	4.8	13.6	19.7
J2: Drive Thru	-	-	-		-	-	-	-	-	-	66.5%	46	0	0	1.3	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	240	13.8%	33	0	0	0.1	10.0	0.2
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	571	1940:1940	1896+44	29.4 : 29.4%	13	0	0	0.2	1.3	0.2
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1290	1940	1940	66.5%	-	-	-	1.0	2.8	1.0
C1 PRC for Signalled Lanes (%): 5.5 PRC Over All Lanes (%): 5.5 Total Delay for Signalled Lanes (pcuHr): 7.60 Total Delay Over All Lanes(pcuHr): 8.89 Cycle Time (s): 73																	

Basic Results Summary

Scenario 12: 'Proposed 2036 PM' (FG6: 'Proposed 2036 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	78.7%	84	1	1	9.6	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	78.7%	18	1	1	8.8	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	29	-	927	1932	1178	78.7%	-	-	-	4.9	19.1	17.5
2/1	Mountpark - Entry Right Left	U	D		1	9	-	99	1627	139	71.3%	-	-	-	2.2	79.2	3.3
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	39	4	710	1940:1598	1339+39	51.5 : 51.5%	18	1	1	1.7	8.5	7.7
J2: Drive Thru	-	-	-		-	-	-	-	-	-	48.9%	66	0	0	0.9	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	302	16.2%	49	0	0	0.1	7.1	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	948	1940:1940	1905+35	48.9 : 48.9%	17	0	0	0.5	1.8	0.5
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	726	1940	1940	37.4%	-	-	-	0.3	1.5	0.3
C1				PRC for Signalled Lanes (%):		14.4	14.4		Total Delay for Signalled Lanes (pcuHr):		8.76	8.76		Cycle Time (s):		82	
				PRC Over All Lanes (%):		14.4			Total Delay Over All Lanes(pcuHr):		9.63						

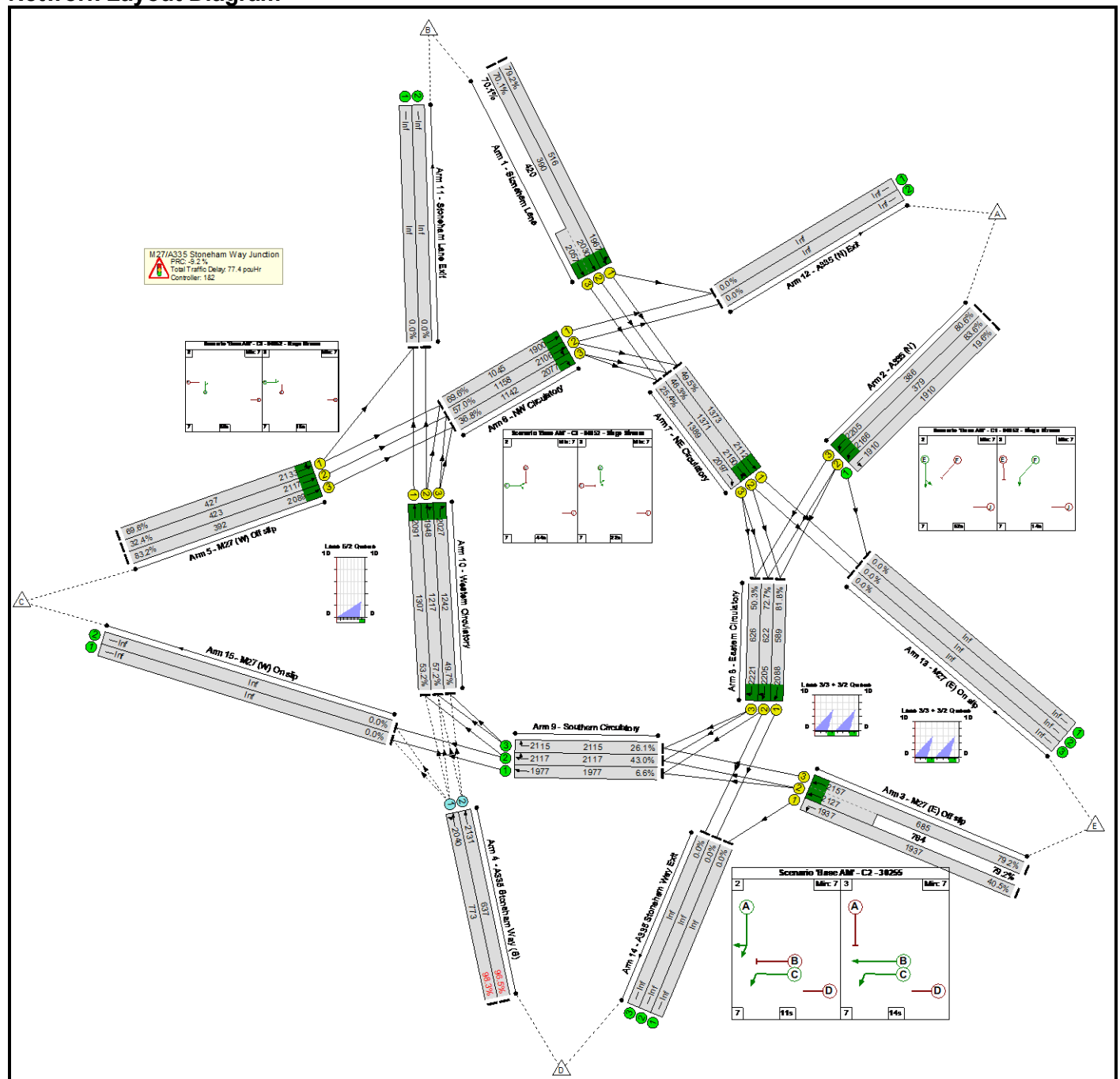
Appendix G - J06 M27 J5 Junction Modelling Results

Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J08_M27-J5_Update.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Base AM' (FG1: 'Base AM', Plan 1: 'AM')



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	98.3%	1375	0	0	77.4	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	98.3%	1375	0	0	77.4	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	22	-	409	1967	516	79.2%	-	-	-	5.0	43.7	10.2
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	22	-	567	2030:2057	390+420	70.1 : 70.1%	-	-	-	5.1 (2.5+2.6)	32.2 (32.5:31.9)	6.6
2/1	A335 (N) Left	U	-		-	-	-	375	1910	1910	19.6%	-	-	-	0.1	1.2	0.1
2/2	A335 (N) Ahead	U	C1:F		1	14	-	317	2166	379	83.6%	-	-	-	5.2	58.8	9.2
2/3	A335 (N) Ahead	U	C1:F		1	14	-	311	2205	386	80.6%	-	-	-	4.7	54.5	8.5
3/1	M27 (E) Off slip Left	U	C2:C		1	78	-	784	1937	1937	40.5%	-	-	-	0.3	1.6	0.3
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	28	-	1148	2157:2127	685+764	79.2 : 79.2%	-	-	-	5.4 (2.5+2.9)	16.9 (16.6:17.1)	7.6
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	760	2040	773	98.3%	760	0	0	11.0	52.2	17.8
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	615	2131	637	96.5%	615	0	0	8.9	52.0	14.2
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	16	-	297	2133	427	69.6%	-	-	-	3.6	43.4	7.2
5/2	M27 (W) Off slip Ahead	U	C1:B		1	16	-	137	2117	423	32.4%	-	-	-	1.3	33.7	2.8
5/3	M27 (W) Off slip Ahead	U	C1:B		1	16	-	326	2089	392	83.2%	-	-	-	5.2	56.9	9.3

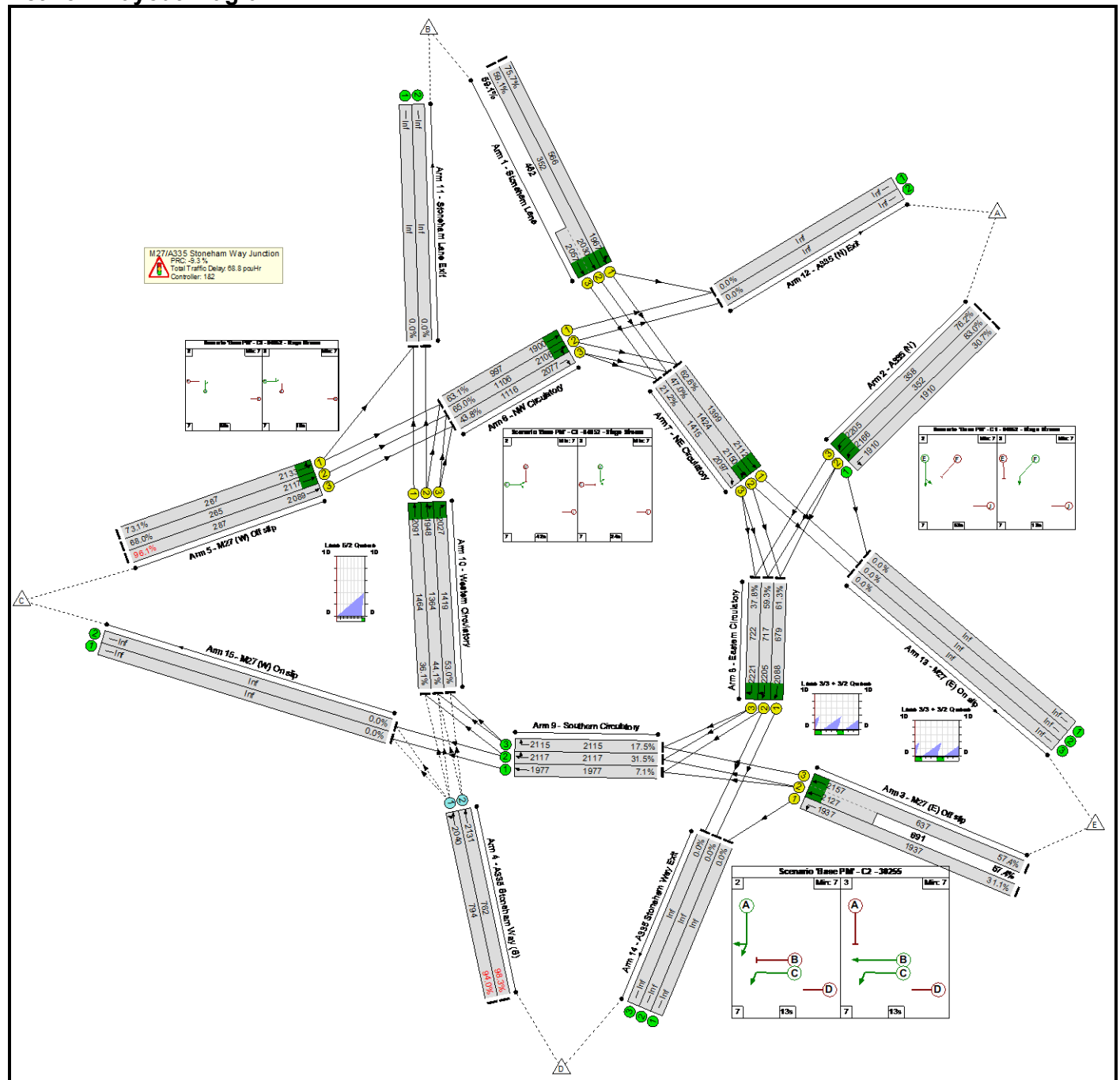
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	44	-	727	1900	1045	69.6%	-	-	-	2.8	13.7	11.8
6/2	NW Circulatory Right Ahead	U	C1:C		1	44	-	660	2106	1158	57.0%	-	-	-	2.7	14.5	11.4
6/3	NW Circulatory Right	U	C1:C		1	44	-	420	2077	1142	36.8%	-	-	-	2.6	22.4	6.7
7/1	NE Circulatory Ahead	U	C1:E		1	52	-	679	2112	1373	49.5%	-	-	-	0.8	4.0	6.8
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	52	-	634	2150	1371	46.3%	-	-	-	0.5	2.9	5.5
7/3	NE Circulatory Ahead	U	C1:E		1	52	-	353	2097	1389	25.4%	-	-	-	0.9	9.3	6.8
8/1	Eastern Circulatory Ahead	U	C2:A		2	22	-	482	2088	589	81.8%	-	-	-	1.8	13.1	4.8
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	22	-	452	2205	622	72.7%	-	-	-	1.6	12.7	4.4
8/3	Eastern Circulatory Right	U	C2:A		2	22	-	315	2221	626	50.3%	-	-	-	1.0	11.7	2.8
9/1	Southern Circulatory Ahead	U	-		-	-	-	131	1977	1977	6.6%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	911	2117	2117	43.0%	-	-	-	0.4	1.5	0.4
9/3	Southern Circulatory Right	U	-		-	-	-	551	2115	2115	26.1%	-	-	-	0.2	1.2	0.2
10/1	Western Circulatory Ahead	U	C1:A		1	50	-	695	2091	1307	53.2%	-	-	-	2.2	11.4	9.1
10/2	Western Circulatory Right Ahead	U	C1:A		1	50	-	696	1948	1217	57.2%	-	-	-	2.4	12.2	9.6

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	50	-	617	2027	1242	49.7%	-	-	-	2.0	11.5	8.0
		C1 - 84052	Stream: 1	PRC for Signalled Lanes (%):			8.1		Total Delay for Signalled Lanes (pcuHr):			16.54		Cycle Time (s):		80	
		C1 - 84052	Stream: 2	PRC for Signalled Lanes (%):			13.6		Total Delay for Signalled Lanes (pcuHr):			18.08		Cycle Time (s):		80	
		C1 - 84052	Stream: 3	PRC for Signalled Lanes (%):			7.6		Total Delay for Signalled Lanes (pcuHr):			12.08		Cycle Time (s):		80	
		C2 - 30255		PRC for Signalled Lanes (%):			10.0		Total Delay for Signalled Lanes (pcuHr):			10.09		Cycle Time (s):		78	
				PRC Over All Lanes (%):			-9.2		Total Delay Over All Lanes(pcuHr):			77.40					

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	98.3%	1495	0	0	68.8	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	98.3%	1495	0	0	68.8	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	24	-	428	1967	566	75.7%	-	-	-	4.6	38.8	10.1
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	24	-	481	2030:2057	352+462	59.1 : 59.1%	-	-	-	3.7 (1.6+2.1)	27.7 (27.2:28.0)	5.6
2/1	A335 (N) Left	U	-		-	-	-	586	1910	1910	30.7%	-	-	-	0.2	1.4	0.2
2/2	A335 (N) Ahead	U	C1:F		1	13	-	292	2166	352	83.0%	-	-	-	4.9	60.3	8.5
2/3	A335 (N) Ahead	U	C1:F		1	13	-	273	2205	358	76.2%	-	-	-	4.0	52.4	7.3
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	602	1937	1937	31.1%	-	-	-	0.2	1.3	0.2
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	26	-	763	2157:2127	637+691	57.4 : 57.4%	-	-	-	3.0 (1.4+1.6)	14.3 (14.2:14.4)	4.3
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	746	2040	794	94.0%	746	0	0	6.8	32.7	17.2
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	749	2131	762	98.3%	749	0	0	12.2	58.6	26.9
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	10	-	195	2133	267	73.1%	-	-	-	3.1	58.0	5.5
5/2	M27 (W) Off slip Ahead	U	C1:B		1	10	-	180	2117	265	68.0%	-	-	-	2.7	54.2	4.8
5/3	M27 (W) Off slip Ahead	U	C1:B		1	10	-	276	2089	287	96.1%	-	-	-	8.6	112.0	12.0

Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	42	-	629	1900	997	63.1%	-	-	-	1.7	9.6	7.5
6/2	NW Circulatory Right Ahead	U	C1:C		1	42	-	719	2106	1106	65.0%	-	-	-	2.0	9.9	10.0
6/3	NW Circulatory Right	U	C1:C		1	42	-	489	2077	1116	43.8%	-	-	-	0.6	4.5	2.7
7/1	NE Circulatory Ahead	U	C1:E		1	53	-	876	2112	1399	62.6%	-	-	-	1.7	7.1	10.5
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	53	-	670	2150	1424	47.0%	-	-	-	0.5	2.6	1.7
7/3	NE Circulatory Ahead	U	C1:E		1	53	-	300	2097	1415	21.2%	-	-	-	0.3	3.3	5.1
8/1	Eastern Circulatory Ahead	U	C2:A		2	26	-	416	2088	679	61.3%	-	-	-	1.0	8.4	4.1
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	26	-	425	2205	717	59.3%	-	-	-	1.0	8.6	7.5
8/3	Eastern Circulatory Right	U	C2:A		2	26	-	273	2221	722	37.8%	-	-	-	1.3	17.4	6.1
9/1	Southern Circulatory Ahead	U	-		-	-	-	141	1977	1977	7.1%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	666	2117	2117	31.5%	-	-	-	0.2	1.2	0.2
9/3	Southern Circulatory Right	U	-		-	-	-	370	2115	2115	17.5%	-	-	-	0.1	1.0	0.1
10/1	Western Circulatory Ahead	U	C1:A		1	56	-	528	2091	1464	36.1%	-	-	-	1.4	9.7	5.2
10/2	Western Circulatory Right Ahead	U	C1:A		1	56	-	602	1948	1364	44.1%	-	-	-	1.6	9.5	5.4

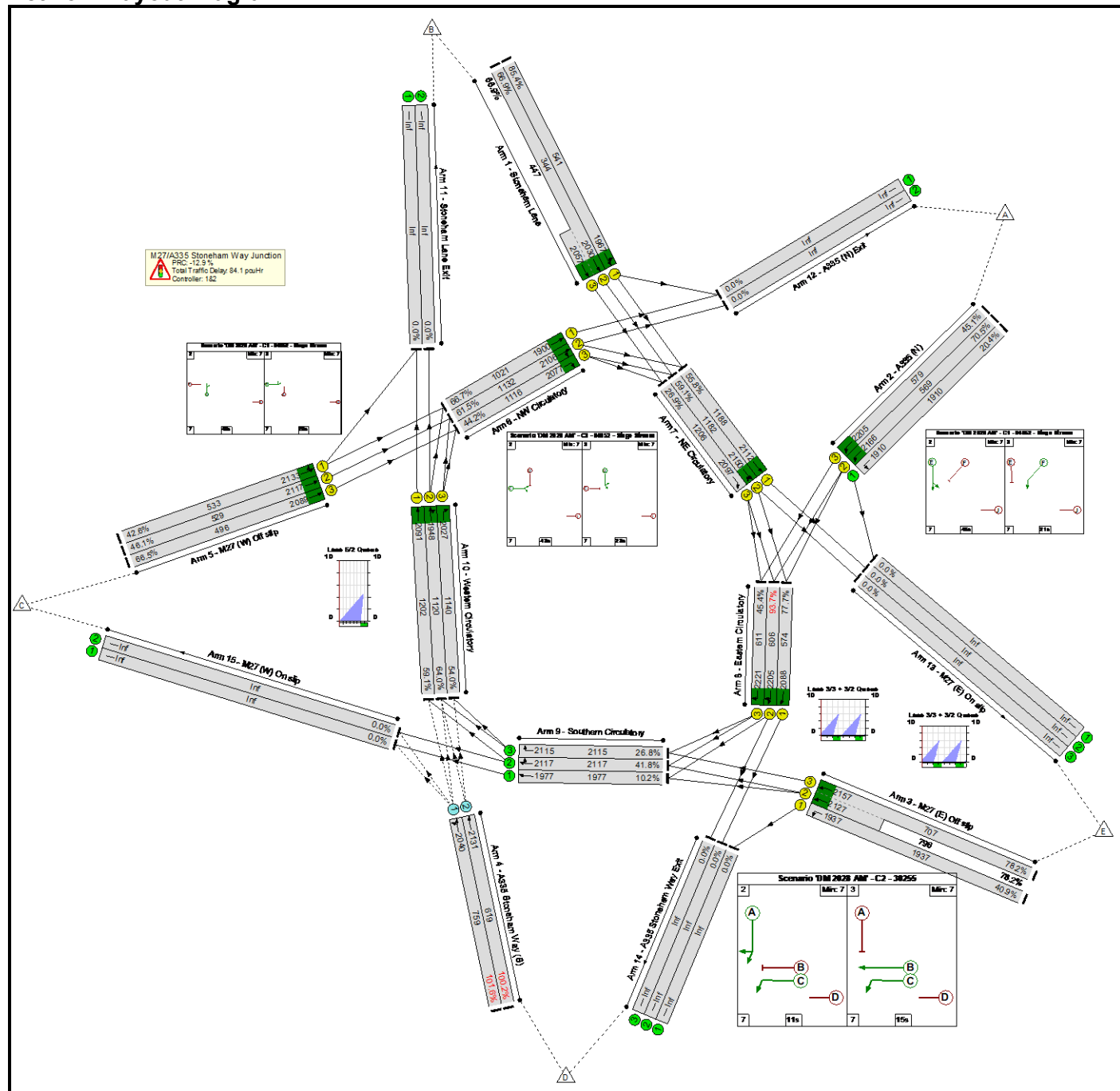
Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	56	-	752	2027	1419	53.0%	-	-	-	1.3	6.3	5.8
		C1 - 84052	Stream: 1	PRC for Signalled Lanes (%):		-6.8		Total Delay for Signalled Lanes (pcuHr):		18.77		Cycle Time (s):		80			
		C1 - 84052	Stream: 2	PRC for Signalled Lanes (%):		18.9		Total Delay for Signalled Lanes (pcuHr):		12.57		Cycle Time (s):		80			
		C1 - 84052	Stream: 3	PRC for Signalled Lanes (%):		8.5		Total Delay for Signalled Lanes (pcuHr):		11.34		Cycle Time (s):		80			
		C2 - 30255		PRC for Signalled Lanes (%):		46.8		Total Delay for Signalled Lanes (pcuHr):		6.56		Cycle Time (s):		80			
				PRC Over All Lanes (%):		-9.3		Total Delay Over All Lanes(pcuHr):		68.82							

Basic Results Summary

Scenario 3: 'DM 2028 AM' (FG3: 'DM 2028 AM', Plan 1: 'AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	101.6%	1377	0	0	84.1	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	101.6%	1377	0	0	84.1	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	23	-	462	1967	541	85.4%	-	-	-	6.3	48.8	12.4
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	23	-	529	2030:2057	344+447	66.9 : 66.9%	-	-	-	4.5 (2.0+2.5)	30.6 (30.5:30.6)	6.5
2/1	A335 (N) Left	U	-		-	-	-	390	1910	1910	20.4%	-	-	-	0.1	1.2	0.1
2/2	A335 (N) Ahead	U	C1:F		1	21	-	401	2166	569	70.5%	-	-	-	4.2	37.3	9.2
2/3	A335 (N) Ahead	U	C1:F		1	21	-	261	2205	579	45.1%	-	-	-	2.2	30.3	5.2
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	793	1937	1937	40.9%	-	-	-	0.3	1.6	0.3
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	30	-	1175	2157:2127	707+796	78.2 : 78.2%	-	-	-	5.3 (2.4+2.8)	16.2 (15.9:16.5)	7.8
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	771	2040	759	101.6%	759	0	0	18.6	86.9	57.7
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	620	2131	619	100.2%	619	0	0	14.5	83.9	48.5
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	20	-	227	2133	533	42.6%	-	-	-	2.0	31.0	4.6
5/2	M27 (W) Off slip Ahead	U	C1:B		1	20	-	244	2117	529	46.1%	-	-	-	2.2	31.7	5.0
5/3	M27 (W) Off slip Ahead	U	C1:B		1	20	-	330	2089	496	66.5%	-	-	-	3.5	38.3	7.6

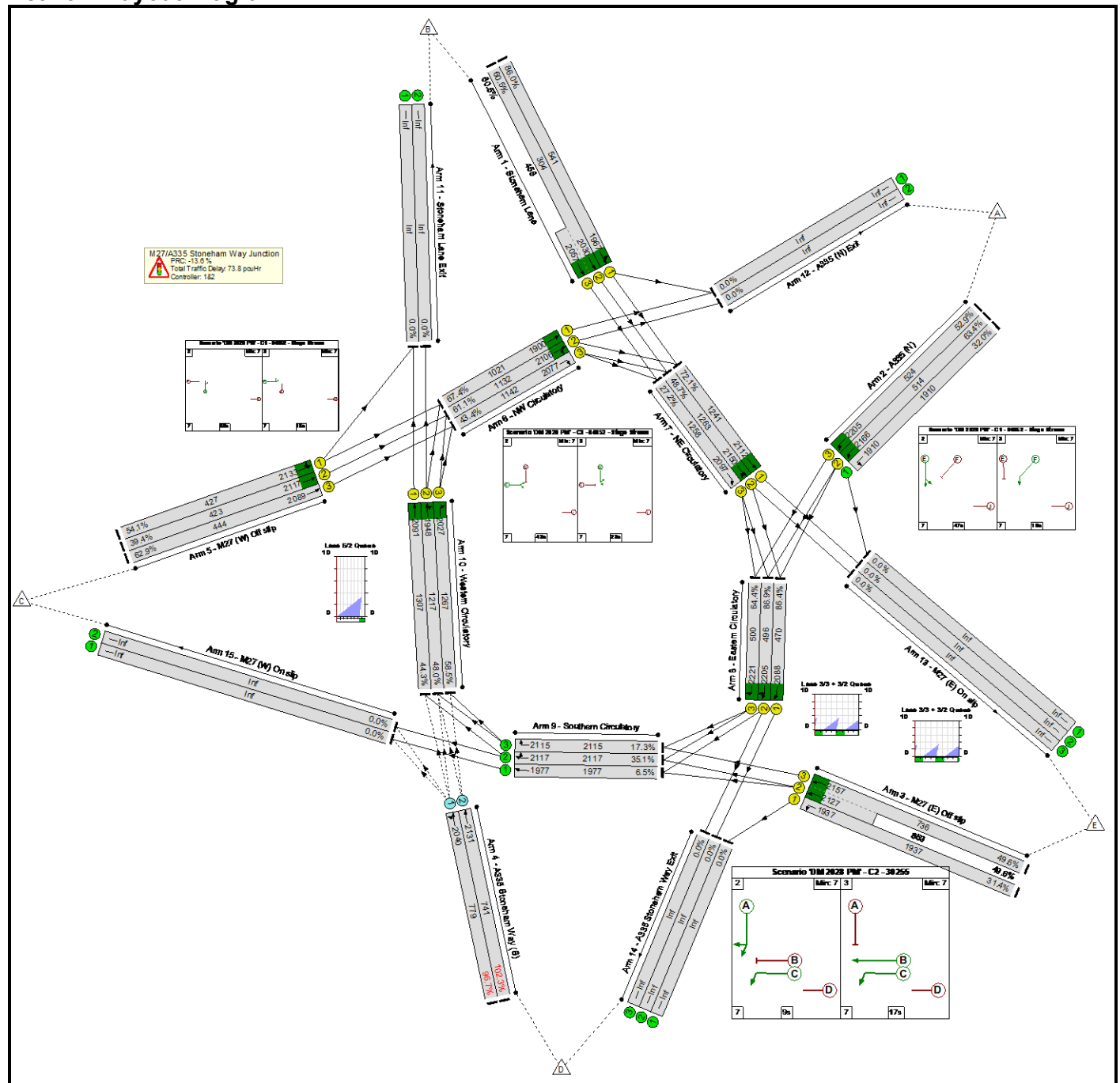
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	43	-	683	1900	1021	66.7%	-	-	-	1.9	10.0	7.7
6/2	NW Circulatory Right Ahead	U	C1:C		1	43	-	697	2106	1132	61.5%	-	-	-	1.7	8.7	9.0
6/3	NW Circulatory Right	U	C1:C		1	43	-	494	2077	1116	44.2%	-	-	-	0.6	4.4	7.0
7/1	NE Circulatory Ahead	U	C1:E		1	45	-	664	2112	1188	55.8%	-	-	-	1.4	7.5	11.2
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	45	-	699	2150	1182	59.1%	-	-	-	1.2	6.4	7.2
7/3	NE Circulatory Ahead	U	C1:E		1	45	-	324	2097	1206	26.9%	-	-	-	0.0	0.5	0.1
8/1	Eastern Circulatory Ahead	U	C2:A		2	22	-	446	2088	574	77.7%	-	-	-	2.0	16.2	6.0
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	22	-	568	2205	606	93.7%	-	-	-	2.8	17.9	6.5
8/3	Eastern Circulatory Right	U	C2:A		2	22	-	277	2221	611	45.4%	-	-	-	1.1	14.0	5.7
9/1	Southern Circulatory Ahead	U	-		-	-	-	202	1977	1977	10.2%	-	-	-	0.1	1.0	0.1
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	885	2117	2117	41.8%	-	-	-	0.4	1.5	0.4
9/3	Southern Circulatory Right	U	-		-	-	-	566	2115	2115	26.8%	-	-	-	0.2	1.2	0.2
10/1	Western Circulatory Ahead	U	C1:A		1	46	-	712	2091	1202	59.1%	-	-	-	2.5	12.6	10.8
10/2	Western Circulatory Right Ahead	U	C1:A		1	46	-	719	1948	1120	64.0%	-	-	-	2.7	13.3	10.5

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	46	-	617	2027	1140	54.0%	-	-	-	2.0	12.0	7.5
		C1 - 84052	Stream: 1	PRC for Signalled Lanes (%)	35.3		Total Delay for Signalled Lanes (pcuHr):		14.82		Cycle Time (s):		80				
		C1 - 84052	Stream: 2	PRC for Signalled Lanes (%)	5.4		Total Delay for Signalled Lanes (pcuHr):		14.94		Cycle Time (s):		80				
		C1 - 84052	Stream: 3	PRC for Signalled Lanes (%)	27.6		Total Delay for Signalled Lanes (pcuHr):		9.01		Cycle Time (s):		80				
		C2 - 30255		PRC for Signalled Lanes (%)	-4.1		Total Delay for Signalled Lanes (pcuHr):		11.55		Cycle Time (s):		80				
				PRC Over All Lanes (%)	-12.9		Total Delay Over All Lanes(pcuHr):		84.12								

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	102.3%	1495	0	0	73.8	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	102.3%	1495	0	0	73.8	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	23	-	465	1967	541	86.0%	-	-	-	6.4	49.6	12.5
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	23	-	461	2030:2057	304+458	60.5 : 60.5%	-	-	-	3.7 (1.4+2.3)	29.0 (28.3:29.4)	5.8
2/1	A335 (N) Left	U	-		-	-	-	611	1910	1910	32.0%	-	-	-	0.2	1.4	0.2
2/2	A335 (N) Ahead	U	C1:F		1	19	-	326	2166	514	63.4%	-	-	-	3.3	36.8	7.3
2/3	A335 (N) Ahead	U	C1:F		1	19	-	277	2205	524	52.9%	-	-	-	2.6	33.9	5.9
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	609	1937	1937	31.4%	-	-	-	0.2	1.4	0.2
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	34	-	788	2157:2127	736+853	49.6 : 49.6%	-	-	-	2.3 (1.0+1.2)	10.4 (10.2:10.5)	3.8
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	754	2040	779	96.7%	754	0	0	9.2	44.0	23.2
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	758	2131	741	102.3%	741	0	0	20.2	96.0	67.2
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	16	-	231	2133	427	54.1%	-	-	-	2.4	37.9	5.1
5/2	M27 (W) Off slip Ahead	U	C1:B		1	16	-	167	2117	423	39.4%	-	-	-	1.6	34.8	3.5
5/3	M27 (W) Off slip Ahead	U	C1:B		1	16	-	279	2089	444	62.9%	-	-	-	3.1	39.4	6.4

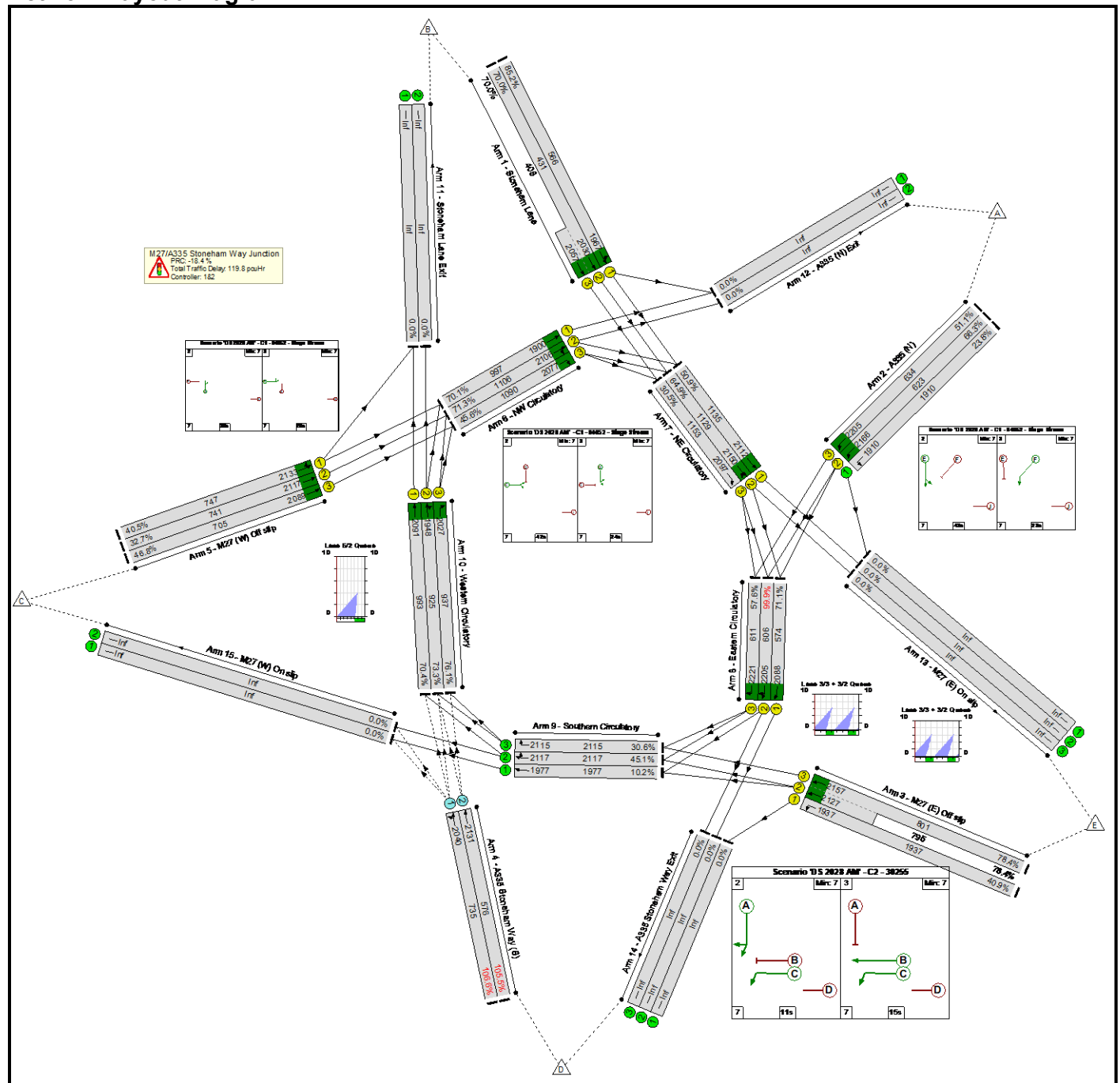
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	43	-	688	1900	1021	67.4%	-	-	-	1.4	7.2	6.8
6/2	NW Circulatory Right Ahead	U	C1:C		1	43	-	703	2106	1132	61.1%	-	-	-	1.7	8.7	7.8
6/3	NW Circulatory Right	U	C1:C		1	43	-	501	2077	1142	43.4%	-	-	-	0.6	4.2	2.1
7/1	NE Circulatory Ahead	U	C1:E		1	47	-	907	2112	1241	72.1%	-	-	-	1.5	6.1	13.5
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	47	-	620	2150	1263	48.7%	-	-	-	1.9	11.3	6.4
7/3	NE Circulatory Ahead	U	C1:E		1	47	-	342	2097	1258	27.2%	-	-	-	0.3	3.6	1.0
8/1	Eastern Circulatory Ahead	U	C2:A		2	18	-	406	2088	470	86.4%	-	-	-	1.4	12.0	4.8
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	18	-	431	2205	496	86.9%	-	-	-	1.6	13.5	6.3
8/3	Eastern Circulatory Right	U	C2:A		2	18	-	322	2221	500	64.4%	-	-	-	0.7	8.2	2.5
9/1	Southern Circulatory Ahead	U	-		-	-	-	128	1977	1977	6.5%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	744	2117	2117	35.1%	-	-	-	0.3	1.3	0.3
9/3	Southern Circulatory Right	U	-		-	-	-	366	2115	2115	17.3%	-	-	-	0.1	1.0	0.1
10/1	Western Circulatory Ahead	U	C1:A		1	50	-	579	2091	1307	44.3%	-	-	-	2.2	13.6	7.0
10/2	Western Circulatory Right Ahead	U	C1:A		1	50	-	585	1948	1217	48.0%	-	-	-	2.3	14.3	8.7

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	50	-	758	2027	1267	58.5%	-	-	-	2.4	11.6	10.5
		C1 - 84052	Stream: 1	PRC for Signalled Lanes (%):	43.2			Total Delay for Signalled Lanes (pcuHr):		14.00	Cycle Time (s):		80				
		C1 - 84052	Stream: 2	PRC for Signalled Lanes (%):	4.7			Total Delay for Signalled Lanes (pcuHr):		13.74	Cycle Time (s):		80				
		C1 - 84052	Stream: 3	PRC for Signalled Lanes (%):	24.7			Total Delay for Signalled Lanes (pcuHr):		9.74	Cycle Time (s):		80				
		C2 - 30255		PRC for Signalled Lanes (%):	3.6			Total Delay for Signalled Lanes (pcuHr):		6.19	Cycle Time (s):		80				
				PRC Over All Lanes (%):	-13.6			Total Delay Over All Lanes(pcuHr):		73.76							

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	106.6%	1311	0	0	119.8	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	106.6%	1311	0	0	119.8	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	24	-	482	1967	566	85.2%	-	-	-	6.3	47.1	12.8
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	24	-	588	2030:2057	431+408	70.0 : 70.0%	-	-	-	5.0 (2.6+2.4)	30.4 (30.9:29.9)	6.7
2/1	A335 (N) Left	U	-		-	-	-	454	1910	1910	23.8%	-	-	-	0.2	1.2	0.2
2/2	A335 (N) Ahead	U	C1:F		1	23	-	413	2166	623	66.3%	-	-	-	3.9	33.6	9.0
2/3	A335 (N) Ahead	U	C1:F		1	23	-	324	2205	634	51.1%	-	-	-	2.7	29.6	6.5
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	793	1937	1937	40.9%	-	-	-	0.3	1.6	0.3
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	30	-	1251	2157:2127	801+795	78.4 : 78.4%	-	-	-	5.6 (2.8+2.8)	16.2 (16.2:16.2)	7.9
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	783	2040	735	106.6%	735	0	0	33.5	153.9	71.6
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	608	2131	576	105.5%	576	0	0	25.7	152.3	57.8
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	28	-	302	2133	747	40.5%	-	-	-	2.0	23.7	5.4
5/2	M27 (W) Off slip Ahead	U	C1:B		1	28	-	242	2117	741	32.7%	-	-	-	1.5	22.7	4.1
5/3	M27 (W) Off slip Ahead	U	C1:B		1	28	-	330	2089	705	46.8%	-	-	-	2.4	25.6	6.1

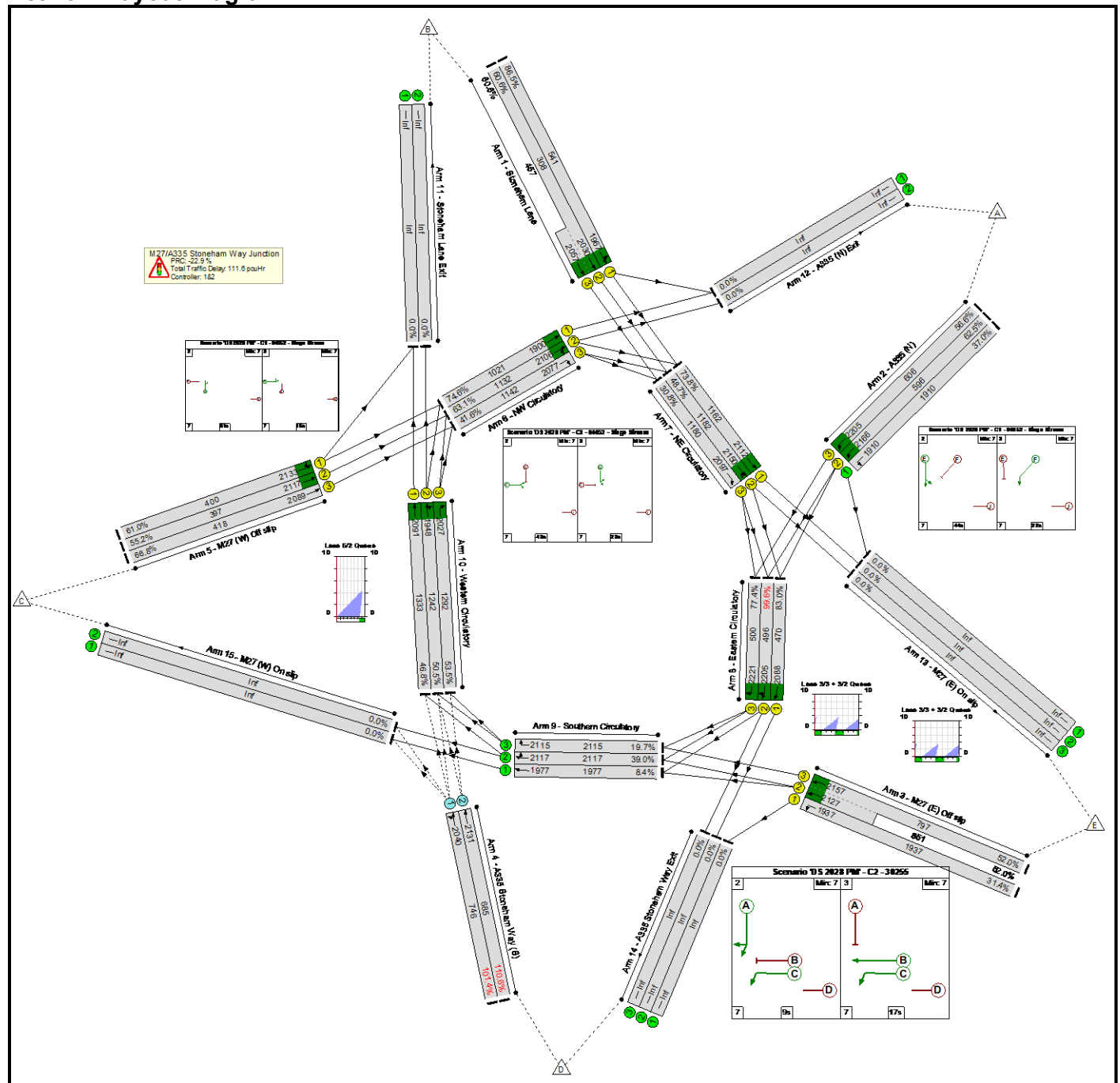
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	42	-	711	1900	997	70.1%	-	-	-	2.5	13.0	8.6
6/2	NW Circulatory Right Ahead	U	C1:C		1	42	-	806	2106	1106	71.3%	-	-	-	2.7	12.3	9.7
6/3	NW Circulatory Right	U	C1:C		1	42	-	506	2077	1090	45.6%	-	-	-	1.5	10.8	8.8
7/1	NE Circulatory Ahead	U	C1:E		1	43	-	593	2112	1135	50.9%	-	-	-	1.3	8.3	9.2
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	43	-	742	2150	1129	64.9%	-	-	-	0.9	4.4	6.6
7/3	NE Circulatory Ahead	U	C1:E		1	43	-	352	2097	1153	30.5%	-	-	-	0.3	3.0	5.5
8/1	Eastern Circulatory Ahead	U	C2:A		2	22	-	408	2088	574	71.1%	-	-	-	2.0	18.0	6.6
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	22	-	606	2205	606	99.9%	-	-	-	2.9	17.0	7.1
8/3	Eastern Circulatory Right	U	C2:A		2	22	-	352	2221	611	57.6%	-	-	-	1.2	12.5	7.0
9/1	Southern Circulatory Ahead	U	-		-	-	-	202	1977	1977	10.2%	-	-	-	0.1	1.0	0.1
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	955	2117	2117	45.1%	-	-	-	0.4	1.5	0.4
9/3	Southern Circulatory Right	U	-		-	-	-	647	2115	2115	30.6%	-	-	-	0.2	1.2	0.2
10/1	Western Circulatory Ahead	U	C1:A		1	38	-	702	2091	993	70.4%	-	-	-	5.4	27.6	14.5
10/2	Western Circulatory Right Ahead	U	C1:A		1	38	-	694	1948	925	73.3%	-	-	-	4.9	26.0	13.6

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	38	-	740	2027	937	76.1%	-	-	-	4.5	23.0	13.0
		C1 - 84052	Stream: 1	PRC for Signalled Lanes (%)	18.3				Total Delay for Signalled Lanes (pcuHr):		20.67		Cycle Time (s):		80		
		C1 - 84052	Stream: 2	PRC for Signalled Lanes (%)	5.6				Total Delay for Signalled Lanes (pcuHr):		17.99		Cycle Time (s):		80		
		C1 - 84052	Stream: 3	PRC for Signalled Lanes (%)	35.7				Total Delay for Signalled Lanes (pcuHr):		9.04		Cycle Time (s):		80		
		C2 - 30255		PRC for Signalled Lanes (%)	-11.0				Total Delay for Signalled Lanes (pcuHr):		12.11		Cycle Time (s):		80		
				PRC Over All Lanes (%)	-18.4				Total Delay Over All Lanes(pcuHr):		119.84						

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	110.6%	1431	0	0	111.6	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	110.6%	1431	0	0	111.6	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	23	-	468	1967	541	86.5%	-	-	-	6.6	50.4	12.8
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	23	-	464	2030:2057	308+457	60.6 : 60.6%	-	-	-	3.7 (1.5+2.3)	29.0 (28.3:29.4)	5.8
2/1	A335 (N) Left	U	-		-	-	-	706	1910	1910	37.0%	-	-	-	0.3	1.5	0.3
2/2	A335 (N) Ahead	U	C1:F		1	22	-	372	2166	596	62.5%	-	-	-	3.4	33.4	8.1
2/3	A335 (N) Ahead	U	C1:F		1	22	-	343	2205	606	56.6%	-	-	-	3.0	31.7	7.1
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	609	1937	1937	31.4%	-	-	-	0.2	1.4	0.2
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	34	-	856	2157:2127	797+851	52.0 : 52.0%	-	-	-	2.5 (1.2+1.3)	10.5 (10.5:10.6)	4.1
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	756	2040	746	101.4%	746	0	0	17.8	84.6	60.0
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	758	2131	685	110.6%	685	0	0	45.5	216.3	89.8
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	15	-	244	2133	400	61.0%	-	-	-	2.8	41.3	5.7
5/2	M27 (W) Off slip Ahead	U	C1:B		1	15	-	219	2117	397	55.2%	-	-	-	2.4	39.5	5.0
5/3	M27 (W) Off slip Ahead	U	C1:B		1	15	-	279	2089	418	66.8%	-	-	-	3.3	42.3	6.6

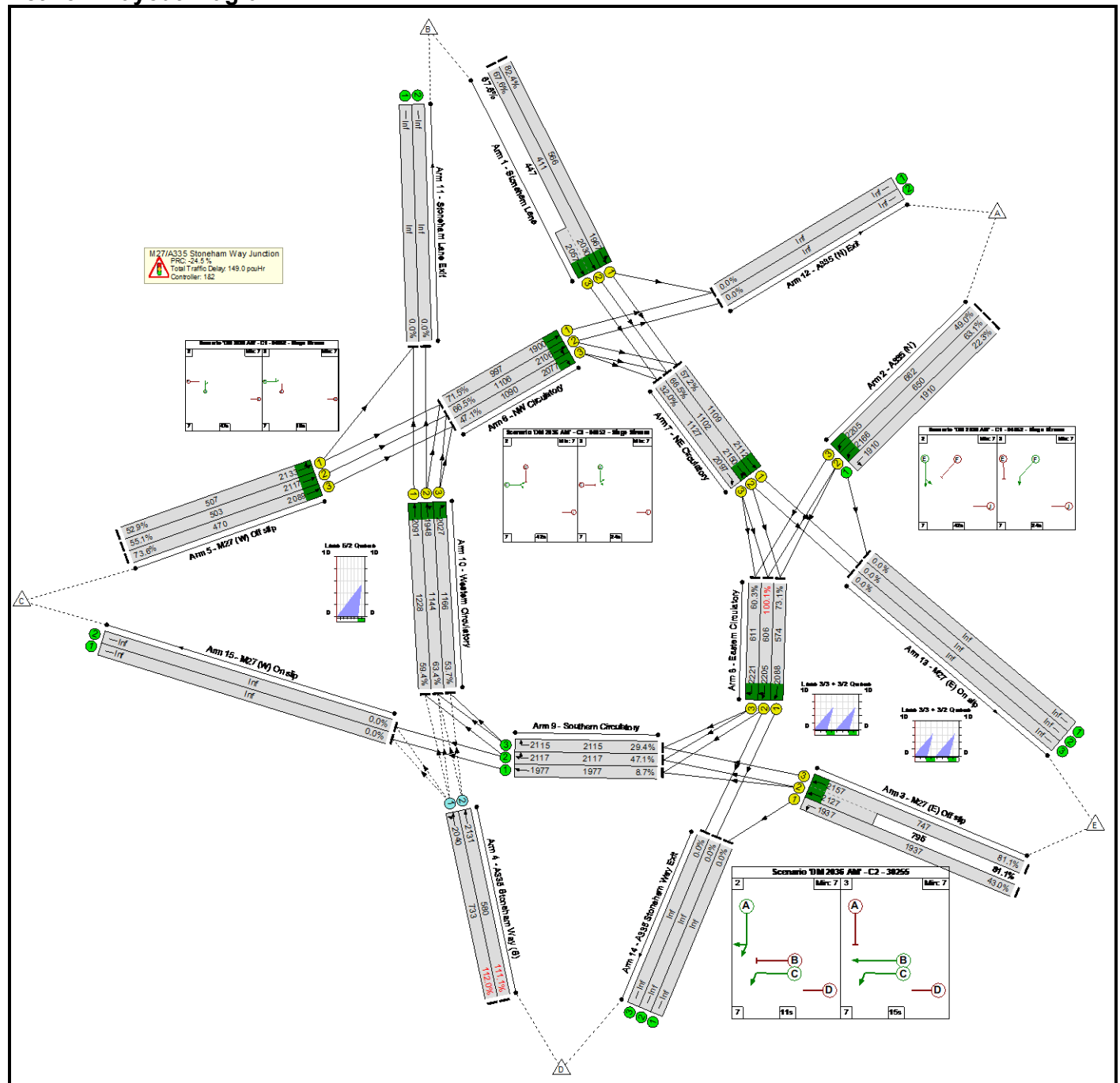
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	43	-	765	1900	1021	74.6%	-	-	-	1.5	7.3	7.6
6/2	NW Circulatory Right Ahead	U	C1:C		1	43	-	766	2106	1132	63.1%	-	-	-	1.6	7.8	8.5
6/3	NW Circulatory Right	U	C1:C		1	43	-	496	2077	1142	41.6%	-	-	-	0.5	3.8	1.9
7/1	NE Circulatory Ahead	U	C1:E		1	44	-	909	2112	1162	73.8%	-	-	-	1.7	7.1	13.0
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	44	-	597	2150	1182	48.7%	-	-	-	2.3	14.2	6.5
7/3	NE Circulatory Ahead	U	C1:E		1	44	-	363	2097	1180	30.8%	-	-	-	0.6	5.9	1.6
8/1	Eastern Circulatory Ahead	U	C2:A		2	18	-	390	2088	470	83.0%	-	-	-	1.4	12.7	5.4
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	18	-	494	2205	496	99.6%	-	-	-	2.4	17.5	7.3
8/3	Eastern Circulatory Right	U	C2:A		2	18	-	387	2221	500	77.4%	-	-	-	1.1	10.5	3.5
9/1	Southern Circulatory Ahead	U	-		-	-	-	166	1977	1977	8.4%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	826	2117	2117	39.0%	-	-	-	0.3	1.4	0.3
9/3	Southern Circulatory Right	U	-		-	-	-	417	2115	2115	19.7%	-	-	-	0.1	1.1	0.1
10/1	Western Circulatory Ahead	U	C1:A		1	51	-	625	2091	1333	46.8%	-	-	-	2.2	12.7	7.6
10/2	Western Circulatory Right Ahead	U	C1:A		1	51	-	630	1948	1242	50.5%	-	-	-	2.4	13.6	9.3

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	51	-	764	2027	1292	53.5%	-	-	-	1.9	10.0	9.0
		C1 - 84052	Stream: 1	PRC for Signalled Lanes (%)	34.8				Total Delay for Signalled Lanes (pcuHr):		14.97		Cycle Time (s):		80		
		C1 - 84052	Stream: 2	PRC for Signalled Lanes (%)	4.0				Total Delay for Signalled Lanes (pcuHr):		13.90		Cycle Time (s):		80		
		C1 - 84052	Stream: 3	PRC for Signalled Lanes (%)	22.0				Total Delay for Signalled Lanes (pcuHr):		11.01		Cycle Time (s):		80		
		C2 - 30255	PRC for Signalled Lanes (%)		-10.6				Total Delay for Signalled Lanes (pcuHr):		7.64		Cycle Time (s):		80		
			PRC Over All Lanes (%)		-22.9				Total Delay Over All Lanes(pcuHr):		111.62						

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	112.0%	1313	0	0	149.0	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	112.0%	1313	0	0	149.0	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	24	-	466	1967	566	82.4%	-	-	-	5.7	43.9	11.8
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	24	-	580	2030:2057	411+447	67.6 : 67.6%	-	-	-	4.8 (2.3+2.5)	29.7 (30.0:29.4)	6.5
2/1	A335 (N) Left	U	-		-	-	-	425	1910	1910	22.3%	-	-	-	0.1	1.2	0.1
2/2	A335 (N) Ahead	U	C1:F		1	24	-	410	2166	650	63.1%	-	-	-	3.6	31.6	8.7
2/3	A335 (N) Ahead	U	C1:F		1	24	-	324	2205	662	49.0%	-	-	-	2.5	28.3	6.3
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	832	1937	1937	43.0%	-	-	-	0.4	1.6	0.4
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	30	-	1251	2157:2127	747+795	81.1 : 81.1%	-	-	-	6.0 (2.9+3.1)	17.1 (16.9:17.3)	8.4
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	821	2040	733	112.0%	733	0	0	53.0	232.6	95.1
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	644	2131	580	111.1%	580	0	0	41.0	229.0	73.3
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	19	-	268	2133	507	52.9%	-	-	-	2.5	34.1	5.7
5/2	M27 (W) Off slip Ahead	U	C1:B		1	19	-	277	2117	503	55.1%	-	-	-	2.7	34.7	6.0
5/3	M27 (W) Off slip Ahead	U	C1:B		1	19	-	346	2089	470	73.6%	-	-	-	4.1	43.0	8.5

Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	42	-	738	1900	997	71.5%	-	-	-	2.0	10.3	8.4
6/2	NW Circulatory Right Ahead	U	C1:C		1	42	-	768	2106	1106	66.5%	-	-	-	1.9	9.2	10.0
6/3	NW Circulatory Right	U	C1:C		1	42	-	532	2077	1090	47.1%	-	-	-	0.8	5.7	8.7
7/1	NE Circulatory Ahead	U	C1:E		1	42	-	665	2112	1109	57.2%	-	-	-	2.0	11.3	11.3
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	42	-	751	2150	1102	66.5%	-	-	-	1.2	6.0	6.0
7/3	NE Circulatory Ahead	U	C1:E		1	42	-	361	2097	1127	32.0%	-	-	-	0.3	3.2	5.9
8/1	Eastern Circulatory Ahead	U	C2:A		2	22	-	420	2088	574	73.1%	-	-	-	2.2	18.6	6.6
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	22	-	607	2205	606	100.1%	-	-	-	3.1	18.6	7.5
8/3	Eastern Circulatory Right	U	C2:A		2	22	-	368	2221	611	60.3%	-	-	-	1.3	12.4	7.0
9/1	Southern Circulatory Ahead	U	-		-	-	-	173	1977	1977	8.7%	-	-	-	0.0	1.0	0.0
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	997	2117	2117	47.1%	-	-	-	0.4	1.6	0.4
9/3	Southern Circulatory Right	U	-		-	-	-	621	2115	2115	29.4%	-	-	-	0.2	1.2	0.2
10/1	Western Circulatory Ahead	U	C1:A		1	47	-	736	2091	1228	59.4%	-	-	-	2.5	12.1	11.0
10/2	Western Circulatory Right Ahead	U	C1:A		1	47	-	757	1948	1144	63.4%	-	-	-	2.6	12.8	10.7

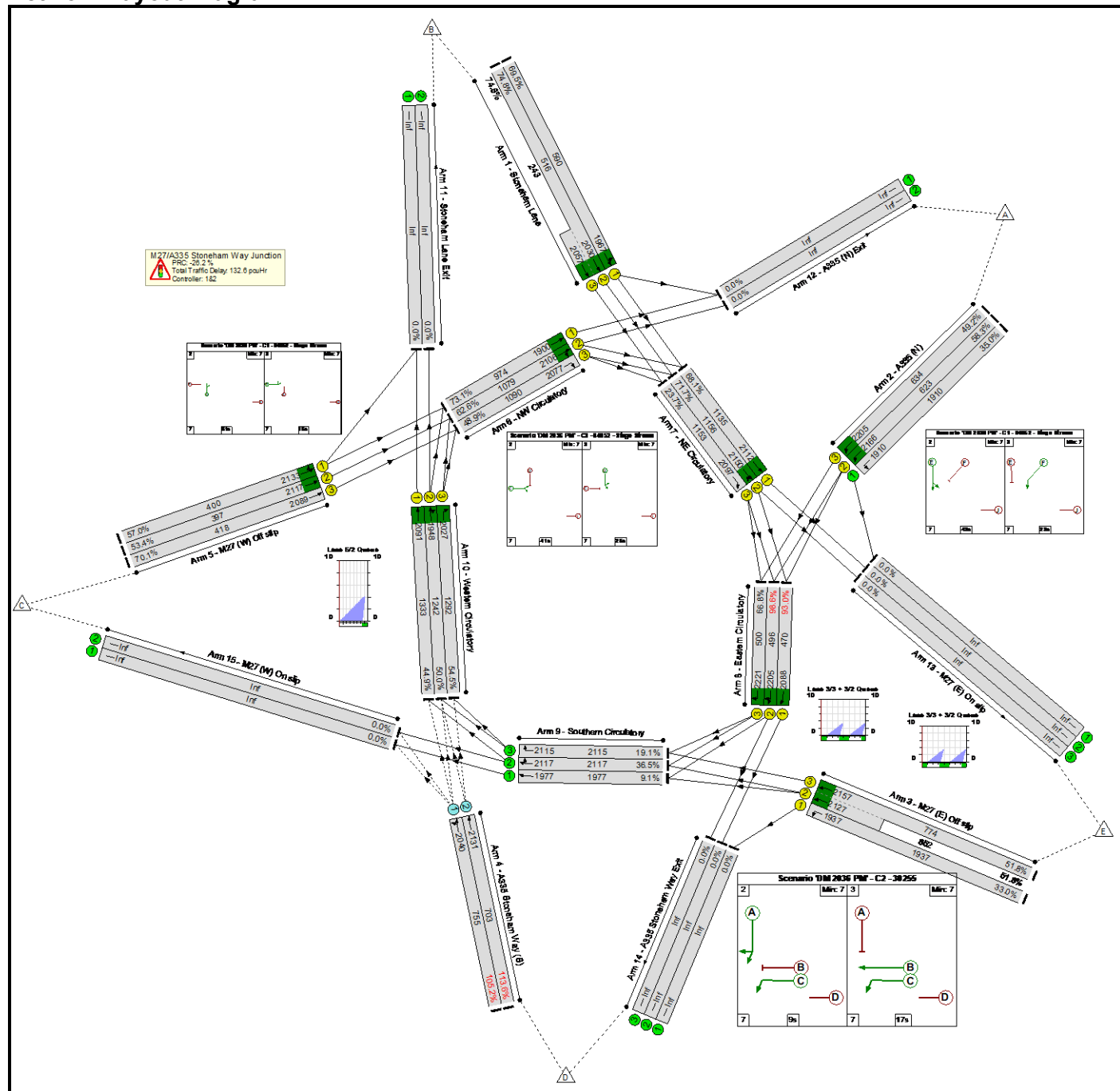
Basic Results Summary

10/3	Western Circulatory Right	U	C1:A	1	47	-	677	2027	1166	53.7%	-	-	-	2.0	11.5	7.4
		C1 - 84052	Stream: 1		PRC for Signalled Lanes (%)		22.3	Total Delay for Signalled Lanes (pcuHr)		16.37		Cycle Time (s)		80		
		C1 - 84052	Stream: 2		PRC for Signalled Lanes (%)		9.2	Total Delay for Signalled Lanes (pcuHr)		15.19		Cycle Time (s)		80		
		C1 - 84052	Stream: 3		PRC for Signalled Lanes (%)		35.4	Total Delay for Signalled Lanes (pcuHr)		9.68		Cycle Time (s)		80		
		C2 - 30255			PRC for Signalled Lanes (%)		-11.2	Total Delay for Signalled Lanes (pcuHr)		12.91		Cycle Time (s)		80		
					PRC Over All Lanes (%)		-24.5	Total Delay Over All Lanes (pcuHr)		149.00						

Basic Results Summary

Scenario 8: 'DM 2036 PM' (FG8: 'DM 2036 PM', Plan 2: 'PM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	113.6%	1457	0	0	132.6	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	113.6%	1457	0	0	132.6	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	25	-	410	1967	590	69.5%	-	-	-	3.9	34.6	9.1
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	25	-	568	2030:2057	516+243	74.8 : 74.8%	-	-	-	5.1 (3.5+1.6)	32.1 (32.8:30.7)	9.5
2/1	A335 (N) Left	U	-		-	-	-	668	1910	1910	35.0%	-	-	-	0.3	1.4	0.3
2/2	A335 (N) Ahead	U	C1:F		1	23	-	363	2166	623	58.3%	-	-	-	3.2	31.3	7.6
2/3	A335 (N) Ahead	U	C1:F		1	23	-	312	2205	634	49.2%	-	-	-	2.5	29.2	6.2
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	639	1937	1937	33.0%	-	-	-	0.2	1.4	0.2
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	34	-	842	2157:2127	774+852	51.8 : 51.8%	-	-	-	2.5 (1.2+1.3)	10.5 (10.4:10.6)	4.1
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	794	2040	755	105.2%	755	0	0	29.2	132.6	74.7
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	798	2131	703	113.6%	703	0	0	57.2	257.9	103.8
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	15	-	228	2133	400	57.0%	-	-	-	2.5	40.0	5.2
5/2	M27 (W) Off slip Ahead	U	C1:B		1	15	-	212	2117	397	53.4%	-	-	-	2.3	39.0	4.8
5/3	M27 (W) Off slip Ahead	U	C1:B		1	15	-	293	2089	418	70.1%	-	-	-	3.6	43.9	7.2

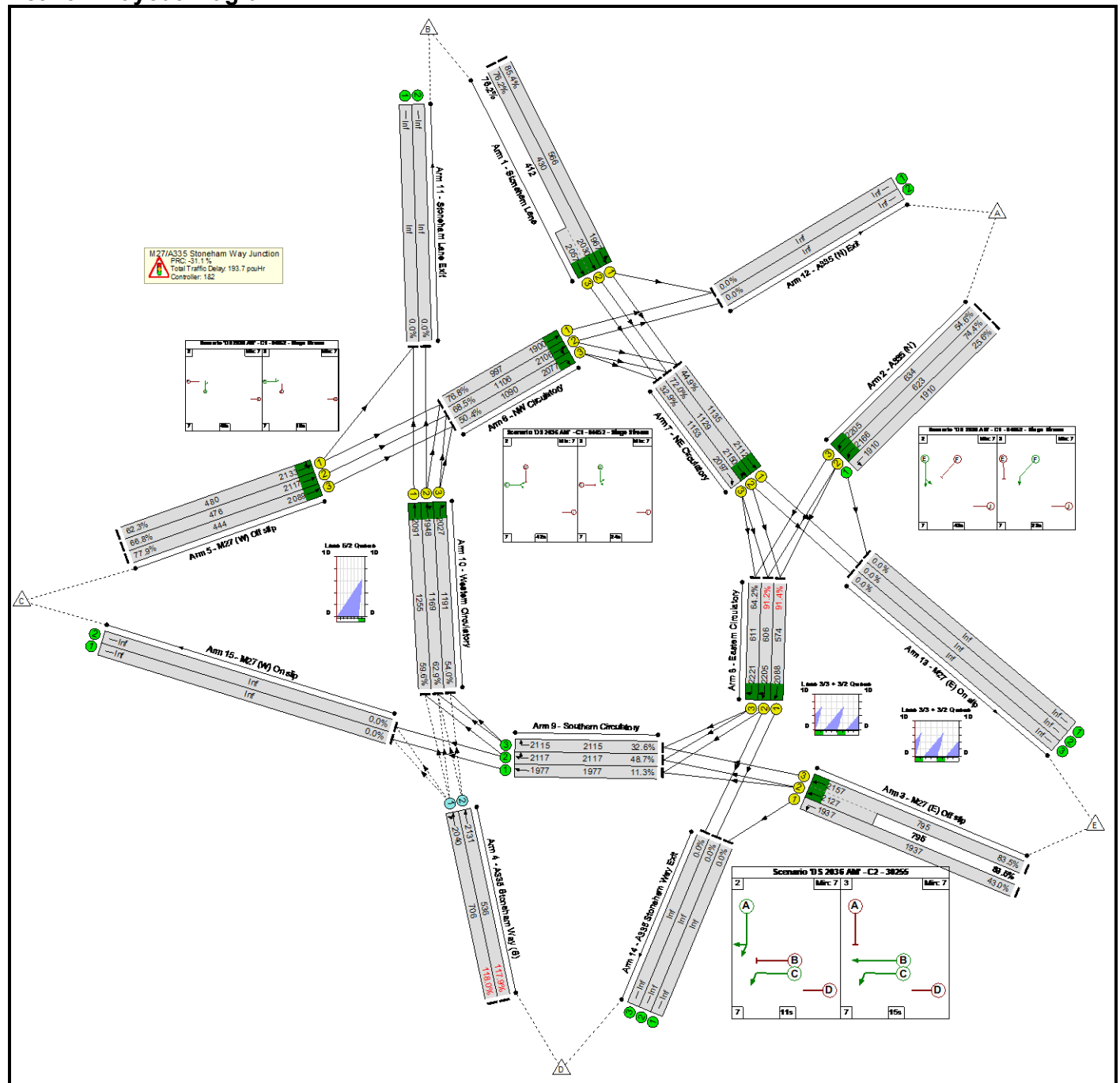
Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	41	-	723	1900	974	73.1%	-	-	-	1.5	7.7	6.7
6/2	NW Circulatory Right Ahead	U	C1:C		1	41	-	738	2106	1079	62.6%	-	-	-	1.8	9.7	8.3
6/3	NW Circulatory Right	U	C1:C		1	41	-	566	2077	1090	48.9%	-	-	-	1.1	7.4	8.3
7/1	NE Circulatory Ahead	U	C1:E		1	43	-	836	2112	1135	68.1%	-	-	-	2.5	11.6	11.3
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	43	-	861	2150	1156	71.7%	-	-	-	0.9	4.0	15.3
7/3	NE Circulatory Ahead	U	C1:E		1	43	-	273	2097	1153	23.7%	-	-	-	1.0	12.9	4.0
8/1	Eastern Circulatory Ahead	U	C2:A		2	18	-	437	2088	470	93.0%	-	-	-	1.9	15.6	5.0
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	18	-	489	2205	496	98.6%	-	-	-	2.3	16.6	6.6
8/3	Eastern Circulatory Right	U	C2:A		2	18	-	334	2221	500	66.8%	-	-	-	0.9	9.5	2.9
9/1	Southern Circulatory Ahead	U	-		-	-	-	180	1977	1977	9.1%	-	-	-	0.1	1.0	0.1
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	773	2117	2117	36.5%	-	-	-	0.3	1.3	0.3
9/3	Southern Circulatory Right	U	-		-	-	-	403	2115	2115	19.1%	-	-	-	0.1	1.1	0.1
10/1	Western Circulatory Ahead	U	C1:A		1	51	-	604	2091	1333	44.9%	-	-	-	1.7	10.5	7.5
10/2	Western Circulatory Right Ahead	U	C1:A		1	51	-	633	1948	1242	50.0%	-	-	-	1.9	11.2	8.3

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	51	-	799	2027	1292	54.5%	-	-	-	2.1	10.6	8.5
		C1 - 84052	Stream: 1	PRC for Signalled Lanes (%):	28.3				Total Delay for Signalled Lanes (pcuHr):		14.14		Cycle Time (s):		80		
		C1 - 84052	Stream: 2	PRC for Signalled Lanes (%):	20.2				Total Delay for Signalled Lanes (pcuHr):		13.46		Cycle Time (s):		80		
		C1 - 84052	Stream: 3	PRC for Signalled Lanes (%):	25.6				Total Delay for Signalled Lanes (pcuHr):		10.08		Cycle Time (s):		80		
		C2 - 30255		PRC for Signalled Lanes (%):	-9.5				Total Delay for Signalled Lanes (pcuHr):		7.73		Cycle Time (s):		80		
				PRC Over All Lanes (%):	-26.2				Total Delay Over All Lanes(pcuHr):		132.55						

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	118.0%	1242	0	0	193.7	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	118.0%	1242	0	0	193.7	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	24	-	483	1967	566	85.4%	-	-	-	6.4	47.4	12.8
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	24	-	642	2030:2057	430+412	76.2 : 76.2%	-	-	-	5.8 (3.0+2.8)	32.5 (33.1:32.0)	8.0
2/1	A335 (N) Left	U	-		-	-	-	489	1910	1910	25.6%	-	-	-	0.2	1.3	0.2
2/2	A335 (N) Ahead	U	C1:F		1	23	-	463	2166	623	74.4%	-	-	-	4.7	36.9	10.7
2/3	A335 (N) Ahead	U	C1:F		1	23	-	346	2205	634	54.6%	-	-	-	2.9	30.3	7.0
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	832	1937	1937	43.0%	-	-	-	0.4	1.6	0.4
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	30	-	1328	2157:2127	795+795	83.5 : 83.5%	-	-	-	6.7 (3.3+3.3)	18.1 (18.0:18.1)	9.1
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	833	2040	706	118.0%	706	0	0	73.5	317.7	122.3
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	632	2131	536	117.9%	536	0	0	56.6	322.2	83.9
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	18	-	299	2133	480	62.3%	-	-	-	3.1	37.8	6.8
5/2	M27 (W) Off slip Ahead	U	C1:B		1	18	-	318	2117	476	66.8%	-	-	-	3.5	39.5	7.4
5/3	M27 (W) Off slip Ahead	U	C1:B		1	18	-	346	2089	444	77.9%	-	-	-	4.6	47.5	8.9

Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	42	-	803	1900	997	76.8%	-	-	-	2.7	12.6	9.8
6/2	NW Circulatory Right Ahead	U	C1:C		1	42	-	798	2106	1106	68.5%	-	-	-	1.6	7.8	10.3
6/3	NW Circulatory Right	U	C1:C		1	42	-	586	2077	1090	50.4%	-	-	-	0.5	3.4	2.4
7/1	NE Circulatory Ahead	U	C1:E		1	43	-	549	2112	1135	44.9%	-	-	-	1.5	10.6	9.1
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	43	-	849	2150	1129	72.0%	-	-	-	1.3	5.7	5.4
7/3	NE Circulatory Ahead	U	C1:E		1	43	-	379	2097	1153	32.9%	-	-	-	0.5	4.6	6.4
8/1	Eastern Circulatory Ahead	U	C2:A		2	22	-	525	2088	574	91.4%	-	-	-	2.2	15.3	6.0
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	22	-	553	2205	606	91.2%	-	-	-	3.2	20.6	9.2
8/3	Eastern Circulatory Right	U	C2:A		2	22	-	392	2221	611	64.2%	-	-	-	2.2	20.6	7.0
9/1	Southern Circulatory Ahead	U	-		-	-	-	224	1977	1977	11.3%	-	-	-	0.1	1.0	1.2
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	1030	2117	2117	48.7%	-	-	-	0.5	1.7	0.5
9/3	Southern Circulatory Right	U	-		-	-	-	689	2115	2115	32.6%	-	-	-	0.2	1.3	0.2
10/1	Western Circulatory Ahead	U	C1:A		1	48	-	758	2091	1255	59.6%	-	-	-	3.2	15.3	10.1
10/2	Western Circulatory Right Ahead	U	C1:A		1	48	-	781	1948	1169	62.9%	-	-	-	3.2	15.6	10.7

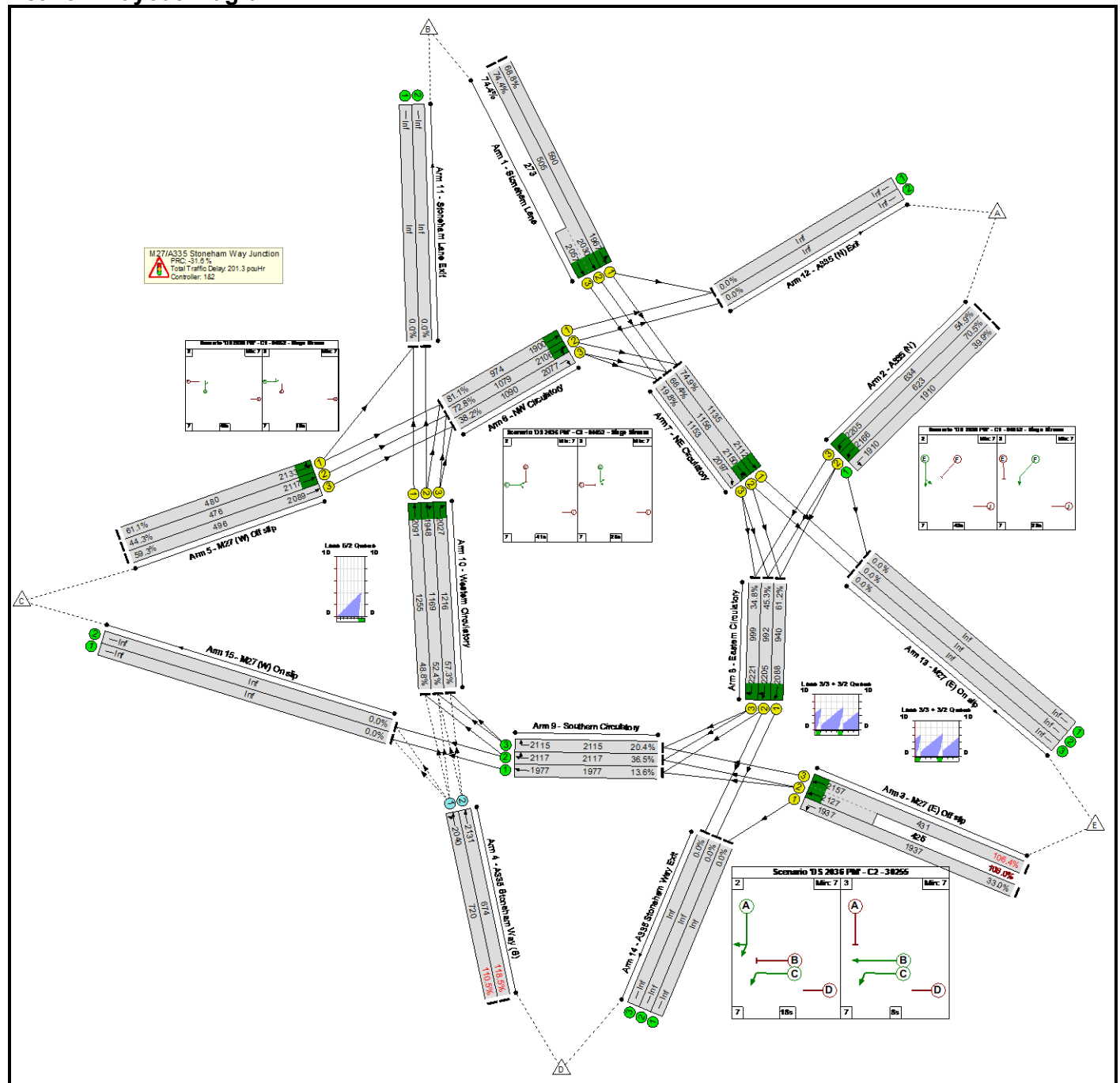
Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	48	-	720	2027	1191	54.0%	-	-	-	2.5	13.8	8.1
		C1 - 84052	Stream: 1	PRC for Signalled Lanes (%):		15.5		Total Delay for Signalled Lanes (pcuHr):		20.02		Cycle Time (s):		80			
		C1 - 84052	Stream: 2	PRC for Signalled Lanes (%):		5.4		Total Delay for Signalled Lanes (pcuHr):		17.00		Cycle Time (s):		80			
		C1 - 84052	Stream: 3	PRC for Signalled Lanes (%):		21.0		Total Delay for Signalled Lanes (pcuHr):		10.92		Cycle Time (s):		80			
		C2 - 30255		PRC for Signalled Lanes (%):		-1.6		Total Delay for Signalled Lanes (pcuHr):		14.69		Cycle Time (s):		80			
				PRC Over All Lanes (%):		-31.1		Total Delay Over All Lanes(pcuHr):		193.67							

Basic Results Summary

Scenario 10: 'DS 2036 PM' (FG10: 'DS 2036 PM', Plan 2: 'PM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	118.5%	1394	0	0	201.3	-	-
M27/A335 Stoneham Way Junction	-	-	-		-	-	-	-	-	-	118.5%	1394	0	0	201.3	-	-
1/1	Stoneham Lane Ahead Left	U	C1:D		1	25	-	406	1967	590	68.8%	-	-	-	3.9	34.4	9.0
1/2+1/3	Stoneham Lane Ahead	U	C1:D		1	25	-	579	2030:2057	505+273	74.4 : 74.4%	-	-	-	5.1 (3.4+1.7)	31.6 (32.2:30.4)	9.2
2/1	A335 (N) Left	U	-		-	-	-	763	1910	1910	39.9%	-	-	-	0.3	1.6	0.3
2/2	A335 (N) Ahead	U	C1:F		1	23	-	439	2166	623	70.5%	-	-	-	4.3	35.1	9.8
2/3	A335 (N) Ahead	U	C1:F		1	23	-	348	2205	634	54.9%	-	-	-	2.9	30.4	7.1
3/1	M27 (E) Off slip Left	U	C2:C		1	80	-	639	1937	1937	33.0%	-	-	-	0.2	1.4	0.2
3/3+3/2	M27 (E) Off slip Ahead	U	C2:B		2	16	-	910	2157:2127	431+425	106.4 : 106.0%	-	-	-	40.0 (20.6+19.4)	158.3 (161.5:154.9)	39.7
4/1	A335 Stoneham Way (S) Ahead Left	O	-		-	-	-	796	2040	720	110.5%	720	0	0	46.6	210.7	83.5
4/2	A335 Stoneham Way (S) Ahead	O	-		-	-	-	798	2131	674	118.5%	674	0	0	72.0	324.7	115.6
5/1	M27 (W) Off slip Ahead Left	U	C1:B		1	18	-	293	2133	480	61.1%	-	-	-	3.0	37.4	6.6
5/2	M27 (W) Off slip Ahead	U	C1:B		1	18	-	211	2117	476	44.3%	-	-	-	2.0	33.5	4.4
5/3	M27 (W) Off slip Ahead	U	C1:B		1	18	-	294	2089	496	59.3%	-	-	-	2.9	35.9	6.4

Basic Results Summary

6/1	NW Circulatory Ahead	U	C1:C		1	41	-	834	1900	974	81.1%	-	-	-	1.7	7.6	10.1
6/2	NW Circulatory Right Ahead	U	C1:C		1	41	-	889	2106	1079	72.8%	-	-	-	2.5	11.3	11.8
6/3	NW Circulatory Right	U	C1:C		1	41	-	439	2077	1090	38.2%	-	-	-	1.0	8.7	7.3
7/1	NE Circulatory Ahead	U	C1:E		1	43	-	952	2112	1135	74.9%	-	-	-	2.1	9.1	11.3
7/2	NE Circulatory Ahead Ahead2	U	C1:E		1	43	-	790	2150	1156	66.4%	-	-	-	0.5	2.4	15.1
7/3	NE Circulatory Ahead	U	C1:E		1	43	-	228	2097	1153	19.8%	-	-	-	1.1	16.6	4.5
8/1	Eastern Circulatory Ahead	U	C2:A		2	36	-	575	2088	940	61.2%	-	-	-	0.4	2.8	3.0
8/2	Eastern Circulatory Right Ahead	U	C2:A		2	36	-	449	2205	992	45.3%	-	-	-	0.7	5.4	5.3
8/3	Eastern Circulatory Right	U	C2:A		2	36	-	348	2221	999	34.8%	-	-	-	0.2	2.2	0.9
9/1	Southern Circulatory Ahead	U	-		-	-	-	269	1977	1977	13.6%	-	-	-	0.1	1.1	0.1
9/2	Southern Circulatory Right Ahead	U	-		-	-	-	799	2117	2117	36.5%	-	-	-	0.3	1.3	0.3
9/3	Southern Circulatory Right	U	-		-	-	-	459	2115	2115	20.4%	-	-	-	0.1	1.1	0.1
10/1	Western Circulatory Ahead	U	C1:A		1	48	-	650	2091	1255	48.8%	-	-	-	2.3	13.8	7.8
10/2	Western Circulatory Right Ahead	U	C1:A		1	48	-	660	1948	1169	52.4%	-	-	-	2.5	14.6	7.4

Basic Results Summary

10/3	Western Circulatory Right	U	C1:A		1	48	-	823	2027	1216	57.3%	-	-	-	2.6	13.3	9.4
		C1 - 84052	Stream: 1	PRC for Signalled Lanes (%)	47.4			Total Delay for Signalled Lanes (pcuHr)	15.34	Cycle Time (s):		80					
		C1 - 84052	Stream: 2	PRC for Signalled Lanes (%)	11.0			Total Delay for Signalled Lanes (pcuHr)	14.08	Cycle Time (s):		80					
		C1 - 84052	Stream: 3	PRC for Signalled Lanes (%)	20.2			Total Delay for Signalled Lanes (pcuHr)	10.94	Cycle Time (s):		80					
		C2 - 30255		PRC for Signalled Lanes (%)	-18.2			Total Delay for Signalled Lanes (pcuHr)	41.57	Cycle Time (s):		80					
				PRC Over All Lanes (%)	-31.6			Total Delay Over All Lanes(pcuHr)	201.32								

Appendix H - J07 Stoneham Way/ Wide Lane/ Wessex Lane Junction Modelling Results

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
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Author:	
Company:	
Address:	
Linsig Version:	3, 3, 0, 6

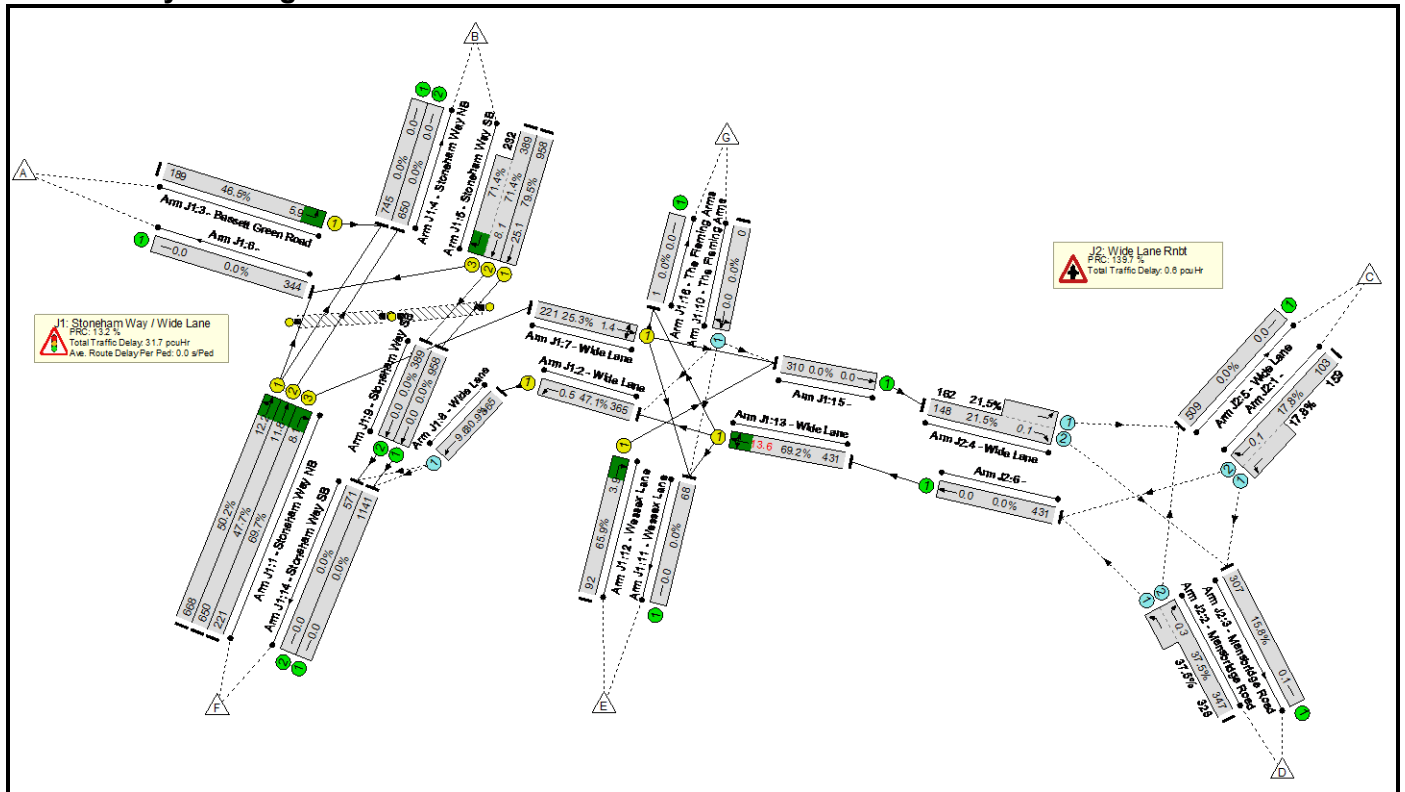
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 Base AM	2025 Base AM	Network Control Plan 1	07:30 - 08:30	121	13.2	32.35
2	2025 Base PM	2025 Base AM	Network Control Plan 1	16:00 - 17:00	109	7.9	34.88
3	2028 DM AM	2028 DM AM	Network Control Plan 1	07:30 - 08:30	121	12.6	33.60
4	2028 DM PM	2028 DM PM	Network Control Plan 1	16:00 - 17:00	109	10.0	37.96
5	2028 DS AM	2028 DS AM	Network Control Plan 1	07:30 - 08:30	121	11.6	35.31
6	2028 DS PM	2028 DS PM	Network Control Plan 1	16:00 - 17:00	109	8.7	38.96
7	2036 DM AM	2036 DM AM	Network Control Plan 1	07:30 - 08:30	121	8.3	38.20
8	2036 DM PM	2036 DM PM	Network Control Plan 1	16:00 - 17:00	109	-0.4	44.80
9	2036 DS AM	2036 DS AM	Network Control Plan 1	07:30 - 08:30	121	4.5	41.60
10	2036 DS PM	2036 DS PM	Network Control Plan 1	16:00 - 17:00	109	-1.5	46.22

Basic Results Summary

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	79.5%	2859	0	0	32.4	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	79.5%	365	0	0	31.7	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	78	-	Y	668	2066	1332	50.2%	-	-	-	2.6	14.0	12.2
1/2	Stoneham Way NB Ahead	U	B		1	78	-	Y	650	2141	1362	47.7%	-	-	-	2.5	14.0	11.8
1/3	Stoneham Way NB Right	U	C		1	21	-	Y	221	1827	317	69.7%	-	-	-	4.0	65.3	8.1
2/1	Wide Lane Left	U	I		1	48	-	-	365	1915	775	47.1%	-	-	-	0.5	4.5	0.5
3/1	Bassett Green Road Left	U	E		1	28	-	Y	189	1822	407	46.5%	-	-	-	2.6	49.0	5.9
5/1	Stoneham Way SB Ahead	U	A		1	78	-	-	958	1846	1205	79.5%	-	-	-	5.9	22.3	25.1
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	78:28	-	-:Y	621	1917:1759	545+325	71.4 : 71.4%	-	-	-	4.9	28.3	8.1
7/1	Wide Lane Right Ahead Left	U	H		1	54	-	-	221	1920	873	25.3%	-	-	-	0.8	12.7	1.4
8/1	Wide Lane Ahead	O	-		-	-	-	-	365	1915	1182	30.9%	365	0	0	0.4	3.7	9.6
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	764	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	11	-	Y	92	1876	140	65.9%	-	-	-	2.3	91.0	3.9

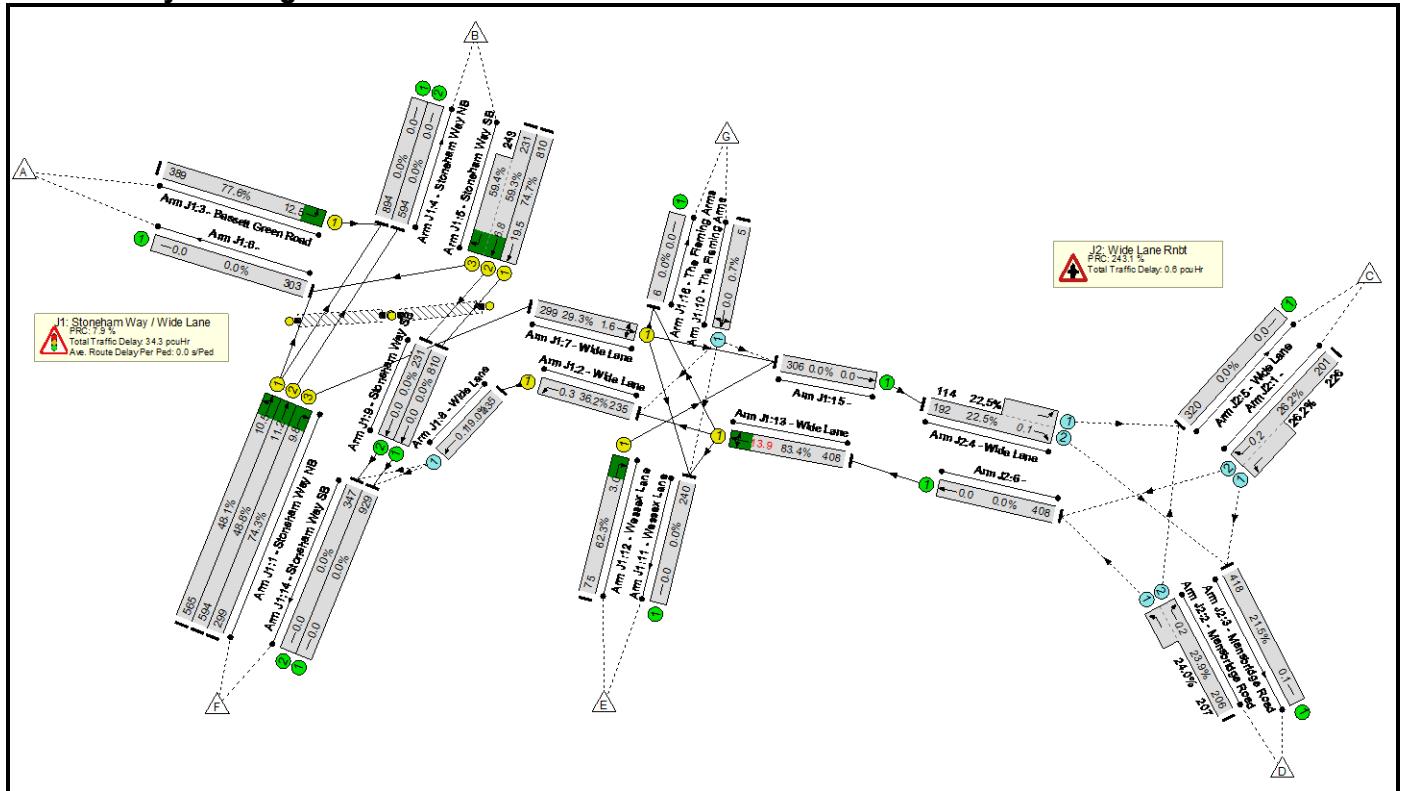
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	41	-	Y	431	1839	623	69.2%	-	-	-	5.2	43.8	13.6
Ped Link: P1	Unnamed Ped Link	-	K		1	28	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	28	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	37.5%	2494	0	0	0.6	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	262	2010:2010	579+893	17.8 : 17.8%	524	0	0	0.1	1.5	0.1
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	675	1798:1798	924+874	37.5 : 37.5%	1350	0	0	0.3	1.6	0.3
3/1	Mansbridge Road	U	-		-	-	-	-	307	1940	1940	15.8%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	310	1930:1930	688+753	21.5 : 21.5%	620	0	0	0.1	1.6	0.1
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): 13.2 PRC Over All Lanes (%): 13.2 Total Delay for Signalled Lanes (pcuHr): 31.33 Total Delay Over All Lanes(pcuHr): 32.35 Cycle Time (s): 121																		

Basic Results Summary

Scenario 2: '2025 Base PM' (FG2: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	83.4%	2531	1	0	34.9	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	83.4%	239	1	0	34.3	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	63	-	Y	565	2066	1175	48.1%	-	-	-	2.7	16.9	10.5
1/2	Stoneham Way NB Ahead	U	B		1	63	-	Y	594	2141	1218	48.8%	-	-	-	2.8	16.9	11.2
1/3	Stoneham Way NB Right	U	C		1	24	-	Y	299	1827	402	74.3%	-	-	-	4.7	56.6	9.8
2/1	Wide Lane Left	U	I		1	36	-	-	235	1915	650	36.2%	-	-	-	0.3	4.6	0.3
3/1	Bassett Green Road Left	U	E		1	31	-	Y	389	1822	501	77.6%	-	-	-	5.6	51.9	12.5
5/1	Stoneham Way SB Ahead	U	A		1	63	-	-	810	1846	1084	74.7%	-	-	-	5.2	23.1	19.5
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	63:31	-	Y:Y	474	1917:1759	389+409	59.3 : 59.4%	-	-	-	3.7	27.7	6.8
7/1	Wide Lane Right Ahead Left	U	H		1	57	-	-	299	1920	1022	29.3%	-	-	-	0.8	9.2	1.6
8/1	Wide Lane Ahead	O	-		-	-	-	-	235	1915	1234	19.0%	235	0	0	0.1	1.8	0.1
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	5	1940	693	0.7%	4	1	0	0.0	2.6	0.0
12/1	Wessex Lane Right	U	G		1	8	-	Y	75	1876	120	62.3%	-	-	-	1.8	88.0	3.0

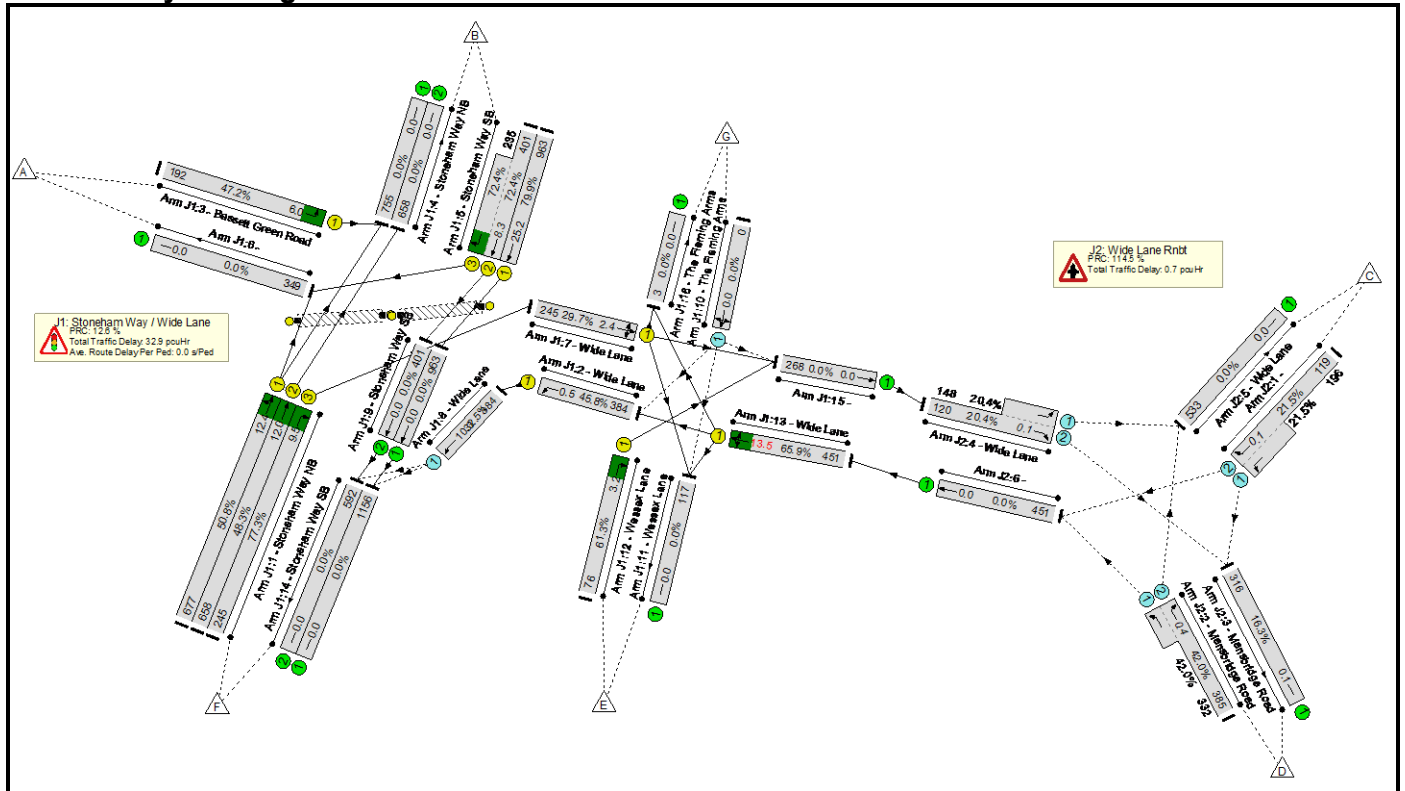
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	29	-	Y	408	1839	489	83.4%	-	-	-	6.6	58.7	13.9
Ped Link: P1	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	26.2%	2292	0	0	0.6	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	427	2010:2010	766+861	26.2 : 26.2%	854	0	0	0.2	1.5	0.2
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	413	1798:1798	861+861	23.9 : 24.0%	826	0	0	0.2	1.4	0.2
3/1	Mansbridge Road	U	-		-	-	-	-	418	1940	1940	21.5%	-	-	-	0.1	1.2	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	306	1930:1930	853+507	22.5 : 22.5%	612	0	0	0.1	1.7	0.1
C1 - Bassett Green Road / Wessex Lane				PRC for Signalled Lanes (%):		7.9	PRC Over All Lanes (%):		7.9	Total Delay for Signalled Lanes (pcuHr):		34.14	Total Delay Over All Lanes(pcuHr):		34.88	Cycle Time (s): 109		

Basic Results Summary

Scenario 3: '2028 DM AM' (FG3: '2028 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	79.9%	2984	0	0	33.6	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	79.9%	384	0	0	32.9	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	78	-	Y	677	2066	1332	50.8%	-	-	-	2.7	14.1	12.4
1/2	Stoneham Way NB Ahead	U	B		1	78	-	Y	658	2141	1362	48.3%	-	-	-	2.6	14.1	12.0
1/3	Stoneham Way NB Right	U	C		1	21	-	Y	245	1827	317	77.3%	-	-	-	4.9	71.6	9.5
2/1	Wide Lane Left	U	I		1	52	-	-	384	1915	839	45.8%	-	-	-	0.4	4.1	0.5
3/1	Bassett Green Road Left	U	E		1	28	-	Y	192	1822	407	47.2%	-	-	-	2.6	49.2	6.0
5/1	Stoneham Way SB Ahead	U	A		1	78	-	-	963	1846	1205	79.9%	-	-	-	6.0	22.6	25.2
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	78:28	-	-:Y	636	1917:1759	554+324	72.4 : 72.4%	-	-	-	5.0	28.4	8.3
7/1	Wide Lane Right Ahead Left	U	H		1	51	-	-	245	1920	825	29.7%	-	-	-	1.4	19.9	2.4
8/1	Wide Lane Ahead	O	-		-	-	-	-	384	1915	1180	32.5%	384	0	0	0.5	4.3	10.3
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	767	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	10	-	Y	76	1876	124	61.3%	-	-	-	1.9	91.3	3.2

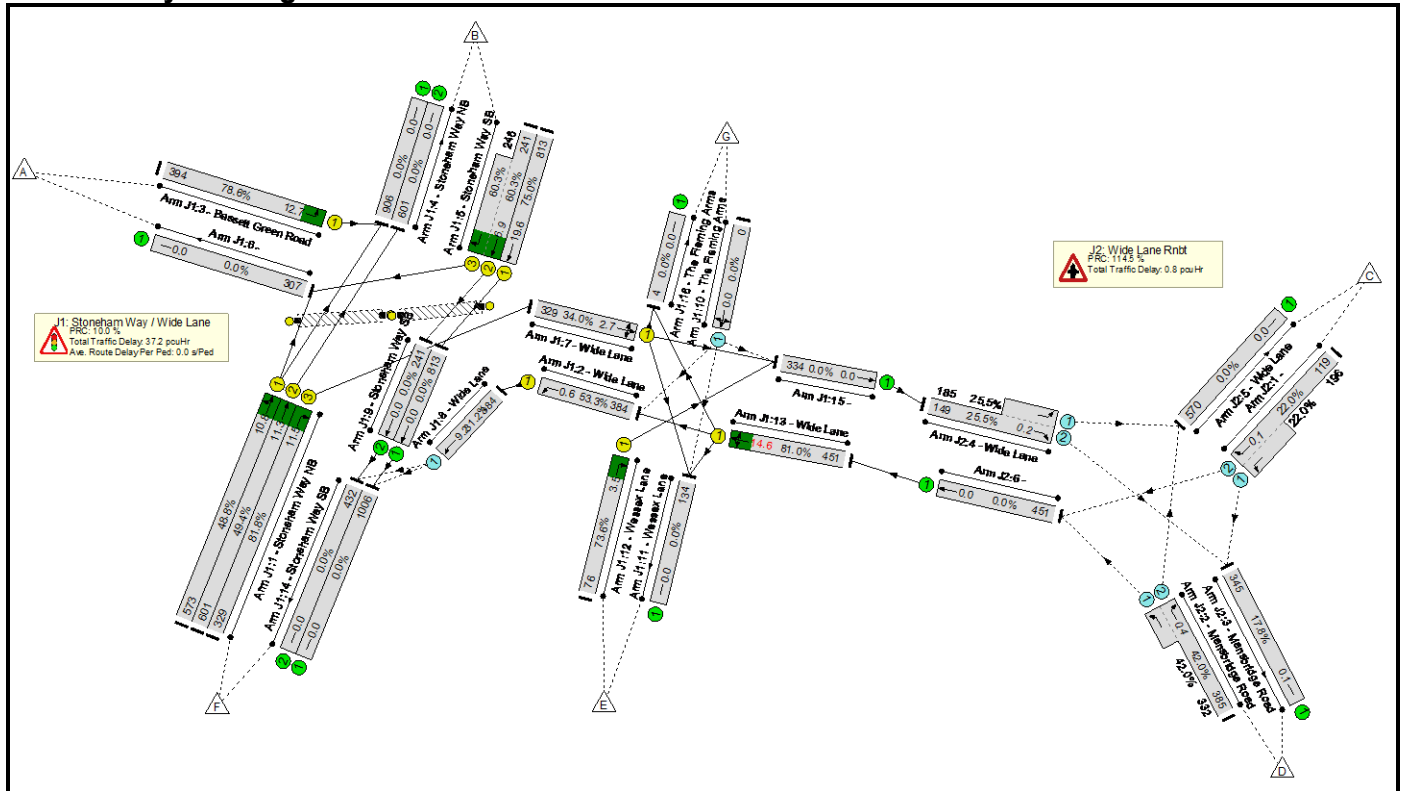
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	45	-	Y	451	1839	684	65.9%	-	-	-	4.9	39.3	13.5
Ped Link: P1	Unnamed Ped Link	-	K		1	28	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	28	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	42.0%	2600	0	0	0.7	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	315	2010:2010	555+913	21.5 : 21.5%	630	0	0	0.1	1.6	0.1
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	717	1798:1798	918+791	42.0 : 42.0%	1434	0	0	0.4	1.8	0.4
3/1	Mansbridge Road	U	-		-	-	-	-	316	1940	1940	16.3%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	268	1930:1930	589+726	20.4 : 20.4%	536	0	0	0.1	1.7	0.1
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): 12.6 PRC Over All Lanes (%): 12.6 Total Delay for Signalled Lanes (pcuHr): 32.43 Total Delay Over All Lanes(pcuHr): 33.60 Cycle Time (s): 121																		

Basic Results Summary

Scenario 4: '2028 DM PM' (FG4: '2028 DM PM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

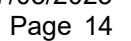
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	81.8%	3116	0	0	38.0	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	81.8%	384	0	0	37.2	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	63	-	Y	573	2066	1175	48.8%	-	-	-	2.7	17.0	10.8
1/2	Stoneham Way NB Ahead	U	B		1	63	-	Y	601	2141	1218	49.4%	-	-	-	2.8	17.0	11.3
1/3	Stoneham Way NB Right	U	C		1	24	-	Y	329	1827	402	81.8%	-	-	-	5.8	63.6	11.5
2/1	Wide Lane Left	U	I		1	40	-	-	384	1915	720	53.3%	-	-	-	0.6	5.5	0.6
3/1	Bassett Green Road Left	U	E		1	31	-	Y	394	1822	501	78.6%	-	-	-	5.8	52.7	12.7
5/1	Stoneham Way SB Ahead	U	A		1	63	-	-	813	1846	1084	75.0%	-	-	-	5.2	23.2	19.6
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	63:31	-	Y:Y	487	1917:1759	399+408	60.3 : 60.3%	-	-	-	3.8	27.7	6.9
7/1	Wide Lane Right Ahead Left	U	H		1	54	-	-	329	1920	969	34.0%	-	-	-	1.3	14.7	2.7
8/1	Wide Lane Ahead	O	-		-	-	-	-	384	1915	1232	31.2%	384	0	0	0.3	3.2	9.2
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	739	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	7	-	Y	76	1876	103	73.6%	-	-	-	2.3	111.1	3.5

Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	33	-	Y	451	1839	557	81.0%	-	-	-	6.5	51.5	14.6
Ped Link: P1	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	42.0%	2732	0	0	0.8	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	315	2010:2010	542+892	22.0 : 22.0%	630	0	0	0.1	1.6	0.1
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	717	1798:1798	918+791	42.0 : 42.0%	1434	0	0	0.4	1.8	0.4
3/1	Mansbridge Road	U	-		-	-	-	-	345	1940	1940	17.8%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	334	1930:1930	585+726	25.5 : 25.5%	668	0	0	0.2	1.8	0.2
C1 - Bassett Green Road / Wessex Lane				PRC for Signalled Lanes (%):		10.0		Total Delay for Signalled Lanes (pcuHr):		36.84		Cycle Time (s): 109						
				PRC Over All Lanes (%):		10.0		Total Delay Over All Lanes(pcuHr):		37.96								

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	80.6%	3167	0	0	35.3	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	80.6%	389	0	0	34.4	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	76	-	Y	676	2066	1298	52.1%	-	-	-	2.9	15.3	12.9
1/2	Stoneham Way NB Ahead	U	B		1	76	-	Y	659	2141	1327	49.7%	-	-	-	2.8	15.3	12.6
1/3	Stoneham Way NB Right	U	C		1	23	-	Y	280	1827	347	80.6%	-	-	-	5.6	72.1	10.9
2/1	Wide Lane Left	U	I		1	50	-	-	389	1915	807	48.2%	-	-	-	0.5	4.5	0.5
3/1	Bassett Green Road Left	U	E		1	30	-	Y	192	1822	437	44.0%	-	-	-	2.5	46.4	5.8
5/1	Stoneham Way SB Ahead	U	A		1	76	-	-	918	1846	1175	78.1%	-	-	-	5.8	22.8	23.9
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	76:30	-	-:Y	681	1917:1759	629+331	70.9 : 70.9%	-	-	-	5.1	26.8	8.3
7/1	Wide Lane Right Ahead Left	U	H		1	53	-	-	280	1920	857	32.7%	-	-	-	1.4	18.6	2.6
8/1	Wide Lane Ahead	O	-		-	-	-	-	389	1915	1184	32.9%	389	0	0	0.5	4.3	10.8
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	753	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	10	-	Y	77	1876	124	62.1%	-	-	-	2.0	92.1	3.3

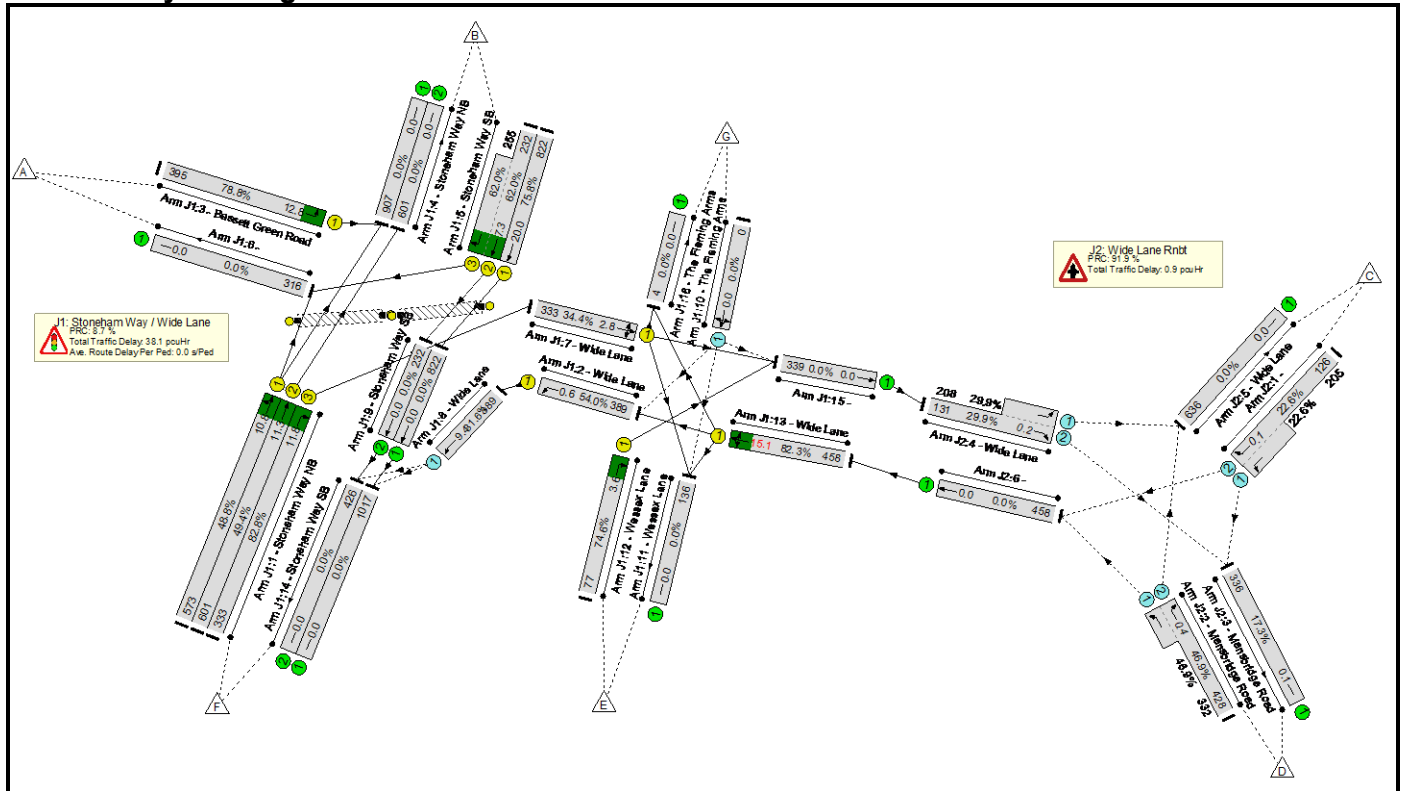
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	43	-	Y	458	1839	654	70.1%	-	-	-	5.4	42.6	14.3
Ped Link: P1	Unnamed Ped Link	-	K		1	30	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	30	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	46.9%	2778	0	0	0.9	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	331	2010:2010	564+917	22.4 : 22.4%	662	0	0	0.1	1.6	0.1
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	760	1798:1798	913+708	46.9 : 46.9%	1520	0	0	0.4	2.1	0.4
3/1	Mansbridge Road	U	-		-	-	-	-	320	1940	1940	16.5%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	298	1930:1930	437+696	26.3 : 26.3%	596	0	0	0.2	2.2	0.2
C1 - Bassett Green Road / Wessex Lane				PRC for Signalled Lanes (%):		11.6		Total Delay for Signalled Lanes (pcuHr):		33.98		Cycle Time (s): 121						
				PRC Over All Lanes (%):		11.6		Total Delay Over All Lanes(pcuHr):		35.31								

Basic Results Summary

Scenario 6: '2028 DS PM' (FG6: '2028 DS PM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	82.8%	3249	0	0	39.0	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	82.8%	389	0	0	38.1	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	63	-	Y	573	2066	1175	48.8%	-	-	-	2.7	17.0	10.8
1/2	Stoneham Way NB Ahead	U	B		1	63	-	Y	601	2141	1218	49.4%	-	-	-	2.8	17.0	11.3
1/3	Stoneham Way NB Right	U	C		1	24	-	Y	333	1827	402	82.8%	-	-	-	6.0	64.9	11.8
2/1	Wide Lane Left	U	I		1	40	-	-	389	1915	720	54.0%	-	-	-	0.6	5.6	0.6
3/1	Bassett Green Road Left	U	E		1	31	-	Y	395	1822	501	78.8%	-	-	-	5.8	52.9	12.8
5/1	Stoneham Way SB Ahead	U	A		1	63	-	-	822	1846	1084	75.8%	-	-	-	5.4	23.5	20.0
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	63:31	-	Y:Y	487	1917:1759	374+412	62.0 : 62.0%	-	-	-	3.9	28.6	7.3
7/1	Wide Lane Right Ahead Left	U	H		1	54	-	-	333	1920	969	34.4%	-	-	-	1.4	14.9	2.8
8/1	Wide Lane Ahead	O	-		-	-	-	-	389	1915	1231	31.6%	389	0	0	0.4	3.3	9.4
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	736	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	7	-	Y	77	1876	103	74.6%	-	-	-	2.4	113.0	3.6

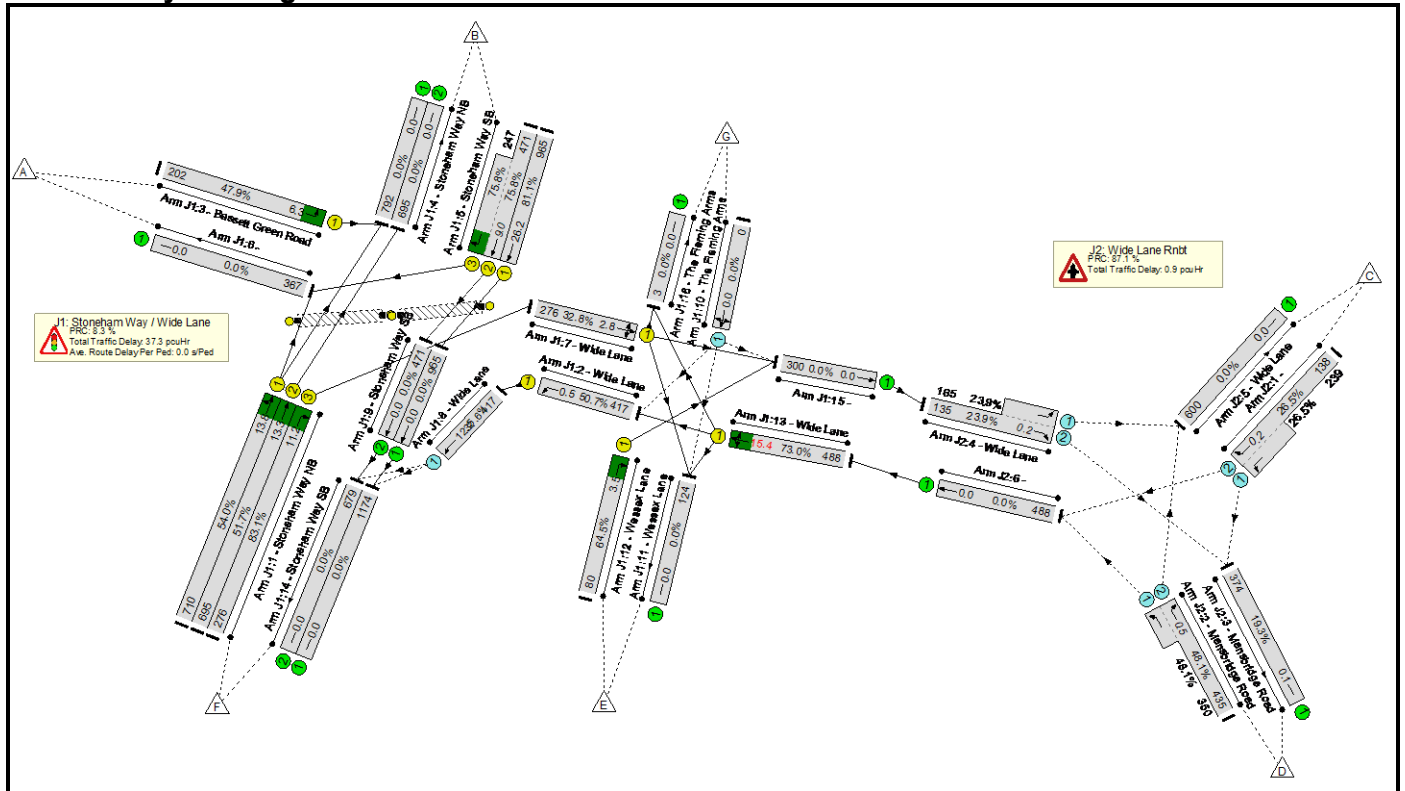
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	33	-	Y	458	1839	557	82.3%	-	-	-	6.7	52.7	15.1
Ped Link: P1	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	46.9%	2860	0	0	0.9	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	331	2010:2010	556+905	22.6 : 22.6%	662	0	0	0.1	1.6	0.1
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	760	1798:1798	913+708	46.9 : 46.9%	1520	0	0	0.4	2.1	0.4
3/1	Mansbridge Road	U	-		-	-	-	-	336	1940	1940	17.3%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	339	1930:1930	438+696	29.9 : 29.9%	678	0	0	0.2	2.3	0.2
C1 - Bassett Green Road / Wessex Lane				PRC for Signalled Lanes (%):				8.7	Total Delay for Signalled Lanes (pcuHr):				37.70	Cycle Time (s):				109
				PRC Over All Lanes (%):				8.7	Total Delay Over All Lanes(pcuHr):				38.96					

Basic Results Summary

Scenario 7: '2036 DM AM' (FG7: '2036 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	83.1%	3341	0	0	38.2	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	83.1%	417	0	0	37.3	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	77	-	Y	710	2066	1315	54.0%	-	-	-	3.0	15.2	13.8
1/2	Stoneham Way NB Ahead	U	B		1	77	-	Y	695	2141	1345	51.7%	-	-	-	2.9	15.2	13.3
1/3	Stoneham Way NB Right	U	C		1	22	-	Y	276	1827	332	83.1%	-	-	-	5.9	77.4	11.2
2/1	Wide Lane Left	U	I		1	51	-	-	417	1915	823	50.7%	-	-	-	0.5	4.6	0.5
3/1	Bassett Green Road Left	U	E		1	29	-	Y	202	1822	422	47.9%	-	-	-	2.7	48.4	6.3
5/1	Stoneham Way SB Ahead	U	A		1	77	-	-	965	1846	1190	81.1%	-	-	-	6.4	23.9	26.2
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	77:29	-	-:Y	718	1917:1759	621+326	75.8 : 75.8%	-	-	-	5.7	28.4	9.0
7/1	Wide Lane Right Ahead Left	U	H		1	52	-	-	276	1920	841	32.8%	-	-	-	1.6	20.4	2.8
8/1	Wide Lane Ahead	O	-		-	-	-	-	417	1915	1170	35.6%	417	0	0	0.6	5.3	12.2
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	747	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	10	-	Y	80	1876	124	64.5%	-	-	-	2.1	94.4	3.5

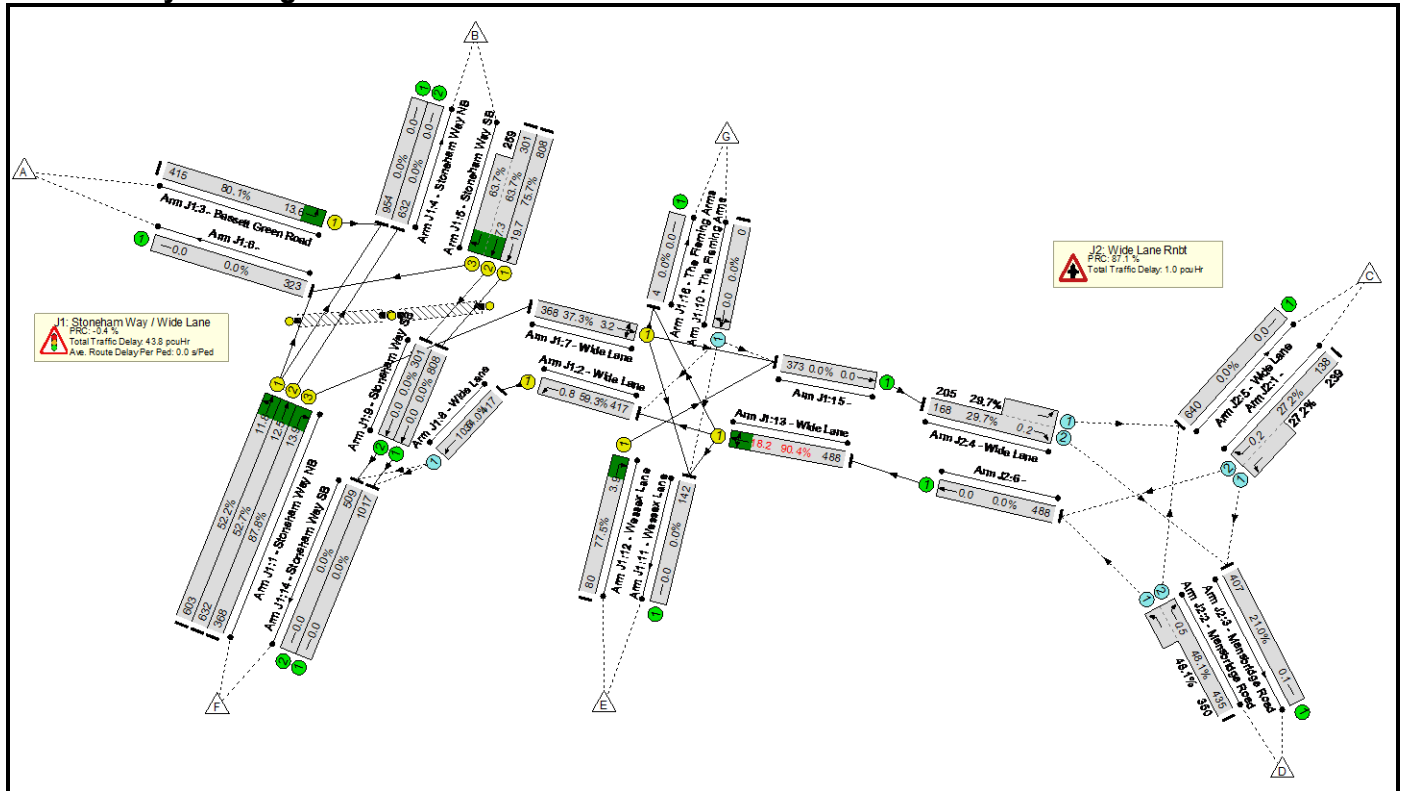
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	44	-	Y	488	1839	669	73.0%	-	-	-	5.9	43.2	15.4
Ped Link: P1	Unnamed Ped Link	-	K		1	29	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	29	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	48.1%	2924	0	0	0.9	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	377	2010:2010	521+903	26.5 : 26.5%	754	0	0	0.2	1.7	0.2
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	785	1798:1798	904+728	48.1 : 48.1%	1570	0	0	0.5	2.1	0.5
3/1	Mansbridge Road	U	-		-	-	-	-	374	1940	1940	19.3%	-	-	-	0.1	1.1	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	300	1930:1930	565+691	23.9 : 23.9%	600	0	0	0.2	1.9	0.2
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): 8.3 PRC Over All Lanes (%): 8.3 Total Delay for Signalled Lanes (pcuHr): 36.66 Total Delay Over All Lanes(pcuHr): 38.20 Cycle Time (s): 121																		

Basic Results Summary

Scenario 8: '2036 DM PM' (FG8: '2036 DM PM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	90.4%	3487	0	0	44.8	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	90.4%	417	0	0	43.8	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	62	-	Y	603	2066	1156	52.2%	-	-	-	3.0	18.2	11.8
1/2	Stoneham Way NB Ahead	U	B		1	62	-	Y	632	2141	1198	52.7%	-	-	-	3.2	18.2	12.5
1/3	Stoneham Way NB Right	U	C		1	25	-	Y	368	1827	419	87.8%	-	-	-	7.3	71.9	13.9
2/1	Wide Lane Left	U	I		1	39	-	-	417	1915	703	59.3%	-	-	-	0.7	6.5	0.8
3/1	Bassett Green Road Left	U	E		1	32	-	Y	415	1822	518	80.1%	-	-	-	6.1	53.0	13.6
5/1	Stoneham Way SB Ahead	U	A		1	62	-	-	808	1846	1067	75.7%	-	-	-	5.4	24.1	19.7
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	62:32	-	Y:Y	560	1917:1759	473+407	63.7 : 63.7%	-	-	-	4.2	27.1	7.3
7/1	Wide Lane Right Ahead Left	U	H		1	55	-	-	368	1920	986	37.3%	-	-	-	1.6	15.3	3.2
8/1	Wide Lane Ahead	O	-		-	-	-	-	417	1915	1226	34.0%	417	0	0	0.4	3.8	10.5
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	717	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	7	-	Y	80	1876	103	77.5%	-	-	-	2.7	119.3	3.9

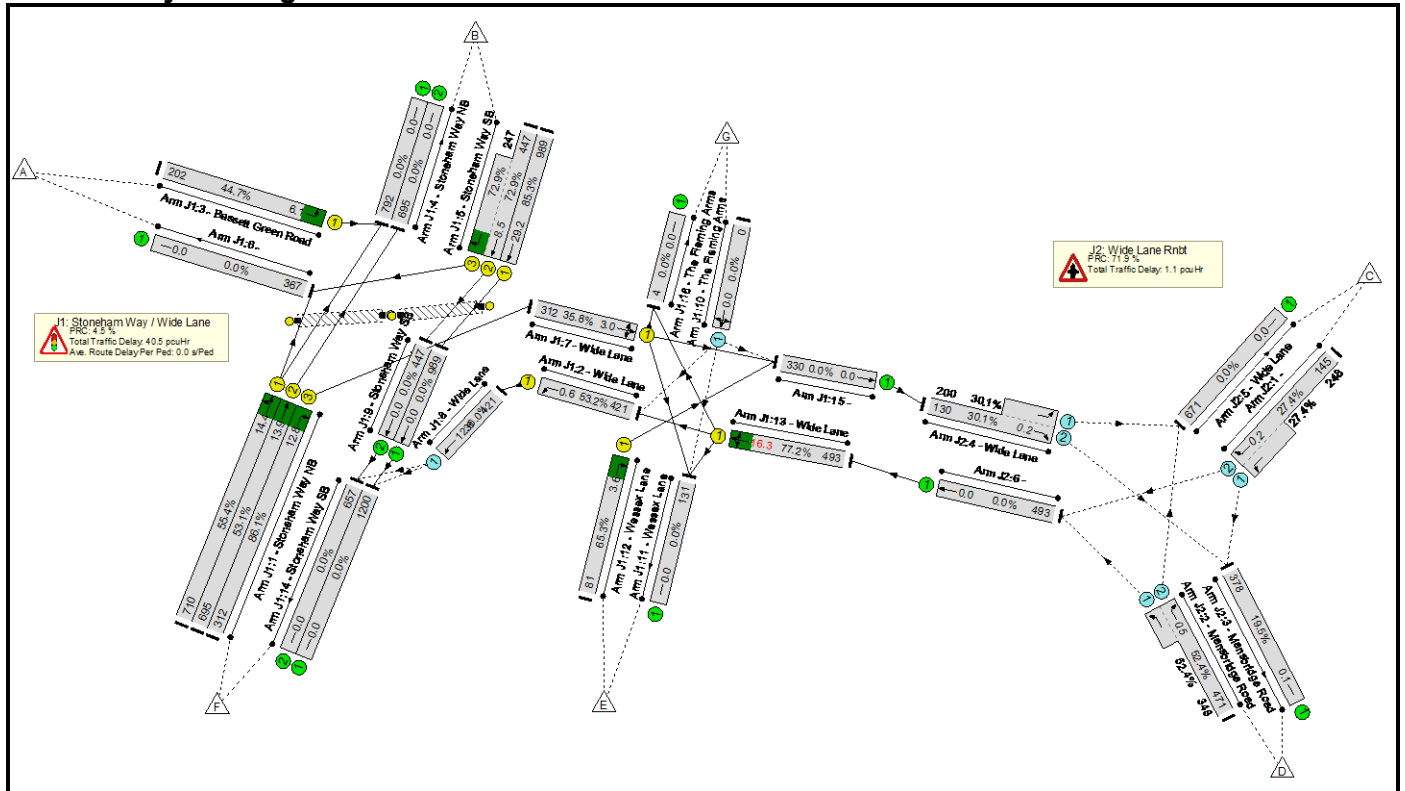
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	32	-	Y	488	1839	540	90.4%	-	-	-	9.1	67.0	18.2
Ped Link: P1	Unnamed Ped Link	-	K		1	32	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	32	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	48.1%	3070	0	0	1.0	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	377	2010:2010	507+879	27.2 : 27.2%	754	0	0	0.2	1.8	0.2
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	785	1798:1798	904+728	48.1 : 48.1%	1570	0	0	0.5	2.1	0.5
3/1	Mansbridge Road	U	-		-	-	-	-	407	1940	1940	21.0%	-	-	-	0.1	1.2	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	373	1930:1930	566+691	29.7 : 29.7%	746	0	0	0.2	2.0	0.2
C1 - Bassett Green Road / Wessex Lane				PRC for Signalled Lanes (%):				-0.4	Total Delay for Signalled Lanes (pcuHr):				43.36	Cycle Time (s): 109				
				PRC Over All Lanes (%):				-0.4	Total Delay Over All Lanes(pcuHr):				44.80					

Basic Results Summary

Scenario 9: '2036 DS AM' (FG9: '2036 DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	86.1%	3505	0	0	41.6	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	86.1%	421	0	0	40.5	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	75	-	Y	710	2066	1281	55.4%	-	-	-	3.2	16.5	14.4
1/2	Stoneham Way NB Ahead	U	B		1	75	-	Y	695	2141	1309	53.1%	-	-	-	3.2	16.4	13.9
1/3	Stoneham Way NB Right	U	C		1	24	-	Y	312	1827	362	86.1%	-	-	-	6.9	79.1	12.8
2/1	Wide Lane Left	U	I		1	49	-	-	421	1915	791	53.2%	-	-	-	0.6	5.0	0.6
3/1	Bassett Green Road Left	U	E		1	31	-	Y	202	1822	452	44.7%	-	-	-	2.6	45.7	6.1
5/1	Stoneham Way SB Ahead	U	A		1	75	-	-	989	1846	1159	85.3%	-	-	-	7.8	28.2	29.2
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	75:31	-	-:Y	694	1917:1759	613+339	72.9 : 72.9%	-	-	-	5.4	27.8	8.5
7/1	Wide Lane Right Ahead Left	U	H		1	54	-	-	312	1920	873	35.8%	-	-	-	1.7	19.1	3.0
8/1	Wide Lane Ahead	O	-		-	-	-	-	421	1915	1168	36.0%	421	0	0	0.7	6.0	12.6
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	733	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	10	-	Y	81	1876	124	65.3%	-	-	-	2.1	95.3	3.6

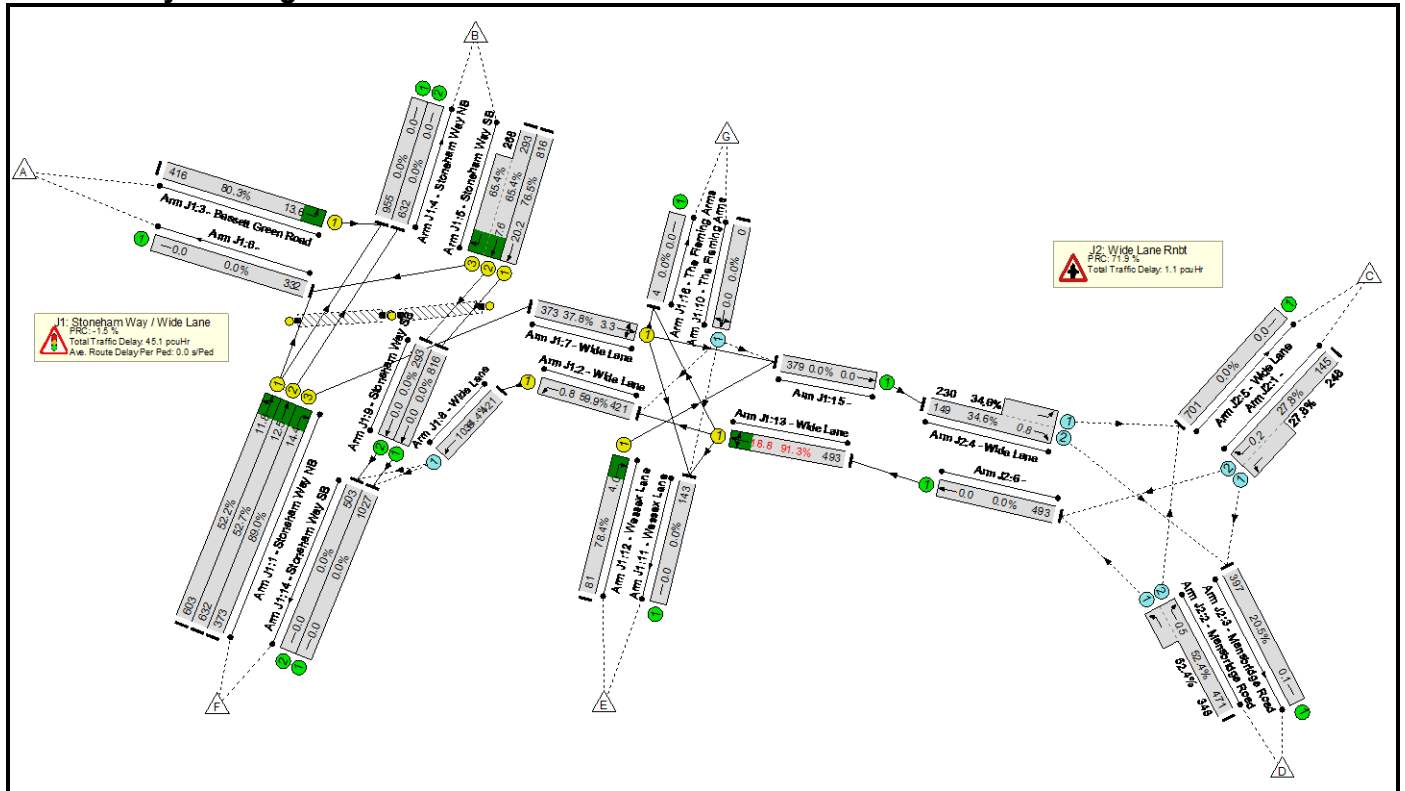
Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	42	-	Y	493	1839	638	77.2%	-	-	-	6.5	47.3	16.3	
Ped Link: P1	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P2	Unnamed Ped Link	-	K		1	31	-	-	0	-	0	0.0%	-	-	-	-	-	-	
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	52.4%	3084	0	0	1.1	-	-	
1/2+1/1	Left Right	O	-		-	-	-	-	393	2010:2010	530+906	27.4 : 27.4%	786	0	0	0.2	1.7	0.2	
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	819	1798:1798	900+665	52.4 : 52.4%	1638	0	0	0.5	2.4	0.5	
3/1	Mansbridge Road	U	-		-	-	-	-	378	1940	1940	19.5%	-	-	-	0.1	1.2	0.1	
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	330	1930:1930	432+665	30.1 : 30.1%	660	0	0	0.2	2.3	0.2	
C1 - Bassett Green Road / Wessex Lane				PRC for Signalled Lanes (%):				4.5	Total Delay for Signalled Lanes (pcuHr):				39.82	Cycle Time (s):				121	
				PRC Over All Lanes (%):				4.5	Total Delay Over All Lanes(pcuHr):				41.60						

Basic Results Summary

Scenario 10: '2036 DS PM' (FG10: '2036 DS PM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	91.3%	3603	0	0	46.2	-	-
J1: Stoneham Way / Wide Lane	-	-	-		-	-	-	-	-	-	-	91.3%	421	0	0	45.1	-	-
1/1	Stoneham Way NB Ahead Left	U	B		1	62	-	Y	603	2066	1156	52.2%	-	-	-	3.0	18.2	11.8
1/2	Stoneham Way NB Ahead	U	B		1	62	-	Y	632	2141	1198	52.7%	-	-	-	3.2	18.2	12.5
1/3	Stoneham Way NB Right	U	C		1	25	-	Y	373	1827	419	89.0%	-	-	-	7.7	74.6	14.4
2/1	Wide Lane Left	U	I		1	39	-	-	421	1915	703	59.9%	-	-	-	0.8	6.6	0.8
3/1	Bassett Green Road Left	U	E		1	32	-	Y	416	1822	518	80.3%	-	-	-	6.1	53.1	13.6
5/1	Stoneham Way SB Ahead	U	A		1	62	-	-	816	1846	1067	76.5%	-	-	-	5.5	24.5	20.2
5/2+5/3	Stoneham Way SB Right Ahead	U	A D		1	62:32	-	Y:Y	561	1917:1759	448+410	65.4 : 65.4%	-	-	-	4.3	27.9	7.6
7/1	Wide Lane Right Ahead Left	U	H		1	55	-	-	373	1920	986	37.8%	-	-	-	1.6	15.6	3.3
8/1	Wide Lane Ahead	O	-		-	-	-	-	421	1915	1225	34.4%	421	0	0	0.5	3.9	10.6
10/1	The Fleming Arms Right Ahead Left	O	-		-	-	-	-	0	1940	714	0.0%	0	0	0	0.0	0.0	0.0
12/1	Wessex Lane Right	U	G		1	7	-	Y	81	1876	103	78.4%	-	-	-	2.7	121.6	4.0

Basic Results Summary

13/1	Wide Lane Ahead Left Right	U	F		1	32	-	Y	493	1839	540	91.3%	-	-	-	9.5	69.5	18.8
Ped Link: P1	Unnamed Ped Link	-	K		1	32	-	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	32	-	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Wide Lane Rnbt	-	-	-		-	-	-	-	-	-	-	52.4%	3182	0	0	1.1	-	-
1/2+1/1	Left Right	O	-		-	-	-	-	393	2010:2010	522+892	27.8 : 27.8%	786	0	0	0.2	1.8	0.2
2/2+2/1	Mansbridge Road Right Left	O	-		-	-	-	-	819	1798:1798	900+665	52.4 : 52.4%	1638	0	0	0.5	2.4	0.5
3/1	Mansbridge Road	U	-		-	-	-	-	397	1940	1940	20.5%	-	-	-	0.1	1.2	0.1
4/2+4/1	Wide Lane Right Left	O	-		-	-	-	-	379	1930:1930	431+665	34.6 : 34.6%	758	0	0	0.3	2.5	0.8
C1 - Bassett Green Road / Wessex Lane PRC for Signalled Lanes (%): -1.5 PRC Over All Lanes (%): -1.5 Total Delay for Signalled Lanes (pcuHr): 44.63 Total Delay Over All Lanes(pcuHr): 46.22 Cycle Time (s): 109																		