

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J01_WideLn-SouthSt.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Base 2023 AM	Base 2023 AM	Network Control Plan 1	08:00 - 09:00	88	1.0	10.51
2	Base 2023 PM	Base 2023 PM	Network Control Plan 1	17:00 - 18:00	69	19.9	7.30
3	FB 2025 AM	FB 2025 AM	Network Control Plan 1	08:00 - 09:00	88	3.9	10.69
4	FB 2025 PM	FB 2025 PM	Network Control Plan 1	17:00 - 18:00	69	16.1	7.84
5	FB 2028 AM	FB 2028 AM	Network Control Plan 1	08:00 - 09:00	88	0.4	12.18
6	FB 2028 PM	FB 2028 PM	Network Control Plan 1	17:00 - 18:00	69	11.4	8.71
7	Proposed 2028 AM	Proposed 2028 AM	Network Control Plan 1	08:00 - 09:00	88	-1.1	13.23
8	Proposed 2028 PM	Proposed 2028 PM	Network Control Plan 1	17:00 - 18:00	69	7.8	9.35
9	FB 2036 AM	FB 2036 AM	Network Control Plan 1	08:00 - 09:00	88	-7.6	20.26
10	FB 2036 PM	FB 2036 PM	Network Control Plan 1	17:00 - 18:00	69	2.2	11.45
11	Proposed 2036 AM	Proposed 2036 AM	Network Control Plan 1	08:00 - 09:00	88	-9.1	23.46
12	Proposed 2036 PM	Proposed 2036 PM	Network Control Plan 1	17:00 - 18:00	69	-0.8	12.73

Wide Lane / South Street
 PRC: 1.0 %
 Total Traffic Delay: 10.5 pcuHr

Diagram Details:

- Arm 1 - Southampton Rd / A335 - Entry:** Volume 1076, Saturation Flow 1076, Delay 0.0%.
- Arm 2 - Wide Ln / A335 - Entry:** Volume 1150, Saturation Flow 1150, Delay 82.9%.
- Arm 3 - South St - Entry:** Volume 124, Saturation Flow 124, Delay 89.1%.
- Arm 4 - Southampton Rd / A335 - Exit:** Volume 1076, Saturation Flow 1076, Delay 0.0%.
- Arm 5 - Wide Ln / A335 - Exit:** Volume 784, Saturation Flow 784, Delay 0.0%.
- Arm 6 - South St - Exit:** Volume 90, Saturation Flow 90, Delay 0.0%.

Legend:

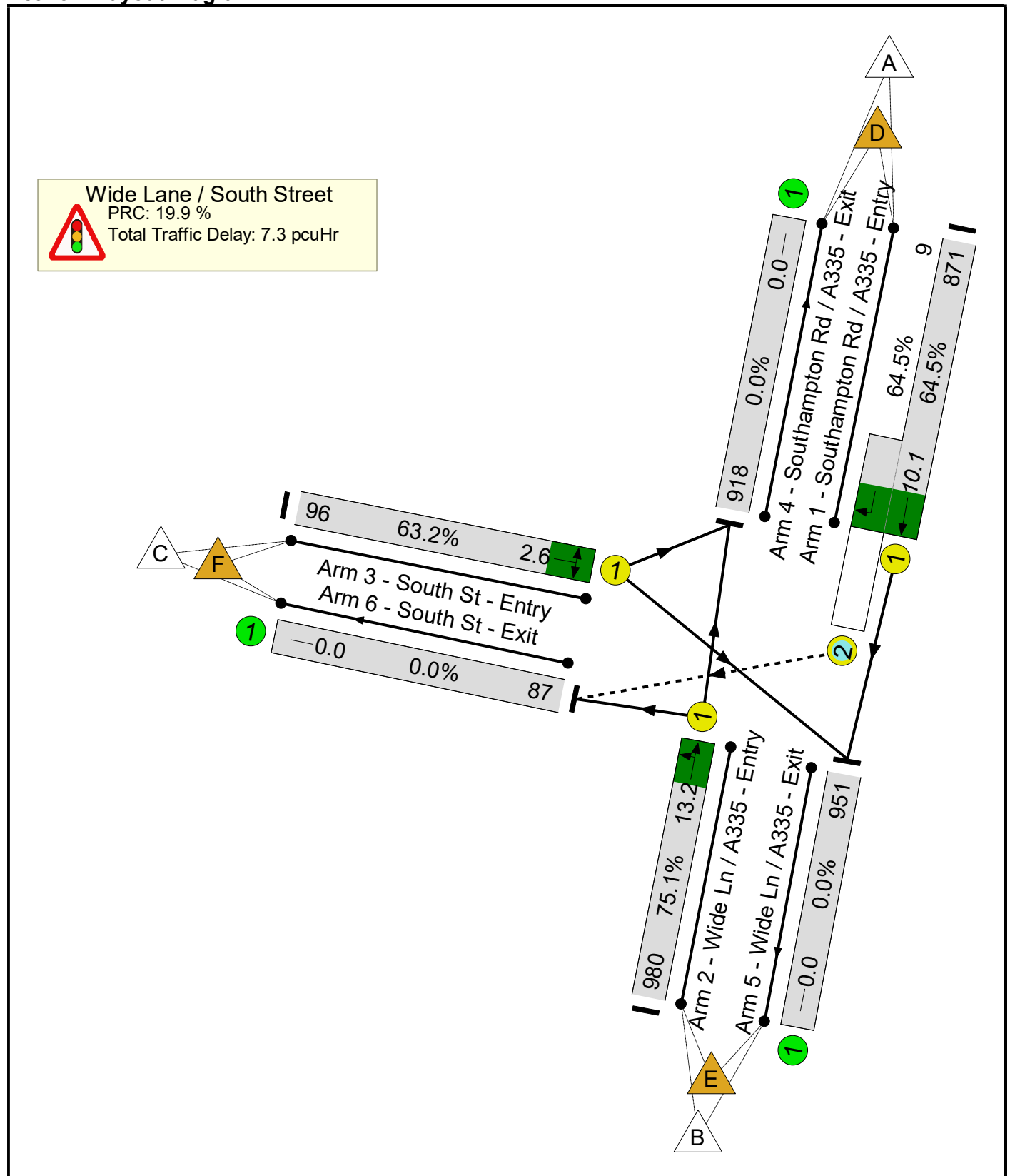
- Wide Lane / South Street:** PRC: 1.0 %, Total Traffic Delay: 10.5 pcuHr.
- Signal Phases:** 1 (Green), 2 (Yellow), 3 (Red).
- Vehicle Types:** Car (C), Truck (F), Bus (B), Motorcycle (M), Pedestrian (P).
- Lane Types:** Left Turn (L), Through/Right Turn (T/R), Right Turn (R).

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	-	-	-		-	-	-	-	-	-	-	89.1%	4	0	0	10.5	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	89.1%	4	0	0	10.5	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	51	4	Y:Y	676	1940:1724	1433+9	46.9 : 46.9%	4	0	0	1.3	7.0	7.0
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	41	-	Y	1150	1877	1386	82.9%	-	-	-	4.9	15.2	21.2
3/1	South St - Entry Left Right	U	C		1	7	-	Y	124	1750	139	89.1%	-	-	-	4.3	125.5	5.9
C1 PRC for Signalled Lanes (%): 1.0 PRC Over All Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 10.51 Total Delay Over All Lanes(pcuHr): 10.51 Cycle Time (s): 88																		

Network Layout Diagram

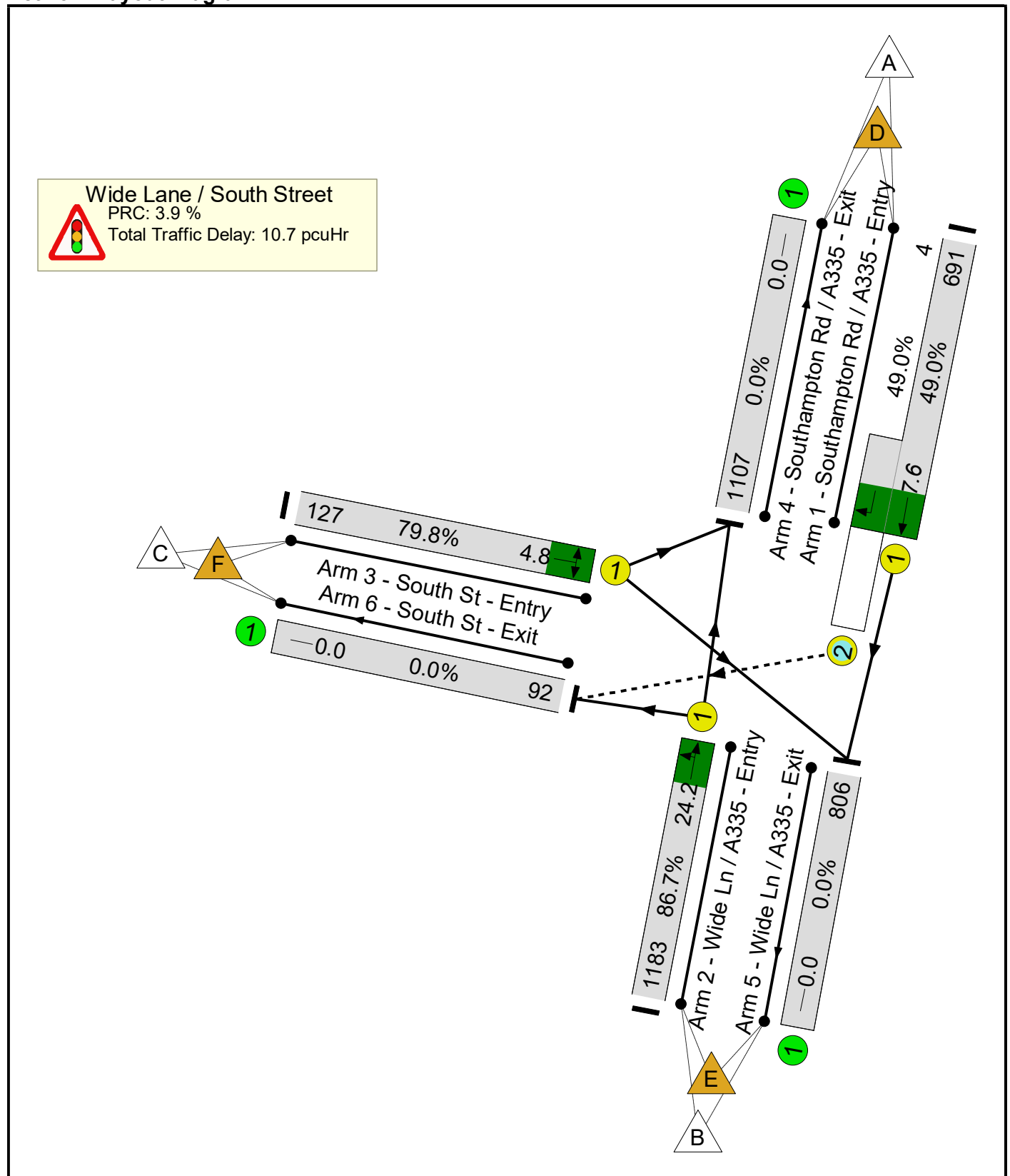


Basic Results Summary

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	-	-	-		-	-	-	-	-	-	-	75.1%	9	0	0	7.3	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	75.1%	9	0	0	7.3	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	880	1940:1724	1350+14	64.5 : 64.5%	9	0	0	2.3	9.6	10.1
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	980	1877	1306	75.1%	-	-	-	3.3	12.2	13.2
3/1	South St - Entry Left Right	U	C		1	7	-	Y	96	1748	152	63.2%	-	-	-	1.6	61.7	2.6
C1 PRC for Signalled Lanes (%): 19.9 PRC Over All Lanes (%): 19.9 Total Delay for Signalled Lanes (pcuHr): 7.30 Total Delay Over All Lanes(pcuHr): 7.30 Cycle Time (s): 69																		

Network Layout Diagram

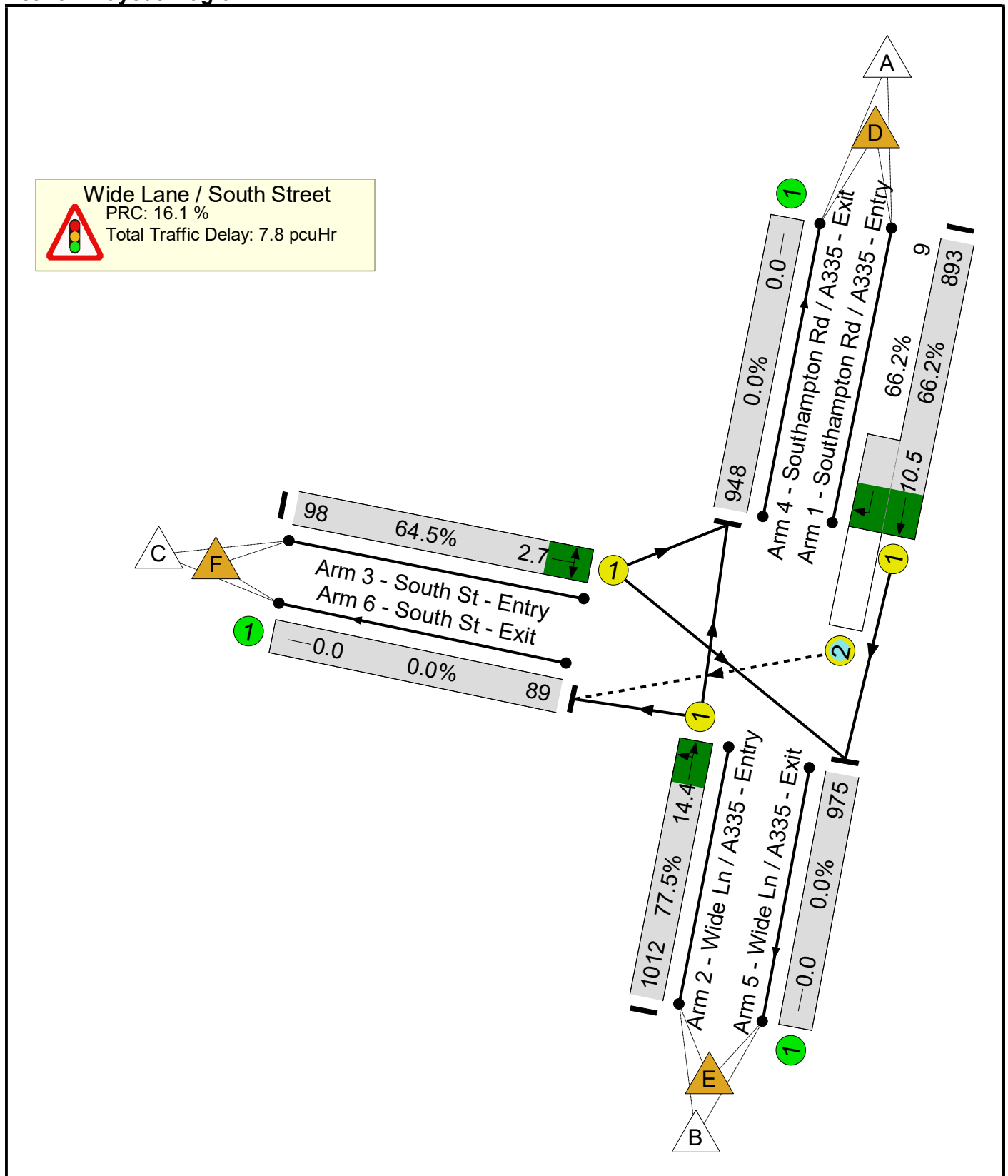


Basic Results Summary

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	-	-	-		-	-	-	-	-	-	-	86.7%	4	0	0	10.7	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	86.7%	4	0	0	10.7	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	50	4	Y:Y	695	1940:1724	1411+8	49.0 : 49.0%	4	0	0	1.5	7.7	7.6
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	40	-	Y	1183	1877	1365	86.7%	-	-	-	6.0	18.4	24.2
3/1	South St - Entry Left Right	U	C		1	8	-	Y	127	1750	159	79.8%	-	-	-	3.2	89.7	4.8
C1 PRC for Signalled Lanes (%): 3.9 PRC Over All Lanes (%): 3.9 Total Delay for Signalled Lanes (pcuHr): 10.69 Total Delay Over All Lanes(pcuHr): 10.69 Cycle Time (s): 88																		

Network Layout Diagram

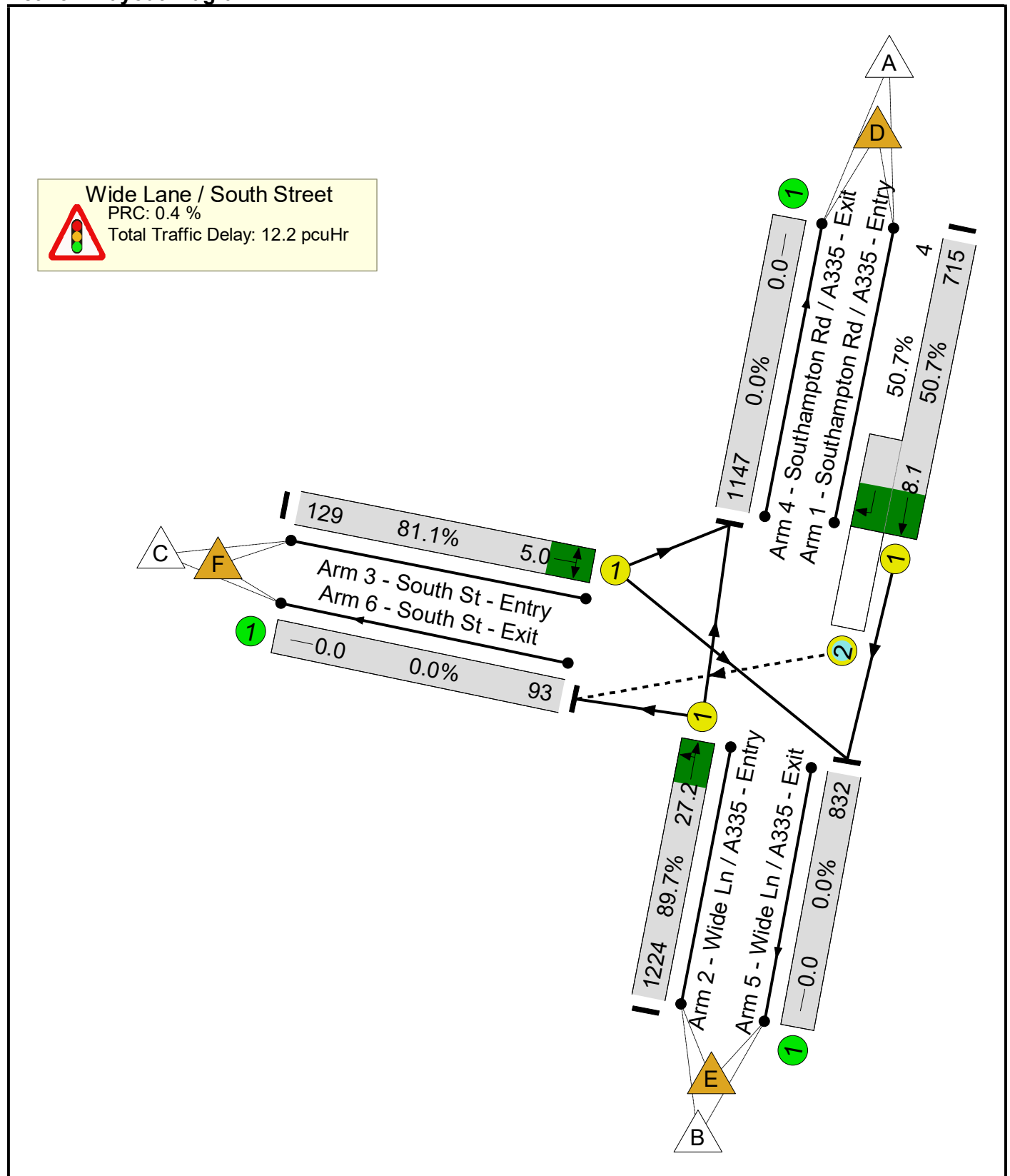


Basic Results Summary

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	-	-	-		-	-	-	-	-	-	-	77.5%	9	0	0	7.8	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	77.5%	9	0	0	7.8	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	902	1940:1724	1350+14	66.2 : 66.2%	9	0	0	2.5	9.9	10.5
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	1012	1877	1306	77.5%	-	-	-	3.7	13.0	14.4
3/1	South St - Entry Left Right	U	C		1	7	-	Y	98	1748	152	64.5%	-	-	-	1.7	62.8	2.7
C1 PRC for Signalled Lanes (%): 16.1 PRC Over All Lanes (%): 16.1 Total Delay for Signalled Lanes (pcuHr): 7.84 Total Delay Over All Lanes(pcuHr): 7.84 Cycle Time (s): 69																		

Network Layout Diagram

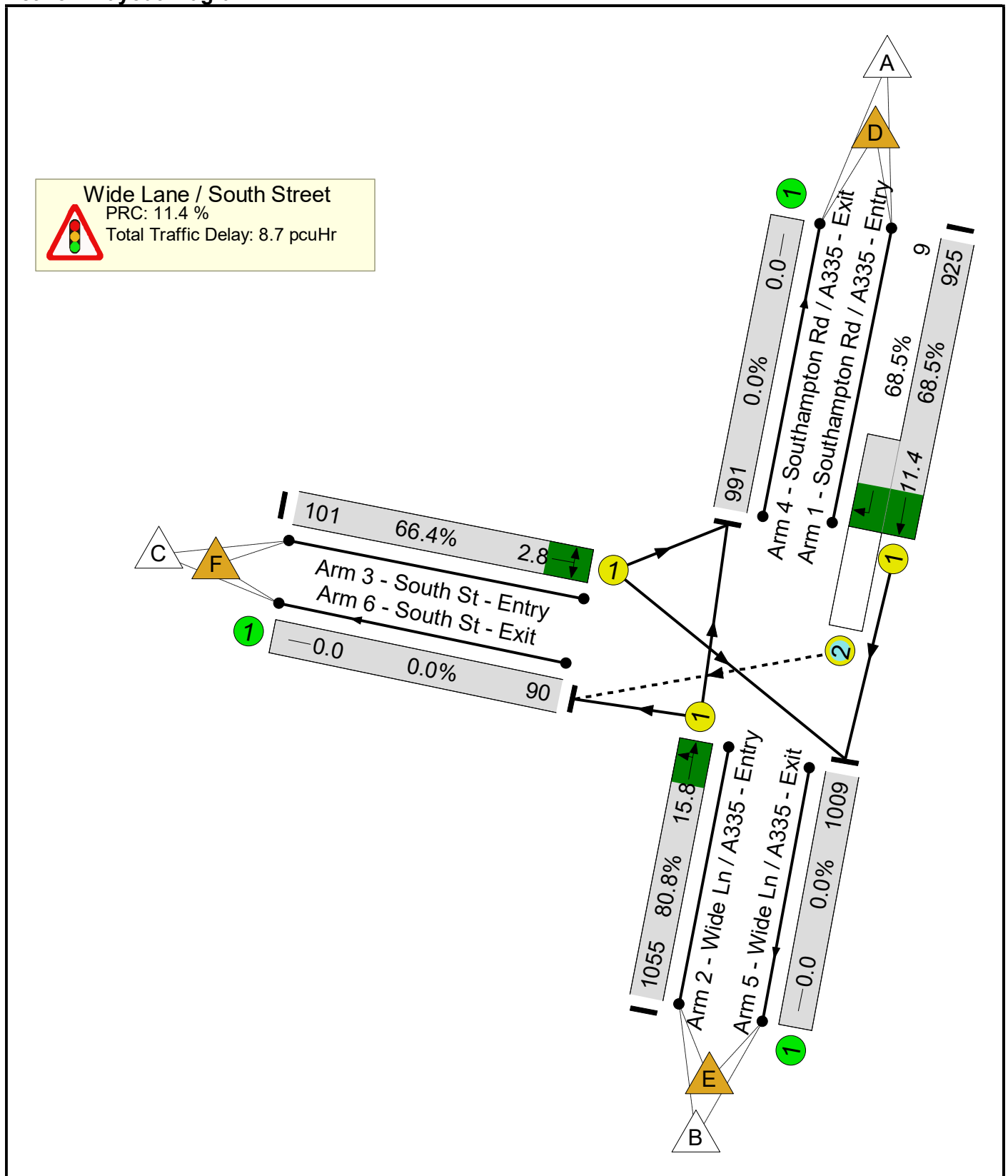


Basic Results Summary

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	-	-	-		-	-	-	-	-	-	-	89.7%	4	0	0	12.2	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	89.7%	4	0	0	12.2	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	50	4	Y:Y	719	1940:1724	1411+8	50.7 : 50.7%	4	0	0	1.6	7.9	8.1
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	40	-	Y	1224	1877	1365	89.7%	-	-	-	7.3	21.5	27.2
3/1	South St - Entry Left Right	U	C		1	8	-	Y	129	1750	159	81.1%	-	-	-	3.3	92.4	5.0
C1 PRC for Signalled Lanes (%): 0.4 PRC Over All Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 12.18 Total Delay Over All Lanes(pcuHr): 12.18 Cycle Time (s): 88																		

Network Layout Diagram

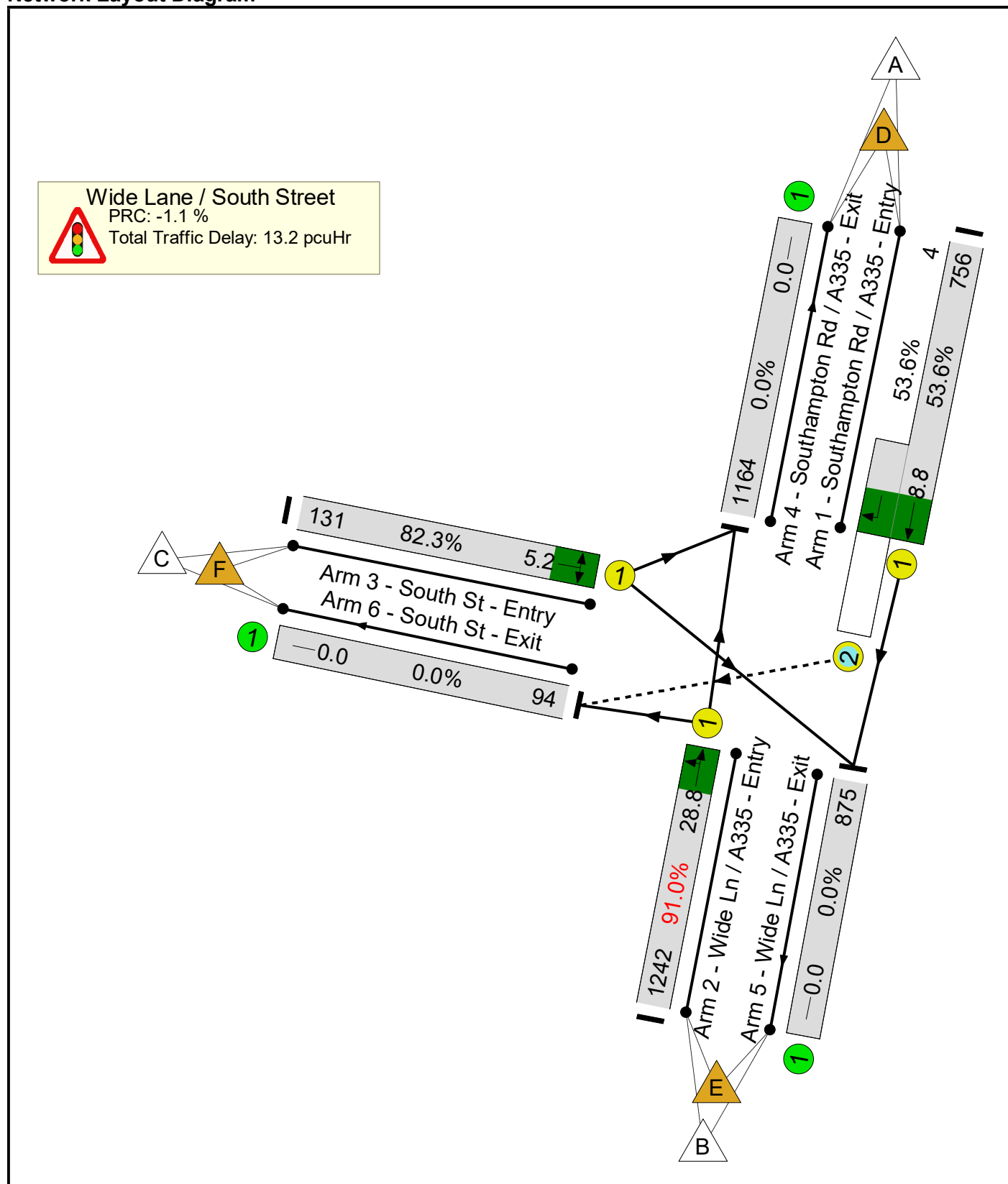


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Network Results

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	-	-	-		-	-	-	-	-	-	-	80.8%	9	0	0	8.7	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	80.8%	9	0	0	8.7	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	934	1940:1724	1350+13	68.5 : 68.5%	9	0	0	2.7	10.4	11.4
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	1055	1877	1306	80.8%	-	-	-	4.2	14.4	15.8
3/1	South St - Entry Left Right	U	C		1	7	-	Y	101	1748	152	66.4%	-	-	-	1.8	64.6	2.8
C1					PRC for Signalled Lanes (%):			11.4	Total Delay for Signalled Lanes (pcuHr):				8.71	Cycle Time (s): 69				
					PRC Over All Lanes (%):			11.4	Total Delay Over All Lanes(pcuHr):				8.71					

Network Layout Diagram

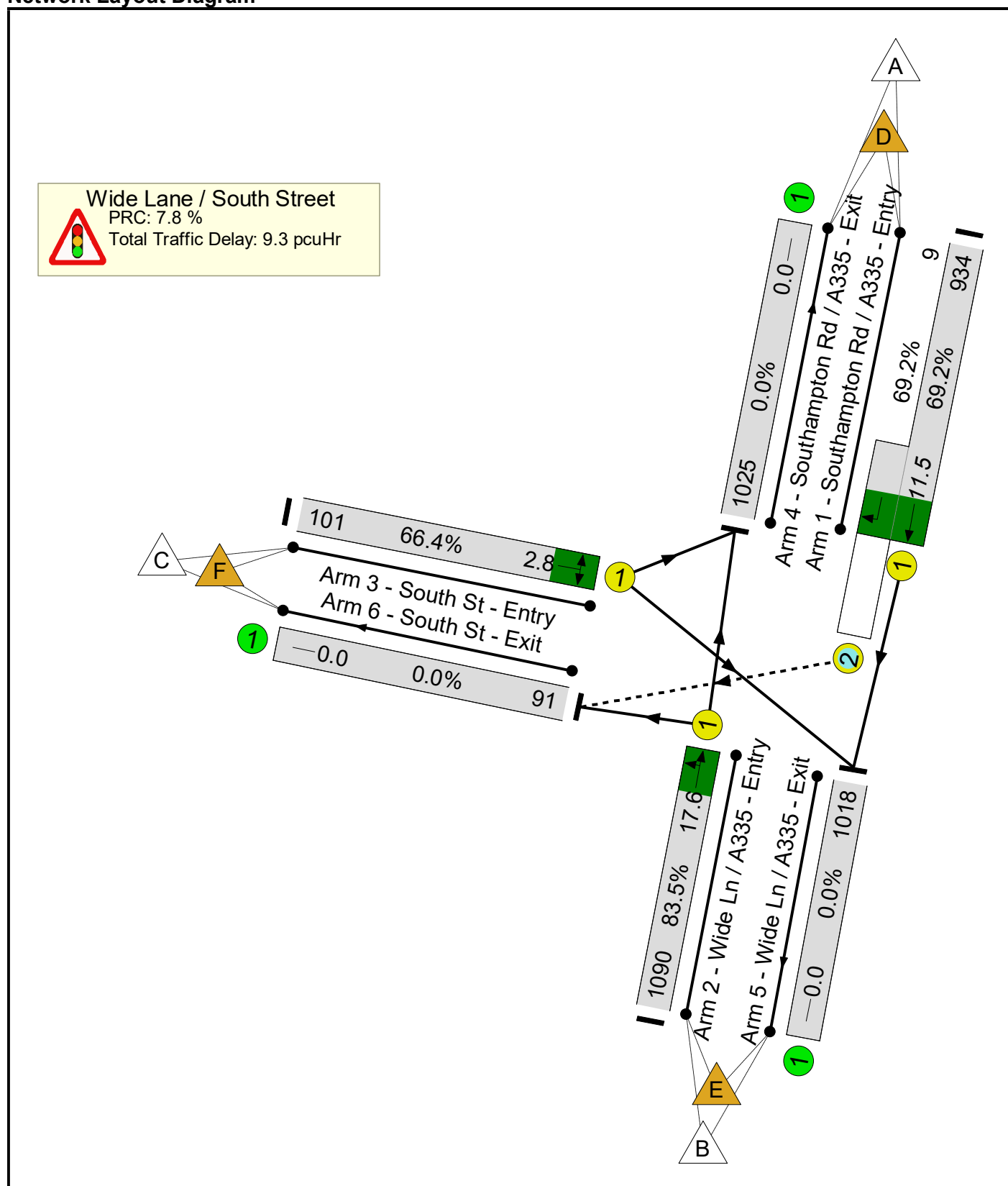


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Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	91.0%	4	0	0	13.2	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	91.0%	4	0	0	13.2	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	50	4	Y:Y	760	1940:1724	1411+7	53.6 : 53.6%	4	0	0	1.7	8.2	8.8
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	40	-	Y	1242	1877	1365	91.0%	-	-	-	8.0	23.3	28.8
3/1	South St - Entry Left Right	U	C		1	8	-	Y	131	1750	159	82.3%	-	-	-	3.5	95.3	5.2
C1 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 13.23 Cycle Time (s): 88 PRC Over All Lanes (%): -1.1 Total Delay Over All Lanes(pcuHr): 13.23																		

Network Layout Diagram

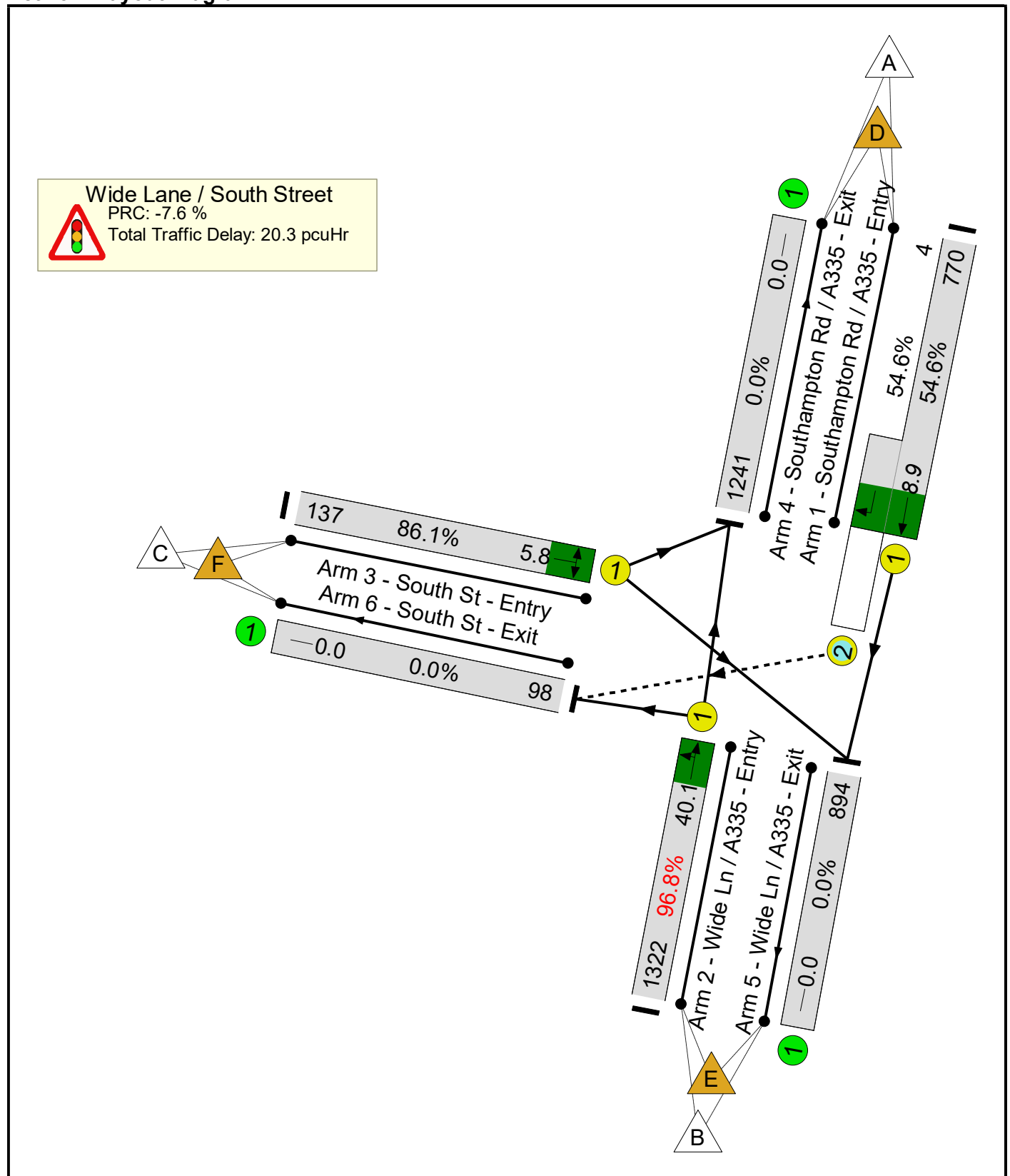


Basic Results Summary

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	-	-	-		-	-	-	-	-	-	-	83.5%	9	0	0	9.3	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	83.5%	9	0	0	9.3	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	943	1940:1724	1350+13	69.2 : 69.2%	9	0	0	2.8	10.5	11.5
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	1090	1877	1306	83.5%	-	-	-	4.8	15.8	17.6
3/1	South St - Entry Left Right	U	C		1	7	-	Y	101	1748	152	66.4%	-	-	-	1.8	64.6	2.8
C1 PRC for Signalled Lanes (%): 7.8 PRC Over All Lanes (%): 7.8 Total Delay for Signalled Lanes (pcuHr): 9.35 Total Delay Over All Lanes(pcuHr): 9.35 Cycle Time (s): 69																		

Network Layout Diagram

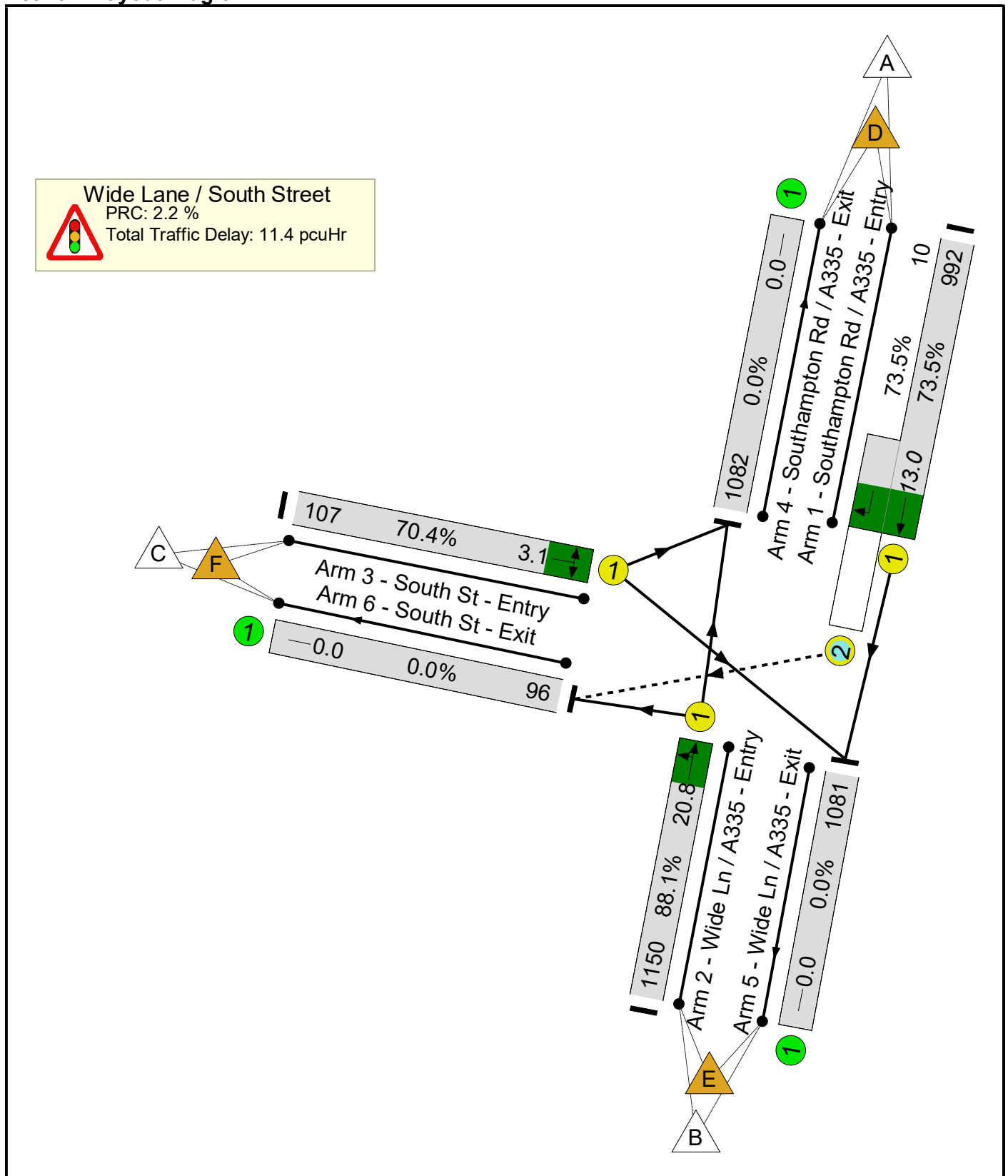


Basic Results Summary

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	-	-	-		-	-	-	-	-	-	-	96.8%	0	0	4	20.3	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	96.8%	0	0	4	20.3	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	50	4	Y:Y	774	1940:1724	1411+7	54.6 : 54.6%	0	0	4	1.8	8.4	8.9
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	40	-	Y	1322	1877	1365	96.8%	-	-	-	14.4	39.3	40.1
3/1	South St - Entry Left Right	U	C		1	8	-	Y	137	1750	159	86.1%	-	-	-	4.0	105.8	5.8
C1 PRC for Signalled Lanes (%): -7.6 Total Delay for Signalled Lanes (pcuHr): 20.26 Cycle Time (s): 88 PRC Over All Lanes (%): -7.6 Total Delay Over All Lanes(pcuHr): 20.26																		

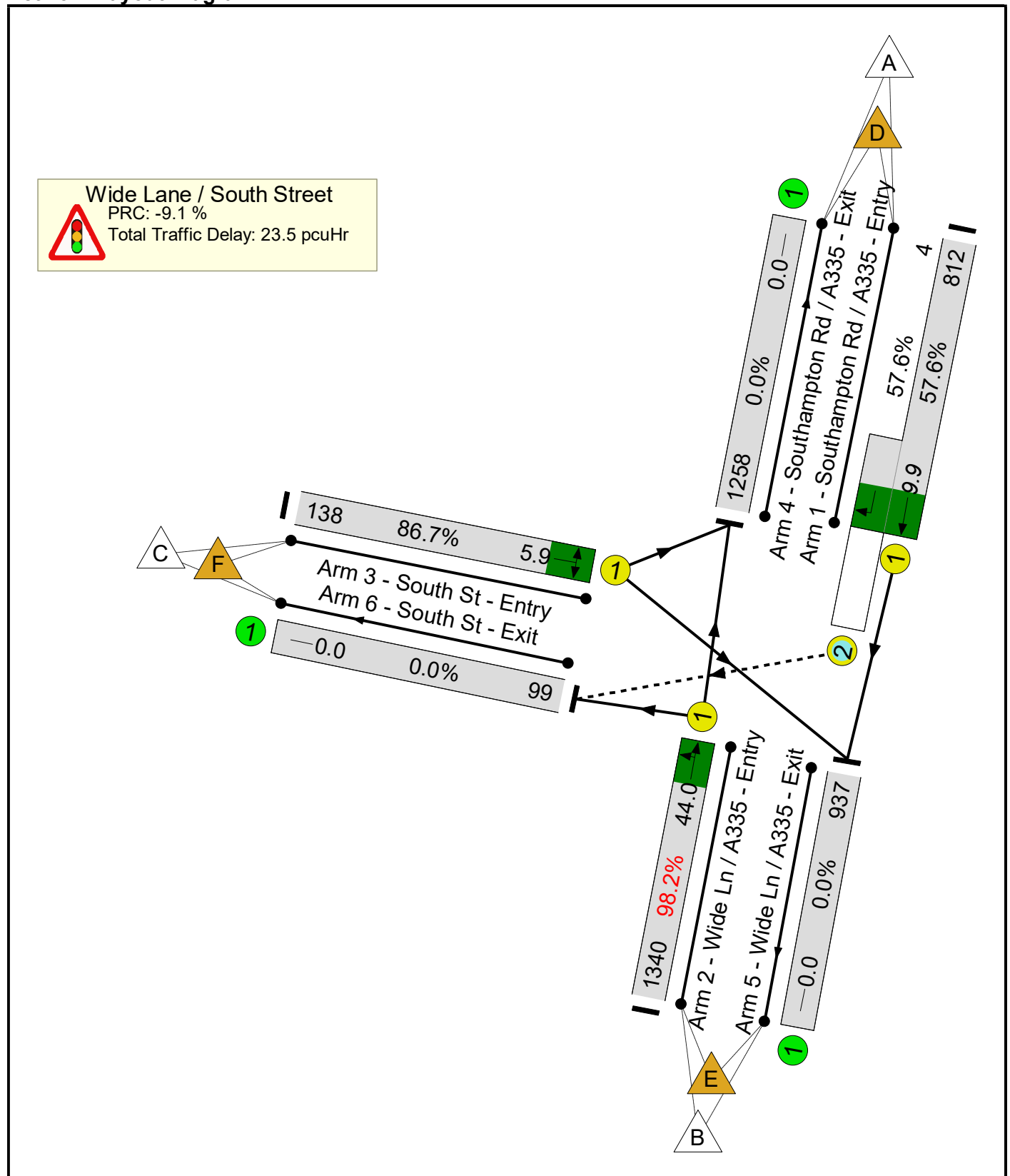
Network Layout Diagram



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	-	-	-		-	-	-	-	-	-	-	88.1%	10	0	0	11.4	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	88.1%	10	0	0	11.4	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	1002	1940:1724	1350+14	73.5 : 73.5%	10	0	0	3.2	11.6	13.0
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	1150	1877	1306	88.1%	-	-	-	6.2	19.3	20.8
3/1	South St - Entry Left Right	U	C		1	7	-	Y	107	1748	152	70.4%	-	-	-	2.0	68.7	3.1
C1 PRC for Signalled Lanes (%): 2.2 PRC Over All Lanes (%): 2.2 Total Delay for Signalled Lanes (pcuHr): 11.45 Total Delay Over All Lanes(pcuHr): 11.45 Cycle Time (s): 69																		

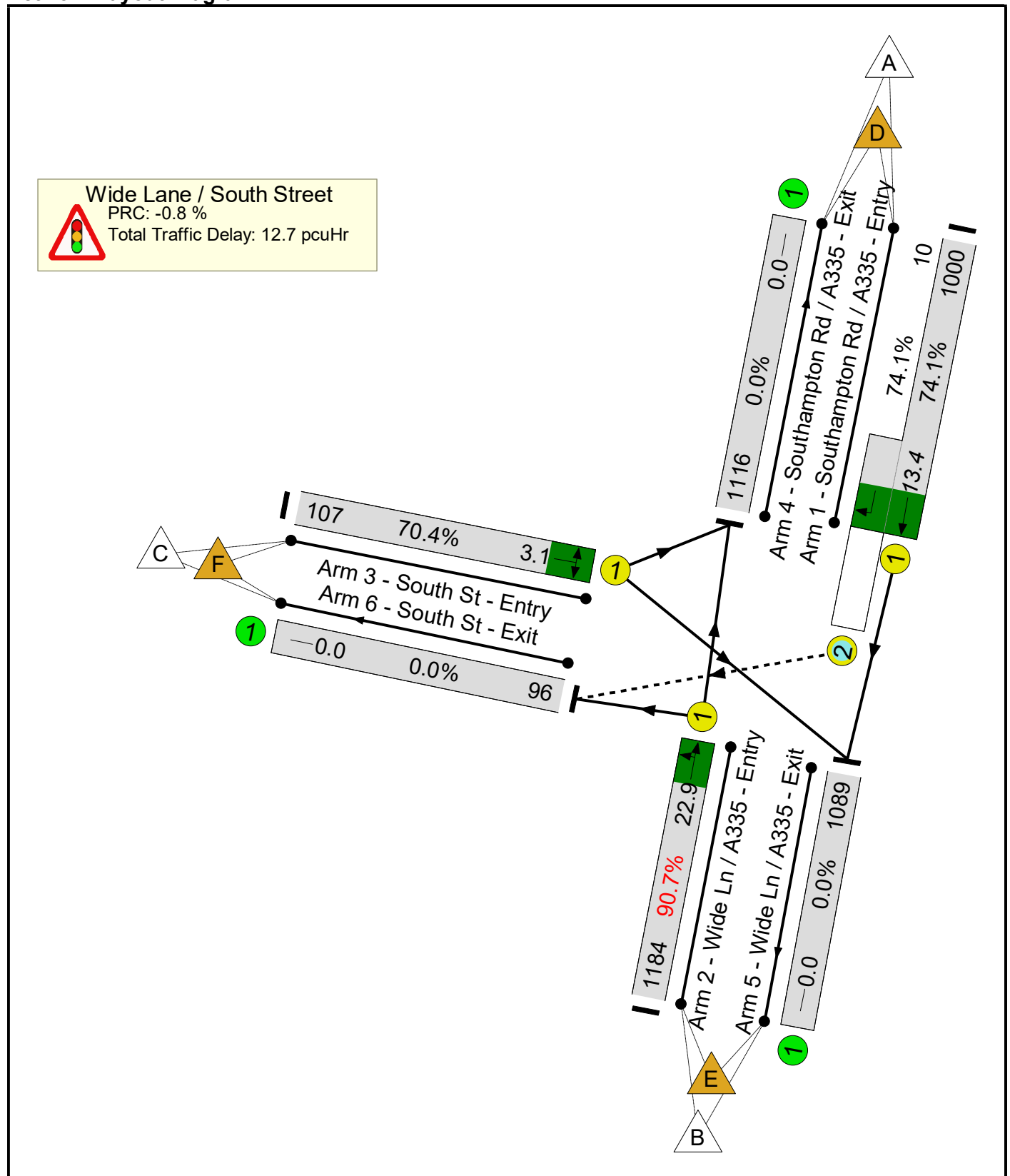
Network Layout Diagram

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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	-	-	-		-	-	-	-	-	-	-	98.2%	0	0	4	23.5	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	98.2%	0	0	4	23.5	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	50	4	Y:Y	816	1940:1724	1411+7	57.6 : 57.6%	0	0	4	2.0	8.8	9.9
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	40	-	Y	1340	1877	1365	98.2%	-	-	-	17.3	46.6	44.0
3/1	South St - Entry Left Right	U	C		1	8	-	Y	138	1750	159	86.7%	-	-	-	4.1	107.8	5.9
C1 PRC for Signalled Lanes (%): -9.1 Total Delay for Signalled Lanes (pcuHr): 23.46 Cycle Time (s): 88 PRC Over All Lanes (%): -9.1 Total Delay Over All Lanes(pcuHr): 23.46																		

Network Layout Diagram



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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	-	-	-		-	-	-	-	-	-	-	90.7%	10	0	0	12.7	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	90.7%	10	0	0	12.7	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	1010	1940:1724	1350+13	74.1 : 74.1%	10	0	0	3.3	11.8	13.4
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	1184	1877	1306	90.7%	-	-	-	7.4	22.4	22.9
3/1	South St - Entry Left Right	U	C		1	7	-	Y	107	1748	152	70.4%	-	-	-	2.0	68.7	3.1
C1 PRC for Signalled Lanes (%): -0.8 PRC Over All Lanes (%): -0.8 Total Delay for Signalled Lanes (pcuHr): 12.73 Total Delay Over All Lanes(pcuHr): 12.73 Cycle Time (s): 69																		