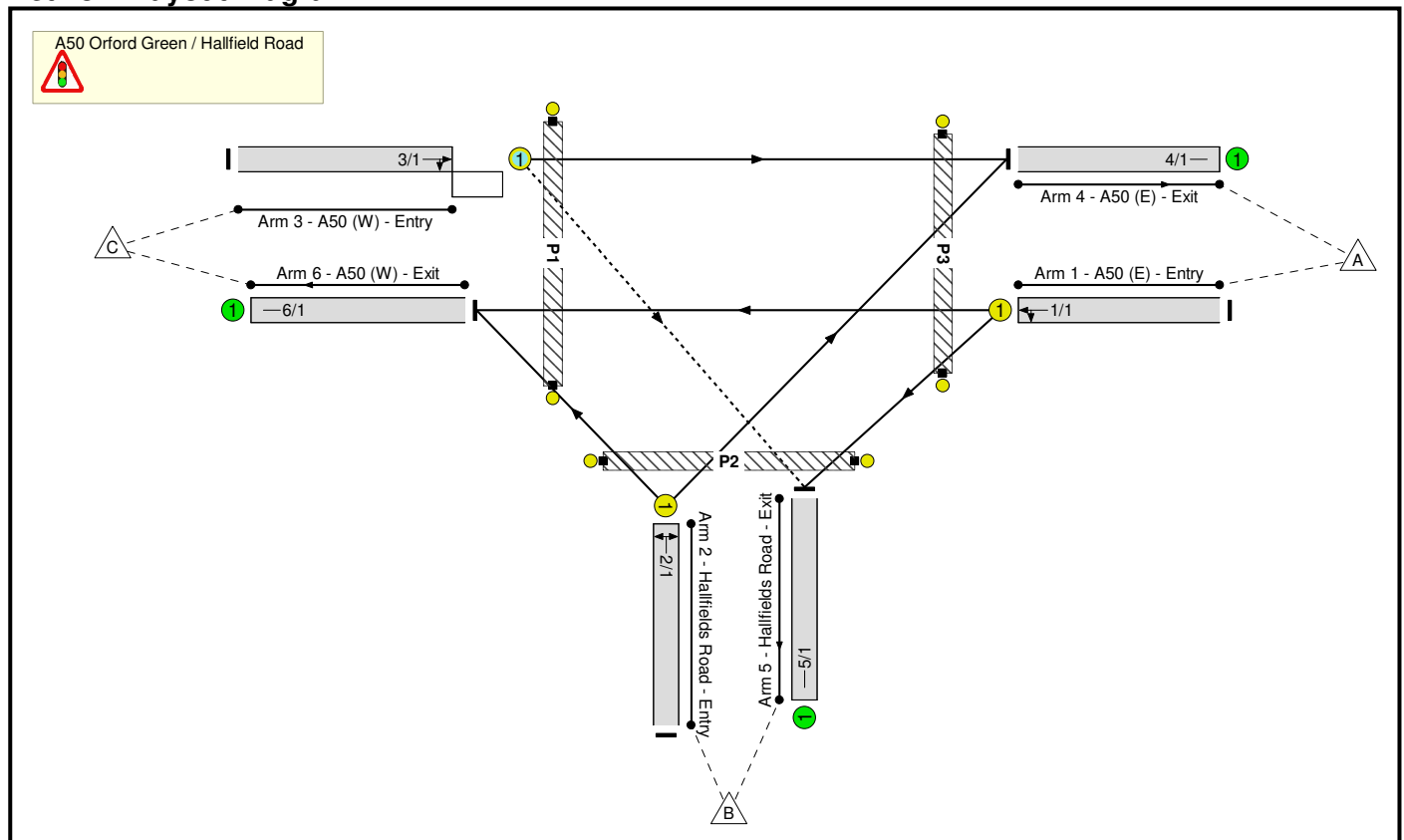


Full Input Data And Results  
**Full Input Data And Results**

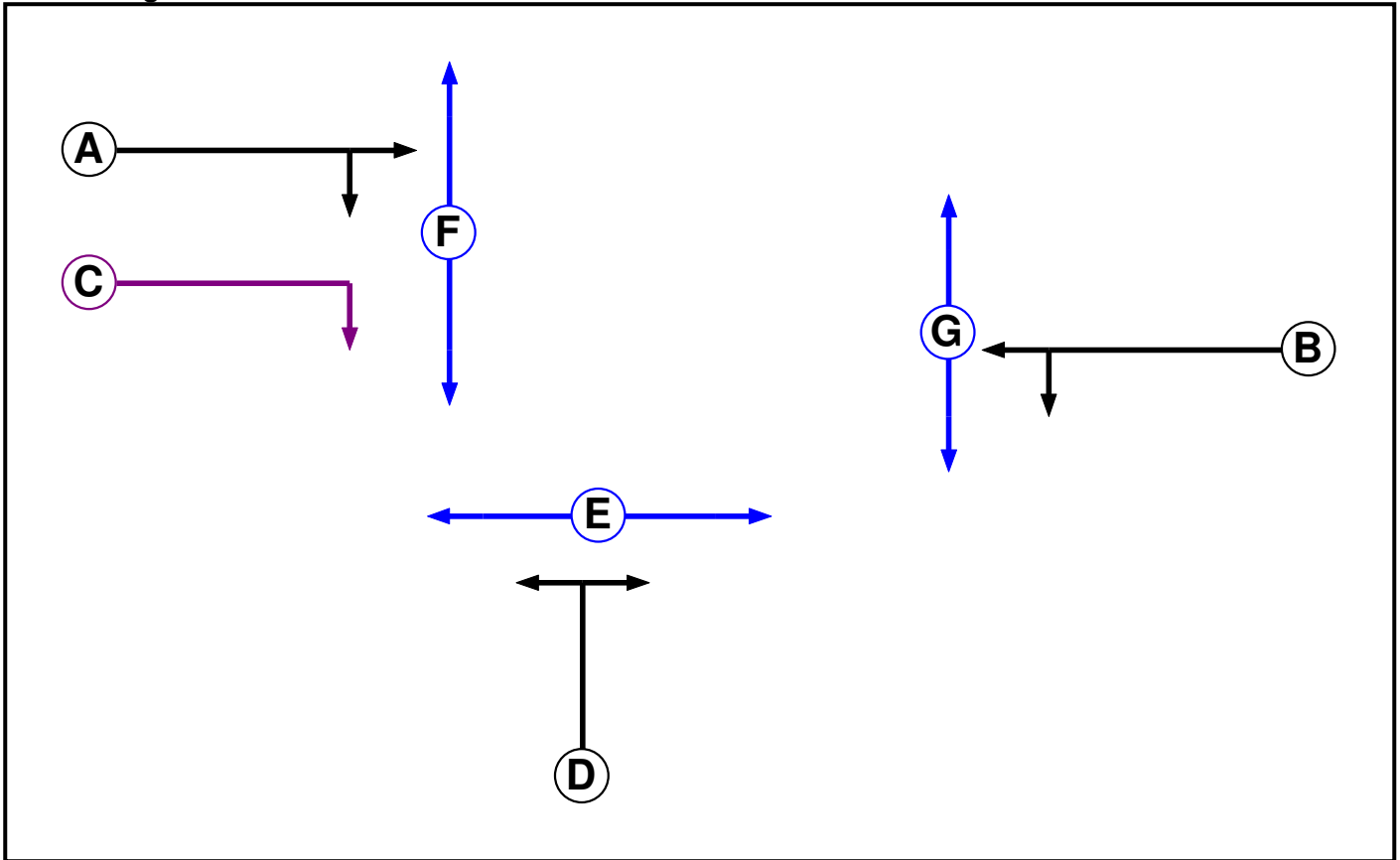
**User and Project Details**

<b>Project:</b>	<b>Peel Hall</b>
<b>Title:</b>	
<b>Location:</b>	
<b>Site Ref(s):</b>	A50 Orford Green / Hillfield Road
<b>Additional detail:</b>	
<b>File name:</b>	A50 Orford Green Hallfield Road Existing Arrangement Opt A.lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	

**Network Layout Diagram**



**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	A	4	4
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		8	8
G	Pedestrian		8	8

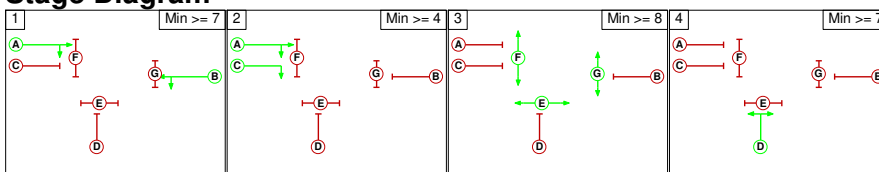
**Phase Intergrens Matrix**

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A	-	-	7	10	7	11	
	B	-	6	7	9	10	6	
	C	-	6	7	10	7	-	
	D	7	7	7	7	10	10	
	E	3	3	3	3	-	-	
	F	3	3	3	3	-	-	
	G	3	3	-	3	-	-	

**Phases in Stage**

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

**Stage Diagram**



**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	1	1

**Prohibited Stage Change**

		To Stage			
		1	2	3	4
From Stage	1	-	6	11	7
	2	6	-	11	7
	3	3	3	-	3
	4	7	7	10	-

**Give-Way Lane Input Data**

Junction: A50 Orford Green / Hallfield Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (A50 (W) - Entry)	5/1 (Right)	1439	0	1/1	1.09	All	3.00	3.00	0.50	3	3.00

Full Input Data And Results

**Lane Input Data**

Junction: A50 Orford Green / Hallfield Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A50 (E) - Entry)	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 5 Left	9.00
											Arm 6 Ahead	Inf
2/1 (Hallfields Road - Entry)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	15.00
											Arm 6 Left	6.00
3/1 (A50 (W) - Entry)	O	A C	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Right	12.00
4/1 (A50 (E) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Hallfields Road - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A50 (W) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Validation AM'	08:00	09:00	01:00	
2: '2022 Do Minimum AM'	08:00	09:00	01:00	
3: '2022 Do Something AM'	08:00	09:00	01:00	
4: '2022 Do Something Full AM'	08:00	09:00	01:00	
5: '2027 Do Minimum AM'	08:00	09:00	01:00	
6: '2027 Do Something AM'	08:00	09:00	01:00	
7: '2032 Do Minimum AM'	08:00	09:00	01:00	
8: '2032 Do Something Full AM'	08:00	09:00	01:00	
9: '2018 Validation PM'	17:00	18:00	01:00	
10: '2022 Do Minimum PM'	17:00	18:00	01:00	
11: '2022 Do Something PM'	17:00	18:00	01:00	
12: '2022 Do Something Full PM'	17:00	18:00	01:00	
13: '2027 Do Minimum PM'	17:00	18:00	01:00	
14: '2027 Do Something PM'	17:00	18:00	01:00	
15: '2032 Do Minimum PM'	17:00	18:00	01:00	
16: '2032 Do Something Full PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2018 Validation AM' (FG1: '2018 Validation AM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	24	423	447
	B	167	0	83	250
	C	308	187	0	495
	Tot.	475	211	506	1192

Traffic Lane Flows

Lane	Scenario 1: 2018 Validation AM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	447
2/1	250
3/1	495
4/1	475
5/1	211
6/1	506

Lane Saturation Flows

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	5.4 % 94.6 %	1918	1918
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	66.8 % 33.2 %	1666	1666
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	62.2 % 37.8 %	1810	1810
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2022 Do Minimum AM' (FG2: '2022 Do Minimum AM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	26	428	454
	B	184	0	88	272
	C	257	202	0	459
	Tot.	441	228	516	1185

Traffic Lane Flows

Lane	Scenario 2: 2022 Do Minimum AM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	454
2/1	272
3/1	459
4/1	441
5/1	228
6/1	516

Lane Saturation Flows

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	5.7 % 94.3 %	1917	1917
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	67.6 % 32.4 %	1667	1667
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	56.0 % 44.0 %	1796	1796
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

**Scenario 3: '2022 Do Something AM'** (FG3: '2022 Do Something AM', Plan 1: 'Peds every cycle')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	26	431	457
	B	191	0	88	279
	C	257	206	0	463
	Tot.	448	232	519	1199

**Traffic Lane Flows**

Lane	Scenario 3: 2022 Do Something AM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	457
2/1	279
3/1	463
4/1	448
5/1	232
6/1	519

**Lane Saturation Flows**

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	5.7 % 94.3 %	1917	1917
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	68.5 % 31.5 %	1669	1669
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	55.5 % 44.5 %	1795	1795
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf



Full Input Data And Results

**Scenario 4: '2022 Do Something Full AM'** (FG4: '2022 Do Something Full AM', Plan 1: 'Peds every cycle')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	72	429	501
	B	269	0	89	358
	C	251	222	0	473
	Tot.	520	294	518	1332

**Traffic Lane Flows**

Lane	Scenario 4: 2022 Do Something Full AM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	501
2/1	358
3/1	473
4/1	520
5/1	294
6/1	518

**Lane Saturation Flows**

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	14.4 % 85.6 %	1890	1890
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	75.1 % 24.9 %	1684	1684
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	53.1 % 46.9 %	1790	1790
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2027 Do Minimum AM' (FG5: '2027 Do Minimum AM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	66	423	489
	B	196	0	98	294
	C	262	209	0	471
	Tot.	458	275	521	1254

Traffic Lane Flows

Lane	Scenario 5: 2027 Do Minimum AM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	489
2/1	294
3/1	471
4/1	458
5/1	275
6/1	521

Lane Saturation Flows

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	13.5 % 86.5 %	1892	1892
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	66.7 % 33.3 %	1665	1665
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	55.6 % 44.4 %	1795	1795
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

**Scenario 6: '2027 Do Something AM'** (FG6: '2027 Do Something AM', Plan 1: 'Peds every cycle')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	111	420	531
	B	256	0	98	354
	C	238	234	0	472
	Tot.	494	345	518	1357

**Traffic Lane Flows**

Lane	Scenario 6: 2027 Do Something AM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	531
2/1	354
3/1	472
4/1	494
5/1	345
6/1	518

**Lane Saturation Flows**

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	20.9 % 79.1 %	1870	1870
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	72.3 % 27.7 %	1678	1678
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	50.4 % 49.6 %	1784	1784
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

**Scenario 7: '2032 Do Minimum AM'** (FG7: '2032 Do Minimum AM', Plan 1: 'Peds every cycle')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	130	416	546
	B	211	0	109	320
	C	250	217	0	467
	Tot.	461	347	525	1333

**Traffic Lane Flows**

Lane	Scenario 7: 2032 Do Minimum AM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	546
2/1	320
3/1	467
4/1	461
5/1	347
6/1	525

**Lane Saturation Flows**

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	23.8 % 76.2 %	1861	1861
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right	15.00	65.9 %	1664	1664
				Arm 6 Left	6.00	34.1 %		
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead	Inf	53.5 %	1791	1791
				Arm 5 Right	12.00	46.5 %		
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

**Scenario 8: '2032 Do Something Full AM'** (FG8: '2032 Do Something Full AM', Plan 1: 'Peds every cycle')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	169	426	595
	B	341	0	109	450
	C	219	251	0	470
	Tot.	560	420	535	1515

**Traffic Lane Flows**

Lane	Scenario 8: 2032 Do Something Full AM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	595
2/1	450
3/1	470
4/1	560
5/1	420
6/1	535

**Lane Saturation Flows**

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	28.4 % 71.6 %	1848	1848
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	75.8 % 24.2 %	1685	1685
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	46.6 % 53.4 %	1776	1776
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2018 Validation PM' (FG9: '2018 Validation PM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	13	423	436
	B	214	0	162	376
	C	351	83	0	434
	Tot.	565	96	585	1246

Traffic Lane Flows

Lane	Scenario 9: 2018 Validation PM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	436
2/1	376
3/1	434
4/1	565
5/1	96
6/1	585

Lane Saturation Flows

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.0 % 97.0 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right	15.00	56.9 %	1644	1644
				Arm 6 Left	6.00	43.1 %		
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead	Inf	80.9 %	1851	1851
				Arm 5 Right	12.00	19.1 %		
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2022 Do Minimum PM' (FG10: '2022 Do Minimum PM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	14	444	458
	B	231	0	171	402
	C	367	120	0	487
	Tot.	598	134	615	1347

Traffic Lane Flows

Lane	Scenario 10: 2022 Do Minimum PM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	458
2/1	402
3/1	487
4/1	598
5/1	134
6/1	615

Lane Saturation Flows

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.1 % 96.9 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right	15.00	57.5 %	1645	1645
				Arm 6 Left	6.00	42.5 %		
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead	Inf	75.4 %	1838	1838
				Arm 5 Right	12.00	24.6 %		
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

**Scenario 11: '2022 Do Something PM'** (FG11: '2022 Do Something PM', Plan 1: 'Peds every cycle')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	14	444	458
	B	235	0	171	406
	C	367	120	0	487
	Tot.	602	134	615	1351

**Traffic Lane Flows**

Lane	Scenario 11: 2022 Do Something PM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	458
2/1	406
3/1	487
4/1	602
5/1	134
6/1	615

**Lane Saturation Flows**

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.1 % 96.9 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	57.9 % 42.1 %	1646	1646
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	75.4 % 24.6 %	1838	1838
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf



Full Input Data And Results

**Scenario 12: '2022 Do Something Full PM'** (FG12: '2022 Do Something Full PM', Plan 1: 'Peds every cycle')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	15	444	459
	B	277	0	172	449
	C	367	128	0	495
	Tot.	644	143	616	1403

**Traffic Lane Flows**

Lane	Scenario 12: 2022 Do Something Full PM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	459
2/1	449
3/1	495
4/1	644
5/1	143
6/1	616

**Lane Saturation Flows**

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.3 % 96.7 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	61.7 % 38.3 %	1654	1654
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	74.1 % 25.9 %	1836	1836
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

**Scenario 13: '2027 Do Minimum PM'** (FG13: '2027 Do Minimum PM', Plan 1: 'Peds every cycle')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	15	463	478
	B	240	0	187	427
	C	382	144	0	526
	Tot.	622	159	650	1431

**Traffic Lane Flows**

Lane	Scenario 13: 2027 Do Minimum PM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	478
2/1	427
3/1	526
4/1	622
5/1	159
6/1	650

**Lane Saturation Flows**

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.1 % 96.9 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	56.2 % 43.8 %	1643	1643
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	72.6 % 27.4 %	1832	1832
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

**Scenario 14: '2027 Do Something PM'** (FG14: '2027 Do Something PM', Plan 1: 'Peds every cycle')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	15	467	482
	B	271	0	196	467
	C	370	166	0	536
	Tot.	641	181	663	1485

**Traffic Lane Flows**

Lane	Scenario 14: 2027 Do Something PM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	482
2/1	467
3/1	536
4/1	641
5/1	181
6/1	663

**Lane Saturation Flows**

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.1 % 96.9 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	58.0 % 42.0 %	1647	1647
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	69.0 % 31.0 %	1824	1824
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

**Scenario 15: '2032 Do Minimum PM'** (FG15: '2032 Do Minimum PM', Plan 1: 'Peds every cycle')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	17	486	503
	B	239	0	225	464
	C	389	151	0	540
	Tot.	628	168	711	1507

**Traffic Lane Flows**

Lane	Scenario 15: 2032 Do Minimum PM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	503
2/1	464
3/1	540
4/1	628
5/1	168
6/1	711

**Lane Saturation Flows**

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.4 % 96.6 %	1924	1924
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	51.5 % 48.5 %	1633	1633
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	72.0 % 28.0 %	1831	1831
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

**Scenario 16: '2032 Do Something Full PM'** (FG16: '2032 Do Something Full PM', Plan 1: 'Peds every cycle')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	16	492	508
	B	294	0	208	502
	C	384	161	0	545
	Tot.	678	177	700	1555

**Traffic Lane Flows**

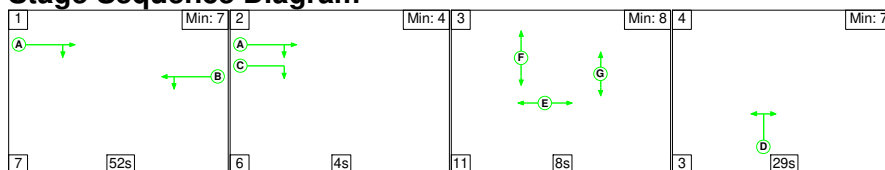
Lane	Scenario 16: 2032 Do Something Full PM
<b>Junction: A50 Orford Green / Hallfield Road</b>	
1/1	508
2/1	502
3/1	545
4/1	678
5/1	177
6/1	700

**Lane Saturation Flows**

<b>Junction: A50 Orford Green / Hallfield Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.1 % 96.9 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right	15.00	58.6 %	1648	1648
				Arm 6 Left	6.00	41.4 %		
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	70.5 % 29.5 %	1828	1828
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 1: '2018 Validation AM'** (FG1: '2018 Validation AM', Plan 1: 'Peds every cycle')

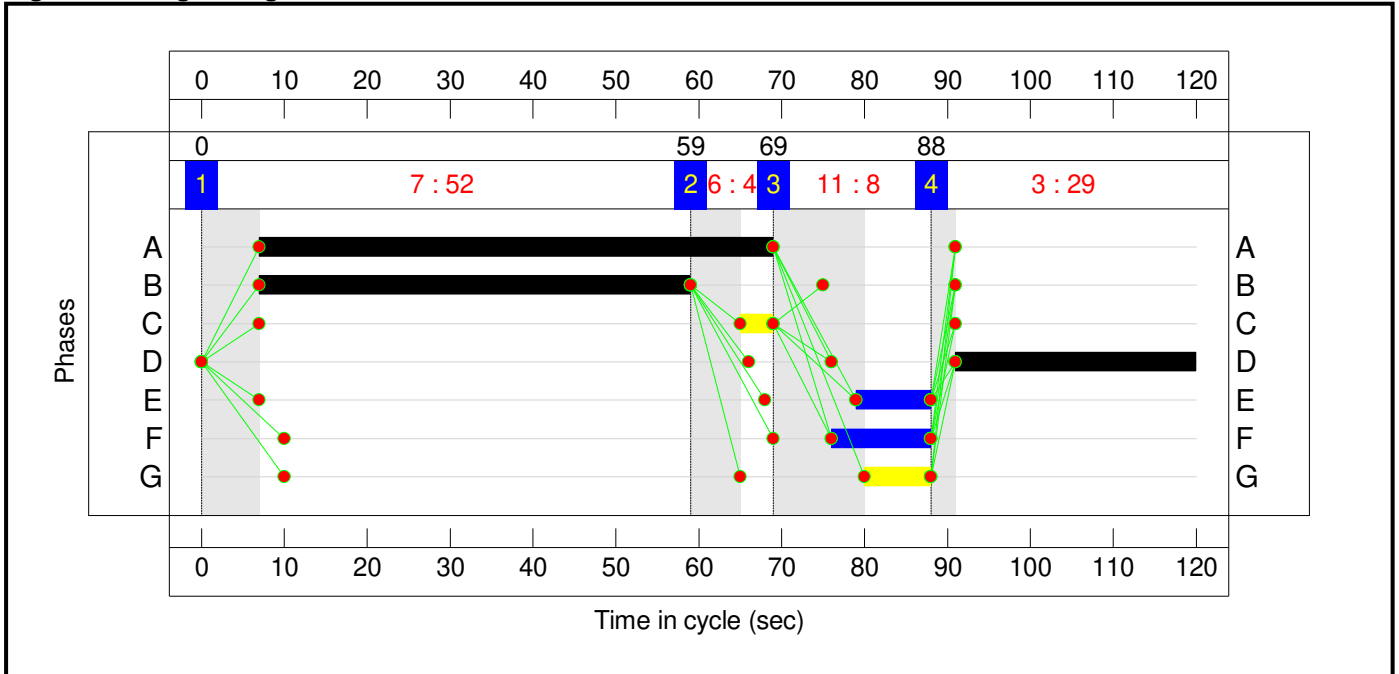
**Stage Sequence Diagram**



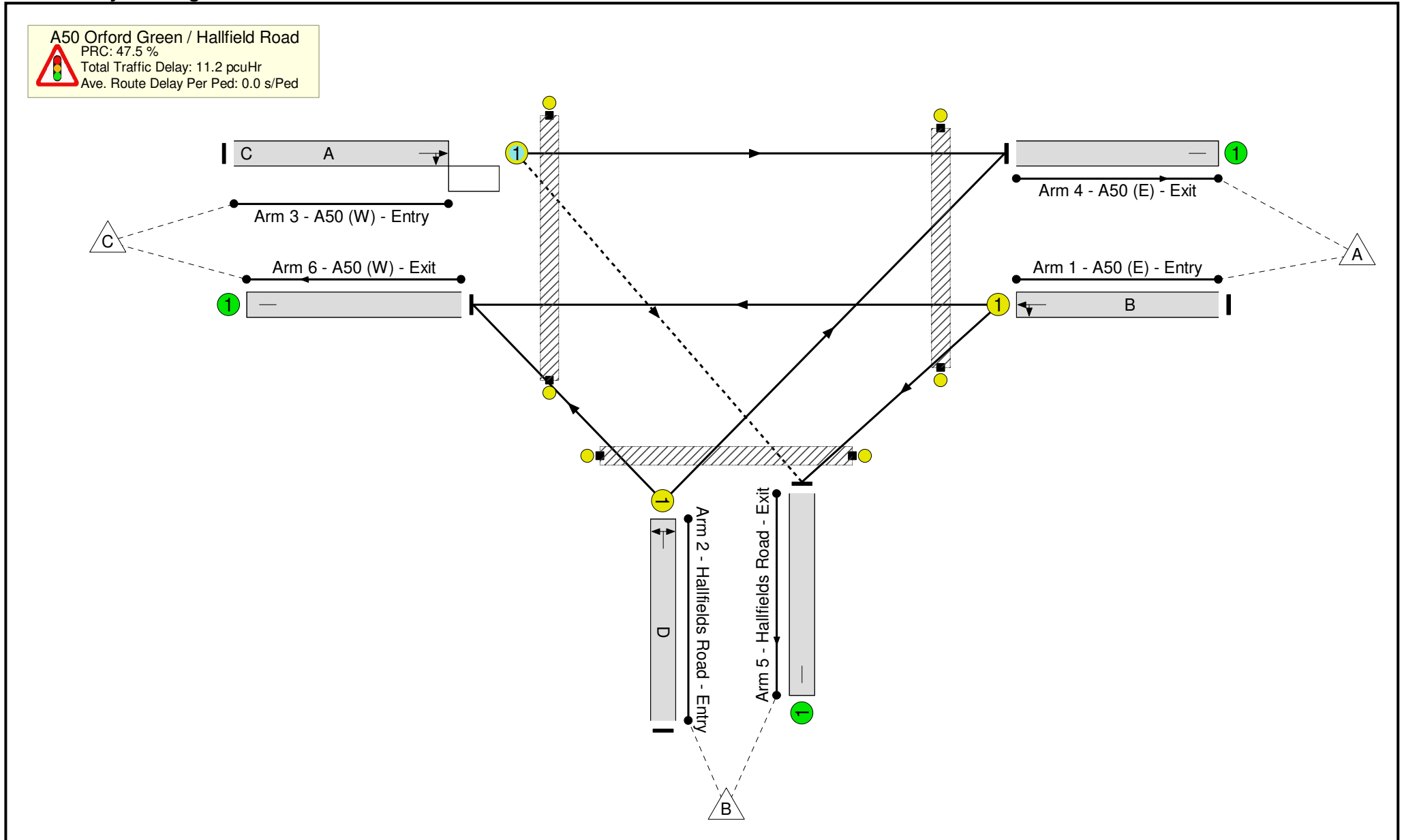
**Stage Timings**

Stage	1	2	3	4
Duration	52	4	8	29
Change Point	0	59	69	88

**Signal Timings Diagram**



### Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	61.0%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	61.0%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	52	-	447	1918	847	52.8%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	29	-	250	1666	417	60.0%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	62	4	495	1810	811	61.0%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%



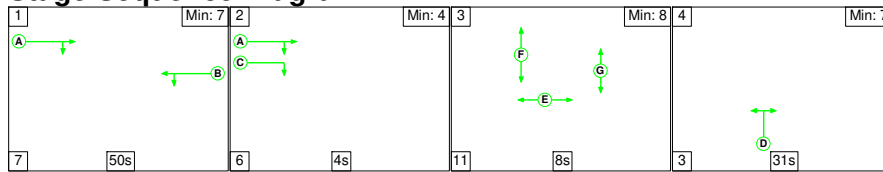
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	170	12	5	8.6	2.1	0.5	11.2	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	170	12	5	8.6	2.1	0.5	11.2	-	-	-	-
1/1	447	447	-	-	-	3.0	0.6	-	3.6	28.9	10.8	0.6	11.4
2/1	250	250	-	-	-	2.8	0.7	-	3.5	50.4	7.3	0.7	8.0
3/1	495	495	170	12	5	2.9	0.8	0.5	4.1	30.1	12.5	0.8	13.3
4/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 47.5                      Total Delay for Signalled Lanes (pcuHr): 11.22                      Cycle Time (s): 120 PRC Over All Lanes (%): 47.5                      Total Delay Over All Lanes(pcuHr): 11.22													

Full Input Data And Results

Scenario 2: '2022 Do Minimum AM' (FG2: '2022 Do Minimum AM', Plan 1: 'Peds every cycle')

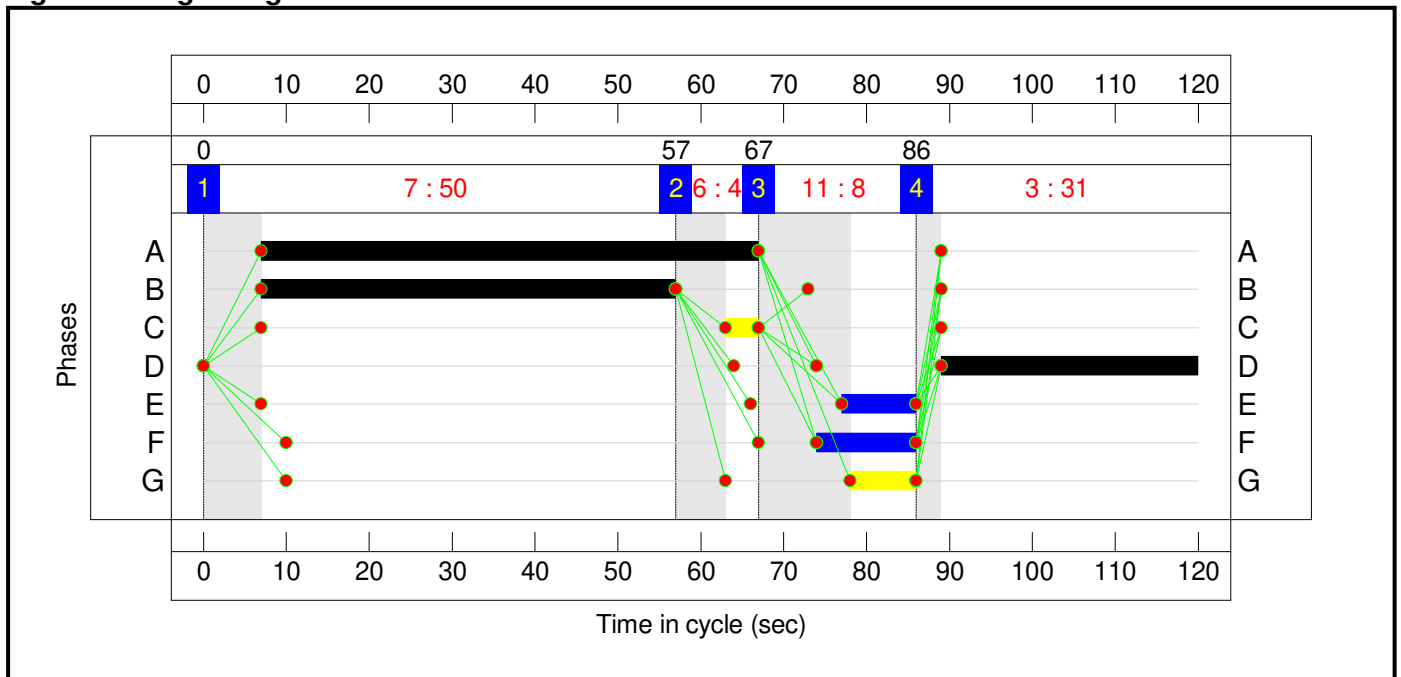
Stage Sequence Diagram



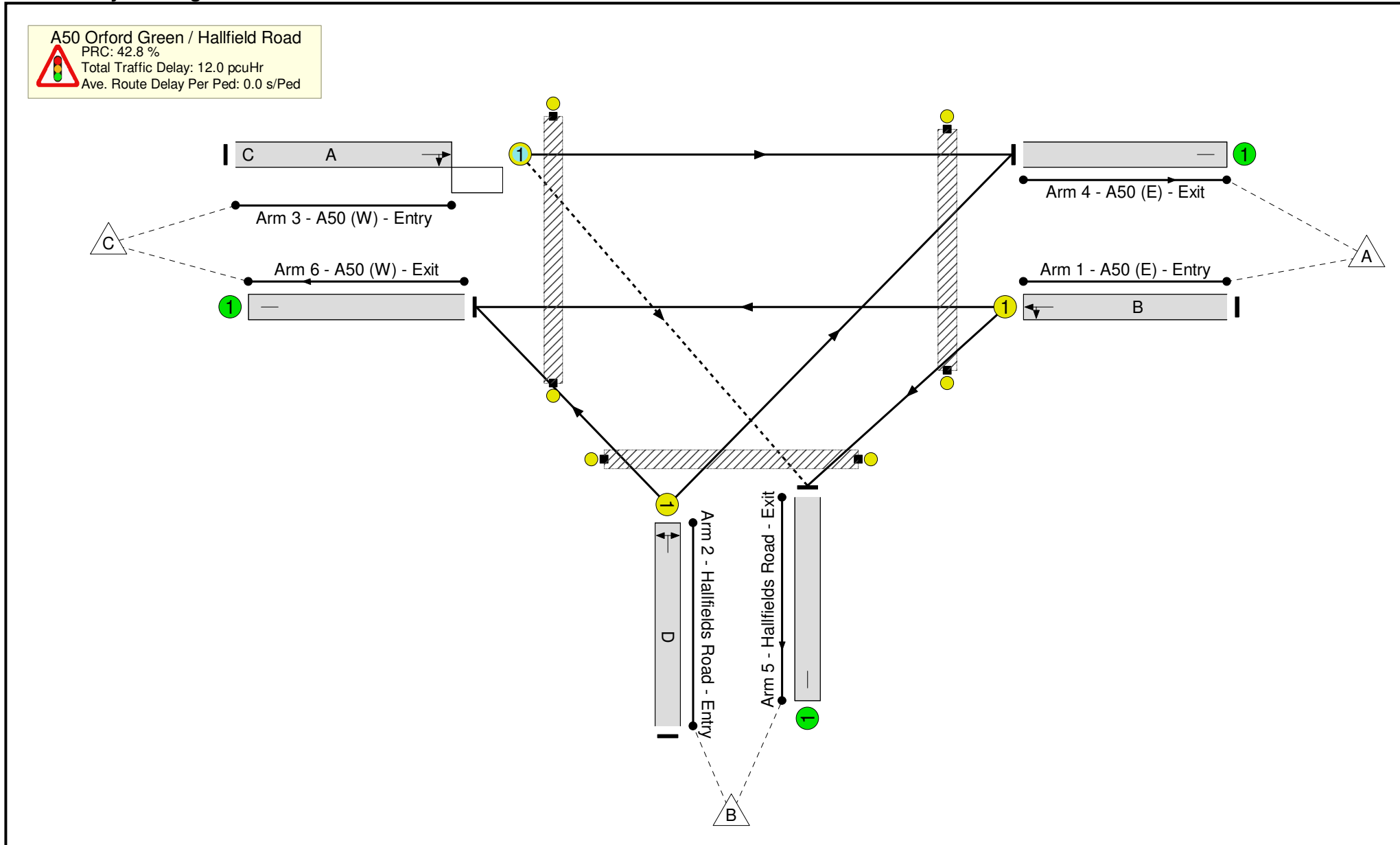
Stage Timings

Stage	1	2	3	4
Duration	50	4	8	31
Change Point	0	57	67	86

Signal Timings Diagram



**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.0%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	63.0%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	50	-	454	1917	815	55.7%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	31	-	272	1667	445	61.2%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	60	4	459	1796	728	63.0%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

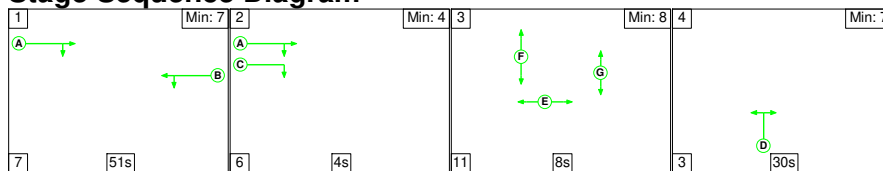
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	183	13	5	9.1	2.3	0.6	12.0	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	183	13	5	9.1	2.3	0.6	12.0	-	-	-	-
1/1	454	454	-	-	-	3.3	0.6	-	3.9	31.0	11.3	0.6	12.0
2/1	272	272	-	-	-	2.9	0.8	-	3.7	48.9	7.9	0.8	8.7
3/1	459	459	183	13	5	2.9	0.8	0.6	4.4	34.3	12.1	0.8	13.0
4/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 42.8                      Total Delay for Signalled Lanes (pcuHr): 11.98                      Cycle Time (s): 120 PRC Over All Lanes (%): 42.8                      Total Delay Over All Lanes(pcuHr): 11.98													

Full Input Data And Results

**Scenario 3: '2022 Do Something AM'** (FG3: '2022 Do Something AM', Plan 1: 'Peds every cycle')

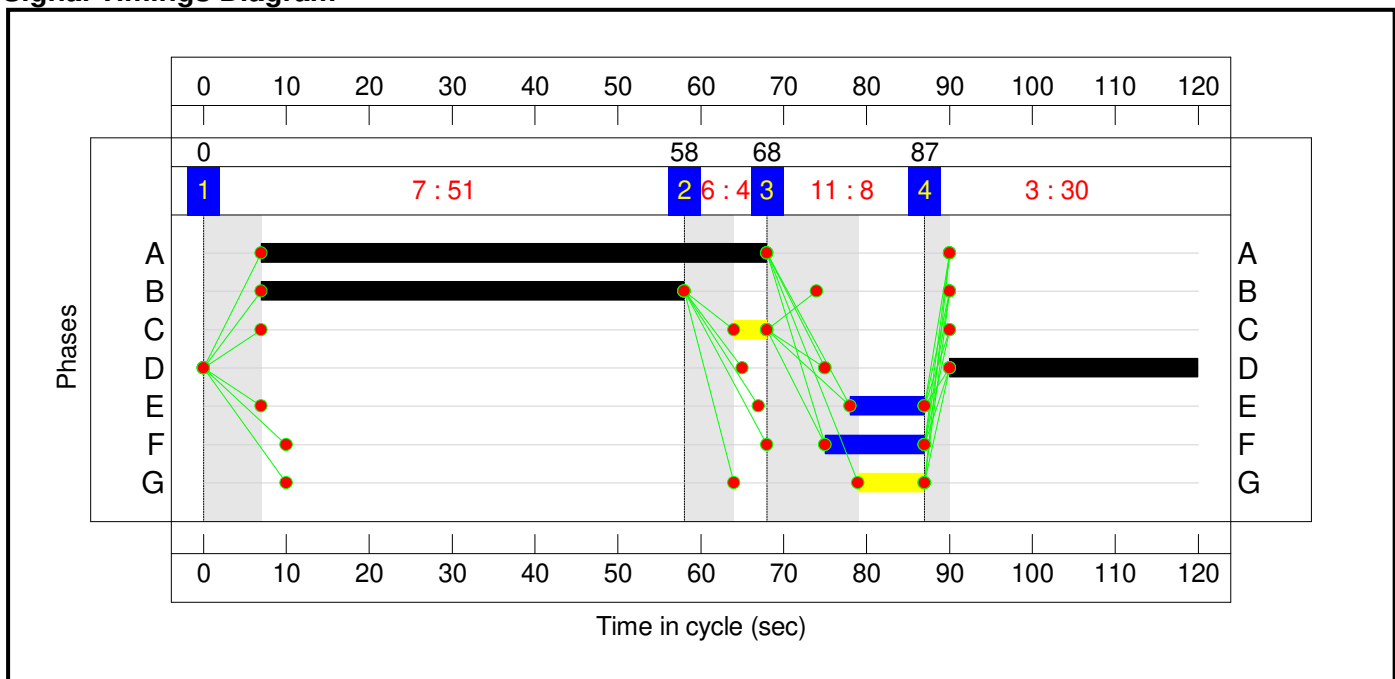
**Stage Sequence Diagram**



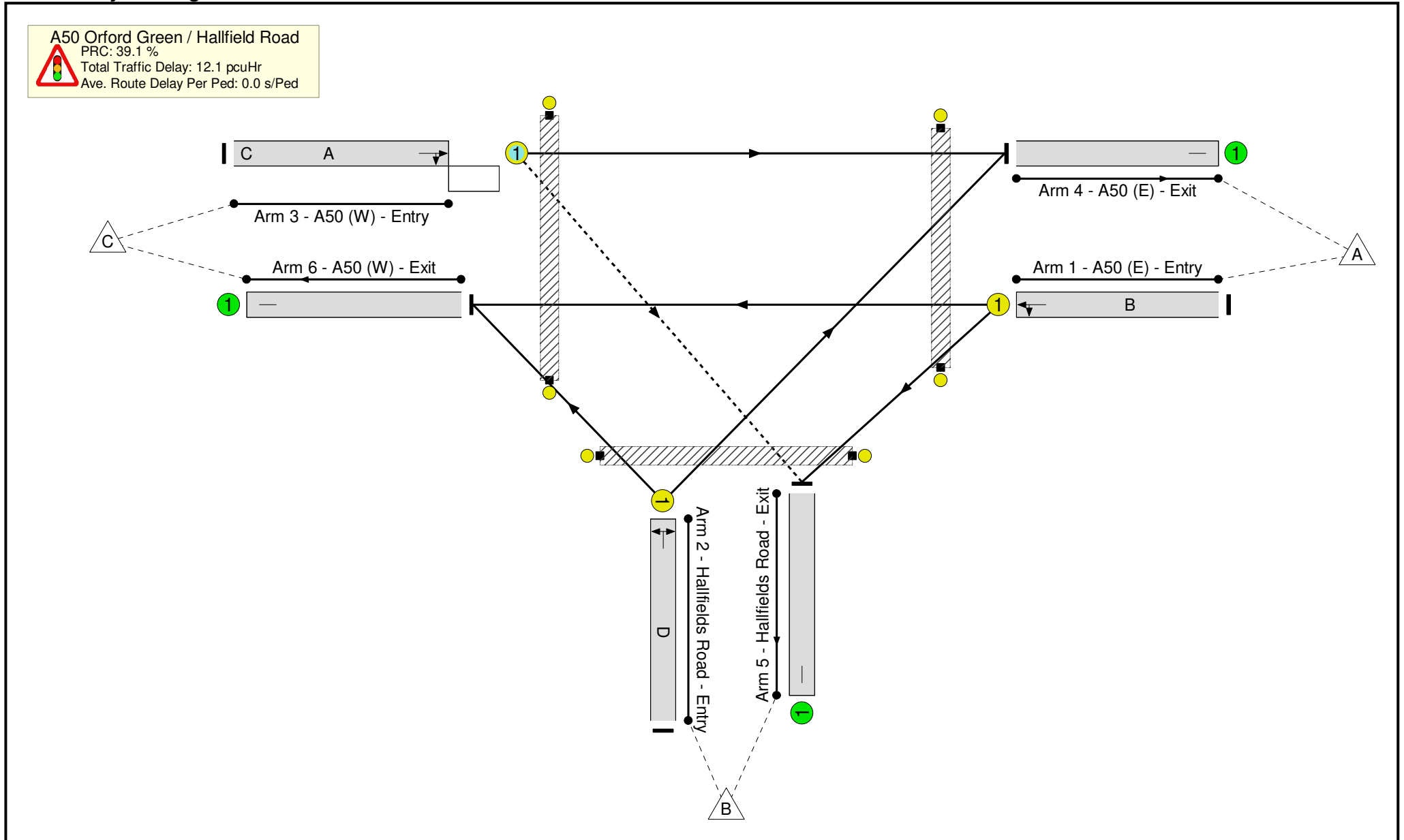
**Stage Timings**

Stage	1	2	3	4
Duration	51	4	8	30
Change Point	0	58	68	87

**Signal Timings Diagram**



### Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	64.7%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	64.7%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	51	-	457	1917	831	55.0%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	30	-	279	1669	431	64.7%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	61	4	463	1795	741	62.5%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%



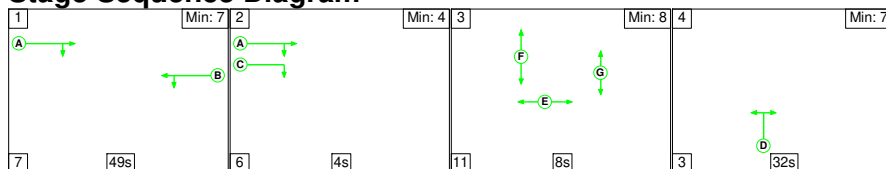
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	187	14	5	9.2	2.3	0.6	12.1	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	187	14	5	9.2	2.3	0.6	12.1	-	-	-	-
1/1	457	457	-	-	-	3.2	0.6	-	3.8	30.1	11.3	0.6	11.9
2/1	279	279	-	-	-	3.1	0.9	-	4.0	51.3	8.2	0.9	9.1
3/1	463	463	187	14	5	2.9	0.8	0.6	4.3	33.5	12.1	0.8	12.9
4/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 39.1                      Total Delay for Signalled Lanes (pcuHr): 12.11                      Cycle Time (s): 120 PRC Over All Lanes (%): 39.1                      Total Delay Over All Lanes(pcuHr): 12.11													

Full Input Data And Results

Scenario 4: '2022 Do Something Full AM' (FG4: '2022 Do Something Full AM', Plan 1: 'Peds every cycle')

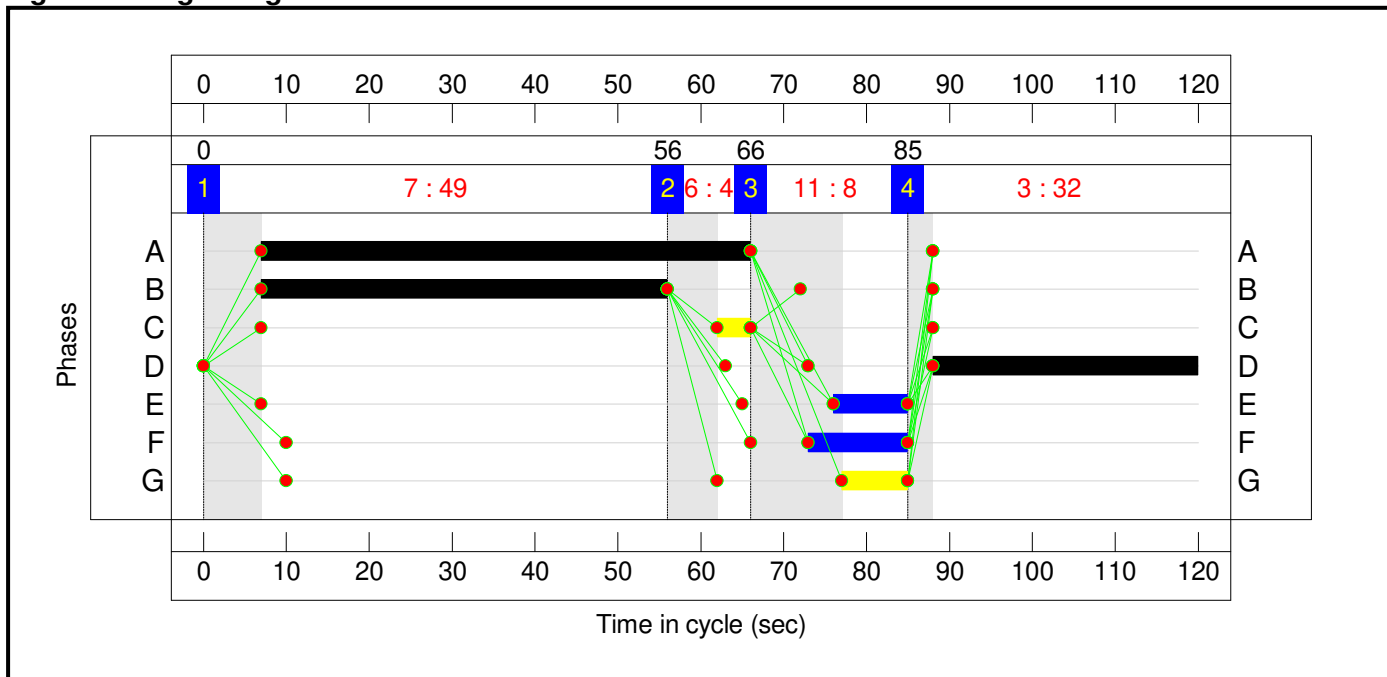
Stage Sequence Diagram



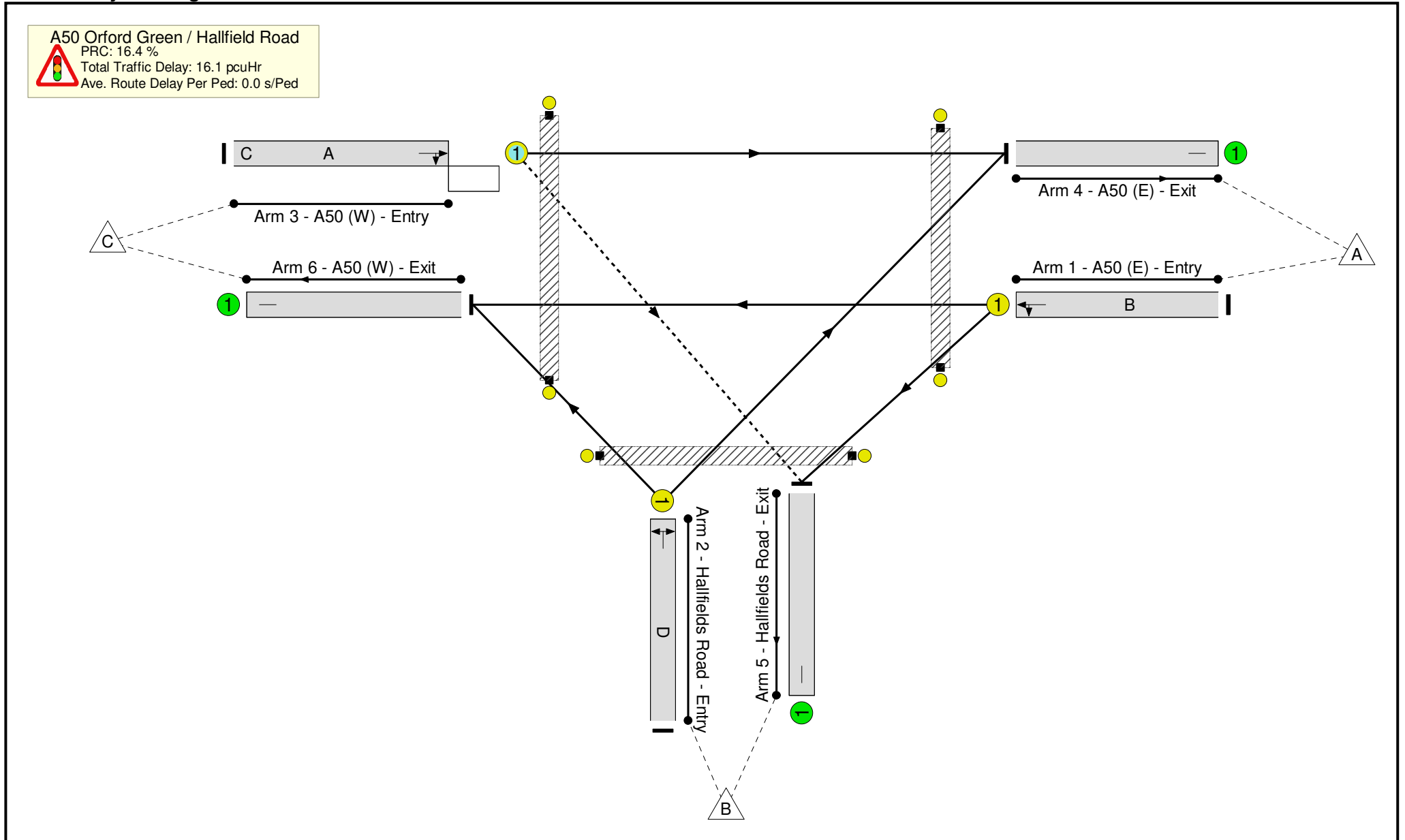
Stage Timings

Stage	1	2	3	4
Duration	49	4	8	32
Change Point	0	56	66	85

Signal Timings Diagram



**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.3%</b>
<b>A50 Orford Green / Hallfield Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.3%</b>
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	49	-	501	1890	788	63.6%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	32	-	358	1684	463	77.3%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	59	4	473	1790	639	74.0%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

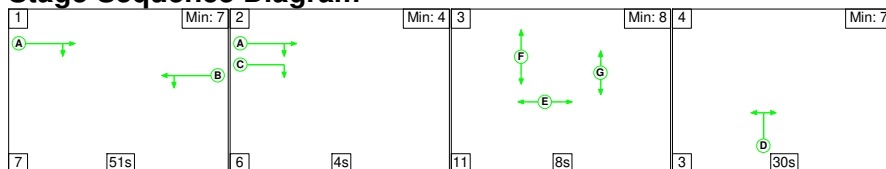
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	183	34	6	11.4	3.9	0.8	16.1	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	183	34	6	11.4	3.9	0.8	16.1	-	-	-	-
1/1	501	501	-	-	-	3.9	0.9	-	4.7	34.0	13.2	0.9	14.1
2/1	358	358	-	-	-	4.0	1.7	-	5.6	56.7	10.9	1.7	12.6
3/1	473	473	183	34	6	3.5	1.4	0.8	5.7	43.4	13.7	1.4	15.1
4/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 16.4                      Total Delay for Signalled Lanes (pcuHr): 16.07                      Cycle Time (s): 120 PRC Over All Lanes (%): 16.4                      Total Delay Over All Lanes(pcuHr): 16.07													

Full Input Data And Results

Scenario 5: '2027 Do Minimum AM' (FG5: '2027 Do Minimum AM', Plan 1: 'Peds every cycle')

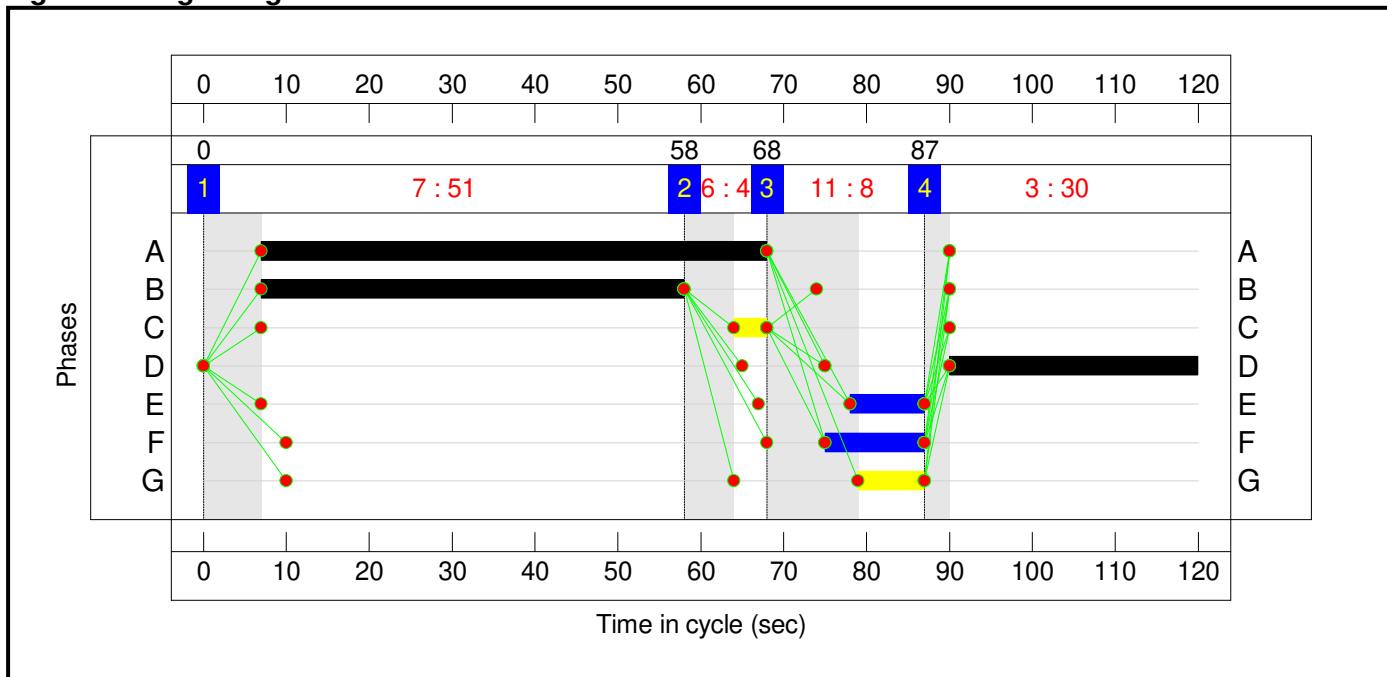
Stage Sequence Diagram



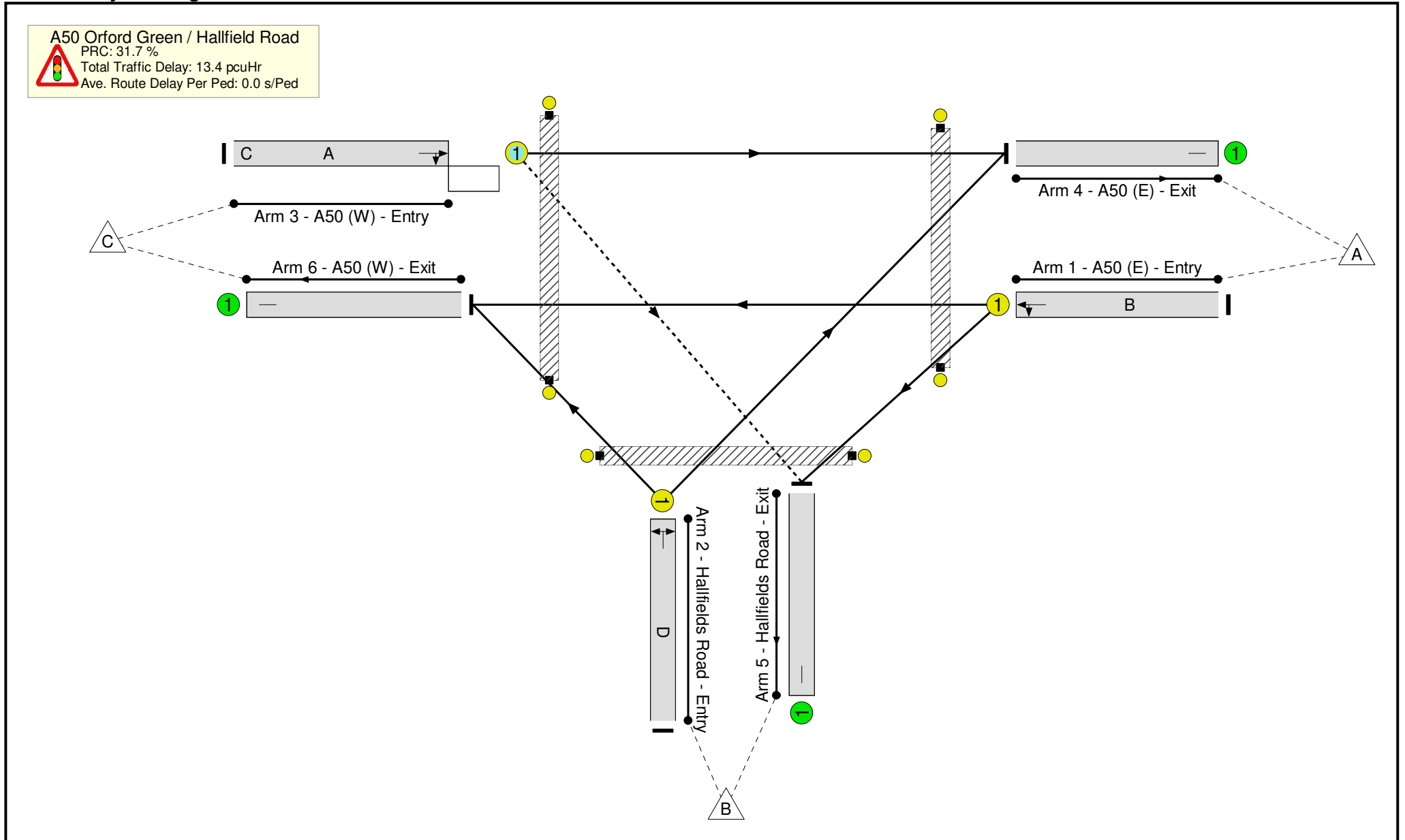
Stage Timings

Stage	1	2	3	4
Duration	51	4	8	30
Change Point	0	58	68	87

Signal Timings Diagram



### Network Layout Diagram



Full Input Data And Results

**Network Results**

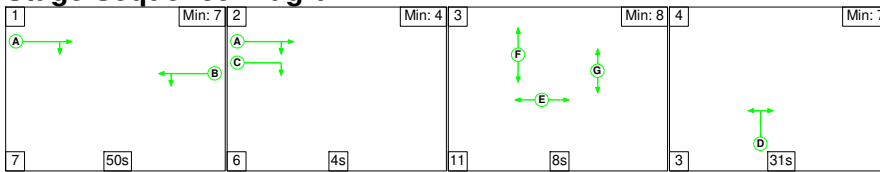
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	68.4%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	68.4%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	51	-	489	1892	820	59.6%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	30	-	294	1665	430	68.4%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	61	4	471	1795	696	67.6%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%



Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	190	14	5	9.9	2.8	0.7	13.4	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	190	14	5	9.9	2.8	0.7	13.4	-	-	-	-
1/1	489	489	-	-	-	3.5	0.7	-	4.3	31.4	12.4	0.7	13.1
2/1	294	294	-	-	-	3.3	1.1	-	4.3	53.1	8.8	1.1	9.9
3/1	471	471	190	14	5	3.1	1.0	0.7	4.8	36.9	13.0	1.0	14.0
4/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 31.7                      Total Delay for Signalled Lanes (pcuHr): 13.44                      Cycle Time (s): 120 PRC Over All Lanes (%): 31.7                      Total Delay Over All Lanes(pcuHr): 13.44													

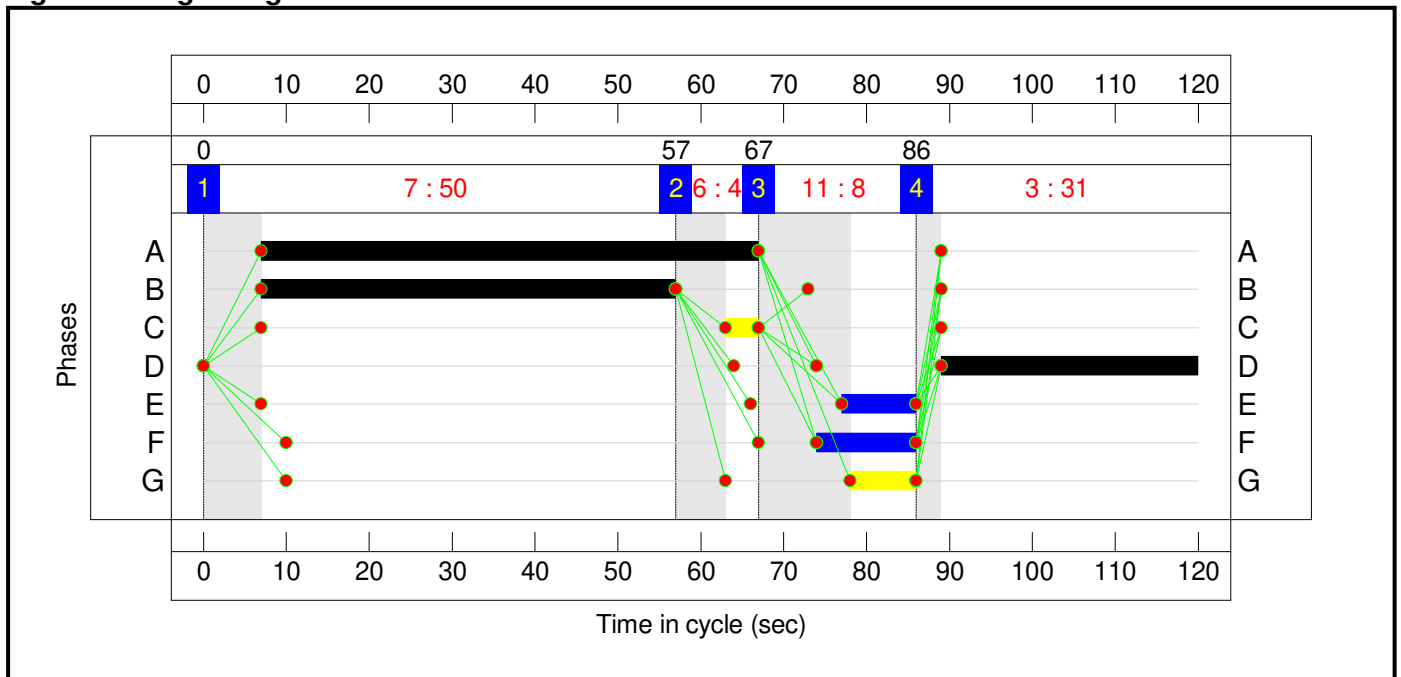
Stage Sequence Diagram



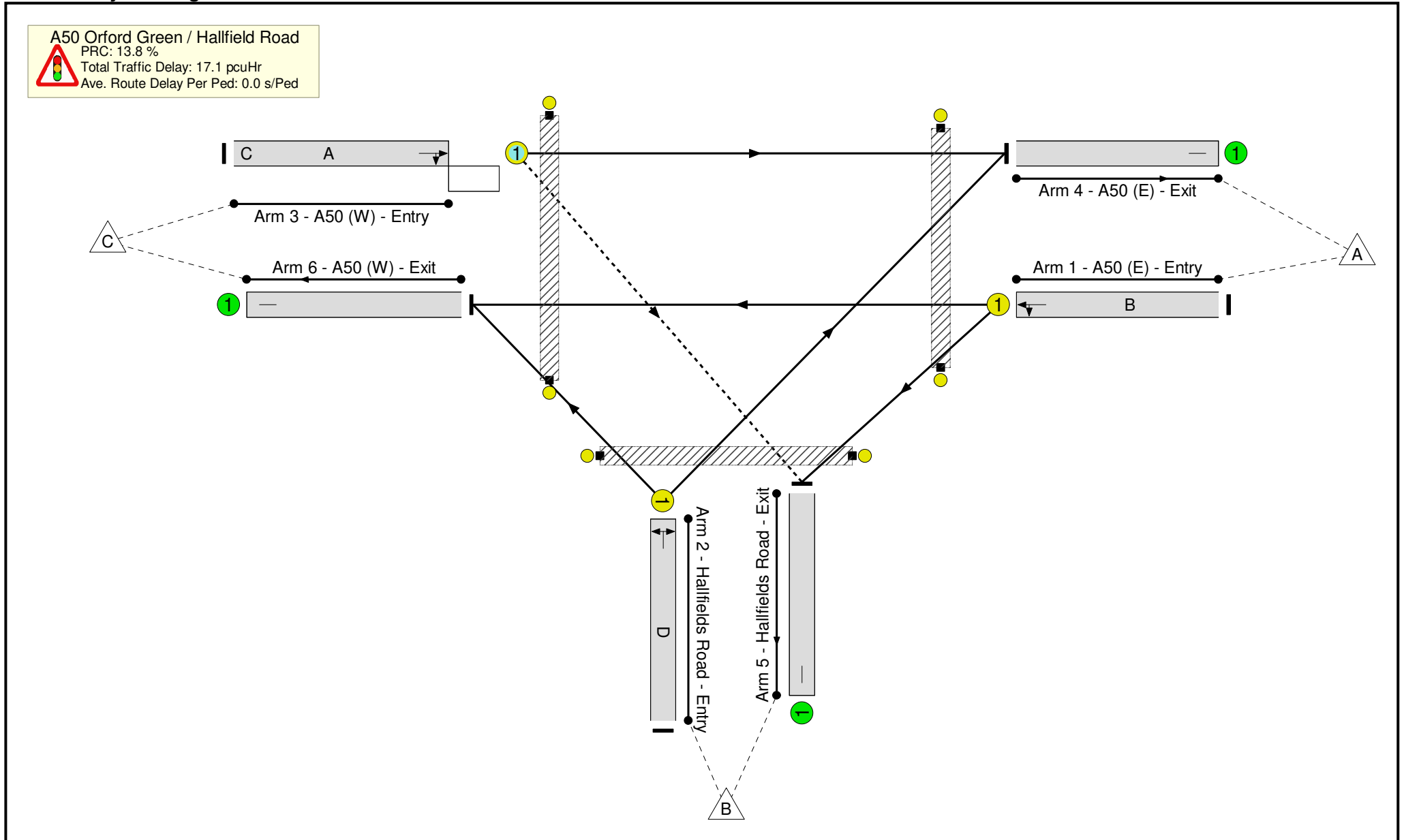
Stage Timings

Stage	1	2	3	4
Duration	50	4	8	31
Change Point	0	57	67	86

Signal Timings Diagram



### Network Layout Diagram



**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	79.1%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	79.1%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	50	-	531	1870	795	66.8%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	31	-	354	1678	447	79.1%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	60	4	472	1784	613	77.0%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

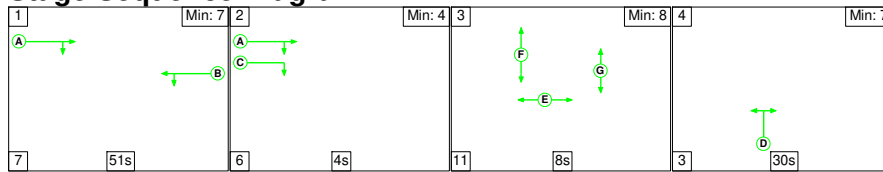
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	168	61	6	11.7	4.5	0.9	17.1	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	168	61	6	11.7	4.5	0.9	17.1	-	-	-	-
1/1	531	531	-	-	-	4.1	1.0	-	5.1	34.5	14.2	1.0	15.2
2/1	354	354	-	-	-	4.0	1.8	-	5.8	59.4	10.9	1.8	12.7
3/1	472	472	168	61	6	3.6	1.6	0.9	6.2	47.0	14.0	1.6	15.7
4/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 13.8                      Total Delay for Signalled Lanes (pcuHr): 17.09                      Cycle Time (s): 120 PRC Over All Lanes (%): 13.8                      Total Delay Over All Lanes(pcuHr): 17.09													

Full Input Data And Results

Scenario 7: '2032 Do Minimum AM' (FG7: '2032 Do Minimum AM', Plan 1: 'Peds every cycle')

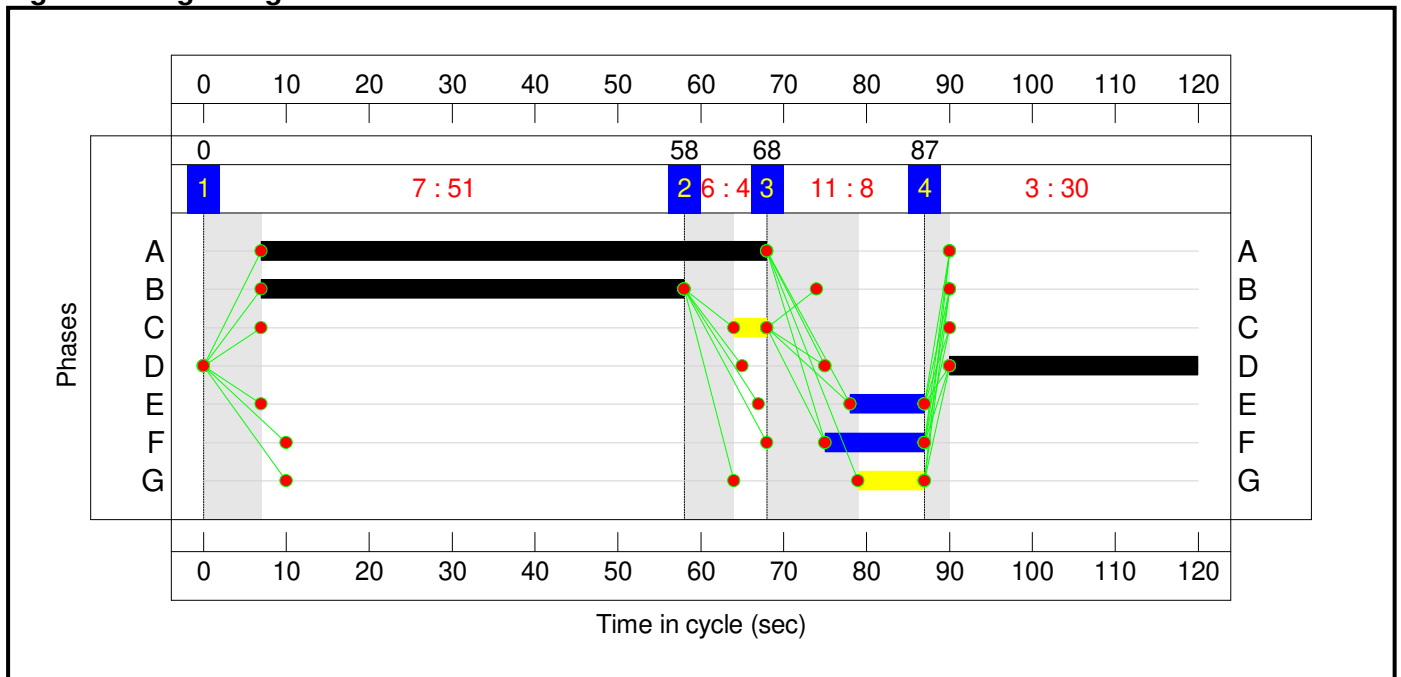
Stage Sequence Diagram



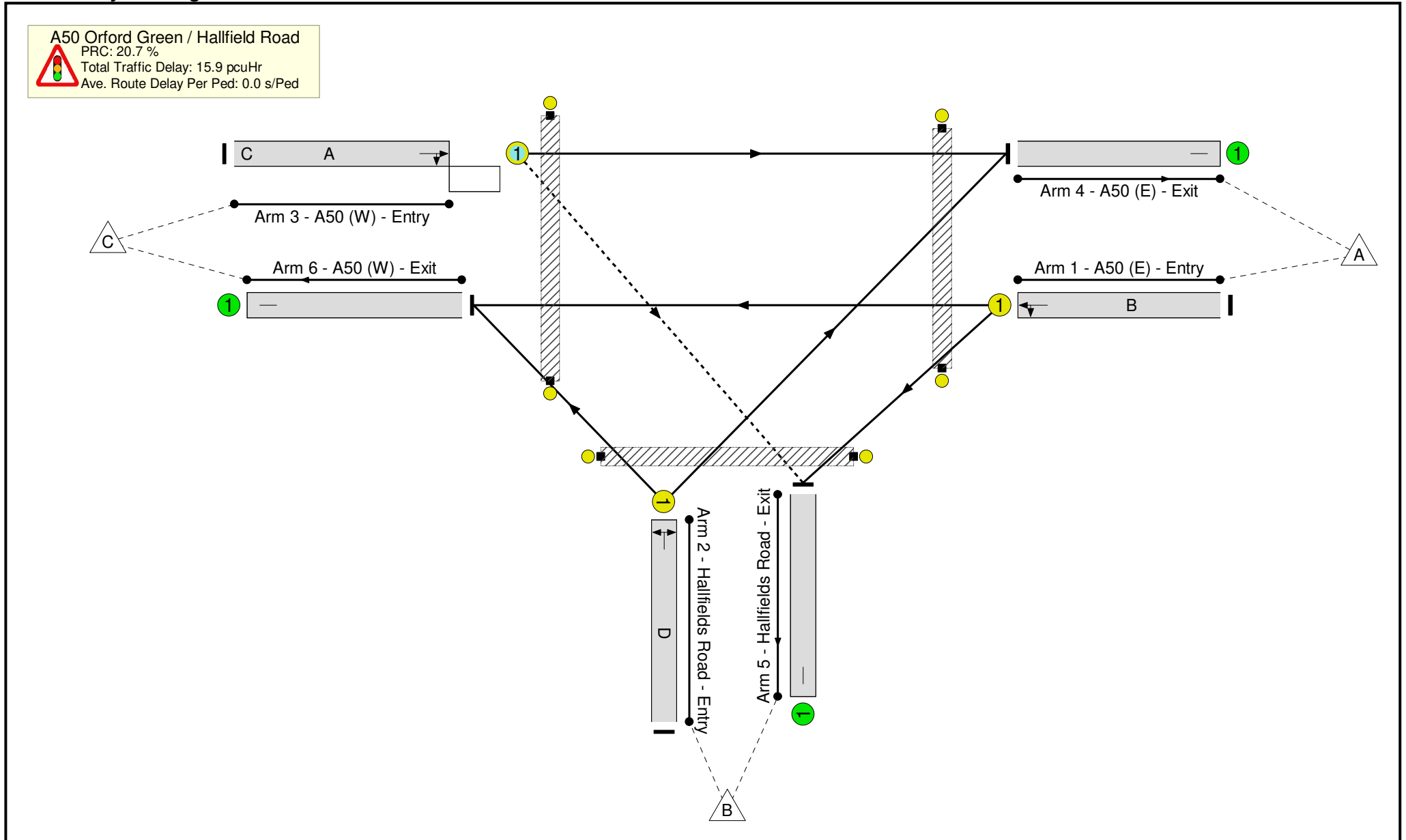
Stage Timings

Stage	1	2	3	4
Duration	51	4	8	30
Change Point	0	58	68	87

Signal Timings Diagram



### Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	51	-	546	1861	806	67.7%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	30	-	320	1664	430	74.4%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	61	4	467	1791	627	74.5%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%



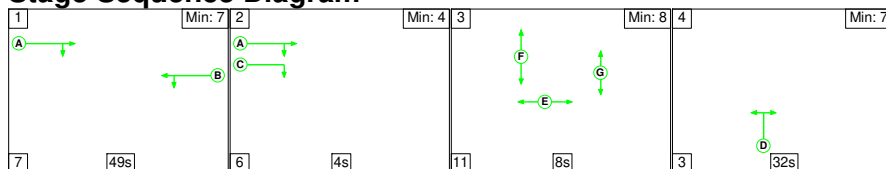
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	166	46	5	11.1	3.9	0.9	15.9	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	166	46	5	11.1	3.9	0.9	15.9	-	-	-	-
1/1	546	546	-	-	-	4.1	1.0	-	5.2	34.1	14.6	1.0	15.6
2/1	320	320	-	-	-	3.6	1.4	-	5.1	56.8	9.8	1.4	11.2
3/1	467	467	166	46	5	3.4	1.4	0.9	5.7	43.9	13.6	1.4	15.1
4/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 20.7                      Total Delay for Signalled Lanes (pcuHr): 15.92                      Cycle Time (s): 120 PRC Over All Lanes (%): 20.7                      Total Delay Over All Lanes(pcuHr): 15.92													

Full Input Data And Results

Scenario 8: '2032 Do Something Full AM' (FG8: '2032 Do Something Full AM', Plan 1: 'Peds every cycle')

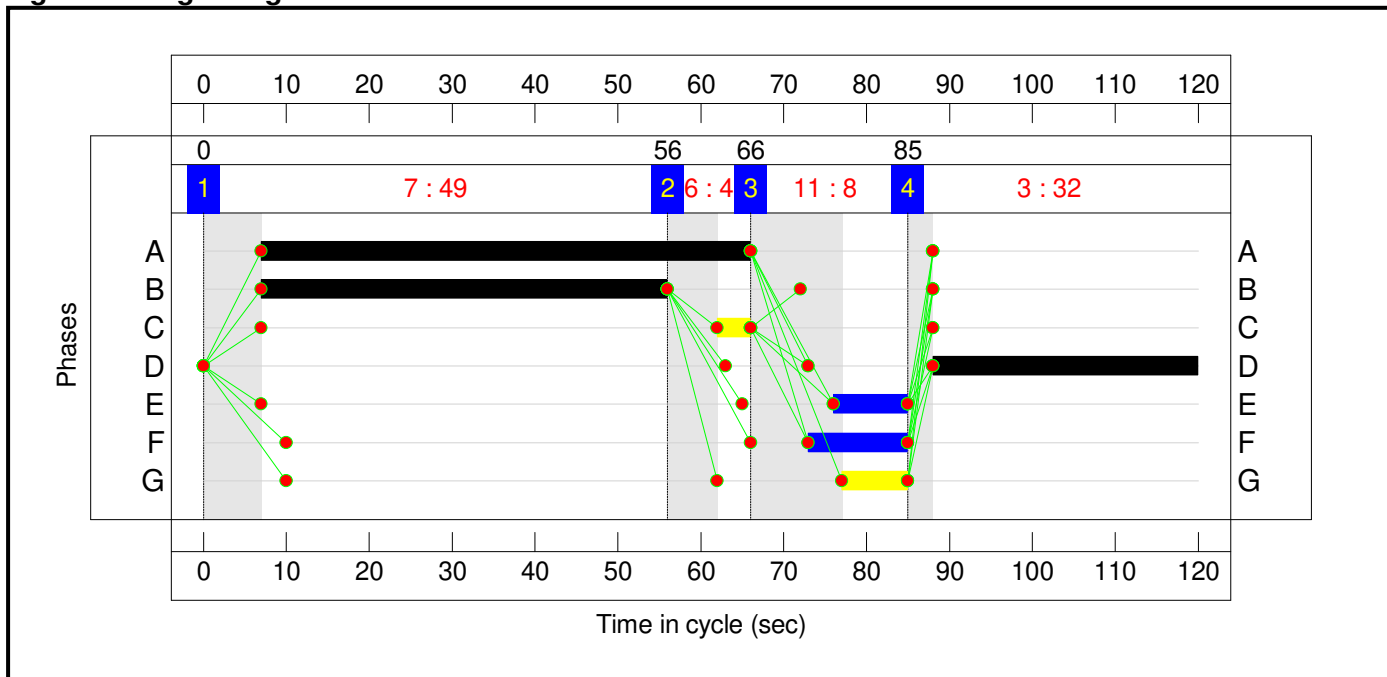
Stage Sequence Diagram



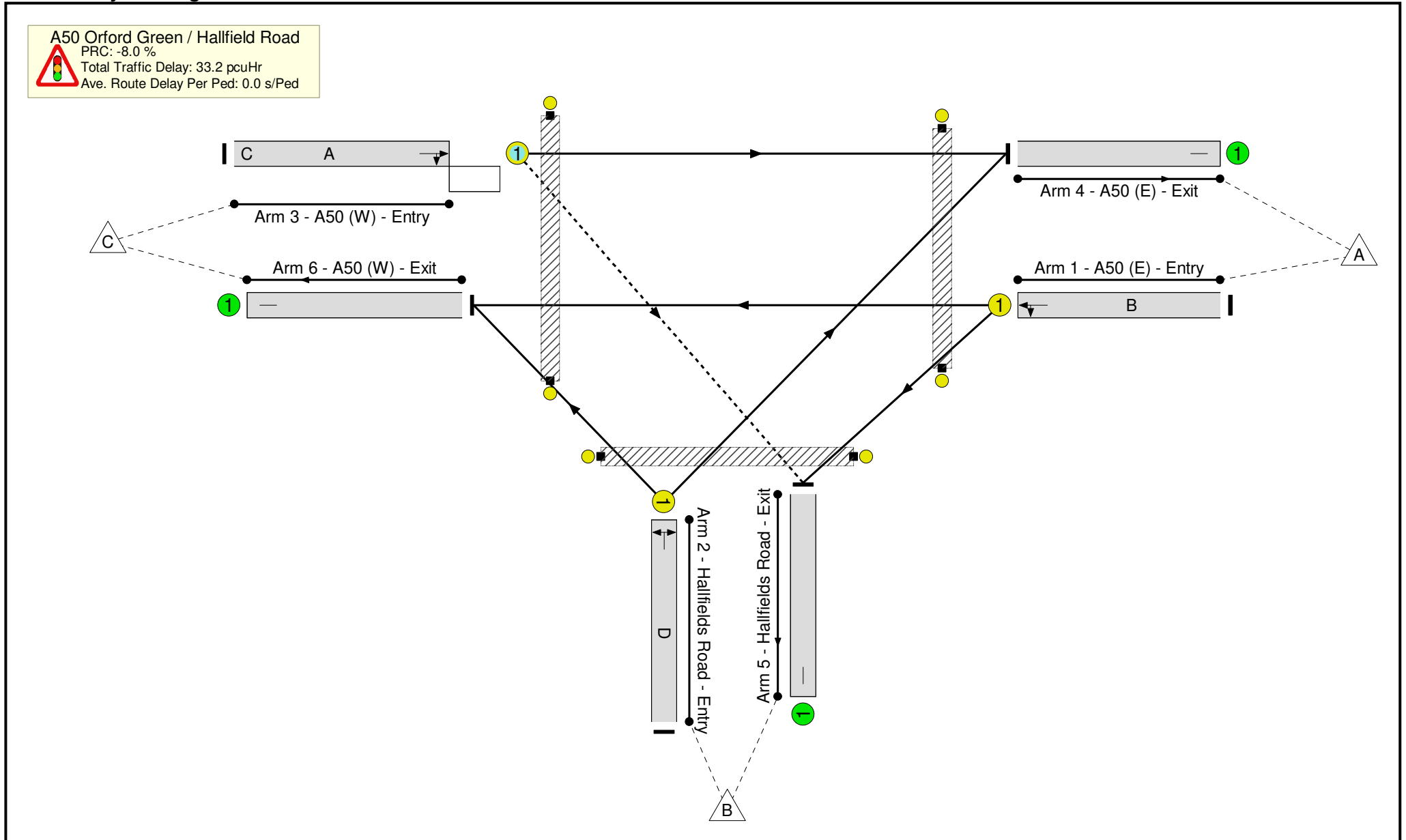
Stage Timings

Stage	1	2	3	4
Duration	49	4	8	32
Change Point	0	56	66	85

Signal Timings Diagram



### Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	49	-	595	1848	770	77.3%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	32	-	450	1685	463	97.1%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	59	4	470	1776	483	97.2%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

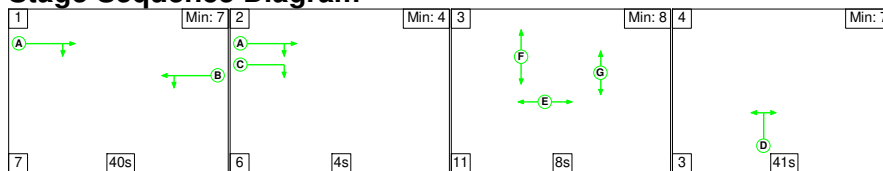
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	109	118	23	14.7	17.5	1.0	33.2	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	109	118	23	14.7	17.5	1.0	33.2	-	-	-	-
1/1	595	595	-	-	-	5.0	1.7	-	6.6	40.2	17.0	1.7	18.7
2/1	450	450	-	-	-	5.4	7.8	-	13.2	105.3	14.8	7.8	22.5
3/1	470	470	109	118	23	4.3	8.0	1.0	13.4	102.5	15.4	8.0	23.4
4/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1      PRC for Signalled Lanes (%): -8.0      Total Delay for Signalled Lanes (pcuHr): 33.18      Cycle Time (s): 120 PRC Over All Lanes (%): -8.0      Total Delay Over All Lanes(pcuHr): 33.18													

Full Input Data And Results

**Scenario 9: '2018 Validation PM'** (FG9: '2018 Validation PM', Plan 1: 'Peds every cycle')

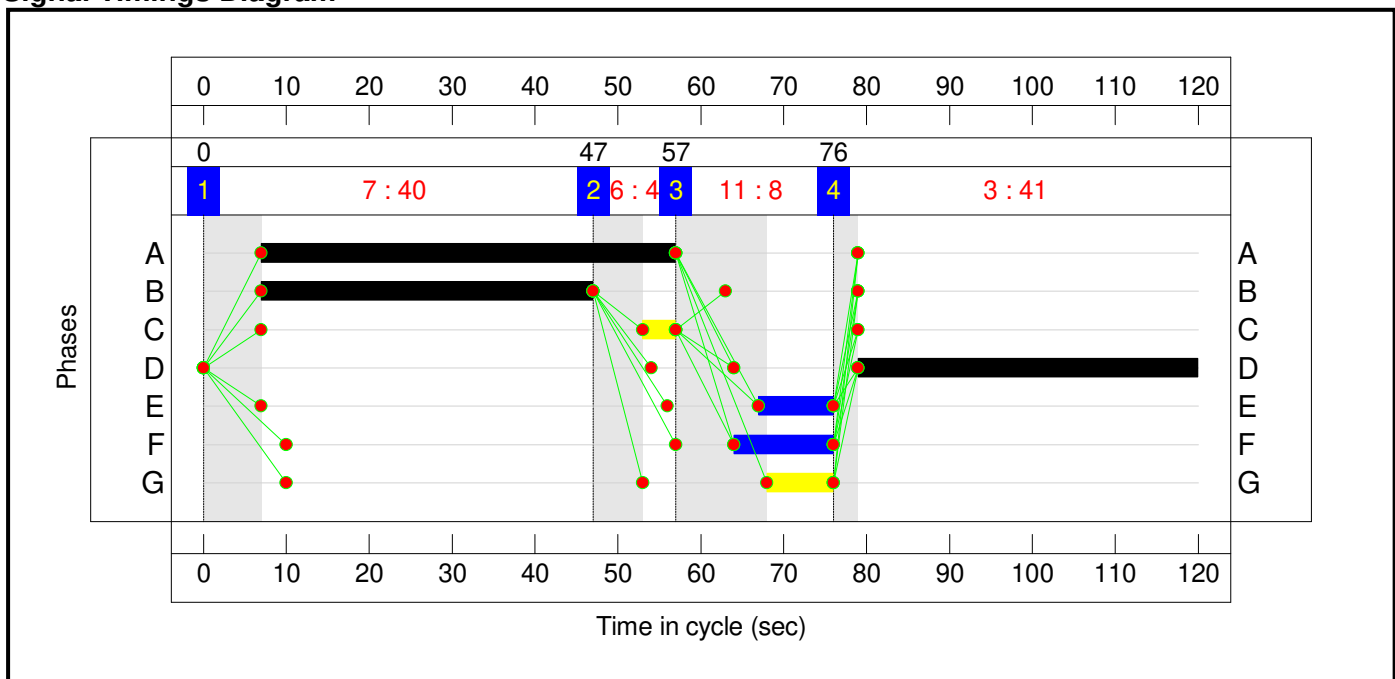
**Stage Sequence Diagram**



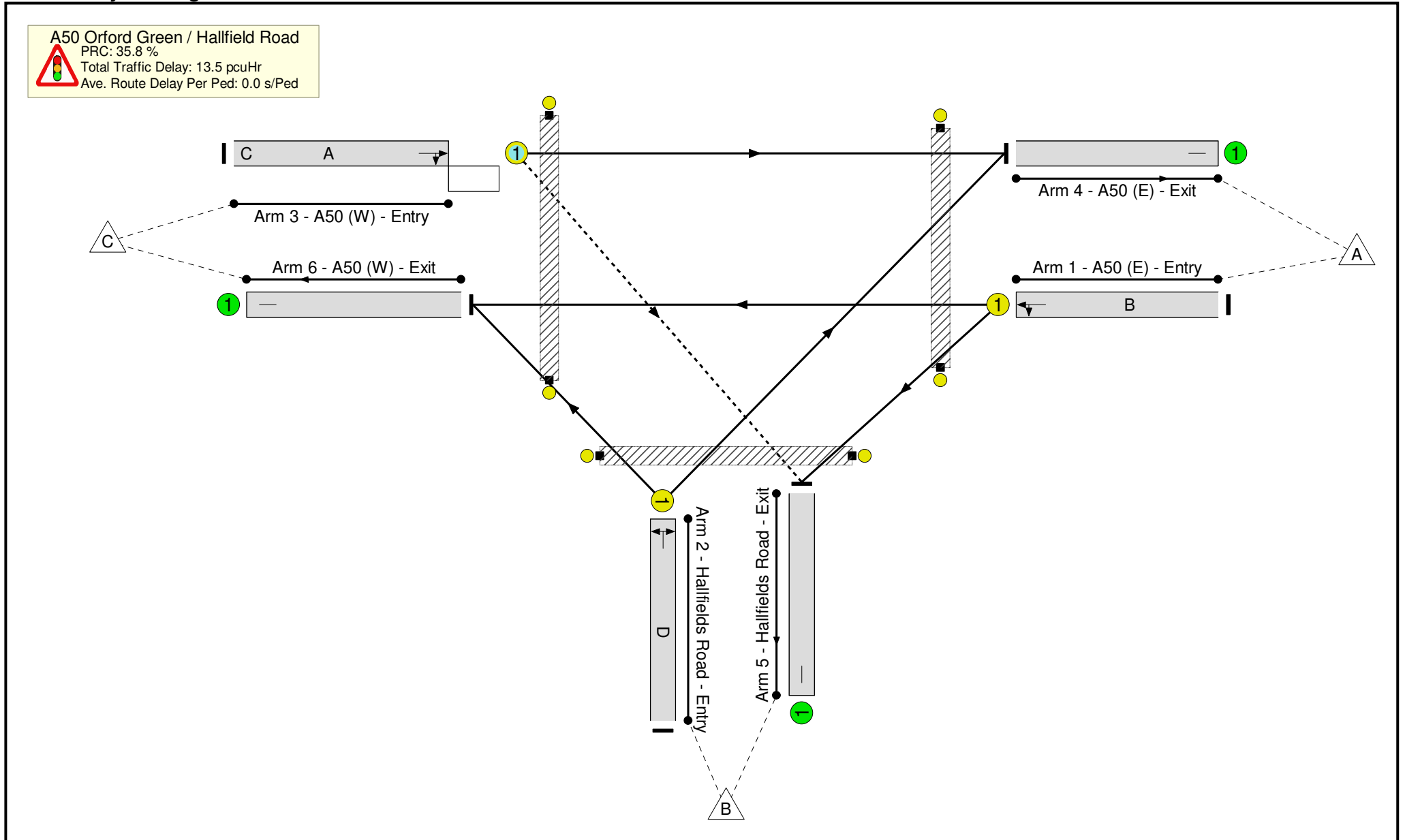
**Stage Timings**

Stage	1	2	3	4
Duration	40	4	8	41
Change Point	0	47	57	76

**Signal Timings Diagram**



### Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>66.3%</b>
<b>A50 Orford Green / Hallfield Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>66.3%</b>
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	40	-	436	1925	658	66.3%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	41	-	376	1644	575	65.3%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	50	4	434	1851	757	57.4%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%



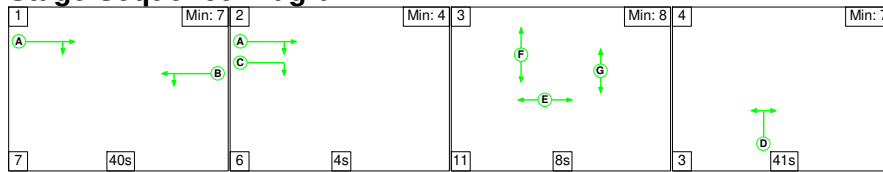
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)														
<b>Network</b>	-	-	75	6	2	10.6	2.6	0.3	13.5	-	-	-	-														
<b>A50 Orford Green / Hallfield Road</b>	-	-	75	6	2	10.6	2.6	0.3	13.5	-	-	-	-														
1/1	436	436	-	-	-	4.1	1.0	-	5.0	41.7	12.4	1.0	13.3														
2/1	376	376	-	-	-	3.4	0.9	-	4.4	41.8	10.5	0.9	11.5														
3/1	434	434	75	6	2	3.1	0.7	0.3	4.1	33.8	10.9	0.7	11.5														
4/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
5/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
6/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-														
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-														
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-														
<table style="width:100%; border:none;"> <tr> <td style="width:20%;">C1</td> <td style="width:20%;">PRC for Signalled Lanes (%):</td> <td style="width:10%;">35.8</td> <td style="width:20%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:10%;">13.48</td> <td style="width:20%;">Cycle Time (s):</td> <td style="width:10%;">120</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>35.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>13.48</td> <td></td> <td></td> </tr> </table>														C1	PRC for Signalled Lanes (%):	35.8	Total Delay for Signalled Lanes (pcuHr):	13.48	Cycle Time (s):	120		PRC Over All Lanes (%):	35.8	Total Delay Over All Lanes(pcuHr):	13.48		
C1	PRC for Signalled Lanes (%):	35.8	Total Delay for Signalled Lanes (pcuHr):	13.48	Cycle Time (s):	120																					
	PRC Over All Lanes (%):	35.8	Total Delay Over All Lanes(pcuHr):	13.48																							

Full Input Data And Results

Scenario 10: '2022 Do Minimum PM' (FG10: '2022 Do Minimum PM', Plan 1: 'Peds every cycle')

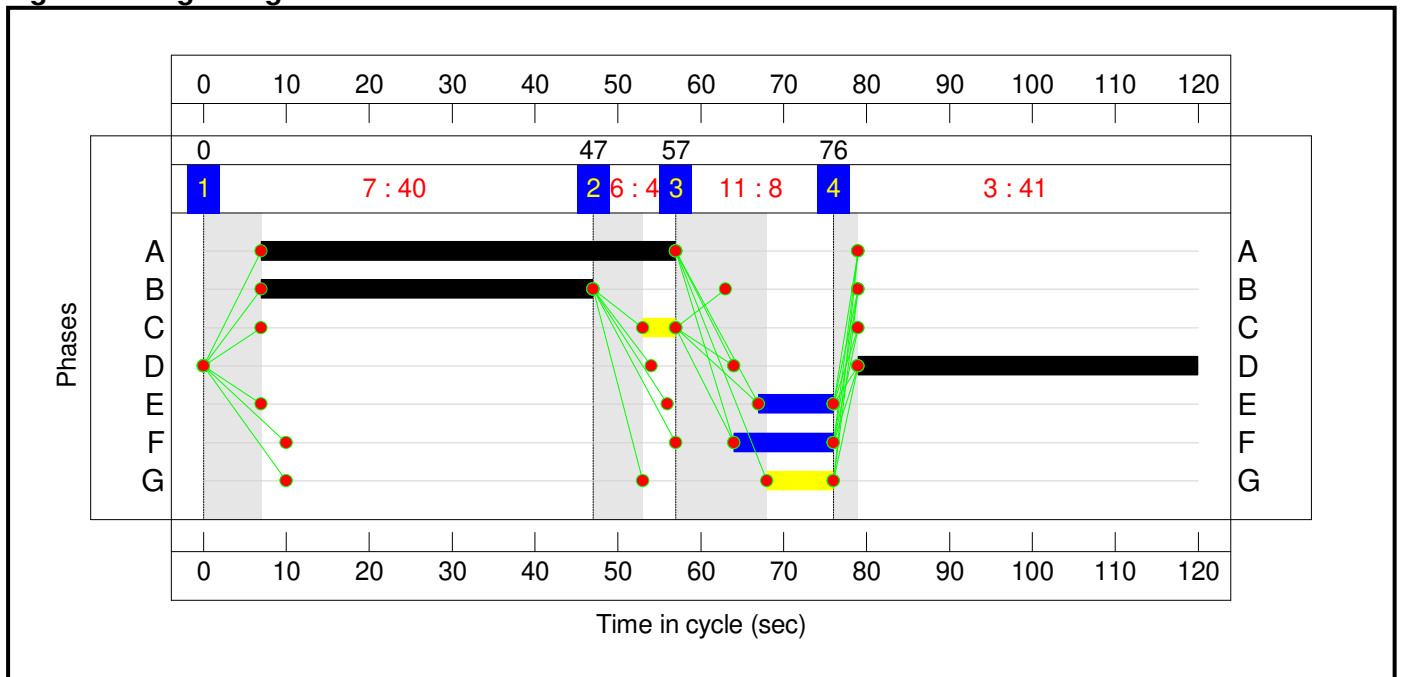
Stage Sequence Diagram



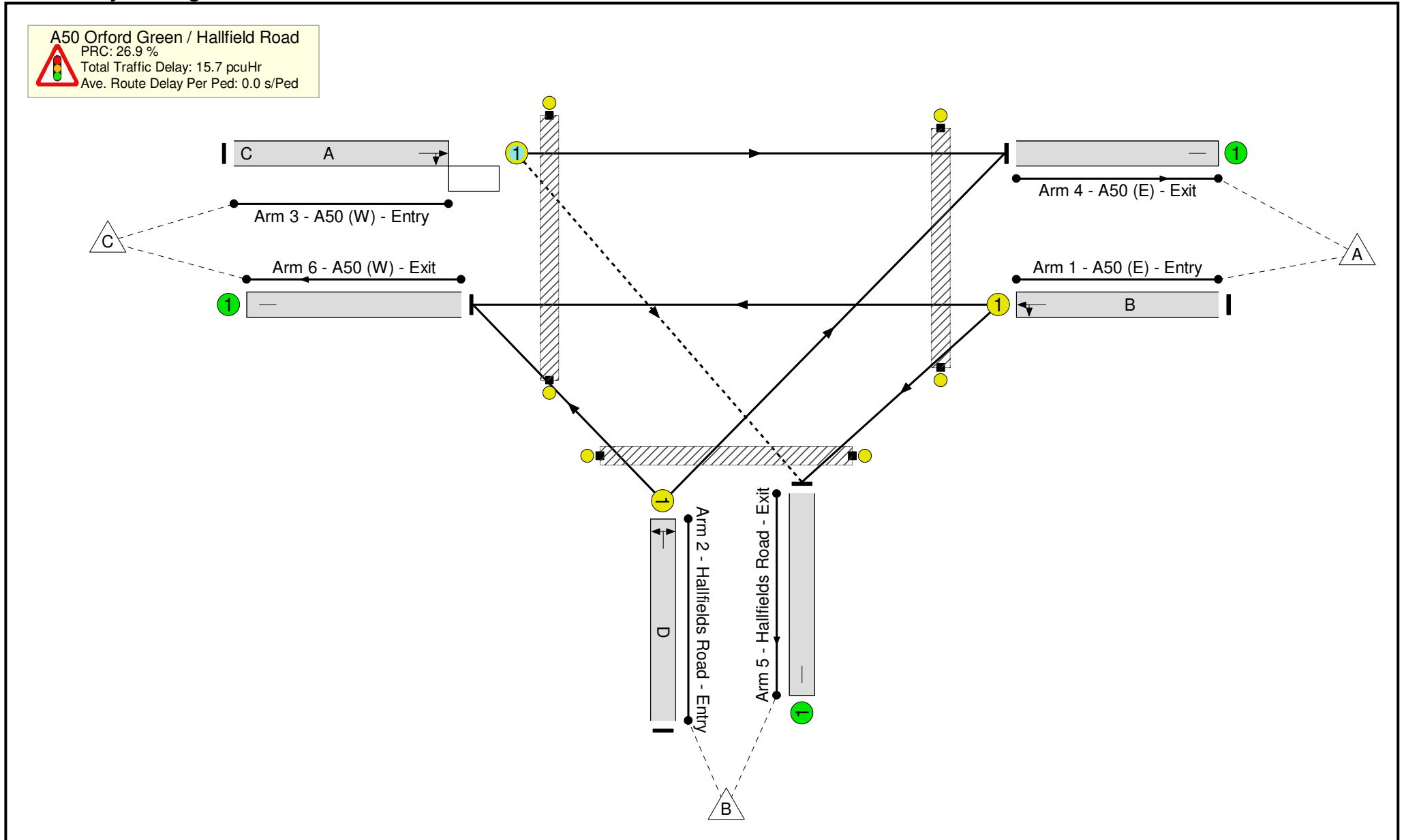
Stage Timings

Stage	1	2	3	4
Duration	40	4	8	41
Change Point	0	47	57	76

Signal Timings Diagram



### Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.9%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	70.9%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	40	-	458	1925	658	69.6%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	41	-	402	1645	576	69.8%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	50	4	487	1838	687	70.9%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

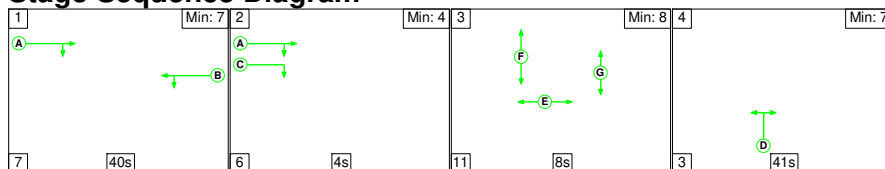
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	109	8	3	11.8	3.5	0.5	15.7	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	109	8	3	11.8	3.5	0.5	15.7	-	-	-	-
1/1	458	458	-	-	-	4.3	1.1	-	5.5	43.0	13.1	1.1	14.2
2/1	402	402	-	-	-	3.7	1.1	-	4.9	43.8	11.5	1.1	12.6
3/1	487	487	109	8	3	3.7	1.2	0.5	5.4	39.8	13.8	1.2	15.0
4/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 26.9                      Total Delay for Signalled Lanes (pcuHr): 15.74                      Cycle Time (s): 120 PRC Over All Lanes (%): 26.9                      Total Delay Over All Lanes(pcuHr): 15.74													

Full Input Data And Results

Scenario 11: '2022 Do Something PM' (FG11: '2022 Do Something PM', Plan 1: 'Peds every cycle')

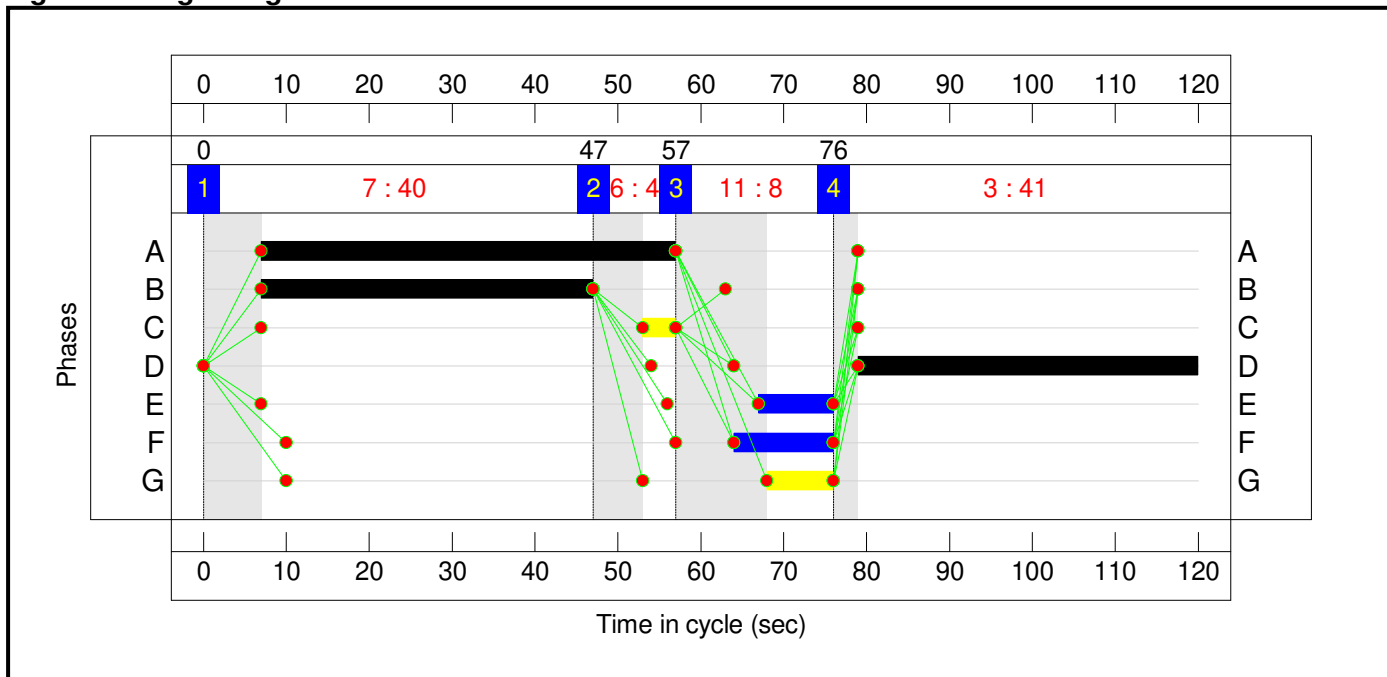
Stage Sequence Diagram



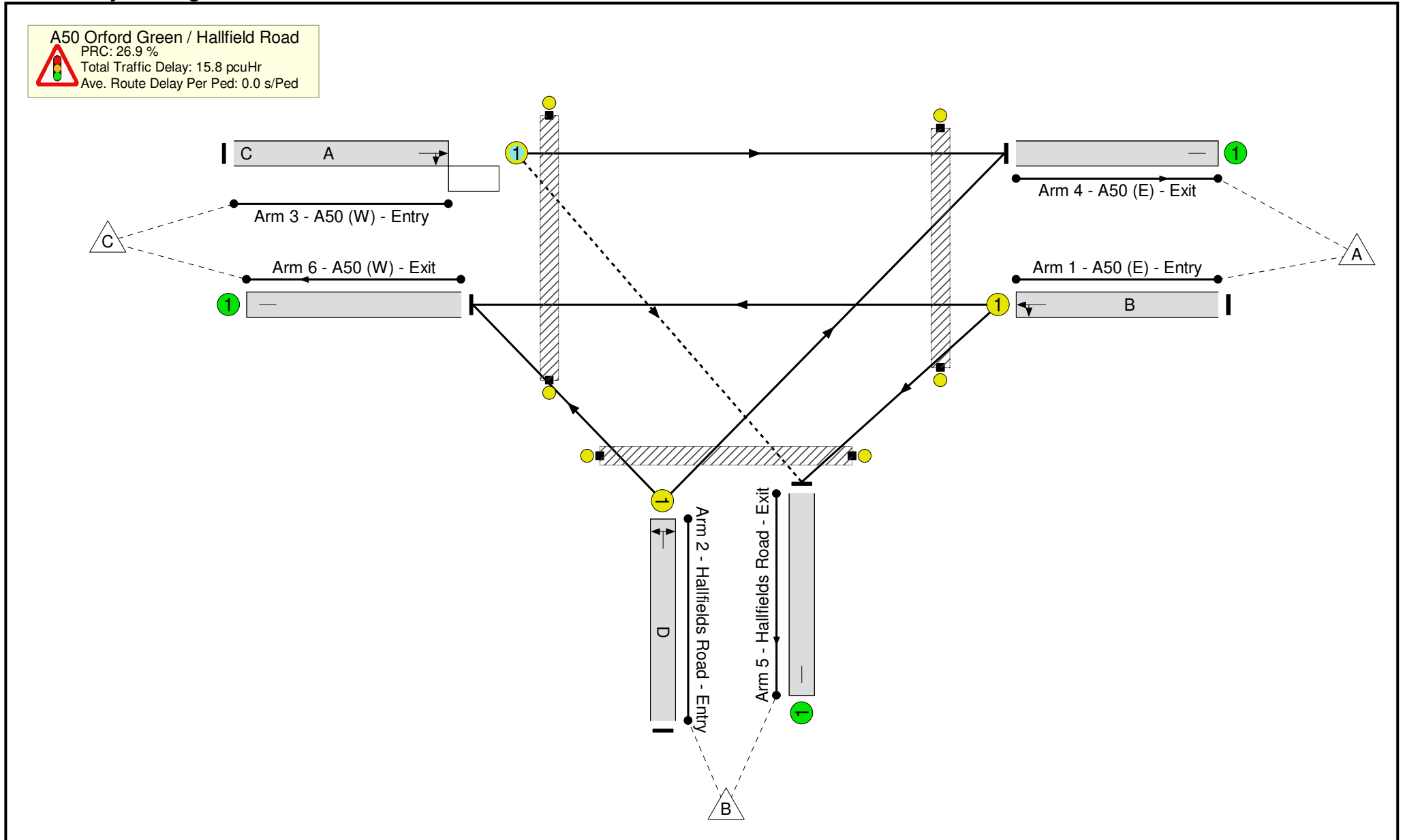
Stage Timings

Stage	1	2	3	4
Duration	40	4	8	41
Change Point	0	47	57	76

Signal Timings Diagram



### Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.9%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	70.9%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	40	-	458	1925	658	69.6%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	41	-	406	1646	576	70.5%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	50	4	487	1838	687	70.9%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%



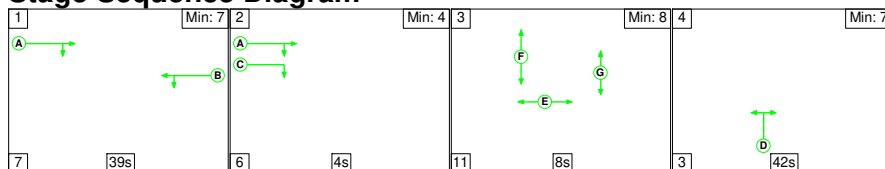
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	109	8	3	11.8	3.5	0.5	15.8	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	109	8	3	11.8	3.5	0.5	15.8	-	-	-	-
1/1	458	458	-	-	-	4.3	1.1	-	5.5	43.0	13.1	1.1	14.2
2/1	406	406	-	-	-	3.8	1.2	-	5.0	44.1	11.6	1.2	12.8
3/1	487	487	109	8	3	3.7	1.2	0.5	5.4	39.8	13.8	1.2	15.0
4/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 26.9                      Total Delay for Signalled Lanes (pcuHr): 15.83                      Cycle Time (s): 120 PRC Over All Lanes (%): 26.9                      Total Delay Over All Lanes(pcuHr): 15.83													

Full Input Data And Results

**Scenario 12: '2022 Do Something Full PM'** (FG12: '2022 Do Something Full PM', Plan 1: 'Peds every cycle')

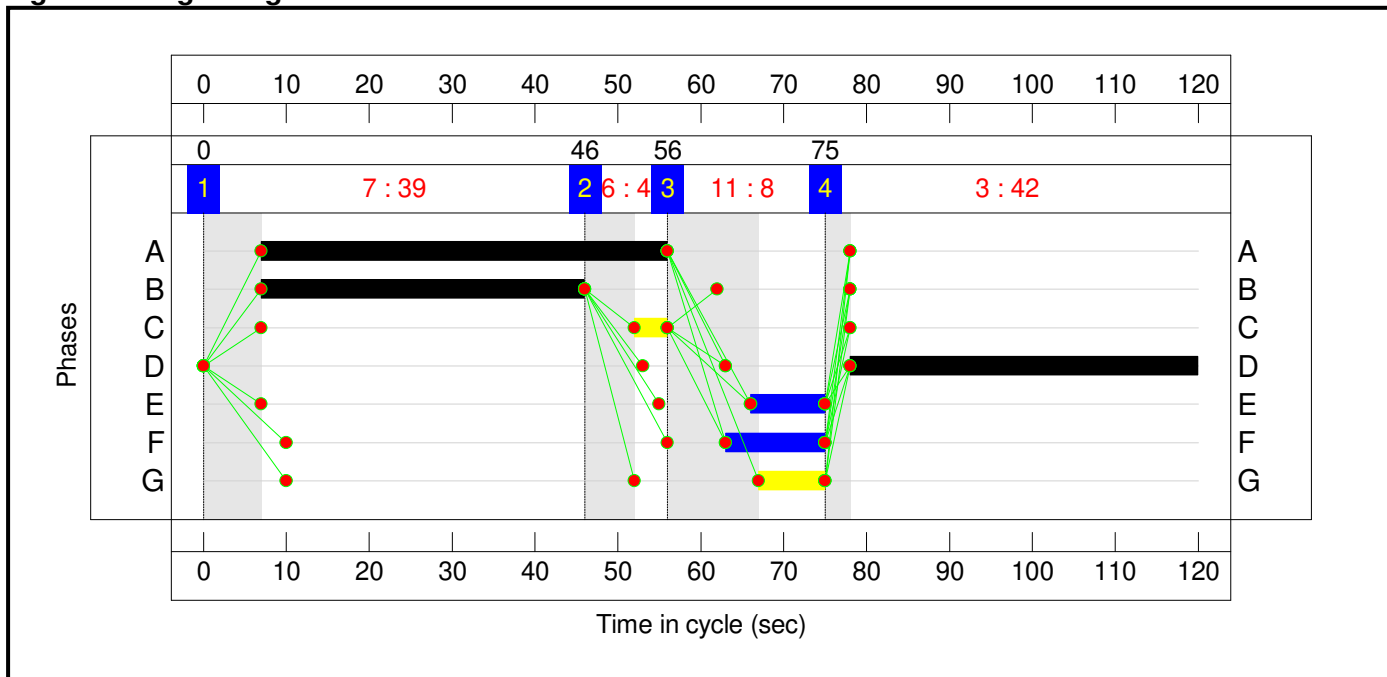
**Stage Sequence Diagram**



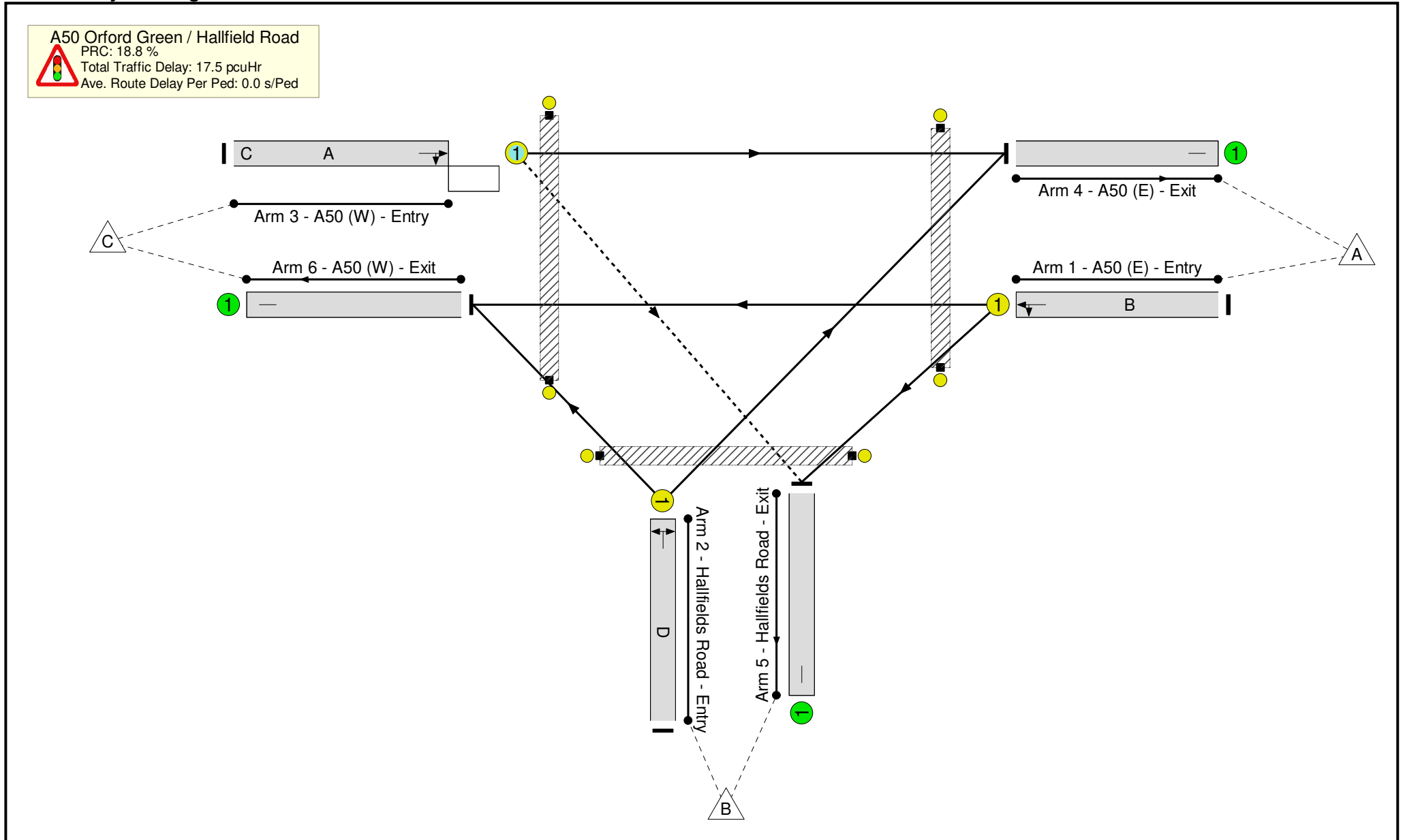
**Stage Timings**

Stage	1	2	3	4
Duration	39	4	8	42
Change Point	0	46	56	75

**Signal Timings Diagram**



**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.8%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	75.8%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	39	-	459	1925	642	71.5%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	42	-	449	1654	593	75.8%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	49	4	495	1836	654	75.7%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

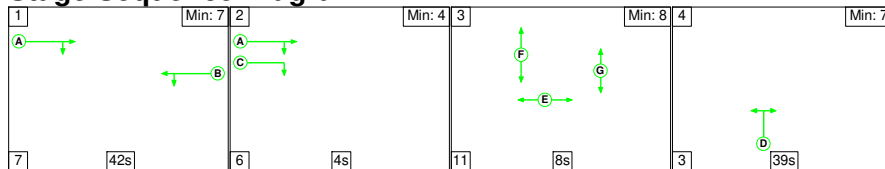
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	116	9	3	12.7	4.3	0.5	17.5	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	116	9	3	12.7	4.3	0.5	17.5	-	-	-	-
1/1	459	459	-	-	-	4.5	1.2	-	5.7	44.7	13.4	1.2	14.6
2/1	449	449	-	-	-	4.2	1.5	-	5.8	46.2	13.1	1.5	14.6
3/1	495	495	116	9	3	4.0	1.5	0.5	6.0	43.6	14.4	1.5	16.0
4/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 18.8                      Total Delay for Signalled Lanes (pcuHr): 17.46                      Cycle Time (s): 120 PRC Over All Lanes (%): 18.8                      Total Delay Over All Lanes(pcuHr): 17.46													

Full Input Data And Results

Scenario 13: '2027 Do Minimum PM' (FG13: '2027 Do Minimum PM', Plan 1: 'Peds every cycle')

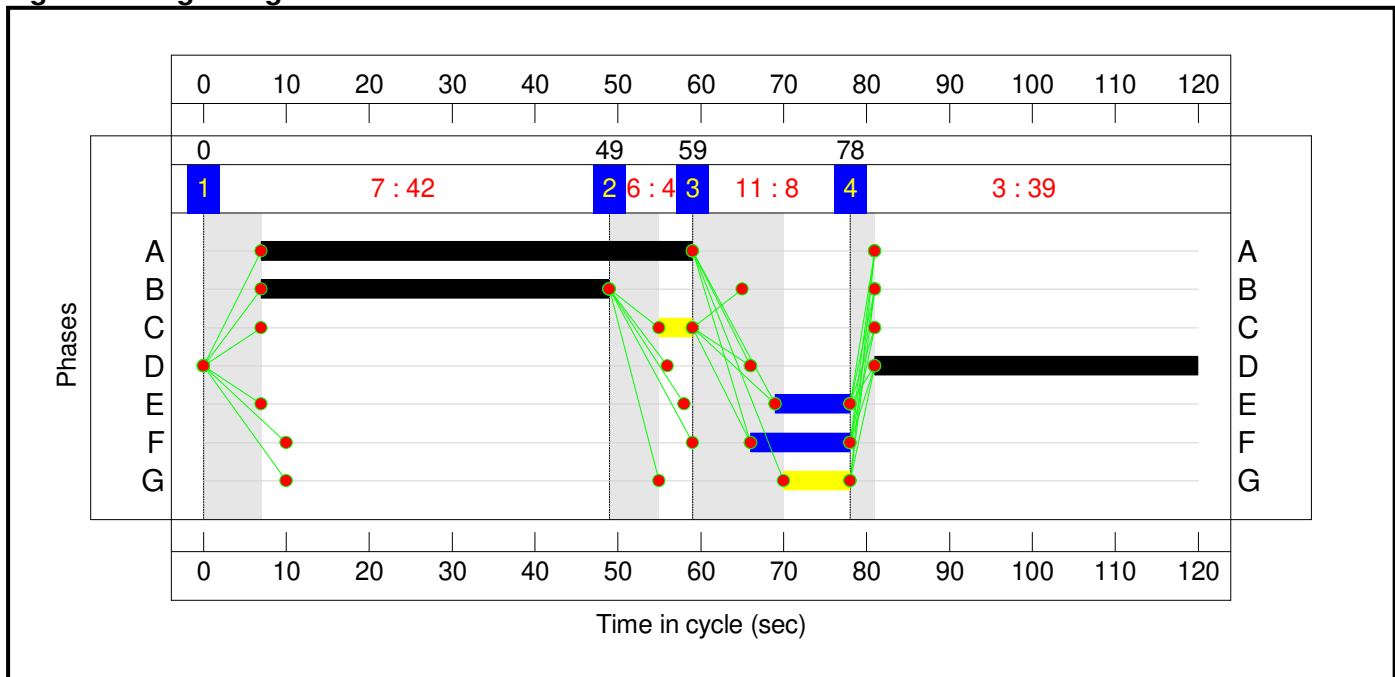
Stage Sequence Diagram



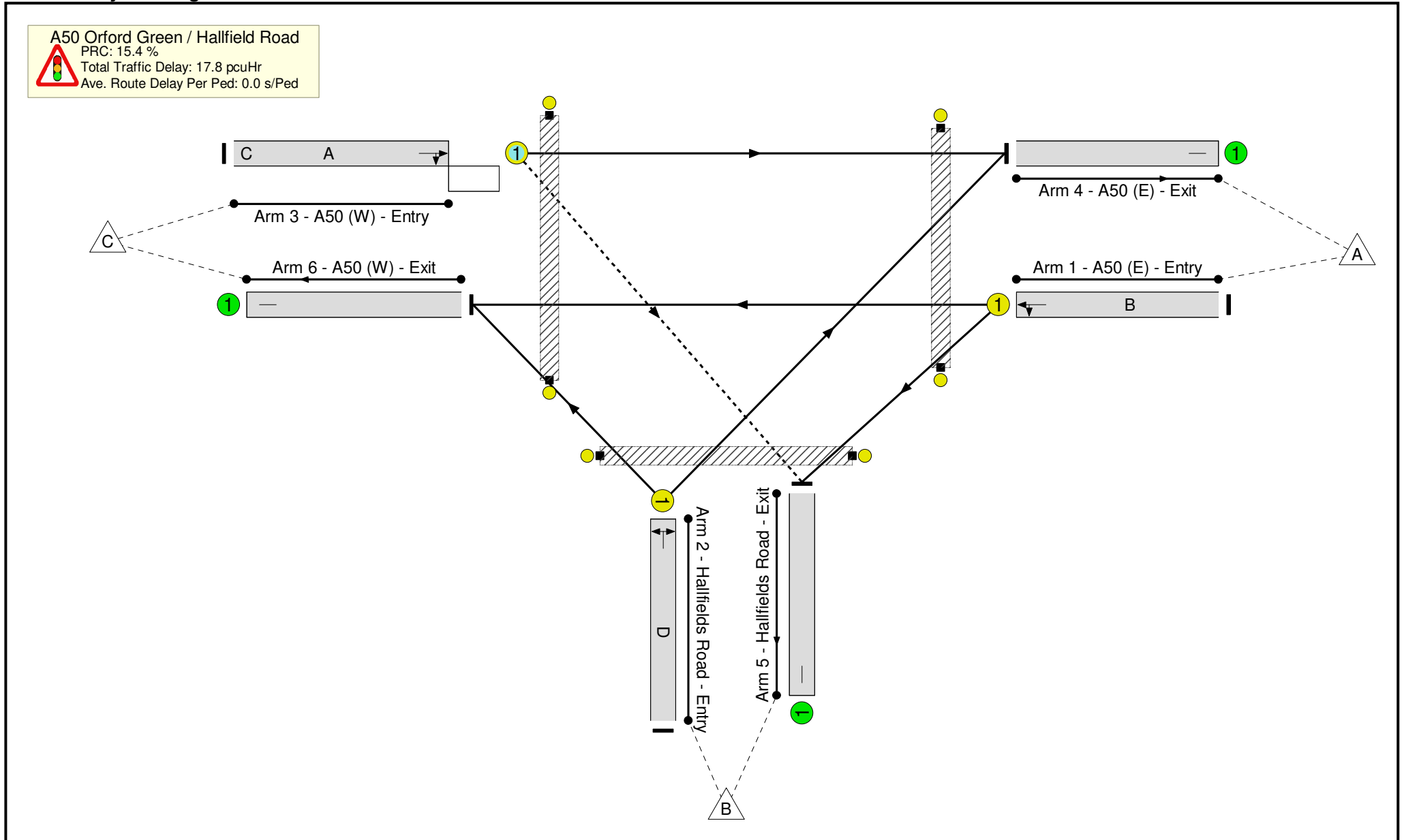
Stage Timings

Stage	1	2	3	4
Duration	42	4	8	39
Change Point	0	49	59	78

Signal Timings Diagram



### Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	42	-	478	1925	690	69.3%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	39	-	427	1643	548	78.0%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	52	4	526	1832	680	77.4%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%



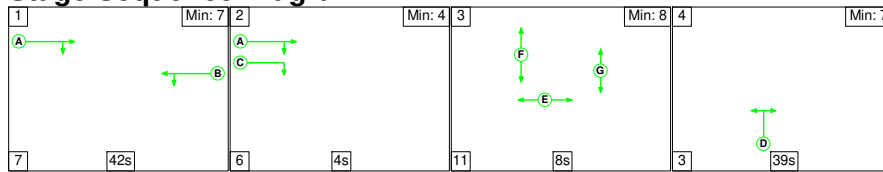
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	131	10	4	12.7	4.5	0.5	17.8	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	131	10	4	12.7	4.5	0.5	17.8	-	-	-	-
1/1	478	478	-	-	-	4.4	1.1	-	5.5	41.3	13.5	1.1	14.7
2/1	427	427	-	-	-	4.3	1.7	-	6.0	50.5	12.8	1.7	14.5
3/1	526	526	131	10	4	4.1	1.7	0.5	6.3	43.2	15.3	1.7	17.0
4/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 15.4                      Total Delay for Signalled Lanes (pcuHr): 17.79                      Cycle Time (s): 120 PRC Over All Lanes (%): 15.4                      Total Delay Over All Lanes(pcuHr): 17.79													

Full Input Data And Results

Scenario 14: '2027 Do Something PM' (FG14: '2027 Do Something PM', Plan 1: 'Peds every cycle')

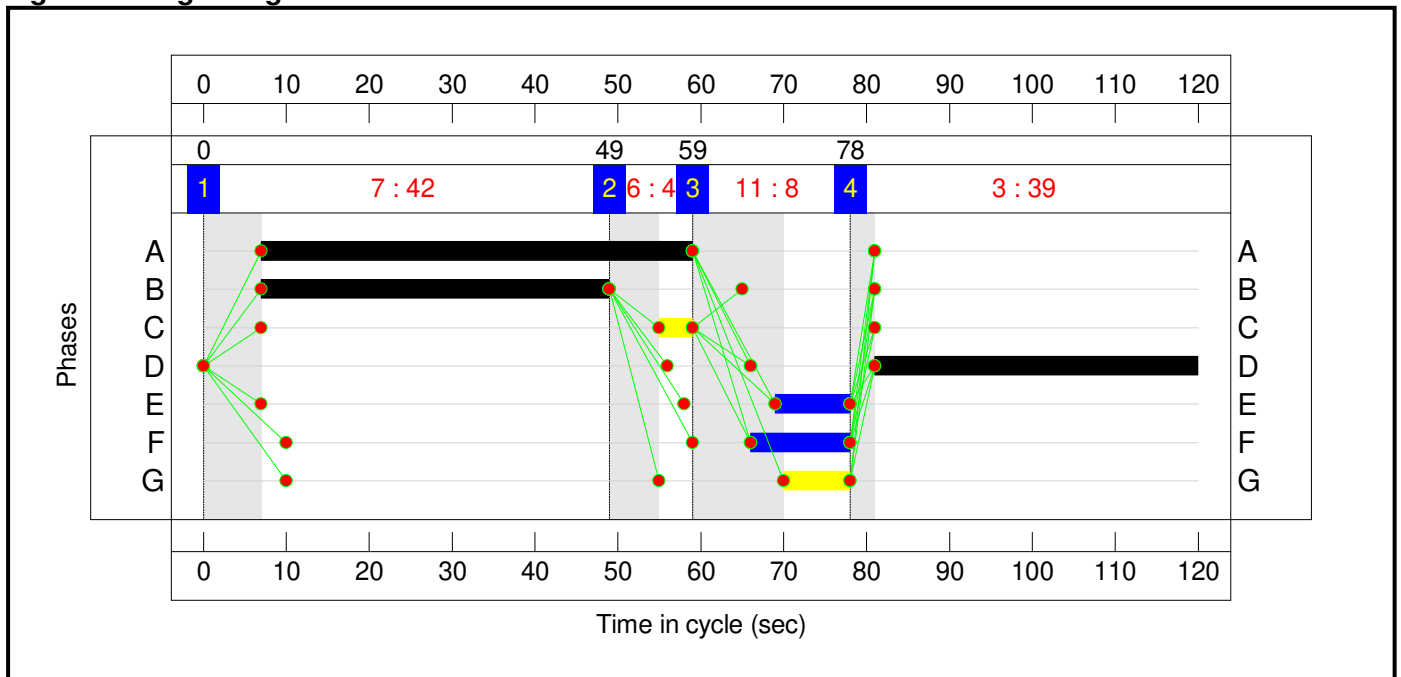
Stage Sequence Diagram



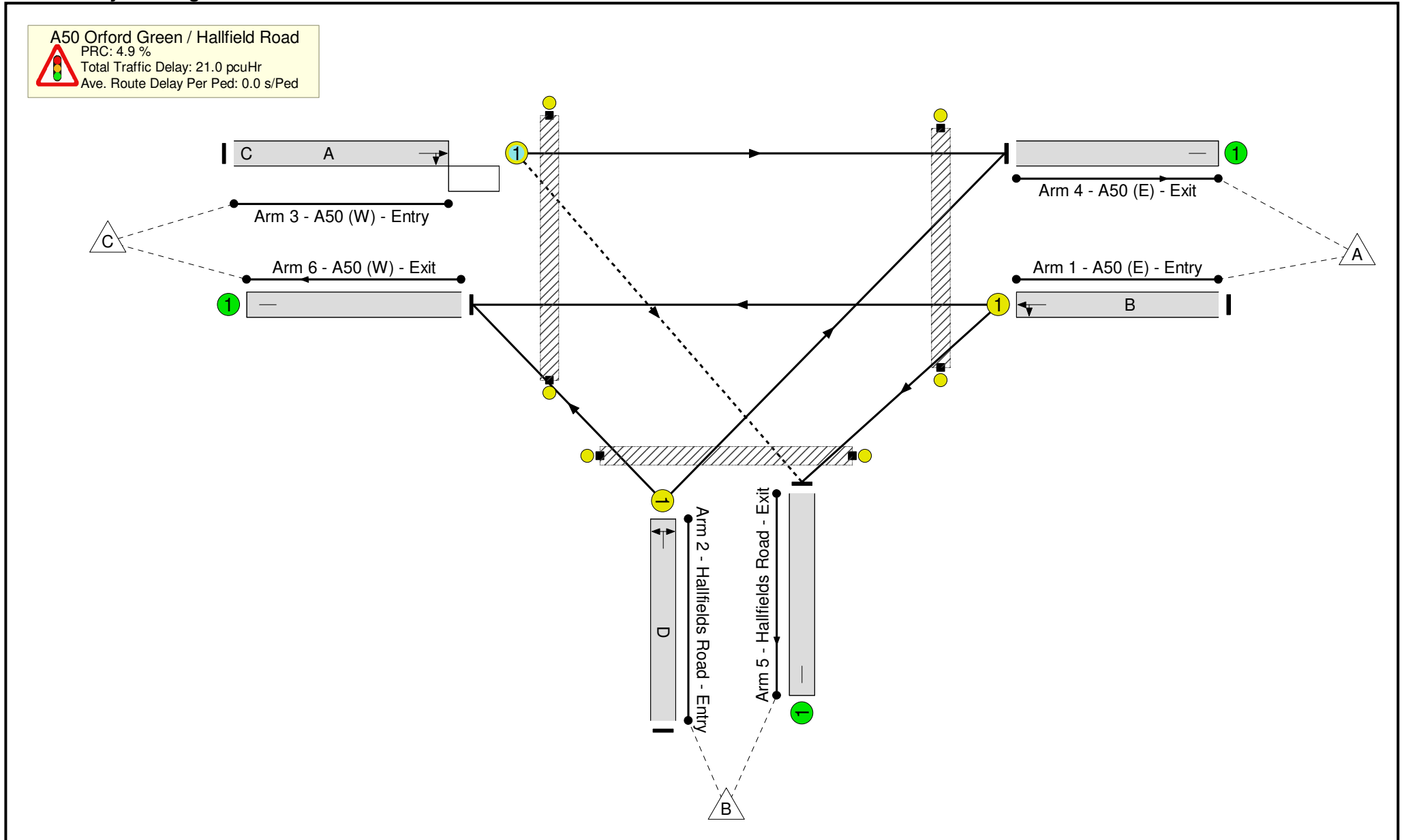
Stage Timings

Stage	1	2	3	4
Duration	42	4	8	39
Change Point	0	49	59	78

Signal Timings Diagram



**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	42	-	482	1925	690	69.9%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	39	-	467	1647	549	85.1%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	52	4	536	1824	625	85.8%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

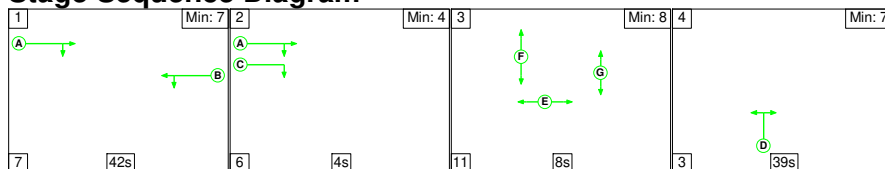
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	129	32	4	13.8	6.7	0.6	21.0	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	129	32	4	13.8	6.7	0.6	21.0	-	-	-	-
1/1	482	482	-	-	-	4.4	1.1	-	5.6	41.5	13.7	1.1	14.8
2/1	467	467	-	-	-	4.8	2.7	-	7.5	57.8	14.4	2.7	17.1
3/1	536	536	129	32	4	4.5	2.8	0.6	7.9	53.2	16.5	2.8	19.4
4/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 4.9                      Total Delay for Signalled Lanes (pcuHr): 20.99                      Cycle Time (s): 120 PRC Over All Lanes (%): 4.9    Total Delay Over All Lanes(pcuHr): 20.99													

Full Input Data And Results

Scenario 15: '2032 Do Minimum PM' (FG15: '2032 Do Minimum PM', Plan 1: 'Peds every cycle')

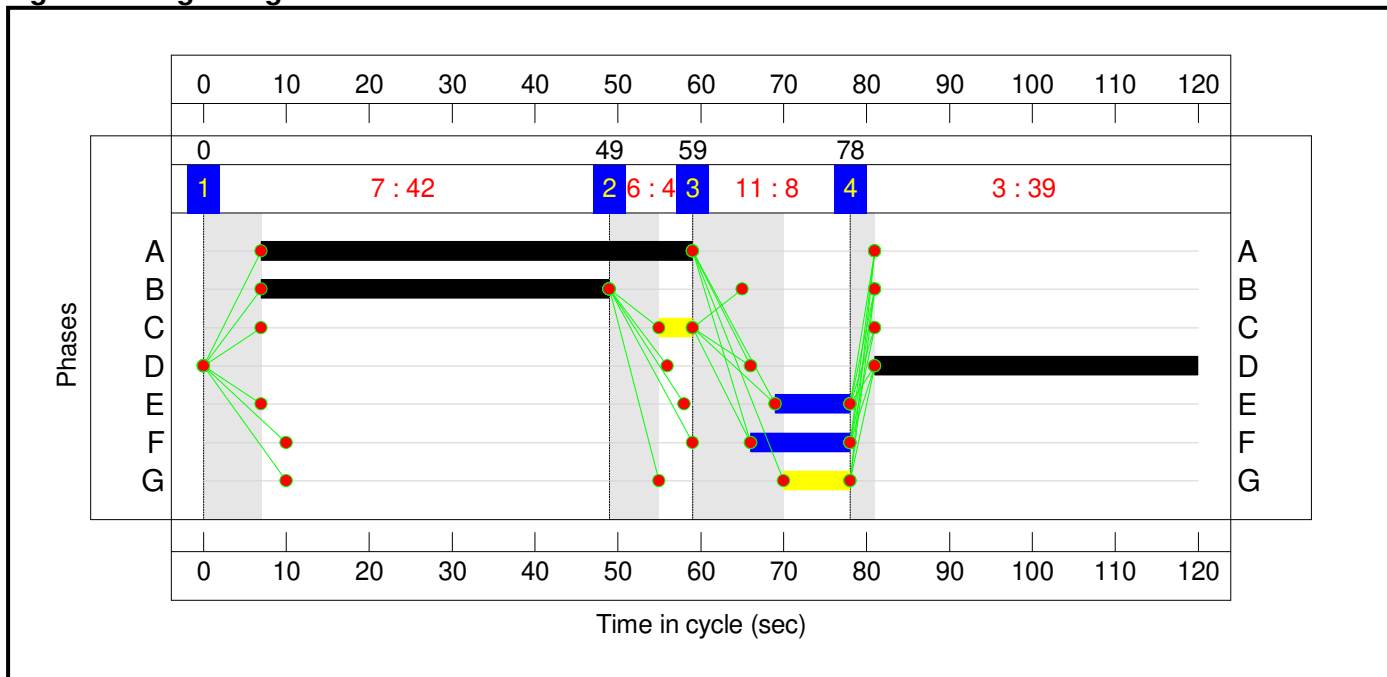
Stage Sequence Diagram



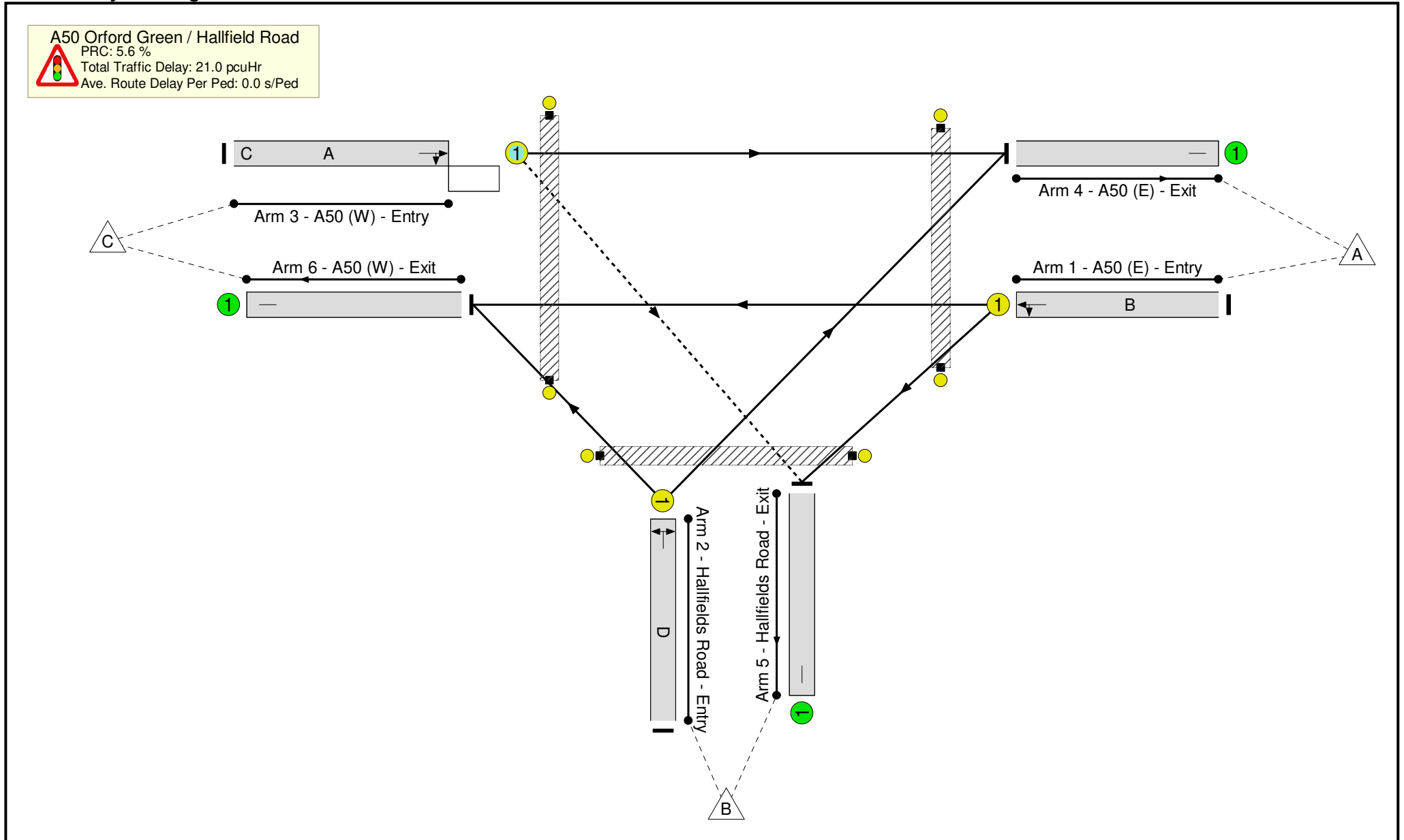
Stage Timings

Stage	1	2	3	4
Duration	42	4	8	39
Change Point	0	49	59	78

Signal Timings Diagram



### Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.2%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	85.2%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	42	-	503	1924	689	73.0%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	39	-	464	1633	544	85.2%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	52	4	540	1831	642	84.1%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%



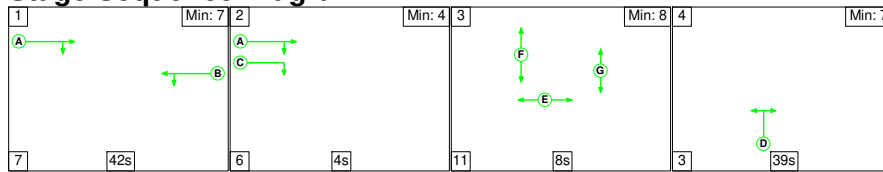
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	115	32	4	13.9	6.6	0.6	21.0	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	115	32	4	13.9	6.6	0.6	21.0	-	-	-	-
1/1	503	503	-	-	-	4.7	1.3	-	6.0	43.0	14.5	1.3	15.9
2/1	464	464	-	-	-	4.8	2.7	-	7.5	58.2	14.3	2.7	17.0
3/1	540	540	115	32	4	4.4	2.5	0.6	7.5	50.2	16.5	2.5	19.0
4/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1                      PRC for Signalled Lanes (%): 5.6                      Total Delay for Signalled Lanes (pcuHr): 21.04                      Cycle Time (s): 120 PRC Over All Lanes (%): 5.6                      Total Delay Over All Lanes(pcuHr): 21.04													

Full Input Data And Results

**Scenario 16: '2032 Do Something Full PM'** (FG16: '2032 Do Something Full PM', Plan 1: 'Peds every cycle')

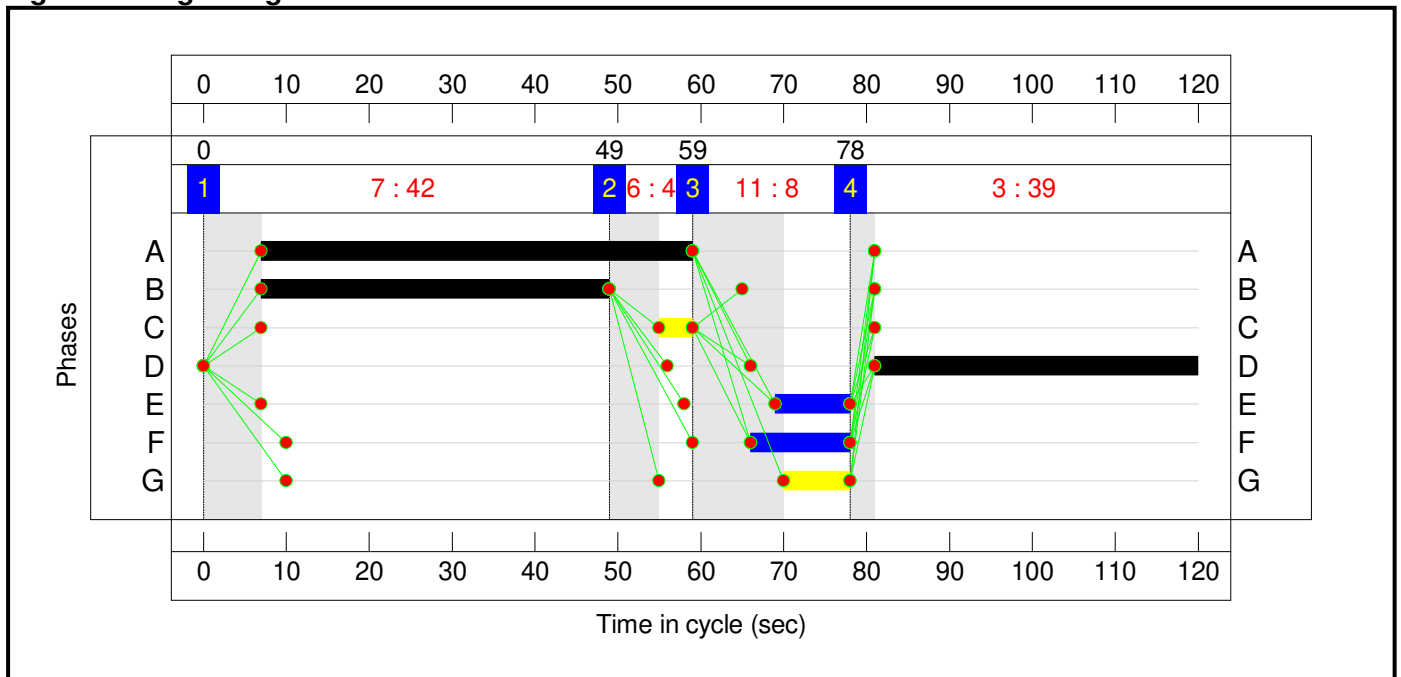
**Stage Sequence Diagram**



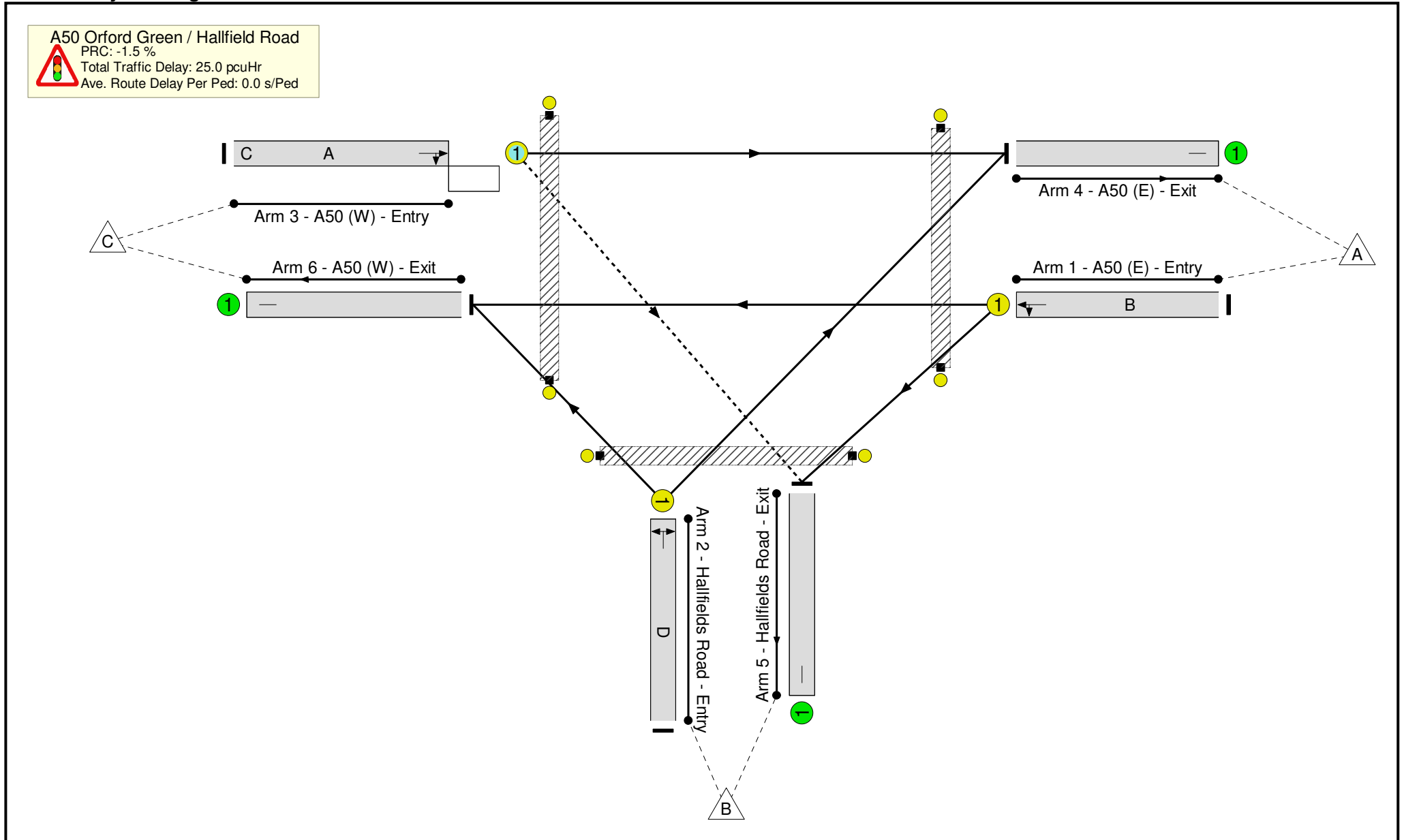
**Stage Timings**

Stage	1	2	3	4
Duration	42	4	8	39
Change Point	0	49	59	78

**Signal Timings Diagram**



**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	42	-	508	1925	690	73.6%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	39	-	502	1648	549	91.4%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	52	4	545	1828	609	89.4%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	177	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	111	46	4	14.7	9.6	0.6	25.0	-	-	-	-
<b>A50 Orford Green / Hallfield Road</b>	-	-	111	46	4	14.7	9.6	0.6	25.0	-	-	-	-
1/1	508	508	-	-	-	4.7	1.4	-	6.1	43.3	14.7	1.4	16.1
2/1	502	502	-	-	-	5.3	4.5	-	9.8	70.3	16.0	4.5	20.5
3/1	545	545	111	46	4	4.7	3.8	0.6	9.1	59.9	17.1	3.8	20.9
4/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1      PRC for Signalled Lanes (%): -1.5      Total Delay for Signalled Lanes (pcuHr): 24.99      Cycle Time (s): 120 PRC Over All Lanes (%): -1.5      Total Delay Over All Lanes(pcuHr): 24.99													