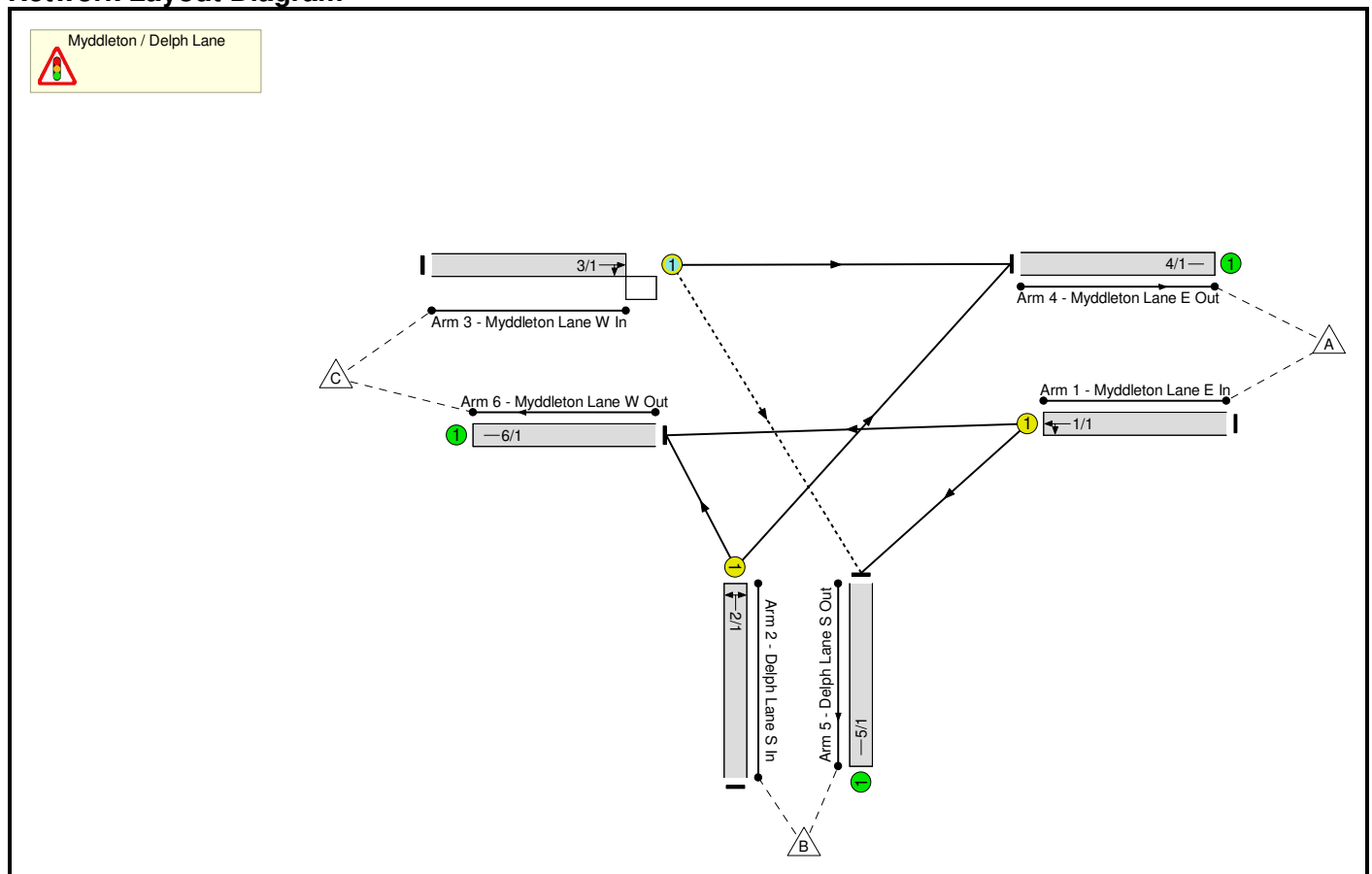


Full Input Data And Results
Full Input Data And Results

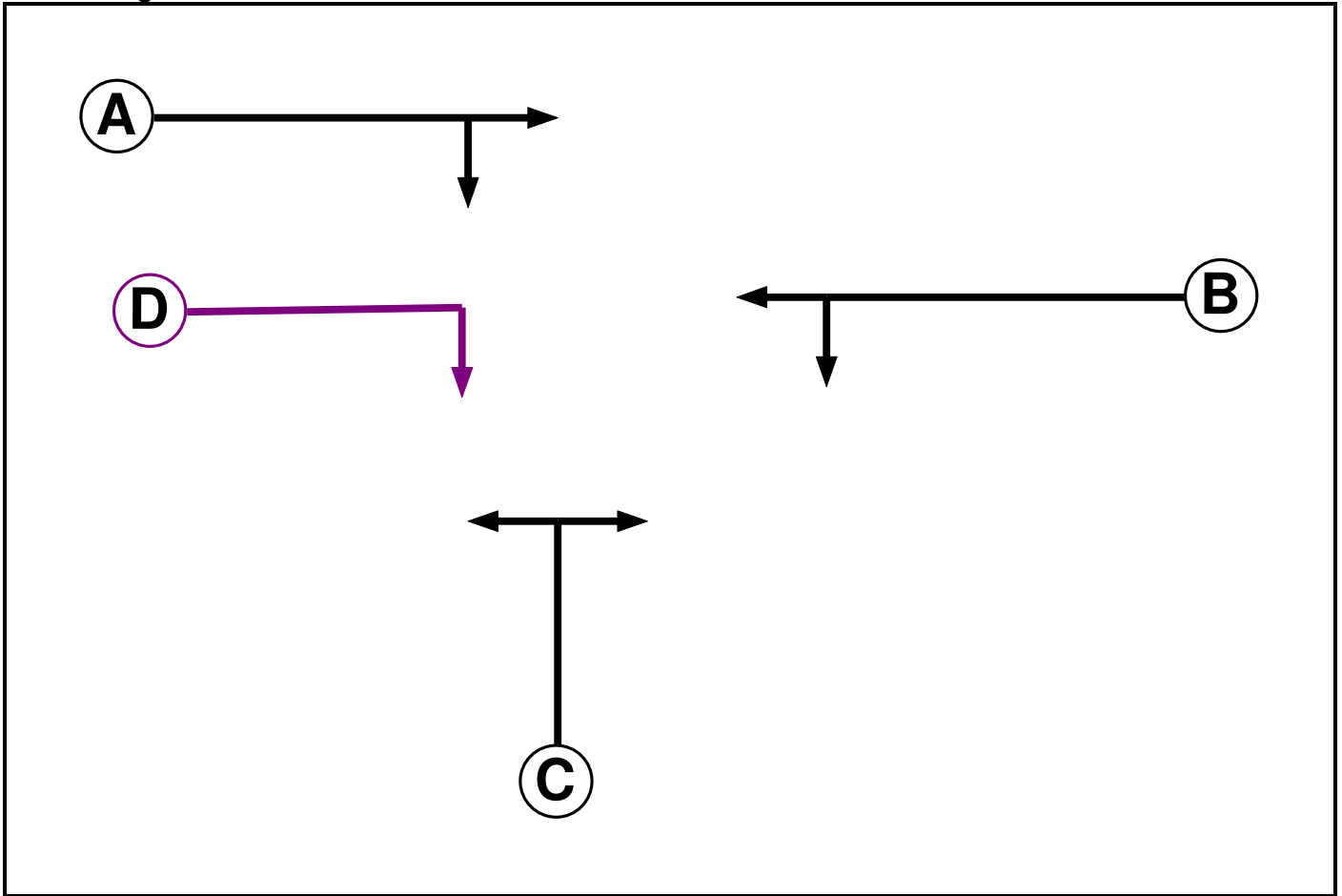
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Myddleton Delph Lane Signals Test 120s 3.0m Minor Arm.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

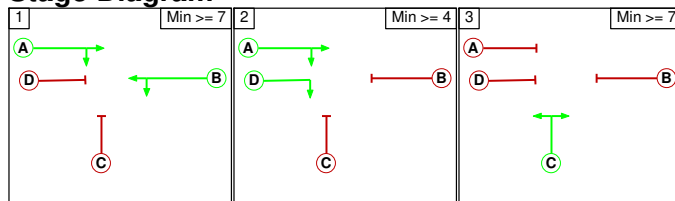
Phase Intergrens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A	-	5	-	
	B	-	5	5	
	C	5	6	5	
	D	-	5	5	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A D
3	C

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	-	5	5
	2	5	-	5
	3	6	5	-

Give-Way Lane Input Data

Junction: Myddleton / Delph Lane											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Myddleton Lane W In)	5/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Myddleton / Delph Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Myddleton Lane E In)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	8.00
											Arm 6 Ahead	Inf
2/1 (Delph Lane S In)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	10.00
											Arm 6 Left	5.00
3/1 (Myddleton Lane W In)	O	A D	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Right	6.00
4/1 (Myddleton Lane E Out)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Delph Lane S Out)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Myddleton Lane W Out)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 No Dev AM'	08:00	09:00	01:00	
2: '2022 DM AM'	08:00	09:00	01:00	
3: '2022 DS AM'	08:00	09:00	01:00	
4: '2022 DS Full AM'	08:00	09:00	01:00	
5: '2027 DM AM'	08:00	09:00	01:00	
6: '2027 DS AM'	08:00	09:00	01:00	
7: '2032 DM AM'	08:00	09:00	01:00	
8: '2032 DS Full AM'	08:00	09:00	01:00	
9: '2018 No Dev PM'	17:00	18:00	01:00	
10: '2022 DM PM'	17:00	18:00	01:00	
11: '2022 DS PM'	17:00	18:00	01:00	
12: '2022 DS Full PM'	17:00	18:00	01:00	
13: '2027 DM PM'	17:00	18:00	01:00	
14: '2027 DS PM'	17:00	18:00	01:00	
15: '2032 DM PM'	17:00	18:00	01:00	
16: '2032 DS Full PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2018 No Dev AM' (FG1: '2018 No Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	93	155	248
	B	170	0	181	351
	C	417	357	0	774
	Tot.	587	450	336	1373

Traffic Lane Flows

Lane	Scenario 1: 2018 No Dev AM
Junction: Myddleton / Delph Lane	
1/1	248
2/1	351
3/1	774
4/1	587
5/1	450
6/1	336

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	37.5 %	1836	1836
				Arm 6 Ahead	Inf	62.5 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	48.4 %	1560	1560
				Arm 6 Left	5.00	51.6 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	53.9 %	1789	1789
				Arm 5 Right	6.00	46.1 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2022 DM AM' (FG2: '2022 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	112	152	264
	B	182	0	197	379
	C	444	415	0	859
	Tot.	626	527	349	1502

Traffic Lane Flows

Lane	Scenario 2: 2022 DM AM
Junction: Myddleton / Delph Lane	
1/1	264
2/1	379
3/1	859
4/1	626
5/1	527
6/1	349

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	42.4 %	1820	1820
				Arm 6 Ahead	Inf	57.6 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	48.0 %	1559	1559
				Arm 6 Left	5.00	52.0 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	51.7 %	1780	1780
				Arm 5 Right	6.00	48.3 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2022 DS AM' (FG3: '2022 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	112	152	264
	B	183	0	203	386
	C	444	418	0	862
	Tot.	627	530	355	1512

Traffic Lane Flows

Lane	Scenario 3: 2022 DS AM
Junction: Myddleton / Delph Lane	
1/1	264
2/1	386
3/1	862
4/1	627
5/1	530
6/1	355

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	42.4 %	1820	1820
				Arm 6 Ahead	Inf	57.6 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	47.4 %	1558	1558
				Arm 6 Left	5.00	52.6 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	51.5 %	1779	1779
				Arm 5 Right	6.00	48.5 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2022 DS Full AM' (FG4: '2022 DS Full AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	109	157	266
	B	193	0	261	454
	C	444	446	0	890
	Tot.	637	555	418	1610

Traffic Lane Flows

Lane	Scenario 4: 2022 DS Full AM
Junction: Myddleton / Delph Lane	
1/1	266
2/1	454
3/1	890
4/1	637
5/1	555
6/1	418

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	41.0 %	1825	1825
				Arm 6 Ahead	Inf	59.0 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	42.5 %	1549	1549
				Arm 6 Left	5.00	57.5 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	49.9 %	1773	1773
				Arm 5 Right	6.00	50.1 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2027 DM AM' (FG5: '2027 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	123	156	279
	B	194	0	209	403
	C	469	440	0	909
	Tot.	663	563	365	1591

Traffic Lane Flows

Lane	Scenario 5: 2027 DM AM
Junction: Myddleton / Delph Lane	
1/1	279
2/1	403
3/1	909
4/1	663
5/1	563
6/1	365

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	44.1 %	1815	1815
				Arm 6 Ahead	Inf	55.9 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	48.1 %	1560	1560
				Arm 6 Left	5.00	51.9 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	51.6 %	1780	1780
				Arm 5 Right	6.00	48.4 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2027 DS AM' (FG6: '2027 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	122	158	280
	B	201	0	236	437
	C	469	454	0	923
	Tot.	670	576	394	1640

Traffic Lane Flows

Lane	Scenario 6: 2027 DS AM
Junction: Myddleton / Delph Lane	
1/1	280
2/1	437
3/1	923
4/1	670
5/1	576
6/1	394

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	43.6 %	1817	1817
				Arm 6 Ahead	Inf	56.4 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	46.0 %	1556	1556
				Arm 6 Left	5.00	54.0 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	50.8 %	1777	1777
				Arm 5 Right	6.00	49.2 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2032 DM AM' (FG7: '2032 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	131	164	295
	B	205	0	211	416
	C	496	478	0	974
	Tot.	701	609	375	1685

Traffic Lane Flows

Lane	Scenario 7: 2032 DM AM
Junction: Myddleton / Delph Lane	
1/1	295
2/1	416
3/1	974
4/1	701
5/1	609
6/1	375

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	44.4 %	1814	1814
				Arm 6 Ahead	Inf	55.6 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	49.3 %	1562	1562
				Arm 6 Left	5.00	50.7 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	50.9 %	1777	1777
				Arm 5 Right	6.00	49.1 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2032 DS Full AM' (FG8: '2032 DS Full AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	126	170	296
	B	215	0	249	464
	C	498	503	0	1001
	Tot.	713	629	419	1761

Traffic Lane Flows

Lane	Scenario 8: 2032 DS Full AM
Junction: Myddleton / Delph Lane	
1/1	296
2/1	464
3/1	1001
4/1	713
5/1	629
6/1	419

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	42.6 %	1820	1820
				Arm 6 Ahead	Inf	57.4 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	46.3 %	1556	1556
				Arm 6 Left	5.00	53.7 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	49.8 %	1772	1772
				Arm 5 Right	6.00	50.2 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2018 No Dev PM' (FG9: '2018 No Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	97	343	440
	B	33	0	356	389
	C	266	317	0	583
	Tot.	299	414	699	1412

Traffic Lane Flows

Lane	Scenario 9: 2018 No Dev PM
Junction: Myddleton / Delph Lane	
1/1	440
2/1	389
3/1	583
4/1	299
5/1	414
6/1	699

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	22.0 %	1887	1887
				Arm 6 Ahead	Inf	78.0 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	8.5 %	1488	1488
				Arm 6 Left	5.00	91.5 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	45.6 %	1756	1756
				Arm 5 Right	6.00	54.4 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2022 DM PM' (FG10: '2022 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	108	356	464
	B	35	0	362	397
	C	282	325	0	607
	Tot.	317	433	718	1468

Traffic Lane Flows

Lane	Scenario 10: 2022 DM PM
Junction: Myddleton / Delph Lane	
1/1	464
2/1	397
3/1	607
4/1	317
5/1	433
6/1	718

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	23.3 %	1883	1883
				Arm 6 Ahead	Inf	76.7 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	8.8 %	1488	1488
				Arm 6 Left	5.00	91.2 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	46.5 %	1759	1759
				Arm 5 Right	6.00	53.5 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2022 DS PM' (FG11: '2022 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	114	353	467
	B	35	0	365	400
	C	282	327	0	609
	Tot.	317	441	718	1476

Traffic Lane Flows

Lane	Scenario 11: 2022 DS PM
Junction: Myddleton / Delph Lane	
1/1	467
2/1	400
3/1	609
4/1	317
5/1	441
6/1	718

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	24.4 %	1879	1879
				Arm 6 Ahead	Inf	75.6 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	8.8 %	1488	1488
				Arm 6 Left	5.00	91.3 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	46.3 %	1759	1759
				Arm 5 Right	6.00	53.7 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: '2022 DS Full PM' (FG12: '2022 DS Full PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	142	339	481
	B	39	0	384	423
	C	281	353	0	634
	Tot.	320	495	723	1538

Traffic Lane Flows

Lane	Scenario 12: 2022 DS Full PM
Junction: Myddleton / Delph Lane	
1/1	481
2/1	423
3/1	634
4/1	320
5/1	495
6/1	723

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	29.5 %	1862	1862
				Arm 6 Ahead	Inf	70.5 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	9.2 %	1489	1489
				Arm 6 Left	5.00	90.8 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	44.3 %	1751	1751
				Arm 5 Right	6.00	55.7 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2027 DM PM' (FG13: '2027 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	132	357	489
	B	60	0	379	439
	C	275	334	0	609
	Tot.	335	466	736	1537

Traffic Lane Flows

Lane	Scenario 13: 2027 DM PM
Junction: Myddleton / Delph Lane	
1/1	489
2/1	439
3/1	609
4/1	335
5/1	466
6/1	736

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	27.0 %	1870	1870
				Arm 6 Ahead	Inf	73.0 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	13.7 %	1497	1497
				Arm 6 Left	5.00	86.3 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	45.2 %	1754	1754
				Arm 5 Right	6.00	54.8 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 14: '2027 DS PM' (FG14: '2027 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	146	357	503
	B	75	0	399	474
	C	264	351	0	615
	Tot.	339	497	756	1592

Traffic Lane Flows

Lane	Scenario 14: 2027 DS PM
Junction: Myddleton / Delph Lane	
1/1	503
2/1	474
3/1	615
4/1	339
5/1	497
6/1	756

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	29.0 %	1864	1864
				Arm 6 Ahead	Inf	71.0 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	15.8 %	1500	1500
				Arm 6 Left	5.00	84.2 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	42.9 %	1746	1746
				Arm 5 Right	6.00	57.1 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 15: '2032 DM PM' (FG15: '2032 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	141	374	515
	B	75	0	397	472
	C	279	353	0	632
	Tot.	354	494	771	1619

Traffic Lane Flows

Lane	Scenario 15: 2032 DM PM
Junction: Myddleton / Delph Lane	
1/1	515
2/1	472
3/1	632
4/1	354
5/1	494
6/1	771

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	27.4 %	1869	1869
				Arm 6 Ahead	Inf	72.6 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	15.9 %	1501	1501
				Arm 6 Left	5.00	84.1 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	44.1 %	1751	1751
				Arm 5 Right	6.00	55.9 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 16: '2032 DS Full PM' (FG16: '2032 DS Full PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	160	372	532
	B	79	0	419	498
	C	279	381	0	660
	Tot.	358	541	791	1690

Traffic Lane Flows

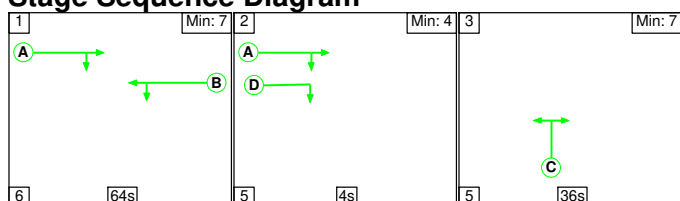
Lane	Scenario 16: 2032 DS Full PM
Junction: Myddleton / Delph Lane	
1/1	532
2/1	498
3/1	660
4/1	358
5/1	541
6/1	791

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	30.1 %	1860	1860
				Arm 6 Ahead	Inf	69.9 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	15.9 %	1501	1501
				Arm 6 Left	5.00	84.1 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	42.3 %	1743	1743
				Arm 5 Right	6.00	57.7 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2018 No Dev AM' (FG1: '2018 No Dev AM', Plan 1: 'Network Control Plan 1')

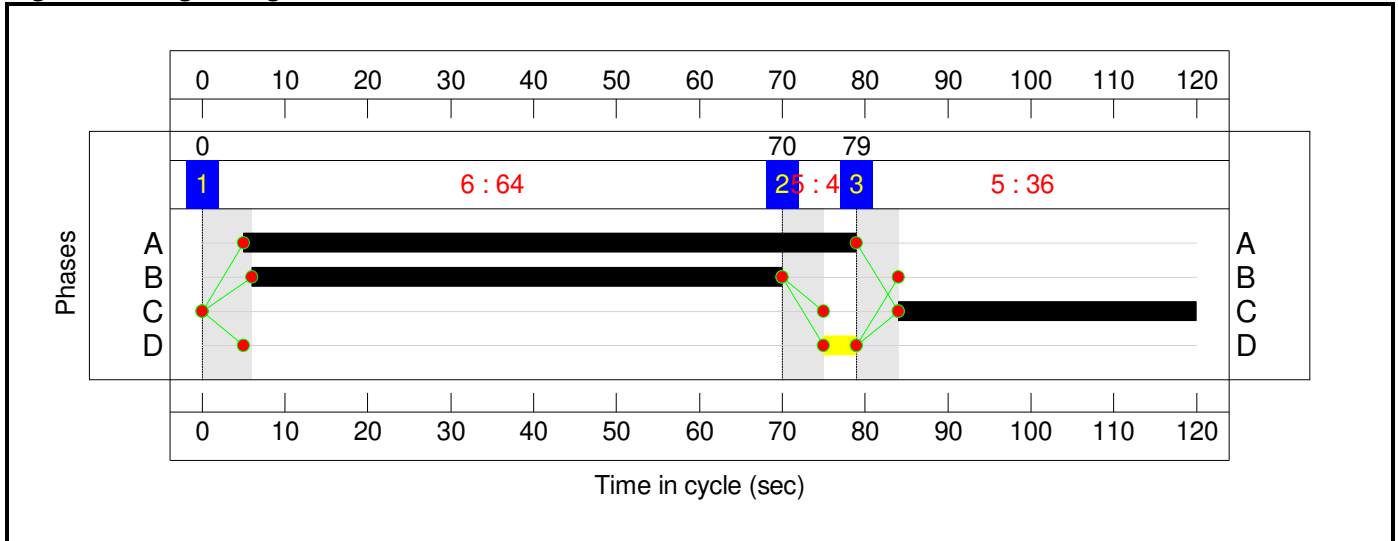
Stage Sequence Diagram



Stage Timings

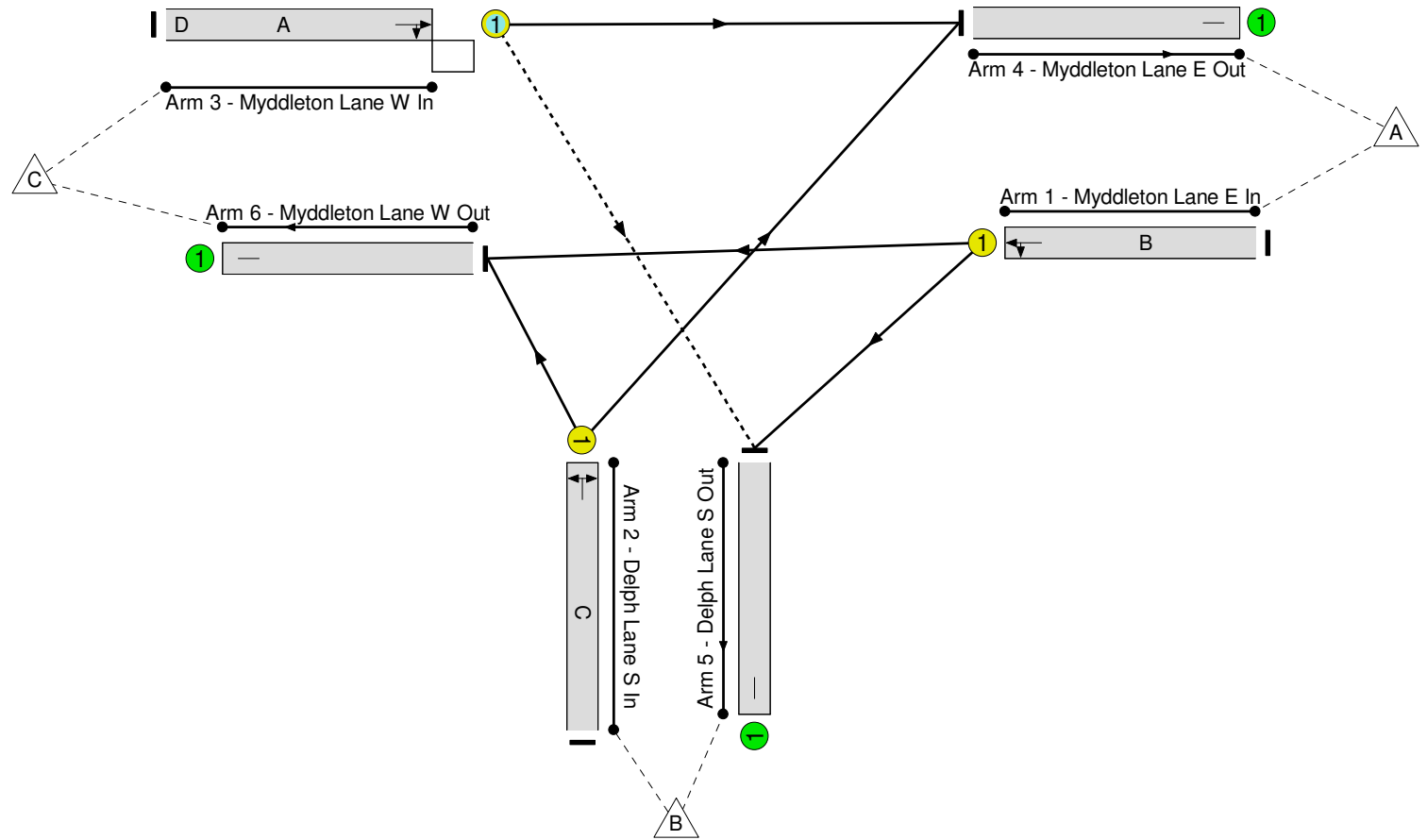

Stage	1	2	3
Duration	64	4	36
Change Point	0	70	79

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 22.6 %
Total Traffic Delay: 11.3 pcuHr



Full Input Data And Results

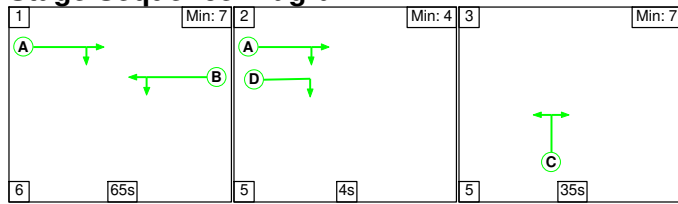
Network Results

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	-	-		-	-	-	-	-	-	73.4%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	64	-	248	1836	995	24.9%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	36	-	351	1560	481	73.0%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	74	4	774	1789	1054	73.4%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	330	21	6	8.3	2.9	0.2	11.3	-	-	-	-
Myddleton / Delph Lane	-	-	330	21	6	8.3	2.9	0.2	11.3	-	-	-	-
1/1	248	248	-	-	-	1.0	0.2	-	1.2	17.0	4.3	0.2	4.5
2/1	351	351	-	-	-	3.6	1.3	-	4.9	50.6	10.4	1.3	11.8
3/1	774	774	330	21	6	3.7	1.4	0.2	5.2	24.3	18.5	1.4	19.9
4/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		22.6	Total Delay for Signalled Lanes (pcuHr):		11.33	Cycle Time (s): 120				
			PRC Over All Lanes (%):		22.6	Total Delay Over All Lanes(pcuHr):		11.33					

Full Input Data And Results

Scenario 2: '2022 DM AM' (FG2: '2022 DM AM', Plan 1: 'Network Control Plan 1')

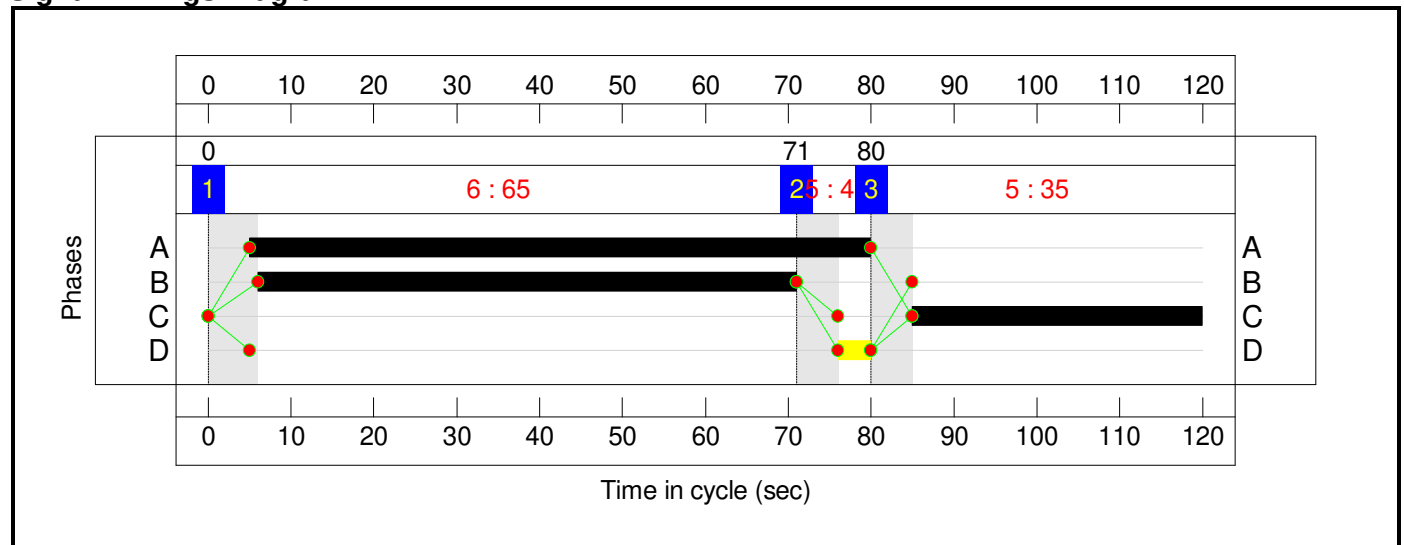
Stage Sequence Diagram



Stage Timings

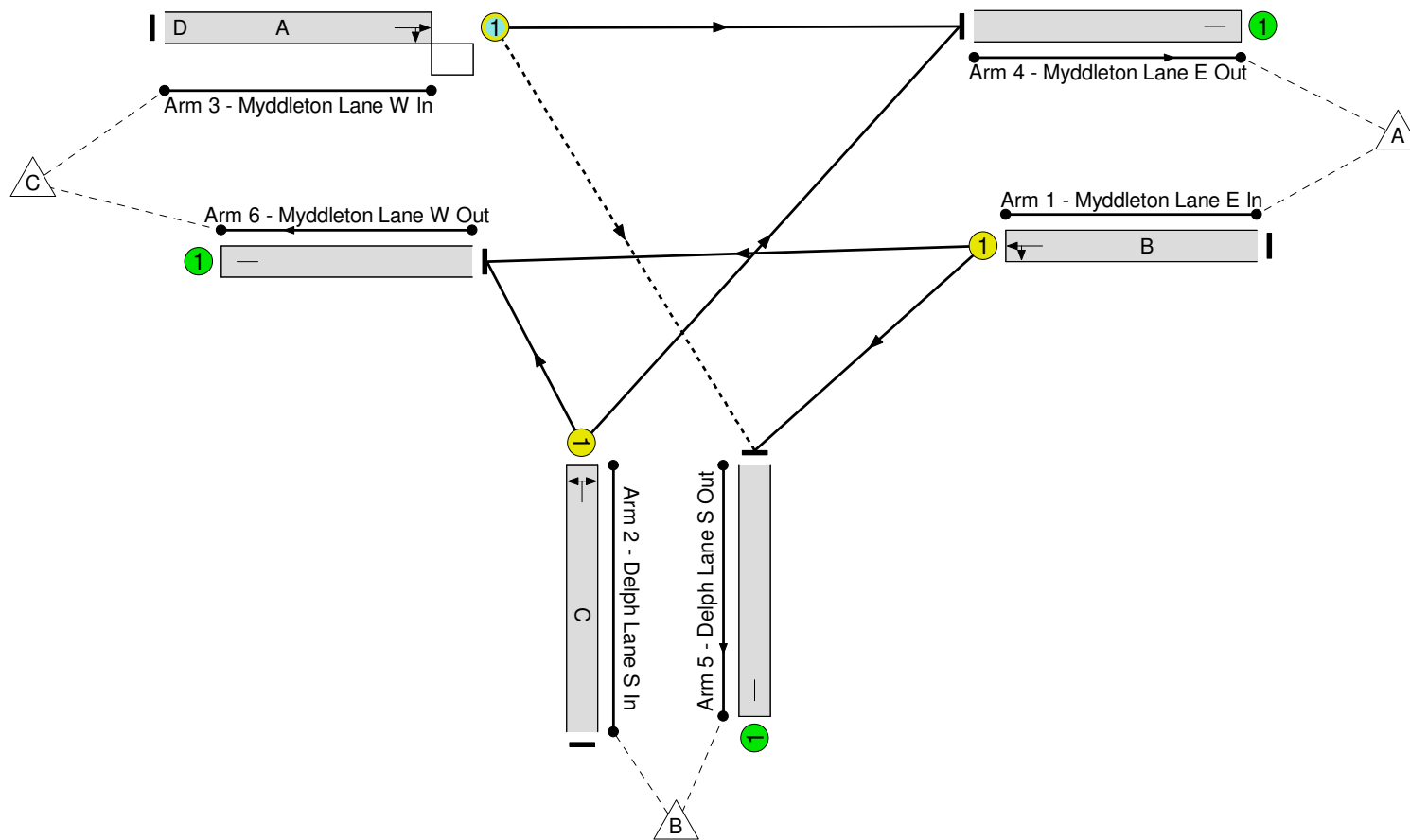
Stage	1	2	3
Duration	65	4	35
Change Point	0	71	80

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 9.4 %
Total Traffic Delay: 14.3 pcuHr



Full Input Data And Results

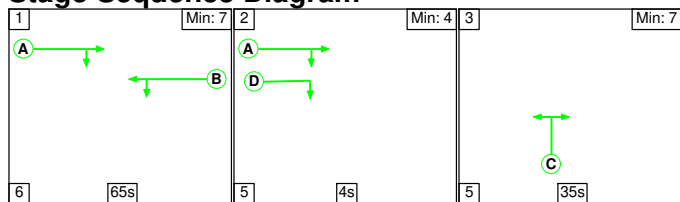
Network Results

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	-	-		-	-	-	-	-	-	82.3%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	82.3%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	65	-	264	1820	1001	26.4%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	35	-	379	1559	468	81.0%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	75	4	859	1780	1044	82.3%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	384	24	7	9.7	4.5	0.2	14.3	-	-	-	-
Myddleton / Delph Lane	-	-	384	24	7	9.7	4.5	0.2	14.3	-	-	-	-
1/1	264	264	-	-	-	1.0	0.2	-	1.2	16.7	4.6	0.2	4.8
2/1	379	379	-	-	-	4.1	2.0	-	6.1	58.2	11.6	2.0	13.6
3/1	859	859	384	24	7	4.5	2.3	0.2	7.0	29.3	22.7	2.3	24.9
4/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		9.4	Total Delay for Signalled Lanes (pcuHr):		14.34	Cycle Time (s): 120				
			PRC Over All Lanes (%):		9.4	Total Delay Over All Lanes(pcuHr):		14.34					

Full Input Data And Results

Scenario 3: '2022 DS AM' (FG3: '2022 DS AM', Plan 1: 'Network Control Plan 1')

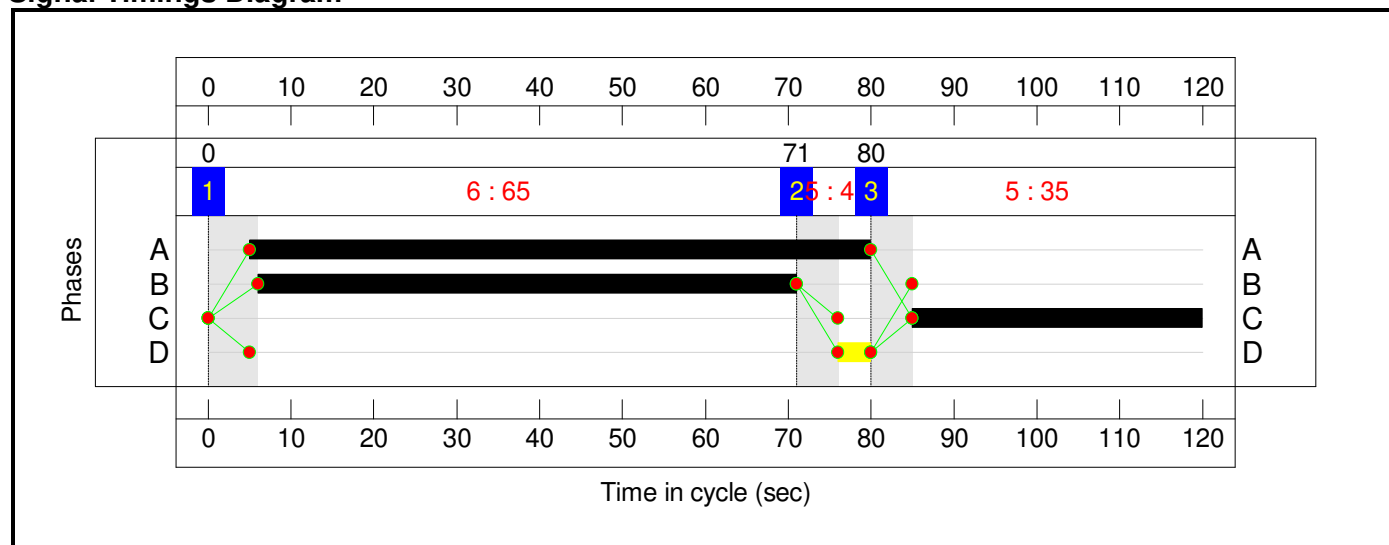
Stage Sequence Diagram



Stage Timings

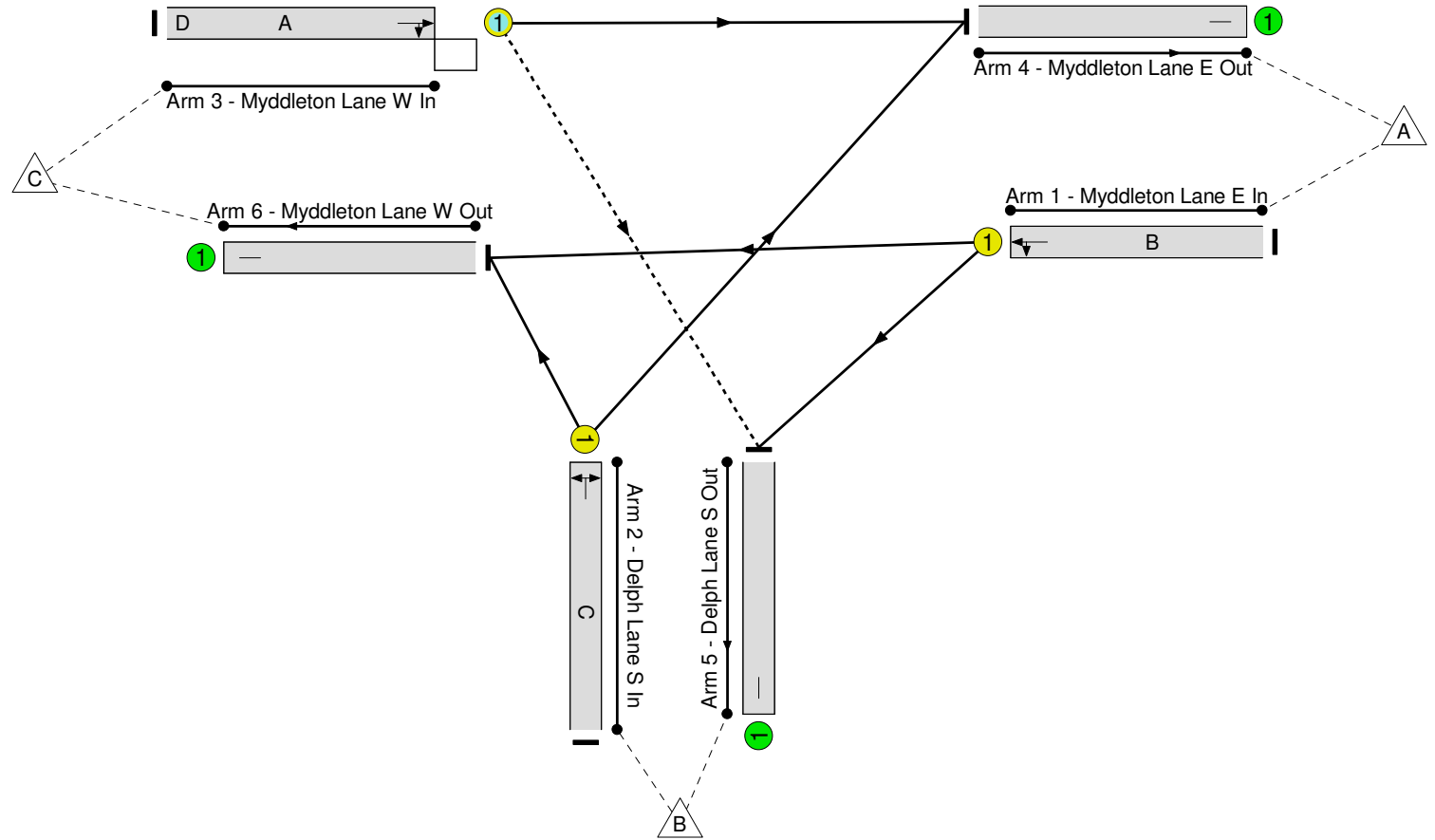
Stage	1	2	3
Duration	65	4	35
Change Point	0	71	80

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 8.9 %
Total Traffic Delay: 14.7 pcuHr



Full Input Data And Results

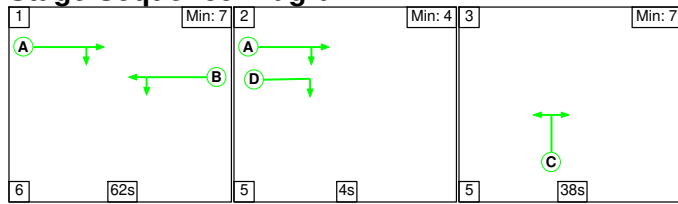
Network Results

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	-	-		-	-	-	-	-	-	82.7%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	82.7%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	65	-	264	1820	1001	26.4%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	35	-	386	1558	467	82.6%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	75	4	862	1779	1043	82.7%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	387	24	7	9.8	4.7	0.2	14.7	-	-	-	-
Myddleton / Delph Lane	-	-	387	24	7	9.8	4.7	0.2	14.7	-	-	-	-
1/1	264	264	-	-	-	1.0	0.2	-	1.2	16.7	4.6	0.2	4.8
2/1	386	386	-	-	-	4.2	2.2	-	6.4	60.0	11.9	2.2	14.1
3/1	862	862	387	24	7	4.6	2.3	0.2	7.1	29.6	23.0	2.3	25.3
4/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		8.9	Total Delay for Signalled Lanes (pcuHr):		14.74	Cycle Time (s): 120				
			PRC Over All Lanes (%):		8.9	Total Delay Over All Lanes(pcuHr):		14.74					

Full Input Data And Results

Scenario 4: '2022 DS Full AM' (FG4: '2022 DS Full AM', Plan 1: 'Network Control Plan 1')

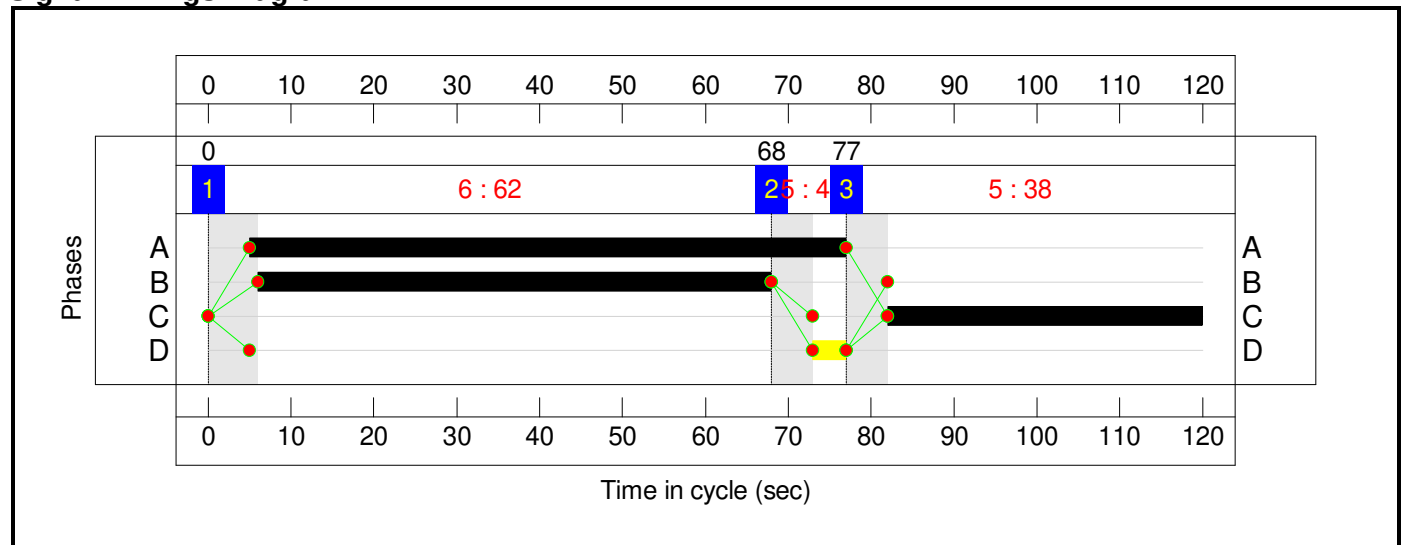
Stage Sequence Diagram



Stage Timings

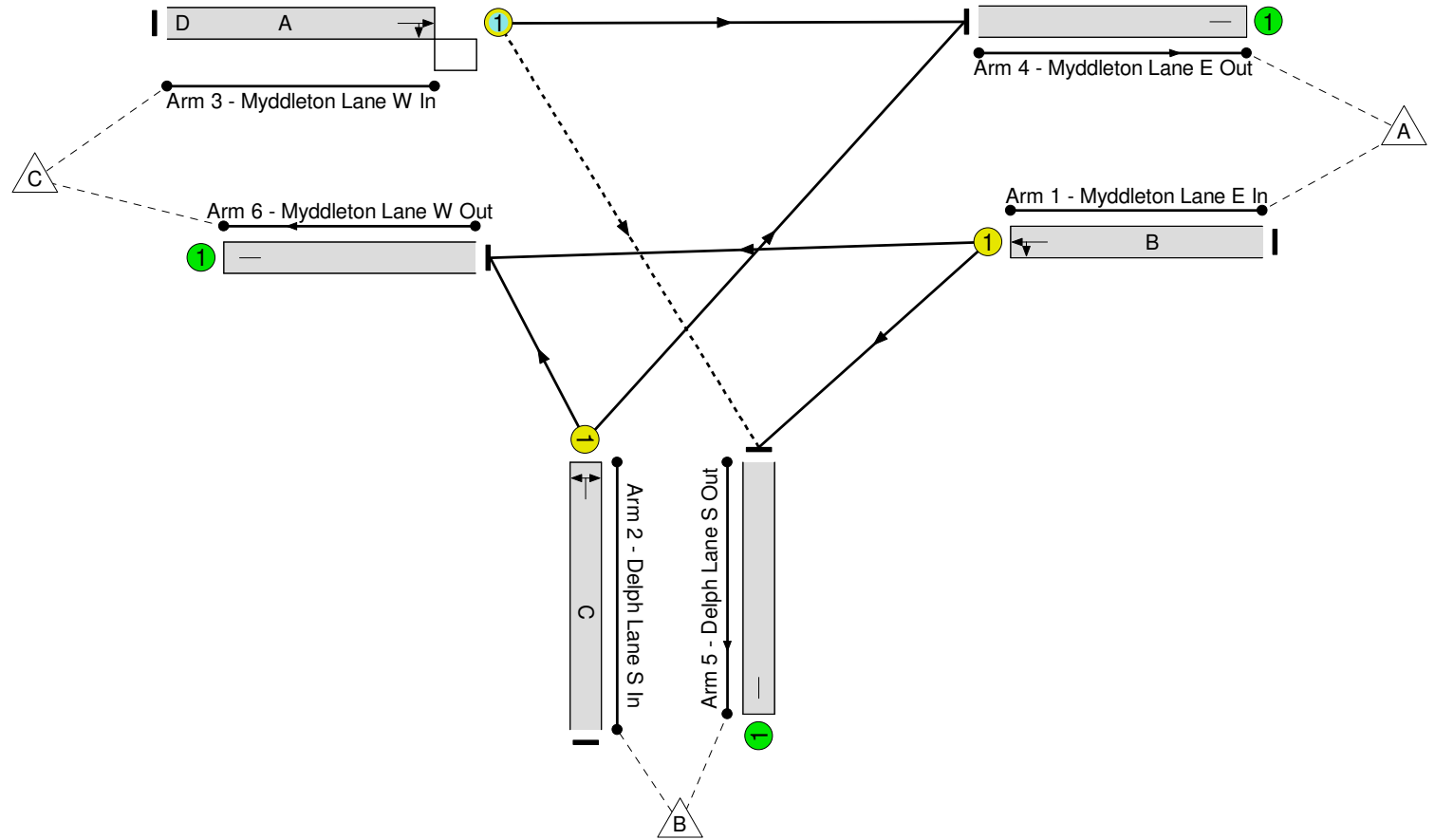
Stage	1	2	3
Duration	62	4	38
Change Point	0	68	77

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
 PRC: -1.2 %
 Total Traffic Delay: 20.8 pcuHr



Full Input Data And Results

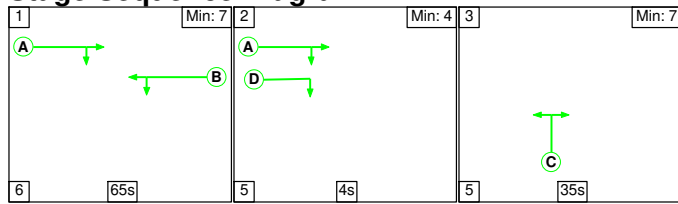
Network Results

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	-	-		-	-	-	-	-	-	91.1%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	62	-	266	1825	958	27.8%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	38	-	454	1549	503	90.2%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	72	4	890	1773	977	91.1%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	413	26	7	11.8	8.8	0.2	20.8	-	-	-	-
Myddleton / Delph Lane	-	-	413	26	7	11.8	8.8	0.2	20.8	-	-	-	-
1/1	266	266	-	-	-	1.2	0.2	-	1.4	18.5	4.9	0.2	5.1
2/1	454	454	-	-	-	4.9	4.0	-	8.8	70.1	14.4	4.0	18.3
3/1	890	890	413	26	7	5.8	4.6	0.2	10.6	42.9	26.7	4.6	31.3
4/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-1.2	Total Delay for Signalled Lanes (pcuHr):		20.81	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-1.2	Total Delay Over All Lanes(pcuHr):		20.81					

Full Input Data And Results

Scenario 5: '2027 DM AM' (FG5: '2027 DM AM', Plan 1: 'Network Control Plan 1')

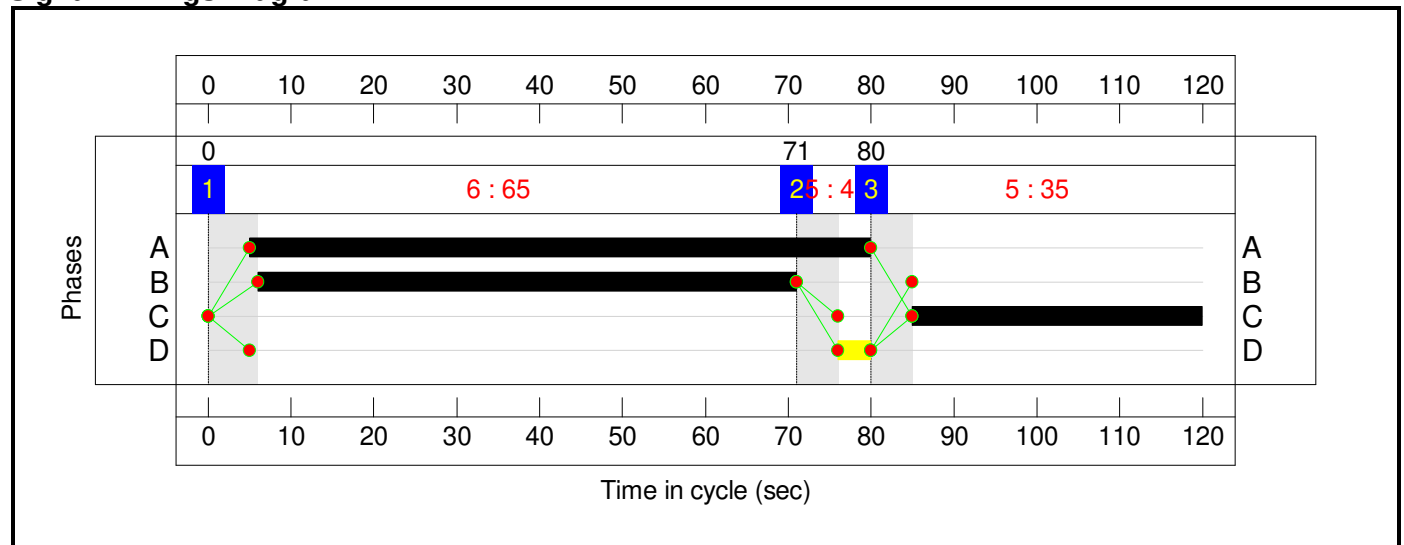
Stage Sequence Diagram



Stage Timings

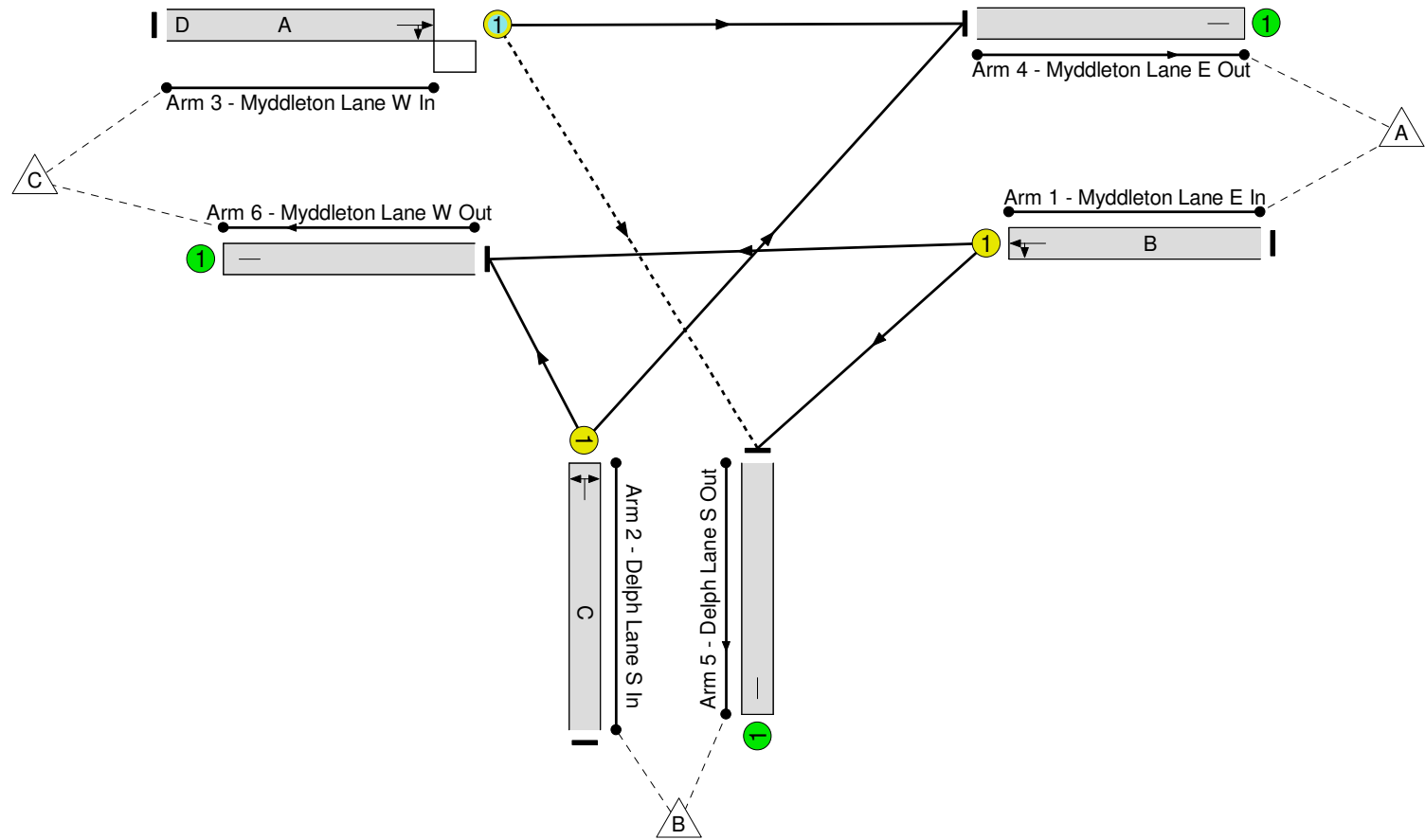

Stage	1	2	3
Duration	65	4	35
Change Point	0	71	80

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 1.9 %
Total Traffic Delay: 17.7 pcuHr



Full Input Data And Results

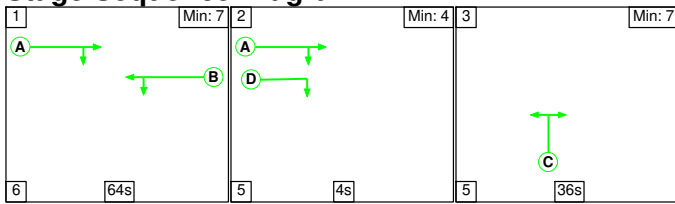
Network Results

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	-	-		-	-	-	-	-	-	88.4%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	65	-	279	1815	998	27.9%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	35	-	403	1560	468	86.1%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	75	4	909	1780	1029	88.4%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	407	26	7	10.8	6.6	0.2	17.7	-	-	-	-
Myddleton / Delph Lane	-	-	407	26	7	10.8	6.6	0.2	17.7	-	-	-	-
1/1	279	279	-	-	-	1.1	0.2	-	1.3	16.9	4.9	0.2	5.1
2/1	403	403	-	-	-	4.4	2.9	-	7.3	65.1	12.6	2.9	15.5
3/1	909	909	407	26	7	5.3	3.6	0.2	9.1	35.9	26.0	3.6	29.6
4/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		1.9	Total Delay for Signalled Lanes (pcuHr):		17.65	Cycle Time (s): 120				
			PRC Over All Lanes (%):		1.9	Total Delay Over All Lanes(pcuHr):		17.65					

Full Input Data And Results

Scenario 6: '2027 DS AM' (FG6: '2027 DS AM', Plan 1: 'Network Control Plan 1')

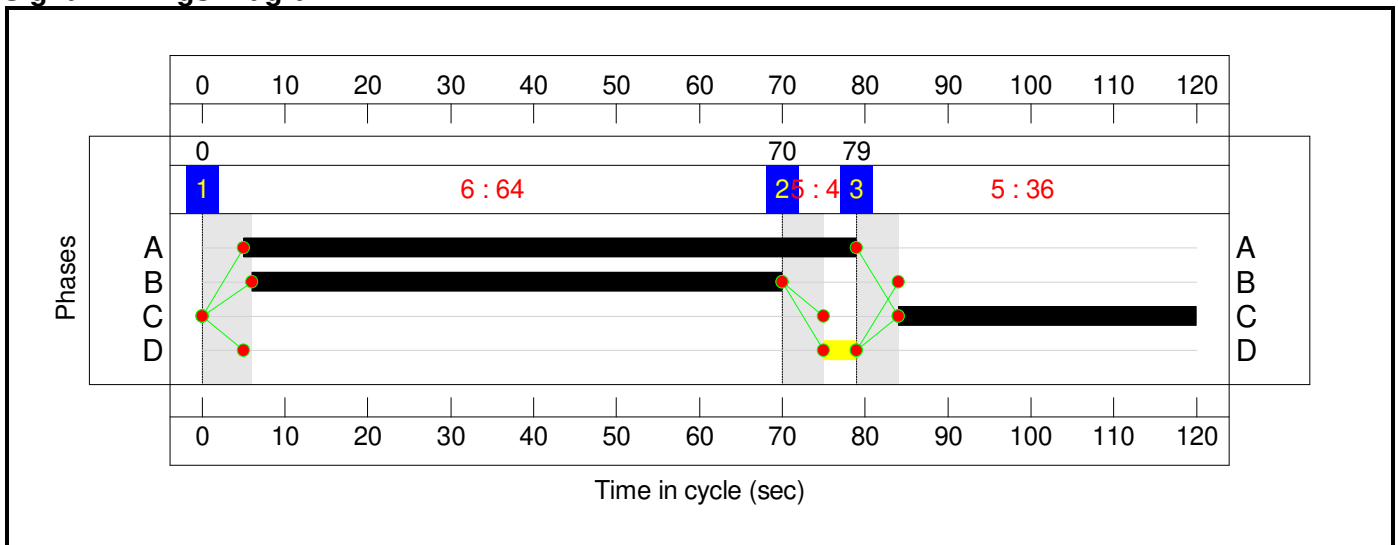
Stage Sequence Diagram



Stage Timings

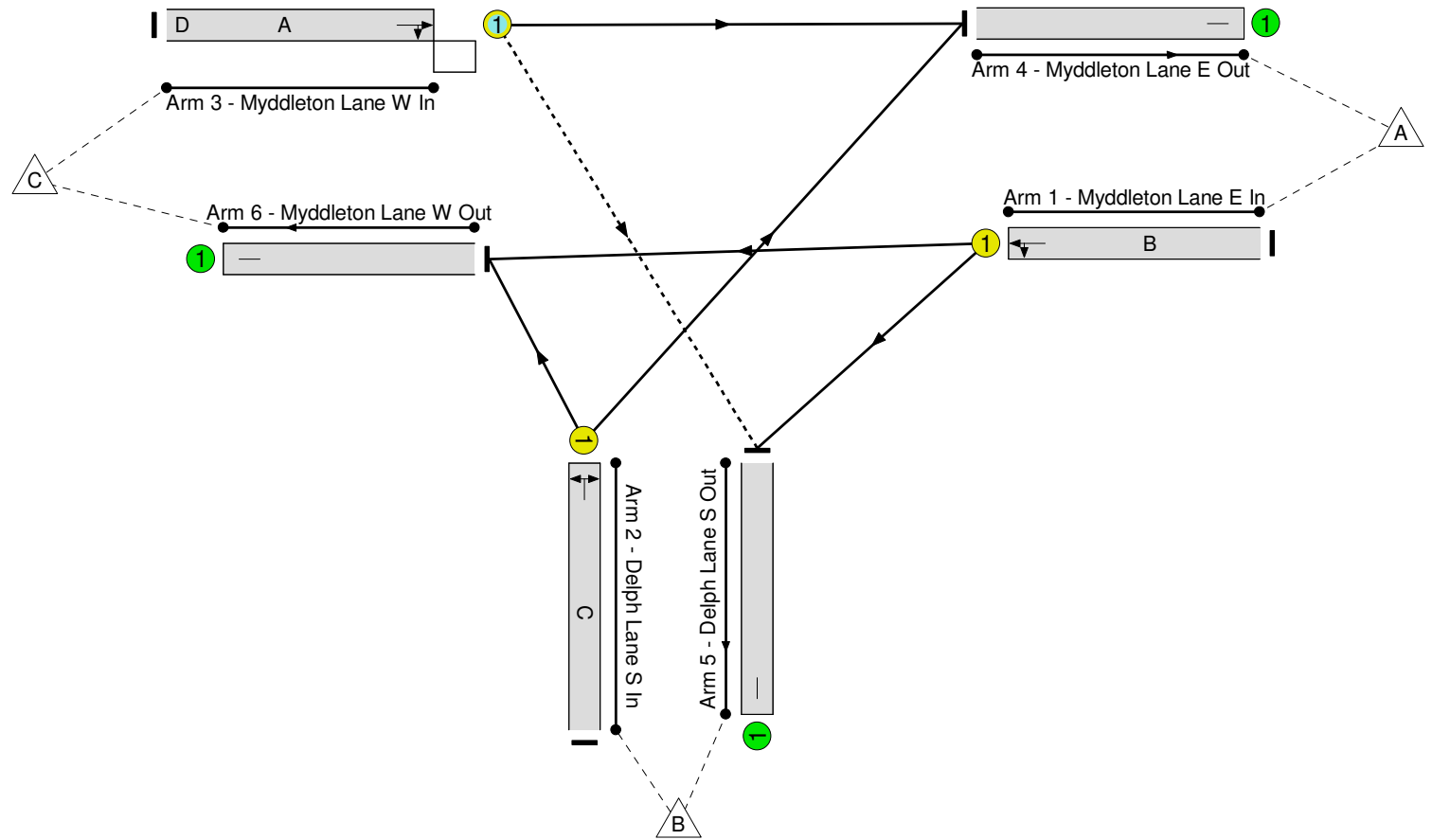
Stage	1	2	3
Duration	64	4	36
Change Point	0	70	79

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -1.5 %
Total Traffic Delay: 21.1 pcuHr



Full Input Data And Results

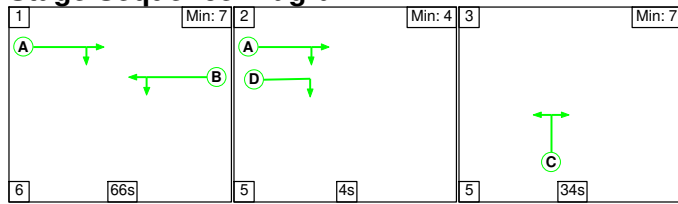
Network Results

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	-	-		-	-	-	-	-	-	91.3%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	64	-	280	1817	984	28.4%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	36	-	437	1556	480	91.1%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	74	4	923	1777	1010	91.3%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	420	26	8	11.7	9.2	0.2	21.1	-	-	-	-
Myddleton / Delph Lane	-	-	420	26	8	11.7	9.2	0.2	21.1	-	-	-	-
1/1	280	280	-	-	-	1.2	0.2	-	1.4	17.5	5.1	0.2	5.3
2/1	437	437	-	-	-	4.8	4.3	-	9.1	75.0	14.0	4.3	18.2
3/1	923	923	420	26	8	5.7	4.8	0.2	10.7	41.7	27.4	4.8	32.2
4/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-1.5	Total Delay for Signalled Lanes (pcuHr):		21.14	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-1.5	Total Delay Over All Lanes(pcuHr):		21.14					

Full Input Data And Results

Scenario 7: '2032 DM AM' (FG7: '2032 DM AM', Plan 1: 'Network Control Plan 1')

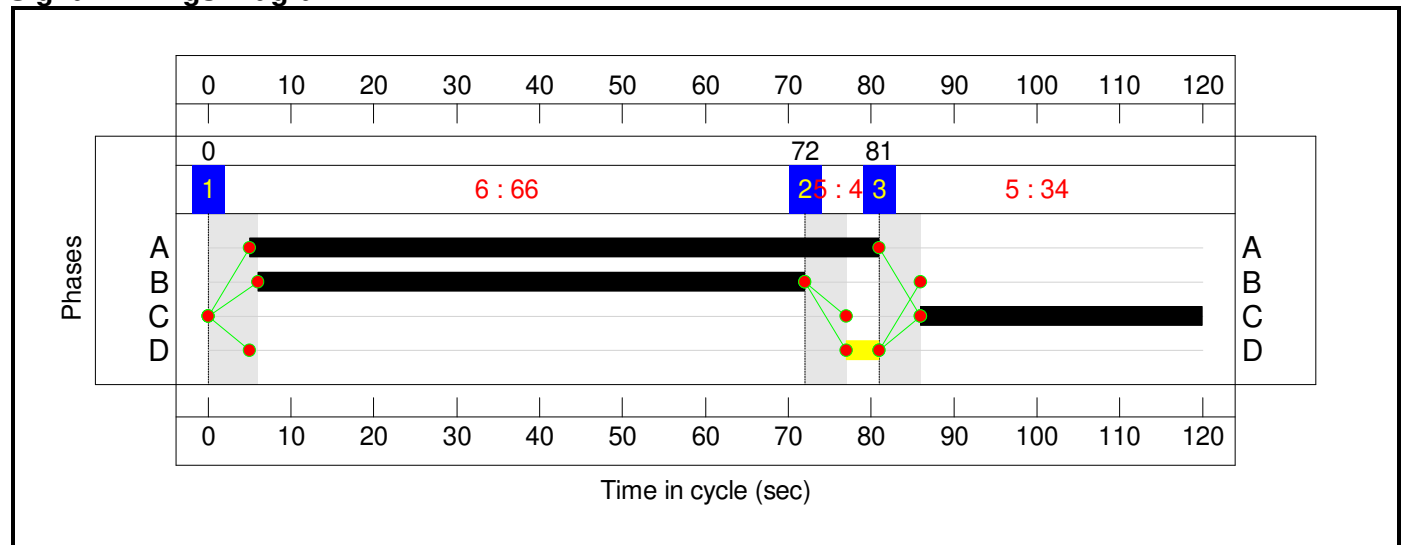
Stage Sequence Diagram



Stage Timings

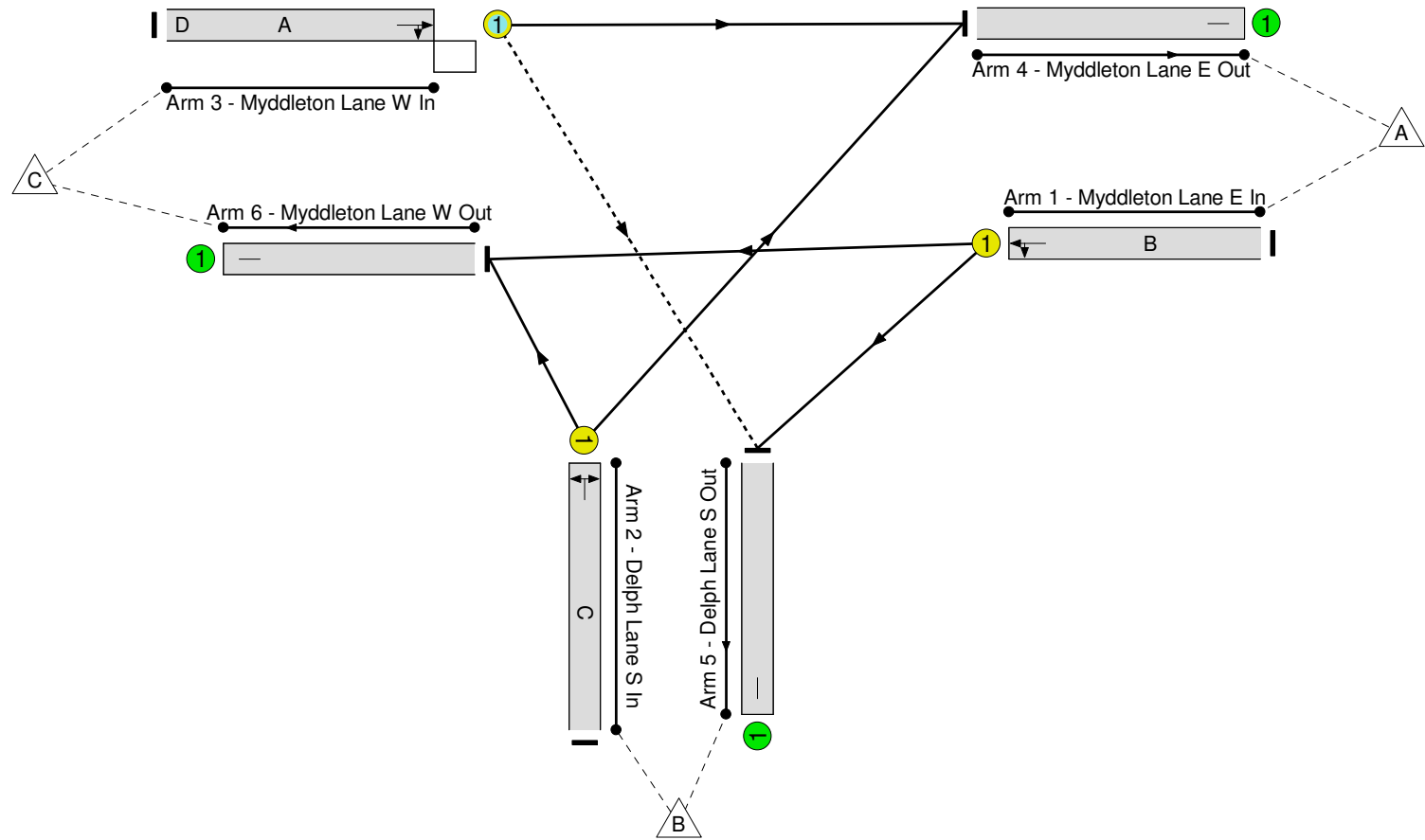

Stage	1	2	3
Duration	66	4	34
Change Point	0	72	81

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -4.0 %
Total Traffic Delay: 22.7 pcuHr



Full Input Data And Results

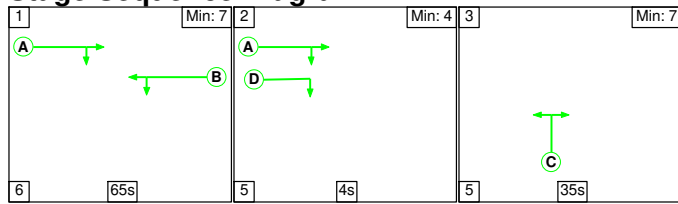
Network Results

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	-	-		-	-	-	-	-	-	93.6%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	66	-	295	1814	1013	29.1%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	34	-	416	1562	456	91.3%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	76	4	974	1777	1040	93.6%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	442	28	8	11.8	10.7	0.2	22.7	-	-	-	-
Myddleton / Delph Lane	-	-	442	28	8	11.8	10.7	0.2	22.7	-	-	-	-
1/1	295	295	-	-	-	1.1	0.2	-	1.4	16.5	5.2	0.2	5.4
2/1	416	416	-	-	-	4.7	4.3	-	9.1	78.4	13.3	4.3	17.6
3/1	974	974	442	28	8	5.9	6.2	0.2	12.3	45.6	29.8	6.2	35.9
4/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-4.0	Total Delay for Signalled Lanes (pcuHr):		22.75	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-4.0	Total Delay Over All Lanes(pcuHr):		22.75					

Full Input Data And Results

Scenario 8: '2032 DS Full AM' (FG8: '2032 DS Full AM', Plan 1: 'Network Control Plan 1')

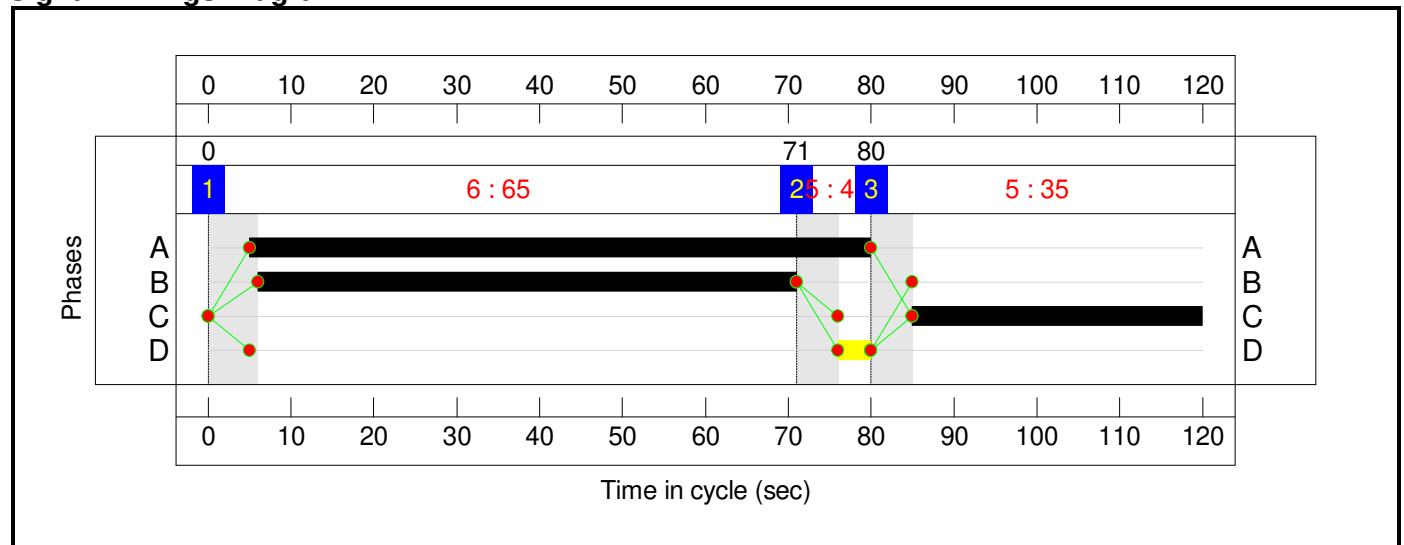
Stage Sequence Diagram



Stage Timings

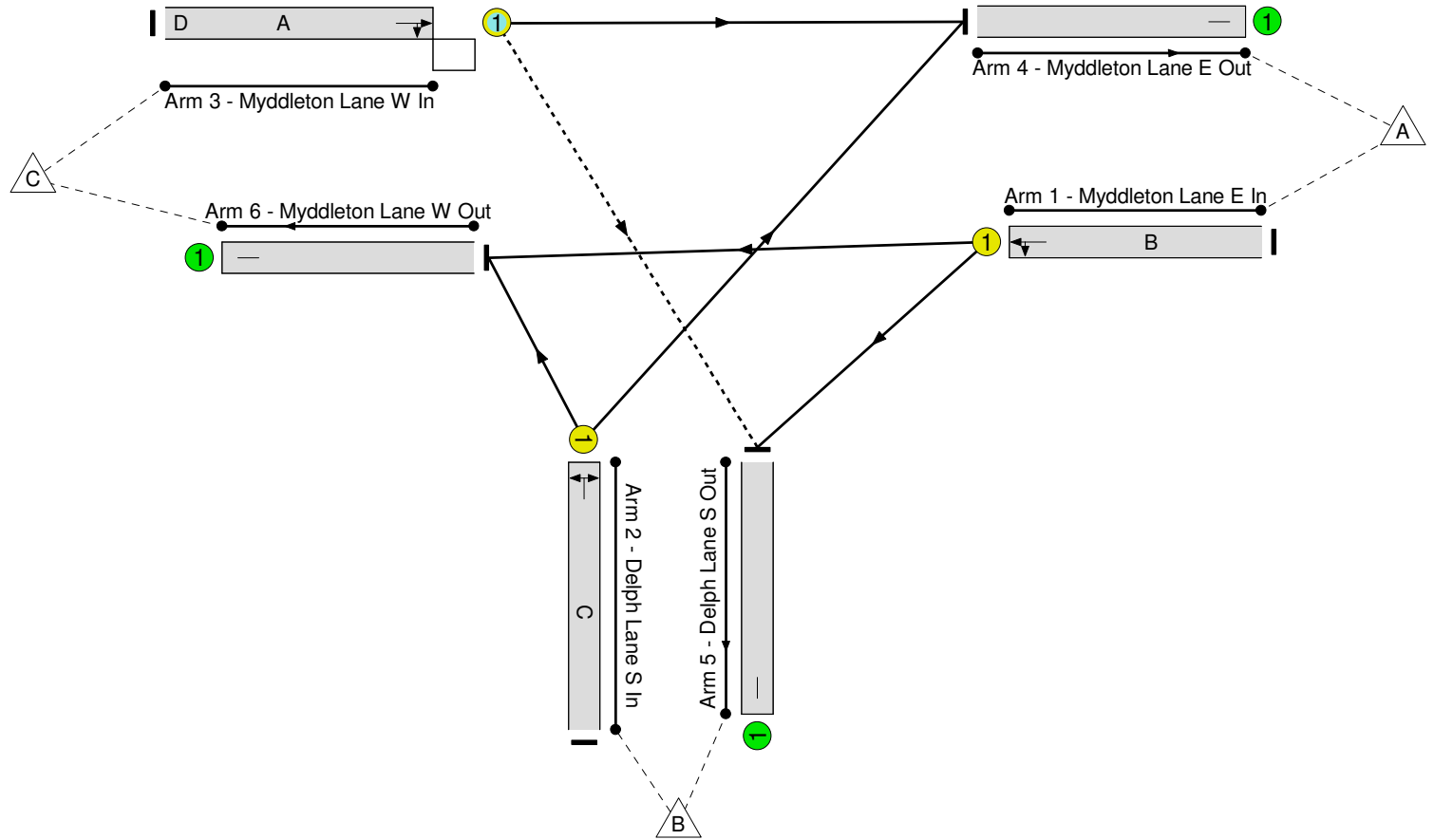

Stage	1	2	3
Duration	65	4	35
Change Point	0	71	80

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -10.4 %
Total Traffic Delay: 35.5 pcuHr

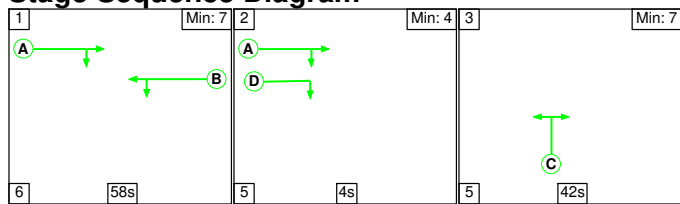


Full Input Data And Results

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	-	-		-	-	-	-	-	-	99.4%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	99.4%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	65	-	296	1820	1001	29.6%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	35	-	464	1556	467	99.4%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	75	4	1001	1772	1020	98.1%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	446	49	8	13.3	22.0	0.2	35.5	-	-	-	-
Myddleton / Delph Lane	-	-	446	49	8	13.3	22.0	0.2	35.5	-	-	-	-
1/1	296	296	-	-	-	1.2	0.2	-	1.4	17.1	5.3	0.2	5.5
2/1	464	464	-	-	-	5.4	10.1	-	15.5	120.2	15.3	10.1	25.4
3/1	1001	1001	446	49	8	6.7	11.7	0.2	18.6	67.1	32.5	11.7	44.3
4/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): -10.4		Total Delay for Signalled Lanes (pcuHr): 35.54		Cycle Time (s): 120						
			PRC Over All Lanes (%): -10.4		Total Delay Over All Lanes(pcuHr): 35.54								

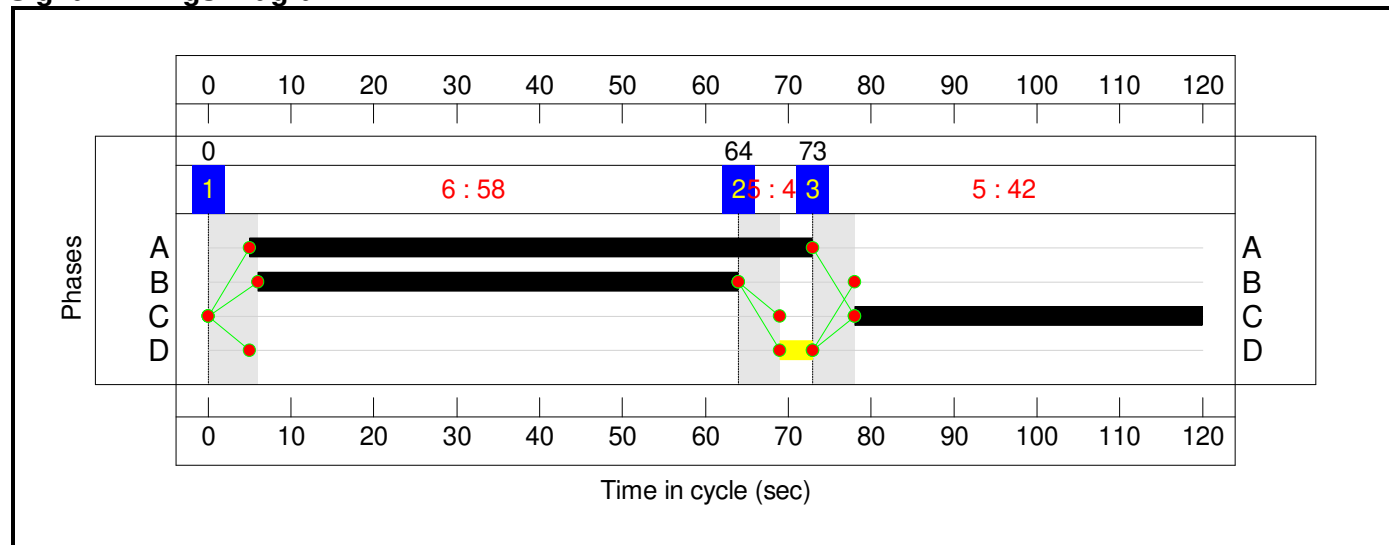
Stage Sequence Diagram



Stage Timings

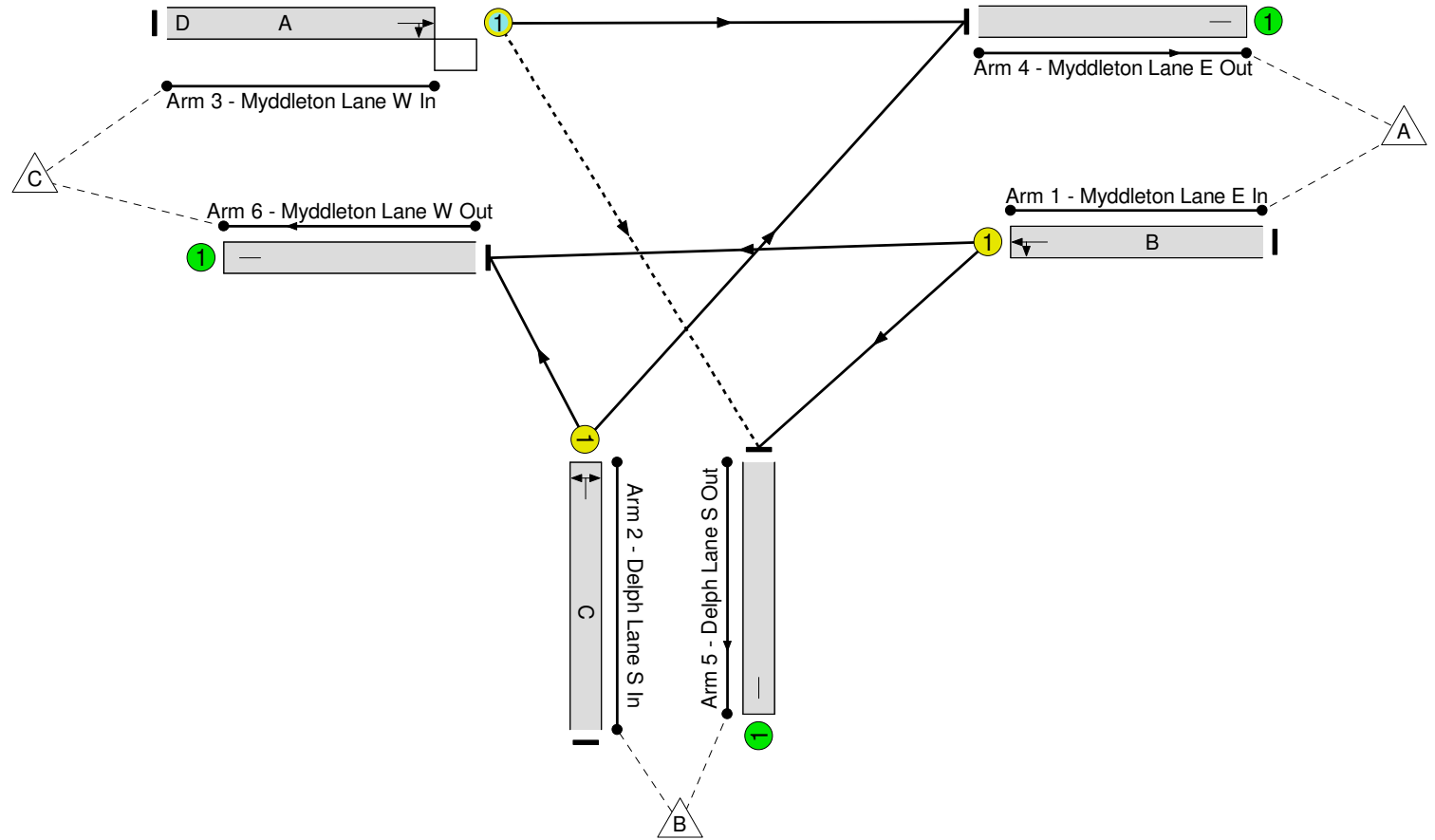

Stage	1	2	3
Duration	58	4	42
Change Point	0	64	73

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 20.9 %
Total Traffic Delay: 13.9 pcuHr



Full Input Data And Results

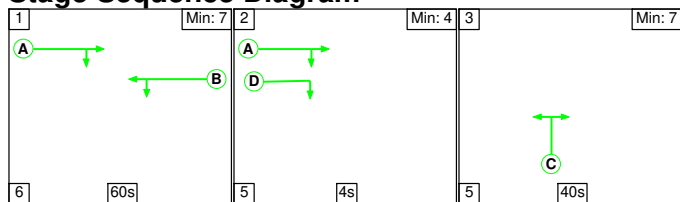
Network Results

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	-	-		-	-	-	-	-	-	74.4%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	74.4%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	58	-	440	1887	928	47.4%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	42	-	389	1488	533	73.0%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	68	4	583	1756	783	74.4%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	293	18	5	10.1	3.2	0.6	13.9	-	-	-	-
Myddleton / Delph Lane	-	-	293	18	5	10.1	3.2	0.6	13.9	-	-	-	-
1/1	440	440	-	-	-	2.5	0.5	-	2.9	23.9	9.7	0.5	10.1
2/1	389	389	-	-	-	3.6	1.3	-	4.9	45.7	11.2	1.3	12.6
3/1	583	583	293	18	5	4.0	1.4	0.6	6.0	37.1	16.0	1.4	17.5
4/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		20.9	Total Delay for Signalled Lanes (pcuHr):		13.87	Cycle Time (s): 120				
			PRC Over All Lanes (%):		20.9	Total Delay Over All Lanes(pcuHr):		13.87					

Full Input Data And Results

Scenario 10: '2022 DM PM' (FG10: '2022 DM PM', Plan 1: 'Network Control Plan 1')

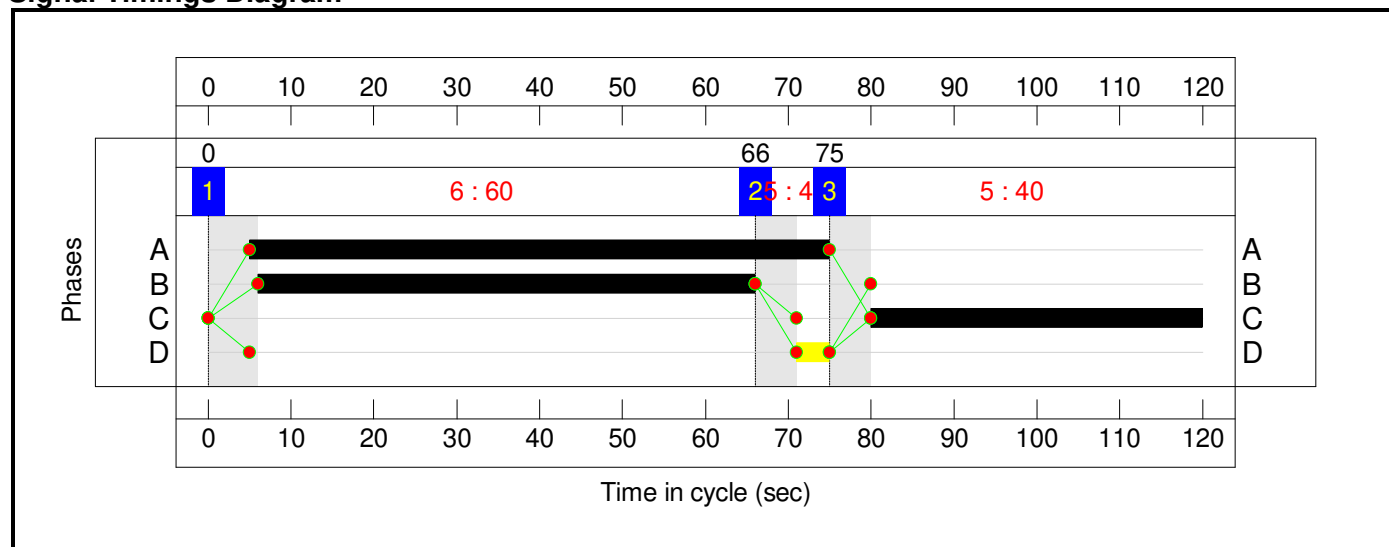
Stage Sequence Diagram



Stage Timings

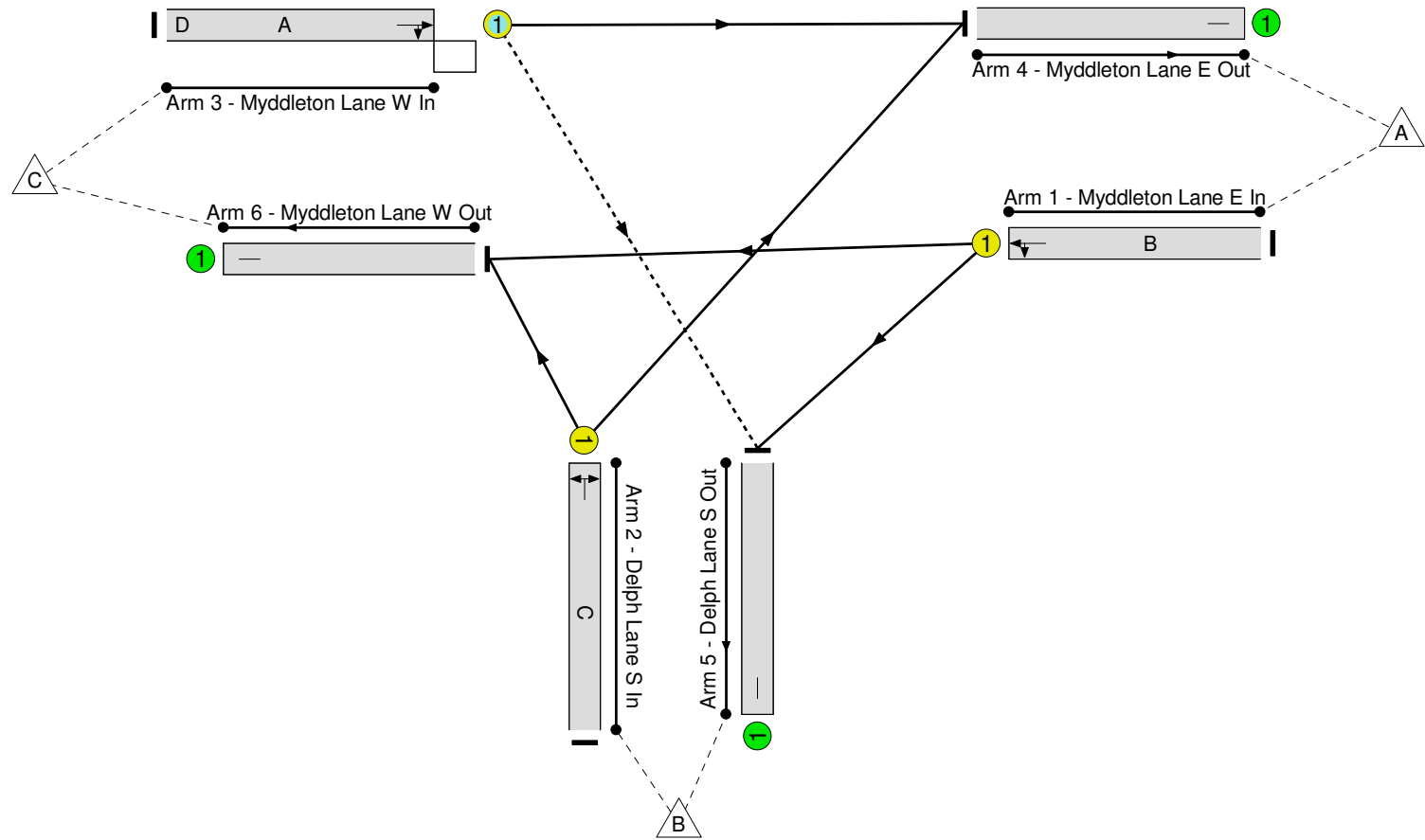

Stage	1	2	3
Duration	60	4	40
Change Point	0	66	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 15.3 %
Total Traffic Delay: 14.8 pcuHr



Full Input Data And Results

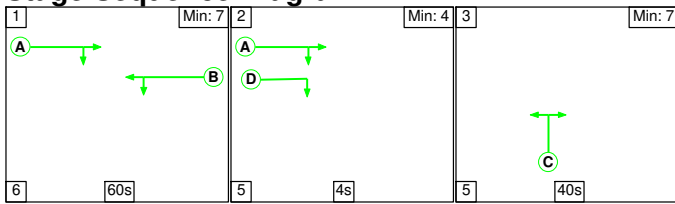
Network Results

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	-	-		-	-	-	-	-	-	78.1%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	60	-	464	1883	957	48.5%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	40	-	397	1488	508	78.1%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	70	4	607	1759	801	75.8%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	301	19	5	10.5	3.7	0.6	14.8	-	-	-	-
Myddleton / Delph Lane	-	-	301	19	5	10.5	3.7	0.6	14.8	-	-	-	-
1/1	464	464	-	-	-	2.5	0.5	-	3.0	22.9	10.1	0.5	10.5
2/1	397	397	-	-	-	3.9	1.7	-	5.6	51.1	11.8	1.7	13.5
3/1	607	607	301	19	5	4.1	1.5	0.6	6.2	36.9	16.7	1.5	18.2
4/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		15.3	Total Delay for Signalled Lanes (pcuHr):		14.81	Cycle Time (s): 120				
			PRC Over All Lanes (%):		15.3	Total Delay Over All Lanes(pcuHr):		14.81					

Full Input Data And Results

Scenario 11: '2022 DS PM' (FG11: '2022 DS PM', Plan 1: 'Network Control Plan 1')

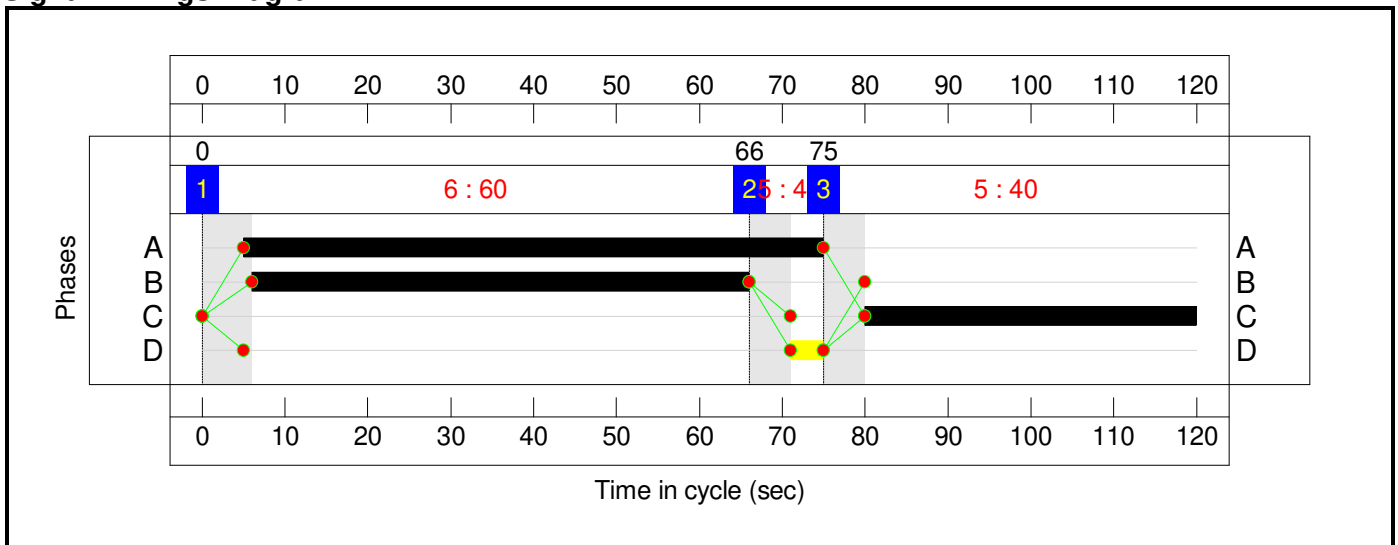
Stage Sequence Diagram



Stage Timings

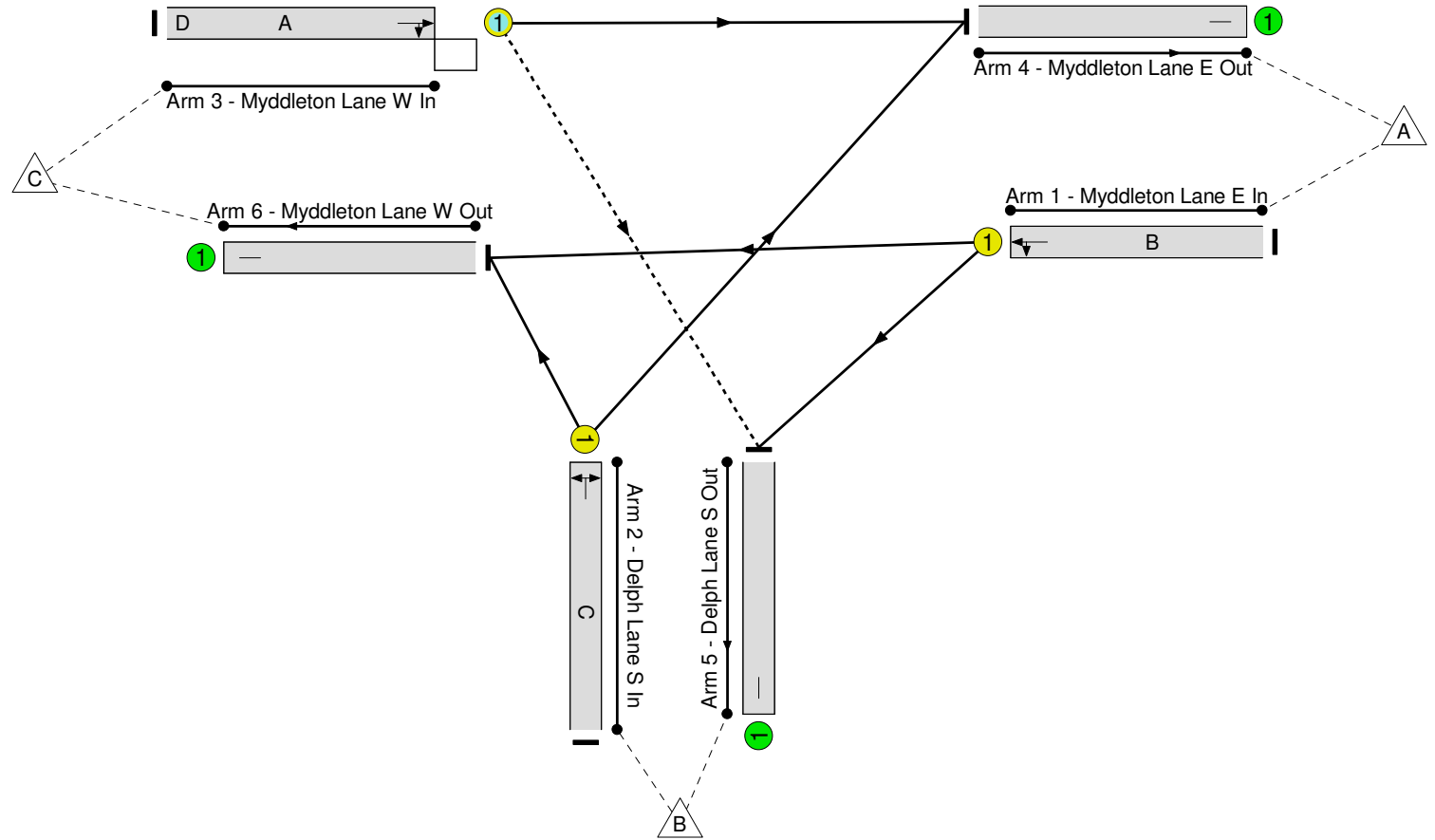

Stage	1	2	3
Duration	60	4	40
Change Point	0	66	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 14.4 %
Total Traffic Delay: 15.1 pcuHr



Full Input Data And Results

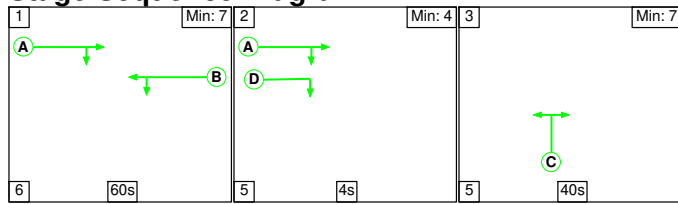
Network Results

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	-	-		-	-	-	-	-	-	78.7%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	60	-	467	1879	955	48.9%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	40	-	400	1488	508	78.7%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	70	4	609	1759	796	76.5%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	302	19	5	10.6	3.9	0.6	15.1	-	-	-	-
Myddleton / Delph Lane	-	-	302	19	5	10.6	3.9	0.6	15.1	-	-	-	-
1/1	467	467	-	-	-	2.5	0.5	-	3.0	23.0	10.1	0.5	10.6
2/1	400	400	-	-	-	4.0	1.8	-	5.7	51.6	12.0	1.8	13.8
3/1	609	609	302	19	5	4.1	1.6	0.6	6.3	37.5	16.9	1.6	18.5
4/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		14.4	Total Delay for Signalled Lanes (pcuHr):		15.07	Cycle Time (s): 120				
			PRC Over All Lanes (%):		14.4	Total Delay Over All Lanes(pcuHr):		15.07					

Full Input Data And Results

Scenario 12: '2022 DS Full PM' (FG12: '2022 DS Full PM', Plan 1: 'Network Control Plan 1')

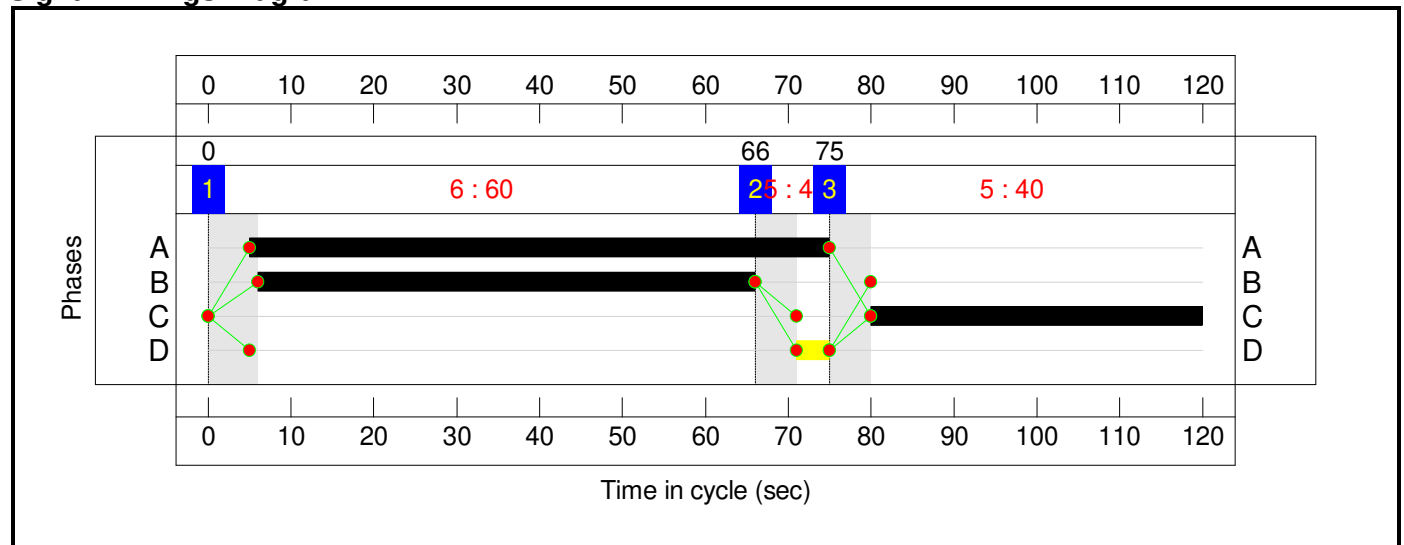
Stage Sequence Diagram



Stage Timings

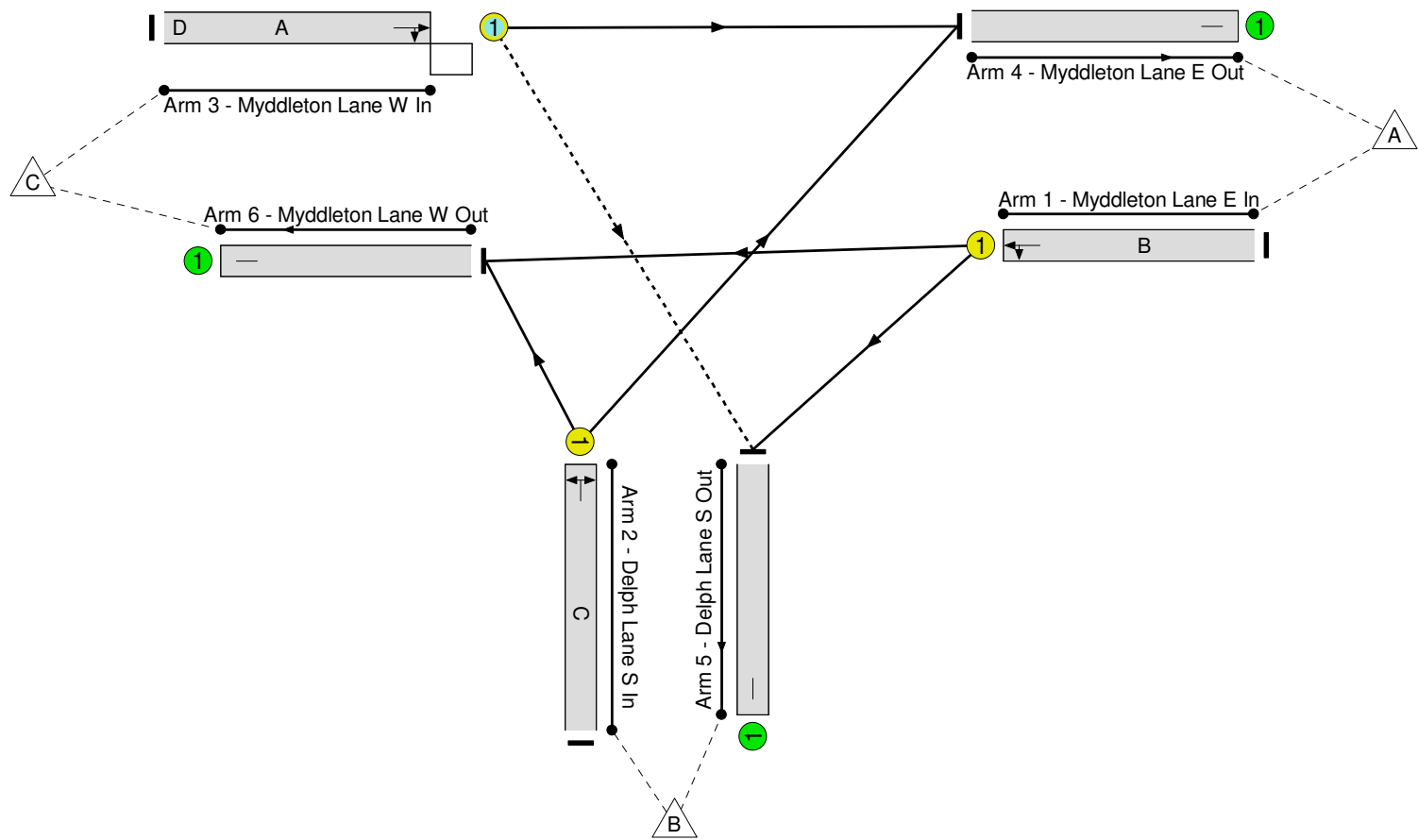

Stage	1	2	3
Duration	60	4	40
Change Point	0	66	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 6.3 %
Total Traffic Delay: 17.8 pcuHr



Full Input Data And Results

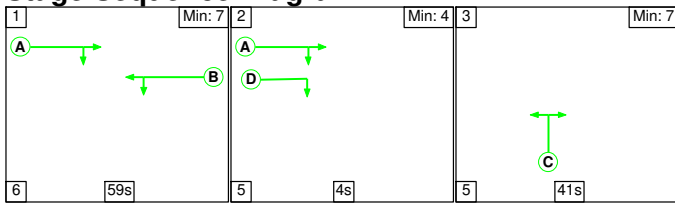
Network Results

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	-	-		-	-	-	-	-	-	84.6%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	60	-	481	1862	947	50.8%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	40	-	423	1489	509	83.1%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	70	4	634	1751	749	84.6%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	306	42	6	11.5	5.5	0.7	17.8	-	-	-	-
Myddleton / Delph Lane	-	-	306	42	6	11.5	5.5	0.7	17.8	-	-	-	-
1/1	481	481	-	-	-	2.6	0.5	-	3.1	23.4	10.6	0.5	11.1
2/1	423	423	-	-	-	4.3	2.3	-	6.6	56.2	12.9	2.3	15.3
3/1	634	634	306	42	6	4.7	2.6	0.7	8.0	45.6	18.8	2.6	21.5
4/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		6.3	Total Delay for Signalled Lanes (pcuHr):		17.78	Cycle Time (s): 120				
			PRC Over All Lanes (%):		6.3	Total Delay Over All Lanes(pcuHr):		17.78					

Full Input Data And Results

Scenario 13: '2027 DM PM' (FG13: '2027 DM PM', Plan 1: 'Network Control Plan 1')

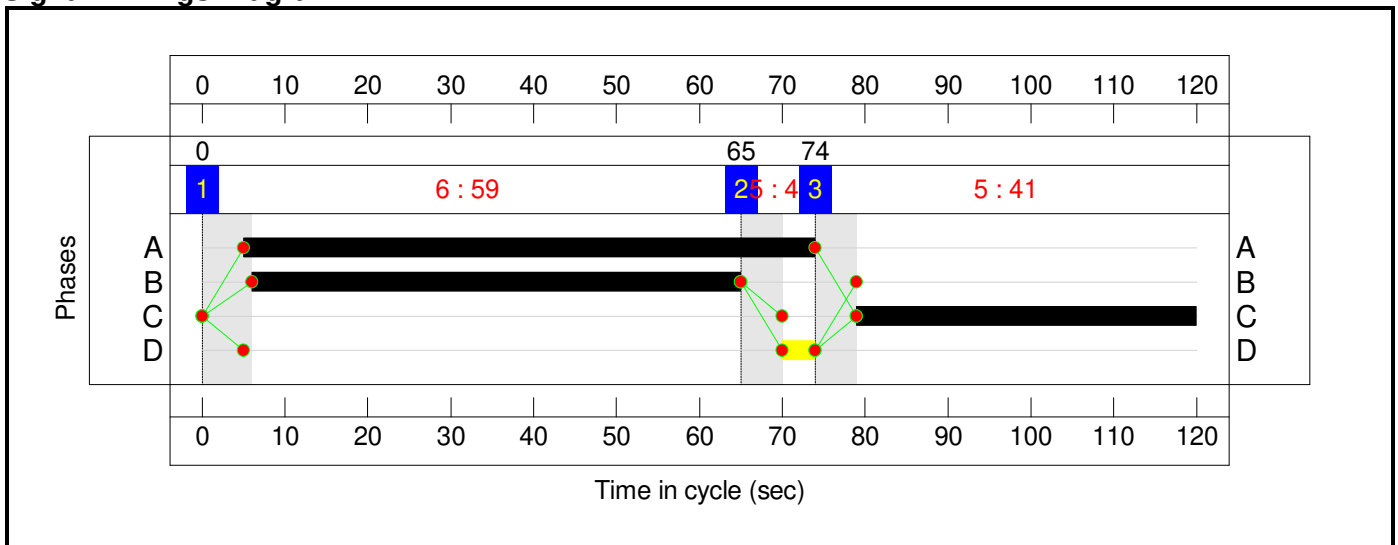
Stage Sequence Diagram



Stage Timings

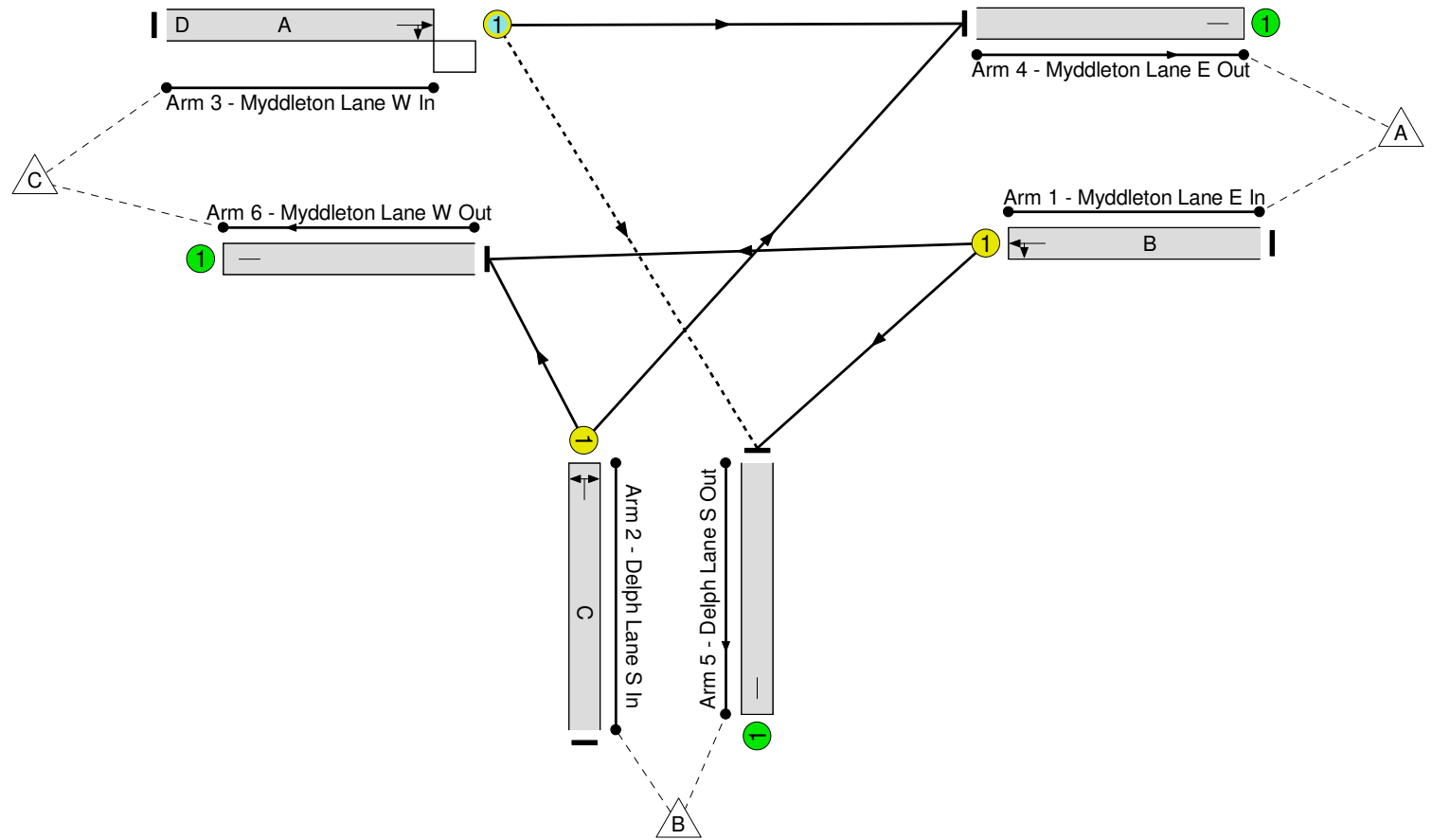
Stage	1	2	3
Duration	59	4	41
Change Point	0	65	74

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 7.4 %
Total Traffic Delay: 17.7 pcuHr



Full Input Data And Results

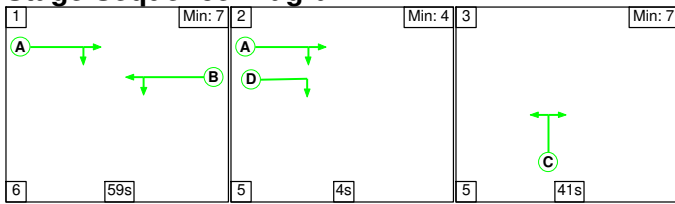
Network Results

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	-	-		-	-	-	-	-	-	83.8%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	83.8%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	59	-	489	1870	935	52.3%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	41	-	439	1497	524	83.8%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	69	4	609	1754	733	83.1%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	291	37	6	11.7	5.4	0.7	17.7	-	-	-	-
Myddleton / Delph Lane	-	-	291	37	6	11.7	5.4	0.7	17.7	-	-	-	-
1/1	489	489	-	-	-	2.8	0.5	-	3.3	24.3	11.0	0.5	11.5
2/1	439	439	-	-	-	4.4	2.4	-	6.8	55.9	13.4	2.4	15.9
3/1	609	609	291	37	6	4.5	2.4	0.7	7.6	45.1	17.9	2.4	20.3
4/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		7.4	Total Delay for Signalled Lanes (pcuHr):		17.75	Cycle Time (s): 120				
			PRC Over All Lanes (%):		7.4	Total Delay Over All Lanes(pcuHr):		17.75					

Full Input Data And Results

Scenario 14: '2027 DS PM' (FG14: '2027 DS PM', Plan 1: 'Network Control Plan 1')

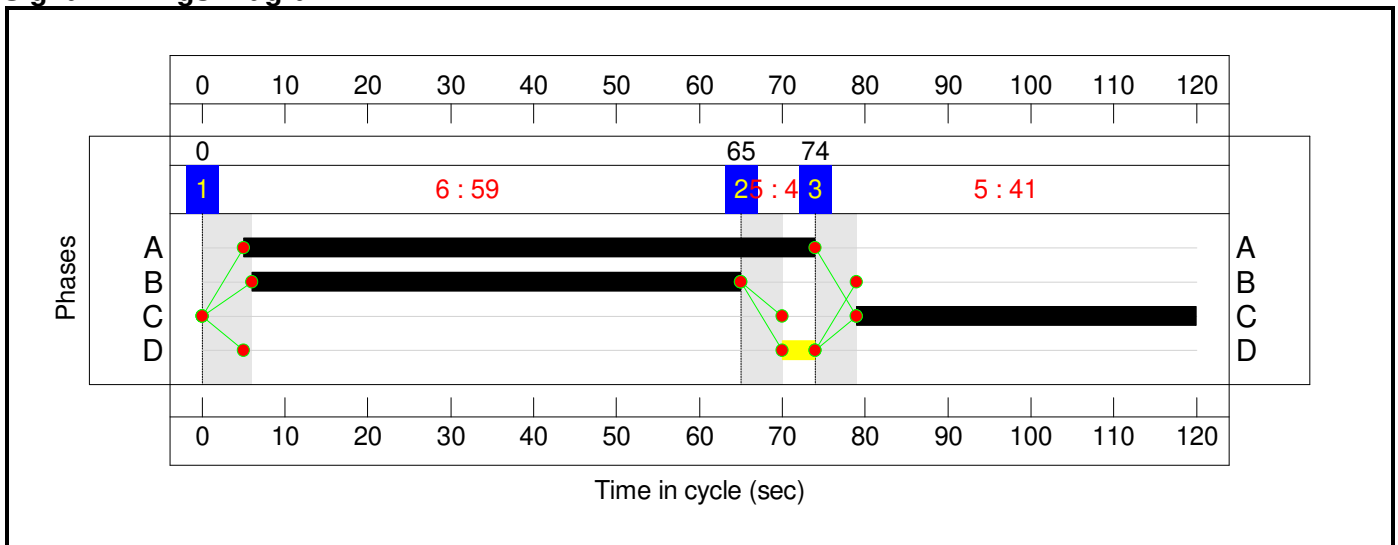
Stage Sequence Diagram



Stage Timings

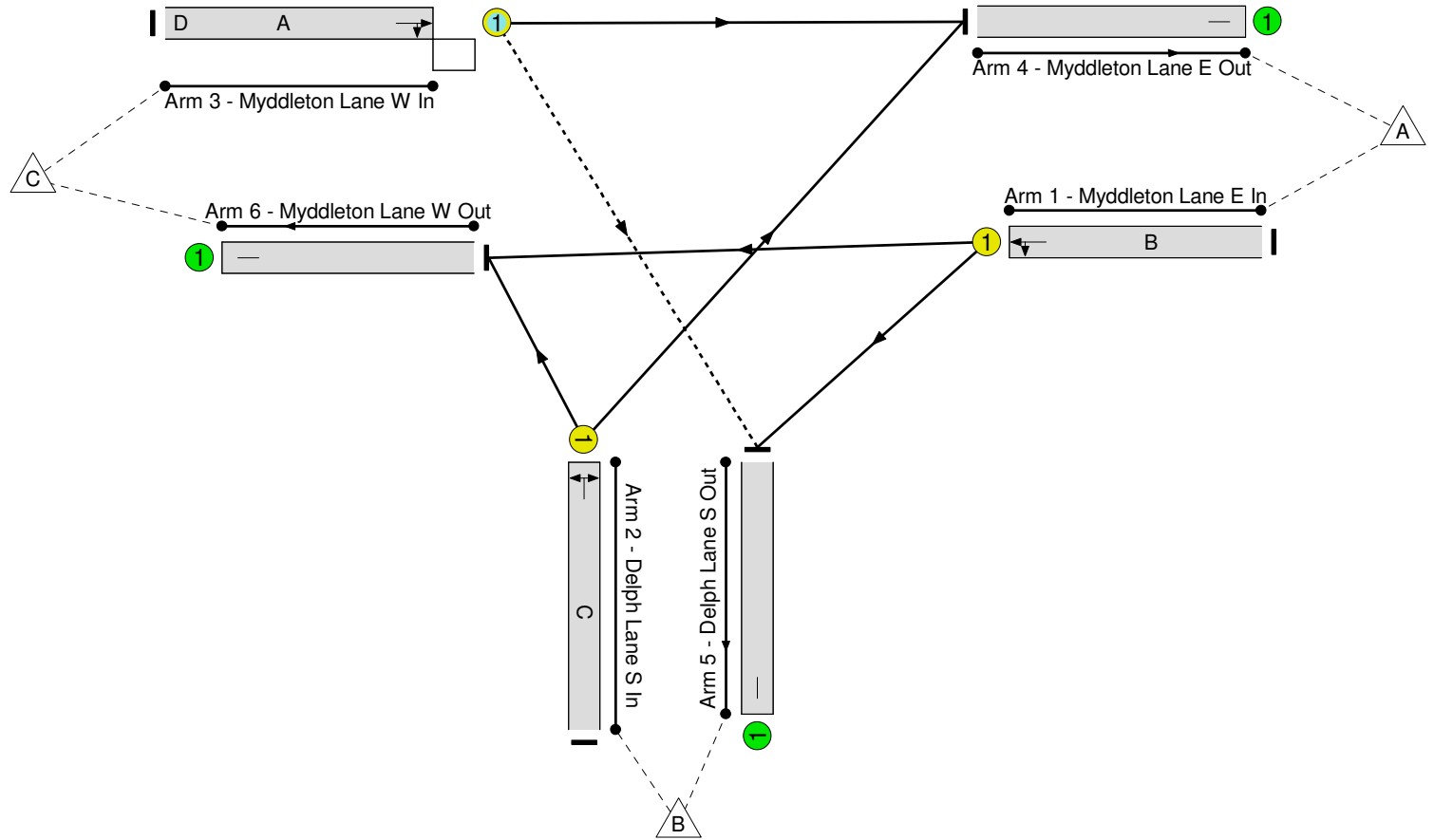

Stage	1	2	3
Duration	59	4	41
Change Point	0	65	74

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -0.3 %
Total Traffic Delay: 21.8 pcuHr



Full Input Data And Results

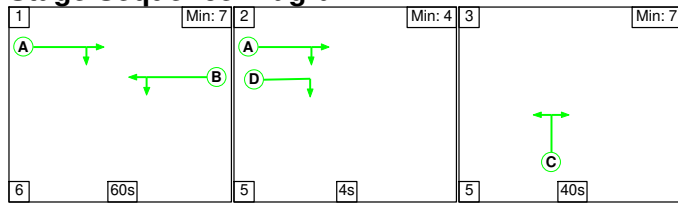
Network Results

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	-	-		-	-	-	-	-	-	90.3%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	59	-	503	1864	932	54.0%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	41	-	474	1500	525	90.3%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	69	4	615	1746	689	89.2%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	280	65	6	12.6	8.4	0.8	21.8	-	-	-	-
Myddleton / Delph Lane	-	-	280	65	6	12.6	8.4	0.8	21.8	-	-	-	-
1/1	503	503	-	-	-	2.9	0.6	-	3.5	24.7	11.5	0.6	12.0
2/1	474	474	-	-	-	4.9	4.0	-	8.9	67.6	15.0	4.0	19.0
3/1	615	615	280	65	6	4.9	3.8	0.8	9.4	55.2	19.0	3.8	22.7
4/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-0.3	Total Delay for Signalled Lanes (pcuHr):		21.77	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-0.3	Total Delay Over All Lanes(pcuHr):		21.77					

Full Input Data And Results

Scenario 15: '2032 DM PM' (FG15: '2032 DM PM', Plan 1: 'Network Control Plan 1')

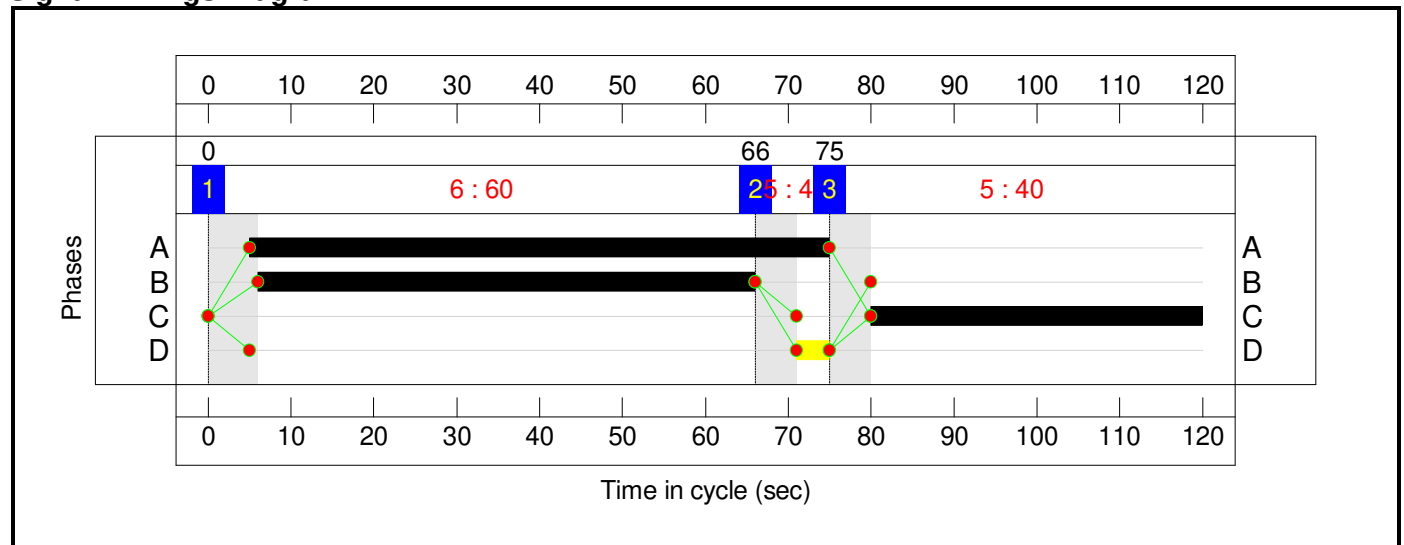
Stage Sequence Diagram



Stage Timings

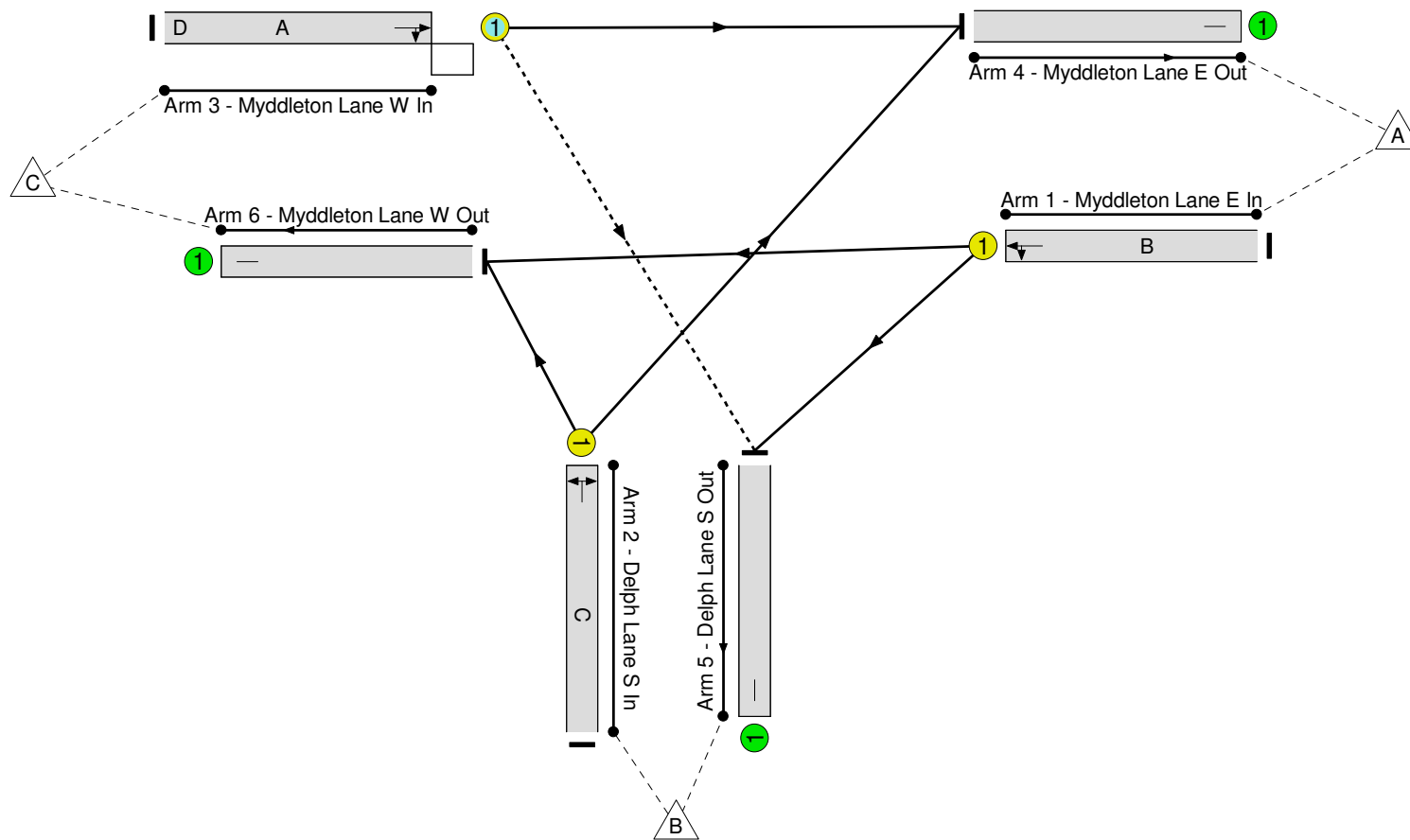

Stage	1	2	3
Duration	60	4	40
Change Point	0	66	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -2.3 %
Total Traffic Delay: 22.9 pcuHr



Full Input Data And Results

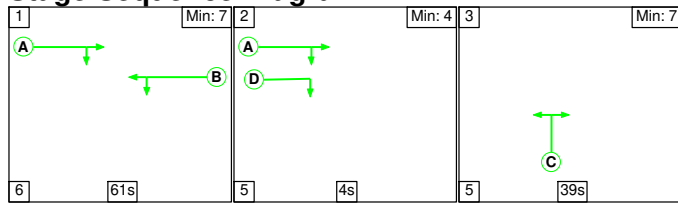
Network Results

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	-	-		-	-	-	-	-	-	92.0%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	60	-	515	1869	950	54.2%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	40	-	472	1501	513	92.0%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	70	4	632	1751	702	90.0%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	280	67	6	12.8	9.3	0.8	22.9	-	-	-	-
Myddleton / Delph Lane	-	-	280	67	6	12.8	9.3	0.8	22.9	-	-	-	-
1/1	515	515	-	-	-	2.9	0.6	-	3.5	24.1	11.6	0.6	12.2
2/1	472	472	-	-	-	5.0	4.7	-	9.7	73.8	15.1	4.7	19.8
3/1	632	632	280	67	6	5.0	4.1	0.8	9.8	55.9	19.7	4.1	23.7
4/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-2.3	Total Delay for Signalled Lanes (pcuHr):		22.95	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-2.3	Total Delay Over All Lanes(pcuHr):		22.95					

Full Input Data And Results

Scenario 16: '2032 DS Full PM' (FG16: '2032 DS Full PM', Plan 1: 'Network Control Plan 1')

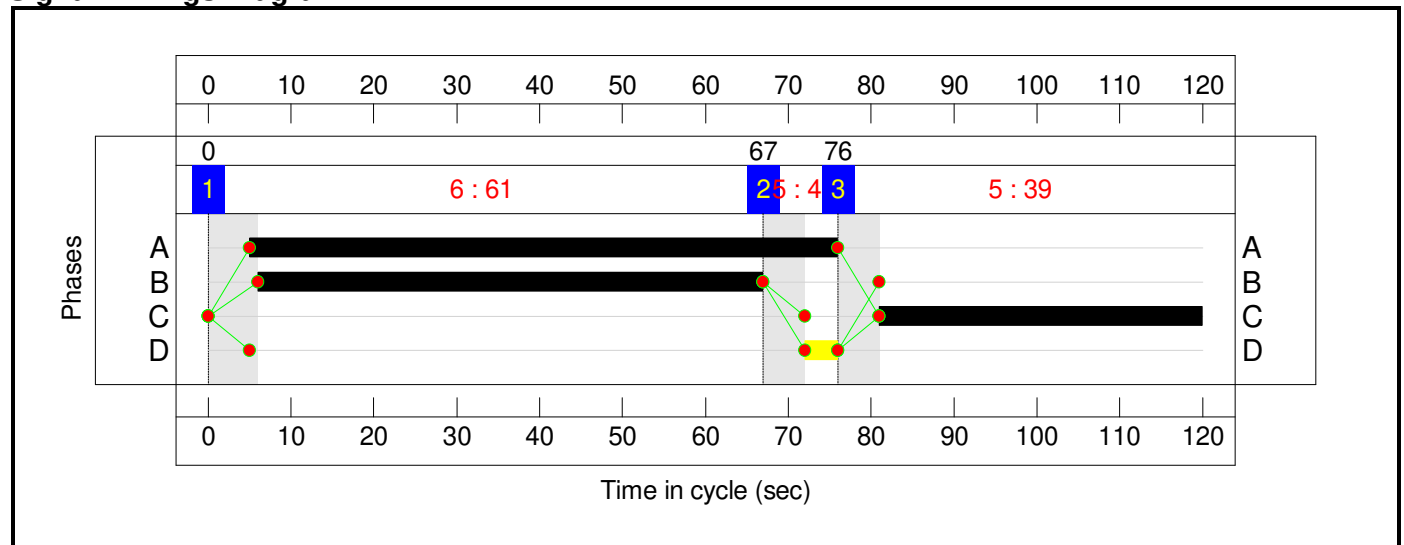
Stage Sequence Diagram



Stage Timings

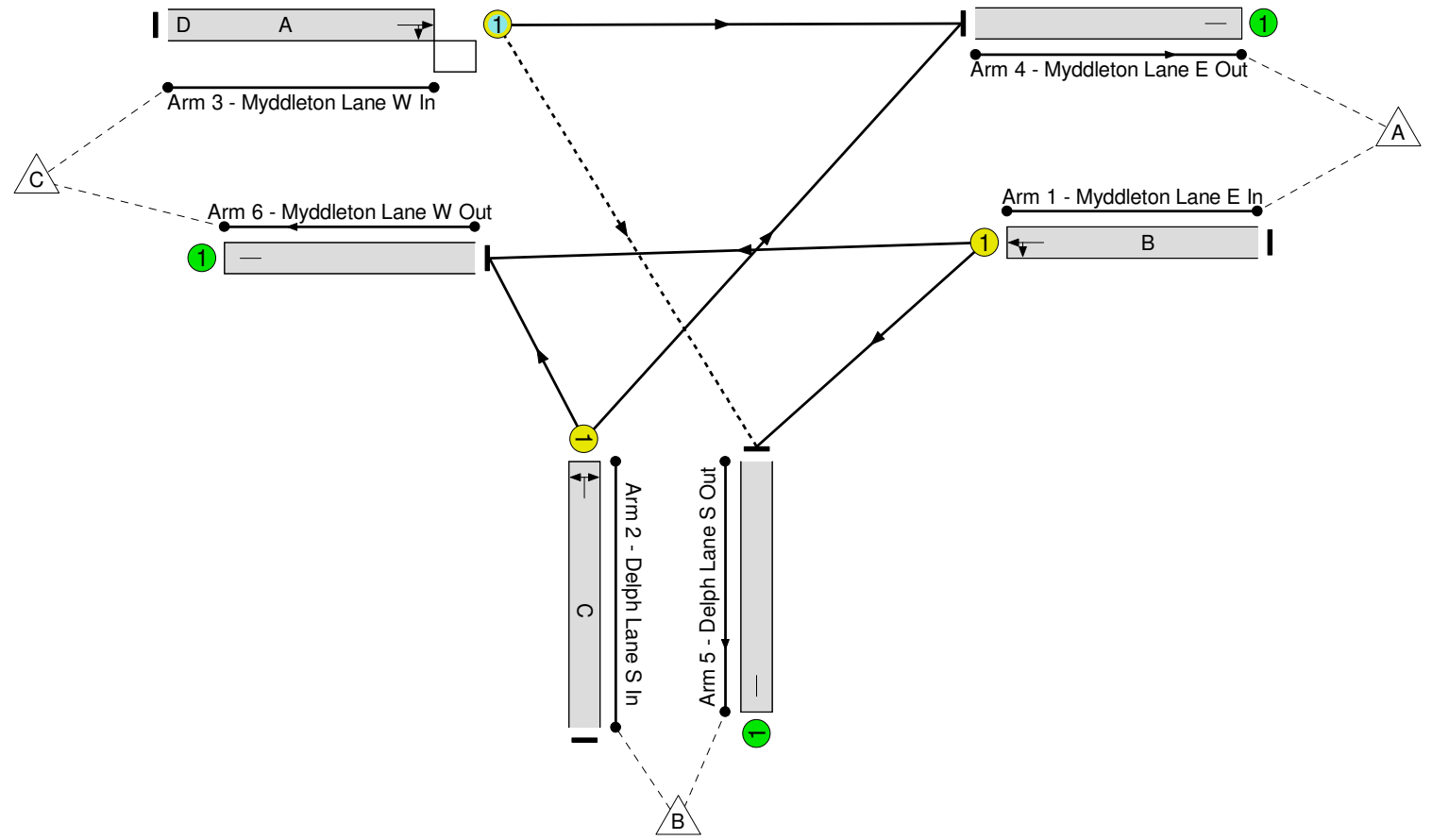

Stage	1	2	3
Duration	61	4	39
Change Point	0	67	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -10.6 %
Total Traffic Delay: 35.2 pcuHr



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	-	-		-	-	-	-	-	-	99.5%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	99.5%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	61	-	532	1860	961	55.4%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	39	-	498	1501	500	99.5%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	71	4	660	1743	677	97.4%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	276	98	7	14.0	20.4	0.8	35.2	-	-	-	-
Myddleton / Delph Lane	-	-	276	98	7	14.0	20.4	0.8	35.2	-	-	-	-
1/1	532	532	-	-	-	2.9	0.6	-	3.5	23.8	12.0	0.6	12.6
2/1	498	498	-	-	-	5.5	10.6	-	16.1	116.5	16.5	10.6	27.1
3/1	660	660	276	98	7	5.5	9.2	0.8	15.6	85.0	21.6	9.2	30.9
4/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): -10.6		Total Delay for Signalled Lanes (pcuHr): 35.22		Cycle Time (s): 120						
			PRC Over All Lanes (%): -10.6		Total Delay Over All Lanes(pcuHr): 35.22								