

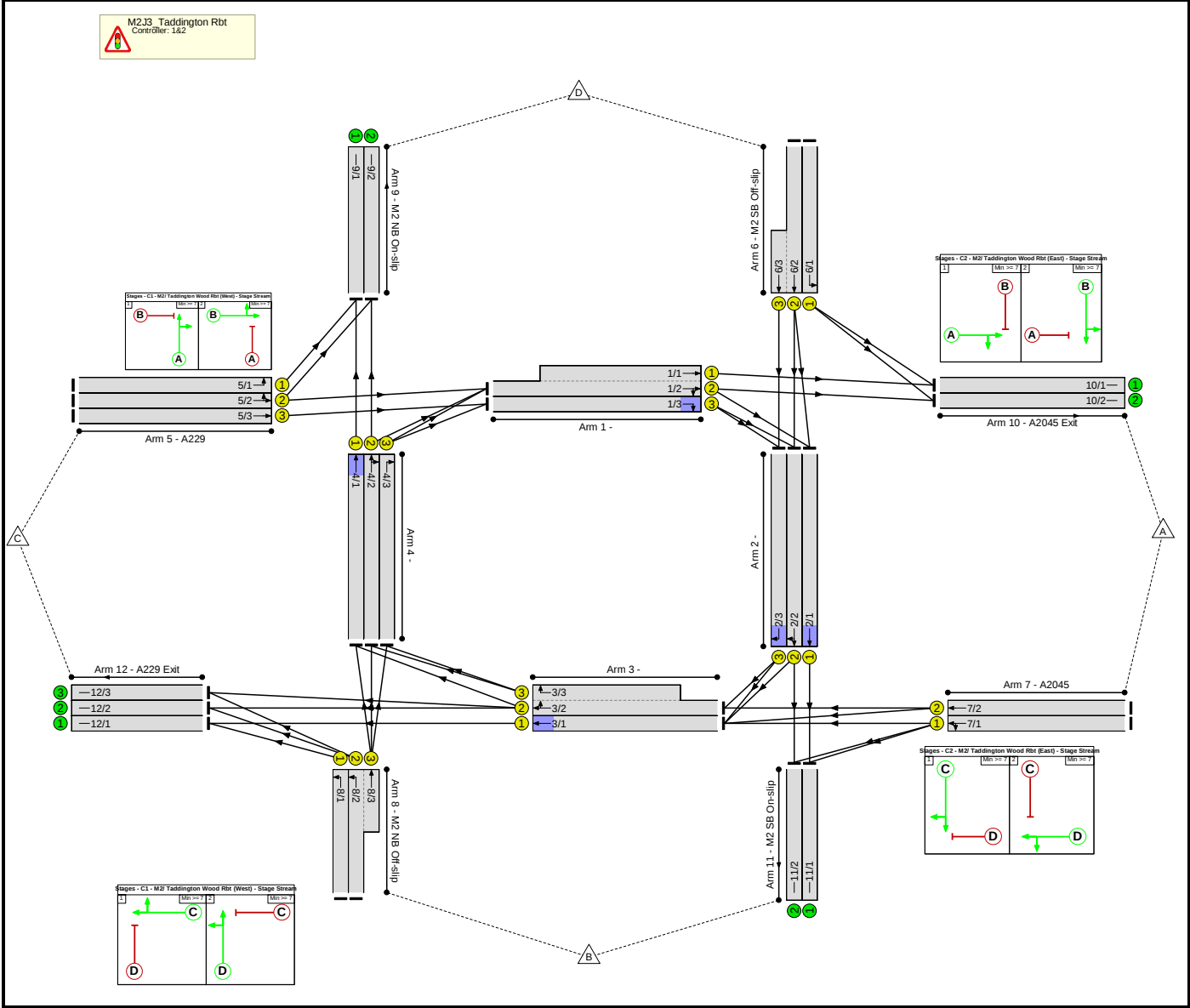
Full Input Data And Results

Full Input Data And Results

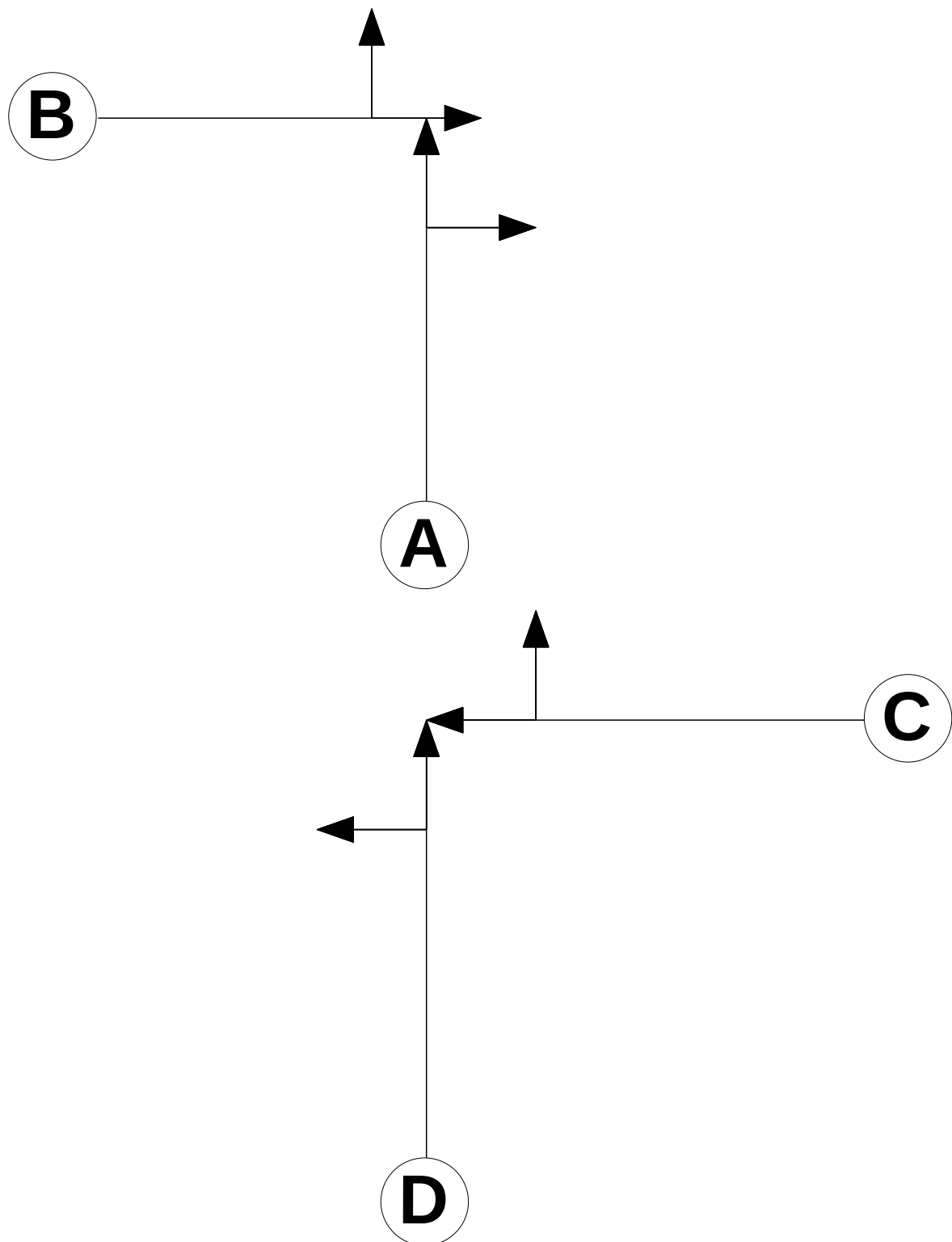
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J3_M2_J3_v5_BASE.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1 - M2/ Taddington Wood Rbt (West)
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

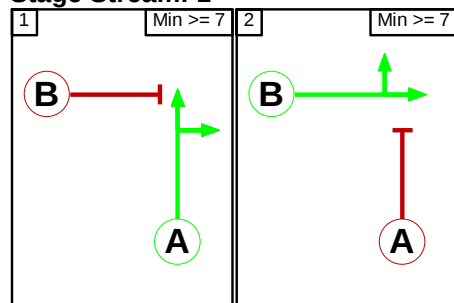
	Starting Phase				
Terminating Phase		A	B	C	D
	A		5	-	-
	B	5		-	-
	C	-	-		5
	D	-	-	5	

Phases in Stage

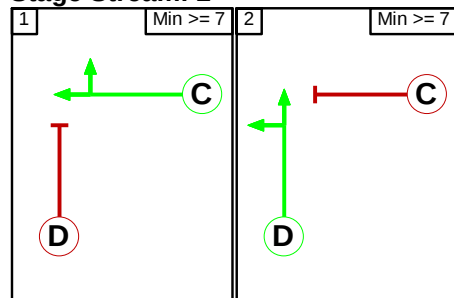
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Full Input Data And Results

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

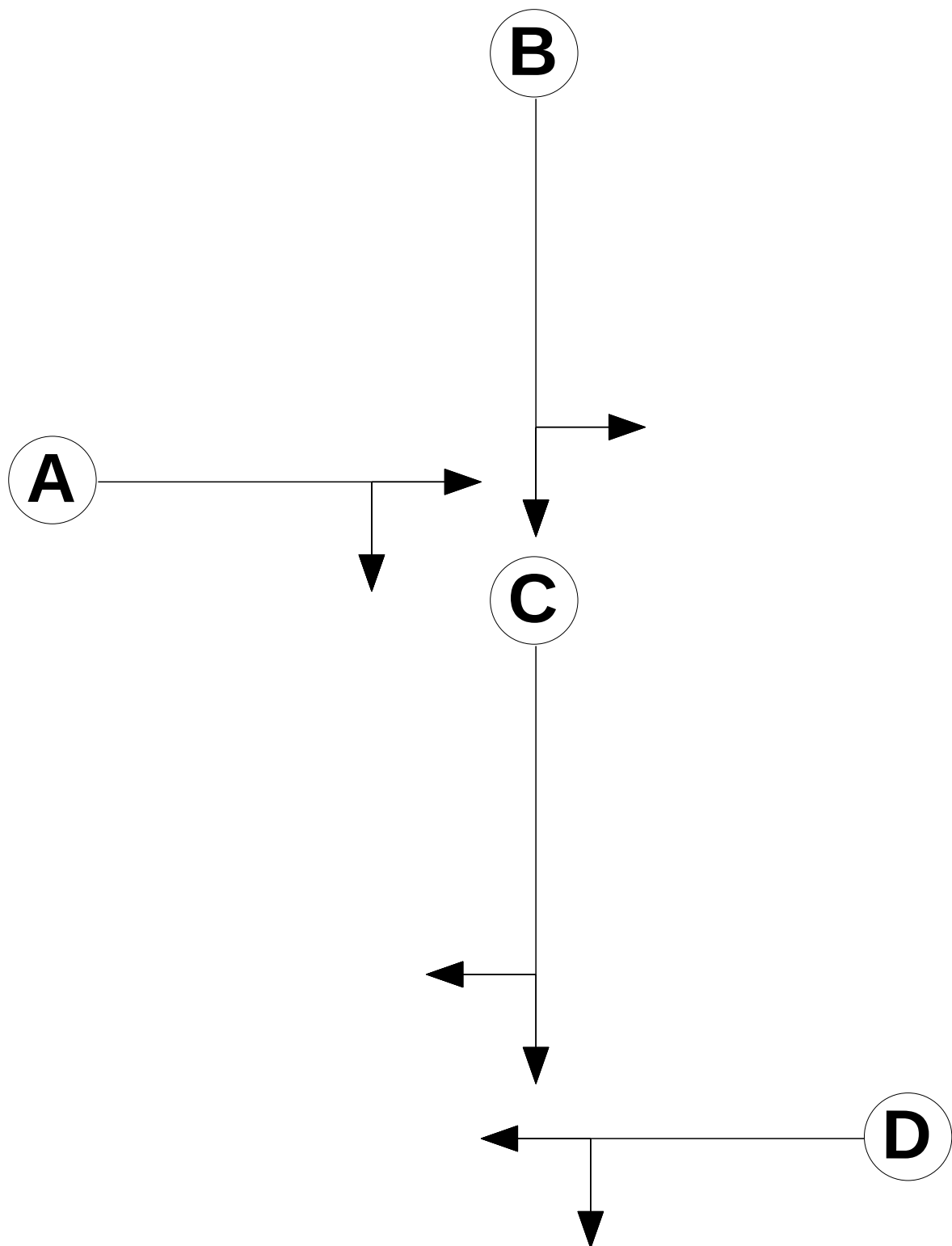
	To Stage		
From Stage		1	2
	1		5
	2	5	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

C2 - M2/ Taddington Wood Rbt (East)

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

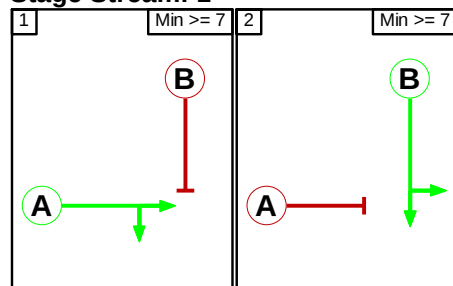
	Starting Phase				
Terminating Phase		A	B	C	D
	A		5	-	-
	B	5		-	-
	C	-	-		5
	D	-	-	5	

Phases in Stage

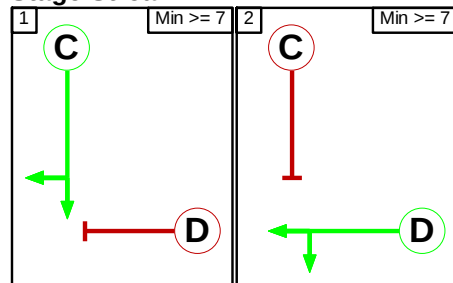
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Full Input Data And Results

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	5	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: M2J3_Taddington Rbt
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: M2J3_Taddington Rbt												
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	U	A	2	3	15.7	Geom	-	3.40	0.00	Y	Arm 10 Ahead	55.50
1/2	U	A	2	3	25.2	Geom	-	3.86	0.00	N	Arm 2 Right	46.10
											Arm 10 Ahead	46.10
1/3	U	A	2	3	25.3	Geom	-	3.50	0.00	Y	Arm 2 Right	51.80
2/1	U	C	2	3	14.0	Geom	-	3.10	0.00	Y	Arm 11 Ahead	60.50
2/2	U	C	2	3	14.0	Geom	-	4.00	0.00	N	Arm 3 Right	50.64
											Arm 11 Ahead	50.64
2/3	U	C	2	3	13.5	Geom	-	3.50	0.00	Y	Arm 3 Right	47.00
3/1	U	C	2	3	24.9	Geom	-	3.40	0.00	Y	Arm 12 Ahead	53.50
3/2	U	C	2	3	24.8	Geom	-	3.70	0.00	N	Arm 4 Right	49.70
											Arm 12 Ahead	49.70
3/3	U	C	2	3	16.5	Geom	-	3.00	0.00	Y	Arm 4 Right	45.30
4/1	U	A	2	3	60.0	Geom	-	3.35	0.00	Y	Arm 9 Ahead	45.60
4/2	U	A	2	3	14.3	Geom	-	3.50	0.00	N	Arm 1 Right	42.00
											Arm 9 Ahead	42.00
4/3	U	A	2	3	13.7	Geom	-	3.60	0.00	Y	Arm 1 Right	38.50
5/1 (A229)	U	B	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 9 Left	18.70
5/2 (A229)	U	B	2	3	60.0	Geom	-	3.90	0.00	N	Arm 1 Ahead	22.90
											Arm 9 Left	22.90
5/3 (A229)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 1 Ahead	26.60
6/1 (M2 SB Off-slip)	U	B	2	3	60.0	Geom	-	3.43	0.00	Y	Arm 10 Left	25.10
6/2 (M2 SB Off-slip)	U	B	2	3	60.0	Geom	-	3.56	0.00	N	Arm 2 Ahead	77.00

Full Input Data And Results

6/3 (M2 SB Off-slip)	U	B	2	3	6.1	Geom	-	3.57	0.00	Y	Arm 2 Ahead	80.40
7/1 (A2045)	U	D	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 3 Ahead	35.10
7/2 (A2045)	U	D	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 11 Left	35.10
8/1 (M2 NB Off-slip)	U	D	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 3 Ahead	38.84
8/2 (M2 NB Off-slip)	U	D	2	3	60.0	Geom	-	3.58	0.00	N	Arm 12 Left	28.40
8/3 (M2 NB Off-slip)	U	D	2	3	6.1	Geom	-	3.70	0.00	Y	Arm 12 Left	31.90
9/1 (M2 NB On-slip)	U		2	3	60.0	Inf	-	-	-	-	Arm 4 Ahead	35.50
9/2 (M2 NB On-slip)	U		2	3	60.0	Inf	-	-	-	-		
10/1 (A2045 Exit)	U		2	3	60.0	Inf	-	-	-	-		
10/2 (A2045 Exit)	U		2	3	60.0	Inf	-	-	-	-		
11/1 (M2 SB On-slip)	U		2	3	60.0	Inf	-	-	-	-		
11/2 (M2 SB On-slip)	U		2	3	60.0	Inf	-	-	-	-		
12/1 (A229 Exit)	U		2	3	60.0	Inf	-	-	-	-		
12/2 (A229 Exit)	U		2	3	60.0	Inf	-	-	-	-		
12/3 (A229 Exit)	U		2	3	60.0	Inf	-	-	-	-		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
23: 'RC AM Demand + Base'	08:00	09:00	01:00	F11+ F13
24: 'RC PM Demand + Base'	17:00	18:00	01:00	F12+ F14
25: 'LP AM Demand + Base'	08:00	09:00	01:00	F11+ F15
26: 'LP PM Demand + Base'	17:00	18:00	01:00	F12+ F16
27: 'RC AM Actual + Base'	08:00	09:00	01:00	F17+ F19
28: 'RC PM Actual + Base'	17:00	18:00	01:00	F18+ F20
29: 'LP AM Actual + Base'	08:00	09:00	01:00	F17+ F21
30: 'LP PM Actual + Base'	17:00	18:00	01:00	F18+ F22

Scenario 19: 'RC AM Demand+Base' (FG23: 'RC AM Demand + Base', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	958	1362	959	3279
	B	159	0	2281	0	2440
	C	746	4144	39	1567	6496
	D	1535	0	4030	0	5565
	Tot.	2440	5102	7712	2526	17780

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: RC AM Demand+Base
Junction: M2J3_Taddington Rbt	
1/1 (short)	65
1/2 (with short)	3204(In) 3139(Out)
1/3	1884
2/1	2299
2/2	3350
2/3	2564
3/1	3205
3/2 (with short)	3185(In) 3185(Out)
3/3 (short)	0
4/1	959
4/2	105
4/3	54
5/1	1567
5/2	3045
5/3	1884
6/1	1535
6/2 (with short)	4030(In) 1490(Out)
6/3 (short)	2540
7/1	1659
7/2	1620
8/1	1135
8/2 (with short)	1305(In) 1146(Out)
8/3 (short)	159
9/1	2526
9/2	0
10/1	832
10/2	1608
11/1	2778
11/2	2324
12/1	4340
12/2	1686
12/3	1686

Full Input Data And Results

Lane Saturation Flows

Junction: M2J3_Taddington Rbt								
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	3.40	0.00	Y	Arm 10 Ahead	55.50	100.0 %	1904	1904
1/2	3.86	0.00	N	Arm 2 Right	46.10	73.2 %	2074	2074
				Arm 10 Ahead	46.10	26.8 %		
1/3	3.50	0.00	Y	Arm 2 Right	51.80	100.0 %	1910	1910
2/1	3.10	0.00	Y	Arm 11 Ahead	60.50	100.0 %	1878	1878
2/2	4.00	0.00	N	Arm 3 Right	50.64	44.9 %	2093	2093
				Arm 11 Ahead	50.64	55.1 %		
2/3	3.50	0.00	Y	Arm 3 Right	47.00	100.0 %	1904	1904
3/1	3.40	0.00	Y	Arm 12 Ahead	53.50	100.0 %	1902	1902
3/2	3.70	0.00	N	Arm 4 Right	49.70	30.1 %	2063	2063
				Arm 12 Ahead	49.70	69.9 %		
3/3	3.00	0.00	Y	Arm 4 Right	45.30	0.0 %	1915	1915
4/1	3.35	0.00	Y	Arm 9 Ahead	45.60	100.0 %	1888	1888
4/2	3.50	0.00	N	Arm 1 Right	42.00	100.0 %	2032	2032
				Arm 9 Ahead	42.00	0.0 %		
4/3	3.60	0.00	Y	Arm 1 Right	38.50	100.0 %	1901	1901
5/1 (A229)	3.80	0.00	Y	Arm 9 Left	18.70	100.0 %	1847	1847
5/2 (A229)	3.90	0.00	N	Arm 1 Ahead	22.90	100.0 %	2013	2013
				Arm 9 Left	22.90	0.0 %		
5/3 (A229)	4.00	0.00	Y	Arm 1 Ahead	26.60	100.0 %	1907	1907
6/1 (M2 SB Off-slip)	3.43	0.00	Y	Arm 10 Left	25.10	100.0 %	1848	1848
6/2 (M2 SB Off-slip)	3.56	0.00	N	Arm 2 Ahead	77.00	100.0 %	2071	2071
6/3 (M2 SB Off-slip)	3.57	0.00	Y	Arm 2 Ahead	80.40	100.0 %	1936	1936
7/1 (A2045)	3.75	0.00	Y	Arm 3 Ahead	35.10	42.3 %	1908	1908
				Arm 11 Left	35.10	57.7 %		
7/2 (A2045)	3.20	0.00	Y	Arm 3 Ahead	38.84	100.0 %	1863	1863
8/1 (M2 NB Off-slip)	3.65	0.00	Y	Arm 12 Left	28.40	100.0 %	1881	1881
8/2 (M2 NB Off-slip)	3.58	0.00	N	Arm 12 Left	31.90	100.0 %	2018	2018
8/3 (M2 NB Off-slip)	3.70	0.00	Y	Arm 4 Ahead	35.50	100.0 %	1905	1905
9/1 (M2 NB On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M2 NB On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

10/1 (A2045 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2045 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (M2 SB On-slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (M2 SB On-slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A229 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A229 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/3 (A229 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 20: 'RC PM Demand+Base' (FG24: 'RC PM Demand + Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	564	978	1203	2745
	B	135	0	1674	0	1809
	C	1417	5505	119	2305	9346
	D	1806	0	4859	0	6665
	Tot.	3358	6069	7630	3508	20565

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: RC PM Demand+Base
Junction: M2J3_Taddington Rbt	
1/1 (short)	541
1/2 (with short)	4154(In) 3613(Out)
1/3	3022
2/1	2602
2/2	4717
2/3	3164
3/1	3528
3/2 (with short)	3631(In) 3631(Out)
3/3 (short)	0
4/1	1203
4/2	17
4/3	118
5/1	2305
5/2	4019
5/3	3022
6/1	1806
6/2 (with short)	4859(In) 1790(Out)
6/3 (short)	3069
7/1	1390
7/2	1355
8/1	828
8/2 (with short)	981(In) 846(Out)
8/3 (short)	135
9/1	3508
9/2	0
10/1	1444
10/2	1914
11/1	2884
11/2	3185
12/1	4356
12/2	1637
12/3	1637

Lane Saturation Flows

Junction: M2J3_Taddington Rbt								
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	3.40	0.00	Y	Arm 10 Ahead	55.50	100.0 %	1904	1904
1/2	3.86	0.00	N	Arm 2 Right	46.10	72.0 %	2074	2074
				Arm 10 Ahead	46.10	28.0 %		
1/3	3.50	0.00	Y	Arm 2 Right	51.80	100.0 %	1910	1910
2/1	3.10	0.00	Y	Arm 11 Ahead	60.50	100.0 %	1878	1878
2/2	4.00	0.00	N	Arm 3 Right	50.64	38.5 %	2093	2093
				Arm 11 Ahead	50.64	61.5 %		
2/3	3.50	0.00	Y	Arm 3 Right	47.00	100.0 %	1904	1904
3/1	3.40	0.00	Y	Arm 12 Ahead	53.50	100.0 %	1902	1902
3/2	3.70	0.00	N	Arm 4 Right	49.70	33.1 %	2063	2063
				Arm 12 Ahead	49.70	66.9 %		
3/3	3.00	0.00	Y	Arm 4 Right	45.30	0.0 %	1915	1915
4/1	3.35	0.00	Y	Arm 9 Ahead	45.60	100.0 %	1888	1888
4/2	3.50	0.00	N	Arm 1 Right	42.00	100.0 %	2032	2032
				Arm 9 Ahead	42.00	0.0 %		
4/3	3.60	0.00	Y	Arm 1 Right	38.50	100.0 %	1901	1901
5/1 (A229)	3.80	0.00	Y	Arm 9 Left	18.70	100.0 %	1847	1847
5/2 (A229)	3.90	0.00	N	Arm 1 Ahead	22.90	100.0 %	2013	2013
				Arm 9 Left	22.90	0.0 %		
5/3 (A229)	4.00	0.00	Y	Arm 1 Ahead	26.60	100.0 %	1907	1907
6/1 (M2 SB Off-slip)	3.43	0.00	Y	Arm 10 Left	25.10	100.0 %	1848	1848
6/2 (M2 SB Off-slip)	3.56	0.00	N	Arm 2 Ahead	77.00	100.0 %	2071	2071
6/3 (M2 SB Off-slip)	3.57	0.00	Y	Arm 2 Ahead	80.40	100.0 %	1936	1936
7/1 (A2045)	3.75	0.00	Y	Arm 3 Ahead	35.10	59.4 %	1908	1908
				Arm 11 Left	35.10	40.6 %		
7/2 (A2045)	3.20	0.00	Y	Arm 3 Ahead	38.84	100.0 %	1863	1863
8/1 (M2 NB Off-slip)	3.65	0.00	Y	Arm 12 Left	28.40	100.0 %	1881	1881
8/2 (M2 NB Off-slip)	3.58	0.00	N	Arm 12 Left	31.90	100.0 %	2018	2018
8/3 (M2 NB Off-slip)	3.70	0.00	Y	Arm 4 Ahead	35.50	100.0 %	1905	1905
9/1 (M2 NB On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M2 NB On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

10/1 (A2045 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2045 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (M2 SB On-slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (M2 SB On-slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A229 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A229 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/3 (A229 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 21: 'LP AM Demand+Base' (FG25: 'LP AM Demand + Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	1000	1274	1037	3311
	B	103	0	2559	0	2662
	C	731	4176	28	1474	6409
	D	1609	0	4062	0	5671
	Tot.	2443	5176	7923	2511	18053

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: LP AM Demand+Base
Junction: M2J3_Taddington Rbt	
1/1 (short)	219
1/2 (with short)	3378(In) 3159(Out)
1/3	1660
2/1	2544
2/2	3159
2/3	2563
3/1	3144
3/2 (with short)	3257(In) 3257(Out)
3/3 (short)	0
4/1	1037
4/2	58
4/3	45
5/1	1474
5/2	3275
5/3	1660
6/1	1609
6/2 (with short)	4062(In) 1520(Out)
6/3 (short)	2542
7/1	1676
7/2	1635
8/1	1263
8/2 (with short)	1399(In) 1296(Out)
8/3 (short)	103
9/1	2511
9/2	0
10/1	1023
10/2	1420
11/1	3044
11/2	2132
12/1	4407
12/2	1758
12/3	1758

Full Input Data And Results

Lane Saturation Flows

Junction: M2J3_Taddington Rbt								
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	3.40	0.00	Y	Arm 10 Ahead	55.50	100.0 %	1904	1904
1/2	3.86	0.00	N	Arm 2 Right	46.10	80.5 %	2074	2074
				Arm 10 Ahead	46.10	19.5 %		
1/3	3.50	0.00	Y	Arm 2 Right	51.80	100.0 %	1910	1910
2/1	3.10	0.00	Y	Arm 11 Ahead	60.50	100.0 %	1878	1878
2/2	4.00	0.00	N	Arm 3 Right	50.64	48.3 %	2093	2093
				Arm 11 Ahead	50.64	51.7 %		
2/3	3.50	0.00	Y	Arm 3 Right	47.00	100.0 %	1904	1904
3/1	3.40	0.00	Y	Arm 12 Ahead	53.50	100.0 %	1902	1902
3/2	3.70	0.00	N	Arm 4 Right	49.70	31.8 %	2063	2063
				Arm 12 Ahead	49.70	68.2 %		
3/3	3.00	0.00	Y	Arm 4 Right	45.30	0.0 %	1915	1915
4/1	3.35	0.00	Y	Arm 9 Ahead	45.60	100.0 %	1888	1888
4/2	3.50	0.00	N	Arm 1 Right	42.00	100.0 %	2032	2032
				Arm 9 Ahead	42.00	0.0 %		
4/3	3.60	0.00	Y	Arm 1 Right	38.50	100.0 %	1901	1901
5/1 (A229)	3.80	0.00	Y	Arm 9 Left	18.70	100.0 %	1847	1847
5/2 (A229)	3.90	0.00	N	Arm 1 Ahead	22.90	100.0 %	2013	2013
				Arm 9 Left	22.90	0.0 %		
5/3 (A229)	4.00	0.00	Y	Arm 1 Ahead	26.60	100.0 %	1907	1907
6/1 (M2 SB Off-slip)	3.43	0.00	Y	Arm 10 Left	25.10	100.0 %	1848	1848
6/2 (M2 SB Off-slip)	3.56	0.00	N	Arm 2 Ahead	77.00	100.0 %	2071	2071
6/3 (M2 SB Off-slip)	3.57	0.00	Y	Arm 2 Ahead	80.40	100.0 %	1936	1936
7/1 (A2045)	3.75	0.00	Y	Arm 3 Ahead	35.10	40.3 %	1908	1908
				Arm 11 Left	35.10	59.7 %		
7/2 (A2045)	3.20	0.00	Y	Arm 3 Ahead	38.84	100.0 %	1863	1863
8/1 (M2 NB Off-slip)	3.65	0.00	Y	Arm 12 Left	28.40	100.0 %	1881	1881
8/2 (M2 NB Off-slip)	3.58	0.00	N	Arm 12 Left	31.90	100.0 %	2018	2018
8/3 (M2 NB Off-slip)	3.70	0.00	Y	Arm 4 Ahead	35.50	100.0 %	1905	1905
9/1 (M2 NB On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M2 NB On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf

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10/1 (A2045 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2045 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (M2 SB On-slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (M2 SB On-slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A229 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A229 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/3 (A229 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 22: 'LP PM Demand+Base' (FG26: 'LP PM Demand + Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	585	968	1273	2826
	B	153	0	1714	0	1867
	C	1401	5513	103	2310	9327
	D	1821	0	5048	0	6869
	Tot.	3375	6098	7833	3583	20889

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: LP PM Demand+Base
Junction: M2J3_Taddington Rbt	
1/1 (short)	437
1/2 (with short)	4139(In) 3702(Out)
1/3	3031
2/1	2585
2/2	4866
2/3	3213
3/1	3685
3/2 (with short)	3707(In) 3707(Out)
3/3 (short)	0
4/1	1273
4/2	30
4/3	123
5/1	2310
5/2	3986
5/3	3031
6/1	1821
6/2 (with short)	5048(In) 1905(Out)
6/3 (short)	3143
7/1	1428
7/2	1398
8/1	854
8/2 (with short)	1013(In) 860(Out)
8/3 (short)	153
9/1	3583
9/2	0
10/1	1347
10/2	2028
11/1	2877
11/2	3221
12/1	4539
12/2	1647
12/3	1647

Full Input Data And Results

Lane Saturation Flows

Junction: M2J3_Taddington Rbt								
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	3.40	0.00	Y	Arm 10 Ahead	55.50	100.0 %	1904	1904
1/2	3.86	0.00	N	Arm 2 Right	46.10	69.8 %	2074	2074
				Arm 10 Ahead	46.10	30.2 %		
1/3	3.50	0.00	Y	Arm 2 Right	51.80	100.0 %	1910	1910
2/1	3.10	0.00	Y	Arm 11 Ahead	60.50	100.0 %	1878	1878
2/2	4.00	0.00	N	Arm 3 Right	50.64	39.8 %	2093	2093
				Arm 11 Ahead	50.64	60.2 %		
2/3	3.50	0.00	Y	Arm 3 Right	47.00	100.0 %	1904	1904
3/1	3.40	0.00	Y	Arm 12 Ahead	53.50	100.0 %	1902	1902
3/2	3.70	0.00	N	Arm 4 Right	49.70	34.3 %	2063	2063
				Arm 12 Ahead	49.70	65.7 %		
3/3	3.00	0.00	Y	Arm 4 Right	45.30	0.0 %	1915	1915
4/1	3.35	0.00	Y	Arm 9 Ahead	45.60	100.0 %	1888	1888
4/2	3.50	0.00	N	Arm 1 Right	42.00	100.0 %	2032	2032
				Arm 9 Ahead	42.00	0.0 %		
4/3	3.60	0.00	Y	Arm 1 Right	38.50	100.0 %	1901	1901
5/1 (A229)	3.80	0.00	Y	Arm 9 Left	18.70	100.0 %	1847	1847
5/2 (A229)	3.90	0.00	N	Arm 1 Ahead	22.90	100.0 %	2013	2013
				Arm 9 Left	22.90	0.0 %		
5/3 (A229)	4.00	0.00	Y	Arm 1 Ahead	26.60	100.0 %	1907	1907
6/1 (M2 SB Off-slip)	3.43	0.00	Y	Arm 10 Left	25.10	100.0 %	1848	1848
6/2 (M2 SB Off-slip)	3.56	0.00	N	Arm 2 Ahead	77.00	100.0 %	2071	2071
6/3 (M2 SB Off-slip)	3.57	0.00	Y	Arm 2 Ahead	80.40	100.0 %	1936	1936
7/1 (A2045)	3.75	0.00	Y	Arm 3 Ahead	35.10	59.0 %	1908	1908
				Arm 11 Left	35.10	41.0 %		
7/2 (A2045)	3.20	0.00	Y	Arm 3 Ahead	38.84	100.0 %	1863	1863
8/1 (M2 NB Off-slip)	3.65	0.00	Y	Arm 12 Left	28.40	100.0 %	1881	1881
8/2 (M2 NB Off-slip)	3.58	0.00	N	Arm 12 Left	31.90	100.0 %	2018	2018
8/3 (M2 NB Off-slip)	3.70	0.00	Y	Arm 4 Ahead	35.50	100.0 %	1905	1905
9/1 (M2 NB On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M2 NB On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf

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10/1 (A2045 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2045 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (M2 SB On-slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (M2 SB On-slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A229 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A229 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/3 (A229 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 23: 'RC AM Actual+Base' (FG27: 'RC AM Actual + Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	958	1362	959	3279
	B	157	0	2255	0	2412
	C	736	4082	39	1547	6404
	D	1489	0	3927	0	5416
	Tot.	2382	5040	7583	2506	17511

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: RC AM Actual+Base
Junction: M2J3_Taddington Rbt	
1/1 (short)	126
1/2 (with short)	3180(In) 3054(Out)
1/3	1834
2/1	2287
2/2	3216
2/3	2545
3/1	3194
3/2 (with short)	3093(In) 3093(Out)
3/3 (short)	0
4/1	959
4/2	93
4/3	64
5/1	1547
5/2	3023
5/3	1834
6/1	1489
6/2 (with short)	3927(In) 1403(Out)
6/3 (short)	2524
7/1	1656
7/2	1623
8/1	1125
8/2 (with short)	1287(In) 1130(Out)
8/3 (short)	157
9/1	2506
9/2	0
10/1	870
10/2	1512
11/1	2766
11/2	2274
12/1	4319
12/2	1632
12/3	1632

Full Input Data And Results

Lane Saturation Flows

Junction: M2J3_Taddington Rbt								
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	3.40	0.00	Y	Arm 10 Ahead	55.50	100.0 %	1904	1904
1/2	3.86	0.00	N	Arm 2 Right	46.10	74.9 %	2074	2074
				Arm 10 Ahead	46.10	25.1 %		
1/3	3.50	0.00	Y	Arm 2 Right	51.80	100.0 %	1910	1910
2/1	3.10	0.00	Y	Arm 11 Ahead	60.50	100.0 %	1878	1878
2/2	4.00	0.00	N	Arm 3 Right	50.64	44.2 %	2093	2093
				Arm 11 Ahead	50.64	55.8 %		
2/3	3.50	0.00	Y	Arm 3 Right	47.00	100.0 %	1904	1904
3/1	3.40	0.00	Y	Arm 12 Ahead	53.50	100.0 %	1902	1902
3/2	3.70	0.00	N	Arm 4 Right	49.70	31.0 %	2063	2063
				Arm 12 Ahead	49.70	69.0 %		
3/3	3.00	0.00	Y	Arm 4 Right	45.30	0.0 %	1915	1915
4/1	3.35	0.00	Y	Arm 9 Ahead	45.60	100.0 %	1888	1888
4/2	3.50	0.00	N	Arm 1 Right	42.00	100.0 %	2032	2032
				Arm 9 Ahead	42.00	0.0 %		
4/3	3.60	0.00	Y	Arm 1 Right	38.50	100.0 %	1901	1901
5/1 (A229)	3.80	0.00	Y	Arm 9 Left	18.70	100.0 %	1847	1847
5/2 (A229)	3.90	0.00	N	Arm 1 Ahead	22.90	100.0 %	2013	2013
				Arm 9 Left	22.90	0.0 %		
5/3 (A229)	4.00	0.00	Y	Arm 1 Ahead	26.60	100.0 %	1907	1907
6/1 (M2 SB Off-slip)	3.43	0.00	Y	Arm 10 Left	25.10	100.0 %	1848	1848
6/2 (M2 SB Off-slip)	3.56	0.00	N	Arm 2 Ahead	77.00	100.0 %	2071	2071
6/3 (M2 SB Off-slip)	3.57	0.00	Y	Arm 2 Ahead	80.40	100.0 %	1936	1936
7/1 (A2045)	3.75	0.00	Y	Arm 3 Ahead	35.10	42.1 %	1908	1908
				Arm 11 Left	35.10	57.9 %		
7/2 (A2045)	3.20	0.00	Y	Arm 3 Ahead	38.84	100.0 %	1863	1863
8/1 (M2 NB Off-slip)	3.65	0.00	Y	Arm 12 Left	28.40	100.0 %	1881	1881
8/2 (M2 NB Off-slip)	3.58	0.00	N	Arm 12 Left	31.90	100.0 %	2018	2018
8/3 (M2 NB Off-slip)	3.70	0.00	Y	Arm 4 Ahead	35.50	100.0 %	1905	1905
9/1 (M2 NB On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M2 NB On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

10/1 (A2045 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2045 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (M2 SB On-slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (M2 SB On-slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A229 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A229 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/3 (A229 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 24: 'RC PM Actual+Base' (FG28: 'RC PM Actual + Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	548	955	1167	2670
	B	133	0	1601	0	1734
	C	1349	5231	114	2192	8886
	D	1735	0	4677	0	6412
	Tot.	3217	5779	7347	3359	19702

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: RC PM Actual+Base
Junction: M2J3_Taddington Rbt	
1/1 (short)	416
1/2 (with short)	3899(In) 3483(Out)
1/3	2928
2/1	2417
2/2	4558
2/3	3047
3/1	3412
3/2 (with short)	3501(In) 3501(Out)
3/3 (short)	0
4/1	1167
4/2	33
4/3	100
5/1	2192
5/2	3766
5/3	2928
6/1	1735
6/2 (with short)	4677(In) 1711(Out)
6/3 (short)	2966
7/1	1351
7/2	1319
8/1	789
8/2 (with short)	945(In) 812(Out)
8/3 (short)	133
9/1	3359
9/2	0
10/1	1283
10/2	1934
11/1	2691
11/2	3088
12/1	4201
12/2	1573
12/3	1573

Lane Saturation Flows

Junction: M2J3_Taddington Rbt								
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	3.40	0.00	Y	Arm 10 Ahead	55.50	100.0 %	1904	1904
1/2	3.86	0.00	N	Arm 2 Right	46.10	69.4 %	2074	2074
				Arm 10 Ahead	46.10	30.6 %		
1/3	3.50	0.00	Y	Arm 2 Right	51.80	100.0 %	1910	1910
2/1	3.10	0.00	Y	Arm 11 Ahead	60.50	100.0 %	1878	1878
2/2	4.00	0.00	N	Arm 3 Right	50.64	38.3 %	2093	2093
				Arm 11 Ahead	50.64	61.7 %		
2/3	3.50	0.00	Y	Arm 3 Right	47.00	100.0 %	1904	1904
3/1	3.40	0.00	Y	Arm 12 Ahead	53.50	100.0 %	1902	1902
3/2	3.70	0.00	N	Arm 4 Right	49.70	33.3 %	2063	2063
				Arm 12 Ahead	49.70	66.7 %		
3/3	3.00	0.00	Y	Arm 4 Right	45.30	0.0 %	1915	1915
4/1	3.35	0.00	Y	Arm 9 Ahead	45.60	100.0 %	1888	1888
4/2	3.50	0.00	N	Arm 1 Right	42.00	100.0 %	2032	2032
				Arm 9 Ahead	42.00	0.0 %		
4/3	3.60	0.00	Y	Arm 1 Right	38.50	100.0 %	1901	1901
5/1 (A229)	3.80	0.00	Y	Arm 9 Left	18.70	100.0 %	1847	1847
5/2 (A229)	3.90	0.00	N	Arm 1 Ahead	22.90	100.0 %	2013	2013
				Arm 9 Left	22.90	0.0 %		
5/3 (A229)	4.00	0.00	Y	Arm 1 Ahead	26.60	100.0 %	1907	1907
6/1 (M2 SB Off-slip)	3.43	0.00	Y	Arm 10 Left	25.10	100.0 %	1848	1848
6/2 (M2 SB Off-slip)	3.56	0.00	N	Arm 2 Ahead	77.00	100.0 %	2071	2071
6/3 (M2 SB Off-slip)	3.57	0.00	Y	Arm 2 Ahead	80.40	100.0 %	1936	1936
7/1 (A2045)	3.75	0.00	Y	Arm 3 Ahead	35.10	59.4 %	1908	1908
				Arm 11 Left	35.10	40.6 %		
7/2 (A2045)	3.20	0.00	Y	Arm 3 Ahead	38.84	100.0 %	1863	1863
8/1 (M2 NB Off-slip)	3.65	0.00	Y	Arm 12 Left	28.40	100.0 %	1881	1881
8/2 (M2 NB Off-slip)	3.58	0.00	N	Arm 12 Left	31.90	100.0 %	2018	2018
8/3 (M2 NB Off-slip)	3.70	0.00	Y	Arm 4 Ahead	35.50	100.0 %	1905	1905
9/1 (M2 NB On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M2 NB On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf

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10/1 (A2045 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2045 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (M2 SB On-slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (M2 SB On-slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A229 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A229 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/3 (A229 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 25: 'LP AM Actual+Base' (FG29: 'LP AM Actual + Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	980	1259	1020	3259
	B	100	0	2472	0	2572
	C	720	4102	28	1452	6302
	D	1561	0	3960	0	5521
	Tot.	2381	5082	7719	2472	17654

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 25: LP AM Actual+Base
Junction: M2J3_Taddington Rbt	
1/1 (short)	335
1/2 (with short)	3201(In) 2866(Out)
1/3	1749
2/1	2381
2/2	3198
2/3	2511
3/1	3081
3/2 (with short)	3186(In) 3186(Out)
3/3 (short)	0
4/1	1020
4/2	47
4/3	53
5/1	1452
5/2	3101
5/3	1749
6/1	1561
6/2 (with short)	3960(In) 1465(Out)
6/3 (short)	2495
7/1	1649
7/2	1610
8/1	1220
8/2 (with short)	1352(In) 1252(Out)
8/3 (short)	100
9/1	2472
9/2	0
10/1	1115
10/2	1266
11/1	2871
11/2	2211
12/1	4301
12/2	1709
12/3	1709

Lane Saturation Flows

Junction: M2J3_Taddington Rbt								
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	3.40	0.00	Y	Arm 10 Ahead	55.50	100.0 %	1904	1904
1/2	3.86	0.00	N	Arm 2 Right	46.10	83.1 %	2074	2074
				Arm 10 Ahead	46.10	16.9 %		
1/3	3.50	0.00	Y	Arm 2 Right	51.80	100.0 %	1910	1910
2/1	3.10	0.00	Y	Arm 11 Ahead	60.50	100.0 %	1878	1878
2/2	4.00	0.00	N	Arm 3 Right	50.64	46.2 %	2093	2093
				Arm 11 Ahead	50.64	53.8 %		
2/3	3.50	0.00	Y	Arm 3 Right	47.00	100.0 %	1904	1904
3/1	3.40	0.00	Y	Arm 12 Ahead	53.50	100.0 %	1902	1902
3/2	3.70	0.00	N	Arm 4 Right	49.70	32.0 %	2063	2063
				Arm 12 Ahead	49.70	68.0 %		
3/3	3.00	0.00	Y	Arm 4 Right	45.30	0.0 %	1915	1915
4/1	3.35	0.00	Y	Arm 9 Ahead	45.60	100.0 %	1888	1888
4/2	3.50	0.00	N	Arm 1 Right	42.00	100.0 %	2032	2032
				Arm 9 Ahead	42.00	0.0 %		
4/3	3.60	0.00	Y	Arm 1 Right	38.50	100.0 %	1901	1901
5/1 (A229)	3.80	0.00	Y	Arm 9 Left	18.70	100.0 %	1847	1847
5/2 (A229)	3.90	0.00	N	Arm 1 Ahead	22.90	100.0 %	2013	2013
				Arm 9 Left	22.90	0.0 %		
5/3 (A229)	4.00	0.00	Y	Arm 1 Ahead	26.60	100.0 %	1907	1907
6/1 (M2 SB Off-slip)	3.43	0.00	Y	Arm 10 Left	25.10	100.0 %	1848	1848
6/2 (M2 SB Off-slip)	3.56	0.00	N	Arm 2 Ahead	77.00	100.0 %	2071	2071
6/3 (M2 SB Off-slip)	3.57	0.00	Y	Arm 2 Ahead	80.40	100.0 %	1936	1936
7/1 (A2045)	3.75	0.00	Y	Arm 3 Ahead	35.10	40.6 %	1908	1908
				Arm 11 Left	35.10	59.4 %		
7/2 (A2045)	3.20	0.00	Y	Arm 3 Ahead	38.84	100.0 %	1863	1863
8/1 (M2 NB Off-slip)	3.65	0.00	Y	Arm 12 Left	28.40	100.0 %	1881	1881
8/2 (M2 NB Off-slip)	3.58	0.00	N	Arm 12 Left	31.90	100.0 %	2018	2018
8/3 (M2 NB Off-slip)	3.70	0.00	Y	Arm 4 Ahead	35.50	100.0 %	1905	1905
9/1 (M2 NB On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M2 NB On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf

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10/1 (A2045 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2045 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (M2 SB On-slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (M2 SB On-slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A229 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A229 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/3 (A229 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 26: 'LP PM Actual+Base' (FG30: 'LP PM Actual + Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	559	933	1211	2703
	B	147	0	1597	0	1744
	C	1319	5152	97	2166	8734
	D	1713	0	4755	0	6468
	Tot.	3179	5711	7382	3377	19649

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 26: LP PM Actual+Base
Junction: M2J3_Taddington Rbt	
1/1 (short)	405
1/2 (with short)	3811(In) 3406(Out)
1/3	2904
2/1	2345
2/2	4624
2/3	3035
3/1	3451
3/2 (with short)	3545(In) 3545(Out)
3/3 (short)	0
4/1	1211
4/2	41
4/3	106
5/1	2166
5/2	3664
5/3	2904
6/1	1713
6/2 (with short)	4755(In) 1788(Out)
6/3 (short)	2967
7/1	1368
7/2	1335
8/1	787
8/2 (with short)	957(In) 810(Out)
8/3 (short)	147
9/1	3377
9/2	0
10/1	1261
10/2	1918
11/1	2624
11/2	3087
12/1	4238
12/2	1572
12/3	1572

Lane Saturation Flows

Junction: M2J3_Taddington Rbt								
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	3.40	0.00	Y	Arm 10 Ahead	55.50	100.0 %	1904	1904
1/2	3.86	0.00	N	Arm 2 Right	46.10	68.8 %	2074	2074
				Arm 10 Ahead	46.10	31.2 %		
1/3	3.50	0.00	Y	Arm 2 Right	51.80	100.0 %	1910	1910
2/1	3.10	0.00	Y	Arm 11 Ahead	60.50	100.0 %	1878	1878
2/2	4.00	0.00	N	Arm 3 Right	50.64	39.3 %	2093	2093
				Arm 11 Ahead	50.64	60.7 %		
2/3	3.50	0.00	Y	Arm 3 Right	47.00	100.0 %	1904	1904
3/1	3.40	0.00	Y	Arm 12 Ahead	53.50	100.0 %	1902	1902
3/2	3.70	0.00	N	Arm 4 Right	49.70	34.2 %	2063	2063
				Arm 12 Ahead	49.70	65.8 %		
3/3	3.00	0.00	Y	Arm 4 Right	45.30	0.0 %	1915	1915
4/1	3.35	0.00	Y	Arm 9 Ahead	45.60	100.0 %	1888	1888
4/2	3.50	0.00	N	Arm 1 Right	42.00	100.0 %	2032	2032
				Arm 9 Ahead	42.00	0.0 %		
4/3	3.60	0.00	Y	Arm 1 Right	38.50	100.0 %	1901	1901
5/1 (A229)	3.80	0.00	Y	Arm 9 Left	18.70	100.0 %	1847	1847
5/2 (A229)	3.90	0.00	N	Arm 1 Ahead	22.90	100.0 %	2013	2013
				Arm 9 Left	22.90	0.0 %		
5/3 (A229)	4.00	0.00	Y	Arm 1 Ahead	26.60	100.0 %	1907	1907
6/1 (M2 SB Off-slip)	3.43	0.00	Y	Arm 10 Left	25.10	100.0 %	1848	1848
6/2 (M2 SB Off-slip)	3.56	0.00	N	Arm 2 Ahead	77.00	100.0 %	2071	2071
6/3 (M2 SB Off-slip)	3.57	0.00	Y	Arm 2 Ahead	80.40	100.0 %	1936	1936
7/1 (A2045)	3.75	0.00	Y	Arm 3 Ahead	35.10	59.1 %	1908	1908
				Arm 11 Left	35.10	40.9 %		
7/2 (A2045)	3.20	0.00	Y	Arm 3 Ahead	38.84	100.0 %	1863	1863
8/1 (M2 NB Off-slip)	3.65	0.00	Y	Arm 12 Left	28.40	100.0 %	1881	1881
8/2 (M2 NB Off-slip)	3.58	0.00	N	Arm 12 Left	31.90	100.0 %	2018	2018
8/3 (M2 NB Off-slip)	3.70	0.00	Y	Arm 4 Ahead	35.50	100.0 %	1905	1905
9/1 (M2 NB On-slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M2 NB On-slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

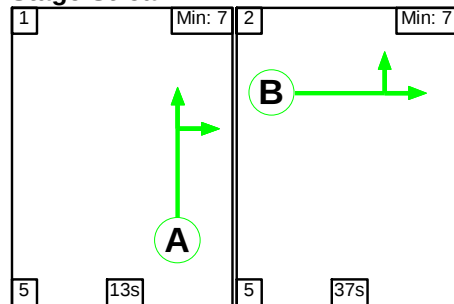
10/1 (A2045 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2045 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (M2 SB On-slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (M2 SB On-slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A229 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A229 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/3 (A229 Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 19: 'RC AM Demand+Base' (FG23: 'RC AM Demand + Base', Plan 1: 'Network Control Plan 1')

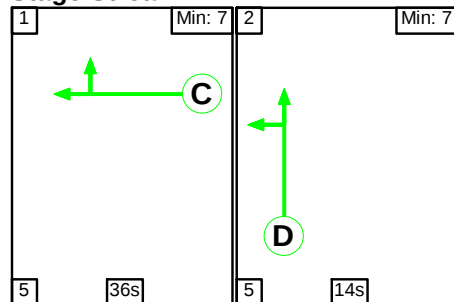
C1 - M2/ Taddington Wood Rbt (West)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

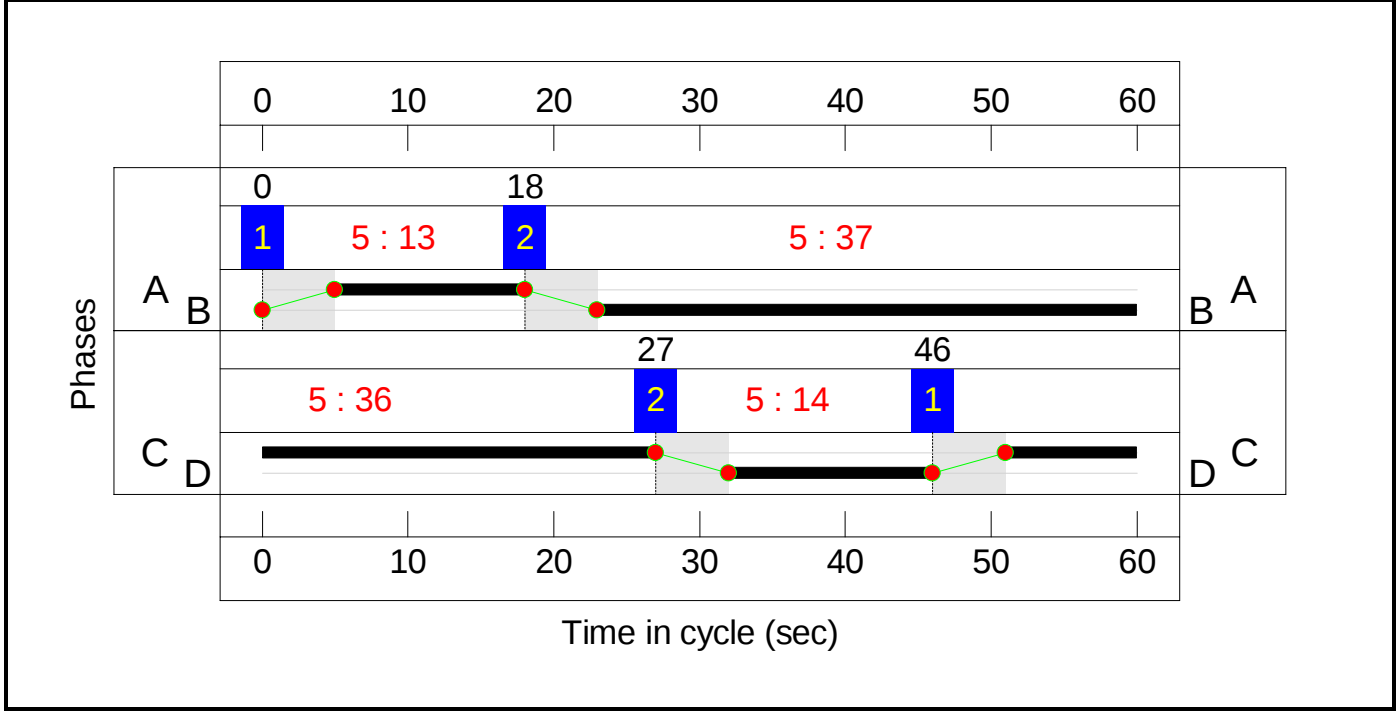
Stage Stream: 1

Stage	1	2
Duration	13	37
Change Point	0	18

Stage Stream: 2

Stage	1	2
Duration	36	14
Change Point	46	27

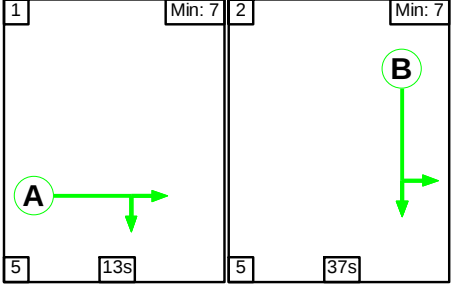
Signal Timings Diagram



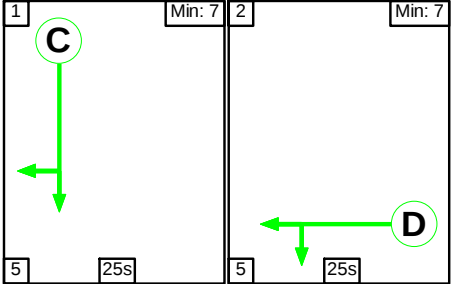
C2 - M2/ Taddington Wood Rbt (East)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

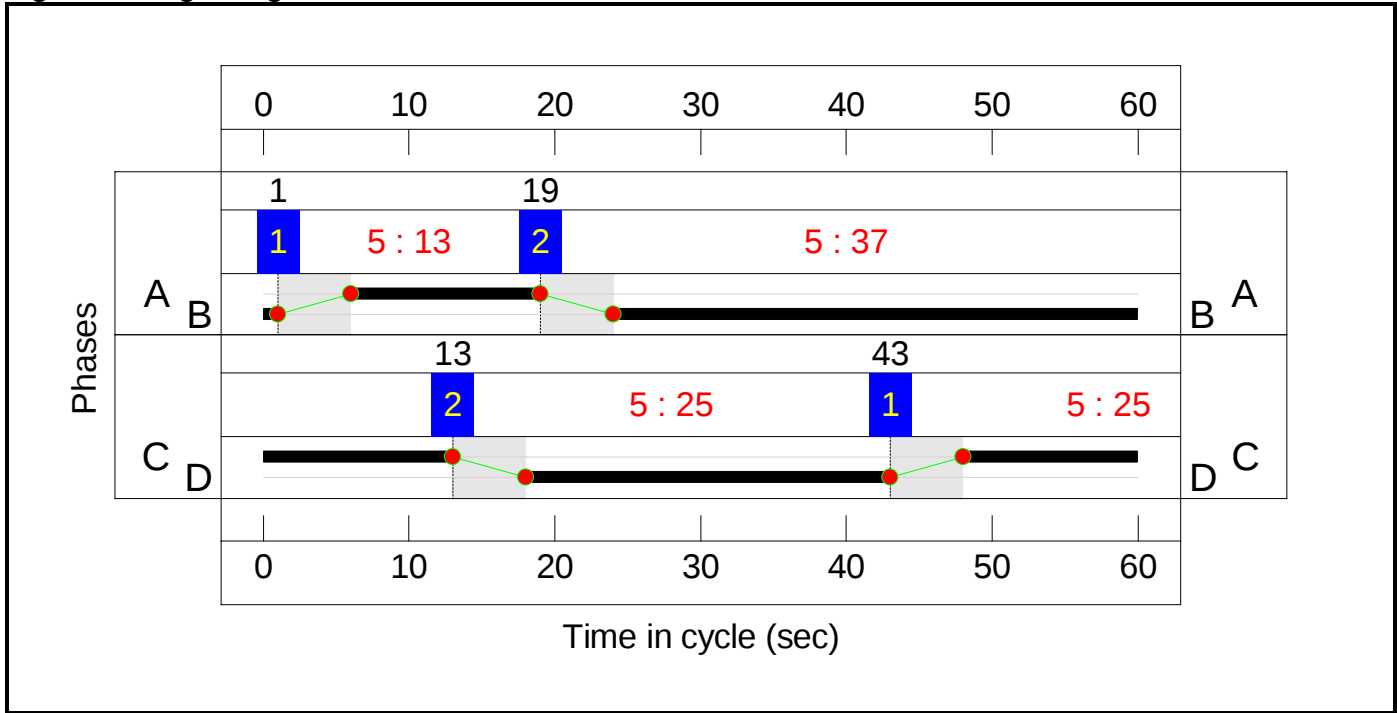
Stage Stream: 1

Stage	1	2
Duration	13	37
Change Point	1	19

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	25	25
Change Point	43	13

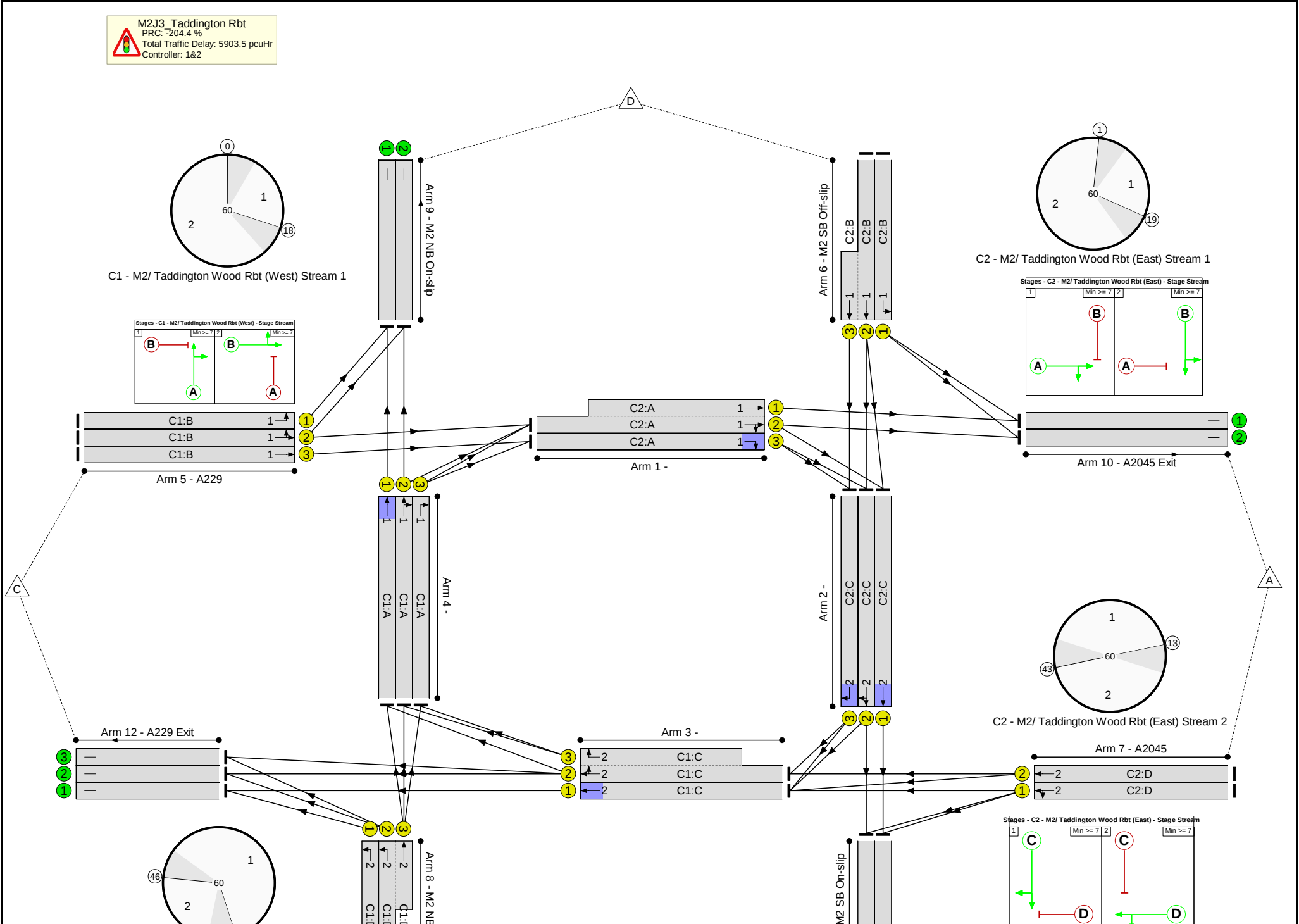
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	273.9%
M2J3_Taddington Rbt	-	-	N/A	-	-		-	-	-	-	-	-	273.9%
1/2+1/1	Right Ahead	U	2:1	N/A	C2:A		1	13	-	3204	2074:1904	484+10	271.6 : 271.7%
1/3	Right	U	2:1	N/A	C2:A		1	13	-	1884	1910	446	271.0%
2/1	Ahead	U	2:2	N/A	C2:C		1	25	-	2299	1878	814	45.6%
2/2	Right Ahead	U	2:2	N/A	C2:C		1	25	-	3350	2093	907	108.5%
2/3	Right	U	2:2	N/A	C2:C		1	25	-	2564	1904	825	113.1%
3/1	Ahead	U	1:2	N/A	C1:C		1	36	-	3205	1902	1173	107.6%
3/2+3/3	Right Ahead	U	1:2	N/A	C1:C		1	36	-	3185	2063:1915	1272+0	99.6 : 0.0%
4/1	Ahead	U	1:1	N/A	C1:A		1	13	-	959	1888	441	108.5%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	13	-	105	2032	474	9.3%
4/3	Right	U	1:1	N/A	C1:A		1	13	-	54	1901	444	5.1%
5/1	A229 Left	U	1:1	N/A	C1:B		1	37	-	1567	1847	1170	134.0%
5/2	A229 Ahead Left	U	1:1	N/A	C1:B		1	37	-	3045	2013	1275	238.8%
5/3	A229 Ahead	U	1:1	N/A	C1:B		1	37	-	1884	1907	1208	156.0%
6/1	M2 SB Off-slip Left	U	2:1	N/A	C2:B		1	37	-	1535	1848	1170	131.2%
6/2+6/3	M2 SB Off-slip Ahead	U	2:1	N/A	C2:B		1	37	-	4030	2071:1936	544+927	273.9 : 273.9%
7/1	A2045 Ahead Left	U	2:2	N/A	C2:D		1	25	-	1659	1908	827	200.7%
7/2	A2045 Ahead	U	2:2	N/A	C2:D		1	25	-	1620	1863	807	200.7%
8/1	M2 NB Off-slip Left	U	1:2	N/A	C1:D		1	14	-	1135	1881	470	241.4%
8/2+8/3	M2 NB Off-slip Ahead Left	U	1:2	N/A	C1:D		1	14	-	1305	2018:1905	481+67	238.4 : 238.4%
9/1	M2 NB On-slip	U	N/A	N/A	-		-	-	-	2526	Inf	Inf	0.0%

Full Input Data And Results

9/2	M2 NB On-slip	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A2045 Exit	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
10/2	A2045 Exit	U	N/A	N/A	-		-	-	-	1608	Inf	Inf	0.0%
11/1	M2 SB On-slip	U	N/A	N/A	-		-	-	-	2778	Inf	Inf	0.0%
11/2	M2 SB On-slip	U	N/A	N/A	-		-	-	-	2324	Inf	Inf	0.0%
12/1	A229 Exit	U	N/A	N/A	-		-	-	-	4340	Inf	Inf	0.0%
12/2	A229 Exit	U	N/A	N/A	-		-	-	-	1686	Inf	Inf	0.0%
12/3	A229 Exit	U	N/A	N/A	-		-	-	-	1686	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	475.8	5427.7	0.0	5903.5	-	-	-	-
M2J3_Taddington Rbt	-	-	0	0	0	475.8	5427.7	0.0	5903.5	-	-	-	-
1/2+1/1	1342	498	-	-	-	30.8	424.6	-	455.4	1222.0	39.7	424.6	464.4
1/3	1208	446	-	-	-	30.0	381.8	-	411.9	1227.7	38.1	381.8	419.9
2/1	371	371	-	-	-	3.1	0.4	-	3.5	34.0	5.8	0.4	6.2
2/2	984	907	-	-	-	8.7	44.1	-	52.8	193.2	17.7	44.1	61.7
2/3	933	825	-	-	-	6.4	58.0	-	64.4	248.4	17.3	58.0	75.3
3/1	1262	1173	-	-	-	6.0	50.7	-	56.6	161.6	23.3	50.7	73.9
3/2+3/3	1267	1267	-	-	-	3.7	16.4	-	20.2	57.3	20.7	16.4	37.2
4/1	478	441	-	-	-	2.0	23.7	-	25.7	193.7	8.7	23.7	32.4
4/2	44	44	-	-	-	0.3	0.1	-	0.3	26.0	0.7	0.1	0.8
4/3	23	23	-	-	-	0.1	0.0	-	0.2	25.9	0.4	0.0	0.4
5/1	1567	1170	-	-	-	19.8	200.6	-	220.4	506.4	38.1	200.6	238.6
5/2	3045	1275	-	-	-	77.3	885.9	-	963.2	1138.7	108.1	885.9	994.0
5/3	1884	1208	-	-	-	31.4	339.5	-	370.9	708.7	52.4	339.5	391.9
6/1	1535	1170	-	-	-	18.4	184.4	-	202.8	475.6	36.0	184.4	220.4
6/2+6/3	4030	1471	-	-	-	106.8	1280.2	-	1387.0	1239.0	144.4	1280.2	1424.6
7/1	1659	827	-	-	-	35.5	417.1	-	452.6	982.1	48.9	417.1	466.0
7/2	1620	807	-	-	-	34.6	407.3	-	442.0	982.2	47.8	407.3	455.1
8/1	1135	470	-	-	-	29.3	333.2	-	362.5	1149.8	37.6	333.2	370.8
8/2+8/3	1305	547	-	-	-	31.5	379.7	-	411.2	1134.3	42.2	379.7	421.8
9/1	1610	1610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

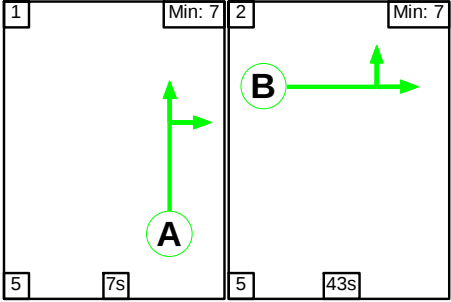
Full Input Data And Results

11/2	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1643	1643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - M2/ Taddington Wood Rbt (West)			Stream: 1 PRC for Signalled Lanes (%):			-165.4		Total Delay for Signalled Lanes (pcuHr):		1580.71		Cycle Time (s): 60	
C1 - M2/ Taddington Wood Rbt (West)			Stream: 2 PRC for Signalled Lanes (%):			-168.2		Total Delay for Signalled Lanes (pcuHr):		850.50		Cycle Time (s): 60	
C2 - M2/ Taddington Wood Rbt (East)			Stream: 1 PRC for Signalled Lanes (%):			-204.4		Total Delay for Signalled Lanes (pcuHr):		2457.04		Cycle Time (s): 60	
C2 - M2/ Taddington Wood Rbt (East)			Stream: 2 PRC for Signalled Lanes (%):			-123.0		Total Delay for Signalled Lanes (pcuHr):		1015.27		Cycle Time (s): 60	
			PRC Over All Lanes (%):			-204.4		Total Delay Over All Lanes(pcuHr):		5903.52			

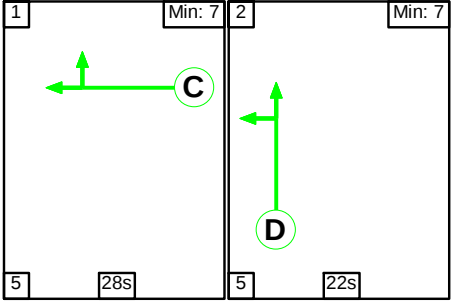
Full Input Data And Results
Scenario 20: 'RC PM Demand+Base' (FG24: 'RC PM Demand + Base', Plan 1: 'Network Control Plan 1')
C1 - M2/ Taddington Wood Rbt (West)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

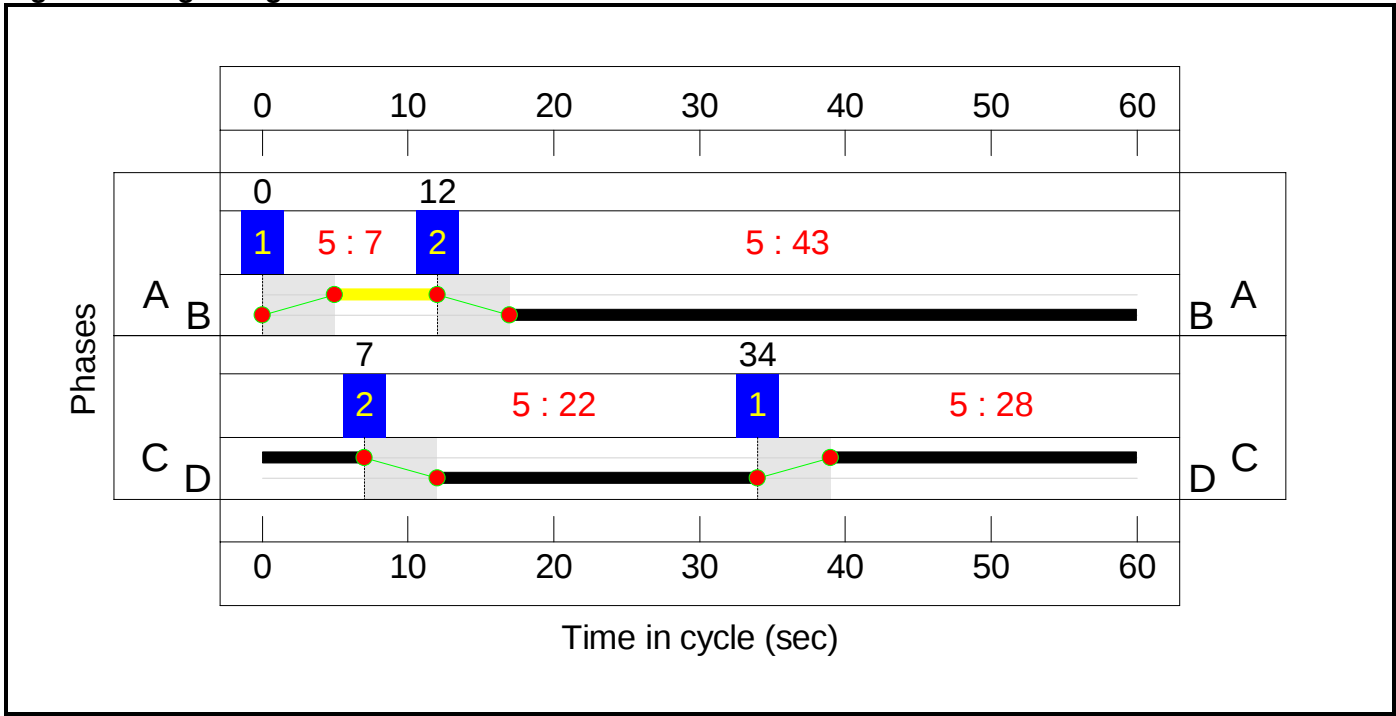
Stage Stream: 1

Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	28	22
Change Point	34	7

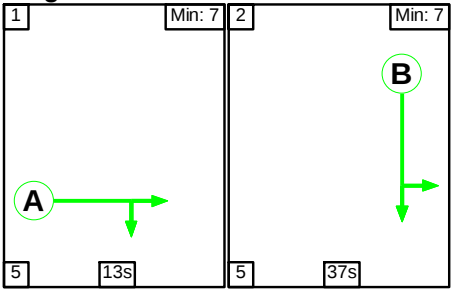
Signal Timings Diagram



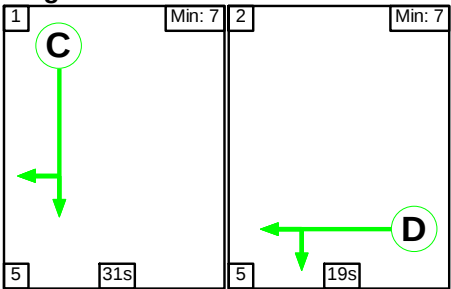
C2 - M2/ Taddington Wood Rbt (East)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

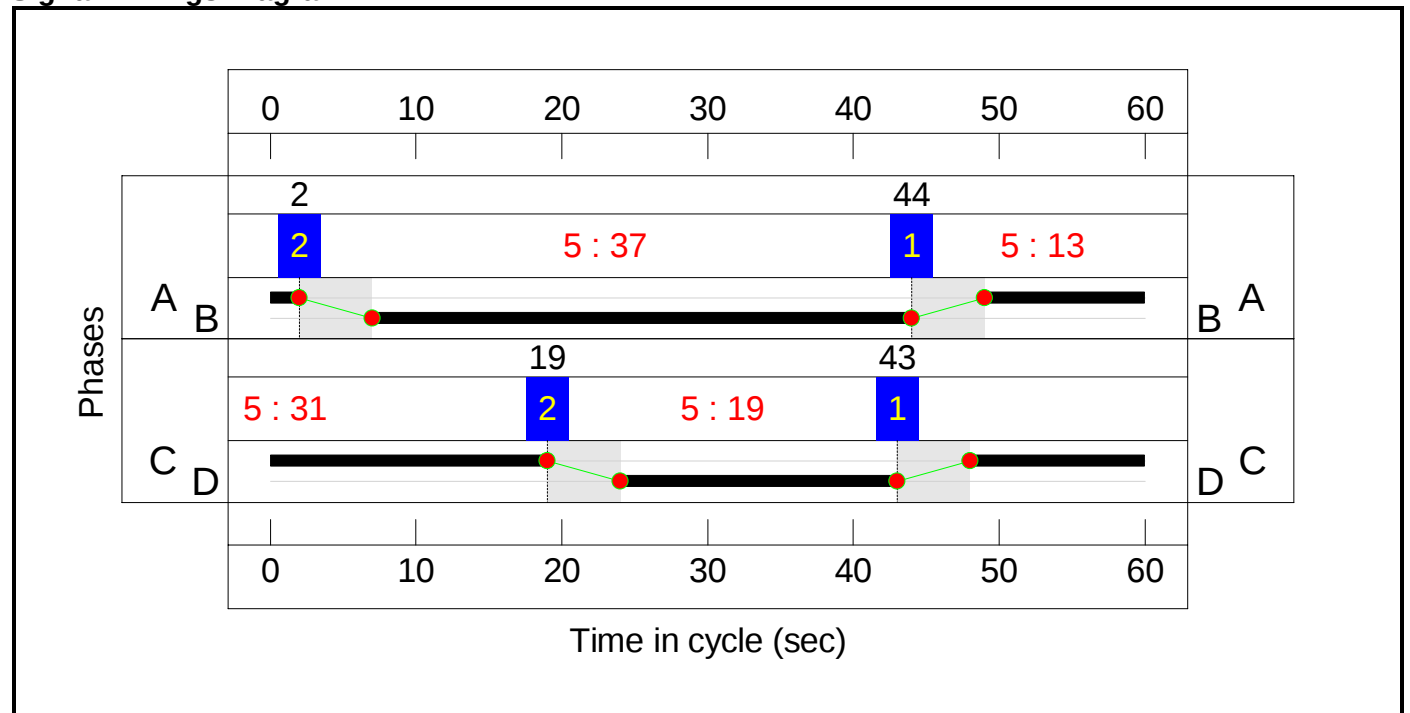
Stage	1	2
Duration	13	37
Change Point	44	2

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	31	19
Change Point	43	19

Signal Timings Diagram



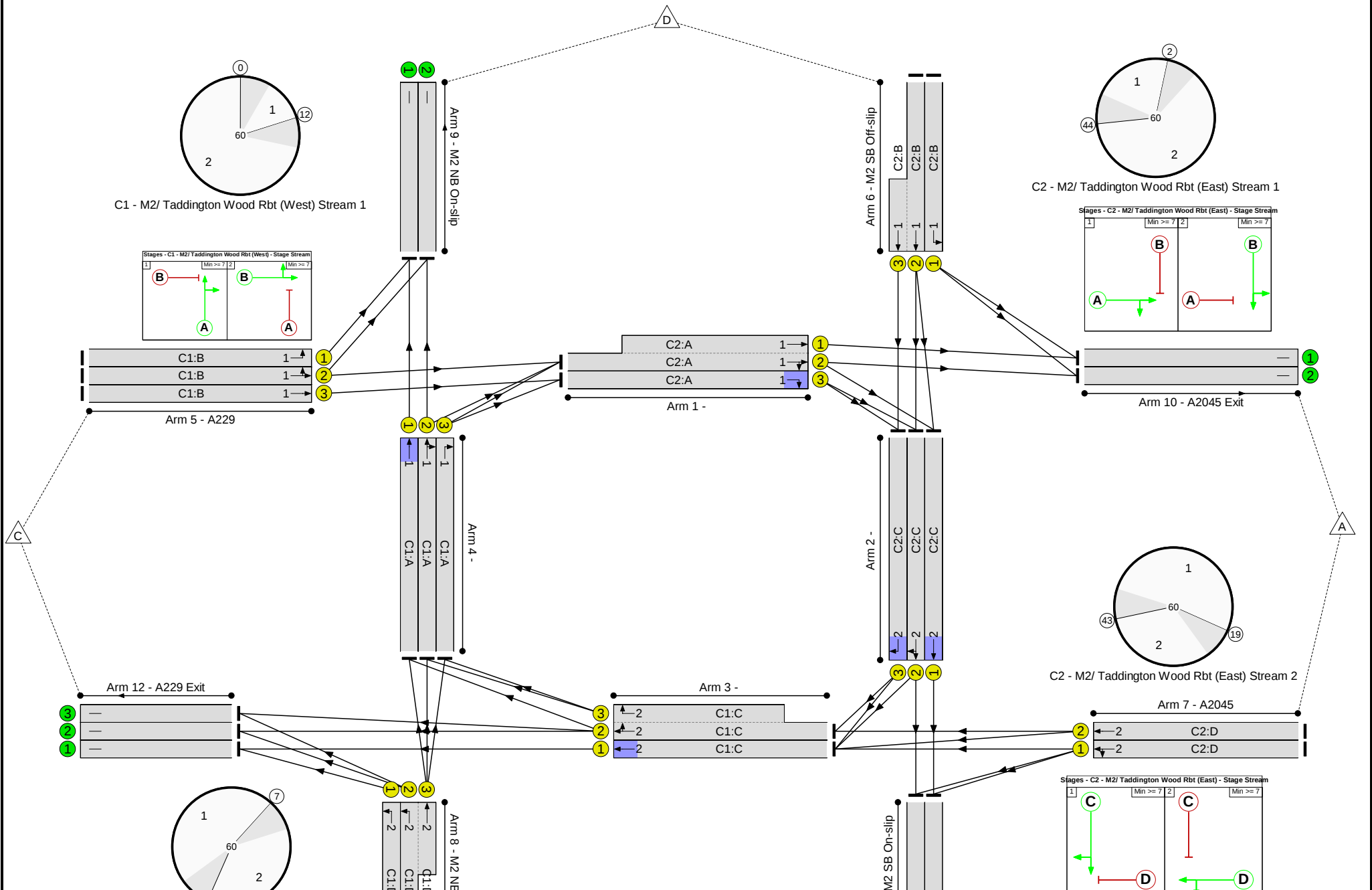
Full Input Data And Results

M2J3 Taddington Rbt

PRC: -267.3 %

Total Traffic Delay: 7498.5 pcuHr

Controller: 1&2



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	-	-		-	-	-	-	-	-	330.6%
M2J3_Taddington Rbt	-	-	N/A	-	-		-	-	-	-	-	-	330.6%
1/2+1/1	Right Ahead	U	2:1	N/A	C2:A		1	13	-	4154	2074:1904	484+72	281.9 : 310.6%
1/3	Right	U	2:1	N/A	C2:A		1	13	-	3022	1910	446	313.8%
2/1	Ahead	U	2:2	N/A	C2:C		1	31	-	2602	1878	1002	35.6%
2/2	Right Ahead	U	2:2	N/A	C2:C		1	31	-	4717	2093	1116	87.2%
2/3	Right	U	2:2	N/A	C2:C		1	31	-	3164	1904	1015	92.8%
3/1	Ahead	U	1:2	N/A	C1:C		1	28	-	3528	1902	919	130.5%
3/2+3/3	Right Ahead	U	1:2	N/A	C1:C		1	28	-	3631	2063:1915	997+0	129.0 : 0.0%
4/1	Ahead	U	1:1	N/A	C1:A		1	7	-	1203	1888	252	219.0%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	7	-	17	2032	271	5.3%
4/3	Right	U	1:1	N/A	C1:A		1	7	-	118	1901	253	39.0%
5/1	A229 Left	U	1:1	N/A	C1:B		1	43	-	2305	1847	1354	170.2%
5/2	A229 Ahead Left	U	1:1	N/A	C1:B		1	43	-	4019	2013	1476	272.3%
5/3	A229 Ahead	U	1:1	N/A	C1:B		1	43	-	3022	1907	1398	216.1%
6/1	M2 SB Off-slip Left	U	2:1	N/A	C2:B		1	37	-	1806	1848	1170	154.3%
6/2+6/3	M2 SB Off-slip Ahead	U	2:1	N/A	C2:B		1	37	-	4859	2071:1936	541+928	330.6 : 330.6%
7/1	A2045 Ahead Left	U	2:2	N/A	C2:D		1	19	-	1390	1908	636	218.6%
7/2	A2045 Ahead	U	2:2	N/A	C2:D		1	19	-	1355	1863	621	218.2%
8/1	M2 NB Off-slip Left	U	1:2	N/A	C1:D		1	22	-	828	1881	721	114.8%
8/2+8/3	M2 NB Off-slip Ahead Left	U	1:2	N/A	C1:D		1	22	-	981	2018:1905	709+113	119.4 : 119.4%
9/1	M2 NB On-slip	U	N/A	N/A	-		-	-	-	3508	Inf	Inf	0.0%

Full Input Data And Results

9/2	M2 NB On-slip	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A2045 Exit	U	N/A	N/A	-		-	-	-	1444	Inf	Inf	0.0%
10/2	A2045 Exit	U	N/A	N/A	-		-	-	-	1914	Inf	Inf	0.0%
11/1	M2 SB On-slip	U	N/A	N/A	-		-	-	-	2884	Inf	Inf	0.0%
11/2	M2 SB On-slip	U	N/A	N/A	-		-	-	-	3185	Inf	Inf	0.0%
12/1	A229 Exit	U	N/A	N/A	-		-	-	-	4356	Inf	Inf	0.0%
12/2	A229 Exit	U	N/A	N/A	-		-	-	-	1637	Inf	Inf	0.0%
12/3	A229 Exit	U	N/A	N/A	-		-	-	-	1637	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	593.4	6905.2	0.0	7498.5	-	-	-	-
M2J3_Taddington Rbt	-	-	0	0	0	593.4	6905.2	0.0	7498.5	-	-	-	-
1/2+1/1	1589	588	-	-	-	39.2	517.2	-	556.4	1260.3	51.6	517.2	568.8
1/3	1398	446	-	-	-	40.3	477.1	-	517.4	1331.9	52.4	477.1	529.6
2/1	356	356	-	-	-	0.0	0.3	-	0.3	2.8	0.0	0.3	0.3
2/2	973	973	-	-	-	2.1	3.3	-	5.4	19.8	13.5	3.3	16.8
2/3	942	942	-	-	-	5.5	5.6	-	11.1	42.5	13.6	5.6	19.2
3/1	1200	919	-	-	-	14.9	142.4	-	157.3	471.8	25.0	142.4	167.4
3/2+3/3	1287	997	-	-	-	14.9	146.9	-	161.8	452.8	30.2	146.9	177.1
4/1	551	252	-	-	-	12.1	150.7	-	162.8	1062.9	17.1	150.7	167.8
4/2	14	14	-	-	-	0.1	0.0	-	0.2	43.7	0.2	0.0	0.3
4/3	99	99	-	-	-	1.0	0.3	-	1.4	49.3	1.6	0.3	2.0
5/1	2305	1354	-	-	-	42.3	476.5	-	518.8	810.3	68.6	476.5	545.0
5/2	4019	1476	-	-	-	109.1	1272.2	-	1381.3	1237.3	150.1	1272.2	1422.3
5/3	3022	1398	-	-	-	70.6	812.7	-	883.3	1052.2	102.9	812.7	915.6
6/1	1806	1170	-	-	-	25.9	319.2	-	345.1	688.0	44.8	319.2	364.0
6/2+6/3	4859	1470	-	-	-	134.9	1695.3	-	1830.1	1355.9	174.2	1695.3	1869.5
7/1	1390	636	-	-	-	32.6	377.9	-	410.5	1063.2	42.9	377.9	420.8
7/2	1355	621	-	-	-	31.7	367.9	-	399.6	1061.8	41.8	367.9	409.7
8/1	828	721	-	-	-	7.1	57.1	-	64.2	279.0	15.6	57.1	72.7
8/2+8/3	981	822	-	-	-	9.1	82.6	-	91.6	336.2	19.4	82.6	101.9
9/1	1606	1606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1640	1640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - M2/ Taddington Wood Rbt (West) Stream: 1 PRC for Signalled Lanes (%): -202.5 Total Delay for Signalled Lanes (pcuHr): 2947.70 Cycle Time (s): 60													
C1 - M2/ Taddington Wood Rbt (West) Stream: 2 PRC for Signalled Lanes (%): -45.0 Total Delay for Signalled Lanes (pcuHr): 474.85 Cycle Time (s): 60													
C2 - M2/ Taddington Wood Rbt (East) Stream: 1 PRC for Signalled Lanes (%): -267.3 Total Delay for Signalled Lanes (pcuHr): 3249.06 Cycle Time (s): 60													
C2 - M2/ Taddington Wood Rbt (East) Stream: 2 PRC for Signalled Lanes (%): -142.8 Total Delay for Signalled Lanes (pcuHr): 826.92 Cycle Time (s): 60													
PRC Over All Lanes (%): -267.3 Total Delay Over All Lanes(pcuHr): 7498.52													

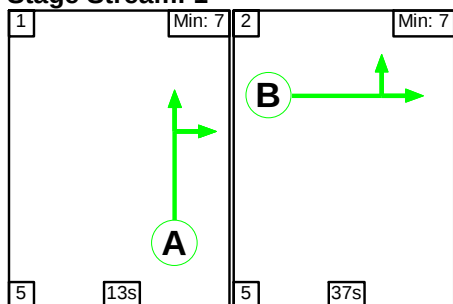
Full Input Data And Results

Scenario 21: 'LP AM Demand+Base' (FG25: 'LP AM Demand + Base', Plan 1: 'Network Control Plan 1')

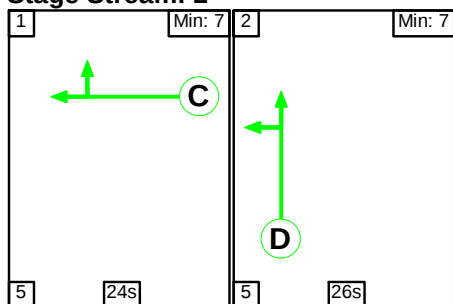
C1 - M2/ Taddington Wood Rbt (West)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

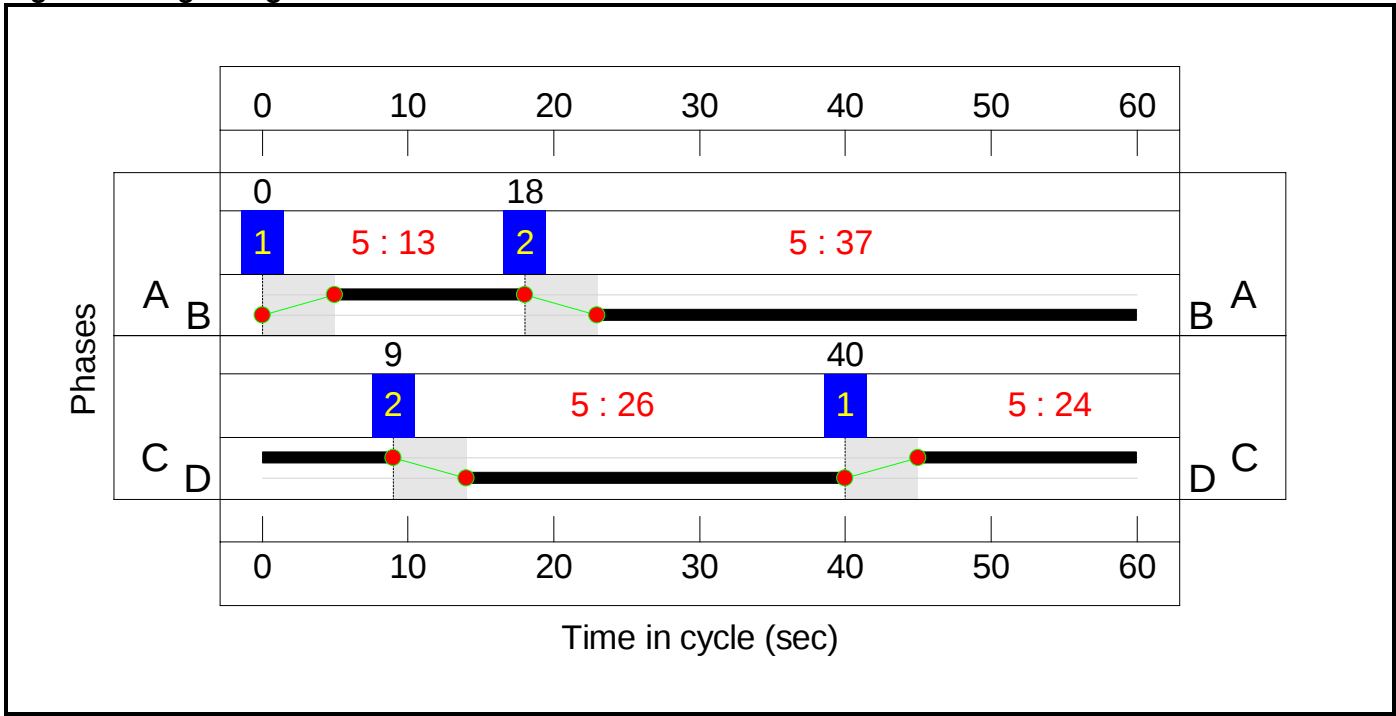
Stage Stream: 1

Stage	1	2
Duration	13	37
Change Point	0	18

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	40	9

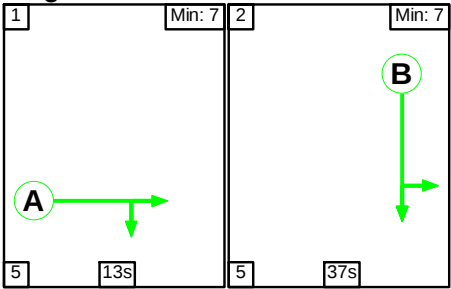
Signal Timings Diagram



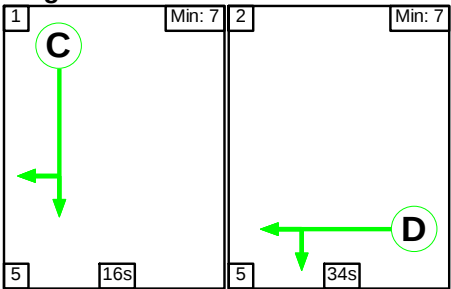
C2 - M2/ Taddington Wood Rbt (East)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

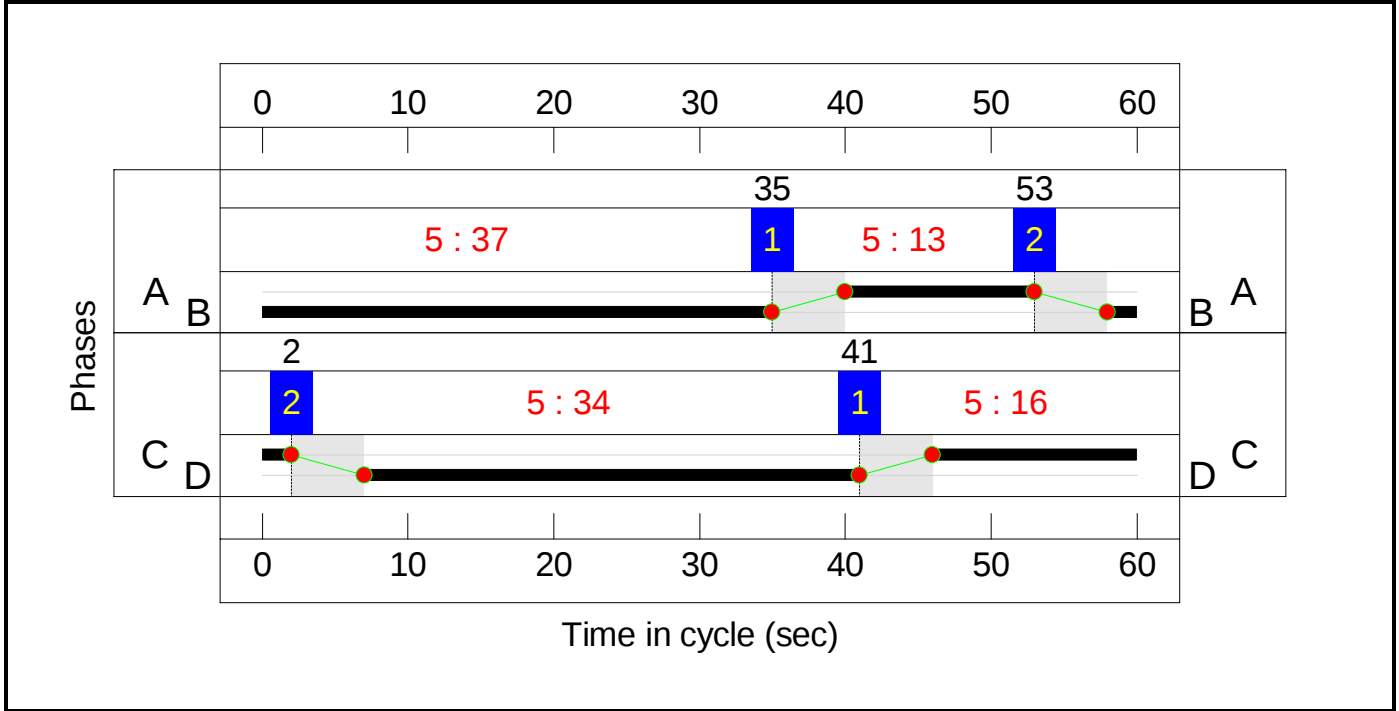
Stage Stream: 1

Stage	1	2
Duration	13	37
Change Point	35	53

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	16	34
Change Point	41	2

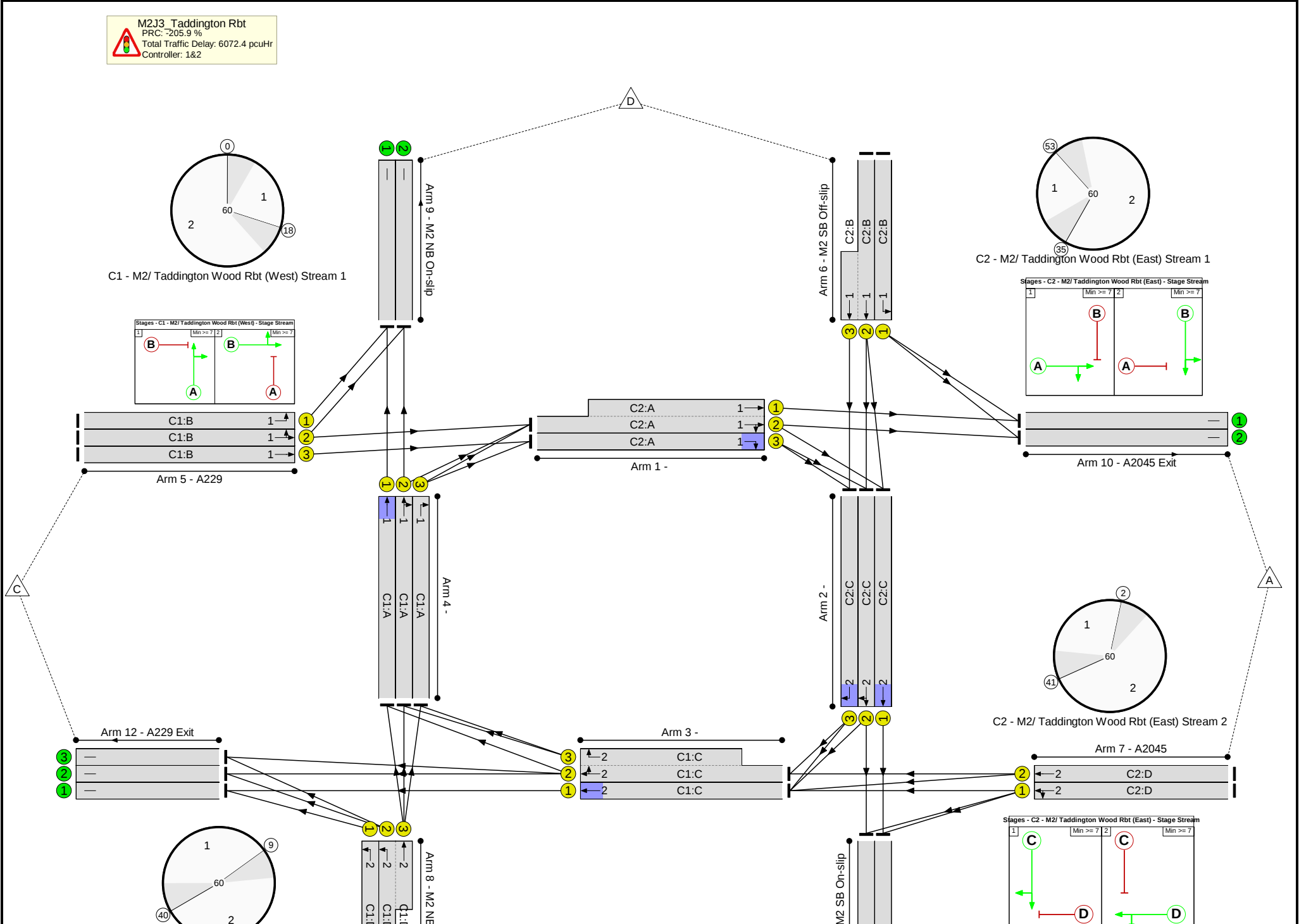
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	275.3%
M2J3_Taddington Rbt	-	-	N/A	-	-		-	-	-	-	-	-	275.3%
1/2+1/1	Right Ahead	U	2:1	N/A	C2:A		1	13	-	3378	2074:1904	484+34	258.6 : 273.7%
1/3	Right	U	2:1	N/A	C2:A		1	13	-	1660	1910	446	271.0%
2/1	Ahead	U	2:2	N/A	C2:C		1	16	-	2544	1878	532	75.1%
2/2	Right Ahead	U	2:2	N/A	C2:C		1	16	-	3159	2093	593	167.3%
2/3	Right	U	2:2	N/A	C2:C		1	16	-	2563	1904	539	172.2%
3/1	Ahead	U	1:2	N/A	C1:C		1	24	-	3144	1902	793	158.6%
3/2+3/3	Right Ahead	U	1:2	N/A	C1:C		1	24	-	3257	2063:1915	860+0	158.2 : 0.0%
4/1	Ahead	U	1:1	N/A	C1:A		1	13	-	1037	1888	441	101.0%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	13	-	58	2032	474	8.1%
4/3	Right	U	1:1	N/A	C1:A		1	13	-	45	1901	444	6.7%
5/1	A229 Left	U	1:1	N/A	C1:B		1	37	-	1474	1847	1170	126.0%
5/2	A229 Ahead Left	U	1:1	N/A	C1:B		1	37	-	3275	2013	1275	256.9%
5/3	A229 Ahead	U	1:1	N/A	C1:B		1	37	-	1660	1907	1208	137.4%
6/1	M2 SB Off-slip Left	U	2:1	N/A	C2:B		1	37	-	1609	1848	1170	137.5%
6/2+6/3	M2 SB Off-slip Ahead	U	2:1	N/A	C2:B		1	37	-	4062	2071:1936	552+923	275.3 : 275.3%
7/1	A2045 Ahead Left	U	2:2	N/A	C2:D		1	34	-	1676	1908	1113	150.6%
7/2	A2045 Ahead	U	2:2	N/A	C2:D		1	34	-	1635	1863	1087	150.4%
8/1	M2 NB Off-slip Left	U	1:2	N/A	C1:D		1	26	-	1263	1881	846	149.2%
8/2+8/3	M2 NB Off-slip Ahead Left	U	1:2	N/A	C1:D		1	26	-	1399	2018:1905	859+68	150.8 : 150.8%
9/1	M2 NB On-slip	U	N/A	N/A	-		-	-	-	2511	Inf	Inf	0.0%

Full Input Data And Results

9/2	M2 NB On-slip	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A2045 Exit	U	N/A	N/A	-		-	-	-	1023	Inf	Inf	0.0%
10/2	A2045 Exit	U	N/A	N/A	-		-	-	-	1420	Inf	Inf	0.0%
11/1	M2 SB On-slip	U	N/A	N/A	-		-	-	-	3044	Inf	Inf	0.0%
11/2	M2 SB On-slip	U	N/A	N/A	-		-	-	-	2132	Inf	Inf	0.0%
12/1	A229 Exit	U	N/A	N/A	-		-	-	-	4407	Inf	Inf	0.0%
12/2	A229 Exit	U	N/A	N/A	-		-	-	-	1758	Inf	Inf	0.0%
12/3	A229 Exit	U	N/A	N/A	-		-	-	-	1758	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	477.9	5594.5	0.0	6072.4	-	-	-	-
M2J3_Taddington Rbt	-	-	0	0	0	477.9	5594.5	0.0	6072.4	-	-	-	-
1/2+1/1	1343	528	-	-	-	30.3	413.7	-	444.0	1189.9	42.4	413.7	456.1
1/3	1208	446	-	-	-	34.2	381.8	-	416.1	1240.2	43.4	381.8	425.3
2/1	400	400	-	-	-	0.2	1.5	-	1.7	15.2	0.3	1.5	1.8
2/2	992	593	-	-	-	18.8	200.8	-	219.6	796.7	28.0	200.8	228.9
2/3	929	539	-	-	-	21.1	196.0	-	217.1	841.3	28.4	196.0	224.4
3/1	1257	793	-	-	-	22.0	233.5	-	255.5	731.8	30.4	233.5	264.0
3/2+3/3	1360	860	-	-	-	23.4	251.6	-	275.0	728.0	35.9	251.6	287.5
4/1	445	441	-	-	-	1.3	11.7	-	13.0	105.1	7.5	11.7	19.2
4/2	38	38	-	-	-	0.3	0.0	-	0.4	36.5	0.6	0.0	0.7
4/3	30	30	-	-	-	0.3	0.0	-	0.3	36.6	0.5	0.0	0.5
5/1	1474	1170	-	-	-	16.0	154.5	-	170.5	416.5	33.5	154.5	188.0
5/2	3275	1275	-	-	-	86.9	1000.9	-	1087.8	1195.7	119.6	1000.9	1120.4
5/3	1660	1208	-	-	-	22.2	227.9	-	250.2	542.5	41.4	227.9	269.3
6/1	1609	1170	-	-	-	17.3	221.1	-	238.4	533.4	34.1	221.1	255.2
6/2+6/3	4062	1476	-	-	-	103.7	1294.0	-	1397.6	1238.7	131.8	1294.0	1425.8
7/1	1676	1113	-	-	-	22.5	283.0	-	305.4	656.1	39.3	283.0	322.2
7/2	1635	1087	-	-	-	21.9	275.6	-	297.5	655.0	38.3	275.6	313.9
8/1	1263	846	-	-	-	17.3	209.8	-	227.1	647.2	29.0	209.8	238.8
8/2+8/3	1399	928	-	-	-	18.2	237.1	-	255.3	657.0	32.6	237.1	269.7
9/1	1610	1610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

[illegible]

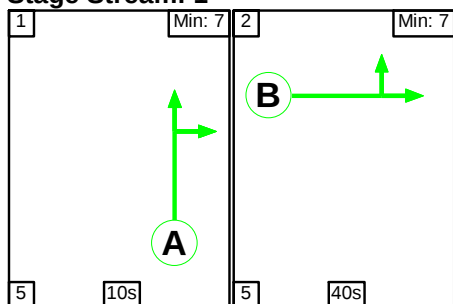
Full Input Data And Results

Scenario 22: 'LP PM Demand+Base' (FG26: 'LP PM Demand + Base', Plan 1: 'Network Control Plan 1')

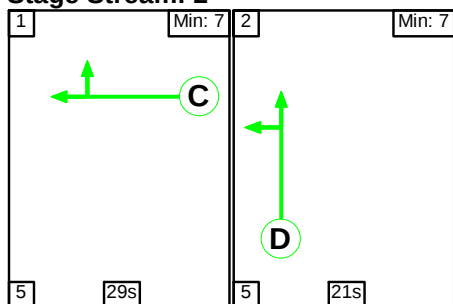
C1 - M2/ Taddington Wood Rbt (West)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

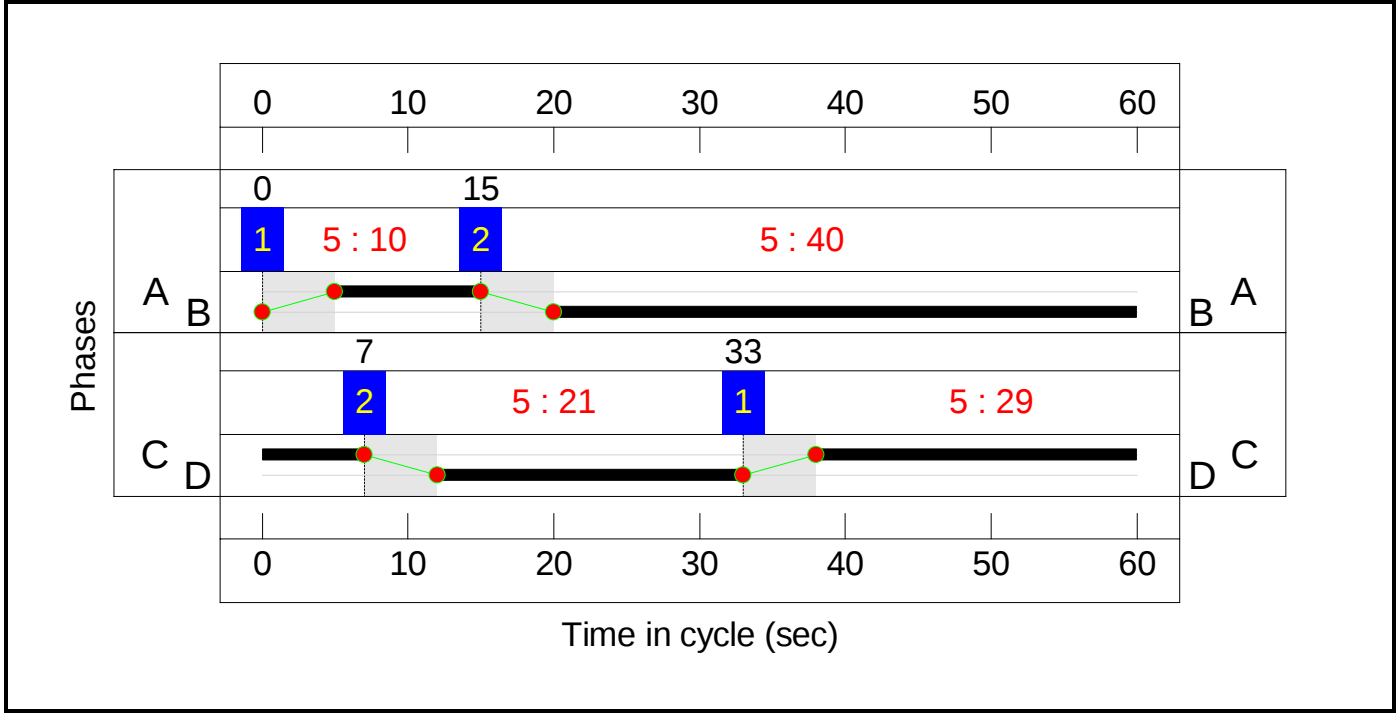
Stage Stream: 1

Stage	1	2
Duration	10	40
Change Point	0	15

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	33	7

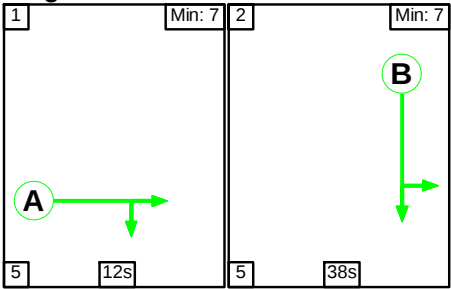
Signal Timings Diagram



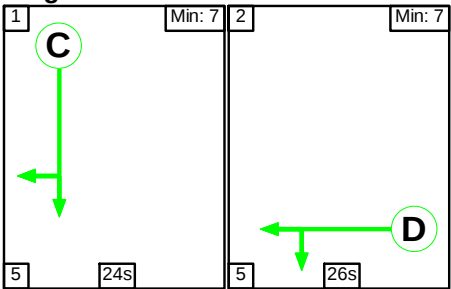
C2 - M2/ Taddington Wood Rbt (East)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

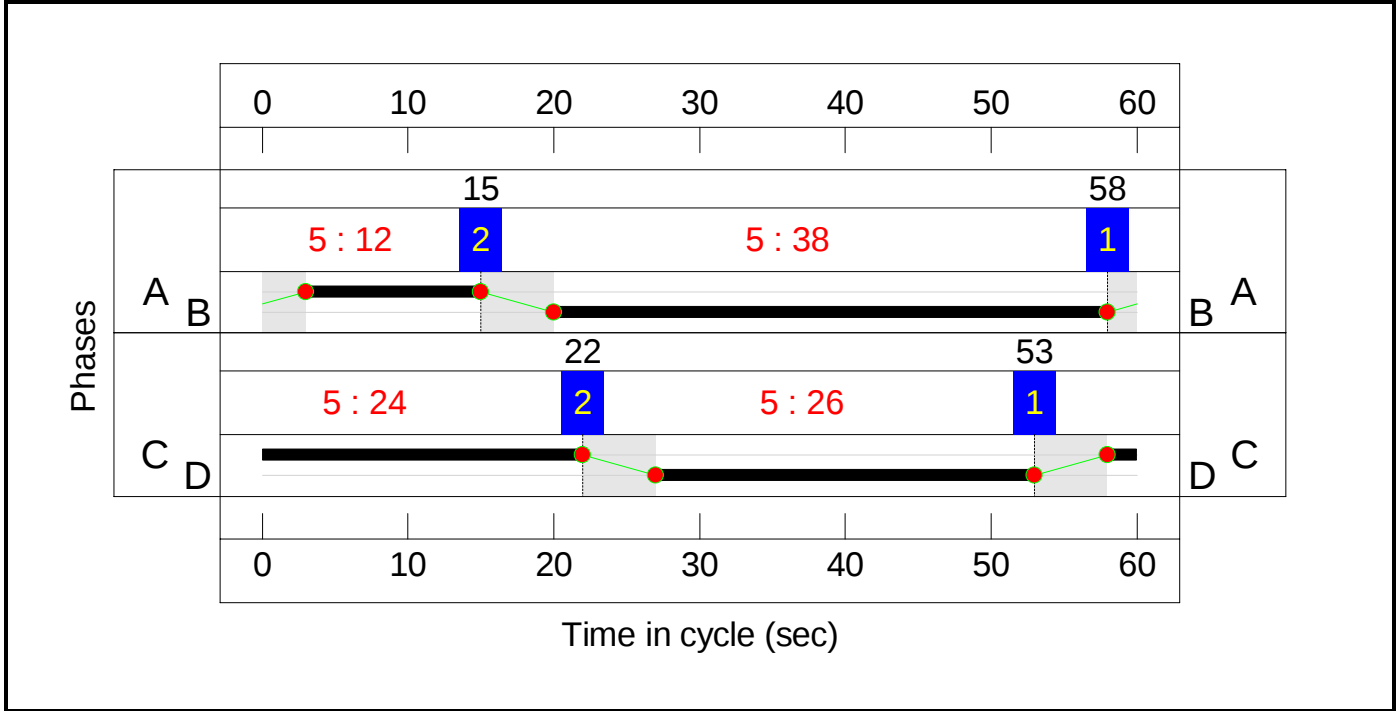
Stage Stream: 1

Stage	1	2
Duration	12	38
Change Point	58	15

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	53	22

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

M2J3 Taddington Rbt
 PRC: 271.0 %
 Total Traffic Delay: 7799.1 pcuHr
 Controller: 1&2

C1 - M2/ Taddington Wood Rbt (West) Stream 1

Arm 9 - M2 NB On-slip

Arm 6 - M2 SB Off-slip

C2 - M2/ Taddington Wood Rbt (East) Stream 1

Stages - C1 - M2/ Taddington Wood Rbt (West) - Stage Stream

Stages - C2 - M2/ Taddington Wood Rbt (East) - Stage Stream

Arm 5 - A229

Arm 1 -

Arm 10 - A2045 Exit

Arm 4 -

Arm 2 -

Arm 12 - A229 Exit

Arm 3 -

Arm 7 - A2045

Arm 8 - M2 NB On-slip

Stages - C2 - M2/ Taddington Wood Rbt (East) - Stage Stream

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	-	-		-	-	-	-	-	-	333.9%
M2J3_Taddington Rbt	-	-	N/A	-	-		-	-	-	-	-	-	333.9%
1/2+1/1	Right Ahead	U	2:1	N/A	C2:A		1	12	-	4139	2074:1904	449+53	294.0 : 329.1%
1/3	Right	U	2:1	N/A	C2:A		1	12	-	3031	1910	414	314.9%
2/1	Ahead	U	2:2	N/A	C2:C		1	24	-	2585	1878	782	41.2%
2/2	Right Ahead	U	2:2	N/A	C2:C		1	24	-	4866	2093	872	111.8%
2/3	Right	U	2:2	N/A	C2:C		1	24	-	3213	1904	793	119.9%
3/1	Ahead	U	1:2	N/A	C1:C		1	29	-	3685	1902	951	138.6%
3/2+3/3	Right Ahead	U	1:2	N/A	C1:C		1	29	-	3707	2063:1915	1032+0	135.2 : 0.0%
4/1	Ahead	U	1:1	N/A	C1:A		1	10	-	1273	1888	346	209.4%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	10	-	30	2032	373	6.3%
4/3	Right	U	1:1	N/A	C1:A		1	10	-	123	1901	349	27.7%
5/1	A229 Left	U	1:1	N/A	C1:B		1	40	-	2310	1847	1262	183.0%
5/2	A229 Ahead Left	U	1:1	N/A	C1:B		1	40	-	3986	2013	1376	289.8%
5/3	A229 Ahead	U	1:1	N/A	C1:B		1	40	-	3031	1907	1303	232.6%
6/1	M2 SB Off-slip Left	U	2:1	N/A	C2:B		1	38	-	1821	1848	1201	151.6%
6/2+6/3	M2 SB Off-slip Ahead	U	2:1	N/A	C2:B		1	38	-	5048	2071:1936	571+941	333.9 : 333.9%
7/1	A2045 Ahead Left	U	2:2	N/A	C2:D		1	26	-	1428	1908	859	166.3%
7/2	A2045 Ahead	U	2:2	N/A	C2:D		1	26	-	1398	1863	838	166.8%
8/1	M2 NB Off-slip Left	U	1:2	N/A	C1:D		1	21	-	854	1881	690	123.8%
8/2+8/3	M2 NB Off-slip Ahead Left	U	1:2	N/A	C1:D		1	21	-	1013	2018:1905	675+120	127.4 : 127.4%
9/1	M2 NB On-slip	U	N/A	N/A	-		-	-	-	3583	Inf	Inf	0.0%

Full Input Data And Results

9/2	M2 NB On-slip	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A2045 Exit	U	N/A	N/A	-		-	-	-	1347	Inf	Inf	0.0%
10/2	A2045 Exit	U	N/A	N/A	-		-	-	-	2028	Inf	Inf	0.0%
11/1	M2 SB On-slip	U	N/A	N/A	-		-	-	-	2877	Inf	Inf	0.0%
11/2	M2 SB On-slip	U	N/A	N/A	-		-	-	-	3221	Inf	Inf	0.0%
12/1	A229 Exit	U	N/A	N/A	-		-	-	-	4539	Inf	Inf	0.0%
12/2	A229 Exit	U	N/A	N/A	-		-	-	-	1647	Inf	Inf	0.0%
12/3	A229 Exit	U	N/A	N/A	-		-	-	-	1647	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	620.8	7178.3	0.0	7799.1	-	-	-	-
M2J3_Taddington Rbt	-	-	0	0	0	620.8	7178.3	0.0	7799.1	-	-	-	-
1/2+1/1	1496	525	-	-	-	35.4	497.4	-	532.8	1282.4	45.6	497.4	543.0
1/3	1303	414	-	-	-	34.8	445.4	-	480.2	1326.6	44.5	445.4	489.8
2/1	322	322	-	-	-	0.3	0.3	-	0.7	7.5	0.6	0.3	0.9
2/2	975	872	-	-	-	6.9	55.7	-	62.6	231.3	18.0	55.7	73.7
2/3	951	793	-	-	-	10.9	81.7	-	92.6	350.5	18.5	81.7	100.2
3/1	1318	951	-	-	-	19.1	185.1	-	204.2	557.9	31.1	185.1	216.2
3/2+3/3	1394	1032	-	-	-	16.7	183.2	-	199.9	516.2	32.2	183.2	215.4
4/1	725	346	-	-	-	14.2	190.3	-	204.4	1015.4	19.3	190.3	209.6
4/2	24	24	-	-	-	0.2	0.0	-	0.3	42.4	0.4	0.0	0.4
4/3	97	97	-	-	-	1.0	0.2	-	1.2	45.4	1.6	0.2	1.8
5/1	2310	1262	-	-	-	46.7	525.0	-	571.7	890.9	71.9	525.0	596.9
5/2	3986	1376	-	-	-	112.2	1306.0	-	1418.2	1280.9	151.8	1306.0	1457.8
5/3	3031	1303	-	-	-	75.2	864.8	-	940.0	1116.4	106.5	864.8	971.3
6/1	1821	1201	-	-	-	29.2	311.4	-	340.6	673.4	50.5	311.4	361.9
6/2+6/3	5048	1512	-	-	-	145.0	1768.8	-	1913.8	1364.8	192.7	1768.8	1961.5
7/1	1428	859	-	-	-	26.8	285.9	-	312.7	788.4	41.2	285.9	327.1
7/2	1398	838	-	-	-	26.3	281.1	-	307.4	791.5	40.4	281.1	321.5
8/1	854	690	-	-	-	8.9	84.7	-	93.5	394.3	17.0	84.7	101.6
8/2+8/3	1013	795	-	-	-	10.9	111.3	-	122.2	434.4	20.8	111.3	132.1
9/1	1608	1608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1641	1641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - M2/ Taddington Wood Rbt (West)			Stream: 1 PRC for Signalled Lanes (%):			-222.0			Total Delay for Signalled Lanes (pcuHr):		3135.82		Cycle Time (s): 60
C1 - M2/ Taddington Wood Rbt (West)			Stream: 2 PRC for Signalled Lanes (%):			-53.9			Total Delay for Signalled Lanes (pcuHr):		619.90		Cycle Time (s): 60
C2 - M2/ Taddington Wood Rbt (East)			Stream: 1 PRC for Signalled Lanes (%):			-271.0			Total Delay for Signalled Lanes (pcuHr):		3267.35		Cycle Time (s): 60
C2 - M2/ Taddington Wood Rbt (East)			Stream: 2 PRC for Signalled Lanes (%):			-85.3			Total Delay for Signalled Lanes (pcuHr):		775.99		Cycle Time (s): 60
			PRC Over All Lanes (%):			-271.0			Total Delay Over All Lanes(pcuHr):		7799.06		

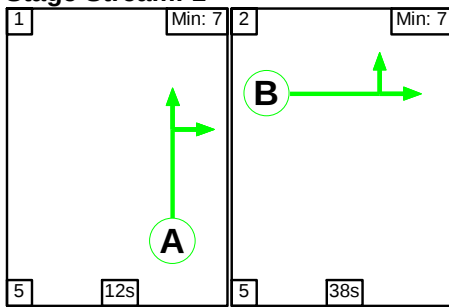
Full Input Data And Results

Scenario 23: 'RC AM Actual+Base' (FG27: 'RC AM Actual + Base', Plan 1: 'Network Control Plan 1')

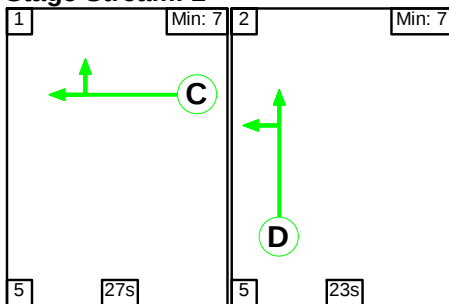
C1 - M2/ Taddington Wood Rbt (West)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

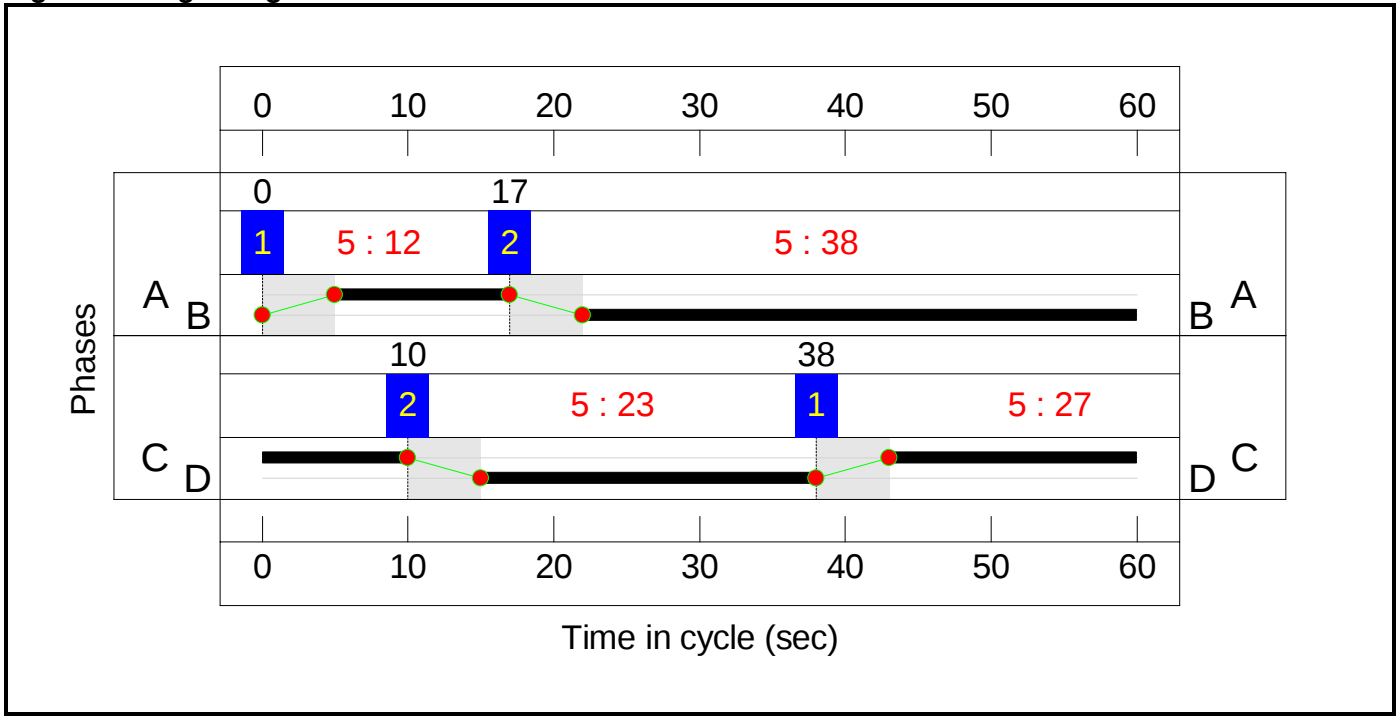
Stage Stream: 1

Stage	1	2
Duration	12	38
Change Point	0	17

Stage Stream: 2

Stage	1	2
Duration	27	23
Change Point	38	10

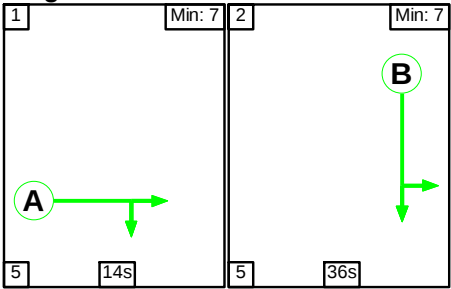
Signal Timings Diagram



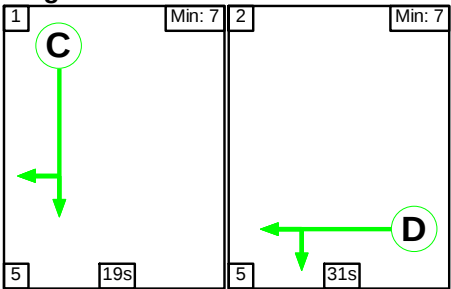
C2 - M2/ Taddington Wood Rbt (East)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

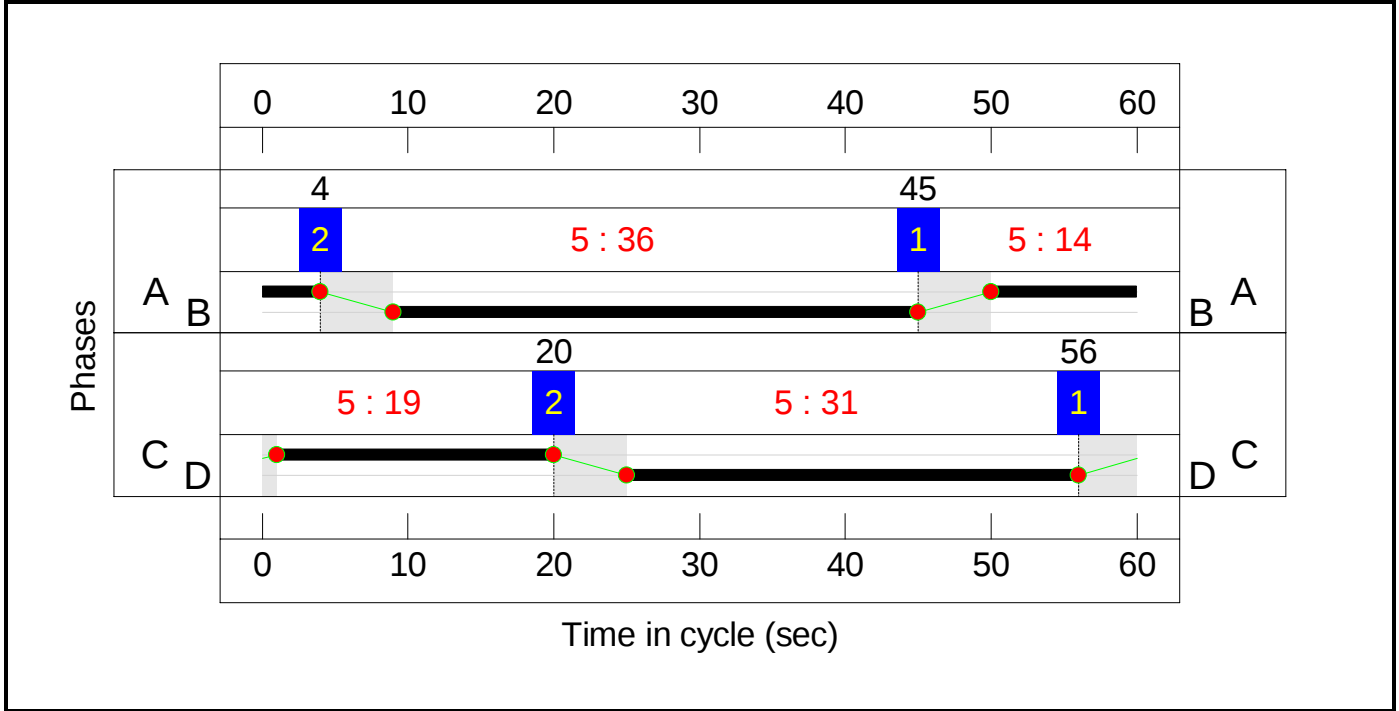
Stage Stream: 1

Stage	1	2
Duration	14	36
Change Point	45	4

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	56	20

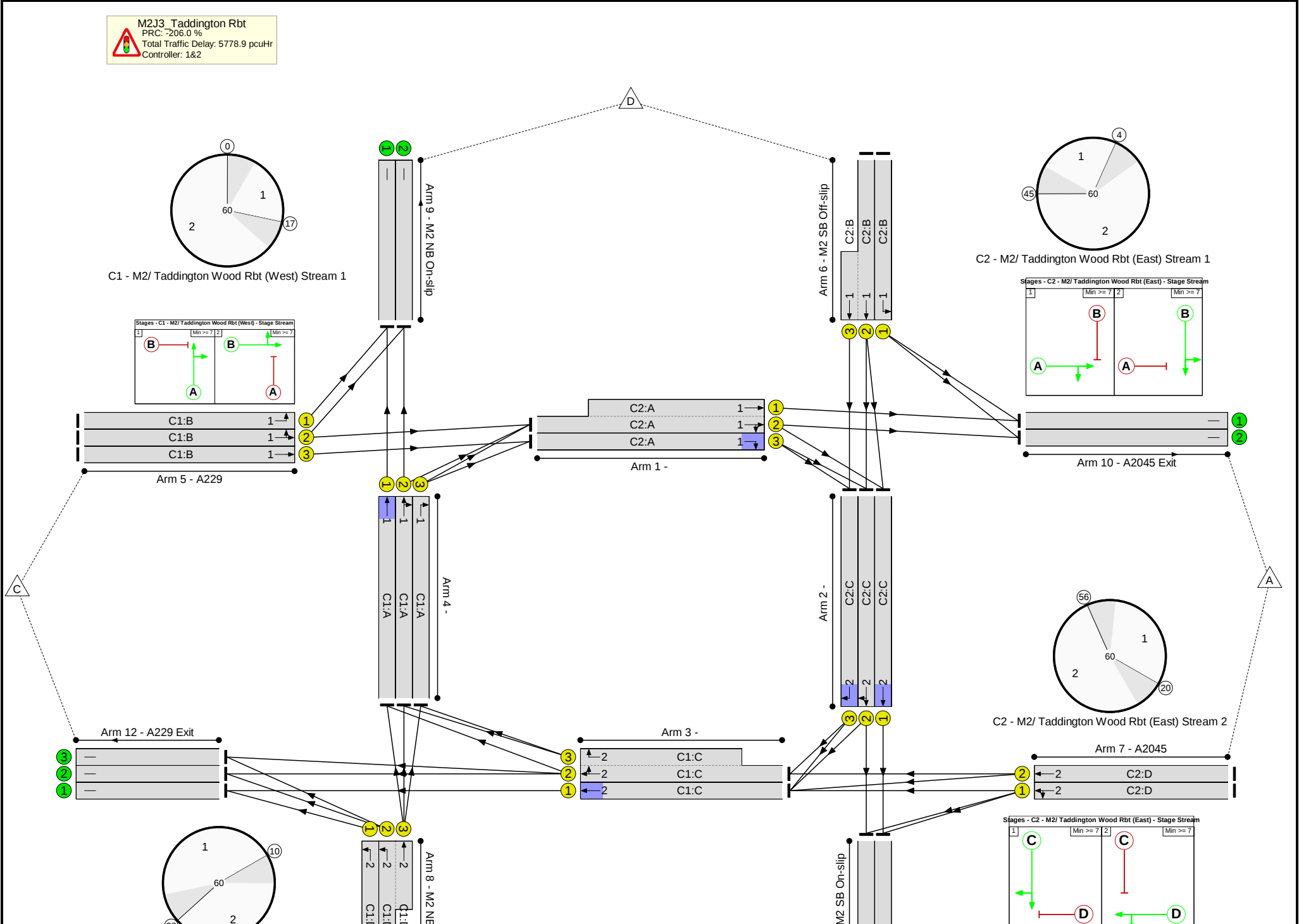
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	275.4%
M2J3_Taddington Rbt	-	-	N/A	-	-		-	-	-	-	-	-	275.4%
1/2+1/1	Right Ahead	U	2:1	N/A	C2:A		1	14	-	3180	2074:1904	519+21	261.0 : 274.0%
1/3	Right	U	2:1	N/A	C2:A		1	14	-	1834	1910	478	259.6%
2/1	Ahead	U	2:2	N/A	C2:C		1	19	-	2287	1878	626	65.0%
2/2	Right Ahead	U	2:2	N/A	C2:C		1	19	-	3216	2093	698	140.7%
2/3	Right	U	2:2	N/A	C2:C		1	19	-	2545	1904	635	145.3%
3/1	Ahead	U	1:2	N/A	C1:C		1	27	-	3194	1902	888	144.2%
3/2+3/3	Right Ahead	U	1:2	N/A	C1:C		1	27	-	3093	2063:1915	963+0	133.1 : 0.0%
4/1	Ahead	U	1:1	N/A	C1:A		1	12	-	959	1888	409	120.0%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	12	-	93	2032	440	13.9%
4/3	Right	U	1:1	N/A	C1:A		1	12	-	64	1901	412	10.2%
5/1	A229 Left	U	1:1	N/A	C1:B		1	38	-	1547	1847	1201	128.9%
5/2	A229 Ahead Left	U	1:1	N/A	C1:B		1	38	-	3023	2013	1308	231.0%
5/3	A229 Ahead	U	1:1	N/A	C1:B		1	38	-	1834	1907	1240	148.0%
6/1	M2 SB Off-slip Left	U	2:1	N/A	C2:B		1	36	-	1489	1848	1140	130.7%
6/2+6/3	M2 SB Off-slip Ahead	U	2:1	N/A	C2:B		1	36	-	3927	2071:1936	510+917	275.4 : 275.4%
7/1	A2045 Ahead Left	U	2:2	N/A	C2:D		1	31	-	1656	1908	1018	162.7%
7/2	A2045 Ahead	U	2:2	N/A	C2:D		1	31	-	1623	1863	994	163.3%
8/1	M2 NB Off-slip Left	U	1:2	N/A	C1:D		1	23	-	1125	1881	752	149.5%
8/2+8/3	M2 NB Off-slip Ahead Left	U	1:2	N/A	C1:D		1	23	-	1287	2018:1905	745+103	151.8 : 151.8%
9/1	M2 NB On-slip	U	N/A	N/A	-		-	-	-	2506	Inf	Inf	0.0%

Full Input Data And Results

9/2	M2 NB On-slip	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A2045 Exit	U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%
10/2	A2045 Exit	U	N/A	N/A	-		-	-	-	1512	Inf	Inf	0.0%
11/1	M2 SB On-slip	U	N/A	N/A	-		-	-	-	2766	Inf	Inf	0.0%
11/2	M2 SB On-slip	U	N/A	N/A	-		-	-	-	2274	Inf	Inf	0.0%
12/1	A229 Exit	U	N/A	N/A	-		-	-	-	4319	Inf	Inf	0.0%
12/2	A229 Exit	U	N/A	N/A	-		-	-	-	1632	Inf	Inf	0.0%
12/3	A229 Exit	U	N/A	N/A	-		-	-	-	1632	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	461.6	5317.3	0.0	5778.9	-	-	-	-
M2J3_Taddington Rbt	-	-	0	0	0	461.6	5317.3	0.0	5778.9	-	-	-	-
1/2+1/1	1412	546	-	-	-	34.2	436.8	-	471.0	1201.0	45.7	436.8	482.5
1/3	1240	478	-	-	-	32.0	381.8	-	413.8	1201.9	42.4	381.8	424.2
2/1	407	407	-	-	-	0.2	0.9	-	1.2	10.3	6.4	0.9	7.3
2/2	982	698	-	-	-	12.7	143.6	-	156.3	573.4	21.1	143.6	164.7
2/3	922	635	-	-	-	16.1	145.3	-	161.4	630.2	23.1	145.3	168.4
3/1	1280	888	-	-	-	19.8	197.8	-	217.7	612.2	30.8	197.8	228.6
3/2+3/3	1282	963	-	-	-	15.0	161.5	-	176.6	495.9	29.6	161.5	191.1
4/1	491	409	-	-	-	4.0	43.7	-	47.7	349.9	9.5	43.7	53.2
4/2	61	61	-	-	-	0.6	0.1	-	0.7	38.2	1.0	0.1	1.1
4/3	42	42	-	-	-	0.4	0.1	-	0.4	38.2	0.7	0.1	0.8
5/1	1547	1201	-	-	-	17.7	175.4	-	193.1	449.4	36.0	175.4	211.5
5/2	3023	1308	-	-	-	74.9	858.2	-	933.1	1111.2	105.9	858.2	964.0
5/3	1834	1240	-	-	-	28.0	298.8	-	326.7	641.3	48.9	298.8	347.6
6/1	1489	1140	-	-	-	14.4	176.8	-	191.3	462.4	31.5	176.8	208.3
6/2+6/3	3927	1426	-	-	-	98.3	1251.2	-	1349.6	1237.2	132.4	1251.2	1383.6
7/1	1656	1018	-	-	-	30.4	320.5	-	350.9	762.7	48.4	320.5	368.9
7/2	1623	994	-	-	-	29.9	316.0	-	345.9	767.2	47.6	316.0	363.6
8/1	1125	752	-	-	-	15.4	187.8	-	203.2	650.1	25.2	187.8	213.0
8/2+8/3	1287	848	-	-	-	17.4	221.0	-	238.4	666.8	29.7	221.0	250.7
9/1	1610	1610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1640	1640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - M2/ Taddington Wood Rbt (West) Stream: 1 PRC for Signalled Lanes (%): -156.7 Total Delay for Signalled Lanes (pcuHr): 1501.72 Cycle Time (s): 60													
C1 - M2/ Taddington Wood Rbt (West) Stream: 2 PRC for Signalled Lanes (%): -68.6 Total Delay for Signalled Lanes (pcuHr): 835.80 Cycle Time (s): 60													
C2 - M2/ Taddington Wood Rbt (East) Stream: 1 PRC for Signalled Lanes (%): -206.0 Total Delay for Signalled Lanes (pcuHr): 2425.68 Cycle Time (s): 60													
C2 - M2/ Taddington Wood Rbt (East) Stream: 2 PRC for Signalled Lanes (%): -81.5 Total Delay for Signalled Lanes (pcuHr): 1015.65 Cycle Time (s): 60													
PRC Over All Lanes (%): -206.0 Total Delay Over All Lanes(pcuHr): 5778.86													

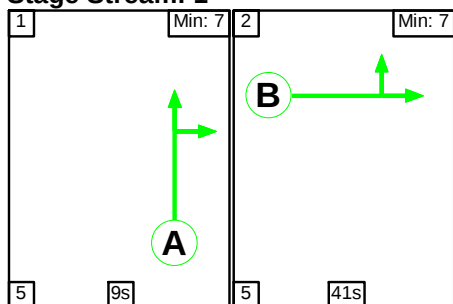
Full Input Data And Results

Scenario 24: 'RC PM Actual+Base' (FG28: 'RC PM Actual + Base', Plan 1: 'Network Control Plan 1')

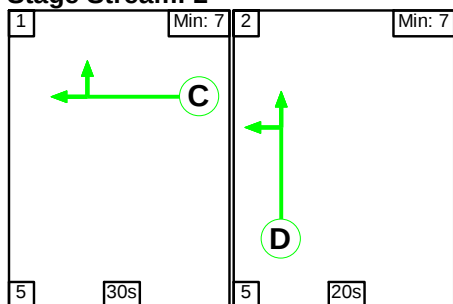
C1 - M2/ Taddington Wood Rbt (West)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	9	41
Change Point	0	14

Stage Stream: 2

Stage	1	2
Duration	30	20
Change Point	23	58

C2 - M2/ Taddington Wood Rbt (East)

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Timings

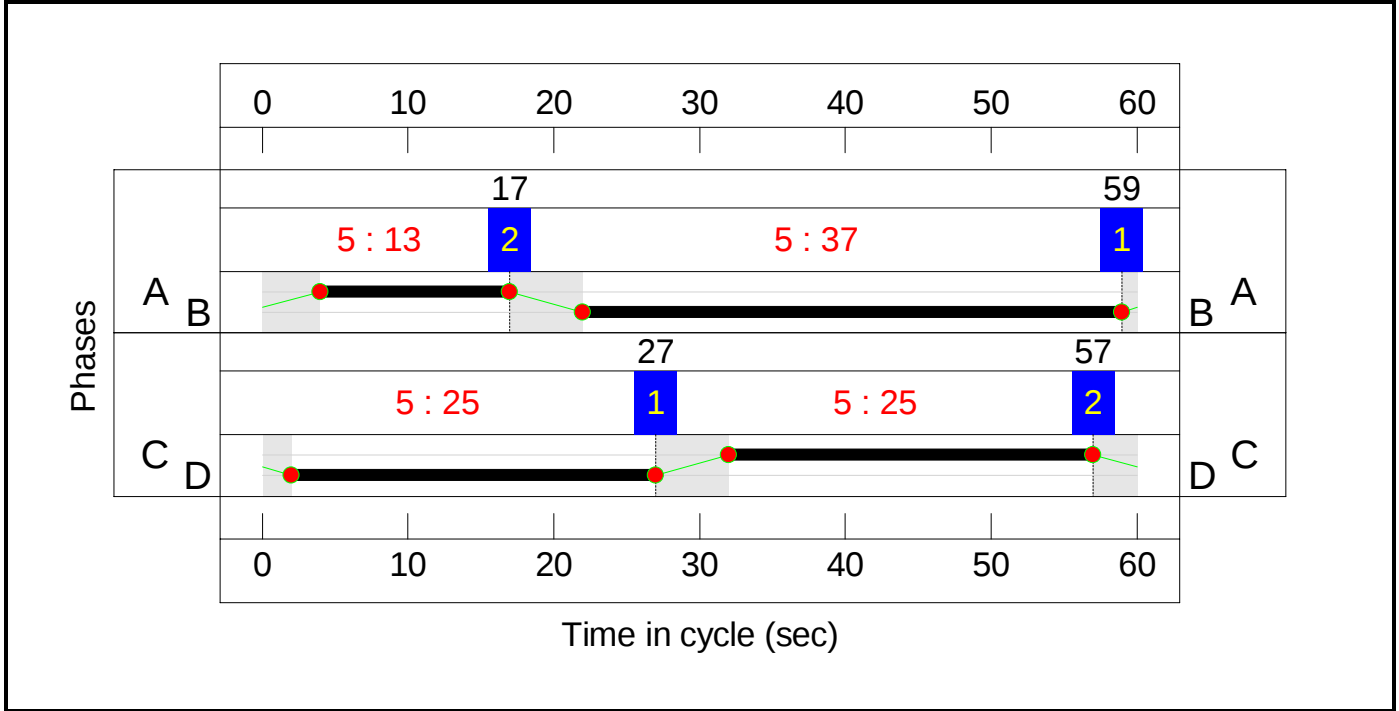
Stage Stream: 1

Stage	1	2
Duration	13	37
Change Point	59	17

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	25	25
Change Point	27	57

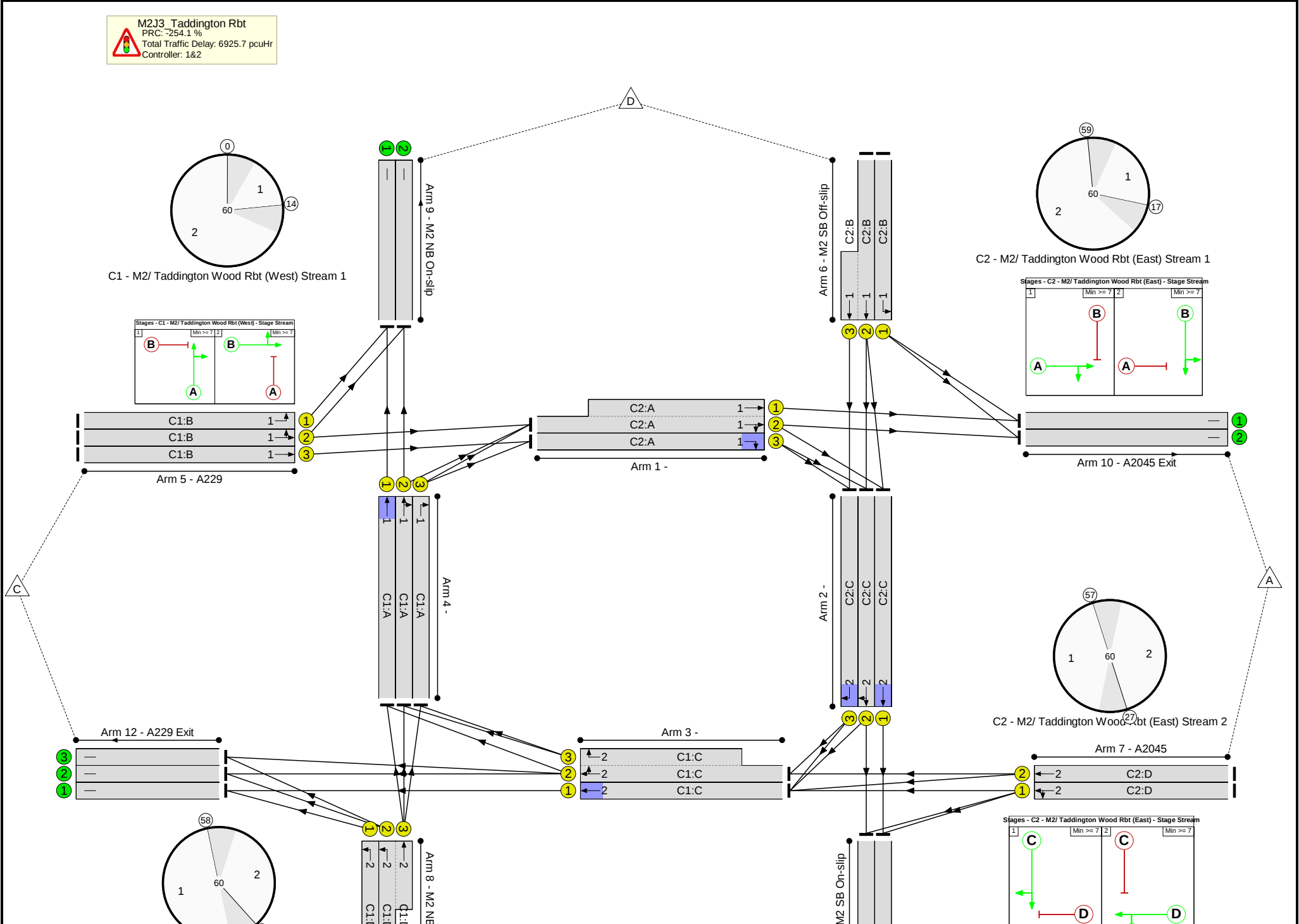
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	318.7%
M2J3_Taddington Rbt	-	-	N/A	-	-		-	-	-	-	-	-	318.7%
1/2+1/1	Right Ahead	U	2:1	N/A	C2:A		1	13	-	3899	2074:1904	484+58	276.5 : 306.9%
1/3	Right	U	2:1	N/A	C2:A		1	13	-	2928	1910	446	299.5%
2/1	Ahead	U	2:2	N/A	C2:C		1	25	-	2417	1878	814	42.3%
2/2	Right Ahead	U	2:2	N/A	C2:C		1	25	-	4558	2093	907	107.0%
2/3	Right	U	2:2	N/A	C2:C		1	25	-	3047	1904	825	114.3%
3/1	Ahead	U	1:2	N/A	C1:C		1	30	-	3412	1902	983	125.1%
3/2+3/3	Right Ahead	U	1:2	N/A	C1:C		1	30	-	3501	2063:1915	1066+0	128.9 : 0.0%
4/1	Ahead	U	1:1	N/A	C1:A		1	9	-	1167	1888	315	135.5%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	9	-	33	2032	339	7.8%
4/3	Right	U	1:1	N/A	C1:A		1	9	-	100	1901	317	25.3%
5/1	A229 Left	U	1:1	N/A	C1:B		1	41	-	2192	1847	1293	169.5%
5/2	A229 Ahead Left	U	1:1	N/A	C1:B		1	41	-	3766	2013	1409	267.3%
5/3	A229 Ahead	U	1:1	N/A	C1:B		1	41	-	2928	1907	1335	219.3%
6/1	M2 SB Off-slip Left	U	2:1	N/A	C2:B		1	37	-	1735	1848	1170	148.2%
6/2+6/3	M2 SB Off-slip Ahead	U	2:1	N/A	C2:B		1	37	-	4677	2071:1936	537+931	318.7 : 318.7%
7/1	A2045 Ahead Left	U	2:2	N/A	C2:D		1	25	-	1351	1908	827	163.4%
7/2	A2045 Ahead	U	2:2	N/A	C2:D		1	25	-	1319	1863	807	163.4%
8/1	M2 NB Off-slip Left	U	1:2	N/A	C1:D		1	20	-	789	1881	658	119.8%
8/2+8/3	M2 NB Off-slip Ahead Left	U	1:2	N/A	C1:D		1	20	-	945	2018:1905	650+106	124.9 : 124.9%
9/1	M2 NB On-slip	U	N/A	N/A	-		-	-	-	3359	Inf	Inf	0.0%

Full Input Data And Results

9/2	M2 NB On-slip	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A2045 Exit	U	N/A	N/A	-		-	-	-	1283	Inf	Inf	0.0%
10/2	A2045 Exit	U	N/A	N/A	-		-	-	-	1934	Inf	Inf	0.0%
11/1	M2 SB On-slip	U	N/A	N/A	-		-	-	-	2691	Inf	Inf	0.0%
11/2	M2 SB On-slip	U	N/A	N/A	-		-	-	-	3088	Inf	Inf	0.0%
12/1	A229 Exit	U	N/A	N/A	-		-	-	-	4201	Inf	Inf	0.0%
12/2	A229 Exit	U	N/A	N/A	-		-	-	-	1573	Inf	Inf	0.0%
12/3	A229 Exit	U	N/A	N/A	-		-	-	-	1573	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	549.9	6375.8	0.0	6925.7	-	-	-	-
M2J3_Taddington Rbt	-	-	0	0	0	549.9	6375.8	0.0	6925.7	-	-	-	-
1/2+1/1	1516	568	-	-	-	34.9	487.7	-	522.6	1241.4	45.1	487.7	532.8
1/3	1335	446	-	-	-	34.8	445.4	-	480.1	1294.9	44.5	445.4	489.8
2/1	344	344	-	-	-	1.8	0.4	-	2.1	22.2	5.7	0.4	6.1
2/2	970	907	-	-	-	7.4	38.0	-	45.4	168.3	18.3	38.0	56.3
2/3	943	825	-	-	-	7.5	62.7	-	70.2	268.1	19.6	62.7	82.3
3/1	1229	983	-	-	-	13.8	125.6	-	139.4	408.4	28.5	125.6	154.0
3/2+3/3	1374	1066	-	-	-	12.8	156.0	-	168.8	442.4	28.5	156.0	184.5
4/1	426	315	-	-	-	4.8	57.7	-	62.5	527.9	9.0	57.7	66.6
4/2	26	26	-	-	-	0.1	0.0	-	0.2	25.7	0.2	0.0	0.3
4/3	80	80	-	-	-	0.4	0.2	-	0.6	27.7	0.7	0.2	0.8
5/1	2192	1293	-	-	-	40.4	450.8	-	491.1	806.6	65.0	450.8	515.7
5/2	3766	1409	-	-	-	101.6	1179.2	-	1280.8	1224.3	139.7	1179.2	1318.9
5/3	2928	1335	-	-	-	69.5	797.5	-	866.9	1065.9	100.3	797.5	897.8
6/1	1735	1170	-	-	-	26.9	283.8	-	310.7	644.7	46.8	283.8	330.6
6/2+6/3	4677	1467	-	-	-	132.4	1605.5	-	1737.9	1337.7	176.2	1605.5	1781.8
7/1	1351	827	-	-	-	21.5	263.4	-	284.8	759.0	31.3	263.4	294.6
7/2	1319	807	-	-	-	20.9	257.1	-	278.1	759.0	30.5	257.1	287.6
8/1	789	658	-	-	-	8.1	68.2	-	76.3	348.1	15.3	68.2	83.5
8/2+8/3	945	757	-	-	-	10.4	96.6	-	107.1	408.0	19.2	96.6	115.8
9/1	1608	1608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1641	1641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - M2/ Taddington Wood Rbt (West)			Stream: 1 PRC for Signalled Lanes (%):			-197.0		Total Delay for Signalled Lanes (pcuHr):	2702.17		Cycle Time (s):	60	
C1 - M2/ Taddington Wood Rbt (West)			Stream: 2 PRC for Signalled Lanes (%):			-43.2		Total Delay for Signalled Lanes (pcuHr):	491.60		Cycle Time (s):	60	
C2 - M2/ Taddington Wood Rbt (East)			Stream: 1 PRC for Signalled Lanes (%):			-254.1		Total Delay for Signalled Lanes (pcuHr):	3051.36		Cycle Time (s):	60	
C2 - M2/ Taddington Wood Rbt (East)			Stream: 2 PRC for Signalled Lanes (%):			-81.6		Total Delay for Signalled Lanes (pcuHr):	680.60		Cycle Time (s):	60	
			PRC Over All Lanes (%):			-254.1		Total Delay Over All Lanes(pcuHr):	6925.72				

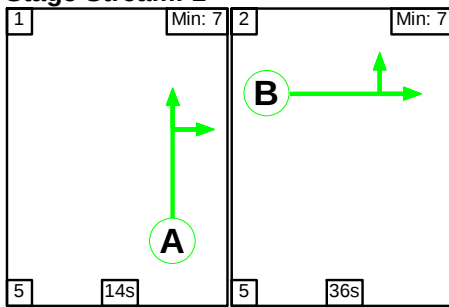
Full Input Data And Results

Scenario 25: 'LP AM Actual+Base' (FG29: 'LP AM Actual + Base', Plan 1: 'Network Control Plan 1')

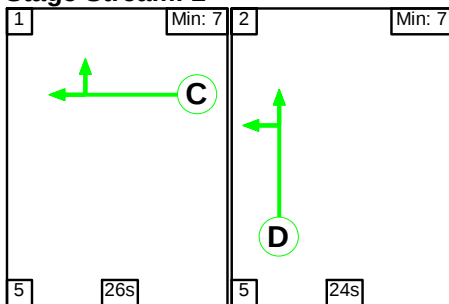
C1 - M2/ Taddington Wood Rbt (West)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

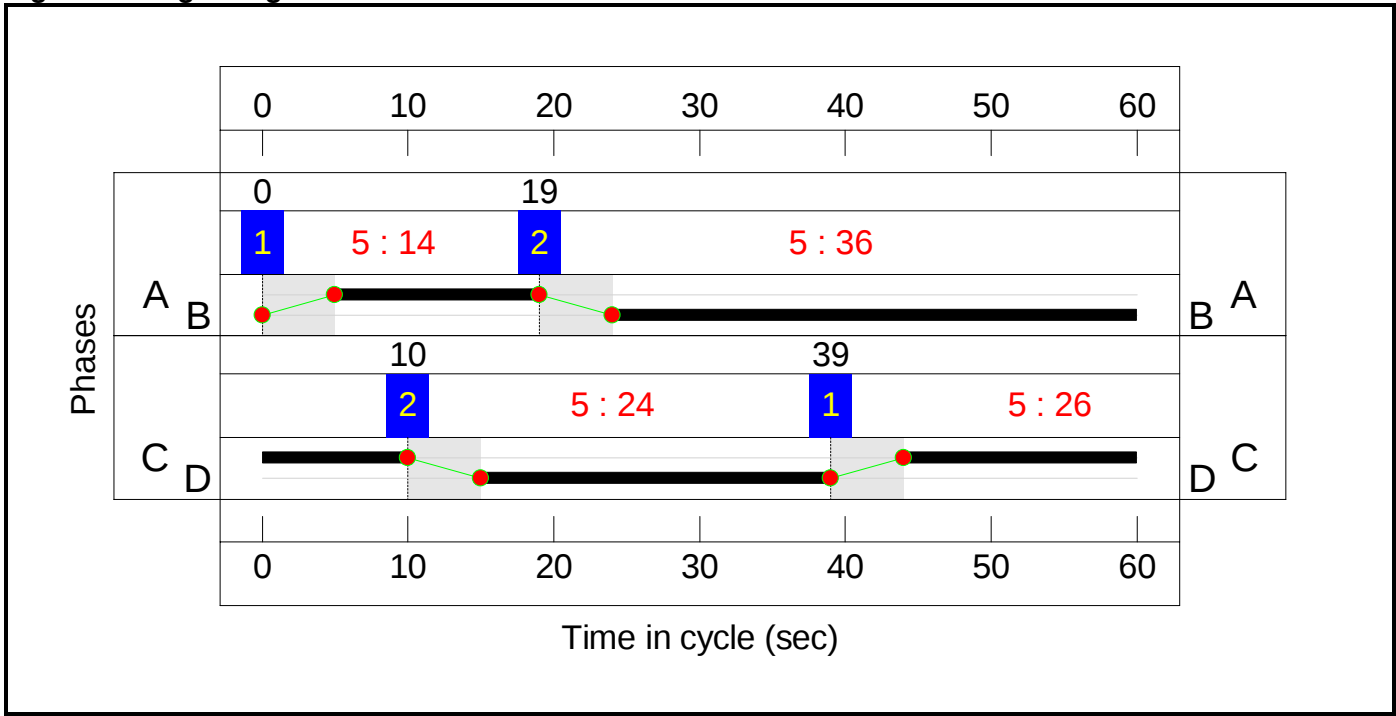
Stage Stream: 1

Stage	1	2
Duration	14	36
Change Point	0	19

Stage Stream: 2

Stage	1	2
Duration	26	24
Change Point	39	10

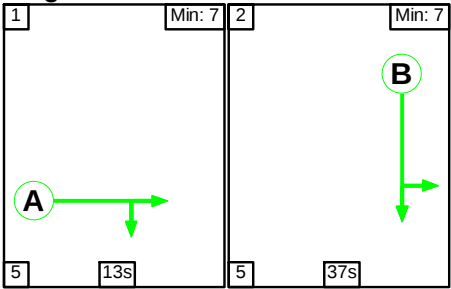
Signal Timings Diagram



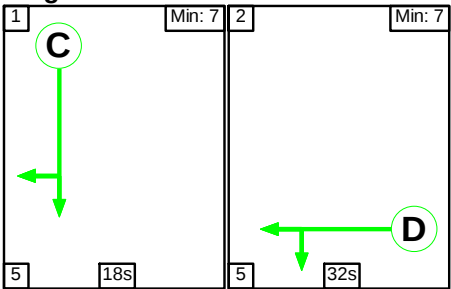
C2 - M2/ Taddington Wood Rbt (East)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

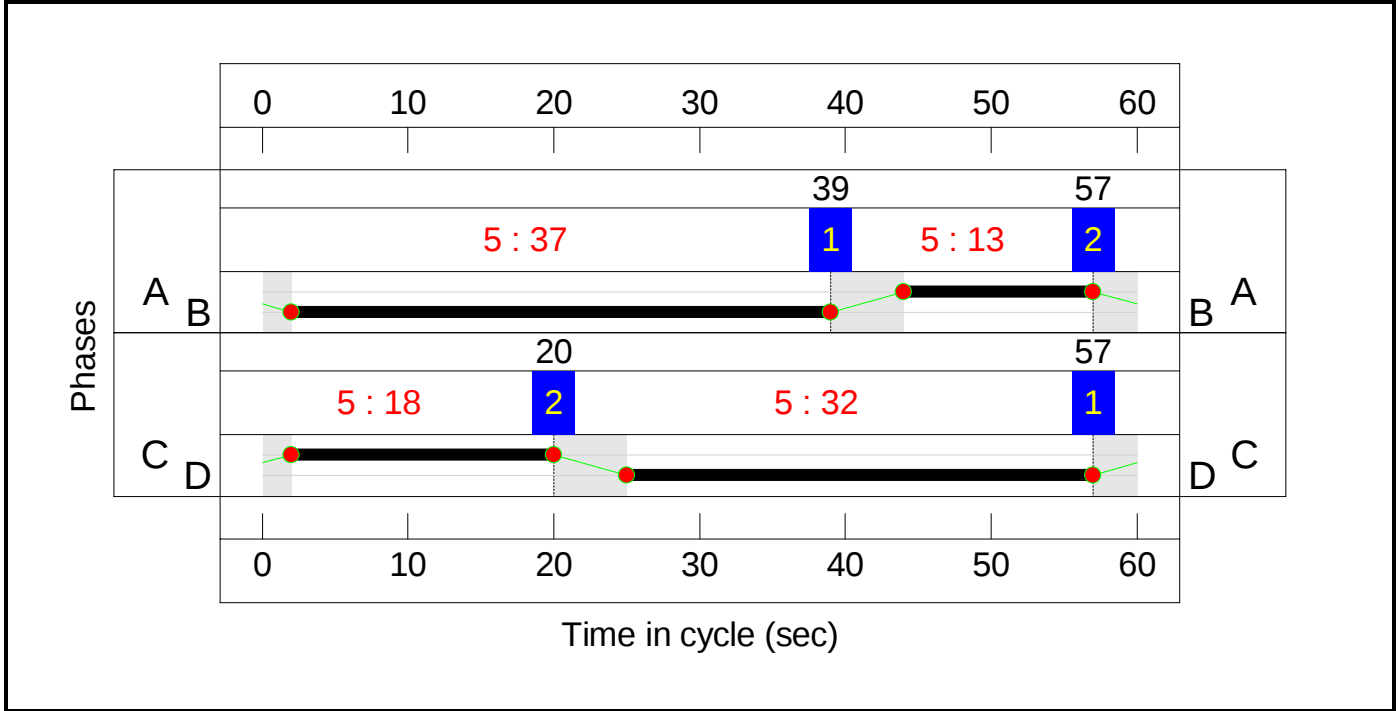
Stage Stream: 1

Stage	1	2
Duration	13	37
Change Point	39	57

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	18	32
Change Point	57	20

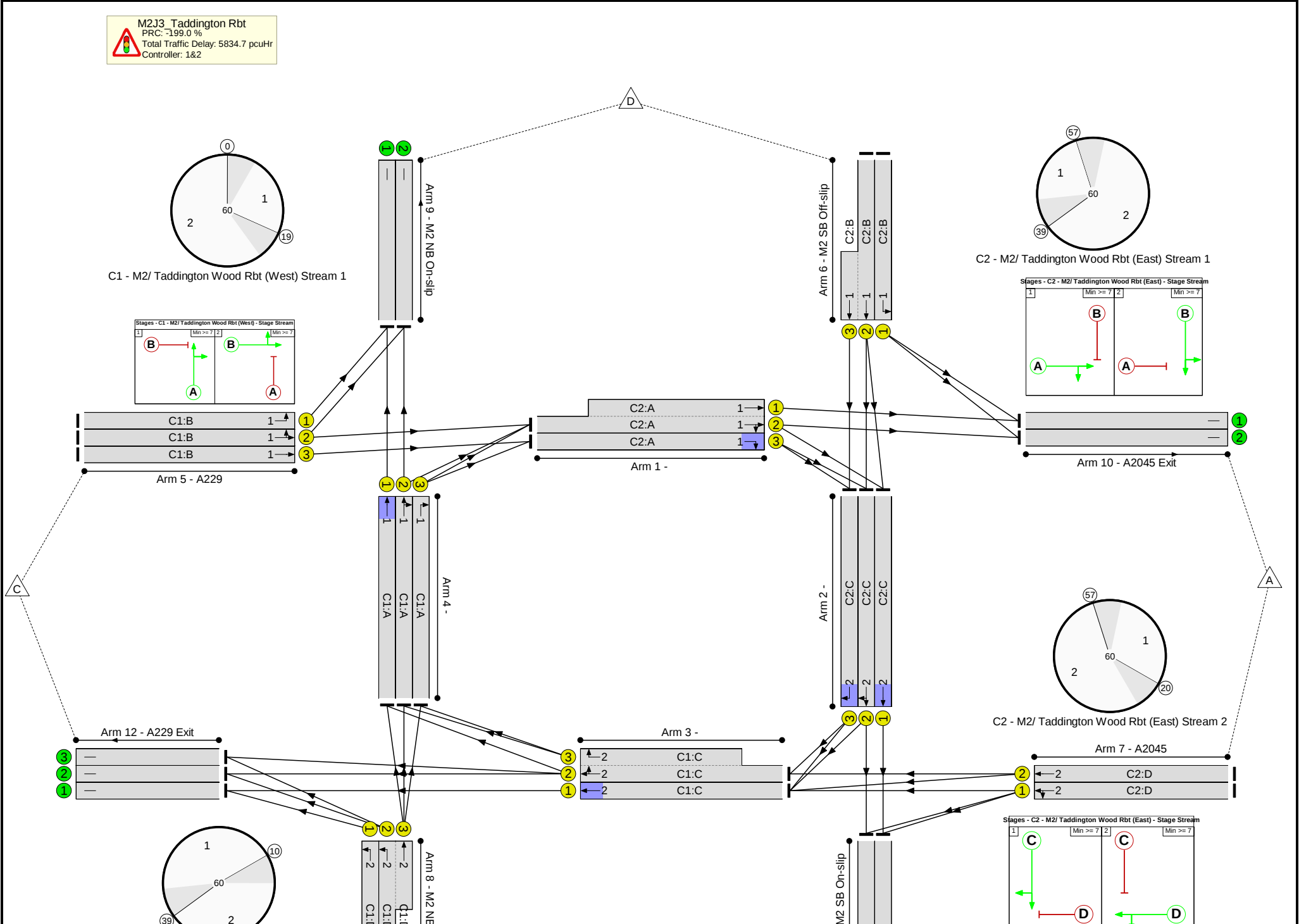
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	269.1%
M2J3_Taddington Rbt	-	-	N/A	-	-		-	-	-	-	-	-	269.1%
1/2+1/1	Right Ahead	U	2:1	N/A	C2:A		1	13	-	3201	2074:1904	484+57	241.3 : 242.9%
1/3	Right	U	2:1	N/A	C2:A		1	13	-	1749	1910	446	263.9%
2/1	Ahead	U	2:2	N/A	C2:C		1	18	-	2381	1878	595	61.9%
2/2	Right Ahead	U	2:2	N/A	C2:C		1	18	-	3198	2093	663	148.8%
2/3	Right	U	2:2	N/A	C2:C		1	18	-	2511	1904	603	154.4%
3/1	Ahead	U	1:2	N/A	C1:C		1	26	-	3081	1902	856	146.1%
3/2+3/3	Right Ahead	U	1:2	N/A	C1:C		1	26	-	3186	2063:1915	928+0	144.3 : 0.0%
4/1	Ahead	U	1:1	N/A	C1:A		1	14	-	1020	1888	472	79.7%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	14	-	47	2032	508	5.9%
4/3	Right	U	1:1	N/A	C1:A		1	14	-	53	1901	475	7.1%
5/1	A229 Left	U	1:1	N/A	C1:B		1	36	-	1452	1847	1139	127.5%
5/2	A229 Ahead Left	U	1:1	N/A	C1:B		1	36	-	3101	2013	1241	249.8%
5/3	A229 Ahead	U	1:1	N/A	C1:B		1	36	-	1749	1907	1176	148.7%
6/1	M2 SB Off-slip Left	U	2:1	N/A	C2:B		1	37	-	1561	1848	1170	133.4%
6/2+6/3	M2 SB Off-slip Ahead	U	2:1	N/A	C2:B		1	37	-	3960	2071:1936	544+927	269.1 : 269.1%
7/1	A2045 Ahead Left	U	2:2	N/A	C2:D		1	32	-	1649	1908	1049	157.1%
7/2	A2045 Ahead	U	2:2	N/A	C2:D		1	32	-	1610	1863	1025	157.1%
8/1	M2 NB Off-slip Left	U	1:2	N/A	C1:D		1	24	-	1220	1881	784	155.7%
8/2+8/3	M2 NB Off-slip Ahead Left	U	1:2	N/A	C1:D		1	24	-	1352	2018:1905	797+64	157.0 : 157.0%
9/1	M2 NB On-slip	U	N/A	N/A	-		-	-	-	2472	Inf	Inf	0.0%

Full Input Data And Results

9/2	M2 NB On-slip	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A2045 Exit	U	N/A	N/A	-		-	-	-	1115	Inf	Inf	0.0%
10/2	A2045 Exit	U	N/A	N/A	-		-	-	-	1266	Inf	Inf	0.0%
11/1	M2 SB On-slip	U	N/A	N/A	-		-	-	-	2871	Inf	Inf	0.0%
11/2	M2 SB On-slip	U	N/A	N/A	-		-	-	-	2211	Inf	Inf	0.0%
12/1	A229 Exit	U	N/A	N/A	-		-	-	-	4301	Inf	Inf	0.0%
12/2	A229 Exit	U	N/A	N/A	-		-	-	-	1709	Inf	Inf	0.0%
12/3	A229 Exit	U	N/A	N/A	-		-	-	-	1709	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	466.7	5368.0	0.0	5834.7	-	-	-	-
M2J3_Taddington Rbt	-	-	0	0	0	466.7	5368.0	0.0	5834.7	-	-	-	-
1/2+1/1	1305	544	-	-	-	28.2	383.1	-	411.3	1134.7	39.2	383.1	422.3
1/3	1176	446	-	-	-	33.5	366.0	-	399.5	1222.9	43.9	366.0	409.9
2/1	368	368	-	-	-	1.0	0.8	-	1.8	17.4	6.1	0.8	6.9
2/2	986	663	-	-	-	14.4	163.1	-	177.5	648.0	21.8	163.1	184.9
2/3	931	603	-	-	-	15.7	165.5	-	181.2	700.5	21.3	165.5	186.8
3/1	1250	856	-	-	-	20.1	198.8	-	218.9	630.2	30.6	198.8	229.4
3/2+3/3	1340	928	-	-	-	18.6	207.3	-	225.9	606.9	32.3	207.3	239.6
4/1	376	376	-	-	-	1.2	1.9	-	3.1	29.2	5.8	1.9	7.7
4/2	30	30	-	-	-	0.3	0.0	-	0.3	36.2	0.5	0.0	0.5
4/3	34	34	-	-	-	0.3	0.0	-	0.3	36.5	0.6	0.0	0.6
5/1	1452	1139	-	-	-	16.5	158.8	-	175.3	434.5	33.4	158.8	192.2
5/2	3101	1241	-	-	-	81.1	930.7	-	1011.7	1174.5	112.0	930.7	1042.7
5/3	1749	1176	-	-	-	27.2	288.0	-	315.3	648.9	46.8	288.0	334.8
6/1	1561	1170	-	-	-	15.3	197.3	-	212.6	490.4	32.5	197.3	229.8
6/2+6/3	3960	1471	-	-	-	99.1	1245.1	-	1344.2	1222.0	129.7	1245.1	1374.8
7/1	1649	1049	-	-	-	29.0	301.2	-	330.2	720.8	47.5	301.2	348.6
7/2	1610	1025	-	-	-	28.3	294.0	-	322.4	720.8	46.3	294.0	340.4
8/1	1220	784	-	-	-	18.1	219.5	-	237.6	701.2	28.8	219.5	248.3
8/2+8/3	1352	861	-	-	-	18.9	246.9	-	265.8	707.7	32.1	246.9	279.0
9/1	1515	1515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1640	1640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - M2/ Taddington Wood Rbt (West)			Stream: 1 PRC for Signalled Lanes (%):			-177.6	Total Delay for Signalled Lanes (pcuHr):		1505.94	Cycle Time (s):		60	
C1 - M2/ Taddington Wood Rbt (West)			Stream: 2 PRC for Signalled Lanes (%):			-74.5	Total Delay for Signalled Lanes (pcuHr):		948.17	Cycle Time (s):		60	
C2 - M2/ Taddington Wood Rbt (East)			Stream: 1 PRC for Signalled Lanes (%):			-199.0	Total Delay for Signalled Lanes (pcuHr):		2367.59	Cycle Time (s):		60	
C2 - M2/ Taddington Wood Rbt (East)			Stream: 2 PRC for Signalled Lanes (%):			-74.6	Total Delay for Signalled Lanes (pcuHr):		1012.97	Cycle Time (s):		60	
			PRC Over All Lanes (%):			-199.0	Total Delay Over All Lanes(pcuHr):		5834.68				

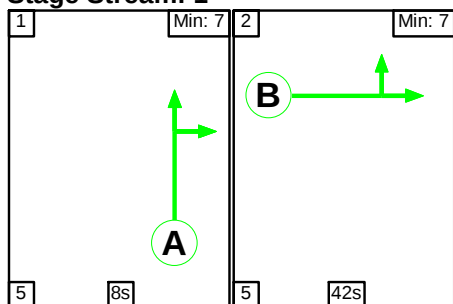
Full Input Data And Results

Scenario 26: 'LP PM Actual+Base' (FG30: 'LP PM Actual + Base', Plan 1: 'Network Control Plan 1')

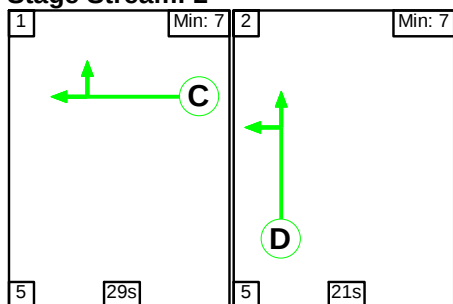
C1 - M2/ Taddington Wood Rbt (West)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

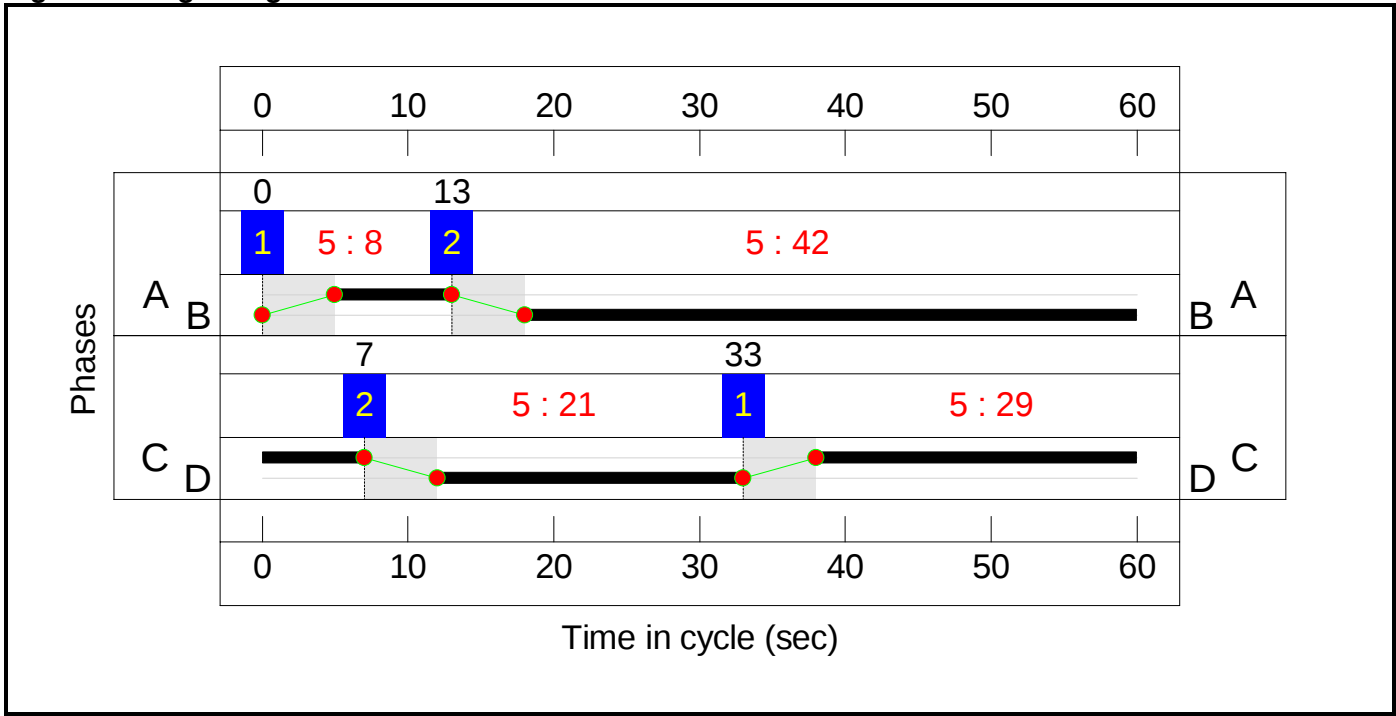
Stage Stream: 1

Stage	1	2
Duration	8	42
Change Point	0	13

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	33	7

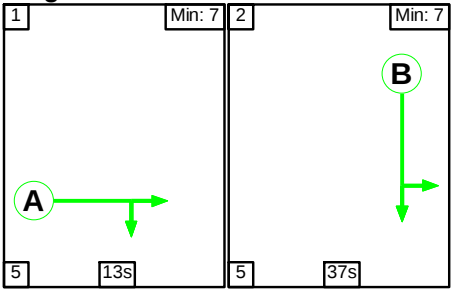
Signal Timings Diagram



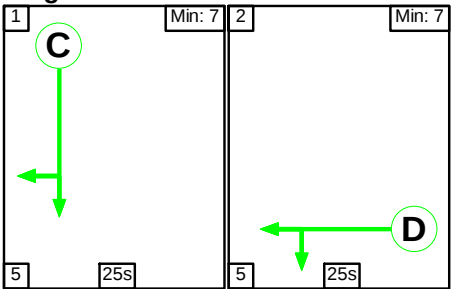
C2 - M2/ Taddington Wood Rbt (East)

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

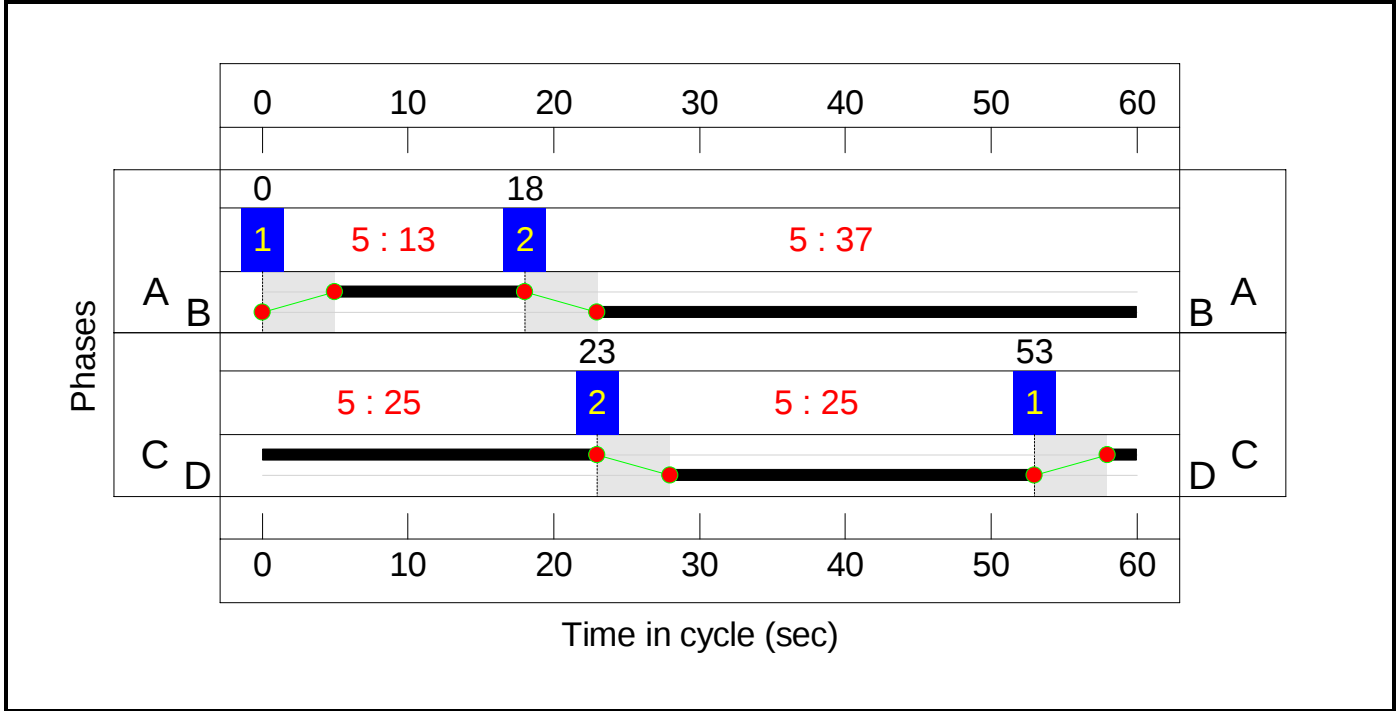
Stage Stream: 1

Stage	1	2
Duration	13	37
Change Point	0	18

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	25	25
Change Point	53	23

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

M2J3 Taddington Rbt
 PRC: 257.6 %
 Total Traffic Delay: 7103.8 pcu/hr
 Controller: 1&2

Arm 1 -
 C2:A 1
 C2:A 1
 C2:A 1

Arm 2 -
 C2:C 2
 C2:C 2
 C2:C 2

Arm 3 -
 C1:C 2
 C1:C 2
 C1:C 2

Arm 4 -
 C1:A 1
 C1:A 1
 C1:A 1

Arm 5 - A229
 C1:B 1
 C1:B 1
 C1:B 1

Arm 6 - M2 SB Off-slip
 C2:B 1
 C2:B 1
 C2:B 1

Arm 7 - A2045
 C2:D 2
 C2:D 2
 C2:D 2

Arm 8 - M2 NB On-slip
 C1:I 2
 C1:I 2
 C1:I 2

Arm 9 - M2 NB On-slip
 C1:I 2
 C1:I 2
 C1:I 2

Arm 10 - A2045 Exit
 C2:D 2
 C2:D 2
 C2:D 2

Arm 11 - A2045
 C2:D 2
 C2:D 2
 C2:D 2

Arm 12 - A229 Exit
 C1:B 1
 C1:B 1
 C1:B 1

Stages - C1 - M2/ Taddington Wood Rbt (West) - Stage Stream
 Min >= 7 2
 Min >= 7 2

Stages - C2 - M2/ Taddington Wood Rbt (East) - Stage Stream
 Min >= 7 2
 Min >= 7 2

Stages - C2 - M2/ Taddington Wood Rbt (East) - Stage Stream
 Min >= 7 2
 Min >= 7 2

Stages - C1 - M2/ Taddington Wood Rbt (West) - Stage Stream
 Min >= 7 2
 Min >= 7 2

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	-	-		-	-	-	-	-	-	321.8%
M2J3_Taddington Rbt	-	-	N/A	-	-		-	-	-	-	-	-	321.8%
1/2+1/1	Right Ahead	U	2:1	N/A	C2:A		1	13	-	3811	2074:1904	484+58	285.4 : 319.8%
1/3	Right	U	2:1	N/A	C2:A		1	13	-	2904	1910	446	306.7%
2/1	Ahead	U	2:2	N/A	C2:C		1	25	-	2345	1878	814	42.1%
2/2	Right Ahead	U	2:2	N/A	C2:C		1	25	-	4624	2093	907	109.2%
2/3	Right	U	2:2	N/A	C2:C		1	25	-	3035	1904	825	113.0%
3/1	Ahead	U	1:2	N/A	C1:C		1	29	-	3451	1902	951	136.1%
3/2+3/3	Right Ahead	U	1:2	N/A	C1:C		1	29	-	3545	2063:1915	1032+0	134.3 : 0.0%
4/1	Ahead	U	1:1	N/A	C1:A		1	8	-	1211	1888	283	250.7%
4/2	Right Ahead	U	1:1	N/A	C1:A		1	8	-	41	2032	305	11.2%
4/3	Right	U	1:1	N/A	C1:A		1	8	-	106	1901	285	30.9%
5/1	A229 Left	U	1:1	N/A	C1:B		1	42	-	2166	1847	1324	163.6%
5/2	A229 Ahead Left	U	1:1	N/A	C1:B		1	42	-	3664	2013	1443	254.0%
5/3	A229 Ahead	U	1:1	N/A	C1:B		1	42	-	2904	1907	1367	212.5%
6/1	M2 SB Off-slip Left	U	2:1	N/A	C2:B		1	37	-	1713	1848	1170	146.4%
6/2+6/3	M2 SB Off-slip Ahead	U	2:1	N/A	C2:B		1	37	-	4755	2071:1936	556+922	321.8 : 321.8%
7/1	A2045 Ahead Left	U	2:2	N/A	C2:D		1	25	-	1368	1908	827	165.5%
7/2	A2045 Ahead	U	2:2	N/A	C2:D		1	25	-	1335	1863	807	165.4%
8/1	M2 NB Off-slip Left	U	1:2	N/A	C1:D		1	21	-	787	1881	690	114.1%
8/2+8/3	M2 NB Off-slip Ahead Left	U	1:2	N/A	C1:D		1	21	-	957	2018:1905	674+122	120.2 : 120.2%
9/1	M2 NB On-slip	U	N/A	N/A	-		-	-	-	3377	Inf	Inf	0.0%

Full Input Data And Results

9/2	M2 NB On-slip	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A2045 Exit	U	N/A	N/A	-		-	-	-	1261	Inf	Inf	0.0%
10/2	A2045 Exit	U	N/A	N/A	-		-	-	-	1918	Inf	Inf	0.0%
11/1	M2 SB On-slip	U	N/A	N/A	-		-	-	-	2624	Inf	Inf	0.0%
11/2	M2 SB On-slip	U	N/A	N/A	-		-	-	-	3087	Inf	Inf	0.0%
12/1	A229 Exit	U	N/A	N/A	-		-	-	-	4238	Inf	Inf	0.0%
12/2	A229 Exit	U	N/A	N/A	-		-	-	-	1572	Inf	Inf	0.0%
12/3	A229 Exit	U	N/A	N/A	-		-	-	-	1572	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	569.3	6534.5	0.0	7103.8	-	-	-	-
M2J3_Taddington Rbt	-	-	0	0	0	569.3	6534.5	0.0	7103.8	-	-	-	-
1/2+1/1	1565	565	-	-	-	37.2	512.5	-	549.7	1264.4	47.4	512.5	559.9
1/3	1367	446	-	-	-	36.2	461.2	-	497.4	1310.3	46.1	461.2	507.3
2/1	342	342	-	-	-	0.7	0.4	-	1.0	11.0	1.3	0.4	1.6
2/2	991	907	-	-	-	6.5	47.2	-	53.6	194.8	17.9	47.2	65.1
2/3	932	825	-	-	-	8.7	57.7	-	66.4	256.4	17.3	57.7	75.0
3/1	1295	951	-	-	-	18.0	173.7	-	191.6	532.9	29.8	173.7	203.5
3/2+3/3	1385	1032	-	-	-	16.5	178.9	-	195.4	507.7	31.9	178.9	210.8
4/1	710	283	-	-	-	15.9	214.2	-	230.0	1166.6	21.3	214.2	235.5
4/2	34	34	-	-	-	0.4	0.1	-	0.4	43.9	0.6	0.1	0.6
4/3	88	88	-	-	-	0.9	0.2	-	1.2	47.3	1.5	0.2	1.7
5/1	2166	1324	-	-	-	37.9	422.4	-	460.3	765.1	62.6	422.4	485.1
5/2	3664	1443	-	-	-	95.8	1111.5	-	1207.3	1186.2	133.4	1111.5	1244.9
5/3	2904	1367	-	-	-	67.0	769.6	-	836.6	1037.2	98.1	769.6	867.7
6/1	1713	1170	-	-	-	25.8	272.9	-	298.7	627.7	45.2	272.9	318.1
6/2+6/3	4755	1477	-	-	-	135.5	1639.5	-	1775.0	1343.9	179.5	1639.5	1819.0
7/1	1368	827	-	-	-	25.6	271.9	-	297.5	782.8	39.3	271.9	311.2
7/2	1335	807	-	-	-	25.0	265.1	-	290.1	782.3	38.4	265.1	303.5
8/1	787	690	-	-	-	6.7	52.4	-	59.1	270.5	14.7	52.4	67.1
8/2+8/3	957	796	-	-	-	9.1	83.3	-	92.4	347.6	18.9	83.3	102.1
9/1	1607	1607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1641	1641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - M2/ Taddington Wood Rbt (West) Stream: 1 PRC for Signalled Lanes (%): -182.2 Total Delay for Signalled Lanes (pcuHr): 2735.88 Cycle Time (s): 60 C1 - M2/ Taddington Wood Rbt (West) Stream: 2 PRC for Signalled Lanes (%): -51.3 Total Delay for Signalled Lanes (pcuHr): 538.54 Cycle Time (s): 60 C2 - M2/ Taddington Wood Rbt (East) Stream: 1 PRC for Signalled Lanes (%): -257.6 Total Delay for Signalled Lanes (pcuHr): 3120.76 Cycle Time (s): 60 C2 - M2/ Taddington Wood Rbt (East) Stream: 2 PRC for Signalled Lanes (%): -83.8 Total Delay for Signalled Lanes (pcuHr): 708.62 Cycle Time (s): 60 PRC Over All Lanes (%): -257.6 Total Delay Over All Lanes(pcuHr): 7103.81													