

Basic Results Summary

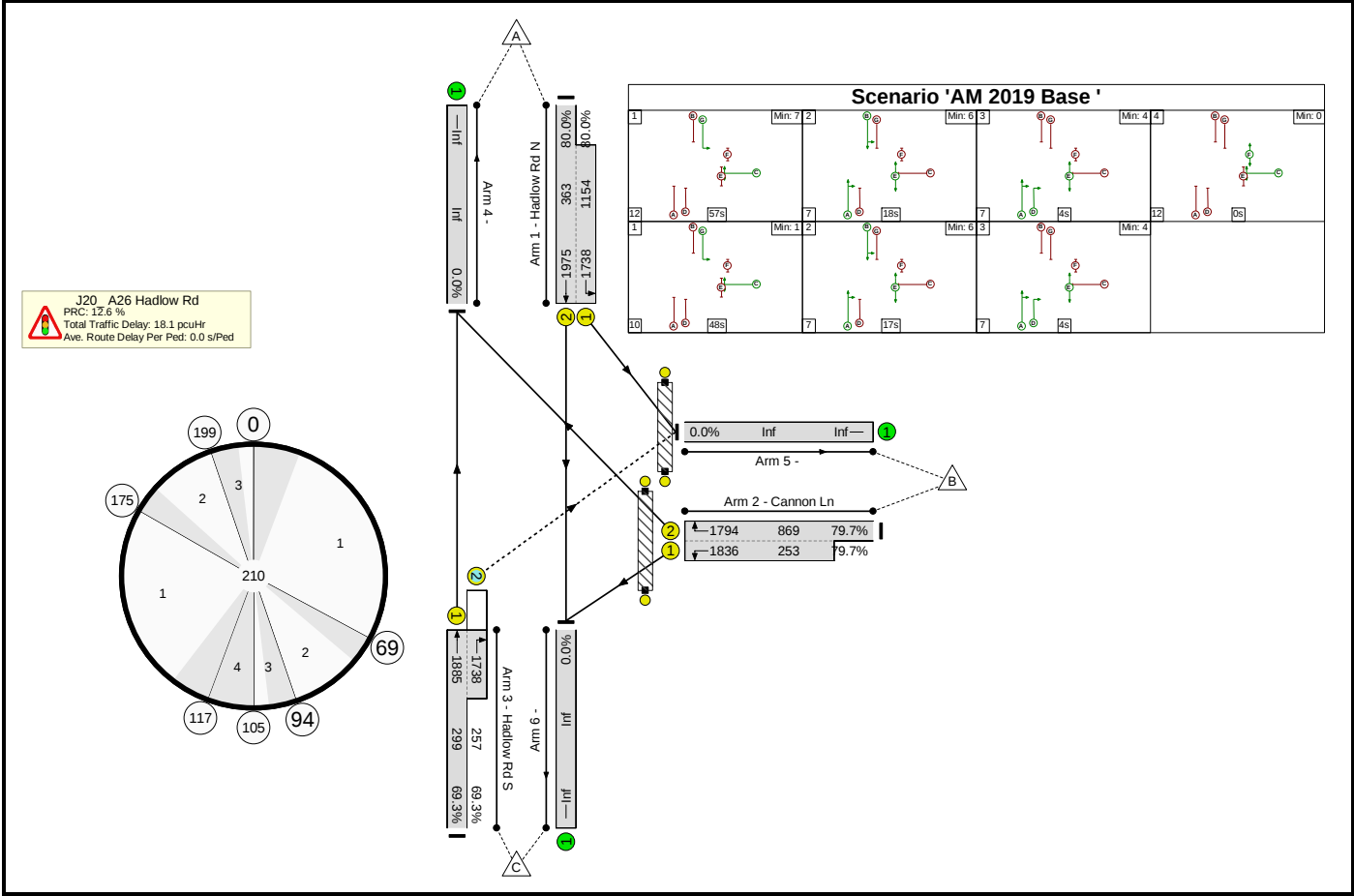
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J23_A26 Hadlow Rd_Cannon Ln.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'AM 2019 Base ' (FG1: 'AM 2019 Base ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



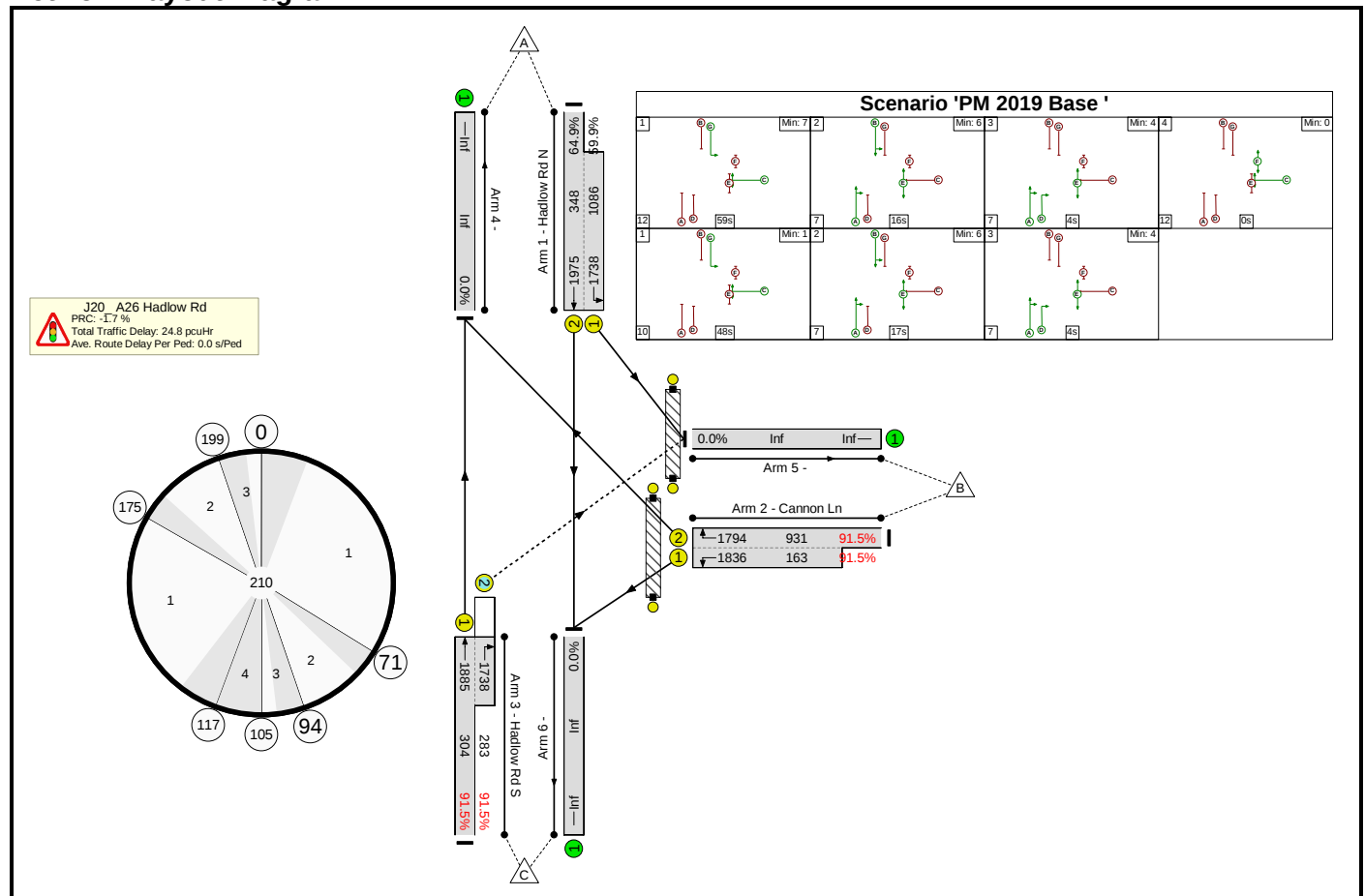
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	80.0%	5	149	24	18.1	-	-
J20_ A26 Hadlow Rd	-	-	-		-	-	-	-	-	-	80.0%	5	149	24	18.1	-	-
1/2+1/1	Hadlow Rd N Left Ahead	U	B	G	2	37:156	119	1213	1975:1738	363+1154	80.0 : 80.0%	-	-	-	7.1	21.1	20.1
2/2+2/1	Cannon Ln Right Left	U	C		2	115	-	895	1794:1836	869+253	79.7 : 79.7%	-	-	-	5.9	23.7	18.5
3/1+3/2	Hadlow Rd S Ahead Right	U+O	A	D	2	57	8	385	1885:1738	299+257	69.3 : 69.3%	5	149	24	5.1	47.9	6.0
Ped Link: P1	Unnamed Ped Link	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		2	61	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 12.6 PRC Over All Lanes (%): 12.6 Total Delay for Signalled Lanes (pcuHr): 18.12 Total Delay Over All Lanes(pcuHr): 18.12 Cycle Time (s): 210																	

Basic Results Summary

Scenario 2: 'PM 2019 Base ' (FG2: 'PM 2019 Base ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



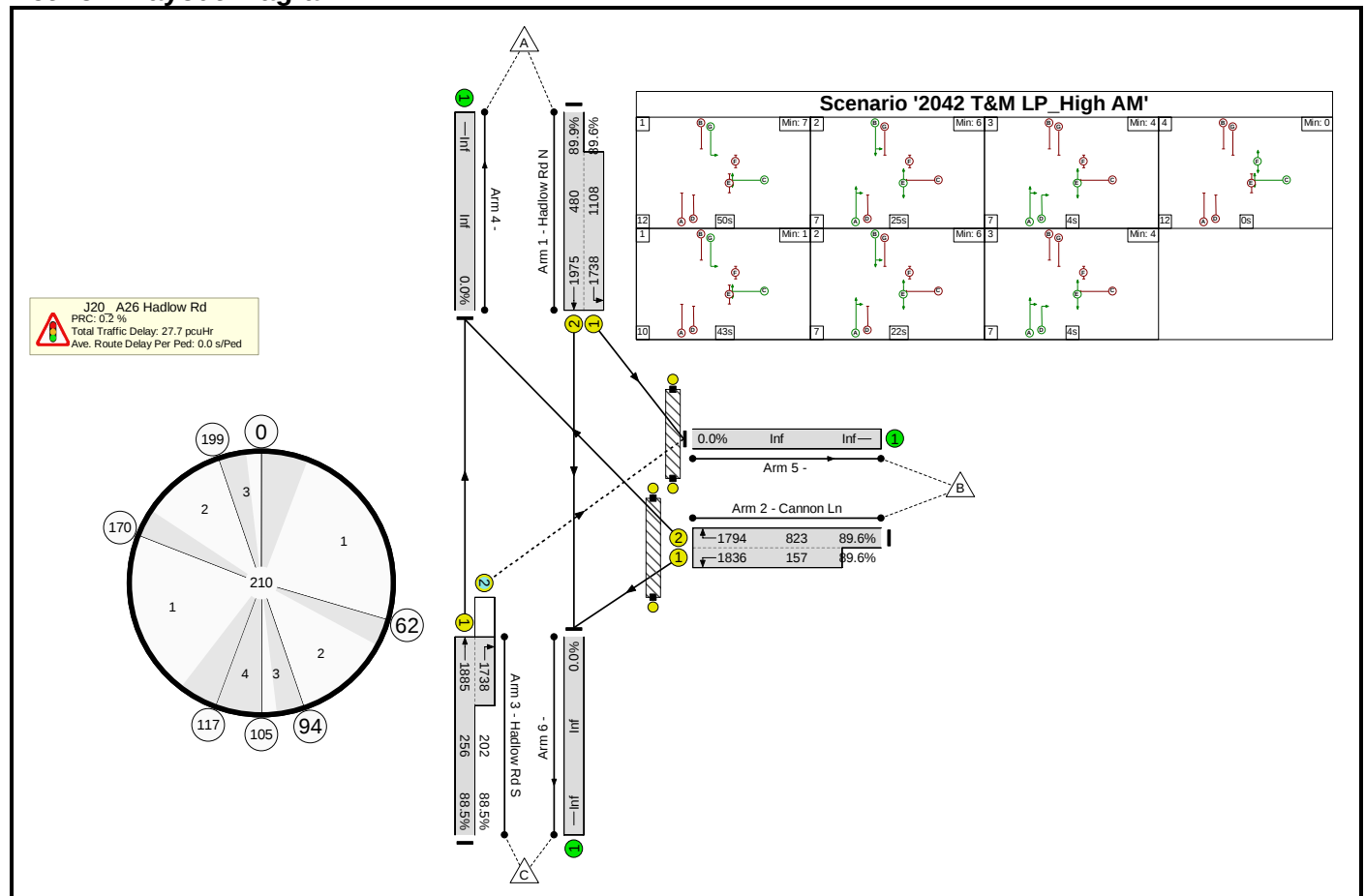
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	91.5%	31	149	79	24.8	-	-
J20_A26 Hadlow Rd	-	-	-		-	-	-	-	-	-	91.5%	31	149	79	24.8	-	-
1/2+1/1	Hadlow Rd N Left Ahead	U	B	G	2	35:156	121	877	1975:1738	348+1086	64.9 : 59.9%	-	-	-	4.3	17.6	10.0
2/2+2/1	Cannon Ln Right Left	U	C		2	117	-	1001	1794:1836	931+163	91.5 : 91.5%	-	-	-	10.1	36.3	28.8
3/1+3/2	Hadlow Rd S Ahead Right	U+O	A	D	2	55	8	537	1885:1738	304+283	91.5 : 91.5%	31	149	79	10.4	69.9	13.9
Ped Link: P1	Unnamed Ped Link	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		2	59	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -1.7 PRC Over All Lanes (%): -1.7 Total Delay for Signalled Lanes (pcuHr): 24.80 Total Delay Over All Lanes(pcuHr): 24.80 Cycle Time (s): 210																	

Basic Results Summary

Scenario 3: '2042 T&M LP_High AM' (FG7: '2040 T&M LP_High AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



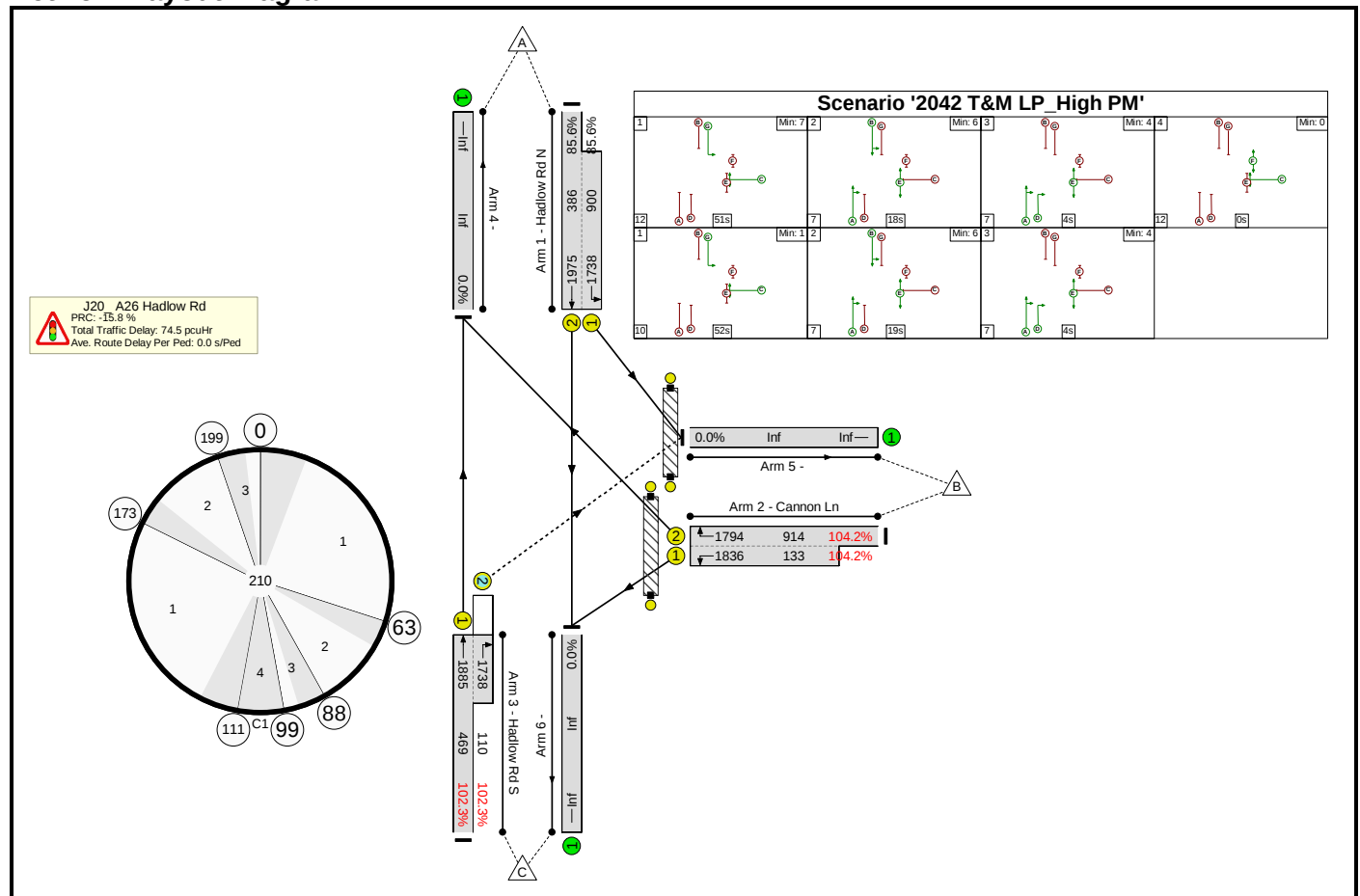
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	89.9%	0	149	30	27.7	-	-
J20_A26 Hadlow Rd	-	-	-		-	-	-	-	-	-	89.9%	0	149	30	27.7	-	-
1/2+1/1	Hadlow Rd N Left Ahead	U	B	G	2	49:156	107	1424	1975:1738	480+1108	89.9 : 89.6%	-	-	-	11.0	27.8	31.8
2/2+2/1	Cannon Ln Right Left	U	C		2	103	-	878	1794:1836	823+157	89.6 : 89.6%	-	-	-	9.3	38.2	25.2
3/1+3/2	Hadlow Rd S Ahead Right	U+O	A	D	2	69	8	406	1885:1738	256+202	88.5 : 88.5%	0	149	30	7.4	65.2	8.5
Ped Link: P1	Unnamed Ped Link	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		2	73	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 0.2 PRC Over All Lanes (%): 0.2 Total Delay for Signalled Lanes (pcuHr): 27.66 Total Delay Over All Lanes(pcuHr): 27.66 Cycle Time (s): 210																	

Basic Results Summary

Scenario 4: '2042 T&M LP_High PM' (FG8: '2040 T&M LP_High PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

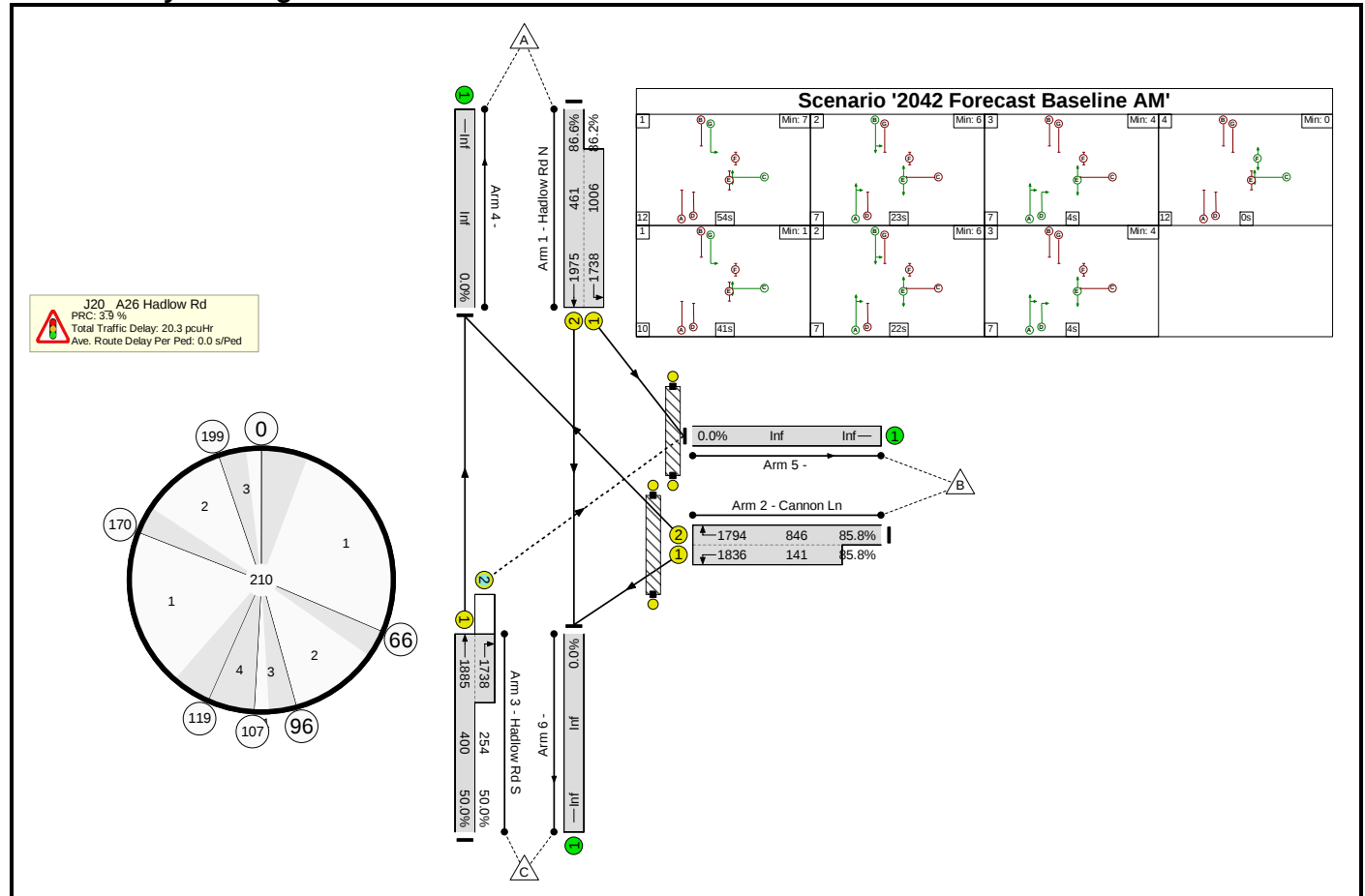


Network Results

Basic Results Summary

Scenario 5: '2042 Forecast Baseline AM' (FG9: '2042 Forecast Baseline', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



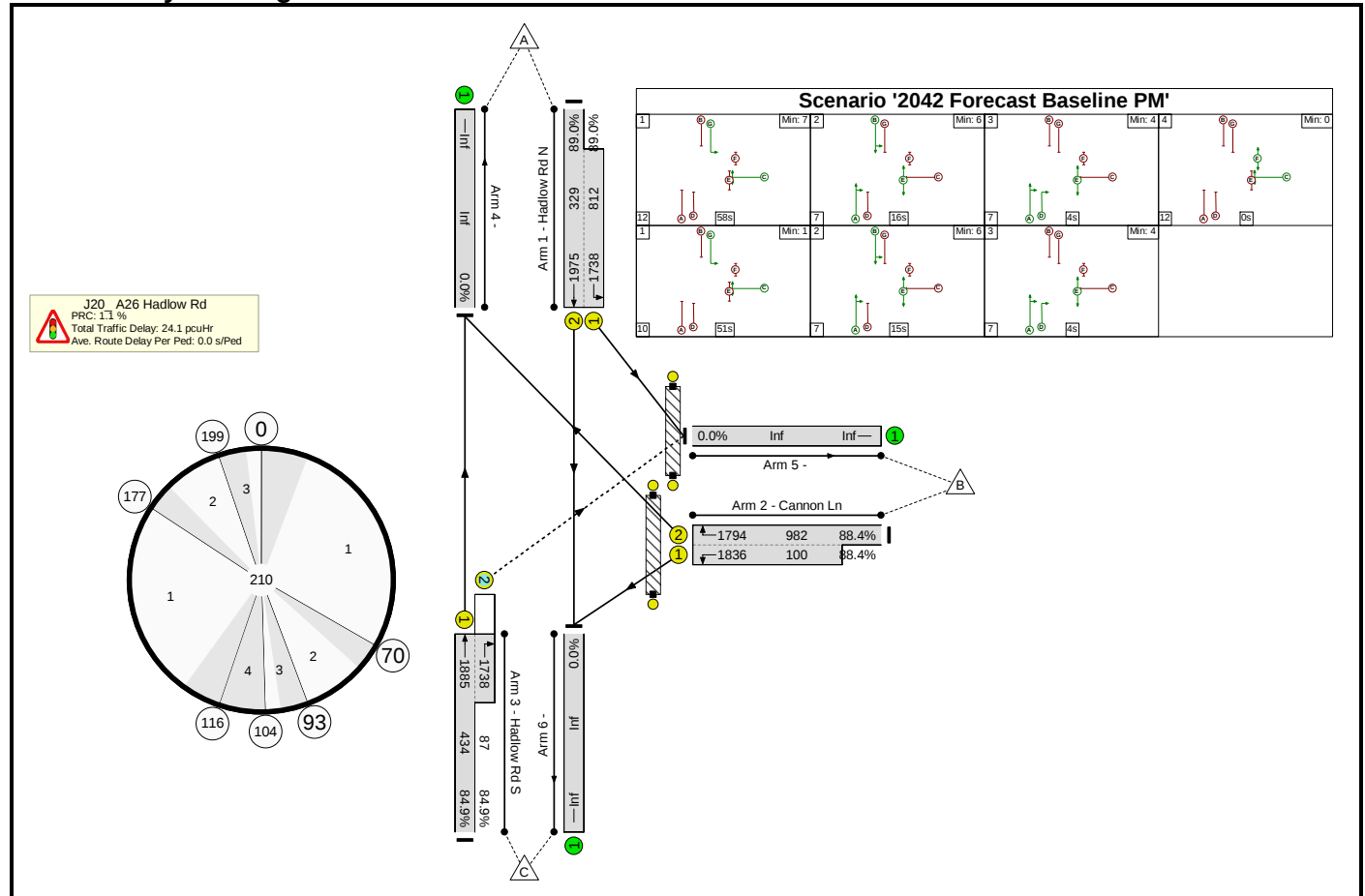
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	86.6%	2	121	4	20.3	-	-
J20_A26 Hadlow Rd	-	-	-		-	-	-	-	-	-	86.6%	2	121	4	20.3	-	-
1/2+1/1	Hadlow Rd N Left Ahead	U	B	G	2	47:156	109	1266	1975:1738	461+1006	86.6 : 86.2%	-	-	-	9.0	25.5	18.2
2/2+2/1	Cannon Ln Right Left	U	C		2	105	-	847	1794:1836	846+141	85.8 : 85.8%	-	-	-	7.8	33.0	22.2
3/1+3/2	Hadlow Rd S Ahead Right	U+O	A	D	2	67	8	327	1885:1738	400+254	50.0 : 50.0%	2	121	4	3.5	38.9	4.9
Ped Link: P1	Unnamed Ped Link	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		2	71	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 3.9 PRC Over All Lanes (%): 3.9 Total Delay for Signalled Lanes (pcuHr): 20.28 Total Delay Over All Lanes(pcuHr): 20.28 Cycle Time (s): 210																	

Basic Results Summary

Scenario 6: '2042 Forecast Baseline PM' (FG10: '2042 Forecast Baseline', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	89.0%	6	66	2	24.1	-	-
J20_A26 Hadlow Rd	-	-	-		-	-	-	-	-	-	89.0%	6	66	2	24.1	-	-
1/2+1/1	Hadlow Rd N Left Ahead	U	B	G	2	33:156	123	1016	1975:1738	329+812	89.0 : 89.0%	-	-	-	8.5	30.0	14.7
2/2+2/1	Cannon Ln Right Left	U	C		2	119	-	956	1794:1836	982+100	88.4 : 88.4%	-	-	-	8.4	31.7	26.4
3/1+3/2	Hadlow Rd S Ahead Right	U+O	A	D	2	53	8	442	1885:1738	434+87	84.9 : 84.9%	6	66	2	7.2	58.6	14.0
Ped Link: P1	Unnamed Ped Link	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		2	57	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 1.1 PRC Over All Lanes (%): 1.1 Total Delay for Signalled Lanes (pcuHr): 24.08 Total Delay Over All Lanes(pcuHr): 24.08 Cycle Time (s): 210																	