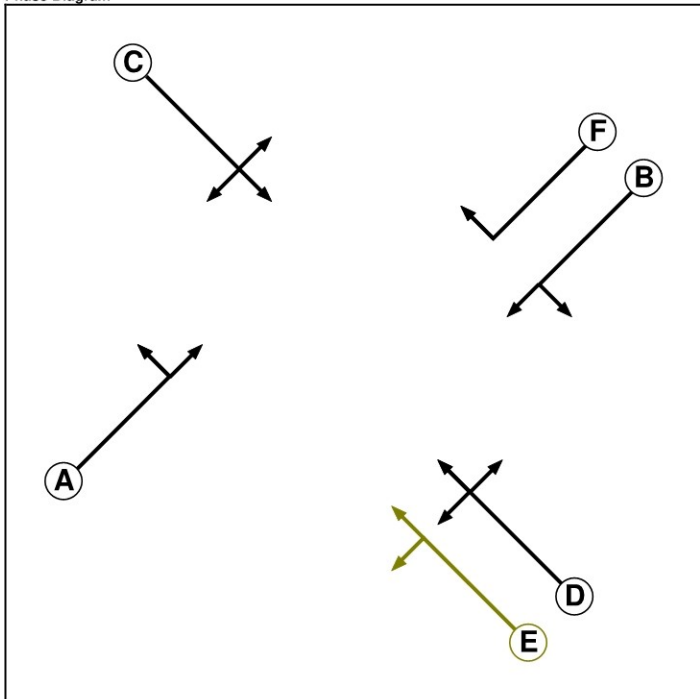


Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	D	4	4
F	Traffic		7	7

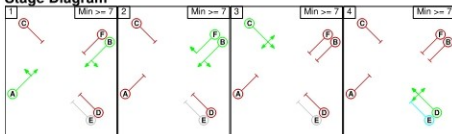
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A	-	-	8	8	-	7
	B	-	-	8	8	-	-
	C	8	8	-	9	-	8
	D	8	8	9	-	-	8
	E	-	-	-	-	-	-
	F	9	-	8	8	-	-

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1	-	7	8	8
	2	-	-	8	8
	3	8	8	-	9
	4	8	8	9	-

Give-Way Lane Input Data

Junction: Derby Rd/Coxmoor Rd

There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Derby Rd/Coxmoor Rd												
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 (Derby Rd (NE))	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
1/2 (Derby Rd (NE))	U	F	2	3	15.7	Geom	-	3.20	0.00	Y	Arm 6 Right	15.00
2/1 (Derby Rd (SW))	U	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
3/1 (Coxmoor Rd (SE))	U	D E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
3/2 (Coxmoor Rd (SE))	U	D	2	3	12.2	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	15.00
4/1 (Coxmoor Rd (NW))	U	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
4/2 (Coxmoor Rd (NW))	U	C	2	3	10.4	Geom	-	3.20	0.00	Y	Arm 5 Right	15.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	11.3	Inf	-	-	-	-	-	-
6/2	U		2	3	11.3	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Observed AM'	08:00	09:00	01:00	
2: '2032 Bkg AM'	08:00	09:00	01:00	
3: '2032 WD AM'	08:00	09:00	01:00	
4: '2022 Observed PM'	17:00	18:00	01:00	
5: '2032 Bkg PM'	17:00	18:00	01:00	
6: '2032 WD PM'	17:00	18:00	01:00	

Scenario 1: '2022 Observed AM' (FG1: '2022 Observed AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	45	229	118	392
	B	65	0	11	650	726
	C	265	7	0	12	284
	D	270	599	0	0	869
	Tot.	600	651	240	780	2271

Traffic Lane Flows

Lane	Scenario 1: 2022 Observed AM
Junction: Derby Rd/Coxmoor Rd	
1/1 (with short)	726(In) 661(Out)
1/2 (short)	65
2/1	869
3/1 (with short)	284(In) 142(Out)
3/2 (short)	142
4/1 (with short)	392(In) 274(Out)
4/2 (short)	118
5/1	780
6/1	297
6/2	303
7/1	651
8/1	240

Lane Saturation Flows

Junction: Derby Rd/Coxmoor Rd								
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 (Derby Rd (NE))	3.20	0.00	Y	Arm 5 Ahead	Inf	98.3 %	1931	1931
				Arm 8 Left	12.00	1.7 %		
1/2 (Derby Rd (NE))	3.20	0.00	Y	Arm 6 Right	15.00	100.0 %	1759	1759
2/1 (Derby Rd (SW))	4.00	0.00	Y	Arm 6 Left	10.00	31.1 %	1925	1925
				Arm 7 Ahead	Inf	68.9 %		
3/1 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 5 Left	12.00	8.5 %	1895	1895
				Arm 6 Ahead	Inf	91.5 %		
3/2 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 6 Ahead	Inf	95.1 %	1906	1906
				Arm 7 Right	15.00	4.9 %		
4/1 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 7 Left	12.00	16.4 %	1896	1896
				Arm 8 Ahead	Inf	83.6 %		
4/2 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 5 Right	15.00	100.0 %	1759	1759
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2032 Bkg AM' (FG2: '2032 Bkg AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	49	249	128	426
	B	71	0	12	706	789
	C	289	7	0	13	309
	D	294	651	0	0	945
	Tot.	654	707	261	847	2469

Traffic Lane Flows

Lane	Scenario 2: 2032 Bkg AM
Junction: Derby Rd/Coxmoor Rd	
1/1 (with short)	789(In) 718(Out)
1/2 (short)	71
2/1	945
3/1 (with short)	309(In) 154(Out)
3/2 (short)	155
4/1 (with short)	426(In) 298(Out)
4/2 (short)	128
5/1	847
6/1	323
6/2	331
7/1	707
8/1	261

Lane Saturation Flows

Junction: Derby Rd/Coxmoor Rd								
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 (Derby Rd (NE))	3.20	0.00	Y	Arm 5 Ahead	Inf	98.3 %	1931	1931
				Arm 8 Left	12.00	1.7 %		
1/2 (Derby Rd (NE))	3.20	0.00	Y	Arm 6 Right	15.00	100.0 %	1759	1759
2/1 (Derby Rd (SW))	4.00	0.00	Y	Arm 6 Left	10.00	31.1 %	1925	1925
				Arm 7 Ahead	Inf	68.9 %		
3/1 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 5 Left	12.00	8.4 %	1895	1895
				Arm 6 Ahead	Inf	91.6 %		
3/2 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 6 Ahead	Inf	95.5 %	1906	1906
				Arm 7 Right	15.00	4.5 %		
4/1 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 7 Left	12.00	16.4 %	1896	1896
				Arm 8 Ahead	Inf	83.6 %		
4/2 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 5 Right	15.00	100.0 %	1759	1759
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Scenario 3: '2032 WD AM' (FG3: '2032 WD AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	53	267	139	459
	B	73	0	12	706	791
	C	295	7	0	13	315
	D	299	651	0	0	950
	Tot.	667	711	279	858	2515

Traffic Lane Flows

Lane	Scenario 3: 2032 WD AM
Junction: Derby Rd/Coxmoor Rd	
1/1 (with short)	791(In) 718(Out)
1/2 (short)	73
2/1	950
3/1 (with short)	315(In) 157(Out)
3/2 (short)	158
4/1 (with short)	459(In) 320(Out)
4/2 (short)	139
5/1	858
6/1	329
6/2	338
7/1	711
8/1	279

Lane Saturation Flows

Junction: Derby Rd/Coxmoor Rd								
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 (Derby Rd (NE))	3.20	0.00	Y	Arm 5 Ahead	Inf	98.3 %	1931	1931
				Arm 8 Left	12.00	1.7 %		
1/2 (Derby Rd (NE))	3.20	0.00	Y	Arm 6 Right	15.00	100.0 %	1759	1759
2/1 (Derby Rd (SW))	4.00	0.00	Y	Arm 6 Left	10.00	31.5 %	1924	1924
				Arm 7 Ahead	Inf	68.5 %		
3/1 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 5 Left	12.00	8.3 %	1895	1895
				Arm 6 Ahead	Inf	91.7 %		
3/2 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 6 Ahead	Inf	95.6 %	1907	1907
				Arm 7 Right	15.00	4.4 %		
4/1 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 7 Left	12.00	16.6 %	1896	1896
				Arm 8 Ahead	Inf	83.4 %		
4/2 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 5 Right	15.00	100.0 %	1759	1759
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Scenario 4: '2022 Observed PM' (FG4: '2022 Observed PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	40	257	240	537
	B	77	0	6	608	691
	C	279	11	0	7	297
	D	185	625	0	0	810
	Tot.	541	676	263	855	2335

Traffic Lane Flows

Lane	Scenario 4: 2022 Observed PM
Junction: Derby Rd/Coxmoor Rd	
1/1 (with short)	691(In) 614(Out)
1/2 (short)	77
2/1	810
3/1 (with short)	297(In) 149(Out)
3/2 (short)	148
4/1 (with short)	537(In) 297(Out)
4/2 (short)	240
5/1	855
6/1	272
6/2	269
7/1	676
8/1	263

Lane Saturation Flows

Junction: Derby Rd/Coxmoor Rd								
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 (Derby Rd (NE))	3.20	0.00	Y	Arm 5 Ahead	Inf	99.0 %	1933	1933
				Arm 8 Left	12.00	1.0 %		
1/2 (Derby Rd (NE))	3.20	0.00	Y	Arm 6 Right	15.00	100.0 %	1759	1759
				Arm 7 Right	15.00	7.4 %		
2/1 (Derby Rd (SW))	4.00	0.00	Y	Arm 6 Left	10.00	22.8 %	1948	1948
				Arm 7 Ahead	Inf	77.2 %		
3/1 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 5 Left	12.00	4.7 %	1904	1904
				Arm 6 Ahead	Inf	95.3 %		
3/2 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 6 Ahead	Inf	92.6 %	1901	1901
				Arm 7 Right	15.00	7.4 %		
4/1 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 7 Left	12.00	13.5 %	1903	1903
				Arm 8 Ahead	Inf	86.5 %		
4/2 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 5 Right	15.00	100.0 %	1759	1759
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Scenario 5: '2032 Bkg PM' (FG5: '2032 Bkg PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					Tot.
	A	B	C	D		
Origin	A	0	43	279	261	583
	B	83	0	7	661	751
	C	303	12	0	8	323
	D	201	679	0	0	880
	Tot.	587	734	286	930	2537

Traffic Lane Flows

Lane	Scenario 5: 2032 Bkg PM
Junction: Derby Rd/Coxmoor Rd	
1/1 (with short)	751(In) 668(Out)
1/2 (short)	83
2/1	880
3/1 (with short)	323(In) 162(Out)
3/2 (short)	161
4/1 (with short)	583(In) 322(Out)
4/2 (short)	261
5/1	930
6/1	295
6/2	292
7/1	734
8/1	286

Lane Saturation Flows

Junction: Derby Rd/Coxmoor Rd								
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 (Derby Rd (NE))	3.20	0.00	Y	Arm 5 Ahead	Inf	99.0 %	1932	1932
				Arm 8 Left	12.00	1.0 %		
1/2 (Derby Rd (NE))	3.20	0.00	Y	Arm 6 Right	15.00	100.0 %	1759	1759
2/1 (Derby Rd (SW))	4.00	0.00	Y	Arm 6 Left	10.00	22.8 %	1948	1948
				Arm 7 Ahead	Inf	77.2 %		
3/1 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 5 Left	12.00	4.9 %	1903	1903
				Arm 6 Ahead	Inf	95.1 %		
3/2 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 6 Ahead	Inf	92.5 %	1901	1901
				Arm 7 Right	15.00	7.5 %		
4/1 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 7 Left	12.00	13.4 %	1903	1903
				Arm 8 Ahead	Inf	86.6 %		
4/2 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 5 Right	15.00	100.0 %	1759	1759
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2032 WD PM' (FG6: '2032 WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	44	284	266	594
	B	87	0	7	661	755
	C	319	12	0	8	339
	D	212	679	0	0	891
	Tot.	618	735	291	935	2579

Traffic Lane Flows

Lane	Scenario 6: 2032 WD PM
Junction: Derby Rd/Coxmoor Rd	
1/1 (with short)	755(In) 668(Out)
1/2 (short)	87
2/1	891
3/1 (with short)	339(In) 170(Out)
3/2 (short)	169
4/1 (with short)	594(In) 328(Out)
4/2 (short)	266
5/1	935
6/1	311
6/2	307
7/1	735
8/1	291

Lane Saturation Flows

Junction: Derby Rd/Coxmoor Rd								
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 (Derby Rd (NE))	3.20	0.00	Y	Arm 5 Ahead	Inf	99.0 %	1932	1932
				Arm 8 Left	12.00	1.0 %		
1/2 (Derby Rd (NE))	3.20	0.00	Y	Arm 6 Right	15.00	100.0 %	1759	1759
2/1 (Derby Rd (SW))	4.00	0.00	Y	Arm 6 Left	10.00	23.8 %	1946	1946
				Arm 7 Ahead	Inf	76.2 %		
3/1 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 5 Left	12.00	4.7 %	1904	1904
				Arm 6 Ahead	Inf	95.3 %		
3/2 (Coxmoor Rd (SE))	3.00	0.00	Y	Arm 6 Ahead	Inf	92.9 %	1901	1901
				Arm 7 Right	15.00	7.1 %		
4/1 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 7 Left	12.00	13.4 %	1903	1903
				Arm 8 Ahead	Inf	86.6 %		
4/2 (Coxmoor Rd (NW))	3.20	0.00	Y	Arm 5 Right	15.00	100.0 %	1759	1759
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
6/2				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

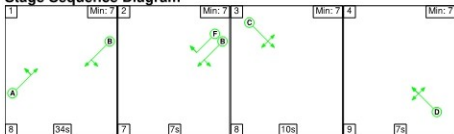
Network Results

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: Derby Road/Coxmoor Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	118.2%
Derby Rd/Coxmoor Rd	-	-	N/A	-	-		-	-	-	-	-	-	118.2%
1/1+1/2	Derby Rd (NE) Ahead Right Left	U	N/A	N/A	B F		1	48.7	-	726	1931:1759	1022+100	64.7 : 64.7%
2/1	Derby Rd (SW) Left Ahead	U	N/A	N/A	A		1	34	-	869	1925	749	116.1%
3/1+3/2	Coxmoor Rd (SE) Left Ahead Right	U	N/A	N/A	D	E	1	7	0	284	1895:1906	168+169	84.3 : 83.8%
4/1+4/2	Coxmoor Rd (NW) Right Left Ahead	U	N/A	N/A	C		1	10	-	392	1896:1759	232+100	118.2 : 118.2%
5/1		U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Derby Road/Coxmoor Road Junction	-	-	0	0	0	23.8	100.1	0.0	123.9	-	-	-	-
Derby Rd/Coxmoor Rd	-	-	0	0	0	23.8	100.1	0.0	123.9	-	-	-	-
1/1+1/2	726	726	-	-	-	3.3	0.9	-	4.2	20.9	11.4	0.9	12.3
2/1	869	749	-	-	-	11.8	63.6	-	75.4	312.2	24.7	63.6	88.3
3/1+3/2	284	284	-	-	-	3.2	2.4	-	5.6	71.1	3.5	2.4	5.9
4/1+4/2	392	350	-	-	-	5.5	33.2	-	38.7	355.3	7.9	33.2	41.1
5/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%): -31.4			PRC Over All Lanes (%): -31.4			Total Delay for Signalled Lanes (pcuHr): 123.88		Total Delay Over All Lanes (pcuHr): 123.88		Cycle Time (s): 90	

Scenario 2: '2032 Bkg AM' (FG2: '2032 Bkg AM', Plan 1: 'Network Control Plan 1')

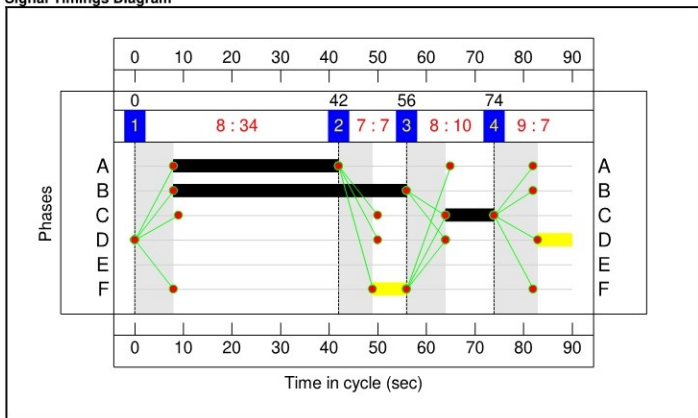
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	34	7	10	7
Change Point	0	42	56	74

Signal Timings Diagram

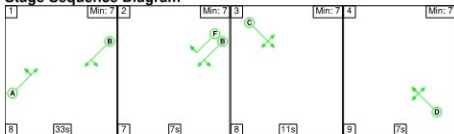


Network Results

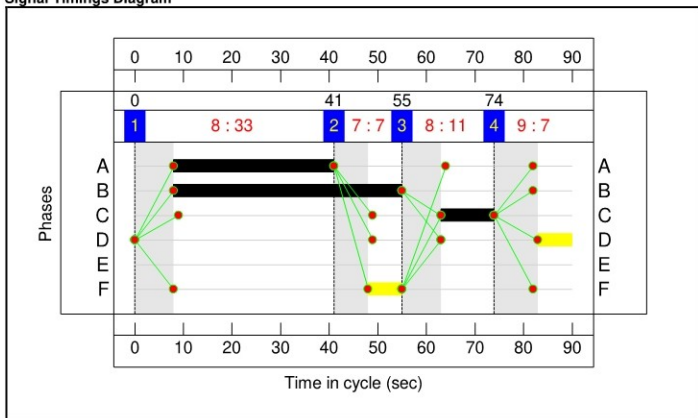
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Derby Road/Coxmoor Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	128.6%
Derby Rd/Coxmoor Rd	-	-	N/A	-	-		-	-	-	-	-	-	128.6%
1/1+1/2	Derby Rd (NE) Ahead Right Left	U	N/A	N/A	B F		1	48.7	-	789	1931:1759	1021+101	70.3 : 70.3%
2/1	Derby Rd (SW) Left Ahead	U	N/A	N/A	A		1	34	-	945	1925	749	126.2%
3/1+3/2	Coxmoor Rd (SE) Left Ahead Right	U	N/A	N/A	D	E	1	7	0	309	1895:1906	168+169	91.4 : 91.5%
4/1+4/2	Coxmoor Rd (NW) Right Left Ahead	U	N/A	N/A	C		1	10	-	426	1896:1759	232+100	128.6 : 128.6%
5/1		U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Derby Road/Coxmoor Road Junction	-	-	0	0	0	29.4	155.4	0.0	184.8	-	-	-	-
Derby Rd/Coxmoor Rd	-	-	0	0	0	29.4	155.4	0.0	184.8	-	-	-	-
1/1+1/2	789	789	-	-	-	3.7	1.2	-	4.9	22.4	13.0	1.2	14.1
2/1	945	749	-	-	-	15.6	100.5	-	116.1	442.3	28.5	100.5	129.1
3/1+3/2	309	309	-	-	-	3.5	4.2	-	7.6	89.1	3.8	4.2	8.0
4/1+4/2	426	360	-	-	-	6.6	49.5	-	56.1	474.3	9.1	49.5	58.6
5/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -42.9 Total Delay for Signalled Lanes (pcuHr): 184.79 Cycle Time (s): 90 PRC Over All Lanes (%): -42.9 Total Delay Over All Lanes(pcuHr): 184.79													

Scenario 3: '2032 WD AM' (FG3: '2032 WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram**Stage Timings**

Stage	1	2	3	4
Duration	33	7	11	7
Change Point	0	41	55	74

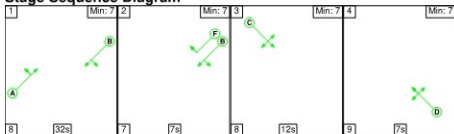
Signal Timings Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Derby Road/Coxmoor Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	130.7%
Derby Rd/Coxmoor Rd	-	-	N/A	-	-		-	-	-	-	-	-	130.7%
1/1+1/2	Derby Rd (NE) Ahead Right Left	U	N/A	N/A	B F		1	47.7	-	791	1931:1759	1001+102	71.7 : 71.7%
2/1	Derby Rd (SW) Left Ahead	U	N/A	N/A	A		1	33	-	950	1924	727	130.7%
3/1+3/2	Coxmoor Rd (SE) Left Ahead Right	U	N/A	N/A	D	E	1	7	0	315	1895:1907	168+170	93.2 : 93.2%
4/1+4/2	Coxmoor Rd (NW) Right Left Ahead	U	N/A	N/A	C		1	11	-	459	1896:1759	253+110	126.6 : 126.6%
5/1		U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%

Scenario 4: '2022 Observed PM' (FG4: '2022 Observed PM', Plan 1: 'Network Control Plan 1')

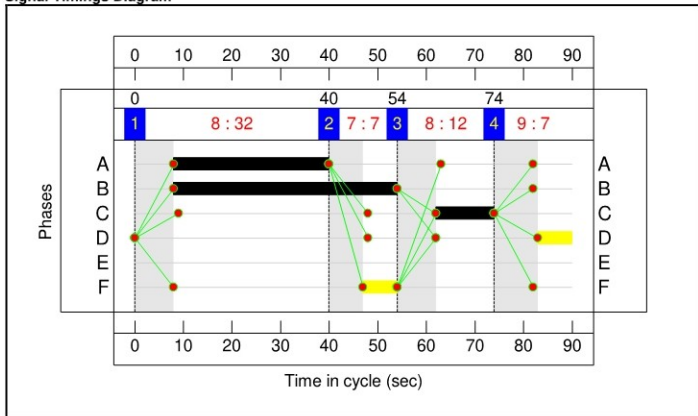
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	32	7	12	7
Change Point	0	40	54	74

Signal Timings Diagram



Network Results

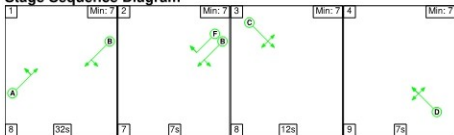
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Derby Road/Coxmoor Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	113.4%
Derby Rd/Coxmoor Rd	-	-	N/A	-	-		-	-	-	-	-	-	113.4%
1/1+1/2	Derby Rd (NE) Ahead Right Left	U	N/A	N/A	B F		1	46:7	-	691	1933:1759	974+122	63.0 : 63.0%
2/1	Derby Rd (SW) Left Ahead	U	N/A	N/A	A		1	32	-	810	1948	714	113.4%
3/1+3/2	Coxmoor Rd (SE) Left Ahead Right	U	N/A	N/A	D	E	1	7	0	297	1904:1901	169+169	88.0 : 87.6%
4/1+4/2	Coxmoor Rd (NW) Right Left Ahead	U	N/A	N/A	C		1	12	-	537	1903:1759	275+254	108.0 : 94.5%
5/1		U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%

Full Input Data And Results

Created 07/06/2022

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: Derby Road/Coxmoor Road Junction	-	-	0	0	0	23.6	76.6	0.0	100.2	-	-	-	-		
Derby Rd/Coxmoor Rd	-	-	0	0	0	23.6	76.6	0.0	100.2	-	-	-	-		
1/1+1/2	691	691	-	-	-	3.4	0.8	-	4.3	22.2	10.7	0.8	11.6		
2/1	810	714	-	-	-	10.5	51.8	-	62.3	276.8	22.6	51.8	74.4		
3/1+3/2	297	297	-	-	-	3.3	3.1	-	6.5	78.4	3.6	3.1	6.8		
4/1+4/2	537	515	-	-	-	6.4	20.8	-	27.2	182.4	8.0	20.8	28.8		
5/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
6/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
6/2	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
7/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
8/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
C1		PRC for Signalled Lanes (%): -26.0			Total Delay for Signalled Lanes (pcuHr): 100.21			Cycle Time (s): 90			PRC Over All Lanes (%): -26.0			Total Delay Over All Lanes (pcuHr): 100.21	

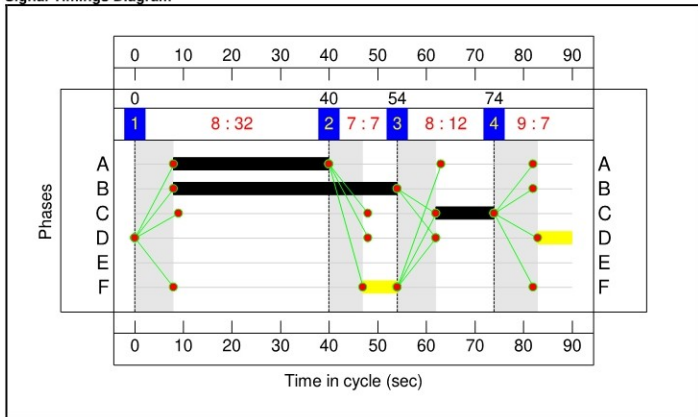
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	32	7	12	7
Change Point	0	40	54	74

Signal Timings Diagram

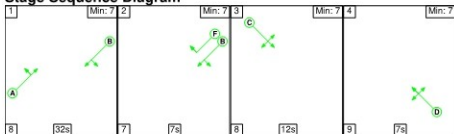


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Derby Road/Coxmoor Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	123.2%
Derby Rd/Coxmoor Rd	-	-	N/A	-	-		-	-	-	-	-	-	123.2%
1/1+1/2	Derby Rd (NE) Ahead Right Left	U	N/A	N/A	B F		1	46:7	-	751	1932:1759	974+121	68.6 : 68.6%
2/1	Derby Rd (SW) Left Ahead	U	N/A	N/A	A		1	32	-	880	1948	714	123.2%
3/1+3/2	Coxmoor Rd (SE) Left Ahead Right	U	N/A	N/A	D	E	1	7	0	323	1903:1901	169+169	95.8 : 95.3%
4/1+4/2	Coxmoor Rd (NW) Right Left Ahead	U	N/A	N/A	C		1	12	-	583	1903:1759	275+254	117.1 : 102.7%
5/1		U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Derby Road/Coxmoor Road Junction	-	-	0	0	0	29.4	124.1	0.0	153.5	-	-	-	-
Derby Rd/Coxmoor Rd	-	-	0	0	0	29.4	124.1	0.0	153.5	-	-	-	-
1/1+1/2	751	751	-	-	-	3.8	1.1	-	4.9	23.5	12.1	1.1	13.1
2/1	880	714	-	-	-	14.1	85.4	-	99.5	407.0	26.1	85.4	111.6
3/1+3/2	323	323	-	-	-	3.7	6.0	-	9.6	107.3	4.0	6.0	10.0
4/1+4/2	583	529	-	-	-	7.9	31.6	-	39.5	244.0	9.2	31.6	40.9
5/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%): -36.9			PRC Over All Lanes (%): -36.9			Total Delay for Signalled Lanes (pcuHr): 153.55		Total Delay Over All Lanes (pcuHr): 153.55		Cycle Time (s): 90	

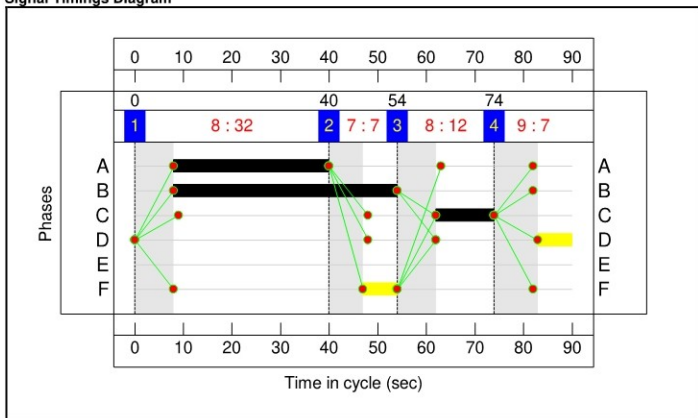
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	32	7	12	7
Change Point	0	40	54	74

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Derby Road/Coxmoor Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	124.9%
Derby Rd/Coxmoor Rd	-	-	N/A	-	-		-	-	-	-	-	-	124.9%
1/1+1/2	Derby Rd (NE) Ahead Right Left	U	N/A	N/A	B F		1	46:7	-	755	1932:1759	972+127	68.7 : 68.7%
2/1	Derby Rd (SW) Left Ahead	U	N/A	N/A	A		1	32	-	891	1946	714	124.9%
3/1+3/2	Coxmoor Rd (SE) Left Ahead Right	U	N/A	N/A	D	E	1	7	0	339	1904:1901	169+169	100.4 : 100.0%
4/1+4/2	Coxmoor Rd (NW) Right Left Ahead	U	N/A	N/A	C		1	12	-	594	1903:1759	275+254	119.3 : 104.7%
5/1		U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%

Full Input Data And Results

Created 07/06/2022

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: Derby Road/Coxmoor Road Junction	-	-	0	0	0	30.7	138.3	0.0	169.0	-	-	-	-
Derby Rd/Coxmoor Rd	-	-	0	0	0	30.7	138.3	0.0	169.0	-	-	-	-
1/1+1/2	755	755	-	-	-	3.9	1.1	-	5.0	23.6	12.1	1.1	13.2
2/1	891	714	-	-	-	14.6	91.2	-	105.8	427.6	26.7	91.2	117.9
3/1+3/2	339	338	-	-	-	3.9	9.4	-	13.3	141.1	4.2	9.4	13.7
4/1+4/2	594	529	-	-	-	8.3	36.6	-	44.9	272.3	9.5	36.6	46.1
5/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -38.7 Total Delay for Signalled Lanes (pcuHr): 168.98 Cycle Time (s): 90 PRC Over All Lanes (%): -38.7 Total Delay Over All Lanes (pcuHr): 168.98													

APPENDIX T

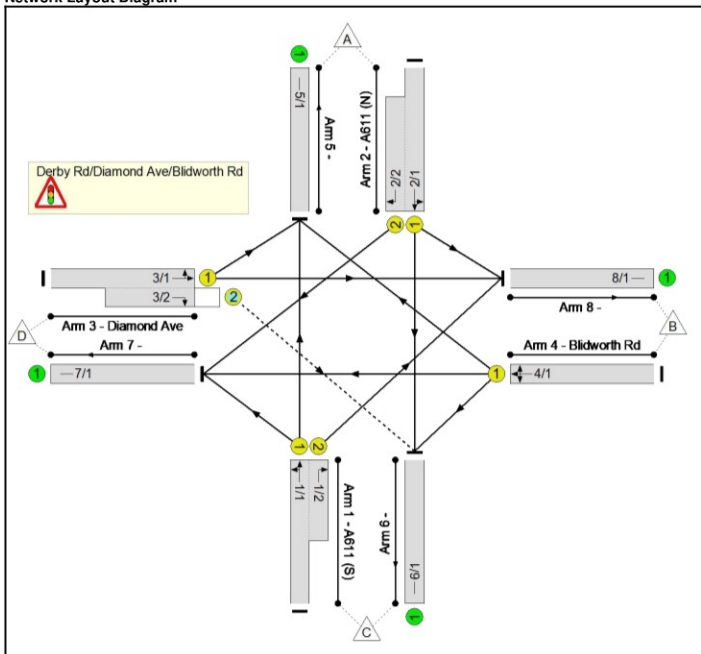
JUNCTION 7: A611 DERBY ROAD/DIAMOND AVENUE/BLIDWORTH ROAD SIGNAL CONTROLLED JUNCTION

Full Input Data And Results
Full Input Data And Results

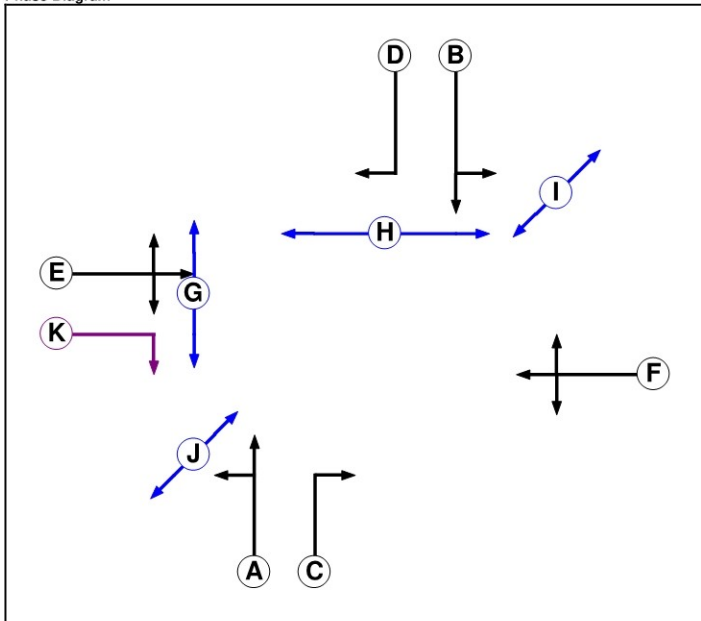
User and Project Details

Project:	Newark Road, Sutton in Ashfield
Title:	Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads
Location:	
Additional detail:	
File name:	Jct 7 - Derby Road-Diamond Ave-Blidworth Road Existing LinSig Model.lsg3x
Author:	
Company:	ADC Infrastructure Limited
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		7	7
H	Pedestrian		8	8
I	Pedestrian		4	1
J	Pedestrian		4	4
K	Ind. Arrow	E	4	4

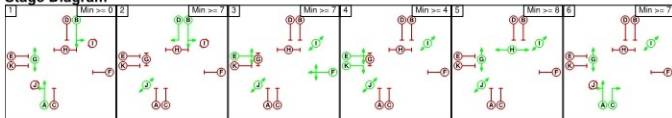
Phase Intergreens Matrix

		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	
Terminating Phase	A		-	-	7	7	7	-	10	-	7	7	
	B	-		7	-	8	8	-	7	7	-	7	
	C	-	10		9	5	7	-	8	-	-	7	
	D	10	-	10		6	6	9	10	-	-	8	
	E	5	9	7	9		-	5	8	-	-	-	
	F	8	5	8	9	-		8	8	-	-	5	
	G	-	-	-	11	12	12		-	-	-	12	
	H	13	13	13	13	13	13	-		-	-	-	
	I	-	6	-	-	-	-	-	-		-	-	-
	J	6	-	-	-	-	-	-	-	-		-	-
	K	5	5	5	5	-	5	5	-	-	-		

Phases in Stage

Stage No.	Phases in Stage
1	A B G
2	B D J
3	E F I J
4	E I J K
5	G H I J
6	A C G I

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	4	4
1	3	A	Losing	4	4
1	3	B	Losing	4	4
2	1	J	Losing	4	4
2	6	J	Losing	4	4
3	1	I	Losing	3	3
3	1	J	Losing	3	3
3	2	I	Losing	3	3
3	6	J	Losing	2	2
4	1	I	Losing	3	3
4	1	J	Losing	3	3
4	2	I	Losing	3	3
5	1	I	Losing	7	7
5	1	J	Losing	7	7
5	2	G	Losing	2	2
5	2	I	Losing	7	7
5	6	J	Losing	7	7
6	1	I	Losing	4	4
6	2	A	Losing	4	4
6	2	C	Losing	1	1
6	2	I	Losing	5	5
6	3	A	Losing	5	5
6	3	C	Losing	5	5

Prohibited Stage Change

		To Stage					
		1	2	3	4	5	6
From Stage	1						
	2	10					
	3	9	9				
	4	9	9	5			
	5	13	13	13	X		
	6	10	11	12	12	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Derby Rd/Diamond Ave/Blidworth Rd											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/2 (Diamond Ave)	6/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Derby Rd/Diamond Ave/Blidworth Rd												
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 (A611 (S))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	15.00
1/2 (A611 (S))	U	C	2	3	6.3	Geom	-	3.00	0.00	Y	Arm 8 Right	12.00
2/1 (A611 (N))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Left	15.00
2/2 (A611 (N))	U	D	2	3	9.0	Geom	-	3.00	0.00	N	Arm 7 Right	12.00
3/1 (Diamond Ave)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 8 Ahead	Inf
3/2 (Diamond Ave)	O	E K	2	3	7.0	Geom	-	3.00	0.00	N	Arm 6 Right	12.00
4/1 (Blidworth Rd)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
											Arm 6 Left	10.00
											Arm 7 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Observed AM'	08:00	09:00	01:00	
2: '2022 Observed PM'	17:00	18:00	01:00	
3: '2032 Bkg AM'	08:00	09:00	01:00	
4: '2032 Bkg PM'	17:00	18:00	01:00	
5: '2032 WD AM'	08:00	09:00	01:00	
6: '2032 WD PM'	17:00	18:00	01:00	

Scenario 1: '2022 Observed AM' (FG1: '2022 Observed AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	524	243	772
	B	3	0	107	225	335
	C	671	110	0	27	808
	D	190	232	36	0	458
	Tot.	864	347	667	495	2373

Traffic Lane Flows

Lane	Scenario 1: 2022 Observed AM
Junction: Derby Rd/Diamond Ave/Blidworth Rd	
1/1 (with short)	808(In) 698(Out)
1/2 (short)	110
2/1 (with short)	772(In) 529(Out)
2/2 (short)	243
3/1 (with short)	458(In) 422(Out)
3/2 (short)	36
4/1	335
5/1	864
6/1	667
7/1	495
8/1	347

Lane Saturation Flows

Junction: Derby Rd/Diamond Ave/Blidworth Rd								
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 (A611 (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	96.1 %	1908	1908
				Arm 7 Left	15.00	3.9 %		
1/2 (A611 (S))	3.00	0.00	Y	Arm 8 Right	12.00	100.0 %	1702	1702
2/1 (A611 (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	99.1 %	1913	1913
				Arm 8 Left	15.00	0.9 %		
2/2 (A611 (N))	3.00	0.00	N	Arm 7 Right	12.00	100.0 %	1827	1827
3/1 (Diamond Ave)	3.00	0.00	Y	Arm 5 Left	12.00	45.0 %	1813	1813
				Arm 8 Ahead	Inf	55.0 %		
3/2 (Diamond Ave)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
4/1 (Blidworth Rd)	3.00	0.00	Y	Arm 5 Right	12.00	0.9 %	1825	1825
				Arm 6 Left	10.00	31.9 %		
				Arm 7 Ahead	Inf	67.2 %		
5/1			Infinite Saturation Flow				Inf	Inf
6/1			Infinite Saturation Flow				Inf	Inf
7/1			Infinite Saturation Flow				Inf	Inf
8/1			Infinite Saturation Flow				Inf	Inf

Scenario 2: '2022 Observed PM' (FG2: '2022 Observed PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	7	695	159	861
	B	9	0	128	251	388
	C	643	77	0	66	786
	D	196	213	62	0	471
	Tot.	848	297	885	476	2506

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 Observed PM
Junction: Derby Rd/Diamond Ave/Blidworth Rd	
1/1 (with short)	786(In) 709(Out)
1/2 (short)	77
2/1 (with short)	861(In) 702(Out)
2/2 (short)	159
3/1 (with short)	471(In) 409(Out)
3/2 (short)	62
4/1	388
5/1	848
6/1	885
7/1	476
8/1	297

Lane Saturation Flows

Junction: Derby Rd/Diamond Ave/Blidworth Rd								
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 (A611 (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	90.7 %	1897	1897
				Arm 7 Left	15.00	9.3 %		
1/2 (A611 (S))	3.00	0.00	Y	Arm 8 Right	12.00	100.0 %	1702	1702
2/1 (A611 (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	99.0 %	1913	1913
				Arm 8 Left	15.00	1.0 %		
2/2 (A611 (N))	3.00	0.00	N	Arm 7 Right	12.00	100.0 %	1827	1827
3/1 (Diamond Ave)	3.00	0.00	Y	Arm 5 Left	12.00	47.9 %	1807	1807
				Arm 8 Ahead	Inf	52.1 %		
3/2 (Diamond Ave)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
4/1 (Blidworth Rd)	3.00	0.00	Y	Arm 5 Right	12.00	2.3 %	1820	1820
				Arm 6 Left	10.00	33.0 %		
				Arm 7 Ahead	Inf	64.7 %		
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 3: '2032 Bkg AM' (FG3: '2032 Bkg AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	569	265	839
	B	3	0	116	244	363
	C	730	120	0	29	879
	D	207	253	39	0	499
	Tot.	940	378	724	538	2580

Traffic Lane Flows

Lane	Scenario 3: 2032 Bkg AM
Junction: Derby Rd/Diamond Ave/Blidworth Rd	
1/1 (with short)	879(In) 759(Out)
1/2 (short)	120
2/1 (with short)	839(In) 574(Out)
2/2 (short)	265
3/1 (with short)	499(In) 460(Out)
3/2 (short)	39
4/1	363
5/1	940
6/1	724
7/1	538
8/1	378

Lane Saturation Flows

Junction: Derby Rd/Diamond Ave/Blidworth Rd								
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 (A611 (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	96.2 %	1908	1908
				Arm 7 Left	15.00	3.8 %		
1/2 (A611 (S))	3.00	0.00	Y	Arm 8 Right	12.00	100.0 %	1702	1702
2/1 (A611 (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	99.1 %	1913	1913
				Arm 8 Left	15.00	0.9 %		
2/2 (A611 (N))	3.00	0.00	N	Arm 7 Right	12.00	100.0 %	1827	1827
3/1 (Diamond Ave)	3.00	0.00	Y	Arm 5 Left	12.00	45.0 %	1813	1813
				Arm 8 Ahead	Inf	55.0 %		
3/2 (Diamond Ave)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
4/1 (Blidworth Rd)	3.00	0.00	Y	Arm 5 Right	12.00	0.8 %	1826	1826
				Arm 6 Left	10.00	32.0 %		
				Arm 7 Ahead	Inf	67.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2032 Bkg PM' (FG4: '2032 Bkg PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	8	755	172	935
	B	10	0	139	272	421
	C	699	84	0	72	855
	D	213	231	67	0	511
	Tot.	922	323	961	516	2722

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2032 Bkg PM
Junction: Derby Rd/Diamond Ave/Blidworth Rd	
1/1 (with short)	855(In) 771(Out)
1/2 (short)	84
2/1 (with short)	935(In) 763(Out)
2/2 (short)	172
3/1 (with short)	511(In) 444(Out)
3/2 (short)	67
4/1	421
5/1	922
6/1	961
7/1	516
8/1	323

Lane Saturation Flows

Junction: Derby Rd/Diamond Ave/Blidworth Rd								
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 (A611 (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	90.7 %	1897	1897
				Arm 7 Left	15.00	9.3 %		
1/2 (A611 (S))	3.00	0.00	Y	Arm 8 Right	12.00	100.0 %	1702	1702
2/1 (A611 (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	99.0 %	1913	1913
				Arm 8 Left	15.00	1.0 %		
2/2 (A611 (N))	3.00	0.00	N	Arm 7 Right	12.00	100.0 %	1827	1827
3/1 (Diamond Ave)	3.00	0.00	Y	Arm 5 Left	12.00	48.0 %	1807	1807
				Arm 8 Ahead	Inf	52.0 %		
3/2 (Diamond Ave)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
4/1 (Blidworth Rd)	3.00	0.00	Y	Arm 5 Right	12.00	2.4 %	1819	1819
				Arm 6 Left	10.00	33.0 %		
				Arm 7 Ahead	Inf	64.6 %		
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 5: '2032 WD AM' (FG5: '2032 WD AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	576	269	850
	B	3	0	116	244	363
	C	734	120	0	29	883
	D	208	253	39	0	500
	Tot.	945	378	731	542	2596

Traffic Lane Flows

Lane	Scenario 5: 2032 WD AM
Junction: Derby Rd/Diamond Ave/Blidworth Rd	
1/1 (with short)	883(In) 763(Out)
1/2 (short)	120
2/1 (with short)	850(In) 581(Out)
2/2 (short)	269
3/1 (with short)	500(In) 461(Out)
3/2 (short)	39
4/1	363
5/1	945
6/1	731
7/1	542
8/1	378

Lane Saturation Flows

Junction: Derby Rd/Diamond Ave/Blidworth Rd								
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 (A611 (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	96.2 %	1908	1908
				Arm 7 Left	15.00	3.8 %		
1/2 (A611 (S))	3.00	0.00	Y	Arm 8 Right	12.00	100.0 %	1702	1702
2/1 (A611 (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	99.1 %	1913	1913
				Arm 8 Left	15.00	0.9 %		
2/2 (A611 (N))	3.00	0.00	N	Arm 7 Right	12.00	100.0 %	1827	1827
3/1 (Diamond Ave)	3.00	0.00	Y	Arm 5 Left	12.00	45.1 %	1813	1813
				Arm 8 Ahead	Inf	54.9 %		
3/2 (Diamond Ave)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
4/1 (Blidworth Rd)	3.00	0.00	Y	Arm 5 Right	12.00	0.8 %	1826	1826
				Arm 6 Left	10.00	32.0 %		
				Arm 7 Ahead	Inf	67.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2032 WD PM' (FG6: '2032 WD PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	8	759	173	940	
B	14	0	139	272	425	
C	715	84	0	72	871	
D	224	231	67	0	522	
Tot.	953	323	965	517	2758	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2032 WD PM
Junction: Derby Rd/Diamond Ave/Blidworth Rd	
1/1 (with short)	871(In) 787(Out)
1/2 (short)	84
2/1 (with short)	940(In) 767(Out)
2/2 (short)	173
3/1 (with short)	522(In) 455(Out)
3/2 (short)	67
4/1	425
5/1	953
6/1	965
7/1	517
8/1	323

Lane Saturation Flows

Junction: Derby Rd/Diamond Ave/Blidworth Rd								
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 (A611 (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	90.9 %	1898	1898
				Arm 7 Left	15.00	9.1 %		
1/2 (A611 (S))	3.00	0.00	Y	Arm 8 Right	12.00	100.0 %	1702	1702
2/1 (A611 (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	99.0 %	1913	1913
				Arm 8 Left	15.00	1.0 %		
2/2 (A611 (N))	3.00	0.00	N	Arm 7 Right	12.00	100.0 %	1827	1827
3/1 (Diamond Ave)	3.00	0.00	Y	Arm 5 Left	12.00	49.2 %	1804	1804
				Arm 8 Ahead	Inf	50.8 %		
3/2 (Diamond Ave)	3.00	0.00	N	Arm 6 Right	12.00	100.0 %	1827	1827
4/1 (Blidworth Rd)	3.00	0.00	Y	Arm 5 Right	12.00	3.3 %	1818	1818
				Arm 6 Left	10.00	32.7 %		
				Arm 7 Ahead	Inf	64.0 %		
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Scenario 1: '2022 Observed AM' (FG1: '2022 Observed AM', Plan 2: 'Network Control Plan 2')

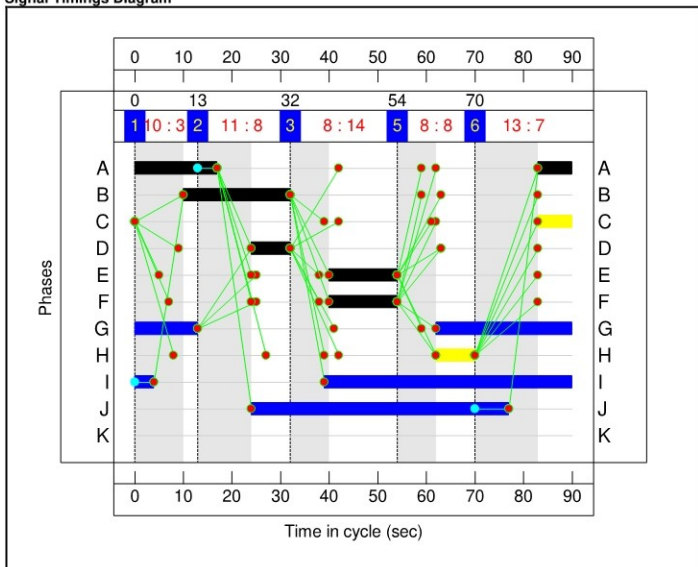
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	5	6
Duration	3	8	14	8	7
Change Point	0	13	32	54	70

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	N/A	-	-		-	-	-	-	-	-	141.3%
Derby Rd/Diamond Ave/Blidworth Rd	-	-	N/A	-	-		-	-	-	-	-	-	141.3%
1/1+1/2	A611 (S) Ahead Left Right	U	N/A	N/A	A C		1	24:7	-	808	1908:1702	499+79	139.8 : 139.8%
2/1+2/2	A611 (N) Ahead Right Left	U	N/A	N/A	B D		1	22:8	-	772	1913:1827	446+183	118.6 : 133.0%
3/1+3/2	Diamond Ave Left Right Ahead	U+O	N/A	N/A	E	K	1	14	0	458	1813:1827	299+25	141.3 : 141.3%
4/1	Blidworth Rd Right Left Ahead	U	N/A	N/A	F		1	14	-	335	1825	304	110.1%
5/1		U	N/A	N/A	-		-	-	-	864	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%

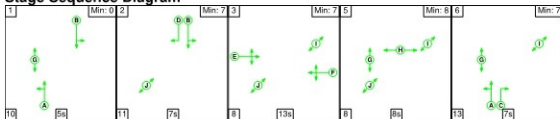
Full Input Data And Results

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: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	0	0	25	46.9	279.2	0.1	326.1	-	-	-	-
Derby Rd/Diamond Ave/Blidworth Rd	-	-	0	0	25	46.9	279.2	0.1	326.1	-	-	-	-
1/1+1/2	808	578	-	-	-	19.0	116.7	-	135.6	604.3	26.2	116.7	142.9
2/1+2/2	772	629	-	-	-	13.7	74.2	-	87.9	409.8	19.9	74.2	94.1
3/1+3/2	458	324	0	0	25	9.6	68.6	0.1	78.3	615.8	15.1	68.6	83.7
4/1	335	304	-	-	-	4.6	19.7	-	24.3	261.0	9.1	19.7	28.8
5/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%): -57.0			PRC Over All Lanes (%): -57.0		Total Delay for Signalled Lanes (pcuHr): 326.13		Total Delay Over All Lanes(pcuHr): 326.13		Cycle Time (s): 90		

Full Input Data And Results

Scenario 2: '2022 Observed PM' (FG2: '2022 Observed PM', Plan 2: 'Network Control Plan 2')

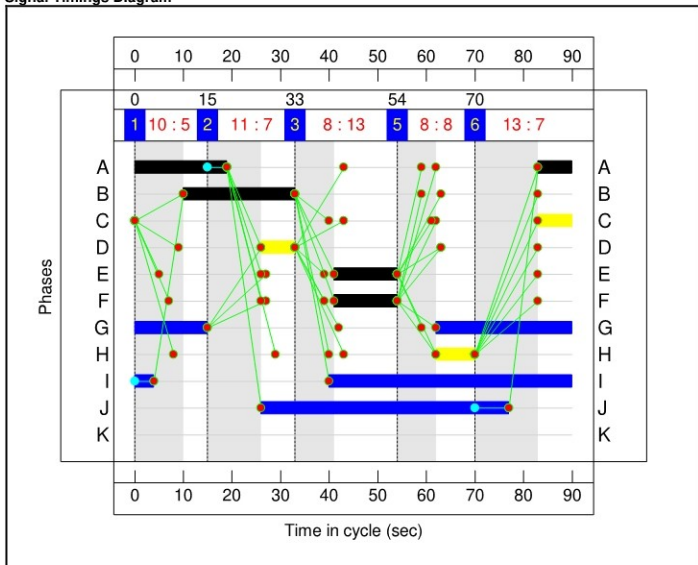
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	5	6
Duration	5	7	13	8	7
Change Point	0	15	33	54	70

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	N/A	-	-		-	-	-	-	-	-	146.2%
Derby Rd/Diamond Ave/Blidworth Rd	-	-	N/A	-	-		-	-	-	-	-	-	146.2%
1/1+1/2	A611 (S) Ahead Left Right	U	N/A	N/A	A C		1	26.7	-	786	1897:1702	548+59	129.5 : 129.5%
2/1+2/2	A611 (N) Ahead Right Left	U	N/A	N/A	B D		1	23.7	-	861	1913:1827	480+109	146.2 : 146.2%
3/1+3/2	Diamond Ave Left Right Ahead	U+O	N/A	N/A	E	K	1	13	0	471	1807:1827	280+42	146.1 : 146.1%
4/1	Blidworth Rd Right Left Ahead	U	N/A	N/A	F		1	13	-	388	1820	283	137.0%
5/1		U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%

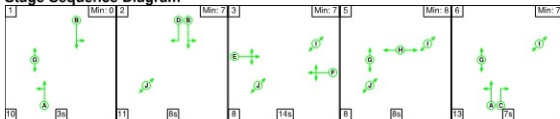
Full Input Data And Results

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: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	0	0	42	54.0	359.2	0.2	413.4	-	-	-	-	
Derby Rd/Diamond Ave/Blidworth Rd	-	-	0	0	42	54.0	359.2	0.2	413.4	-	-	-	-	
1/1+1/2	786	607	-	-	-	15.9	91.6	-	107.5	492.5	24.5	91.6	116.1	
2/1+2/2	861	589	-	-	-	19.9	137.5	-	157.4	658.3	28.2	137.5	165.7	
3/1+3/2	471	322	0	0	42	10.3	75.8	0.2	86.3	659.5	15.3	75.8	91.2	
4/1	388	283	-	-	-	7.9	54.2	-	62.1	576.5	12.3	54.2	66.6	
5/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1		PRC for Signalled Lanes (%):		-62.4	Total Delay for Signalled Lanes (pcuHr):		413.39	Cycle Time (s):		90	PRC Over All Lanes (%):			-62.4
					Total Delay Over All Lanes(pcuHr):		413.39							

Full Input Data And Results

Scenario 3: '2032 Bkg AM' (FG3: '2032 Bkg AM', Plan 2: 'Network Control Plan 2')

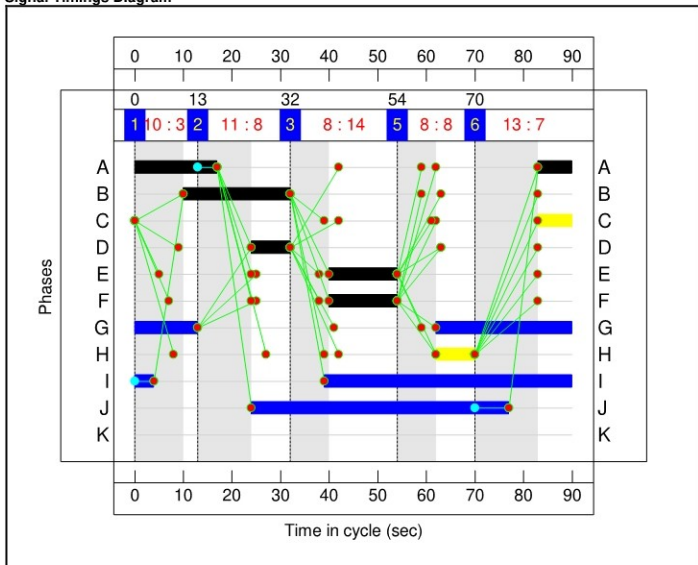
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	5	6
Duration	3	8	14	8	7
Change Point	0	13	32	54	70

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	N/A	-	-		-	-	-	-	-	-	154.1%
Derby Rd/Diamond Ave/Blidworth Rd	-	-	N/A	-	-		-	-	-	-	-	-	154.1%
1/1+1/2	A611 (S) Ahead Left Right	U	N/A	N/A	A C		1	24:7	-	879	1908:1702	499+79	152.0 : 152.0%
2/1+2/2	A611 (N) Ahead Right Left	U	N/A	N/A	B D		1	22:8	-	839	1913:1827	446+183	128.7 : 145.0%
3/1+3/2	Diamond Ave Left Right Ahead	U+O	N/A	N/A	E	K	1	14	0	499	1813:1827	299+25	154.1 : 154.1%
4/1	Blidworth Rd Right Left Ahead	U	N/A	N/A	F		1	14	-	363	1826	304	119.3%
5/1		U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%

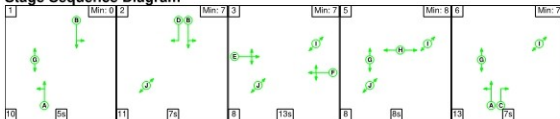
Full Input Data And Results

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: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	0	0	25	57.7	380.1	0.1	437.8	-	-	-	-
Derby Rd/Diamond Ave/Blidworth Rd	-	-	0	0	25	57.7	380.1	0.1	437.8	-	-	-	-
1/1+1/2	879	578	-	-	-	23.0	151.8	-	174.8	716.0	31.1	151.8	183.0
2/1+2/2	839	629	-	-	-	17.2	107.1	-	124.4	533.6	23.4	107.1	130.5
3/1+3/2	499	324	0	0	25	11.5	89.0	0.1	100.6	725.6	17.2	89.0	106.2
4/1	363	304	-	-	-	5.9	32.2	-	38.1	377.6	10.5	32.2	42.7
5/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%): -71.2			PRC Over All Lanes (%): -71.2		Total Delay for Signalled Lanes (pcuHr): 437.83		Total Delay Over All Lanes(pcuHr): 437.83		Cycle Time (s): 90		

Full Input Data And Results

Scenario 4: '2032 Bkg PM' (FG4: '2032 Bkg PM', Plan 2: 'Network Control Plan 2')

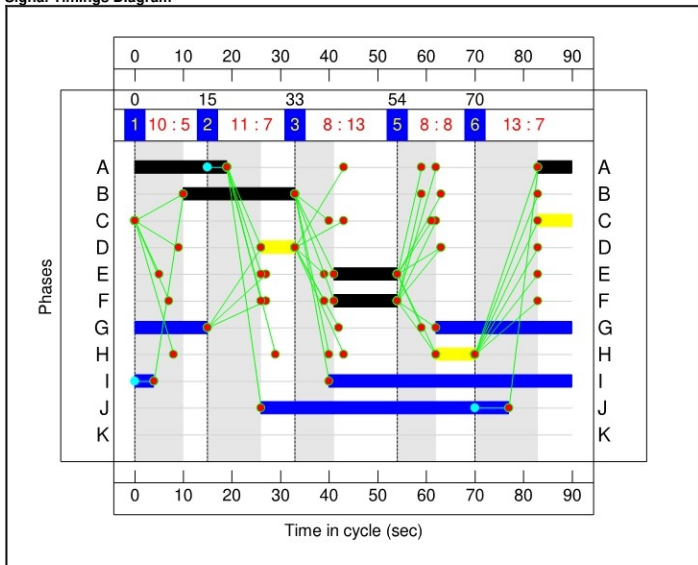
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	5	6
Duration	5	7	13	8	7
Change Point	0	15	33	54	70

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	N/A	-	-		-	-	-	-	-	-	158.8%
Derby Rd/Diamond Ave/Blidworth Rd	-	-	N/A	-	-		-	-	-	-	-	-	158.8%
1/1+1/2	A611 (S) Ahead Left Right	U	N/A	N/A	A C		1	26.7	-	855	1897:1702	548+60	140.8 : 140.8%
2/1+2/2	A611 (N) Ahead Right Left	U	N/A	N/A	B D		1	23.7	-	935	1913:1827	480+108	158.8 : 158.8%
3/1+3/2	Diamond Ave Left Right Ahead	U+O	N/A	N/A	E	K	1	13	0	511	1807:1827	280+42	158.6 : 158.6%
4/1	Blidworth Rd Right Left Ahead	U	N/A	N/A	F		1	13	-	421	1819	283	148.8%
5/1		U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%

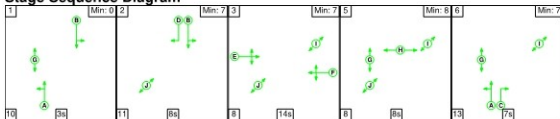
Full Input Data And Results

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: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	0	0	42	65.3	466.3	0.2	531.8	-	-	-	-
Derby Rd/Diamond Ave/Blidworth Rd	-	-	0	0	42	65.3	466.3	0.2	531.8	-	-	-	-
1/1+1/2	855	607	-	-	-	19.8	125.6	-	145.4	612.4	28.1	125.6	153.7
2/1+2/2	935	589	-	-	-	23.8	174.5	-	198.3	763.6	32.1	174.5	206.6
3/1+3/2	511	322	0	0	42	12.2	95.7	0.2	108.0	761.1	17.4	95.7	113.1
4/1	421	283	-	-	-	9.4	70.5	-	80.0	683.8	14.0	70.5	84.5
5/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		-76.5	Total Delay for Signalled Lanes (pcuHr):		531.76	Cycle Time (s):		90	PRC Over All Lanes (%):		-76.5
					Total Delay Over All Lanes(pcuHr):		531.76						

Full Input Data And Results

Scenario 5: '2032 WD AM' (FG5: '2032 WD AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3	5	6
Duration	3	8	14	8	7
Change Point	0	13	32	54	70

Signal Timings Diagram

