

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: A422 Marsh End / Willen Road / Site Access Proposed Layout	-	-	397	7	8	44.9	39.7	0.2	84.8	-	-	-	-
J1: A422/Willen Road	-	-	0	0	0	36.6	36.1	0.0	72.6	-	-	-	-
1/2+1/1	486	486	-	-	-	3.0	0.9	-	3.9 (1.7+2.2)	28.8 (28.4:29.2)	4.1	0.9	5.0
1/3	226	226	-	-	-	1.4	0.7	-	2.0	32.5	3.4	0.7	4.1
2/2+2/1	972	972	-	-	-	4.7	2.6	-	7.3 (4.8+2.5)	27.1 (28.1:25.3)	9.6	2.6	12.2
2/3	532	532	-	-	-	2.6	1.6	-	4.2	28.3	7.8	1.6	9.5
3/1	587	587	-	-	-	3.1	3.8	-	6.9	42.3	9.1	3.8	12.9
3/2+3/3	516	516	-	-	-	2.2	0.5	-	2.7 (0.9+1.8)	19.1 (18.2:19.6)	4.4	0.5	4.9
4/2+4/1	1328	1328	-	-	-	5.6	10.0	-	15.6 (10.1+5.6)	42.4 (43.7:40.2)	13.4	10.0	23.3
4/3	816	816	-	-	-	3.7	7.2	-	10.9	48.3	12.9	7.2	20.1
5/1	1276	1276	-	-	-	3.8	4.1	-	7.9	22.4	18.5	4.1	22.6
6/1	1012	1012	-	-	-	0.5	0.0	-	0.5	1.8	2.7	0.0	2.7
6/2	1149	1149	-	-	-	1.1	0.0	-	1.1	3.5	6.9	0.0	6.9
7/1	1165	1165	-	-	-	0.4	2.7	-	3.1	9.6	3.0	2.7	5.7
7/2	1089	1089	-	-	-	0.3	1.9	-	2.2	7.2	1.2	1.9	3.0
8/1	158	158	-	-	-	0.2	0.0	-	0.2	4.4	0.7	0.0	0.7
8/2	235	235	-	-	-	0.1	0.0	-	0.1	1.3	0.3	0.0	0.3
8/3	226	226	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	707	707	-	-	-	0.6	0.0	-	0.6	3.0	2.0	0.0	2.0
10/2	403	403	-	-	-	0.6	0.0	-	0.6	5.1	2.0	0.0	2.0

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10/3	247	247	-	-	-	0.0	0.0	-	0.0	0.5	0.1	0.0	0.1
11/1	777	777	-	-	-	2.2	0.0	-	2.2	10.0	6.5	0.0	6.5
11/2	183	183	-	-	-	0.2	0.0	-	0.2	3.7	0.4	0.0	0.4
11/3	333	333	-	-	-	0.3	0.0	-	0.3	3.8	0.6	0.0	0.6
12/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Site Access	-	-	133	7	8	5.3	2.1	0.1	7.6	-	-	-	-
1/1	516	516	-	-	-	0.9	0.3	-	1.2	8.1	7.7	0.3	8.0
1/2+1/3	250	250	-	-	-	0.7	0.1	-	0.8 (0.4+0.4)	11.4 (6.6:55.2)	2.8	0.1	2.9
2/1	559	559	-	-	-	0.6	0.4	-	0.9	6.0	4.3	0.4	4.7
2/2	524	524	45	7	0	0.5	0.3	0.0	0.9	6.1	4.1	0.3	4.4
3/1	125	125	55	0	8	1.8	0.8	0.1	2.7	76.6	4.4	0.8	5.2
4/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	29	29	-	-	-	0.4	0.1	-	0.5	59.9	1.0	0.1	1.1
6/2	33	33	33	0	0	0.5	0.2	0.0	0.7	74.5	1.1	0.2	1.3
7/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Southern Access	-	-	264	0	0	3.1	1.5	0.0	4.6	-	-	-	-
1/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	22	22	-	-	-	0.4	0.1	-	0.5	76.3	0.9	0.1	1.0
2/2	13	13	-	-	-	0.2	0.1	-	0.3	74.6	0.5	0.1	0.6
3/1+3/2	1109	1109	39	0	0	1.7	0.7	0.0	2.4 (1.2+1.2)	7.9 (7.8:8.0)	7.9	0.7	8.6
4/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	225	225	225	0	0	0.0	0.2	-	0.2	3.0	0.0	0.2	0.2
5/1	548	548	-	-	-	0.6	0.3	-	0.9	5.8	5.5	0.3	5.8
5/2	225	225	-	-	-	0.2	0.1	-	0.3	5.4	2.2	0.1	2.3
6/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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C1	Stream: 1	PRC for Signalled Lanes (%)	-7.4	Total Delay for Signalled Lanes (pcuHr)	29.26	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	-0.8	Total Delay for Signalled Lanes (pcuHr)	7.55	Cycle Time (s)	60
C1	Stream: 3	PRC for Signalled Lanes (%)	1.5	Total Delay for Signalled Lanes (pcuHr)	11.77	Cycle Time (s)	60
C1	Stream: 4	PRC for Signalled Lanes (%)	0.7	Total Delay for Signalled Lanes (pcuHr)	10.82	Cycle Time (s)	60
C1	Stream: 5	PRC for Signalled Lanes (%)	6.3	Total Delay for Signalled Lanes (pcuHr)	5.29	Cycle Time (s)	60
C1	Stream: 6	PRC for Signalled Lanes (%)	0.3	Total Delay for Signalled Lanes (pcuHr)	7.93	Cycle Time (s)	60
C2		PRC for Signalled Lanes (%)	44.0	Total Delay for Signalled Lanes (pcuHr)	7.59	Cycle Time (s)	240
C3		PRC for Signalled Lanes (%)	50.1	Total Delay for Signalled Lanes (pcuHr)	4.39	Cycle Time (s)	240
		PRC Over All Lanes (%)	-7.4	Total Delay Over All Lanes(pcuHr)	84.80		

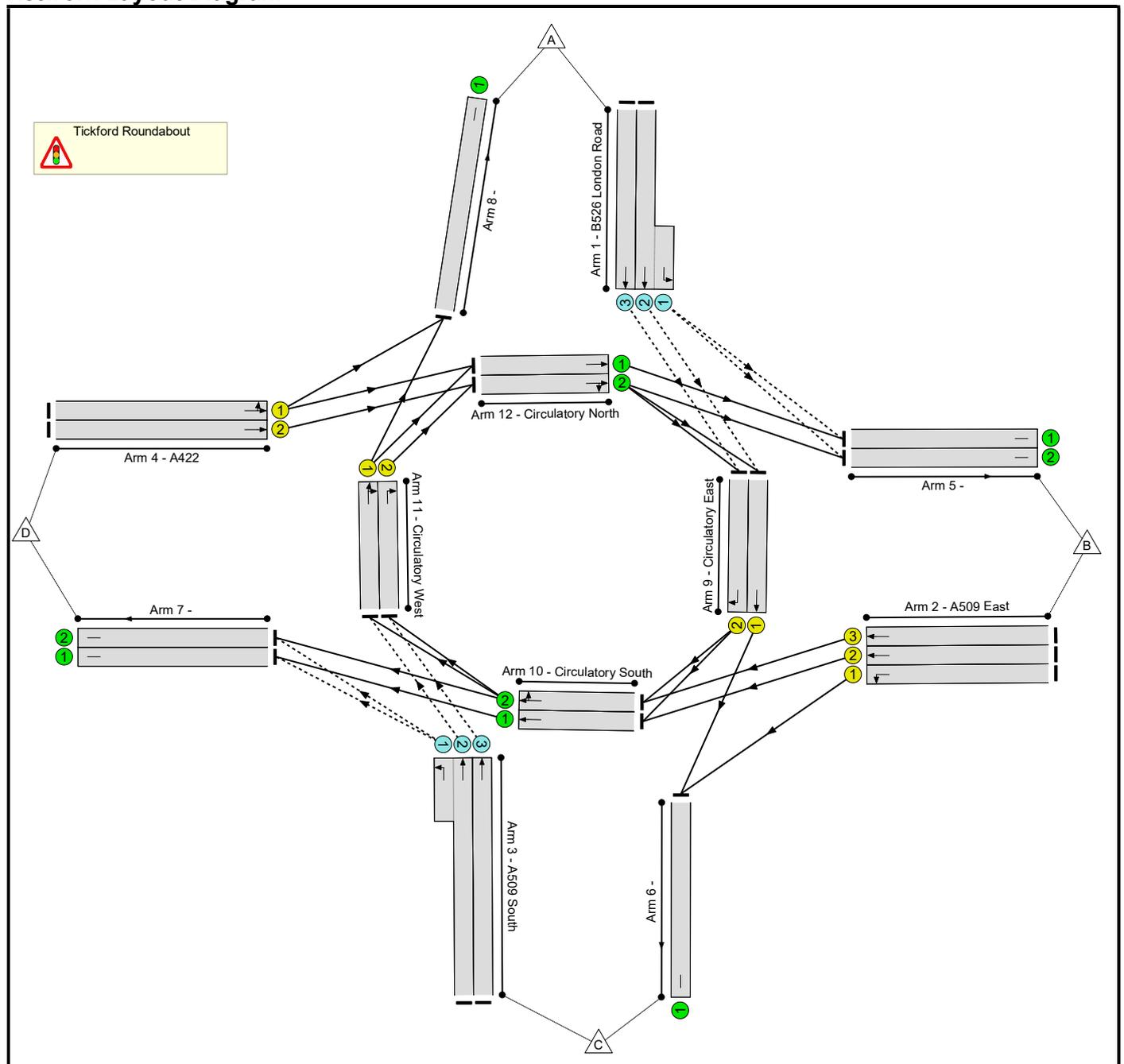
Appendix 18 – Tickford Roundabout LinSig Model Output Reports

Full Input Data And Results
Full Input Data And Results

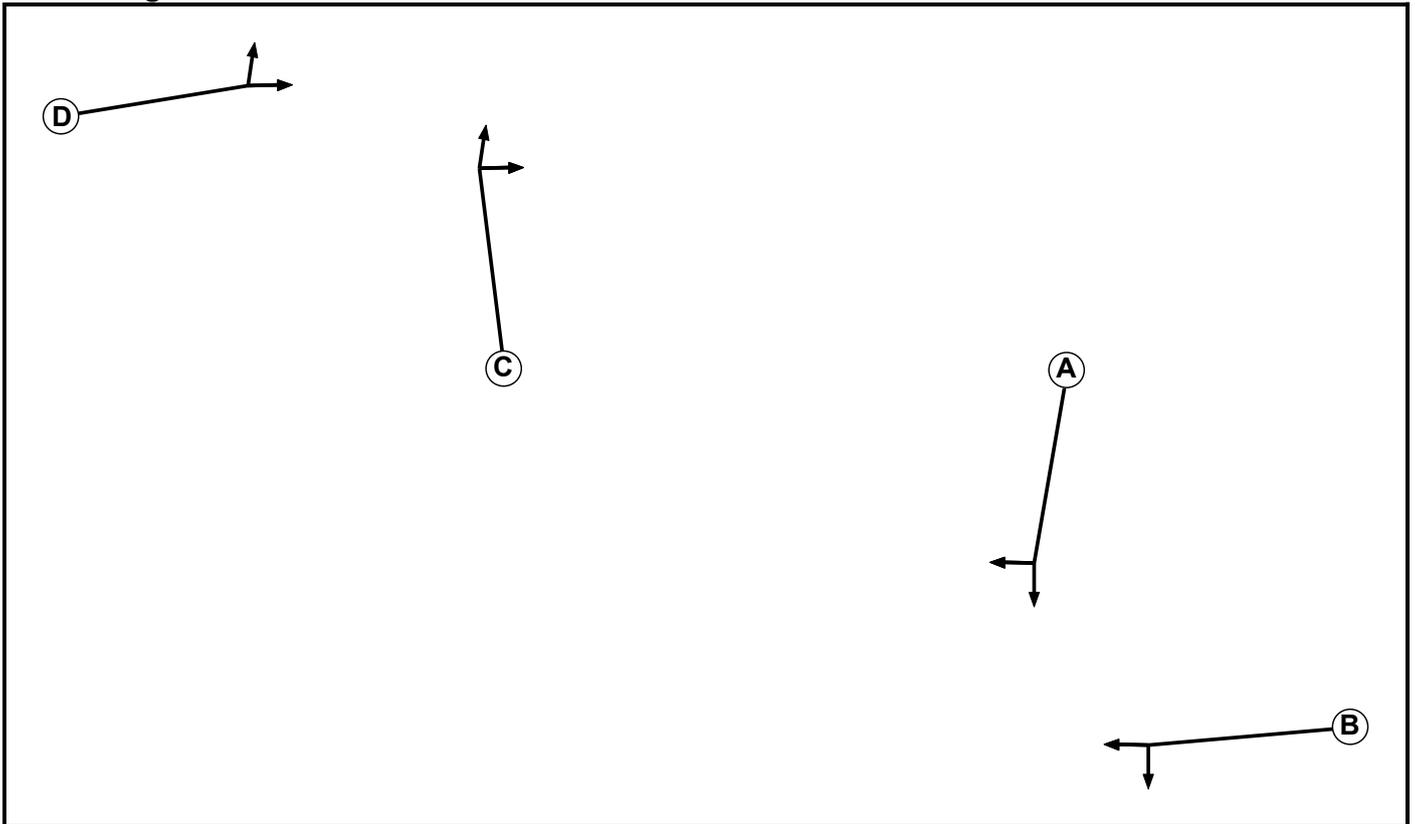
User and Project Details

Project:	Newport Pagnell
Title:	Tickford Roundabout Partial Signalisation
Location:	
Additional detail:	
File name:	211022_Tickford_Junction_Model v2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



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

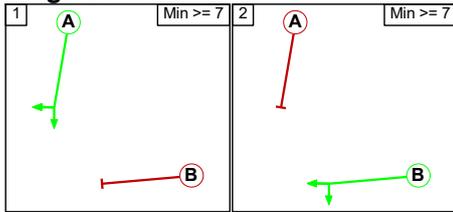
Phases in Stage

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

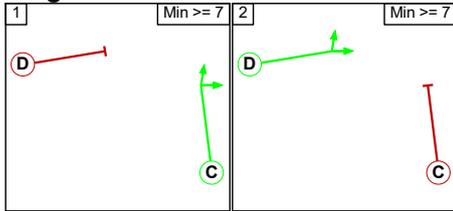
Full Input Data And Results

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					

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: Tickford Roundabout											
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)
1/1 (B526 London Road)	5/1 (Left)	1000	0	12/1	0.33	All	-	-	-	-	-
				12/2	0.33	All					
	5/2 (Left)	1000	0	12/1	0.33	All					
				12/2	0.33	All					
1/2 (B526 London Road)	9/1 (Ahead)	1000	0	12/1	0.33	All	-	-	-	-	-
				12/2	0.33	All					
1/3 (B526 London Road)	9/2 (Ahead)	1000	0	12/2	0.33	All	-	-	-	-	-
				12/1	0.33	All					
3/1 (A509 South)	7/1 (Left)	1000	0	10/1	0.33	All	-	-	-	-	-
				10/2	0.33	All					
	7/2 (Left)	1000	0	10/1	0.33	All					
				10/2	0.33	All					
3/2 (A509 South)	11/1 (Ahead)	1000	0	10/1	0.33	All	-	-	-	-	-
				10/2	0.33	All					
3/3 (A509 South)	11/2 (Ahead)	1000	0	10/1	0.33	All	-	-	-	-	-
				10/2	0.33	All					

Full Input Data And Results

Lane Input Data

Junction: Tickford Roundabout												
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 (B526 London Road)	O		2	3	5.0	User	1900	-	-	-	-	-
1/2 (B526 London Road)	O		2	3	60.0	User	1900	-	-	-	-	-
1/3 (B526 London Road)	O		2	3	60.0	User	1900	-	-	-	-	-
2/1 (A509 East)	U	B	2	3	60.0	User	1900	-	-	-	-	-
2/2 (A509 East)	U	B	2	3	60.0	User	1900	-	-	-	-	-
2/3 (A509 East)	U	B	2	3	60.0	User	1900	-	-	-	-	-
3/1 (A509 South)	O		2	3	5.0	User	1800	-	-	-	-	-
3/2 (A509 South)	O		2	3	60.0	User	1900	-	-	-	-	-
3/3 (A509 South)	O		2	3	60.0	User	1900	-	-	-	-	-
4/1 (A422)	U	D	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A422)	U	D	2	3	60.0	User	1900	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Circulatory East)	U	A	2	3	2.6	User	1900	-	-	-	-	-
9/2 (Circulatory East)	U	A	2	3	2.6	User	1900	-	-	-	-	-
10/1 (Circulatory South)	U		2	3	60.0	User	1900	-	-	-	-	-
10/2 (Circulatory South)	U		2	3	60.0	User	1900	-	-	-	-	-
11/1 (Circulatory West)	U	C	2	3	2.6	User	1900	-	-	-	-	-

Full Input Data And Results

11/2 (Circulatory West)	U	C	2	3	2.6	User	1900	-	-	-	-	-
12/1 (Circulatory North)	U		2	3	60.0	User	1900	-	-	-	-	-
12/2 (Circulatory North)	U		2	3	60.0	User	1900	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base AM'	08:00	09:00	01:00	
2: '2021 Base PM'	17:00	18:00	01:00	
3: '2031 Base AM'	08:00	09:00	01:00	
4: '2031 Base PM'	17:00	18:00	01:00	
5: '2033 Base AM'	08:00	09:00	01:00	
6: '2033 Base PM'	17:00	18:00	01:00	
7: '2031 Base + Committed AM'	08:00	09:00	01:00	
8: '2031 Base + Committed PM'	17:00	18:00	01:00	
9: '2033 Base + Committed AM'	08:00	09:00	01:00	
10: '2033 Base + Committed PM'	17:00	18:00	01:00	
11: '2031 Base + Committed + Dev AM'	08:00	09:00	01:00	
12: '2031 Base + Committed + Dev PM'	17:00	18:00	01:00	
13: '2033 Base + Committed + Dev AM'	08:00	09:00	01:00	
14: '2033 Base + Committed + Dev PM'	17:00	18:00	01:00	
15: '2033 Base + Committed + Dev (10% MS) AM'	08:00	09:00	01:00	
16: '2033 Base + Committed + Dev (10% MS) PM'	17:00	18:00	01:00	
17: '2033 Base + Committed + Dev (MKE) AM'	08:00	09:00	01:00	
18: '2033 Base + Committed + Dev (MKE) PM'	17:00	18:00	01:00	
19: 'Tickfird TA Fows AM'	08:00	09:00	01:00	
20: 'Tickfird TA Fows PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2031 Base + Committed AM' (FG7: '2031 Base + Committed AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	25	260	536	821
	B	23	0	611	1326	1960
	C	254	316	0	172	742
	D	296	719	136	0	1151
	Tot.	573	1060	1007	2034	4674

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 Base + Committed AM
Junction: Tickford Roundabout	
1/1 (short)	25
1/2 (with short)	285(In) 260(Out)
1/3	536
2/1	611
2/2	674
2/3	675
3/1 (short)	172
3/2 (with short)	457(In) 285(Out)
3/3	285
4/1	576
4/2	575
5/1	324
5/2	736
6/1	1007
7/1	1028
7/2	1006
8/1	573
9/1	396
9/2	536
10/1	942
10/2	943
11/1	308
11/2	285
12/1	311
12/2	860

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (B526 London Road Lane 2)							1900	1900
1/3 (B526 London Road Lane 3)							1900	1900
2/1 (A509 East Lane 1)							1900	1900
2/2 (A509 East Lane 2)							1900	1900
2/3 (A509 East Lane 3)							1900	1900
3/1 (A509 South Lane 1)							1800	1800
3/2 (A509 South Lane 2)							1900	1900
3/3 (A509 South Lane 3)							1900	1900
4/1 (A422 Lane 1)							1900	1900
4/2 (A422 Lane 2)							1900	1900
5/1							Infinite Saturation Flow	
5/2							Inf	Inf
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
9/2 (Circulatory East Lane 2)							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
10/2 (Circulatory South Lane 2)							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
11/2 (Circulatory West Lane 2)							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
12/2 (Circulatory North Lane 2)							1900	1900

Full Input Data And Results

Scenario 2: '2031 Base + Committed PM' (FG8: '2031 Base + Committed PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	37	217	270	524
	B	45	0	436	923	1404
	C	395	641	0	270	1306
	D	505	1394	319	0	2218
	Tot.	945	2072	972	1463	5452

Traffic Lane Flows

Lane	Scenario 2: 2031 Base + Committed PM
Junction: Tickford Roundabout	
1/1 (short)	37
1/2 (with short)	254(In) 217(Out)
1/3	270
2/1	436
2/2	484
2/3	484
3/1 (short)	270
3/2 (with short)	788(In) 518(Out)
3/3	518
4/1	1109
4/2	1109
5/1	746
5/2	1326
6/1	972
7/1	754
7/2	709
8/1	945
9/1	536
9/2	270
10/1	619
10/2	619
11/1	563
11/2	518
12/1	727
12/2	1627

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (B526 London Road Lane 2)							1900	1900
1/3 (B526 London Road Lane 3)							1900	1900
2/1 (A509 East Lane 1)							1900	1900
2/2 (A509 East Lane 2)							1900	1900
2/3 (A509 East Lane 3)							1900	1900
3/1 (A509 South Lane 1)							1800	1800
3/2 (A509 South Lane 2)							1900	1900
3/3 (A509 South Lane 3)							1900	1900
4/1 (A422 Lane 1)							1900	1900
4/2 (A422 Lane 2)							1900	1900
5/1							Infinite Saturation Flow	
5/2							Inf	Inf
6/1							Infinite Saturation Flow	
7/1							Inf	Inf
7/2							Infinite Saturation Flow	
8/1							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
9/2 (Circulatory East Lane 2)							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
10/2 (Circulatory South Lane 2)							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
11/2 (Circulatory West Lane 2)							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
12/2 (Circulatory North Lane 2)							1900	1900

Full Input Data And Results

Scenario 3: '2033 Base + Committed AM' (FG9: '2033 Base + Committed AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	26	263	545	834
	B	24	0	621	1349	1994
	C	259	321	0	175	755
	D	301	733	138	0	1172
	Tot.	584	1080	1022	2069	4755

Traffic Lane Flows

Lane	Scenario 3: 2033 Base + Committed AM
Junction: Tickford Roundabout	
1/1 (short)	26
1/2 (with short)	289(In) 263(Out)
1/3	545
2/1	621
2/2	686
2/3	687
3/1 (short)	175
3/2 (with short)	465(In) 290(Out)
3/3	290
4/1	586
4/2	586
5/1	329
5/2	751
6/1	1022
7/1	1047
7/2	1022
8/1	584
9/1	401
9/2	545
10/1	959
10/2	959
11/1	314
11/2	290
12/1	316
12/2	876

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/2 (B526 London Road Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/3 (B526 London Road Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/1 (A509 East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/2 (A509 East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/3 (A509 East Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/1 (A509 South Lane 1)							This lane uses a directly entered Saturation Flow	
							1800	1800
3/2 (A509 South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/3 (A509 South Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/1 (A422 Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/2 (A422 Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
5/1							Infinite Saturation Flow	
							Inf	Inf
5/2							Infinite Saturation Flow	
							Inf	Inf
6/1							Infinite Saturation Flow	
							Inf	Inf
7/1							Infinite Saturation Flow	
							Inf	Inf
7/2							Infinite Saturation Flow	
							Inf	Inf
8/1							Infinite Saturation Flow	
							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
9/2 (Circulatory East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/2 (Circulatory South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/2 (Circulatory West Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/2 (Circulatory North Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900

Full Input Data And Results

Scenario 4: '2033 Base + Committed PM' (FG10: '2033 Base + Committed PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	38	222	275	535
	B	46	0	444	940	1430
	C	401	652	0	275	1328
	D	514	1420	325	0	2259
	Tot.	961	2110	991	1490	5552

Traffic Lane Flows

Lane	Scenario 4: 2033 Base + Committed PM
Junction: Tickford Roundabout	
1/1 (short)	38
1/2 (with short)	260(In) 222(Out)
1/3	275
2/1	444
2/2	493
2/3	493
3/1 (short)	275
3/2 (with short)	802(In) 527(Out)
3/3	526
4/1	1130
4/2	1129
5/1	761
5/2	1349
6/1	991
7/1	769
7/2	721
8/1	961
9/1	547
9/2	275
10/1	631
10/2	630
11/1	573
11/2	526
12/1	742
12/2	1655

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/2 (B526 London Road Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/3 (B526 London Road Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/1 (A509 East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/2 (A509 East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/3 (A509 East Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/1 (A509 South Lane 1)							This lane uses a directly entered Saturation Flow	
							1800	1800
3/2 (A509 South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/3 (A509 South Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/1 (A422 Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/2 (A422 Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
5/1							Infinite Saturation Flow	
							Inf	Inf
5/2							Infinite Saturation Flow	
							Inf	Inf
6/1							Infinite Saturation Flow	
							Inf	Inf
7/1							Infinite Saturation Flow	
							Inf	Inf
7/2							Infinite Saturation Flow	
							Inf	Inf
8/1							Infinite Saturation Flow	
							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
9/2 (Circulatory East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/2 (Circulatory South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/2 (Circulatory West Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/2 (Circulatory North Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900

Full Input Data And Results

Scenario 5: '2031 Base + Committed + Dev AM' (FG11: '2031 Base + Committed + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	25	260	536	821
	B	23	0	611	1331	1965
	C	254	316	0	181	751
	D	296	734	163	0	1193
	Tot.	573	1075	1034	2048	4730

Traffic Lane Flows

Lane	Scenario 5: 2031 Base + Committed + Dev AM
Junction: Tickford Roundabout	
1/1 (short)	25
1/2 (with short)	285(In) 260(Out)
1/3	536
2/1	611
2/2	677
2/3	677
3/1 (short)	181
3/2 (with short)	466(In) 285(Out)
3/3	285
4/1	597
4/2	596
5/1	345
5/2	730
6/1	1034
7/1	1036
7/2	1012
8/1	573
9/1	423
9/2	536
10/1	945
10/2	945
11/1	308
11/2	285
12/1	332
12/2	881

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (B526 London Road Lane 2)							1900	1900
1/3 (B526 London Road Lane 3)							1900	1900
2/1 (A509 East Lane 1)							1900	1900
2/2 (A509 East Lane 2)							1900	1900
2/3 (A509 East Lane 3)							1900	1900
3/1 (A509 South Lane 1)							1800	1800
3/2 (A509 South Lane 2)							1900	1900
3/3 (A509 South Lane 3)							1900	1900
4/1 (A422 Lane 1)							1900	1900
4/2 (A422 Lane 2)							1900	1900
5/1							Infinite Saturation Flow	
5/2							Inf	Inf
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
9/2 (Circulatory East Lane 2)							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
10/2 (Circulatory South Lane 2)							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
11/2 (Circulatory West Lane 2)							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
12/2 (Circulatory North Lane 2)							1900	1900

Full Input Data And Results

Scenario 6: '2031 Base + Committed + Dev PM' (FG12: '2031 Base + Committed + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	37	217	270	524
	B	45	0	436	935	1416
	C	395	641	0	294	1330
	D	505	1402	333	0	2240
	Tot.	945	2080	986	1499	5510

Traffic Lane Flows

Lane	Scenario 6: 2031 Base + Committed + Dev PM
Junction: Tickford Roundabout	
1/1 (short)	37
1/2 (with short)	254(In) 217(Out)
1/3	270
2/1	436
2/2	490
2/3	490
3/1 (short)	294
3/2 (with short)	812(In) 518(Out)
3/3	518
4/1	1120
4/2	1120
5/1	757
5/2	1323
6/1	986
7/1	772
7/2	727
8/1	945
9/1	550
9/2	270
10/1	625
10/2	625
11/1	563
11/2	518
12/1	738
12/2	1638

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/2 (B526 London Road Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/3 (B526 London Road Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/1 (A509 East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/2 (A509 East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/3 (A509 East Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/1 (A509 South Lane 1)							This lane uses a directly entered Saturation Flow	
							1800	1800
3/2 (A509 South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/3 (A509 South Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/1 (A422 Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/2 (A422 Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
5/1							Infinite Saturation Flow	
							Inf	Inf
5/2							Infinite Saturation Flow	
							Inf	Inf
6/1							Infinite Saturation Flow	
							Inf	Inf
7/1							Infinite Saturation Flow	
							Inf	Inf
7/2							Infinite Saturation Flow	
							Inf	Inf
8/1							Infinite Saturation Flow	
							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
9/2 (Circulatory East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/2 (Circulatory South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/2 (Circulatory West Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/2 (Circulatory North Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900

Full Input Data And Results

Scenario 7: '2033 Base + Committed + Dev AM' (FG13: '2033 Base + Committed + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	26	263	545	834
	B	24	0	621	1355	2000
	C	259	321	0	186	766
	D	301	750	172	0	1223
	Tot.	584	1097	1056	2086	4823

Traffic Lane Flows

Lane	Scenario 7: 2033 Base + Committed + Dev AM
Junction: Tickford Roundabout	
1/1 (short)	26
1/2 (with short)	289(In) 263(Out)
1/3	545
2/1	621
2/2	689
2/3	690
3/1 (short)	186
3/2 (with short)	476(In) 290(Out)
3/3	290
4/1	612
4/2	611
5/1	355
5/2	742
6/1	1056
7/1	1055
7/2	1031
8/1	584
9/1	435
9/2	545
10/1	962
10/2	962
11/1	314
11/2	290
12/1	342
12/2	901

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/2 (B526 London Road Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/3 (B526 London Road Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/1 (A509 East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/2 (A509 East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/3 (A509 East Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/1 (A509 South Lane 1)							This lane uses a directly entered Saturation Flow	
							1800	1800
3/2 (A509 South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/3 (A509 South Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/1 (A422 Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/2 (A422 Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
5/1							Infinite Saturation Flow	
							Inf	Inf
5/2							Infinite Saturation Flow	
							Inf	Inf
6/1							Infinite Saturation Flow	
							Inf	Inf
7/1							Infinite Saturation Flow	
							Inf	Inf
7/2							Infinite Saturation Flow	
							Inf	Inf
8/1							Infinite Saturation Flow	
							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
9/2 (Circulatory East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/2 (Circulatory South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/2 (Circulatory West Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/2 (Circulatory North Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900

Full Input Data And Results

Scenario 8: '2033 Base + Committed + Dev PM' (FG14: '2033 Base + Committed + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	38	222	275	535
	B	46	0	444	955	1445
	C	401	652	0	304	1357
	D	514	1429	342	0	2285
	Tot.	961	2119	1008	1534	5622

Traffic Lane Flows

Lane	Scenario 8: 2033 Base + Committed + Dev PM
Junction: Tickford Roundabout	
1/1 (short)	38
1/2 (with short)	260(In) 222(Out)
1/3	275
2/1	444
2/2	500
2/3	501
3/1 (short)	304
3/2 (with short)	831(In) 527(Out)
3/3	526
4/1	1143
4/2	1142
5/1	774
5/2	1345
6/1	1008
7/1	790
7/2	744
8/1	961
9/1	564
9/2	275
10/1	638
10/2	638
11/1	573
11/2	526
12/1	755
12/2	1668

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (B526 London Road Lane 2)							1900	1900
1/3 (B526 London Road Lane 3)							1900	1900
2/1 (A509 East Lane 1)							1900	1900
2/2 (A509 East Lane 2)							1900	1900
2/3 (A509 East Lane 3)							1900	1900
3/1 (A509 South Lane 1)							1800	1800
3/2 (A509 South Lane 2)							1900	1900
3/3 (A509 South Lane 3)							1900	1900
4/1 (A422 Lane 1)							1900	1900
4/2 (A422 Lane 2)							1900	1900
5/1							Infinite Saturation Flow	
5/2							Inf	Inf
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
9/2 (Circulatory East Lane 2)							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
10/2 (Circulatory South Lane 2)							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
11/2 (Circulatory West Lane 2)							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
12/2 (Circulatory North Lane 2)							1900	1900

Full Input Data And Results

Scenario 9: '2033 Base + Committed + Dev (10% MS) AM' (FG15: '2033 Base + Committed + Dev (10% MS) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	26	263	545	834
	B	24	0	621	1354	1999
	C	259	321	0	185	765
	D	301	748	169	0	1218
	Tot.	584	1095	1053	2084	4816

Traffic Lane Flows

Lane	Scenario 9: 2033 Base + Committed + Dev (10% MS) AM
Junction: Tickford Roundabout	
1/1 (short)	26
1/2 (with short)	289(In) 263(Out)
1/3	545
2/1	621
2/2	689
2/3	689
3/1 (short)	185
3/2 (with short)	475(In) 290(Out)
3/3	290
4/1	609
4/2	609
5/1	352
5/2	743
6/1	1053
7/1	1055
7/2	1029
8/1	584
9/1	432
9/2	545
10/1	962
10/2	961
11/1	314
11/2	290
12/1	339
12/2	899

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (B526 London Road Lane 2)							1900	1900
1/3 (B526 London Road Lane 3)							1900	1900
2/1 (A509 East Lane 1)							1900	1900
2/2 (A509 East Lane 2)							1900	1900
2/3 (A509 East Lane 3)							1900	1900
3/1 (A509 South Lane 1)							1800	1800
3/2 (A509 South Lane 2)							1900	1900
3/3 (A509 South Lane 3)							1900	1900
4/1 (A422 Lane 1)							1900	1900
4/2 (A422 Lane 2)							1900	1900
5/1							Infinite Saturation Flow	
5/2							Inf	Inf
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
9/2 (Circulatory East Lane 2)							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
10/2 (Circulatory South Lane 2)							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
11/2 (Circulatory West Lane 2)							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
12/2 (Circulatory North Lane 2)							1900	1900

Full Input Data And Results

Scenario 10: '2033 Base + Committed + Dev (10% MS) PM' (FG16: '2033 Base + Committed + Dev (10% MS) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	38	222	275	535
	B	46	0	444	954	1444
	C	401	652	0	301	1354
	D	514	1428	341	0	2283
	Tot.	961	2118	1007	1530	5616

Traffic Lane Flows

Lane	Scenario 10: 2033 Base + Committed + Dev (10% MS) PM
Junction: Tickford Roundabout	
1/1 (short)	38
1/2 (with short)	260(In) 222(Out)
1/3	275
2/1	444
2/2	500
2/3	500
3/1 (short)	301
3/2 (with short)	828(In) 527(Out)
3/3	526
4/1	1142
4/2	1141
5/1	773
5/2	1345
6/1	1007
7/1	789
7/2	741
8/1	961
9/1	563
9/2	275
10/1	638
10/2	637
11/1	573
11/2	526
12/1	754
12/2	1667

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/2 (B526 London Road Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/3 (B526 London Road Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/1 (A509 East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/2 (A509 East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/3 (A509 East Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/1 (A509 South Lane 1)							This lane uses a directly entered Saturation Flow	
							1800	1800
3/2 (A509 South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/3 (A509 South Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/1 (A422 Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/2 (A422 Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
5/1							Infinite Saturation Flow	
							Inf	Inf
5/2							Infinite Saturation Flow	
							Inf	Inf
6/1							Infinite Saturation Flow	
							Inf	Inf
7/1							Infinite Saturation Flow	
							Inf	Inf
7/2							Infinite Saturation Flow	
							Inf	Inf
8/1							Infinite Saturation Flow	
							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
9/2 (Circulatory East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/2 (Circulatory South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/2 (Circulatory West Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/2 (Circulatory North Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900

Full Input Data And Results

Scenario 11: '2033 Base + Committed + Dev (MKE) AM' (FG17: '2033 Base + Committed + Dev (MKE) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	26	263	545	834
	B	24	0	621	1349	1994
	C	259	321	0	175	755
	D	301	733	138	0	1172
	Tot.	584	1080	1022	2069	4755

Traffic Lane Flows

Lane	Scenario 11: 2033 Base + Committed + Dev (MKE) AM
Junction: Tickford Roundabout	
1/1 (short)	26
1/2 (with short)	289(In) 263(Out)
1/3	545
2/1	621
2/2	686
2/3	687
3/1 (short)	175
3/2 (with short)	465(In) 290(Out)
3/3	290
4/1	586
4/2	586
5/1	329
5/2	751
6/1	1022
7/1	1047
7/2	1022
8/1	584
9/1	401
9/2	545
10/1	959
10/2	959
11/1	314
11/2	290
12/1	316
12/2	876

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/2 (B526 London Road Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
1/3 (B526 London Road Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/1 (A509 East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/2 (A509 East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
2/3 (A509 East Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/1 (A509 South Lane 1)							This lane uses a directly entered Saturation Flow	
							1800	1800
3/2 (A509 South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
3/3 (A509 South Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/1 (A422 Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
4/2 (A422 Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
5/1							Infinite Saturation Flow	
							Inf	Inf
5/2							Infinite Saturation Flow	
							Inf	Inf
6/1							Infinite Saturation Flow	
							Inf	Inf
7/1							Infinite Saturation Flow	
							Inf	Inf
7/2							Infinite Saturation Flow	
							Inf	Inf
8/1							Infinite Saturation Flow	
							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
9/2 (Circulatory East Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
10/2 (Circulatory South Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
11/2 (Circulatory West Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
12/2 (Circulatory North Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900

Full Input Data And Results

Scenario 12: '2033 Base + Committed + Dev (MKE) PM' (FG18: '2033 Base + Committed + Dev (MKE) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	38	222	275	535
	B	46	0	444	940	1430
	C	401	652	0	275	1328
	D	514	1420	325	0	2259
	Tot.	961	2110	991	1490	5552

Traffic Lane Flows

Lane	Scenario 12: 2033 Base + Committed + Dev (MKE) PM
Junction: Tickford Roundabout	
1/1 (short)	38
1/2 (with short)	260(In) 222(Out)
1/3	275
2/1	444
2/2	493
2/3	493
3/1 (short)	275
3/2 (with short)	802(In) 527(Out)
3/3	526
4/1	1130
4/2	1129
5/1	761
5/2	1349
6/1	991
7/1	769
7/2	721
8/1	961
9/1	547
9/2	275
10/1	631
10/2	630
11/1	573
11/2	526
12/1	742
12/2	1655

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (B526 London Road Lane 2)							1900	1900
1/3 (B526 London Road Lane 3)							1900	1900
2/1 (A509 East Lane 1)							1900	1900
2/2 (A509 East Lane 2)							1900	1900
2/3 (A509 East Lane 3)							1900	1900
3/1 (A509 South Lane 1)							1800	1800
3/2 (A509 South Lane 2)							1900	1900
3/3 (A509 South Lane 3)							1900	1900
4/1 (A422 Lane 1)							1900	1900
4/2 (A422 Lane 2)							1900	1900
5/1							Infinite Saturation Flow	
5/2							Inf	Inf
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
9/2 (Circulatory East Lane 2)							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
10/2 (Circulatory South Lane 2)							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
11/2 (Circulatory West Lane 2)							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
12/2 (Circulatory North Lane 2)							1900	1900

Full Input Data And Results

Scenario 13: 'Tickford Fields Flows AM' (FG19: 'Tickfird TA Fows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	21	133	359	513
	B	29	0	616	1852	2497
	C	225	281	0	321	827
	D	394	739	141	0	1274
	Tot.	648	1041	890	2532	5111

Traffic Lane Flows

Lane	Scenario 13: Tickford Fields Flows AM
Junction: Tickford Roundabout	
1/1 (short)	21
1/2 (with short)	154(In) 133(Out)
1/3	359
2/1	616
2/2	940
2/3	941
3/1 (short)	321
3/2 (with short)	574(In) 253(Out)
3/3	253
4/1	637
4/2	637
5/1	282
5/2	759
6/1	890
7/1	1281
7/2	1251
8/1	648
9/1	274
9/2	359
10/1	1120
10/2	1120
11/1	282
11/2	253
12/1	271
12/2	890

Full Input Data And Results

Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (B526 London Road Lane 2)							1900	1900
1/3 (B526 London Road Lane 3)							1900	1900
2/1 (A509 East Lane 1)							1900	1900
2/2 (A509 East Lane 2)							1900	1900
2/3 (A509 East Lane 3)							1900	1900
3/1 (A509 South Lane 1)							1800	1800
3/2 (A509 South Lane 2)							1900	1900
3/3 (A509 South Lane 3)							1900	1900
4/1 (A422 Lane 1)							1900	1900
4/2 (A422 Lane 2)							1900	1900
5/1							Infinite Saturation Flow	
5/2							Inf	Inf
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
9/2 (Circulatory East Lane 2)							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
10/2 (Circulatory South Lane 2)							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
11/2 (Circulatory West Lane 2)							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
12/2 (Circulatory North Lane 2)							1900	1900

Full Input Data And Results

Scenario 14: 'Tickford Fields Flows PM' (FG20: 'Tickfird TA Fows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	30	176	224	430
	B	38	0	442	1028	1508
	C	361	577	0	309	1247
	D	541	1332	467	0	2340
	Tot.	940	1939	1085	1561	5525

Traffic Lane Flows

Lane	Scenario 14: Tickford Fields Flows PM
Junction: Tickford Roundabout	
1/1 (short)	30
1/2 (with short)	206(In) 176(Out)
1/3	224
2/1	442
2/2	533
2/3	533
3/1 (short)	309
3/2 (with short)	778(In) 469(Out)
3/3	469
4/1	1170
4/2	1170
5/1	752
5/2	1187
6/1	1085
7/1	800
7/2	761
8/1	940
9/1	643
9/2	224
10/1	645
10/2	645
11/1	507
11/2	469
12/1	737
12/2	1639

Full Input Data And Results

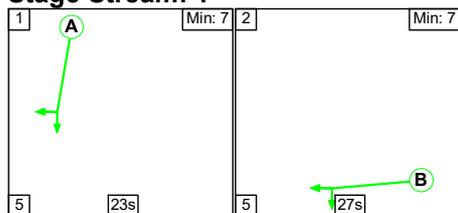
Lane Saturation Flows

Junction: Tickford Roundabout								
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 (B526 London Road Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (B526 London Road Lane 2)							1900	1900
1/3 (B526 London Road Lane 3)							1900	1900
2/1 (A509 East Lane 1)							1900	1900
2/2 (A509 East Lane 2)							1900	1900
2/3 (A509 East Lane 3)							1900	1900
3/1 (A509 South Lane 1)							1800	1800
3/2 (A509 South Lane 2)							1900	1900
3/3 (A509 South Lane 3)							1900	1900
4/1 (A422 Lane 1)							1900	1900
4/2 (A422 Lane 2)							1900	1900
5/1							Infinite Saturation Flow	
5/2							Inf	Inf
6/1							Inf	Inf
7/1							Inf	Inf
7/2							Inf	Inf
8/1							Inf	Inf
9/1 (Circulatory East Lane 1)							This lane uses a directly entered Saturation Flow	
9/2 (Circulatory East Lane 2)							1900	1900
10/1 (Circulatory South Lane 1)							This lane uses a directly entered Saturation Flow	
10/2 (Circulatory South Lane 2)							1900	1900
11/1 (Circulatory West Lane 1)							This lane uses a directly entered Saturation Flow	
11/2 (Circulatory West Lane 2)							1900	1900
12/1 (Circulatory North Lane 1)							This lane uses a directly entered Saturation Flow	
12/2 (Circulatory North Lane 2)							1900	1900

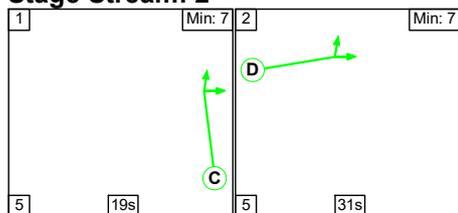
Scenario 1: '2031 Base + Committed AM' (FG7: '2031 Base + Committed AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

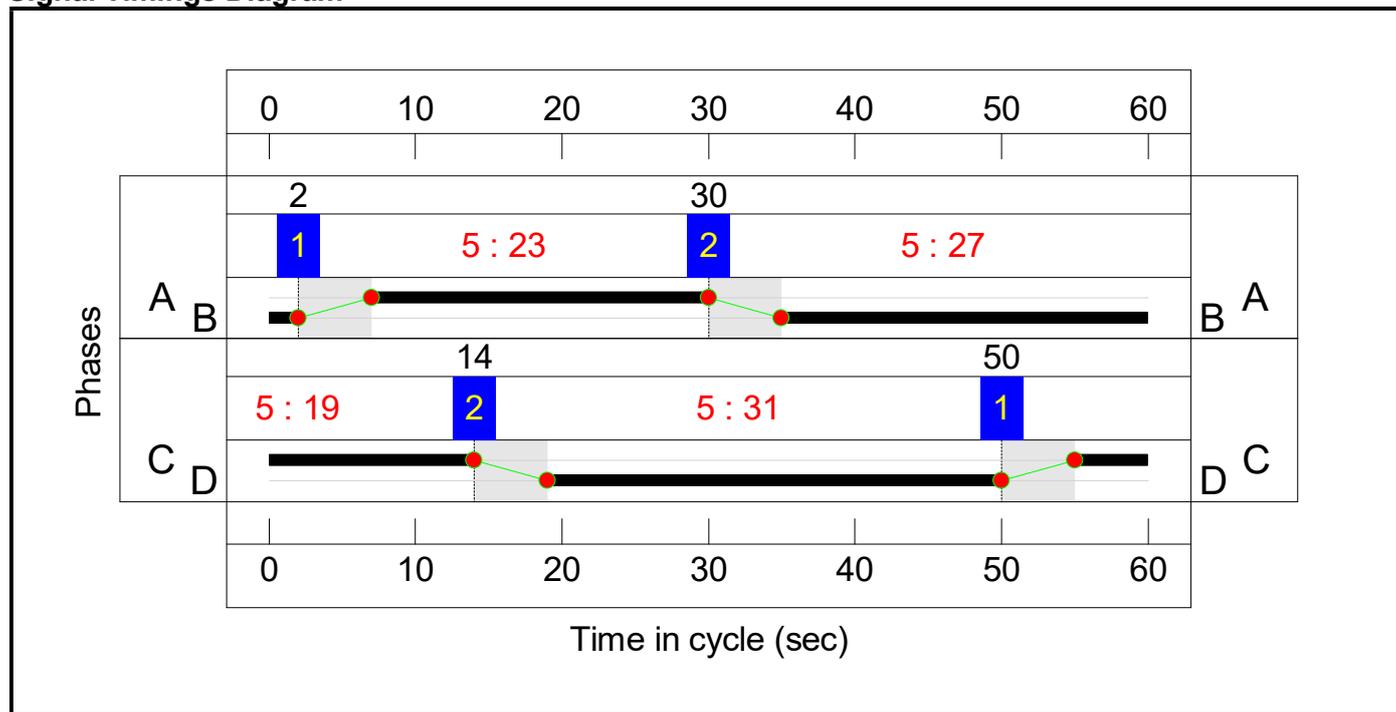
Stage Stream: 1

Stage	1	2
Duration	23	27
Change Point	2	30

Stage Stream: 2

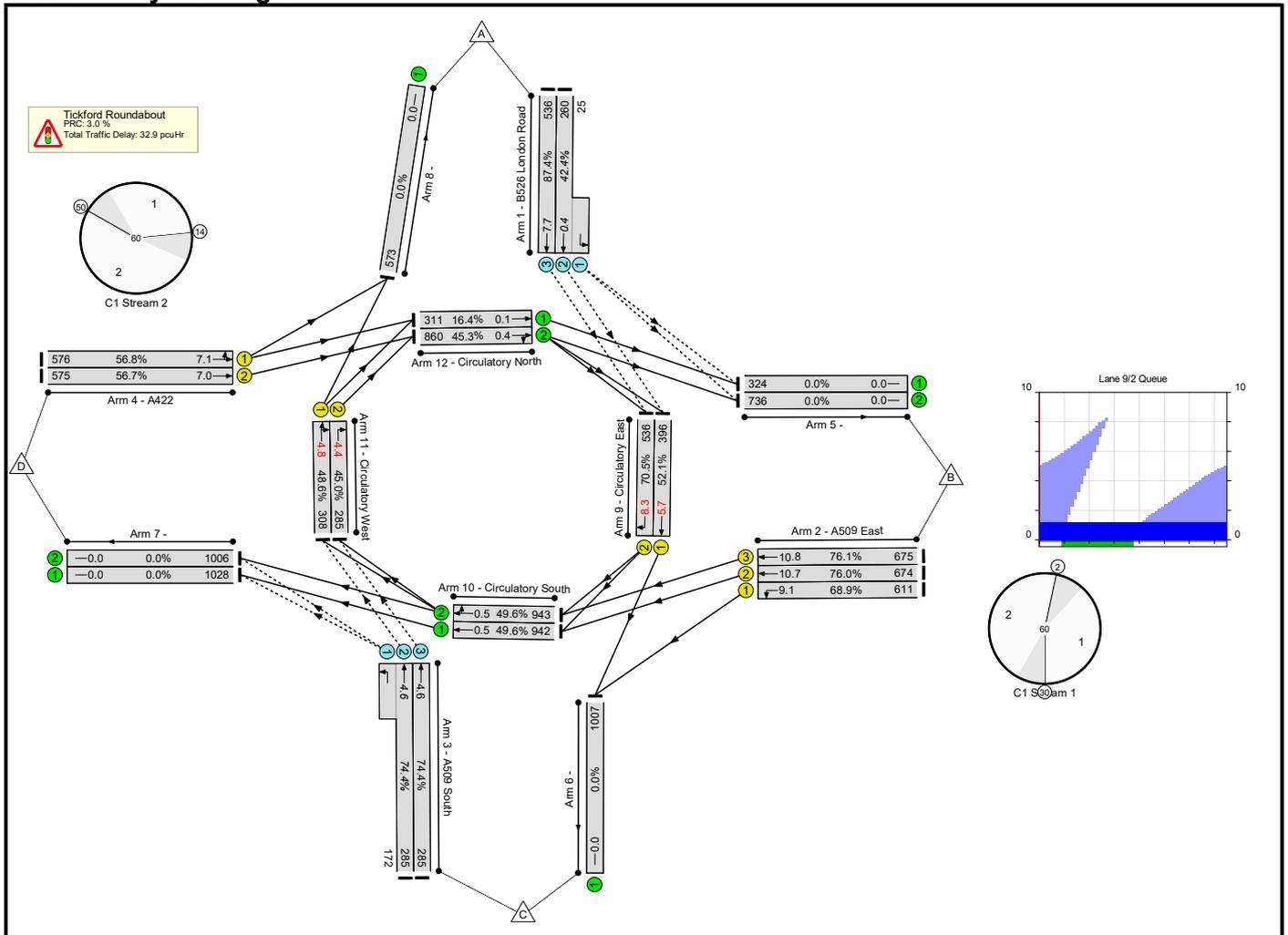
Stage	1	2
Duration	19	31
Change Point	50	14

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	87.4%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	87.4%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	285	1900:1900	672	42.4%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	536	1900	613	87.4%
2/1	A509 East Left	U	1	N/A	B		1	27	-	611	1900	887	68.9%
2/2	A509 East Ahead	U	1	N/A	B		1	27	-	674	1900	887	76.0%
2/3	A509 East Ahead	U	1	N/A	B		1	27	-	675	1900	887	76.1%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	457	1900:1800	614	74.4%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	285	1900	383	74.4%
4/1	A422 Left Ahead	U	2	N/A	D		1	31	-	576	1900	1013	56.8%
4/2	A422 Ahead	U	2	N/A	D		1	31	-	575	1900	1013	56.7%
5/1		U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1028	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	23	-	396	1900	760	52.1%
9/2	Circulatory East Right	U	1	N/A	A		1	23	-	536	1900	760	70.5%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	942	1900	1900	49.6%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	943	1900	1900	49.6%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	19	-	308	1900	633	48.6%
11/2	Circulatory West Right	U	2	N/A	C		1	19	-	285	1900	633	45.0%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	311	1900	1900	16.4%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	860	1900	1900	45.3%

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: Tickford Roundabout Partial Signalisation	-	-	2305	0	0	16.9	16.1	0.0	32.9	-	-	-	-
Tickford Roundabout	-	-	2305	0	0	16.9	16.1	0.0	32.9	-	-	-	-
1/2+1/1	285	285	570	0	0	0.0	0.4	-	0.4	4.6	0.0	0.4	0.4
1/3	536	536	536	0	0	0.2	3.2	-	3.4	22.6	4.5	3.2	7.7
2/1	611	611	-	-	-	2.1	1.1	-	3.2	19.1	8.0	1.1	9.1
2/2	674	674	-	-	-	2.5	1.6	-	4.0	21.6	9.2	1.6	10.7
2/3	675	675	-	-	-	2.5	1.6	-	4.1	21.6	9.2	1.6	10.8
3/2+3/1	457	457	914	0	0	0.5	1.4	-	1.9	15.0	3.2	1.4	4.6
3/3	285	285	285	0	0	0.4	1.4	-	1.8	22.5	3.2	1.4	4.6
4/1	576	576	-	-	-	1.5	0.7	-	2.2	13.5	6.4	0.7	7.1
4/2	575	575	-	-	-	1.5	0.7	-	2.2	13.5	6.4	0.7	7.0
5/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	396	396	-	-	-	1.4	0.5	-	1.9	17.5	5.2	0.5	5.7
9/2	536	536	-	-	-	2.1	1.2	-	3.3	21.9	7.1	1.2	8.3
10/1	942	942	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/2	943	943	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
11/1	308	308	-	-	-	1.2	0.5	-	1.7	19.9	4.3	0.5	4.8
11/2	285	285	-	-	-	1.1	0.4	-	1.5	18.8	4.0	0.4	4.4
12/1	311	311	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	860	860	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

Full Input Data And Results

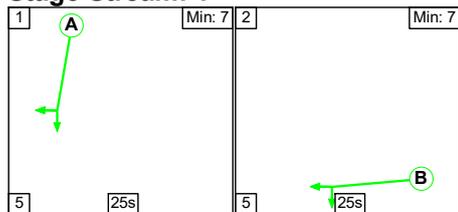
C1	Stream: 1	PRC for Signalled Lanes (%)	18.2	Total Delay for Signalled Lanes (pcuHr)	16.52	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	58.3	Total Delay for Signalled Lanes (pcuHr)	7.50	Cycle Time (s)	60
		PRC Over All Lanes (%)	3.0	Total Delay Over All Lanes(pcuHr)	32.93		

Full Input Data And Results

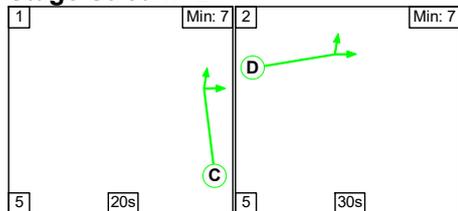
Scenario 2: '2031 Base + Committed PM' (FG8: '2031 Base + Committed PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

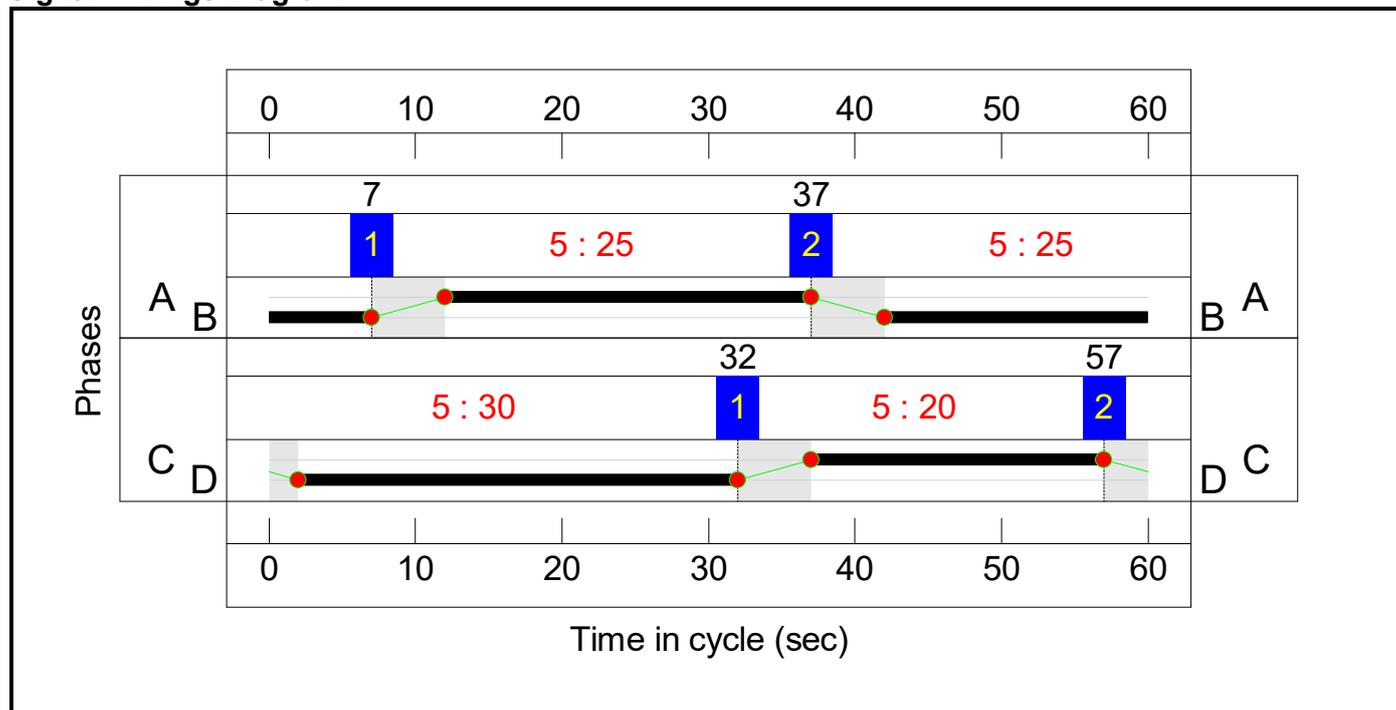
Stage Stream: 1

Stage	1	2
Duration	25	25
Change Point	7	37

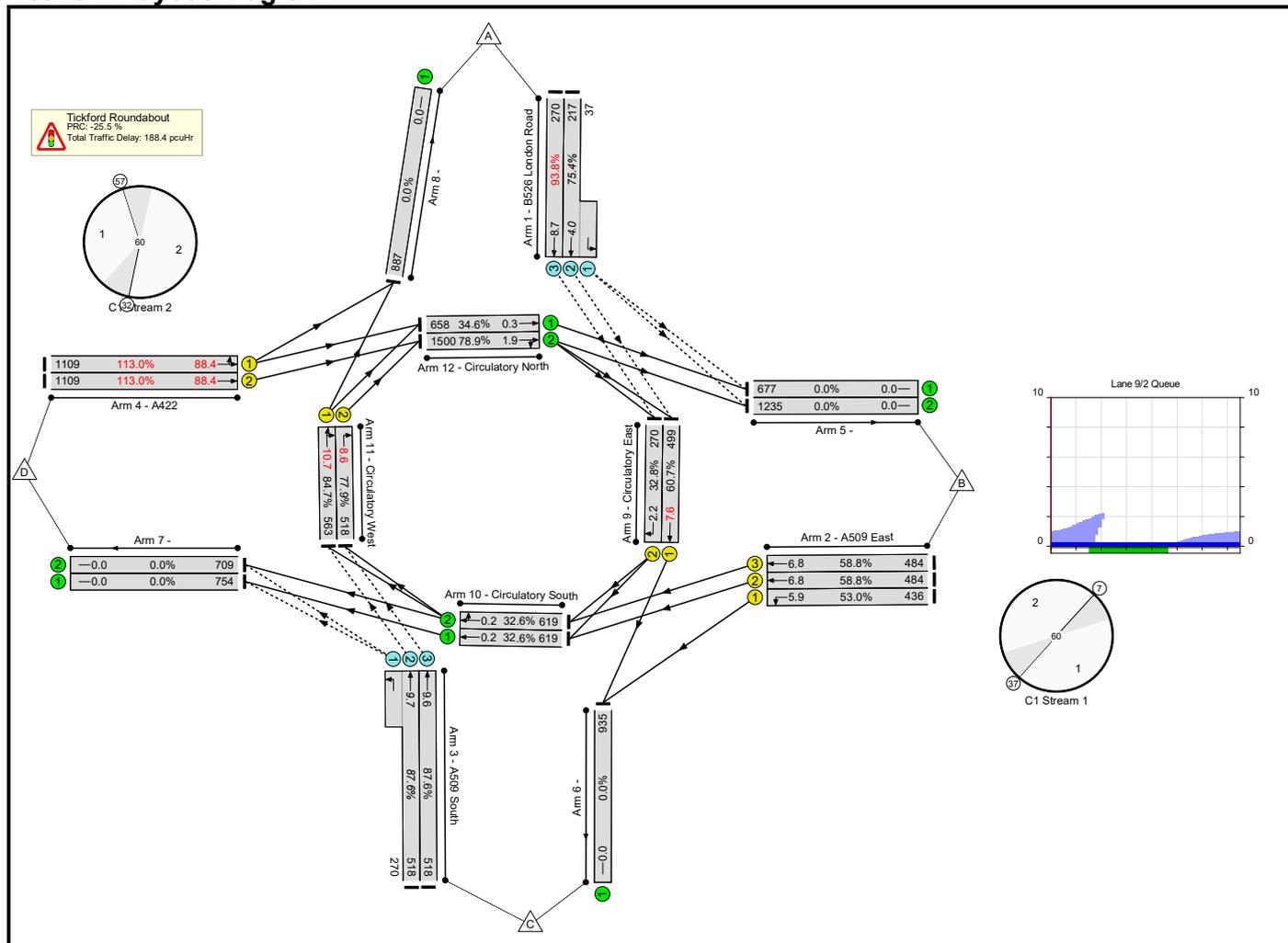
Stage Stream: 2

Stage	1	2
Duration	20	30
Change Point	32	57

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	113.0%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	113.0%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	254	1900:1900	337	75.4%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	270	1900	288	93.8%
2/1	A509 East Left	U	1	N/A	B		1	25	-	436	1900	823	53.0%
2/2	A509 East Ahead	U	1	N/A	B		1	25	-	484	1900	823	58.8%
2/3	A509 East Ahead	U	1	N/A	B		1	25	-	484	1900	823	58.8%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	788	1900:1800	899	87.6%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	518	1900	591	87.6%
4/1	A422 Left Ahead	U	2	N/A	D		1	30	-	1109	1900	982	113.0%
4/2	A422 Ahead	U	2	N/A	D		1	30	-	1109	1900	982	113.0%
5/1		U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1326	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	25	-	536	1900	823	60.7%
9/2	Circulatory East Right	U	1	N/A	A		1	25	-	270	1900	823	32.8%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	619	1900	1900	32.6%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	619	1900	1900	32.6%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	20	-	563	1900	665	84.7%
11/2	Circulatory West Right	U	2	N/A	C		1	20	-	518	1900	665	77.9%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	727	1900	1900	34.6%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	1627	1900	1900	78.9%

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: Tickford Roundabout Partial Signalisation	-	-	2872	0	0	29.9	158.4	0.0	188.4	-	-	-	-
Tickford Roundabout	-	-	2872	0	0	29.9	158.4	0.0	188.4	-	-	-	-
1/2+1/1	254	254	508	0	0	0.2	1.5	-	1.7	23.9	2.5	1.5	4.0
1/3	270	270	270	0	0	0.5	4.9	-	5.4	71.6	3.8	4.9	8.7
2/1	436	436	-	-	-	1.5	0.6	-	2.1	17.1	5.3	0.6	5.9
2/2	484	484	-	-	-	1.7	0.7	-	2.4	18.2	6.0	0.7	6.8
2/3	484	484	-	-	-	1.7	0.7	-	2.4	18.2	6.0	0.7	6.8
3/2+3/1	788	788	1576	0	0	0.5	3.3	-	3.9	17.8	6.3	3.3	9.7
3/3	518	518	518	0	0	0.5	3.3	-	3.8	26.2	6.3	3.3	9.6
4/1	1109	982	-	-	-	8.0	67.8	-	75.8	246.1	20.6	67.8	88.4
4/2	1109	982	-	-	-	8.0	67.8	-	75.8	246.1	20.6	67.8	88.4
5/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1235	1235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	499	499	-	-	-	2.2	0.8	-	3.0	21.5	6.9	0.8	7.6
9/2	270	270	-	-	-	0.5	0.2	-	0.7	9.8	2.0	0.2	2.2
10/1	619	619	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
10/2	619	619	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
11/1	563	563	-	-	-	2.4	2.6	-	5.0	32.0	8.1	2.6	10.7
11/2	518	518	-	-	-	2.0	1.7	-	3.8	26.2	6.9	1.7	8.6
12/1	658	658	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	1500	1500	-	-	-	0.0	1.9	-	1.9	4.5	0.0	1.9	1.9

Full Input Data And Results

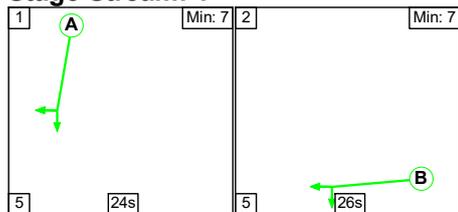
C1	Stream: 1	PRC for Signalled Lanes (%)	48.4	Total Delay for Signalled Lanes (pcuHr)	10.69	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	-25.5	Total Delay for Signalled Lanes (pcuHr)	160.36	Cycle Time (s)	60
		PRC Over All Lanes (%)	-25.5	Total Delay Over All Lanes(pcuHr)	188.37		

Full Input Data And Results

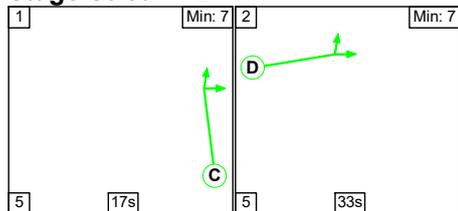
Scenario 3: '2033 Base + Committed AM' (FG9: '2033 Base + Committed AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

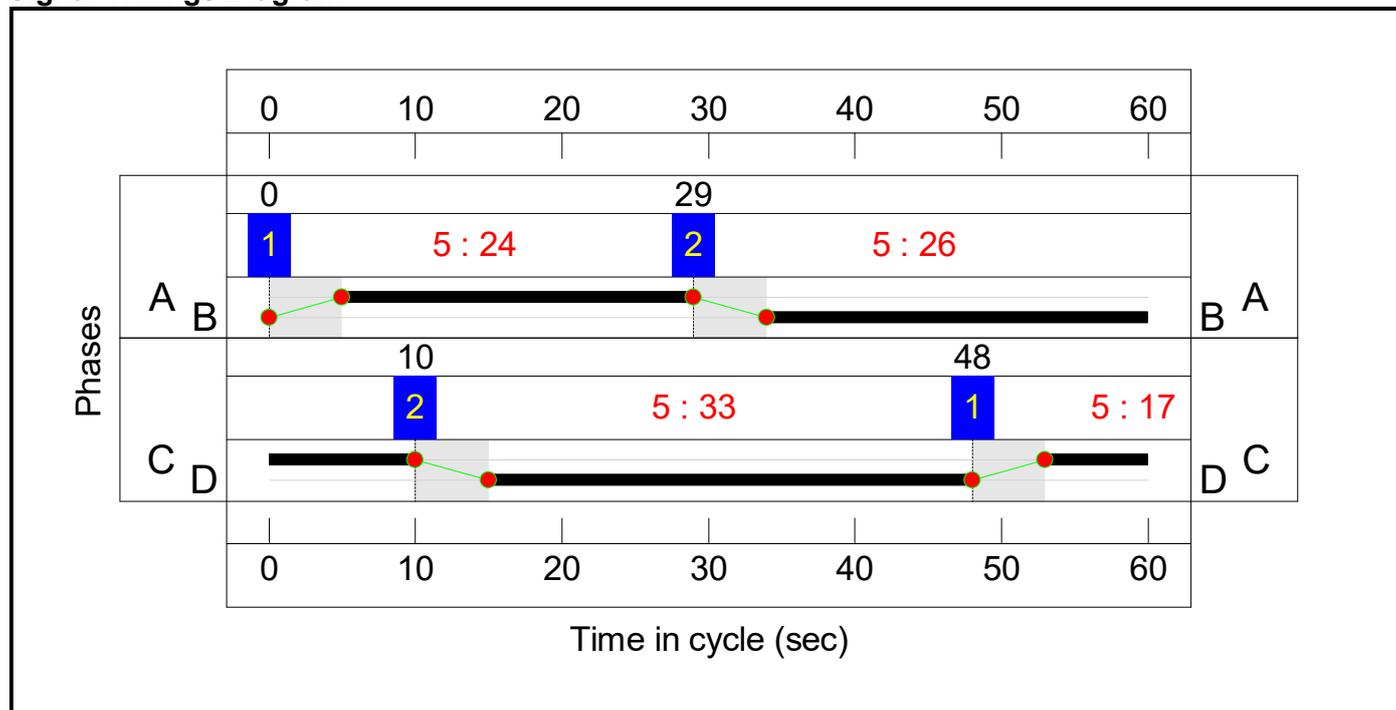
Stage Stream: 1

Stage	1	2
Duration	24	26
Change Point	0	29

Stage Stream: 2

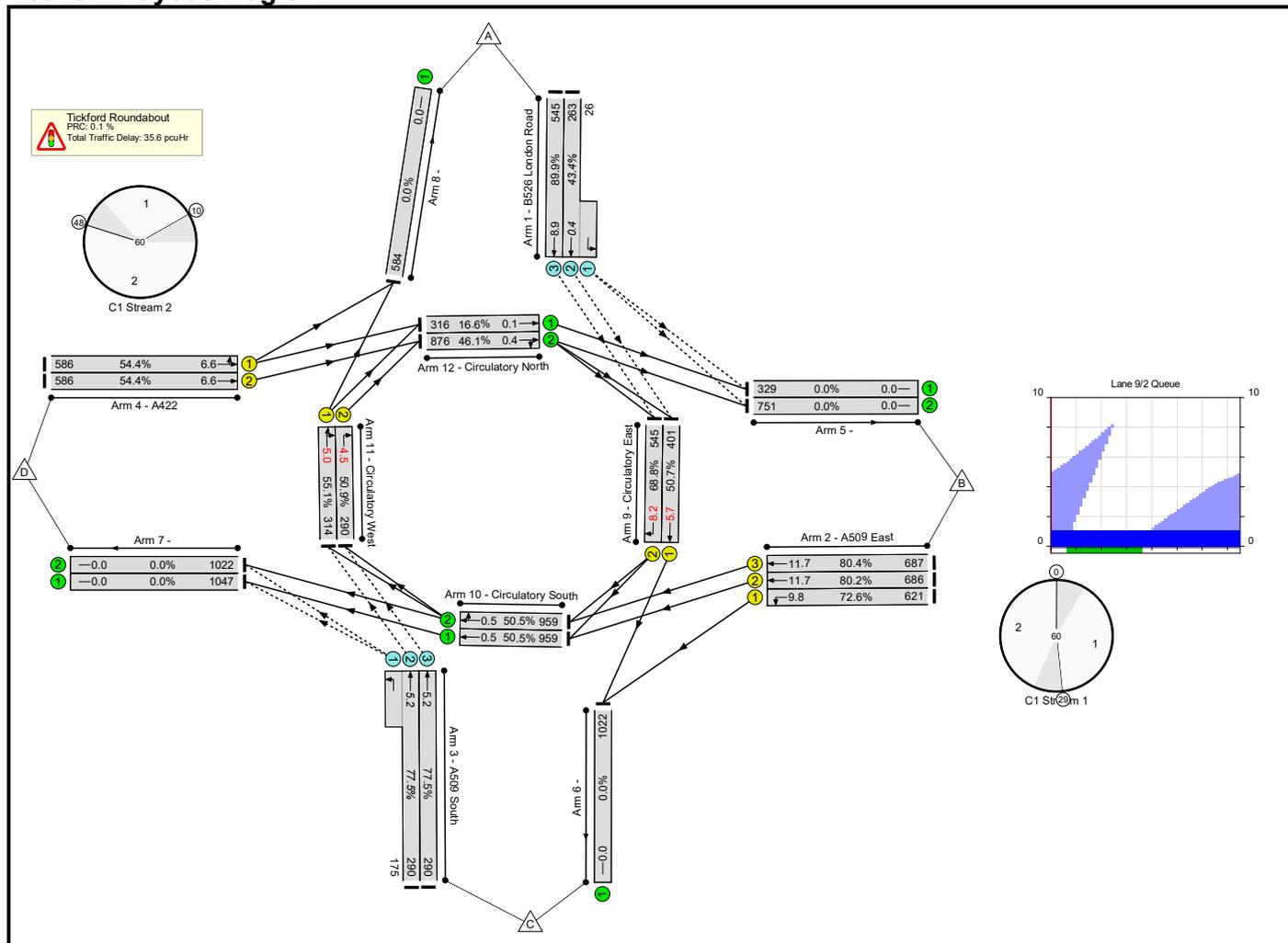
Stage	1	2
Duration	17	33
Change Point	48	10

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	289	1900:1900	666	43.4%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	545	1900	606	89.9%
2/1	A509 East Left	U	1	N/A	B		1	26	-	621	1900	855	72.6%
2/2	A509 East Ahead	U	1	N/A	B		1	26	-	686	1900	855	80.2%
2/3	A509 East Ahead	U	1	N/A	B		1	26	-	687	1900	855	80.4%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	465	1900:1800	600	77.5%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	290	1900	374	77.5%
4/1	A422 Left Ahead	U	2	N/A	D		1	33	-	586	1900	1077	54.4%
4/2	A422 Ahead	U	2	N/A	D		1	33	-	586	1900	1077	54.4%
5/1		U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1047	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	24	-	401	1900	792	50.7%
9/2	Circulatory East Right	U	1	N/A	A		1	24	-	545	1900	792	68.8%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	959	1900	1900	50.5%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	959	1900	1900	50.5%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	17	-	314	1900	570	55.1%
11/2	Circulatory West Right	U	2	N/A	C		1	17	-	290	1900	570	50.9%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	316	1900	1900	16.6%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	876	1900	1900	46.1%

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: Tickford Roundabout Partial Signalisation	-	-	2343	0	0	17.2	18.4	0.0	35.6	-	-	-	-
Tickford Roundabout	-	-	2343	0	0	17.2	18.4	0.0	35.6	-	-	-	-
1/2+1/1	289	289	578	0	0	0.0	0.4	-	0.4	4.8	0.0	0.4	0.4
1/3	545	545	545	0	0	0.2	3.9	-	4.1	27.2	5.0	3.9	8.9
2/1	621	621	-	-	-	2.3	1.3	-	3.6	21.1	8.5	1.3	9.8
2/2	686	686	-	-	-	2.7	2.0	-	4.7	24.6	9.7	2.0	11.7
2/3	687	687	-	-	-	2.7	2.0	-	4.7	24.7	9.7	2.0	11.7
3/2+3/1	465	465	930	0	0	0.6	1.7	-	2.3	17.5	3.5	1.7	5.2
3/3	290	290	290	0	0	0.5	1.7	-	2.1	26.2	3.5	1.7	5.2
4/1	586	586	-	-	-	1.3	0.6	-	1.9	11.8	6.0	0.6	6.6
4/2	586	586	-	-	-	1.3	0.6	-	1.9	11.8	6.0	0.6	6.6
5/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	401	401	-	-	-	1.4	0.5	-	1.9	17.1	5.2	0.5	5.7
9/2	545	545	-	-	-	2.0	1.1	-	3.1	20.4	7.1	1.1	8.2
10/1	959	959	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/2	959	959	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
11/1	314	314	-	-	-	1.2	0.6	-	1.8	20.8	4.4	0.6	5.0
11/2	290	290	-	-	-	1.0	0.5	-	1.5	18.9	4.0	0.5	4.5
12/1	316	316	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	876	876	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4

Full Input Data And Results

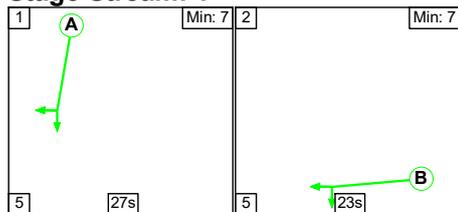
C1	Stream: 1	PRC for Signalled Lanes (%)	12.0	Total Delay for Signalled Lanes (pcuHr)	18.03	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	63.4	Total Delay for Signalled Lanes (pcuHr)	7.18	Cycle Time (s)	60
		PRC Over All Lanes (%)	0.1	Total Delay Over All Lanes(pcuHr)	35.62		

Full Input Data And Results

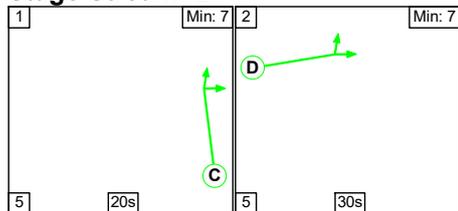
Scenario 4: '2033 Base + Committed PM' (FG10: '2033 Base + Committed PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

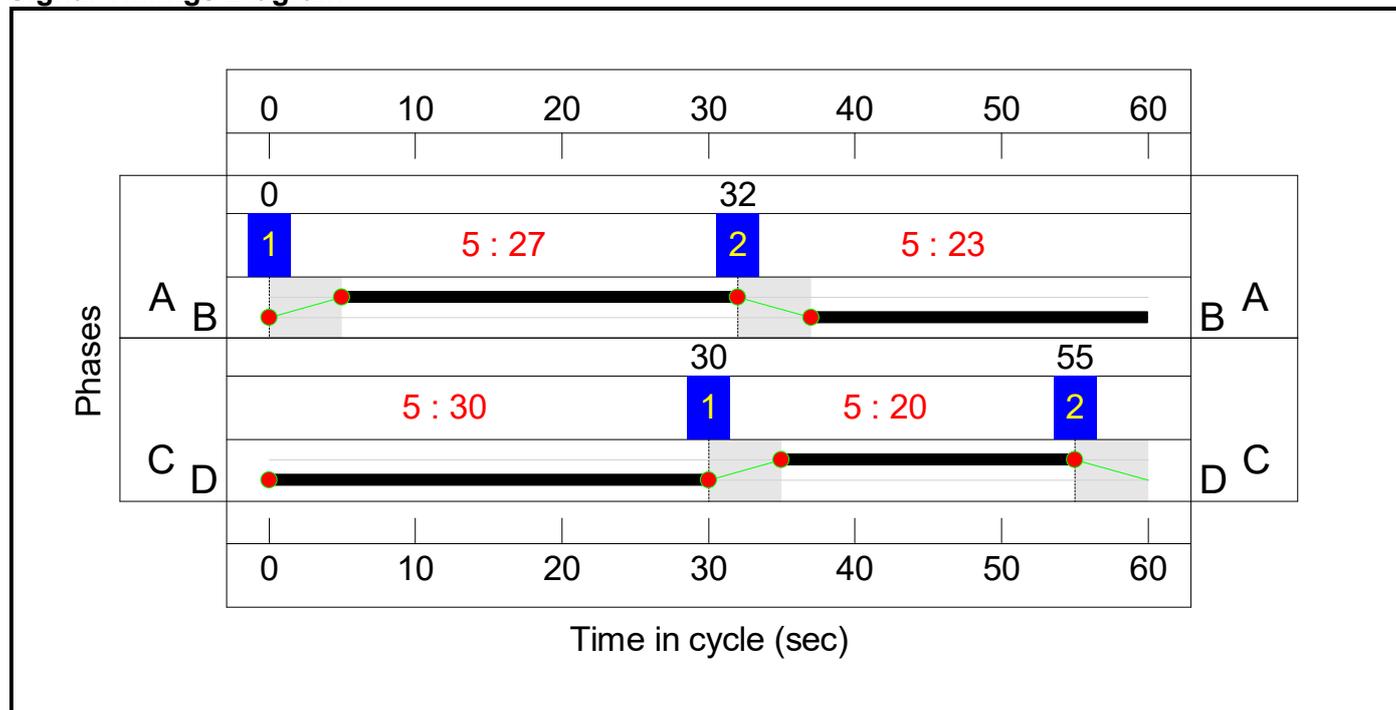
Stage Stream: 1

Stage	1	2
Duration	27	23
Change Point	0	32

Stage Stream: 2

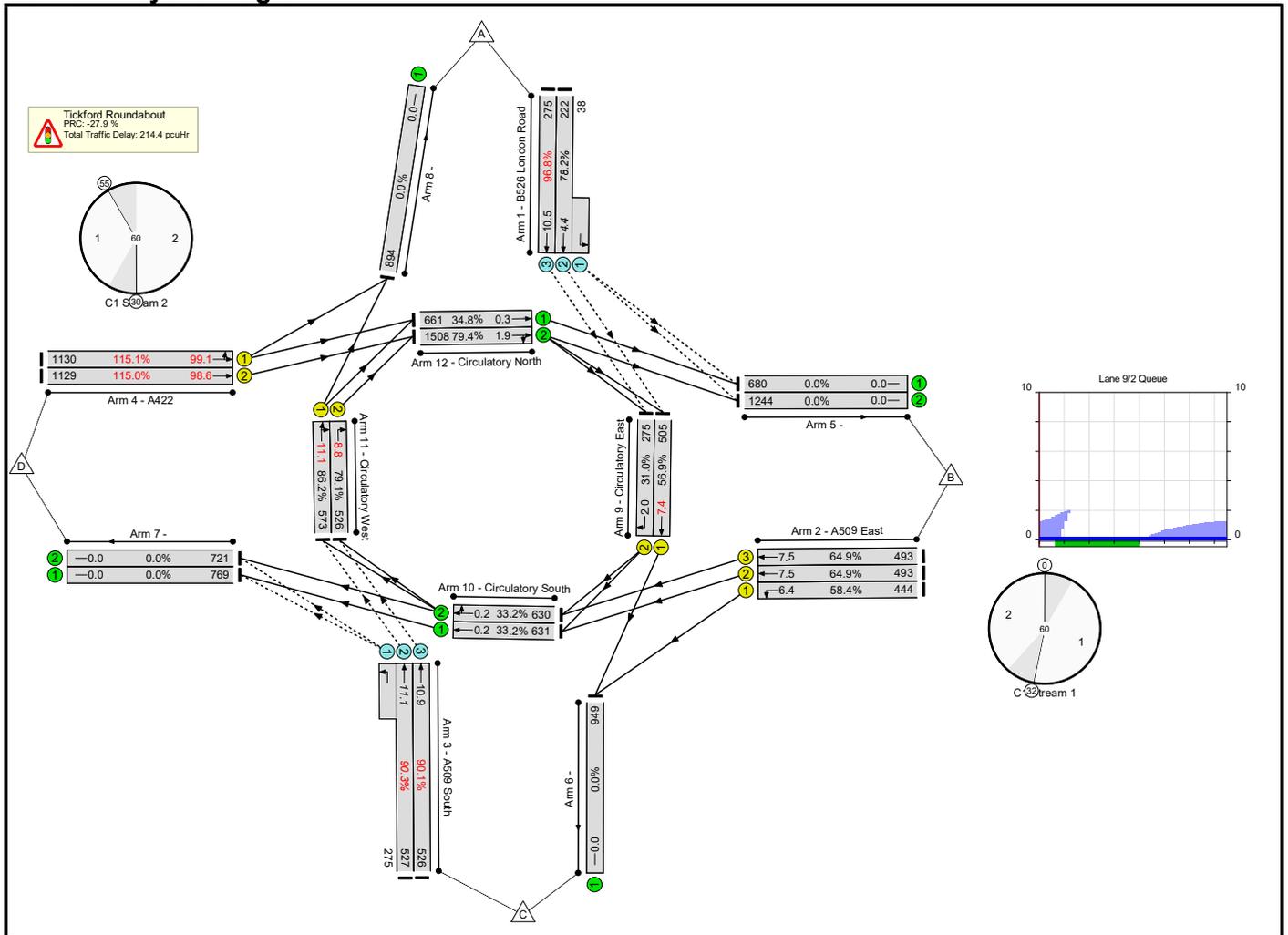
Stage	1	2
Duration	20	30
Change Point	30	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	115.1%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	115.1%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	260	1900:1900	333	78.2%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	275	1900	284	96.8%
2/1	A509 East Left	U	1	N/A	B		1	23	-	444	1900	760	58.4%
2/2	A509 East Ahead	U	1	N/A	B		1	23	-	493	1900	760	64.9%
2/3	A509 East Ahead	U	1	N/A	B		1	23	-	493	1900	760	64.9%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	802	1900:1800	888	90.3%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	526	1900	584	90.1%
4/1	A422 Left Ahead	U	2	N/A	D		1	30	-	1130	1900	982	115.1%
4/2	A422 Ahead	U	2	N/A	D		1	30	-	1129	1900	982	115.0%
5/1		U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1349	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	27	-	547	1900	887	56.9%
9/2	Circulatory East Right	U	1	N/A	A		1	27	-	275	1900	887	31.0%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	631	1900	1900	33.2%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	630	1900	1900	33.2%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	20	-	573	1900	665	86.2%
11/2	Circulatory West Right	U	2	N/A	C		1	20	-	526	1900	665	79.1%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	742	1900	1900	34.8%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	1655	1900	1900	79.4%

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: Tickford Roundabout Partial Signalisation	-	-	2925	0	0	32.2	182.3	0.0	214.4	-	-	-	-
Tickford Roundabout	-	-	2925	0	0	32.2	182.3	0.0	214.4	-	-	-	-
1/2+1/1	260	260	520	0	0	0.2	1.7	-	1.9	26.8	2.7	1.7	4.4
1/3	275	275	275	0	0	0.5	6.3	-	6.9	89.9	4.1	6.3	10.5
2/1	444	444	-	-	-	1.7	0.7	-	2.4	19.8	5.7	0.7	6.4
2/2	493	493	-	-	-	2.0	0.9	-	2.9	21.3	6.6	0.9	7.5
2/3	493	493	-	-	-	2.0	0.9	-	2.9	21.3	6.6	0.9	7.5
3/2+3/1	802	802	1604	0	0	0.7	4.2	-	5.0	22.3	6.9	4.2	11.1
3/3	526	526	526	0	0	0.7	4.0	-	4.7	32.0	6.9	4.0	10.9
4/1	1130	982	-	-	-	8.8	77.8	-	86.6	275.9	21.3	77.8	99.1
4/2	1129	982	-	-	-	8.8	77.3	-	86.1	274.5	21.3	77.3	98.6
5/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1244	1244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	505	505	-	-	-	2.0	0.7	-	2.7	19.0	6.7	0.7	7.4
9/2	275	275	-	-	-	0.5	0.2	-	0.7	9.0	1.8	0.2	2.0
10/1	631	631	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
10/2	630	630	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
11/1	573	573	-	-	-	2.3	2.9	-	5.3	33.0	8.2	2.9	11.1
11/2	526	526	-	-	-	1.9	1.8	-	3.8	25.9	7.0	1.8	8.8
12/1	661	661	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	1508	1508	-	-	-	0.0	1.9	-	1.9	4.5	0.0	1.9	1.9

Full Input Data And Results

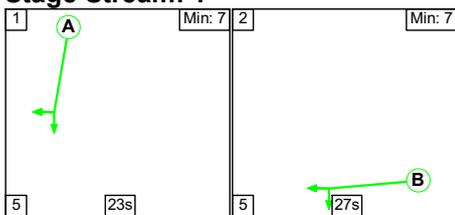
C1	Stream: 1 PRC for Signalled Lanes (%):	38.7	Total Delay for Signalled Lanes (pcuHr):	11.62	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-27.9	Total Delay for Signalled Lanes (pcuHr):	181.71	Cycle Time (s):	60
	PRC Over All Lanes (%):	-27.9	Total Delay Over All Lanes(pcuHr):	214.44		

Full Input Data And Results

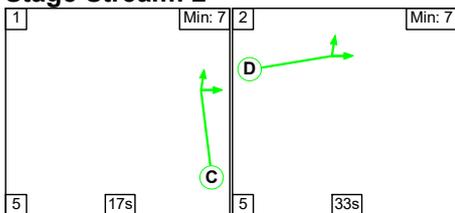
Scenario 5: '2031 Base + Committed + Dev AM' (FG11: '2031 Base + Committed + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

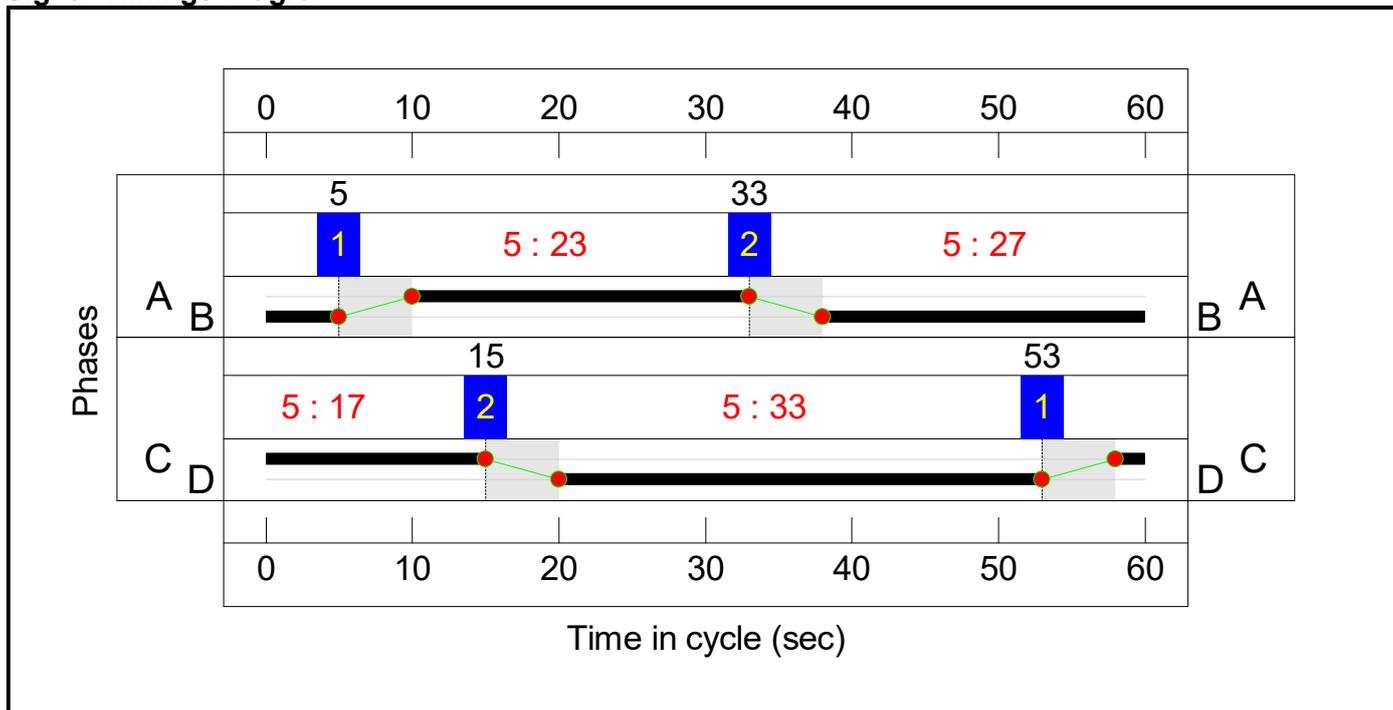
Stage Stream: 1

Stage	1	2
Duration	23	27
Change Point	5	33

Stage Stream: 2

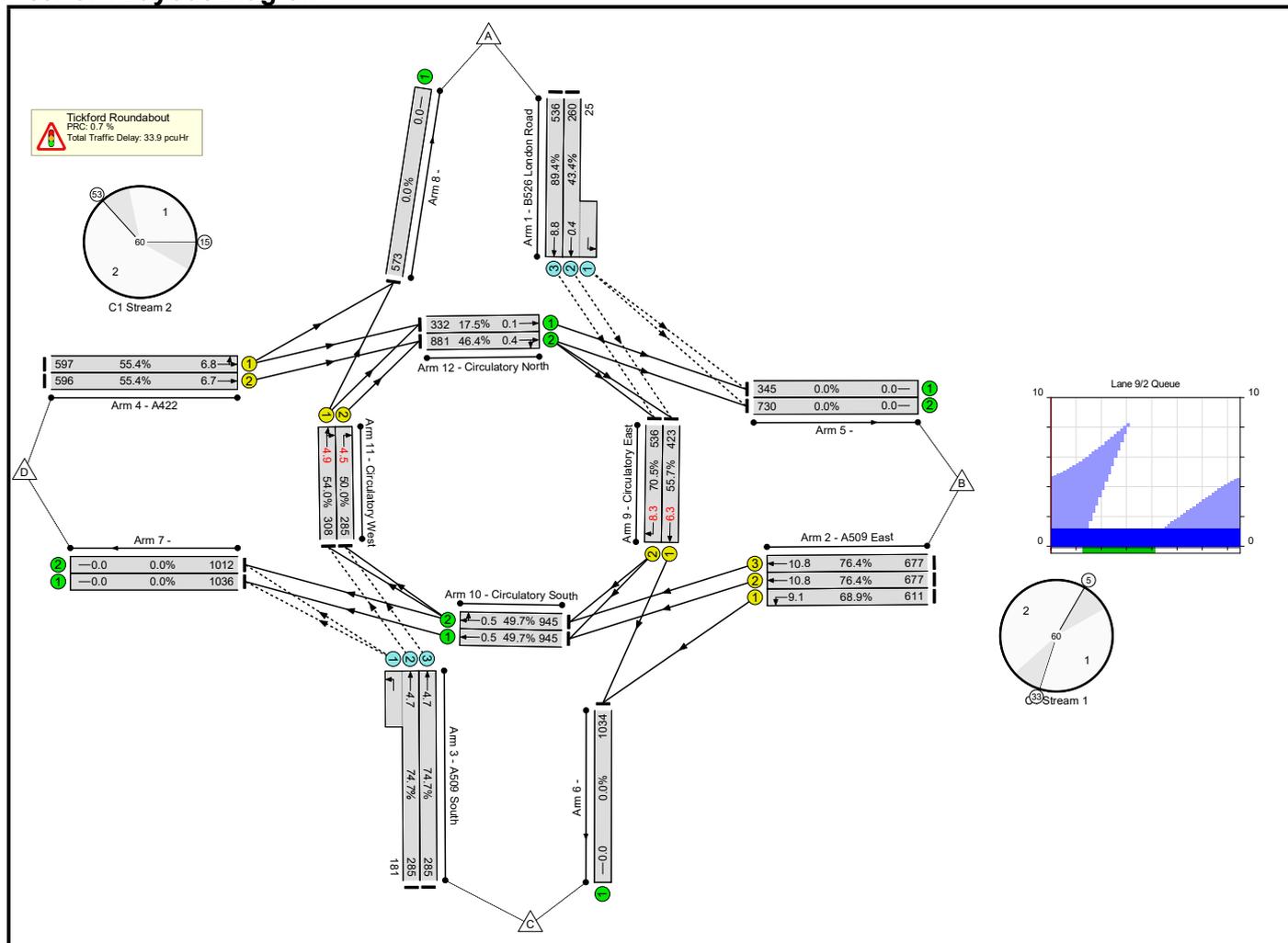
Stage	1	2
Duration	17	33
Change Point	53	15

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	285	1900:1900	657	43.4%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	536	1900	599	89.4%
2/1	A509 East Left	U	1	N/A	B		1	27	-	611	1900	887	68.9%
2/2	A509 East Ahead	U	1	N/A	B		1	27	-	677	1900	887	76.4%
2/3	A509 East Ahead	U	1	N/A	B		1	27	-	677	1900	887	76.4%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	466	1900:1800	624	74.7%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	285	1900	381	74.7%
4/1	A422 Left Ahead	U	2	N/A	D		1	33	-	597	1900	1077	55.4%
4/2	A422 Ahead	U	2	N/A	D		1	33	-	596	1900	1077	55.4%
5/1		U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1034	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1012	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	23	-	423	1900	760	55.7%
9/2	Circulatory East Right	U	1	N/A	A		1	23	-	536	1900	760	70.5%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	945	1900	1900	49.7%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	945	1900	1900	49.7%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	17	-	308	1900	570	54.0%
11/2	Circulatory West Right	U	2	N/A	C		1	17	-	285	1900	570	50.0%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	332	1900	1900	17.5%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	881	1900	1900	46.4%

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: Tickford Roundabout Partial Signalisation	-	-	2323	0	0	16.9	17.0	0.0	33.9	-	-	-	-
Tickford Roundabout	-	-	2323	0	0	16.9	17.0	0.0	33.9	-	-	-	-
1/2+1/1	285	285	570	0	0	0.0	0.4	-	0.4	4.8	0.0	0.4	0.4
1/3	536	536	536	0	0	0.2	3.8	-	4.0	26.6	5.1	3.8	8.8
2/1	611	611	-	-	-	2.1	1.1	-	3.2	19.1	8.0	1.1	9.1
2/2	677	677	-	-	-	2.5	1.6	-	4.1	21.7	9.2	1.6	10.8
2/3	677	677	-	-	-	2.5	1.6	-	4.1	21.7	9.2	1.6	10.8
3/2+3/1	466	466	932	0	0	0.5	1.5	-	1.9	15.0	3.2	1.5	4.7
3/3	285	285	285	0	0	0.4	1.4	-	1.8	22.8	3.2	1.4	4.7
4/1	597	597	-	-	-	1.4	0.6	-	2.0	12.0	6.1	0.6	6.8
4/2	596	596	-	-	-	1.4	0.6	-	2.0	11.9	6.1	0.6	6.7
5/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1034	1034	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	423	423	-	-	-	1.5	0.6	-	2.2	18.5	5.7	0.6	6.3
9/2	536	536	-	-	-	2.1	1.2	-	3.2	21.8	7.1	1.2	8.3
10/1	945	945	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/2	945	945	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
11/1	308	308	-	-	-	1.3	0.6	-	1.9	21.8	4.4	0.6	4.9
11/2	285	285	-	-	-	1.1	0.5	-	1.6	20.2	4.0	0.5	4.5
12/1	332	332	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	881	881	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4

Full Input Data And Results

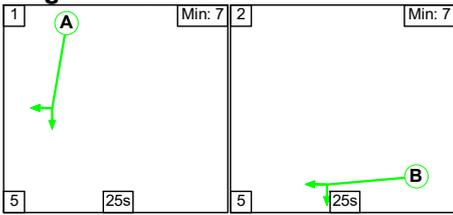
C1	Stream: 1	PRC for Signalled Lanes (%)	17.9	Total Delay for Signalled Lanes (pcuHr)	16.81	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	62.3	Total Delay for Signalled Lanes (pcuHr)	7.42	Cycle Time (s)	60
		PRC Over All Lanes (%)	0.7	Total Delay Over All Lanes(pcuHr)	33.86		

Full Input Data And Results

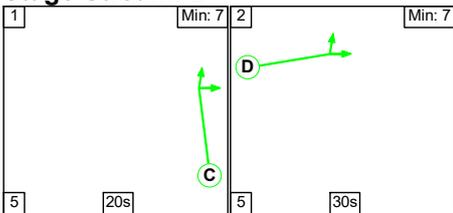
Scenario 6: '2031 Base + Committed + Dev PM' (FG12: '2031 Base + Committed + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

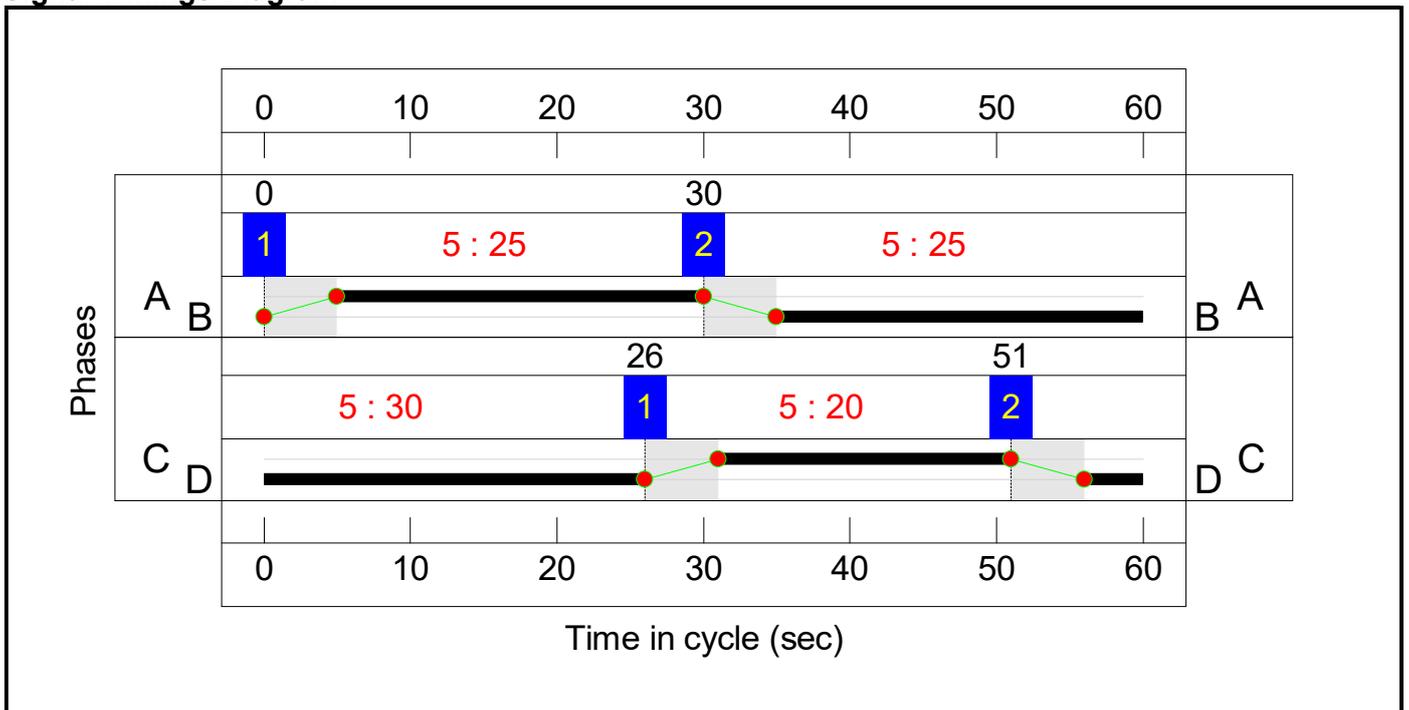
Stage Stream: 1

Stage	1	2
Duration	25	25
Change Point	0	30

Stage Stream: 2

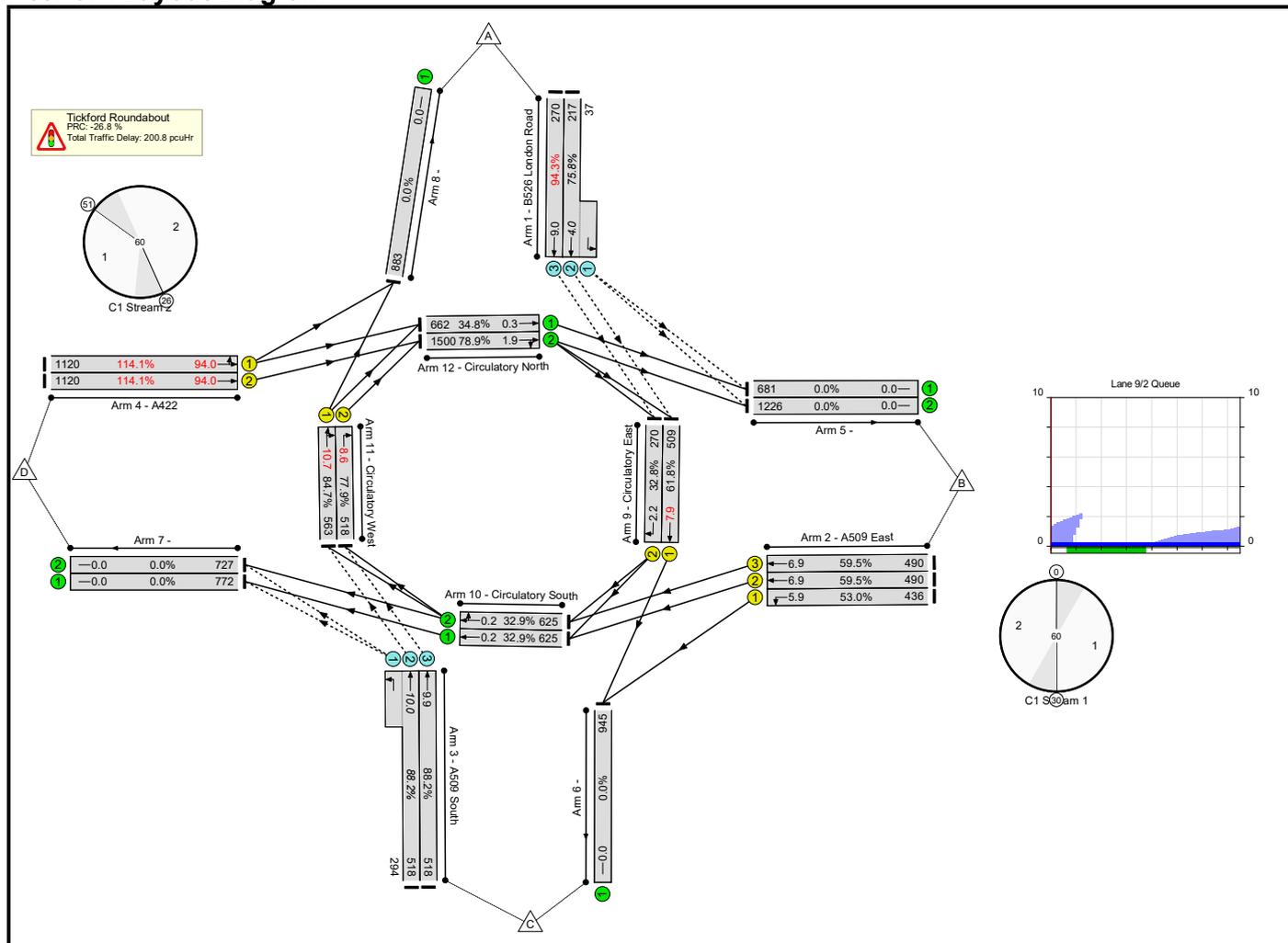
Stage	1	2
Duration	20	30
Change Point	26	51

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	114.1%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	114.1%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	254	1900:1900	335	75.8%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	270	1900	286	94.3%
2/1	A509 East Left	U	1	N/A	B		1	25	-	436	1900	823	53.0%
2/2	A509 East Ahead	U	1	N/A	B		1	25	-	490	1900	823	59.5%
2/3	A509 East Ahead	U	1	N/A	B		1	25	-	490	1900	823	59.5%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	812	1900:1800	921	88.2%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	518	1900	587	88.2%
4/1	A422 Left Ahead	U	2	N/A	D		1	30	-	1120	1900	982	114.1%
4/2	A422 Ahead	U	2	N/A	D		1	30	-	1120	1900	982	114.1%
5/1		U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1323	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	25	-	550	1900	823	61.8%
9/2	Circulatory East Right	U	1	N/A	A		1	25	-	270	1900	823	32.8%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	625	1900	1900	32.9%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	625	1900	1900	32.9%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	20	-	563	1900	665	84.7%
11/2	Circulatory West Right	U	2	N/A	C		1	20	-	518	1900	665	77.9%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	738	1900	1900	34.8%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	1638	1900	1900	78.9%

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: Tickford Roundabout Partial Signalisation	-	-	2920	0	0	31.3	169.6	0.0	200.8	-	-	-	-
Tickford Roundabout	-	-	2920	0	0	31.3	169.6	0.0	200.8	-	-	-	-
1/2+1/1	254	254	508	0	0	0.2	1.5	-	1.7	24.4	2.5	1.5	4.0
1/3	270	270	270	0	0	0.5	5.1	-	5.6	74.4	3.9	5.1	9.0
2/1	436	436	-	-	-	1.5	0.6	-	2.1	17.1	5.3	0.6	5.9
2/2	490	490	-	-	-	1.8	0.7	-	2.5	18.4	6.1	0.7	6.9
2/3	490	490	-	-	-	1.8	0.7	-	2.5	18.4	6.1	0.7	6.9
3/2+3/1	812	812	1624	0	0	0.6	3.5	-	4.1	18.2	6.5	3.5	10.0
3/3	518	518	518	0	0	0.5	3.4	-	4.0	27.5	6.5	3.4	9.9
4/1	1120	982	-	-	-	8.6	73.0	-	81.6	262.4	21.0	73.0	94.0
4/2	1120	982	-	-	-	8.6	73.0	-	81.6	262.4	21.0	73.0	94.0
5/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1226	1226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	509	509	-	-	-	2.3	0.8	-	3.1	21.9	7.1	0.8	7.9
9/2	270	270	-	-	-	0.5	0.2	-	0.7	9.8	2.0	0.2	2.2
10/1	625	625	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
10/2	625	625	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
11/1	563	563	-	-	-	2.3	2.6	-	5.0	31.8	8.1	2.6	10.7
11/2	518	518	-	-	-	2.0	1.7	-	3.7	25.9	6.9	1.7	8.6
12/1	662	662	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	1500	1500	-	-	-	0.0	1.9	-	1.9	4.5	0.0	1.9	1.9

Full Input Data And Results

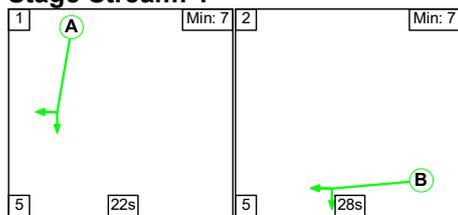
C1	Stream: 1	PRC for Signalled Lanes (%)	45.6	Total Delay for Signalled Lanes (pcuHr)	10.91	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	-26.8	Total Delay for Signalled Lanes (pcuHr)	171.95	Cycle Time (s)	60
		PRC Over All Lanes (%)	-26.8	Total Delay Over All Lanes(pcuHr)	200.84		

Full Input Data And Results

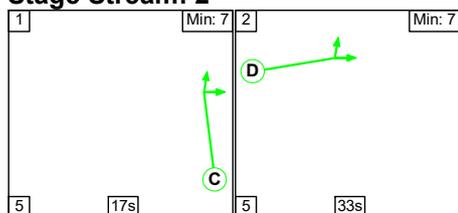
Scenario 7: '2033 Base + Committed + Dev AM' (FG13: '2033 Base + Committed + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

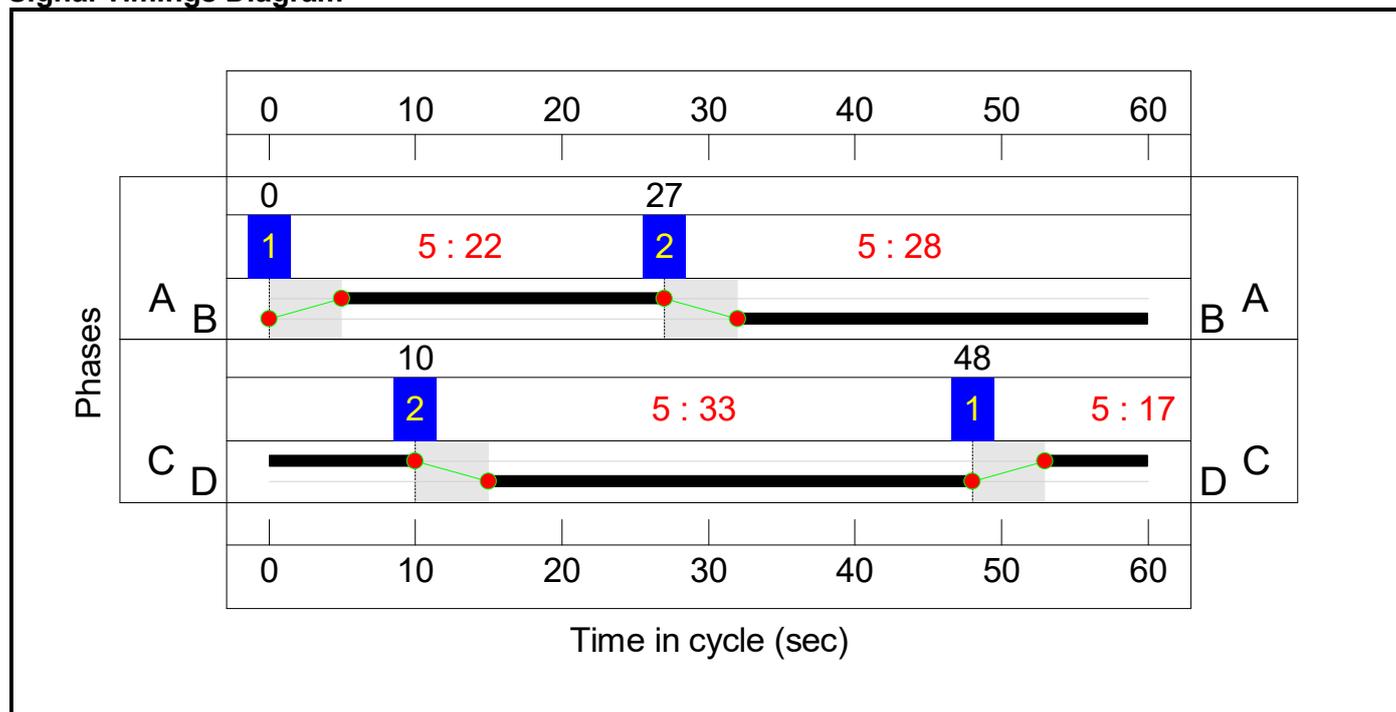
Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	0	27

Stage Stream: 2

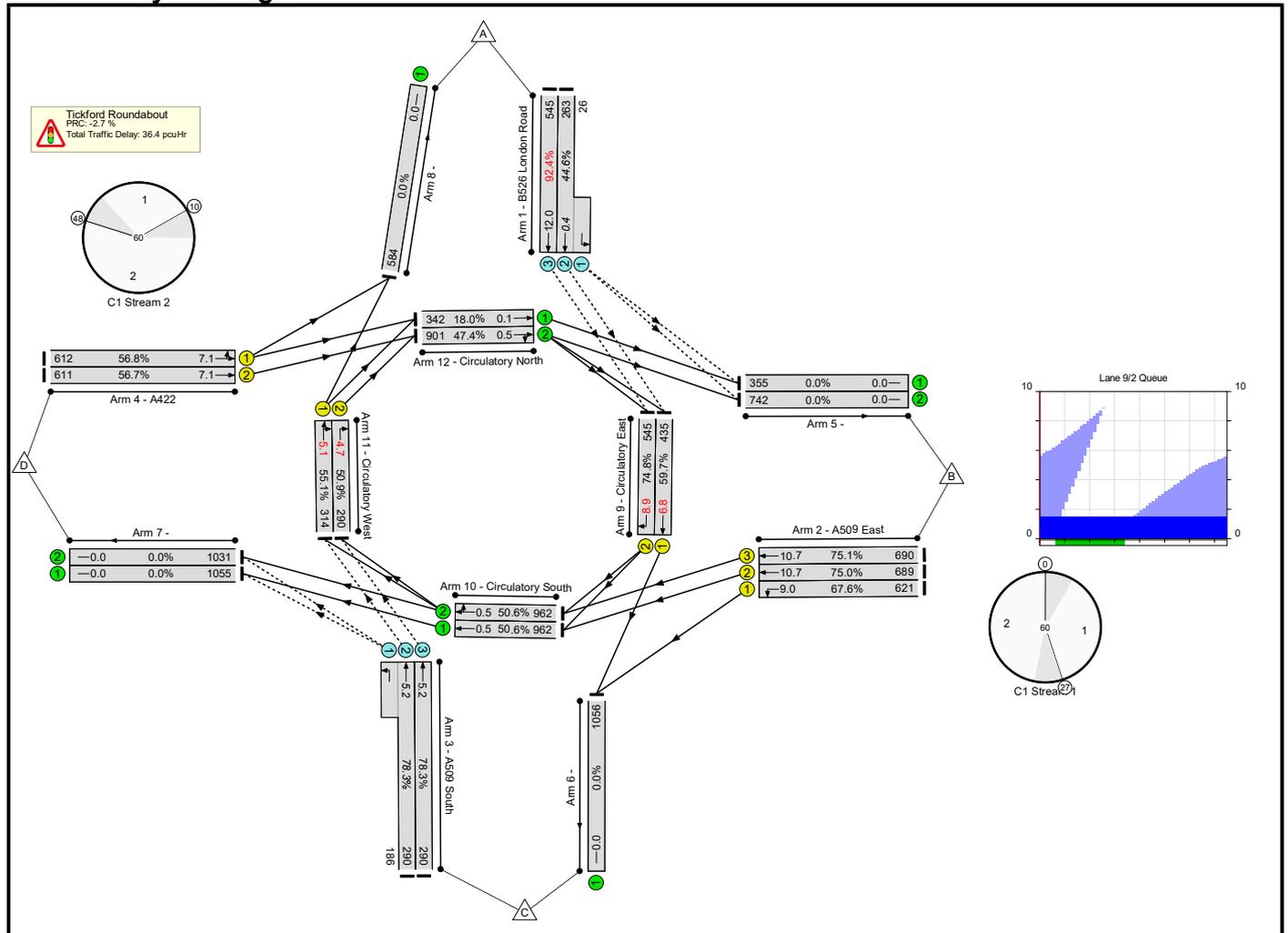
Stage	1	2
Duration	17	33
Change Point	48	10

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	92.4%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	92.4%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	289	1900:1900	648	44.6%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	545	1900	590	92.4%
2/1	A509 East Left	U	1	N/A	B		1	28	-	621	1900	918	67.6%
2/2	A509 East Ahead	U	1	N/A	B		1	28	-	689	1900	918	75.0%
2/3	A509 East Ahead	U	1	N/A	B		1	28	-	690	1900	918	75.1%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	476	1900:1800	608	78.3%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	290	1900	371	78.3%
4/1	A422 Left Ahead	U	2	N/A	D		1	33	-	612	1900	1077	56.8%
4/2	A422 Ahead	U	2	N/A	D		1	33	-	611	1900	1077	56.7%
5/1		U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1056	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1055	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1031	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	22	-	435	1900	728	59.7%
9/2	Circulatory East Right	U	1	N/A	A		1	22	-	545	1900	728	74.8%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	962	1900	1900	50.6%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	962	1900	1900	50.6%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	17	-	314	1900	570	55.1%
11/2	Circulatory West Right	U	2	N/A	C		1	17	-	290	1900	570	50.9%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	342	1900	1900	18.0%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	901	1900	1900	47.4%

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: Tickford Roundabout Partial Signalisation	-	-	2365	0	0	17.3	19.1	0.0	36.4	-	-	-	-
Tickford Roundabout	-	-	2365	0	0	17.3	19.1	0.0	36.4	-	-	-	-
1/2+1/1	289	289	578	0	0	0.0	0.4	-	0.4	5.0	0.0	0.4	0.4
1/3	545	545	545	0	0	0.3	5.0	-	5.3	34.7	7.0	5.0	12.0
2/1	621	621	-	-	-	2.1	1.0	-	3.1	17.9	7.9	1.0	9.0
2/2	689	689	-	-	-	2.4	1.5	-	3.9	20.3	9.2	1.5	10.7
2/3	690	690	-	-	-	2.4	1.5	-	3.9	20.4	9.2	1.5	10.7
3/2+3/1	476	476	952	0	0	0.5	1.8	-	2.3	17.4	3.5	1.8	5.2
3/3	290	290	290	0	0	0.4	1.7	-	2.1	26.5	3.5	1.7	5.2
4/1	612	612	-	-	-	1.4	0.7	-	2.1	12.2	6.5	0.7	7.1
4/2	611	611	-	-	-	1.4	0.7	-	2.1	12.2	6.4	0.7	7.1
5/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1031	1031	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	435	435	-	-	-	1.7	0.7	-	2.4	19.9	6.1	0.7	6.8
9/2	545	545	-	-	-	2.2	1.5	-	3.7	24.4	7.4	1.5	8.9
10/1	962	962	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/2	962	962	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
11/1	314	314	-	-	-	1.3	0.6	-	1.9	22.4	4.5	0.6	5.1
11/2	290	290	-	-	-	1.2	0.5	-	1.7	20.8	4.1	0.5	4.7
12/1	342	342	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
12/2	901	901	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5

Full Input Data And Results

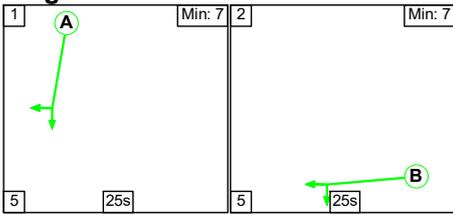
C1	Stream: 1	PRC for Signalled Lanes (%)	19.8	Total Delay for Signalled Lanes (pcuHr)	16.98	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	58.3	Total Delay for Signalled Lanes (pcuHr)	7.76	Cycle Time (s)	60
		PRC Over All Lanes (%)	-2.7	Total Delay Over All Lanes(pcuHr)	36.42		

Full Input Data And Results

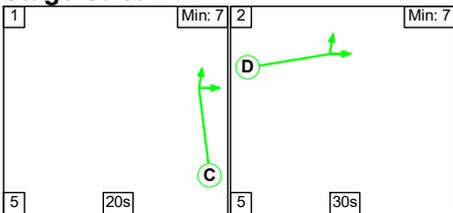
Scenario 8: '2033 Base + Committed + Dev PM' (FG14: '2033 Base + Committed + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

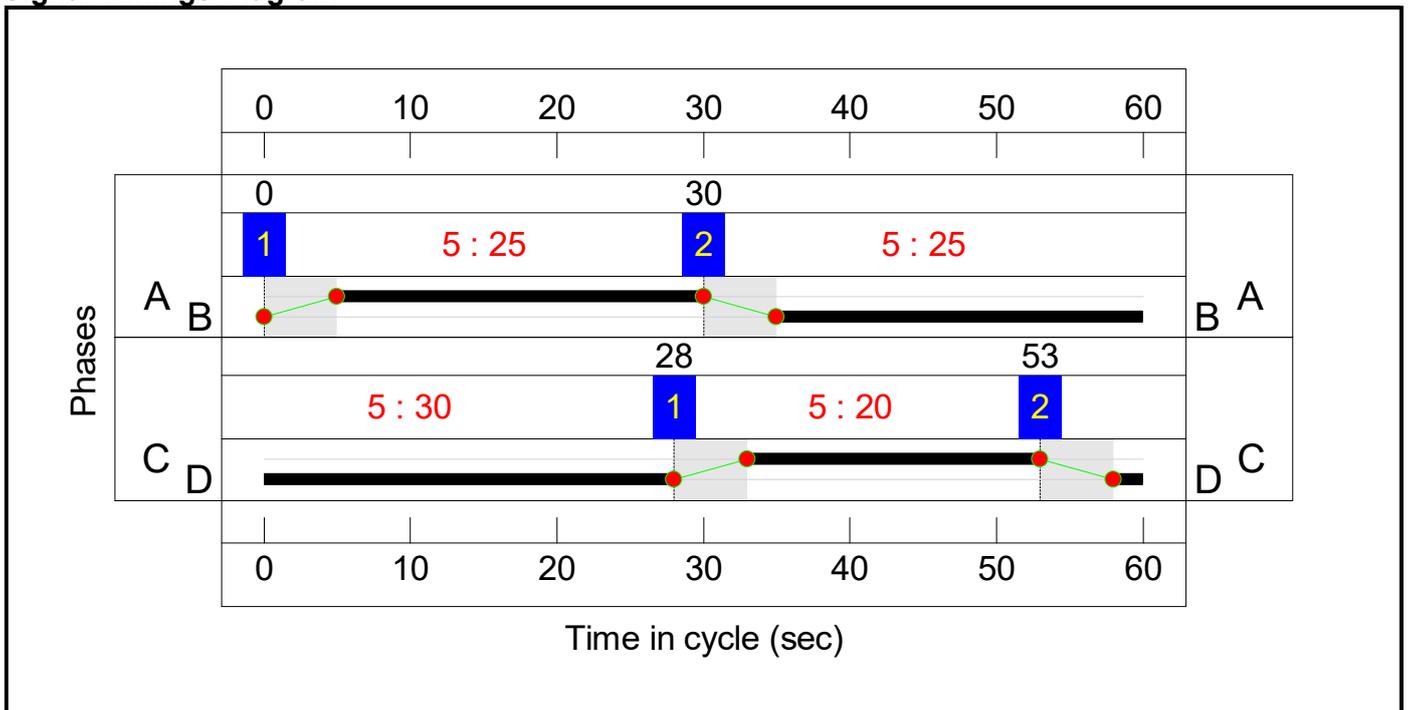
Stage Stream: 1

Stage	1	2
Duration	25	25
Change Point	0	30

Stage Stream: 2

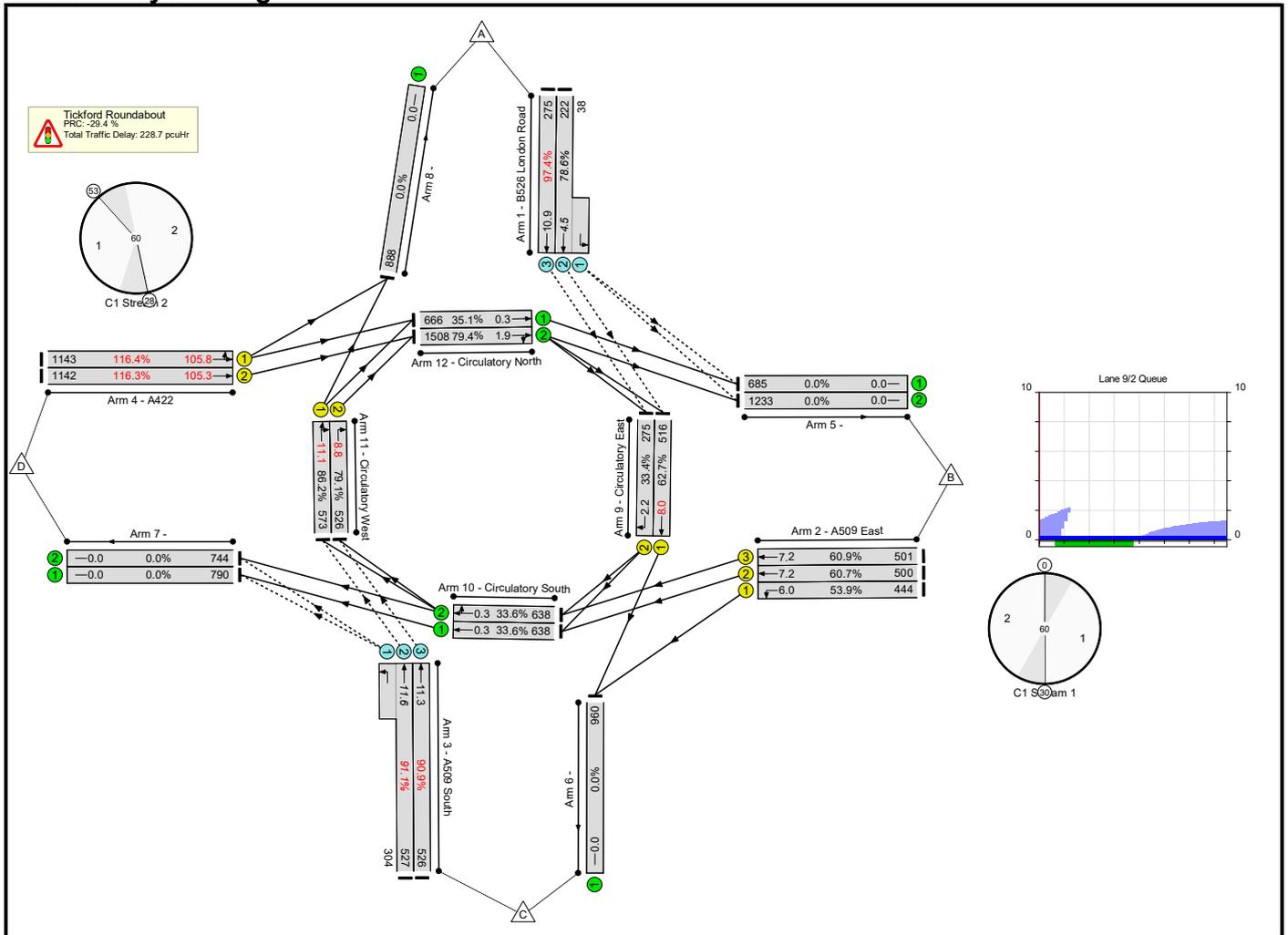
Stage	1	2
Duration	20	30
Change Point	28	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	116.4%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	116.4%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	260	1900:1900	331	78.6%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	275	1900	282	97.4%
2/1	A509 East Left	U	1	N/A	B		1	25	-	444	1900	823	53.9%
2/2	A509 East Ahead	U	1	N/A	B		1	25	-	500	1900	823	60.7%
2/3	A509 East Ahead	U	1	N/A	B		1	25	-	501	1900	823	60.9%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	831	1900:1800	912	91.1%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	526	1900	579	90.9%
4/1	A422 Left Ahead	U	2	N/A	D		1	30	-	1143	1900	982	116.4%
4/2	A422 Ahead	U	2	N/A	D		1	30	-	1142	1900	982	116.3%
5/1		U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1345	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	25	-	564	1900	823	62.7%
9/2	Circulatory East Right	U	1	N/A	A		1	25	-	275	1900	823	33.4%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	638	1900	1900	33.6%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	638	1900	1900	33.6%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	20	-	573	1900	665	86.2%
11/2	Circulatory West Right	U	2	N/A	C		1	20	-	526	1900	665	79.1%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	755	1900	1900	35.1%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	1668	1900	1900	79.4%

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: Tickford Roundabout Partial Signalisation	-	-	2983	0	0	33.1	195.6	0.0	228.7	-	-	-	-
Tickford Roundabout	-	-	2983	0	0	33.1	195.6	0.0	228.7	-	-	-	-
1/2+1/1	260	260	520	0	0	0.2	1.8	-	2.0	27.6	2.7	1.8	4.5
1/3	275	275	275	0	0	0.5	6.7	-	7.2	94.2	4.2	6.7	10.9
2/1	444	444	-	-	-	1.6	0.6	-	2.1	17.3	5.4	0.6	6.0
2/2	500	500	-	-	-	1.8	0.8	-	2.6	18.6	6.4	0.8	7.2
2/3	501	501	-	-	-	1.8	0.8	-	2.6	18.6	6.4	0.8	7.2
3/2+3/1	831	831	1662	0	0	0.7	4.6	-	5.3	23.0	7.0	4.6	11.6
3/3	526	526	526	0	0	0.7	4.3	-	4.9	33.9	7.0	4.3	11.3
4/1	1143	982	-	-	-	9.3	84.1	-	93.4	294.1	21.7	84.1	105.8
4/2	1142	982	-	-	-	9.3	83.6	-	92.9	292.7	21.7	83.6	105.3
5/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1233	1233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	516	516	-	-	-	2.3	0.8	-	3.1	22.0	7.2	0.8	8.0
9/2	275	275	-	-	-	0.5	0.3	-	0.8	10.1	2.0	0.3	2.2
10/1	638	638	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
10/2	638	638	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
11/1	573	573	-	-	-	2.4	2.9	-	5.3	33.3	8.2	2.9	11.1
11/2	526	526	-	-	-	2.0	1.8	-	3.8	26.2	7.0	1.8	8.8
12/1	666	666	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	1508	1508	-	-	-	0.0	1.9	-	1.9	4.5	0.0	1.9	1.9

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%)	43.6	Total Delay for Signalled Lanes (pcuHr)	11.23	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	-29.4	Total Delay for Signalled Lanes (pcuHr)	195.36	Cycle Time (s)	60
		PRC Over All Lanes (%)	-29.4	Total Delay Over All Lanes(pcuHr)	228.72		

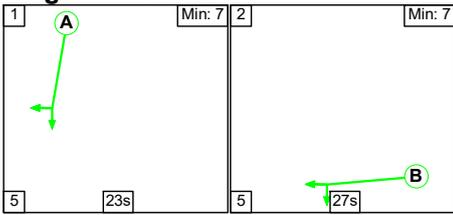
Full Input Data And Results

Scenario 9: '2033 Base + Committed + Dev (10% MS) AM' (FG15: '2033 Base + Committed + Dev (10% MS) AM',

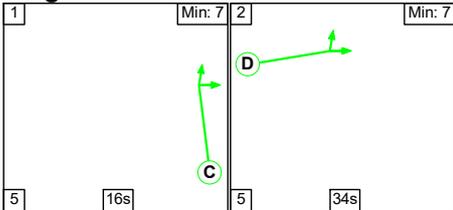
Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

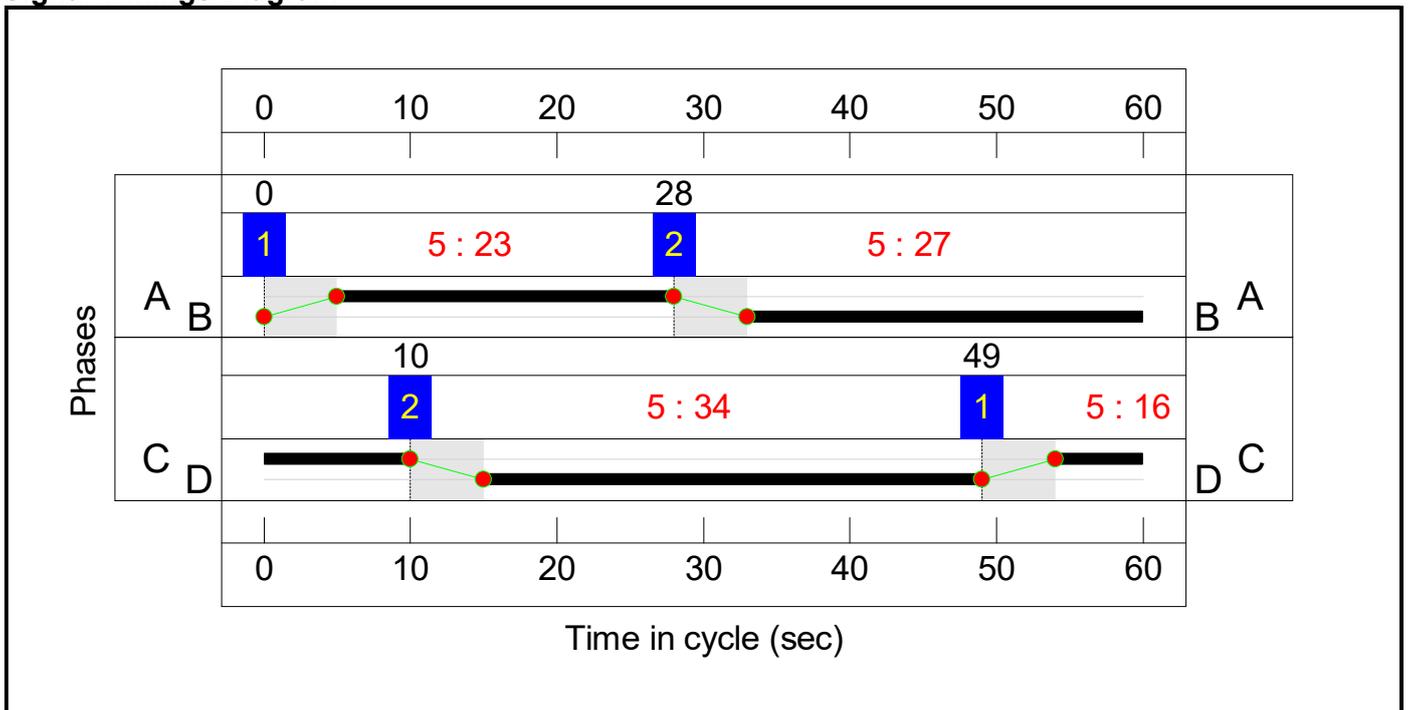
Stage Stream: 1

Stage	1	2
Duration	23	27
Change Point	0	28

Stage Stream: 2

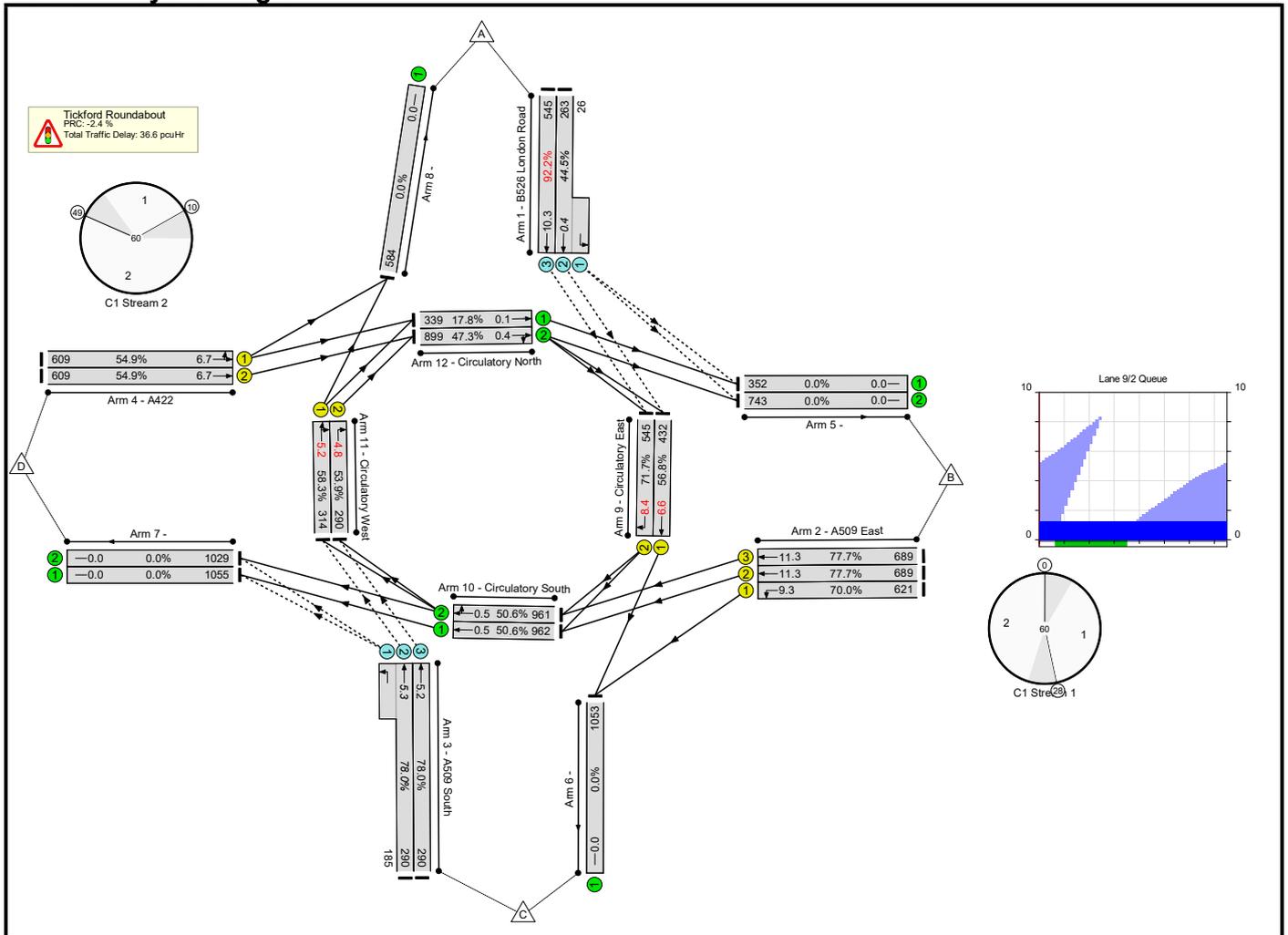
Stage	1	2
Duration	16	34
Change Point	49	10

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	289	1900:1900	650	44.5%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	545	1900	591	92.2%
2/1	A509 East Left	U	1	N/A	B		1	27	-	621	1900	887	70.0%
2/2	A509 East Ahead	U	1	N/A	B		1	27	-	689	1900	887	77.7%
2/3	A509 East Ahead	U	1	N/A	B		1	27	-	689	1900	887	77.7%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	475	1900:1800	609	78.0%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	290	1900	372	78.0%
4/1	A422 Left Ahead	U	2	N/A	D		1	34	-	609	1900	1108	54.9%
4/2	A422 Ahead	U	2	N/A	D		1	34	-	609	1900	1108	54.9%
5/1		U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1055	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	23	-	432	1900	760	56.8%
9/2	Circulatory East Right	U	1	N/A	A		1	23	-	545	1900	760	71.7%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	962	1900	1900	50.6%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	961	1900	1900	50.6%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	16	-	314	1900	538	58.3%
11/2	Circulatory West Right	U	2	N/A	C		1	16	-	290	1900	538	53.9%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	339	1900	1900	17.8%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	899	1900	1900	47.3%

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: Tickford Roundabout Partial Signalisation	-	-	2363	0	0	17.3	19.3	0.0	36.6	-	-	-	-
Tickford Roundabout	-	-	2363	0	0	17.3	19.3	0.0	36.6	-	-	-	-
1/2+1/1	289	289	578	0	0	0.0	0.4	-	0.4	5.0	0.0	0.4	0.4
1/3	545	545	545	0	0	0.2	4.9	-	5.1	33.7	5.5	4.9	10.3
2/1	621	621	-	-	-	2.2	1.2	-	3.3	19.4	8.1	1.2	9.3
2/2	689	689	-	-	-	2.6	1.7	-	4.3	22.3	9.6	1.7	11.3
2/3	689	689	-	-	-	2.6	1.7	-	4.3	22.3	9.6	1.7	11.3
3/2+3/1	475	475	950	0	0	0.6	1.7	-	2.3	17.5	3.5	1.7	5.3
3/3	290	290	290	0	0	0.4	1.7	-	2.1	26.5	3.5	1.7	5.2
4/1	609	609	-	-	-	1.3	0.6	-	1.9	11.3	6.1	0.6	6.7
4/2	609	609	-	-	-	1.3	0.6	-	1.9	11.3	6.1	0.6	6.7
5/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	432	432	-	-	-	1.6	0.7	-	2.2	18.6	5.9	0.7	6.6
9/2	545	545	-	-	-	2.1	1.3	-	3.3	22.0	7.1	1.3	8.4
10/1	962	962	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/2	961	961	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
11/1	314	314	-	-	-	1.3	0.7	-	2.0	23.3	4.5	0.7	5.2
11/2	290	290	-	-	-	1.1	0.6	-	1.7	21.4	4.2	0.6	4.8
12/1	339	339	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
12/2	899	899	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4

Full Input Data And Results

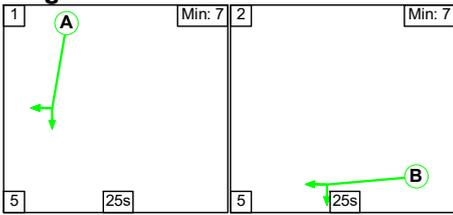
C1	Stream: 1 PRC for Signalled Lanes (%)	15.8	Total Delay for Signalled Lanes (pcuHr)	17.47	Cycle Time (s)	60
C1	Stream: 2 PRC for Signalled Lanes (%)	54.3	Total Delay for Signalled Lanes (pcuHr)	7.56	Cycle Time (s)	60
	PRC Over All Lanes (%)	-2.4	Total Delay Over All Lanes(pcuHr)	36.55		

Full Input Data And Results

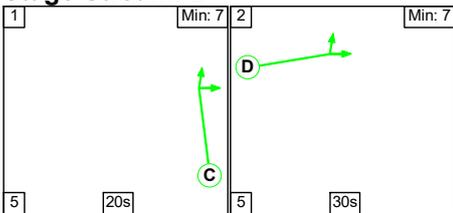
Scenario 10: '2033 Base + Committed + Dev (10% MS) PM' (FG16: '2033 Base + Committed + Dev (10% MS) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

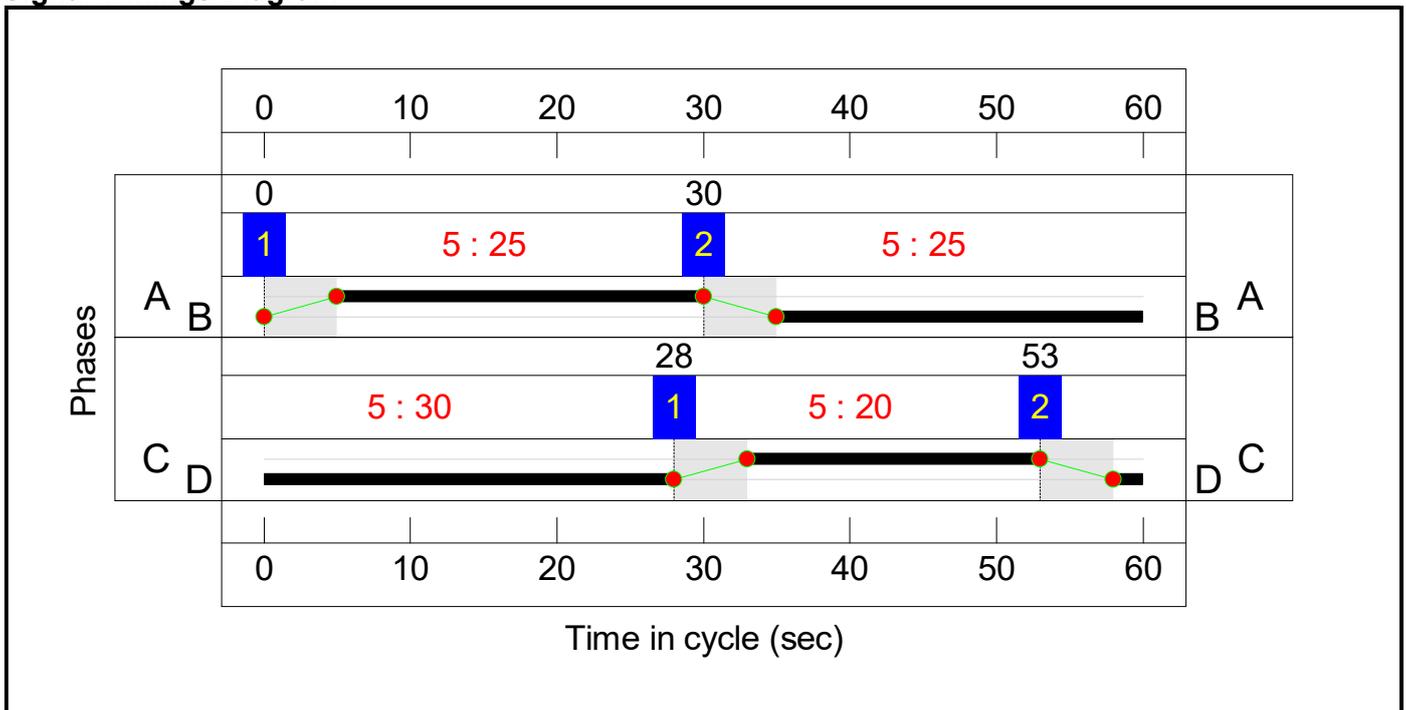
Stage Stream: 1

Stage	1	2
Duration	25	25
Change Point	0	30

Stage Stream: 2

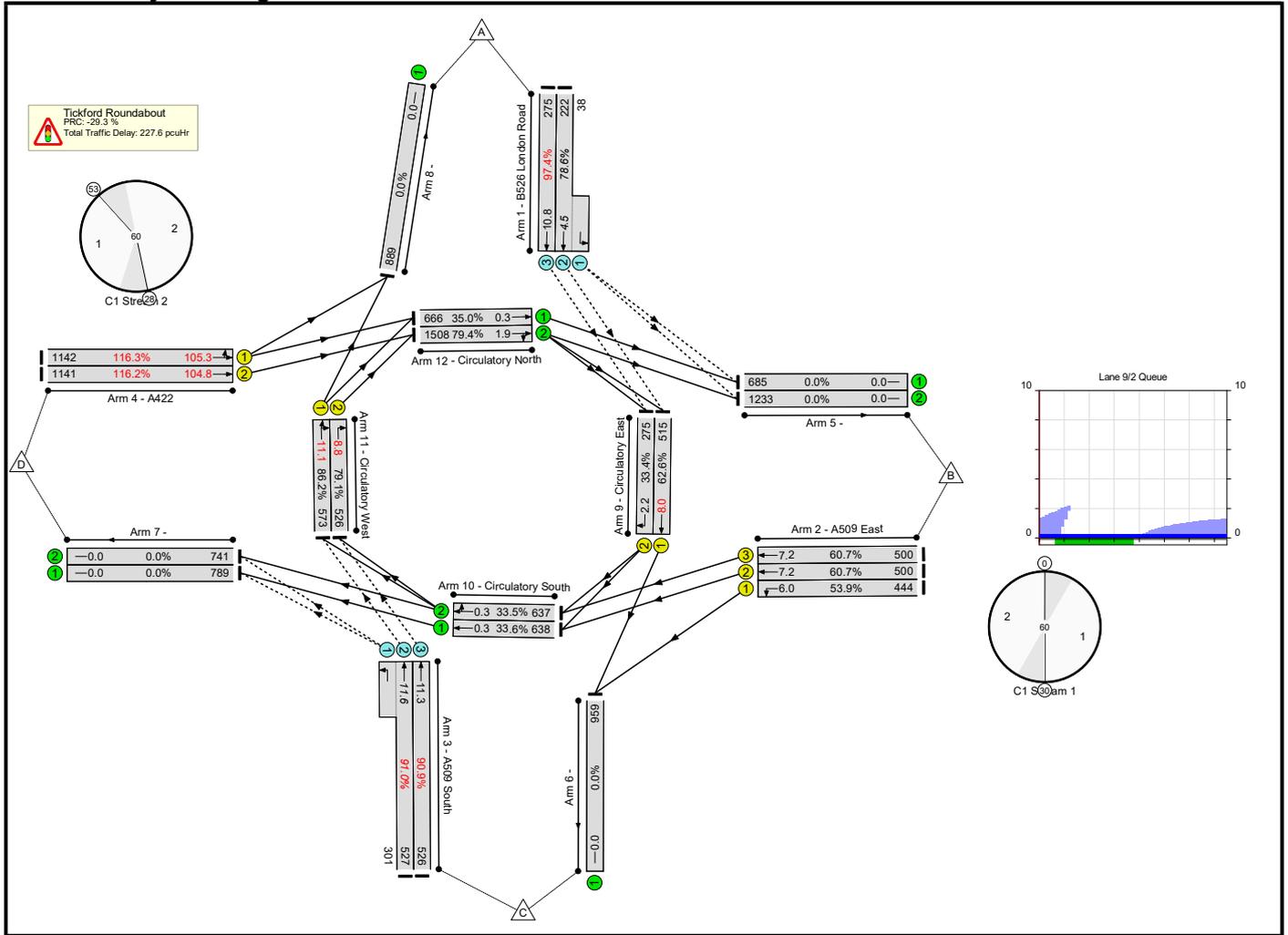
Stage	1	2
Duration	20	30
Change Point	28	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	116.3%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	116.3%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	260	1900:1900	331	78.6%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	275	1900	282	97.4%
2/1	A509 East Left	U	1	N/A	B		1	25	-	444	1900	823	53.9%
2/2	A509 East Ahead	U	1	N/A	B		1	25	-	500	1900	823	60.7%
2/3	A509 East Ahead	U	1	N/A	B		1	25	-	500	1900	823	60.7%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	828	1900:1800	910	91.0%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	526	1900	579	90.9%
4/1	A422 Left Ahead	U	2	N/A	D		1	30	-	1142	1900	982	116.3%
4/2	A422 Ahead	U	2	N/A	D		1	30	-	1141	1900	982	116.2%
5/1		U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1345	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	25	-	563	1900	823	62.6%
9/2	Circulatory East Right	U	1	N/A	A		1	25	-	275	1900	823	33.4%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	638	1900	1900	33.6%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	637	1900	1900	33.5%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	20	-	573	1900	665	86.2%
11/2	Circulatory West Right	U	2	N/A	C		1	20	-	526	1900	665	79.1%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	754	1900	1900	35.0%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	1667	1900	1900	79.4%

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: Tickford Roundabout Partial Signalisation	-	-	2977	0	0	33.0	194.6	0.0	227.6	-	-	-	-
Tickford Roundabout	-	-	2977	0	0	33.0	194.6	0.0	227.6	-	-	-	-
1/2+1/1	260	260	520	0	0	0.2	1.7	-	2.0	27.5	2.7	1.7	4.5
1/3	275	275	275	0	0	0.5	6.6	-	7.2	93.9	4.1	6.6	10.8
2/1	444	444	-	-	-	1.6	0.6	-	2.1	17.3	5.4	0.6	6.0
2/2	500	500	-	-	-	1.8	0.8	-	2.6	18.6	6.4	0.8	7.2
2/3	500	500	-	-	-	1.8	0.8	-	2.6	18.6	6.4	0.8	7.2
3/2+3/1	828	828	1656	0	0	0.7	4.6	-	5.3	23.0	7.0	4.6	11.6
3/3	526	526	526	0	0	0.6	4.3	-	4.9	33.7	7.0	4.3	11.3
4/1	1142	982	-	-	-	9.3	83.6	-	92.9	292.7	21.7	83.6	105.3
4/2	1141	982	-	-	-	9.2	83.1	-	92.3	291.4	21.7	83.1	104.8
5/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1233	1233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	515	515	-	-	-	2.3	0.8	-	3.1	21.9	7.2	0.8	8.0
9/2	275	275	-	-	-	0.5	0.3	-	0.8	10.1	2.0	0.3	2.2
10/1	638	638	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
10/2	637	637	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
11/1	573	573	-	-	-	2.4	2.9	-	5.3	33.3	8.2	2.9	11.1
11/2	526	526	-	-	-	2.0	1.8	-	3.8	26.2	7.0	1.8	8.8
12/1	666	666	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	1508	1508	-	-	-	0.0	1.9	-	1.9	4.5	0.0	1.9	1.9

Full Input Data And Results

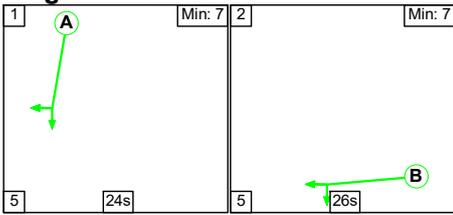
C1	Stream: 1	PRC for Signalled Lanes (%)	43.8	Total Delay for Signalled Lanes (pcuHr)	11.22	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	-29.3	Total Delay for Signalled Lanes (pcuHr)	194.32	Cycle Time (s)	60
		PRC Over All Lanes (%)	-29.3	Total Delay Over All Lanes(pcuHr)	227.59		

Full Input Data And Results

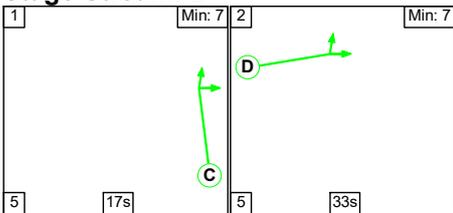
Scenario 11: '2033 Base + Committed + Dev (MKE) AM' (FG17: '2033 Base + Committed + Dev (MKE) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

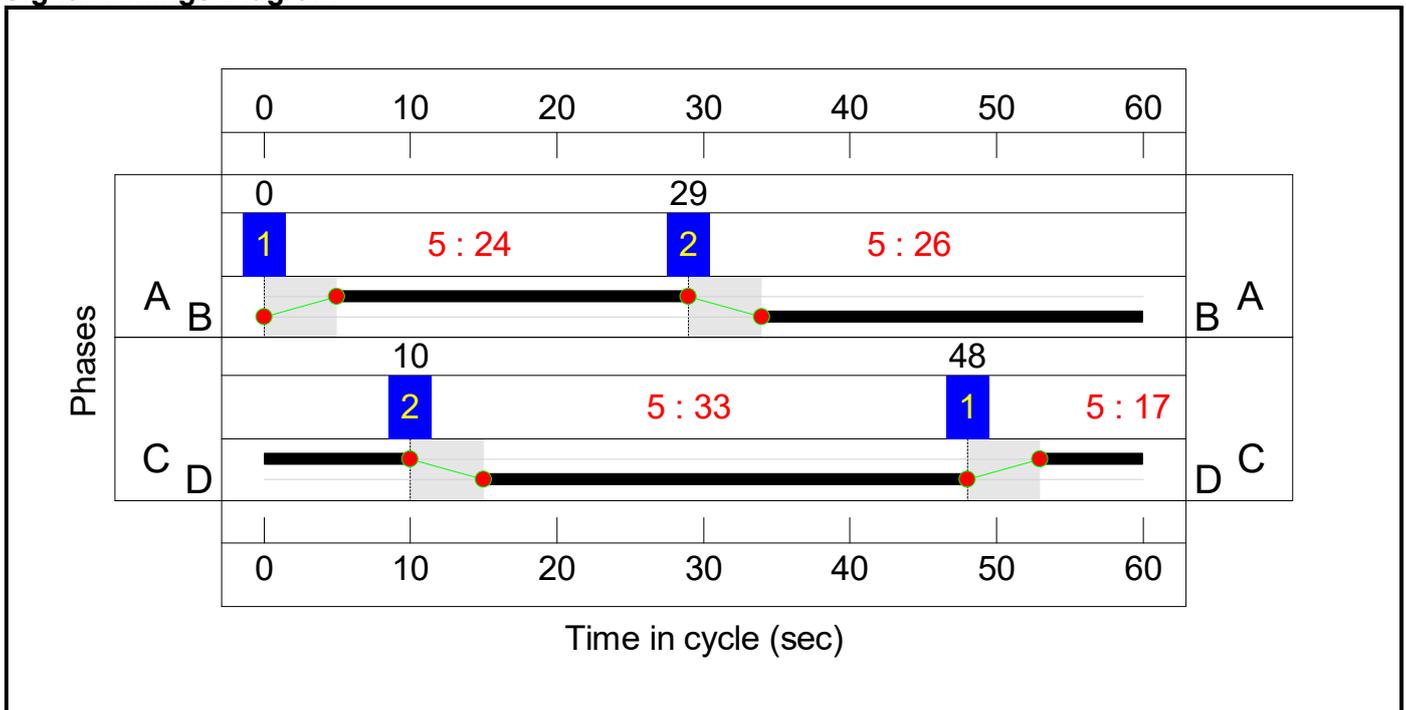
Stage Stream: 1

Stage	1	2
Duration	24	26
Change Point	0	29

Stage Stream: 2

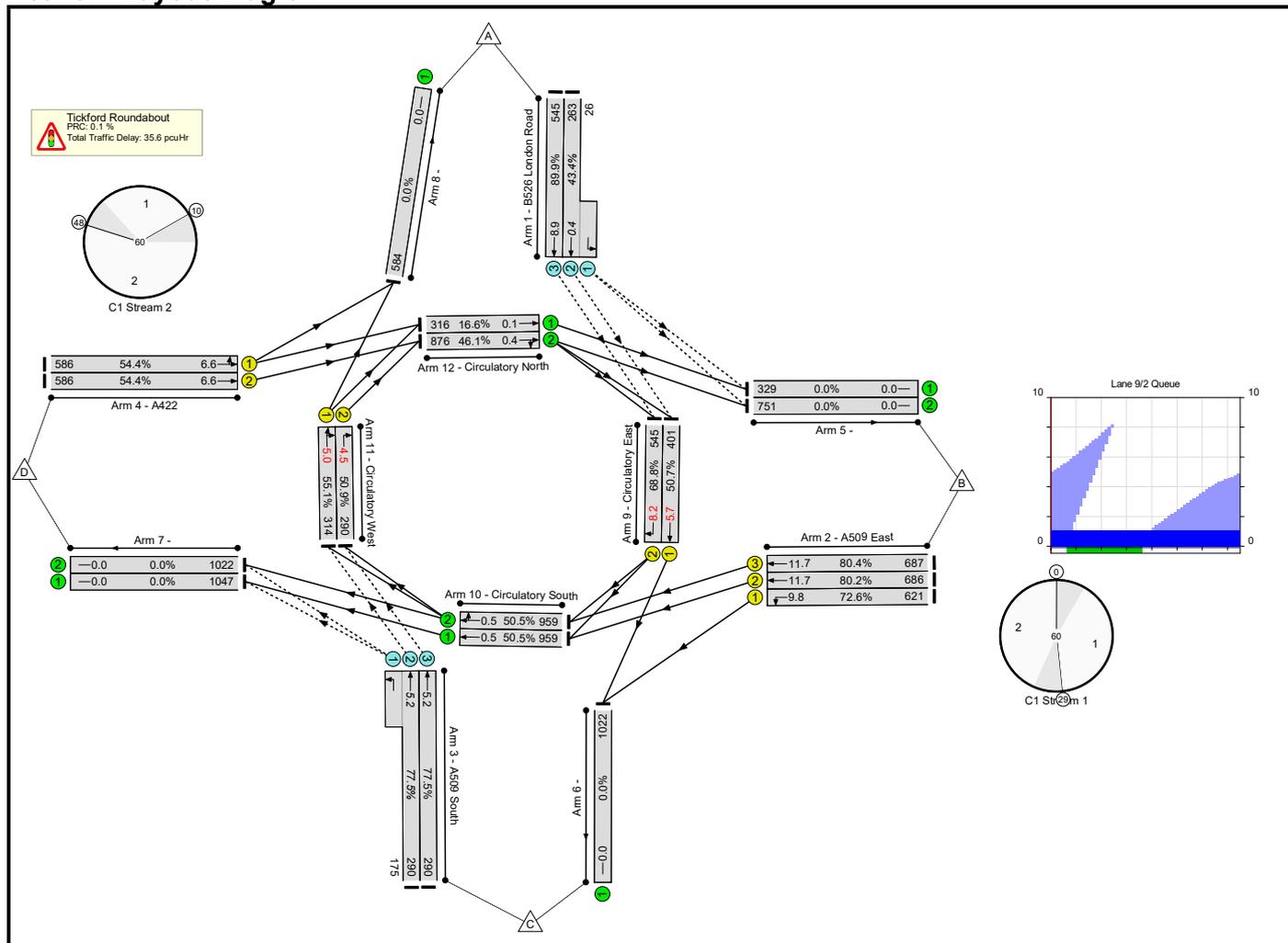
Stage	1	2
Duration	17	33
Change Point	48	10

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	289	1900:1900	666	43.4%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	545	1900	606	89.9%
2/1	A509 East Left	U	1	N/A	B		1	26	-	621	1900	855	72.6%
2/2	A509 East Ahead	U	1	N/A	B		1	26	-	686	1900	855	80.2%
2/3	A509 East Ahead	U	1	N/A	B		1	26	-	687	1900	855	80.4%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	465	1900:1800	600	77.5%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	290	1900	374	77.5%
4/1	A422 Left Ahead	U	2	N/A	D		1	33	-	586	1900	1077	54.4%
4/2	A422 Ahead	U	2	N/A	D		1	33	-	586	1900	1077	54.4%
5/1		U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1047	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	24	-	401	1900	792	50.7%
9/2	Circulatory East Right	U	1	N/A	A		1	24	-	545	1900	792	68.8%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	959	1900	1900	50.5%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	959	1900	1900	50.5%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	17	-	314	1900	570	55.1%
11/2	Circulatory West Right	U	2	N/A	C		1	17	-	290	1900	570	50.9%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	316	1900	1900	16.6%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	876	1900	1900	46.1%

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: Tickford Roundabout Partial Signalisation	-	-	2343	0	0	17.2	18.4	0.0	35.6	-	-	-	-
Tickford Roundabout	-	-	2343	0	0	17.2	18.4	0.0	35.6	-	-	-	-
1/2+1/1	289	289	578	0	0	0.0	0.4	-	0.4	4.8	0.0	0.4	0.4
1/3	545	545	545	0	0	0.2	3.9	-	4.1	27.2	5.0	3.9	8.9
2/1	621	621	-	-	-	2.3	1.3	-	3.6	21.1	8.5	1.3	9.8
2/2	686	686	-	-	-	2.7	2.0	-	4.7	24.6	9.7	2.0	11.7
2/3	687	687	-	-	-	2.7	2.0	-	4.7	24.7	9.7	2.0	11.7
3/2+3/1	465	465	930	0	0	0.6	1.7	-	2.3	17.5	3.5	1.7	5.2
3/3	290	290	290	0	0	0.5	1.7	-	2.1	26.2	3.5	1.7	5.2
4/1	586	586	-	-	-	1.3	0.6	-	1.9	11.8	6.0	0.6	6.6
4/2	586	586	-	-	-	1.3	0.6	-	1.9	11.8	6.0	0.6	6.6
5/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	401	401	-	-	-	1.4	0.5	-	1.9	17.1	5.2	0.5	5.7
9/2	545	545	-	-	-	2.0	1.1	-	3.1	20.4	7.1	1.1	8.2
10/1	959	959	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/2	959	959	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
11/1	314	314	-	-	-	1.2	0.6	-	1.8	20.8	4.4	0.6	5.0
11/2	290	290	-	-	-	1.0	0.5	-	1.5	18.9	4.0	0.5	4.5
12/1	316	316	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	876	876	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4

Full Input Data And Results

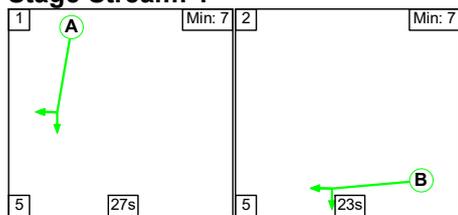
C1	Stream: 1	PRC for Signalled Lanes (%)	12.0	Total Delay for Signalled Lanes (pcuHr)	18.03	Cycle Time (s)	60
C1	Stream: 2	PRC for Signalled Lanes (%)	63.4	Total Delay for Signalled Lanes (pcuHr)	7.18	Cycle Time (s)	60
		PRC Over All Lanes (%)	0.1	Total Delay Over All Lanes(pcuHr)	35.62		

Full Input Data And Results

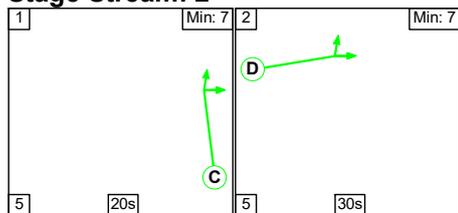
Scenario 12: '2033 Base + Committed + Dev (MKE) PM' (FG18: '2033 Base + Committed + Dev (MKE) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

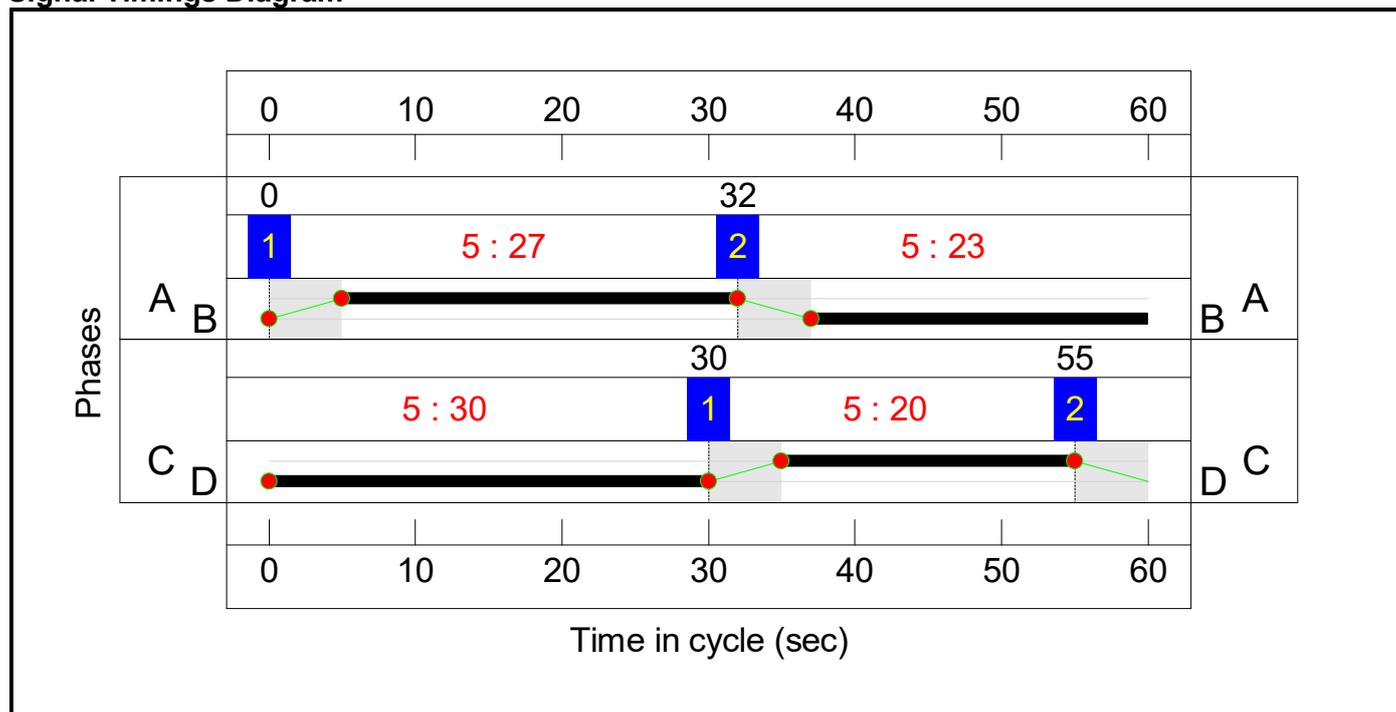
Stage Stream: 1

Stage	1	2
Duration	27	23
Change Point	0	32

Stage Stream: 2

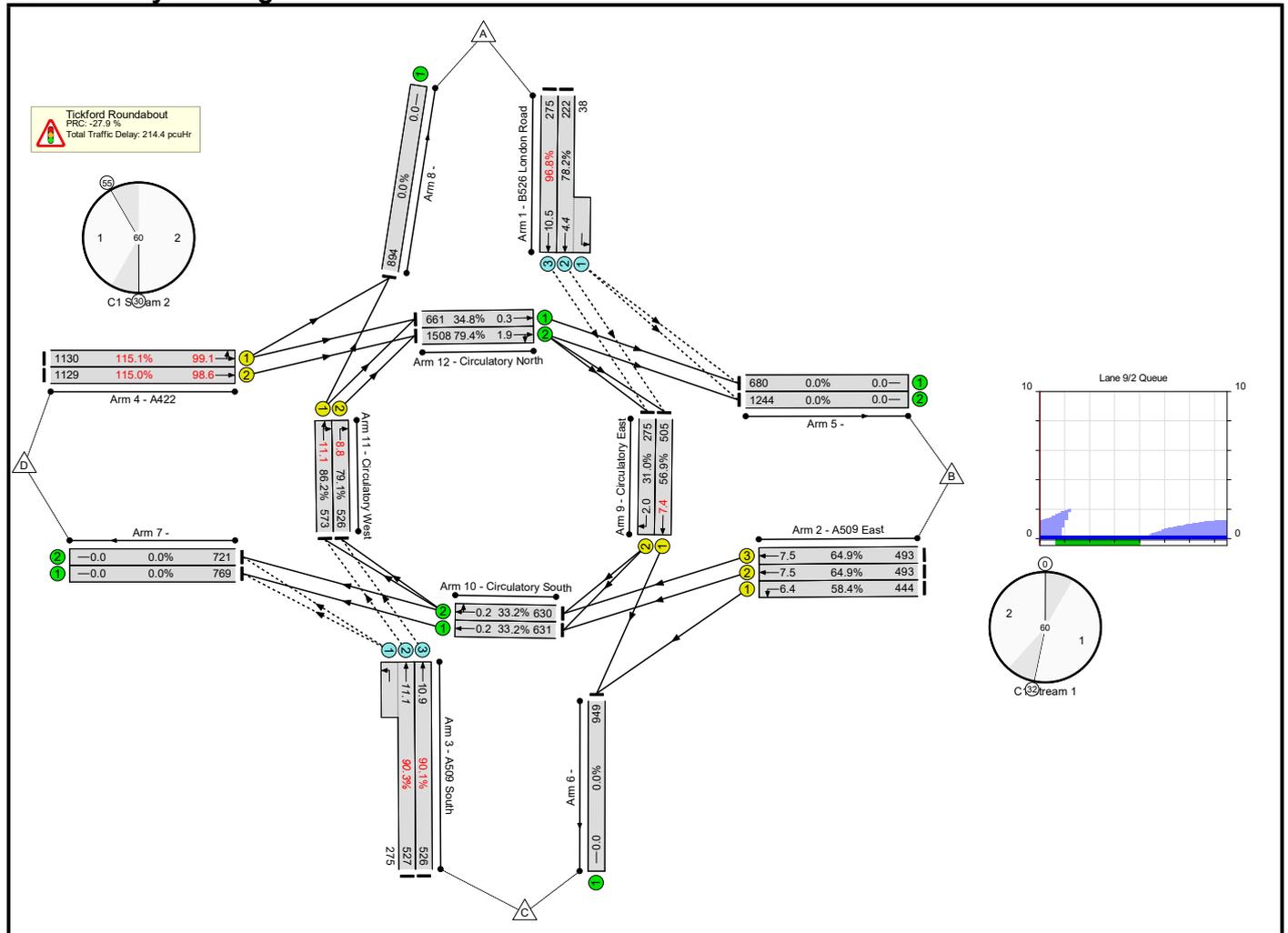
Stage	1	2
Duration	20	30
Change Point	30	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	115.1%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	115.1%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	260	1900:1900	333	78.2%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	275	1900	284	96.8%
2/1	A509 East Left	U	1	N/A	B		1	23	-	444	1900	760	58.4%
2/2	A509 East Ahead	U	1	N/A	B		1	23	-	493	1900	760	64.9%
2/3	A509 East Ahead	U	1	N/A	B		1	23	-	493	1900	760	64.9%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	802	1900:1800	888	90.3%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	526	1900	584	90.1%
4/1	A422 Left Ahead	U	2	N/A	D		1	30	-	1130	1900	982	115.1%
4/2	A422 Ahead	U	2	N/A	D		1	30	-	1129	1900	982	115.0%
5/1		U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1349	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	27	-	547	1900	887	56.9%
9/2	Circulatory East Right	U	1	N/A	A		1	27	-	275	1900	887	31.0%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	631	1900	1900	33.2%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	630	1900	1900	33.2%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	20	-	573	1900	665	86.2%
11/2	Circulatory West Right	U	2	N/A	C		1	20	-	526	1900	665	79.1%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	742	1900	1900	34.8%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	1655	1900	1900	79.4%

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: Tickford Roundabout Partial Signalisation	-	-	2925	0	0	32.2	182.3	0.0	214.4	-	-	-	-
Tickford Roundabout	-	-	2925	0	0	32.2	182.3	0.0	214.4	-	-	-	-
1/2+1/1	260	260	520	0	0	0.2	1.7	-	1.9	26.8	2.7	1.7	4.4
1/3	275	275	275	0	0	0.5	6.3	-	6.9	89.9	4.1	6.3	10.5
2/1	444	444	-	-	-	1.7	0.7	-	2.4	19.8	5.7	0.7	6.4
2/2	493	493	-	-	-	2.0	0.9	-	2.9	21.3	6.6	0.9	7.5
2/3	493	493	-	-	-	2.0	0.9	-	2.9	21.3	6.6	0.9	7.5
3/2+3/1	802	802	1604	0	0	0.7	4.2	-	5.0	22.3	6.9	4.2	11.1
3/3	526	526	526	0	0	0.7	4.0	-	4.7	32.0	6.9	4.0	10.9
4/1	1130	982	-	-	-	8.8	77.8	-	86.6	275.9	21.3	77.8	99.1
4/2	1129	982	-	-	-	8.8	77.3	-	86.1	274.5	21.3	77.3	98.6
5/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1244	1244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	505	505	-	-	-	2.0	0.7	-	2.7	19.0	6.7	0.7	7.4
9/2	275	275	-	-	-	0.5	0.2	-	0.7	9.0	1.8	0.2	2.0
10/1	631	631	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
10/2	630	630	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
11/1	573	573	-	-	-	2.3	2.9	-	5.3	33.0	8.2	2.9	11.1
11/2	526	526	-	-	-	1.9	1.8	-	3.8	25.9	7.0	1.8	8.8
12/1	661	661	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	1508	1508	-	-	-	0.0	1.9	-	1.9	4.5	0.0	1.9	1.9

Full Input Data And Results

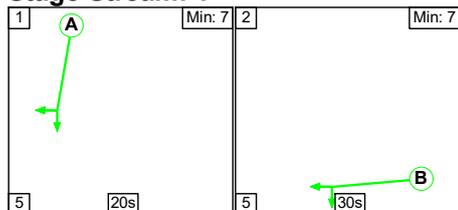
C1	Stream: 1 PRC for Signalled Lanes (%):	38.7	Total Delay for Signalled Lanes (pcuHr):	11.62	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	-27.9	Total Delay for Signalled Lanes (pcuHr):	181.71	Cycle Time (s):	60
	PRC Over All Lanes (%):	-27.9	Total Delay Over All Lanes(pcuHr):	214.44		

Full Input Data And Results

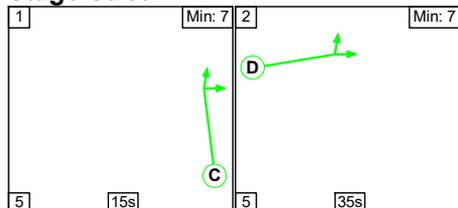
Scenario 13: 'Tickford Fields Flows AM' (FG19: 'Tickfird TA Fows AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

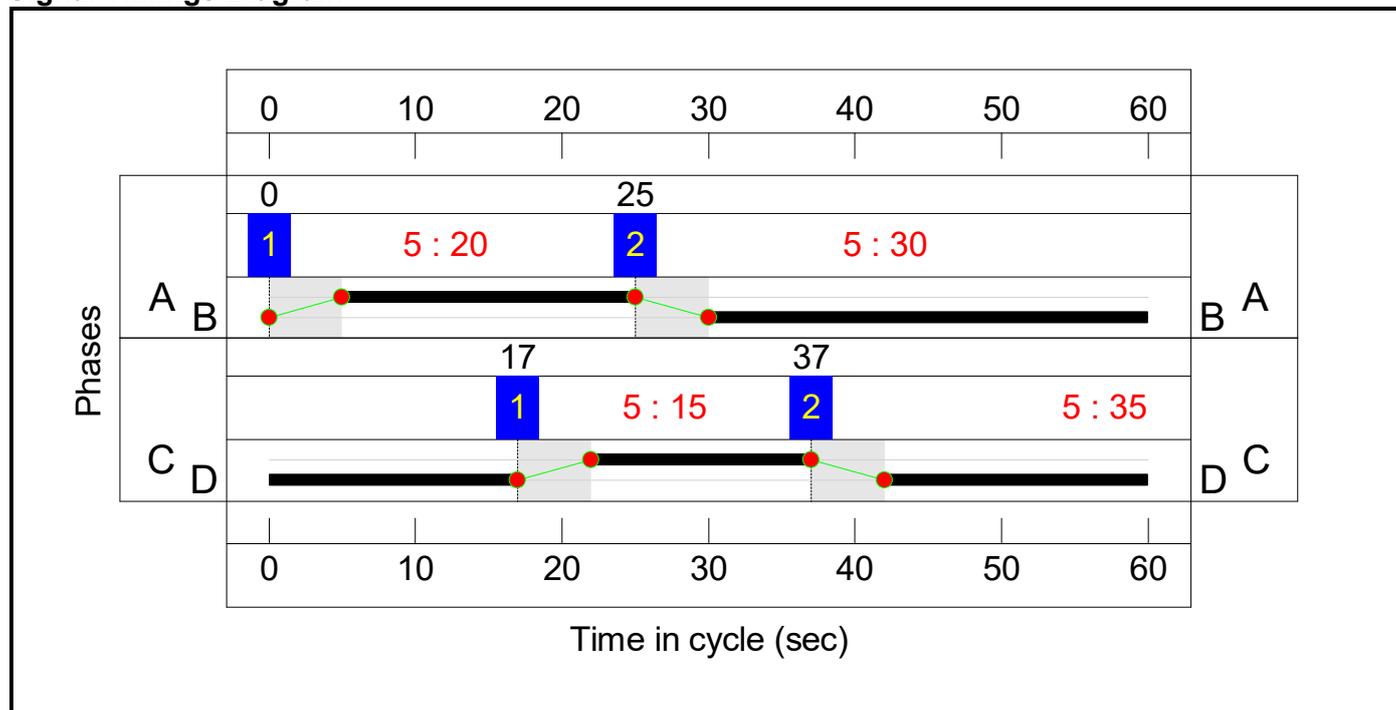
Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

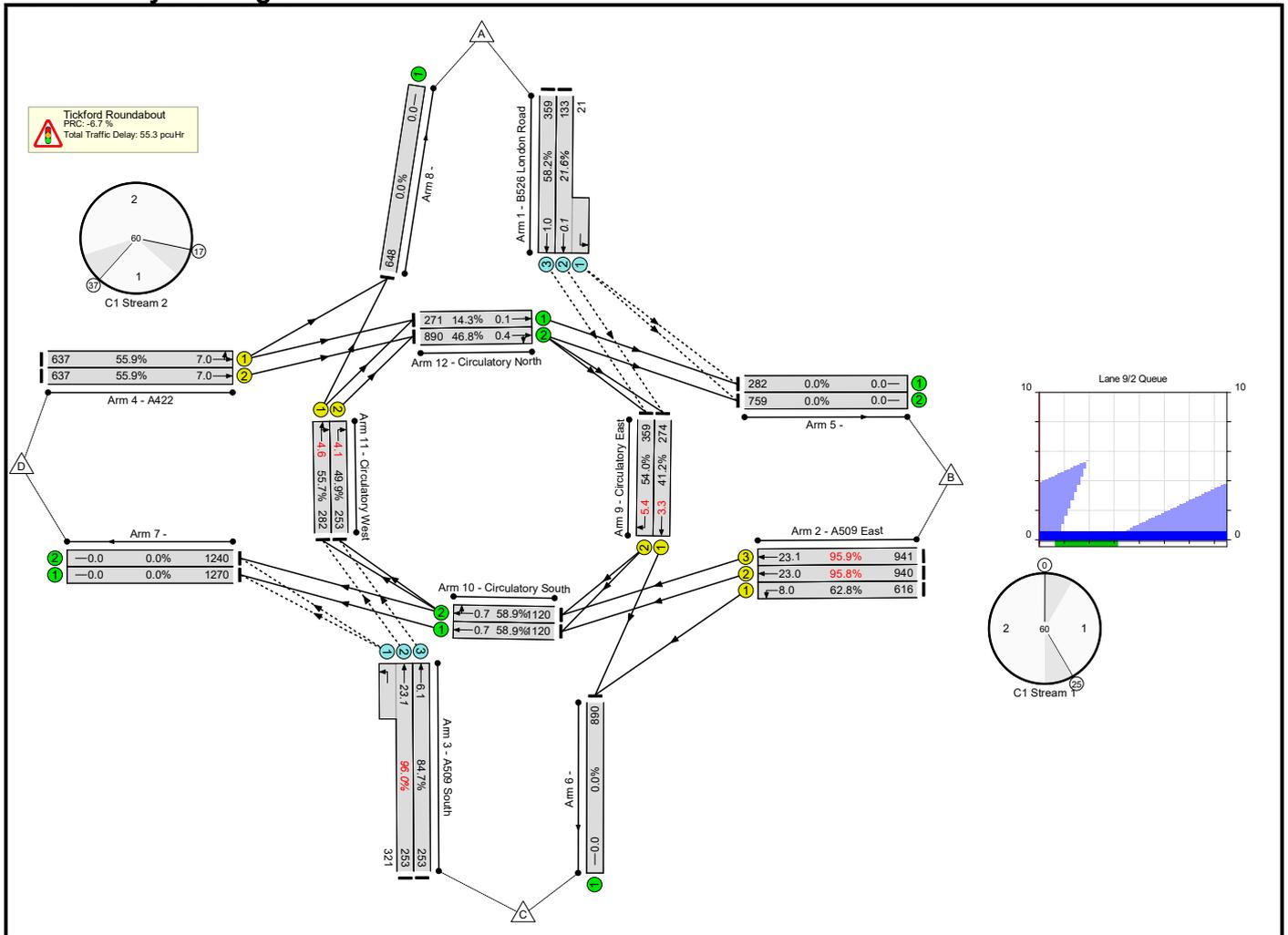
Stage	1	2
Duration	15	35
Change Point	17	37

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	96.0%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	96.0%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	154	1900:1900	714	21.6%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	359	1900	617	58.2%
2/1	A509 East Left	U	1	N/A	B		1	30	-	616	1900	982	62.8%
2/2	A509 East Ahead	U	1	N/A	B		1	30	-	940	1900	982	95.8%
2/3	A509 East Ahead	U	1	N/A	B		1	30	-	941	1900	982	95.9%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	574	1900:1800	598	96.0%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	253	1900	299	84.7%
4/1	A422 Left Ahead	U	2	N/A	D		1	35	-	637	1900	1140	55.9%
4/2	A422 Ahead	U	2	N/A	D		1	35	-	637	1900	1140	55.9%
5/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1281	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1251	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	20	-	274	1900	665	41.2%
9/2	Circulatory East Right	U	1	N/A	A		1	20	-	359	1900	665	54.0%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	1120	1900	1900	58.9%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	1120	1900	1900	58.9%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	15	-	282	1900	507	55.7%
11/2	Circulatory West Right	U	2	N/A	C		1	15	-	253	1900	507	49.9%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	271	1900	1900	14.3%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	890	1900	1900	46.8%

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: Tickford Roundabout Partial Signalisation	-	-	2024	0	0	22.0	33.2	0.0	55.3	-	-	-	-
Tickford Roundabout	-	-	2024	0	0	22.0	33.2	0.0	55.3	-	-	-	-
1/2+1/1	154	154	308	0	0	0.0	0.1	-	0.1	3.2	0.0	0.1	0.1
1/3	359	359	359	0	0	0.0	0.7	-	0.7	7.0	0.3	0.7	1.0
2/1	616	616	-	-	-	1.8	0.8	-	2.6	15.3	7.2	0.8	8.0
2/2	940	940	-	-	-	3.6	8.1	-	11.7	45.0	14.9	8.1	23.0
2/3	941	941	-	-	-	3.6	8.2	-	11.9	45.4	14.9	8.2	23.1
3/2+3/1	574	552	1104	0	0	2.8	7.4	-	10.2	64.2	15.7	7.4	23.1
3/3	253	253	253	0	0	0.8	2.5	-	3.3	46.7	3.6	2.5	6.1
4/1	637	637	-	-	-	1.3	0.6	-	1.9	10.8	6.4	0.6	7.0
4/2	637	637	-	-	-	1.3	0.6	-	1.9	10.8	6.4	0.6	7.0
5/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1270	1270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1240	1240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	274	274	-	-	-	1.1	0.3	-	1.5	19.5	2.9	0.3	3.3
9/2	359	359	-	-	-	1.6	0.6	-	2.1	21.5	4.8	0.6	5.4
10/1	1120	1120	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
10/2	1120	1120	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
11/1	282	282	-	-	-	2.1	0.6	-	2.8	35.3	4.0	0.6	4.6
11/2	253	253	-	-	-	2.0	0.5	-	2.5	35.9	3.6	0.5	4.1
12/1	271	271	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	890	890	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4

Full Input Data And Results

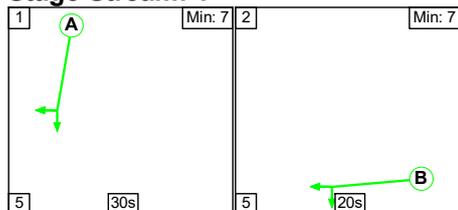
C1	Stream: 1 PRC for Signalled Lanes (%):	-6.5	Total Delay for Signalled Lanes (pcuHr):	29.84	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	61.1	Total Delay for Signalled Lanes (pcuHr):	9.11	Cycle Time (s):	60
	PRC Over All Lanes (%):	-6.7	Total Delay Over All Lanes(pcuHr):	55.27		

Full Input Data And Results

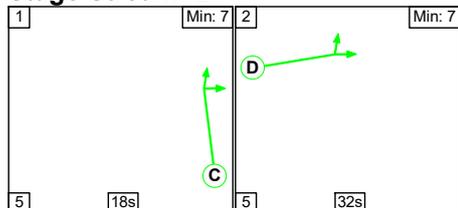
Scenario 14: 'Tickford Fields Flows PM' (FG20: 'Tickfird TA Fows PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

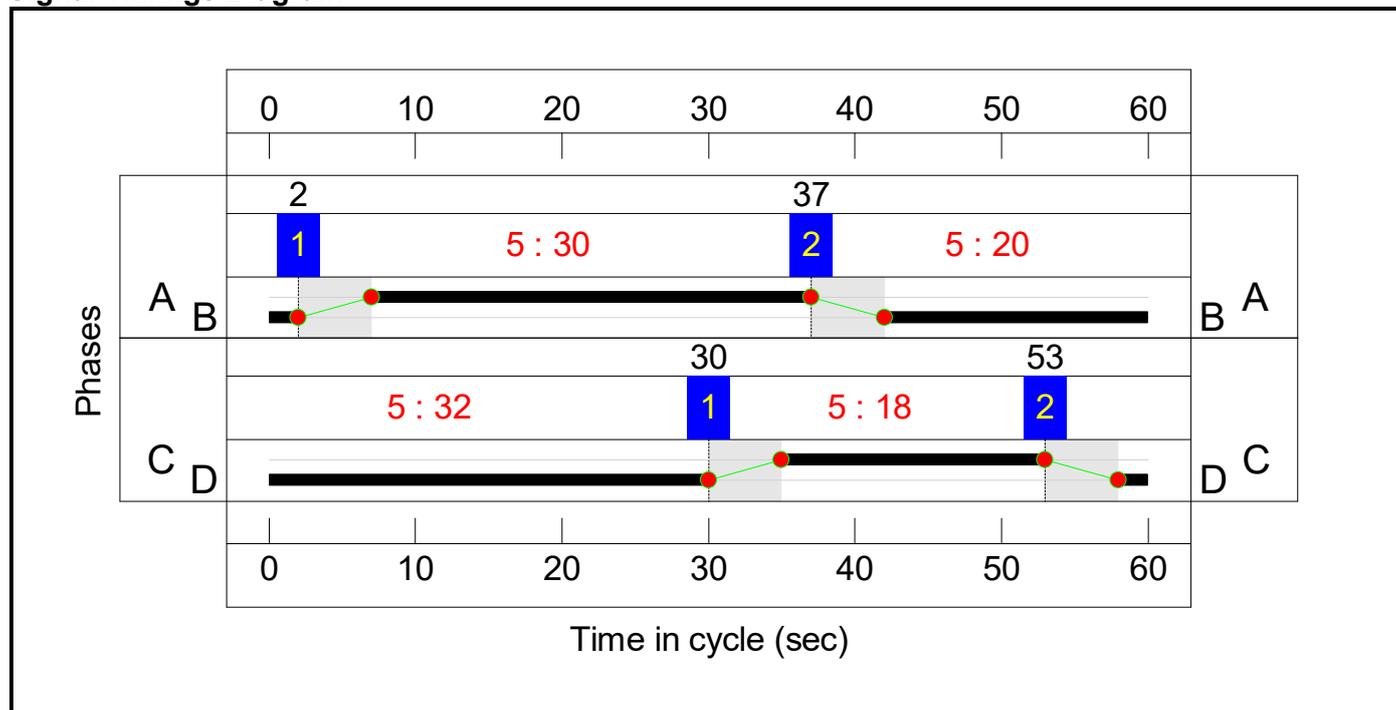
Stage Stream: 1

Stage	1	2
Duration	30	20
Change Point	2	37

Stage Stream: 2

Stage	1	2
Duration	18	32
Change Point	30	53

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: Tickford Roundabout Partial Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	112.0%
Tickford Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	112.0%
1/2+1/1	B526 London Road Left Ahead	O	N/A	N/A	-		-	-	-	206	1900:1900	327	63.1%
1/3	B526 London Road Ahead	O	N/A	N/A	-		-	-	-	224	1900	279	80.3%
2/1	A509 East Left	U	1	N/A	B		1	20	-	442	1900	665	66.5%
2/2	A509 East Ahead	U	1	N/A	B		1	20	-	533	1900	665	80.2%
2/3	A509 East Ahead	U	1	N/A	B		1	20	-	533	1900	665	80.2%
3/2+3/1	A509 South Left Ahead	O	N/A	N/A	-		-	-	-	778	1900:1800	953	81.7%
3/3	A509 South Ahead	O	N/A	N/A	-		-	-	-	469	1900	574	81.7%
4/1	A422 Left Ahead	U	2	N/A	D		1	32	-	1170	1900	1045	112.0%
4/2	A422 Ahead	U	2	N/A	D		1	32	-	1170	1900	1045	112.0%
5/1		U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1187	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1085	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
9/1	Circulatory East Ahead	U	1	N/A	A		1	30	-	643	1900	982	60.4%
9/2	Circulatory East Right	U	1	N/A	A		1	30	-	224	1900	982	22.8%
10/1	Circulatory South Ahead	U	N/A	N/A	-		-	-	-	645	1900	1900	33.9%

Full Input Data And Results

10/2	Circulatory South Ahead Right	U	N/A	N/A	-		-	-	-	645	1900	1900	33.9%
11/1	Circulatory West Ahead Right	U	2	N/A	C		1	18	-	507	1900	602	84.3%
11/2	Circulatory West Right	U	2	N/A	C		1	18	-	469	1900	602	78.0%
12/1	Circulatory North Ahead	U	N/A	N/A	-		-	-	-	737	1900	1900	35.3%
12/2	Circulatory North Ahead Right	U	N/A	N/A	-		-	-	-	1639	1900	1900	79.7%

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: Tickford Roundabout Partial Signalisation	-	-	2661	0	0	32.2	153.6	0.0	185.8	-	-	-	-
Tickford Roundabout	-	-	2661	0	0	32.2	153.6	0.0	185.8	-	-	-	-
1/2+1/1	206	206	412	0	0	0.1	0.8	-	0.9	16.5	1.5	0.8	2.4
1/3	224	224	224	0	0	0.3	1.9	-	2.2	35.0	2.7	1.9	4.6
2/1	442	442	-	-	-	2.0	1.0	-	3.0	24.5	6.1	1.0	7.1
2/2	533	533	-	-	-	2.6	2.0	-	4.6	30.9	8.0	2.0	10.0
2/3	533	533	-	-	-	2.6	2.0	-	4.6	30.9	8.0	2.0	10.0
3/2+3/1	778	778	1556	0	0	0.8	2.2	-	2.9	13.6	5.5	2.2	7.6
3/3	469	469	469	0	0	0.6	2.1	-	2.7	21.1	5.5	2.1	7.6
4/1	1170	1045	-	-	-	8.0	66.9	-	74.9	230.4	21.6	66.9	88.5
4/2	1170	1045	-	-	-	8.0	66.9	-	74.9	230.4	21.6	66.9	88.5
5/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1112	1112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	593	593	-	-	-	2.3	0.8	-	3.0	18.5	7.5	0.8	8.2
9/2	224	224	-	-	-	0.3	0.1	-	0.4	6.8	1.4	0.1	1.6
10/1	645	645	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
10/2	645	645	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
11/1	507	507	-	-	-	2.4	2.5	-	5.0	35.3	7.1	2.5	9.7
11/2	469	469	-	-	-	2.2	1.7	-	3.9	30.0	6.1	1.7	7.8
12/1	670	670	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	1514	1514	-	-	-	0.0	1.9	-	1.9	4.6	0.0	1.9	1.9

Full Input Data And Results

C1	Stream: 1 PRC for Signalled Lanes (%)	12.3	Total Delay for Signalled Lanes (pcuHr)	15.63	Cycle Time (s)	60
C1	Stream: 2 PRC for Signalled Lanes (%)	-24.4	Total Delay for Signalled Lanes (pcuHr)	158.62	Cycle Time (s)	60
	PRC Over All Lanes (%)	-24.4	Total Delay Over All Lanes(pcuHr)	185.79		

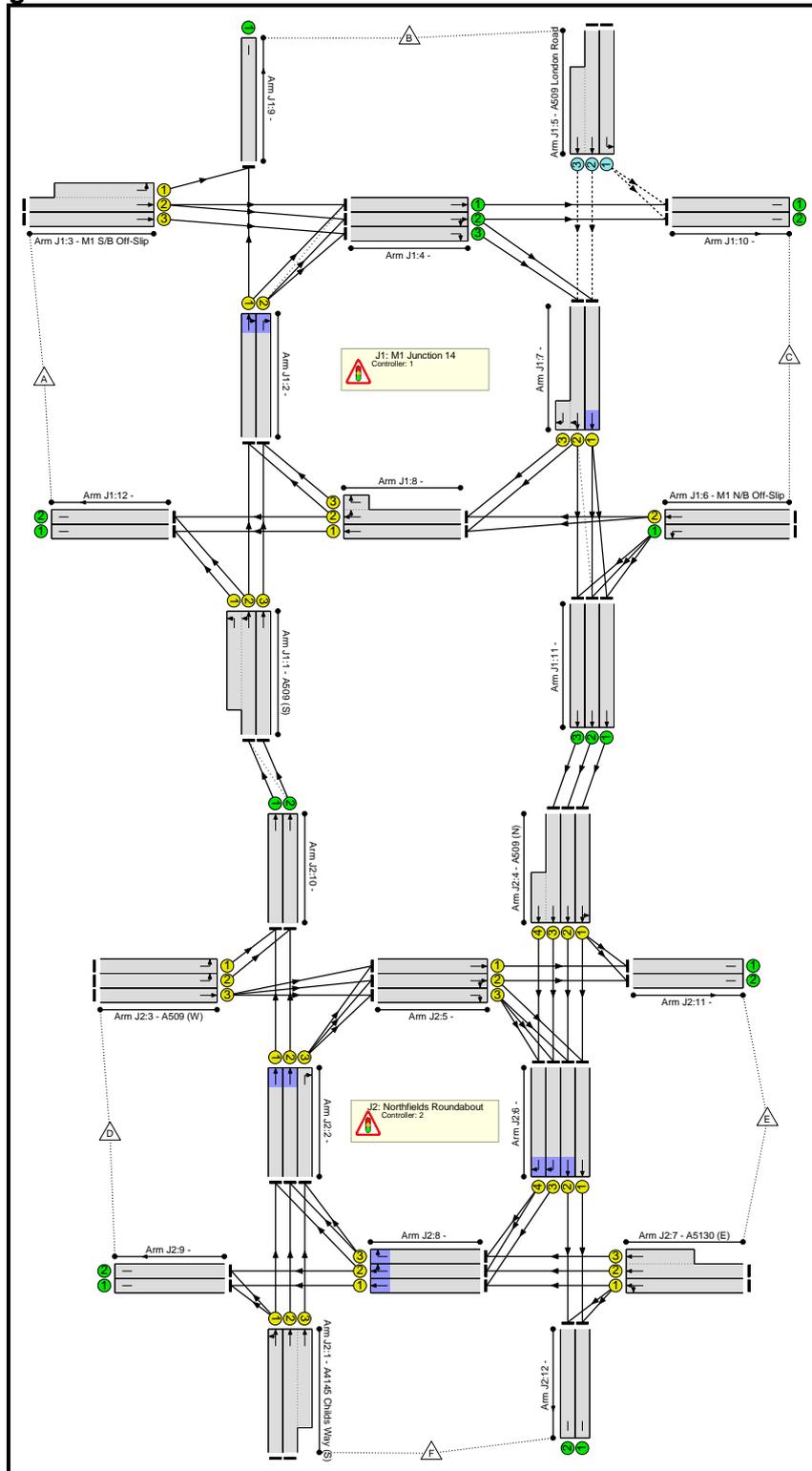
Appendix 19 – Northfield Roundabout / M1 J14 LinSig Model Output Reports

Full Input Data And Results

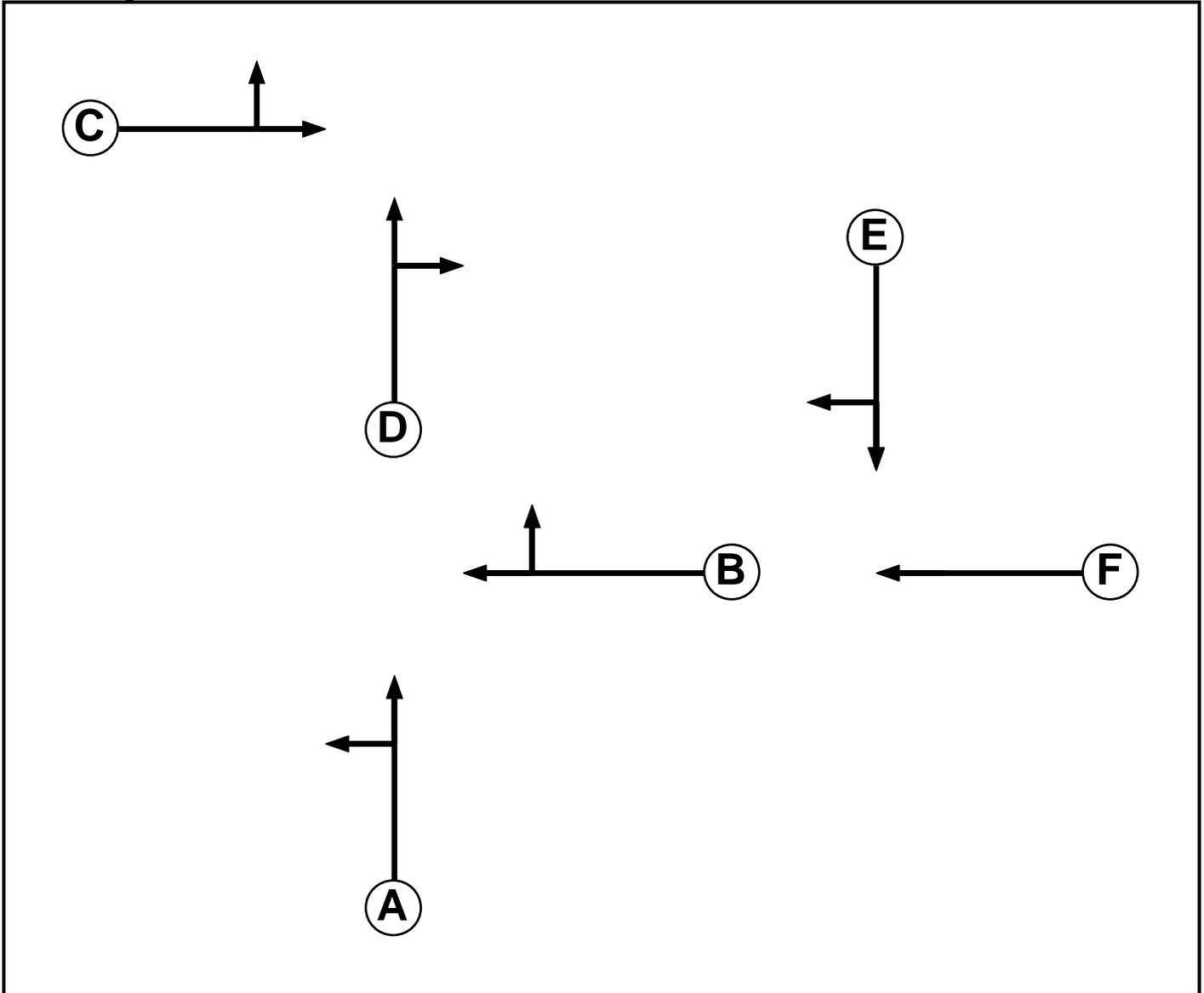
User and Project Details

Project:	Willen Road, Newport Pagnell
Title:	M1 Junction 14 / Northfields Roundabout Model
Location:	
Additional detail:	
File name:	M1 Junction 14_Northfields Roundabout_v6.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1
Phase Diagram



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
E	Traffic	3		7	7
F	Traffic	3		7	7

Full Input Data And Results

Phase Intergrens Matrix

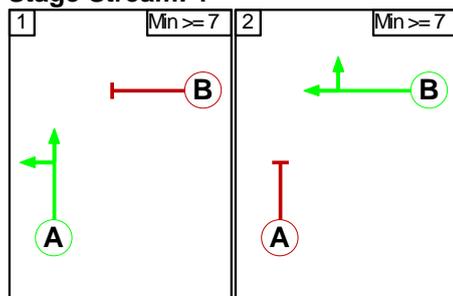
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A	6	-	-	-	-	-
	B	6	-	-	-	-	-
	C	-	-	6	-	-	-
	D	-	-	6	-	-	-
	E	-	-	-	-	6	-
	F	-	-	-	-	6	-

Phases in Stage

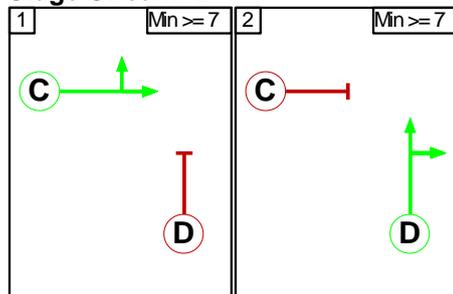
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	F
3	2	E

Stage Diagram

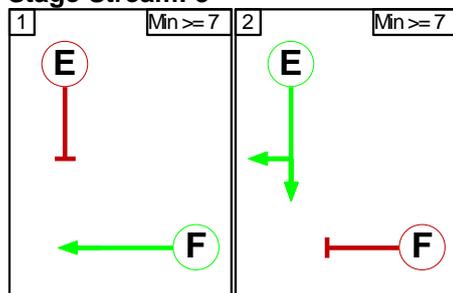
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

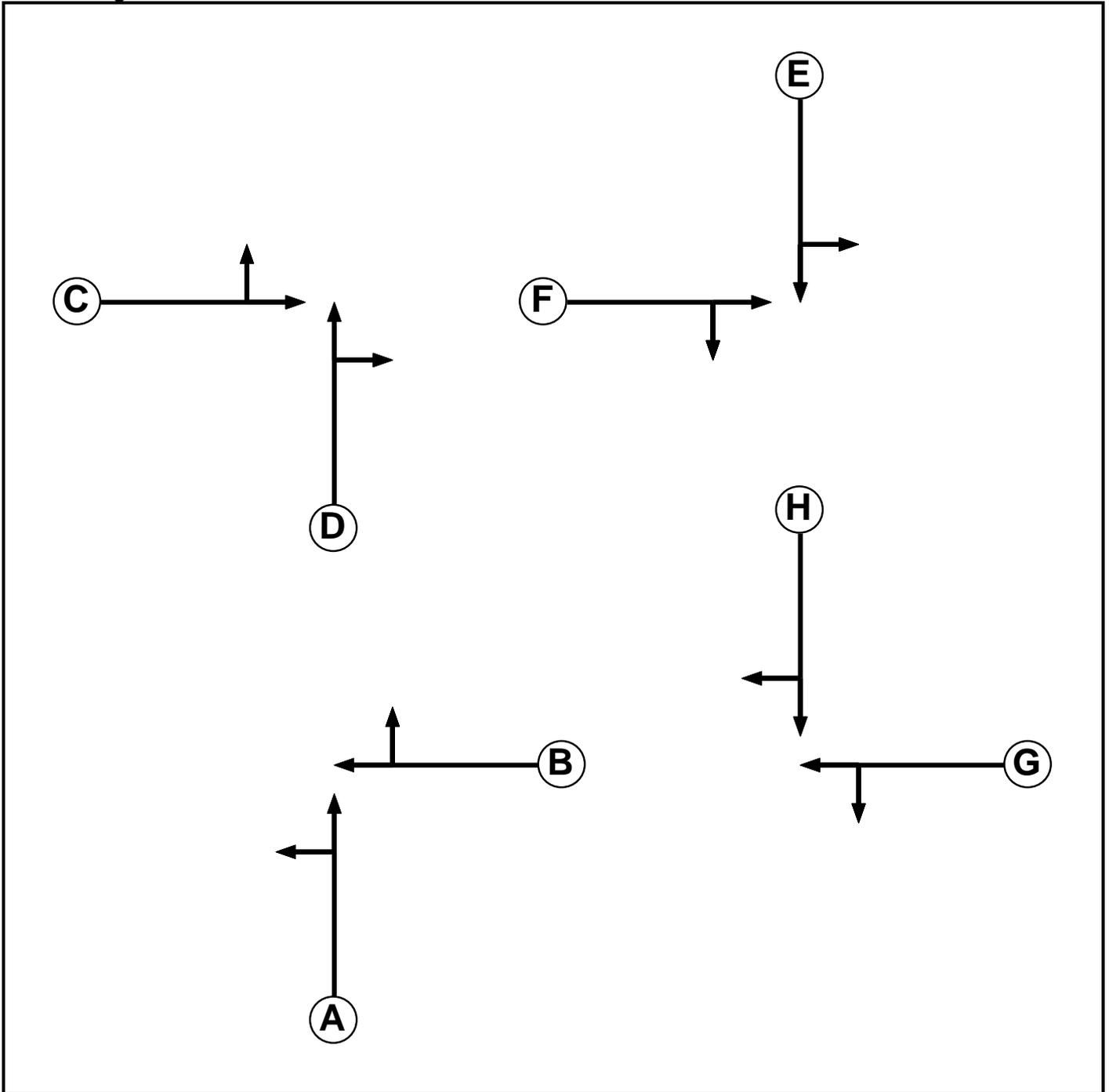
		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		6
	2	6	

C2

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
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Phase Intergreens Matrix

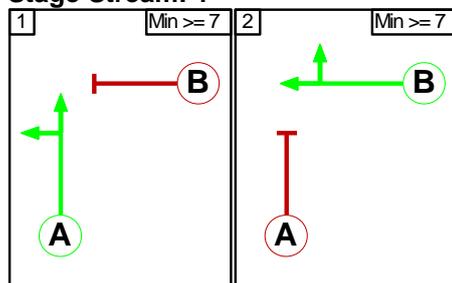
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A	6	-	-	-	-	-	-	-
	B	6	-	-	-	-	-	-	-
	C	-	-	6	-	-	-	-	-
	D	-	-	6	-	-	-	-	-
	E	-	-	-	-	6	-	-	-
	F	-	-	-	-	6	-	-	-
	G	-	-	-	-	-	-	6	-
	H	-	-	-	-	-	-	6	-

Phases in Stage

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

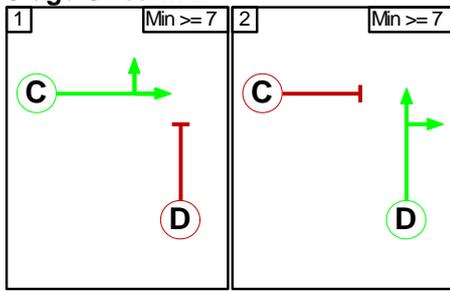
Stage Diagram

Stage Stream: 1

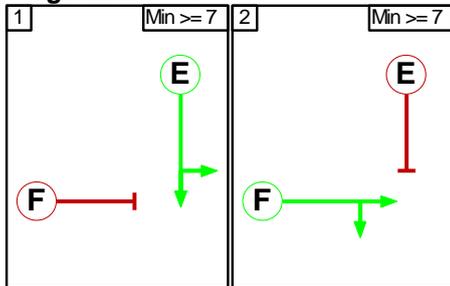


Full Input Data And Results

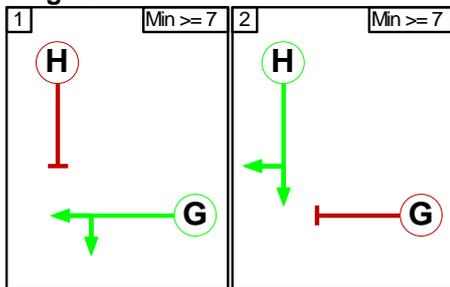
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1	6	
	2		6

Stage Stream: 2

		To Stage	
		1	2
From Stage	1	6	
	2		6

Stage Stream: 3

		To Stage	
		1	2
From Stage	1	6	
	2		6

Stage Stream: 4

		To Stage	
		1	2
From Stage	1	6	
	2		6

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: M1 Junction 14											
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)
J1:5/1 (A509 London Road)	J1:10/1 (Left)	1000	0	J1:4/1	0.33	All	-	-	-	-	-
				J1:4/2	0.33	All					
	J1:10/2 (Left)	1000	0	J1:4/1	0.33	All					
				J1:4/2	0.33	All					
				J1:4/3	0.33	All					
J1:5/2 (A509 London Road)	J1:7/1 (Ahead)	1000	0	J1:4/1	0.33	All	-	-	-	-	-
				J1:4/2	0.33	All					
				J1:4/3	0.33	All					
J1:5/3 (A509 London Road)	J1:7/2 (Ahead)	1000	0	J1:4/1	0.33	All	-	-	-	-	-
				J1:4/2	0.33	All					
				J1:4/3	0.33	All					

Junction: J2: Northfields Roundabout

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: M1 Junction 14												
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)
J1:1/1 (A509 (S))	U	A	2	3	19.1	Geom	-	3.50	0.00	Y	Arm J1:12 Left	Inf
J1:1/2 (A509 (S))	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:2 Ahead	Inf
											Arm J1:12 Left	Inf
J1:1/3 (A509 (S))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:2 Ahead	Inf
J1:2/1	U	D	2	3	31.3	User	1900	-	-	-	-	-
J1:2/2	U	D	2	3	31.3	User	1900	-	-	-	-	-
J1:3/1 (M1 S/B Off-Slip)	U	C	2	3	23.5	Geom	-	3.50	0.00	Y	Arm J1:9 Left	20.00
J1:3/2 (M1 S/B Off-Slip)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:4 Ahead	Inf
J1:3/3 (M1 S/B Off-Slip)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:4 Ahead	Inf
J1:4/1	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:4/3	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:5/1 (A509 London Road)	O		2	3	10.8	Geom	-	3.50	0.00	Y	Arm J1:10 Left	30.00
J1:5/2 (A509 London Road)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:7 Ahead	Inf
J1:5/3 (A509 London Road)	O		2	3	9.0	Geom	-	3.50	0.00	N	Arm J1:7 Ahead	Inf
J1:6/1 (M1 N/B Off-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/2 (M1 N/B Off-Slip)	U	F	2	3	60.0	User	1800	-	-	-	-	-
J1:7/1	U	E	2	3	31.3	User	1900	-	-	-	-	-
J1:7/2	U	E	2	3	31.3	User	1900	-	-	-	-	-
J1:7/3	U	E	2	3	3.0	User	1900	-	-	-	-	-
J1:8/1	U	B	2	3	8.2	User	1900	-	-	-	-	-
J1:8/2	U	B	2	3	8.2	User	1900	-	-	-	-	-

Full Input Data And Results

J1:8/3	U	B	2	3	2.6	Geom	-	3.50	0.00	Y	Arm J1:2 Right	25.00
J1:9/1	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:10/1	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:10/2	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:11/1	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:11/2	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:11/3	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:12/1	U		2	3	7.0	Inf	-	-	-	-	-	-
J1:12/2	U		2	3	7.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Northfields Roundabout												
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)
J2:1/1 (A4145 Childs Way (S))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	Inf
											Arm J2:9 Left	Inf
J2:1/2 (A4145 Childs Way (S))	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm J2:2 Ahead	Inf
J2:1/3 (A4145 Childs Way (S))	U	A	2	3	12.2	Geom	-	3.50	0.00	Y	Arm J2:2 Ahead	Inf
J2:2/1	U	D	2	3	8.7	User	1900	-	-	-	-	-
J2:2/2	U	D	2	3	8.7	User	1900	-	-	-	-	-
J2:2/3	U	D	2	3	8.7	User	1900	-	-	-	-	-
J2:3/1 (A509 (W))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:10 Left	Inf
J2:3/2 (A509 (W))	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm J2:10 Left	Inf
J2:3/3 (A509 (W))	U	C	2	3	17.4	Geom	-	3.50	0.00	Y	Arm J2:5 Ahead	Inf
J2:4/1 (A509 (N))	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:6 Ahead	Inf
											Arm J2:11 Left	Inf
J2:4/2 (A509 (N))	U	E	2	3	60.0	Geom	-	3.50	0.00	N	Arm J2:6 Ahead	Inf
J2:4/3 (A509 (N))	U	E	2	3	60.0	Geom	-	3.50	0.00	N	Arm J2:6 Ahead	Inf
J2:4/4 (A509 (N))	U	E	2	3	5.2	Geom	-	3.50	0.00	Y	Arm J2:6 Ahead	Inf
J2:5/1	U	F	2	3	11.3	User	1900	-	-	-	-	-
J2:5/2	U	F	2	3	11.3	User	1900	-	-	-	-	-
J2:5/3	U	F	2	3	11.3	User	1900	-	-	-	-	-
J2:6/1	U	H	2	3	8.7	User	1900	-	-	-	-	-
J2:6/2	U	H	2	3	8.7	User	1900	-	-	-	-	-
J2:6/3	U	H	2	3	8.7	User	1900	-	-	-	-	-
J2:6/4	U	H	2	3	8.7	User	1900	-	-	-	-	-
J2:7/1 (A5130 (E))	U	G	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:8 Ahead	Inf
											Arm J2:12 Left	Inf

Full Input Data And Results

J2:7/2 (A5130 (E))	U	G	2	3	60.0	Geom	-	3.50	0.00	N	Arm J2:8 Ahead	Inf
J2:7/3 (A5130 (E))	U	G	2	3	7.0	Geom	-	3.50	0.00	Y	Arm J2:8 Ahead	Inf
J2:8/1	U	B	2	3	11.3	User	1900	-	-	-	-	-
J2:8/2	U	B	2	3	11.3	User	1900	-	-	-	-	-
J2:8/3	U	B	2	3	11.3	User	1900	-	-	-	-	-
J2:9/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:9/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:10/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:10/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:11/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:11/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:12/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:12/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2021 Base AM'	08:00	09:00	01:00	
4: '2021 Base PM'	17:00	18:00	01:00	
5: '2031 Base AM'	08:00	09:00	01:00	
6: '2031 Base PM'	17:00	18:00	01:00	
7: '2033 Base AM'	08:00	09:00	01:00	
8: '2033 Base PM'	17:00	18:00	01:00	
9: '2041 Base AM'	08:00	09:00	01:00	
10: '2041 Base PM'	17:00	18:00	01:00	
11: '2031 Base + Committed AM'	08:00	09:00	01:00	
12: '2031 Base + Committed PM'	17:00	18:00	01:00	
13: '2033 Base + Committed AM'	08:00	09:00	01:00	
14: '2033 Base + Committed PM'	17:00	18:00	01:00	
15: '2041 Base + Committed AM'	08:00	09:00	01:00	
16: '2041 Base + Committed PM'	17:00	18:00	01:00	
17: '2031 Base + Committed + Dev AM'	08:00	09:00	01:00	
18: '2031 Base + Committed + Dev PM'	17:00	18:00	01:00	
19: '2033 Base + Committed + Dev AM'	08:00	09:00	01:00	
20: '2033 Base + Committed + Dev PM'	17:00	18:00	01:00	
21: '2041 Base + Committed + Dev AM'	08:00	09:00	01:00	
22: '2041 Base + Committed + Dev PM'	17:00	18:00	01:00	
23: '2033 Base + Committed + Dev (10%) AM'	08:00	09:00	01:00	
24: '2033 Base + Committed + Dev (10%) PM'	17:00	18:00	01:00	
25: '2041 Base + Committed + Dev (10%) AM'	08:00	09:00	01:00	
26: '2041 Base + Committed + Dev (10%) PM'	17:00	18:00	01:00	
27: '2033 Base + Committed + Dev (MKE) AM'	08:00	09:00	01:00	
28: '2033 Base + Committed + Dev (MKE) PM'	17:00	18:00	01:00	
29: '2041 Base + Committed + Dev (MKE) AM'	08:00	09:00	01:00	
30: '2041 Base + Committed + Dev (MKE) PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 2: '2021 Base AM' (FG3: '2021 Base AM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	225	0	592	89	727	1633
	B	135	0	311	255	38	313	1052
	C	2	290	0	619	93	760	1764
	D	352	149	231	0	173	17	922
	E	125	53	82	406	0	117	783
	F	372	158	244	4	44	0	822
	Tot.	986	875	868	1876	437	1934	6976

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2021 Base AM
Junction: J1: M1 Junction 14	
J1:1/1 (short)	677
J1:1/2 (with short)	1313(In) 636(Out)
J1:1/3	453
J1:2/1	754
J1:2/2	453
J1:3/1 (short)	225
J1:3/2 (with short)	949(In) 724(Out)
J1:3/3	684
J1:4/1	331
J1:4/2	950
J1:4/3	684
J1:5/1	311
J1:5/2 (with short)	741(In) 350(Out)
J1:5/3 (short)	391
J1:6/1	1472
J1:6/2	292
J1:7/1	1074
J1:7/2 (with short)	1075(In) 1008(Out)
J1:7/3 (short)	67
J1:8/1	70
J1:8/2 (with short)	357(In) 357(Out)
J1:8/3 (short)	0
J1:9/1	875
J1:10/1	486
J1:10/2	382
J1:11/1	986
J1:11/2	1034
J1:11/3	1466
J1:12/1	747
J1:12/2	239
Junction: J2: Northfields Roundabout	
J2:1/1	375
J2:1/2 (with short)	447(In) 403(Out)
J2:1/3 (short)	44

Full Input Data And Results

J2:2/1	512
J2:2/2	522
J2:2/3	44
J2:3/1	350
J2:3/2	382
J2:3/3	190
J2:4/1	986
J2:4/2	1034
J2:4/3 (with short)	1466(In) 732(Out)
J2:4/4 (short)	734
J2:5/1	121
J2:5/2	107
J2:5/3	6
J2:6/1	777
J2:6/2	1040
J2:6/3	732
J2:6/4	734
J2:7/1	313
J2:7/2 (with short)	470(In) 351(Out)
J2:7/3 (short)	119
J2:8/1	928
J2:8/2	1085
J2:8/3	119
J2:9/1	930
J2:9/2	946
J2:10/1	862
J2:10/2	904
J2:11/1	230
J2:11/2	207
J2:12/1	835
J2:12/2	1099

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	73.0 %	2105	2105
				Arm J1:12 Left	Inf	27.0 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	98.9 %	1965	1965
				Arm J2:9 Left	Inf	1.1 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	77.7 %	1965	1965
				Arm J2:11 Left	Inf	22.3 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	62.6 %	1965	1965
				Arm J2:12 Left	Inf	37.4 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 3: '2031 Base + Committed AM' (FG11: '2031 Base + Committed AM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	273	0	668	99	809	1849
	B	160	0	348	288	43	348	1187
	C	2	325	0	708	105	857	1997
	D	396	168	264	0	193	19	1040
	E	140	59	93	455	0	131	878
	F	415	176	276	5	49	0	921
	Tot.	1113	1001	981	2124	489	2164	7872

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 Base + Committed AM
Junction: J1: M1 Junction 14	
J1:1/1 (short)	792
J1:1/2 (with short)	1481(In) 689(Out)
J1:1/3	506
J1:2/1	855
J1:2/2	506
J1:3/1 (short)	273
J1:3/2 (with short)	1077(In) 804(Out)
J1:3/3	772
J1:4/1	380
J1:4/2	1057
J1:4/3	772
J1:5/1	348
J1:5/2 (with short)	839(In) 391(Out)
J1:5/3 (short)	448
J1:6/1	1670
J1:6/2	327
J1:7/1	1195
J1:7/2 (with short)	1220(In) 1143(Out)
J1:7/3 (short)	77
J1:8/1	85
J1:8/2 (with short)	402(In) 402(Out)
J1:8/3 (short)	0
J1:9/1	1001
J1:10/1	554
J1:10/2	427
J1:11/1	1099
J1:11/2	1162
J1:11/3	1664
J1:12/1	877
J1:12/2	236
Junction: J2: Northfields Roundabout	
J2:1/1	421
J2:1/2 (with short)	500(In) 451(Out)

Full Input Data And Results

J2:1/3 (short)	49
J2:2/1	551
J2:2/2	608
J2:2/3	49
J2:3/1	398
J2:3/2	430
J2:3/3	212
J2:4/1	1099
J2:4/2	1162
J2:4/3 (with short)	1664(In) 877(Out)
J2:4/4 (short)	787
J2:5/1	146
J2:5/2	110
J2:5/3	5
J2:6/1	866
J2:6/2	1167
J2:6/3	877
J2:6/4	787
J2:7/1	342
J2:7/2 (with short)	536(In) 379(Out)
J2:7/3 (short)	157
J2:8/1	1088
J2:8/2	1166
J2:8/3	157
J2:9/1	1090
J2:9/2	1034
J2:10/1	949
J2:10/2	1038
J2:11/1	268
J2:11/2	221
J2:12/1	931
J2:12/2	1233

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	76.9 %	2105	2105
				Arm J1:12 Left	Inf	23.1 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	98.8 %	1965	1965
				Arm J2:9 Left	Inf	1.2 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	77.5 %	1965	1965
				Arm J2:11 Left	Inf	22.5 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	61.7 %	1965	1965
				Arm J2:12 Left	Inf	38.3 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 4: '2033 Base + Committed AM' (FG13: '2033 Base + Committed AM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	278	0	681	101	824	1884
	B	163	0	355	293	43	355	1209
	C	2	331	0	721	107	873	2034
	D	404	171	268	0	197	19	1059
	E	142	60	95	463	0	134	894
	F	423	180	281	5	50	0	939
	Tot.	1134	1020	999	2163	498	2205	8019

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2033 Base + Committed AM
Junction: J1: M1 Junction 14	
J1:1/1 (short)	804
J1:1/2 (with short)	1507(In) 703(Out)
J1:1/3	517
J1:2/1	869
J1:2/2	517
J1:3/1 (short)	278
J1:3/2 (with short)	1095(In) 817(Out)
J1:3/3	789
J1:4/1	386
J1:4/2	1075
J1:4/3	789
J1:5/1	355
J1:5/2 (with short)	854(In) 398(Out)
J1:5/3 (short)	456
J1:6/1	1701
J1:6/2	333
J1:7/1	1215
J1:7/2 (with short)	1245(In) 1168(Out)
J1:7/3 (short)	77
J1:8/1	88
J1:8/2 (with short)	408(In) 408(Out)
J1:8/3 (short)	0
J1:9/1	1020
J1:10/1	563
J1:10/2	436
J1:11/1	1121
J1:11/2	1182
J1:11/3	1695
J1:12/1	892
J1:12/2	242
Junction: J2: Northfields Roundabout	
J2:1/1	429
J2:1/2 (with short)	510(In) 460(Out)

Full Input Data And Results

J2:1/3 (short)	50
J2:2/1	552
J2:2/2	629
J2:2/3	50
J2:3/1	405
J2:3/2	438
J2:3/3	216
J2:4/1	1121
J2:4/2	1182
J2:4/3 (with short)	1695(In) 854(Out)
J2:4/4 (short)	841
J2:5/1	147
J2:5/2	115
J2:5/3	4
J2:6/1	885
J2:6/2	1186
J2:6/3	854
J2:6/4	841
J2:7/1	345
J2:7/2 (with short)	549(In) 380(Out)
J2:7/3 (short)	169
J2:8/1	1065
J2:8/2	1221
J2:8/3	169
J2:9/1	1067
J2:9/2	1096
J2:10/1	957
J2:10/2	1067
J2:11/1	271
J2:11/2	227
J2:12/1	952
J2:12/2	1253

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	76.5 %	2105	2105
				Arm J1:12 Left	Inf	23.5 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	98.8 %	1965	1965
				Arm J2:9 Left	Inf	1.2 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	77.6 %	1965	1965
				Arm J2:11 Left	Inf	22.4 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	61.2 %	1965	1965
				Arm J2:12 Left	Inf	38.8 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 5: '2041 Base + Committed AM' (FG15: '2041 Base + Committed AM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	292	0	720	107	872	1991
	B	172	0	375	310	46	376	1279
	C	3	350	0	762	113	923	2151
	D	427	181	284	0	208	20	1120
	E	150	64	100	490	0	141	945
	F	447	190	297	5	53	0	992
	Tot.	1199	1077	1056	2287	527	2332	8478

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 Base + Committed AM
Junction: J1: M1 Junction 14	
J1:1/1 (short)	848
J1:1/2 (with short)	1597(In) 749(Out)
J1:1/3	543
J1:2/1	923
J1:2/2	543
J1:3/1 (short)	292
J1:3/2 (with short)	1143(In) 851(Out)
J1:3/3	848
J1:4/1	410
J1:4/2	1122
J1:4/3	848
J1:5/1	375
J1:5/2 (with short)	904(In) 422(Out)
J1:5/3 (short)	482
J1:6/1	1798
J1:6/2	353
J1:7/1	1273
J1:7/2 (with short)	1330(In) 1257(Out)
J1:7/3 (short)	73
J1:8/1	102
J1:8/2 (with short)	423(In) 423(Out)
J1:8/3 (short)	0
J1:9/1	1077
J1:10/1	597
J1:10/2	459
J1:11/1	1187
J1:11/2	1250
J1:11/3	1792
J1:12/1	950
J1:12/2	249
Junction: J2: Northfields Roundabout	
J2:1/1	453
J2:1/2 (with short)	539(In) 486(Out)

Full Input Data And Results

J2:1/3 (short)	53
J2:2/1	560
J2:2/2	688
J2:2/3	53
J2:3/1	429
J2:3/2	463
J2:3/3	228
J2:4/1	1187
J2:4/2	1250
J2:4/3 (with short)	1792(In) 880(Out)
J2:4/4 (short)	912
J2:5/1	155
J2:5/2	125
J2:5/3	1
J2:6/1	940
J2:6/2	1251
J2:6/3	880
J2:6/4	912
J2:7/1	355
J2:7/2 (with short)	590(In) 388(Out)
J2:7/3 (short)	202
J2:8/1	1094
J2:8/2	1300
J2:8/3	202
J2:9/1	1096
J2:9/2	1191
J2:10/1	989
J2:10/2	1151
J2:11/1	287
J2:11/2	240
J2:12/1	1010
J2:12/2	1322

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	76.5 %	2105	2105
				Arm J1:12 Left	Inf	23.5 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	98.9 %	1965	1965
				Arm J2:9 Left	Inf	1.1 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	77.6 %	1965	1965
				Arm J2:11 Left	Inf	22.4 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	60.3 %	1965	1965
				Arm J2:12 Left	Inf	39.7 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 6: '2031 Base + Committed AM + Dev' (FG17: '2031 Base + Committed + Dev AM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	273	0	671	99	810	1853
	B	160	0	376	288	43	348	1215
	C	2	334	0	709	105	856	2006
	D	405	170	266	0	193	19	1053
	E	141	59	92	455	0	131	878
	F	418	175	274	5	49	0	921
	Tot.	1126	1011	1008	2128	489	2164	7926

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 Base + Committed AM + Dev
Junction: J1: M1 Junction 14	
J1:1/1 (short)	817
J1:1/2 (with short)	1529(In) 712(Out)
J1:1/3	471
J1:2/1	899
J1:2/2	471
J1:3/1 (short)	273
J1:3/2 (with short)	1079(In) 806(Out)
J1:3/3	774
J1:4/1	396
J1:4/2	1042
J1:4/3	774
J1:5/1	376
J1:5/2 (with short)	839(In) 391(Out)
J1:5/3 (short)	448
J1:6/1	1670
J1:6/2	336
J1:7/1	1197
J1:7/2 (with short)	1222(In) 1147(Out)
J1:7/3 (short)	75
J1:8/1	87
J1:8/2 (with short)	409(In) 409(Out)
J1:8/3 (short)	0
J1:9/1	1011
J1:10/1	584
J1:10/2	424
J1:11/1	1101
J1:11/2	1160
J1:11/3	1668
J1:12/1	904
J1:12/2	222
Junction: J2: Northfields Roundabout	
J2:1/1	421
J2:1/2 (with short)	500(In) 451(Out)

Full Input Data And Results

J2:1/3 (short)	49
J2:2/1	556
J2:2/2	603
J2:2/3	49
J2:3/1	403
J2:3/2	438
J2:3/3	212
J2:4/1	1101
J2:4/2	1160
J2:4/3 (with short)	1668(In) 876(Out)
J2:4/4 (short)	792
J2:5/1	146
J2:5/2	111
J2:5/3	4
J2:6/1	869
J2:6/2	1164
J2:6/3	876
J2:6/4	792
J2:7/1	346
J2:7/2 (with short)	532(In) 380(Out)
J2:7/3 (short)	152
J2:8/1	1091
J2:8/2	1172
J2:8/3	152
J2:9/1	1093
J2:9/2	1035
J2:10/1	959
J2:10/2	1041
J2:11/1	268
J2:11/2	221
J2:12/1	934
J2:12/2	1230

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	79.4 %	2105	2105
				Arm J1:12 Left	Inf	20.6 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	98.8 %	1965	1965
				Arm J2:9 Left	Inf	1.2 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	77.6 %	1965	1965
				Arm J2:11 Left	Inf	22.4 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	62.1 %	1965	1965
				Arm J2:12 Left	Inf	37.9 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 7: '2033 Base + Committed AM + Dev' (FG19: '2033 Base + Committed + Dev AM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	278	0	684	101	826	1889
	B	163	0	388	294	43	355	1243
	C	2	342	0	722	107	872	2045
	D	414	173	271	0	197	19	1074
	E	143	60	94	463	0	134	894
	F	426	178	279	5	50	0	938
	Tot.	1148	1031	1032	2168	498	2206	8083

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2033 Base + Committed AM + Dev
Junction: J1: M1 Junction 14	
J1:1/1 (short)	813
J1:1/2 (with short)	1536(In) 723(Out)
J1:1/3	502
J1:2/1	895
J1:2/2	502
J1:3/1 (short)	278
J1:3/2 (with short)	1097(In) 819(Out)
J1:3/3	792
J1:4/1	393
J1:4/2	1070
J1:4/3	792
J1:5/1	388
J1:5/2 (with short)	855(In) 398(Out)
J1:5/3 (short)	457
J1:6/1	1701
J1:6/2	344
J1:7/1	1217
J1:7/2 (with short)	1249(In) 1171(Out)
J1:7/3 (short)	78
J1:8/1	87
J1:8/2 (with short)	420(In) 420(Out)
J1:8/3 (short)	0
J1:9/1	1031
J1:10/1	587
J1:10/2	445
J1:11/1	1117
J1:11/2	1187
J1:11/3	1700
J1:12/1	900
J1:12/2	248
Junction: J2: Northfields Roundabout	
J2:1/1	428
J2:1/2 (with short)	510(In) 460(Out)

Full Input Data And Results

J2:1/3 (short)	50
J2:2/1	555
J2:2/2	625
J2:2/3	50
J2:3/1	412
J2:3/2	446
J2:3/3	216
J2:4/1	1117
J2:4/2	1187
J2:4/3 (with short)	1700(In) 878(Out)
J2:4/4 (short)	822
J2:5/1	147
J2:5/2	114
J2:5/3	5
J2:6/1	880
J2:6/2	1192
J2:6/3	878
J2:6/4	822
J2:7/1	348
J2:7/2 (with short)	546(In) 381(Out)
J2:7/3 (short)	165
J2:8/1	1092
J2:8/2	1203
J2:8/3	165
J2:9/1	1094
J2:9/2	1074
J2:10/1	967
J2:10/2	1071
J2:11/1	271
J2:11/2	227
J2:12/1	947
J2:12/2	1259

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	76.5 %	2105	2105
				Arm J1:12 Left	Inf	23.5 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	98.8 %	1965	1965
				Arm J2:9 Left	Inf	1.2 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	77.5 %	1965	1965
				Arm J2:11 Left	Inf	22.5 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	61.5 %	1965	1965
				Arm J2:12 Left	Inf	38.5 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 8: '2041 Base + Committed AM + Dev' (FG21: '2041 Base + Committed + Dev AM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	292	0	723	107	874	1996
	B	172	0	409	310	46	375	1312
	C	3	361	0	763	113	922	2162
	D	437	183	286	0	208	20	1134
	E	152	63	99	490	0	141	945
	F	451	189	295	5	53	0	993
	Tot.	1215	1088	1089	2291	527	2332	8542

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2041 Base + Committed AM + Dev
Junction: J1: M1 Junction 14	
J1:1/1 (short)	852
J1:1/2 (with short)	1613(In) 761(Out)
J1:1/3	542
J1:2/1	934
J1:2/2	542
J1:3/1 (short)	292
J1:3/2 (with short)	1144(In) 852(Out)
J1:3/3	852
J1:4/1	409
J1:4/2	1123
J1:4/3	852
J1:5/1	409
J1:5/2 (with short)	903(In) 421(Out)
J1:5/3 (short)	482
J1:6/1	1798
J1:6/2	364
J1:7/1	1273
J1:7/2 (with short)	1334(In) 1259(Out)
J1:7/3 (short)	75
J1:8/1	100
J1:8/2 (with short)	436(In) 436(Out)
J1:8/3 (short)	0
J1:9/1	1088
J1:10/1	613
J1:10/2	476
J1:11/1	1188
J1:11/2	1249
J1:11/3	1796
J1:12/1	952
J1:12/2	263
Junction: J2: Northfields Roundabout	
J2:1/1	453
J2:1/2 (with short)	540(In) 487(Out)

Full Input Data And Results

J2:1/3 (short)	53
J2:2/1	560
J2:2/2	689
J2:2/3	53
J2:3/1	437
J2:3/2	469
J2:3/3	228
J2:4/1	1188
J2:4/2	1249
J2:4/3 (with short)	1796(In) 884(Out)
J2:4/4 (short)	912
J2:5/1	154
J2:5/2	126
J2:5/3	1
J2:6/1	941
J2:6/2	1250
J2:6/3	884
J2:6/4	912
J2:7/1	355
J2:7/2 (with short)	590(In) 388(Out)
J2:7/3 (short)	202
J2:8/1	1098
J2:8/2	1300
J2:8/3	202
J2:9/1	1100
J2:9/2	1191
J2:10/1	997
J2:10/2	1158
J2:11/1	286
J2:11/2	241
J2:12/1	1011
J2:12/2	1321

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	75.3 %	2105	2105
				Arm J1:12 Left	Inf	24.7 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	98.9 %	1965	1965
				Arm J2:9 Left	Inf	1.1 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	77.6 %	1965	1965
				Arm J2:11 Left	Inf	22.4 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	60.3 %	1965	1965
				Arm J2:12 Left	Inf	39.7 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 9: '2033 Base + Committed AM + Dev (10% MS)' (FG23: '2033 Base + Committed + Dev (10%) AM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	278	0	684	101	826	1889
	B	163	0	385	294	43	355	1240
	C	2	341	0	722	107	872	2044
	D	413	173	271	0	197	19	1073
	E	143	60	94	463	0	134	894
	F	426	178	279	5	50	0	938
	Tot.	1147	1030	1029	2168	498	2206	8078

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2033 Base + Committed AM + Dev (10% MS)
Junction: J1: M1 Junction 14	
J1:1/1 (short)	825
J1:1/2 (with short)	1548(In) 723(Out)
J1:1/3	489
J1:2/1	907
J1:2/2	489
J1:3/1 (short)	278
J1:3/2 (with short)	1097(In) 819(Out)
J1:3/3	792
J1:4/1	399
J1:4/2	1064
J1:4/3	792
J1:5/1	385
J1:5/2 (with short)	855(In) 398(Out)
J1:5/3 (short)	457
J1:6/1	1701
J1:6/2	343
J1:7/1	1217
J1:7/2 (with short)	1249(In) 1172(Out)
J1:7/3 (short)	77
J1:8/1	88
J1:8/2 (with short)	418(In) 418(Out)
J1:8/3 (short)	0
J1:9/1	1030
J1:10/1	591
J1:10/2	438
J1:11/1	1118
J1:11/2	1186
J1:11/3	1700
J1:12/1	913
J1:12/2	234
Junction: J2: Northfields Roundabout	
J2:1/1	428
J2:1/2 (with short)	510(In) 460(Out)

Full Input Data And Results

J2:1/3 (short)	50
J2:2/1	554
J2:2/2	626
J2:2/3	50
J2:3/1	411
J2:3/2	446
J2:3/3	216
J2:4/1	1118
J2:4/2	1186
J2:4/3 (with short)	1700(In) 874(Out)
J2:4/4 (short)	826
J2:5/1	148
J2:5/2	113
J2:5/3	5
J2:6/1	881
J2:6/2	1191
J2:6/3	874
J2:6/4	826
J2:7/1	347
J2:7/2 (with short)	547(In) 381(Out)
J2:7/3 (short)	166
J2:8/1	1087
J2:8/2	1207
J2:8/3	166
J2:9/1	1089
J2:9/2	1079
J2:10/1	965
J2:10/2	1072
J2:11/1	272
J2:11/2	226
J2:12/1	948
J2:12/2	1258

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	78.3 %	2105	2105
				Arm J1:12 Left	Inf	21.7 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	98.8 %	1965	1965
				Arm J2:9 Left	Inf	1.2 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	77.5 %	1965	1965
				Arm J2:11 Left	Inf	22.5 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	61.4 %	1965	1965
				Arm J2:12 Left	Inf	38.6 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 10: '2041 Base + Committed AM + Dev (10% MS)' (FG25: '2041 Base + Committed + Dev (10%) AM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	292	0	723	107	873	1995
	B	172	0	405	310	46	375	1308
	C	3	360	0	763	113	922	2161
	D	436	183	286	0	208	20	1133
	E	151	64	99	490	0	141	945
	F	450	189	295	5	53	0	992
	Tot.	1212	1088	1085	2291	527	2331	8534

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2041 Base + Committed AM + Dev (10% MS)
Junction: J1: M1 Junction 14	
J1:1/1 (short)	853
J1:1/2 (with short)	1611(In) 758(Out)
J1:1/3	542
J1:2/1	934
J1:2/2	542
J1:3/1 (short)	292
J1:3/2 (with short)	1144(In) 852(Out)
J1:3/3	851
J1:4/1	410
J1:4/2	1122
J1:4/3	851
J1:5/1	405
J1:5/2 (with short)	903(In) 421(Out)
J1:5/3 (short)	482
J1:6/1	1798
J1:6/2	363
J1:7/1	1273
J1:7/2 (with short)	1333(In) 1261(Out)
J1:7/3 (short)	72
J1:8/1	103
J1:8/2 (with short)	432(In) 432(Out)
J1:8/3 (short)	0
J1:9/1	1088
J1:10/1	612
J1:10/2	473
J1:11/1	1188
J1:11/2	1248
J1:11/3	1796
J1:12/1	956
J1:12/2	256
Junction: J2: Northfields Roundabout	
J2:1/1	452
J2:1/2 (with short)	540(In) 487(Out)

Full Input Data And Results

J2:1/3 (short)	53
J2:2/1	558
J2:2/2	690
J2:2/3	53
J2:3/1	437
J2:3/2	468
J2:3/3	228
J2:4/1	1188
J2:4/2	1248
J2:4/3 (with short)	1796(In) 880(Out)
J2:4/4 (short)	916
J2:5/1	154
J2:5/2	126
J2:5/3	1
J2:6/1	941
J2:6/2	1249
J2:6/3	880
J2:6/4	916
J2:7/1	354
J2:7/2 (with short)	591(In) 388(Out)
J2:7/3 (short)	203
J2:8/1	1093
J2:8/2	1304
J2:8/3	203
J2:9/1	1095
J2:9/2	1196
J2:10/1	995
J2:10/2	1158
J2:11/1	286
J2:11/2	241
J2:12/1	1011
J2:12/2	1320

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	75.7 %	2105	2105
				Arm J1:12 Left	Inf	24.3 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	98.9 %	1965	1965
				Arm J2:9 Left	Inf	1.1 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	77.6 %	1965	1965
				Arm J2:11 Left	Inf	22.4 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	60.2 %	1965	1965
				Arm J2:12 Left	Inf	39.8 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 11: '2033 Base + Committed AM + Dev (MKE)' (FG27: '2033 Base + Committed + Dev (MKE) AM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	278	0	683	101	825	1887
	B	163	0	377	293	43	355	1231
	C	2	337	0	722	107	872	2040
	D	411	173	270	0	197	19	1070
	E	143	60	94	463	0	134	894
	F	425	179	280	5	50	0	939
	Tot.	1144	1027	1021	2166	498	2205	8061

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2033 Base + Committed AM + Dev (MKE)
Junction: J1: M1 Junction 14	
J1:1/1 (short)	484
J1:1/2 (with short)	1484(In) 1000(Out)
J1:1/3	551
J1:2/1	842
J1:2/2	551
J1:3/1 (short)	278
J1:3/2 (with short)	1093(In) 815(Out)
J1:3/3	794
J1:4/1	368
J1:4/2	1091
J1:4/3	794
J1:5/1	377
J1:5/2 (with short)	854(In) 398(Out)
J1:5/3 (short)	456
J1:6/1	1701
J1:6/2	339
J1:7/1	1213
J1:7/2 (with short)	1250(In) 1171(Out)
J1:7/3 (short)	79
J1:8/1	86
J1:8/2 (with short)	416(In) 416(Out)
J1:8/3 (short)	0
J1:9/1	1027
J1:10/1	556
J1:10/2	465
J1:11/1	1115
J1:11/2	1188
J1:11/3	1698
J1:12/1	570
J1:12/2	574
Junction: J2: Northfields Roundabout	
J2:1/1	429
J2:1/2 (with short)	510(In) 460(Out)

Full Input Data And Results

J2:1/3 (short)	50
J2:2/1	555
J2:2/2	626
J2:2/3	50
J2:3/1	407
J2:3/2	447
J2:3/3	216
J2:4/1	1115
J2:4/2	1188
J2:4/3 (with short)	1698(In) 846(Out)
J2:4/4 (short)	852
J2:5/1	148
J2:5/2	115
J2:5/3	3
J2:6/1	880
J2:6/2	1191
J2:6/3	846
J2:6/4	852
J2:7/1	347
J2:7/2 (with short)	547(In) 381(Out)
J2:7/3 (short)	166
J2:8/1	1059
J2:8/2	1233
J2:8/3	166
J2:9/1	1061
J2:9/2	1105
J2:10/1	962
J2:10/2	1073
J2:11/1	272
J2:11/2	226
J2:12/1	947
J2:12/2	1258

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	50.5 %	2105	2105
				Arm J1:12 Left	Inf	49.5 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	98.8 %	1965	1965
				Arm J2:9 Left	Inf	1.2 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	77.5 %	1965	1965
				Arm J2:11 Left	Inf	22.5 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	61.4 %	1965	1965
				Arm J2:12 Left	Inf	38.6 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 12: '2041 Base + Committed AM + Dev (MKE)' (FG29: '2041 Base + Committed + Dev (MKE) AM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	292	0	722	107	873	1994
	B	172	0	398	310	46	375	1301
	C	3	356	0	762	113	922	2156
	D	434	183	286	0	208	20	1131
	E	151	64	100	490	0	141	946
	F	449	189	296	5	53	0	992
	Tot.	1209	1084	1080	2289	527	2331	8520

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2041 Base + Committed AM + Dev (MKE)
Junction: J1: M1 Junction 14	
J1:1/1 (short)	791
J1:1/2 (with short)	1592(In) 801(Out)
J1:1/3	560
J1:2/1	914
J1:2/2	560
J1:3/1 (short)	292
J1:3/2 (with short)	1145(In) 853(Out)
J1:3/3	849
J1:4/1	402
J1:4/2	1133
J1:4/3	849
J1:5/1	398
J1:5/2 (with short)	903(In) 421(Out)
J1:5/3 (short)	482
J1:6/1	1797
J1:6/2	359
J1:7/1	1274
J1:7/2 (with short)	1331(In) 1237(Out)
J1:7/3 (short)	94
J1:8/1	81
J1:8/2 (with short)	450(In) 450(Out)
J1:8/3 (short)	0
J1:9/1	1084
J1:10/1	601
J1:10/2	479
J1:11/1	1185
J1:11/2	1251
J1:11/3	1794
J1:12/1	872
J1:12/2	337
Junction: J2: Northfields Roundabout	
J2:1/1	452
J2:1/2 (with short)	540(In) 487(Out)

Full Input Data And Results

J2:1/3 (short)	53
J2:2/1	519
J2:2/2	730
J2:2/3	53
J2:3/1	421
J2:3/2	482
J2:3/3	228
J2:4/1	1185
J2:4/2	1251
J2:4/3 (with short)	1794(In) 979(Out)
J2:4/4 (short)	815
J2:5/1	142
J2:5/2	135
J2:5/3	4
J2:6/1	935
J2:6/2	1255
J2:6/3	979
J2:6/4	815
J2:7/1	338
J2:7/2 (with short)	608(In) 365(Out)
J2:7/3 (short)	243
J2:8/1	1176
J2:8/2	1180
J2:8/3	243
J2:9/1	1178
J2:9/2	1111
J2:10/1	940
J2:10/2	1212
J2:11/1	274
J2:11/2	253
J2:12/1	1005
J2:12/2	1326

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	69.7 %	2105	2105
				Arm J1:12 Left	Inf	30.3 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	98.9 %	1965	1965
				Arm J2:9 Left	Inf	1.1 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	77.6 %	1965	1965
				Arm J2:11 Left	Inf	22.4 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	58.3 %	1965	1965
				Arm J2:12 Left	Inf	41.7 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 14: '2021 Base PM' (FG4: '2021 Base PM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	241	0	261	81	421	1004
	B	229	0	350	152	47	246	1024
	C	0	370	0	227	71	368	1036
	D	598	276	471	0	242	6	1593
	E	185	85	145	237	0	110	762
	F	496	229	391	2	52	0	1170
	Tot.	1508	1201	1357	879	493	1151	6589

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2021 Base PM
Junction: J1: M1 Junction 14	
J1:1/1 (short)	1082
J1:1/2 (with short)	2056(In) 974(Out)
J1:1/3	820
J1:2/1	1147
J1:2/2	820
J1:3/1 (short)	241
J1:3/2 (with short)	655(In) 414(Out)
J1:3/3	349
J1:4/1	597
J1:4/2	824
J1:4/3	349
J1:5/1	350
J1:5/2 (with short)	674(In) 293(Out)
J1:5/3 (short)	381
J1:6/1	666
J1:6/2	370
J1:7/1	707
J1:7/2 (with short)	730(In) 616(Out)
J1:7/3 (short)	114
J1:8/1	115
J1:8/2 (with short)	484(In) 484(Out)
J1:8/3 (short)	0
J1:9/1	1201
J1:10/1	772
J1:10/2	585
J1:11/1	588
J1:11/2	646
J1:11/3	640
J1:12/1	1197
J1:12/2	311
Junction: J2: Northfields Roundabout	
J2:1/1	538
J2:1/2 (with short)	632(In) 580(Out)
J2:1/3 (short)	52

Full Input Data And Results

J2:2/1	762
J2:2/2	769
J2:2/3	52
J2:3/1	650
J2:3/2	695
J2:3/3	248
J2:4/1	588
J2:4/2	646
J2:4/3 (with short)	640(In) 320(Out)
J2:4/4 (short)	320
J2:5/1	165
J2:5/2	133
J2:5/3	2
J2:6/1	393
J2:6/2	648
J2:6/3	320
J2:6/4	320
J2:7/1	257
J2:7/2 (with short)	505(In) 316(Out)
J2:7/3 (short)	189
J2:8/1	467
J2:8/2	636
J2:8/3	189
J2:9/1	468
J2:9/2	411
J2:10/1	1412
J2:10/2	1464
J2:11/1	263
J2:11/2	230
J2:12/1	448
J2:12/2	703

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	79.8 %	2105	2105
				Arm J1:12 Left	Inf	20.2 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	99.6 %	1965	1965
				Arm J2:9 Left	Inf	0.4 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	66.2 %	1965	1965
				Arm J2:11 Left	Inf	33.8 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	57.2 %	1965	1965
				Arm J2:12 Left	Inf	42.8 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 15: '2031 Base + Committed PM' (FG12: '2031 Base + Committed PM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	282	0	297	91	472	1142
	B	281	0	395	173	53	276	1178
	C	0	417	0	263	80	419	1179
	D	679	313	545	0	272	7	1816
	E	207	95	166	267	0	124	859
	F	555	256	446	2	59	0	1318
	Tot.	1722	1363	1552	1002	555	1298	7492

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2031 Base + Committed PM
Junction: J1: M1 Junction 14	
J1:1/1 (short)	1078
J1:1/2 (with short)	2311(In) 1233(Out)
J1:1/3	951
J1:2/1	1287
J1:2/2	951
J1:3/1 (short)	282
J1:3/2 (with short)	749(In) 467(Out)
J1:3/3	393
J1:4/1	681
J1:4/2	943
J1:4/3	393
J1:5/1	395
J1:5/2 (with short)	783(In) 328(Out)
J1:5/3 (short)	455
J1:6/1	762
J1:6/2	417
J1:7/1	795
J1:7/2 (with short)	848(In) 708(Out)
J1:7/3 (short)	140
J1:8/1	141
J1:8/2 (with short)	557(In) 557(Out)
J1:8/3 (short)	0
J1:9/1	1363
J1:10/1	878
J1:10/2	674
J1:11/1	668
J1:11/2	723
J1:11/3	733
J1:12/1	1219
J1:12/2	503
Junction: J2: Northfields Roundabout	
J2:1/1	606
J2:1/2 (with short)	712(In) 653(Out)

Full Input Data And Results

J2:1/3 (short)	59
J2:2/1	848
J2:2/2	877
J2:2/3	59
J2:3/1	740
J2:3/2	797
J2:3/3	279
J2:4/1	668
J2:4/2	723
J2:4/3 (with short)	733(In) 360(Out)
J2:4/4 (short)	373
J2:5/1	189
J2:5/2	144
J2:5/3	5
J2:6/1	446
J2:6/2	728
J2:6/3	360
J2:6/4	373
J2:7/1	292
J2:7/2 (with short)	567(In) 343(Out)
J2:7/3 (short)	224
J2:8/1	528
J2:8/2	716
J2:8/3	224
J2:9/1	529
J2:9/2	473
J2:10/1	1588
J2:10/2	1674
J2:11/1	300
J2:11/2	255
J2:12/1	508
J2:12/2	790

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	70.6 %	2105	2105
				Arm J1:12 Left	Inf	29.4 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	99.7 %	1965	1965
				Arm J2:9 Left	Inf	0.3 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	66.5 %	1965	1965
				Arm J2:11 Left	Inf	33.5 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	57.5 %	1965	1965
				Arm J2:12 Left	Inf	42.5 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 16: '2033 Base + Committed PM' (FG14: '2033 Base + Committed PM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	287	0	302	92	481	1162
	B	286	0	402	177	54	281	1200
	C	0	425	0	268	82	427	1202
	D	692	319	556	0	277	7	1851
	E	211	97	169	273	0	126	876
	F	556	256	446	2	59	0	1319
	Tot.	1745	1384	1573	1022	564	1322	7610

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2033 Base + Committed PM
Junction: J1: M1 Junction 14	
J1:1/1 (short)	1093
J1:1/2 (with short)	2334(In) 1241(Out)
J1:1/3	968
J1:2/1	1300
J1:2/2	968
J1:3/1 (short)	287
J1:3/2 (with short)	763(In) 476(Out)
J1:3/3	399
J1:4/1	688
J1:4/2	959
J1:4/3	399
J1:5/1	402
J1:5/2 (with short)	798(In) 333(Out)
J1:5/3 (short)	465
J1:6/1	777
J1:6/2	425
J1:7/1	809
J1:7/2 (with short)	864(In) 721(Out)
J1:7/3 (short)	143
J1:8/1	143
J1:8/2 (with short)	568(In) 568(Out)
J1:8/3 (short)	0
J1:9/1	1384
J1:10/1	889
J1:10/2	684
J1:11/1	684
J1:11/2	733
J1:11/3	747
J1:12/1	1236
J1:12/2	509
Junction: J2: Northfields Roundabout	
J2:1/1	604
J2:1/2 (with short)	715(In) 656(Out)

Full Input Data And Results

J2:1/3 (short)	59
J2:2/1	852
J2:2/2	883
J2:2/3	59
J2:3/1	756
J2:3/2	811
J2:3/3	284
J2:4/1	684
J2:4/2	733
J2:4/3 (with short)	747(In) 366(Out)
J2:4/4 (short)	381
J2:5/1	192
J2:5/2	147
J2:5/3	4
J2:6/1	459
J2:6/2	737
J2:6/3	366
J2:6/4	381
J2:7/1	299
J2:7/2 (with short)	577(In) 350(Out)
J2:7/3 (short)	227
J2:8/1	539
J2:8/2	731
J2:8/3	227
J2:9/1	540
J2:9/2	482
J2:10/1	1608
J2:10/2	1694
J2:11/1	306
J2:11/2	258
J2:12/1	522
J2:12/2	800

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	70.5 %	2105	2105
				Arm J1:12 Left	Inf	29.5 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	99.7 %	1965	1965
				Arm J2:9 Left	Inf	0.3 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	66.7 %	1965	1965
				Arm J2:11 Left	Inf	33.3 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	57.9 %	1965	1965
				Arm J2:12 Left	Inf	42.1 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 17: '2041 Base + Committed PM' (FG16: '2041 Base + Committed PM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	303	0	319	98	509	1229
	B	301	0	425	187	57	298	1268
	C	0	450	0	283	86	451	1270
	D	731	337	587	0	293	8	1956
	E	223	103	179	288	0	133	926
	F	599	276	480	3	63	0	1421
	Tot.	1854	1469	1671	1080	597	1399	8070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 2041 Base + Committed PM
Junction: J1: M1 Junction 14	
J1:1/1 (short)	1029
J1:1/2 (with short)	2444(In) 1415(Out)
J1:1/3	1071
J1:2/1	1341
J1:2/2	1071
J1:3/1 (short)	303
J1:3/2 (with short)	804(In) 501(Out)
J1:3/3	425
J1:4/1	710
J1:4/2	1037
J1:4/3	425
J1:5/1	425
J1:5/2 (with short)	843(In) 352(Out)
J1:5/3 (short)	491
J1:6/1	820
J1:6/2	450
J1:7/1	853
J1:7/2 (with short)	916(In) 766(Out)
J1:7/3 (short)	150
J1:8/1	151
J1:8/2 (with short)	600(In) 600(Out)
J1:8/3 (short)	0
J1:9/1	1469
J1:10/1	922
J1:10/2	749
J1:11/1	726
J1:11/2	773
J1:11/3	789
J1:12/1	1180
J1:12/2	674
Junction: J2: Northfields Roundabout	
J2:1/1	651
J2:1/2 (with short)	770(In) 707(Out)

Full Input Data And Results

J2:1/3 (short)	63
J2:2/1	916
J2:2/2	944
J2:2/3	63
J2:3/1	799
J2:3/2	856
J2:3/3	301
J2:4/1	726
J2:4/2	773
J2:4/3 (with short)	789(In) 378(Out)
J2:4/4 (short)	411
J2:5/1	198
J2:5/2	160
J2:5/3	6
J2:6/1	487
J2:6/2	779
J2:6/3	378
J2:6/4	411
J2:7/1	328
J2:7/2 (with short)	598(In) 361(Out)
J2:7/3 (short)	237
J2:8/1	573
J2:8/2	772
J2:8/3	237
J2:9/1	574
J2:9/2	506
J2:10/1	1715
J2:10/2	1800
J2:11/1	318
J2:11/2	279
J2:12/1	553
J2:12/2	846

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	63.0 %	2105	2105
				Arm J1:12 Left	Inf	37.0 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	99.5 %	1965	1965
				Arm J2:9 Left	Inf	0.5 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	66.8 %	1965	1965
				Arm J2:11 Left	Inf	33.2 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	59.5 %	1965	1965
				Arm J2:12 Left	Inf	40.5 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 18: '2031 Base + Committed PM + Dev' (FG18: '2031 Base + Committed + Dev PM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	282	0	303	91	475	1151
	B	281	0	409	175	53	275	1193
	C	0	441	0	266	80	416	1203
	D	683	314	546	0	272	7	1822
	E	207	95	166	267	0	124	859
	F	557	256	445	2	59	0	1319
	Tot.	1728	1388	1566	1013	555	1297	7547

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2031 Base + Committed PM + Dev
Junction: J1: M1 Junction 14	
J1:1/1 (short)	1081
J1:1/2 (with short)	2318(In) 1237(Out)
J1:1/3	951
J1:2/1	1312
J1:2/2	951
J1:3/1 (short)	282
J1:3/2 (with short)	754(In) 472(Out)
J1:3/3	397
J1:4/1	682
J1:4/2	947
J1:4/3	397
J1:5/1	409
J1:5/2 (with short)	784(In) 327(Out)
J1:5/3 (short)	457
J1:6/1	762
J1:6/2	441
J1:7/1	799
J1:7/2 (with short)	854(In) 714(Out)
J1:7/3 (short)	140
J1:8/1	141
J1:8/2 (with short)	581(In) 581(Out)
J1:8/3 (short)	0
J1:9/1	1388
J1:10/1	886
J1:10/2	680
J1:11/1	669
J1:11/2	721
J1:11/3	744
J1:12/1	1222
J1:12/2	506
Junction: J2: Northfields Roundabout	
J2:1/1	605
J2:1/2 (with short)	714(In) 655(Out)

Full Input Data And Results

J2:1/3 (short)	59
J2:2/1	847
J2:2/2	879
J2:2/3	59
J2:3/1	744
J2:3/2	799
J2:3/3	279
J2:4/1	669
J2:4/2	721
J2:4/3 (with short)	744(In) 366(Out)
J2:4/4 (short)	378
J2:5/1	189
J2:5/2	145
J2:5/3	4
J2:6/1	448
J2:6/2	725
J2:6/3	366
J2:6/4	378
J2:7/1	292
J2:7/2 (with short)	567(In) 343(Out)
J2:7/3 (short)	224
J2:8/1	534
J2:8/2	721
J2:8/3	224
J2:9/1	535
J2:9/2	478
J2:10/1	1591
J2:10/2	1678
J2:11/1	300
J2:11/2	255
J2:12/1	510
J2:12/2	787

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	70.4 %	2105	2105
				Arm J1:12 Left	Inf	29.6 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	99.7 %	1965	1965
				Arm J2:9 Left	Inf	0.3 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	66.5 %	1965	1965
				Arm J2:11 Left	Inf	33.5 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	57.5 %	1965	1965
				Arm J2:12 Left	Inf	42.5 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 19: '2033 Base + Committed PM + Dev' (FG20: '2033 Base + Committed + Dev PM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	287	0	310	93	485	1175
	B	286	0	420	179	54	280	1219
	C	0	455	0	271	81	424	1231
	D	697	320	557	0	277	7	1858
	E	211	97	169	273	0	126	876
	F	557	256	445	2	59	0	1319
	Tot.	1751	1415	1591	1035	564	1322	7678

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: 2033 Base + Committed PM + Dev
Junction: J1: M1 Junction 14	
J1:1/1 (short)	1095
J1:1/2 (with short)	2341(In) 1246(Out)
J1:1/3	968
J1:2/1	1331
J1:2/2	968
J1:3/1 (short)	287
J1:3/2 (with short)	770(In) 483(Out)
J1:3/3	405
J1:4/1	687
J1:4/2	967
J1:4/3	405
J1:5/1	420
J1:5/2 (with short)	799(In) 332(Out)
J1:5/3 (short)	467
J1:6/1	776
J1:6/2	455
J1:7/1	815
J1:7/2 (with short)	872(In) 729(Out)
J1:7/3 (short)	143
J1:8/1	143
J1:8/2 (with short)	598(In) 598(Out)
J1:8/3 (short)	0
J1:9/1	1415
J1:10/1	897
J1:10/2	694
J1:11/1	682
J1:11/2	735
J1:11/3	760
J1:12/1	1238
J1:12/2	513
Junction: J2: Northfields Roundabout	
J2:1/1	604
J2:1/2 (with short)	715(In) 656(Out)

Full Input Data And Results

J2:1/3 (short)	59
J2:2/1	852
J2:2/2	883
J2:2/3	59
J2:3/1	761
J2:3/2	813
J2:3/3	284
J2:4/1	682
J2:4/2	735
J2:4/3 (with short)	760(In) 372(Out)
J2:4/4 (short)	388
J2:5/1	192
J2:5/2	146
J2:5/3	5
J2:6/1	456
J2:6/2	740
J2:6/3	372
J2:6/4	388
J2:7/1	299
J2:7/2 (with short)	577(In) 350(Out)
J2:7/3 (short)	227
J2:8/1	545
J2:8/2	738
J2:8/3	227
J2:9/1	546
J2:9/2	489
J2:10/1	1613
J2:10/2	1696
J2:11/1	305
J2:11/2	259
J2:12/1	519
J2:12/2	803

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	70.3 %	2105	2105
				Arm J1:12 Left	Inf	29.7 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	99.7 %	1965	1965
				Arm J2:9 Left	Inf	0.3 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	66.6 %	1965	1965
				Arm J2:11 Left	Inf	33.4 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	57.9 %	1965	1965
				Arm J2:12 Left	Inf	42.1 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 20: '2041 Base + Committed PM + Dev' (FG22: '2041 Base + Committed + Dev PM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	303	0	327	98	513	1241
	B	301	0	443	189	57	296	1286
	C	0	479	0	286	86	448	1299
	D	737	338	588	0	293	8	1964
	E	223	103	178	288	0	133	925
	F	600	275	479	3	63	0	1420
	Tot.	1861	1498	1688	1093	597	1398	8135

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: 2041 Base + Committed PM + Dev
Junction: J1: M1 Junction 14	
J1:1/1 (short)	1074
J1:1/2 (with short)	2448(In) 1374(Out)
J1:1/3	1073
J1:2/1	1367
J1:2/2	1073
J1:3/1 (short)	303
J1:3/2 (with short)	814(In) 511(Out)
J1:3/3	427
J1:4/1	708
J1:4/2	1048
J1:4/3	427
J1:5/1	443
J1:5/2 (with short)	843(In) 350(Out)
J1:5/3 (short)	493
J1:6/1	820
J1:6/2	479
J1:7/1	861
J1:7/2 (with short)	920(In) 770(Out)
J1:7/3 (short)	150
J1:8/1	151
J1:8/2 (with short)	629(In) 629(Out)
J1:8/3 (short)	0
J1:9/1	1498
J1:10/1	929
J1:10/2	759
J1:11/1	728
J1:11/2	770
J1:11/3	802
J1:12/1	1225
J1:12/2	636
Junction: J2: Northfields Roundabout	
J2:1/1	650
J2:1/2 (with short)	770(In) 707(Out)

Full Input Data And Results

J2:1/3 (short)	63
J2:2/1	910
J2:2/2	948
J2:2/3	63
J2:3/1	803
J2:3/2	860
J2:3/3	301
J2:4/1	728
J2:4/2	770
J2:4/3 (with short)	802(In) 388(Out)
J2:4/4 (short)	414
J2:5/1	200
J2:5/2	158
J2:5/3	6
J2:6/1	489
J2:6/2	776
J2:6/3	388
J2:6/4	414
J2:7/1	321
J2:7/2 (with short)	604(In) 363(Out)
J2:7/3 (short)	241
J2:8/1	576
J2:8/2	777
J2:8/3	241
J2:9/1	577
J2:9/2	516
J2:10/1	1713
J2:10/2	1808
J2:11/1	320
J2:11/2	277
J2:12/1	555
J2:12/2	843

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	64.6 %	2105	2105
				Arm J1:12 Left	Inf	35.4 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	99.5 %	1965	1965
				Arm J2:9 Left	Inf	0.5 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	66.9 %	1965	1965
				Arm J2:11 Left	Inf	33.1 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	58.6 %	1965	1965
				Arm J2:12 Left	Inf	41.4 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 21: '2033 Base + Committed PM + Dev (10% MS)' (FG24: '2033 Base + Committed + Dev (10%) PM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	287	0	310	93	485	1175
	B	286	0	418	179	54	280	1217
	C	0	452	0	271	81	424	1228
	D	697	320	557	0	277	7	1858
	E	211	97	169	273	0	126	876
	F	557	256	445	2	59	0	1319
	Tot.	1751	1412	1589	1035	564	1322	7673

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: 2033 Base + Committed PM + Dev (10% MS)
Junction: J1: M1 Junction 14	
J1:1/1 (short)	1095
J1:1/2 (with short)	2341(In) 1246(Out)
J1:1/3	968
J1:2/1	1328
J1:2/2	968
J1:3/1 (short)	287
J1:3/2 (with short)	770(In) 483(Out)
J1:3/3	405
J1:4/1	687
J1:4/2	967
J1:4/3	405
J1:5/1	418
J1:5/2 (with short)	799(In) 332(Out)
J1:5/3 (short)	467
J1:6/1	776
J1:6/2	452
J1:7/1	815
J1:7/2 (with short)	872(In) 729(Out)
J1:7/3 (short)	143
J1:8/1	143
J1:8/2 (with short)	595(In) 595(Out)
J1:8/3 (short)	0
J1:9/1	1412
J1:10/1	896
J1:10/2	693
J1:11/1	682
J1:11/2	735
J1:11/3	760
J1:12/1	1238
J1:12/2	513
Junction: J2: Northfields Roundabout	
J2:1/1	604
J2:1/2 (with short)	715(In) 656(Out)

Full Input Data And Results

J2:1/3 (short)	59
J2:2/1	852
J2:2/2	883
J2:2/3	59
J2:3/1	761
J2:3/2	813
J2:3/3	284
J2:4/1	682
J2:4/2	735
J2:4/3 (with short)	760(In) 372(Out)
J2:4/4 (short)	388
J2:5/1	192
J2:5/2	146
J2:5/3	5
J2:6/1	456
J2:6/2	740
J2:6/3	372
J2:6/4	388
J2:7/1	299
J2:7/2 (with short)	577(In) 350(Out)
J2:7/3 (short)	227
J2:8/1	545
J2:8/2	738
J2:8/3	227
J2:9/1	546
J2:9/2	489
J2:10/1	1613
J2:10/2	1696
J2:11/1	305
J2:11/2	259
J2:12/1	519
J2:12/2	803

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	70.3 %	2105	2105
				Arm J1:12 Left	Inf	29.7 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	99.7 %	1965	1965
				Arm J2:9 Left	Inf	0.3 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	66.6 %	1965	1965
				Arm J2:11 Left	Inf	33.4 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	57.9 %	1965	1965
				Arm J2:12 Left	Inf	42.1 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 22: '2041 Base + Committed PM + Dev (10% MS)' (FG26: '2041 Base + Committed + Dev (10%) PM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	303	0	327	98	513	1241
	B	301	0	441	189	57	296	1284
	C	0	476	0	286	86	448	1296
	D	736	338	588	0	293	8	1963
	E	223	102	178	288	0	133	924
	F	600	275	480	3	63	0	1421
	Tot.	1860	1494	1687	1093	597	1398	8129

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: 2041 Base + Committed PM + Dev (10% MS)
Junction: J1: M1 Junction 14	
J1:1/1 (short)	1052
J1:1/2 (with short)	2448(In) 1396(Out)
J1:1/3	1072
J1:2/1	1365
J1:2/2	1072
J1:3/1 (short)	303
J1:3/2 (with short)	813(In) 510(Out)
J1:3/3	428
J1:4/1	711
J1:4/2	1045
J1:4/3	428
J1:5/1	441
J1:5/2 (with short)	843(In) 350(Out)
J1:5/3 (short)	493
J1:6/1	820
J1:6/2	476
J1:7/1	860
J1:7/2 (with short)	921(In) 771(Out)
J1:7/3 (short)	150
J1:8/1	151
J1:8/2 (with short)	626(In) 626(Out)
J1:8/3 (short)	0
J1:9/1	1494
J1:10/1	931
J1:10/2	756
J1:11/1	727
J1:11/2	771
J1:11/3	802
J1:12/1	1203
J1:12/2	657
Junction: J2: Northfields Roundabout	
J2:1/1	651
J2:1/2 (with short)	770(In) 707(Out)

Full Input Data And Results

J2:1/3 (short)	63
J2:2/1	918
J2:2/2	940
J2:2/3	63
J2:3/1	802
J2:3/2	860
J2:3/3	301
J2:4/1	727
J2:4/2	771
J2:4/3 (with short)	802(In) 386(Out)
J2:4/4 (short)	416
J2:5/1	198
J2:5/2	160
J2:5/3	6
J2:6/1	488
J2:6/2	777
J2:6/3	386
J2:6/4	416
J2:7/1	322
J2:7/2 (with short)	602(In) 369(Out)
J2:7/3 (short)	233
J2:8/1	575
J2:8/2	785
J2:8/3	233
J2:9/1	576
J2:9/2	517
J2:10/1	1720
J2:10/2	1800
J2:11/1	318
J2:11/2	279
J2:12/1	554
J2:12/2	844

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	63.7 %	2105	2105
				Arm J1:12 Left	Inf	36.3 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	99.5 %	1965	1965
				Arm J2:9 Left	Inf	0.5 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	66.9 %	1965	1965
				Arm J2:11 Left	Inf	33.1 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	58.7 %	1965	1965
				Arm J2:12 Left	Inf	41.3 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 23: '2033 Base + Committed PM + Dev (MKE)' (FG28: '2033 Base + Committed + Dev (MKE) PM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	287	0	308	93	484	1172
	B	286	0	402	178	54	280	1200
	C	0	446	0	270	81	425	1222
	D	696	319	556	0	277	7	1855
	E	211	97	169	273	0	126	876
	F	557	256	445	2	59	0	1319
	Tot.	1750	1405	1572	1031	564	1322	7644

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: 2033 Base + Committed PM + Dev (MKE)
Junction: J1: M1 Junction 14	
J1:1/1 (short)	826
J1:1/2 (with short)	2136(In) 1310(Out)
J1:1/3	1170
J1:2/1	1118
J1:2/2	1170
J1:3/1 (short)	287
J1:3/2 (with short)	779(In) 492(Out)
J1:3/3	393
J1:4/1	586
J1:4/2	1076
J1:4/3	393
J1:5/1	402
J1:5/2 (with short)	798(In) 334(Out)
J1:5/3 (short)	464
J1:6/1	776
J1:6/2	446
J1:7/1	826
J1:7/2 (with short)	857(In) 714(Out)
J1:7/3 (short)	143
J1:8/1	143
J1:8/2 (with short)	589(In) 589(Out)
J1:8/3 (short)	0
J1:9/1	1405
J1:10/1	787
J1:10/2	785
J1:11/1	684
J1:11/2	733
J1:11/3	756
J1:12/1	969
J1:12/2	781
Junction: J2: Northfields Roundabout	
J2:1/1	609
J2:1/2 (with short)	710(In) 651(Out)

Full Input Data And Results

J2:1/3 (short)	59
J2:2/1	750
J2:2/2	985
J2:2/3	59
J2:3/1	759
J2:3/2	812
J2:3/3	284
J2:4/1	684
J2:4/2	733
J2:4/3 (with short)	756(In) 362(Out)
J2:4/4 (short)	394
J2:5/1	196
J2:5/2	140
J2:5/3	7
J2:6/1	456
J2:6/2	740
J2:6/3	362
J2:6/4	394
J2:7/1	288
J2:7/2 (with short)	588(In) 254(Out)
J2:7/3 (short)	334
J2:8/1	524
J2:8/2	648
J2:8/3	334
J2:9/1	525
J2:9/2	506
J2:10/1	1509
J2:10/2	1797
J2:11/1	309
J2:11/2	255
J2:12/1	519
J2:12/2	803

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	51.3 %	2105	2105
				Arm J1:12 Left	Inf	48.7 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	99.7 %	1965	1965
				Arm J2:9 Left	Inf	0.3 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	66.7 %	1965	1965
				Arm J2:11 Left	Inf	33.3 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	56.3 %	1965	1965
				Arm J2:12 Left	Inf	43.8 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 24: '2041 Base + Committed PM + Dev (MKE)' (FG30: '2041 Base + Committed + Dev (MKE) PM', Plan 1: '2017 Observed AM')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	303	0	325	98	512	1238
	B	301	0	437	188	57	296	1279
	C	0	470	0	285	86	449	1290
	D	735	338	588	0	293	8	1962
	E	223	103	178	288	0	133	925
	F	600	276	480	3	63	0	1422
	Tot.	1859	1490	1683	1089	597	1398	8116

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: 2041 Base + Committed PM + Dev (MKE)
Junction: J1: M1 Junction 14	
J1:1/1 (short)	870
J1:1/2 (with short)	2275(In) 1405(Out)
J1:1/3	1246
J1:2/1	1187
J1:2/2	1246
J1:3/1 (short)	303
J1:3/2 (with short)	798(In) 495(Out)
J1:3/3	440
J1:4/1	623
J1:4/2	1118
J1:4/3	440
J1:5/1	437
J1:5/2 (with short)	842(In) 353(Out)
J1:5/3 (short)	489
J1:6/1	820
J1:6/2	470
J1:7/1	848
J1:7/2 (with short)	929(In) 783(Out)
J1:7/3 (short)	146
J1:8/1	155
J1:8/2 (with short)	616(In) 616(Out)
J1:8/3 (short)	0
J1:9/1	1490
J1:10/1	841
J1:10/2	842
J1:11/1	725
J1:11/2	773
J1:11/3	798
J1:12/1	1025
J1:12/2	834
Junction: J2: Northfields Roundabout	
J2:1/1	655
J2:1/2 (with short)	767(In) 704(Out)

Full Input Data And Results

J2:1/3 (short)	63
J2:2/1	808
J2:2/2	1052
J2:2/3	63
J2:3/1	801
J2:3/2	860
J2:3/3	301
J2:4/1	725
J2:4/2	773
J2:4/3 (with short)	798(In) 382(Out)
J2:4/4 (short)	416
J2:5/1	209
J2:5/2	147
J2:5/3	8
J2:6/1	484
J2:6/2	781
J2:6/3	382
J2:6/4	416
J2:7/1	300
J2:7/2 (with short)	625(In) 277(Out)
J2:7/3 (short)	348
J2:8/1	549
J2:8/2	693
J2:8/3	348
J2:9/1	550
J2:9/2	539
J2:10/1	1609
J2:10/2	1912
J2:11/1	329
J2:11/2	268
J2:12/1	550
J2:12/2	848

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M1 Junction 14								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A509 (S))	3.50	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1965	1965
J1:1/2 (A509 (S))	3.50	0.00	N	Arm J1:2 Ahead	Inf	51.0 %	2105	2105
				Arm J1:12 Left	Inf	49.0 %		
J1:1/3 (A509 (S))	3.50	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1965	1965
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (M1 S/B Off-Slip)	3.50	0.00	Y	Arm J1:9 Left	20.00	100.0 %	1828	1828
J1:3/2 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (M1 S/B Off-Slip)	3.50	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2105	2105
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:4/3	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A509 London Road)	3.50	0.00	Y	Arm J1:10 Left	30.00	100.0 %	1871	1871
J1:5/2 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:5/3 (A509 London Road)	3.50	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2105	2105
J1:6/1 (M1 N/B Off-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (M1 N/B Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	3.50	0.00	Y	Arm J1:2 Right	25.00	0.0 %	1965	1965
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf
J1:10/2	Infinite Saturation Flow						Inf	Inf
J1:11/1	Infinite Saturation Flow						Inf	Inf
J1:11/2	Infinite Saturation Flow						Inf	Inf
J1:11/3	Infinite Saturation Flow						Inf	Inf
J1:12/1	Infinite Saturation Flow						Inf	Inf
J1:12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Northfields Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	99.5 %	1965	1965
				Arm J2:9 Left	Inf	0.5 %		
J2:1/2 (A4145 Childs Way (S))	3.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2105	2105
J2:1/3 (A4145 Childs Way (S))	3.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1965	1965
J2:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (A509 (W))	3.50	0.00	Y	Arm J2:10 Left	Inf	100.0 %	1965	1965
J2:3/2 (A509 (W))	3.50	0.00	N	Arm J2:10 Left	Inf	100.0 %	2105	2105
J2:3/3 (A509 (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:4/1 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	66.8 %	1965	1965
				Arm J2:11 Left	Inf	33.2 %		
J2:4/2 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/3 (A509 (N))	3.50	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2105	2105
J2:4/4 (A509 (N))	3.50	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1965	1965
J2:5/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/4	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	55.7 %	1965	1965
				Arm J2:12 Left	Inf	44.3 %		
J2:7/2 (A5130 (E))	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:7/3 (A5130 (E))	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:9/2	Infinite Saturation Flow						Inf	Inf
J2:10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

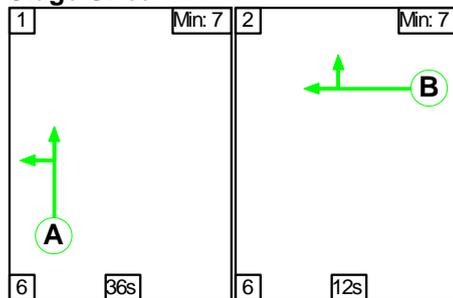
J2:10/2	Infinite Saturation Flow	Inf	Inf
J2:11/1	Infinite Saturation Flow	Inf	Inf
J2:11/2	Infinite Saturation Flow	Inf	Inf
J2:12/1	Infinite Saturation Flow	Inf	Inf
J2:12/2	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2021 Base AM' (FG3: '2021 Base AM', Plan 1: '2017 Observed AM')

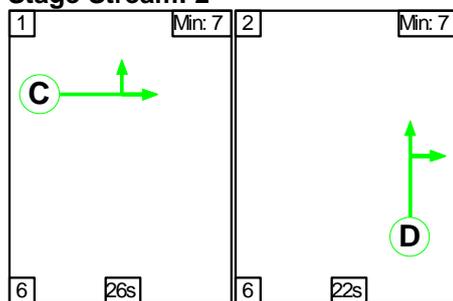
C1

Stage Sequence Diagram

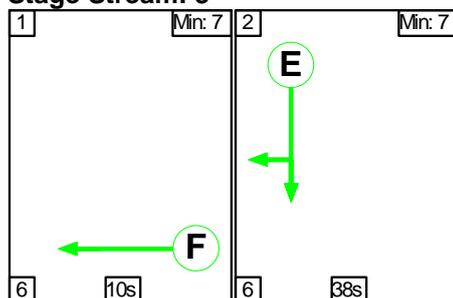
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	36	12
Change Point	24	6

Stage Stream: 2

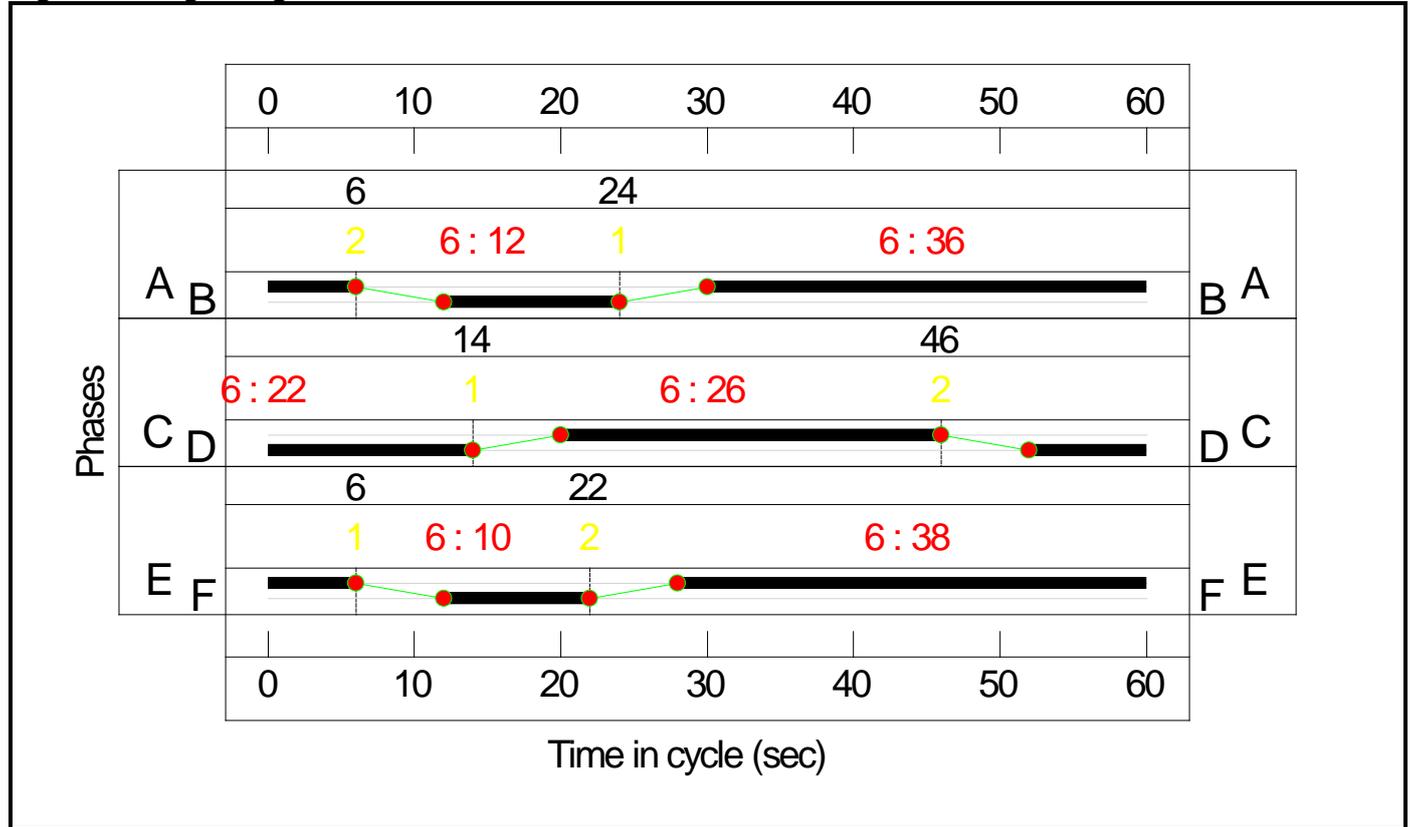
Stage	1	2
Duration	26	22
Change Point	14	46

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	10	38
Change Point	6	22

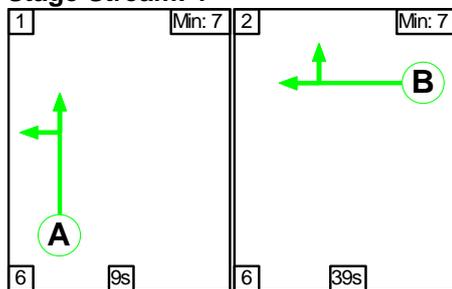
Signal Timings Diagram



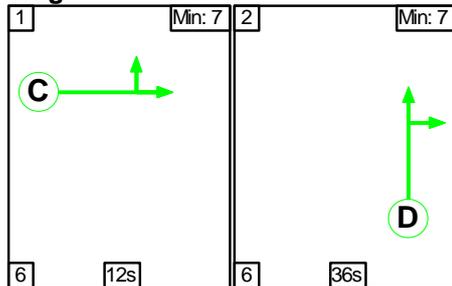
C2

Stage Sequence Diagram

Stage Stream: 1

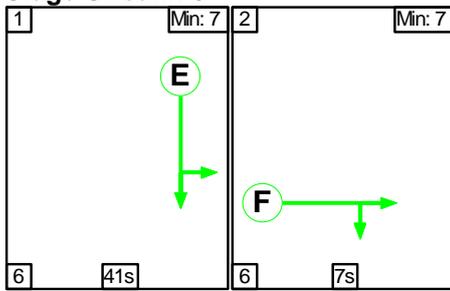


Stage Stream: 2

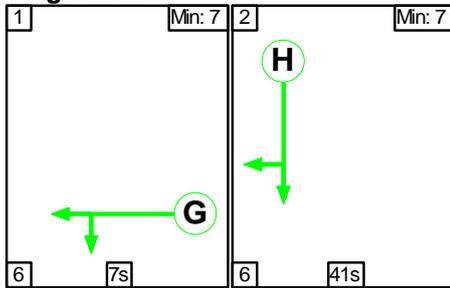


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	9	39
Change Point	49	4

Stage Stream: 2

Stage	1	2
Duration	12	36
Change Point	14	32

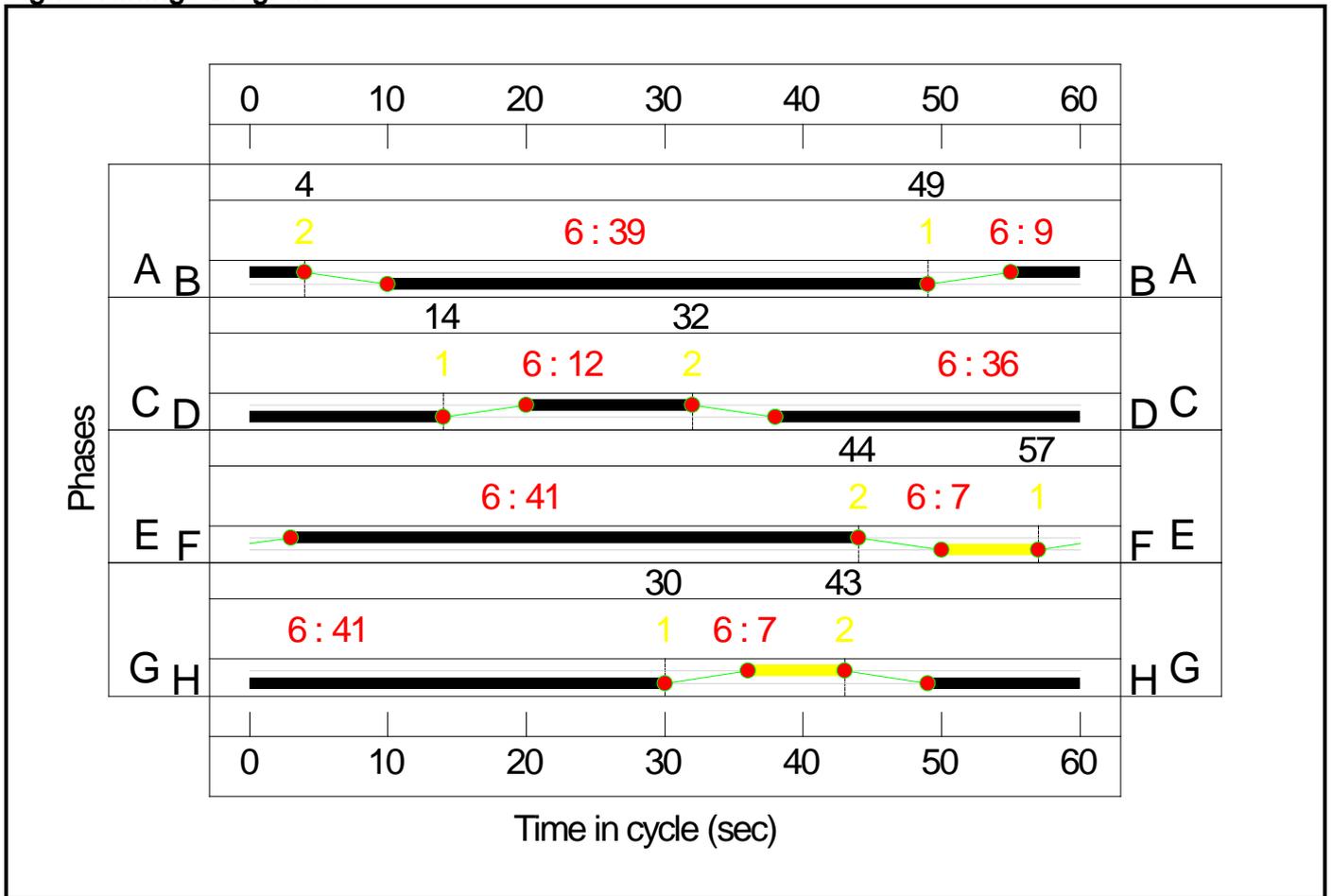
Stage Stream: 3

Stage	1	2
Duration	41	7
Change Point	57	44

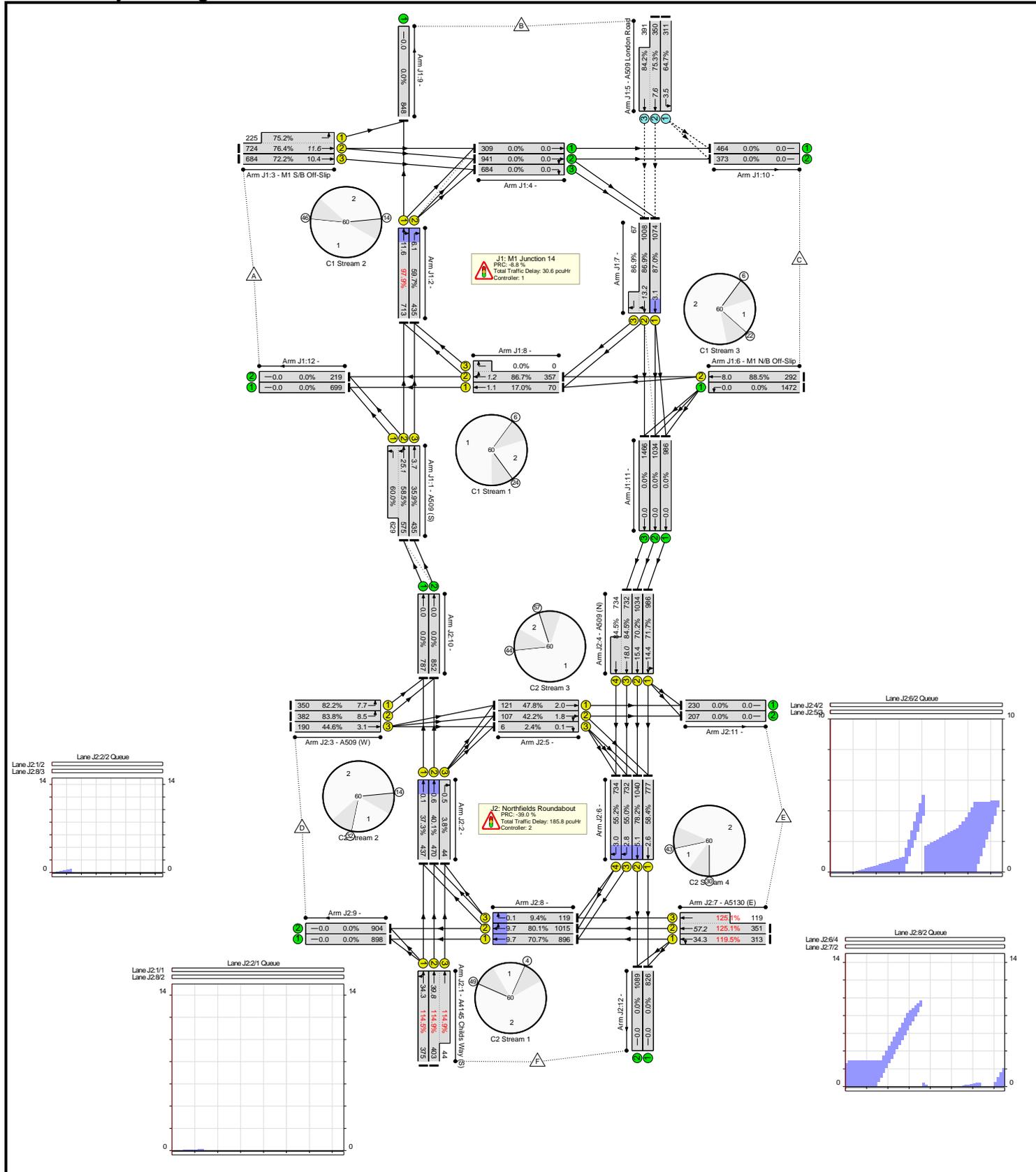
Stage Stream: 4

Stage	1	2
Duration	7	41
Change Point	30	43

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	125.1%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	97.9%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	36	-	1313	2105:1965	984+1047	58.5 : 60.0%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	36	-	453	1965	1212	35.9%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	22	-	754	1900	728	97.9%
2/2	Right	U	1:2	N/A	C1:D		1	22	-	453	1900	728	59.7%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	26	-	949	2105:1828	947+299	76.4 : 75.2%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	26	-	684	2105	947	72.2%
4/1	Ahead	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	950	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	311	1871	481	64.7%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	741	2105:2105	465+465	75.3 : 84.2%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	1472	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	10	-	292	1800	330	88.5%
7/1	Ahead	U	1:3	N/A	C1:E		1	38	-	1074	1900	1235	87.0%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	38	-	1075	1900:1900	1160+77	86.9 : 86.9%
8/1	Ahead	U	1:1	N/A	C1:B		1	12	-	70	1900	412	17.0%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	12	-	357	1900:1965	412+0	86.7 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	486	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	382	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	986	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	1034	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	1466	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	747	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	239	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	125.1%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	9	-	375	1965	327	114.5%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	9	-	447	2105:1965	351+38	114.9 : 114.9%
2/1	Ahead	U	2:2	N/A	C2:D	1	36	-	512	1900	1172	37.3%
2/2	Ahead	U	2:2	N/A	C2:D	1	36	-	522	1900	1172	40.1%
2/3	Right	U	2:2	N/A	C2:D	1	36	-	44	1900	1172	3.8%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	12	-	350	1965	426	82.2%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	12	-	382	2105	456	83.8%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	12	-	190	1965	426	44.6%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	41	-	986	1965	1375	71.7%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1034	2105	1473	70.2%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1466	2105:1965	866+869	84.5 : 84.5%
5/1	Ahead	U	2:3	N/A	C2:F	1	7	-	121	1900	253	47.8%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	7	-	107	1900	253	42.2%
5/3	Right	U	2:3	N/A	C2:F	1	7	-	6	1900	253	2.4%
6/1	Ahead	U	2:4	N/A	C2:H	1	41	-	777	1900	1330	58.4%
6/2	Ahead	U	2:4	N/A	C2:H	1	41	-	1040	1900	1330	78.2%
6/3	Right	U	2:4	N/A	C2:H	1	41	-	732	1900	1330	55.0%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	41	-	734	1900	1330	55.2%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	7	-	313	1965	262	119.5%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	7	-	470	2105:1965	281+95	125.1 : 125.1%
8/1	Ahead	U	2:1	N/A	C2:B		1	39	-	928	1900	1267	70.7%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	39	-	1085	1900	1267	80.1%
8/3	Right	U	2:1	N/A	C2:B		1	39	-	119	1900	1267	9.4%
9/1		U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	904	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1099	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: M1 Junction 14 / Northfields Roundabout Model	-	-	1793	0	0	59.0	157.4	0.0	216.4	-	-	-	-
J1: M1 Junction 14	-	-	1793	0	0	20.6	10.0	0.0	30.6	-	-	-	-
1/2+1/1	1204	1204	-	-	-	2.6	0.7	-	3.3	10.0	24.3	0.7	25.1
1/3	435	435	-	-	-	0.5	0.3	-	0.8	6.9	3.4	0.3	3.7
2/1	713	713	-	-	-	4.0	0.0	-	4.0	20.1	11.6	0.0	11.6
2/2	435	435	-	-	-	1.0	0.0	-	1.0	8.6	6.1	0.0	6.1
3/2+3/1	949	949	-	-	-	3.4	1.6	-	5.0	19.0	10.1	1.6	11.6
3/3	684	684	-	-	-	2.6	1.3	-	3.8	20.2	9.1	1.3	10.4
4/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	311	311	311	0	0	0.4	0.9	-	1.3	15.1	2.6	0.9	3.5
5/2+5/3	741	741	1482	0	0	1.4	1.9	-	3.3	16.1	5.6	1.9	7.6
6/1	1472	1472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	292	292	-	-	-	1.9	3.3	-	5.2	64.3	4.7	3.3	8.0
7/1	1074	1074	-	-	-	0.8	0.0	-	0.8	2.8	3.1	0.0	3.1
7/2+7/3	1075	1075	-	-	-	0.8	0.0	-	0.8	2.7	13.2	0.0	13.2
8/1	70	70	-	-	-	0.5	0.0	-	0.5	26.3	1.1	0.0	1.1
8/2+8/3	357	357	-	-	-	0.6	0.0	-	0.6	6.0	1.2	0.0	1.2
9/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	986	986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1034	1034	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	1466	1466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	38.4	147.4	0.0	185.8	-	-	-	-
1/1	375	327	-	-	-	4.2	27.2	-	31.4	301.1	7.1	27.2	34.3
1/2+1/3	447	395	-	-	-	4.6	32.4	-	36.9	297.5	7.4	32.4	39.8
2/1	437	437	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
2/2	470	470	-	-	-	0.1	0.0	-	0.1	0.4	0.6	0.0	0.6
2/3	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	350	350	-	-	-	2.2	2.2	-	4.4	44.9	5.5	2.2	7.7
3/2	382	382	-	-	-	2.4	2.4	-	4.8	45.3	6.0	2.4	8.5
3/3	190	190	-	-	-	1.1	0.4	-	1.5	28.0	2.7	0.4	3.1
4/1	986	986	-	-	-	2.4	1.3	-	3.6	13.3	13.2	1.3	14.4
4/2	1034	1034	-	-	-	2.7	1.2	-	3.9	13.5	14.3	1.2	15.4
4/3+4/4	1466	1466	-	-	-	3.5	2.7	-	6.1	15.1	15.3	2.7	18.0
5/1	121	121	-	-	-	1.1	0.0	-	1.1	31.5	2.0	0.0	2.0
5/2	107	107	-	-	-	0.7	0.0	-	0.7	23.8	1.8	0.0	1.8
5/3	6	6	-	-	-	0.0	0.0	-	0.0	22.1	0.1	0.0	0.1
6/1	777	777	-	-	-	0.4	0.0	-	0.4	2.1	2.6	0.0	2.6
6/2	1040	1040	-	-	-	1.4	0.0	-	1.4	4.9	5.1	0.0	5.1
6/3	732	732	-	-	-	0.6	0.0	-	0.6	2.9	2.8	0.0	2.8
6/4	734	734	-	-	-	0.6	0.0	-	0.6	2.9	3.0	0.0	3.0
7/1	313	262	-	-	-	3.4	28.3	-	31.6	363.9	6.1	28.3	34.3
7/2+7/3	470	400	-	-	-	4.9	49.5	-	54.3	416.1	7.8	49.5	57.2
8/1	896	896	-	-	-	1.1	0.0	-	1.1	4.4	9.7	0.0	9.7
8/2	1015	1015	-	-	-	1.2	0.0	-	1.2	4.3	9.7	0.0	9.7
8/3	119	119	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

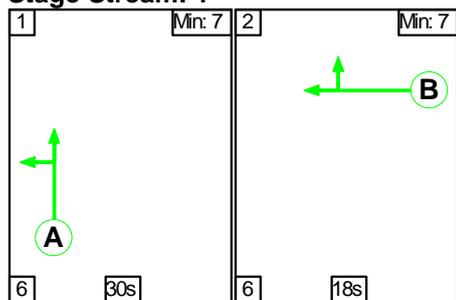
Full Input Data And Results

10/2	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1089	1089	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%)	3.8	Total Delay for Signalled Lanes (pcuHr)	5.27	Cycle Time (s)	60					
		C1	Stream: 2 PRC for Signalled Lanes (%)	-8.8	Total Delay for Signalled Lanes (pcuHr)	13.88	Cycle Time (s)	60					
		C1	Stream: 3 PRC for Signalled Lanes (%)	1.7	Total Delay for Signalled Lanes (pcuHr)	6.86	Cycle Time (s)	60					
		C2	Stream: 1 PRC for Signalled Lanes (%)	-27.6	Total Delay for Signalled Lanes (pcuHr)	70.62	Cycle Time (s)	60					
		C2	Stream: 2 PRC for Signalled Lanes (%)	7.5	Total Delay for Signalled Lanes (pcuHr)	10.71	Cycle Time (s)	60					
		C2	Stream: 3 PRC for Signalled Lanes (%)	6.5	Total Delay for Signalled Lanes (pcuHr)	15.47	Cycle Time (s)	60					
		C2	Stream: 4 PRC for Signalled Lanes (%)	-39.0	Total Delay for Signalled Lanes (pcuHr)	89.00	Cycle Time (s)	60					
			PRC Over All Lanes (%)	-39.0	Total Delay Over All Lanes(pcuHr)	216.43							

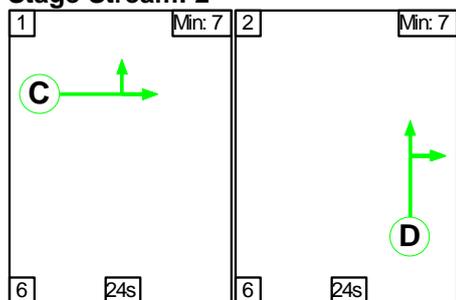
C1

Stage Sequence Diagram

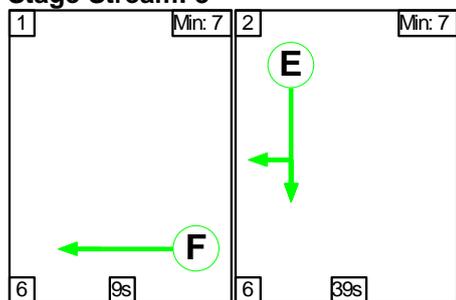
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	13	49

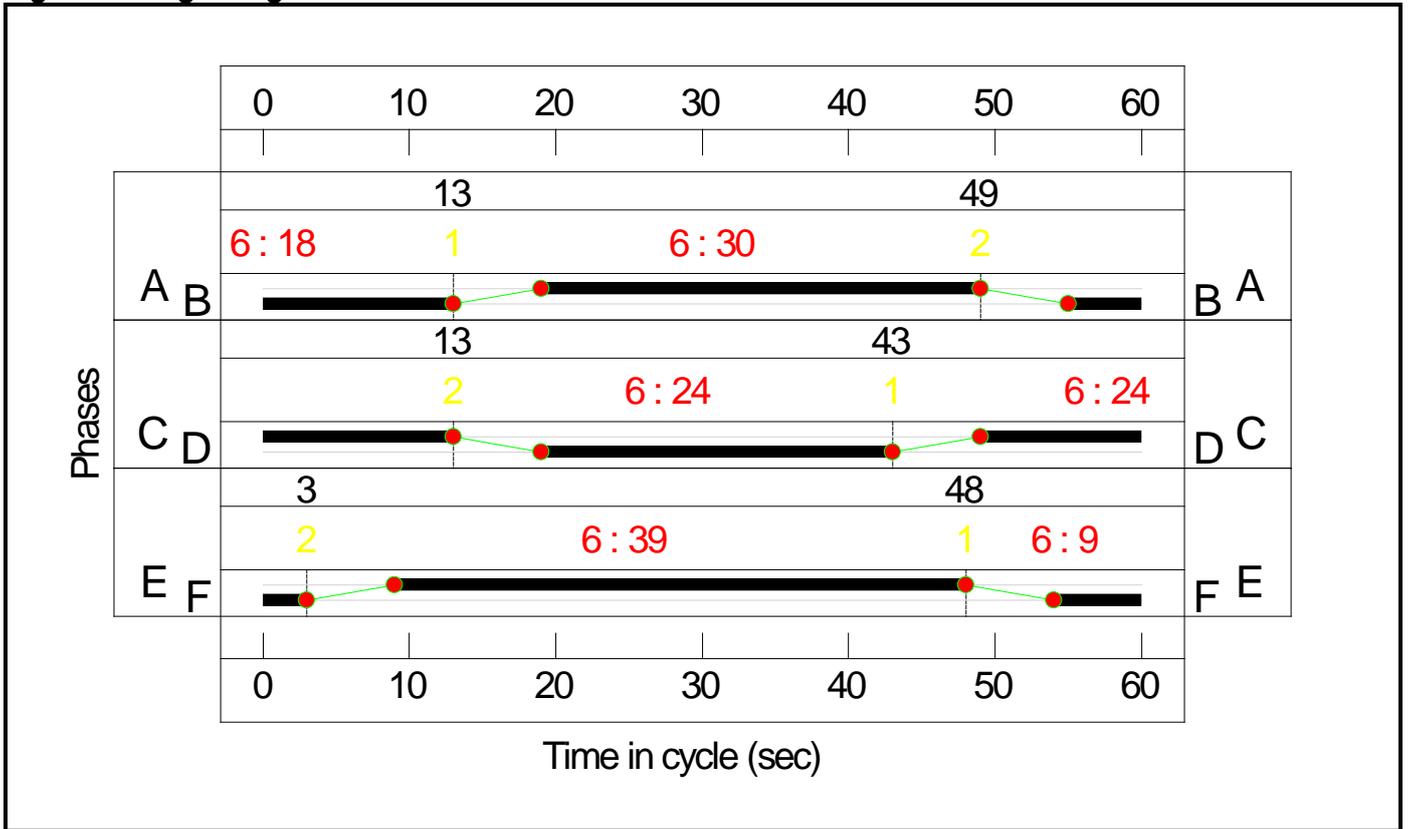
Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	43	13

Stage Stream: 3

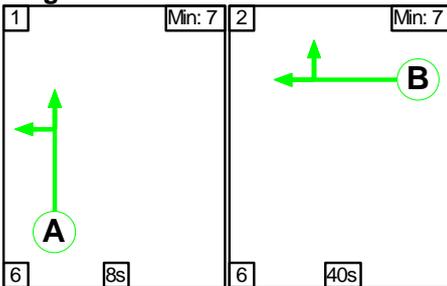
Stage	1	2
Duration	9	39
Change Point	48	3

Signal Timings Diagram

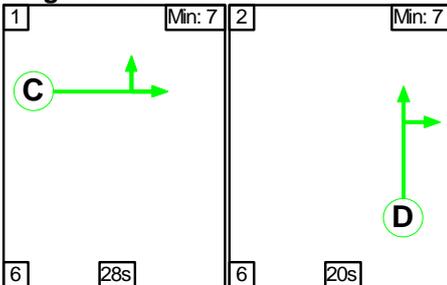


C2 Stage Sequence Diagram

Stage Stream: 1

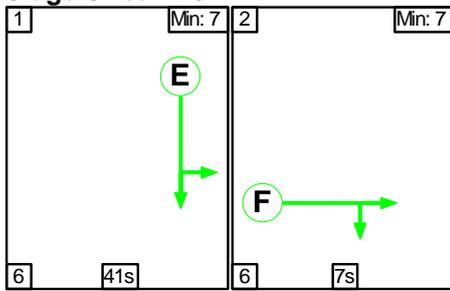


Stage Stream: 2

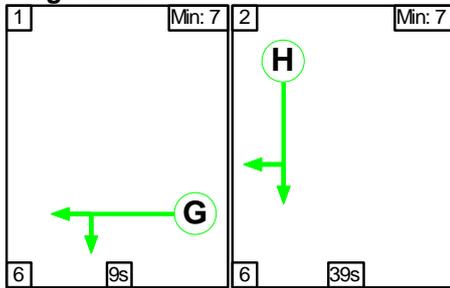


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	27	41

Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	46	20

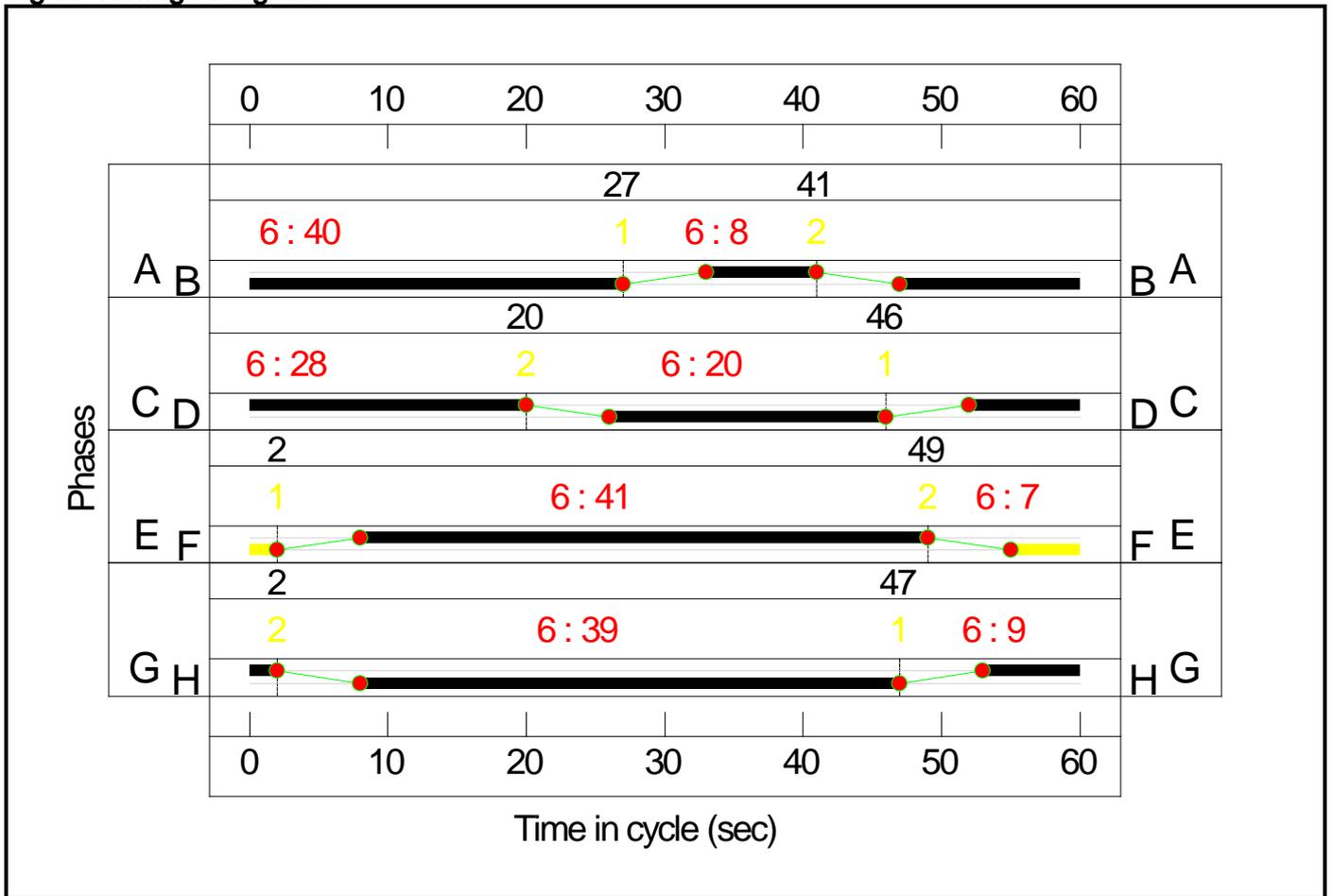
Stage Stream: 3

Stage	1	2
Duration	41	7
Change Point	2	49

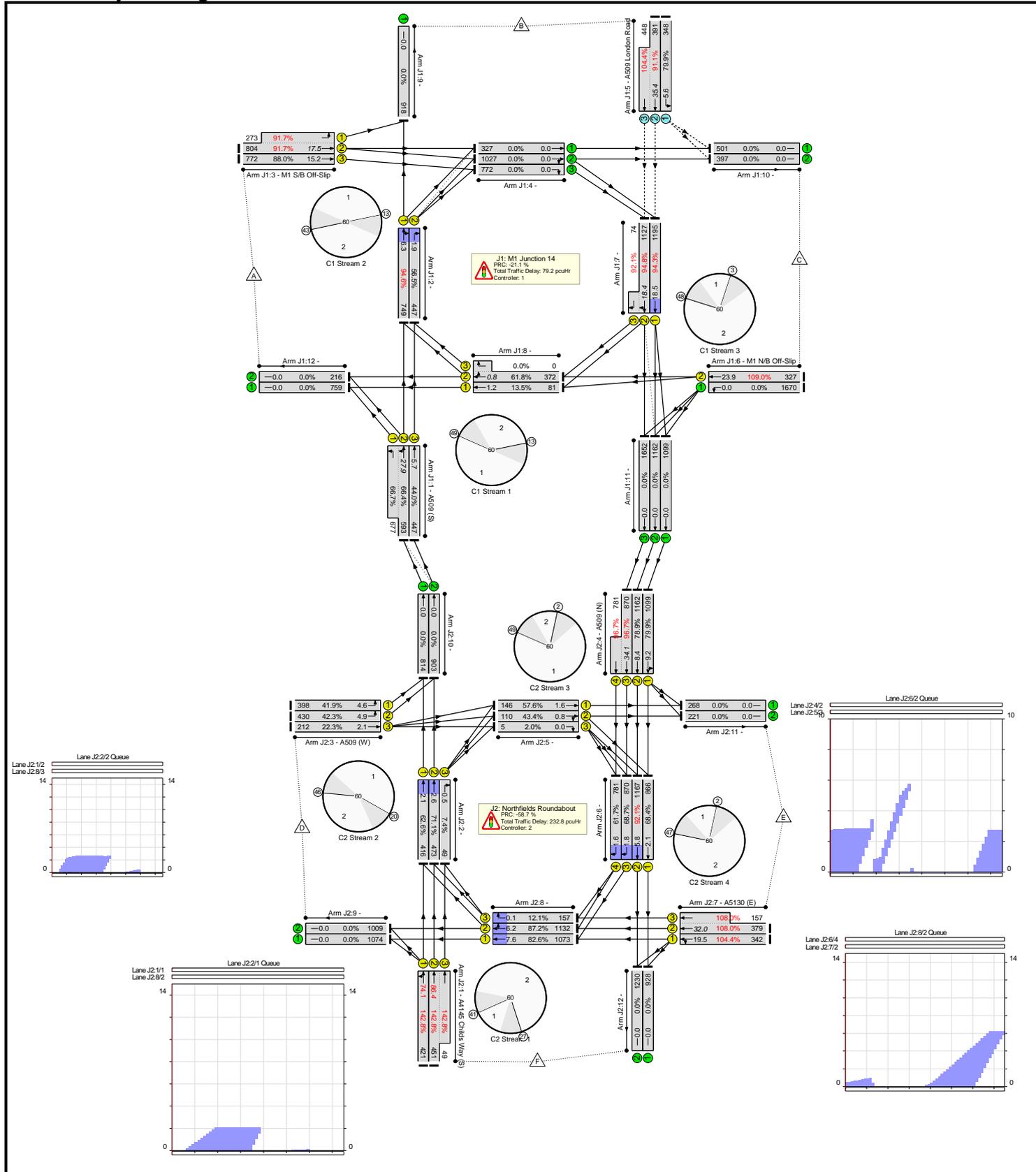
Stage Stream: 4

Stage	1	2
Duration	9	39
Change Point	47	2

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	142.8%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	109.0%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	30	-	1481	2105:1965	892+1015	66.4 : 66.7%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	30	-	506	1965	1015	44.0%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	24	-	855	1900	792	94.6%
2/2	Right	U	1:2	N/A	C1:D		1	24	-	506	1900	792	56.5%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	24	-	1077	2105:1828	877+298	91.7 : 91.7%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	24	-	772	2105	877	88.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1057	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	348	1871	435	79.9%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	839	2105:2105	429+429	91.1 : 104.4%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	1670	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	9	-	327	1800	300	109.0%
7/1	Ahead	U	1:3	N/A	C1:E		1	39	-	1195	1900	1267	94.3%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	39	-	1220	1900:1900	1189+80	94.8 : 92.1%
8/1	Ahead	U	1:1	N/A	C1:B		1	18	-	85	1900	602	13.5%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	18	-	402	1900:1965	602+0	61.8 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1001	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	554	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	427	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	1099	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	1162	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	1664	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	877	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	236	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	142.8%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	8	-	421	1965	295	142.8%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	8	-	500	2105:1965	316+34	142.8 : 142.8%
2/1	Ahead	U	2:2	N/A	C2:D	1	20	-	551	1900	665	62.6%
2/2	Ahead	U	2:2	N/A	C2:D	1	20	-	608	1900	665	71.1%
2/3	Right	U	2:2	N/A	C2:D	1	20	-	49	1900	665	7.4%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	398	1965	950	41.9%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	430	2105	1017	42.3%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	28	-	212	1965	950	22.3%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	41	-	1099	1965	1375	79.9%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1162	2105	1473	78.9%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1664	2105:1965	900+808	96.7 : 96.7%
5/1	Ahead	U	2:3	N/A	C2:F	1	7	-	146	1900	253	57.6%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	7	-	110	1900	253	43.4%
5/3	Right	U	2:3	N/A	C2:F	1	7	-	5	1900	253	2.0%
6/1	Ahead	U	2:4	N/A	C2:H	1	39	-	866	1900	1267	68.4%
6/2	Ahead	U	2:4	N/A	C2:H	1	39	-	1167	1900	1267	92.1%
6/3	Right	U	2:4	N/A	C2:H	1	39	-	877	1900	1267	68.7%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	39	-	787	1900	1267	61.7%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	9	-	342	1965	327	104.4%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	9	-	536	2105:1965	351+145	108.0 : 108.0%
8/1	Ahead	U	2:1	N/A	C2:B		1	40	-	1088	1900	1298	82.6%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	40	-	1166	1900	1298	87.2%
8/3	Right	U	2:1	N/A	C2:B		1	40	-	157	1900	1298	12.1%
9/1		U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1034	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1038	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1233	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: M1 Junction 14 / Northfields Roundabout Model	-	-	1988	0	0	66.8	245.2	0.0	312.0	-	-	-	-
J1: M1 Junction 14	-	-	1988	0	0	29.5	49.7	0.0	79.2	-	-	-	-
1/2+1/1	1270	1270	-	-	-	5.4	1.0	-	6.4	18.1	26.9	1.0	27.9
1/3	447	447	-	-	-	1.6	0.4	-	2.0	16.1	5.3	0.4	5.7
2/1	749	749	-	-	-	1.5	0.0	-	1.5	7.2	6.3	0.0	6.3
2/2	447	447	-	-	-	0.9	0.0	-	0.9	7.1	1.9	0.0	1.9
3/2+3/1	1077	1077	-	-	-	4.6	5.0	-	9.6	32.1	12.5	5.0	17.5
3/3	772	772	-	-	-	3.5	3.4	-	6.9	32.2	11.8	3.4	15.2
4/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1027	1027	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	348	348	348	0	0	0.7	1.9	-	2.7	27.5	3.7	1.9	5.6
5/2+5/3	839	820	1640	0	0	2.7	19.9	-	22.7	97.3	15.4	19.9	35.4
6/1	1670	1670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	327	300	-	-	-	3.2	18.0	-	21.2	233.4	5.9	18.0	23.9
7/1	1195	1195	-	-	-	2.4	0.0	-	2.4	7.3	18.5	0.0	18.5
7/2+7/3	1201	1201	-	-	-	2.5	0.0	-	2.5	7.5	18.4	0.0	18.4
8/1	81	81	-	-	-	0.4	0.0	-	0.4	17.1	1.2	0.0	1.2
8/2+8/3	372	372	-	-	-	0.1	0.0	-	0.1	1.2	0.8	0.0	0.8
9/1	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1162	1162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	1652	1652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	37.3	195.5	0.0	232.8	-	-	-	-
1/1	421	295	-	-	-	6.1	64.8	-	70.8	605.5	9.4	64.8	74.1
1/2+1/3	500	365	-	-	-	6.5	76.6	-	83.1	598.6	9.8	76.6	86.4
2/1	416	416	-	-	-	0.7	0.0	-	0.7	6.0	2.1	0.0	2.1
2/2	473	473	-	-	-	1.1	0.0	-	1.1	8.2	2.6	0.0	2.6
2/3	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	398	398	-	-	-	1.1	0.4	-	1.5	13.3	4.2	0.4	4.6
3/2	430	430	-	-	-	1.2	0.4	-	1.6	13.1	4.5	0.4	4.9
3/3	212	212	-	-	-	0.5	0.1	-	0.7	11.4	2.0	0.1	2.1
4/1	1099	1099	-	-	-	1.5	2.0	-	3.5	11.4	7.2	2.0	9.2
4/2	1162	1162	-	-	-	1.4	1.8	-	3.3	10.2	6.6	1.8	8.4
4/3+4/4	1652	1652	-	-	-	2.9	10.6	-	13.6	29.6	23.5	10.6	34.1
5/1	146	146	-	-	-	0.6	0.0	-	0.6	15.2	1.6	0.0	1.6
5/2	110	110	-	-	-	0.5	0.0	-	0.5	15.7	0.8	0.0	0.8
5/3	5	5	-	-	-	0.0	0.0	-	0.0	15.7	0.0	0.0	0.0
6/1	866	866	-	-	-	0.6	0.0	-	0.6	2.5	2.1	0.0	2.1
6/2	1167	1167	-	-	-	1.2	0.0	-	1.2	3.6	5.8	0.0	5.8
6/3	870	870	-	-	-	0.6	0.0	-	0.6	2.5	1.8	0.0	1.8
6/4	781	781	-	-	-	0.5	0.0	-	0.5	2.3	1.6	0.0	1.6
7/1	342	327	-	-	-	2.9	13.6	-	16.4	172.8	5.9	13.6	19.5
7/2+7/3	536	508	-	-	-	4.6	25.2	-	29.8	200.1	6.8	25.2	32.0
8/1	1073	1073	-	-	-	1.5	0.0	-	1.5	4.9	7.6	0.0	7.6
8/2	1132	1132	-	-	-	1.3	0.0	-	1.3	4.3	6.2	0.0	6.2
8/3	157	157	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

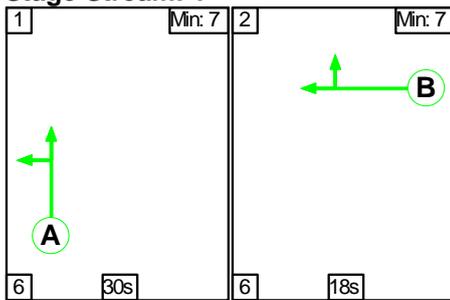
Full Input Data And Results

10/2	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1230	1230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%)	34.9	Total Delay for Signalled Lanes (pcuHr):			8.89	Cycle Time (s): 60			
			C1	Stream: 2 PRC for Signalled Lanes (%)	-5.1	Total Delay for Signalled Lanes (pcuHr):			18.88	Cycle Time (s): 60			
			C1	Stream: 3 PRC for Signalled Lanes (%)	-21.1	Total Delay for Signalled Lanes (pcuHr):			26.14	Cycle Time (s): 60			
			C2	Stream: 1 PRC for Signalled Lanes (%)	-58.7	Total Delay for Signalled Lanes (pcuHr):			156.76	Cycle Time (s): 60			
			C2	Stream: 2 PRC for Signalled Lanes (%)	26.6	Total Delay for Signalled Lanes (pcuHr):			5.48	Cycle Time (s): 60			
			C2	Stream: 3 PRC for Signalled Lanes (%)	-7.5	Total Delay for Signalled Lanes (pcuHr):			21.43	Cycle Time (s): 60			
			C2	Stream: 4 PRC for Signalled Lanes (%)	-20.0	Total Delay for Signalled Lanes (pcuHr):			49.09	Cycle Time (s): 60			
				PRC Over All Lanes (%)	-58.7	Total Delay Over All Lanes (pcuHr):			312.00				

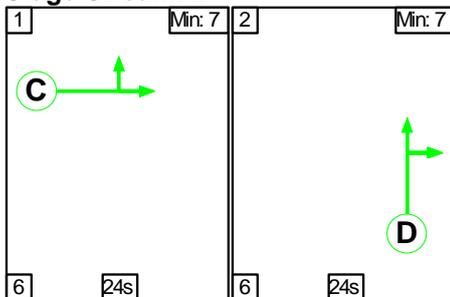
C1

Stage Sequence Diagram

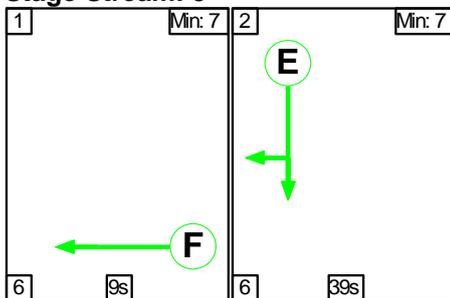
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	13	49

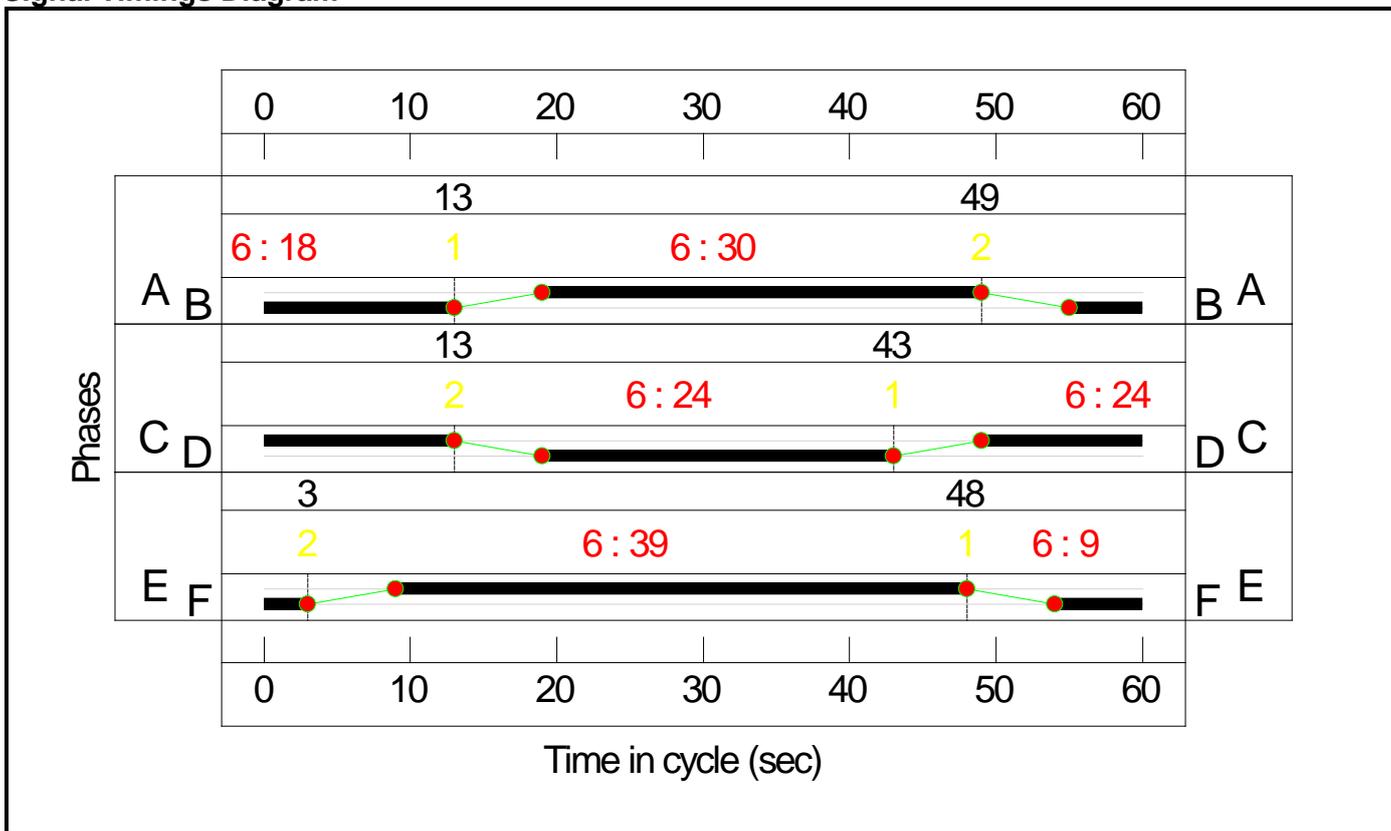
Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	43	13

Stage Stream: 3

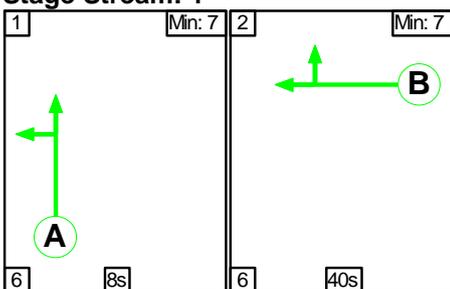
Stage	1	2
Duration	9	39
Change Point	48	3

Signal Timings Diagram

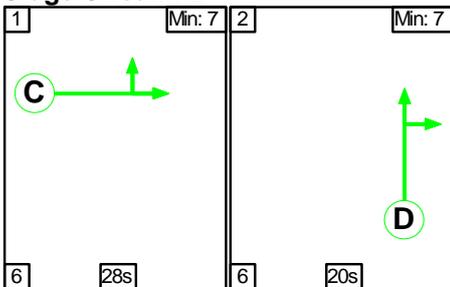


C2 Stage Sequence Diagram

Stage Stream: 1

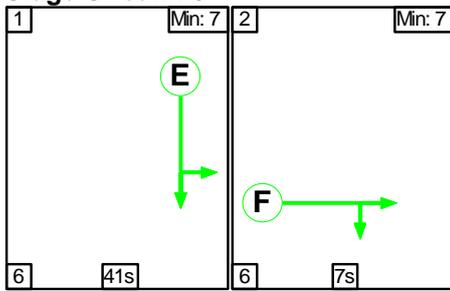


Stage Stream: 2

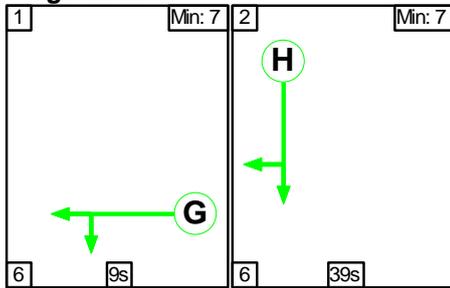


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	27	41

Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	46	20

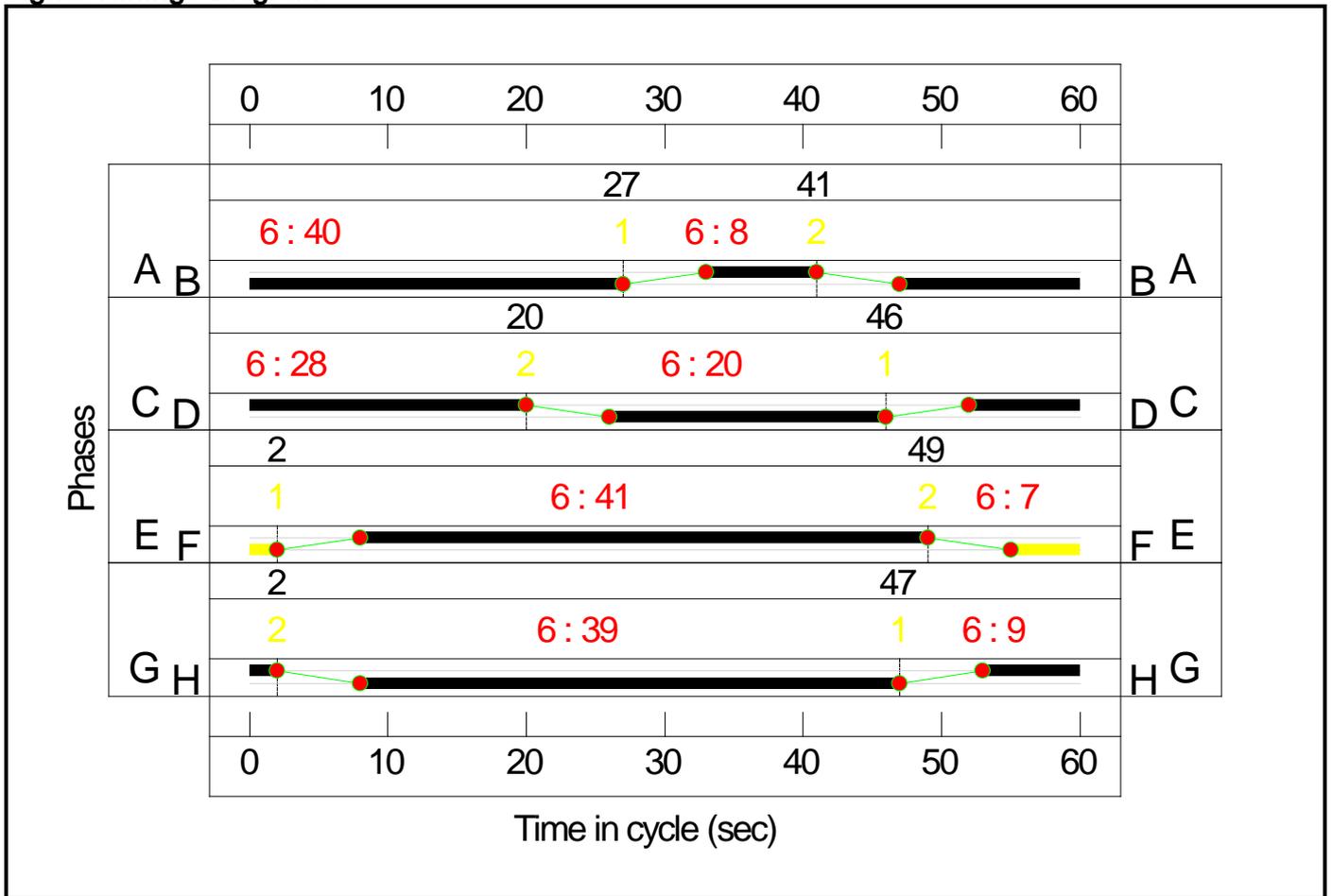
Stage Stream: 3

Stage	1	2
Duration	41	7
Change Point	2	49

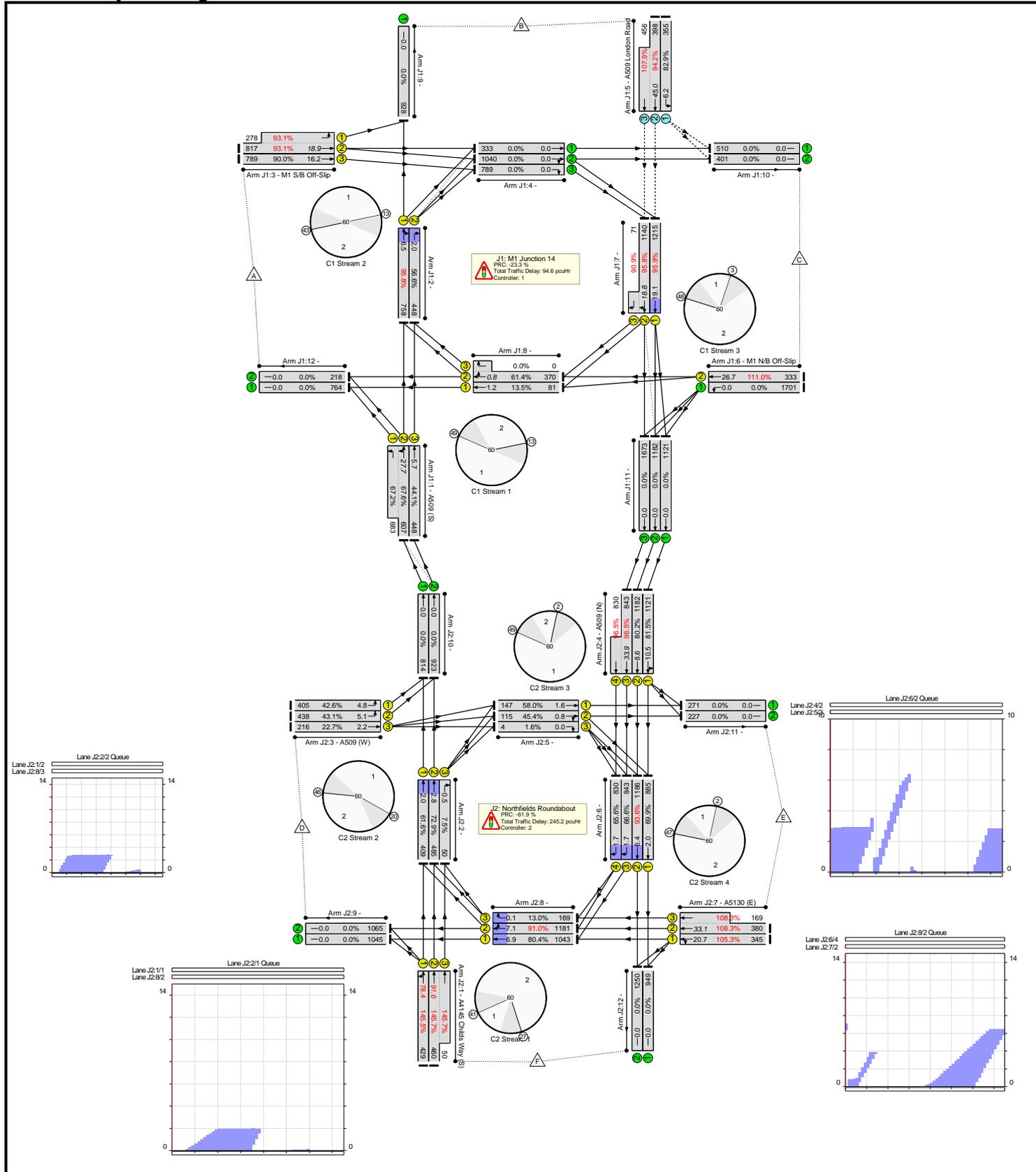
Stage Stream: 4

Stage	1	2
Duration	9	39
Change Point	47	2

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	145.7%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	111.0%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	30	-	1507	2105:1965	898+1015	67.6 : 67.2%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	30	-	517	1965	1015	44.1%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	24	-	869	1900	792	95.8%
2/2	Right	U	1:2	N/A	C1:D		1	24	-	517	1900	792	56.6%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	24	-	1095	2105:1828	877+298	93.1 : 93.1%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	24	-	789	2105	877	90.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	355	1871	428	82.9%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	854	2105:2105	423+423	94.2 : 107.9%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	1701	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	9	-	333	1800	300	111.0%
7/1	Ahead	U	1:3	N/A	C1:E		1	39	-	1215	1900	1267	95.9%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	39	-	1245	1900:1900	1190+78	95.8 : 90.9%
8/1	Ahead	U	1:1	N/A	C1:B		1	18	-	88	1900	602	13.5%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	18	-	408	1900:1965	602+0	61.4 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1020	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	563	Inf	Inf	0.0%	
10/2		U	N/A	N/A	-	-	-	-	436	Inf	Inf	0.0%	
11/1	Ahead	U	N/A	N/A	-	-	-	-	1121	Inf	Inf	0.0%	
11/2	Ahead	U	N/A	N/A	-	-	-	-	1182	Inf	Inf	0.0%	
11/3	Ahead	U	N/A	N/A	-	-	-	-	1695	Inf	Inf	0.0%	
12/1		U	N/A	N/A	-	-	-	-	892	Inf	Inf	0.0%	
12/2		U	N/A	N/A	-	-	-	-	242	Inf	Inf	0.0%	
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	145.7%	
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A		1	8	-	429	1965	295	145.5%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A		1	8	-	510	2105:1965	316+34	145.7 : 145.7%
2/1	Ahead	U	2:2	N/A	C2:D		1	20	-	552	1900	665	61.6%
2/2	Ahead	U	2:2	N/A	C2:D		1	20	-	629	1900	665	72.9%
2/3	Right	U	2:2	N/A	C2:D		1	20	-	50	1900	665	7.5%
3/1	A509 (W) Left	U	2:2	N/A	C2:C		1	28	-	405	1965	950	42.6%
3/2	A509 (W) Left	U	2:2	N/A	C2:C		1	28	-	438	2105	1017	43.1%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C		1	28	-	216	1965	950	22.7%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E		1	41	-	1121	1965	1375	81.5%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E		1	41	-	1182	2105	1473	80.2%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E		1	41	-	1695	2105:1965	874+860	96.5 : 96.5%
5/1	Ahead	U	2:3	N/A	C2:F		1	7	-	147	1900	253	58.0%
5/2	Right Ahead	U	2:3	N/A	C2:F		1	7	-	115	1900	253	45.4%
5/3	Right	U	2:3	N/A	C2:F		1	7	-	4	1900	253	1.6%
6/1	Ahead	U	2:4	N/A	C2:H		1	39	-	885	1900	1267	69.9%
6/2	Ahead	U	2:4	N/A	C2:H		1	39	-	1186	1900	1267	93.6%
6/3	Right	U	2:4	N/A	C2:H		1	39	-	854	1900	1267	66.6%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	39	-	841	1900	1267	65.6%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	9	-	345	1965	327	105.3%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	9	-	549	2105:1965	351+156	108.3 : 108.3%
8/1	Ahead	U	2:1	N/A	C2:B		1	40	-	1065	1900	1298	80.4%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	40	-	1221	1900	1298	91.0%
8/3	Right	U	2:1	N/A	C2:B		1	40	-	169	1900	1298	13.0%
9/1		U	N/A	N/A	-		-	-	-	1067	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1096	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1067	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	952	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1253	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: M1 Junction 14 / Northfields Roundabout Model	-	-	1996	0	0	69.6	270.1	0.0	339.7	-	-	-	-
J1: M1 Junction 14	-	-	1996	0	0	31.0	63.6	0.0	94.6	-	-	-	-
1/2+1/1	1290	1290	-	-	-	5.4	1.0	-	6.4	17.9	26.7	1.0	27.7
1/3	448	448	-	-	-	1.7	0.4	-	2.0	16.4	5.3	0.4	5.7
2/1	758	758	-	-	-	1.7	0.0	-	1.7	7.9	6.5	0.0	6.5
2/2	448	448	-	-	-	0.9	0.0	-	0.9	7.3	2.0	0.0	2.0
3/2+3/1	1095	1095	-	-	-	4.7	5.9	-	10.6	35.0	12.9	5.9	18.9
3/3	789	789	-	-	-	3.6	4.1	-	7.7	35.0	12.1	4.1	16.2
4/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	355	355	355	0	0	0.8	2.3	-	3.1	31.3	3.9	2.3	6.2
5/2+5/3	854	821	1641	0	0	3.2	29.3	-	32.5	137.1	15.7	29.3	45.0
6/1	1701	1701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	333	300	-	-	-	3.4	20.6	-	24.0	259.0	6.1	20.6	26.7
7/1	1215	1215	-	-	-	2.6	0.0	-	2.6	7.7	19.1	0.0	19.1
7/2+7/3	1212	1212	-	-	-	2.6	0.0	-	2.6	7.6	18.8	0.0	18.8
8/1	81	81	-	-	-	0.4	0.0	-	0.4	16.9	1.2	0.0	1.2
8/2+8/3	370	370	-	-	-	0.1	0.0	-	0.1	1.1	0.8	0.0	0.8
9/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1121	1121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1182	1182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	1673	1673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	38.6	206.5	0.0	245.2	-	-	-	-
1/1	429	295	-	-	-	6.4	68.7	-	75.1	630.0	9.7	68.7	78.4
1/2+1/3	510	366	-	-	-	6.8	81.5	-	88.3	623.6	10.1	81.5	91.6
2/1	409	409	-	-	-	0.6	0.0	-	0.6	5.6	2.0	0.0	2.0
2/2	485	485	-	-	-	1.2	0.0	-	1.2	8.6	2.8	0.0	2.8
2/3	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	405	405	-	-	-	1.1	0.4	-	1.5	13.4	4.4	0.4	4.8
3/2	438	438	-	-	-	1.2	0.4	-	1.6	13.2	4.7	0.4	5.1
3/3	216	216	-	-	-	0.5	0.1	-	0.7	11.5	2.0	0.1	2.2
4/1	1121	1121	-	-	-	1.7	2.2	-	3.8	12.3	8.3	2.2	10.5
4/2	1182	1182	-	-	-	1.5	2.0	-	3.5	10.5	6.6	2.0	8.6
4/3+4/4	1673	1673	-	-	-	3.1	10.3	-	13.4	28.8	23.6	10.3	33.9
5/1	147	147	-	-	-	0.6	0.0	-	0.6	15.2	1.6	0.0	1.6
5/2	115	115	-	-	-	0.5	0.0	-	0.5	15.6	0.8	0.0	0.8
5/3	4	4	-	-	-	0.0	0.0	-	0.0	15.7	0.0	0.0	0.0
6/1	885	885	-	-	-	0.6	0.0	-	0.6	2.4	2.0	0.0	2.0
6/2	1186	1186	-	-	-	1.2	0.0	-	1.2	3.7	6.4	0.0	6.4
6/3	843	843	-	-	-	0.6	0.0	-	0.6	2.5	1.7	0.0	1.7
6/4	830	830	-	-	-	0.5	0.0	-	0.5	2.3	1.7	0.0	1.7
7/1	345	327	-	-	-	3.0	14.6	-	17.6	183.9	6.0	14.6	20.7
7/2+7/3	549	520	-	-	-	4.7	26.3	-	31.0	203.1	6.8	26.3	33.1
8/1	1043	1043	-	-	-	1.3	0.0	-	1.3	4.6	6.9	0.0	6.9
8/2	1181	1181	-	-	-	1.5	0.0	-	1.5	4.5	7.1	0.0	7.1
8/3	169	169	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	1045	1045	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

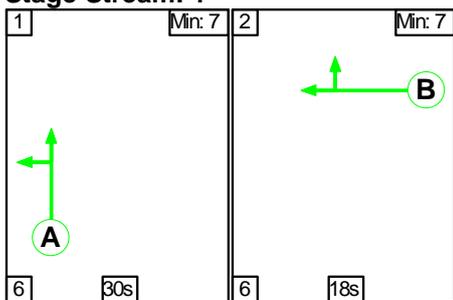
Full Input Data And Results

10/2	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1250	1250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%)	33.1	Total Delay for Signalled Lanes (pcuHr):			8.95	Cycle Time (s): 60			
			C1	Stream: 2 PRC for Signalled Lanes (%)	-6.4	Total Delay for Signalled Lanes (pcuHr):			20.88	Cycle Time (s): 60			
			C1	Stream: 3 PRC for Signalled Lanes (%)	-23.3	Total Delay for Signalled Lanes (pcuHr):			29.14	Cycle Time (s): 60			
			C2	Stream: 1 PRC for Signalled Lanes (%)	-61.9	Total Delay for Signalled Lanes (pcuHr):			166.22	Cycle Time (s): 60			
			C2	Stream: 2 PRC for Signalled Lanes (%)	23.5	Total Delay for Signalled Lanes (pcuHr):			5.60	Cycle Time (s): 60			
			C2	Stream: 3 PRC for Signalled Lanes (%)	-7.2	Total Delay for Signalled Lanes (pcuHr):			21.83	Cycle Time (s): 60			
			C2	Stream: 4 PRC for Signalled Lanes (%)	-20.3	Total Delay for Signalled Lanes (pcuHr):			51.52	Cycle Time (s): 60			
				PRC Over All Lanes (%)	-61.9	Total Delay Over All Lanes(pcuHr):			339.75				

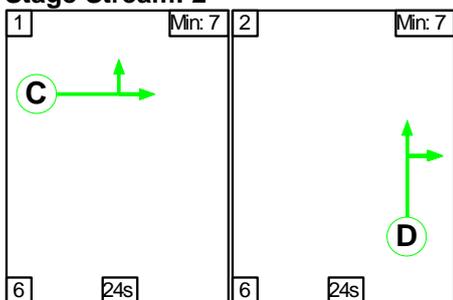
C1

Stage Sequence Diagram

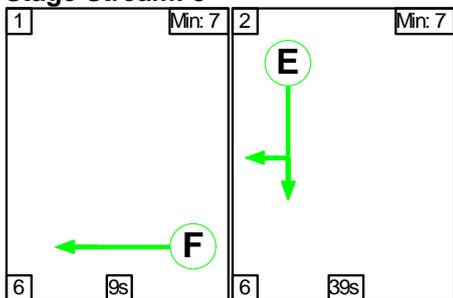
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	13	49

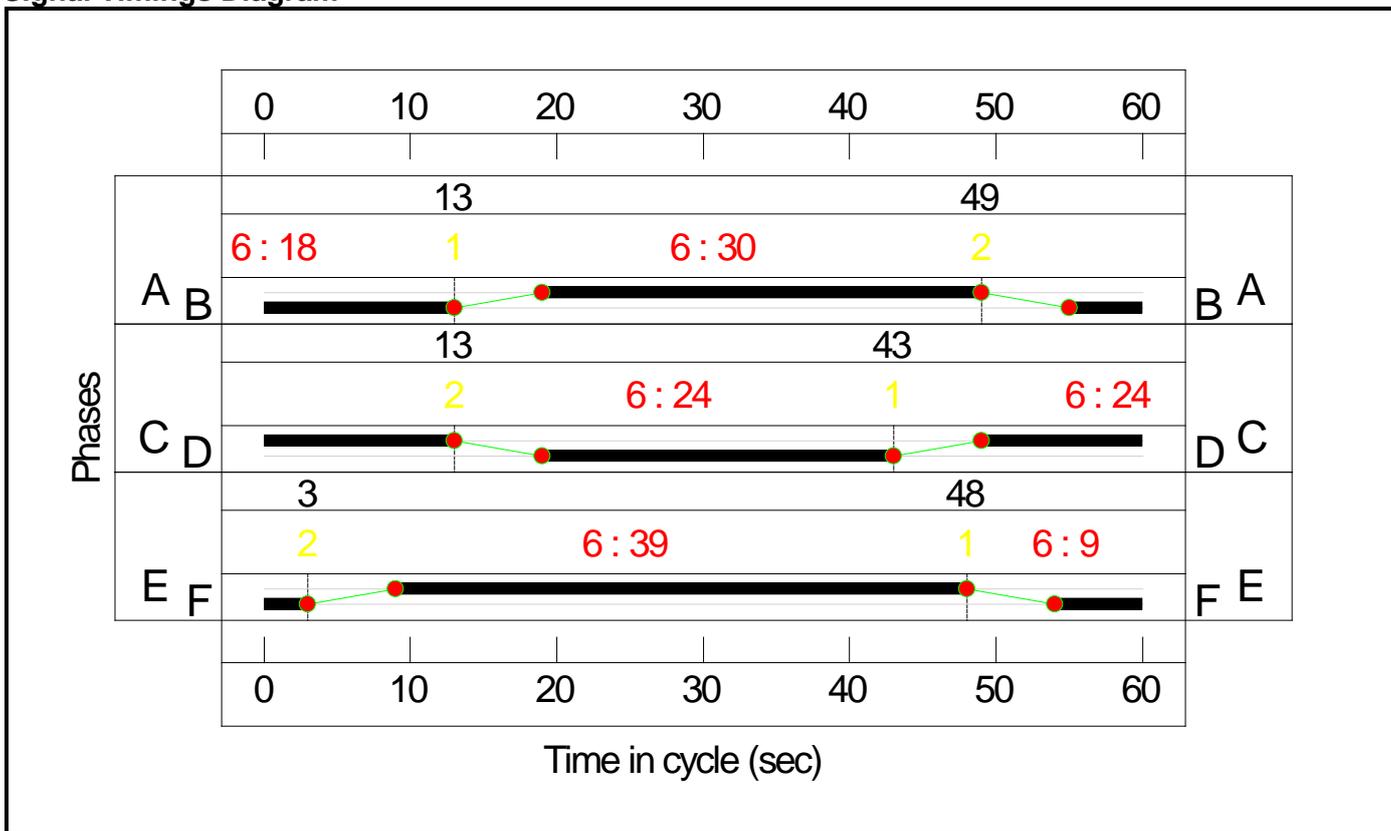
Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	43	13

Stage Stream: 3

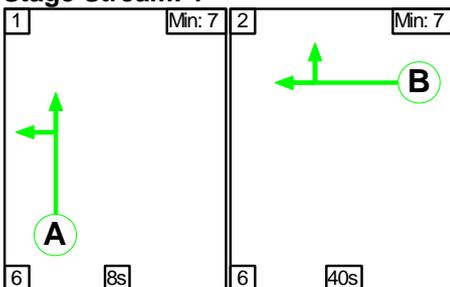
Stage	1	2
Duration	9	39
Change Point	48	3

Signal Timings Diagram

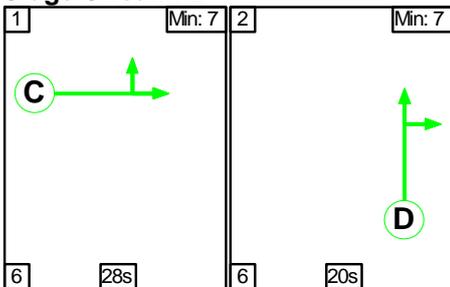


C2 Stage Sequence Diagram

Stage Stream: 1

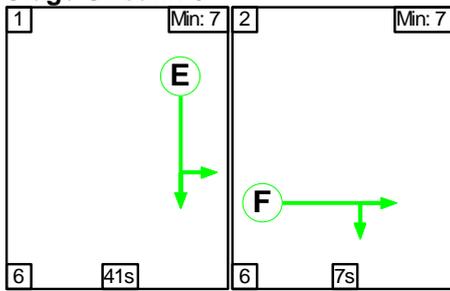


Stage Stream: 2

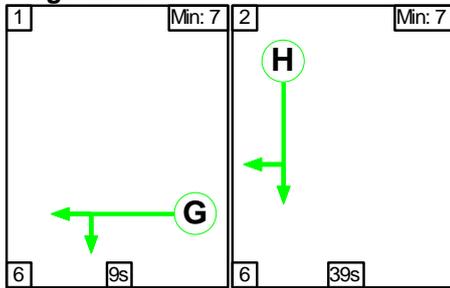


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	27	41

Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	46	20

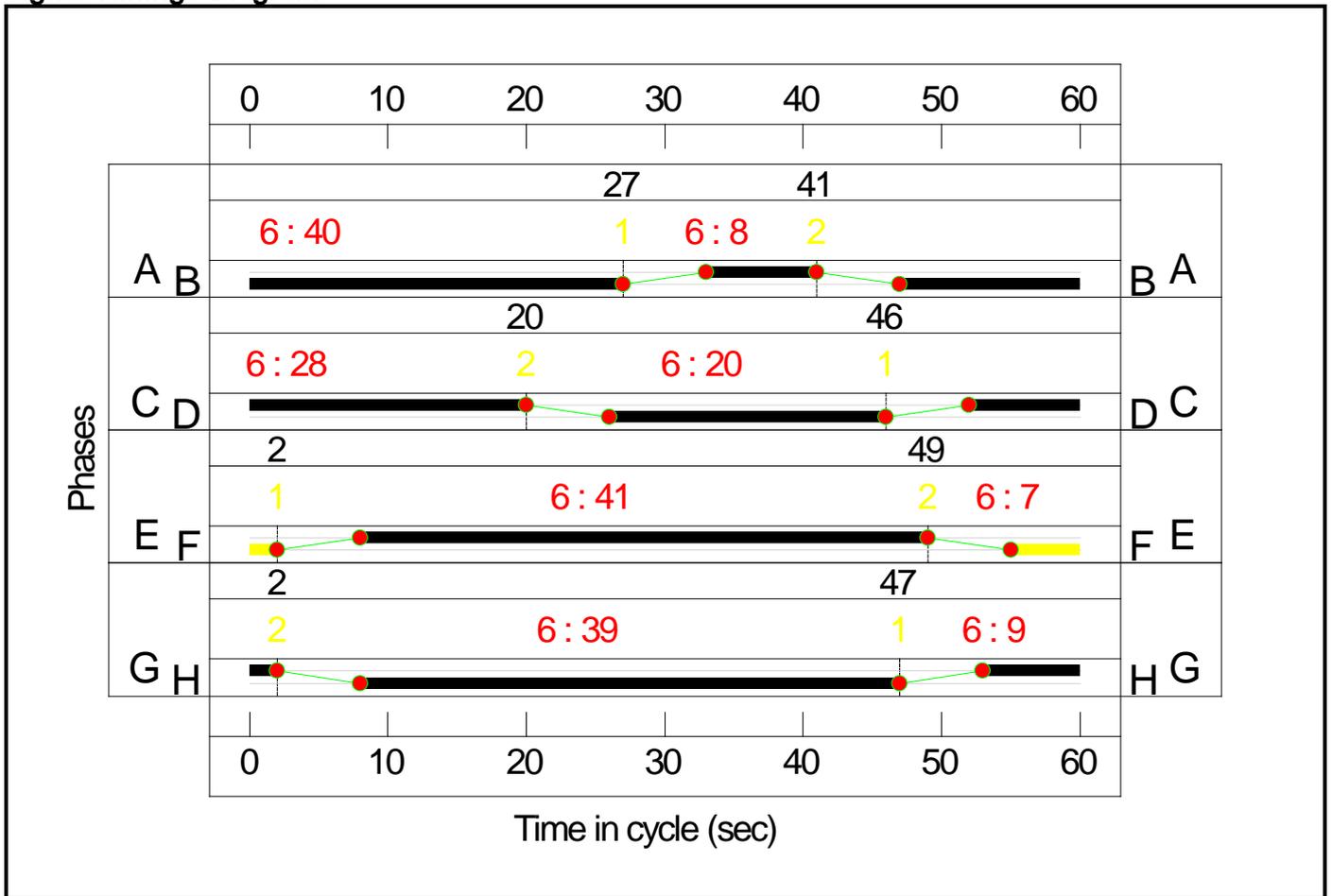
Stage Stream: 3

Stage	1	2
Duration	41	7
Change Point	2	49

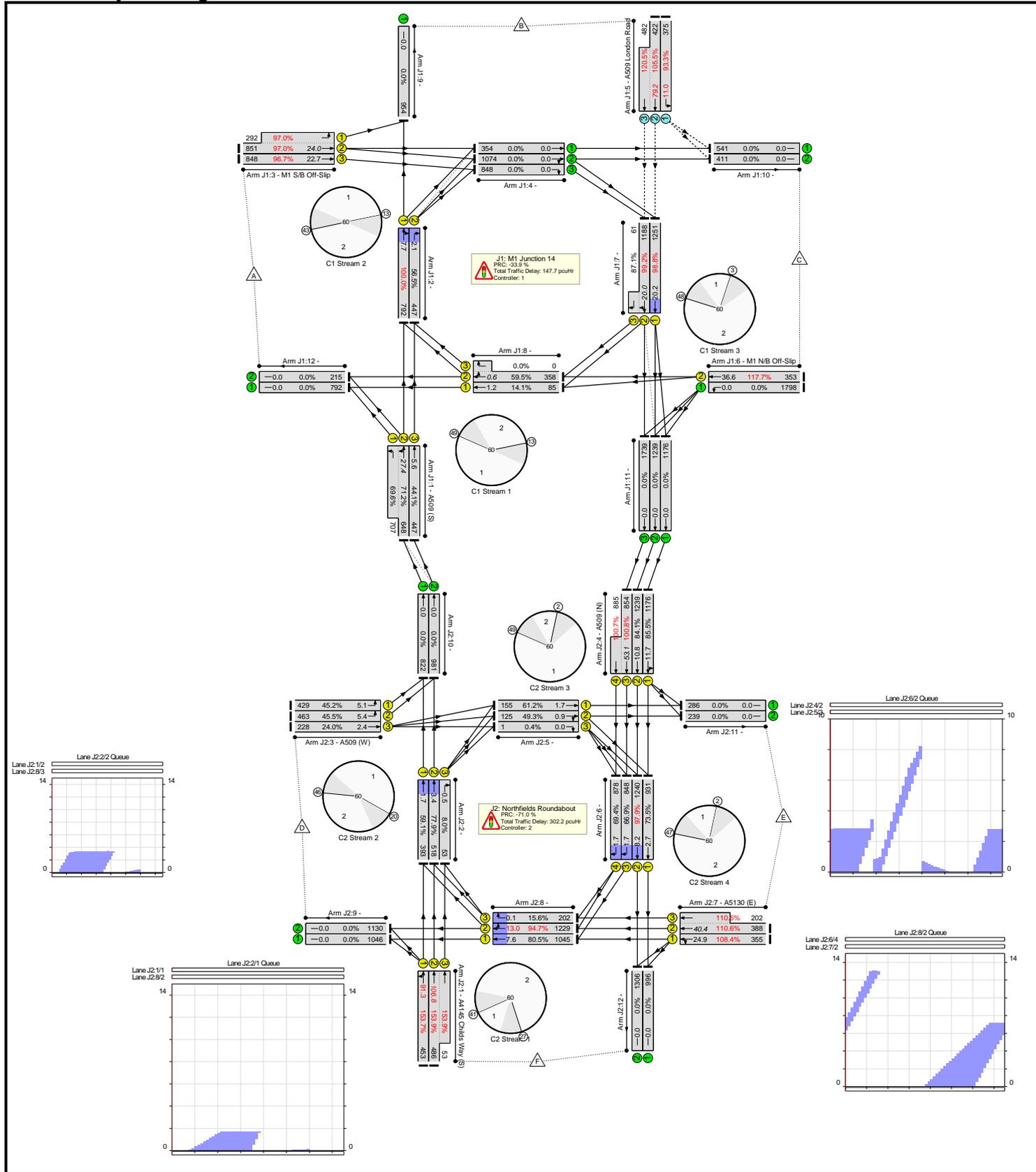
Stage Stream: 4

Stage	1	2
Duration	9	39
Change Point	47	2

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	153.9%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	120.5%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	30	-	1597	2105:1965	910+1015	71.2 : 69.6%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	30	-	543	1965	1015	44.1%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	24	-	923	1900	792	100.0%
2/2	Right	U	1:2	N/A	C1:D		1	24	-	543	1900	792	56.5%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	24	-	1143	2105:1828	877+301	97.0 : 97.0%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	24	-	848	2105	877	96.7%
4/1	Ahead	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	375	1871	402	93.3%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	904	2105:2105	400+400	105.5 : 120.5%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	1798	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	9	-	353	1800	300	117.7%
7/1	Ahead	U	1:3	N/A	C1:E		1	39	-	1273	1900	1267	98.8%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	39	-	1330	1900:1900	1198+70	99.2 : 87.1%
8/1	Ahead	U	1:1	N/A	C1:B		1	18	-	102	1900	602	14.1%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	18	-	423	1900:1965	602+0	59.5 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	597	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	459	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	1187	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	1250	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	1792	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	950	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	249	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	153.9%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	8	-	453	1965	295	153.7%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	8	-	539	2105:1965	316+34	153.9 : 153.9%
2/1	Ahead	U	2:2	N/A	C2:D	1	20	-	560	1900	665	59.1%
2/2	Ahead	U	2:2	N/A	C2:D	1	20	-	688	1900	665	77.9%
2/3	Right	U	2:2	N/A	C2:D	1	20	-	53	1900	665	8.0%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	429	1965	950	45.2%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	463	2105	1017	45.5%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	28	-	228	1965	950	24.0%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	41	-	1187	1965	1375	85.5%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1250	2105	1473	84.1%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1792	2105:1965	848+879	100.8 : 100.7%
5/1	Ahead	U	2:3	N/A	C2:F	1	7	-	155	1900	253	61.2%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	7	-	125	1900	253	49.3%
5/3	Right	U	2:3	N/A	C2:F	1	7	-	1	1900	253	0.4%
6/1	Ahead	U	2:4	N/A	C2:H	1	39	-	940	1900	1267	73.5%
6/2	Ahead	U	2:4	N/A	C2:H	1	39	-	1251	1900	1267	97.9%
6/3	Right	U	2:4	N/A	C2:H	1	39	-	880	1900	1267	66.9%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	39	-	912	1900	1267	69.4%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	9	-	355	1965	327	108.4%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	9	-	590	2105:1965	351+183	110.6 : 110.6%
8/1	Ahead	U	2:1	N/A	C2:B		1	40	-	1094	1900	1298	80.5%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	40	-	1300	1900	1298	94.7%
8/3	Right	U	2:1	N/A	C2:B		1	40	-	202	1900	1298	15.6%
9/1		U	N/A	N/A	-		-	-	-	1096	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1191	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1151	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	1010	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1322	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: M1 Junction 14 / Northfields Roundabout Model	-	-	1975	0	0	80.1	369.8	0.0	449.9	-	-	-	-
J1: M1 Junction 14	-	-	1975	0	0	36.3	111.4	0.0	147.7	-	-	-	-
1/2+1/1	1355	1355	-	-	-	5.5	1.2	-	6.7	17.8	26.3	1.2	27.4
1/3	447	447	-	-	-	1.7	0.4	-	2.1	17.1	5.2	0.4	5.6
2/1	792	792	-	-	-	2.2	0.1	-	2.3	10.3	7.6	0.1	7.7
2/2	447	447	-	-	-	0.9	0.0	-	0.9	7.5	2.1	0.0	2.1
3/2+3/1	1143	1143	-	-	-	5.0	10.3	-	15.3	48.2	13.7	10.3	24.0
3/3	848	848	-	-	-	4.0	9.0	-	13.0	55.3	13.7	9.0	22.7
4/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	375	375	375	0	0	1.1	5.1	-	6.1	59.0	5.9	5.1	11.0
5/2+5/3	904	800	1600	0	0	5.3	55.9	-	61.3	244.0	23.3	55.9	79.2
6/1	1798	1798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	353	300	-	-	-	4.2	29.5	-	33.7	343.7	7.1	29.5	36.6
7/1	1251	1251	-	-	-	3.0	0.0	-	3.0	8.6	20.2	0.0	20.2
7/2+7/3	1248	1248	-	-	-	2.8	0.0	-	2.8	8.1	20.0	0.0	20.0
8/1	85	85	-	-	-	0.4	0.0	-	0.4	16.3	1.2	0.0	1.2
8/2+8/3	358	358	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
9/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1176	1176	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1239	1239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	1739	1739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	43.7	258.4	0.0	302.2	-	-	-	-
1/1	453	295	-	-	-	7.4	80.5	-	87.9	698.7	10.8	80.5	91.3
1/2+1/3	539	369	-	-	-	7.6	95.8	-	103.4	690.7	10.9	95.8	106.8
2/1	393	393	-	-	-	0.5	0.0	-	0.5	4.6	1.7	0.0	1.7
2/2	518	518	-	-	-	1.4	0.0	-	1.4	9.6	3.4	0.0	3.4
2/3	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	429	429	-	-	-	1.2	0.4	-	1.6	13.7	4.6	0.4	5.1
3/2	463	463	-	-	-	1.3	0.4	-	1.7	13.5	5.0	0.4	5.4
3/3	228	228	-	-	-	0.6	0.2	-	0.7	11.6	2.2	0.2	2.4
4/1	1176	1176	-	-	-	1.8	2.9	-	4.6	14.2	8.8	2.9	11.7
4/2	1239	1239	-	-	-	1.7	2.6	-	4.3	12.6	8.2	2.6	10.8
4/3+4/4	1739	1726	-	-	-	3.8	24.3	-	28.2	58.3	28.8	24.3	53.1
5/1	155	155	-	-	-	0.7	0.0	-	0.7	15.3	1.7	0.0	1.7
5/2	125	125	-	-	-	0.5	0.0	-	0.5	15.6	0.9	0.0	0.9
5/3	1	1	-	-	-	0.0	0.0	-	0.0	15.7	0.0	0.0	0.0
6/1	931	931	-	-	-	0.7	0.0	-	0.7	2.6	2.7	0.0	2.7
6/2	1240	1240	-	-	-	1.3	0.0	-	1.3	3.8	8.2	0.0	8.2
6/3	848	848	-	-	-	0.6	0.0	-	0.6	2.4	1.7	0.0	1.7
6/4	878	878	-	-	-	0.6	0.0	-	0.6	2.3	1.7	0.0	1.7
7/1	355	327	-	-	-	3.4	18.5	-	21.9	222.3	6.4	18.5	24.9
7/2+7/3	590	553	-	-	-	5.2	32.8	-	38.0	231.9	7.7	32.8	40.4
8/1	1045	1045	-	-	-	1.5	0.0	-	1.5	5.3	7.6	0.0	7.6
8/2	1229	1229	-	-	-	1.9	0.0	-	1.9	5.6	13.0	0.0	13.0
8/3	202	202	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	1046	1046	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1130	1130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

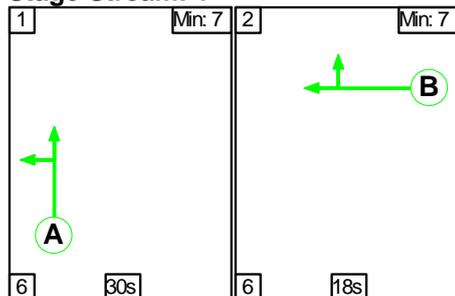
Full Input Data And Results

10/2	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	996	996	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1306	1306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1	PRC for Signalled Lanes (%)	26.4	Total Delay for Signalled Lanes (pcuHr):		9.29	Cycle Time (s):		60		
		C1	Stream: 2	PRC for Signalled Lanes (%)	-11.1	Total Delay for Signalled Lanes (pcuHr):		31.55	Cycle Time (s):		60		
		C1	Stream: 3	PRC for Signalled Lanes (%)	-30.7	Total Delay for Signalled Lanes (pcuHr):		39.49	Cycle Time (s):		60		
		C2	Stream: 1	PRC for Signalled Lanes (%)	-71.0	Total Delay for Signalled Lanes (pcuHr):		194.79	Cycle Time (s):		60		
		C2	Stream: 2	PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):		5.99	Cycle Time (s):		60		
		C2	Stream: 3	PRC for Signalled Lanes (%)	-12.0	Total Delay for Signalled Lanes (pcuHr):		38.36	Cycle Time (s):		60		
		C2	Stream: 4	PRC for Signalled Lanes (%)	-22.9	Total Delay for Signalled Lanes (pcuHr):		63.03	Cycle Time (s):		60		
				PRC Over All Lanes (%)	-71.0	Total Delay Over All Lanes(pcuHr):		449.91					

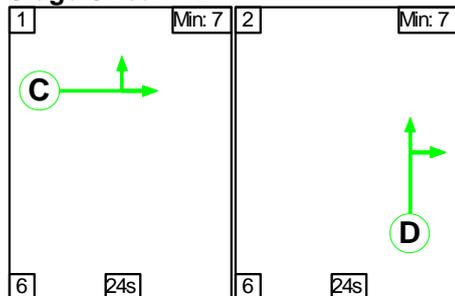
C1

Stage Sequence Diagram

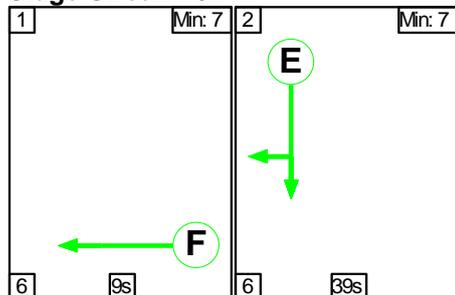
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	13	49

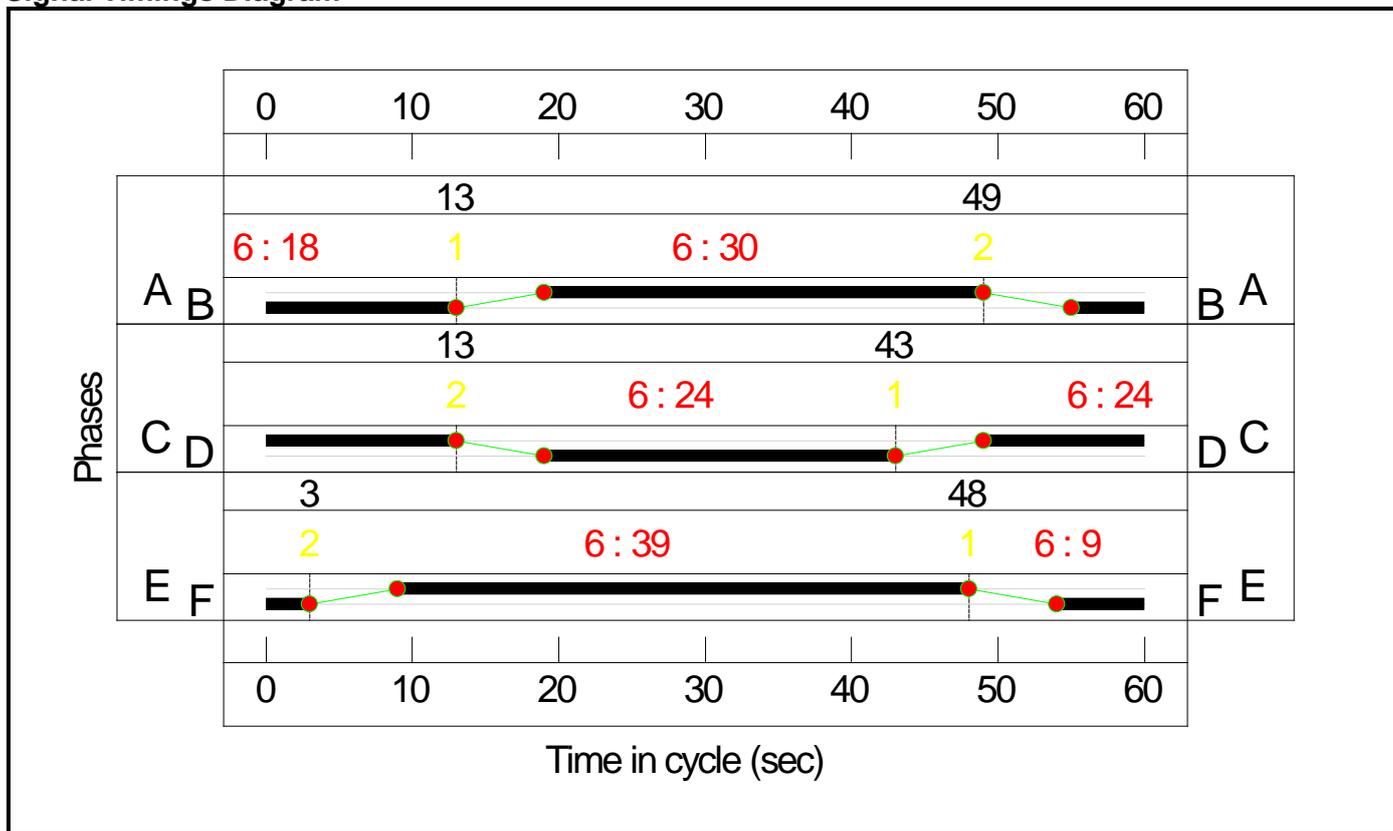
Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	43	13

Stage Stream: 3

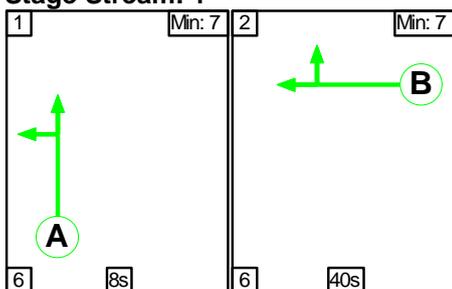
Stage	1	2
Duration	9	39
Change Point	48	3

Signal Timings Diagram

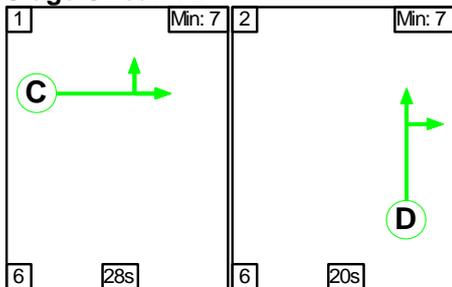


C2 Stage Sequence Diagram

Stage Stream: 1

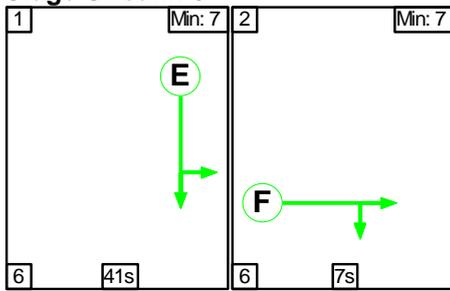


Stage Stream: 2

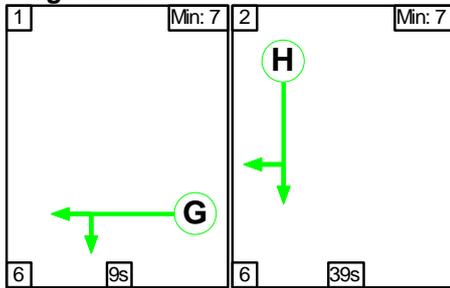


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	27	41

Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	46	20

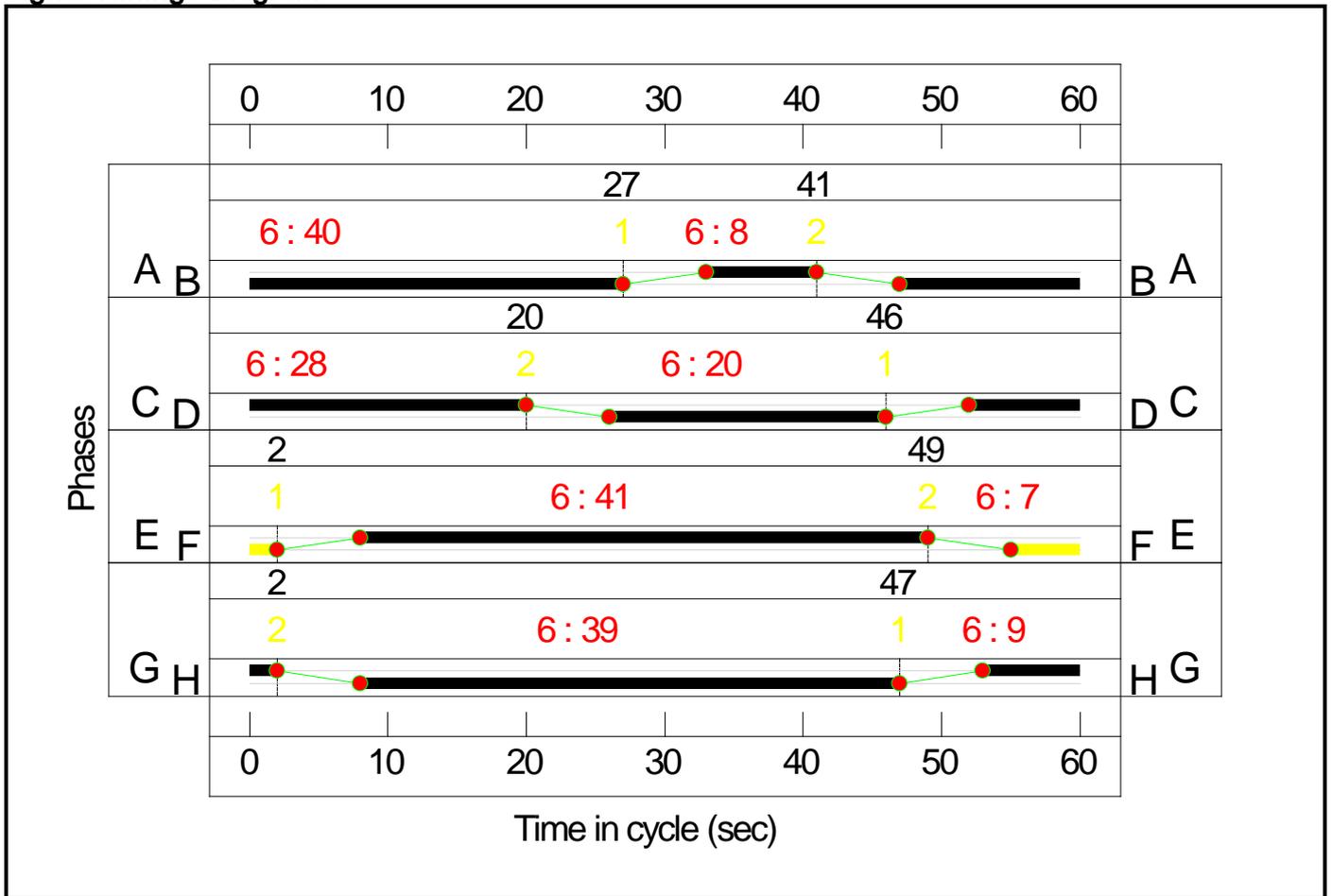
Stage Stream: 3

Stage	1	2
Duration	41	7
Change Point	2	49

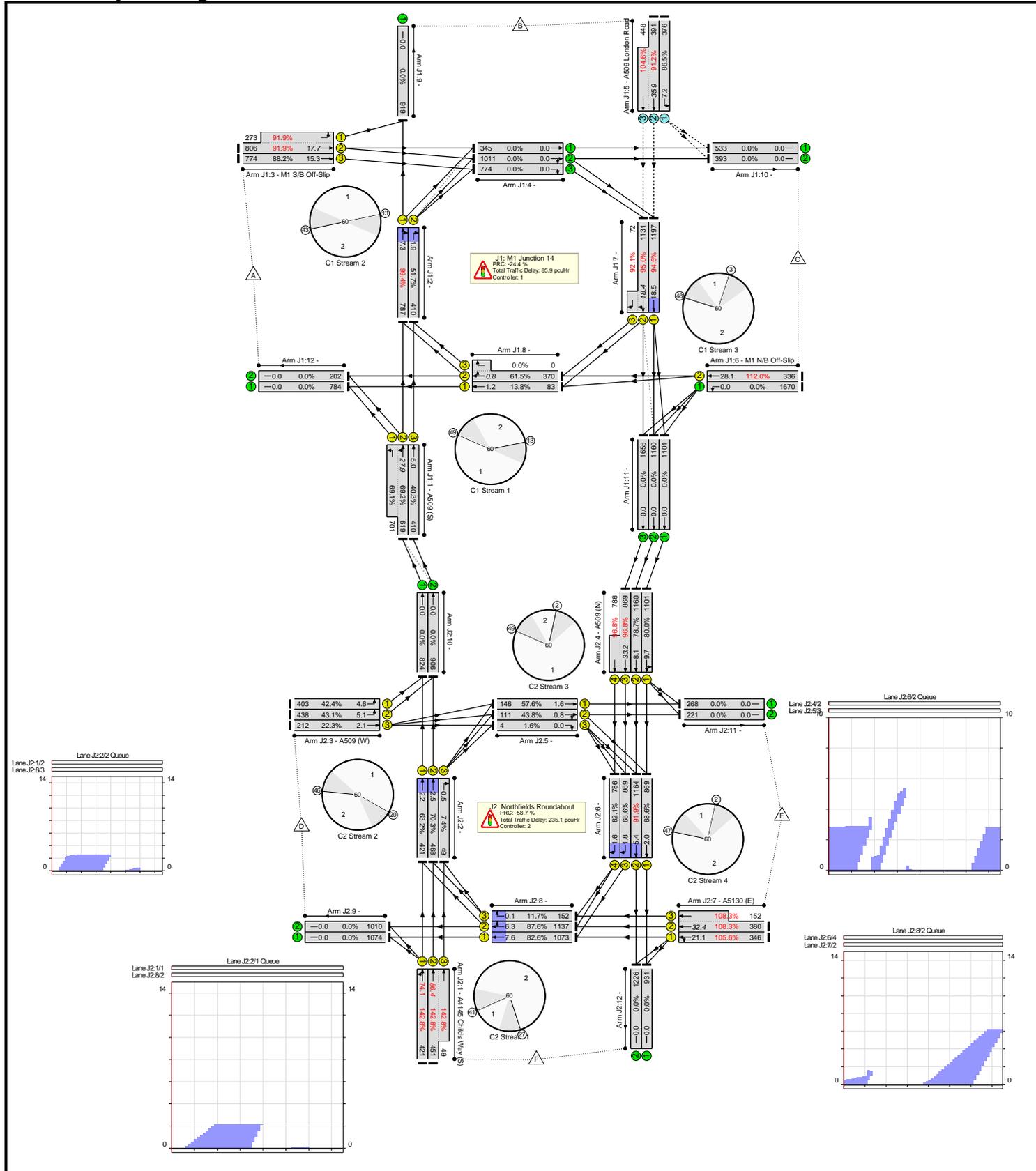
Stage Stream: 4

Stage	1	2
Duration	9	39
Change Point	47	2

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	142.8%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	112.0%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	30	-	1529	2105:1965	894+1015	69.2 : 69.1%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	30	-	471	1965	1015	40.3%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	24	-	899	1900	792	99.4%
2/2	Right	U	1:2	N/A	C1:D		1	24	-	471	1900	792	51.7%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	24	-	1079	2105:1828	877+297	91.9 : 91.9%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	24	-	774	2105	877	88.2%
4/1	Ahead	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	376	1871	435	86.5%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	839	2105:2105	428+428	91.2 : 104.6%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	1670	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	9	-	336	1800	300	112.0%
7/1	Ahead	U	1:3	N/A	C1:E		1	39	-	1197	1900	1267	94.5%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	39	-	1222	1900:1900	1191+78	95.0 : 92.1%
8/1	Ahead	U	1:1	N/A	C1:B		1	18	-	87	1900	602	13.8%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	18	-	409	1900:1965	602+0	61.5 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1011	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	584	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	424	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	1101	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	1160	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	1668	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	904	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	222	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	142.8%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	8	-	421	1965	295	142.8%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	8	-	500	2105:1965	316+34	142.8 : 142.8%
2/1	Ahead	U	2:2	N/A	C2:D	1	20	-	556	1900	665	63.2%
2/2	Ahead	U	2:2	N/A	C2:D	1	20	-	603	1900	665	70.3%
2/3	Right	U	2:2	N/A	C2:D	1	20	-	49	1900	665	7.4%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	403	1965	950	42.4%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	438	2105	1017	43.1%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	28	-	212	1965	950	22.3%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	41	-	1101	1965	1375	80.0%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1160	2105	1473	78.7%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1668	2105:1965	898+812	96.8 : 96.8%
5/1	Ahead	U	2:3	N/A	C2:F	1	7	-	146	1900	253	57.6%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	7	-	111	1900	253	43.8%
5/3	Right	U	2:3	N/A	C2:F	1	7	-	4	1900	253	1.6%
6/1	Ahead	U	2:4	N/A	C2:H	1	39	-	869	1900	1267	68.6%
6/2	Ahead	U	2:4	N/A	C2:H	1	39	-	1164	1900	1267	91.9%
6/3	Right	U	2:4	N/A	C2:H	1	39	-	876	1900	1267	68.6%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	39	-	792	1900	1267	62.1%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	9	-	346	1965	327	105.6%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	9	-	532	2105:1965	351+140	108.3 : 108.3%
8/1	Ahead	U	2:1	N/A	C2:B		1	40	-	1091	1900	1298	82.6%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	40	-	1172	1900	1298	87.6%
8/3	Right	U	2:1	N/A	C2:B		1	40	-	152	1900	1298	11.7%
9/1		U	N/A	N/A	-		-	-	-	1093	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1035	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1230	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: M1 Junction 14 / Northfields Roundabout Model	-	-	2015	0	0	68.2	252.8	0.0	321.0	-	-	-	-
J1: M1 Junction 14	-	-	2015	0	0	30.6	55.3	0.0	85.9	-	-	-	-
1/2+1/1	1320	1320	-	-	-	5.6	1.1	-	6.7	18.3	26.8	1.1	27.9
1/3	410	410	-	-	-	1.5	0.3	-	1.8	15.9	4.7	0.3	5.0
2/1	787	787	-	-	-	1.9	0.0	-	1.9	8.7	7.3	0.0	7.3
2/2	410	410	-	-	-	0.9	0.0	-	0.9	7.6	1.9	0.0	1.9
3/2+3/1	1079	1079	-	-	-	4.6	5.1	-	9.7	32.5	12.5	5.1	17.7
3/3	774	774	-	-	-	3.5	3.5	-	7.0	32.5	11.8	3.5	15.3
4/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1011	1011	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	376	376	376	0	0	0.9	2.9	-	3.8	36.2	4.3	2.9	7.2
5/2+5/3	839	819	1639	0	0	2.8	20.4	-	23.2	99.6	15.4	20.4	35.9
6/1	1670	1670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	336	300	-	-	-	3.5	21.8	-	25.4	271.9	6.2	21.8	28.1
7/1	1197	1197	-	-	-	2.4	0.0	-	2.4	7.3	18.5	0.0	18.5
7/2+7/3	1202	1202	-	-	-	2.5	0.0	-	2.5	7.6	18.4	0.0	18.4
8/1	83	83	-	-	-	0.4	0.0	-	0.4	17.1	1.2	0.0	1.2
8/2+8/3	370	370	-	-	-	0.1	0.0	-	0.1	1.2	0.8	0.0	0.8
9/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1101	1101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1160	1160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	1655	1655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	37.6	197.5	0.0	235.1	-	-	-	-
1/1	421	295	-	-	-	6.1	64.8	-	70.8	605.5	9.4	64.8	74.1
1/2+1/3	500	365	-	-	-	6.5	76.6	-	83.1	598.6	9.8	76.6	86.4
2/1	421	421	-	-	-	0.7	0.0	-	0.7	6.1	2.2	0.0	2.2
2/2	468	468	-	-	-	1.0	0.0	-	1.0	8.0	2.5	0.0	2.5
2/3	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	403	403	-	-	-	1.1	0.4	-	1.5	13.4	4.3	0.4	4.6
3/2	438	438	-	-	-	1.2	0.4	-	1.6	13.2	4.7	0.4	5.1
3/3	212	212	-	-	-	0.5	0.1	-	0.7	11.4	2.0	0.1	2.1
4/1	1101	1101	-	-	-	1.6	2.0	-	3.5	11.6	7.7	2.0	9.7
4/2	1160	1160	-	-	-	1.4	1.8	-	3.2	10.0	6.3	1.8	8.1
4/3+4/4	1655	1655	-	-	-	2.9	10.8	-	13.8	30.0	22.4	10.8	33.2
5/1	146	146	-	-	-	0.6	0.0	-	0.6	15.2	1.6	0.0	1.6
5/2	111	111	-	-	-	0.5	0.0	-	0.5	15.7	0.8	0.0	0.8
5/3	4	4	-	-	-	0.0	0.0	-	0.0	15.7	0.0	0.0	0.0
6/1	869	869	-	-	-	0.6	0.0	-	0.6	2.5	2.0	0.0	2.0
6/2	1164	1164	-	-	-	1.2	0.0	-	1.2	3.6	5.4	0.0	5.4
6/3	869	869	-	-	-	0.6	0.0	-	0.6	2.5	1.8	0.0	1.8
6/4	786	786	-	-	-	0.5	0.0	-	0.5	2.3	1.6	0.0	1.6
7/1	346	327	-	-	-	3.0	15.0	-	18.0	187.6	6.1	15.0	21.1
7/2+7/3	532	503	-	-	-	4.6	25.6	-	30.2	204.2	6.8	25.6	32.4
8/1	1073	1073	-	-	-	1.5	0.0	-	1.5	4.9	7.6	0.0	7.6
8/2	1137	1137	-	-	-	1.4	0.0	-	1.4	4.3	6.3	0.0	6.3
8/3	152	152	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

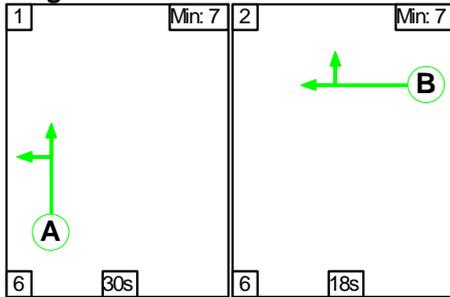
Full Input Data And Results

10/2	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1226	1226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1	PRC for Signalled Lanes (%)	30.0		Total Delay for Signalled Lanes (pcuHr):	9.03		Cycle Time (s):	60	
			C1	Stream: 2	PRC for Signalled Lanes (%)	-10.4		Total Delay for Signalled Lanes (pcuHr):	19.49		Cycle Time (s):	60	
			C1	Stream: 3	PRC for Signalled Lanes (%)	-24.4		Total Delay for Signalled Lanes (pcuHr):	30.35		Cycle Time (s):	60	
			C2	Stream: 1	PRC for Signalled Lanes (%)	-58.7		Total Delay for Signalled Lanes (pcuHr):	156.78		Cycle Time (s):	60	
			C2	Stream: 2	PRC for Signalled Lanes (%)	28.0		Total Delay for Signalled Lanes (pcuHr):	5.54		Cycle Time (s):	60	
			C2	Stream: 3	PRC for Signalled Lanes (%)	-7.6		Total Delay for Signalled Lanes (pcuHr):	21.68		Cycle Time (s):	60	
			C2	Stream: 4	PRC for Signalled Lanes (%)	-20.3		Total Delay for Signalled Lanes (pcuHr):	51.09		Cycle Time (s):	60	
					PRC Over All Lanes (%)	-58.7		Total Delay Over All Lanes(pcuHr):	320.95				

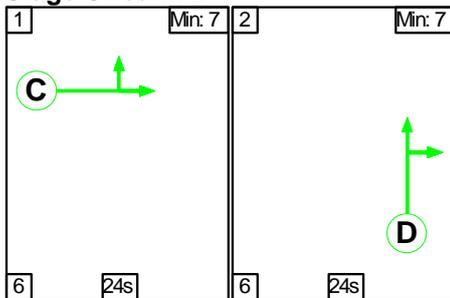
C1

Stage Sequence Diagram

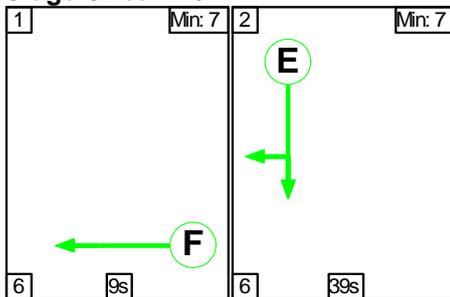
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	13	49

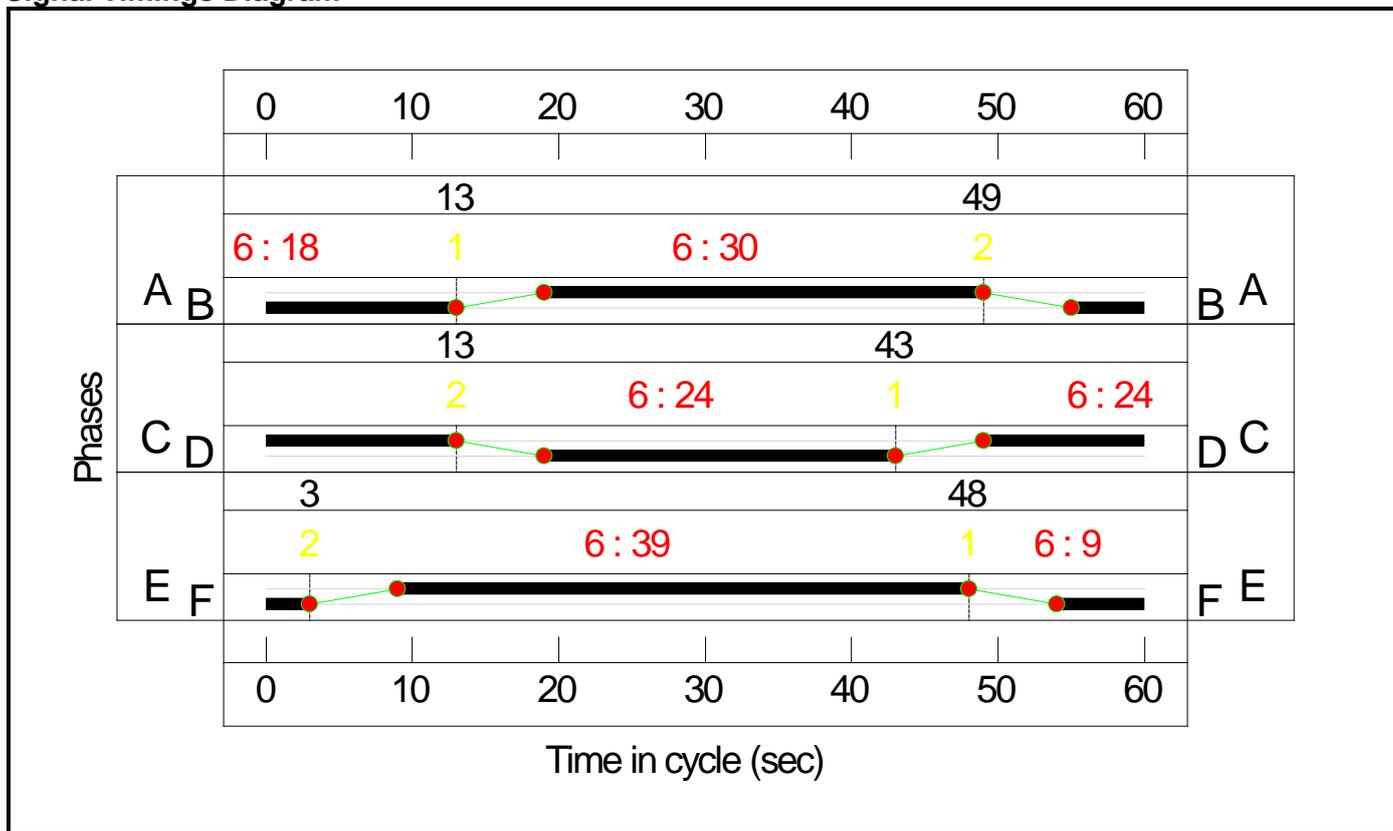
Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	43	13

Stage Stream: 3

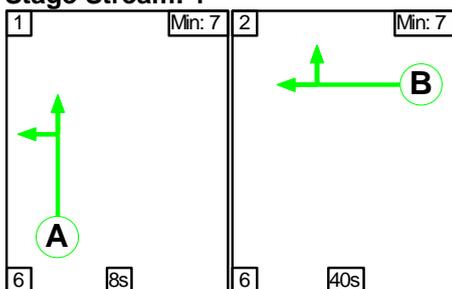
Stage	1	2
Duration	9	39
Change Point	48	3

Signal Timings Diagram

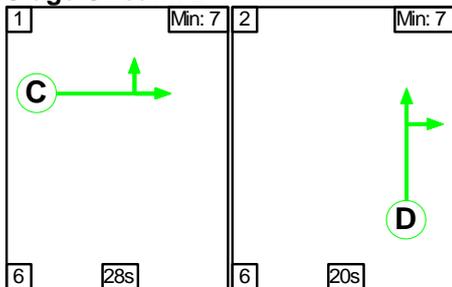


C2 Stage Sequence Diagram

Stage Stream: 1

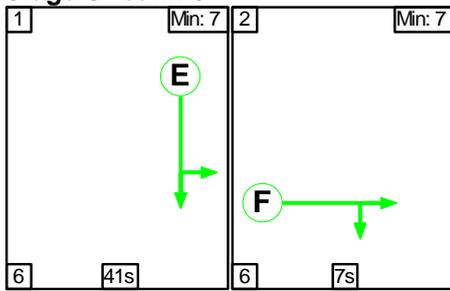


Stage Stream: 2

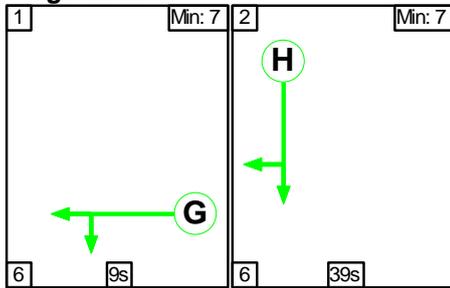


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	27	41

Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	46	20

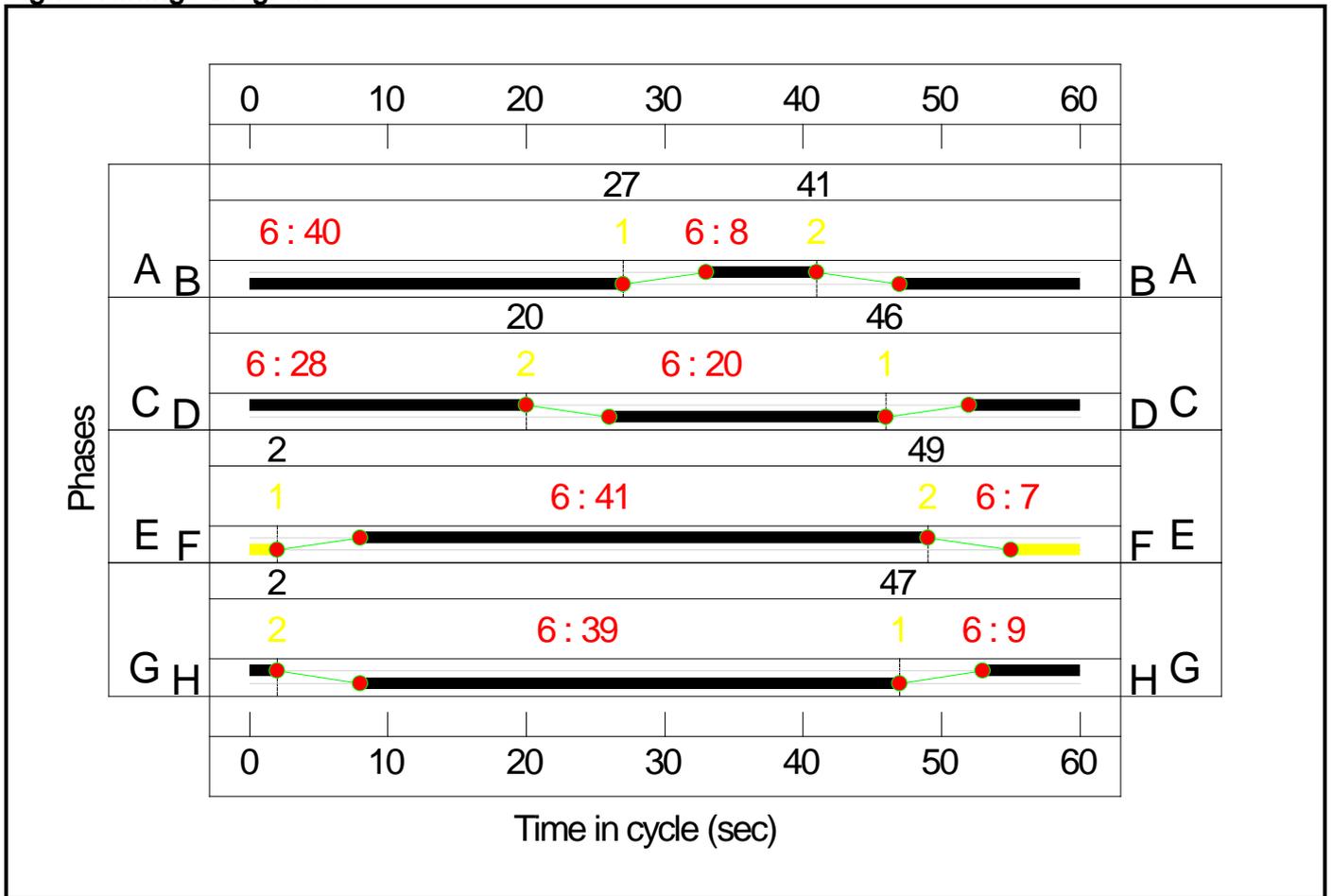
Stage Stream: 3

Stage	1	2
Duration	41	7
Change Point	2	49

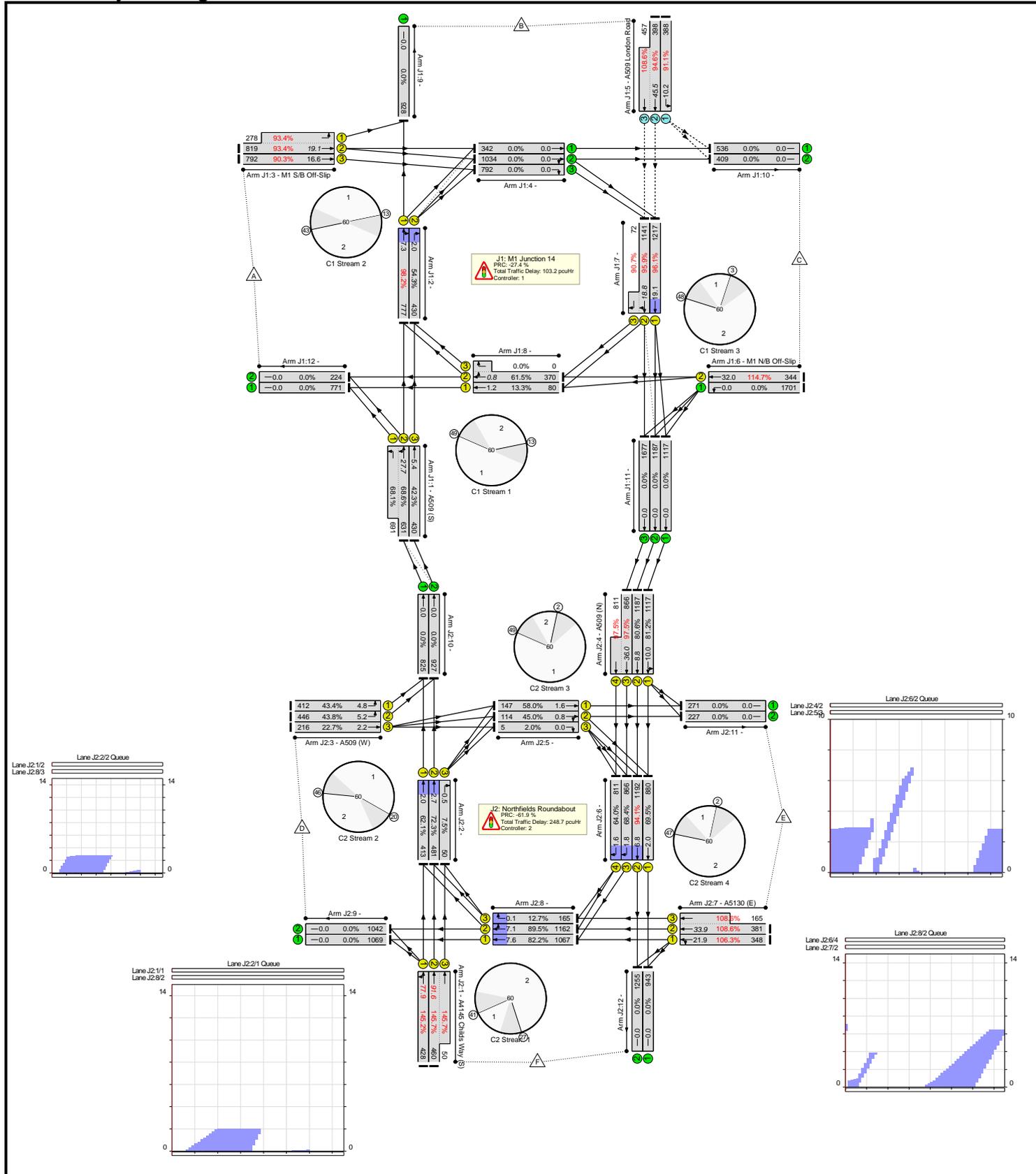
Stage Stream: 4

Stage	1	2
Duration	9	39
Change Point	47	2

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	145.7%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	114.7%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	30	-	1536	2105:1965	919+1015	68.6 : 68.1%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	30	-	502	1965	1015	42.3%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	24	-	895	1900	792	98.2%
2/2	Right	U	1:2	N/A	C1:D		1	24	-	502	1900	792	54.3%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	24	-	1097	2105:1828	877+298	93.4 : 93.4%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	24	-	792	2105	877	90.3%
4/1	Ahead	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1070	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	388	1871	426	91.1%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	855	2105:2105	421+421	94.6 : 108.6%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	1701	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	9	-	344	1800	300	114.7%
7/1	Ahead	U	1:3	N/A	C1:E		1	39	-	1217	1900	1267	96.1%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	39	-	1249	1900:1900	1189+79	95.9 : 90.7%
8/1	Ahead	U	1:1	N/A	C1:B		1	18	-	87	1900	602	13.3%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	18	-	420	1900:1965	602+0	61.5 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1031	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	587	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	445	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	1117	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	1187	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	1700	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	900	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	248	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	145.7%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	8	-	428	1965	295	145.2%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	8	-	510	2105:1965	316+34	145.7 : 145.7%
2/1	Ahead	U	2:2	N/A	C2:D	1	20	-	555	1900	665	62.1%
2/2	Ahead	U	2:2	N/A	C2:D	1	20	-	625	1900	665	72.3%
2/3	Right	U	2:2	N/A	C2:D	1	20	-	50	1900	665	7.5%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	412	1965	950	43.4%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	446	2105	1017	43.8%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	28	-	216	1965	950	22.7%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	41	-	1117	1965	1375	81.2%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1187	2105	1473	80.6%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1700	2105:1965	888+831	97.5 : 97.5%
5/1	Ahead	U	2:3	N/A	C2:F	1	7	-	147	1900	253	58.0%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	7	-	114	1900	253	45.0%
5/3	Right	U	2:3	N/A	C2:F	1	7	-	5	1900	253	2.0%
6/1	Ahead	U	2:4	N/A	C2:H	1	39	-	880	1900	1267	69.5%
6/2	Ahead	U	2:4	N/A	C2:H	1	39	-	1192	1900	1267	94.1%
6/3	Right	U	2:4	N/A	C2:H	1	39	-	878	1900	1267	68.4%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	39	-	822	1900	1267	64.0%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	9	-	348	1965	327	106.3%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	9	-	546	2105:1965	351+152	108.6 : 108.6%
8/1	Ahead	U	2:1	N/A	C2:B		1	40	-	1092	1900	1298	82.2%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	40	-	1203	1900	1298	89.5%
8/3	Right	U	2:1	N/A	C2:B		1	40	-	165	1900	1298	12.7%
9/1		U	N/A	N/A	-		-	-	-	1094	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1071	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1259	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: M1 Junction 14 / Northfields Roundabout Model	-	-	2026	0	0	71.1	280.8	0.0	351.9	-	-	-	-
J1: M1 Junction 14	-	-	2026	0	0	32.1	71.1	0.0	103.2	-	-	-	-
1/2+1/1	1322	1322	-	-	-	5.5	1.1	-	6.6	17.9	26.6	1.1	27.7
1/3	430	430	-	-	-	1.6	0.4	-	2.0	16.5	5.0	0.4	5.4
2/1	777	777	-	-	-	1.9	0.0	-	1.9	8.9	7.3	0.0	7.3
2/2	430	430	-	-	-	0.9	0.0	-	0.9	7.5	2.0	0.0	2.0
3/2+3/1	1097	1097	-	-	-	4.7	6.1	-	10.8	35.5	13.0	6.1	19.1
3/3	792	792	-	-	-	3.6	4.2	-	7.8	35.6	12.3	4.2	16.6
4/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1034	1034	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	388	388	388	0	0	1.0	4.2	-	5.2	48.1	6.0	4.2	10.2
5/2+5/3	855	819	1638	0	0	3.3	29.7	-	33.1	139.3	15.7	29.7	45.5
6/1	1701	1701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	344	300	-	-	-	3.8	25.4	-	29.2	306.0	6.6	25.4	32.0
7/1	1217	1217	-	-	-	2.6	0.0	-	2.6	7.8	19.1	0.0	19.1
7/2+7/3	1213	1213	-	-	-	2.6	0.0	-	2.6	7.7	18.8	0.0	18.8
8/1	80	80	-	-	-	0.4	0.0	-	0.4	16.9	1.2	0.0	1.2
8/2+8/3	370	370	-	-	-	0.1	0.0	-	0.1	1.1	0.8	0.0	0.8
9/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	1677	1677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	39.0	209.7	0.0	248.7	-	-	-	-
1/1	428	295	-	-	-	6.3	68.2	-	74.5	627.0	9.7	68.2	77.9
1/2+1/3	510	366	-	-	-	6.8	81.5	-	88.3	623.6	10.1	81.5	91.6
2/1	413	413	-	-	-	0.7	0.0	-	0.7	5.7	2.0	0.0	2.0
2/2	481	481	-	-	-	1.1	0.0	-	1.1	8.5	2.7	0.0	2.7
2/3	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	412	412	-	-	-	1.2	0.4	-	1.5	13.5	4.5	0.4	4.8
3/2	446	446	-	-	-	1.3	0.4	-	1.6	13.3	4.8	0.4	5.2
3/3	216	216	-	-	-	0.5	0.1	-	0.7	11.5	2.0	0.1	2.2
4/1	1117	1117	-	-	-	1.6	2.1	-	3.8	12.1	7.8	2.1	10.0
4/2	1187	1187	-	-	-	1.5	2.0	-	3.5	10.7	6.8	2.0	8.8
4/3+4/4	1677	1677	-	-	-	3.1	12.4	-	15.5	33.2	23.6	12.4	36.0
5/1	147	147	-	-	-	0.6	0.0	-	0.6	15.2	1.6	0.0	1.6
5/2	114	114	-	-	-	0.5	0.0	-	0.5	15.6	0.8	0.0	0.8
5/3	5	5	-	-	-	0.0	0.0	-	0.0	15.7	0.0	0.0	0.0
6/1	880	880	-	-	-	0.6	0.0	-	0.6	2.5	2.0	0.0	2.0
6/2	1192	1192	-	-	-	1.2	0.0	-	1.2	3.7	6.8	0.0	6.8
6/3	866	866	-	-	-	0.6	0.0	-	0.6	2.5	1.8	0.0	1.8
6/4	811	811	-	-	-	0.5	0.0	-	0.5	2.3	1.6	0.0	1.6
7/1	348	327	-	-	-	3.1	15.8	-	18.9	195.2	6.1	15.8	21.9
7/2+7/3	546	516	-	-	-	4.7	26.7	-	31.4	207.2	7.2	26.7	33.9
8/1	1067	1067	-	-	-	1.5	0.0	-	1.5	5.0	7.6	0.0	7.6
8/2	1162	1162	-	-	-	1.5	0.0	-	1.5	4.6	7.1	0.0	7.1
8/3	165	165	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

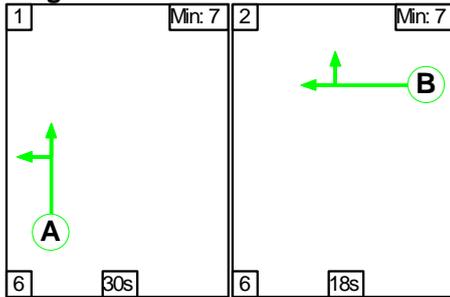
Full Input Data And Results

10/2	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 Stream: 1 PRC for Signalled Lanes (%)			31.2			Total Delay for Signalled Lanes (pcuHr):			9.03			Cycle Time (s): 60		
C1 Stream: 2 PRC for Signalled Lanes (%)			-9.1			Total Delay for Signalled Lanes (pcuHr):			21.49			Cycle Time (s): 60		
C1 Stream: 3 PRC for Signalled Lanes (%)			-27.4			Total Delay for Signalled Lanes (pcuHr):			34.46			Cycle Time (s): 60		
C2 Stream: 1 PRC for Signalled Lanes (%)			-61.9			Total Delay for Signalled Lanes (pcuHr):			165.85			Cycle Time (s): 60		
C2 Stream: 2 PRC for Signalled Lanes (%)			24.5			Total Delay for Signalled Lanes (pcuHr):			5.67			Cycle Time (s): 60		
C2 Stream: 3 PRC for Signalled Lanes (%)			-8.4			Total Delay for Signalled Lanes (pcuHr):			23.92			Cycle Time (s): 60		
C2 Stream: 4 PRC for Signalled Lanes (%)			-20.7			Total Delay for Signalled Lanes (pcuHr):			53.23			Cycle Time (s): 60		
PRC Over All Lanes (%)			-61.9			Total Delay Over All Lanes (pcuHr):			351.92					

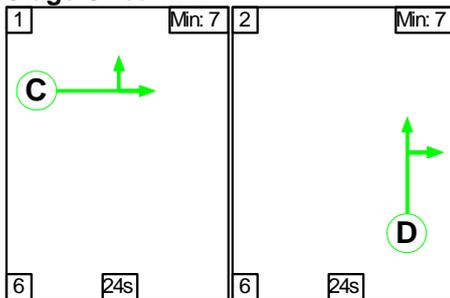
C1

Stage Sequence Diagram

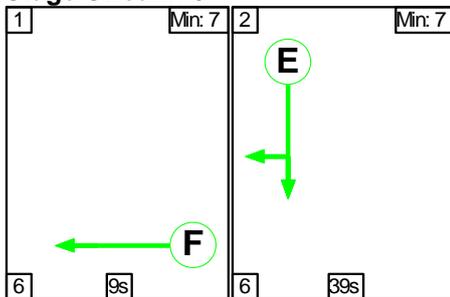
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	13	49

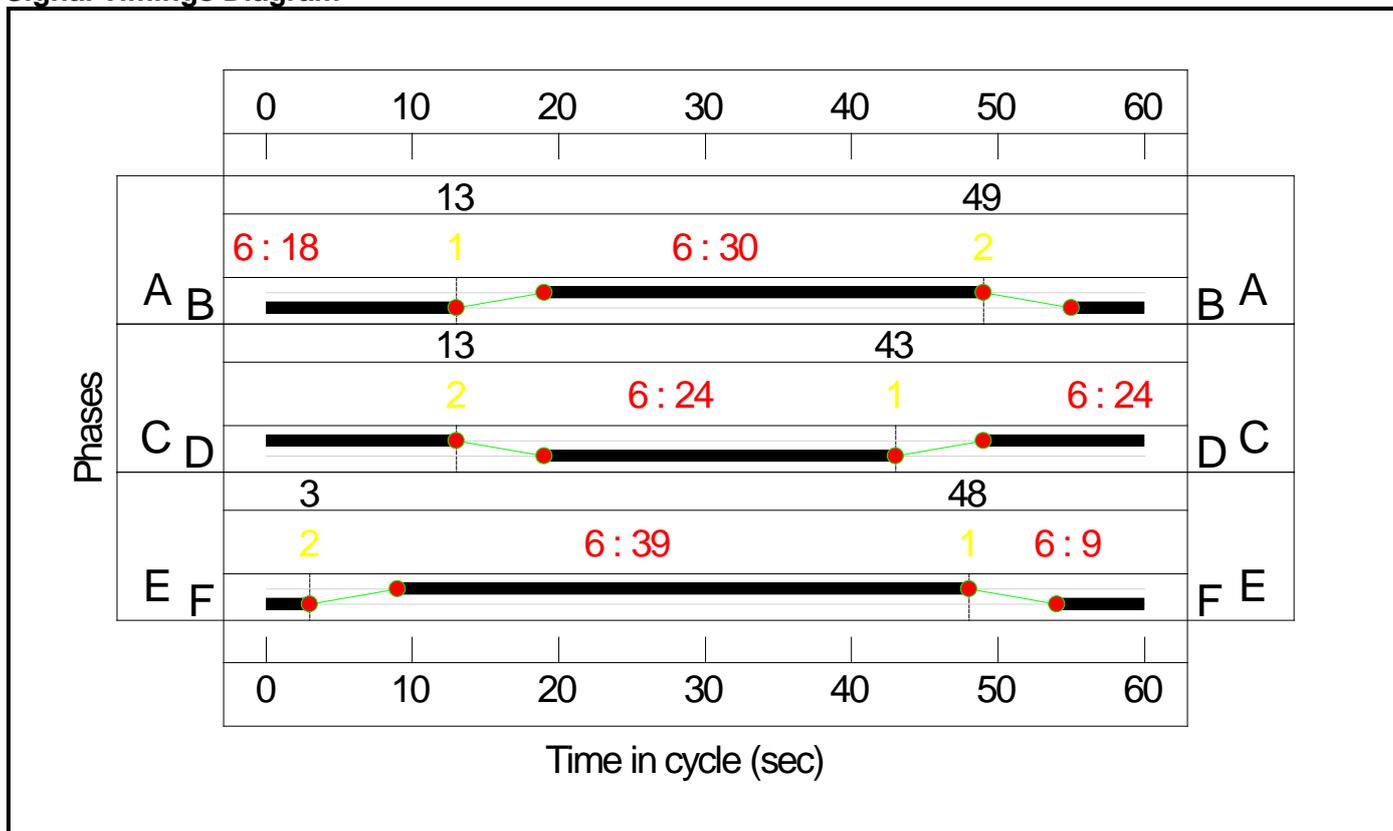
Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	43	13

Stage Stream: 3

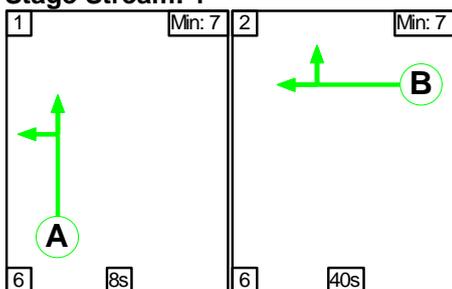
Stage	1	2
Duration	9	39
Change Point	48	3

Signal Timings Diagram

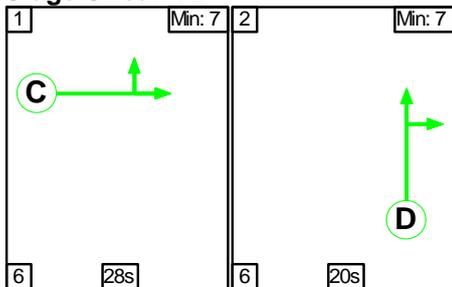


C2 Stage Sequence Diagram

Stage Stream: 1

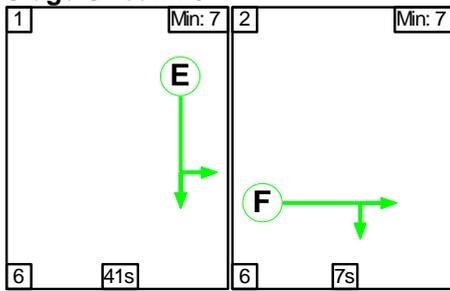


Stage Stream: 2

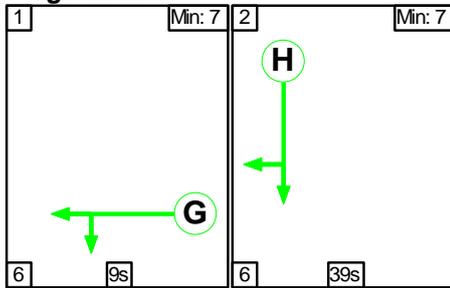


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	27	41

Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	46	20

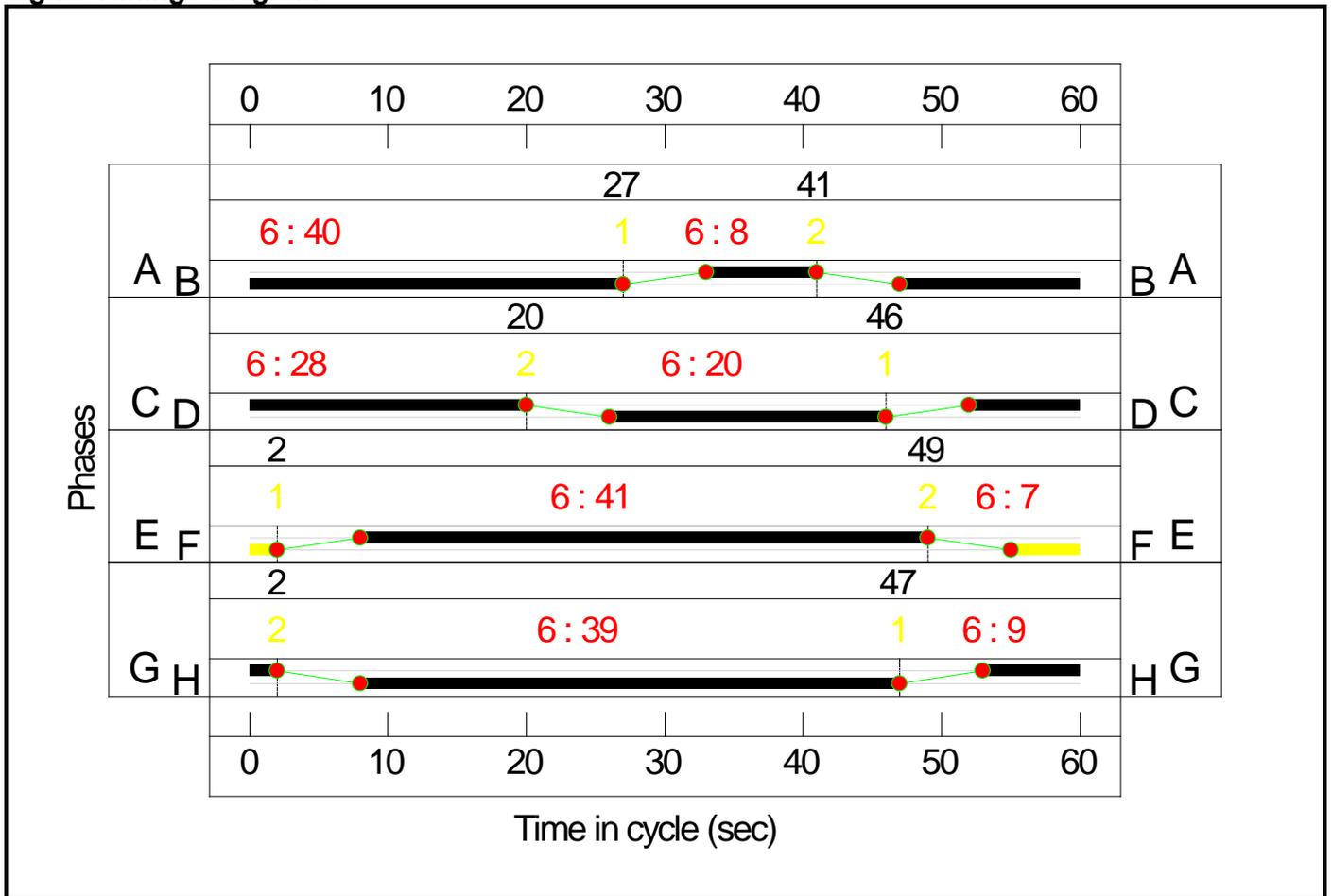
Stage Stream: 3

Stage	1	2
Duration	41	7
Change Point	2	49

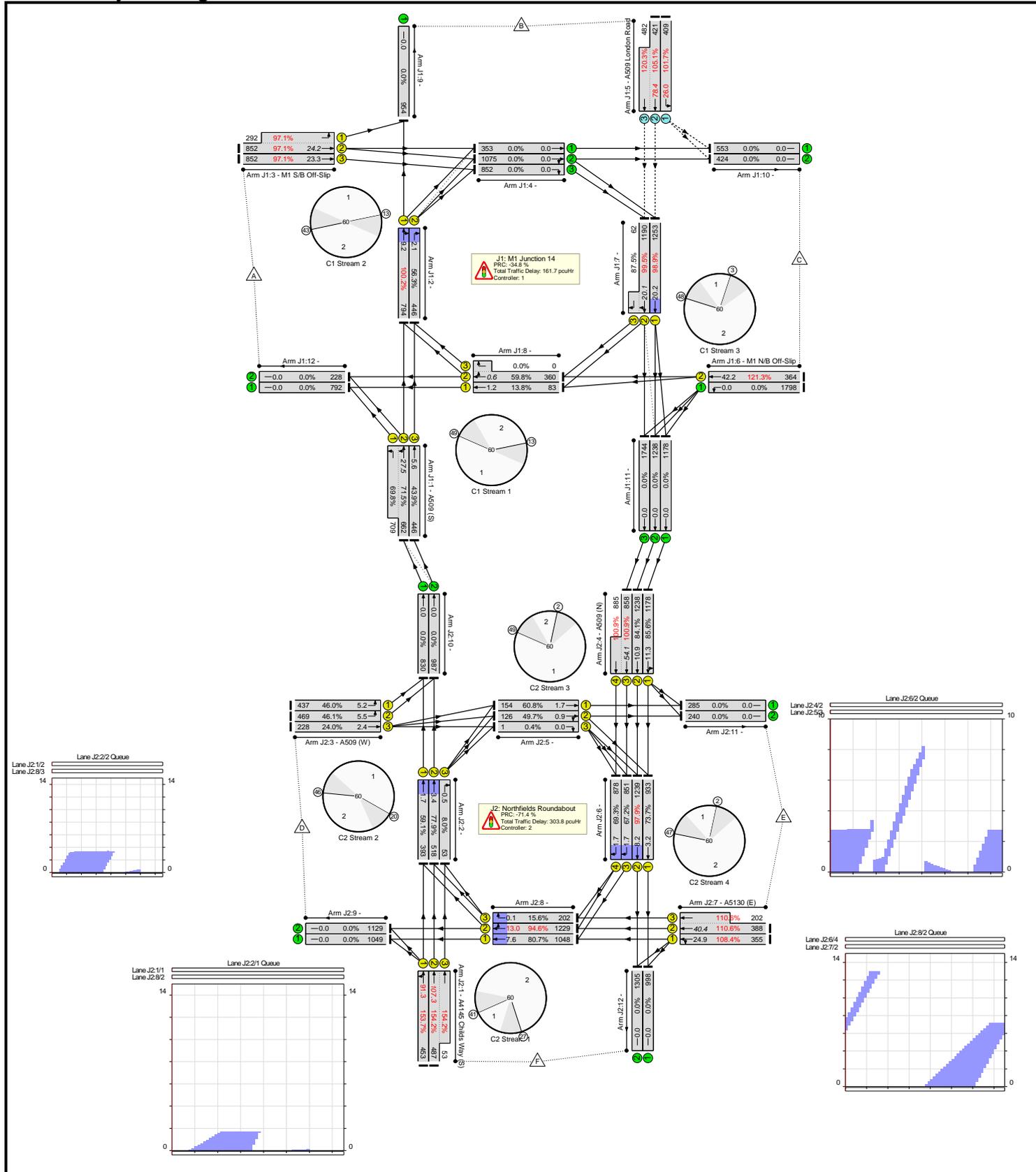
Stage Stream: 4

Stage	1	2
Duration	9	39
Change Point	47	2

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	154.2%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	121.3%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	30	-	1613	2105:1965	925+1015	71.5 : 69.8%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	30	-	542	1965	1015	43.9%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	24	-	934	1900	792	100.2%
2/2	Right	U	1:2	N/A	C1:D		1	24	-	542	1900	792	56.3%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	24	-	1144	2105:1828	877+301	97.1 : 97.1%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	24	-	852	2105	877	97.1%
4/1	Ahead	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1123	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	409	1871	402	101.7%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	903	2105:2105	401+401	105.1 : 120.3%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	1798	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	9	-	364	1800	300	121.3%
7/1	Ahead	U	1:3	N/A	C1:E		1	39	-	1273	1900	1267	98.9%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	39	-	1334	1900:1900	1196+71	99.5 : 87.5%
8/1	Ahead	U	1:1	N/A	C1:B		1	18	-	100	1900	602	13.8%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	18	-	436	1900:1965	602+0	59.8 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1088	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	613	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	476	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	1188	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	1249	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	1796	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	952	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	263	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	154.2%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	8	-	453	1965	295	153.7%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	8	-	540	2105:1965	316+34	154.2 : 154.2%
2/1	Ahead	U	2:2	N/A	C2:D	1	20	-	560	1900	665	59.1%
2/2	Ahead	U	2:2	N/A	C2:D	1	20	-	689	1900	665	77.9%
2/3	Right	U	2:2	N/A	C2:D	1	20	-	53	1900	665	8.0%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	437	1965	950	46.0%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	469	2105	1017	46.1%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	28	-	228	1965	950	24.0%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	41	-	1188	1965	1375	85.6%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1249	2105	1473	84.1%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1796	2105:1965	850+877	100.9 : 100.9%
5/1	Ahead	U	2:3	N/A	C2:F	1	7	-	154	1900	253	60.8%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	7	-	126	1900	253	49.7%
5/3	Right	U	2:3	N/A	C2:F	1	7	-	1	1900	253	0.4%
6/1	Ahead	U	2:4	N/A	C2:H	1	39	-	941	1900	1267	73.7%
6/2	Ahead	U	2:4	N/A	C2:H	1	39	-	1250	1900	1267	97.9%
6/3	Right	U	2:4	N/A	C2:H	1	39	-	884	1900	1267	67.2%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	39	-	912	1900	1267	69.3%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	9	-	355	1965	327	108.4%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	9	-	590	2105:1965	351+183	110.6 : 110.6%
8/1	Ahead	U	2:1	N/A	C2:B		1	40	-	1098	1900	1298	80.7%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	40	-	1300	1900	1298	94.6%
8/3	Right	U	2:1	N/A	C2:B		1	40	-	202	1900	1298	15.6%
9/1		U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1191	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1158	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	1011	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1321	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: M1 Junction 14 / Northfields Roundabout Model	-	-	2004	0	0	81.3	384.1	0.0	465.4	-	-	-	-
J1: M1 Junction 14	-	-	2004	0	0	37.4	124.3	0.0	161.7	-	-	-	-
1/2+1/1	1371	1371	-	-	-	5.6	1.2	-	6.8	17.8	26.3	1.2	27.5
1/3	446	446	-	-	-	1.7	0.4	-	2.1	17.0	5.2	0.4	5.6
2/1	794	792	-	-	-	2.4	1.0	-	3.3	15.1	8.3	1.0	9.2
2/2	446	446	-	-	-	0.9	0.0	-	0.9	7.5	2.1	0.0	2.1
3/2+3/1	1144	1144	-	-	-	5.0	10.5	-	15.5	48.8	13.7	10.5	24.2
3/3	852	852	-	-	-	4.1	9.6	-	13.7	57.8	13.7	9.6	23.3
4/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	409	402	402	0	0	1.5	11.9	-	13.4	117.9	14.1	11.9	26.0
5/2+5/3	903	801	1602	0	0	5.3	55.1	-	60.4	240.7	23.3	55.1	78.4
6/1	1798	1798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	364	300	-	-	-	4.7	34.6	-	39.3	388.5	7.6	34.6	42.2
7/1	1253	1253	-	-	-	3.0	0.0	-	3.0	8.6	20.2	0.0	20.2
7/2+7/3	1253	1253	-	-	-	2.8	0.0	-	2.8	8.2	20.1	0.0	20.1
8/1	83	83	-	-	-	0.4	0.0	-	0.4	16.3	1.2	0.0	1.2
8/2+8/3	360	360	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
9/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1238	1238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	1744	1744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	43.9	259.9	0.0	303.8	-	-	-	-
1/1	453	295	-	-	-	7.4	80.5	-	87.9	698.7	10.8	80.5	91.3
1/2+1/3	540	369	-	-	-	7.6	96.3	-	104.0	693.2	11.0	96.3	107.3
2/1	393	393	-	-	-	0.5	0.0	-	0.5	4.6	1.7	0.0	1.7
2/2	518	518	-	-	-	1.4	0.0	-	1.4	9.6	3.4	0.0	3.4
2/3	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	437	437	-	-	-	1.3	0.4	-	1.7	13.8	4.7	0.4	5.2
3/2	469	469	-	-	-	1.3	0.4	-	1.8	13.6	5.1	0.4	5.5
3/3	228	228	-	-	-	0.6	0.2	-	0.7	11.6	2.2	0.2	2.4
4/1	1178	1178	-	-	-	1.8	2.9	-	4.6	14.2	8.4	2.9	11.3
4/2	1238	1238	-	-	-	1.8	2.6	-	4.4	12.7	8.4	2.6	10.9
4/3+4/4	1744	1728	-	-	-	3.9	25.2	-	29.1	60.1	28.9	25.2	54.1
5/1	154	154	-	-	-	0.7	0.0	-	0.7	15.3	1.7	0.0	1.7
5/2	126	126	-	-	-	0.5	0.0	-	0.5	15.6	0.9	0.0	0.9
5/3	1	1	-	-	-	0.0	0.0	-	0.0	15.7	0.0	0.0	0.0
6/1	933	933	-	-	-	0.7	0.0	-	0.7	2.7	3.2	0.0	3.2
6/2	1239	1239	-	-	-	1.3	0.0	-	1.3	3.8	8.2	0.0	8.2
6/3	851	851	-	-	-	0.6	0.0	-	0.6	2.3	1.7	0.0	1.7
6/4	878	878	-	-	-	0.6	0.0	-	0.6	2.3	1.7	0.0	1.7
7/1	355	327	-	-	-	3.4	18.5	-	21.9	222.3	6.4	18.5	24.9
7/2+7/3	590	553	-	-	-	5.2	32.8	-	38.0	231.9	7.7	32.8	40.4
8/1	1048	1048	-	-	-	1.6	0.0	-	1.6	5.3	7.6	0.0	7.6
8/2	1229	1229	-	-	-	1.9	0.0	-	1.9	5.5	13.0	0.0	13.0
8/3	202	202	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1129	1129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1305	1305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1	PRC for Signalled Lanes (%)	25.9	Total Delay for Signalled Lanes (pcuHr):		9.35	Cycle Time (s):		60		
		C1	Stream: 2	PRC for Signalled Lanes (%)	-11.4	Total Delay for Signalled Lanes (pcuHr):		33.44	Cycle Time (s):		60		
		C1	Stream: 3	PRC for Signalled Lanes (%)	-34.8	Total Delay for Signalled Lanes (pcuHr):		45.13	Cycle Time (s):		60		
		C2	Stream: 1	PRC for Signalled Lanes (%)	-71.4	Total Delay for Signalled Lanes (pcuHr):		195.34	Cycle Time (s):		60		
		C2	Stream: 2	PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):		6.06	Cycle Time (s):		60		
		C2	Stream: 3	PRC for Signalled Lanes (%)	-12.1	Total Delay for Signalled Lanes (pcuHr):		39.31	Cycle Time (s):		60		
		C2	Stream: 4	PRC for Signalled Lanes (%)	-22.9	Total Delay for Signalled Lanes (pcuHr):		63.04	Cycle Time (s):		60		
				PRC Over All Lanes (%)	-71.4	Total Delay Over All Lanes(pcuHr):		465.44					

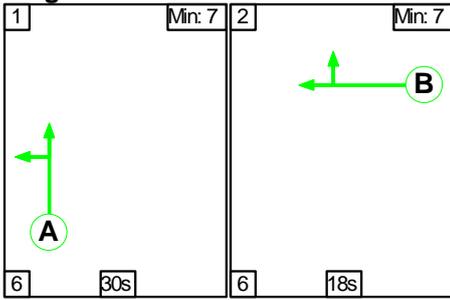
Full Input Data And Results

Scenario 9: '2033 Base + Committed AM + Dev (10% MS)' (FG23: '2033 Base + Committed + Dev (10%) AM', Plan 1: '2017 Observed AM')

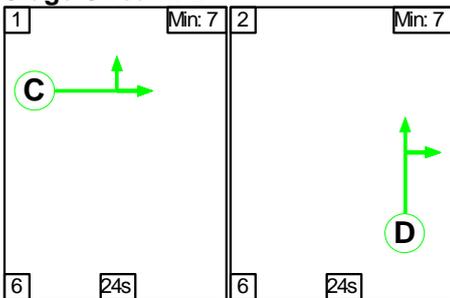
C1

Stage Sequence Diagram

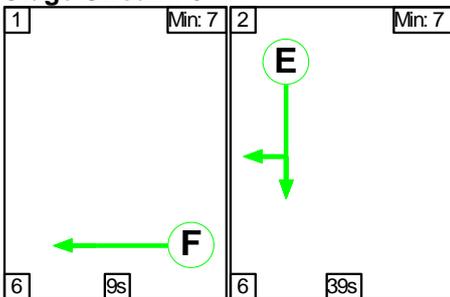
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	13	49

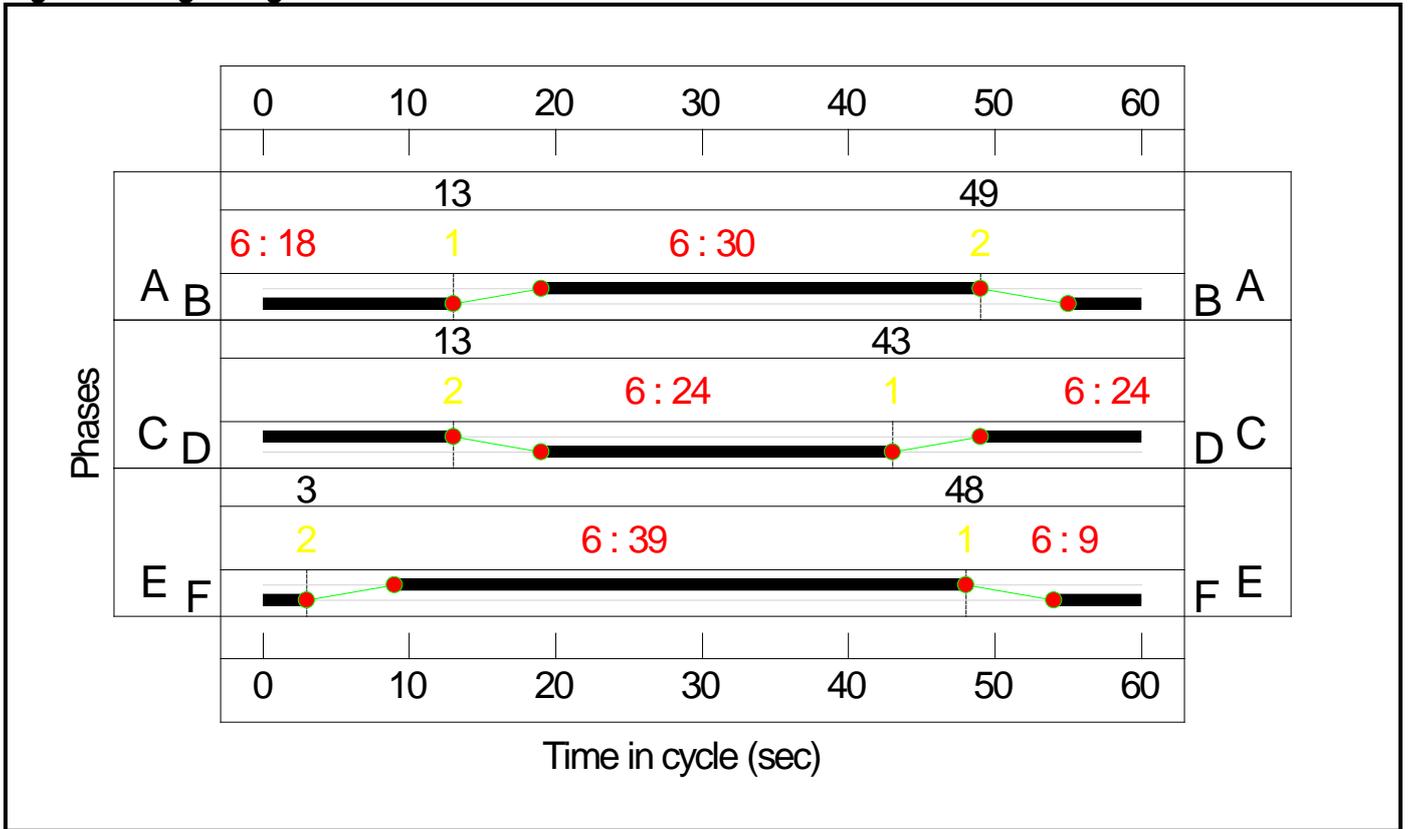
Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	43	13

Stage Stream: 3

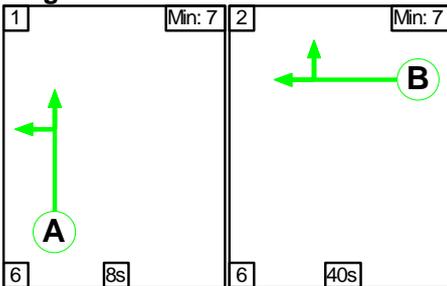
Stage	1	2
Duration	9	39
Change Point	48	3

Signal Timings Diagram

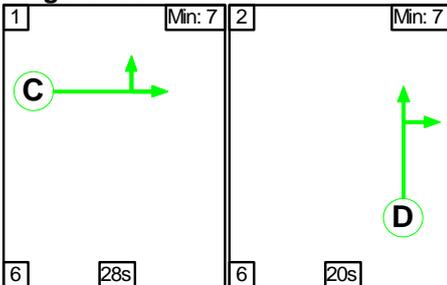


C2 Stage Sequence Diagram

Stage Stream: 1

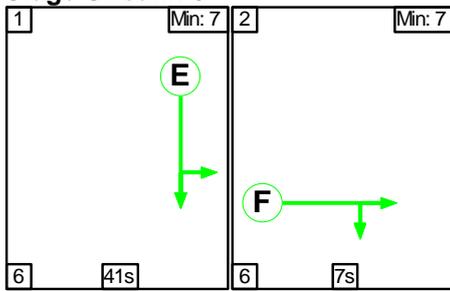


Stage Stream: 2

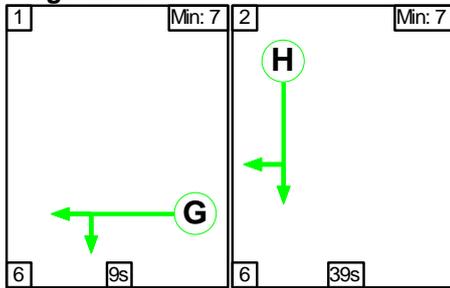


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	27	41

Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	46	20

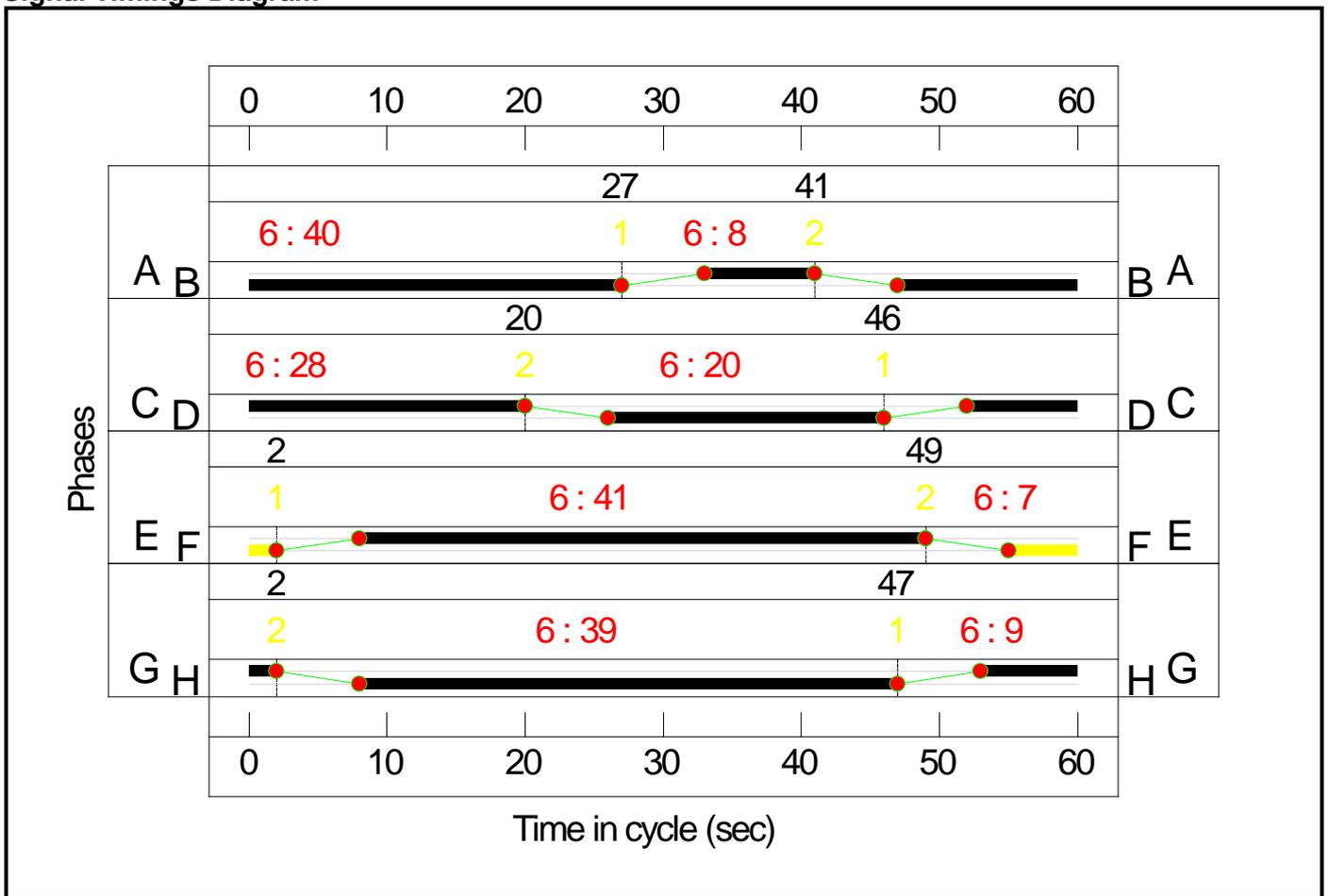
Stage Stream: 3

Stage	1	2
Duration	41	7
Change Point	2	49

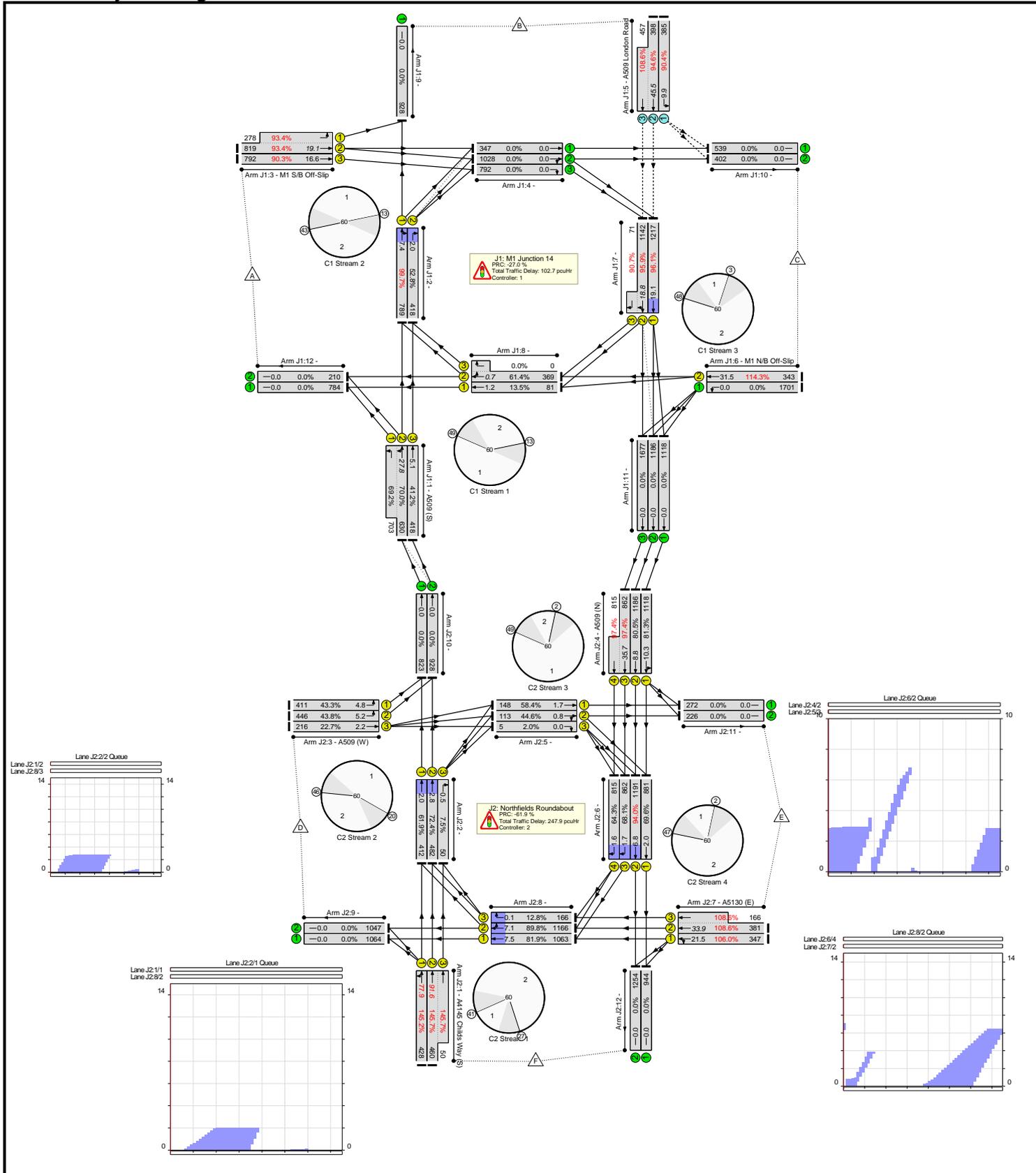
Stage Stream: 4

Stage	1	2
Duration	9	39
Change Point	47	2

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	145.7%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	114.3%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	30	-	1548	2105:1965	900+1015	70.0 : 69.2%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	30	-	489	1965	1015	41.2%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	24	-	907	1900	792	99.7%
2/2	Right	U	1:2	N/A	C1:D		1	24	-	489	1900	792	52.8%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	24	-	1097	2105:1828	877+298	93.4 : 93.4%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	24	-	792	2105	877	90.3%
4/1	Ahead	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1064	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	385	1871	426	90.4%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	855	2105:2105	421+421	94.6 : 108.6%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	1701	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	9	-	343	1800	300	114.3%
7/1	Ahead	U	1:3	N/A	C1:E		1	39	-	1217	1900	1267	96.1%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	39	-	1249	1900:1900	1190+78	95.9 : 90.7%
8/1	Ahead	U	1:1	N/A	C1:B		1	18	-	88	1900	602	13.5%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	18	-	418	1900:1965	602+0	61.4 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1030	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	591	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	438	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	1118	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	1186	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	1700	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	913	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	234	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	145.7%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	8	-	428	1965	295	145.2%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	8	-	510	2105:1965	316+34	145.7 : 145.7%
2/1	Ahead	U	2:2	N/A	C2:D	1	20	-	554	1900	665	61.9%
2/2	Ahead	U	2:2	N/A	C2:D	1	20	-	626	1900	665	72.4%
2/3	Right	U	2:2	N/A	C2:D	1	20	-	50	1900	665	7.5%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	411	1965	950	43.3%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	446	2105	1017	43.8%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	28	-	216	1965	950	22.7%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	41	-	1118	1965	1375	81.3%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1186	2105	1473	80.5%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1700	2105:1965	885+837	97.4 : 97.4%
5/1	Ahead	U	2:3	N/A	C2:F	1	7	-	148	1900	253	58.4%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	7	-	113	1900	253	44.6%
5/3	Right	U	2:3	N/A	C2:F	1	7	-	5	1900	253	2.0%
6/1	Ahead	U	2:4	N/A	C2:H	1	39	-	881	1900	1267	69.6%
6/2	Ahead	U	2:4	N/A	C2:H	1	39	-	1191	1900	1267	94.0%
6/3	Right	U	2:4	N/A	C2:H	1	39	-	874	1900	1267	68.1%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	39	-	826	1900	1267	64.3%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	9	-	347	1965	327	106.0%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	9	-	547	2105:1965	351+153	108.6 : 108.6%
8/1	Ahead	U	2:1	N/A	C2:B		1	40	-	1087	1900	1298	81.9%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	40	-	1207	1900	1298	89.8%
8/3	Right	U	2:1	N/A	C2:B		1	40	-	166	1900	1298	12.8%
9/1		U	N/A	N/A	-		-	-	-	1089	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	948	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1258	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: M1 Junction 14 / Northfields Roundabout Model	-	-	2023	0	0	71.1	279.5	0.0	350.6	-	-	-	-
J1: M1 Junction 14	-	-	2023	0	0	32.2	70.5	0.0	102.7	-	-	-	-
1/2+1/1	1333	1333	-	-	-	5.6	1.1	-	6.7	18.1	26.6	1.1	27.8
1/3	418	418	-	-	-	1.5	0.3	-	1.9	16.3	4.8	0.3	5.1
2/1	789	789	-	-	-	2.0	0.0	-	2.0	9.2	7.4	0.0	7.4
2/2	418	418	-	-	-	0.9	0.0	-	0.9	7.6	2.0	0.0	2.0
3/2+3/1	1097	1097	-	-	-	4.7	6.1	-	10.8	35.5	13.0	6.1	19.1
3/3	792	792	-	-	-	3.6	4.2	-	7.8	35.6	12.3	4.2	16.6
4/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	385	385	385	0	0	1.0	4.0	-	4.9	46.0	6.0	4.0	9.9
5/2+5/3	855	819	1638	0	0	3.4	29.7	-	33.1	139.4	15.7	29.7	45.5
6/1	1701	1701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	343	300	-	-	-	3.8	24.9	-	28.7	301.7	6.6	24.9	31.5
7/1	1217	1217	-	-	-	2.7	0.0	-	2.7	7.8	19.1	0.0	19.1
7/2+7/3	1213	1213	-	-	-	2.6	0.0	-	2.6	7.7	18.8	0.0	18.8
8/1	81	81	-	-	-	0.4	0.0	-	0.4	17.0	1.2	0.0	1.2
8/2+8/3	369	369	-	-	-	0.1	0.0	-	0.1	1.1	0.7	0.0	0.7
9/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1118	1118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1186	1186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	1677	1677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	38.9	209.0	0.0	247.9	-	-	-	-
1/1	428	295	-	-	-	6.3	68.2	-	74.5	627.0	9.7	68.2	77.9
1/2+1/3	510	366	-	-	-	6.8	81.5	-	88.3	623.6	10.1	81.5	91.6
2/1	412	412	-	-	-	0.6	0.0	-	0.6	5.7	2.0	0.0	2.0
2/2	482	482	-	-	-	1.1	0.0	-	1.1	8.5	2.8	0.0	2.8
2/3	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	411	411	-	-	-	1.2	0.4	-	1.5	13.5	4.5	0.4	4.8
3/2	446	446	-	-	-	1.3	0.4	-	1.6	13.3	4.8	0.4	5.2
3/3	216	216	-	-	-	0.5	0.1	-	0.7	11.5	2.0	0.1	2.2
4/1	1118	1118	-	-	-	1.7	2.1	-	3.8	12.2	8.2	2.1	10.3
4/2	1186	1186	-	-	-	1.5	2.0	-	3.5	10.7	6.7	2.0	8.8
4/3+4/4	1677	1677	-	-	-	3.1	12.1	-	15.1	32.5	23.6	12.1	35.7
5/1	148	148	-	-	-	0.6	0.0	-	0.6	15.2	1.7	0.0	1.7
5/2	113	113	-	-	-	0.5	0.0	-	0.5	15.6	0.8	0.0	0.8
5/3	5	5	-	-	-	0.0	0.0	-	0.0	15.7	0.0	0.0	0.0
6/1	881	881	-	-	-	0.6	0.0	-	0.6	2.5	2.0	0.0	2.0
6/2	1191	1191	-	-	-	1.2	0.0	-	1.2	3.7	6.8	0.0	6.8
6/3	862	862	-	-	-	0.6	0.0	-	0.6	2.5	1.7	0.0	1.7
6/4	815	815	-	-	-	0.5	0.0	-	0.5	2.3	1.6	0.0	1.6
7/1	347	327	-	-	-	3.1	15.4	-	18.5	191.4	6.1	15.4	21.5
7/2+7/3	547	517	-	-	-	4.7	26.8	-	31.5	207.1	7.2	26.8	33.9
8/1	1063	1063	-	-	-	1.5	0.0	-	1.5	4.9	7.5	0.0	7.5
8/2	1166	1166	-	-	-	1.5	0.0	-	1.5	4.6	7.1	0.0	7.1
8/3	166	166	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	1064	1064	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1254	1254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1	PRC for Signalled Lanes (%)	28.6	Total Delay for Signalled Lanes (pcuHr):		9.09	Cycle Time (s):		60		
		C1	Stream: 2	PRC for Signalled Lanes (%)	-10.8	Total Delay for Signalled Lanes (pcuHr):		21.57	Cycle Time (s):		60		
		C1	Stream: 3	PRC for Signalled Lanes (%)	-27.0	Total Delay for Signalled Lanes (pcuHr):		34.00	Cycle Time (s):		60		
		C2	Stream: 1	PRC for Signalled Lanes (%)	-61.9	Total Delay for Signalled Lanes (pcuHr):		165.83	Cycle Time (s):		60		
		C2	Stream: 2	PRC for Signalled Lanes (%)	24.2	Total Delay for Signalled Lanes (pcuHr):		5.66	Cycle Time (s):		60		
		C2	Stream: 3	PRC for Signalled Lanes (%)	-8.2	Total Delay for Signalled Lanes (pcuHr):		23.58	Cycle Time (s):		60		
		C2	Stream: 4	PRC for Signalled Lanes (%)	-20.7	Total Delay for Signalled Lanes (pcuHr):		52.86	Cycle Time (s):		60		
			PRC Over All Lanes (%)		-61.9	Total Delay Over All Lanes(pcuHr):		350.61					

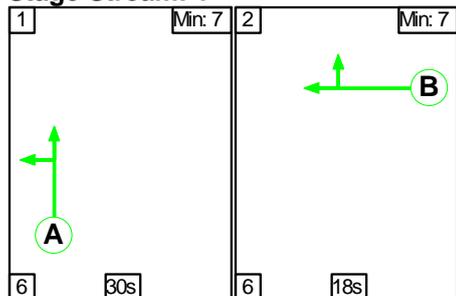
Full Input Data And Results

Scenario 10: '2041 Base + Committed AM + Dev (10% MS)' (FG25: '2041 Base + Committed + Dev (10%) AM', Plan 1: '2017 Observed AM')

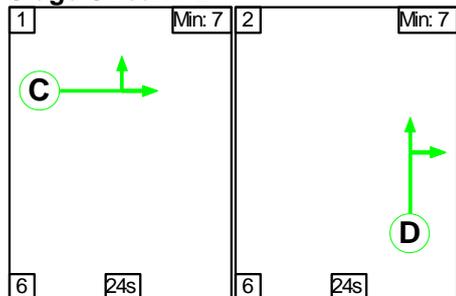
C1

Stage Sequence Diagram

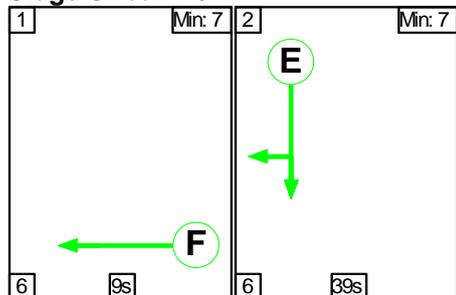
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	13	49

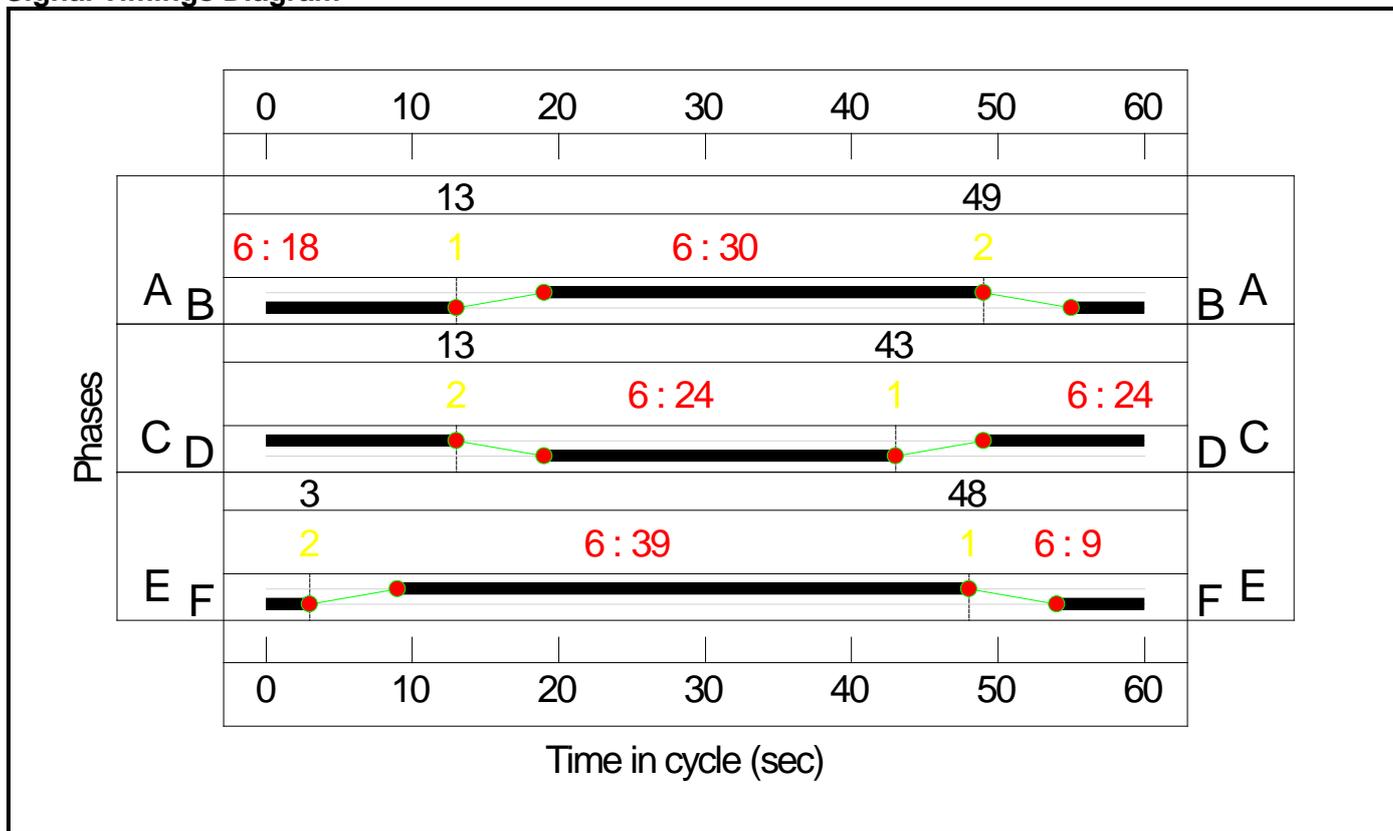
Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	43	13

Stage Stream: 3

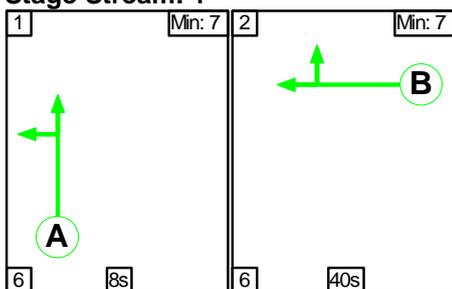
Stage	1	2
Duration	9	39
Change Point	48	3

Signal Timings Diagram

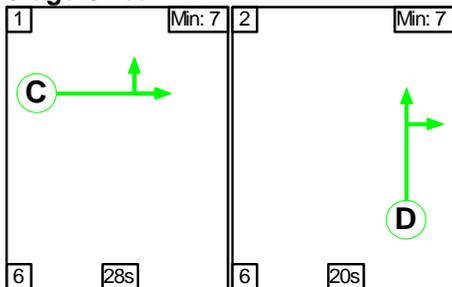


C2 Stage Sequence Diagram

Stage Stream: 1

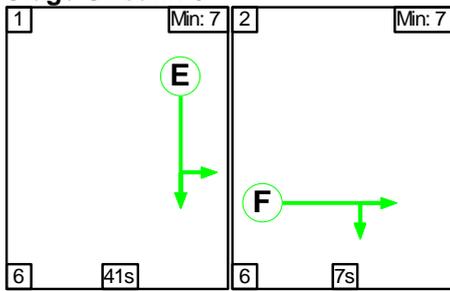


Stage Stream: 2

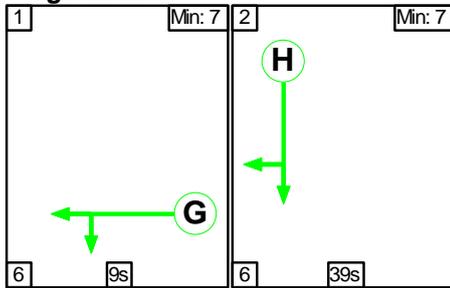


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	27	41

Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	46	20

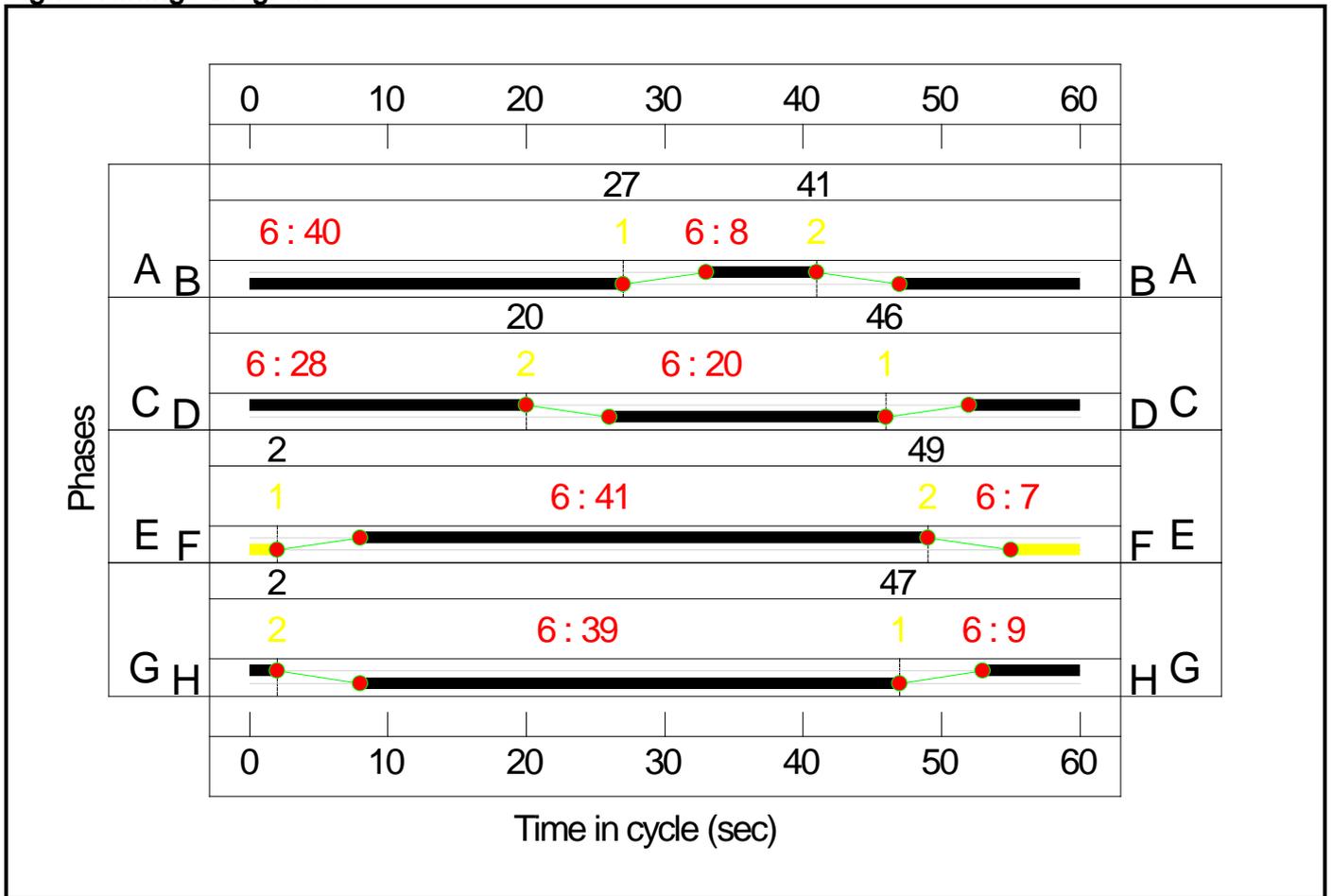
Stage Stream: 3

Stage	1	2
Duration	41	7
Change Point	2	49

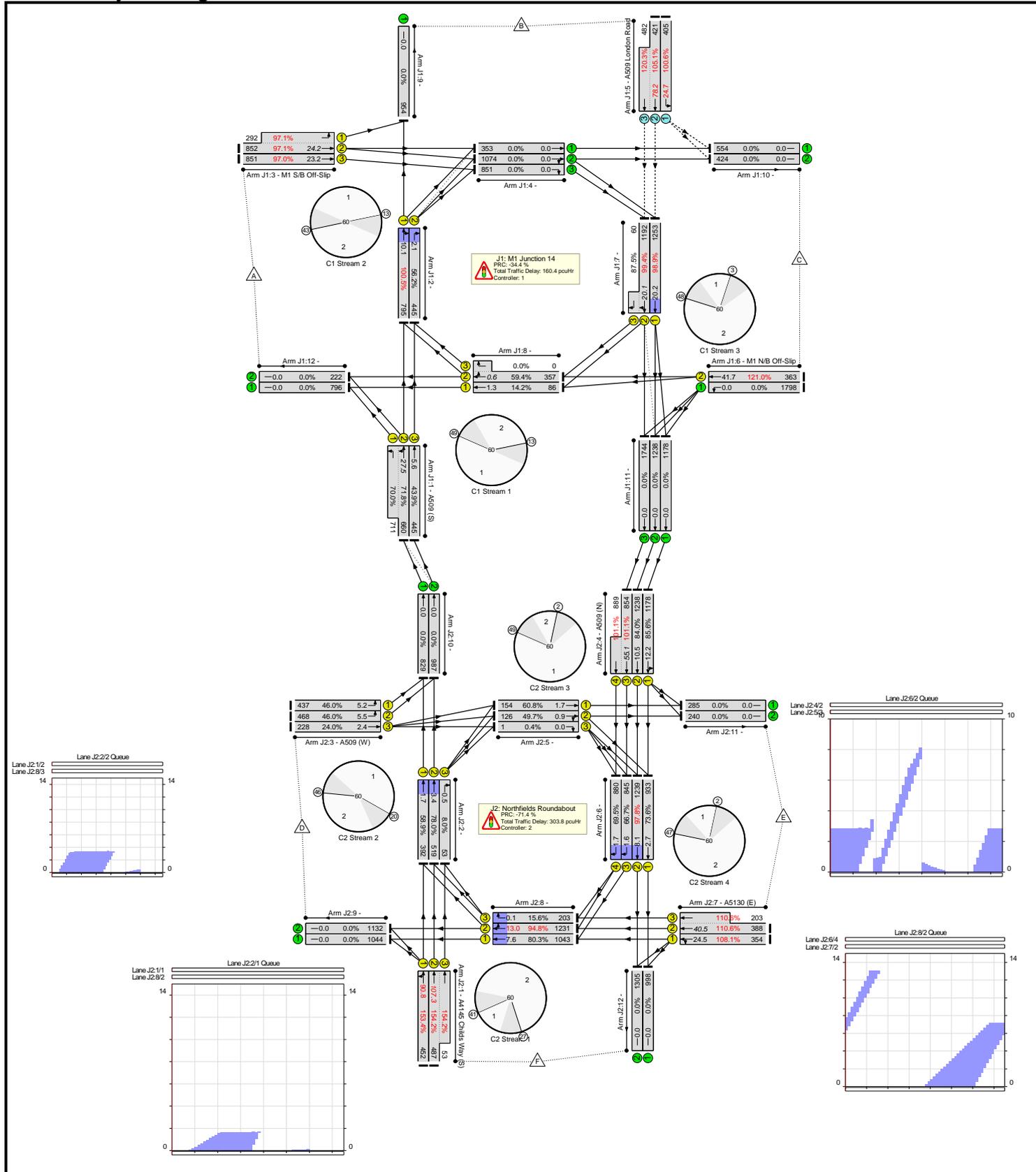
Stage Stream: 4

Stage	1	2
Duration	9	39
Change Point	47	2

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	154.2%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	121.0%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	30	-	1611	2105:1965	918+1015	71.8 : 70.0%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	30	-	542	1965	1015	43.9%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	24	-	934	1900	792	100.5%
2/2	Right	U	1:2	N/A	C1:D		1	24	-	542	1900	792	56.2%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	24	-	1144	2105:1828	877+301	97.1 : 97.1%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	24	-	851	2105	877	97.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	405	1871	403	100.6%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	903	2105:2105	401+401	105.1 : 120.3%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	1798	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	9	-	363	1800	300	121.0%
7/1	Ahead	U	1:3	N/A	C1:E		1	39	-	1273	1900	1267	98.9%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	39	-	1333	1900:1900	1199+68	99.4 : 87.5%
8/1	Ahead	U	1:1	N/A	C1:B		1	18	-	103	1900	602	14.2%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	18	-	432	1900:1965	602+0	59.4 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1088	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	612	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	473	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	1188	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	1248	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	1796	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	956	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	256	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	154.2%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	8	-	452	1965	295	153.4%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	8	-	540	2105:1965	316+34	154.2 : 154.2%
2/1	Ahead	U	2:2	N/A	C2:D	1	20	-	558	1900	665	58.9%
2/2	Ahead	U	2:2	N/A	C2:D	1	20	-	690	1900	665	78.0%
2/3	Right	U	2:2	N/A	C2:D	1	20	-	53	1900	665	8.0%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	437	1965	950	46.0%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	468	2105	1017	46.0%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	28	-	228	1965	950	24.0%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	41	-	1188	1965	1375	85.6%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1248	2105	1473	84.0%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1796	2105:1965	845+880	101.1 : 101.1%
5/1	Ahead	U	2:3	N/A	C2:F	1	7	-	154	1900	253	60.8%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	7	-	126	1900	253	49.7%
5/3	Right	U	2:3	N/A	C2:F	1	7	-	1	1900	253	0.4%
6/1	Ahead	U	2:4	N/A	C2:H	1	39	-	941	1900	1267	73.6%
6/2	Ahead	U	2:4	N/A	C2:H	1	39	-	1249	1900	1267	97.8%
6/3	Right	U	2:4	N/A	C2:H	1	39	-	880	1900	1267	66.7%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	39	-	916	1900	1267	69.5%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	9	-	354	1965	327	108.1%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	9	-	591	2105:1965	351+184	110.6 : 110.6%
8/1	Ahead	U	2:1	N/A	C2:B		1	40	-	1093	1900	1298	80.3%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	40	-	1304	1900	1298	94.8%
8/3	Right	U	2:1	N/A	C2:B		1	40	-	203	1900	1298	15.6%
9/1		U	N/A	N/A	-		-	-	-	1095	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1196	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1158	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	1011	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1320	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: M1 Junction 14 / Northfields Roundabout Model	-	-	2006	0	0	81.2	383.0	0.0	464.2	-	-	-	-
J1: M1 Junction 14	-	-	2006	0	0	37.3	123.1	0.0	160.4	-	-	-	-
1/2+1/1	1370	1370	-	-	-	5.6	1.2	-	6.8	17.8	26.2	1.2	27.5
1/3	445	445	-	-	-	1.7	0.4	-	2.1	17.1	5.2	0.4	5.6
2/1	795	792	-	-	-	2.4	1.9	-	4.2	19.2	8.3	1.9	10.1
2/2	445	445	-	-	-	0.9	0.0	-	0.9	7.5	2.1	0.0	2.1
3/2+3/1	1144	1144	-	-	-	5.0	10.5	-	15.5	48.8	13.7	10.5	24.2
3/3	851	851	-	-	-	4.1	9.5	-	13.5	57.1	13.7	9.5	23.2
4/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	405	403	403	0	0	1.4	10.7	-	12.1	107.2	14.0	10.7	24.7
5/2+5/3	903	802	1603	0	0	5.3	54.9	-	60.1	239.8	23.3	54.9	78.2
6/1	1798	1798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	363	300	-	-	-	4.6	34.2	-	38.8	384.5	7.5	34.2	41.7
7/1	1253	1253	-	-	-	3.0	0.0	-	3.0	8.7	20.2	0.0	20.2
7/2+7/3	1252	1252	-	-	-	2.8	0.0	-	2.8	8.2	20.1	0.0	20.1
8/1	86	86	-	-	-	0.4	0.0	-	0.4	16.4	1.3	0.0	1.3
8/2+8/3	357	357	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
9/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1238	1238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	1744	1744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	43.9	259.9	0.0	303.8	-	-	-	-
1/1	452	295	-	-	-	7.4	80.0	-	87.4	696.0	10.8	80.0	90.8
1/2+1/3	540	369	-	-	-	7.6	96.3	-	104.0	693.2	11.0	96.3	107.3
2/1	392	392	-	-	-	0.5	0.0	-	0.5	4.5	1.7	0.0	1.7
2/2	519	519	-	-	-	1.4	0.0	-	1.4	9.6	3.4	0.0	3.4
2/3	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	437	437	-	-	-	1.3	0.4	-	1.7	13.8	4.7	0.4	5.2
3/2	468	468	-	-	-	1.3	0.4	-	1.8	13.6	5.1	0.4	5.5
3/3	228	228	-	-	-	0.6	0.2	-	0.7	11.6	2.2	0.2	2.4
4/1	1178	1178	-	-	-	1.8	2.9	-	4.7	14.4	9.3	2.9	12.2
4/2	1238	1238	-	-	-	1.7	2.6	-	4.3	12.5	7.9	2.6	10.5
4/3+4/4	1744	1725	-	-	-	4.0	26.1	-	30.1	62.1	29.0	26.1	55.1
5/1	154	154	-	-	-	0.7	0.0	-	0.7	15.3	1.7	0.0	1.7
5/2	126	126	-	-	-	0.5	0.0	-	0.5	15.6	0.9	0.0	0.9
5/3	1	1	-	-	-	0.0	0.0	-	0.0	15.7	0.0	0.0	0.0
6/1	933	933	-	-	-	0.7	0.0	-	0.7	2.6	2.7	0.0	2.7
6/2	1239	1239	-	-	-	1.3	0.0	-	1.3	3.8	8.1	0.0	8.1
6/3	845	845	-	-	-	0.5	0.0	-	0.5	2.3	1.6	0.0	1.6
6/4	880	880	-	-	-	0.6	0.0	-	0.6	2.3	1.7	0.0	1.7
7/1	354	327	-	-	-	3.3	18.1	-	21.5	218.4	6.3	18.1	24.5
7/2+7/3	591	554	-	-	-	5.2	32.8	-	38.1	231.8	7.7	32.8	40.5
8/1	1043	1043	-	-	-	1.5	0.0	-	1.5	5.3	7.6	0.0	7.6
8/2	1231	1231	-	-	-	1.9	0.0	-	1.9	5.6	13.0	0.0	13.0
8/3	203	203	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1305	1305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1	PRC for Signalled Lanes (%)	25.3	Total Delay for Signalled Lanes (pcuHr):		9.37	Cycle Time (s):		60		
		C1	Stream: 2	PRC for Signalled Lanes (%)	-11.6	Total Delay for Signalled Lanes (pcuHr):		34.19	Cycle Time (s):		60		
		C1	Stream: 3	PRC for Signalled Lanes (%)	-34.4	Total Delay for Signalled Lanes (pcuHr):		44.63	Cycle Time (s):		60		
		C2	Stream: 1	PRC for Signalled Lanes (%)	-71.4	Total Delay for Signalled Lanes (pcuHr):		194.81	Cycle Time (s):		60		
		C2	Stream: 2	PRC for Signalled Lanes (%)	15.4	Total Delay for Signalled Lanes (pcuHr):		6.06	Cycle Time (s):		60		
		C2	Stream: 3	PRC for Signalled Lanes (%)	-12.3	Total Delay for Signalled Lanes (pcuHr):		40.31	Cycle Time (s):		60		
		C2	Stream: 4	PRC for Signalled Lanes (%)	-22.9	Total Delay for Signalled Lanes (pcuHr):		62.62	Cycle Time (s):		60		
			PRC Over All Lanes (%)		-71.4	Total Delay Over All Lanes(pcuHr):		464.19					

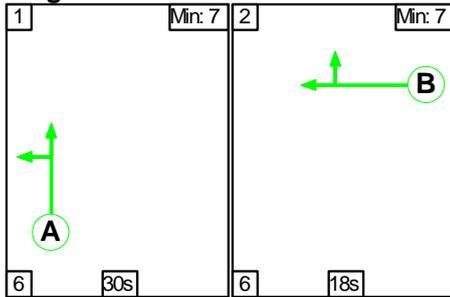
Full Input Data And Results

Scenario 11: '2033 Base + Committed AM + Dev (MKE)' (FG27: '2033 Base + Committed + Dev (MKE) AM', Plan 1: '2017 Observed AM')

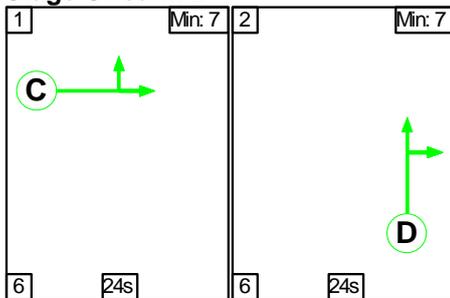
C1

Stage Sequence Diagram

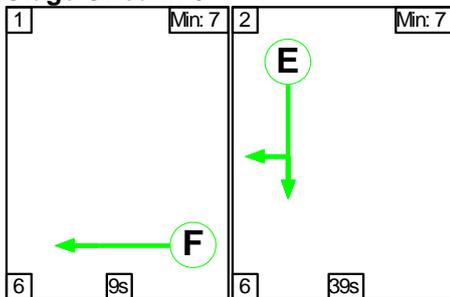
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	13	49

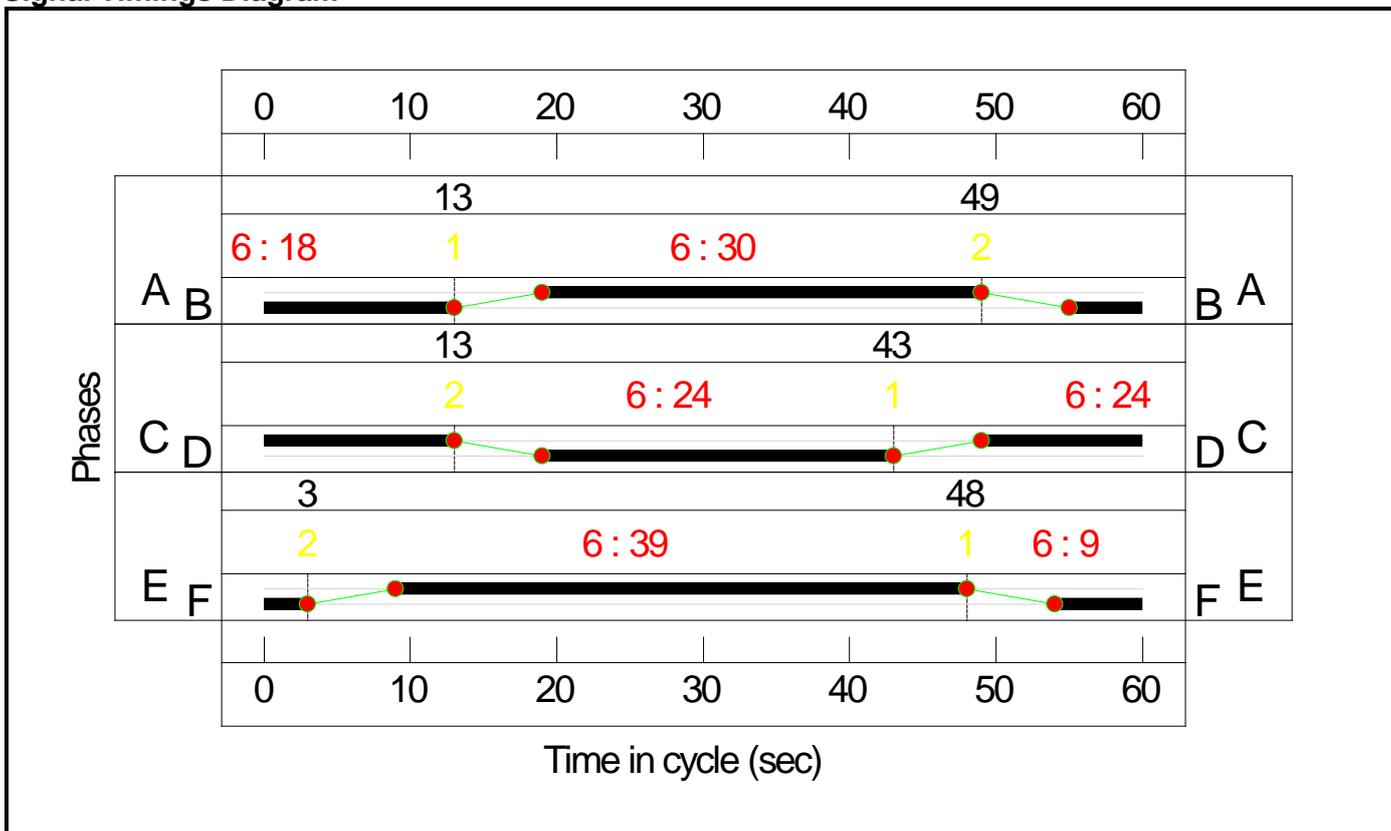
Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	43	13

Stage Stream: 3

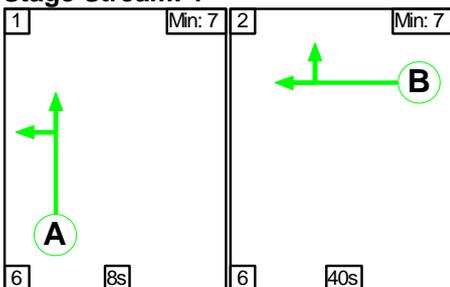
Stage	1	2
Duration	9	39
Change Point	48	3

Signal Timings Diagram

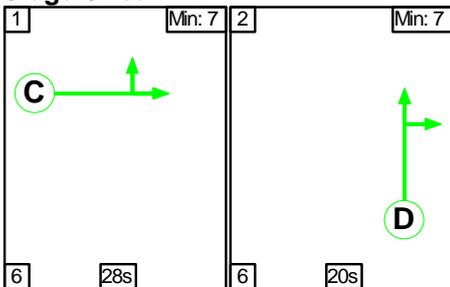


C2 Stage Sequence Diagram

Stage Stream: 1

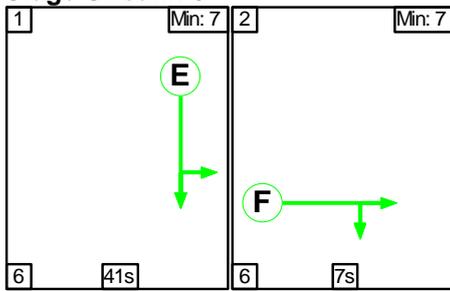


Stage Stream: 2

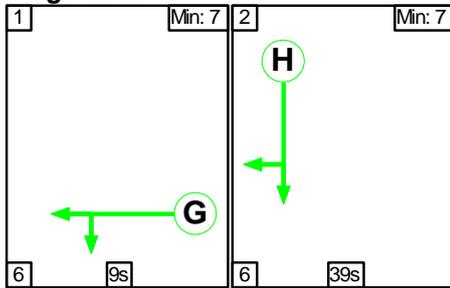


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	27	41

Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	46	20

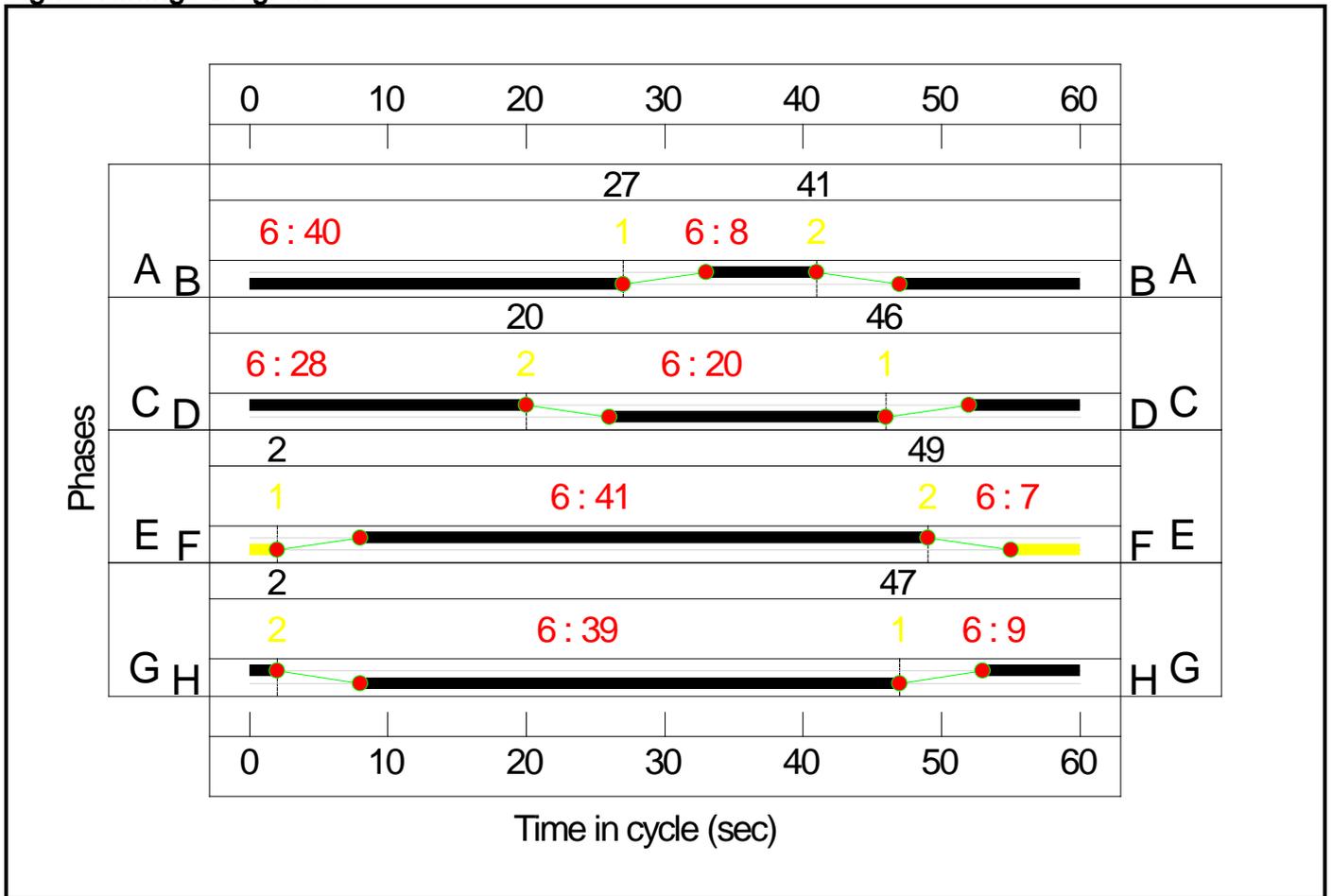
Stage Stream: 3

Stage	1	2
Duration	41	7
Change Point	2	49

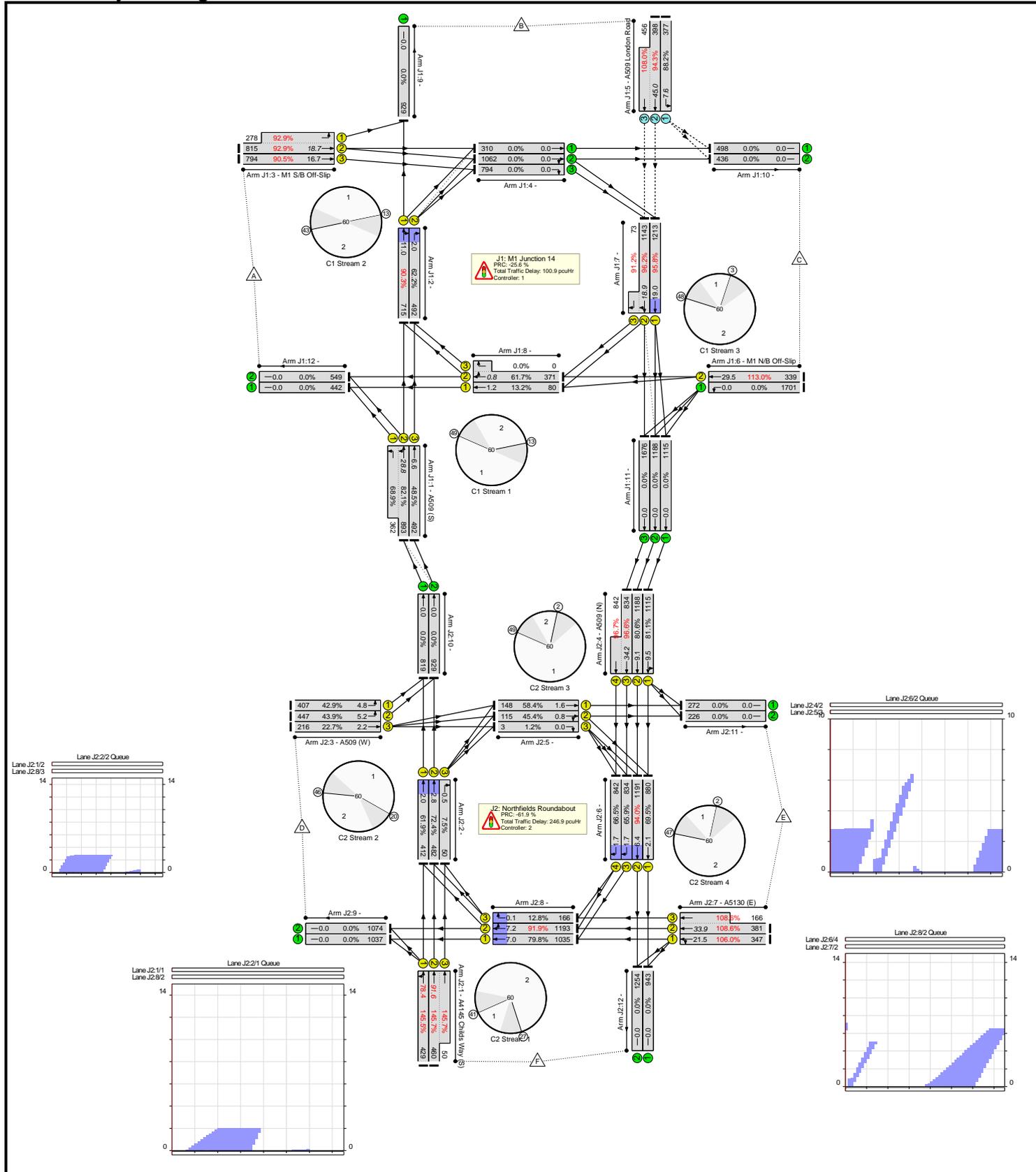
Stage Stream: 4

Stage	1	2
Duration	9	39
Change Point	47	2

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	145.7%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	113.0%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	30	-	1484	2105:1965	1088+526	82.1 : 68.9%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	30	-	551	1965	1015	48.5%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	24	-	842	1900	792	90.3%
2/2	Right	U	1:2	N/A	C1:D		1	24	-	551	1900	792	62.2%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	24	-	1093	2105:1828	877+299	92.9 : 92.9%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	24	-	794	2105	877	90.5%
4/1	Ahead	U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1091	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	377	1871	427	88.2%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	854	2105:2105	422+422	94.3 : 108.0%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	1701	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	9	-	339	1800	300	113.0%
7/1	Ahead	U	1:3	N/A	C1:E		1	39	-	1213	1900	1267	95.8%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	39	-	1250	1900:1900	1189+80	96.2 : 91.2%
8/1	Ahead	U	1:1	N/A	C1:B		1	18	-	86	1900	602	13.2%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	18	-	416	1900:1965	602+0	61.7 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1027	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	556	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	465	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	1115	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	1188	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	1698	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	570	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	574	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	145.7%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	8	-	429	1965	295	145.5%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	8	-	510	2105:1965	316+34	145.7 : 145.7%
2/1	Ahead	U	2:2	N/A	C2:D	1	20	-	555	1900	665	61.9%
2/2	Ahead	U	2:2	N/A	C2:D	1	20	-	626	1900	665	72.4%
2/3	Right	U	2:2	N/A	C2:D	1	20	-	50	1900	665	7.5%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	407	1965	950	42.9%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	28	-	447	2105	1017	43.9%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	28	-	216	1965	950	22.7%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	41	-	1115	1965	1375	81.1%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1188	2105	1473	80.6%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	41	-	1698	2105:1965	864+870	96.6 : 96.7%
5/1	Ahead	U	2:3	N/A	C2:F	1	7	-	148	1900	253	58.4%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	7	-	115	1900	253	45.4%
5/3	Right	U	2:3	N/A	C2:F	1	7	-	3	1900	253	1.2%
6/1	Ahead	U	2:4	N/A	C2:H	1	39	-	880	1900	1267	69.5%
6/2	Ahead	U	2:4	N/A	C2:H	1	39	-	1191	1900	1267	94.0%
6/3	Right	U	2:4	N/A	C2:H	1	39	-	846	1900	1267	65.9%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	39	-	852	1900	1267	66.5%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	9	-	347	1965	327	106.0%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	9	-	547	2105:1965	351+153	108.6 : 108.6%
8/1	Ahead	U	2:1	N/A	C2:B		1	40	-	1059	1900	1298	79.8%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	40	-	1233	1900	1298	91.9%
8/3	Right	U	2:1	N/A	C2:B		1	40	-	166	1900	1298	12.8%
9/1		U	N/A	N/A	-		-	-	-	1061	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1105	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1258	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: M1 Junction 14 / Northfields Roundabout Model	-	-	2017	0	0	71.7	276.1	0.0	347.8	-	-	-	-
J1: M1 Junction 14	-	-	2017	0	0	32.8	68.1	0.0	100.9	-	-	-	-
1/2+1/1	1255	1255	-	-	-	6.1	1.7	-	7.8	22.3	27.1	1.7	28.8
1/3	492	492	-	-	-	1.8	0.5	-	2.2	16.3	6.1	0.5	6.6
2/1	715	715	-	-	-	2.5	0.0	-	2.5	12.7	11.0	0.0	11.0
2/2	492	492	-	-	-	0.9	0.0	-	0.9	6.6	2.0	0.0	2.0
3/2+3/1	1093	1093	-	-	-	4.7	5.8	-	10.5	34.5	12.9	5.8	18.7
3/3	794	794	-	-	-	3.6	4.3	-	7.9	36.0	12.4	4.3	16.7
4/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1062	1062	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	377	377	377	0	0	0.9	3.3	-	4.2	40.1	4.3	3.3	7.6
5/2+5/3	854	820	1640	0	0	3.2	29.3	-	32.5	137.0	15.7	29.3	45.0
6/1	1701	1701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	339	300	-	-	-	3.6	23.2	-	26.8	284.7	6.4	23.2	29.5
7/1	1213	1213	-	-	-	2.5	0.0	-	2.5	7.5	19.0	0.0	19.0
7/2+7/3	1216	1216	-	-	-	2.5	0.0	-	2.5	7.5	18.9	0.0	18.9
8/1	80	80	-	-	-	0.4	0.0	-	0.4	16.4	1.2	0.0	1.2
8/2+8/3	371	371	-	-	-	0.1	0.0	-	0.1	1.2	0.8	0.0	0.8
9/1	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1115	1115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1188	1188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	1676	1676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	38.8	208.0	0.0	246.9	-	-	-	-
1/1	429	295	-	-	-	6.4	68.7	-	75.1	630.0	9.7	68.7	78.4
1/2+1/3	510	366	-	-	-	6.8	81.5	-	88.3	623.6	10.1	81.5	91.6
2/1	412	412	-	-	-	0.6	0.0	-	0.6	5.6	2.0	0.0	2.0
2/2	482	482	-	-	-	1.1	0.0	-	1.1	8.5	2.8	0.0	2.8
2/3	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	407	407	-	-	-	1.1	0.4	-	1.5	13.4	4.4	0.4	4.8
3/2	447	447	-	-	-	1.3	0.4	-	1.7	13.3	4.8	0.4	5.2
3/3	216	216	-	-	-	0.5	0.1	-	0.7	11.5	2.0	0.1	2.2
4/1	1115	1115	-	-	-	1.6	2.1	-	3.7	11.9	7.4	2.1	9.5
4/2	1188	1188	-	-	-	1.5	2.1	-	3.6	10.9	7.0	2.1	9.1
4/3+4/4	1676	1676	-	-	-	3.1	10.6	-	13.6	29.3	23.6	10.6	34.2
5/1	148	148	-	-	-	0.6	0.0	-	0.6	15.2	1.6	0.0	1.6
5/2	115	115	-	-	-	0.5	0.0	-	0.5	15.6	0.8	0.0	0.8
5/3	3	3	-	-	-	0.0	0.0	-	0.0	15.7	0.0	0.0	0.0
6/1	880	880	-	-	-	0.6	0.0	-	0.6	2.6	2.1	0.0	2.1
6/2	1191	1191	-	-	-	1.2	0.0	-	1.2	3.6	6.4	0.0	6.4
6/3	834	834	-	-	-	0.6	0.0	-	0.6	2.5	1.7	0.0	1.7
6/4	842	842	-	-	-	0.5	0.0	-	0.5	2.3	1.7	0.0	1.7
7/1	347	327	-	-	-	3.1	15.4	-	18.5	191.4	6.1	15.4	21.5
7/2+7/3	547	517	-	-	-	4.7	26.8	-	31.5	207.1	7.2	26.8	33.9
8/1	1035	1035	-	-	-	1.4	0.0	-	1.4	4.7	7.0	0.0	7.0
8/2	1193	1193	-	-	-	1.5	0.0	-	1.5	4.6	7.2	0.0	7.2
8/3	166	166	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	1037	1037	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1254	1254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1	PRC for Signalled Lanes (%)	9.6	Total Delay for Signalled Lanes (pcuHr):		10.50	Cycle Time (s):		60		
		C1	Stream: 2	PRC for Signalled Lanes (%)	-3.2	Total Delay for Signalled Lanes (pcuHr):		21.84	Cycle Time (s):		60		
		C1	Stream: 3	PRC for Signalled Lanes (%)	-25.6	Total Delay for Signalled Lanes (pcuHr):		31.89	Cycle Time (s):		60		
		C2	Stream: 1	PRC for Signalled Lanes (%)	-61.9	Total Delay for Signalled Lanes (pcuHr):		166.32	Cycle Time (s):		60		
		C2	Stream: 2	PRC for Signalled Lanes (%)	24.2	Total Delay for Signalled Lanes (pcuHr):		5.64	Cycle Time (s):		60		
		C2	Stream: 3	PRC for Signalled Lanes (%)	-7.5	Total Delay for Signalled Lanes (pcuHr):		22.05	Cycle Time (s):		60		
		C2	Stream: 4	PRC for Signalled Lanes (%)	-20.7	Total Delay for Signalled Lanes (pcuHr):		52.85	Cycle Time (s):		60		
			PRC Over All Lanes (%)		-61.9	Total Delay Over All Lanes (pcuHr):		347.76					

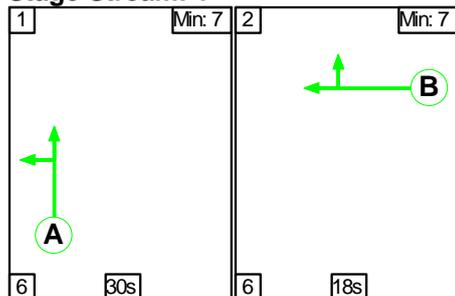
Full Input Data And Results

Scenario 12: '2041 Base + Committed AM + Dev (MKE)' (FG29: '2041 Base + Committed + Dev (MKE) AM', Plan 1: '2017 Observed AM')

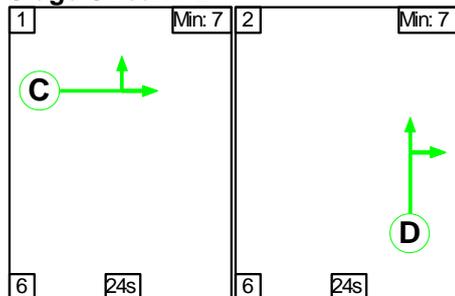
C1

Stage Sequence Diagram

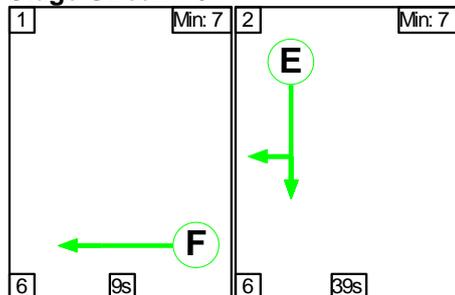
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	13	49

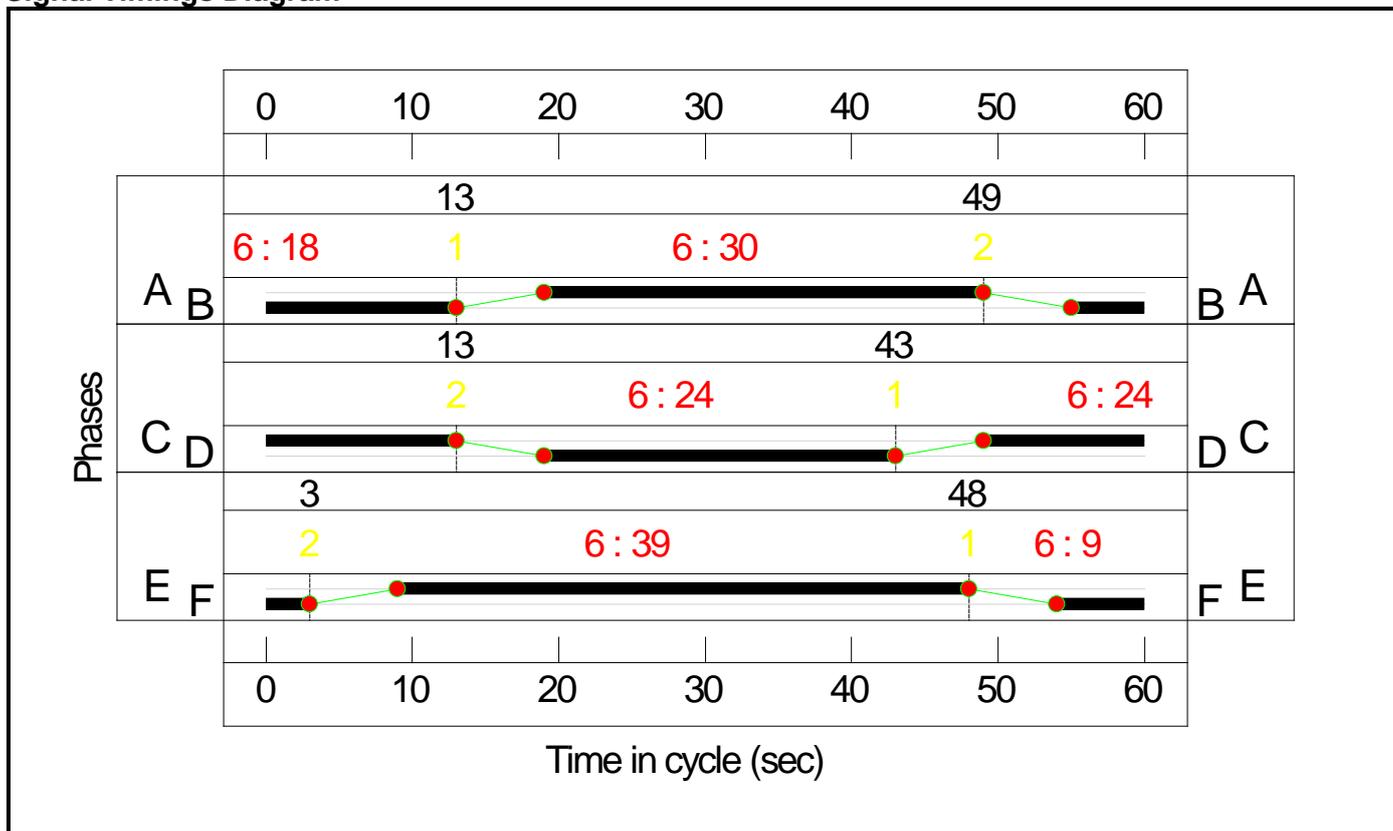
Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	43	13

Stage Stream: 3

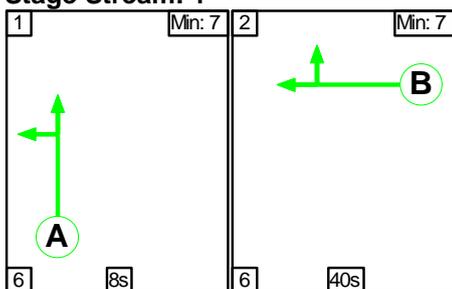
Stage	1	2
Duration	9	39
Change Point	48	3

Signal Timings Diagram

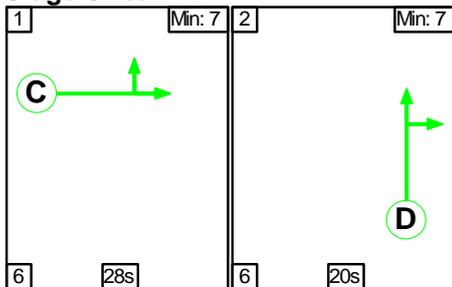


C2 Stage Sequence Diagram

Stage Stream: 1

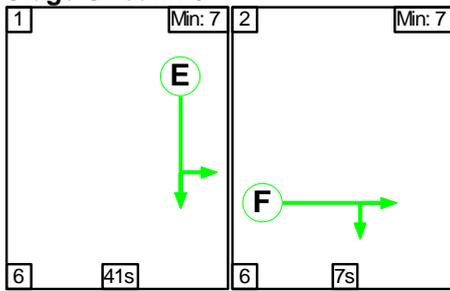


Stage Stream: 2

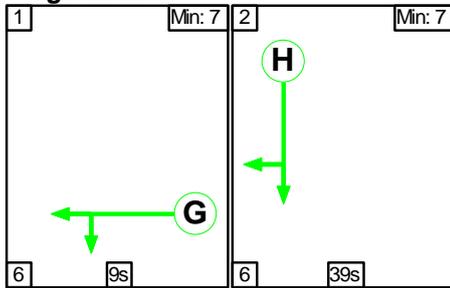


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	27	41

Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	46	20

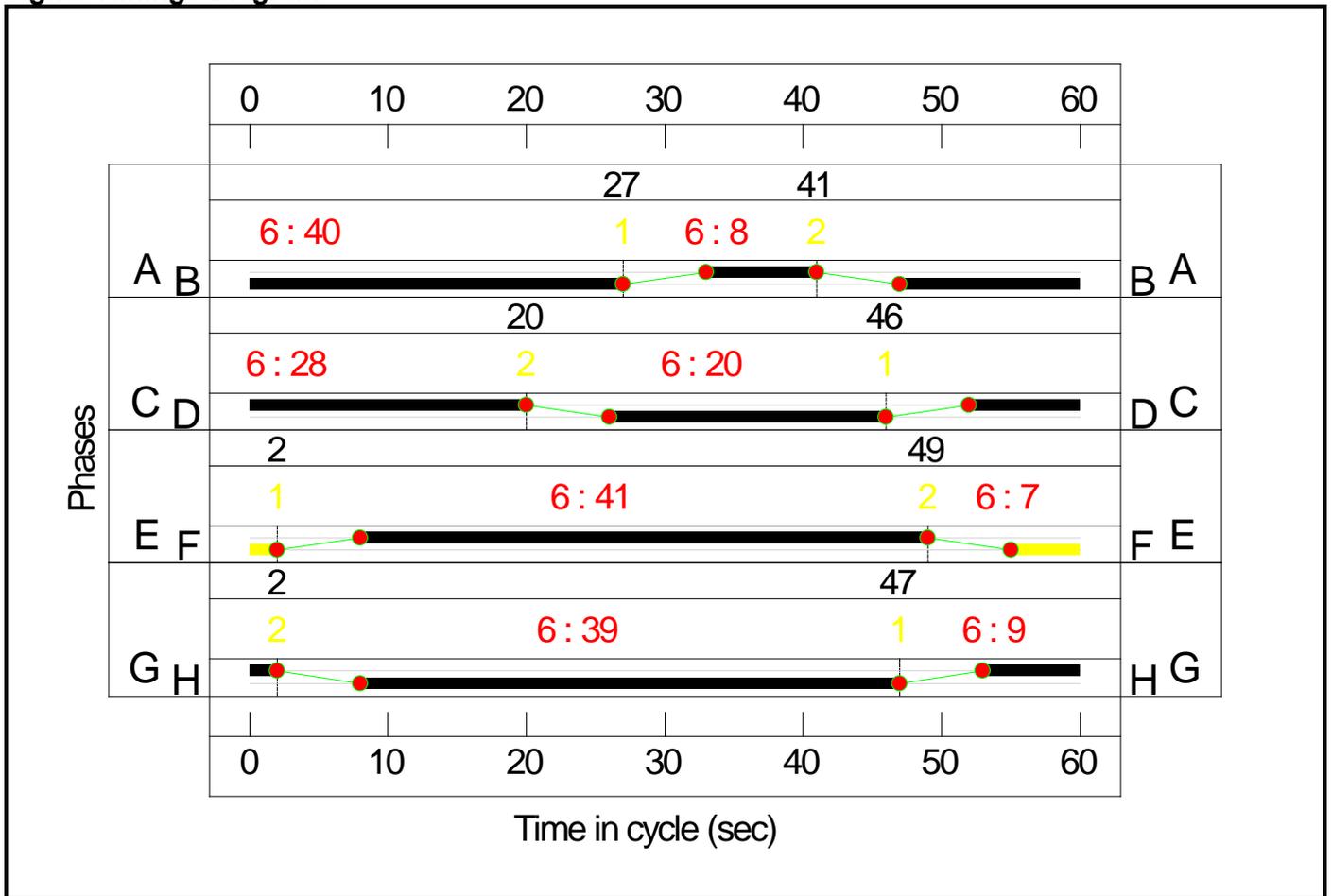
Stage Stream: 3

Stage	1	2
Duration	41	7
Change Point	2	49

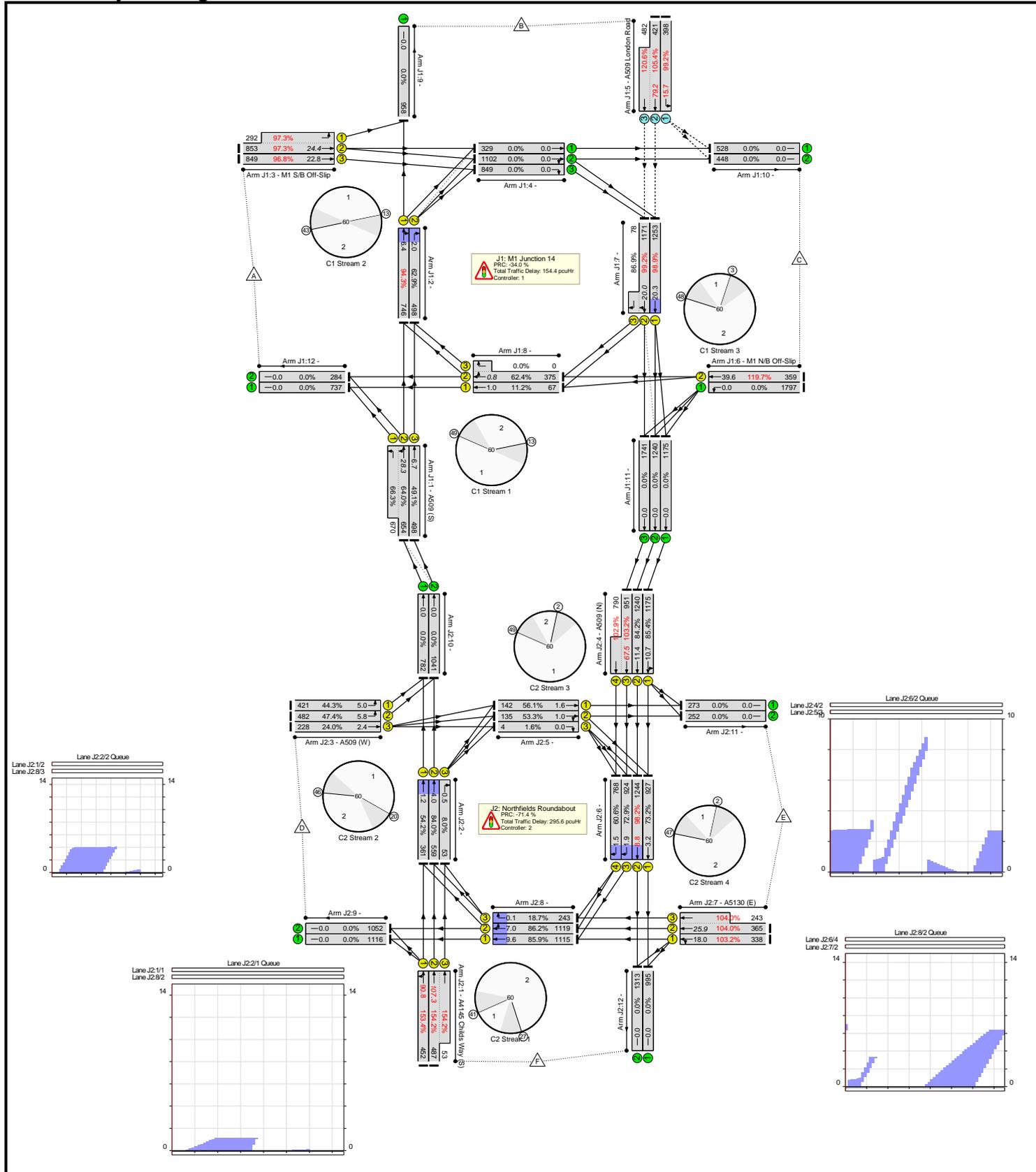
Stage Stream: 4

Stage	1	2
Duration	9	39
Change Point	47	2

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	154.2%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	120.6%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	30	-	1592	2105:1965	1023+1010	64.0 : 66.3%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	30	-	560	1965	1015	49.1%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	24	-	914	1900	792	94.3%
2/2	Right	U	1:2	N/A	C1:D		1	24	-	560	1900	792	62.9%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	24	-	1145	2105:1828	877+300	97.3 : 97.3%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	24	-	849	2105	877	96.8%
4/1	Ahead	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1133	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	398	1871	401	99.2%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	903	2105:2105	400+400	105.4 : 120.6%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	1797	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	9	-	359	1800	300	119.7%
7/1	Ahead	U	1:3	N/A	C1:E		1	39	-	1274	1900	1267	98.9%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	39	-	1331	1900:1900	1181+90	99.2 : 86.9%
8/1	Ahead	U	1:1	N/A	C1:B		1	18	-	81	1900	602	11.2%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	18	-	450	1900:1965	602+0	62.4 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	601	Inf	Inf	0.0%	
10/2		U	N/A	N/A	-	-	-	-	479	Inf	Inf	0.0%	
11/1	Ahead	U	N/A	N/A	-	-	-	-	1185	Inf	Inf	0.0%	
11/2	Ahead	U	N/A	N/A	-	-	-	-	1251	Inf	Inf	0.0%	
11/3	Ahead	U	N/A	N/A	-	-	-	-	1794	Inf	Inf	0.0%	
12/1		U	N/A	N/A	-	-	-	-	872	Inf	Inf	0.0%	
12/2		U	N/A	N/A	-	-	-	-	337	Inf	Inf	0.0%	
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	154.2%	
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A		1	8	-	452	1965	295	153.4%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A		1	8	-	540	2105:1965	316+34	154.2 : 154.2%
2/1	Ahead	U	2:2	N/A	C2:D		1	20	-	519	1900	665	54.2%
2/2	Ahead	U	2:2	N/A	C2:D		1	20	-	730	1900	665	84.0%
2/3	Right	U	2:2	N/A	C2:D		1	20	-	53	1900	665	8.0%
3/1	A509 (W) Left	U	2:2	N/A	C2:C		1	28	-	421	1965	950	44.3%
3/2	A509 (W) Left	U	2:2	N/A	C2:C		1	28	-	482	2105	1017	47.4%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C		1	28	-	228	1965	950	24.0%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E		1	41	-	1185	1965	1375	85.4%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E		1	41	-	1251	2105	1473	84.2%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E		1	41	-	1794	2105:1965	922+767	103.2 : 102.9%
5/1	Ahead	U	2:3	N/A	C2:F		1	7	-	142	1900	253	56.1%
5/2	Right Ahead	U	2:3	N/A	C2:F		1	7	-	135	1900	253	53.3%
5/3	Right	U	2:3	N/A	C2:F		1	7	-	4	1900	253	1.6%
6/1	Ahead	U	2:4	N/A	C2:H		1	39	-	935	1900	1267	73.2%
6/2	Ahead	U	2:4	N/A	C2:H		1	39	-	1255	1900	1267	98.2%
6/3	Right	U	2:4	N/A	C2:H		1	39	-	979	1900	1267	72.9%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	39	-	815	1900	1267	60.6%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	9	-	338	1965	327	103.2%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	9	-	608	2105:1965	351+234	104.0 : 104.0%
8/1	Ahead	U	2:1	N/A	C2:B		1	40	-	1176	1900	1298	85.9%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	40	-	1180	1900	1298	86.2%
8/3	Right	U	2:1	N/A	C2:B		1	40	-	243	1900	1298	18.7%
9/1		U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1111	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1212	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	1005	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1326	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: M1 Junction 14 / Northfields Roundabout Model	-	-	1996	0	0	79.3	370.7	0.0	450.0	-	-	-	-
J1: M1 Junction 14	-	-	1996	0	0	35.8	118.6	0.0	154.4	-	-	-	-
1/2+1/1	1324	1324	-	-	-	5.7	0.9	-	6.6	18.0	27.3	0.9	28.3
1/3	498	498	-	-	-	1.7	0.5	-	2.2	15.9	6.2	0.5	6.7
2/1	746	746	-	-	-	1.5	0.0	-	1.5	7.3	6.4	0.0	6.4
2/2	498	498	-	-	-	0.9	0.0	-	0.9	6.4	2.0	0.0	2.0
3/2+3/1	1145	1145	-	-	-	5.1	10.7	-	15.7	49.4	13.7	10.7	24.4
3/3	849	849	-	-	-	4.0	9.2	-	13.2	55.9	13.7	9.2	22.8
4/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1102	1102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	398	398	398	0	0	1.2	9.2	-	10.4	94.0	6.5	9.2	15.7
5/2+5/3	903	799	1598	0	0	5.3	55.9	-	61.2	243.9	23.3	55.9	79.2
6/1	1797	1797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	359	300	-	-	-	4.5	32.3	-	36.7	368.3	7.4	32.3	39.6
7/1	1253	1253	-	-	-	2.9	0.0	-	2.9	8.3	20.3	0.0	20.3
7/2+7/3	1249	1249	-	-	-	2.7	0.0	-	2.7	7.7	20.0	0.0	20.0
8/1	67	67	-	-	-	0.3	0.0	-	0.3	15.4	1.0	0.0	1.0
8/2+8/3	375	375	-	-	-	0.1	0.0	-	0.1	1.1	0.8	0.0	0.8
9/1	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1175	1175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1240	1240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	1741	1741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	43.5	252.1	0.0	295.6	-	-	-	-
1/1	452	295	-	-	-	7.4	80.0	-	87.4	696.0	10.8	80.0	90.8
1/2+1/3	540	369	-	-	-	7.6	96.3	-	104.0	693.2	11.0	96.3	107.3
2/1	361	361	-	-	-	0.4	0.0	-	0.4	3.6	1.2	0.0	1.2
2/2	559	559	-	-	-	1.7	0.0	-	1.7	10.7	4.0	0.0	4.0
2/3	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	421	421	-	-	-	1.2	0.4	-	1.6	13.6	4.6	0.4	5.0
3/2	482	482	-	-	-	1.4	0.4	-	1.8	13.7	5.4	0.4	5.8
3/3	228	228	-	-	-	0.6	0.2	-	0.7	11.6	2.2	0.2	2.4
4/1	1175	1175	-	-	-	1.7	2.8	-	4.6	14.0	7.9	2.8	10.7
4/2	1240	1240	-	-	-	1.8	2.6	-	4.4	12.8	8.8	2.6	11.4
4/3+4/4	1741	1692	-	-	-	4.8	37.5	-	42.3	87.4	30.0	37.5	67.5
5/1	142	142	-	-	-	0.6	0.0	-	0.6	15.1	1.6	0.0	1.6
5/2	135	135	-	-	-	0.6	0.0	-	0.6	15.6	1.0	0.0	1.0
5/3	4	4	-	-	-	0.0	0.0	-	0.0	15.7	0.0	0.0	0.0
6/1	927	927	-	-	-	0.7	0.0	-	0.7	2.7	3.2	0.0	3.2
6/2	1244	1244	-	-	-	1.3	0.0	-	1.3	3.9	8.8	0.0	8.8
6/3	924	924	-	-	-	0.6	0.0	-	0.6	2.5	1.9	0.0	1.9
6/4	768	768	-	-	-	0.5	0.0	-	0.5	2.2	1.5	0.0	1.5
7/1	338	327	-	-	-	2.7	12.2	-	14.9	158.5	5.8	12.2	18.0
7/2+7/3	608	594	-	-	-	4.6	19.6	-	24.2	143.2	6.3	19.6	25.9
8/1	1115	1115	-	-	-	1.8	0.0	-	1.8	6.0	9.6	0.0	9.6
8/2	1119	1119	-	-	-	1.5	0.0	-	1.5	5.0	7.0	0.0	7.0
8/3	243	243	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1052	1052	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	1041	1041	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1313	1313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%)	35.7	Total Delay for Signalled Lanes (pcuHr):			9.21	Cycle Time (s): 60			
			C1	Stream: 2 PRC for Signalled Lanes (%)	-8.1	Total Delay for Signalled Lanes (pcuHr):			31.32	Cycle Time (s): 60			
			C1	Stream: 3 PRC for Signalled Lanes (%)	-33.0	Total Delay for Signalled Lanes (pcuHr):			42.29	Cycle Time (s): 60			
			C2	Stream: 1 PRC for Signalled Lanes (%)	-71.4	Total Delay for Signalled Lanes (pcuHr):			194.76	Cycle Time (s): 60			
			C2	Stream: 2 PRC for Signalled Lanes (%)	7.1	Total Delay for Signalled Lanes (pcuHr):			6.19	Cycle Time (s): 60			
			C2	Stream: 3 PRC for Signalled Lanes (%)	-14.7	Total Delay for Signalled Lanes (pcuHr):			52.43	Cycle Time (s): 60			
			C2	Stream: 4 PRC for Signalled Lanes (%)	-15.6	Total Delay for Signalled Lanes (pcuHr):			42.22	Cycle Time (s): 60			
				PRC Over All Lanes (%)	-71.4	Total Delay Over All Lanes(pcuHr):			449.99				

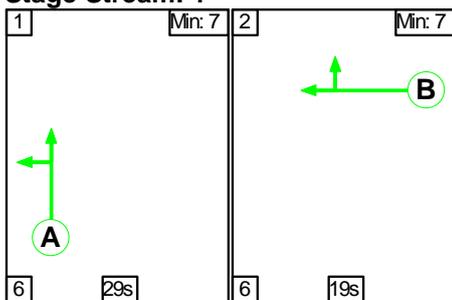
Full Input Data And Results

Scenario 14: '2021 Base PM' (FG4: '2021 Base PM', Plan 1: '2017 Observed AM')

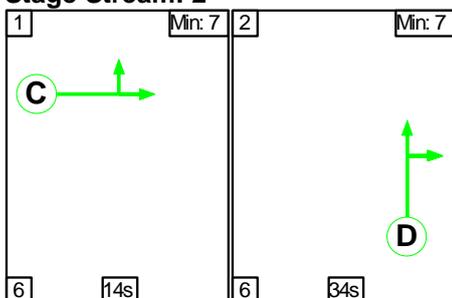
C1

Stage Sequence Diagram

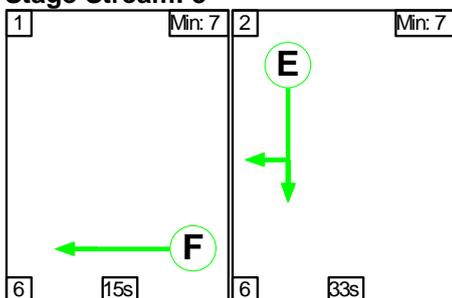
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	19
Change Point	24	59

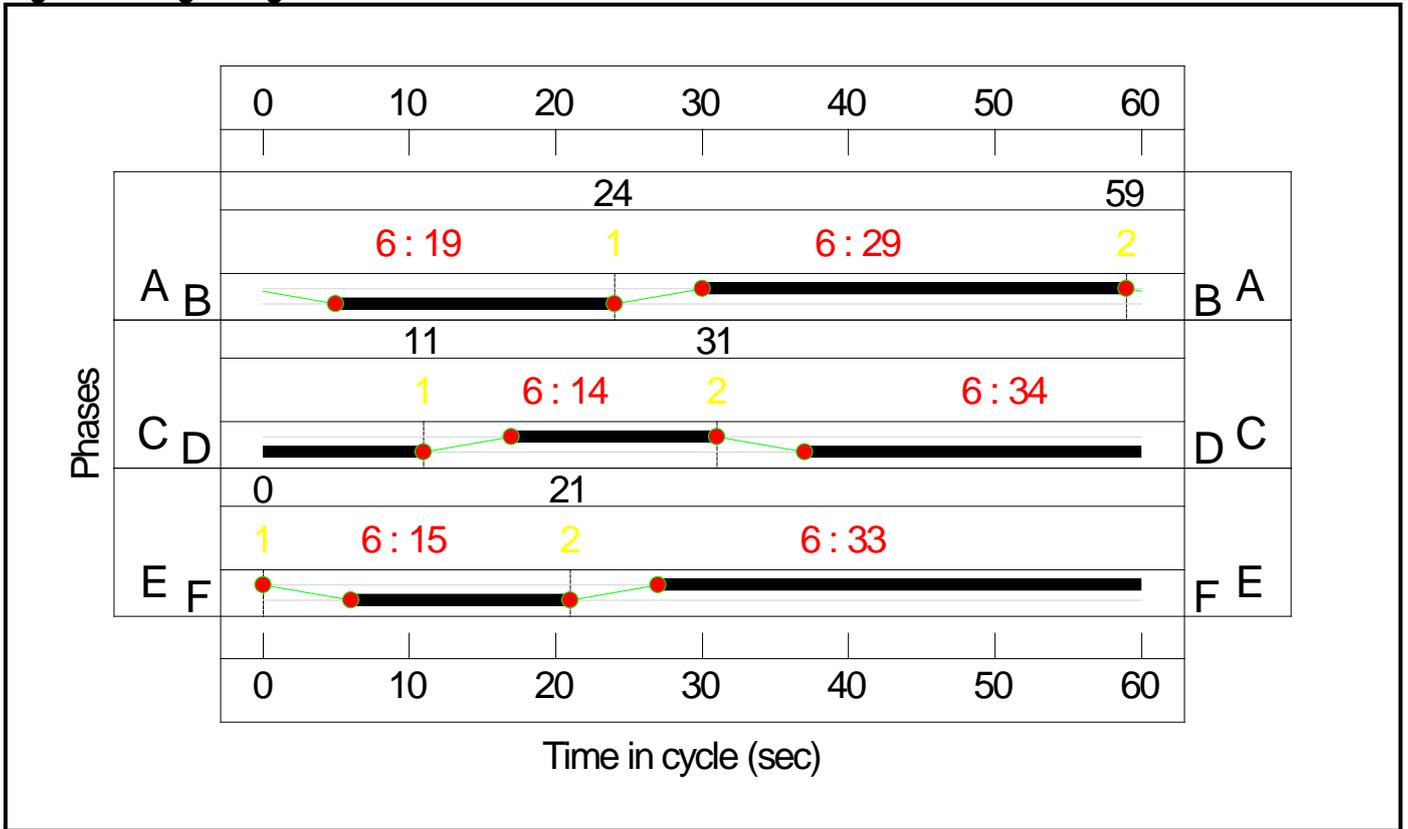
Stage Stream: 2

Stage	1	2
Duration	14	34
Change Point	11	31

Stage Stream: 3

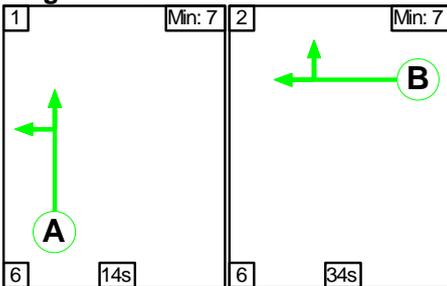
Stage	1	2
Duration	15	33
Change Point	0	21

Signal Timings Diagram

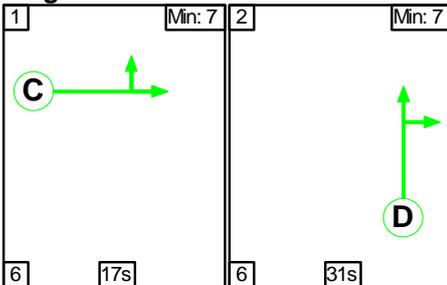


C2 Stage Sequence Diagram

Stage Stream: 1

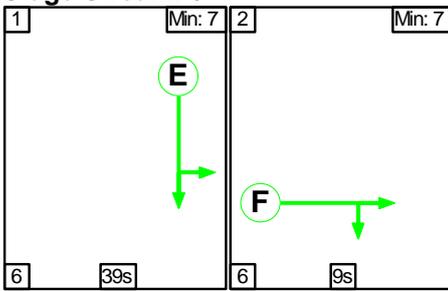


Stage Stream: 2

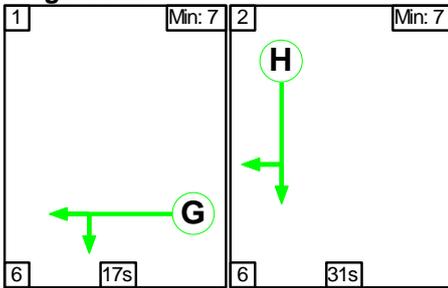


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	14	34
Change Point	1	21

Stage Stream: 2

Stage	1	2
Duration	17	31
Change Point	28	51

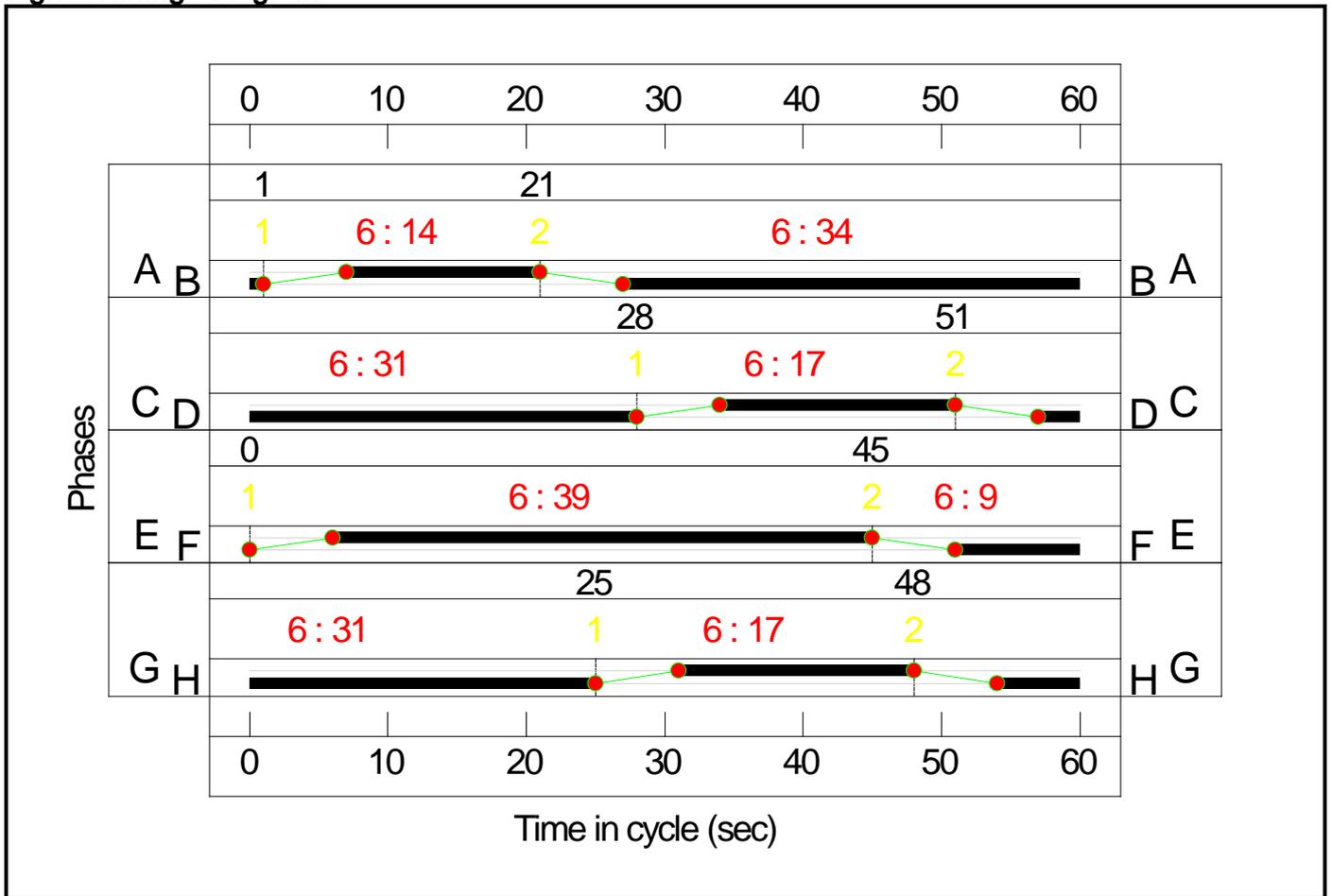
Stage Stream: 3

Stage	1	2
Duration	39	9
Change Point	0	45

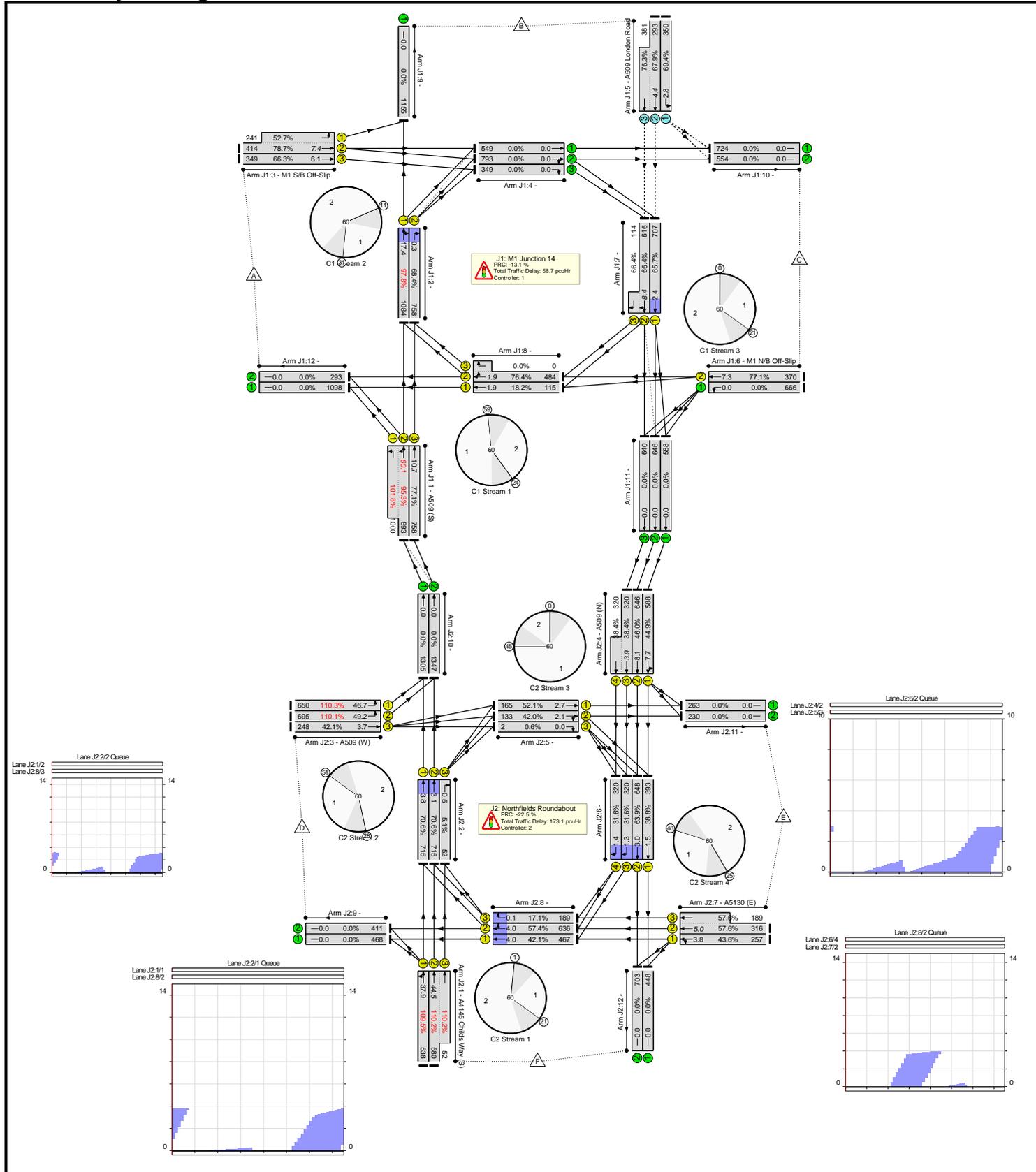
Stage Stream: 4

Stage	1	2
Duration	17	31
Change Point	25	48

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	110.3%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	101.8%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	29	-	2056	2105:1965	938+983	95.3 : 101.8%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	29	-	820	1965	982	77.1%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	34	-	1147	1900	1108	97.8%
2/2	Right	U	1:2	N/A	C1:D		1	34	-	820	1900	1108	68.4%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	14	-	655	2105:1828	526+457	78.7 : 52.7%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	14	-	349	2105	526	66.3%
4/1	Ahead	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	350	1871	505	69.4%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	674	2105:2105	431+500	67.9 : 76.3%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	666	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	15	-	370	1800	480	77.1%
7/1	Ahead	U	1:3	N/A	C1:E		1	33	-	707	1900	1077	65.7%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	33	-	730	1900:1900	928+172	66.4 : 66.4%
8/1	Ahead	U	1:1	N/A	C1:B		1	19	-	115	1900	633	18.2%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	19	-	484	1900:1965	633+0	76.4 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1201	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	772	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	585	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	588	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	646	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	640	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	1197	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	311	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	110.3%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	14	-	538	1965	491	109.5%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	14	-	632	2105:1965	526+47	110.2 : 110.2%
2/1	Ahead	U	2:2	N/A	C2:D	1	31	-	762	1900	1013	70.6%
2/2	Ahead	U	2:2	N/A	C2:D	1	31	-	769	1900	1013	70.6%
2/3	Right	U	2:2	N/A	C2:D	1	31	-	52	1900	1013	5.1%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	17	-	650	1965	590	110.3%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	17	-	695	2105	632	110.1%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	17	-	248	1965	590	42.1%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	39	-	588	1965	1310	44.9%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	39	-	646	2105	1403	46.0%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	39	-	640	2105:1965	834+834	38.4 : 38.4%
5/1	Ahead	U	2:3	N/A	C2:F	1	9	-	165	1900	317	52.1%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	9	-	133	1900	317	42.0%
5/3	Right	U	2:3	N/A	C2:F	1	9	-	2	1900	317	0.6%
6/1	Ahead	U	2:4	N/A	C2:H	1	31	-	393	1900	1013	38.8%
6/2	Ahead	U	2:4	N/A	C2:H	1	31	-	648	1900	1013	63.9%
6/3	Right	U	2:4	N/A	C2:H	1	31	-	320	1900	1013	31.6%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	31	-	320	1900	1013	31.6%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	17	-	257	1965	590	43.6%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	17	-	505	2105:1965	548+328	57.6 : 57.6%
8/1	Ahead	U	2:1	N/A	C2:B		1	34	-	467	1900	1108	42.1%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	34	-	636	1900	1108	57.4%
8/3	Right	U	2:1	N/A	C2:B		1	34	-	189	1900	1108	17.1%
9/1		U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1412	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1464	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	703	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: M1 Junction 14 / Northfields Roundabout Model	-	-	1698	0	0	62.9	168.9	0.0	231.8	-	-	-	-
J1: M1 Junction 14	-	-	1698	0	0	25.9	32.8	0.0	58.7	-	-	-	-
1/2+1/1	1894	1876	-	-	-	10.0	25.1	-	35.1	66.8	35.0	25.1	60.1
1/3	758	758	-	-	-	2.3	1.7	-	4.0	18.9	9.0	1.7	10.7
2/1	1084	1084	-	-	-	2.4	0.0	-	2.4	7.9	17.4	0.0	17.4
2/2	758	758	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3
3/2+3/1	655	655	-	-	-	3.7	1.0	-	4.7	25.9	6.4	1.0	7.4
3/3	349	349	-	-	-	2.0	1.0	-	2.9	30.3	5.1	1.0	6.1
4/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	350	350	350	0	0	0.2	1.1	-	1.3	13.7	1.7	1.1	2.8
5/2+5/3	674	674	1348	0	0	0.4	1.3	-	1.7	9.2	3.1	1.3	4.4
6/1	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	370	370	-	-	-	2.1	1.6	-	3.7	36.2	5.7	1.6	7.3
7/1	707	707	-	-	-	0.6	0.0	-	0.6	3.0	2.4	0.0	2.4
7/2+7/3	730	730	-	-	-	0.6	0.0	-	0.6	3.1	8.4	0.0	8.4
8/1	115	115	-	-	-	0.8	0.0	-	0.8	23.6	1.9	0.0	1.9
8/2+8/3	484	484	-	-	-	0.8	0.0	-	0.8	5.7	1.9	0.0	1.9
9/1	1155	1155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	37.0	136.1	0.0	173.1	-	-	-	-
1/1	538	491	-	-	-	4.7	28.2	-	32.9	219.9	9.7	28.2	37.9
1/2+1/3	632	578	-	-	-	5.4	33.9	-	39.4	224.3	10.6	33.9	44.5
2/1	715	715	-	-	-	1.0	0.0	-	1.0	4.9	3.8	0.0	3.8
2/2	715	715	-	-	-	0.9	0.0	-	0.9	4.7	3.1	0.0	3.1
2/3	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	650	589	-	-	-	5.1	34.9	-	40.0	221.3	11.8	34.9	46.7
3/2	695	631	-	-	-	5.4	36.5	-	41.9	217.0	12.6	36.5	49.2
3/3	248	248	-	-	-	1.2	0.4	-	1.5	22.1	3.3	0.4	3.7
4/1	588	588	-	-	-	1.8	0.4	-	2.2	13.5	7.2	0.4	7.7
4/2	646	646	-	-	-	1.8	0.4	-	2.3	12.6	7.6	0.4	8.1
4/3+4/4	640	640	-	-	-	1.6	0.3	-	1.9	10.6	3.6	0.3	3.9
5/1	165	165	-	-	-	0.8	0.0	-	0.8	17.2	2.7	0.0	2.7
5/2	133	133	-	-	-	0.4	0.0	-	0.4	10.1	2.1	0.0	2.1
5/3	2	2	-	-	-	0.0	0.0	-	0.0	7.9	0.0	0.0	0.0
6/1	393	393	-	-	-	0.4	0.0	-	0.4	3.3	1.5	0.0	1.5
6/2	648	648	-	-	-	0.8	0.0	-	0.8	4.5	3.0	0.0	3.0
6/3	320	320	-	-	-	0.3	0.0	-	0.3	3.6	1.3	0.0	1.3
6/4	320	320	-	-	-	0.3	0.0	-	0.3	3.6	1.4	0.0	1.4
7/1	257	257	-	-	-	1.2	0.4	-	1.6	22.3	3.4	0.4	3.8
7/2+7/3	505	505	-	-	-	2.4	0.7	-	3.1	21.8	4.3	0.7	5.0
8/1	467	467	-	-	-	0.8	0.0	-	0.8	6.0	4.0	0.0	4.0
8/2	636	636	-	-	-	0.8	0.0	-	0.8	4.5	4.0	0.0	4.0
8/3	189	189	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1305	1305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

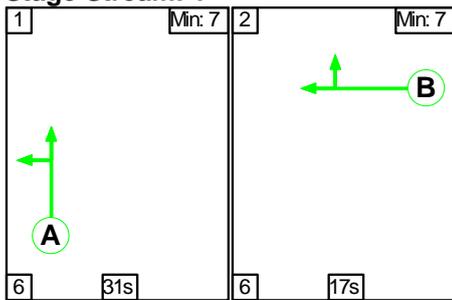
10/2	1347	1347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%)	-13.1	Total Delay for Signalled Lanes (pcuHr):		40.64	Cycle Time (s):		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	-8.7	Total Delay for Signalled Lanes (pcuHr):		10.06	Cycle Time (s):		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	16.8	Total Delay for Signalled Lanes (pcuHr):		4.95	Cycle Time (s):		60			
		C2	Stream: 1 PRC for Signalled Lanes (%)	-22.5	Total Delay for Signalled Lanes (pcuHr):		73.81	Cycle Time (s):		60			
		C2	Stream: 2 PRC for Signalled Lanes (%)	-22.5	Total Delay for Signalled Lanes (pcuHr):		85.29	Cycle Time (s):		60			
		C2	Stream: 3 PRC for Signalled Lanes (%)	72.7	Total Delay for Signalled Lanes (pcuHr):		7.52	Cycle Time (s):		60			
		C2	Stream: 4 PRC for Signalled Lanes (%)	40.7	Total Delay for Signalled Lanes (pcuHr):		6.47	Cycle Time (s):		60			
			PRC Over All Lanes (%)	-22.5	Total Delay Over All Lanes(pcuHr):		231.80						

Full Input Data And Results

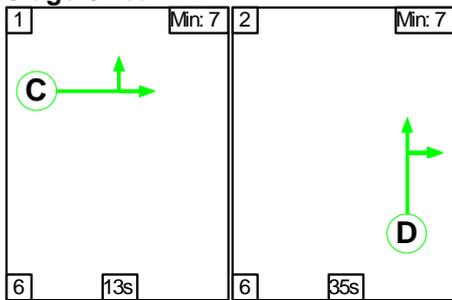
Scenario 15: '2031 Base + Committed PM' (FG12: '2031 Base + Committed PM', Plan 1: '2017 Observed AM')
C1

Stage Sequence Diagram

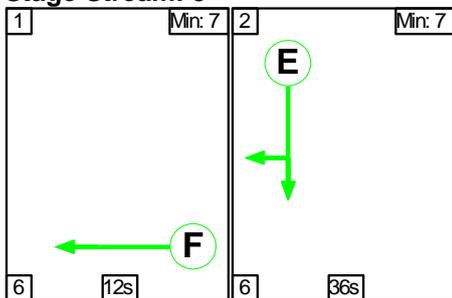
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	24	1

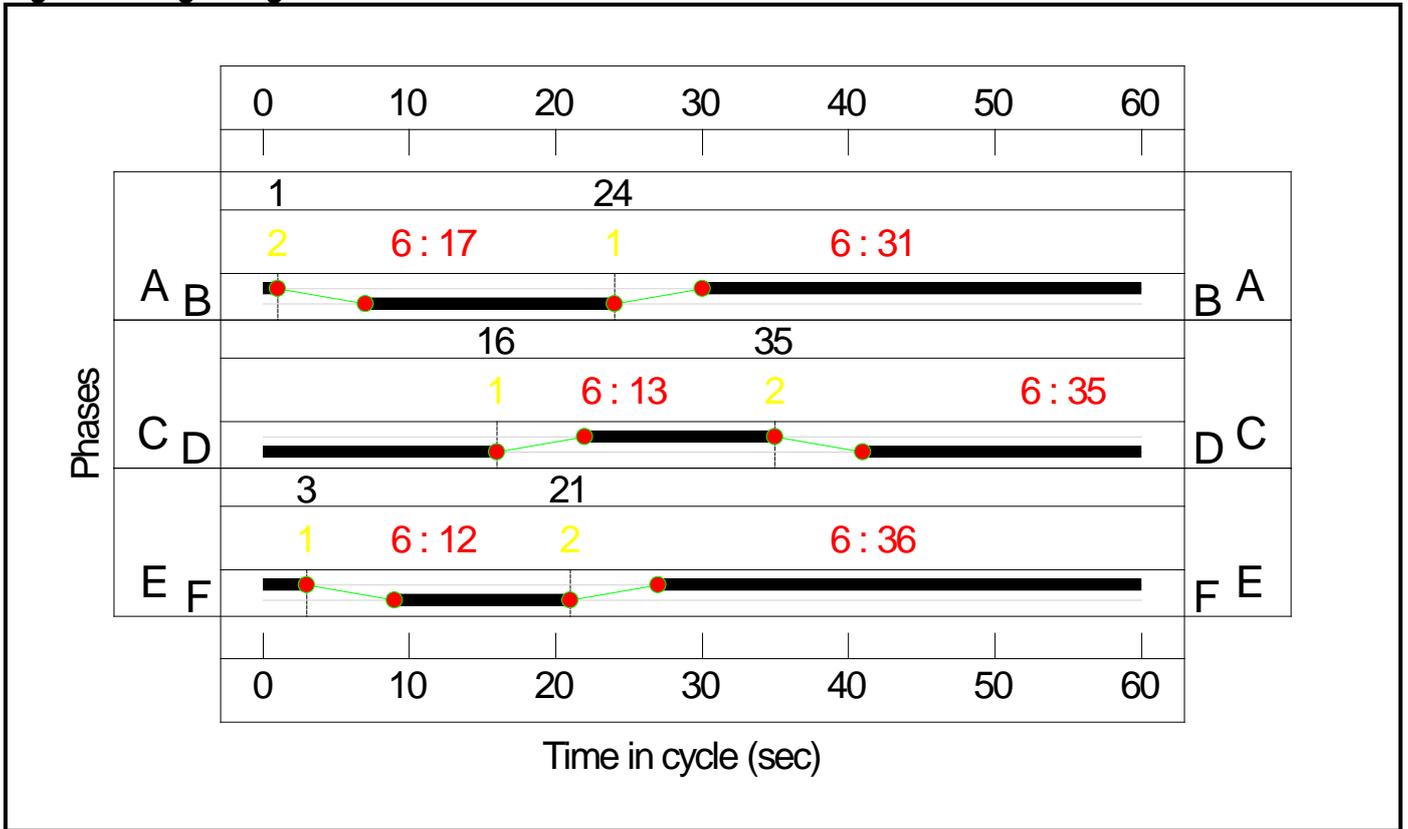
Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	16	35

Stage Stream: 3

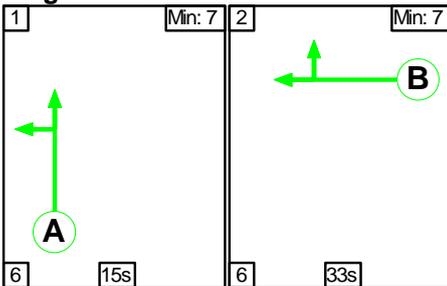
Stage	1	2
Duration	12	36
Change Point	3	21

Signal Timings Diagram

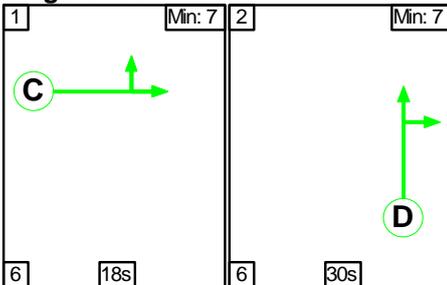


C2 Stage Sequence Diagram

Stage Stream: 1

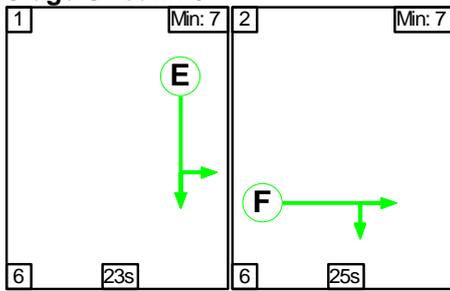


Stage Stream: 2

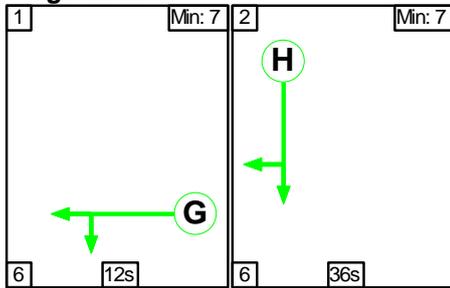


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	56	17

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	34	58

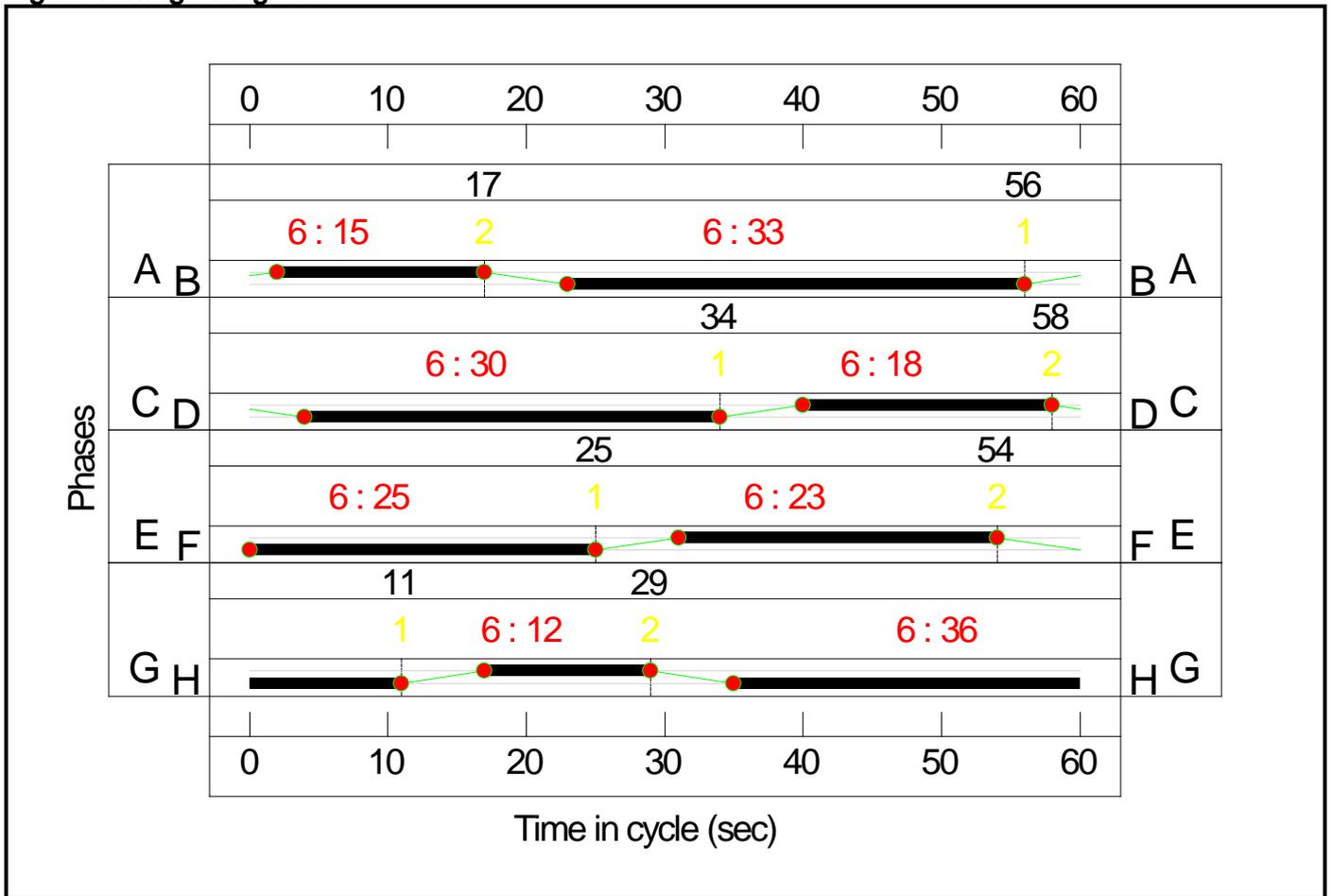
Stage Stream: 3

Stage	1	2
Duration	23	25
Change Point	25	54

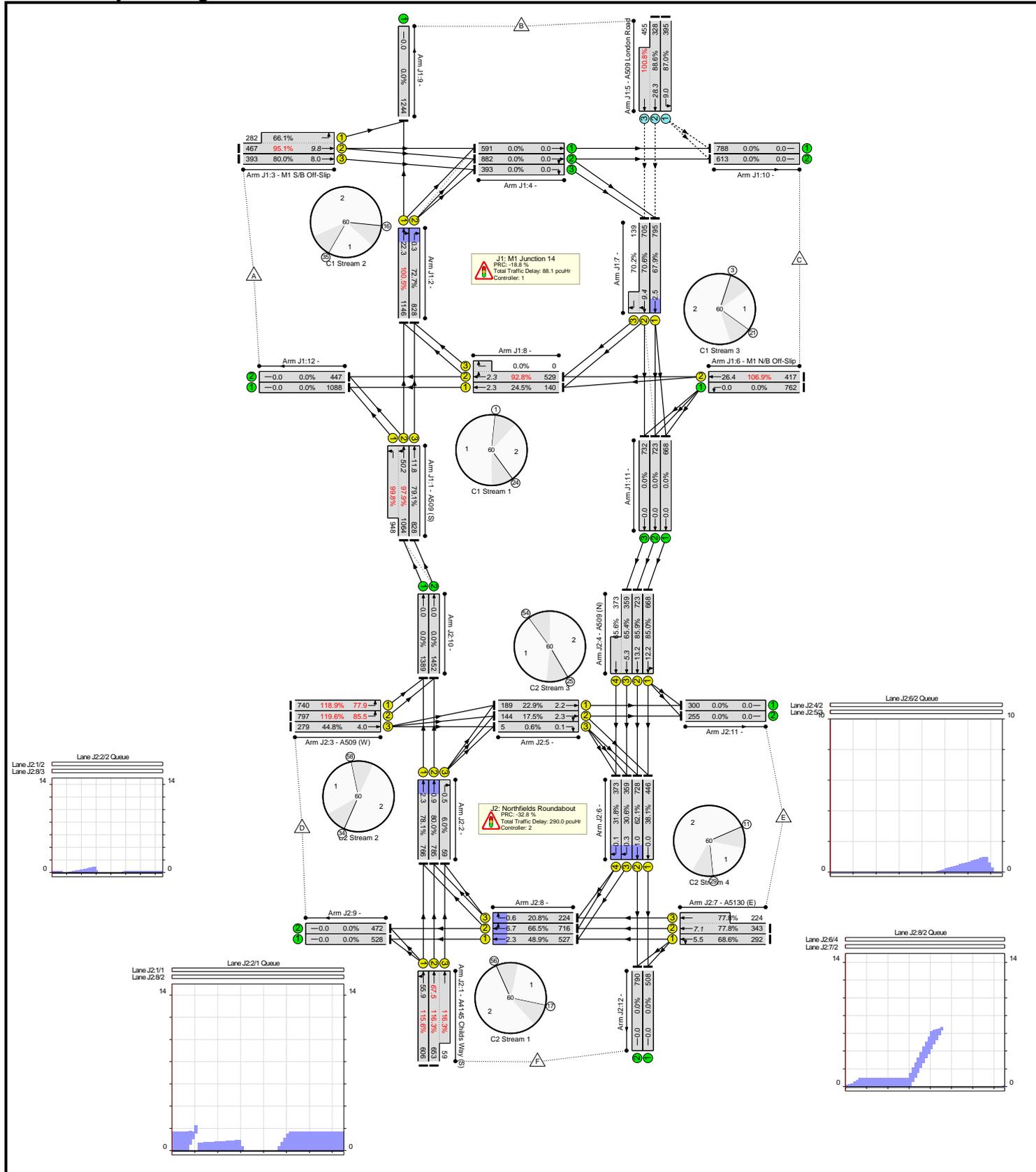
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	11	29

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	119.6%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	106.9%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	31	-	2311	2105:1965	1087+950	97.9 : 99.8%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	31	-	951	1965	1048	79.1%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	35	-	1287	1900	1140	100.5%
2/2	Right	U	1:2	N/A	C1:D		1	35	-	951	1900	1140	72.7%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	13	-	749	2105:1828	491+427	95.1 : 66.1%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	13	-	393	2105	491	80.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	395	1871	454	87.0%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	783	2105:2105	370+451	88.6 : 100.8%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	12	-	417	1800	390	106.9%
7/1	Ahead	U	1:3	N/A	C1:E		1	36	-	795	1900	1172	67.9%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	36	-	848	1900:1900	1000+198	70.6 : 70.2%
8/1	Ahead	U	1:1	N/A	C1:B		1	17	-	141	1900	570	24.5%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	17	-	557	1900:1965	570+0	92.8 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1363	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	878	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	674	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	668	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	723	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	733	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	1219	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	503	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	119.6%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	15	-	606	1965	524	115.6%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	15	-	712	2105:1965	561+51	116.3 : 116.3%
2/1	Ahead	U	2:2	N/A	C2:D	1	30	-	848	1900	982	78.1%
2/2	Ahead	U	2:2	N/A	C2:D	1	30	-	877	1900	982	80.0%
2/3	Right	U	2:2	N/A	C2:D	1	30	-	59	1900	982	6.0%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	740	1965	622	118.9%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	797	2105	667	119.6%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	18	-	279	1965	622	44.8%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	23	-	668	1965	786	85.0%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	723	2105	842	85.9%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	733	2105:1965	549+568	65.4 : 65.6%
5/1	Ahead	U	2:3	N/A	C2:F	1	25	-	189	1900	823	22.9%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	25	-	144	1900	823	17.5%
5/3	Right	U	2:3	N/A	C2:F	1	25	-	5	1900	823	0.6%
6/1	Ahead	U	2:4	N/A	C2:H	1	36	-	446	1900	1172	38.1%
6/2	Ahead	U	2:4	N/A	C2:H	1	36	-	728	1900	1172	62.1%
6/3	Right	U	2:4	N/A	C2:H	1	36	-	360	1900	1172	30.6%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	36	-	373	1900	1172	31.8%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	12	-	292	1965	426	68.6%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	12	-	567	2105:1965	441+288	77.8 : 77.8%
8/1	Ahead	U	2:1	N/A	C2:B		1	33	-	528	1900	1077	48.9%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	33	-	716	1900	1077	66.5%
8/3	Right	U	2:1	N/A	C2:B		1	33	-	224	1900	1077	20.8%
9/1		U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1588	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1674	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	790	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: M1 Junction 14 / Northfields Roundabout Model	-	-	1953	0	0	83.3	294.8	0.0	378.1	-	-	-	-
J1: M1 Junction 14	-	-	1953	0	0	30.8	57.3	0.0	88.1	-	-	-	-
1/2+1/1	2012	2012	-	-	-	9.6	17.0	-	26.6	47.6	33.2	17.0	50.2
1/3	828	828	-	-	-	2.6	1.9	-	4.5	19.5	9.9	1.9	11.8
2/1	1146	1140	-	-	-	3.3	3.1	-	6.4	20.1	19.2	3.1	22.3
2/2	828	828	-	-	-	0.1	0.0	-	0.1	0.2	0.3	0.0	0.3
3/2+3/1	749	749	-	-	-	4.6	2.2	-	6.7	32.4	7.7	2.2	9.8
3/3	393	393	-	-	-	2.4	1.9	-	4.3	39.3	6.1	1.9	8.0
4/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	395	395	395	0	0	0.4	3.0	-	3.4	31.4	5.9	3.0	9.0
5/2+5/3	783	779	1558	0	0	1.2	9.3	-	10.4	47.9	19.1	9.3	28.3
6/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	417	390	-	-	-	3.5	19.0	-	22.5	194.1	7.4	19.0	26.4
7/1	795	795	-	-	-	0.6	0.0	-	0.6	2.7	2.5	0.0	2.5
7/2+7/3	844	844	-	-	-	0.6	0.0	-	0.6	2.5	9.4	0.0	9.4
8/1	140	140	-	-	-	1.0	0.0	-	1.0	25.4	2.3	0.0	2.3
8/2+8/3	529	529	-	-	-	1.0	0.0	-	1.0	6.8	2.3	0.0	2.3
9/1	1244	1244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	52.5	237.5	0.0	290.0	-	-	-	-
1/1	606	524	-	-	-	6.2	44.4	-	50.6	300.5	11.5	44.4	55.9
1/2+1/3	712	620	-	-	-	7.0	53.3	-	60.3	305.1	14.2	53.3	67.5
2/1	766	766	-	-	-	1.0	0.0	-	1.0	4.9	2.3	0.0	2.3
2/2	785	785	-	-	-	0.2	0.0	-	0.2	1.1	0.9	0.0	0.9
2/3	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	740	622	-	-	-	8.4	61.9	-	70.3	342.0	16.1	61.9	77.9
3/2	797	667	-	-	-	9.2	68.1	-	77.3	349.4	17.4	68.1	85.5
3/3	279	279	-	-	-	1.3	0.4	-	1.7	21.6	3.6	0.4	4.0
4/1	668	668	-	-	-	4.0	2.7	-	6.7	36.3	9.5	2.7	12.2
4/2	723	723	-	-	-	4.0	2.9	-	6.9	34.4	10.3	2.9	13.2
4/3+4/4	732	732	-	-	-	3.6	0.9	-	4.5	22.3	4.4	0.9	5.3
5/1	189	189	-	-	-	0.4	0.0	-	0.4	8.5	2.2	0.0	2.2
5/2	144	144	-	-	-	0.5	0.0	-	0.5	11.6	2.3	0.0	2.3
5/3	5	5	-	-	-	0.0	0.0	-	0.0	10.3	0.1	0.0	0.1
6/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	728	728	-	-	-	0.2	0.0	-	0.2	0.9	1.0	0.0	1.0
6/3	359	359	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3
6/4	373	373	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
7/1	292	292	-	-	-	1.8	1.1	-	2.8	34.9	4.5	1.1	5.5
7/2+7/3	567	567	-	-	-	3.4	1.7	-	5.1	32.4	5.3	1.7	7.1
8/1	527	527	-	-	-	0.5	0.0	-	0.5	3.2	2.3	0.0	2.3
8/2	716	716	-	-	-	0.7	0.0	-	0.7	3.4	6.7	0.0	6.7
8/3	224	224	-	-	-	0.1	0.0	-	0.1	1.0	0.6	0.0	0.6
9/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1389	1389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

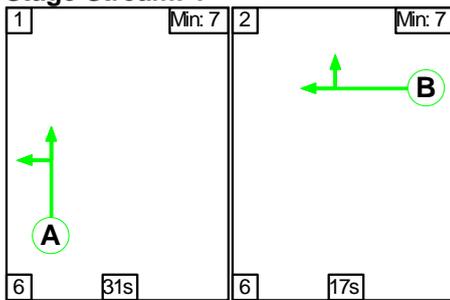
10/2	1452	1452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%)	-10.9	Total Delay for Signalled Lanes (pcuHr):		33.06	Cycle Time (s):		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	-11.7	Total Delay for Signalled Lanes (pcuHr):		17.47	Cycle Time (s):		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	-18.8	Total Delay for Signalled Lanes (pcuHr):		23.67	Cycle Time (s):		60			
		C2	Stream: 1 PRC for Signalled Lanes (%)	-29.3	Total Delay for Signalled Lanes (pcuHr):		112.12	Cycle Time (s):		60			
		C2	Stream: 2 PRC for Signalled Lanes (%)	-32.8	Total Delay for Signalled Lanes (pcuHr):		150.61	Cycle Time (s):		60			
		C2	Stream: 3 PRC for Signalled Lanes (%)	4.8	Total Delay for Signalled Lanes (pcuHr):		19.11	Cycle Time (s):		60			
		C2	Stream: 4 PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):		8.15	Cycle Time (s):		60			
			PRC Over All Lanes (%)	-32.8	Total Delay Over All Lanes (pcuHr):		378.06						

Full Input Data And Results

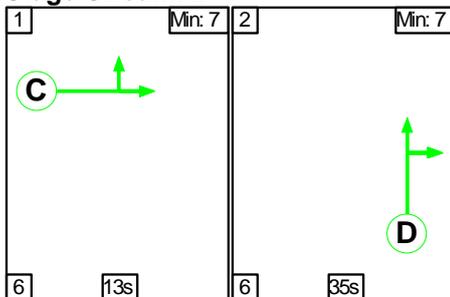
Scenario 16: '2033 Base + Committed PM' (FG14: '2033 Base + Committed PM', Plan 1: '2017 Observed AM')
C1

Stage Sequence Diagram

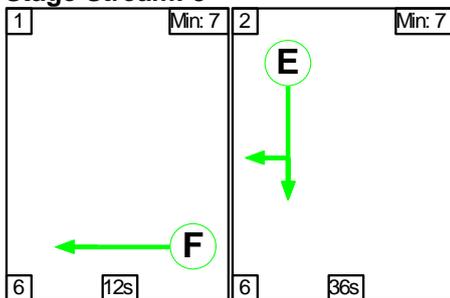
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	24	1

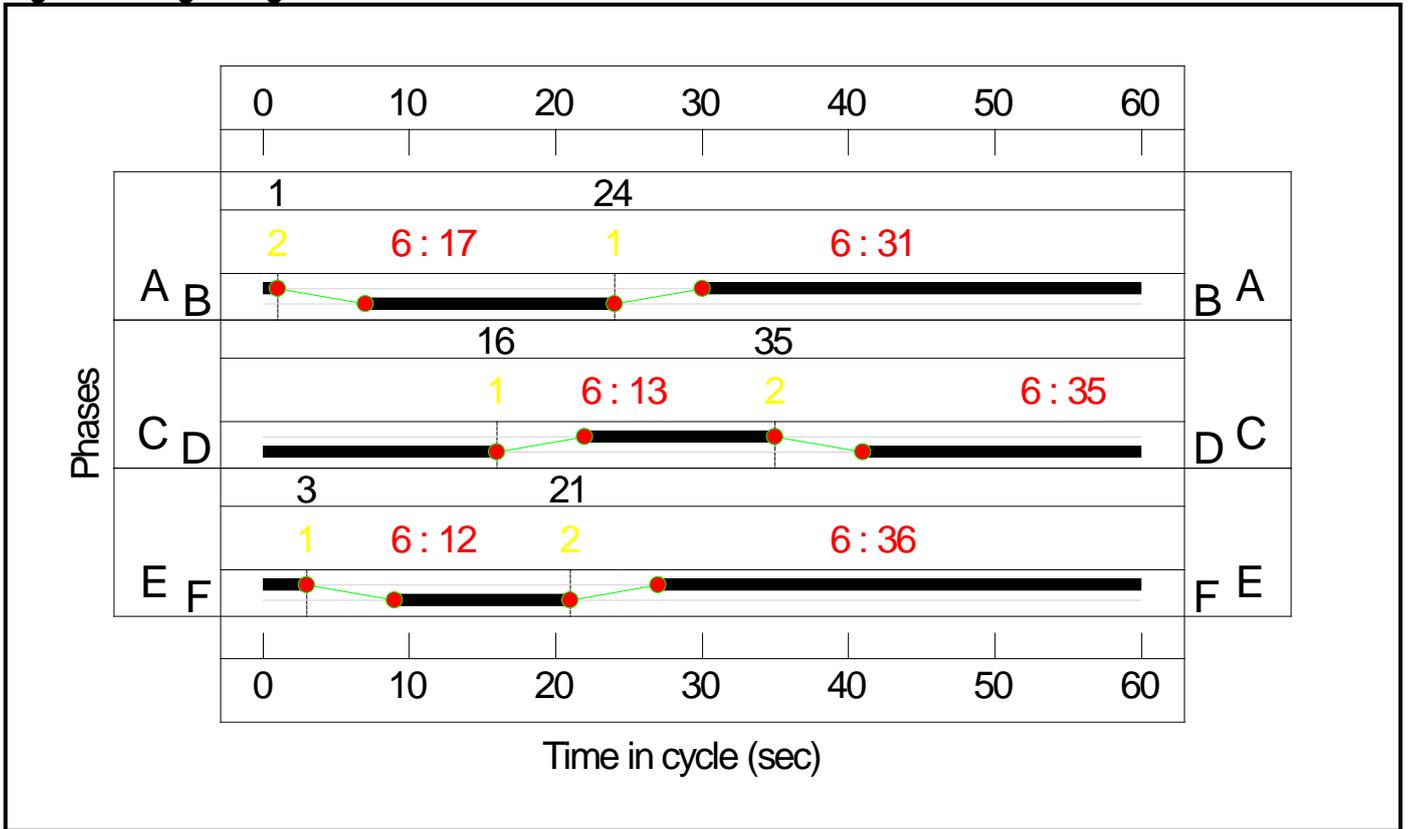
Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	16	35

Stage Stream: 3

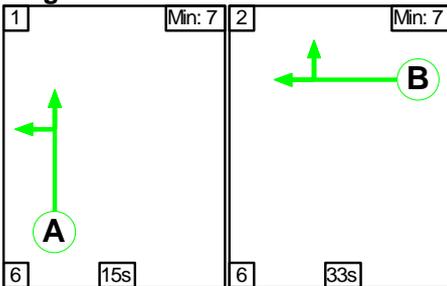
Stage	1	2
Duration	12	36
Change Point	3	21

Signal Timings Diagram

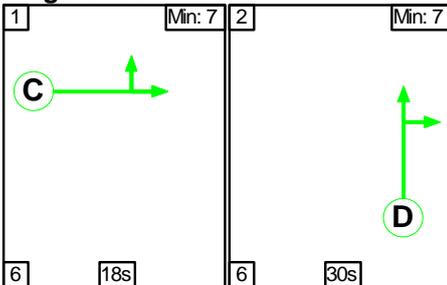


C2 Stage Sequence Diagram

Stage Stream: 1

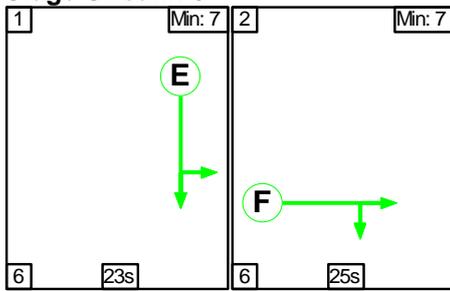


Stage Stream: 2

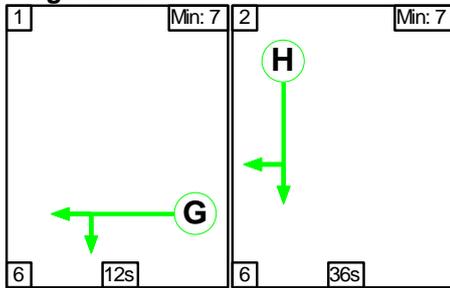


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	56	17

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	34	58

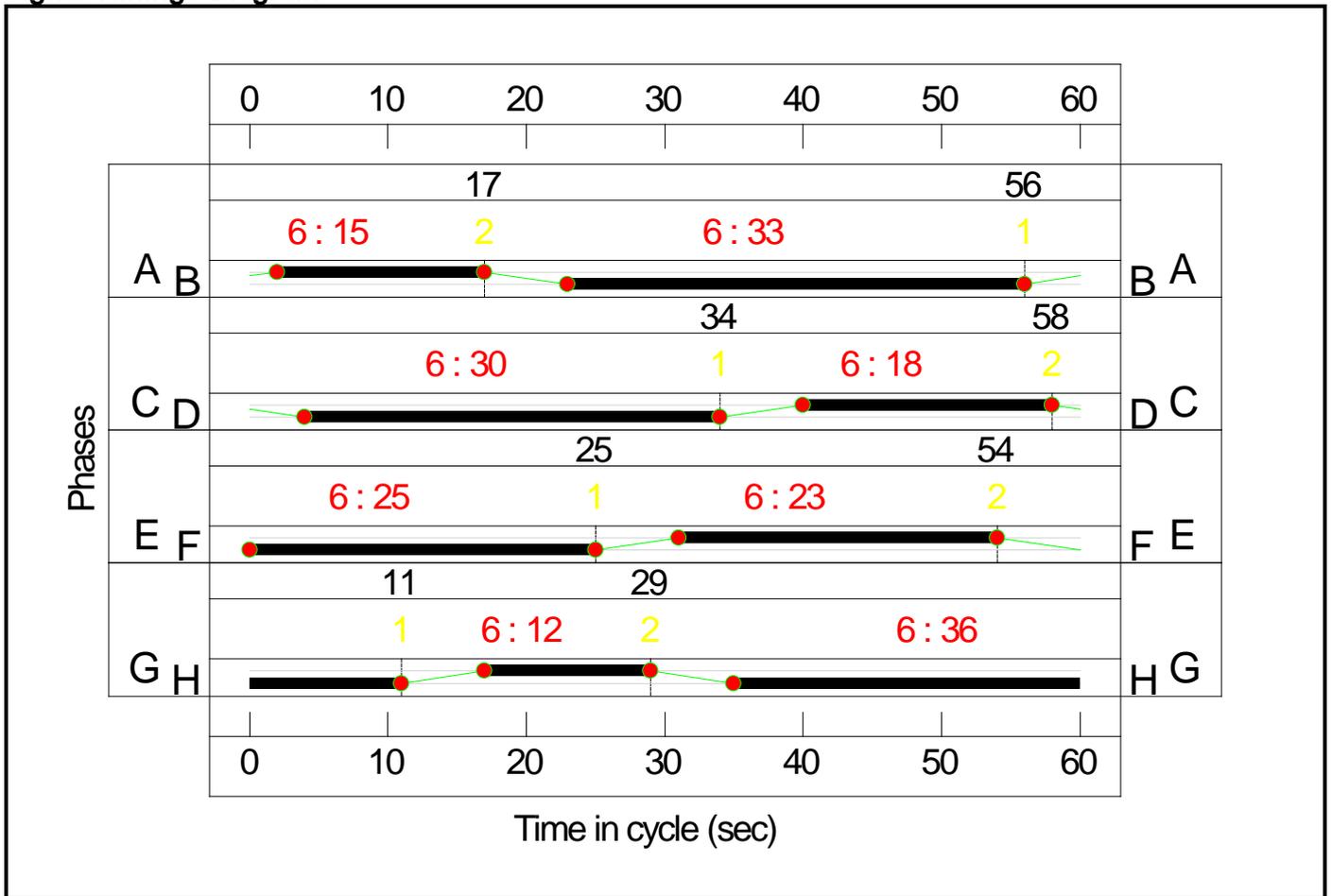
Stage Stream: 3

Stage	1	2
Duration	23	25
Change Point	25	54

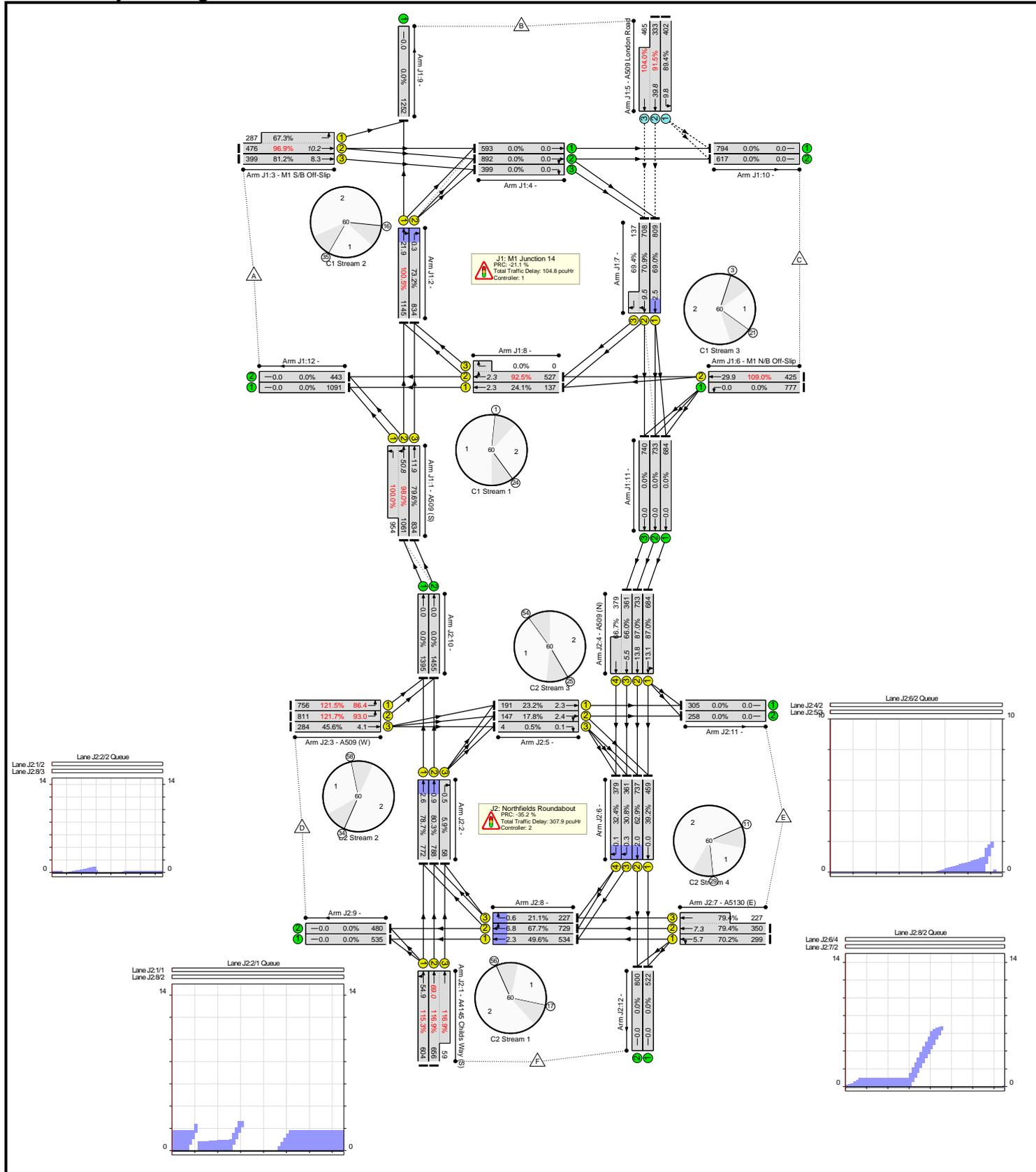
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	11	29

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	121.7%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	109.0%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	31	-	2334	2105:1965	1083+954	98.0 : 100.0%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	31	-	968	1965	1048	79.6%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	35	-	1300	1900	1140	100.5%
2/2	Right	U	1:2	N/A	C1:D		1	35	-	968	1900	1140	73.2%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	13	-	763	2105:1828	491+427	96.9 : 67.3%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	13	-	399	2105	491	81.2%
4/1	Ahead	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	402	1871	450	89.4%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	798	2105:2105	364+447	91.5 : 104.0%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	12	-	425	1800	390	109.0%
7/1	Ahead	U	1:3	N/A	C1:E		1	36	-	809	1900	1172	69.0%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	36	-	864	1900:1900	999+198	70.9 : 69.4%
8/1	Ahead	U	1:1	N/A	C1:B		1	17	-	143	1900	570	24.1%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	17	-	568	1900:1965	570+0	92.5 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1384	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	889	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	684	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	684	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	733	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	747	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	1236	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	509	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	121.7%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	15	-	604	1965	524	115.3%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	15	-	715	2105:1965	561+50	116.9 : 116.9%
2/1	Ahead	U	2:2	N/A	C2:D	1	30	-	852	1900	982	78.7%
2/2	Ahead	U	2:2	N/A	C2:D	1	30	-	883	1900	982	80.3%
2/3	Right	U	2:2	N/A	C2:D	1	30	-	59	1900	982	5.9%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	756	1965	622	121.5%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	811	2105	667	121.7%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	18	-	284	1965	622	45.6%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	23	-	684	1965	786	87.0%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	733	2105	842	87.0%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	747	2105:1965	547+569	66.0 : 66.7%
5/1	Ahead	U	2:3	N/A	C2:F	1	25	-	192	1900	823	23.2%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	25	-	147	1900	823	17.8%
5/3	Right	U	2:3	N/A	C2:F	1	25	-	4	1900	823	0.5%
6/1	Ahead	U	2:4	N/A	C2:H	1	36	-	459	1900	1172	39.2%
6/2	Ahead	U	2:4	N/A	C2:H	1	36	-	737	1900	1172	62.9%
6/3	Right	U	2:4	N/A	C2:H	1	36	-	366	1900	1172	30.8%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	36	-	381	1900	1172	32.4%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	12	-	299	1965	426	70.2%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	12	-	577	2105:1965	441+286	79.4 : 79.4%
8/1	Ahead	U	2:1	N/A	C2:B		1	33	-	539	1900	1077	49.6%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	33	-	731	1900	1077	67.7%
8/3	Right	U	2:1	N/A	C2:B		1	33	-	227	1900	1077	21.1%
9/1		U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1608	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1694	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	800	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: M1 Junction 14 / Northfields Roundabout Model	-	-	1962	0	0	86.1	326.6	0.0	412.7	-	-	-	-
J1: M1 Junction 14	-	-	1962	0	0	31.8	73.0	0.0	104.8	-	-	-	-
1/2+1/1	2015	2015	-	-	-	9.6	17.6	-	27.2	48.6	33.2	17.6	50.8
1/3	834	834	-	-	-	2.7	1.9	-	4.6	19.8	10.0	1.9	11.9
2/1	1145	1140	-	-	-	3.3	2.7	-	6.0	18.9	19.2	2.7	21.9
2/2	834	834	-	-	-	0.1	0.0	-	0.1	0.2	0.3	0.0	0.3
3/2+3/1	763	763	-	-	-	4.7	2.4	-	7.1	33.4	7.8	2.4	10.2
3/3	399	399	-	-	-	2.4	2.1	-	4.5	40.5	6.2	2.1	8.3
4/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	402	402	402	0	0	0.5	3.7	-	4.2	37.2	6.1	3.7	9.8
5/2+5/3	798	780	1560	0	0	1.7	20.3	-	22.0	99.2	19.5	20.3	39.8
6/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	425	390	-	-	-	3.8	22.3	-	26.0	220.6	7.7	22.3	29.9
7/1	809	809	-	-	-	0.6	0.0	-	0.6	2.7	2.5	0.0	2.5
7/2+7/3	846	846	-	-	-	0.6	0.0	-	0.6	2.5	9.5	0.0	9.5
8/1	137	137	-	-	-	1.0	0.0	-	1.0	25.5	2.3	0.0	2.3
8/2+8/3	527	527	-	-	-	1.0	0.0	-	1.0	6.7	2.3	0.0	2.3
9/1	1252	1252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	54.3	253.6	0.0	307.9	-	-	-	-
1/1	604	524	-	-	-	6.1	43.5	-	49.6	295.5	11.4	43.5	54.9
1/2+1/3	715	620	-	-	-	7.1	54.8	-	62.0	312.1	14.2	54.8	69.0
2/1	772	772	-	-	-	1.1	0.0	-	1.1	5.2	2.6	0.0	2.6
2/2	788	788	-	-	-	0.3	0.0	-	0.3	1.1	0.9	0.0	0.9
2/3	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	756	622	-	-	-	9.1	69.6	-	78.7	374.7	16.8	69.6	86.4
3/2	811	667	-	-	-	9.8	74.9	-	84.7	376.0	18.1	74.9	93.0
3/3	284	284	-	-	-	1.3	0.4	-	1.7	21.7	3.7	0.4	4.1
4/1	684	684	-	-	-	4.1	3.2	-	7.2	38.0	9.9	3.2	13.1
4/2	733	733	-	-	-	4.2	3.2	-	7.4	36.2	10.6	3.2	13.8
4/3+4/4	740	740	-	-	-	3.6	1.0	-	4.6	22.5	4.5	1.0	5.5
5/1	191	191	-	-	-	0.5	0.0	-	0.5	8.5	2.3	0.0	2.3
5/2	147	147	-	-	-	0.5	0.0	-	0.5	11.6	2.4	0.0	2.4
5/3	4	4	-	-	-	0.0	0.0	-	0.0	10.2	0.1	0.0	0.1
6/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	737	737	-	-	-	0.2	0.0	-	0.2	0.9	2.0	0.0	2.0
6/3	361	361	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3
6/4	379	379	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
7/1	299	299	-	-	-	1.8	1.2	-	3.0	35.7	4.6	1.2	5.7
7/2+7/3	577	577	-	-	-	3.5	1.9	-	5.3	33.3	5.4	1.9	7.3
8/1	534	534	-	-	-	0.5	0.0	-	0.5	3.1	2.3	0.0	2.3
8/2	729	729	-	-	-	0.7	0.0	-	0.7	3.4	6.8	0.0	6.8
8/3	227	227	-	-	-	0.1	0.0	-	0.1	1.0	0.6	0.0	0.6
9/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1395	1395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

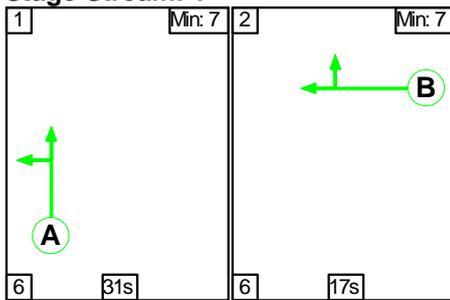
10/2	1455	1455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%)	-11.1	Total Delay for Signalled Lanes (pcuHr):		33.75	Cycle Time (s):		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	-11.6	Total Delay for Signalled Lanes (pcuHr):		17.62	Cycle Time (s):		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	-21.1	Total Delay for Signalled Lanes (pcuHr):		27.25	Cycle Time (s):		60			
		C2	Stream: 1 PRC for Signalled Lanes (%)	-29.8	Total Delay for Signalled Lanes (pcuHr):		112.78	Cycle Time (s):		60			
		C2	Stream: 2 PRC for Signalled Lanes (%)	-35.2	Total Delay for Signalled Lanes (pcuHr):		166.48	Cycle Time (s):		60			
		C2	Stream: 3 PRC for Signalled Lanes (%)	3.4	Total Delay for Signalled Lanes (pcuHr):		20.15	Cycle Time (s):		60			
		C2	Stream: 4 PRC for Signalled Lanes (%)	13.3	Total Delay for Signalled Lanes (pcuHr):		8.52	Cycle Time (s):		60			
			PRC Over All Lanes (%)	-35.2	Total Delay Over All Lanes(pcuHr):		412.70						

Full Input Data And Results

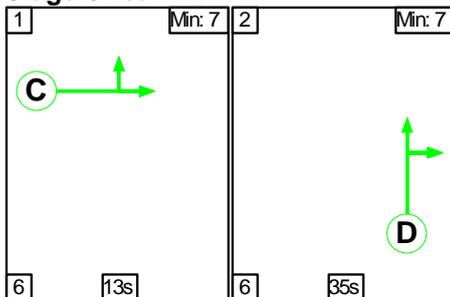
Scenario 17: '2041 Base + Committed PM' (FG16: '2041 Base + Committed PM', Plan 1: '2017 Observed AM')
C1

Stage Sequence Diagram

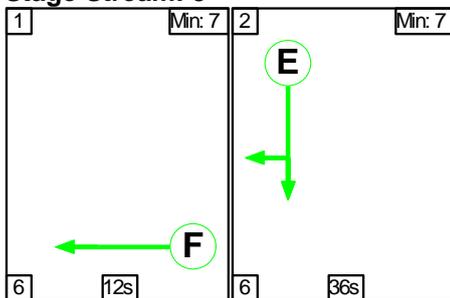
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	24	1

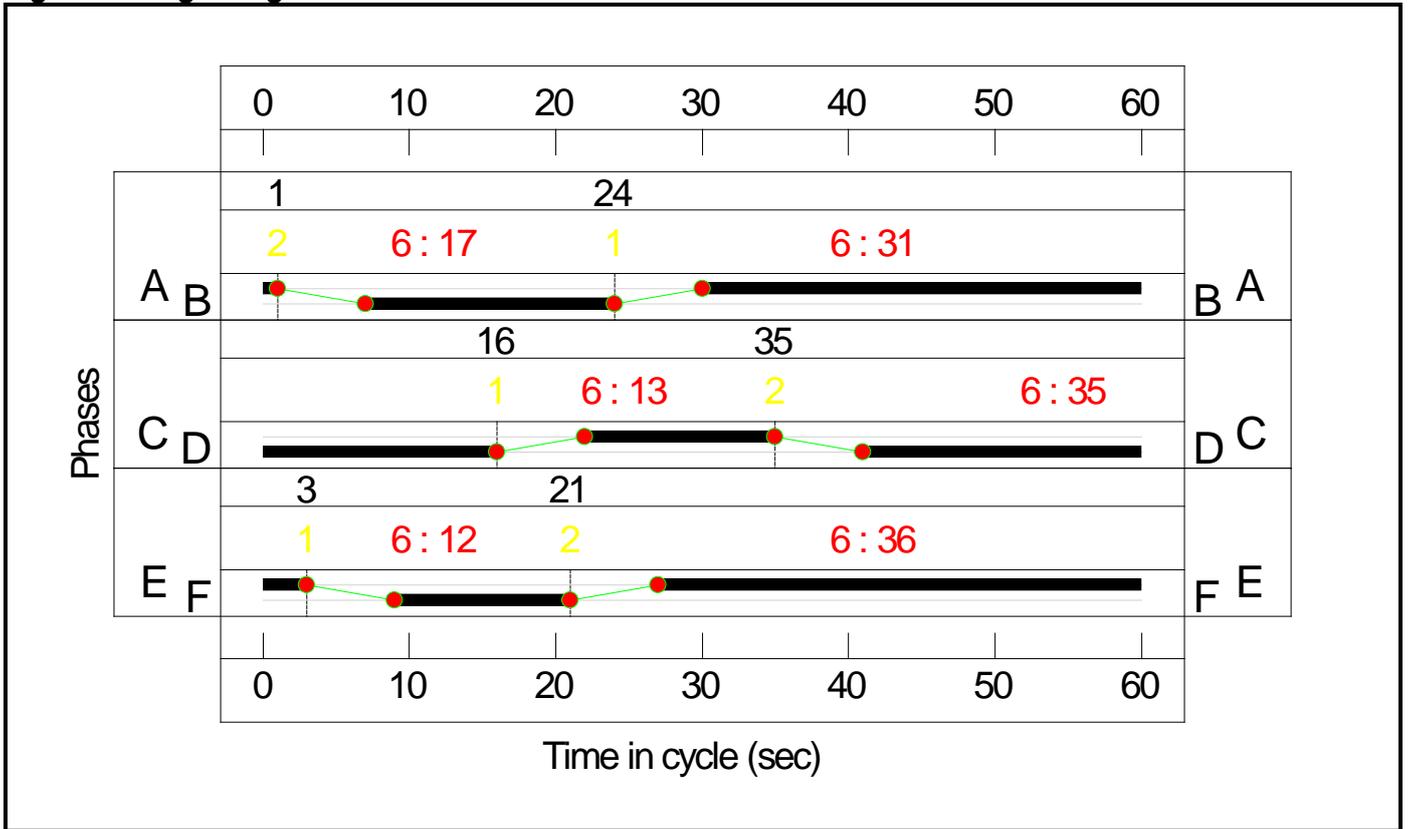
Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	16	35

Stage Stream: 3

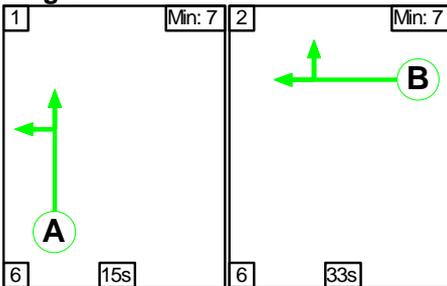
Stage	1	2
Duration	12	36
Change Point	3	21

Signal Timings Diagram

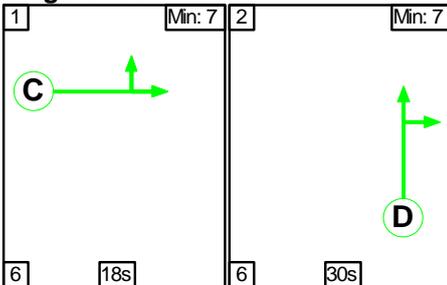


C2 Stage Sequence Diagram

Stage Stream: 1

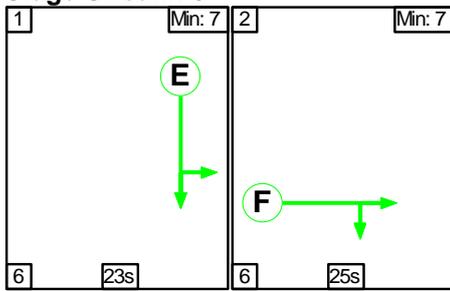


Stage Stream: 2

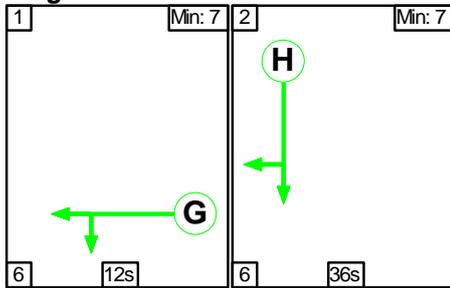


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	56	17

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	34	58

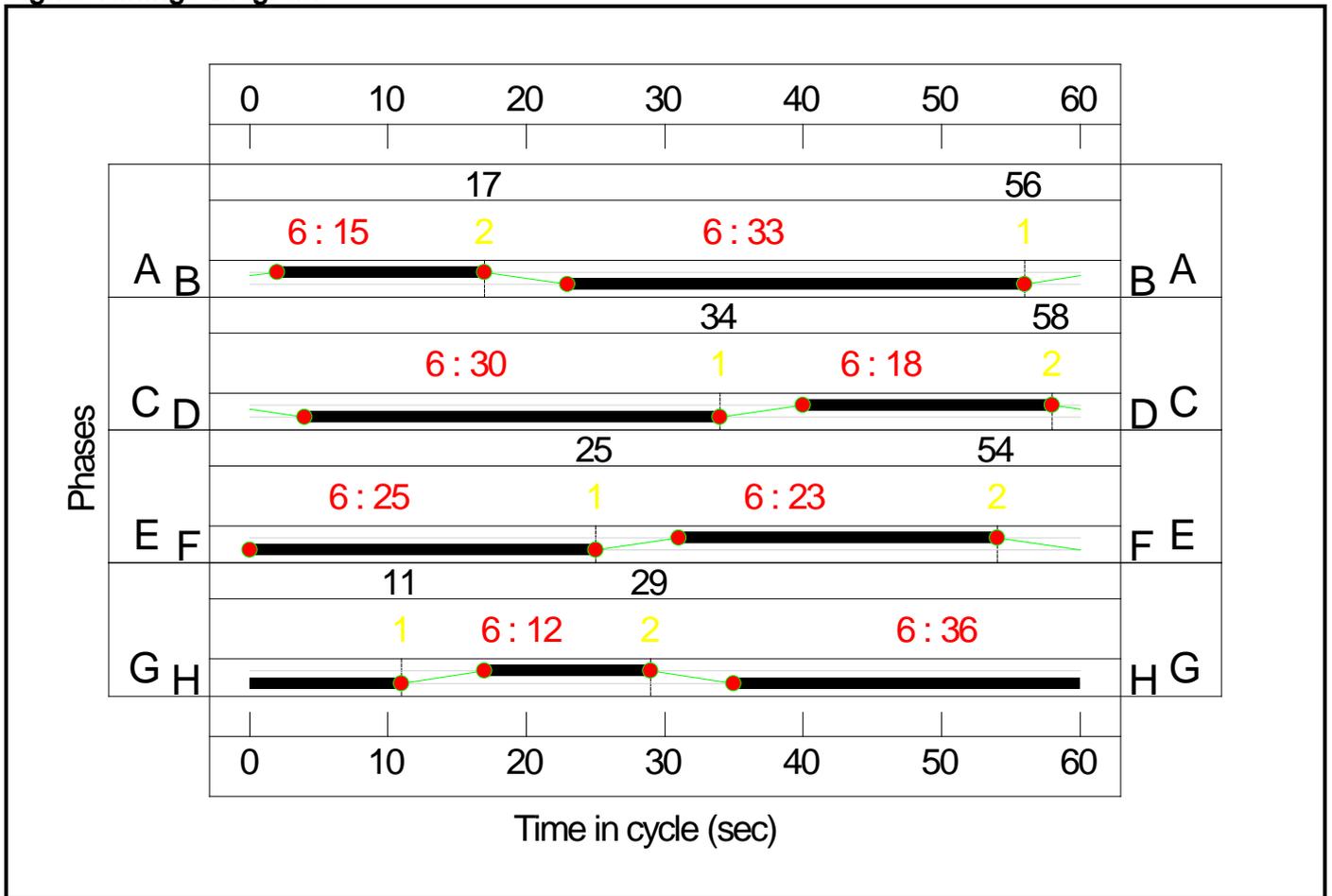
Stage Stream: 3

Stage	1	2
Duration	23	25
Change Point	25	54

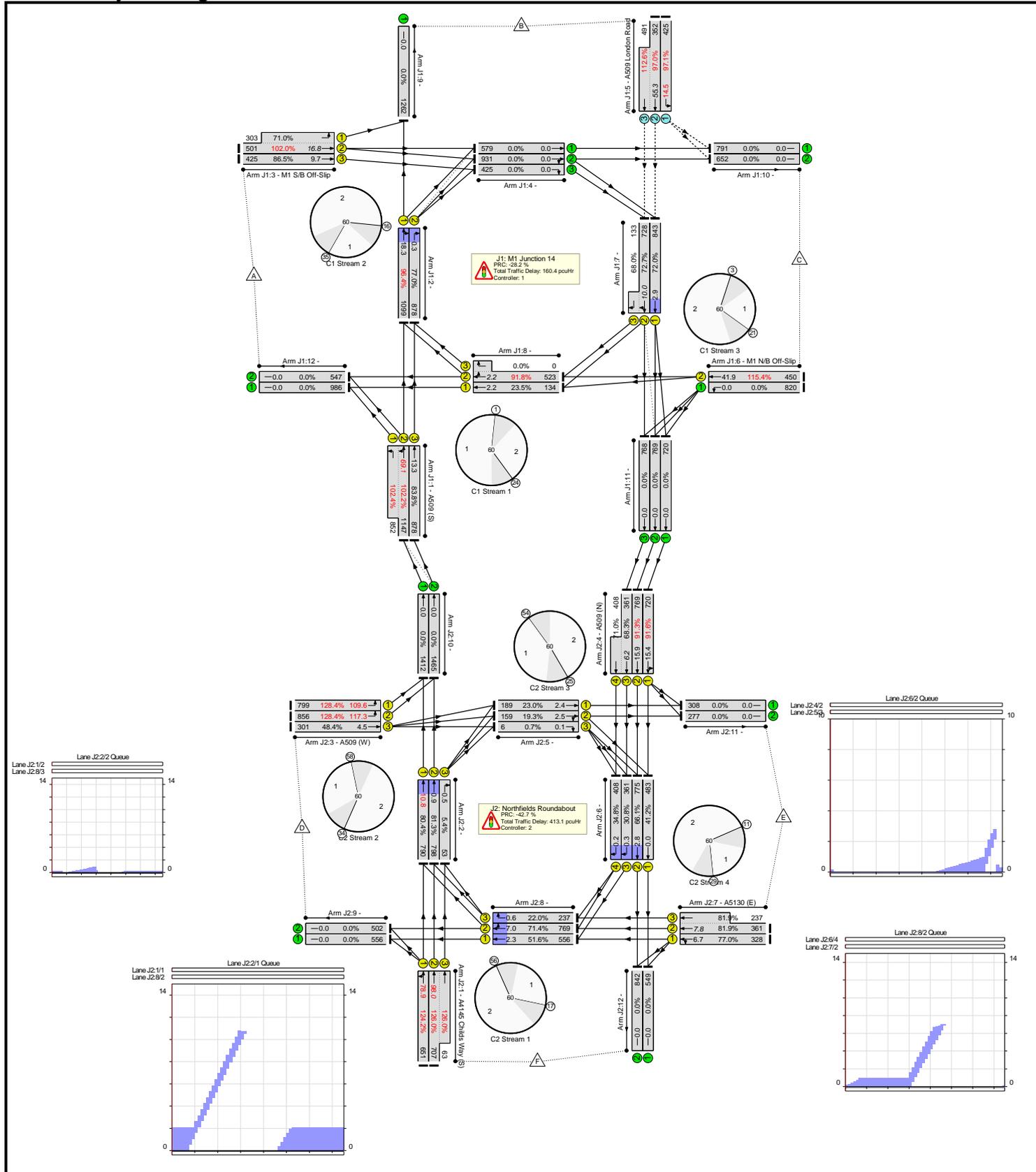
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	11	29

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	128.4%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	115.4%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	31	-	2444	2105:1965	1123+833	102.2 : 102.4%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	31	-	1071	1965	1048	83.8%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	35	-	1341	1900	1140	96.4%
2/2	Right	U	1:2	N/A	C1:D		1	35	-	1071	1900	1140	77.0%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	13	-	804	2105:1828	491+427	102.0 : 71.0%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	13	-	425	2105	491	86.5%
4/1	Ahead	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1037	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	425	1871	438	97.1%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	843	2105:2105	363+436	97.0 : 112.6%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	12	-	450	1800	390	115.4%
7/1	Ahead	U	1:3	N/A	C1:E		1	36	-	853	1900	1172	72.0%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	36	-	916	1900:1900	1001+196	72.7 : 68.0%
8/1	Ahead	U	1:1	N/A	C1:B		1	17	-	151	1900	570	23.5%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	17	-	600	1900:1965	570+0	91.8 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1469	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	922	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	749	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	726	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	773	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	789	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	1180	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	674	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	128.4%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	15	-	651	1965	524	124.2%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	15	-	770	2105:1965	561+50	126.0 : 126.0%
2/1	Ahead	U	2:2	N/A	C2:D	1	30	-	916	1900	982	80.4%
2/2	Ahead	U	2:2	N/A	C2:D	1	30	-	944	1900	982	81.3%
2/3	Right	U	2:2	N/A	C2:D	1	30	-	63	1900	982	5.4%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	799	1965	622	128.4%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	856	2105	667	128.4%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	18	-	301	1965	622	48.4%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	23	-	726	1965	786	91.6%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	773	2105	842	91.3%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	789	2105:1965	528+574	68.3 : 71.0%
5/1	Ahead	U	2:3	N/A	C2:F	1	25	-	198	1900	823	23.0%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	25	-	160	1900	823	19.3%
5/3	Right	U	2:3	N/A	C2:F	1	25	-	6	1900	823	0.7%
6/1	Ahead	U	2:4	N/A	C2:H	1	36	-	487	1900	1172	41.2%
6/2	Ahead	U	2:4	N/A	C2:H	1	36	-	779	1900	1172	66.1%
6/3	Right	U	2:4	N/A	C2:H	1	36	-	378	1900	1172	30.8%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	36	-	411	1900	1172	34.8%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	12	-	328	1965	426	77.0%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	12	-	598	2105:1965	441+289	81.9 : 81.9%
8/1	Ahead	U	2:1	N/A	C2:B		1	33	-	573	1900	1077	51.6%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	33	-	772	1900	1077	71.4%
8/3	Right	U	2:1	N/A	C2:B		1	33	-	237	1900	1077	22.0%
9/1		U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1715	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1800	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	846	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: M1 Junction 14 / Northfields Roundabout Model	-	-	2001	0	0	98.3	475.2	0.0	573.5	-	-	-	-
J1: M1 Junction 14	-	-	2001	0	0	35.2	125.2	0.0	160.4	-	-	-	-
1/2+1/1	1999	1975	-	-	-	10.0	35.8	-	45.8	82.6	33.2	35.8	69.1
1/3	878	878	-	-	-	2.9	2.5	-	5.4	22.1	10.8	2.5	13.3
2/1	1099	1099	-	-	-	2.8	0.0	-	2.8	9.0	18.3	0.0	18.3
2/2	878	878	-	-	-	0.1	0.0	-	0.1	0.3	0.3	0.0	0.3
3/2+3/1	804	794	-	-	-	5.2	8.3	-	13.5	60.4	8.5	8.3	16.8
3/3	425	425	-	-	-	2.6	2.9	-	5.6	47.1	6.7	2.9	9.7
4/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	425	425	425	0	0	0.8	7.6	-	8.4	71.3	6.8	7.6	14.5
5/2+5/3	843	788	1576	0	0	3.1	34.7	-	37.7	161.2	20.6	34.7	55.3
6/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	450	390	-	-	-	4.7	33.4	-	38.0	304.2	8.5	33.4	41.9
7/1	843	843	-	-	-	0.7	0.0	-	0.7	2.9	2.9	0.0	2.9
7/2+7/3	861	861	-	-	-	0.6	0.0	-	0.6	2.4	10.0	0.0	10.0
8/1	134	134	-	-	-	1.0	0.0	-	1.0	25.6	2.2	0.0	2.2
8/2+8/3	523	523	-	-	-	1.0	0.0	-	1.0	6.6	2.2	0.0	2.2
9/1	1262	1262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	986	986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	63.1	350.0	0.0	413.1	-	-	-	-
1/1	651	524	-	-	-	7.8	66.0	-	73.8	408.0	13.0	66.0	78.9
1/2+1/3	770	615	-	-	-	9.1	81.7	-	90.8	424.5	16.3	81.7	98.0
2/1	790	790	-	-	-	1.3	0.0	-	1.3	5.9	10.8	0.0	10.8
2/2	798	798	-	-	-	0.3	0.0	-	0.3	1.2	0.9	0.0	0.9
2/3	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	799	622	-	-	-	10.9	90.6	-	101.5	457.2	19.0	90.6	109.6
3/2	856	667	-	-	-	11.7	96.9	-	108.6	456.6	20.3	96.9	117.3
3/3	301	301	-	-	-	1.4	0.5	-	1.9	22.1	4.0	0.5	4.5
4/1	720	720	-	-	-	4.2	4.8	-	9.0	45.0	10.6	4.8	15.4
4/2	769	769	-	-	-	4.5	4.6	-	9.2	42.9	11.3	4.6	15.9
4/3+4/4	768	768	-	-	-	3.9	1.1	-	5.0	23.4	5.1	1.1	6.2
5/1	189	189	-	-	-	0.5	0.0	-	0.5	8.8	2.4	0.0	2.4
5/2	159	159	-	-	-	0.5	0.0	-	0.5	11.4	2.5	0.0	2.5
5/3	6	6	-	-	-	0.0	0.0	-	0.0	10.0	0.1	0.0	0.1
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	775	775	-	-	-	0.2	0.0	-	0.2	1.0	2.8	0.0	2.8
6/3	361	361	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3
6/4	408	408	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
7/1	328	328	-	-	-	2.0	1.6	-	3.6	39.9	5.1	1.6	6.7
7/2+7/3	598	598	-	-	-	3.6	2.2	-	5.8	34.9	5.6	2.2	7.8
8/1	556	556	-	-	-	0.5	0.0	-	0.5	3.0	2.3	0.0	2.3
8/2	769	769	-	-	-	0.7	0.0	-	0.7	3.3	7.0	0.0	7.0
8/3	237	237	-	-	-	0.1	0.0	-	0.1	1.0	0.6	0.0	0.6
9/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1412	1412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	1465	1465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1	PRC for Signalled Lanes (%)	-13.7	Total Delay for Signalled Lanes (pcuHr):		53.15	Cycle Time (s):		60		
		C1	Stream: 2	PRC for Signalled Lanes (%)	-13.3	Total Delay for Signalled Lanes (pcuHr):		21.86	Cycle Time (s):		60		
		C1	Stream: 3	PRC for Signalled Lanes (%)	-28.2	Total Delay for Signalled Lanes (pcuHr):		39.27	Cycle Time (s):		60		
		C2	Stream: 1	PRC for Signalled Lanes (%)	-39.9	Total Delay for Signalled Lanes (pcuHr):		165.82	Cycle Time (s):		60		
		C2	Stream: 2	PRC for Signalled Lanes (%)	-42.7	Total Delay for Signalled Lanes (pcuHr):		213.44	Cycle Time (s):		60		
		C2	Stream: 3	PRC for Signalled Lanes (%)	-1.8	Total Delay for Signalled Lanes (pcuHr):		24.14	Cycle Time (s):		60		
		C2	Stream: 4	PRC for Signalled Lanes (%)	9.8	Total Delay for Signalled Lanes (pcuHr):		9.70	Cycle Time (s):		60		
			PRC Over All Lanes (%)		-42.7	Total Delay Over All Lanes (pcuHr):		573.53					

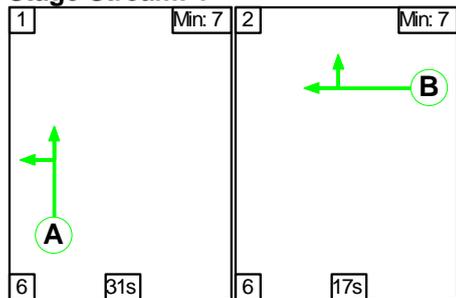
Full Input Data And Results

Scenario 18: '2031 Base + Committed PM + Dev' (FG18: '2031 Base + Committed + Dev PM', Plan 1: '2017 Observed AM')

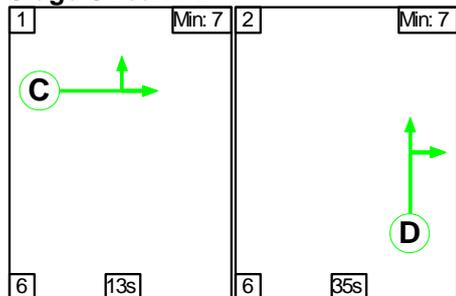
C1

Stage Sequence Diagram

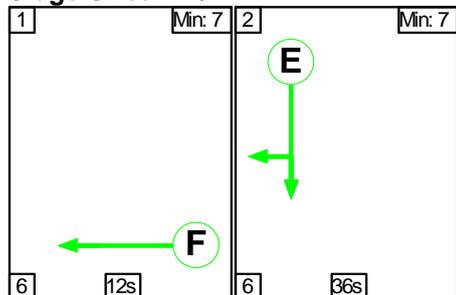
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	24	1

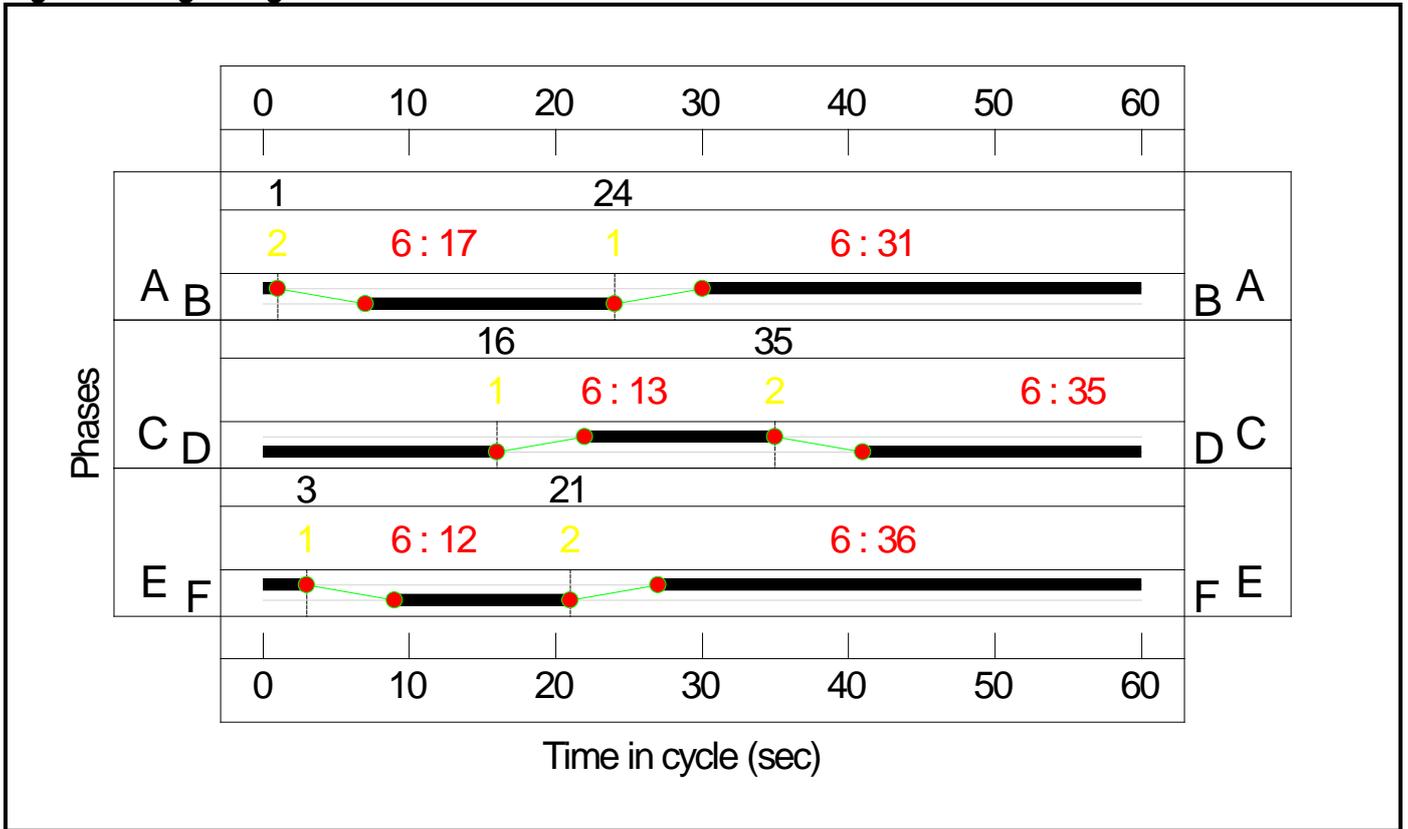
Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	16	35

Stage Stream: 3

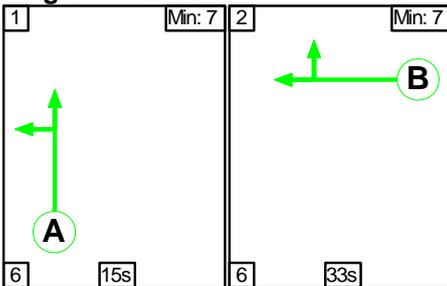
Stage	1	2
Duration	12	36
Change Point	3	21

Signal Timings Diagram

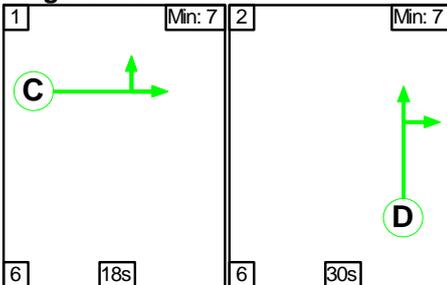


C2 Stage Sequence Diagram

Stage Stream: 1

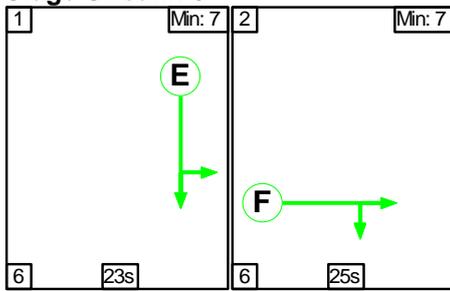


Stage Stream: 2

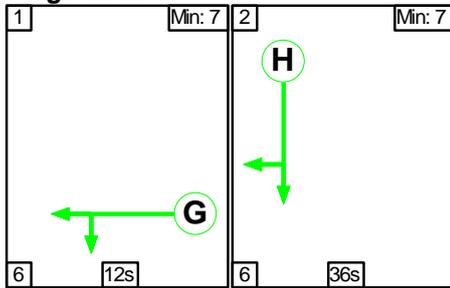


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	56	17

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	34	58

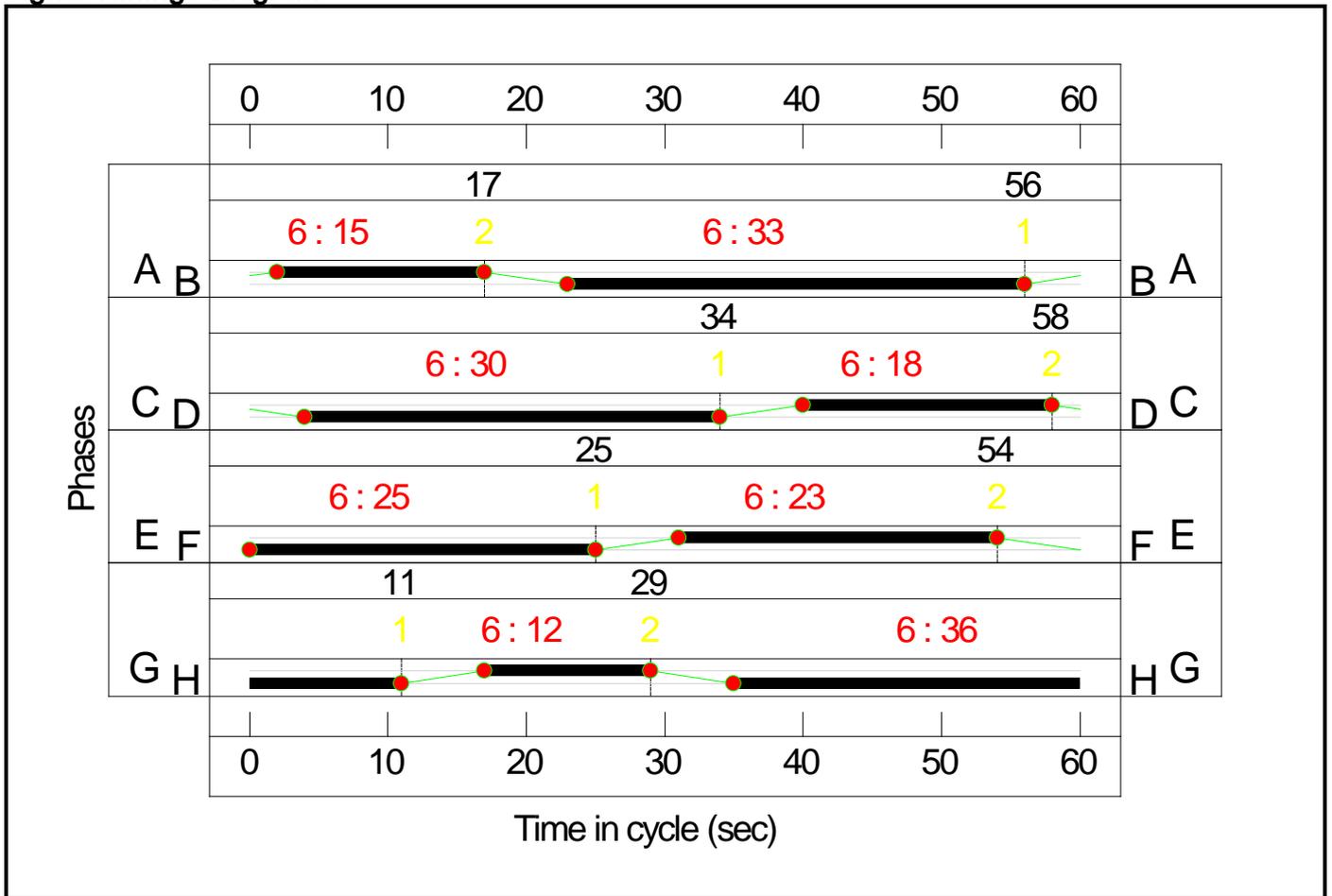
Stage Stream: 3

Stage	1	2
Duration	23	25
Change Point	25	54

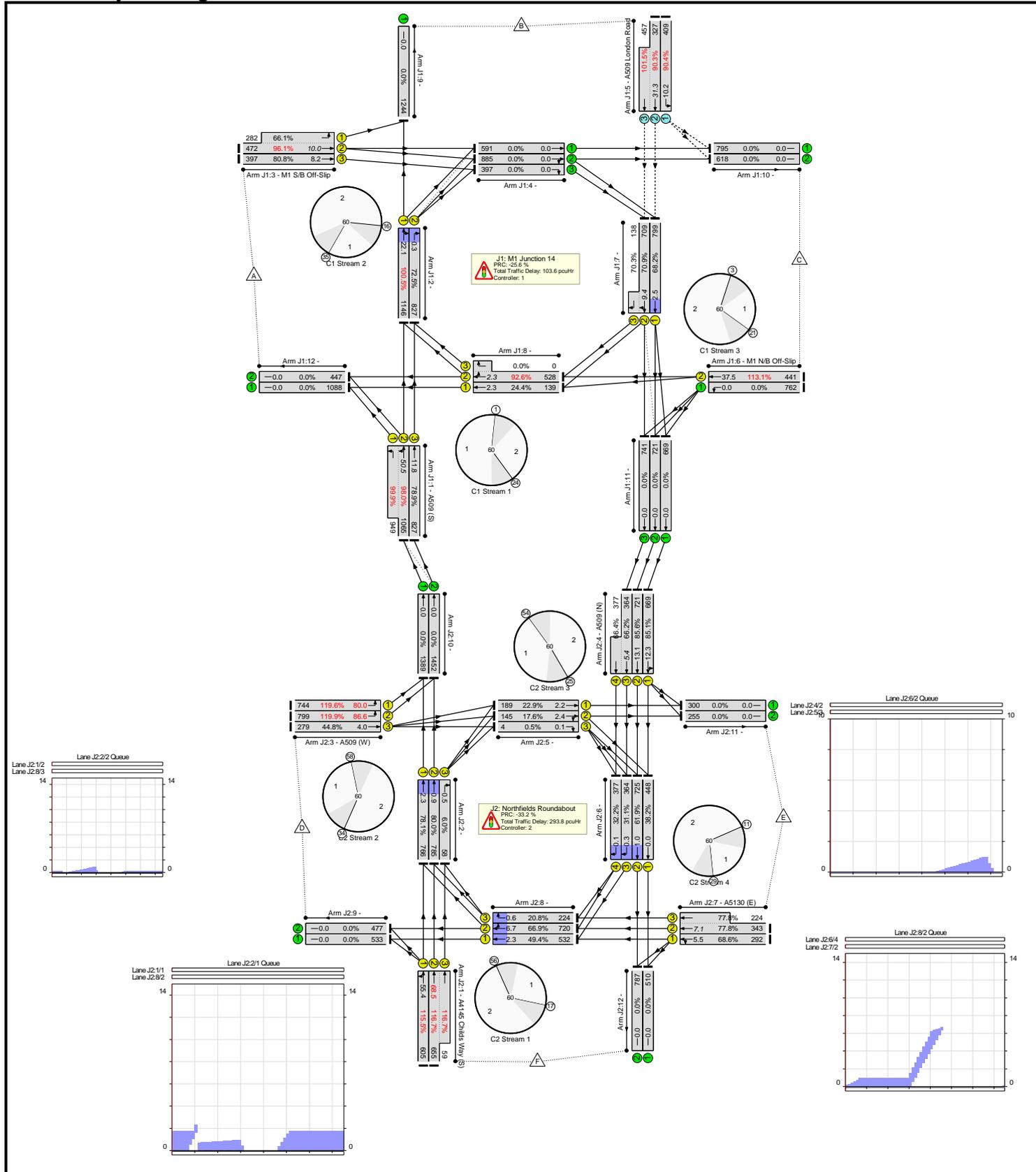
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	11	29

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	119.9%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	113.1%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	31	-	2318	2105:1965	1087+950	98.0 : 99.9%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	31	-	951	1965	1048	78.9%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	35	-	1312	1900	1140	100.5%
2/2	Right	U	1:2	N/A	C1:D		1	35	-	951	1900	1140	72.5%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	13	-	754	2105:1828	491+427	96.1 : 66.1%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	13	-	397	2105	491	80.8%
4/1	Ahead	U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	409	1871	453	90.4%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	784	2105:2105	362+450	90.3 : 101.5%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	12	-	441	1800	390	113.1%
7/1	Ahead	U	1:3	N/A	C1:E		1	36	-	799	1900	1172	68.2%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	36	-	854	1900:1900	1001+196	70.9 : 70.3%
8/1	Ahead	U	1:1	N/A	C1:B		1	17	-	141	1900	570	24.4%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	17	-	581	1900:1965	570+0	92.6 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1388	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	886	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	680	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	669	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	721	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	744	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	1222	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	506	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	119.9%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	15	-	605	1965	524	115.5%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	15	-	714	2105:1965	561+51	116.7 : 116.7%
2/1	Ahead	U	2:2	N/A	C2:D	1	30	-	847	1900	982	78.1%
2/2	Ahead	U	2:2	N/A	C2:D	1	30	-	879	1900	982	80.0%
2/3	Right	U	2:2	N/A	C2:D	1	30	-	59	1900	982	6.0%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	744	1965	622	119.6%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	799	2105	667	119.9%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	18	-	279	1965	622	44.8%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	23	-	669	1965	786	85.1%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	721	2105	842	85.6%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	744	2105:1965	550+568	66.2 : 66.4%
5/1	Ahead	U	2:3	N/A	C2:F	1	25	-	189	1900	823	22.9%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	25	-	145	1900	823	17.6%
5/3	Right	U	2:3	N/A	C2:F	1	25	-	4	1900	823	0.5%
6/1	Ahead	U	2:4	N/A	C2:H	1	36	-	448	1900	1172	38.2%
6/2	Ahead	U	2:4	N/A	C2:H	1	36	-	725	1900	1172	61.9%
6/3	Right	U	2:4	N/A	C2:H	1	36	-	366	1900	1172	31.1%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	36	-	378	1900	1172	32.2%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	12	-	292	1965	426	68.6%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	12	-	567	2105:1965	441+288	77.8 : 77.8%
8/1	Ahead	U	2:1	N/A	C2:B		1	33	-	534	1900	1077	49.4%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	33	-	721	1900	1077	66.9%
8/3	Right	U	2:1	N/A	C2:B		1	33	-	224	1900	1077	20.8%
9/1		U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1591	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1678	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	787	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: M1 Junction 14 / Northfields Roundabout Model	-	-	1963	0	0	84.8	312.6	0.0	397.4	-	-	-	-
J1: M1 Junction 14	-	-	1963	0	0	31.9	71.7	0.0	103.6	-	-	-	-
1/2+1/1	2014	2014	-	-	-	9.6	17.3	-	26.9	48.2	33.2	17.3	50.5
1/3	827	827	-	-	-	2.6	1.8	-	4.5	19.5	9.9	1.8	11.8
2/1	1146	1140	-	-	-	3.3	2.9	-	6.2	19.6	19.2	2.9	22.1
2/2	827	827	-	-	-	0.1	0.0	-	0.1	0.2	0.3	0.0	0.3
3/2+3/1	754	754	-	-	-	4.6	2.2	-	6.9	32.7	7.7	2.2	10.0
3/3	397	397	-	-	-	2.4	2.0	-	4.4	40.1	6.2	2.0	8.2
4/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	409	409	409	0	0	0.5	4.0	-	4.5	39.4	6.2	4.0	10.2
5/2+5/3	784	777	1554	0	0	1.3	12.1	-	13.4	61.5	19.2	12.1	31.3
6/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	441	390	-	-	-	4.3	29.3	-	33.6	274.3	8.2	29.3	37.5
7/1	799	799	-	-	-	0.6	0.0	-	0.6	2.7	2.5	0.0	2.5
7/2+7/3	847	847	-	-	-	0.6	0.0	-	0.6	2.5	9.4	0.0	9.4
8/1	139	139	-	-	-	1.0	0.0	-	1.0	25.5	2.3	0.0	2.3
8/2+8/3	528	528	-	-	-	1.0	0.0	-	1.0	6.7	2.3	0.0	2.3
9/1	1244	1244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	52.9	240.9	0.0	293.8	-	-	-	-
1/1	605	524	-	-	-	6.1	43.9	-	50.1	298.0	11.4	43.9	55.4
1/2+1/3	714	620	-	-	-	7.1	54.3	-	61.4	309.8	14.2	54.3	68.5
2/1	766	766	-	-	-	1.1	0.0	-	1.1	4.9	2.3	0.0	2.3
2/2	785	785	-	-	-	0.2	0.0	-	0.2	1.1	0.9	0.0	0.9
2/3	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	744	622	-	-	-	8.6	63.8	-	72.4	350.3	16.3	63.8	80.0
3/2	799	667	-	-	-	9.3	69.1	-	78.4	353.2	17.5	69.1	86.6
3/3	279	279	-	-	-	1.3	0.4	-	1.7	21.6	3.6	0.4	4.0
4/1	669	669	-	-	-	4.0	2.7	-	6.8	36.5	9.5	2.7	12.3
4/2	721	721	-	-	-	4.0	2.8	-	6.9	34.3	10.3	2.8	13.1
4/3+4/4	741	741	-	-	-	3.7	1.0	-	4.6	22.5	4.5	1.0	5.4
5/1	189	189	-	-	-	0.4	0.0	-	0.4	8.5	2.2	0.0	2.2
5/2	145	145	-	-	-	0.5	0.0	-	0.5	11.6	2.4	0.0	2.4
5/3	4	4	-	-	-	0.0	0.0	-	0.0	10.3	0.1	0.0	0.1
6/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	725	725	-	-	-	0.2	0.0	-	0.2	0.9	1.0	0.0	1.0
6/3	364	364	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3
6/4	377	377	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
7/1	292	292	-	-	-	1.8	1.1	-	2.8	34.9	4.5	1.1	5.5
7/2+7/3	567	567	-	-	-	3.4	1.7	-	5.1	32.4	5.3	1.7	7.1
8/1	532	532	-	-	-	0.5	0.0	-	0.5	3.2	2.3	0.0	2.3
8/2	720	720	-	-	-	0.7	0.0	-	0.7	3.4	6.7	0.0	6.7
8/3	224	224	-	-	-	0.1	0.0	-	0.1	1.0	0.6	0.0	0.6
9/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1389	1389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	1452	1452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1	PRC for Signalled Lanes (%)	-10.9	Total Delay for Signalled Lanes (pcuHr):		33.38	Cycle Time (s):		60		
		C1	Stream: 2	PRC for Signalled Lanes (%)	-11.7	Total Delay for Signalled Lanes (pcuHr):		17.57	Cycle Time (s):		60		
		C1	Stream: 3	PRC for Signalled Lanes (%)	-25.6	Total Delay for Signalled Lanes (pcuHr):		34.80	Cycle Time (s):		60		
		C2	Stream: 1	PRC for Signalled Lanes (%)	-29.7	Total Delay for Signalled Lanes (pcuHr):		112.73	Cycle Time (s):		60		
		C2	Stream: 2	PRC for Signalled Lanes (%)	-33.2	Total Delay for Signalled Lanes (pcuHr):		153.76	Cycle Time (s):		60		
		C2	Stream: 3	PRC for Signalled Lanes (%)	5.1	Total Delay for Signalled Lanes (pcuHr):		19.19	Cycle Time (s):		60		
		C2	Stream: 4	PRC for Signalled Lanes (%)	15.6	Total Delay for Signalled Lanes (pcuHr):		8.14	Cycle Time (s):		60		
			PRC Over All Lanes (%)		-33.2	Total Delay Over All Lanes (pcuHr):		397.43					

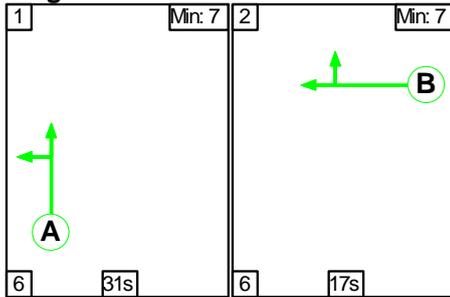
Full Input Data And Results

Scenario 19: '2033 Base + Committed PM + Dev' (FG20: '2033 Base + Committed + Dev PM', Plan 1: '2017 Observed AM')

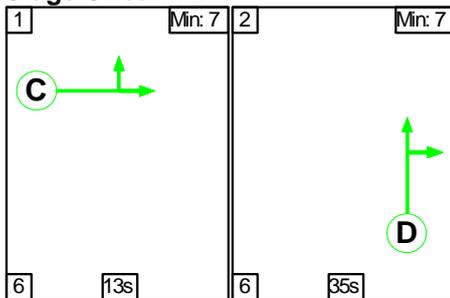
C1

Stage Sequence Diagram

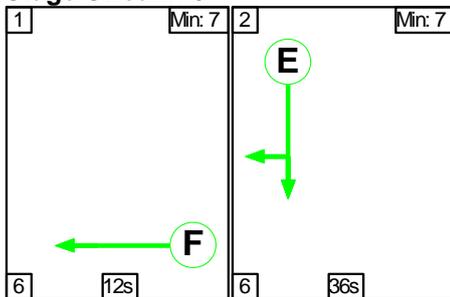
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	24	1

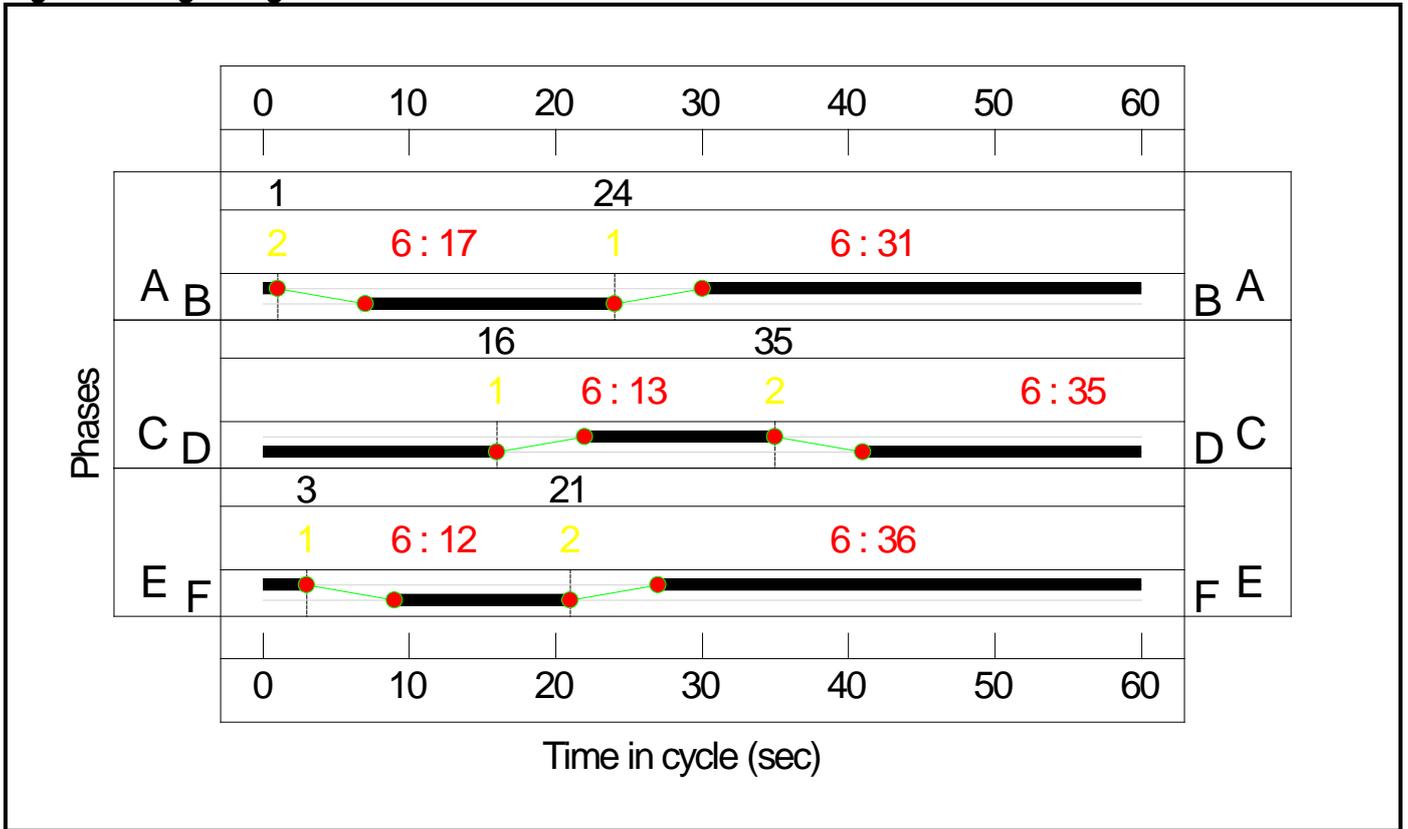
Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	16	35

Stage Stream: 3

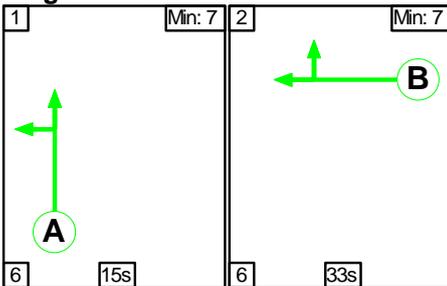
Stage	1	2
Duration	12	36
Change Point	3	21

Signal Timings Diagram

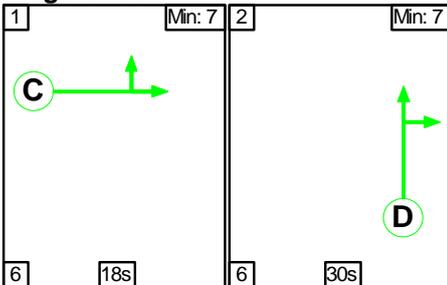


C2 Stage Sequence Diagram

Stage Stream: 1

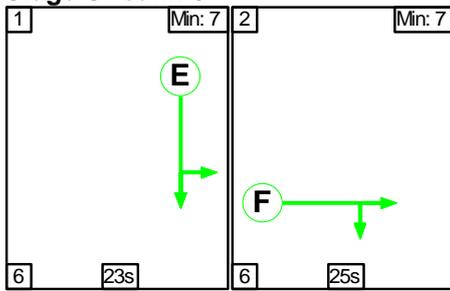


Stage Stream: 2

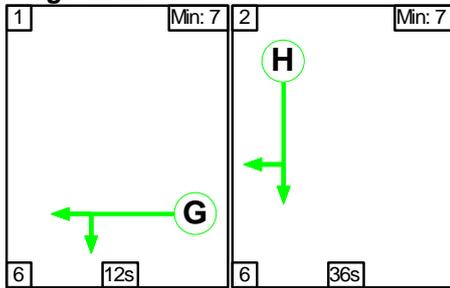


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	56	17

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	34	58

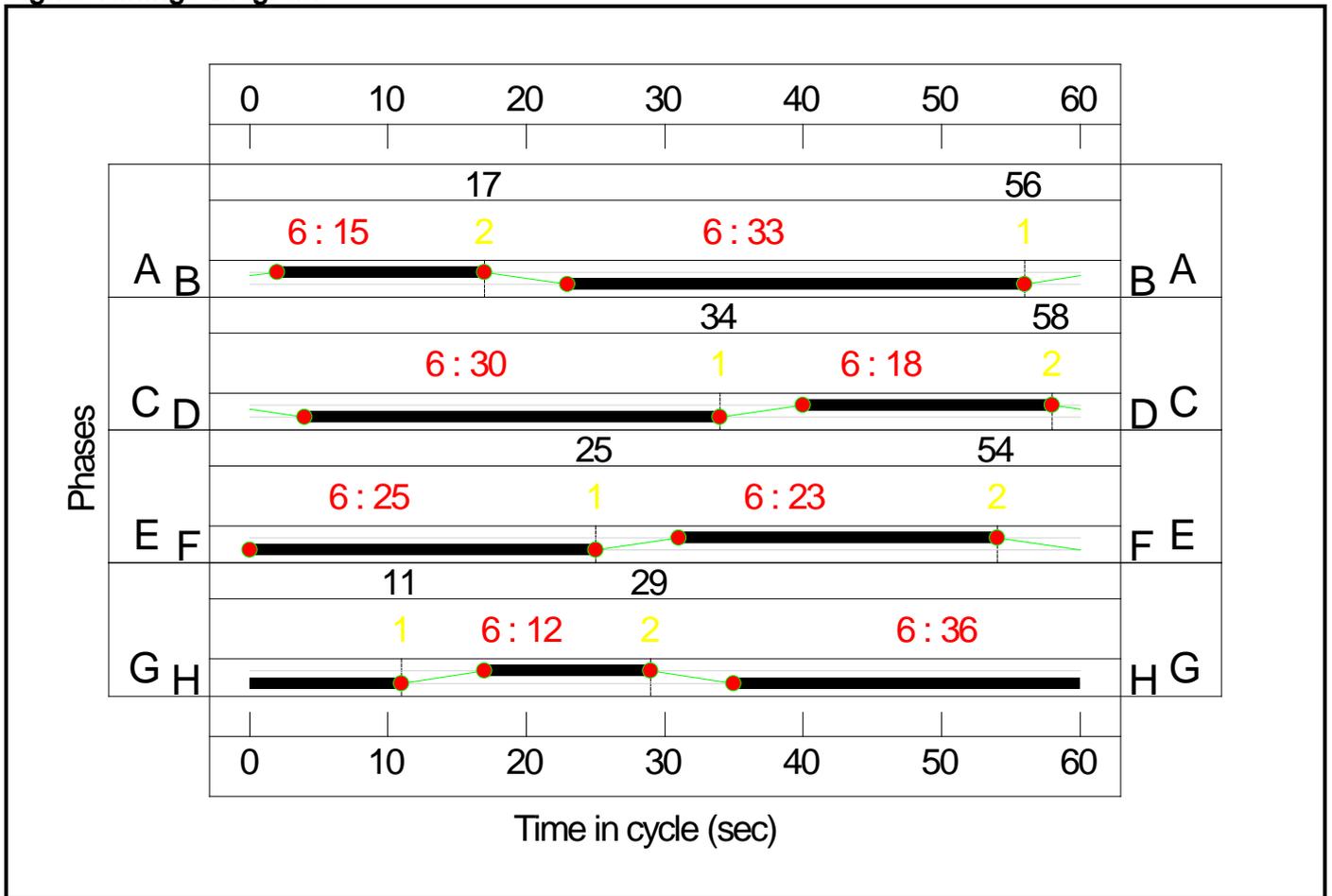
Stage Stream: 3

Stage	1	2
Duration	23	25
Change Point	25	54

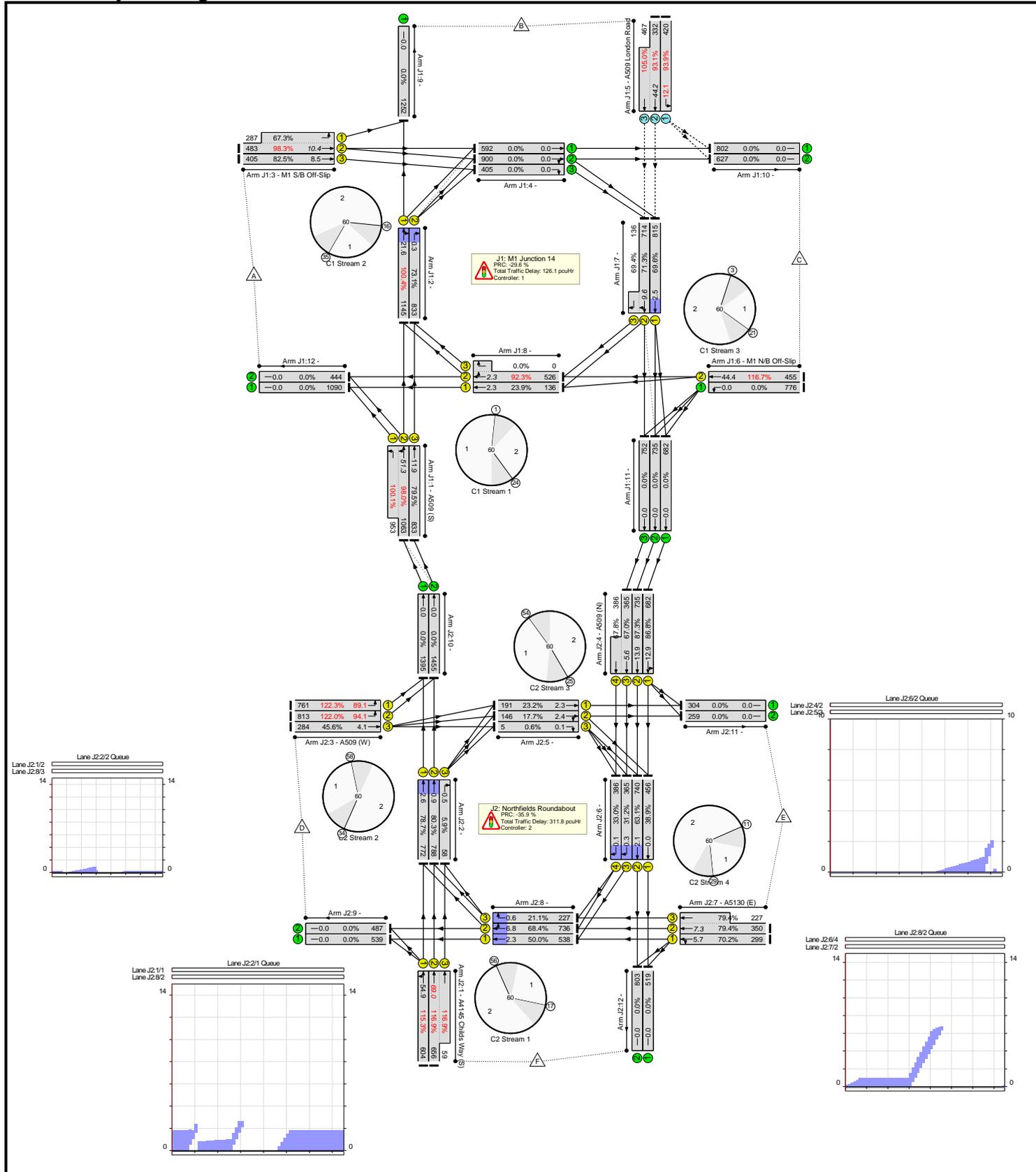
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	11	29

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	122.3%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	116.7%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	31	-	2341	2105:1965	1084+953	98.0 : 100.1%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	31	-	968	1965	1048	79.5%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	35	-	1331	1900	1140	100.4%
2/2	Right	U	1:2	N/A	C1:D		1	35	-	968	1900	1140	73.1%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	13	-	770	2105:1828	491+427	98.3 : 67.3%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	13	-	405	2105	491	82.5%
4/1	Ahead	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	420	1871	447	93.9%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	799	2105:2105	356+445	93.1 : 105.0%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	12	-	455	1800	390	116.7%
7/1	Ahead	U	1:3	N/A	C1:E		1	36	-	815	1900	1172	69.6%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	36	-	872	1900:1900	1001+196	71.3 : 69.4%
8/1	Ahead	U	1:1	N/A	C1:B		1	17	-	143	1900	570	23.9%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	17	-	598	1900:1965	570+0	92.3 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1415	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	897	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	694	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	682	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	735	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	760	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	1238	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	513	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	122.3%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	15	-	604	1965	524	115.3%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	15	-	715	2105:1965	561+50	116.9 : 116.9%
2/1	Ahead	U	2:2	N/A	C2:D	1	30	-	852	1900	982	78.7%
2/2	Ahead	U	2:2	N/A	C2:D	1	30	-	883	1900	982	80.3%
2/3	Right	U	2:2	N/A	C2:D	1	30	-	59	1900	982	5.9%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	761	1965	622	122.3%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	813	2105	667	122.0%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	18	-	284	1965	622	45.6%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	23	-	682	1965	786	86.8%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	735	2105	842	87.3%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	760	2105:1965	546+569	67.0 : 67.8%
5/1	Ahead	U	2:3	N/A	C2:F	1	25	-	192	1900	823	23.2%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	25	-	146	1900	823	17.7%
5/3	Right	U	2:3	N/A	C2:F	1	25	-	5	1900	823	0.6%
6/1	Ahead	U	2:4	N/A	C2:H	1	36	-	456	1900	1172	38.9%
6/2	Ahead	U	2:4	N/A	C2:H	1	36	-	740	1900	1172	63.1%
6/3	Right	U	2:4	N/A	C2:H	1	36	-	372	1900	1172	31.2%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	36	-	388	1900	1172	33.0%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	12	-	299	1965	426	70.2%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	12	-	577	2105:1965	441+286	79.4 : 79.4%
8/1	Ahead	U	2:1	N/A	C2:B		1	33	-	545	1900	1077	50.0%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	33	-	738	1900	1077	68.4%
8/3	Right	U	2:1	N/A	C2:B		1	33	-	227	1900	1077	21.1%
9/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1613	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1696	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	803	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: M1 Junction 14 / Northfields Roundabout Model	-	-	1974	0	0	88.0	349.9	0.0	437.9	-	-	-	-
J1: M1 Junction 14	-	-	1974	0	0	33.3	92.9	0.0	126.1	-	-	-	-
1/2+1/1	2016	2016	-	-	-	9.6	18.1	-	27.7	49.5	33.2	18.1	51.3
1/3	833	833	-	-	-	2.7	1.9	-	4.6	19.7	10.0	1.9	11.9
2/1	1145	1140	-	-	-	3.3	2.4	-	5.7	17.8	19.2	2.4	21.6
2/2	833	833	-	-	-	0.1	0.0	-	0.1	0.2	0.3	0.0	0.3
3/2+3/1	770	770	-	-	-	4.7	2.5	-	7.3	33.9	7.9	2.5	10.4
3/3	405	405	-	-	-	2.5	2.2	-	4.7	41.7	6.3	2.2	8.5
4/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	420	420	420	0	0	0.6	5.5	-	6.1	52.4	6.6	5.5	12.1
5/2+5/3	799	777	1554	0	0	1.8	24.6	-	26.4	118.9	19.6	24.6	44.2
6/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	455	390	-	-	-	4.8	35.7	-	40.5	320.6	8.7	35.7	44.4
7/1	815	815	-	-	-	0.6	0.0	-	0.6	2.7	2.5	0.0	2.5
7/2+7/3	850	850	-	-	-	0.6	0.0	-	0.6	2.5	9.6	0.0	9.6
8/1	136	136	-	-	-	1.0	0.0	-	1.0	25.5	2.3	0.0	2.3
8/2+8/3	526	526	-	-	-	1.0	0.0	-	1.0	6.7	2.3	0.0	2.3
9/1	1252	1252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	54.7	257.0	0.0	311.8	-	-	-	-
1/1	604	524	-	-	-	6.1	43.5	-	49.6	295.5	11.4	43.5	54.9
1/2+1/3	715	620	-	-	-	7.1	54.8	-	62.0	312.1	14.2	54.8	69.0
2/1	772	772	-	-	-	1.1	0.0	-	1.1	5.2	2.6	0.0	2.6
2/2	788	788	-	-	-	0.3	0.0	-	0.3	1.1	0.9	0.0	0.9
2/3	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	761	622	-	-	-	9.3	72.0	-	81.3	384.7	17.1	72.0	89.1
3/2	813	667	-	-	-	9.9	75.9	-	85.8	379.8	18.2	75.9	94.1
3/3	284	284	-	-	-	1.3	0.4	-	1.7	21.7	3.7	0.4	4.1
4/1	682	682	-	-	-	4.1	3.1	-	7.2	38.2	9.9	3.1	12.9
4/2	735	735	-	-	-	4.1	3.2	-	7.4	36.1	10.7	3.2	13.9
4/3+4/4	752	752	-	-	-	3.7	1.0	-	4.8	22.8	4.6	1.0	5.6
5/1	191	191	-	-	-	0.5	0.0	-	0.5	8.5	2.3	0.0	2.3
5/2	146	146	-	-	-	0.5	0.0	-	0.5	11.6	2.4	0.0	2.4
5/3	5	5	-	-	-	0.0	0.0	-	0.0	10.2	0.1	0.0	0.1
6/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	740	740	-	-	-	0.2	0.0	-	0.2	0.9	2.1	0.0	2.1
6/3	365	365	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3
6/4	386	386	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
7/1	299	299	-	-	-	1.8	1.2	-	3.0	35.7	4.6	1.2	5.7
7/2+7/3	577	577	-	-	-	3.5	1.9	-	5.3	33.3	5.4	1.9	7.3
8/1	538	538	-	-	-	0.5	0.0	-	0.5	3.1	2.3	0.0	2.3
8/2	736	736	-	-	-	0.7	0.0	-	0.7	3.4	6.8	0.0	6.8
8/3	227	227	-	-	-	0.1	0.0	-	0.1	1.0	0.6	0.0	0.6
9/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1395	1395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	1455	1455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%)	-11.2	Total Delay for Signalled Lanes (pcuHr):		34.21	Cycle Time (s):		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	-11.6	Total Delay for Signalled Lanes (pcuHr):		17.68	Cycle Time (s):		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	-29.6	Total Delay for Signalled Lanes (pcuHr):		41.73	Cycle Time (s):		60			
		C2	Stream: 1 PRC for Signalled Lanes (%)	-29.8	Total Delay for Signalled Lanes (pcuHr):		112.79	Cycle Time (s):		60			
		C2	Stream: 2 PRC for Signalled Lanes (%)	-35.9	Total Delay for Signalled Lanes (pcuHr):		170.17	Cycle Time (s):		60			
		C2	Stream: 3 PRC for Signalled Lanes (%)	3.1	Total Delay for Signalled Lanes (pcuHr):		20.30	Cycle Time (s):		60			
		C2	Stream: 4 PRC for Signalled Lanes (%)	13.3	Total Delay for Signalled Lanes (pcuHr):		8.52	Cycle Time (s):		60			
			PRC Over All Lanes (%)	-35.9	Total Delay Over All Lanes (pcuHr):		437.91						

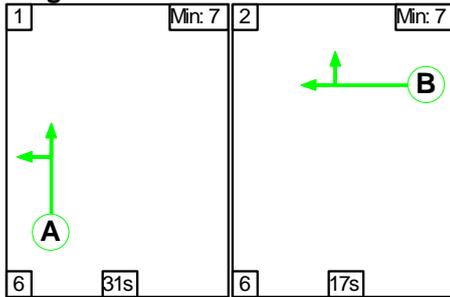
Full Input Data And Results

Scenario 20: '2041 Base + Committed PM + Dev' (FG22: '2041 Base + Committed + Dev PM', Plan 1: '2017 Observed AM')

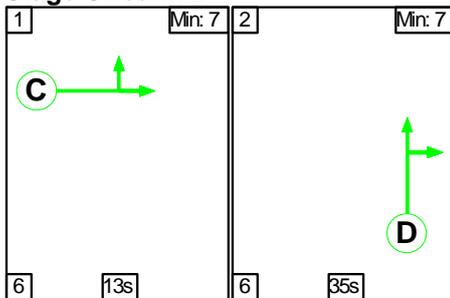
C1

Stage Sequence Diagram

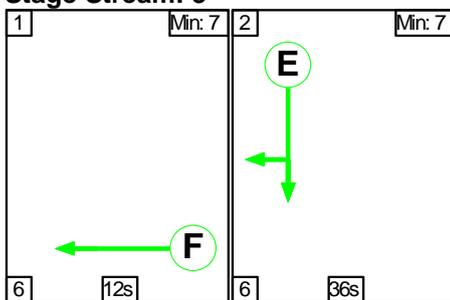
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	24	1

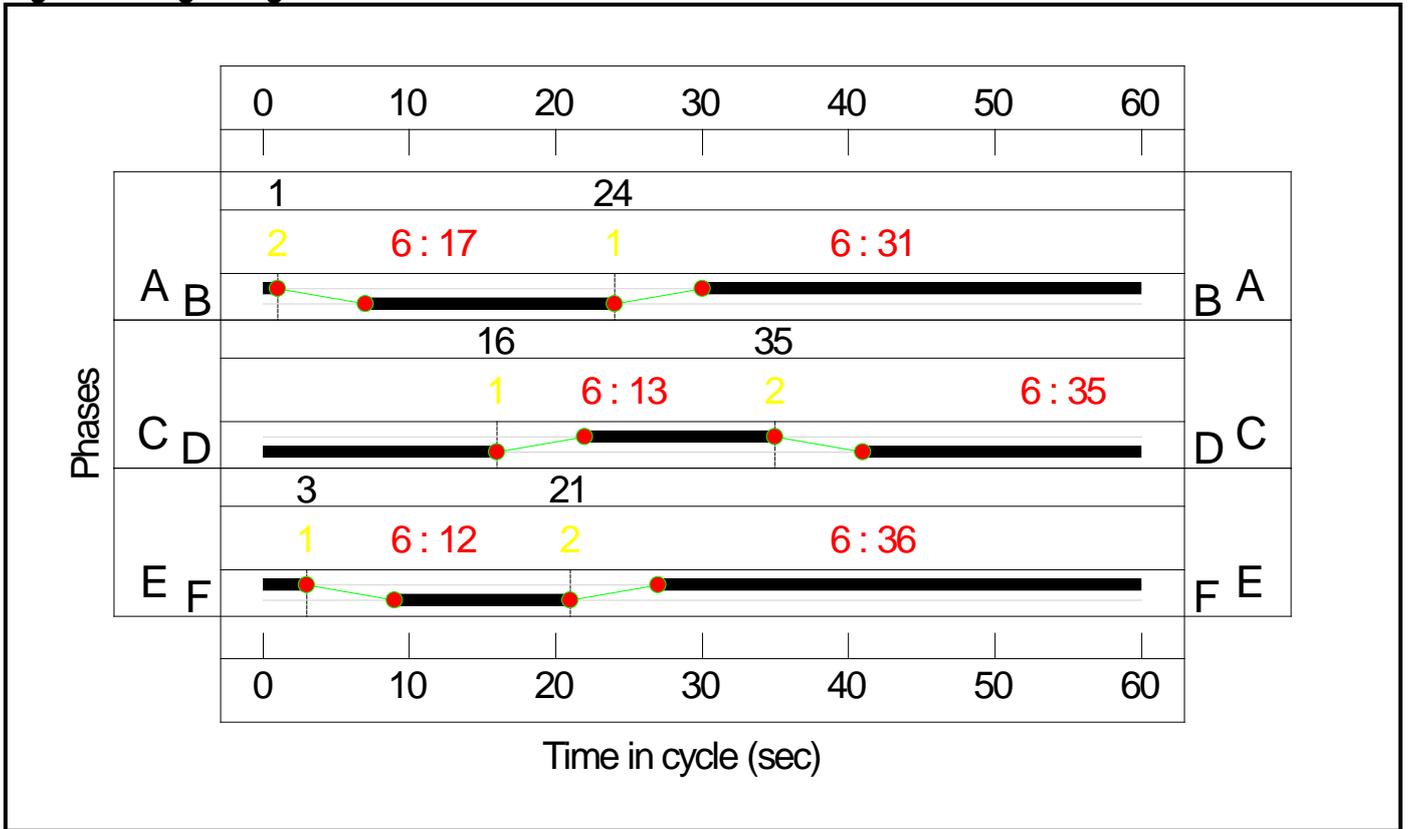
Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	16	35

Stage Stream: 3

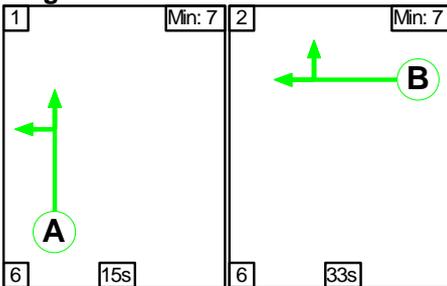
Stage	1	2
Duration	12	36
Change Point	3	21

Signal Timings Diagram

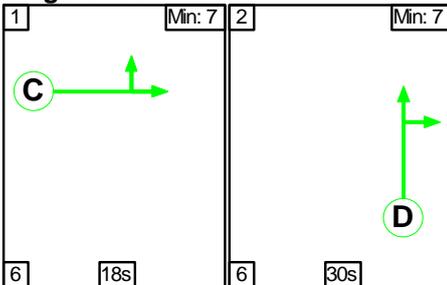


C2 Stage Sequence Diagram

Stage Stream: 1

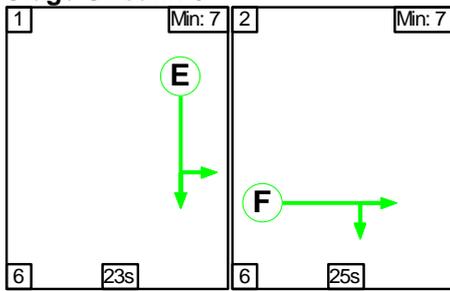


Stage Stream: 2

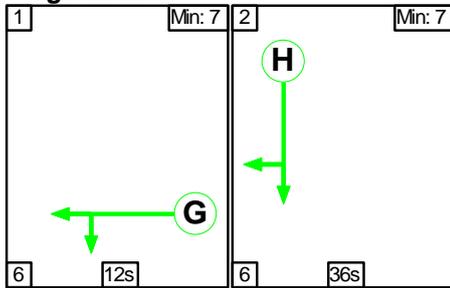


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	56	17

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	34	58

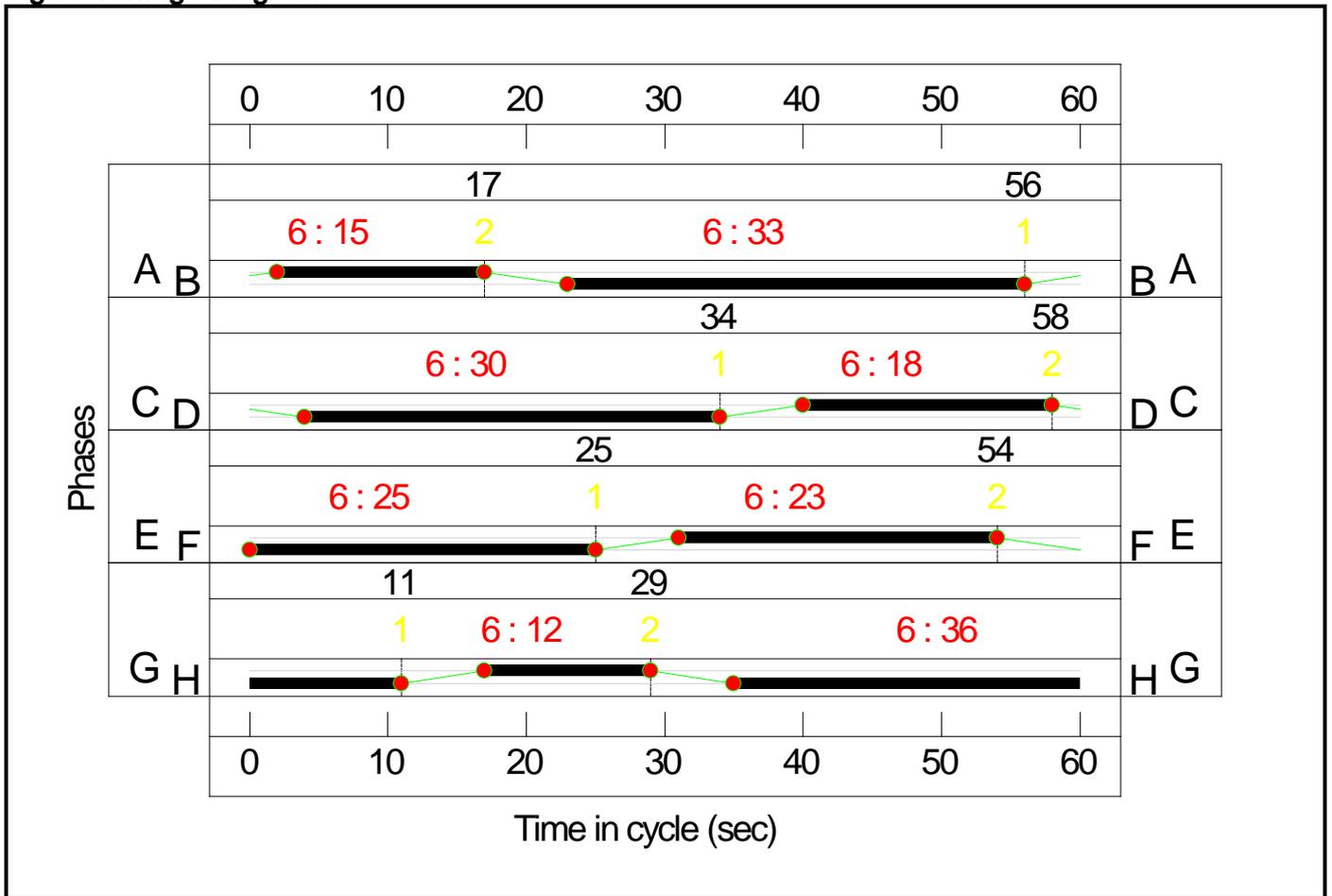
Stage Stream: 3

Stage	1	2
Duration	23	25
Change Point	25	54

Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	11	29

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: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	129.0%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	122.8%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	31	-	2448	2105:1965	1123+894	98.7 : 99.7%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	31	-	1073	1965	1048	83.7%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	35	-	1367	1900	1140	97.7%
2/2	Right	U	1:2	N/A	C1:D		1	35	-	1073	1900	1140	77.0%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	13	-	814	2105:1828	491+427	104.0 : 71.0%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	13	-	427	2105	491	86.9%
4/1	Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1048	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	443	1871	438	101.1%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	843	2105:2105	351+437	99.6 : 112.9%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	12	-	479	1800	390	122.8%
7/1	Ahead	U	1:3	N/A	C1:E		1	36	-	861	1900	1172	71.8%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	36	-	920	1900:1900	1002+195	73.0 : 68.1%
8/1	Ahead	U	1:1	N/A	C1:B		1	17	-	151	1900	570	23.5%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	17	-	629	1900:1965	570+0	91.7 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1498	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	929	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	759	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	728	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	770	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	802	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	1225	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	636	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	129.0%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	15	-	650	1965	524	124.0%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	15	-	770	2105:1965	561+50	126.0 : 126.0%
2/1	Ahead	U	2:2	N/A	C2:D	1	30	-	910	1900	982	79.9%
2/2	Ahead	U	2:2	N/A	C2:D	1	30	-	948	1900	982	81.7%
2/3	Right	U	2:2	N/A	C2:D	1	30	-	63	1900	982	5.4%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	803	1965	622	129.0%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	860	2105	667	129.0%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	18	-	301	1965	622	48.4%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	23	-	728	1965	786	91.1%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	770	2105	842	90.5%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	802	2105:1965	536+572	69.1 : 71.7%
5/1	Ahead	U	2:3	N/A	C2:F	1	25	-	200	1900	823	23.2%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	25	-	158	1900	823	19.1%
5/3	Right	U	2:3	N/A	C2:F	1	25	-	6	1900	823	0.7%
6/1	Ahead	U	2:4	N/A	C2:H	1	36	-	489	1900	1172	41.0%
6/2	Ahead	U	2:4	N/A	C2:H	1	36	-	776	1900	1172	65.6%
6/3	Right	U	2:4	N/A	C2:H	1	36	-	388	1900	1172	31.6%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	36	-	414	1900	1172	35.0%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	12	-	321	1965	426	75.4%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	12	-	604	2105:1965	441+292	82.4 : 82.4%
8/1	Ahead	U	2:1	N/A	C2:B		1	33	-	576	1900	1077	51.9%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	33	-	777	1900	1077	71.8%
8/3	Right	U	2:1	N/A	C2:B		1	33	-	241	1900	1077	22.4%
9/1		U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1713	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1808	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	843	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: M1 Junction 14 / Northfields Roundabout Model	-	-	2012	0	0	99.9	483.5	0.0	583.4	-	-	-	-
J1: M1 Junction 14	-	-	2012	0	0	36.5	130.7	0.0	167.2	-	-	-	-
1/2+1/1	1998	1998	-	-	-	9.5	18.3	-	27.8	50.1	33.2	18.3	51.6
1/3	877	877	-	-	-	2.9	2.5	-	5.4	22.1	10.8	2.5	13.3
2/1	1114	1114	-	-	-	2.9	0.0	-	2.9	9.3	18.6	0.0	18.6
2/2	877	877	-	-	-	0.1	0.0	-	0.1	0.3	0.3	0.0	0.3
3/2+3/1	814	794	-	-	-	5.5	13.6	-	19.1	84.6	8.8	13.6	22.4
3/3	427	427	-	-	-	2.6	3.0	-	5.7	47.8	6.8	3.0	9.8
4/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	443	438	438	0	0	1.1	11.8	-	12.8	104.3	18.6	11.8	30.3
5/2+5/3	843	787	1573	0	0	3.1	34.4	-	37.5	160.3	20.7	34.4	55.1
6/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	479	390	-	-	-	5.7	47.0	-	52.7	396.2	9.5	47.0	56.5
7/1	841	841	-	-	-	0.7	0.0	-	0.7	2.9	2.9	0.0	2.9
7/2+7/3	864	864	-	-	-	0.6	0.0	-	0.6	2.4	10.0	0.0	10.0
8/1	134	134	-	-	-	0.9	0.0	-	0.9	25.6	2.2	0.0	2.2
8/2+8/3	523	523	-	-	-	1.0	0.0	-	1.0	6.6	2.2	0.0	2.2
9/1	1278	1278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	63.4	352.8	0.0	416.2	-	-	-	-
1/1	650	524	-	-	-	7.8	65.5	-	73.3	405.7	12.9	65.5	78.4
1/2+1/3	770	615	-	-	-	9.1	81.7	-	90.8	424.5	16.3	81.7	98.0
2/1	785	785	-	-	-	1.3	0.0	-	1.3	5.8	10.7	0.0	10.7
2/2	802	802	-	-	-	0.3	0.0	-	0.3	1.2	0.9	0.0	0.9
2/3	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	803	622	-	-	-	11.0	92.5	-	103.6	464.4	19.2	92.5	111.7
3/2	860	667	-	-	-	11.8	98.9	-	110.7	463.4	20.5	98.9	119.4
3/3	301	301	-	-	-	1.4	0.5	-	1.9	22.1	4.0	0.5	4.5
4/1	716	716	-	-	-	4.3	4.5	-	8.8	44.2	10.5	4.5	15.0
4/2	762	762	-	-	-	4.4	4.3	-	8.7	41.0	11.2	4.3	15.5
4/3+4/4	780	780	-	-	-	3.9	1.2	-	5.1	23.6	5.1	1.2	6.3
5/1	191	191	-	-	-	0.5	0.0	-	0.5	8.8	2.4	0.0	2.4
5/2	157	157	-	-	-	0.5	0.0	-	0.5	11.4	2.5	0.0	2.5
5/3	6	6	-	-	-	0.0	0.0	-	0.0	10.0	0.1	0.0	0.1
6/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	768	768	-	-	-	0.2	0.0	-	0.2	1.0	2.7	0.0	2.7
6/3	370	370	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3
6/4	410	410	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
7/1	321	321	-	-	-	2.0	1.5	-	3.5	38.7	5.0	1.5	6.5
7/2+7/3	604	604	-	-	-	3.6	2.3	-	5.9	35.2	5.6	2.3	7.9
8/1	558	558	-	-	-	0.5	0.0	-	0.5	3.1	2.4	0.0	2.4
8/2	773	773	-	-	-	0.7	0.0	-	0.7	3.3	7.0	0.0	7.0
8/3	241	241	-	-	-	0.1	0.0	-	0.1	1.0	0.6	0.0	0.6
9/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1407	1407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	1469	1469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1	PRC for Signalled Lanes (%)	-10.7	Total Delay for Signalled Lanes (pcuHr):		35.13	Cycle Time (s):		60		
		C1	Stream: 2	PRC for Signalled Lanes (%)	-15.6	Total Delay for Signalled Lanes (pcuHr):		27.72	Cycle Time (s):		60		
		C1	Stream: 3	PRC for Signalled Lanes (%)	-36.5	Total Delay for Signalled Lanes (pcuHr):		53.96	Cycle Time (s):		60		
		C2	Stream: 1	PRC for Signalled Lanes (%)	-39.9	Total Delay for Signalled Lanes (pcuHr):		165.32	Cycle Time (s):		60		
		C2	Stream: 2	PRC for Signalled Lanes (%)	-43.4	Total Delay for Signalled Lanes (pcuHr):		217.68	Cycle Time (s):		60		
		C2	Stream: 3	PRC for Signalled Lanes (%)	-1.2	Total Delay for Signalled Lanes (pcuHr):		23.56	Cycle Time (s):		60		
		C2	Stream: 4	PRC for Signalled Lanes (%)	9.2	Total Delay for Signalled Lanes (pcuHr):		9.62	Cycle Time (s):		60		
			PRC Over All Lanes (%)		-43.4	Total Delay Over All Lanes (pcuHr):		583.35					

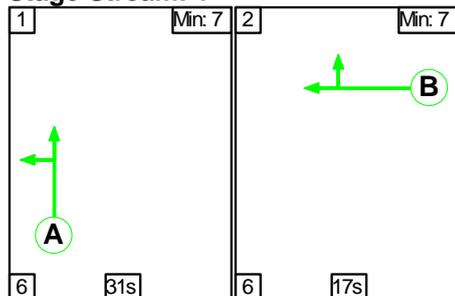
Full Input Data And Results

Scenario 21: '2033 Base + Committed PM + Dev (10% MS)' (FG24: '2033 Base + Committed + Dev (10%) PM', Plan 1: '2017 Observed AM')

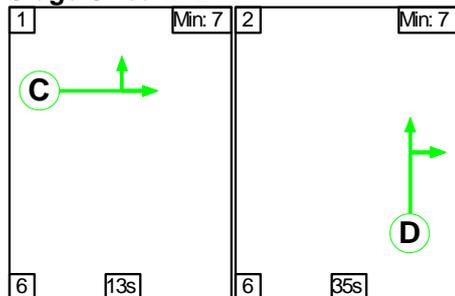
C1

Stage Sequence Diagram

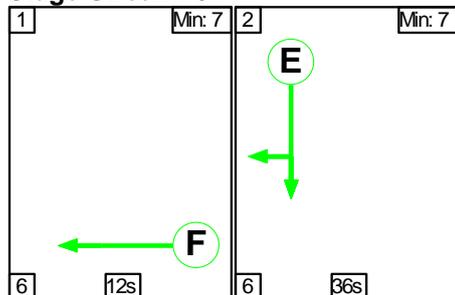
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	24	1

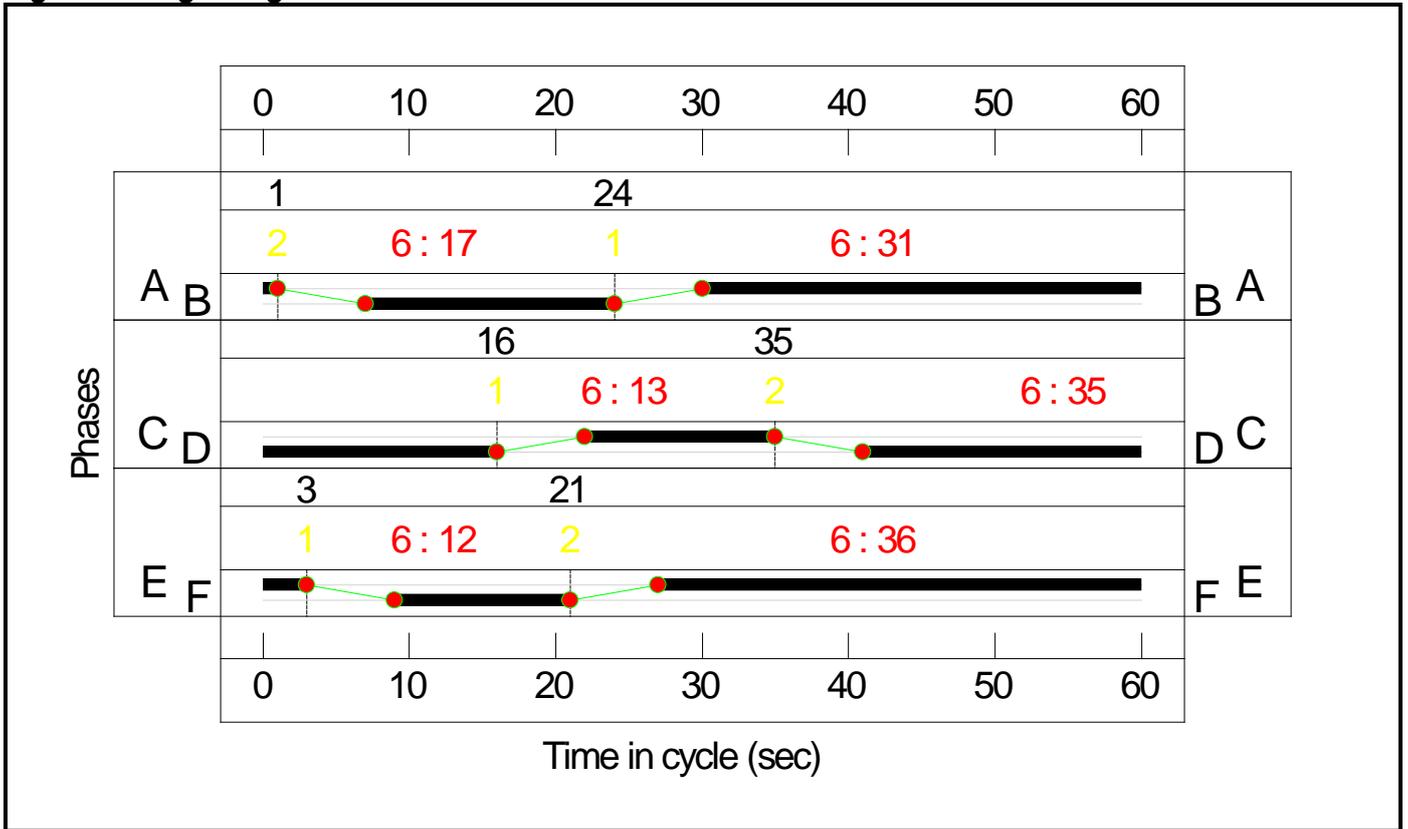
Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	16	35

Stage Stream: 3

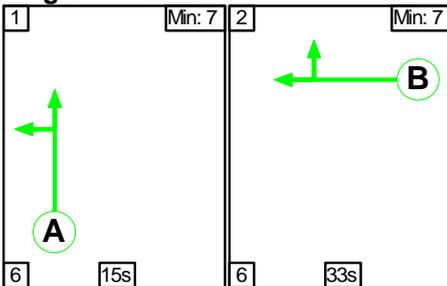
Stage	1	2
Duration	12	36
Change Point	3	21

Signal Timings Diagram

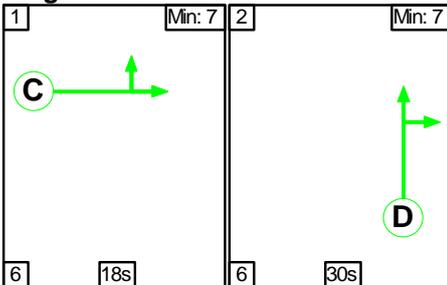


C2 Stage Sequence Diagram

Stage Stream: 1

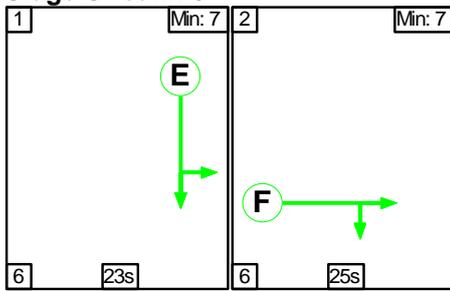


Stage Stream: 2

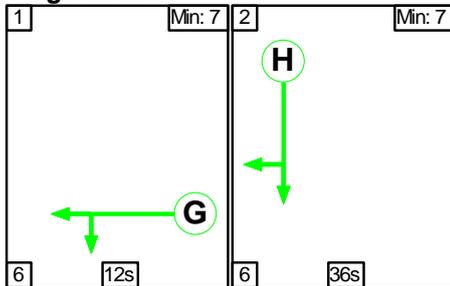


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	56	17

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	34	58

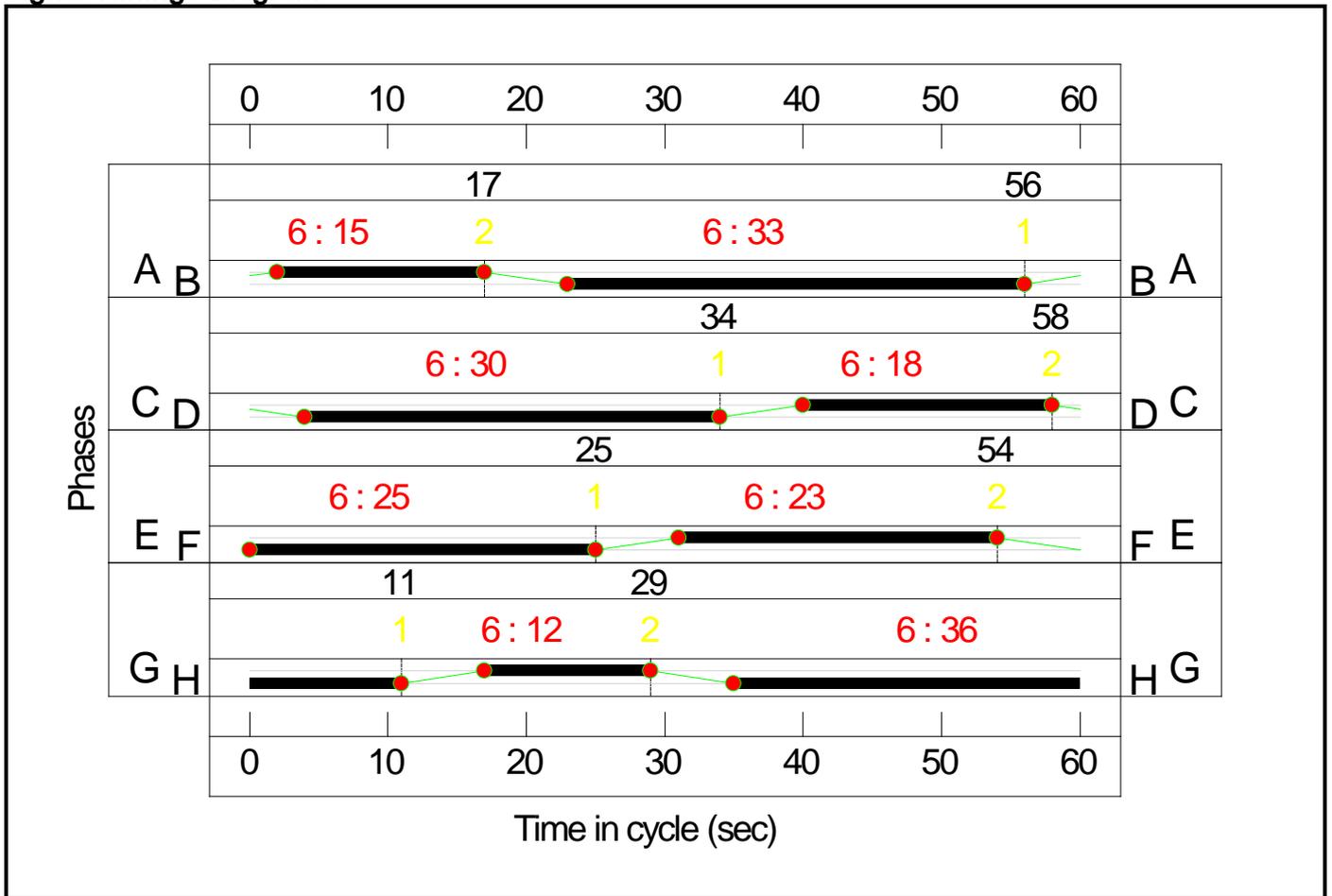
Stage Stream: 3

Stage	1	2
Duration	23	25
Change Point	25	54

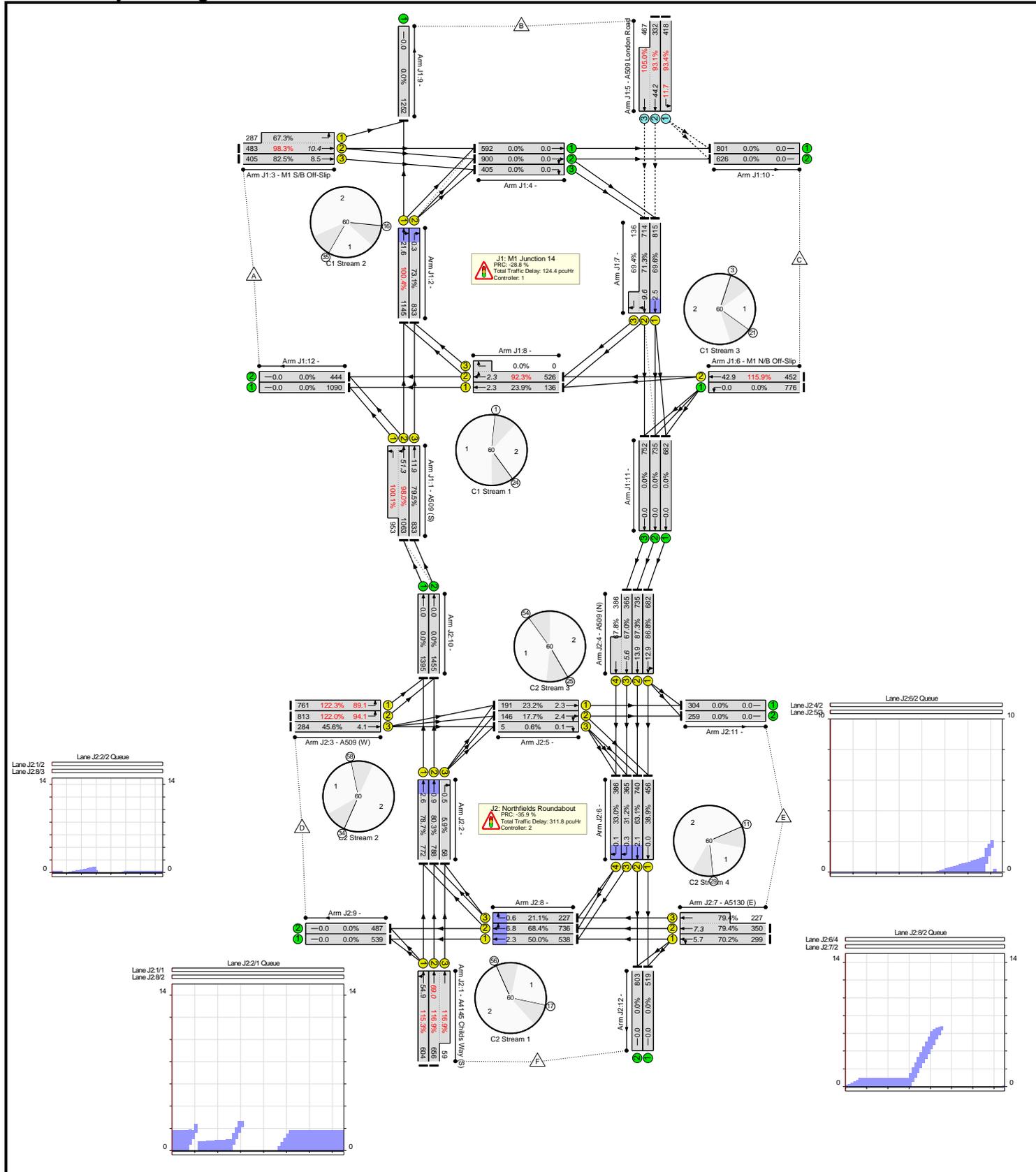
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	11	29

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	122.3%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	115.9%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	31	-	2341	2105:1965	1084+953	98.0 : 100.1%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	31	-	968	1965	1048	79.5%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	35	-	1328	1900	1140	100.4%
2/2	Right	U	1:2	N/A	C1:D		1	35	-	968	1900	1140	73.1%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	13	-	770	2105:1828	491+427	98.3 : 67.3%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	13	-	405	2105	491	82.5%
4/1	Ahead	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	418	1871	447	93.4%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	799	2105:2105	356+445	93.1 : 105.0%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	12	-	452	1800	390	115.9%
7/1	Ahead	U	1:3	N/A	C1:E		1	36	-	815	1900	1172	69.6%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	36	-	872	1900:1900	1001+196	71.3 : 69.4%
8/1	Ahead	U	1:1	N/A	C1:B		1	17	-	143	1900	570	23.9%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	17	-	595	1900:1965	570+0	92.3 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1412	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	896	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	693	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	682	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	735	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	760	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	1238	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	513	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	122.3%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	15	-	604	1965	524	115.3%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	15	-	715	2105:1965	561+50	116.9 : 116.9%
2/1	Ahead	U	2:2	N/A	C2:D	1	30	-	852	1900	982	78.7%
2/2	Ahead	U	2:2	N/A	C2:D	1	30	-	883	1900	982	80.3%
2/3	Right	U	2:2	N/A	C2:D	1	30	-	59	1900	982	5.9%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	761	1965	622	122.3%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	813	2105	667	122.0%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	18	-	284	1965	622	45.6%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	23	-	682	1965	786	86.8%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	735	2105	842	87.3%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	760	2105:1965	546+569	67.0 : 67.8%
5/1	Ahead	U	2:3	N/A	C2:F	1	25	-	192	1900	823	23.2%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	25	-	146	1900	823	17.7%
5/3	Right	U	2:3	N/A	C2:F	1	25	-	5	1900	823	0.6%
6/1	Ahead	U	2:4	N/A	C2:H	1	36	-	456	1900	1172	38.9%
6/2	Ahead	U	2:4	N/A	C2:H	1	36	-	740	1900	1172	63.1%
6/3	Right	U	2:4	N/A	C2:H	1	36	-	372	1900	1172	31.2%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	36	-	388	1900	1172	33.0%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	12	-	299	1965	426	70.2%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	12	-	577	2105:1965	441+286	79.4 : 79.4%
8/1	Ahead	U	2:1	N/A	C2:B		1	33	-	545	1900	1077	50.0%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	33	-	738	1900	1077	68.4%
8/3	Right	U	2:1	N/A	C2:B		1	33	-	227	1900	1077	21.1%
9/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1613	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1696	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	803	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: M1 Junction 14 / Northfields Roundabout Model	-	-	1972	0	0	87.9	348.3	0.0	436.2	-	-	-	-
J1: M1 Junction 14	-	-	1972	0	0	33.1	91.2	0.0	124.4	-	-	-	-
1/2+1/1	2016	2016	-	-	-	9.6	18.1	-	27.7	49.5	33.2	18.1	51.3
1/3	833	833	-	-	-	2.7	1.9	-	4.6	19.7	10.0	1.9	11.9
2/1	1145	1140	-	-	-	3.3	2.4	-	5.7	17.8	19.2	2.4	21.6
2/2	833	833	-	-	-	0.1	0.0	-	0.1	0.2	0.3	0.0	0.3
3/2+3/1	770	770	-	-	-	4.7	2.5	-	7.3	33.9	7.9	2.5	10.4
3/3	405	405	-	-	-	2.5	2.2	-	4.7	41.7	6.3	2.2	8.5
4/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	418	418	418	0	0	0.6	5.2	-	5.9	50.5	6.5	5.2	11.7
5/2+5/3	799	777	1554	0	0	1.8	24.6	-	26.4	118.9	19.6	24.6	44.2
6/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	452	390	-	-	-	4.7	34.3	-	39.0	310.8	8.6	34.3	42.9
7/1	815	815	-	-	-	0.6	0.0	-	0.6	2.7	2.5	0.0	2.5
7/2+7/3	850	850	-	-	-	0.6	0.0	-	0.6	2.5	9.6	0.0	9.6
8/1	136	136	-	-	-	1.0	0.0	-	1.0	25.5	2.3	0.0	2.3
8/2+8/3	526	526	-	-	-	1.0	0.0	-	1.0	6.7	2.3	0.0	2.3
9/1	1252	1252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Northfields Roundabout	-	-	0	0	0	54.7	257.0	0.0	311.8	-	-	-	-
1/1	604	524	-	-	-	6.1	43.5	-	49.6	295.5	11.4	43.5	54.9
1/2+1/3	715	620	-	-	-	7.1	54.8	-	62.0	312.1	14.2	54.8	69.0
2/1	772	772	-	-	-	1.1	0.0	-	1.1	5.2	2.6	0.0	2.6
2/2	788	788	-	-	-	0.3	0.0	-	0.3	1.1	0.9	0.0	0.9
2/3	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.5	0.0	0.5
3/1	761	622	-	-	-	9.3	72.0	-	81.3	384.7	17.1	72.0	89.1
3/2	813	667	-	-	-	9.9	75.9	-	85.8	379.8	18.2	75.9	94.1
3/3	284	284	-	-	-	1.3	0.4	-	1.7	21.7	3.7	0.4	4.1
4/1	682	682	-	-	-	4.1	3.1	-	7.2	38.2	9.9	3.1	12.9
4/2	735	735	-	-	-	4.1	3.2	-	7.4	36.1	10.7	3.2	13.9
4/3+4/4	752	752	-	-	-	3.7	1.0	-	4.8	22.8	4.6	1.0	5.6
5/1	191	191	-	-	-	0.5	0.0	-	0.5	8.5	2.3	0.0	2.3
5/2	146	146	-	-	-	0.5	0.0	-	0.5	11.6	2.4	0.0	2.4
5/3	5	5	-	-	-	0.0	0.0	-	0.0	10.2	0.1	0.0	0.1
6/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	740	740	-	-	-	0.2	0.0	-	0.2	0.9	2.1	0.0	2.1
6/3	365	365	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3
6/4	386	386	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
7/1	299	299	-	-	-	1.8	1.2	-	3.0	35.7	4.6	1.2	5.7
7/2+7/3	577	577	-	-	-	3.5	1.9	-	5.3	33.3	5.4	1.9	7.3
8/1	538	538	-	-	-	0.5	0.0	-	0.5	3.1	2.3	0.0	2.3
8/2	736	736	-	-	-	0.7	0.0	-	0.7	3.4	6.8	0.0	6.8
8/3	227	227	-	-	-	0.1	0.0	-	0.1	1.0	0.6	0.0	0.6
9/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1395	1395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	1455	1455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1	PRC for Signalled Lanes (%)	-11.2	Total Delay for Signalled Lanes (pcuHr):		34.21	Cycle Time (s):		60		
		C1	Stream: 2	PRC for Signalled Lanes (%)	-11.6	Total Delay for Signalled Lanes (pcuHr):		17.68	Cycle Time (s):		60		
		C1	Stream: 3	PRC for Signalled Lanes (%)	-28.8	Total Delay for Signalled Lanes (pcuHr):		40.23	Cycle Time (s):		60		
		C2	Stream: 1	PRC for Signalled Lanes (%)	-29.8	Total Delay for Signalled Lanes (pcuHr):		112.79	Cycle Time (s):		60		
		C2	Stream: 2	PRC for Signalled Lanes (%)	-35.9	Total Delay for Signalled Lanes (pcuHr):		170.17	Cycle Time (s):		60		
		C2	Stream: 3	PRC for Signalled Lanes (%)	3.1	Total Delay for Signalled Lanes (pcuHr):		20.30	Cycle Time (s):		60		
		C2	Stream: 4	PRC for Signalled Lanes (%)	13.3	Total Delay for Signalled Lanes (pcuHr):		8.52	Cycle Time (s):		60		
			PRC Over All Lanes (%)		-35.9	Total Delay Over All Lanes (pcuHr):		436.16					

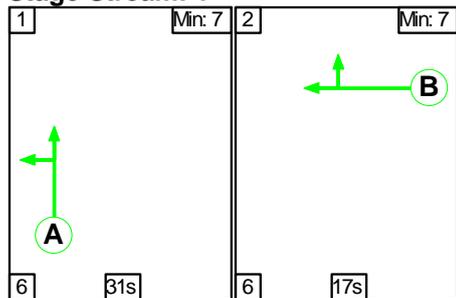
Full Input Data And Results

Scenario 22: '2041 Base + Committed PM + Dev (10% MS)' (FG26: '2041 Base + Committed + Dev (10%) PM', Plan 1: '2017 Observed AM')

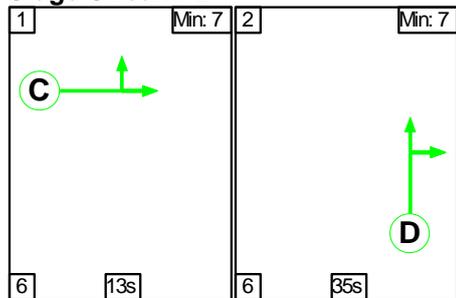
C1

Stage Sequence Diagram

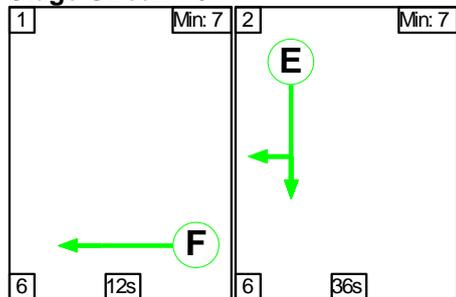
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	24	1

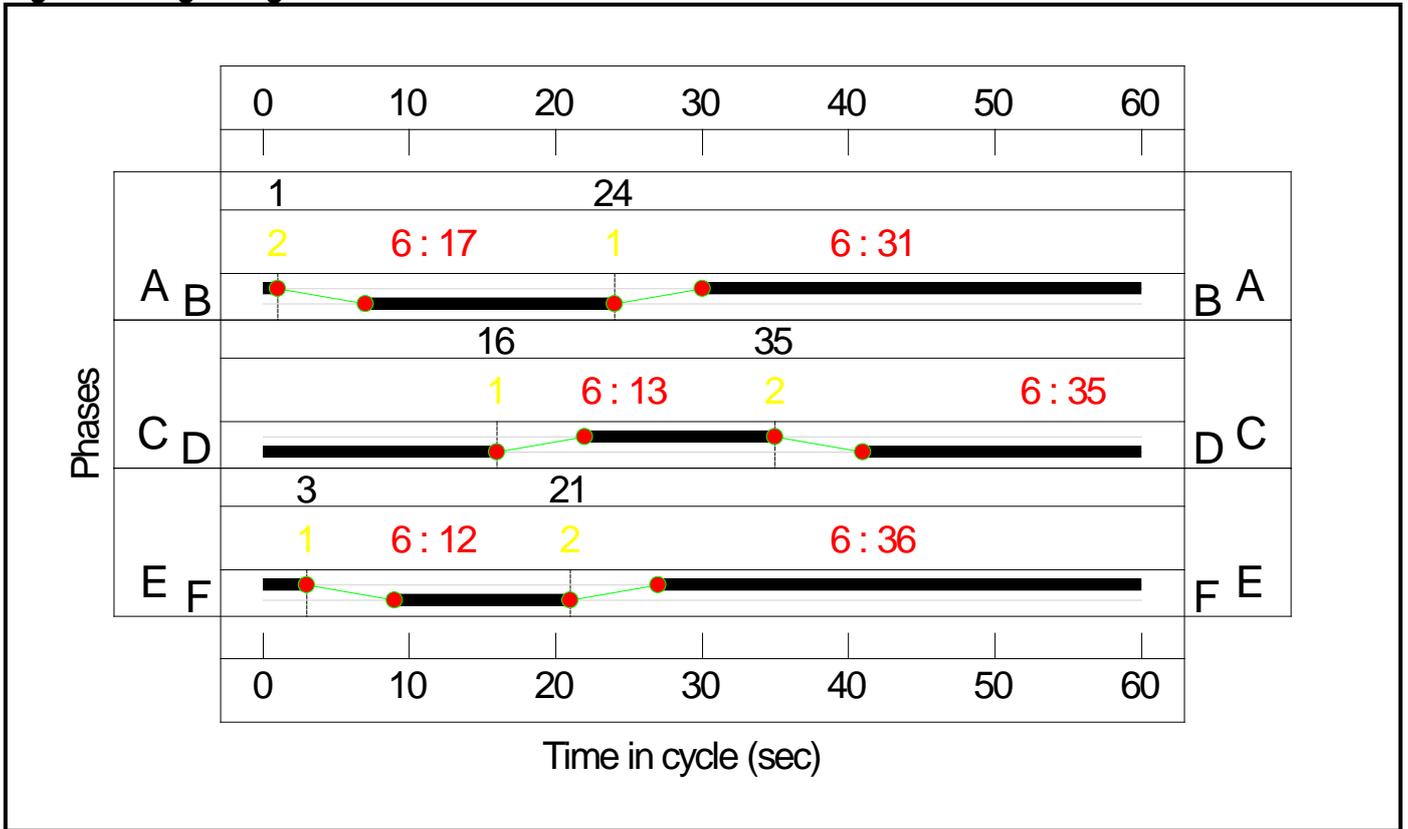
Stage Stream: 2

Stage	1	2
Duration	13	35
Change Point	16	35

Stage Stream: 3

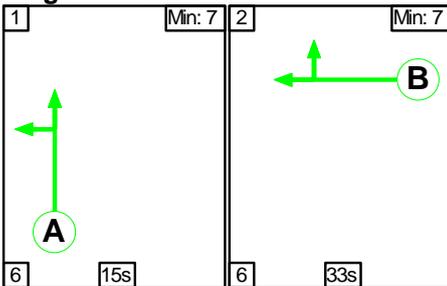
Stage	1	2
Duration	12	36
Change Point	3	21

Signal Timings Diagram

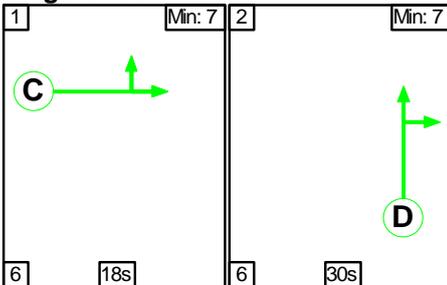


C2 Stage Sequence Diagram

Stage Stream: 1

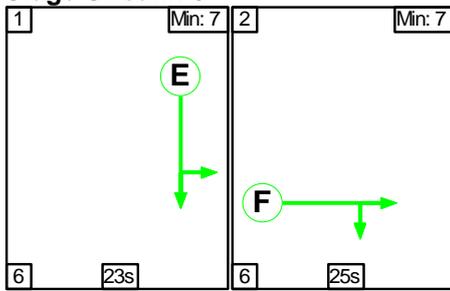


Stage Stream: 2

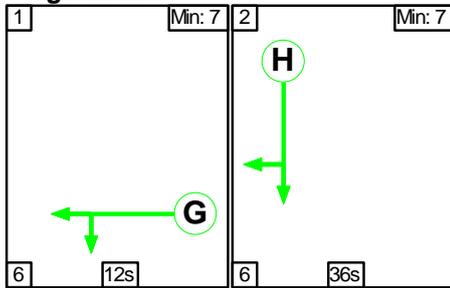


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	56	17

Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	34	58

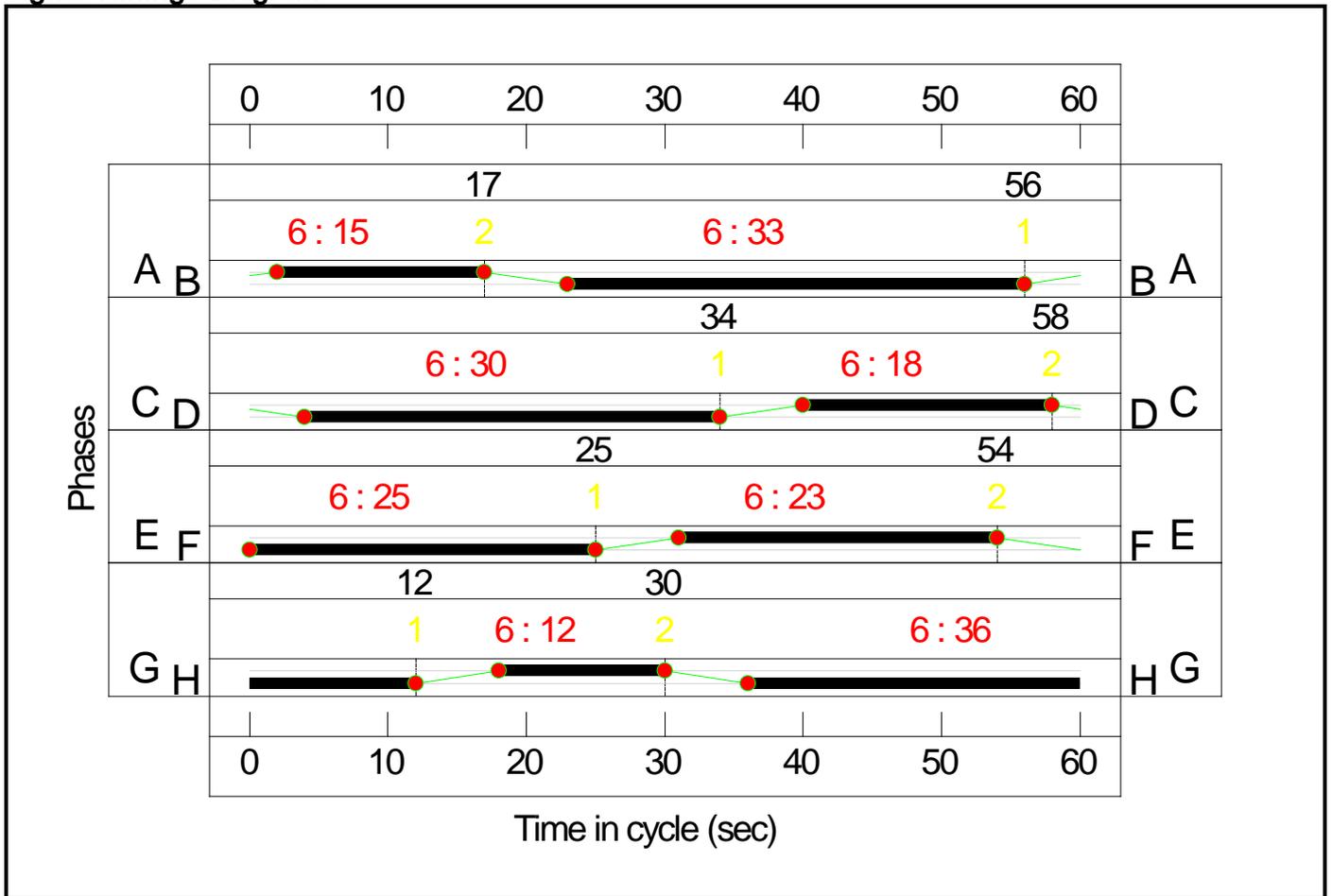
Stage Stream: 3

Stage	1	2
Duration	23	25
Change Point	25	54

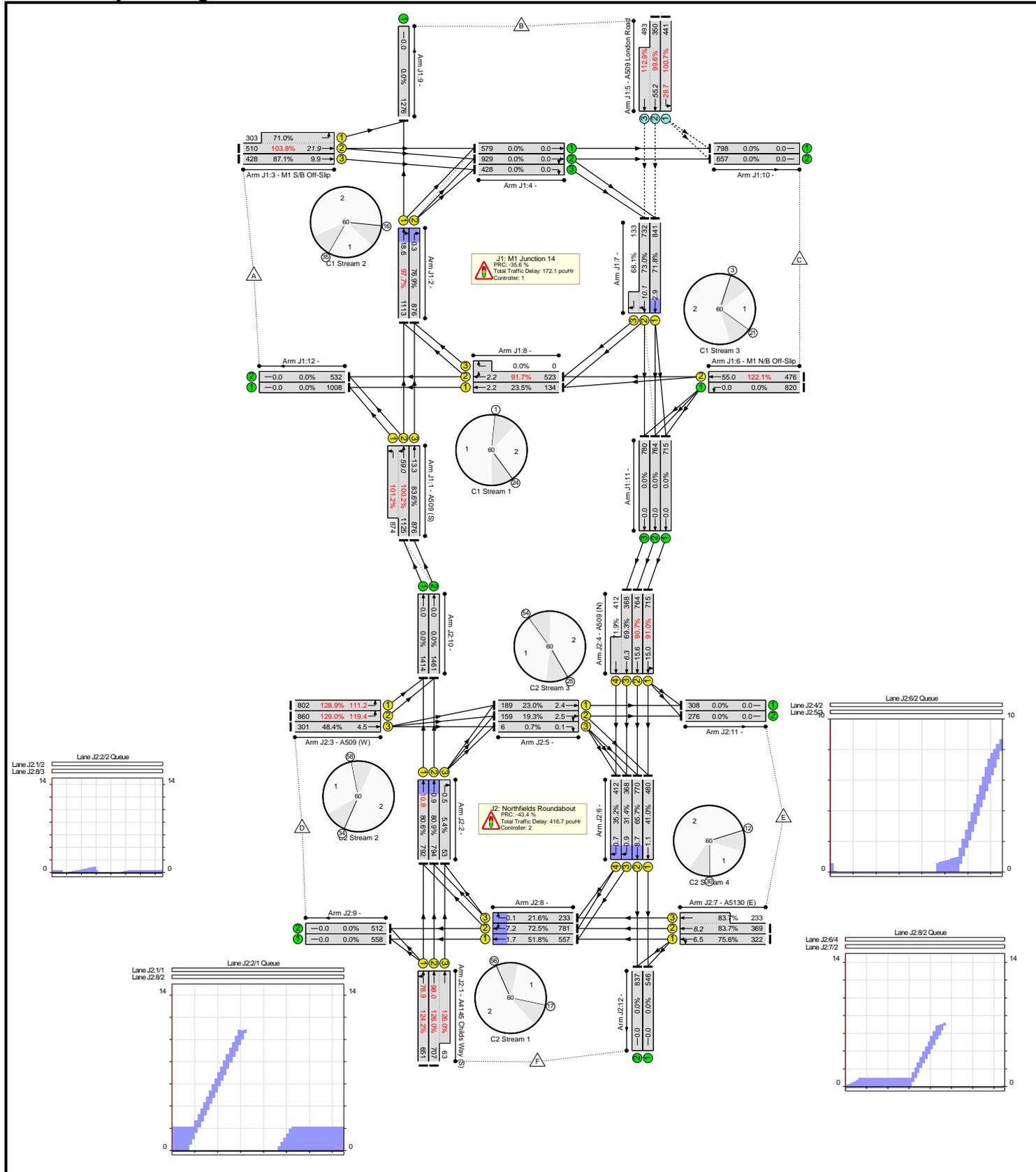
Stage Stream: 4

Stage	1	2
Duration	12	36
Change Point	12	30

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	129.0%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	122.1%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	31	-	2448	2105:1965	1123+863	100.2 : 101.2%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	31	-	1072	1965	1048	83.6%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	35	-	1365	1900	1140	97.7%
2/2	Right	U	1:2	N/A	C1:D		1	35	-	1072	1900	1140	76.9%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	13	-	813	2105:1828	491+427	103.8 : 71.0%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	13	-	428	2105	491	87.1%
4/1	Ahead	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	1045	Inf	Inf	0.0%
4/3	Right	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	441	1871	438	100.7%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	843	2105:2105	351+436	99.6 : 112.9%
6/1	M1 N/B Off-Slip Left	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	12	-	476	1800	390	122.1%
7/1	Ahead	U	1:3	N/A	C1:E		1	36	-	860	1900	1172	71.8%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	36	-	921	1900:1900	1002+195	73.0 : 68.1%
8/1	Ahead	U	1:1	N/A	C1:B		1	17	-	151	1900	570	23.5%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	17	-	626	1900:1965	570+0	91.7 : 0.0%
9/1		U	N/A	N/A	-		-	-	-	1494	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-	-	-	-	931	Inf	Inf	0.0%
10/2		U	N/A	N/A	-	-	-	-	756	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	727	Inf	Inf	0.0%
11/2	Ahead	U	N/A	N/A	-	-	-	-	771	Inf	Inf	0.0%
11/3	Ahead	U	N/A	N/A	-	-	-	-	802	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	1203	Inf	Inf	0.0%
12/2		U	N/A	N/A	-	-	-	-	657	Inf	Inf	0.0%
J2: Northfields Roundabout	-	-	N/A	-	-	-	-	-	-	-	-	129.0%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A	1	15	-	651	1965	524	124.2%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A	1	15	-	770	2105:1965	561+50	126.0 : 126.0%
2/1	Ahead	U	2:2	N/A	C2:D	1	30	-	918	1900	982	80.6%
2/2	Ahead	U	2:2	N/A	C2:D	1	30	-	940	1900	982	80.9%
2/3	Right	U	2:2	N/A	C2:D	1	30	-	63	1900	982	5.4%
3/1	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	802	1965	622	128.9%
3/2	A509 (W) Left	U	2:2	N/A	C2:C	1	18	-	860	2105	667	129.0%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C	1	18	-	301	1965	622	48.4%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E	1	23	-	727	1965	786	91.0%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	771	2105	842	90.7%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E	1	23	-	802	2105:1965	532+573	69.3 : 71.9%
5/1	Ahead	U	2:3	N/A	C2:F	1	25	-	198	1900	823	23.0%
5/2	Right Ahead	U	2:3	N/A	C2:F	1	25	-	160	1900	823	19.3%
5/3	Right	U	2:3	N/A	C2:F	1	25	-	6	1900	823	0.7%
6/1	Ahead	U	2:4	N/A	C2:H	1	36	-	488	1900	1172	41.0%
6/2	Ahead	U	2:4	N/A	C2:H	1	36	-	777	1900	1172	65.7%
6/3	Right	U	2:4	N/A	C2:H	1	36	-	386	1900	1172	31.4%

Full Input Data And Results

6/4	Right	U	2:4	N/A	C2:H		1	36	-	416	1900	1172	35.2%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	12	-	322	1965	426	75.6%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	12	-	602	2105:1965	441+278	83.7 : 83.7%
8/1	Ahead	U	2:1	N/A	C2:B		1	33	-	575	1900	1077	51.8%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	33	-	785	1900	1077	72.5%
8/3	Right	U	2:1	N/A	C2:B		1	33	-	233	1900	1077	21.6%
9/1		U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1720	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-		-	-	-	1800	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%