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APPENDIX T

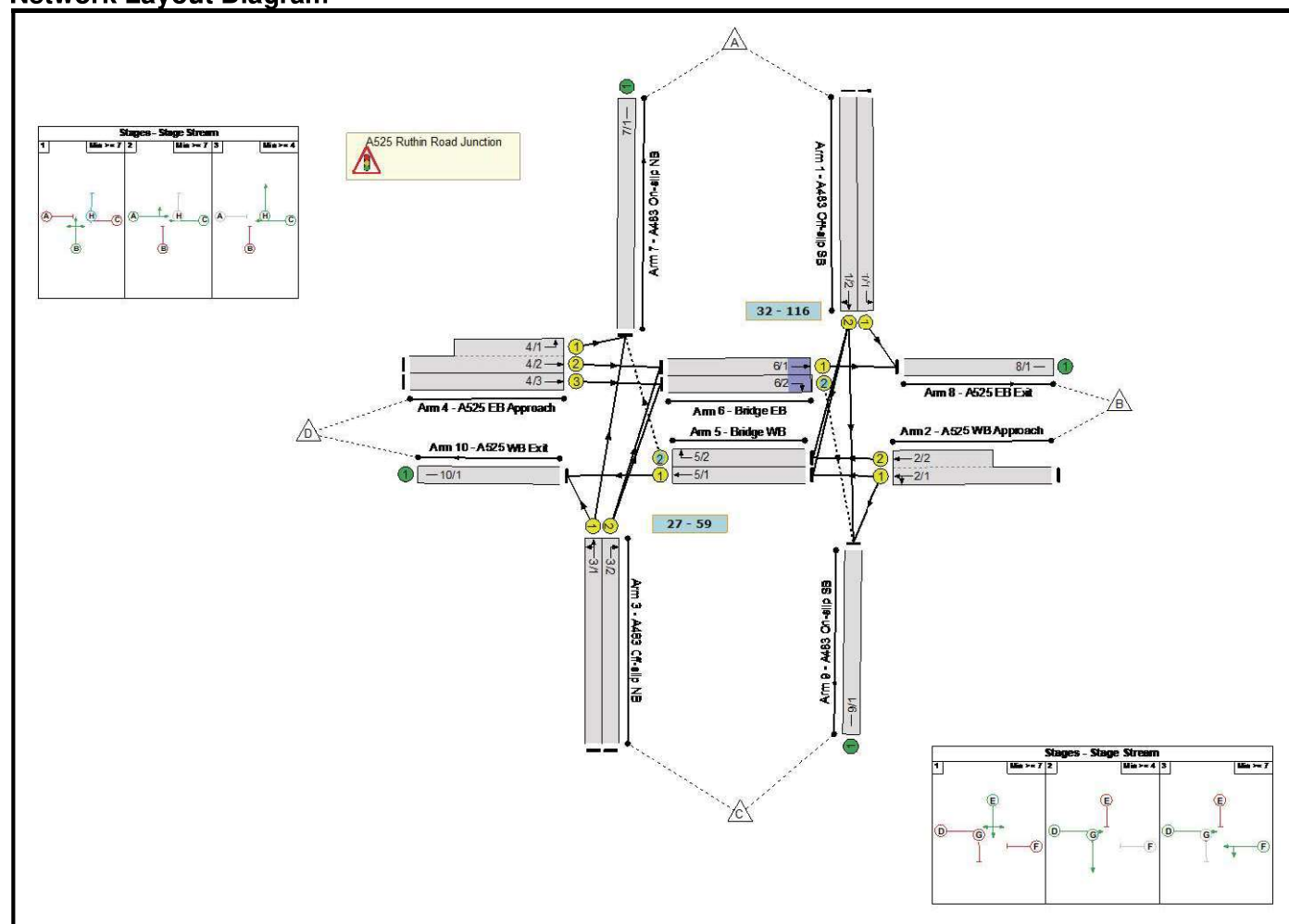
Full Input Data And Results

Full Input Data And Results

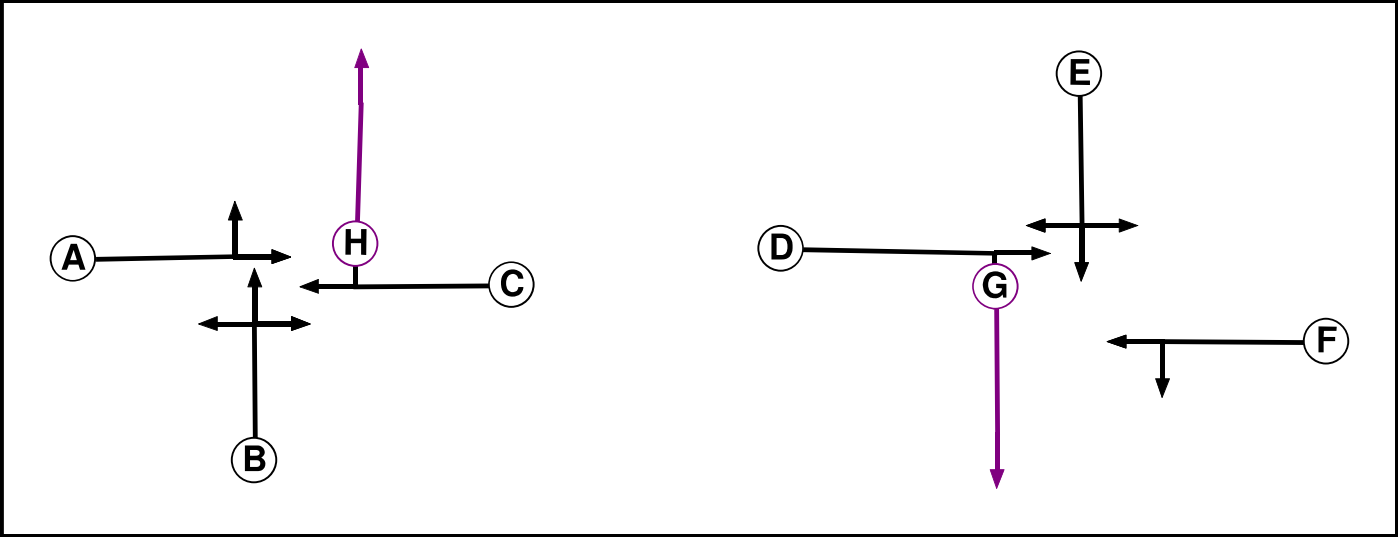
User and Project Details

Project:	Ruthin Road Wrexham
Title:	A483 / A525 Linsig Model
Location:	Junction of A483 & A525
Additional detail:	Based on Capita model supplied by Wrexham Council
File name:	Existing_A525_A483_06.06.23.lsg3x
Author:	Jon Addy
Company:	SCP Transport
Address:	Colwyn Chambers, 19 York Street, Manchester, M2 3BA

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	2		7	7
B	Traffic	2		7	7
C	Traffic	2		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Ind. Arrow	1	D	4	4
H	Ind. Arrow	2	C	4	4

Phase Intergreens Matrix

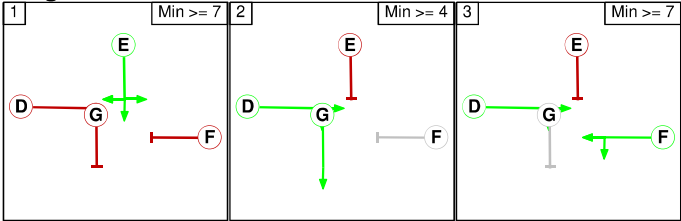
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		7	-	-	-	-	-	-
	B	7		7	-	-	-	-	-
	C	-	7		-	-	-	-	-
	D	-	-	-		7	-	-	-
	E	-	-	-	7		7	7	-
	F	-	-	-	-	7		-	-
	G	-	-	-	-	7	-		-
	H	-	-	-	-	-	-	-	

Phases in Stage

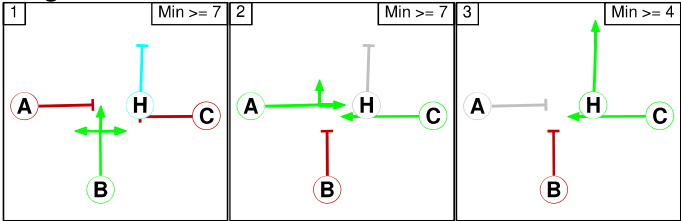
Stream	Stage No.	Phases in Stage
1	1	E
1	2	D G
1	3	D F
2	1	B
2	2	A C
2	3	C H

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

From Stage	To Stage			
		1	2	3
1			7	7
2		7		2
3		7	0	

Stage Stream: 2

From Stage	To Stage			
		1	2	3
1			7	X
2		7		0
3		7	2	

Give-Way Lane Input Data

Junction: A525 Ruthin Road Junction											
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)
5/2 (Bridge WB)	7/1 (Right)	1439	0	4/1	1.09	All	0.01	-	0.50	0	2.00
				4/2	1.09	All					
				4/3	1.09	All					
6/2 (Bridge EB)	9/1 (Right)	1439	0	2/1	1.09	All	0.10	-	0.50	0	2.00
				2/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: A525 Ruthin Road Junction												
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 (A483 Off-slip SB)	U	E	2	3	43.5	Geom	-	3.00	2.00	Y	Arm 8 Left	20.00
1/2 (A483 Off-slip SB)	U	E	2	3	60.0	Geom	-	3.00	2.00	N	Arm 5 Right	15.00
											Arm 9 Ahead	Inf
2/1 (A525 WB Approach)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
2/2 (A525 WB Approach)	U	F	2	3	8.7	User	1900	-	-	-	Arm 9 Left	20.00
3/1 (A483 Off-slip NB)	U	B	2	3	60.0	Geom	-	3.00	2.00	Y	-	-
											Arm 7 Ahead	Inf
											Arm 10 Left	20.00
3/2 (A483 Off-slip NB)	U	B	2	3	60.0	Geom	-	3.00	2.00	N	Arm 6 Right	10.00
4/1 (A525 EB Approach)	U	A	2	3	9.6	Geom	-	3.00	0.00	Y	Arm 7 Left	20.00
4/2 (A525 EB Approach)	U	A	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A525 EB Approach)	U	A	2	3	9.6	User	1900	-	-	-	-	-
5/1 (Bridge WB)	U	C	2	3	10.1	User	1900	-	-	-	-	-
5/2 (Bridge WB)	O	C H	2	3	10.1	Geom	-	3.25	0.00	Y	Arm 7 Right	15.00
6/1 (Bridge EB)	U	D	2	3	10.1	User	1900	-	-	-	-	-
6/2 (Bridge EB)	O	D G	2	3	10.1	Geom	-	3.25	0.00	Y	Arm 9 Right	15.00
7/1 (A483 On-slip NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A525 EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A483 On-slip SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A525 WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2028 Base'	08:00	09:00	01:00	
2: 'PM 2028 Base'	16:15	17:15	01:00	
3: 'AM Assessment'	08:00	09:00	01:00	
4: 'PM Assessment '	16:15	17:15	01:00	

Scenario 1: 'AM 2028 Base' (FG1: 'AM 2028 Base', Plan 1: 'AM Control Plan')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	334	0	325	659
	B	165	0	112	617	894
	C	0	503	0	281	784
	D	391	1050	263	0	1704
	Tot.	556	1887	375	1223	4041

Traffic Lane Flows

Lane	Scenario 1: AM 2028 Base
Junction: A525 Ruthin Road Junction	
1/1	334
1/2	325
2/1 (with short)	894(In) 729(Out)
2/2 (short)	165
3/1	281
3/2	503
4/1 (short)	391
4/2 (with short)	1441(In) 1050(Out)
4/3	263
5/1	942
5/2	165
6/1	1553
6/2	263
7/1	556
8/1	1887
9/1	375
10/1	1223

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
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 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	84.6 %	1893	1893
				Arm 9 Left	20.00	15.4 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'PM 2028 Base' (FG2: 'PM 2028 Base', Plan 2: 'PM Control Plan')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	251	0	604	855
	B	158	0	219	1028	1405
	C	0	147	0	376	523
	D	361	450	256	0	1067
	Tot.	519	848	475	2008	3850

Traffic Lane Flows

Lane	Scenario 2: PM 2028 Base
Junction: A525 Ruthin Road Junction	
1/1	251
1/2	604
2/1 (with short)	1405(In) 1247(Out)
2/2 (short)	158
3/1	376
3/2	147
4/1 (short)	361
4/2 (with short)	811(In) 450(Out)
4/3	256
5/1	1632
5/2	158
6/1	597
6/2	256
7/1	519
8/1	848
9/1	475
10/1	2008

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
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 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.4 %	1890	1890
				Arm 9 Left	20.00	17.6 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'AM Assessment' (FG3: 'AM Assessment', Plan 1: 'AM Control Plan')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	410	0	325	735
	B	358	0	164	630	1152
	C	0	524	0	281	805
	D	391	1055	263	0	1709
	Tot.	749	1989	427	1236	4401

Traffic Lane Flows

Lane	Scenario 3: AM Assessment
Junction: A525 Ruthin Road Junction	
1/1	410
1/2	325
2/1 (with short)	1152(In) 794(Out)
2/2 (short)	358
3/1	281
3/2	524
4/1 (short)	391
4/2 (with short)	1446(In) 1055(Out)
4/3	263
5/1	955
5/2	358
6/1	1579
6/2	263
7/1	749
8/1	1989
9/1	427
10/1	1236

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
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 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	79.3 %	1886	1886
				Arm 9 Left	20.00	20.7 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'PM Assessment ' (FG4: 'PM Assessment ', Plan 2: 'PM Control Plan')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	392	0	604	996
	B	276	0	251	1036	1563
	C	0	186	0	376	562
	D	361	460	256	0	1077
	Tot.	637	1038	507	2016	4198

Traffic Lane Flows

Lane	Scenario 4: PM Assessment
Junction: A525 Ruthin Road Junction	
1/1	392
1/2	604
2/1 (with short)	1563(In) 1287(Out)
2/2 (short)	276
3/1	376
3/2	186
4/1 (short)	361
4/2 (with short)	821(In) 460(Out)
4/3	256
5/1	1640
5/2	276
6/1	646
6/2	256
7/1	637
8/1	1038
9/1	507
10/1	2016

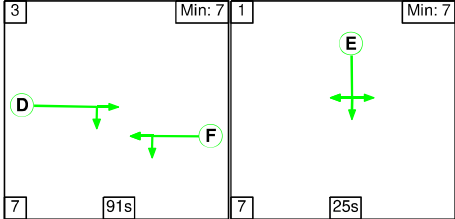
Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
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 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	80.5 %	1887	1887
				Arm 9 Left	20.00	19.5 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM 2028 Base' (FG1: 'AM 2028 Base', Plan 1: 'AM Control Plan')

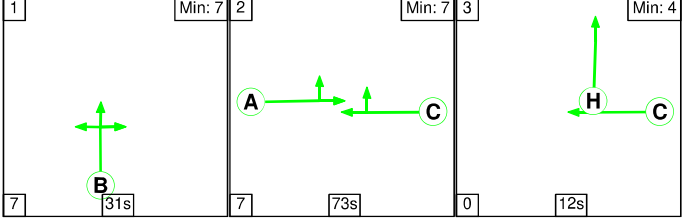
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

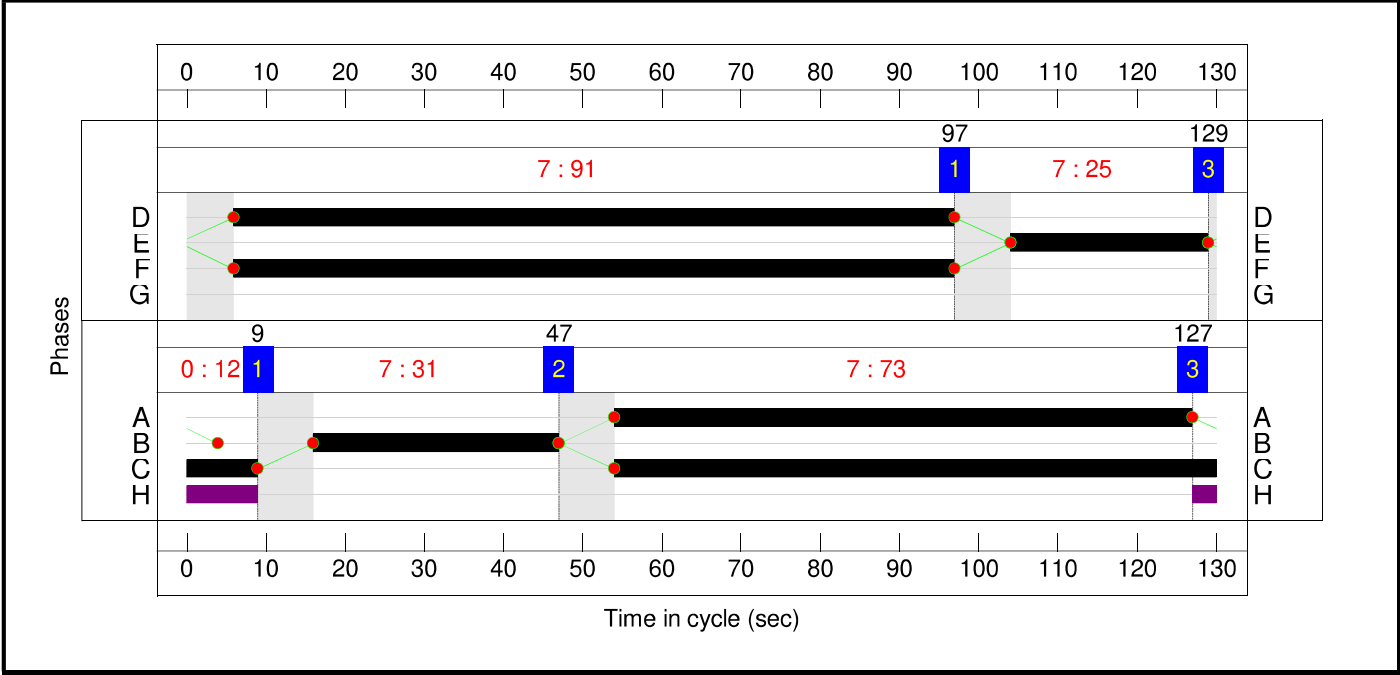
Stage Stream: 1

Stage	3	1
Duration	91	25
Change Point	129	97

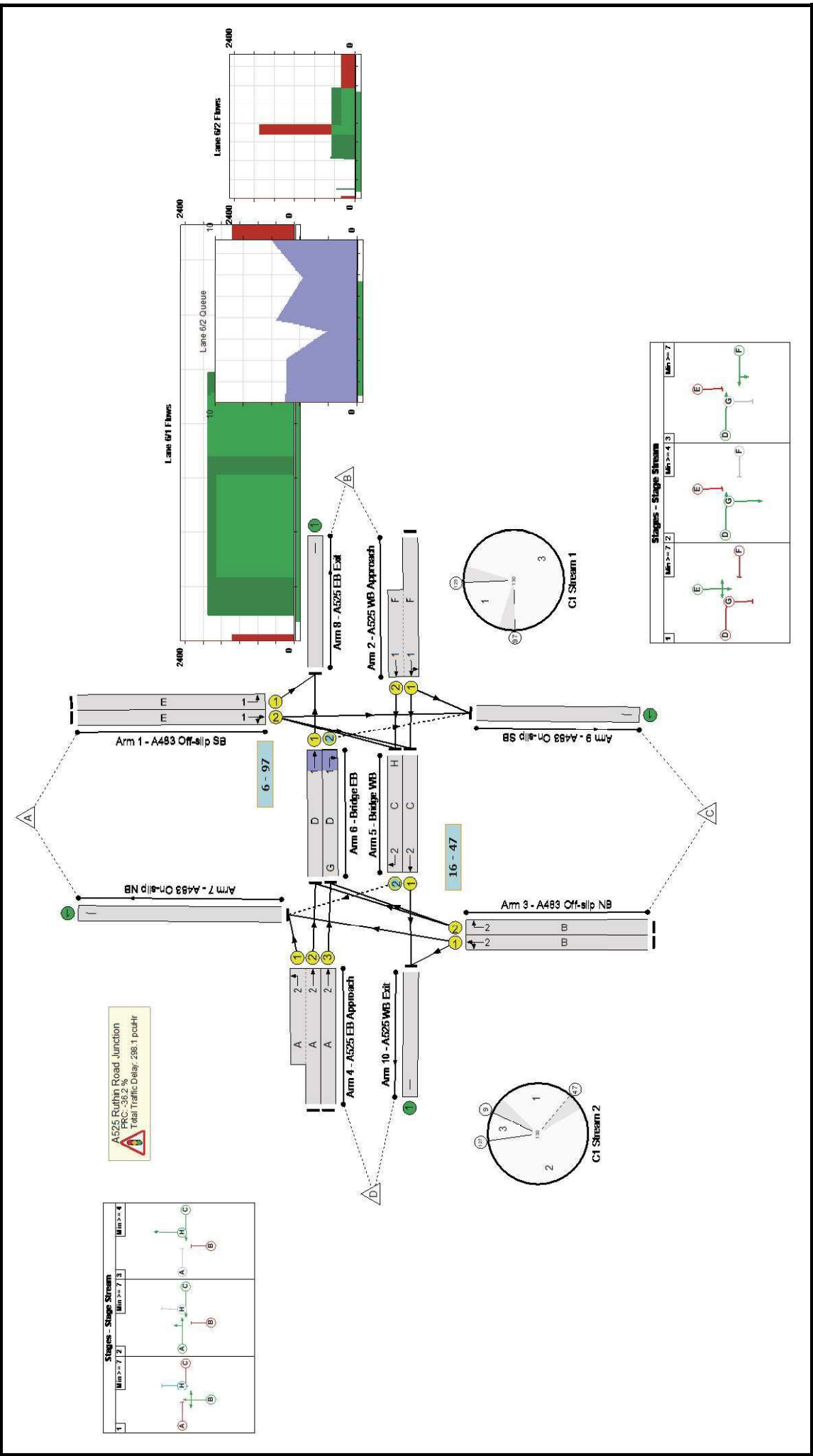
Stage Stream: 2

Stage	1	2	3
Duration	31	73	12
Change Point	9	47	127

Signal Timings Diagram



Network Layout Diagram



Network Results

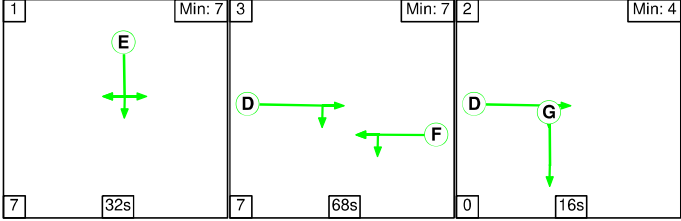
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	N/A	-	-		-	-	-	-	-	-	122.6%
A525 Ruthin Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	122.6%
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	25	-	334	1703	341	98.1%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	25	-	325	1792	358	90.7%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	91	-	894	1893:1900	1148+260	63.5 : 63.5%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	31	-	281	1703	419	67.0%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	31	-	503	1714	422	119.2%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	73	-	1441	1900:1781	857+319	122.6 : 122.6%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	73	-	263	1900	1082	24.3%
5/1	Bridge WB Ahead	U	2	N/A	C		1	85	-	942	1900	1257	74.9%
5/2	Bridge WB Right	O	2	N/A	C	H	1	85	12	165	1764	136	121.5%
6/1	Bridge EB Ahead	U	1	N/A	D		1	91	-	1553	1900	1345	95.1%
6/2	Bridge EB Right	O	1	N/A	D	G	1	91	0	263	1764	233	112.8%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1887	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%

Full Input Data And Results

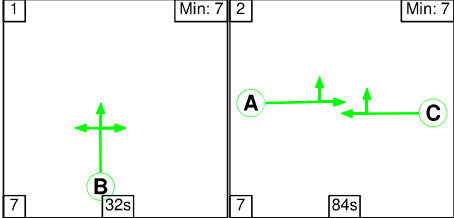
10/1	A525 WB Exit		U	N/A	N/A	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)			
Network: A483 / A525 Linsig Model	-	-	233	136	0	76.2	221.9	0.1	298.1	-	-	-	-			
A525 Ruthin Road Junction			233	136	0	76.2	221.9	0.1	298.1	-	-	-	-			
1/1	334	334	-	-	-	4.8	7.6	-	12.4	134.1	12.0	7.6	19.6			
1/2	325	325	-	-	-	4.6	3.9	-	8.5	94.4	11.5	3.9	15.4			
2/1+2/2	894	894	-	-	-	2.2	0.9	-	3.0	12.2	13.7	0.9	14.5			
3/1	281	281	-	-	-	3.5	1.0	-	4.5	57.1	9.1	1.0	10.1			
3/2	503	422	-	-	-	11.9	43.4	-	55.4	396.4	21.1	43.4	64.5			
4/2+4/1	1441	1176	-	-	-	29.0	135.3	-	164.3	410.4	64.4	135.3	199.8			
4/3	263	263	-	-	-	1.0	0.2	-	1.2	16.2	4.7	0.2	4.8			
5/1	942	942	-	-	-	4.8	0.0	-	4.8	18.4	20.2	0.0	20.2			
5/2	165	136	0	136	0	5.5	14.6	0.0	20.1	439.0	7.3	14.6	21.9			
6/1	1279	1279	-	-	-	4.4	0.0	-	4.4	12.3	27.3	0.0	27.3			
6/2	263	233	233	0	0	4.6	14.9	0.1	19.5	267.2	6.0	14.9	20.9			
7/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0			
8/1	1613	1613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0			
9/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0			
10/1	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0			
C1 Stream: 1 PRC for Signalled Lanes (%): -25.3 C1 Stream: 2 PRC for Signalled Lanes (%): -36.2 PRC Over All Lanes (%): -36.2 Total Delay for Signalled Lanes (pcuHr): 47.86 Total Delay for Signalled Lanes (pcuHr): 250.25 Total Delay Over All Lanes (pcuHr): 298.11 Cycle Time (s): 130 Cycle Time (s): 130																

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

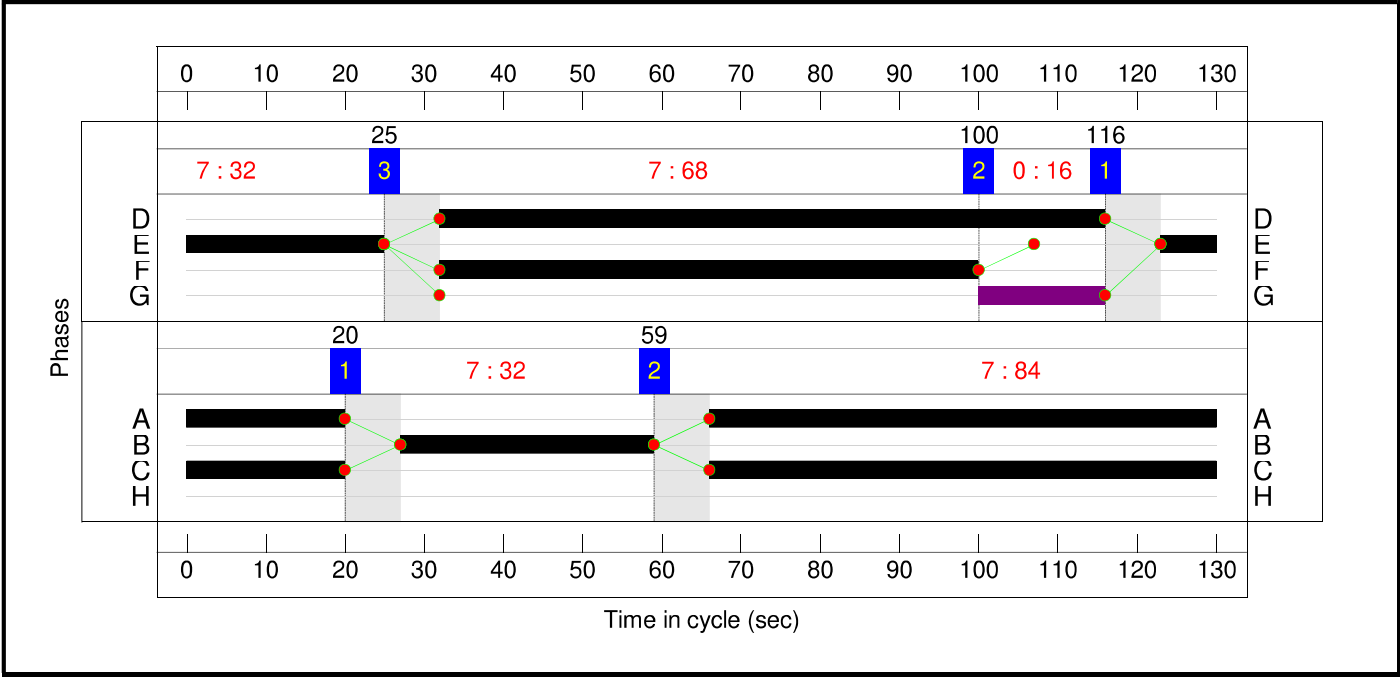
Stage Stream: 1

Stage	1	3	2
Duration	32	68	16
Change Point	116	25	100

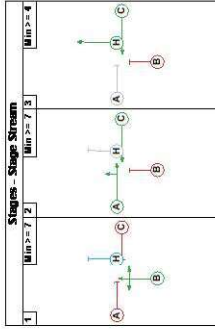
Stage Stream: 2

Stage	1	2
Duration	32	84
Change Point	20	59

Signal Timings Diagram



Network Layout Diagram

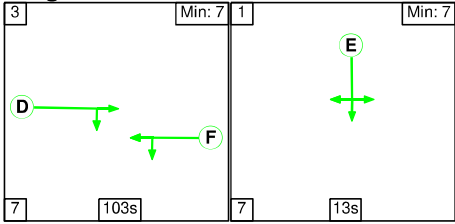


Network Results

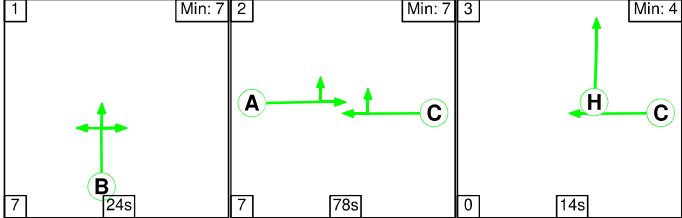
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	N/A	-	-		-	-	-	-	-	-	134.2%
	-	-	N/A	-	-		-	-	-	-	-	-	134.2%
A525 Ruthin Road Junction													
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	32	-	251	1703	432	58.1%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	32	-	604	1792	455	132.8%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	68	-	1405	1890:1900	929+118	134.2 : 134.2%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	32	-	376	1703	432	87.0%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	32	-	147	1714	435	33.8%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	84	-	811	1900:1781	798+640	56.4 : 56.4%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	84	-	256	1900	1242	20.6%
5/1	Bridge WB Ahead	U	2	N/A	C		1	84	-	1632	1900	1242	98.3%
5/2	Bridge WB Right	O	2	N/A	C	H	1	84	0	158	1764	147	80.3%
6/1	Bridge EB Ahead	U	1	N/A	D		1	84	-	597	1900	1242	48.1%
6/2	Bridge EB Right	O	1	N/A	D	G	1	84	16	256	1764	191	133.8%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

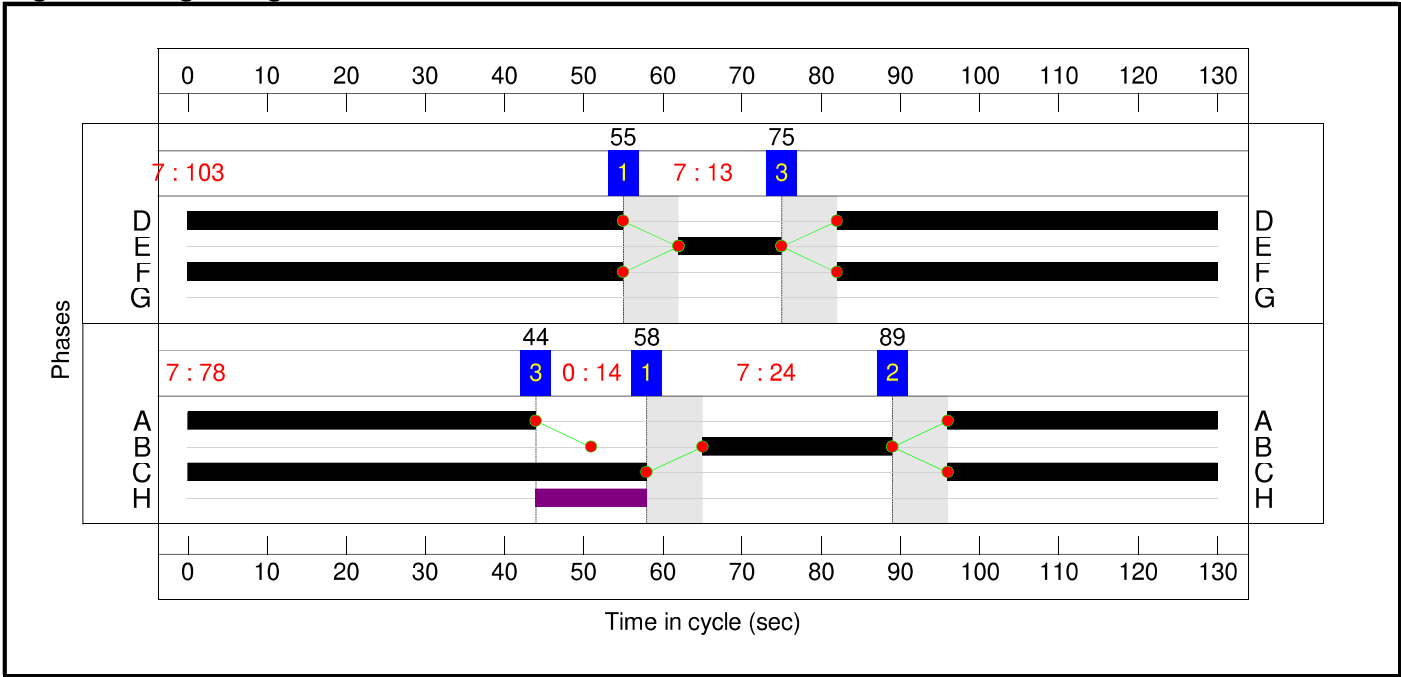
Stage Stream: 1

Stage	3	1
Duration	103	13
Change Point	75	55

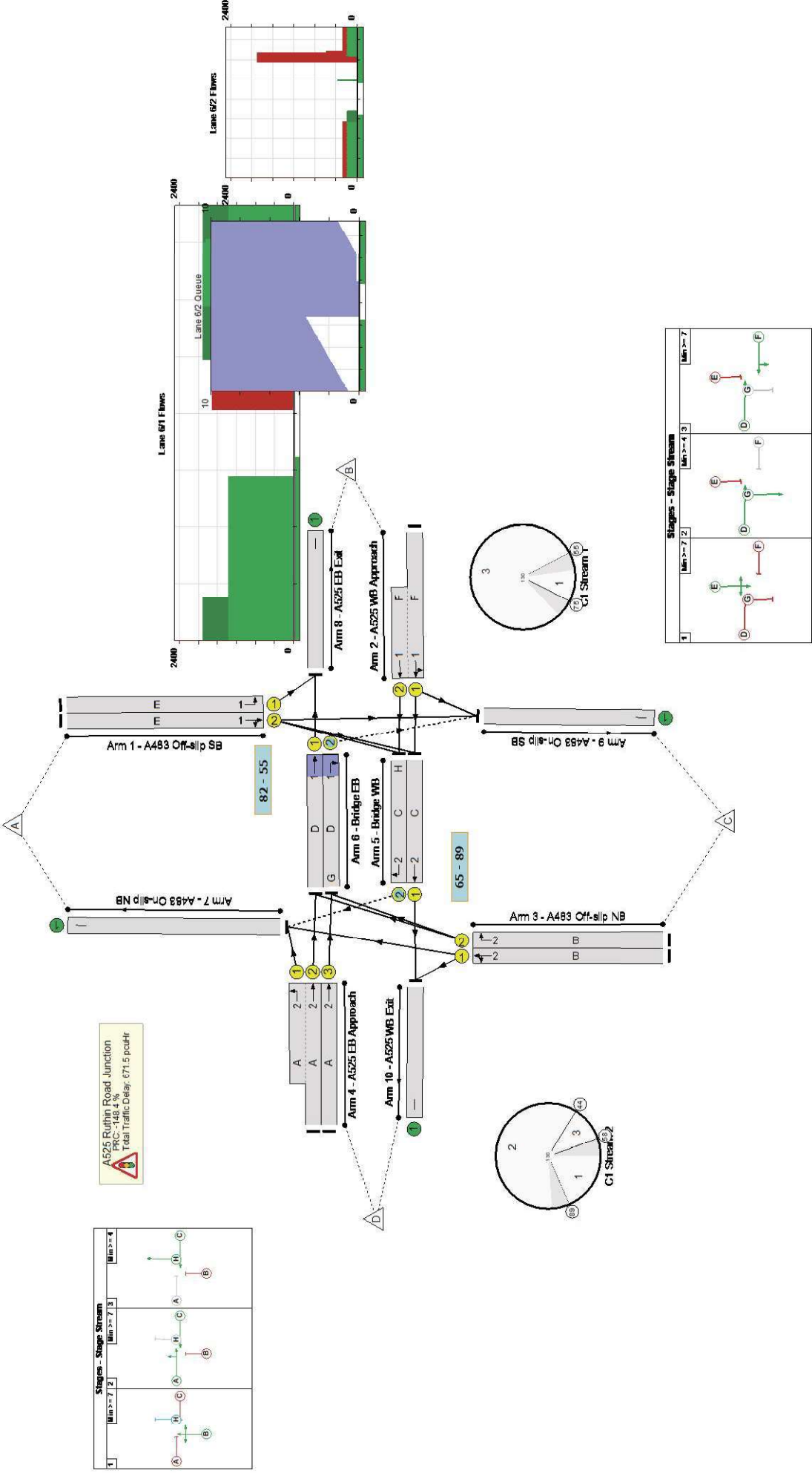
Stage Stream: 2

Stage	1	2	3
Duration	24	78	14
Change Point	58	89	44

Signal Timings Diagram



Network Layout Diagram



Network Results

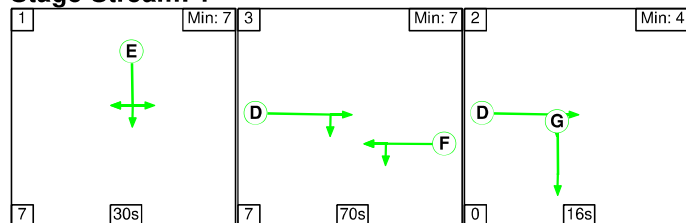
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	N/A	-	-		-	-	-	-	-	-	223.6%
A525 Ruthin Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	223.6%
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	13	-	410	1703	183	223.6%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	13	-	325	1792	193	168.4%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	103	-	1152	1886:1900	1127+508	70.5 : 70.5%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	24	-	281	1703	327	85.8%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	24	-	524	1714	330	159.0%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	78	-	1446	1900:1781	910+337	116.0 : 116.0%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	78	-	263	1900	1155	22.8%
5/1	Bridge WB Ahead	U	2	N/A	C		1	92	-	955	1900	1359	60.5%
5/2	Bridge WB Right	O	2	N/A	C	H	1	92	14	358	1764	163	219.7%
6/1	Bridge EB Ahead	U	1	N/A	D		1	103	-	1579	1900	1520	81.5%
6/2	Bridge EB Right	O	1	N/A	D	G	1	103	0	263	1764	120	219.7%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1989	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%

Full Input Data And Results

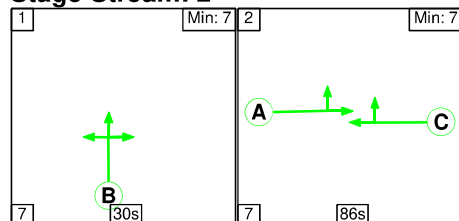
Scenario 4: 'PM Assessment ' (FG4: 'PM Assessment ', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

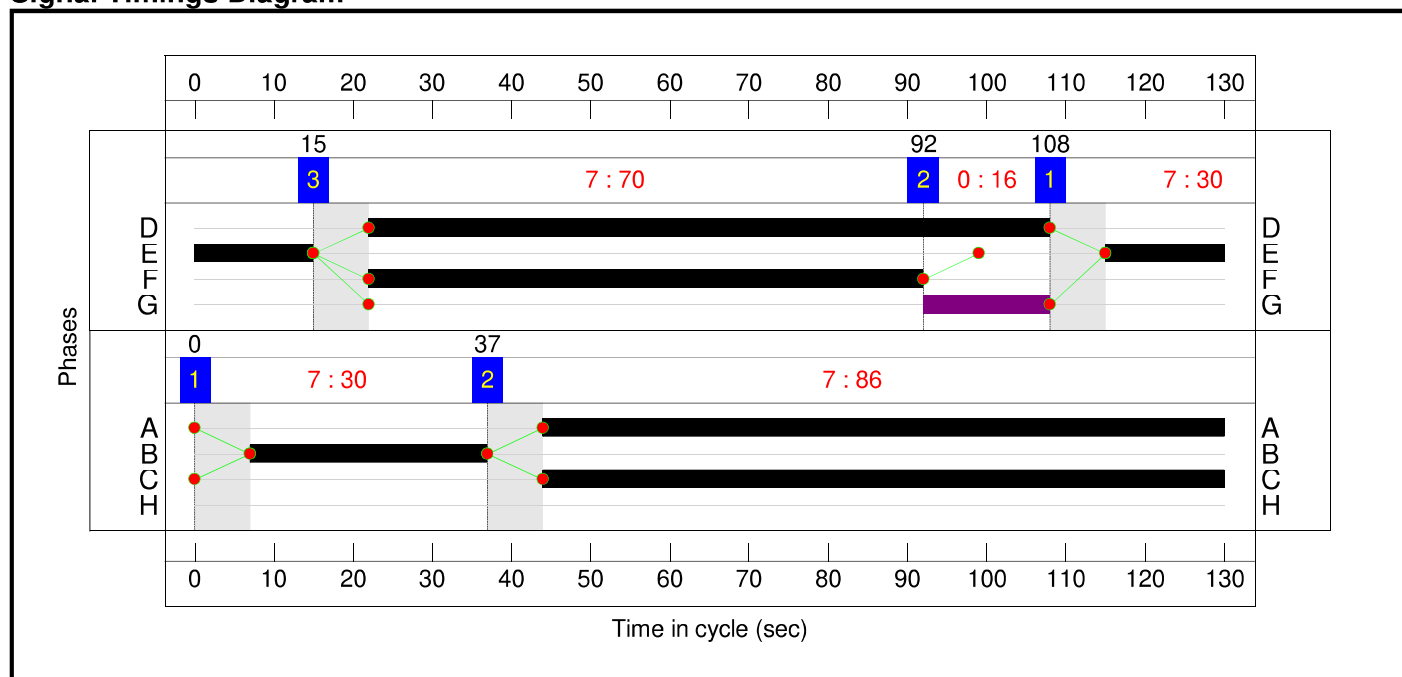
Stage Stream: 1

Stage	1	3	2
Duration	30	70	16
Change Point	108	15	92

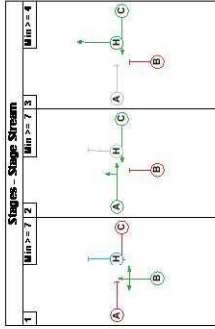
Stage Stream: 2

Stage	1	2
Duration	30	86
Change Point	0	37

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	N/A	-	-		-	-	-	-	-	-	142.5%
A525 Ruthin Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	142.5%
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	30	-	392	1703	406	96.5%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	30	-	604	1792	427	141.3%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	70	-	1563	1887:1900	903+194	142.5 : 142.5%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	30	-	376	1703	406	92.6%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	30	-	186	1714	409	45.5%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	86	-	821	1900:1781	819+643	56.2 : 56.2%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	86	-	256	1900	1272	20.1%
5/1	Bridge WB Ahead	U	2	N/A	C		1	86	-	1640	1900	1272	90.8%
5/2	Bridge WB Right	O	2	N/A	C	H	1	86	0	276	1764	145	133.6%
6/1	Bridge EB Ahead	U	1	N/A	D		1	86	-	646	1900	1272	50.8%
6/2	Bridge EB Right	O	1	N/A	D	G	1	86	16	256	1764	191	133.8%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1038	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%

