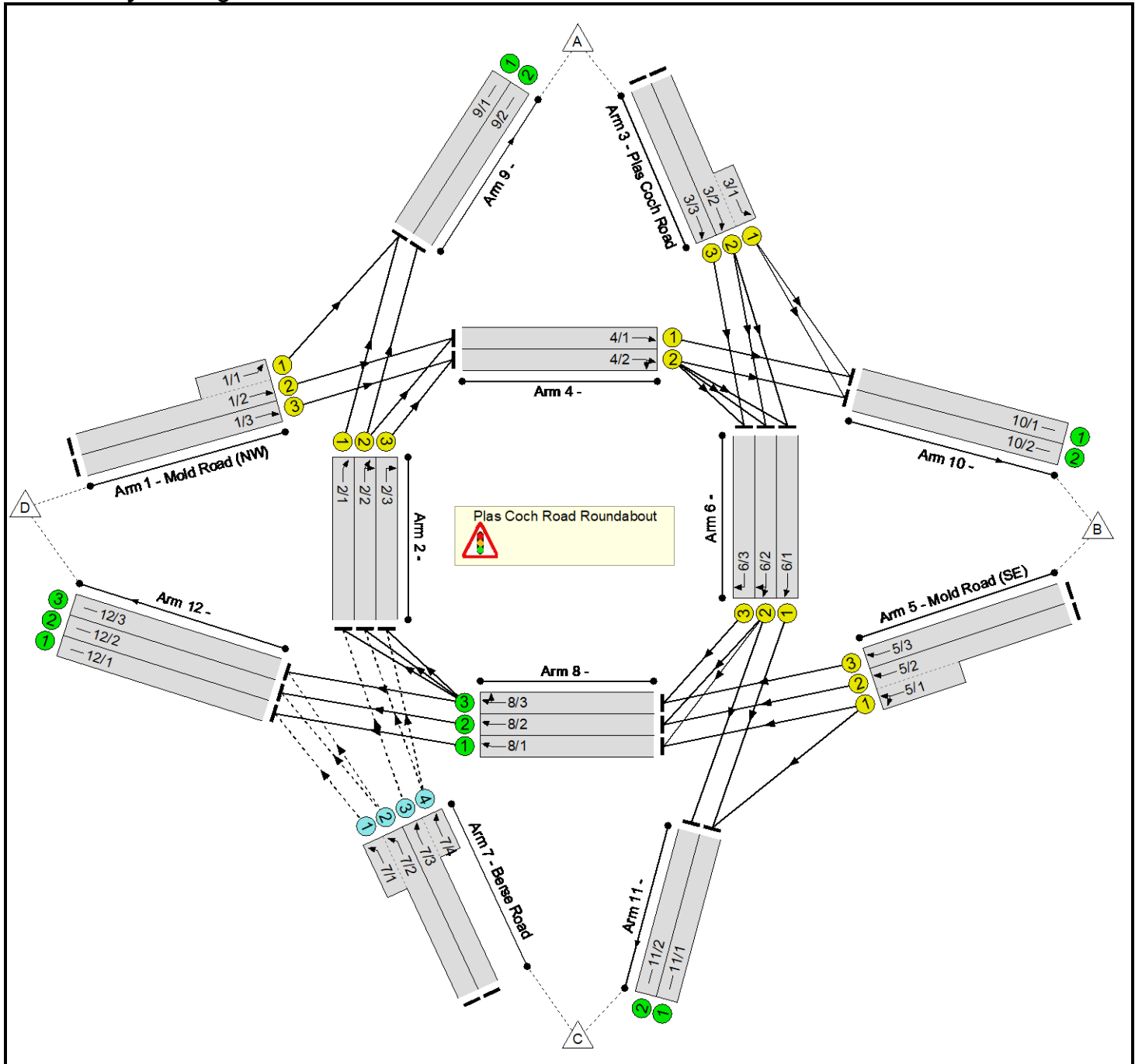
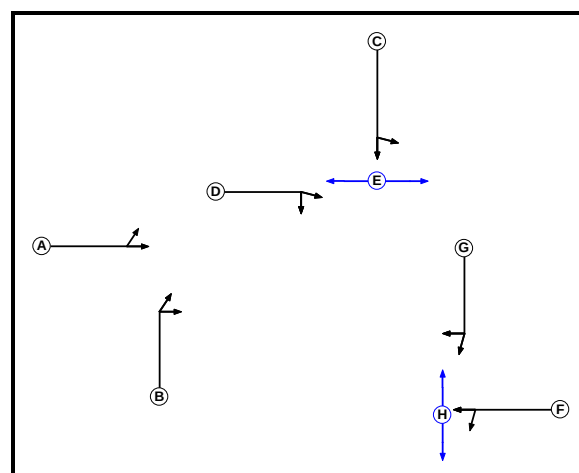


Full Input Data And Results

Network Layout Diagram



Phase Diagram



2036 SENSITIVITY
ANALYSIS

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		5	5

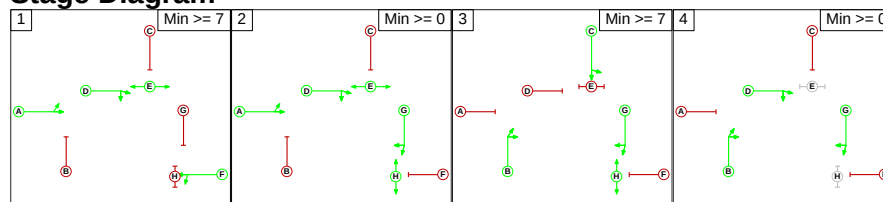
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	-	-	-	-	-	-
	B	5		-	-	-	-	-	-
	C	-	-		5	5	-	-	-
	D	-	-	5		-	-	-	-
	E	-	-	8	-		-	-	-
	F	-	-	-	-	-		5	5
	G	-	-	-	-	-	5		-
	H	-	-	-	-	-	10	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	D	Losing	4	4
2	3	D	Losing	4	4
3	1	G	Losing	5	5

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	9	5
	2	10		9	5
	3	10	5		5
	4	5	5	5	

Give-Way Lane Input Data

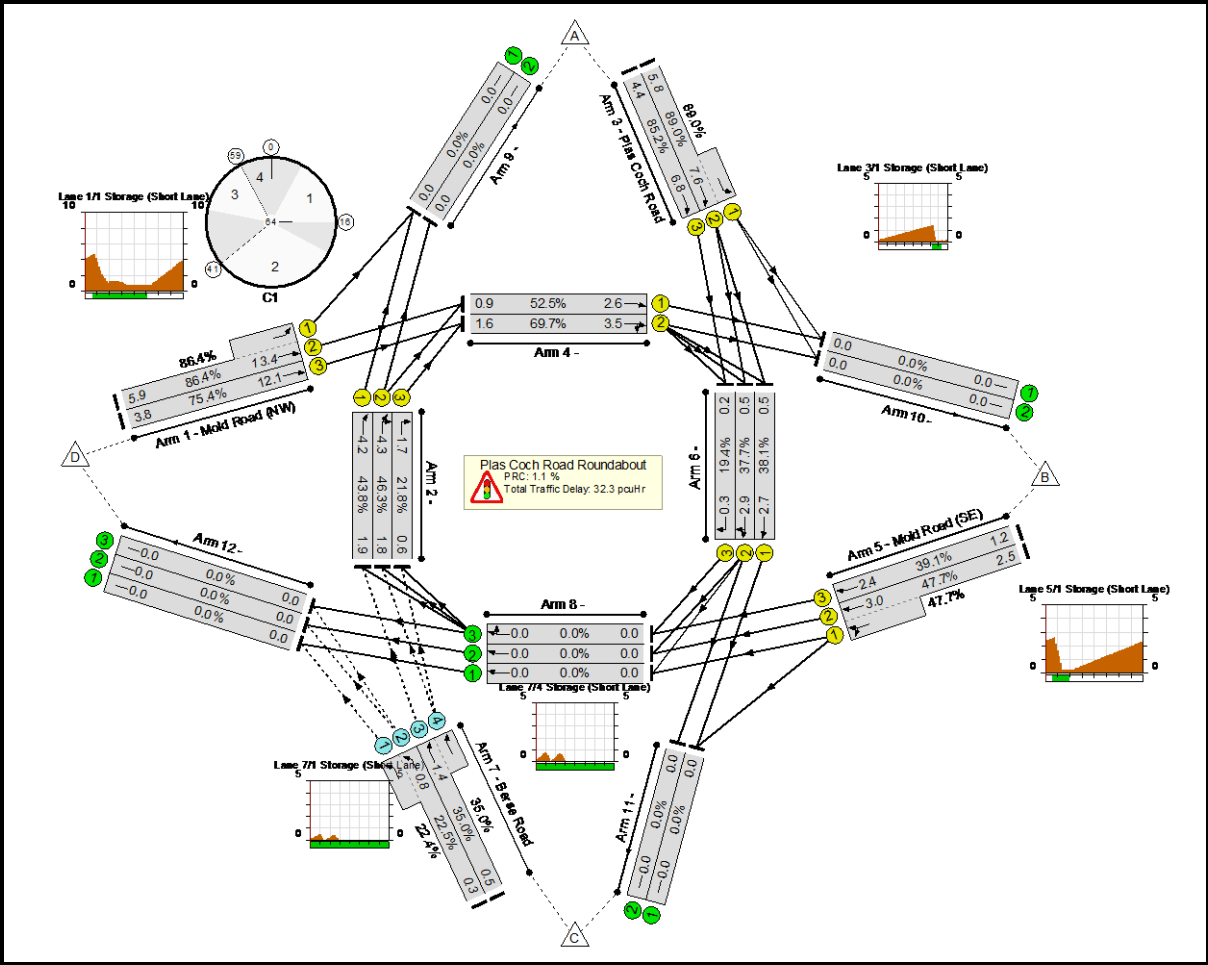
Junction: Plas Coch Road Roundabout											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
7/1 (Berse Road)	12/1 (Left)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
				8/3	1.00	All					
7/2 (Berse Road)	12/2 (Left)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
				8/3	1.00	All					
	12/3 (Left)	1421	0	8/1	1.00	All					
				8/2	1.00	All					
				8/3	1.00	All					
7/3 (Berse Road) 7/4 (Berse Road)	2/1 (Ahead)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
				8/3	1.00	All					
	2/2 (Ahead)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/3	1.00	All					
				8/2	1.00	All					
	2/3 (Ahead)	1421	0	8/1	1.00	All					
				8/3	1.00	All					
				8/2	1.00	All					
				8/2	1.00	All					

Lane Input Data

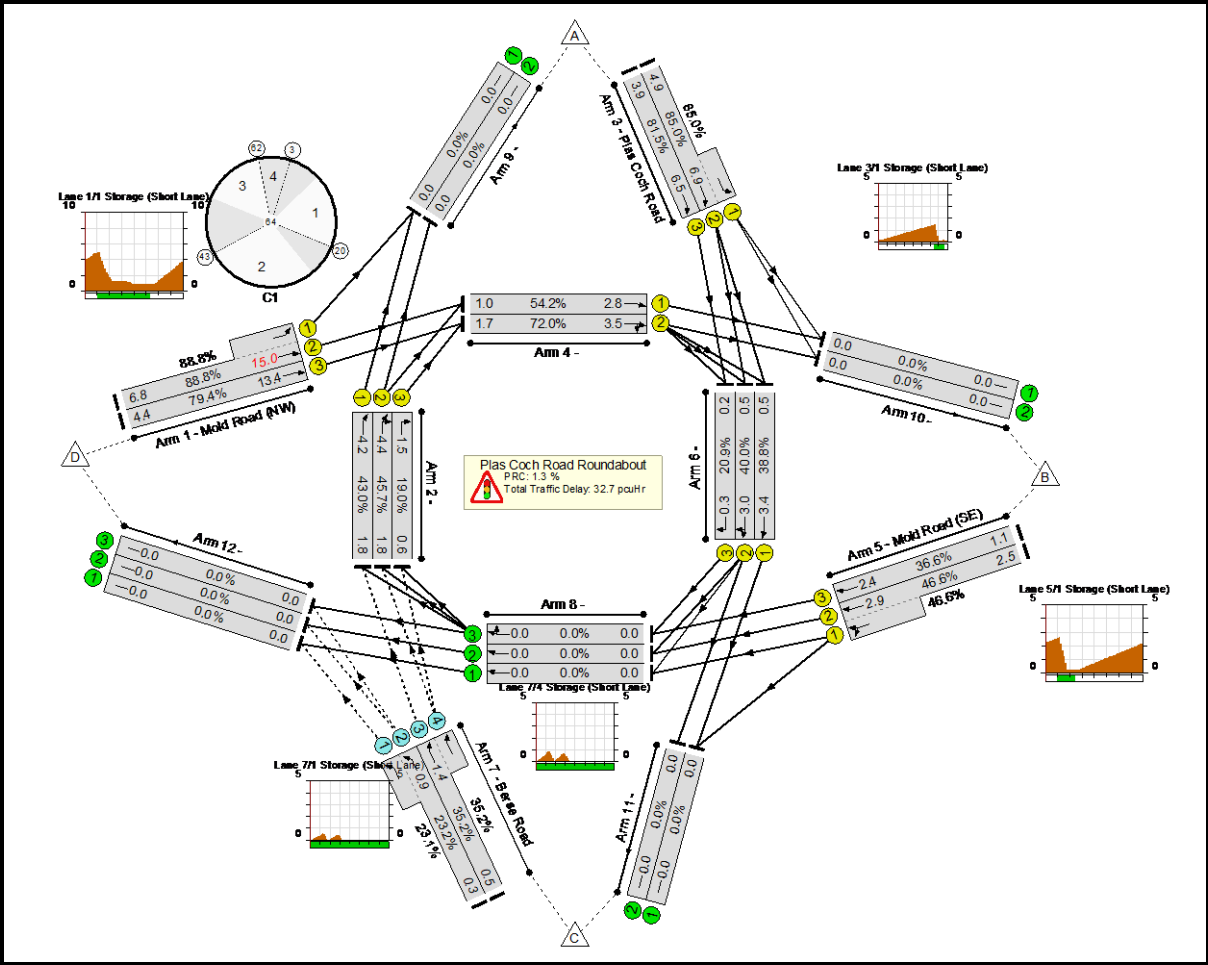
Junction: Plas Coch Road Roundabout												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Mold Road (NW))	U	A	2	3	5.0	User	1855	-	-	-	-	-
1/2 (Mold Road (NW))	U	A	2	3	14.4	User	1855	-	-	-	-	-
1/3 (Mold Road (NW))	U	A	2	3	14.4	User	1855	-	-	-	-	-
2/1	U	B	2	3	5.7	User	1855	-	-	-	-	-
2/2	U	B	2	3	5.7	User	1855	-	-	-	-	-
2/3	U	B	2	3	5.7	User	1855	-	-	-	-	-
3/1 (Plas Coch Road)	U	C	2	3	4.0	User	1855	-	-	-	-	-
3/2 (Plas Coch Road)	U	C	2	3	60.0	User	1855	-	-	-	-	-
3/3 (Plas Coch Road)	U	C	2	3	60.0	User	1855	-	-	-	-	-
4/1	U	D	2	3	8.3	User	1855	-	-	-	-	-
4/2	U	D	2	3	8.3	User	1855	-	-	-	-	-
5/1 (Mold Road (SE))	U	F	2	3	6.0	User	1855	-	-	-	-	-
5/2 (Mold Road (SE))	U	F	2	3	60.0	User	1855	-	-	-	-	-
5/3 (Mold Road (SE))	U	F	2	3	60.0	User	1855	-	-	-	-	-
6/1	U	G	2	3	8.7	User	1855	-	-	-	-	-
6/2	U	G	2	3	8.7	User	1855	-	-	-	-	-
6/3	U	G	2	3	8.7	User	1855	-	-	-	-	-
7/1 (Berse Road)	O		2	3	4.0	Inf	-	-	-	-	-	-
7/2 (Berse Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
7/3 (Berse Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
7/4 (Berse Road)	O		2	3	3.0	Inf	-	-	-	-	-	-
8/1	U		2	3	7.8	Inf	-	-	-	-	-	-
8/2	U		2	3	7.8	Inf	-	-	-	-	-	-
8/3	U		2	3	7.8	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	U		2	3	90.0	Inf	-	-	-	-	-	-
12/2	U		2	3	90.0	Inf	-	-	-	-	-	-
12/3	U		2	3	90.0	Inf	-	-	-	-	-	-

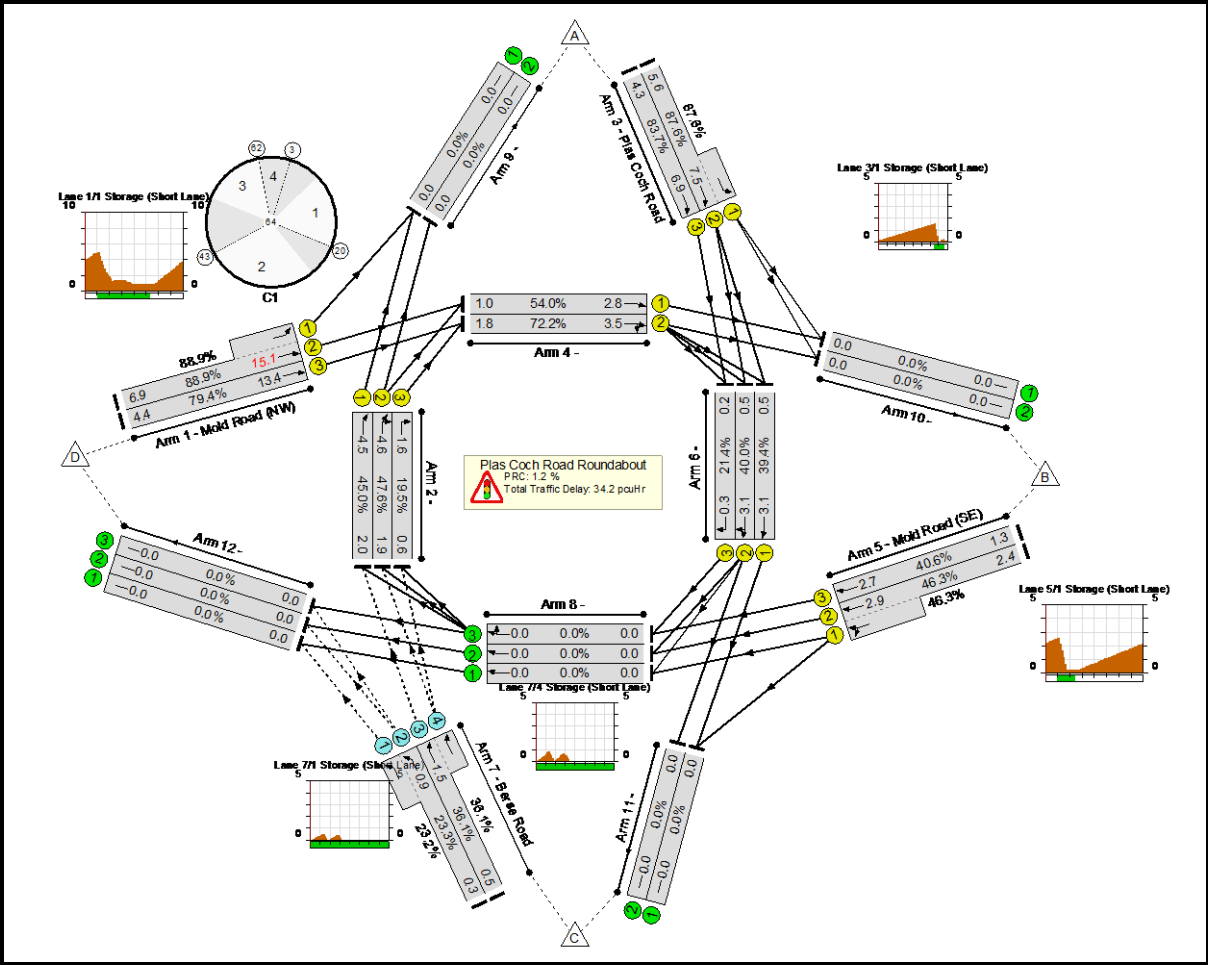
Network Layout Diagram
Scenario 1: '2020 Surveyed - Friday AM Peak' (FG1: '2020 Surveyed - Friday AM Peak', Plan 1: 'Network Control Plan 1')



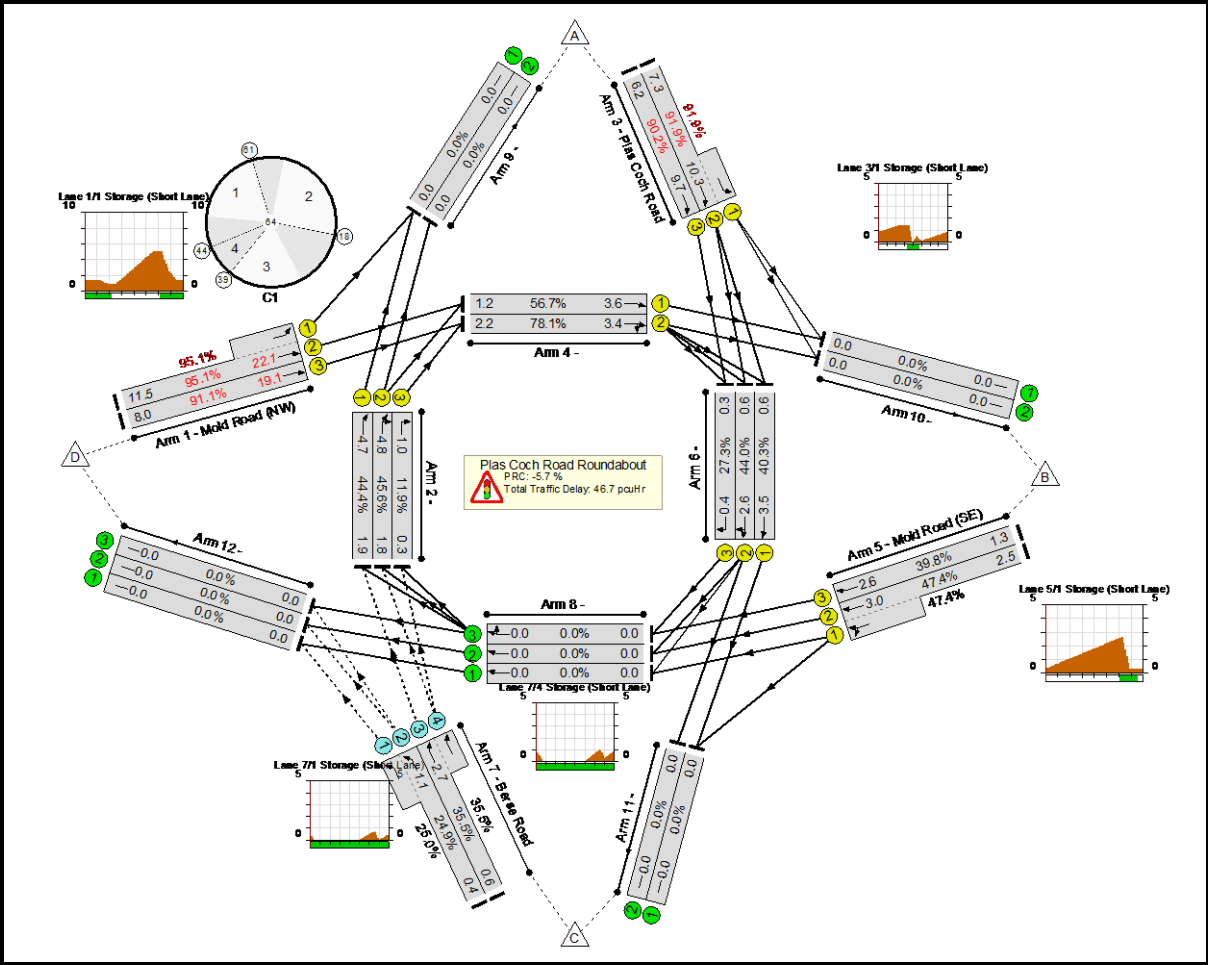
Scenario 2: '2021 Base + Committed - Friday AM Peak' (FG19: '2021 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')



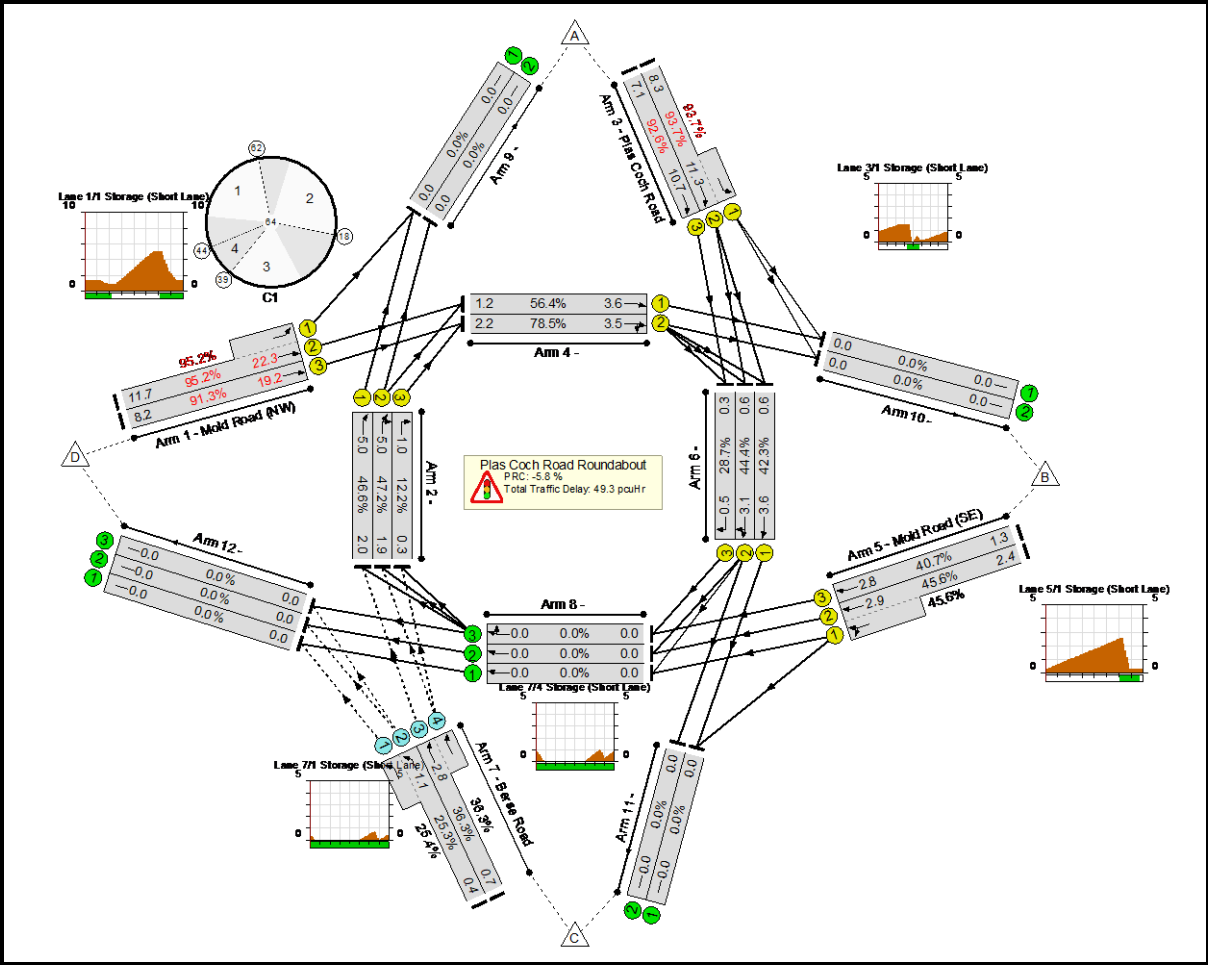
Scenario 3: '2021 Total - Friday AM Peak' (FG28: '2021 Total - AM Peak', Plan 1: 'Network Control Plan 1')



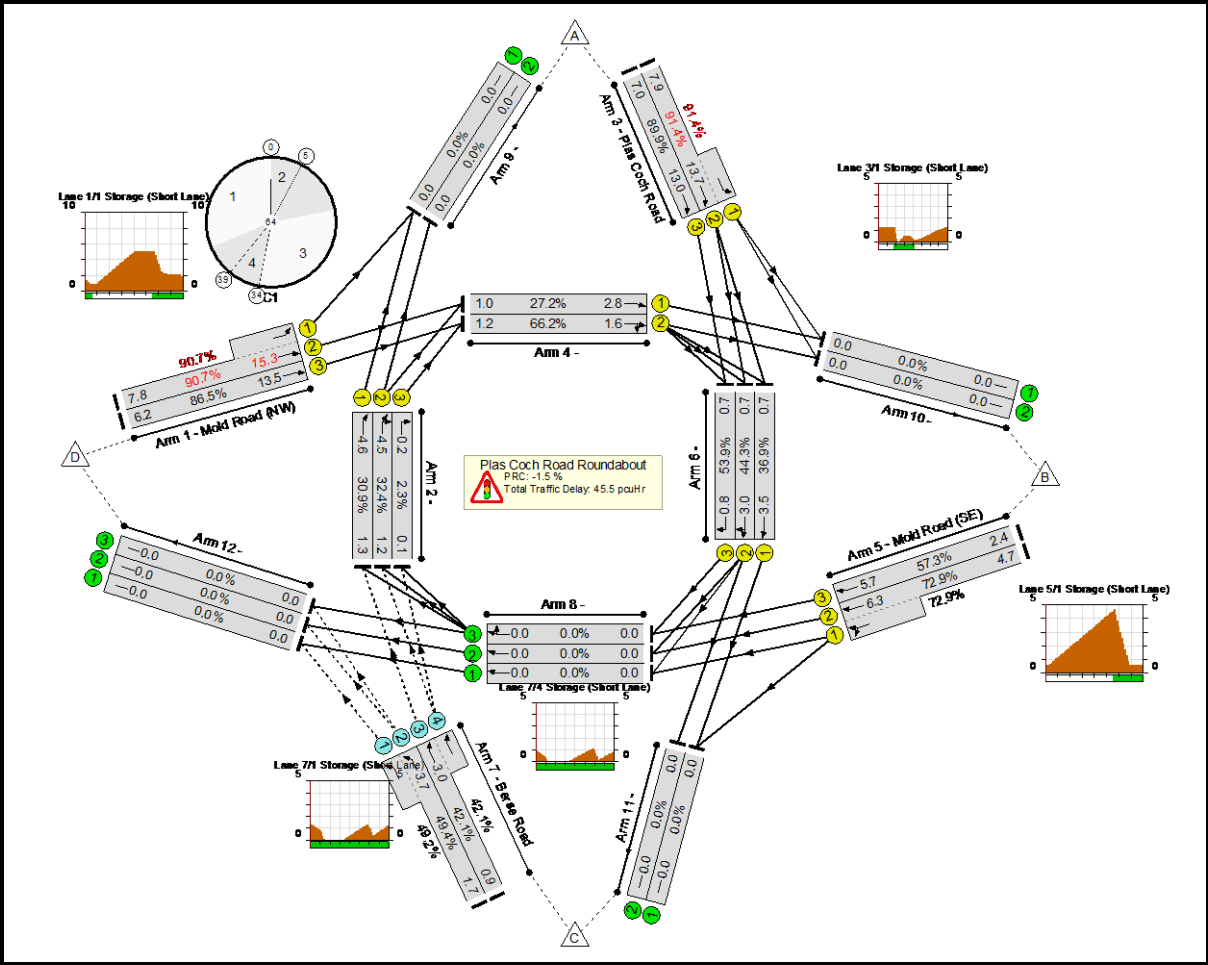
Scenario 4: '2036 Base + Committed - Friday AM Peak' (FG22: '2036 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')



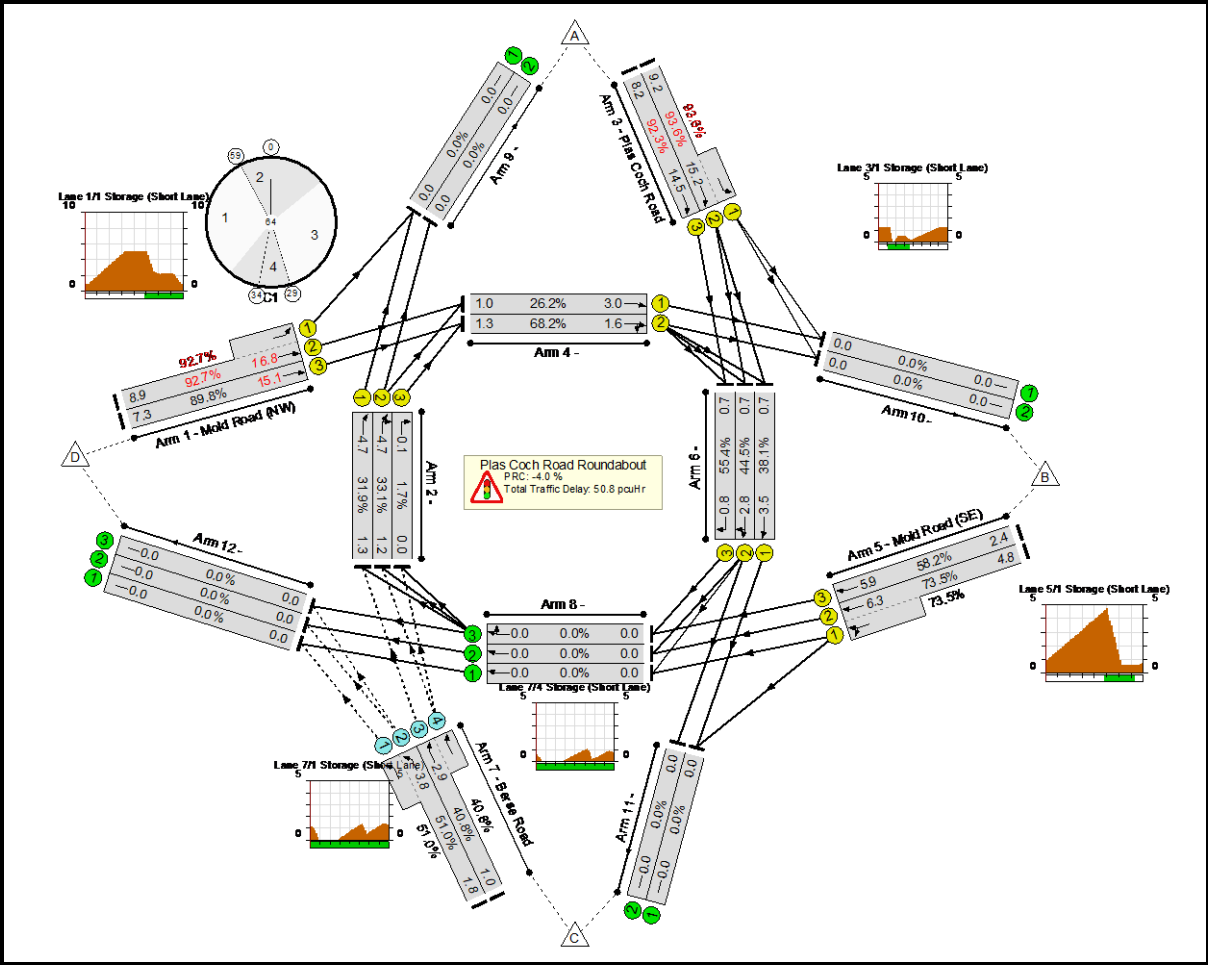
Scenario 5: '2036 Total - Friday AM Peak' (FG31: '2036 Total - AM Peak', Plan 1: 'Network Control Plan 1')



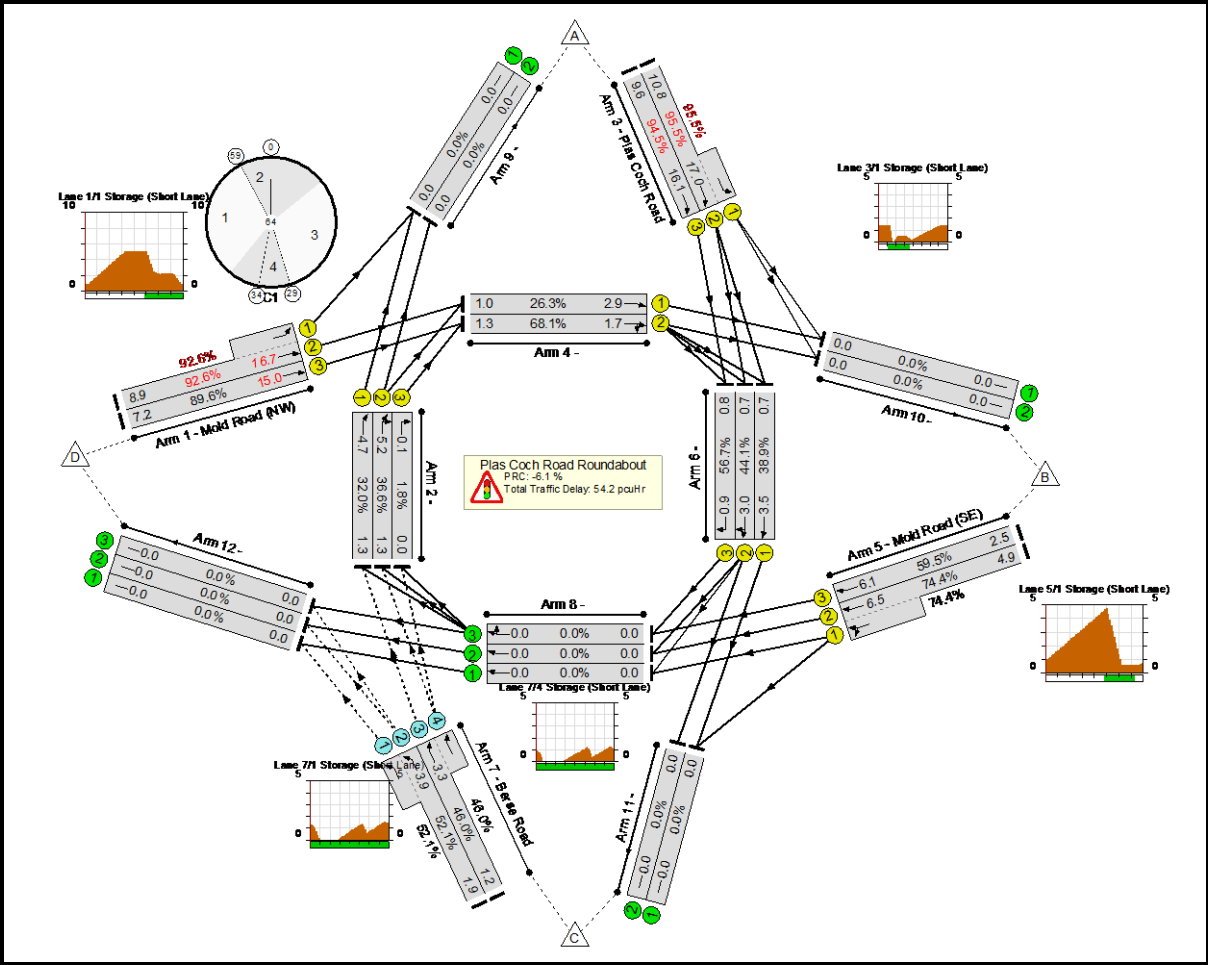
Scenario 6: '2020 Surveyed - Friday PM Peak' (FG2: '2020 Surveyed - Friday PM Peak', Plan 1: 'Network Control Plan 1')



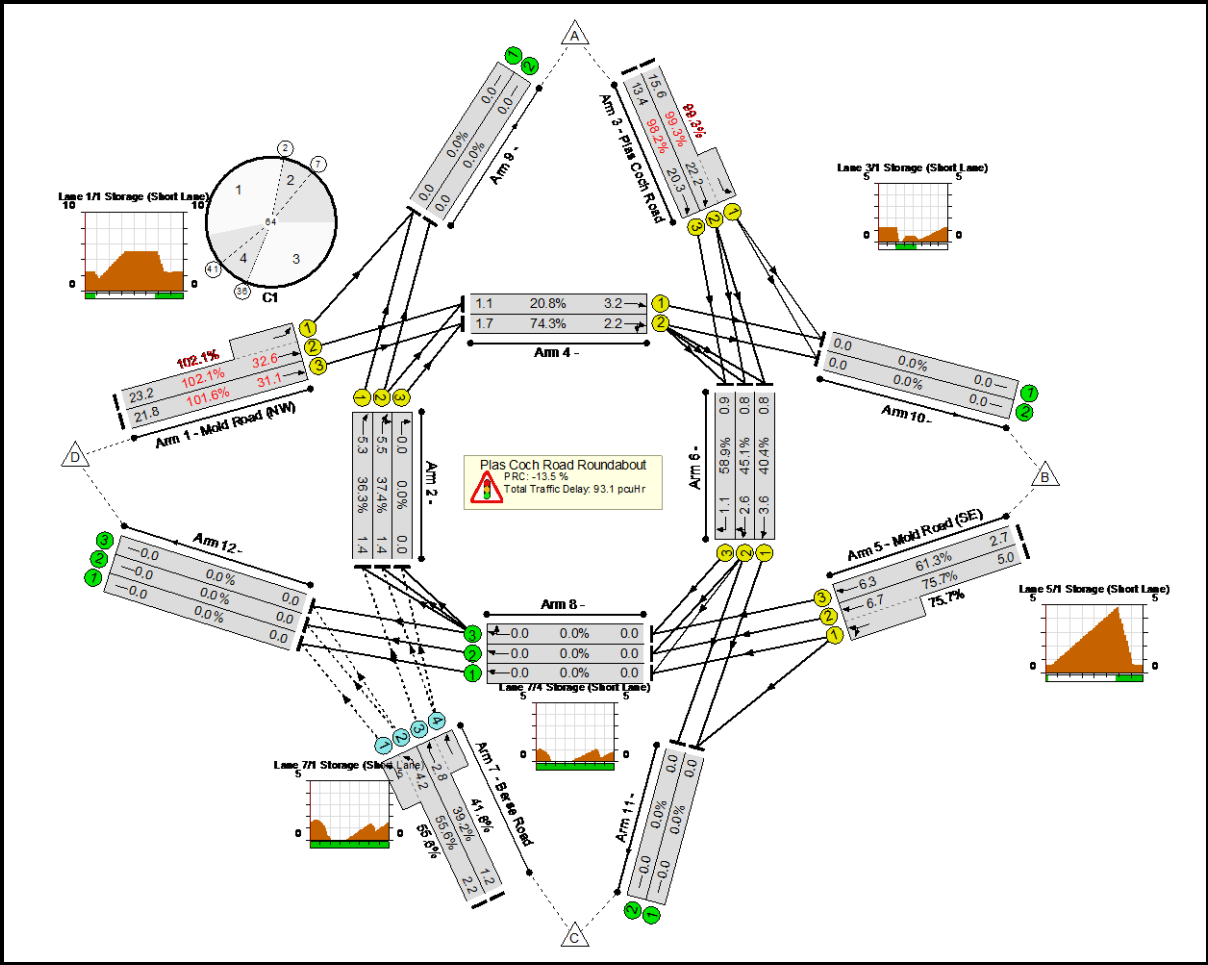
Scenario 7: '2021 Base + Committed - Friday PM Peak' (FG20: '2021 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')



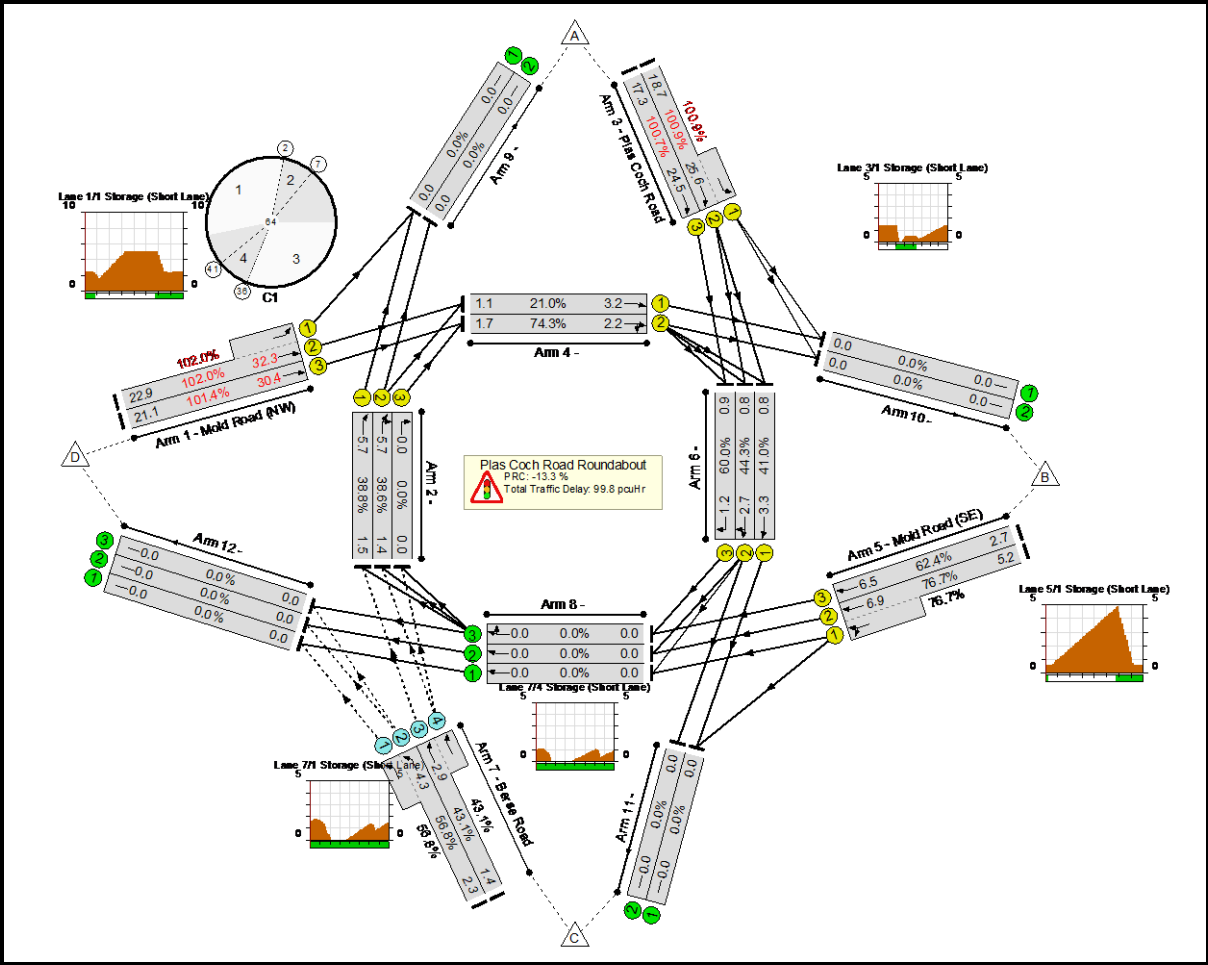
Scenario 8: '2021 Total - Friday PM Peak' (FG29: '2021 Total - PM Peak', Plan 1: 'Network Control Plan 1')



Scenario 9: '2036 Base + Committed - Friday PM Peak' (FG23: '2036 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')



Scenario 10: '2036 Total - Friday PM Peak' (FG32: '2036 Total - PM Peak', Plan 1: 'Network Control Plan 1')



The diagram illustrates the Plac Coch Road Roundabout, a 12-arm roundabout with a central island. The arms are labeled as follows:

- Arm 1 - Mold Road (NW)**: 85.6% (12.7), 85.6% (10.8), 78.3% (4.5)
- Arm 2 -**: 5.2, 4.4%, 0.1, 5.2, 34.2%, 1.6
- Arm 3 - Plas Coch Road**: 55.5% (4.9), 85.6% (10.8), 82.0% (10.2)
- Arm 4 -**: 0.8, 24.3%, 2.4, 1.1, 61.9%, 1.7
- Arm 5 - Mold Road (SE)**: 4.8, 49.8%, 1.9, 4.3, 56.0%, 3.1
- Arm 6 -**: 0.5, 49.2%, 0.6, 2.6, 36.5%, 2.7, 9.0, 34.0%, 0.6
- Arm 7 - Bala Road**: 45.0% (0.8), 32.0% (0.5), 21.1% (0.5)
- Arm 8 -**: 0.0, 0.0%, 0.0, 0.0, 0.0%, 0.0
- Arm 9 -**: 0.0, 0.0%, 0.0, 0.0, 0.0%, 0.0
- Arm 10 -**: 0.0, 0.0%, 0.0, 0.0, 0.0%, 0.0
- Arm 11 -**: 0.0, 0.0%, 0.0, 0.0, 0.0%, 0.0
- Arm 12 -**: 0.0, 0.0%, 0.0, 0.0, 0.0%, 0.0

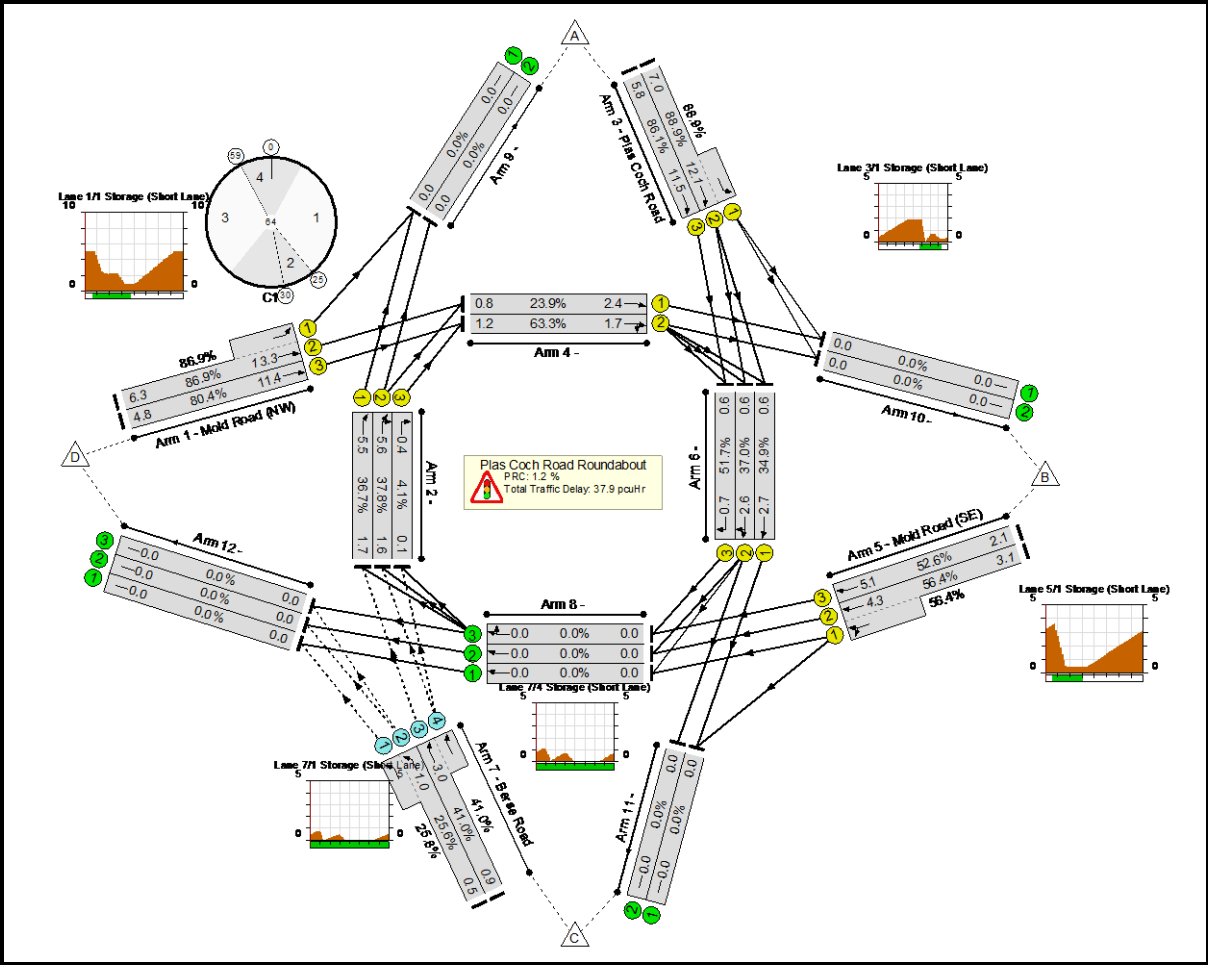
Central Island Data:

- Plas Coch Road Roundabout**
- PRC: 4.9 %**
- Total Traffic Delay: 34.7 poultr**

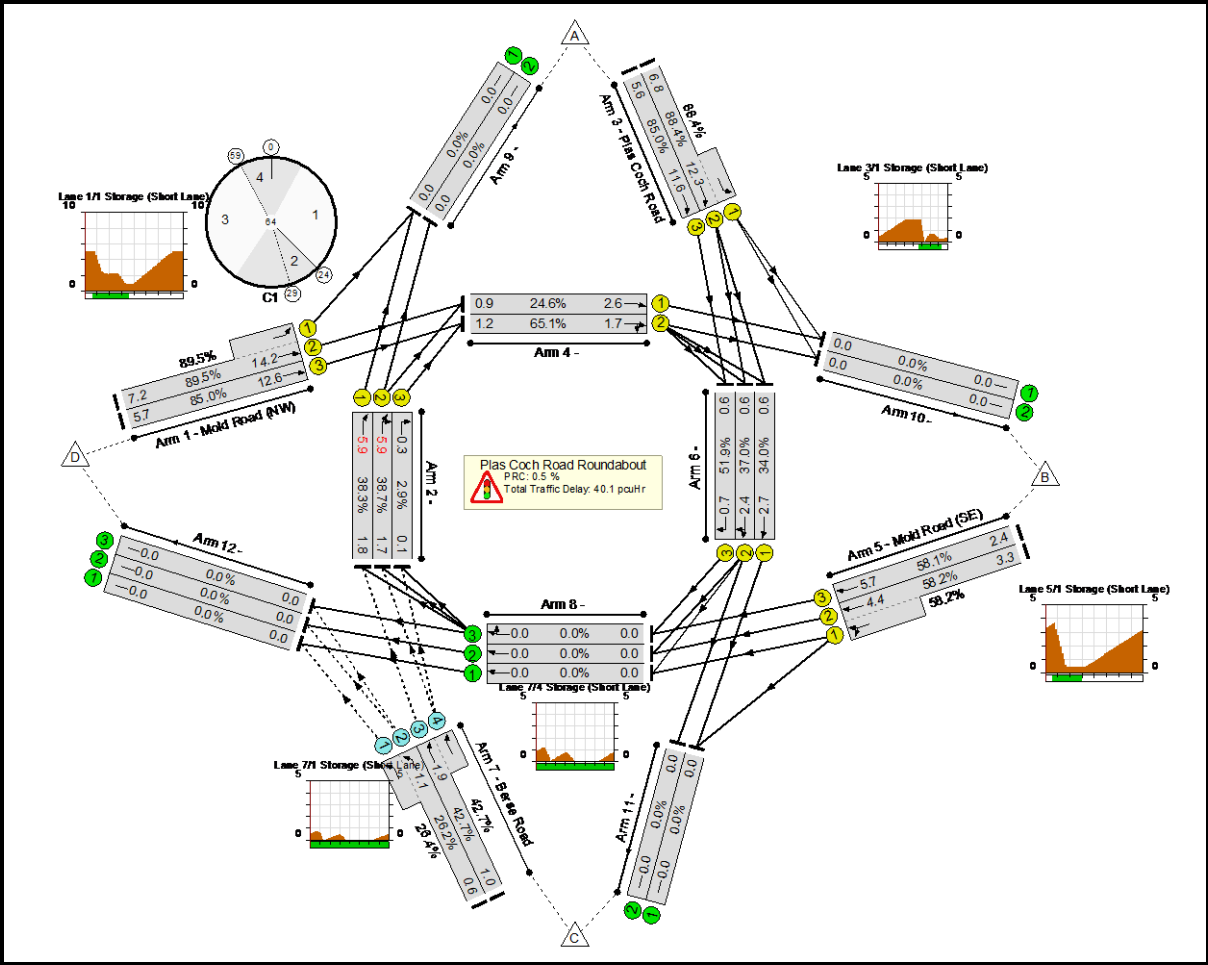
Storage Data (Short Lane):

- Lane 1/1 Storage (Short Lane)**: 0.0, 0.0, 0.0, 0.0, 0.0, 0.0
- Lane 5/1 Storage (Short Lane)**: 0.0, 0.0, 0.0, 0.0, 0.0, 0.0
- Lane 7/1 Storage (Short Lane)**: 0.0, 0.0, 0.0, 0.0, 0.0, 0.0
- Lane 7/4 Storage (Short Lane)**: 0.0, 0.0, 0.0, 0.0, 0.0, 0.0

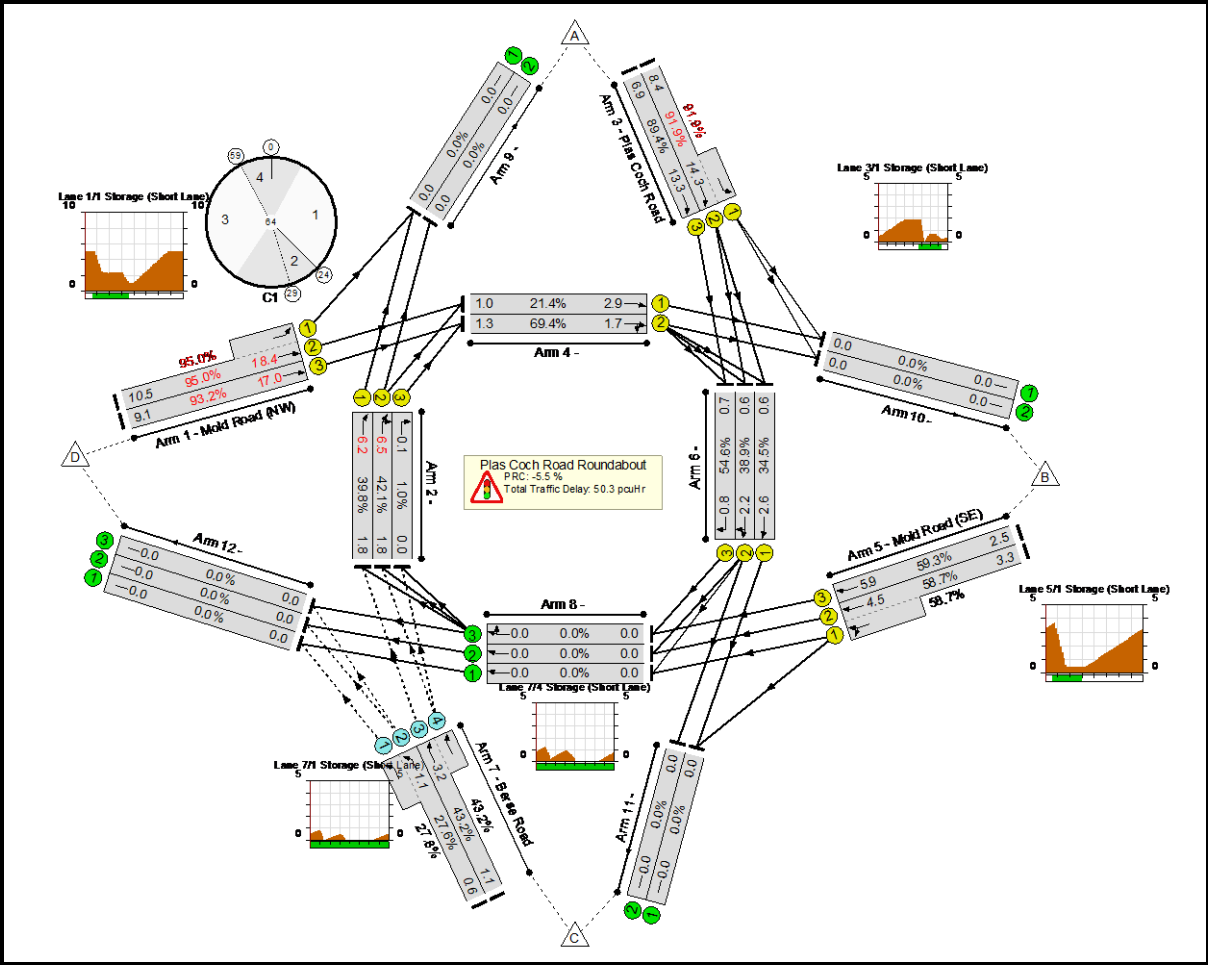
Scenario 12: '2021 Base + Committed - Saturday Peak' (FG21: '2021 Base + Committed - Sat Peak', Plan 1: 'Network Control Plan 1')



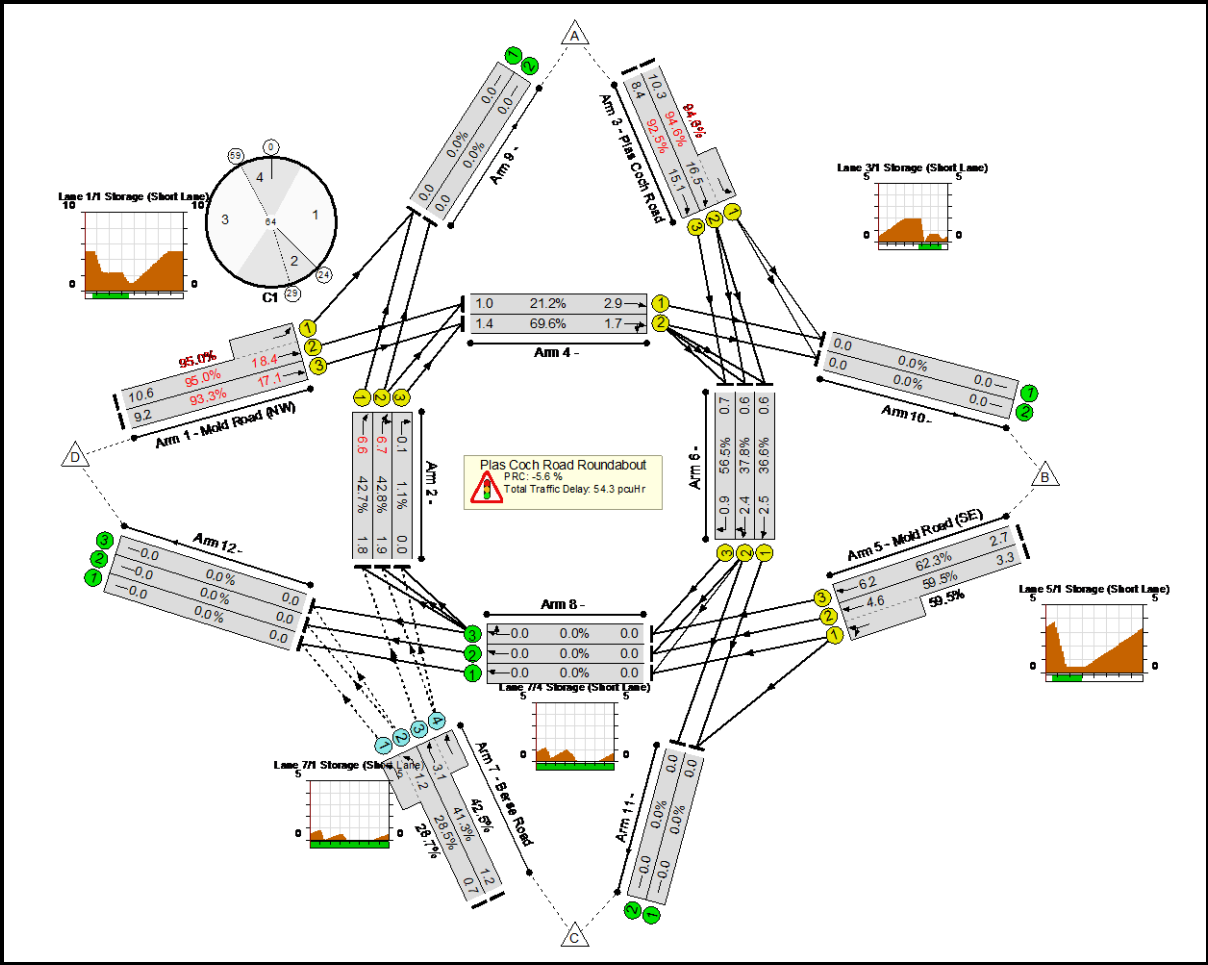
Scenario 13: '2021 Total - Saturday Peak' (FG30: '2021 Total - Sat Peak', Plan 1: 'Network Control Plan 1')



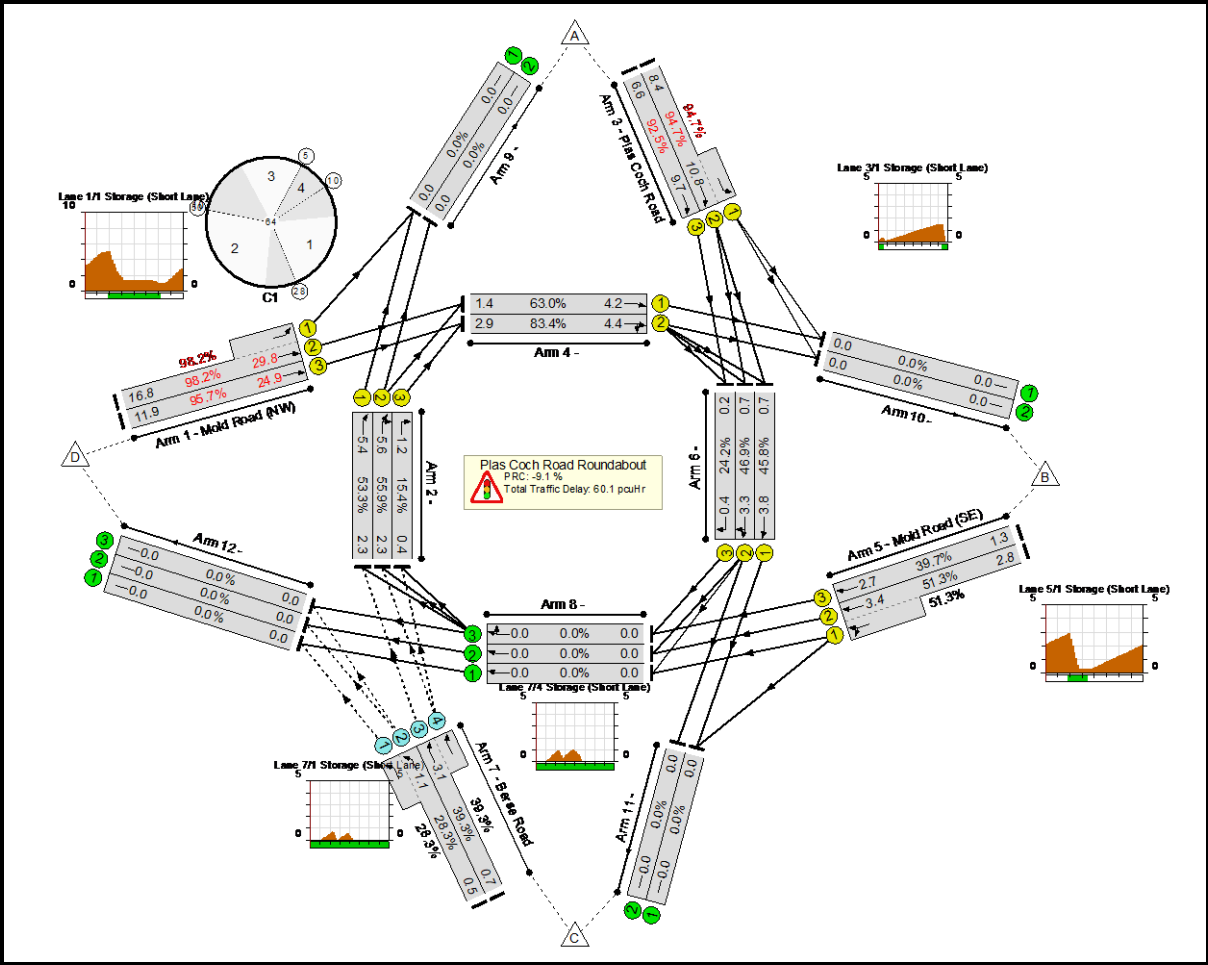
Scenario 14: '2036 Base + Committed - Saturday Peak' (FG24: '2036 Base + Committed - Sat Peak', Plan 1: 'Network Control Plan 1')



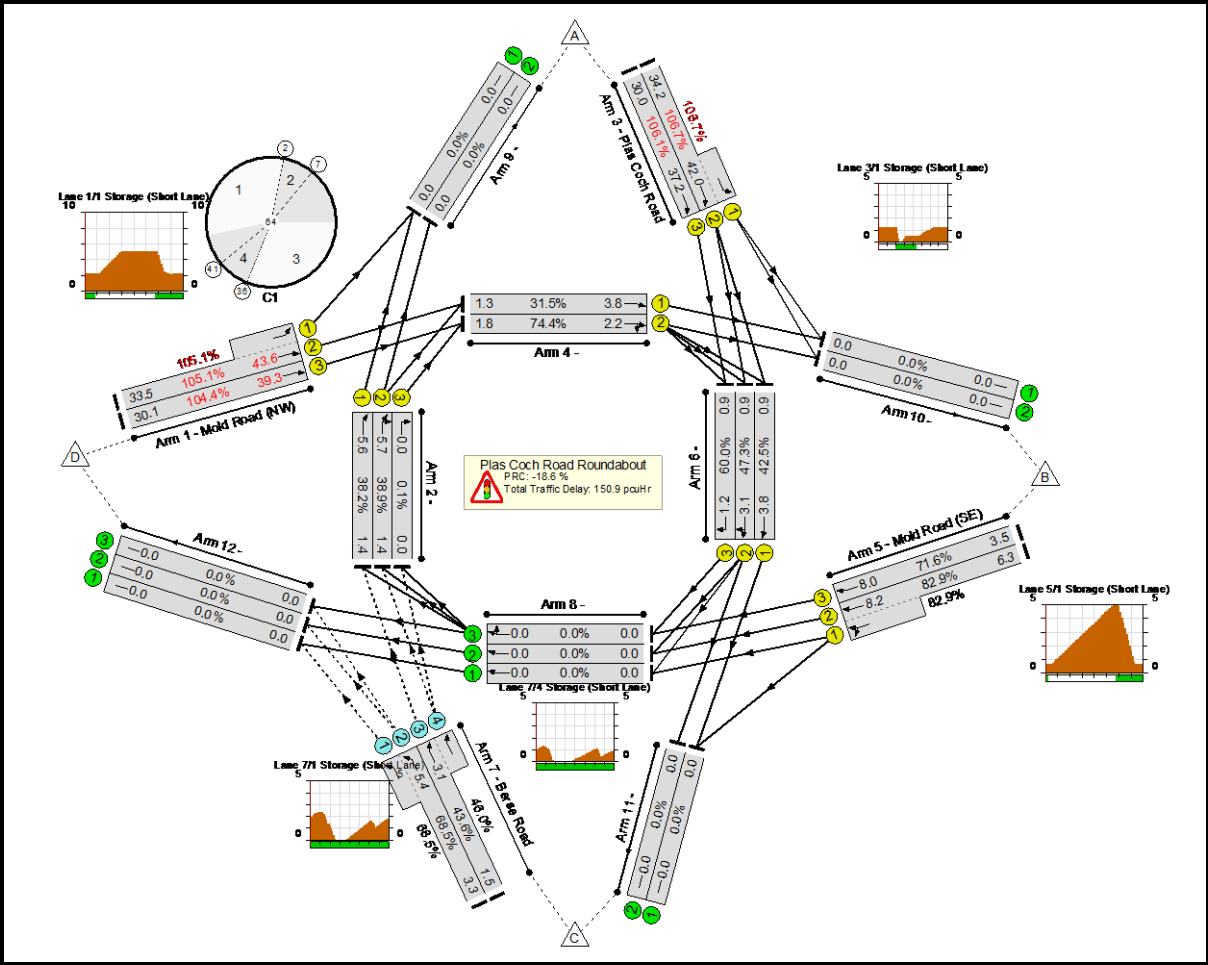
Scenario 15: '2036 Total - Saturday Peak' (FG33: '2036 Total - Sat Peak', Plan 1: 'Network Control Plan 1')



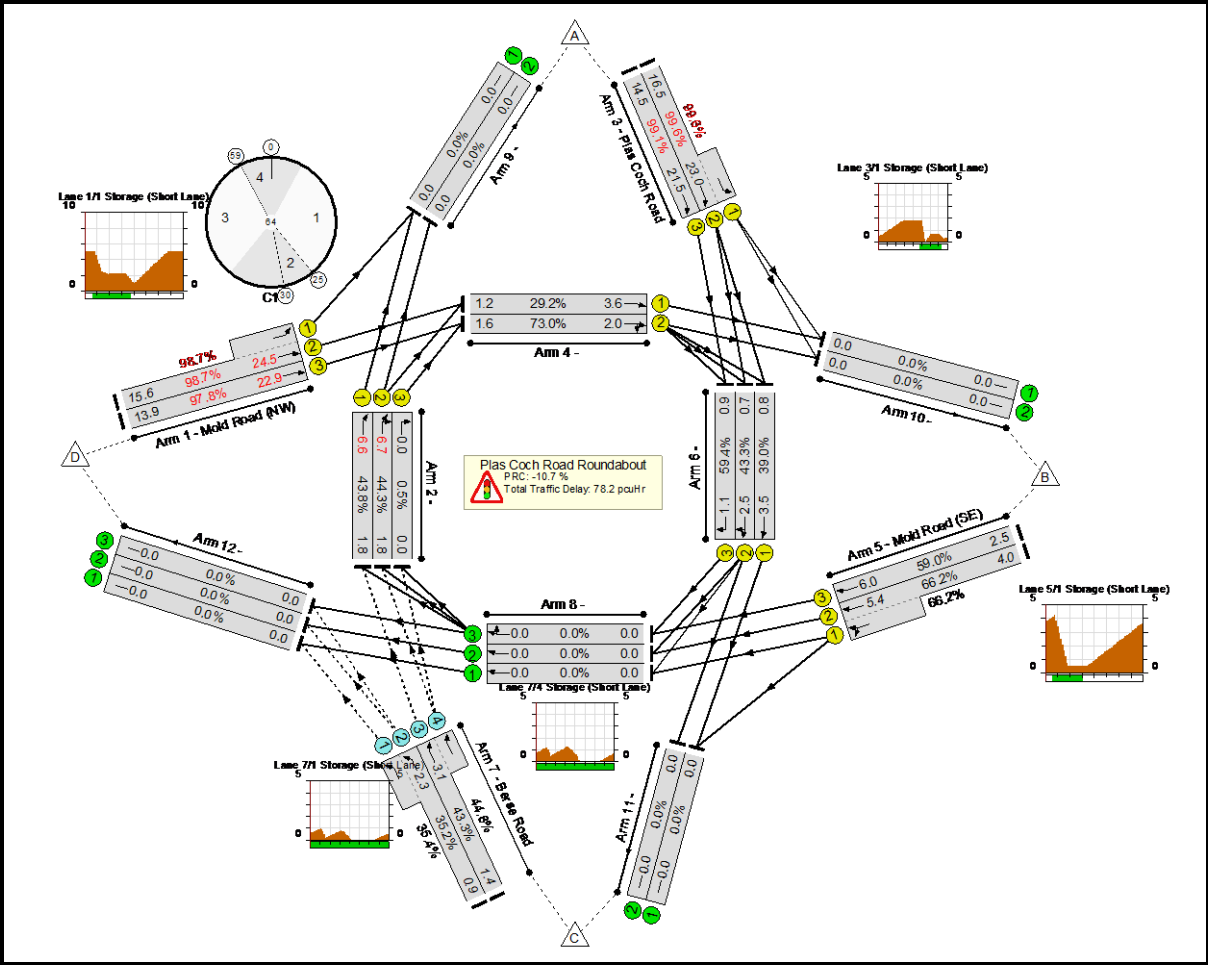
Scenario 16: '2036 Base - Friday AM Peak' (FG10: '2036 Base - Friday AM Peak', Plan 1: 'Network Control Plan 1')



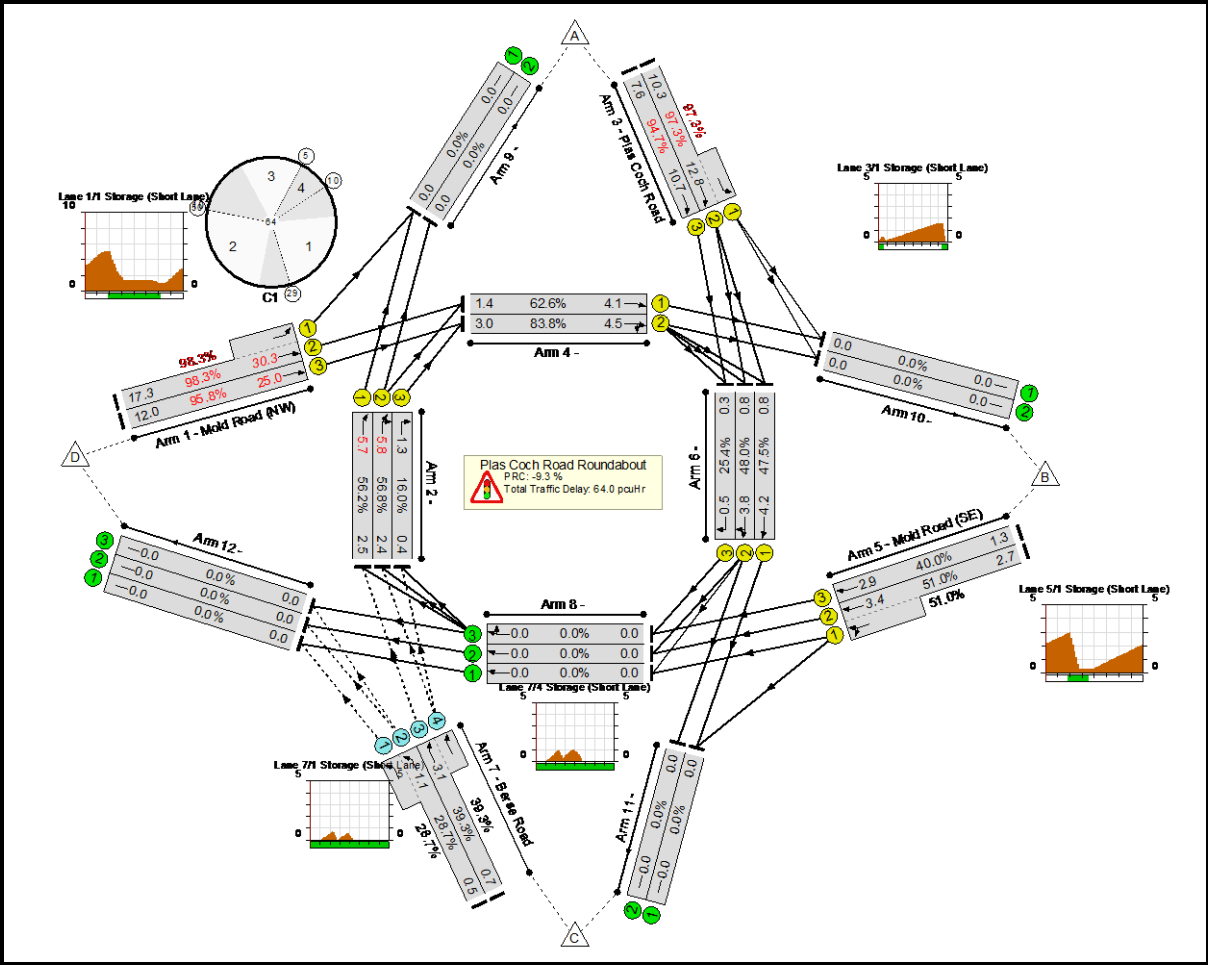
Scenario 17: '2036 Base - Friday PM Peak' (FG11: '2036 Base - Friday PM Peak', Plan 1: 'Network Control Plan 1')



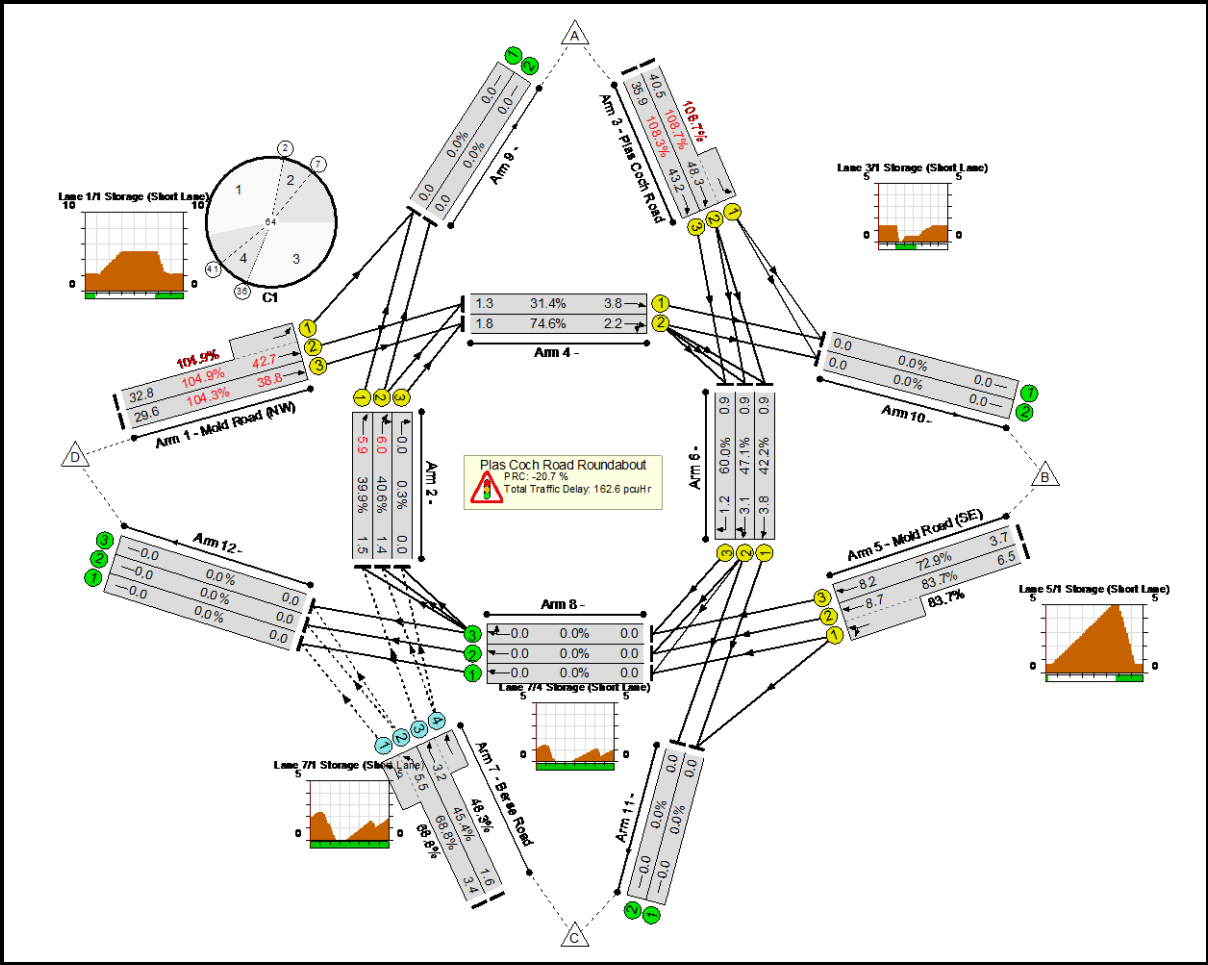
Scenario 18: '2036 Base - Saturday Peak' (FG12: '2036 Base - Saturday Peak', Plan 1: 'Network Control Plan 1')



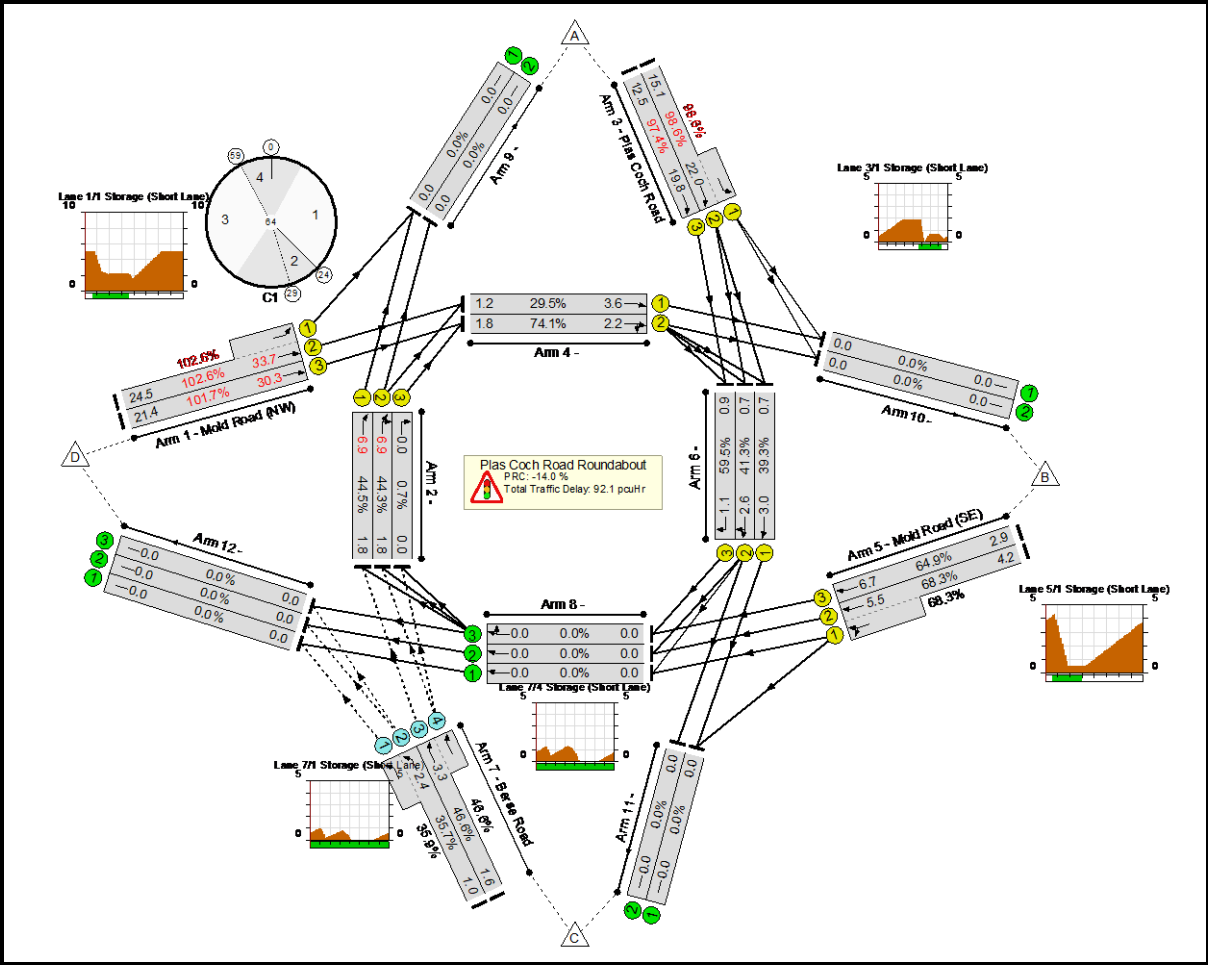
Scenario 19: '2036 Base + McD's - Friday AM Peak' (FG34: '2036 Base + McD's - Friday AM Peak', Plan 1: 'Network Control Plan 1')



Scenario 20: '2036 Base + McD's - Friday PM Peak' (FG35: '2036 Base + McD's - Friday PM Peak', Plan 1: 'Network Control Plan 1')



Scenario 21: '2036 Base + McD's - Saturday Peak' (FG36: '2036 Base + McD's - Saturday Peak', Plan 1: 'Network Control Plan 1')



Network Results

Scenario 16: '2036 Base - Friday AM Peak' (FG10: '2036 Base - Friday AM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.2%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	98.2%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	35	-	1292	1855:1855	658+658	98.2 : 98.2%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	35	-	999	1855	1043	95.7%
2/1	Ahead	U	N/A	N/A	B		1	19	-	309	1855	580	53.3%
2/2	Right Ahead	U	N/A	N/A	B		1	19	-	324	1855	580	55.9%
2/3	Right	U	N/A	N/A	B		1	19	-	89	1855	580	15.4%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	10	-	375	1855:1855	288+108	94.7 : 94.7%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	10	-	295	1855	319	92.5%
4/1	Ahead	U	N/A	N/A	D		1	44	-	822	1855	1304	63.0%
4/2	Right Ahead	U	N/A	N/A	D		1	44	-	1088	1855	1304	83.4%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	13	-	375	1855:1855	365+367	51.3 : 51.3%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	13	-	161	1855	406	39.7%
6/1	Ahead	U	N/A	N/A	G		1	41	-	557	1855	1217	45.8%
6/2	Right Ahead	U	N/A	N/A	G		1	41	-	571	1855	1217	46.9%
6/3	Right	U	N/A	N/A	G		1	41	-	295	1855	1217	24.2%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	496	Inf : Inf	876+876	28.3 : 28.3%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	562	Inf : Inf	555+876	39.3 : 39.3%
8/1	Ahead	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%

8/3	Right Ahead	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	420	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	-	-	2116	0	0	21.7	38.4	0.0	60.1	-	-	-	-
Plas Coch Road Roundabout	-	-	2116	0	0	21.7	38.4	0.0	60.1	-	-	-	-
1/2+1/1	1292	1292	-	-	-	3.9	12.9	-	16.8	46.9	16.9	12.9	29.8
1/3	999	999	-	-	-	3.7	8.2	-	11.9	42.9	16.6	8.2	24.9
2/1	309	309	-	-	-	1.8	0.6	-	2.3	27.3	4.8	0.6	5.4
2/2	324	324	-	-	-	1.7	0.6	-	2.3	25.8	5.0	0.6	5.6
2/3	89	89	-	-	-	0.3	0.1	-	0.4	16.7	1.1	0.1	1.2
3/2+3/1	375	375	-	-	-	2.6	5.8	-	8.4	80.6	5.1	5.8	10.8
3/3	295	295	-	-	-	2.1	4.5	-	6.6	80.9	5.2	4.5	9.7
4/1	822	822	-	-	-	0.6	0.8	-	1.4	6.3	3.4	0.8	4.2
4/2	1088	1088	-	-	-	0.4	2.5	-	2.9	9.5	1.9	2.5	4.4
5/2+5/1	375	375	-	-	-	2.3	0.5	-	2.8	26.8	2.9	0.5	3.4
5/3	161	161	-	-	-	1.0	0.3	-	1.3	28.7	2.4	0.3	2.7
6/1	557	557	-	-	-	0.3	0.4	-	0.7	4.6	3.4	0.4	3.8
6/2	571	571	-	-	-	0.3	0.4	-	0.7	4.5	2.9	0.4	3.3
6/3	295	295	-	-	-	0.1	0.2	-	0.2	3.0	0.3	0.2	0.4
7/2+7/1	496	496	992	0	0	0.3	0.2	-	0.5	3.4	0.9	0.2	1.1
7/3+7/4	562	562	1124	0	0	0.4	0.3	-	0.7	4.6	2.8	0.3	3.1
8/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	955	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-9.1	Total Delay for Signalled Lanes (pcuHr):		58.90	Cycle Time (s):		64		
			PRC Over All Lanes (%):		-9.1	Total Delay Over All Lanes(pcuHr):		60.08					

Scenario 17: '2036 Base - Friday PM Peak' (FG11: '2036 Base - Friday PM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	106.7%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	106.7%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	838	1855:1855	126+672	105.1 : 105.1%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	787	1855	754	104.4%
2/1	Ahead	U	N/A	N/A	B		1	29	-	332	1855	870	38.2%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	338	1855	870	38.9%
2/3	Right	U	N/A	N/A	B		1	29	-	1	1855	870	0.1%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	718	1855:1855	512+161	106.7 : 106.7%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	646	1855	609	106.1%
4/1	Ahead	U	N/A	N/A	D		1	34	-	326	1855	1014	31.5%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	788	1855	1014	74.4%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	775	1855:1855	467+468	82.9 : 82.9%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	436	1855	609	71.6%
6/1	Ahead	U	N/A	N/A	G		1	34	-	455	1855	1014	42.5%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	508	1855	1014	47.3%
6/3	Right	U	N/A	N/A	G		1	34	-	646	1855	1014	60.0%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	572	Inf : Inf	418+418	68.5 : 68.5%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	374	Inf : Inf	418+418	43.6 : 46.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	1082	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	1038	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	928	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	-	-	1892	0	0	35.6	115.3	0.0	150.9	-	-	-	-
Plas Coch Road Roundabout	-	-	1892	0	0	35.6	115.3	0.0	150.9	-	-	-	-
1/2+1/1	838	798	-	-	-	5.7	27.8	-	33.5	143.9	15.8	27.8	43.6
1/3	787	754	-	-	-	5.4	24.7	-	30.1	137.5	14.6	24.7	39.3
2/1	332	332	-	-	-	1.1	0.3	-	1.4	15.0	5.3	0.3	5.6
2/2	338	338	-	-	-	1.1	0.3	-	1.4	14.7	5.4	0.3	5.7
2/3	1	1	-	-	-	0.0	0.0	-	0.0	7.5	0.0	0.0	0.0
3/2+3/1	718	673	-	-	-	5.4	28.9	-	34.2	171.7	13.1	28.9	42.0
3/3	646	609	-	-	-	4.9	25.1	-	30.0	167.1	12.1	25.1	37.2
4/1	320	320	-	-	-	1.1	0.2	-	1.3	14.9	3.6	0.2	3.8
4/2	755	755	-	-	-	0.3	1.4	-	1.8	8.4	0.7	1.4	2.2
5/2+5/1	775	775	-	-	-	3.9	2.4	-	6.3	29.2	5.8	2.4	8.2
5/3	436	436	-	-	-	2.3	1.2	-	3.5	29.2	6.8	1.2	8.0
6/1	431	431	-	-	-	0.5	0.4	-	0.9	7.4	3.4	0.4	3.8
6/2	480	480	-	-	-	0.4	0.4	-	0.9	6.6	2.7	0.4	3.1
6/3	609	609	-	-	-	0.2	0.7	-	0.9	5.5	0.4	0.7	1.2
7/2+7/1	572	572	1144	0	0	2.3	1.1	-	3.3	21.0	4.4	1.1	5.4
7/3+7/4	374	374	748	0	0	1.1	0.4	-	1.5	14.2	2.7	0.4	3.1
8/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	1045	1045	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1004	1004	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	400	400	-	-	-	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	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): -18.6 Total Delay for Signalised Lanes (pcuHr): 146.13 PRC Over All Lanes (%): -18.6 Total Delay Over All Lanes(pcuHr): 150.94 Cycle Time (s): 64													

Scenario 18: '2036 Base - Saturday Peak' (FG12: '2036 Base - Saturday Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	99.6%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	99.6%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	781	1855:1855	111+680	98.7 : 98.7%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	737	1855	754	97.8%
2/1	Ahead	U	N/A	N/A	B		1	29	-	381	1855	870	43.8%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	385	1855	870	44.3%
2/3	Right	U	N/A	N/A	B		1	29	-	4	1855	870	0.5%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	700	1855:1855	485+218	99.6 : 99.6%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	603	1855	609	99.1%
4/1	Ahead	U	N/A	N/A	D		1	34	-	296	1855	1014	29.2%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	741	1855	1014	73.0%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	619	1855:1855	468+467	66.2 : 66.2%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	359	1855	609	59.0%
6/1	Ahead	U	N/A	N/A	G		1	34	-	396	1855	1014	39.0%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	439	1855	1014	43.3%
6/3	Right	U	N/A	N/A	G		1	34	-	603	1855	1014	59.4%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	329	Inf : Inf	466+466	35.2 : 35.4%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	411	Inf : Inf	466+466	43.3 : 44.8%
8/1	Ahead	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	685	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	-	-	1480	0	0	26.9	51.3	0.0	78.2	-	-	-	-
Plas Coch Road Roundabout	-	-	1480	0	0	26.9	51.3	0.0	78.2	-	-	-	-
1/2+1/1	781	781	-	-	-	3.9	11.7	-	15.6	72.0	12.8	11.7	24.5
1/3	737	737	-	-	-	3.8	10.0	-	13.9	67.8	12.9	10.0	22.9
2/1	381	381	-	-	-	1.4	0.4	-	1.8	17.2	6.2	0.4	6.6
2/2	385	385	-	-	-	1.4	0.4	-	1.8	17.1	6.3	0.4	6.7
2/3	4	4	-	-	-	0.0	0.0	-	0.0	7.9	0.0	0.0	0.0
3/2+3/1	700	700	-	-	-	3.9	12.5	-	16.5	84.7	10.5	12.5	23.0
3/3	603	603	-	-	-	3.6	10.9	-	14.5	86.7	10.6	10.9	21.5
4/1	296	296	-	-	-	1.0	0.2	-	1.2	14.6	3.4	0.2	3.6
4/2	741	741	-	-	-	0.3	1.3	-	1.6	7.8	0.6	1.3	2.0
5/2+5/1	619	619	-	-	-	3.0	1.0	-	4.0	23.0	4.4	1.0	5.4
5/3	359	359	-	-	-	1.8	0.7	-	2.5	25.1	5.3	0.7	6.0
6/1	396	396	-	-	-	0.4	0.3	-	0.8	7.0	3.1	0.3	3.5
6/2	439	439	-	-	-	0.3	0.4	-	0.7	5.9	2.2	0.4	2.5
6/3	603	603	-	-	-	0.2	0.7	-	0.9	5.4	0.4	0.7	1.1
7/2+7/1	329	329	658	0	0	0.7	0.3	-	0.9	10.3	2.1	0.3	2.3
7/3+7/4	411	411	822	0	0	1.0	0.4	-	1.4	12.6	2.7	0.4	3.1
8/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1052	1052	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -10.7 Total Delay for Signalled Lanes (pcuHr): 75.78 PRC Over All Lanes (%): -10.7 Total Delay Over All Lanes(pcuHr): 78.16 Cycle Time (s): 64													

Scenario 19: '2036 Base + McD's - Friday AM Peak' (FG34: '2036 Base + McD's - Friday AM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.3%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	98.3%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	35	-	1293	1855:1855	656+659	98.3 : 98.3%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	35	-	1000	1855	1043	95.8%
2/1	Ahead	U	N/A	N/A	B		1	19	-	326	1855	580	56.2%
2/2	Right Ahead	U	N/A	N/A	B		1	19	-	329	1855	580	56.8%
2/3	Right	U	N/A	N/A	B		1	19	-	93	1855	580	16.0%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	10	-	388	1855:1855	288+111	97.3 : 97.3%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	10	-	302	1855	319	94.7%
4/1	Ahead	U	N/A	N/A	D		1	44	-	817	1855	1304	62.6%
4/2	Right Ahead	U	N/A	N/A	D		1	44	-	1093	1855	1304	83.8%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	14	-	377	1855:1855	357+382	51.0 : 51.0%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	14	-	174	1855	435	40.0%
6/1	Ahead	U	N/A	N/A	G		1	40	-	564	1855	1188	47.5%
6/2	Right Ahead	U	N/A	N/A	G		1	40	-	571	1855	1188	48.0%
6/3	Right	U	N/A	N/A	G		1	40	-	302	1855	1188	25.4%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	496	Inf : Inf	863+863	28.7 : 28.7%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	573	Inf : Inf	596+863	39.3 : 39.3%
8/1	Ahead	U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	871	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	425	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	-	-	2138	0	0	22.2	41.8	0.0	64.0	-	-	-	-
Plas Coch Road Roundabout	-	-	2138	0	0	22.2	41.8	0.0	64.0	-	-	-	-
1/2+1/1	1293	1293	-	-	-	3.9	13.3	-	17.3	48.1	16.9	13.3	30.3
1/3	1000	1000	-	-	-	3.7	8.3	-	12.0	43.2	16.7	8.3	25.0
2/1	326	326	-	-	-	1.9	0.6	-	2.5	27.6	5.1	0.6	5.7
2/2	329	329	-	-	-	1.8	0.7	-	2.4	26.5	5.2	0.7	5.8
2/3	93	93	-	-	-	0.3	0.1	-	0.4	16.7	1.2	0.1	1.3
3/2+3/1	388	388	-	-	-	2.7	7.5	-	10.3	95.2	5.2	7.5	12.8
3/3	302	302	-	-	-	2.2	5.4	-	7.6	91.2	5.3	5.4	10.7
4/1	817	817	-	-	-	0.6	0.8	-	1.4	6.1	3.3	0.8	4.1
4/2	1093	1093	-	-	-	0.4	2.5	-	3.0	9.8	2.0	2.5	4.5
5/2+5/1	377	377	-	-	-	2.2	0.5	-	2.7	25.8	2.9	0.5	3.4
5/3	174	174	-	-	-	1.0	0.3	-	1.3	27.6	2.6	0.3	2.9
6/1	564	564	-	-	-	0.4	0.5	-	0.8	5.1	3.8	0.5	4.2
6/2	571	571	-	-	-	0.3	0.5	-	0.8	5.1	3.4	0.5	3.8
6/3	302	302	-	-	-	0.1	0.2	-	0.3	3.3	0.3	0.2	0.5
7/2+7/1	496	496	992	0	0	0.3	0.2	-	0.5	3.4	0.9	0.2	1.1
7/3+7/4	573	573	1146	0	0	0.4	0.3	-	0.7	4.5	2.8	0.3	3.1
8/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-9.3	Total Delay for Signalled Lanes (pcuHr):		62.83	Cycle Time (s):		64		
			PRC Over All Lanes (%):		-9.3	Total Delay Over All Lanes(pcuHr):		64.02					

Scenario 20: '2036 Base + McD's - Friday PM Peak' (FG35: '2036 Base + McD's - Friday PM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	108.7%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	108.7%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	837	1855:1855	127+671	104.9 : 104.9%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	786	1855	754	104.3%
2/1	Ahead	U	N/A	N/A	B		1	29	-	347	1855	870	39.9%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	353	1855	870	40.6%
2/3	Right	U	N/A	N/A	B		1	29	-	3	1855	870	0.3%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	737	1855:1855	506+172	108.7 : 108.7%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	659	1855	609	108.3%
4/1	Ahead	U	N/A	N/A	D		1	34	-	325	1855	1014	31.4%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	789	1855	1014	74.6%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	783	1855:1855	467+468	83.7 : 83.7%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	444	1855	609	72.9%
6/1	Ahead	U	N/A	N/A	G		1	34	-	456	1855	1014	42.2%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	511	1855	1014	47.1%
6/3	Right	U	N/A	N/A	G		1	34	-	659	1855	1014	60.0%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	572	Inf : Inf	416+416	68.8 : 68.8%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	390	Inf : Inf	416+416	45.4 : 48.3%
8/1	Ahead	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	1103	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	933	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	-	-	1924	0	0	36.7	125.9	0.0	162.6	-	-	-	-
Plas Coch Road Roundabout	-	-	1924	0	0	36.7	125.9	0.0	162.6	-	-	-	-
1/2+1/1	837	798	-	-	-	5.7	27.1	-	32.8	141.1	15.6	27.1	42.7
1/3	786	754	-	-	-	5.3	24.3	-	29.6	135.7	14.5	24.3	38.8
2/1	347	347	-	-	-	1.1	0.3	-	1.5	15.1	5.5	0.3	5.9
2/2	353	353	-	-	-	1.1	0.3	-	1.4	14.7	5.7	0.3	6.0
2/3	3	3	-	-	-	0.0	0.0	-	0.0	7.4	0.0	0.0	0.0
3/2+3/1	737	678	-	-	-	5.8	34.7	-	40.5	197.9	13.6	34.7	48.3
3/3	659	609	-	-	-	5.3	30.6	-	35.9	196.1	12.6	30.6	43.2
4/1	319	319	-	-	-	1.1	0.2	-	1.3	14.6	3.5	0.2	3.8
4/2	757	757	-	-	-	0.3	1.5	-	1.8	8.5	0.8	1.5	2.2
5/2+5/1	783	783	-	-	-	4.0	2.5	-	6.5	29.8	6.2	2.5	8.7
5/3	444	444	-	-	-	2.3	1.3	-	3.7	29.8	6.9	1.3	8.2
6/1	429	429	-	-	-	0.5	0.4	-	0.9	7.4	3.4	0.4	3.8
6/2	477	477	-	-	-	0.4	0.4	-	0.9	6.6	2.7	0.4	3.1
6/3	609	609	-	-	-	0.2	0.7	-	0.9	5.5	0.4	0.7	1.2
7/2+7/1	572	572	1144	0	0	2.3	1.1	-	3.4	21.2	4.4	1.1	5.5
7/3+7/4	390	390	780	0	0	1.2	0.4	-	1.6	14.8	2.8	0.4	3.2
8/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): -20.7 Total Delay for Signalised Lanes (pcuHr): 157.64 PRC Over All Lanes (%): -20.7 Total Delay Over All Lanes(pcuHr): 162.60 Cycle Time (s): 64													

Scenario 21: '2036 Base + McD's - Saturday Peak' (FG36: '2036 Base + McD's - Saturday Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	102.6%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	102.6%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	24	-	782	1855:1855	107+655	102.6 : 102.6%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	24	-	737	1855	725	101.7%
2/1	Ahead	U	N/A	N/A	B		1	30	-	400	1855	899	44.5%
2/2	Right Ahead	U	N/A	N/A	B		1	30	-	398	1855	899	44.3%
2/3	Right	U	N/A	N/A	B		1	30	-	6	1855	899	0.7%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	21	-	725	1855:1855	502+233	98.6 : 98.6%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	21	-	621	1855	638	97.4%
4/1	Ahead	U	N/A	N/A	D		1	33	-	294	1855	985	29.5%
4/2	Right Ahead	U	N/A	N/A	D		1	33	-	743	1855	985	74.1%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	19	-	619	1855:1855	454+452	68.3 : 68.3%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	19	-	376	1855	580	64.9%
6/1	Ahead	U	N/A	N/A	G		1	35	-	413	1855	1043	39.3%
6/2	Right Ahead	U	N/A	N/A	G		1	35	-	434	1855	1043	41.3%
6/3	Right	U	N/A	N/A	G		1	35	-	621	1855	1043	59.5%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	329	Inf : Inf	459+459	35.7 : 35.9%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	428	Inf : Inf	459+459	46.6 : 46.6%
8/1	Ahead	U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	703	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	-	-	1514	0	0	28.7	63.5	0.0	92.1	-	-	-	-
Plas Coch Road Roundabout	-	-	1514	0	0	28.7	63.5	0.0	92.1	-	-	-	-
1/2+1/1	782	762	-	-	-	4.7	19.8	-	24.5	112.9	13.9	19.8	33.7
1/3	737	725	-	-	-	4.4	17.0	-	21.4	104.5	13.3	17.0	30.3
2/1	400	400	-	-	-	1.4	0.4	-	1.8	16.4	6.5	0.4	6.9
2/2	398	398	-	-	-	1.4	0.4	-	1.8	16.5	6.5	0.4	6.9
2/3	6	6	-	-	-	0.0	0.0	-	0.0	7.5	0.0	0.0	0.0
3/2+3/1	725	725	-	-	-	3.9	11.1	-	15.1	74.8	10.8	11.1	22.0
3/3	621	621	-	-	-	3.6	9.0	-	12.5	72.7	10.9	9.0	19.8
4/1	291	291	-	-	-	1.0	0.2	-	1.2	15.4	3.4	0.2	3.6
4/2	731	731	-	-	-	0.4	1.4	-	1.8	8.8	0.8	1.4	2.2
5/2+5/1	619	619	-	-	-	3.1	1.1	-	4.2	24.4	4.5	1.1	5.5
5/3	376	376	-	-	-	2.0	0.9	-	2.9	27.7	5.7	0.9	6.7
6/1	410	410	-	-	-	0.4	0.3	-	0.7	6.2	2.7	0.3	3.0
6/2	431	431	-	-	-	0.3	0.4	-	0.7	5.7	2.3	0.4	2.6
6/3	621	621	-	-	-	0.1	0.7	-	0.9	5.0	0.3	0.7	1.1
7/2+7/1	329	329	658	0	0	0.7	0.3	-	1.0	10.7	2.1	0.3	2.4
7/3+7/4	428	428	856	0	0	1.2	0.4	-	1.6	13.6	2.9	0.4	3.3
8/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -14.0 PRC Over All Lanes (%): -14.0 Total Delay for Signalled Lanes (pcuHr): 89.55 Total Delay Over All Lanes(pcuHr): 92.14 Cycle Time (s): 64													