Wrexham Gateway Project

Transport Assessment

250701/SK224114/TA01(-01)

Volume 2

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK224114	TA	00	First Draft	L Speers	LGS	02/05/2025

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Appendix F

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	3 days
	MS	MERSEYSIDE	2 days
11	**SCOTLAND**		
	DU	DUNDEE CITY	1 days
	EB	CITY OF EDINBURGH	1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 2400 to 15000 (units: sqm)
Range Selected by User: 2000 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 29/04/24

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	3
Edge of Town Centre	7

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	2
Built-Up Zone	6
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	10 days

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included
Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	5 days

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	3 days

Travel Plan:

Yes	1 days
No	9 days

PTAL Rating:

No PTAL Present	10 days

LIST OF SITES relevant to selection parameters

1 **BC-02-A-08** **OFFICES** **BOURNEMOUTH CHRISTCHURCH & POOLE**
HOLDENHURST ROAD
BOURNEMOUTH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

2 **DU-02-A-01** **OFFICES** **DUNDEE CITY**
GREENMARKET
DUNDEE

Edge of Town Centre
Development Zone
Total Gross floor area: 3200 sqm
Survey date: THURSDAY *27/04/17* *Survey Type: MANUAL*

3 **EB-02-A-06** **REGUS OFFICES** **CITY OF EDINBURGH**
ST ANDREW SQUARE
EDINBURGH

Town Centre
Built-Up Zone
Total Gross floor area: 4500 sqm
Survey date: WEDNESDAY *16/03/16* *Survey Type: MANUAL*

4 **GM-02-A-08** **REGUS** **GREATER MANCHESTER**
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

5 **GM-02-A-09** **LEASED OFFICES** **GREATER MANCHESTER**
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

6 **GM-02-A-11** **OFFICES** **GREATER MANCHESTER**
SAINT PETER'S SQUARE
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 6420 sqm
Survey date: FRIDAY *22/04/22* *Survey Type: MANUAL*

7 **MS-02-A-02** **SCIENCE PARK OFFICES** **MERSEYSIDE**
MOUNT PLEASANT
LIVERPOOL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 11250 sqm
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **MS-02-A-04** **OFFICES** **MERSEYSIDE**
MANN ISLAND
LIVERPOOL
MANN ISLAND
Edge of Town Centre
Development Zone
Total Gross floor area: 15000 sqm
Survey date: TUESDAY *05/04/22* *Survey Type: MANUAL*

9 **NF-02-A-03** **OFFICES** **NORFOLK**
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY *12/09/17* *Survey Type: MANUAL*

10 **WS-02-A-07** **BUSINESS TECHNOLOGY** **WEST SUSSEX**
HAM ROAD
SHOREHAM-BY-SEA

Edge of Town Centre
No Sub Category
Total Gross floor area: 2780 sqm
Survey date: FRIDAY *11/11/22* *Survey Type: MANUAL*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.37

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	10	5456	0.086	10	5456	0.005	10	5456	0.091
07:30 - 08:00	10	5456	0.174	10	5456	0.038	10	5456	0.212
08:00 - 08:30	10	5456	0.288	10	5456	0.049	10	5456	0.337
08:30 - 09:00	**10**	**5456**	**0.396**	10	5456	0.086	**10**	**5456**	**0.482**
09:00 - 09:30	10	5456	0.233	10	5456	0.097	10	5456	0.330
09:30 - 10:00	10	5456	0.128	10	5456	0.044	10	5456	0.172
10:00 - 10:30	10	5456	0.088	10	5456	0.053	10	5456	0.141
10:30 - 11:00	10	5456	0.086	10	5456	0.071	10	5456	0.157
11:00 - 11:30	10	5456	0.062	10	5456	0.049	10	5456	0.111
11:30 - 12:00	10	5456	0.042	10	5456	0.044	10	5456	0.086
12:00 - 12:30	10	5456	0.049	10	5456	0.082	10	5456	0.131
12:30 - 13:00	10	5456	0.068	10	5456	0.064	10	5456	0.132
13:00 - 13:30	10	5456	0.060	10	5456	0.068	10	5456	0.128
13:30 - 14:00	10	5456	0.095	10	5456	0.092	10	5456	0.187
14:00 - 14:30	10	5456	0.064	10	5456	0.055	10	5456	0.119
14:30 - 15:00	10	5456	0.044	10	5456	0.073	10	5456	0.117
15:00 - 15:30	10	5456	0.046	10	5456	0.079	10	5456	0.125
15:30 - 16:00	10	5456	0.051	10	5456	0.095	10	5456	0.146
16:00 - 16:30	10	5456	0.044	10	5456	0.141	10	5456	0.185
16:30 - 17:00	10	5456	0.055	10	5456	0.169	10	5456	0.224
17:00 - 17:30	10	5456	0.040	10	5456	0.246	10	5456	0.286
17:30 - 18:00	10	5456	0.048	**10**	**5456**	**0.291**	10	5456	0.339
18:00 - 18:30	10	5456	0.022	10	5456	0.159	10	5456	0.181
18:30 - 19:00	10	5456	0.020	10	5456	0.070	10	5456	0.090
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.289			2.220			4.509

Parameter summary

Trip rate parameter range selected:	2400 - 15000 (units: sqm)
Survey date date range:	01/01/16 - 29/04/24
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
07:30 - 08:00	10	5456	0.002	10	5456	0.002	10	5456	0.004
08:00 - 08:30	10	5456	0.009	10	5456	0.009	10	5456	0.018
08:30 - 09:00	**10**	**5456**	**0.016**	**10**	**5456**	**0.015**	**10**	**5456**	**0.031**
09:00 - 09:30	10	5456	0.004	10	5456	0.005	10	5456	0.009
09:30 - 10:00	10	5456	0.004	10	5456	0.004	10	5456	0.008
10:00 - 10:30	10	5456	0.002	10	5456	0.002	10	5456	0.004
10:30 - 11:00	10	5456	0.004	10	5456	0.004	10	5456	0.008
11:00 - 11:30	10	5456	0.002	10	5456	0.002	10	5456	0.004
11:30 - 12:00	10	5456	0.002	10	5456	0.002	10	5456	0.004
12:00 - 12:30	10	5456	0.004	10	5456	0.004	10	5456	0.008
12:30 - 13:00	10	5456	0.004	10	5456	0.004	10	5456	0.008
13:00 - 13:30	10	5456	0.002	10	5456	0.002	10	5456	0.004
13:30 - 14:00	10	5456	0.004	10	5456	0.004	10	5456	0.008
14:00 - 14:30	10	5456	0.004	10	5456	0.004	10	5456	0.008
14:30 - 15:00	10	5456	0.000	10	5456	0.000	10	5456	0.000
15:00 - 15:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
15:30 - 16:00	10	5456	0.007	10	5456	0.007	10	5456	0.014
16:00 - 16:30	10	5456	0.002	10	5456	0.000	10	5456	0.002
16:30 - 17:00	10	5456	0.000	10	5456	0.002	10	5456	0.002
17:00 - 17:30	10	5456	0.005	10	5456	0.004	10	5456	0.009
17:30 - 18:00	10	5456	0.009	10	5456	0.009	10	5456	0.018
18:00 - 18:30	10	5456	0.004	10	5456	0.005	10	5456	0.009
18:30 - 19:00	10	5456	0.004	10	5456	0.002	10	5456	0.006
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.094			0.092			0.186

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
07:30 - 08:00	10	5456	0.000	10	5456	0.000	10	5456	0.000
08:00 - 08:30	10	5456	0.002	10	5456	0.002	10	5456	0.004
08:30 - 09:00	**10**	**5456**	**0.005**	**10**	**5456**	**0.005**	**10**	**5456**	**0.010**
09:00 - 09:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
09:30 - 10:00	10	5456	0.002	10	5456	0.002	10	5456	0.004
10:00 - 10:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
10:30 - 11:00	10	5456	0.004	10	5456	0.004	10	5456	0.008
11:00 - 11:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
11:30 - 12:00	10	5456	0.000	10	5456	0.000	10	5456	0.000
12:00 - 12:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
12:30 - 13:00	10	5456	0.000	10	5456	0.000	10	5456	0.000
13:00 - 13:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
13:30 - 14:00	10	5456	0.004	10	5456	0.004	10	5456	0.008
14:00 - 14:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
14:30 - 15:00	10	5456	0.000	10	5456	0.000	10	5456	0.000
15:00 - 15:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
15:30 - 16:00	10	5456	0.000	10	5456	0.000	10	5456	0.000
16:00 - 16:30	10	5456	0.002	10	5456	0.002	10	5456	0.004
16:30 - 17:00	10	5456	0.000	10	5456	0.000	10	5456	0.000
17:00 - 17:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
17:30 - 18:00	10	5456	0.000	10	5456	0.000	10	5456	0.000
18:00 - 18:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
18:30 - 19:00	10	5456	0.000	10	5456	0.000	10	5456	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.019			0.019			0.038

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	10	5456	0.000	10	5456	0.000	10	5456	0.000
07:30 - 08:00	10	5456	0.016	10	5456	0.000	10	5456	0.016
08:00 - 08:30	10	5456	0.018	10	5456	0.002	10	5456	0.020
08:30 - 09:00	**10**	**5456**	**0.038**	10	5456	0.000	**10**	**5456**	**0.038**
09:00 - 09:30	10	5456	0.009	10	5456	0.000	10	5456	0.009
09:30 - 10:00	10	5456	0.009	10	5456	0.000	10	5456	0.009
10:00 - 10:30	10	5456	0.007	10	5456	0.000	10	5456	0.007
10:30 - 11:00	10	5456	0.004	10	5456	0.002	10	5456	0.006
11:00 - 11:30	10	5456	0.002	10	5456	0.002	10	5456	0.004
11:30 - 12:00	10	5456	0.005	10	5456	0.004	10	5456	0.009
12:00 - 12:30	10	5456	0.004	10	5456	0.004	10	5456	0.008
12:30 - 13:00	10	5456	0.005	10	5456	0.004	10	5456	0.009
13:00 - 13:30	10	5456	0.007	10	5456	0.004	10	5456	0.011
13:30 - 14:00	10	5456	0.000	10	5456	0.004	10	5456	0.004
14:00 - 14:30	10	5456	0.000	10	5456	0.004	10	5456	0.004
14:30 - 15:00	10	5456	0.000	10	5456	0.002	10	5456	0.002
15:00 - 15:30	10	5456	0.004	10	5456	0.002	10	5456	0.006
15:30 - 16:00	10	5456	0.000	10	5456	0.007	10	5456	0.007
16:00 - 16:30	10	5456	0.000	10	5456	0.018	10	5456	0.018
16:30 - 17:00	10	5456	0.000	10	5456	0.011	10	5456	0.011
17:00 - 17:30	10	5456	0.000	**10**	**5456**	**0.035**	10	5456	0.035
17:30 - 18:00	10	5456	0.000	10	5456	0.015	10	5456	0.015
18:00 - 18:30	10	5456	0.000	10	5456	0.013	10	5456	0.013
18:30 - 19:00	10	5456	0.000	10	5456	0.002	10	5456	0.002
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.128			0.135			0.263

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	10	5456	0.020	10	5456	0.005	10	5456	0.025
07:30 - 08:00	10	5456	0.060	10	5456	0.007	10	5456	0.067
08:00 - 08:30	10	5456	0.088	10	5456	0.011	10	5456	0.099
08:30 - 09:00	10	5456	0.167	10	5456	0.016	10	5456	0.183
09:00 - 09:30	10	5456	0.134	10	5456	0.040	10	5456	0.174
09:30 - 10:00	10	5456	0.112	10	5456	0.042	10	5456	0.154
10:00 - 10:30	10	5456	0.101	10	5456	0.090	10	5456	0.191
10:30 - 11:00	10	5456	0.082	10	5456	0.073	10	5456	0.155
11:00 - 11:30	10	5456	0.088	10	5456	0.110	10	5456	0.198
11:30 - 12:00	10	5456	0.110	10	5456	0.165	10	5456	0.275
12:00 - 12:30	10	5456	0.249	10	5456	0.341	10	5456	0.590
12:30 - 13:00	10	5456	0.282	10	5456	0.407	10	5456	0.689
13:00 - 13:30	**10**	**5456**	**0.339**	**10**	**5456**	**0.409**	**10**	**5456**	**0.748**
13:30 - 14:00	10	5456	0.277	10	5456	0.134	10	5456	0.411
14:00 - 14:30	10	5456	0.189	10	5456	0.092	10	5456	0.281
14:30 - 15:00	10	5456	0.145	10	5456	0.081	10	5456	0.226
15:00 - 15:30	10	5456	0.060	10	5456	0.051	10	5456	0.111
15:30 - 16:00	10	5456	0.055	10	5456	0.037	10	5456	0.092
16:00 - 16:30	10	5456	0.029	10	5456	0.057	10	5456	0.086
16:30 - 17:00	10	5456	0.037	10	5456	0.079	10	5456	0.116
17:00 - 17:30	10	5456	0.022	10	5456	0.169	10	5456	0.191
17:30 - 18:00	10	5456	0.016	10	5456	0.161	10	5456	0.177
18:00 - 18:30	10	5456	0.004	10	5456	0.093	10	5456	0.097
18:30 - 19:00	10	5456	0.000	10	5456	0.040	10	5456	0.040
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.666			2.710			5.376

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	10	5456	0.042	10	5456	0.000	10	5456	0.042
07:30 - 08:00	10	5456	0.170	10	5456	0.002	10	5456	0.172
08:00 - 08:30	10	5456	0.257	10	5456	0.000	10	5456	0.257
08:30 - 09:00	**10**	**5456**	**0.425**	10	5456	0.009	**10**	**5456**	**0.434**
09:00 - 09:30	10	5456	0.324	10	5456	0.016	10	5456	0.340
09:30 - 10:00	10	5456	0.169	10	5456	0.018	10	5456	0.187
10:00 - 10:30	10	5456	0.064	10	5456	0.026	10	5456	0.090
10:30 - 11:00	10	5456	0.060	10	5456	0.037	10	5456	0.097
11:00 - 11:30	10	5456	0.037	10	5456	0.046	10	5456	0.083
11:30 - 12:00	10	5456	0.048	10	5456	0.037	10	5456	0.085
12:00 - 12:30	10	5456	0.037	10	5456	0.073	10	5456	0.110
12:30 - 13:00	10	5456	0.048	10	5456	0.130	10	5456	0.178
13:00 - 13:30	10	5456	0.077	10	5456	0.121	10	5456	0.198
13:30 - 14:00	10	5456	0.075	10	5456	0.049	10	5456	0.124
14:00 - 14:30	10	5456	0.038	10	5456	0.035	10	5456	0.073
14:30 - 15:00	10	5456	0.044	10	5456	0.053	10	5456	0.097
15:00 - 15:30	10	5456	0.016	10	5456	0.068	10	5456	0.084
15:30 - 16:00	10	5456	0.048	10	5456	0.088	10	5456	0.136
16:00 - 16:30	10	5456	0.053	10	5456	0.161	10	5456	0.214
16:30 - 17:00	10	5456	0.026	10	5456	0.229	10	5456	0.255
17:00 - 17:30	10	5456	0.018	**10**	**5456**	**0.346**	10	5456	0.364
17:30 - 18:00	10	5456	0.002	10	5456	0.260	10	5456	0.262
18:00 - 18:30	10	5456	0.009	10	5456	0.121	10	5456	0.130
18:30 - 19:00	10	5456	0.002	10	5456	0.071	10	5456	0.073
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.089			1.996			4.085

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

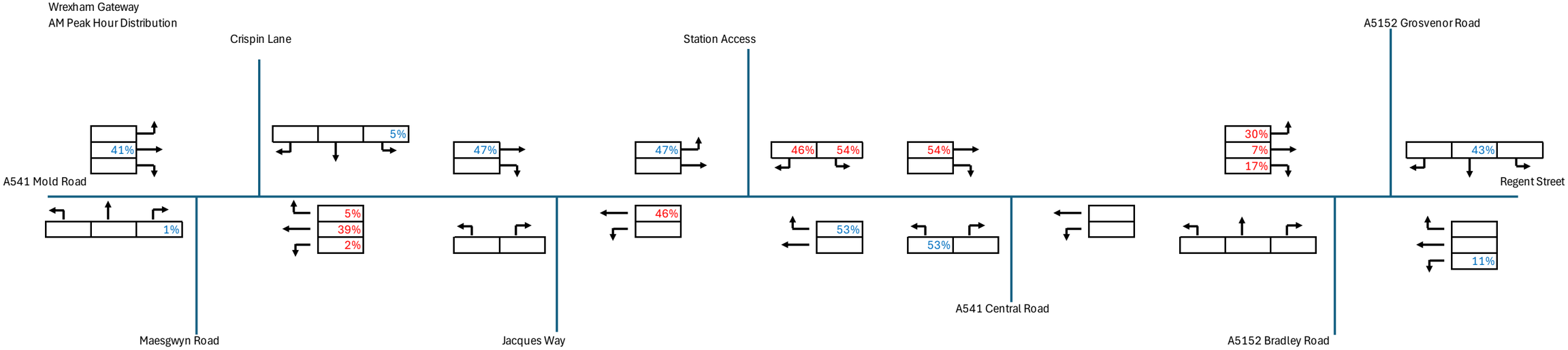
BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.37

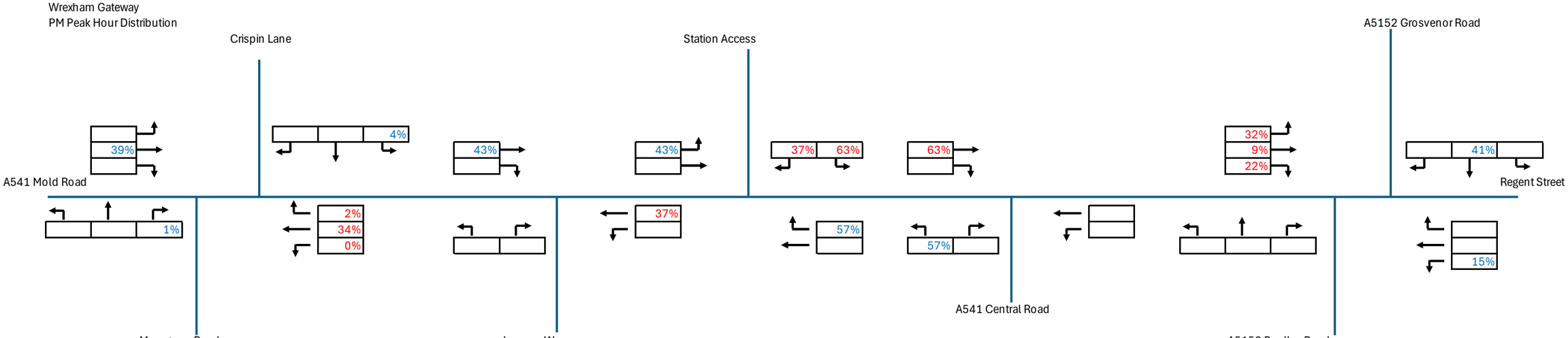
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	10	5456	0.154	10	5456	0.013	10	5456	0.167
07:30 - 08:00	10	5456	0.444	10	5456	0.049	10	5456	0.493
08:00 - 08:30	10	5456	0.711	10	5456	0.059	10	5456	0.770
08:30 - 09:00	**10**	**5456**	**1.087**	10	5456	0.121	**10**	**5456**	**1.208**
09:00 - 09:30	10	5456	0.766	10	5456	0.161	10	5456	0.927
09:30 - 10:00	10	5456	0.464	10	5456	0.112	10	5456	0.576
10:00 - 10:30	10	5456	0.284	10	5456	0.174	10	5456	0.458
10:30 - 11:00	10	5456	0.249	10	5456	0.189	10	5456	0.438
11:00 - 11:30	10	5456	0.200	10	5456	0.209	10	5456	0.409
11:30 - 12:00	10	5456	0.220	10	5456	0.257	10	5456	0.477
12:00 - 12:30	10	5456	0.348	10	5456	0.524	10	5456	0.872
12:30 - 13:00	10	5456	0.420	10	5456	0.623	10	5456	1.043
13:00 - 13:30	10	5456	0.504	10	5456	0.616	10	5456	1.120
13:30 - 14:00	10	5456	0.484	10	5456	0.301	10	5456	0.785
14:00 - 14:30	10	5456	0.306	10	5456	0.203	10	5456	0.509
14:30 - 15:00	10	5456	0.246	10	5456	0.231	10	5456	0.477
15:00 - 15:30	10	5456	0.137	10	5456	0.220	10	5456	0.357
15:30 - 16:00	10	5456	0.158	10	5456	0.273	10	5456	0.431
16:00 - 16:30	10	5456	0.134	10	5456	0.427	10	5456	0.561
16:30 - 17:00	10	5456	0.136	10	5456	0.528	10	5456	0.664
17:00 - 17:30	10	5456	0.088	**10**	**5456**	**0.838**	10	5456	0.926
17:30 - 18:00	10	5456	0.064	10	5456	0.790	10	5456	0.854
18:00 - 18:30	10	5456	0.040	10	5456	0.420	10	5456	0.460
18:30 - 19:00	10	5456	0.024	10	5456	0.198	10	5456	0.222
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.668			7.536			15.204

Appendix G

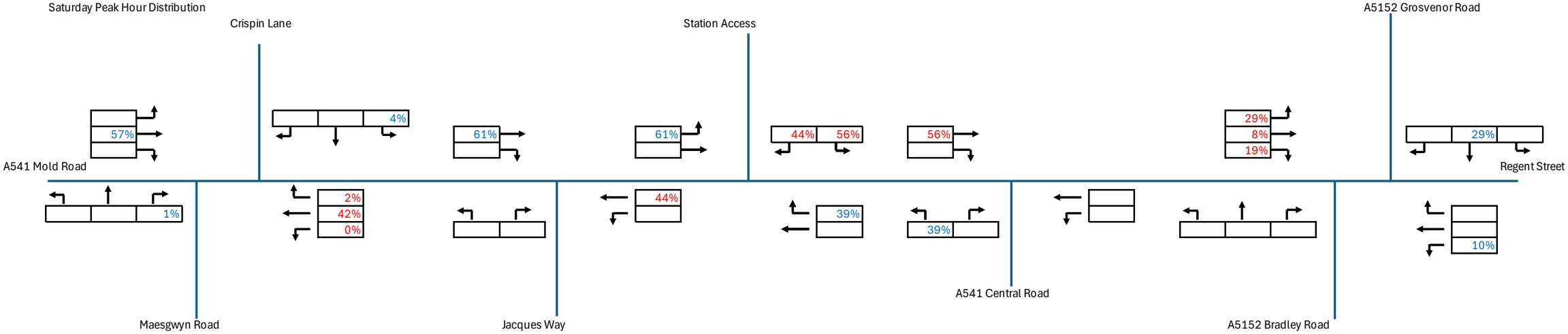
Wrexham Gateway
AM Peak Hour Distribution



Wrexham Gateway
PM Peak Hour Distribution

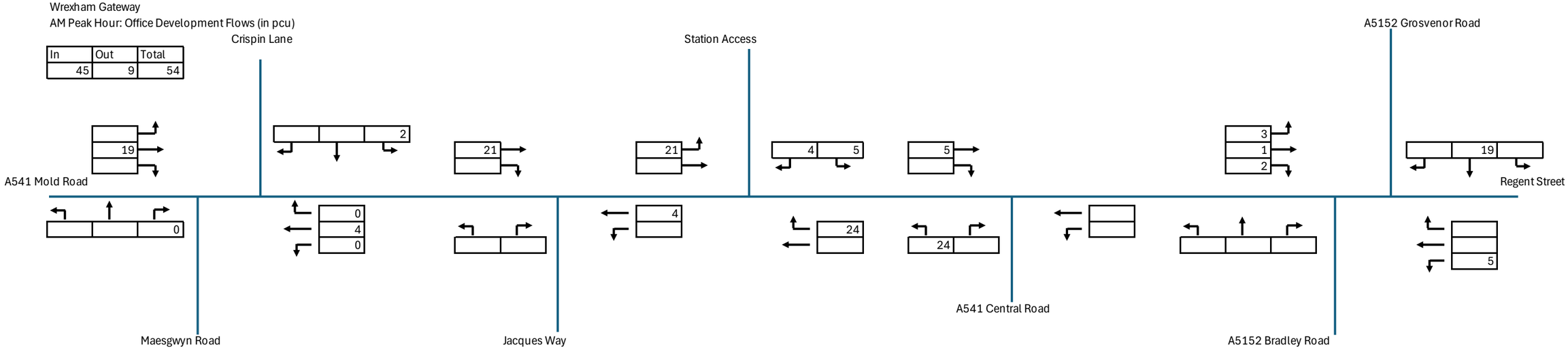


Wrexham Gateway
Saturday Peak Hour Distribution



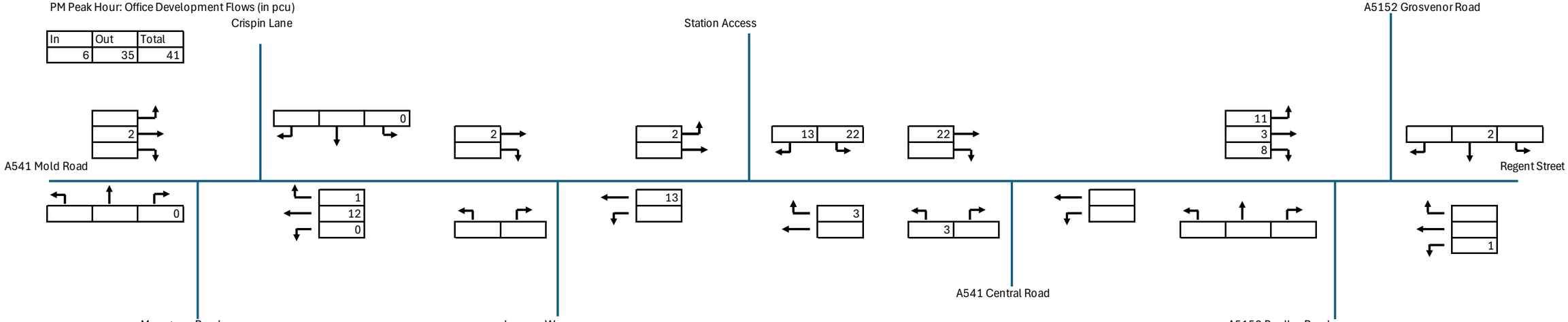
Wrexham Gateway
AM Peak Hour: Office Development Flows (in pcu)

In	Out	Total
45	9	54



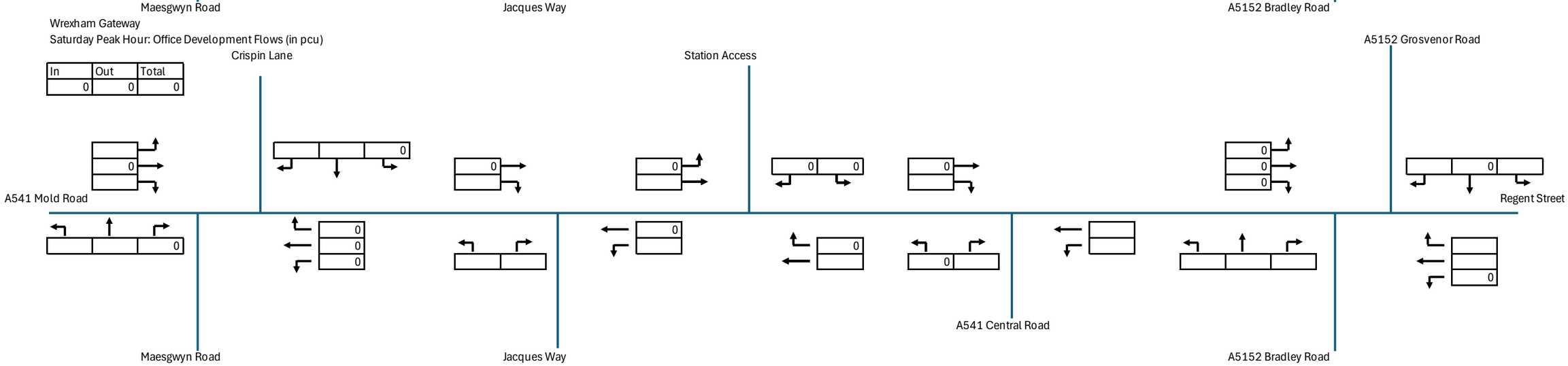
Wrexham Gateway
PM Peak Hour: Office Development Flows (in pcu)

In	Out	Total
6	35	41



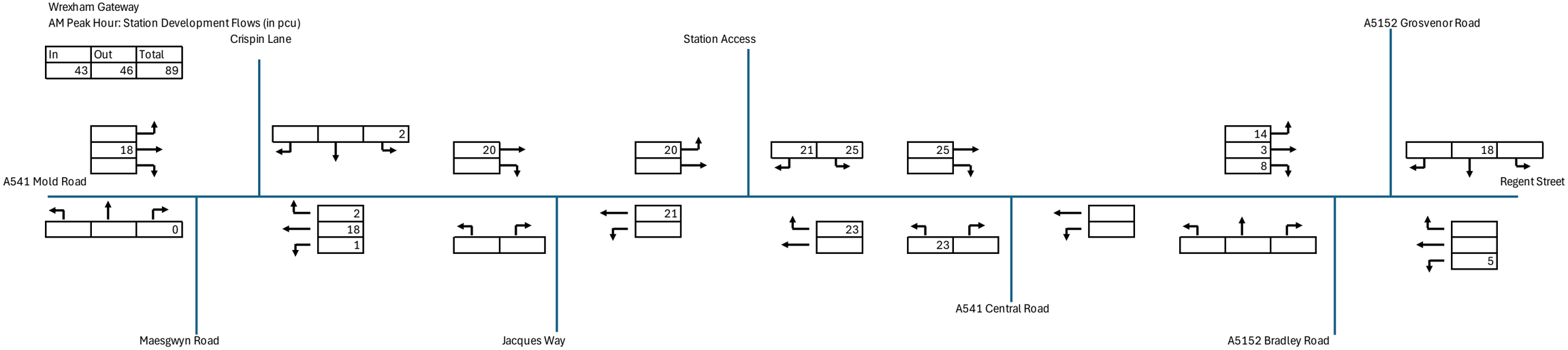
Wrexham Gateway
Saturday Peak Hour: Office Development Flows (in pcu)

In	Out	Total
0	0	0



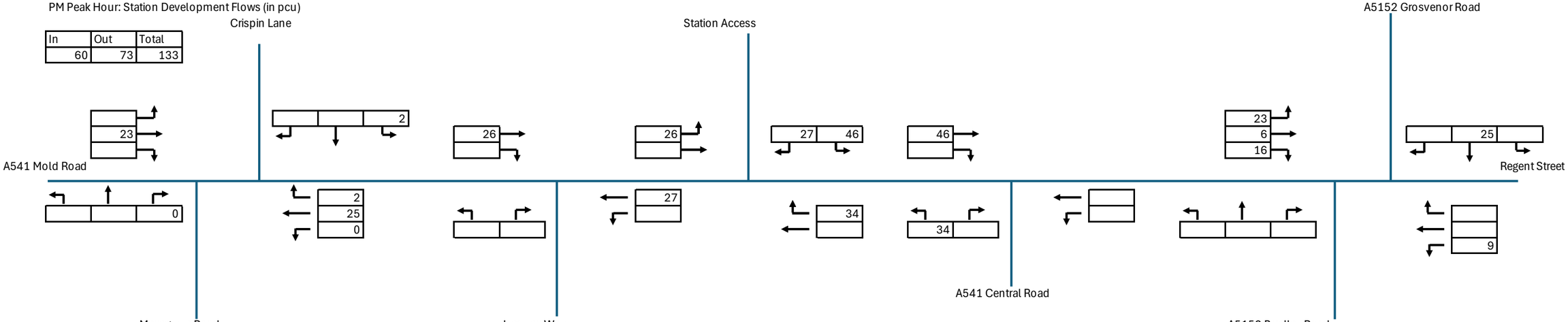
Wrexham Gateway
AM Peak Hour: Station Development Flows (in pcu)

In	Out	Total
43	46	89



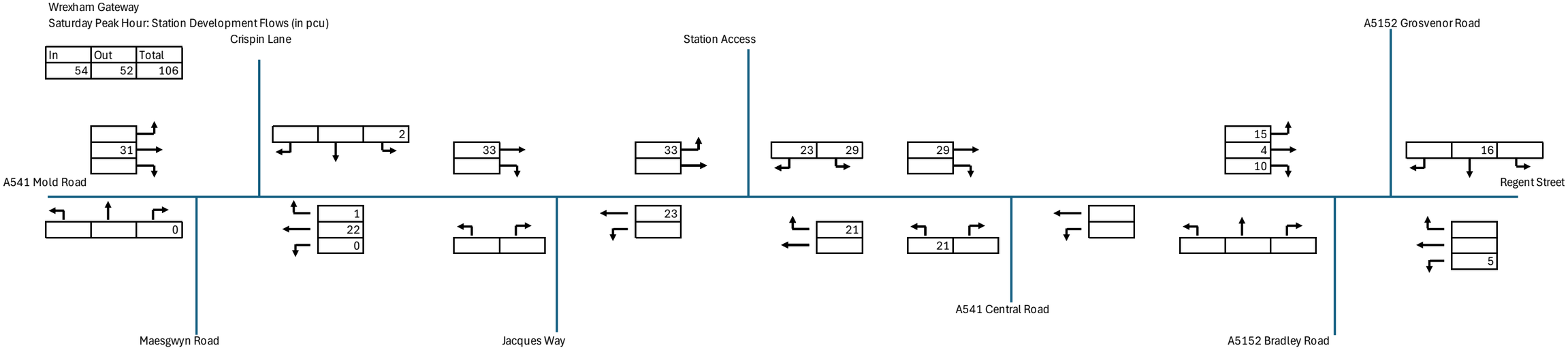
Wrexham Gateway
PM Peak Hour: Station Development Flows (in pcu)

In	Out	Total
60	73	133



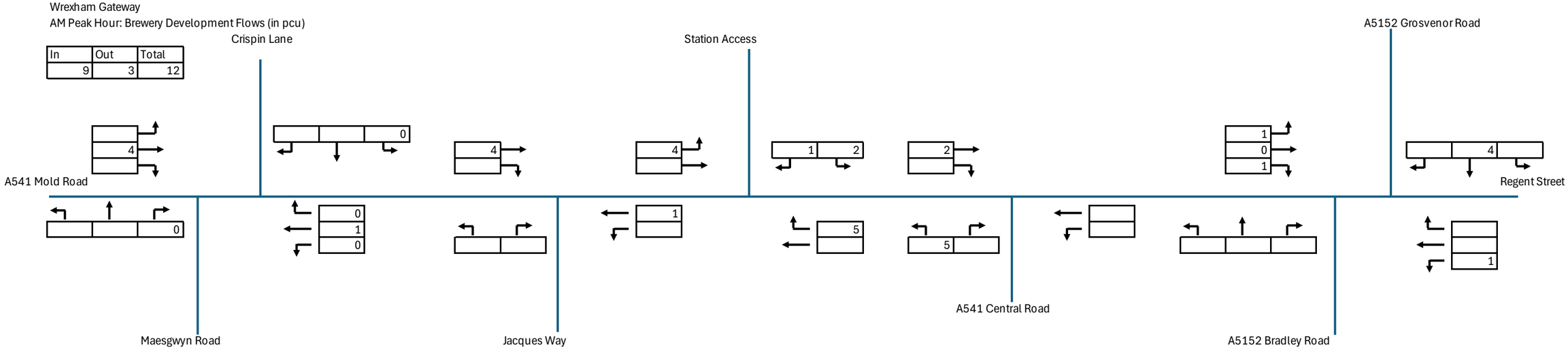
Wrexham Gateway
Saturday Peak Hour: Station Development Flows (in pcu)

In	Out	Total
54	52	106



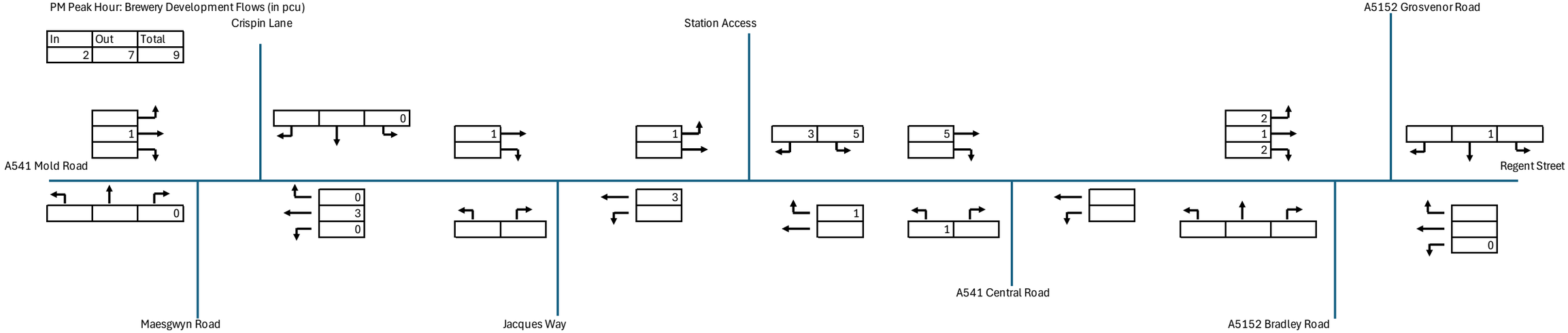
Wrexham Gateway
AM Peak Hour: Brewery Development Flows (in pcu)

In	Out	Total
9	3	12



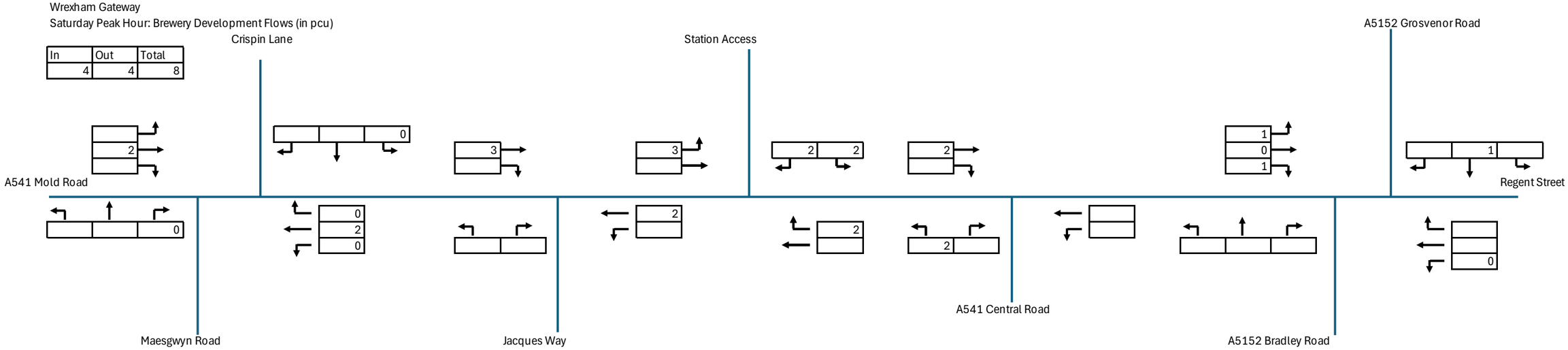
Wrexham Gateway
PM Peak Hour: Brewery Development Flows (in pcu)

In	Out	Total
2	7	9

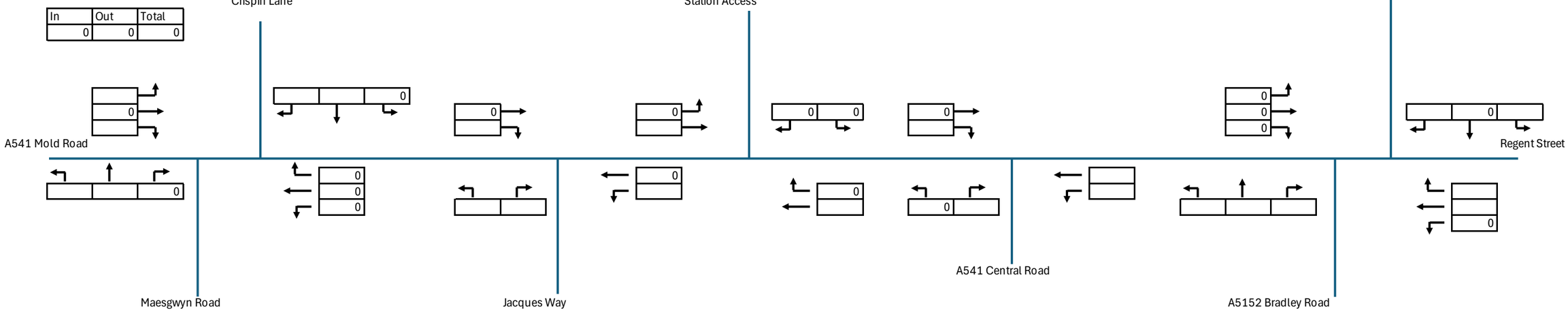


Wrexham Gateway
Saturday Peak Hour: Brewery Development Flows (in pcu)

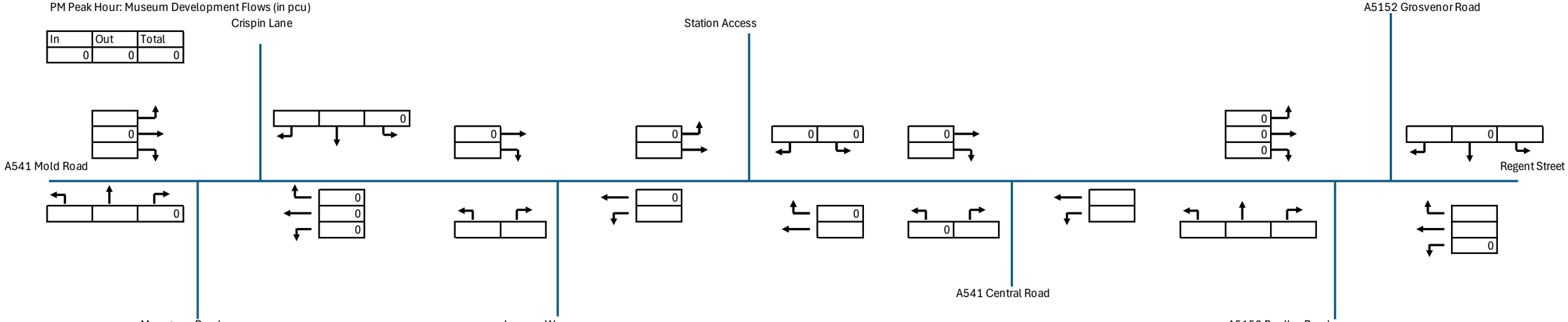
In	Out	Total
4	4	8



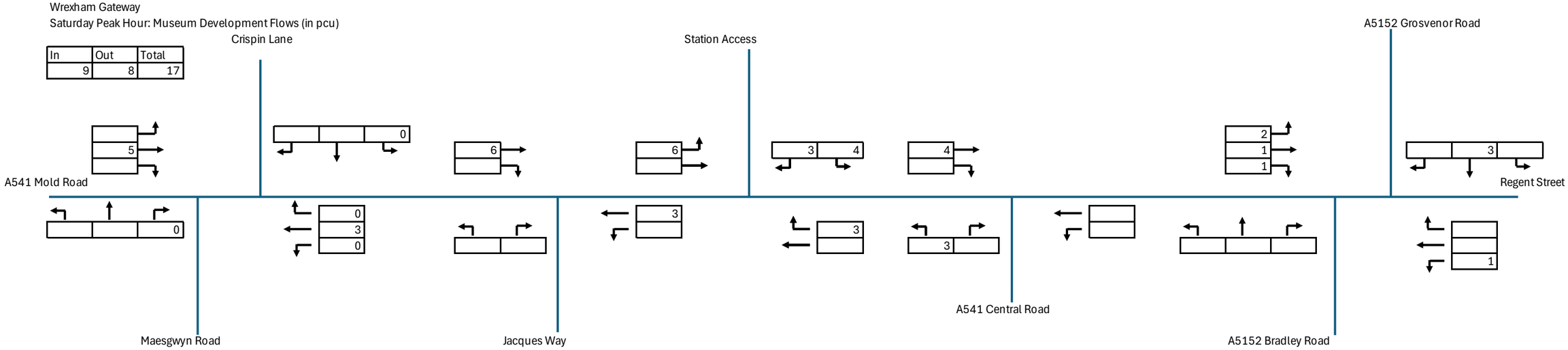
Wrexham Gateway
AM Peak Hour: Museum Development Flows (in pcu)



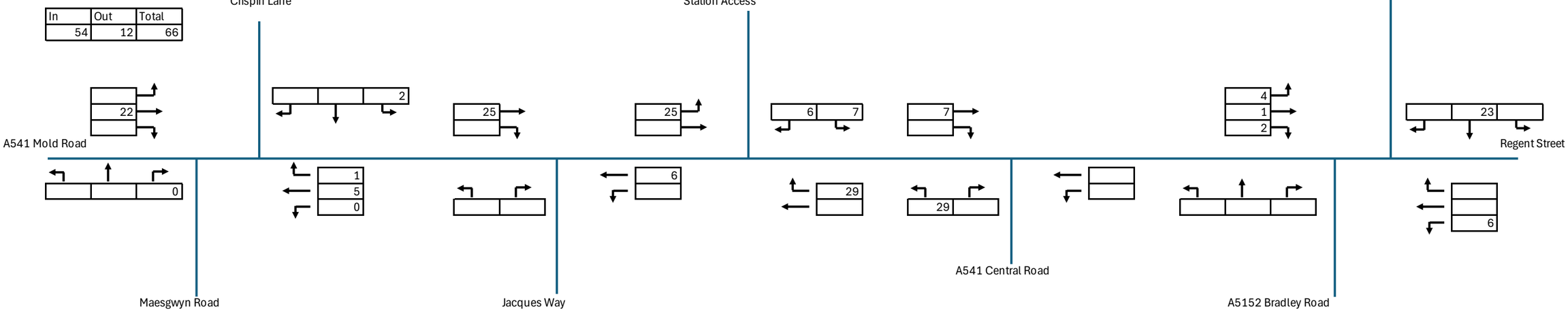
Wrexham Gateway
PM Peak Hour: Museum Development Flows (in pcu)



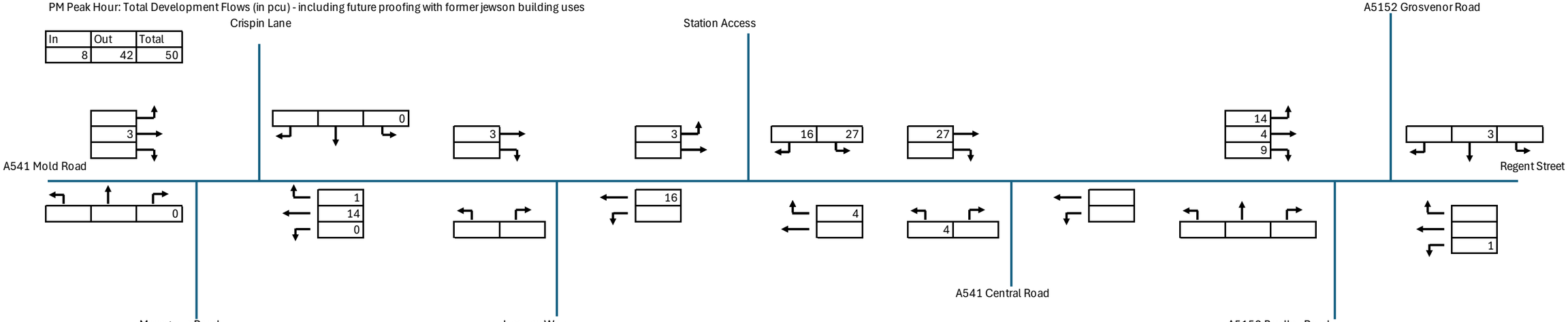
Wrexham Gateway
Saturday Peak Hour: Museum Development Flows (in pcu)



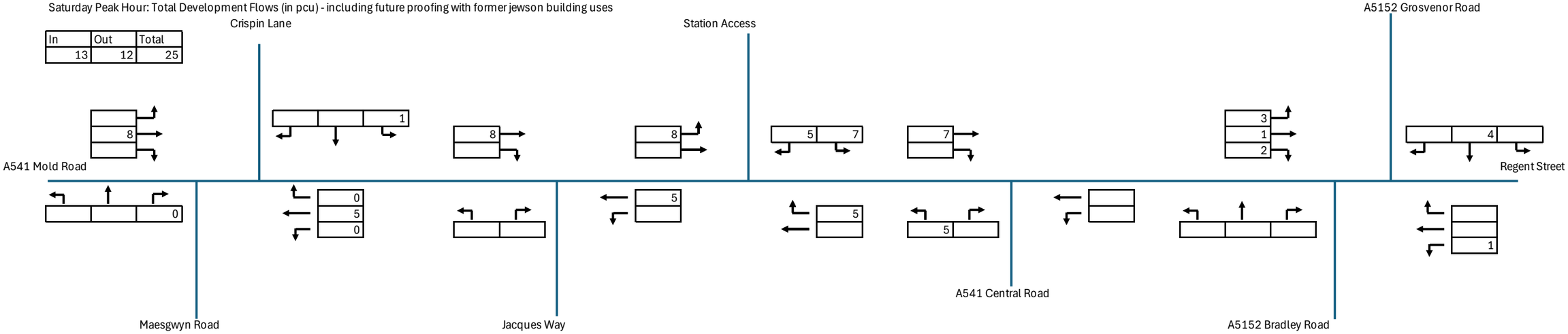
Wrexham Gateway
AM Peak Hour: Total Development Flows (in pcu) - including future proofing with former jewson building uses



Wrexham Gateway
PM Peak Hour: Total Development Flows (in pcu) - including future proofing with former jewson building uses



Wrexham Gateway
Saturday Peak Hour: Total Development Flows (in pcu) - including future proofing with former jewson building uses



Appendix H

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT

TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	DC	DORSET	1 days
08	**NORTH WEST**		
	BB	BLACKBURN WITH DARWEN	1 days
	GM	GREATER MANCHESTER	1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 19857 to 34581 (units: sqm)
Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 08/11/08

Selected survey days:

Monday	2 days
Tuesday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3

Selected Location Sub Categories:

Built-Up Zone	3

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	3 days

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included
Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	2 days

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

Travel Plan:

Not Known	1 days
No	2 days

PTAL Rating:

No PTAL Present	3 days

LIST OF SITES relevant to selection parameters

1 **BB-02-C-01** **BREWERY** **BLACKBURN WITH DARWEN**
PENNY STREET
BLACKBURN

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 34581 sqm
Survey date: MONDAY *21/06/04* *Survey Type: MANUAL*

2 **DC-02-C-04** **BREWERY** **DORSET**
WEYMOUTH AVENUE
DORCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 19857 sqm
Survey date: MONDAY *09/07/01* *Survey Type: MANUAL*

3 **GM-02-C-02** **BREWERY** **GREATER MANCHESTER**
GREAT DUCIE STREET
MANCHESTER
STRANGEWAYS
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 33470 sqm
Survey date: TUESDAY *08/06/04* *Survey Type: MANUAL*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CF-02-C-01	not brewery
CW-02-C-01	not brewery
FI-02-C-01	not brewery
GS-02-C-01	not brewery
HF-02-C-01	not brewery

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	29303	0.035	3	29303	0.011	3	29303	0.046
07:30 - 08:00	3	29303	0.039	3	29303	0.006	3	29303	0.045
08:00 - 08:30	**3**	**29303**	**0.098**	3	29303	0.018	**3**	**29303**	**0.116**
08:30 - 09:00	3	29303	0.061	3	29303	0.026	3	29303	0.087
09:00 - 09:30	3	29303	0.050	3	29303	0.027	3	29303	0.077
09:30 - 10:00	3	29303	0.034	3	29303	0.017	3	29303	0.051
10:00 - 10:30	3	29303	0.020	3	29303	0.022	3	29303	0.042
10:30 - 11:00	3	29303	0.028	3	29303	0.026	3	29303	0.054
11:00 - 11:30	3	29303	0.024	3	29303	0.024	3	29303	0.048
11:30 - 12:00	3	29303	0.028	3	29303	0.027	3	29303	0.055
12:00 - 12:30	3	29303	0.024	3	29303	0.026	3	29303	0.050
12:30 - 13:00	3	29303	0.013	3	29303	0.022	3	29303	0.035
13:00 - 13:30	3	29303	0.033	3	29303	0.027	3	29303	0.060
13:30 - 14:00	3	29303	0.042	3	29303	0.040	3	29303	0.082
14:00 - 14:30	3	29303	0.025	3	29303	0.041	3	29303	0.066
14:30 - 15:00	3	29303	0.019	3	29303	0.040	3	29303	0.059
15:00 - 15:30	3	29303	0.028	3	29303	0.027	3	29303	0.055
15:30 - 16:00	3	29303	0.016	3	29303	0.024	3	29303	0.040
16:00 - 16:30	3	29303	0.017	3	29303	0.030	3	29303	0.047
16:30 - 17:00	3	29303	0.010	**3**	**29303**	**0.077**	3	29303	0.087
17:00 - 17:30	3	29303	0.022	3	29303	0.076	3	29303	0.098
17:30 - 18:00	3	29303	0.015	3	29303	0.053	3	29303	0.068
18:00 - 18:30	3	29303	0.008	3	29303	0.018	3	29303	0.026
18:30 - 19:00	3	29303	0.006	3	29303	0.010	3	29303	0.016
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.695			0.715			1.410

Parameter summary

Trip rate parameter range selected:	19857 - 34581 (units: sqm)
Survey date date range:	01/01/01 - 08/11/08
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	5

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	29303	0.008	3	29303	0.005	3	29303	0.013
07:30 - 08:00	3	29303	0.008	3	29303	0.003	3	29303	0.011
08:00 - 08:30	3	29303	0.008	3	29303	0.007	3	29303	0.015
08:30 - 09:00	3	29303	0.005	**3**	**29303**	**0.008**	3	29303	0.013
09:00 - 09:30	3	29303	0.005	3	29303	0.006	3	29303	0.011
09:30 - 10:00	3	29303	0.008	3	29303	0.008	3	29303	0.016
10:00 - 10:30	3	29303	0.008	3	29303	0.008	3	29303	0.016
10:30 - 11:00	3	29303	0.003	3	29303	0.002	3	29303	0.005
11:00 - 11:30	**3**	**29303**	**0.010**	3	29303	0.008	**3**	**29303**	**0.018**
11:30 - 12:00	3	29303	0.005	3	29303	0.007	3	29303	0.012
12:00 - 12:30	3	29303	0.009	3	29303	0.007	3	29303	0.016
12:30 - 13:00	3	29303	0.002	3	29303	0.005	3	29303	0.007
13:00 - 13:30	3	29303	0.007	3	29303	0.003	3	29303	0.010
13:30 - 14:00	3	29303	0.001	3	29303	0.007	3	29303	0.008
14:00 - 14:30	3	29303	0.007	3	29303	0.003	3	29303	0.010
14:30 - 15:00	3	29303	0.003	3	29303	0.008	3	29303	0.011
15:00 - 15:30	3	29303	0.007	3	29303	0.003	3	29303	0.010
15:30 - 16:00	3	29303	0.003	3	29303	0.001	3	29303	0.004
16:00 - 16:30	3	29303	0.006	3	29303	0.005	3	29303	0.011
16:30 - 17:00	3	29303	0.002	3	29303	0.003	3	29303	0.005
17:00 - 17:30	3	29303	0.003	3	29303	0.006	3	29303	0.009
17:30 - 18:00	3	29303	0.003	3	29303	0.006	3	29303	0.009
18:00 - 18:30	3	29303	0.003	3	29303	0.002	3	29303	0.005
18:30 - 19:00	3	29303	0.000	3	29303	0.002	3	29303	0.002
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.124			0.123			0.247

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : I - ART GALLERIES/MUSEUMS/EXHIBITIONS

TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BH	BRIGHTON & HOVE	1 days
	HC	HAMPSHIRE	1 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
09	**NORTH**		
	DH	DURHAM	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	DU	DUNDEE CITY	1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 1325 to 22662 (units: sqm)
Range Selected by User: 400 to 22662 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 23/11/19

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	1
Built-Up Zone	2
Out of Town	1
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

n/a	4 days
F1(c)	3 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,001 to 5,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	1 days

Secondary Filtering selection (Cont.):

Travel Plan:

Not Known	2 days
No	5 days

PTAL Rating:

No PTAL Present	7 days

LIST OF SITES relevant to selection parameters

1 **BH-07-I-01** **MUSEUM & ART GALLERY** **BRIGHTON & HOVE**
NEW CHURCH ROAD
BRIGHTON
HOVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1800 sqm
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

2 **CF-07-I-01** **ART GALLERY/MUSEUM** **CARDIFF**
PARK PLACE
CARDIFF
CATHAYS PARK
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 22662 sqm
Survey date: FRIDAY *14/11/03* *Survey Type: MANUAL*

3 **DC-07-I-01** **TANK MUSEUM** **DORSET**
BOVINGTON LANE
BOVINGTON CAMP

Edge of Town
No Sub Category
Total Gross floor area: 11200 sqm
Survey date: WEDNESDAY *30/08/00* *Survey Type: MANUAL*

4 **DH-07-I-01** **MUSEUM/ART GALLERY** **DURHAM**
FRAMWELLGATE PETH
DURHAM
AYKLEY HEADS
Edge of Town
Out of Town
Total Gross floor area: 1800 sqm
Survey date: TUESDAY *10/06/03* *Survey Type: MANUAL*

5 **DU-07-I-01** **SCIENCE CENTRE** **DUNDEE CITY**
GREENMARKET
DUNDEE

Edge of Town Centre
Development Zone
Total Gross floor area: 1325 sqm
Survey date: THURSDAY *20/04/17* *Survey Type: MANUAL*

6 **GM-07-I-01** **ART GAL./MUSEUM** **GREATER MANCHESTER**
A6 CRESCENT
MANCHESTER
SALFORD
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 1595 sqm
Survey date: MONDAY *12/11/01* *Survey Type: MANUAL*

7 **HC-07-I-02** **MUSEUM** **HAMPSHIRE**
CHURCHILL WAY WEST
BASINGSTOKE
WEST HAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 7400 sqm
Survey date: TUESDAY *04/11/03* *Survey Type: MANUAL*

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	7	6826	0.270	7	6826	0.046	7	6826	0.316
10:00 - 11:00	**7**	**6826**	**0.354**	7	6826	0.126	7	6826	0.480
11:00 - 12:00	7	6826	0.350	7	6826	0.172	7	6826	0.522
12:00 - 13:00	7	6826	0.295	7	6826	0.278	7	6826	0.573
13:00 - 14:00	7	6826	0.341	7	6826	0.320	**7**	**6826**	**0.661**
14:00 - 15:00	7	6826	0.226	7	6826	0.322	7	6826	0.548
15:00 - 16:00	7	6826	0.165	**7**	**6826**	**0.452**	7	6826	0.617
16:00 - 17:00	7	6826	0.119	7	6826	0.375	7	6826	0.494
17:00 - 18:00	7	6826	0.036	7	6826	0.241	7	6826	0.277
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.156			2.332			4.488

Parameter summary

Trip rate parameter range selected:	1325 - 22662 (units: sqm)
Survey date date range:	01/01/00 - 23/11/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	**7**	**6826**	**0.008**	**7**	**6826**	**0.008**	**7**	**6826**	**0.016**
10:00 - 11:00	7	6826	0.006	7	6826	0.006	7	6826	0.012
11:00 - 12:00	7	6826	0.008	7	6826	0.002	7	6826	0.010
12:00 - 13:00	7	6826	0.008	7	6826	0.008	7	6826	0.016
13:00 - 14:00	7	6826	0.000	7	6826	0.000	7	6826	0.000
14:00 - 15:00	7	6826	0.004	7	6826	0.008	7	6826	0.012
15:00 - 16:00	7	6826	0.004	7	6826	0.006	7	6826	0.010
16:00 - 17:00	7	6826	0.002	7	6826	0.004	7	6826	0.006
17:00 - 18:00	7	6826	0.002	7	6826	0.004	7	6826	0.006
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.046			0.088

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : I - ART GALLERIES/MUSEUMS/EXHIBITIONS
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
11	**SCOTLAND**		
	SR	STIRLING	1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	1120 to 3087 (units: sqm)
Range Selected by User:	400 to 22662 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/93 to 23/11/19

Selected survey days:

Saturday	1 days
Sunday	2 days

Selected survey types:

Manual count	2 days
Directional ATC Count	1 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Built-Up Zone	1
Village	1
Out of Town	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

F1(b)	1 days
F1(c)	2 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

1.1 to 1.5	3 days

Travel Plan:

Not Known	3 days

PTAL Rating:

No PTAL Present	3 days

LIST OF SITES relevant to selection parameters

1 **GM-07-I-02** **ART GALLERY** **GREATER MANCHESTER**
OXFORD ROAD
MANCHESTER
GREENHEYS
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 3087 sqm
Survey date: SATURDAY *17/11/01* *Survey Type: MANUAL*

2 **SR-07-I-01** **MOTOR MUSEUM** **STIRLING**
A84(T)
NEAR STIRLING
BURN OF CAMBUS
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 1122 sqm
Survey date: SUNDAY *05/09/93* *Survey Type: DIRECTIONAL ATC COUNT*

3 **WS-07-I-02** **MILITARY MUSEUM** **WEST SUSSEX**
TANGMERE ROAD
NEAR CHICHESTER
TANGMERE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 1120 sqm
Survey date: SUNDAY *12/09/93* *Survey Type: MANUAL*

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

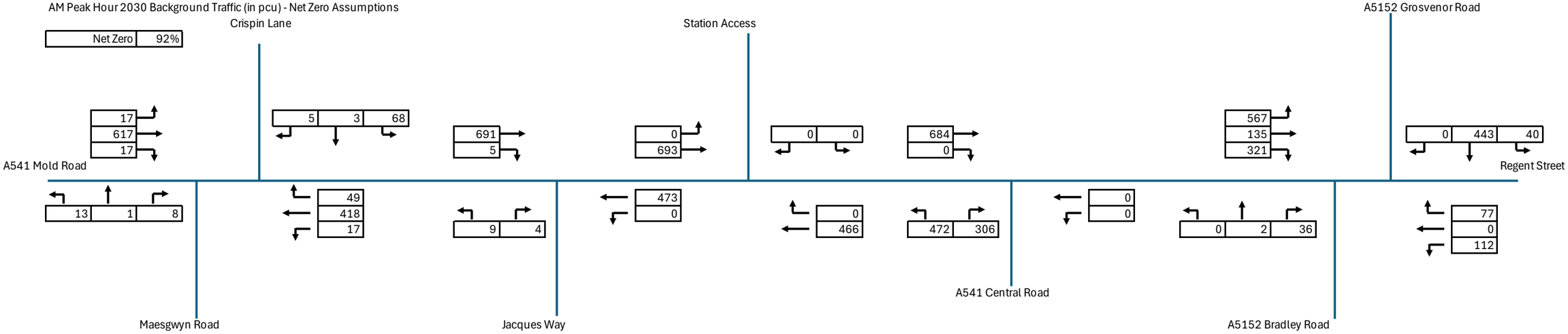
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	2	2105	0.404	2	2105	0.190	2	2105	0.594
10:00 - 11:00	3	1776	0.976	3	1776	0.300	3	1776	1.276
11:00 - 12:00	3	1776	1.220	3	1776	0.657	3	1776	1.877
12:00 - 13:00	3	1776	1.107	3	1776	0.676	3	1776	1.783
13:00 - 14:00	3	1776	1.182	3	1776	1.032	3	1776	2.214
14:00 - 15:00	**3**	**1776**	**1.239**	3	1776	1.145	3	1776	2.384
15:00 - 16:00	3	1776	1.220	3	1776	1.726	**3**	**1776**	**2.946**
16:00 - 17:00	3	1776	0.619	**3**	**1776**	**1.877**	3	1776	2.496
17:00 - 18:00	2	2105	0.071	2	2105	0.428	2	2105	0.499
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.038			8.031			16.069

Parameter summary

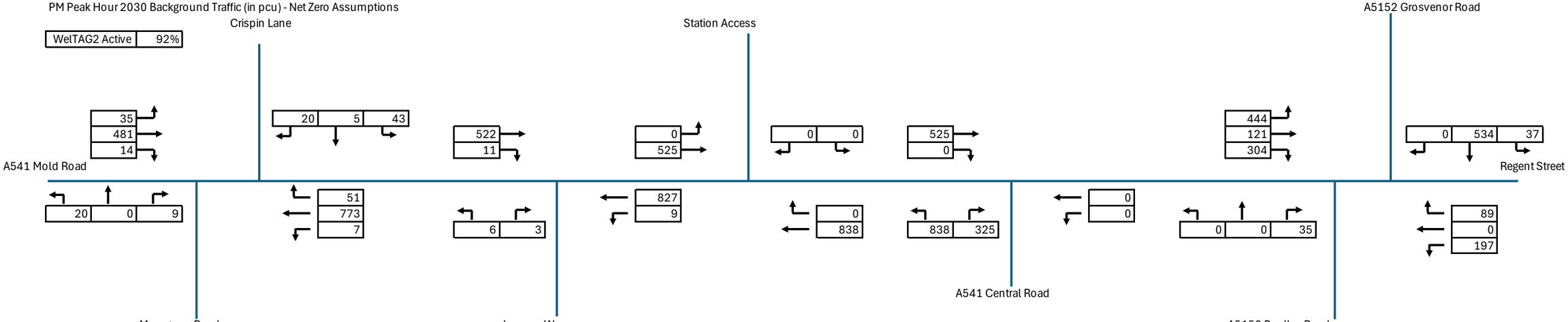
Trip rate parameter range selected:	1120 - 3087 (units: sqm)
Survey date date range:	01/01/93 - 23/11/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Appendix I

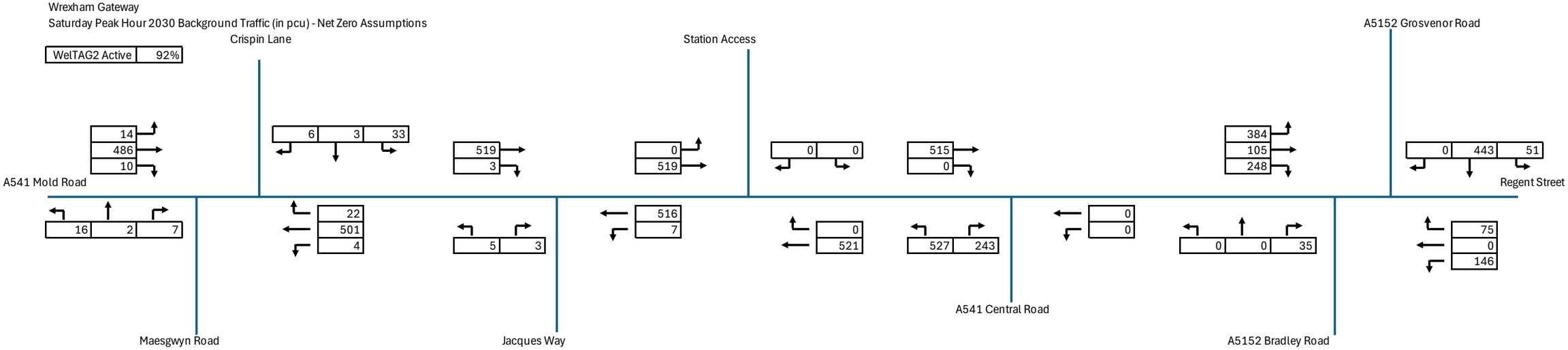
Wrexham Gateway
AM Peak Hour 2030 Background Traffic (in pcu) - Net Zero Assumptions



Wrexham Gateway
PM Peak Hour 2030 Background Traffic (in pcu) - Net Zero Assumptions

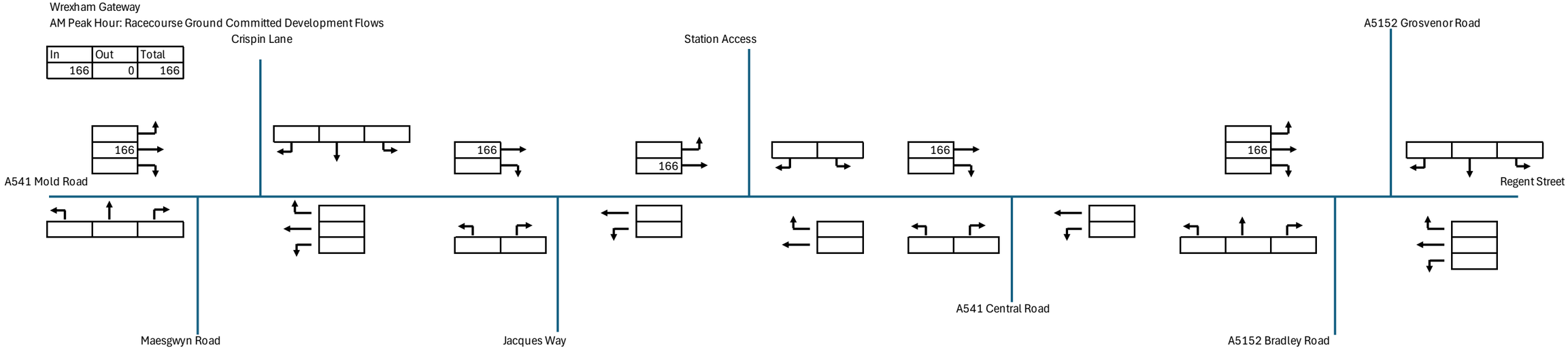


Wrexham Gateway
Saturday Peak Hour 2030 Background Traffic (in pcu) - Net Zero Assumptions



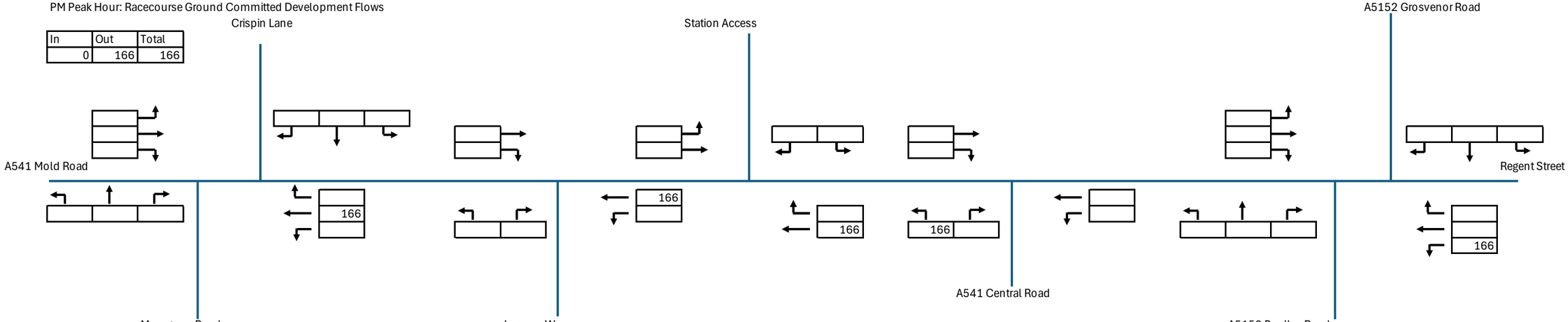
Wrexham Gateway
AM Peak Hour: Racecourse Ground Committed Development Flows

In	Out	Total
166	0	166



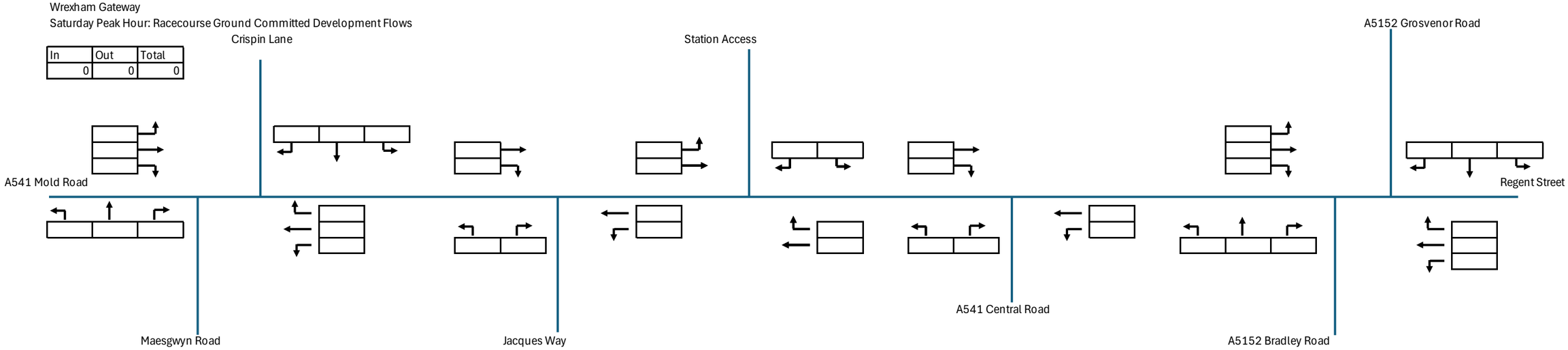
Wrexham Gateway
PM Peak Hour: Racecourse Ground Committed Development Flows

In	Out	Total
0	166	166

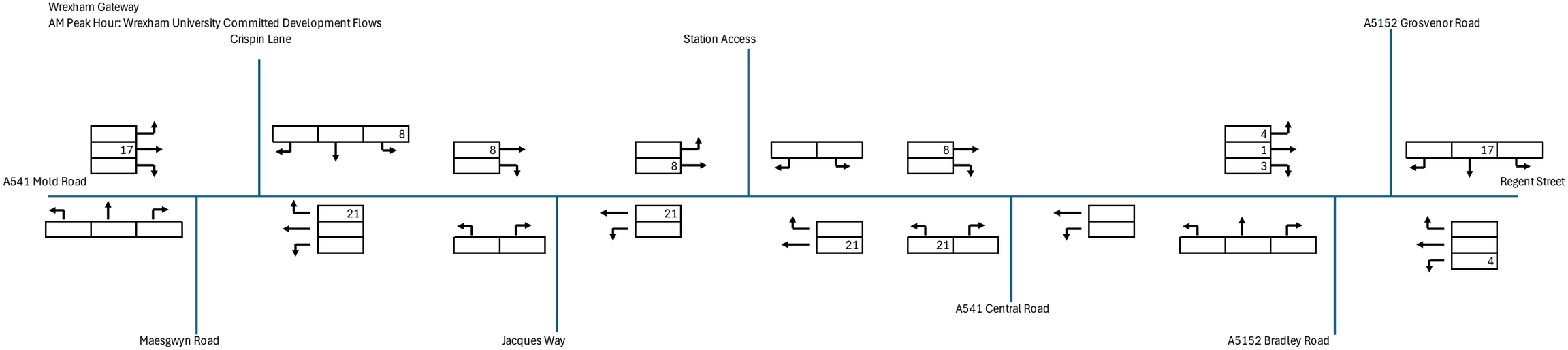


Wrexham Gateway
Saturday Peak Hour: Racecourse Ground Committed Development Flows

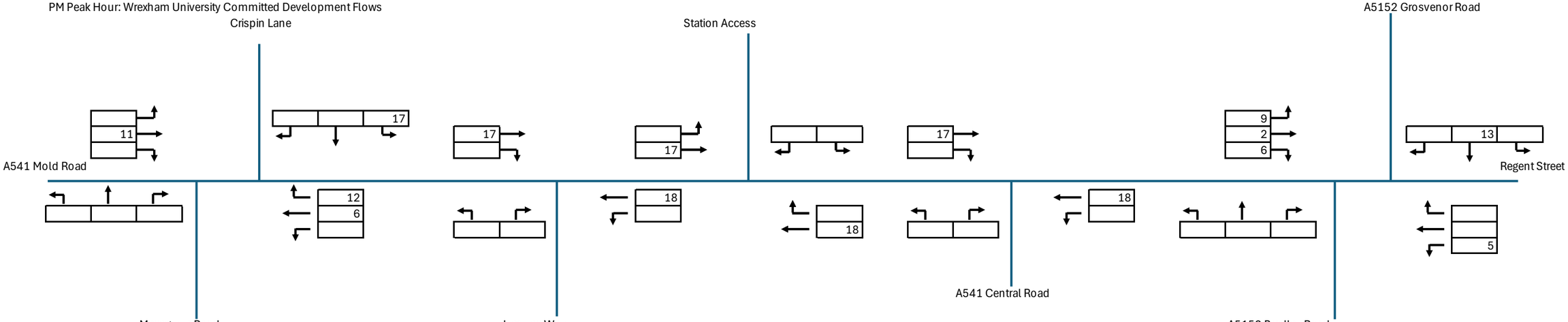
In	Out	Total
0	0	0



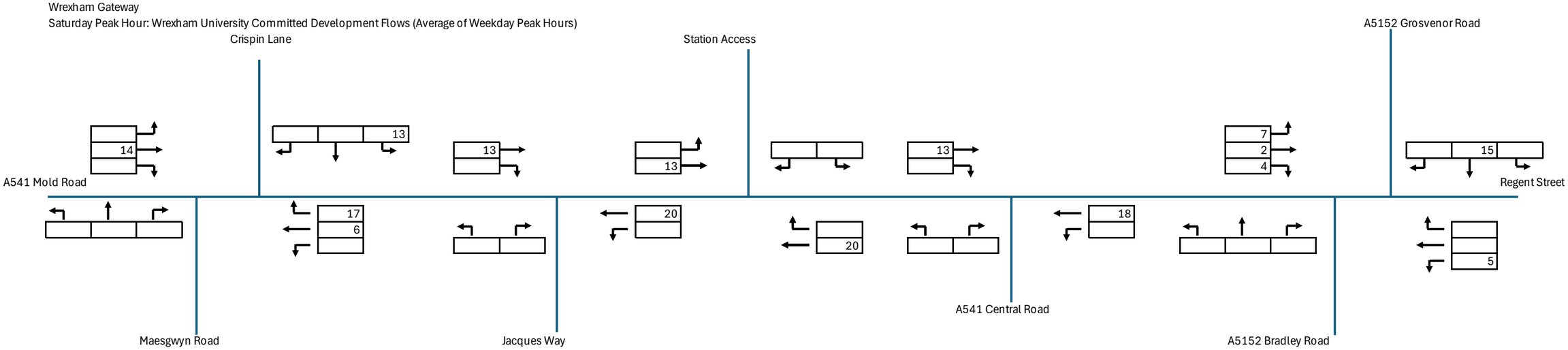
Wrexham Gateway
AM Peak Hour: Wrexham University Committed Development Flows



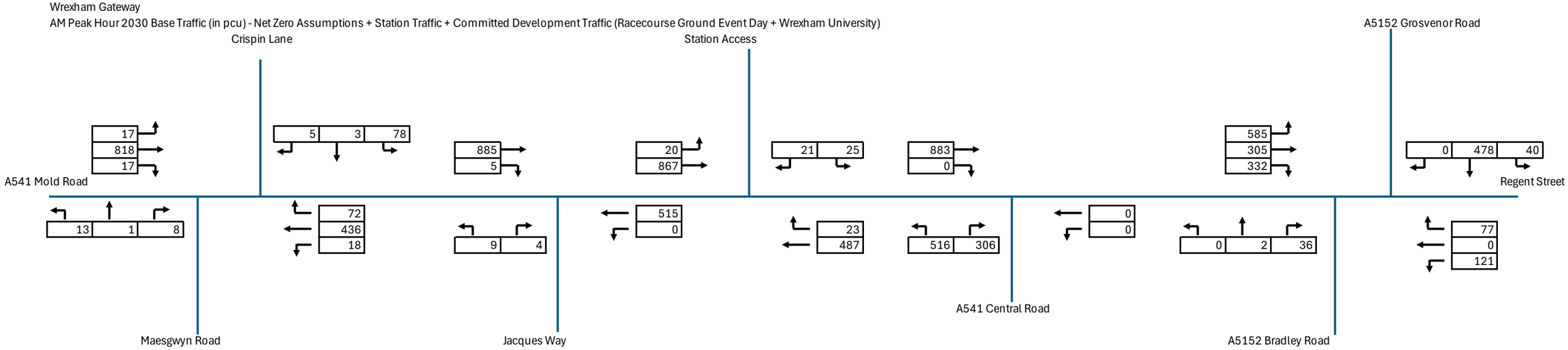
Wrexham Gateway
PM Peak Hour: Wrexham University Committed Development Flows



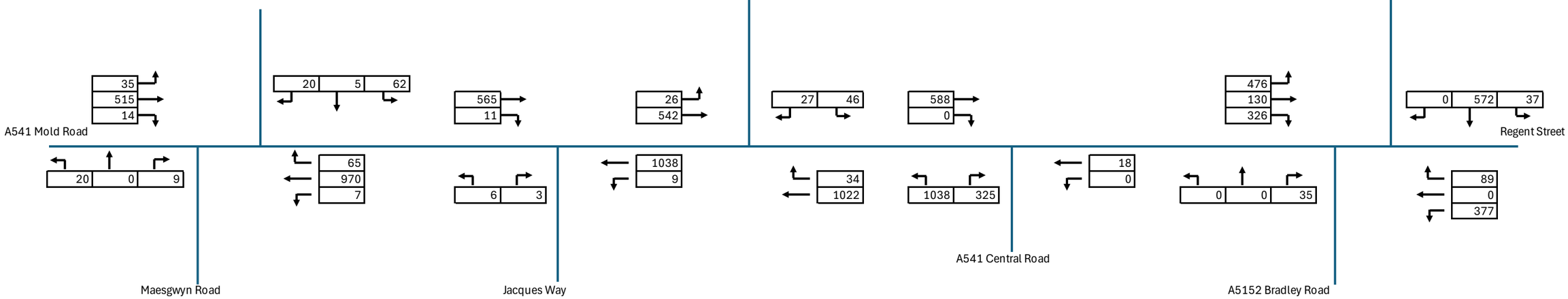
Wrexham Gateway
Saturday Peak Hour: Wrexham University Committed Development Flows (Average of Weekday Peak Hours)



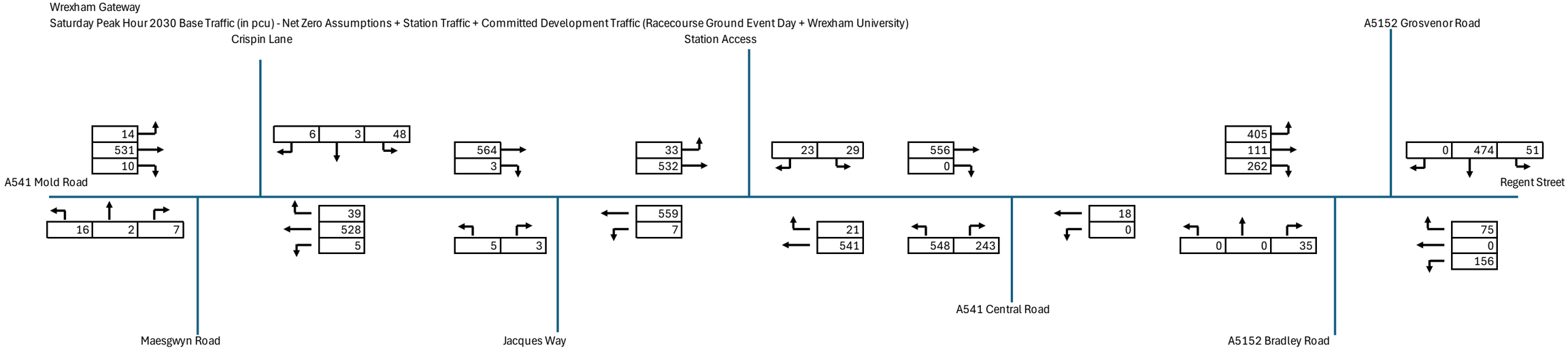
Wrexham Gateway
AM Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



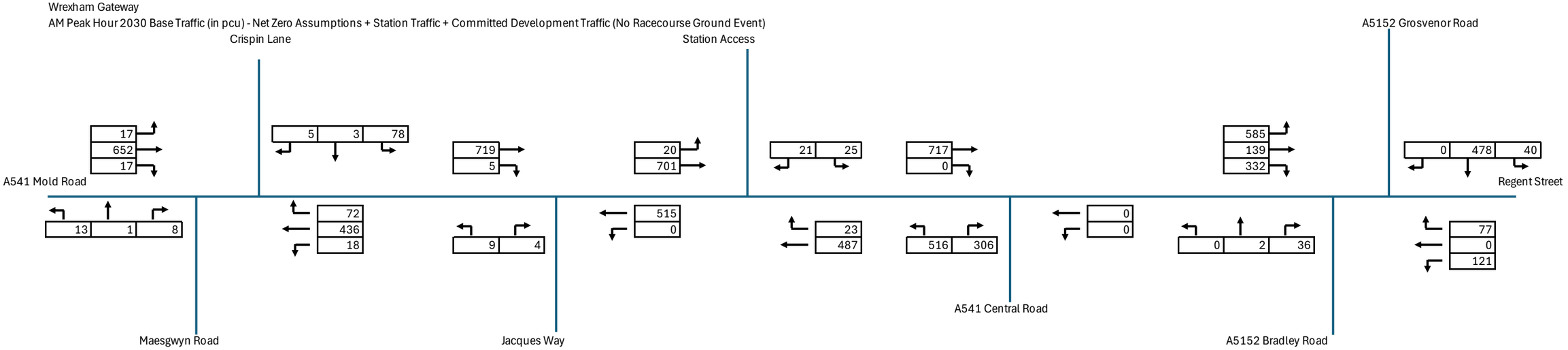
Wrexham Gateway
PM Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



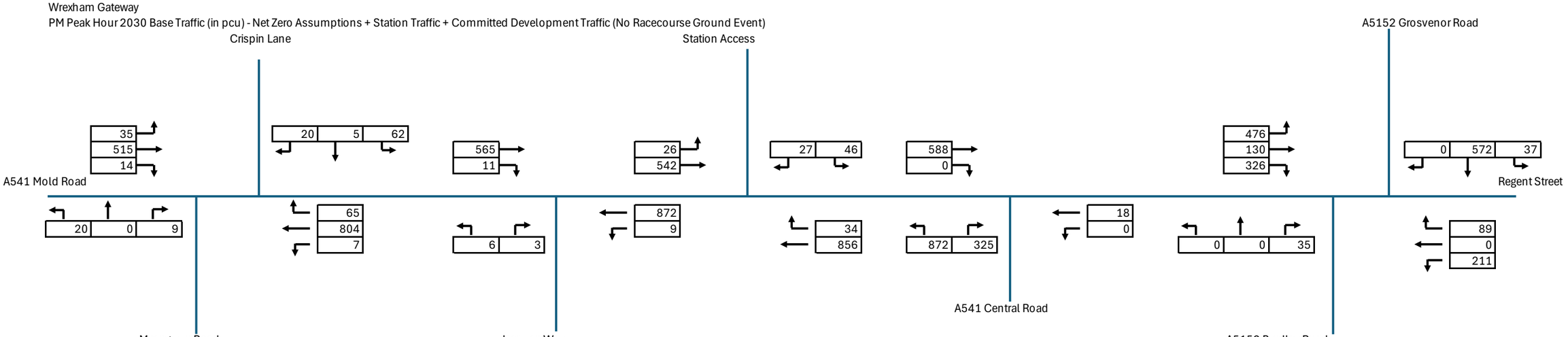
Wrexham Gateway
Saturday Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



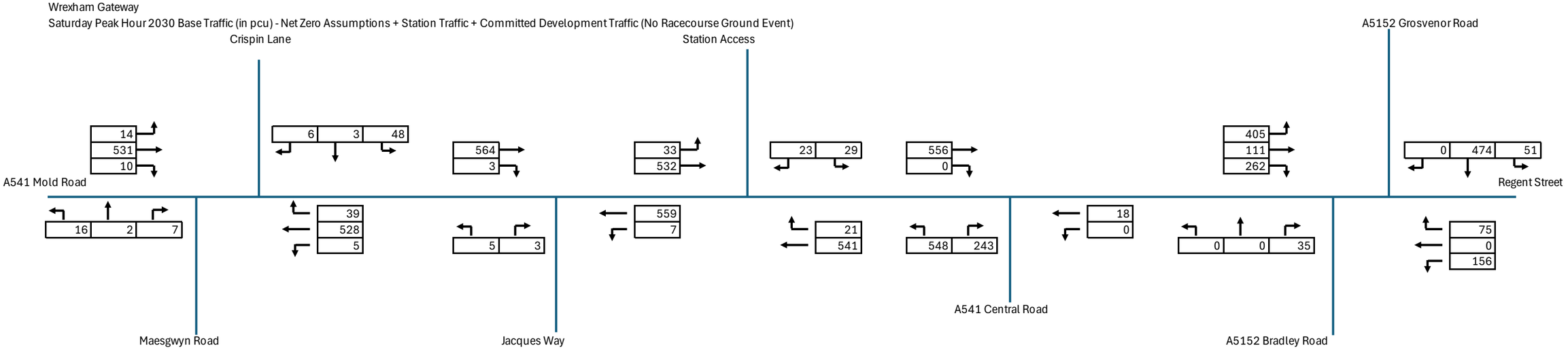
Wrexham Gateway
AM Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



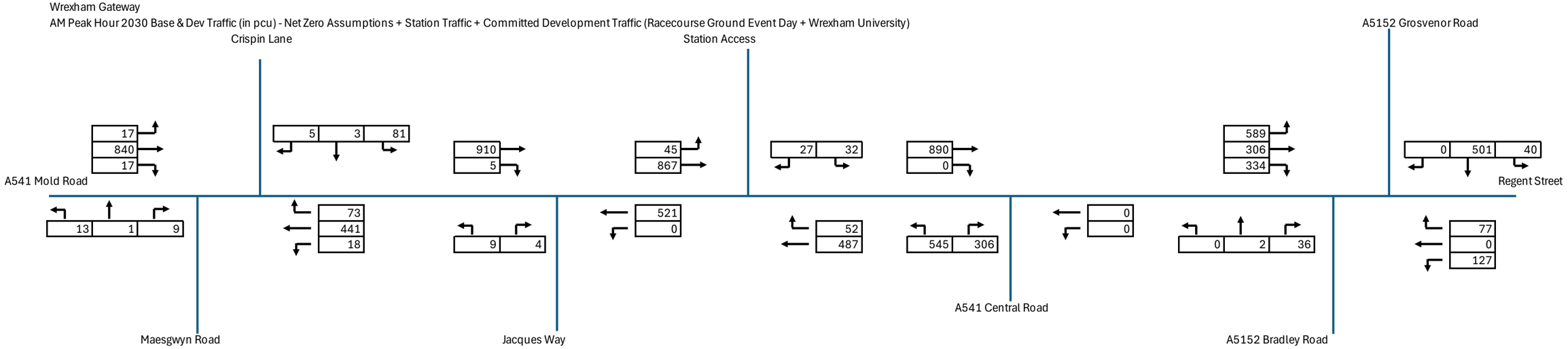
Wrexham Gateway
PM Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



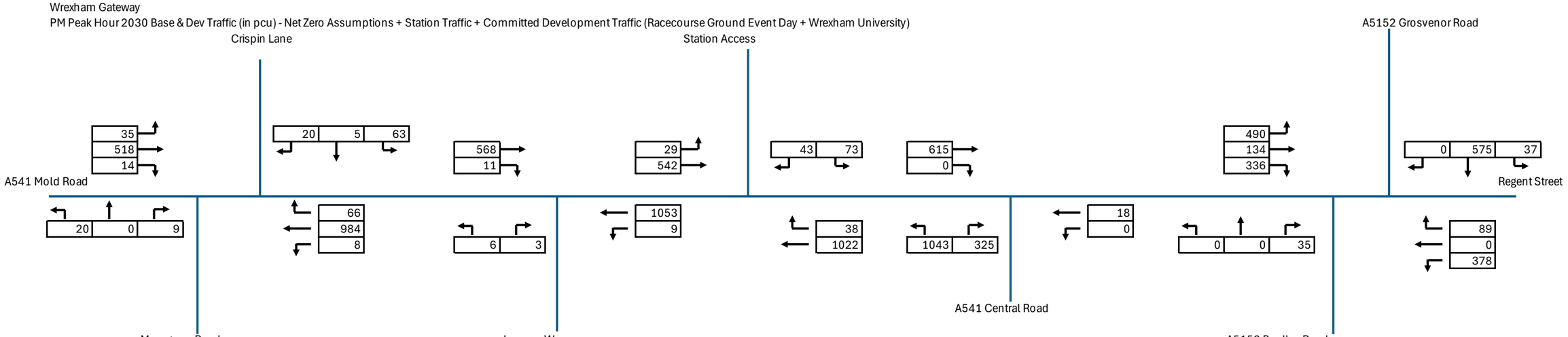
Wrexham Gateway
Saturday Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



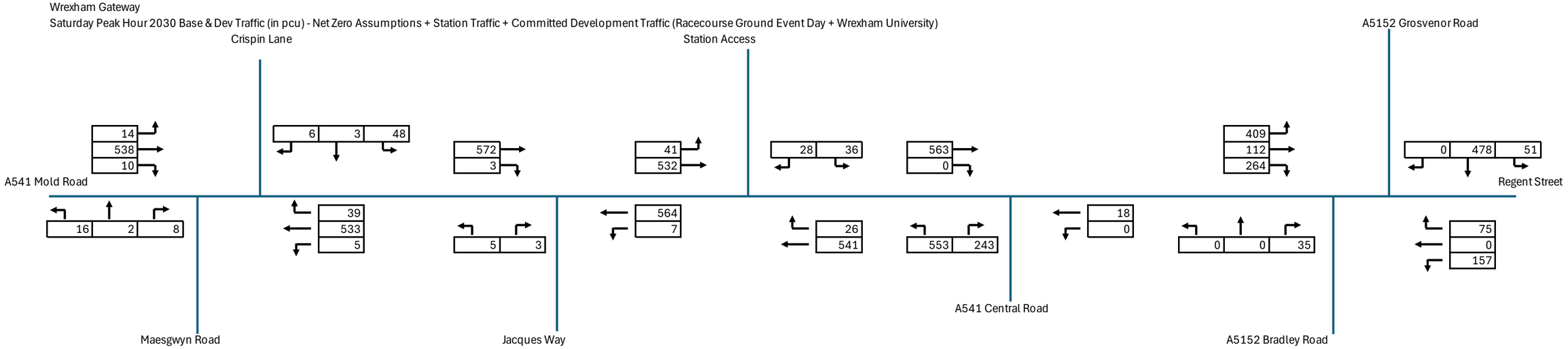
Wrexham Gateway
AM Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



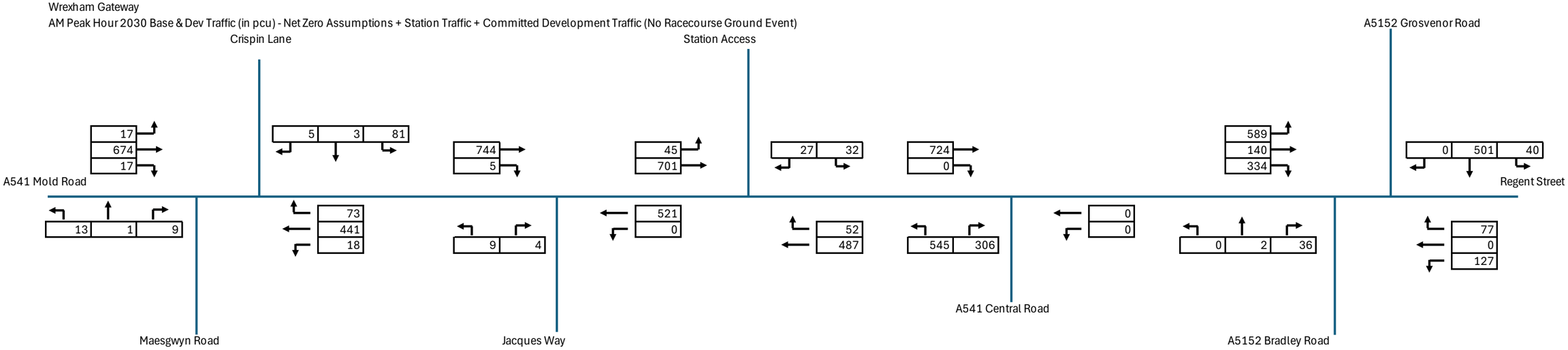
Wrexham Gateway
PM Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



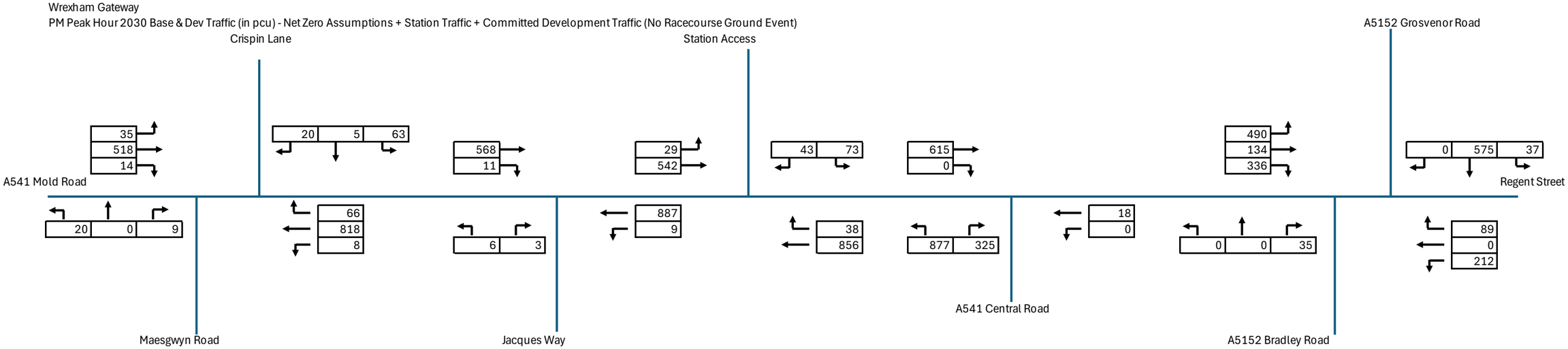
Wrexham Gateway
Saturday Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



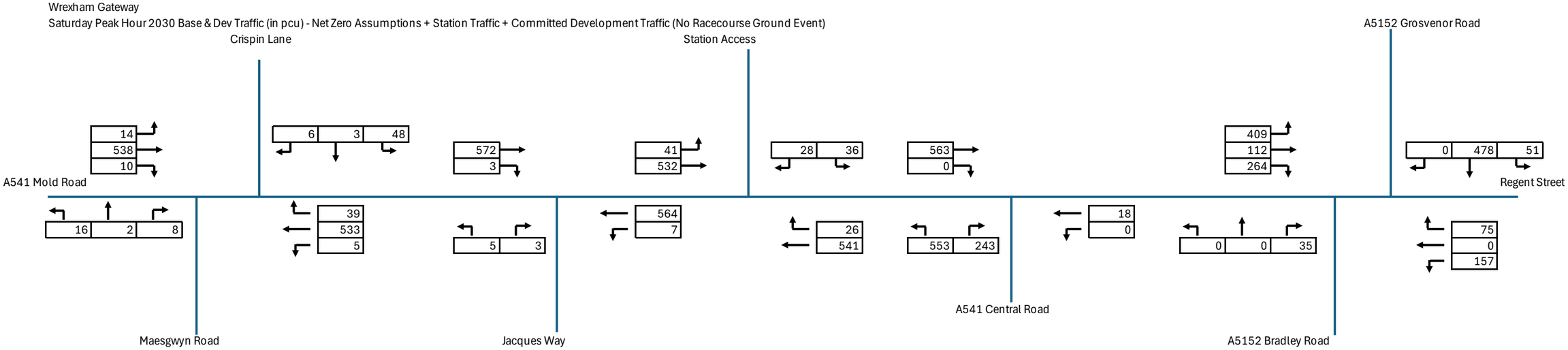
Wrexham Gateway
AM Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



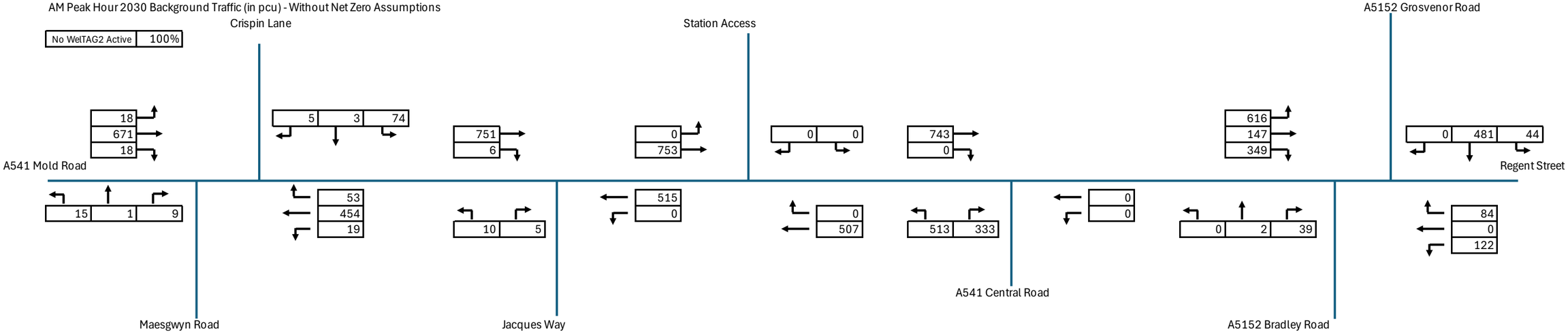
Wrexham Gateway
PM Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



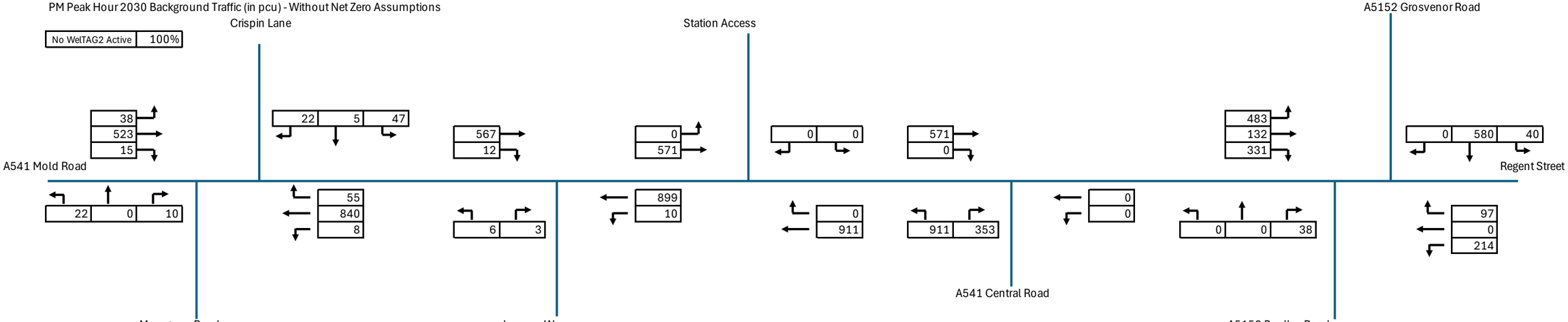
Wrexham Gateway
Saturday Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



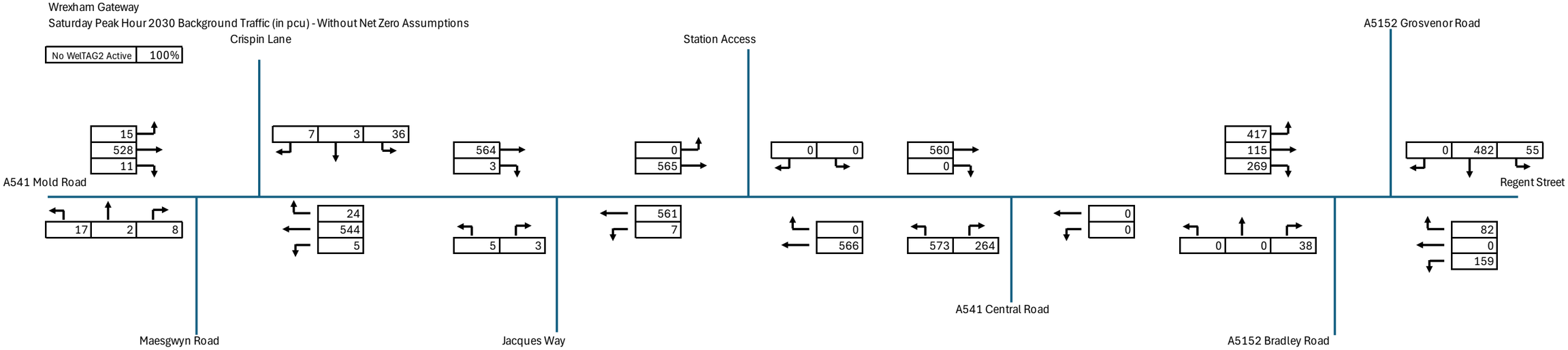
Wrexham Gateway
AM Peak Hour 2030 Background Traffic (in pcu) - Without Net Zero Assumptions



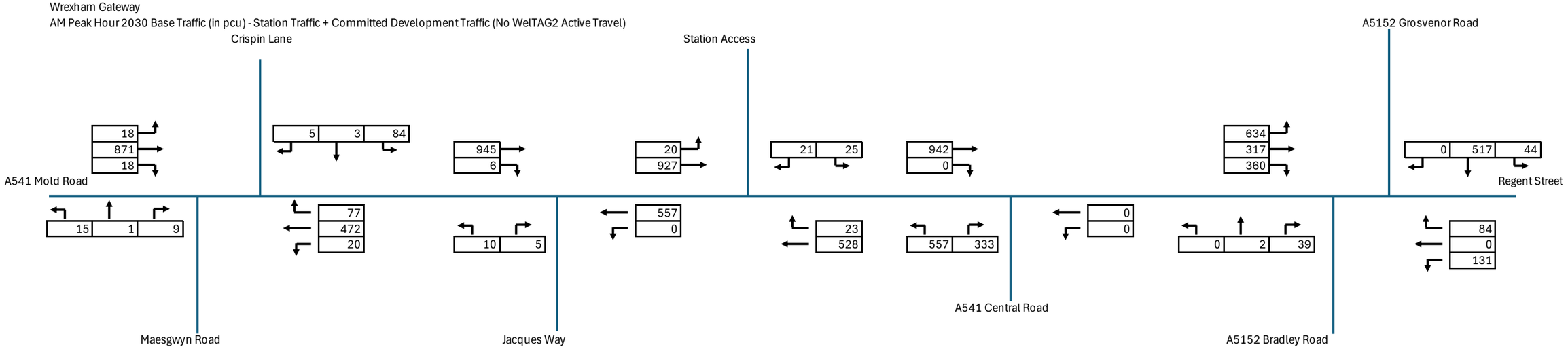
Wrexham Gateway
PM Peak Hour 2030 Background Traffic (in pcu) - Without Net Zero Assumptions



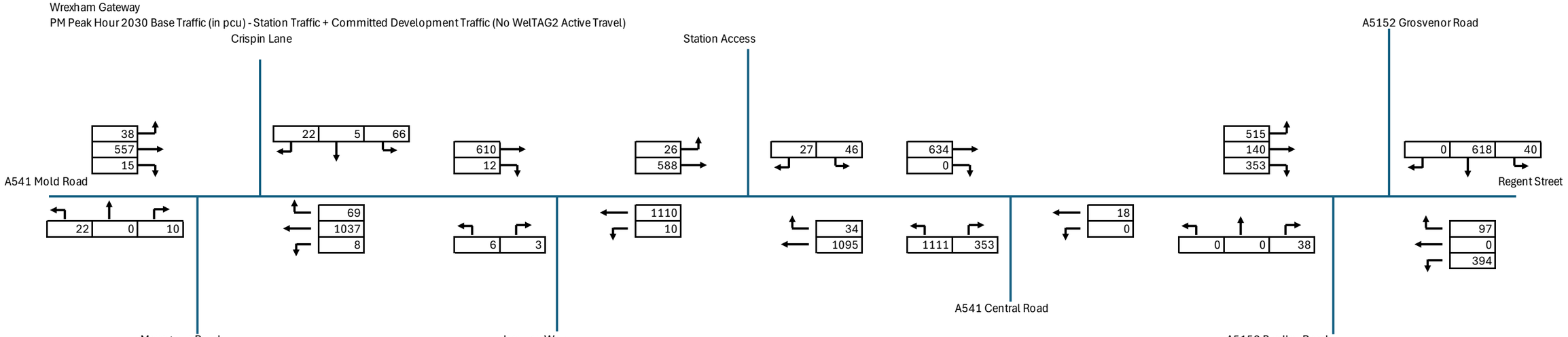
Wrexham Gateway
Saturday Peak Hour 2030 Background Traffic (in pcu) - Without Net Zero Assumptions



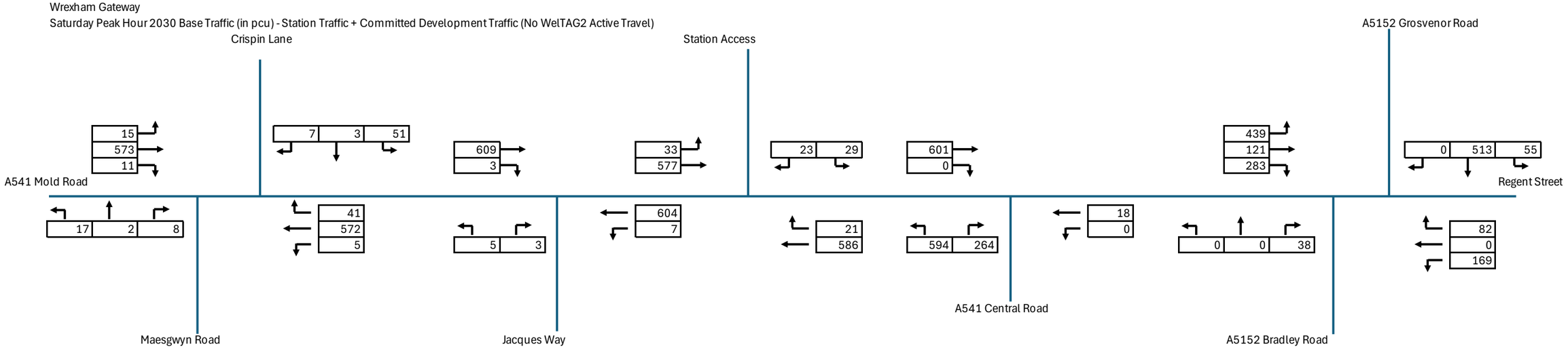
Wrexham Gateway
AM Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No WelTAG2 Active Travel)



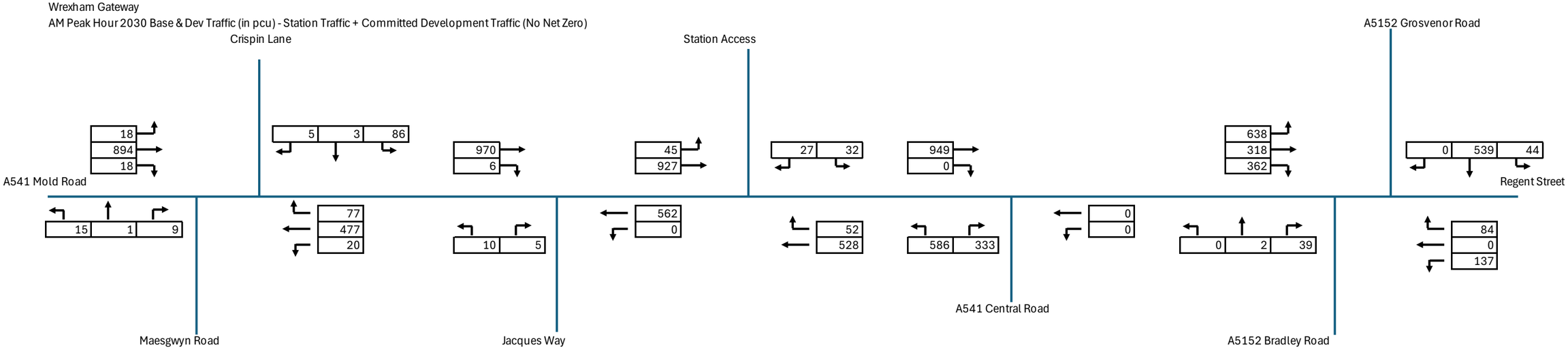
Wrexham Gateway
PM Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No WelTAG2 Active Travel)



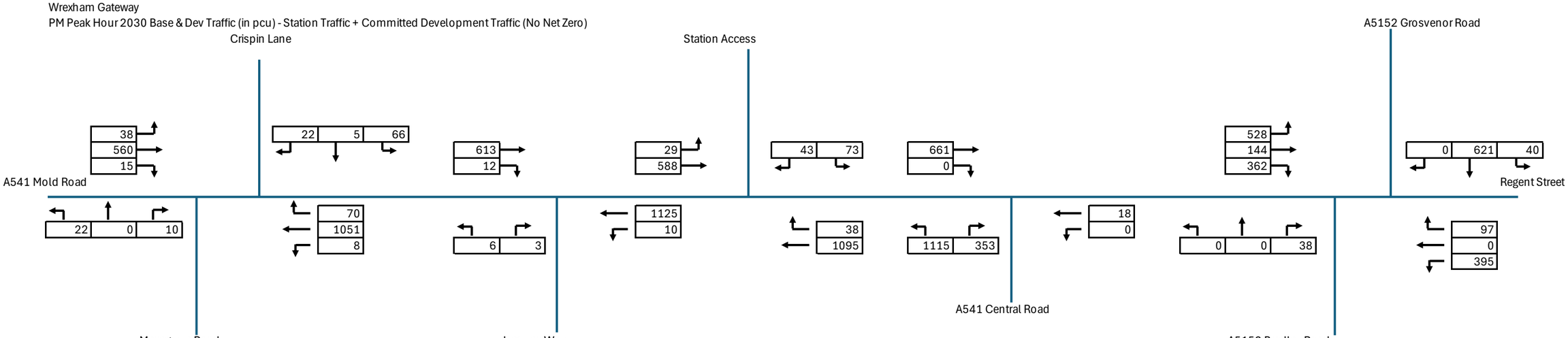
Wrexham Gateway
Saturday Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No WelTAG2 Active Travel)



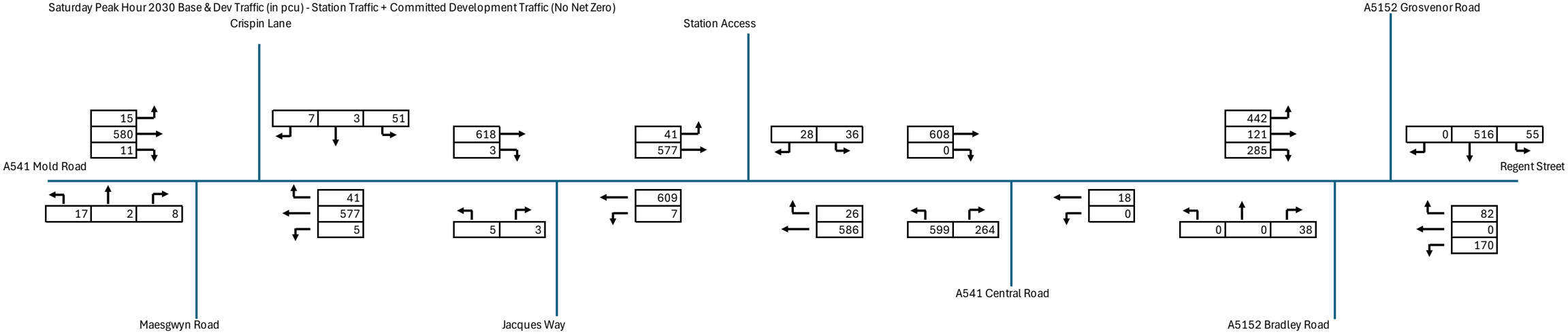
Wrexham Gateway
AM Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero)



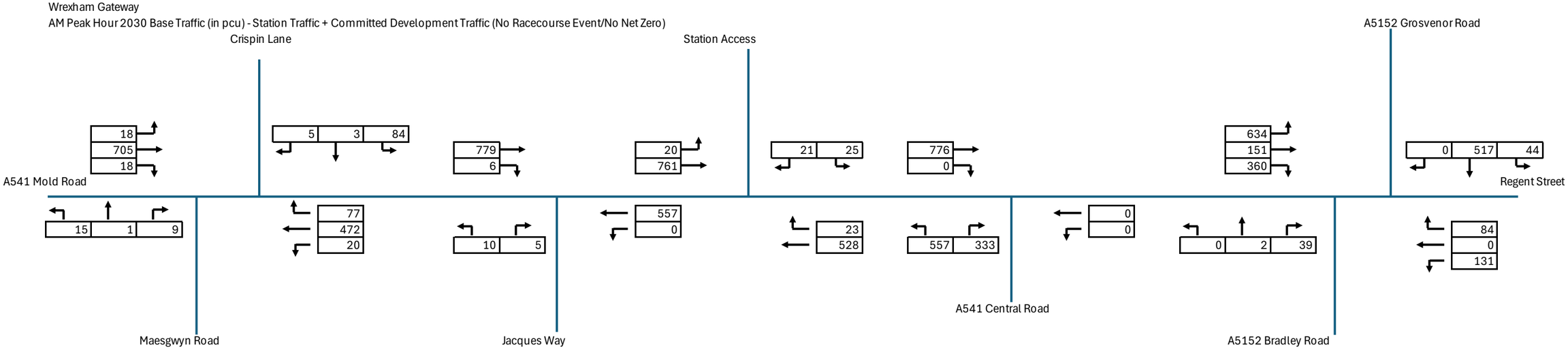
Wrexham Gateway
PM Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero)



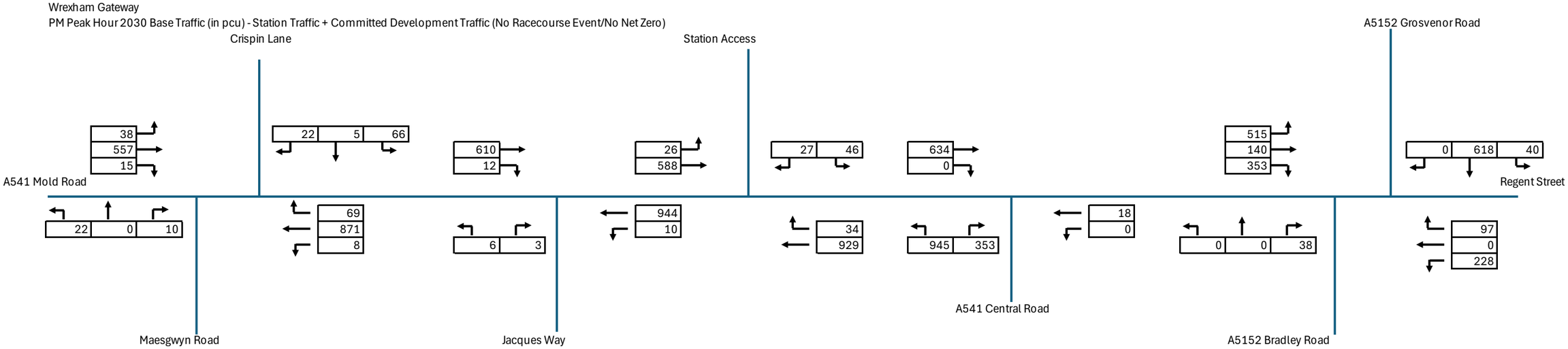
Wrexham Gateway
Saturday Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero)



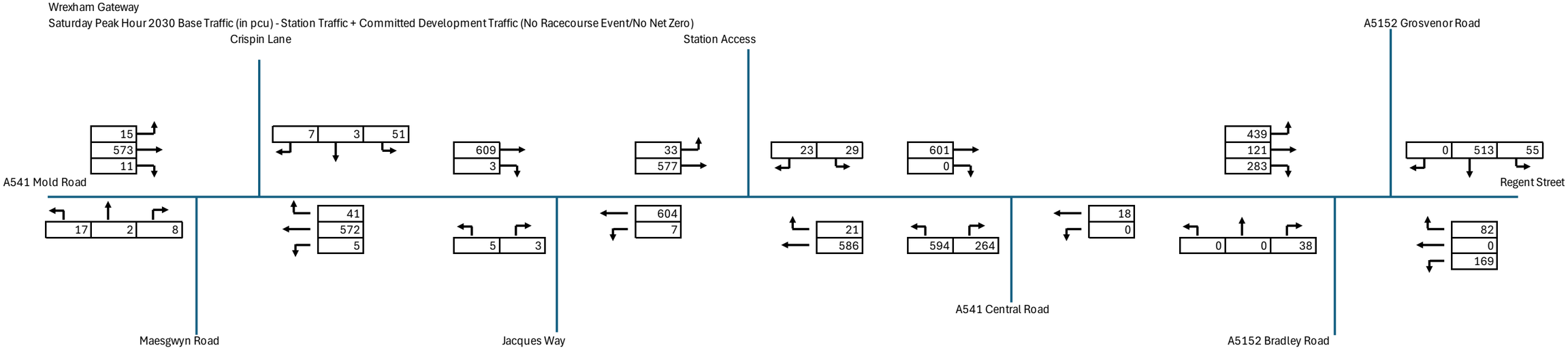
Wrexham Gateway
AM Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Racecourse Event/No Net Zero)



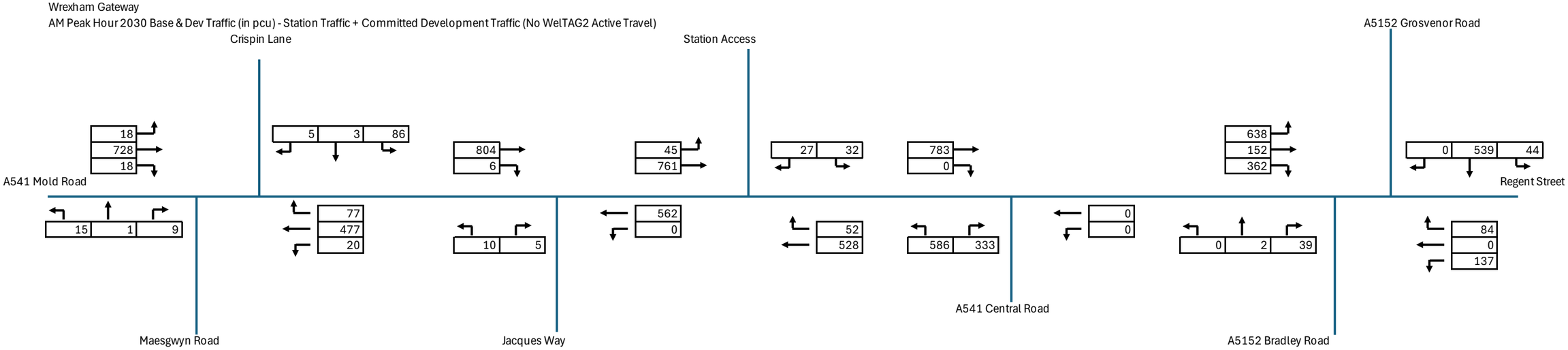
Wrexham Gateway
PM Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Racecourse Event/No Net Zero)



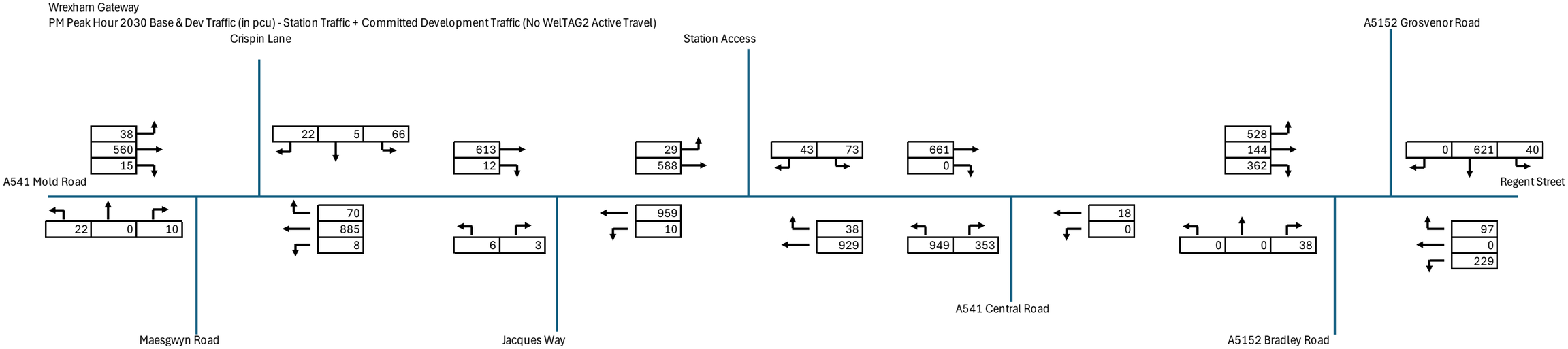
Wrexham Gateway
Saturday Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Racecourse Event/No Net Zero)



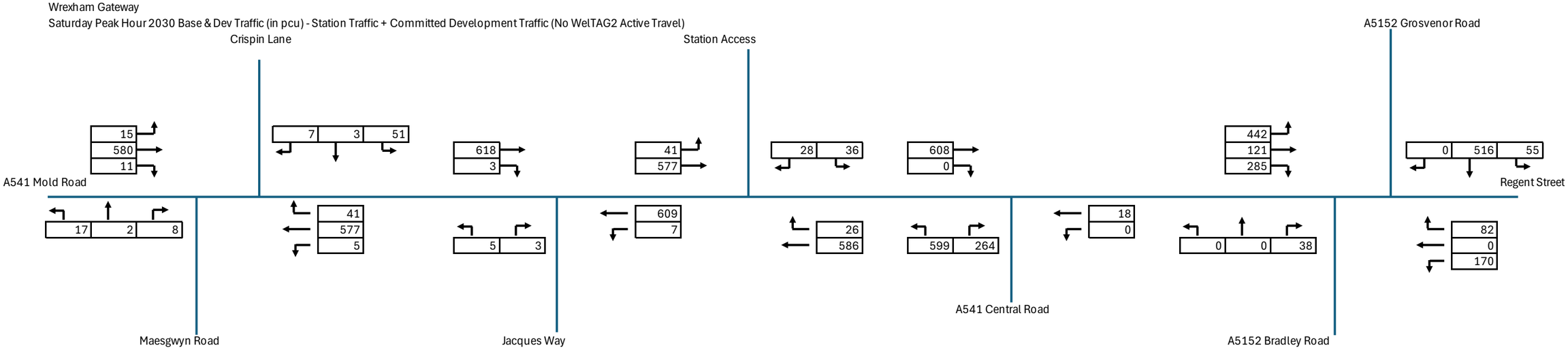
Wrexham Gateway
AM Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No WelTAG2 Active Travel)



Wrexham Gateway
PM Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No WelTAG2 Active Travel)



Wrexham Gateway
Saturday Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No WelTAG2 Active Travel)



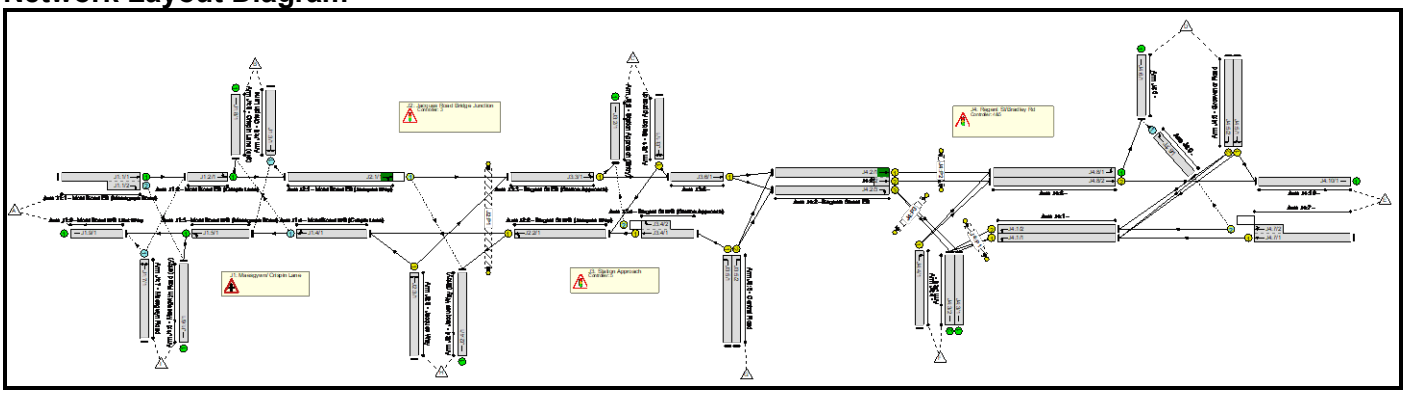
Appendix J

Full Input Data And Results

User and Project Details

Project:	**Wrexham Gateway**
Title:	
Location:	
Additional detail:	
File name:	Wrexham Corridor Model_TA_DS.lsg3x
Author:	
Company:	
Address:	

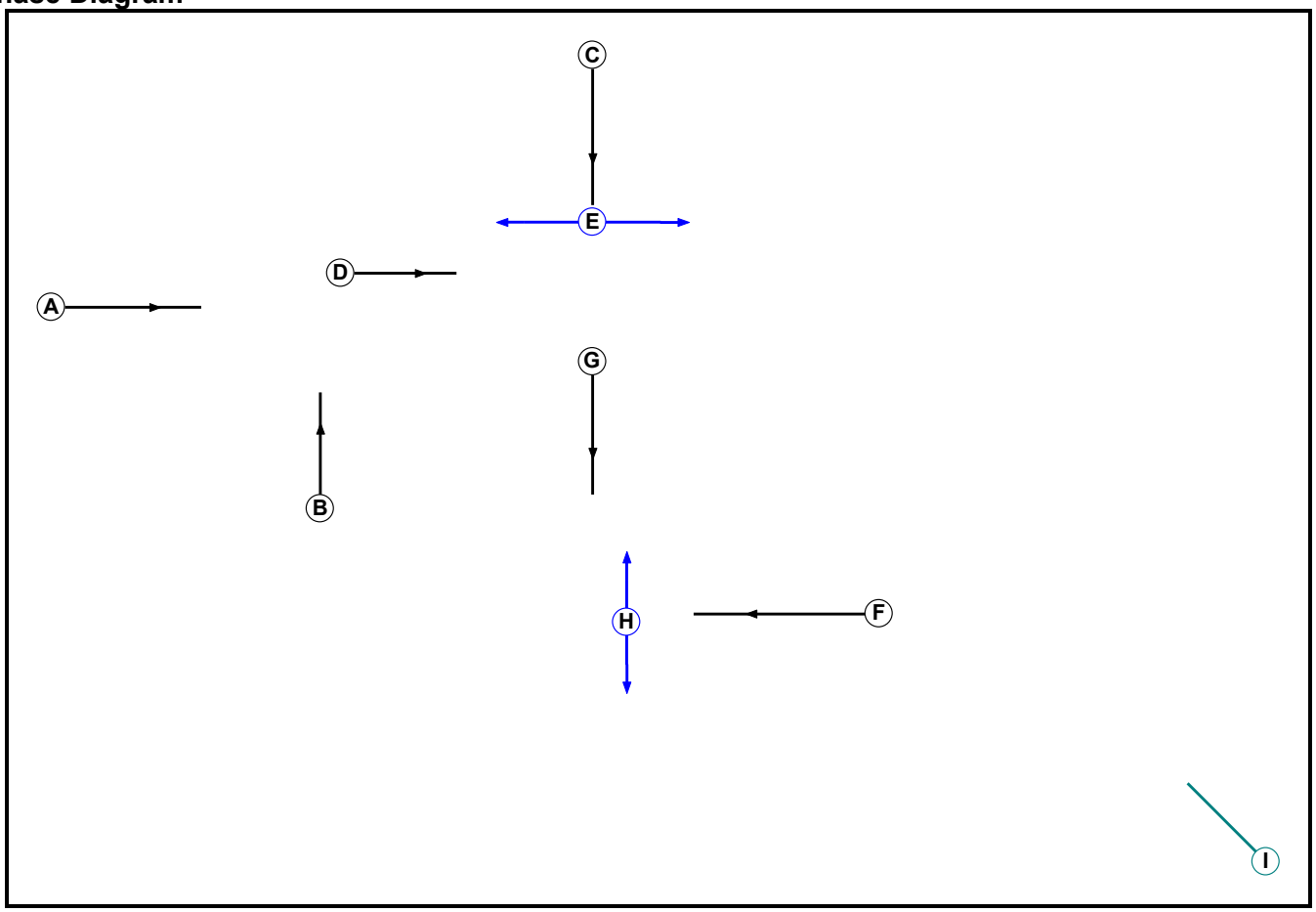
Network Layout Diagram



Full Input Data And Results

C1 - Mold Road Gateway

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	5
F	Traffic		-9999	7
G	Traffic		-9999	7
H	Pedestrian		-9999	5
I	Dummy		-9999	7

Full Input Data And Results

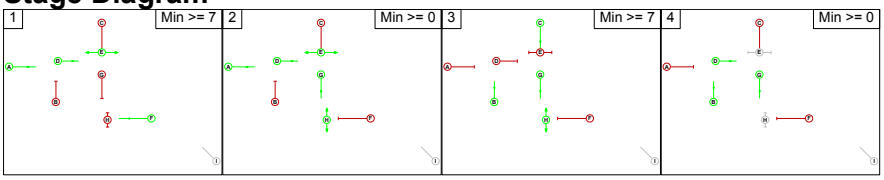
Phase Intergreens Matrix

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

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

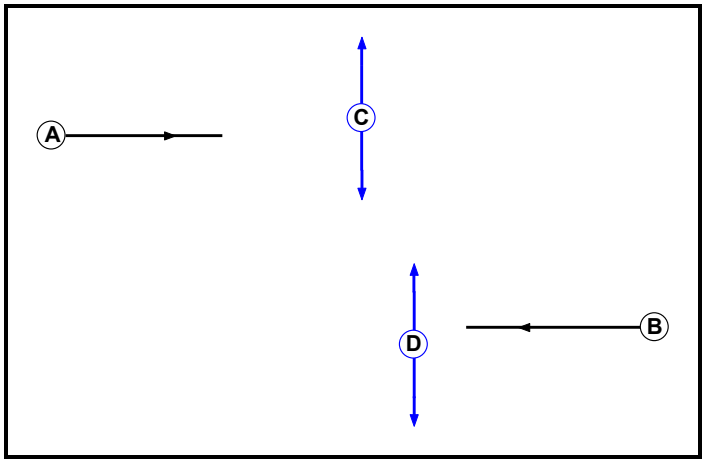
Prohibited Stage Change

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

Full Input Data And Results

C2 - Mold Road Staggered Ped

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	2		-9999	7
C	Pedestrian	1		-9999	6
D	Pedestrian	2		-9999	6

Phase Intergreens Matrix

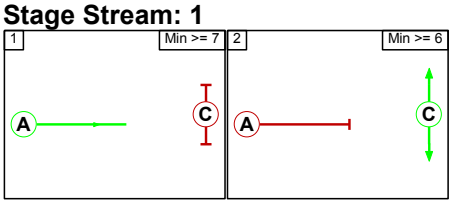
Terminating Phase \ Starting Phase	A	B	C	D
A		-	5	-
B	-		-	5
C	9	-		-
D	-	9	-	

Phases in Stage

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

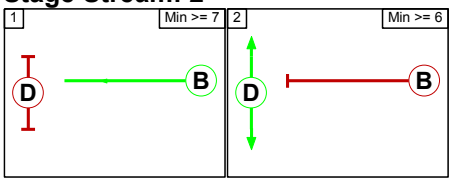
Stage Diagram

Stage Stream: 1



Full Input Data And Results

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

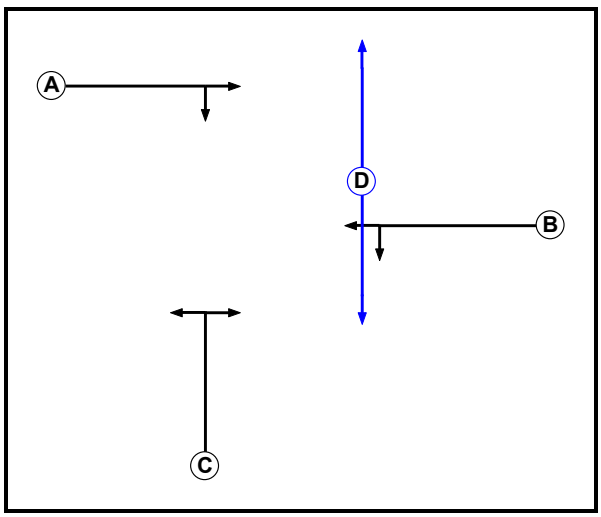
	To Stage		
		1	2
From Stage	1		5
	2	9	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	9	

C3 - Jacques Way/ Mold Road

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		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Pedestrian	1		-9999	6

Phase Intergreens Matrix

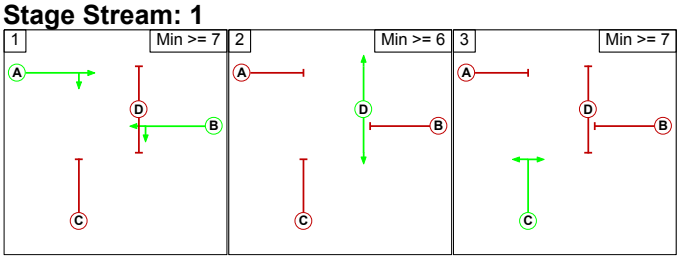
		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	6	8
	B	-		5	6
	C	6	7		8
	D	8	8	8	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

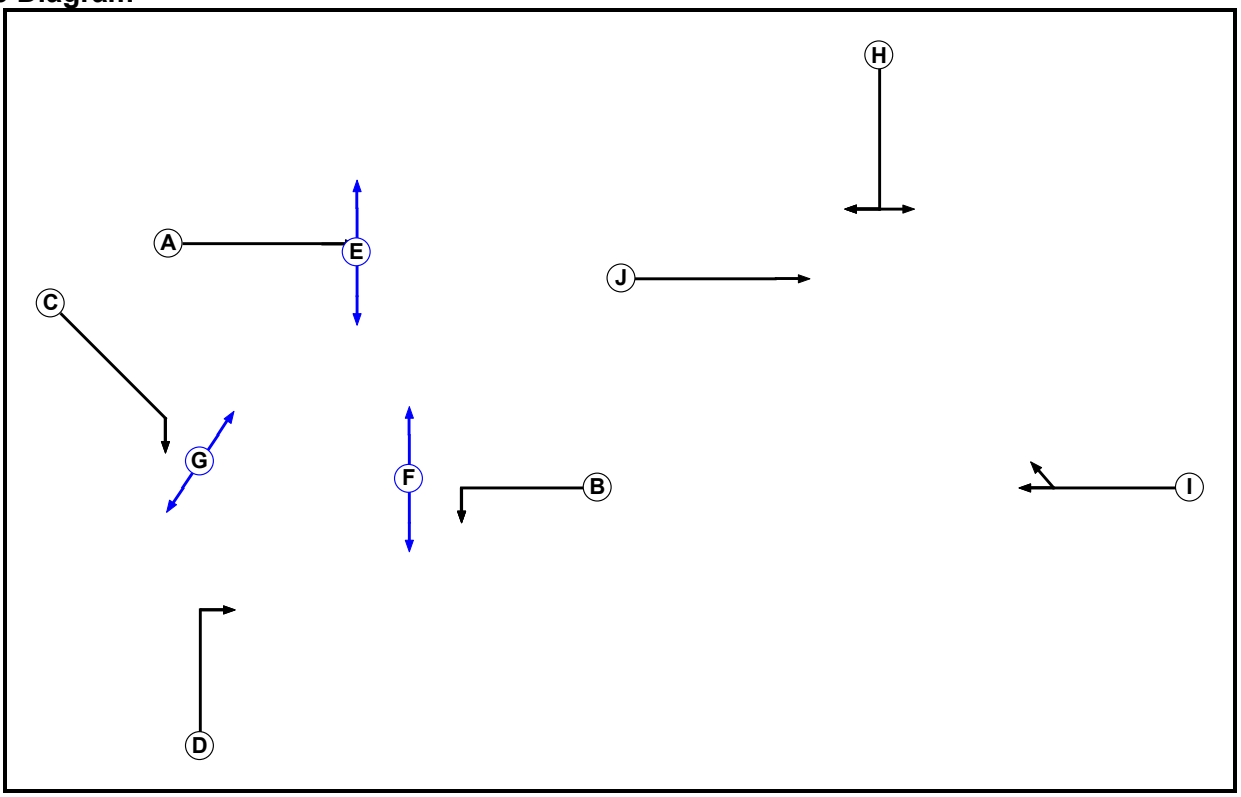
Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1		8	6
	2	8		8
	3	7	8	

Full Input Data And Results

C4 - Regent St/ Bradley Rd

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6
F	Pedestrian		-9999	6
G	Pedestrian		-9999	6
H	Traffic		-9999	7
I	Traffic		-9999	7
J	Traffic		-9999	7

Full Input Data And Results

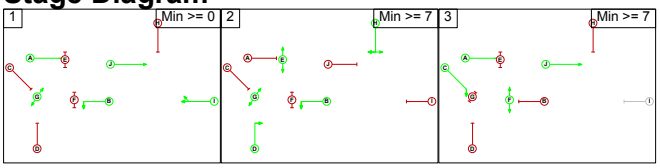
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

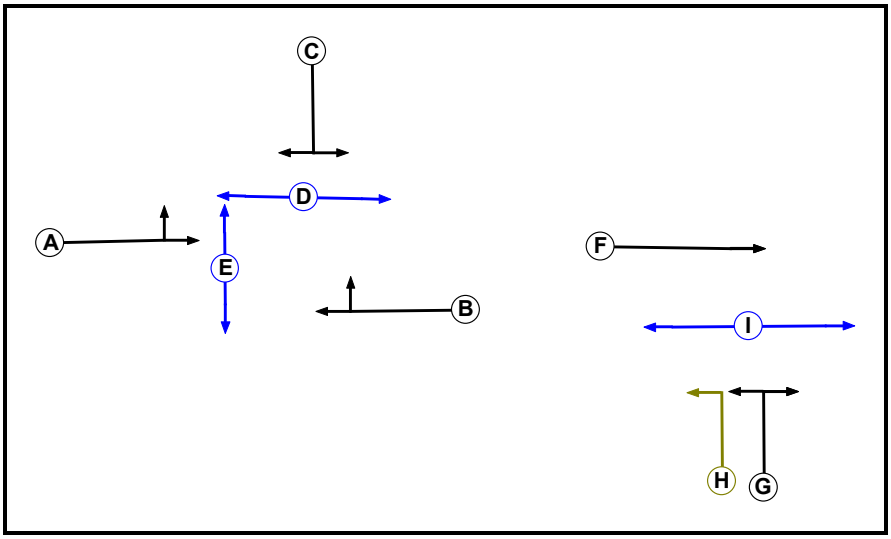
Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		6	9
2	9		9
3	11	11	

Full Input Data And Results

C5 - Station Approach - Central Road

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	2		-9999	7
B	Traffic	2		-9999	7
C	Traffic	2		-9999	7
D	Pedestrian	2		-9999	8
E	Pedestrian	2		-9999	7
F	Traffic	1		-9999	7
G	Traffic	1		-9999	7
H	Filter	1	G	-9999	4
I	Pedestrian	1		-9999	6

Full Input Data And Results

Phase Intergreens Matrix

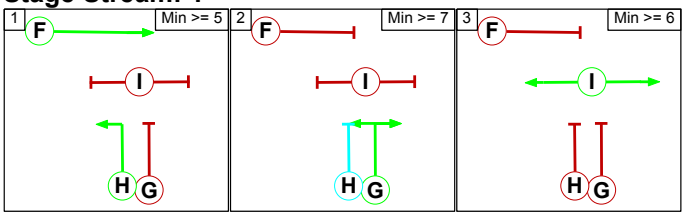
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	6	7	5	-	-	-	-
B	-		6	7	6	-	-	-	-
C	6	6		5	6	-	-	-	-
D	12	12	12		-	-	-	-	-
E	10	10	10	-		-	-	-	-
F	-	-	-	-	-		5	-	5
G	-	-	-	-	-	6		-	5
H	-	-	-	-	-	-	-		5
I	-	-	-	-	-	8	10	10	

Phases in Stage

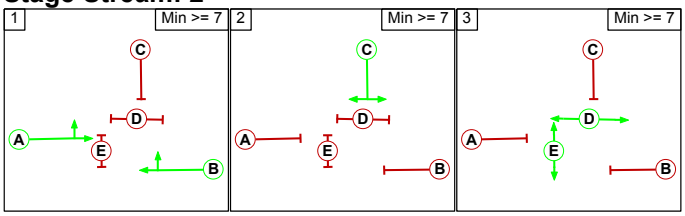
Stream	Stage No.	Phases in Stage
1	1	F H
1	2	G
1	3	I
2	1	A B
2	2	C
2	3	D E

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					

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2	3
From Stage	1		5	X
	2	6		5
	3	10	10	

Stage Stream: 2

	To Stage		
		1	2	3
From Stage	1		6	7
	2	6		6
	3	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Maesgywn/ Crispin Lane											
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)**
J1:1/2 (Mold Road EB (Maesgwyn Road))	J1:6/1 (Right)	664	0	J1:5/1	0.25	All	-	-	-	-	-
J1:3/1 (Crispin Lane)	J2:1/1 (Left)	644	0	J1:2/1	0.24	All	-	-	-	-	-
	J1:5/1 (Right)	500		J1:2/1	0.23	To J2:1/1 (Ahead)					
				J1:4/1	0.14	All					
J1:4/1 (Mold Road WB (Crispin Lane))	J1:8/1 (Right)	617	0	J1:2/1	0.23	All	-	-	-	-	-
J1:7/1 (Maesgwyn Road)	J1:2/1 (Right)	506	0	J1:5/1	0.23	To J1:9/1 (Ahead)	-	-	-	-	-
				J1:1/1	0.14	All					
				J1:1/2	0.03	All					
	J1:9/1 (Left)	649	0	J1:5/1	0.25	All					

Junction: J2: Jacques Road Bridge 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)**
J2:1/1 (Mold Road EB (Jacques Way))	J2:4/1 (Right)	1439	0	J2:2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Junction: J3: Station Approach											
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)**
J3:4/2 (Regent St WB (Station Approach))	J3:2/1 (Right)	671	0	J3:3/1	0.26	All	2.00	-	0.50	2	2.00

Junction: J4: Regent St/Bradley Rd											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J4:7/2	J4:9/1 (Right)	715	0	J4:8/2	1.09	All	3.00	3.00	0.50	3	3.00
J4:9/1	J4:6/1 (Ahead)	715	0	J4:8/1	0.22	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: J1: Maesgywn/ Crispin Lane												
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 (Mold Road EB (Maesgwyn Road))	U		2	3	31.0	User	1900	-	-	-	-	-
J1:1/2 (Mold Road EB (Maesgwyn Road))	O		2	3	5.7	User	1900	-	-	-	-	-
J1:2/1 (Mold Road EB (Crispin Lane))	U		2	3	5.2	User	1900	-	-	-	-	-
J1:3/1 (Crispin Lane)	O		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1 (Mold Road WB (Crispin Lane))	O		2	3	6.8	Inf	-	-	-	-	-	-
J1:5/1 (Mold Road WB (Maesgwyn Road))	U		2	3	5.2	User	1900	-	-	-	-	-
J1:6/1 (Maesgwyn Road (entry))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1 (Maesgwyn Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (Crispin Lane (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/1 (Mold Road WB Lilac Way)	U		2	3	29.6	User	1900	-	-	-	-	-

Full Input Data And Results

Junction: J2: Jacques Road Bridge 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)**
J2:1/1 (Mold Road EB (Jacques Way))	O	A	2	3	5.9	User	1763	-	-	-	-	-
J2:2/1 (Regent St WB (Jacques Way))	U	B	2	3	24.3	User	1763	-	-	-	-	-
J2:3/1 (Jacques Way)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:4 Left	Inf
											Arm J3:3 Right	Inf
J2:4/1 (Jacques Way (Entry))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: Station Approach

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)
J3:1/1 (Station Approach)	U	C	2	3	60.0	Geom	-	4.50	0.00	Y	Arm J2:2 Right	15.00
											Arm J3:6 Left	15.00
J3:2/1 (Station Approach (Entry))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/1 (Regent St EB (Station Approach))	U	A	2	3	24.3	Geom	-	3.50	0.00	Y	Arm J3:2 Left	Inf
											Arm J3:6 Ahead	8.00
J3:4/1 (Regent St WB (Station Approach))	U	B	2	3	11.5	Geom	-	3.65	0.00	Y	Arm J2:2 Ahead	Inf
J3:4/2 (Regent St WB (Station Approach))	O	B	2	3	5.0	Geom	-	3.60	0.00	Y	Arm J3:2 Right	15.00
J3:5/1 (Central Road)	U	G H	2	3	20.9	Geom	-	3.50	0.00	Y	Arm J3:4 Left	8.00
J3:5/2 (Central Road)	U	G	2	3	20.9	Geom	-	3.50	0.00	Y	Arm J4:2 Right	8.00
J3:6/1	U	F	2	3	11.5	Geom	-	3.50	0.00	Y	Arm J4:2 Ahead	Inf

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J4:1/1	U	B	2	3	10.4	Geom	-	3.50	0.00	Y	Arm J4:3 Left	15.00
J4:1/2	U	B	2	3	10.4	Geom	-	3.50	0.00	Y	Arm J4:3 Left	15.00
J4:2/1 (Regents Street EB)	U	A	2	3	18.4	User	1800	-	-	-	-	-
J4:2/2 (Regents Street EB)	U	A	2	3	2.6	User	1800	-	-	-	-	-
J4:2/3 (Regents Street EB)	U	C	2	3	18.4	Geom	-	5.00	0.00	Y	Arm J4:3 Right	9.00
J4:3/1	U		2	3	13.0	User	1900	-	-	-	-	-
J4:3/2	U		2	3	13.0	User	1900	-	-	-	-	-
J4:4/1	U	D	2	3	13.0	Geom	-	3.75	0.00	Y	Arm J4:8 Right	Inf
J4:5/1 (Grosvenor Road)	U	H	2	3	60.0	User	1715	-	-	-	-	-
J4:5/2 (Grosvenor Road)	U	H	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J4:1 Right	13.00
J4:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:7/1	U	I	2	3	60.0	Geom	-	2.85	0.00	Y	Arm J4:1 Ahead	Inf
J4:7/2	O	I	2	3	5.0	Geom	-	2.85	0.00	Y	Arm J4:1 Ahead Arm J4:9 Right	Inf Inf
J4:8/1	U		2	3	10.4	User	1800	-	-	-	-	-
J4:8/2	U	J	2	3	10.4	Geom	-	3.65	0.00	Y	Arm J4:10 Ahead	Inf
J4:9/1	O		2	3	60.0	Inf	-	-	-	-	-	-
J4:10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2030 Base Scen 1a AM Peak'	08:00	09:00	01:00	
2: '2030 Base Scen 1a PM Peak'	16:30	17:30	01:00	
3: '2030 Base Scen 1a Saturday Peak'	13:15	14:15	01:00	
4: '2030 Dev Scen 1a AM Peak'	08:00	09:00	01:00	
5: '2030 Dev Scen 1a PM Peak'	16:30	17:30	01:00	
6: '2030 Dev Scen 1a Saturday Peak'	13:15	14:15	01:00	
7: '2030 Base Scen 1b AM Peak'	08:00	09:00	01:00	
8: '2030 Base Scen 1b PM Peak'	16:30	17:30	01:00	
9: '2030 Base Scen 1b Saturday Peak'	13:15	14:15	01:00	
10: '2030 Dev Scen 1b AM Peak'	08:00	09:00	01:00	
11: '2030 Dev Scen 1b PM Peak'	16:30	17:30	01:00	
12: '2030 Dev Scen 1b Saturday Peak'	13:15	14:15	01:00	
13: '2030 Base Scen 2a AM Peak'	08:00	09:00	01:00	
14: '2030 Base Scen 2a PM Peak'	16:30	17:30	01:00	
15: '2030 Base Scen 2a Saturday Peak'	13:15	14:15	01:00	
16: '2030 Dev Scen 2a AM Peak'	08:00	09:00	01:00	
17: '2030 Dev Scen 2a PM Peak'	16:30	17:30	01:00	
18: '2030 Dev Scen 2a Saturday Peak'	13:15	14:15	01:00	
19: '2030 Base Scen 2b AM Peak'	08:00	09:00	01:00	
20: '2030 Base Scen 2b PM Peak'	16:30	17:30	01:00	
21: '2030 Base Scen 2b Saturday Peak'	13:15	14:15	01:00	
22: '2030 Dev Scen 2b AM Peak'	08:00	09:00	01:00	
23: '2030 Dev Scen 2b PM Peak'	16:30	17:30	01:00	
24: '2030 Dev Scen 2b Saturday Peak'	13:15	14:15	01:00	

Scenario 1: '2030 Base Scen 1a AM Peak Hour' (FG1: '2030 Base Scen 1a AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	18	278	241	277	0	4	17	852
	B	5	0	2	30	15	30	0	0	3	85
	C	18	2	0	14	3	8	0	0	1	46
	D	0	0	0	0	40	478	0	0	0	518
	E	0	0	0	77	0	121	0	0	0	198
	F	0	0	0	2	36	0	0	0	0	38
	G	407	69	23	247	59	0	0	0	17	822
	H	8	1	0	2	0	2	0	0	0	13
	I	13	1	0	4	1	4	0	0	0	23
	Tot.	451	90	43	654	395	920	0	4	38	2595

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2030 Base Scen 1a AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	852(In) 835(Out)
J1:1/2 (short)	17
J1:2/1	846
J1:3/1	87
J1:4/1	533
J1:5/1	456
J1:6/1	35
J1:7/1	24
J1:8/1	99
J1:9/1	451
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	911
J2:2/1	512
J2:3/1	25
J2:4/1	9
Junction: J3: Station Approach	
J3:1/1	42
J3:2/1	42
J3:3/1	906
J3:4/1 (with short)	516(In) 493(Out)
J3:4/2 (short)	23
J3:5/1	516
J3:5/2	306
J3:6/1	910
Junction: J4: Regent St/Bradley Rd	
J4:1/1	371
J4:1/2	228
J4:2/1 (with short)	895(In) 576(Out)
J4:2/2 (short)	319
J4:2/3	321
J4:3/1	350
J4:3/2	570
J4:4/1	38
J4:5/1	254
J4:5/2	264
J4:6/1	655

J4:7/1 (with short)	198(In) 41(Out)
J4:7/2 (short)	157
J4:8/1	578
J4:8/2	355
J4:9/1	77
J4:10/1	395

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	84.0 %	1940	1940
				Arm J3:3 Right	Inf	16.0 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	45.2 %	1877	1877
				Arm J3:6 Left	15.00	54.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	2.1 %	1660	1660
				Arm J3:6 Ahead	8.00	97.9 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	51.0 %	1900	1900
				Arm J4:9 Right	Inf	49.0 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2030 Base Scen 1a PM Peak' (FG2: '2030 Base Scen 1a PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	35	23	169	46	267	0	10	14	564
	B	20	0	2	23	6	30	0	1	5	87
	C	25	2	0	23	6	16	0	0	0	72
	D	0	0	0	0	37	572	0	0	0	609
	E	0	0	0	89	0	377	0	0	0	466
	F	0	0	0	0	35	0	0	0	0	35
	G	926	62	34	255	70	0	0	9	7	1363
	H	5	0	0	1	0	2	0	0	0	8
	I	20	0	0	3	1	5	0	0	0	29
	Tot.	996	99	59	563	201	1269	0	20	26	3233

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2030 Base Scen 1a PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	564(In) 550(Out)
J1:1/2 (short)	14
J1:2/1	560
J1:3/1	74
J1:4/1	1032
J1:5/1	983
J1:6/1	21
J1:7/1	30
J1:8/1	104
J1:9/1	996
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	579
J2:2/1	1031
J2:3/1	13
J2:4/1	19
Junction: J3: Station Approach	
J3:1/1	65
J3:2/1	58
J3:3/1	572
J3:4/1 (with short)	1038(In) 1004(Out)
J3:4/2 (short)	34
J3:5/1	1038
J3:5/2	325
J3:6/1	586
Junction: J4: Regent St/Bradley Rd	
J4:1/1	559
J4:1/2	390
J4:2/1 (with short)	591(In) 462(Out)
J4:2/2 (short)	129
J4:2/3	320
J4:3/1	446
J4:3/2	823
J4:4/1	35
J4:5/1	296
J4:5/2	313
J4:6/1	551

J4:7/1 (with short)	466(In) 169(Out)
J4:7/2 (short)	297
J4:8/1	462
J4:8/2	164
J4:9/1	89
J4:10/1	201

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	76.9 %	1940	1940
				Arm J3:3 Right	Inf	23.1 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	41.5 %	1877	1877
				Arm J3:6 Left	15.00	58.5 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.2 %	1666	1666
				Arm J3:6 Ahead	8.00	95.8 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	70.0 %	1900	1900
				Arm J4:9 Right	Inf	30.0 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 Base Scen 1a Sat Peak' (FG3: '2030 Base Scen 1a Saturday Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	14	31	196	54	247	0	3	10	555
	B	6	0	2	19	5	21	0	0	3	56
	C	22	1	0	15	4	10	0	0	0	52
	D	0	0	0	0	51	474	0	0	0	525
	E	0	0	0	75	0	156	0	0	0	231
	F	0	0	0	0	35	0	0	0	0	35
	G	495	21	21	191	52	0	0	7	4	791
	H	5	0	0	1	0	1	0	0	0	7
	I	16	2	0	3	1	3	0	0	0	25
	Tot.	544	38	54	500	202	912	0	10	17	2277

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2030 Base Scen 1a Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	555(In) 545(Out)
J1:1/2 (short)	10
J1:2/1	554
J1:3/1	56
J1:4/1	548
J1:5/1	535
J1:6/1	17
J1:7/1	25
J1:8/1	38
J1:9/1	544
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	585
J2:2/1	550
J2:3/1	7
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	52
J3:2/1	54
J3:3/1	584
J3:4/1 (with short)	548(In) 527(Out)
J3:4/2 (short)	21
J3:5/1	548
J3:5/2	243
J3:6/1	580
Junction: J4: Regent St/Bradley Rd	
J4:1/1	392
J4:1/2	238
J4:2/1 (with short)	541(In) 425(Out)
J4:2/2 (short)	116
J4:2/3	282
J4:3/1	289
J4:3/2	623
J4:4/1	35
J4:5/1	260
J4:5/2	265
J4:6/1	500

J4:7/1 (with short)	231(In) 63(Out)
J4:7/2 (short)	168
J4:8/1	425
J4:8/2	151
J4:9/1	75
J4:10/1	202

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	71.4 %	1940	1940
				Arm J3:3 Right	Inf	28.6 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	44.2 %	1877	1877
				Arm J3:6 Left	15.00	55.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	5.7 %	1670	1670
				Arm J3:6 Ahead	8.00	94.3 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	55.4 %	1900	1900
				Arm J4:9 Right	Inf	44.6 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 Dev Scen 1a AM Peak Hour' (FG4: '2030 Dev Scen 1a AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	40	278	241	277	0	4	17	874
	B	5	0	4	30	15	30	0	0	3	87
	C	23	3	0	18	4	10	0	0	1	59
	D	0	0	0	0	40	501	0	0	0	541
	E	0	0	0	77	0	121	0	0	0	198
	F	0	0	0	2	36	0	0	0	0	38
	G	407	69	52	247	59	0	0	0	17	851
	H	8	1	0	2	0	2	0	0	0	13
	I	13	1	1	4	1	4	0	0	0	24
	Tot.	456	91	97	658	396	945	0	4	38	2685

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2030 Dev Scen 1a AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	874(In) 857(Out)
J1:1/2 (short)	17
J1:2/1	868
J1:3/1	87
J1:4/1	538
J1:5/1	461
J1:6/1	35
J1:7/1	24
J1:8/1	99
J1:9/1	456
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	933
J2:2/1	517
J2:3/1	25
J2:4/1	9
Junction: J3: Station Approach	
J3:1/1	50
J3:2/1	93
J3:3/1	928
J3:4/1 (with short)	545(In) 493(Out)
J3:4/2 (short)	52
J3:5/1	545
J3:5/2	306
J3:6/1	913
Junction: J4: Regent St/Bradley Rd	
J4:1/1	385
J4:1/2	237
J4:2/1 (with short)	896(In) 576(Out)
J4:2/2 (short)	320
J4:2/3	323
J4:3/1	364
J4:3/2	581
J4:4/1	38
J4:5/1	267
J4:5/2	274
J4:6/1	655

J4:7/1 (with short)	198(In) 43(Out)
J4:7/2 (short)	155
J4:8/1	578
J4:8/2	356
J4:9/1	77
J4:10/1	396

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	84.0 %	1940	1940
				Arm J3:3 Right	Inf	16.0 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	48.0 %	1877	1877
				Arm J3:6 Left	15.00	52.0 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.4 %	1666	1666
				Arm J3:6 Ahead	8.00	95.6 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	50.3 %	1900	1900
				Arm J4:9 Right	Inf	49.7 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2030 Dev Scen 1a PM Peak' (FG5: '2030 Dev Scen 1a PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	35	27	169	46	267	0	10	14	568
	B	20	0	2	23	6	30	0	1	5	87
	C	40	3	0	37	10	25	0	0	0	115
	D	0	0	0	0	37	575	0	0	0	612
	E	0	0	0	89	0	378	0	0	0	467
	F	0	0	0	0	35	0	0	0	0	35
	G	926	62	38	255	70	0	0	9	7	1367
	H	5	0	0	1	0	2	0	0	0	8
	I	20	0	0	3	1	5	0	0	0	29
	Tot.	1011	100	67	577	205	1282	0	20	26	3288

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2030 Dev Scen 1a PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	568(In) 554(Out)
J1:1/2 (short)	14
J1:2/1	564
J1:3/1	74
J1:4/1	1047
J1:5/1	998
J1:6/1	21
J1:7/1	30
J1:8/1	104
J1:9/1	1011
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	583
J2:2/1	1046
J2:3/1	13
J2:4/1	19
Junction: J3: Station Approach	
J3:1/1	93
J3:2/1	66
J3:3/1	576
J3:4/1 (with short)	1042(In) 1004(Out)
J3:4/2 (short)	38
J3:5/1	1042
J3:5/2	325
J3:6/1	599
Junction: J4: Regent St/Bradley Rd	
J4:1/1	560
J4:1/2	393
J4:2/1 (with short)	595(In) 462(Out)
J4:2/2 (short)	133
J4:2/3	329
J4:3/1	456
J4:3/2	826
J4:4/1	35
J4:5/1	298
J4:5/2	314
J4:6/1	551

J4:7/1 (with short)	467(In) 169(Out)
J4:7/2 (short)	298
J4:8/1	462
J4:8/2	168
J4:9/1	89
J4:10/1	205

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	76.9 %	1940	1940
				Arm J3:3 Right	Inf	23.1 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	45.2 %	1877	1877
				Arm J3:6 Left	15.00	54.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.9 %	1668	1668
				Arm J3:6 Ahead	8.00	95.1 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	70.1 %	1900	1900
				Arm J4:9 Right	Inf	29.9 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 Dev Scen 1a Sat Peak' (FG6: '2030 Dev Scen 1a Saturday Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	14	38	196	54	247	0	3	10	562
	B	6	0	3	19	5	21	0	0	3	57
	C	27	1	0	19	5	12	0	0	0	64
	D	0	0	0	0	51	478	0	0	0	529
	E	0	0	0	75	0	157	0	0	0	232
	F	0	0	0	0	35	0	0	0	0	35
	G	495	21	26	191	52	0	0	7	4	796
	H	5	0	0	1	0	1	0	0	0	7
	I	16	2	1	3	1	3	0	0	0	26
	Tot.	549	38	68	504	203	919	0	10	17	2308

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2030 Dev Scen 1a Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	562(In) 552(Out)
J1:1/2 (short)	10
J1:2/1	562
J1:3/1	57
J1:4/1	553
J1:5/1	540
J1:6/1	17
J1:7/1	26
J1:8/1	38
J1:9/1	549
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	594
J2:2/1	555
J2:3/1	7
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	64
J3:2/1	68
J3:3/1	593
J3:4/1 (with short)	553(In) 527(Out)
J3:4/2 (short)	26
J3:5/1	553
J3:5/2	243
J3:6/1	587
Junction: J4: Regent St/Bradley Rd	
J4:1/1	394
J4:1/2	241
J4:2/1 (with short)	546(In) 429(Out)
J4:2/2 (short)	117
J4:2/3	284
J4:3/1	293
J4:3/2	626
J4:4/1	35
J4:5/1	260
J4:5/2	269
J4:6/1	504

J4:7/1 (with short)	232(In) 63(Out)
J4:7/2 (short)	169
J4:8/1	429
J4:8/2	152
J4:9/1	75
J4:10/1	203

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	71.4 %	1940	1940
				Arm J3:3 Right	Inf	28.6 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	43.8 %	1877	1877
				Arm J3:6 Left	15.00	56.3 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	7.1 %	1673	1673
				Arm J3:6 Ahead	8.00	92.9 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	55.6 %	1900	1900
				Arm J4:9 Right	Inf	44.4 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2030 Base Scen 1b AM Peak Hour' (FG7: '2030 Base Scen 1b AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	18	282	67	280	0	4	17	685
	B	5	0	2	35	8	33	0	0	3	86
	C	18	2	0	14	3	8	0	0	1	46
	D	0	0	0	0	40	478	0	0	0	518
	E	0	0	0	77	0	121	0	0	0	198
	F	0	0	0	2	36	0	0	0	0	38
	G	407	69	23	247	59	0	0	0	17	822
	H	8	1	0	2	0	2	0	0	0	13
	I	13	1	0	4	1	4	0	0	0	23
	Tot.	451	90	43	663	214	926	0	4	38	2429

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2030 Base Scen 1b AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	685(In) 668(Out)
J1:1/2 (short)	17
J1:2/1	679
J1:3/1	83
J1:4/1	533
J1:5/1	456
J1:6/1	35
J1:7/1	24
J1:8/1	99
J1:9/1	451
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	740
J2:2/1	512
J2:3/1	25
J2:4/1	9
Junction: J3: Station Approach	
J3:1/1	42
J3:2/1	42
J3:3/1	735
J3:4/1 (with short)	516(In) 493(Out)
J3:4/2 (short)	23
J3:5/1	516
J3:5/2	306
J3:6/1	739
Junction: J4: Regent St/Bradley Rd	
J4:1/1	374
J4:1/2	225
J4:2/1 (with short)	718(In) 580(Out)
J4:2/2 (short)	138
J4:2/3	327
J4:3/1	356
J4:3/2	570
J4:4/1	38
J4:5/1	254
J4:5/2	264
J4:6/1	659

J4:7/1 (with short)	198(In) 44(Out)
J4:7/2 (short)	154
J4:8/1	582
J4:8/2	174
J4:9/1	77
J4:10/1	214

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	84.0 %	1940	1940
				Arm J3:3 Right	Inf	16.0 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	45.2 %	1877	1877
				Arm J3:6 Left	15.00	54.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	2.6 %	1662	1662
				Arm J3:6 Ahead	8.00	97.4 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	50.0 %	1900	1900
				Arm J4:9 Right	Inf	50.0 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2030 Base Scen 1b PM Peak' (FG8: '2030 Base Scen 1b PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	35	23	169	46	267	0	10	14	564
	B	20	0	2	23	6	30	0	1	5	87
	C	25	2	0	23	6	16	0	0	0	72
	D	0	0	0	0	37	572	0	0	0	609
	E	0	0	0	89	0	211	0	0	0	300
	F	0	0	0	0	35	0	0	0	0	35
	G	771	51	34	255	70	0	0	9	7	1197
	H	5	0	0	1	0	2	0	0	0	8
	I	20	0	0	3	1	5	0	0	0	29
	Tot.	841	88	59	563	201	1103	0	20	26	2901

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2030 Base Scen 1b PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	564(In) 550(Out)
J1:1/2 (short)	14
J1:2/1	560
J1:3/1	74
J1:4/1	866
J1:5/1	828
J1:6/1	21
J1:7/1	30
J1:8/1	93
J1:9/1	841
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	579
J2:2/1	865
J2:3/1	13
J2:4/1	19
Junction: J3: Station Approach	
J3:1/1	65
J3:2/1	58
J3:3/1	572
J3:4/1 (with short)	872(In) 838(Out)
J3:4/2 (short)	34
J3:5/1	872
J3:5/2	325
J3:6/1	586
Junction: J4: Regent St/Bradley Rd	
J4:1/1	474
J4:1/2	309
J4:2/1 (with short)	591(In) 462(Out)
J4:2/2 (short)	129
J4:2/3	320
J4:3/1	364
J4:3/2	739
J4:4/1	35
J4:5/1	297
J4:5/2	312
J4:6/1	551

J4:7/1 (with short)	300(In) 81(Out)
J4:7/2 (short)	219
J4:8/1	462
J4:8/2	164
J4:9/1	89
J4:10/1	201

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	76.9 %	1940	1940
				Arm J3:3 Right	Inf	23.1 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	41.5 %	1877	1877
				Arm J3:6 Left	15.00	58.5 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.2 %	1666	1666
				Arm J3:6 Ahead	8.00	95.8 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	59.4 %	1900	1900
				Arm J4:9 Right	Inf	40.6 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2030 Base Scen 1b Sat Peak' (FG9: '2030 Base Scen 1b Saturday Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	14	31	196	54	247	0	3	10	555
	B	6	0	2	19	5	21	0	0	3	56
	C	22	1	0	15	4	10	0	0	0	52
	D	0	0	0	0	51	474	0	0	0	525
	E	0	0	0	75	0	156	0	0	0	231
	F	0	0	0	0	35	0	0	0	0	35
	G	495	21	21	191	52	0	0	7	4	791
	H	5	0	0	1	0	1	0	0	0	7
	I	16	2	0	3	1	3	0	0	0	25
	Tot.	544	38	54	500	202	912	0	10	17	2277

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2030 Base Scen 1b Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	555(In) 545(Out)
J1:1/2 (short)	10
J1:2/1	554
J1:3/1	56
J1:4/1	548
J1:5/1	535
J1:6/1	17
J1:7/1	25
J1:8/1	38
J1:9/1	544
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	585
J2:2/1	550
J2:3/1	7
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	52
J3:2/1	54
J3:3/1	584
J3:4/1 (with short)	548(In) 527(Out)
J3:4/2 (short)	21
J3:5/1	548
J3:5/2	243
J3:6/1	580
Junction: J4: Regent St/Bradley Rd	
J4:1/1	387
J4:1/2	243
J4:2/1 (with short)	541(In) 425(Out)
J4:2/2 (short)	116
J4:2/3	282
J4:3/1	291
J4:3/2	621
J4:4/1	35
J4:5/1	258
J4:5/2	267
J4:6/1	500

J4:7/1 (with short)	231(In) 62(Out)
J4:7/2 (short)	169
J4:8/1	425
J4:8/2	151
J4:9/1	75
J4:10/1	202

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	71.4 %	1940	1940
				Arm J3:3 Right	Inf	28.6 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	44.2 %	1877	1877
				Arm J3:6 Left	15.00	55.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	5.7 %	1670	1670
				Arm J3:6 Ahead	8.00	94.3 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	55.6 %	1900	1900
				Arm J4:9 Right	Inf	44.4 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2030 Dev Scen 1b AM Peak Hour' (FG10: '2030 Dev Scen 1b AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	40	282	67	280	0	4	17	707
	B	5	0	4	35	8	33	0	0	3	88
	C	23	3	0	18	4	10	0	0	1	59
	D	0	0	0	0	40	501	0	0	0	541
	E	0	0	0	77	0	127	0	0	0	204
	F	0	0	0	2	36	0	0	0	0	38
	G	407	69	52	247	59	0	0	0	17	851
	H	8	1	0	2	0	2	0	0	0	13
	I	13	1	1	4	1	4	0	0	0	24
	Tot.	456	91	97	667	215	957	0	4	38	2525

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2030 Dev Scen 1b AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	707(In) 690(Out)
J1:1/2 (short)	17
J1:2/1	701
J1:3/1	83
J1:4/1	538
J1:5/1	461
J1:6/1	35
J1:7/1	24
J1:8/1	99
J1:9/1	456
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	762
J2:2/1	517
J2:3/1	25
J2:4/1	9
Junction: J3: Station Approach	
J3:1/1	50
J3:2/1	93
J3:3/1	757
J3:4/1 (with short)	545(In) 493(Out)
J3:4/2 (short)	52
J3:5/1	545
J3:5/2	306
J3:6/1	742
Junction: J4: Regent St/Bradley Rd	
J4:1/1	391
J4:1/2	237
J4:2/1 (with short)	719(In) 580(Out)
J4:2/2 (short)	139
J4:2/3	329
J4:3/1	363
J4:3/2	594
J4:4/1	38
J4:5/1	264
J4:5/2	277
J4:6/1	659

J4:7/1 (with short)	204(In) 46(Out)
J4:7/2 (short)	158
J4:8/1	582
J4:8/2	175
J4:9/1	77
J4:10/1	215

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	84.0 %	1940	1940
				Arm J3:3 Right	Inf	16.0 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	48.0 %	1877	1877
				Arm J3:6 Left	15.00	52.0 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	5.4 %	1669	1669
				Arm J3:6 Ahead	8.00	94.6 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	51.3 %	1900	1900
				Arm J4:9 Right	Inf	48.7 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2030 Dev Scen 1b PM Peak' (FG11: '2030 Dev Scen 1b PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	35	27	169	46	267	0	10	14	568
	B	20	0	2	23	6	30	0	1	5	87
	C	40	3	0	37	10	25	0	0	0	115
	D	0	0	0	0	37	575	0	0	0	612
	E	0	0	0	89	0	212	0	0	0	301
	F	0	0	0	0	35	0	0	0	0	35
	G	771	51	38	255	70	0	0	9	7	1201
	H	5	0	0	1	0	2	0	0	0	8
	I	20	0	0	3	1	5	0	0	0	29
	Tot.	856	89	67	577	205	1116	0	20	26	2956

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2030 Dev Scen 1b PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	568(In) 554(Out)
J1:1/2 (short)	14
J1:2/1	564
J1:3/1	74
J1:4/1	881
J1:5/1	843
J1:6/1	21
J1:7/1	30
J1:8/1	93
J1:9/1	856
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	583
J2:2/1	880
J2:3/1	13
J2:4/1	19
Junction: J3: Station Approach	
J3:1/1	93
J3:2/1	66
J3:3/1	576
J3:4/1 (with short)	876(In) 838(Out)
J3:4/2 (short)	38
J3:5/1	876
J3:5/2	325
J3:6/1	599
Junction: J4: Regent St/Bradley Rd	
J4:1/1	476
J4:1/2	311
J4:2/1 (with short)	595(In) 462(Out)
J4:2/2 (short)	133
J4:2/3	329
J4:3/1	373
J4:3/2	743
J4:4/1	35
J4:5/1	299
J4:5/2	313
J4:6/1	551

J4:7/1 (with short)	301(In) 81(Out)
J4:7/2 (short)	220
J4:8/1	462
J4:8/2	168
J4:9/1	89
J4:10/1	205

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	76.9 %	1940	1940
				Arm J3:3 Right	Inf	23.1 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	45.2 %	1877	1877
				Arm J3:6 Left	15.00	54.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.9 %	1668	1668
				Arm J3:6 Ahead	8.00	95.1 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	59.5 %	1900	1900
				Arm J4:9 Right	Inf	40.5 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2030 Dev Scen 1b Sat Peak' (FG12: '2030 Dev Scen 1b Saturday Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	14	38	196	54	247	0	3	10	562
	B	6	0	3	19	5	21	0	0	3	57
	C	27	1	0	19	5	12	0	0	0	64
	D	0	0	0	0	51	474	0	0	0	525
	E	0	0	0	75	0	156	0	0	0	231
	F	0	0	0	0	35	0	0	0	0	35
	G	495	21	26	191	52	0	0	7	4	796
	H	5	0	0	1	0	1	0	0	0	7
	I	16	2	1	3	1	3	0	0	0	26
	Tot.	549	38	68	504	203	914	0	10	17	2303

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2030 Dev Scen 1b Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	562(In) 552(Out)
J1:1/2 (short)	10
J1:2/1	562
J1:3/1	57
J1:4/1	553
J1:5/1	540
J1:6/1	17
J1:7/1	26
J1:8/1	38
J1:9/1	549
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	594
J2:2/1	555
J2:3/1	7
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	64
J3:2/1	68
J3:3/1	593
J3:4/1 (with short)	553(In) 527(Out)
J3:4/2 (short)	26
J3:5/1	553
J3:5/2	243
J3:6/1	587
Junction: J4: Regent St/Bradley Rd	
J4:1/1	387
J4:1/2	243
J4:2/1 (with short)	546(In) 429(Out)
J4:2/2 (short)	117
J4:2/3	284
J4:3/1	293
J4:3/2	621
J4:4/1	35
J4:5/1	258
J4:5/2	267
J4:6/1	504

J4:7/1 (with short)	231(In) 62(Out)
J4:7/2 (short)	169
J4:8/1	429
J4:8/2	152
J4:9/1	75
J4:10/1	203

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	71.4 %	1940	1940
				Arm J3:3 Right	Inf	28.6 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	43.8 %	1877	1877
				Arm J3:6 Left	15.00	56.3 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	7.1 %	1673	1673
				Arm J3:6 Ahead	8.00	92.9 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	55.6 %	1900	1900
				Arm J4:9 Right	Inf	44.4 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2030 Base Scen 2a AM Peak Hour' (FG13: '2030 Base Scen 2a AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	18	301	246	301	0	5	18	907
	B	5	0	2	33	15	33	0	1	3	92
	C	18	2	0	14	3	8	0	0	1	46
	D	0	0	0	0	44	517	0	0	0	561
	E	0	0	0	84	0	131	0	0	0	215
	F	0	0	0	2	36	0	0	0	0	38
	G	443	73	23	269	64	0	0	0	18	890
	H	8	1	0	2	0	2	0	0	0	13
	I	15	1	0	4	1	4	0	0	0	25
	Tot.	489	95	43	709	409	996	0	6	40	2787

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2030 Base Scen 2a AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	907(In) 889(Out)
J1:1/2 (short)	18
J1:2/1	900
J1:3/1	90
J1:4/1	574
J1:5/1	493
J1:6/1	37
J1:7/1	26
J1:8/1	104
J1:9/1	489
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	967
J2:2/1	553
J2:3/1	25
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	42
J3:2/1	42
J3:3/1	961
J3:4/1 (with short)	557(In) 534(Out)
J3:4/2 (short)	23
J3:5/1	557
J3:5/2	333
J3:6/1	965
Junction: J4: Regent St/Bradley Rd	
J4:1/1	388
J4:1/2	260
J4:2/1 (with short)	950(In) 621(Out)
J4:2/2 (short)	329
J4:2/3	348
J4:3/1	399
J4:3/2	597
J4:4/1	38
J4:5/1	278
J4:5/2	283
J4:6/1	707

J4:7/1 (with short)	215(In) 40(Out)
J4:7/2 (short)	175
J4:8/1	623
J4:8/2	365
J4:9/1	84
J4:10/1	409

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	84.0 %	1940	1940
				Arm J3:3 Right	Inf	16.0 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	45.2 %	1877	1877
				Arm J3:6 Left	15.00	54.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	2.0 %	1660	1660
				Arm J3:6 Ahead	8.00	98.0 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	52.0 %	1900	1900
				Arm J4:9 Right	Inf	48.0 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2030 Base Scen 2a PM Peak' (FG14: '2030 Base Scen 2a PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	38	23	183	50	290	0	11	15	610
	B	22	0	2	25	7	32	0	1	5	94
	C	25	2	0	23	6	16	0	0	0	72
	D	0	0	0	0	40	618	0	0	0	658
	E	0	0	0	97	0	394	0	0	0	491
	F	0	0	0	0	38	0	0	0	0	38
	G	993	66	34	277	76	0	0	10	8	1464
	H	6	0	0	1	0	2	0	0	0	9
	I	22	0	0	3	1	5	0	0	0	31
	Tot.	1068	106	59	609	218	1357	0	22	28	3467

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2030 Base Scen 2a PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	610(In) 595(Out)
J1:1/2 (short)	15
J1:2/1	605
J1:3/1	79
J1:4/1	1105
J1:5/1	1054
J1:6/1	23
J1:7/1	32
J1:8/1	111
J1:9/1	1068
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	624
J2:2/1	1104
J2:3/1	14
J2:4/1	21
Junction: J3: Station Approach	
J3:1/1	65
J3:2/1	58
J3:3/1	616
J3:4/1 (with short)	1111(In) 1077(Out)
J3:4/2 (short)	34
J3:5/1	1111
J3:5/2	353
J3:6/1	630
Junction: J4: Regent St/Bradley Rd	
J4:1/1	580
J4:1/2	432
J4:2/1 (with short)	638(In) 498(Out)
J4:2/2 (short)	140
J4:2/3	345
J4:3/1	489
J4:3/2	868
J4:4/1	38
J4:5/1	325
J4:5/2	333
J4:6/1	595

J4:7/1 (with short)	491(In) 166(Out)
J4:7/2 (short)	325
J4:8/1	498
J4:8/2	178
J4:9/1	97
J4:10/1	218

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	78.6 %	1940	1940
				Arm J3:3 Right	Inf	21.4 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	41.5 %	1877	1877
				Arm J3:6 Left	15.00	58.5 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	3.9 %	1665	1665
				Arm J3:6 Ahead	8.00	96.1 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	70.2 %	1900	1900
				Arm J4:9 Right	Inf	29.8 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2030 Base Scen 2a Sat Peak' (FG15: '2030 Base Scen 2a Saturday Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	15	31	213	58	268	0	3	11	599
	B	7	0	2	21	6	22	0	0	3	61
	C	22	1	0	15	4	10	0	0	0	52
	D	0	0	0	0	55	513	0	0	0	568
	E	0	0	0	82	0	169	0	0	0	251
	F	0	0	0	0	38	0	0	0	0	38
	G	538	23	21	207	57	0	0	7	5	858
	H	5	0	0	1	0	2	0	0	0	8
	I	17	2	0	3	1	4	0	0	0	27
	Tot.	589	41	54	542	219	988	0	10	19	2462

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2030 Base Scen 2a Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	599(In) 588(Out)
J1:1/2 (short)	11
J1:2/1	598
J1:3/1	61
J1:4/1	594
J1:5/1	580
J1:6/1	19
J1:7/1	27
J1:8/1	41
J1:9/1	589
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	632
J2:2/1	596
J2:3/1	8
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	52
J3:2/1	54
J3:3/1	632
J3:4/1 (with short)	594(In) 573(Out)
J3:4/2 (short)	21
J3:5/1	594
J3:5/2	264
J3:6/1	628
Junction: J4: Regent St/Bradley Rd	
J4:1/1	414
J4:1/2	268
J4:2/1 (with short)	586(In) 460(Out)
J4:2/2 (short)	126
J4:2/3	306
J4:3/1	323
J4:3/2	665
J4:4/1	38
J4:5/1	281
J4:5/2	287
J4:6/1	542

J4:7/1 (with short)	251(In) 66(Out)
J4:7/2 (short)	185
J4:8/1	460
J4:8/2	164
J4:9/1	82
J4:10/1	219

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	62.5 %	1940	1940
				Arm J3:3 Right	Inf	37.5 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	44.2 %	1877	1877
				Arm J3:6 Left	15.00	55.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	5.2 %	1668	1668
				Arm J3:6 Ahead	8.00	94.8 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	55.7 %	1900	1900
				Arm J4:9 Right	Inf	44.3 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 16: '2030 Dev Scen 2a AM Peak Hour' (FG16: '2030 Dev Scen 2a AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	40	301	246	301	0	5	18	929
	B	5	0	4	33	15	33	0	1	3	94
	C	23	3	0	18	4	10	0	0	1	59
	D	0	0	0	0	44	539	0	0	0	583
	E	0	0	0	84	0	137	0	0	0	221
	F	0	0	0	2	36	0	0	0	0	38
	G	443	73	52	269	64	0	0	0	18	919
	H	8	1	0	2	0	2	0	0	0	13
	I	15	1	1	4	1	4	0	0	0	26
	Tot.	494	96	97	713	410	1026	0	6	40	2882

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2030 Dev Scen 2a AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	929(In) 911(Out)
J1:1/2 (short)	18
J1:2/1	922
J1:3/1	90
J1:4/1	579
J1:5/1	498
J1:6/1	37
J1:7/1	26
J1:8/1	104
J1:9/1	494
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	989
J2:2/1	558
J2:3/1	25
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	50
J3:2/1	93
J3:3/1	983
J3:4/1 (with short)	586(In) 534(Out)
J3:4/2 (short)	52
J3:5/1	586
J3:5/2	333
J3:6/1	968
Junction: J4: Regent St/Bradley Rd	
J4:1/1	399
J4:1/2	277
J4:2/1 (with short)	951(In) 621(Out)
J4:2/2 (short)	330
J4:2/3	350
J4:3/1	416
J4:3/2	610
J4:4/1	38
J4:5/1	289
J4:5/2	294
J4:6/1	707

J4:7/1 (with short)	221(In) 44(Out)
J4:7/2 (short)	177
J4:8/1	623
J4:8/2	366
J4:9/1	84
J4:10/1	410

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	84.0 %	1940	1940
				Arm J3:3 Right	Inf	16.0 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	48.0 %	1877	1877
				Arm J3:6 Left	15.00	52.0 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.2 %	1666	1666
				Arm J3:6 Ahead	8.00	95.8 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	52.5 %	1900	1900
				Arm J4:9 Right	Inf	47.5 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 17: '2030 Dev Scen 2a PM Peak' (FG17: '2030 Dev Scen 2a PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	38	27	183	50	290	0	11	15	614
	B	22	0	2	25	7	32	0	1	5	94
	C	40	3	0	37	10	25	0	0	0	115
	D	0	0	0	0	40	621	0	0	0	661
	E	0	0	0	97	0	395	0	0	0	492
	F	0	0	0	0	38	0	0	0	0	38
	G	993	66	38	277	76	0	0	10	8	1468
	H	6	0	0	1	0	2	0	0	0	9
	I	22	0	0	3	1	5	0	0	0	31
	Tot.	1083	107	67	623	222	1370	0	22	28	3522

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 2030 Dev Scen 2a PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	614(In) 599(Out)
J1:1/2 (short)	15
J1:2/1	609
J1:3/1	79
J1:4/1	1120
J1:5/1	1069
J1:6/1	23
J1:7/1	32
J1:8/1	111
J1:9/1	1083
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	628
J2:2/1	1119
J2:3/1	14
J2:4/1	21
Junction: J3: Station Approach	
J3:1/1	93
J3:2/1	66
J3:3/1	620
J3:4/1 (with short)	1115(In) 1077(Out)
J3:4/2 (short)	38
J3:5/1	1115
J3:5/2	353
J3:6/1	643
Junction: J4: Regent St/Bradley Rd	
J4:1/1	588
J4:1/2	428
J4:2/1 (with short)	642(In) 498(Out)
J4:2/2 (short)	144
J4:2/3	354
J4:3/1	509
J4:3/2	861
J4:4/1	38
J4:5/1	325
J4:5/2	336
J4:6/1	595

J4:7/1 (with short)	492(In) 177(Out)
J4:7/2 (short)	315
J4:8/1	498
J4:8/2	182
J4:9/1	97
J4:10/1	222

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	78.6 %	1940	1940
				Arm J3:3 Right	Inf	21.4 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	45.2 %	1877	1877
				Arm J3:6 Left	15.00	54.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.5 %	1667	1667
				Arm J3:6 Ahead	8.00	95.5 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	69.2 %	1900	1900
				Arm J4:9 Right	Inf	30.8 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 18: '2030 Dev Scen 2a Sat Peak' (FG18: '2030 Dev Scen 2a Saturday Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	15	38	213	58	268	0	3	11	606
	B	7	0	3	21	6	22	0	0	3	62
	C	27	1	0	19	5	12	0	0	0	64
	D	0	0	0	0	55	516	0	0	0	571
	E	0	0	0	82	0	170	0	0	0	252
	F	0	0	0	0	38	0	0	0	0	38
	G	538	23	26	207	57	0	0	7	5	863
	H	5	0	0	1	0	2	0	0	0	8
	I	17	2	1	3	1	4	0	0	0	28
	Tot.	594	41	68	546	220	994	0	10	19	2492

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2030 Dev Scen 2a Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	606(In) 595(Out)
J1:1/2 (short)	11
J1:2/1	606
J1:3/1	62
J1:4/1	599
J1:5/1	585
J1:6/1	19
J1:7/1	28
J1:8/1	41
J1:9/1	594
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	641
J2:2/1	601
J2:3/1	8
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	64
J3:2/1	68
J3:3/1	641
J3:4/1 (with short)	599(In) 573(Out)
J3:4/2 (short)	26
J3:5/1	599
J3:5/2	264
J3:6/1	635
Junction: J4: Regent St/Bradley Rd	
J4:1/1	416
J4:1/2	270
J4:2/1 (with short)	591(In) 464(Out)
J4:2/2 (short)	127
J4:2/3	308
J4:3/1	326
J4:3/2	668
J4:4/1	38
J4:5/1	283
J4:5/2	288
J4:6/1	546

J4:7/1 (with short)	252(In) 66(Out)
J4:7/2 (short)	186
J4:8/1	464
J4:8/2	165
J4:9/1	82
J4:10/1	220

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	62.5 %	1940	1940
				Arm J3:3 Right	Inf	37.5 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	43.8 %	1877	1877
				Arm J3:6 Left	15.00	56.3 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	6.6 %	1672	1672
				Arm J3:6 Ahead	8.00	93.4 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	55.9 %	1900	1900
				Arm J4:9 Right	Inf	44.1 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 19: '2030 Base Scen 2b AM Peak Hour' (FG19: '2030 Base Scen 2b AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	18	306	73	304	0	5	18	742
	B	5	0	2	37	9	35	0	1	3	92
	C	18	2	0	14	3	8	0	0	1	46
	D	0	0	0	0	44	517	0	0	0	561
	E	0	0	0	84	0	131	0	0	0	215
	F	0	0	0	2	39	0	0	0	0	41
	G	443	73	23	269	64	0	0	0	18	890
	H	8	1	0	2	0	2	0	0	0	13
	I	15	1	0	4	1	4	0	0	0	25
	Tot.	489	95	43	718	233	1001	0	6	40	2625

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: 2030 Base Scen 2b AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	742(In) 724(Out)
J1:1/2 (short)	18
J1:2/1	735
J1:3/1	86
J1:4/1	574
J1:5/1	493
J1:6/1	37
J1:7/1	26
J1:8/1	104
J1:9/1	489
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	798
J2:2/1	553
J2:3/1	25
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	42
J3:2/1	42
J3:3/1	792
J3:4/1 (with short)	557(In) 534(Out)
J3:4/2 (short)	23
J3:5/1	557
J3:5/2	333
J3:6/1	796
Junction: J4: Regent St/Bradley Rd	
J4:1/1	404
J4:1/2	244
J4:2/1 (with short)	776(In) 626(Out)
J4:2/2 (short)	150
J4:2/3	353
J4:3/1	390
J4:3/2	611
J4:4/1	41
J4:5/1	275
J4:5/2	286
J4:6/1	712

J4:7/1 (with short)	215(In) 47(Out)
J4:7/2 (short)	168
J4:8/1	628
J4:8/2	189
J4:9/1	84
J4:10/1	233

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	84.0 %	1940	1940
				Arm J3:3 Right	Inf	16.0 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	45.2 %	1877	1877
				Arm J3:6 Left	15.00	54.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	2.4 %	1661	1661
				Arm J3:6 Ahead	8.00	97.6 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	50.0 %	1900	1900
				Arm J4:9 Right	Inf	50.0 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 20: '2030 Base Scen 2b PM Peak' (FG20: '2030 Base Scen 2b PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	38	23	183	50	290	0	11	15	610
	B	22	0	2	25	7	32	0	1	5	94
	C	25	2	0	23	6	16	0	0	0	72
	D	0	0	0	0	40	618	0	0	0	658
	E	0	0	0	97	0	228	0	0	0	325
	F	0	0	0	0	38	0	0	0	0	38
	G	838	55	34	277	76	0	0	10	8	1298
	H	6	0	0	1	0	2	0	0	0	9
	I	22	0	0	3	1	5	0	0	0	31
	Tot.	913	95	59	609	218	1191	0	22	28	3135

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: 2030 Base Scen 2b PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	610(In) 595(Out)
J1:1/2 (short)	15
J1:2/1	605
J1:3/1	79
J1:4/1	939
J1:5/1	899
J1:6/1	23
J1:7/1	32
J1:8/1	100
J1:9/1	913
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	624
J2:2/1	938
J2:3/1	14
J2:4/1	21
Junction: J3: Station Approach	
J3:1/1	65
J3:2/1	58
J3:3/1	616
J3:4/1 (with short)	945(In) 911(Out)
J3:4/2 (short)	34
J3:5/1	945
J3:5/2	353
J3:6/1	630
Junction: J4: Regent St/Bradley Rd	
J4:1/1	505
J4:1/2	341
J4:2/1 (with short)	638(In) 498(Out)
J4:2/2 (short)	140
J4:2/3	345
J4:3/1	409
J4:3/2	782
J4:4/1	38
J4:5/1	324
J4:5/2	334
J4:6/1	595

J4:7/1 (with short)	325(In) 83(Out)
J4:7/2 (short)	242
J4:8/1	498
J4:8/2	178
J4:9/1	97
J4:10/1	218

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	78.6 %	1940	1940
				Arm J3:3 Right	Inf	21.4 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	41.5 %	1877	1877
				Arm J3:6 Left	15.00	58.5 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	3.9 %	1665	1665
				Arm J3:6 Ahead	8.00	96.1 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	59.9 %	1900	1900
				Arm J4:9 Right	Inf	40.1 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 21: '2030 Base Scen 2b Sat Peak' (FG21: '2030 Base Scen 2b Saturday Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	15	31	213	58	268	0	3	11	599
	B	7	0	2	21	6	22	0	0	3	61
	C	22	1	0	15	4	10	0	0	0	52
	D	0	0	0	0	55	513	0	0	0	568
	E	0	0	0	82	0	169	0	0	0	251
	F	0	0	0	0	38	0	0	0	0	38
	G	538	23	21	207	57	0	0	7	5	858
	H	5	0	0	1	0	2	0	0	0	8
	I	17	2	0	3	1	4	0	0	0	27
	Tot.	589	41	54	542	219	988	0	10	19	2462

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: 2030 Base Scen 2b Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	599(In) 588(Out)
J1:1/2 (short)	11
J1:2/1	598
J1:3/1	61
J1:4/1	594
J1:5/1	580
J1:6/1	19
J1:7/1	27
J1:8/1	41
J1:9/1	589
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	632
J2:2/1	596
J2:3/1	8
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	52
J3:2/1	54
J3:3/1	632
J3:4/1 (with short)	594(In) 573(Out)
J3:4/2 (short)	21
J3:5/1	594
J3:5/2	264
J3:6/1	628
Junction: J4: Regent St/Bradley Rd	
J4:1/1	414
J4:1/2	268
J4:2/1 (with short)	586(In) 460(Out)
J4:2/2 (short)	126
J4:2/3	306
J4:3/1	323
J4:3/2	665
J4:4/1	38
J4:5/1	281
J4:5/2	287
J4:6/1	542

J4:7/1 (with short)	251(In) 66(Out)
J4:7/2 (short)	185
J4:8/1	460
J4:8/2	164
J4:9/1	82
J4:10/1	219

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	62.5 %	1940	1940
				Arm J3:3 Right	Inf	37.5 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	44.2 %	1877	1877
				Arm J3:6 Left	15.00	55.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	5.2 %	1668	1668
				Arm J3:6 Ahead	8.00	94.8 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	55.7 %	1900	1900
				Arm J4:9 Right	Inf	44.3 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 22: '2030 Dev Scen 2b AM Peak Hour' (FG22: '2030 Dev Scen 2b AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	40	306	73	304	0	5	18	764
	B	5	0	4	37	9	35	0	1	3	94
	C	23	3	0	18	4	10	0	0	1	59
	D	0	0	0	0	44	539	0	0	0	583
	E	0	0	0	84	0	137	0	0	0	221
	F	0	0	0	2	39	0	0	0	0	41
	G	443	73	52	269	64	0	0	0	18	919
	H	8	1	0	2	0	2	0	0	0	13
	I	15	1	1	4	1	4	0	0	0	26
	Tot.	494	96	97	722	234	1031	0	6	40	2720

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: 2030 Dev Scen 2b AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	764(In) 746(Out)
J1:1/2 (short)	18
J1:2/1	757
J1:3/1	86
J1:4/1	579
J1:5/1	498
J1:6/1	37
J1:7/1	26
J1:8/1	104
J1:9/1	494
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	820
J2:2/1	558
J2:3/1	25
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	50
J3:2/1	93
J3:3/1	814
J3:4/1 (with short)	586(In) 534(Out)
J3:4/2 (short)	52
J3:5/1	586
J3:5/2	333
J3:6/1	799
Junction: J4: Regent St/Bradley Rd	
J4:1/1	423
J4:1/2	253
J4:2/1 (with short)	777(In) 626(Out)
J4:2/2 (short)	151
J4:2/3	355
J4:3/1	403
J4:3/2	628
J4:4/1	41
J4:5/1	288
J4:5/2	295
J4:6/1	712

J4:7/1 (with short)	221(In) 51(Out)
J4:7/2 (short)	170
J4:8/1	628
J4:8/2	190
J4:9/1	84
J4:10/1	234

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	84.0 %	1940	1940
				Arm J3:3 Right	Inf	16.0 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	48.0 %	1877	1877
				Arm J3:6 Left	15.00	52.0 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	5.0 %	1668	1668
				Arm J3:6 Ahead	8.00	95.0 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	50.6 %	1900	1900
				Arm J4:9 Right	Inf	49.4 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 23: '2030 Dev Scen 2b PM Peak' (FG23: '2030 Dev Scen 2b PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	38	27	183	50	290	0	11	15	614
	B	22	0	2	25	7	32	0	1	5	94
	C	40	3	0	37	10	25	0	0	0	115
	D	0	0	0	0	40	621	0	0	0	661
	E	0	0	0	97	0	229	0	0	0	326
	F	0	0	0	0	38	0	0	0	0	38
	G	838	55	38	277	76	0	0	10	8	1302
	H	6	0	0	1	0	2	0	0	0	9
	I	22	0	0	3	1	5	0	0	0	31
	Tot.	928	96	67	623	222	1204	0	22	28	3190

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: 2030 Dev Scen 2b PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	614(In) 599(Out)
J1:1/2 (short)	15
J1:2/1	609
J1:3/1	79
J1:4/1	954
J1:5/1	914
J1:6/1	23
J1:7/1	32
J1:8/1	100
J1:9/1	928
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	628
J2:2/1	953
J2:3/1	14
J2:4/1	21
Junction: J3: Station Approach	
J3:1/1	93
J3:2/1	66
J3:3/1	620
J3:4/1 (with short)	949(In) 911(Out)
J3:4/2 (short)	38
J3:5/1	949
J3:5/2	353
J3:6/1	643
Junction: J4: Regent St/Bradley Rd	
J4:1/1	507
J4:1/2	343
J4:2/1 (with short)	642(In) 498(Out)
J4:2/2 (short)	144
J4:2/3	354
J4:3/1	419
J4:3/2	785
J4:4/1	38
J4:5/1	325
J4:5/2	336
J4:6/1	595

J4:7/1 (with short)	326(In) 83(Out)
J4:7/2 (short)	243
J4:8/1	498
J4:8/2	182
J4:9/1	97
J4:10/1	222

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	78.6 %	1940	1940
				Arm J3:3 Right	Inf	21.4 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	45.2 %	1877	1877
				Arm J3:6 Left	15.00	54.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.5 %	1667	1667
				Arm J3:6 Ahead	8.00	95.5 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	60.1 %	1900	1900
				Arm J4:9 Right	Inf	39.9 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 24: '2030 Dev Scen 2b Sat Peak' (FG24: '2030 Dev Scen 2b Saturday Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	15	38	213	58	268	0	3	11	606
	B	7	0	3	21	6	22	0	0	3	62
	C	27	1	0	19	5	12	0	0	0	64
	D	0	0	0	0	55	516	0	0	0	571
	E	0	0	0	82	0	170	0	0	0	252
	F	0	0	0	0	38	0	0	0	0	38
	G	538	23	26	207	57	0	0	7	5	863
	H	5	0	0	1	0	2	0	0	0	8
	I	17	2	0	3	1	4	0	0	0	27
	Tot.	594	41	67	546	220	994	0	10	19	2491

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: 2030 Dev Scen 2b Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	606(In) 595(Out)
J1:1/2 (short)	11
J1:2/1	605
J1:3/1	62
J1:4/1	599
J1:5/1	585
J1:6/1	19
J1:7/1	27
J1:8/1	41
J1:9/1	594
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	640
J2:2/1	601
J2:3/1	8
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	64
J3:2/1	67
J3:3/1	640
J3:4/1 (with short)	599(In) 573(Out)
J3:4/2 (short)	26
J3:5/1	599
J3:5/2	264
J3:6/1	635
Junction: J4: Regent St/Bradley Rd	
J4:1/1	416
J4:1/2	270
J4:2/1 (with short)	591(In) 464(Out)
J4:2/2 (short)	127
J4:2/3	308
J4:3/1	326
J4:3/2	668
J4:4/1	38
J4:5/1	283
J4:5/2	288
J4:6/1	546

J4:7/1 (with short)	252(In) 66(Out)
J4:7/2 (short)	186
J4:8/1	464
J4:8/2	165
J4:9/1	82
J4:10/1	220

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

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 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

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 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	62.5 %	1940	1940
				Arm J3:3 Right	Inf	37.5 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	43.8 %	1877	1877
				Arm J3:6 Left	15.00	56.3 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	6.4 %	1672	1672
				Arm J3:6 Ahead	8.00	93.6 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

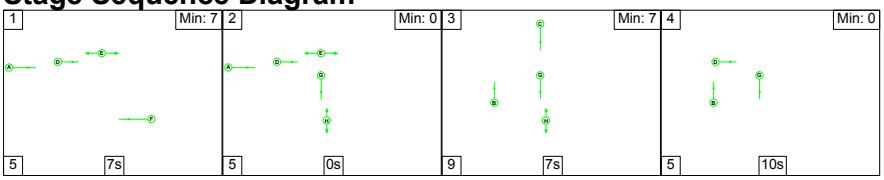
Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	55.9 %	1900	1900
				Arm J4:9 Right	Inf	44.1 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2030 Base Scen 1a AM Peak Hour' (FG1: '2030 Base Scen 1a AM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

Stage Sequence Diagram

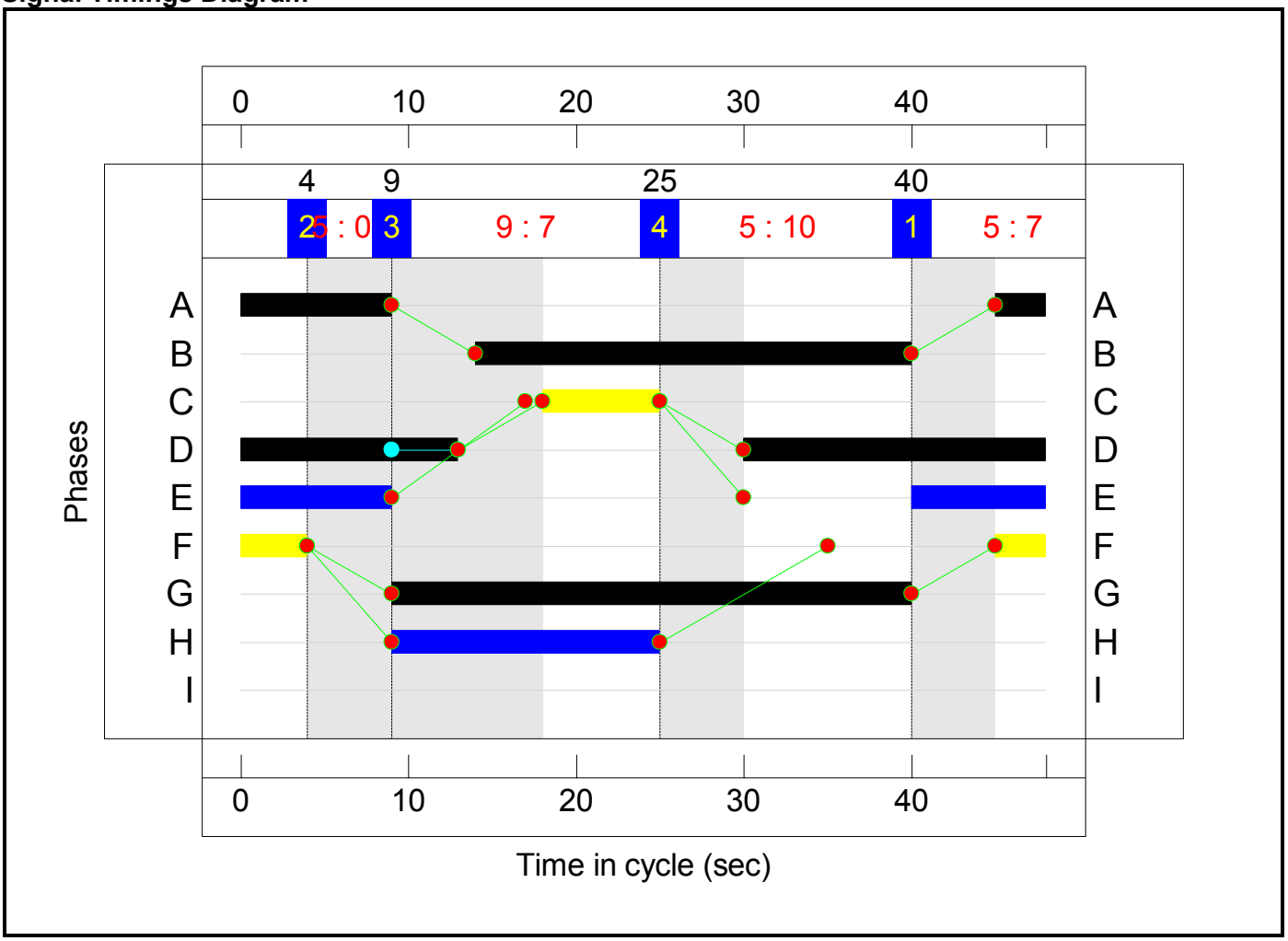


Stage Timings

Stage	1	2	3	4
Duration	7	0	7	10
Change Point	40	4	9	25

Full Input Data And Results

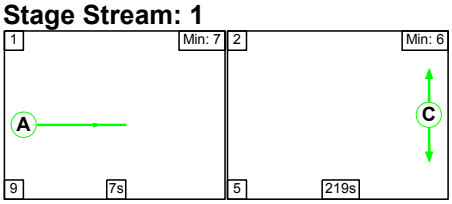
Signal Timings Diagram



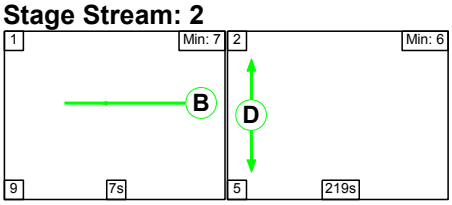
C2 - Mold Road Staggered Ped

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

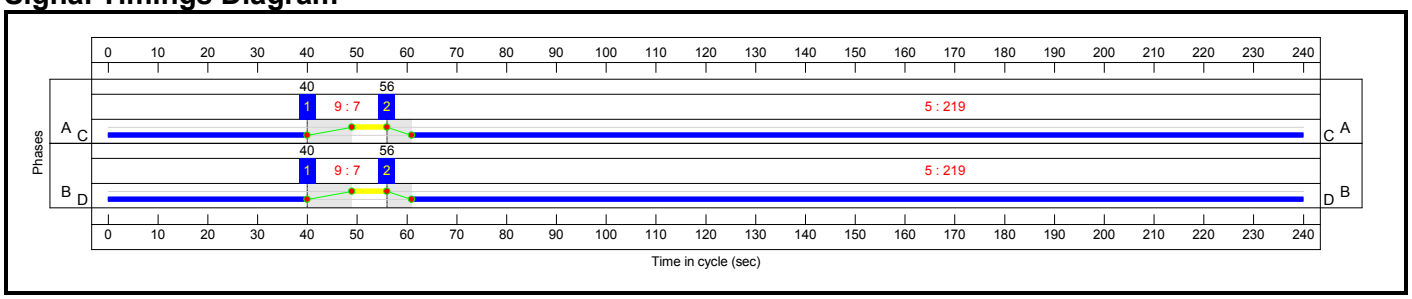
Stage	1	2
Duration	7	219
Change Point	40	56

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

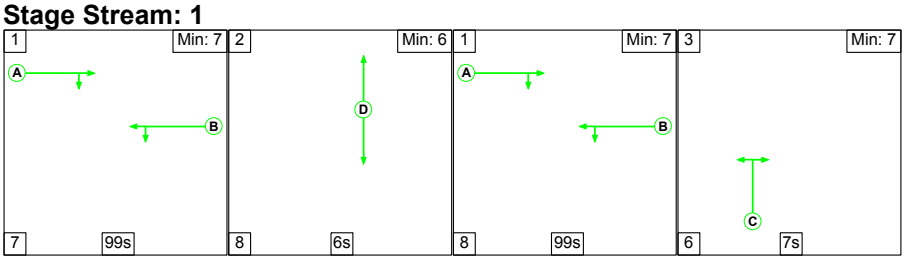
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

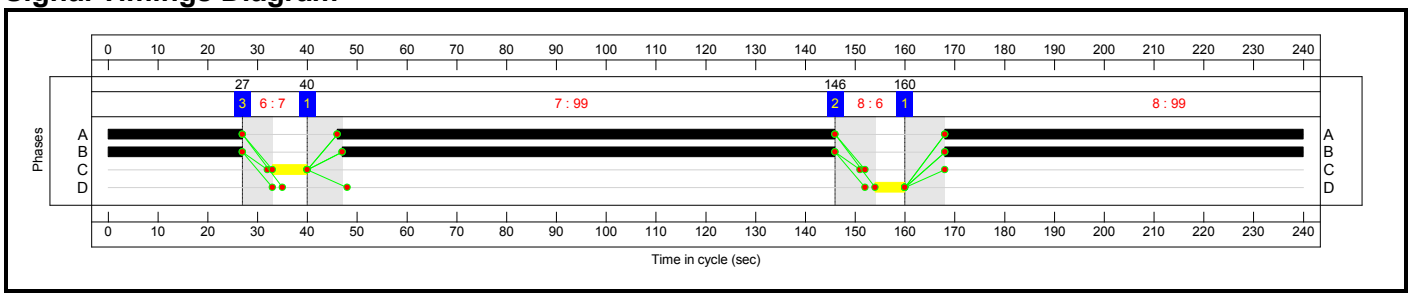


Stage Timings

Stage Stream: 1

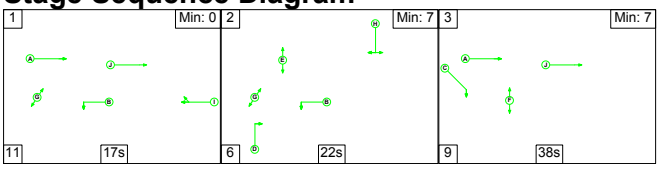
Stage	1	2	1	3
Duration	99	6	99	7
Change Point	40	146	160	27

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

Stage Sequence Diagram

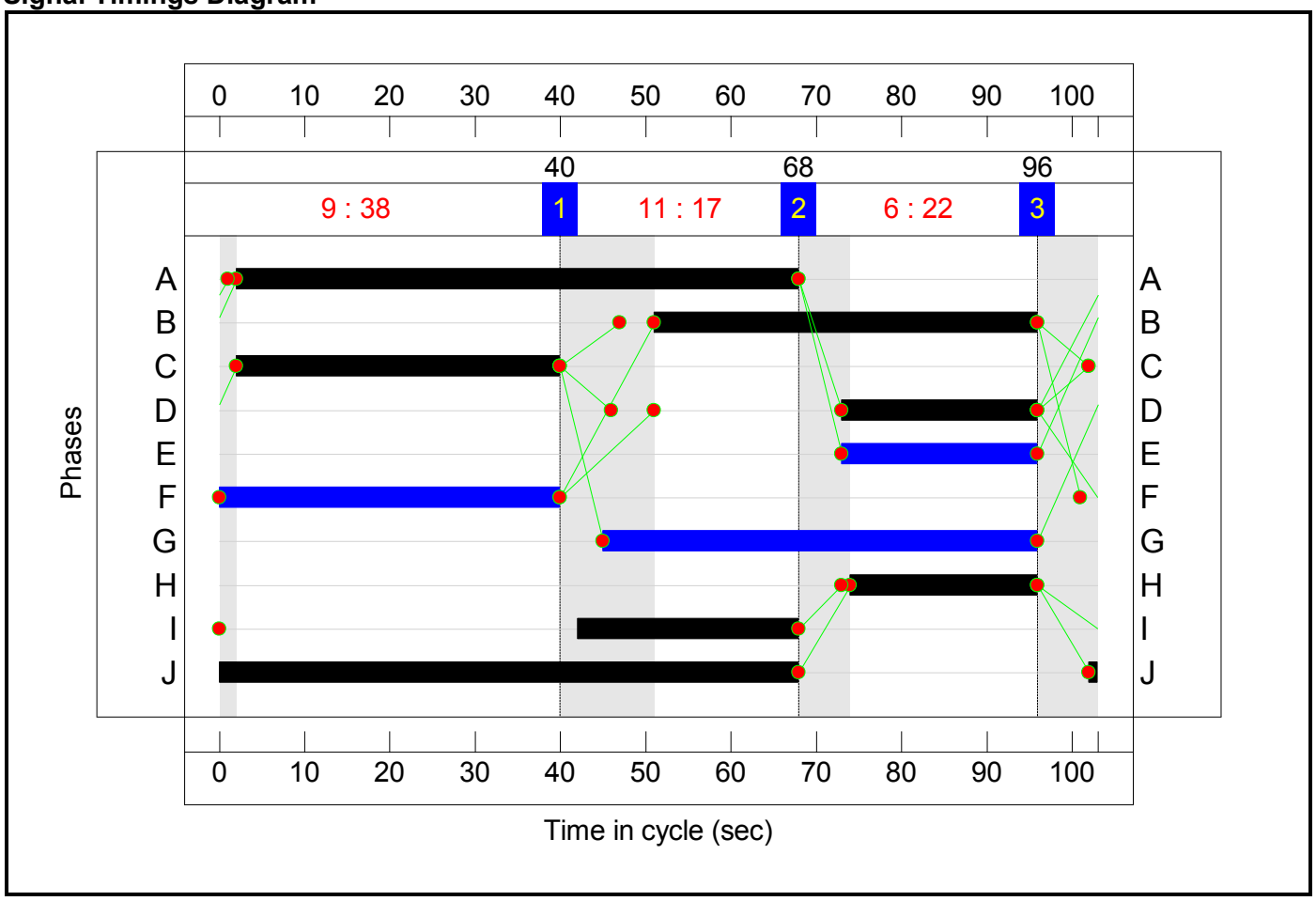


Full Input Data And Results

Stage Timings

Stage	1	2	3
Duration	17	22	38
Change Point	40	68	96

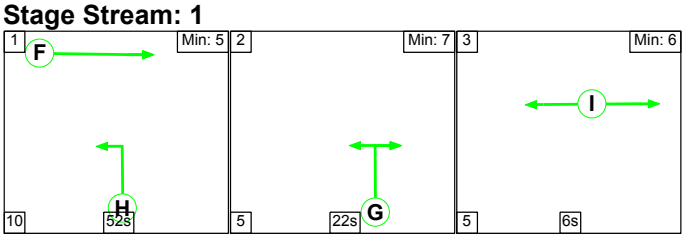
Signal Timings Diagram



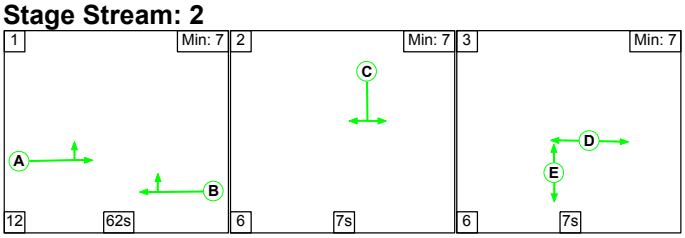
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

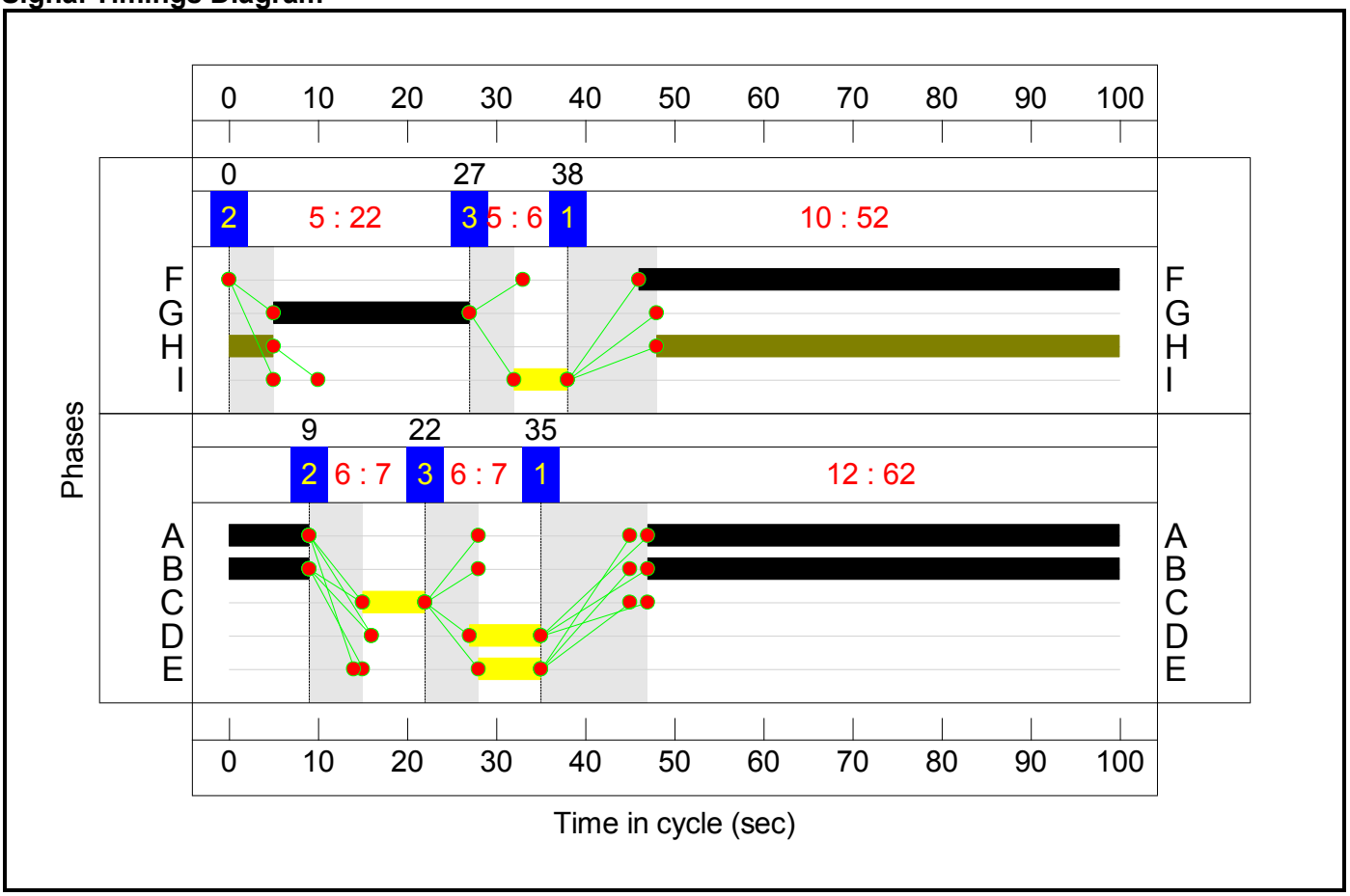
Stage Stream: 1

Stage	1	2	3
Duration	52	22	6
Change Point	38	0	27

Stage Stream: 2

Stage	1	2	3
Duration	62	7	7
Change Point	35	9	22

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 (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.6%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**44.8%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	852	1900:1900	1862+38	44.8 : 44.8%	852
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	846	1900	1900	44.5%	846
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	87	Inf	416	20.9%	87
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	533	Inf	2744	19.4%	533
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	456	1900	1900	24.0%	456
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%	35
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	24	Inf	383	6.3%	24
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%	99
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	451	1900	1900	23.7%	451
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.7%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	911	1763	1088	83.7%	911
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	512	1763	1469	34.8%	512

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	25	1940	65	38.7%	25
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	9	Inf	Inf	0.0%	9
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.6%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	42	1877	150	28.0%	42
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%	42
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	62	-	906	1660	1046	86.6%	906
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	516	1980:1795	1197+56	41.2 : 41.2%	516
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	57	516	1655	1324	39.0%	516
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	306	1655	381	80.4%	306
6/1	Ahead	U	5:1	N/A	C5:F		1	54	-	910	1965	1081	84.2%	910
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	45	-	371	1786	798	46.5%	371
1/2	Left	U	N/A	N/A	C4:B		1	45	-	228	1786	798	28.6%	228
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	66	-	895	1800:1800	726+402	79.3 : 79.3%	895
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	38	-	321	1813	686	46.8%	321
3/1		U	N/A	N/A	-		-	-	-	350	1900	1900	18.4%	350
3/2		U	N/A	N/A	-		-	-	-	570	1900	1900	30.0%	570
4/1	Right	U	N/A	N/A	C4:D		1	23	-	38	1990	464	8.2%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	22	-	254	1715	383	66.3%	254
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	22	-	264	1739	388	68.0%	264
6/1		U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%	655
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	26	-	198	1900:1900	100+384	40.9 : 40.9%	198
8/1	Left	U	N/A	N/A	-		-	-	-	578	1800	1800	32.1%	578
8/2	Ahead	U	N/A	N/A	C4:J		1	69	-	355	1980	1346	26.4%	355
9/1	Ahead	O	N/A	N/A	-		-	-	-	77	Inf	588	13.1%	77
10/1		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%	395
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	40	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	23	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	51	-	0	-	0	0.0%	0

Full Input Data And Results

Item	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)	Back of Uniform Q At End of Red(pcu)	
Network	**-**	**395**	**0**	**1**	**30.1**	**19.2**	**0.1**	**49.4**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**210**	**0**	**0**	**0.0**	**1.4**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	852	17	0	0	0.0	0.4	-	0.4 (0.4+0.0)	1.7 (1.7:1.7)	0.0	0.4	0.4	-	
2/1	846	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	-	
3/1	87	87	0	0	0.0	0.1	-	0.1	5.5	0.0	0.1	0.1	-	
4/1	533	82	0	0	0.0	0.1	-	0.1	0.9	1.4	0.1	1.5	-	
5/1	456	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
6/1	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	24	24	0	0	0.0	0.0	-	0.0	5.0	0.0	0.0	0.0	-	
8/1	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	451	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**9**	**0**	**0**	**5.6**	**3.1**	**0.0**	**8.7**	**-**	**-**	**-**	**-**	**-**	
1/1	911	9	0	0	4.5	2.5	0.0	7.0	27.5	24.5	2.5	27.0	9.4	
2/1	512	-	-	-	0.3	0.3	-	0.6	4.2	4.1	0.3	4.4	2.7	
3/1	25	-	-	-	0.8	0.3	-	1.1	158.3	1.6	0.3	1.9	1.6	
4/1	9	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**23**	**0**	**0**	**10.6**	**8.5**	**0.0**	**19.1**	**-**	**-**	**-**	**-**	**-**	
1/1	42	-	-	-	0.5	0.2	-	0.7	59.9	1.1	0.2	1.3	1.1	
2/1	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	906	-	-	-	3.8	3.1	-	6.9	27.4	20.4	3.1	23.5	8.8	
4/1+4/2	516	23	0	0	1.0	0.3	0.0	1.3 (1.3+0.1)	9.3 (9.3:8.8)	3.4	0.3	3.7	3.4	
5/1	516	-	-	-	0.4	0.3	-	0.7	5.1	4.2	0.3	4.5	2.6	

Full Input Data And Results

5/2	306	-	-	-	3.1	1.9	-	5.0	59.3	8.0	1.9	9.9	6.4
6/1	910	-	-	-	1.8	2.6	-	4.4	17.4	6.1	2.6	8.7	4.6
J4: Regent St/Bradley Rd	**-**	**153**	**0**	**1**	**14.0**	**6.2**	**0.1**	**20.3**	**-**	**-**	**-**	**-**	**-**
1/1	371	-	-	-	0.4	0.4	-	0.8	8.2	7.6	0.4	8.0	1.2
1/2	228	-	-	-	0.2	0.2	-	0.4	6.0	2.0	0.2	2.2	0.8
2/1+2/2	895	-	-	-	3.4	1.9	-	5.3 (3.5+1.7)	21.3 (22.2:19.6)	17.5	1.9	19.3	8.5
2/3	321	-	-	-	2.2	0.4	-	2.6	29.1	6.9	0.4	7.3	5.5
3/1	350	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	570	-	-	-	0.2	0.2	-	0.4	2.7	10.8	0.2	11.1	-
4/1	38	-	-	-	0.3	0.0	-	0.4	35.2	0.8	0.0	0.9	0.8
5/1	254	-	-	-	2.6	1.0	-	3.5	50.2	6.6	1.0	7.5	5.5
5/2	264	-	-	-	2.7	1.0	-	3.7	50.9	6.9	1.0	7.9	5.7
6/1	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	198	76	0	1	1.7	0.3	0.1	2.1 (0.4+1.7)	38.5 (35.0:39.4)	3.6	0.3	3.9	3.2
8/1	578	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2	-
8/2	355	-	-	-	0.4	0.2	-	0.5	5.5	1.5	0.2	1.7	1.5
9/1	77	77	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-

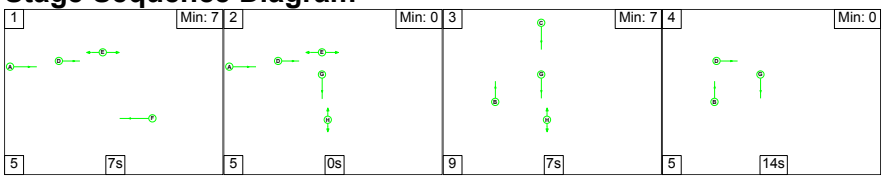
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	8.66	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	13.5	Total Delay for Signalled Lanes (pcuHr):	19.41	Cycle Time (s): 103
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	10.17	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	8.92	Cycle Time (s): 100
	PRC Over All Lanes (%):	3.9	Total Delay Over All Lanes(pcuHr):	49.42	

Full Input Data And Results

Scenario 2: '2030 Base Scen 1a PM Peak' (FG2: '2030 Base Scen 1a PM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

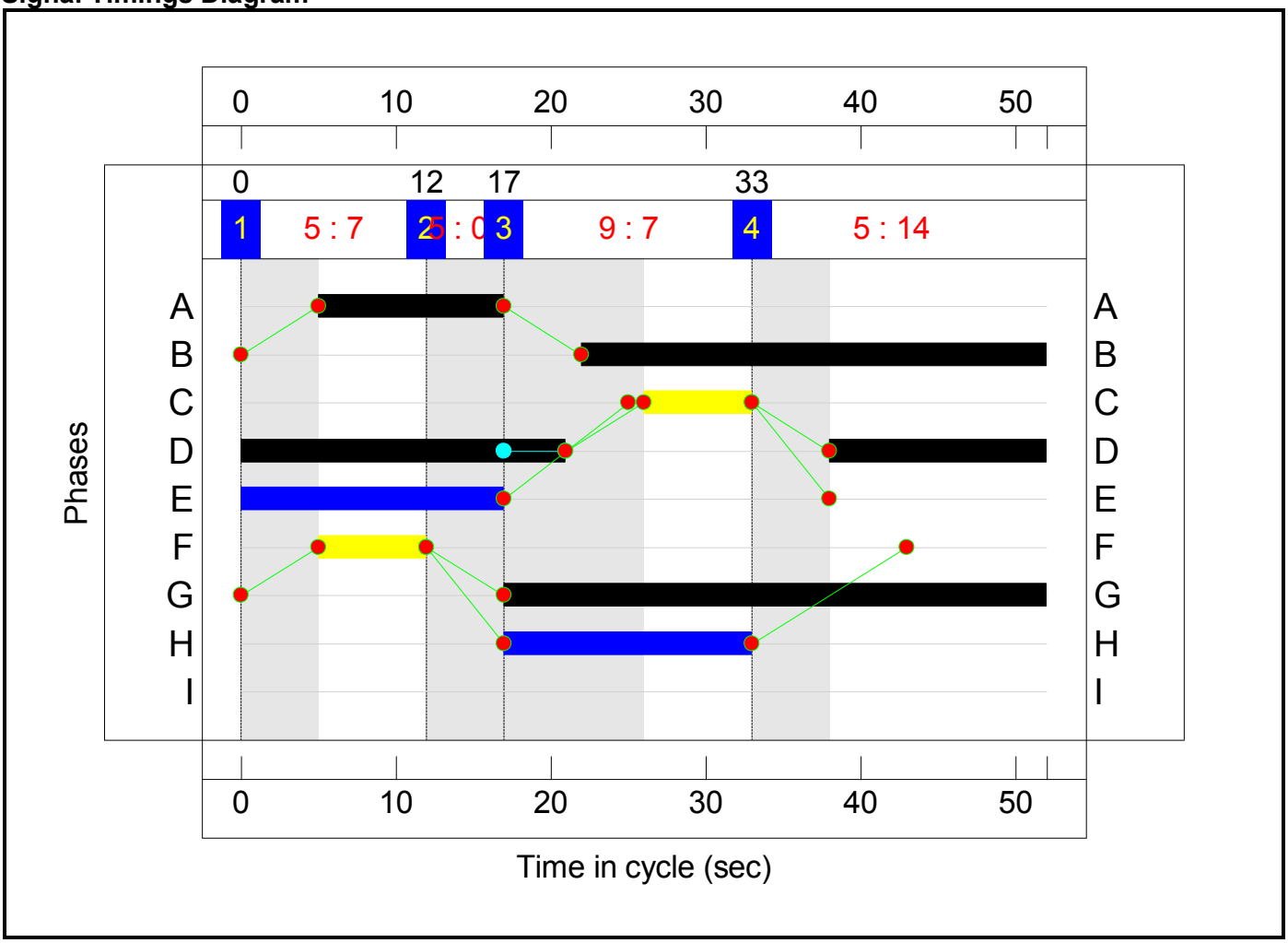
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	7	0	7	14
Change Point	0	12	17	33

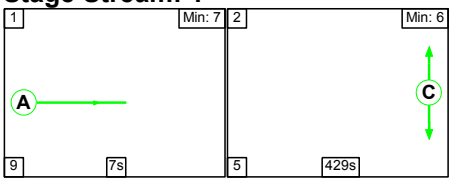
Signal Timings Diagram



C2 - Mold Road Staggered Ped

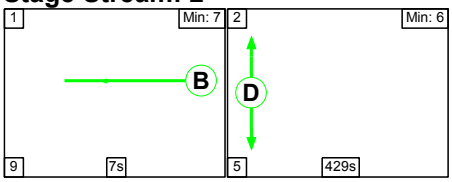
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

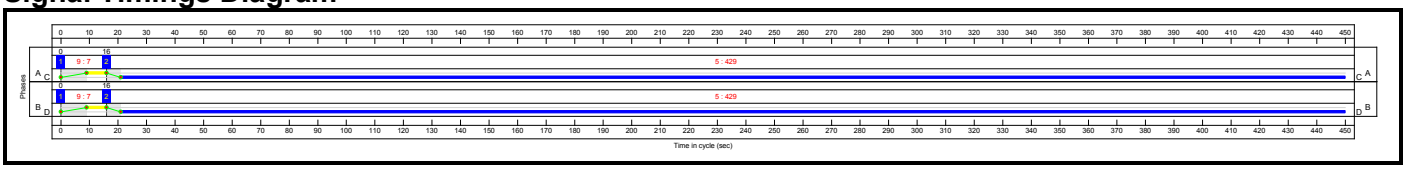
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

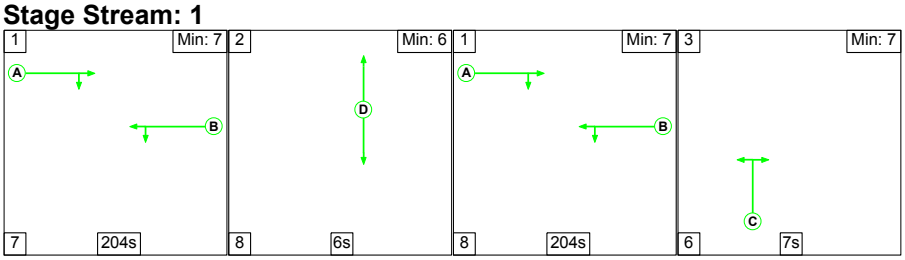
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

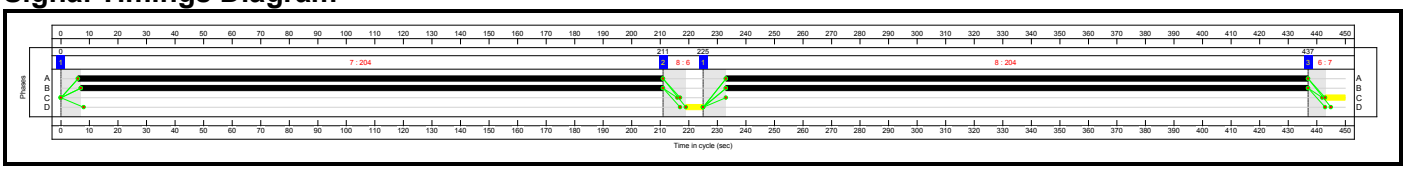


Stage Timings

Stage Stream: 1

Stage	1	2	1	3
Duration	204	6	204	7
Change Point	0	211	225	437

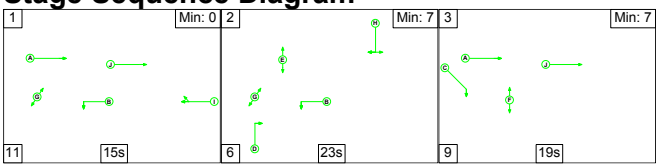
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

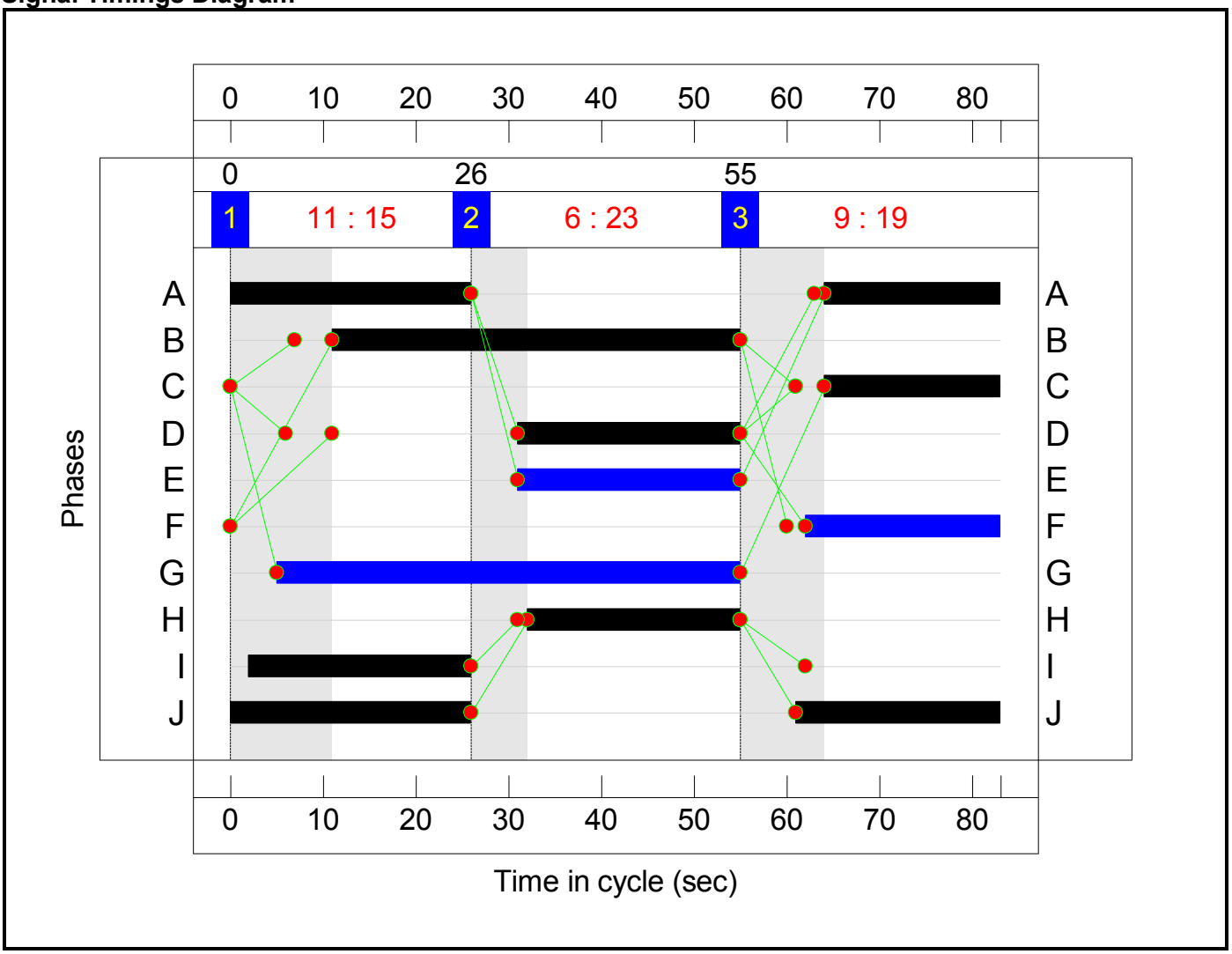
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	15	23	19
Change Point	0	26	55

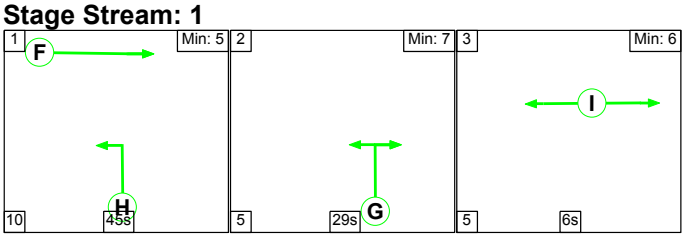
Signal Timings Diagram



C5 - Station Approach - Central Road

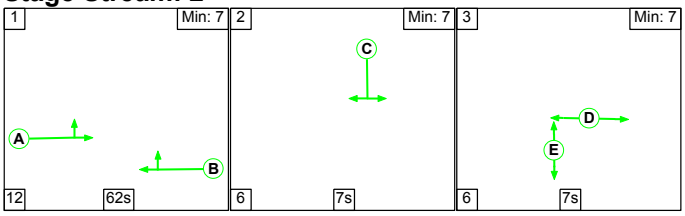
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

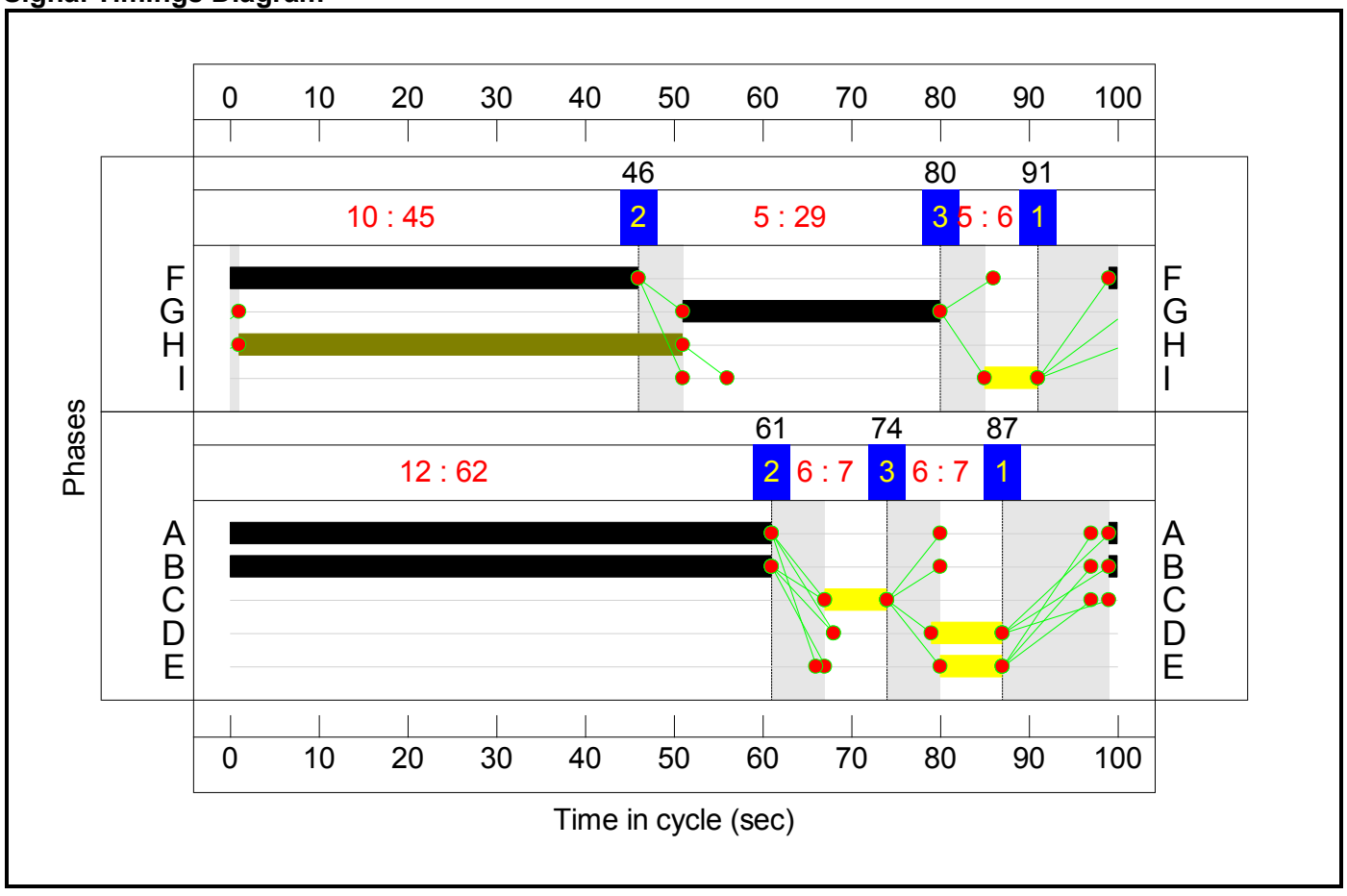
Stage Stream: 1

Stage	1	2	3
Duration	45	29	6
Change Point	91	46	80

Stage Stream: 2

Stage	1	2	3
Duration	62	7	7
Change Point	87	61	74

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 (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.9%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**52.4%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	564	1900:1900	1853+47	29.7 : 29.7%	564
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	560	1900	1900	29.5%	560
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	74	Inf	381	19.4%	74
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	1032	Inf	7297	14.1%	1032
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	983	1900	1900	51.7%	983
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%	21
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	30	Inf	300	10.0%	30
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%	104
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	996	1900	1900	52.4%	996
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.8%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	579	1763	1250	46.3%	579
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	1031	1763	1567	65.8%	1031

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	13	1940	34	37.7%	13
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%	19
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	65	1877	150	43.3%	65
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%	58
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	62	-	572	1666	1050	54.5%	572
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	1038	1980:1795	1211+41	82.9 : 82.9%	1038
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	50	1038	1655	1324	78.4%	1038
5/2	Central Road Right	U	5:1	N/A	C5:G		1	29	-	325	1655	497	65.5%	325
6/1	Ahead	U	5:1	N/A	C5:F		1	47	-	586	1965	943	62.1%	586
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	44	-	559	1786	968	57.7%	559
1/2	Left	U	N/A	N/A	C4:B		1	44	-	390	1786	968	40.3%	390
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	45	-	591	1800:1800	782+218	59.1 : 59.1%	591
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	19	-	320	1813	437	73.2%	320
3/1		U	N/A	N/A	-		-	-	-	446	1900	1900	23.5%	446
3/2		U	N/A	N/A	-		-	-	-	823	1900	1900	43.3%	823
4/1	Right	U	N/A	N/A	C4:D		1	24	-	35	1990	599	5.8%	35

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	23	-	296	1715	496	59.7%	296
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	23	-	313	1739	503	62.2%	313
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%	551
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	24	-	466	1900:1900	256+450	66.0 : 66.0%	466
8/1	Left	U	N/A	N/A	-		-	-	-	462	1800	1800	25.7%	462
8/2	Ahead	U	N/A	N/A	C4:J		1	48	-	164	1980	1169	14.0%	164
9/1	Ahead	O	N/A	N/A	-		-	-	-	89	Inf	613	14.5%	89
10/1		U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%	201
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	21	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	24	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	50	-	0	-	0	0.0%	0

Full Input Data And Results

Item	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)	Back of Uniform Q At End of Red(pcu)	
Network	**-**	**408**	**0**	**1**	**27.6**	**16.8**	**0.0**	**44.5**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**187**	**0**	**0**	**0.0**	**1.8**	**0.0**	**1.8**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	564	14	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2	-	
2/1	560	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
3/1	74	74	0	0	0.0	0.1	-	0.1	5.9	0.0	0.1	0.1	-	
4/1	1032	69	0	0	0.0	0.1	-	0.1	0.3	0.8	0.1	0.9	-	
5/1	983	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5	-	
6/1	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	30	30	0	0	0.0	0.1	-	0.1	6.7	0.0	0.1	0.1	-	
8/1	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	996	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**3.1**	**1.7**	**0.0**	**4.8**	**-**	**-**	**-**	**-**	**-**	
1/1	579	10	0	0	1.3	0.4	0.0	1.8	10.9	13.8	0.4	14.3	3.1	
2/1	1031	-	-	-	1.0	1.0	-	1.9	6.7	17.8	1.0	18.7	6.9	
3/1	13	-	-	-	0.8	0.3	-	1.1	300.1	1.6	0.3	1.9	1.6	
4/1	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**34**	**0**	**0**	**11.1**	**6.9**	**0.0**	**18.0**	**-**	**-**	**-**	**-**	**-**	
1/1	65	-	-	-	0.8	0.4	-	1.2	64.8	1.7	0.4	2.1	1.6	
2/1	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	572	-	-	-	1.7	0.6	-	2.3	14.2	8.9	0.6	9.5	5.6	
4/1+4/2	1038	34	0	0	2.5	2.4	0.0	4.9 (4.8+0.2)	17.1 (17.1:16.5)	19.3	2.4	21.7	7.2	
5/1	1038	-	-	-	1.5	1.8	-	3.3	11.6	15.3	1.8	17.1	5.2	

Full Input Data And Results

5/2	325	-	-	-	2.8	0.9	-	3.7	40.9	7.9	0.9	8.8	6.1
6/1	586	-	-	-	1.8	0.8	-	2.6	16.1	7.2	0.8	8.0	4.4
J4: Regent St/Bradley Rd	**-**	**177**	**0**	**1**	**13.4**	**6.5**	**0.0**	**19.9**	**-**	**-**	**-**	**-**	**-**
1/1	559	-	-	-	0.5	0.7	-	1.2	7.7	7.2	0.7	7.9	1.6
1/2	390	-	-	-	0.3	0.3	-	0.6	5.5	4.2	0.3	4.5	1.0
2/1+2/2	591	-	-	-	2.0	0.7	-	2.7 (2.2+0.6)	16.7 (17.0:15.5)	8.1	0.7	8.9	5.3
2/3	320	-	-	-	2.6	1.3	-	3.9	44.1	6.8	1.3	8.1	5.4
3/1	446	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-
3/2	823	-	-	-	0.2	0.4	-	0.6	2.7	9.9	0.4	10.2	-
4/1	35	-	-	-	0.2	0.0	-	0.2	23.8	0.6	0.0	0.6	0.5
5/1	296	-	-	-	2.1	0.7	-	2.8	34.3	5.8	0.7	6.6	4.7
5/2	313	-	-	-	2.2	0.8	-	3.0	35.0	6.2	0.8	7.0	5.0
6/1	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	466	88	0	1	3.0	1.0	0.0	4.0 (1.4+2.6)	30.9 (30.0:31.5)	6.1	1.0	7.0	4.6
8/1	462	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-
8/2	164	-	-	-	0.3	0.1	-	0.4	8.0	1.0	0.1	1.1	1.0
9/1	89	89	0	0	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1	-
10/1	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-

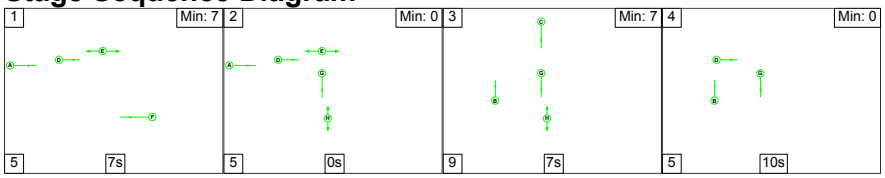
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	36.8	Total Delay for Signalled Lanes (pcuHr):	4.76	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	18.90	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	14.8	Total Delay for Signalled Lanes (pcuHr):	9.65	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	8.34	Cycle Time (s): 100
	PRC Over All Lanes (%):	8.5	Total Delay Over All Lanes(pcuHr):	44.46	

Full Input Data And Results

Scenario 3: '2030 Base Scen 1a Sat Peak' (FG3: '2030 Base Scen 1a Saturday Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

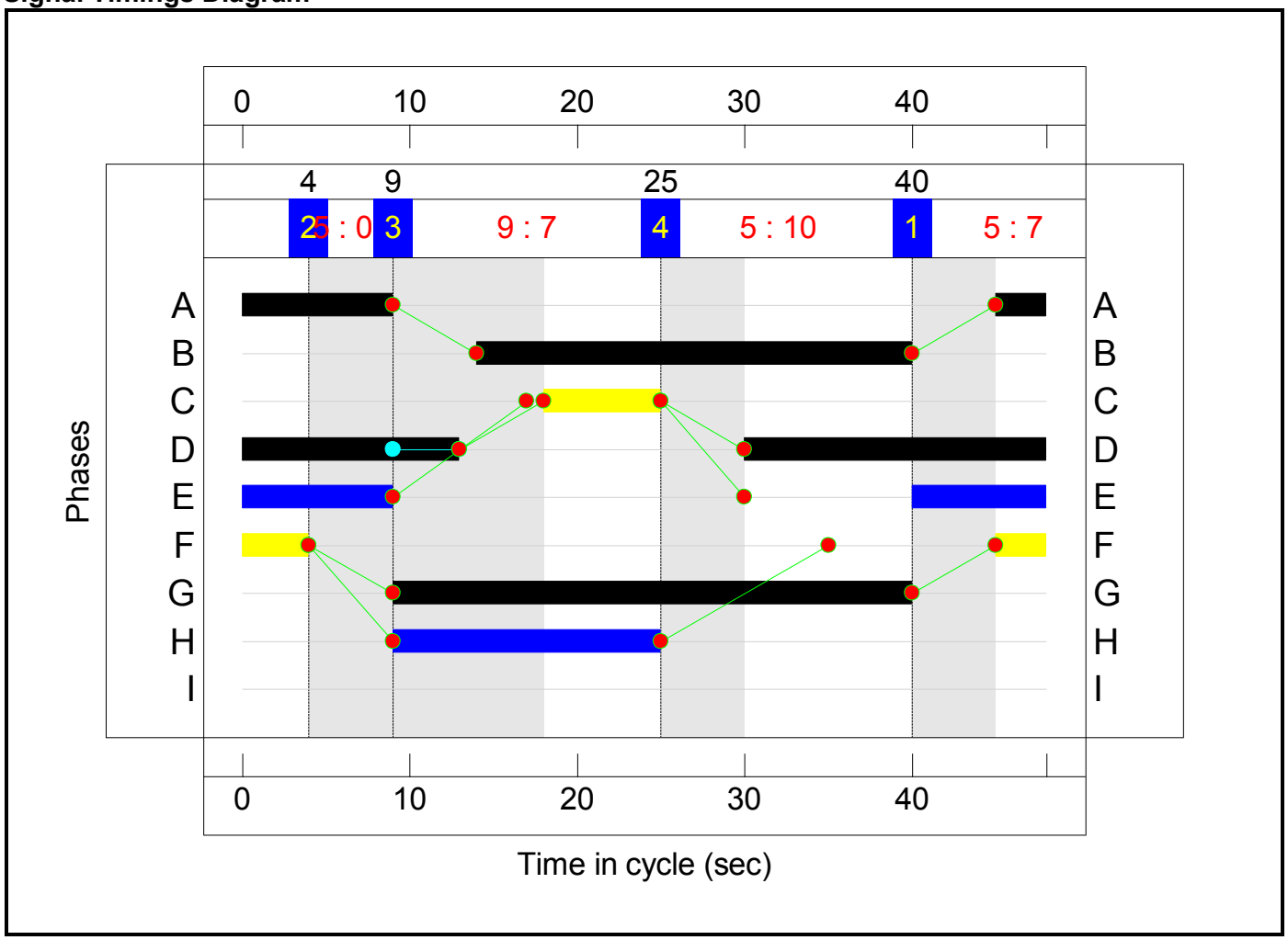
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	7	0	7	10
Change Point	40	4	9	25

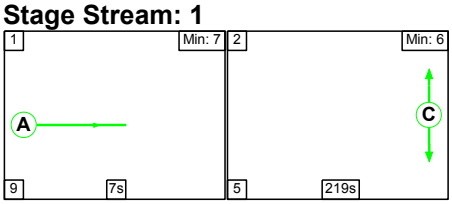
Signal Timings Diagram



C2 - Mold Road Staggered Ped

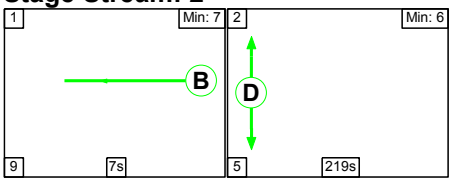
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

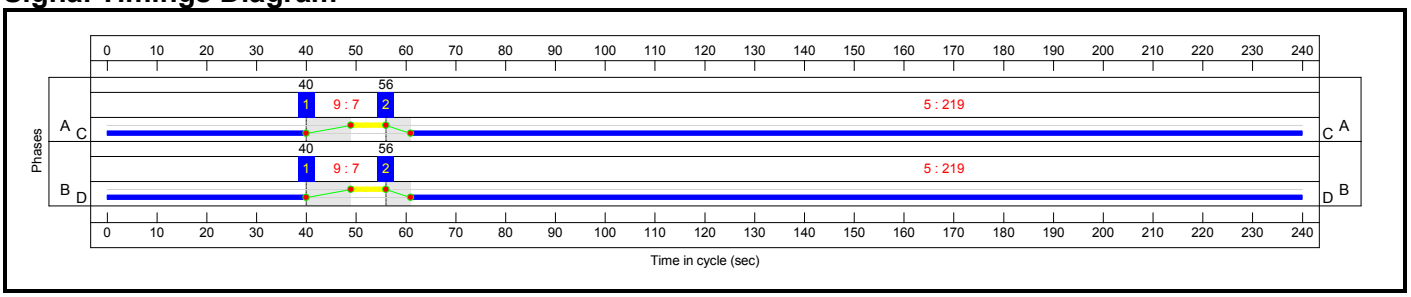
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

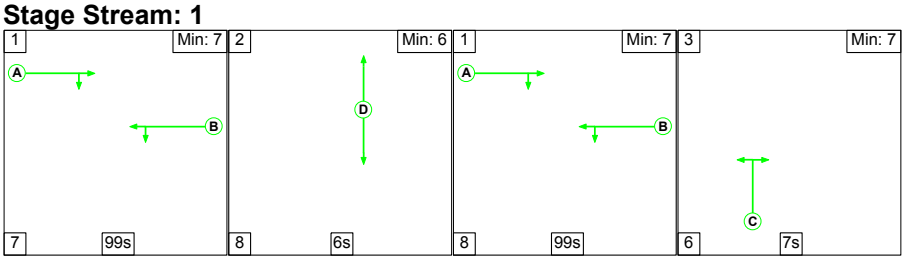
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



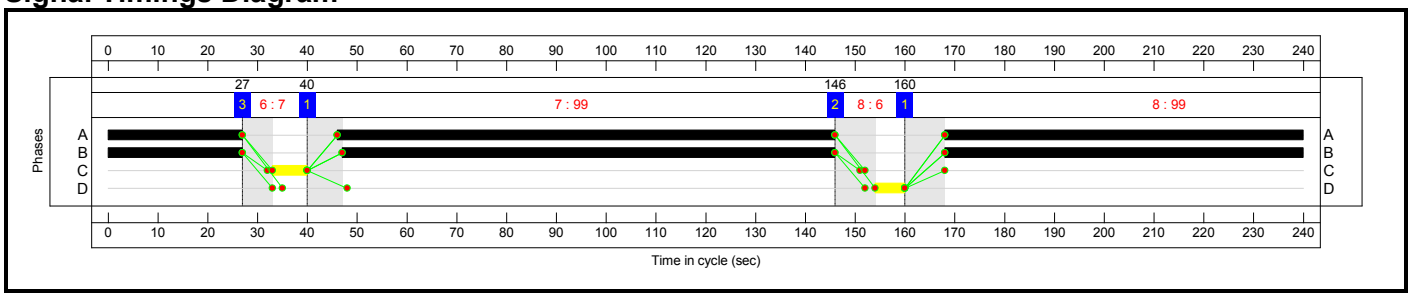
Stage Timings

Stage Stream: 1

Stage	1	2	1	3
Duration	99	6	99	7
Change Point	40	146	160	27

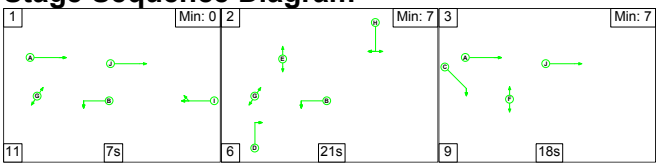
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

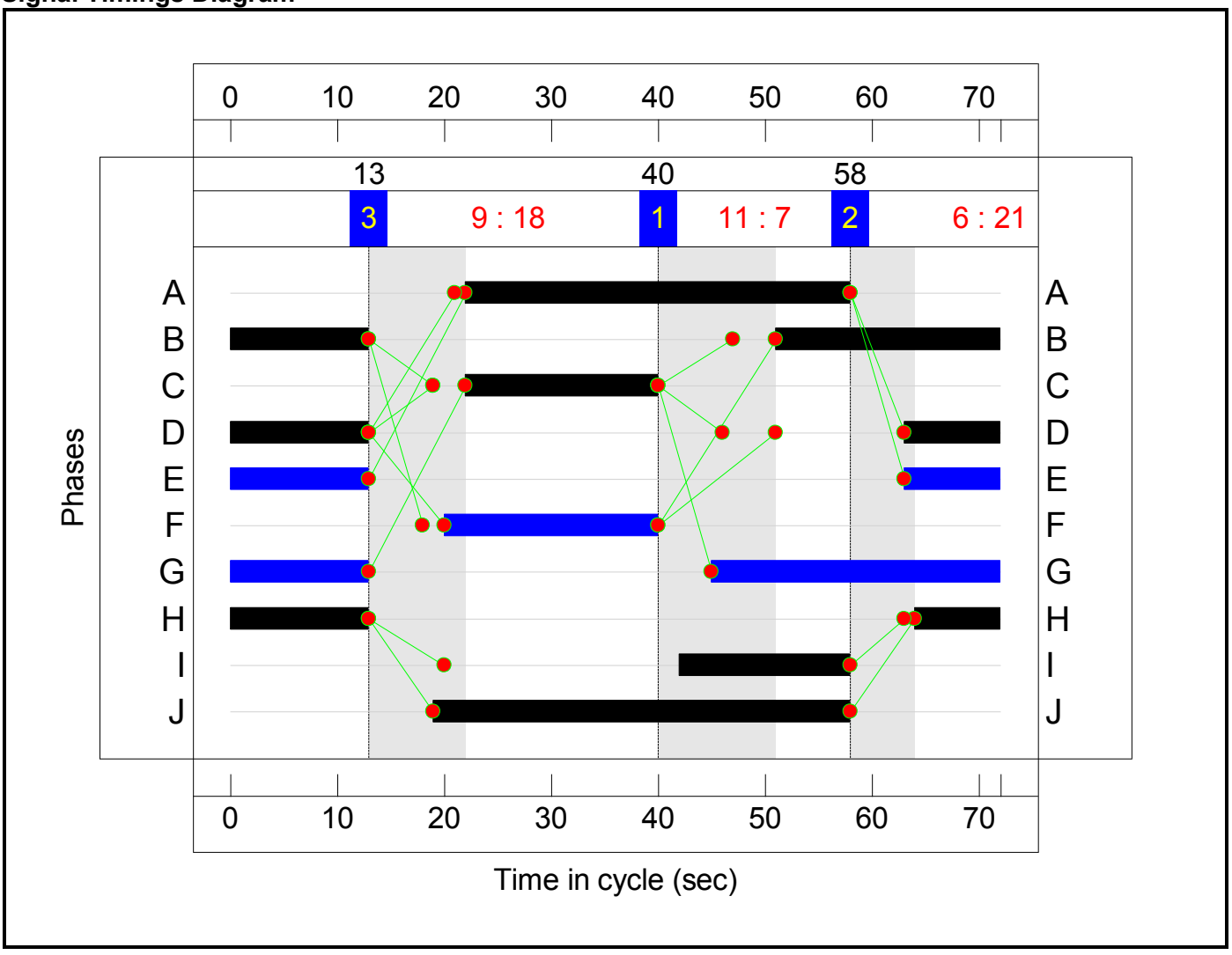
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	7	21	18
Change Point	40	58	13

Signal Timings Diagram

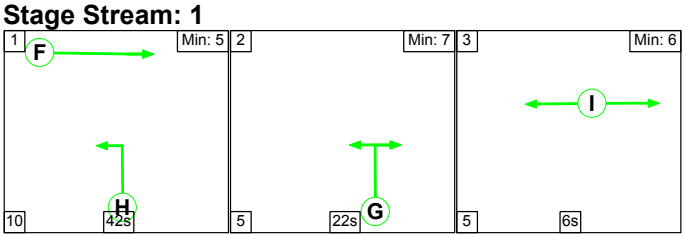


Full Input Data And Results

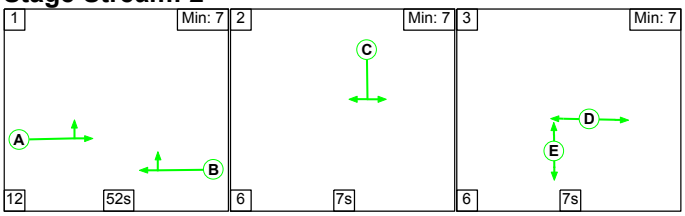
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

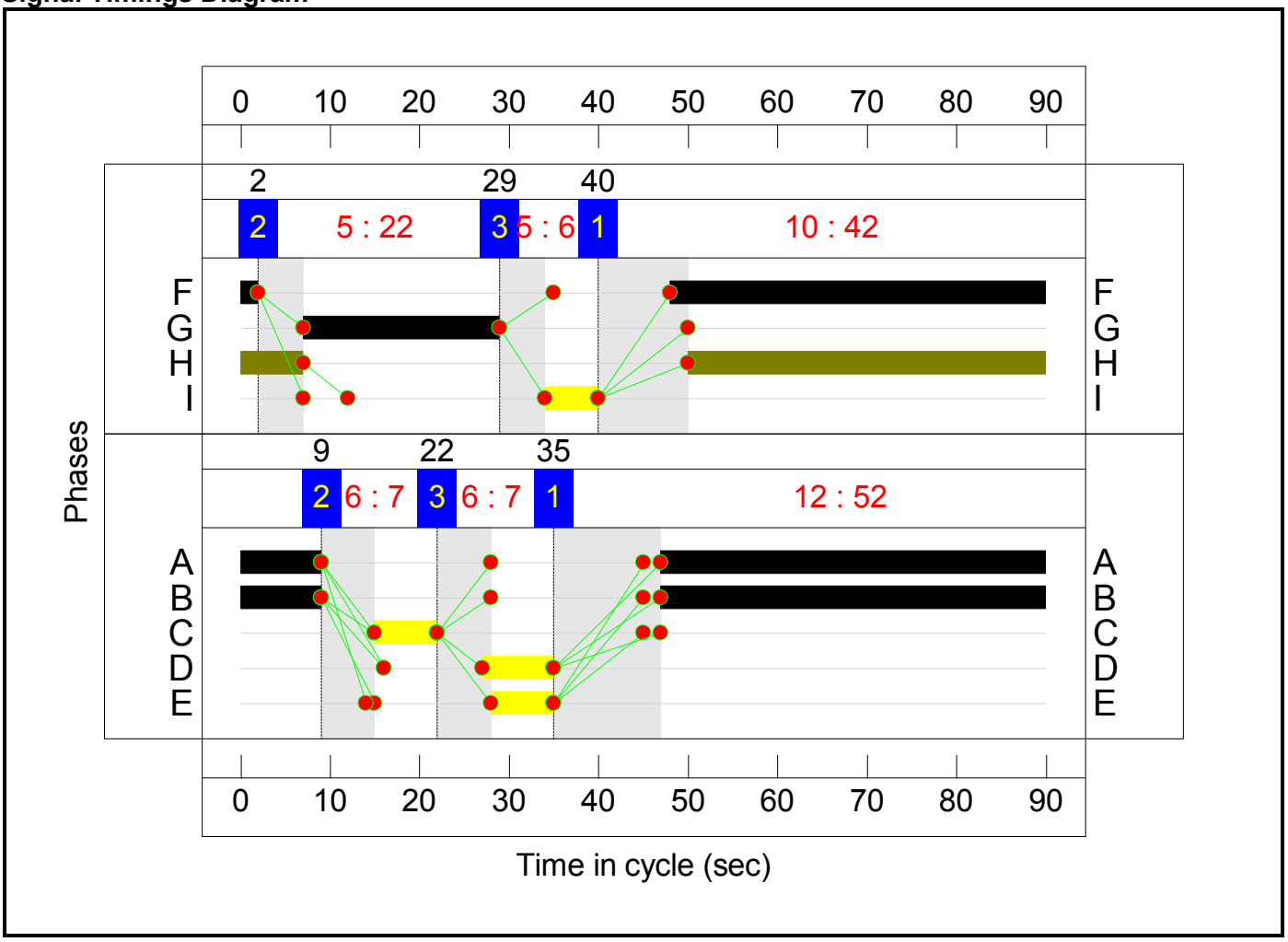
Stage	1	2	3
Duration	42	22	6
Change Point	40	2	29

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	35	9	22

Full Input Data And Results

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 (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.4%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**29.2%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	555	1900:1900	1866+34	29.2 : 29.2%	555
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	554	1900	1900	29.2%	554
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	56	Inf	455	12.3%	56
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	548	Inf	12187	4.5%	548
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	535	1900	1900	28.2%	535
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	17	Inf	Inf	0.0%	17
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	25	Inf	413	6.1%	25
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%	38
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	544	1900	1900	28.6%	544
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**44.0%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	585	1763	1331	44.0%	585
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	550	1763	1469	37.4%	550

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	7	1940	65	10.8%	7
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%	10
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.4%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	52	1877	167	31.2%	52
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%	54
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	584	1670	983	59.4%	584
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	548	1980:1795	1127+45	46.8 : 46.8%	548
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	548	1655	1287	42.6%	548
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	243	1655	423	57.5%	243
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	580	1965	982	59.0%	580
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.9%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	34	-	392	1786	868	45.2%	392
1/2	Left	U	N/A	N/A	C4:B		1	34	-	238	1786	868	27.4%	238
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	36	-	541	1800:1800	728+199	58.4 : 58.4%	541
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	18	-	282	1813	478	58.9%	282
3/1		U	N/A	N/A	-		-	-	-	289	1900	1900	15.2%	289
3/2		U	N/A	N/A	-		-	-	-	623	1900	1900	32.8%	623
4/1	Right	U	N/A	N/A	C4:D		1	22	-	35	1990	636	5.5%	35

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	21	-	260	1715	524	49.6%	260
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	21	-	265	1739	531	49.9%	265
6/1		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%	500
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	16	-	231	1900:1900	151+404	41.6 : 41.6%	231
8/1	Left	U	N/A	N/A	-		-	-	-	425	1800	1800	23.6%	425
8/2	Ahead	U	N/A	N/A	C4:J		1	39	-	151	1980	1100	13.7%	151
9/1	Ahead	O	N/A	N/A	-		-	-	-	75	Inf	621	12.1%	75
10/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%	202
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	20	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	22	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	40	-	0	-	0	0.0%	0

Full Input Data And Results

Item	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)	Back of Uniform Q At End of Red(pcu)	
Network	**-**	**286**	**0**	**1**	**17.8**	**8.9**	**0.0**	**26.7**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**113**	**0**	**0**	**0.0**	**0.9**	**0.0**	**0.9**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	555	10	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2	-	
2/1	554	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
3/1	56	56	0	0	0.0	0.1	-	0.1	4.5	0.0	0.1	0.1	-	
4/1	548	22	0	0	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0	-	
5/1	535	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
6/1	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	25	25	0	0	0.0	0.0	-	0.0	4.6	0.0	0.0	0.0	-	
8/1	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	544	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**1.3**	**0.8**	**0.0**	**2.1**	**-**	**-**	**-**	**-**	**-**	
1/1	585	3	0	0	0.7	0.4	0.0	1.1	6.9	7.5	0.4	7.9	3.2	
2/1	550	-	-	-	0.4	0.3	-	0.7	4.4	4.6	0.3	4.9	2.9	
3/1	7	-	-	-	0.2	0.1	-	0.3	143.8	0.5	0.1	0.5	0.4	
4/1	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**21**	**0**	**0**	**7.3**	**3.2**	**0.0**	**10.5**	**-**	**-**	**-**	**-**	**-**	
1/1	52	-	-	-	0.6	0.2	-	0.8	54.1	1.2	0.2	1.4	1.2	
2/1	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	584	-	-	-	1.9	0.7	-	2.6	16.2	9.1	0.7	9.8	5.7	
4/1+4/2	548	21	0	0	1.2	0.4	0.0	1.7 (1.6+0.1)	10.9 (10.9:10.2)	3.9	0.4	4.3	3.9	
5/1	548	-	-	-	0.5	0.4	-	0.9	5.8	4.4	0.4	4.8	2.7	

Full Input Data And Results

5/2	243	-	-	-	2.0	0.7	-	2.6	39.2	5.3	0.7	5.9	4.4
6/1	580	-	-	-	1.2	0.7	-	1.9	11.7	3.0	0.7	3.7	2.8
J4: Regent St/Bradley Rd	**-**	**149**	**0**	**1**	**9.1**	**4.0**	**0.0**	**13.2**	**-**	**-**	**-**	**-**	**-**
1/1	392	-	-	-	0.3	0.4	-	0.7	6.8	4.1	0.4	4.5	1.2
1/2	238	-	-	-	0.2	0.2	-	0.4	5.4	1.7	0.2	1.9	0.8
2/1+2/2	541	-	-	-	1.8	0.7	-	2.5 (2.0+0.5)	16.9 (17.2:15.6)	6.7	0.7	7.4	4.6
2/3	282	-	-	-	1.8	0.7	-	2.5	32.2	4.9	0.7	5.6	4.0
3/1	289	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	-
3/2	623	-	-	-	0.1	0.2	-	0.4	2.0	6.9	0.2	7.1	-
4/1	35	-	-	-	0.2	0.0	-	0.2	20.0	0.5	0.0	0.5	0.5
5/1	260	-	-	-	1.5	0.5	-	2.0	27.3	4.2	0.5	4.7	3.5
5/2	265	-	-	-	1.5	0.5	-	2.0	27.2	4.3	0.5	4.8	3.5
6/1	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	231	74	0	1	1.5	0.4	0.0	1.8 (0.5+1.4)	28.6 (27.3:29.1)	2.8	0.4	3.2	2.5
8/1	425	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-
8/2	151	-	-	-	0.3	0.1	-	0.3	8.1	0.9	0.1	0.9	0.9
9/1	75	75	0	0	0.0	0.1	-	0.1	3.3	0.0	0.1	0.1	-
10/1	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-

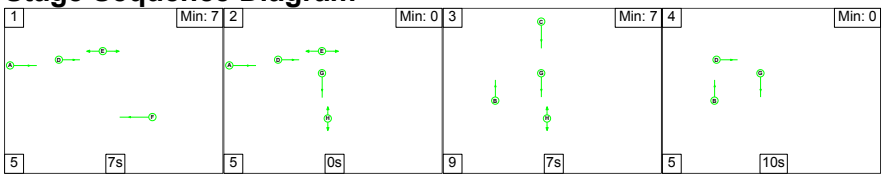
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	104.7	Total Delay for Signalled Lanes (pcuHr):	2.07	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	52.7	Total Delay for Signalled Lanes (pcuHr):	12.50	Cycle Time (s): 72
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	52.5	Total Delay for Signalled Lanes (pcuHr):	5.41	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	51.6	Total Delay for Signalled Lanes (pcuHr):	5.07	Cycle Time (s): 90
	PRC Over All Lanes (%):	51.6	Total Delay Over All Lanes(pcuHr):	26.65	

Full Input Data And Results

Scenario 4: '2030 Dev Scen 1a AM Peak Hour' (FG4: '2030 Dev Scen 1a AM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

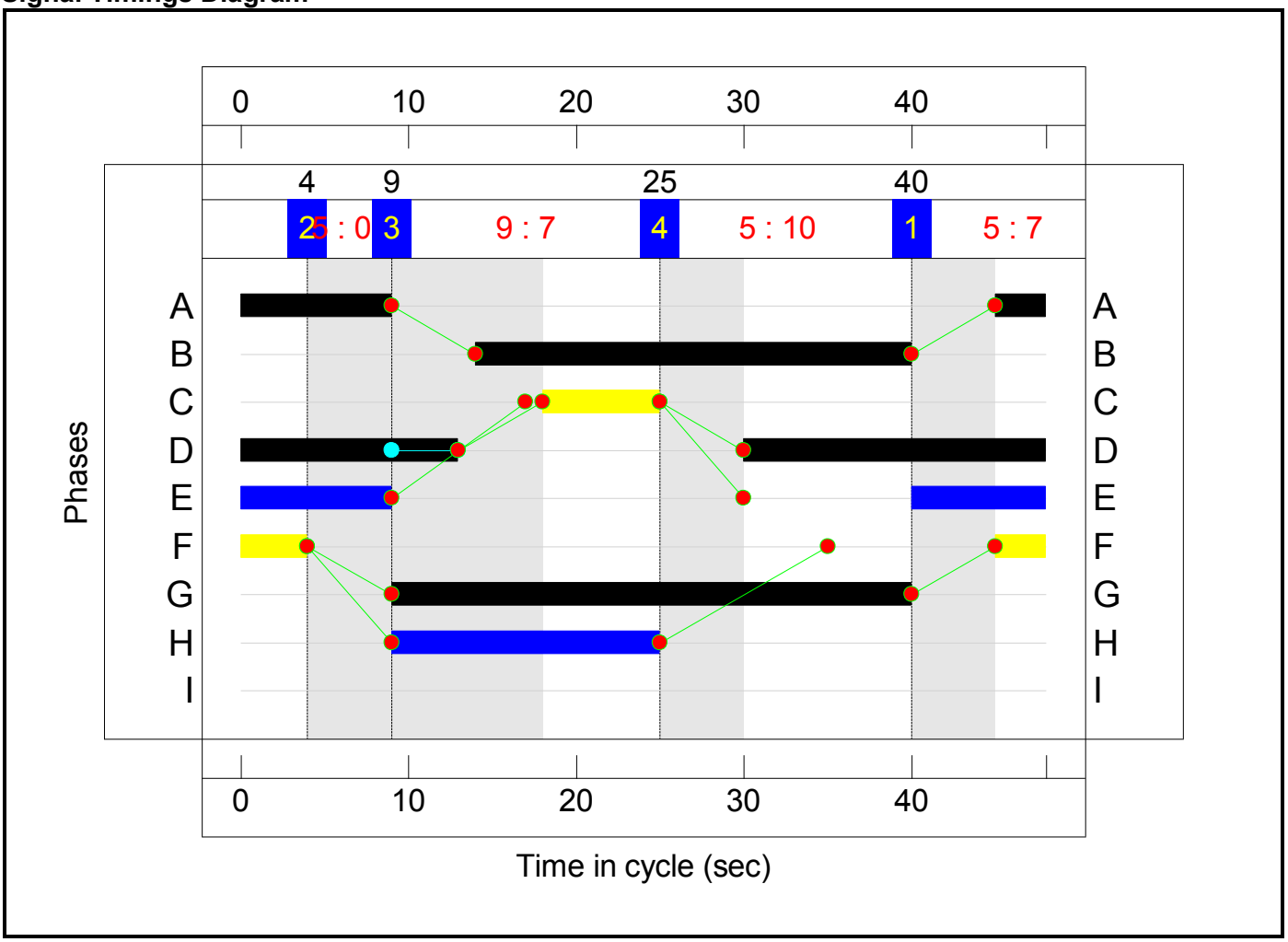
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	7	0	7	10
Change Point	40	4	9	25

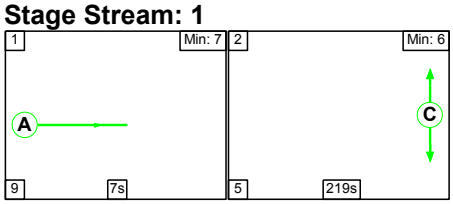
Signal Timings Diagram



C2 - Mold Road Staggered Ped

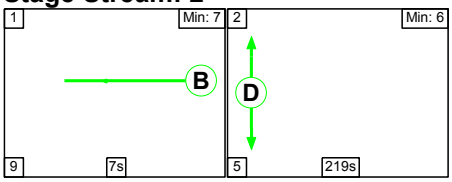
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

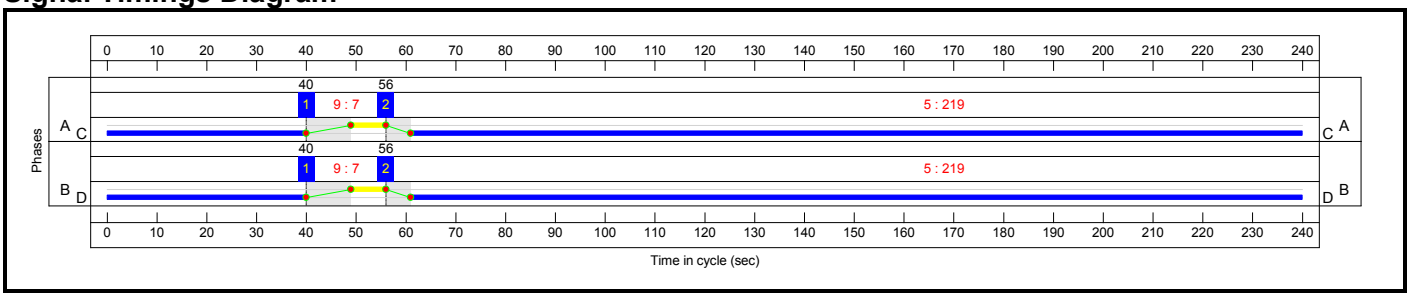
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

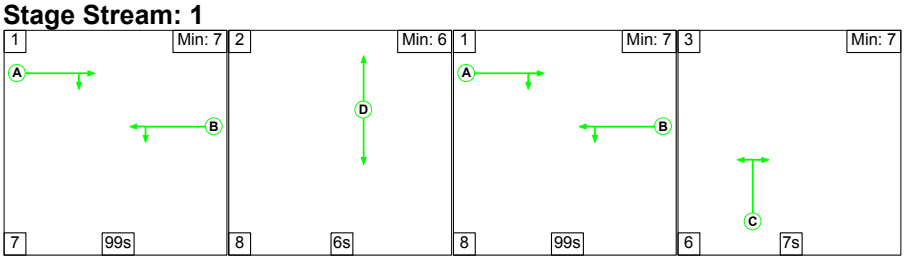
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



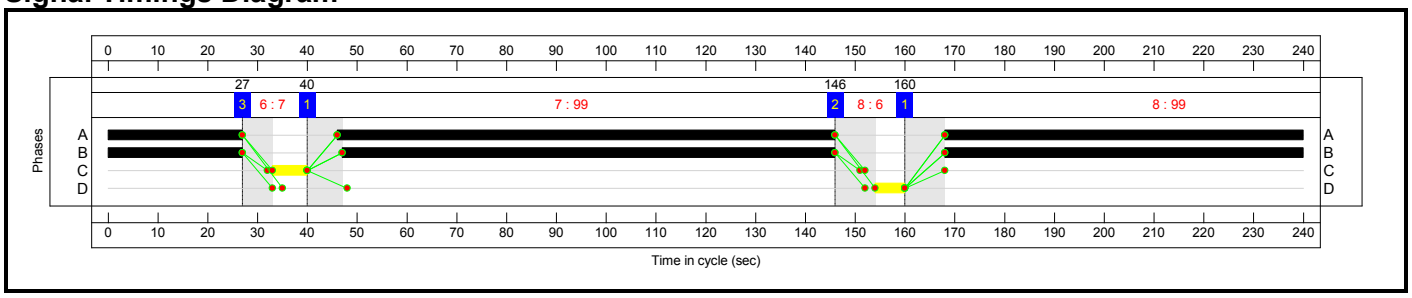
Stage Timings

Stage Stream: 1

Stage	1	2	1	3
Duration	99	6	99	7
Change Point	40	146	160	27

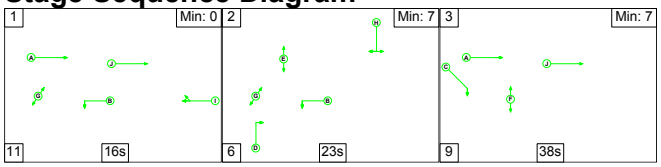
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

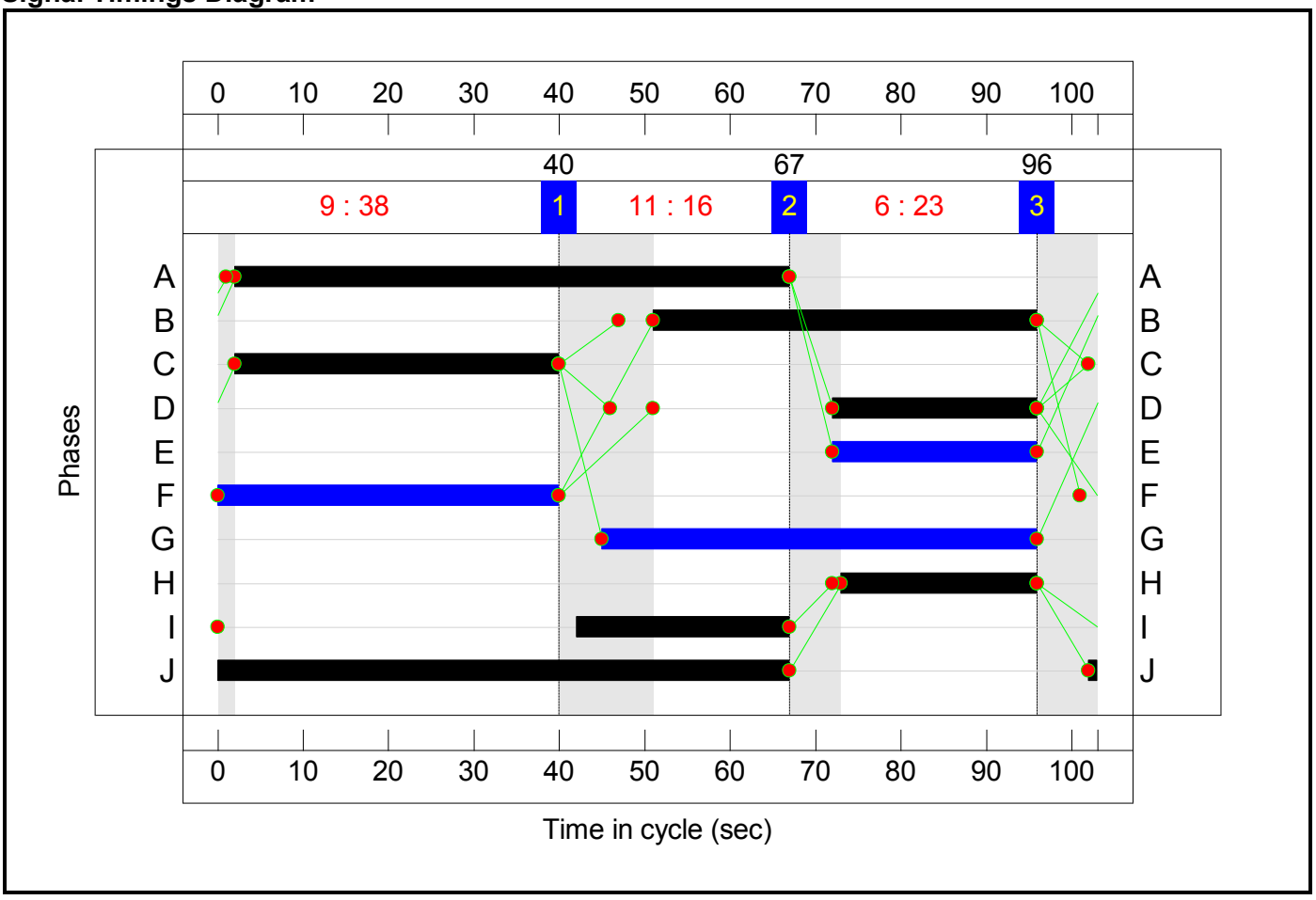
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	16	23	38
Change Point	40	67	96

Signal Timings Diagram

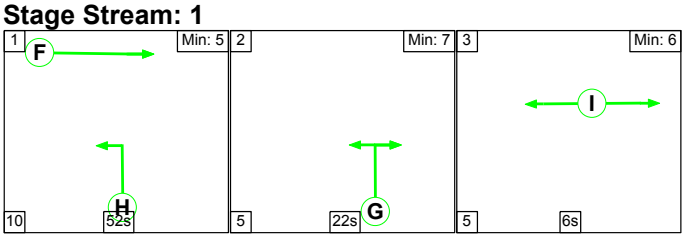


Full Input Data And Results

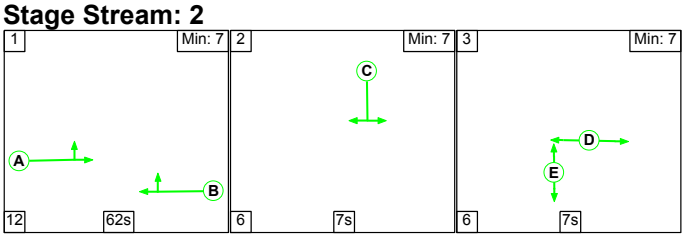
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

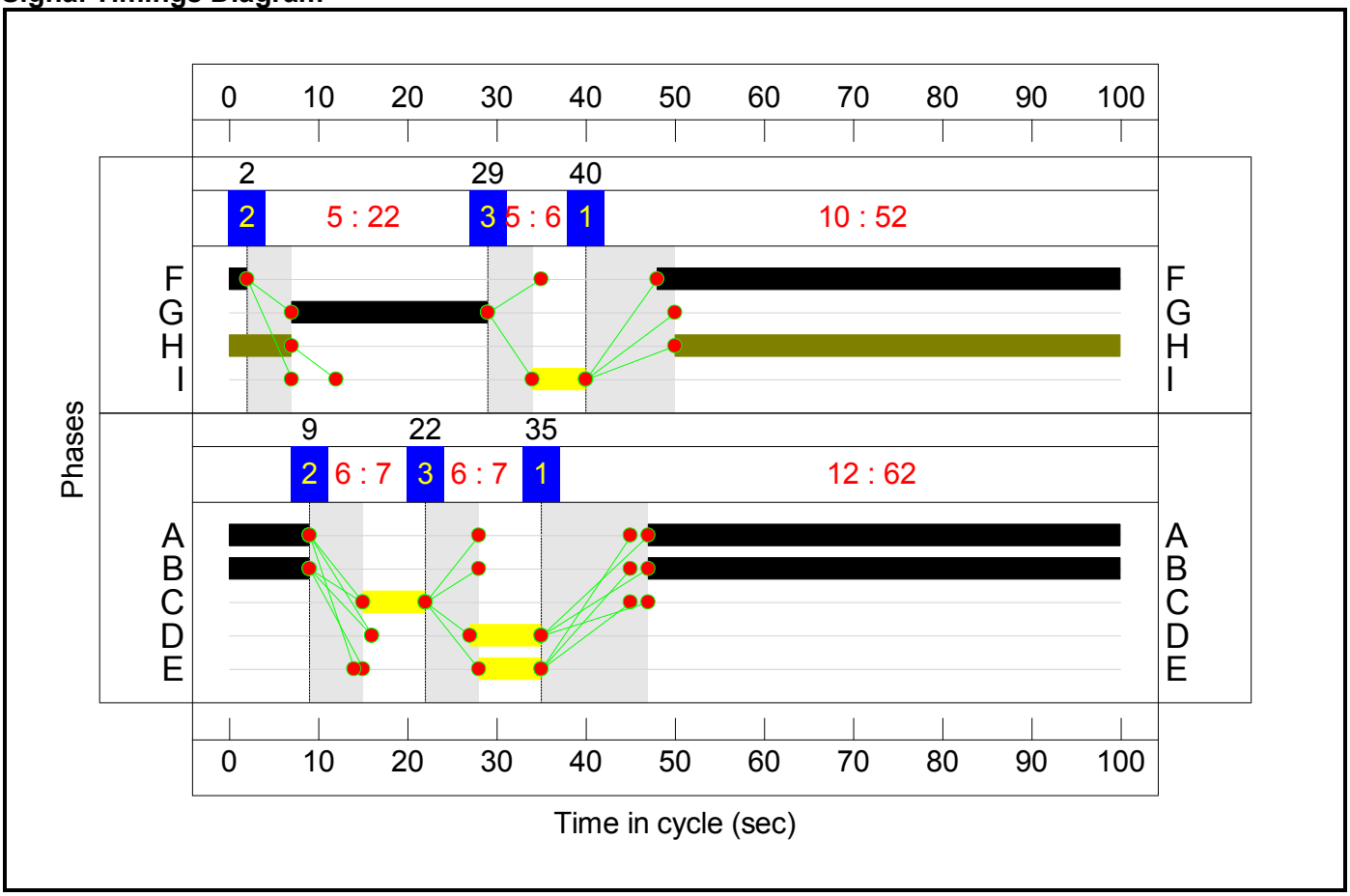
Stage	1	2	3
Duration	52	22	6
Change Point	40	2	29

Stage Stream: 2

Stage	1	2	3
Duration	62	7	7
Change Point	35	9	22

Full Input Data And Results

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 (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**46.0%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	874	1900:1900	1863+37	46.0 : 46.0%	874
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	868	1900	1900	45.7%	868
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	87	Inf	411	21.2%	87
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	538	Inf	2736	19.7%	538
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	461	1900	1900	24.3%	461
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%	35
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	24	Inf	379	6.3%	24
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%	99
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	456	1900	1900	24.0%	456
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.3%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	933	1763	1081	86.3%	933
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	517	1763	1469	35.2%	517

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	25	1940	65	38.7%	25
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	9	Inf	Inf	0.0%	9
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.4%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	50	1877	150	33.3%	50
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%	93
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	62	-	928	1666	1050	88.4%	928
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	545	1980:1795	1138+120	43.3 : 43.3%	545
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	57	545	1655	1324	41.2%	545
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	306	1655	381	80.4%	306
6/1	Ahead	U	5:1	N/A	C5:F		1	54	-	913	1965	1081	84.5%	913
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.6%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	45	-	385	1786	798	48.3%	385
1/2	Left	U	N/A	N/A	C4:B		1	45	-	237	1786	798	29.7%	237
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	65	-	896	1800:1800	714+397	80.6 : 80.6%	896
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	38	-	323	1813	686	47.1%	323
3/1		U	N/A	N/A	-		-	-	-	364	1900	1900	19.2%	364
3/2		U	N/A	N/A	-		-	-	-	581	1900	1900	30.6%	581
4/1	Right	U	N/A	N/A	C4:D		1	24	-	38	1990	483	7.9%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	23	-	267	1715	400	66.8%	267
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	23	-	274	1739	405	67.6%	274
6/1		U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%	655
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	25	-	198	1900:1900	103+370	41.9 : 41.9%	198
8/1	Left	U	N/A	N/A	-		-	-	-	578	1800	1800	32.1%	578
8/2	Ahead	U	N/A	N/A	C4:J		1	68	-	356	1980	1326	26.8%	356
9/1	Ahead	O	N/A	N/A	-		-	-	-	77	Inf	588	13.1%	77
10/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%	396
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	40	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	24	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	51	-	0	-	0	0.0%	0

Full Input Data And Results

Item	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)	Back of Uniform Q At End of Red(pcu)	
Network	**-**	**424**	**0**	**1**	**31.2**	**20.6**	**0.1**	**52.0**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**210**	**0**	**0**	**0.0**	**1.5**	**0.0**	**1.5**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	874	17	0	0	0.0	0.4	-	0.4 (0.4+0.0)	1.8 (1.8:1.8)	0.0	0.4	0.4	-	
2/1	868	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	-	
3/1	87	87	0	0	0.0	0.1	-	0.1	5.6	0.0	0.1	0.1	-	
4/1	538	82	0	0	0.0	0.1	-	0.1	0.9	1.4	0.1	1.5	-	
5/1	461	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
6/1	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	24	24	0	0	0.0	0.0	-	0.0	5.1	0.0	0.0	0.0	-	
8/1	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	456	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**9**	**0**	**0**	**5.9**	**3.6**	**0.0**	**9.5**	**-**	**-**	**-**	**-**	**-**	
1/1	933	9	0	0	4.8	3.0	0.0	7.8	30.2	26.2	3.0	29.2	9.6	
2/1	517	-	-	-	0.3	0.3	-	0.6	4.3	4.2	0.3	4.4	2.7	
3/1	25	-	-	-	0.8	0.3	-	1.1	158.3	1.6	0.3	1.9	1.6	
4/1	9	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**52**	**0**	**0**	**10.9**	**9.2**	**0.0**	**20.1**	**-**	**-**	**-**	**-**	**-**	
1/1	50	-	-	-	0.6	0.2	-	0.9	61.4	1.3	0.2	1.6	1.3	
2/1	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	928	-	-	-	4.0	3.6	-	7.6	29.4	21.4	3.6	25.0	9.0	
4/1+4/2	545	52	0	0	1.1	0.4	0.0	1.5 (1.3+0.1)	9.7 (9.7:9.6)	3.7	0.4	4.0	3.7	
5/1	545	-	-	-	0.5	0.3	-	0.8	5.3	4.4	0.3	4.7	2.7	

Full Input Data And Results

5/2	306	-	-	-	3.1	1.9	-	5.0	59.3	8.0	1.9	9.9	6.4
6/1	913	-	-	-	1.7	2.6	-	4.3	17.1	8.3	2.6	10.9	4.2
J4: Regent St/Bradley Rd	**-**	**153**	**0**	**1**	**14.4**	**6.4**	**0.1**	**20.9**	**-**	**-**	**-**	**-**	**-**
1/1	385	-	-	-	0.4	0.5	-	0.9	8.3	8.0	0.5	8.4	1.3
1/2	237	-	-	-	0.2	0.2	-	0.4	6.0	2.0	0.2	2.2	0.8
2/1+2/2	896	-	-	-	3.6	2.0	-	5.6 (3.8+1.9)	22.6 (23.6:20.9)	18.0	2.0	20.0	8.8
2/3	323	-	-	-	2.2	0.4	-	2.6	29.1	6.9	0.4	7.4	5.6
3/1	364	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	581	-	-	-	0.2	0.2	-	0.4	2.7	11.2	0.2	11.4	-
4/1	38	-	-	-	0.3	0.0	-	0.4	34.2	0.8	0.0	0.9	0.8
5/1	267	-	-	-	2.7	1.0	-	3.7	49.3	6.9	1.0	7.9	5.7
5/2	274	-	-	-	2.7	1.0	-	3.8	49.5	7.1	1.0	8.1	5.9
6/1	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	198	76	0	1	1.7	0.4	0.1	2.2 (0.4+1.8)	39.7 (36.0:40.7)	3.6	0.4	3.9	3.2
8/1	578	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2	-
8/2	356	-	-	-	0.4	0.2	-	0.6	5.6	1.5	0.2	1.7	1.5
9/1	77	77	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-

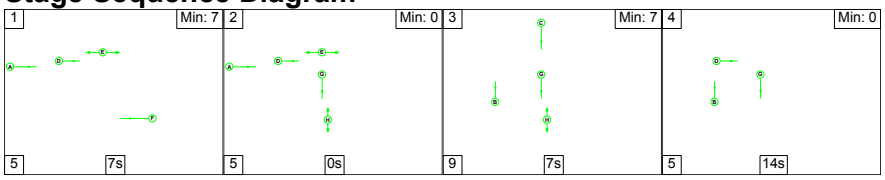
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):	9.54	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	20.05	Cycle Time (s): 103
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	10.17	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	9.91	Cycle Time (s): 100
	PRC Over All Lanes (%):	1.8	Total Delay Over All Lanes(pcuHr):	52.00	

Full Input Data And Results

Scenario 5: '2030 Dev Scen 1a PM Peak' (FG5: '2030 Dev Scen 1a PM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

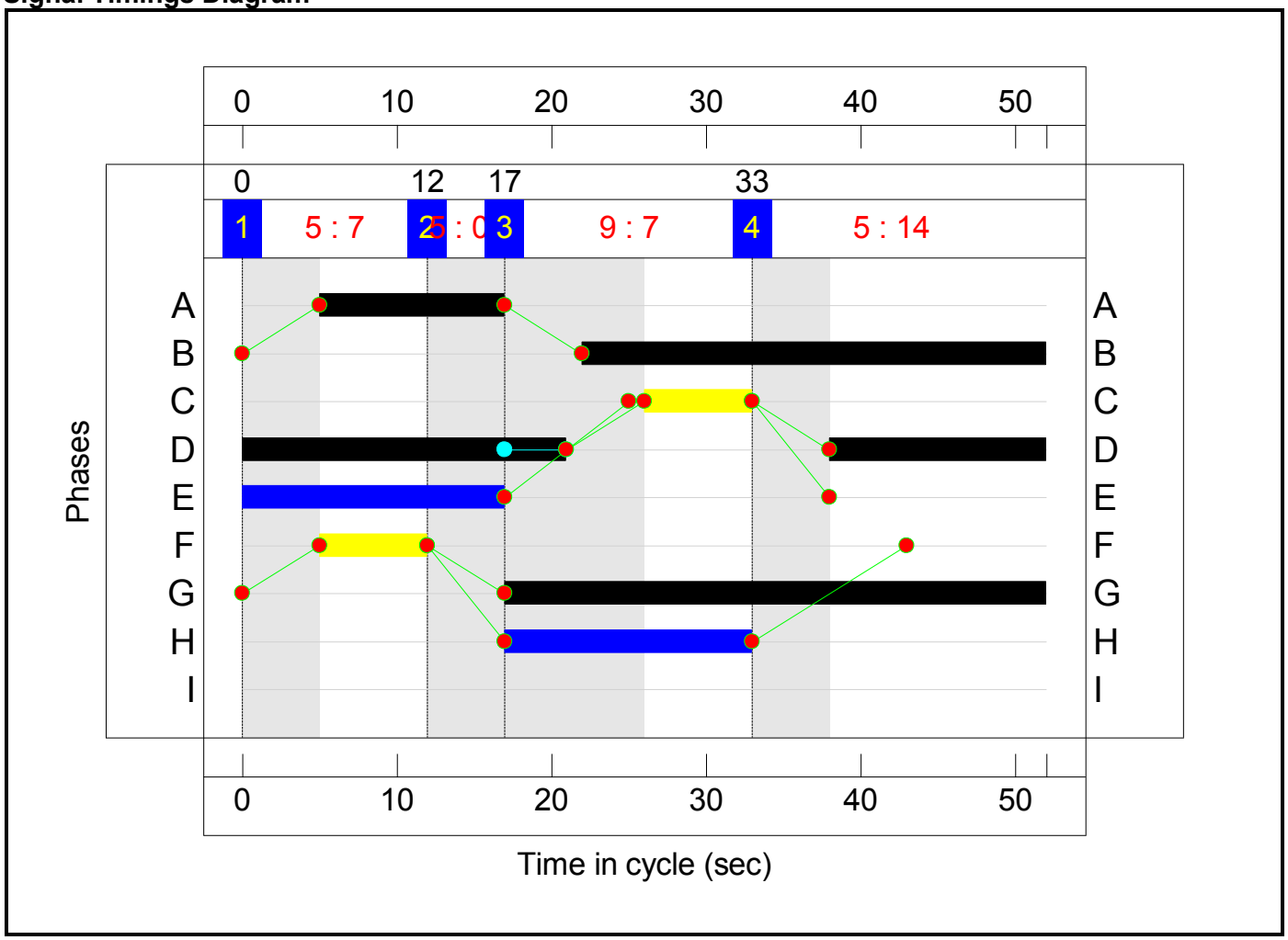
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	7	0	7	14
Change Point	0	12	17	33

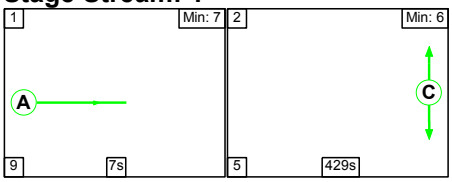
Signal Timings Diagram



C2 - Mold Road Staggered Ped

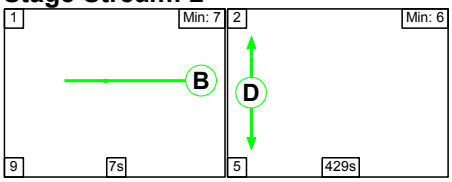
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

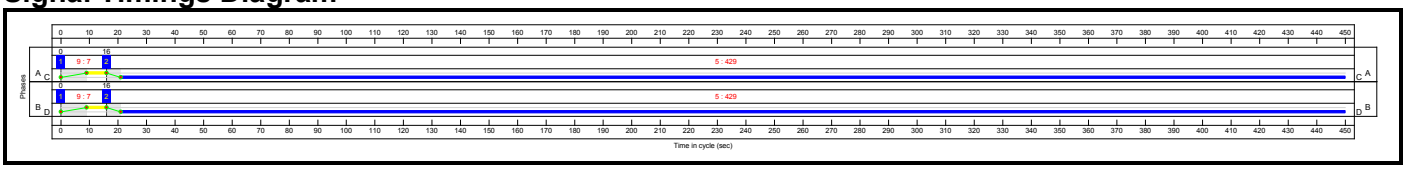
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

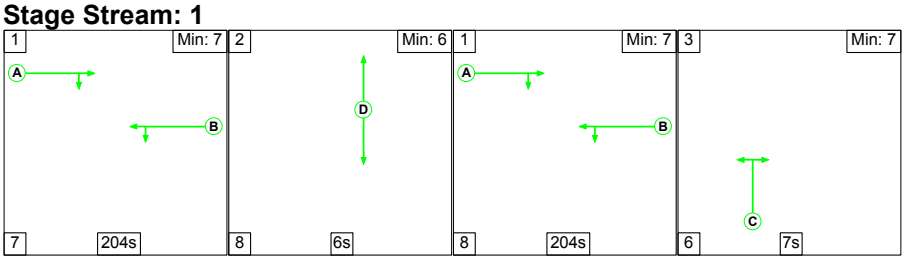
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

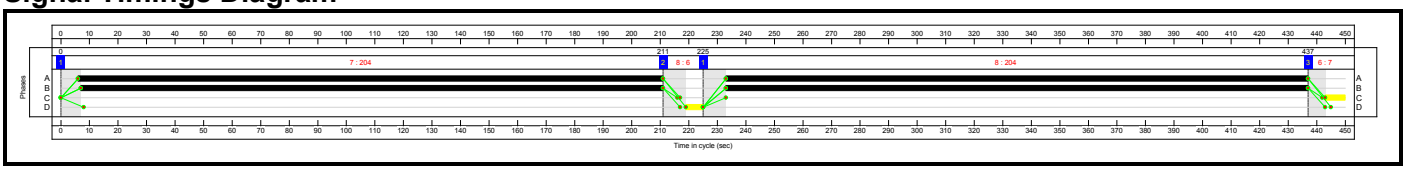


Stage Timings

Stage Stream: 1

Stage	1	2	1	3
Duration	204	6	204	7
Change Point	0	211	225	437

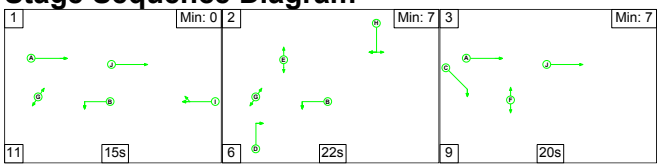
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

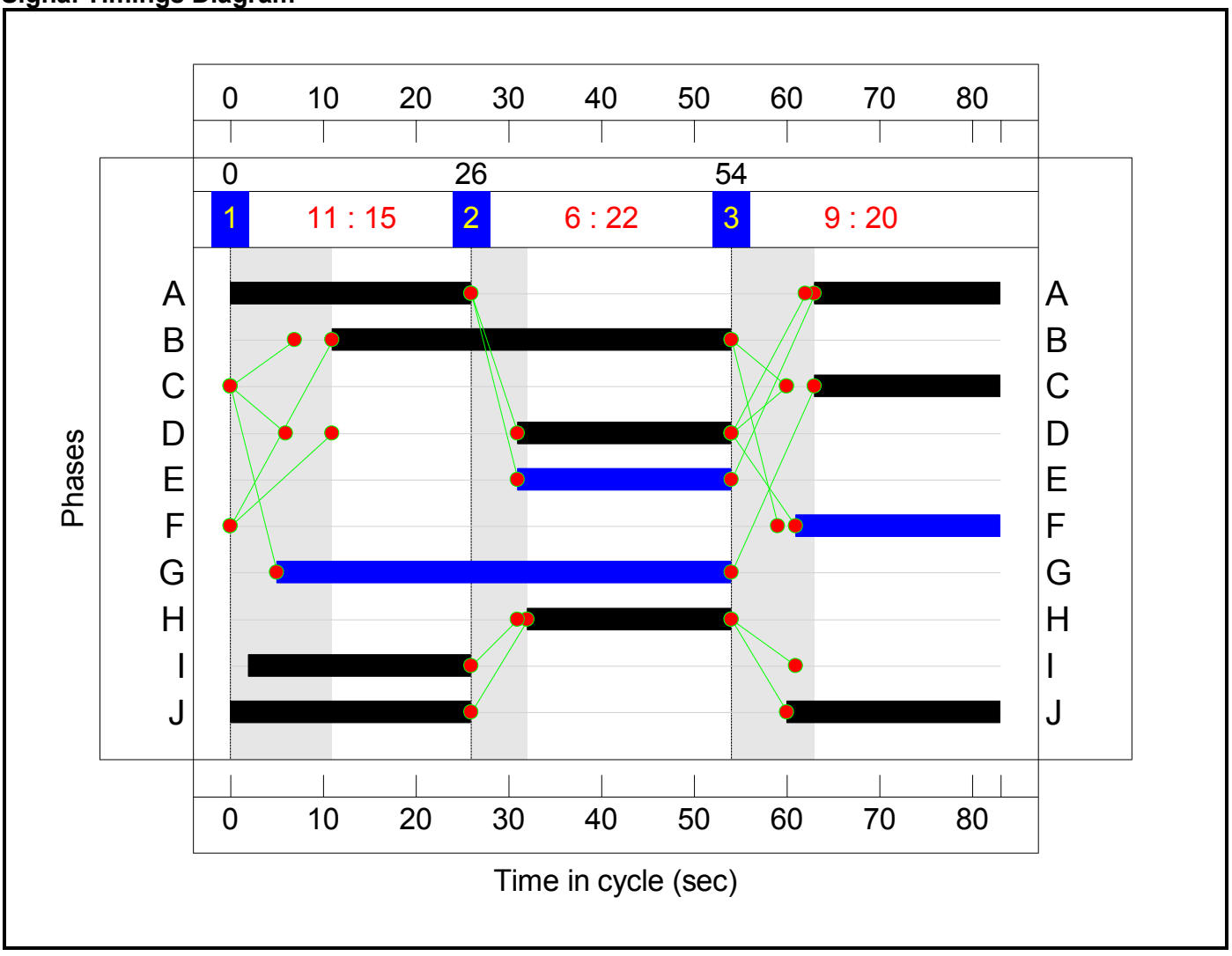
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	15	22	20
Change Point	0	26	54

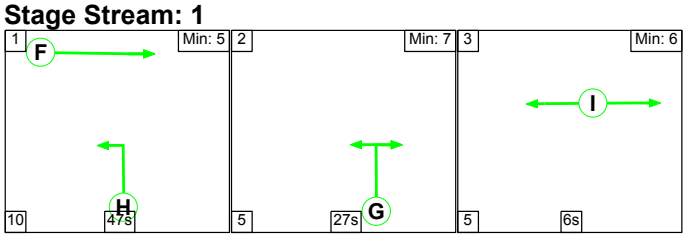
Signal Timings Diagram



C5 - Station Approach - Central Road

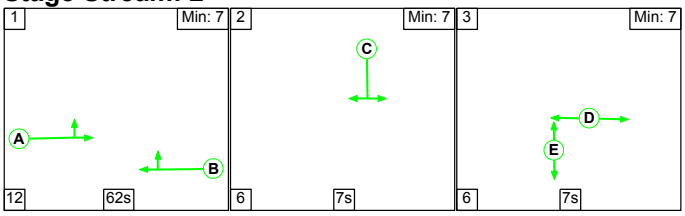
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

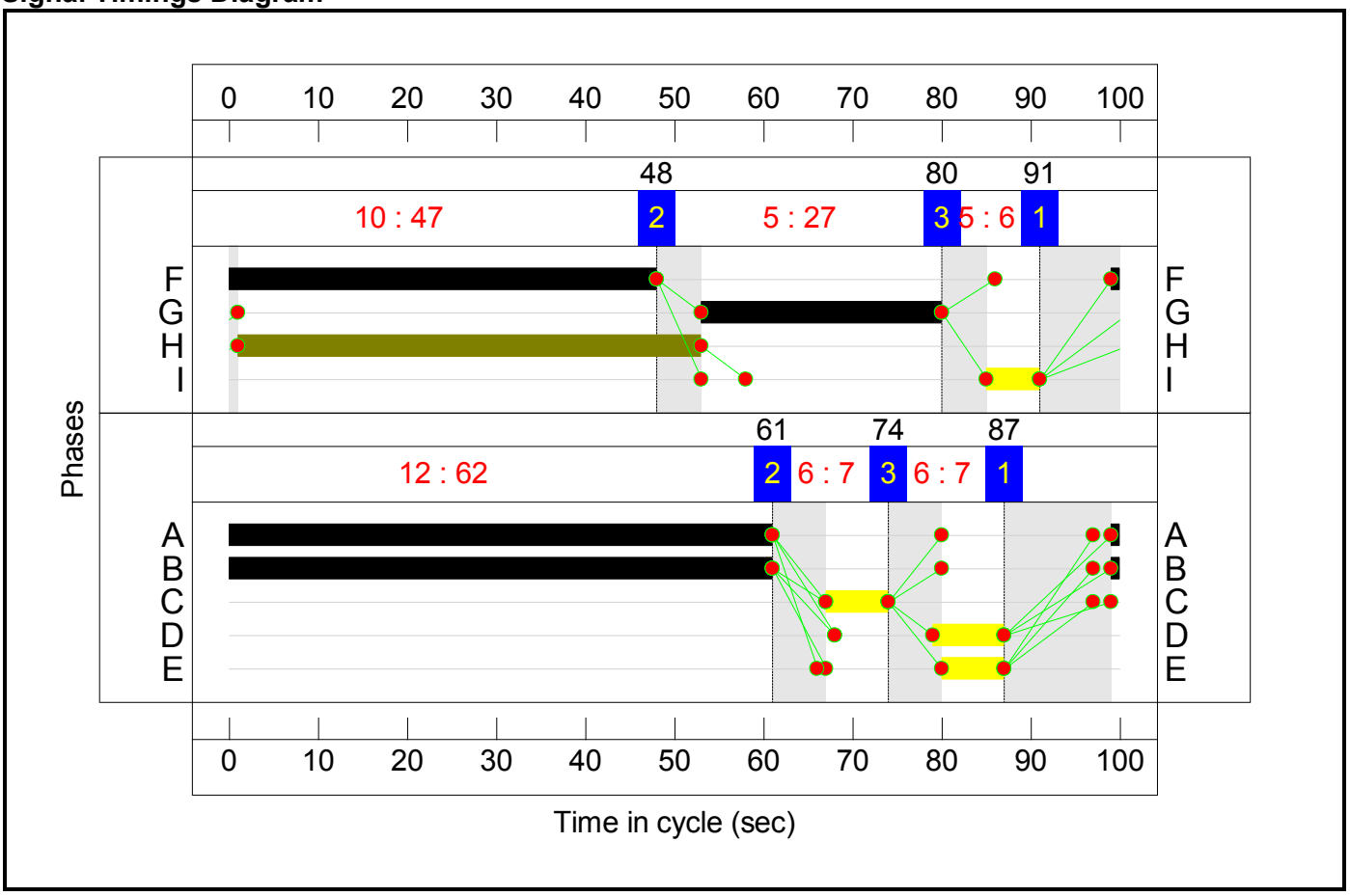
Stage Stream: 1

Stage	1	2	3
Duration	47	27	6
Change Point	91	48	80

Stage Stream: 2

Stage	1	2	3
Duration	62	7	7
Change Point	87	61	74

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 (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.2%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.2%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	568	1900:1900	1853+47	29.9 : 29.9%	568
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	564	1900	1900	29.7%	564
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	74	Inf	378	19.6%	74
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	1047	Inf	7389	14.2%	1047
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	998	1900	1900	52.5%	998
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%	21
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	30	Inf	296	10.1%	30
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%	104
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	1011	1900	1900	53.2%	1011
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.7%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	583	1763	1237	47.1%	583
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	1046	1763	1567	66.7%	1046

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	13	1940	34	37.7%	13
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%	19
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.2%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	93	1877	150	61.9%	93
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%	66
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	62	-	576	1668	1051	54.8%	576
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	1042	1980:1795	1206+46	83.2 : 83.2%	1042
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	52	1042	1655	1324	78.7%	1042
5/2	Central Road Right	U	5:1	N/A	C5:G		1	27	-	325	1655	463	70.1%	325
6/1	Ahead	U	5:1	N/A	C5:F		1	49	-	599	1965	982	61.0%	599
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	43	-	560	1786	947	59.1%	560
1/2	Left	U	N/A	N/A	C4:B		1	43	-	393	1786	947	41.5%	393
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	46	-	595	1800:1800	794+229	58.2 : 58.2%	595
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	329	1813	459	71.7%	329
3/1		U	N/A	N/A	-		-	-	-	456	1900	1900	24.0%	456
3/2		U	N/A	N/A	-		-	-	-	826	1900	1900	43.5%	826
4/1	Right	U	N/A	N/A	C4:D		1	23	-	35	1990	575	6.1%	35

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	22	-	298	1715	475	62.7%	298
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	22	-	314	1739	482	65.2%	314
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%	551
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	24	-	467	1900:1900	256+451	66.1 : 66.1%	467
8/1	Left	U	N/A	N/A	-		-	-	-	462	1800	1800	25.7%	462
8/2	Ahead	U	N/A	N/A	C4:J		1	49	-	168	1980	1193	14.1%	168
9/1	Ahead	O	N/A	N/A	-		-	-	-	89	Inf	613	14.5%	89
10/1		U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%	205
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	22	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	23	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	49	-	0	-	0	0.0%	0

Full Input Data And Results

Item	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)	Back of Uniform Q At End of Red(pcu)	
Network	**-**	**412**	**0**	**1**	**28.3**	**17.8**	**0.0**	**46.1**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**187**	**0**	**0**	**0.0**	**1.8**	**0.0**	**1.8**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	568	14	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.4 (1.4:1.4)	0.0	0.2	0.2	-	
2/1	564	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
3/1	74	74	0	0	0.0	0.1	-	0.1	5.9	0.0	0.1	0.1	-	
4/1	1047	69	0	0	0.0	0.1	-	0.1	0.3	0.8	0.1	0.9	-	
5/1	998	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	-	
6/1	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	30	30	0	0	0.0	0.1	-	0.1	6.8	0.0	0.1	0.1	-	
8/1	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	1011	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**3.2**	**1.7**	**0.0**	**4.9**	**-**	**-**	**-**	**-**	**-**	
1/1	583	10	0	0	1.4	0.4	0.0	1.8	11.4	14.3	0.4	14.7	3.1	
2/1	1046	-	-	-	1.0	1.0	-	2.0	6.9	18.3	1.0	19.3	7.0	
3/1	13	-	-	-	0.8	0.3	-	1.1	300.1	1.6	0.3	1.9	1.6	
4/1	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**38**	**0**	**0**	**11.6**	**7.6**	**0.0**	**19.2**	**-**	**-**	**-**	**-**	**-**	
1/1	93	-	-	-	1.2	0.8	-	1.9	75.2	2.5	0.8	3.3	2.3	
2/1	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	576	-	-	-	1.7	0.6	-	2.3	14.2	9.0	0.6	9.6	5.6	
4/1+4/2	1042	38	0	0	2.6	2.4	0.0	5.0 (4.8+0.2)	17.2 (17.2:16.7)	19.8	2.4	22.2	7.2	
5/1	1042	-	-	-	1.6	1.8	-	3.4	11.7	15.3	1.8	17.2	5.2	

Full Input Data And Results

5/2	325	-	-	-	2.9	1.2	-	4.1	45.1	8.0	1.2	9.2	6.3
6/1	599	-	-	-	1.7	0.8	-	2.5	15.1	7.2	0.8	8.0	4.4
J4: Regent St/Bradley Rd	**-**	**177**	**0**	**1**	**13.6**	**6.7**	**0.0**	**20.2**	**-**	**-**	**-**	**-**	**-**
1/1	560	-	-	-	0.5	0.7	-	1.3	8.1	7.0	0.7	7.7	1.6
1/2	393	-	-	-	0.3	0.4	-	0.6	5.7	4.2	0.4	4.5	1.0
2/1+2/2	595	-	-	-	1.9	0.7	-	2.6 (2.1+0.5)	15.8 (16.1:14.7)	8.0	0.7	8.7	5.2
2/3	329	-	-	-	2.6	1.2	-	3.8	41.9	6.9	1.2	8.1	5.5
3/1	456	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-
3/2	826	-	-	-	0.3	0.4	-	0.6	2.8	9.9	0.4	10.3	-
4/1	35	-	-	-	0.2	0.0	-	0.2	24.7	0.6	0.0	0.6	0.6
5/1	298	-	-	-	2.2	0.8	-	3.0	36.3	6.0	0.8	6.8	4.8
5/2	314	-	-	-	2.3	0.9	-	3.2	37.1	6.4	0.9	7.3	5.1
6/1	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	467	88	0	1	3.0	1.0	0.0	4.0 (1.4+2.6)	31.0 (30.0:31.5)	6.1	1.0	7.1	4.6
8/1	462	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-
8/2	168	-	-	-	0.3	0.1	-	0.4	7.7	1.0	0.1	1.1	1.0
9/1	89	89	0	0	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1	-
10/1	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-

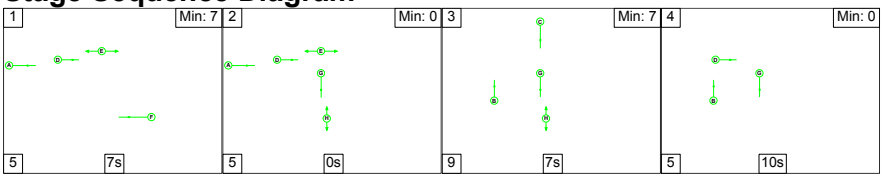
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	34.8	Total Delay for Signalled Lanes (pcuHr):	4.92	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	25.5	Total Delay for Signalled Lanes (pcuHr):	19.18	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	14.4	Total Delay for Signalled Lanes (pcuHr):	9.97	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	8.1	Total Delay for Signalled Lanes (pcuHr):	9.20	Cycle Time (s): 100
	PRC Over All Lanes (%):	8.1	Total Delay Over All Lanes(pcuHr):	46.12	

Full Input Data And Results

Scenario 6: '2030 Dev Scen 1a Sat Peak' (FG6: '2030 Dev Scen 1a Saturday Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

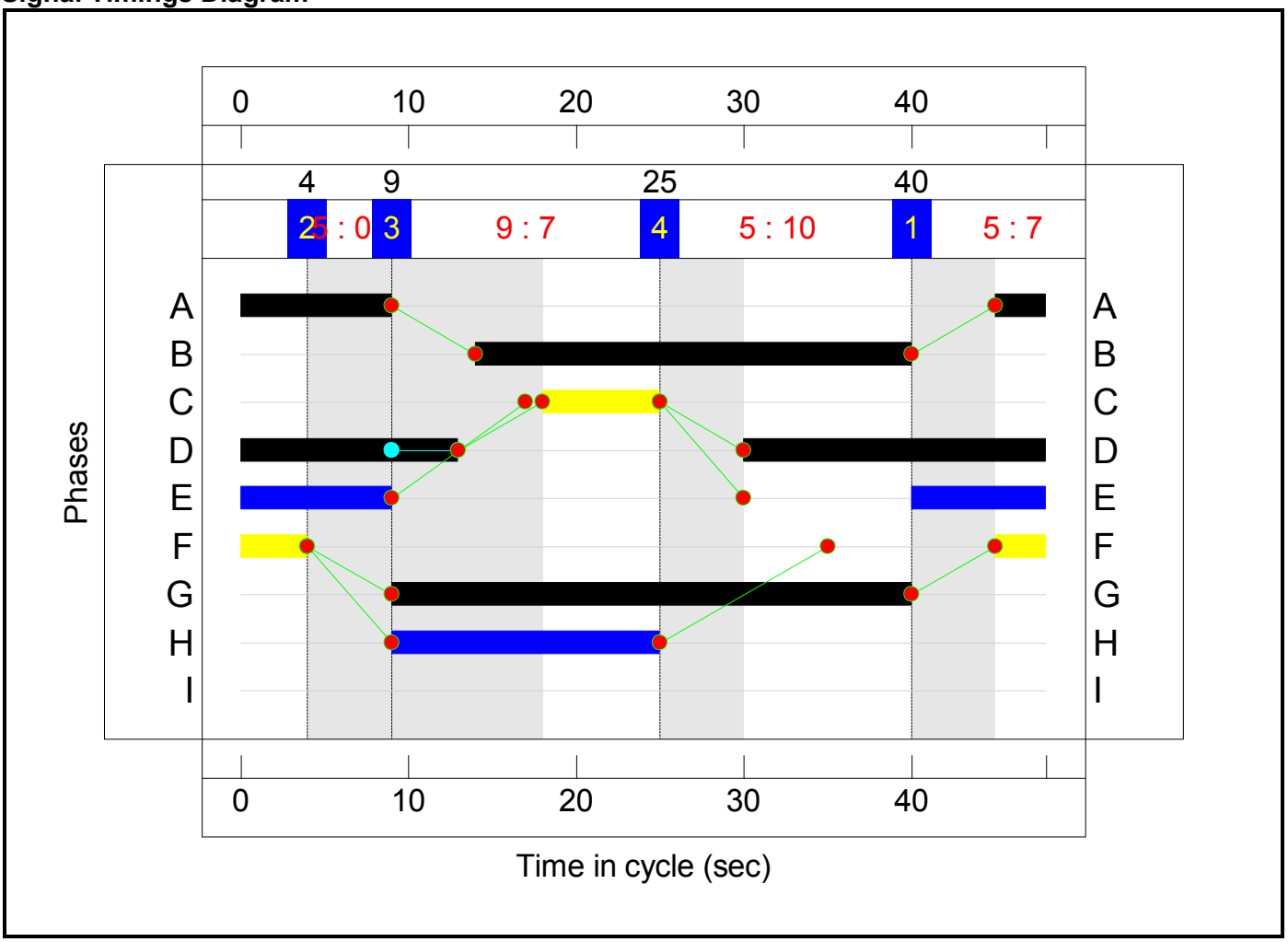
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	7	0	7	10
Change Point	40	4	9	25

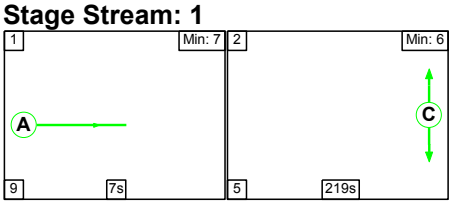
Signal Timings Diagram



C2 - Mold Road Staggered Ped

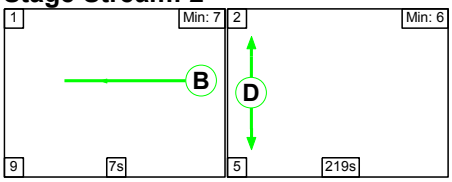
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

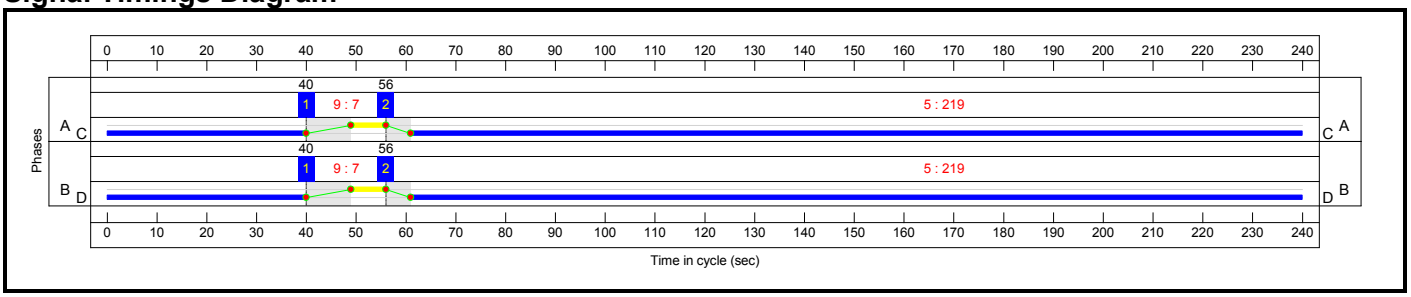
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

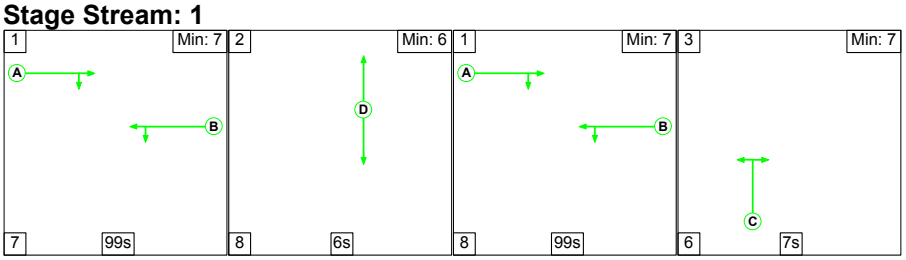
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



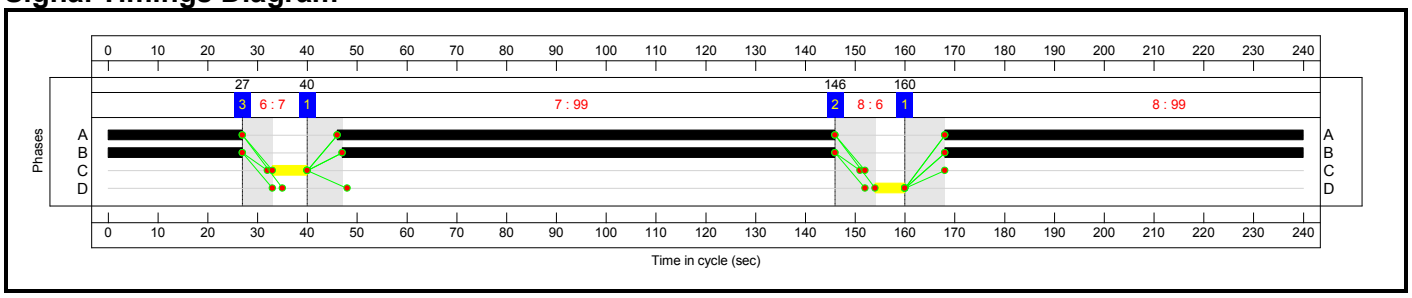
Stage Timings

Stage Stream: 1

Stage	1	2	1	3
Duration	99	6	99	7
Change Point	40	146	160	27

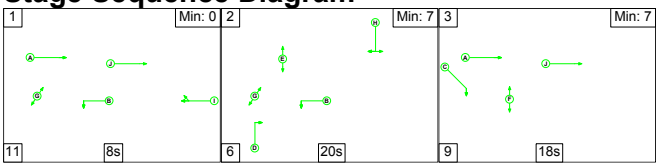
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

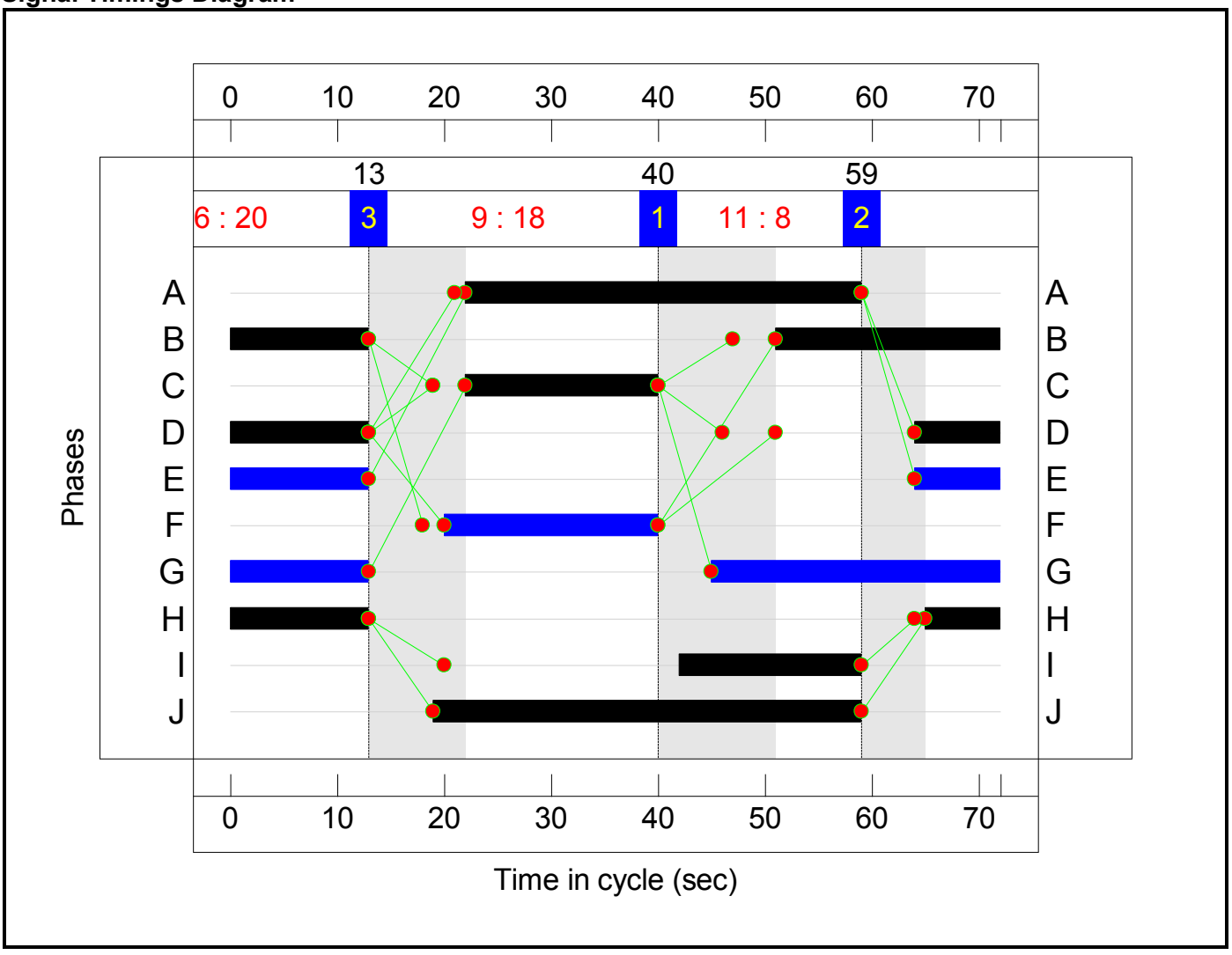
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	8	20	18
Change Point	40	59	13

Signal Timings Diagram

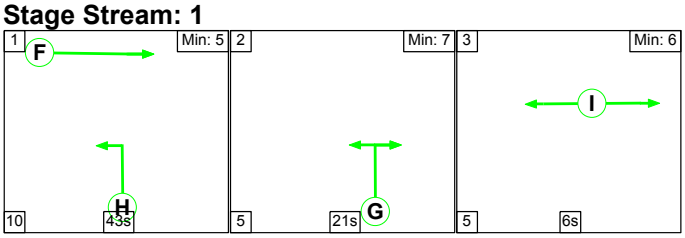


Full Input Data And Results

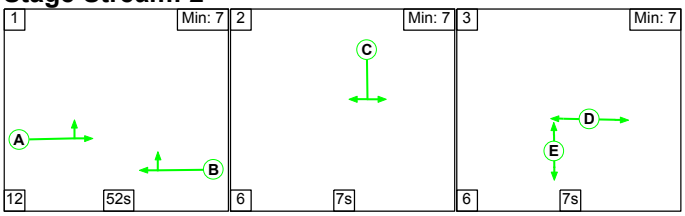
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

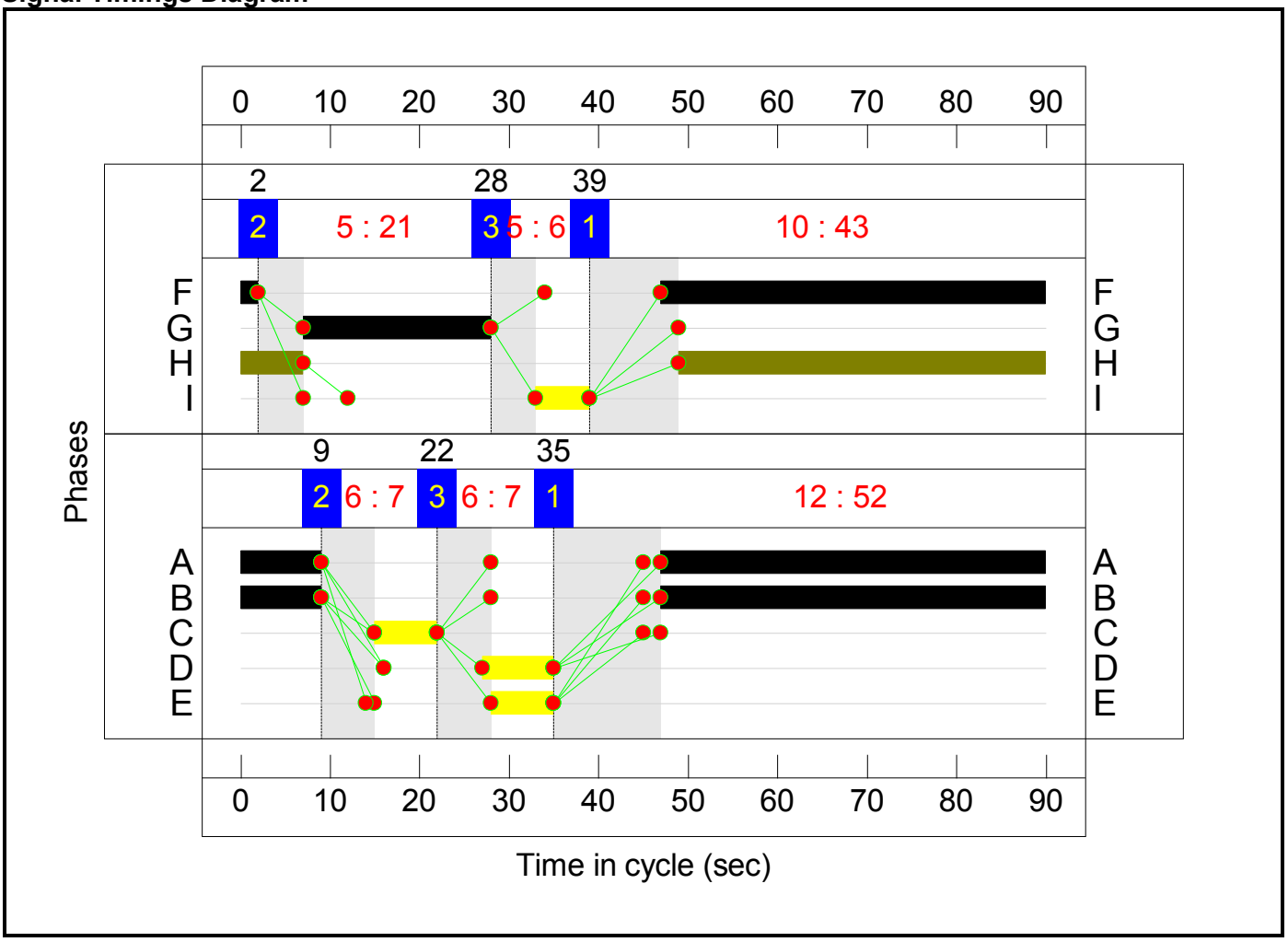
Stage	1	2	3
Duration	43	21	6
Change Point	39	2	28

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	35	9	22

Full Input Data And Results

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 (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.2%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**29.6%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	562	1900:1900	1866+34	29.6 : 29.6%	562
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	562	1900	1900	29.6%	562
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	57	Inf	454	12.6%	57
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	553	Inf	12252	4.5%	553
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	540	1900	1900	28.4%	540
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	17	Inf	Inf	0.0%	17
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	26	Inf	406	6.4%	26
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%	38
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	549	1900	1900	28.9%	549
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**45.1%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	594	1763	1316	45.1%	594
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	555	1763	1469	37.8%	555

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	7	1940	65	10.8%	7
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%	10
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.2%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	64	1877	167	38.4%	64
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%	68
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	593	1673	985	60.2%	593
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	553	1980:1795	1118+55	47.1 : 47.1%	553
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	48	553	1655	1287	43.0%	553
5/2	Central Road Right	U	5:1	N/A	C5:G		1	21	-	243	1655	405	60.1%	243
6/1	Ahead	U	5:1	N/A	C5:F		1	45	-	587	1965	1004	58.4%	587
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.4%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	34	-	394	1786	868	45.4%	394
1/2	Left	U	N/A	N/A	C4:B		1	34	-	241	1786	868	27.8%	241
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	37	-	546	1800:1800	748+204	57.4 : 57.4%	546
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	18	-	284	1813	478	59.4%	284
3/1		U	N/A	N/A	-		-	-	-	293	1900	1900	15.4%	293
3/2		U	N/A	N/A	-		-	-	-	626	1900	1900	32.9%	626
4/1	Right	U	N/A	N/A	C4:D		1	21	-	35	1990	608	5.8%	35

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	20	-	260	1715	500	52.0%	260
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	269	1739	507	53.0%	269
6/1		U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%	504
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	17	-	232	1900:1900	158+423	40.0 : 40.0%	232
8/1	Left	U	N/A	N/A	-		-	-	-	429	1800	1800	23.8%	429
8/2	Ahead	U	N/A	N/A	C4:J		1	40	-	152	1980	1127	13.5%	152
9/1	Ahead	O	N/A	N/A	-		-	-	-	75	Inf	621	12.1%	75
10/1		U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%	203
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	20	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	21	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	40	-	0	-	0	0.0%	0

Full Input Data And Results

Item	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)	Back of Uniform Q At End of Red(pcu)	
Network	**-**	**293**	**0**	**1**	**18.1**	**9.2**	**0.0**	**27.3**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**115**	**0**	**0**	**0.0**	**1.0**	**0.0**	**1.0**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	562	10	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2	-	
2/1	562	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
3/1	57	57	0	0	0.0	0.1	-	0.1	4.5	0.0	0.1	0.1	-	
4/1	553	22	0	0	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0	-	
5/1	540	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
6/1	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	26	26	0	0	0.0	0.0	-	0.0	4.7	0.0	0.0	0.0	-	
8/1	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	549	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**1.4**	**0.8**	**0.0**	**2.2**	**-**	**-**	**-**	**-**	**-**	
1/1	594	3	0	0	0.8	0.4	0.0	1.2	7.3	7.9	0.4	8.3	3.3	
2/1	555	-	-	-	0.4	0.3	-	0.7	4.4	4.6	0.3	4.9	2.9	
3/1	7	-	-	-	0.2	0.1	-	0.3	143.8	0.5	0.1	0.5	0.4	
4/1	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**26**	**0**	**0**	**7.6**	**3.3**	**0.0**	**10.9**	**-**	**-**	**-**	**-**	**-**	
1/1	64	-	-	-	0.7	0.3	-	1.0	56.1	1.5	0.3	1.8	1.4	
2/1	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	593	-	-	-	1.9	0.8	-	2.7	16.4	9.4	0.8	10.1	5.8	
4/1+4/2	553	26	0	0	1.2	0.4	0.0	1.6 (1.6+0.1)	10.7 (10.8:10.1)	3.8	0.4	4.2	3.8	
5/1	553	-	-	-	0.5	0.4	-	0.9	5.8	4.6	0.4	5.0	2.8	

Full Input Data And Results

5/2	243	-	-	-	2.0	0.7	-	2.8	41.2	5.3	0.7	6.1	4.5	
6/1	587	-	-	-	1.2	0.7	-	1.9	11.6	3.0	0.7	3.7	3.0	
J4: Regent St/Bradley Rd	**-**	**149**	**0**	**1**	**9.2**	**4.1**	**0.0**	**13.3**	**-**	**-**	**-**	**-**	**-**	
1/1	394	-	-	-	0.3	0.4	-	0.8	6.9	4.2	0.4	4.6	1.2	
1/2	241	-	-	-	0.2	0.2	-	0.4	5.5	1.7	0.2	1.9	0.8	
2/1+2/2	546	-	-	-	1.8	0.7	-	2.4 (1.9+0.5)	16.0 (16.4:14.7)	6.6	0.7	7.2	4.4	
2/3	284	-	-	-	1.8	0.7	-	2.6	32.3	4.9	0.7	5.6	4.0	
3/1	293	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	-	
3/2	626	-	-	-	0.1	0.2	-	0.4	2.1	7.0	0.2	7.3	-	
4/1	35	-	-	-	0.2	0.0	-	0.2	20.8	0.5	0.0	0.5	0.5	
5/1	260	-	-	-	1.5	0.5	-	2.1	28.8	4.3	0.5	4.9	3.5	
5/2	269	-	-	-	1.6	0.6	-	2.2	28.9	4.5	0.6	5.0	3.7	
6/1	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1+7/2	232	74	0	1	1.4	0.3	0.0	1.8 (0.5+1.3)	27.4 (26.1:27.8)	2.8	0.3	3.1	2.4	
8/1	429	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
8/2	152	-	-	-	0.3	0.1	-	0.3	7.8	0.9	0.1	0.9	0.9	
9/1	75	75	0	0	0.0	0.1	-	0.1	3.3	0.0	0.1	0.1	-	
10/1	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-	

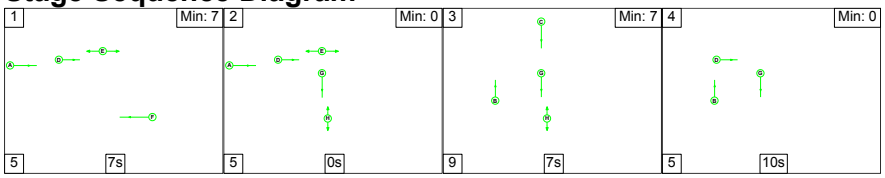
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	99.4	Total Delay for Signalled Lanes (pcuHr):	2.17	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	51.6	Total Delay for Signalled Lanes (pcuHr):	12.63	Cycle Time (s): 72
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	49.8	Total Delay for Signalled Lanes (pcuHr):	5.56	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	49.5	Total Delay for Signalled Lanes (pcuHr):	5.34	Cycle Time (s): 90
	PRC Over All Lanes (%):	49.5	Total Delay Over All Lanes(pcuHr):	27.33	

Full Input Data And Results

Scenario 7: '2030 Base Scen 1b AM Peak Hour' (FG7: '2030 Base Scen 1b AM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

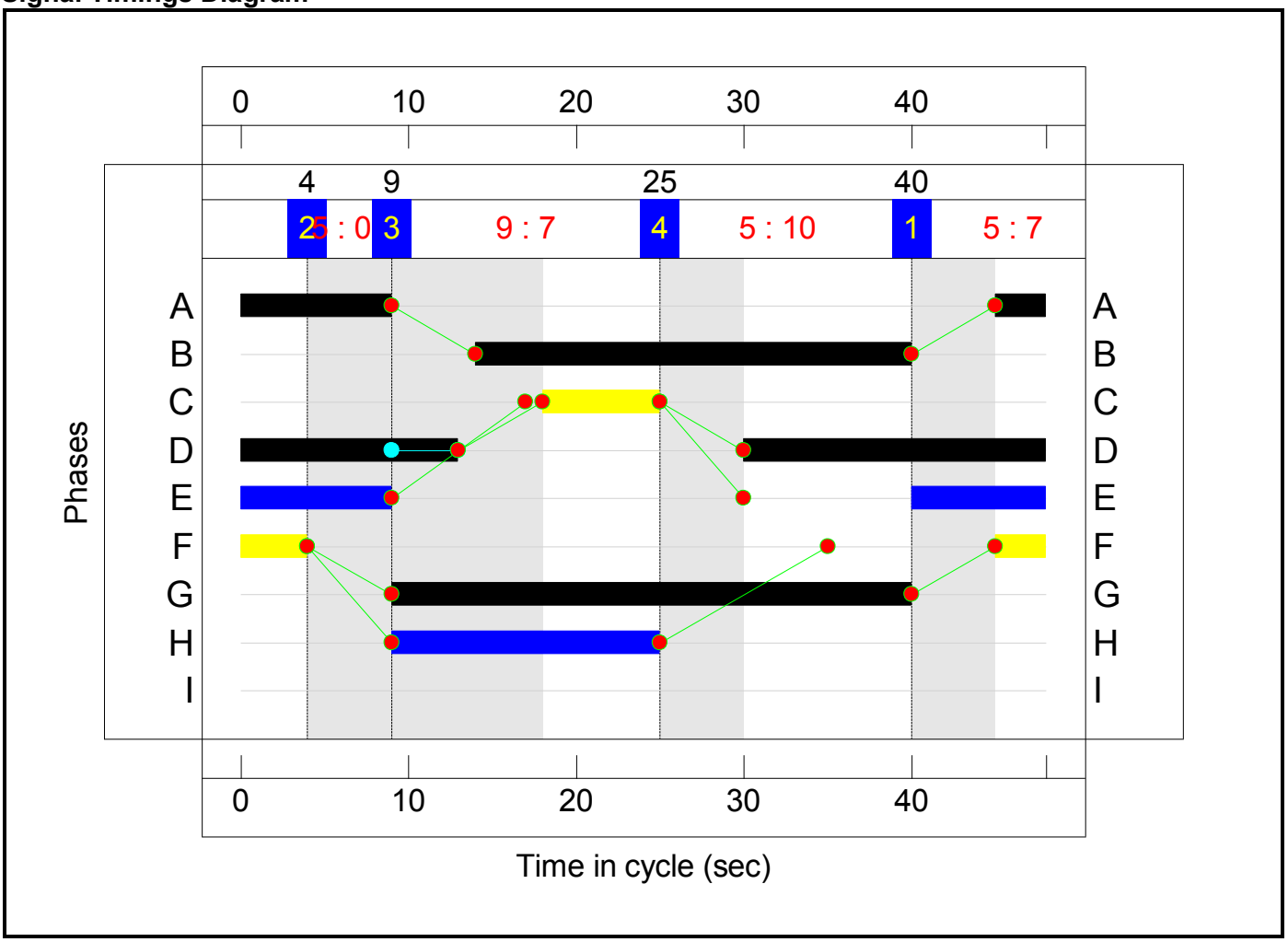
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	7	0	7	10
Change Point	40	4	9	25

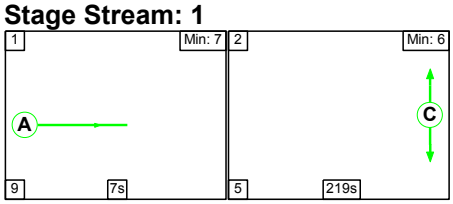
Signal Timings Diagram



C2 - Mold Road Staggered Ped

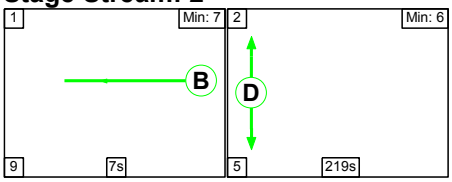
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

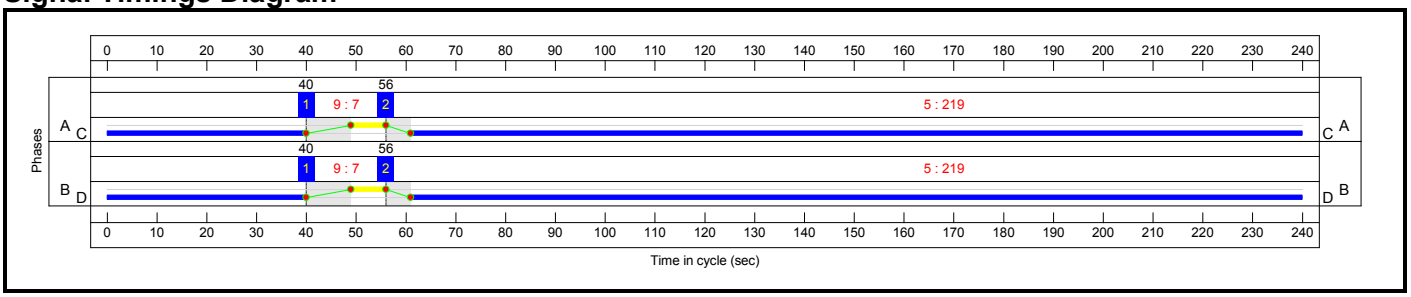
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

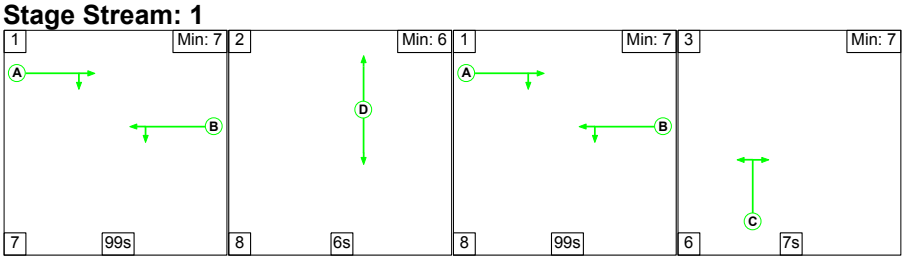
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



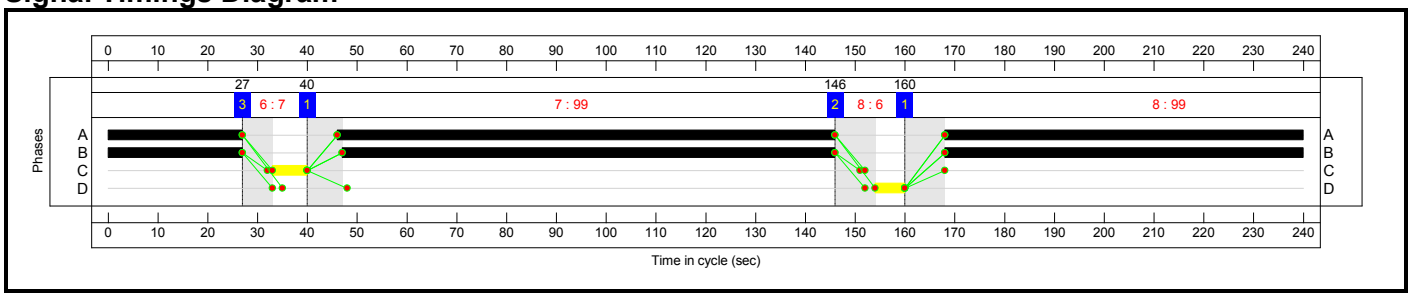
Stage Timings

Stage Stream: 1

Stage	1	2	1	3
Duration	99	6	99	7
Change Point	40	146	160	27

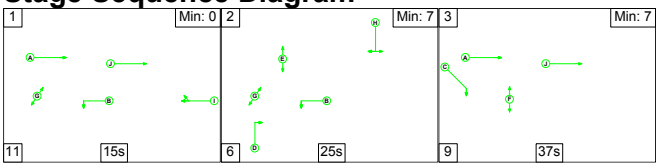
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

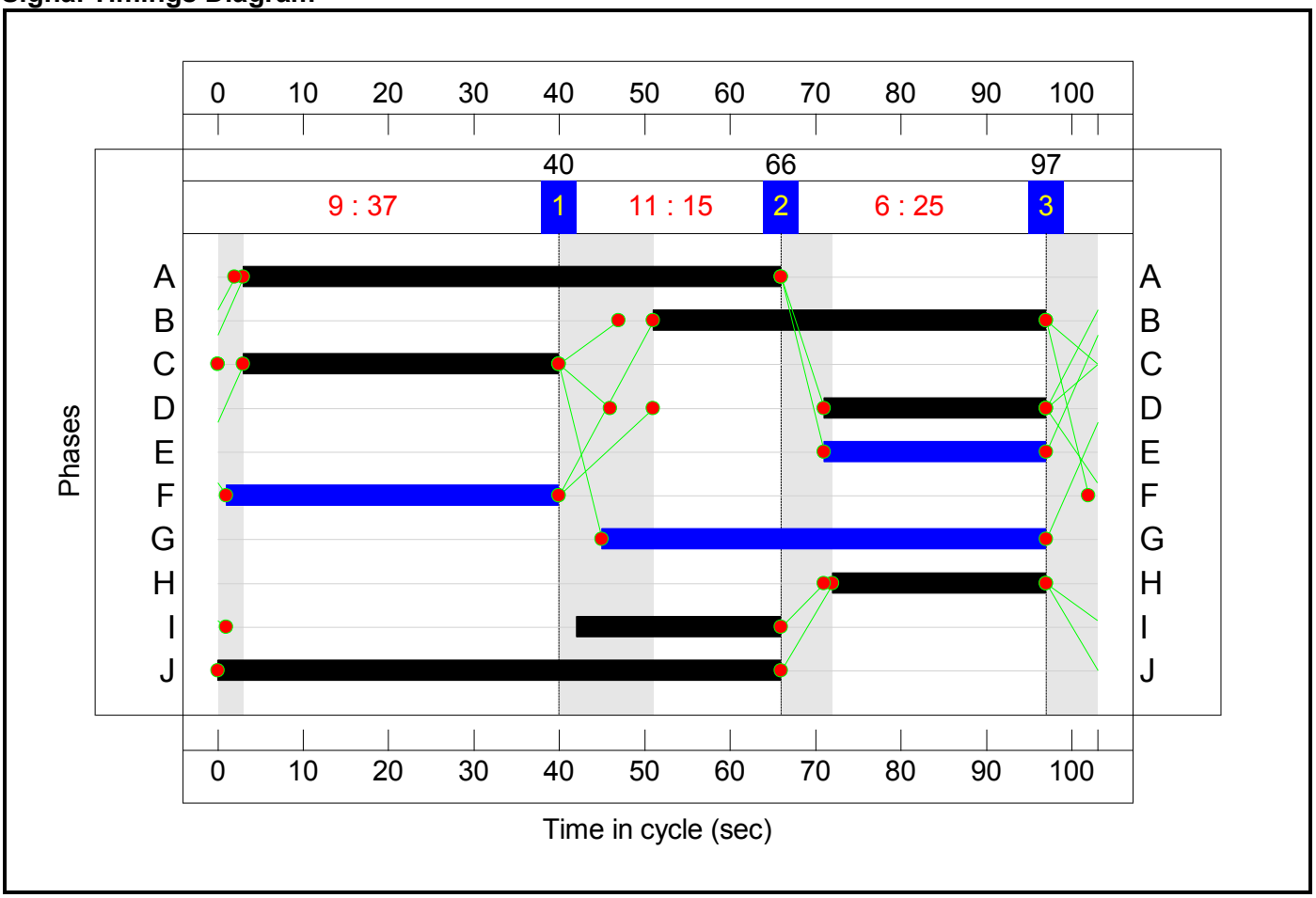
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	15	25	37
Change Point	40	66	97

Signal Timings Diagram

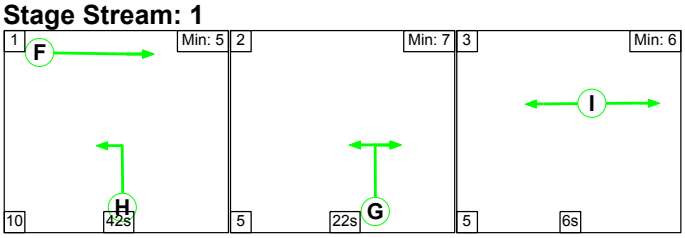


Full Input Data And Results

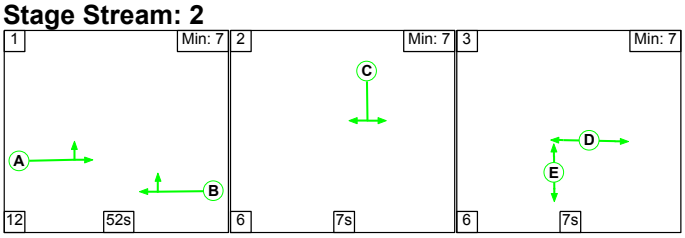
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

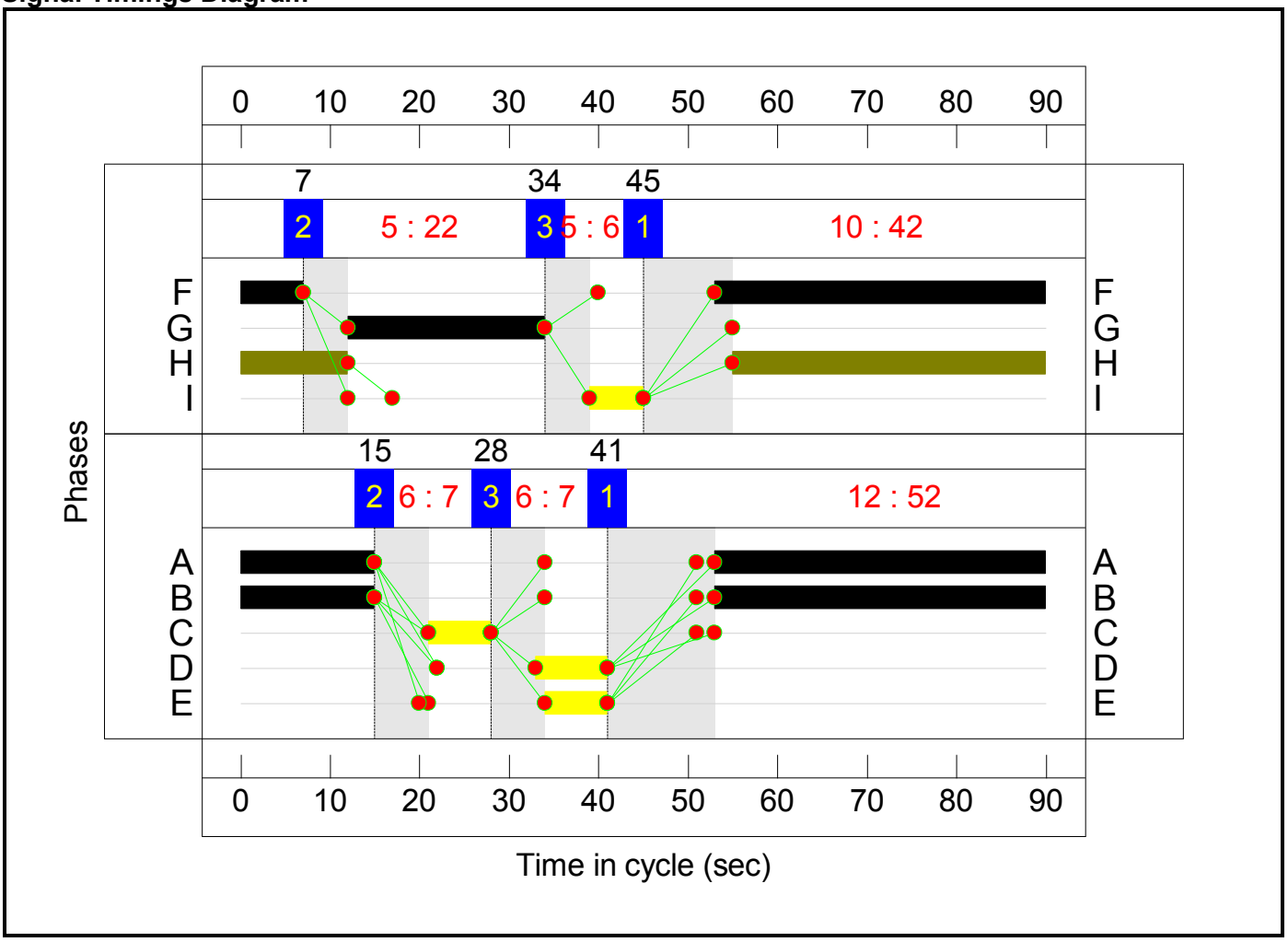
Stage	1	2	3
Duration	42	22	6
Change Point	45	7	34

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	41	15	28

Full Input Data And Results

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 (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.2%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**36.1%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	685	1900:1900	1853+47	36.1 : 36.1%	685
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	679	1900	1900	35.7%	679
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	83	Inf	458	18.1%	83
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	533	Inf	2993	17.8%	533
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	456	1900	1900	24.0%	456
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%	35
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	24	Inf	401	6.0%	24
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%	99
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	451	1900	1900	23.7%	451
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.0%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	740	1763	1088	68.0%	740
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	512	1763	1469	34.8%	512

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	25	1940	65	38.7%	25
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	9	Inf	Inf	0.0%	9
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.2%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	42	1877	167	25.2%	42
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%	42
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	735	1662	979	75.1%	735
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	516	1980:1795	1121+52	44.0 : 44.0%	516
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	516	1655	1287	40.1%	516
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	306	1655	423	72.3%	306
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	739	1965	982	75.2%	739
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.6%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	46	-	374	1786	815	45.9%	374
1/2	Left	U	N/A	N/A	C4:B		1	46	-	225	1786	815	27.6%	225
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	63	-	718	1800:1800	845+201	68.6 : 68.6%	718
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	37	-	327	1813	669	48.9%	327
3/1		U	N/A	N/A	-		-	-	-	356	1900	1900	18.7%	356
3/2		U	N/A	N/A	-		-	-	-	570	1900	1900	30.0%	570
4/1	Right	U	N/A	N/A	C4:D		1	26	-	38	1990	522	7.3%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	25	-	254	1715	433	58.7%	254
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	25	-	264	1739	439	60.1%	264
6/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%	659
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	24	-	198	1900:1900	116+404	38.1 : 38.1%	198
8/1	Left	U	N/A	N/A	-		-	-	-	582	1800	1800	32.3%	582
8/2	Ahead	U	N/A	N/A	C4:J		1	66	-	174	1980	1288	13.5%	174
9/1	Ahead	O	N/A	N/A	-		-	-	-	77	Inf	587	13.1%	77
10/1		U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%	214
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	39	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	26	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	52	-	0	-	0	0.0%	0

Full Input Data And Results

Item	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)	Back of Uniform Q At End of Red(pcu)	
Network	**-**	**391**	**0**	**1**	**26.2**	**12.6**	**0.0**	**38.9**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**206**	**0**	**0**	**0.0**	**1.1**	**0.0**	**1.1**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	685	17	0	0	0.0	0.3	-	0.3 (0.3+0.0)	1.5 (1.5:1.5)	0.0	0.3	0.3	-	
2/1	679	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	83	83	0	0	0.0	0.1	-	0.1	4.8	0.0	0.1	0.1	-	
4/1	533	82	0	0	0.0	0.1	-	0.1	0.8	1.3	0.1	1.4	-	
5/1	456	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
6/1	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	24	24	0	0	0.0	0.0	-	0.0	4.8	0.0	0.0	0.0	-	
8/1	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	451	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**9**	**0**	**0**	**4.1**	**1.6**	**0.0**	**5.7**	**-**	**-**	**-**	**-**	**-**	
1/1	740	9	0	0	3.0	1.1	0.0	4.0	19.6	16.4	1.1	17.5	7.6	
2/1	512	-	-	-	0.3	0.3	-	0.6	4.2	4.1	0.3	4.4	2.7	
3/1	25	-	-	-	0.8	0.3	-	1.1	158.3	1.6	0.3	1.9	1.6	
4/1	9	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**23**	**0**	**0**	**8.9**	**5.2**	**0.0**	**14.1**	**-**	**-**	**-**	**-**	**-**	
1/1	42	-	-	-	0.4	0.2	-	0.6	52.6	1.0	0.2	1.1	0.9	
2/1	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	735	-	-	-	2.8	1.5	-	4.3	20.9	13.5	1.5	15.0	7.1	
4/1+4/2	516	23	0	0	1.1	0.4	0.0	1.5 (1.4+0.1)	10.5 (10.5:9.9)	3.5	0.4	3.9	3.5	
5/1	516	-	-	-	0.5	0.3	-	0.8	5.6	4.2	0.3	4.5	2.6	

Full Input Data And Results

5/2	306	-	-	-	2.6	1.3	-	3.9	45.7	7.0	1.3	8.3	5.5	
6/1	739	-	-	-	1.5	1.5	-	3.0	14.6	3.9	1.5	5.4	3.5	
J4: Regent St/Bradley Rd	**-**	**153**	**0**	**1**	**13.2**	**4.7**	**0.0**	**17.9**	**-**	**-**	**-**	**-**	**-**	
1/1	374	-	-	-	0.4	0.4	-	0.8	7.8	7.2	0.4	7.6	1.2	
1/2	225	-	-	-	0.2	0.2	-	0.4	5.6	1.9	0.2	2.0	0.7	
2/1+2/2	718	-	-	-	2.9	1.1	-	4.0 (3.3+0.7)	20.1 (20.7:17.8)	13.5	1.1	14.6	8.0	
2/3	327	-	-	-	2.3	0.5	-	2.8	30.3	7.2	0.5	7.7	5.7	
3/1	356	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-	
3/2	570	-	-	-	0.2	0.2	-	0.4	2.6	10.8	0.2	11.0	-	
4/1	38	-	-	-	0.3	0.0	-	0.3	32.4	0.8	0.0	0.9	0.8	
5/1	254	-	-	-	2.4	0.7	-	3.1	43.8	6.4	0.7	7.1	5.3	
5/2	264	-	-	-	2.5	0.7	-	3.2	44.1	6.6	0.7	7.3	5.5	
6/1	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1+7/2	198	76	0	1	1.7	0.3	0.0	2.1 (0.4+1.7)	38.1 (35.8:38.8)	3.6	0.3	3.9	3.3	
8/1	582	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2	-	
8/2	174	-	-	-	0.3	0.1	-	0.4	7.9	1.2	0.1	1.3	1.2	
9/1	77	77	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-	
10/1	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-	

C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	32.4	Total Delay for Signalled Lanes (pcuHr):	5.73
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	31.2	Total Delay for Signalled Lanes (pcuHr):	17.07
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	19.7	Total Delay for Signalled Lanes (pcuHr):	7.68
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	19.8	Total Delay for Signalled Lanes (pcuHr):	6.40
	PRC Over All Lanes (%):	19.7	Total Delay Over All Lanes(pcuHr):	38.86

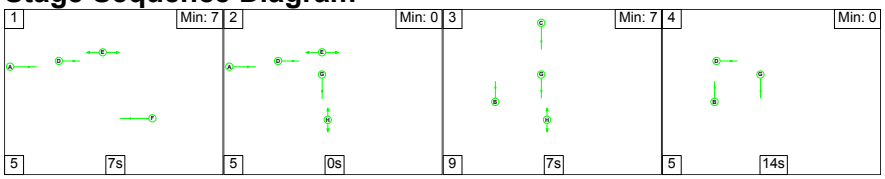
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	103
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

Scenario 8: '2030 Base Scen 1b PM Peak' (FG8: '2030 Base Scen 1b PM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

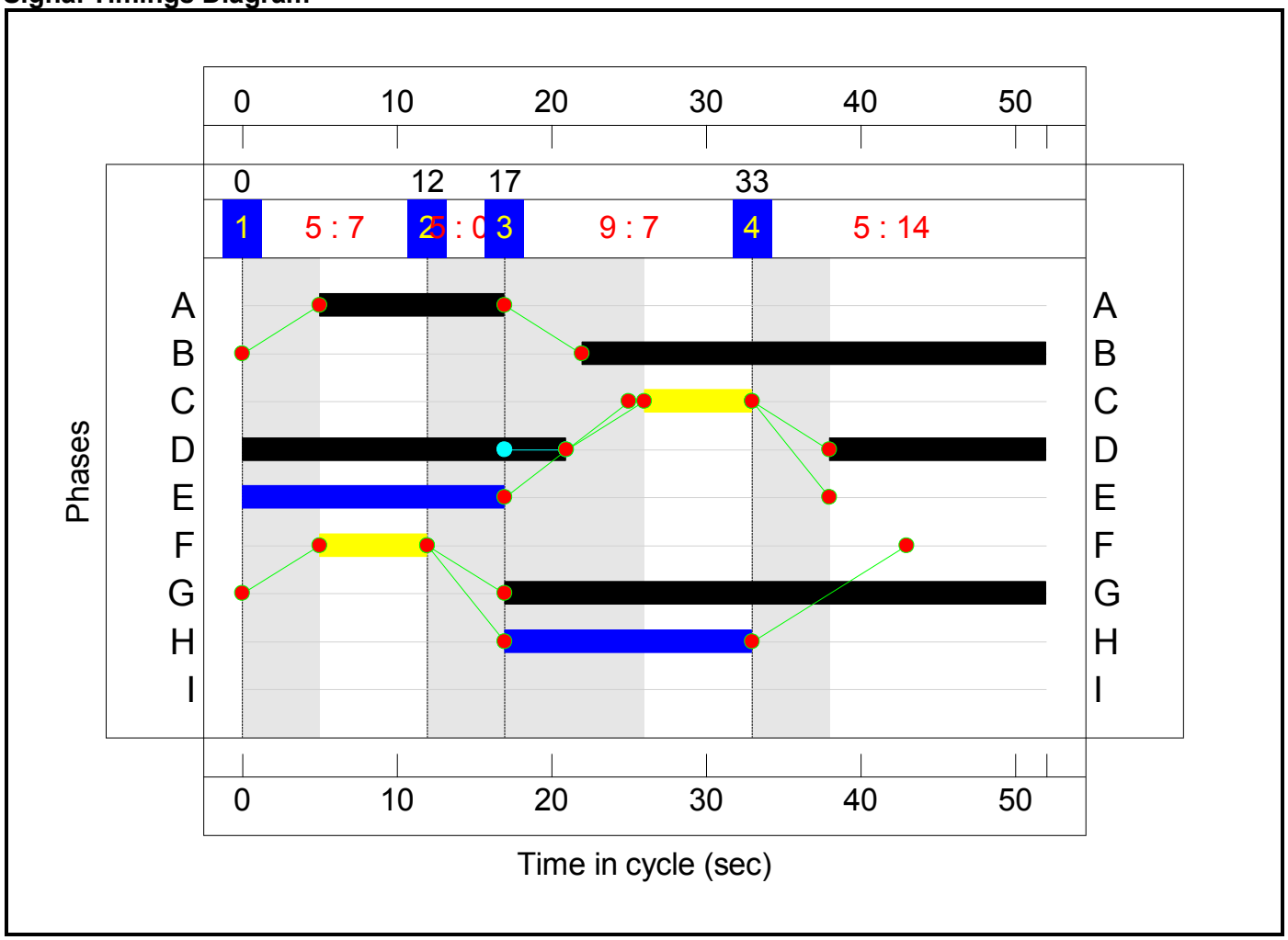
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	7	0	7	14
Change Point	0	12	17	33

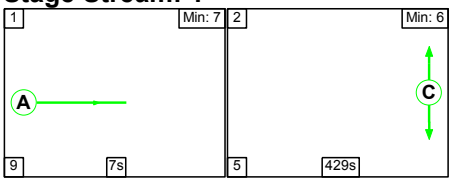
Signal Timings Diagram



C2 - Mold Road Staggered Ped

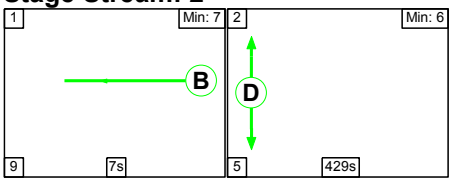
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

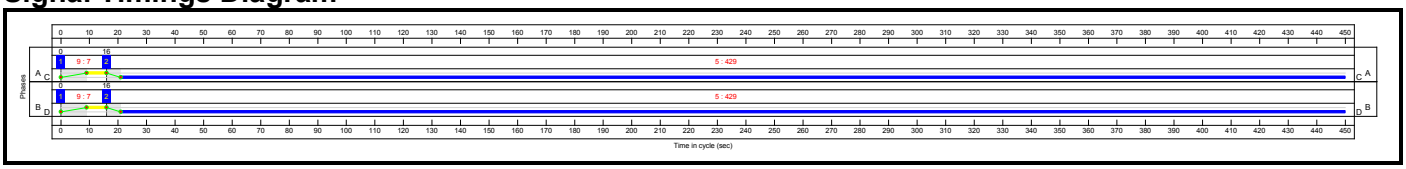
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

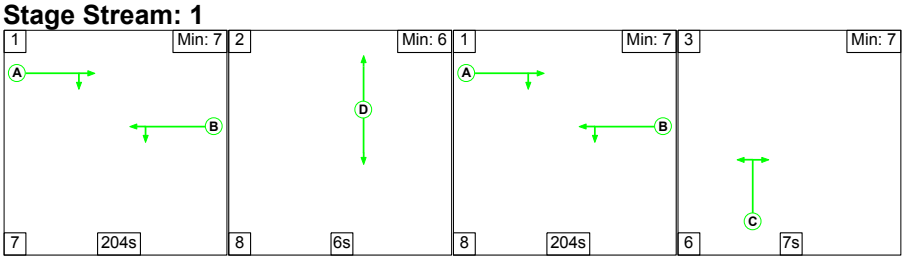
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

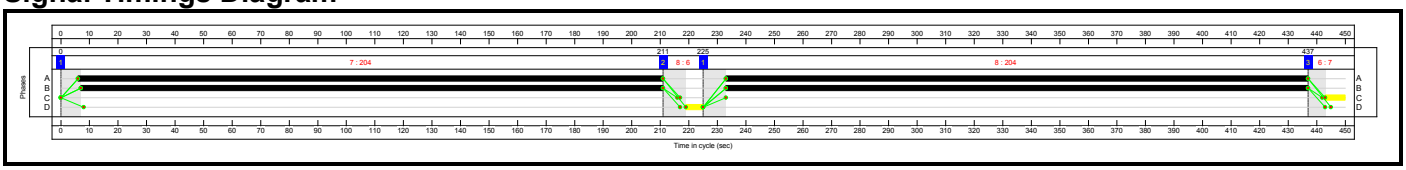


Stage Timings

Stage Stream: 1

Stage	1	2	1	3
Duration	204	6	204	7
Change Point	0	211	225	437

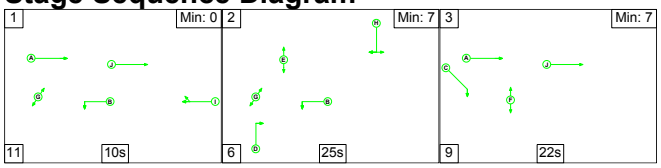
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

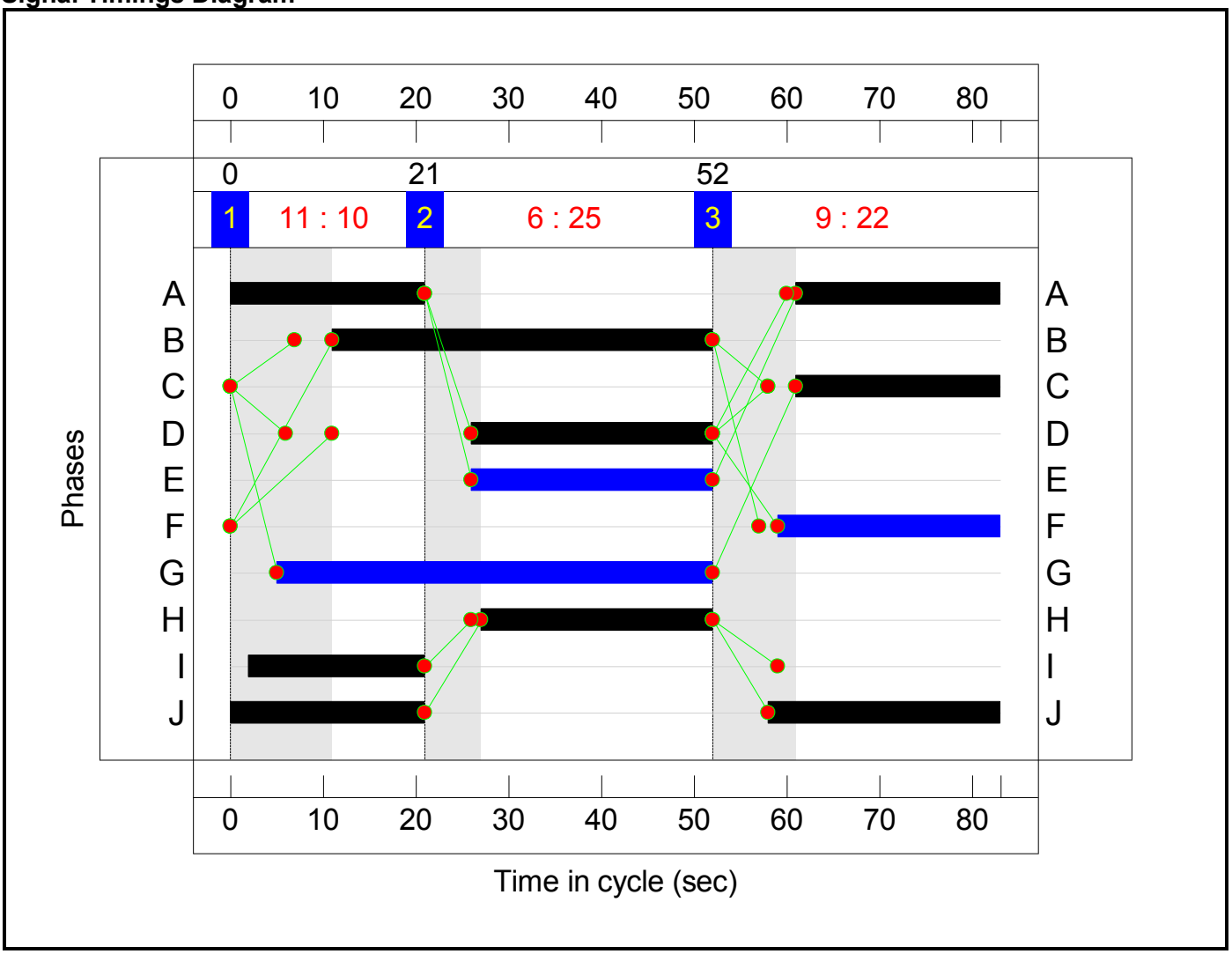
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	10	25	22
Change Point	0	21	52

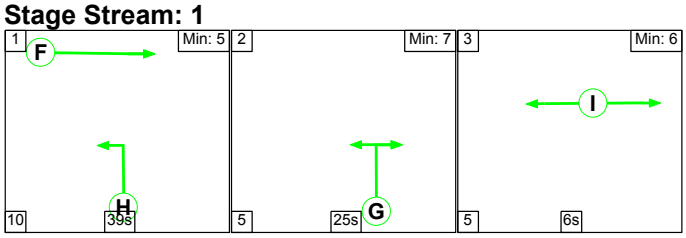
Signal Timings Diagram



C5 - Station Approach - Central Road

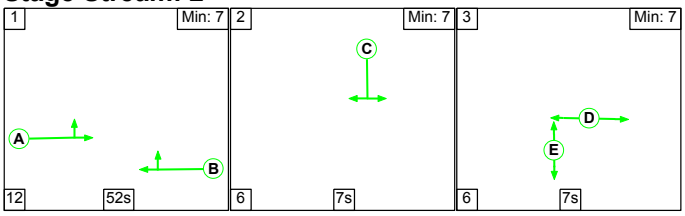
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

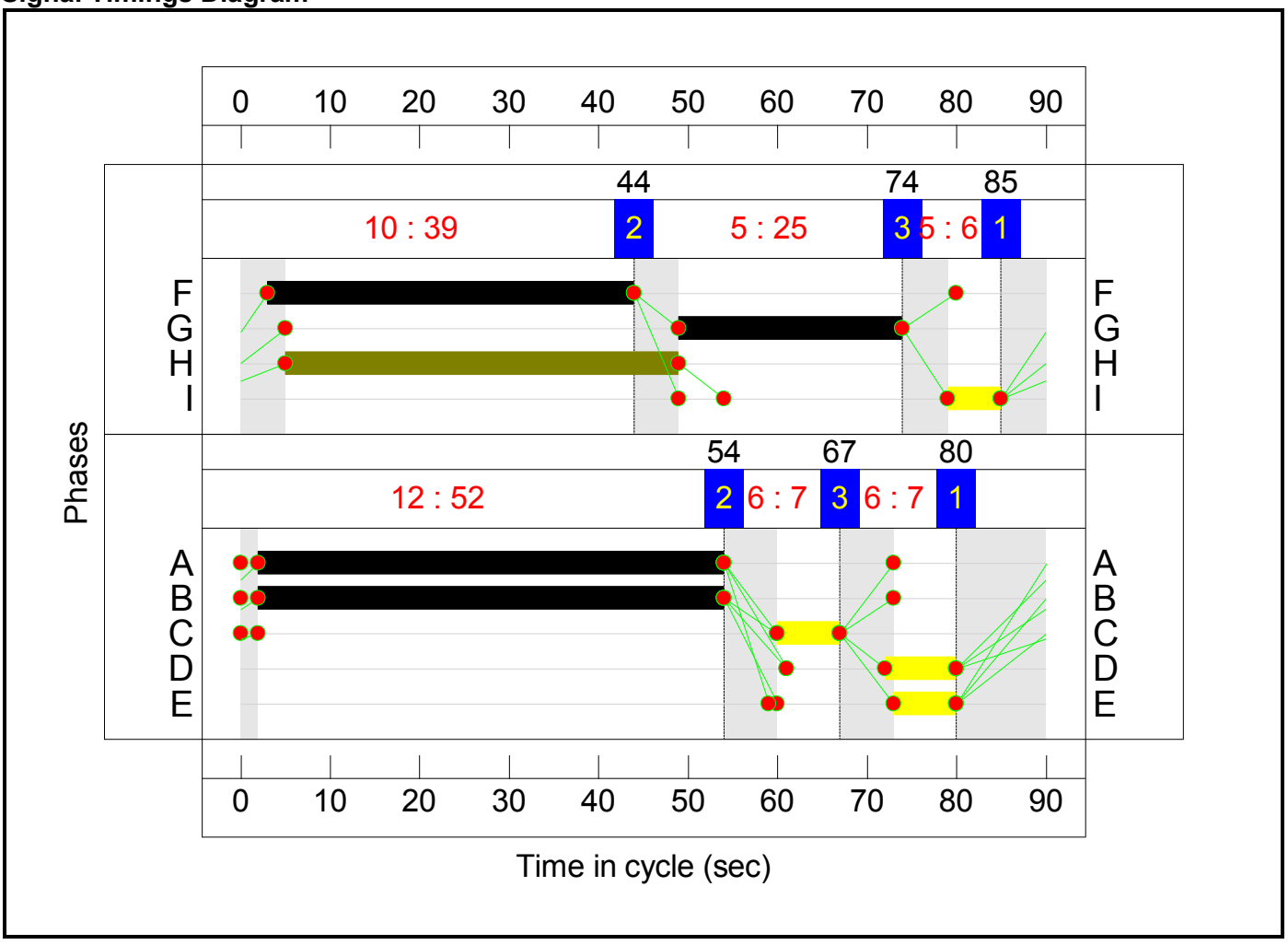
Stage Stream: 1

Stage	1	2	3
Duration	39	25	6
Change Point	85	44	74

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	80	54	67

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 (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.4%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**44.3%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	564	1900:1900	1853+47	29.7 : 29.7%	564
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	560	1900	1900	29.5%	560
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	74	Inf	398	18.6%	74
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	866	Inf	7285	11.9%	866
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	828	1900	1900	43.6%	828
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%	21
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	30	Inf	342	8.8%	30
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%	93
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	841	1900	1900	44.3%	841
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.2%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	579	1763	1376	42.1%	579
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	865	1763	1567	55.2%	865

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	13	1940	34	37.7%	13
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%	19
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.4%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	65	1877	167	39.0%	65
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%	58
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	572	1666	981	58.3%	572
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	872	1980:1795	1127+46	74.4 : 74.4%	872
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	44	872	1655	1287	67.7%	872
5/2	Central Road Right	U	5:1	N/A	C5:G		1	25	-	325	1655	478	68.0%	325
6/1	Ahead	U	5:1	N/A	C5:F		1	41	-	586	1965	917	63.9%	586
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	41	-	474	1786	904	52.4%	474
1/2	Left	U	N/A	N/A	C4:B		1	41	-	309	1786	904	34.2%	309
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	43	-	591	1800:1800	748+209	61.8 : 61.8%	591
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	22	-	320	1813	502	63.7%	320
3/1		U	N/A	N/A	-		-	-	-	364	1900	1900	19.2%	364
3/2		U	N/A	N/A	-		-	-	-	739	1900	1900	38.9%	739
4/1	Right	U	N/A	N/A	C4:D		1	26	-	35	1990	647	5.4%	35

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	25	-	297	1715	537	55.3%	297
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	25	-	312	1739	545	57.3%	312
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%	551
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	19	-	300	1900:1900	148+401	54.7 : 54.7%	300
8/1	Left	U	N/A	N/A	-		-	-	-	462	1800	1800	25.7%	462
8/2	Ahead	U	N/A	N/A	C4:J		1	46	-	164	1980	1121	14.6%	164
9/1	Ahead	O	N/A	N/A	-		-	-	-	89	Inf	613	14.5%	89
10/1		U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%	201
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	24	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	26	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	47	-	0	-	0	0.0%	0

Full Input Data And Results

Item	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)	Back of Uniform Q At End of Red(pcu)	
Network	**-**	**397**	**0**	**1**	**24.3**	**13.3**	**0.0**	**37.7**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**176**	**0**	**0**	**0.0**	**1.4**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	564	14	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2	-	
2/1	560	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
3/1	74	74	0	0	0.0	0.1	-	0.1	5.5	0.0	0.1	0.1	-	
4/1	866	58	0	0	0.0	0.1	-	0.1	0.3	0.8	0.1	0.9	-	
5/1	828	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	-	
6/1	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	30	30	0	0	0.0	0.0	-	0.0	5.8	0.0	0.0	0.0	-	
8/1	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	841	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**2.3**	**1.3**	**0.0**	**3.5**	**-**	**-**	**-**	**-**	**-**	
1/1	579	10	0	0	0.8	0.4	0.0	1.2	7.3	10.9	0.4	11.3	3.1	
2/1	865	-	-	-	0.7	0.6	-	1.3	5.3	12.3	0.6	12.9	5.8	
3/1	13	-	-	-	0.8	0.3	-	1.1	300.1	1.6	0.3	1.9	1.6	
4/1	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**34**	**0**	**0**	**9.9**	**5.4**	**0.0**	**15.3**	**-**	**-**	**-**	**-**	**-**	
1/1	65	-	-	-	0.7	0.3	-	1.0	56.3	1.5	0.3	1.8	1.4	
2/1	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	572	-	-	-	1.8	0.7	-	2.5	16.0	8.9	0.7	9.6	5.6	
4/1+4/2	872	34	0	0	2.1	1.4	0.0	3.6 (3.4+0.1)	14.8 (14.8:14.0)	10.6	1.4	12.0	6.3	
5/1	872	-	-	-	1.1	1.0	-	2.2	9.0	10.2	1.0	11.2	4.4	

Full Input Data And Results

5/2	325	-	-	-	2.6	1.0	-	3.6	39.9	7.1	1.0	8.2	5.6	
6/1	586	-	-	-	1.5	0.9	-	2.4	14.7	5.0	0.9	5.9	3.5	
J4: Regent St/Bradley Rd	**-**	**177**	**0**	**1**	**12.2**	**5.2**	**0.0**	**17.4**	**-**	**-**	**-**	**-**	**-**	
1/1	474	-	-	-	0.4	0.6	-	1.0	7.6	7.1	0.6	7.6	1.5	
1/2	309	-	-	-	0.2	0.3	-	0.5	5.5	2.7	0.3	3.0	0.9	
2/1+2/2	591	-	-	-	2.2	0.8	-	3.0 (2.4+0.6)	18.5 (18.8:17.4)	8.6	0.8	9.4	5.7	
2/3	320	-	-	-	2.3	0.9	-	3.2	36.1	6.4	0.9	7.3	5.2	
3/1	364	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-	
3/2	739	-	-	-	0.2	0.3	-	0.5	2.6	9.8	0.3	10.1	-	
4/1	35	-	-	-	0.2	0.0	-	0.2	22.2	0.6	0.0	0.6	0.5	
5/1	297	-	-	-	2.0	0.6	-	2.6	31.1	5.6	0.6	6.2	4.5	
5/2	312	-	-	-	2.1	0.7	-	2.7	31.5	6.0	0.7	6.6	4.8	
6/1	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1+7/2	300	88	0	1	2.2	0.6	0.0	2.8 (0.7+2.1)	34.1 (32.2:34.8)	4.3	0.6	4.9	3.7	
8/1	462	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
8/2	164	-	-	-	0.3	0.1	-	0.4	8.5	1.0	0.1	1.1	1.0	
9/1	89	89	0	0	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1	-	
10/1	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-	

C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	63.1	Total Delay for Signalled Lanes (pcuHr):	3.53
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	41.3	Total Delay for Signalled Lanes (pcuHr):	16.46
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	32.4	Total Delay for Signalled Lanes (pcuHr):	8.19
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	21.0	Total Delay for Signalled Lanes (pcuHr):	7.13
	PRC Over All Lanes (%):	21.0	Total Delay Over All Lanes(pcuHr):	37.66

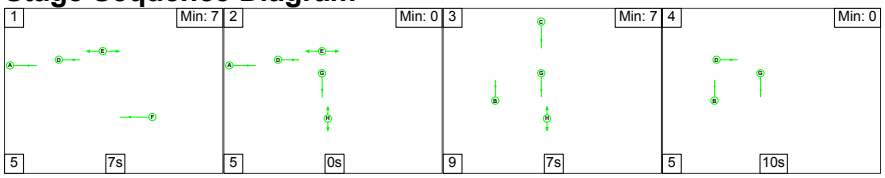
Cycle Time (s):	52
Cycle Time (s):	450
Cycle Time (s):	450
Cycle Time (s):	450
Cycle Time (s):	83
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

Scenario 9: '2030 Base Scen 1b Sat Peak' (FG9: '2030 Base Scen 1b Saturday Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

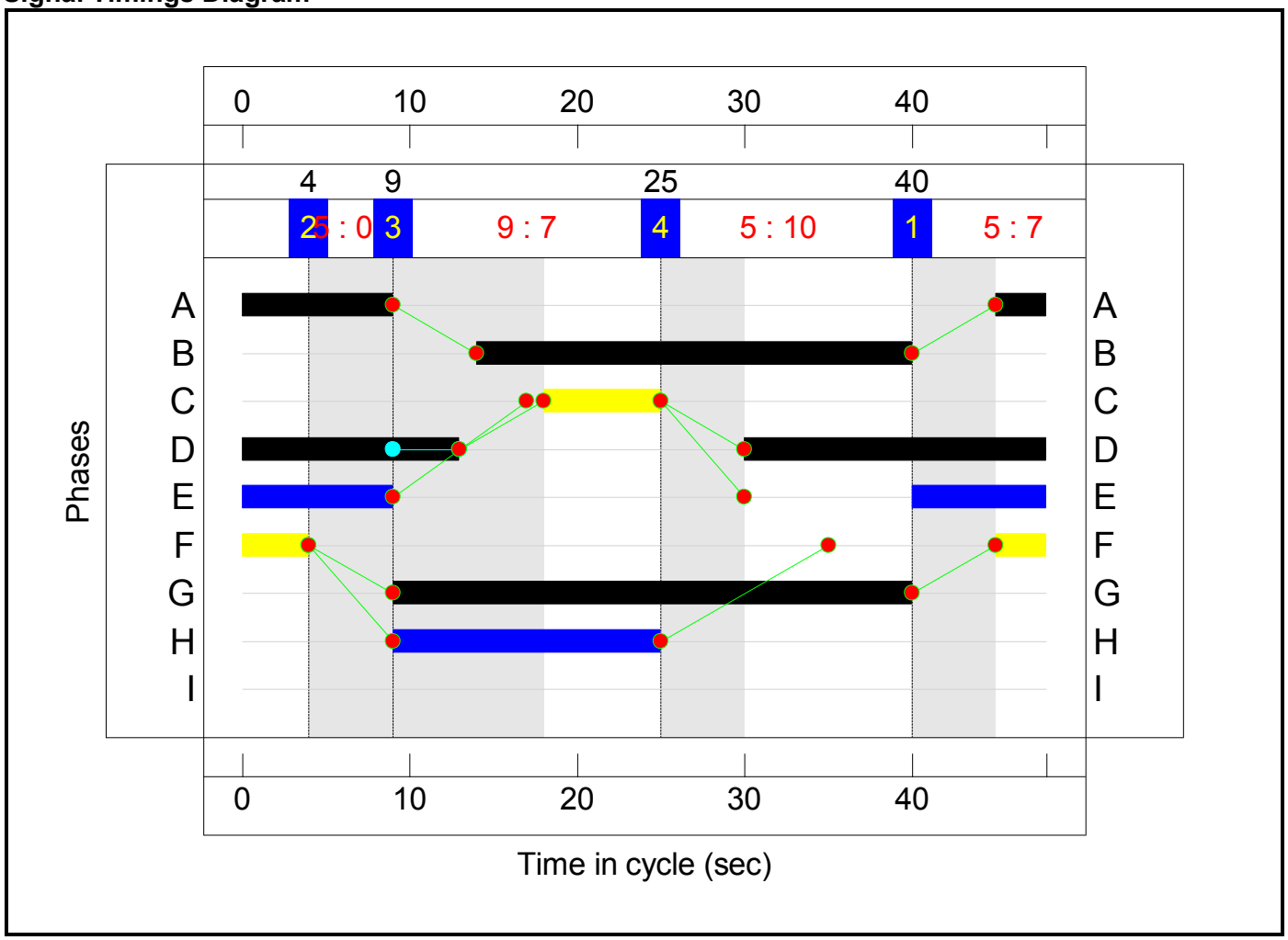
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	7	0	7	10
Change Point	40	4	9	25

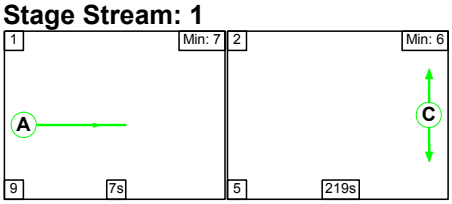
Signal Timings Diagram



C2 - Mold Road Staggered Ped

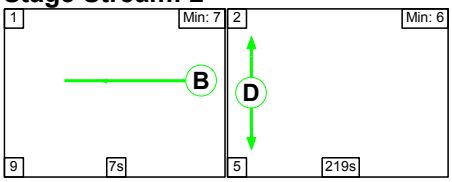
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

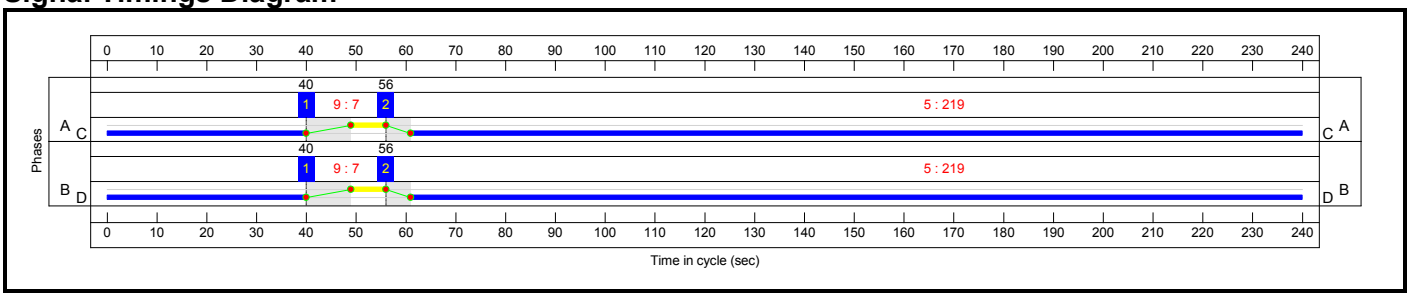
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

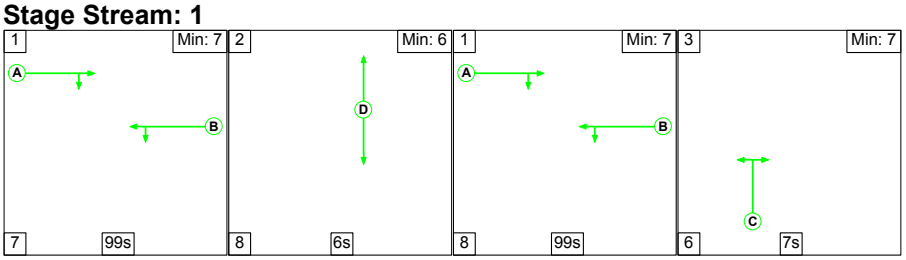
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



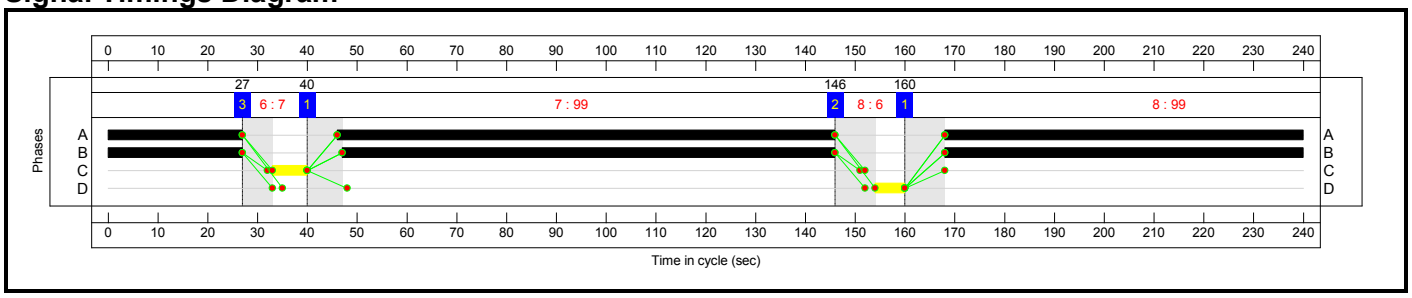
Stage Timings

Stage Stream: 1

Stage	1	2	1	3
Duration	99	6	99	7
Change Point	40	146	160	27

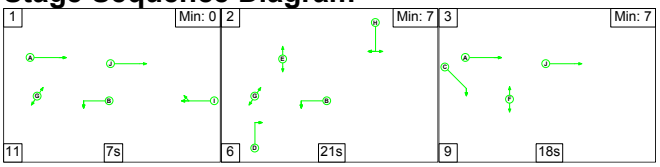
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

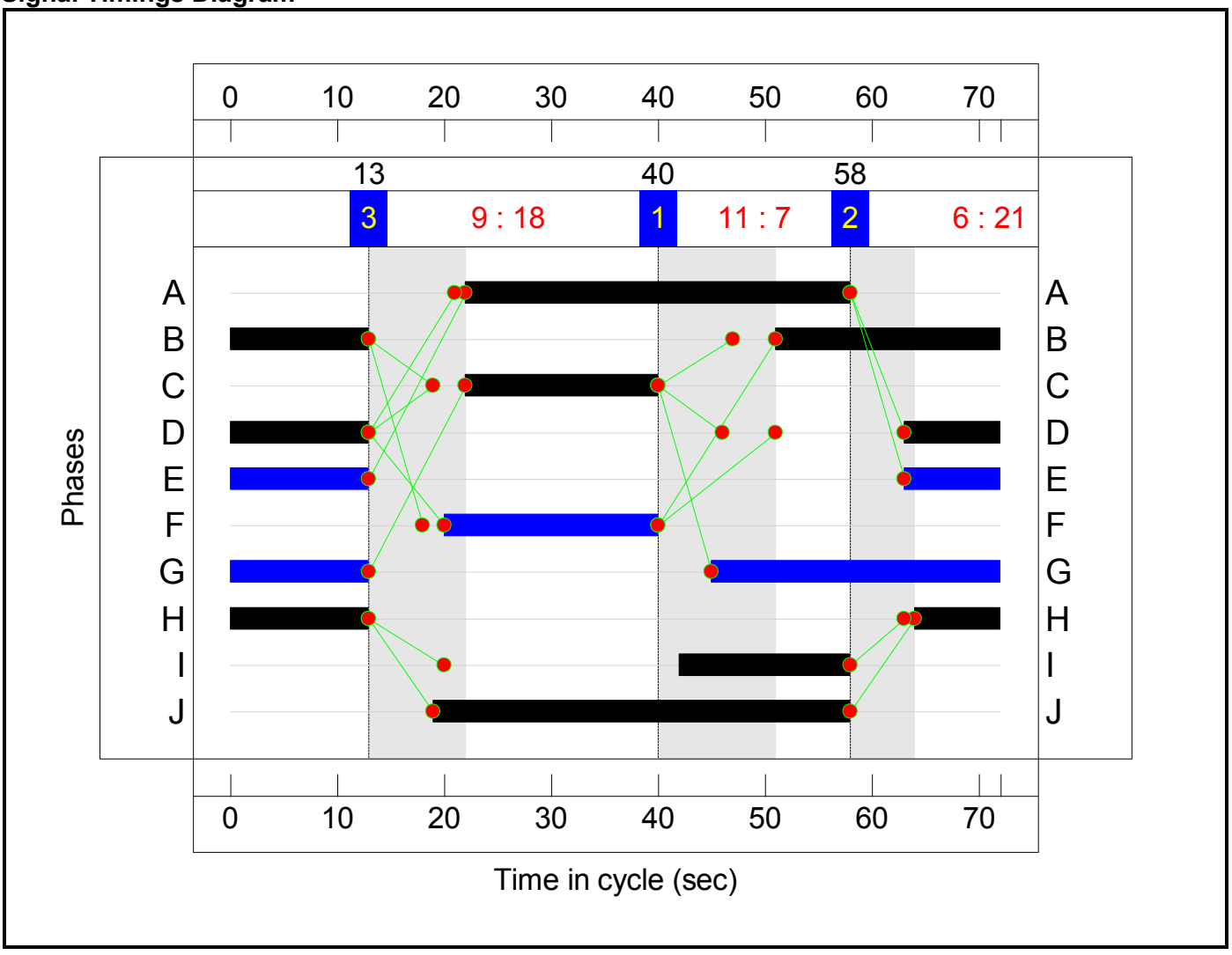
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	7	21	18
Change Point	40	58	13

Signal Timings Diagram

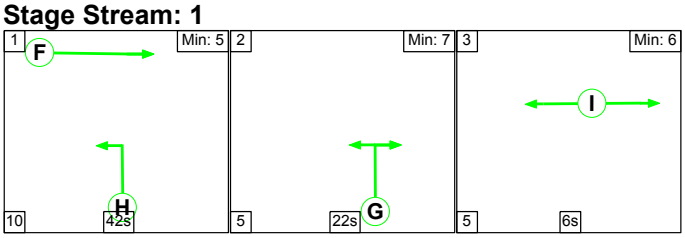


Full Input Data And Results

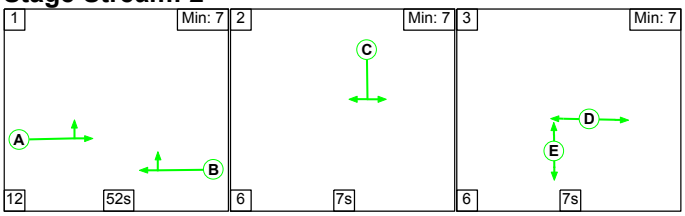
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	42	22	6
Change Point	40	2	29

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	35	9	22

Full Input Data And Results

Signal Timings Diagram

