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	-	387	1786	868	44.6%	387
1/2	Left	U	N/A	N/A	C4:B		1	34	-	243	1786	868	28.0%	243
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	-		-	-	-	291	1900	1900	15.3%	291
3/2		U	N/A	N/A	-		-	-	-	621	1900	1900	32.7%	621
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	-	258	1715	524	49.2%	258
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	21	-	267	1739	531	50.2%	267
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	148+404	41.8 : 41.8%	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**	**26.6**	**-**	**-**	**-**	**-**	**-**	
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	387	-	-	-	0.3	0.4	-	0.7	6.8	4.0	0.4	4.4	1.2	
1/2	243	-	-	-	0.2	0.2	-	0.4	5.5	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	291	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	-	
3/2	621	-	-	-	0.1	0.2	-	0.3	2.0	6.6	0.2	6.9	-	
4/1	35	-	-	-	0.2	0.0	-	0.2	20.0	0.5	0.0	0.5	0.5	
5/1	258	-	-	-	1.5	0.5	-	1.9	27.2	4.2	0.5	4.6	3.4	
5/2	267	-	-	-	1.5	0.5	-	2.0	27.3	4.4	0.5	4.9	3.6	
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	-	-	-	-	-	-	-	-	-	-	-	-	

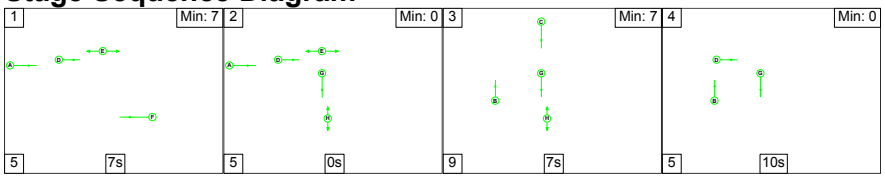
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 10: '2030 Dev Scen 1b AM Peak Hour' (FG10: '2030 Dev Scen 1b AM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

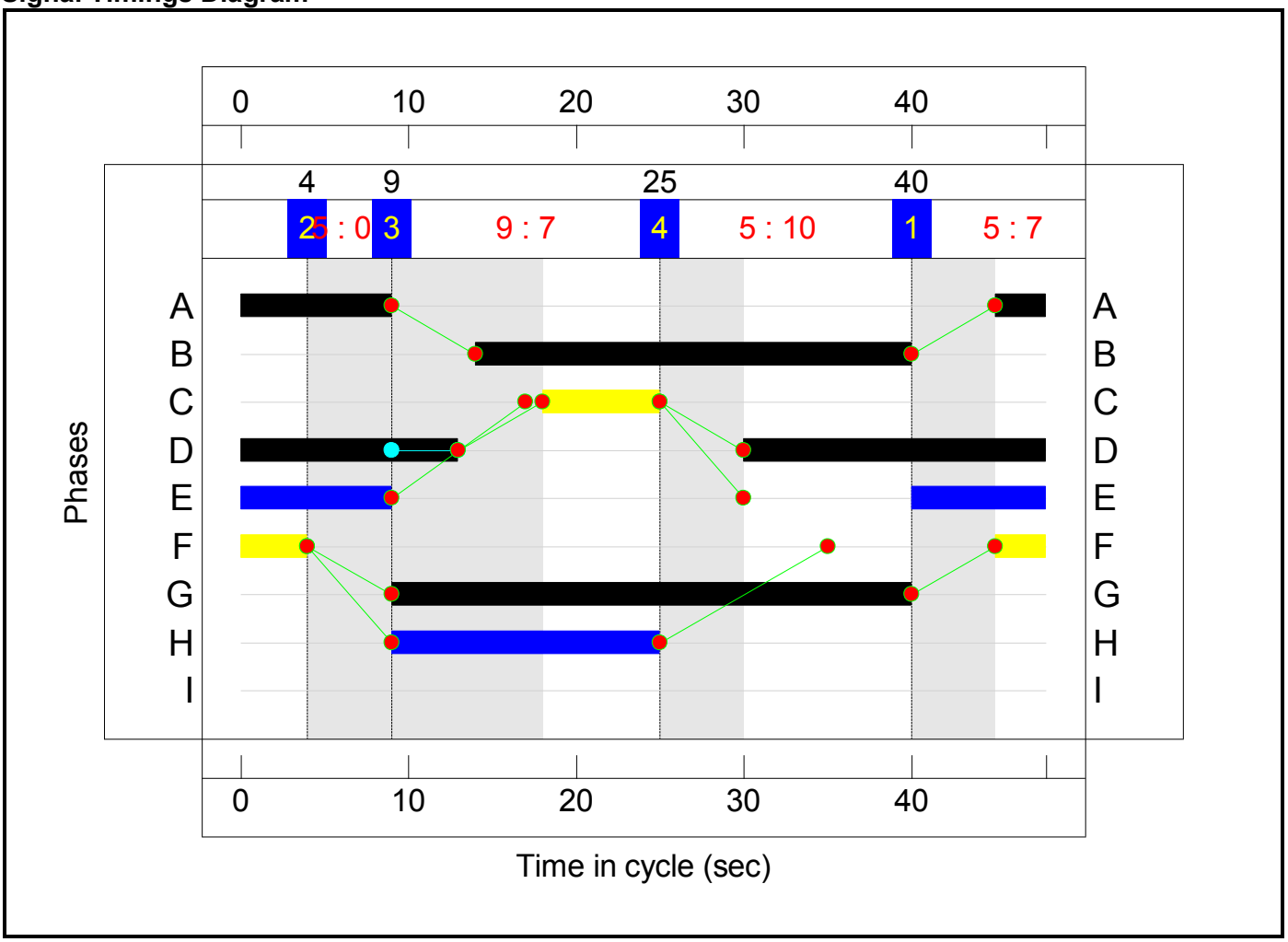
Stage Sequence Diagram



Stage Timings

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

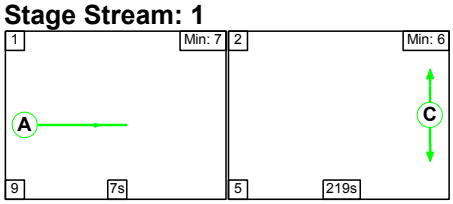
Signal Timings Diagram



C2 - Mold Road Staggered Ped

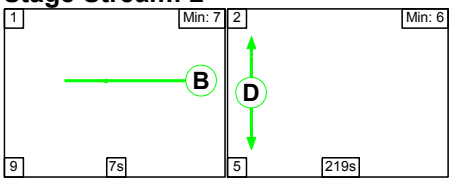
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

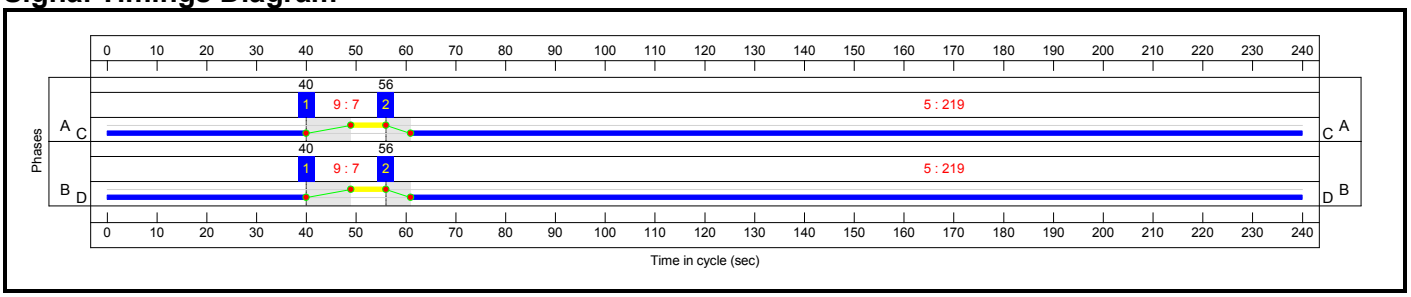
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

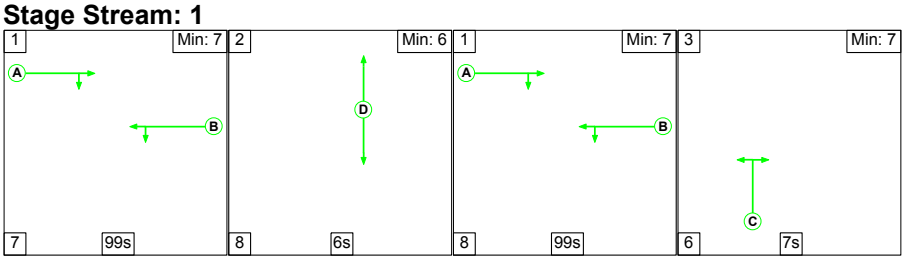
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



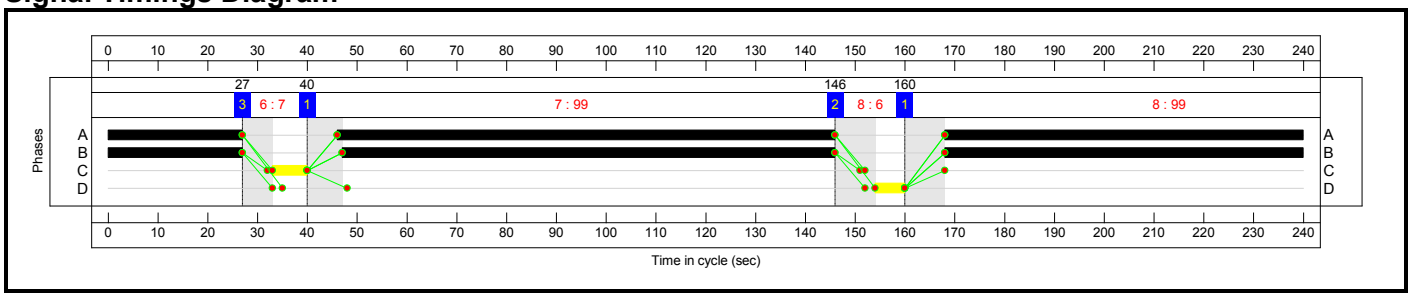
Stage Timings

Stage Stream: 1

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

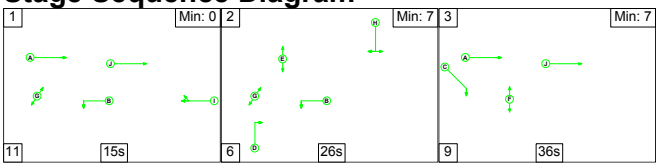
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

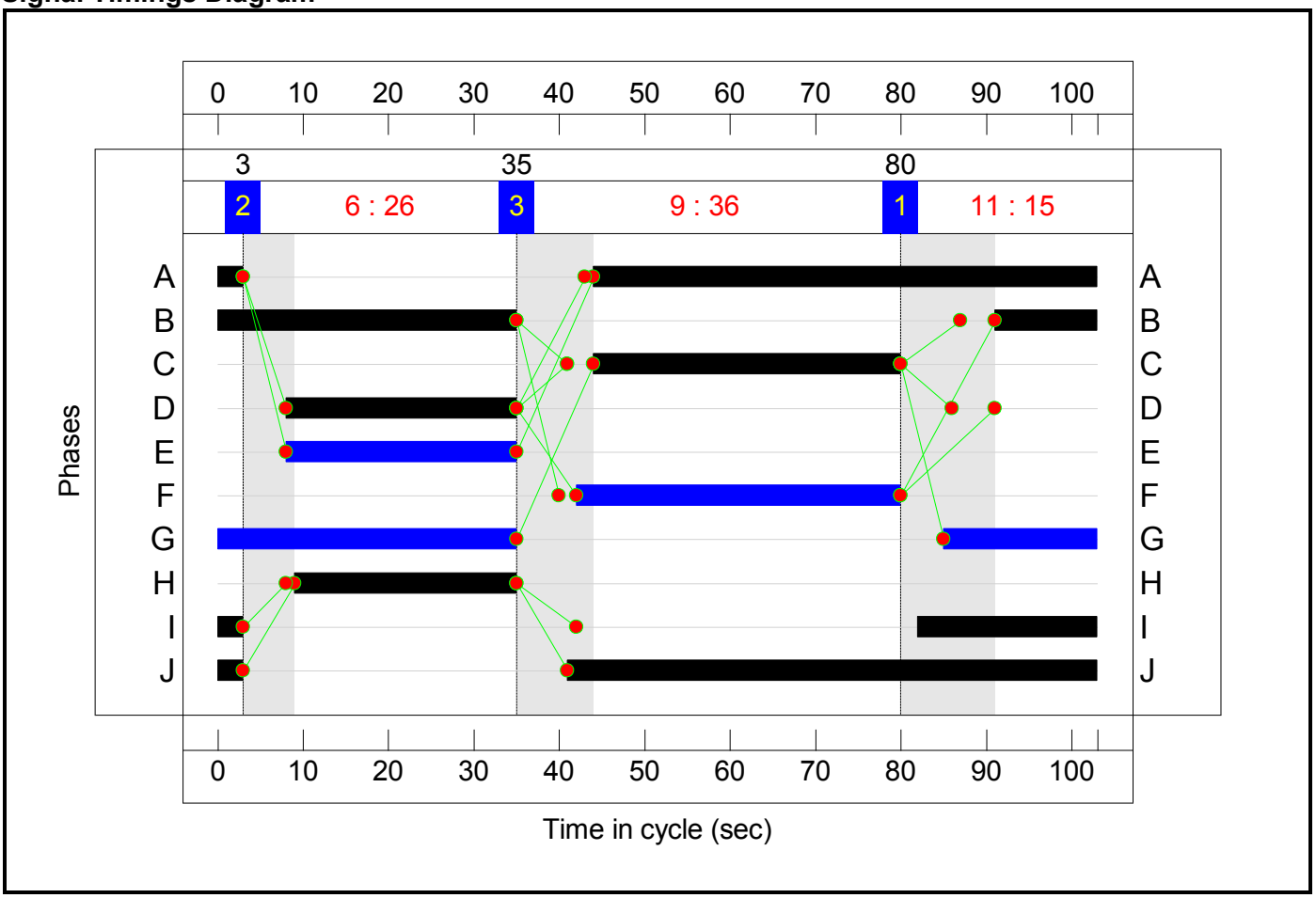
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	15	26	36
Change Point	80	3	35

Signal Timings Diagram

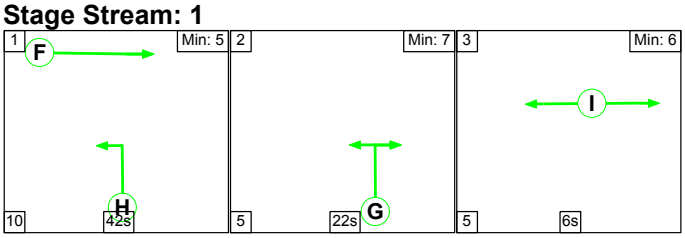


Full Input Data And Results

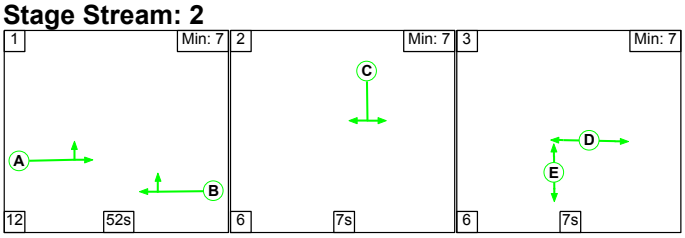
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

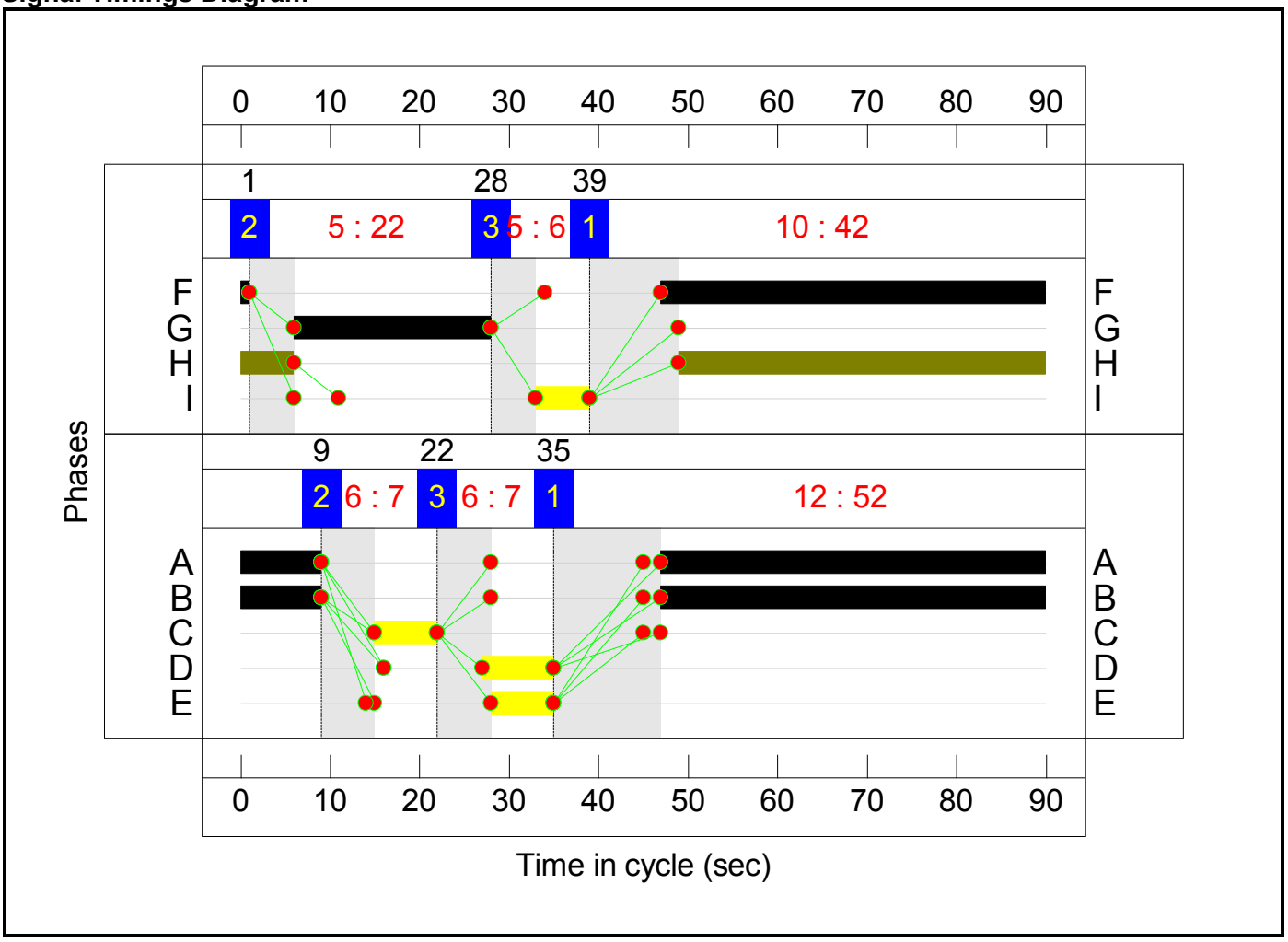
Stage	1	2	3
Duration	42	22	6
Change Point	39	1	28

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**	-	-		-	-	-	-	-	-	**77.0%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**37.2%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	707	1900:1900	1854+46	37.2 : 37.2%	707
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	701	1900	1900	36.9%	701
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	83	Inf	452	18.4%	83
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	538	Inf	2988	18.0%	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	398	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	-		-	-	-	456	1900	1900	24.0%	456
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.5%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	762	1763	1081	70.5%	762
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.0%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	50	1877	167	30.0%	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	52	-	757	1669	983	77.0%	757
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	545	1980:1795	1067+113	46.2 : 46.2%	545
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	545	1655	1287	42.3%	545
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	-	742	1965	982	75.5%	742
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	47	-	391	1786	832	47.0%	391
1/2	Left	U	N/A	N/A	C4:B		1	47	-	237	1786	832	28.5%	237
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	62	-	719	1800:1800	830+199	69.9 : 69.9%	719
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	36	-	329	1813	651	50.5%	329
3/1		U	N/A	N/A	-		-	-	-	363	1900	1900	19.1%	363
3/2		U	N/A	N/A	-		-	-	-	594	1900	1900	31.3%	594
4/1	Right	U	N/A	N/A	C4:D		1	27	-	38	1990	541	7.0%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	26	-	264	1715	450	58.7%	264
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	26	-	277	1739	456	60.8%	277
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	-	204	1900:1900	117+403	39.2 : 39.2%	204
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	65	-	175	1980	1269	13.8%	175
9/1	Ahead	O	N/A	N/A	-		-	-	-	77	Inf	587	13.1%	77
10/1		U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%	215
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	38	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	27	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	53	-	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	**-**	**420**	**0**	**1**	**27.2**	**13.3**	**0.1**	**40.6**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**206**	**0**	**0**	**0.0**	**1.2**	**0.0**	**1.2**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	707	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	701	-	-	-	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	4.9	0.0	0.1	0.1	-	
4/1	538	82	0	0	0.0	0.1	-	0.1	0.8	1.3	0.1	1.4	-	
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	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	456	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**9**	**0**	**0**	**4.3**	**1.8**	**0.0**	**6.1**	**-**	**-**	**-**	**-**	**-**	
1/1	762	9	0	0	3.2	1.2	0.0	4.4	20.7	17.8	1.2	19.0	7.8	
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**	**9.3**	**5.5**	**0.0**	**14.7**	**-**	**-**	**-**	**-**	**-**	
1/1	50	-	-	-	0.5	0.2	-	0.7	53.8	1.2	0.2	1.4	1.1	
2/1	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	757	-	-	-	2.9	1.7	-	4.6	21.8	14.1	1.7	15.7	7.4	
4/1+4/2	545	52	0	0	1.2	0.4	0.0	1.6 (1.5+0.2)	10.6 (10.6:10.5)	3.5	0.4	3.9	3.5	
5/1	545	-	-	-	0.5	0.4	-	0.9	5.7	4.4	0.4	4.8	2.7	

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	742	-	-	-	1.5	1.5	-	3.1	14.8	4.0	1.5	5.5	3.6	
J4: Regent St/Bradley Rd	**-**	**153**	**0**	**1**	**13.6**	**4.9**	**0.0**	**18.5**	**-**	**-**	**-**	**-**	**-**	
1/1	391	-	-	-	0.4	0.4	-	0.8	7.8	7.6	0.4	8.1	1.3	
1/2	237	-	-	-	0.2	0.2	-	0.4	5.6	2.0	0.2	2.2	0.7	
2/1+2/2	719	-	-	-	3.1	1.2	-	4.2 (3.5+0.7)	21.1 (21.7:18.8)	14.0	1.2	15.1	8.2	
2/3	329	-	-	-	2.4	0.5	-	2.9	31.4	7.3	0.5	7.8	5.8	
3/1	363	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-	
3/2	594	-	-	-	0.2	0.2	-	0.4	2.7	11.3	0.2	11.6	-	
4/1	38	-	-	-	0.3	0.0	-	0.3	31.5	0.8	0.0	0.8	0.8	
5/1	264	-	-	-	2.4	0.7	-	3.1	42.8	6.5	0.7	7.2	5.4	
5/2	277	-	-	-	2.6	0.8	-	3.3	43.3	6.9	0.8	7.7	5.7	
6/1	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1+7/2	204	76	0	1	1.8	0.3	0.0	2.2 (0.5+1.7)	38.2 (35.9:38.9)	3.7	0.3	4.1	3.3	
8/1	582	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2	-	
8/2	175	-	-	-	0.3	0.1	-	0.4	8.1	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	215	-	-	-	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 (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	6.10
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	28.8	Total Delay for Signalled Lanes (pcuHr):	17.67
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	7.81
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	16.9	Total Delay for Signalled Lanes (pcuHr):	6.93
	PRC Over All Lanes (%):	16.9	Total Delay Over All Lanes(pcuHr):	40.55

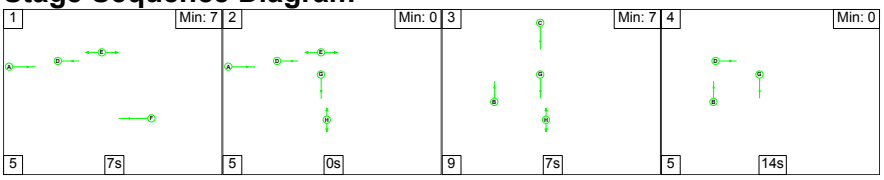
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	103
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

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

C1 - Mold Road Gateway

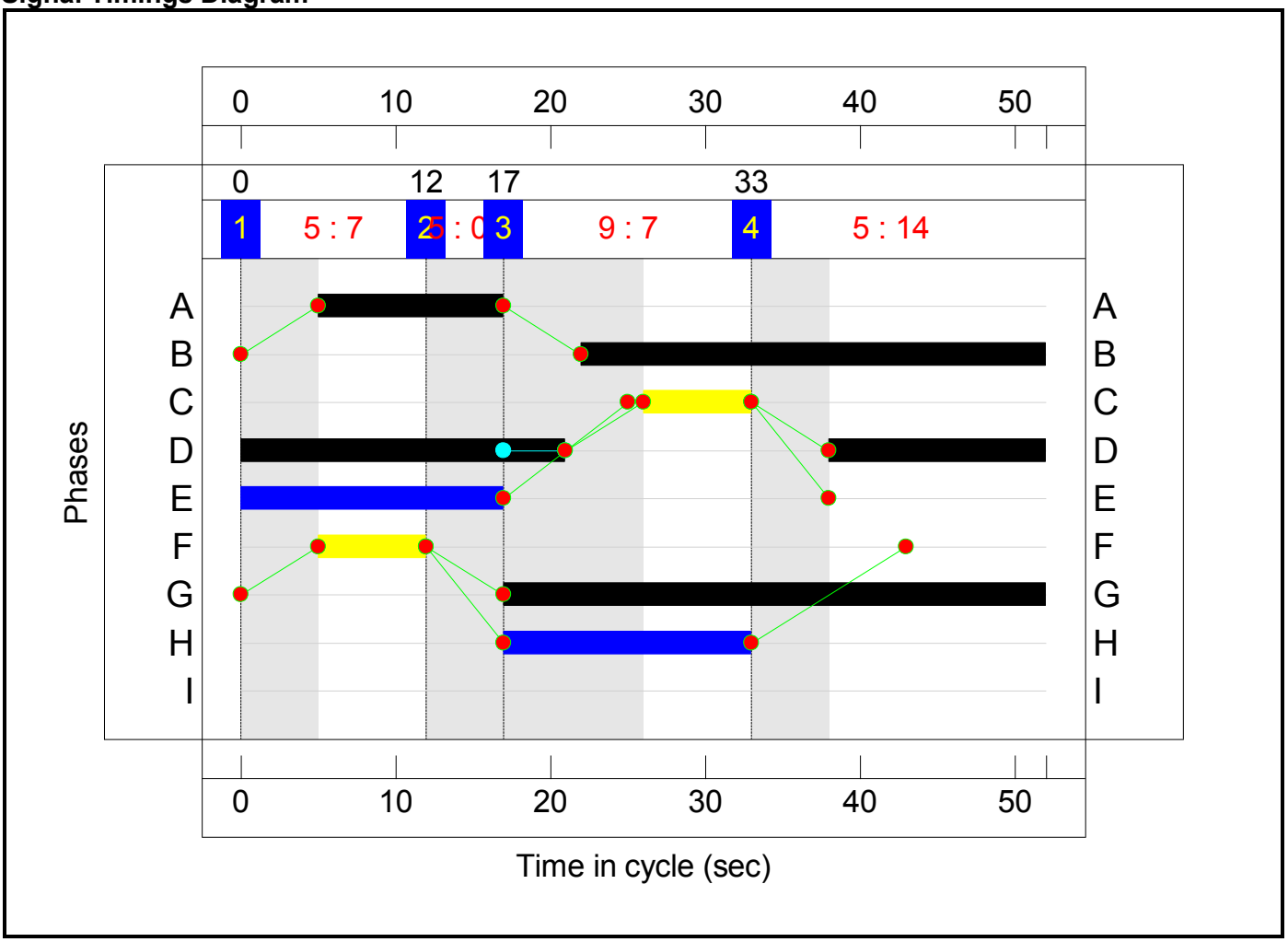
Stage Sequence Diagram



Stage Timings

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

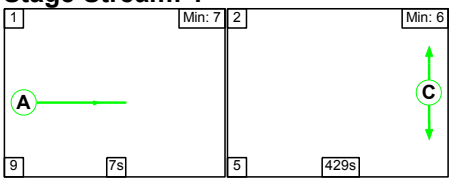
Signal Timings Diagram



C2 - Mold Road Staggered Ped

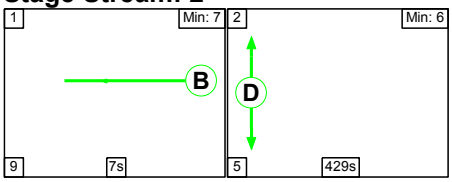
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

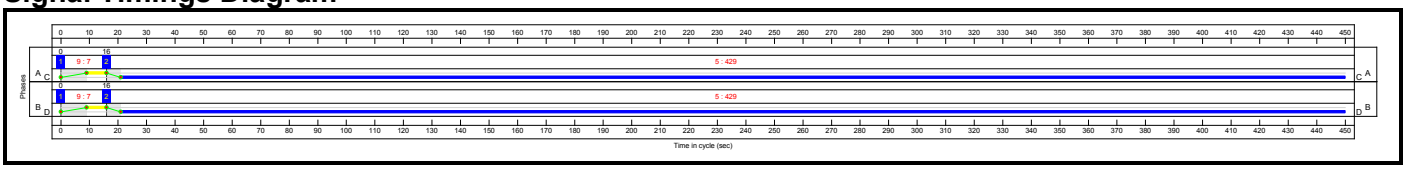
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

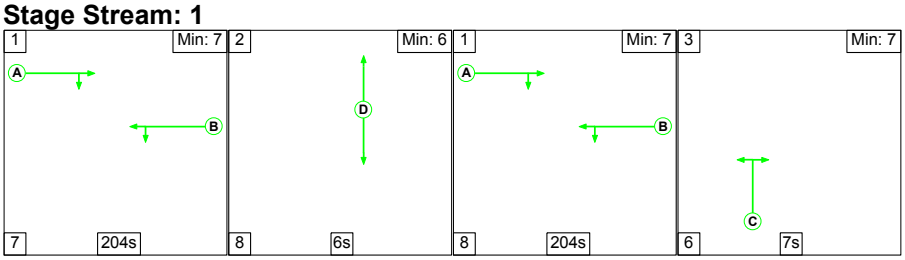
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

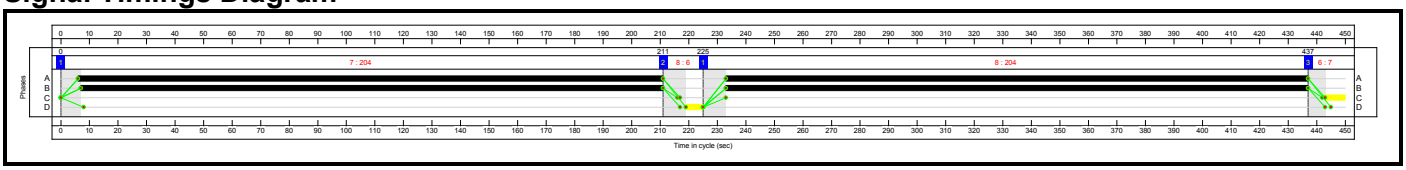


Stage Timings

Stage Stream: 1

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

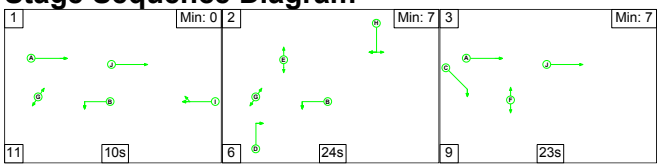
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

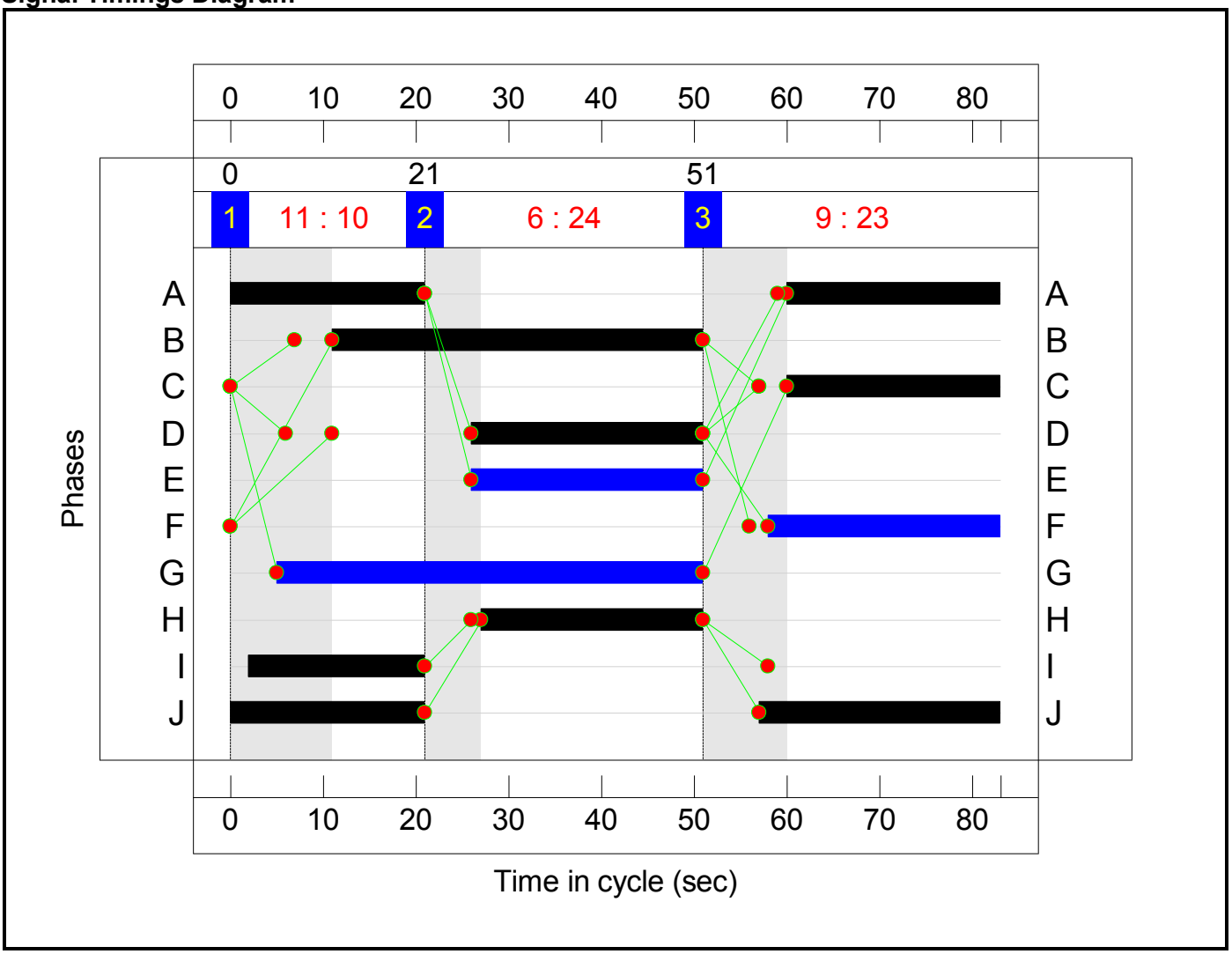
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	10	24	23
Change Point	0	21	51

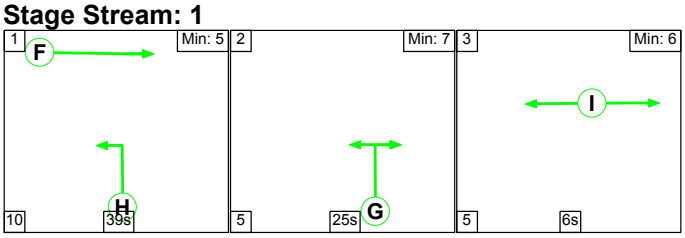
Signal Timings Diagram



C5 - Station Approach - Central Road

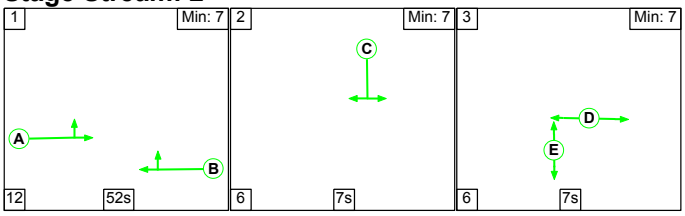
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

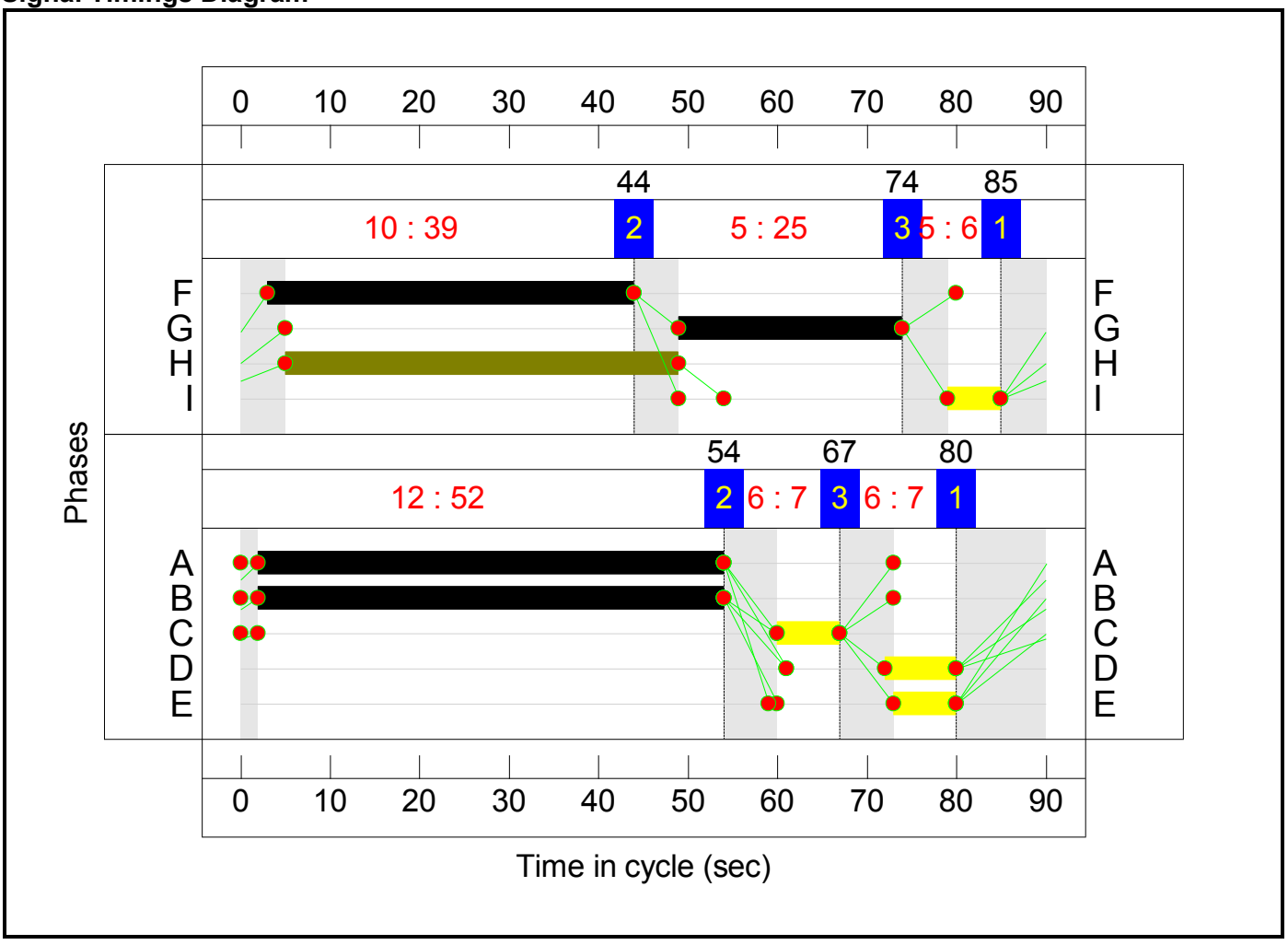
Stage Stream: 1

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**	-	-		-	-	-	-	-	-	**74.7%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**45.1%**	-
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	396	18.7%	74
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	881	Inf	7397	11.9%	881
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	843	1900	1900	44.4%	843
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	338	8.9%	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	-		-	-	-	856	1900	1900	45.1%	856
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.2%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	583	1763	1366	42.7%	583
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	880	1763	1567	56.2%	880

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.7%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	93	1877	167	55.7%	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	52	-	576	1668	982	58.6%	576
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	876	1980:1795	1122+51	74.7 : 74.7%	876
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	44	876	1655	1287	68.1%	876
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	-	599	1965	917	65.3%	599
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.8%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	40	-	476	1786	882	54.0%	476
1/2	Left	U	N/A	N/A	C4:B		1	40	-	311	1786	882	35.3%	311
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	44	-	595	1800:1800	760+219	60.8 : 60.8%	595
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	23	-	329	1813	524	62.8%	329
3/1		U	N/A	N/A	-		-	-	-	373	1900	1900	19.6%	373
3/2		U	N/A	N/A	-		-	-	-	743	1900	1900	39.1%	743
4/1	Right	U	N/A	N/A	C4:D		1	25	-	35	1990	623	5.6%	35

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	24	-	299	1715	517	57.9%	299
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	24	-	313	1739	524	59.8%	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	19	-	301	1900:1900	148+401	54.9 : 54.9%	301
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	47	-	168	1980	1145	14.7%	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	25	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	25	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	46	-	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	**-**	**401**	**0**	**1**	**25.0**	**13.9**	**0.0**	**38.9**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**176**	**0**	**0**	**0.0**	**1.5**	**0.0**	**1.5**	**-**	**-**	**-**	**-**	**-**	
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	5.6	0.0	0.1	0.1	-	
4/1	881	58	0	0	0.0	0.1	-	0.1	0.3	0.8	0.1	0.9	-	
5/1	843	-	-	-	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	856	-	-	-	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**	**3.6**	**-**	**-**	**-**	**-**	**-**	
1/1	583	10	0	0	0.9	0.4	0.0	1.2	7.6	11.3	0.4	11.7	3.1	
2/1	880	-	-	-	0.7	0.6	-	1.3	5.4	12.5	0.6	13.1	5.9	
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	**-**	**38**	**0**	**0**	**10.4**	**5.8**	**0.0**	**16.2**	**-**	**-**	**-**	**-**	**-**	
1/1	93	-	-	-	1.0	0.6	-	1.6	63.3	2.2	0.6	2.8	2.1	
2/1	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	576	-	-	-	1.9	0.7	-	2.6	16.0	9.0	0.7	9.7	5.6	
4/1+4/2	876	38	0	0	2.1	1.5	0.0	3.6 (3.5+0.1)	14.9 (14.9:14.2)	10.6	1.5	12.0	6.3	
5/1	876	-	-	-	1.1	1.1	-	2.2	9.1	10.2	1.1	11.3	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	599	-	-	-	1.6	0.9	-	2.6	15.5	6.6	0.9	7.5	3.8
J4: Regent St/Bradley Rd	**-**	**177**	**0**	**1**	**12.3**	**5.3**	**0.0**	**17.6**	**-**	**-**	**-**	**-**	**-**
1/1	476	-	-	-	0.5	0.6	-	1.0	7.9	7.2	0.6	7.8	1.5
1/2	311	-	-	-	0.2	0.3	-	0.5	5.6	2.7	0.3	3.0	0.9
2/1+2/2	595	-	-	-	2.1	0.8	-	2.9 (2.3+0.6)	17.6 (17.9:16.5)	8.5	0.8	9.3	5.5
2/3	329	-	-	-	2.3	0.8	-	3.2	34.8	6.6	0.8	7.4	5.2
3/1	373	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	743	-	-	-	0.2	0.3	-	0.6	2.7	10.1	0.3	10.4	-
4/1	35	-	-	-	0.2	0.0	-	0.2	23.0	0.6	0.0	0.6	0.5
5/1	299	-	-	-	2.0	0.7	-	2.7	32.8	5.8	0.7	6.5	4.7
5/2	313	-	-	-	2.1	0.7	-	2.9	33.2	6.1	0.7	6.8	4.9
6/1	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	301	88	0	1	2.2	0.6	0.0	2.9 (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	168	-	-	-	0.3	0.1	-	0.4	8.1	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	-	-	-	-	-	-	-	-	-	-	-	-

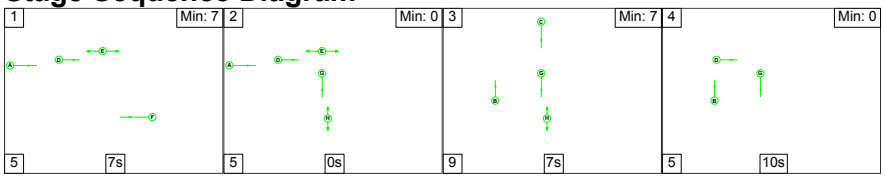
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	60.3	Total Delay for Signalled Lanes (pcuHr):	3.64	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	43.4	Total Delay for Signalled Lanes (pcuHr):	16.69	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	32.2	Total Delay for Signalled Lanes (pcuHr):	8.39	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	20.5	Total Delay for Signalled Lanes (pcuHr):	7.81	Cycle Time (s): 90
	PRC Over All Lanes (%):	20.5	Total Delay Over All Lanes(pcuHr):	38.93	

Full Input Data And Results

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

C1 - Mold Road Gateway

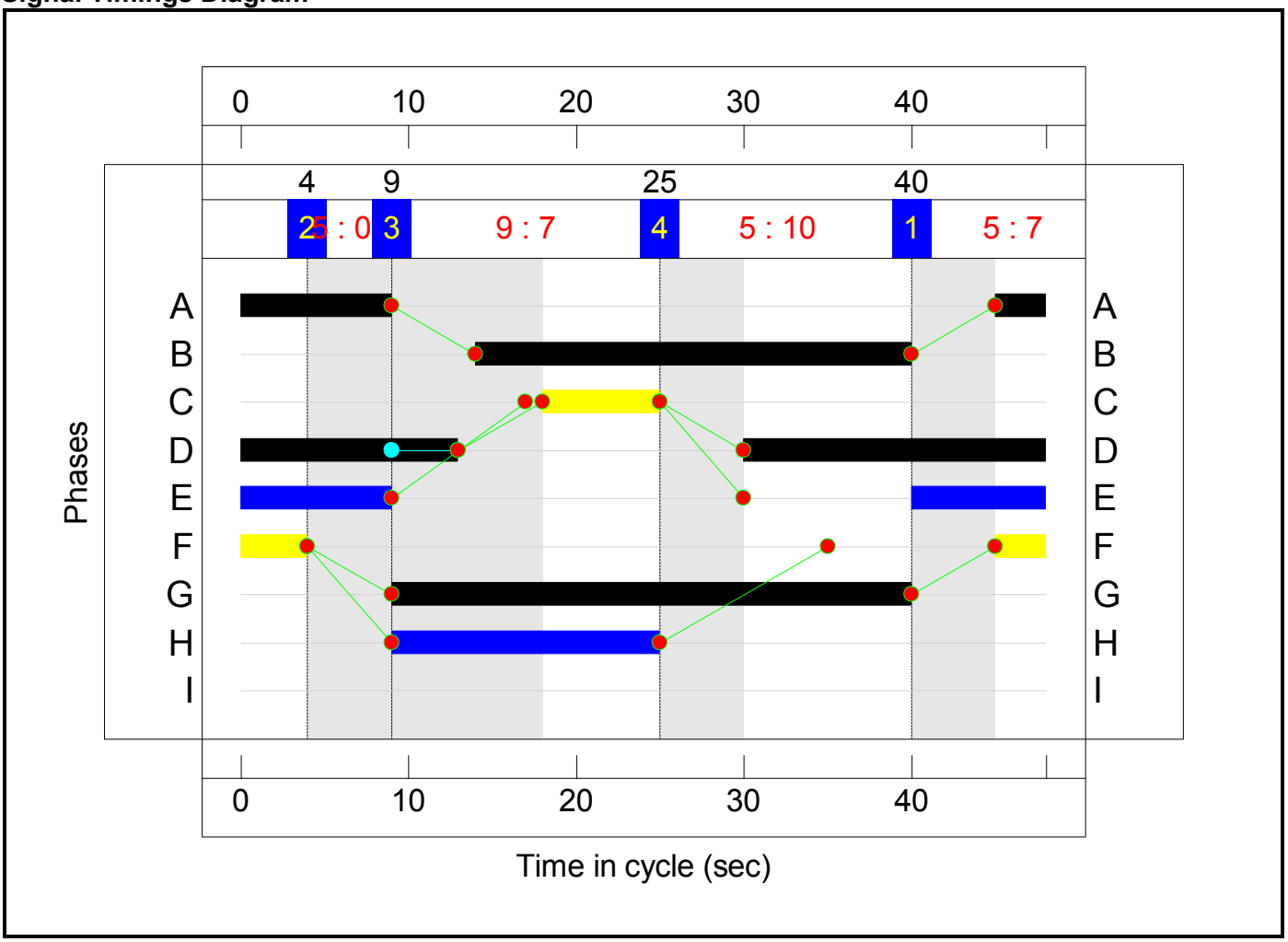
Stage Sequence Diagram



Stage Timings

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

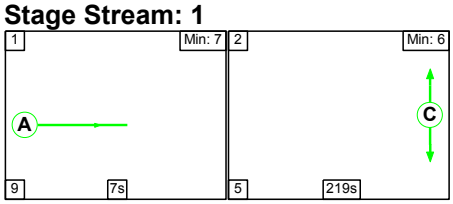
Signal Timings Diagram



C2 - Mold Road Staggered Ped

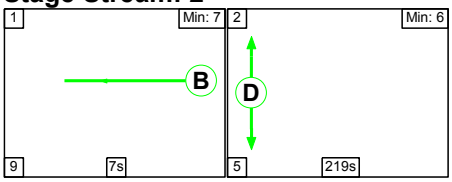
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

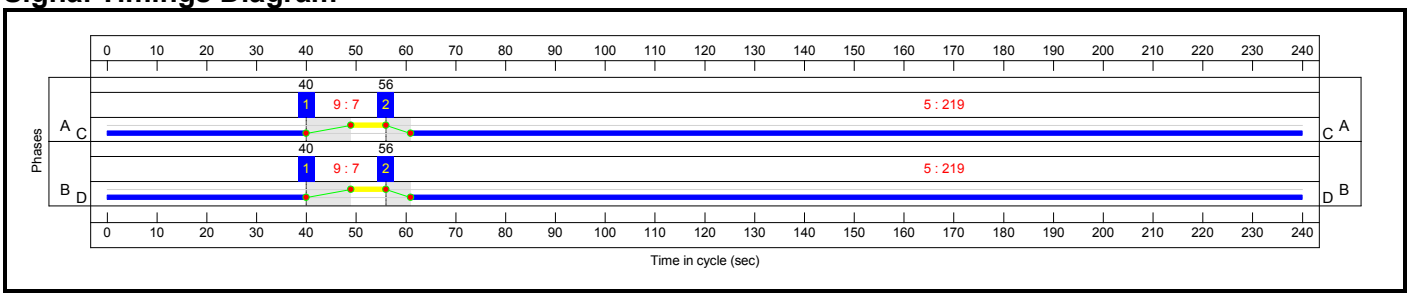
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

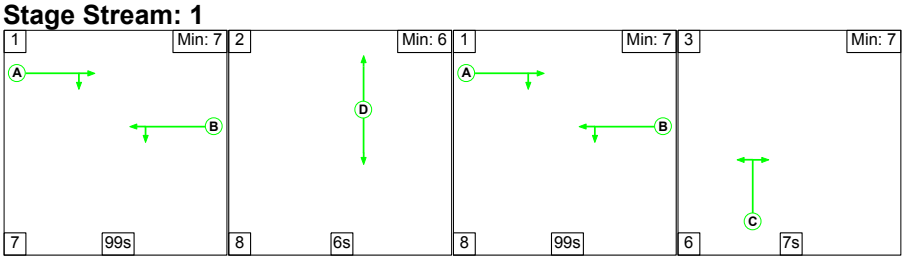
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



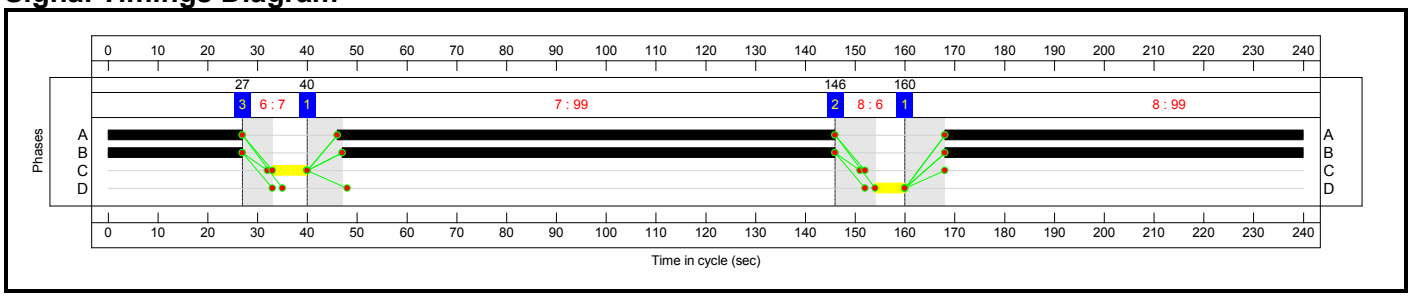
Stage Timings

Stage Stream: 1

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

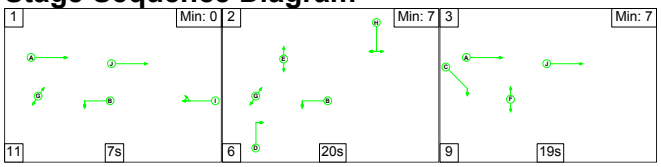
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

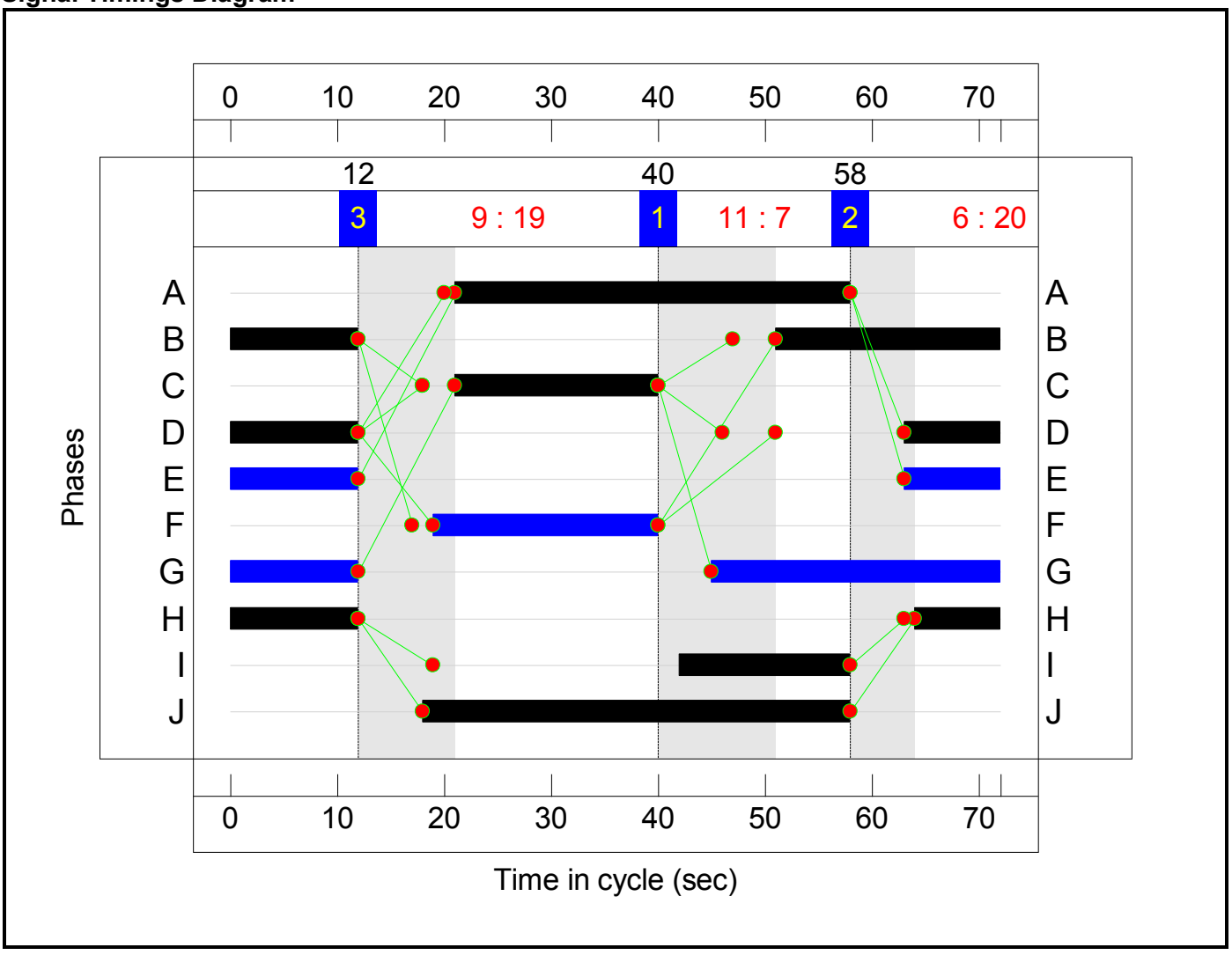
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	7	20	19
Change Point	40	58	12

Signal Timings Diagram

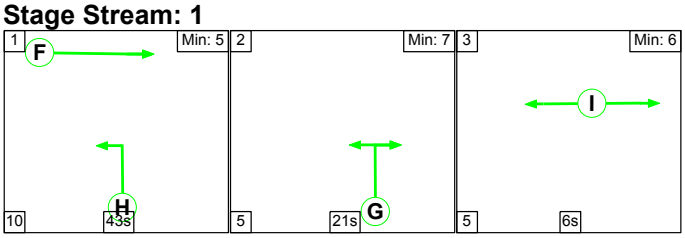


Full Input Data And Results

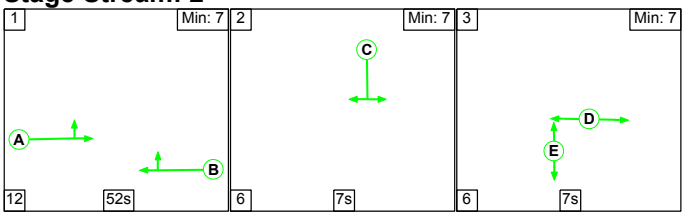
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

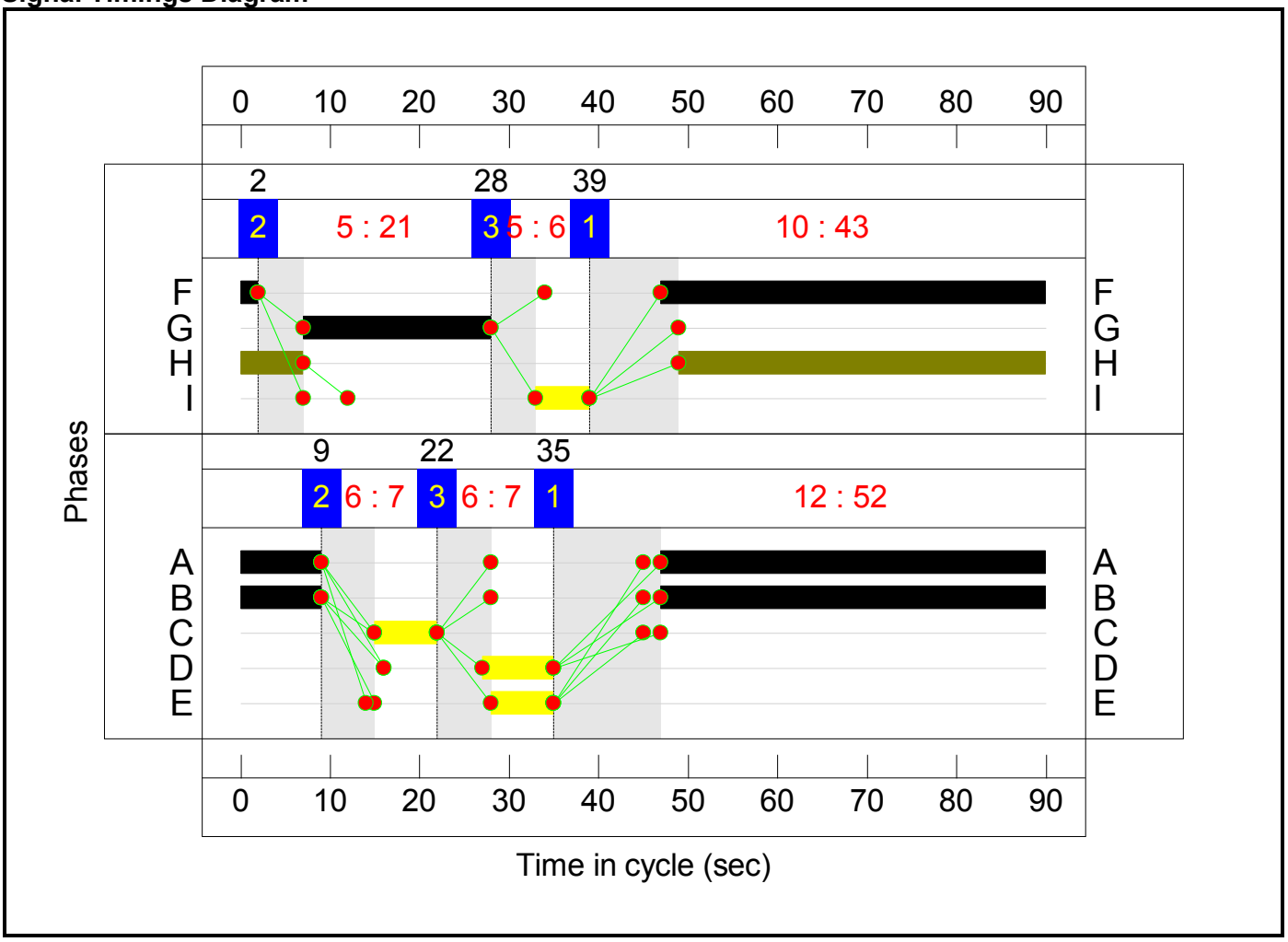
Stage	1	2	3
Duration	43	21	6
Change Point	39	2	28

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.4%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	33	-	387	1786	843	45.9%	387
1/2	Left	U	N/A	N/A	C4:B		1	33	-	243	1786	843	28.8%	243
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	19	-	284	1813	504	56.4%	284
3/1		U	N/A	N/A	-		-	-	-	293	1900	1900	15.4%	293
3/2		U	N/A	N/A	-		-	-	-	621	1900	1900	32.7%	621
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	-	258	1715	500	51.6%	258
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	267	1739	507	52.6%	267
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	16	-	231	1900:1900	148+404	41.8 : 41.8%	231
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	21	-	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	39	-	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**	**9.1**	**0.0**	**27.2**	**-**	**-**	**-**	**-**	**-**	
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**	**9.1**	**4.0**	**0.0**	**13.2**	**-**	**-**	**-**	**-**	**-**	
1/1	387	-	-	-	0.3	0.4	-	0.8	7.1	4.1	0.4	4.5	1.2	
1/2	243	-	-	-	0.2	0.2	-	0.4	5.7	1.7	0.2	2.0	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	0.6	-	2.4	30.4	4.8	0.6	5.5	3.9	
3/1	293	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	-	
3/2	621	-	-	-	0.1	0.2	-	0.4	2.1	7.0	0.2	7.2	-	
4/1	35	-	-	-	0.2	0.0	-	0.2	20.8	0.5	0.0	0.5	0.5	
5/1	258	-	-	-	1.5	0.5	-	2.1	28.7	4.3	0.5	4.8	3.5	
5/2	267	-	-	-	1.6	0.6	-	2.1	28.8	4.5	0.6	5.0	3.6	
6/1	504	-	-	-	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	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	-	-	-	-	-	-	-	-	-	-	-	-	

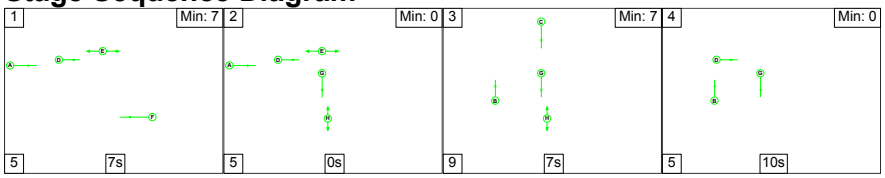
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	56.9	Total Delay for Signalled Lanes (pcuHr):	12.53	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):	27.22	

Full Input Data And Results

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

C1 - Mold Road Gateway

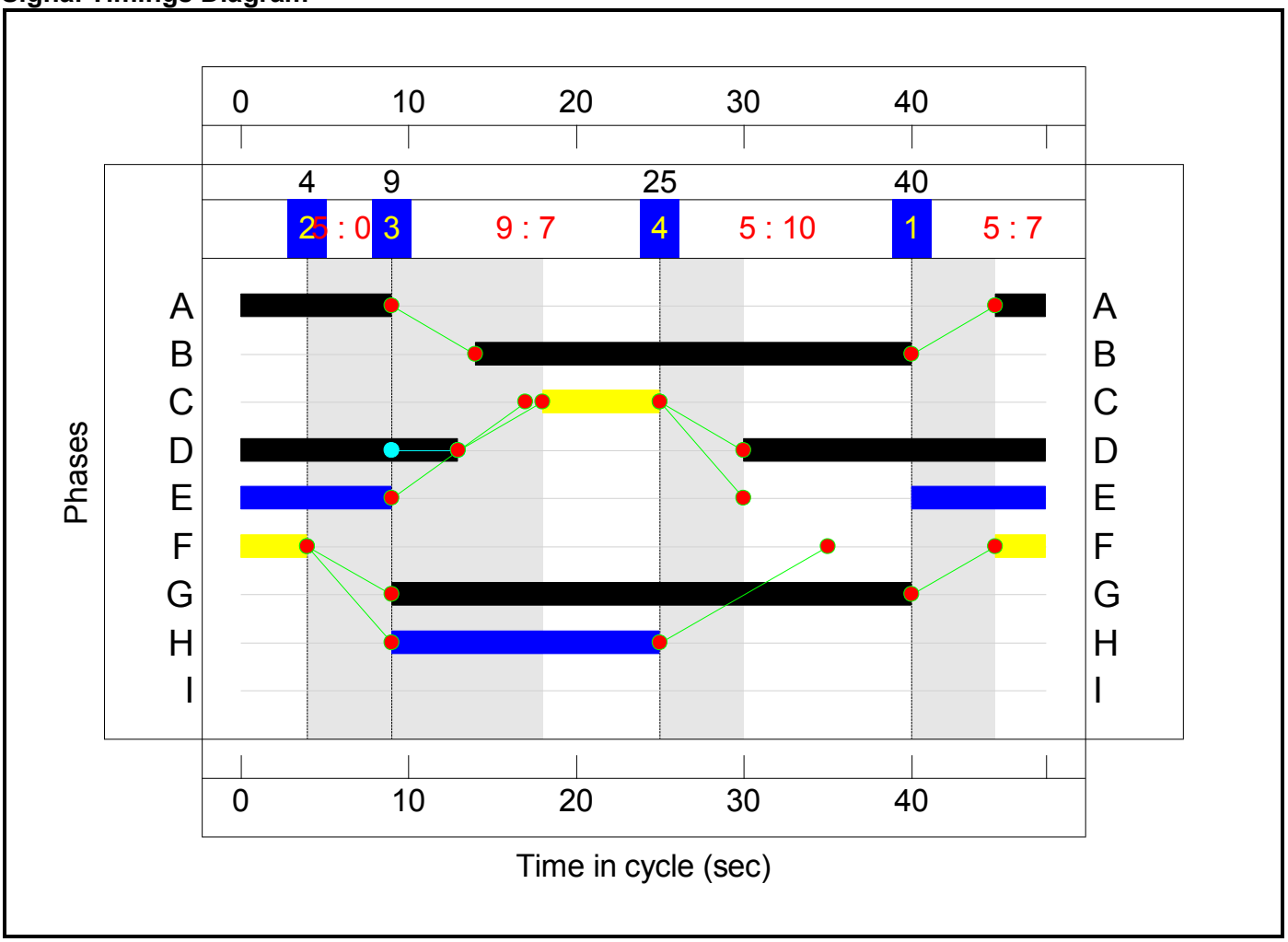
Stage Sequence Diagram



Stage Timings

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

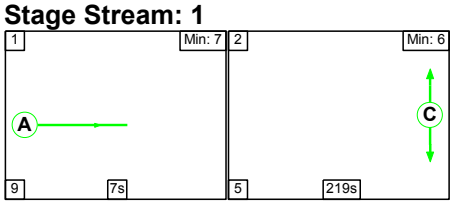
Signal Timings Diagram



C2 - Mold Road Staggered Ped

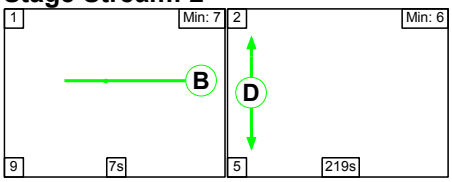
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

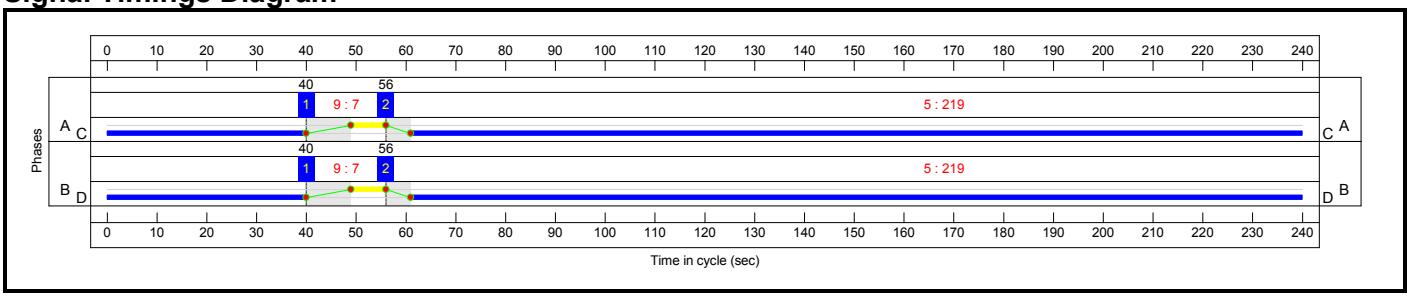
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

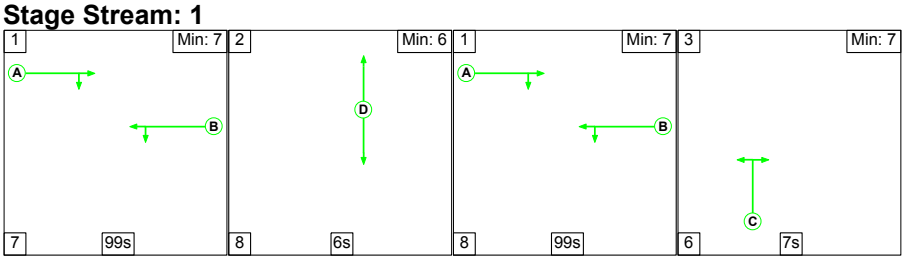
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



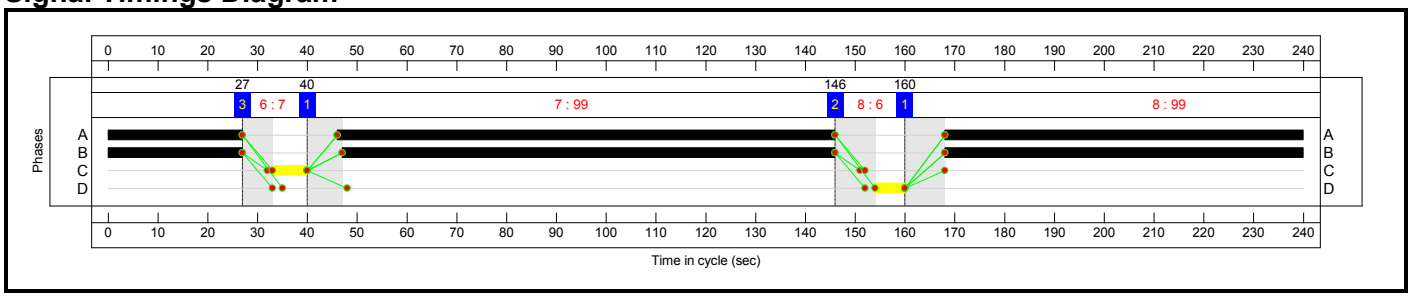
Stage Timings

Stage Stream: 1

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

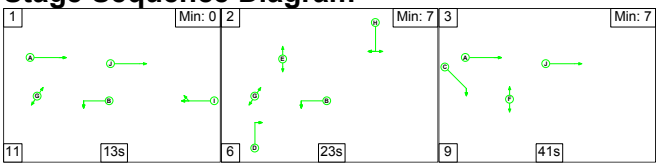
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

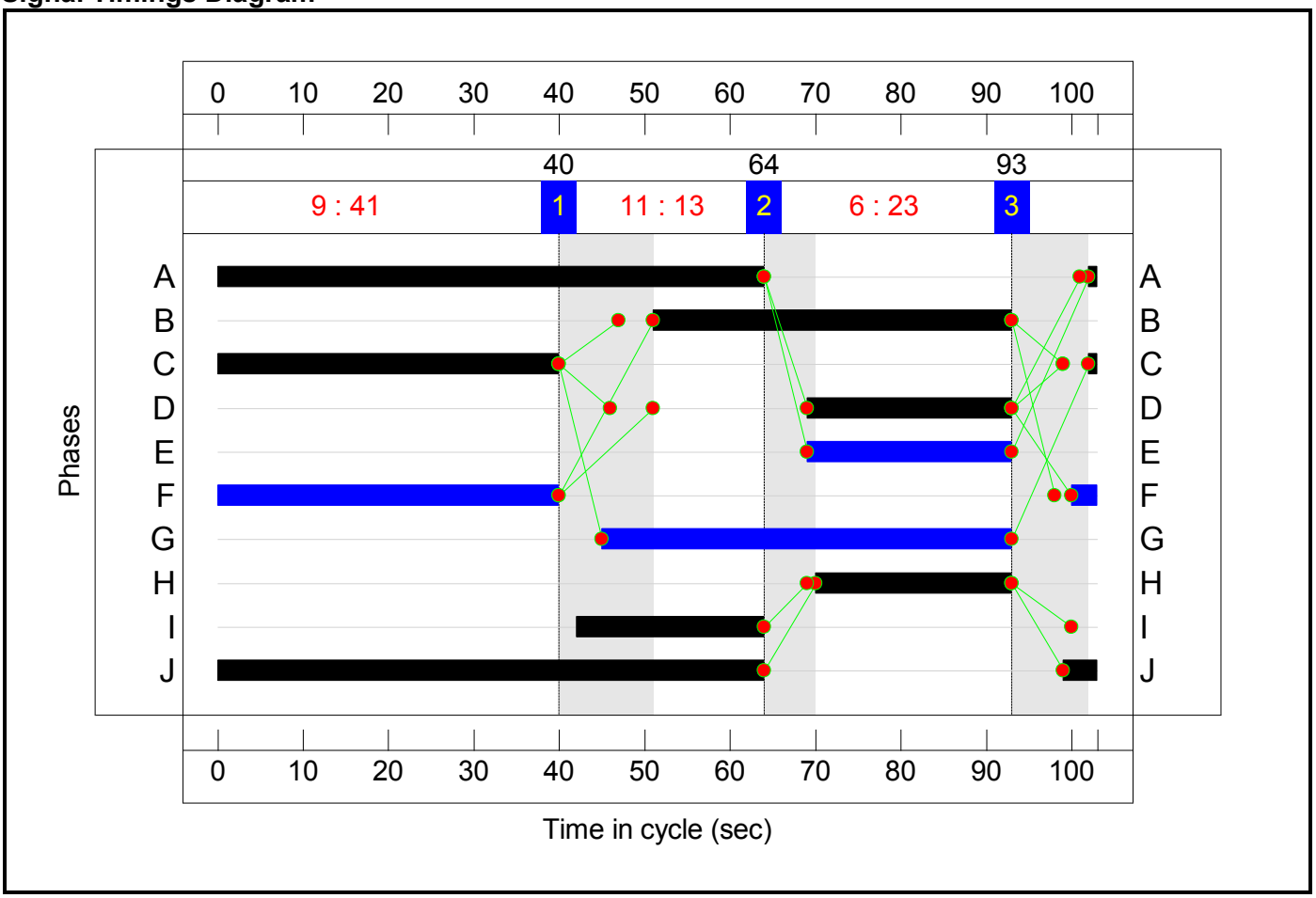
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	13	23	41
Change Point	40	64	93

Signal Timings Diagram

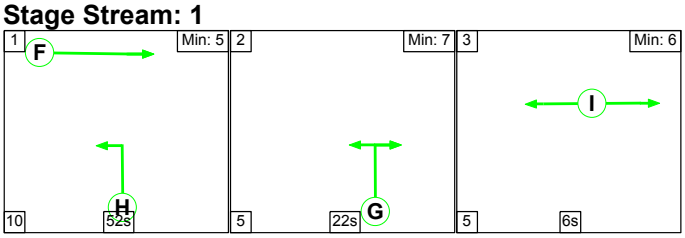


Full Input Data And Results

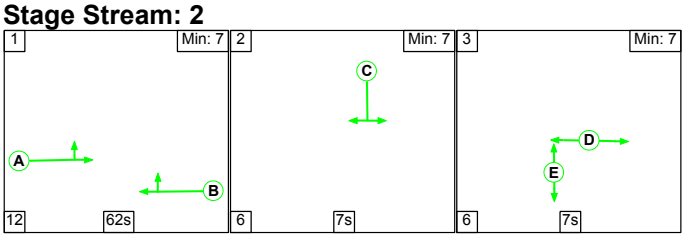
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

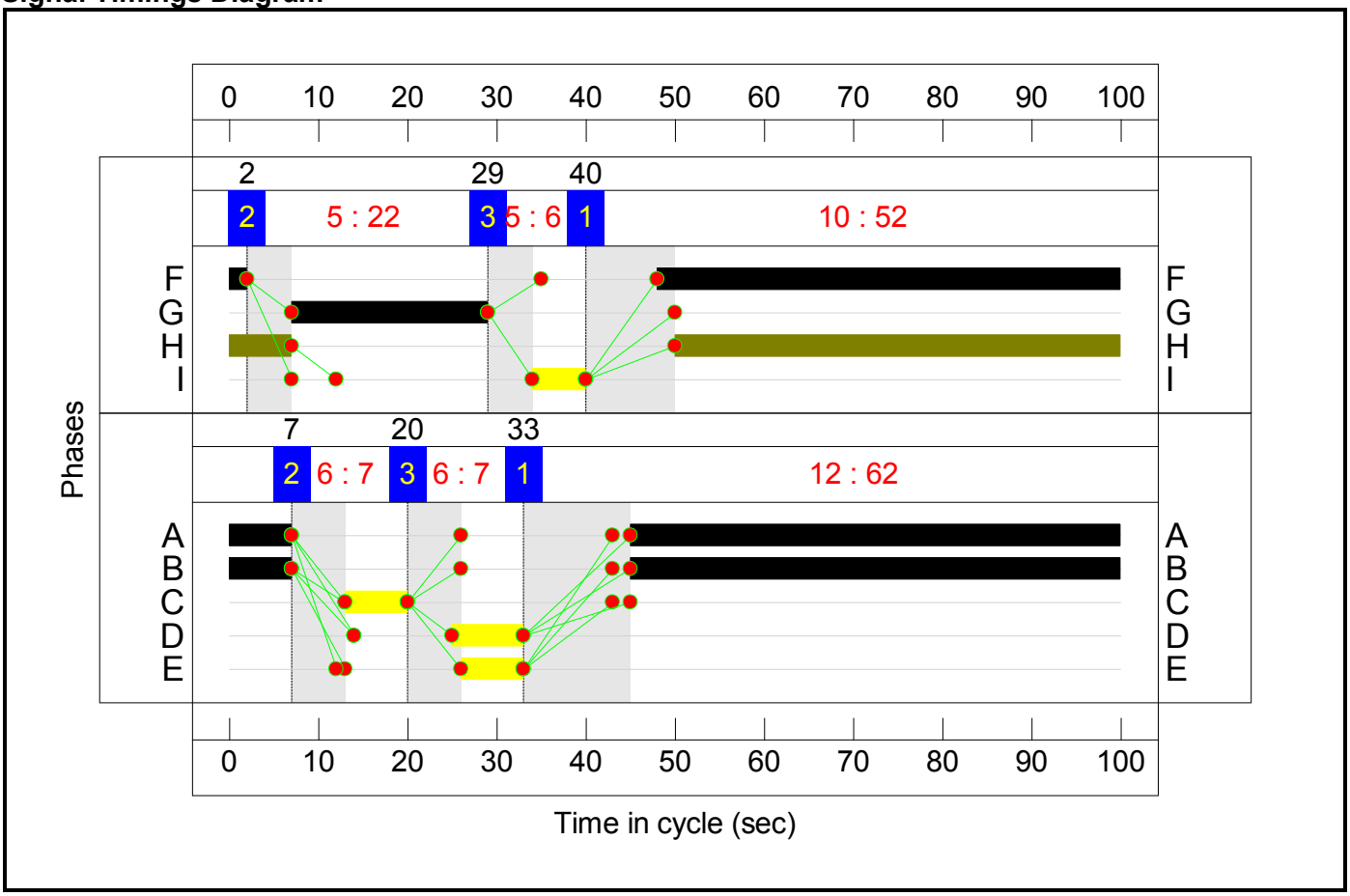
Stage	1	2	3
Duration	52	22	6
Change Point	40	2	29

Stage Stream: 2

Stage	1	2	3
Duration	62	7	7
Change Point	33	7	20

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**	-	-		-	-	-	-	-	-	**91.9%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**47.7%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	907	1900:1900	1862+38	47.7 : 47.7%	907
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	900	1900	1900	47.4%	900
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	90	Inf	402	22.4%	90
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	574	Inf	2734	21.0%	574
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	493	1900	1900	25.9%	493
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%	37
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	26	Inf	375	6.9%	26
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	-		-	-	-	489	1900	1900	25.7%	489
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.1%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	967	1763	1074	90.1%	967
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	553	1763	1469	37.6%	553

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	-		-	-	-	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.9%**	**-**
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	-	961	1660	1046	91.9%	961
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	557	1980:1795	1201+52	44.5 : 44.5%	557
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	57	557	1655	1324	42.1%	557
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	333	1655	381	87.5%	333
6/1	Ahead	U	5:1	N/A	C5:F		1	54	-	965	1965	1081	89.3%	965
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	42	-	388	1786	746	52.0%	388
1/2	Left	U	N/A	N/A	C4:B		1	42	-	260	1786	746	34.9%	260
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	65	-	950	1800:1800	725+384	85.7 : 85.7%	950
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	41	-	348	1813	739	47.1%	348
3/1		U	N/A	N/A	-		-	-	-	399	1900	1900	21.0%	399
3/2		U	N/A	N/A	-		-	-	-	597	1900	1900	31.4%	597
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	-	278	1715	400	69.6%	278
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	23	-	283	1739	405	69.8%	283
6/1		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%	707
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	22	-	215	1900:1900	79+347	50.4 : 50.4%	215
8/1	Left	U	N/A	N/A	-		-	-	-	623	1800	1800	34.6%	623
8/2	Ahead	U	N/A	N/A	C4:J		1	68	-	365	1980	1326	27.5%	365
9/1	Ahead	O	N/A	N/A	-		-	-	-	84	Inf	578	14.5%	84
10/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%	409
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	43	-	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	48	-	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	**-**	**406**	**0**	**15**	**33.6**	**27.2**	**0.2**	**61.0**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**220**	**0**	**0**	**0.0**	**1.6**	**0.0**	**1.6**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	907	18	0	0	0.0	0.5	-	0.5 (0.4+0.0)	1.8 (1.8:1.8)	0.0	0.5	0.5	-	
2/1	900	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4	-	
3/1	90	90	0	0	0.0	0.1	-	0.1	5.8	0.0	0.1	0.1	-	
4/1	574	86	0	0	0.0	0.1	-	0.1	0.9	1.4	0.1	1.5	-	
5/1	493	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
6/1	37	-	-	-	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	5.2	0.0	0.0	0.0	-	
8/1	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	489	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**6.5**	**4.8**	**0.0**	**11.3**	**-**	**-**	**-**	**-**	**-**	
1/1	967	10	0	0	5.3	4.2	0.0	9.5	35.4	28.5	4.2	32.7	9.9	
2/1	553	-	-	-	0.4	0.3	-	0.7	4.4	4.6	0.3	4.9	2.9	
3/1	25	-	-	-	0.8	0.3	-	1.1	158.3	1.6	0.3	1.9	1.6	
4/1	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**23**	**0**	**0**	**11.6**	**13.0**	**0.0**	**24.6**	**-**	**-**	**-**	**-**	**-**	
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	961	-	-	-	4.3	5.1	-	9.4	35.2	23.2	5.1	28.3	9.3	
4/1+4/2	557	23	0	0	1.2	0.4	0.0	1.6 (1.5+0.1)	10.2 (10.2:9.5)	4.3	0.4	4.7	4.3	
5/1	557	-	-	-	0.5	0.4	-	0.8	5.4	4.6	0.4	5.0	2.8	

Full Input Data And Results

5/2	333	-	-	-	3.4	3.1	-	6.5	70.6	8.9	3.1	12.0	6.9
6/1	965	-	-	-	1.7	3.9	-	5.6	21.0	12.1	3.9	16.0	3.8
J4: Regent St/Bradley Rd	**-**	**153**	**0**	**15**	**15.5**	**7.8**	**0.2**	**23.5**	**-**	**-**	**-**	**-**	**-**
1/1	388	-	-	-	0.5	0.5	-	1.0	9.2	8.1	0.5	8.7	1.3
1/2	260	-	-	-	0.2	0.3	-	0.5	6.6	2.3	0.3	2.5	0.8
2/1+2/2	950	-	-	-	4.1	2.9	-	7.0 (4.7+2.3)	26.4 (27.3:24.7)	20.5	2.9	23.4	9.4
2/3	348	-	-	-	2.2	0.4	-	2.6	26.9	7.3	0.4	7.7	5.7
3/1	399	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	597	-	-	-	0.2	0.2	-	0.4	2.7	11.4	0.2	11.6	-
4/1	38	-	-	-	0.3	0.0	-	0.4	34.2	0.8	0.0	0.9	0.8
5/1	278	-	-	-	2.8	1.1	-	3.9	50.7	7.3	1.1	8.4	5.9
5/2	283	-	-	-	2.8	1.1	-	4.0	50.7	7.4	1.1	8.5	6.1
6/1	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	215	69	0	15	2.0	0.5	0.2	2.7 (0.4+2.3)	45.4 (40.3:46.6)	4.3	0.5	4.8	3.8
8/1	623	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-
8/2	365	-	-	-	0.4	0.2	-	0.6	5.6	1.5	0.2	1.7	1.5
9/1	84	84	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1	-
10/1	409	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

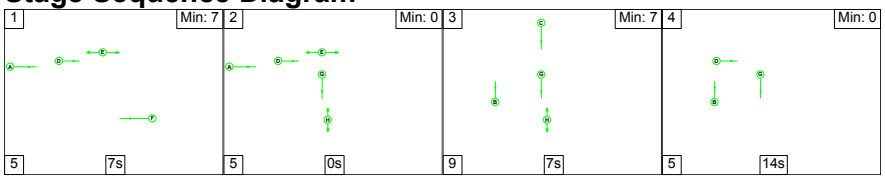
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	11.28	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	5.1	Total Delay for Signalled Lanes (pcuHr):	22.58	Cycle Time (s): 103
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	12.97	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	-2.1	Total Delay for Signalled Lanes (pcuHr):	11.67	Cycle Time (s): 100
	PRC Over All Lanes (%):	-2.1	Total Delay Over All Lanes(pcuHr):	61.01	

Full Input Data And Results

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

C1 - Mold Road Gateway

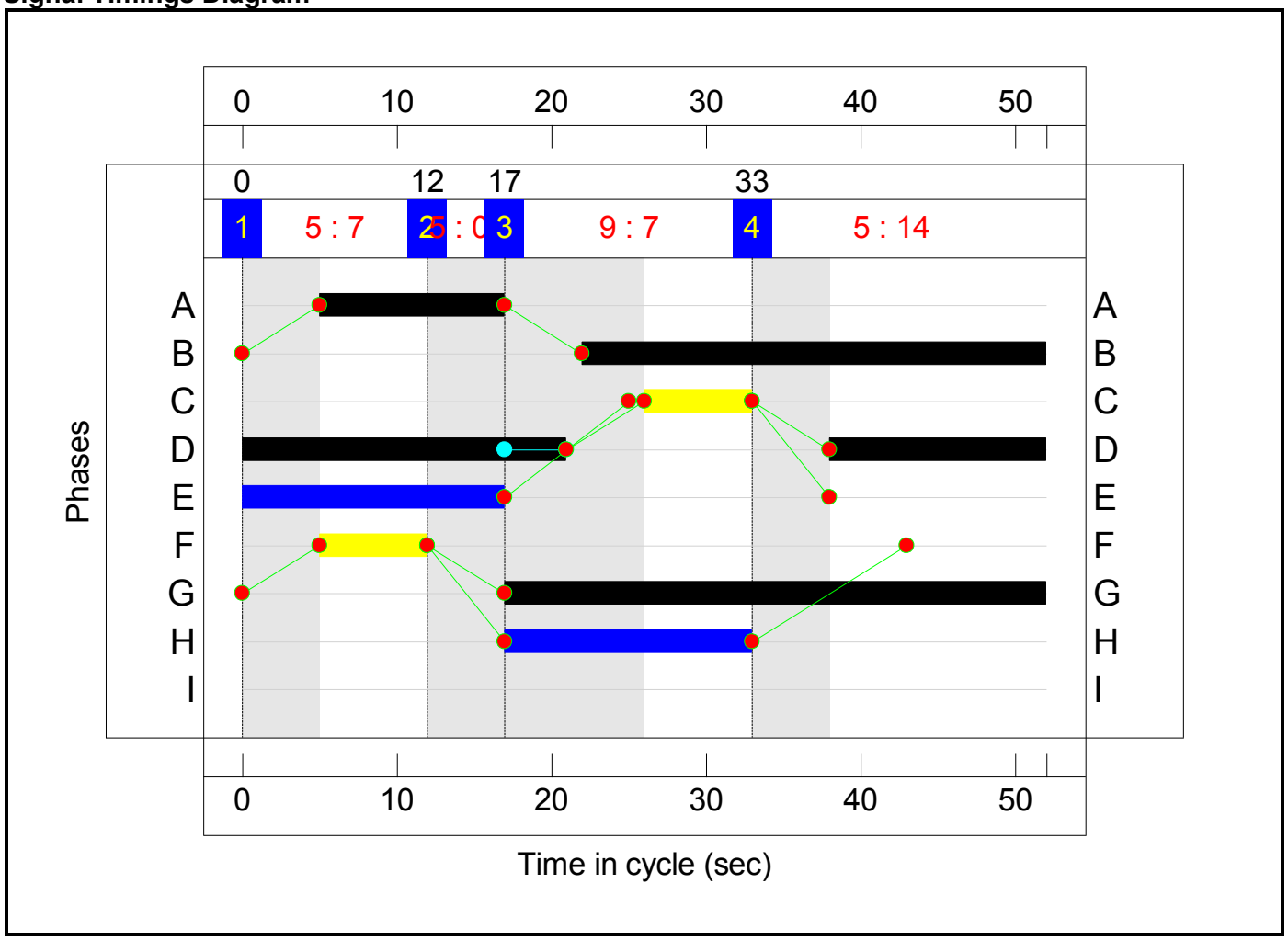
Stage Sequence Diagram



Stage Timings

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

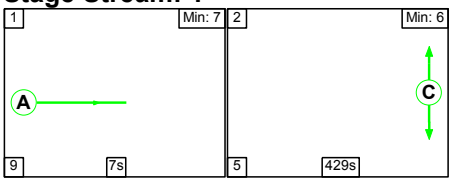
Signal Timings Diagram



C2 - Mold Road Staggered Ped

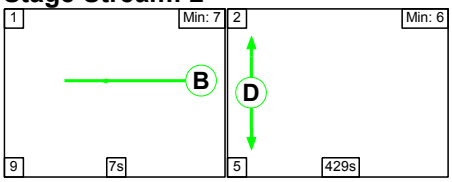
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

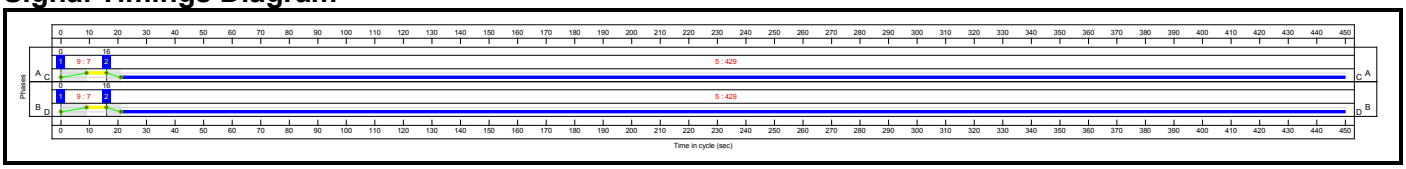
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

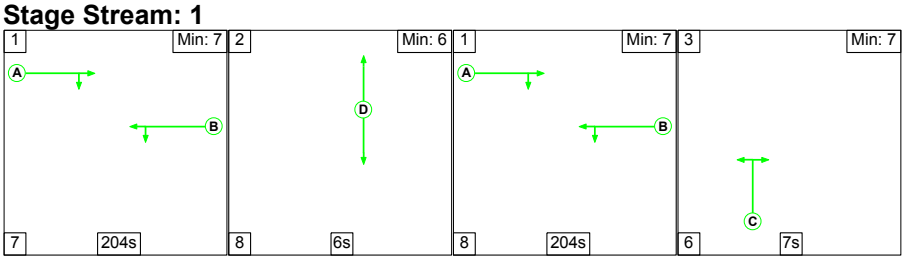
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

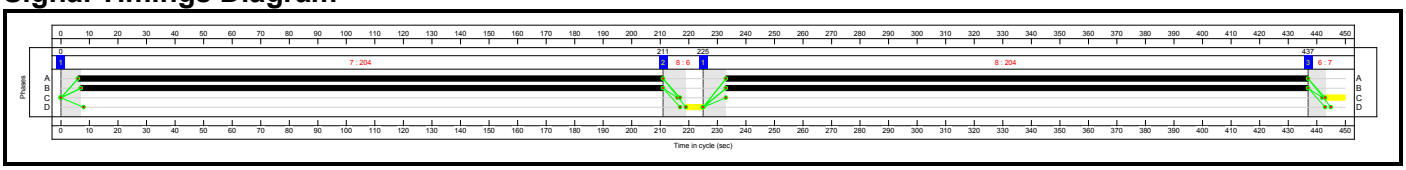


Stage Timings

Stage Stream: 1

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

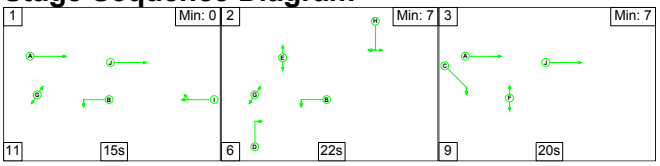
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

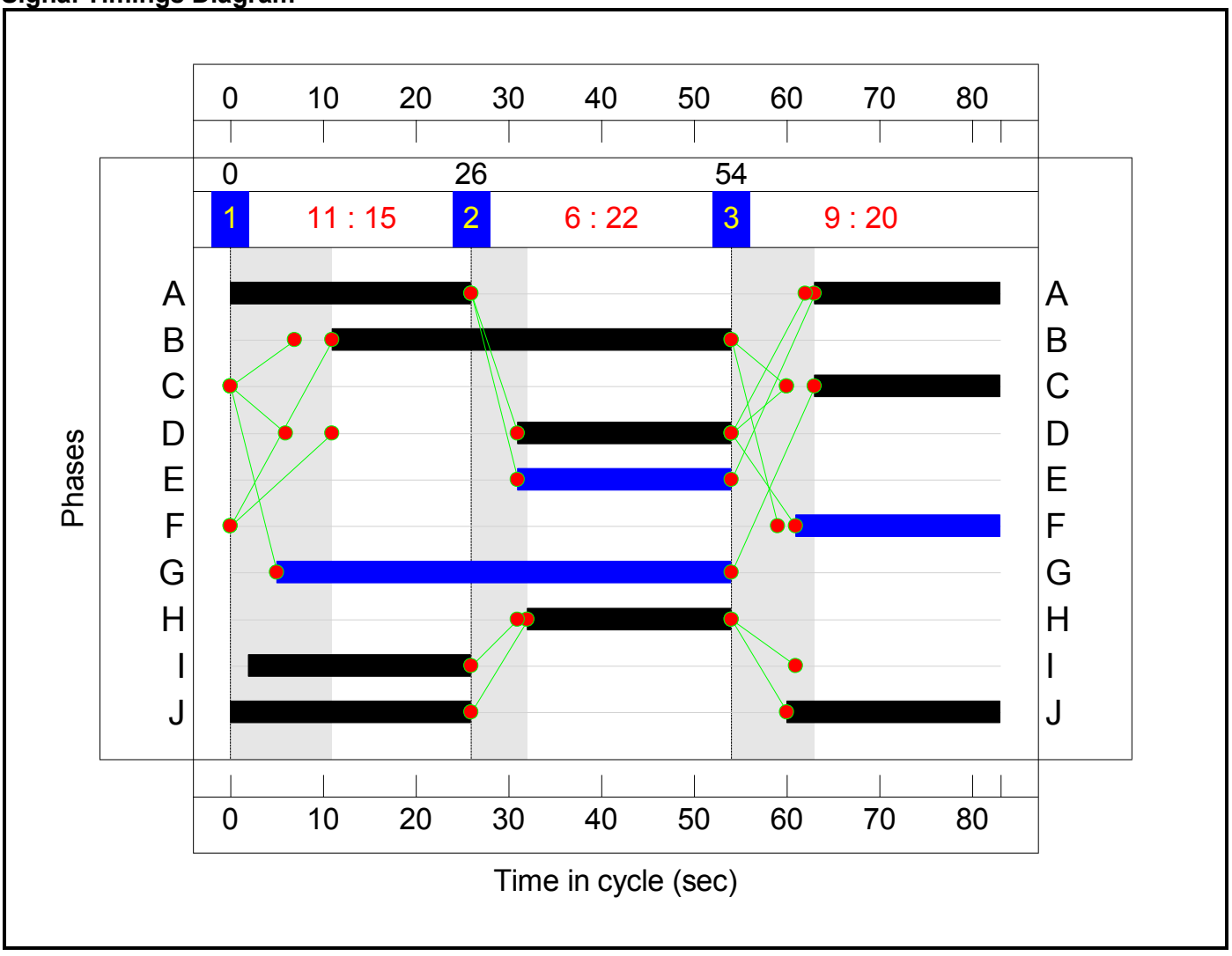
Stage Sequence Diagram



Stage Timings

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

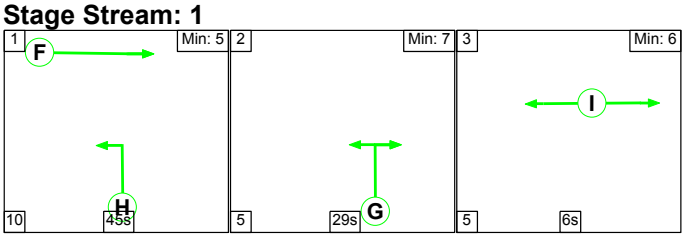
Signal Timings Diagram



C5 - Station Approach - Central Road

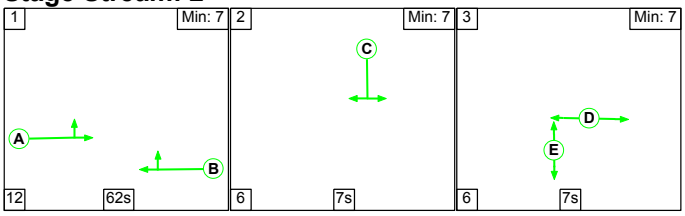
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

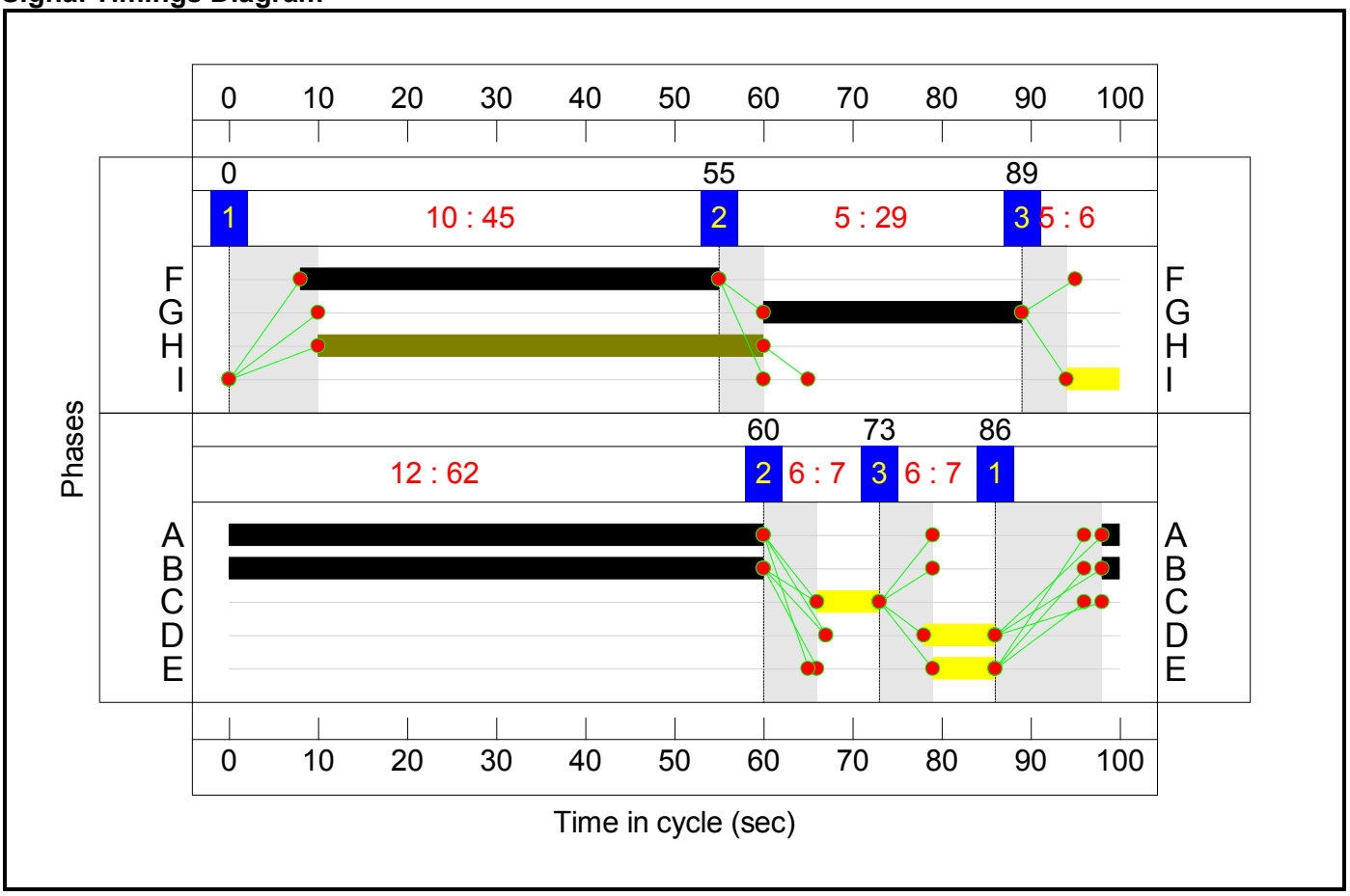
Stage Stream: 1

Stage	1	2	3
Duration	45	29	6
Change Point	0	55	89

Stage Stream: 2

Stage	1	2	3
Duration	62	7	7
Change Point	86	60	73

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**	-	-		-	-	-	-	-	-	**88.8%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.2%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	610	1900:1900	1853+47	32.1 : 32.1%	610
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	605	1900	1900	31.8%	605
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	79	Inf	358	22.1%	79
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	1105	Inf	7228	15.3%	1105
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	1054	1900	1900	55.5%	1054
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%	23
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	32	Inf	280	11.4%	32
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	111	Inf	Inf	0.0%	111
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	1068	1900	1900	56.2%	1068
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.4%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	624	1763	1166	53.5%	624
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	1104	1763	1567	70.4%	1104

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	14	1940	34	40.6%	14
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%	21
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.8%**	**-**
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	-	616	1665	1049	58.7%	616
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	1111	1980:1795	1213+38	88.8 : 88.8%	1111
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	50	1111	1655	1324	83.9%	1111
5/2	Central Road Right	U	5:1	N/A	C5:G		1	29	-	353	1655	497	71.1%	353
6/1	Ahead	U	5:1	N/A	C5:F		1	47	-	630	1965	943	66.8%	630
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.2%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	43	-	580	1786	947	61.3%	580
1/2	Left	U	N/A	N/A	C4:B		1	43	-	432	1786	947	45.6%	432
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	46	-	638	1800:1800	798+224	62.4 : 62.4%	638
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	345	1813	459	75.2%	345
3/1		U	N/A	N/A	-		-	-	-	489	1900	1900	25.7%	489
3/2		U	N/A	N/A	-		-	-	-	868	1900	1900	45.7%	868
4/1	Right	U	N/A	N/A	C4:D		1	23	-	38	1990	575	6.6%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	22	-	325	1715	475	68.4%	325
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	22	-	333	1739	482	69.1%	333
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%	595
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	24	-	491	1900:1900	235+459	70.8 : 70.8%	491
8/1	Left	U	N/A	N/A	-		-	-	-	498	1800	1800	27.7%	498
8/2	Ahead	U	N/A	N/A	C4:J		1	49	-	178	1980	1193	14.9%	178
9/1	Ahead	O	N/A	N/A	-		-	-	-	97	Inf	605	16.0%	97
10/1		U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%	218
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	**-**	**437**	**0**	**1**	**31.4**	**21.6**	**0.0**	**53.0**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**199**	**0**	**0**	**0.0**	**2.0**	**0.0**	**2.0**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	610	15	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	605	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
3/1	79	79	0	0	0.0	0.1	-	0.1	6.5	0.0	0.1	0.1	-	
4/1	1105	73	0	0	0.0	0.1	-	0.1	0.3	0.9	0.1	1.0	-	
5/1	1054	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6	-	
6/1	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	32	32	0	0	0.0	0.1	-	0.1	7.3	0.0	0.1	0.1	-	
8/1	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	1068	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6	-	
J2: Jacques Road Bridge Junction	**-**	**11**	**0**	**0**	**3.9**	**2.1**	**0.0**	**6.0**	**-**	**-**	**-**	**-**	**-**	
1/1	624	11	0	0	1.9	0.6	0.0	2.5	14.5	17.9	0.6	18.4	3.3	
2/1	1104	-	-	-	1.1	1.2	-	2.3	7.6	21.2	1.2	22.3	7.4	
3/1	14	-	-	-	0.9	0.3	-	1.2	303.8	1.7	0.3	2.1	1.7	
4/1	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**34**	**0**	**0**	**12.8**	**9.6**	**0.0**	**22.4**	**-**	**-**	**-**	**-**	**-**	
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	616	-	-	-	1.9	0.7	-	2.6	15.0	9.9	0.7	10.6	6.0	
4/1+4/2	1111	34	0	0	3.2	3.8	0.0	6.9 (6.7+0.2)	22.5 (22.5:22.0)	13.3	3.8	17.1	10.6	
5/1	1111	-	-	-	1.9	2.5	-	4.4	14.3	18.5	2.5	21.1	5.6	

Full Input Data And Results

5/2	353	-	-	-	3.1	1.2	-	4.3	43.5	8.6	1.2	9.8	6.7
6/1	630	-	-	-	2.0	1.0	-	3.0	17.1	13.7	1.0	14.7	3.7
J4: Regent St/Bradley Rd	**-**	**193**	**0**	**1**	**14.7**	**7.9**	**0.0**	**22.6**	**-**	**-**	**-**	**-**	**-**
1/1	580	-	-	-	0.6	0.8	-	1.3	8.3	7.6	0.8	8.4	1.7
1/2	432	-	-	-	0.3	0.4	-	0.7	5.9	4.6	0.4	5.0	1.0
2/1+2/2	638	-	-	-	2.1	0.8	-	3.0 (2.4+0.6)	16.7 (17.0:15.7)	9.0	0.8	9.8	5.6
2/3	345	-	-	-	2.7	1.5	-	4.2	44.0	7.3	1.5	8.8	5.8
3/1	489	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-
3/2	868	-	-	-	0.3	0.4	-	0.7	2.9	9.8	0.4	10.3	-
4/1	38	-	-	-	0.2	0.0	-	0.3	24.8	0.6	0.0	0.7	0.6
5/1	325	-	-	-	2.4	1.1	-	3.5	38.6	6.7	1.1	7.7	5.2
5/2	333	-	-	-	2.5	1.1	-	3.6	38.7	6.8	1.1	7.9	5.4
6/1	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	491	96	0	1	3.3	1.2	0.0	4.5 (1.5+3.0)	32.8 (31.7:33.3)	7.1	1.2	8.3	5.1
8/1	498	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	178	-	-	-	0.3	0.1	-	0.4	7.8	1.1	0.1	1.2	1.1
9/1	97	97	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	218	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

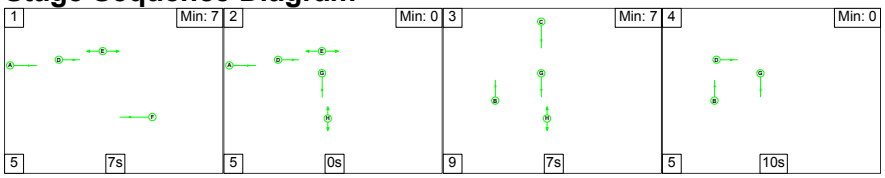
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	27.8	Total Delay for Signalled Lanes (pcuHr):	6.03	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	19.7	Total Delay for Signalled Lanes (pcuHr):	21.42	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	11.69	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	10.69	Cycle Time (s): 100
	PRC Over All Lanes (%):	1.4	Total Delay Over All Lanes(pcuHr):	53.02	

Full Input Data And Results

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

C1 - Mold Road Gateway

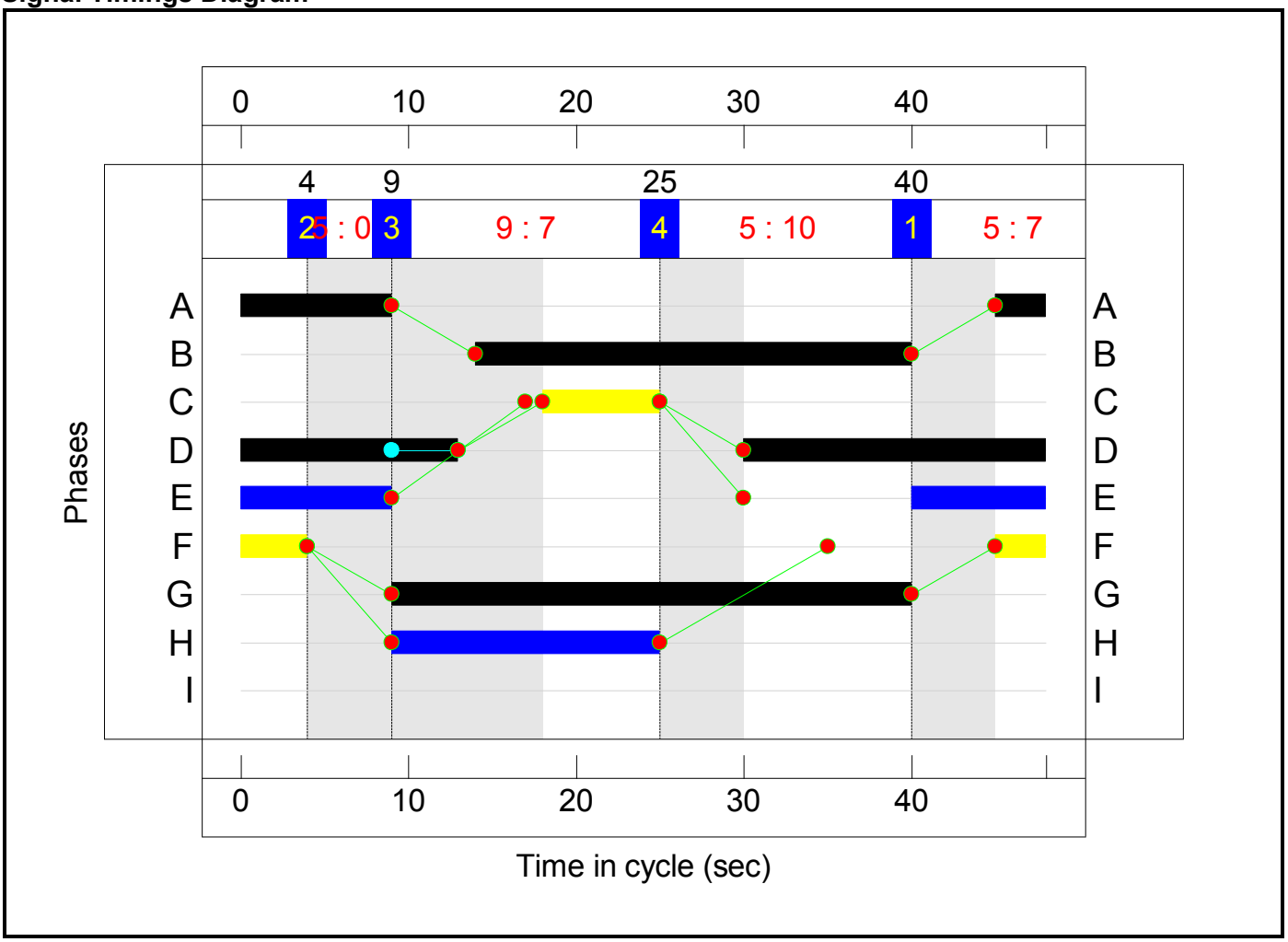
Stage Sequence Diagram



Stage Timings

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

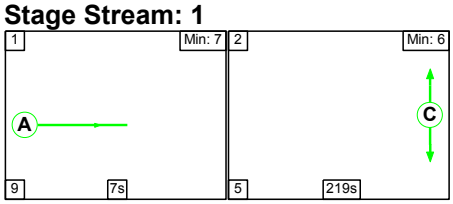
Signal Timings Diagram



C2 - Mold Road Staggered Ped

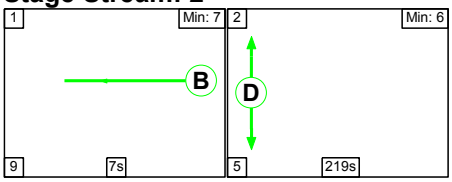
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

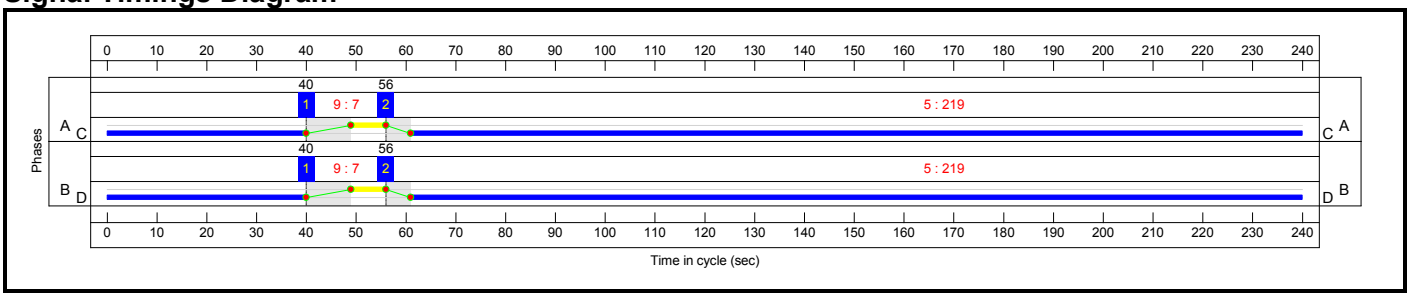
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

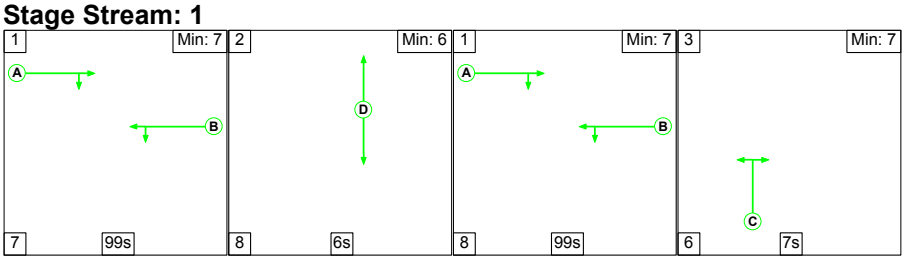
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



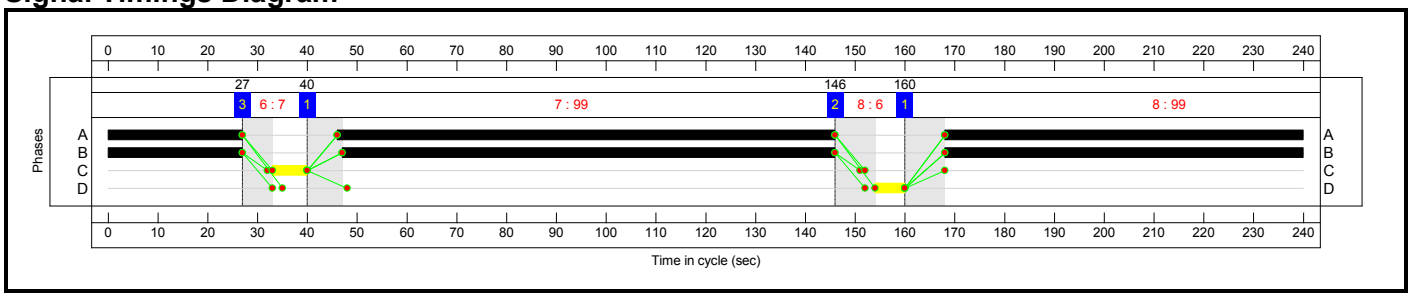
Stage Timings

Stage Stream: 1

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

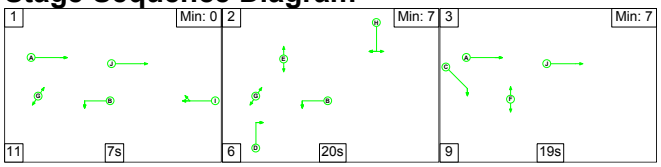
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

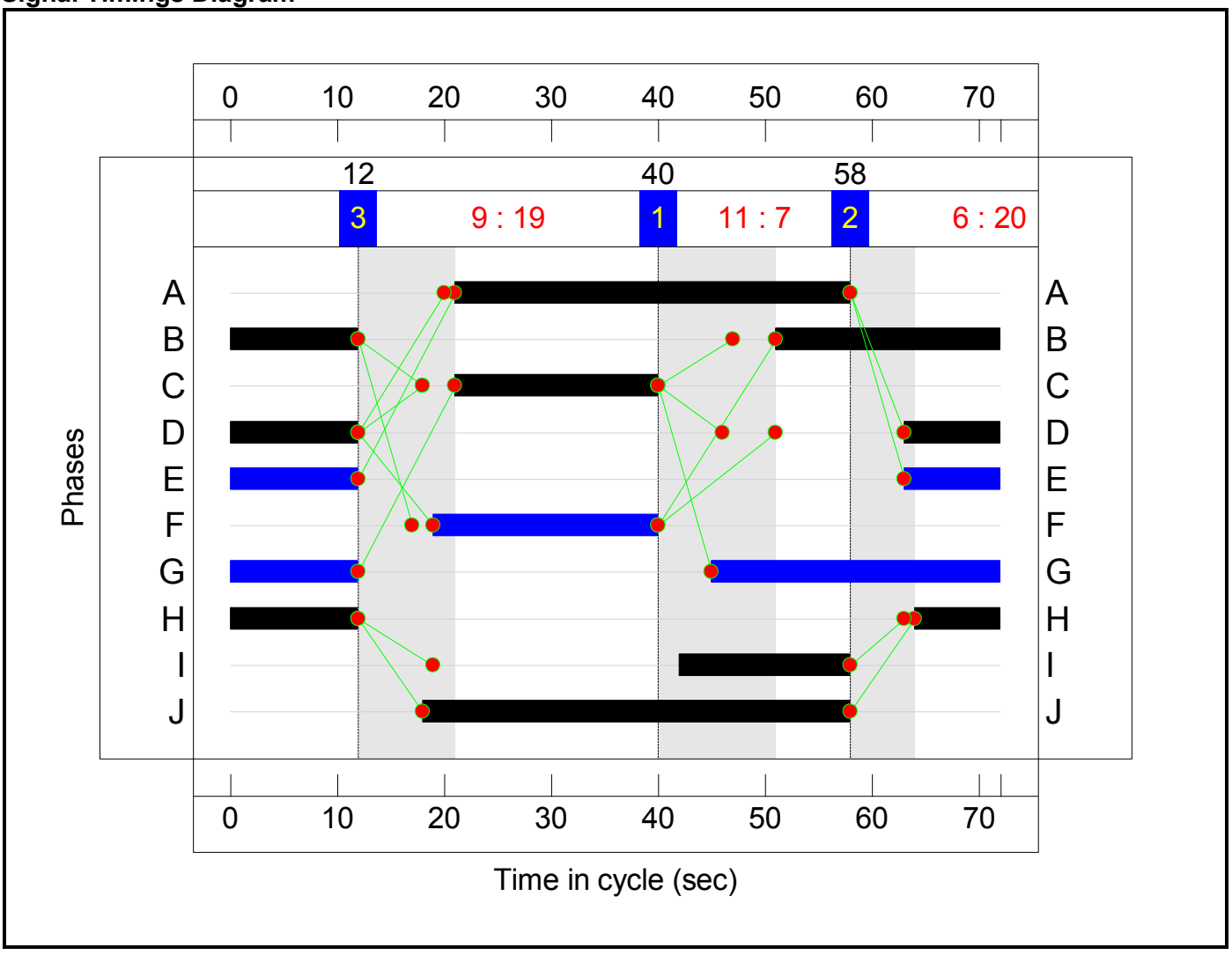
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	7	20	19
Change Point	40	58	12

Signal Timings Diagram

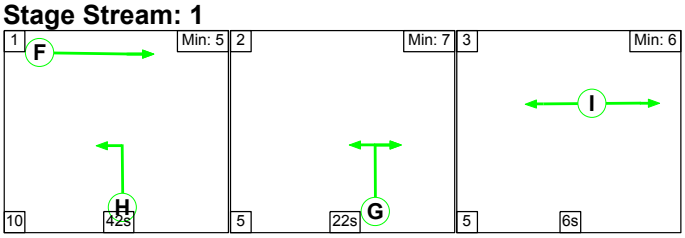


Full Input Data And Results

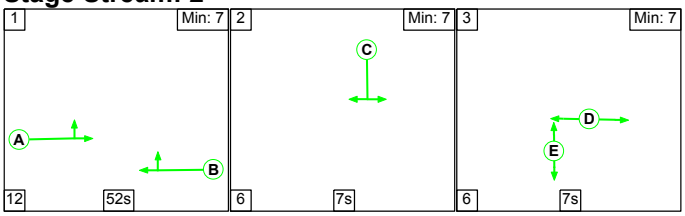
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

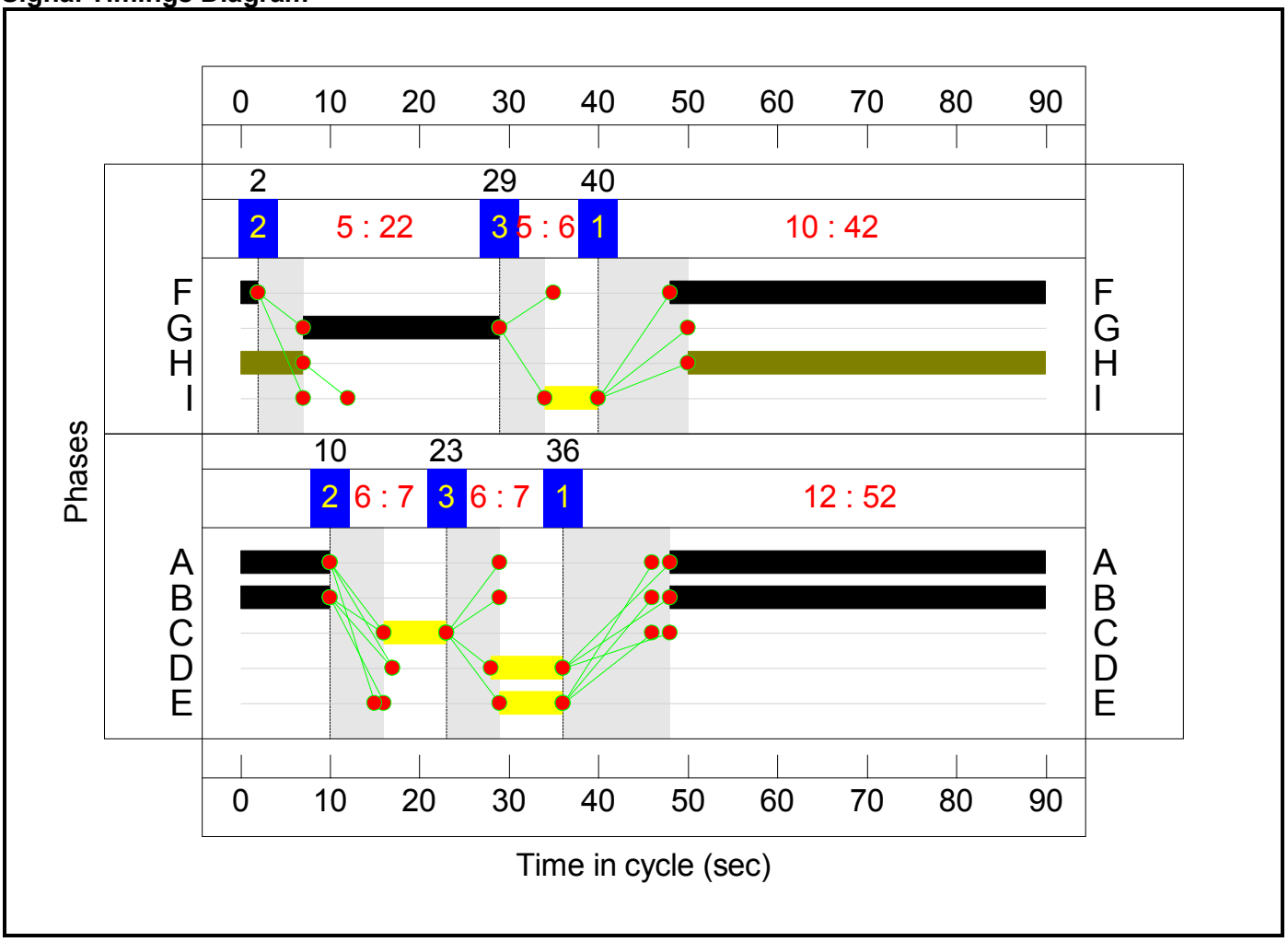
Stage	1	2	3
Duration	42	22	6
Change Point	40	2	29

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	36	10	23

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**	-	-		-	-	-	-	-	-	**64.3%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**31.5%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	599	1900:1900	1865+35	31.5 : 31.5%	599
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	598	1900	1900	31.5%	598
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	61	Inf	440	13.9%	61
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	594	Inf	11859	5.0%	594
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	580	1900	1900	30.5%	580
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%	19
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	27	Inf	395	6.8%	27
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%	41
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	589	1900	1900	31.0%	589
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**48.6%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	632	1763	1301	48.6%	632
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	596	1763	1469	40.6%	596

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	8	1940	65	12.4%	8
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.3%**	**-**
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	-	632	1668	982	64.3%	632
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	594	1980:1795	1130+41	50.7 : 50.7%	594
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	594	1655	1287	46.1%	594
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	264	1655	423	62.4%	264
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	628	1965	982	63.9%	628
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.5%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	33	-	414	1786	843	49.1%	414
1/2	Left	U	N/A	N/A	C4:B		1	33	-	268	1786	843	31.8%	268
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	37	-	586	1800:1800	747+205	61.5 : 61.5%	586
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	19	-	306	1813	504	60.8%	306
3/1		U	N/A	N/A	-		-	-	-	323	1900	1900	17.0%	323
3/2		U	N/A	N/A	-		-	-	-	665	1900	1900	35.0%	665
4/1	Right	U	N/A	N/A	C4:D		1	21	-	38	1990	608	6.2%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	20	-	281	1715	500	56.2%	281
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	287	1739	507	56.6%	287
6/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%	542
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	16	-	251	1900:1900	145+406	45.6 : 45.6%	251
8/1	Left	U	N/A	N/A	-		-	-	-	460	1800	1800	25.6%	460
8/2	Ahead	U	N/A	N/A	C4:J		1	40	-	164	1980	1127	14.5%	164
9/1	Ahead	O	N/A	N/A	-		-	-	-	82	Inf	614	13.4%	82
10/1		U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%	219
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	21	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	39	-	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	**-**	**310**	**0**	**1**	**19.7**	**10.4**	**0.0**	**30.2**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**123**	**0**	**0**	**0.0**	**1.0**	**0.0**	**1.0**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	599	11	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	598	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
3/1	61	61	0	0	0.0	0.1	-	0.1	4.7	0.0	0.1	0.1	-	
4/1	594	24	0	0	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0	-	
5/1	580	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
6/1	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	27	27	0	0	0.0	0.0	-	0.0	4.9	0.0	0.0	0.0	-	
8/1	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	589	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**1.6**	**0.9**	**0.0**	**2.5**	**-**	**-**	**-**	**-**	**-**	
1/1	632	3	0	0	0.9	0.5	0.0	1.4	8.1	9.0	0.5	9.4	3.5	
2/1	596	-	-	-	0.4	0.3	-	0.8	4.6	5.1	0.3	5.5	3.1	
3/1	8	-	-	-	0.3	0.1	-	0.3	144.3	0.5	0.1	0.6	0.5	
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**	**8.1**	**3.8**	**0.0**	**11.8**	**-**	**-**	**-**	**-**	**-**	
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	632	-	-	-	2.2	0.9	-	3.0	17.4	10.4	0.9	11.3	6.1	
4/1+4/2	594	21	0	0	1.3	0.5	0.0	1.8 (1.8+0.1)	11.0 (11.1:10.3)	4.1	0.5	4.6	4.1	
5/1	594	-	-	-	0.6	0.4	-	1.0	6.1	5.1	0.4	5.5	3.0	

Full Input Data And Results

5/2	264	-	-	-	2.2	0.8	-	3.0	40.9	5.8	0.8	6.6	4.8
6/1	628	-	-	-	1.3	0.9	-	2.2	12.6	3.3	0.9	4.2	3.2
J4: Regent St/Bradley Rd	**-**	**163**	**0**	**1**	**10.0**	**4.7**	**0.0**	**14.8**	**-**	**-**	**-**	**-**	**-**
1/1	414	-	-	-	0.4	0.5	-	0.9	7.4	4.6	0.5	5.1	1.3
1/2	268	-	-	-	0.2	0.2	-	0.4	5.8	1.9	0.2	2.1	0.8
2/1+2/2	586	-	-	-	1.9	0.8	-	2.7 (2.2+0.5)	16.8 (17.2:15.6)	7.4	0.8	8.2	4.8
2/3	306	-	-	-	1.9	0.8	-	2.7	31.6	5.3	0.8	6.0	4.3
3/1	323	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	-
3/2	665	-	-	-	0.1	0.3	-	0.4	2.3	7.7	0.3	7.9	-
4/1	38	-	-	-	0.2	0.0	-	0.2	20.9	0.5	0.0	0.6	0.5
5/1	281	-	-	-	1.7	0.6	-	2.3	29.8	4.7	0.6	5.3	3.8
5/2	287	-	-	-	1.7	0.6	-	2.4	29.8	4.9	0.6	5.5	3.9
6/1	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	251	81	0	1	1.6	0.4	0.0	2.0 (0.5+1.5)	29.3 (27.8:29.8)	3.1	0.4	3.5	2.7
8/1	460	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-
8/2	164	-	-	-	0.3	0.1	-	0.4	7.9	0.9	0.1	1.0	0.9
9/1	82	82	0	0	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1	-
10/1	219	-	-	-	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 (%):	85.3	Total Delay for Signalled Lanes (pcuHr):	2.50
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	46.2	Total Delay for Signalled Lanes (pcuHr):	14.03
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	40.8	Total Delay for Signalled Lanes (pcuHr):	6.20
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	39.9	Total Delay for Signalled Lanes (pcuHr):	5.65
	PRC Over All Lanes (%):	39.9	Total Delay Over All Lanes(pcuHr):	30.19

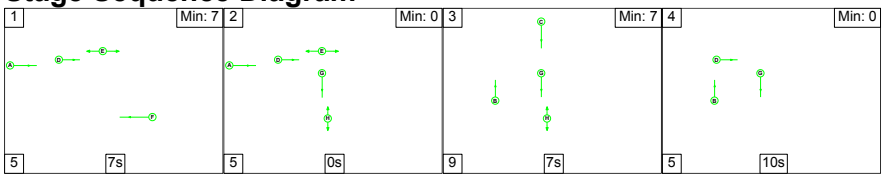
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	72
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

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

C1 - Mold Road Gateway

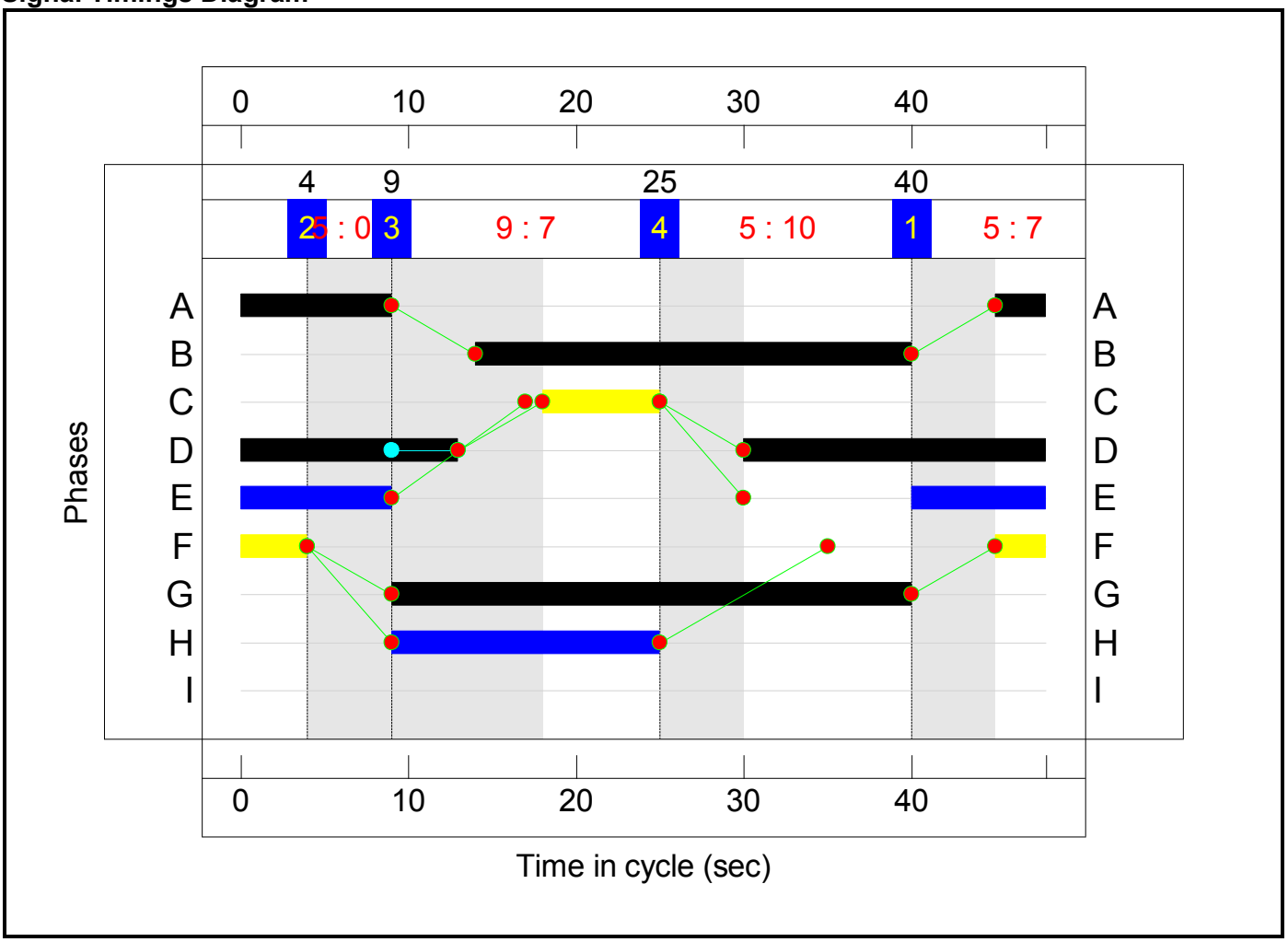
Stage Sequence Diagram



Stage Timings

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

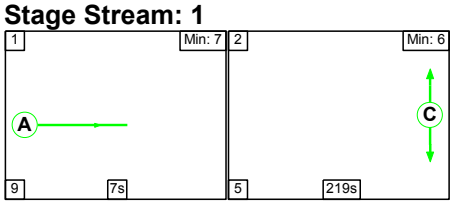
Signal Timings Diagram



C2 - Mold Road Staggered Ped

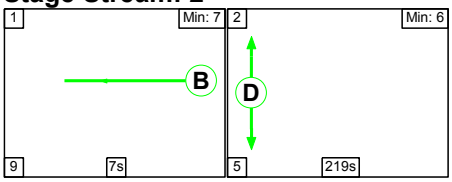
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

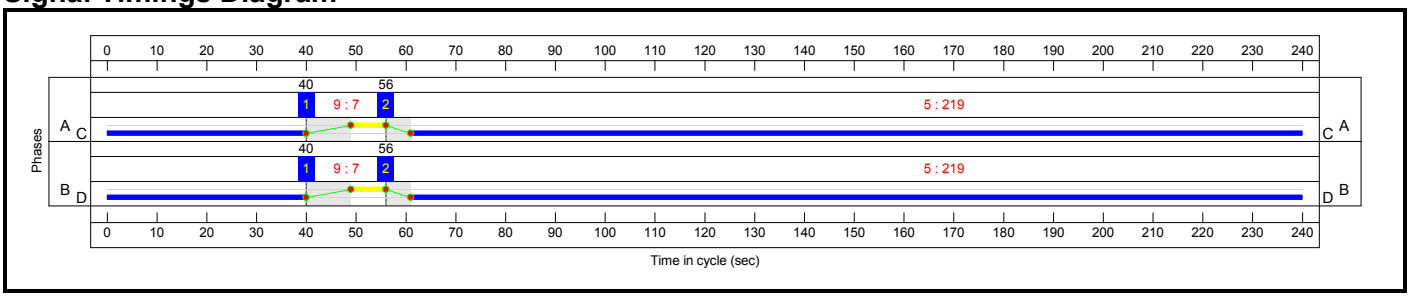
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

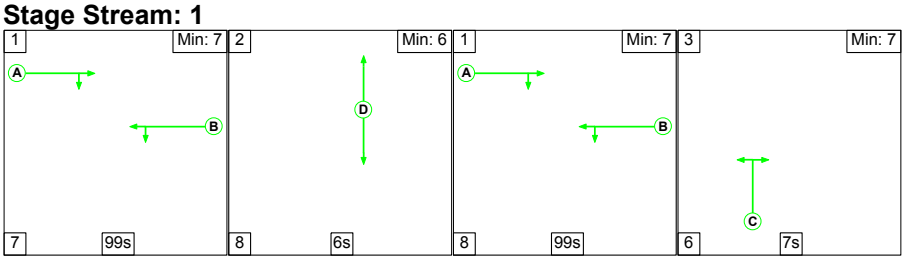
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



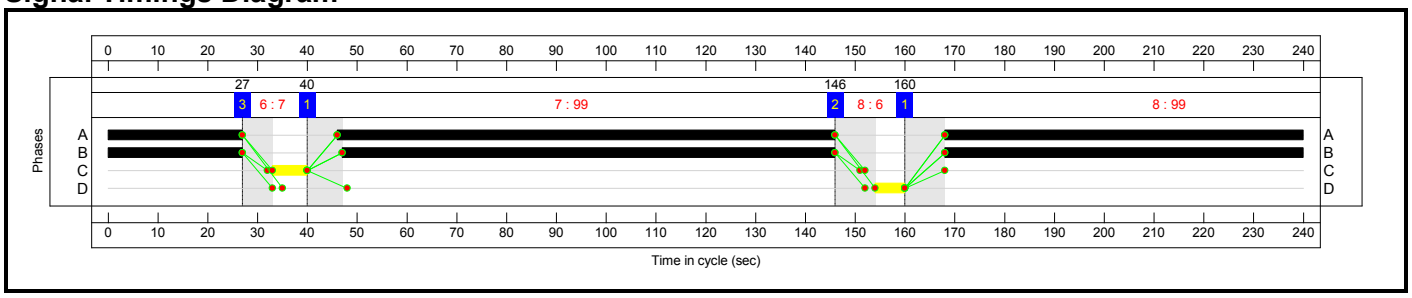
Stage Timings

Stage Stream: 1

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

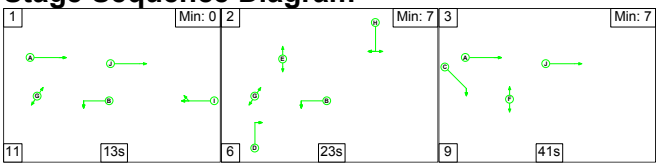
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

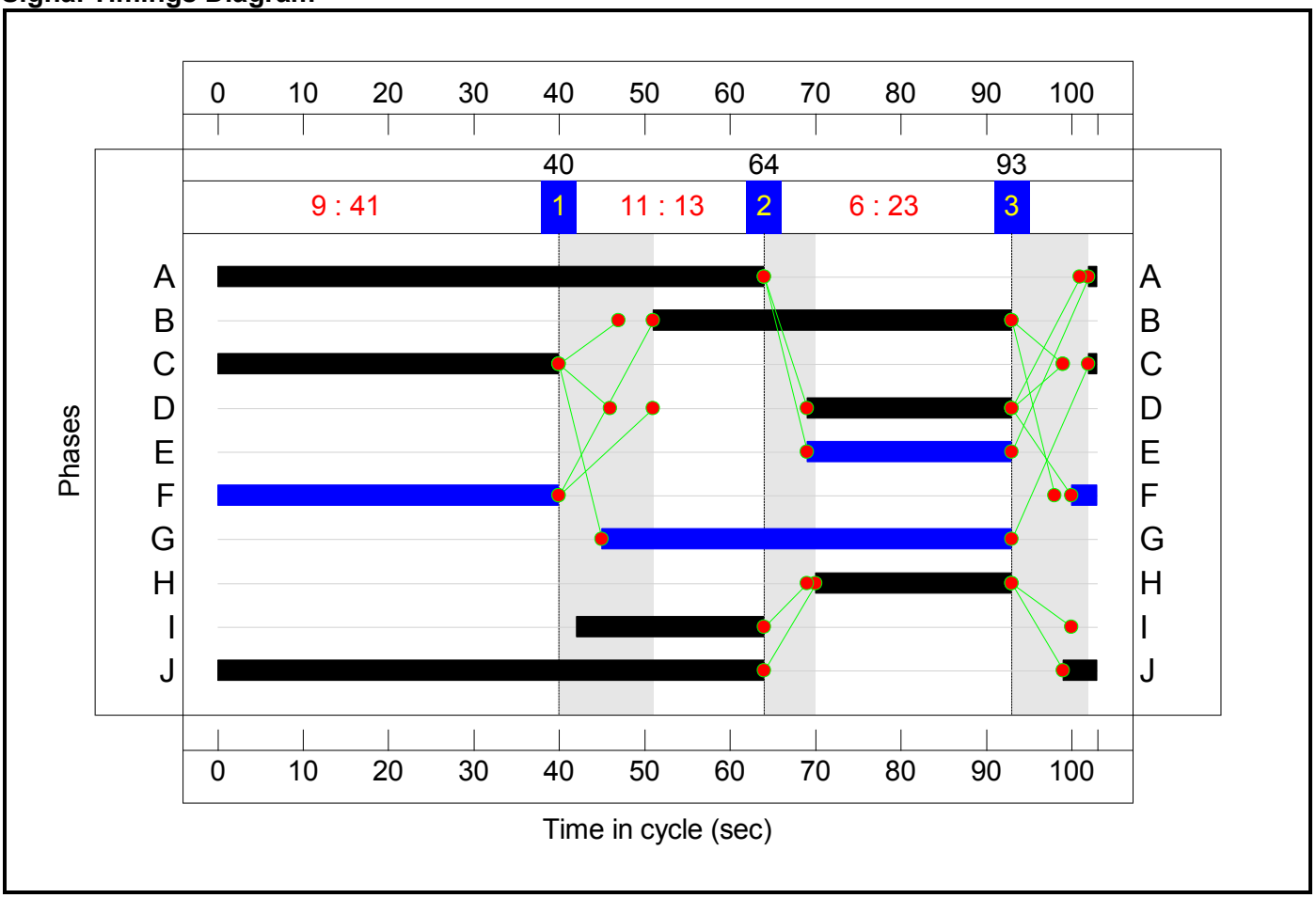
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	13	23	41
Change Point	40	64	93

Signal Timings Diagram

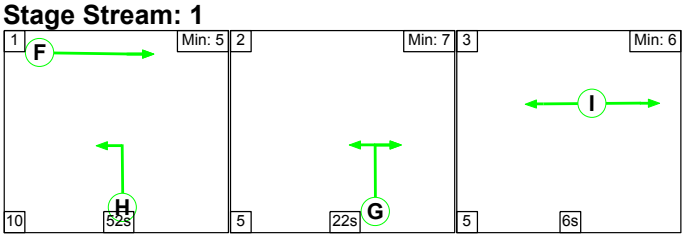


Full Input Data And Results

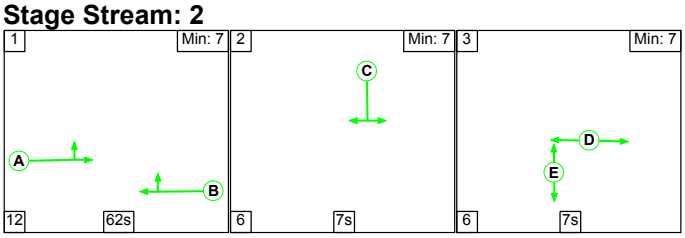
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

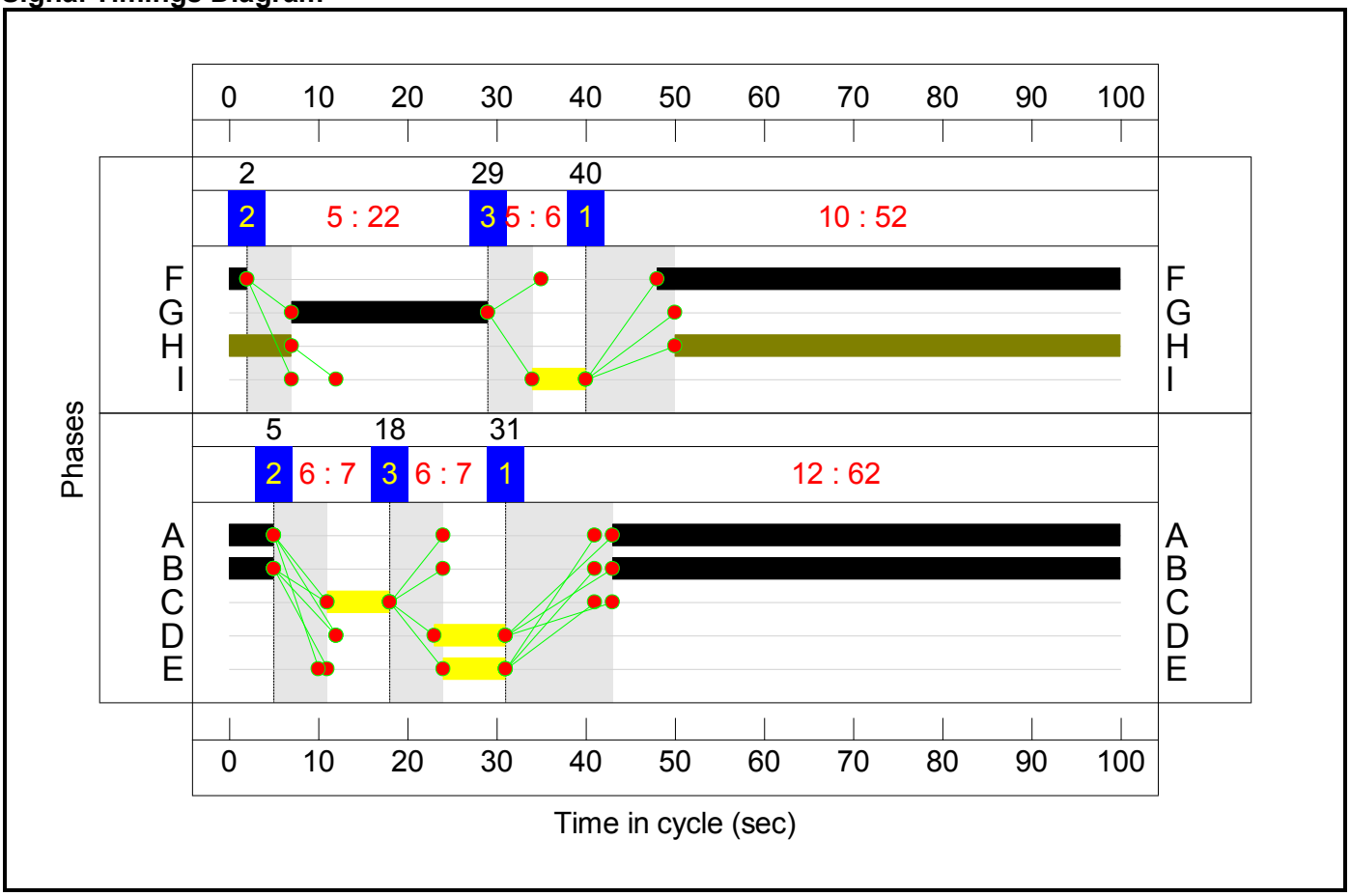
Stage	1	2	3
Duration	52	22	6
Change Point	40	2	29

Stage Stream: 2

Stage	1	2	3
Duration	62	7	7
Change Point	31	5	18

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**	-	-		-	-	-	-	-	-	**93.7%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**48.9%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	929	1900:1900	1863+37	48.9 : 48.9%	929
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	922	1900	1900	48.5%	922
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	90	Inf	396	22.8%	90
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	579	Inf	2724	21.3%	579
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	498	1900	1900	26.2%	498
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%	37
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	26	Inf	371	7.0%	26
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	-		-	-	-	494	1900	1900	26.0%	494
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.7%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	989	1763	1066	92.7%	989
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	558	1763	1469	38.0%	558

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	-		-	-	-	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.7%**	**-**
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	-	983	1666	1050	93.7%	983
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	586	1980:1795	1145+112	46.6 : 46.6%	586
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	57	586	1655	1324	44.3%	586
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	333	1655	381	87.5%	333
6/1	Ahead	U	5:1	N/A	C5:F		1	54	-	968	1965	1081	89.6%	968
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	42	-	399	1786	746	53.5%	399
1/2	Left	U	N/A	N/A	C4:B		1	42	-	277	1786	746	37.2%	277
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	65	-	951	1800:1800	724+385	85.7 : 85.7%	951
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	41	-	350	1813	739	47.3%	350
3/1		U	N/A	N/A	-		-	-	-	416	1900	1900	21.9%	416
3/2		U	N/A	N/A	-		-	-	-	610	1900	1900	32.1%	610
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	-	289	1715	400	72.3%	289
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	23	-	294	1739	405	72.6%	294
6/1		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%	707
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	22	-	221	1900:1900	87+350	50.6 : 50.6%	221
8/1	Left	U	N/A	N/A	-		-	-	-	623	1800	1800	34.6%	623
8/2	Ahead	U	N/A	N/A	C4:J		1	68	-	366	1980	1326	27.6%	366
9/1	Ahead	O	N/A	N/A	-		-	-	-	84	Inf	578	14.5%	84
10/1		U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%	410
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	43	-	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	48	-	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	**-**	**435**	**0**	**15**	**34.8**	**30.5**	**0.2**	**65.5**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**220**	**0**	**0**	**0.0**	**1.6**	**0.0**	**1.6**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	929	18	0	0	0.0	0.5	-	0.5 (0.5+0.0)	1.9 (1.9:1.9)	0.0	0.5	0.5	-	
2/1	922	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	-	
3/1	90	90	0	0	0.0	0.1	-	0.1	5.9	0.0	0.1	0.1	-	
4/1	579	86	0	0	0.0	0.1	-	0.1	0.9	1.4	0.1	1.5	-	
5/1	498	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
6/1	37	-	-	-	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	5.2	0.0	0.0	0.0	-	
8/1	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	494	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**6.9**	**6.2**	**0.0**	**13.1**	**-**	**-**	**-**	**-**	**-**	
1/1	989	10	0	0	5.7	5.6	0.0	11.3	41.1	30.5	5.6	36.1	10.2	
2/1	558	-	-	-	0.4	0.3	-	0.7	4.4	4.7	0.3	5.0	2.9	
3/1	25	-	-	-	0.8	0.3	-	1.1	158.3	1.6	0.3	1.9	1.6	
4/1	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**52**	**0**	**0**	**12.0**	**14.4**	**0.0**	**26.4**	**-**	**-**	**-**	**-**	**-**	
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	983	-	-	-	4.6	6.2	-	10.8	39.5	24.6	6.2	30.8	9.6	
4/1+4/2	586	52	0	0	1.3	0.4	0.0	1.7 (1.6+0.1)	10.6 (10.6:10.3)	4.6	0.4	5.0	4.6	
5/1	586	-	-	-	0.5	0.4	-	0.9	5.5	4.9	0.4	5.3	2.9	

Full Input Data And Results

5/2	333	-	-	-	3.4	3.1	-	6.5	70.6	8.9	3.1	12.0	6.9
6/1	968	-	-	-	1.6	4.0	-	5.7	21.0	13.7	4.0	17.7	3.4
J4: Regent St/Bradley Rd	**-**	**153**	**0**	**15**	**15.9**	**8.3**	**0.2**	**24.3**	**-**	**-**	**-**	**-**	**-**
1/1	399	-	-	-	0.5	0.6	-	1.1	9.5	8.4	0.6	9.0	1.4
1/2	277	-	-	-	0.2	0.3	-	0.5	6.9	2.3	0.3	2.6	0.8
2/1+2/2	951	-	-	-	4.1	2.9	-	7.0 (4.7+2.3)	26.5 (27.4:24.7)	20.5	2.9	23.4	9.4
2/3	350	-	-	-	2.2	0.4	-	2.6	27.0	7.3	0.4	7.7	5.7
3/1	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	610	-	-	-	0.2	0.2	-	0.5	2.7	11.0	0.2	11.2	-
4/1	38	-	-	-	0.3	0.0	-	0.4	34.2	0.8	0.0	0.9	0.8
5/1	289	-	-	-	2.9	1.3	-	4.2	52.3	7.6	1.3	8.9	6.2
5/2	294	-	-	-	3.0	1.3	-	4.3	52.3	7.8	1.3	9.1	6.3
6/1	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	221	69	0	15	2.1	0.5	0.2	2.8 (0.5+2.3)	45.2 (40.1:46.4)	4.3	0.5	4.8	3.8
8/1	623	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-
8/2	366	-	-	-	0.4	0.2	-	0.6	5.6	1.5	0.2	1.7	1.5
9/1	84	84	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1	-
10/1	410	-	-	-	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 (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	13.08
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	23.37
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	13.08
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	-4.1	Total Delay for Signalled Lanes (pcuHr):	13.35
	PRC Over All Lanes (%):	-4.1	Total Delay Over All Lanes(pcuHr):	65.46

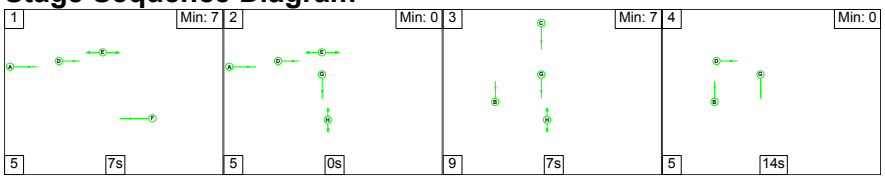
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	103
Cycle Time (s):	100
Cycle Time (s):	100

Full Input Data And Results

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

C1 - Mold Road Gateway

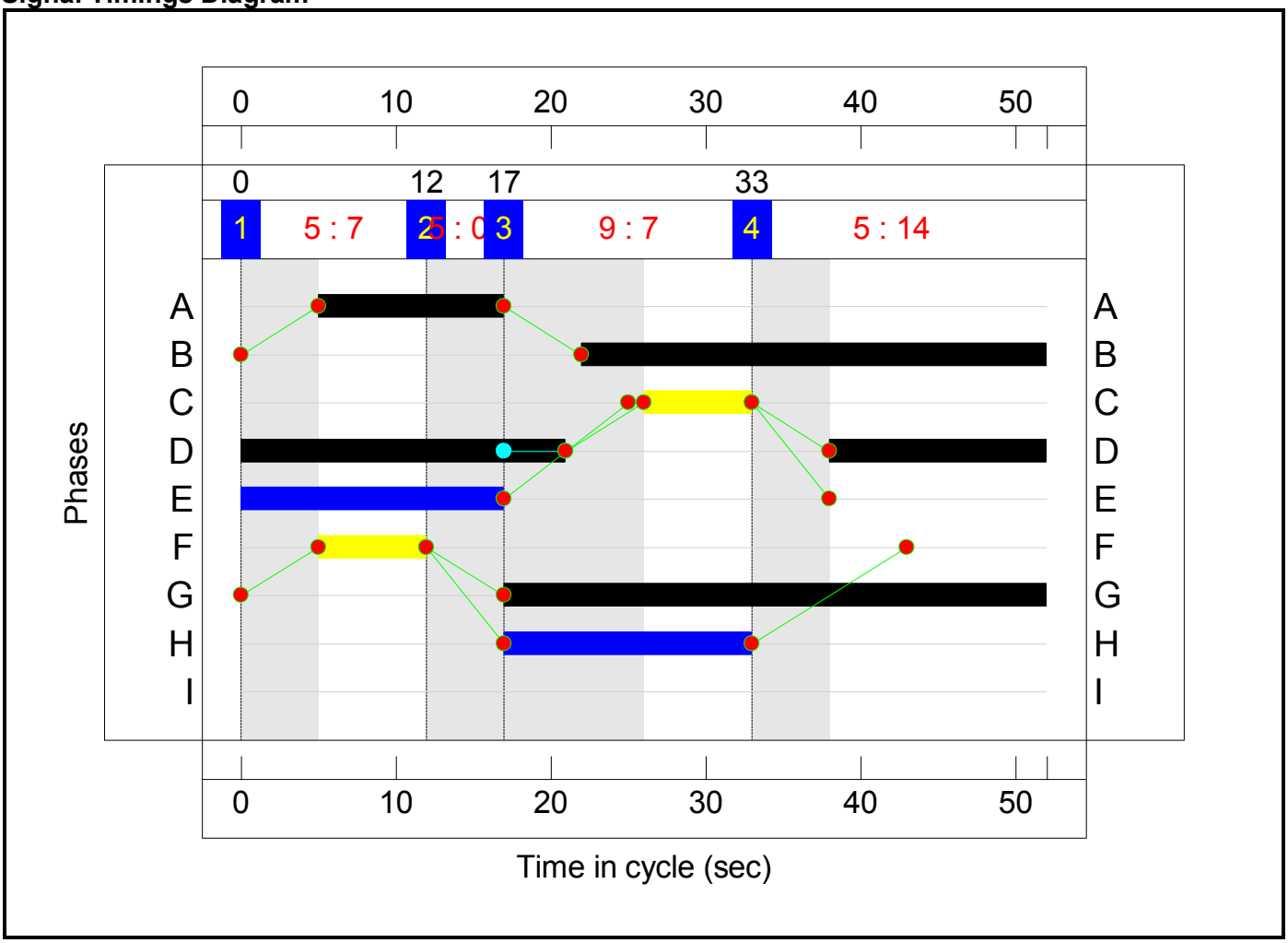
Stage Sequence Diagram



Stage Timings

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

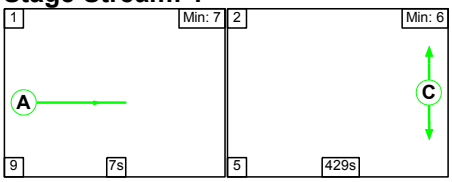
Signal Timings Diagram



C2 - Mold Road Staggered Ped

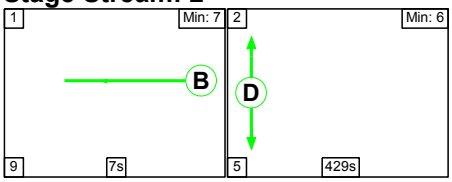
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

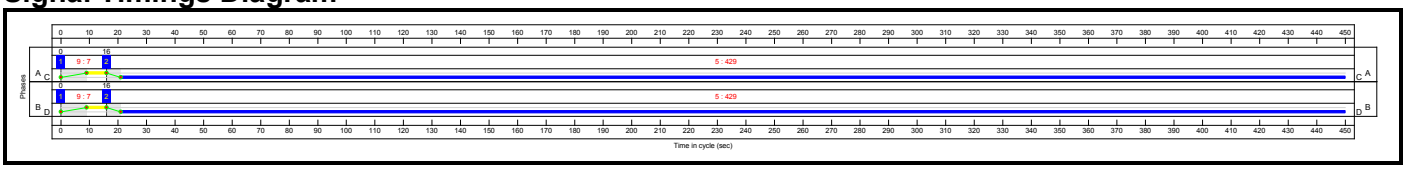
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

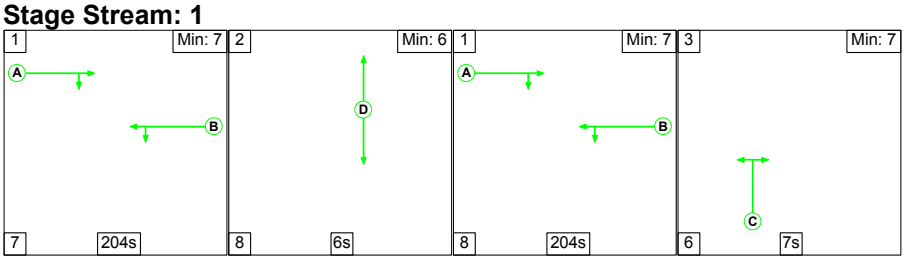
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

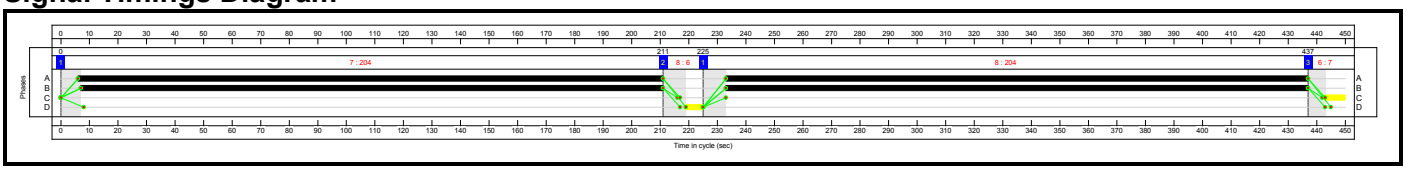


Stage Timings

Stage Stream: 1

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

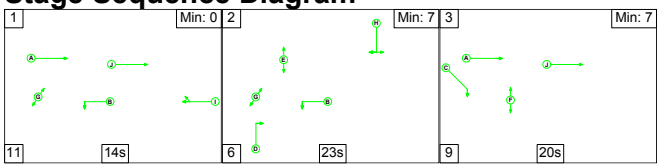
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

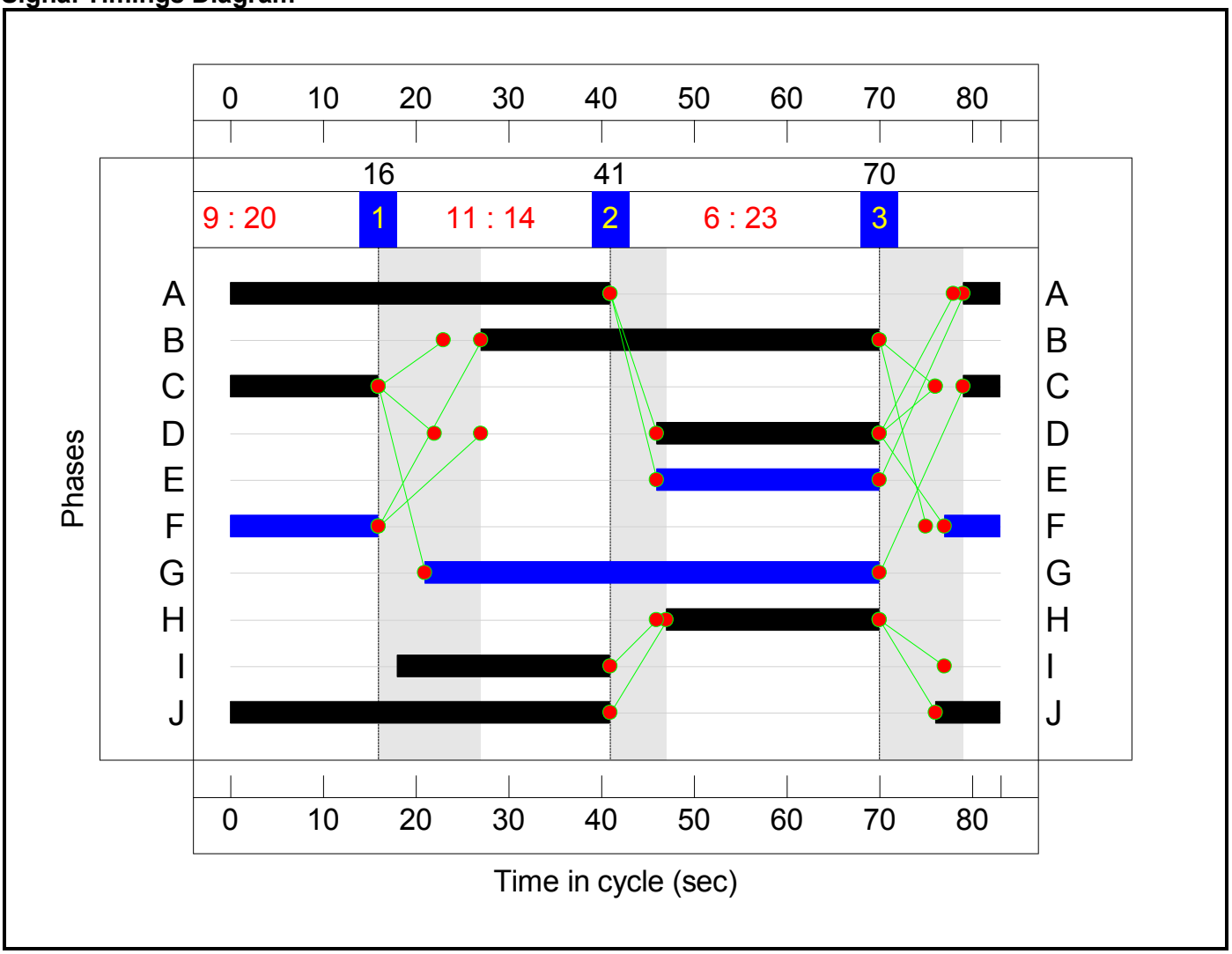
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	14	23	20
Change Point	16	41	70

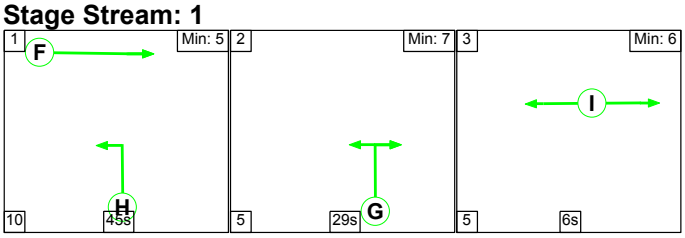
Signal Timings Diagram



C5 - Station Approach - Central Road

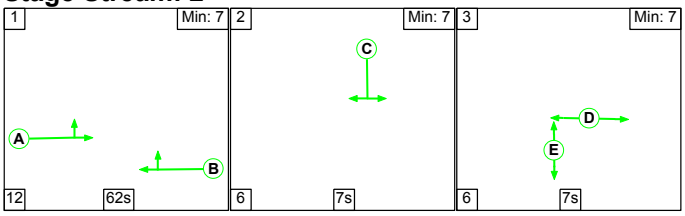
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

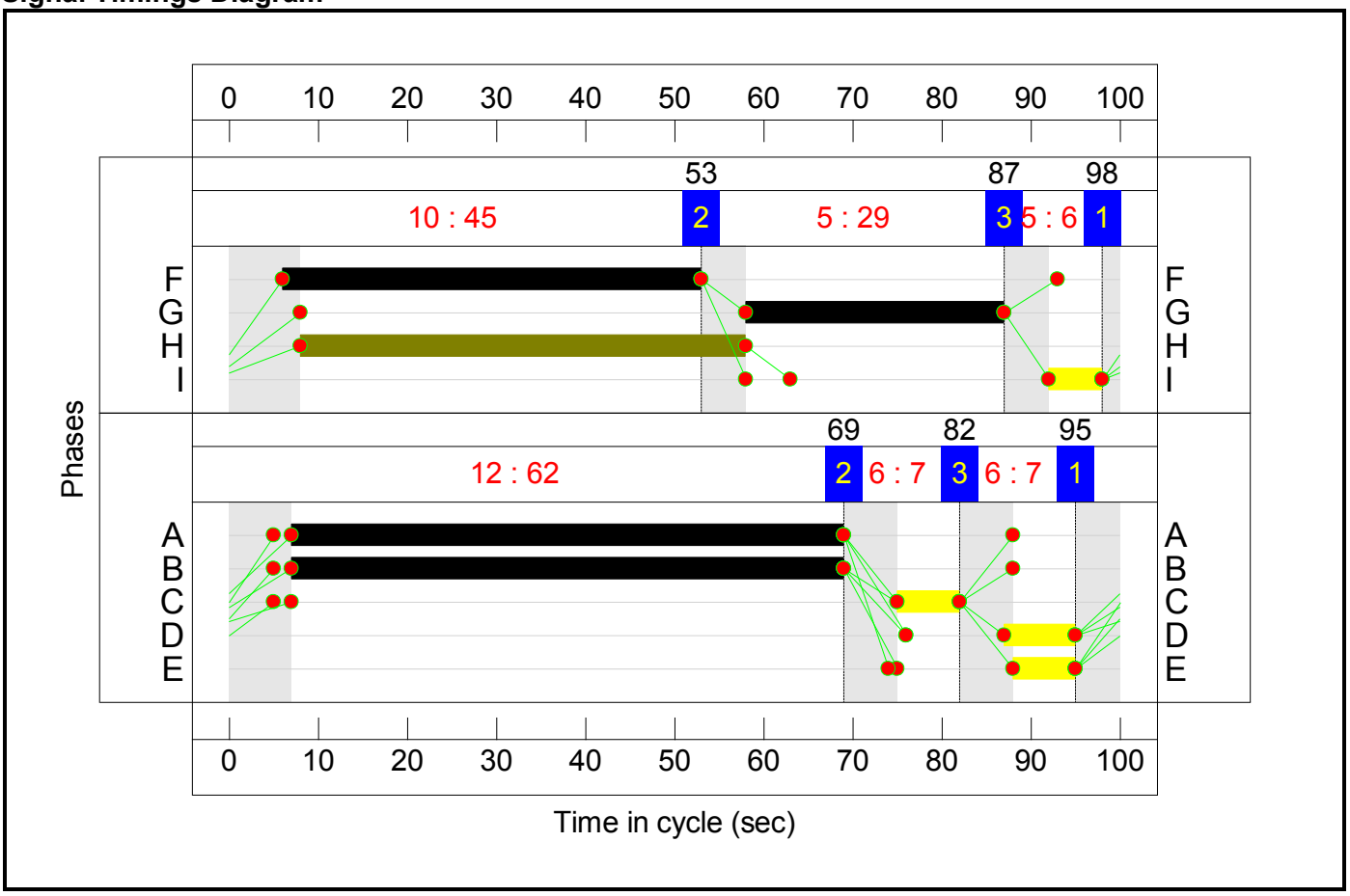
Stage Stream: 1

Stage	1	2	3
Duration	45	29	6
Change Point	98	53	87

Stage Stream: 2

Stage	1	2	3
Duration	62	7	7
Change Point	95	69	82

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**	-	-		-	-	-	-	-	-	**89.1%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**57.0%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	614	1900:1900	1854+46	32.3 : 32.3%	614
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	609	1900	1900	32.1%	609
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	79	Inf	355	22.3%	79
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	1120	Inf	7312	15.3%	1120
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	1069	1900	1900	56.3%	1069
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%	23
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	32	Inf	275	11.6%	32
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	111	Inf	Inf	0.0%	111
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	1083	1900	1900	57.0%	1083
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.4%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	628	1763	1147	54.8%	628
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	1119	1763	1567	71.4%	1119

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	14	1940	34	40.6%	14
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%	21
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**	**-**
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	-	620	1667	1050	59.0%	620
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	1115	1980:1795	1209+43	89.1 : 89.1%	1115
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	50	1115	1655	1324	84.2%	1115
5/2	Central Road Right	U	5:1	N/A	C5:G		1	29	-	353	1655	497	71.1%	353
6/1	Ahead	U	5:1	N/A	C5:F		1	47	-	643	1965	943	68.2%	643
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.2%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	43	-	588	1786	947	62.1%	588
1/2	Left	U	N/A	N/A	C4:B		1	43	-	428	1786	947	45.2%	428
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	45	-	642	1800:1800	777+225	64.1 : 64.1%	642
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	354	1813	459	77.2%	354
3/1		U	N/A	N/A	-		-	-	-	509	1900	1900	26.8%	509
3/2		U	N/A	N/A	-		-	-	-	861	1900	1900	45.3%	861
4/1	Right	U	N/A	N/A	C4:D		1	24	-	38	1990	599	6.3%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	23	-	325	1715	496	65.5%	325
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	23	-	336	1739	503	66.8%	336
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%	595
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	23	-	492	1900:1900	245+437	72.1 : 72.1%	492
8/1	Left	U	N/A	N/A	-		-	-	-	498	1800	1800	27.7%	498
8/2	Ahead	U	N/A	N/A	C4:J		1	48	-	182	1980	1169	15.6%	182
9/1	Ahead	O	N/A	N/A	-		-	-	-	97	Inf	605	16.0%	97
10/1		U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%	222
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	24	-	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	**-**	**441**	**0**	**1**	**31.9**	**22.5**	**0.0**	**54.4**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**199**	**0**	**0**	**0.0**	**2.1**	**0.0**	**2.1**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	614	15	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	609	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
3/1	79	79	0	0	0.0	0.1	-	0.1	6.5	0.0	0.1	0.1	-	
4/1	1120	73	0	0	0.0	0.1	-	0.1	0.3	0.9	0.1	1.0	-	
5/1	1069	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6	-	
6/1	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	32	32	0	0	0.0	0.1	-	0.1	7.4	0.0	0.1	0.1	-	
8/1	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	1083	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7	-	
J2: Jacques Road Bridge Junction	**-**	**11**	**0**	**0**	**4.1**	**2.2**	**0.0**	**6.3**	**-**	**-**	**-**	**-**	**-**	
1/1	628	11	0	0	2.1	0.6	0.0	2.7	15.4	18.3	0.6	18.9	3.3	
2/1	1119	-	-	-	1.2	1.2	-	2.4	7.8	22.1	1.2	23.3	7.5	
3/1	14	-	-	-	0.9	0.3	-	1.2	303.8	1.7	0.3	2.1	1.7	
4/1	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**38**	**0**	**0**	**13.0**	**10.2**	**0.0**	**23.2**	**-**	**-**	**-**	**-**	**-**	
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	620	-	-	-	1.9	0.7	-	2.6	15.1	10.0	0.7	10.7	6.0	
4/1+4/2	1115	38	0	0	2.9	3.9	0.0	6.7 (6.5+0.2)	21.8 (21.8:21.2)	23.7	3.9	27.6	7.5	
5/1	1115	-	-	-	1.9	2.6	-	4.5	14.5	18.9	2.6	21.5	5.6	

Full Input Data And Results

5/2	353	-	-	-	3.1	1.2	-	4.3	43.5	8.6	1.2	9.8	6.7
6/1	643	-	-	-	2.1	1.1	-	3.2	17.8	8.8	1.1	9.9	5.2
J4: Regent St/Bradley Rd	**-**	**193**	**0**	**1**	**14.9**	**8.0**	**0.0**	**22.9**	**-**	**-**	**-**	**-**	**-**
1/1	588	-	-	-	0.5	0.8	-	1.4	8.3	7.3	0.8	8.1	1.6
1/2	428	-	-	-	0.3	0.4	-	0.7	5.9	4.5	0.4	4.9	1.0
2/1+2/2	642	-	-	-	2.3	0.9	-	3.2 (2.5+0.7)	17.7 (18.0:16.7)	9.4	0.9	10.3	5.8
2/3	354	-	-	-	2.8	1.6	-	4.5	45.4	7.6	1.6	9.2	5.9
3/1	509	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-
3/2	861	-	-	-	0.3	0.4	-	0.7	2.9	9.8	0.4	10.2	-
4/1	38	-	-	-	0.2	0.0	-	0.3	23.9	0.6	0.0	0.7	0.6
5/1	325	-	-	-	2.3	0.9	-	3.3	36.3	6.5	0.9	7.4	5.1
5/2	336	-	-	-	2.4	1.0	-	3.4	36.7	6.8	1.0	7.8	5.3
6/1	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	492	96	0	1	3.4	1.3	0.0	4.7 (1.6+3.0)	34.1 (33.1:34.7)	6.9	1.3	8.2	5.0
8/1	498	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	182	-	-	-	0.3	0.1	-	0.4	7.9	1.1	0.1	1.2	1.1
9/1	97	97	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	222	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

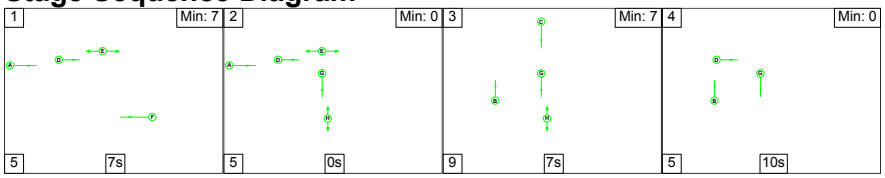
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	26.0	Total Delay for Signalled Lanes (pcuHr):	6.29	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	16.6	Total Delay for Signalled Lanes (pcuHr):	21.71	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	11.94	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	11.27	Cycle Time (s): 100
	PRC Over All Lanes (%):	1.0	Total Delay Over All Lanes(pcuHr):	54.45	

Full Input Data And Results

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

C1 - Mold Road Gateway

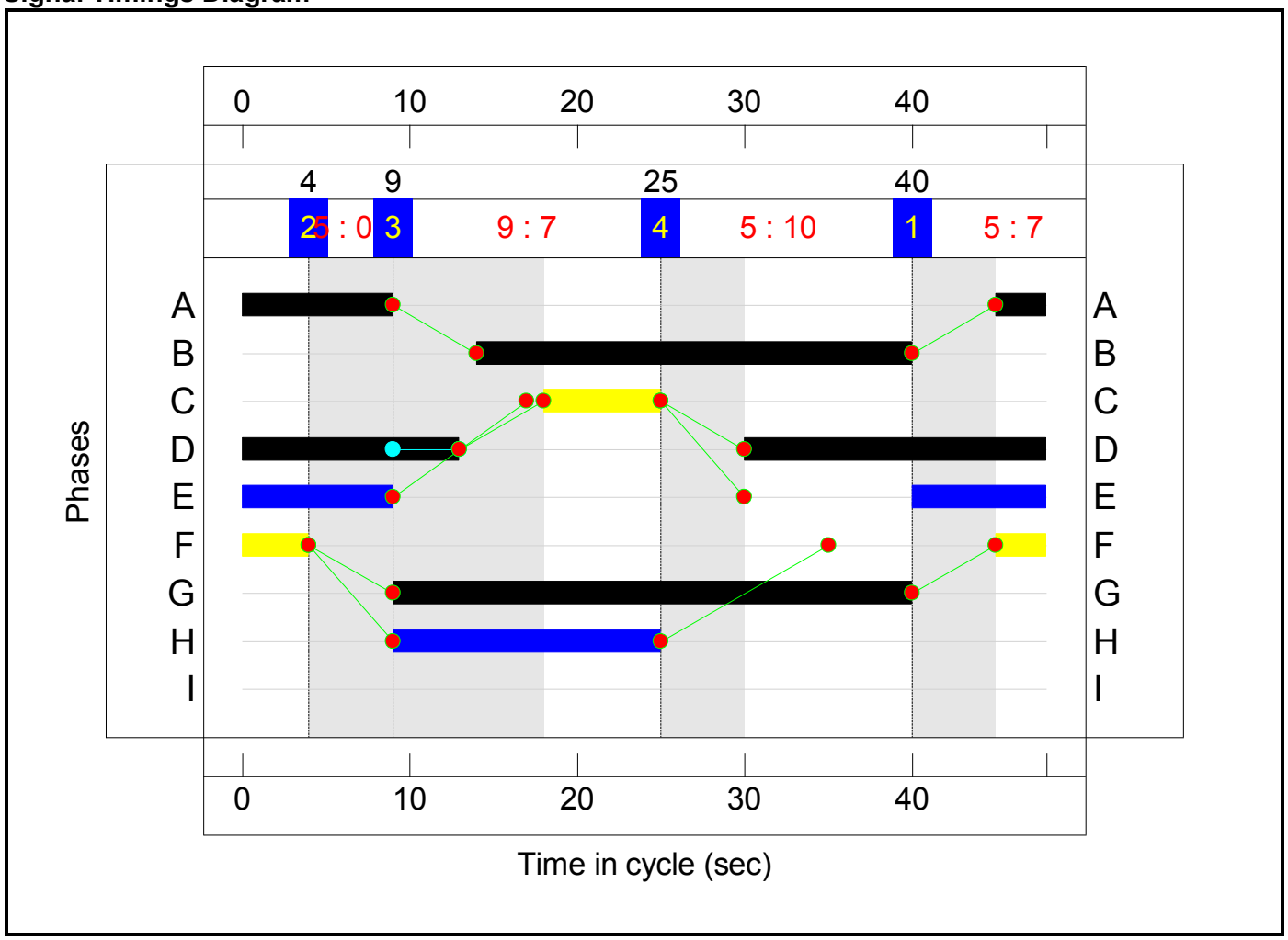
Stage Sequence Diagram



Stage Timings

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

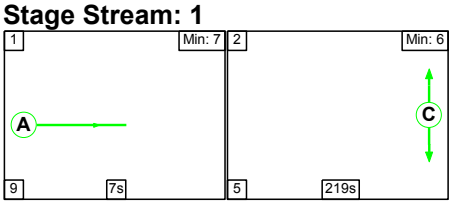
Signal Timings Diagram



C2 - Mold Road Staggered Ped

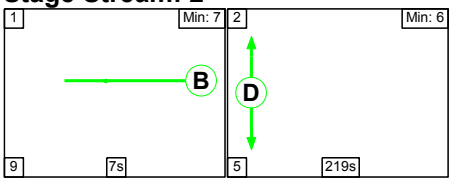
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

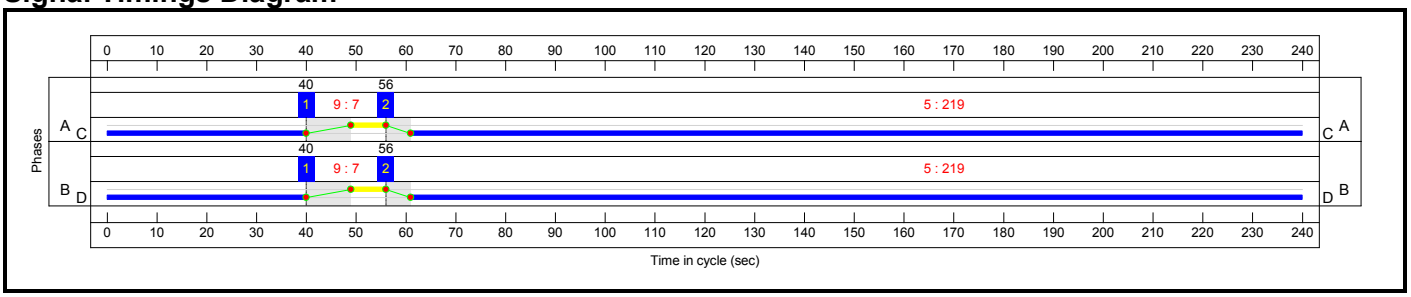
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

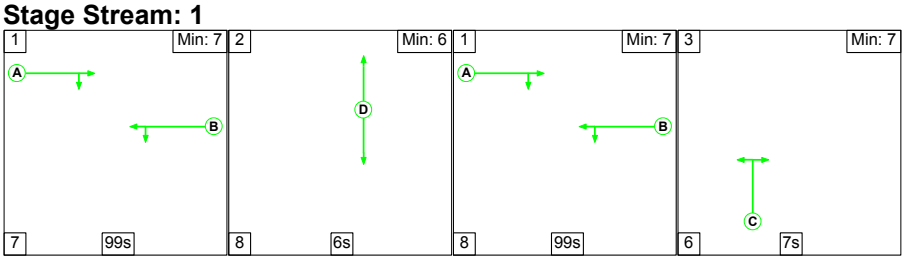
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



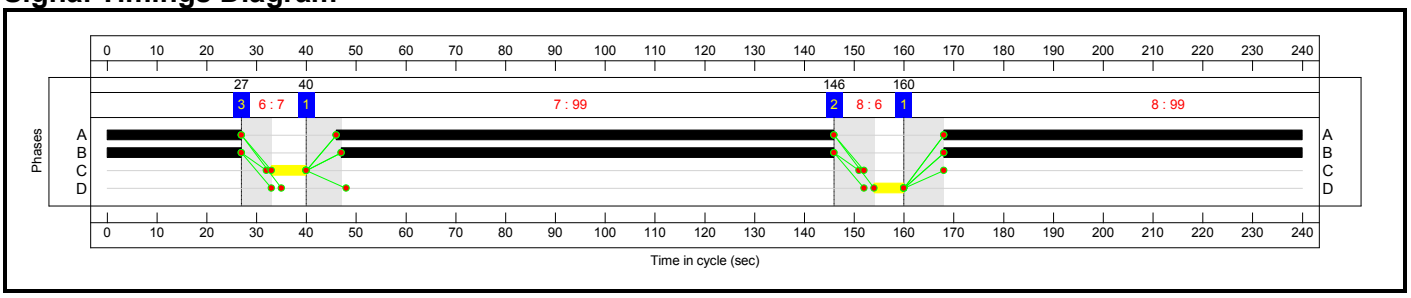
Stage Timings

Stage Stream: 1

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

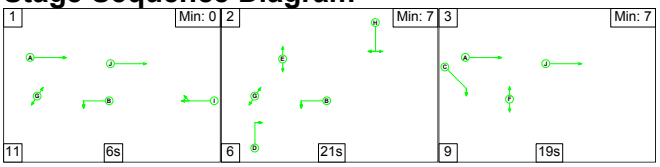
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

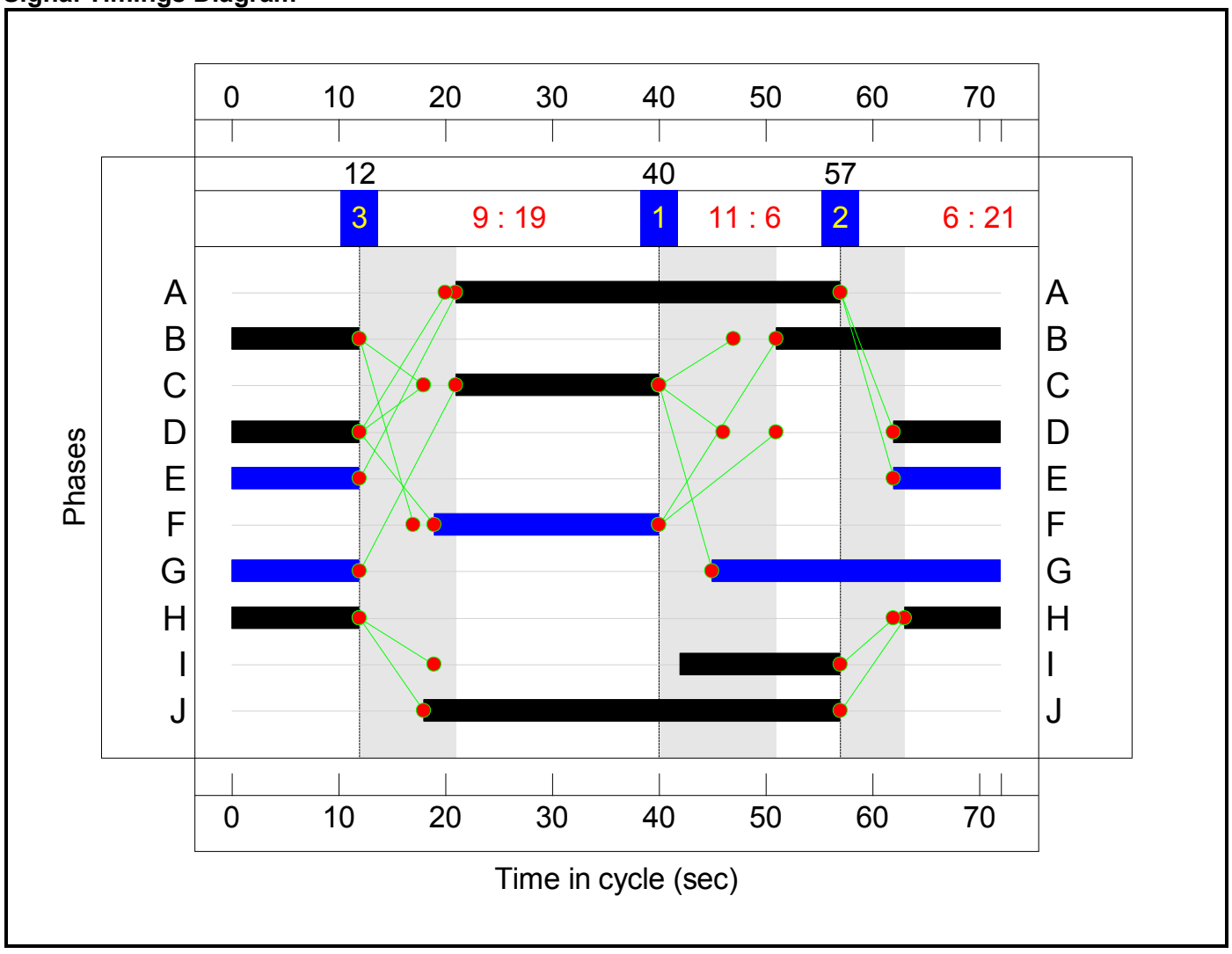
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	6	21	19
Change Point	40	57	12

Signal Timings Diagram

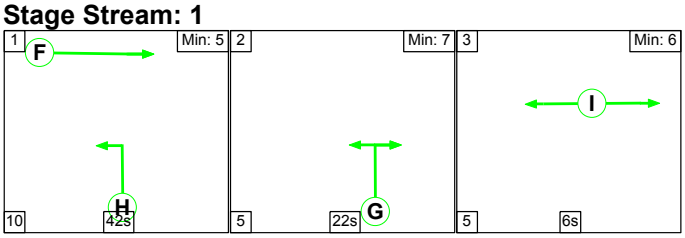


Full Input Data And Results

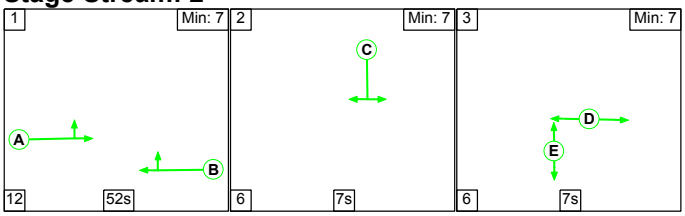
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

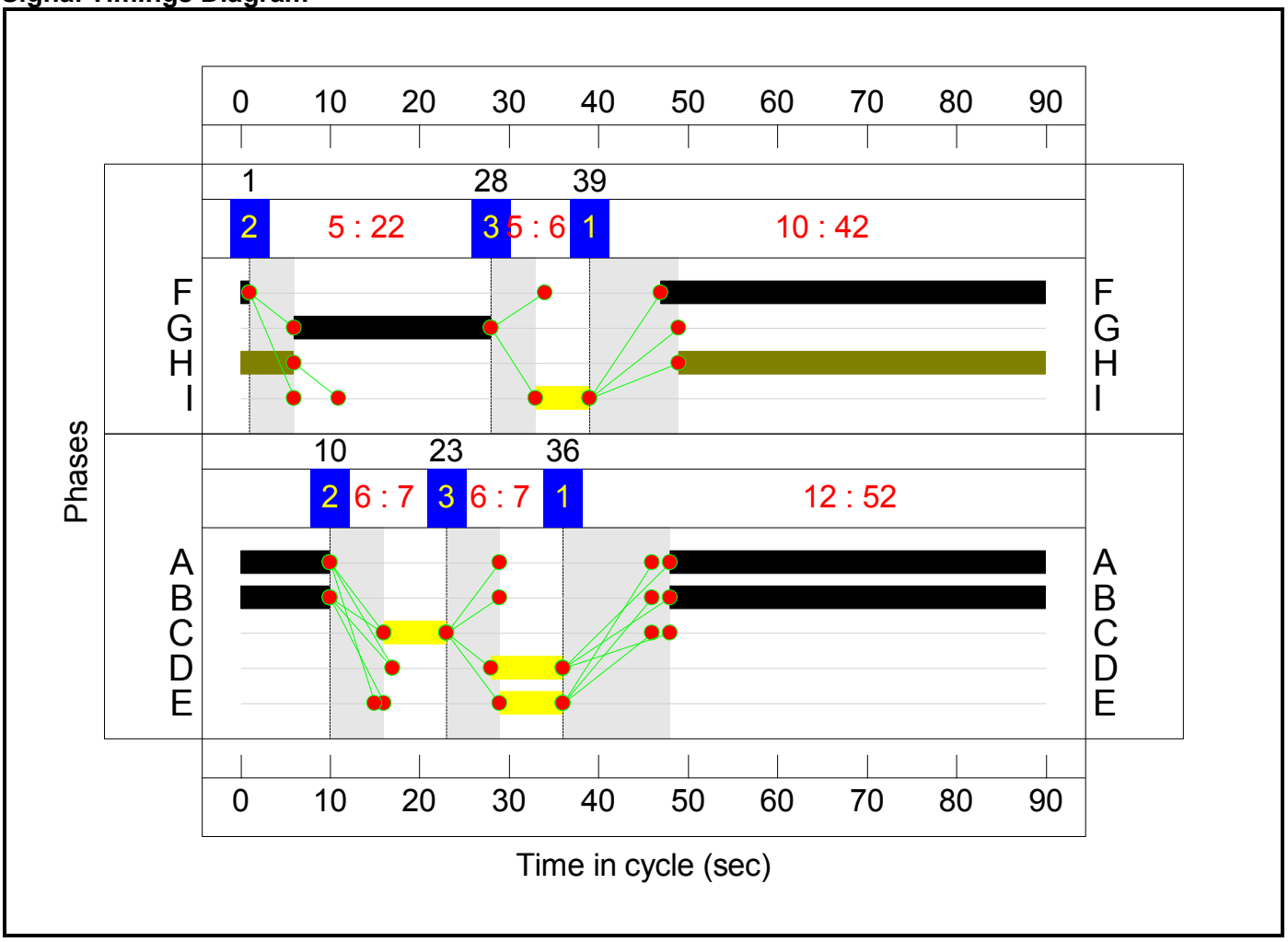
Stage	1	2	3
Duration	42	22	6
Change Point	39	1	28

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	36	10	23

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**	-	-		-	-	-	-	-	-	**65.1%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**31.9%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	606	1900:1900	1866+34	31.9 : 31.9%	606
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	606	1900	1900	31.9%	606
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	62	Inf	439	14.1%	62
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	599	Inf	11913	5.0%	599
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	585	1900	1900	30.8%	585
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%	19
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	28	Inf	388	7.2%	28
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%	41
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	594	1900	1900	31.3%	594
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**49.3%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	641	1763	1301	49.3%	641
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	601	1763	1469	40.9%	601

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	8	1940	65	12.4%	8
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.1%**	**-**
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	-	641	1672	985	65.1%	641
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	599	1980:1795	1122+51	51.1 : 51.1%	599
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	599	1655	1287	46.5%	599
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	264	1655	423	62.4%	264
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	635	1965	982	64.6%	635
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	33	-	416	1786	843	49.3%	416
1/2	Left	U	N/A	N/A	C4:B		1	33	-	270	1786	843	32.0%	270
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	36	-	591	1800:1800	728+199	63.7 : 63.7%	591
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	19	-	308	1813	504	61.2%	308
3/1		U	N/A	N/A	-		-	-	-	326	1900	1900	17.2%	326
3/2		U	N/A	N/A	-		-	-	-	668	1900	1900	35.2%	668
4/1	Right	U	N/A	N/A	C4:D		1	22	-	38	1990	636	6.0%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	21	-	283	1715	524	54.0%	283
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	21	-	288	1739	531	54.2%	288
6/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%	546
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	15	-	252	1900:1900	137+386	48.1 : 48.1%	252
8/1	Left	U	N/A	N/A	-		-	-	-	464	1800	1800	25.8%	464
8/2	Ahead	U	N/A	N/A	C4:J		1	39	-	165	1980	1100	15.0%	165
9/1	Ahead	O	N/A	N/A	-		-	-	-	82	Inf	613	13.4%	82
10/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%	220
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	22	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	39	-	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	**-**	**317**	**0**	**1**	**20.1**	**10.6**	**0.0**	**30.8**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**125**	**0**	**0**	**0.0**	**1.1**	**0.0**	**1.1**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	606	11	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	606	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
3/1	62	62	0	0	0.0	0.1	-	0.1	4.8	0.0	0.1	0.1	-	
4/1	599	24	0	0	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0	-	
5/1	585	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
6/1	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	28	28	0	0	0.0	0.0	-	0.0	5.0	0.0	0.0	0.0	-	
8/1	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	594	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**1.6**	**0.9**	**0.0**	**2.5**	**-**	**-**	**-**	**-**	**-**	
1/1	641	3	0	0	1.0	0.5	0.0	1.5	8.2	9.1	0.5	9.6	3.6	
2/1	601	-	-	-	0.4	0.3	-	0.8	4.6	5.2	0.3	5.5	3.2	
3/1	8	-	-	-	0.3	0.1	-	0.3	144.3	0.5	0.1	0.6	0.5	
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**	**8.4**	**3.9**	**0.0**	**12.3**	**-**	**-**	**-**	**-**	**-**	
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	641	-	-	-	2.2	0.9	-	3.1	17.5	10.7	0.9	11.6	6.2	
4/1+4/2	599	26	0	0	1.3	0.5	0.0	1.8 (1.7+0.1)	10.8 (10.9:10.2)	3.9	0.5	4.5	3.9	
5/1	599	-	-	-	0.6	0.4	-	1.0	6.1	5.2	0.4	5.6	3.0	

Full Input Data And Results

5/2	264	-	-	-	2.2	0.8	-	3.0	40.9	5.8	0.8	6.6	4.8
6/1	635	-	-	-	1.4	0.9	-	2.3	13.3	3.5	0.9	4.4	3.5
J4: Regent St/Bradley Rd	**-**	**163**	**0**	**1**	**10.2**	**4.8**	**0.0**	**14.9**	**-**	**-**	**-**	**-**	**-**
1/1	416	-	-	-	0.4	0.5	-	0.9	7.4	4.6	0.5	5.0	1.3
1/2	270	-	-	-	0.2	0.2	-	0.4	5.8	2.0	0.2	2.3	0.8
2/1+2/2	591	-	-	-	2.1	0.9	-	3.0 (2.4+0.6)	18.0 (18.4:16.8)	7.7	0.9	8.5	5.0
2/3	308	-	-	-	1.9	0.8	-	2.7	31.8	5.3	0.8	6.1	4.3
3/1	326	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	-
3/2	668	-	-	-	0.1	0.3	-	0.4	2.2	7.6	0.3	7.9	-
4/1	38	-	-	-	0.2	0.0	-	0.2	20.0	0.5	0.0	0.5	0.5
5/1	283	-	-	-	1.6	0.6	-	2.2	28.2	4.6	0.6	5.2	3.8
5/2	288	-	-	-	1.7	0.6	-	2.3	28.2	4.7	0.6	5.3	3.8
6/1	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	252	81	0	1	1.7	0.5	0.0	2.2 (0.5+1.6)	30.8 (29.2:31.4)	3.2	0.5	3.7	2.8
8/1	464	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-
8/2	165	-	-	-	0.3	0.1	-	0.4	8.1	0.9	0.1	1.0	0.9
9/1	82	82	0	0	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1	-
10/1	220	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

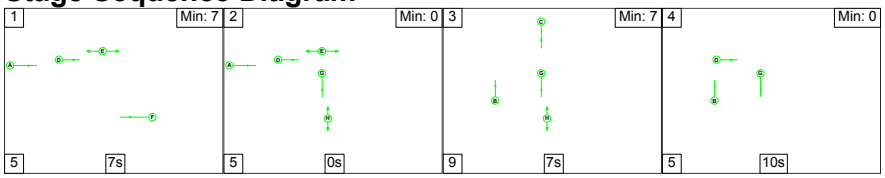
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	82.7	Total Delay for Signalled Lanes (pcuHr):	2.55	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	41.2	Total Delay for Signalled Lanes (pcuHr):	14.17	Cycle Time (s): 72
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	39.3	Total Delay for Signalled Lanes (pcuHr):	6.35	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	38.2	Total Delay for Signalled Lanes (pcuHr):	5.93	Cycle Time (s): 90
	PRC Over All Lanes (%):	38.2	Total Delay Over All Lanes(pcuHr):	30.83	

Full Input Data And Results

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

C1 - Mold Road Gateway

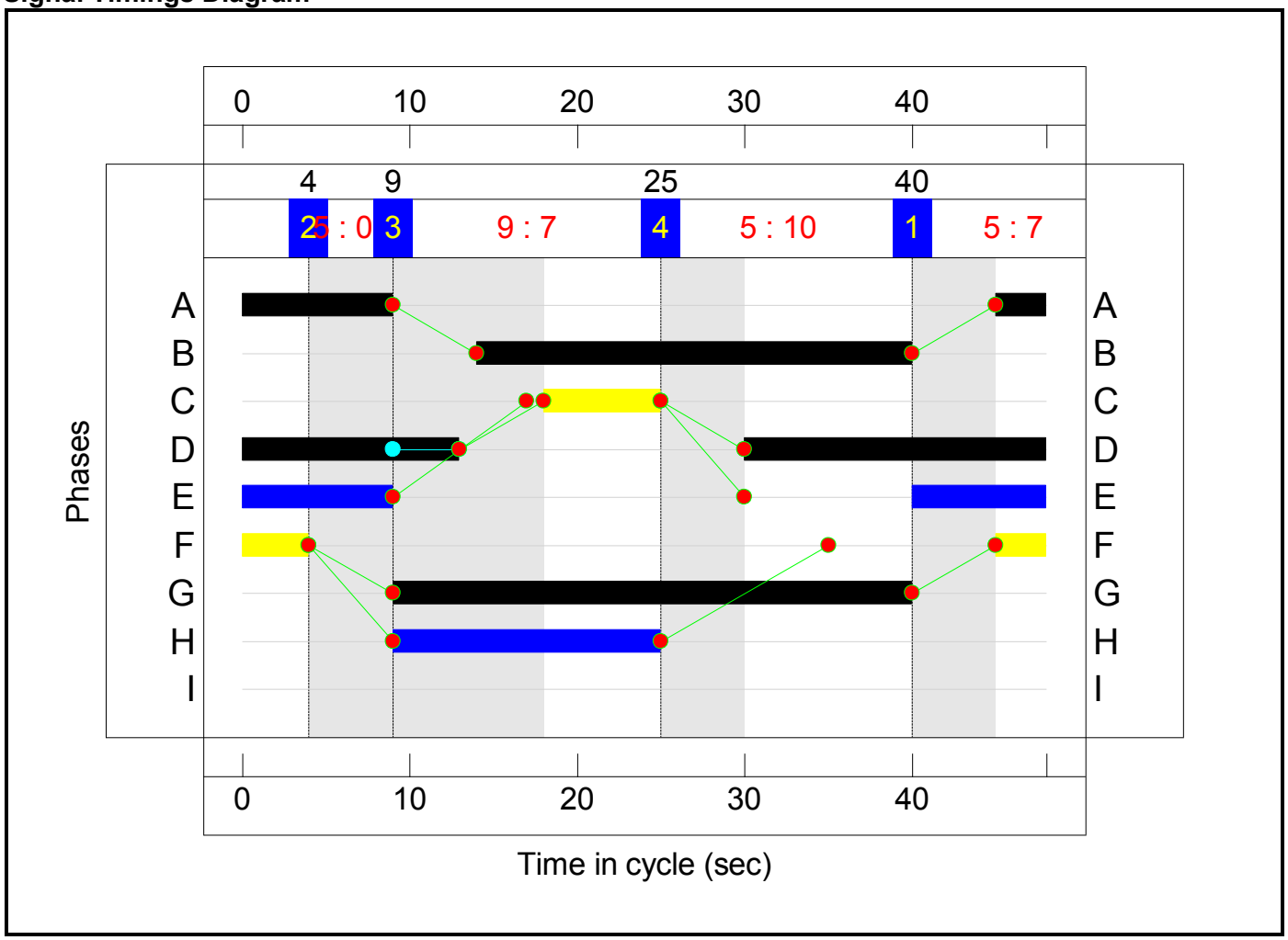
Stage Sequence Diagram



Stage Timings

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

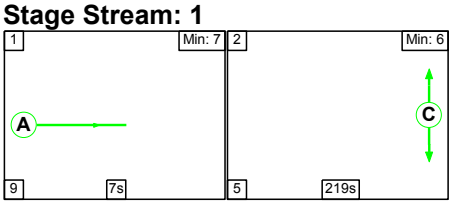
Signal Timings Diagram



C2 - Mold Road Staggered Ped

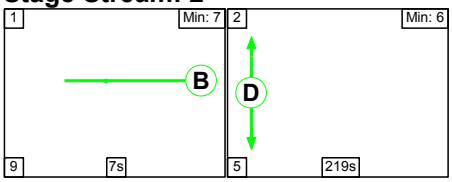
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

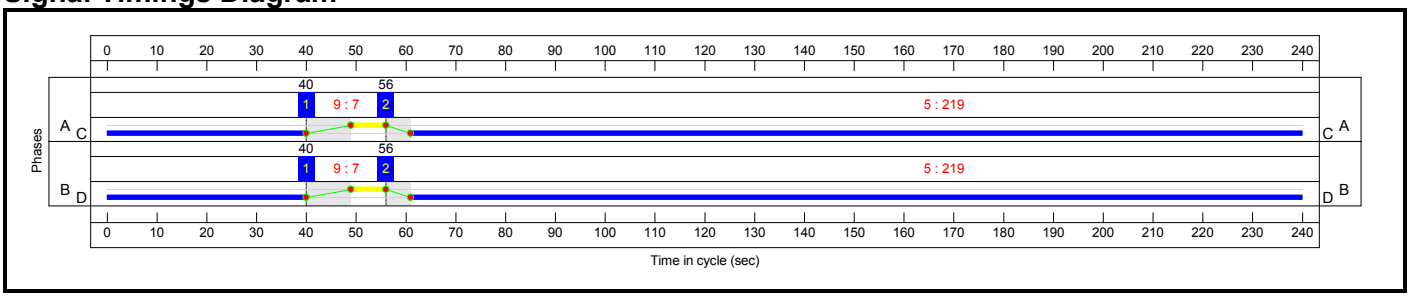
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

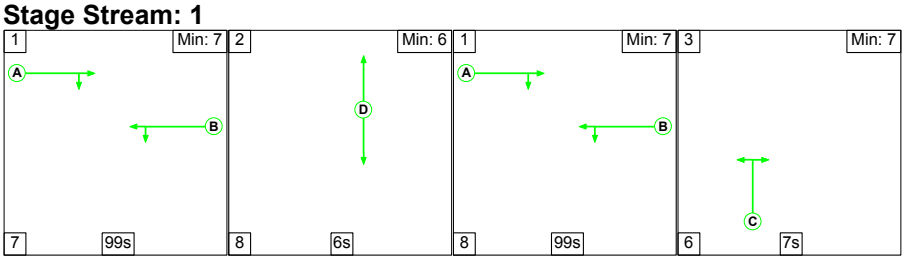
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



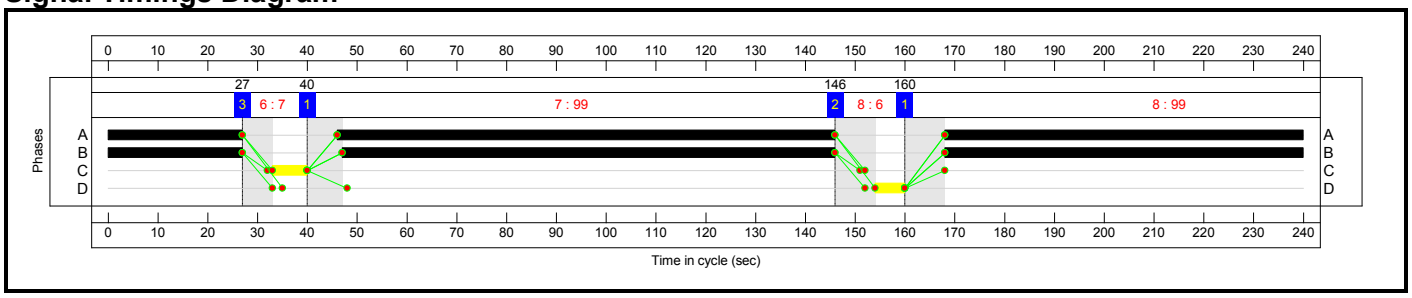
Stage Timings

Stage Stream: 1

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

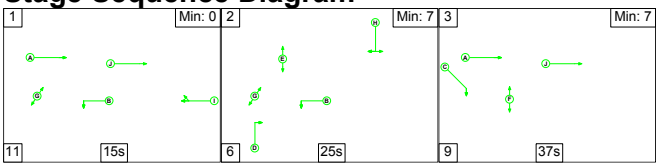
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

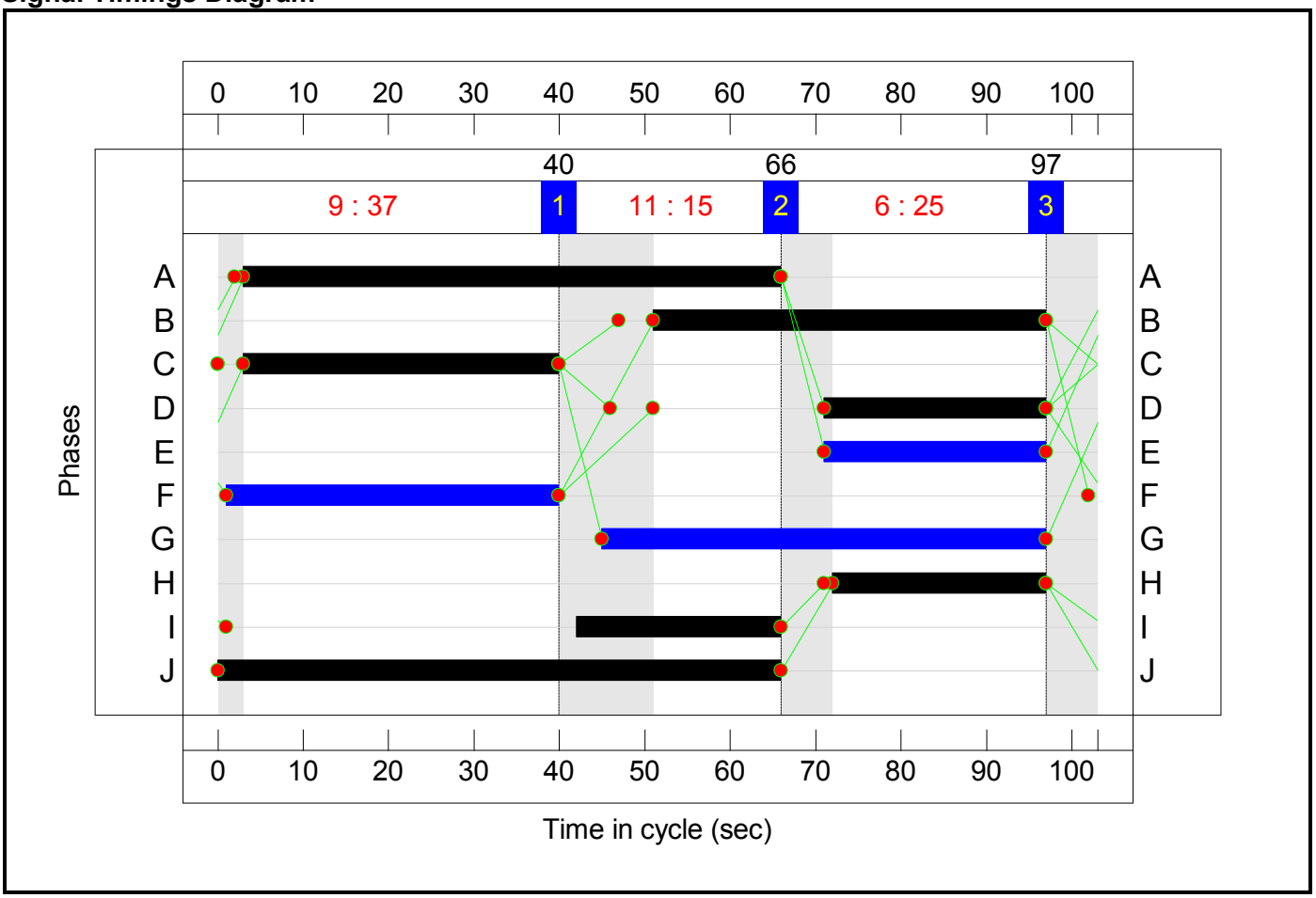
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

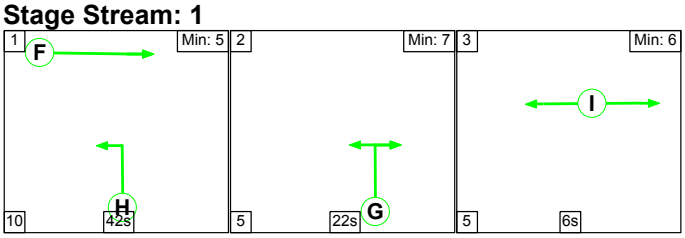


Full Input Data And Results

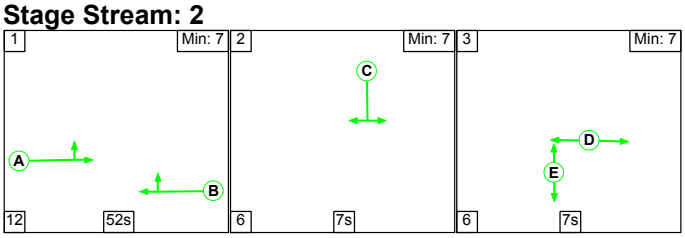
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

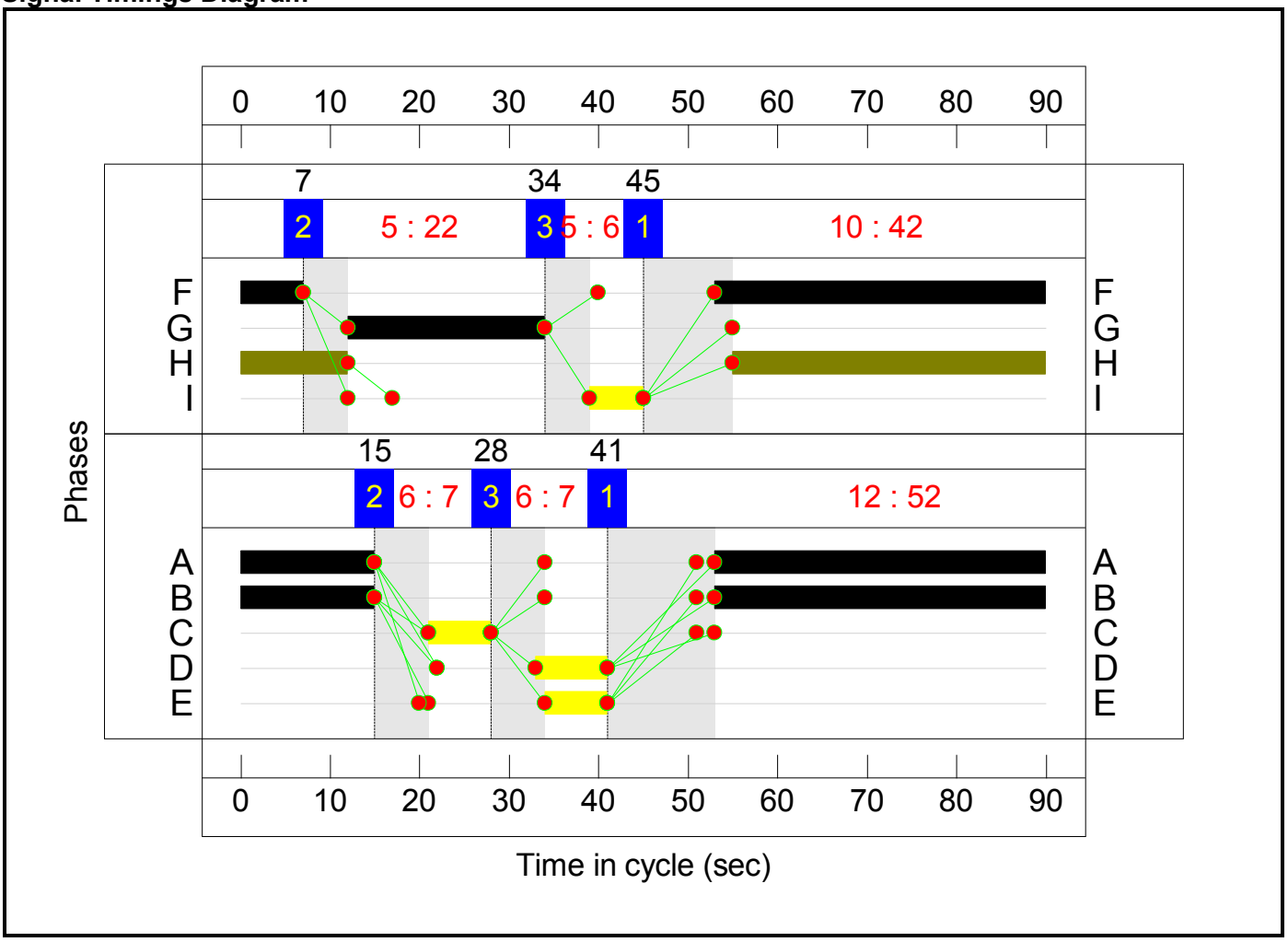
Stage	1	2	3
Duration	42	22	6
Change Point	45	7	34

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**	-	-		-	-	-	-	-	-	**81.0%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**39.1%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	742	1900:1900	1854+46	39.1 : 39.1%	742
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	735	1900	1900	38.7%	735
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	86	Inf	443	19.4%	86
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	574	Inf	2988	19.2%	574
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	493	1900	1900	25.9%	493
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%	37
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	26	Inf	394	6.6%	26
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	-		-	-	-	489	1900	1900	25.7%	489
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.3%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	798	1763	1074	74.3%	798
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	553	1763	1469	37.6%	553

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	-		-	-	-	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**	**-**
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	-	792	1661	978	81.0%	792
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	557	1980:1795	1124+48	47.5 : 47.5%	557
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	557	1655	1287	43.3%	557
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	333	1655	423	78.7%	333
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	796	1965	982	81.0%	796
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.1%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	46	-	404	1786	815	49.6%	404
1/2	Left	U	N/A	N/A	C4:B		1	46	-	244	1786	815	29.9%	244
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	63	-	776	1800:1800	844+202	74.1 : 74.1%	776
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	37	-	353	1813	669	52.8%	353
3/1		U	N/A	N/A	-		-	-	-	390	1900	1900	20.5%	390
3/2		U	N/A	N/A	-		-	-	-	611	1900	1900	32.2%	611
4/1	Right	U	N/A	N/A	C4:D		1	26	-	41	1990	522	7.9%	41

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	25	-	275	1715	433	63.5%	275
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	25	-	286	1739	439	65.2%	286
6/1		U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%	712
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	24	-	215	1900:1900	113+405	41.4 : 41.4%	215
8/1	Left	U	N/A	N/A	-		-	-	-	628	1800	1800	34.9%	628
8/2	Ahead	U	N/A	N/A	C4:J		1	66	-	189	1980	1288	14.7%	189
9/1	Ahead	O	N/A	N/A	-		-	-	-	84	Inf	577	14.6%	84
10/1		U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%	233
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	**-**	**416**	**0**	**1**	**29.2**	**15.9**	**0.1**	**45.2**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**216**	**0**	**0**	**0.0**	**1.3**	**0.0**	**1.3**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	742	18	0	0	0.0	0.3	-	0.3 (0.3+0.0)	1.6 (1.6:1.6)	0.0	0.3	0.3	-	
2/1	735	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	86	86	0	0	0.0	0.1	-	0.1	5.0	0.0	0.1	0.1	-	
4/1	574	86	0	0	0.0	0.1	-	0.1	0.8	1.3	0.1	1.5	-	
5/1	493	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
6/1	37	-	-	-	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	4.9	0.0	0.0	0.0	-	
8/1	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	489	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**4.7**	**2.0**	**0.0**	**6.8**	**-**	**-**	**-**	**-**	**-**	
1/1	798	10	0	0	3.6	1.4	0.0	5.0	22.5	19.3	1.4	20.7	8.2	
2/1	553	-	-	-	0.4	0.3	-	0.7	4.4	4.6	0.3	4.9	2.9	
3/1	25	-	-	-	0.8	0.3	-	1.1	158.3	1.6	0.3	1.9	1.6	
4/1	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**23**	**0**	**0**	**9.9**	**6.9**	**0.0**	**16.9**	**-**	**-**	**-**	**-**	**-**	
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	792	-	-	-	3.2	2.1	-	5.3	24.0	15.4	2.1	17.5	7.7	
4/1+4/2	557	23	0	0	1.2	0.5	0.0	1.7 (1.6+0.1)	10.8 (10.8:10.1)	3.8	0.5	4.3	3.8	
5/1	557	-	-	-	0.5	0.4	-	0.9	5.8	4.6	0.4	5.0	2.8	

Full Input Data And Results

5/2	333	-	-	-	2.9	1.8	-	4.7	50.5	7.7	1.8	9.5	6.0
6/1	796	-	-	-	1.6	2.1	-	3.7	16.8	4.5	2.1	6.6	3.8
J4: Regent St/Bradley Rd	**-**	**167**	**0**	**1**	**14.6**	**5.7**	**0.1**	**20.3**	**-**	**-**	**-**	**-**	**-**
1/1	404	-	-	-	0.4	0.5	-	0.9	8.2	8.2	0.5	8.6	1.3
1/2	244	-	-	-	0.2	0.2	-	0.4	5.8	2.1	0.2	2.3	0.7
2/1+2/2	776	-	-	-	3.3	1.4	-	4.8 (3.9+0.8)	22.1 (22.6:19.8)	15.5	1.4	17.0	8.6
2/3	353	-	-	-	2.5	0.6	-	3.1	31.2	7.8	0.6	8.4	6.2
3/1	390	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	611	-	-	-	0.2	0.2	-	0.5	2.8	11.8	0.2	12.0	-
4/1	41	-	-	-	0.3	0.0	-	0.4	32.4	0.9	0.0	0.9	0.8
5/1	275	-	-	-	2.6	0.9	-	3.5	45.6	7.0	0.9	7.8	5.7
5/2	286	-	-	-	2.7	0.9	-	3.7	46.1	7.3	0.9	8.2	6.0
6/1	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	215	83	0	1	1.9	0.4	0.1	2.3 (0.5+1.8)	38.8 (36.2:39.6)	4.0	0.4	4.3	3.5
8/1	628	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-
8/2	189	-	-	-	0.3	0.1	-	0.4	8.0	1.3	0.1	1.4	1.3
9/1	84	84	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1	-
10/1	233	-	-	-	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 (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	6.77
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	21.4	Total Delay for Signalled Lanes (pcuHr):	19.38
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	11.1	Total Delay for Signalled Lanes (pcuHr):	9.29
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):	7.56
	PRC Over All Lanes (%):	11.1	Total Delay Over All Lanes(pcuHr):	45.22

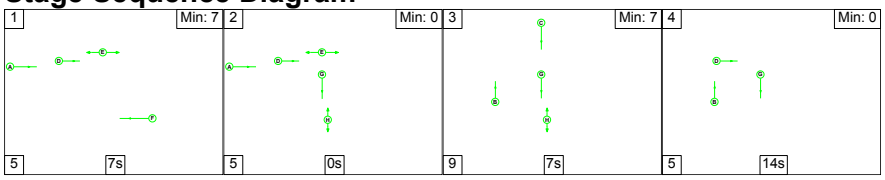
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	103
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

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

C1 - Mold Road Gateway

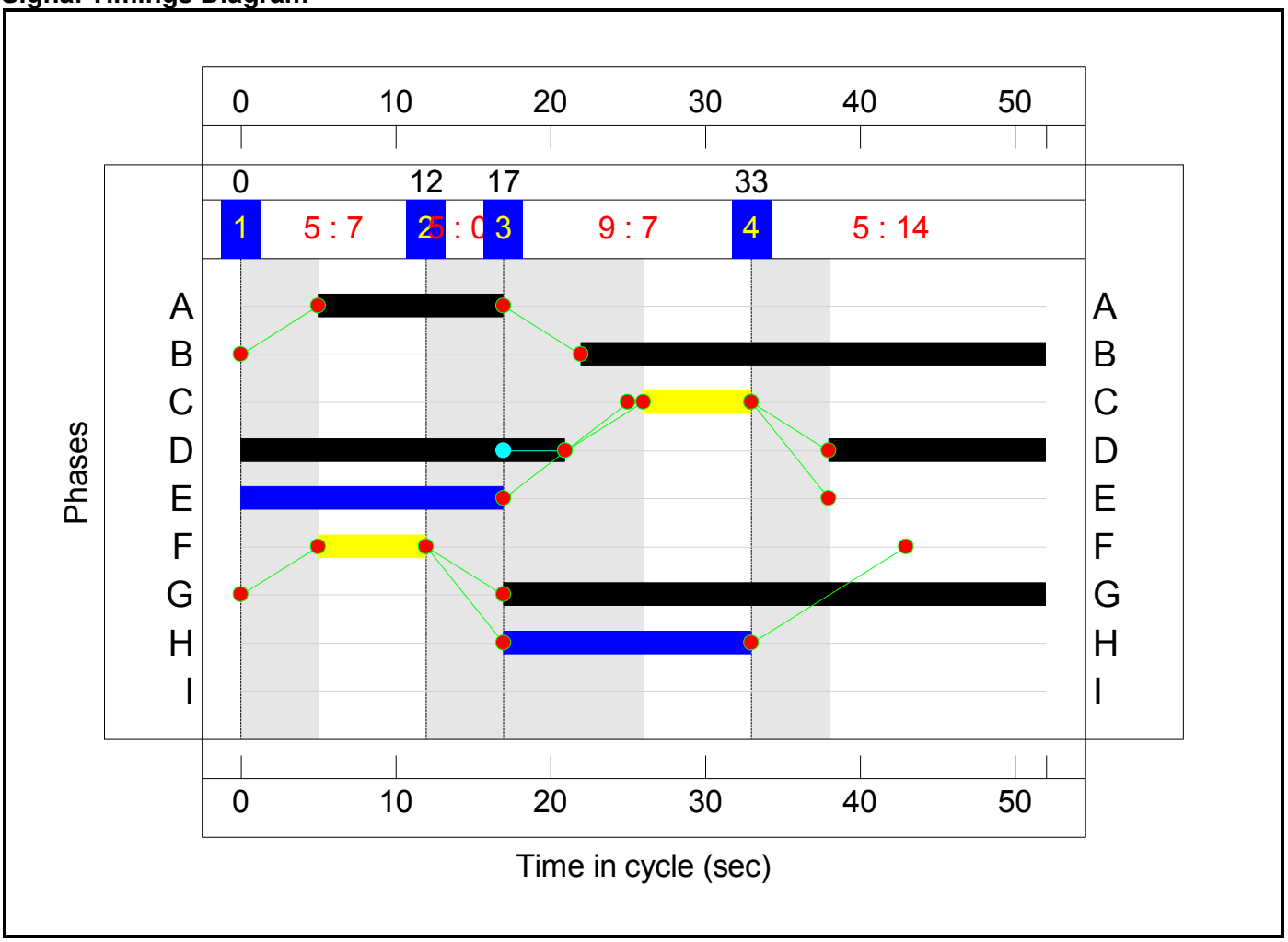
Stage Sequence Diagram



Stage Timings

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

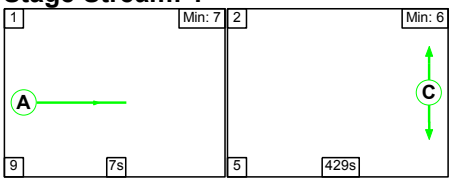
Signal Timings Diagram



C2 - Mold Road Staggered Ped

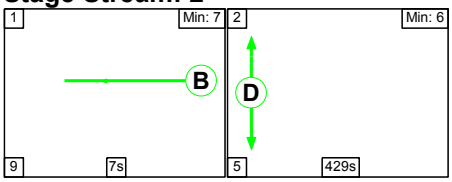
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

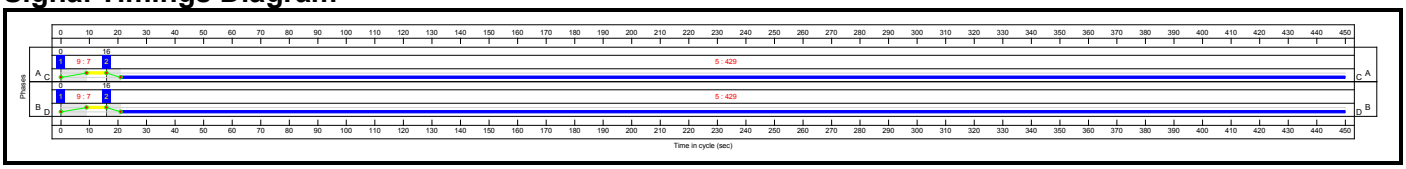
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

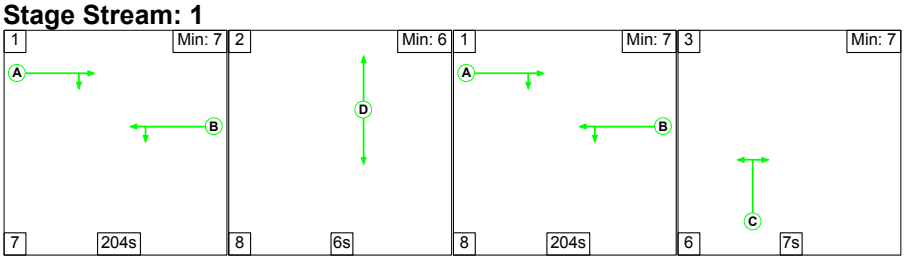
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

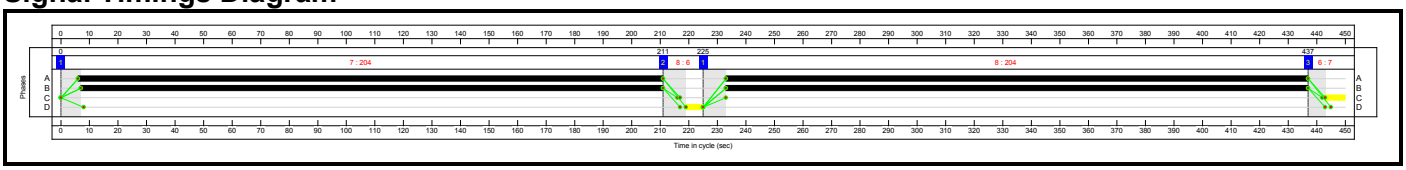


Stage Timings

Stage Stream: 1

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

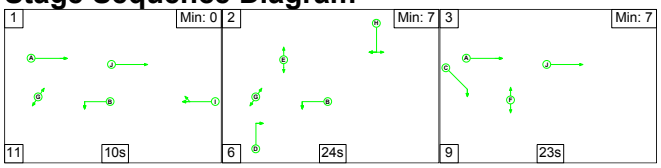
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

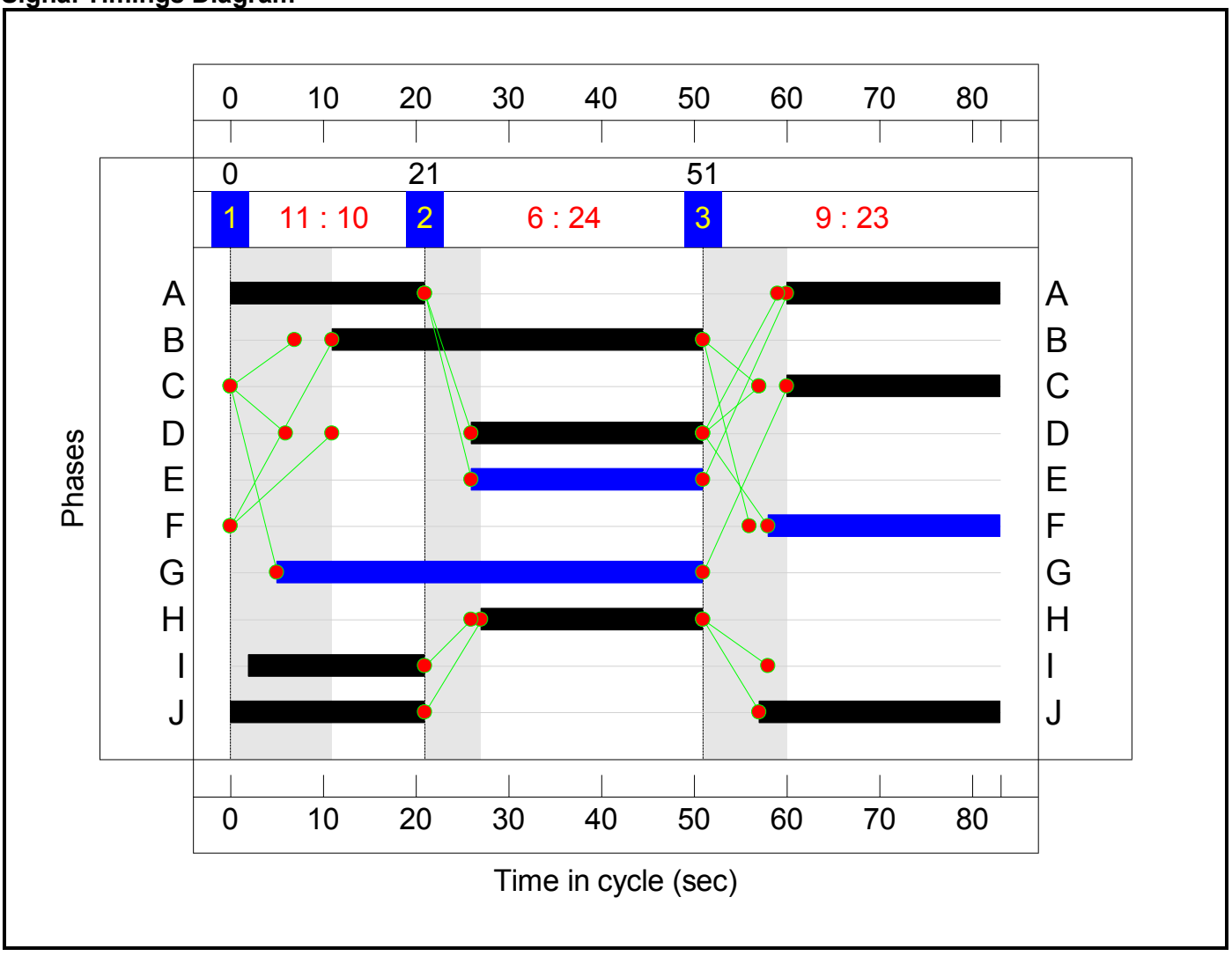
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	10	24	23
Change Point	0	21	51

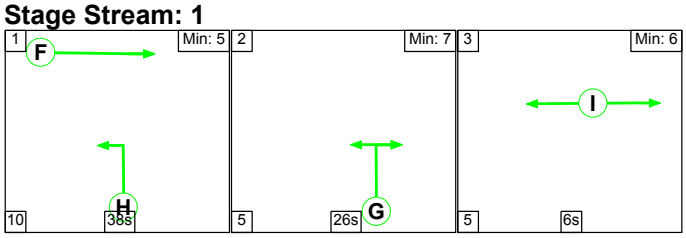
Signal Timings Diagram



C5 - Station Approach - Central Road

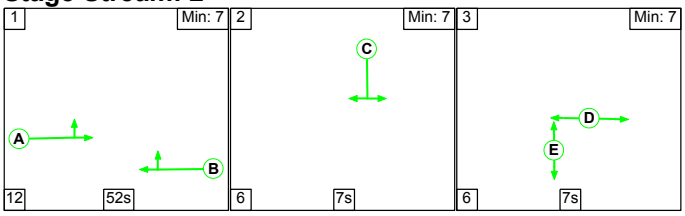
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

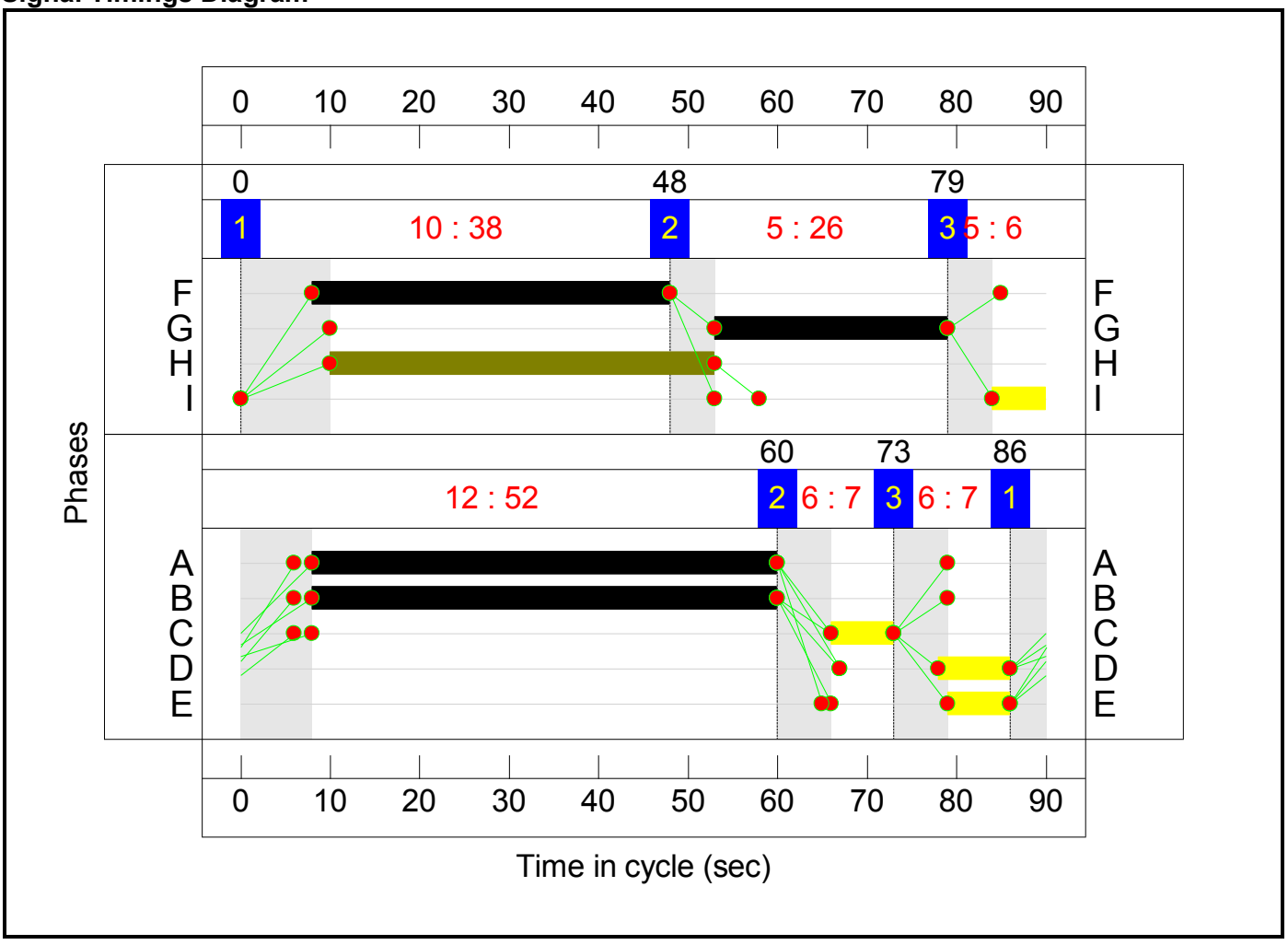
Stage Stream: 1

Stage	1	2	3
Duration	38	26	6
Change Point	0	48	79

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	86	60	73

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**	-	-		-	-	-	-	-	-	**80.6%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**48.1%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	610	1900:1900	1853+47	32.1 : 32.1%	610
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	605	1900	1900	31.8%	605
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	79	Inf	377	21.0%	79
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	939	Inf	7232	13.0%	939
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	899	1900	1900	47.3%	899
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%	23
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	32	Inf	323	9.9%	32
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%	100
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	913	1900	1900	48.1%	913
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.9%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	624	1763	1326	47.0%	624
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	938	1763	1567	59.9%	938

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	14	1940	34	40.6%	14
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%	21
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.6%**	**-**
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	-	616	1665	980	62.8%	616
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	945	1980:1795	1130+42	80.6 : 80.6%	945
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	43	945	1655	1287	73.4%	945
5/2	Central Road Right	U	5:1	N/A	C5:G		1	26	-	353	1655	497	71.1%	353
6/1	Ahead	U	5:1	N/A	C5:F		1	40	-	630	1965	895	70.4%	630
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.8%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	40	-	505	1786	882	57.2%	505
1/2	Left	U	N/A	N/A	C4:B		1	40	-	341	1786	882	38.7%	341
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	44	-	638	1800:1800	764+215	65.2 : 65.2%	638
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	23	-	345	1813	524	65.8%	345
3/1		U	N/A	N/A	-		-	-	-	409	1900	1900	21.5%	409
3/2		U	N/A	N/A	-		-	-	-	782	1900	1900	41.2%	782
4/1	Right	U	N/A	N/A	C4:D		1	25	-	38	1990	623	6.1%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	24	-	324	1715	517	62.7%	324
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	24	-	334	1739	524	63.8%	334
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%	595
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	19	-	325	1900:1900	139+404	59.8 : 59.8%	325
8/1	Left	U	N/A	N/A	-		-	-	-	498	1800	1800	27.7%	498
8/2	Ahead	U	N/A	N/A	C4:J		1	47	-	178	1980	1145	15.5%	178
9/1	Ahead	O	N/A	N/A	-		-	-	-	97	Inf	605	16.0%	97
10/1		U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%	218
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	25	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	25	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	46	-	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	**-**	**426**	**0**	**1**	**27.2**	**16.3**	**0.1**	**43.6**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**188**	**0**	**0**	**0.0**	**1.6**	**0.0**	**1.6**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	610	15	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	605	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
3/1	79	79	0	0	0.0	0.1	-	0.1	6.0	0.0	0.1	0.1	-	
4/1	939	62	0	0	0.0	0.1	-	0.1	0.3	0.9	0.1	1.0	-	
5/1	899	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4	-	
6/1	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	32	32	0	0	0.0	0.1	-	0.1	6.2	0.0	0.1	0.1	-	
8/1	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	913	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	-	
J2: Jacques Road Bridge Junction	**-**	**11**	**0**	**0**	**2.8**	**1.5**	**0.0**	**4.3**	**-**	**-**	**-**	**-**	**-**	
1/1	624	11	0	0	1.1	0.4	0.0	1.6	9.2	13.5	0.4	14.0	3.3	
2/1	938	-	-	-	0.8	0.7	-	1.5	5.8	14.3	0.7	15.1	6.3	
3/1	14	-	-	-	0.9	0.3	-	1.2	303.8	1.7	0.3	2.1	1.7	
4/1	21	-	-	-	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**	**7.0**	**0.0**	**18.0**	**-**	**-**	**-**	**-**	**-**	
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	616	-	-	-	2.1	0.8	-	2.9	17.0	9.9	0.8	10.8	6.0	
4/1+4/2	945	34	0	0	2.4	2.0	0.0	4.5 (4.3+0.2)	17.0 (17.0:16.3)	15.4	2.0	17.5	6.5	
5/1	945	-	-	-	1.4	1.4	-	2.7	10.4	12.1	1.4	13.4	4.7	

Full Input Data And Results

5/2	353	-	-	-	2.7	1.2	-	4.0	40.4	7.8	1.2	9.1	6.0
6/1	630	-	-	-	1.8	1.2	-	3.0	16.9	5.6	1.2	6.7	4.0
J4: Regent St/Bradley Rd	**-**	**193**	**0**	**1**	**13.4**	**6.2**	**0.0**	**19.6**	**-**	**-**	**-**	**-**	**-**
1/1	505	-	-	-	0.5	0.7	-	1.2	8.4	7.5	0.7	8.2	1.6
1/2	341	-	-	-	0.2	0.3	-	0.6	5.8	3.1	0.3	3.4	0.9
2/1+2/2	638	-	-	-	2.4	0.9	-	3.3 (2.6+0.7)	18.7 (19.0:17.6)	9.5	0.9	10.5	6.0
2/3	345	-	-	-	2.5	1.0	-	3.4	35.8	6.9	1.0	7.9	5.5
3/1	409	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	782	-	-	-	0.3	0.3	-	0.6	2.8	10.7	0.3	11.0	-
4/1	38	-	-	-	0.2	0.0	-	0.2	23.1	0.6	0.0	0.6	0.6
5/1	324	-	-	-	2.2	0.8	-	3.1	34.3	6.4	0.8	7.2	5.0
5/2	334	-	-	-	2.3	0.9	-	3.2	34.5	6.6	0.9	7.5	5.2
6/1	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	325	96	0	1	2.4	0.7	0.0	3.2 (0.8+2.4)	35.5 (33.2:36.2)	4.8	0.7	5.6	4.1
8/1	498	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	178	-	-	-	0.3	0.1	-	0.4	8.3	1.1	0.1	1.2	1.1
9/1	97	97	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	218	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

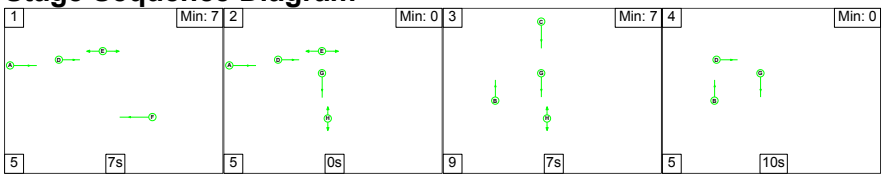
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	50.4	Total Delay for Signalled Lanes (pcuHr):	4.29	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	36.8	Total Delay for Signalled Lanes (pcuHr):	18.61	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	22.6	Total Delay for Signalled Lanes (pcuHr):	9.65	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	8.38	Cycle Time (s): 90
	PRC Over All Lanes (%):	11.6	Total Delay Over All Lanes(pcuHr):	43.60	

Full Input Data And Results

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

C1 - Mold Road Gateway

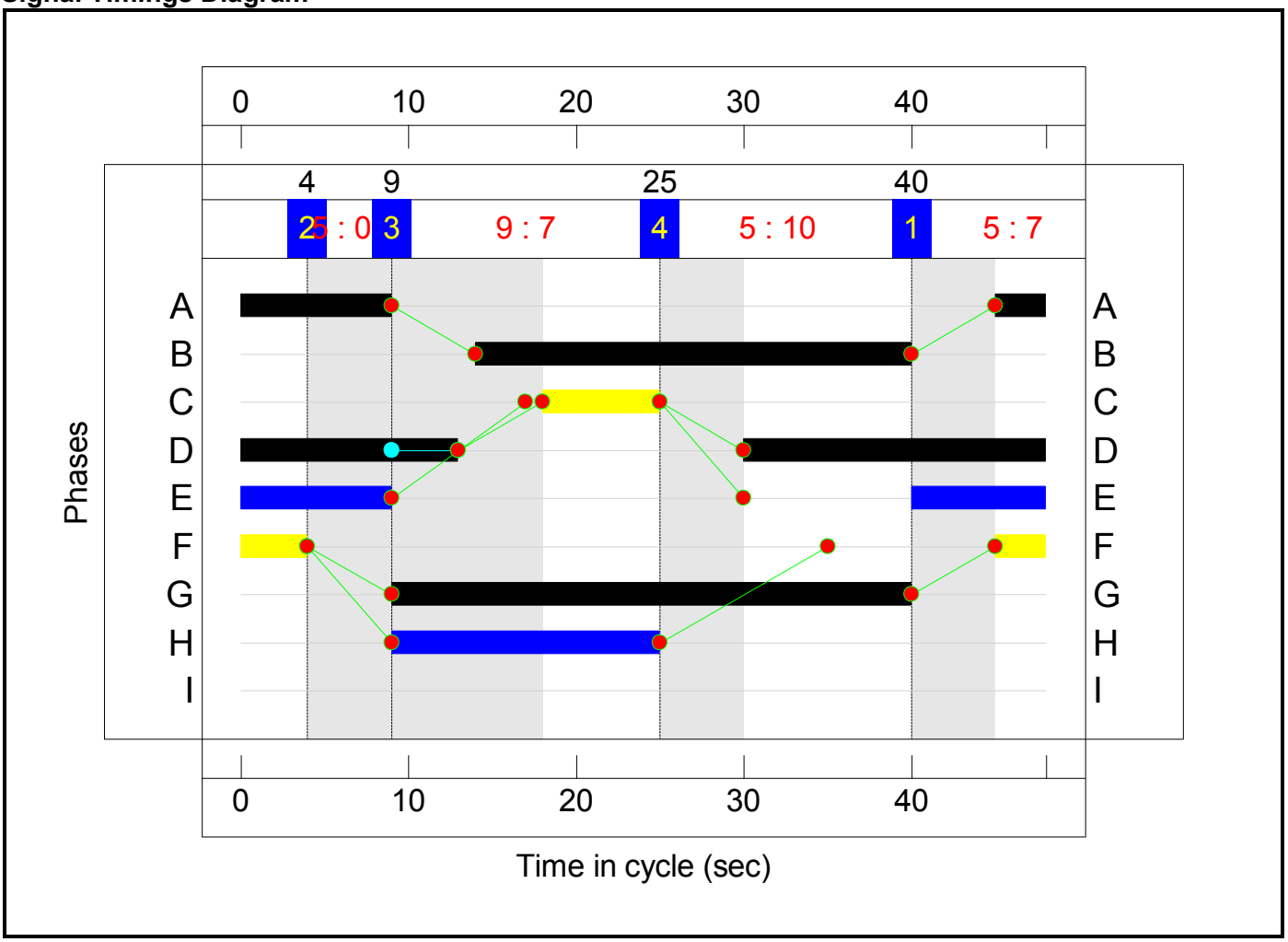
Stage Sequence Diagram



Stage Timings

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

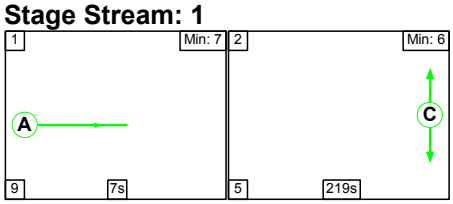
Signal Timings Diagram



C2 - Mold Road Staggered Ped

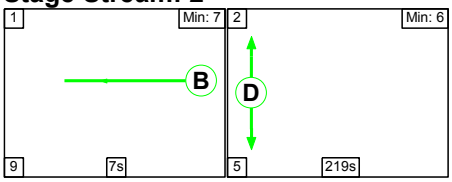
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

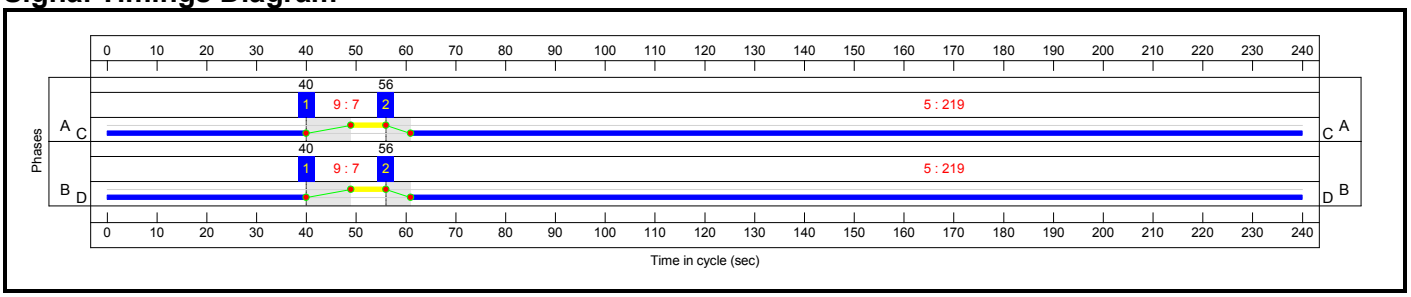
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

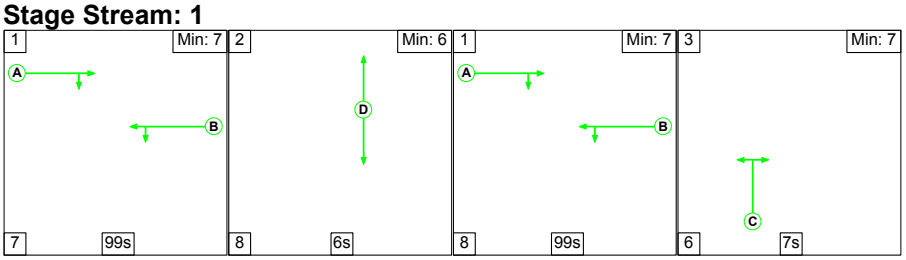
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



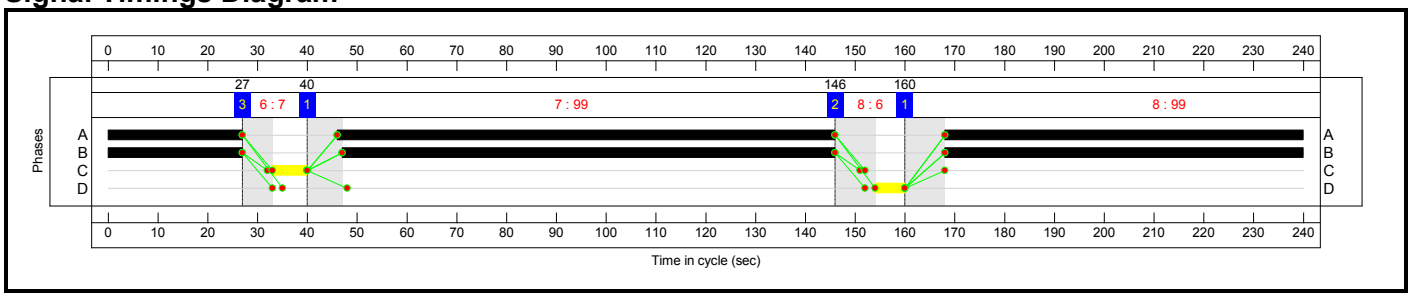
Stage Timings

Stage Stream: 1

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

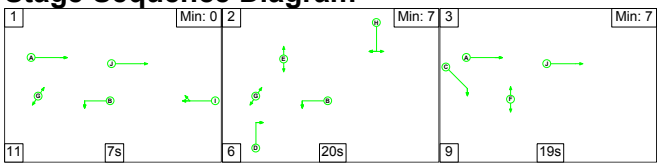
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

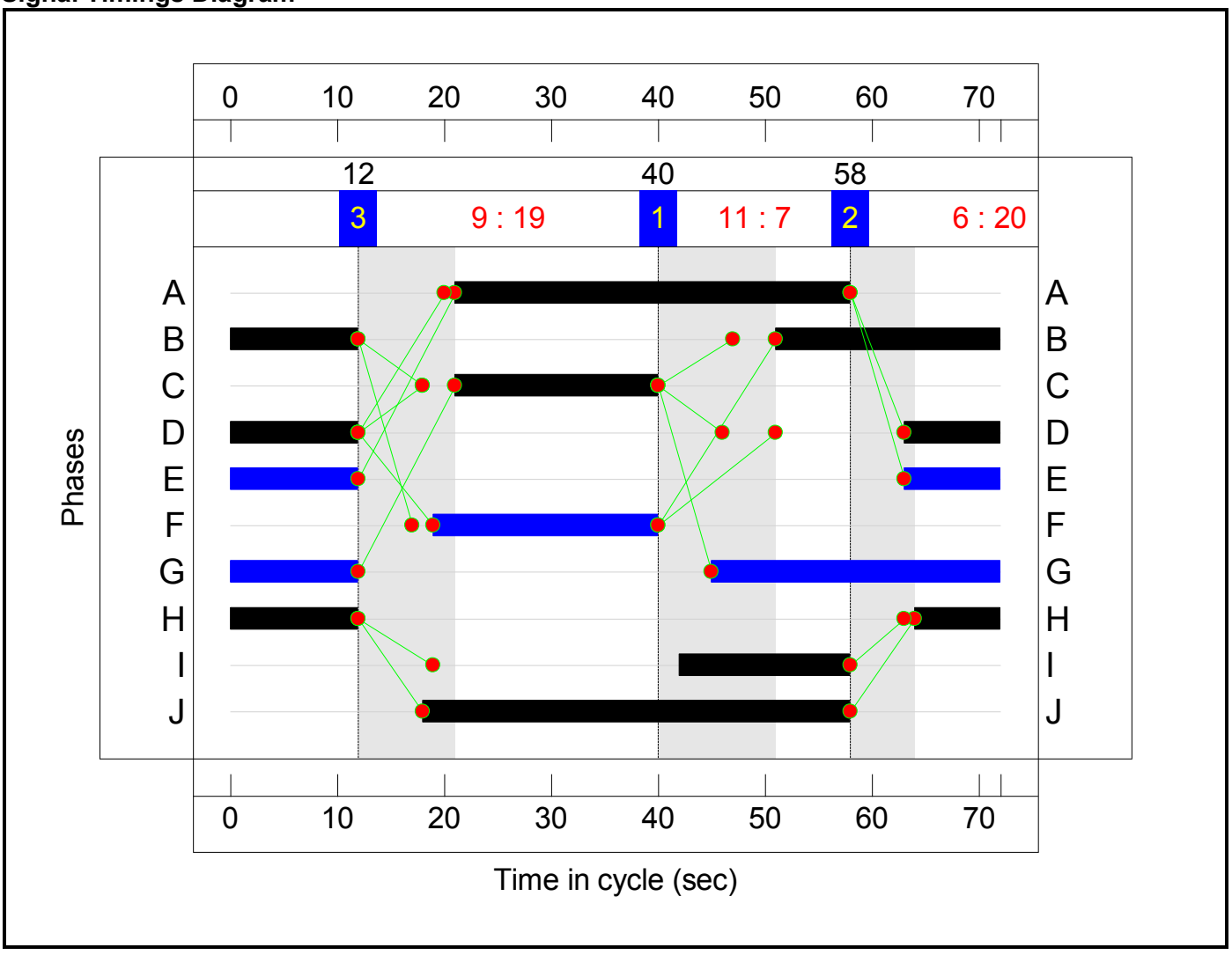
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	7	20	19
Change Point	40	58	12

Signal Timings Diagram

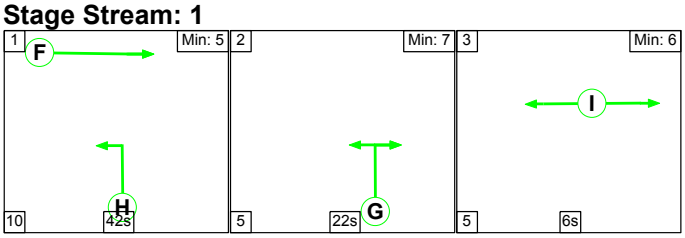


Full Input Data And Results

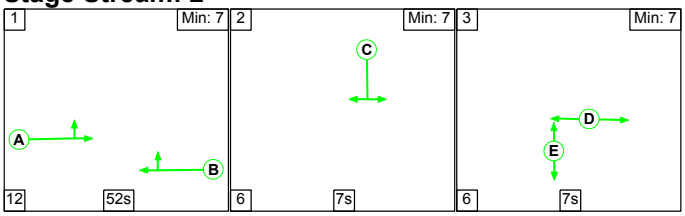
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

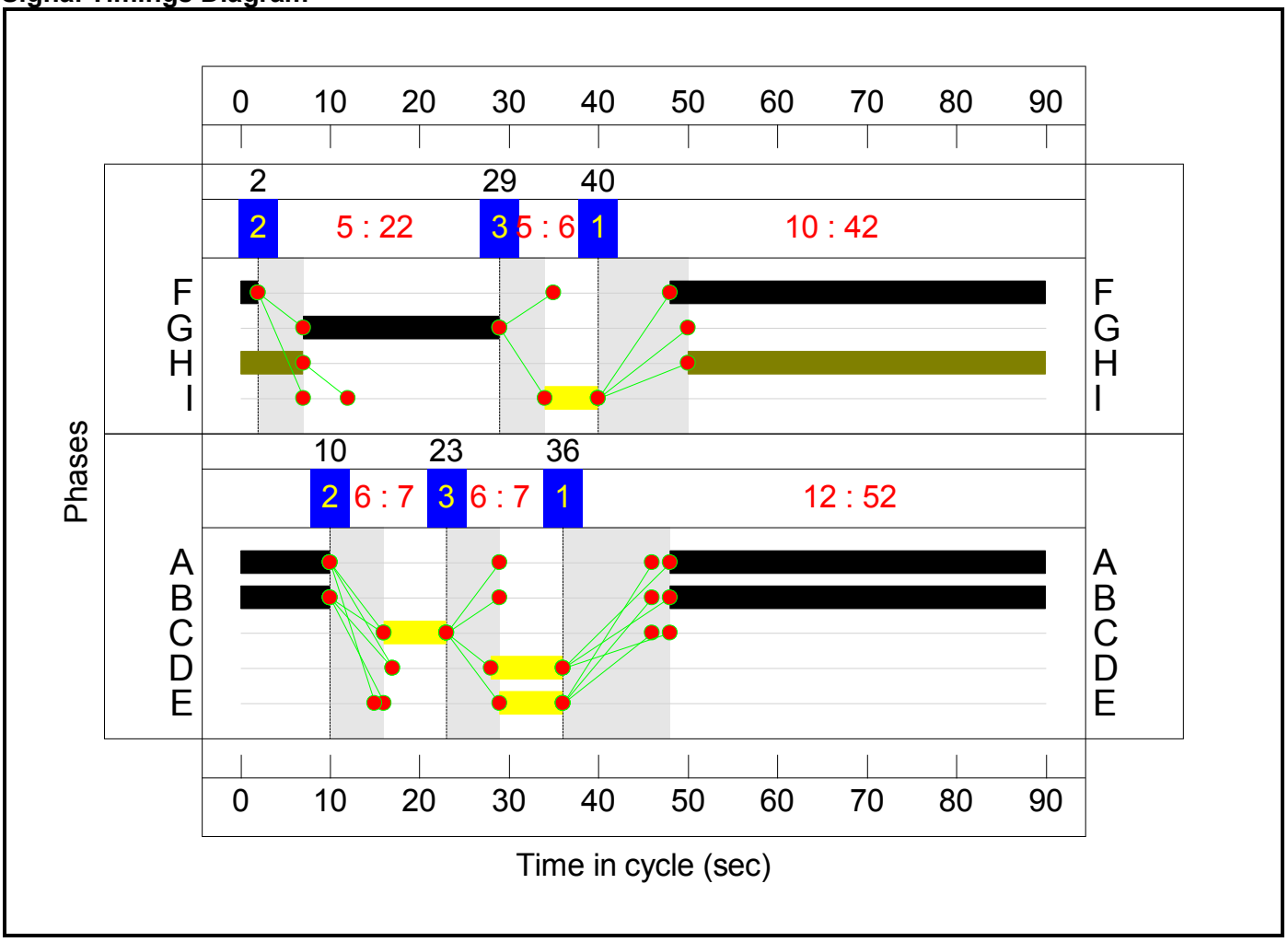
Stage	1	2	3
Duration	42	22	6
Change Point	40	2	29

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	36	10	23

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**	-	-		-	-	-	-	-	-	**64.3%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**31.5%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	599	1900:1900	1865+35	31.5 : 31.5%	599
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	598	1900	1900	31.5%	598
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	61	Inf	440	13.9%	61
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	594	Inf	11859	5.0%	594
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	580	1900	1900	30.5%	580
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%	19
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	27	Inf	395	6.8%	27
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%	41
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	589	1900	1900	31.0%	589
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**48.6%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	632	1763	1301	48.6%	632
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	596	1763	1469	40.6%	596

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	8	1940	65	12.4%	8
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.3%**	**-**
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	-	632	1668	982	64.3%	632
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	594	1980:1795	1130+41	50.7 : 50.7%	594
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	594	1655	1287	46.1%	594
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	264	1655	423	62.4%	264
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	628	1965	982	63.9%	628
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.5%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	33	-	414	1786	843	49.1%	414
1/2	Left	U	N/A	N/A	C4:B		1	33	-	268	1786	843	31.8%	268
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	37	-	586	1800:1800	747+205	61.5 : 61.5%	586
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	19	-	306	1813	504	60.8%	306
3/1		U	N/A	N/A	-		-	-	-	323	1900	1900	17.0%	323
3/2		U	N/A	N/A	-		-	-	-	665	1900	1900	35.0%	665
4/1	Right	U	N/A	N/A	C4:D		1	21	-	38	1990	608	6.2%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	20	-	281	1715	500	56.2%	281
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	287	1739	507	56.6%	287
6/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%	542
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	16	-	251	1900:1900	145+406	45.6 : 45.6%	251
8/1	Left	U	N/A	N/A	-		-	-	-	460	1800	1800	25.6%	460
8/2	Ahead	U	N/A	N/A	C4:J		1	40	-	164	1980	1127	14.5%	164
9/1	Ahead	O	N/A	N/A	-		-	-	-	82	Inf	614	13.4%	82
10/1		U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%	219
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	21	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	39	-	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	**-**	**310**	**0**	**1**	**19.7**	**10.4**	**0.0**	**30.2**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**123**	**0**	**0**	**0.0**	**1.0**	**0.0**	**1.0**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	599	11	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	598	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
3/1	61	61	0	0	0.0	0.1	-	0.1	4.7	0.0	0.1	0.1	-	
4/1	594	24	0	0	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0	-	
5/1	580	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
6/1	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	27	27	0	0	0.0	0.0	-	0.0	4.9	0.0	0.0	0.0	-	
8/1	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	589	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**1.6**	**0.9**	**0.0**	**2.5**	**-**	**-**	**-**	**-**	**-**	
1/1	632	3	0	0	0.9	0.5	0.0	1.4	8.1	9.0	0.5	9.4	3.5	
2/1	596	-	-	-	0.4	0.3	-	0.8	4.6	5.1	0.3	5.5	3.1	
3/1	8	-	-	-	0.3	0.1	-	0.3	144.3	0.5	0.1	0.6	0.5	
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**	**8.1**	**3.8**	**0.0**	**11.8**	**-**	**-**	**-**	**-**	**-**	
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	632	-	-	-	2.2	0.9	-	3.0	17.4	10.4	0.9	11.3	6.1	
4/1+4/2	594	21	0	0	1.3	0.5	0.0	1.8 (1.8+0.1)	11.0 (11.1:10.3)	4.1	0.5	4.6	4.1	
5/1	594	-	-	-	0.6	0.4	-	1.0	6.1	5.1	0.4	5.5	3.0	

Full Input Data And Results

5/2	264	-	-	-	2.2	0.8	-	3.0	40.9	5.8	0.8	6.6	4.8
6/1	628	-	-	-	1.3	0.9	-	2.2	12.6	3.3	0.9	4.2	3.2
J4: Regent St/Bradley Rd	**-**	**163**	**0**	**1**	**10.0**	**4.7**	**0.0**	**14.8**	**-**	**-**	**-**	**-**	**-**
1/1	414	-	-	-	0.4	0.5	-	0.9	7.4	4.6	0.5	5.1	1.3
1/2	268	-	-	-	0.2	0.2	-	0.4	5.8	1.9	0.2	2.1	0.8
2/1+2/2	586	-	-	-	1.9	0.8	-	2.7 (2.2+0.5)	16.8 (17.2:15.6)	7.4	0.8	8.2	4.8
2/3	306	-	-	-	1.9	0.8	-	2.7	31.6	5.3	0.8	6.0	4.3
3/1	323	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	-
3/2	665	-	-	-	0.1	0.3	-	0.4	2.3	7.7	0.3	7.9	-
4/1	38	-	-	-	0.2	0.0	-	0.2	20.9	0.5	0.0	0.6	0.5
5/1	281	-	-	-	1.7	0.6	-	2.3	29.8	4.7	0.6	5.3	3.8
5/2	287	-	-	-	1.7	0.6	-	2.4	29.8	4.9	0.6	5.5	3.9
6/1	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	251	81	0	1	1.6	0.4	0.0	2.0 (0.5+1.5)	29.3 (27.8:29.8)	3.1	0.4	3.5	2.7
8/1	460	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-
8/2	164	-	-	-	0.3	0.1	-	0.4	7.9	0.9	0.1	1.0	0.9
9/1	82	82	0	0	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1	-
10/1	219	-	-	-	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 (%):	85.3	Total Delay for Signalled Lanes (pcuHr):	2.50
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	46.2	Total Delay for Signalled Lanes (pcuHr):	14.03
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	40.8	Total Delay for Signalled Lanes (pcuHr):	6.20
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	39.9	Total Delay for Signalled Lanes (pcuHr):	5.65
	PRC Over All Lanes (%):	39.9	Total Delay Over All Lanes(pcuHr):	30.19

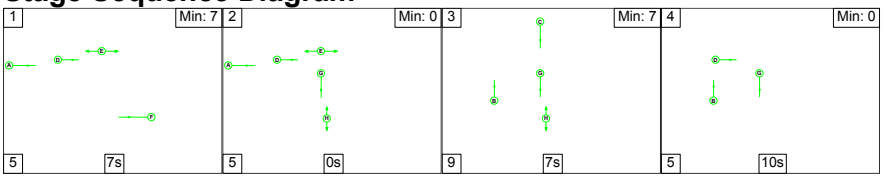
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	72
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

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

C1 - Mold Road Gateway

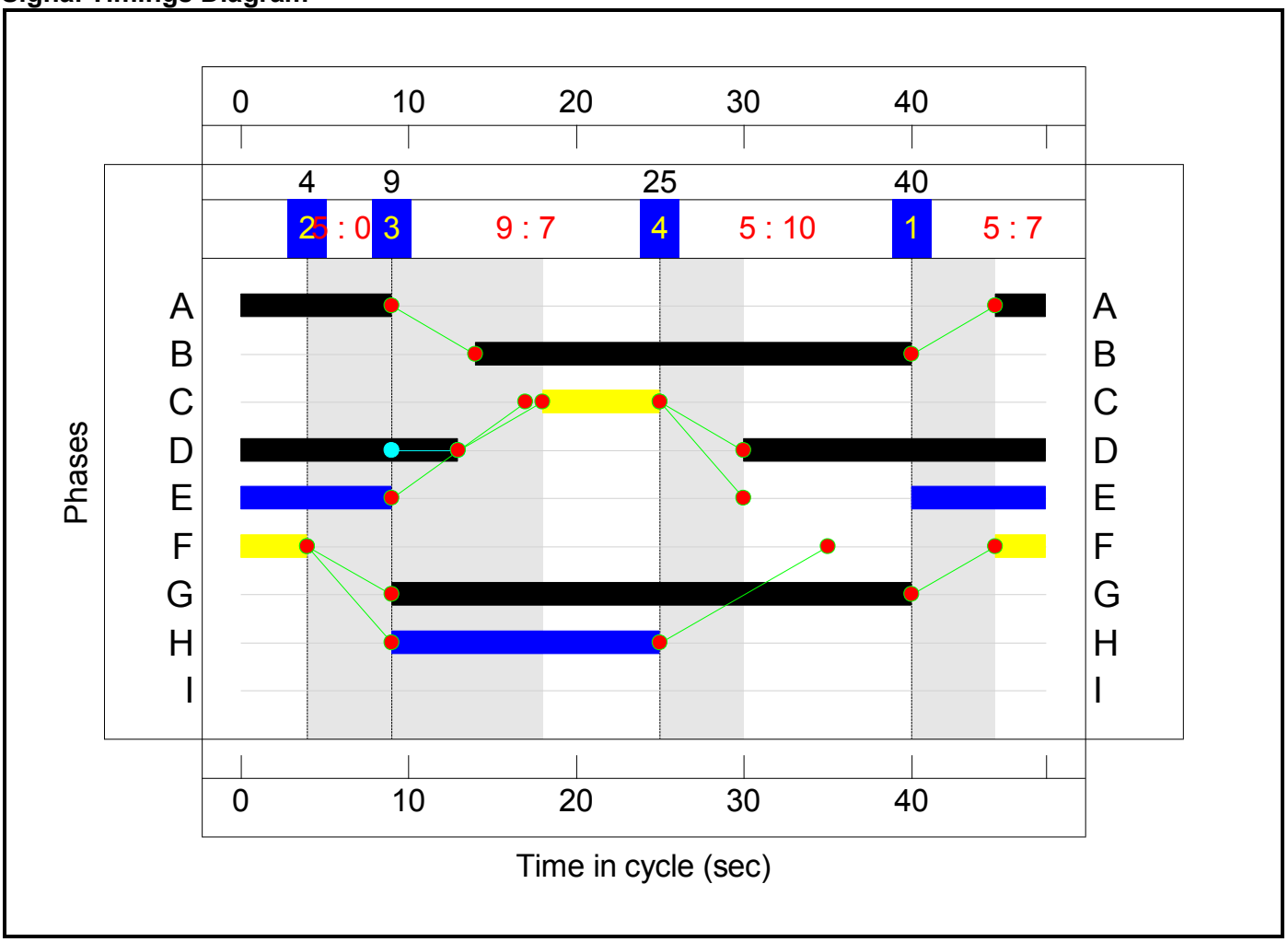
Stage Sequence Diagram



Stage Timings

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

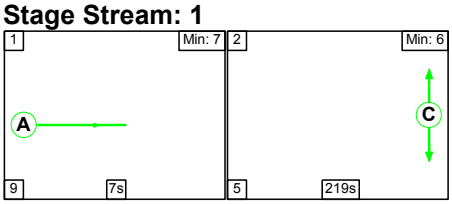
Signal Timings Diagram



C2 - Mold Road Staggered Ped

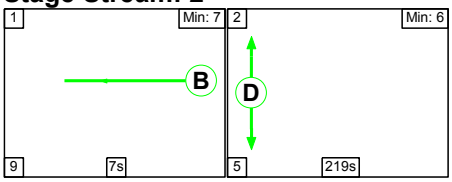
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

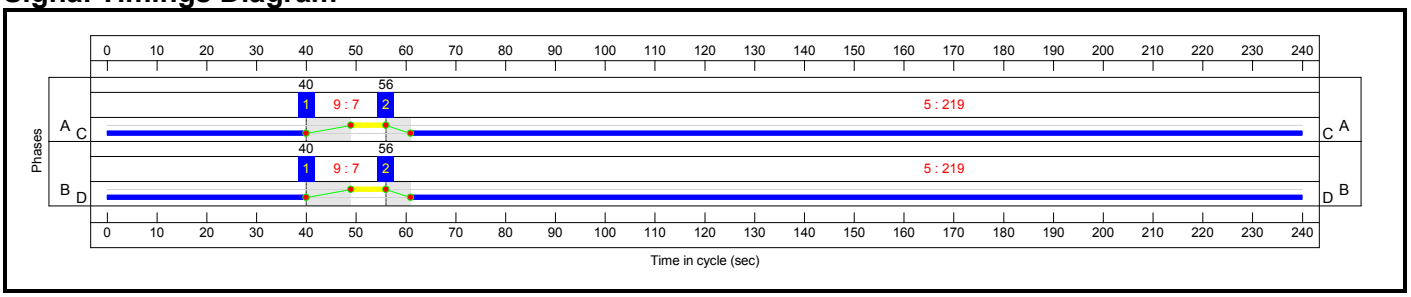
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

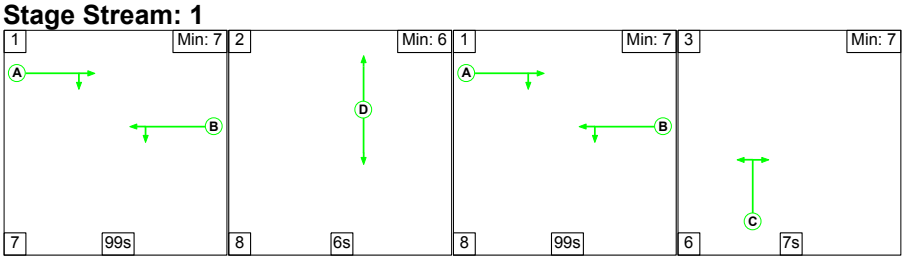
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



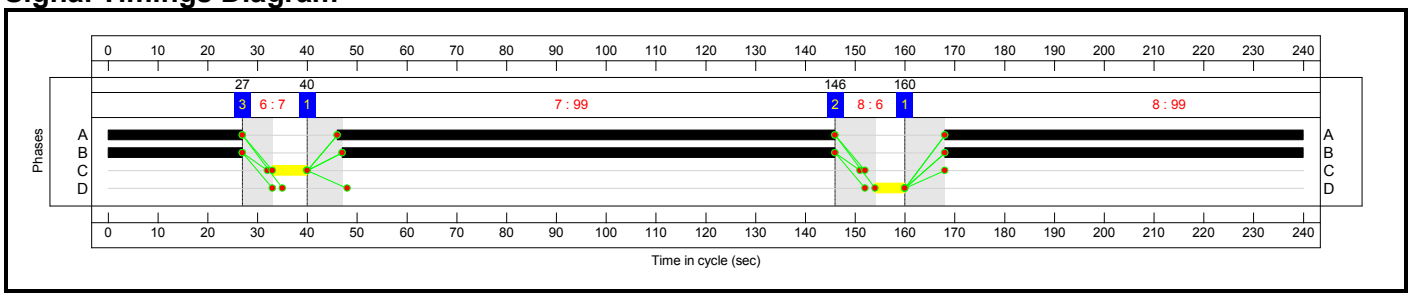
Stage Timings

Stage Stream: 1

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

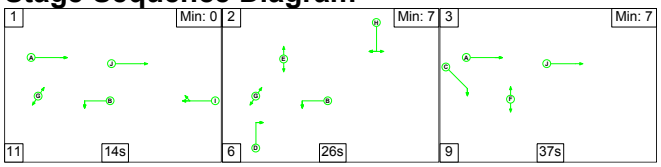
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

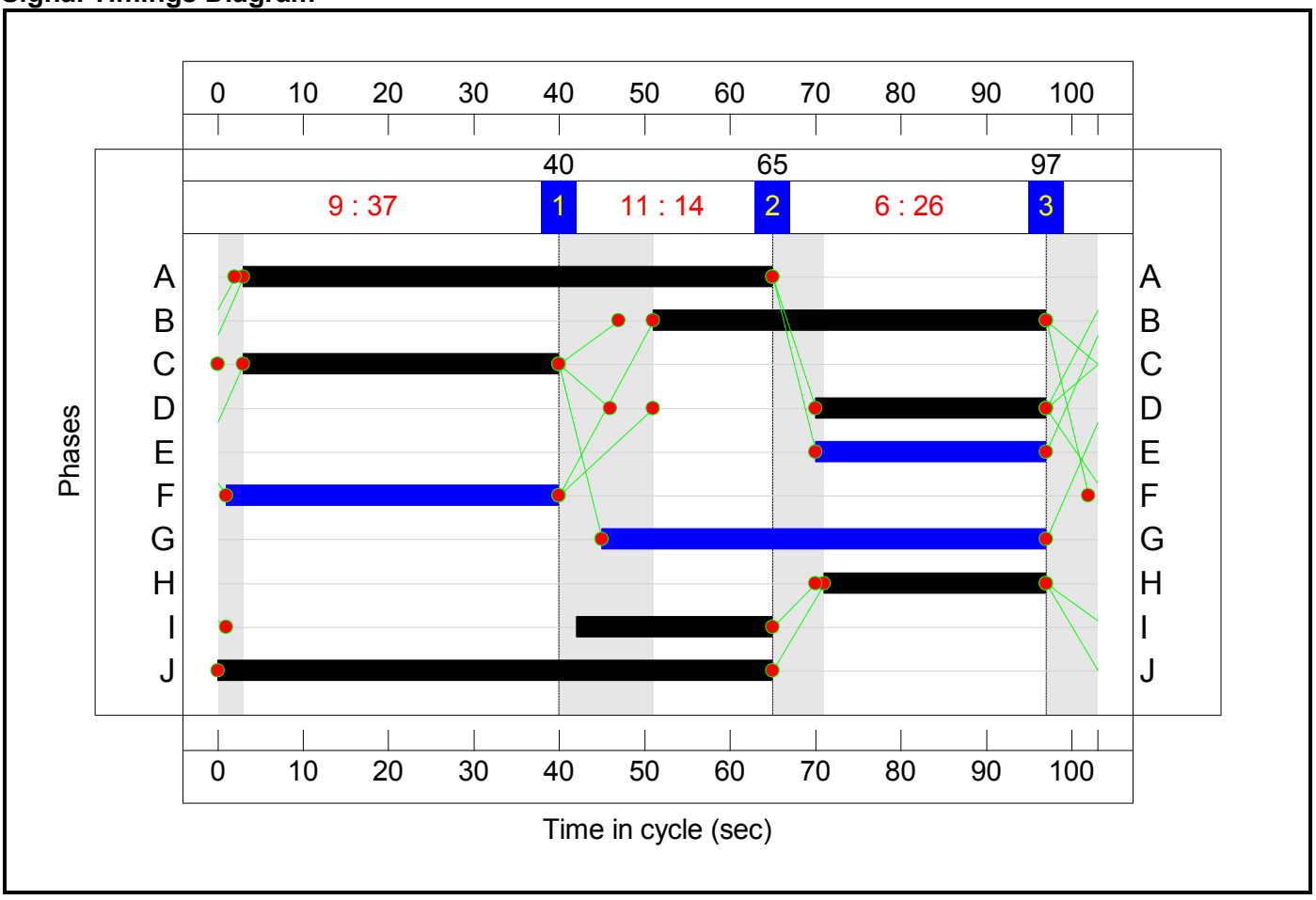
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	14	26	37
Change Point	40	65	97

Signal Timings Diagram

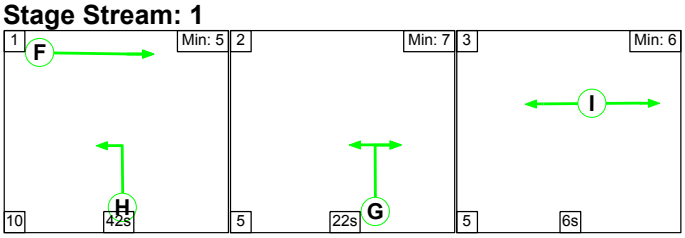


Full Input Data And Results

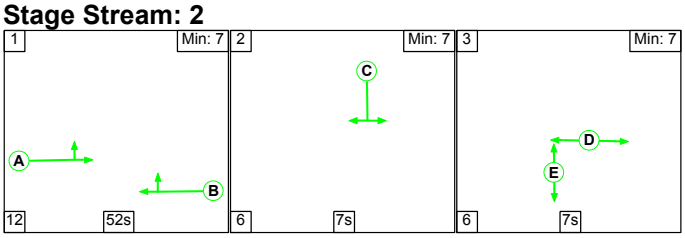
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

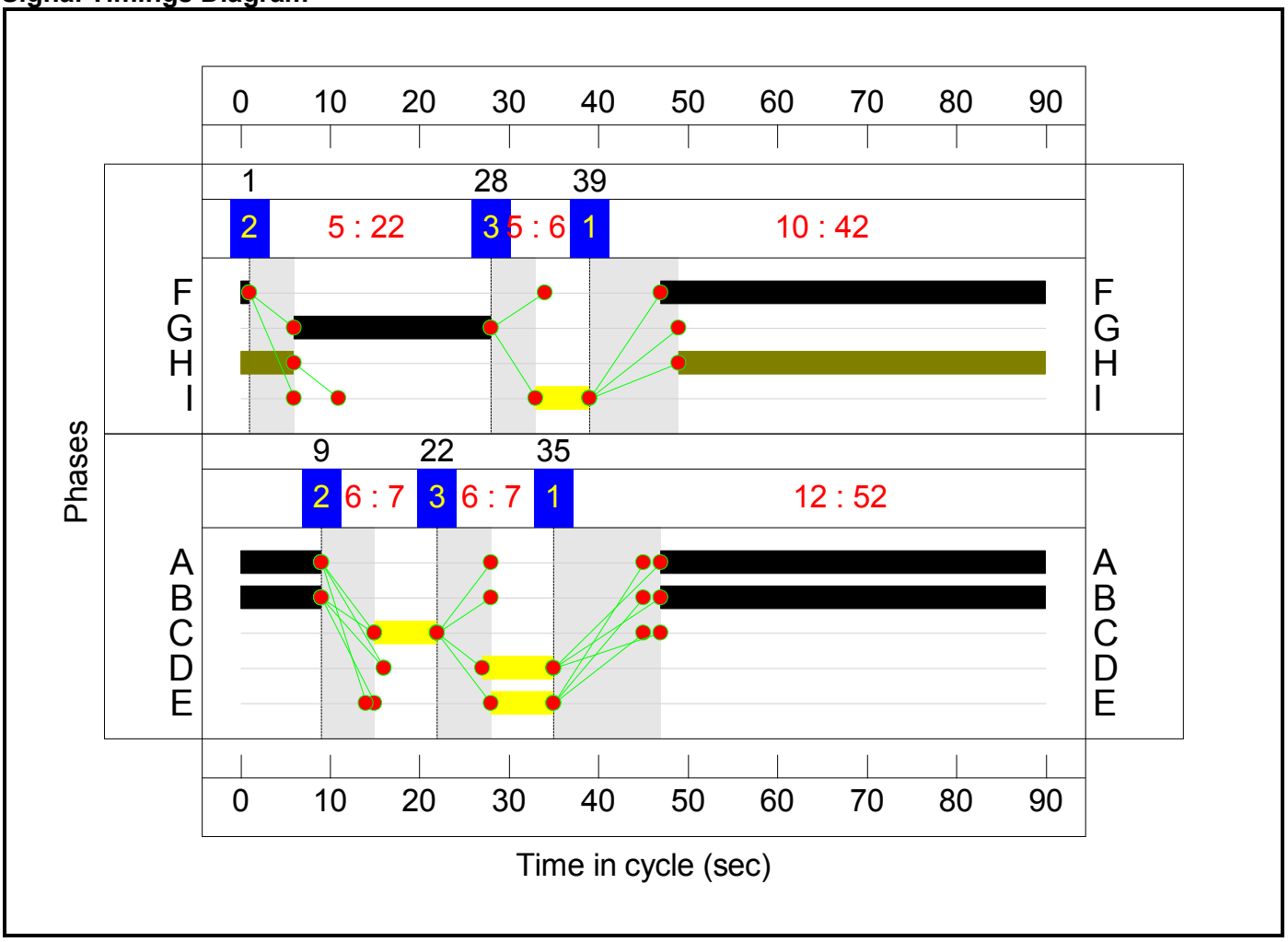
Stage	1	2	3
Duration	42	22	6
Change Point	39	1	28

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**	-	-		-	-	-	-	-	-	**82.9%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**40.2%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	764	1900:1900	1855+45	40.2 : 40.2%	764
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	757	1900	1900	39.8%	757
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	86	Inf	437	19.7%	86
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	579	Inf	2980	19.4%	579
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	498	1900	1900	26.2%	498
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%	37
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	26	Inf	390	6.7%	26
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	-		-	-	-	494	1900	1900	26.0%	494
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.9%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	820	1763	1066	76.9%	820
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	558	1763	1469	38.0%	558

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	-		-	-	-	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	50	1877	167	30.0%	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	52	-	814	1668	982	82.9%	814
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	586	1980:1795	1074+105	49.7 : 49.7%	586
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	586	1655	1287	45.5%	586
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	333	1655	423	78.7%	333
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	799	1965	982	81.3%	799
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.5%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	46	-	423	1786	815	51.9%	423
1/2	Left	U	N/A	N/A	C4:B		1	46	-	253	1786	815	31.0%	253
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	62	-	777	1800:1800	829+200	75.5 : 75.5%	777
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	37	-	355	1813	669	53.1%	355
3/1		U	N/A	N/A	-		-	-	-	403	1900	1900	21.2%	403
3/2		U	N/A	N/A	-		-	-	-	628	1900	1900	33.1%	628
4/1	Right	U	N/A	N/A	C4:D		1	27	-	41	1990	541	7.6%	41

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	26	-	288	1715	450	64.1%	288
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	26	-	295	1739	456	64.7%	295
6/1		U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%	712
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	23	-	221	1900:1900	116+388	43.9 : 43.9%	221
8/1	Left	U	N/A	N/A	-		-	-	-	628	1800	1800	34.9%	628
8/2	Ahead	U	N/A	N/A	C4:J		1	65	-	190	1980	1269	15.0%	190
9/1	Ahead	O	N/A	N/A	-		-	-	-	84	Inf	577	14.6%	84
10/1		U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%	234
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	27	-	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	**-**	**445**	**0**	**1**	**30.3**	**16.8**	**0.1**	**47.2**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**216**	**0**	**0**	**0.0**	**1.3**	**0.0**	**1.3**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	764	18	0	0	0.0	0.3	-	0.3 (0.3+0.0)	1.6 (1.6:1.6)	0.0	0.3	0.3	-	
2/1	757	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	-	
3/1	86	86	0	0	0.0	0.1	-	0.1	5.1	0.0	0.1	0.1	-	
4/1	579	86	0	0	0.0	0.1	-	0.1	0.8	1.3	0.1	1.5	-	
5/1	498	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
6/1	37	-	-	-	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	4.9	0.0	0.0	0.0	-	
8/1	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	494	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**5.0**	**2.3**	**0.0**	**7.3**	**-**	**-**	**-**	**-**	**-**	
1/1	820	10	0	0	3.8	1.6	0.0	5.5	24.0	20.7	1.6	22.4	8.4	
2/1	558	-	-	-	0.4	0.3	-	0.7	4.4	4.7	0.3	5.0	2.9	
3/1	25	-	-	-	0.8	0.3	-	1.1	158.3	1.6	0.3	1.9	1.6	
4/1	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**52**	**0**	**0**	**10.3**	**7.4**	**0.0**	**17.7**	**-**	**-**	**-**	**-**	**-**	
1/1	50	-	-	-	0.5	0.2	-	0.7	53.8	1.2	0.2	1.4	1.1	
2/1	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	814	-	-	-	3.4	2.4	-	5.7	25.3	16.3	2.4	18.6	7.9	
4/1+4/2	586	52	0	0	1.3	0.5	0.0	1.8 (1.6+0.2)	10.9 (10.9:10.7)	3.8	0.5	4.3	3.8	
5/1	586	-	-	-	0.6	0.4	-	1.0	6.0	4.9	0.4	5.3	2.9	

Full Input Data And Results

5/2	333	-	-	-	2.9	1.8	-	4.7	50.5	7.7	1.8	9.5	6.0
6/1	799	-	-	-	1.7	2.1	-	3.8	17.1	5.0	2.1	7.1	3.9
J4: Regent St/Bradley Rd	**-**	**167**	**0**	**1**	**15.0**	**5.9**	**0.1**	**21.0**	**-**	**-**	**-**	**-**	**-**
1/1	423	-	-	-	0.5	0.5	-	1.0	8.5	8.6	0.5	9.1	1.4
1/2	253	-	-	-	0.2	0.2	-	0.4	5.8	2.1	0.2	2.4	0.8
2/1+2/2	777	-	-	-	3.5	1.5	-	5.0 (4.1+0.9)	23.3 (23.9:21.0)	16.0	1.5	17.5	8.9
2/3	355	-	-	-	2.5	0.6	-	3.1	31.2	7.9	0.6	8.5	6.2
3/1	403	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	628	-	-	-	0.2	0.2	-	0.5	2.8	12.0	0.2	12.3	-
4/1	41	-	-	-	0.3	0.0	-	0.4	31.5	0.9	0.0	0.9	0.8
5/1	288	-	-	-	2.7	0.9	-	3.6	44.7	7.3	0.9	8.2	5.9
5/2	295	-	-	-	2.8	0.9	-	3.7	44.8	7.5	0.9	8.4	6.1
6/1	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	221	83	0	1	2.0	0.4	0.1	2.5 (0.5+1.9)	40.1 (37.5:40.9)	4.1	0.4	4.5	3.6
8/1	628	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-
8/2	190	-	-	-	0.3	0.1	-	0.4	8.2	1.3	0.1	1.4	1.3
9/1	84	84	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1	-
10/1	234	-	-	-	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 (%):	17.0	Total Delay for Signalled Lanes (pcuHr):	7.26
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	20.02
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	10.7	Total Delay for Signalled Lanes (pcuHr):	9.45
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	8.23
	PRC Over All Lanes (%):	8.6	Total Delay Over All Lanes(pcuHr):	47.24

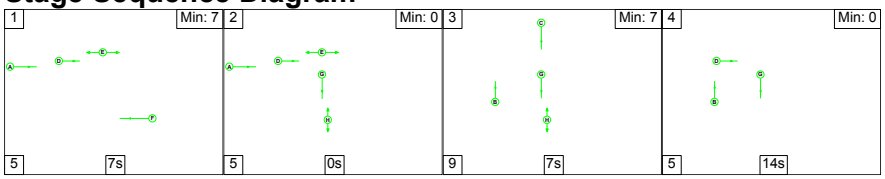
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	103
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

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

C1 - Mold Road Gateway

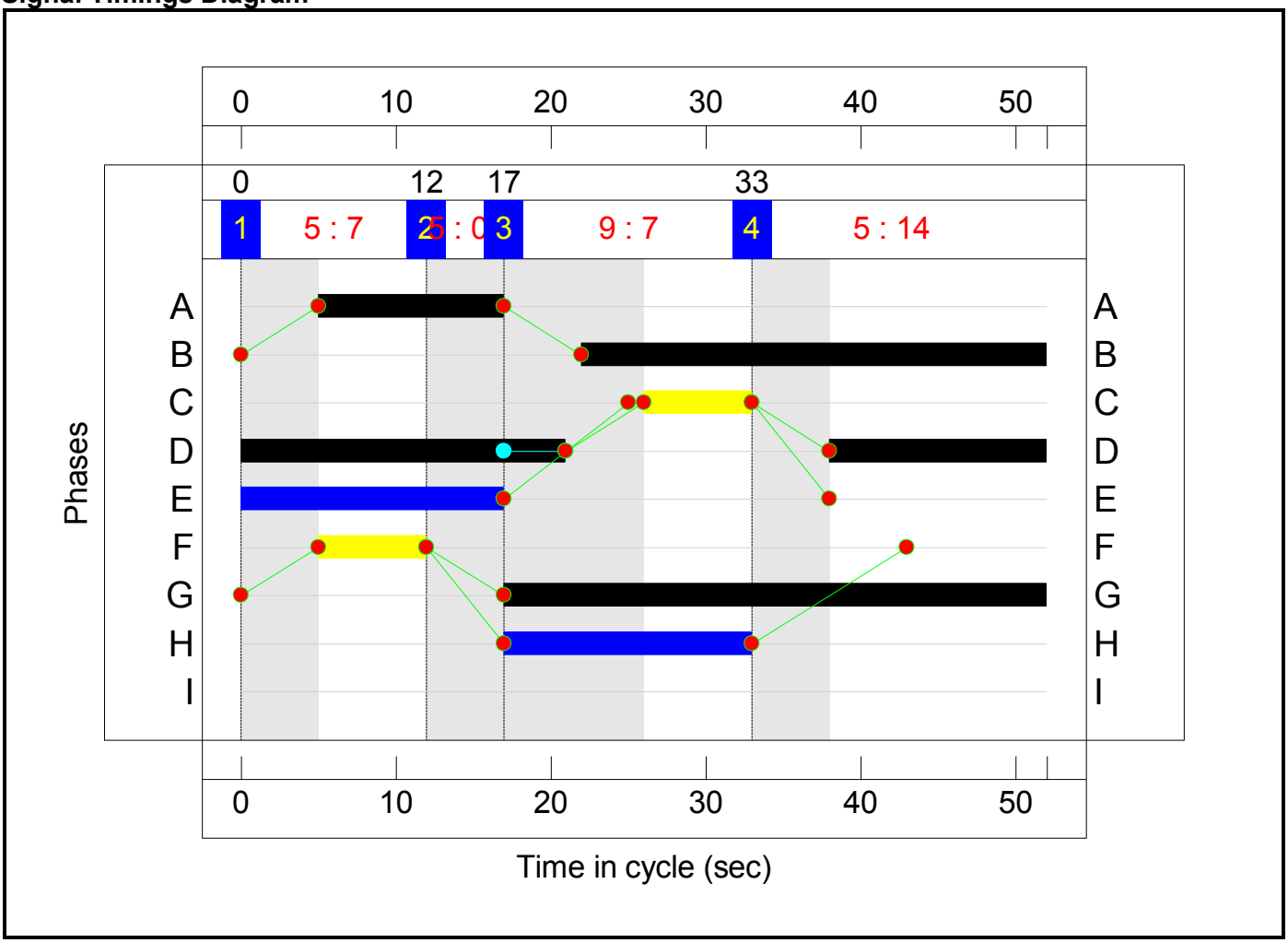
Stage Sequence Diagram



Stage Timings

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

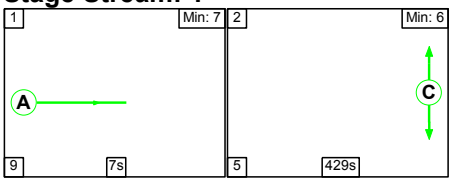
Signal Timings Diagram



C2 - Mold Road Staggered Ped

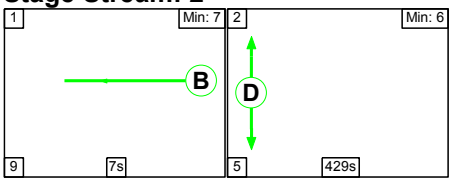
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

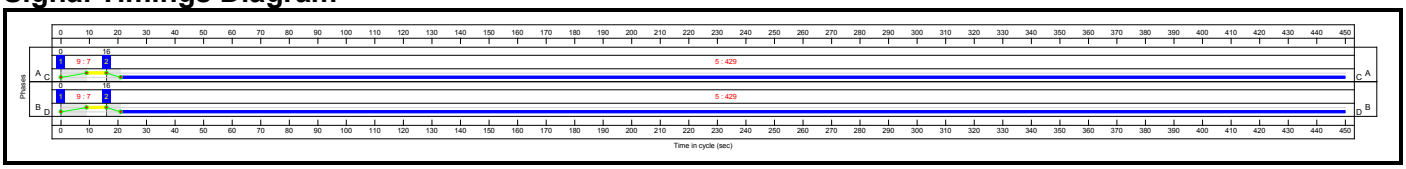
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

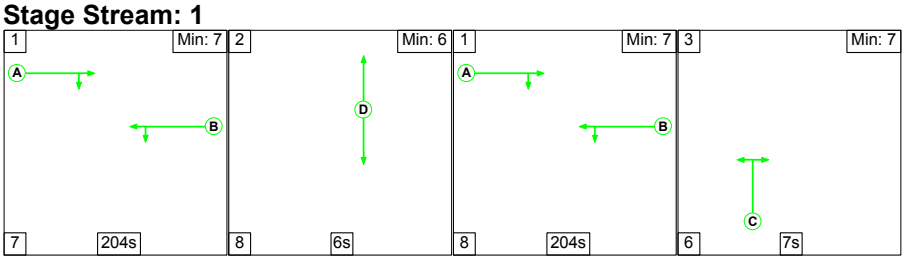
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

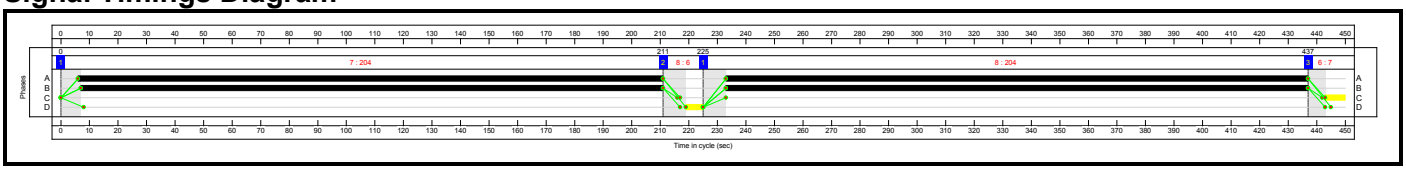


Stage Timings

Stage Stream: 1

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

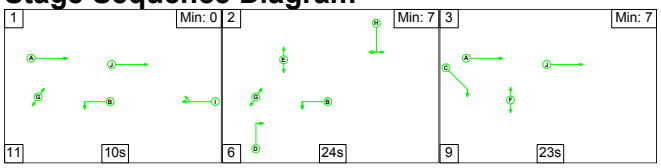
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

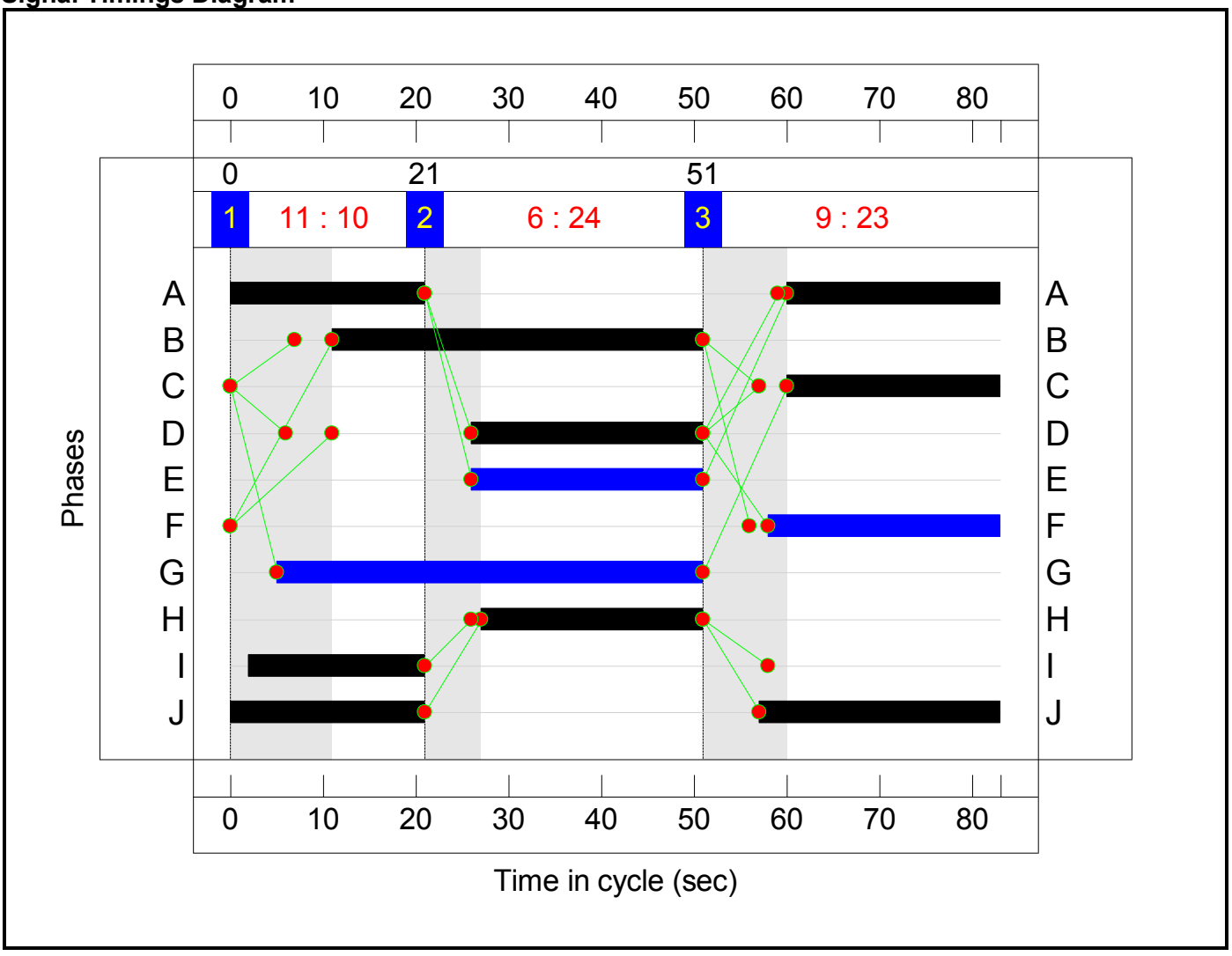
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	10	24	23
Change Point	0	21	51

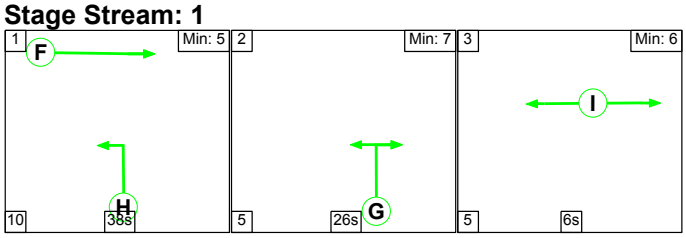
Signal Timings Diagram



C5 - Station Approach - Central Road

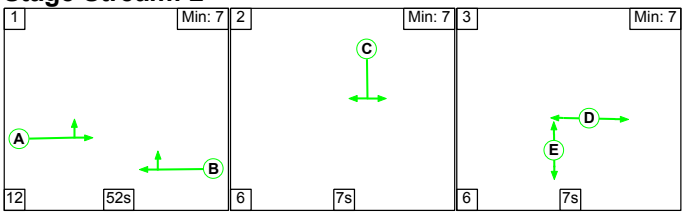
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

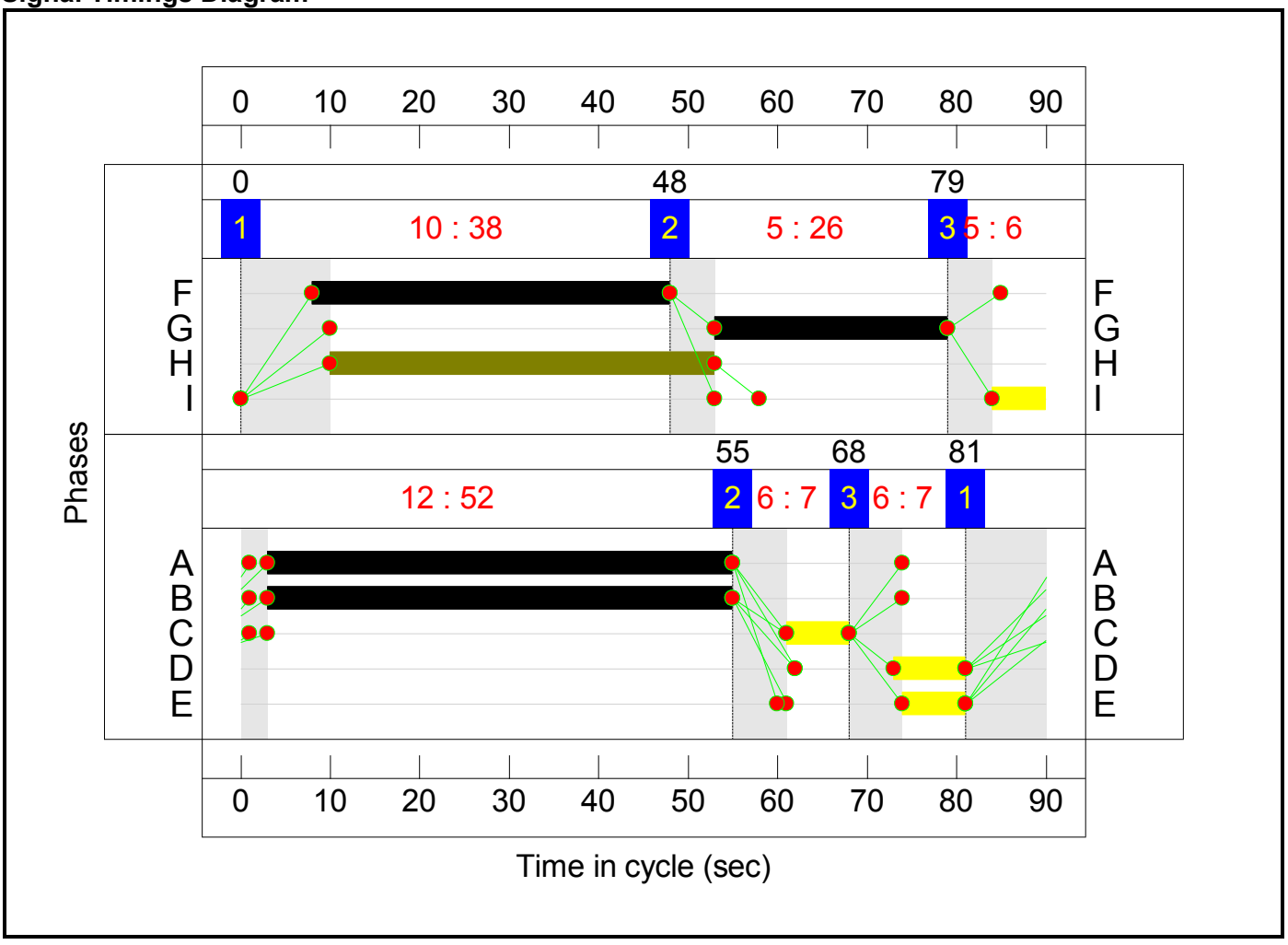
Stage Stream: 1

Stage	1	2	3
Duration	38	26	6
Change Point	0	48	79

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	81	55	68

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**	-	-		-	-	-	-	-	-	**80.9%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**48.8%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	614	1900:1900	1854+46	32.3 : 32.3%	614
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	609	1900	1900	32.1%	609
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	79	Inf	374	21.1%	79
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	954	Inf	7334	13.0%	954
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	914	1900	1900	48.1%	914
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%	23
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	32	Inf	319	10.0%	32
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%	100
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	928	1900	1900	48.8%	928
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.8%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	628	1763	1316	47.7%	628
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	953	1763	1567	60.8%	953

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	14	1940	34	40.6%	14
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%	21
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	93	1877	167	55.7%	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	52	-	620	1667	982	63.2%	620
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	949	1980:1795	1125+47	80.9 : 80.9%	949
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	43	949	1655	1287	73.7%	949
5/2	Central Road Right	U	5:1	N/A	C5:G		1	26	-	353	1655	497	71.1%	353
6/1	Ahead	U	5:1	N/A	C5:F		1	40	-	643	1965	895	71.8%	643
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	40	-	507	1786	882	57.5%	507
1/2	Left	U	N/A	N/A	C4:B		1	40	-	343	1786	882	38.9%	343
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	44	-	642	1800:1800	760+220	65.5 : 65.5%	642
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	23	-	354	1813	524	67.5%	354
3/1		U	N/A	N/A	-		-	-	-	419	1900	1900	22.1%	419
3/2		U	N/A	N/A	-		-	-	-	785	1900	1900	41.3%	785
4/1	Right	U	N/A	N/A	C4:D		1	25	-	38	1990	623	6.1%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	24	-	325	1715	517	62.9%	325
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	24	-	336	1739	524	64.1%	336
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%	595
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	19	-	326	1900:1900	138+405	60.1 : 60.1%	326
8/1	Left	U	N/A	N/A	-		-	-	-	498	1800	1800	27.7%	498
8/2	Ahead	U	N/A	N/A	C4:J		1	47	-	182	1980	1145	15.9%	182
9/1	Ahead	O	N/A	N/A	-		-	-	-	97	Inf	605	16.0%	97
10/1		U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%	222
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	25	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	25	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	46	-	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	**-**	**430**	**0**	**1**	**28.1**	**17.0**	**0.1**	**45.1**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**188**	**0**	**0**	**0.0**	**1.7**	**0.0**	**1.7**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	614	15	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	609	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
3/1	79	79	0	0	0.0	0.1	-	0.1	6.1	0.0	0.1	0.1	-	
4/1	954	62	0	0	0.0	0.1	-	0.1	0.3	0.9	0.1	1.0	-	
5/1	914	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	-	
6/1	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	32	32	0	0	0.0	0.1	-	0.1	6.3	0.0	0.1	0.1	-	
8/1	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	928	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	-	
J2: Jacques Road Bridge Junction	**-**	**11**	**0**	**0**	**2.9**	**1.6**	**0.0**	**4.4**	**-**	**-**	**-**	**-**	**-**	
1/1	628	11	0	0	1.2	0.5	0.0	1.7	9.6	14.0	0.5	14.4	3.3	
2/1	953	-	-	-	0.8	0.8	-	1.6	6.0	14.8	0.8	15.6	6.4	
3/1	14	-	-	-	0.9	0.3	-	1.2	303.8	1.7	0.3	2.1	1.7	
4/1	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**38**	**0**	**0**	**11.7**	**7.4**	**0.0**	**19.1**	**-**	**-**	**-**	**-**	**-**	
1/1	93	-	-	-	1.0	0.6	-	1.6	63.3	2.2	0.6	2.8	2.1	
2/1	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	620	-	-	-	2.1	0.9	-	2.9	17.1	10.0	0.9	10.8	6.0	
4/1+4/2	949	38	0	0	2.6	2.1	0.0	4.7 (4.5+0.2)	17.7 (17.7:17.0)	9.4	2.1	11.5	7.9	
5/1	949	-	-	-	1.4	1.4	-	2.8	10.5	12.1	1.4	13.5	4.7	

Full Input Data And Results

5/2	353	-	-	-	2.7	1.2	-	4.0	40.4	7.8	1.2	9.1	6.0
6/1	643	-	-	-	1.9	1.3	-	3.1	17.5	12.8	1.3	14.1	3.5
J4: Regent St/Bradley Rd	**-**	**193**	**0**	**1**	**13.5**	**6.3**	**0.0**	**19.9**	**-**	**-**	**-**	**-**	**-**
1/1	507	-	-	-	0.5	0.7	-	1.2	8.4	7.6	0.7	8.2	1.6
1/2	343	-	-	-	0.2	0.3	-	0.6	5.8	3.1	0.3	3.4	0.9
2/1+2/2	642	-	-	-	2.4	0.9	-	3.3 (2.6+0.7)	18.7 (19.1:17.6)	9.6	0.9	10.5	6.0
2/3	354	-	-	-	2.6	1.0	-	3.6	36.5	7.2	1.0	8.2	5.6
3/1	419	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	785	-	-	-	0.3	0.4	-	0.6	2.8	10.7	0.4	11.1	-
4/1	38	-	-	-	0.2	0.0	-	0.2	23.1	0.6	0.0	0.6	0.6
5/1	325	-	-	-	2.3	0.8	-	3.1	34.3	6.4	0.8	7.3	5.1
5/2	336	-	-	-	2.3	0.9	-	3.2	34.6	6.6	0.9	7.5	5.2
6/1	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	326	96	0	1	2.4	0.7	0.0	3.2 (0.8+2.5)	35.5 (33.3:36.3)	4.9	0.7	5.6	4.1
8/1	498	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	182	-	-	-	0.3	0.1	-	0.4	8.2	1.1	0.1	1.2	1.1
9/1	97	97	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	222	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

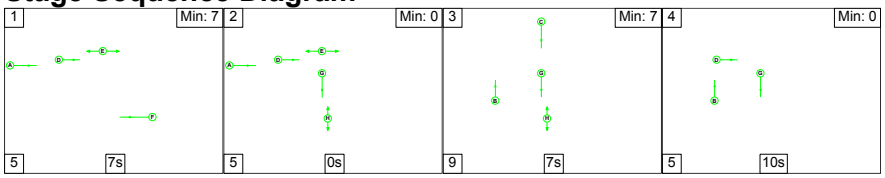
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	48.0	Total Delay for Signalled Lanes (pcuHr):	4.43	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	33.3	Total Delay for Signalled Lanes (pcuHr):	18.88	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	9.86	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):	9.24	Cycle Time (s): 90
	PRC Over All Lanes (%):	11.2	Total Delay Over All Lanes(pcuHr):	45.12	

Full Input Data And Results

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

C1 - Mold Road Gateway

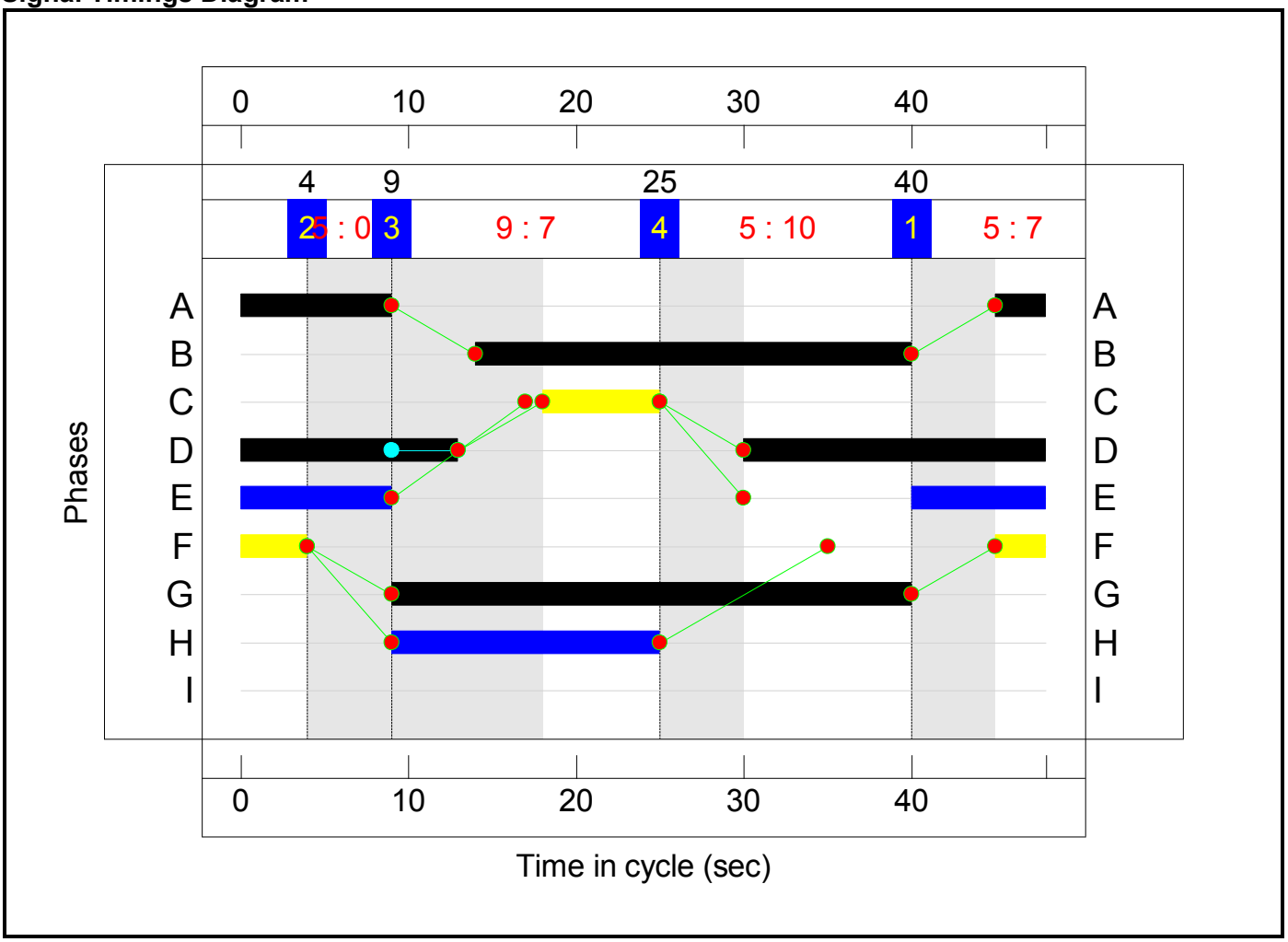
Stage Sequence Diagram



Stage Timings

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

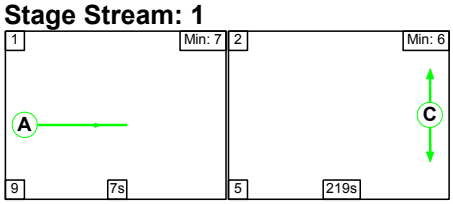
Signal Timings Diagram



C2 - Mold Road Staggered Ped

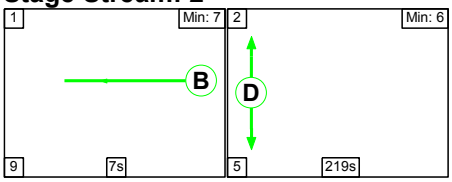
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

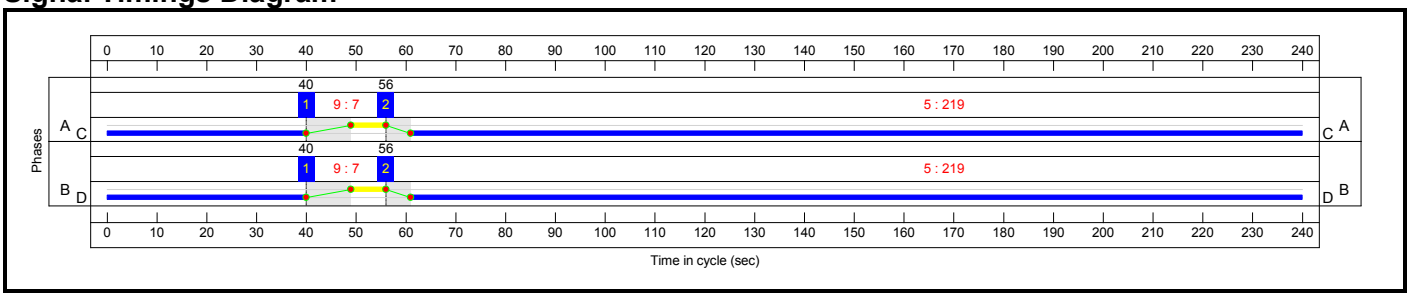
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

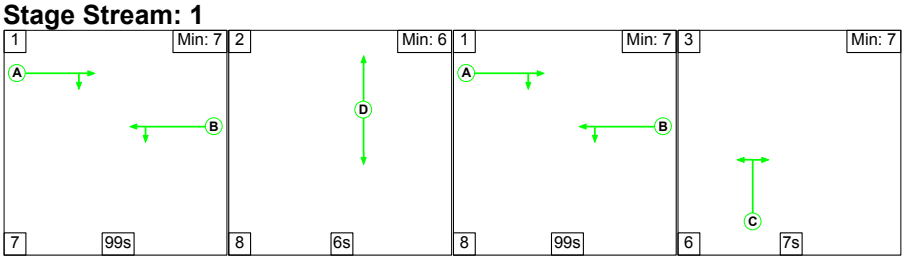
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



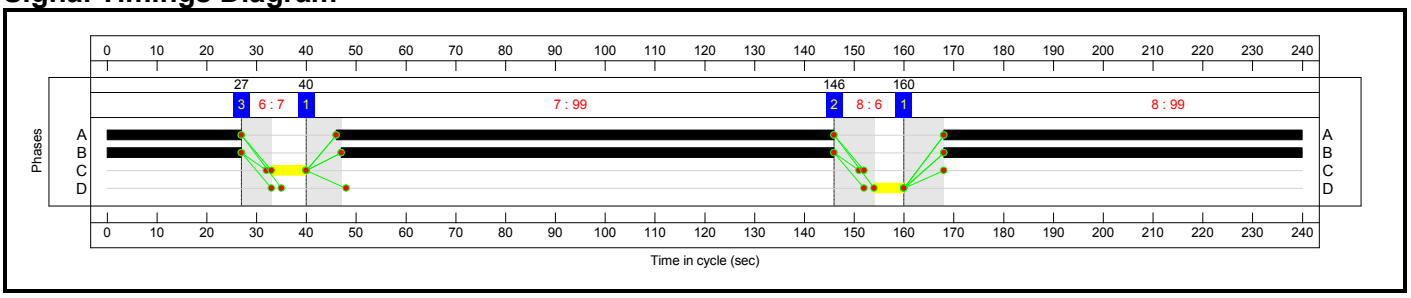
Stage Timings

Stage Stream: 1

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

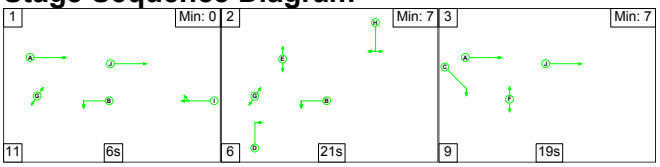
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

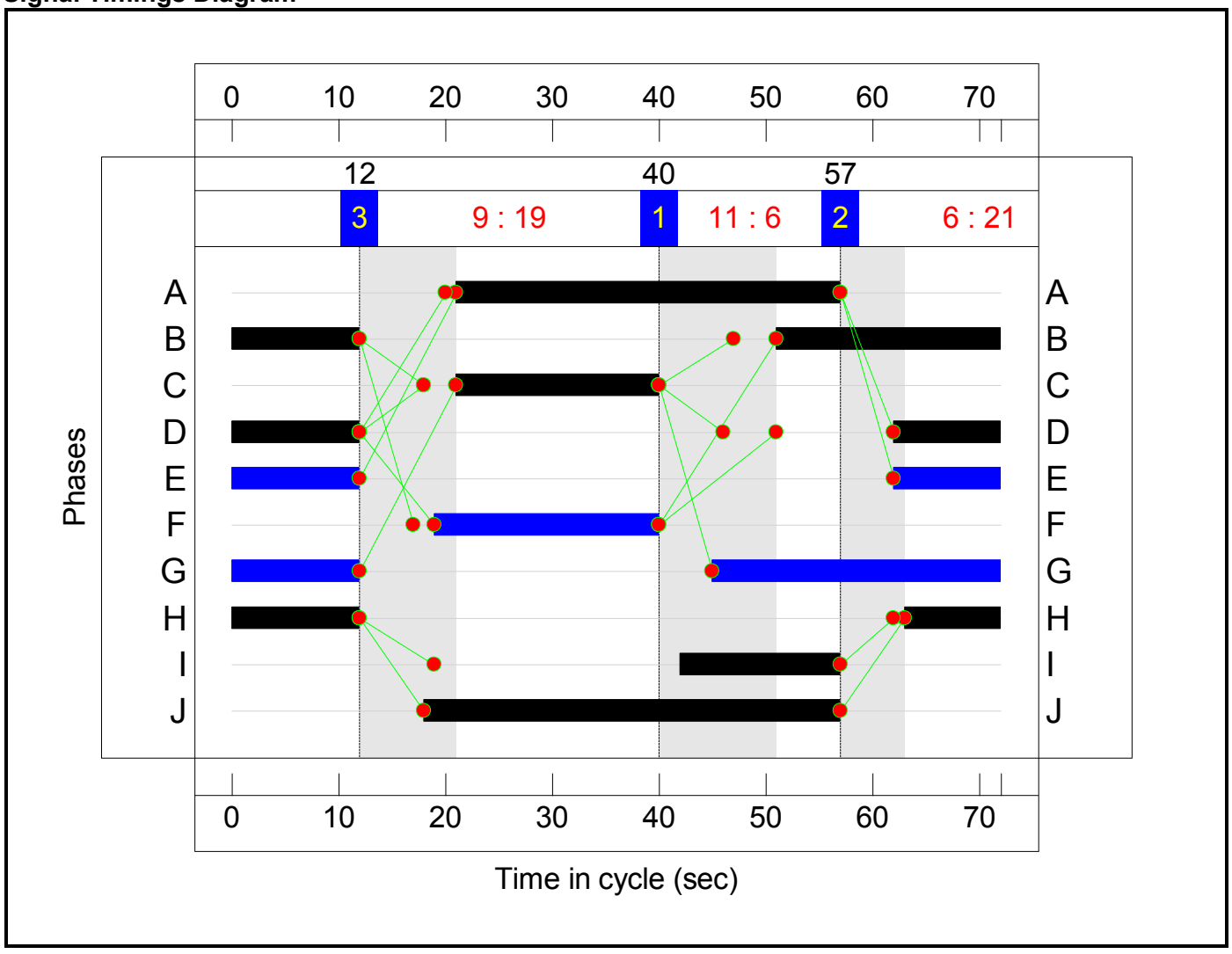
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	6	21	19
Change Point	40	57	12

Signal Timings Diagram

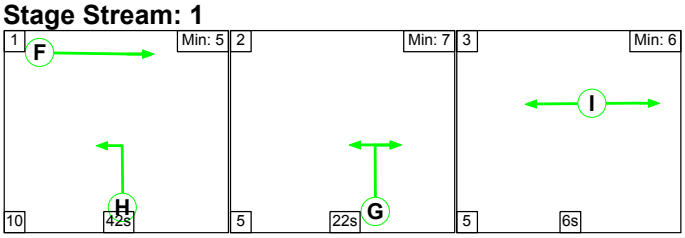


Full Input Data And Results

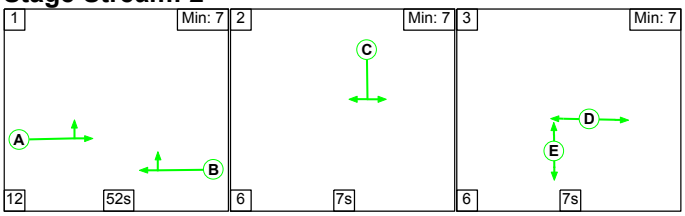
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

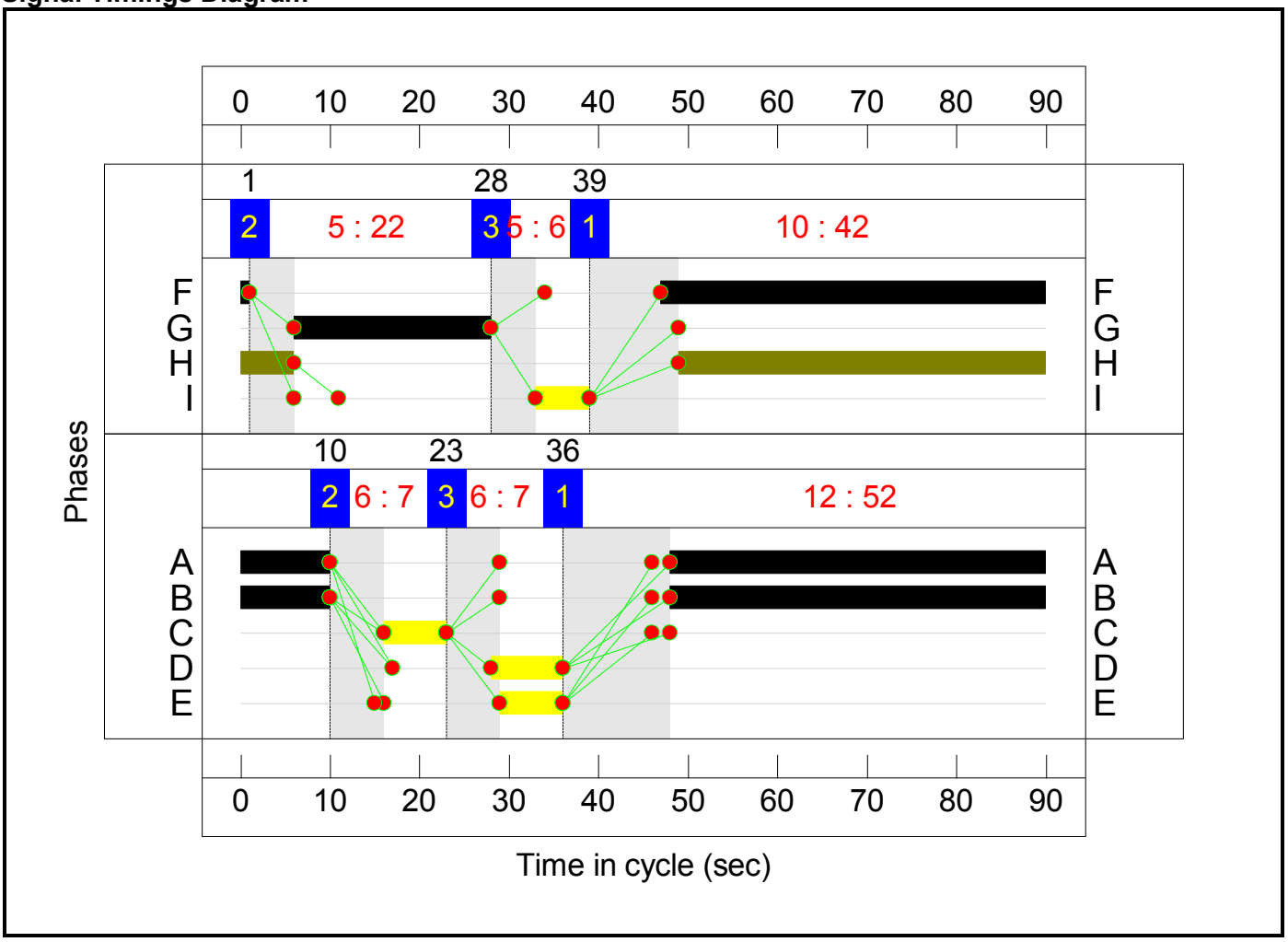
Stage	1	2	3
Duration	42	22	6
Change Point	39	1	28

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	36	10	23

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**	-	-		-	-	-	-	-	-	**65.0%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**31.9%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	606	1900:1900	1866+34	31.9 : 31.9%	606
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	605	1900	1900	31.8%	605
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	62	Inf	439	14.1%	62
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	599	Inf	11918	5.0%	599
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	585	1900	1900	30.8%	585
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%	19
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	27	Inf	393	6.9%	27
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%	41
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	594	1900	1900	31.3%	594
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**49.2%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	640	1763	1301	49.2%	640
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	601	1763	1469	40.9%	601

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	8	1940	65	12.4%	8
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.0%**	**-**
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	-		-	-	-	67	Inf	Inf	0.0%	67
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	640	1672	985	65.0%	640
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	599	1980:1795	1122+51	51.1 : 51.1%	599
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	599	1655	1287	46.5%	599
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	264	1655	423	62.4%	264
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	635	1965	982	64.6%	635
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	33	-	416	1786	843	49.3%	416
1/2	Left	U	N/A	N/A	C4:B		1	33	-	270	1786	843	32.0%	270
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	36	-	591	1800:1800	728+199	63.7 : 63.7%	591
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	19	-	308	1813	504	61.2%	308
3/1		U	N/A	N/A	-		-	-	-	326	1900	1900	17.2%	326
3/2		U	N/A	N/A	-		-	-	-	668	1900	1900	35.2%	668
4/1	Right	U	N/A	N/A	C4:D		1	22	-	38	1990	636	6.0%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	21	-	283	1715	524	54.0%	283
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	21	-	288	1739	531	54.2%	288
6/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%	546
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	15	-	252	1900:1900	137+386	48.1 : 48.1%	252
8/1	Left	U	N/A	N/A	-		-	-	-	464	1800	1800	25.8%	464
8/2	Ahead	U	N/A	N/A	C4:J		1	39	-	165	1980	1100	15.0%	165
9/1	Ahead	O	N/A	N/A	-		-	-	-	82	Inf	613	13.4%	82
10/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%	220
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	22	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	39	-	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	**-**	**316**	**0**	**1**	**20.1**	**10.6**	**0.0**	**30.8**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**124**	**0**	**0**	**0.0**	**1.1**	**0.0**	**1.1**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	606	11	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	605	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
3/1	62	62	0	0	0.0	0.1	-	0.1	4.8	0.0	0.1	0.1	-	
4/1	599	24	0	0	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0	-	
5/1	585	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
6/1	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	27	27	0	0	0.0	0.0	-	0.0	4.9	0.0	0.0	0.0	-	
8/1	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	594	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**1.6**	**0.9**	**0.0**	**2.5**	**-**	**-**	**-**	**-**	**-**	
1/1	640	3	0	0	1.0	0.5	0.0	1.5	8.2	9.1	0.5	9.5	3.6	
2/1	601	-	-	-	0.4	0.3	-	0.8	4.6	5.2	0.3	5.5	3.2	
3/1	8	-	-	-	0.3	0.1	-	0.3	144.3	0.5	0.1	0.6	0.5	
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**	**8.3**	**3.9**	**0.0**	**12.3**	**-**	**-**	**-**	**-**	**-**	
1/1	64	-	-	-	0.7	0.3	-	1.0	56.1	1.5	0.3	1.8	1.4	
2/1	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	640	-	-	-	2.2	0.9	-	3.1	17.5	10.5	0.9	11.4	6.2	
4/1+4/2	599	26	0	0	1.3	0.5	0.0	1.8 (1.7+0.1)	10.8 (10.9:10.2)	3.9	0.5	4.5	3.9	
5/1	599	-	-	-	0.6	0.4	-	1.0	6.1	5.2	0.4	5.6	3.0	

Full Input Data And Results

5/2	264	-	-	-	2.2	0.8	-	3.0	40.9	5.8	0.8	6.6	4.8
6/1	635	-	-	-	1.4	0.9	-	2.3	13.3	3.5	0.9	4.4	3.5
J4: Regent St/Bradley Rd	**-**	**163**	**0**	**1**	**10.2**	**4.8**	**0.0**	**14.9**	**-**	**-**	**-**	**-**	**-**
1/1	416	-	-	-	0.4	0.5	-	0.9	7.4	4.6	0.5	5.0	1.3
1/2	270	-	-	-	0.2	0.2	-	0.4	5.8	2.0	0.2	2.3	0.8
2/1+2/2	591	-	-	-	2.1	0.9	-	3.0 (2.4+0.6)	18.0 (18.4:16.8)	7.7	0.9	8.5	5.0
2/3	308	-	-	-	1.9	0.8	-	2.7	31.8	5.3	0.8	6.1	4.3
3/1	326	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	-
3/2	668	-	-	-	0.1	0.3	-	0.4	2.2	7.6	0.3	7.9	-
4/1	38	-	-	-	0.2	0.0	-	0.2	20.0	0.5	0.0	0.5	0.5
5/1	283	-	-	-	1.6	0.6	-	2.2	28.2	4.6	0.6	5.2	3.8
5/2	288	-	-	-	1.7	0.6	-	2.3	28.2	4.7	0.6	5.3	3.8
6/1	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	252	81	0	1	1.7	0.5	0.0	2.2 (0.5+1.6)	30.8 (29.2:31.4)	3.2	0.5	3.7	2.8
8/1	464	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-
8/2	165	-	-	-	0.3	0.1	-	0.4	8.1	0.9	0.1	1.0	0.9
9/1	82	82	0	0	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1	-
10/1	220	-	-	-	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 (%):	83.0	Total Delay for Signalled Lanes (pcuHr):	2.54	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	41.2	Total Delay for Signalled Lanes (pcuHr):	14.17	Cycle Time (s): 72
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	39.3	Total Delay for Signalled Lanes (pcuHr):	6.35	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	38.5	Total Delay for Signalled Lanes (pcuHr):	5.92	Cycle Time (s): 90
	PRC Over All Lanes (%):	38.5	Total Delay Over All Lanes(pcuHr):	30.81	