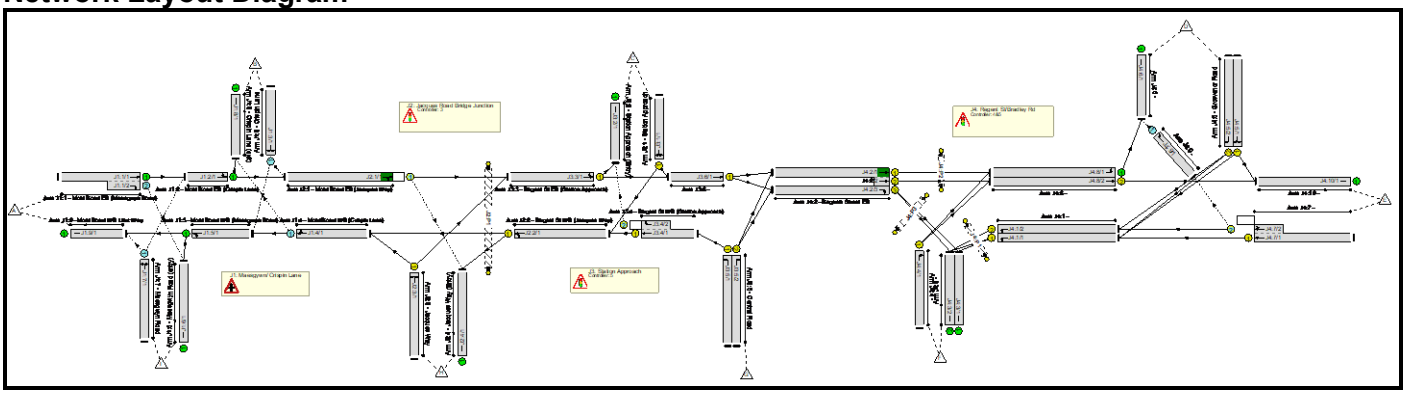
Appendix H

Full Input Data And Results

User and Project Details

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

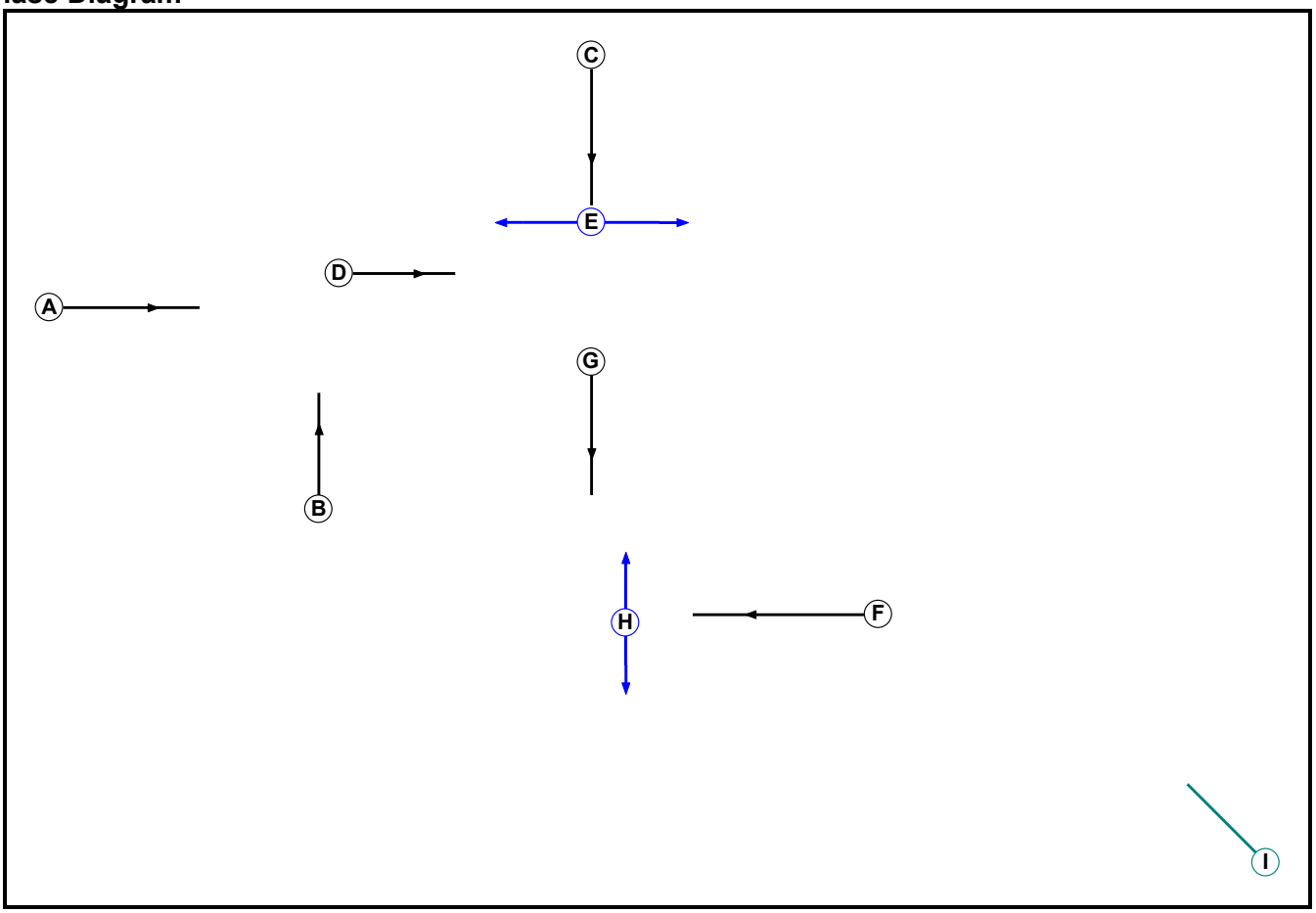
Network Layout Diagram



Full Input Data And Results

C1 - Mold Road Gateway

Phase Diagram



Phase Input Data

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

Full Input Data And Results

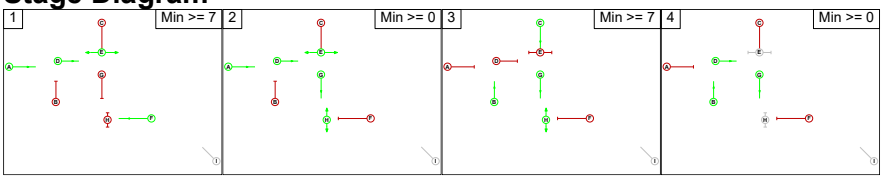
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

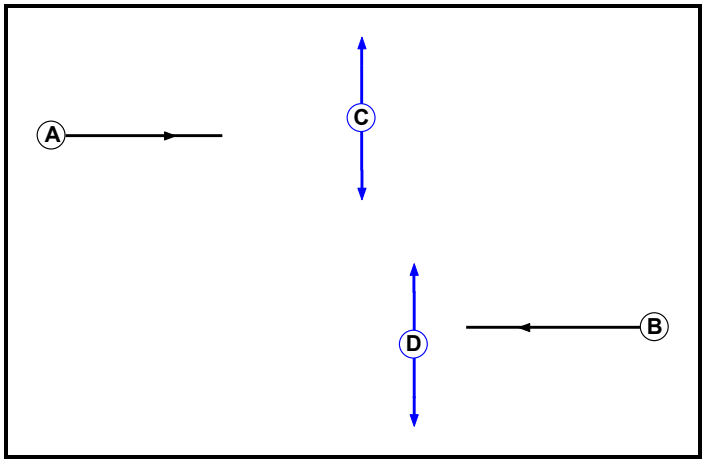
Prohibited Stage Change

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

Full Input Data And Results

C2 - Mold Road Staggered Ped

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

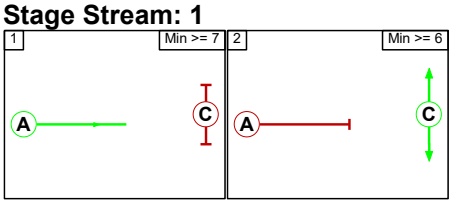
Terminating Phase \ Starting Phase	A	B	C	D
A		-	5	-
B	-		-	5
C	9	-		-
D	-	9	-	

Phases in Stage

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

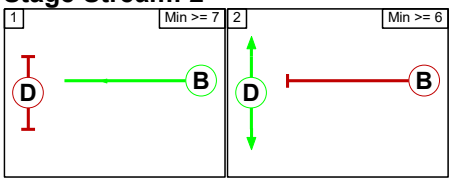
Stage Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

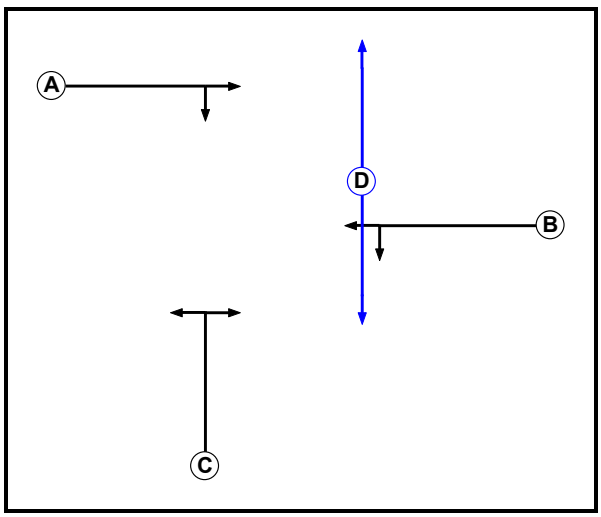
	To Stage		
		1	2
From Stage	1		5
	2	9	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	9	

C3 - Jacques Way/ Mold Road

Phase Diagram



Full Input Data And Results

Phase Input Data

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

Phase Intergreens Matrix

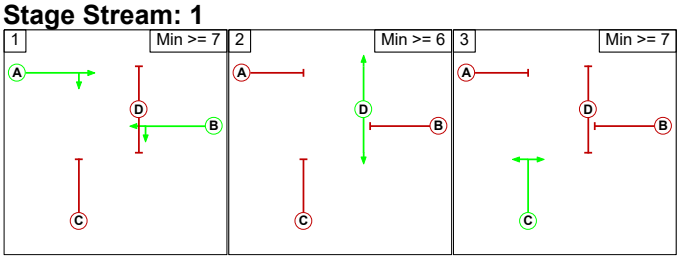
		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	6	8
	B	-		5	6
	C	6	7		8
	D	8	8	8	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

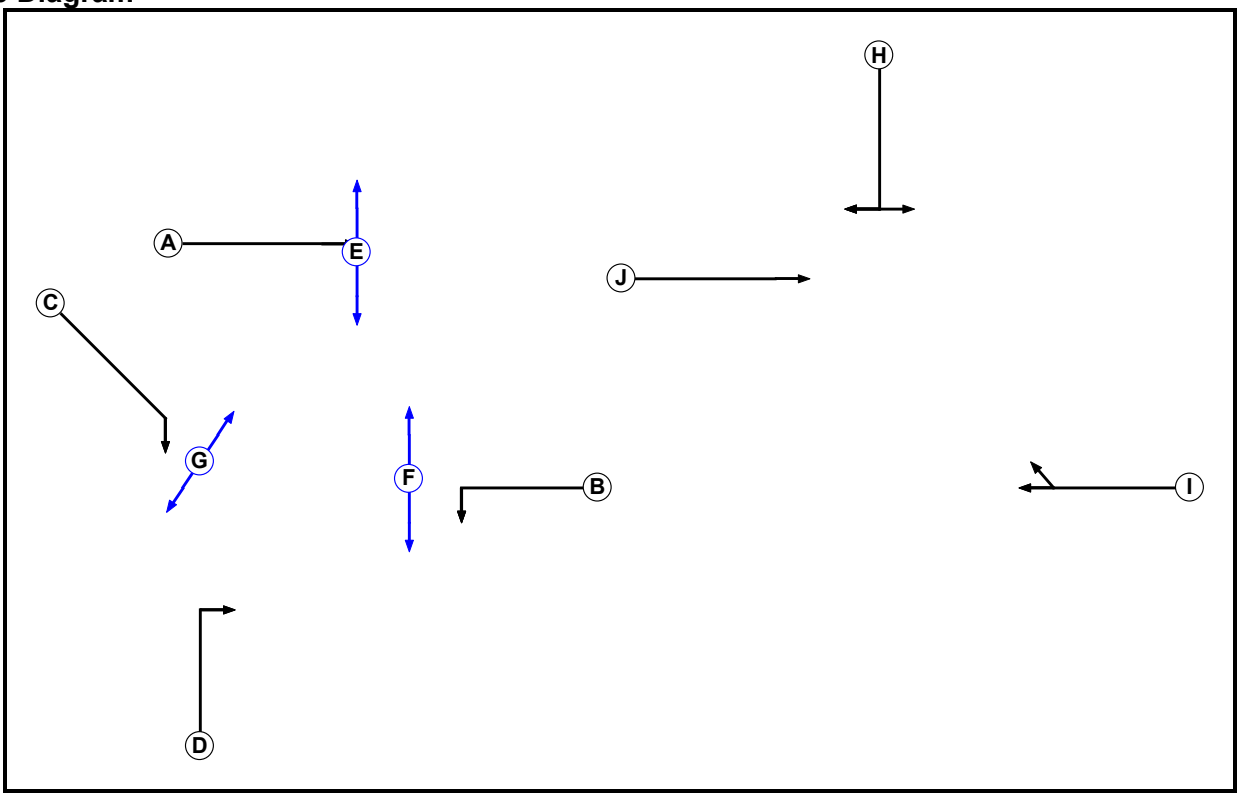
Stage Stream: 1

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

Full Input Data And Results

C4 - Regent St/ Bradley Rd

Phase Diagram



Phase Input Data

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

Full Input Data And Results

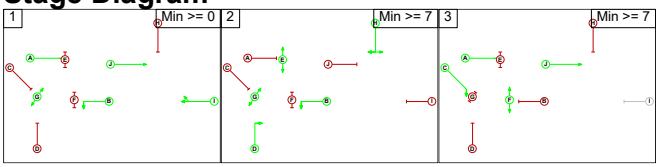
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

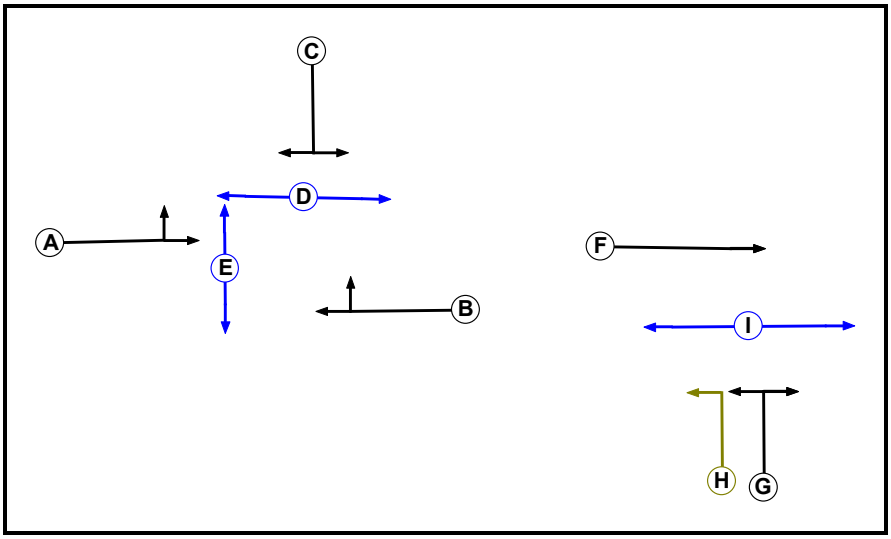
Prohibited Stage Change

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

Full Input Data And Results

C5 - Station Approach - Central Road

Phase Diagram



Phase Input Data

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

Full Input Data And Results

Phase Intergreens Matrix

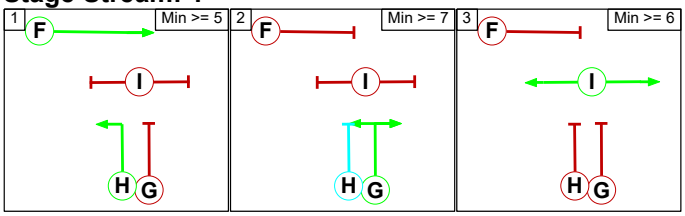
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	6	7	5	-	-	-	-
B	-		6	7	6	-	-	-	-
C	6	6		5	6	-	-	-	-
D	12	12	12		-	-	-	-	-
E	10	10	10	-		-	-	-	-
F	-	-	-	-	-		5	-	5
G	-	-	-	-	-	6		-	5
H	-	-	-	-	-	-	-		5
I	-	-	-	-	-	8	10	10	

Phases in Stage

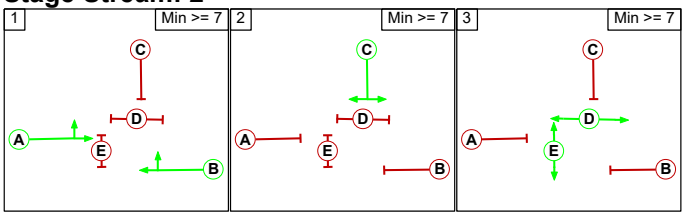
Stream	Stage No.	Phases in Stage
1	1	F H
1	2	G
1	3	I
2	1	A B
2	2	C
2	3	D E

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Maesgywn/ Crispin Lane											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J1:1/2 (Mold Road EB (Maesgwyn Road))	J1:6/1 (Right)	664	0	J1:5/1	0.25	All	-	-	-	-	-
J1:3/1 (Crispin Lane)	J2:1/1 (Left)	644	0	J1:2/1	0.24	All	-	-	-	-	-
	J1:5/1 (Right)	500		J1:2/1	0.23	To J2:1/1 (Ahead)					
				J1:4/1	0.14	All					
J1:4/1 (Mold Road WB (Crispin Lane))	J1:8/1 (Right)	617	0	J1:2/1	0.23	All	-	-	-	-	-
J1:7/1 (Maesgwyn Road)	J1:2/1 (Right)	506	0	J1:5/1	0.23	To J1:9/1 (Ahead)	-	-	-	-	-
				J1:1/1	0.14	All					
				J1:1/2	0.03	All					
	J1:9/1 (Left)	649	0	J1:5/1	0.25	All					

Junction: J2: Jacques Road Bridge Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J2:1/1 (Mold Road EB (Jacques Way))	J2:4/1 (Right)	1439	0	J2:2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Junction: J3: Station Approach											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J3:4/2 (Regent St WB (Station Approach))	J3:2/1 (Right)	671	0	J3:3/1	0.26	All	2.00	-	0.50	2	2.00

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

Full Input Data And Results

Lane Input Data

Junction: J1: Maesgywn/ Crispin Lane												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (Mold Road EB (Maesgwyn Road))	U		2	3	31.0	User	1900	-	-	-	-	-
J1:1/2 (Mold Road EB (Maesgwyn Road))	O		2	3	5.7	User	1900	-	-	-	-	-
J1:2/1 (Mold Road EB (Crispin Lane))	U		2	3	5.2	User	1900	-	-	-	-	-
J1:3/1 (Crispin Lane)	O		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1 (Mold Road WB (Crispin Lane))	O		2	3	6.8	Inf	-	-	-	-	-	-
J1:5/1 (Mold Road WB (Maesgwyn Road))	U		2	3	5.2	User	1900	-	-	-	-	-
J1:6/1 (Maesgwyn Road (entry))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1 (Maesgwyn Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (Crispin Lane (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/1 (Mold Road WB Lilac Way)	U		2	3	29.6	User	1900	-	-	-	-	-

Full Input Data And Results

Junction: J2: Jacques Road Bridge Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Mold Road EB (Jacques Way))	O	A	2	3	5.9	User	1763	-	-	-	-	-
J2:2/1 (Regent St WB (Jacques Way))	U	B	2	3	24.3	User	1763	-	-	-	-	-
J2:3/1 (Jacques Way)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:4 Left	Inf
											Arm J3:3 Right	Inf
J2:4/1 (Jacques Way (Entry))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: Station Approach

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Station Approach)	U	C	2	3	60.0	Geom	-	4.50	0.00	Y	Arm J2:2 Right	15.00
											Arm J3:6 Left	15.00
J3:2/1 (Station Approach (Entry))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/1 (Regent St EB (Station Approach))	U	A	2	3	24.3	Geom	-	3.50	0.00	Y	Arm J3:2 Left	Inf
											Arm J3:6 Ahead	8.00
J3:4/1 (Regent St WB (Station Approach))	U	B	2	3	11.5	Geom	-	3.65	0.00	Y	Arm J2:2 Ahead	Inf
J3:4/2 (Regent St WB (Station Approach))	O	B	2	3	5.0	Geom	-	3.60	0.00	Y	Arm J3:2 Right	15.00
J3:5/1 (Central Road)	U	G H	2	3	20.9	Geom	-	3.50	0.00	Y	Arm J3:4 Left	8.00
J3:5/2 (Central Road)	U	G	2	3	20.9	Geom	-	3.50	0.00	Y	Arm J4:2 Right	8.00
J3:6/1	U	F	2	3	11.5	Geom	-	3.50	0.00	Y	Arm J4:2 Ahead	Inf

Full Input Data And Results

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

Full Input Data And Results

Traffic Flow Groups

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

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	18	333	174	288	0	5	17	852
	B	5	0	2	32	17	27	0	0	3	86
	C	17	3	0	10	5	9	0	0	1	45
	D	0	0	0	0	40	478	0	0	0	518
	E	0	0	0	77	0	121	0	0	0	198
	F	0	0	0	2	36	0	0	0	0	38
	G	408	68	23	201	105	0	0	0	17	822
	H	7	1	0	2	1	1	0	0	0	12
	I	13	1	0	3	2	3	0	0	0	22
	Tot.	450	90	43	660	380	927	0	5	38	2593

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2030 Base Scen 1a AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	852(In) 835(Out)
J1:1/2 (short)	17
J1:2/1	846
J1:3/1	86
J1:4/1	531
J1:5/1	455
J1:6/1	35
J1:7/1	24
J1:8/1	98
J1:9/1	450
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	910
J2:2/1	511
J2:3/1	24
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	44
J3:2/1	42
J3:3/1	904
J3:4/1 (with short)	516(In) 493(Out)
J3:4/2 (short)	23
J3:5/1	516
J3:5/2	306
J3:6/1	911
Junction: J4: Regent St/Bradley Rd	
J4:1/1	372
J4:1/2	227
J4:2/1 (with short)	889(In) 585(Out)
J4:2/2 (short)	304
J4:2/3	328
J4:3/1	362
J4:3/2	565
J4:4/1	38
J4:5/1	257
J4:5/2	261
J4:6/1	664

J4:7/1 (with short)	198(In) 45(Out)
J4:7/2 (short)	153
J4:8/1	587
J4:8/2	340
J4:9/1	77
J4:10/1	380

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	83.3 %	1940	1940
				Arm J3:3 Right	Inf	16.7 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	40.9 %	1877	1877
				Arm J3:6 Left	15.00	59.1 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	2.1 %	1660	1660
				Arm J3:6 Ahead	8.00	97.9 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	35	23	175	48	259	0	10	14	564
	B	20	0	3	21	6	31	0	1	5	87
	C	25	2	0	17	5	25	0	0	0	74
	D	0	0	0	0	37	572	0	0	0	609
	E	0	0	0	89	0	377	0	0	0	466
	F	0	0	0	0	35	0	0	0	0	35
	G	927	62	34	255	70	0	0	9	7	1364
	H	5	0	0	1	0	1	0	0	0	7
	I	20	0	0	3	1	5	0	0	0	29
	Tot.	997	99	60	561	202	1270	0	20	26	3235

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2030 Base Scen 1a PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	564(In) 550(Out)
J1:1/2 (short)	14
J1:2/1	560
J1:3/1	75
J1:4/1	1033
J1:5/1	984
J1:6/1	21
J1:7/1	30
J1:8/1	104
J1:9/1	997
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	580
J2:2/1	1032
J2:3/1	12
J2:4/1	19
Junction: J3: Station Approach	
J3:1/1	73
J3:2/1	58
J3:3/1	572
J3:4/1 (with short)	1039(In) 1005(Out)
J3:4/2 (short)	34
J3:5/1	1039
J3:5/2	325
J3:6/1	594
Junction: J4: Regent St/Bradley Rd	
J4:1/1	567
J4:1/2	382
J4:2/1 (with short)	598(In) 468(Out)
J4:2/2 (short)	130
J4:2/3	321
J4:3/1	439
J4:3/2	831
J4:4/1	35
J4:5/1	295
J4:5/2	314
J4:6/1	557

J4:7/1 (with short)	466(In) 171(Out)
J4:7/2 (short)	295
J4:8/1	468
J4:8/2	165
J4:9/1	89
J4:10/1	202

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	83.3 %	1940	1940
				Arm J3:3 Right	Inf	16.7 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	37.0 %	1877	1877
				Arm J3:6 Left	15.00	63.0 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.2 %	1666	1666
				Arm J3:6 Ahead	8.00	95.8 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	69.8 %	1900	1900
				Arm J4:9 Right	Inf	30.2 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	31	240	66	293	0	3	12	662
	B	8	0	3	21	6	25	0	0	3	66
	C	21	1	0	12	3	14	0	0	0	51
	D	0	0	0	0	61	566	0	0	0	627
	E	0	0	0	91	0	186	0	0	0	277
	F	0	0	0	0	42	0	0	0	0	42
	G	583	40	21	229	63	0	0	8	5	949
	H	5	0	0	1	0	2	0	0	0	8
	I	19	2	0	3	1	4	0	0	0	29
	Tot.	636	60	55	597	242	1090	0	11	20	2711

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2030 Base Scen 1a Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	662(In) 650(Out)
J1:1/2 (short)	12
J1:2/1	660
J1:3/1	66
J1:4/1	655
J1:5/1	625
J1:6/1	20
J1:7/1	29
J1:8/1	60
J1:9/1	636
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	696
J2:2/1	658
J2:3/1	8
J2:4/1	11
Junction: J3: Station Approach	
J3:1/1	51
J3:2/1	55
J3:3/1	696
J3:4/1 (with short)	657(In) 636(Out)
J3:4/2 (short)	21
J3:5/1	657
J3:5/2	292
J3:6/1	691
Junction: J4: Regent St/Bradley Rd	
J4:1/1	455
J4:1/2	297
J4:2/1 (with short)	645(In) 506(Out)
J4:2/2 (short)	139
J4:2/3	338
J4:3/1	370
J4:3/2	720
J4:4/1	42
J4:5/1	311
J4:5/2	316
J4:6/1	597

J4:7/1 (with short)	277(In) 69(Out)
J4:7/2 (short)	208
J4:8/1	506
J4:8/2	181
J4:9/1	91
J4:10/1	242

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	62.5 %	1940	1940
				Arm J3:3 Right	Inf	37.5 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	43.1 %	1877	1877
				Arm J3:6 Left	15.00	56.9 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.9 %	1668	1668
				Arm J3:6 Ahead	8.00	95.1 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	56.3 %	1900	1900
				Arm J4:9 Right	Inf	43.8 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	34	333	174	288	0	5	17	868
	B	5	0	3	32	17	28	0	0	3	88
	C	18	3	0	11	6	9	0	0	1	48
	D	0	0	0	0	40	494	0	0	0	534
	E	0	0	0	77	0	125	0	0	0	202
	F	0	0	0	2	36	0	0	0	0	38
	G	408	68	43	201	105	0	0	0	17	842
	H	7	1	0	2	1	1	0	0	0	12
	I	13	1	0	3	2	3	0	0	0	22
	Tot.	451	90	80	661	381	948	0	5	38	2654

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2030 Dev Scen 1a AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	868(In) 851(Out)
J1:1/2 (short)	17
J1:2/1	862
J1:3/1	87
J1:4/1	532
J1:5/1	456
J1:6/1	35
J1:7/1	24
J1:8/1	98
J1:9/1	451
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	927
J2:2/1	512
J2:3/1	24
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	46
J3:2/1	78
J3:3/1	921
J3:4/1 (with short)	536(In) 493(Out)
J3:4/2 (short)	43
J3:5/1	536
J3:5/2	306
J3:6/1	913
Junction: J4: Regent St/Bradley Rd	
J4:1/1	384
J4:1/2	235
J4:2/1 (with short)	890(In) 585(Out)
J4:2/2 (short)	305
J4:2/3	329
J4:3/1	367
J4:3/2	581
J4:4/1	38
J4:5/1	264
J4:5/2	270
J4:6/1	664

J4:7/1 (with short)	202(In) 45(Out)
J4:7/2 (short)	157
J4:8/1	587
J4:8/2	341
J4:9/1	77
J4:10/1	381

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	83.3 %	1940	1940
				Arm J3:3 Right	Inf	16.7 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	41.3 %	1877	1877
				Arm J3:6 Left	15.00	58.7 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	3.8 %	1665	1665
				Arm J3:6 Ahead	8.00	96.2 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	35	22	178	48	256	0	10	14	563
	B	20	0	3	21	6	31	0	1	5	87
	C	36	2	0	24	7	35	0	0	0	104
	D	0	0	0	0	37	571	0	0	0	608
	E	0	0	0	89	0	377	0	0	0	466
	F	0	0	0	0	35	0	0	0	0	35
	G	927	62	33	255	70	0	0	9	7	1363
	H	5	0	0	1	0	1	0	0	0	7
	I	20	0	0	3	1	5	0	0	0	29
	Tot.	1008	99	58	571	204	1276	0	20	26	3262

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2030 Dev Scen 1a PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	563(In) 549(Out)
J1:1/2 (short)	14
J1:2/1	559
J1:3/1	75
J1:4/1	1044
J1:5/1	995
J1:6/1	21
J1:7/1	30
J1:8/1	104
J1:9/1	1008
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	579
J2:2/1	1043
J2:3/1	12
J2:4/1	19
Junction: J3: Station Approach	
J3:1/1	96
J3:2/1	56
J3:3/1	571
J3:4/1 (with short)	1038(In) 1005(Out)
J3:4/2 (short)	33
J3:5/1	1038
J3:5/2	325
J3:6/1	606
Junction: J4: Regent St/Bradley Rd	
J4:1/1	557
J4:1/2	391
J4:2/1 (with short)	603(In) 471(Out)
J4:2/2 (short)	132
J4:2/3	328
J4:3/1	453
J4:3/2	823
J4:4/1	35
J4:5/1	295
J4:5/2	313
J4:6/1	560

J4:7/1 (with short)	466(In) 168(Out)
J4:7/2 (short)	298
J4:8/1	471
J4:8/2	167
J4:9/1	89
J4:10/1	204

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	83.3 %	1940	1940
				Arm J3:3 Right	Inf	16.7 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	39.6 %	1877	1877
				Arm J3:6 Left	15.00	60.4 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.0 %	1665	1665
				Arm J3:6 Ahead	8.00	96.0 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	39	241	66	292	0	3	12	670
	B	8	0	3	21	6	25	0	0	3	66
	C	26	2	0	14	4	17	0	0	0	63
	D	0	0	0	0	61	569	0	0	0	630
	E	0	0	0	91	0	187	0	0	0	278
	F	0	0	0	0	42	0	0	0	0	42
	G	584	40	26	229	63	0	0	8	5	955
	H	5	0	0	1	0	2	0	0	0	8
	I	19	2	1	3	1	4	0	0	0	30
	Tot.	642	61	69	600	243	1096	0	11	20	2742

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2030 Dev Scen 1a Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	670(In) 658(Out)
J1:1/2 (short)	12
J1:2/1	669
J1:3/1	66
J1:4/1	662
J1:5/1	631
J1:6/1	20
J1:7/1	30
J1:8/1	61
J1:9/1	642
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	705
J2:2/1	665
J2:3/1	8
J2:4/1	11
Junction: J3: Station Approach	
J3:1/1	63
J3:2/1	69
J3:3/1	705
J3:4/1 (with short)	663(In) 637(Out)
J3:4/2 (short)	26
J3:5/1	663
J3:5/2	292
J3:6/1	697
Junction: J4: Regent St/Bradley Rd	
J4:1/1	456
J4:1/2	300
J4:2/1 (with short)	649(In) 509(Out)
J4:2/2 (short)	140
J4:2/3	340
J4:3/1	376
J4:3/2	720
J4:4/1	42
J4:5/1	311
J4:5/2	319
J4:6/1	600

J4:7/1 (with short)	278(In) 69(Out)
J4:7/2 (short)	209
J4:8/1	509
J4:8/2	182
J4:9/1	91
J4:10/1	243

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	62.5 %	1940	1940
				Arm J3:3 Right	Inf	37.5 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	44.4 %	1877	1877
				Arm J3:6 Left	15.00	55.6 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	6.1 %	1671	1671
				Arm J3:6 Ahead	8.00	93.9 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	56.5 %	1900	1900
				Arm J4:9 Right	Inf	43.5 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	18	283	67	278	0	5	17	685
	B	5	0	2	34	8	33	0	1	3	86
	C	17	3	0	11	3	11	0	0	1	46
	D	0	0	0	0	40	478	0	0	0	518
	E	0	0	0	77	0	121	0	0	0	198
	F	0	0	0	2	36	0	0	0	0	38
	G	408	68	23	247	59	0	0	0	17	822
	H	7	1	0	2	0	2	0	0	0	12
	I	13	1	0	4	1	4	0	0	0	23
	Tot.	450	90	43	660	214	927	0	6	38	2428

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2030 Base Scen 1b AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	685(In) 668(Out)
J1:1/2 (short)	17
J1:2/1	679
J1:3/1	83
J1:4/1	531
J1:5/1	455
J1:6/1	35
J1:7/1	24
J1:8/1	98
J1:9/1	450
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	740
J2:2/1	511
J2:3/1	24
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	44
J3:2/1	42
J3:3/1	734
J3:4/1 (with short)	516(In) 493(Out)
J3:4/2 (short)	23
J3:5/1	516
J3:5/2	306
J3:6/1	741
Junction: J4: Regent St/Bradley Rd	
J4:1/1	373
J4:1/2	226
J4:2/1 (with short)	719(In) 581(Out)
J4:2/2 (short)	138
J4:2/3	328
J4:3/1	357
J4:3/2	570
J4:4/1	38
J4:5/1	255
J4:5/2	263
J4:6/1	660

J4:7/1 (with short)	198(In) 43(Out)
J4:7/2 (short)	155
J4:8/1	583
J4:8/2	174
J4:9/1	77
J4:10/1	214

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	83.3 %	1940	1940
				Arm J3:3 Right	Inf	16.7 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	40.9 %	1877	1877
				Arm J3:6 Left	15.00	59.1 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	2.6 %	1662	1662
				Arm J3:6 Ahead	8.00	97.4 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	35	23	175	48	259	0	10	14	564
	B	20	0	3	21	6	31	0	1	5	87
	C	25	2	0	17	5	25	0	0	0	74
	D	0	0	0	0	37	572	0	0	0	609
	E	0	0	0	89	0	211	0	0	0	300
	F	0	0	0	0	35	0	0	0	0	35
	G	761	61	34	255	70	0	0	9	7	1197
	H	5	0	0	1	0	1	0	0	0	7
	I	20	0	0	3	1	5	0	0	0	29
	Tot.	831	98	60	561	202	1104	0	20	26	2902

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2030 Base Scen 1b PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	564(In) 550(Out)
J1:1/2 (short)	14
J1:2/1	560
J1:3/1	75
J1:4/1	866
J1:5/1	818
J1:6/1	21
J1:7/1	30
J1:8/1	103
J1:9/1	831
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	580
J2:2/1	865
J2:3/1	12
J2:4/1	19
Junction: J3: Station Approach	
J3:1/1	73
J3:2/1	58
J3:3/1	572
J3:4/1 (with short)	872(In) 838(Out)
J3:4/2 (short)	34
J3:5/1	872
J3:5/2	325
J3:6/1	594
Junction: J4: Regent St/Bradley Rd	
J4:1/1	474
J4:1/2	309
J4:2/1 (with short)	598(In) 468(Out)
J4:2/2 (short)	130
J4:2/3	321
J4:3/1	362
J4:3/2	742
J4:4/1	35
J4:5/1	297
J4:5/2	312
J4:6/1	557

J4:7/1 (with short)	300(In) 83(Out)
J4:7/2 (short)	217
J4:8/1	468
J4:8/2	165
J4:9/1	89
J4:10/1	202

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	83.3 %	1940	1940
				Arm J3:3 Right	Inf	16.7 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	37.0 %	1877	1877
				Arm J3:6 Left	15.00	63.0 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.2 %	1666	1666
				Arm J3:6 Ahead	8.00	95.8 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	59.0 %	1900	1900
				Arm J4:9 Right	Inf	41.0 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	31	240	66	293	0	3	12	662
	B	8	0	3	21	6	25	0	0	3	66
	C	21	1	0	12	3	14	0	0	0	51
	D	0	0	0	0	61	566	0	0	0	627
	E	0	0	0	91	0	186	0	0	0	277
	F	0	0	0	0	42	0	0	0	0	42
	G	583	40	21	229	63	0	0	8	5	949
	H	5	0	0	1	0	2	0	0	0	8
	I	19	2	0	3	1	4	0	0	0	29
	Tot.	636	60	55	597	242	1090	0	11	20	2711

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2030 Base Scen 1b Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	662(In) 650(Out)
J1:1/2 (short)	12
J1:2/1	660
J1:3/1	66
J1:4/1	655
J1:5/1	625
J1:6/1	20
J1:7/1	29
J1:8/1	60
J1:9/1	636
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	696
J2:2/1	658
J2:3/1	8
J2:4/1	11
Junction: J3: Station Approach	
J3:1/1	51
J3:2/1	55
J3:3/1	696
J3:4/1 (with short)	657(In) 636(Out)
J3:4/2 (short)	21
J3:5/1	657
J3:5/2	292
J3:6/1	691
Junction: J4: Regent St/Bradley Rd	
J4:1/1	455
J4:1/2	297
J4:2/1 (with short)	645(In) 506(Out)
J4:2/2 (short)	139
J4:2/3	338
J4:3/1	370
J4:3/2	720
J4:4/1	42
J4:5/1	311
J4:5/2	316
J4:6/1	597

J4:7/1 (with short)	277(In) 69(Out)
J4:7/2 (short)	208
J4:8/1	506
J4:8/2	181
J4:9/1	91
J4:10/1	242

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	62.5 %	1940	1940
				Arm J3:3 Right	Inf	37.5 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	43.1 %	1877	1877
				Arm J3:6 Left	15.00	56.9 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.9 %	1668	1668
				Arm J3:6 Ahead	8.00	95.1 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	56.3 %	1900	1900
				Arm J4:9 Right	Inf	43.8 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	33	283	67	278	0	5	17	700
	B	5	0	4	34	8	33	0	1	3	88
	C	18	3	0	11	3	11	0	0	1	47
	D	0	0	0	0	40	494	0	0	0	534
	E	0	0	0	77	0	125	0	0	0	202
	F	0	0	0	2	36	0	0	0	0	38
	G	408	68	43	247	59	0	0	0	17	842
	H	7	1	0	2	0	2	0	0	0	12
	I	13	1	0	4	1	4	0	0	0	23
	Tot.	451	90	80	660	214	947	0	6	38	2486

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2030 Dev Scen 1b AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	700(In) 683(Out)
J1:1/2 (short)	17
J1:2/1	694
J1:3/1	83
J1:4/1	532
J1:5/1	456
J1:6/1	35
J1:7/1	24
J1:8/1	98
J1:9/1	451
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	755
J2:2/1	512
J2:3/1	24
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	45
J3:2/1	77
J3:3/1	749
J3:4/1 (with short)	536(In) 493(Out)
J3:4/2 (short)	43
J3:5/1	536
J3:5/2	306
J3:6/1	741
Junction: J4: Regent St/Bradley Rd	
J4:1/1	386
J4:1/2	233
J4:2/1 (with short)	719(In) 581(Out)
J4:2/2 (short)	138
J4:2/3	328
J4:3/1	360
J4:3/2	587
J4:4/1	38
J4:5/1	262
J4:5/2	272
J4:6/1	660

J4:7/1 (with short)	202(In) 45(Out)
J4:7/2 (short)	157
J4:8/1	583
J4:8/2	174
J4:9/1	77
J4:10/1	214

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	83.3 %	1940	1940
				Arm J3:3 Right	Inf	16.7 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	42.2 %	1877	1877
				Arm J3:6 Left	15.00	57.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.5 %	1667	1667
				Arm J3:6 Ahead	8.00	95.5 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	35	22	178	48	256	0	10	14	563
	B	20	0	3	21	6	31	0	1	5	87
	C	35	3	0	24	7	35	0	0	0	104
	D	0	0	0	0	37	571	0	0	0	608
	E	0	0	0	89	0	211	0	0	0	300
	F	0	0	0	0	35	0	0	0	0	35
	G	761	61	33	255	70	0	0	9	7	1196
	H	5	0	0	1	0	1	0	0	0	7
	I	20	0	0	3	1	5	0	0	0	29
	Tot.	841	99	58	571	204	1110	0	20	26	2929

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2030 Dev Scen 1b PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	563(In) 549(Out)
J1:1/2 (short)	14
J1:2/1	559
J1:3/1	75
J1:4/1	876
J1:5/1	828
J1:6/1	21
J1:7/1	30
J1:8/1	103
J1:9/1	841
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	579
J2:2/1	875
J2:3/1	12
J2:4/1	19
Junction: J3: Station Approach	
J3:1/1	95
J3:2/1	56
J3:3/1	571
J3:4/1 (with short)	871(In) 838(Out)
J3:4/2 (short)	33
J3:5/1	871
J3:5/2	325
J3:6/1	606
Junction: J4: Regent St/Bradley Rd	
J4:1/1	470
J4:1/2	312
J4:2/1 (with short)	603(In) 471(Out)
J4:2/2 (short)	132
J4:2/3	328
J4:3/1	367
J4:3/2	743
J4:4/1	35
J4:5/1	296
J4:5/2	312
J4:6/1	560

J4:7/1 (with short)	300(In) 80(Out)
J4:7/2 (short)	220
J4:8/1	471
J4:8/2	167
J4:9/1	89
J4:10/1	204

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	83.3 %	1940	1940
				Arm J3:3 Right	Inf	16.7 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	38.9 %	1877	1877
				Arm J3:6 Left	15.00	61.1 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.0 %	1665	1665
				Arm J3:6 Ahead	8.00	96.0 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	17	39	241	66	292	0	3	12	670
	B	8	0	3	21	6	25	0	0	3	66
	C	26	2	0	14	4	17	0	0	0	63
	D	0	0	0	0	61	569	0	0	0	630
	E	0	0	0	91	0	187	0	0	0	278
	F	0	0	0	0	42	0	0	0	0	42
	G	584	40	26	229	63	0	0	8	5	955
	H	5	0	0	1	0	2	0	0	0	8
	I	19	2	1	3	1	4	0	0	0	30
	Tot.	642	61	69	600	243	1096	0	11	20	2742

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2030 Dev Scen 1b Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	670(In) 658(Out)
J1:1/2 (short)	12
J1:2/1	669
J1:3/1	66
J1:4/1	662
J1:5/1	631
J1:6/1	20
J1:7/1	30
J1:8/1	61
J1:9/1	642
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	705
J2:2/1	665
J2:3/1	8
J2:4/1	11
Junction: J3: Station Approach	
J3:1/1	63
J3:2/1	69
J3:3/1	705
J3:4/1 (with short)	663(In) 637(Out)
J3:4/2 (short)	26
J3:5/1	663
J3:5/2	292
J3:6/1	697
Junction: J4: Regent St/Bradley Rd	
J4:1/1	453
J4:1/2	303
J4:2/1 (with short)	649(In) 509(Out)
J4:2/2 (short)	140
J4:2/3	340
J4:3/1	375
J4:3/2	721
J4:4/1	42
J4:5/1	312
J4:5/2	318
J4:6/1	600

J4:7/1 (with short)	278(In) 67(Out)
J4:7/2 (short)	211
J4:8/1	509
J4:8/2	182
J4:9/1	91
J4:10/1	243

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	62.5 %	1940	1940
				Arm J3:3 Right	Inf	37.5 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	44.4 %	1877	1877
				Arm J3:6 Left	15.00	55.6 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	6.1 %	1671	1671
				Arm J3:6 Ahead	8.00	93.9 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	56.9 %	1900	1900
				Arm J4:9 Right	Inf	43.1 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	18	357	179	312	0	5	18	907
	B	5	0	2	34	17	30	0	0	3	91
	C	17	3	0	11	5	9	0	0	1	46
	D	0	0	0	0	44	517	0	0	0	561
	E	0	0	0	84	0	131	0	0	0	215
	F	0	0	0	2	39	0	0	0	0	41
	G	444	72	23	222	111	0	0	0	18	890
	H	8	1	0	2	1	2	0	0	0	14
	I	15	1	0	4	2	3	0	0	0	25
	Tot.	489	95	43	716	398	1004	0	5	40	2790

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2030 Base Scen 2a AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	907(In) 889(Out)
J1:1/2 (short)	18
J1:2/1	900
J1:3/1	89
J1:4/1	573
J1:5/1	493
J1:6/1	37
J1:7/1	26
J1:8/1	103
J1:9/1	489
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	966
J2:2/1	552
J2:3/1	26
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	44
J3:2/1	42
J3:3/1	961
J3:4/1 (with short)	557(In) 534(Out)
J3:4/2 (short)	23
J3:5/1	557
J3:5/2	333
J3:6/1	968
Junction: J4: Regent St/Bradley Rd	
J4:1/1	388
J4:1/2	260
J4:2/1 (with short)	945(In) 630(Out)
J4:2/2 (short)	315
J4:2/3	356
J4:3/1	407
J4:3/2	597
J4:4/1	41
J4:5/1	278
J4:5/2	283
J4:6/1	716

J4:7/1 (with short)	215(In) 40(Out)
J4:7/2 (short)	175
J4:8/1	632
J4:8/2	354
J4:9/1	84
J4:10/1	398

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	80.8 %	1940	1940
				Arm J3:3 Right	Inf	19.2 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	40.9 %	1877	1877
				Arm J3:6 Left	15.00	59.1 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	2.0 %	1660	1660
				Arm J3:6 Ahead	8.00	98.0 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	38	23	190	52	282	0	11	15	611
	B	22	0	3	22	6	33	0	1	5	92
	C	25	2	0	17	5	25	0	0	0	74
	D	0	0	0	0	40	618	0	0	0	658
	E	0	0	0	97	0	394	0	0	0	491
	F	0	0	0	0	38	0	0	0	0	38
	G	994	66	34	277	76	0	0	10	8	1465
	H	6	0	0	1	0	2	0	0	0	9
	I	22	0	0	3	1	5	0	0	0	31
	Tot.	1069	106	60	607	218	1359	0	22	28	3469

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2030 Base Scen 2a PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	611(In) 596(Out)
J1:1/2 (short)	15
J1:2/1	606
J1:3/1	79
J1:4/1	1106
J1:5/1	1055
J1:6/1	23
J1:7/1	32
J1:8/1	111
J1:9/1	1069
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	625
J2:2/1	1105
J2:3/1	14
J2:4/1	21
Junction: J3: Station Approach	
J3:1/1	73
J3:2/1	58
J3:3/1	617
J3:4/1 (with short)	1112(In) 1078(Out)
J3:4/2 (short)	34
J3:5/1	1112
J3:5/2	353
J3:6/1	639
Junction: J4: Regent St/Bradley Rd	
J4:1/1	583
J4:1/2	429
J4:2/1 (with short)	645(In) 505(Out)
J4:2/2 (short)	140
J4:2/3	347
J4:3/1	489
J4:3/2	870
J4:4/1	38
J4:5/1	324
J4:5/2	334
J4:6/1	602

Full Input Data And Results

J4:7/1 (with short)	491(In) 169(Out)
J4:7/2 (short)	322
J4:8/1	505
J4:8/2	178
J4:9/1	97
J4:10/1	218

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	78.6 %	1940	1940
				Arm J3:3 Right	Inf	21.4 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	37.0 %	1877	1877
				Arm J3:6 Left	15.00	63.0 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	3.9 %	1665	1665
				Arm J3:6 Ahead	8.00	96.1 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	69.9 %	1900	1900
				Arm J4:9 Right	Inf	30.1 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	31	260	71	319	0	3	13	715
	B	8	0	3	22	6	27	0	0	4	70
	C	21	1	0	12	3	14	0	0	0	51
	D	0	0	0	0	66	612	0	0	0	678
	E	0	0	0	98	0	201	0	0	0	299
	F	0	0	0	0	46	0	0	0	0	46
	G	635	43	21	249	68	0	0	8	6	1030
	H	6	0	0	1	0	2	0	0	0	9
	I	20	2	0	4	1	4	0	0	0	31
	Tot.	690	64	55	646	261	1179	0	11	23	2929

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2030 Base Scen 2a Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	715(In) 702(Out)
J1:1/2 (short)	13
J1:2/1	713
J1:3/1	70
J1:4/1	712
J1:5/1	680
J1:6/1	23
J1:7/1	31
J1:8/1	64
J1:9/1	690
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	751
J2:2/1	714
J2:3/1	9
J2:4/1	11
Junction: J3: Station Approach	
J3:1/1	51
J3:2/1	55
J3:3/1	751
J3:4/1 (with short)	713(In) 692(Out)
J3:4/2 (short)	21
J3:5/1	713
J3:5/2	317
J3:6/1	746
Junction: J4: Regent St/Bradley Rd	
J4:1/1	477
J4:1/2	336
J4:2/1 (with short)	697(In) 548(Out)
J4:2/2 (short)	149
J4:2/3	366
J4:3/1	416
J4:3/2	763
J4:4/1	46
J4:5/1	336
J4:5/2	342
J4:6/1	646

J4:7/1 (with short)	299(In) 62(Out)
J4:7/2 (short)	237
J4:8/1	548
J4:8/2	195
J4:9/1	98
J4:10/1	261

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	66.7 %	1940	1940
				Arm J3:3 Right	Inf	33.3 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	43.1 %	1877	1877
				Arm J3:6 Left	15.00	56.9 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.5 %	1667	1667
				Arm J3:6 Ahead	8.00	95.5 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	58.6 %	1900	1900
				Arm J4:9 Right	Inf	41.4 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	34	357	179	312	0	5	18	923
	B	5	0	3	35	17	30	0	0	3	93
	C	18	3	0	11	5	9	0	0	1	47
	D	0	0	0	0	44	532	0	0	0	576
	E	0	0	0	84	0	135	0	0	0	219
	F	0	0	0	2	39	0	0	0	0	41
	G	444	72	43	222	111	0	0	0	18	910
	H	8	1	0	2	1	2	0	0	0	14
	I	15	1	0	4	2	3	0	0	0	25
	Tot.	490	95	80	717	398	1023	0	5	40	2848

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2030 Dev Scen 2a AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	923(In) 905(Out)
J1:1/2 (short)	18
J1:2/1	916
J1:3/1	89
J1:4/1	574
J1:5/1	494
J1:6/1	37
J1:7/1	26
J1:8/1	103
J1:9/1	490
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	982
J2:2/1	553
J2:3/1	26
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	45
J3:2/1	78
J3:3/1	977
J3:4/1 (with short)	577(In) 534(Out)
J3:4/2 (short)	43
J3:5/1	577
J3:5/2	333
J3:6/1	968
Junction: J4: Regent St/Bradley Rd	
J4:1/1	392
J4:1/2	275
J4:2/1 (with short)	945(In) 630(Out)
J4:2/2 (short)	315
J4:2/3	356
J4:3/1	418
J4:3/2	605
J4:4/1	41
J4:5/1	283
J4:5/2	293
J4:6/1	716

J4:7/1 (with short)	219(In) 44(Out)
J4:7/2 (short)	175
J4:8/1	632
J4:8/2	354
J4:9/1	84
J4:10/1	398

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	80.8 %	1940	1940
				Arm J3:3 Right	Inf	19.2 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	42.2 %	1877	1877
				Arm J3:6 Left	15.00	57.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	3.6 %	1664	1664
				Arm J3:6 Ahead	8.00	96.4 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	38	23	192	52	279	0	11	15	610
	B	22	0	3	23	6	33	0	1	5	93
	C	36	2	0	24	7	35	0	0	0	104
	D	0	0	0	0	40	617	0	0	0	657
	E	0	0	0	97	0	394	0	0	0	491
	F	0	0	0	0	38	0	0	0	0	38
	G	994	66	33	277	76	0	0	10	8	1464
	H	6	0	0	1	0	2	0	0	0	9
	I	22	0	0	3	1	5	0	0	0	31
	Tot.	1080	106	59	617	220	1365	0	22	28	3497

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 2030 Dev Scen 2a PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	610(In) 595(Out)
J1:1/2 (short)	15
J1:2/1	605
J1:3/1	79
J1:4/1	1117
J1:5/1	1066
J1:6/1	23
J1:7/1	32
J1:8/1	111
J1:9/1	1080
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	624
J2:2/1	1116
J2:3/1	14
J2:4/1	21
Junction: J3: Station Approach	
J3:1/1	96
J3:2/1	57
J3:3/1	616
J3:4/1 (with short)	1111(In) 1078(Out)
J3:4/2 (short)	33
J3:5/1	1111
J3:5/2	353
J3:6/1	650
Junction: J4: Regent St/Bradley Rd	
J4:1/1	600
J4:1/2	411
J4:2/1 (with short)	649(In) 507(Out)
J4:2/2 (short)	142
J4:2/3	354
J4:3/1	499
J4:3/2	866
J4:4/1	38
J4:5/1	323
J4:5/2	334
J4:6/1	604

J4:7/1 (with short)	491(In) 179(Out)
J4:7/2 (short)	312
J4:8/1	507
J4:8/2	180
J4:9/1	97
J4:10/1	220

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	78.6 %	1940	1940
				Arm J3:3 Right	Inf	21.4 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	39.6 %	1877	1877
				Arm J3:6 Left	15.00	60.4 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	3.9 %	1665	1665
				Arm J3:6 Ahead	8.00	96.1 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	68.9 %	1900	1900
				Arm J4:9 Right	Inf	31.1 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	39	261	72	317	0	3	13	723
	B	8	0	3	22	6	27	0	0	4	70
	C	26	2	0	14	4	17	0	0	0	63
	D	0	0	0	0	66	616	0	0	0	682
	E	0	0	0	98	0	203	0	0	0	301
	F	0	0	0	0	46	0	0	0	0	46
	G	636	42	26	249	68	0	0	8	6	1035
	H	6	0	0	1	0	2	0	0	0	9
	I	20	2	1	4	1	4	0	0	0	32
	Tot.	696	64	69	649	263	1186	0	11	23	2961

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2030 Dev Scen 2a Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	723(In) 710(Out)
J1:1/2 (short)	13
J1:2/1	722
J1:3/1	70
J1:4/1	718
J1:5/1	686
J1:6/1	23
J1:7/1	32
J1:8/1	64
J1:9/1	696
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	760
J2:2/1	720
J2:3/1	9
J2:4/1	11
Junction: J3: Station Approach	
J3:1/1	63
J3:2/1	69
J3:3/1	760
J3:4/1 (with short)	718(In) 692(Out)
J3:4/2 (short)	26
J3:5/1	718
J3:5/2	317
J3:6/1	752
Junction: J4: Regent St/Bradley Rd	
J4:1/1	487
J4:1/2	332
J4:2/1 (with short)	702(In) 551(Out)
J4:2/2 (short)	151
J4:2/3	367
J4:3/1	416
J4:3/2	770
J4:4/1	46
J4:5/1	336
J4:5/2	346
J4:6/1	649

J4:7/1 (with short)	301(In) 69(Out)
J4:7/2 (short)	232
J4:8/1	551
J4:8/2	197
J4:9/1	98
J4:10/1	263

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	66.7 %	1940	1940
				Arm J3:3 Right	Inf	33.3 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	44.4 %	1877	1877
				Arm J3:6 Left	15.00	55.6 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	5.7 %	1670	1670
				Arm J3:6 Ahead	8.00	94.3 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	57.8 %	1900	1900
				Arm J4:9 Right	Inf	42.2 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	18	307	73	302	0	5	18	741
	B	5	0	2	37	9	36	0	1	3	93
	C	17	3	0	11	3	11	0	0	1	46
	D	0	0	0	0	44	517	0	0	0	561
	E	0	0	0	84	0	131	0	0	0	215
	F	0	0	0	2	39	0	0	0	0	41
	G	444	72	23	269	64	0	0	0	18	890
	H	8	1	0	2	0	2	0	0	0	13
	I	15	1	0	4	1	4	0	0	0	25
	Tot.	489	95	43	716	233	1003	0	6	40	2625

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: 2030 Base Scen 2b AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	741(In) 723(Out)
J1:1/2 (short)	18
J1:2/1	734
J1:3/1	87
J1:4/1	573
J1:5/1	493
J1:6/1	37
J1:7/1	26
J1:8/1	103
J1:9/1	489
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	798
J2:2/1	552
J2:3/1	25
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	44
J3:2/1	42
J3:3/1	792
J3:4/1 (with short)	557(In) 534(Out)
J3:4/2 (short)	23
J3:5/1	557
J3:5/2	333
J3:6/1	799
Junction: J4: Regent St/Bradley Rd	
J4:1/1	402
J4:1/2	246
J4:2/1 (with short)	777(In) 627(Out)
J4:2/2 (short)	150
J4:2/3	355
J4:3/1	398
J4:3/2	605
J4:4/1	41
J4:5/1	277
J4:5/2	284
J4:6/1	713

J4:7/1 (with short)	215(In) 47(Out)
J4:7/2 (short)	168
J4:8/1	629
J4:8/2	189
J4:9/1	84
J4:10/1	233

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	84.0 %	1940	1940
				Arm J3:3 Right	Inf	16.0 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	40.9 %	1877	1877
				Arm J3:6 Left	15.00	59.1 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	2.4 %	1661	1661
				Arm J3:6 Ahead	8.00	97.6 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	38	23	190	52	282	0	11	15	611
	B	22	0	3	22	6	33	0	1	5	92
	C	25	2	0	17	5	25	0	0	0	74
	D	0	0	0	0	40	618	0	0	0	658
	E	0	0	0	97	0	228	0	0	0	325
	F	0	0	0	0	38	0	0	0	0	38
	G	828	66	34	277	76	0	0	10	8	1299
	H	6	0	0	1	0	2	0	0	0	9
	I	22	0	0	3	1	5	0	0	0	31
	Tot.	903	106	60	607	218	1193	0	22	28	3137

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: 2030 Base Scen 2b PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	611(In) 596(Out)
J1:1/2 (short)	15
J1:2/1	606
J1:3/1	79
J1:4/1	940
J1:5/1	889
J1:6/1	23
J1:7/1	32
J1:8/1	111
J1:9/1	903
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	625
J2:2/1	939
J2:3/1	14
J2:4/1	21
Junction: J3: Station Approach	
J3:1/1	73
J3:2/1	58
J3:3/1	617
J3:4/1 (with short)	946(In) 912(Out)
J3:4/2 (short)	34
J3:5/1	946
J3:5/2	353
J3:6/1	639
Junction: J4: Regent St/Bradley Rd	
J4:1/1	502
J4:1/2	344
J4:2/1 (with short)	645(In) 505(Out)
J4:2/2 (short)	140
J4:2/3	347
J4:3/1	413
J4:3/2	780
J4:4/1	38
J4:5/1	323
J4:5/2	335
J4:6/1	602

J4:7/1 (with short)	325(In) 82(Out)
J4:7/2 (short)	243
J4:8/1	505
J4:8/2	178
J4:9/1	97
J4:10/1	218

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	78.6 %	1940	1940
				Arm J3:3 Right	Inf	21.4 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	37.0 %	1877	1877
				Arm J3:6 Left	15.00	63.0 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	3.9 %	1665	1665
				Arm J3:6 Ahead	8.00	96.1 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	31	260	71	319	0	3	13	715
	B	8	0	3	22	6	27	0	0	4	70
	C	21	1	0	12	3	14	0	0	0	51
	D	0	0	0	0	66	612	0	0	0	678
	E	0	0	0	98	0	201	0	0	0	299
	F	0	0	0	0	46	0	0	0	0	46
	G	635	43	21	249	68	0	0	8	6	1030
	H	6	0	0	1	0	2	0	0	0	9
	I	20	2	0	4	1	4	0	0	0	31
	Tot.	690	64	55	646	261	1179	0	11	23	2929

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: 2030 Base Scen 2b Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	715(In) 702(Out)
J1:1/2 (short)	13
J1:2/1	713
J1:3/1	70
J1:4/1	712
J1:5/1	680
J1:6/1	23
J1:7/1	31
J1:8/1	64
J1:9/1	690
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	751
J2:2/1	714
J2:3/1	9
J2:4/1	11
Junction: J3: Station Approach	
J3:1/1	51
J3:2/1	55
J3:3/1	751
J3:4/1 (with short)	713(In) 692(Out)
J3:4/2 (short)	21
J3:5/1	713
J3:5/2	317
J3:6/1	746
Junction: J4: Regent St/Bradley Rd	
J4:1/1	477
J4:1/2	336
J4:2/1 (with short)	697(In) 548(Out)
J4:2/2 (short)	149
J4:2/3	366
J4:3/1	416
J4:3/2	763
J4:4/1	46
J4:5/1	336
J4:5/2	342
J4:6/1	646

J4:7/1 (with short)	299(In) 62(Out)
J4:7/2 (short)	237
J4:8/1	548
J4:8/2	195
J4:9/1	98
J4:10/1	261

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	66.7 %	1940	1940
				Arm J3:3 Right	Inf	33.3 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	43.1 %	1877	1877
				Arm J3:6 Left	15.00	56.9 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.5 %	1667	1667
				Arm J3:6 Ahead	8.00	95.5 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	58.6 %	1900	1900
				Arm J4:9 Right	Inf	41.4 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	33	307	73	302	0	5	18	756
	B	5	0	4	37	9	36	0	1	3	95
	C	18	3	0	11	3	11	0	0	1	47
	D	0	0	0	0	44	532	0	0	0	576
	E	0	0	0	84	0	135	0	0	0	219
	F	0	0	0	2	39	0	0	0	0	41
	G	444	72	43	269	64	0	0	0	18	910
	H	8	1	0	2	0	2	0	0	0	13
	I	15	1	0	4	1	4	0	0	0	25
	Tot.	490	95	80	716	233	1022	0	6	40	2682

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: 2030 Dev Scen 2b AM Peak Hour
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	756(In) 738(Out)
J1:1/2 (short)	18
J1:2/1	749
J1:3/1	87
J1:4/1	574
J1:5/1	494
J1:6/1	37
J1:7/1	26
J1:8/1	103
J1:9/1	490
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	813
J2:2/1	553
J2:3/1	25
J2:4/1	10
Junction: J3: Station Approach	
J3:1/1	45
J3:2/1	77
J3:3/1	807
J3:4/1 (with short)	577(In) 534(Out)
J3:4/2 (short)	43
J3:5/1	577
J3:5/2	333
J3:6/1	799
Junction: J4: Regent St/Bradley Rd	
J4:1/1	411
J4:1/2	256
J4:2/1 (with short)	777(In) 627(Out)
J4:2/2 (short)	150
J4:2/3	355
J4:3/1	407
J4:3/2	615
J4:4/1	41
J4:5/1	284
J4:5/2	292
J4:6/1	713

J4:7/1 (with short)	219(In) 48(Out)
J4:7/2 (short)	171
J4:8/1	629
J4:8/2	189
J4:9/1	84
J4:10/1	233

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	84.0 %	1940	1940
				Arm J3:3 Right	Inf	16.0 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	42.2 %	1877	1877
				Arm J3:6 Left	15.00	57.8 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	4.2 %	1666	1666
				Arm J3:6 Ahead	8.00	95.8 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	50.9 %	1900	1900
				Arm J4:9 Right	Inf	49.1 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	38	23	192	52	279	0	11	15	610
	B	22	0	3	23	6	33	0	1	5	93
	C	35	3	0	24	7	35	0	0	0	104
	D	0	0	0	0	40	617	0	0	0	657
	E	0	0	0	97	0	228	0	0	0	325
	F	0	0	0	0	38	0	0	0	0	38
	G	838	66	33	277	76	0	0	9	8	1307
	H	6	0	0	1	0	2	0	0	0	9
	I	22	0	0	3	1	5	0	0	0	31
	Tot.	923	107	59	617	220	1199	0	21	28	3174

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: 2030 Dev Scen 2b PM Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	610(In) 595(Out)
J1:1/2 (short)	15
J1:2/1	605
J1:3/1	79
J1:4/1	960
J1:5/1	909
J1:6/1	23
J1:7/1	32
J1:8/1	111
J1:9/1	923
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	624
J2:2/1	958
J2:3/1	14
J2:4/1	20
Junction: J3: Station Approach	
J3:1/1	95
J3:2/1	57
J3:3/1	616
J3:4/1 (with short)	954(In) 921(Out)
J3:4/2 (short)	33
J3:5/1	954
J3:5/2	353
J3:6/1	650
Junction: J4: Regent St/Bradley Rd	
J4:1/1	501
J4:1/2	344
J4:2/1 (with short)	649(In) 507(Out)
J4:2/2 (short)	142
J4:2/3	354
J4:3/1	414
J4:3/2	785
J4:4/1	38
J4:5/1	319
J4:5/2	338
J4:6/1	604

J4:7/1 (with short)	325(In) 82(Out)
J4:7/2 (short)	243
J4:8/1	507
J4:8/2	180
J4:9/1	97
J4:10/1	220

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	78.6 %	1940	1940
				Arm J3:3 Right	Inf	21.4 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	38.9 %	1877	1877
				Arm J3:6 Left	15.00	61.1 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	3.9 %	1665	1665
				Arm J3:6 Ahead	8.00	96.1 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	18	39	261	72	317	0	3	13	723
	B	8	0	3	22	6	27	0	0	4	70
	C	26	2	0	14	4	17	0	0	0	63
	D	0	0	0	0	66	616	0	0	0	682
	E	0	0	0	98	0	203	0	0	0	301
	F	0	0	0	0	46	0	0	0	0	46
	G	636	42	26	249	68	0	0	8	6	1035
	H	6	0	0	1	0	2	0	0	0	9
	I	20	2	1	4	1	4	0	0	0	32
	Tot.	696	64	69	649	263	1186	0	11	23	2961

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: 2030 Dev Scen 2b Sat Peak
Junction: J1: Maesgywn/ Crispin Lane	
J1:1/1 (with short)	723(In) 710(Out)
J1:1/2 (short)	13
J1:2/1	722
J1:3/1	70
J1:4/1	718
J1:5/1	686
J1:6/1	23
J1:7/1	32
J1:8/1	64
J1:9/1	696
Junction: J2: Jacques Road Bridge Junction	
J2:1/1	760
J2:2/1	720
J2:3/1	9
J2:4/1	11
Junction: J3: Station Approach	
J3:1/1	63
J3:2/1	69
J3:3/1	760
J3:4/1 (with short)	718(In) 692(Out)
J3:4/2 (short)	26
J3:5/1	718
J3:5/2	317
J3:6/1	752
Junction: J4: Regent St/Bradley Rd	
J4:1/1	487
J4:1/2	332
J4:2/1 (with short)	702(In) 551(Out)
J4:2/2 (short)	151
J4:2/3	367
J4:3/1	416
J4:3/2	770
J4:4/1	46
J4:5/1	336
J4:5/2	346
J4:6/1	649

J4:7/1 (with short)	301(In) 69(Out)
J4:7/2 (short)	232
J4:8/1	551
J4:8/2	197
J4:9/1	98
J4:10/1	263

Lane Saturation Flows

Junction: J1: Maesgywn/ Crispin Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Mold Road EB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Mold Road EB (Maesgwyn Road) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Road EB (Crispin Lane) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1 (Crispin Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Mold Road WB (Crispin Lane) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Road WB (Maesgwyn Road) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (Maesgwyn Road (entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Maesgwyn Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Crispin Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Mold Road WB Lilac Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Junction: J2: Jacques Road Bridge Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Mold Road EB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:2/1 (Regent St WB (Jacques Way) Lane 1)	This lane uses a directly entered Saturation Flow						1763	1763
J2:3/1 (Jacques Way)	3.25	0.00	Y	Arm J1:4 Left	Inf	66.7 %	1940	1940
				Arm J3:3 Right	Inf	33.3 %		
J2:4/1 (Jacques Way (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Station Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Station Approach)	4.50	0.00	Y	Arm J2:2 Right	15.00	44.4 %	1877	1877
				Arm J3:6 Left	15.00	55.6 %		
J3:2/1 (Station Approach (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Regent St EB (Station Approach))	3.50	0.00	Y	Arm J3:2 Left	Inf	5.7 %	1670	1670
				Arm J3:6 Ahead	8.00	94.3 %		
J3:4/1 (Regent St WB (Station Approach))	3.65	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1980	1980
J3:4/2 (Regent St WB (Station Approach))	3.60	0.00	Y	Arm J3:2 Right	15.00	100.0 %	1795	1795
J3:5/1 (Central Road)	3.50	0.00	Y	Arm J3:4 Left	8.00	100.0 %	1655	1655
J3:5/2 (Central Road)	3.50	0.00	Y	Arm J4:2 Right	8.00	100.0 %	1655	1655
J3:6/1	3.50	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1965	1965

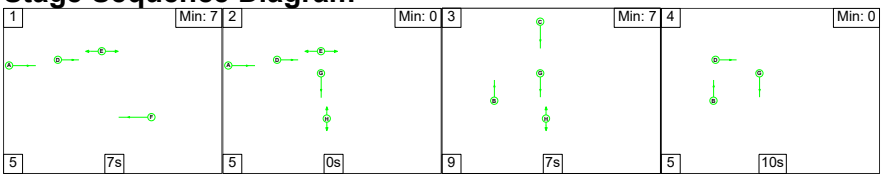
Full Input Data And Results

Junction: J4: Regent St/Bradley Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:1/2	3.50	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1786	1786
J4:2/1 (Regents Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/2 (Regents Street EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J4:2/3 (Regents Street EB)	5.00	0.00	Y	Arm J4:3 Right	9.00	100.0 %	1813	1813
J4:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	3.75	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1990	1990
J4:5/1 (Grosvenor Road Lane 1)	This lane uses a directly entered Saturation Flow						1715	1715
J4:5/2 (Grosvenor Road)	3.25	0.00	Y	Arm J4:1 Right	13.00	100.0 %	1739	1739
J4:6/1	Infinite Saturation Flow						Inf	Inf
J4:7/1	2.85	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1900	1900
J4:7/2	2.85	0.00	Y	Arm J4:1 Ahead	Inf	57.8 %	1900	1900
				Arm J4:9 Right	Inf	42.2 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

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

C1 - Mold Road Gateway

Stage Sequence Diagram

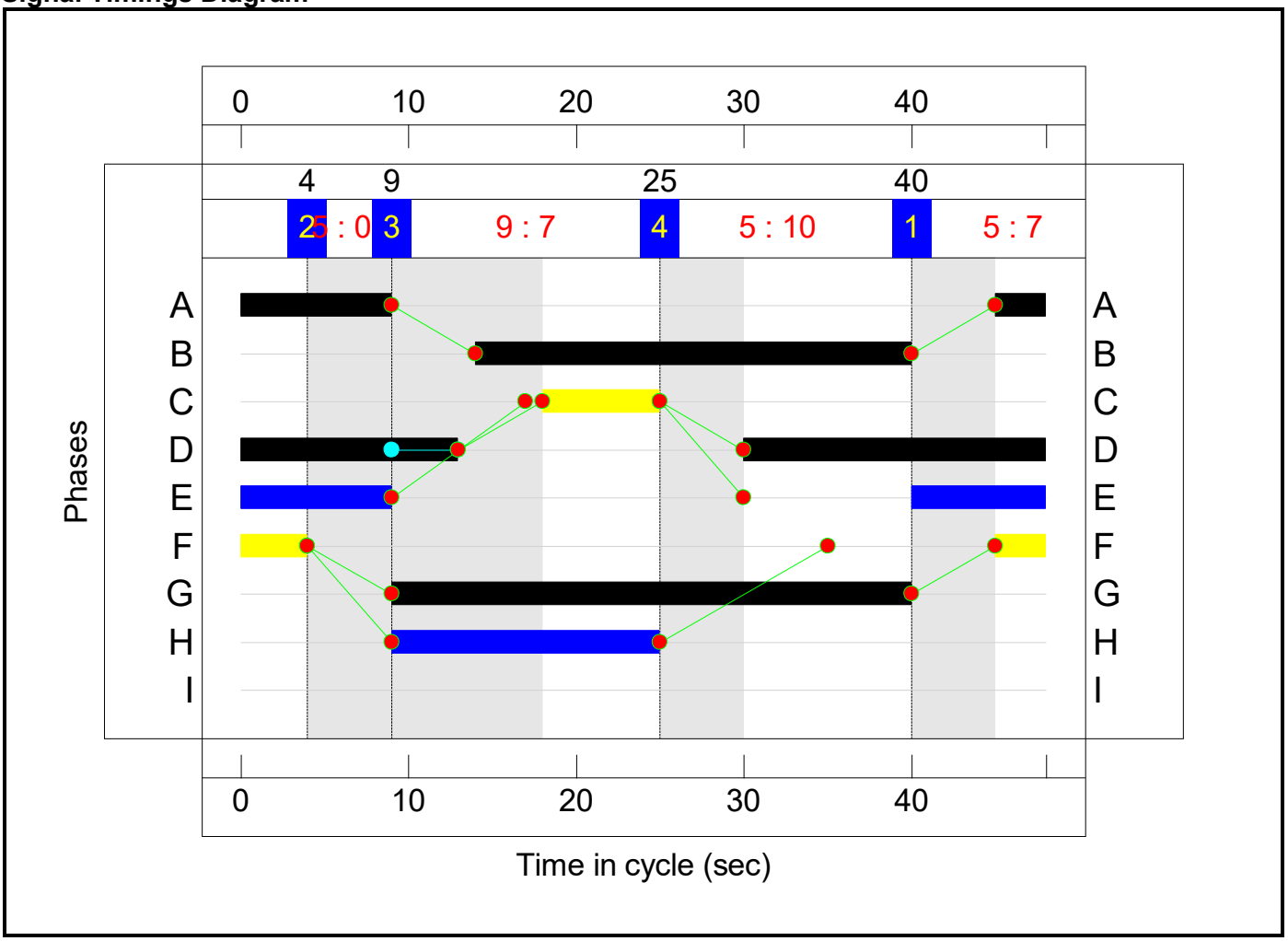


Stage Timings

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

Full Input Data And Results

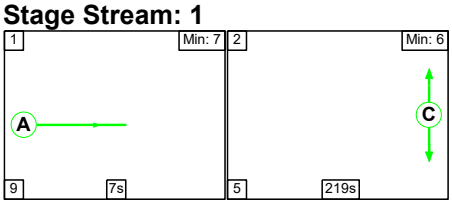
Signal Timings Diagram



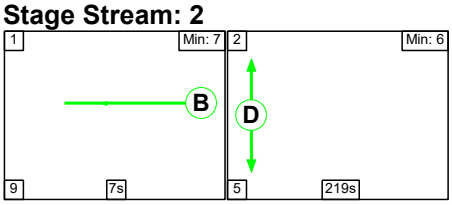
C2 - Mold Road Staggered Ped

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

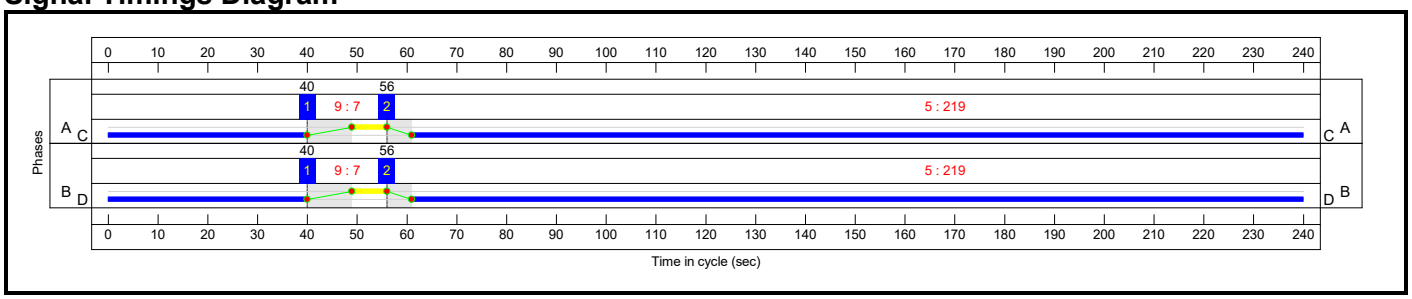
Stage	1	2
Duration	7	219
Change Point	40	56

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

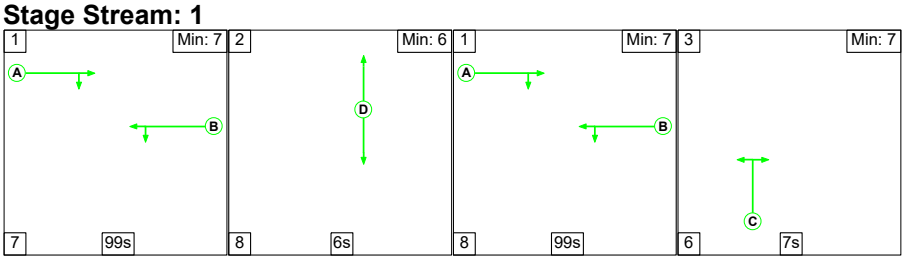
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

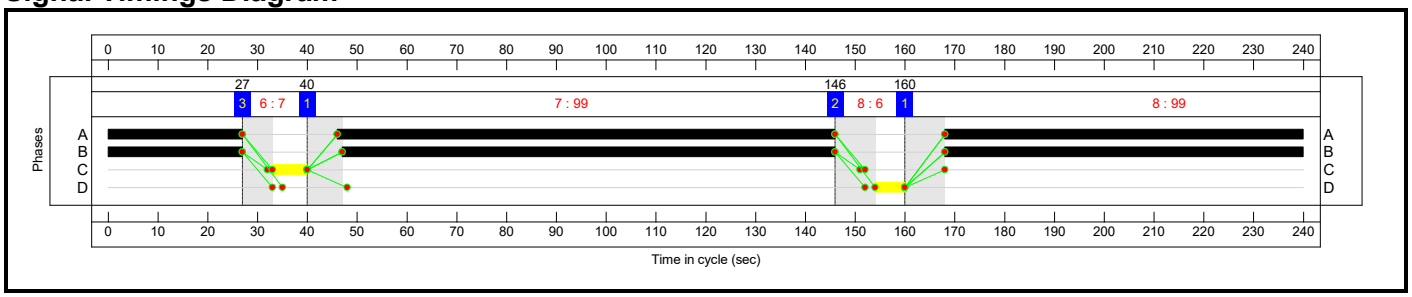


Stage Timings

Stage Stream: 1

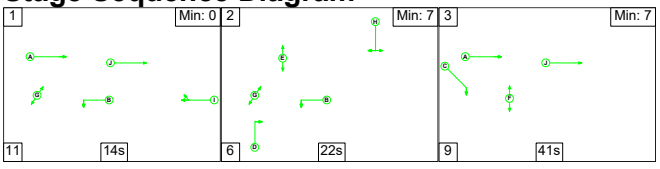
Stage	1	2	1	3
Duration	99	6	99	7
Change Point	40	146	160	27

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

Stage Sequence Diagram

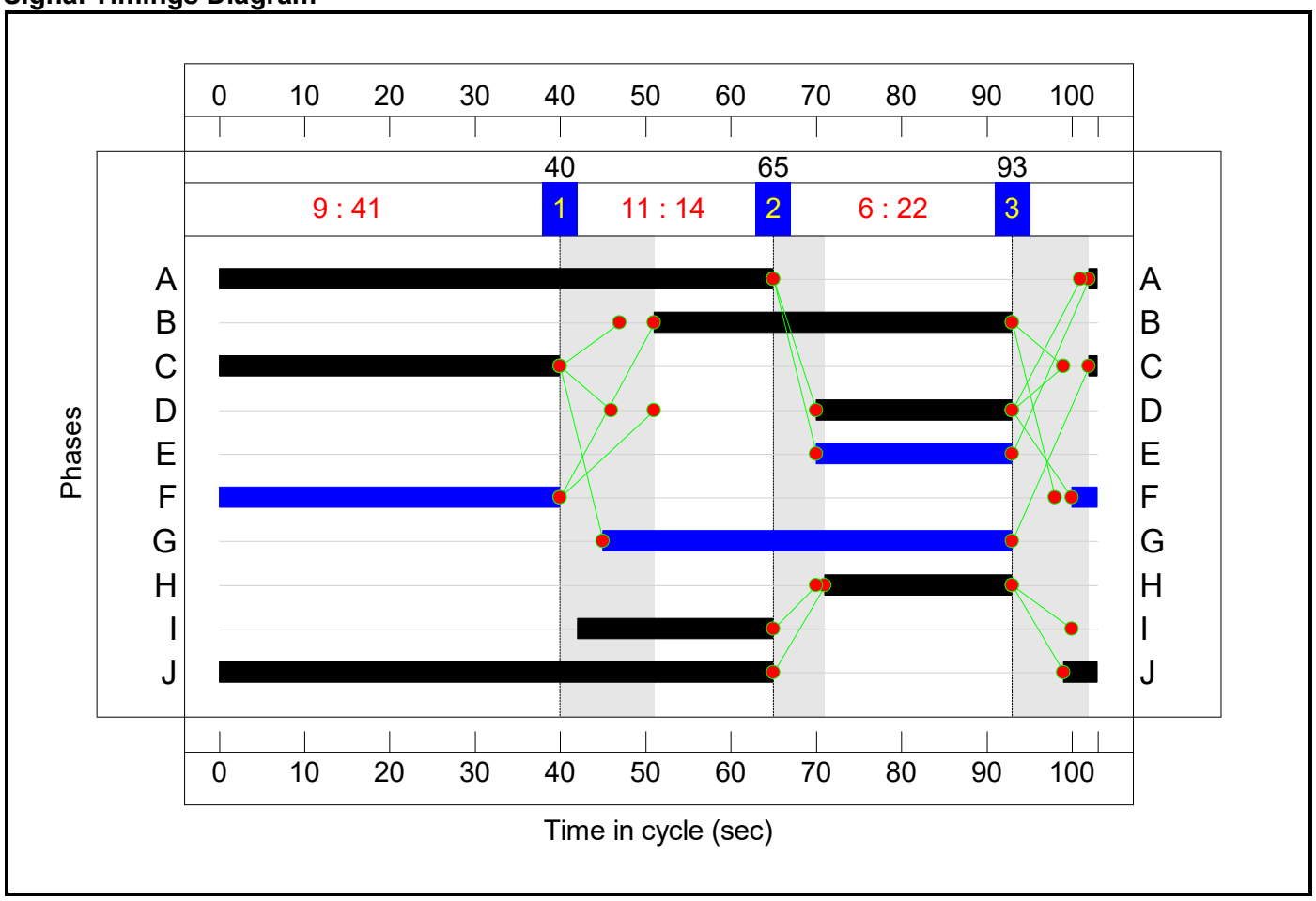


Full Input Data And Results

Stage Timings

Stage	1	2	3
Duration	14	22	41
Change Point	40	65	93

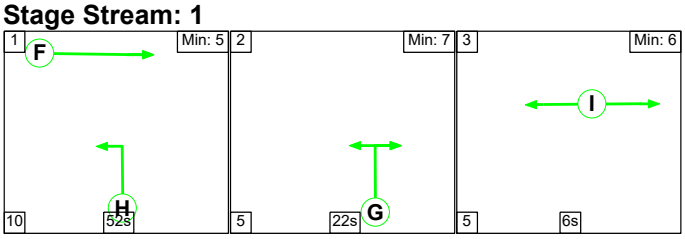
Signal Timings Diagram



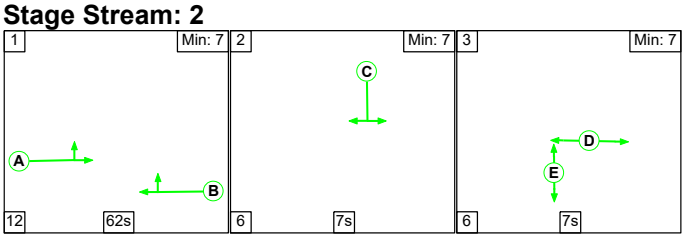
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

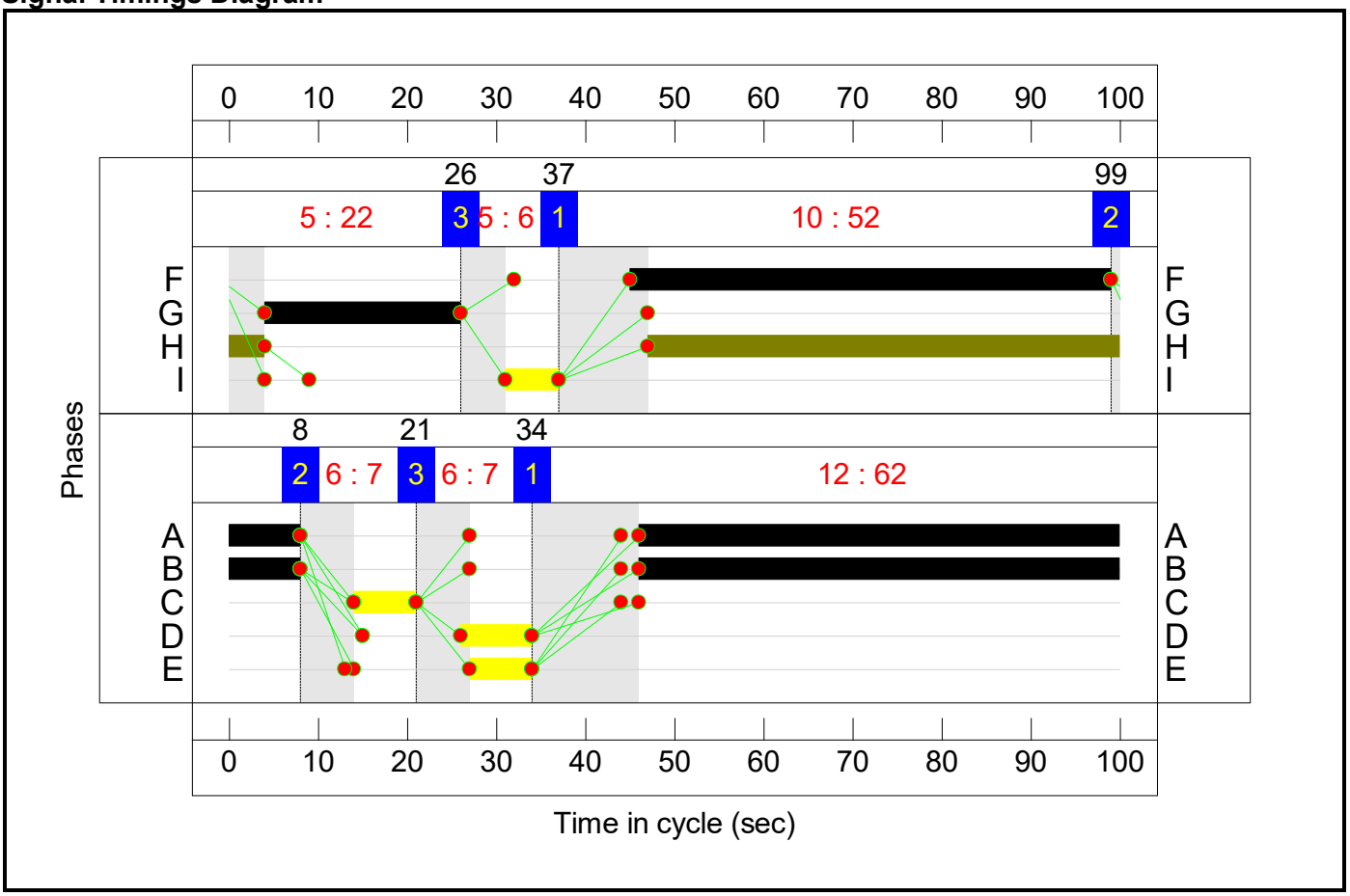
Stage Stream: 1

Stage	1	2	3
Duration	52	22	6
Change Point	37	99	26

Stage Stream: 2

Stage	1	2	3
Duration	62	7	7
Change Point	34	8	21

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.4%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**44.8%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	852	1900:1900	1862+38	44.8 : 44.8%	852
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	846	1900	1900	44.5%	846
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	86	Inf	416	20.7%	86
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	531	Inf	2767	19.2%	531
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	455	1900	1900	23.9%	455
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%	35
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	24	Inf	383	6.3%	24
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%	98
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	450	1900	1900	23.7%	450
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.6%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	910	1763	1088	83.6%	910
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	511	1763	1469	34.8%	511

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	24	1940	65	37.1%	24
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.4%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	44	1877	150	29.3%	44
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	-	904	1660	1046	86.4%	904
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	516	1980:1795	1197+56	41.2 : 41.2%	516
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	57	516	1655	1324	39.0%	516
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	306	1655	381	80.4%	306
6/1	Ahead	U	5:1	N/A	C5:F		1	54	-	911	1965	1081	84.3%	911
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.0%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	42	-	372	1786	746	49.9%	372
1/2	Left	U	N/A	N/A	C4:B		1	42	-	227	1786	746	30.4%	227
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	66	-	889	1800:1800	741+385	79.0 : 79.0%	889
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	41	-	328	1813	739	44.4%	328
3/1		U	N/A	N/A	-		-	-	-	362	1900	1900	19.1%	362
3/2		U	N/A	N/A	-		-	-	-	565	1900	1900	29.7%	565
4/1	Right	U	N/A	N/A	C4:D		1	23	-	38	1990	464	8.2%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	22	-	257	1715	383	67.1%	257
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	22	-	261	1739	388	67.2%	261
6/1		U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%	664
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	23	-	198	1900:1900	106+361	42.3 : 42.3%	198
8/1	Left	U	N/A	N/A	-		-	-	-	587	1800	1800	32.6%	587
8/2	Ahead	U	N/A	N/A	C4:J		1	69	-	340	1980	1346	25.3%	340
9/1	Ahead	O	N/A	N/A	-		-	-	-	77	Inf	586	13.1%	77
10/1		U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%	380
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	23	-	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	**-**	**394**	**0**	**1**	**30.1**	**19.1**	**0.1**	**49.4**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**208**	**0**	**0**	**0.0**	**1.4**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	852	17	0	0	0.0	0.4	-	0.4 (0.4+0.0)	1.7 (1.7:1.7)	0.0	0.4	0.4	-	
2/1	846	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	-	
3/1	86	86	0	0	0.0	0.1	-	0.1	5.4	0.0	0.1	0.1	-	
4/1	531	81	0	0	0.0	0.1	-	0.1	0.8	1.3	0.1	1.4	-	
5/1	455	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
6/1	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	24	24	0	0	0.0	0.0	-	0.0	5.0	0.0	0.0	0.0	-	
8/1	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	450	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**5.5**	**3.0**	**0.0**	**8.6**	**-**	**-**	**-**	**-**	**-**	
1/1	910	10	0	0	4.5	2.5	0.0	6.9	27.4	24.3	2.5	26.7	9.4	
2/1	511	-	-	-	0.3	0.3	-	0.6	4.2	4.1	0.3	4.4	2.7	
3/1	24	-	-	-	0.8	0.3	-	1.0	157.2	1.6	0.3	1.9	1.5	
4/1	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**23**	**0**	**0**	**10.6**	**8.5**	**0.0**	**19.1**	**-**	**-**	**-**	**-**	**-**	
1/1	44	-	-	-	0.5	0.2	-	0.7	60.3	1.1	0.2	1.4	1.1	
2/1	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	904	-	-	-	3.8	3.1	-	6.8	27.2	20.3	3.1	23.4	8.8	
4/1+4/2	516	23	0	0	1.0	0.3	0.0	1.3 (1.3+0.1)	9.3 (9.3:8.8)	3.4	0.3	3.7	3.4	
5/1	516	-	-	-	0.4	0.3	-	0.7	5.1	4.2	0.3	4.5	2.6	

Full Input Data And Results

5/2	306	-	-	-	3.1	1.9	-	5.0	59.3	8.0	1.9	9.9	6.4
6/1	911	-	-	-	1.8	2.6	-	4.4	17.5	6.6	2.6	9.2	4.6
J4: Regent St/Bradley Rd	**-**	**153**	**0**	**1**	**13.9**	**6.2**	**0.1**	**20.3**	**-**	**-**	**-**	**-**	**-**
1/1	372	-	-	-	0.4	0.5	-	0.9	9.0	7.5	0.5	8.0	1.3
1/2	227	-	-	-	0.2	0.2	-	0.4	6.4	1.9	0.2	2.1	0.7
2/1+2/2	889	-	-	-	3.4	1.9	-	5.2 (3.6+1.6)	21.2 (22.1:19.5)	17.4	1.9	19.3	8.5
2/3	328	-	-	-	2.0	0.4	-	2.4	26.4	6.7	0.4	7.1	5.4
3/1	362	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	565	-	-	-	0.2	0.2	-	0.4	2.7	10.7	0.2	10.9	-
4/1	38	-	-	-	0.3	0.0	-	0.4	35.2	0.8	0.0	0.9	0.8
5/1	257	-	-	-	2.6	1.0	-	3.6	50.6	6.7	1.0	7.7	5.6
5/2	261	-	-	-	2.7	1.0	-	3.7	50.5	6.8	1.0	7.8	5.7
6/1	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	198	76	0	1	1.8	0.4	0.1	2.3 (0.5+1.8)	41.1 (37.7:42.1)	3.6	0.4	4.0	3.3
8/1	587	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2	-
8/2	340	-	-	-	0.4	0.2	-	0.5	5.5	1.5	0.2	1.7	1.5
9/1	77	77	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-

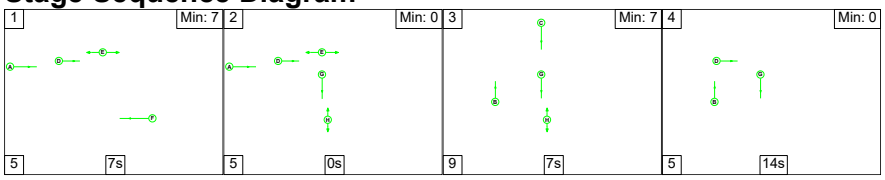
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):	8.58	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	13.9	Total Delay for Signalled Lanes (pcuHr):	19.41	Cycle Time (s): 103
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	6.8	Total Delay for Signalled Lanes (pcuHr):	10.21	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	8.89	Cycle Time (s): 100
	PRC Over All Lanes (%):	4.1	Total Delay Over All Lanes(pcuHr):	49.36	

Full Input Data And Results

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

C1 - Mold Road Gateway

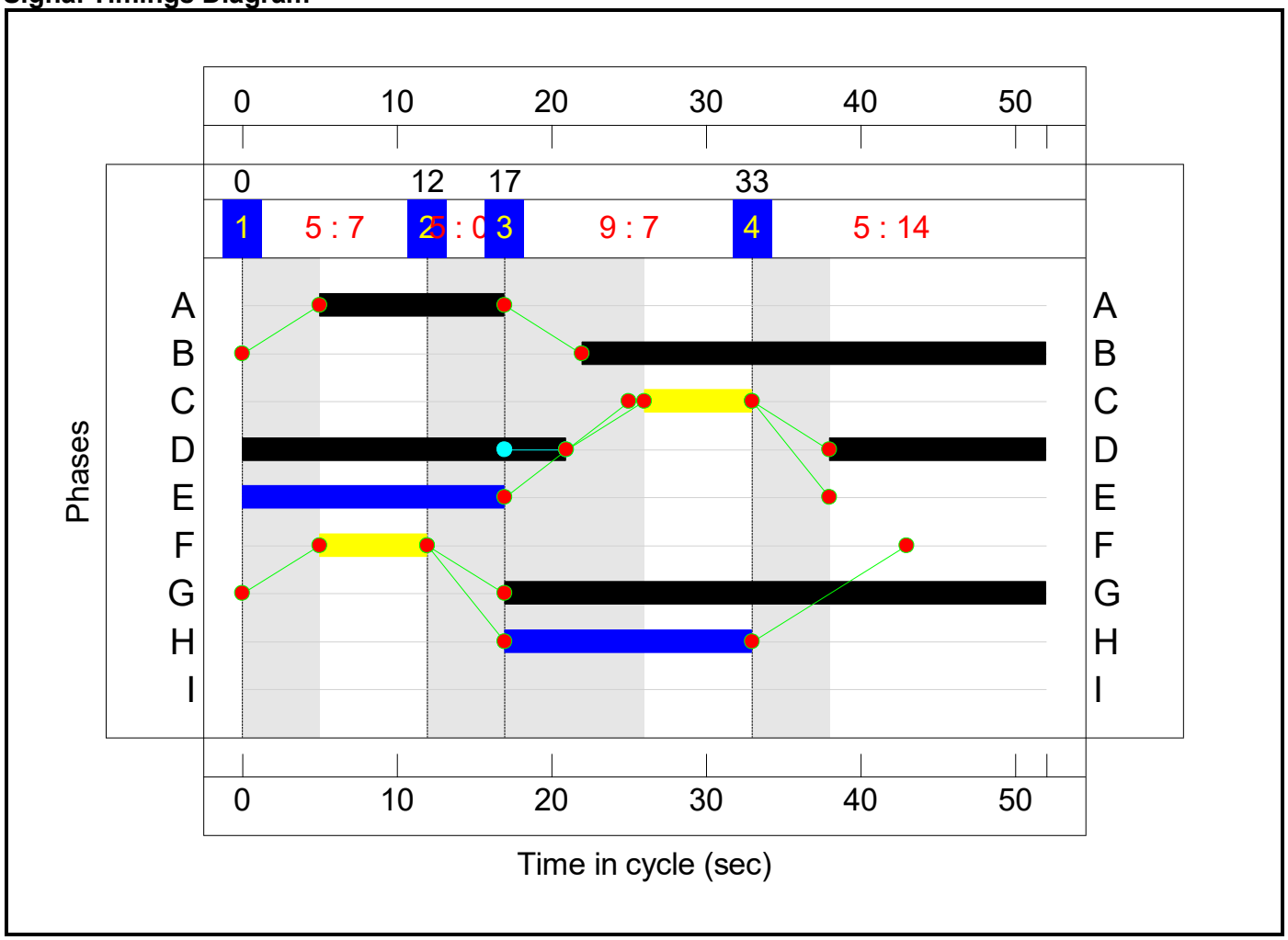
Stage Sequence Diagram



Stage Timings

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

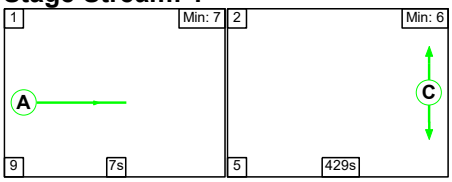
Signal Timings Diagram



C2 - Mold Road Staggered Ped

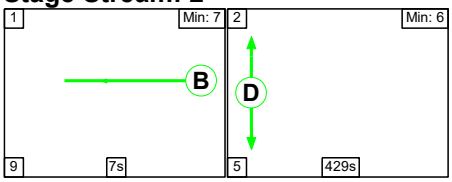
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

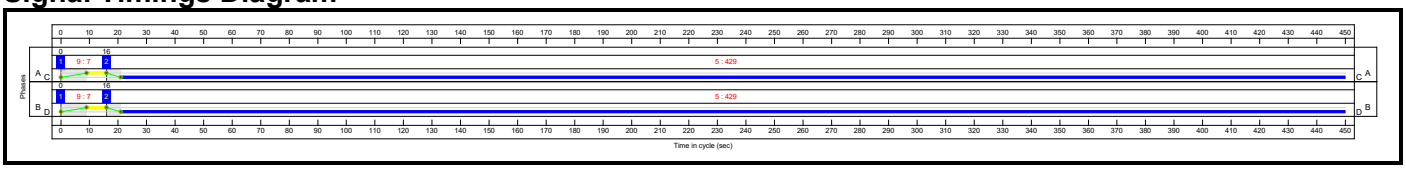
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

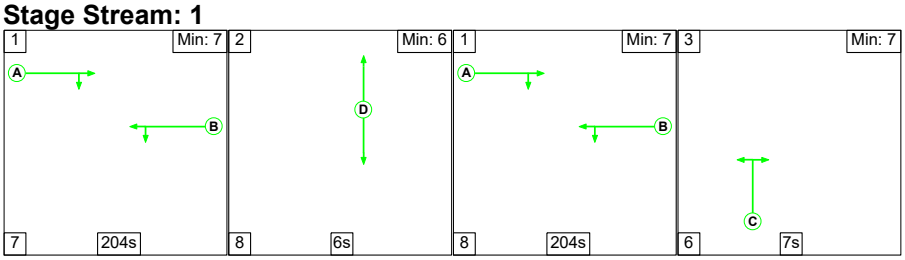
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

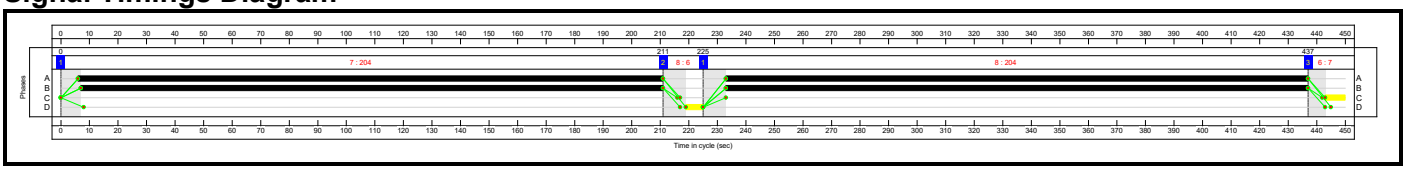


Stage Timings

Stage Stream: 1

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

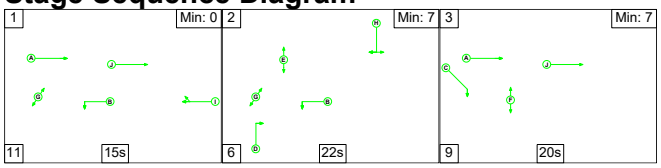
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

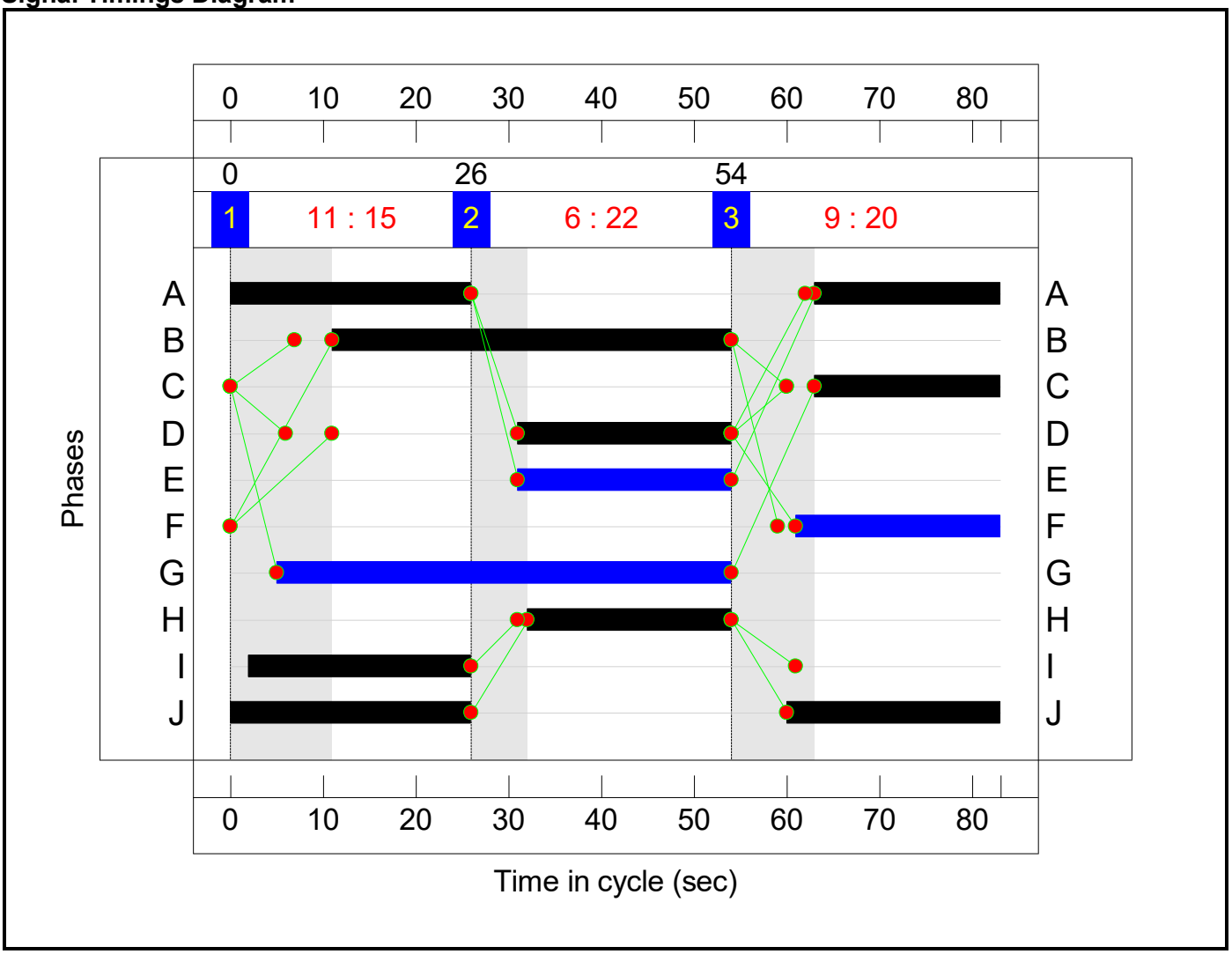
Stage Sequence Diagram



Stage Timings

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

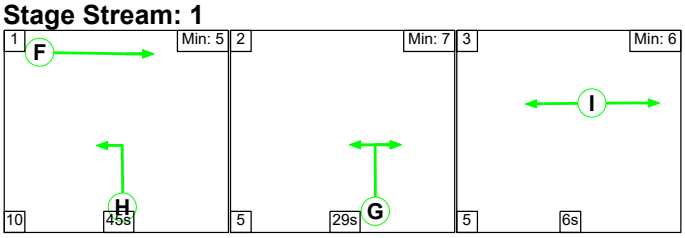
Signal Timings Diagram



C5 - Station Approach - Central Road

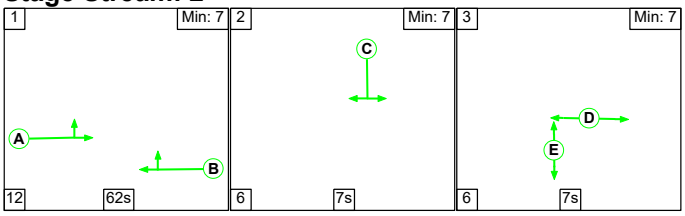
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

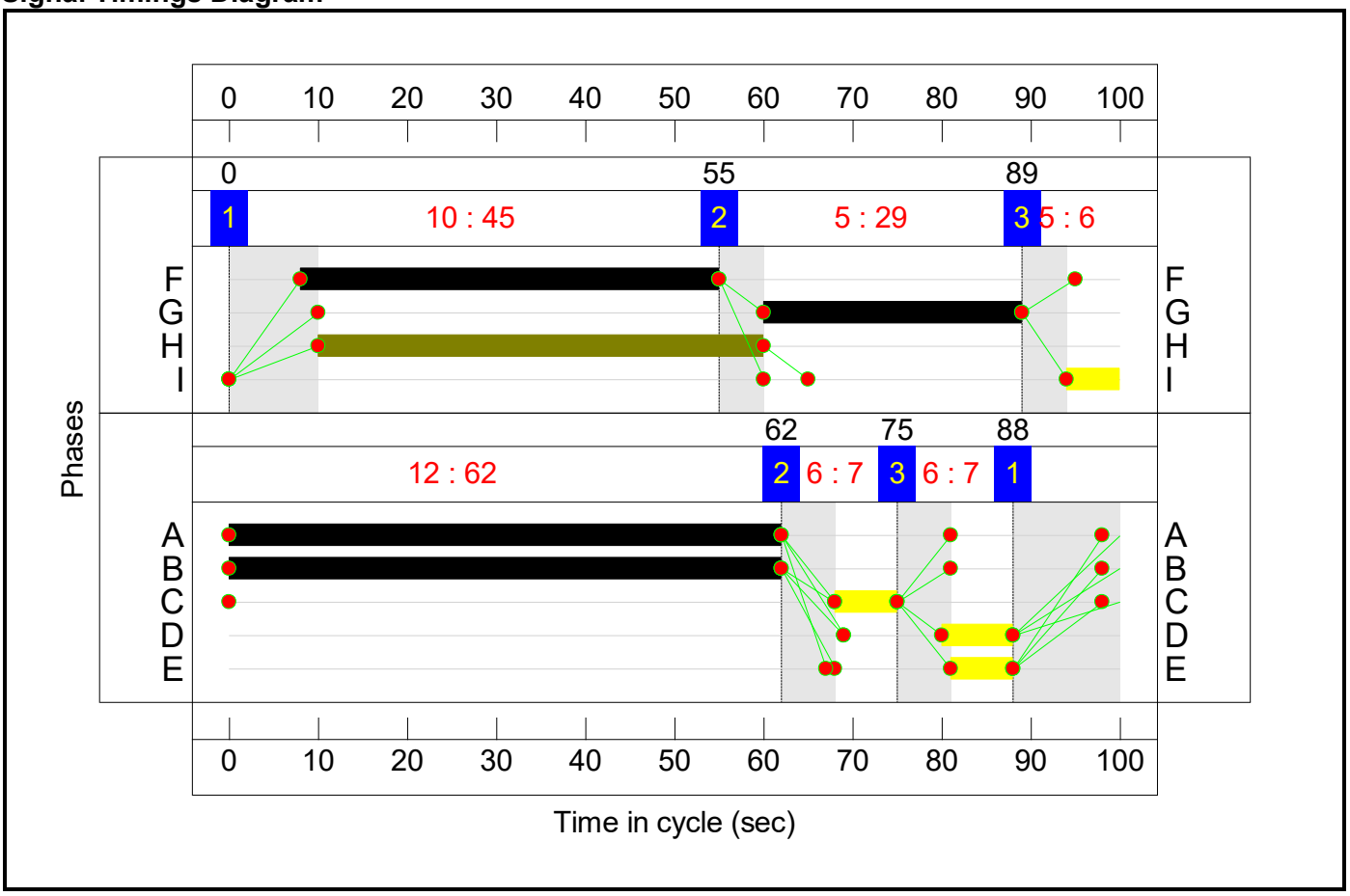
Stage Stream: 1

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	88	62	75

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.0%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**52.5%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	564	1900:1900	1853+47	29.7 : 29.7%	564
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	560	1900	1900	29.5%	560
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	75	Inf	382	19.6%	75
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	1033	Inf	7304	14.1%	1033
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	984	1900	1900	51.8%	984
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%	21
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	30	Inf	300	10.0%	30
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%	104
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	997	1900	1900	52.5%	997
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.9%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	580	1763	1249	46.4%	580
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	1032	1763	1567	65.9%	1032

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	12	1940	34	34.8%	12
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%	19
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.0%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	73	1877	150	48.6%	73
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%	58
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	62	-	572	1666	1050	54.5%	572
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	1039	1980:1795	1211+41	83.0 : 83.0%	1039
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	50	1039	1655	1324	78.5%	1039
5/2	Central Road Right	U	5:1	N/A	C5:G		1	29	-	325	1655	497	65.5%	325
6/1	Ahead	U	5:1	N/A	C5:F		1	47	-	594	1965	943	63.0%	594
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.0%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	43	-	567	1786	947	59.9%	567
1/2	Left	U	N/A	N/A	C4:B		1	43	-	382	1786	947	40.3%	382
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	46	-	598	1800:1800	799+222	58.5 : 58.5%	598
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	321	1813	459	70.0%	321
3/1		U	N/A	N/A	-		-	-	-	439	1900	1900	23.1%	439
3/2		U	N/A	N/A	-		-	-	-	831	1900	1900	43.7%	831
4/1	Right	U	N/A	N/A	C4:D		1	23	-	35	1990	575	6.1%	35

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	22	-	295	1715	475	62.1%	295
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	22	-	314	1739	482	65.2%	314
6/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%	557
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	24	-	466	1900:1900	260+449	65.7 : 65.7%	466
8/1	Left	U	N/A	N/A	-		-	-	-	468	1800	1800	26.0%	468
8/2	Ahead	U	N/A	N/A	C4:J		1	49	-	165	1980	1193	13.8%	165
9/1	Ahead	O	N/A	N/A	-		-	-	-	89	Inf	612	14.5%	89
10/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%	202
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	**-**	**409**	**0**	**1**	**28.1**	**17.0**	**0.0**	**45.1**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**188**	**0**	**0**	**0.0**	**1.8**	**0.0**	**1.8**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	564	14	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2	-	
2/1	560	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
3/1	75	75	0	0	0.0	0.1	-	0.1	5.9	0.0	0.1	0.1	-	
4/1	1033	69	0	0	0.0	0.1	-	0.1	0.3	0.8	0.1	0.9	-	
5/1	984	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5	-	
6/1	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	30	30	0	0	0.0	0.1	-	0.1	6.7	0.0	0.1	0.1	-	
8/1	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	997	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**3.0**	**1.7**	**0.0**	**4.7**	**-**	**-**	**-**	**-**	**-**	
1/1	580	10	0	0	1.3	0.4	0.0	1.8	10.9	13.9	0.4	14.3	3.1	
2/1	1032	-	-	-	1.0	1.0	-	1.9	6.7	17.8	1.0	18.7	6.9	
3/1	12	-	-	-	0.7	0.3	-	1.0	296.7	1.5	0.3	1.7	1.5	
4/1	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**34**	**0**	**0**	**11.6**	**7.0**	**0.0**	**18.6**	**-**	**-**	**-**	**-**	**-**	
1/1	73	-	-	-	0.9	0.5	-	1.4	67.1	1.9	0.5	2.4	1.8	
2/1	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	572	-	-	-	1.7	0.6	-	2.3	14.2	8.9	0.6	9.5	5.6	
4/1+4/2	1039	34	0	0	2.8	2.4	0.0	5.2 (5.0+0.2)	18.0 (18.0:17.4)	11.1	2.4	13.5	9.5	
5/1	1039	-	-	-	1.6	1.8	-	3.4	11.6	15.3	1.8	17.1	5.2	

Full Input Data And Results

5/2	325	-	-	-	2.8	0.9	-	3.7	40.9	7.9	0.9	8.8	6.1
6/1	594	-	-	-	1.9	0.8	-	2.8	16.9	12.7	0.8	13.5	3.5
J4: Regent St/Bradley Rd	**-**	**177**	**0**	**1**	**13.5**	**6.5**	**0.0**	**20.0**	**-**	**-**	**-**	**-**	**-**
1/1	567	-	-	-	0.6	0.7	-	1.3	8.2	7.6	0.7	8.3	1.6
1/2	382	-	-	-	0.3	0.3	-	0.6	5.6	4.1	0.3	4.5	1.0
2/1+2/2	598	-	-	-	1.9	0.7	-	2.6 (2.1+0.5)	15.9 (16.2:14.8)	8.1	0.7	8.8	5.3
2/3	321	-	-	-	2.5	1.1	-	3.7	41.0	6.7	1.1	7.8	5.4
3/1	439	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-
3/2	831	-	-	-	0.3	0.4	-	0.6	2.8	10.1	0.4	10.5	-
4/1	35	-	-	-	0.2	0.0	-	0.2	24.7	0.6	0.0	0.6	0.6
5/1	295	-	-	-	2.1	0.8	-	3.0	36.1	5.9	0.8	6.7	4.8
5/2	314	-	-	-	2.3	0.9	-	3.2	37.1	6.4	0.9	7.3	5.1
6/1	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	466	88	0	1	3.0	1.0	0.0	4.0 (1.4+2.6)	30.8 (29.9:31.4)	5.9	1.0	6.9	4.6
8/1	468	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	165	-	-	-	0.3	0.1	-	0.4	7.7	1.0	0.1	1.1	1.0
9/1	89	89	0	0	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1	-
10/1	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	-	-	-	-	-	-	-	-	-	-	-	-

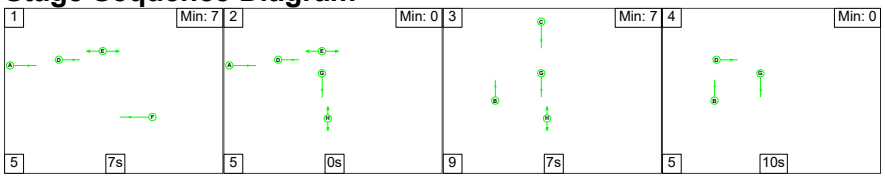
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	36.7	Total Delay for Signalled Lanes (pcuHr):	4.67	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	28.6	Total Delay for Signalled Lanes (pcuHr):	18.97	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	14.7	Total Delay for Signalled Lanes (pcuHr):	9.83	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	8.80	Cycle Time (s): 100
	PRC Over All Lanes (%):	8.4	Total Delay Over All Lanes(pcuHr):	45.10	

Full Input Data And Results

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

C1 - Mold Road Gateway

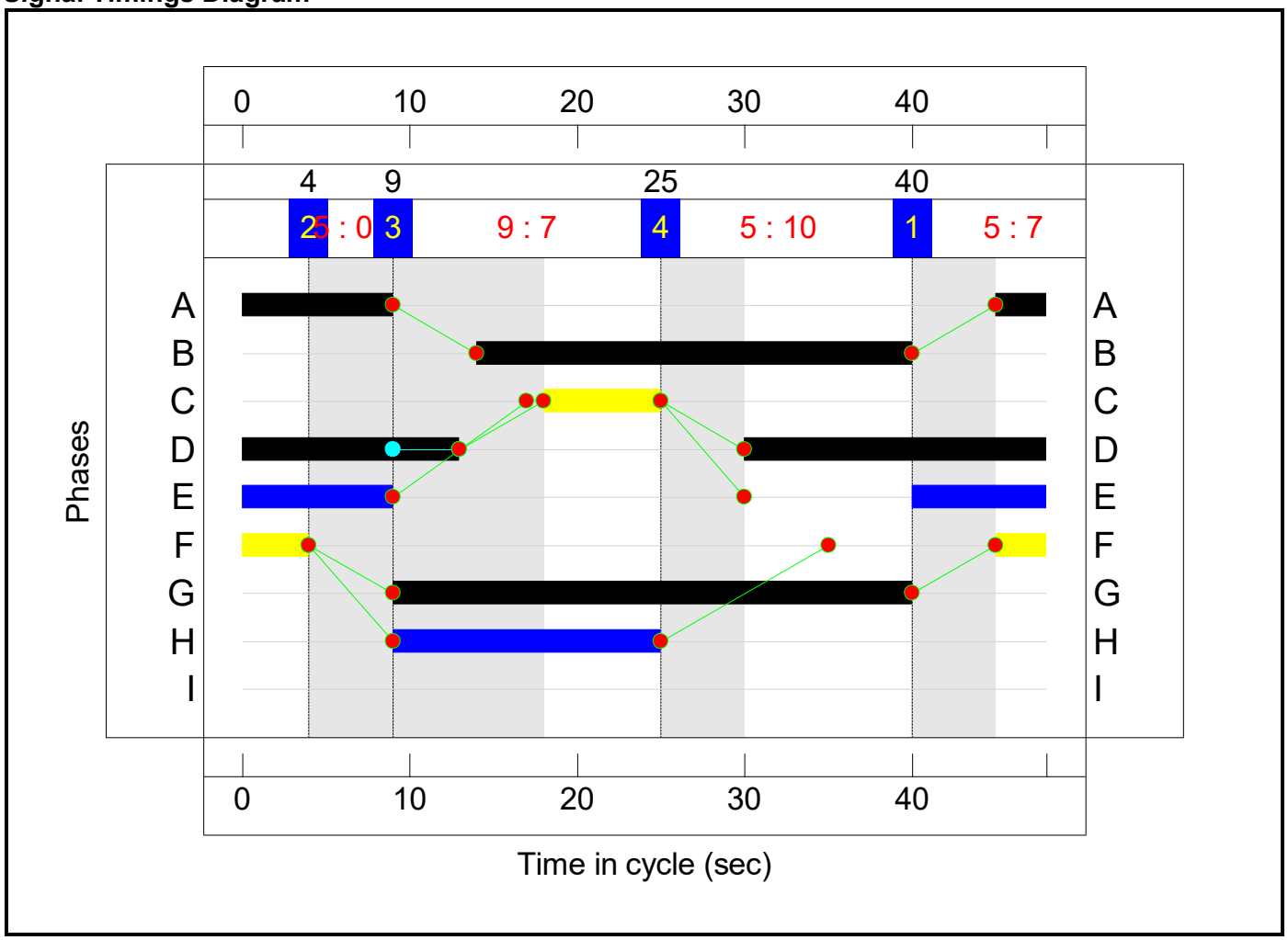
Stage Sequence Diagram



Stage Timings

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

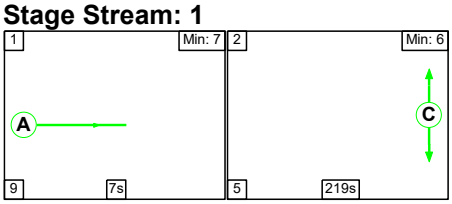
Signal Timings Diagram



C2 - Mold Road Staggered Ped

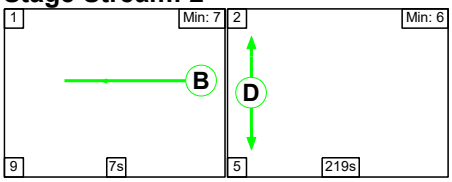
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

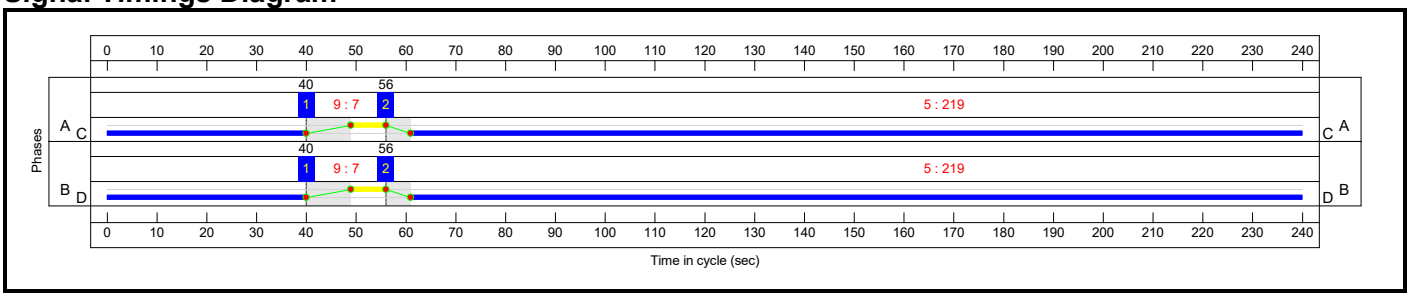
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

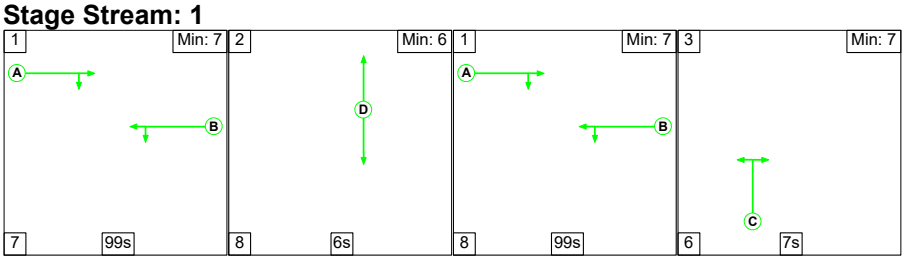
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



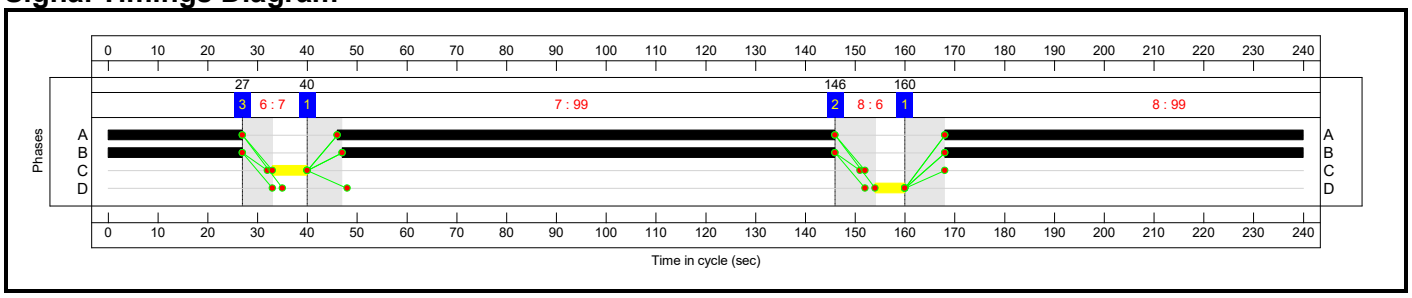
Stage Timings

Stage Stream: 1

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

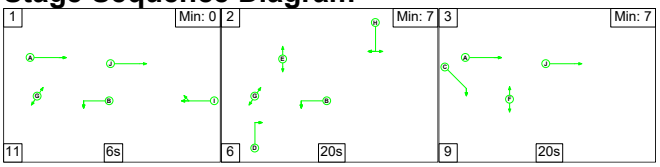
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

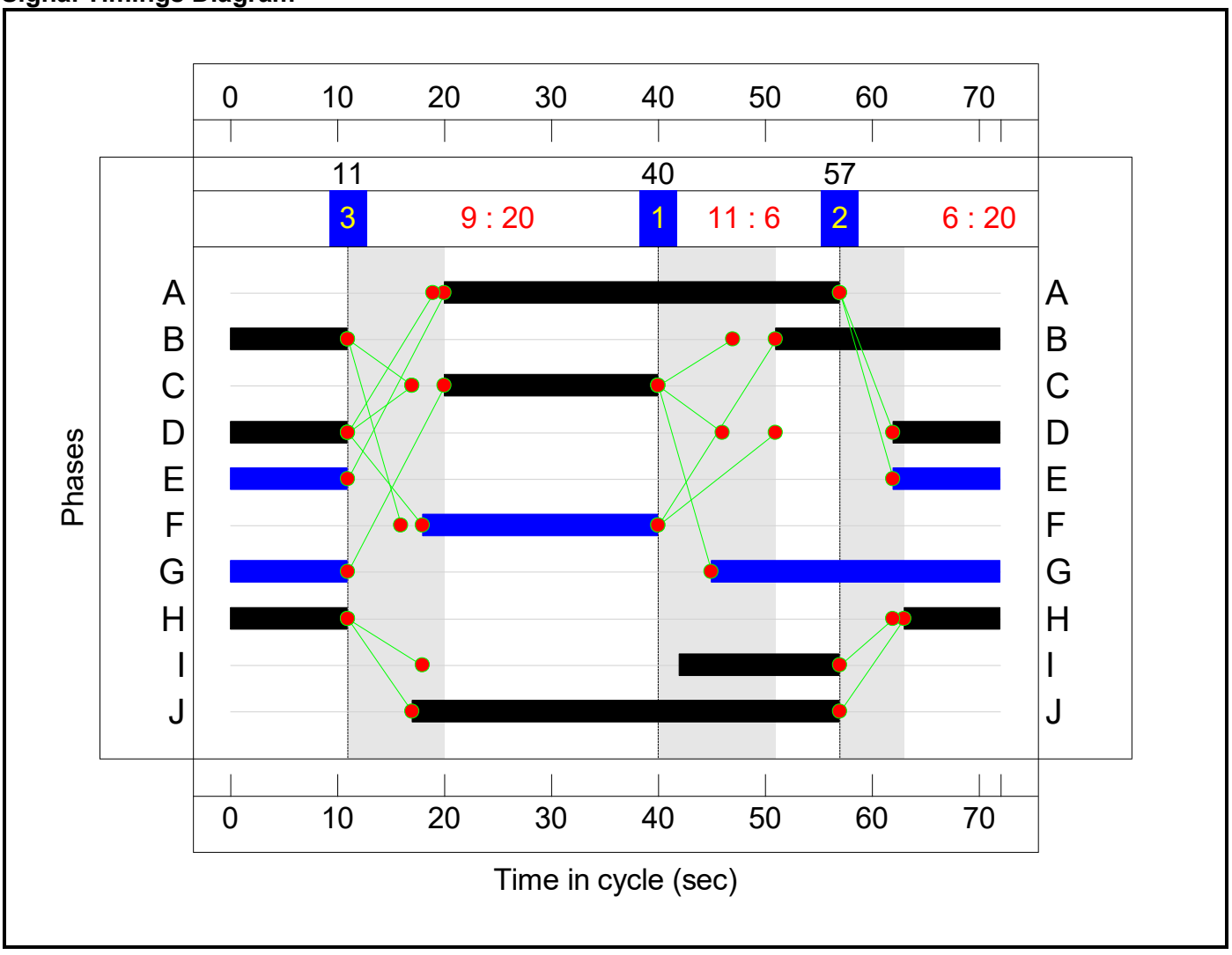
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	6	20	20
Change Point	40	57	11

Signal Timings Diagram

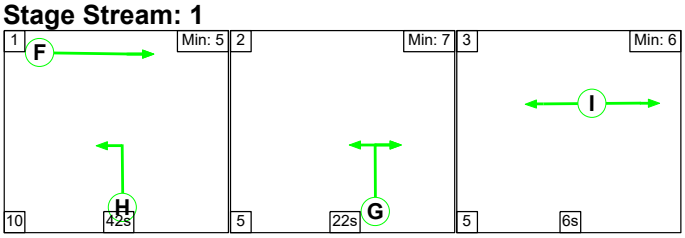


Full Input Data And Results

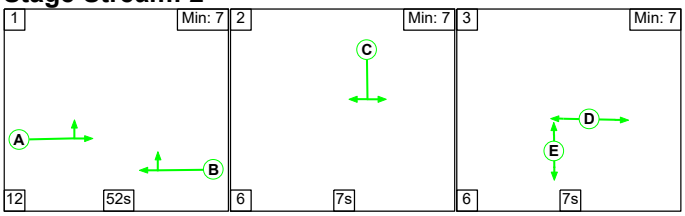
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

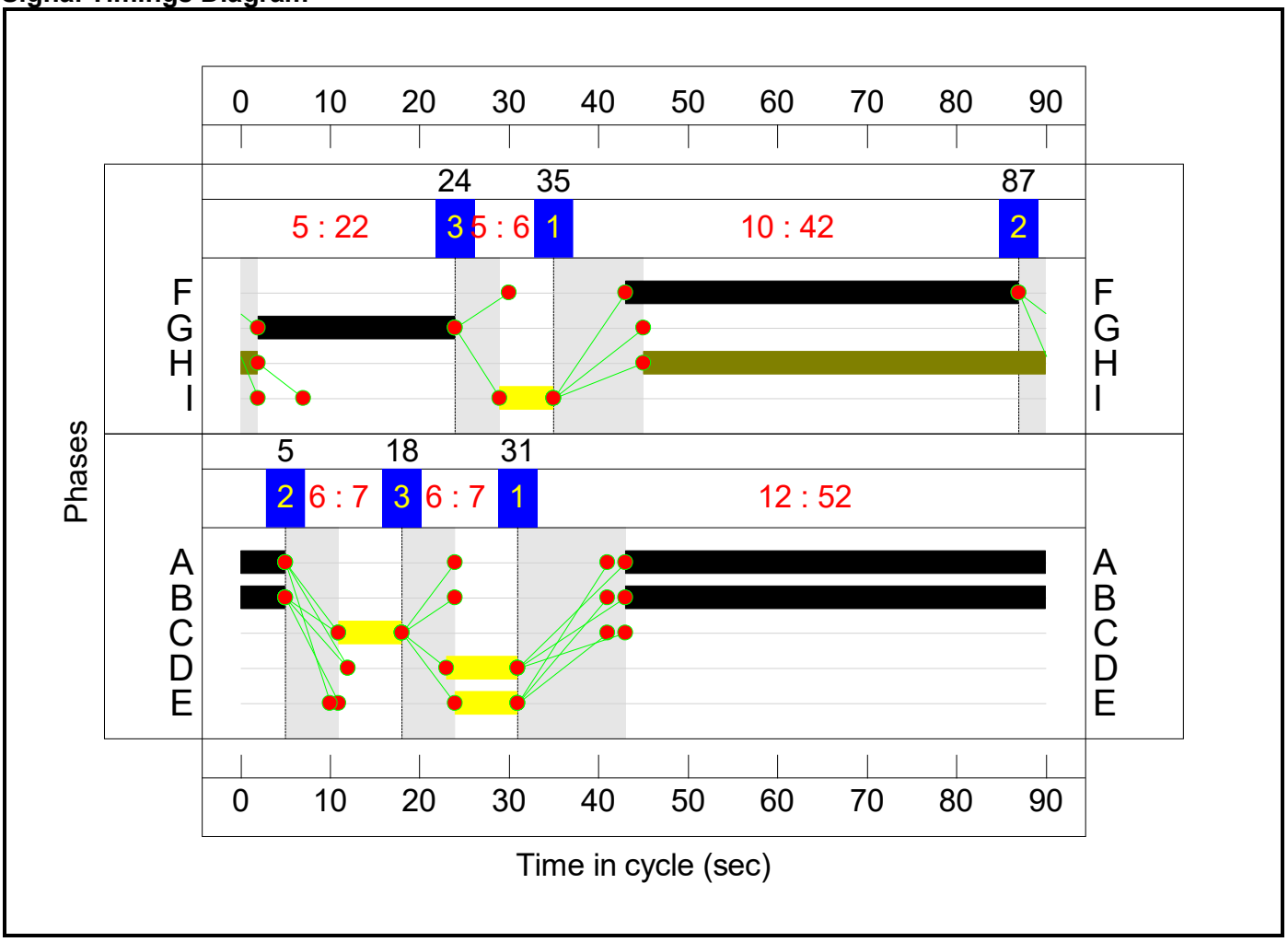
Stage	1	2	3
Duration	42	22	6
Change Point	35	87	24

Stage Stream: 2

Stage	1	2	3
Duration	52	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**	-	-		-	-	-	-	-	-	**70.9%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**34.8%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	662	1900:1900	1866+34	34.8 : 34.8%	662
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	660	1900	1900	34.7%	660
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	66	Inf	419	15.7%	66
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	655	Inf	7427	8.8%	655
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	625	1900	1900	32.9%	625
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%	20
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	29	Inf	383	7.6%	29
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%	60
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	636	1900	1900	33.5%	636
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.1%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	696	1763	1287	54.1%	696
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	658	1763	1469	44.8%	658

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	-		-	-	-	11	Inf	Inf	0.0%	11
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	51	1877	167	30.6%	51
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%	55
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	696	1668	982	70.9%	696
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	657	1980:1795	1134+37	56.1 : 56.1%	657
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	657	1655	1287	51.0%	657
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	292	1655	423	69.0%	292
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	691	1965	982	70.3%	691
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	32	-	455	1786	819	55.6%	455
1/2	Left	U	N/A	N/A	C4:B		1	32	-	297	1786	819	36.3%	297
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	37	-	645	1800:1800	747+205	67.7 : 67.7%	645
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	338	1813	529	63.9%	338
3/1		U	N/A	N/A	-		-	-	-	370	1900	1900	19.5%	370
3/2		U	N/A	N/A	-		-	-	-	720	1900	1900	37.9%	720
4/1	Right	U	N/A	N/A	C4:D		1	21	-	42	1990	608	6.9%	42

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	20	-	311	1715	500	62.2%	311
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	316	1739	507	62.3%	316
6/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%	597
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	15	-	277	1900:1900	129+389	53.5 : 53.5%	277
8/1	Left	U	N/A	N/A	-		-	-	-	506	1800	1800	28.1%	506
8/2	Ahead	U	N/A	N/A	C4:J		1	40	-	181	1980	1127	16.1%	181
9/1	Ahead	O	N/A	N/A	-		-	-	-	91	Inf	604	15.1%	91
10/1		U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%	242
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	21	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	38	-	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	**-**	**353**	**0**	**1**	**22.4**	**13.0**	**0.0**	**35.5**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**148**	**0**	**0**	**0.0**	**1.2**	**0.0**	**1.2**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	662	12	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	660	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	66	66	0	0	0.0	0.1	-	0.1	5.1	0.0	0.1	0.1	-	
4/1	655	41	0	0	0.0	0.0	-	0.0	0.3	0.0	0.0	0.0	-	
5/1	625	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
6/1	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	29	29	0	0	0.0	0.0	-	0.0	5.1	0.0	0.0	0.0	-	
8/1	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	636	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**1.9**	**1.1**	**0.0**	**3.0**	**-**	**-**	**-**	**-**	**-**	
1/1	696	3	0	0	1.2	0.6	0.0	1.8	9.3	10.8	0.6	11.4	3.9	
2/1	658	-	-	-	0.5	0.4	-	0.9	4.9	6.0	0.4	6.4	3.5	
3/1	8	-	-	-	0.3	0.1	-	0.3	144.3	0.5	0.1	0.6	0.5	
4/1	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**21**	**0**	**0**	**9.1**	**4.9**	**0.0**	**14.0**	**-**	**-**	**-**	**-**	**-**	
1/1	51	-	-	-	0.5	0.2	-	0.8	53.9	1.2	0.2	1.4	1.1	
2/1	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	696	-	-	-	2.5	1.2	-	3.7	19.3	12.2	1.2	13.4	6.8	
4/1+4/2	657	21	0	0	1.5	0.6	0.0	2.1 (2.0+0.1)	11.5 (11.6:10.7)	4.5	0.6	5.2	4.5	
5/1	657	-	-	-	0.7	0.5	-	1.2	6.5	6.0	0.5	6.5	3.3	

Full Input Data And Results

5/2	292	-	-	-	2.5	1.1	-	3.6	43.8	6.6	1.1	7.7	5.3
6/1	691	-	-	-	1.4	1.2	-	2.6	13.7	3.9	1.2	5.0	3.4
J4: Regent St/Bradley Rd	**-**	**181**	**0**	**1**	**11.4**	**5.9**	**0.0**	**17.3**	**-**	**-**	**-**	**-**	**-**
1/1	455	-	-	-	0.4	0.6	-	1.1	8.4	5.5	0.6	6.2	1.4
1/2	297	-	-	-	0.2	0.3	-	0.5	6.2	2.2	0.3	2.5	0.8
2/1+2/2	645	-	-	-	2.2	1.0	-	3.3 (2.6+0.7)	18.3 (18.7:17.1)	8.6	1.0	9.6	5.4
2/3	338	-	-	-	2.1	0.9	-	3.0	31.6	5.8	0.9	6.7	4.6
3/1	370	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	720	-	-	-	0.2	0.3	-	0.5	2.4	8.5	0.3	8.8	-
4/1	42	-	-	-	0.2	0.0	-	0.2	20.9	0.6	0.0	0.6	0.6
5/1	311	-	-	-	1.9	0.8	-	2.7	31.5	5.4	0.8	6.2	4.2
5/2	316	-	-	-	1.9	0.8	-	2.8	31.4	5.4	0.8	6.3	4.3
6/1	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	277	90	0	1	1.8	0.6	0.0	2.5 (0.6+1.9)	32.0 (30.1:32.6)	3.6	0.6	4.2	3.1
8/1	506	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	181	-	-	-	0.3	0.1	-	0.4	7.9	1.0	0.1	1.1	1.0
9/1	91	91	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	242	-	-	-	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 (%):	66.4	Total Delay for Signalled Lanes (pcuHr):	3.01
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	32.9	Total Delay for Signalled Lanes (pcuHr):	16.40
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	28.0	Total Delay for Signalled Lanes (pcuHr):	7.37
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	27.0	Total Delay for Signalled Lanes (pcuHr):	6.60
	PRC Over All Lanes (%):	27.0	Total Delay Over All Lanes(pcuHr):	35.48

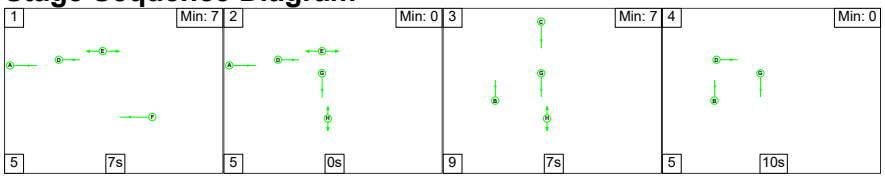
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	72
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

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

C1 - Mold Road Gateway

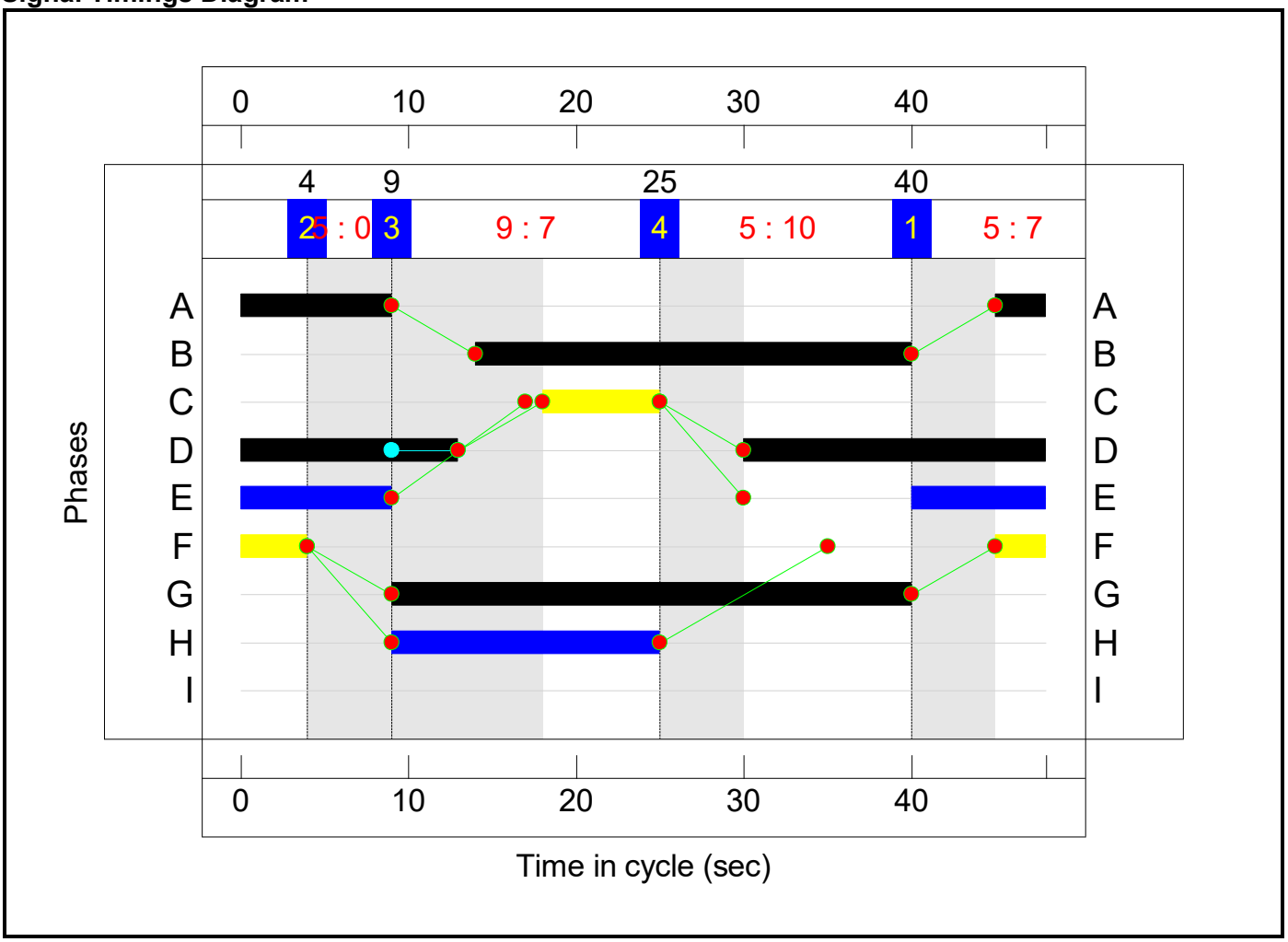
Stage Sequence Diagram



Stage Timings

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

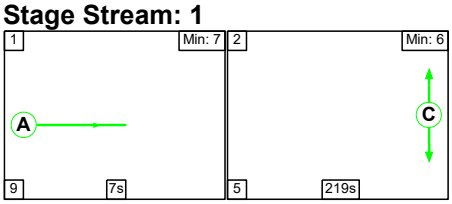
Signal Timings Diagram



C2 - Mold Road Staggered Ped

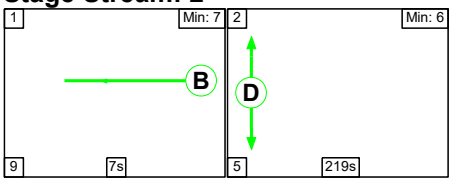
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

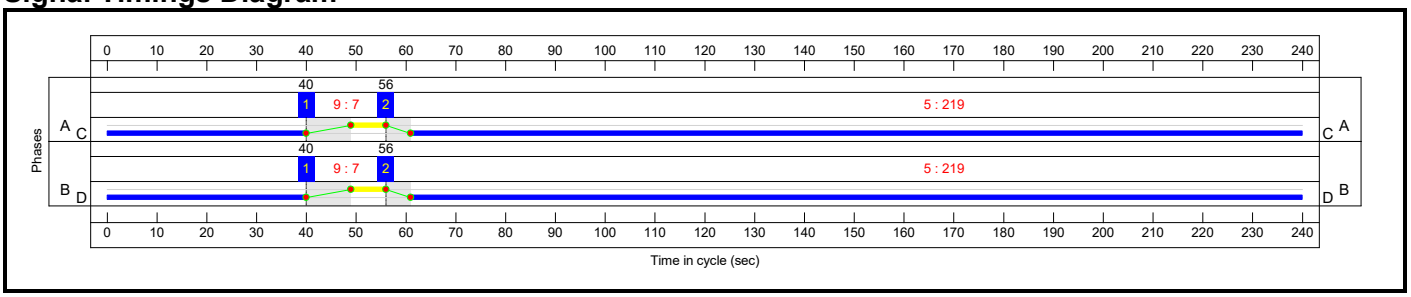
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

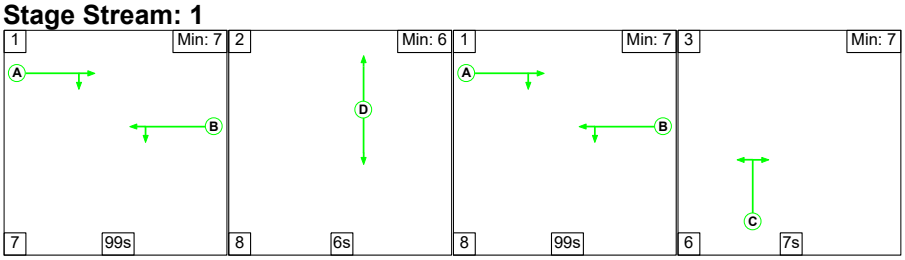
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



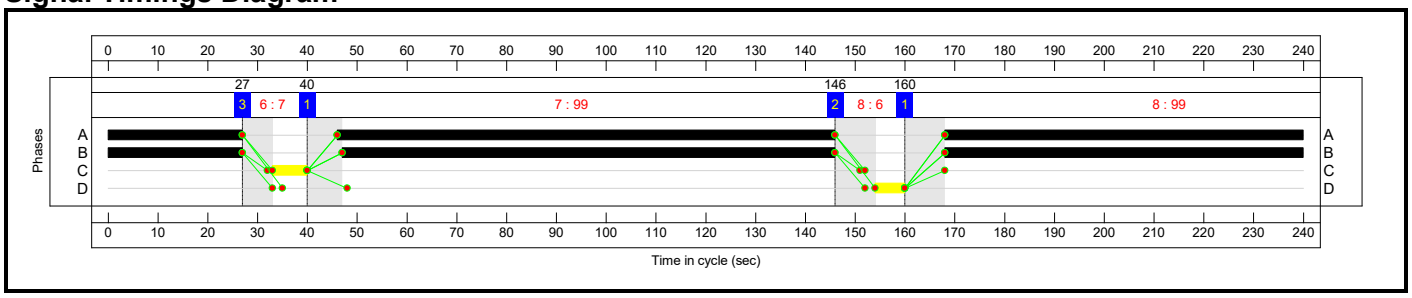
Stage Timings

Stage Stream: 1

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

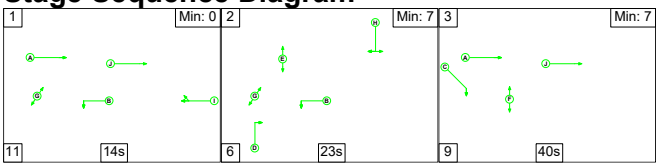
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

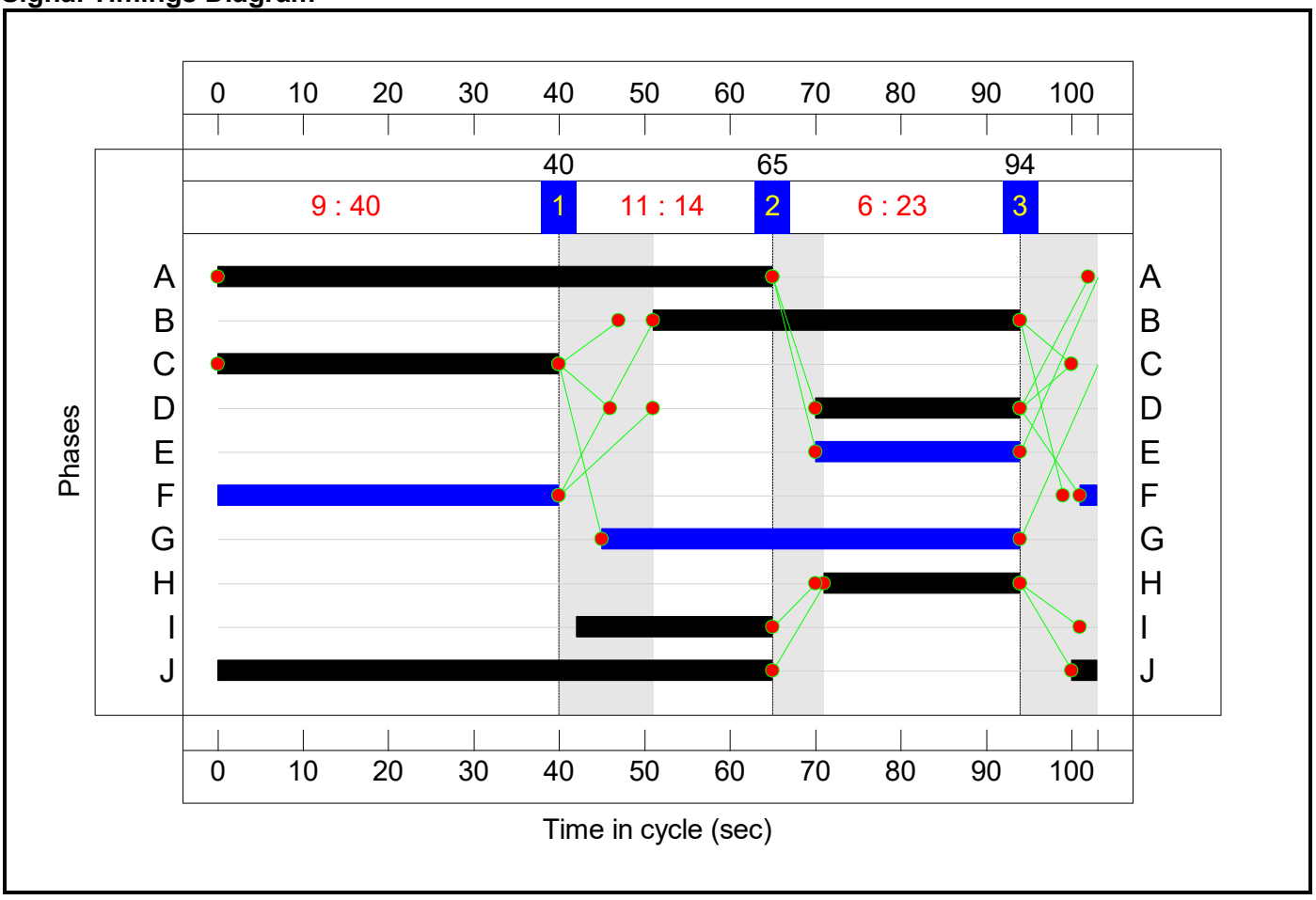
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	14	23	40
Change Point	40	65	94

Signal Timings Diagram

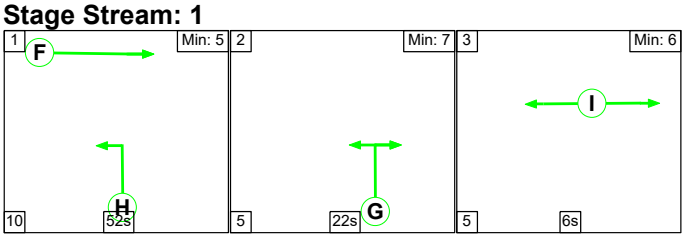


Full Input Data And Results

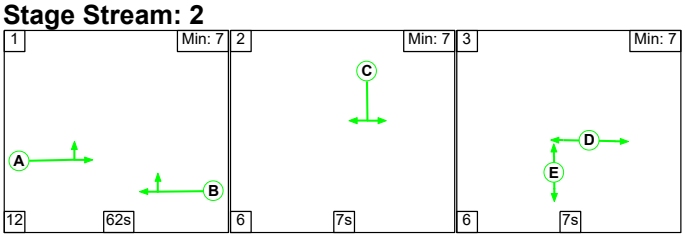
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

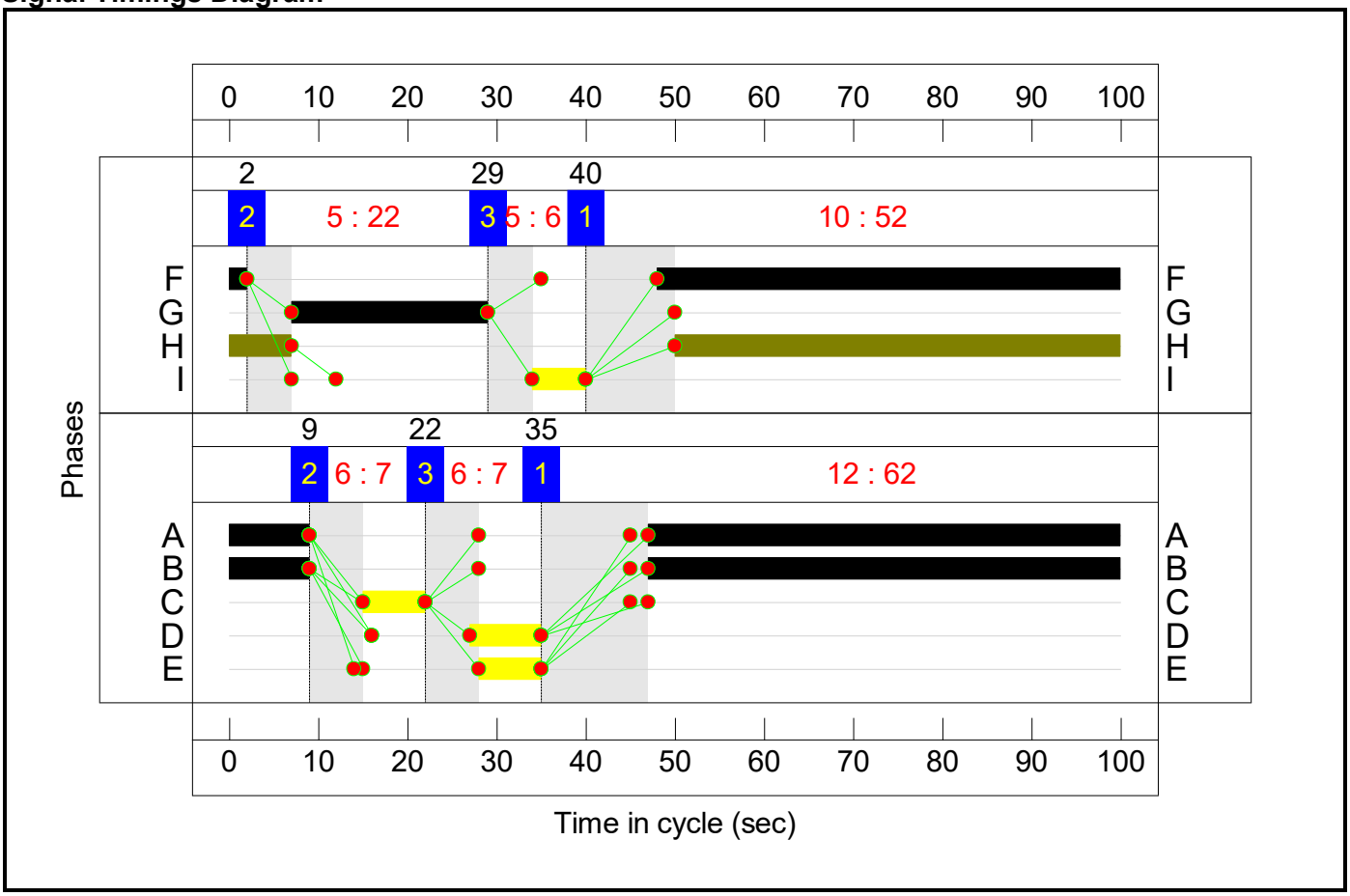
Stage	1	2	3
Duration	52	22	6
Change Point	40	2	29

Stage Stream: 2

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

Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.8%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**45.7%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	868	1900:1900	1863+37	45.7 : 45.7%	868
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	862	1900	1900	45.4%	862
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	87	Inf	412	21.1%	87
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	532	Inf	2748	19.4%	532
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	456	1900	1900	24.0%	456
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%	35
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	24	Inf	381	6.3%	24
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%	98
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	451	1900	1900	23.7%	451
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.2%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	927	1763	1088	85.2%	927
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	512	1763	1469	34.8%	512

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	24	1940	65	37.1%	24
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.8%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	46	1877	150	30.6%	46
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%	78
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	62	-	921	1665	1049	87.8%	921
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	536	1980:1795	1155+101	42.7 : 42.7%	536
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	57	536	1655	1324	40.5%	536
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	306	1655	381	80.4%	306
6/1	Ahead	U	5:1	N/A	C5:F		1	54	-	913	1965	1081	84.5%	913
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.3%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	43	-	384	1786	763	50.3%	384
1/2	Left	U	N/A	N/A	C4:B		1	43	-	235	1786	763	30.8%	235
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	65	-	890	1800:1800	728+380	80.3 : 80.3%	890
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	40	-	329	1813	722	45.6%	329
3/1		U	N/A	N/A	-		-	-	-	367	1900	1900	19.3%	367
3/2		U	N/A	N/A	-		-	-	-	581	1900	1900	30.6%	581
4/1	Right	U	N/A	N/A	C4:D		1	24	-	38	1990	483	7.9%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	23	-	264	1715	400	66.1%	264
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	23	-	270	1739	405	66.6%	270
6/1		U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%	664
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	23	-	202	1900:1900	106+369	42.5 : 42.5%	202
8/1	Left	U	N/A	N/A	-		-	-	-	587	1800	1800	32.6%	587
8/2	Ahead	U	N/A	N/A	C4:J		1	68	-	341	1980	1326	25.7%	341
9/1	Ahead	O	N/A	N/A	-		-	-	-	77	Inf	586	13.1%	77
10/1		U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%	381
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	42	-	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	**-**	**415**	**0**	**1**	**30.8**	**20.0**	**0.1**	**51.0**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**209**	**0**	**0**	**0.0**	**1.4**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	868	17	0	0	0.0	0.4	-	0.4 (0.4+0.0)	1.7 (1.7:1.7)	0.0	0.4	0.4	-	
2/1	862	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	-	
3/1	87	87	0	0	0.0	0.1	-	0.1	5.5	0.0	0.1	0.1	-	
4/1	532	81	0	0	0.0	0.1	-	0.1	0.9	1.3	0.1	1.4	-	
5/1	456	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
6/1	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	24	24	0	0	0.0	0.0	-	0.0	5.0	0.0	0.0	0.0	-	
8/1	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	451	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**5.7**	**3.3**	**0.0**	**9.1**	**-**	**-**	**-**	**-**	**-**	
1/1	927	10	0	0	4.6	2.8	0.0	7.4	28.8	25.2	2.8	28.0	9.5	
2/1	512	-	-	-	0.3	0.3	-	0.6	4.2	4.1	0.3	4.4	2.7	
3/1	24	-	-	-	0.8	0.3	-	1.0	157.2	1.6	0.3	1.9	1.5	
4/1	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**43**	**0**	**0**	**10.8**	**8.9**	**0.0**	**19.7**	**-**	**-**	**-**	**-**	**-**	
1/1	46	-	-	-	0.6	0.2	-	0.8	60.6	1.2	0.2	1.4	1.2	
2/1	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	921	-	-	-	3.9	3.4	-	7.3	28.7	21.0	3.4	24.4	9.0	
4/1+4/2	536	43	0	0	1.1	0.4	0.0	1.4 (1.3+0.1)	9.7 (9.7:9.4)	3.7	0.4	4.0	3.7	
5/1	536	-	-	-	0.4	0.3	-	0.8	5.2	4.3	0.3	4.7	2.7	

Full Input Data And Results

5/2	306	-	-	-	3.1	1.9	-	5.0	59.3	8.0	1.9	9.9	6.4
6/1	913	-	-	-	1.7	2.6	-	4.3	17.1	8.3	2.6	10.9	4.2
J4: Regent St/Bradley Rd	**-**	**153**	**0**	**1**	**14.3**	**6.3**	**0.1**	**20.8**	**-**	**-**	**-**	**-**	**-**
1/1	384	-	-	-	0.4	0.5	-	0.9	8.8	7.7	0.5	8.3	1.3
1/2	235	-	-	-	0.2	0.2	-	0.4	6.2	2.1	0.2	2.3	0.8
2/1+2/2	890	-	-	-	3.6	2.0	-	5.6 (3.8+1.8)	22.6 (23.5:20.8)	17.9	2.0	19.9	8.8
2/3	329	-	-	-	2.1	0.4	-	2.5	27.4	6.9	0.4	7.3	5.5
3/1	367	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	581	-	-	-	0.2	0.2	-	0.4	2.7	11.1	0.2	11.3	-
4/1	38	-	-	-	0.3	0.0	-	0.4	34.2	0.8	0.0	0.9	0.8
5/1	264	-	-	-	2.6	1.0	-	3.6	48.9	6.8	1.0	7.8	5.6
5/2	270	-	-	-	2.7	1.0	-	3.7	49.0	7.0	1.0	8.0	5.8
6/1	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	202	76	0	1	1.8	0.4	0.1	2.3 (0.5+1.8)	41.1 (37.6:42.1)	3.8	0.4	4.1	3.4
8/1	587	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2	-
8/2	341	-	-	-	0.4	0.2	-	0.5	5.7	1.5	0.2	1.7	1.5
9/1	77	77	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	381	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

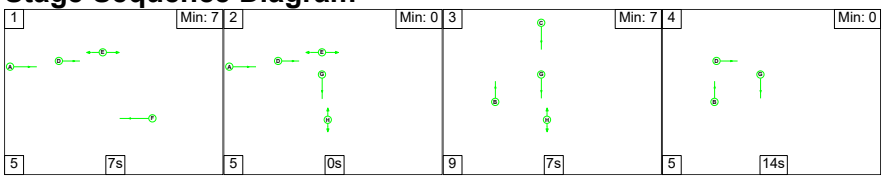
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	9.06	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	12.1	Total Delay for Signalled Lanes (pcuHr):	19.90	Cycle Time (s): 103
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	10.16	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	9.55	Cycle Time (s): 100
	PRC Over All Lanes (%):	2.5	Total Delay Over All Lanes(pcuHr):	50.98	

Full Input Data And Results

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

C1 - Mold Road Gateway

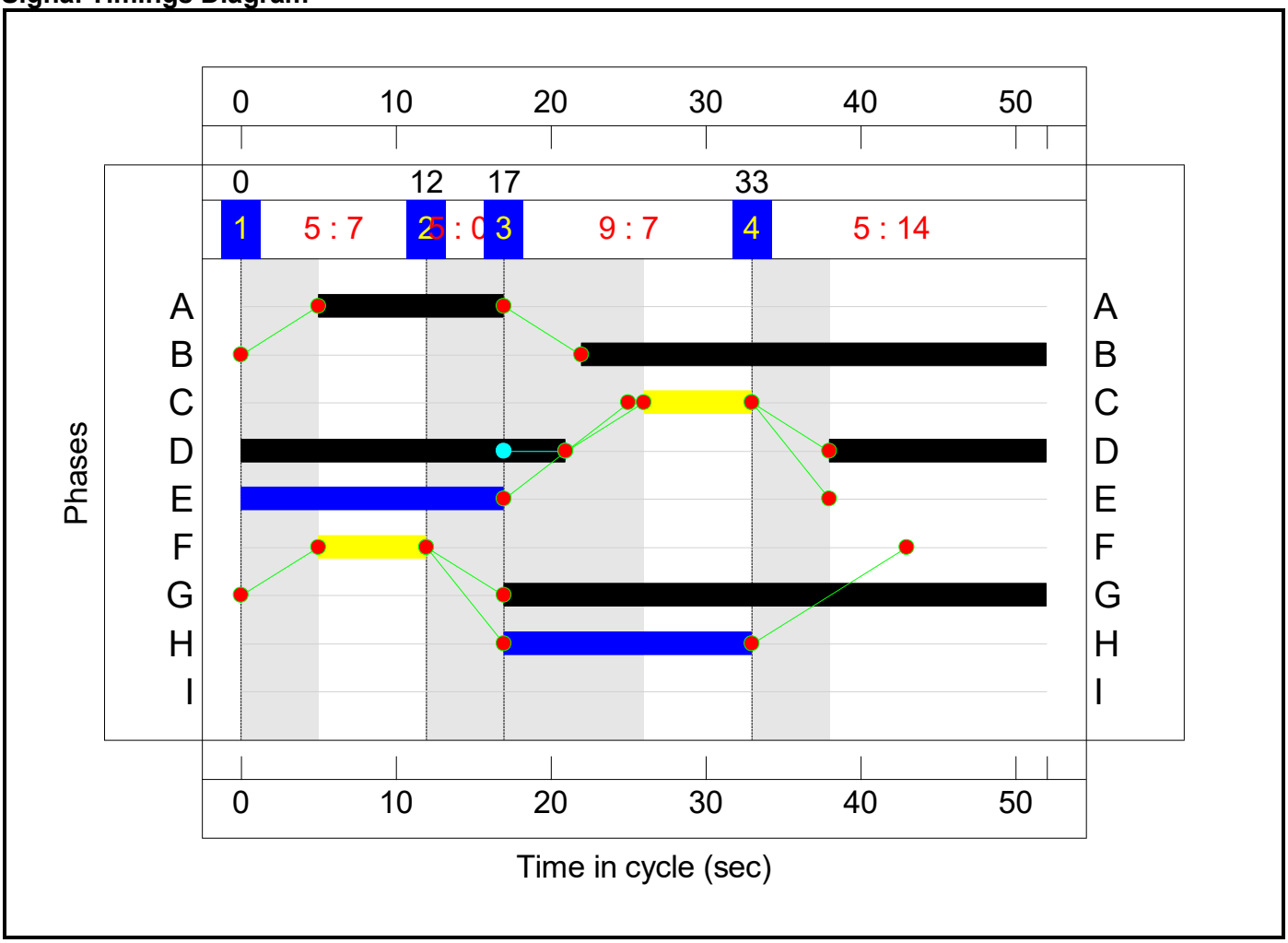
Stage Sequence Diagram



Stage Timings

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

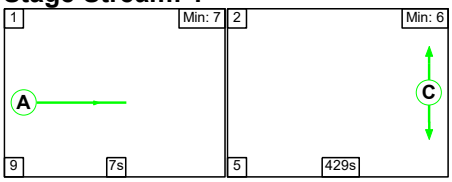
Signal Timings Diagram



C2 - Mold Road Staggered Ped

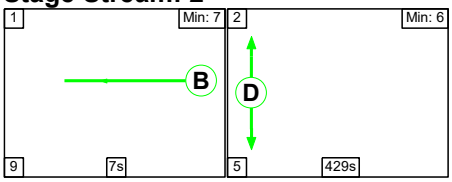
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

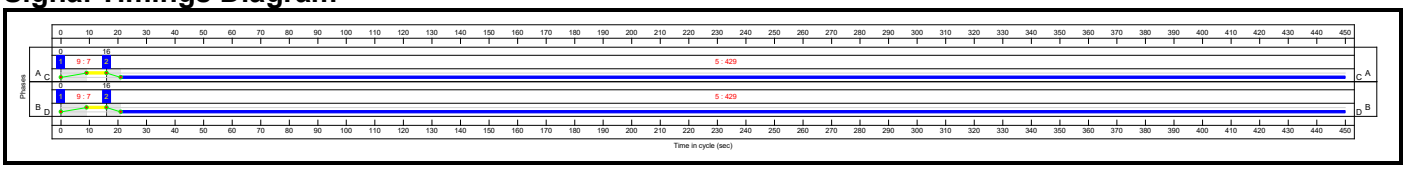
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

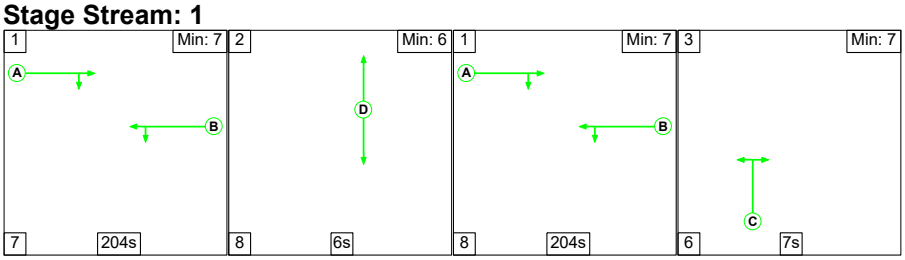
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

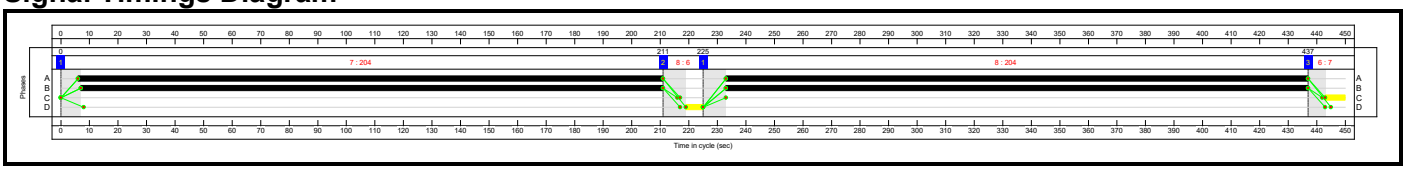


Stage Timings

Stage Stream: 1

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

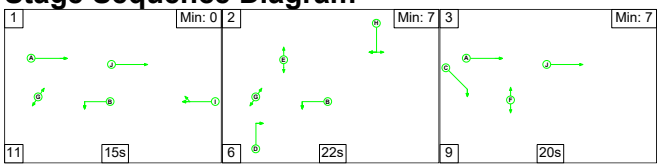
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

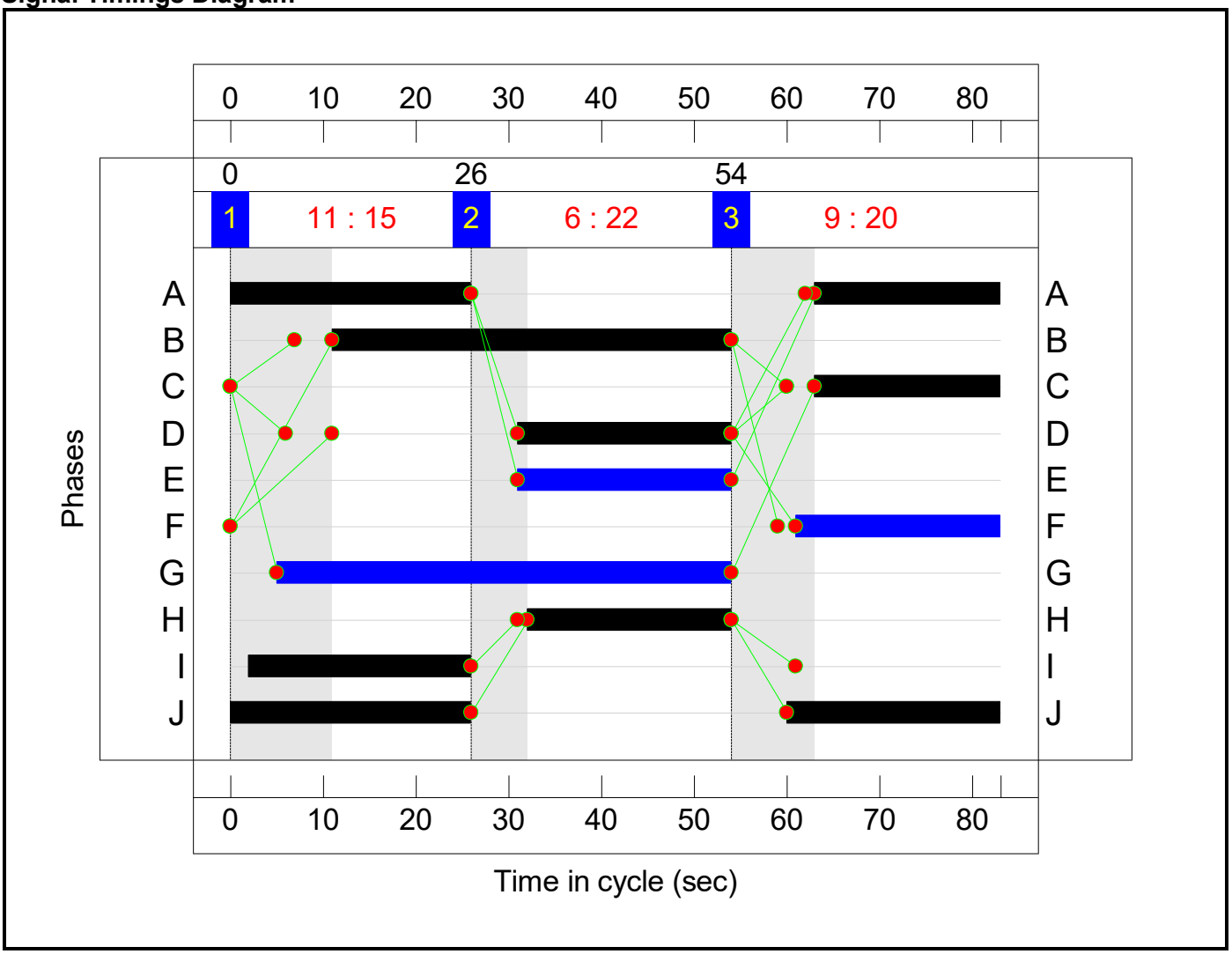
Stage Sequence Diagram



Stage Timings

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

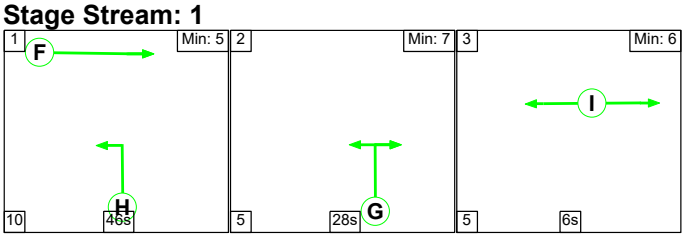
Signal Timings Diagram



C5 - Station Approach - Central Road

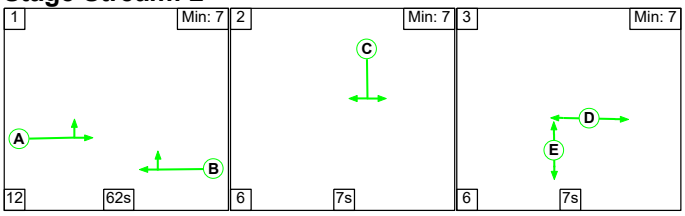
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

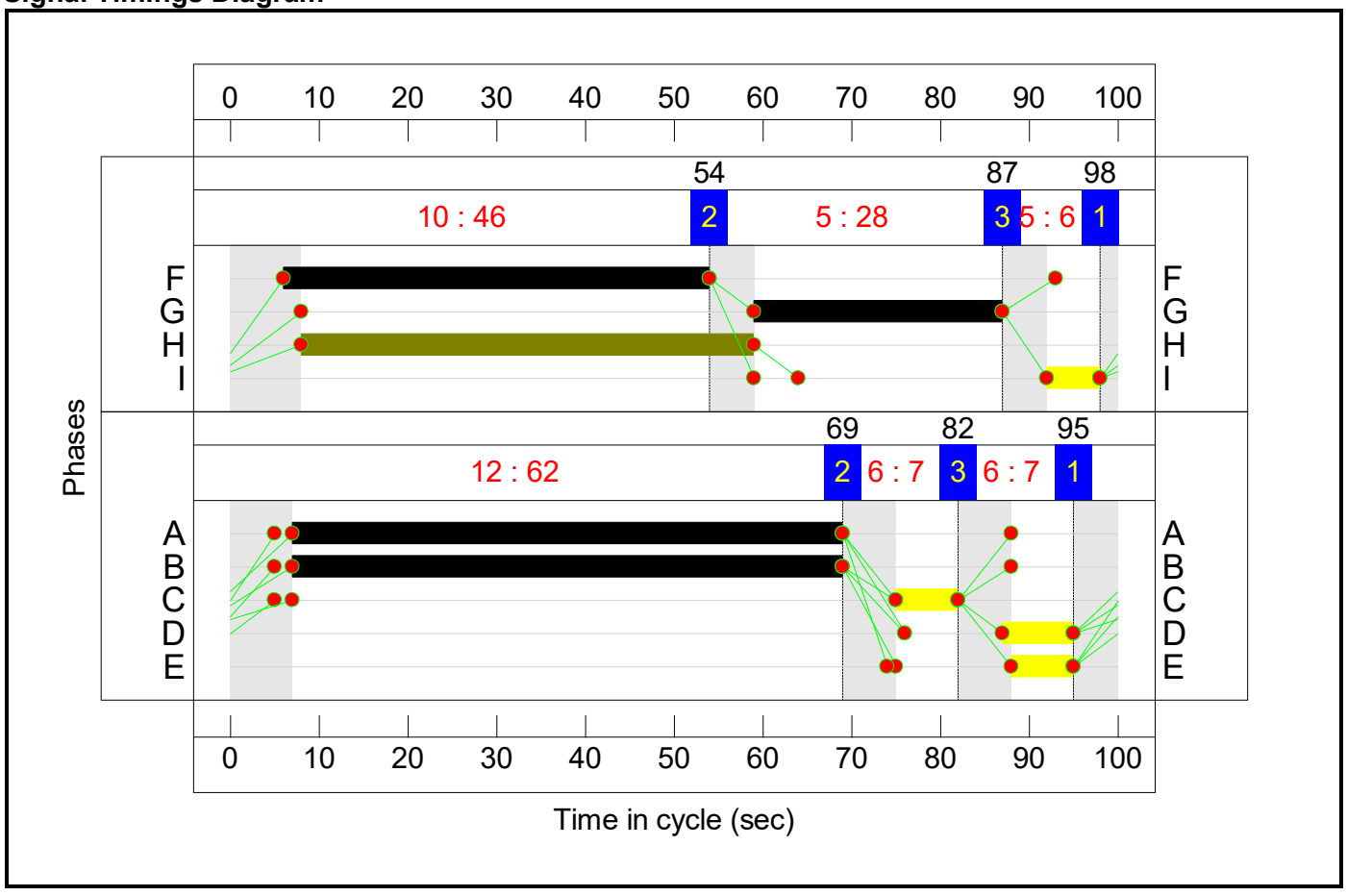
Stage Stream: 1

Stage	1	2	3
Duration	46	28	6
Change Point	98	54	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**	-	-		-	-	-	-	-	-	**82.9%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.1%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	563	1900:1900	1853+47	29.6 : 29.6%	563
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	559	1900	1900	29.4%	559
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	75	Inf	381	19.7%	75
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	1044	Inf	7385	14.1%	1044
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	995	1900	1900	52.4%	995
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	297	10.1%	30
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%	104
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	1008	1900	1900	53.1%	1008
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.6%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	579	1763	1238	46.8%	579
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	1043	1763	1567	66.6%	1043

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	12	1940	34	34.8%	12
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%	19
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	96	1877	150	63.9%	96
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%	56
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	62	-	571	1665	1049	54.4%	571
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	1038	1980:1795	1212+40	82.9 : 82.9%	1038
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	51	1038	1655	1324	78.4%	1038
5/2	Central Road Right	U	5:1	N/A	C5:G		1	28	-	325	1655	480	67.7%	325
6/1	Ahead	U	5:1	N/A	C5:F		1	48	-	606	1965	963	62.9%	606
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.5%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	43	-	557	1786	947	58.8%	557
1/2	Left	U	N/A	N/A	C4:B		1	43	-	391	1786	947	41.3%	391
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	46	-	603	1800:1800	798+224	59.0 : 59.0%	603
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	328	1813	459	71.5%	328
3/1		U	N/A	N/A	-		-	-	-	453	1900	1900	23.8%	453
3/2		U	N/A	N/A	-		-	-	-	823	1900	1900	43.3%	823
4/1	Right	U	N/A	N/A	C4:D		1	23	-	35	1990	575	6.1%	35

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	22	-	295	1715	475	62.1%	295
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	22	-	313	1739	482	65.0%	313
6/1		U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%	560
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	24	-	466	1900:1900	254+451	66.1 : 66.1%	466
8/1	Left	U	N/A	N/A	-		-	-	-	471	1800	1800	26.2%	471
8/2	Ahead	U	N/A	N/A	C4:J		1	49	-	167	1980	1193	14.0%	167
9/1	Ahead	O	N/A	N/A	-		-	-	-	89	Inf	611	14.6%	89
10/1		U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%	204
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	**-**	**408**	**0**	**1**	**28.3**	**17.6**	**0.0**	**45.9**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**188**	**0**	**0**	**0.0**	**1.8**	**0.0**	**1.8**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	563	14	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2	-	
2/1	559	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
3/1	75	75	0	0	0.0	0.1	-	0.1	5.9	0.0	0.1	0.1	-	
4/1	1044	69	0	0	0.0	0.1	-	0.1	0.3	0.8	0.1	0.9	-	
5/1	995	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5	-	
6/1	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	30	30	0	0	0.0	0.1	-	0.1	6.7	0.0	0.1	0.1	-	
8/1	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	1008	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**3.1**	**1.7**	**0.0**	**4.8**	**-**	**-**	**-**	**-**	**-**	
1/1	579	10	0	0	1.4	0.4	0.0	1.8	11.3	14.0	0.4	14.4	3.1	
2/1	1043	-	-	-	1.0	1.0	-	2.0	6.8	18.3	1.0	19.2	7.0	
3/1	12	-	-	-	0.7	0.3	-	1.0	296.7	1.5	0.3	1.7	1.5	
4/1	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**33**	**0**	**0**	**11.7**	**7.5**	**0.0**	**19.2**	**-**	**-**	**-**	**-**	**-**	
1/1	96	-	-	-	1.2	0.9	-	2.0	76.8	2.6	0.9	3.4	2.4	
2/1	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	571	-	-	-	1.7	0.6	-	2.2	14.2	8.9	0.6	9.5	5.6	
4/1+4/2	1038	33	0	0	2.5	2.4	0.0	4.9 (4.8+0.2)	17.0 (17.1:16.5)	20.4	2.4	22.8	6.9	
5/1	1038	-	-	-	1.5	1.8	-	3.3	11.6	15.3	1.8	17.1	5.2	

Full Input Data And Results

5/2	325	-	-	-	2.8	1.0	-	3.9	42.8	7.9	1.0	9.0	6.2
6/1	606	-	-	-	1.9	0.8	-	2.8	16.5	7.7	0.8	8.6	4.9
J4: Regent St/Bradley Rd	**-**	**177**	**0**	**1**	**13.6**	**6.6**	**0.0**	**20.2**	**-**	**-**	**-**	**-**	**-**
1/1	557	-	-	-	0.5	0.7	-	1.2	8.0	7.3	0.7	8.0	1.6
1/2	391	-	-	-	0.3	0.4	-	0.6	5.7	4.2	0.4	4.5	1.0
2/1+2/2	603	-	-	-	2.0	0.7	-	2.7 (2.1+0.5)	16.0 (16.3:14.9)	8.1	0.7	8.9	5.3
2/3	328	-	-	-	2.6	1.2	-	3.8	41.8	6.8	1.2	8.1	5.5
3/1	453	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-
3/2	823	-	-	-	0.3	0.4	-	0.6	2.8	9.9	0.4	10.2	-
4/1	35	-	-	-	0.2	0.0	-	0.2	24.7	0.6	0.0	0.6	0.6
5/1	295	-	-	-	2.1	0.8	-	3.0	36.1	5.9	0.8	6.7	4.8
5/2	313	-	-	-	2.3	0.9	-	3.2	37.0	6.3	0.9	7.3	5.0
6/1	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	466	88	0	1	3.0	1.0	0.0	4.0 (1.4+2.6)	31.0 (30.0:31.5)	6.1	1.0	7.1	4.6
8/1	471	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	167	-	-	-	0.3	0.1	-	0.4	7.7	1.0	0.1	1.1	1.0
9/1	89	89	0	0	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1	-
10/1	204	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

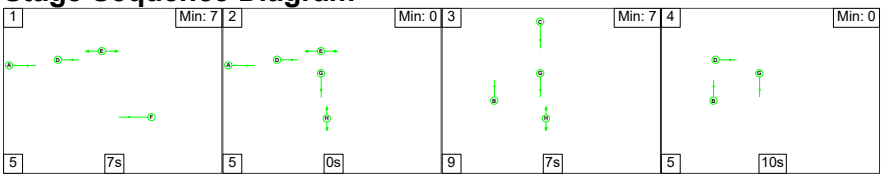
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	35.2	Total Delay for Signalled Lanes (pcuHr):	4.78	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	25.9	Total Delay for Signalled Lanes (pcuHr):	19.13	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	14.8	Total Delay for Signalled Lanes (pcuHr):	9.98	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	9.21	Cycle Time (s): 100
	PRC Over All Lanes (%):	8.5	Total Delay Over All Lanes(pcuHr):	45.94	

Full Input Data And Results

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

C1 - Mold Road Gateway

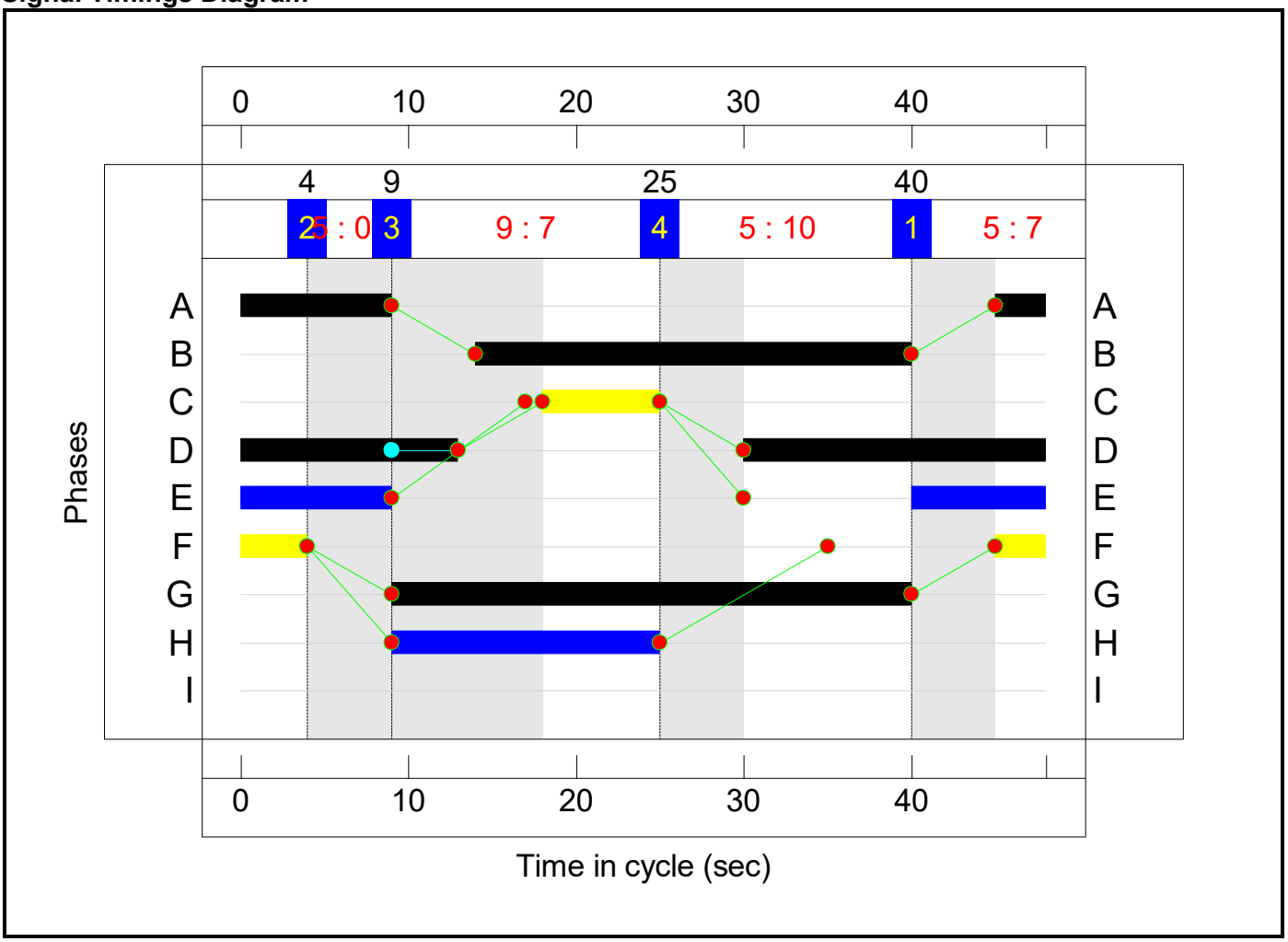
Stage Sequence Diagram



Stage Timings

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

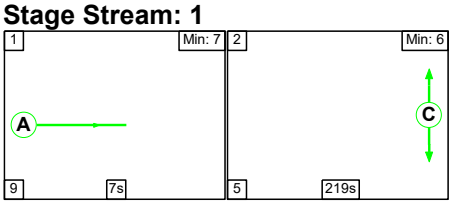
Signal Timings Diagram



C2 - Mold Road Staggered Ped

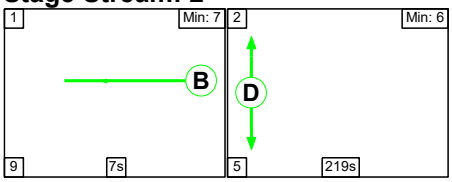
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

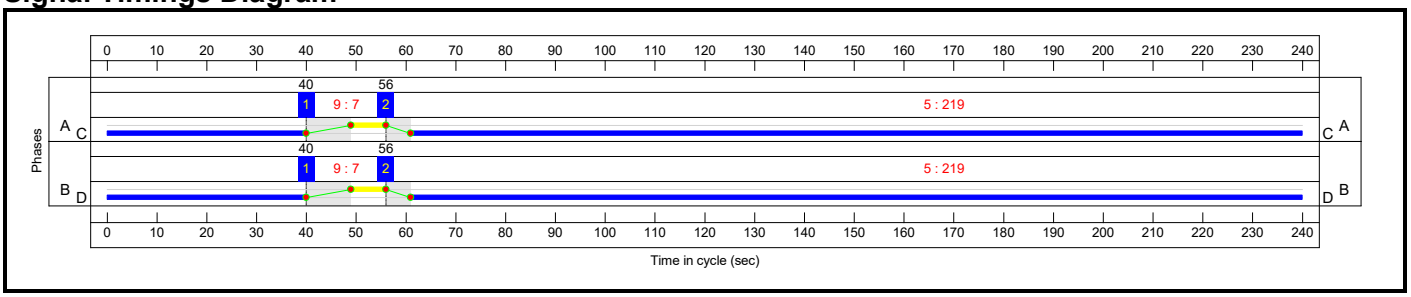
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

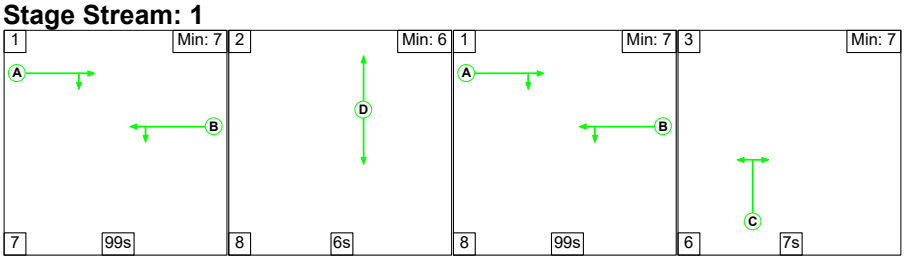
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



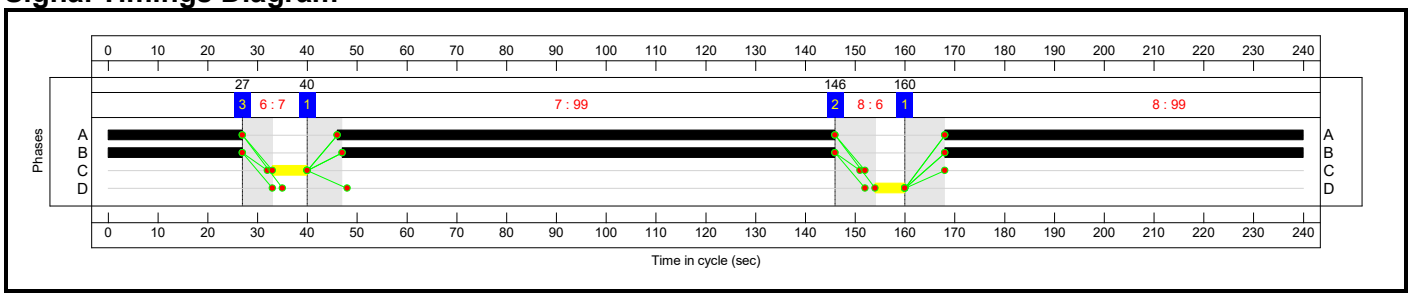
Stage Timings

Stage Stream: 1

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

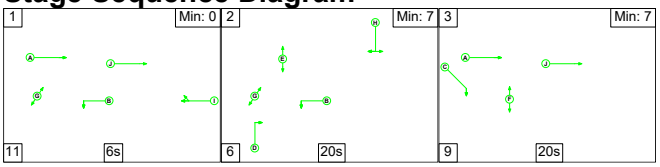
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

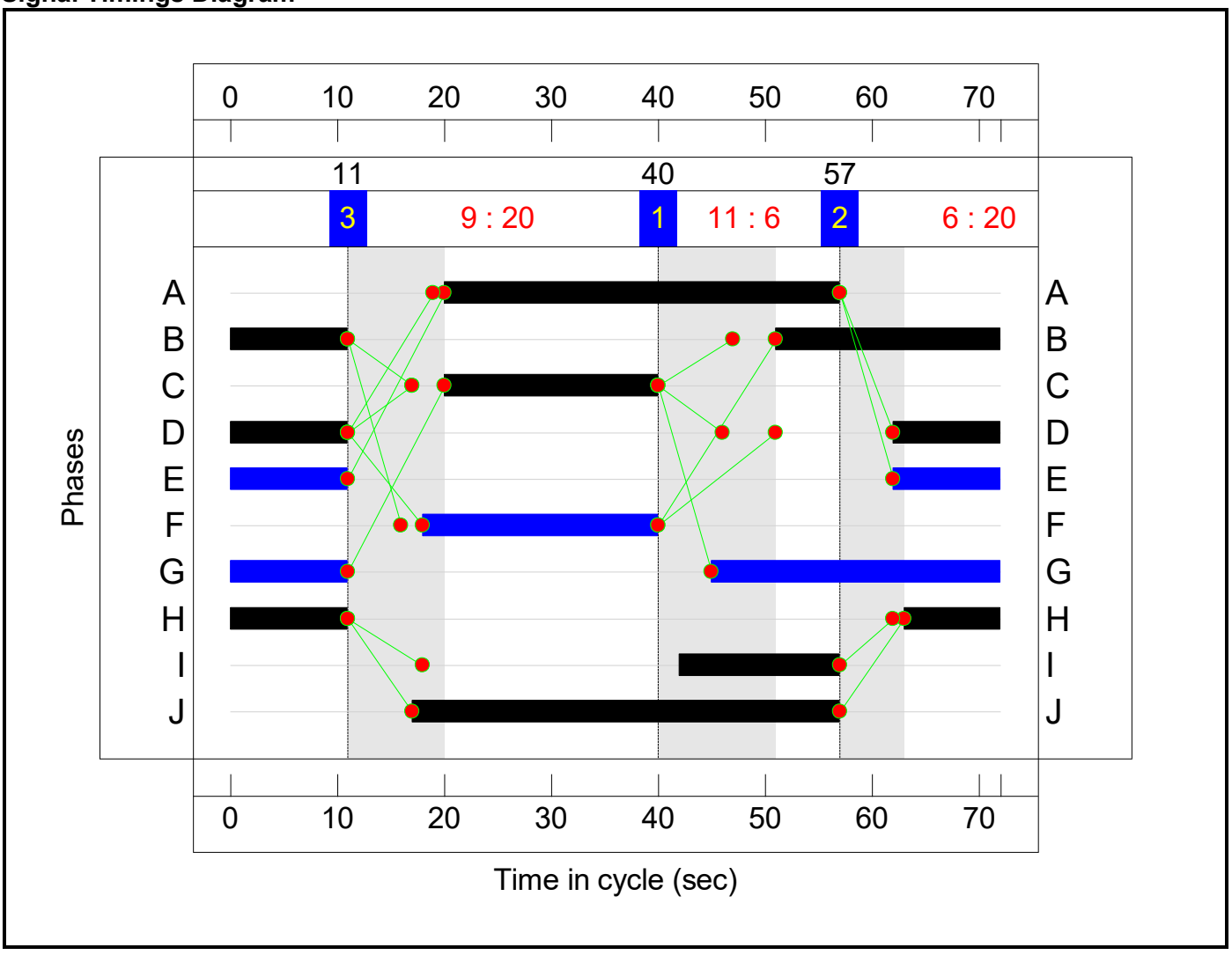
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	6	20	20
Change Point	40	57	11

Signal Timings Diagram

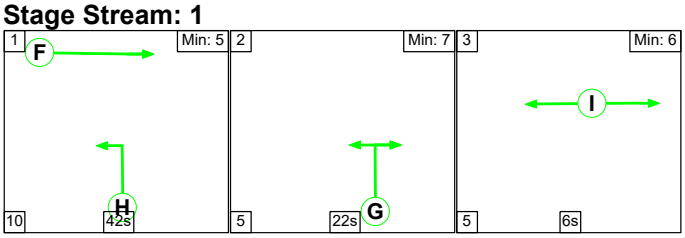


Full Input Data And Results

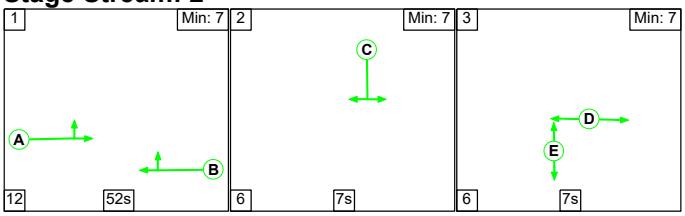
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

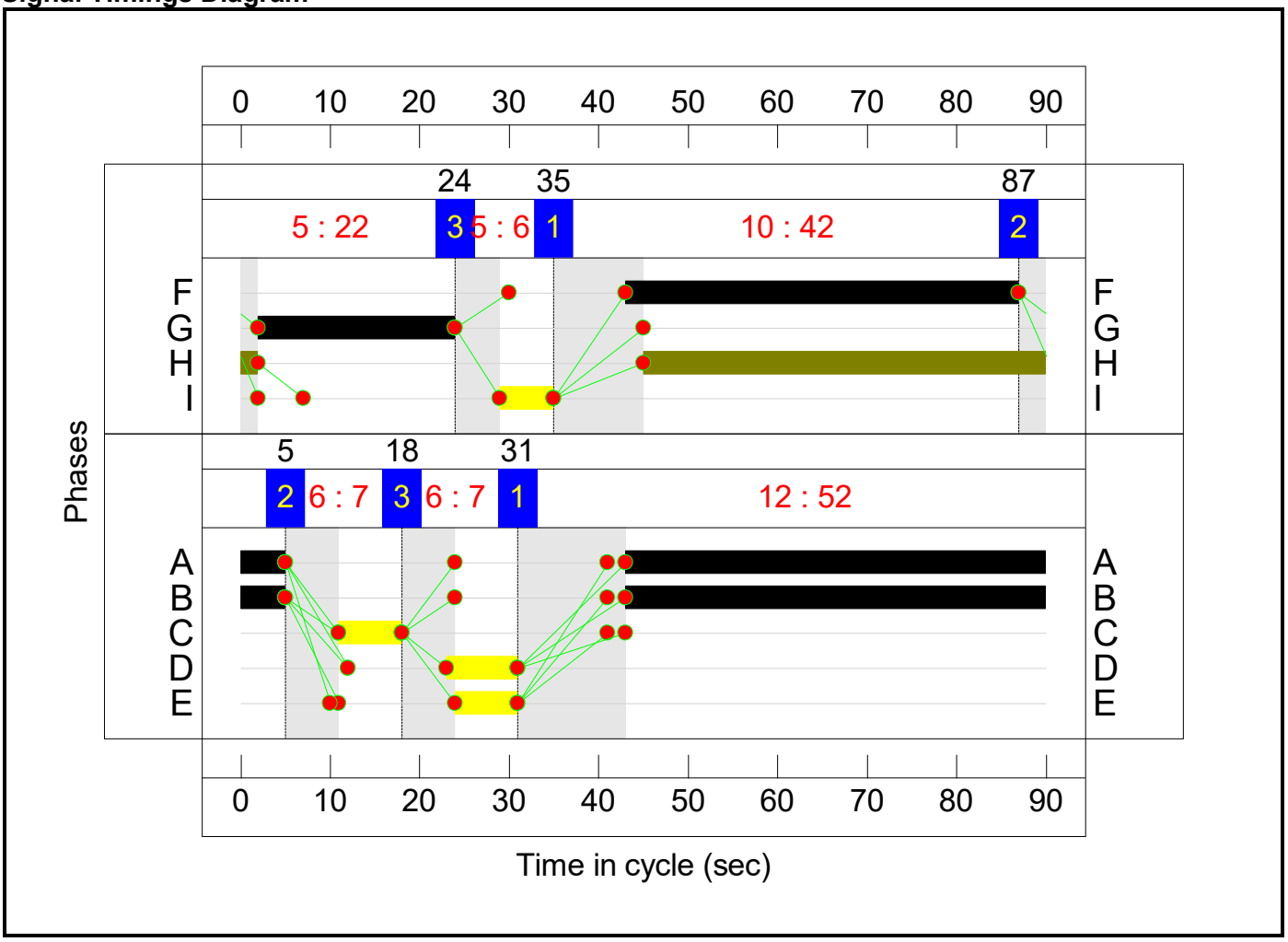
Stage	1	2	3
Duration	42	22	6
Change Point	35	87	24

Stage Stream: 2

Stage	1	2	3
Duration	52	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**	-	-		-	-	-	-	-	-	**71.6%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**35.3%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	670	1900:1900	1866+34	35.3 : 35.3%	670
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	669	1900	1900	35.2%	669
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	66	Inf	416	15.9%	66
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	662	Inf	7295	9.1%	662
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	631	1900	1900	33.2%	631
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%	20
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	30	Inf	375	8.0%	30
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%	61
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	642	1900	1900	33.8%	642
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.1%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	705	1763	1279	55.1%	705
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	665	1763	1469	45.3%	665

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	-		-	-	-	11	Inf	Inf	0.0%	11
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.6%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	63	1877	167	37.8%	63
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%	69
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	705	1671	984	71.6%	705
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	663	1980:1795	1126+46	56.6 : 56.6%	663
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	663	1655	1287	51.5%	663
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	292	1655	423	69.0%	292
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	697	1965	982	70.9%	697
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.2%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	32	-	456	1786	819	55.7%	456
1/2	Left	U	N/A	N/A	C4:B		1	32	-	300	1786	819	36.6%	300
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	37	-	649	1800:1800	747+205	68.2 : 68.2%	649
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	340	1813	529	64.3%	340
3/1		U	N/A	N/A	-		-	-	-	376	1900	1900	19.8%	376
3/2		U	N/A	N/A	-		-	-	-	720	1900	1900	37.9%	720
4/1	Right	U	N/A	N/A	C4:D		1	21	-	42	1990	608	6.9%	42

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	20	-	311	1715	500	62.2%	311
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	319	1739	507	62.9%	319
6/1		U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%	600
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	15	-	278	1900:1900	128+389	53.7 : 53.7%	278
8/1	Left	U	N/A	N/A	-		-	-	-	509	1800	1800	28.3%	509
8/2	Ahead	U	N/A	N/A	C4:J		1	40	-	182	1980	1127	16.1%	182
9/1	Ahead	O	N/A	N/A	-		-	-	-	91	Inf	603	15.1%	91
10/1		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%	243
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	21	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	38	-	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	**-**	**360**	**0**	**1**	**22.8**	**13.3**	**0.0**	**36.2**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**150**	**0**	**0**	**0.0**	**1.2**	**0.0**	**1.2**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	670	12	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	669	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	66	66	0	0	0.0	0.1	-	0.1	5.1	0.0	0.1	0.1	-	
4/1	662	42	0	0	0.0	0.0	-	0.0	0.3	0.0	0.0	0.0	-	
5/1	631	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
6/1	20	-	-	-	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	5.2	0.0	0.0	0.0	-	
8/1	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	642	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**2.0**	**1.1**	**0.0**	**3.1**	**-**	**-**	**-**	**-**	**-**	
1/1	705	3	0	0	1.3	0.6	0.0	1.9	9.6	11.4	0.6	12.0	3.9	
2/1	665	-	-	-	0.5	0.4	-	0.9	4.9	6.1	0.4	6.5	3.5	
3/1	8	-	-	-	0.3	0.1	-	0.3	144.3	0.5	0.1	0.6	0.5	
4/1	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**26**	**0**	**0**	**9.4**	**5.0**	**0.0**	**14.4**	**-**	**-**	**-**	**-**	**-**	
1/1	63	-	-	-	0.7	0.3	-	1.0	55.9	1.5	0.3	1.8	1.4	
2/1	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	705	-	-	-	2.6	1.3	-	3.8	19.5	12.5	1.3	13.8	6.9	
4/1+4/2	663	26	0	0	1.5	0.6	0.0	2.1 (2.1+0.1)	11.6 (11.6:10.8)	4.5	0.6	5.2	4.5	
5/1	663	-	-	-	0.7	0.5	-	1.2	6.6	6.1	0.5	6.6	3.3	

Full Input Data And Results

5/2	292	-	-	-	2.5	1.1	-	3.6	43.8	6.6	1.1	7.7	5.3
6/1	697	-	-	-	1.5	1.2	-	2.7	14.0	4.0	1.2	5.2	3.6
J4: Regent St/Bradley Rd	**-**	**181**	**0**	**1**	**11.4**	**6.0**	**0.0**	**17.4**	**-**	**-**	**-**	**-**	**-**
1/1	456	-	-	-	0.4	0.6	-	1.1	8.4	5.6	0.6	6.2	1.4
1/2	300	-	-	-	0.2	0.3	-	0.5	6.2	2.3	0.3	2.5	0.8
2/1+2/2	649	-	-	-	2.3	1.1	-	3.3 (2.7+0.7)	18.4 (18.8:17.3)	8.8	1.1	9.9	5.4
2/3	340	-	-	-	2.1	0.9	-	3.0	31.7	5.9	0.9	6.7	4.6
3/1	376	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	720	-	-	-	0.2	0.3	-	0.5	2.4	8.5	0.3	8.8	-
4/1	42	-	-	-	0.2	0.0	-	0.2	20.9	0.6	0.0	0.6	0.6
5/1	311	-	-	-	1.9	0.8	-	2.7	31.5	5.4	0.8	6.2	4.2
5/2	319	-	-	-	2.0	0.8	-	2.8	31.6	5.5	0.8	6.3	4.3
6/1	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	278	90	0	1	1.9	0.6	0.0	2.5 (0.6+1.9)	32.1 (30.1:32.7)	3.6	0.6	4.2	3.1
8/1	509	-	-	-	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	1.0	0.1	1.1	1.0
9/1	91	91	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-

C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	63.3	Total Delay for Signalled Lanes (pcuHr):	3.12
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	32.1	Total Delay for Signalled Lanes (pcuHr):	16.55
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	7.47
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	25.6	Total Delay for Signalled Lanes (pcuHr):	6.94
	PRC Over All Lanes (%):	25.6	Total Delay Over All Lanes(pcuHr):	36.20

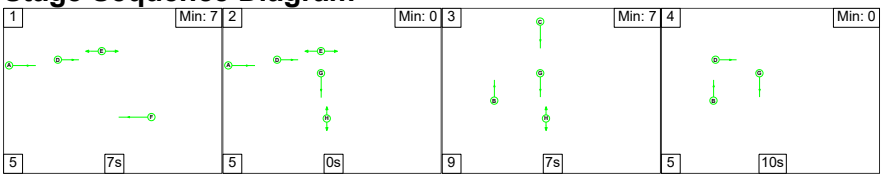
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	72
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

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

C1 - Mold Road Gateway

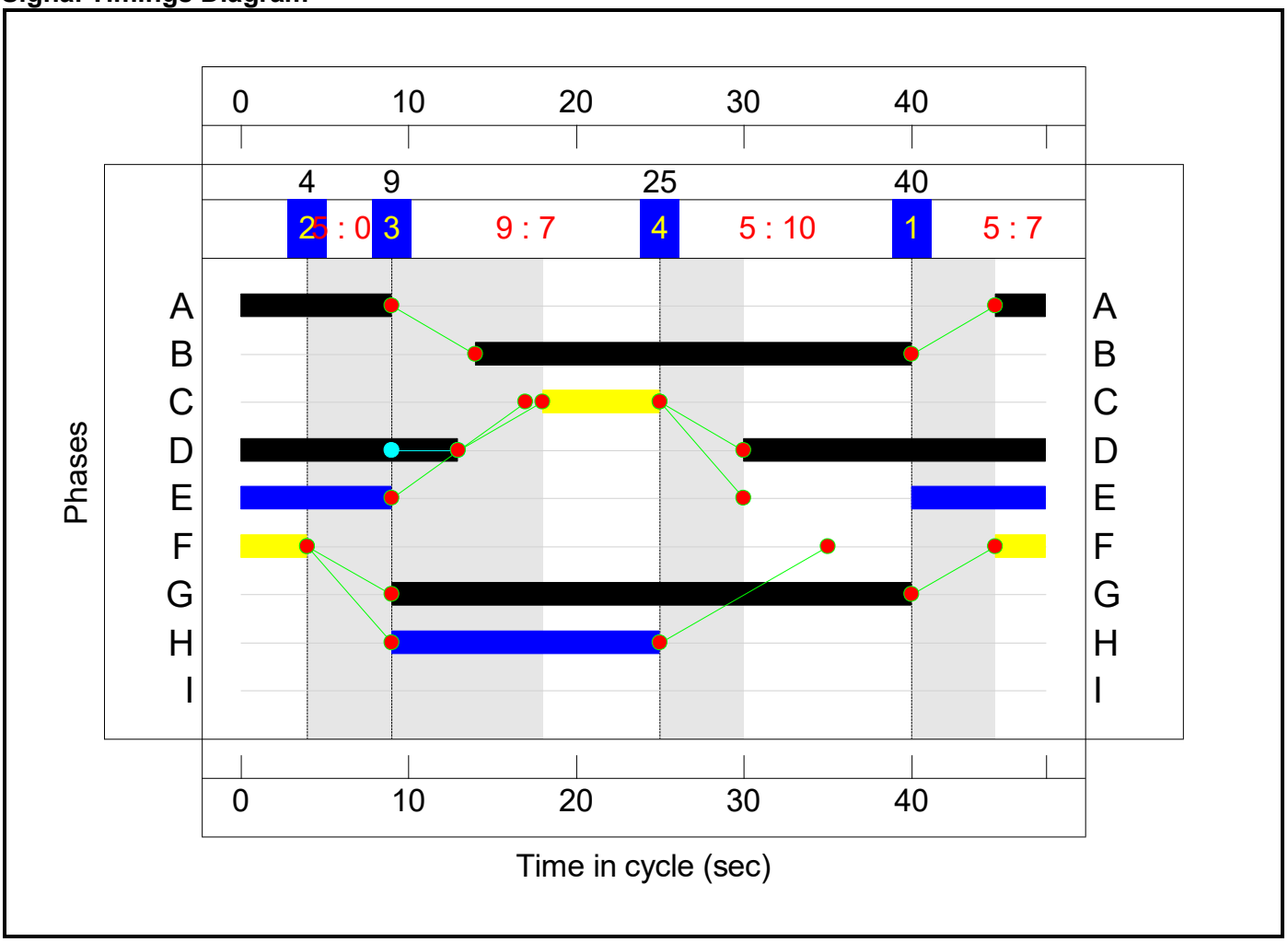
Stage Sequence Diagram



Stage Timings

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

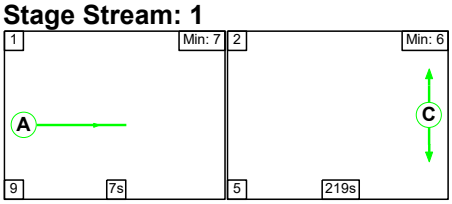
Signal Timings Diagram



C2 - Mold Road Staggered Ped

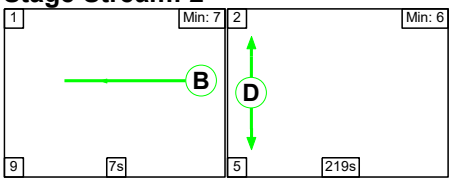
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

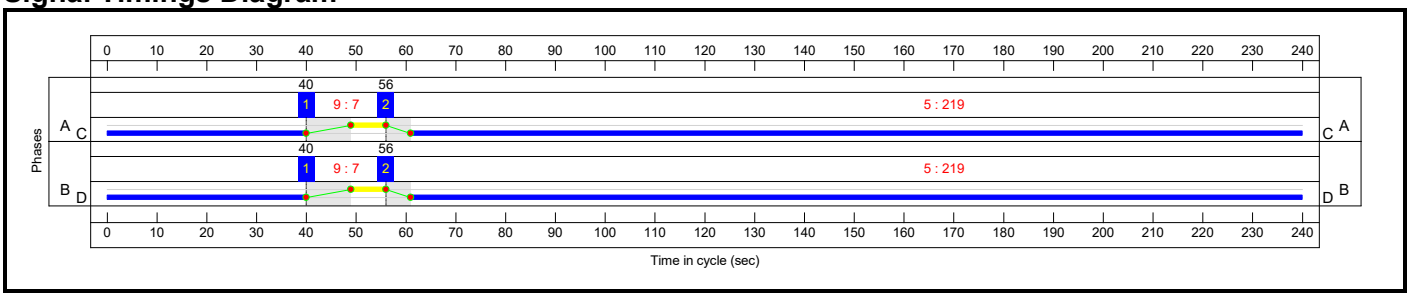
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

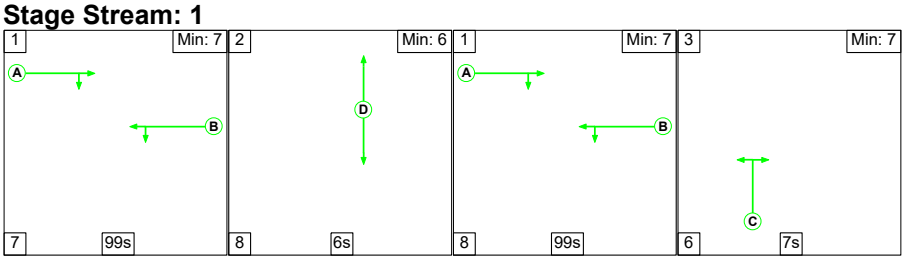
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



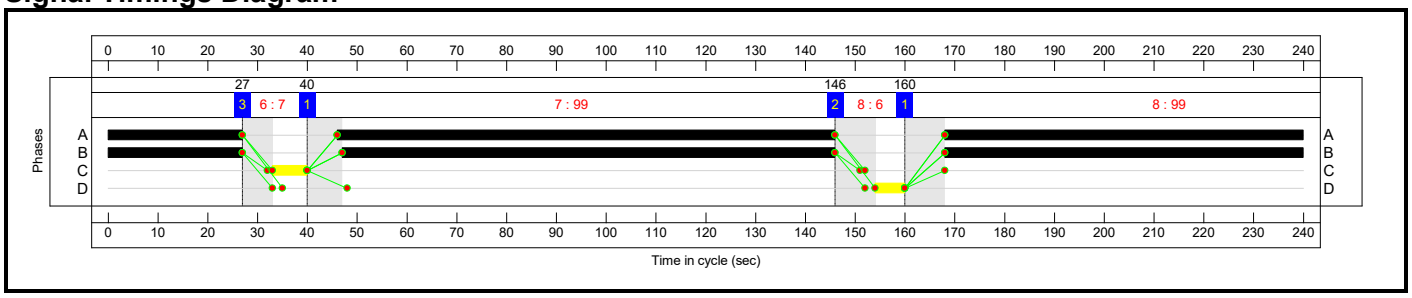
Stage Timings

Stage Stream: 1

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

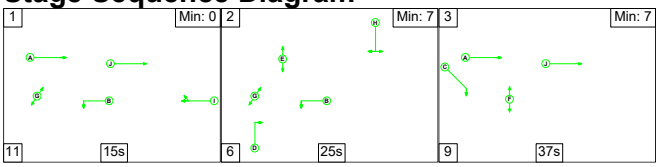
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

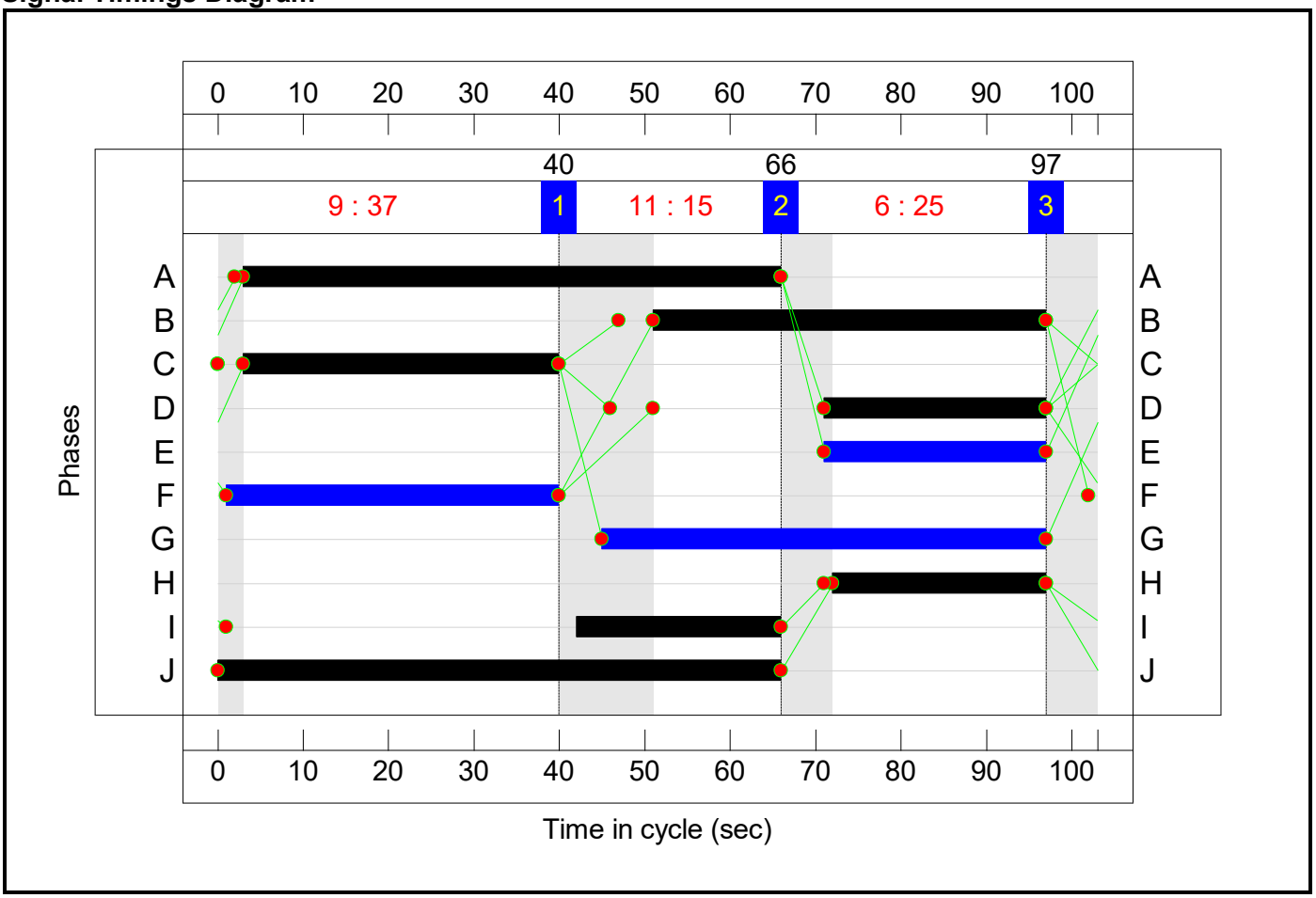
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

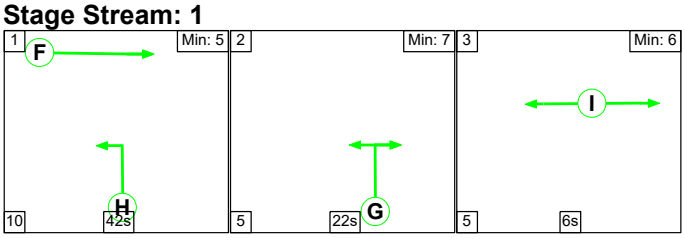


Full Input Data And Results

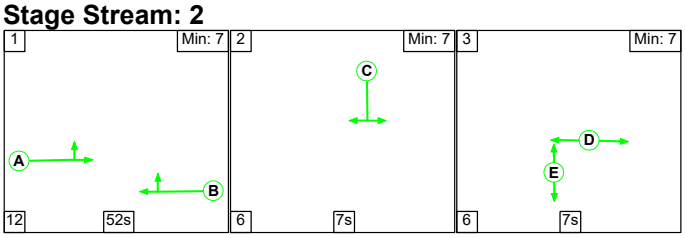
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

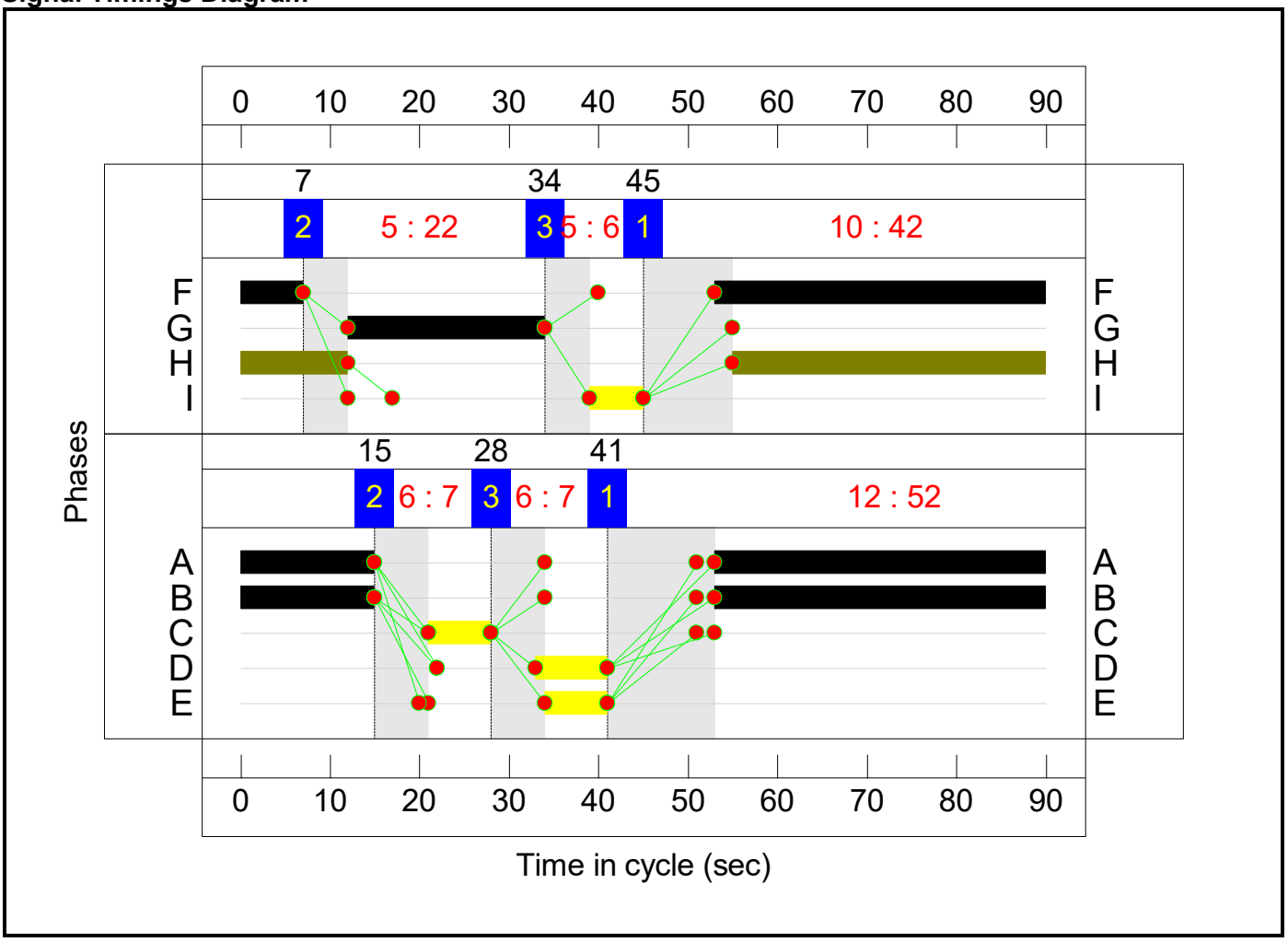
Stage	1	2	3
Duration	42	22	6
Change Point	45	7	34

Stage Stream: 2

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

Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.4%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**36.1%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	685	1900:1900	1853+47	36.1 : 36.1%	685
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	679	1900	1900	35.7%	679
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	83	Inf	458	18.1%	83
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	531	Inf	3019	17.6%	531
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	455	1900	1900	23.9%	455
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	402	6.0%	24
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%	98
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	450	1900	1900	23.7%	450
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.0%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	740	1763	1088	68.0%	740
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	511	1763	1469	34.8%	511

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	24	1940	65	37.1%	24
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.4%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	44	1877	167	26.4%	44
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	-	734	1662	979	75.0%	734
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	516	1980:1795	1121+52	44.0 : 44.0%	516
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	516	1655	1287	40.1%	516
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	306	1655	423	72.3%	306
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	741	1965	982	75.4%	741
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	46	-	373	1786	815	45.8%	373
1/2	Left	U	N/A	N/A	C4:B		1	46	-	226	1786	815	27.7%	226
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	63	-	719	1800:1800	846+201	68.7 : 68.7%	719
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	37	-	328	1813	669	49.0%	328
3/1		U	N/A	N/A	-		-	-	-	357	1900	1900	18.8%	357
3/2		U	N/A	N/A	-		-	-	-	570	1900	1900	30.0%	570
4/1	Right	U	N/A	N/A	C4:D		1	26	-	38	1990	522	7.3%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	25	-	255	1715	433	58.9%	255
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	25	-	263	1739	439	59.9%	263
6/1		U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%	660
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	24	-	198	1900:1900	113+406	38.2 : 38.2%	198
8/1	Left	U	N/A	N/A	-		-	-	-	583	1800	1800	32.4%	583
8/2	Ahead	U	N/A	N/A	C4:J		1	66	-	174	1980	1288	13.5%	174
9/1	Ahead	O	N/A	N/A	-		-	-	-	77	Inf	587	13.1%	77
10/1		U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%	214
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	39	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	26	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	52	-	0	-	0	0.0%	0

Full Input Data And Results

Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network	**-**	**391**	**0**	**1**	**26.2**	**12.6**	**0.0**	**38.9**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**205**	**0**	**0**	**0.0**	**1.1**	**0.0**	**1.1**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	685	17	0	0	0.0	0.3	-	0.3 (0.3+0.0)	1.5 (1.5:1.5)	0.0	0.3	0.3	-	
2/1	679	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	83	83	0	0	0.0	0.1	-	0.1	4.8	0.0	0.1	0.1	-	
4/1	531	81	0	0	0.0	0.1	-	0.1	0.8	1.3	0.1	1.4	-	
5/1	455	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
6/1	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	24	24	0	0	0.0	0.0	-	0.0	4.8	0.0	0.0	0.0	-	
8/1	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	450	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**4.1**	**1.6**	**0.0**	**5.7**	**-**	**-**	**-**	**-**	**-**	
1/1	740	10	0	0	3.0	1.1	0.0	4.0	19.6	16.4	1.1	17.5	7.6	
2/1	511	-	-	-	0.3	0.3	-	0.6	4.2	4.1	0.3	4.4	2.7	
3/1	24	-	-	-	0.8	0.3	-	1.0	157.2	1.6	0.3	1.9	1.5	
4/1	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**23**	**0**	**0**	**9.0**	**5.2**	**0.0**	**14.1**	**-**	**-**	**-**	**-**	**-**	
1/1	44	-	-	-	0.5	0.2	-	0.6	52.9	1.0	0.2	1.2	1.0	
2/1	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	734	-	-	-	2.8	1.5	-	4.3	20.9	13.5	1.5	14.9	7.1	
4/1+4/2	516	23	0	0	1.1	0.4	0.0	1.5 (1.4+0.1)	10.5 (10.5:9.9)	3.5	0.4	3.9	3.5	
5/1	516	-	-	-	0.5	0.3	-	0.8	5.6	4.2	0.3	4.5	2.6	

Full Input Data And Results

5/2	306	-	-	-	2.6	1.3	-	3.9	45.7	7.0	1.3	8.3	5.5	
6/1	741	-	-	-	1.5	1.5	-	3.0	14.8	4.0	1.5	5.5	3.6	
J4: Regent St/Bradley Rd	**-**	**153**	**0**	**1**	**13.2**	**4.7**	**0.0**	**17.9**	**-**	**-**	**-**	**-**	**-**	
1/1	373	-	-	-	0.4	0.4	-	0.8	7.7	7.2	0.4	7.6	1.2	
1/2	226	-	-	-	0.2	0.2	-	0.4	5.6	1.9	0.2	2.1	0.7	
2/1+2/2	719	-	-	-	2.9	1.1	-	4.0 (3.3+0.7)	20.2 (20.7:17.9)	13.6	1.1	14.7	8.0	
2/3	328	-	-	-	2.3	0.5	-	2.8	30.3	7.2	0.5	7.7	5.7	
3/1	357	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-	
3/2	570	-	-	-	0.2	0.2	-	0.4	2.6	10.8	0.2	11.0	-	
4/1	38	-	-	-	0.3	0.0	-	0.3	32.4	0.8	0.0	0.9	0.8	
5/1	255	-	-	-	2.4	0.7	-	3.1	43.9	6.4	0.7	7.1	5.3	
5/2	263	-	-	-	2.5	0.7	-	3.2	44.1	6.6	0.7	7.3	5.5	
6/1	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1+7/2	198	76	0	1	1.7	0.3	0.0	2.1 (0.4+1.7)	38.1 (35.9:38.8)	3.6	0.3	3.9	3.3	
8/1	583	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2	-	
8/2	174	-	-	-	0.3	0.1	-	0.4	7.9	1.2	0.1	1.3	1.2	
9/1	77	77	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-	
10/1	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-	

C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	32.4	Total Delay for Signalled Lanes (pcuHr):	5.68
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	31.0	Total Delay for Signalled Lanes (pcuHr):	17.09
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	19.3	Total Delay for Signalled Lanes (pcuHr):	7.72
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	20.0	Total Delay for Signalled Lanes (pcuHr):	6.41
	PRC Over All Lanes (%):	19.3	Total Delay Over All Lanes(pcuHr):	38.88

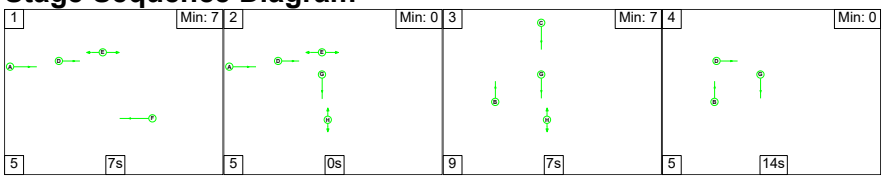
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	103
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

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

C1 - Mold Road Gateway

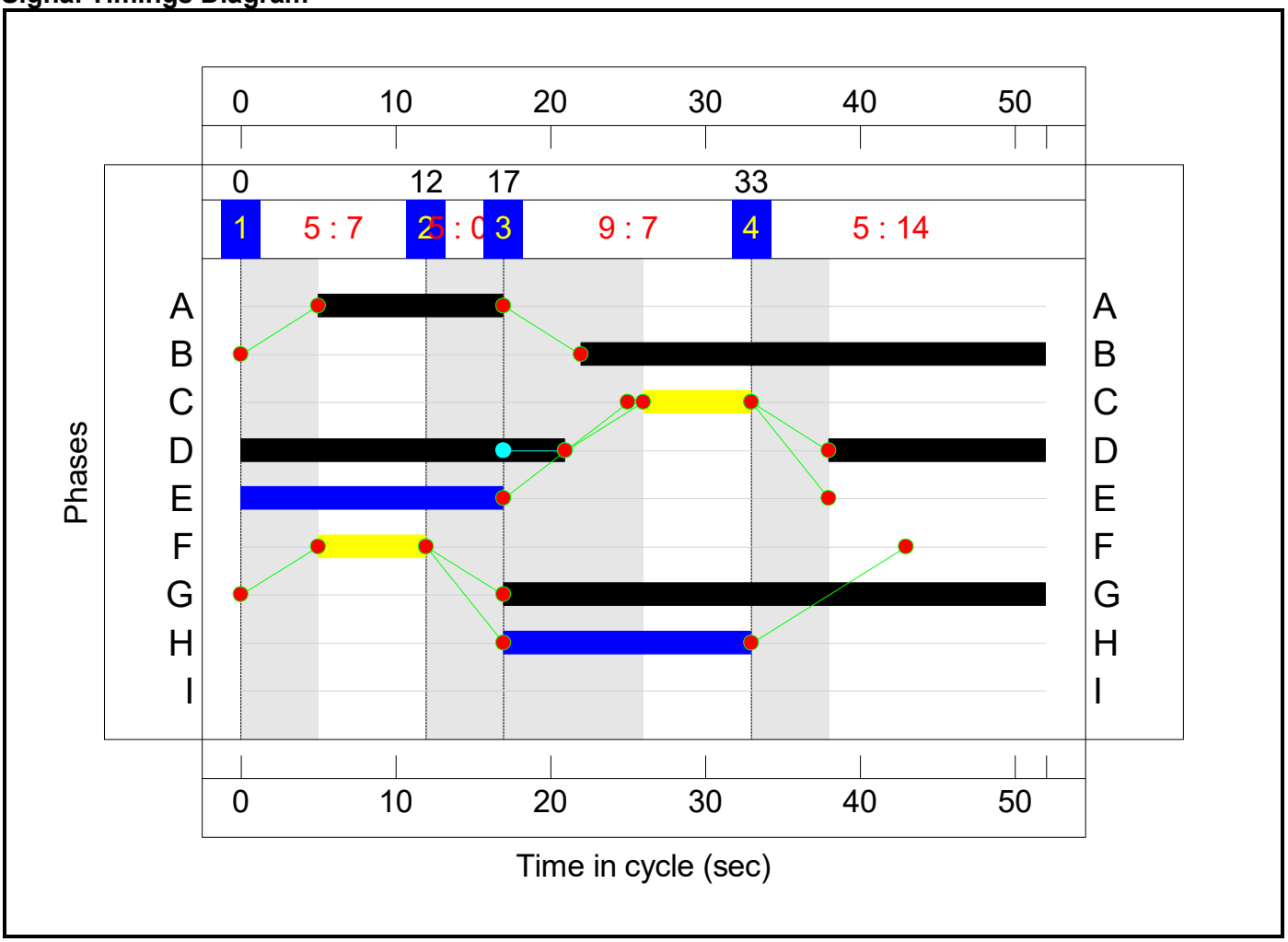
Stage Sequence Diagram



Stage Timings

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

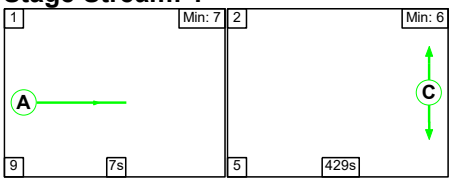
Signal Timings Diagram



C2 - Mold Road Staggered Ped

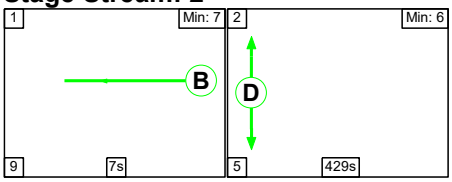
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

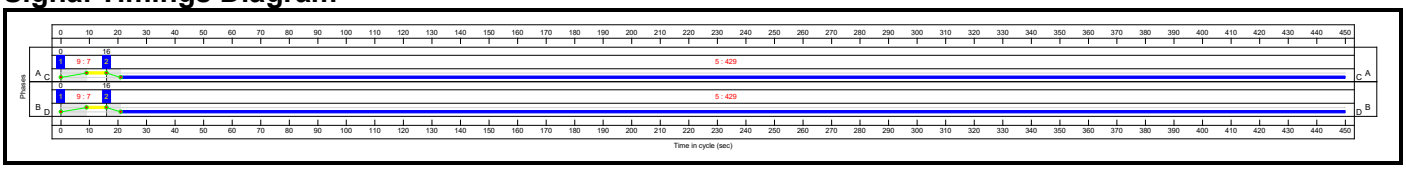
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

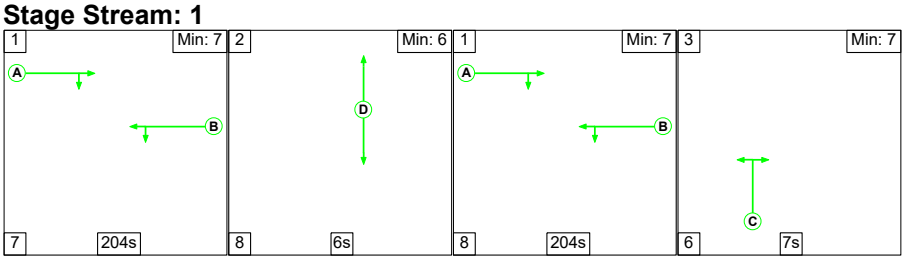
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

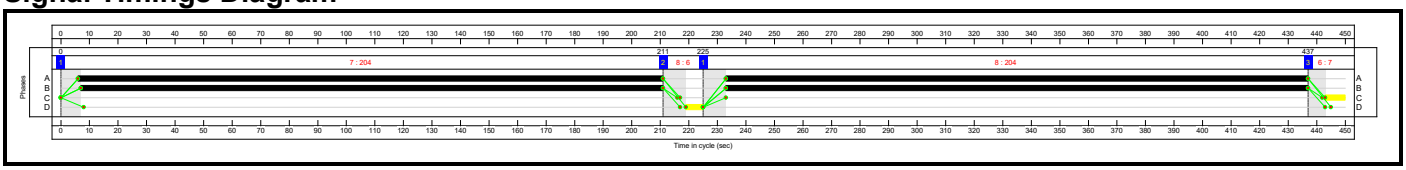


Stage Timings

Stage Stream: 1

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

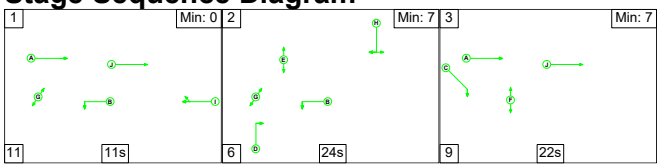
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

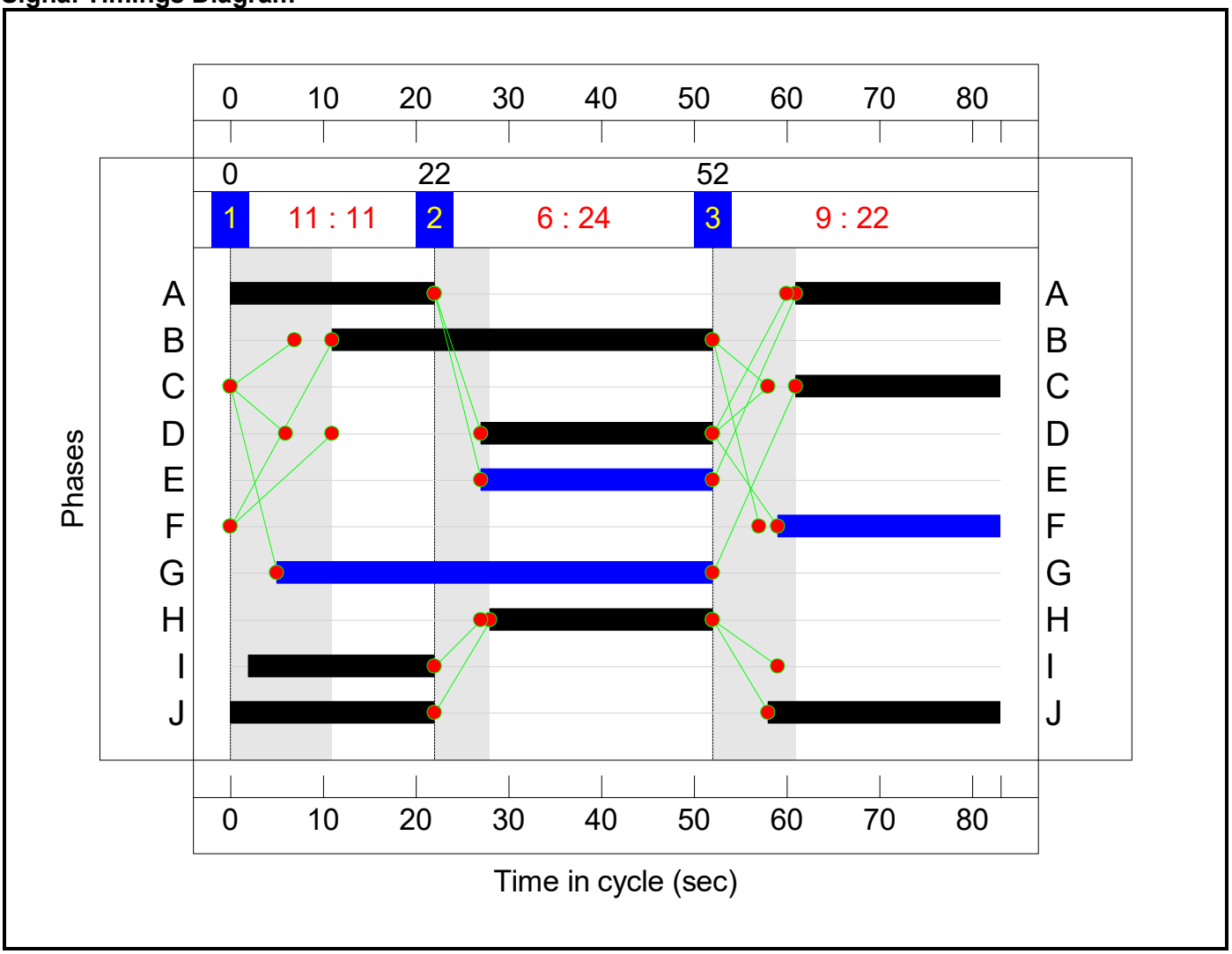
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	11	24	22
Change Point	0	22	52

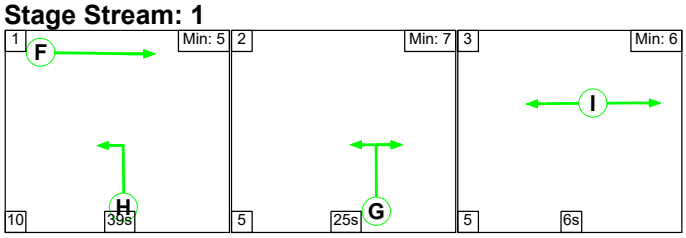
Signal Timings Diagram



C5 - Station Approach - Central Road

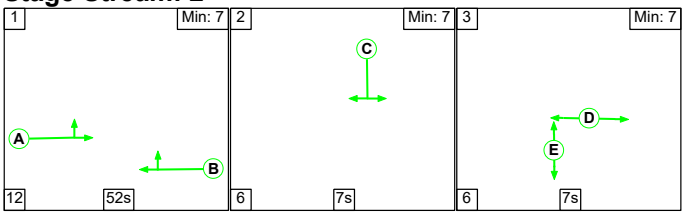
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

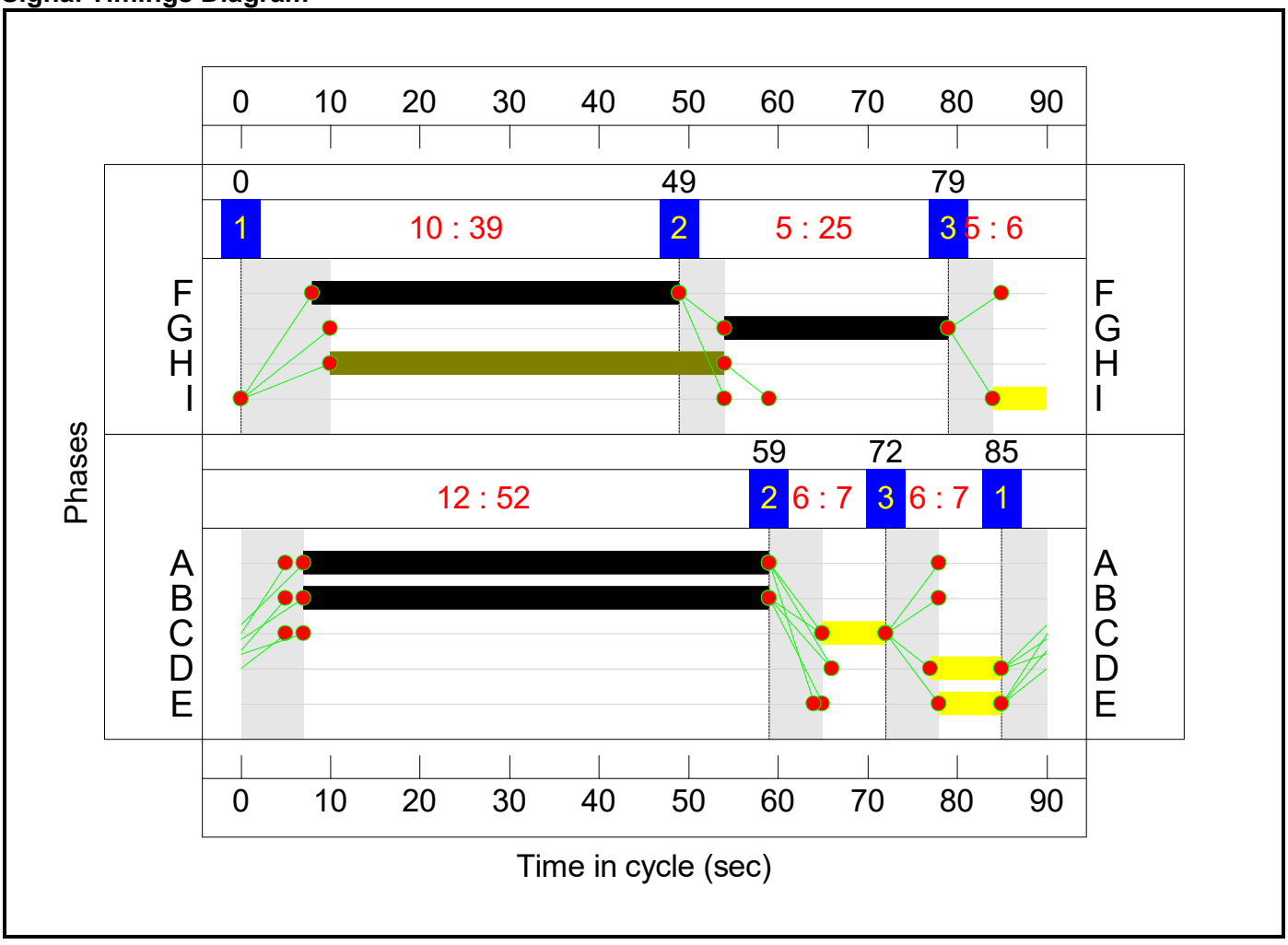
Stage Stream: 1

Stage	1	2	3
Duration	39	25	6
Change Point	0	49	79

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	85	59	72

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.4%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**43.7%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	564	1900:1900	1853+47	29.7 : 29.7%	564
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	560	1900	1900	29.5%	560
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	75	Inf	400	18.8%	75
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	866	Inf	6213	13.9%	866
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	818	1900	1900	43.1%	818
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	345	8.7%	30
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%	103
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	831	1900	1900	43.7%	831
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.2%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	580	1763	1376	42.1%	580
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	865	1763	1567	55.2%	865

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	12	1940	34	34.8%	12
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%	19
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.4%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	73	1877	167	43.8%	73
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%	58
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	572	1666	981	58.3%	572
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	872	1980:1795	1127+46	74.4 : 74.4%	872
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	44	872	1655	1287	67.7%	872
5/2	Central Road Right	U	5:1	N/A	C5:G		1	25	-	325	1655	478	68.0%	325
6/1	Ahead	U	5:1	N/A	C5:F		1	41	-	594	1965	917	64.8%	594
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.9%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	41	-	474	1786	904	52.4%	474
1/2	Left	U	N/A	N/A	C4:B		1	41	-	309	1786	904	34.2%	309
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	44	-	598	1800:1800	766+213	61.1 : 61.1%	598
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	22	-	321	1813	502	63.9%	321
3/1		U	N/A	N/A	-		-	-	-	362	1900	1900	19.1%	362
3/2		U	N/A	N/A	-		-	-	-	742	1900	1900	39.1%	742
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	-	297	1715	517	57.5%	297
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	24	-	312	1739	524	59.6%	312
6/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%	557
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	20	-	300	1900:1900	159+416	52.2 : 52.2%	300
8/1	Left	U	N/A	N/A	-		-	-	-	468	1800	1800	26.0%	468
8/2	Ahead	U	N/A	N/A	C4:J		1	47	-	165	1980	1145	14.4%	165
9/1	Ahead	O	N/A	N/A	-		-	-	-	89	Inf	612	14.5%	89
10/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%	202
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	24	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	25	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	47	-	0	-	0	0.0%	0

Full Input Data And Results

Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network	**-**	**408**	**0**	**1**	**24.4**	**13.4**	**0.0**	**37.9**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**187**	**0**	**0**	**0.0**	**1.4**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	564	14	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2	-	
2/1	560	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
3/1	75	75	0	0	0.0	0.1	-	0.1	5.5	0.0	0.1	0.1	-	
4/1	866	68	0	0	0.0	0.1	-	0.1	0.3	0.8	0.1	0.9	-	
5/1	818	-	-	-	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	5.7	0.0	0.0	0.0	-	
8/1	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	831	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**2.2**	**1.2**	**0.0**	**3.4**	**-**	**-**	**-**	**-**	**-**	
1/1	580	10	0	0	0.8	0.4	0.0	1.2	7.3	11.0	0.4	11.3	3.1	
2/1	865	-	-	-	0.7	0.6	-	1.3	5.3	12.3	0.6	12.9	5.8	
3/1	12	-	-	-	0.7	0.3	-	1.0	296.7	1.5	0.3	1.7	1.5	
4/1	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**34**	**0**	**0**	**10.1**	**5.5**	**0.0**	**15.6**	**-**	**-**	**-**	**-**	**-**	
1/1	73	-	-	-	0.8	0.4	-	1.2	57.9	1.7	0.4	2.1	1.6	
2/1	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	572	-	-	-	1.8	0.7	-	2.5	16.0	8.9	0.7	9.6	5.6	
4/1+4/2	872	34	0	0	2.1	1.4	0.0	3.6 (3.4+0.1)	14.8 (14.8:14.0)	10.6	1.4	12.0	6.3	
5/1	872	-	-	-	1.1	1.0	-	2.2	9.0	10.2	1.0	11.2	4.4	

Full Input Data And Results

5/2	325	-	-	-	2.6	1.0	-	3.6	39.9	7.1	1.0	8.2	5.6
6/1	594	-	-	-	1.6	0.9	-	2.5	15.2	6.1	0.9	7.0	3.7
J4: Regent St/Bradley Rd	**-**	**177**	**0**	**1**	**12.2**	**5.2**	**0.0**	**17.5**	**-**	**-**	**-**	**-**	**-**
1/1	474	-	-	-	0.4	0.6	-	1.0	7.6	7.1	0.6	7.7	1.5
1/2	309	-	-	-	0.2	0.3	-	0.5	5.5	2.7	0.3	2.9	0.9
2/1+2/2	598	-	-	-	2.2	0.8	-	2.9 (2.3+0.6)	17.7 (18.0:16.6)	8.6	0.8	9.4	5.6
2/3	321	-	-	-	2.3	0.9	-	3.2	36.2	6.4	0.9	7.3	5.2
3/1	362	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	742	-	-	-	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	297	-	-	-	2.0	0.7	-	2.7	32.7	5.8	0.7	6.4	4.6
5/2	312	-	-	-	2.1	0.7	-	2.9	33.1	6.1	0.7	6.8	4.9
6/1	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	300	88	0	1	2.1	0.5	0.0	2.7 (0.7+2.0)	32.5 (30.8:33.2)	4.2	0.5	4.7	3.6
8/1	468	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	165	-	-	-	0.3	0.1	-	0.4	8.2	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	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
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	63.1	Total Delay for Signalled Lanes (pcuHr):	3.44
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	40.9	Total Delay for Signalled Lanes (pcuHr):	16.52
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	32.4	Total Delay for Signalled Lanes (pcuHr):	8.30
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	21.0	Total Delay for Signalled Lanes (pcuHr):	7.29
	PRC Over All Lanes (%):	21.0	Total Delay Over All Lanes(pcuHr):	37.92

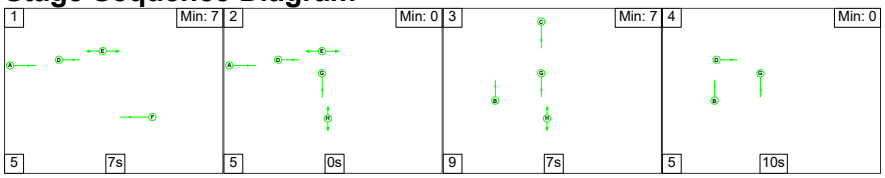
Cycle Time (s):	52
Cycle Time (s):	450
Cycle Time (s):	450
Cycle Time (s):	450
Cycle Time (s):	83
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

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

C1 - Mold Road Gateway

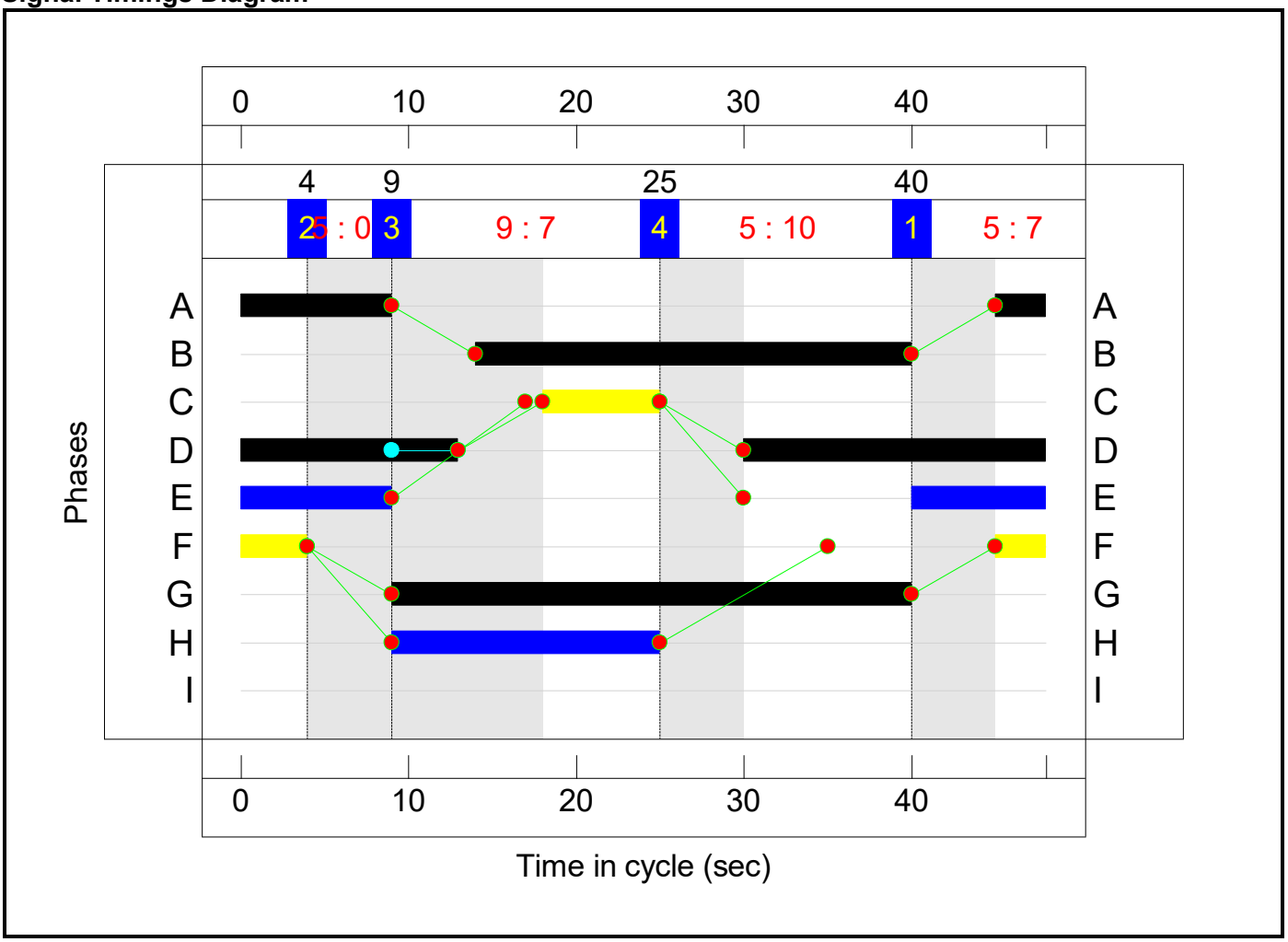
Stage Sequence Diagram



Stage Timings

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

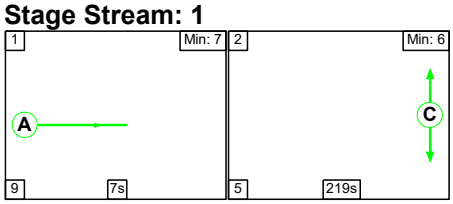
Signal Timings Diagram



C2 - Mold Road Staggered Ped

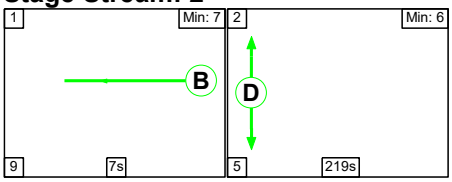
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

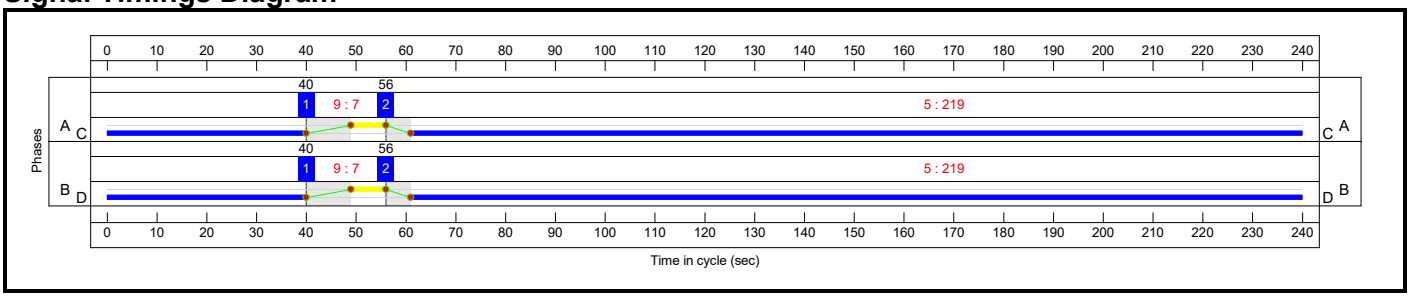
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

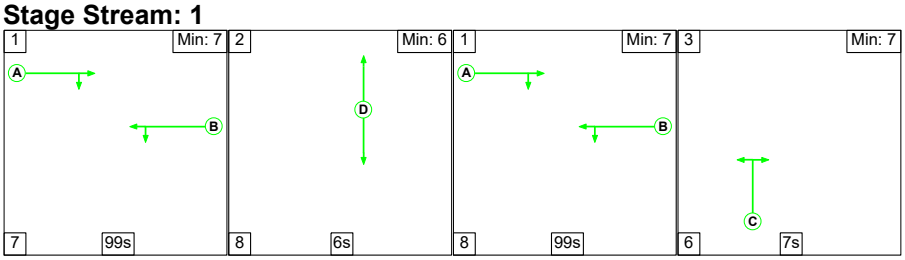
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



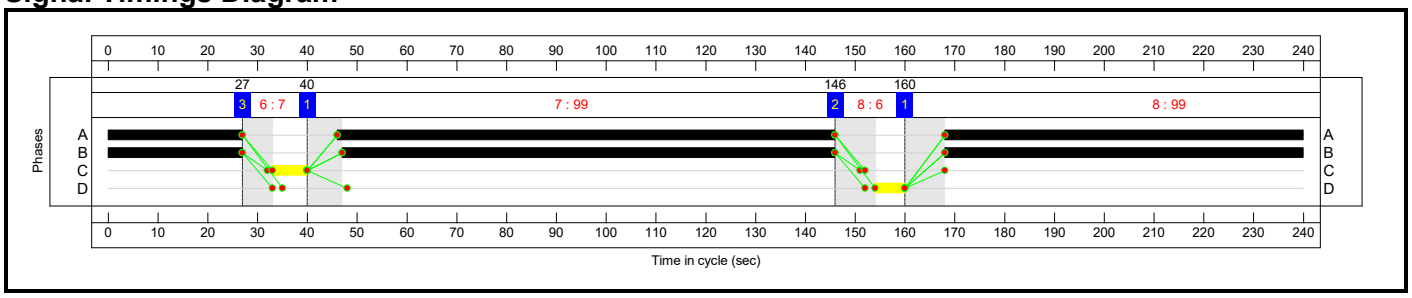
Stage Timings

Stage Stream: 1

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

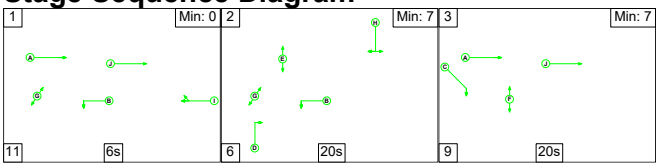
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

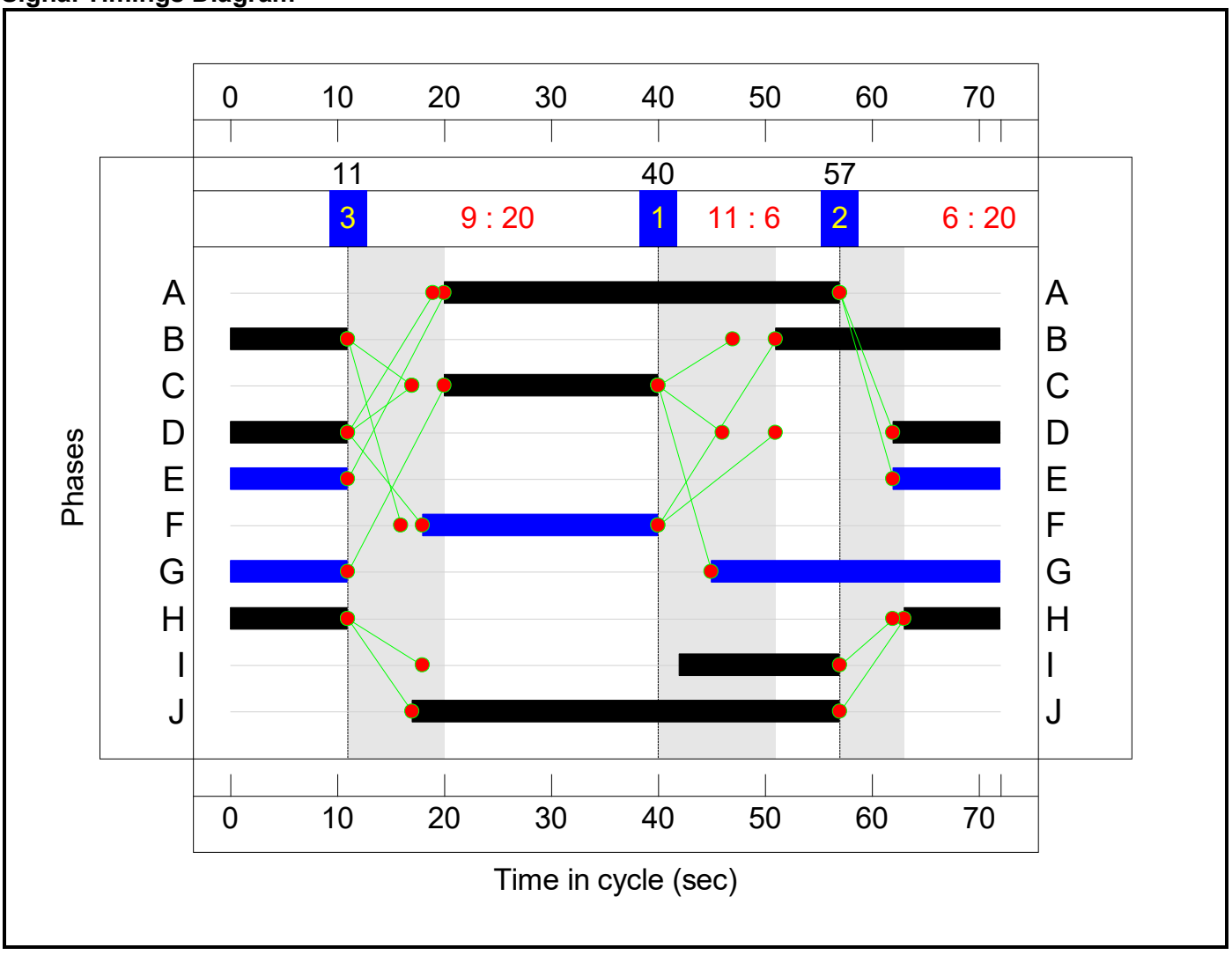
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	6	20	20
Change Point	40	57	11

Signal Timings Diagram

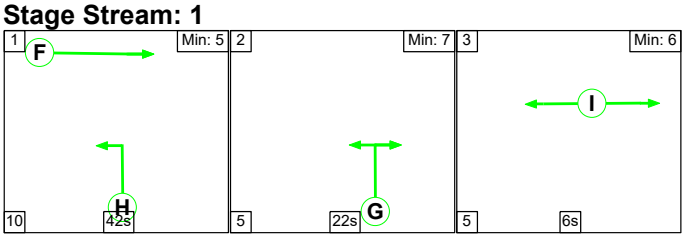


Full Input Data And Results

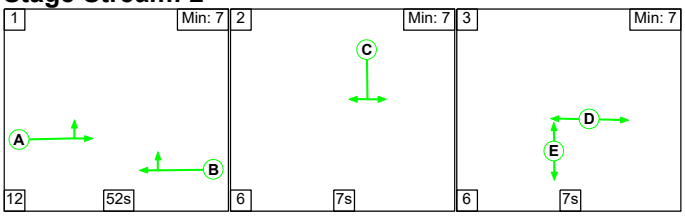
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

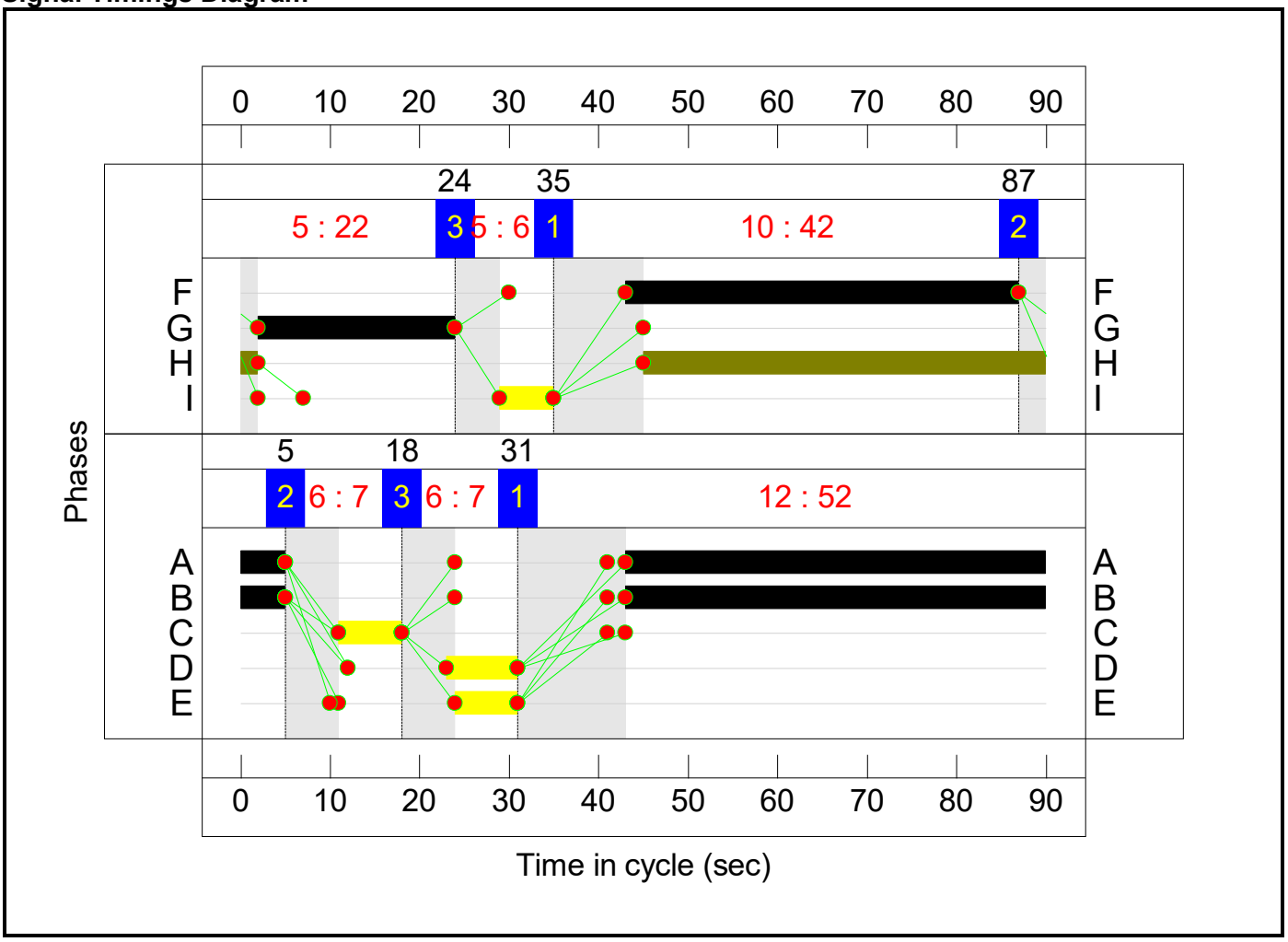
Stage	1	2	3
Duration	42	22	6
Change Point	35	87	24

Stage Stream: 2

Stage	1	2	3
Duration	52	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**	-	-		-	-	-	-	-	-	**70.9%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**34.8%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	662	1900:1900	1866+34	34.8 : 34.8%	662
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	660	1900	1900	34.7%	660
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	66	Inf	419	15.7%	66
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	655	Inf	7427	8.8%	655
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	625	1900	1900	32.9%	625
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%	20
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	29	Inf	383	7.6%	29
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%	60
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	636	1900	1900	33.5%	636
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.1%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	696	1763	1287	54.1%	696
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	658	1763	1469	44.8%	658

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	-		-	-	-	11	Inf	Inf	0.0%	11
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	51	1877	167	30.6%	51
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%	55
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	696	1668	982	70.9%	696
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	657	1980:1795	1134+37	56.1 : 56.1%	657
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	657	1655	1287	51.0%	657
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	292	1655	423	69.0%	292
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	691	1965	982	70.3%	691
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	32	-	455	1786	819	55.6%	455
1/2	Left	U	N/A	N/A	C4:B		1	32	-	297	1786	819	36.3%	297
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	37	-	645	1800:1800	747+205	67.7 : 67.7%	645
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	338	1813	529	63.9%	338
3/1		U	N/A	N/A	-		-	-	-	370	1900	1900	19.5%	370
3/2		U	N/A	N/A	-		-	-	-	720	1900	1900	37.9%	720
4/1	Right	U	N/A	N/A	C4:D		1	21	-	42	1990	608	6.9%	42

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	20	-	311	1715	500	62.2%	311
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	316	1739	507	62.3%	316
6/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%	597
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	15	-	277	1900:1900	129+389	53.5 : 53.5%	277
8/1	Left	U	N/A	N/A	-		-	-	-	506	1800	1800	28.1%	506
8/2	Ahead	U	N/A	N/A	C4:J		1	40	-	181	1980	1127	16.1%	181
9/1	Ahead	O	N/A	N/A	-		-	-	-	91	Inf	604	15.1%	91
10/1		U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%	242
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	21	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	38	-	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	**-**	**353**	**0**	**1**	**22.4**	**13.0**	**0.0**	**35.5**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**148**	**0**	**0**	**0.0**	**1.2**	**0.0**	**1.2**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	662	12	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	660	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	66	66	0	0	0.0	0.1	-	0.1	5.1	0.0	0.1	0.1	-	
4/1	655	41	0	0	0.0	0.0	-	0.0	0.3	0.0	0.0	0.0	-	
5/1	625	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
6/1	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	29	29	0	0	0.0	0.0	-	0.0	5.1	0.0	0.0	0.0	-	
8/1	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	636	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**1.9**	**1.1**	**0.0**	**3.0**	**-**	**-**	**-**	**-**	**-**	
1/1	696	3	0	0	1.2	0.6	0.0	1.8	9.3	10.8	0.6	11.4	3.9	
2/1	658	-	-	-	0.5	0.4	-	0.9	4.9	6.0	0.4	6.4	3.5	
3/1	8	-	-	-	0.3	0.1	-	0.3	144.3	0.5	0.1	0.6	0.5	
4/1	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**21**	**0**	**0**	**9.1**	**4.9**	**0.0**	**14.0**	**-**	**-**	**-**	**-**	**-**	
1/1	51	-	-	-	0.5	0.2	-	0.8	53.9	1.2	0.2	1.4	1.1	
2/1	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	696	-	-	-	2.5	1.2	-	3.7	19.3	12.2	1.2	13.4	6.8	
4/1+4/2	657	21	0	0	1.5	0.6	0.0	2.1 (2.0+0.1)	11.5 (11.6:10.7)	4.5	0.6	5.2	4.5	
5/1	657	-	-	-	0.7	0.5	-	1.2	6.5	6.0	0.5	6.5	3.3	

Full Input Data And Results

5/2	292	-	-	-	2.5	1.1	-	3.6	43.8	6.6	1.1	7.7	5.3
6/1	691	-	-	-	1.4	1.2	-	2.6	13.7	3.9	1.2	5.0	3.4
J4: Regent St/Bradley Rd	**-**	**181**	**0**	**1**	**11.4**	**5.9**	**0.0**	**17.3**	**-**	**-**	**-**	**-**	**-**
1/1	455	-	-	-	0.4	0.6	-	1.1	8.4	5.5	0.6	6.2	1.4
1/2	297	-	-	-	0.2	0.3	-	0.5	6.2	2.2	0.3	2.5	0.8
2/1+2/2	645	-	-	-	2.2	1.0	-	3.3 (2.6+0.7)	18.3 (18.7:17.1)	8.6	1.0	9.6	5.4
2/3	338	-	-	-	2.1	0.9	-	3.0	31.6	5.8	0.9	6.7	4.6
3/1	370	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	720	-	-	-	0.2	0.3	-	0.5	2.4	8.5	0.3	8.8	-
4/1	42	-	-	-	0.2	0.0	-	0.2	20.9	0.6	0.0	0.6	0.6
5/1	311	-	-	-	1.9	0.8	-	2.7	31.5	5.4	0.8	6.2	4.2
5/2	316	-	-	-	1.9	0.8	-	2.8	31.4	5.4	0.8	6.3	4.3
6/1	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	277	90	0	1	1.8	0.6	0.0	2.5 (0.6+1.9)	32.0 (30.1:32.6)	3.6	0.6	4.2	3.1
8/1	506	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	181	-	-	-	0.3	0.1	-	0.4	7.9	1.0	0.1	1.1	1.0
9/1	91	91	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	242	-	-	-	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 (%):	66.4	Total Delay for Signalled Lanes (pcuHr):	3.01
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	32.9	Total Delay for Signalled Lanes (pcuHr):	16.40
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	28.0	Total Delay for Signalled Lanes (pcuHr):	7.37
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	27.0	Total Delay for Signalled Lanes (pcuHr):	6.60
	PRC Over All Lanes (%):	27.0	Total Delay Over All Lanes(pcuHr):	35.48

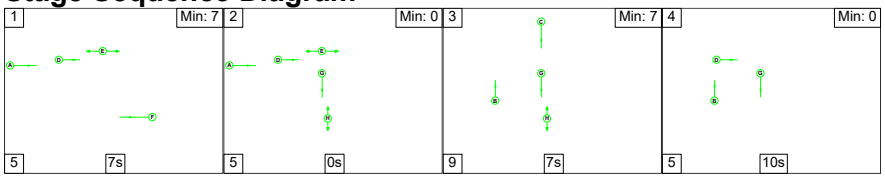
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	72
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

Scenario 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

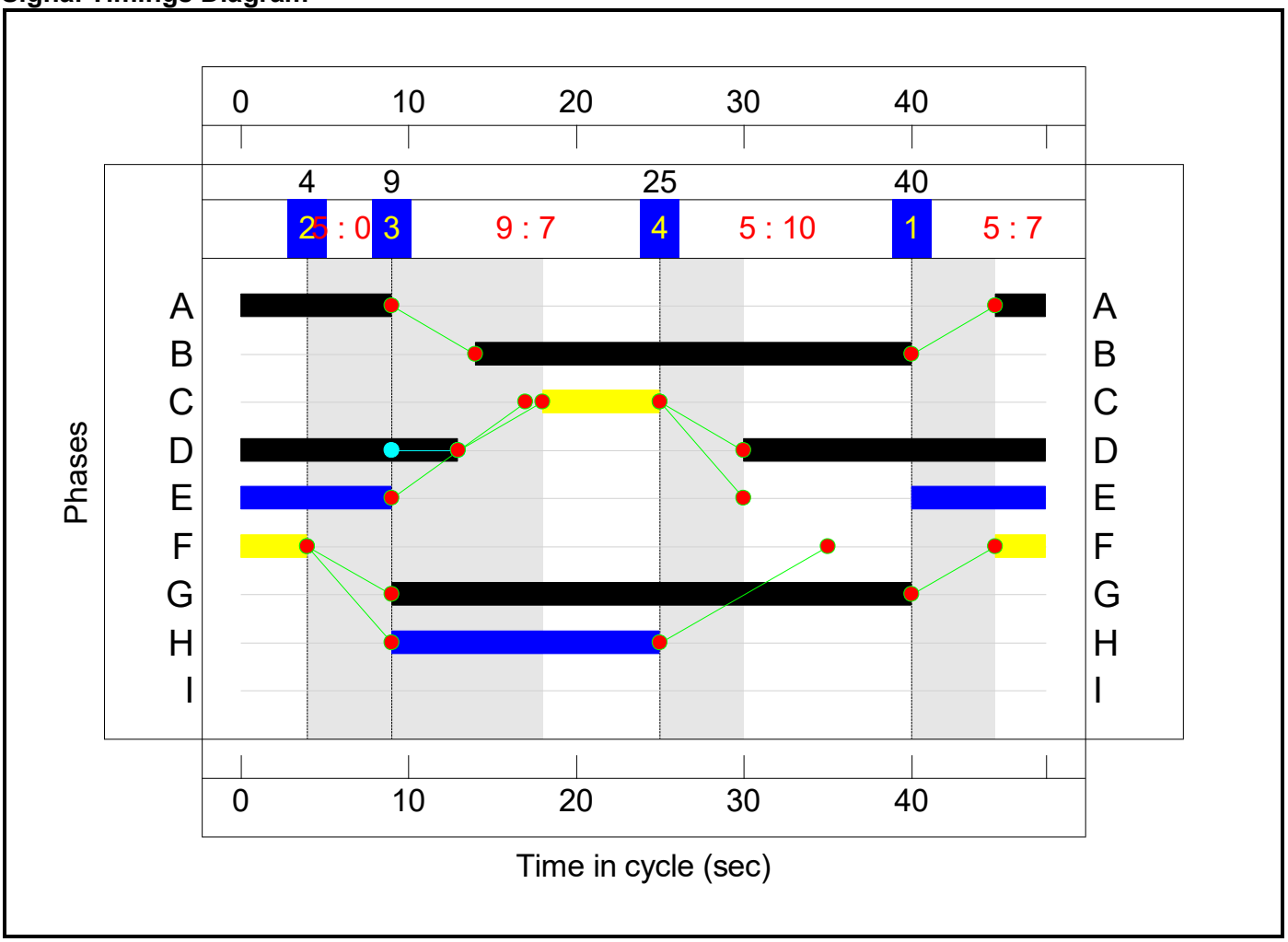
Stage Sequence Diagram



Stage Timings

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

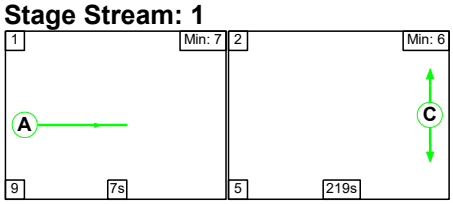
Signal Timings Diagram



C2 - Mold Road Staggered Ped

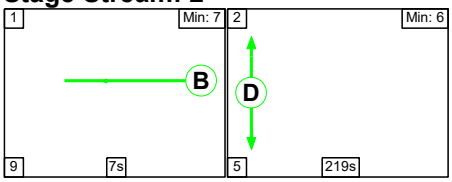
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

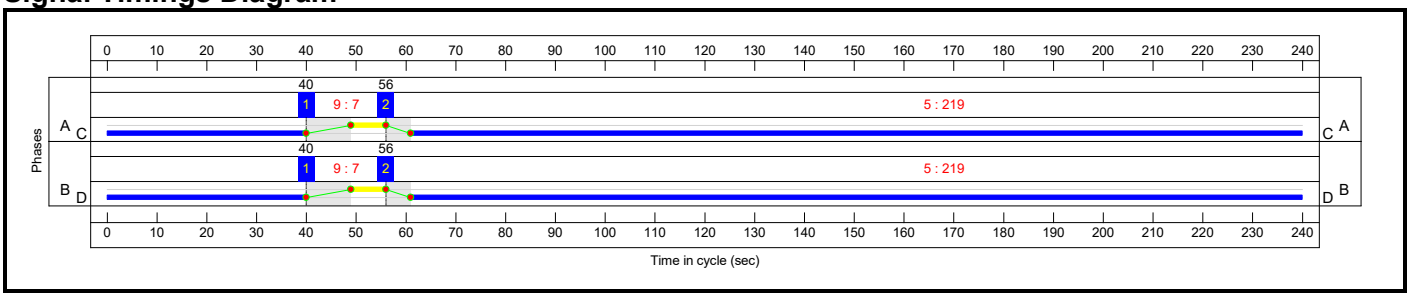
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

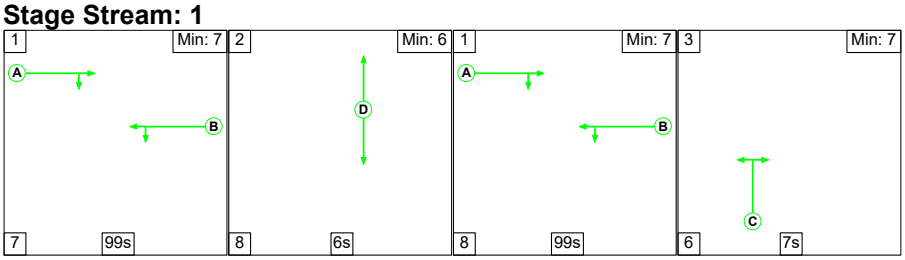
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



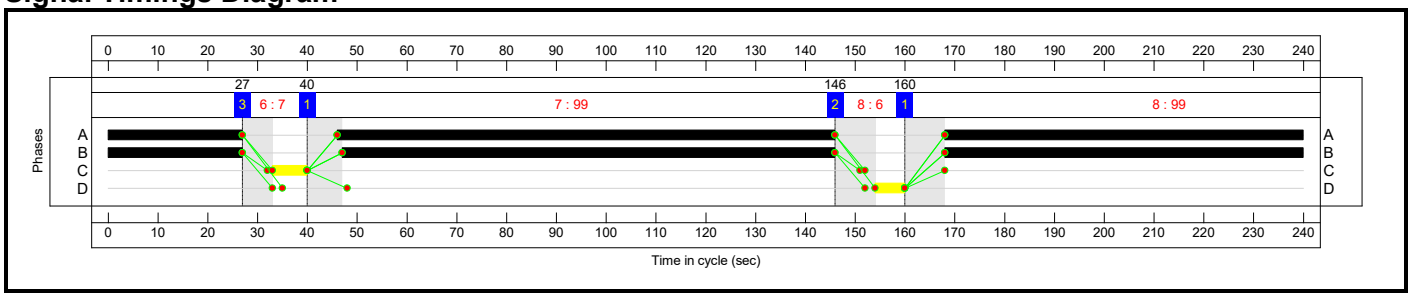
Stage Timings

Stage Stream: 1

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

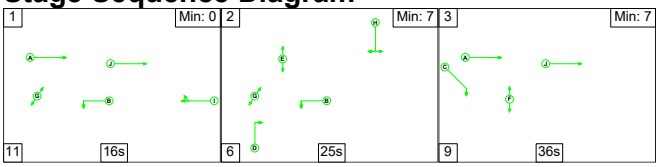
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

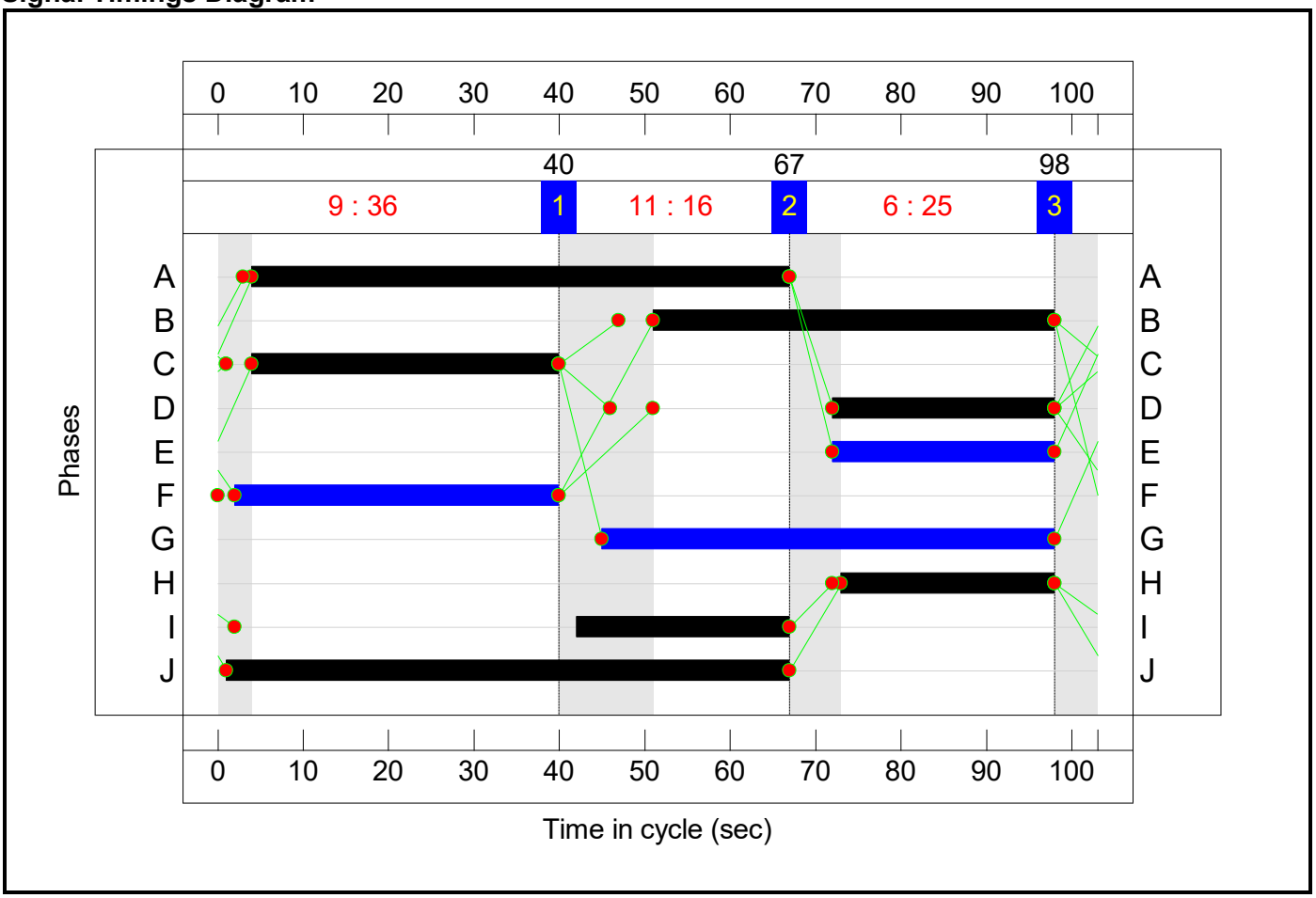
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	16	25	36
Change Point	40	67	98

Signal Timings Diagram

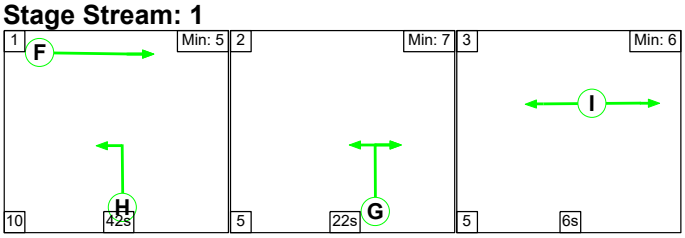


Full Input Data And Results

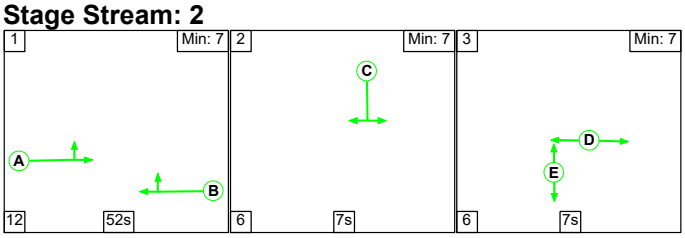
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

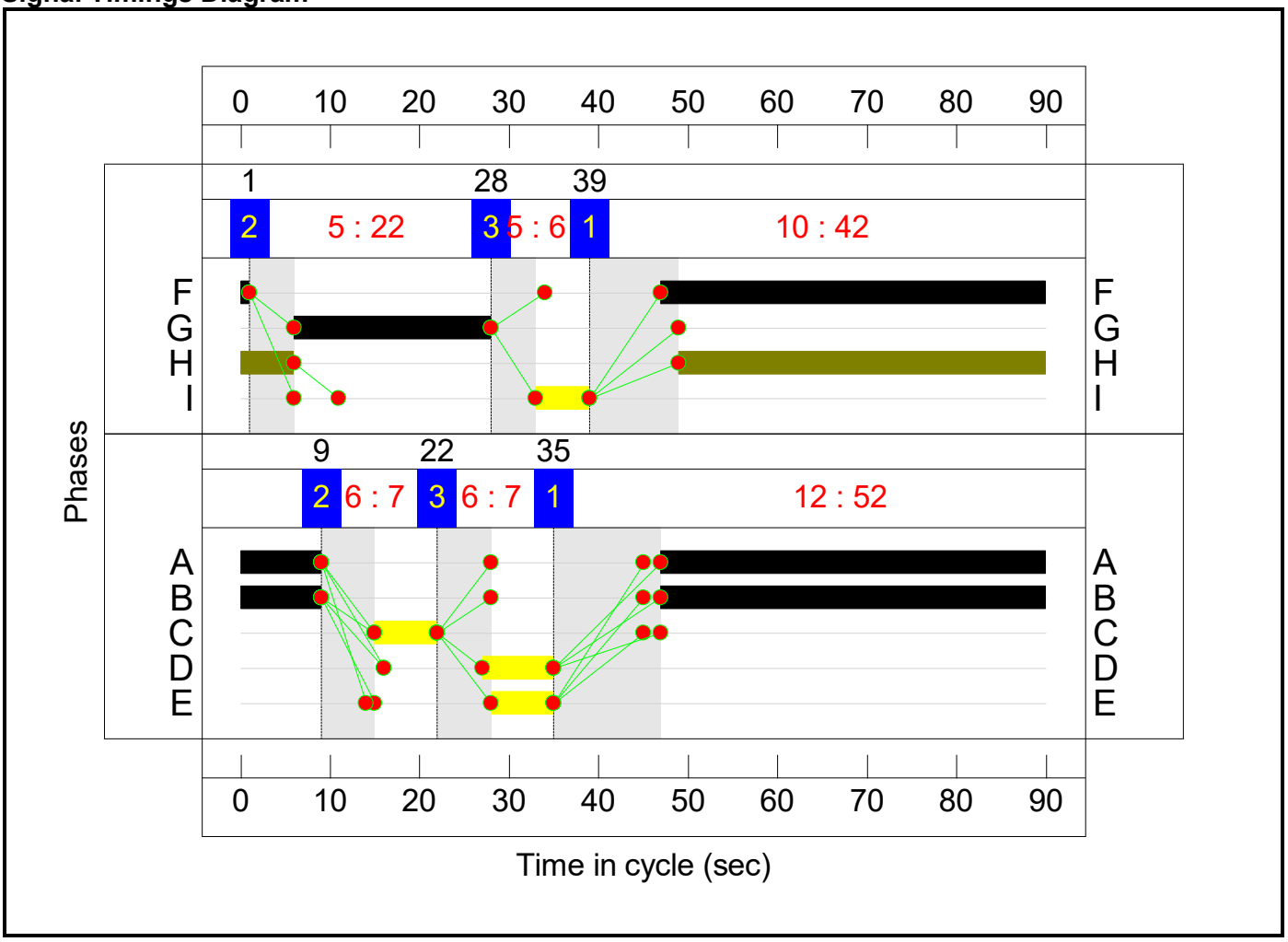
Stage	1	2	3
Duration	42	22	6
Change Point	39	1	28

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**	-	-		-	-	-	-	-	-	**76.3%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**36.8%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	700	1900:1900	1854+46	36.8 : 36.8%	700
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	694	1900	1900	36.5%	694
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	83	Inf	454	18.3%	83
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	532	Inf	3002	17.7%	532
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	456	1900	1900	24.0%	456
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%	35
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	24	Inf	400	6.0%	24
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%	98
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	451	1900	1900	23.7%	451
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.4%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	755	1763	1088	69.4%	755
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	512	1763	1469	34.8%	512

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	24	1940	65	37.1%	24
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	45	1877	167	27.0%	45
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%	77
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	749	1667	982	76.3%	749
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	536	1980:1795	1083+94	45.5 : 45.5%	536
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	536	1655	1287	41.6%	536
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	-	741	1965	982	75.4%	741
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	47	-	386	1786	832	46.4%	386
1/2	Left	U	N/A	N/A	C4:B		1	47	-	233	1786	832	28.0%	233
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	63	-	719	1800:1800	846+201	68.7 : 68.7%	719
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	36	-	328	1813	651	50.4%	328
3/1		U	N/A	N/A	-		-	-	-	360	1900	1900	18.9%	360
3/2		U	N/A	N/A	-		-	-	-	587	1900	1900	30.9%	587
4/1	Right	U	N/A	N/A	C4:D		1	26	-	38	1990	522	7.3%	38

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	25	-	262	1715	433	60.5%	262
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	25	-	272	1739	439	62.0%	272
6/1		U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%	660
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	25	-	202	1900:1900	120+418	37.5 : 37.5%	202
8/1	Left	U	N/A	N/A	-		-	-	-	583	1800	1800	32.4%	583
8/2	Ahead	U	N/A	N/A	C4:J		1	66	-	174	1980	1288	13.5%	174
9/1	Ahead	O	N/A	N/A	-		-	-	-	77	Inf	587	13.1%	77
10/1		U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%	214
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	38	-	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	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	**-**	**411**	**0**	**1**	**26.8**	**13.0**	**0.1**	**39.9**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**205**	**0**	**0**	**0.0**	**1.1**	**0.0**	**1.1**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	700	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	694	-	-	-	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	532	81	0	0	0.0	0.1	-	0.1	0.8	1.3	0.1	1.4	-	
5/1	456	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
6/1	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	24	24	0	0	0.0	0.0	-	0.0	4.8	0.0	0.0	0.0	-	
8/1	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	451	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**4.2**	**1.7**	**0.0**	**5.9**	**-**	**-**	**-**	**-**	**-**	
1/1	755	10	0	0	3.1	1.1	0.0	4.2	20.1	17.2	1.1	18.3	7.8	
2/1	512	-	-	-	0.3	0.3	-	0.6	4.2	4.1	0.3	4.4	2.7	
3/1	24	-	-	-	0.8	0.3	-	1.0	157.2	1.6	0.3	1.9	1.5	
4/1	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**43**	**0**	**0**	**9.1**	**5.3**	**0.0**	**14.5**	**-**	**-**	**-**	**-**	**-**	
1/1	45	-	-	-	0.5	0.2	-	0.7	53.0	1.0	0.2	1.2	1.0	
2/1	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	749	-	-	-	2.9	1.6	-	4.5	21.4	13.9	1.6	15.5	7.3	
4/1+4/2	536	43	0	0	1.2	0.4	0.0	1.6 (1.5+0.1)	10.6 (10.6:10.3)	3.5	0.4	3.9	3.5	
5/1	536	-	-	-	0.5	0.4	-	0.8	5.7	4.3	0.4	4.7	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	741	-	-	-	1.5	1.5	-	3.0	14.8	4.0	1.5	5.5	3.6	
J4: Regent St/Bradley Rd	**-**	**153**	**0**	**1**	**13.5**	**4.9**	**0.0**	**18.4**	**-**	**-**	**-**	**-**	**-**	
1/1	386	-	-	-	0.4	0.4	-	0.8	7.7	7.6	0.4	8.1	1.3	
1/2	233	-	-	-	0.2	0.2	-	0.4	5.6	2.0	0.2	2.2	0.7	
2/1+2/2	719	-	-	-	2.9	1.1	-	4.0 (3.3+0.7)	20.2 (20.7:17.9)	13.6	1.1	14.7	8.0	
2/3	328	-	-	-	2.4	0.5	-	2.9	31.4	7.3	0.5	7.8	5.8	
3/1	360	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-	
3/2	587	-	-	-	0.2	0.2	-	0.4	2.7	11.2	0.2	11.5	-	
4/1	38	-	-	-	0.3	0.0	-	0.3	32.4	0.8	0.0	0.9	0.8	
5/1	262	-	-	-	2.5	0.8	-	3.2	44.4	6.6	0.8	7.3	5.5	
5/2	272	-	-	-	2.6	0.8	-	3.4	44.8	6.9	0.8	7.7	5.7	
6/1	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1+7/2	202	76	0	1	1.7	0.3	0.0	2.1 (0.4+1.6)	37.0 (34.8:37.7)	3.6	0.3	3.9	3.3	
8/1	583	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2	-	
8/2	174	-	-	-	0.3	0.1	-	0.4	7.9	1.2	0.1	1.3	1.2	
9/1	77	77	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-	
10/1	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-	

C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	29.7	Total Delay for Signalled Lanes (pcuHr):	5.86
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	31.0	Total Delay for Signalled Lanes (pcuHr):	17.50
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	19.3	Total Delay for Signalled Lanes (pcuHr):	7.77
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	18.0	Total Delay for Signalled Lanes (pcuHr):	6.70
	PRC Over All Lanes (%):	18.0	Total Delay Over All Lanes(pcuHr):	39.86

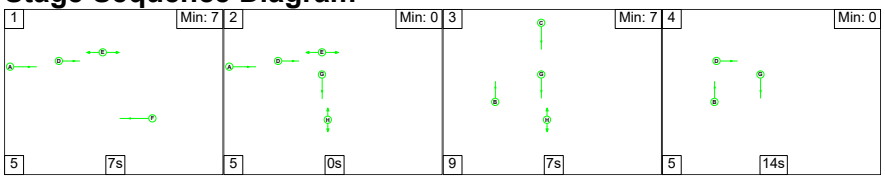
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	103
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

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

C1 - Mold Road Gateway

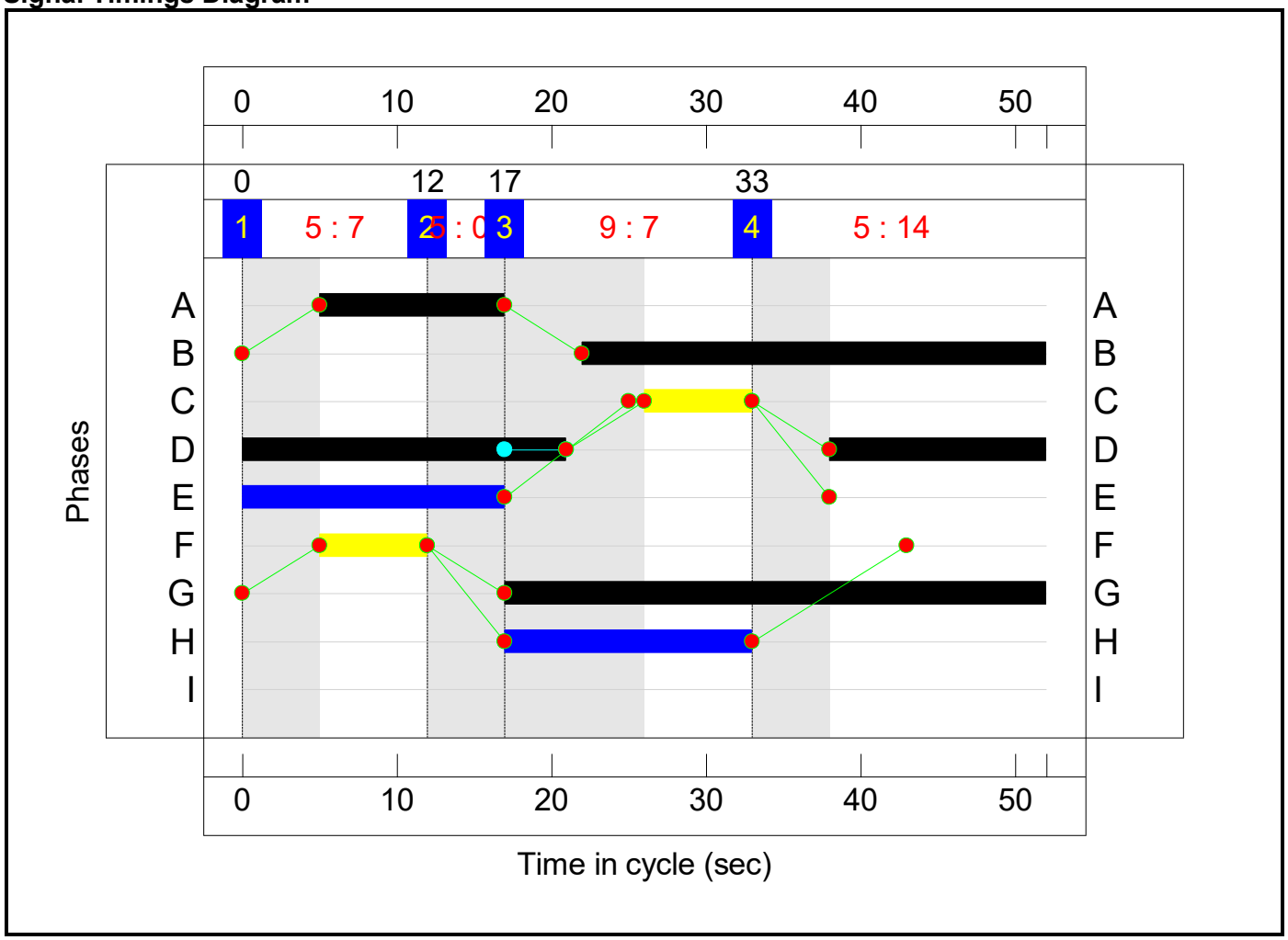
Stage Sequence Diagram



Stage Timings

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

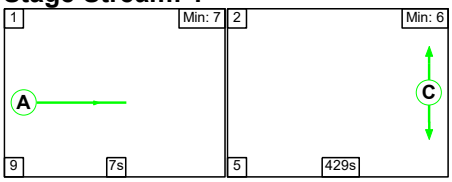
Signal Timings Diagram



C2 - Mold Road Staggered Ped

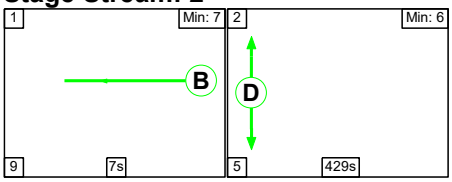
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

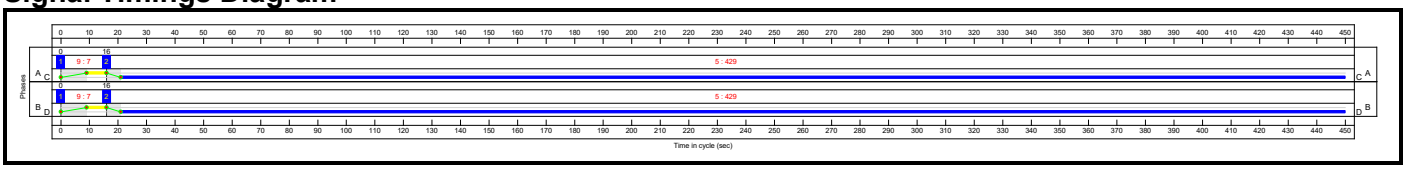
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

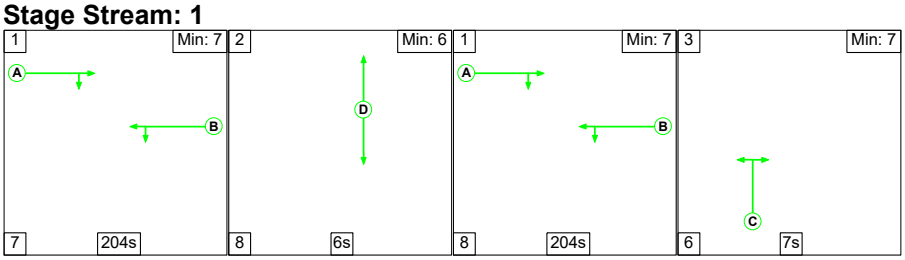
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

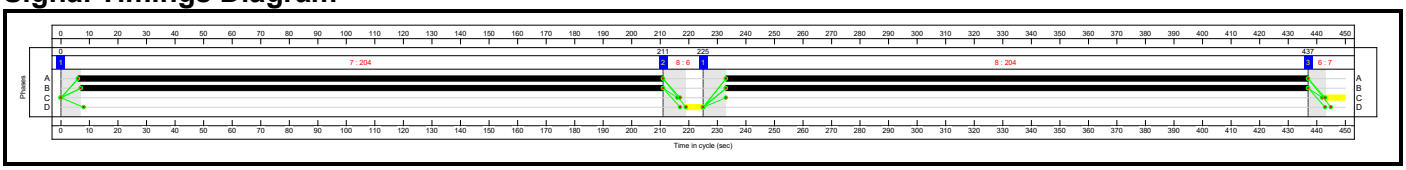


Stage Timings

Stage Stream: 1

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

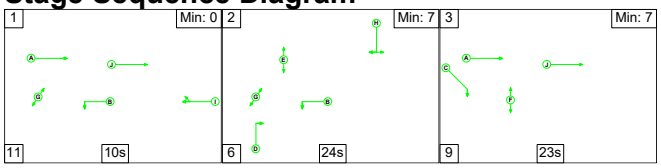
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

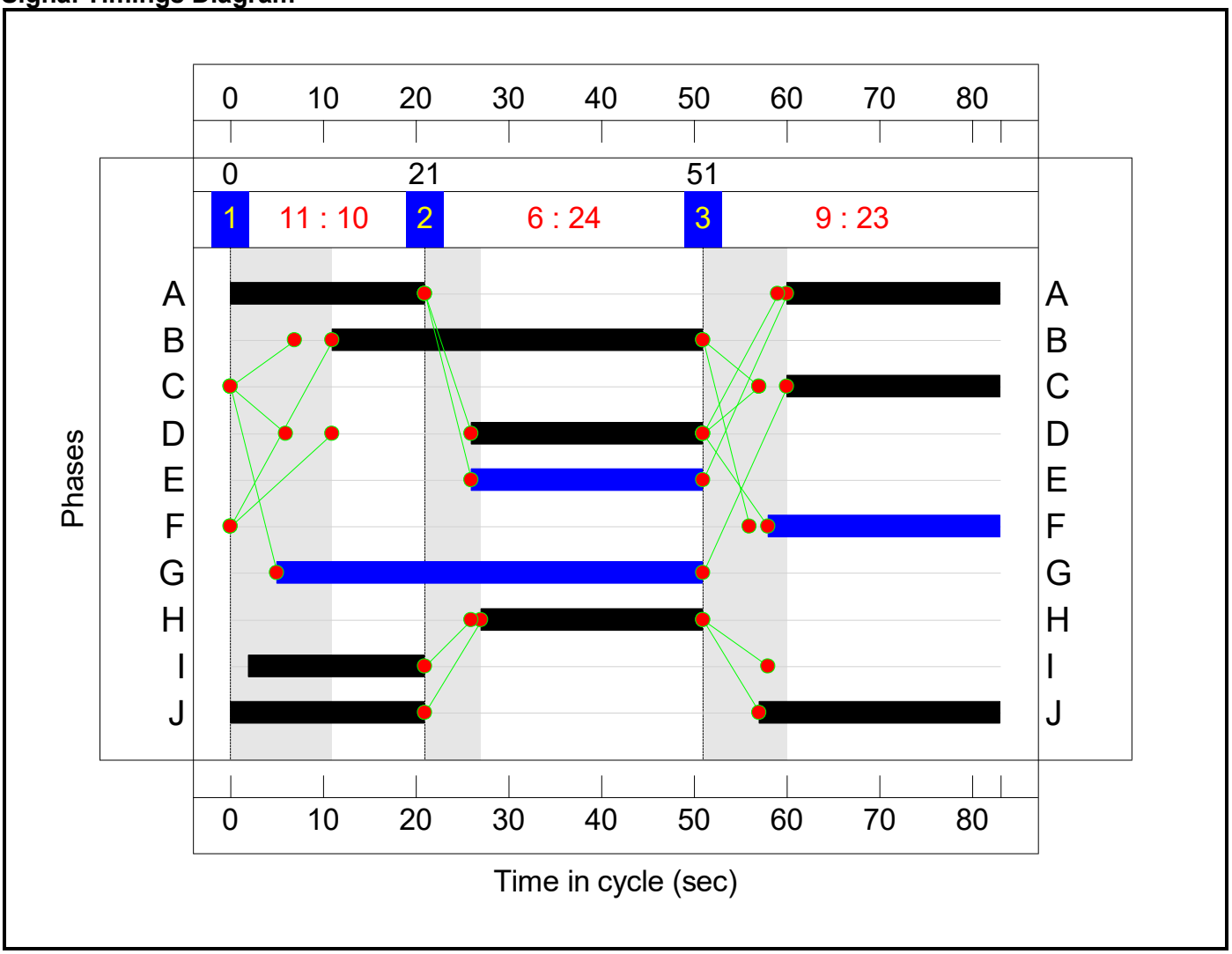
Stage Sequence Diagram



Stage Timings

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

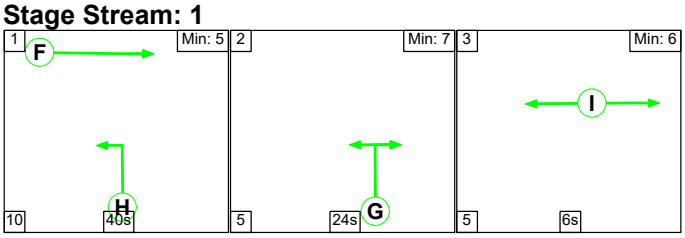
Signal Timings Diagram



C5 - Station Approach - Central Road

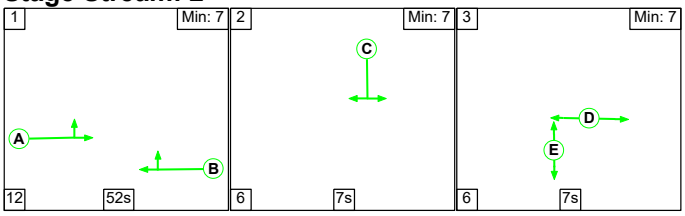
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

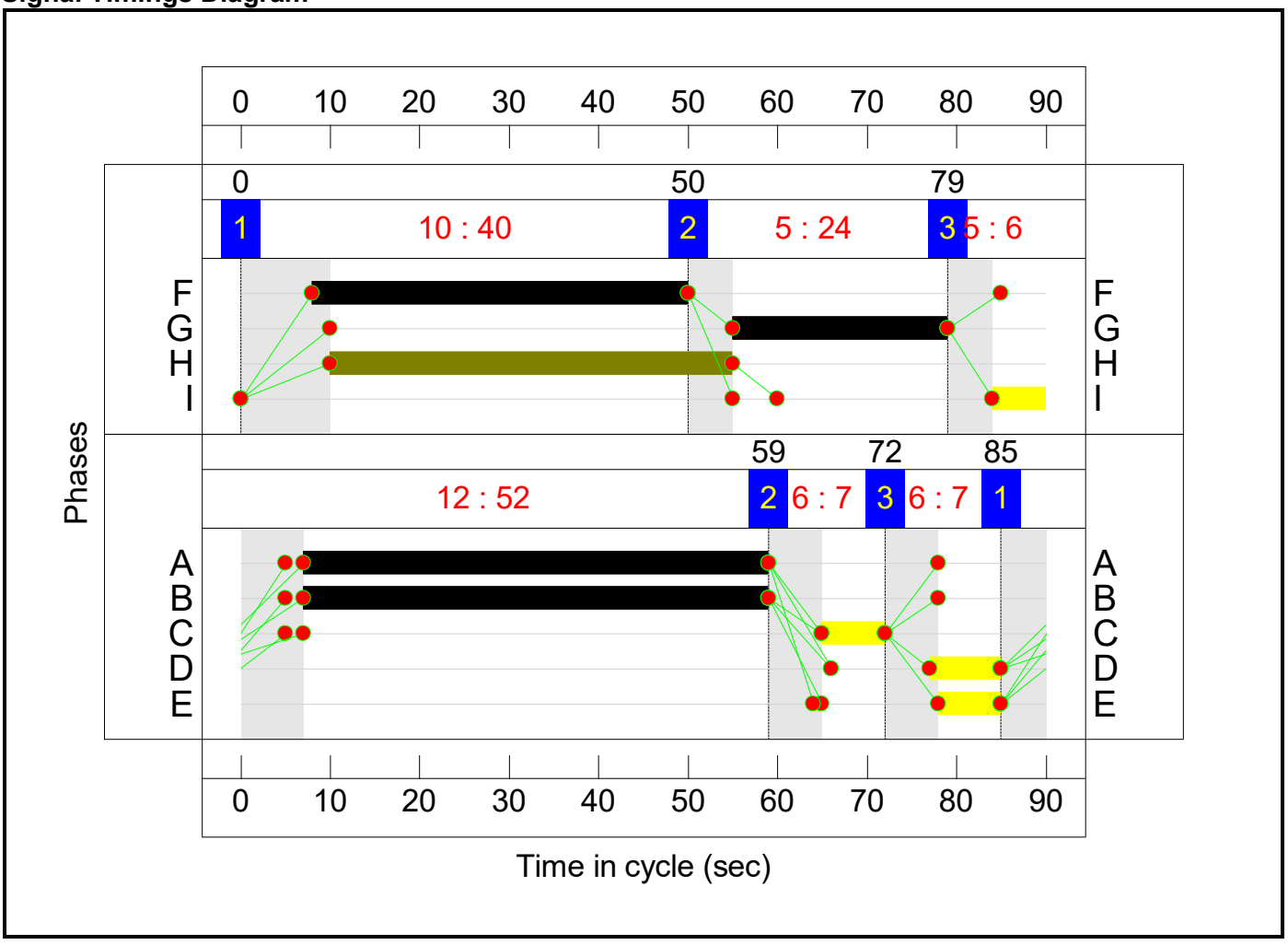
Stage Stream: 1

Stage	1	2	3
Duration	40	24	6
Change Point	0	50	79

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	85	59	72

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**	-	-		-	-	-	-	-	-	**74.3%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**44.3%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	563	1900:1900	1853+47	29.6 : 29.6%	563
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	559	1900	1900	29.4%	559
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	75	Inf	399	18.8%	75
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	876	Inf	6288	13.9%	876
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	828	1900	1900	43.6%	828
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%	21
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	30	Inf	342	8.8%	30
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%	103
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	841	1900	1900	44.3%	841
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.8%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	579	1763	1367	42.4%	579
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	875	1763	1567	55.8%	875

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	12	1940	34	34.8%	12
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.3%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	95	1877	167	56.9%	95
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%	56
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	571	1665	980	58.2%	571
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	871	1980:1795	1128+44	74.3 : 74.3%	871
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	45	871	1655	1287	67.7%	871
5/2	Central Road Right	U	5:1	N/A	C5:G		1	24	-	325	1655	460	70.7%	325
6/1	Ahead	U	5:1	N/A	C5:F		1	42	-	606	1965	939	64.5%	606
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.6%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	40	-	470	1786	882	53.3%	470
1/2	Left	U	N/A	N/A	C4:B		1	40	-	312	1786	882	35.4%	312
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	44	-	603	1800:1800	764+214	61.6 : 61.6%	603
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	23	-	328	1813	524	62.6%	328
3/1		U	N/A	N/A	-		-	-	-	367	1900	1900	19.3%	367
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	-	296	1715	517	57.3%	296
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	24	-	312	1739	524	59.6%	312
6/1		U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%	560
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	19	-	300	1900:1900	146+402	54.8 : 54.8%	300
8/1	Left	U	N/A	N/A	-		-	-	-	471	1800	1800	26.2%	471
8/2	Ahead	U	N/A	N/A	C4:J		1	47	-	167	1980	1145	14.6%	167
9/1	Ahead	O	N/A	N/A	-		-	-	-	89	Inf	611	14.6%	89
10/1		U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%	204
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	**-**	**407**	**0**	**1**	**24.9**	**13.9**	**0.0**	**38.9**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**187**	**0**	**0**	**0.0**	**1.4**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	563	14	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2	-	
2/1	559	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
3/1	75	75	0	0	0.0	0.1	-	0.1	5.6	0.0	0.1	0.1	-	
4/1	876	68	0	0	0.0	0.1	-	0.1	0.3	0.8	0.1	0.9	-	
5/1	828	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	-	
6/1	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	30	30	0	0	0.0	0.0	-	0.0	5.8	0.0	0.0	0.0	-	
8/1	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	841	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**2.2**	**1.3**	**0.0**	**3.5**	**-**	**-**	**-**	**-**	**-**	
1/1	579	10	0	0	0.9	0.4	0.0	1.2	7.6	11.1	0.4	11.5	3.1	
2/1	875	-	-	-	0.7	0.6	-	1.3	5.4	12.4	0.6	13.0	5.8	
3/1	12	-	-	-	0.7	0.3	-	1.0	296.7	1.5	0.3	1.7	1.5	
4/1	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**33**	**0**	**0**	**10.4**	**5.9**	**0.0**	**16.3**	**-**	**-**	**-**	**-**	**-**	
1/1	95	-	-	-	1.0	0.6	-	1.7	64.0	2.3	0.6	2.9	2.1	
2/1	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	571	-	-	-	1.8	0.7	-	2.5	16.0	8.9	0.7	9.6	5.6	
4/1+4/2	871	33	0	0	2.1	1.4	0.0	3.6 (3.4+0.1)	14.8 (14.8:14.0)	10.5	1.4	12.0	6.3	
5/1	871	-	-	-	1.1	1.0	-	2.2	9.0	10.2	1.0	11.2	4.4	

Full Input Data And Results

5/2	325	-	-	-	2.6	1.2	-	3.8	42.3	7.2	1.2	8.4	5.7	
6/1	606	-	-	-	1.6	0.9	-	2.5	14.9	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	470	-	-	-	0.5	0.6	-	1.0	7.8	7.1	0.6	7.7	1.5	
1/2	312	-	-	-	0.2	0.3	-	0.5	5.7	2.7	0.3	3.0	0.9	
2/1+2/2	603	-	-	-	2.2	0.8	-	3.0 (2.4+0.6)	17.8 (18.1:16.7)	8.7	0.8	9.5	5.6	
2/3	328	-	-	-	2.3	0.8	-	3.2	34.7	6.6	0.8	7.4	5.2	
3/1	367	-	-	-	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	296	-	-	-	2.0	0.7	-	2.7	32.6	5.8	0.7	6.4	4.6	
5/2	312	-	-	-	2.1	0.7	-	2.9	33.1	6.1	0.7	6.8	4.9	
6/1	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1+7/2	300	88	0	1	2.2	0.6	0.0	2.8 (0.7+2.1)	34.1 (32.2:34.8)	4.3	0.6	4.9	3.7	
8/1	471	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
8/2	167	-	-	-	0.3	0.1	-	0.4	8.2	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	204	-	-	-	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 (%):	61.2	Total Delay for Signalled Lanes (pcuHr):	3.51
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	43.8	Total Delay for Signalled Lanes (pcuHr):	16.66
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	27.3	Total Delay for Signalled Lanes (pcuHr):	8.51
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	7.79
	PRC Over All Lanes (%):	21.1	Total Delay Over All Lanes(pcuHr):	38.86

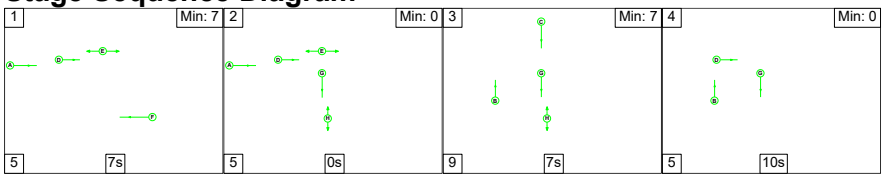
Cycle Time (s):	52
Cycle Time (s):	450
Cycle Time (s):	450
Cycle Time (s):	450
Cycle Time (s):	83
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

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

C1 - Mold Road Gateway

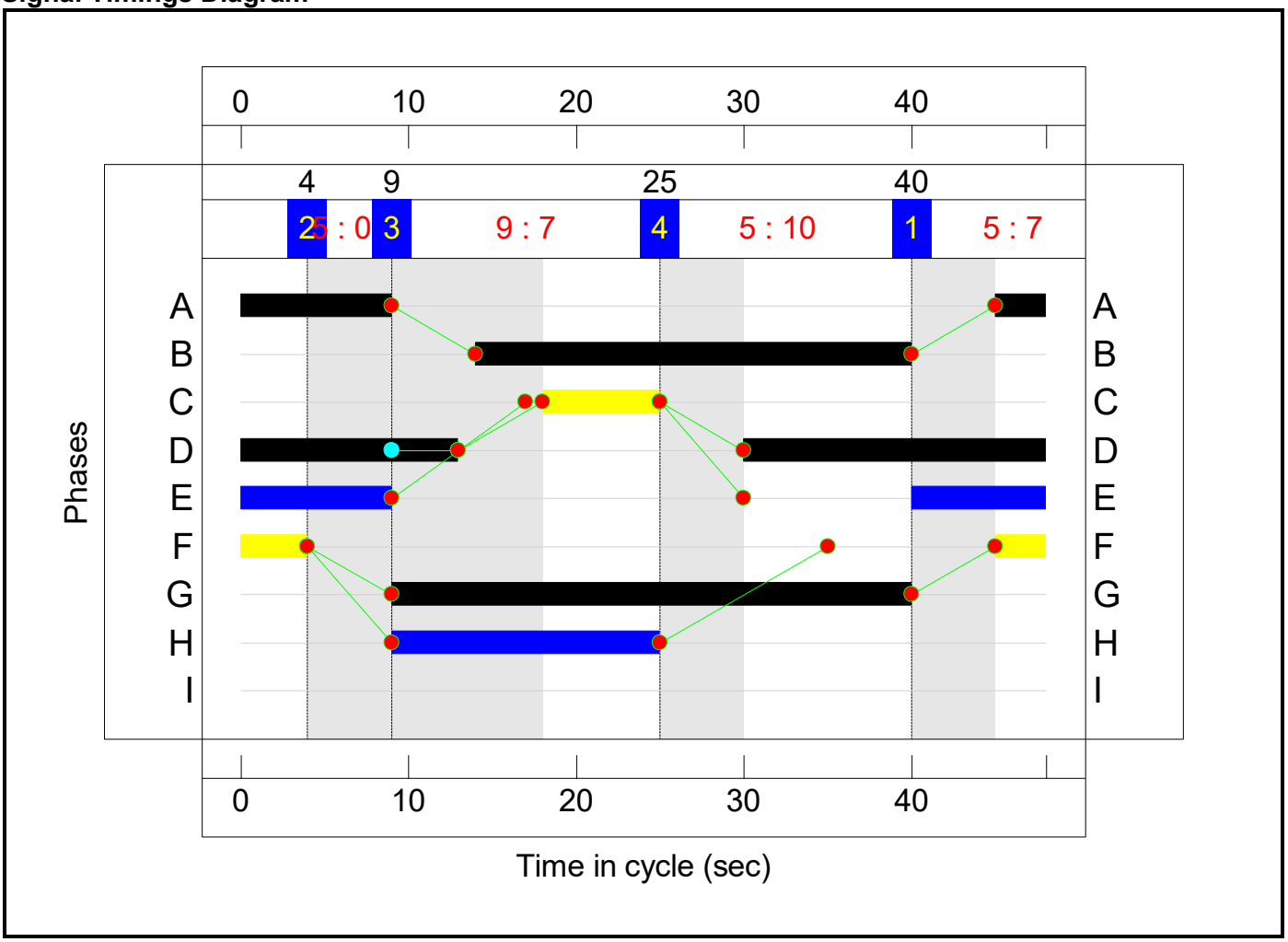
Stage Sequence Diagram



Stage Timings

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

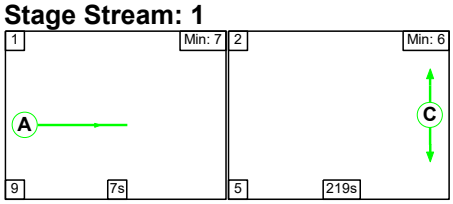
Signal Timings Diagram



C2 - Mold Road Staggered Ped

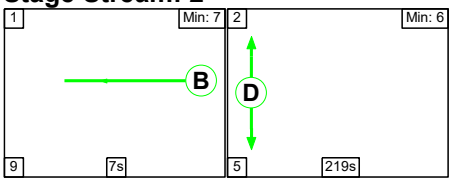
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

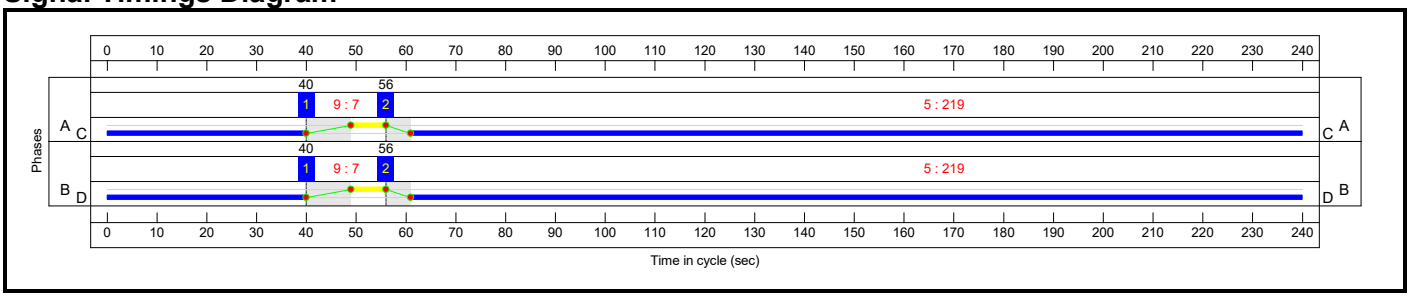
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

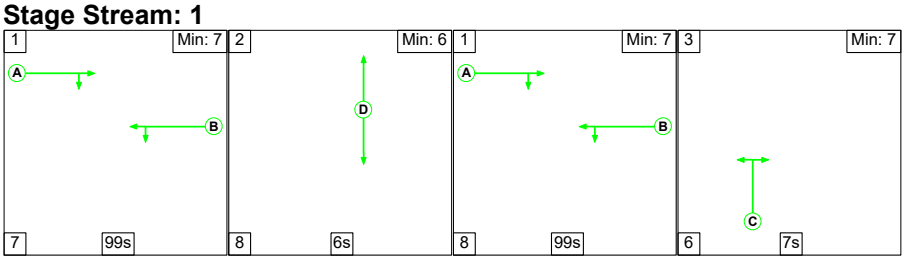
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



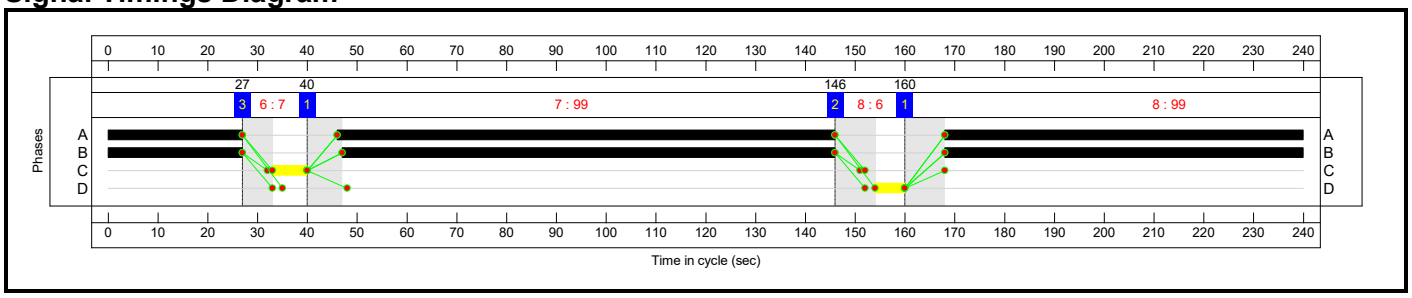
Stage Timings

Stage Stream: 1

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

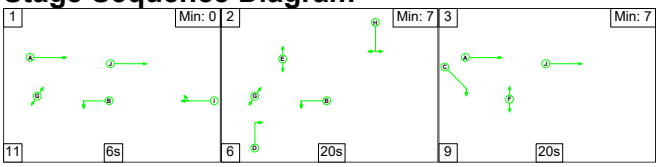
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

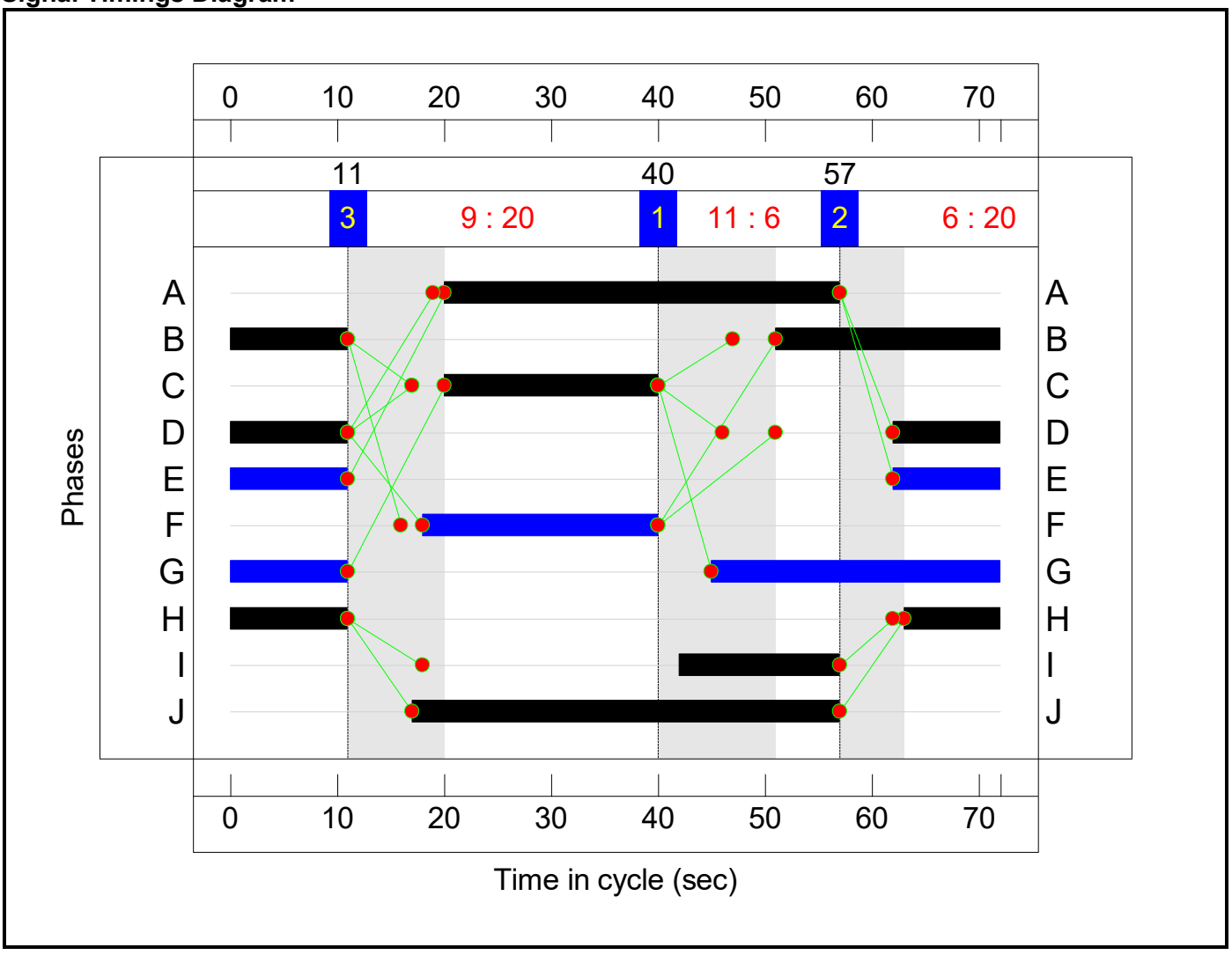
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	6	20	20
Change Point	40	57	11

Signal Timings Diagram

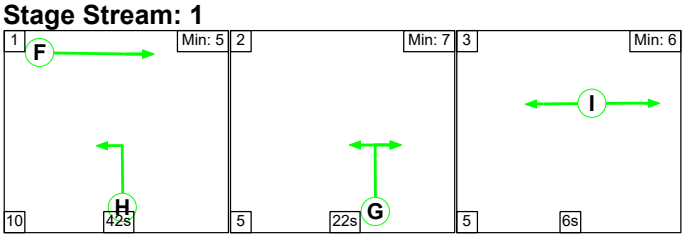


Full Input Data And Results

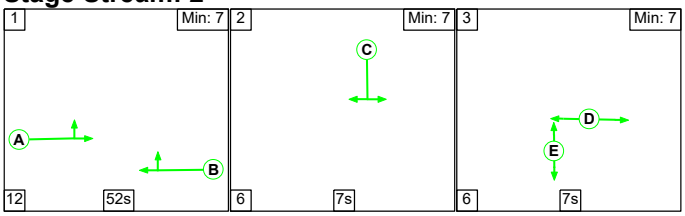
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

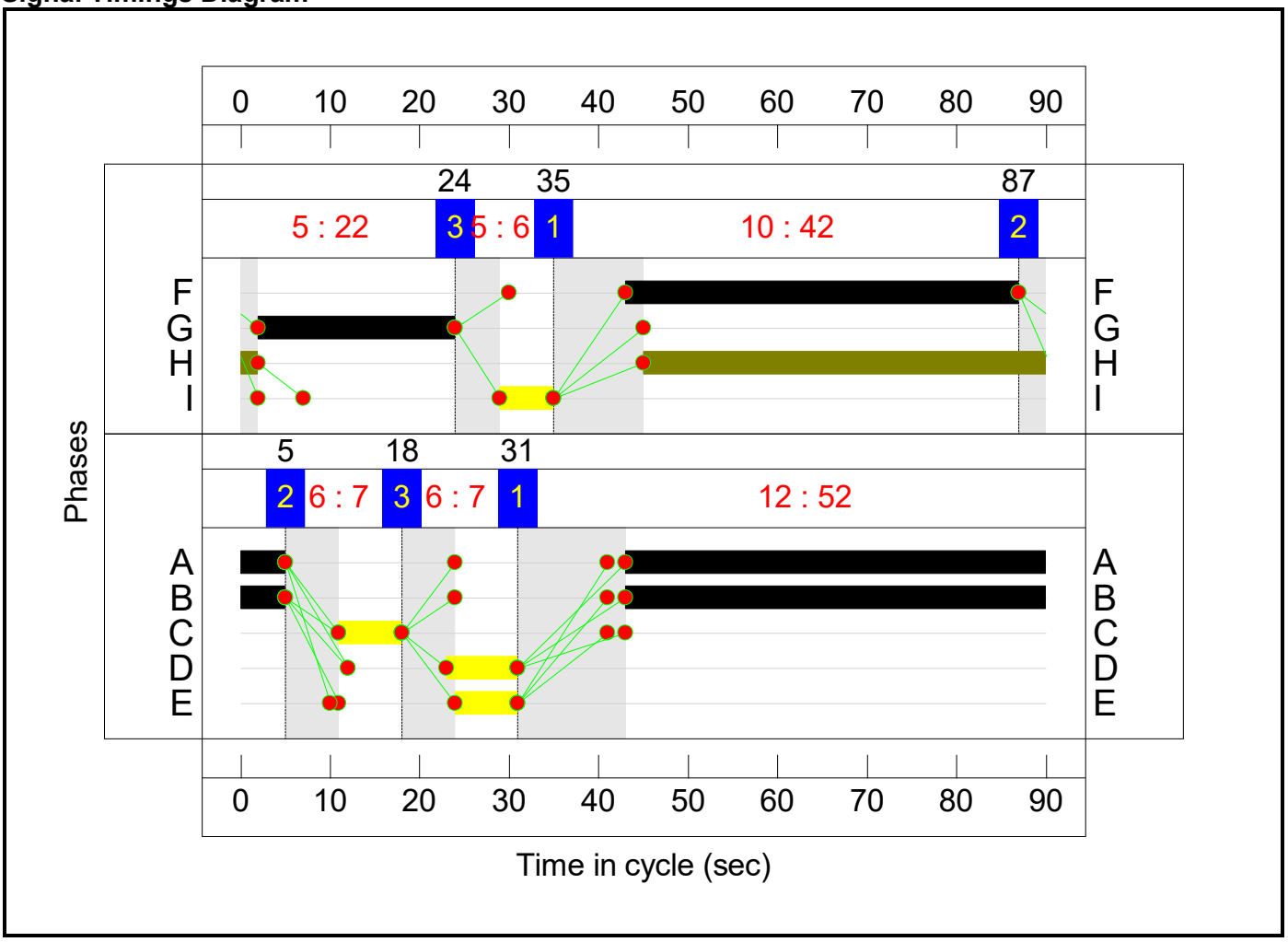
Stage	1	2	3
Duration	42	22	6
Change Point	35	87	24

Stage Stream: 2

Stage	1	2	3
Duration	52	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**	-	-		-	-	-	-	-	-	**71.6%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**35.3%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	670	1900:1900	1866+34	35.3 : 35.3%	670
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	669	1900	1900	35.2%	669
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	66	Inf	416	15.9%	66
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	662	Inf	7295	9.1%	662
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	631	1900	1900	33.2%	631
6/1	Maesgwyn Road (entry)	U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%	20
7/1	Maesgwyn Road Right Left	O	N/A	N/A	-		-	-	-	30	Inf	375	8.0%	30
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%	61
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	642	1900	1900	33.8%	642
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.1%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	705	1763	1279	55.1%	705
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	665	1763	1469	45.3%	665

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	-		-	-	-	11	Inf	Inf	0.0%	11
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.6%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	63	1877	167	37.8%	63
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%	69
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	705	1671	984	71.6%	705
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	663	1980:1795	1126+46	56.6 : 56.6%	663
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	663	1655	1287	51.5%	663
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	292	1655	423	69.0%	292
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	697	1965	982	70.9%	697
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.2%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	32	-	453	1786	819	55.3%	453
1/2	Left	U	N/A	N/A	C4:B		1	32	-	303	1786	819	37.0%	303
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	37	-	649	1800:1800	747+205	68.2 : 68.2%	649
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	340	1813	529	64.3%	340
3/1		U	N/A	N/A	-		-	-	-	375	1900	1900	19.7%	375
3/2		U	N/A	N/A	-		-	-	-	721	1900	1900	37.9%	721
4/1	Right	U	N/A	N/A	C4:D		1	21	-	42	1990	608	6.9%	42

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	20	-	312	1715	500	62.4%	312
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	318	1739	507	62.7%	318
6/1		U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%	600
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	15	-	278	1900:1900	124+390	54.1 : 54.1%	278
8/1	Left	U	N/A	N/A	-		-	-	-	509	1800	1800	28.3%	509
8/2	Ahead	U	N/A	N/A	C4:J		1	40	-	182	1980	1127	16.1%	182
9/1	Ahead	O	N/A	N/A	-		-	-	-	91	Inf	603	15.1%	91
10/1		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%	243
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	21	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	38	-	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	**-**	**360**	**0**	**1**	**22.8**	**13.3**	**0.0**	**36.2**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**150**	**0**	**0**	**0.0**	**1.2**	**0.0**	**1.2**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	670	12	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	669	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	66	66	0	0	0.0	0.1	-	0.1	5.1	0.0	0.1	0.1	-	
4/1	662	42	0	0	0.0	0.0	-	0.0	0.3	0.0	0.0	0.0	-	
5/1	631	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
6/1	20	-	-	-	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	5.2	0.0	0.0	0.0	-	
8/1	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	642	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**2.0**	**1.1**	**0.0**	**3.1**	**-**	**-**	**-**	**-**	**-**	
1/1	705	3	0	0	1.3	0.6	0.0	1.9	9.6	11.4	0.6	12.0	3.9	
2/1	665	-	-	-	0.5	0.4	-	0.9	4.9	6.1	0.4	6.5	3.5	
3/1	8	-	-	-	0.3	0.1	-	0.3	144.3	0.5	0.1	0.6	0.5	
4/1	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**26**	**0**	**0**	**9.4**	**5.0**	**0.0**	**14.4**	**-**	**-**	**-**	**-**	**-**	
1/1	63	-	-	-	0.7	0.3	-	1.0	55.9	1.5	0.3	1.8	1.4	
2/1	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	705	-	-	-	2.6	1.3	-	3.8	19.5	12.5	1.3	13.8	6.9	
4/1+4/2	663	26	0	0	1.5	0.6	0.0	2.1 (2.1+0.1)	11.6 (11.6:10.8)	4.5	0.6	5.2	4.5	
5/1	663	-	-	-	0.7	0.5	-	1.2	6.6	6.1	0.5	6.6	3.3	

Full Input Data And Results

5/2	292	-	-	-	2.5	1.1	-	3.6	43.8	6.6	1.1	7.7	5.3
6/1	697	-	-	-	1.5	1.2	-	2.7	14.0	4.0	1.2	5.2	3.6
J4: Regent St/Bradley Rd	**-**	**181**	**0**	**1**	**11.4**	**6.0**	**0.0**	**17.4**	**-**	**-**	**-**	**-**	**-**
1/1	453	-	-	-	0.4	0.6	-	1.1	8.4	5.5	0.6	6.2	1.4
1/2	303	-	-	-	0.2	0.3	-	0.5	6.2	2.3	0.3	2.6	0.9
2/1+2/2	649	-	-	-	2.3	1.1	-	3.3 (2.7+0.7)	18.4 (18.8:17.3)	8.8	1.1	9.9	5.4
2/3	340	-	-	-	2.1	0.9	-	3.0	31.7	5.9	0.9	6.7	4.6
3/1	375	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	721	-	-	-	0.2	0.3	-	0.5	2.4	8.5	0.3	8.8	-
4/1	42	-	-	-	0.2	0.0	-	0.2	20.9	0.6	0.0	0.6	0.6
5/1	312	-	-	-	1.9	0.8	-	2.7	31.6	5.4	0.8	6.2	4.2
5/2	318	-	-	-	2.0	0.8	-	2.8	31.5	5.5	0.8	6.3	4.3
6/1	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	278	90	0	1	1.9	0.6	0.0	2.5 (0.6+1.9)	32.2 (30.2:32.8)	3.6	0.6	4.2	3.2
8/1	509	-	-	-	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	1.0	0.1	1.1	1.0
9/1	91	91	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1	-
10/1	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	-	-	-	-	-	-	-	-	-	-	-	-

C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	63.3	Total Delay for Signalled Lanes (pcuHr):	3.12
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	32.1	Total Delay for Signalled Lanes (pcuHr):	16.55
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	7.47
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	25.6	Total Delay for Signalled Lanes (pcuHr):	6.94
	PRC Over All Lanes (%):	25.6	Total Delay Over All Lanes(pcuHr):	36.20

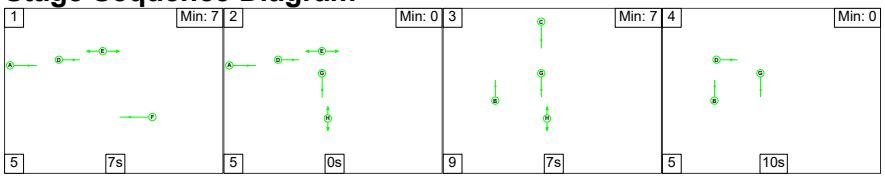
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	72
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

Scenario 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

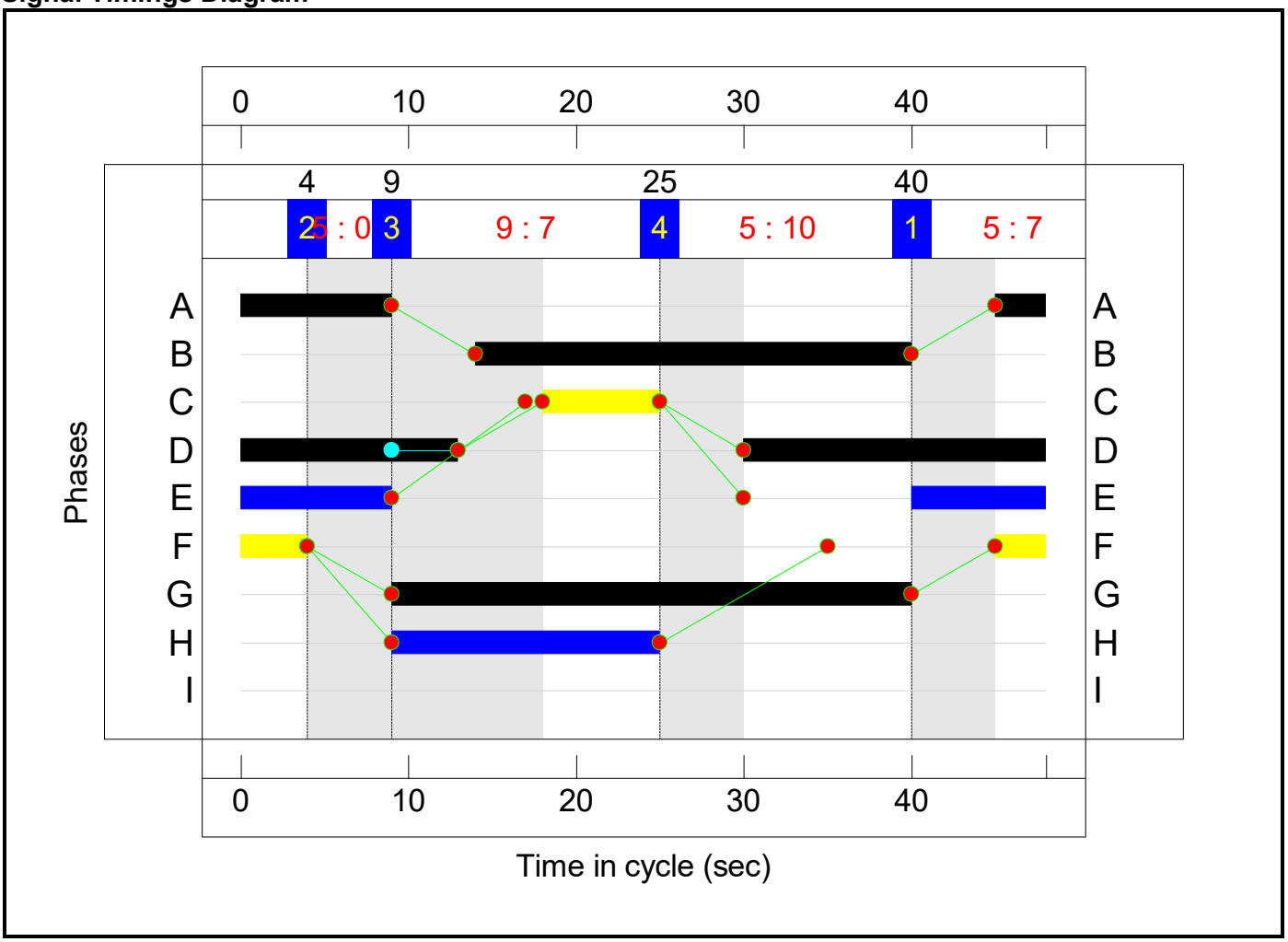
Stage Sequence Diagram



Stage Timings

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

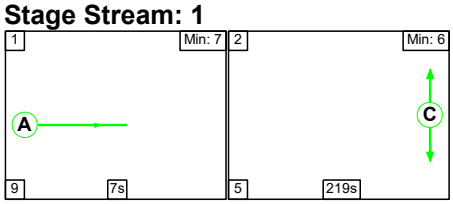
Signal Timings Diagram



C2 - Mold Road Staggered Ped

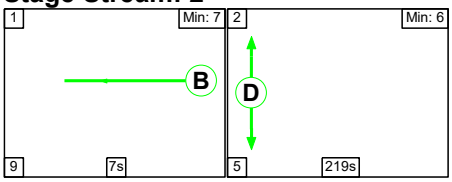
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

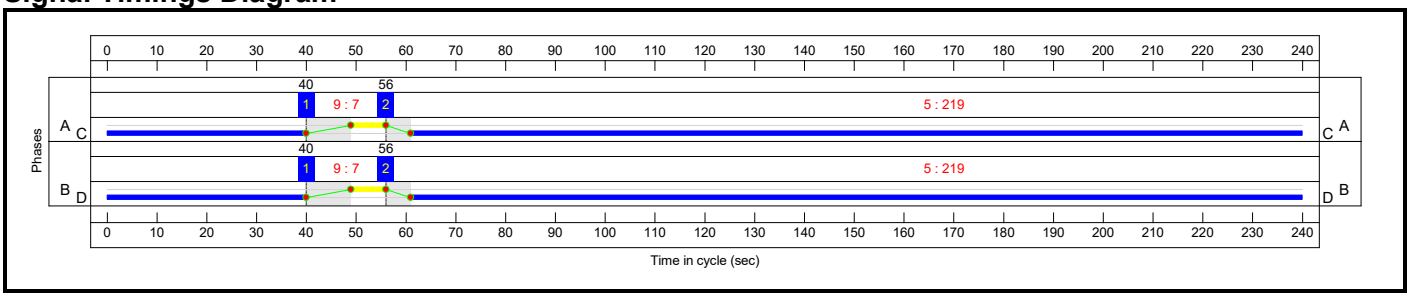
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

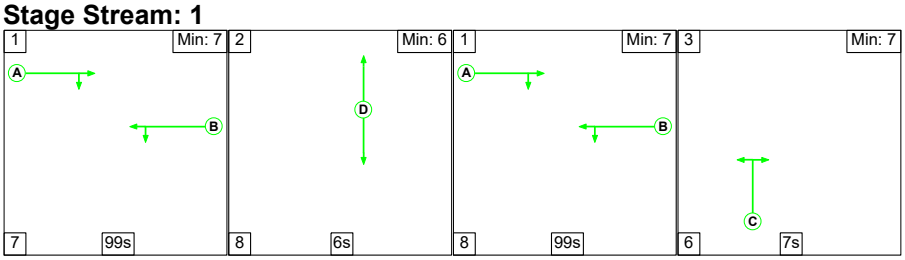
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



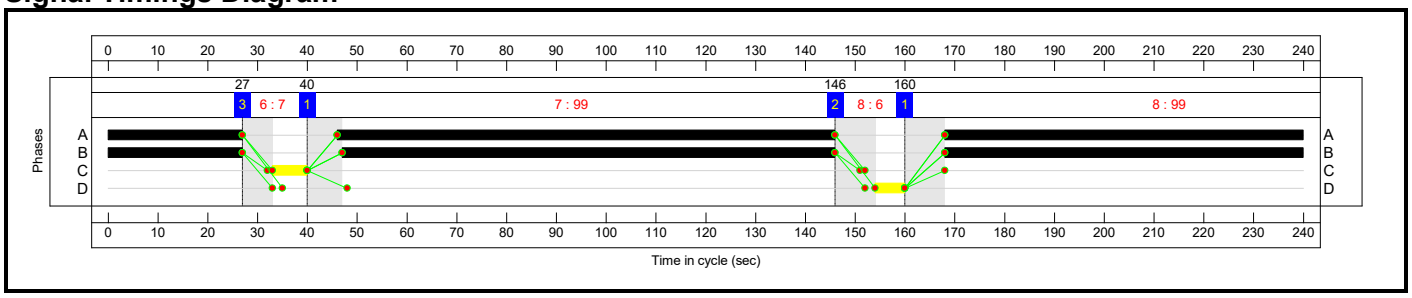
Stage Timings

Stage Stream: 1

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

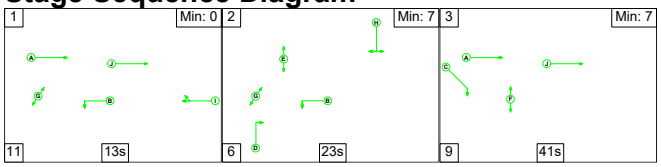
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

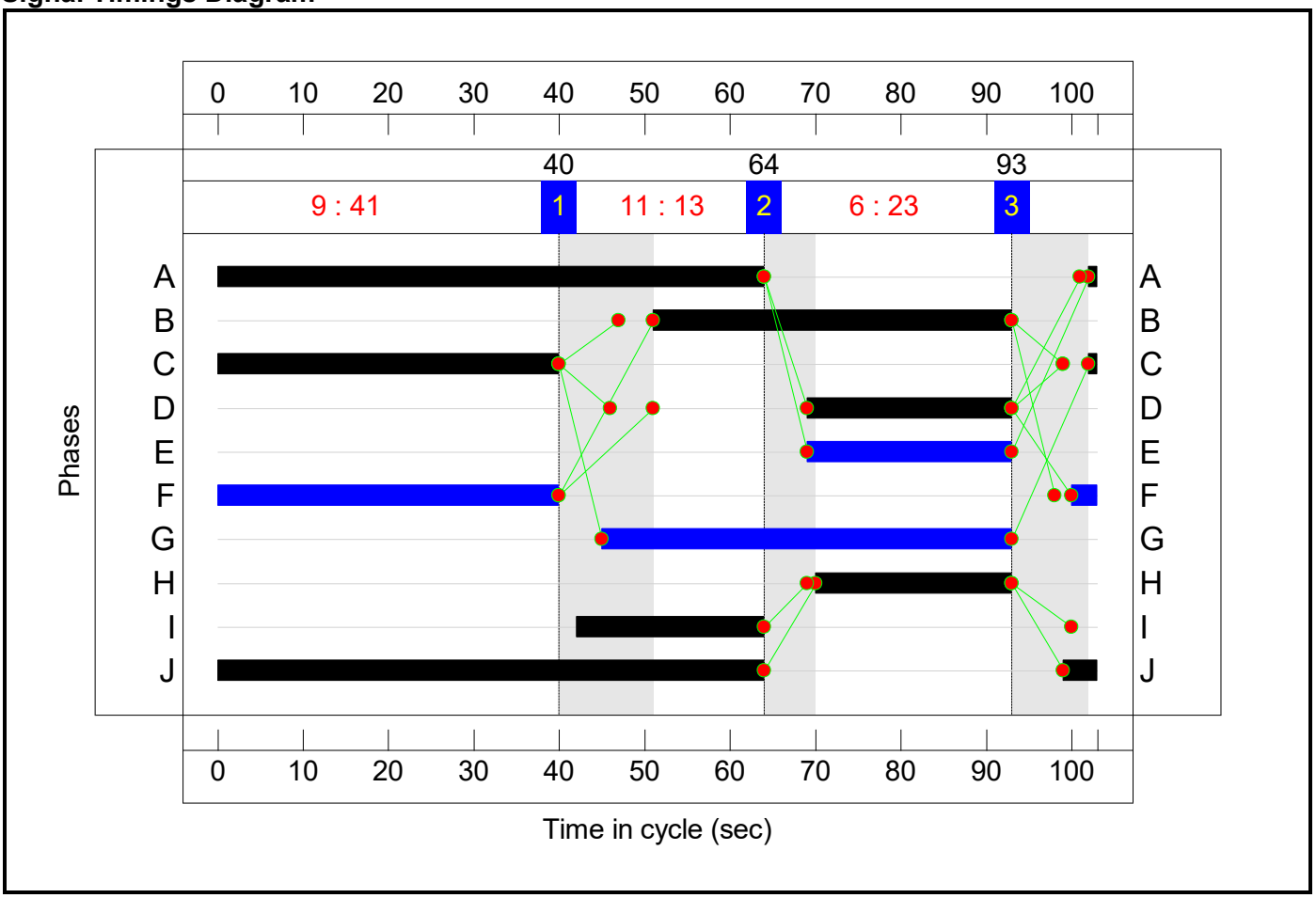
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

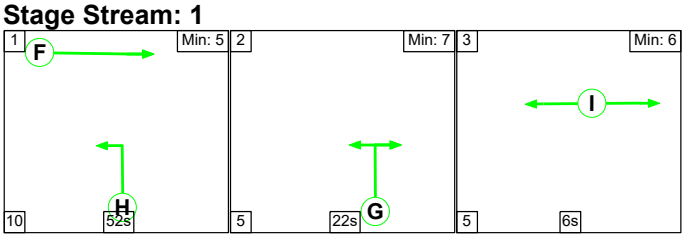


Full Input Data And Results

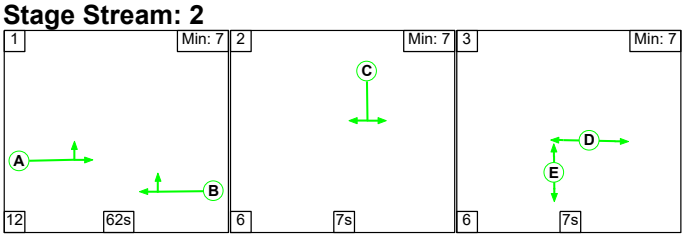
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

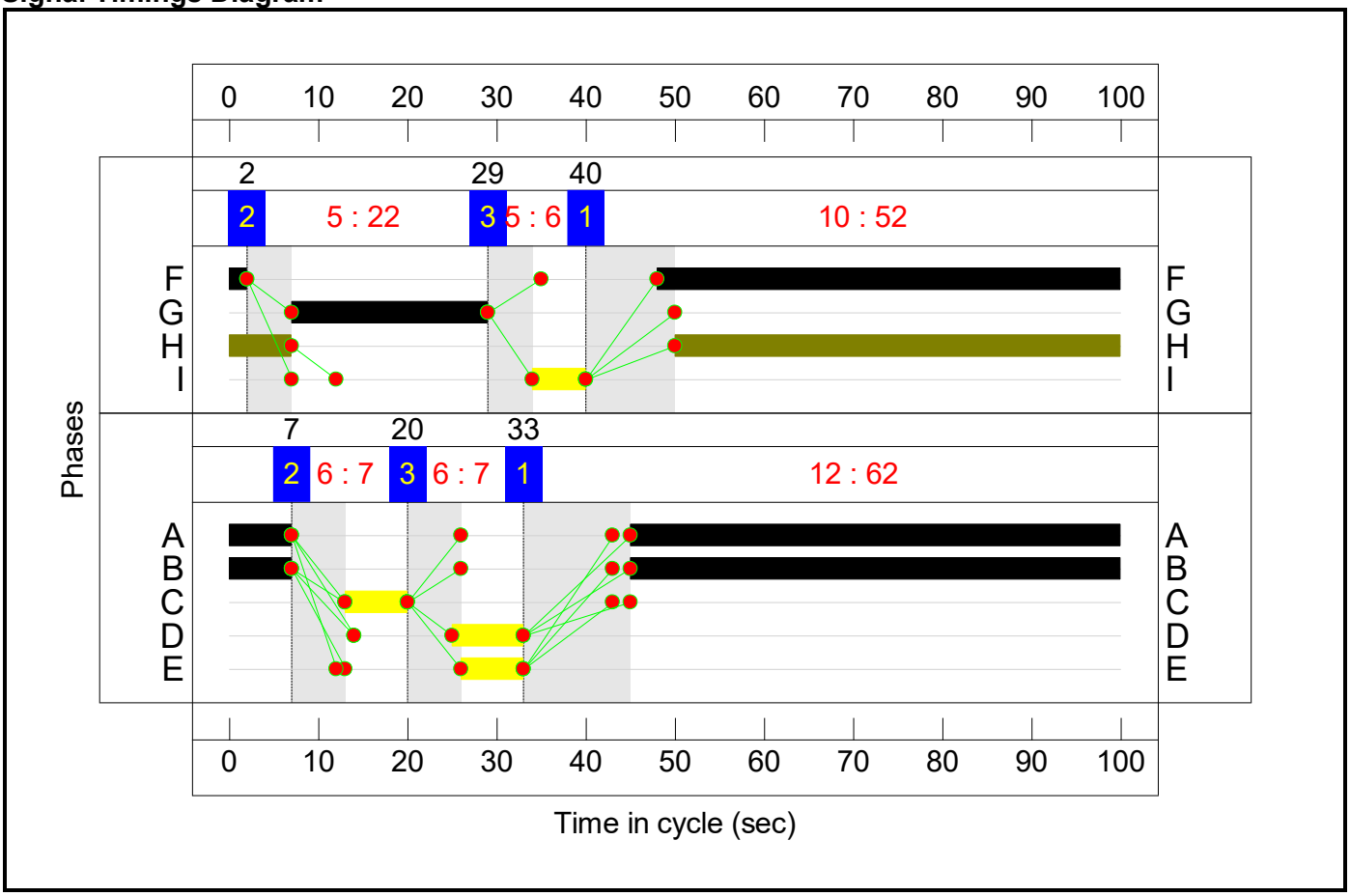
Stage	1	2	3
Duration	52	22	6
Change Point	40	2	29

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	-		-	-	-	89	Inf	401	22.2%	89
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	573	Inf	2762	20.7%	573
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	-		-	-	-	103	Inf	Inf	0.0%	103
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**	-	-		-	-	-	-	-	-	**90.0%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	966	1763	1074	90.0%	966
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	552	1763	1469	37.6%	552

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	26	1940	65	40.2%	26
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	-	44	1877	150	29.3%	44
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	-	968	1965	1081	89.6%	968
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.4%**	**-**
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	-	945	1800:1800	737+369	85.4 : 85.4%	945
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	41	-	356	1813	739	48.2%	356
3/1		U	N/A	N/A	-		-	-	-	407	1900	1900	21.4%	407
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	-	41	1990	483	8.5%	41

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	-		-	-	-	716	Inf	Inf	0.0%	716
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	22	-	215	1900:1900	81+354	49.4 : 49.4%	215
8/1	Left	U	N/A	N/A	-		-	-	-	632	1800	1800	35.1%	632
8/2	Ahead	U	N/A	N/A	C4:J		1	68	-	354	1980	1326	26.7%	354
9/1	Ahead	O	N/A	N/A	-		-	-	-	84	Inf	576	14.6%	84
10/1		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%	398
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	**-**	**408**	**0**	**11**	**33.8**	**27.3**	**0.2**	**61.2**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**218**	**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	89	89	0	0	0.0	0.1	-	0.1	5.8	0.0	0.1	0.1	-	
4/1	573	85	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	103	-	-	-	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	966	10	0	0	5.3	4.2	0.0	9.5	35.2	28.2	4.2	32.3	9.9	
2/1	552	-	-	-	0.4	0.3	-	0.7	4.4	4.6	0.3	4.9	2.9	
3/1	26	-	-	-	0.8	0.3	-	1.2	159.4	1.7	0.3	2.0	1.7	
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**	**11.7**	**13.1**	**0.0**	**24.8**	**-**	**-**	**-**	**-**	**-**	
1/1	44	-	-	-	0.5	0.2	-	0.7	60.3	1.1	0.2	1.4	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	968	-	-	-	1.8	4.0	-	5.8	21.4	12.6	4.0	16.6	3.9
J4: Regent St/Bradley Rd	**-**	**157**	**0**	**11**	**15.6**	**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	945	-	-	-	4.1	2.8	-	6.9 (4.8+2.1)	26.3 (27.2:24.5)	20.5	2.8	23.3	9.5
2/3	356	-	-	-	2.2	0.5	-	2.7	27.2	7.4	0.5	7.9	5.8
3/1	407	-	-	-	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	41	-	-	-	0.3	0.0	-	0.4	34.3	0.9	0.0	0.9	0.9
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	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	215	73	0	11	2.0	0.5	0.2	2.7 (0.4+2.2)	44.8 (39.9:45.9)	4.3	0.5	4.8	3.8
8/1	632	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-
8/2	354	-	-	-	0.4	0.2	-	0.6	5.8	1.6	0.2	1.8	1.6
9/1	84	84	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1	-
10/1	398	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

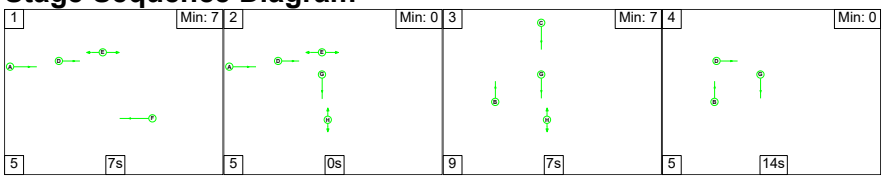
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	11.28	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	5.4	Total Delay for Signalled Lanes (pcuHr):	22.60	Cycle Time (s): 103
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	13.12	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	-2.1	Total Delay for Signalled Lanes (pcuHr):	11.71	Cycle Time (s): 100
	PRC Over All Lanes (%):	-2.1	Total Delay Over All Lanes(pcuHr):	61.22	

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

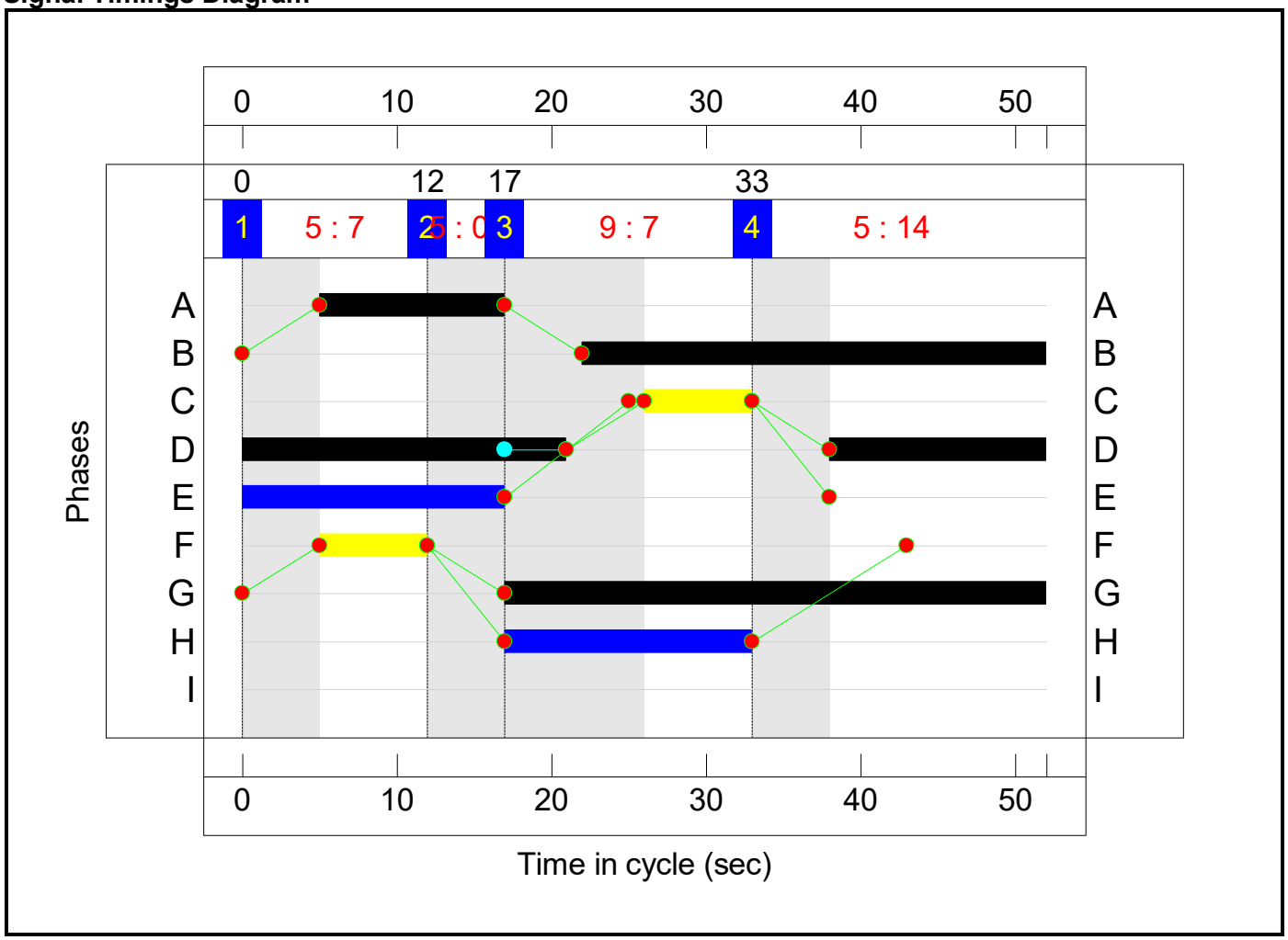
Stage Sequence Diagram



Stage Timings

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

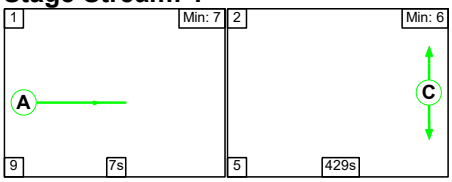
Signal Timings Diagram



C2 - Mold Road Staggered Ped

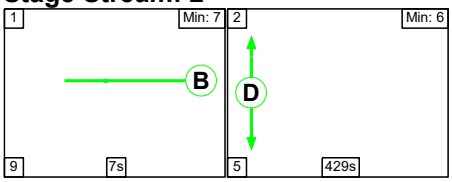
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

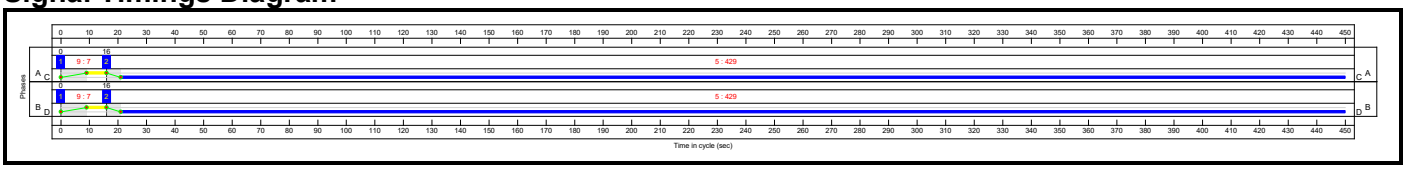
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

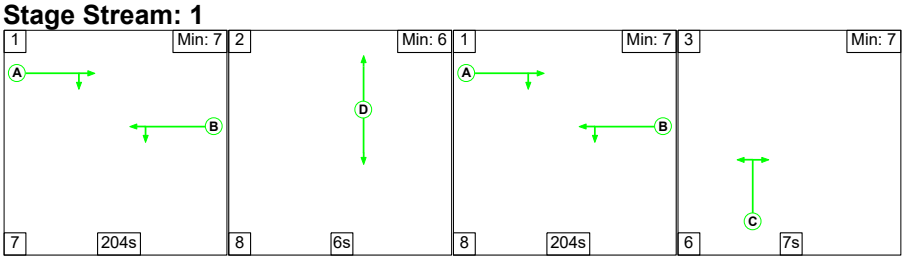
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

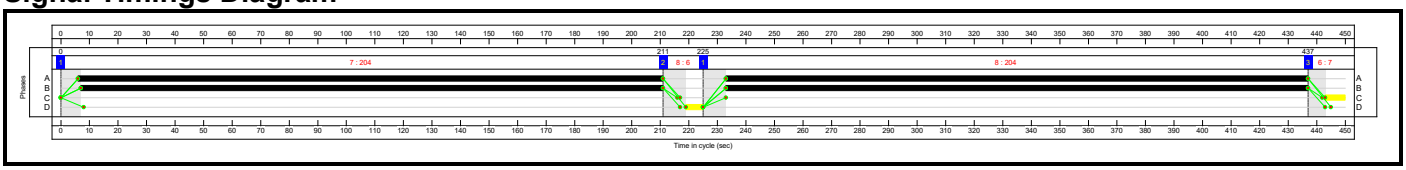


Stage Timings

Stage Stream: 1

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

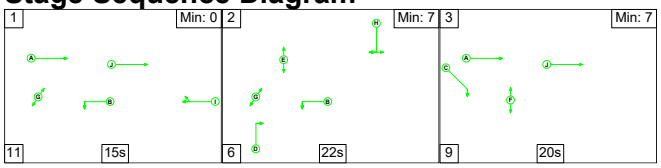
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

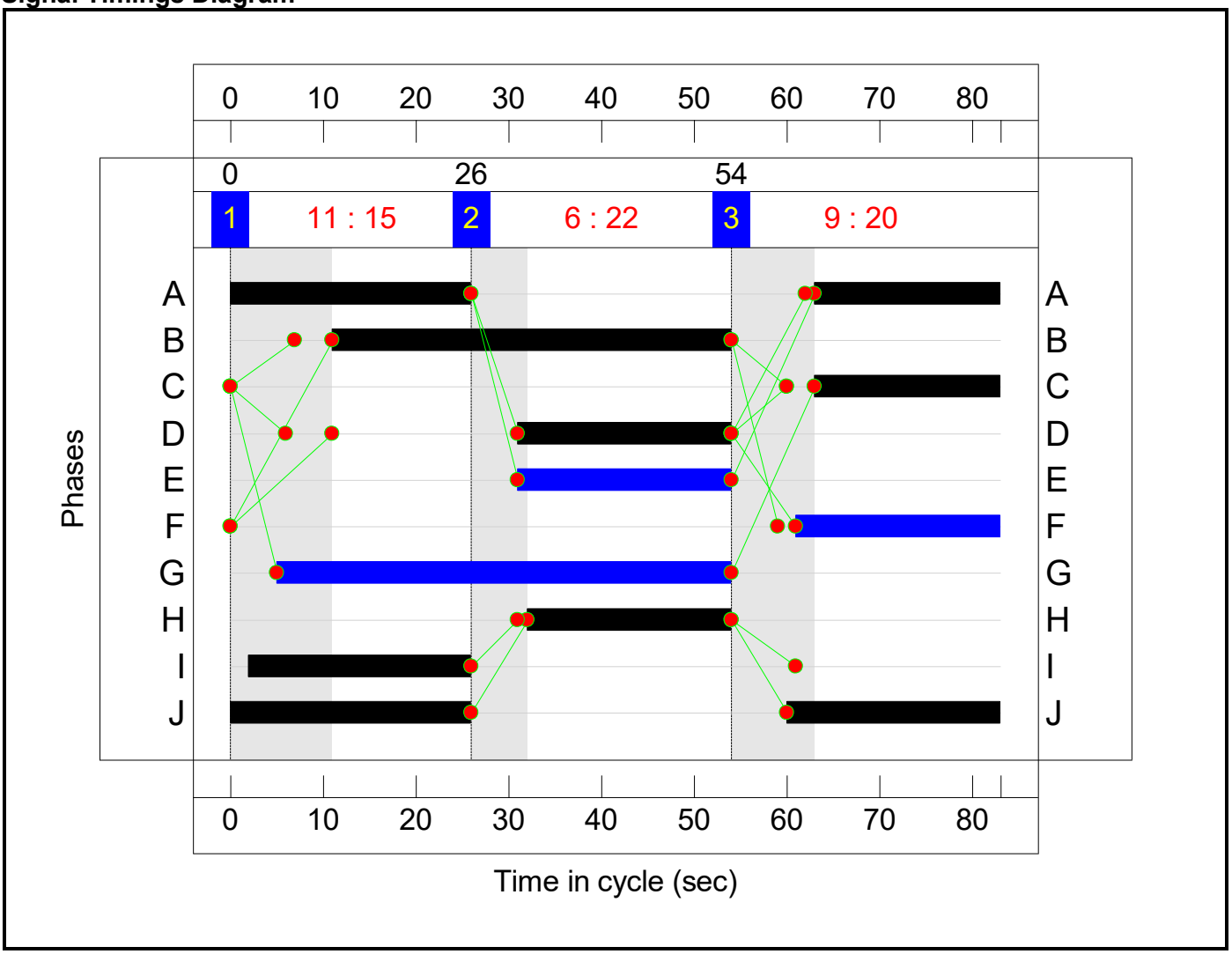
Stage Sequence Diagram



Stage Timings

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

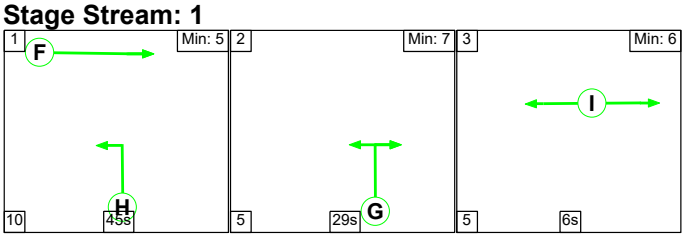
Signal Timings Diagram



C5 - Station Approach - Central Road

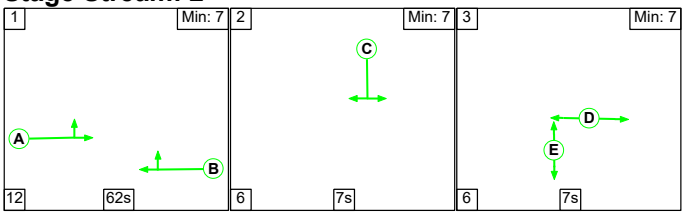
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

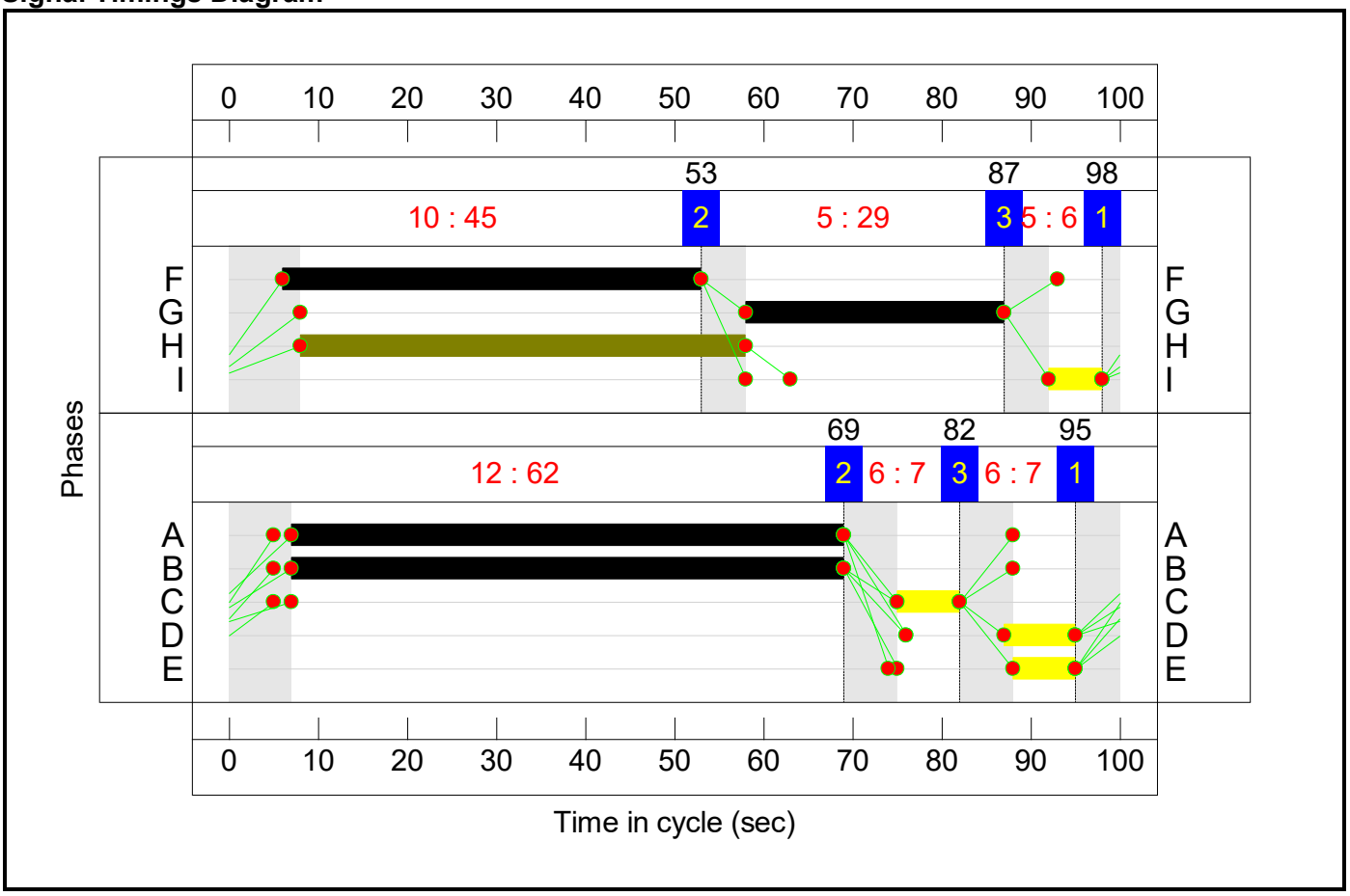
Stage Stream: 1

Stage	1	2	3
Duration	45	29	6
Change Point	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**	-	-		-	-	-	-	-	-	**88.9%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.3%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	611	1900:1900	1853+47	32.2 : 32.2%	611
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	-		-	-	-	79	Inf	357	22.1%	79
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	1106	Inf	7231	15.3%	1106
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	1055	1900	1900	55.5%	1055
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	-		-	-	-	1069	1900	1900	56.3%	1069
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	409	-	625	1763	1164	53.7%	625
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	1105	1763	1567	70.5%	1105

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	73	1877	150	48.6%	73
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	-	617	1665	1049	58.8%	617
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	1112	1980:1795	1213+38	88.9 : 88.9%	1112
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	50	1112	1655	1324	84.0%	1112
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	-	639	1965	943	67.7%	639
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.6%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	43	-	583	1786	947	61.6%	583
1/2	Left	U	N/A	N/A	C4:B		1	43	-	429	1786	947	45.3%	429
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	46	-	645	1800:1800	800+222	63.1 : 63.1%	645
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	347	1813	459	75.6%	347
3/1		U	N/A	N/A	-		-	-	-	489	1900	1900	25.7%	489
3/2		U	N/A	N/A	-		-	-	-	870	1900	1900	45.8%	870
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	-	324	1715	475	68.2%	324
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	22	-	334	1739	482	69.3%	334
6/1		U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%	602
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	24	-	491	1900:1900	240+457	70.4 : 70.4%	491
8/1	Left	U	N/A	N/A	-		-	-	-	505	1800	1800	28.1%	505
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	604	16.1%	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**	**31.3**	**21.8**	**0.0**	**53.2**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**199**	**0**	**0**	**0.0**	**2.0**	**0.0**	**2.0**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	611	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	606	-	-	-	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	1106	73	0	0	0.0	0.1	-	0.1	0.3	0.9	0.1	1.0	-	
5/1	1055	-	-	-	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	1069	-	-	-	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**	**6.1**	**-**	**-**	**-**	**-**	**-**	
1/1	625	11	0	0	2.0	0.6	0.0	2.5	14.6	17.9	0.6	18.5	3.3	
2/1	1105	-	-	-	1.1	1.2	-	2.3	7.6	21.2	1.2	22.4	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**	**12.6**	**9.8**	**0.0**	**22.4**	**-**	**-**	**-**	**-**	**-**	
1/1	73	-	-	-	0.9	0.5	-	1.4	67.1	1.9	0.5	2.4	1.8	
2/1	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	617	-	-	-	1.9	0.7	-	2.6	15.0	9.9	0.7	10.7	6.0	
4/1+4/2	1112	34	0	0	2.9	3.8	0.0	6.7 (6.5+0.2)	21.5 (21.6:21.0)	23.7	3.8	27.5	7.5	
5/1	1112	-	-	-	1.9	2.6	-	4.4	14.4	18.5	2.6	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	639	-	-	-	2.1	1.0	-	3.1	17.5	8.3	1.0	9.3	5.0
J4: Regent St/Bradley Rd	**-**	**193**	**0**	**1**	**14.8**	**7.9**	**0.0**	**22.7**	**-**	**-**	**-**	**-**	**-**
1/1	583	-	-	-	0.6	0.8	-	1.4	8.4	7.6	0.8	8.4	1.7
1/2	429	-	-	-	0.3	0.4	-	0.7	5.9	4.6	0.4	5.0	1.0
2/1+2/2	645	-	-	-	2.2	0.9	-	3.0 (2.4+0.6)	16.9 (17.2:15.8)	9.1	0.9	10.0	5.7
2/3	347	-	-	-	2.8	1.5	-	4.3	44.3	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	870	-	-	-	0.3	0.4	-	0.7	2.9	9.8	0.4	10.2	-
4/1	38	-	-	-	0.2	0.0	-	0.3	24.8	0.6	0.0	0.7	0.6
5/1	324	-	-	-	2.4	1.1	-	3.5	38.5	6.6	1.1	7.6	5.2
5/2	334	-	-	-	2.5	1.1	-	3.6	38.8	6.9	1.1	8.0	5.4
6/1	602	-	-	-	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)	32.6 (31.6:33.2)	6.9	1.2	8.1	5.0
8/1	505	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

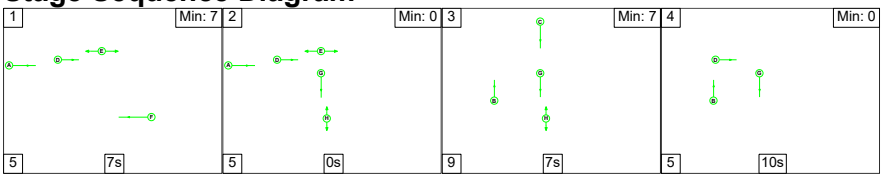
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	27.6	Total Delay for Signalled Lanes (pcuHr):	6.05	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	19.0	Total Delay for Signalled Lanes (pcuHr):	21.53	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	7.2	Total Delay for Signalled Lanes (pcuHr):	11.82	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	10.59	Cycle Time (s): 100
	PRC Over All Lanes (%):	1.3	Total Delay Over All Lanes(pcuHr):	53.19	

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

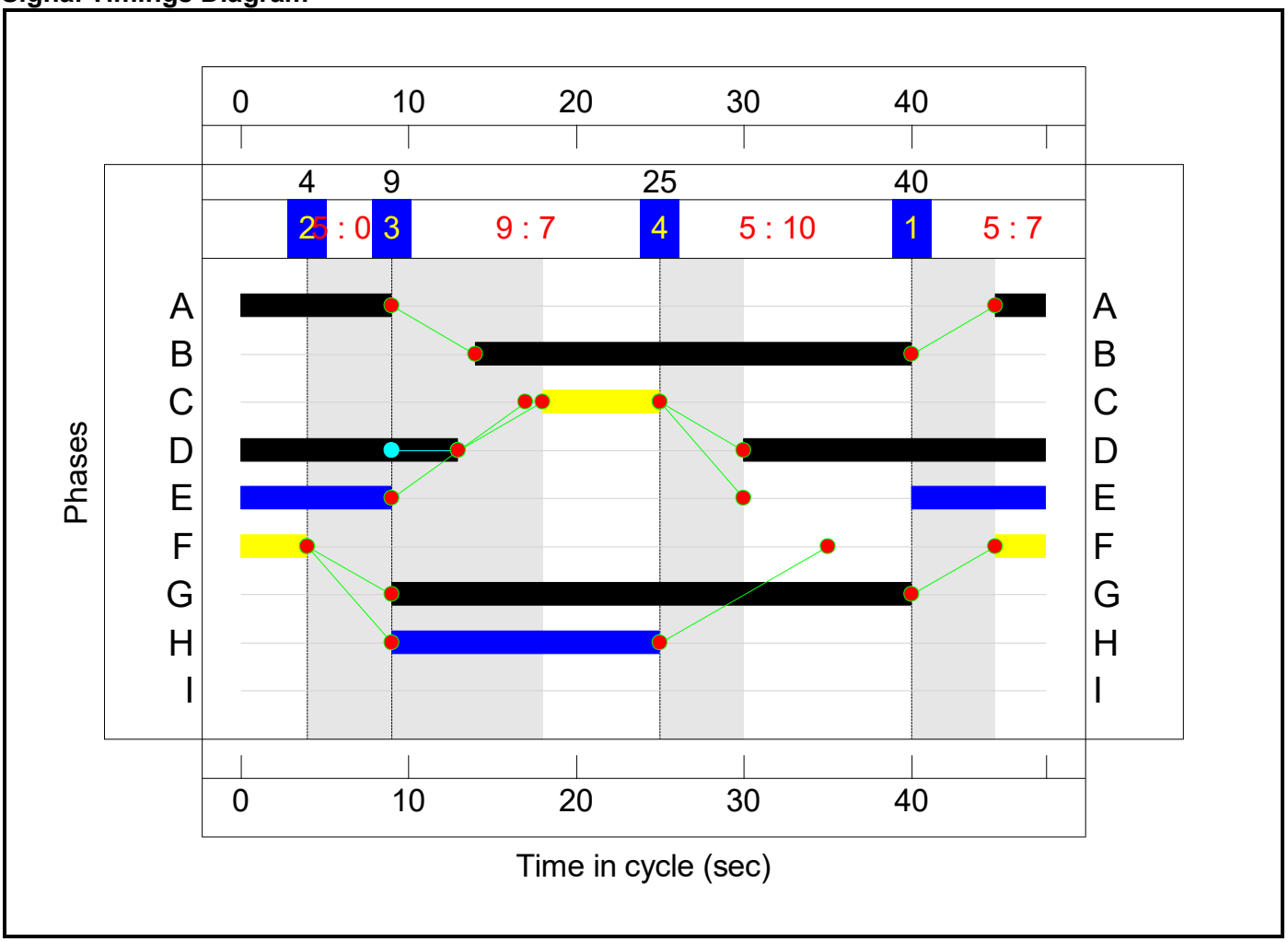
Stage Sequence Diagram



Stage Timings

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

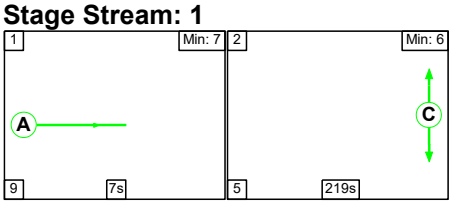
Signal Timings Diagram



C2 - Mold Road Staggered Ped

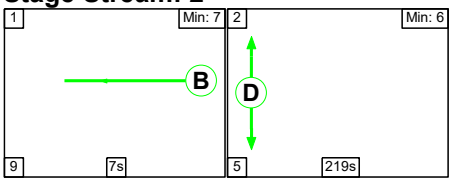
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

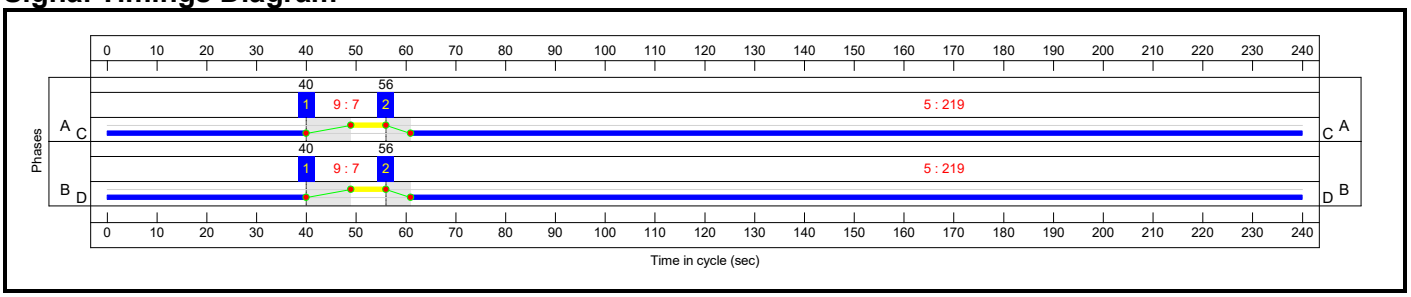
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

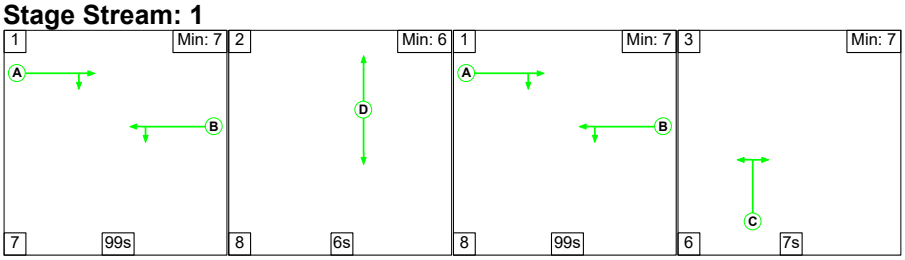
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



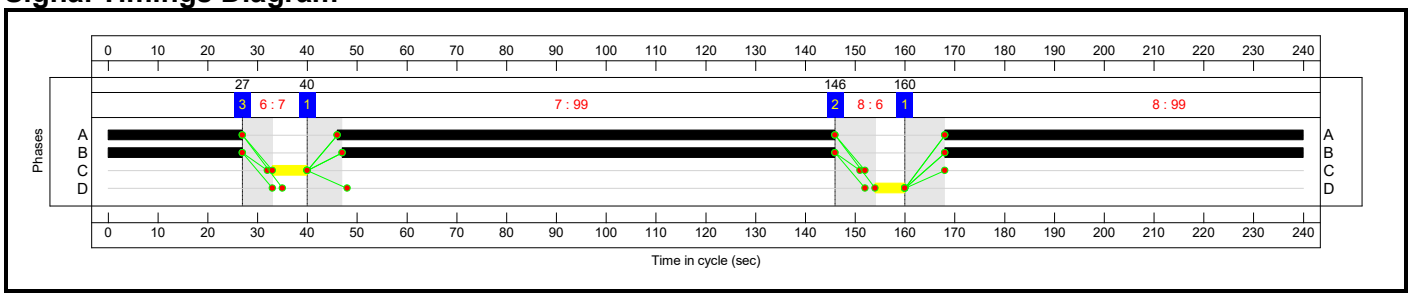
Stage Timings

Stage Stream: 1

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

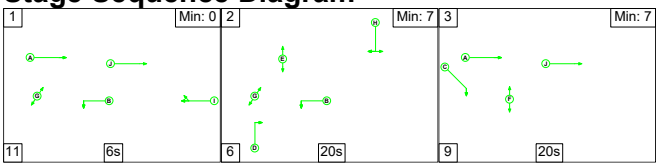
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

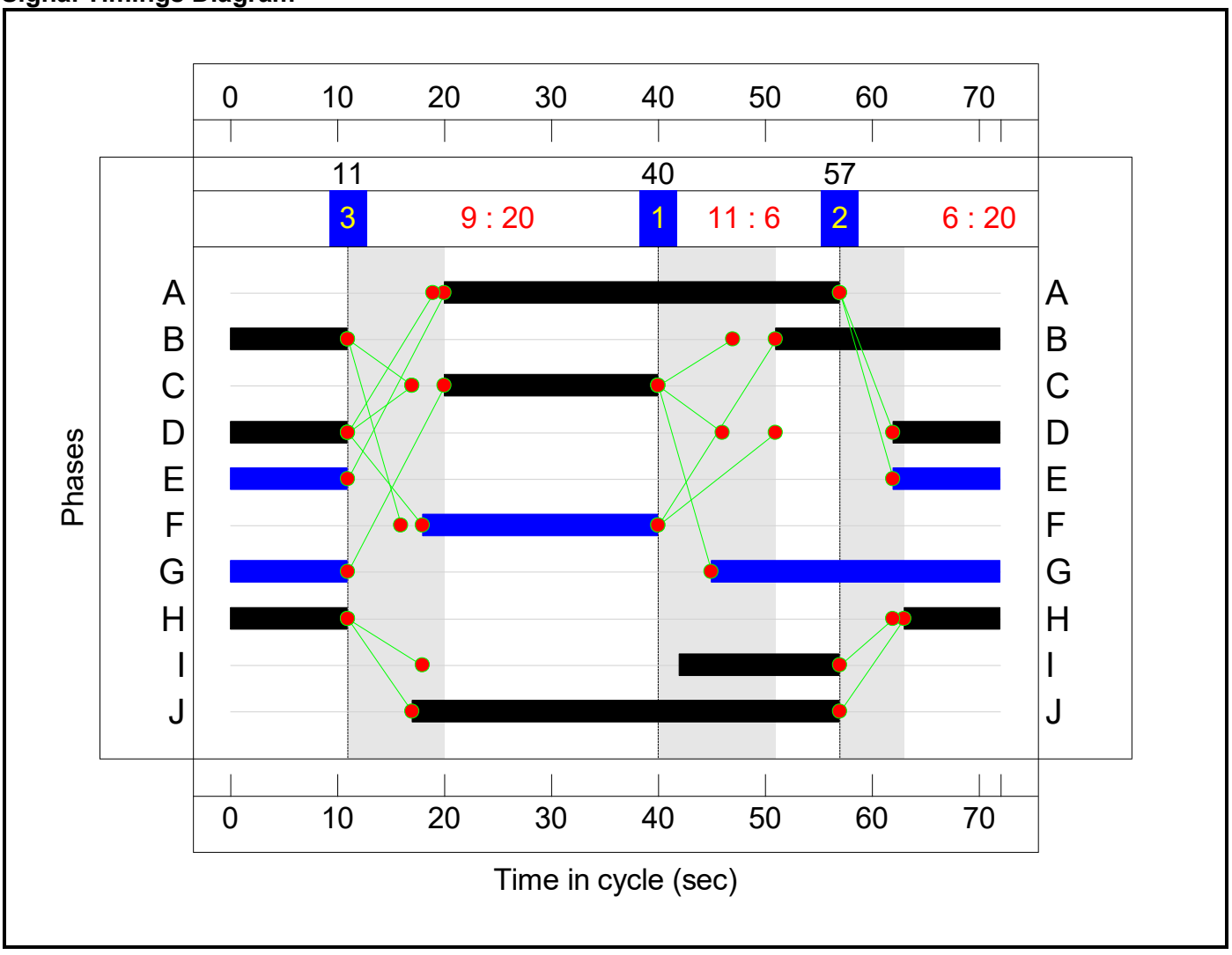
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	6	20	20
Change Point	40	57	11

Signal Timings Diagram

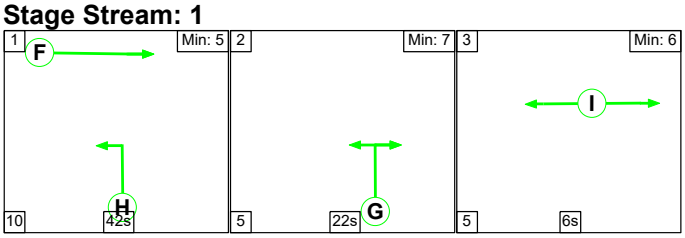


Full Input Data And Results

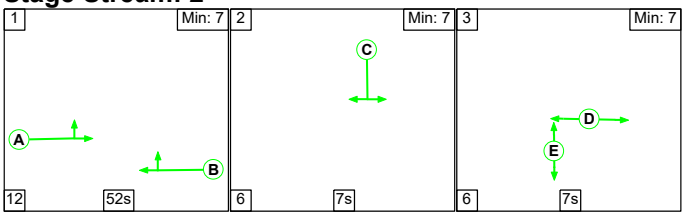
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

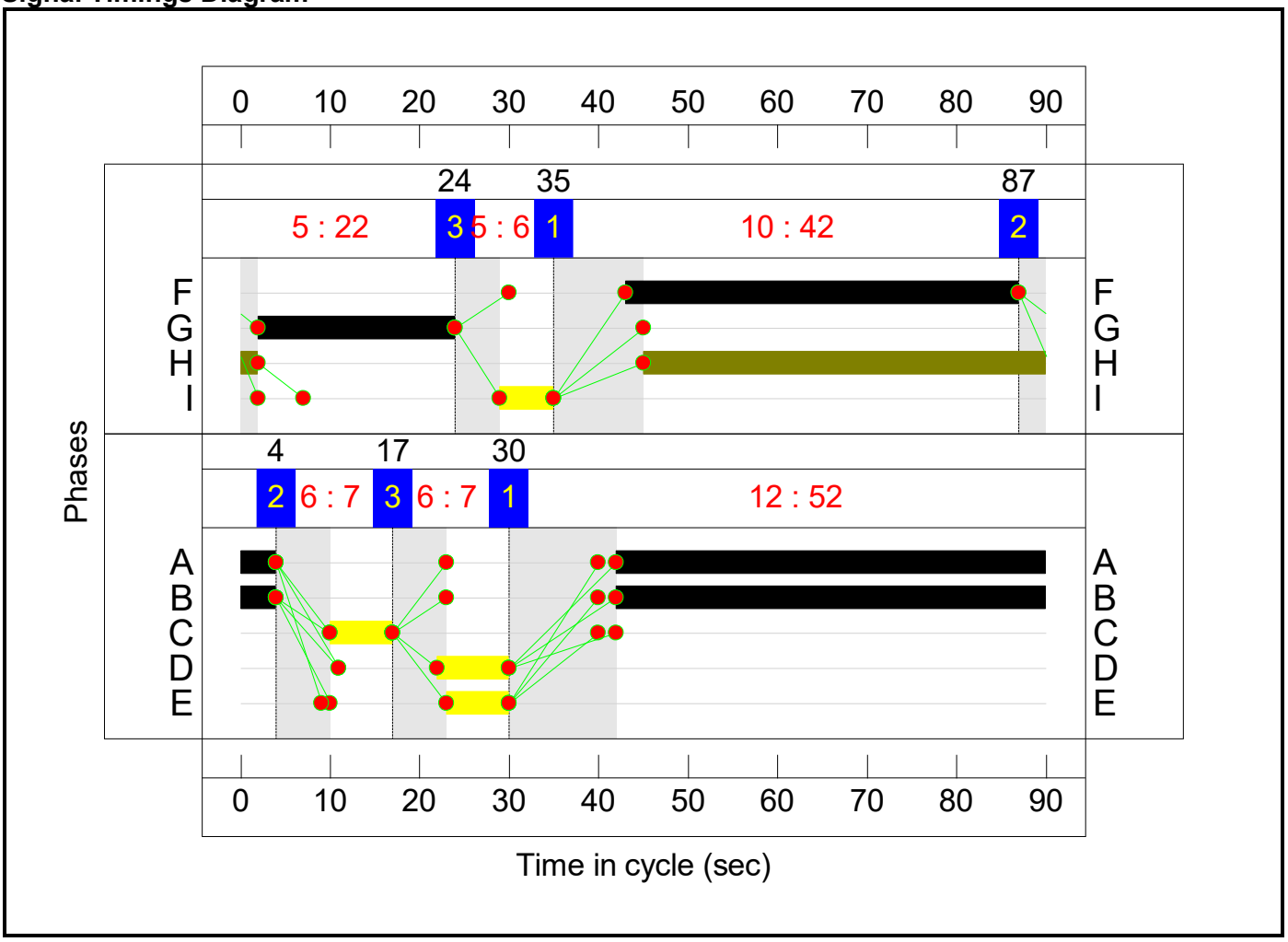
Stage	1	2	3
Duration	42	22	6
Change Point	35	87	24

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	30	4	17

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**	-	-		-	-	-	-	-	-	**76.5%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**37.6%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	715	1900:1900	1865+35	37.6 : 37.6%	715
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	713	1900	1900	37.5%	713
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	70	Inf	399	17.5%	70
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	712	Inf	7325	9.7%	712
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	680	1900	1900	35.8%	680
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	-		-	-	-	31	Inf	360	8.6%	31
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	64	Inf	Inf	0.0%	64
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	690	1900	1900	36.3%	690
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.7%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	751	1763	1257	59.7%	751
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	714	1763	1469	48.6%	714

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	9	1940	65	13.9%	9
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%	11
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.5%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	51	1877	167	30.6%	51
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%	55
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	751	1667	982	76.5%	751
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	713	1980:1795	1137+34	60.9 : 60.9%	713
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	713	1655	1287	55.4%	713
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	317	1655	423	75.0%	317
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	746	1965	982	75.9%	746
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	32	-	477	1786	819	58.3%	477
1/2	Left	U	N/A	N/A	C4:B		1	32	-	336	1786	819	41.0%	336
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	37	-	697	1800:1800	748+203	73.2 : 73.2%	697
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	366	1813	529	69.2%	366
3/1		U	N/A	N/A	-		-	-	-	416	1900	1900	21.9%	416
3/2		U	N/A	N/A	-		-	-	-	763	1900	1900	40.2%	763
4/1	Right	U	N/A	N/A	C4:D		1	21	-	46	1990	608	7.6%	46

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	20	-	336	1715	500	67.2%	336
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	342	1739	507	67.4%	342
6/1		U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%	646
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	15	-	299	1900:1900	104+396	59.8 : 59.8%	299
8/1	Left	U	N/A	N/A	-		-	-	-	548	1800	1800	30.4%	548
8/2	Ahead	U	N/A	N/A	C4:J		1	40	-	195	1980	1127	17.3%	195
9/1	Ahead	O	N/A	N/A	-		-	-	-	98	Inf	594	16.5%	98
10/1		U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%	261
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	21	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	38	-	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	**-**	**377**	**0**	**1**	**25.1**	**16.1**	**0.1**	**41.2**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**158**	**0**	**0**	**0.0**	**1.4**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	715	13	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	713	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	70	70	0	0	0.0	0.1	-	0.1	5.5	0.0	0.1	0.1	-	
4/1	712	44	0	0	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1	-	
5/1	680	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
6/1	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	31	31	0	0	0.0	0.0	-	0.0	5.5	0.0	0.0	0.0	-	
8/1	64	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	690	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**2.4**	**1.3**	**0.0**	**3.7**	**-**	**-**	**-**	**-**	**-**	
1/1	751	3	0	0	1.6	0.7	0.0	2.3	11.1	12.9	0.7	13.7	4.2	
2/1	714	-	-	-	0.6	0.5	-	1.0	5.2	6.9	0.5	7.4	3.8	
3/1	9	-	-	-	0.3	0.1	-	0.4	144.9	0.6	0.1	0.7	0.6	
4/1	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**21**	**0**	**0**	**10.1**	**6.2**	**0.0**	**16.3**	**-**	**-**	**-**	**-**	**-**	
1/1	51	-	-	-	0.5	0.2	-	0.8	53.9	1.2	0.2	1.4	1.1	
2/1	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	751	-	-	-	2.9	1.6	-	4.5	21.5	14.0	1.6	15.6	7.3	
4/1+4/2	713	21	0	0	1.7	0.8	0.0	2.4 (2.4+0.1)	12.3 (12.3:11.3)	5.1	0.8	5.9	5.1	
5/1	713	-	-	-	0.8	0.6	-	1.4	7.0	6.9	0.6	7.6	3.6	

Full Input Data And Results

5/2	317	-	-	-	2.7	1.5	-	4.2	47.4	7.2	1.5	8.7	5.7
6/1	746	-	-	-	1.5	1.6	-	3.1	14.7	5.0	1.6	6.5	3.5
J4: Regent St/Bradley Rd	**-**	**195**	**0**	**1**	**12.6**	**7.2**	**0.1**	**19.9**	**-**	**-**	**-**	**-**	**-**
1/1	477	-	-	-	0.5	0.7	-	1.2	8.9	6.2	0.7	6.9	1.4
1/2	336	-	-	-	0.3	0.3	-	0.6	6.5	2.7	0.3	3.0	0.9
2/1+2/2	697	-	-	-	2.5	1.4	-	3.9 (3.1+0.8)	20.1 (20.4:18.9)	9.9	1.4	11.3	5.9
2/3	366	-	-	-	2.3	1.1	-	3.4	33.5	6.4	1.1	7.5	5.0
3/1	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	763	-	-	-	0.2	0.3	-	0.5	2.5	9.1	0.3	9.4	-
4/1	46	-	-	-	0.2	0.0	-	0.3	21.0	0.7	0.0	0.7	0.6
5/1	336	-	-	-	2.1	1.0	-	3.1	33.3	5.9	1.0	6.9	4.6
5/2	342	-	-	-	2.1	1.0	-	3.2	33.3	6.0	1.0	7.0	4.7
6/1	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	299	97	0	1	2.0	0.7	0.1	2.8 (0.5+2.3)	34.0 (31.4:34.7)	4.1	0.7	4.9	3.6
8/1	548	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	195	-	-	-	0.3	0.1	-	0.4	8.0	1.1	0.1	1.2	1.1
9/1	98	98	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1	-
10/1	261	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

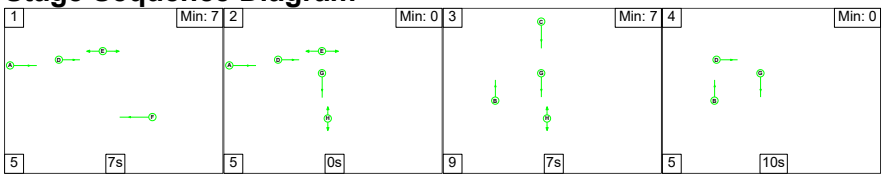
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	50.7	Total Delay for Signalled Lanes (pcuHr):	3.70	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	18.88	Cycle Time (s): 72
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):	8.62	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	7.69	Cycle Time (s): 90
	PRC Over All Lanes (%):	17.6	Total Delay Over All Lanes(pcuHr):	41.25	

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

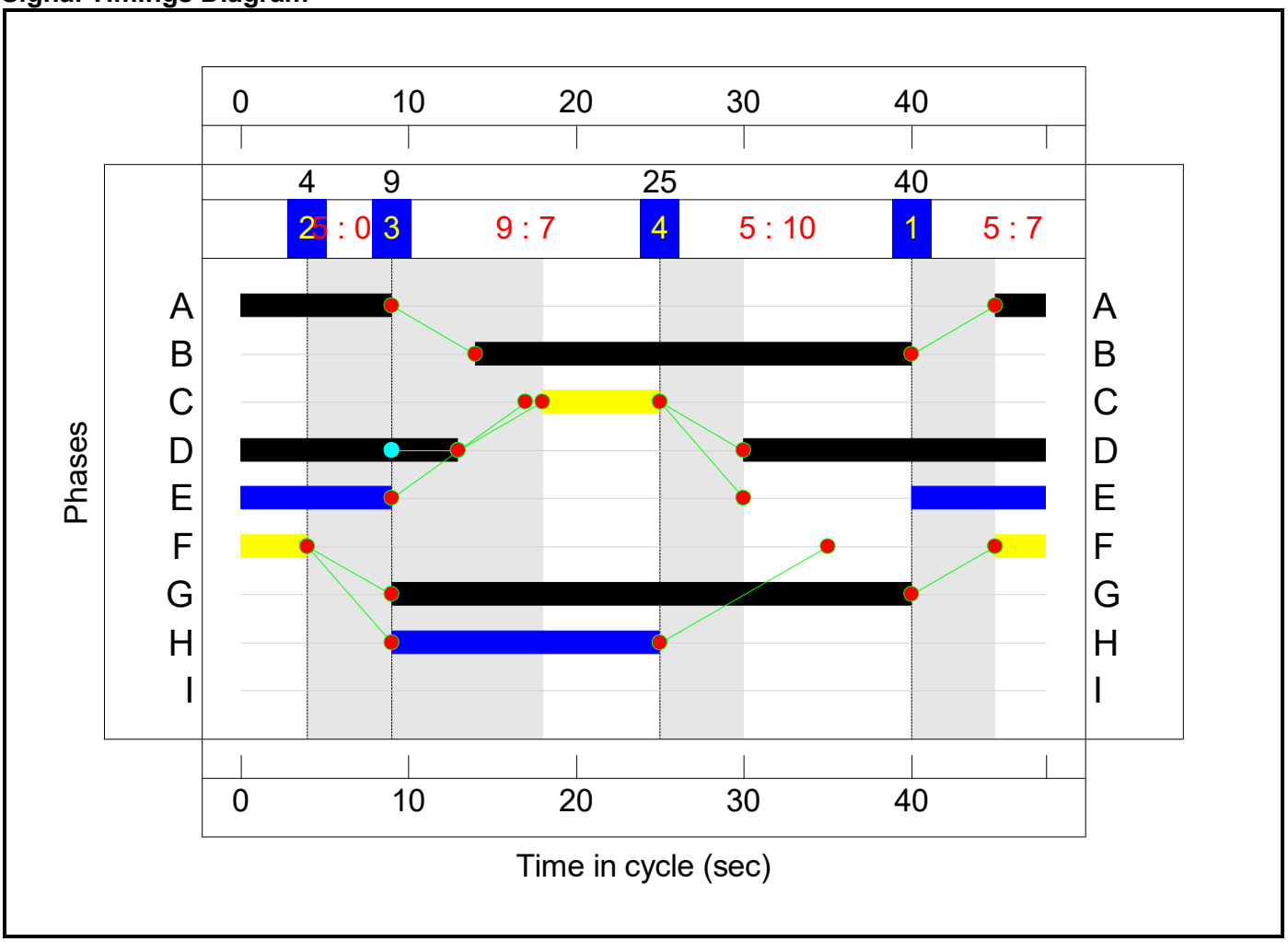
Stage Sequence Diagram



Stage Timings

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

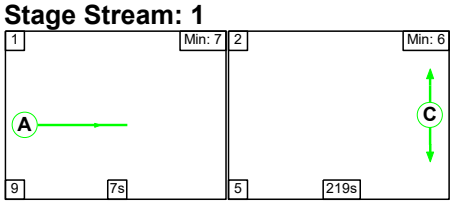
Signal Timings Diagram



C2 - Mold Road Staggered Ped

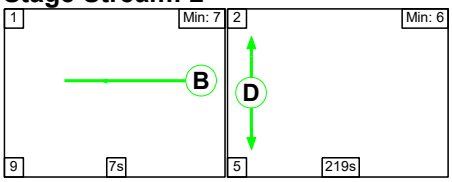
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

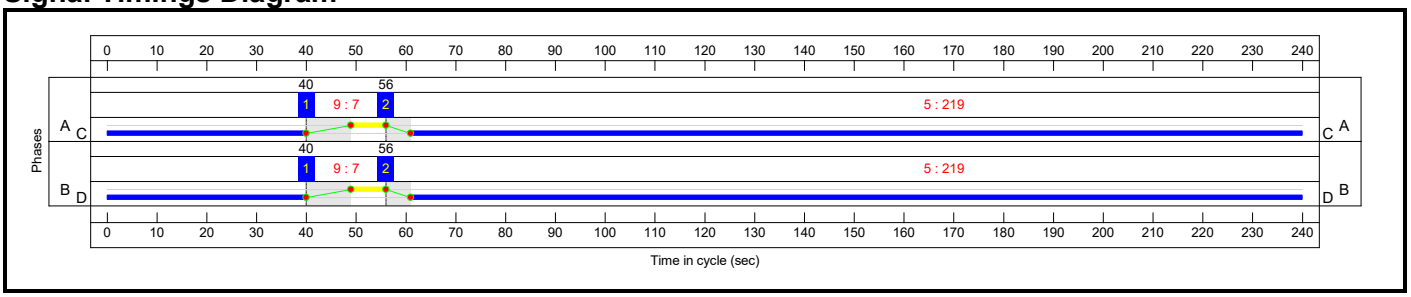
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

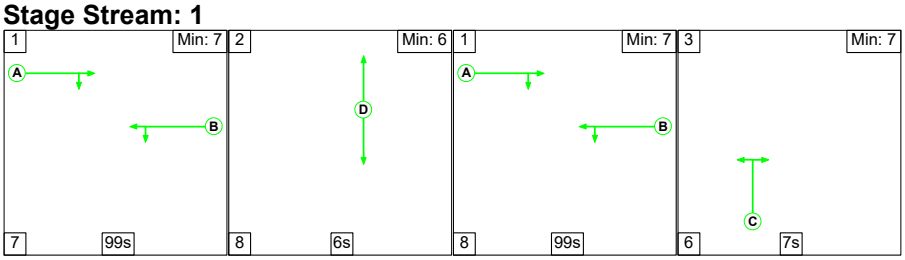
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



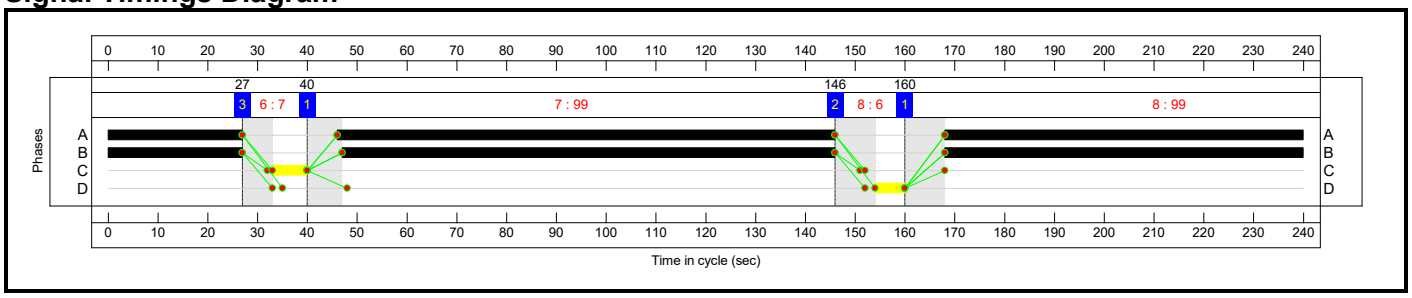
Stage Timings

Stage Stream: 1

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

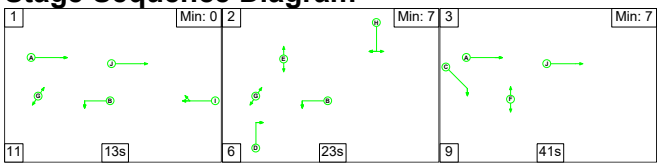
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

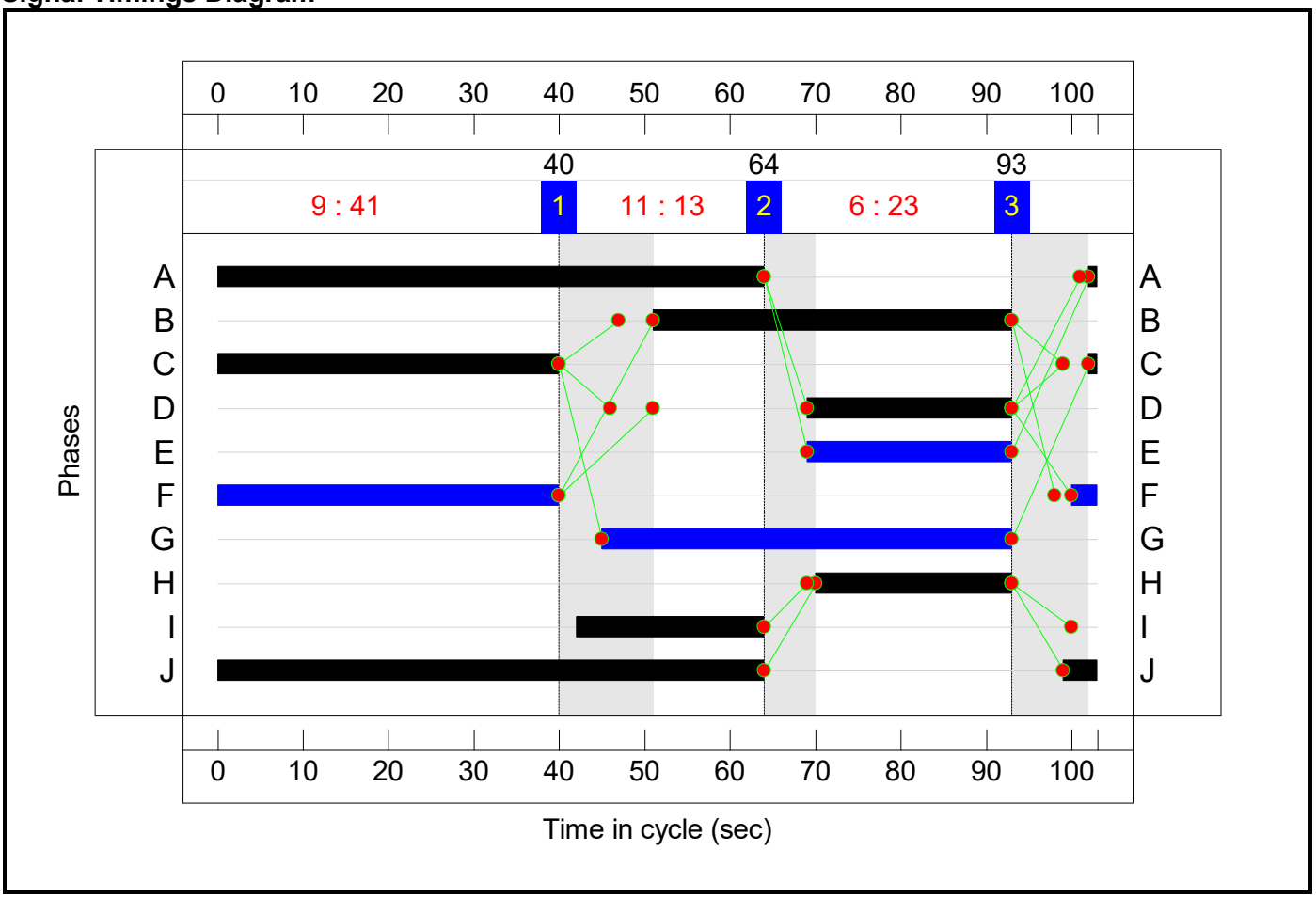
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

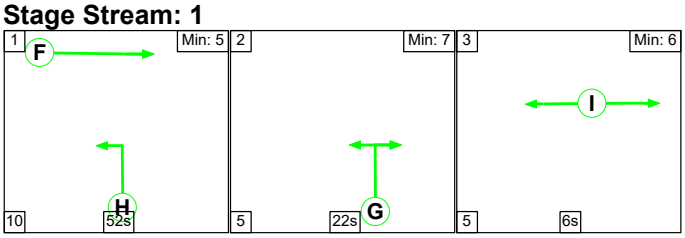


Full Input Data And Results

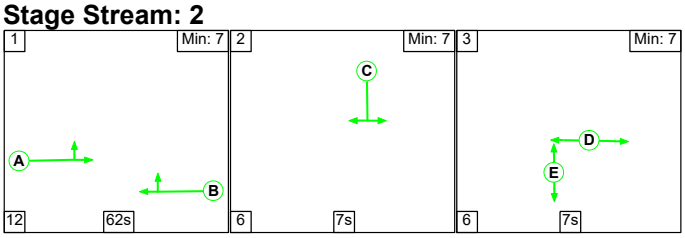
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

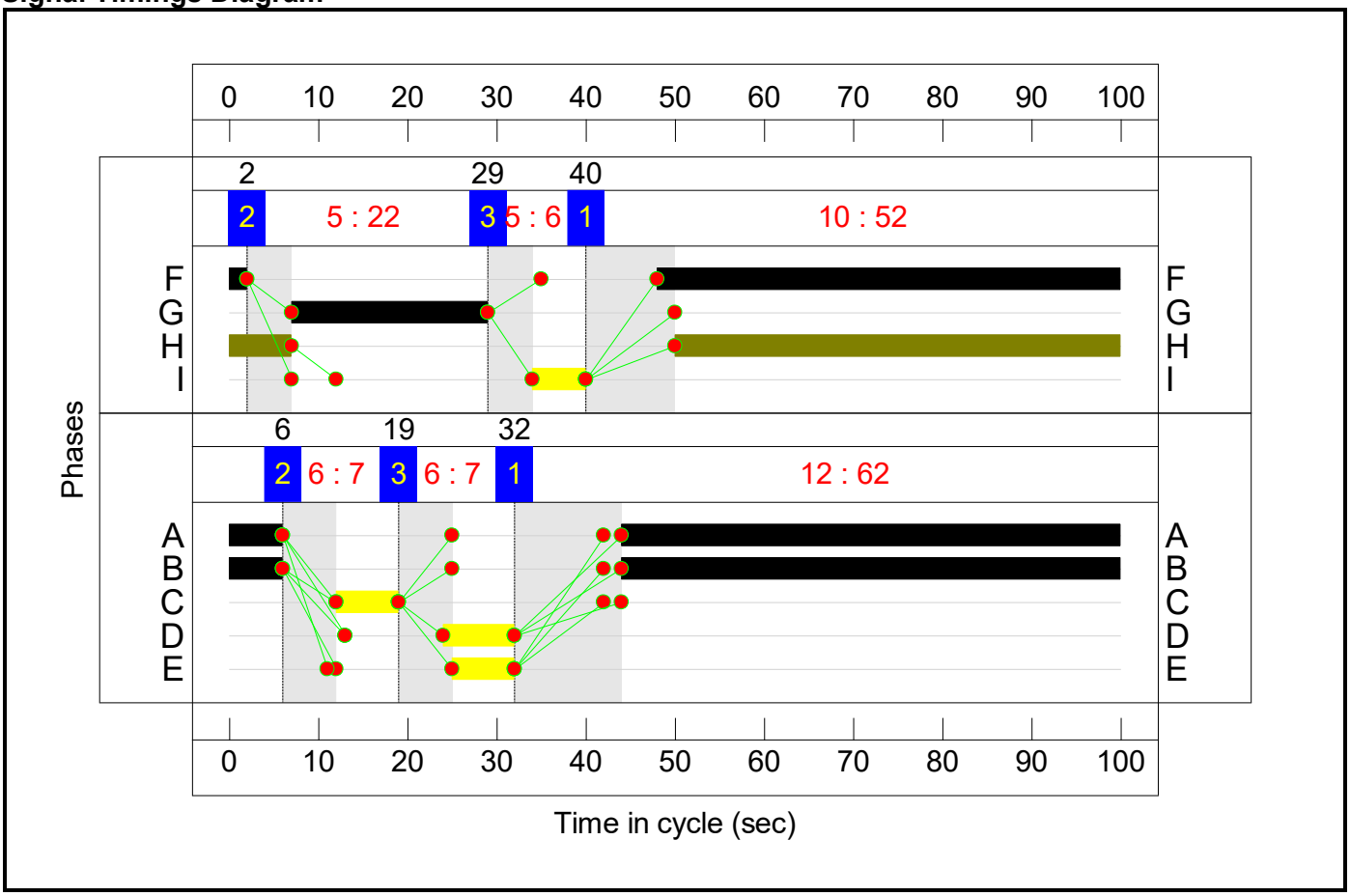
Stage	1	2	3
Duration	52	22	6
Change Point	40	2	29

Stage Stream: 2

Stage	1	2	3
Duration	62	7	7
Change Point	32	6	19

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**	-	-		-	-	-	-	-	-	**93.2%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**48.6%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	923	1900:1900	1863+37	48.6 : 48.6%	923
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	916	1900	1900	48.2%	916
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	89	Inf	397	22.4%	89
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	574	Inf	2742	20.9%	574
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	494	1900	1900	26.0%	494
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	373	7.0%	26
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%	103
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	490	1900	1900	25.8%	490
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	982	1763	1074	91.5%	982
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	-	26	1940	65	40.2%	26
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.2%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	45	1877	150	30.0%	45
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%	78
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	62	-	977	1664	1048	93.2%	977
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	62	-	577	1980:1795	1162+94	46.0 : 46.0%	577
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	57	577	1655	1324	43.6%	577
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.4%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	42	-	392	1786	746	52.6%	392
1/2	Left	U	N/A	N/A	C4:B		1	42	-	275	1786	746	36.9%	275
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	65	-	945	1800:1800	737+369	85.4 : 85.4%	945
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	41	-	356	1813	739	48.2%	356
3/1		U	N/A	N/A	-		-	-	-	418	1900	1900	22.0%	418
3/2		U	N/A	N/A	-		-	-	-	605	1900	1900	31.8%	605
4/1	Right	U	N/A	N/A	C4:D		1	24	-	41	1990	483	8.5%	41

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	23	-	283	1715	400	70.8%	283
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	23	-	293	1739	405	72.3%	293
6/1		U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%	716
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	22	-	219	1900:1900	89+354	49.4 : 49.4%	219
8/1	Left	U	N/A	N/A	-		-	-	-	632	1800	1800	35.1%	632
8/2	Ahead	U	N/A	N/A	C4:J		1	68	-	354	1980	1326	26.7%	354
9/1	Ahead	O	N/A	N/A	-		-	-	-	84	Inf	576	14.6%	84
10/1		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%	398
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	**-**	**428**	**0**	**11**	**34.4**	**29.1**	**0.2**	**63.7**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**218**	**0**	**0**	**0.0**	**1.6**	**0.0**	**1.6**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	923	18	0	0	0.0	0.5	-	0.5 (0.5+0.0)	1.8 (1.8:1.8)	0.0	0.5	0.5	-	
2/1	916	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	-	
3/1	89	89	0	0	0.0	0.1	-	0.1	5.8	0.0	0.1	0.1	-	
4/1	574	85	0	0	0.0	0.1	-	0.1	0.9	1.4	0.1	1.5	-	
5/1	494	-	-	-	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	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	490	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**6.7**	**5.5**	**0.0**	**12.2**	**-**	**-**	**-**	**-**	**-**	
1/1	982	10	0	0	5.5	4.8	0.0	10.3	37.9	29.5	4.8	34.3	10.1	
2/1	553	-	-	-	0.4	0.3	-	0.7	4.4	4.6	0.3	4.9	2.9	
3/1	26	-	-	-	0.8	0.3	-	1.2	159.4	1.7	0.3	2.0	1.7	
4/1	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**43**	**0**	**0**	**11.9**	**14.0**	**0.0**	**25.9**	**-**	**-**	**-**	**-**	**-**	
1/1	45	-	-	-	0.5	0.2	-	0.8	60.4	1.2	0.2	1.4	1.1	
2/1	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	977	-	-	-	4.5	5.9	-	10.4	38.2	24.2	5.9	30.0	9.5	
4/1+4/2	577	43	0	0	1.2	0.4	0.0	1.7 (1.5+0.1)	10.4 (10.4:10.0)	4.4	0.4	4.8	4.4	
5/1	577	-	-	-	0.5	0.4	-	0.9	5.5	4.8	0.4	5.2	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	-	-	-	1.7	4.0	-	5.7	21.3	13.2	4.0	17.2	3.7
J4: Regent St/Bradley Rd	**-**	**157**	**0**	**11**	**15.8**	**8.0**	**0.2**	**24.0**	**-**	**-**	**-**	**-**	**-**
1/1	392	-	-	-	0.5	0.6	-	1.0	9.2	8.1	0.6	8.7	1.3
1/2	275	-	-	-	0.2	0.3	-	0.5	6.9	2.3	0.3	2.6	0.8
2/1+2/2	945	-	-	-	4.1	2.8	-	6.9 (4.8+2.1)	26.3 (27.2:24.5)	20.5	2.8	23.3	9.5
2/3	356	-	-	-	2.2	0.5	-	2.7	27.2	7.4	0.5	7.9	5.8
3/1	418	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	605	-	-	-	0.2	0.2	-	0.5	2.7	10.9	0.2	11.2	-
4/1	41	-	-	-	0.3	0.0	-	0.4	34.3	0.9	0.0	0.9	0.9
5/1	283	-	-	-	2.9	1.2	-	4.0	51.4	7.4	1.2	8.6	6.1
5/2	293	-	-	-	3.0	1.3	-	4.2	52.1	7.7	1.3	9.0	6.3
6/1	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	219	73	0	11	2.1	0.5	0.2	2.7 (0.5+2.2)	44.6 (39.8:45.8)	4.3	0.5	4.8	3.8
8/1	632	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-
8/2	354	-	-	-	0.4	0.2	-	0.6	5.8	1.6	0.2	1.8	1.6
9/1	84	84	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1	-
10/1	398	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

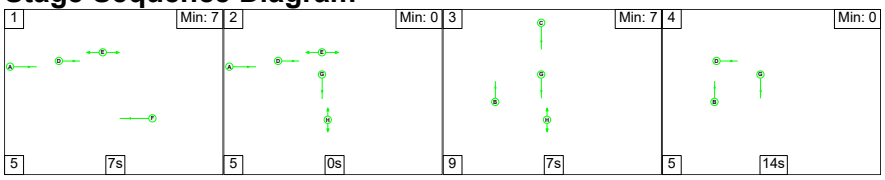
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):	12.17	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	5.4	Total Delay for Signalled Lanes (pcuHr):	23.08	Cycle Time (s): 103
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	13.13	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	-3.6	Total Delay for Signalled Lanes (pcuHr):	12.80	Cycle Time (s): 100
	PRC Over All Lanes (%):	-3.6	Total Delay Over All Lanes(pcuHr):	63.74	

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

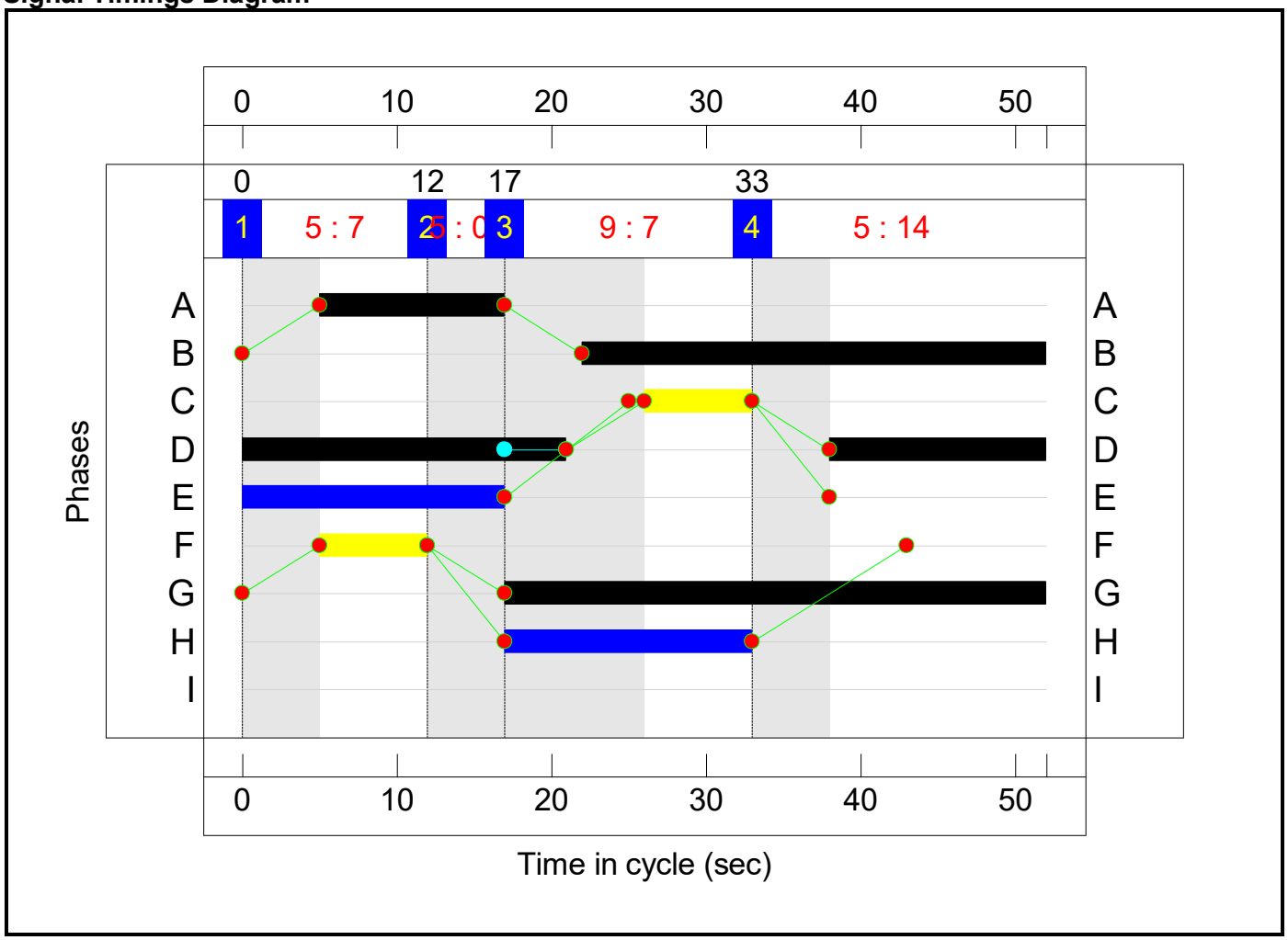
Stage Sequence Diagram



Stage Timings

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

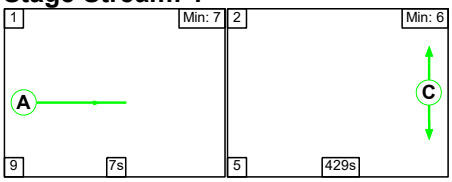
Signal Timings Diagram



C2 - Mold Road Staggered Ped

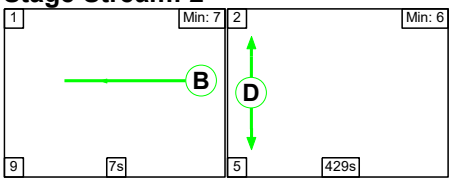
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

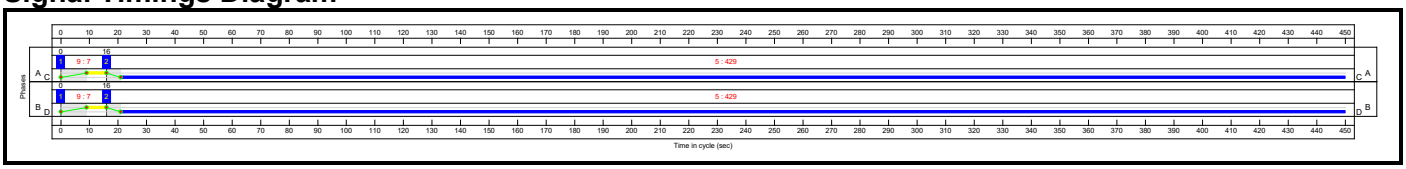
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

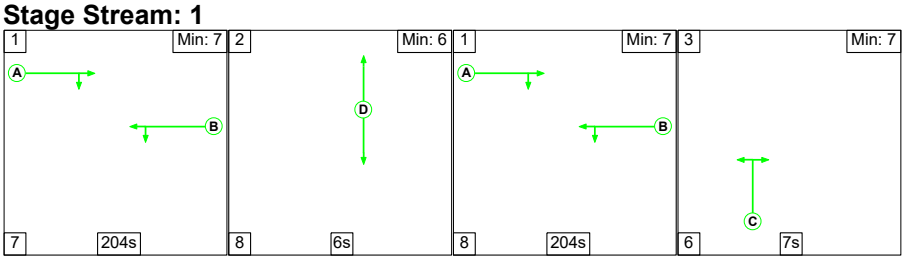
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

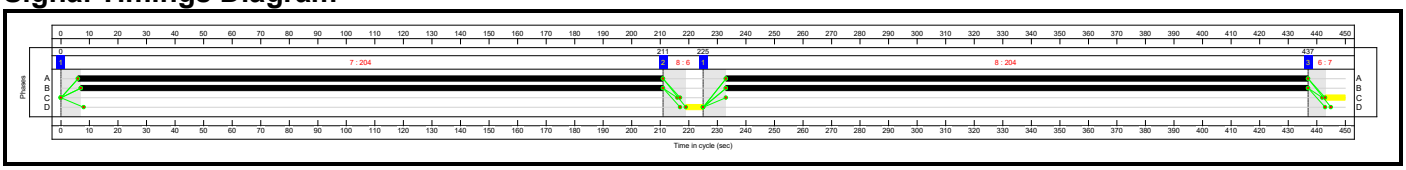


Stage Timings

Stage Stream: 1

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

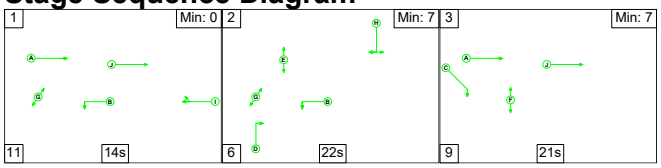
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

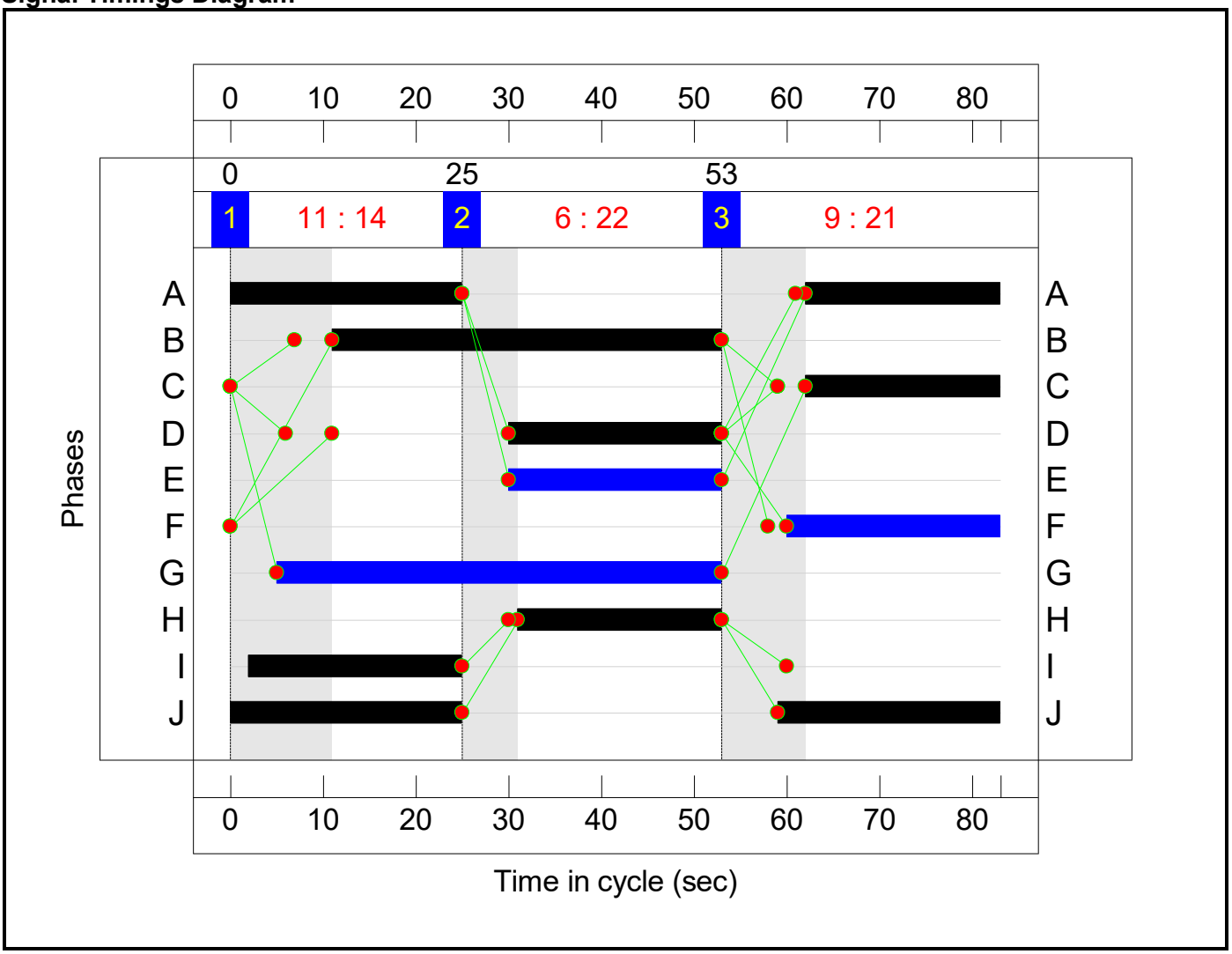
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	14	22	21
Change Point	0	25	53

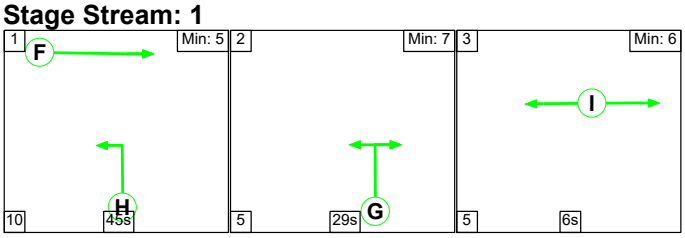
Signal Timings Diagram



C5 - Station Approach - Central Road

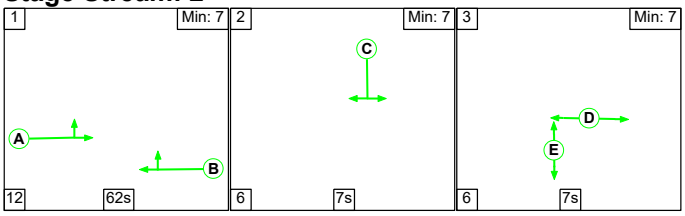
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

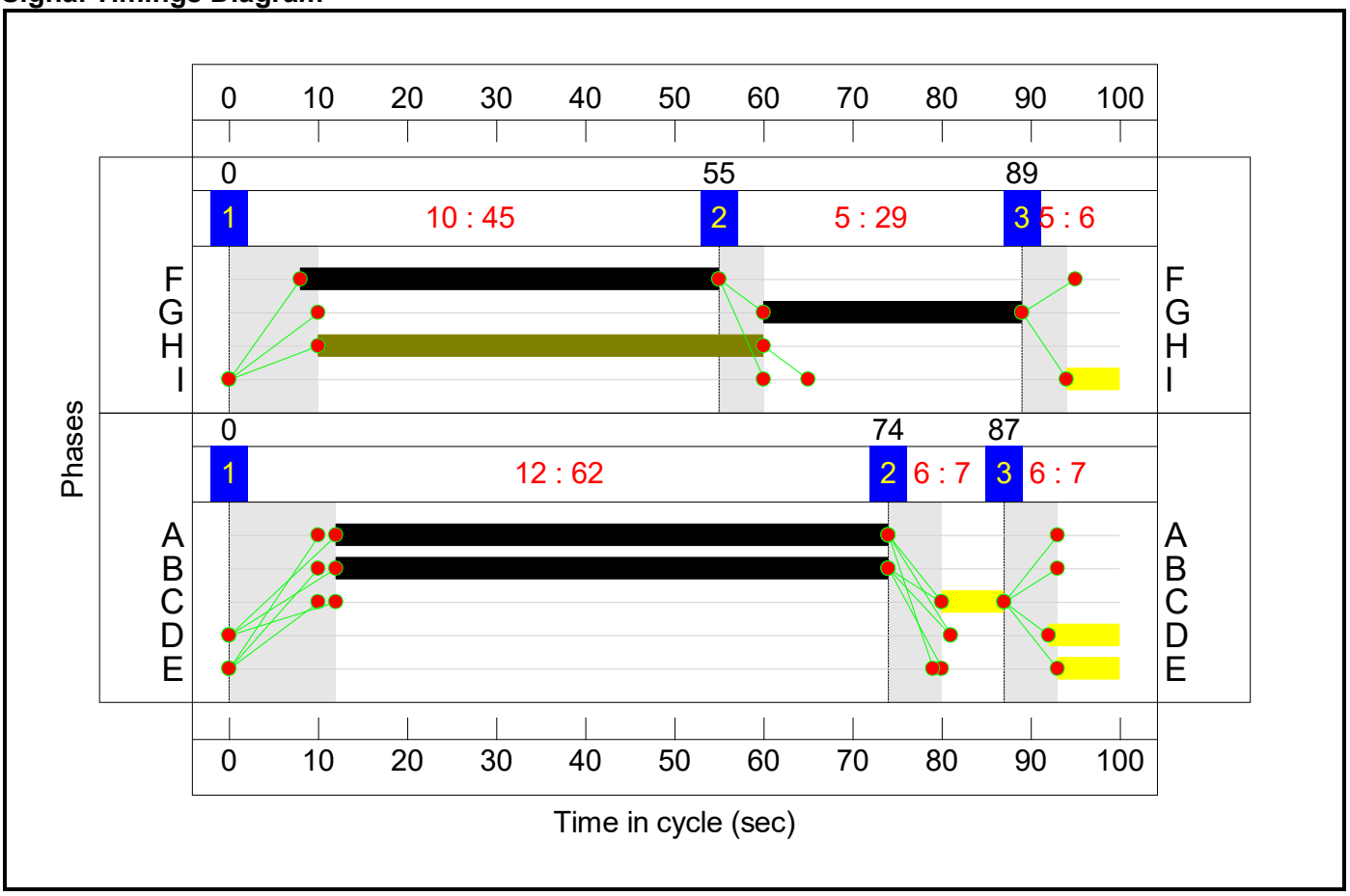
Stage Stream: 1

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	0	74	87

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**	-	-		-	-	-	-	-	-	**56.8%**	-
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	356	22.2%	79
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	1117	Inf	7307	15.3%	1117
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	1066	1900	1900	56.1%	1066
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	277	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	-		-	-	-	1080	1900	1900	56.8%	1080
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.2%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	624	1763	1148	54.3%	624
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	1116	1763	1567	71.2%	1116

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	-	96	1877	150	63.9%	96
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%	57
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	1214+37	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	-	650	1965	943	68.9%	650
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	42	-	600	1786	925	64.8%	600
1/2	Left	U	N/A	N/A	C4:B		1	42	-	411	1786	925	44.4%	411
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	46	-	649	1800:1800	798+224	63.5 : 63.5%	649
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	21	-	354	1813	481	73.7%	354
3/1		U	N/A	N/A	-		-	-	-	499	1900	1900	26.3%	499
3/2		U	N/A	N/A	-		-	-	-	866	1900	1900	45.6%	866
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	-	323	1715	475	68.0%	323
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	22	-	334	1739	482	69.3%	334
6/1		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%	604
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	23	-	491	1900:1900	250+435	71.7 : 71.7%	491
8/1	Left	U	N/A	N/A	-		-	-	-	507	1800	1800	28.2%	507
8/2	Ahead	U	N/A	N/A	C4:J		1	49	-	180	1980	1193	15.1%	180
9/1	Ahead	O	N/A	N/A	-		-	-	-	97	Inf	603	16.1%	97
10/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%	220
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:F		1	23	-	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	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	**-**	**436**	**0**	**1**	**32.1**	**22.4**	**0.0**	**54.5**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**199**	**0**	**0**	**0.0**	**2.1**	**0.0**	**2.1**	**-**	**-**	**-**	**-**	**-**	
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	1117	73	0	0	0.0	0.1	-	0.1	0.3	0.9	0.1	1.0	-	
5/1	1066	-	-	-	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	1080	-	-	-	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**	**6.2**	**-**	**-**	**-**	**-**	**-**	
1/1	624	11	0	0	2.0	0.6	0.0	2.6	15.3	18.2	0.6	18.8	3.3	
2/1	1116	-	-	-	1.2	1.2	-	2.4	7.8	21.7	1.2	22.9	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	**-**	**33**	**0**	**0**	**13.1**	**10.2**	**0.0**	**23.3**	**-**	**-**	**-**	**-**	**-**	
1/1	96	-	-	-	1.2	0.9	-	2.0	76.8	2.6	0.9	3.4	2.4	
2/1	57	-	-	-	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	33	0	0	2.9	3.8	0.0	6.6 (6.4+0.2)	21.4 (21.5:20.9)	25.4	3.8	29.2	6.5	
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	650	-	-	-	2.3	1.1	-	3.4	18.7	6.6	1.1	7.7	5.8	
J4: Regent St/Bradley Rd	**-**	**193**	**0**	**1**	**14.9**	**8.0**	**0.0**	**22.9**	**-**	**-**	**-**	**-**	**-**	
1/1	600	-	-	-	0.6	0.9	-	1.5	9.1	7.7	0.9	8.6	1.7	
1/2	411	-	-	-	0.3	0.4	-	0.7	6.0	4.3	0.4	4.7	1.0	
2/1+2/2	649	-	-	-	2.2	0.9	-	3.1 (2.4+0.6)	17.0 (17.3:15.9)	9.4	0.9	10.2	5.8	
2/3	354	-	-	-	2.7	1.4	-	4.1	41.8	7.4	1.4	8.7	5.8	
3/1	499	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
3/2	866	-	-	-	0.3	0.4	-	0.7	2.9	10.5	0.4	10.9	-	
4/1	38	-	-	-	0.2	0.0	-	0.3	24.8	0.6	0.0	0.7	0.6	
5/1	323	-	-	-	2.4	1.0	-	3.4	38.4	6.5	1.0	7.6	5.2	
5/2	334	-	-	-	2.5	1.1	-	3.6	38.8	6.9	1.1	8.0	5.4	
6/1	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1+7/2	491	96	0	1	3.4	1.3	0.0	4.6 (1.6+3.0)	33.9 (32.9:34.4)	6.8	1.3	8.1	4.9	
8/1	507	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-	
8/2	180	-	-	-	0.3	0.1	-	0.4	7.7	1.1	0.1	1.2	1.1	
9/1	97	97	0	0	0.0	0.1	-	0.1	3.6	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
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 (%):	26.4	Total Delay for Signalled Lanes (pcuHr):	6.23
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	22.2	Total Delay for Signalled Lanes (pcuHr):	21.69
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	12.06
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	11.23
	PRC Over All Lanes (%):	1.4	Total Delay Over All Lanes(pcuHr):	54.45

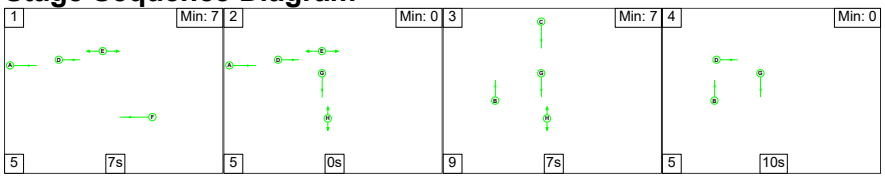
Cycle Time (s):	52
Cycle Time (s):	450
Cycle Time (s):	450
Cycle Time (s):	450
Cycle Time (s):	83
Cycle Time (s):	100
Cycle Time (s):	100

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

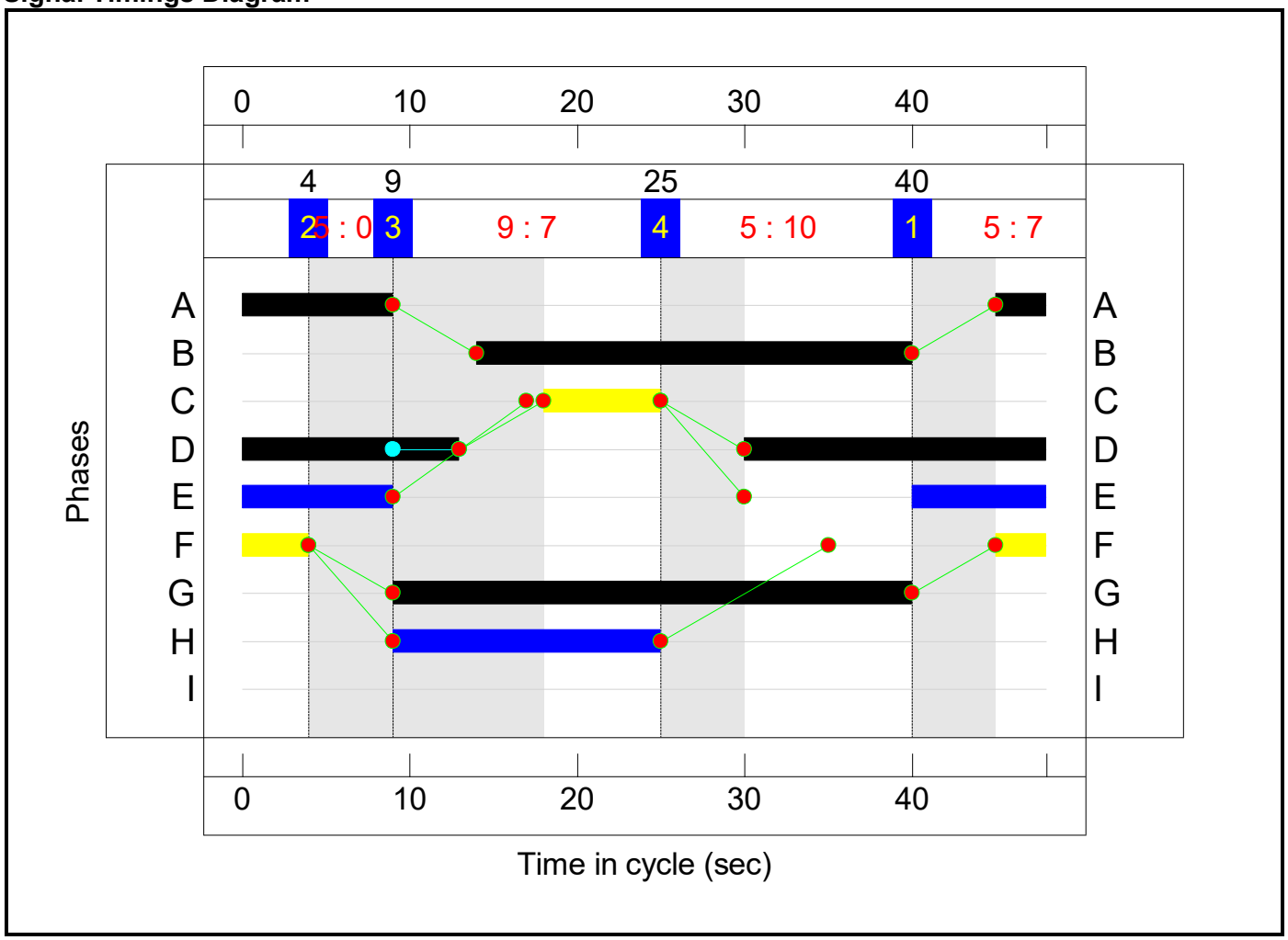
Stage Sequence Diagram



Stage Timings

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

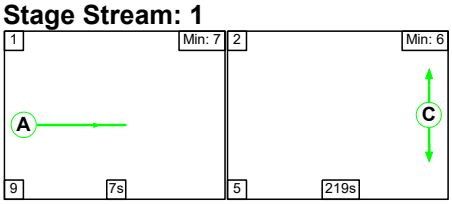
Signal Timings Diagram



C2 - Mold Road Staggered Ped

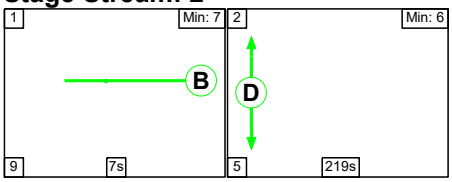
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

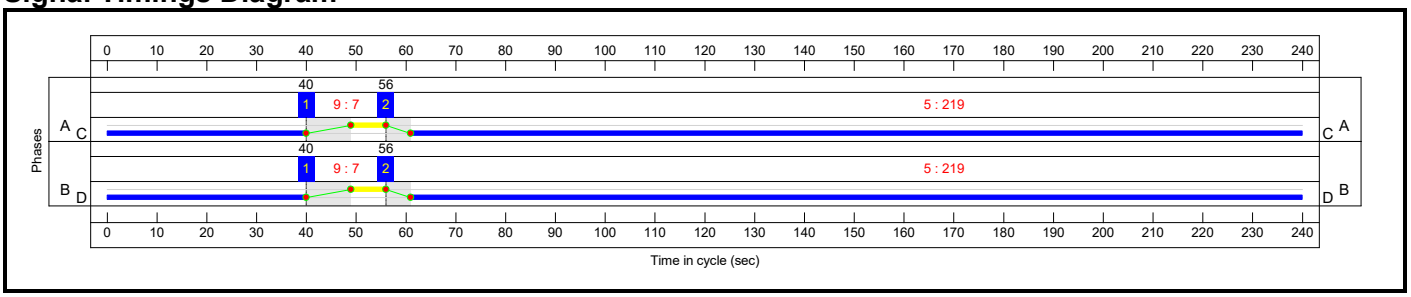
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

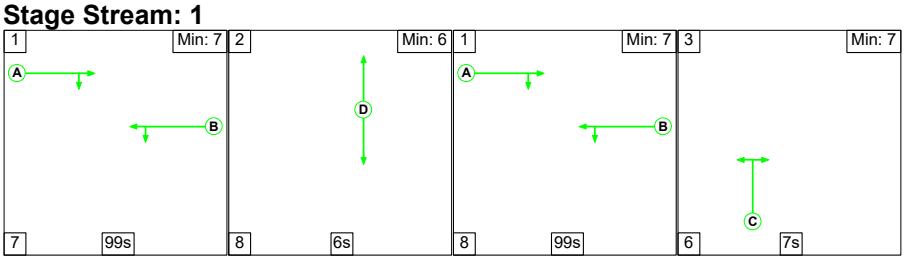
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



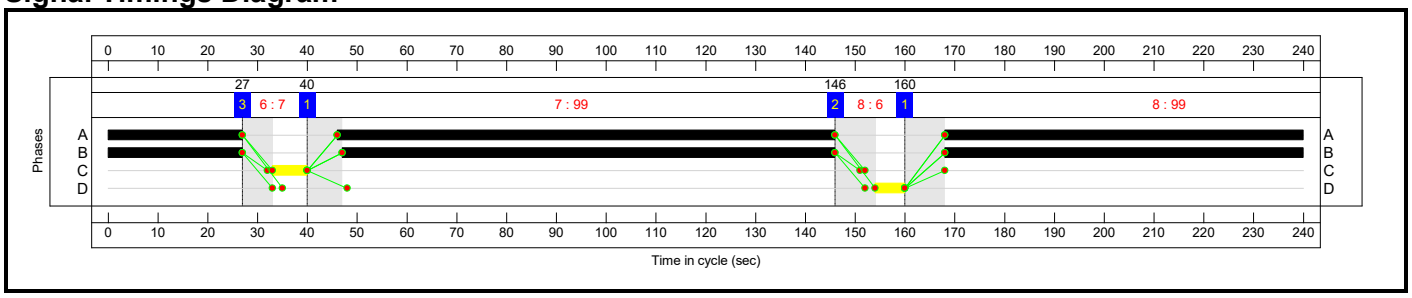
Stage Timings

Stage Stream: 1

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

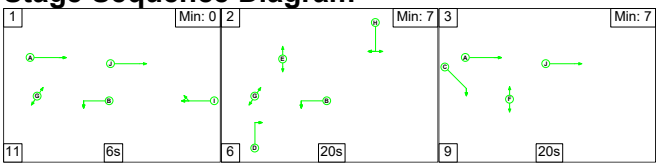
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

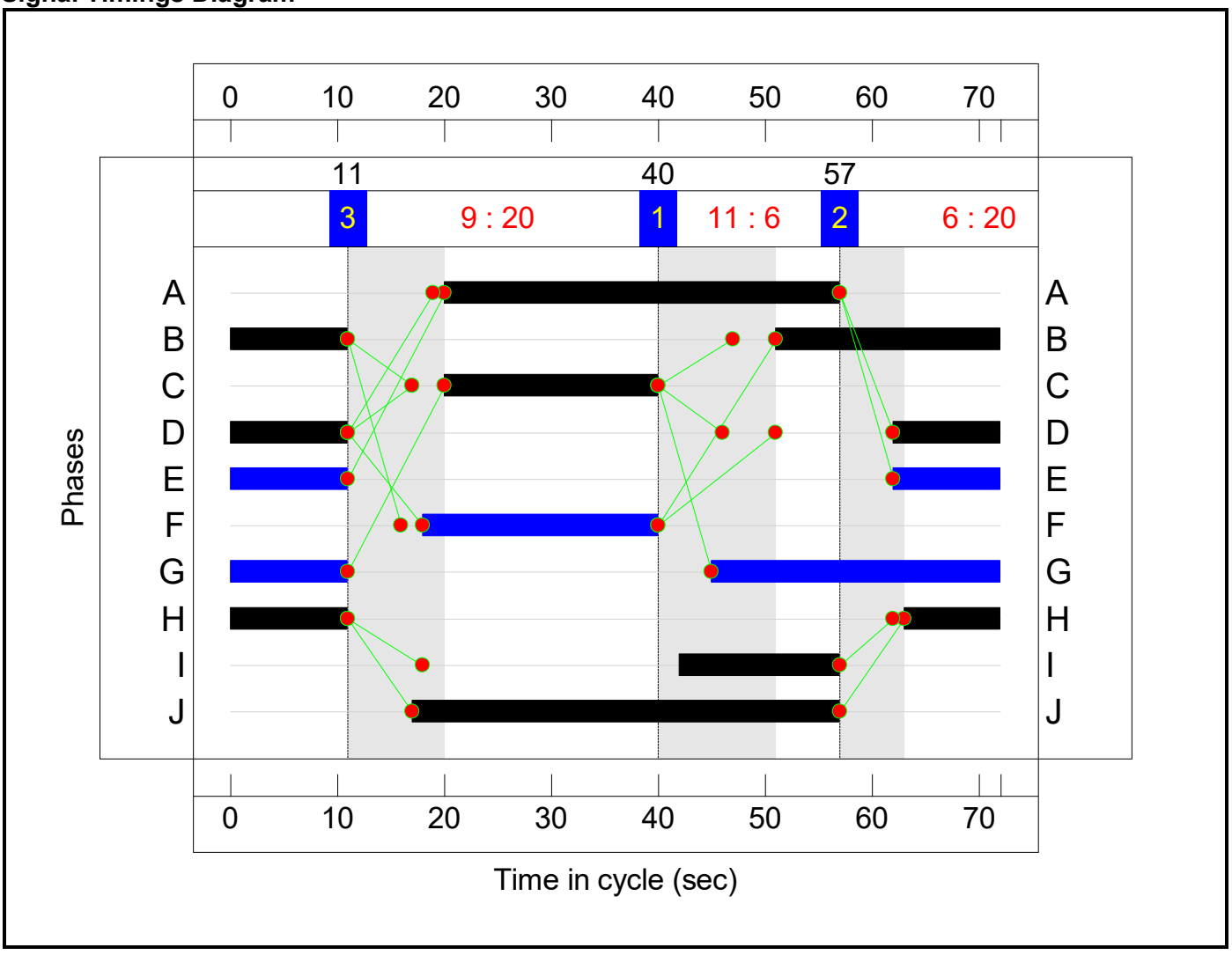
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	6	20	20
Change Point	40	57	11

Signal Timings Diagram

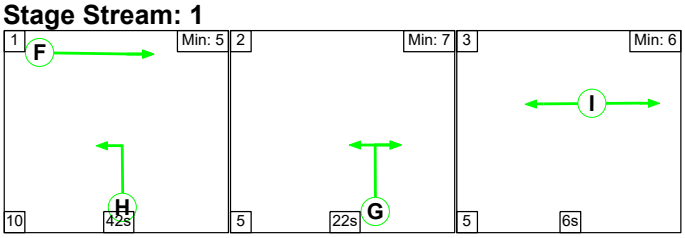


Full Input Data And Results

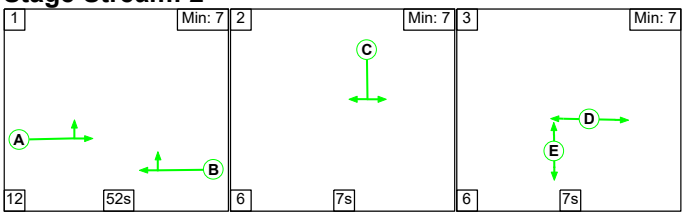
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

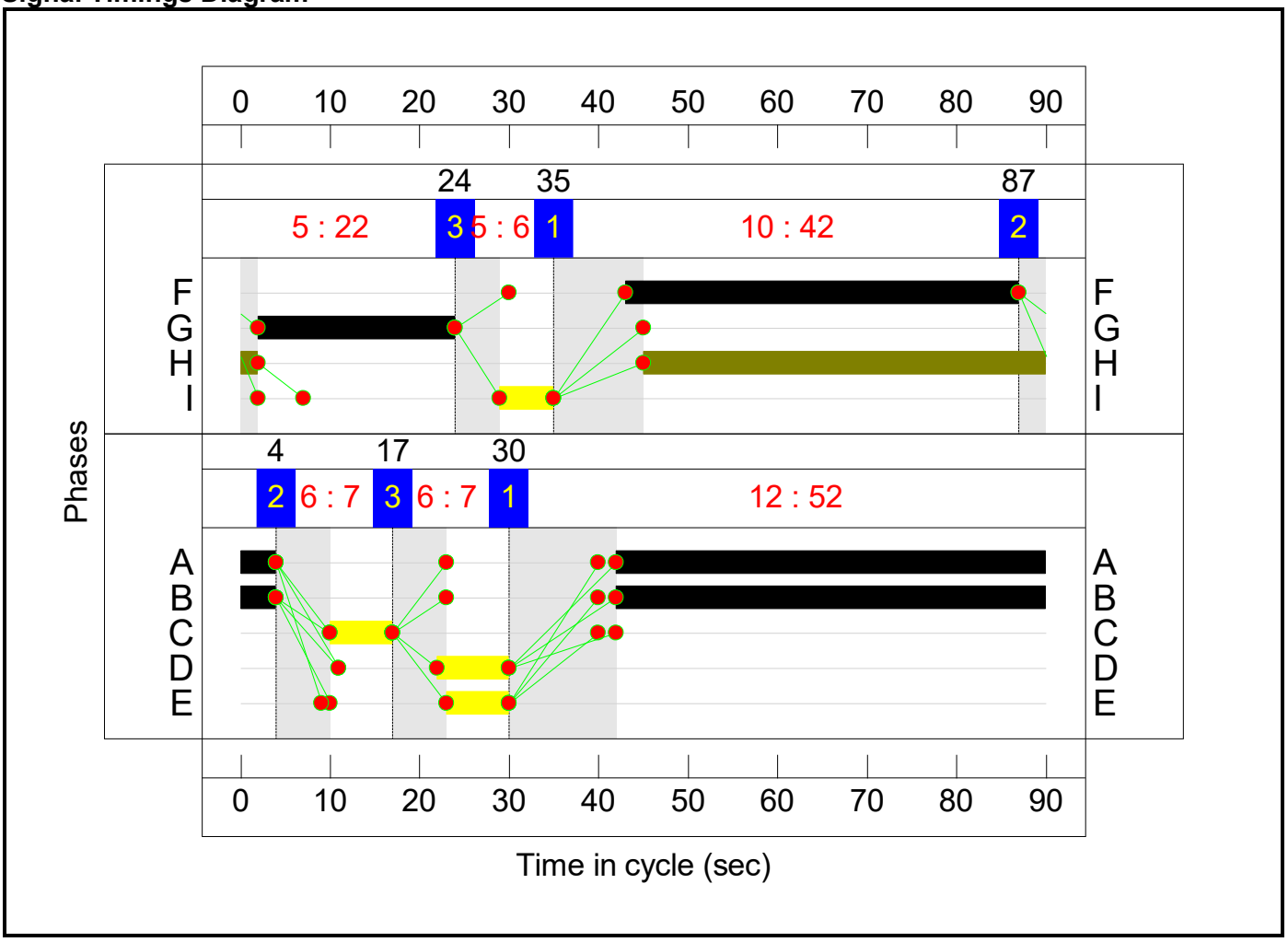
Stage	1	2	3
Duration	42	22	6
Change Point	35	87	24

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	30	4	17

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**	-	-		-	-	-	-	-	-	**77.3%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**38.1%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	723	1900:1900	1866+34	38.1 : 38.1%	723
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	722	1900	1900	38.0%	722
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	70	Inf	396	17.7%	70
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	718	Inf	7353	9.8%	718
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	686	1900	1900	36.1%	686
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	353	9.1%	32
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	64	Inf	Inf	0.0%	64
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	696	1900	1900	36.6%	696
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.4%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	760	1763	1257	60.4%	760
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	720	1763	1469	49.0%	720

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	9	1940	65	13.9%	9
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%	11
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.3%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	63	1877	167	37.8%	63
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%	69
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	760	1670	983	77.3%	760
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	718	1980:1795	1129+42	61.3 : 61.3%	718
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	718	1655	1287	55.8%	718
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	317	1655	423	75.0%	317
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	752	1965	982	76.5%	752
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	32	-	487	1786	819	59.5%	487
1/2	Left	U	N/A	N/A	C4:B		1	32	-	332	1786	819	40.6%	332
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	37	-	702	1800:1800	747+205	73.7 : 73.7%	702
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	367	1813	529	69.4%	367
3/1		U	N/A	N/A	-		-	-	-	416	1900	1900	21.9%	416
3/2		U	N/A	N/A	-		-	-	-	770	1900	1900	40.5%	770
4/1	Right	U	N/A	N/A	C4:D		1	21	-	46	1990	608	7.6%	46

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	20	-	336	1715	500	67.2%	336
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	346	1739	507	68.2%	346
6/1		U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%	649
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	15	-	301	1900:1900	117+392	59.1 : 59.1%	301
8/1	Left	U	N/A	N/A	-		-	-	-	551	1800	1800	30.6%	551
8/2	Ahead	U	N/A	N/A	C4:J		1	40	-	197	1980	1127	17.5%	197
9/1	Ahead	O	N/A	N/A	-		-	-	-	98	Inf	594	16.5%	98
10/1		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%	263
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	21	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	38	-	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	**-**	**383**	**0**	**1**	**25.5**	**16.5**	**0.1**	**42.0**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**159**	**0**	**0**	**0.0**	**1.4**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	723	13	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	722	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	70	70	0	0	0.0	0.1	-	0.1	5.5	0.0	0.1	0.1	-	
4/1	718	44	0	0	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1	-	
5/1	686	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
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	0.0	-	0.0	5.6	0.0	0.0	0.0	-	
8/1	64	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	696	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**2.4**	**1.3**	**0.0**	**3.8**	**-**	**-**	**-**	**-**	**-**	
1/1	760	3	0	0	1.6	0.8	0.0	2.4	11.2	13.3	0.8	14.1	4.2	
2/1	720	-	-	-	0.6	0.5	-	1.0	5.2	7.0	0.5	7.5	3.8	
3/1	9	-	-	-	0.3	0.1	-	0.4	144.9	0.6	0.1	0.7	0.6	
4/1	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**26**	**0**	**0**	**10.3**	**6.5**	**0.0**	**16.8**	**-**	**-**	**-**	**-**	**-**	
1/1	63	-	-	-	0.7	0.3	-	1.0	55.9	1.5	0.3	1.8	1.4	
2/1	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	760	-	-	-	2.9	1.7	-	4.6	21.9	14.1	1.7	15.8	7.4	
4/1+4/2	718	26	0	0	1.7	0.8	0.0	2.5 (2.4+0.1)	12.3 (12.3:11.4)	5.1	0.8	5.9	5.1	
5/1	718	-	-	-	0.8	0.6	-	1.4	7.1	7.0	0.6	7.6	3.6	

Full Input Data And Results

5/2	317	-	-	-	2.7	1.5	-	4.2	47.4	7.2	1.5	8.7	5.7
6/1	752	-	-	-	1.5	1.6	-	3.2	15.1	5.5	1.6	7.1	3.6
J4: Regent St/Bradley Rd	**-**	**195**	**0**	**1**	**12.7**	**7.3**	**0.1**	**20.1**	**-**	**-**	**-**	**-**	**-**
1/1	487	-	-	-	0.5	0.7	-	1.2	9.1	6.2	0.7	6.9	1.5
1/2	332	-	-	-	0.3	0.3	-	0.6	6.5	2.6	0.3	3.0	0.9
2/1+2/2	702	-	-	-	2.6	1.4	-	4.0 (3.1+0.8)	20.3 (20.6:19.1)	10.0	1.4	11.4	5.9
2/3	367	-	-	-	2.3	1.1	-	3.4	33.6	6.4	1.1	7.5	5.0
3/1	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	770	-	-	-	0.2	0.3	-	0.6	2.6	9.1	0.3	9.5	-
4/1	46	-	-	-	0.2	0.0	-	0.3	21.0	0.7	0.0	0.7	0.6
5/1	336	-	-	-	2.1	1.0	-	3.1	33.3	5.9	1.0	6.9	4.6
5/2	346	-	-	-	2.2	1.1	-	3.2	33.6	6.1	1.1	7.1	4.7
6/1	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	301	97	0	1	2.0	0.7	0.1	2.8 (0.6+2.2)	33.7 (31.2:34.5)	4.1	0.7	4.8	3.5
8/1	551	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	197	-	-	-	0.3	0.1	-	0.4	8.0	1.1	0.1	1.2	1.1
9/1	98	98	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1	-
10/1	263	-	-	-	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 (%):	48.9	Total Delay for Signalled Lanes (pcuHr):	3.77
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	19.07
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	8.74
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):	8.06
	PRC Over All Lanes (%):	16.5	Total Delay Over All Lanes(pcuHr):	42.05

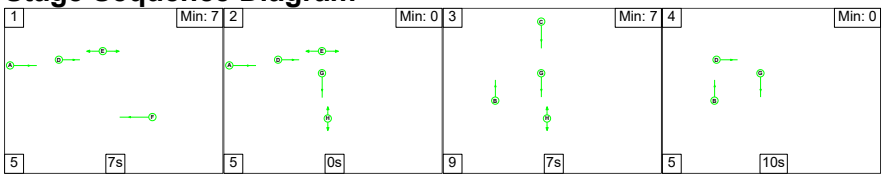
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	72
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

Scenario 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

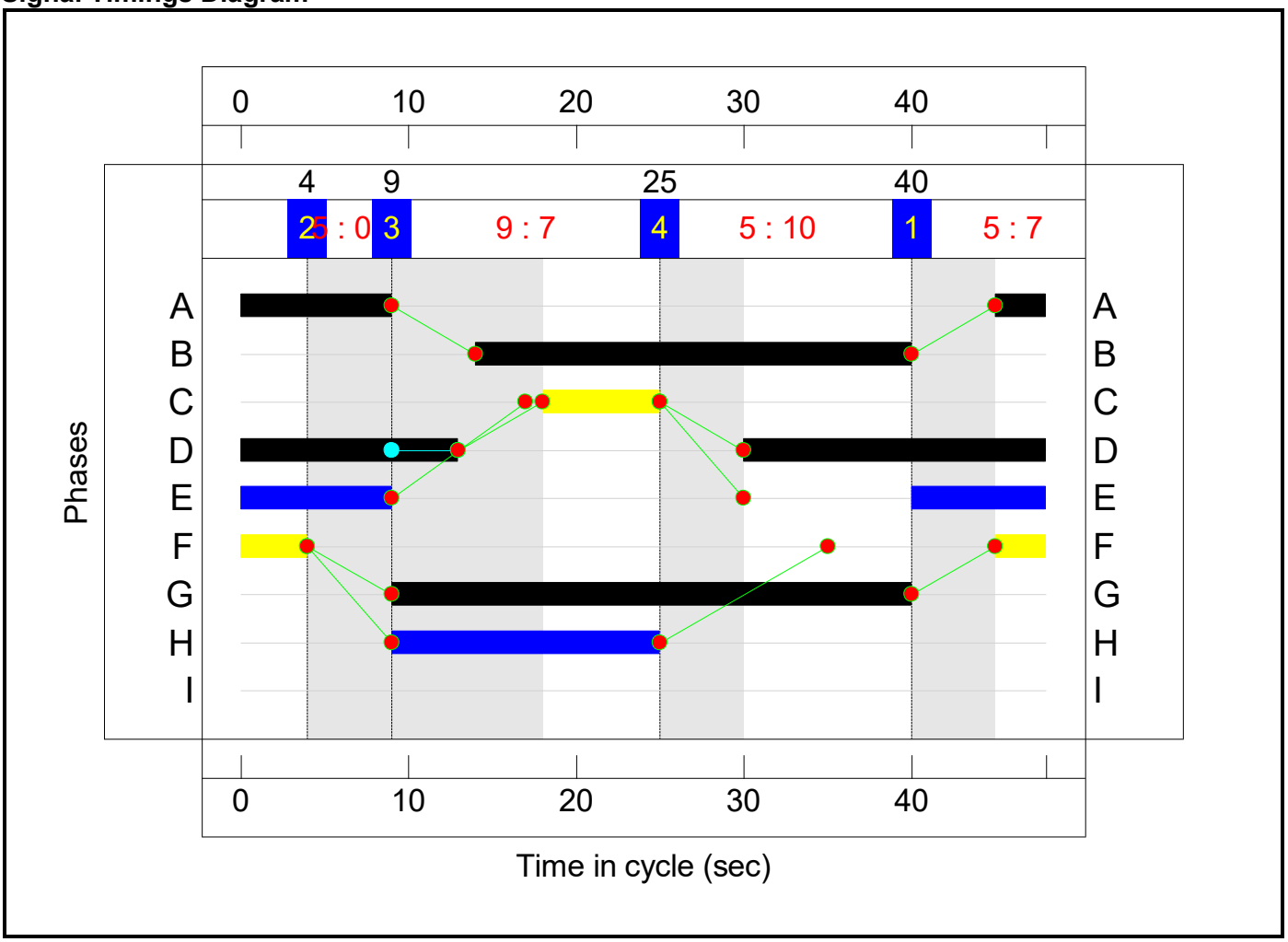
Stage Sequence Diagram



Stage Timings

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

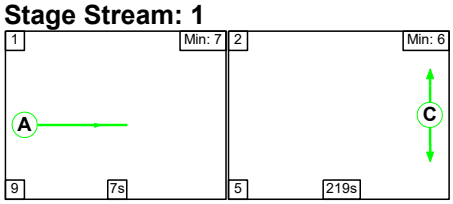
Signal Timings Diagram



C2 - Mold Road Staggered Ped

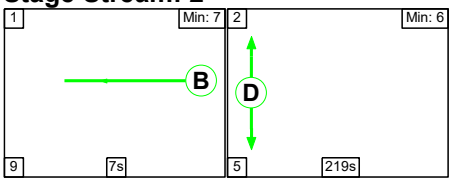
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

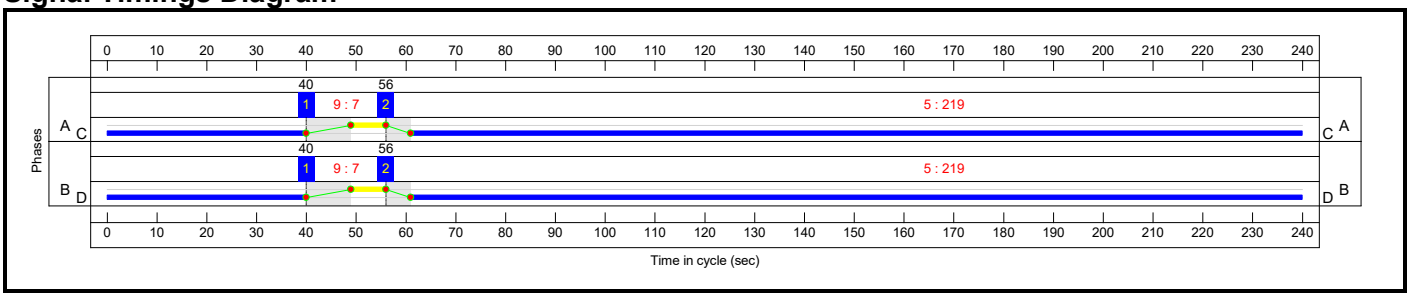
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

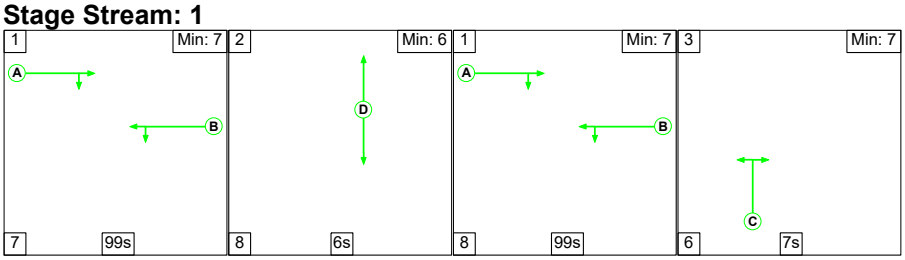
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



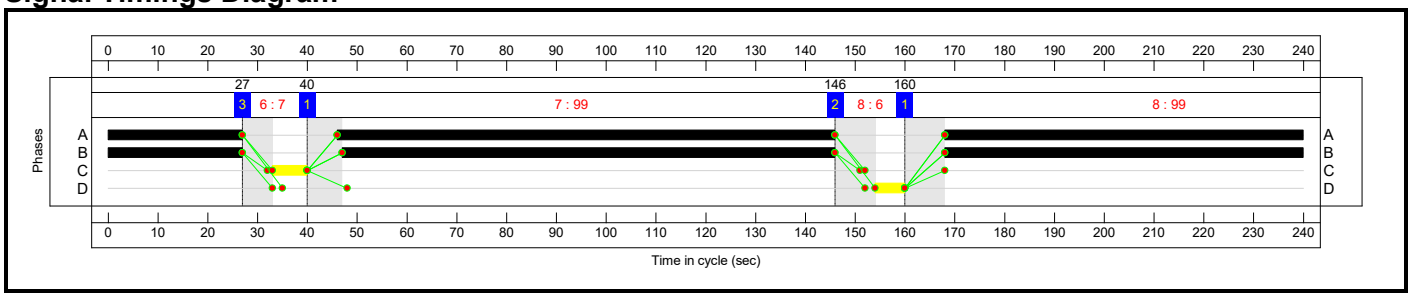
Stage Timings

Stage Stream: 1

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

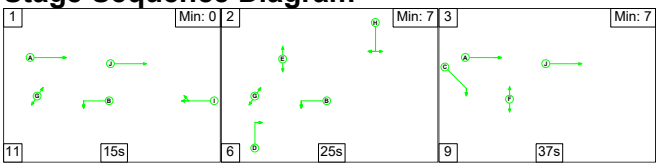
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

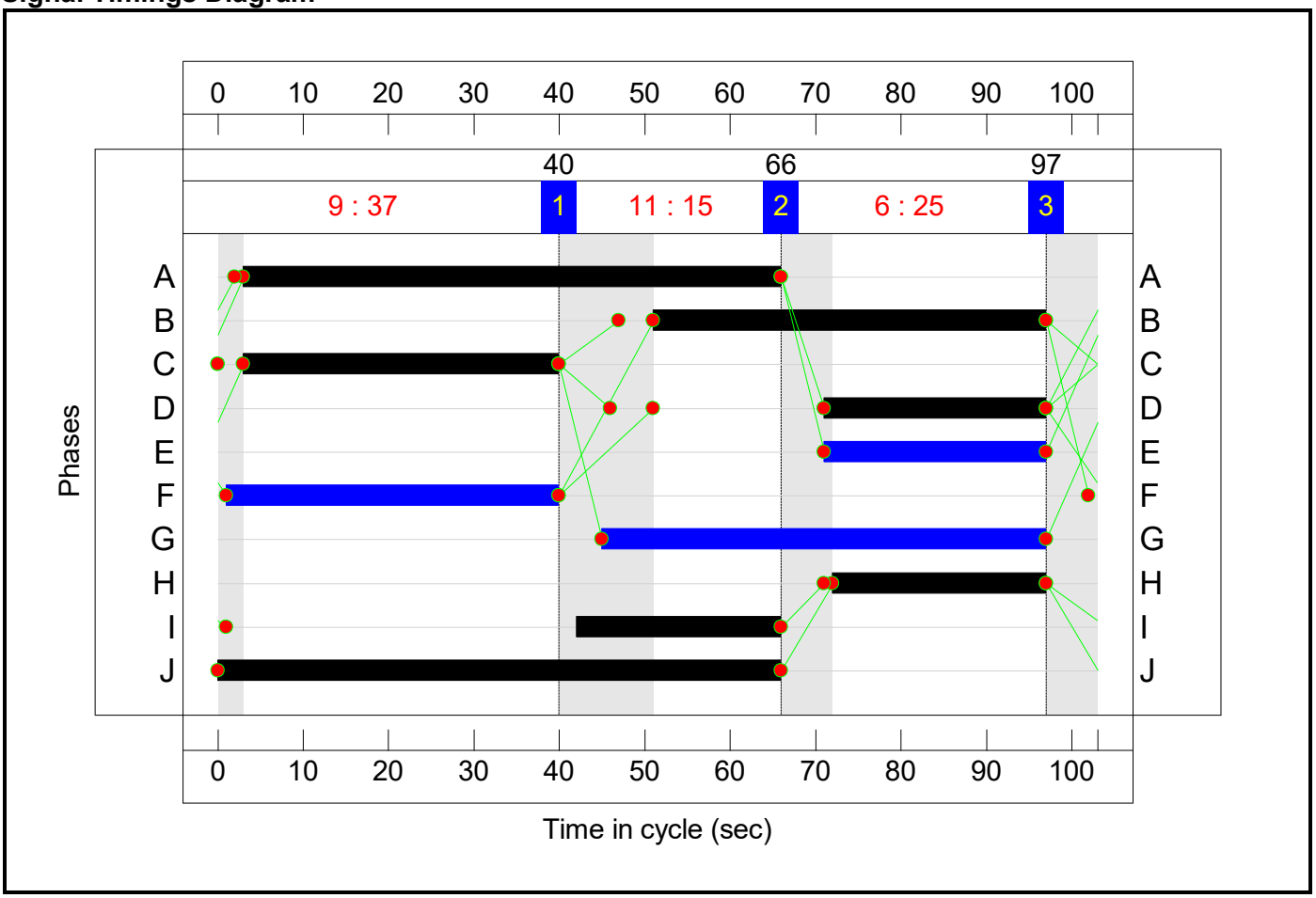
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

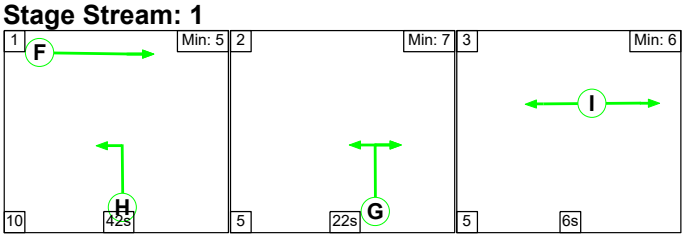


Full Input Data And Results

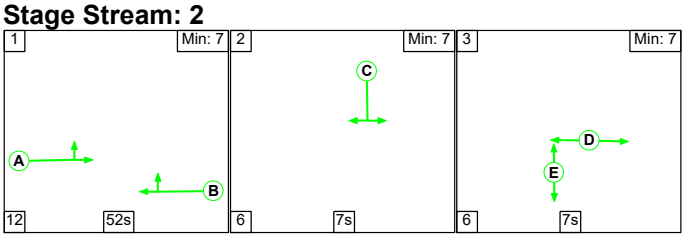
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

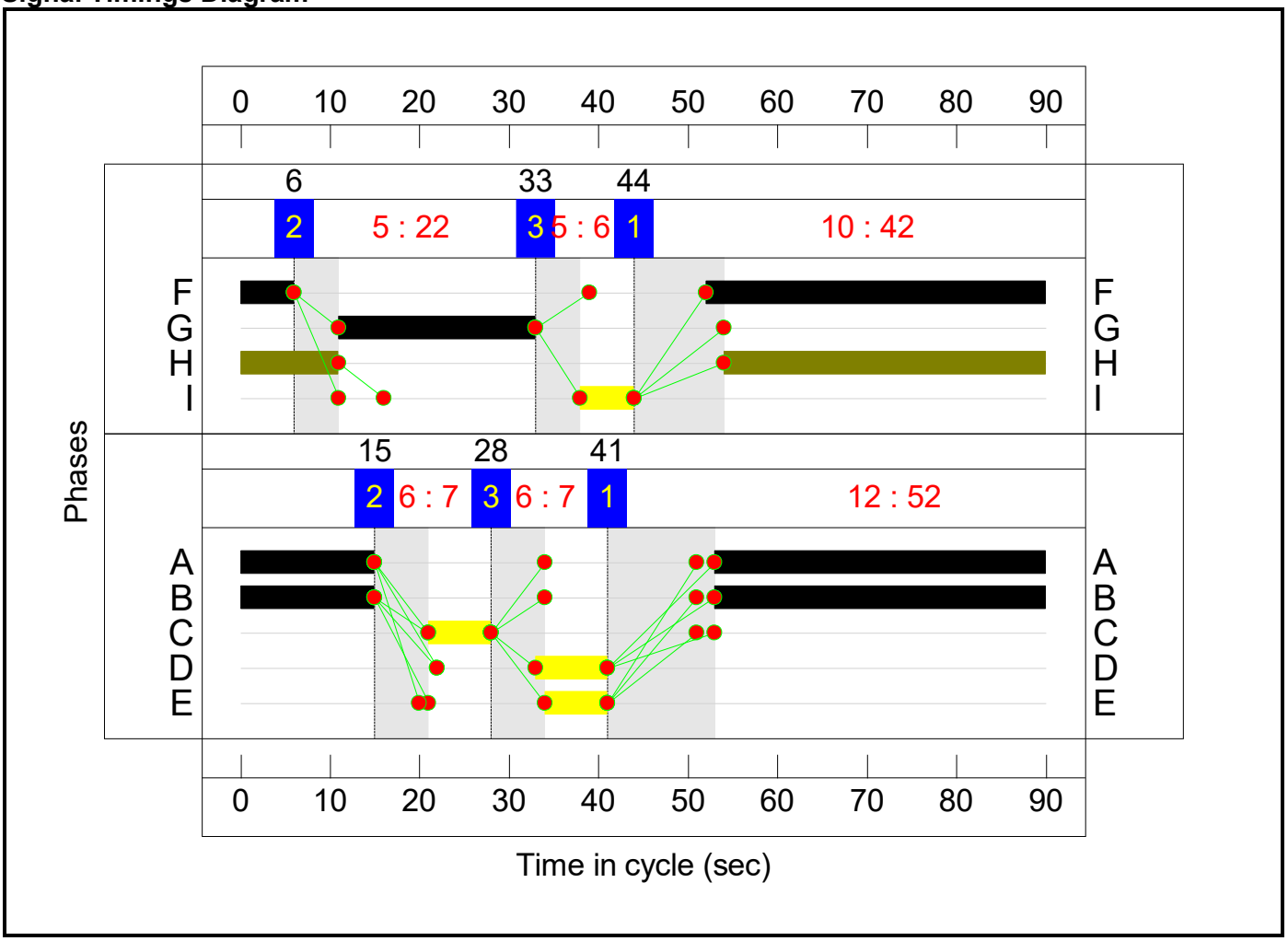
Stage	1	2	3
Duration	42	22	6
Change Point	44	6	33

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**	-	-		-	-	-	-	-	-	**81.3%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**39.0%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	741	1900:1900	1854+46	39.0 : 39.0%	741
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	734	1900	1900	38.6%	734
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	87	Inf	444	19.6%	87
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	573	Inf	3019	19.0%	573
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	-		-	-	-	103	Inf	Inf	0.0%	103
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	-	552	1763	1469	37.6%	552

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.3%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	44	1877	167	26.4%	44
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	-	799	1965	982	81.3%	799
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.2%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	46	-	402	1786	815	49.3%	402
1/2	Left	U	N/A	N/A	C4:B		1	46	-	246	1786	815	30.2%	246
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	63	-	777	1800:1800	845+202	74.2 : 74.2%	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	-		-	-	-	398	1900	1900	20.9%	398
3/2		U	N/A	N/A	-		-	-	-	605	1900	1900	31.8%	605
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	-	277	1715	433	64.0%	277
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	25	-	284	1739	439	64.7%	284
6/1		U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%	713
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	-		-	-	-	629	1800	1800	34.9%	629
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**	**29.4**	**16.0**	**0.1**	**45.4**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**216**	**0**	**0**	**0.0**	**1.3**	**0.0**	**1.3**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	741	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	734	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	87	87	0	0	0.0	0.1	-	0.1	5.0	0.0	0.1	0.1	-	
4/1	573	85	0	0	0.0	0.1	-	0.1	0.8	1.3	0.1	1.4	-	
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	103	-	-	-	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	552	-	-	-	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**	**10.0**	**7.0**	**0.0**	**17.0**	**-**	**-**	**-**	**-**	**-**	
1/1	44	-	-	-	0.5	0.2	-	0.6	52.9	1.0	0.2	1.2	1.0	
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	1.6 (1.6+0.1)	10.6 (10.6:10.0)	3.7	0.5	4.1	3.7	
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	799	-	-	-	1.7	2.1	-	3.9	17.5	4.5	2.1	6.6	4.1
J4: Regent St/Bradley Rd	**-**	**167**	**0**	**1**	**14.6**	**5.7**	**0.1**	**20.4**	**-**	**-**	**-**	**-**	**-**
1/1	402	-	-	-	0.4	0.5	-	0.9	8.2	8.1	0.5	8.6	1.3
1/2	246	-	-	-	0.2	0.2	-	0.4	5.8	2.1	0.2	2.3	0.7
2/1+2/2	777	-	-	-	3.4	1.4	-	4.8 (4.0+0.8)	22.1 (22.7:19.9)	15.6	1.4	17.0	8.7
2/3	355	-	-	-	2.5	0.6	-	3.1	31.2	7.9	0.6	8.5	6.2
3/1	398	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	605	-	-	-	0.2	0.2	-	0.5	2.7	11.6	0.2	11.8	-
4/1	41	-	-	-	0.3	0.0	-	0.4	32.4	0.9	0.0	0.9	0.8
5/1	277	-	-	-	2.6	0.9	-	3.5	45.7	7.0	0.9	7.9	5.8
5/2	284	-	-	-	2.7	0.9	-	3.6	45.9	7.3	0.9	8.2	5.9
6/1	713	-	-	-	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	629	-	-	-	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 (%):	21.2	Total Delay for Signalled Lanes (pcuHr):	19.41
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	10.7	Total Delay for Signalled Lanes (pcuHr):	9.44
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 (%):	10.7	Total Delay Over All Lanes(pcuHr):	45.39

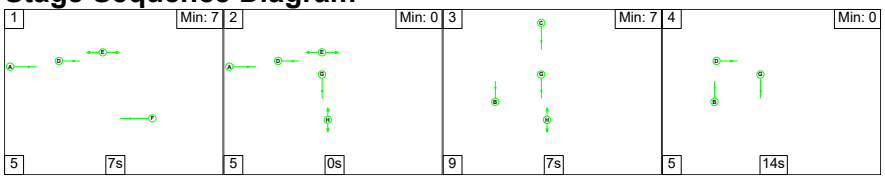
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	103
Cycle Time (s):	90
Cycle Time (s):	90

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

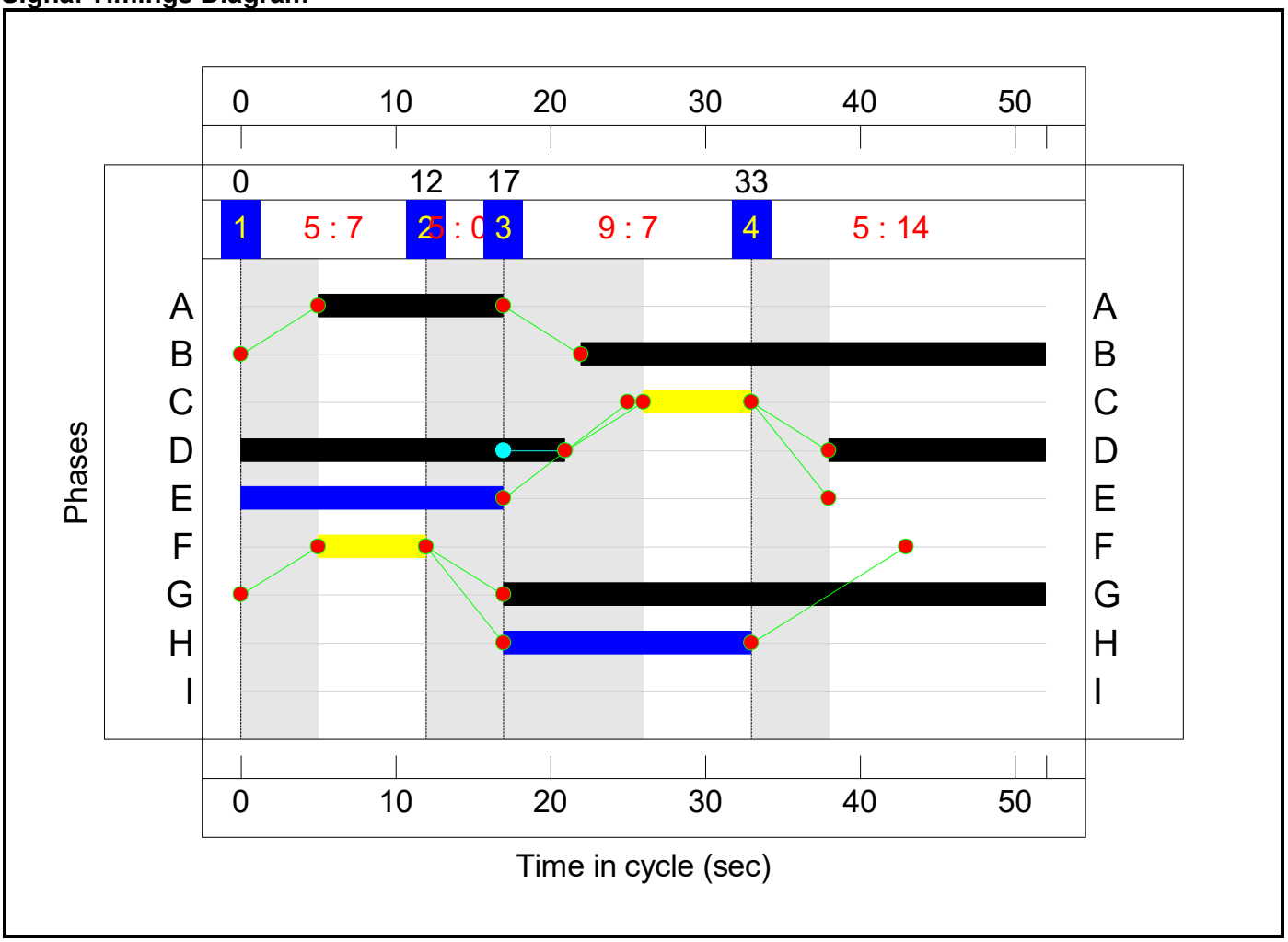
Stage Sequence Diagram



Stage Timings

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

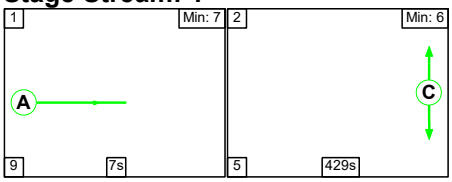
Signal Timings Diagram



C2 - Mold Road Staggered Ped

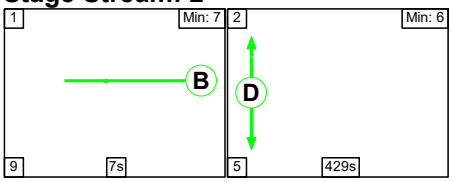
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

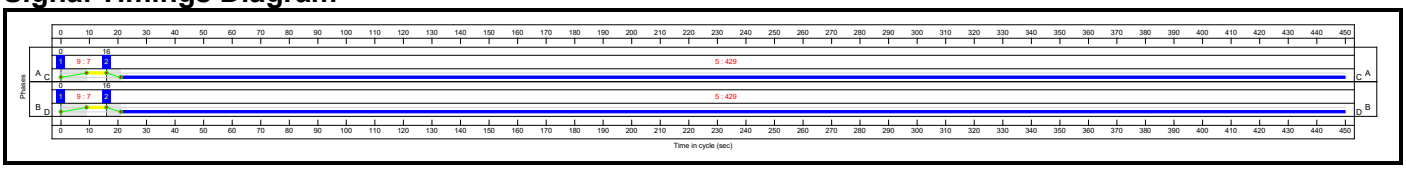
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

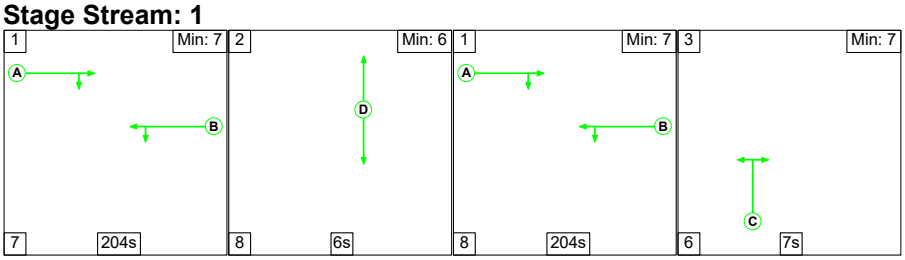
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

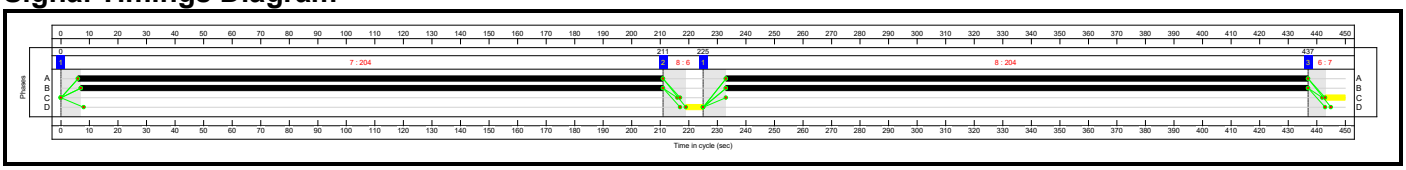


Stage Timings

Stage Stream: 1

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

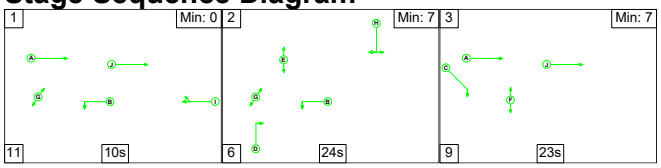
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

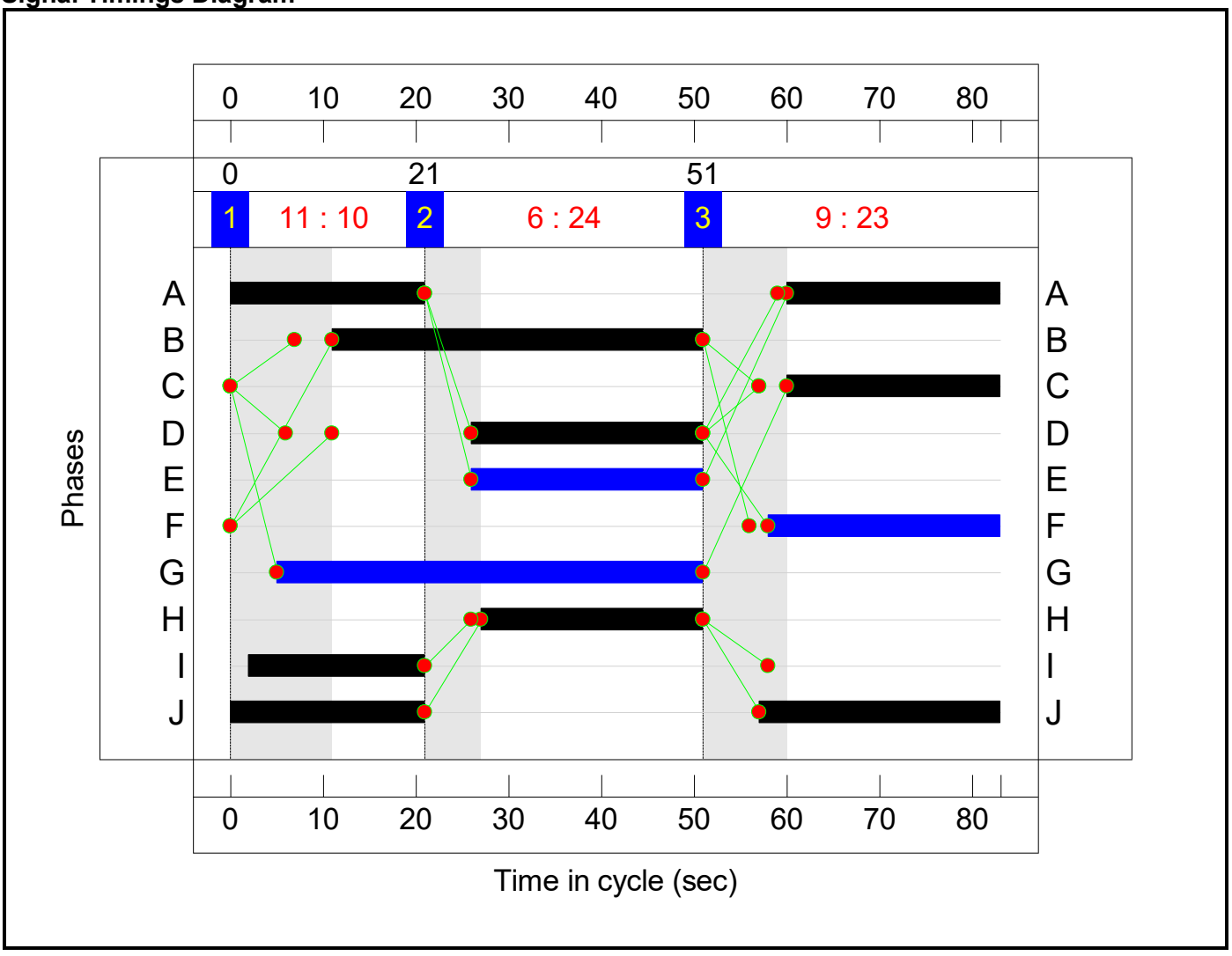
Stage Sequence Diagram



Stage Timings

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

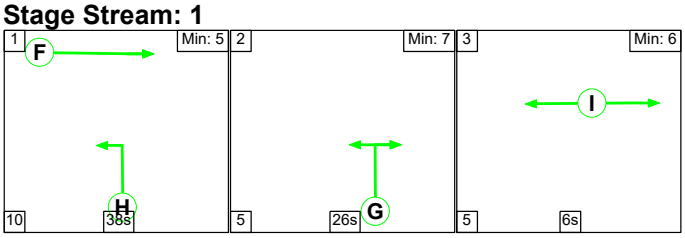
Signal Timings Diagram



C5 - Station Approach - Central Road

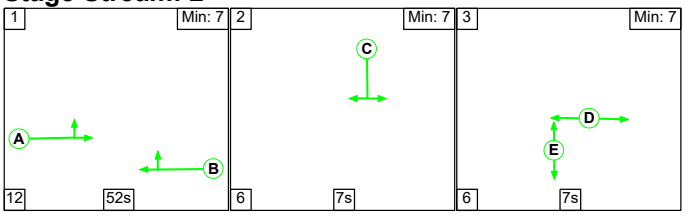
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

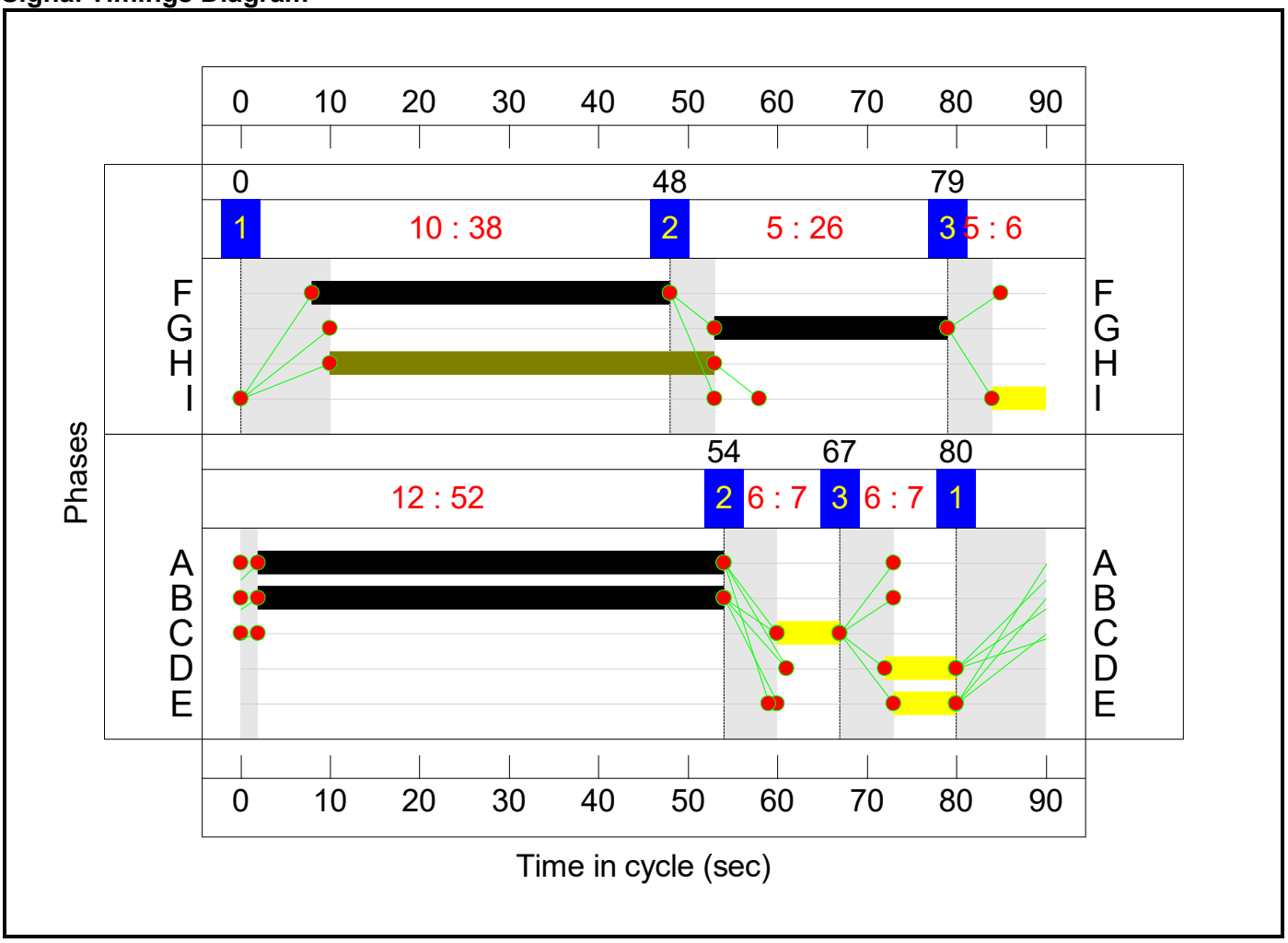
Stage Stream: 1

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	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**	-	-		-	-	-	-	-	-	**80.7%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**47.5%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	611	1900:1900	1853+47	32.2 : 32.2%	611
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	-		-	-	-	79	Inf	376	21.0%	79
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	940	Inf	6146	15.3%	940
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	889	1900	1900	46.8%	889
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	326	9.8%	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	-		-	-	-	903	1900	1900	47.5%	903
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	-	625	1763	1326	47.1%	625
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	939	1763	1567	59.9%	939

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	73	1877	167	43.8%	73
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	-	617	1665	980	62.9%	617
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	946	1980:1795	1130+42	80.7 : 80.7%	946
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	43	946	1655	1287	73.5%	946
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	-	639	1965	895	71.4%	639
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.2%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	40	-	502	1786	882	56.9%	502
1/2	Left	U	N/A	N/A	C4:B		1	40	-	344	1786	882	39.0%	344
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	44	-	645	1800:1800	766+212	65.9 : 65.9%	645
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	23	-	347	1813	524	66.2%	347
3/1		U	N/A	N/A	-		-	-	-	413	1900	1900	21.7%	413
3/2		U	N/A	N/A	-		-	-	-	780	1900	1900	41.1%	780
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	-	323	1715	517	62.5%	323
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	24	-	335	1739	524	64.0%	335
6/1		U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%	602
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	19	-	325	1900:1900	137+405	60.0 : 60.0%	325
8/1	Left	U	N/A	N/A	-		-	-	-	505	1800	1800	28.1%	505
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	604	16.1%	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	**-**	**437**	**0**	**1**	**27.6**	**16.5**	**0.1**	**44.2**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**199**	**0**	**0**	**0.0**	**1.6**	**0.0**	**1.6**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	611	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	606	-	-	-	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	940	73	0	0	0.0	0.1	-	0.1	0.3	0.9	0.1	1.0	-	
5/1	889	-	-	-	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	6.1	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	903	-	-	-	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	625	11	0	0	1.1	0.4	0.0	1.6	9.2	13.5	0.4	14.0	3.3	
2/1	939	-	-	-	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**	**11.4**	**7.1**	**0.0**	**18.5**	**-**	**-**	**-**	**-**	**-**	
1/1	73	-	-	-	0.8	0.4	-	1.2	57.9	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	617	-	-	-	2.1	0.8	-	2.9	17.0	9.9	0.8	10.8	6.0	
4/1+4/2	946	34	0	0	2.6	2.1	0.0	4.7 (4.5+0.2)	17.8 (17.9:17.1)	8.4	2.1	10.5	8.1	
5/1	946	-	-	-	1.4	1.4	-	2.7	10.4	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	639	-	-	-	1.8	1.2	-	3.1	17.2	12.8	1.2	14.1	3.3
J4: Regent St/Bradley Rd	**-**	**193**	**0**	**1**	**13.4**	**6.3**	**0.0**	**19.7**	**-**	**-**	**-**	**-**	**-**
1/1	502	-	-	-	0.5	0.7	-	1.2	8.3	7.5	0.7	8.1	1.6
1/2	344	-	-	-	0.2	0.3	-	0.6	5.8	3.1	0.3	3.4	0.9
2/1+2/2	645	-	-	-	2.4	1.0	-	3.4 (2.7+0.7)	18.9 (19.2:17.8)	9.9	1.0	10.8	6.1
2/3	347	-	-	-	2.5	1.0	-	3.5	36.0	6.9	1.0	7.9	5.5
3/1	413	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	780	-	-	-	0.3	0.3	-	0.6	2.8	10.6	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	323	-	-	-	2.2	0.8	-	3.1	34.2	6.4	0.8	7.2	5.0
5/2	335	-	-	-	2.3	0.9	-	3.2	34.6	6.6	0.9	7.5	5.2
6/1	602	-	-	-	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+2.5)	35.5 (33.2:36.3)	4.9	0.7	5.6	4.1
8/1	505	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

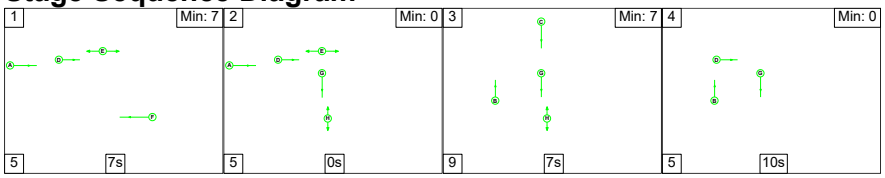
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	50.2	Total Delay for Signalled Lanes (pcuHr):	4.30	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	36.0	Total Delay for Signalled Lanes (pcuHr):	18.71	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	22.5	Total Delay for Signalled Lanes (pcuHr):	9.76	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	11.5	Total Delay for Signalled Lanes (pcuHr):	8.77	Cycle Time (s): 90
	PRC Over All Lanes (%):	11.5	Total Delay Over All Lanes(pcuHr):	44.22	

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

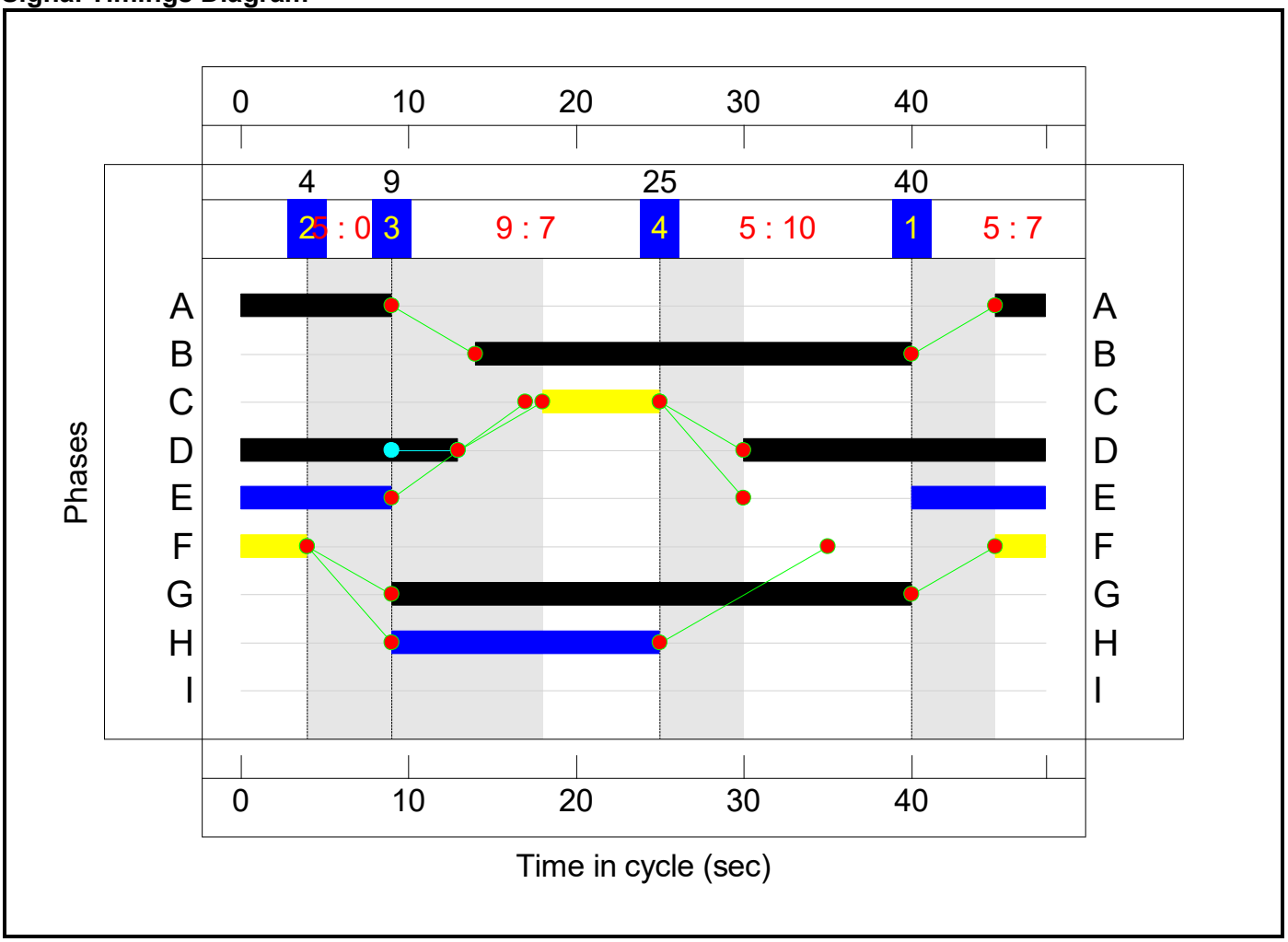
Stage Sequence Diagram



Stage Timings

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

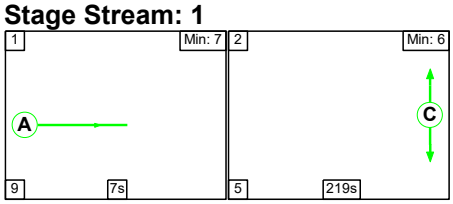
Signal Timings Diagram



C2 - Mold Road Staggered Ped

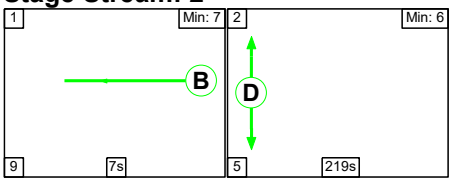
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

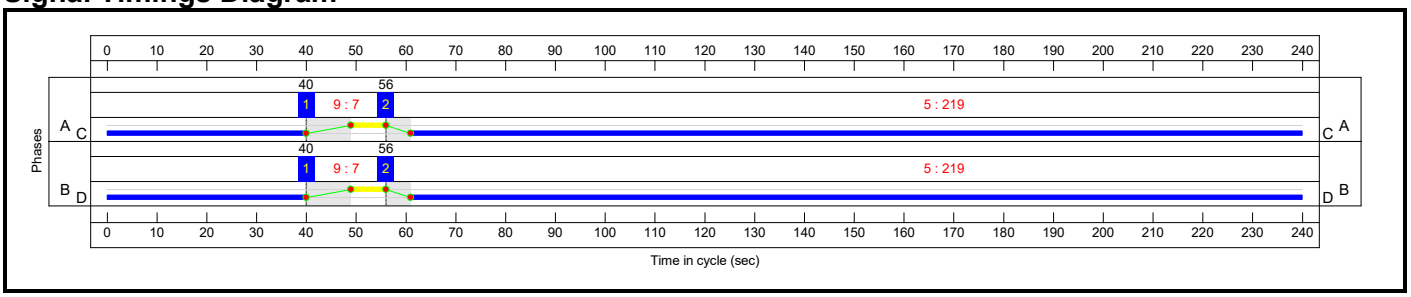
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

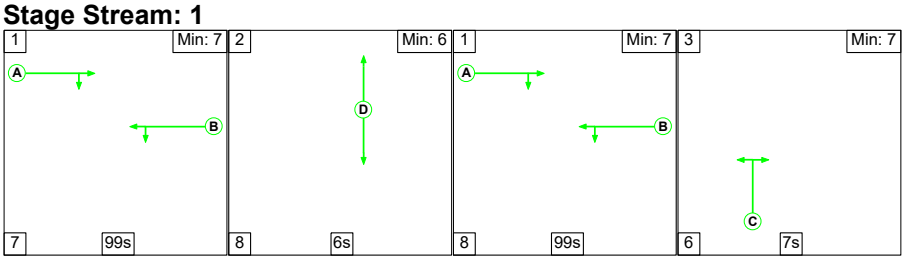
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



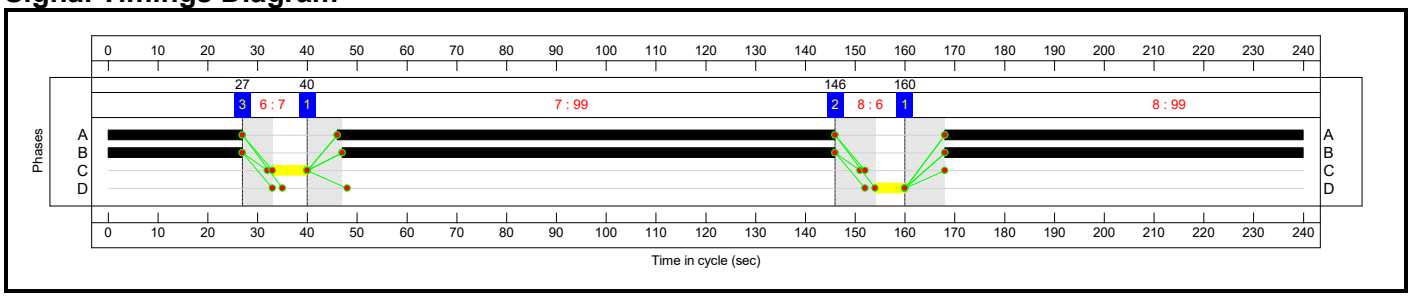
Stage Timings

Stage Stream: 1

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

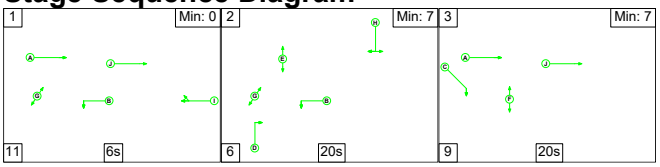
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

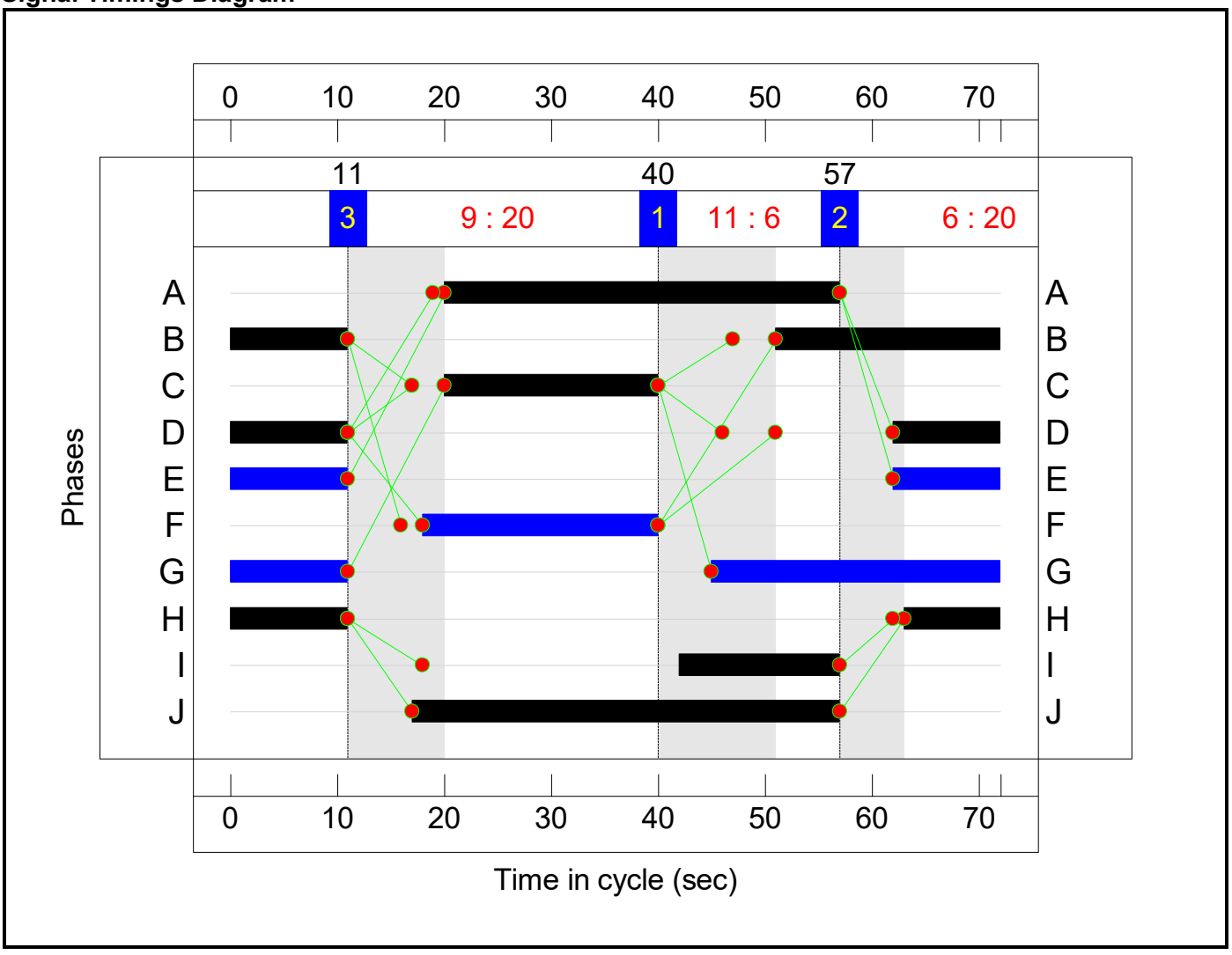
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	6	20	20
Change Point	40	57	11

Signal Timings Diagram

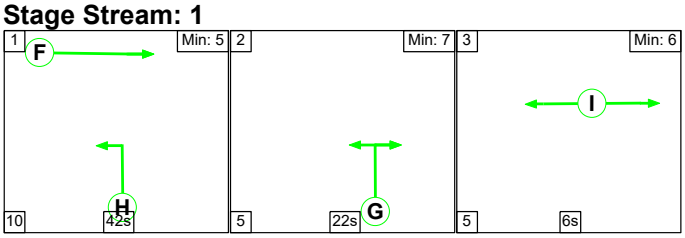


Full Input Data And Results

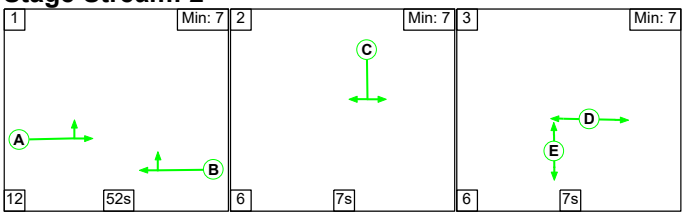
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

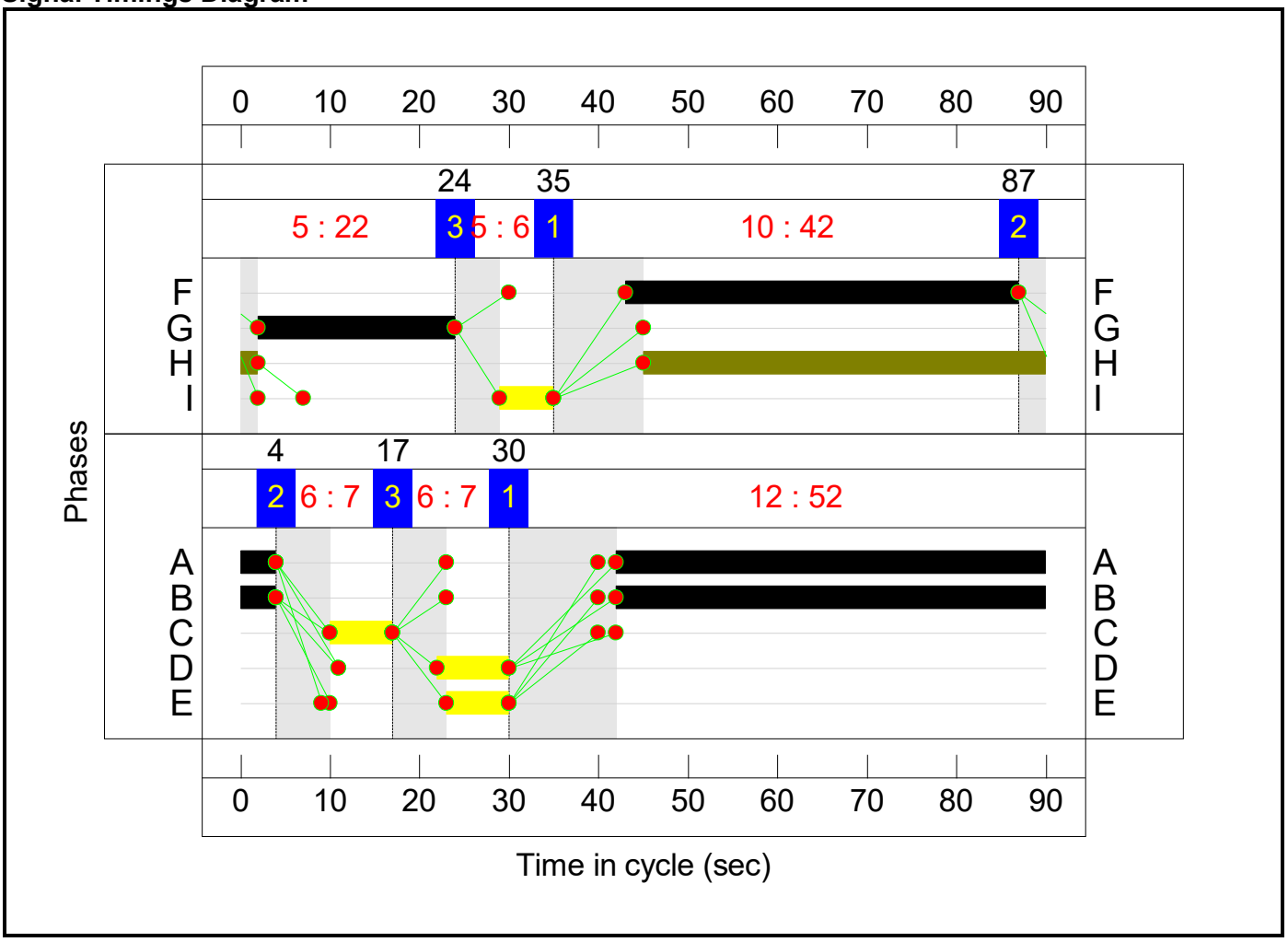
Stage	1	2	3
Duration	42	22	6
Change Point	35	87	24

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	30	4	17

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**	-	-		-	-	-	-	-	-	**76.5%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**37.6%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	715	1900:1900	1865+35	37.6 : 37.6%	715
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	713	1900	1900	37.5%	713
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	70	Inf	399	17.5%	70
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	712	Inf	7325	9.7%	712
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	680	1900	1900	35.8%	680
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	-		-	-	-	31	Inf	360	8.6%	31
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	64	Inf	Inf	0.0%	64
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	690	1900	1900	36.3%	690
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.7%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	751	1763	1257	59.7%	751
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	714	1763	1469	48.6%	714

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	9	1940	65	13.9%	9
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%	11
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.5%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	51	1877	167	30.6%	51
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%	55
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	751	1667	982	76.5%	751
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	713	1980:1795	1137+34	60.9 : 60.9%	713
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	713	1655	1287	55.4%	713
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	317	1655	423	75.0%	317
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	746	1965	982	75.9%	746
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	32	-	477	1786	819	58.3%	477
1/2	Left	U	N/A	N/A	C4:B		1	32	-	336	1786	819	41.0%	336
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	37	-	697	1800:1800	748+203	73.2 : 73.2%	697
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	366	1813	529	69.2%	366
3/1		U	N/A	N/A	-		-	-	-	416	1900	1900	21.9%	416
3/2		U	N/A	N/A	-		-	-	-	763	1900	1900	40.2%	763
4/1	Right	U	N/A	N/A	C4:D		1	21	-	46	1990	608	7.6%	46

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	20	-	336	1715	500	67.2%	336
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	342	1739	507	67.4%	342
6/1		U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%	646
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	15	-	299	1900:1900	104+396	59.8 : 59.8%	299
8/1	Left	U	N/A	N/A	-		-	-	-	548	1800	1800	30.4%	548
8/2	Ahead	U	N/A	N/A	C4:J		1	40	-	195	1980	1127	17.3%	195
9/1	Ahead	O	N/A	N/A	-		-	-	-	98	Inf	594	16.5%	98
10/1		U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%	261
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	21	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	38	-	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	**-**	**377**	**0**	**1**	**25.1**	**16.1**	**0.1**	**41.2**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**158**	**0**	**0**	**0.0**	**1.4**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	715	13	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	713	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	70	70	0	0	0.0	0.1	-	0.1	5.5	0.0	0.1	0.1	-	
4/1	712	44	0	0	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1	-	
5/1	680	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
6/1	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	31	31	0	0	0.0	0.0	-	0.0	5.5	0.0	0.0	0.0	-	
8/1	64	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	690	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**2.4**	**1.3**	**0.0**	**3.7**	**-**	**-**	**-**	**-**	**-**	
1/1	751	3	0	0	1.6	0.7	0.0	2.3	11.1	12.9	0.7	13.7	4.2	
2/1	714	-	-	-	0.6	0.5	-	1.0	5.2	6.9	0.5	7.4	3.8	
3/1	9	-	-	-	0.3	0.1	-	0.4	144.9	0.6	0.1	0.7	0.6	
4/1	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**21**	**0**	**0**	**10.1**	**6.2**	**0.0**	**16.3**	**-**	**-**	**-**	**-**	**-**	
1/1	51	-	-	-	0.5	0.2	-	0.8	53.9	1.2	0.2	1.4	1.1	
2/1	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	751	-	-	-	2.9	1.6	-	4.5	21.5	14.0	1.6	15.6	7.3	
4/1+4/2	713	21	0	0	1.7	0.8	0.0	2.4 (2.4+0.1)	12.3 (12.3:11.3)	5.1	0.8	5.9	5.1	
5/1	713	-	-	-	0.8	0.6	-	1.4	7.0	6.9	0.6	7.6	3.6	

Full Input Data And Results

5/2	317	-	-	-	2.7	1.5	-	4.2	47.4	7.2	1.5	8.7	5.7
6/1	746	-	-	-	1.5	1.6	-	3.1	14.7	5.0	1.6	6.5	3.5
J4: Regent St/Bradley Rd	**-**	**195**	**0**	**1**	**12.6**	**7.2**	**0.1**	**19.9**	**-**	**-**	**-**	**-**	**-**
1/1	477	-	-	-	0.5	0.7	-	1.2	8.9	6.2	0.7	6.9	1.4
1/2	336	-	-	-	0.3	0.3	-	0.6	6.5	2.7	0.3	3.0	0.9
2/1+2/2	697	-	-	-	2.5	1.4	-	3.9 (3.1+0.8)	20.1 (20.4:18.9)	9.9	1.4	11.3	5.9
2/3	366	-	-	-	2.3	1.1	-	3.4	33.5	6.4	1.1	7.5	5.0
3/1	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	763	-	-	-	0.2	0.3	-	0.5	2.5	9.1	0.3	9.4	-
4/1	46	-	-	-	0.2	0.0	-	0.3	21.0	0.7	0.0	0.7	0.6
5/1	336	-	-	-	2.1	1.0	-	3.1	33.3	5.9	1.0	6.9	4.6
5/2	342	-	-	-	2.1	1.0	-	3.2	33.3	6.0	1.0	7.0	4.7
6/1	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	299	97	0	1	2.0	0.7	0.1	2.8 (0.5+2.3)	34.0 (31.4:34.7)	4.1	0.7	4.9	3.6
8/1	548	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	195	-	-	-	0.3	0.1	-	0.4	8.0	1.1	0.1	1.2	1.1
9/1	98	98	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1	-
10/1	261	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-

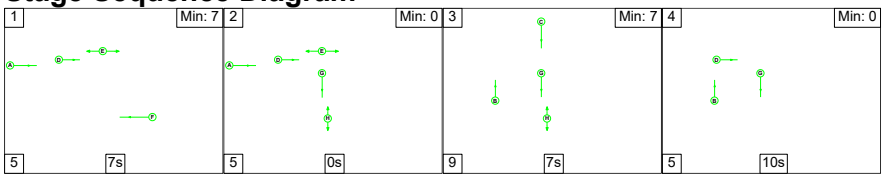
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	50.7	Total Delay for Signalled Lanes (pcuHr):	3.70	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	18.88	Cycle Time (s): 72
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):	8.62	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	7.69	Cycle Time (s): 90
	PRC Over All Lanes (%):	17.6	Total Delay Over All Lanes(pcuHr):	41.25	

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

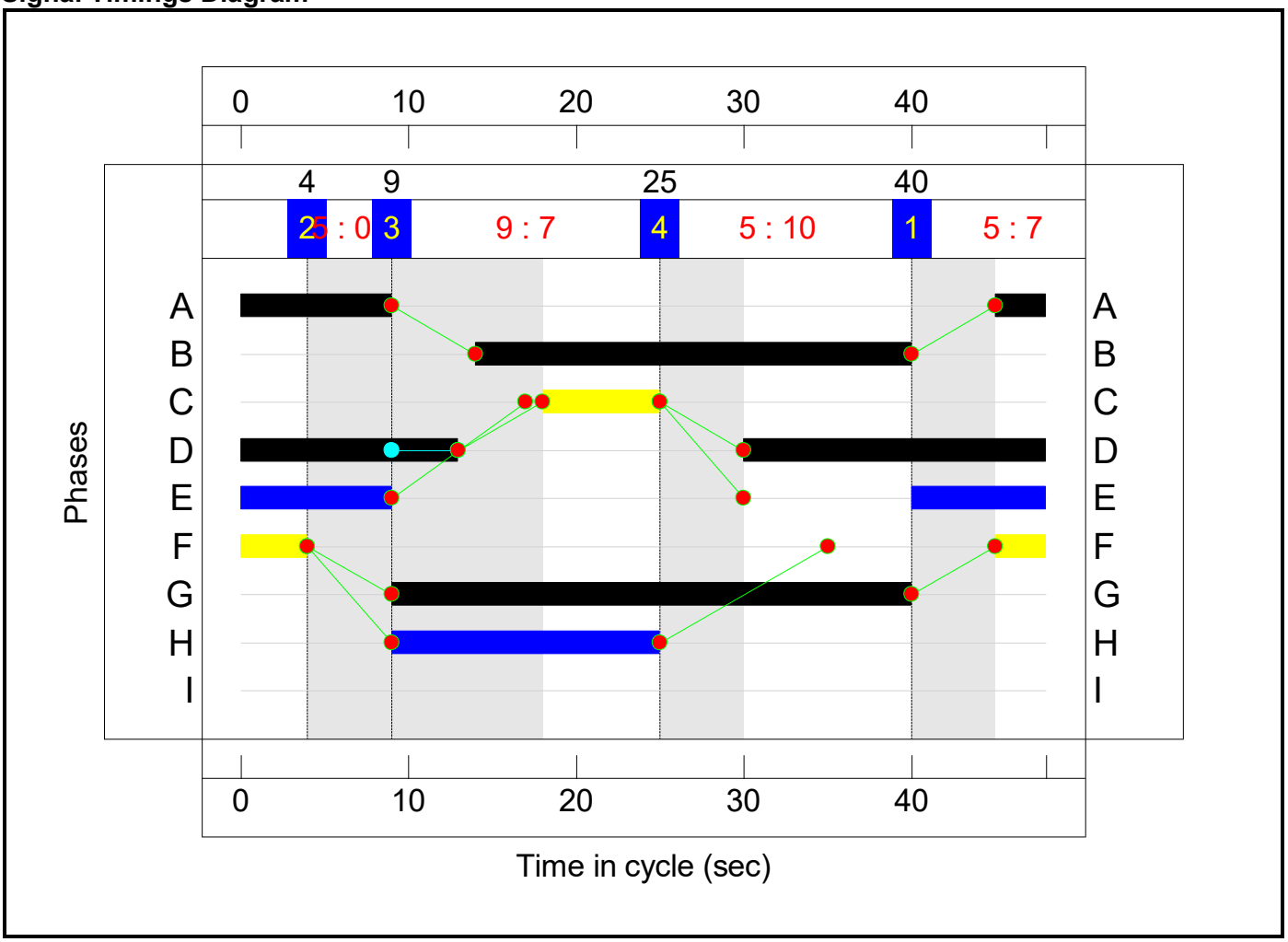
Stage Sequence Diagram



Stage Timings

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

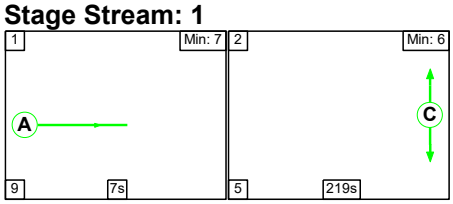
Signal Timings Diagram



C2 - Mold Road Staggered Ped

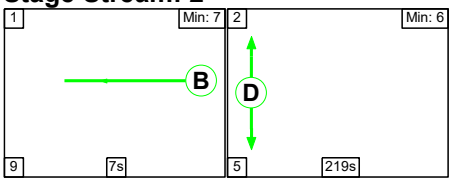
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

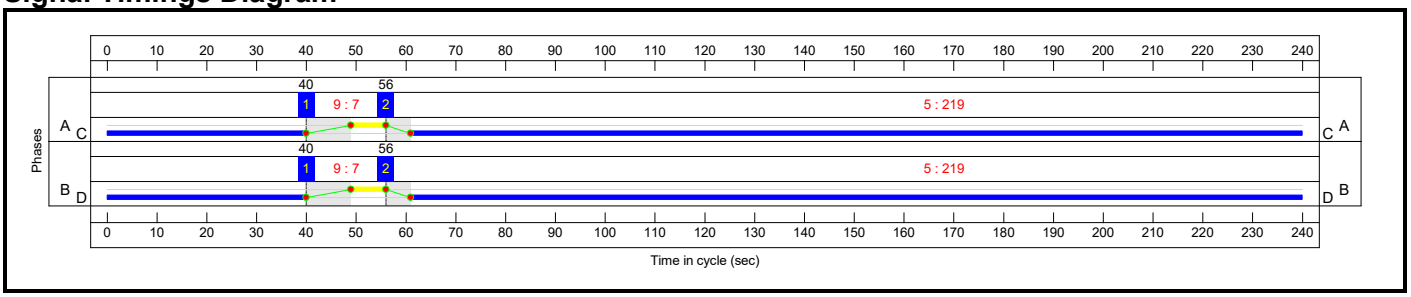
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

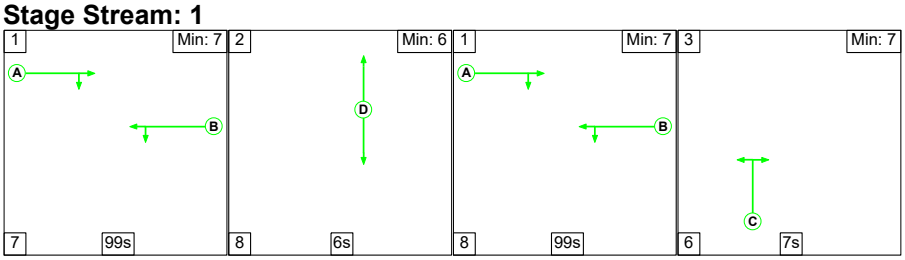
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



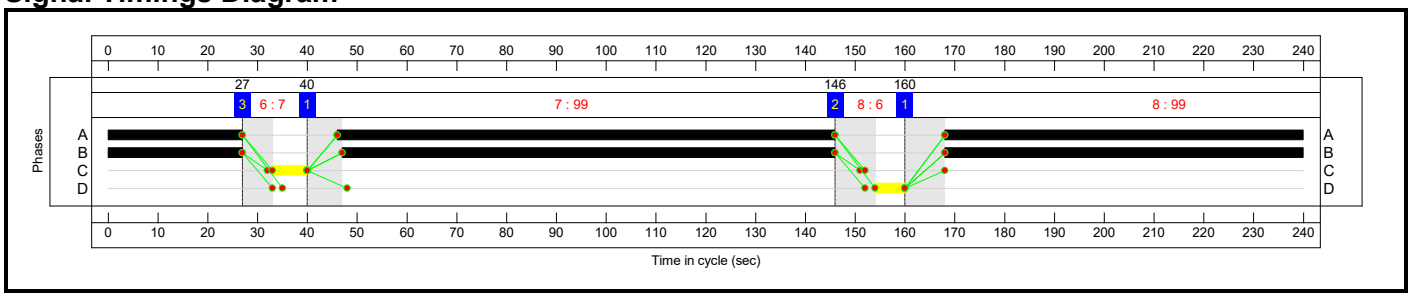
Stage Timings

Stage Stream: 1

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

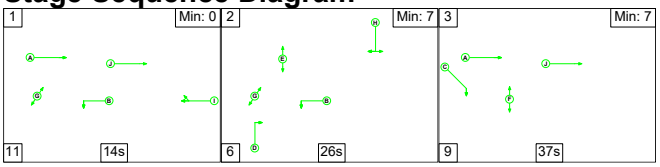
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

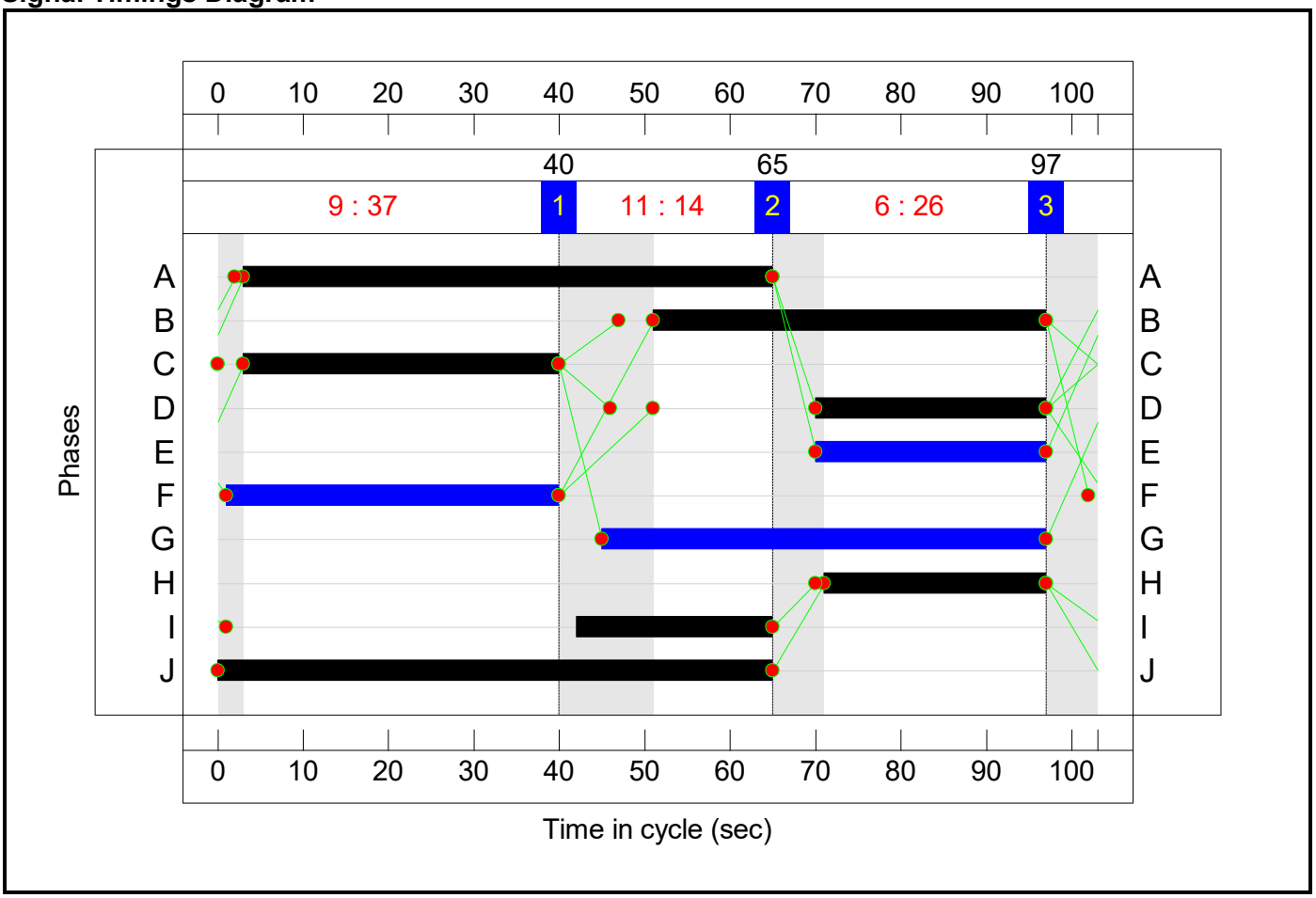
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

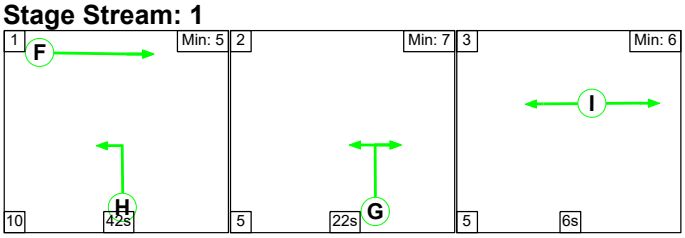


Full Input Data And Results

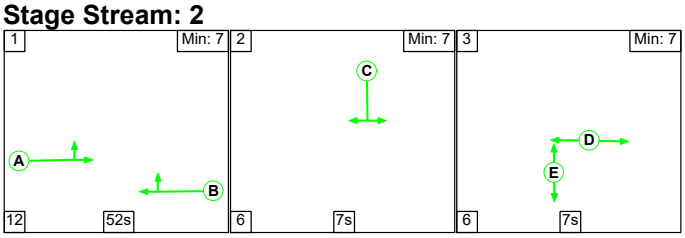
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

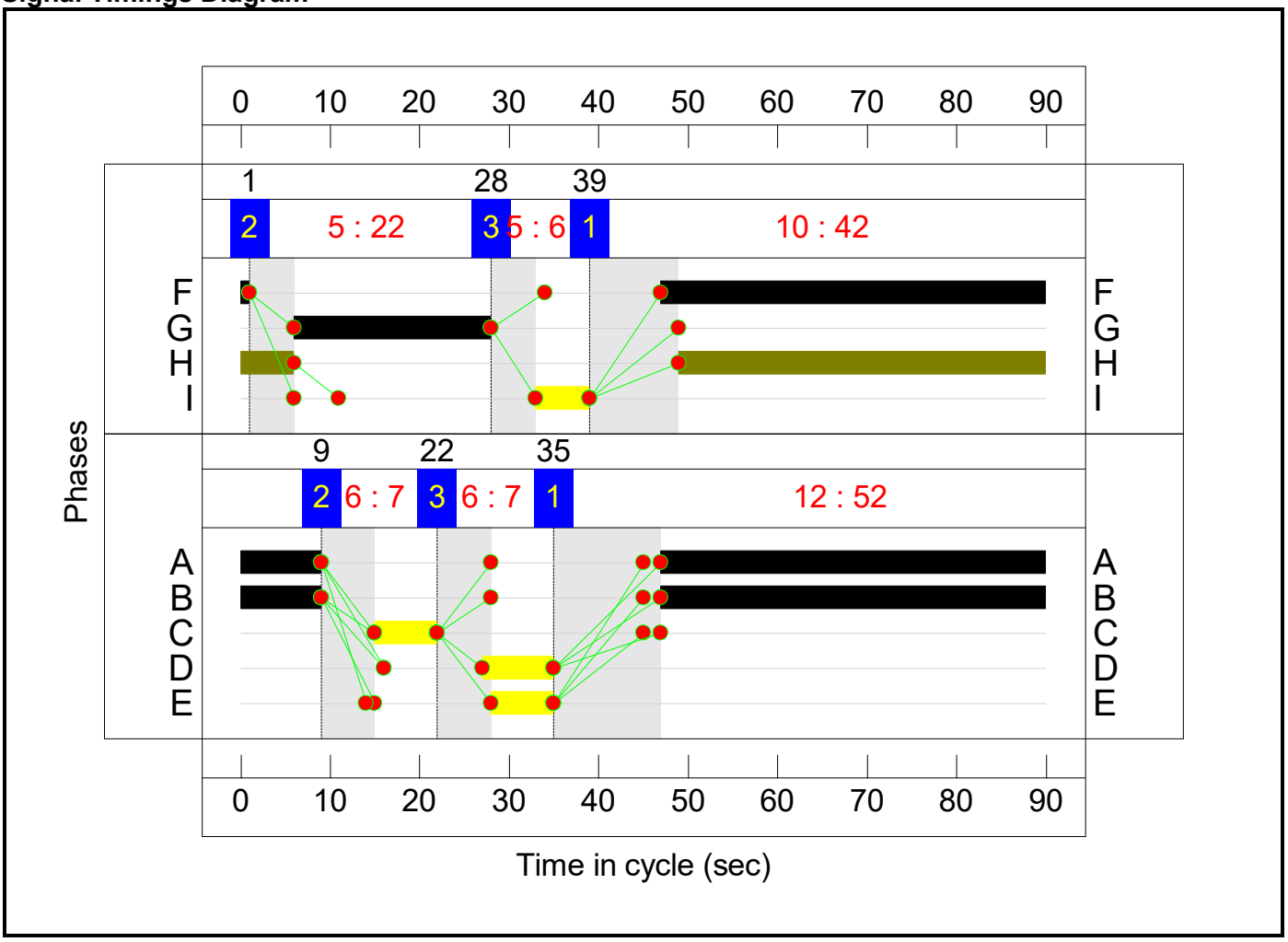
Stage	1	2	3
Duration	42	22	6
Change Point	39	1	28

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**	-	-		-	-	-	-	-	-	**82.3%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**39.8%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	756	1900:1900	1855+45	39.8 : 39.8%	756
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	749	1900	1900	39.4%	749
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	87	Inf	440	19.8%	87
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	574	Inf	3001	19.1%	574
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	494	1900	1900	26.0%	494
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	392	6.6%	26
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%	103
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	490	1900	1900	25.8%	490
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.7%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	813	1763	1074	75.7%	813
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	45	1877	167	27.0%	45
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%	77
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	807	1666	981	82.3%	807
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	577	1980:1795	1089+88	49.0 : 49.0%	577
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	577	1655	1287	44.8%	577
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	-	411	1786	815	50.4%	411
1/2	Left	U	N/A	N/A	C4:B		1	46	-	256	1786	815	31.4%	256
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	62	-	777	1800:1800	831+199	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	-		-	-	-	407	1900	1900	21.4%	407
3/2		U	N/A	N/A	-		-	-	-	615	1900	1900	32.4%	615
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	-	284	1715	450	63.2%	284
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	26	-	292	1739	456	64.1%	292
6/1		U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%	713
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	23	-	219	1900:1900	110+391	43.8 : 43.8%	219
8/1	Left	U	N/A	N/A	-		-	-	-	629	1800	1800	34.9%	629
8/2	Ahead	U	N/A	N/A	C4:J		1	65	-	189	1980	1269	14.9%	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	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	**-**	**436**	**0**	**1**	**29.9**	**16.5**	**0.1**	**46.5**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**216**	**0**	**0**	**0.0**	**1.3**	**0.0**	**1.3**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	756	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	749	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	-	
3/1	87	87	0	0	0.0	0.1	-	0.1	5.1	0.0	0.1	0.1	-	
4/1	574	85	0	0	0.0	0.1	-	0.1	0.8	1.3	0.1	1.4	-	
5/1	494	-	-	-	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	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	490	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-	
J2: Jacques Road Bridge Junction	**-**	**10**	**0**	**0**	**4.9**	**2.2**	**0.0**	**7.0**	**-**	**-**	**-**	**-**	**-**	
1/1	813	10	0	0	3.7	1.5	0.0	5.2	23.2	19.9	1.5	21.4	8.4	
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	**-**	**43**	**0**	**0**	**10.1**	**7.2**	**0.0**	**17.4**	**-**	**-**	**-**	**-**	**-**	
1/1	45	-	-	-	0.5	0.2	-	0.7	53.0	1.0	0.2	1.2	1.0	
2/1	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	807	-	-	-	3.3	2.3	-	5.6	24.8	15.9	2.3	18.2	7.8	
4/1+4/2	577	43	0	0	1.3	0.5	0.0	1.7 (1.6+0.1)	10.8 (10.9:10.5)	3.8	0.5	4.3	3.8	
5/1	577	-	-	-	0.5	0.4	-	1.0	5.9	4.8	0.4	5.2	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**	**14.9**	**5.8**	**0.1**	**20.8**	**-**	**-**	**-**	**-**	**-**
1/1	411	-	-	-	0.4	0.5	-	0.9	8.3	8.2	0.5	8.7	1.3
1/2	256	-	-	-	0.2	0.2	-	0.4	5.8	2.2	0.2	2.4	0.8
2/1+2/2	777	-	-	-	3.5	1.5	-	5.0 (4.2+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	407	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	615	-	-	-	0.2	0.2	-	0.5	2.7	11.8	0.2	12.0	-
4/1	41	-	-	-	0.3	0.0	-	0.4	31.5	0.9	0.0	0.9	0.8
5/1	284	-	-	-	2.7	0.8	-	3.5	44.4	7.2	0.8	8.0	5.8
5/2	292	-	-	-	2.7	0.9	-	3.6	44.6	7.4	0.9	8.3	6.0
6/1	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	219	83	0	1	2.0	0.4	0.1	2.4 (0.5+1.9)	40.1 (37.5:40.9)	4.1	0.4	4.5	3.7
8/1	629	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-
8/2	189	-	-	-	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	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 (%):	18.9	Total Delay for Signalled Lanes (pcuHr):	7.01
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	19.81
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	10.7	Total Delay for Signalled Lanes (pcuHr):	9.42
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	9.4	Total Delay for Signalled Lanes (pcuHr):	7.97
	PRC Over All Lanes (%):	9.4	Total Delay Over All Lanes(pcuHr):	46.45

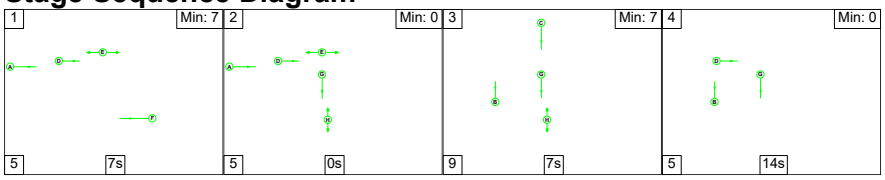
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	103
Cycle Time (s):	90
Cycle Time (s):	90

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

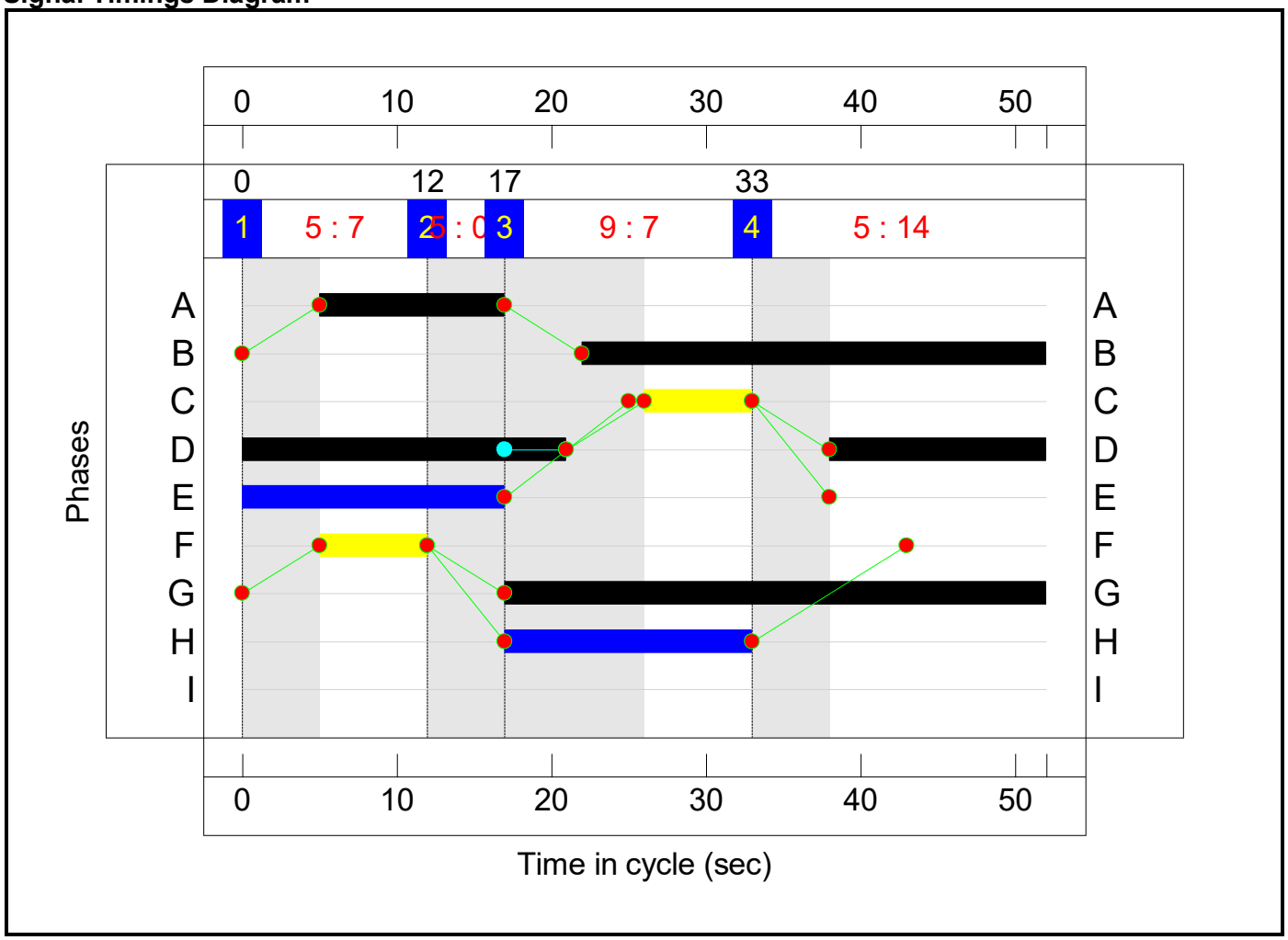
Stage Sequence Diagram



Stage Timings

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

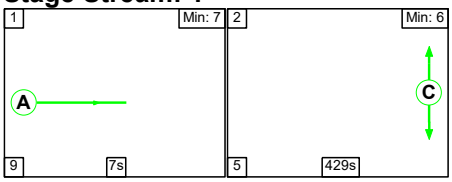
Signal Timings Diagram



C2 - Mold Road Staggered Ped

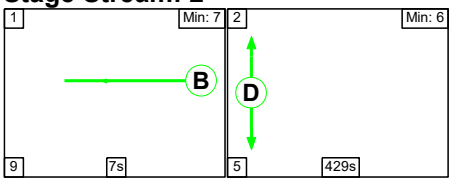
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

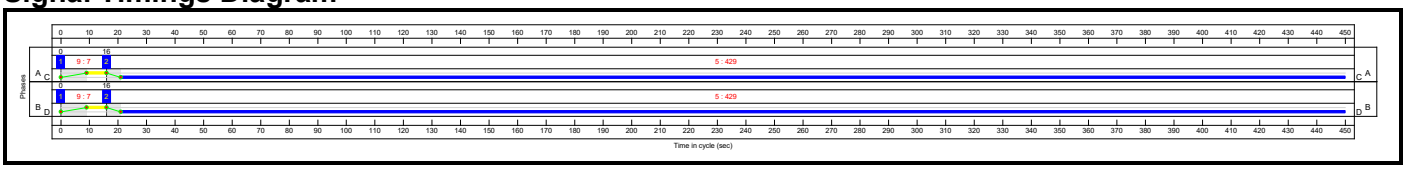
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

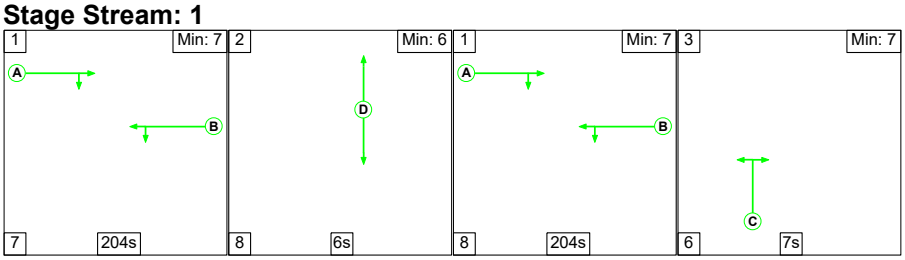
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

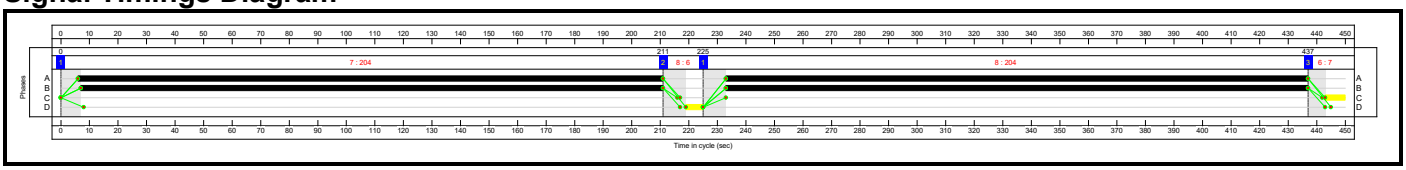


Stage Timings

Stage Stream: 1

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

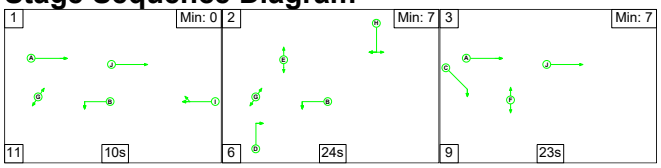
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

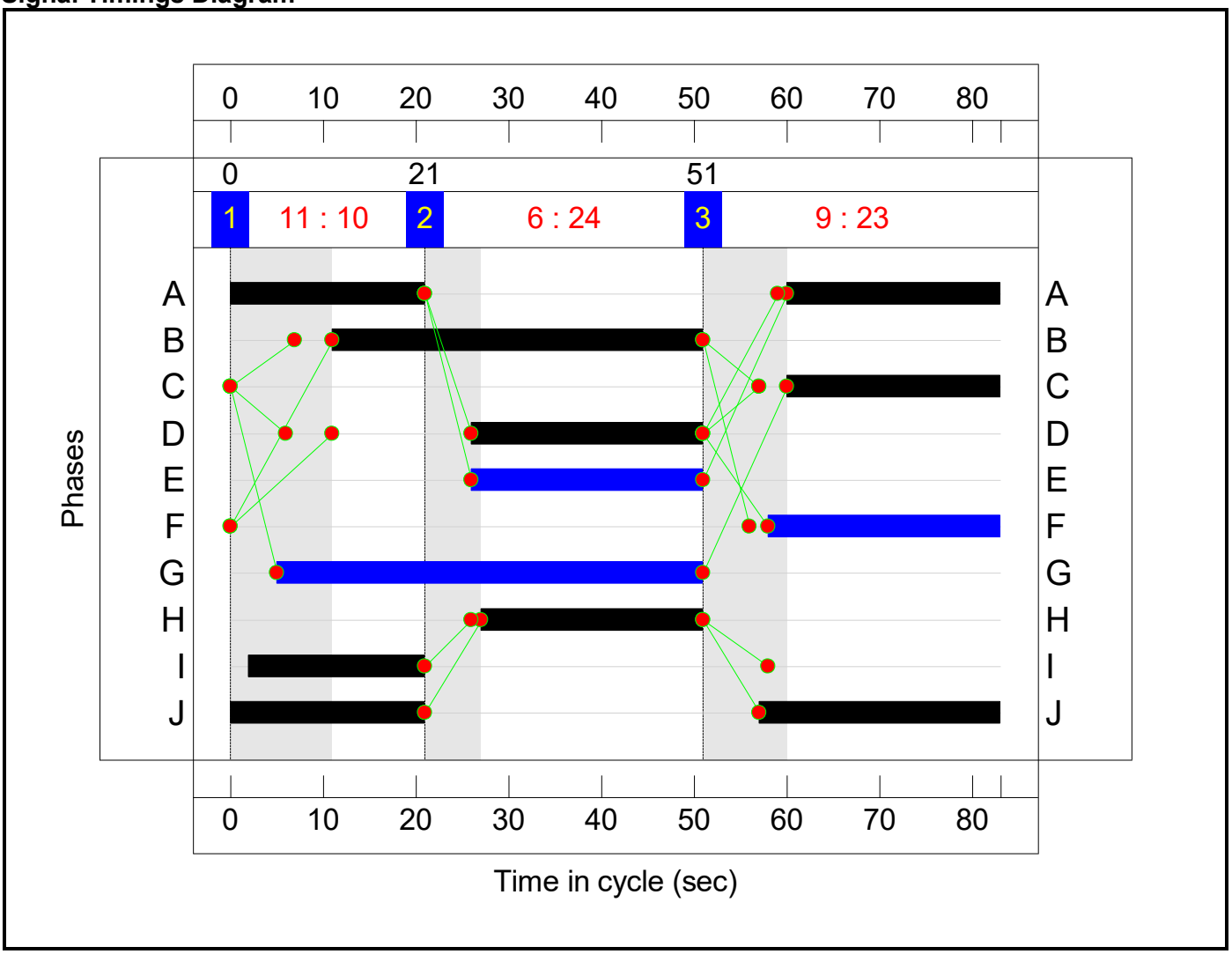
Stage Sequence Diagram



Stage Timings

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

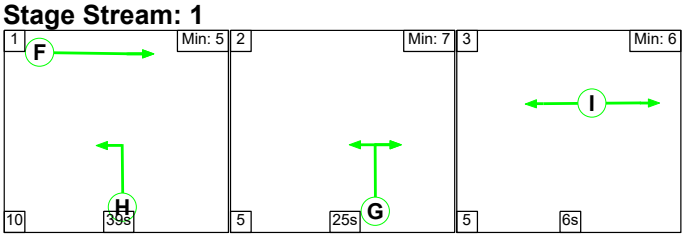
Signal Timings Diagram



C5 - Station Approach - Central Road

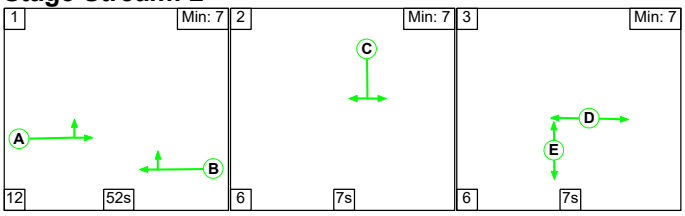
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

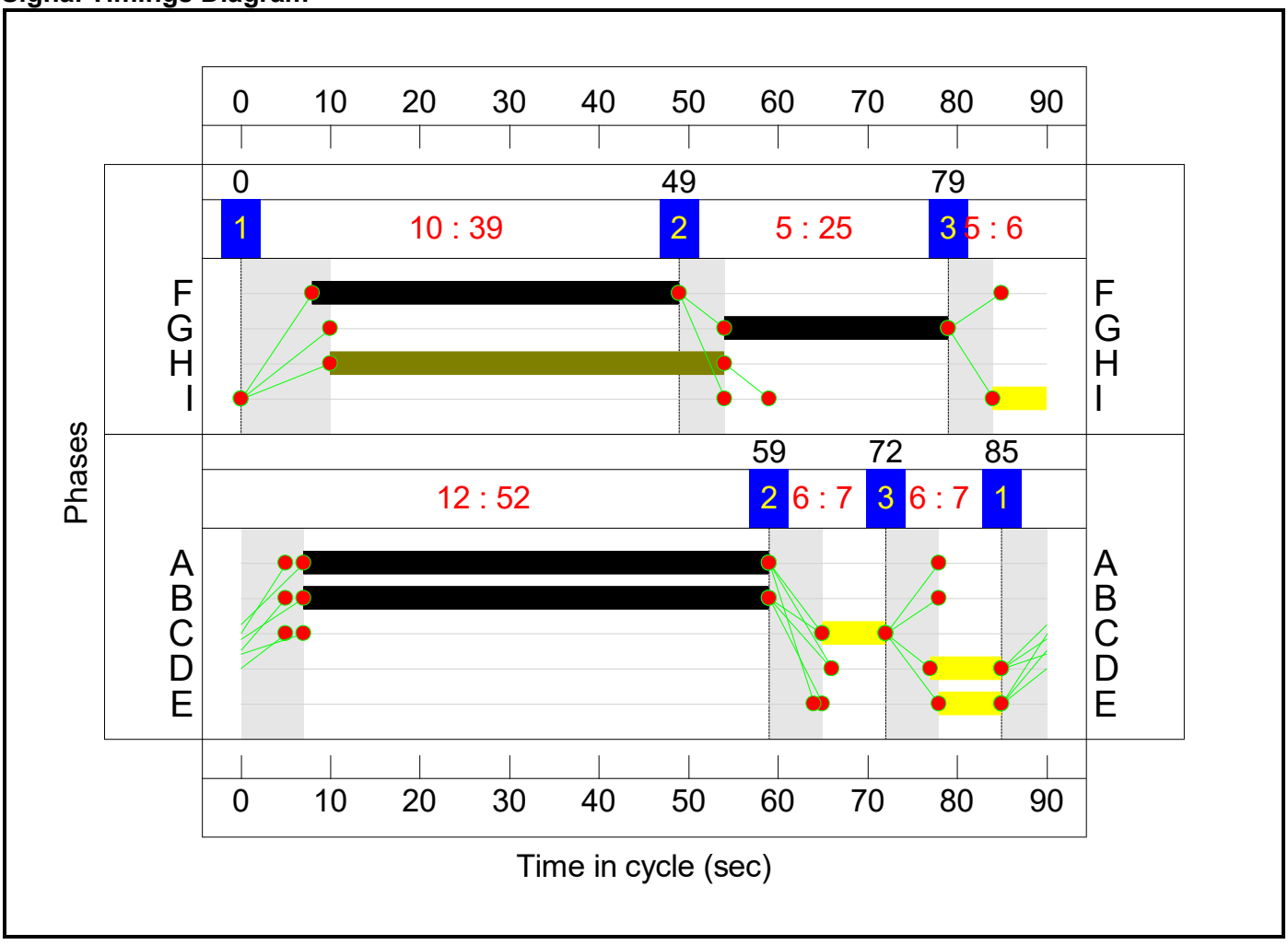
Stage Stream: 1

Stage	1	2	3
Duration	39	25	6
Change Point	0	49	79

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	85	59	72

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**	-	-		-	-	-	-	-	-	**81.4%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**48.6%**	-
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	374	21.1%	79
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	960	Inf	6280	15.3%	960
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	909	1900	1900	47.8%	909
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	321	10.0%	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	-		-	-	-	923	1900	1900	48.6%	923
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.1%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	409	-	624	1763	1311	47.6%	624
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	408	-	958	1763	1567	61.1%	958

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	-		-	-	-	20	Inf	Inf	0.0%	20
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	95	1877	167	56.9%	95
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%	57
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	-	954	1980:1795	1131+41	81.4 : 81.4%	954
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	44	954	1655	1287	74.1%	954
5/2	Central Road Right	U	5:1	N/A	C5:G		1	25	-	353	1655	478	73.8%	353
6/1	Ahead	U	5:1	N/A	C5:F		1	41	-	650	1965	917	70.9%	650
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	40	-	501	1786	882	56.8%	501
1/2	Left	U	N/A	N/A	C4:B		1	40	-	344	1786	882	39.0%	344
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	44	-	649	1800:1800	764+214	66.3 : 66.3%	649
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	-		-	-	-	414	1900	1900	21.8%	414
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	-	319	1715	517	61.8%	319
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	24	-	338	1739	524	64.5%	338
6/1		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%	604
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	19	-	325	1900:1900	137+405	60.0 : 60.0%	325
8/1	Left	U	N/A	N/A	-		-	-	-	507	1800	1800	28.2%	507
8/2	Ahead	U	N/A	N/A	C4:J		1	47	-	180	1980	1145	15.7%	180
9/1	Ahead	O	N/A	N/A	-		-	-	-	97	Inf	603	16.1%	97
10/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%	220
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	**-**	**436**	**0**	**1**	**28.0**	**17.2**	**0.1**	**45.3**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**199**	**0**	**0**	**0.0**	**1.7**	**0.0**	**1.7**	**-**	**-**	**-**	**-**	**-**	
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	6.1	0.0	0.1	0.1	-	
4/1	960	73	0	0	0.0	0.1	-	0.1	0.3	0.9	0.1	1.0	-	
5/1	909	-	-	-	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	6.2	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	923	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	-	
J2: Jacques Road Bridge Junction	**-**	**11**	**0**	**0**	**2.9**	**1.6**	**0.0**	**4.5**	**-**	**-**	**-**	**-**	**-**	
1/1	624	11	0	0	1.2	0.5	0.0	1.7	9.7	13.9	0.5	14.3	3.3	
2/1	958	-	-	-	0.8	0.8	-	1.6	6.0	14.9	0.8	15.7	6.4	
3/1	14	-	-	-	0.9	0.3	-	1.2	303.8	1.7	0.3	2.1	1.7	
4/1	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**33**	**0**	**0**	**11.6**	**7.6**	**0.0**	**19.3**	**-**	**-**	**-**	**-**	**-**	
1/1	95	-	-	-	1.0	0.6	-	1.7	64.0	2.3	0.6	2.9	2.1	
2/1	57	-	-	-	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	954	33	0	0	2.5	2.1	0.0	4.6 (4.5+0.2)	17.4 (17.4:16.7)	14.4	2.1	16.5	6.9	
5/1	954	-	-	-	1.4	1.4	-	2.8	10.6	12.5	1.4	13.9	4.8	

Full Input Data And Results

5/2	353	-	-	-	2.8	1.4	-	4.2	43.0	7.9	1.4	9.3	6.1
6/1	650	-	-	-	1.8	1.2	-	3.0	16.8	8.8	1.2	10.0	4.2
J4: Regent St/Bradley Rd	**-**	**193**	**0**	**1**	**13.5**	**6.3**	**0.0**	**19.9**	**-**	**-**	**-**	**-**	**-**
1/1	501	-	-	-	0.5	0.7	-	1.2	8.3	7.5	0.7	8.1	1.6
1/2	344	-	-	-	0.2	0.3	-	0.6	5.8	3.1	0.3	3.4	0.9
2/1+2/2	649	-	-	-	2.4	1.0	-	3.4 (2.7+0.7)	19.0 (19.3:17.9)	9.9	1.0	10.9	6.1
2/3	354	-	-	-	2.6	1.0	-	3.6	36.5	7.2	1.0	8.2	5.6
3/1	414	-	-	-	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	319	-	-	-	2.2	0.8	-	3.0	33.9	6.3	0.8	7.1	5.0
5/2	338	-	-	-	2.4	0.9	-	3.3	34.7	6.7	0.9	7.6	5.3
6/1	604	-	-	-	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+2.5)	35.5 (33.2:36.3)	4.9	0.7	5.6	4.1
8/1	507	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	180	-	-	-	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	3.6	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	-	-	-	-	-	-	-	-	-	-	-	-

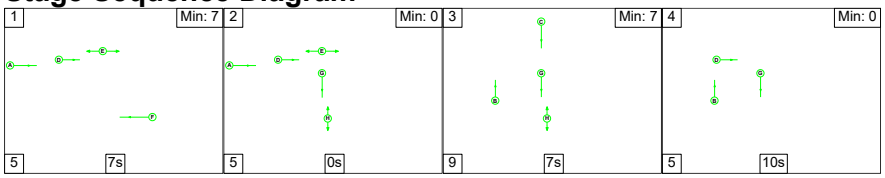
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	47.2	Total Delay for Signalled Lanes (pcuHr):	4.45	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	33.3	Total Delay for Signalled Lanes (pcuHr):	18.86	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	21.4	Total Delay for Signalled Lanes (pcuHr):	10.07	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	10.5	Total Delay for Signalled Lanes (pcuHr):	9.21	Cycle Time (s): 90
	PRC Over All Lanes (%):	10.5	Total Delay Over All Lanes(pcuHr):	45.32	

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

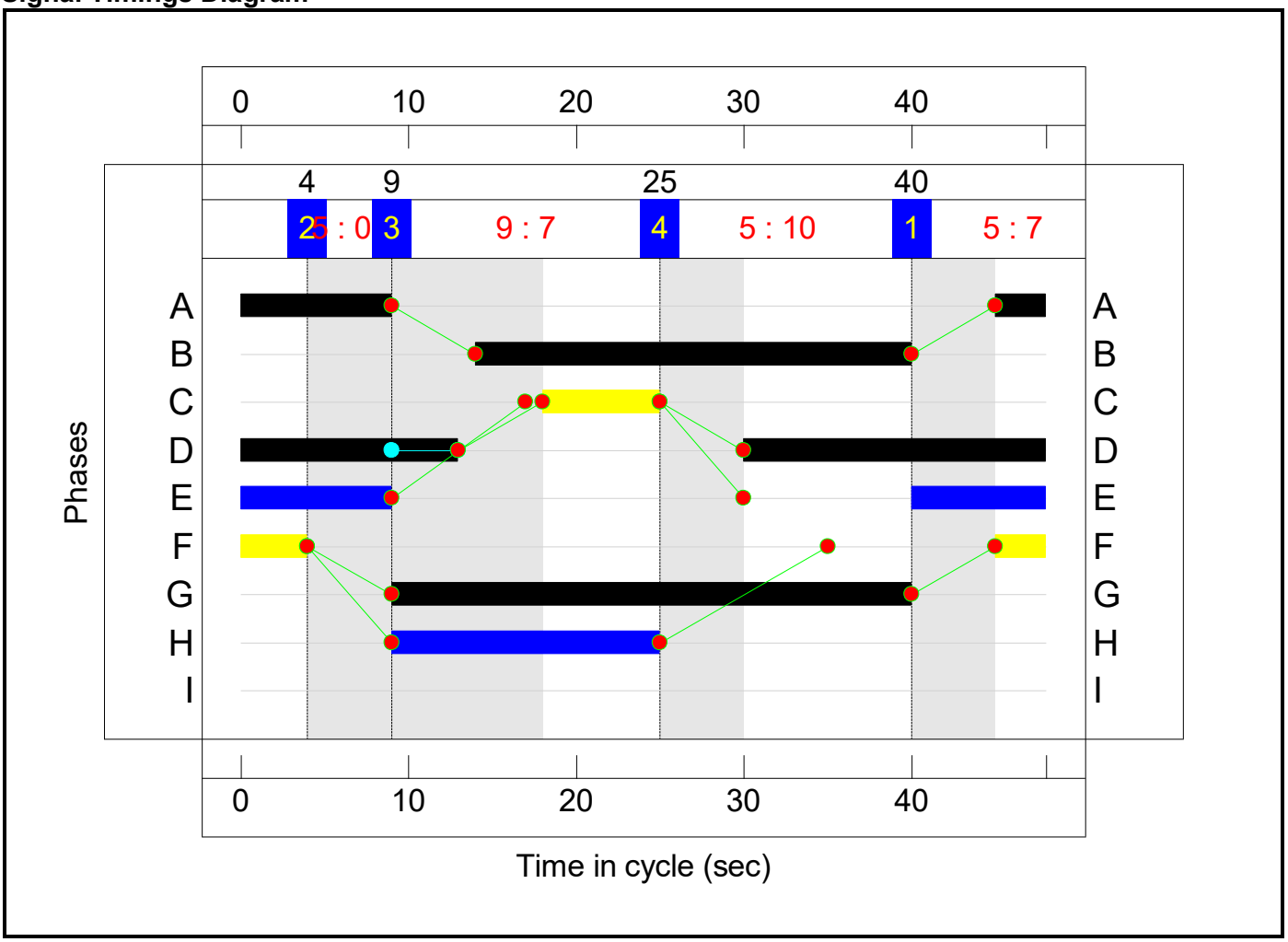
Stage Sequence Diagram



Stage Timings

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

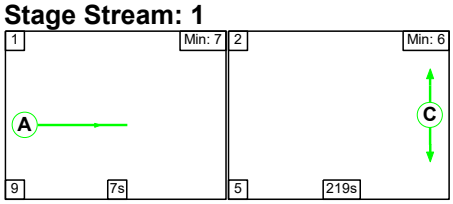
Signal Timings Diagram



C2 - Mold Road Staggered Ped

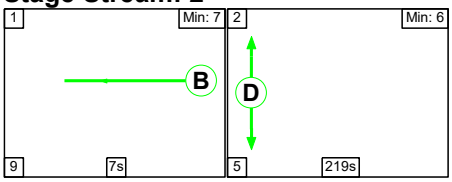
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

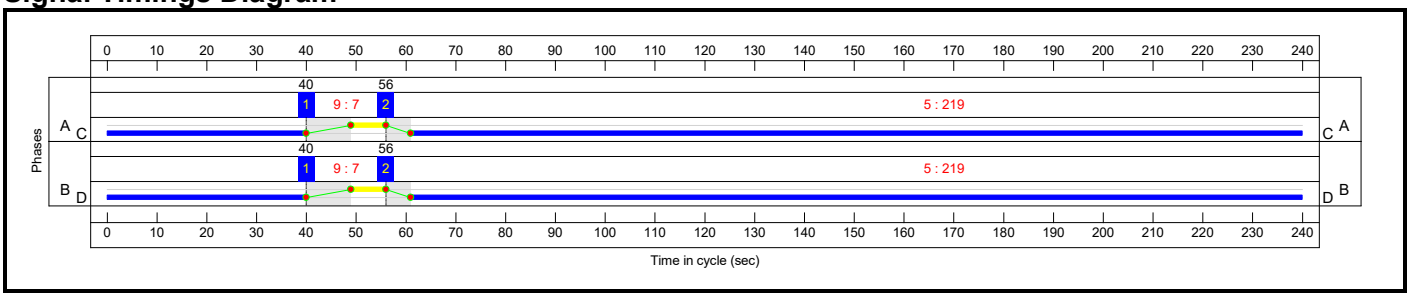
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

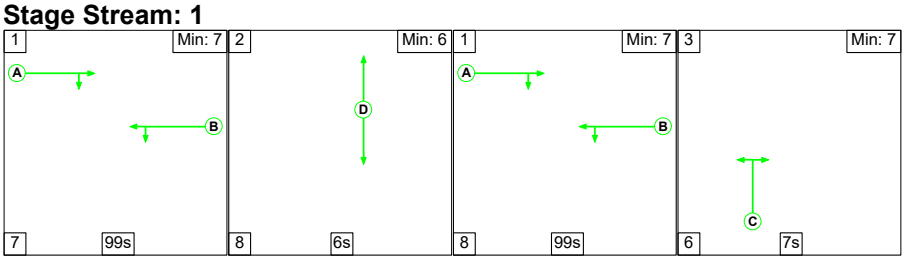
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



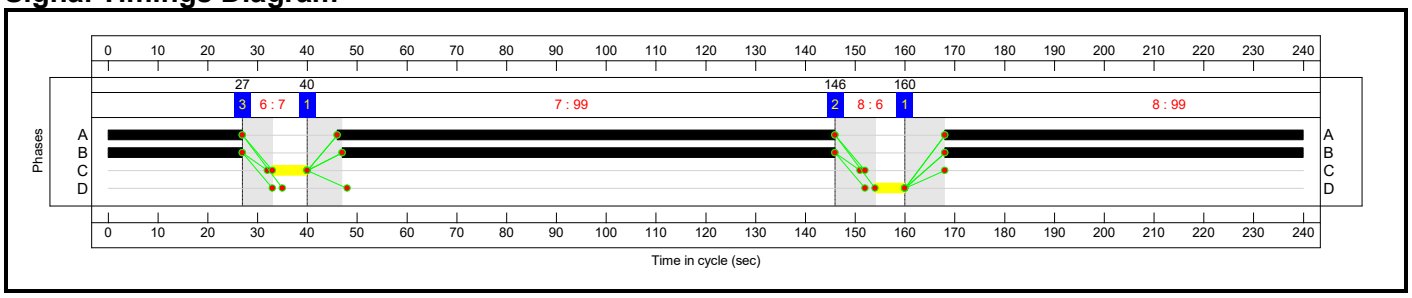
Stage Timings

Stage Stream: 1

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

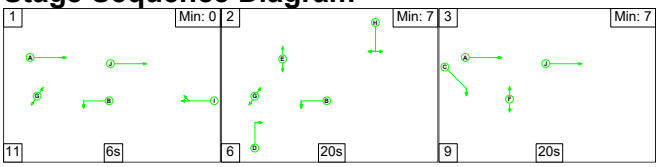
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

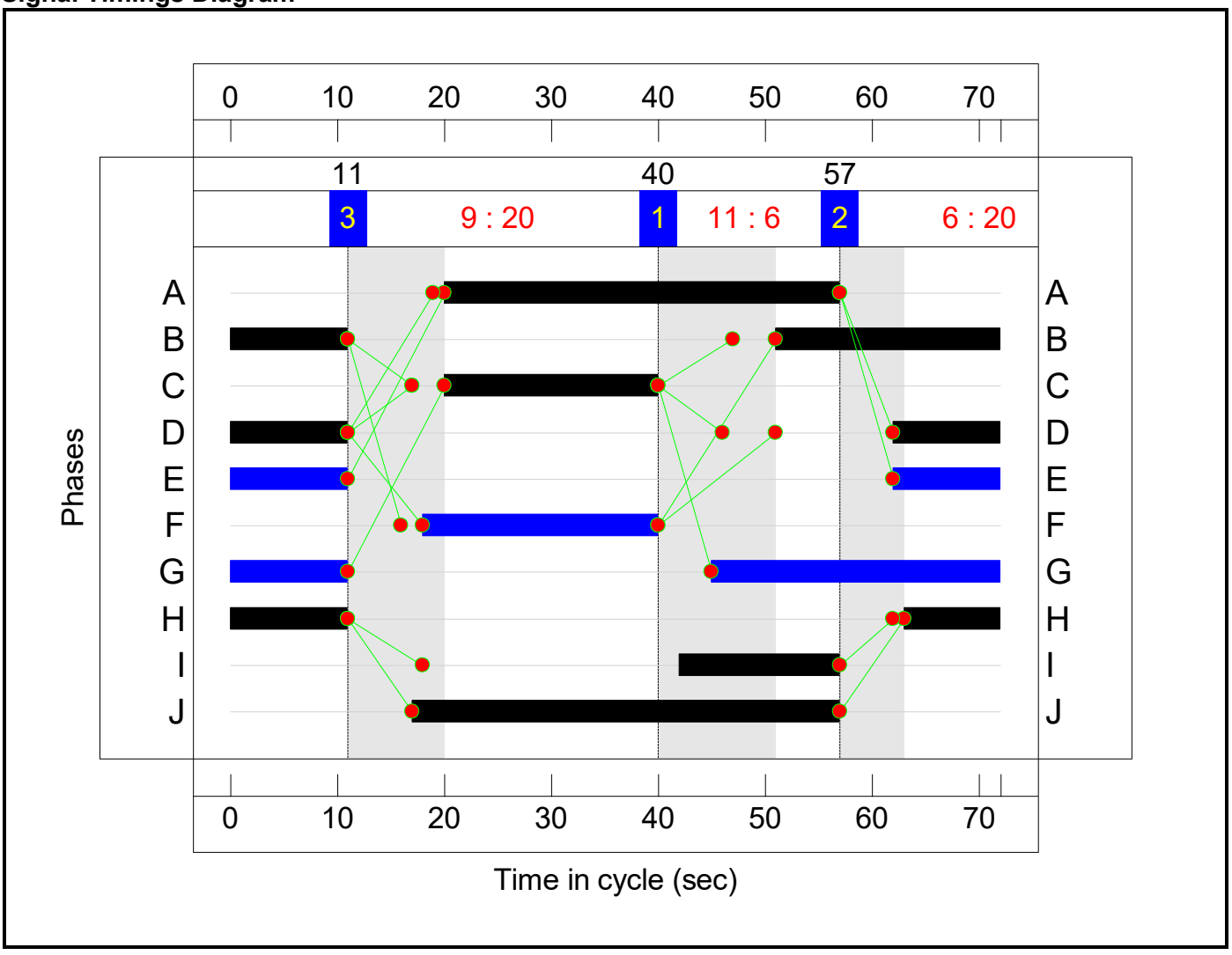
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	6	20	20
Change Point	40	57	11

Signal Timings Diagram

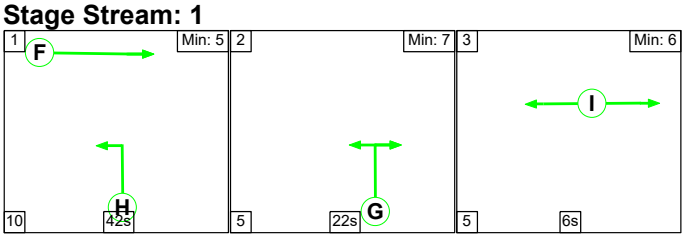


Full Input Data And Results

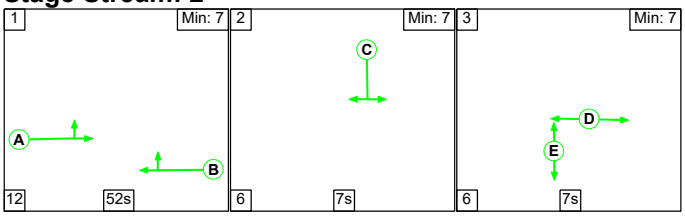
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

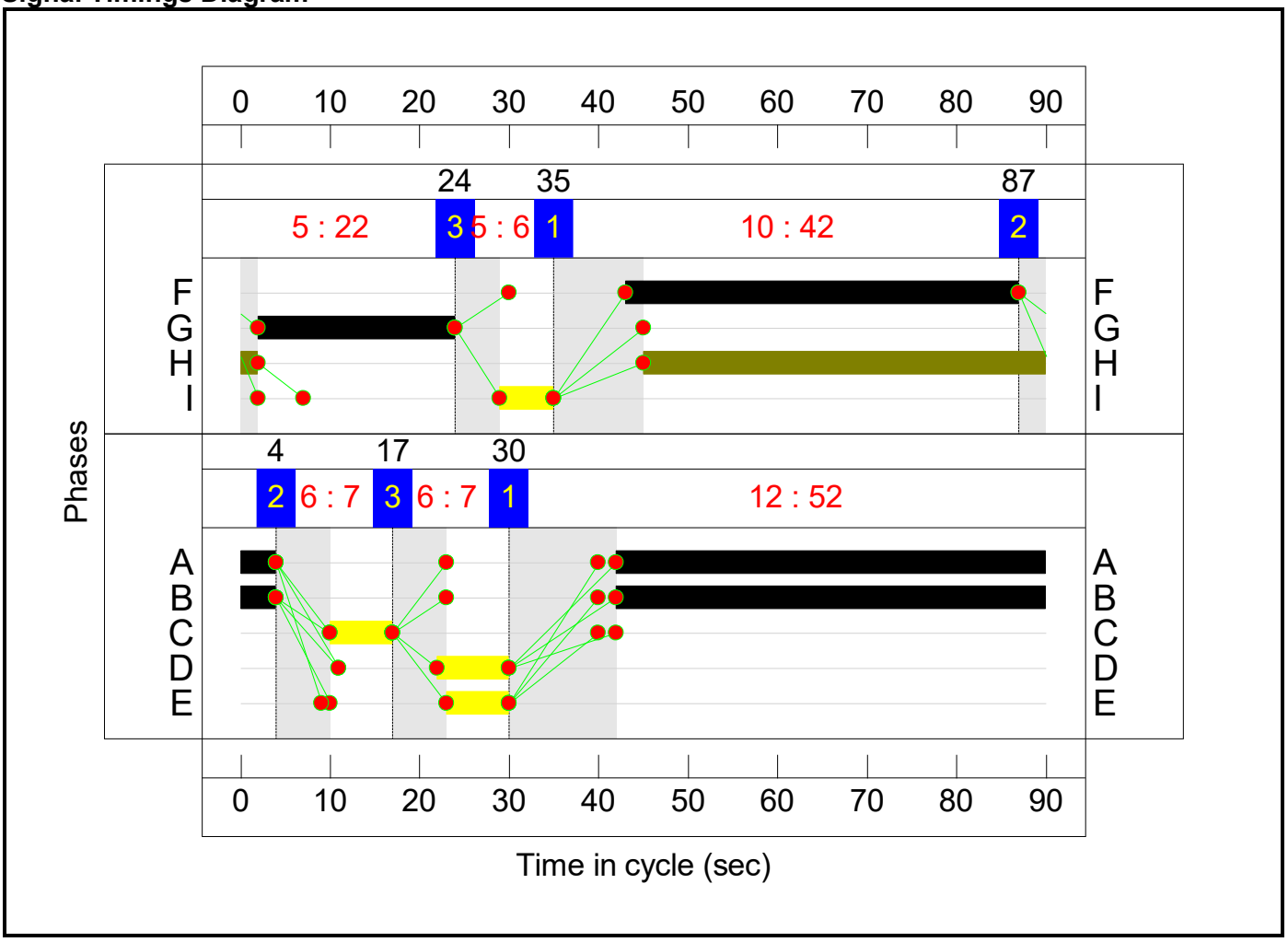
Stage	1	2	3
Duration	42	22	6
Change Point	35	87	24

Stage Stream: 2

Stage	1	2	3
Duration	52	7	7
Change Point	30	4	17

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**	-	-		-	-	-	-	-	-	**77.3%**	-
J1: Maesgywn/ Crispin Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**38.1%**	-
1/1+1/2	Mold Road EB (Maesgwyn Road) Ahead Right	U+O	N/A	N/A	-		-	-	-	723	1900:1900	1866+34	38.1 : 38.1%	723
2/1	Mold Road EB (Crispin Lane) Ahead Left	U	N/A	N/A	-		-	-	-	722	1900	1900	38.0%	722
3/1	Crispin Lane Left Right	O	N/A	N/A	-		-	-	-	70	Inf	396	17.7%	70
4/1	Mold Road WB (Crispin Lane) Ahead Right	O	N/A	N/A	-		-	-	-	718	Inf	7353	9.8%	718
5/1	Mold Road WB (Maesgwyn Road) Left Ahead	U	N/A	N/A	-		-	-	-	686	1900	1900	36.1%	686
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	353	9.1%	32
8/1	Crispin Lane (exit)	U	N/A	N/A	-		-	-	-	64	Inf	Inf	0.0%	64
9/1	Mold Road WB Lilac Way	U	N/A	N/A	-		-	-	-	696	1900	1900	36.6%	696
J2: Jacques Road Bridge Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.4%**	-
1/1	Mold Road EB (Jacques Way) Ahead Right	O	3:1	N/A	C3:A		2	199	-	760	1763	1257	60.4%	760
2/1	Regent St WB (Jacques Way) Ahead Left	U	3:1	N/A	C3:B		2	198	-	720	1763	1469	49.0%	720

Full Input Data And Results

3/1	Jacques Way Left Right	U	3:1	N/A	C3:C		1	7	-	9	1940	65	13.9%	9
4/1	Jacques Way (Entry)	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%	11
Ped Link: P1	Unnamed Ped Link	-	3:1	-	C3:D		1	6	-	0	-	0	0.0%	0
J3: Station Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.3%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	63	1877	167	37.8%	63
2/1	Station Approach (Entry)	U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%	69
3/1	Regent St EB (Station Approach) Left Ahead	U	5:2	N/A	C5:A		1	52	-	760	1670	983	77.3%	760
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	52	-	718	1980:1795	1129+42	61.3 : 61.3%	718
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	47	718	1655	1287	55.8%	718
5/2	Central Road Right	U	5:1	N/A	C5:G		1	22	-	317	1655	423	75.0%	317
6/1	Ahead	U	5:1	N/A	C5:F		1	44	-	752	1965	982	76.5%	752
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	32	-	487	1786	819	59.5%	487
1/2	Left	U	N/A	N/A	C4:B		1	32	-	332	1786	819	40.6%	332
2/1+2/2	Regents Street EB Ahead	U	N/A	N/A	C4:A		1	37	-	702	1800:1800	747+205	73.7 : 73.7%	702
2/3	Regents Street EB Right	U	N/A	N/A	C4:C		1	20	-	367	1813	529	69.4%	367
3/1		U	N/A	N/A	-		-	-	-	416	1900	1900	21.9%	416
3/2		U	N/A	N/A	-		-	-	-	770	1900	1900	40.5%	770
4/1	Right	U	N/A	N/A	C4:D		1	21	-	46	1990	608	7.6%	46

Full Input Data And Results

5/1	Grosvenor Road Right Left	U	N/A	N/A	C4:H		1	20	-	336	1715	500	67.2%	336
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	20	-	346	1739	507	68.2%	346
6/1		U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%	649
7/1+7/2	Ahead Right	U+O	N/A	N/A	C4:I		1	15	-	301	1900:1900	117+392	59.1 : 59.1%	301
8/1	Left	U	N/A	N/A	-		-	-	-	551	1800	1800	30.6%	551
8/2	Ahead	U	N/A	N/A	C4:J		1	40	-	197	1980	1127	17.5%	197
9/1	Ahead	O	N/A	N/A	-		-	-	-	98	Inf	594	16.5%	98
10/1		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%	263
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	21	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	38	-	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	**-**	**383**	**0**	**1**	**25.5**	**16.5**	**0.1**	**42.0**	**-**	**-**	**-**	**-**	**-**	
J1: Maesgywn/ Crispin Lane	**-**	**159**	**0**	**0**	**0.0**	**1.4**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	**-**	
1/1+1/2	723	13	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	722	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
3/1	70	70	0	0	0.0	0.1	-	0.1	5.5	0.0	0.1	0.1	-	
4/1	718	44	0	0	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1	-	
5/1	686	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
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	0.0	-	0.0	5.6	0.0	0.0	0.0	-	
8/1	64	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
9/1	696	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	-	
J2: Jacques Road Bridge Junction	**-**	**3**	**0**	**0**	**2.4**	**1.3**	**0.0**	**3.8**	**-**	**-**	**-**	**-**	**-**	
1/1	760	3	0	0	1.6	0.8	0.0	2.4	11.2	13.3	0.8	14.1	4.2	
2/1	720	-	-	-	0.6	0.5	-	1.0	5.2	7.0	0.5	7.5	3.8	
3/1	9	-	-	-	0.3	0.1	-	0.4	144.9	0.6	0.1	0.7	0.6	
4/1	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
Ped Link: P1	0	-	-	-	-	-	-	-	-	-	-	-	-	
J3: Station Approach	**-**	**26**	**0**	**0**	**10.3**	**6.5**	**0.0**	**16.8**	**-**	**-**	**-**	**-**	**-**	
1/1	63	-	-	-	0.7	0.3	-	1.0	55.9	1.5	0.3	1.8	1.4	
2/1	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	760	-	-	-	2.9	1.7	-	4.6	21.9	14.1	1.7	15.8	7.4	
4/1+4/2	718	26	0	0	1.7	0.8	0.0	2.5 (2.4+0.1)	12.3 (12.3:11.4)	5.1	0.8	5.9	5.1	
5/1	718	-	-	-	0.8	0.6	-	1.4	7.1	7.0	0.6	7.6	3.6	

Full Input Data And Results

5/2	317	-	-	-	2.7	1.5	-	4.2	47.4	7.2	1.5	8.7	5.7
6/1	752	-	-	-	1.5	1.6	-	3.2	15.1	5.5	1.6	7.1	3.6
J4: Regent St/Bradley Rd	**-**	**195**	**0**	**1**	**12.7**	**7.3**	**0.1**	**20.1**	**-**	**-**	**-**	**-**	**-**
1/1	487	-	-	-	0.5	0.7	-	1.2	9.1	6.2	0.7	6.9	1.5
1/2	332	-	-	-	0.3	0.3	-	0.6	6.5	2.6	0.3	3.0	0.9
2/1+2/2	702	-	-	-	2.6	1.4	-	4.0 (3.1+0.8)	20.3 (20.6:19.1)	10.0	1.4	11.4	5.9
2/3	367	-	-	-	2.3	1.1	-	3.4	33.6	6.4	1.1	7.5	5.0
3/1	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	770	-	-	-	0.2	0.3	-	0.6	2.6	9.1	0.3	9.5	-
4/1	46	-	-	-	0.2	0.0	-	0.3	21.0	0.7	0.0	0.7	0.6
5/1	336	-	-	-	2.1	1.0	-	3.1	33.3	5.9	1.0	6.9	4.6
5/2	346	-	-	-	2.2	1.1	-	3.2	33.6	6.1	1.1	7.1	4.7
6/1	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1+7/2	301	97	0	1	2.0	0.7	0.1	2.8 (0.6+2.2)	33.7 (31.2:34.5)	4.1	0.7	4.8	3.5
8/1	551	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	-
8/2	197	-	-	-	0.3	0.1	-	0.4	8.0	1.1	0.1	1.2	1.1
9/1	98	98	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1	-
10/1	263	-	-	-	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 (%):	48.9	Total Delay for Signalled Lanes (pcuHr):	3.77
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	19.07
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	8.74
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):	8.06
	PRC Over All Lanes (%):	16.5	Total Delay Over All Lanes(pcuHr):	42.05

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