Technical Note

Date: 27 May 2026

Project: Wrexham Gateway

Title: Response to Further Consultation Queries - Highways

1. Introduction

1.1 This Note has been prepared to provide responses to the second consultation response received from Wrexham Council in relation to highways matters.

1.2 The first consultation response was provided by Wrexham Council in January 2026, and further information was submitted in April 2026 to respond to the queries raised, including additional survey data, updated distribution analysis and updated assessment information. The current response confirms agreement on a number of the previous matters but requests further information/clarification on some specific matters, responses are provided below.

2. WC Highways Further Comments & Responses

Assessment Baseline Traffic Flows

2.1 The further consultation response confirms that the baseline traffic data is suitable to inform the assessment, following review of the supplementary survey data.

Modelled Network

2.2 In the initial consultation response, WC commented as follows:

"The TA presents a comparison of a base scenario against the with-development scenarios. The base scenario appears to assume a signal-controlled junction, as only LinSig is used in the assessment. It is unclear why the existing priority-controlled arrangement has not been assessed, as this is the relevant comparison in terms of junction operation. The WelTAG study may have assumed that the Mold Road Active Travel scheme was present, but the LHA will require a comparison of the priority-controlled junction against the proposed signal-controlled junction.

The applicant needs to split out what the impact of the development is from the WelTAG scheme, for this junction and the junction of Central Road."

2.3 Clarification was provided in the initial response that the TA did include tests of the existing priority junction arrangement ('do-minimum model), as well as scenario with the traffic signals ('do-something' model). Both of these scenarios are tested using LinSig and the 'do-minimum' model includes both the future year 'base' and 'with development' traffic flows, allowing comparison of the future development scenarios with the existing priority junction (do-minimum) and the WelTAG signal junction (do-something).

2.4 Both the do-minimum and do-something scenarios were re-tested in the supplementary assessment work submitted with the April response, with the assessment work updated to test modified traffic flow scenarios, in response to other queries raised in the initial consultation response. The reporting of the assessment results in the text was also expanded in the Technical Note provided in response to the comments, as only basic summaries were included of the model results in the TA text.

Assessment Scenarios

2.5 Confirmation is requested that the 'base with development' traffic flows include traffic associated with the station. SK can confirm that station traffic is included in all flow scenarios and model tests

(base and base with development). A summary of the components of the 'base' and 'with development' site traffic flows is provided below:

Scenario	Weekday AM	Weekday PM	Weekend
Base	Station	Station	Station
	Builders Merchant	Builders Merchant	Builders Merchant
Base + Development	Station	Station	Station
	Office	Office	Office
	Brewery	Brewery	Brewery
	Museum	Museum	Museum

Table 2.1: Site Flows for Assessment

2.6 The basis of the models including junction capacity parameters and all controller settings for the signal scheme is replicated from the previous WelTAG work undertaken for and agreed with Transport for Wales (TfW), who provided the information. The model parameters are discussed further below.

Site Access

2.7 It is noted in the further consultation response that the Stage 1 Road Safety Audit (RSA) includes a recommendation for additional road markings to be included at the detailed design stage (part of recommendation 2). WC has requested that this be brought forward for consideration at the current design stage. This has therefore been reviewed and an amended proposal is presented in Appendix A to this Note.

Operational Assessment

2.8 The further consultation response includes a number of specific queries regarding the signal control settings represented in the LinSig model. As noted above, the settings are replicated from the TfW assessment model that was provided for use in assessing this development proposal but the queries are considered individually below.

Q. Is the pedestrian crossing stage included in every cycle?
A. Yes an all red pedestrian stage is called in every cycle in the model

Q. The phase minima show the pedestrian crossing over the A541 Regent Street (Phase E) with a similar minimum green to the Station Approach crossing (Phase D), when the latter is significantly longer (double).

A. The phase minima use in the TfW model for pedestrian crossing phases appear to be based on Period D (pedestrian green walking period) timings for pelican crossings set out in LTN 2/95, replicated below:

"a) 4 seconds for crossings up to 7.5 metres in length.
b) 5 seconds for crossings over 7.5 metres and up to 10.5 metres.
c) 6 seconds for crossings over 10.5 metres and up to 12.5 metres.
d) 7 seconds for crossings over 12.5 metres"

The crossing distance for phase D (15m) exceeds those listed and an 8 second minimum green has been used in the model, which is consistent with the additional width17. For phase E a green

time of 4-5 seconds would be appropriate based on the recommendations in LTN 2/95 but a minimum green time of 7 seconds has been used in the model.

Q. The intergreen following the pedestrian crossing over Station Approach crossing (Phase D) seems short given the distance involved but also in relation to the crossing over the A541 (Phase E), when the former is significantly longer (double).

A. The crossing distance for phase D is 15m which should have a minimum of 17s intergreen time to the next traffic phase. An intergreen time of 12s was used in the model. The crossing distance for Phase E is 7m which is consistent with the 10s intergreen time used in the model. The two pedestrian phases run together in an all-red stage and int his case the duration of the all-red period for traffic is determined by the longest sequence of minimum green and intergreen times. A supplementary test using the higher intergreen time for phase D has been undertaken and is reported below.

Q. The intergreen from Phase C (Station Approach) ending to the pedestrian crossing over Regent Street starting (intergreen C to E) seems short for what is a long clearance distance and appears to only account for the vehicle to vehicle conflict distance.

A. The distance from the phase C stop line to clear the Phase E pedestrian crossing is 22m which equates to a 7s intergreen time based on the recommendations in the Traffic Signs Manual. An intergreen time of 6s was used in the model. The modified value of 7s has been used in the supplementary modelling reported below.

Q. In the stage-sequence section of the output, Stage 3 (pedestrian all-red stage) is only running for 7s. As noted above, a significantly longer minimum green will be required as 7s will not allow a pedestrian to complete the crossing movement in the ‘green person’ period.

A. As noted above the pedestrian crossing green times are based on the recommendations in LTN 2/95. These are considered to be appropriate.

Supplementary Modelling – Revised Signal Times

2.9 The Do-Something Network Modelling has been re-run with the adjustments to the timings noted above, the do-minimum modelling is unaffected by these changes and remains as previously reported. The results for each scenario are presented below and full assessment output is included in Appendix B.

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.3%	0	10.1%	0	8.0%	0
J1 3/1	Crispin Lane	21.1%	0	19.7%	0	15.9%	0
J2 1/1	Mold Road Eb	85.2%	28	46.8%	14	55.1%	12
J2 2/1	Regent St Wb	34.8%	4	66.6%	20	45.3%	7
J2 3/1	Jacques Way	37.1%	2	34.8%	2	12.4%	1
J3 1/1	Station Approach	33.7%	2	63.9%	3	37.8%	2
J3 3/1	Regent St Eb A/L at Station Approach	90.8%	29	60.2%	11	80.8%	17
J3 4/1 & 4/2	Regent St Wb A/R at Station Approach	44.2%	5	91.6%	30	63.7%	7
J3 5/1	Central Rd left	44.8%	5	78.4%	17	51.5%	7
J3 5/2	Central Rd right	78.2%	11	63.3%	9	69.0%	8
J3 6/1	Regent St Eb Ahead at Central Rd	82.4%	7	65.6%	6	70.9%	4
J4 1/1	Regent St Wb left turn to Bradley St	48.8%	8	58.8%	8	55.1%	6
J4 2/1 & 2/2	Regent St Eb ahead	80.3%	20	59.0%	9	68.2%	10
J4 2/3	Regent St Eb right turn to Bradley St	46.7%	7	71.5%	8	64.3%	7
J4 8/1	Regent St Eb left turn to Grosvenor Rd	32.6%	0	26.2%	0	28.3%	0
J4 8/2	Regent St Eb Ahead at Grosvenor Rd	25.7%	2	14.0%	1	16.1%	1
J4 5/1	Grosvenor Rd R/L	66.3%	8	62.1%	7	62.2%	6
J4 5/2	Grosvenor Rd R	66.4%	8	65.0%	7	62.9%	6
J4 7/1 & 7/2	Regent St Wb A/R at Grosvenor Rd	41.8%	4	66.1%	7	54.6%	4

Table 2.2: Do-Something Network: 2030 Scenario 1a with Development

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.0%	0	8.8%	0	8.0%	0
J1 3/1	Crispin Lane	18.3%	0	18.8%	0	15.9%	0
J2 1/1	Mold Road Eb	69.4%	18	42.4%	12	55.1%	12
J2 2/1	Regent St Wb	34.8%	4	55.8%	13	45.3%	7
J2 3/1	Jacques Way	37.1%	2	34.8%	2	12.4%	1
J3 1/1	Station Approach	27.0%	1	56.9%	3	37.8%	2
J3 3/1	Regent St Eb A/L at Station Approach	86.0%	19	65.7%	11	80.8%	17
J3 4/1 & 4/2	Regent St Wb A/R at Station Approach	51.2%	5	83.7%	18	63.7%	7
J3 5/1	Central Rd left	41.6%	5	67.7%	11	51.5%	7
J3 5/2	Central Rd right	72.3%	8	68.0%	8	69.0%	8
J3 6/1	Regent St Eb Ahead at Central Rd	75.4%	4	66.1%	8	70.9%	4
J4 1/1	Regent St Wb left turn to Bradley St	46.4%	8	53.3%	8	55.1%	6
J4 2/1 & 2/2	Regent St Eb ahead	68.7%	15	61.6%	10	68.2%	10
J4 2/3	Regent St Eb right turn to Bradley St	50.4%	8	62.6%	7	64.3%	7
J4 8/1	Regent St Eb left turn to Grosvenor Rd	32.4%	0	26.2%	0	28.3%	0
J4 8/2	Regent St Eb Ahead at Grosvenor Rd	13.5%	1	14.6%	1	16.1%	1
J4 5/1	Grosvenor Rd R/L	60.5%	7	57.3%	6	62.2%	6
J4 5/2	Grosvenor Rd R	62.0%	8	59.6%	7	62.9%	6
J4 7/1 & 7/2	Regent St Wb A/R at Grosvenor Rd	37.6%	4	54.8%	5	54.6%	4

Table 2.3: Do-Something Network: 2030 Scenario 1b with Development

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	7.0%	0	11.6%	0	9.1%	0
J1 3/1	Crispin Lane	22.4%	0	22.2%	0	17.7%	0
J2 1/1	Mold Road Eb	91.5%	34	54.3%	19	60.4%	14
J2 2/1	Regent St Wb	37.6%	5	71.2%	23	49.0%	8
J2 3/1	Jacques Way	40.2%	2	40.6%	2	13.9%	1
J3 1/1	Station Approach	33.0%	2	70.3%	4	37.8%	2
J3 3/1	Regent St Eb A/L at Station Approach	96.4%	37	60.7%	12	87.1%	20
J3 4/1 & 4/2	Regent St Wb A/R at Station Approach	47.6%	6	91.9%	35	69.0%	8
J3 5/1	Central Rd left	42.6%	5	82.0%	21	55.8%	8
J3 5/2	Central Rd right	85.1%	12	69.0%	11	75.0%	9
J3 6/1	Regent St Eb Ahead at Central Rd	87.4%	16	67.4%	8	76.5%	5
J4 1/1	Regent St Wb left turn to Bradley St	52.6%	9	62.6%	8	58.0%	7
J4 2/1 & 2/2	Regent St Eb ahead	85.4%	23	63.5%	10	73.7%	11
J4 2/3	Regent St Eb right turn to Bradley St	48.2%	8	73.7%	9	69.4%	8
J4 8/1	Regent St Eb left turn to Grosvenor Rd	35.1%	0	28.2%	0	30.6%	0
J4 8/2	Regent St Eb Ahead at Grosvenor Rd	26.7%	2	15.1%	1	17.5%	1
J4 5/1	Grosvenor Rd R/L	70.8%	9	68.2%	8	67.2%	7
J4 5/2	Grosvenor Rd R	72.3%	9	69.1%	8	68.2%	7
J4 7/1 & 7/2	Regent St Wb A/R at Grosvenor Rd	49.4%	5	73.2%	9	60.3%	5

Table 2.4: Do-Something Network: 2030 Scenario 2a with Development

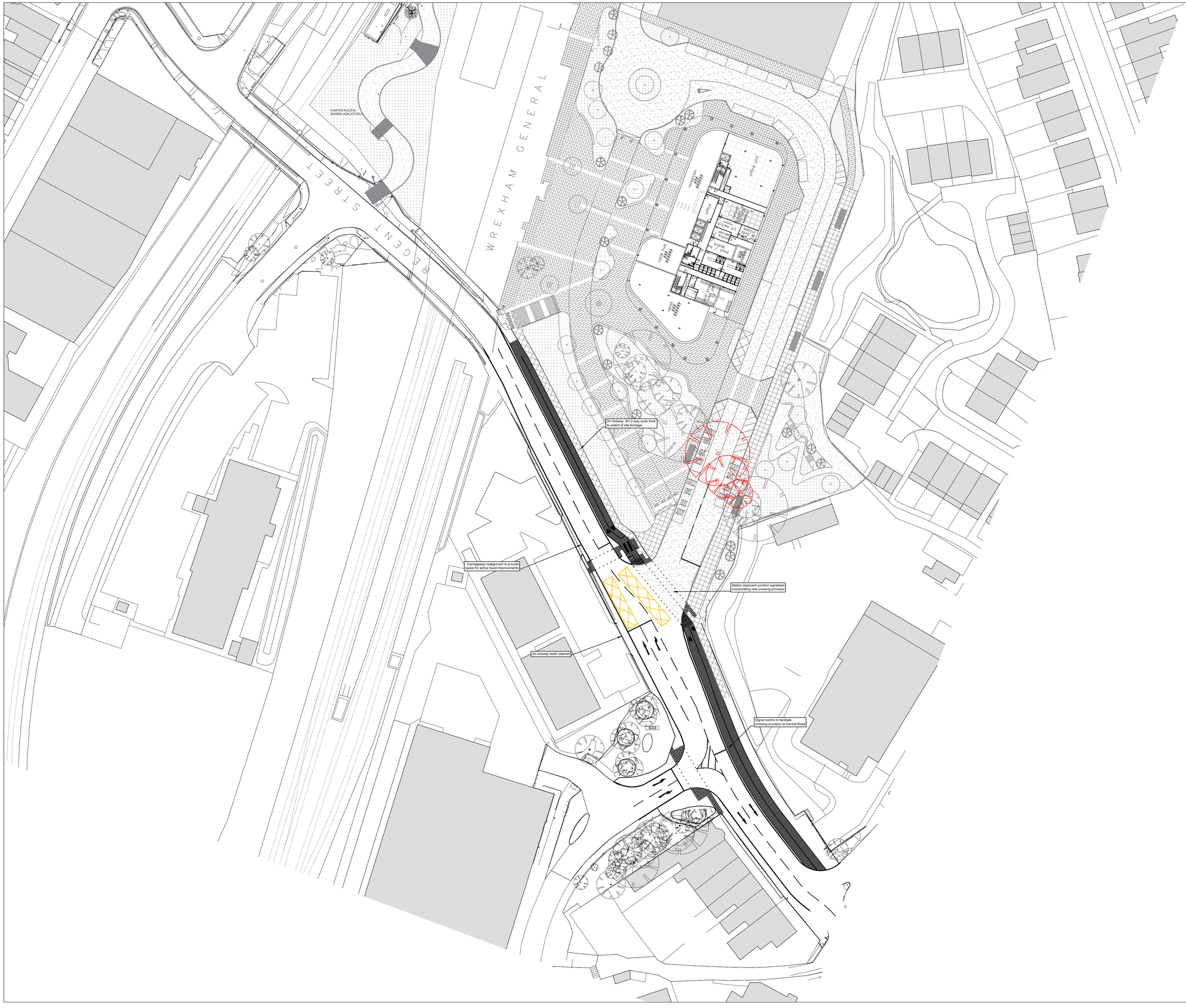
Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.6%	0	10.0%	0	9.1%	0
J1 3/1	Crispin Lane	19.8%	0	21.1%	0	17.7%	0
J2 1/1	Mold Road Eb	75.7%	21	47.6%	14	60.4%	14
J2 2/1	Regent St Wb	37.6%	5	61.1%	16	49.0%	8
J2 3/1	Jacques Way	38.7%	2	40.6%	2	13.9%	1
J3 1/1	Station Approach	27.0%	1	56.9%	3	37.8%	2
J3 3/1	Regent St Eb A/L at Station Approach	92.8%	24	70.8%	13	87.1%	20
J3 4/1 & 4/2	Regent St Wb A/R at Station Approach	55.2%	6	91.7%	19	69.0%	8
J3 5/1	Central Rd left	44.8%	5	74.1%	14	55.8%	8
J3 5/2	Central Rd right	78.7%	10	71.1%	9	75.0%	9
J3 6/1	Regent St Eb Ahead at Central Rd	81.3%	5	72.6%	15	76.5%	5
J4 1/1	Regent St Wb left turn to Bradley St	50.4%	9	56.8%	8	58.0%	7
J4 2/1 & 2/2	Regent St Eb ahead	75.5%	18	66.3%	11	73.7%	11
J4 2/3	Regent St Eb right turn to Bradley St	53.1%	9	67.5%	8	69.4%	8
J4 8/1	Regent St Eb left turn to Grosvenor Rd	34.9%	0	28.2%	0	30.6%	0
J4 8/2	Regent St Eb Ahead at Grosvenor Rd	14.9%	1	15.7%	1	17.5%	1
J4 5/1	Grosvenor Rd R/L	63.2%	8	61.8%	7	67.2%	7
J4 5/2	Grosvenor Rd R	64.1%	8	64.5%	8	68.2%	7
J4 7/1 & 7/2	Regent St Wb A/R at Grosvenor Rd	43.8%	5	60.0%	6	60.3%	5

Table 2.5: Do-Something Network: 2030 Scenario 2b with Development

2.10 The changes to the phase and intergreen timings result in a need to increase the cycle time for the Station Approach junction from 100s to 110s in the Scenario 1a (AM peak) and Scenario 2a (AM and PM peak) tests, in order to maintain similar degrees of saturation to those resulting from use of the TfW model settings.

2.11 In other respects, the modelling and assessment results are broadly similar to those previously presented.

Appendix A



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Layout based on preferred option identified at WelTAG Stage 2

Revision Details	By	Check	Date	Suffix
Junction markings amended as per RSA1 recommendation	JAT	LGS	27.05.26	A

Drawing Number

SK224114-001

Wrexham Gateway

Drawing Title

Site Access Layout & Active Travel Enhancements

Scale at A1

1:500

Drawn	Approved
JAT	LGS
Check	Date
LGS	02.05.25

SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509

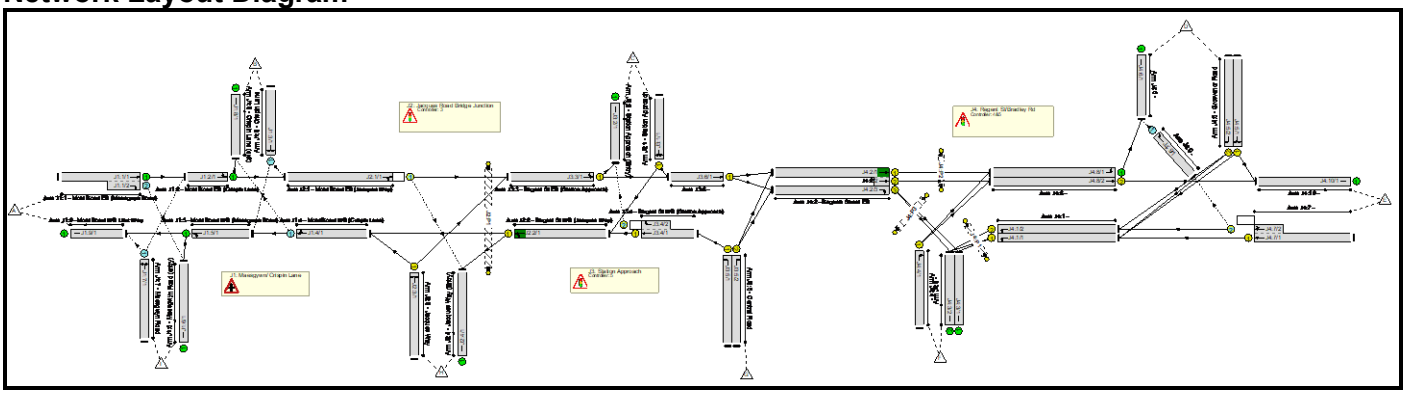
Appendix B

Full Input Data And Results

User and Project Details

Project:	**Wrexham Gateway**
Title:	
Location:	
Additional detail:	
File name:	Wrexham Corridor Model_TA_DS_v2.lsg3x
Author:	
Company:	
Address:	

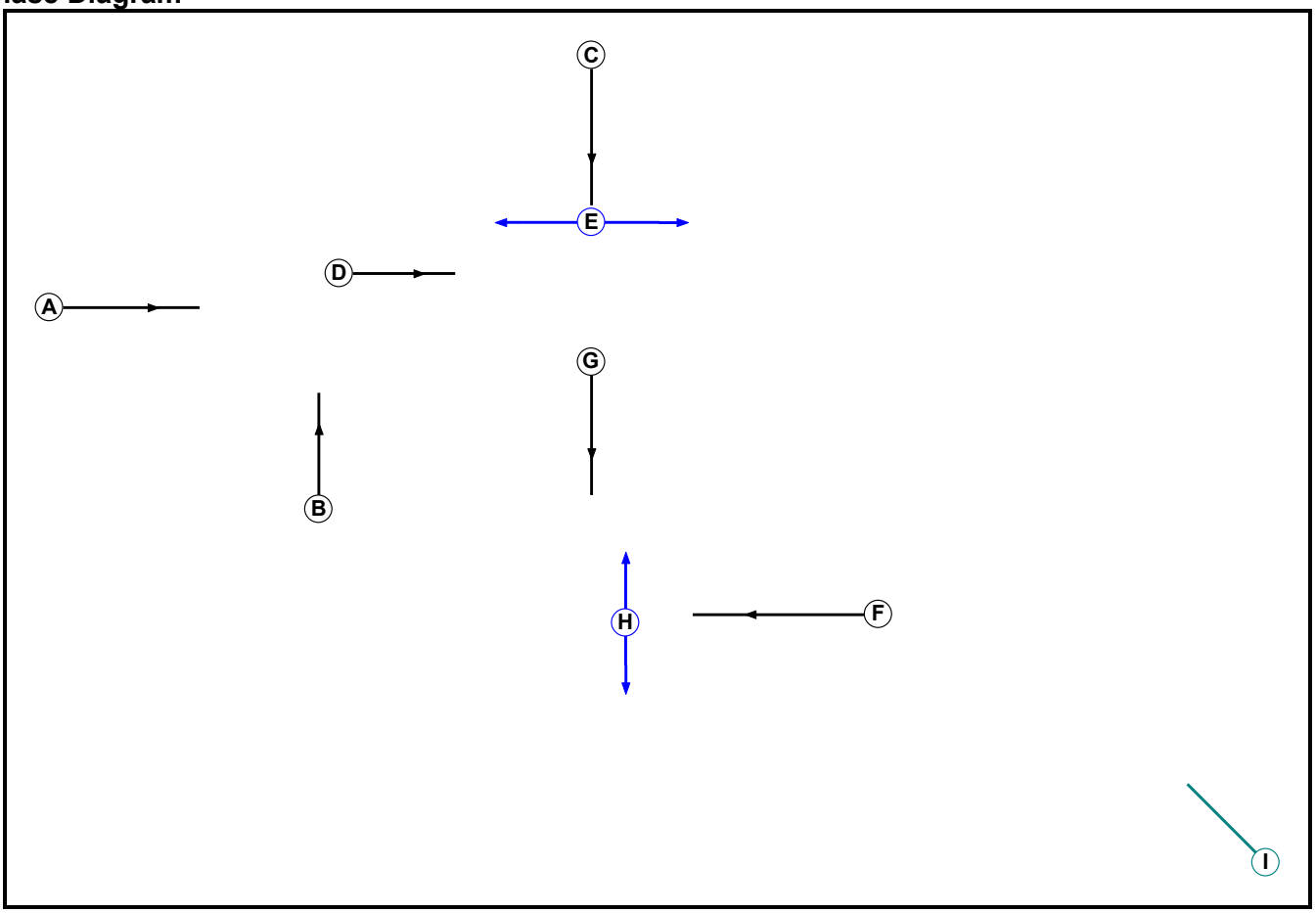
Network Layout Diagram



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

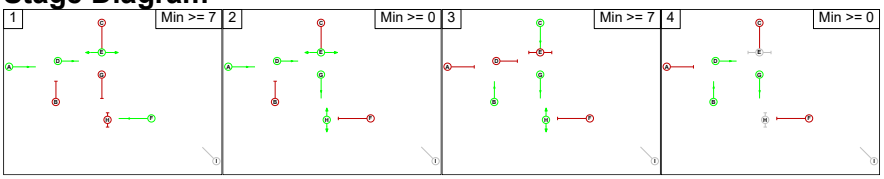
Phase Intergreens Matrix

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

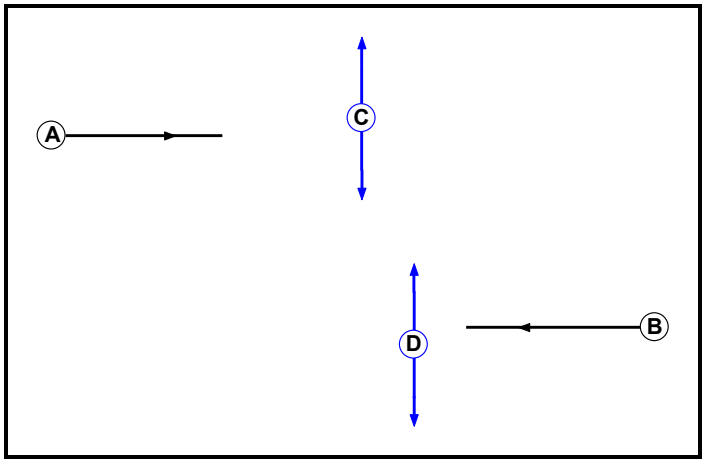
Prohibited Stage Change

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

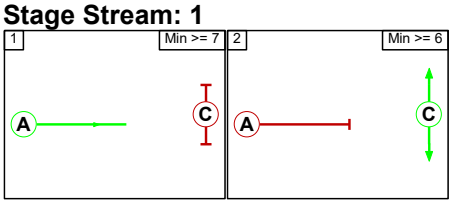
Terminating Phase \ Starting Phase	A	B	C	D
A		-	5	-
B	-		-	5
C	9	-		-
D	-	9	-	

Phases in Stage

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

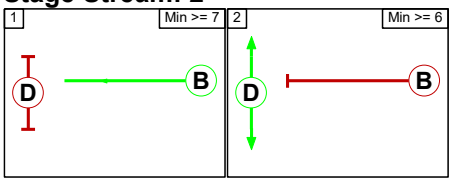
Stage Diagram

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

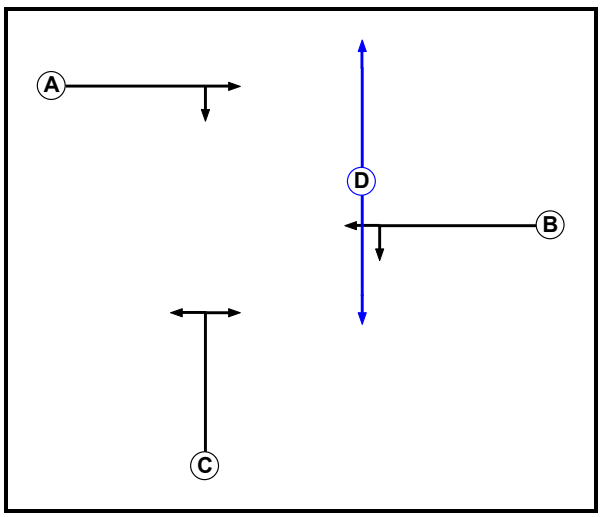
	To Stage		
		1	2
From Stage	1		5
	2	9	

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

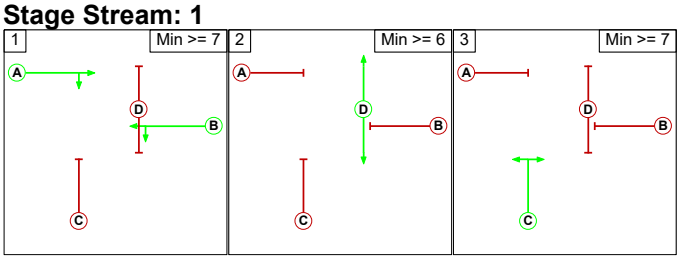
		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	6	8
	B	-		5	6
	C	6	7		8
	D	8	8	8	

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

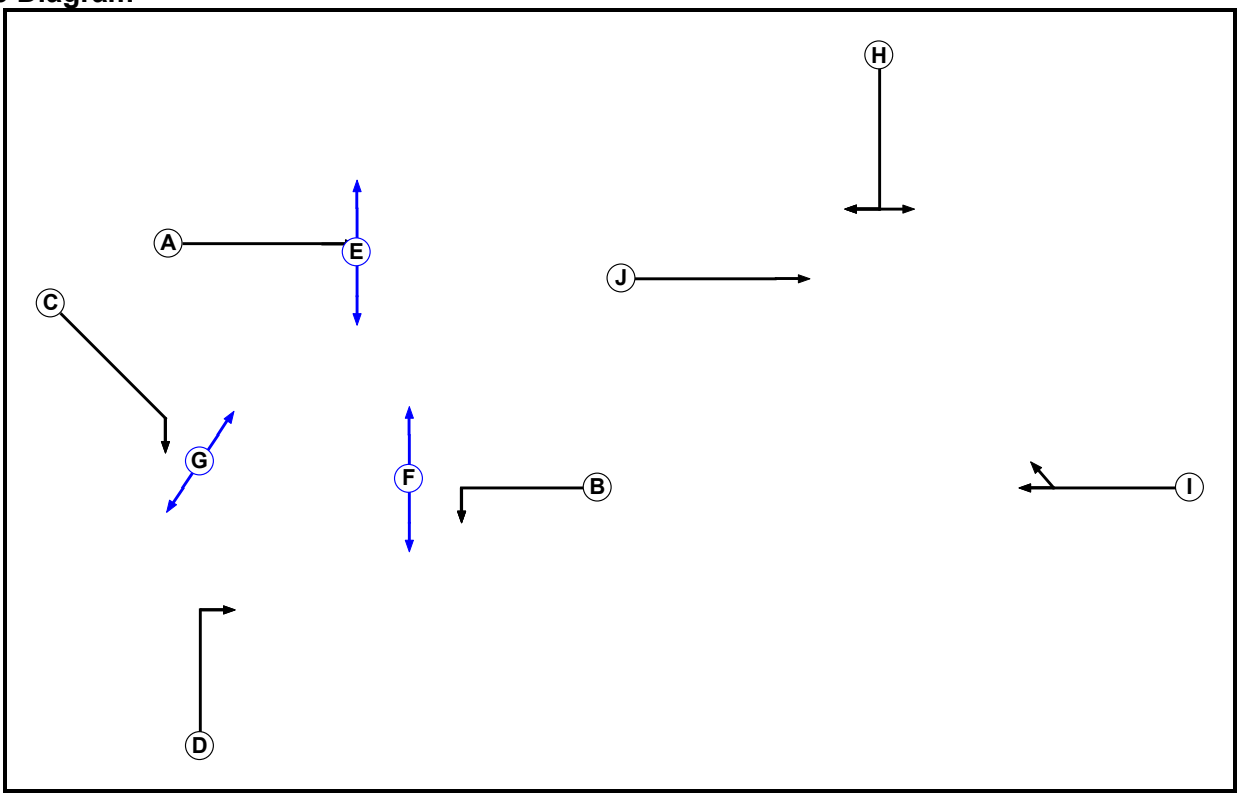
Stage Stream: 1

		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

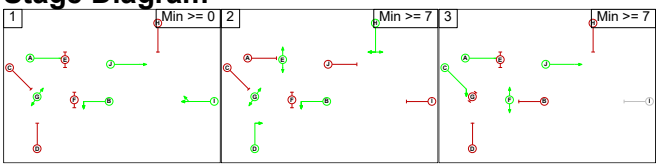
Phase Intergreens Matrix

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					

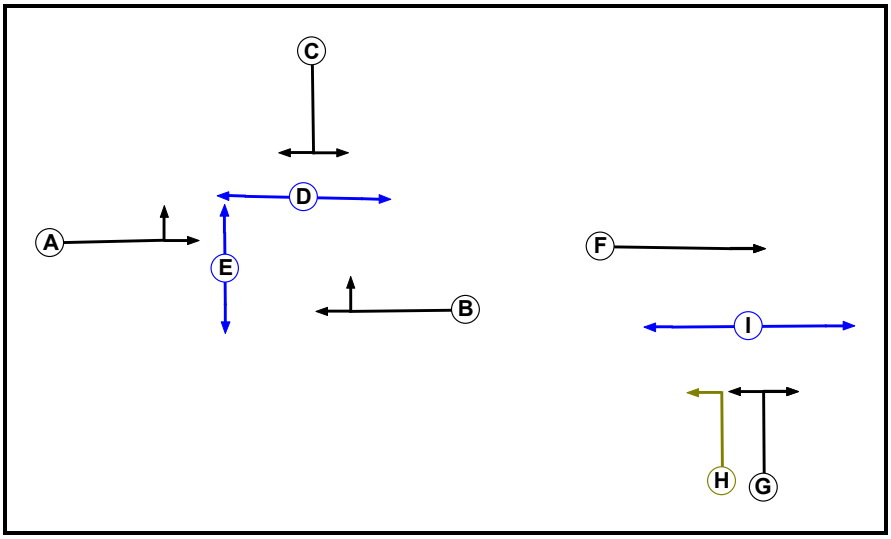
Prohibited Stage Change

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

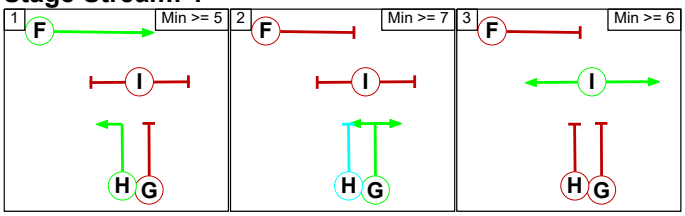
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	6	7	5	-	-	-	-
B	-		6	7	6	-	-	-	-
C	6	6		5	7	-	-	-	-
D	17	17	17		-	-	-	-	-
E	10	10	10	-		-	-	-	-
F	-	-	-	-	-		5	-	5
G	-	-	-	-	-	6		-	5
H	-	-	-	-	-	-	-		5
I	-	-	-	-	-	8	10	10	

Phases in Stage

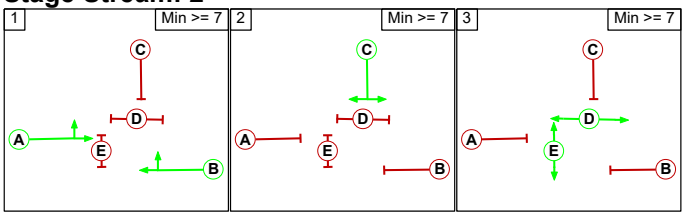
Stream	Stage No.	Phases in Stage
1	1	F H
1	2	G
1	3	I
2	1	A B
2	2	C
2	3	D E

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		7
3	17	17	

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 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 1: 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	381
J4:1/2	238
J4:2/1 (with short)	890(In) 585(Out)
J4:2/2 (short)	305
J4:2/3	329
J4:3/1	368
J4:3/2	580
J4:4/1	38
J4:5/1	265
J4:5/2	269
J4:6/1	664

J4:7/1 (with short)	202(In) 43(Out)
J4:7/2 (short)	159
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	51.6 %	1900	1900
				Arm J4:9 Right	Inf	48.4 %		
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 2: '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 2: 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 3: '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 3: 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	451
J4:1/2	305
J4:2/1 (with short)	649(In) 509(Out)
J4:2/2 (short)	140
J4:2/3	340
J4:3/1	374
J4:3/2	722
J4:4/1	42
J4:5/1	311
J4:5/2	319
J4:6/1	600

J4:7/1 (with short)	278(In) 64(Out)
J4:7/2 (short)	214
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	57.5 %	1900	1900
				Arm J4:9 Right	Inf	42.5 %		
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 4: '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 4: 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	361
J4:3/2	586
J4:4/1	38
J4:5/1	262
J4:5/2	272
J4:6/1	660

J4:7/1 (with short)	202(In) 44(Out)
J4:7/2 (short)	158
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	51.3 %	1900	1900
				Arm J4:9 Right	Inf	48.7 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '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 5: 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 6: '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 6: 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	451
J4:1/2	305
J4:2/1 (with short)	649(In) 509(Out)
J4:2/2 (short)	140
J4:2/3	340
J4:3/1	374
J4:3/2	722
J4:4/1	42
J4:5/1	311
J4:5/2	319
J4:6/1	600

J4:7/1 (with short)	278(In) 64(Out)
J4:7/2 (short)	214
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	57.5 %	1900	1900
				Arm J4:9 Right	Inf	42.5 %		
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 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 7: 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 8: '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 8: 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	579
J4:1/2	432
J4:2/1 (with short)	649(In) 507(Out)
J4:2/2 (short)	142
J4:2/3	354
J4:3/1	494
J4:3/2	871
J4:4/1	38
J4:5/1	324
J4:5/2	333
J4:6/1	604

J4:7/1 (with short)	491(In) 166(Out)
J4:7/2 (short)	325
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	70.2 %	1900	1900
				Arm J4:9 Right	Inf	29.8 %		
J4:8/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:8/2	3.65	0.00	Y	Arm J4:10 Ahead	Inf	100.0 %	1980	1980
J4:9/1	Infinite Saturation Flow						Inf	Inf
J4:10/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '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 9: 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	475
J4:1/2	344
J4:2/1 (with short)	702(In) 551(Out)
J4:2/2 (short)	151
J4:2/3	367
J4:3/1	421
J4:3/2	765
J4:4/1	46
J4:5/1	336
J4:5/2	346
J4:6/1	649

J4:7/1 (with short)	301(In) 62(Out)
J4:7/2 (short)	239
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	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 10: '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 10: 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 11: '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 11: 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 12: '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 12: 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	475
J4:1/2	344
J4:2/1 (with short)	702(In) 551(Out)
J4:2/2 (short)	151
J4:2/3	367
J4:3/1	421
J4:3/2	765
J4:4/1	46
J4:5/1	336
J4:5/2	346
J4:6/1	649

J4:7/1 (with short)	301(In) 62(Out)
J4:7/2 (short)	239
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

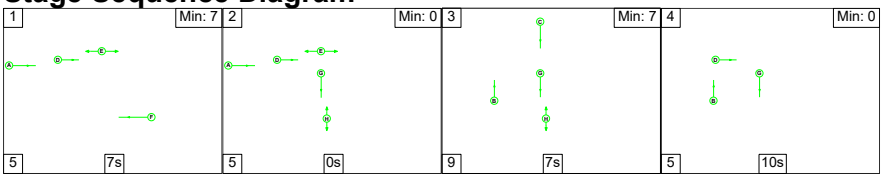
Full Input Data And Results

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	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 1: '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

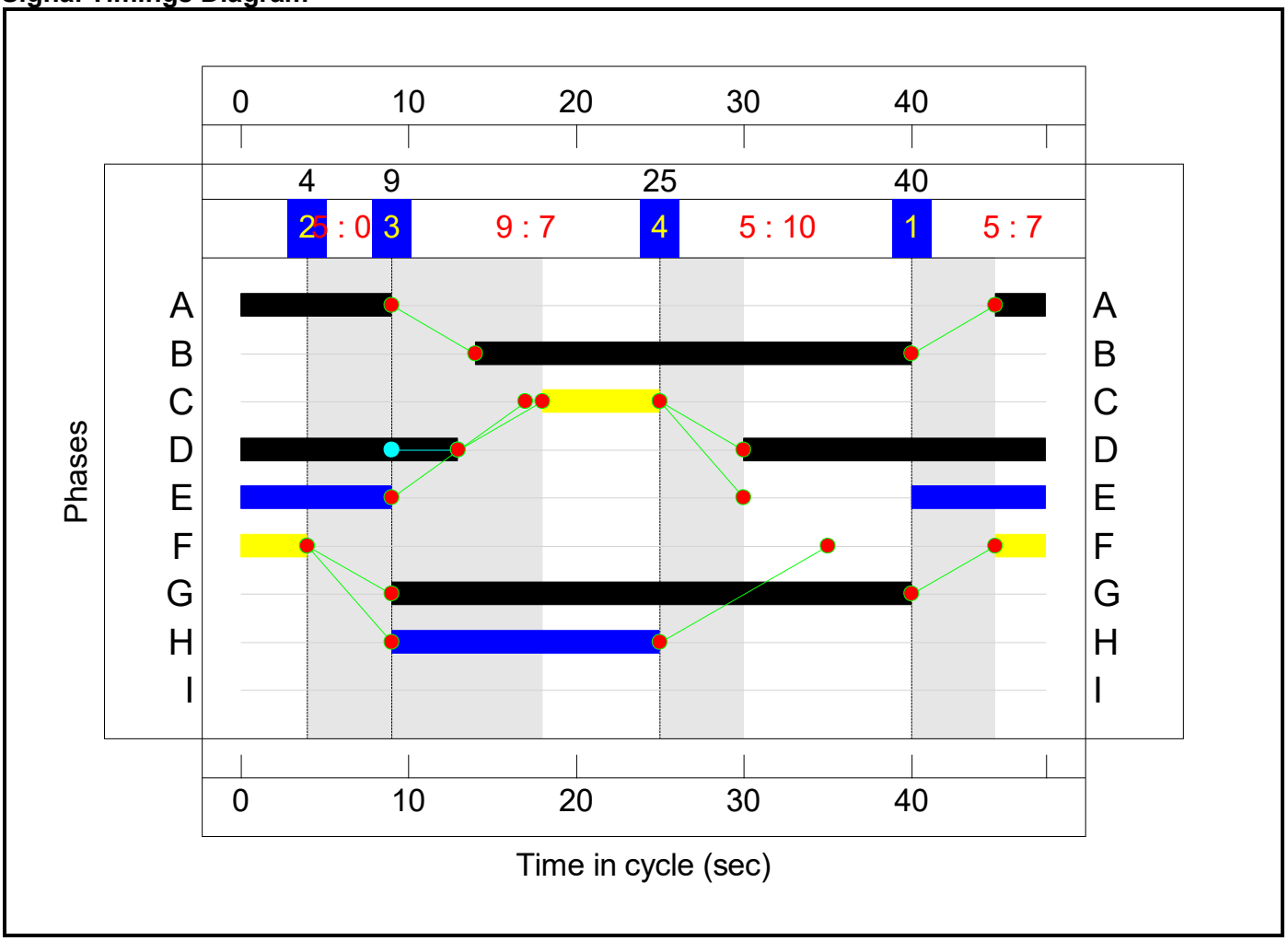


Stage Timings

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

Full Input Data And Results

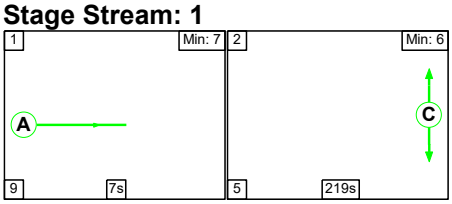
Signal Timings Diagram



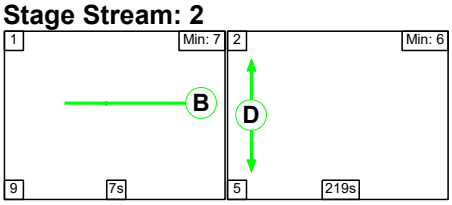
C2 - Mold Road Staggered Ped

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

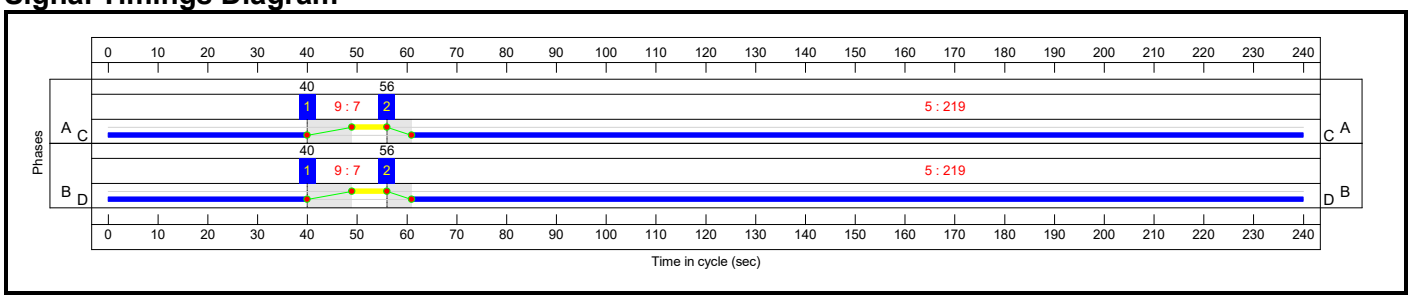
Stage	1	2
Duration	7	219
Change Point	40	56

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

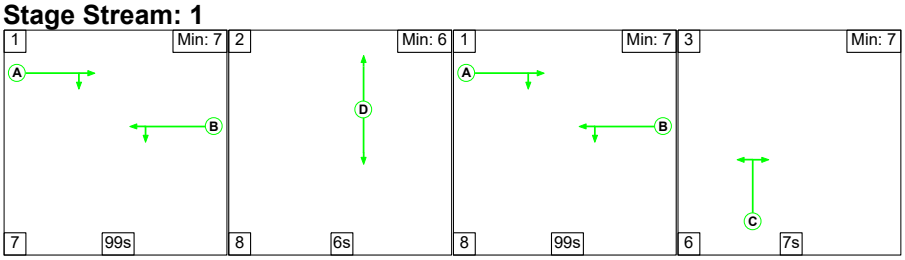
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

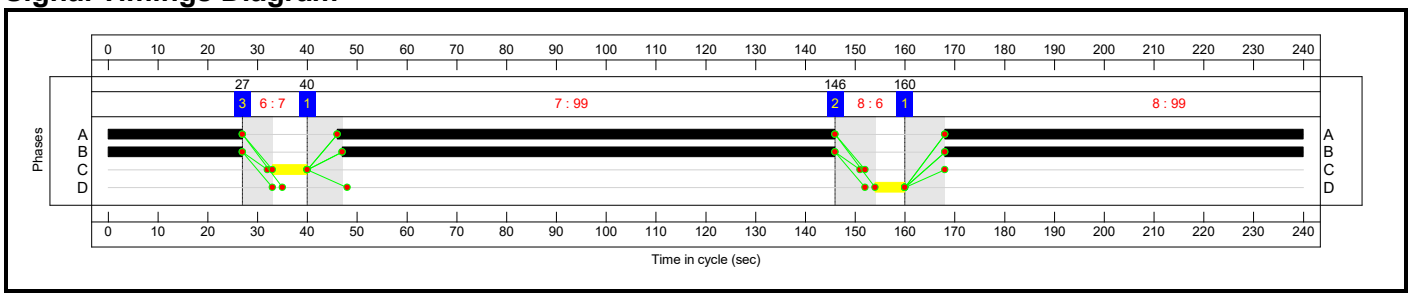


Stage Timings

Stage Stream: 1

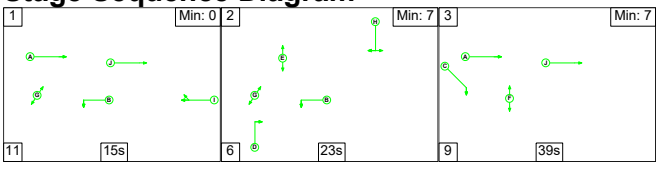
Stage	1	2	1	3
Duration	99	6	99	7
Change Point	40	146	160	27

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

Stage Sequence Diagram

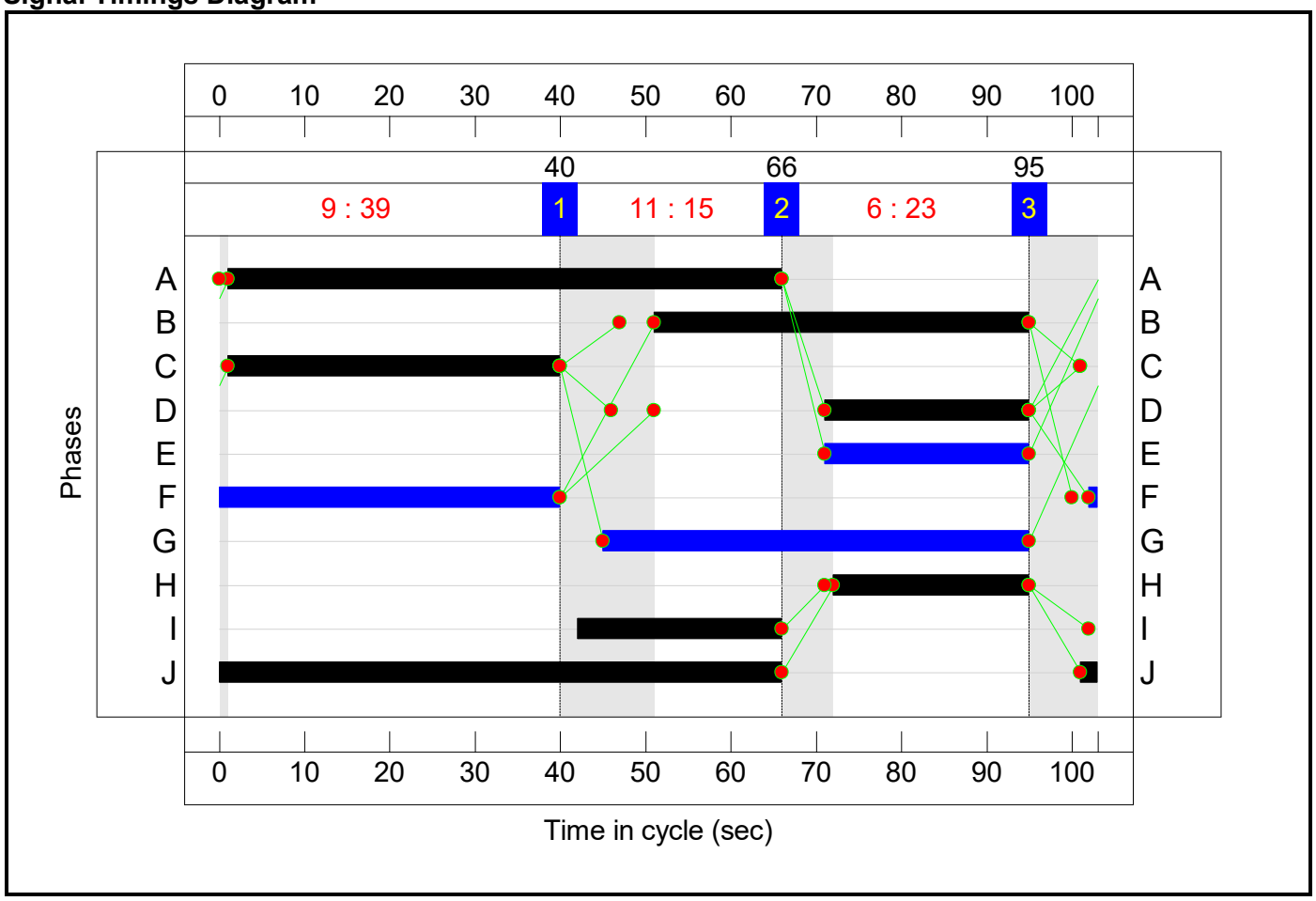


Full Input Data And Results

Stage Timings

Stage	1	2	3
Duration	15	23	39
Change Point	40	66	95

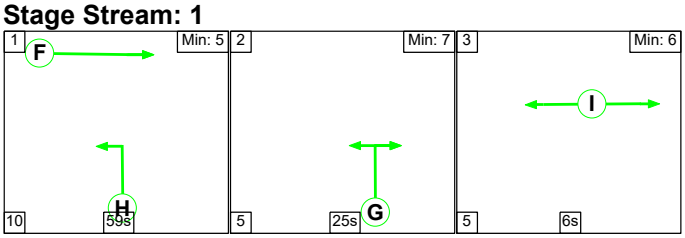
Signal Timings Diagram



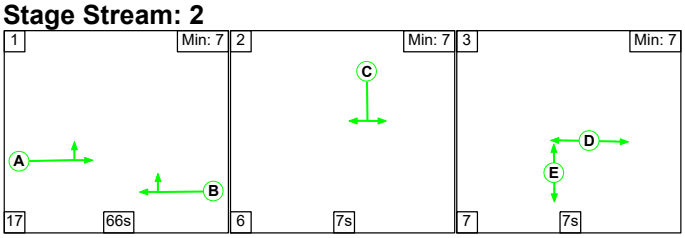
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

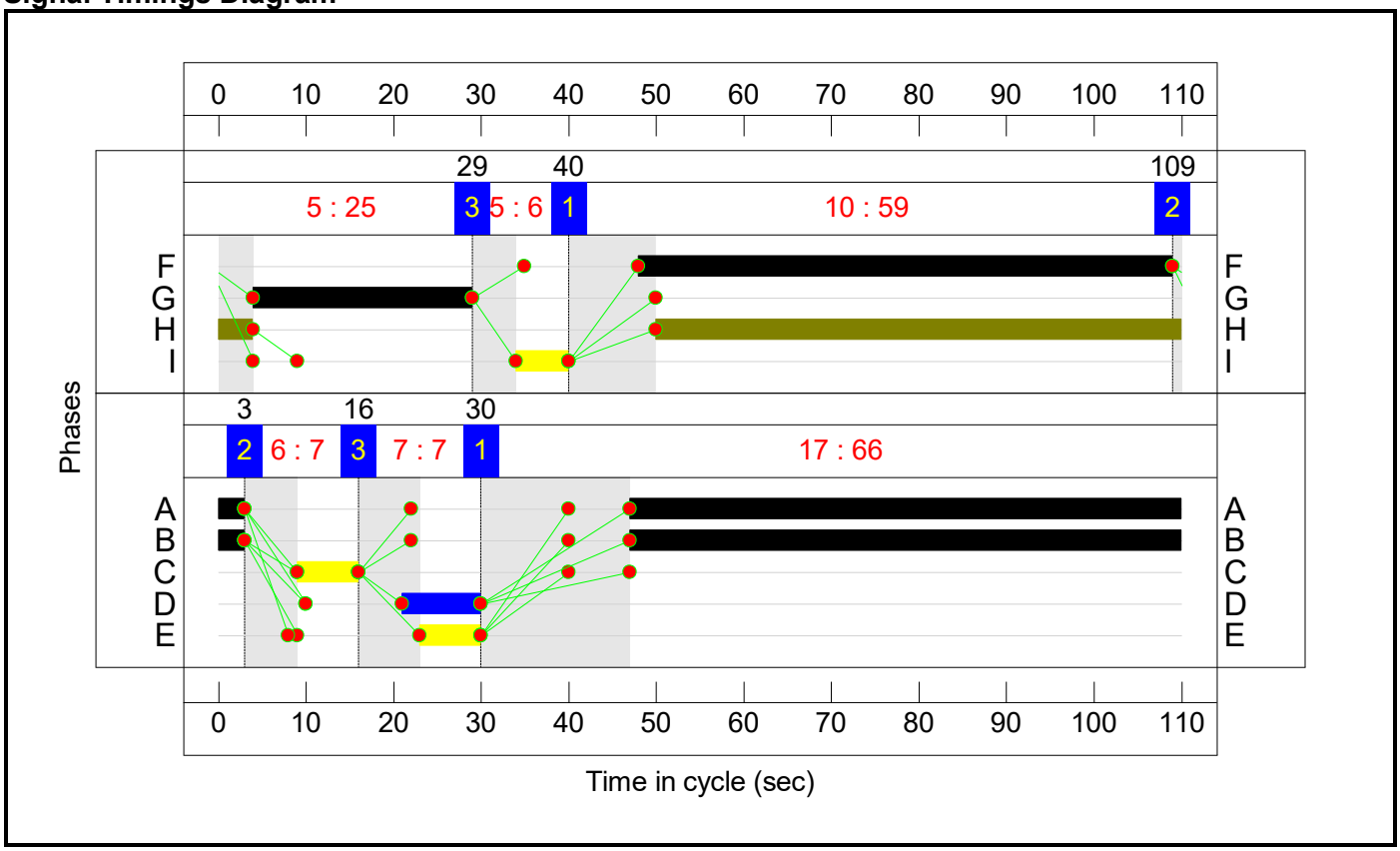
Stage Stream: 1

Stage	1	2	3
Duration	59	25	6
Change Point	40	109	29

Stage Stream: 2

Stage	1	2	3
Duration	66	7	7
Change Point	30	3	16

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**	-	-		-	-	-	-	-	-	**90.8%**	-
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	46	1877	137	33.7%	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	66	-	921	1665	1014	90.8%	921
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	66	-	536	1980:1795	1116+97	44.2 : 44.2%	536
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	89	64	536	1655	1354	39.6%	536
5/2	Central Road Right	U	5:1	N/A	C5:G		1	25	-	306	1655	391	78.2%	306
6/1	Ahead	U	5:1	N/A	C5:F		1	61	-	913	1965	1108	82.4%	913
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.3%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	44	-	381	1786	780	48.8%	381
1/2	Left	U	N/A	N/A	C4:B		1	44	-	238	1786	780	30.5%	238
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	39	-	329	1813	704	46.7%	329
3/1		U	N/A	N/A	-		-	-	-	368	1900	1900	19.4%	368
3/2		U	N/A	N/A	-		-	-	-	580	1900	1900	30.5%	580
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	-	265	1715	400	66.3%	265
5/2	Grosvenor Road Right	U	N/A	N/A	C4:H		1	23	-	269	1739	405	66.4%	269
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	24	-	202	1900:1900	103+381	41.8 : 41.8%	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	41	-	0	-	0	0.0%	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:E		1	24	-	0	-	0	0.0%	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	50	-	0	-	0	0.0%	0

Full Input Data And Results

Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network	**-**	**415**	**0**	**1**	**32.0**	**20.6**	**0.1**	**52.7**	**-**	**-**	**-**	**-**	**-**	
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**	**11.9**	**9.5**	**0.0**	**21.4**	**-**	**-**	**-**	**-**	**-**	
1/1	46	-	-	-	0.6	0.3	-	0.9	68.3	1.3	0.3	1.6	1.3	
2/1	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	921	-	-	-	4.8	4.5	-	9.3	36.4	24.6	4.5	29.1	10.5	
4/1+4/2	536	43	0	0	1.3	0.4	0.0	1.7 (1.6+0.1)	11.8 (11.8:11.4)	4.5	0.4	4.9	4.5	
5/1	536	-	-	-	0.4	0.3	-	0.7	4.9	4.3	0.3	4.6	2.7	

Full Input Data And Results

5/2	306	-	-	-	3.3	1.7	-	5.1	59.7	8.8	1.7	10.5	7.0
6/1	913	-	-	-	1.4	2.3	-	3.7	14.5	5.0	2.3	7.3	3.5
J4: Regent St/Bradley Rd	**-**	**153**	**0**	**1**	**14.3**	**6.3**	**0.1**	**20.8**	**-**	**-**	**-**	**-**	**-**
1/1	381	-	-	-	0.4	0.5	-	0.9	8.5	7.7	0.5	8.2	1.3
1/2	238	-	-	-	0.2	0.2	-	0.4	6.1	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	-	-	-	2.2	0.4	-	2.6	28.3	6.9	0.4	7.4	5.6
3/1	368	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	580	-	-	-	0.2	0.2	-	0.4	2.7	11.0	0.2	11.2	-
4/1	38	-	-	-	0.3	0.0	-	0.4	34.2	0.8	0.0	0.9	0.8
5/1	265	-	-	-	2.6	1.0	-	3.6	49.0	6.8	1.0	7.8	5.7
5/2	269	-	-	-	2.7	1.0	-	3.7	48.9	6.9	1.0	7.9	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	2.2 (0.4+1.8)	40.1 (36.6:41.0)	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	-	-	-	-	-	-	-	-	-	-	-	-

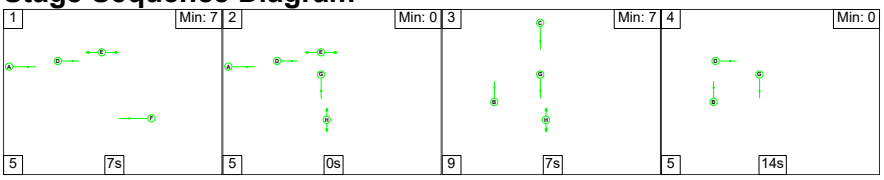
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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):	19.88	Cycle Time (s): 103
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	9.2	Total Delay for Signalled Lanes (pcuHr):	9.48	Cycle Time (s): 110
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	-0.9	Total Delay for Signalled Lanes (pcuHr):	11.94	Cycle Time (s): 110
	PRC Over All Lanes (%):	-0.9	Total Delay Over All Lanes(pcuHr):	52.67	

Full Input Data And Results

Scenario 2: '2030 Dev Scen 1a PM Peak' (FG5: '2030 Dev Scen 1a PM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

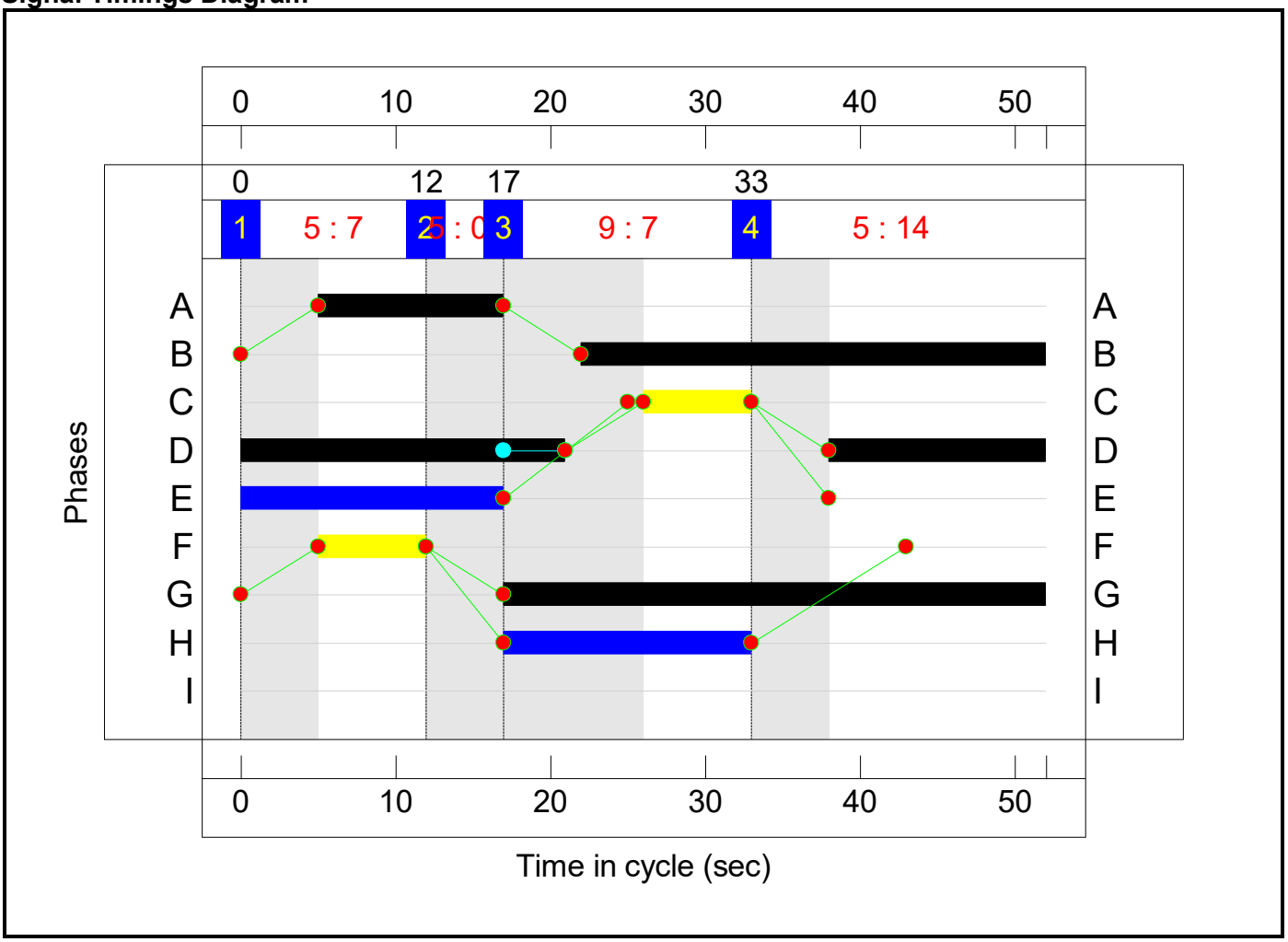
Stage Sequence Diagram



Stage Timings

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

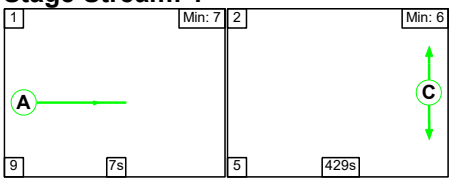
Signal Timings Diagram



C2 - Mold Road Staggered Ped

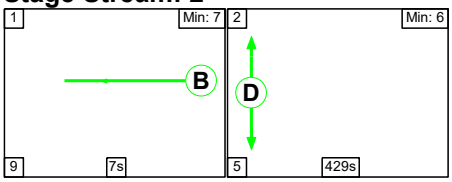
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

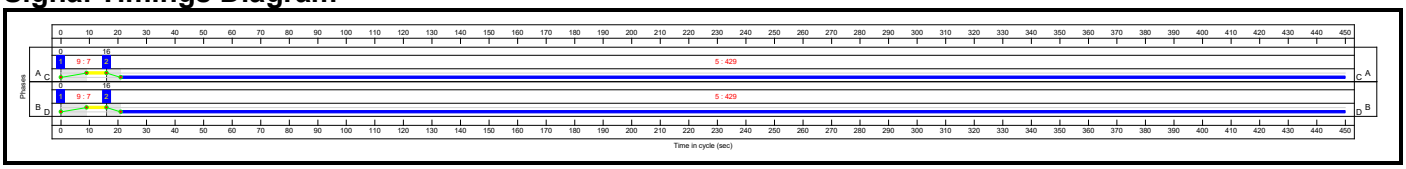
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

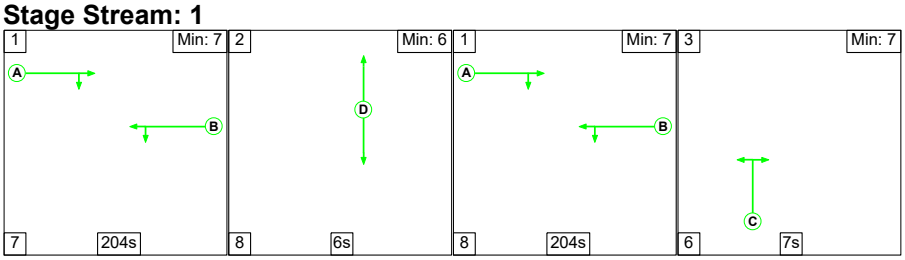
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

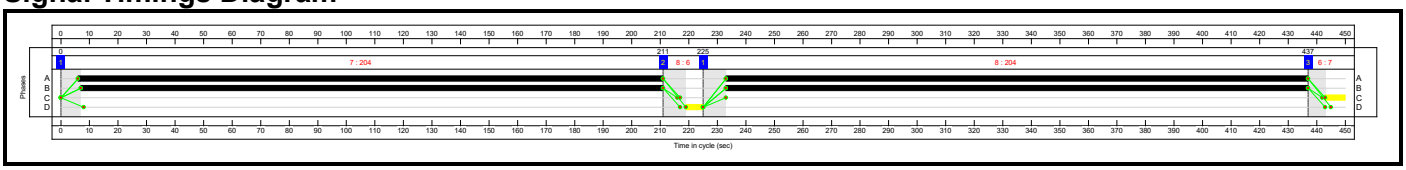


Stage Timings

Stage Stream: 1

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

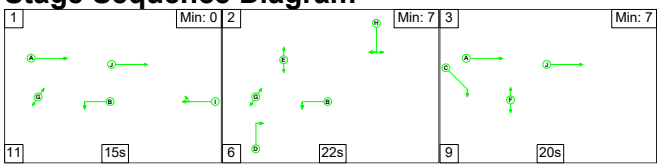
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

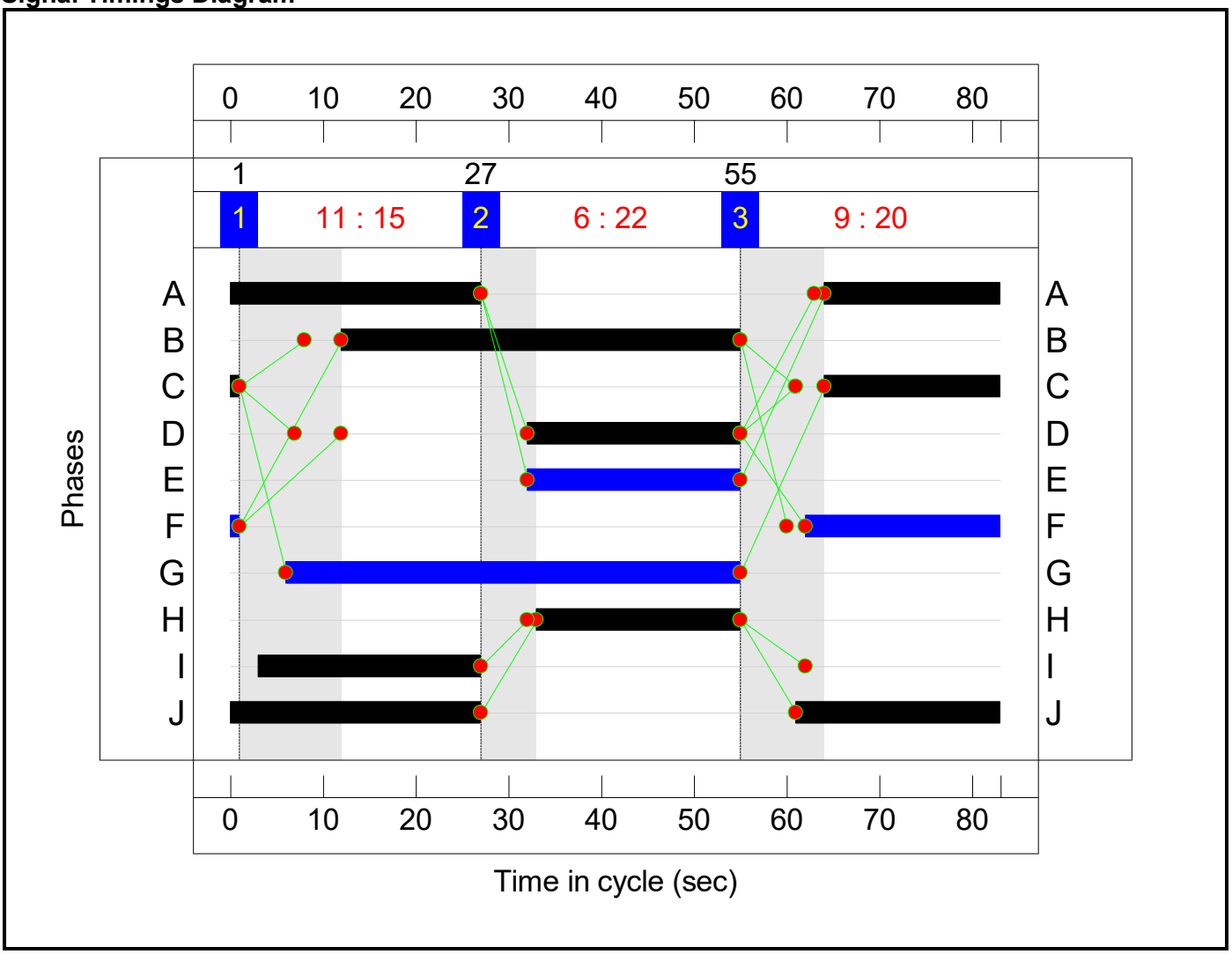
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	15	22	20
Change Point	1	27	55

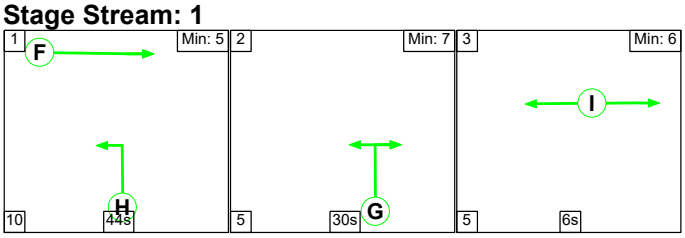
Signal Timings Diagram



C5 - Station Approach - Central Road

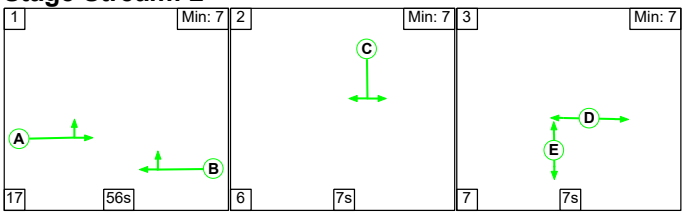
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

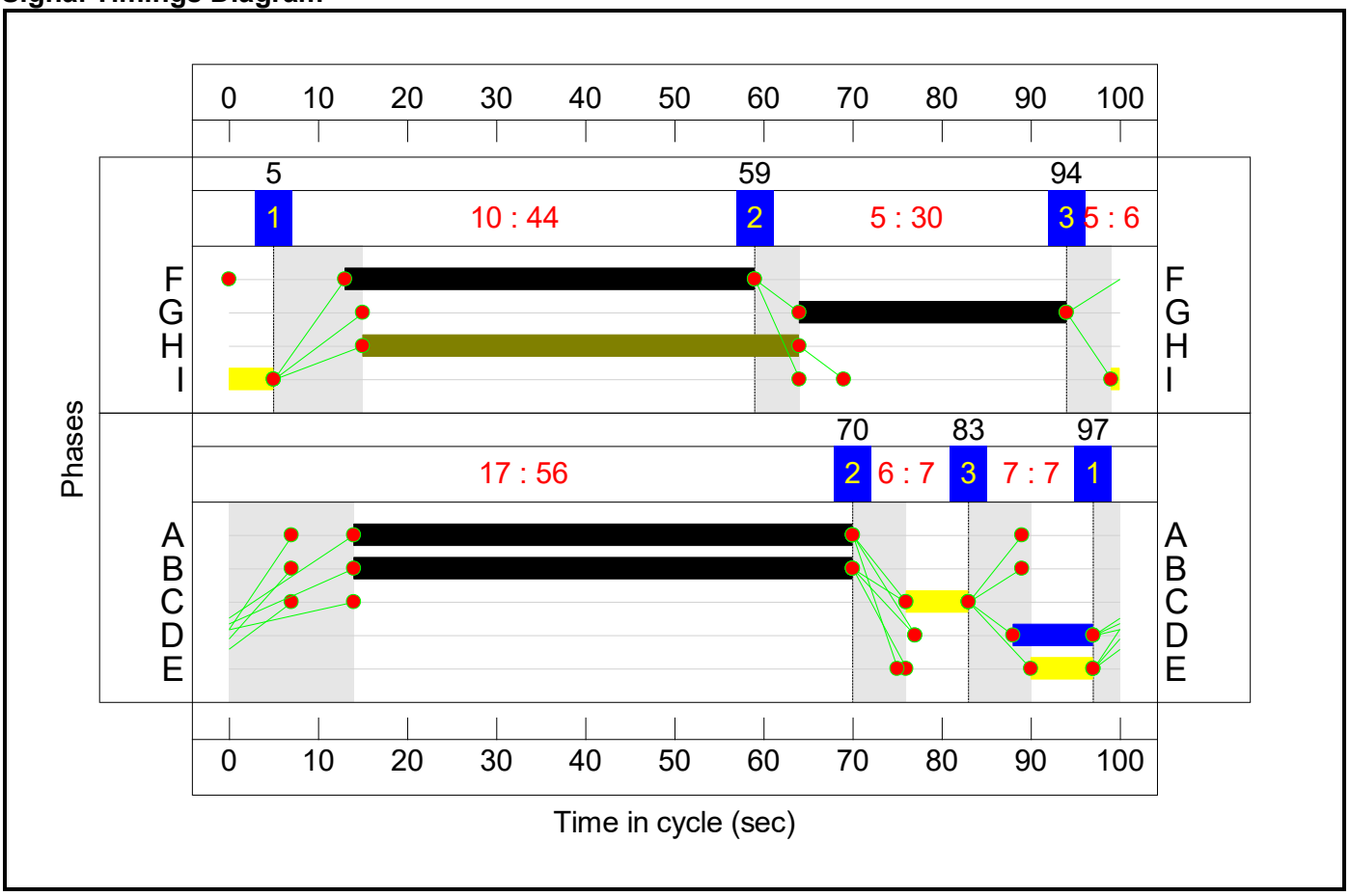
Stage Stream: 1

Stage	1	2	3
Duration	44	30	6
Change Point	5	59	94

Stage Stream: 2

Stage	1	2	3
Duration	56	7	7
Change Point	97	70	83

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**	-	-		-	-	-	-	-	-	**91.6%**	-
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.6%**	**-**
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	56	-	571	1665	949	60.2%	571
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	56	-	1038	1980:1795	1097+36	91.6 : 91.6%	1038
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	79	49	1038	1655	1324	78.4%	1038
5/2	Central Road Right	U	5:1	N/A	C5:G		1	30	-	325	1655	513	63.3%	325
6/1	Ahead	U	5:1	N/A	C5:F		1	46	-	606	1965	924	65.6%	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**	**30.1**	**20.3**	**0.0**	**50.3**	**-**	**-**	**-**	**-**	**-**	
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**	**13.4**	**10.1**	**0.0**	**23.6**	**-**	**-**	**-**	**-**	**-**	
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	-	-	-	2.2	0.8	-	3.0	18.8	10.3	0.8	11.1	6.5	
4/1+4/2	1038	33	0	0	4.0	4.9	0.0	8.9 (8.6+0.3)	30.9 (30.9:30.4)	25.5	4.9	30.4	8.7	
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	-	-	-	2.7	0.9	-	3.5	39.1	7.7	0.9	8.5	6.0
6/1	606	-	-	-	1.8	0.9	-	2.8	16.4	5.1	0.9	6.0	4.3
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	-	-	-	-	-	-	-	-	-	-	-	-

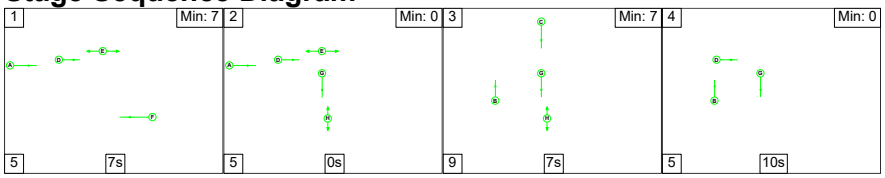
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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):	9.63	Cycle Time (s): 100
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	13.95	Cycle Time (s): 100
	PRC Over All Lanes (%):	-1.8	Total Delay Over All Lanes(pcuHr):	50.33	

Full Input Data And Results

Scenario 3: '2030 Dev Scen 1a Sat Peak' (FG6: '2030 Dev Scen 1a Saturday Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

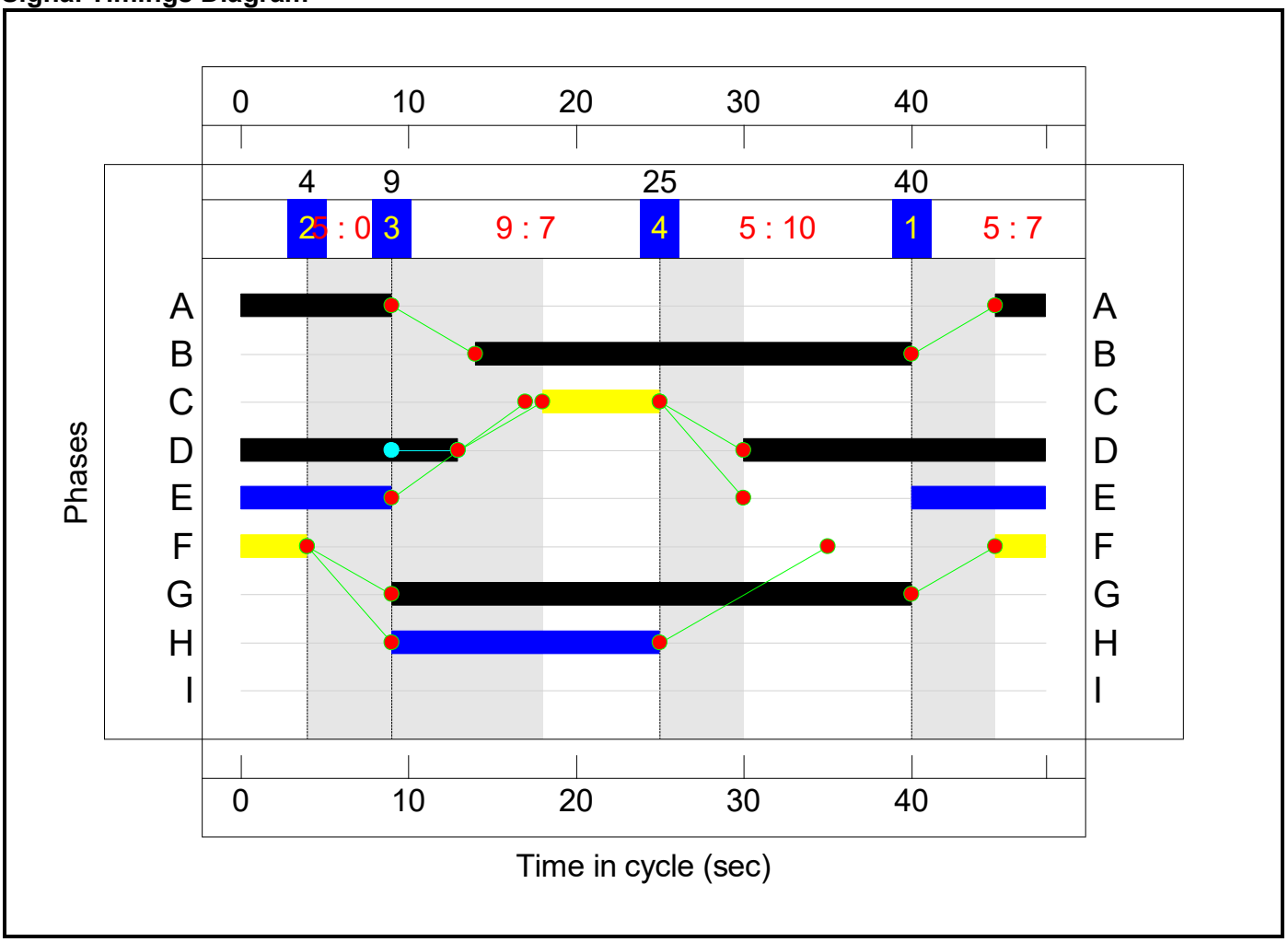
Stage Sequence Diagram



Stage Timings

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

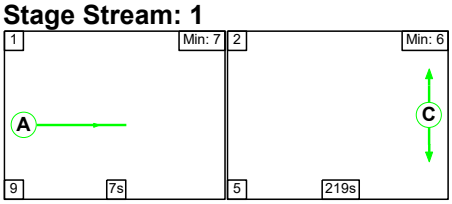
Signal Timings Diagram



C2 - Mold Road Staggered Ped

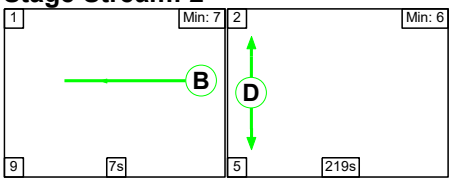
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

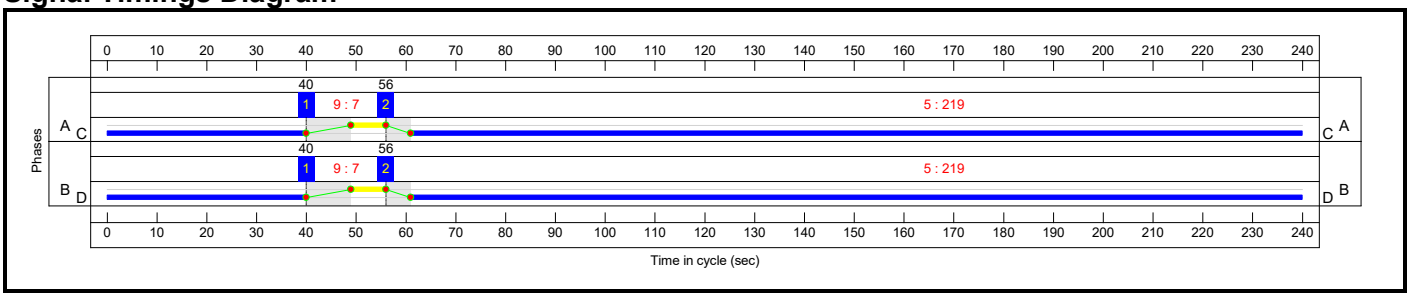
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

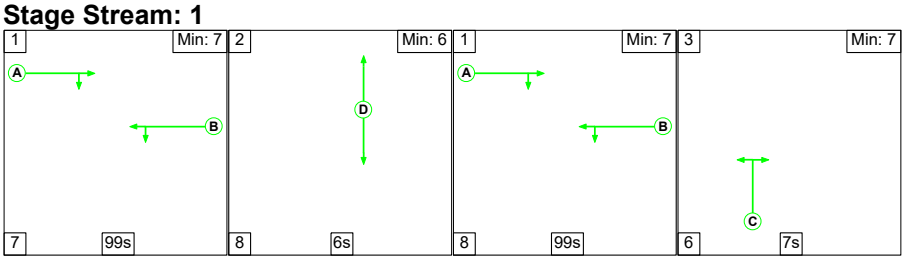
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



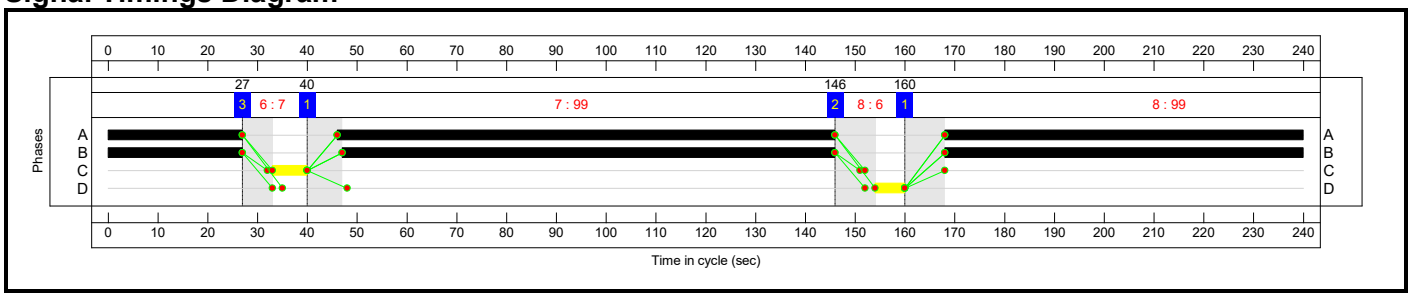
Stage Timings

Stage Stream: 1

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

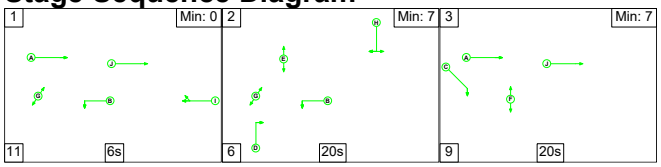
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

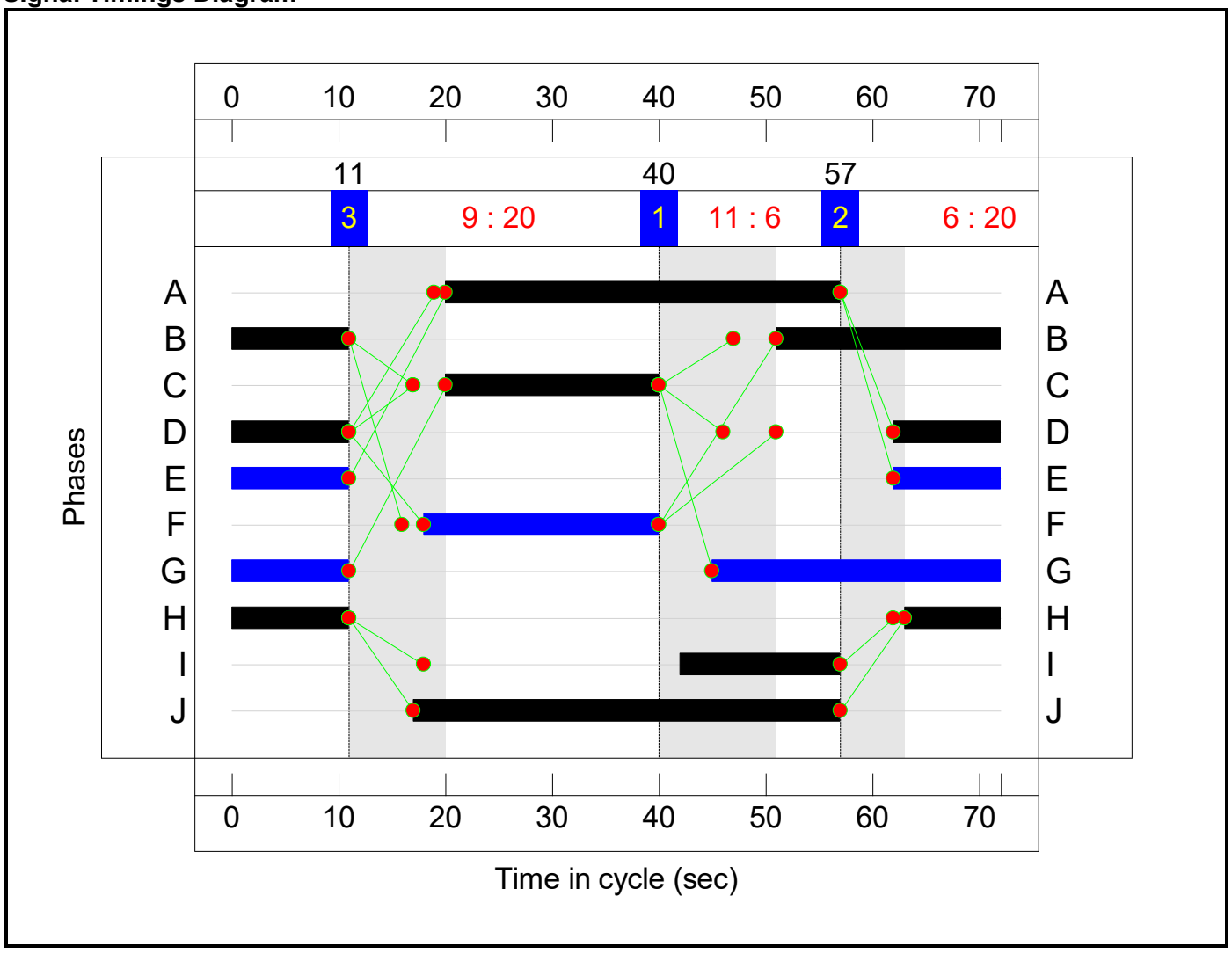
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

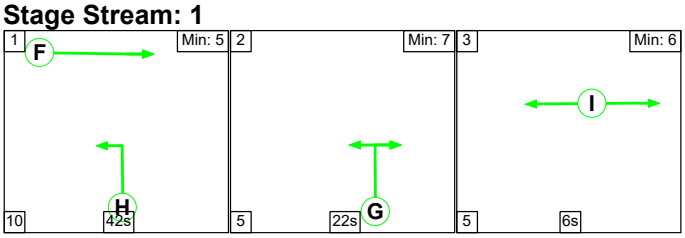


Full Input Data And Results

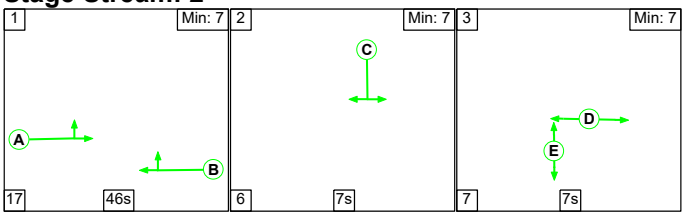
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

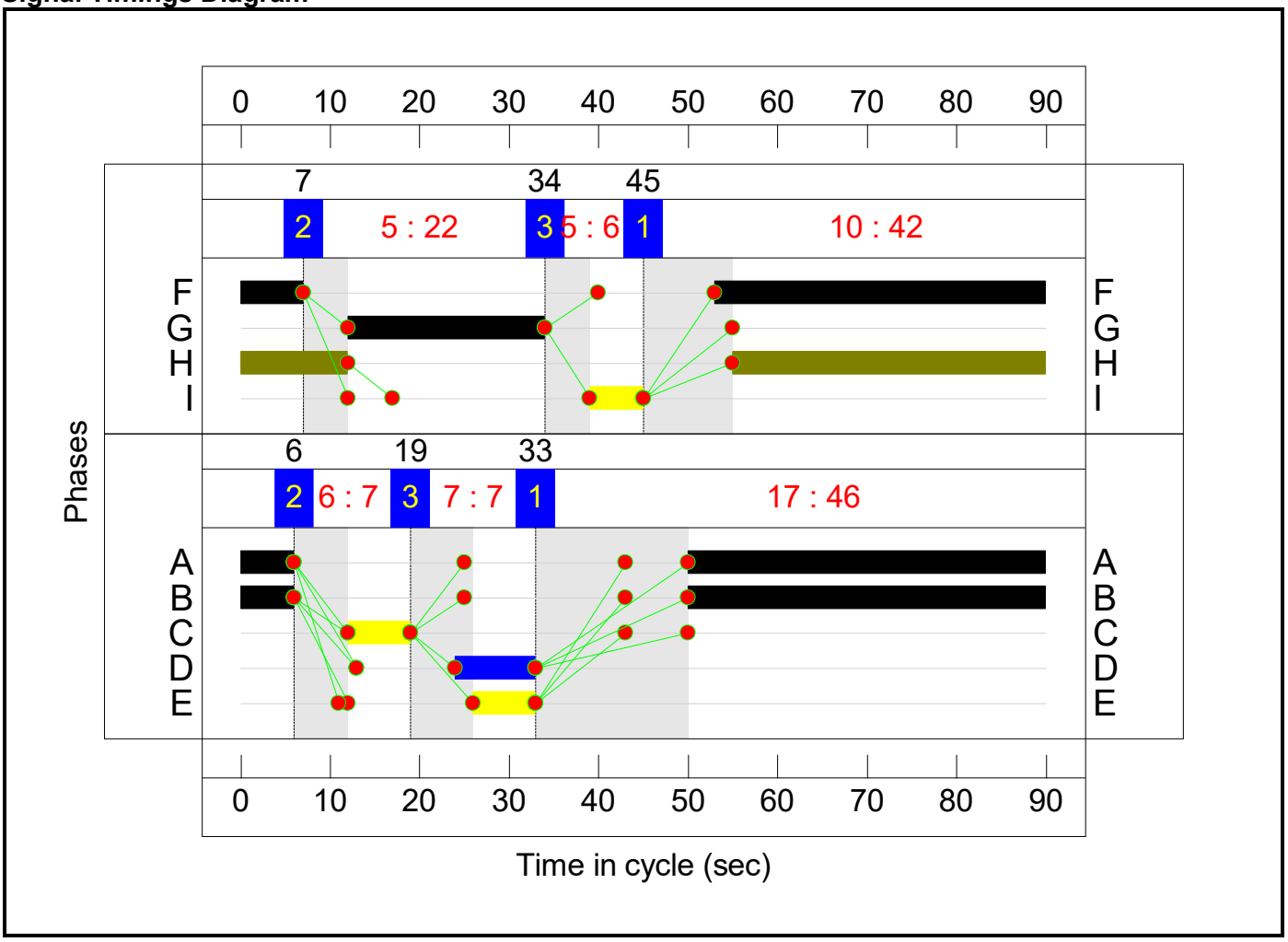
Stage	1	2	3
Duration	42	22	6
Change Point	45	7	34

Stage Stream: 2

Stage	1	2	3
Duration	46	7	7
Change Point	33	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**	-	-		-	-	-	-	-	-	**80.8%**	-
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.8%**	**-**
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	46	-	705	1671	873	80.8%	705
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	46	-	663	1980:1795	1000+41	63.7 : 63.7%	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	-	451	1786	819	55.1%	451
1/2	Left	U	N/A	N/A	C4:B		1	32	-	305	1786	819	37.3%	305
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	-		-	-	-	374	1900	1900	19.7%	374
3/2		U	N/A	N/A	-		-	-	-	722	1900	1900	38.0%	722
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	117+392	54.6 : 54.6%	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**	**23.8**	**14.4**	**0.0**	**38.2**	**-**	**-**	**-**	**-**	**-**	
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**	**10.4**	**6.1**	**0.0**	**16.4**	**-**	**-**	**-**	**-**	**-**	
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	-	-	-	3.5	2.1	-	5.5	28.3	14.5	2.1	16.5	8.0	
4/1+4/2	663	26	0	0	2.2	0.9	0.0	3.1 (3.0+0.1)	16.7 (16.8:15.8)	6.2	0.9	7.1	6.2	
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	-	-	-	0.9	1.2	-	2.1	10.6	2.4	1.2	3.6	1.9
J4: Regent St/Bradley Rd	**-**	**181**	**0**	**1**	**11.4**	**6.0**	**0.0**	**17.5**	**-**	**-**	**-**	**-**	**-**
1/1	451	-	-	-	0.4	0.6	-	1.0	8.3	5.6	0.6	6.2	1.4
1/2	305	-	-	-	0.2	0.3	-	0.5	6.3	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	374	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	722	-	-	-	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 (0.5+2.0)	32.4 (30.3:33.0)	3.7	0.6	4.3	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):	16.56
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	6.83
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	11.4	Total Delay for Signalled Lanes (pcuHr):	9.59
	PRC Over All Lanes (%):	11.4	Total Delay Over All Lanes(pcuHr):	38.22

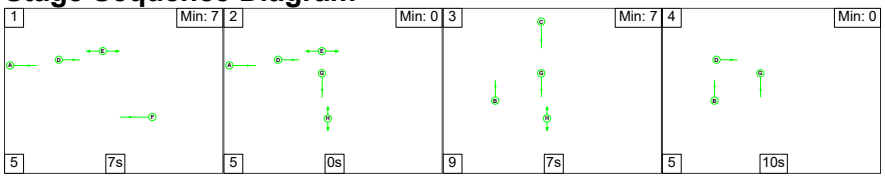
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	72
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

Scenario 4: '2030 Dev Scen 1b AM Peak Hour' (FG10: '2030 Dev Scen 1b AM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

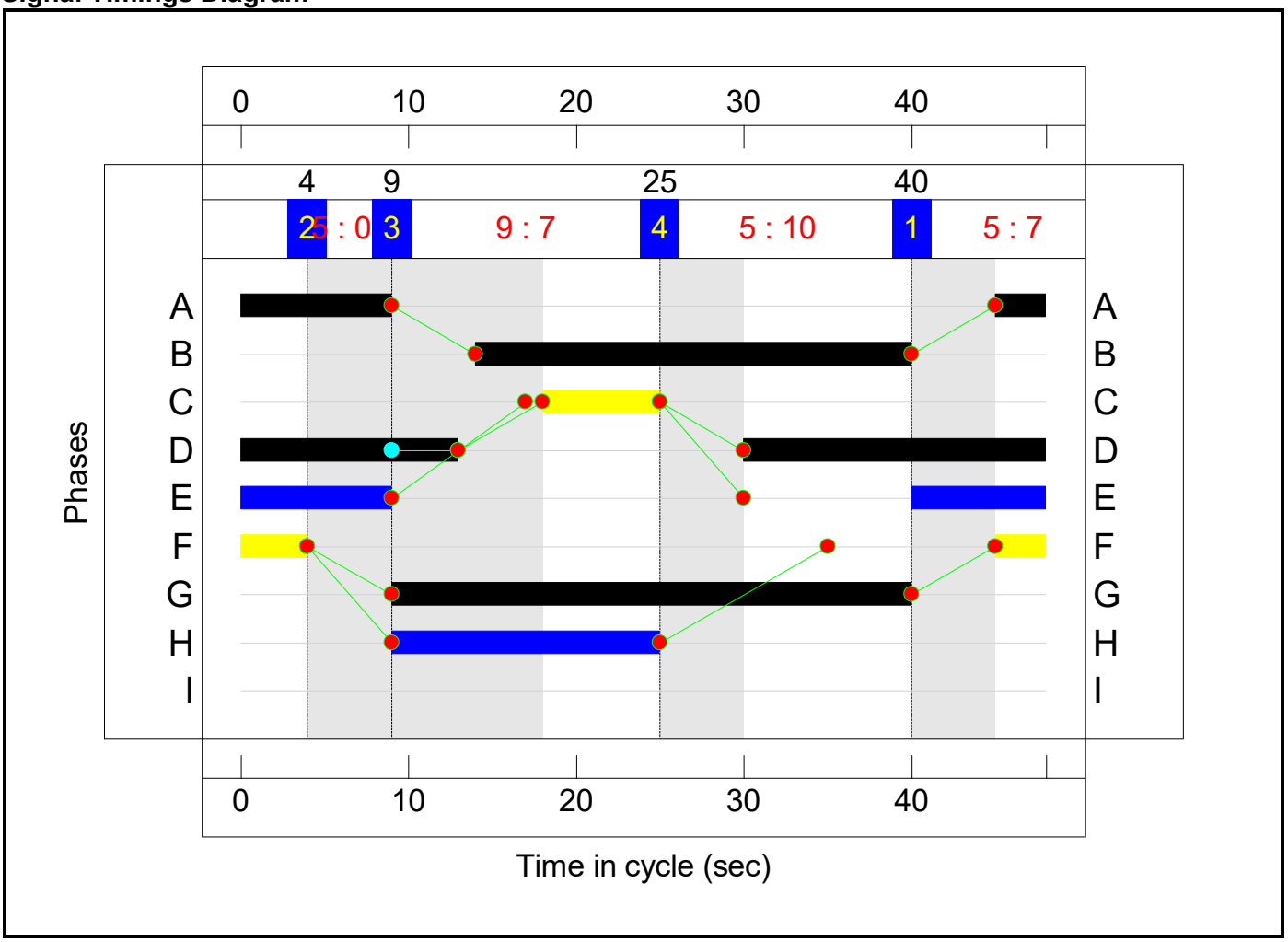
Stage Sequence Diagram



Stage Timings

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

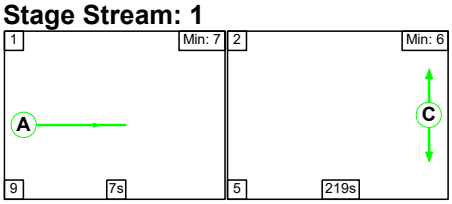
Signal Timings Diagram



C2 - Mold Road Staggered Ped

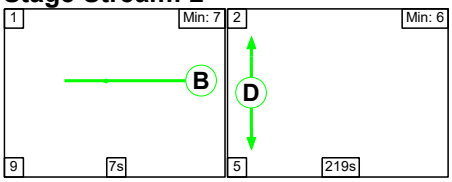
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

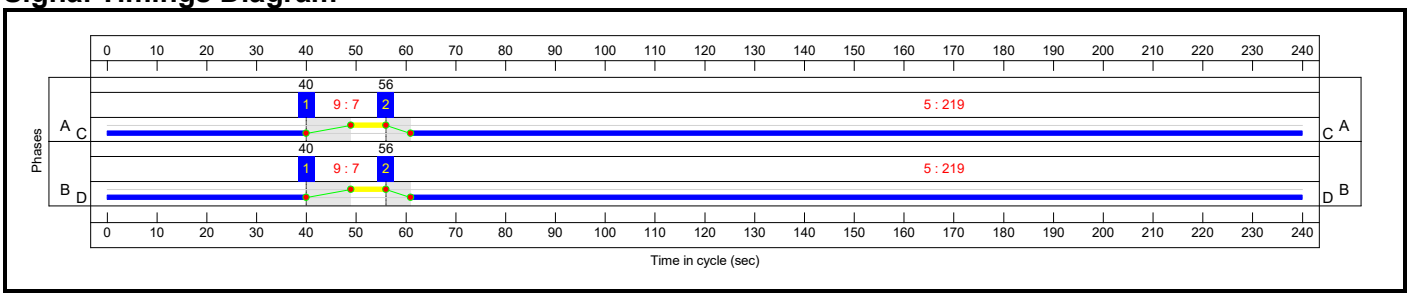
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

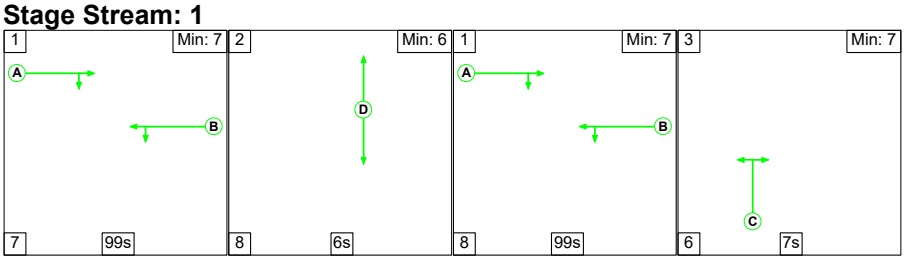
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



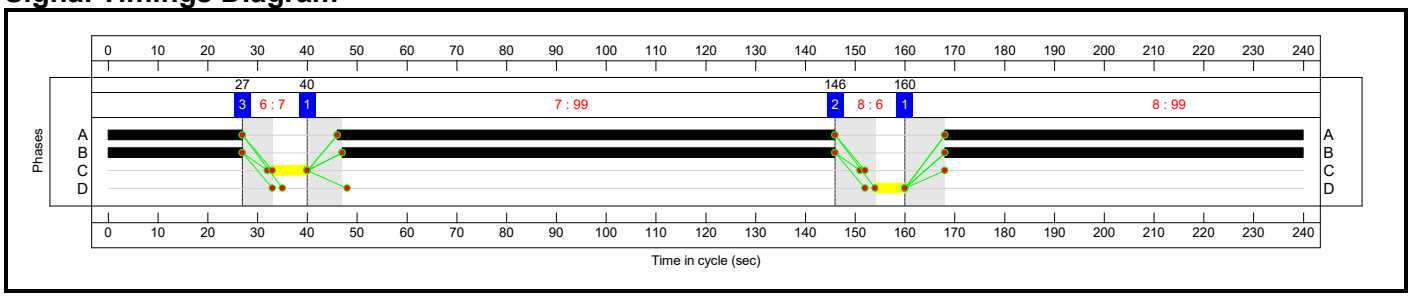
Stage Timings

Stage Stream: 1

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

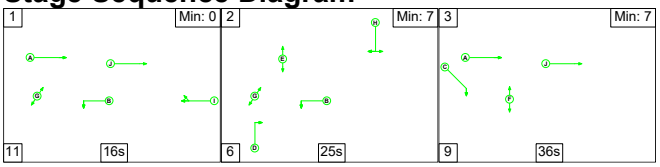
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

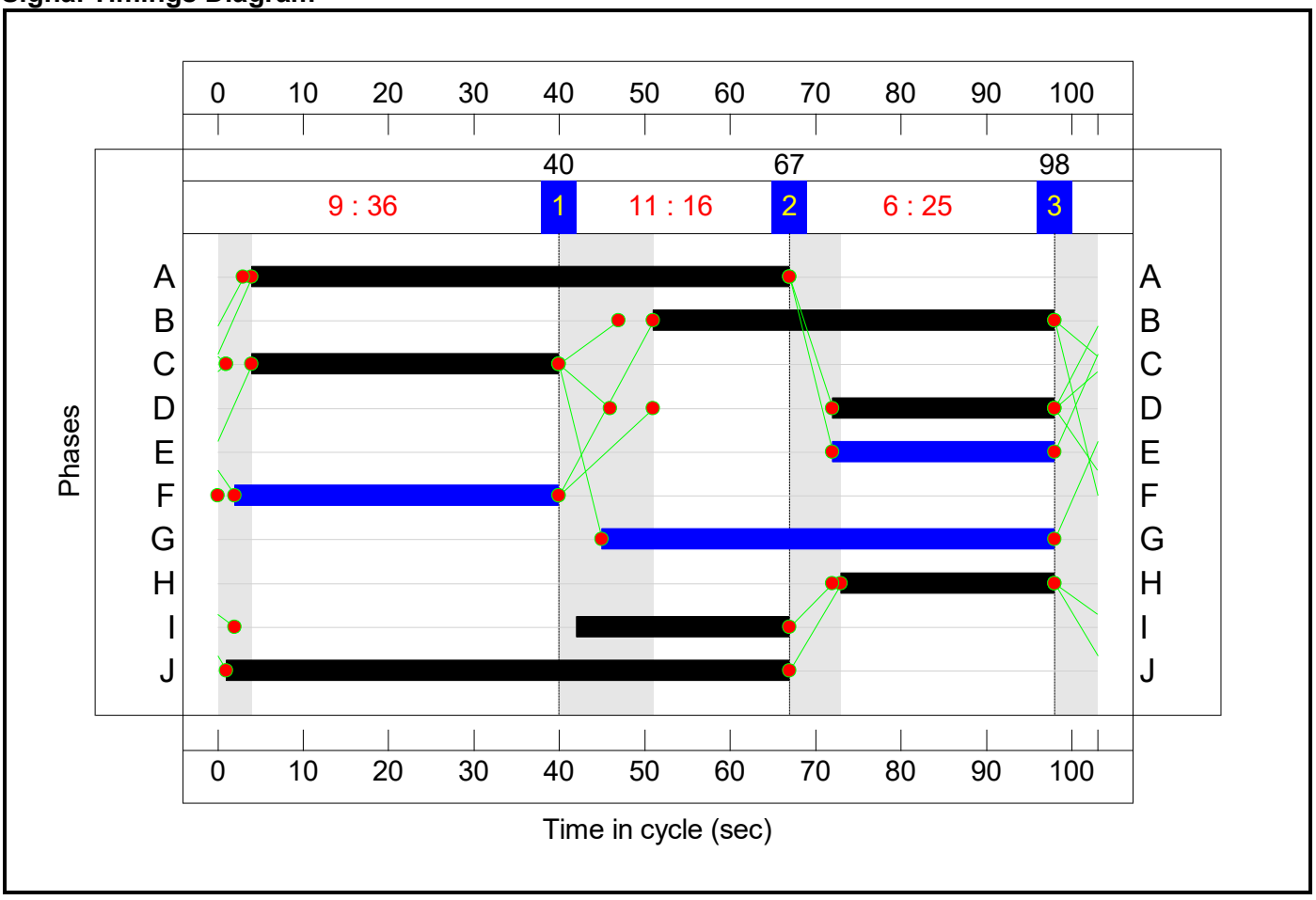
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

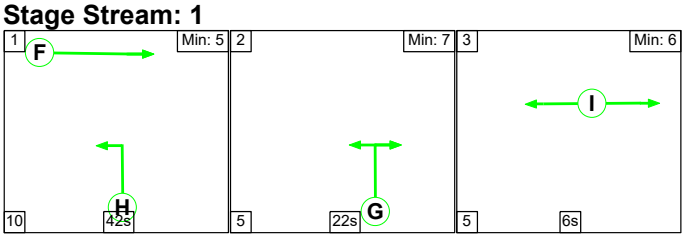


Full Input Data And Results

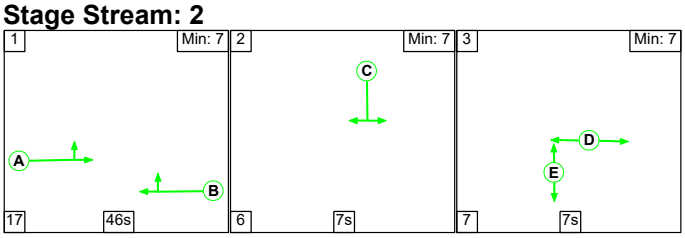
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

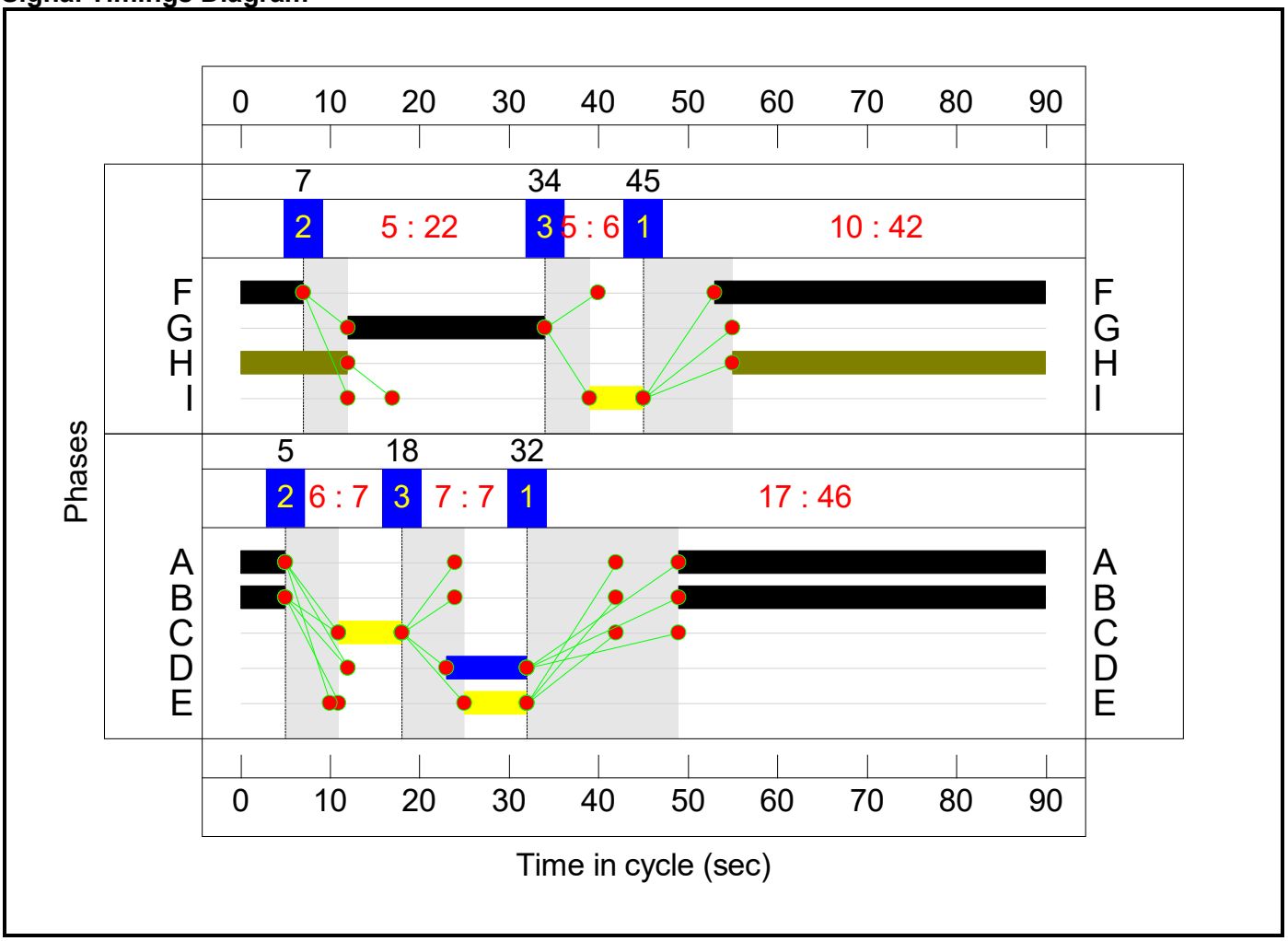
Stage	1	2	3
Duration	42	22	6
Change Point	45	7	34

Stage Stream: 2

Stage	1	2	3
Duration	46	7	7
Change Point	32	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**	-	-		-	-	-	-	-	-	**86.0%**	-
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**	**-**
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	46	-	749	1667	871	86.0%	749
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	46	-	536	1980:1795	963+84	51.2 : 51.2%	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	-		-	-	-	361	1900	1900	19.0%	361
3/2		U	N/A	N/A	-		-	-	-	586	1900	1900	30.8%	586
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	117+420	37.6 : 37.6%	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**	**27.6**	**14.5**	**0.1**	**42.1**	**-**	**-**	**-**	**-**	**-**	
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**	**9.9**	**6.8**	**0.0**	**16.7**	**-**	**-**	**-**	**-**	**-**	
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	-	-	-	3.9	2.9	-	6.8	32.8	16.2	2.9	19.2	8.5	
4/1+4/2	536	43	0	0	1.7	0.5	0.0	2.3 (2.1+0.2)	15.2 (15.3:14.7)	4.9	0.5	5.4	4.9	
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	-	-	-	0.7	1.5	-	2.2	10.9	2.4	1.5	3.9	1.6
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	7.8	7.6	0.4	8.1	1.2
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	361	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	586	-	-	-	0.2	0.2	-	0.4	2.7	11.2	0.2	11.4	-
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+1.7)	37.1 (34.9:37.7)	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):	6.97
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	9.75
	PRC Over All Lanes (%):	4.6	Total Delay Over All Lanes(pcuHr):	42.10

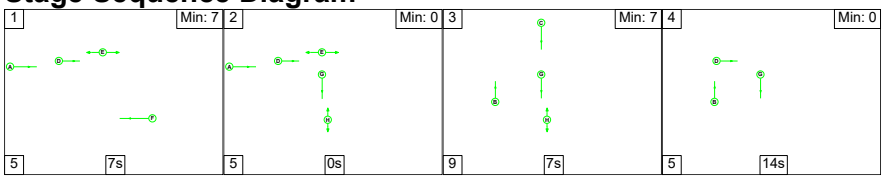
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	103
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

Scenario 5: '2030 Dev Scen 1b PM Peak' (FG11: '2030 Dev Scen 1b PM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

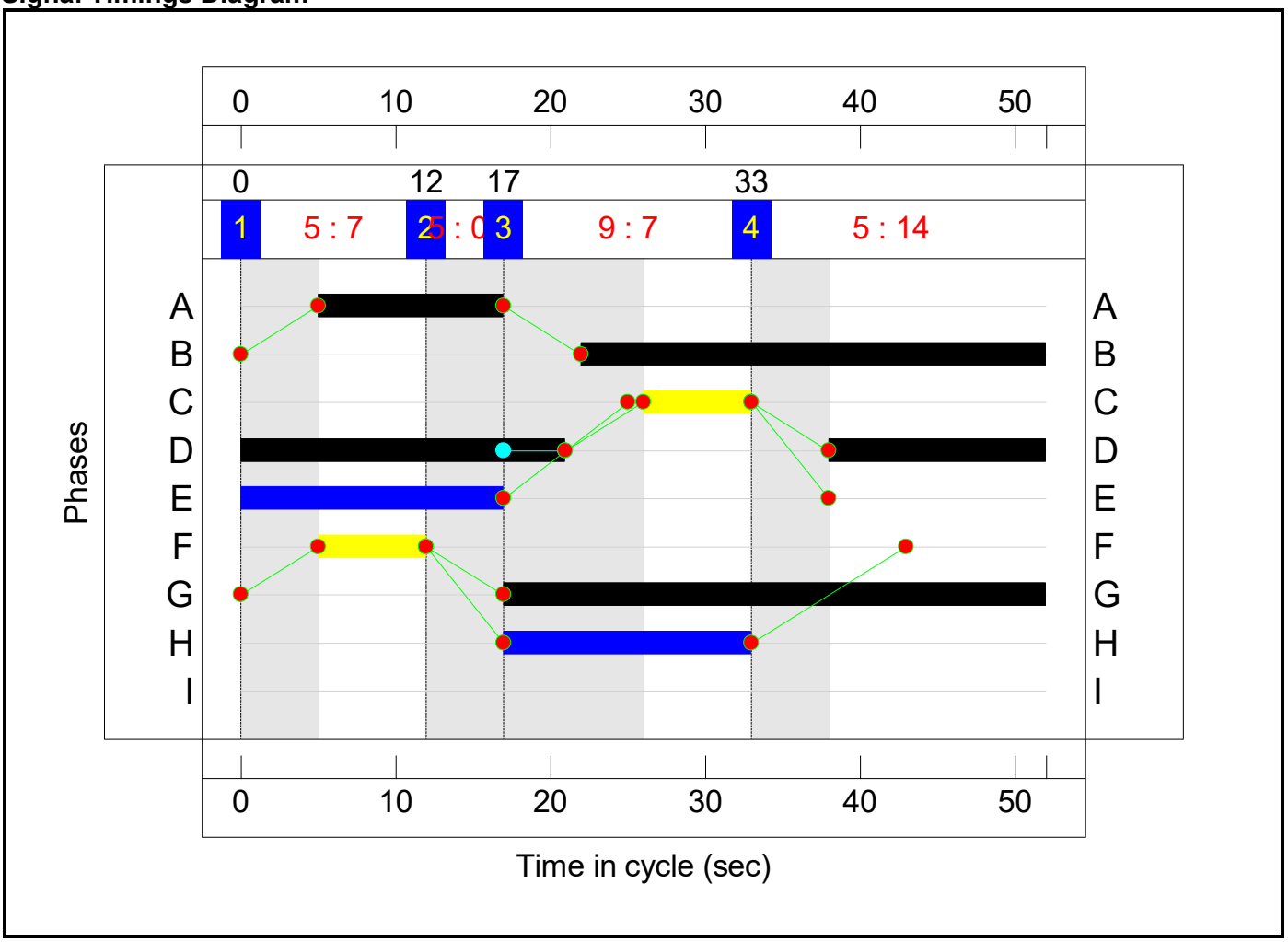
Stage Sequence Diagram



Stage Timings

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

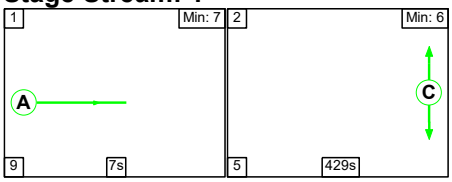
Signal Timings Diagram



C2 - Mold Road Staggered Ped

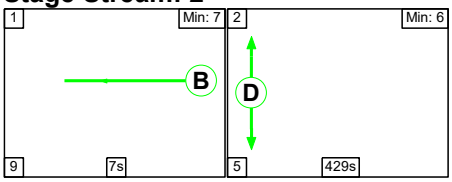
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

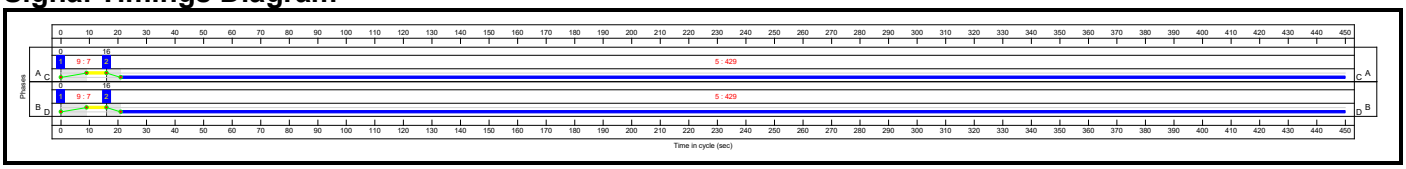
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

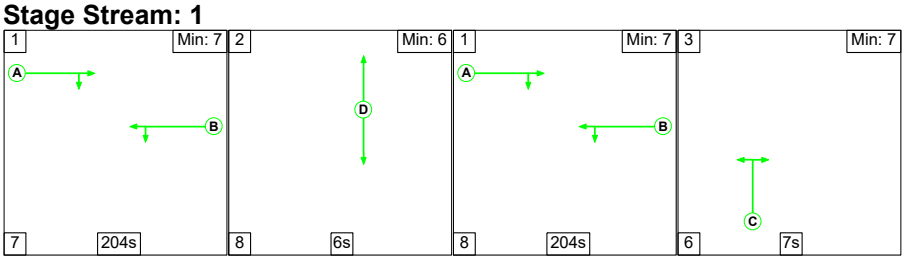
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

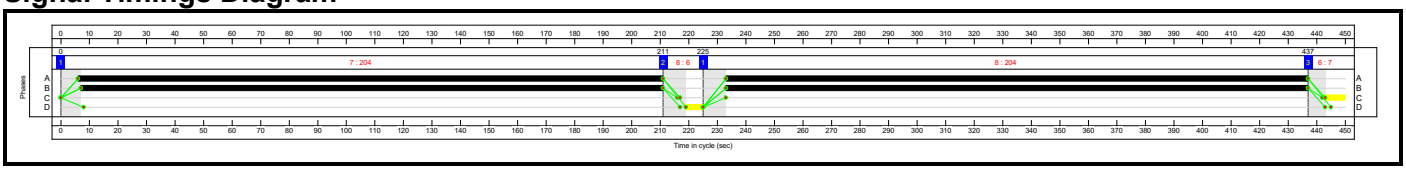


Stage Timings

Stage Stream: 1

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

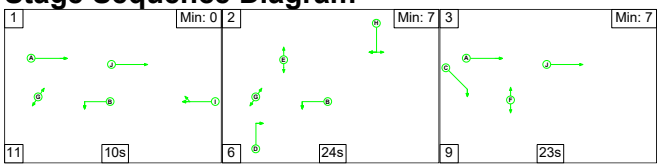
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

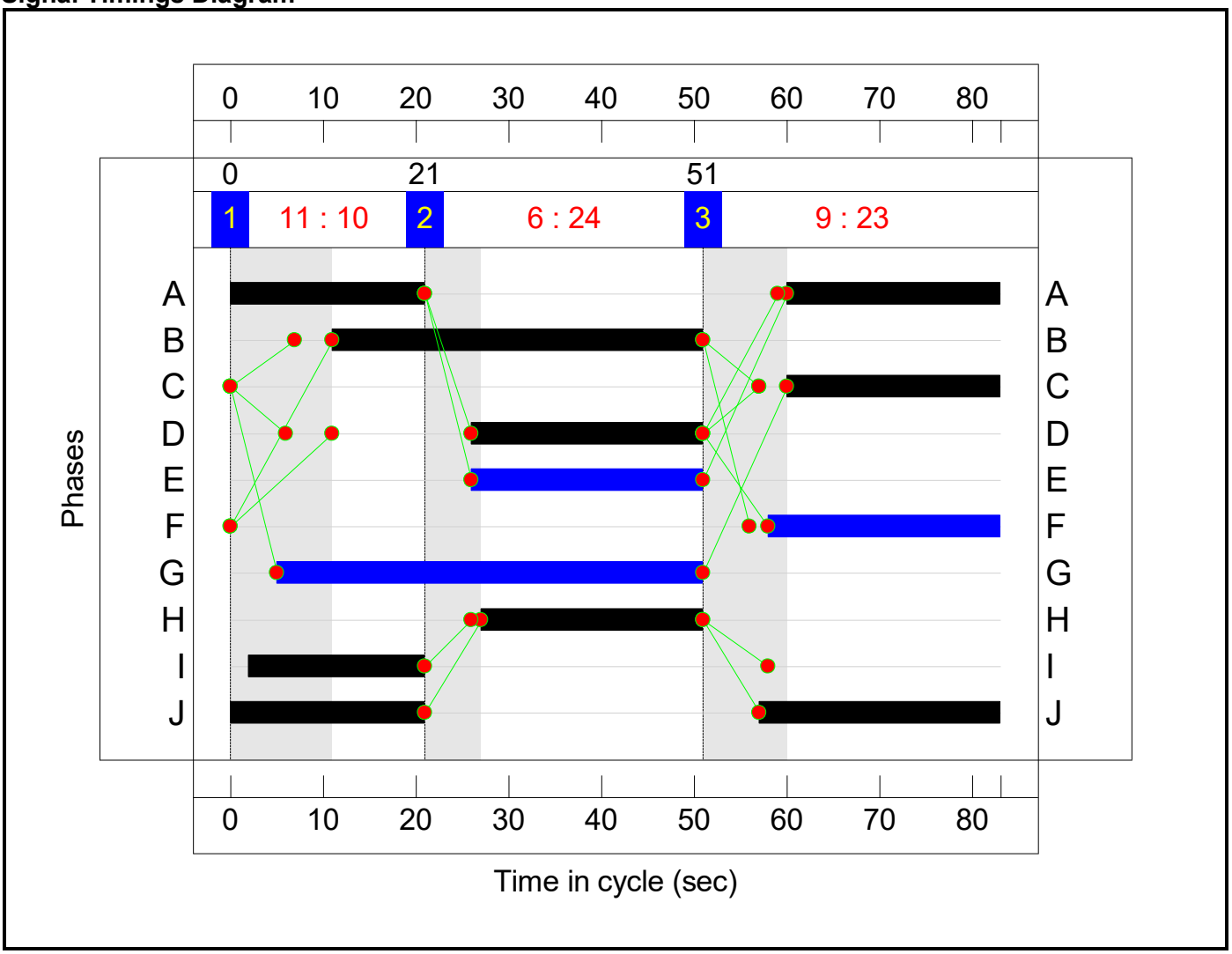
Stage Sequence Diagram



Stage Timings

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

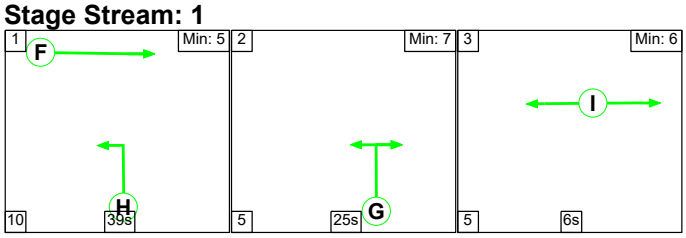
Signal Timings Diagram



C5 - Station Approach - Central Road

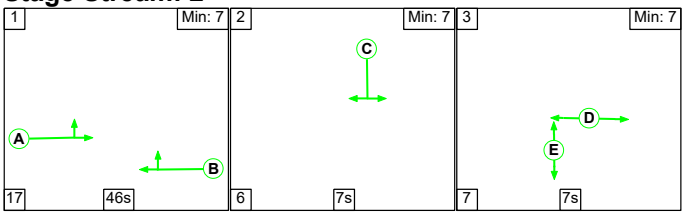
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

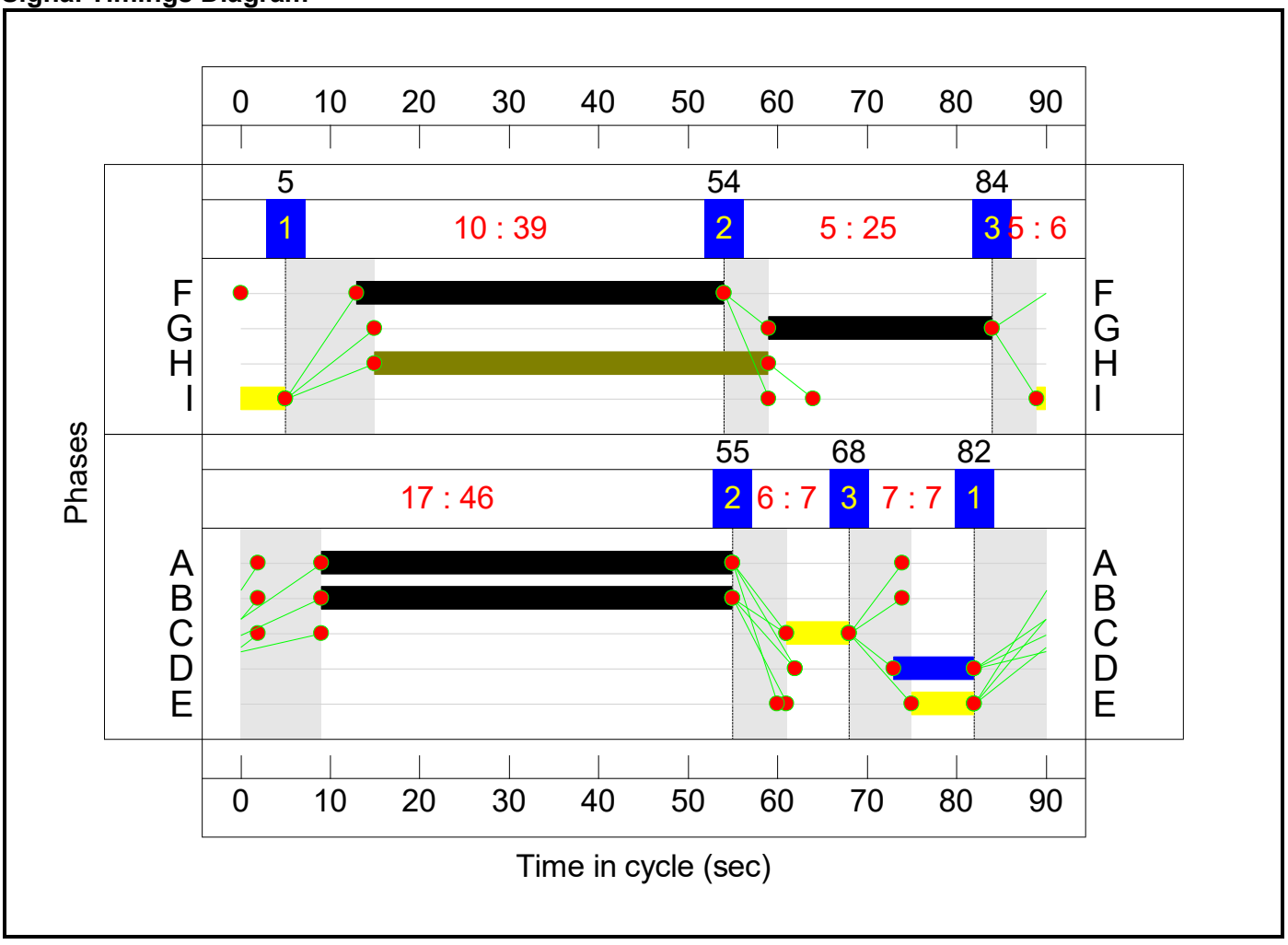
Stage Stream: 1

Stage	1	2	3
Duration	39	25	6
Change Point	5	54	84

Stage Stream: 2

Stage	1	2	3
Duration	46	7	7
Change Point	82	55	68

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.7%**	-
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**	**-**
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	46	-	571	1665	870	65.7%	571
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	46	-	871	1980:1795	1001+39	83.7 : 83.7%	871
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	44	871	1655	1287	67.7%	871
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	-	606	1965	917	66.1%	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**	**26.2**	**15.1**	**0.0**	**41.4**	**-**	**-**	**-**	**-**	**-**	
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**	**11.7**	**7.2**	**0.0**	**18.8**	**-**	**-**	**-**	**-**	**-**	
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	-	-	-	2.5	1.0	-	3.4	21.6	10.3	1.0	11.3	6.5	
4/1+4/2	871	33	0	0	3.2	2.5	0.0	5.7 (5.5+0.2)	23.7 (23.7:23.0)	15.5	2.5	18.0	8.4	
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	1.0	-	3.6	39.9	7.1	1.0	8.2	5.6	
6/1	606	-	-	-	1.2	1.0	-	2.2	13.1	7.2	1.0	8.2	2.6	
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 (%):	32.4	Total Delay for Signalled Lanes (pcuHr):	7.99
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	10.86
	PRC Over All Lanes (%):	7.5	Total Delay Over All Lanes(pcuHr):	41.41

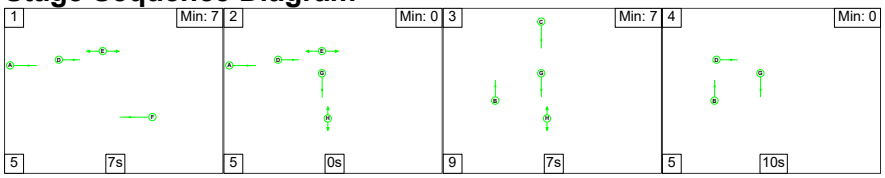
Cycle Time (s):	52
Cycle Time (s):	450
Cycle Time (s):	450
Cycle Time (s):	450
Cycle Time (s):	83
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

Scenario 6: '2030 Dev Scen 1b Sat Peak' (FG12: '2030 Dev Scen 1b Saturday Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

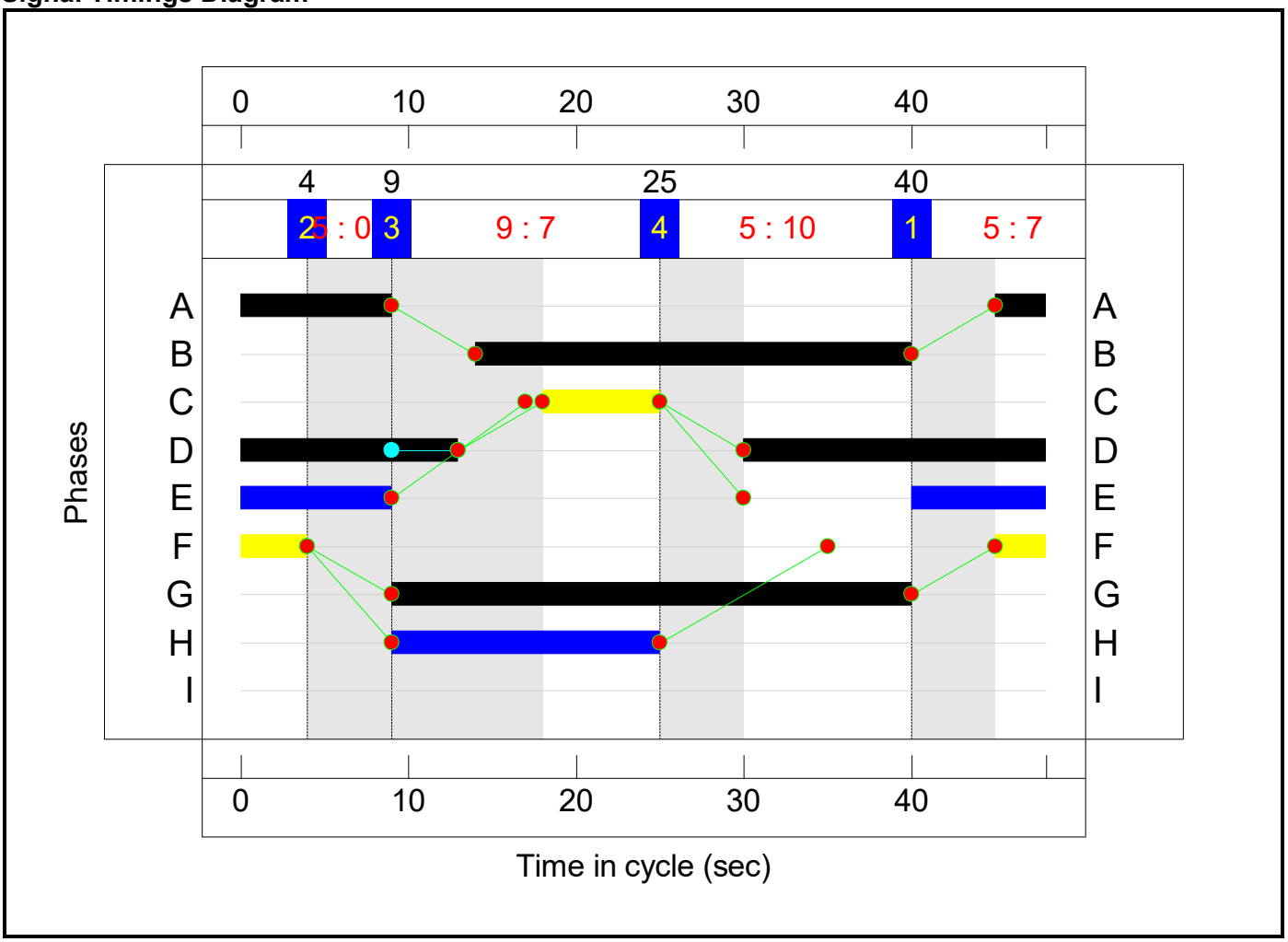
Stage Sequence Diagram



Stage Timings

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

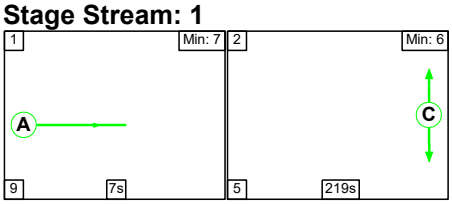
Signal Timings Diagram



C2 - Mold Road Staggered Ped

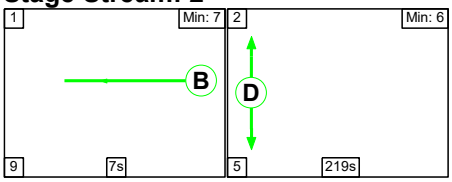
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

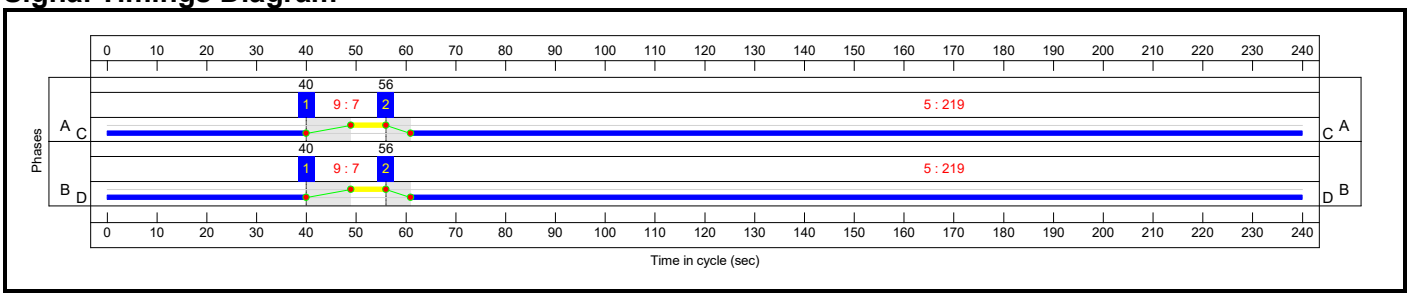
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

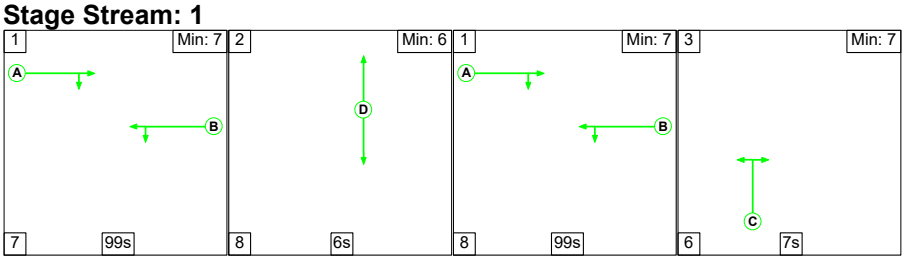
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



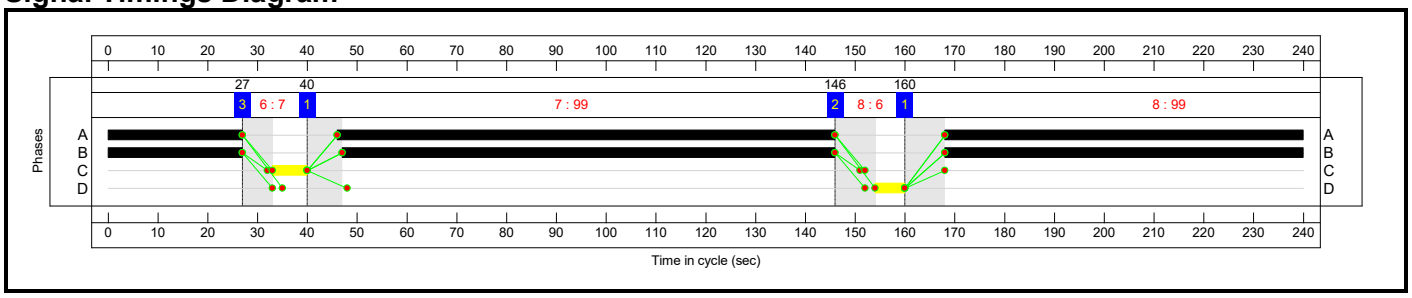
Stage Timings

Stage Stream: 1

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

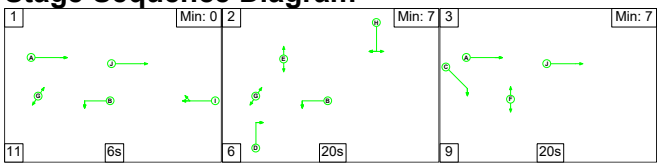
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

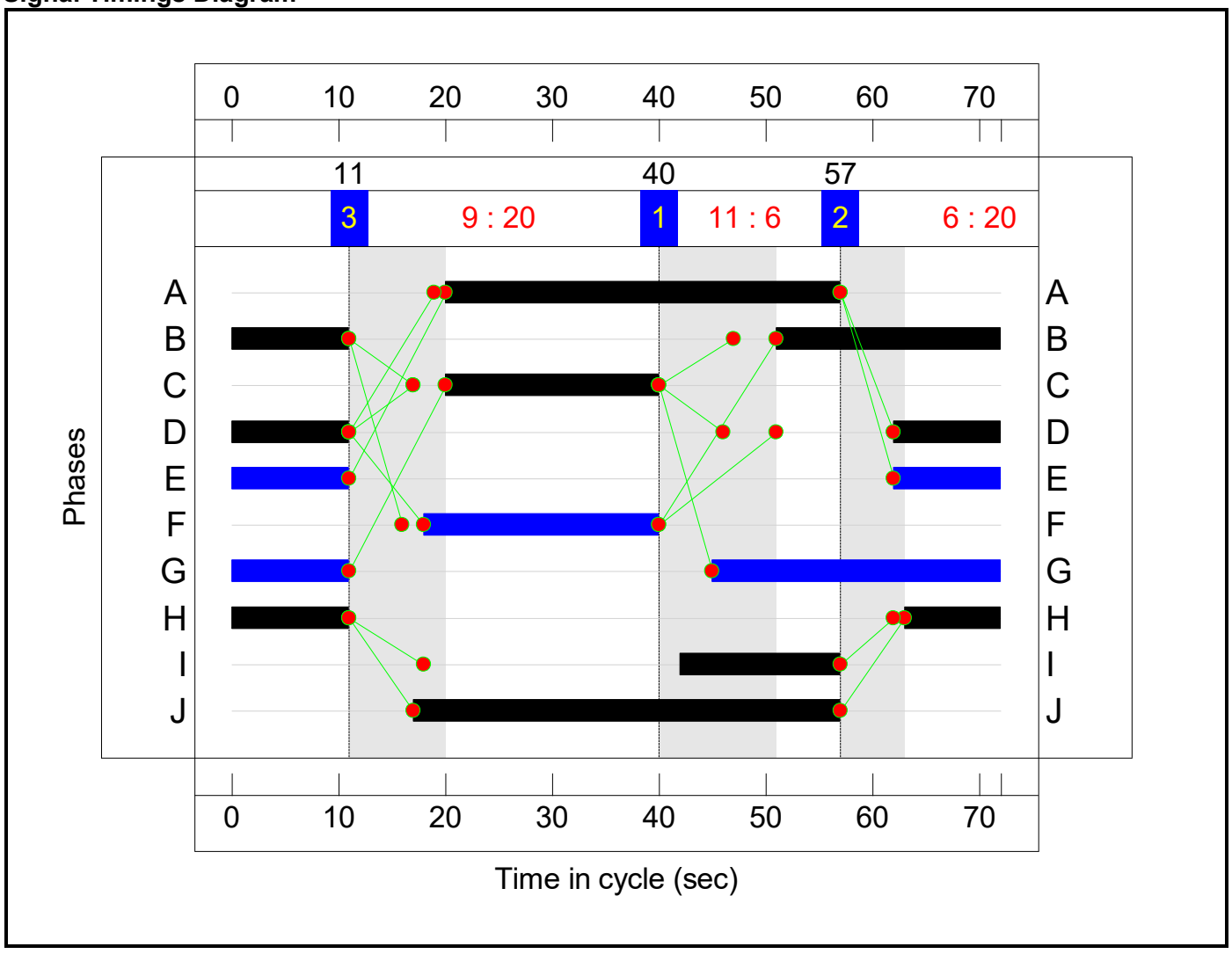
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

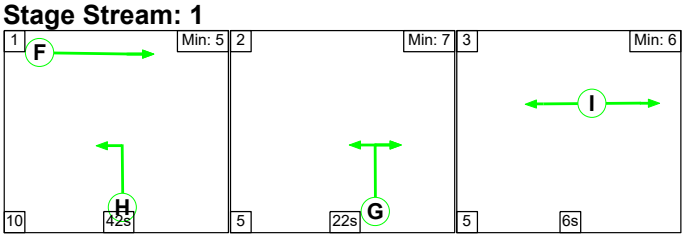


Full Input Data And Results

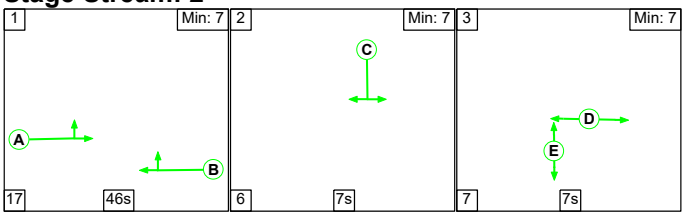
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

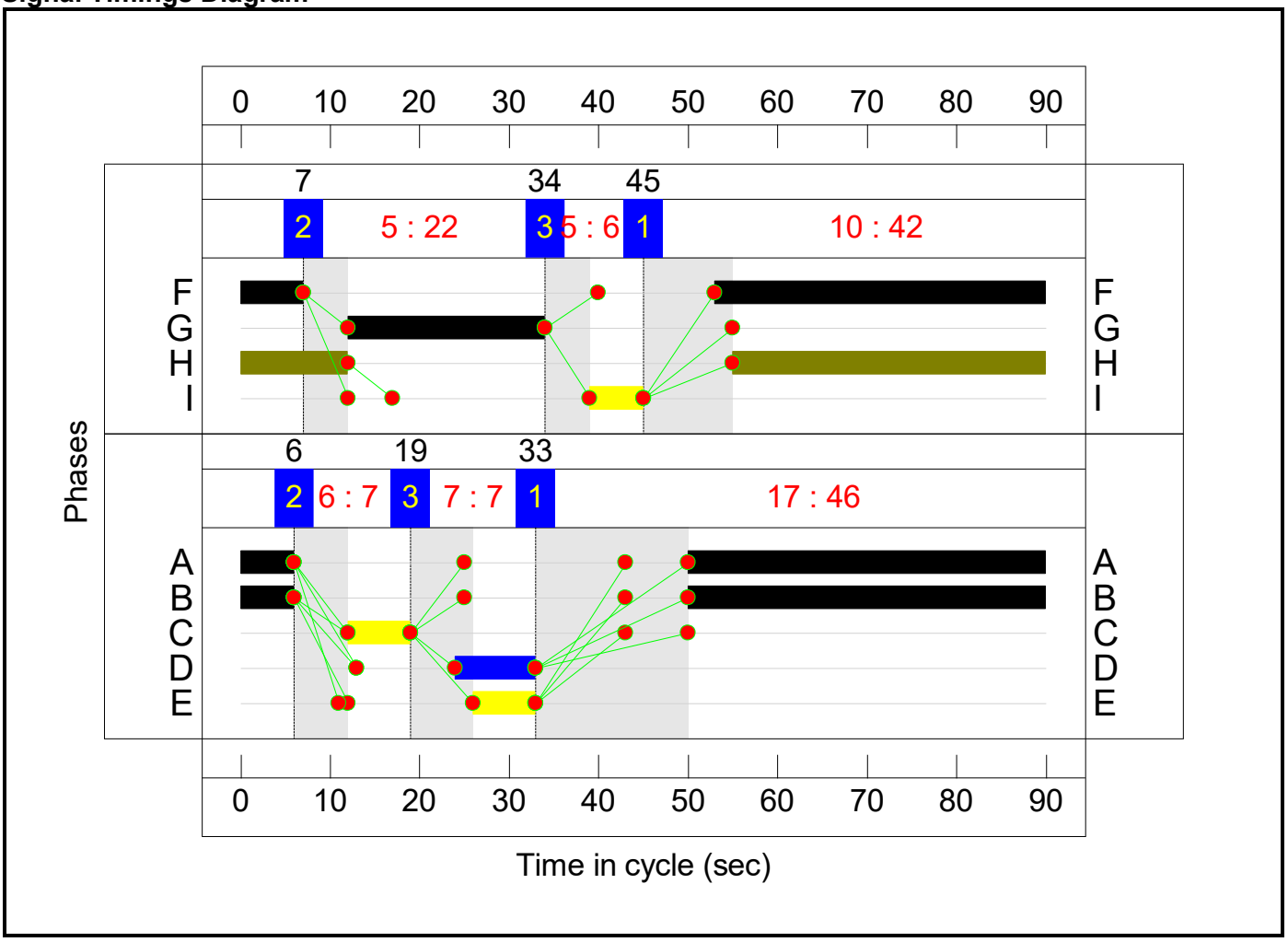
Stage	1	2	3
Duration	42	22	6
Change Point	45	7	34

Stage Stream: 2

Stage	1	2	3
Duration	46	7	7
Change Point	33	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**	-	-		-	-	-	-	-	-	**80.8%**	-
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.8%**	**-**
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	46	-	705	1671	873	80.8%	705
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	46	-	663	1980:1795	1000+41	63.7 : 63.7%	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	-	451	1786	819	55.1%	451
1/2	Left	U	N/A	N/A	C4:B		1	32	-	305	1786	819	37.3%	305
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	-		-	-	-	374	1900	1900	19.7%	374
3/2		U	N/A	N/A	-		-	-	-	722	1900	1900	38.0%	722
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	117+392	54.6 : 54.6%	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**	**23.8**	**14.4**	**0.0**	**38.2**	**-**	**-**	**-**	**-**	**-**	
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**	**10.4**	**6.1**	**0.0**	**16.4**	**-**	**-**	**-**	**-**	**-**	
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	-	-	-	3.5	2.1	-	5.5	28.3	14.5	2.1	16.5	8.0	
4/1+4/2	663	26	0	0	2.2	0.9	0.0	3.1 (3.0+0.1)	16.7 (16.8:15.8)	6.2	0.9	7.1	6.2	
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	-	-	-	0.9	1.2	-	2.1	10.6	2.4	1.2	3.6	1.9
J4: Regent St/Bradley Rd	**-**	**181**	**0**	**1**	**11.4**	**6.0**	**0.0**	**17.5**	**-**	**-**	**-**	**-**	**-**
1/1	451	-	-	-	0.4	0.6	-	1.0	8.3	5.6	0.6	6.2	1.4
1/2	305	-	-	-	0.2	0.3	-	0.5	6.3	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	374	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	722	-	-	-	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 (0.5+2.0)	32.4 (30.3:33.0)	3.7	0.6	4.3	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):	16.56
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	6.83
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	11.4	Total Delay for Signalled Lanes (pcuHr):	9.59
	PRC Over All Lanes (%):	11.4	Total Delay Over All Lanes(pcuHr):	38.22

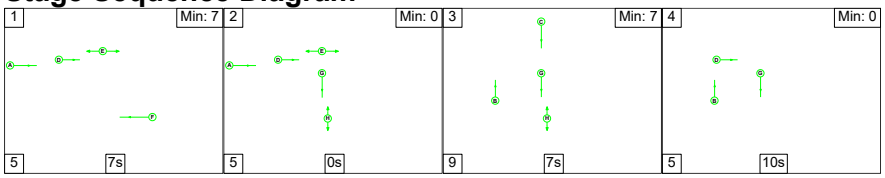
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	72
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

Scenario 7: '2030 Dev Scen 2a AM Peak Hour' (FG16: '2030 Dev Scen 2a AM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

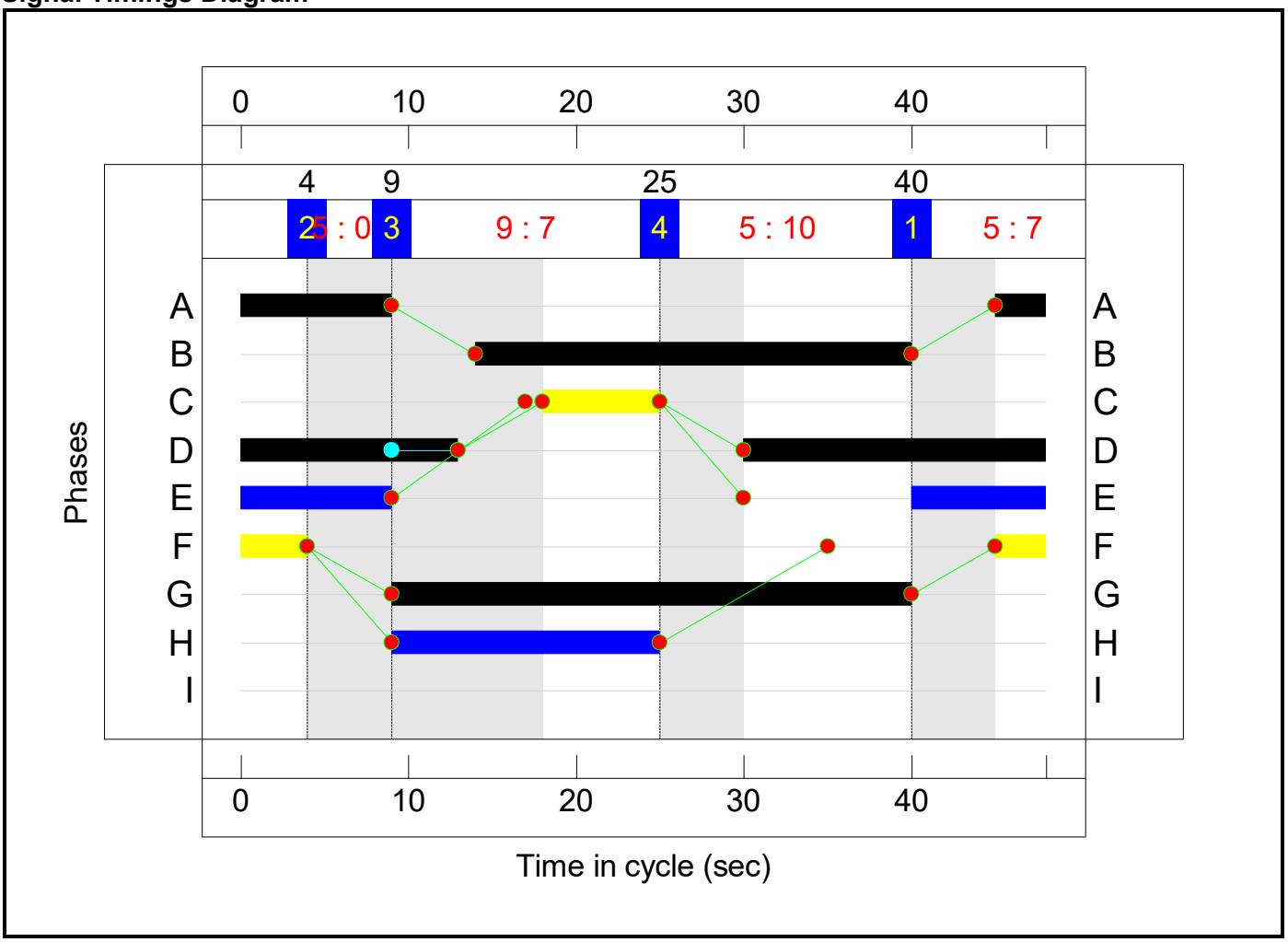
Stage Sequence Diagram



Stage Timings

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

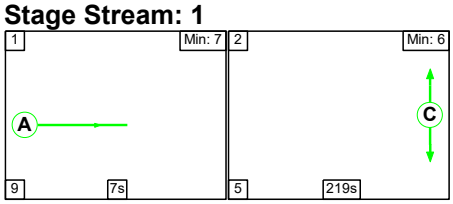
Signal Timings Diagram



C2 - Mold Road Staggered Ped

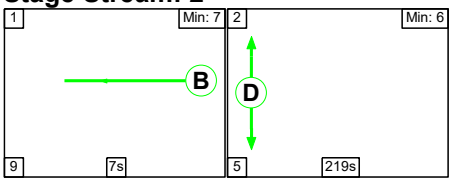
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

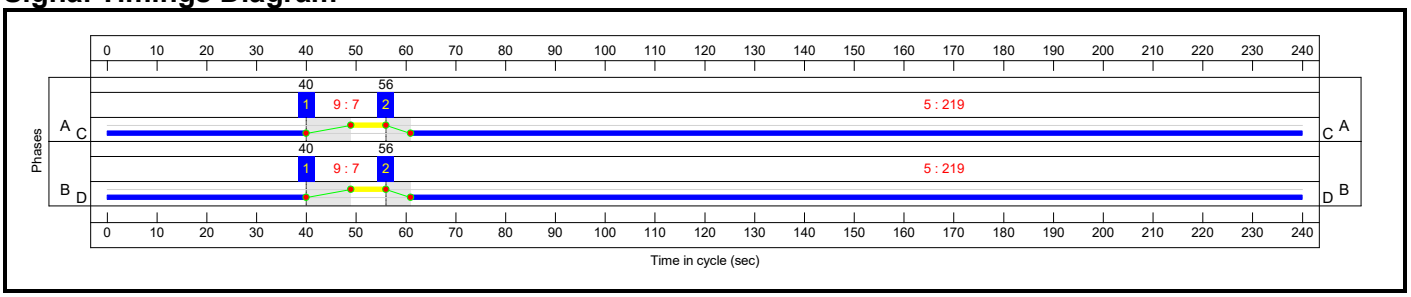
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

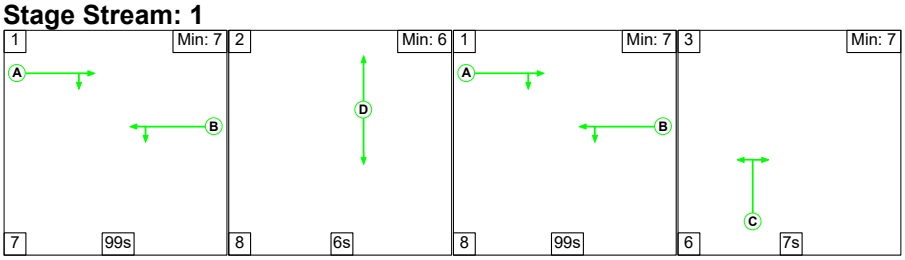
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



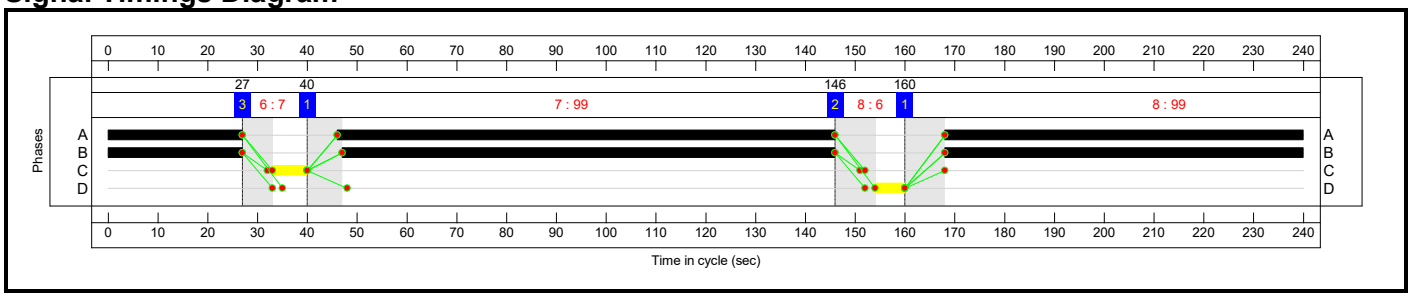
Stage Timings

Stage Stream: 1

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

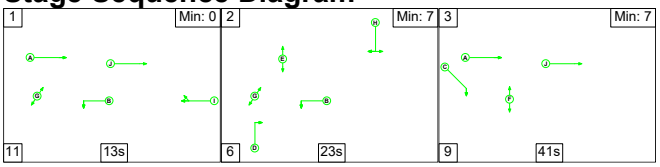
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

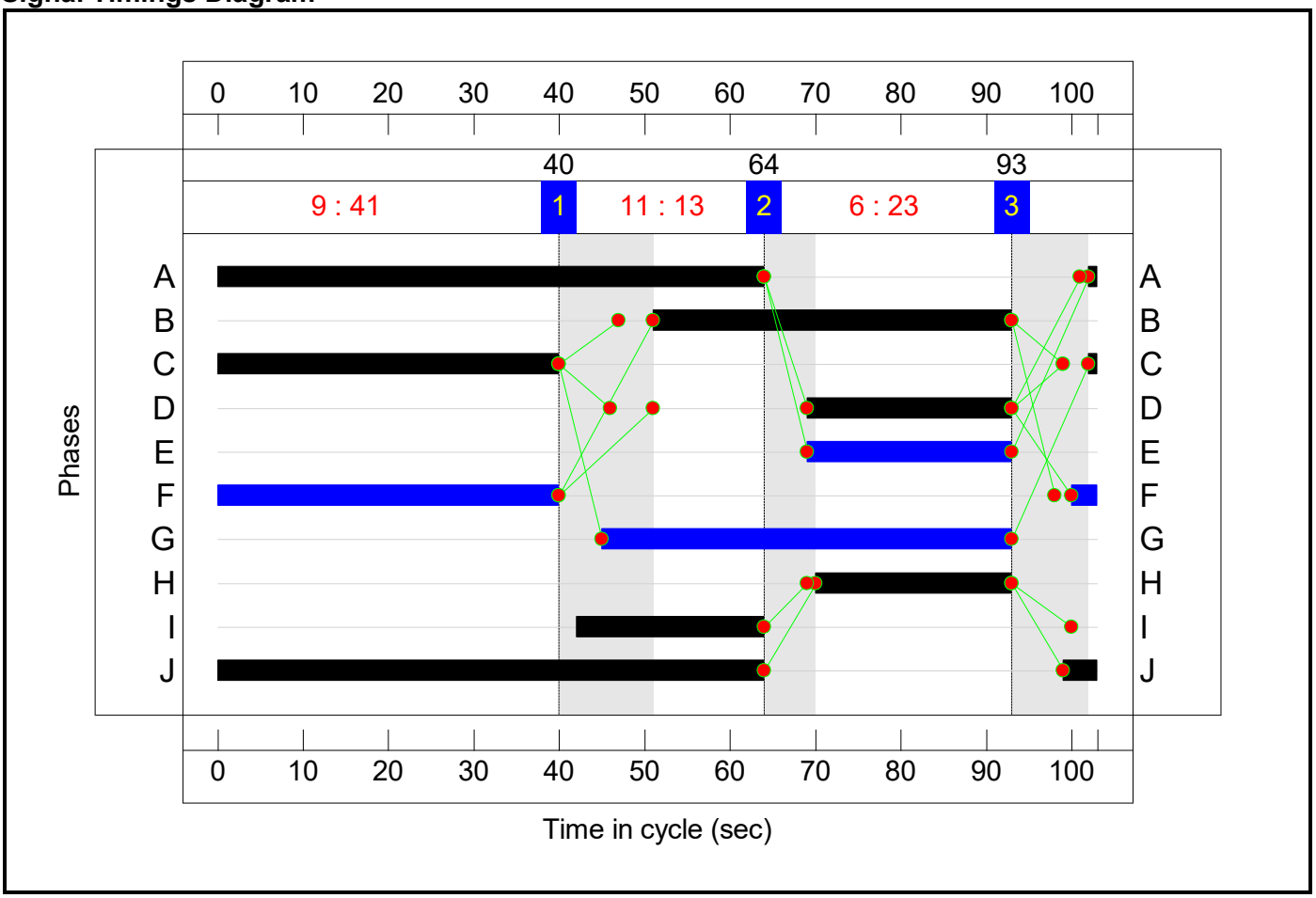
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

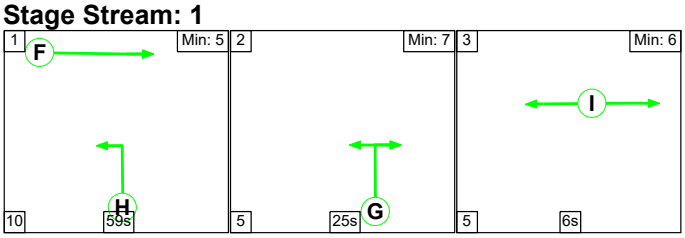


Full Input Data And Results

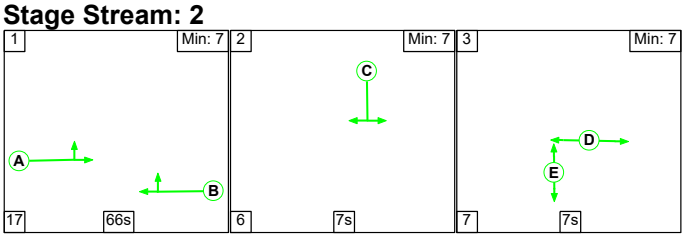
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

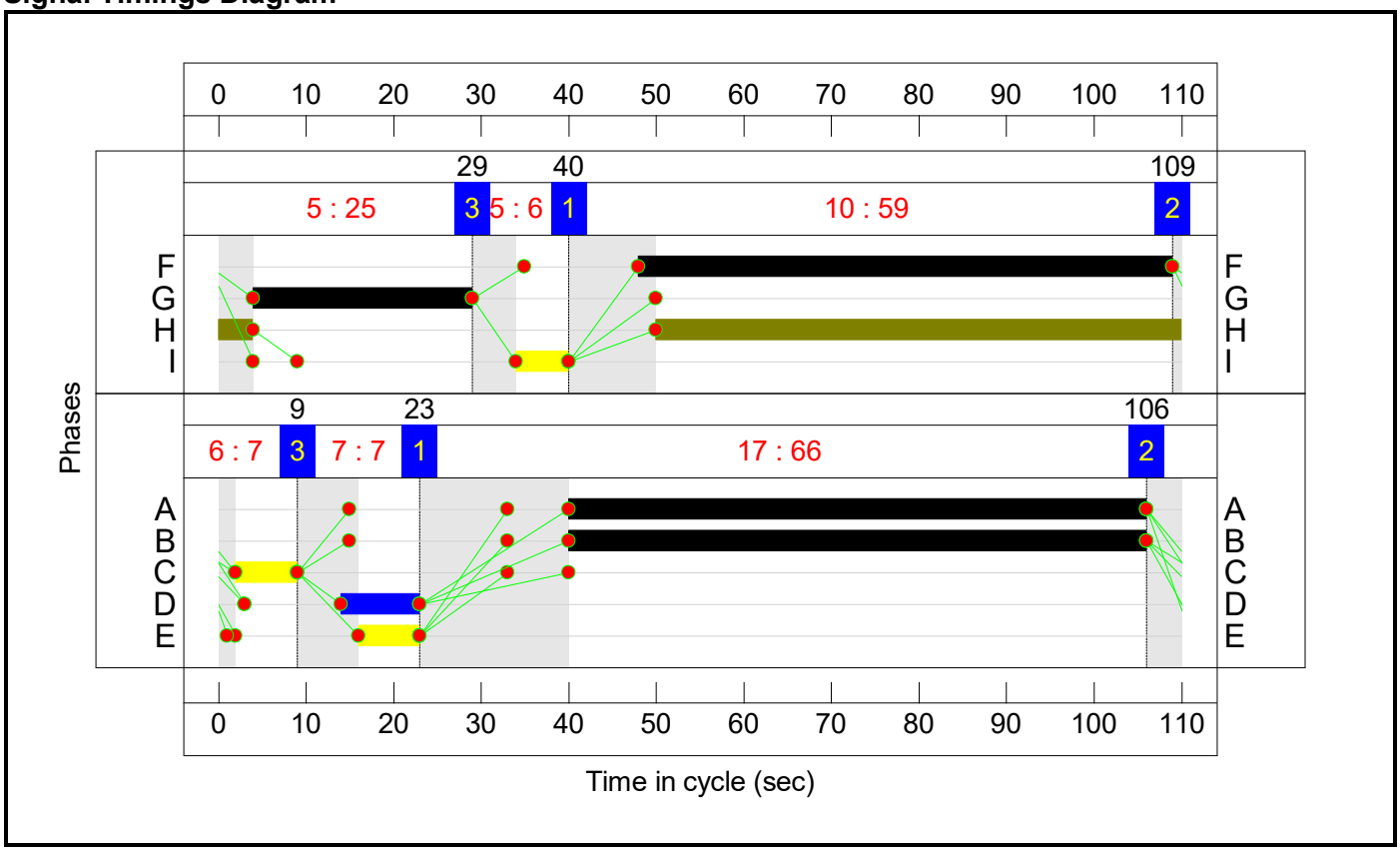
Stage Stream: 1

Stage	1	2	3
Duration	59	25	6
Change Point	40	109	29

Stage Stream: 2

Stage	1	2	3
Duration	66	7	7
Change Point	23	106	9

Signal Timings Diagram



Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**96.4%**	-
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	-		-	-	-	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.4%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	45	1877	137	33.0%	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	66	-	977	1664	1014	96.4%	977
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	66	-	577	1980:1795	1122+90	47.6 : 47.6%	577
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	89	64	577	1655	1354	42.6%	577
5/2	Central Road Right	U	5:1	N/A	C5:G		1	25	-	333	1655	391	85.1%	333
6/1	Ahead	U	5:1	N/A	C5:F		1	61	-	968	1965	1108	87.4%	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**	**35.4**	**31.1**	**0.2**	**66.7**	**-**	**-**	**-**	**-**	**-**	
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**	**12.9**	**16.0**	**0.0**	**28.9**	**-**	**-**	**-**	**-**	**-**	
1/1	45	-	-	-	0.6	0.2	-	0.9	68.1	1.3	0.2	1.5	1.2	
2/1	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	977	-	-	-	5.5	9.0	-	14.5	53.4	28.2	9.0	37.2	11.1	
4/1+4/2	577	43	0	0	1.6	0.5	0.0	2.1 (1.9+0.2)	13.1 (13.1:12.6)	5.9	0.5	6.4	5.9	
5/1	577	-	-	-	0.4	0.4	-	0.8	5.1	4.8	0.4	5.2	2.9	

Full Input Data And Results

5/2	333	-	-	-	3.7	2.6	-	6.3	68.5	9.7	2.6	12.3	7.6
6/1	968	-	-	-	1.0	3.3	-	4.3	15.9	12.6	3.3	16.0	2.0
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	-	-	-	-	-	-	-	-	-	-	-	-

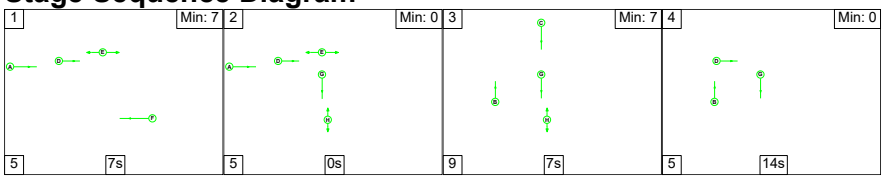
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	11.44	Cycle Time (s): 110
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	17.44	Cycle Time (s): 110
	PRC Over All Lanes (%):	-7.1	Total Delay Over All Lanes(pcuHr):	66.69	

Full Input Data And Results

Scenario 8: '2030 Dev Scen 2a PM Peak' (FG17: '2030 Dev Scen 2a PM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

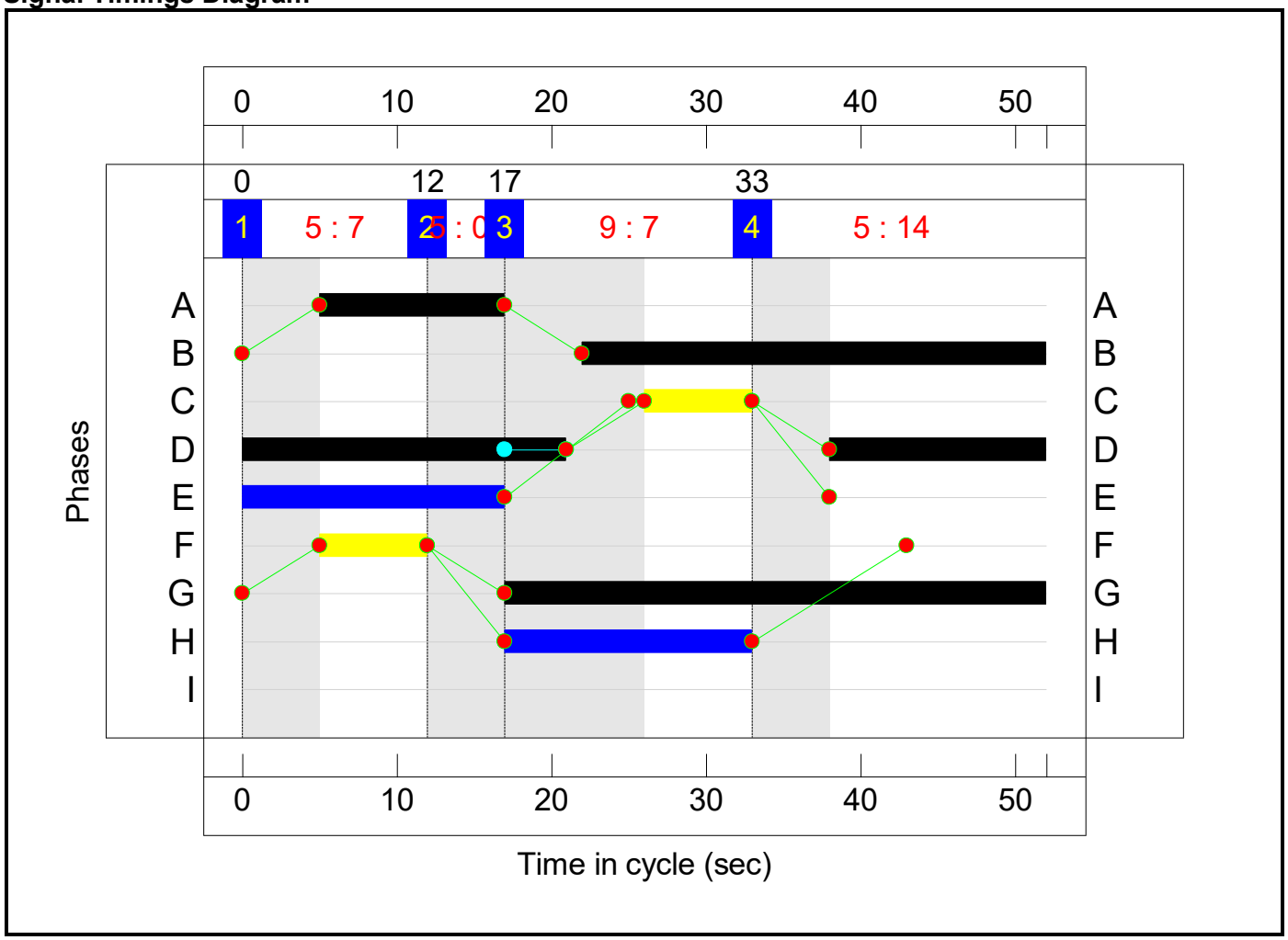
Stage Sequence Diagram



Stage Timings

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

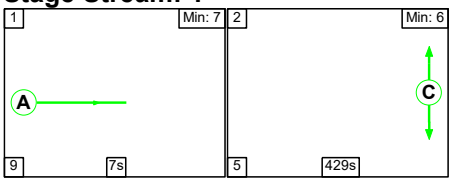
Signal Timings Diagram



C2 - Mold Road Staggered Ped

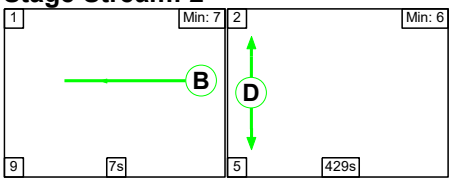
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

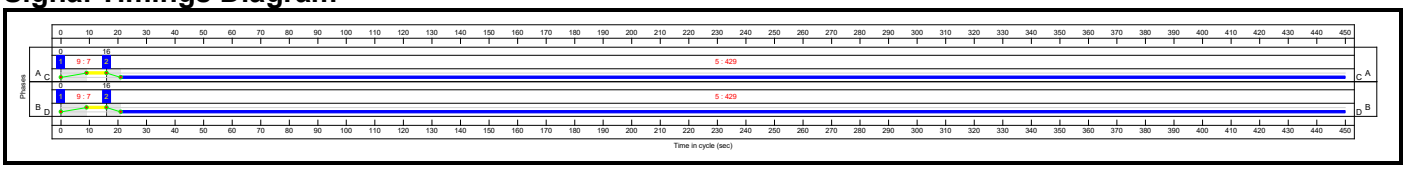
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

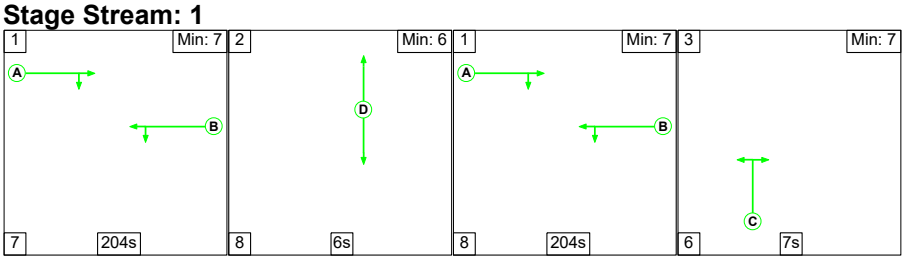
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

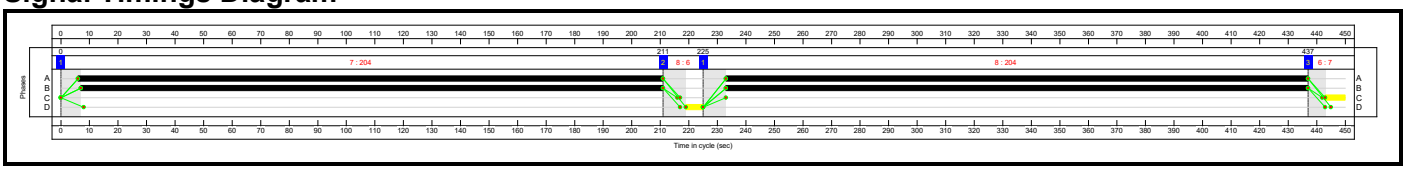


Stage Timings

Stage Stream: 1

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

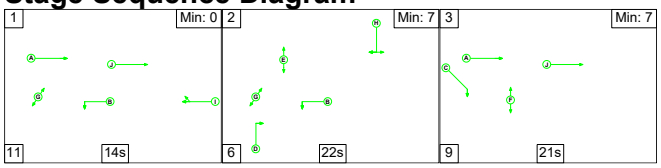
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

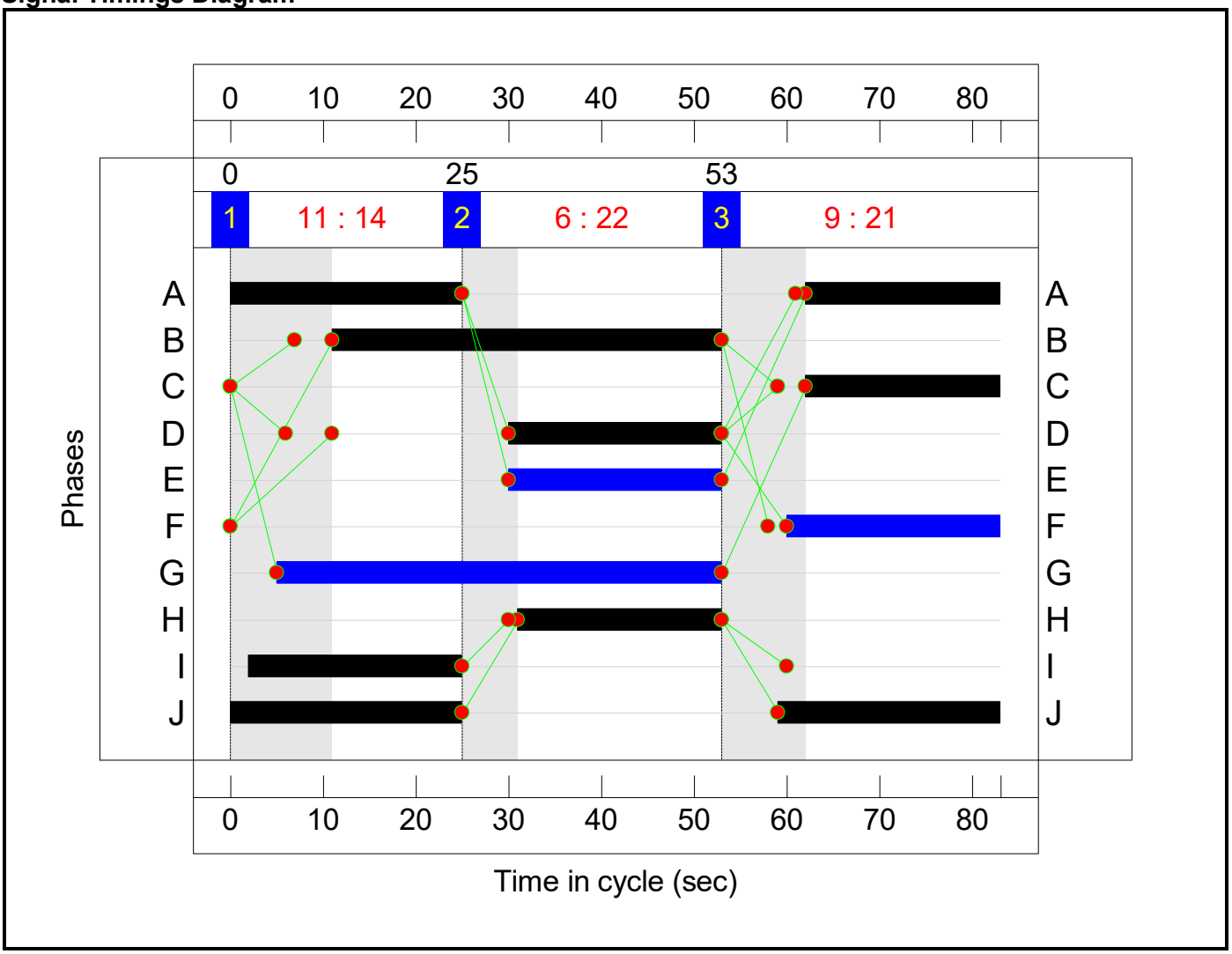
Stage Sequence Diagram



Stage Timings

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

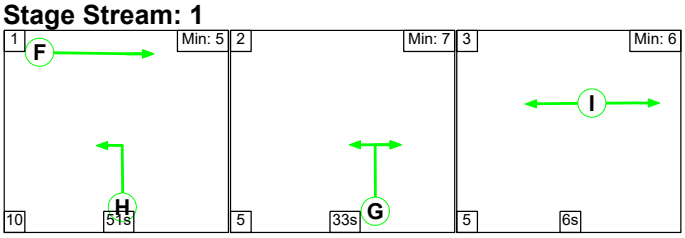
Signal Timings Diagram



C5 - Station Approach - Central Road

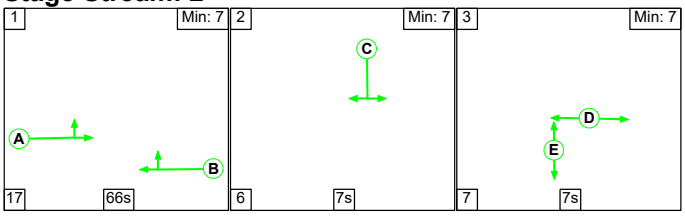
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

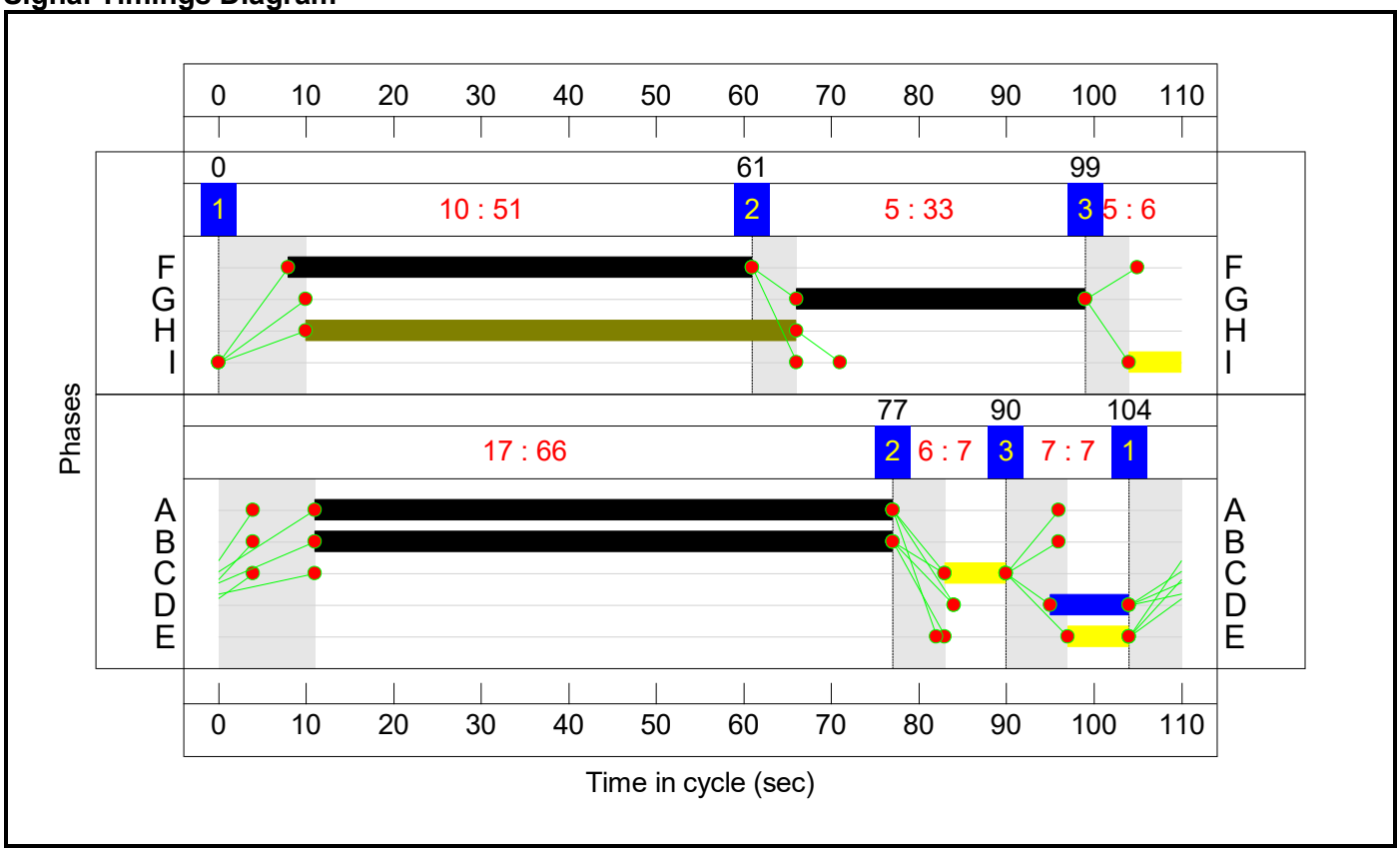
Stage Stream: 1

Stage	1	2	3
Duration	51	33	6
Change Point	0	61	99

Stage Stream: 2

Stage	1	2	3
Duration	66	7	7
Change Point	104	77	90

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**	-	-		-	-	-	-	-	-	**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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.9%**	**-**
1/1	Station Approach Right Left	U	5:2	N/A	C5:C		1	7	-	96	1877	137	70.3%	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	66	-	616	1665	1014	60.7%	616
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	66	-	1111	1980:1795	1174+36	91.9 : 91.9%	1111
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	89	56	1111	1655	1354	82.0%	1111
5/2	Central Road Right	U	5:1	N/A	C5:G		1	33	-	353	1655	512	69.0%	353
6/1	Ahead	U	5:1	N/A	C5:F		1	53	-	650	1965	965	67.4%	650
J4: Regent St/Bradley Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.7%**	**-**
1/1	Left	U	N/A	N/A	C4:B		1	42	-	579	1786	925	62.6%	579
1/2	Left	U	N/A	N/A	C4:B		1	42	-	432	1786	925	46.7%	432
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	-		-	-	-	494	1900	1900	26.0%	494
3/2		U	N/A	N/A	-		-	-	-	871	1900	1900	45.8%	871
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	-	333	1739	482	69.1%	333
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	227+444	73.2 : 73.2%	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**	**33.9**	**23.6**	**0.0**	**57.5**	**-**	**-**	**-**	**-**	**-**	
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**	**14.9**	**11.4**	**0.0**	**26.3**	**-**	**-**	**-**	**-**	**-**	
1/1	96	-	-	-	1.3	1.1	-	2.5	92.0	2.9	1.1	4.0	2.7	
2/1	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
3/1	616	-	-	-	2.3	0.8	-	3.1	17.8	11.6	0.8	12.4	7.0	
4/1+4/2	1111	33	0	0	4.1	5.1	0.0	9.2 (9.0+0.3)	29.9 (29.9:29.5)	29.8	5.1	34.9	8.7	
5/1	1111	-	-	-	1.7	2.2	-	4.0	12.8	18.5	2.2	20.8	5.6	

Full Input Data And Results

5/2	353	-	-	-	3.3	1.1	-	4.4	44.6	9.4	1.1	10.5	7.3
6/1	650	-	-	-	2.2	1.0	-	3.2	17.8	6.6	1.0	7.7	5.5
J4: Regent St/Bradley Rd	**-**	**193**	**0**	**1**	**14.9**	**8.0**	**0.0**	**22.9**	**-**	**-**	**-**	**-**	**-**
1/1	579	-	-	-	0.6	0.8	-	1.4	8.7	7.6	0.8	8.4	1.7
1/2	432	-	-	-	0.3	0.4	-	0.7	6.1	4.7	0.4	5.1	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	494	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	-
3/2	871	-	-	-	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	333	-	-	-	2.5	1.1	-	3.6	38.7	6.8	1.1	7.9	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	4.7 (1.6+3.2)	34.7 (33.7:35.3)	7.3	1.3	8.6	5.2
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	-	-	-	-	-	-	-	-	-	-	-	-

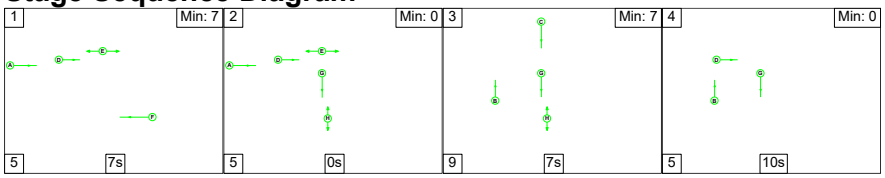
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C3 - Jacques Way/ Mold Road	Stream: 1 PRC for Signalled Lanes (%):	26.4	Total Delay for Signalled Lanes (pcuHr):	6.23	Cycle Time (s): 450
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	22.2	Total Delay for Signalled Lanes (pcuHr):	21.73	Cycle Time (s): 83
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	9.7	Total Delay for Signalled Lanes (pcuHr):	11.53	Cycle Time (s): 110
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	-2.1	Total Delay for Signalled Lanes (pcuHr):	14.74	Cycle Time (s): 110
	PRC Over All Lanes (%):	-2.1	Total Delay Over All Lanes(pcuHr):	57.48	

Full Input Data And Results

Scenario 9: '2030 Dev Scen 2a Sat Peak' (FG18: '2030 Dev Scen 2a Saturday Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

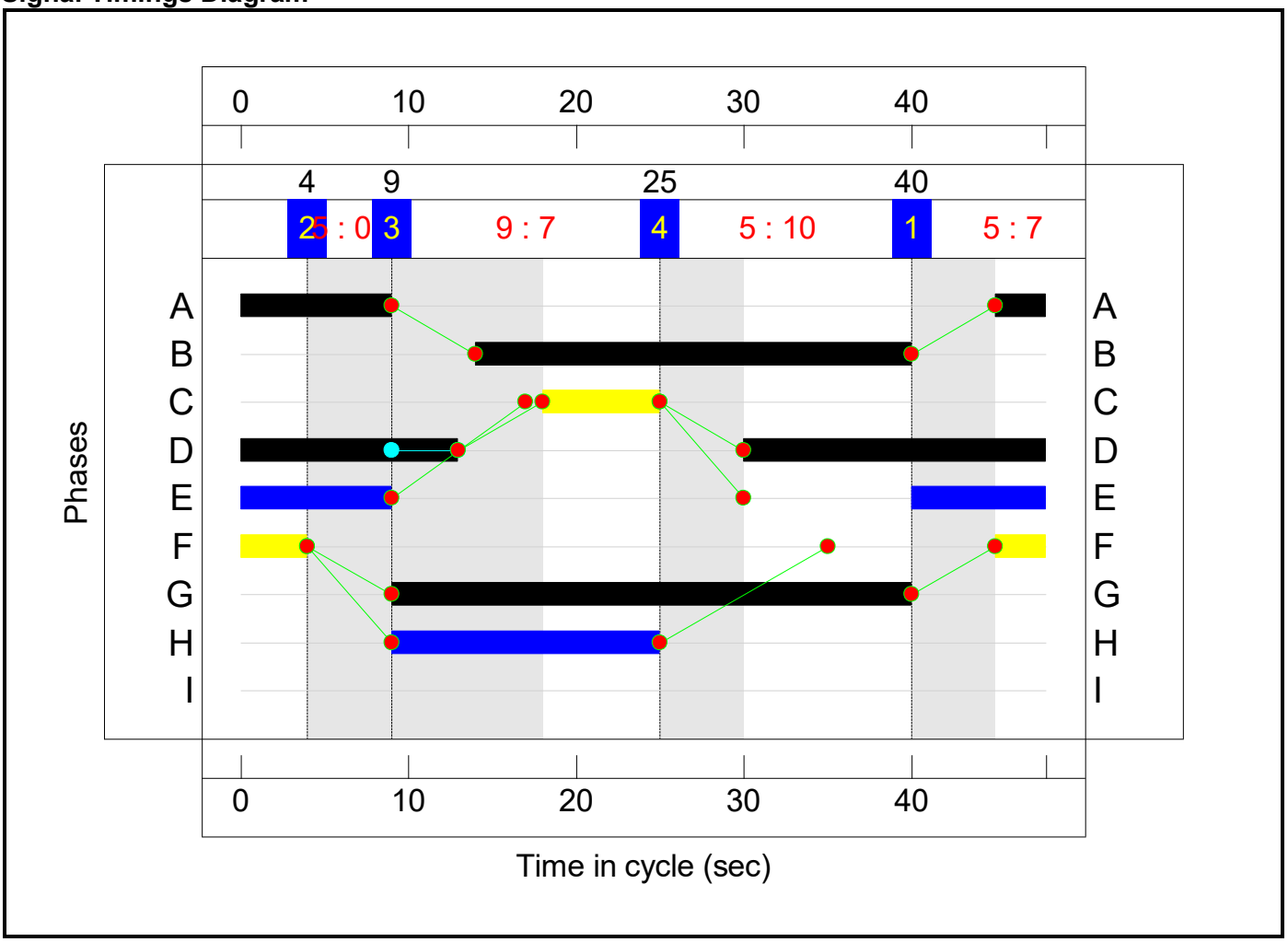
Stage Sequence Diagram



Stage Timings

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

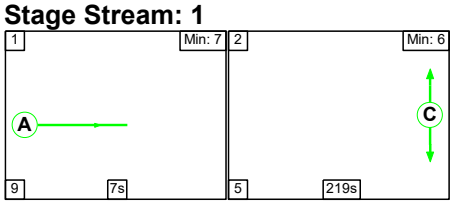
Signal Timings Diagram



C2 - Mold Road Staggered Ped

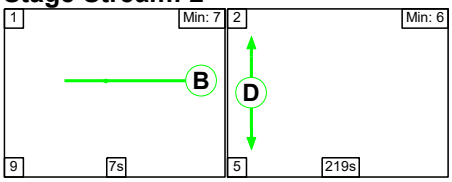
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

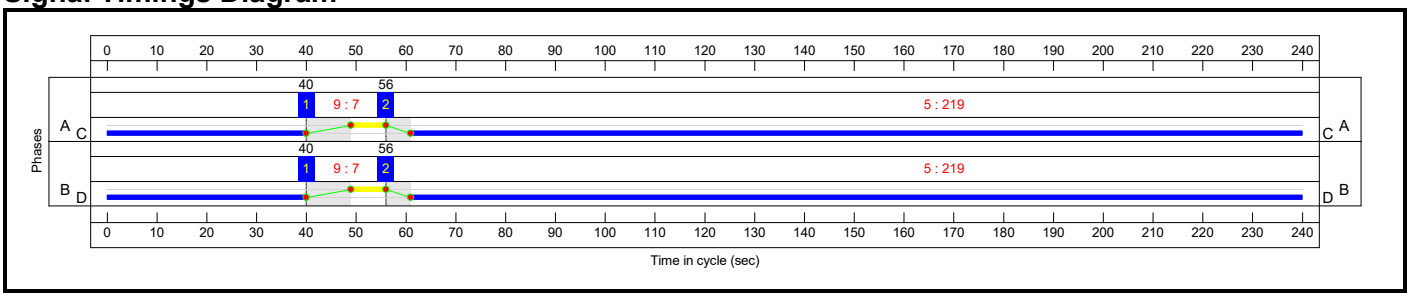
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

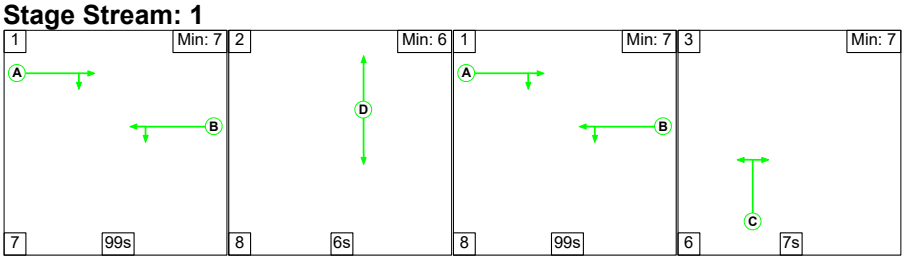
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



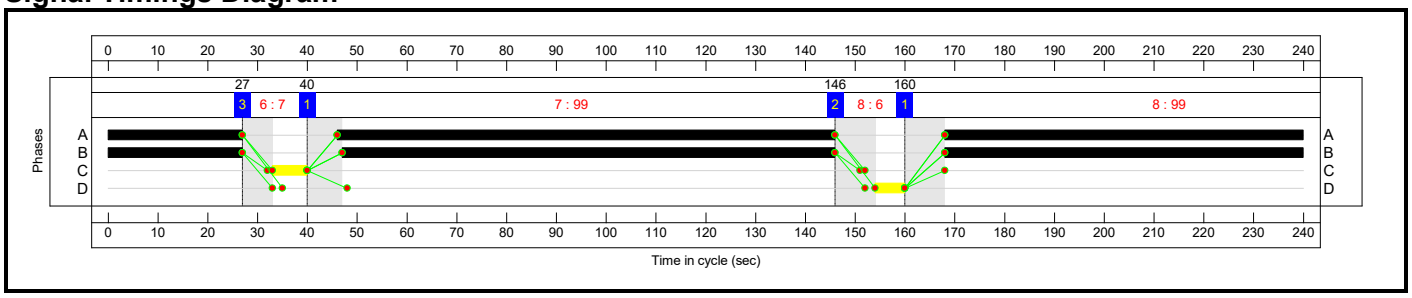
Stage Timings

Stage Stream: 1

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

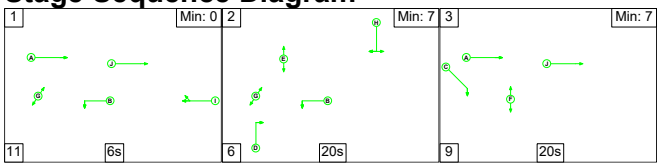
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

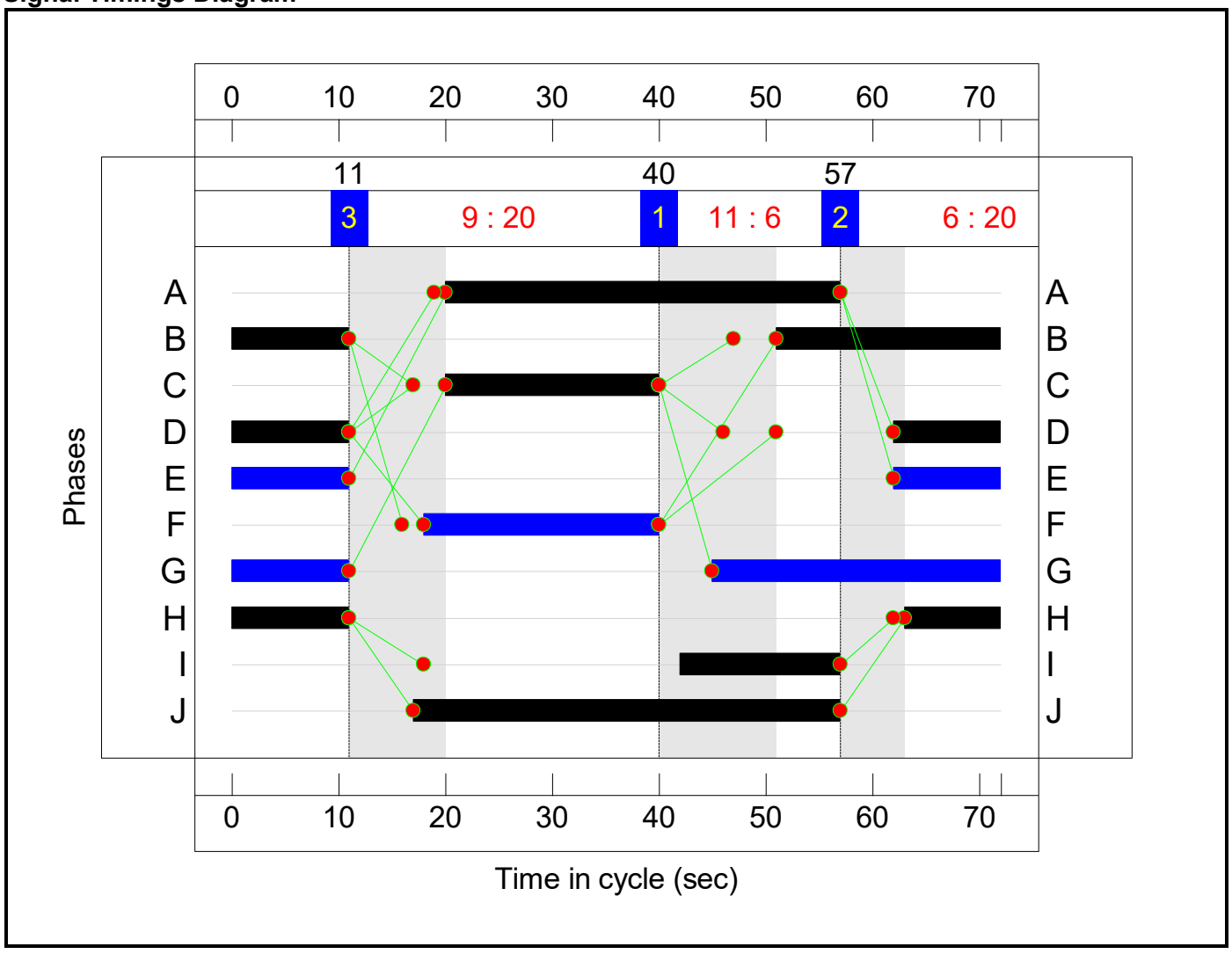
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

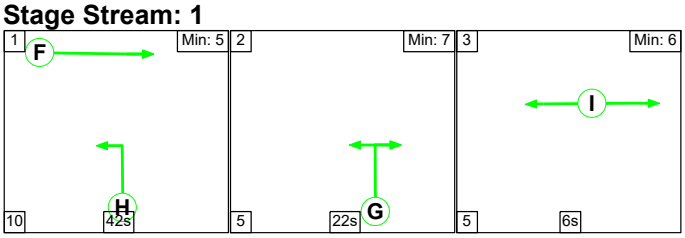


Full Input Data And Results

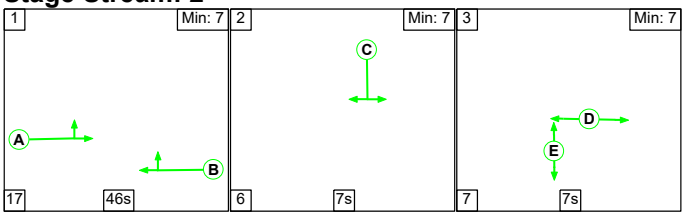
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

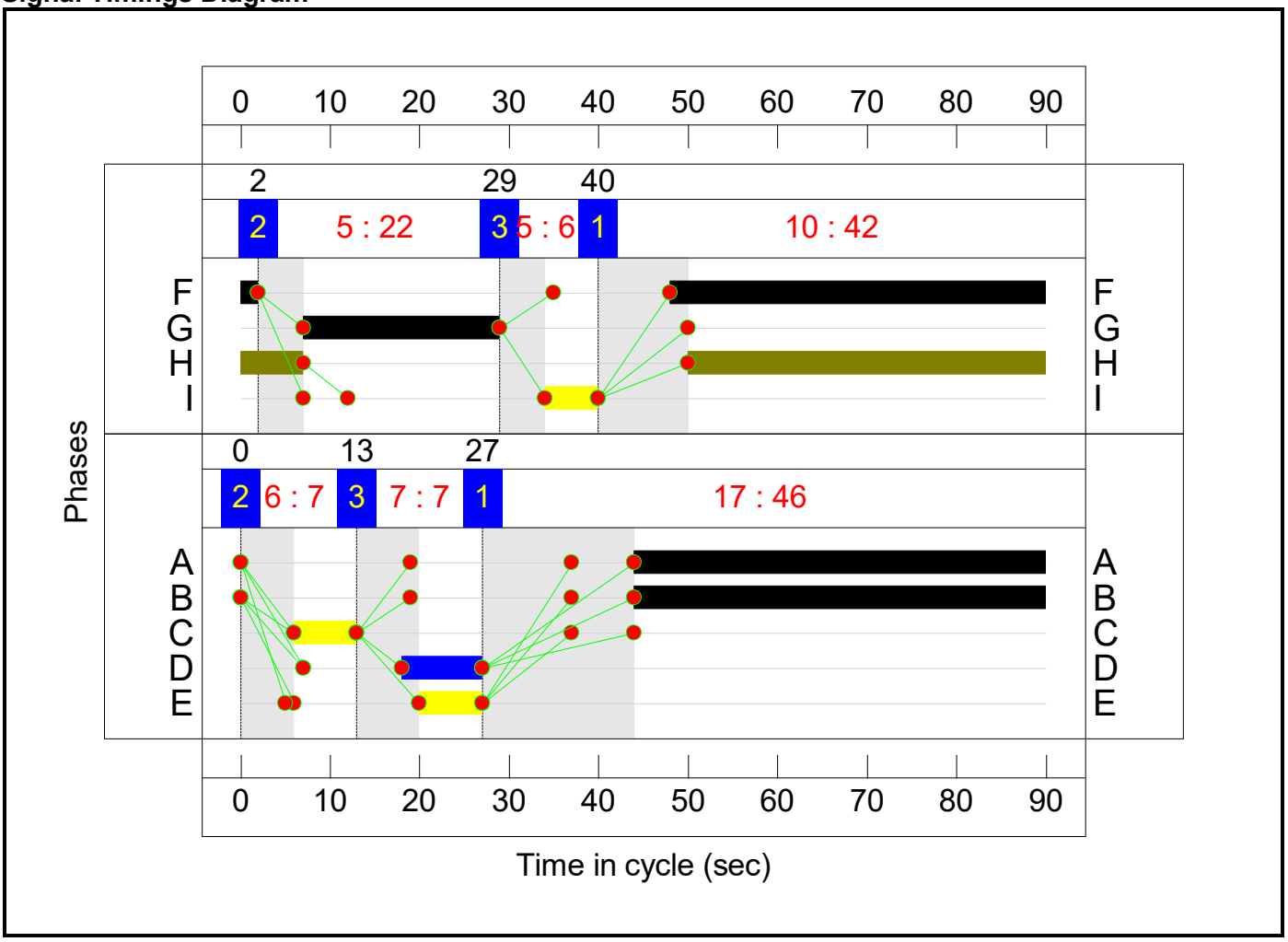
Stage	1	2	3
Duration	42	22	6
Change Point	40	2	29

Stage Stream: 2

Stage	1	2	3
Duration	46	7	7
Change Point	27	0	13

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**	-	-		-	-	-	-	-	-	**87.1%**	-
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**	**-**
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	46	-	760	1670	872	87.1%	760
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	46	-	718	1980:1795	1003+38	69.0 : 69.0%	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	-	475	1786	819	58.0%	475
1/2	Left	U	N/A	N/A	C4:B		1	32	-	344	1786	819	42.0%	344
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	-		-	-	-	421	1900	1900	22.2%	421
3/2		U	N/A	N/A	-		-	-	-	765	1900	1900	40.3%	765
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	103+397	60.3 : 60.3%	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**	**26.6**	**18.3**	**0.1**	**45.0**	**-**	**-**	**-**	**-**	**-**	
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**	**11.5**	**8.3**	**0.0**	**19.8**	**-**	**-**	**-**	**-**	**-**	
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	-	-	-	4.0	3.2	-	7.2	34.0	16.5	3.2	19.7	8.7	
4/1+4/2	718	26	0	0	2.5	1.1	0.0	3.6 (3.5+0.1)	18.0 (18.0:17.0)	7.2	1.1	8.3	6.9	
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	-	-	-	0.8	1.6	-	2.4	11.6	3.3	1.6	4.9	1.8
J4: Regent St/Bradley Rd	**-**	**195**	**0**	**1**	**12.7**	**7.3**	**0.1**	**20.1**	**-**	**-**	**-**	**-**	**-**
1/1	475	-	-	-	0.5	0.7	-	1.2	8.8	6.1	0.7	6.8	1.4
1/2	344	-	-	-	0.3	0.4	-	0.6	6.6	2.7	0.4	3.1	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	421	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	765	-	-	-	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	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	0.8	0.1	2.9 (0.5+2.3)	34.2 (31.5:34.9)	4.2	0.8	5.0	3.6
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	-	-	-	-	-	-	-	-	-	-	-	-

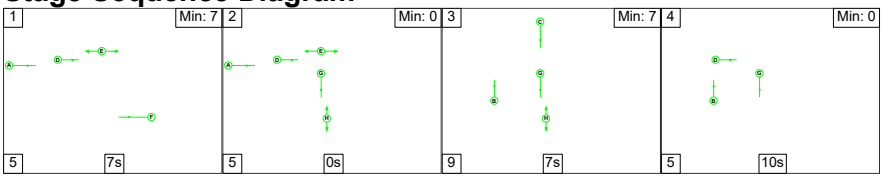
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 48
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 240
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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 (%):	48.9	Total Delay for Signalled Lanes (pcuHr):	3.77	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	19.08	Cycle Time (s): 72
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	8.02	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	3.3	Total Delay for Signalled Lanes (pcuHr):	11.75	Cycle Time (s): 90
	PRC Over All Lanes (%):	3.3	Total Delay Over All Lanes(pcuHr):	45.01	

Full Input Data And Results

Scenario 10: '2030 Dev Scen 2b AM Peak Hour' (FG22: '2030 Dev Scen 2b AM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

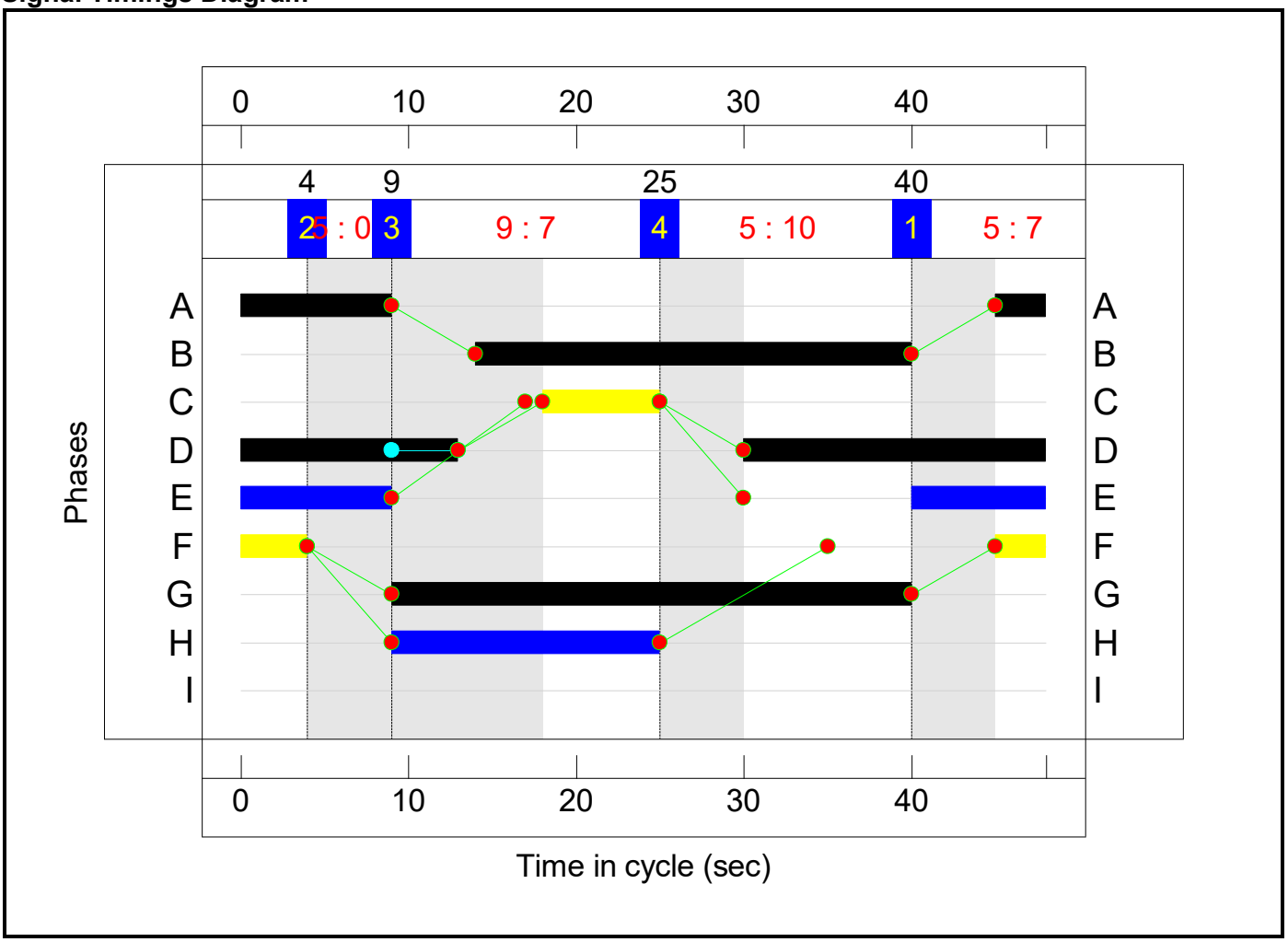
Stage Sequence Diagram



Stage Timings

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

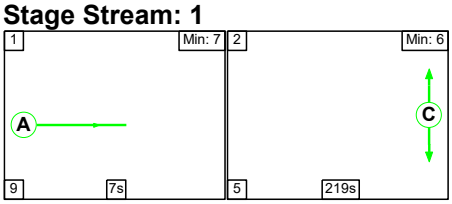
Signal Timings Diagram



C2 - Mold Road Staggered Ped

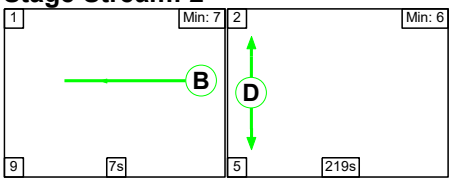
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

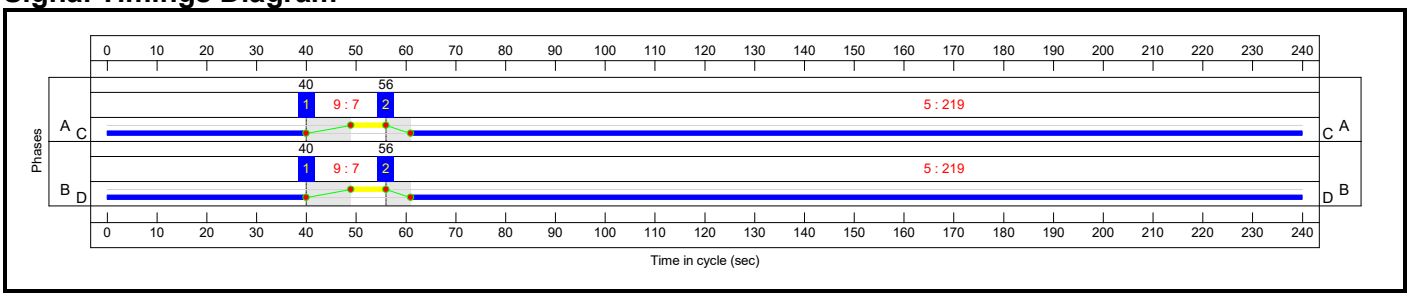
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

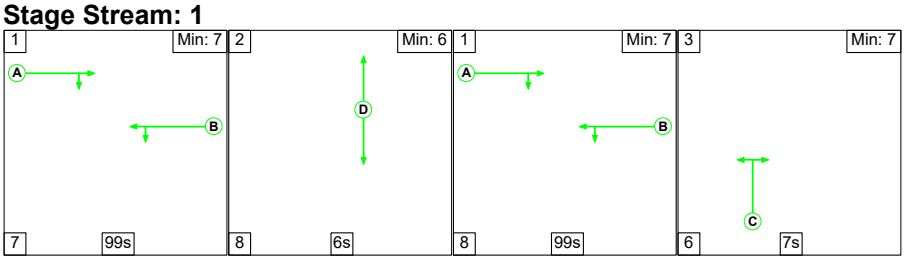
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



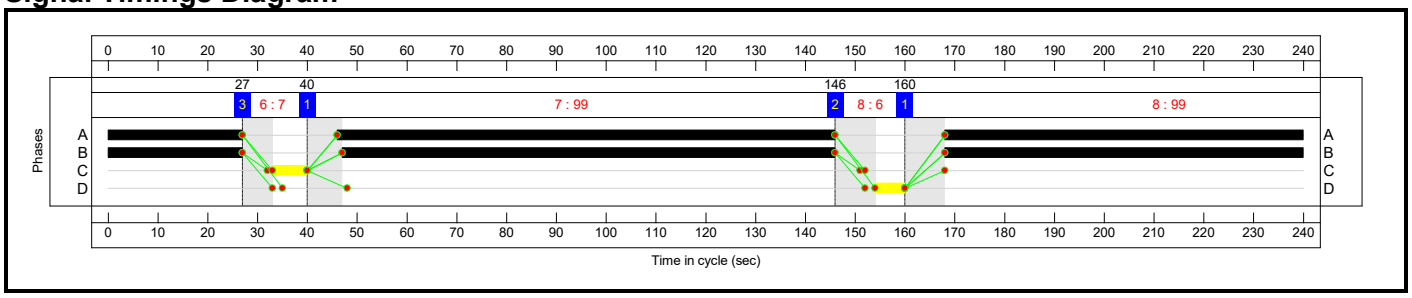
Stage Timings

Stage Stream: 1

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

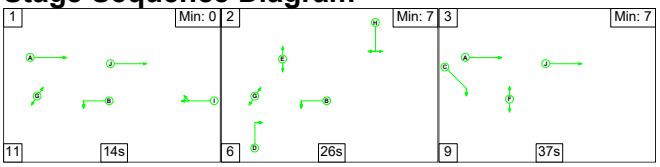
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

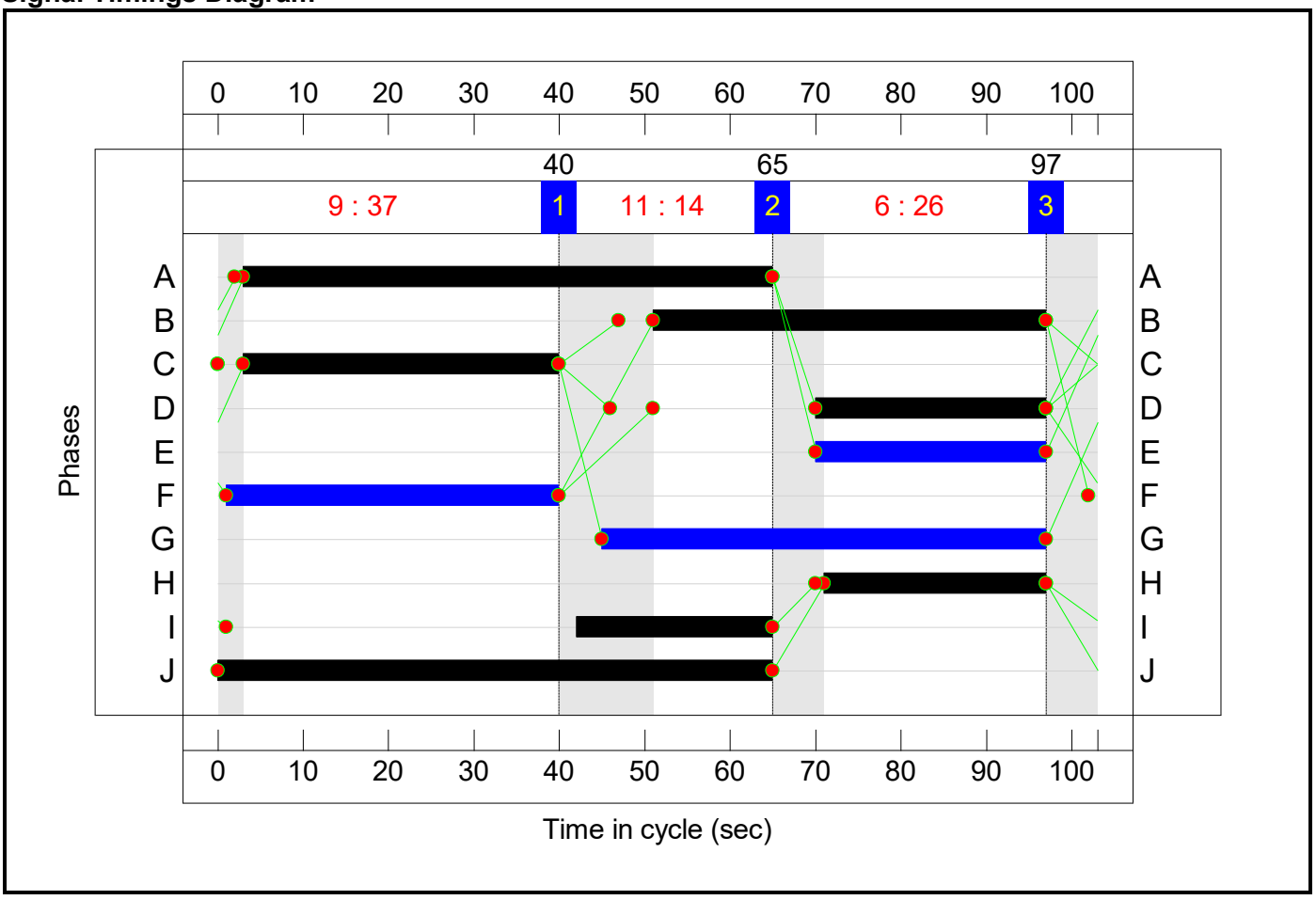
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

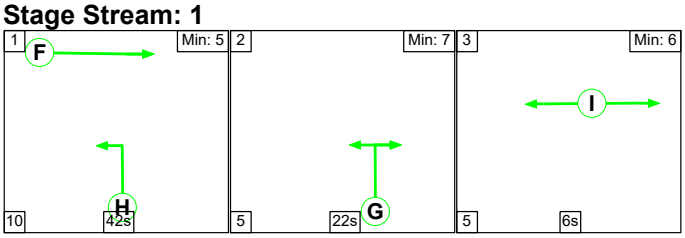


Full Input Data And Results

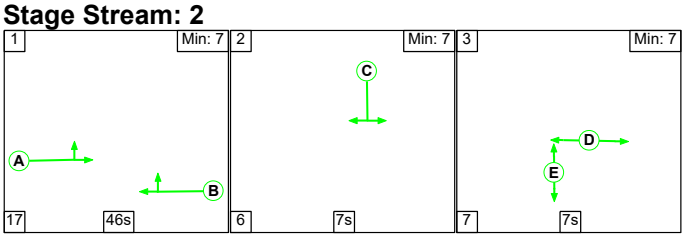
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

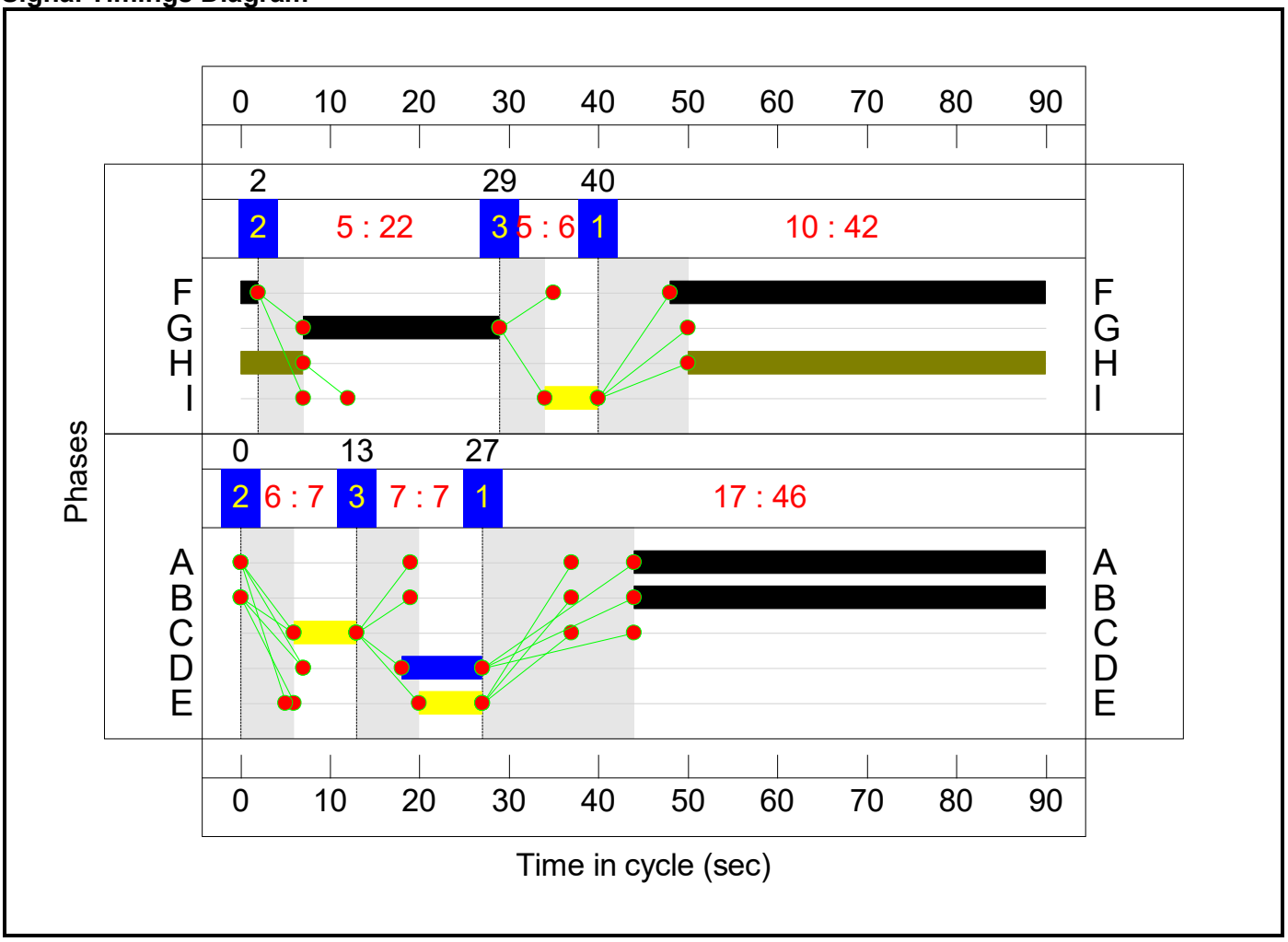
Stage	1	2	3
Duration	42	22	6
Change Point	40	2	29

Stage Stream: 2

Stage	1	2	3
Duration	46	7	7
Change Point	27	0	13

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**	-	-		-	-	-	-	-	-	**92.8%**	-
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.8%**	**-**
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	46	-	807	1666	870	92.8%	807
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	46	-	577	1980:1795	968+78	55.2 : 55.2%	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**	**30.8**	**19.8**	**0.1**	**50.7**	**-**	**-**	**-**	**-**	**-**	
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**	**11.1**	**10.6**	**0.0**	**21.7**	**-**	**-**	**-**	**-**	**-**	
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	-	-	-	4.5	5.5	-	9.9	44.3	18.6	5.5	24.1	9.2	
4/1+4/2	577	43	0	0	1.9	0.6	0.0	2.5 (2.3+0.2)	15.7 (15.7:15.1)	5.3	0.6	5.9	5.3	
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	-	-	-	0.8	2.1	-	2.9	13.2	2.9	2.1	5.0	1.8
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):	8.55
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	13.10
	PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes(pcuHr):	50.71

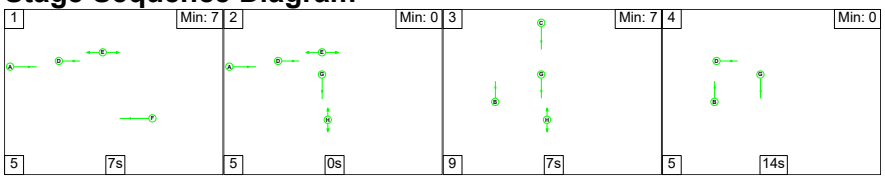
Cycle Time (s):	48
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	240
Cycle Time (s):	103
Cycle Time (s):	90
Cycle Time (s):	90

Full Input Data And Results

Scenario 11: '2030 Dev Scen 2b PM Peak' (FG23: '2030 Dev Scen 2b PM Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

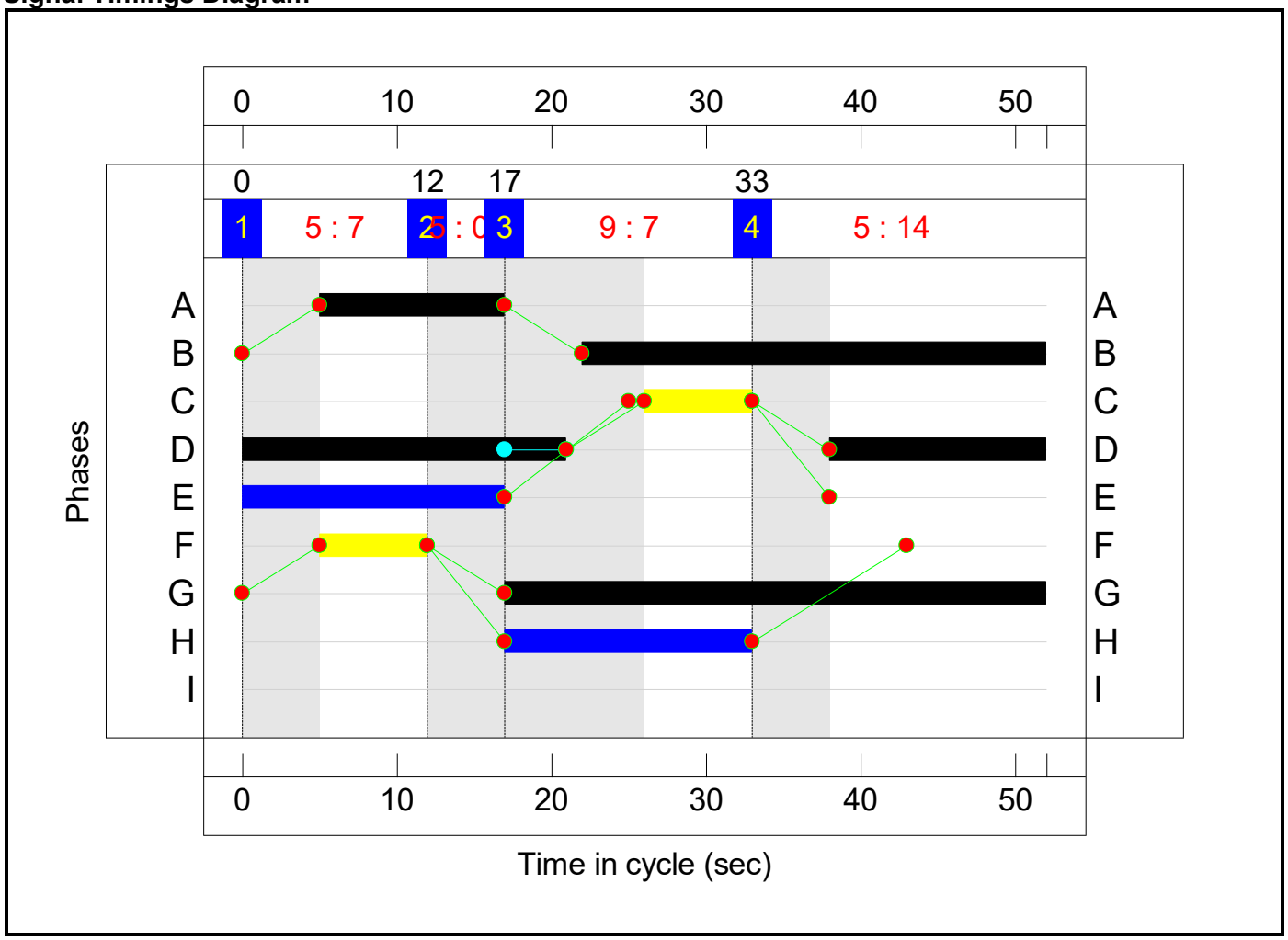
Stage Sequence Diagram



Stage Timings

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

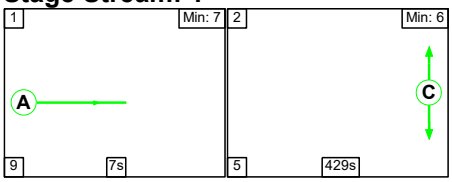
Signal Timings Diagram



C2 - Mold Road Staggered Ped

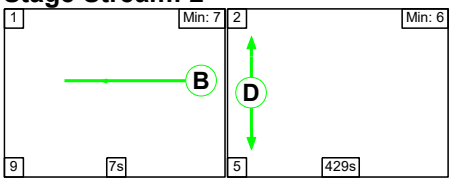
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

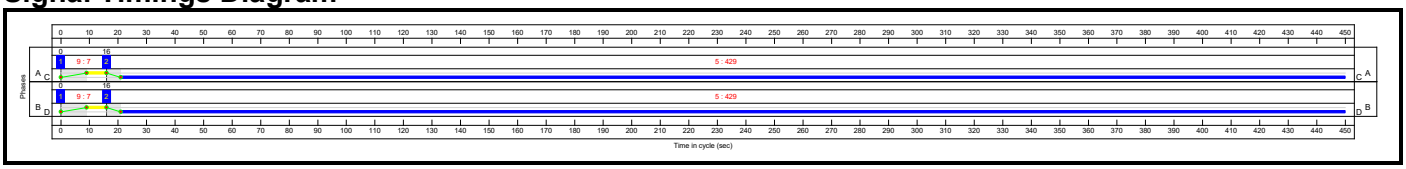
Stage Stream: 1

Stage	1	2
Duration	7	429
Change Point	0	16

Stage Stream: 2

Stage	1	2
Duration	7	429
Change Point	0	16

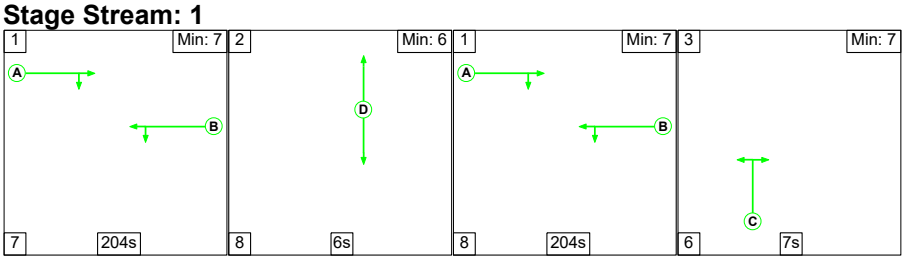
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1

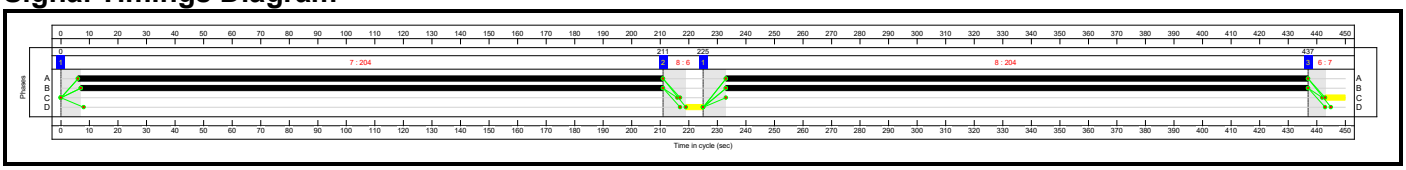


Stage Timings

Stage Stream: 1

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

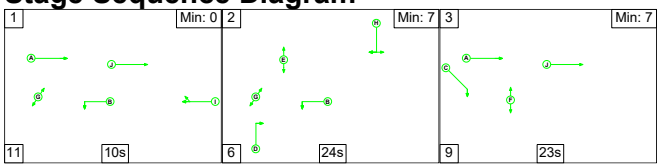
Signal Timings Diagram



Full Input Data And Results

C4 - Regent St/ Bradley Rd

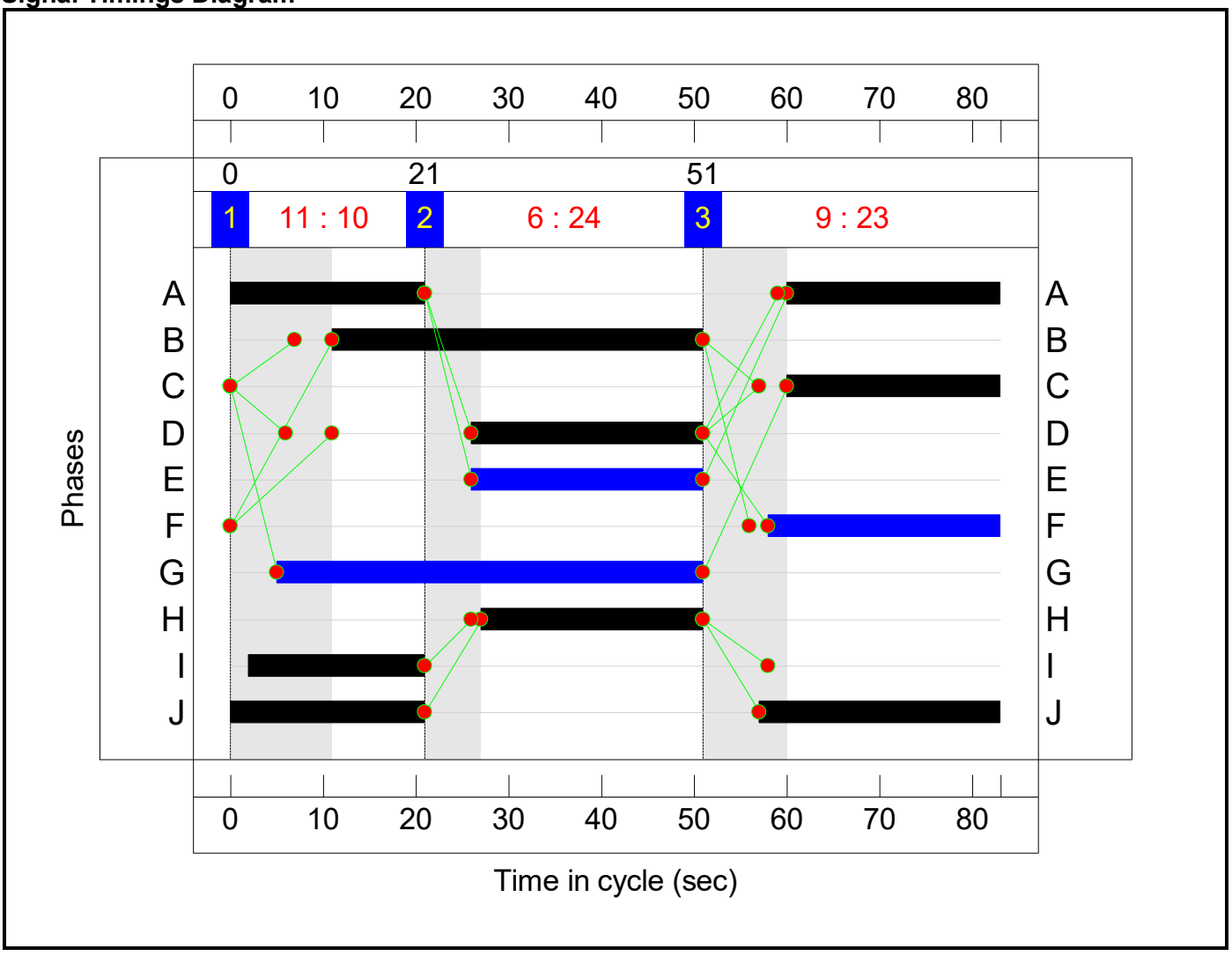
Stage Sequence Diagram



Stage Timings

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

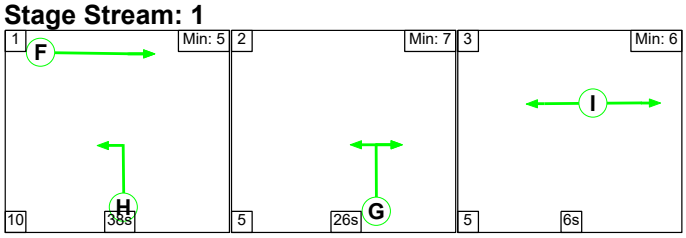
Signal Timings Diagram



C5 - Station Approach - Central Road

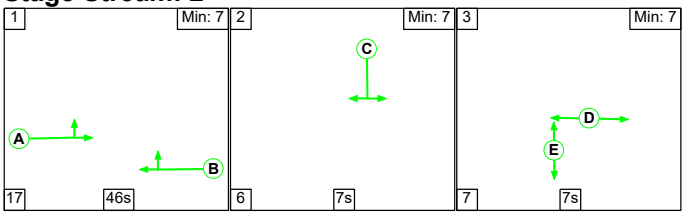
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

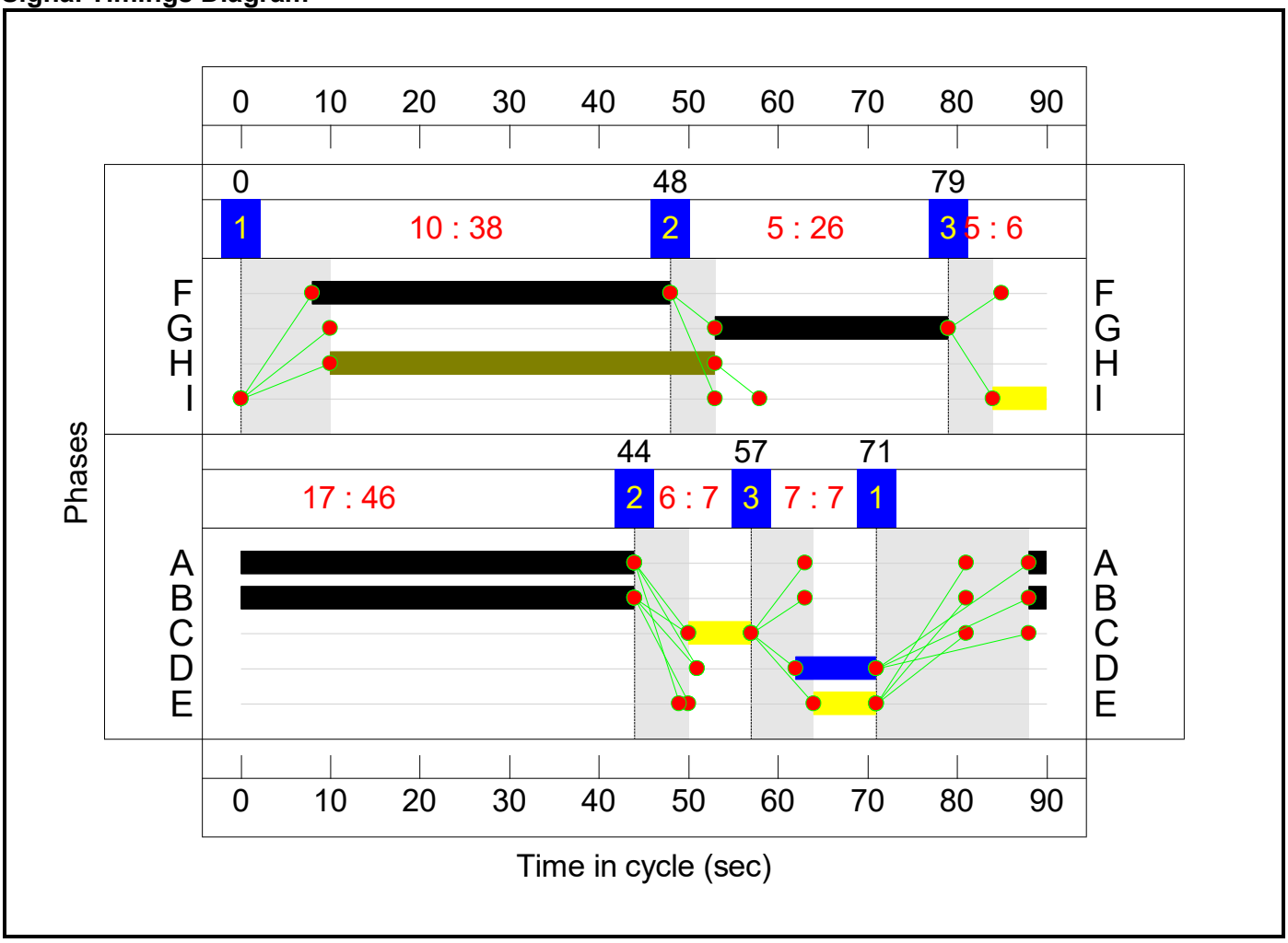
Stage Stream: 1

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

Stage Stream: 2

Stage	1	2	3
Duration	46	7	7
Change Point	71	44	57

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**	-	-		-	-	-	-	-	-	**91.7%**	-
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.7%**	**-**
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	46	-	616	1665	870	70.8%	616
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	46	-	954	1980:1795	1004+36	91.7 : 91.7%	954
5/1	Central Road Left	U	5:1	N/A	C5:G	C5:H	1	69	43	954	1655	1287	74.1%	954
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	-	650	1965	895	72.6%	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**	**29.8**	**20.3**	**0.1**	**50.2**	**-**	**-**	**-**	**-**	**-**	
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**	**13.4**	**10.8**	**0.0**	**24.1**	**-**	**-**	**-**	**-**	**-**	
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	-	-	-	2.8	1.2	-	4.0	23.3	11.6	1.2	12.8	7.0	
4/1+4/2	954	33	0	0	4.0	5.0	0.0	8.9 (8.6+0.3)	33.6 (33.7:32.9)	13.8	5.0	18.8	10.7	
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	-	-	-	2.7	1.2	-	4.0	40.4	7.8	1.2	9.1	6.0
6/1	650	-	-	-	1.5	1.3	-	2.8	15.3	13.4	1.3	14.7	2.7
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	-	-	-	-	-	-	-	-	-	-	-	-

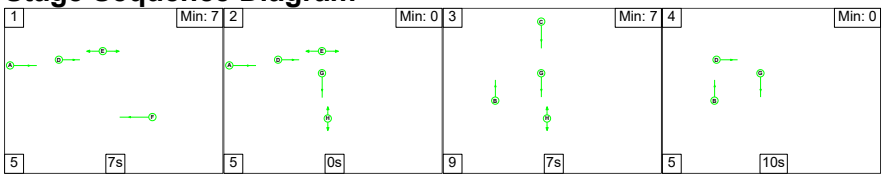
C1 - Mold Road Gateway	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 52
C2 - Mold Road Staggered Ped	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 450
C2 - Mold Road Staggered Ped	Stream: 2 PRC 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):	9.54	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	-1.9	Total Delay for Signalled Lanes (pcuHr):	14.60	Cycle Time (s): 90
	PRC Over All Lanes (%):	-1.9	Total Delay Over All Lanes(pcuHr):	50.18	

Full Input Data And Results

Scenario 12: '2030 Dev Scen 2b Sat Peak' (FG24: '2030 Dev Scen 2b Saturday Peak', Plan 1: 'Network Control Plan 1')

C1 - Mold Road Gateway

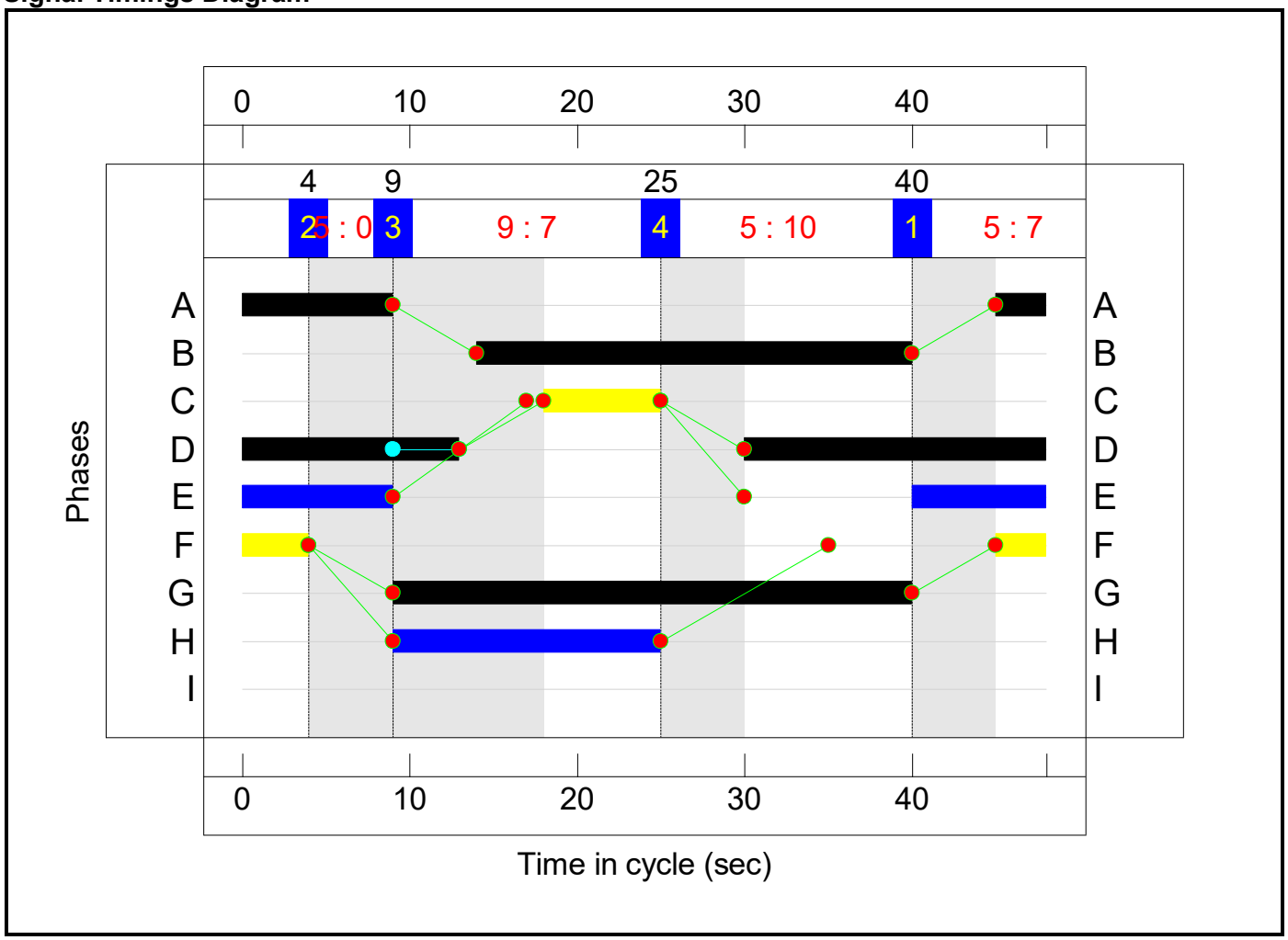
Stage Sequence Diagram



Stage Timings

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

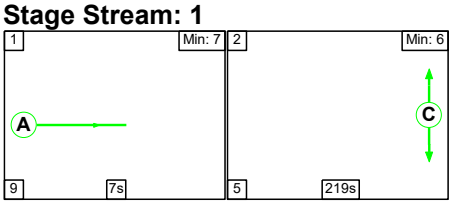
Signal Timings Diagram



C2 - Mold Road Staggered Ped

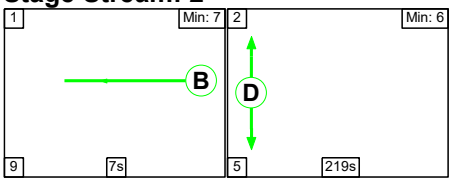
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

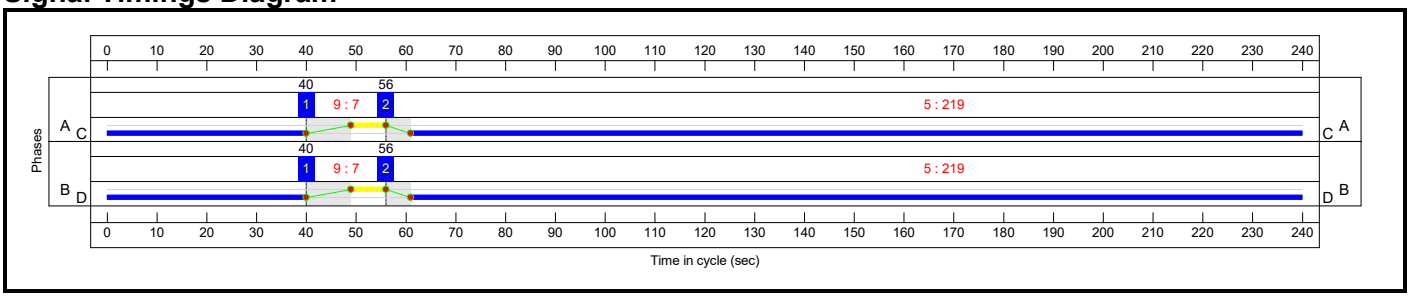
Stage Stream: 1

Stage	1	2
Duration	7	219
Change Point	40	56

Stage Stream: 2

Stage	1	2
Duration	7	219
Change Point	40	56

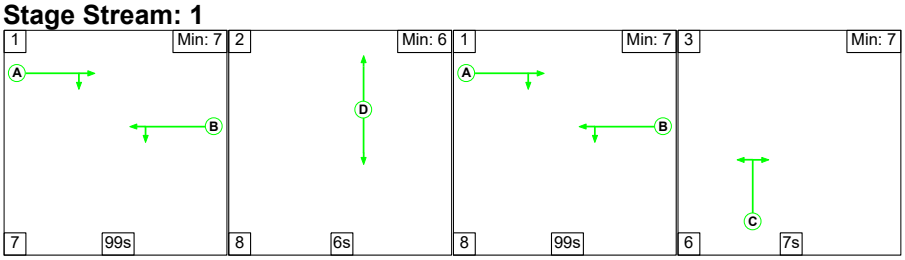
Signal Timings Diagram



C3 - Jacques Way/ Mold Road

Stage Sequence Diagram

Stage Stream: 1



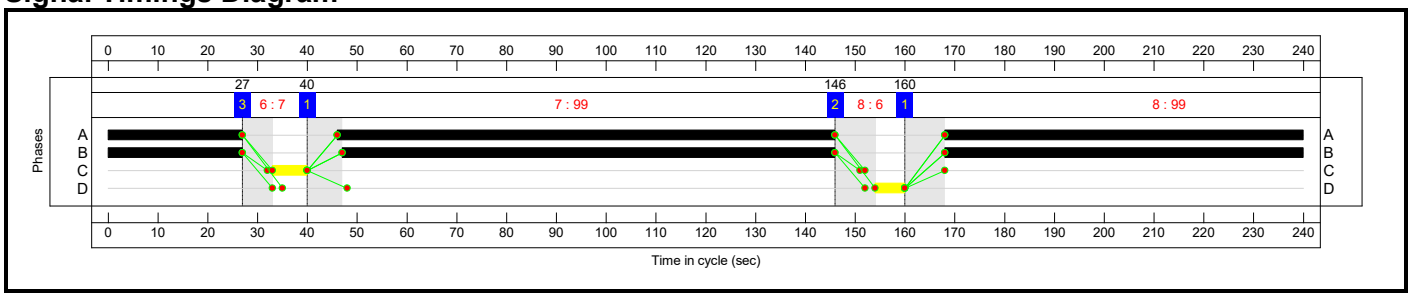
Stage Timings

Stage Stream: 1

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

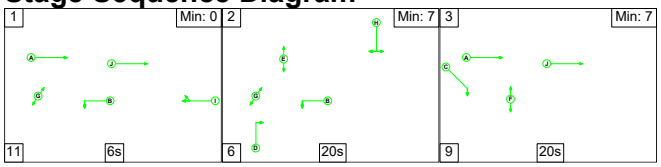
Full Input Data And Results

Signal Timings Diagram



C4 - Regent St/ Bradley Rd

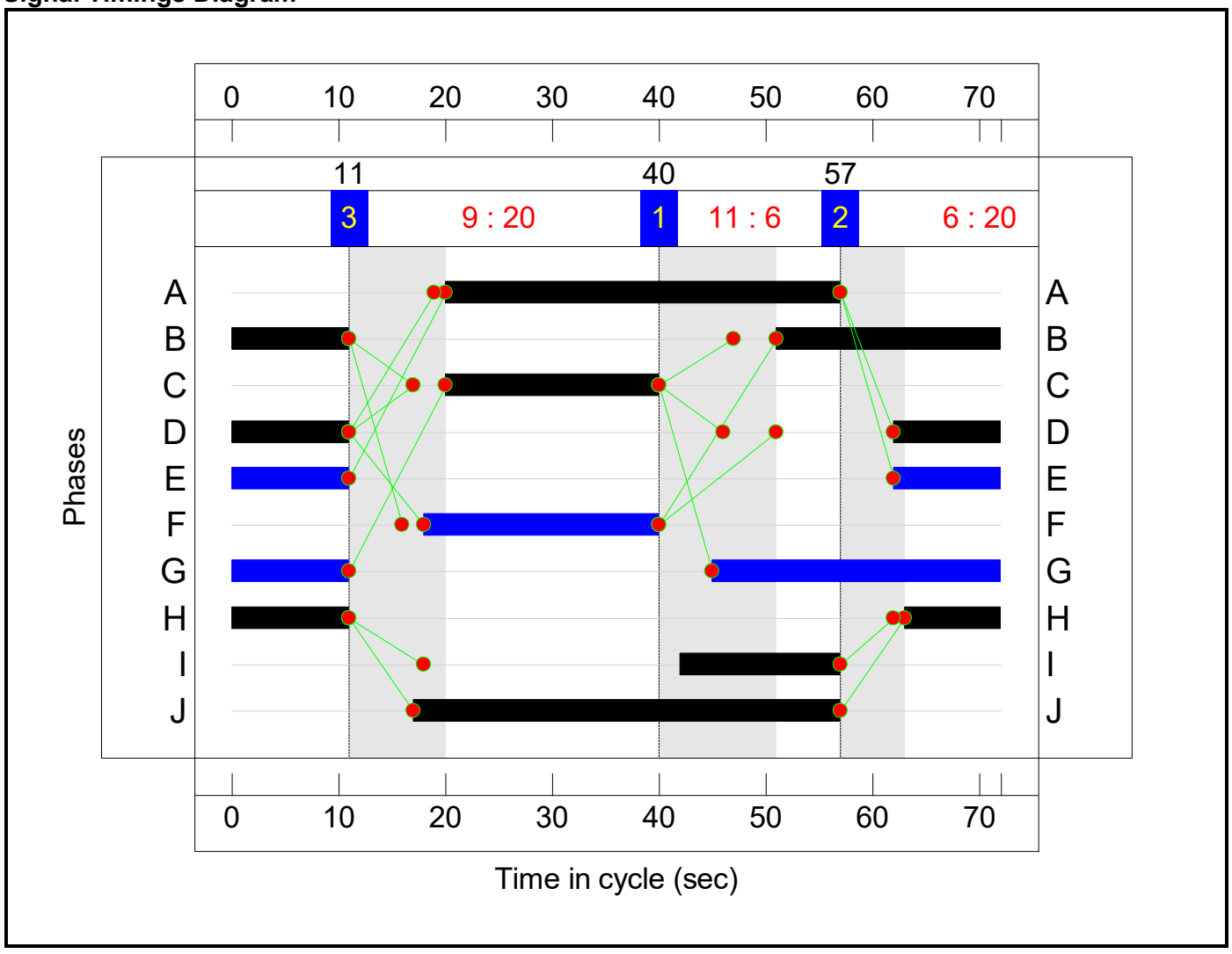
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

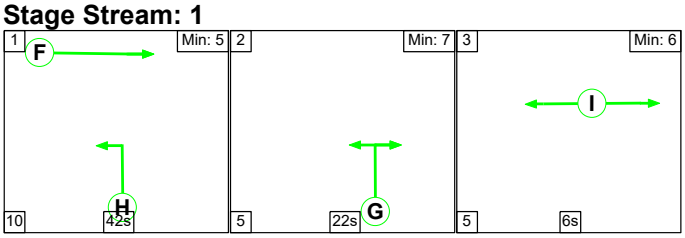


Full Input Data And Results

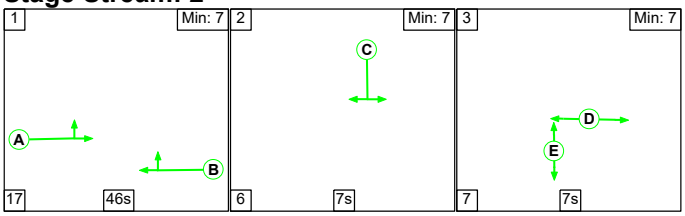
C5 - Station Approach - Central Road

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

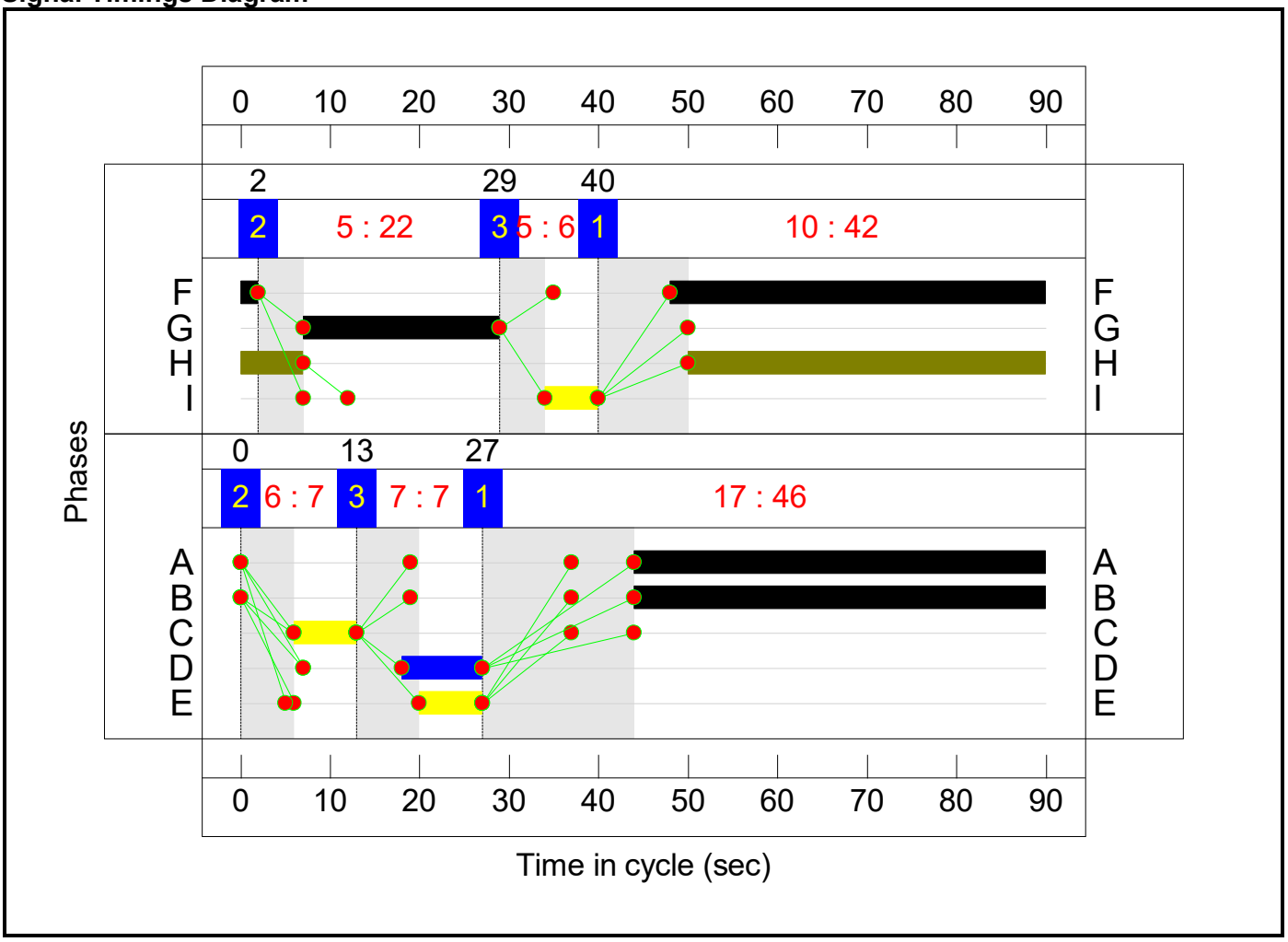
Stage	1	2	3
Duration	42	22	6
Change Point	40	2	29

Stage Stream: 2

Stage	1	2	3
Duration	46	7	7
Change Point	27	0	13

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**	-	-		-	-	-	-	-	-	**87.1%**	-
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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**	**-**
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	46	-	760	1670	872	87.1%	760
4/1+4/2	Regent St WB (Station Approach) Ahead Right	U+O	5:2	N/A	C5:B		1	46	-	718	1980:1795	1003+38	69.0 : 69.0%	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	-	475	1786	819	58.0%	475
1/2	Left	U	N/A	N/A	C4:B		1	32	-	344	1786	819	42.0%	344
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	-		-	-	-	421	1900	1900	22.2%	421
3/2		U	N/A	N/A	-		-	-	-	765	1900	1900	40.3%	765
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	103+397	60.3 : 60.3%	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**	**26.6**	**18.3**	**0.1**	**45.0**	**-**	**-**	**-**	**-**	**-**	
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**	**11.5**	**8.3**	**0.0**	**19.8**	**-**	**-**	**-**	**-**	**-**	
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	-	-	-	4.0	3.2	-	7.2	34.0	16.5	3.2	19.7	8.7	
4/1+4/2	718	26	0	0	2.5	1.1	0.0	3.6 (3.5+0.1)	18.0 (18.0:17.0)	7.2	1.1	8.3	6.9	
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	-	-	-	0.8	1.6	-	2.4	11.6	3.3	1.6	4.9	1.8
J4: Regent St/Bradley Rd	**-**	**195**	**0**	**1**	**12.7**	**7.3**	**0.1**	**20.1**	**-**	**-**	**-**	**-**	**-**
1/1	475	-	-	-	0.5	0.7	-	1.2	8.8	6.1	0.7	6.8	1.4
1/2	344	-	-	-	0.3	0.4	-	0.6	6.6	2.7	0.4	3.1	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	421	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	-
3/2	765	-	-	-	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	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	0.8	0.1	2.9 (0.5+2.3)	34.2 (31.5:34.9)	4.2	0.8	5.0	3.6
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	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 (%):	48.9	Total Delay for Signalled Lanes (pcuHr):	3.77	Cycle Time (s): 240
C4 - Regent St/ Bradley Rd	PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	19.08	Cycle Time (s): 72
C5 - Station Approach - Central Road	Stream: 1 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	8.02	Cycle Time (s): 90
C5 - Station Approach - Central Road	Stream: 2 PRC for Signalled Lanes (%):	3.3	Total Delay for Signalled Lanes (pcuHr):	11.75	Cycle Time (s): 90
	PRC Over All Lanes (%):	3.3	Total Delay Over All Lanes(pcuHr):	45.01	