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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 (%)
Network: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	N/A	-	-		-	-	-	-	-	-	154.4%
Derby Rd/Diamond Ave/Blidworth Rd	-	-	N/A	-	-		-	-	-	-	-	-	154.4%
1/1+1/2	A611 (S) Ahead Left Right	U	N/A	N/A	A C		1	24:7	-	883	1908:1702	500+79	152.8 : 152.8%
2/1+2/2	A611 (N) Ahead Right Left	U	N/A	N/A	B D		1	22:8	-	850	1913:1827	446+183	130.3 : 147.2%
3/1+3/2	Diamond Ave Left Right Ahead	U+O	N/A	N/A	E	K	1	14	0	500	1813:1827	299+25	154.4 : 154.4%
4/1	Blidworth Rd Right Left Ahead	U	N/A	N/A	F		1	14	-	363	1826	304	119.3%
5/1		U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	0	0	25	58.5	388.1	0.1	446.8	-	-	-	-
Derby Rd/Diamond Ave/Blidworth Rd	-	-	0	0	25	58.5	388.1	0.1	446.8	-	-	-	-
1/1+1/2	883	578	-	-	-	23.2	153.9	-	177.1	722.2	31.4	153.9	185.3
2/1+2/2	850	629	-	-	-	17.8	112.6	-	130.4	552.3	23.9	112.6	136.5
3/1+3/2	500	324	0	0	25	11.6	89.5	0.1	101.1	728.2	17.3	89.5	106.8
4/1	363	304	-	-	-	5.9	32.2	-	38.1	377.6	10.5	32.2	42.7
5/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):				-71.6 -71.6	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			446.77 446.77	Cycle Time (s): 90			

Full Input Data And Results

Scenario 6: '2032 WD PM' (FG6: '2032 WD PM', Plan 2: 'Network Control Plan 2')

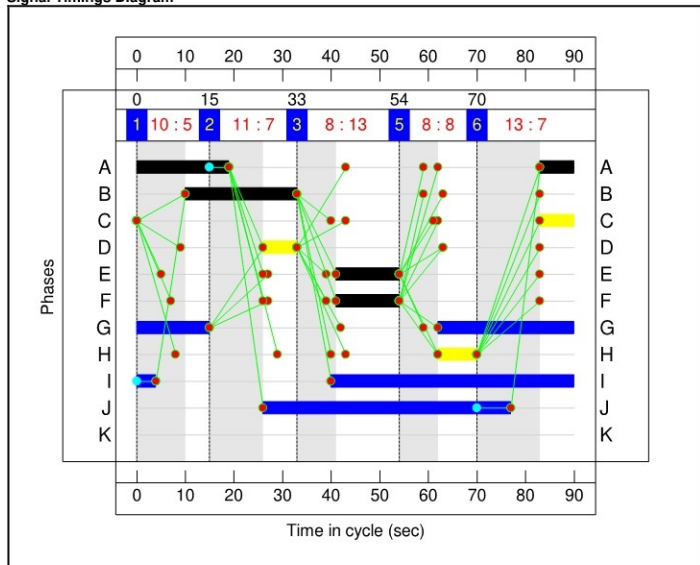
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	5	6
Duration	5	7	13	8	7
Change Point	0	15	33	54	70

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 (%)
Network: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	N/A	-	-		-	-	-	-	-	-	162.5%
Derby Rd/Diamond Ave/Blidworth Rd	-	-	N/A	-	-		-	-	-	-	-	-	162.5%
1/1+1/2	A611 (S) Ahead Left Right	U	N/A	N/A	A C		1	26:7	-	871	1898:1702	548+59	143.5 : 143.5%
2/1+2/2	A611 (N) Ahead Right Left	U	N/A	N/A	B D		1	23:7	-	940	1913:1827	480+108	159.7 : 159.7%
3/1+3/2	Diamond Ave Left Right Ahead	U+O	N/A	N/A	E	K	1	13	0	522	1804:1827	280+41	162.5 : 162.5%
4/1	Blidworth Rd Right Left Ahead	U	N/A	N/A	F		1	13	-	425	1818	283	150.3%
5/1		U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Jct 7 - A611 Derby Road-Diamond Ave-Blidworth Road X-Roads	-	-	0	0	41	67.2	484.9	0.2	552.2	-	-	-	-
Derby Rd/Diamond Ave/Blidworth Rd	-	-	0	0	41	67.2	484.9	0.2	552.2	-	-	-	-
1/1+1/2	871	607	-	-	-	20.7	133.7	-	154.5	638.4	29.0	133.7	162.7
2/1+2/2	940	589	-	-	-	24.1	177.0	-	201.0	770.0	32.3	177.0	209.3
3/1+3/2	522	321	0	0	41	12.7	101.7	0.2	114.5	790.0	18.1	101.7	119.7
4/1	425	283	-	-	-	9.6	72.6	-	82.2	696.3	14.2	72.6	86.7
5/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		-80.6	Total Delay for Signalled Lanes (pcuHr):			552.25	Cycle Time (s):		90		
		PRC Over All Lanes (%):		-80.6	Total Delay Over All Lanes(pcuHr):			552.25					

APPENDIX U

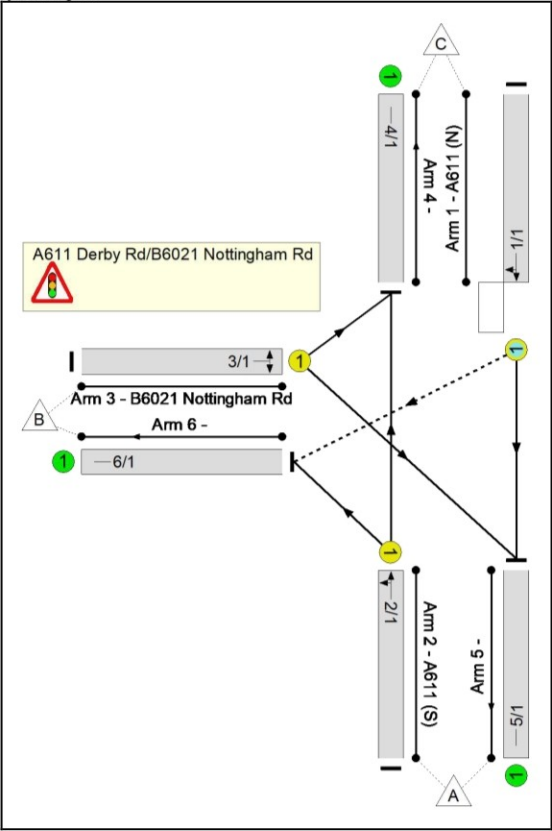
JUNCTION 8: A611 DERBY ROAD/B6021 NOTTINGHAM ROAD SIGNAL CONTROLLED JUNCTION

Full Input Data And Results
Full Input Data And Results

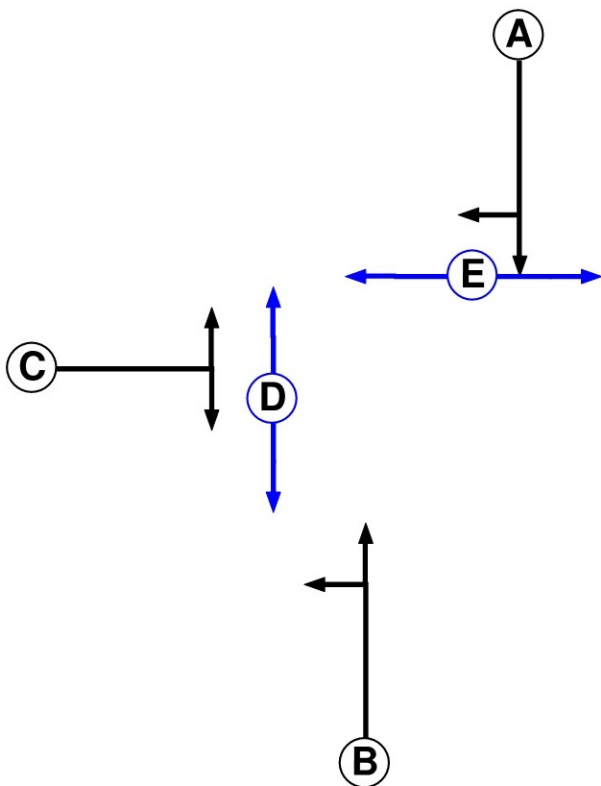
User and Project Details

Project:	Newark Road, Sutton in Ashfield
Title:	A611 Derby Road/B6021 Nottingham Road T-junction
Location:	
Additional detail:	
File name:	Jct 8 - Derby Road-B6021 Nottingham Road Existing LinSig Model.lsg3x
Author:	
Company:	ADC Infrastructure Limited
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6
E	Pedestrian		6	6

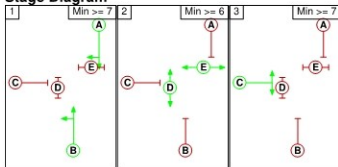
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
	A	B	C	D	E	
	A	-	8	10	10	
	B	-	8	10	10	
	C	5	5	5	7	
	D	10	10	10	-	
	E	9	9	9	-	

Phases in Stage

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

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	10	8
	2	10	10
3	5	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A611 Derby Rd/B6021 Nottingham 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)
1/1 (A611 (N))	6/1 (Right)	1439	0	2/1	1.09	All	3.00	3.00	0.50	3	3.00

Lane Input Data

Junction: A611 Derby Rd/B6021 Nottingham 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)
1/1 (A611 (N))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
2/1 (A611 (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	20.00
3/1 (B6021 Nottingham Rd)	U	C	2	3	60.0	Geom	-	3.50	2.00	Y	Arm 4 Left	12.00
											Arm 5 Right	18.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Observed AM'	08:00	09:00	01:00	
2: '2022 Observed PM'	17:00	18:00	01:00	
3: '2032 Bkg AM'	08:00	09:00	01:00	
4: '2032 Bkg PM'	17:00	18:00	01:00	
5: '2032 WD AM'	08:00	09:00	01:00	
6: '2032 WD PM'	17:00	18:00	01:00	

Scenario 1: '2022 Observed AM' (FG1: '2022 Observed AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	275	676	951
	B	348	0	38	386
	C	644	25	0	669
	Tot.	992	300	714	2006

Traffic Lane Flows

Lane	Scenario 1: 2022 Observed AM
Junction: A611 Derby Rd/B6021 Nottingham Rd	
1/1	669
2/1	951
3/1	386
4/1	714
5/1	992
6/1	300

Lane Saturation Flows

Junction: A611 Derby Rd/B6021 Nottingham Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A611 (N))	3.50	0.00	Y	Arm 5 Ahead	Inf	96.3 %	1958	1958
				Arm 6 Right	15.00	3.7 %		
2/1 (A611 (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	71.1 %	1923	1923
				Arm 6 Left	20.00	28.9 %		
3/1 (B6021 Nottingham Rd)	3.50	2.00	Y	Arm 4 Left	12.00	9.8 %	1730	1730
				Arm 5 Right	18.00	90.2 %		
4/1			Infinite Saturation Flow				Inf	Inf
5/1			Infinite Saturation Flow				Inf	Inf
6/1			Infinite Saturation Flow				Inf	Inf

Scenario 2: '2032 Bkg AM' (FG3: '2032 Bkg AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	299	735	1034
	B	378	0	41	419
	C	701	27	0	728
	Tot.	1079	326	776	2181

Traffic Lane Flows

Lane	Scenario 2: 2032 Bkg AM
Junction: A611 Derby Rd/B6021 Nottingham Rd	
1/1	728
2/1	1034
3/1	419
4/1	776
5/1	1079
6/1	326

Lane Saturation Flows

Junction: A611 Derby Rd/B6021 Nottingham Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A611 (N))	3.50	0.00	Y	Arm 5 Ahead	Inf	96.3 %	1958	1958
				Arm 6 Right	15.00	3.7 %		
2/1 (A611 (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	71.1 %	1923	1923
				Arm 6 Left	20.00	28.9 %		
3/1 (B6021 Nottingham Rd)	3.50	2.00	Y	Arm 4 Left	12.00	9.8 %	1730	1730
				Arm 5 Right	18.00	90.2 %		
4/1			Infinite Saturation Flow				Inf	Inf
5/1			Infinite Saturation Flow				Inf	Inf
6/1			Infinite Saturation Flow				Inf	Inf

Scenario 3: '2032 WD AM' (FG5: '2032 WD AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	299	739	1038
	B	378	0	41	419
	C	708	27	0	735
	Tot.	1086	326	780	2192

Traffic Lane Flows

Lane	Scenario 3: 2032 WD AM
Junction: A611 Derby Rd/B6021 Nottingham Rd	
1/1	735
2/1	1038
3/1	419
4/1	780
5/1	1086
6/1	326

Lane Saturation Flows

Junction: A611 Derby Rd/B6021 Nottingham Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A611 (N))	3.50	0.00	Y	Arm 5 Ahead	Inf	96.3 %	1958	1958
				Arm 6 Right	15.00	3.7 %		
2/1 (A611 (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	71.2 %	1923	1923
				Arm 6 Left	20.00	28.8 %		
3/1 (B6021 Nottingham Rd)	3.50	2.00	Y	Arm 4 Left	12.00	9.8 %	1730	1730
				Arm 5 Right	18.00	90.2 %		
4/1			Infinite Saturation Flow				Inf	Inf
5/1			Infinite Saturation Flow				Inf	Inf
6/1			Infinite Saturation Flow				Inf	Inf

Scenario 4: '2022 Observed PM' (FG2: '2022 Observed PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

		Destination			
Origin		A	B	C	Tot.
	A	0	301	696	997
	B	262	0	37	299
	C	780	103	0	883
	Tot.	1042	404	733	2179

Traffic Lane Flows

Lane	Scenario 4: 2022 Observed PM
Junction: A611 Derby Rd/B6021 Nottingham Rd	
1/1	883
2/1	997
3/1	299
4/1	733
5/1	1042
6/1	404

Lane Saturation Flows

Junction: A611 Derby Rd/B6021 Nottingham Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A611 (N))	3.50	0.00	Y	Arm 5 Ahead	Inf	88.3 %	1942	1942
				Arm 6 Right	15.00	11.7 %		
2/1 (A611 (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	69.8 %	1921	1921
				Arm 6 Left	20.00	30.2 %		
3/1 (B6021 Nottingham Rd)	3.50	2.00	Y	Arm 4 Left	12.00	12.4 %	1728	1728
				Arm 5 Right	18.00	87.6 %		
4/1			Infinite Saturation Flow				Inf	Inf
5/1			Infinite Saturation Flow				Inf	Inf
6/1			Infinite Saturation Flow				Inf	Inf

Scenario 5: '2032 Bkg PM' (FG4: '2032 Bkg PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

		Destination			
Origin		A	B	C	Tot.
	A	0	327	756	1083
	B	285	0	40	325
	C	847	112	0	959
	Tot.	1132	439	796	2367

Traffic Lane Flows

Lane	Scenario 5: 2032 Bkg PM
Junction: A611 Derby Rd/B6021 Nottingham Rd	
1/1	959
2/1	1083
3/1	325
4/1	796
5/1	1132
6/1	439

Lane Saturation Flows

Junction: A611 Derby Rd/B6021 Nottingham Rd									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (A611 (N))	3.50	0.00	Y	Arm 5 Ahead	Inf	88.3 %	1942	1942	
				Arm 6 Right	15.00	11.7 %			
2/1 (A611 (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	69.8 %	1921	1921	
				Arm 6 Left	20.00	30.2 %			
3/1 (B6021 Nottingham Rd)	3.50	2.00	Y	Arm 4 Left	12.00	12.3 %	1728	1728	
				Arm 5 Right	18.00	87.7 %			
4/1	Infinite Saturation Flow					Inf	Inf		
5/1	Infinite Saturation Flow					Inf	Inf		
6/1	Infinite Saturation Flow					Inf	Inf		

Scenario 6: '2032 WD PM' (FG6: '2032 WD PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

		Destination			
Origin		A	B	C	Tot.
	A	0	327	764	1091
	B	285	0	40	325
	C	851	112	0	963
	Tot.	1136	439	804	2379

Traffic Lane Flows

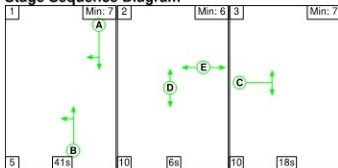
Lane	Scenario 6: 2032 WD PM
Junction: A611 Derby Rd/B6021 Nottingham Rd	
1/1	963
2/1	1091
3/1	325
4/1	804
5/1	1136
6/1	439

Lane Saturation Flows

Junction: A611 Derby Rd/B6021 Nottingham Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A611 (N))	3.50	0.00	Y	Arm 5 Ahead	Inf	88.4 %	1942	1942
				Arm 6 Right	15.00	11.6 %		
2/1 (A611 (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	70.0 %	1922	1922
				Arm 6 Left	20.00	30.0 %		
3/1 (B6021 Nottingham Rd)	3.50	2.00	Y	Arm 4 Left	12.00	12.3 %	1728	1728
				Arm 5 Right	18.00	87.7 %		
4/1			Infinite Saturation Flow				Inf	Inf
5/1			Infinite Saturation Flow				Inf	Inf
6/1			Infinite Saturation Flow				Inf	Inf

Scenario 1: '2022 Observed AM' (FG1: '2022 Observed AM', Plan 1: 'Network Control Plan 1')

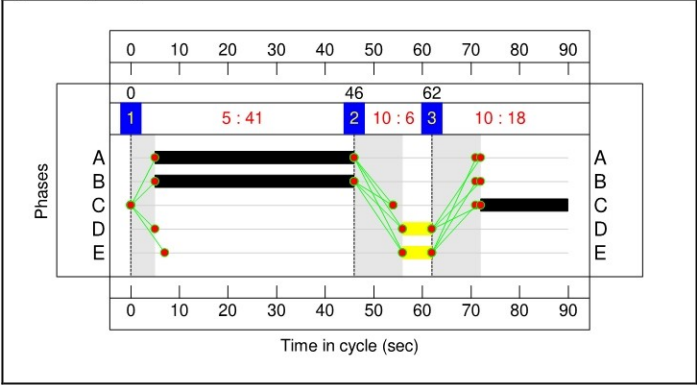
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	6	18
Change Point	0	46	62

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 (%)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
A611 Derby Rd/B6021 Nottingham Rd	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
1/1	A611 (N) Ahead Right	O	N/A	N/A	A		1	41	-	669	1958	914	73.2%
2/1	A611 (S) Ahead Left	U	N/A	N/A	B		1	41	-	951	1923	897	106.0%
3/1	B6021 Nottingham Rd Left Right	U	N/A	N/A	C		1	18	-	386	1730	365	105.7%
4/1		U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	992	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	0	0	25	17.1	51.5	0.2	68.8	-	-	-	-
A611 Derby Rd/B6021 Nottingham Rd	-	-	0	0	25	17.1	51.5	0.2	68.8	-	-	-	-
1/1	669	669	0	0	25	3.6	1.4	0.2	5.1	27.7	13.4	1.4	14.7
2/1	951	897	-	-	-	8.6	33.8	-	42.4	160.7	25.1	33.8	58.9
3/1	386	365	-	-	-	4.9	16.3	-	21.2	197.6	10.4	16.3	26.7
4/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

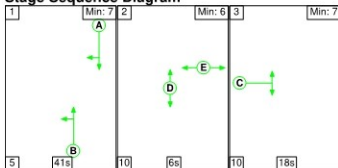
Full Input Data And Results

C1	PRC for Signalised Lanes (%):	-17.7	Total Delay for Signalised Lanes (pcuHr):	68.77	Cycle Time (s):	90
	PRC Over All Lanes (%):	-17.7	Total Delay Over All Lanes (pcuHr):	68.77		

Full Input Data And Results

Scenario 2: '2032 Bkg AM' (FG3: '2032 Bkg AM', Plan 1: 'Network Control Plan 1')

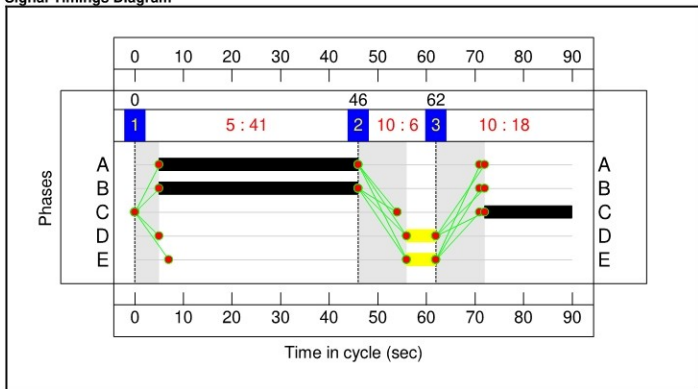
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	6	18
Change Point	0	46	62

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 (%)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	N/A	-	-		-	-	-	-	-	-	115.2%
A611 Derby Rd/B6021 Nottingham Rd	-	-	N/A	-	-		-	-	-	-	-	-	115.2%
1/1	A611 (N) Ahead Right	O	N/A	N/A	A		1	41	-	728	1958	914	79.7%
2/1	A611 (S) Ahead Left	U	N/A	N/A	B		1	41	-	1034	1923	897	115.2%
3/1	B6021 Nottingham Rd Left Right	U	N/A	N/A	C		1	18	-	419	1730	365	114.7%
4/1		U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	0	0	27	23.7	104.2	0.2	128.1	-	-	-	-
A611 Derby Rd/B6021 Nottingham Rd	-	-	0	0	27	23.7	104.2	0.2	128.1	-	-	-	-
1/1	728	728	0	0	27	4.1	1.9	0.2	6.2	30.8	15.4	1.9	17.3
2/1	1034	897	-	-	-	12.7	71.9	-	84.6	294.5	29.3	71.9	101.2
3/1	419	365	-	-	-	6.9	30.3	-	37.3	320.2	12.8	30.3	43.2
4/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1030	1030	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

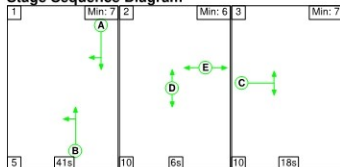
Full Input Data And Results

C1	PRC for Signalised Lanes (%):	-28.0	Total Delay for Signalised Lanes (pcuHr):	128.07	Cycle Time (s):	90
	PRC Over All Lanes (%):	-28.0	Total Delay Over All Lanes(pcuHr):	128.07		

Full Input Data And Results

Scenario 3: '2032 WD AM' (FG5: '2032 WD AM', Plan 1: 'Network Control Plan 1')

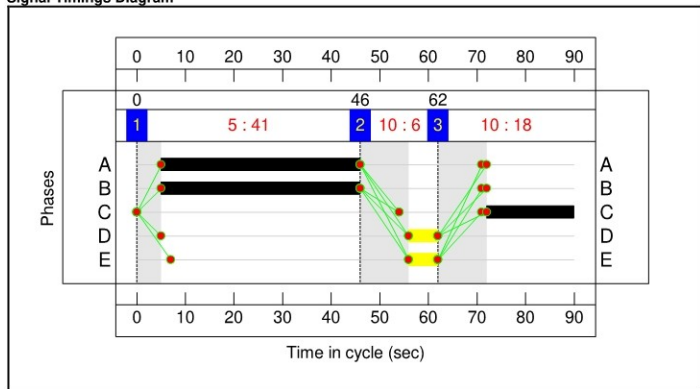
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	6	18
Change Point	0	46	62

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 (%)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	N/A	-	-		-	-	-	-	-	-	115.7%
A611 Derby Rd/B6021 Nottingham Rd	-	-	N/A	-	-		-	-	-	-	-	-	115.7%
1/1	A611 (N) Ahead Right	O	N/A	N/A	A		1	41	-	735	1958	914	80.4%
2/1	A611 (S) Ahead Left	U	N/A	N/A	B		1	41	-	1038	1923	897	115.7%
3/1	B6021 Nottingham Rd Left Right	U	N/A	N/A	C		1	18	-	419	1730	365	114.7%
4/1		U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	0	0	27	24.0	106.2	0.2	130.3	-	-	-	-
A611 Derby Rd/B6021 Nottingham Rd	-	-	0	0	27	24.0	106.2	0.2	130.3	-	-	-	-
1/1	735	735	0	0	27	4.2	2.0	0.2	6.4	31.2	15.5	2.0	17.5
2/1	1038	897	-	-	-	12.9	73.8	-	86.7	300.7	29.5	73.8	103.3
3/1	419	365	-	-	-	6.9	30.3	-	37.3	320.2	12.8	30.3	43.2
4/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1037	1037	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

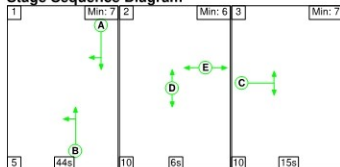
Full Input Data And Results

C1	PRC for Signalised Lanes (%):	-28.5	Total Delay for Signalised Lanes (pcuHr):	130.33	Cycle Time (s):	90
	PRC Over All Lanes (%):	-28.5	Total Delay Over All Lanes(pcuHr):	130.33		

Full Input Data And Results

Scenario 4: '2022 Observed PM' (FG2: '2022 Observed PM', Plan 1: 'Network Control Plan 1')

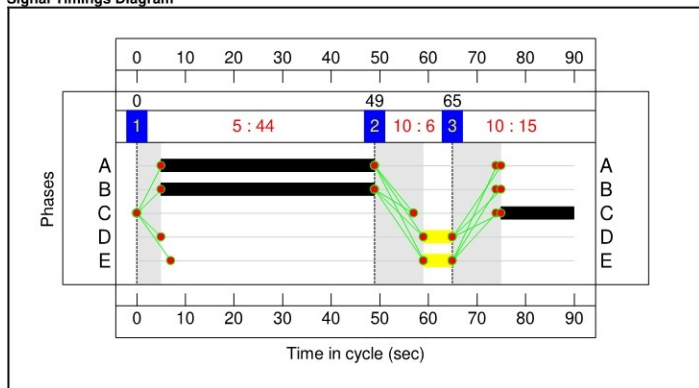
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	44	6	15
Change Point	0	49	65

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 (%)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	N/A	-	-		-	-	-	-	-	-	103.8%
A611 Derby Rd/B6021 Nottingham Rd	-	-	N/A	-	-		-	-	-	-	-	-	103.8%
1/1	A611 (N) Ahead Right	O	N/A	N/A	A		1	44	-	883	1942	964	91.6%
2/1	A611 (S) Ahead Left	U	N/A	N/A	B		1	44	-	997	1921	960	103.8%
3/1	B6021 Nottingham Rd Left Right	U	N/A	N/A	C		1	15	-	299	1728	307	97.3%
4/1		U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	0	0	103	15.9	39.0	0.7	55.7	-	-	-	-
A611 Derby Rd/B6021 Nottingham Rd	-	-	0	0	103	15.9	39.0	0.7	55.7	-	-	-	-
1/1	883	883	0	0	103	5.1	4.9	0.7	10.6	43.4	20.1	4.9	25.0
2/1	997	960	-	-	-	7.8	27.4	-	35.1	126.8	25.8	27.4	53.2
3/1	299	299	-	-	-	3.1	6.8	-	9.9	119.1	7.4	6.8	14.2
4/1	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

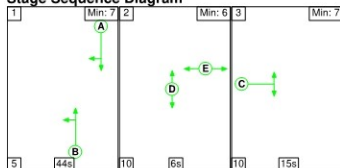
Full Input Data And Results

C1	PRC for Signalised Lanes (%):	-15.3	Total Delay for Signalised Lanes (pcuHr):	55.66	Cycle Time (s):	90
	PRC Over All Lanes (%):	-15.3	Total Delay Over All Lanes (pcuHr):	55.66		

Full Input Data And Results

Scenario 5: '2032 Bkg PM' (FG4: '2032 Bkg PM', Plan 1: 'Network Control Plan 1')

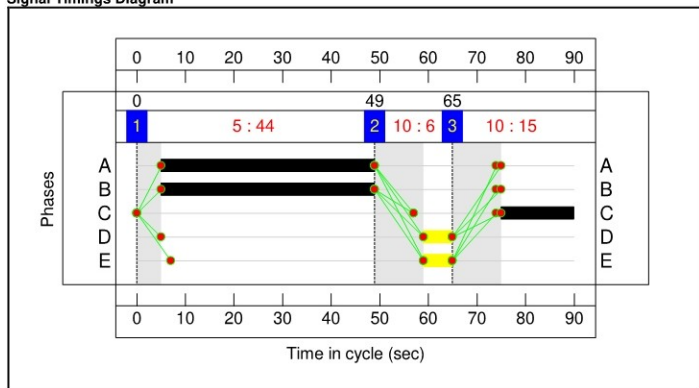
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	44	6	15
Change Point	0	49	65

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 (%)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	N/A	-	-		-	-	-	-	-	-	112.8%
A611 Derby Rd/B6021 Nottingham Rd	-	-	N/A	-	-		-	-	-	-	-	-	112.8%
1/1	A611 (N) Ahead Right	O	N/A	N/A	A		1	44	-	959	1942	964	99.5%
2/1	A611 (S) Ahead Left	U	N/A	N/A	B		1	44	-	1083	1921	960	112.8%
3/1	B6021 Nottingham Rd Left Right	U	N/A	N/A	C		1	15	-	325	1728	307	105.8%
4/1		U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1132	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	0	0	112	22.1	94.1	0.8	117.0	-	-	-	-
A611 Derby Rd/B6021 Nottingham Rd	-	-	0	0	112	22.1	94.1	0.8	117.0	-	-	-	-
1/1	959	959	0	0	112	5.9	14.2	0.8	20.9	78.6	23.7	14.2	38.0
2/1	1083	960	-	-	-	11.9	65.4	-	77.3	256.9	30.1	65.4	95.5
3/1	325	307	-	-	-	4.3	14.5	-	18.8	207.8	8.7	14.5	23.2
4/1	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

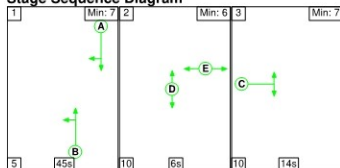
Full Input Data And Results

C1	PRC for Signalised Lanes (%):	-25.3	Total Delay for Signalised Lanes (pcuHr):	116.99	Cycle Time (s):	90
	PRC Over All Lanes (%):	-25.3	Total Delay Over All Lanes(pcuHr):	116.99		

Full Input Data And Results

Scenario 6: '2032 WD PM' (FG6: '2032 WD PM', Plan 1: 'Network Control Plan 1')

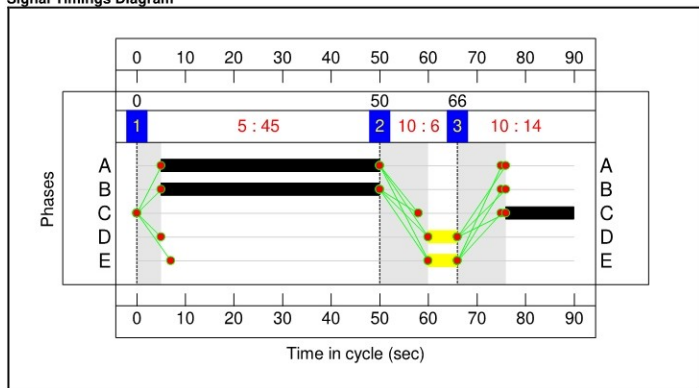
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	45	6	14
Change Point	0	50	66

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 (%)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	N/A	-	-		-	-	-	-	-	-	112.8%
A611 Derby Rd/B6021 Nottingham Rd	-	-	N/A	-	-		-	-	-	-	-	-	112.8%
1/1	A611 (N) Ahead Right	O	N/A	N/A	A		1	45	-	963	1942	983	98.0%
2/1	A611 (S) Ahead Left	U	N/A	N/A	B		1	45	-	1091	1922	982	111.1%
3/1	B6021 Nottingham Rd Left Right	U	N/A	N/A	C		1	14	-	325	1728	288	112.8%
4/1		U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A611 Derby Road/B6021 Nottingham Road T-junction	-	-	0	0	112	22.2	92.5	0.8	115.5	-	-	-	-
A611 Derby Rd/B6021 Nottingham Rd	-	-	0	0	112	22.2	92.5	0.8	115.5	-	-	-	-
1/1	963	963	0	0	112	5.7	11.4	0.8	17.9	66.8	23.3	11.4	34.6
2/1	1091	982	-	-	-	11.2	58.9	-	70.2	231.5	30.0	58.9	88.9
3/1	325	288	-	-	-	5.3	22.2	-	27.5	304.1	9.7	22.2	31.9
4/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalised Lanes (%):	-25.4	Total Delay for Signalised Lanes (pcuHr):	115.47	Cycle Time (s):	90
	PRC Over All Lanes (%):	-25.4	Total Delay Over All Lanes(pcuHr):	115.47		

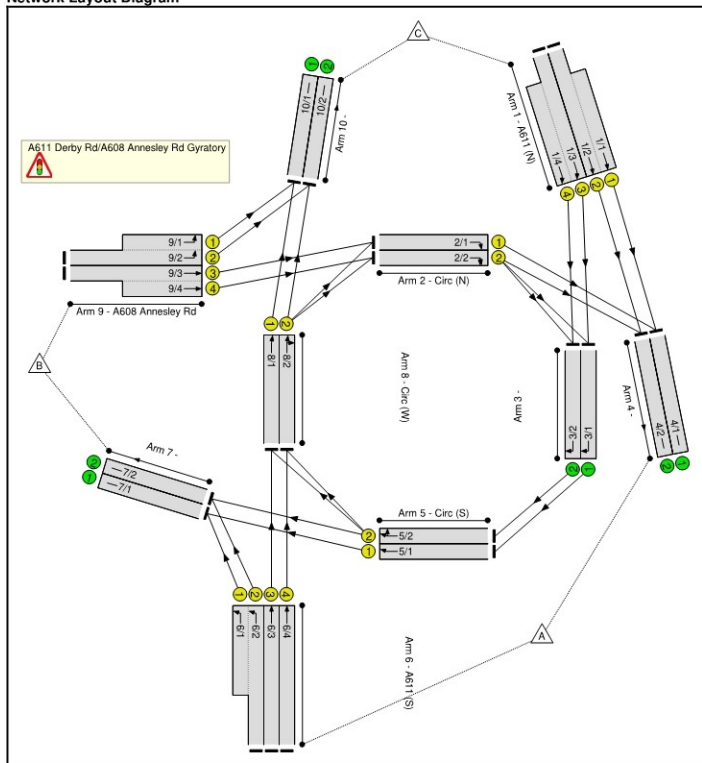
APPENDIX V

JUNCTION 9: A611 DERBY ROAD/A608 ANNESLEY ROAD SIGNAL CONTROLLED JUNCTION

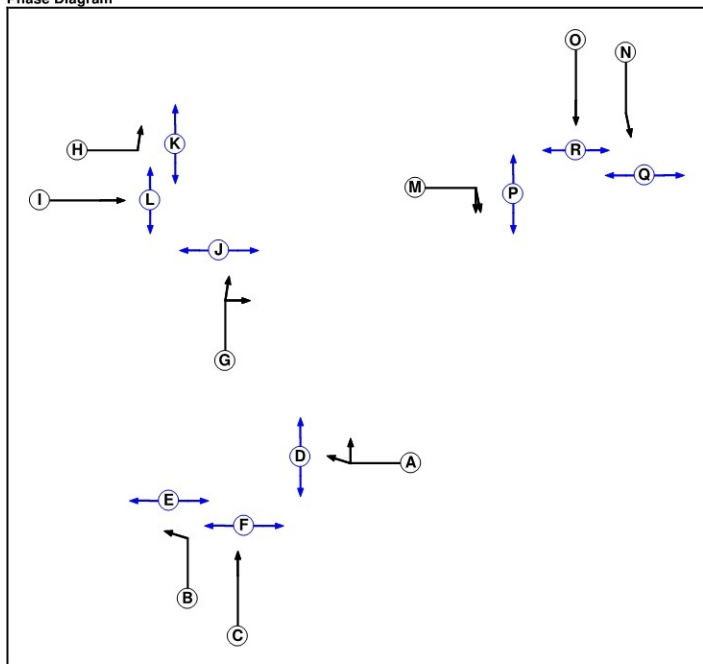
Full Input Data And Results**User and Project Details**

Project:	Newark Road, Sutton in Ashfield
Title:	A611 Derby Road/A608 Annesley Road Gyratory
Location:	
Additional detail:	
File name:	Jct 9 - Derby Road-Annesley Road Existing LinSig Model.lsg3x
Author:	
Company:	ADC Infrastructure Limited
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Traffic		7	7
H	Traffic		7	7
I	Traffic		7	7
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Pedestrian		6	6
M	Traffic		7	7
N	Traffic		7	7
O	Traffic		7	7
P	Pedestrian		6	6
Q	Pedestrian		6	6
R	Pedestrian		6	6

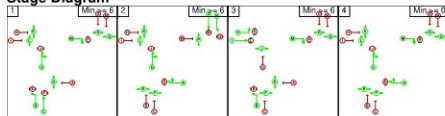
Phase Intergreens Matrix

		Starting Phase																	
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Terminating Phase	A		5	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	B	7		-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	7	-		-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
	D	8	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	-	7	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-
	F	-	-	7	-	-		-	-	-	-	-	-	-	-	-	-	-	-
	G	-	-	-	-	-	-		5	5	5	-	-	-	-	-	-	-	-
	H	-	-	-	-	-	7	-		-	7	8	-	-	-	-	-	-	-
	I	-	-	-	-	-	7	-	-		7	8	-	-	-	-	-	-	-
	J	-	-	-	-	-	8	-	-	-		-	-	-	-	-	-	-	-
	K	-	-	-	-	-	-	7	7	-	-		-	-	-	-	-	-	-
	L	-	-	-	-	-	-	7	7	-	-	-		-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	-	-	-	-		5	5	5	-	-
	N	-	-	-	-	-	-	-	-	-	-	-	7	-		-	-	7	8
	O	-	-	-	-	-	-	-	-	-	-	-	7	-	-		-	7	8
	P	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-		-	-
	Q	-	-	-	-	-	-	-	-	-	-	-	-	7	7	-	-		-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	7	7	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	BCD GKL MQR
2	A EFG KLN OP
3	BDF HIJ MQR
4	A EFG KLM QR

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
From Stage		1	2	3	4
	1		8	8	8
	2	8		8	8
	3	8	8		8
	4	7	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A611 Derby Rd/A608 Annesley Rd Gyratory

There are no Opposed Lanes in this Junction

Lane Input Data

Junction: A611 Derby Rd/A608 Annesley Rd Gyratory												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A611 (N))	U	N	2	3	12.2	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
1/2 (A611 (N))	U	N	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
1/3 (A611 (N))	U	O	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Ahead	Inf
1/4 (A611 (N))	U	O	2	3	12.2	Geom	-	3.50	0.00	Y	Arm 3 Ahead	Inf
2/1 (Circ (N))	U	M	2	3	12.2	Geom	-	4.00	0.00	Y	Arm 4 Right	Inf
2/2 (Circ (N))	U	M	2	3	12.2	Geom	-	4.00	0.00	Y	Arm 3 Right	Inf
											Arm 4 Right	Inf
3/1	U		2	3	8.7	Geom	-	4.00	0.00	Y	Arm 5 Right	Inf
3/2	U		2	3	8.7	Geom	-	4.00	0.00	Y	Arm 5 Right	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Circ (S))	U	A	2	3	7.0	Geom	-	4.00	0.00	Y	Arm 7 Ahead	Inf
5/2 (Circ (S))	U	A	2	3	7.0	Geom	-	4.00	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	Inf
6/1 (A611 (S))	U	B	2	3	8.7	Geom	-	3.50	0.00	Y	Arm 7 Left	Inf
6/2 (A611 (S))	U	B	2	3	20.0	Geom	-	3.50	0.00	Y	Arm 7 Left	Inf
6/3 (A611 (S))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
6/4 (A611 (S))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Circ (W))	U	G	2	3	9.6	Geom	-	4.00	0.00	Y	Arm 10 Ahead	Inf
8/2 (Circ (W))	U	G	2	3	9.6	Geom	-	4.00	0.00	Y	Arm 2 Right	Inf
											Arm 10 Ahead	Inf
9/1 (A608 Annesley Rd)	U	H	2	3	7.7	Geom	-	3.50	0.00	Y	Arm 10 Left	Inf

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9/2 (A608 Annesley Rd)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 10 Left	Inf
9/3 (A608 Annesley Rd)	U	I	2	3	60.0	Geom	-	3.50	0.00	N	Arm 2 Ahead	Inf
9/4 (A608 Annesley Rd)	U	I	2	3	7.7	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Observed AM'	08:00	09:00	01:00	
2: '2022 Observed PM'	17:00	18:00	01:00	
3: '2032 Bkg AM'	08:00	09:00	01:00	
4: '2032 Bkg PM'	17:00	18:00	01:00	
5: '2032 WD AM'	08:00	09:00	01:00	
6: '2032 WD PM'	17:00	18:00	01:00	

Scenario 1: '2022 Observed AM' (FG1: '2022 Observed AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	4	1136	341	1481
	B	686	7	586	1279
	C	382	988	0	1370
	Tot.	1072	2131	927	4130

Traffic Lane Flows

Lane	Scenario 1: 2022 Observed AM
Junction: A611 Derby Rd/A608 Annesley Rd Gyratory	
1/1 (short)	191
1/2 (with short)	382(In) 191(Out)
1/3 (with short)	988(In) 494(Out)
1/4 (short)	494
2/1	346
2/2	340
3/1	494
3/2	494
4/1	537
4/2	531
5/1	494
5/2	494
6/1 (short)	568
6/2 (with short)	1136(In) 568(Out)
6/3	171
6/4	170
7/1	1062
7/2	1062
8/1	171
8/2	170
9/1 (short)	293
9/2 (with short)	586(In) 293(Out)
9/3 (with short)	686(In) 346(Out)
9/4 (short)	340
10/1	464
10/2	463

Junction: A611 Derby Rd/A608 Annesley Rd Gyrotary								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A611 (N))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A611 (N))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (A611 (N))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/4 (A611 (N))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
2/1 (Circ (N))	4.00	0.00	Y	Arm 4 Right	Inf	100.0 %	2015	2015
2/2 (Circ (N))	4.00	0.00	Y	Arm 3 Right	Inf	0.0 %	2015	2015
				Arm 4 Right	Inf	100.0 %		
3/1	4.00	0.00	Y	Arm 5 Right	Inf	100.0 %	2015	2015
3/2	4.00	0.00	Y	Arm 5 Right	Inf	100.0 %	2015	2015
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (Circ (S))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
5/2 (Circ (S))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %		
				Arm 8 Right	Inf	0.0 %		
6/1 (A611 (S))	3.50	0.00	Y	Arm 7 Left	Inf	100.0 %	1965	1965
6/2 (A611 (S))	3.50	0.00	Y	Arm 7 Left	Inf	100.0 %	1965	1965
6/3 (A611 (S))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
6/4 (A611 (S))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circ (W))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
8/2 (Circ (W))	4.00	0.00	Y	Arm 2 Right	Inf	0.0 %	2015	2015
				Arm 10 Ahead	Inf	100.0 %		
9/1 (A608 Annesley Rd)	3.50	0.00	Y	Arm 10 Left	Inf	100.0 %	1965	1965
9/2 (A608 Annesley Rd)	3.50	0.00	Y	Arm 10 Left	Inf	100.0 %	1965	1965
9/3 (A608 Annesley Rd)	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
9/4 (A608 Annesley Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

10/2	Infinite Saturation Flow	Inf	Inf
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Scenario 2: '2032 Bkg AM' (FG3: '2032 Bkg AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	4	1235	371	1610
	B	746	8	637	1391
	C	415	1075	0	1490
	Tot.	1165	2318	1008	4491

Traffic Lane Flows

Lane	Scenario 2: 2032 Bkg AM
Junction: A611 Derby Rd/A608 Annesley Rd Gyratory	
1/1 (short)	208
1/2 (with short)	415(In) 207(Out)
1/3 (with short)	1075(In) 537(Out)
1/4 (short)	538
2/1	376
2/2	370
3/1	537
3/2	538
4/1	584
4/2	577
5/1	537
5/2	538
6/1 (short)	617
6/2 (with short)	1235(In) 618(Out)
6/3	186
6/4	185
7/1	1154
7/2	1156
8/1	186
8/2	185
9/1 (short)	319
9/2 (with short)	637(In) 318(Out)
9/3 (with short)	746(In) 376(Out)
9/4 (short)	370
10/1	505
10/2	503

Junction: A611 Derby Rd/A608 Annesley Rd Gyrotary								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A611 (N))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A611 (N))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (A611 (N))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/4 (A611 (N))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
2/1 (Circ (N))	4.00	0.00	Y	Arm 4 Right	Inf	100.0 %	2015	2015
2/2 (Circ (N))	4.00	0.00	Y	Arm 3 Right	Inf	0.0 %	2015	2015
				Arm 4 Right	Inf	100.0 %		
3/1	4.00	0.00	Y	Arm 5 Right	Inf	100.0 %	2015	2015
3/2	4.00	0.00	Y	Arm 5 Right	Inf	100.0 %	2015	2015
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (Circ (S))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
5/2 (Circ (S))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %		
				Arm 8 Right	Inf	0.0 %		
6/1 (A611 (S))	3.50	0.00	Y	Arm 7 Left	Inf	100.0 %	1965	1965
6/2 (A611 (S))	3.50	0.00	Y	Arm 7 Left	Inf	100.0 %	1965	1965
6/3 (A611 (S))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
6/4 (A611 (S))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circ (W))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
8/2 (Circ (W))	4.00	0.00	Y	Arm 2 Right	Inf	0.0 %	2015	2015
				Arm 10 Ahead	Inf	100.0 %		
9/1 (A608 Annesley Rd)	3.50	0.00	Y	Arm 10 Left	Inf	100.0 %	1965	1965
9/2 (A608 Annesley Rd)	3.50	0.00	Y	Arm 10 Left	Inf	100.0 %	1965	1965
9/3 (A608 Annesley Rd)	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
9/4 (A608 Annesley Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

10/2	Infinite Saturation Flow	Inf	Inf
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Scenario 3: '2032 WD AM' (FG5: '2032 WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	4	1235	372	1611
	B	746	8	639	1393
	C	416	1079	0	1495
	Tot.	1166	2322	1011	4499

Traffic Lane Flows

Lane	Scenario 3: 2032 WD AM
Junction: A611 Derby Rd/A608 Annesley Rd Gyratory	
1/1 (short)	208
1/2 (with short)	416(In) 208(Out)
1/3 (with short)	1079(In) 540(Out)
1/4 (short)	539
2/1	381
2/2	377
3/1	544
3/2	543
4/1	589
4/2	577
5/1	544
5/2	543
6/1 (short)	617
6/2 (with short)	1235(In) 618(Out)
6/3	188
6/4	188
7/1	1161
7/2	1161
8/1	188
8/2	188
9/1 (short)	320
9/2 (with short)	639(In) 319(Out)
9/3 (with short)	754(In) 381(Out)
9/4 (short)	373
10/1	508
10/2	503

Junction: A611 Derby Rd/A608 Annesley Rd Gyratory								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A611 (N))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A611 (N))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (A611 (N))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/4 (A611 (N))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
2/1 (Circ (N))	4.00	0.00	Y	Arm 4 Right	Inf	100.0 %	2015	2015
2/2 (Circ (N))	4.00	0.00	Y	Arm 3 Right	Inf	2.1 %	2015	2015
				Arm 4 Right	Inf	97.9 %		
3/1	4.00	0.00	Y	Arm 5 Right	Inf	100.0 %	2015	2015
3/2	4.00	0.00	Y	Arm 5 Right	Inf	100.0 %	2015	2015
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (Circ (S))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
5/2 (Circ (S))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %		
				Arm 8 Right	Inf	0.0 %		
6/1 (A611 (S))	3.50	0.00	Y	Arm 7 Left	Inf	100.0 %	1965	1965
6/2 (A611 (S))	3.50	0.00	Y	Arm 7 Left	Inf	100.0 %	1965	1965
6/3 (A611 (S))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
6/4 (A611 (S))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circ (W))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
8/2 (Circ (W))	4.00	0.00	Y	Arm 2 Right	Inf	2.1 %	2015	2015
				Arm 10 Ahead	Inf	97.9 %		
9/1 (A608 Annesley Rd)	3.50	0.00	Y	Arm 10 Left	Inf	100.0 %	1965	1965
9/2 (A608 Annesley Rd)	3.50	0.00	Y	Arm 10 Left	Inf	100.0 %	1965	1965
9/3 (A608 Annesley Rd)	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
9/4 (A608 Annesley Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
10/1	Infinite Saturation Flow						Inf	Inf

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10/2	Infinite Saturation Flow	Inf	Inf
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Scenario 4: '2022 Observed PM' (FG2: '2022 Observed PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	7	633	284	924
	B	1141	9	743	1893
	C	379	687	0	1066
	Tot.	1527	1329	1027	3883

Traffic Lane Flows

Lane	Scenario 4: 2022 Observed PM
Junction: A611 Derby Rd/A608 Annesley Rd Gyratory	
1/1 (short)	190
1/2 (with short)	379(In) 189(Out)
1/3 (with short)	687(In) 343(Out)
1/4 (short)	344
2/1	577
2/2	564
3/1	343
3/2	344
4/1	767
4/2	753
5/1	343
5/2	344
6/1 (short)	316
6/2 (with short)	633(In) 317(Out)
6/3	142
6/4	142
7/1	659
7/2	661
8/1	142
8/2	142
9/1 (short)	372
9/2 (with short)	743(In) 371(Out)
9/3 (with short)	1141(In) 577(Out)
9/4 (short)	564
10/1	514
10/2	513

Junction: A611 Derby Rd/A608 Annesley Rd Gyrotary								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A611 (N))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A611 (N))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (A611 (N))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/4 (A611 (N))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
2/1 (Circ (N))	4.00	0.00	Y	Arm 4 Right	Inf	100.0 %	2015	2015
2/2 (Circ (N))	4.00	0.00	Y	Arm 3 Right	Inf	0.0 %	2015	2015
				Arm 4 Right	Inf	100.0 %		
3/1	4.00	0.00	Y	Arm 5 Right	Inf	100.0 %	2015	2015
3/2	4.00	0.00	Y	Arm 5 Right	Inf	100.0 %	2015	2015
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (Circ (S))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
5/2 (Circ (S))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %		
				Arm 8 Right	Inf	0.0 %		
6/1 (A611 (S))	3.50	0.00	Y	Arm 7 Left	Inf	100.0 %	1965	1965
6/2 (A611 (S))	3.50	0.00	Y	Arm 7 Left	Inf	100.0 %	1965	1965
6/3 (A611 (S))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
6/4 (A611 (S))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circ (W))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
8/2 (Circ (W))	4.00	0.00	Y	Arm 2 Right	Inf	0.0 %	2015	2015
				Arm 10 Ahead	Inf	100.0 %		
9/1 (A608 Annesley Rd)	3.50	0.00	Y	Arm 10 Left	Inf	100.0 %	1965	1965
9/2 (A608 Annesley Rd)	3.50	0.00	Y	Arm 10 Left	Inf	100.0 %	1965	1965
9/3 (A608 Annesley Rd)	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
9/4 (A608 Annesley Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
10/1	Infinite Saturation Flow						Inf	Inf

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10/2	Infinite Saturation Flow	Inf	Inf
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Scenario 5: '2032 Bkg PM' (FG4: '2032 Bkg PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	7	688	308	1003
	B	1240	10	807	2057
	C	412	746	0	1158
	Tot.	1659	1444	1115	4218

Traffic Lane Flows

Lane	Scenario 5: 2032 Bkg PM
Junction: A611 Derby Rd/A608 Annesley Rd Gyratory	
1/1 (short)	206
1/2 (with short)	412(In) 206(Out)
1/3 (with short)	746(In) 373(Out)
1/4 (short)	373
2/1	646
2/2	594
3/1	373
3/2	373
4/1	852
4/2	800
5/1	373
5/2	373
6/1 (short)	344
6/2 (with short)	688(In) 344(Out)
6/3	154
6/4	154
7/1	717
7/2	717
8/1	154
8/2	154
9/1 (short)	404
9/2 (with short)	807(In) 403(Out)
9/3 (with short)	1240(In) 646(Out)
9/4 (short)	594
10/1	558
10/2	557