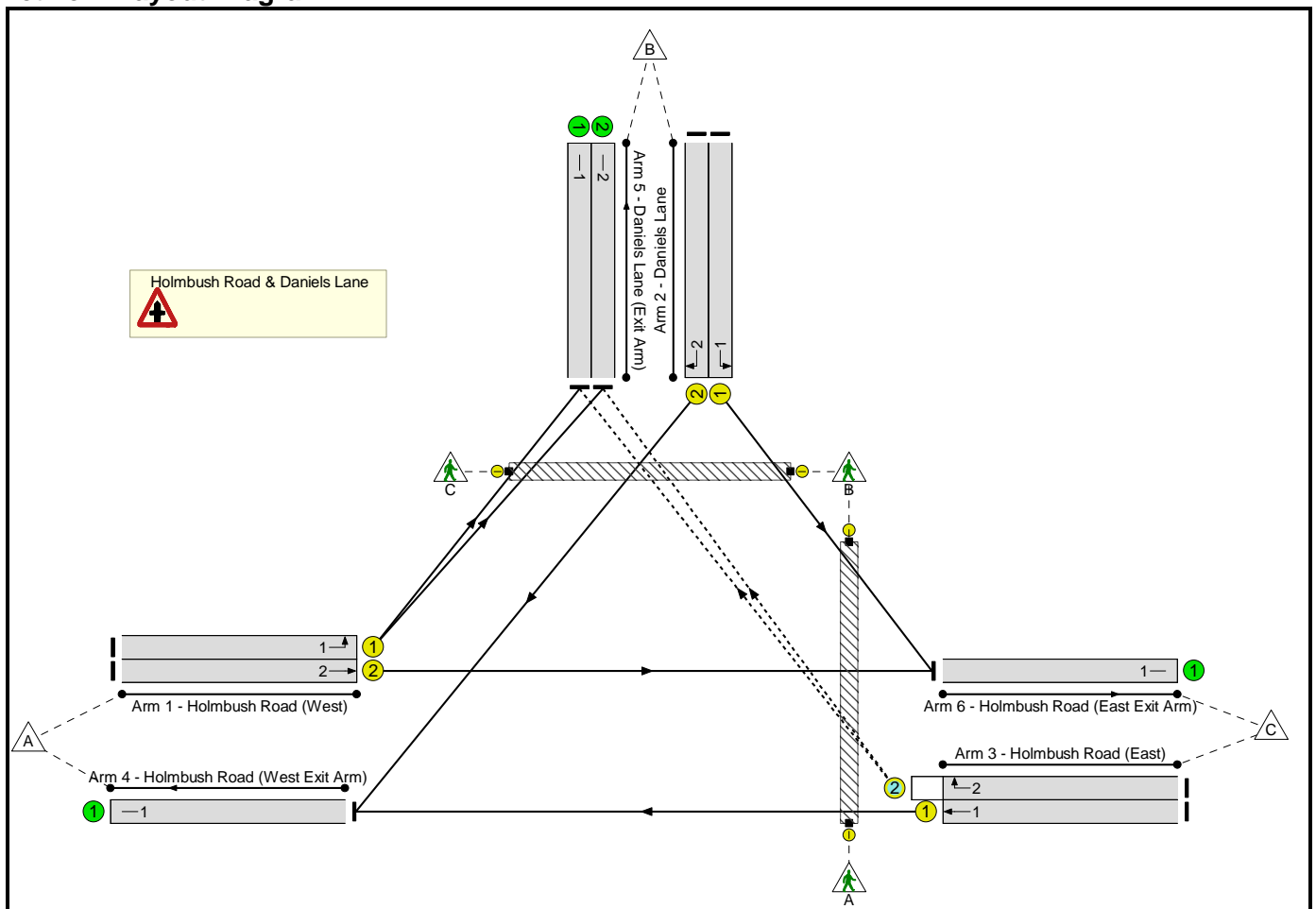


Full Input Data And Results
Full Input Data And Results

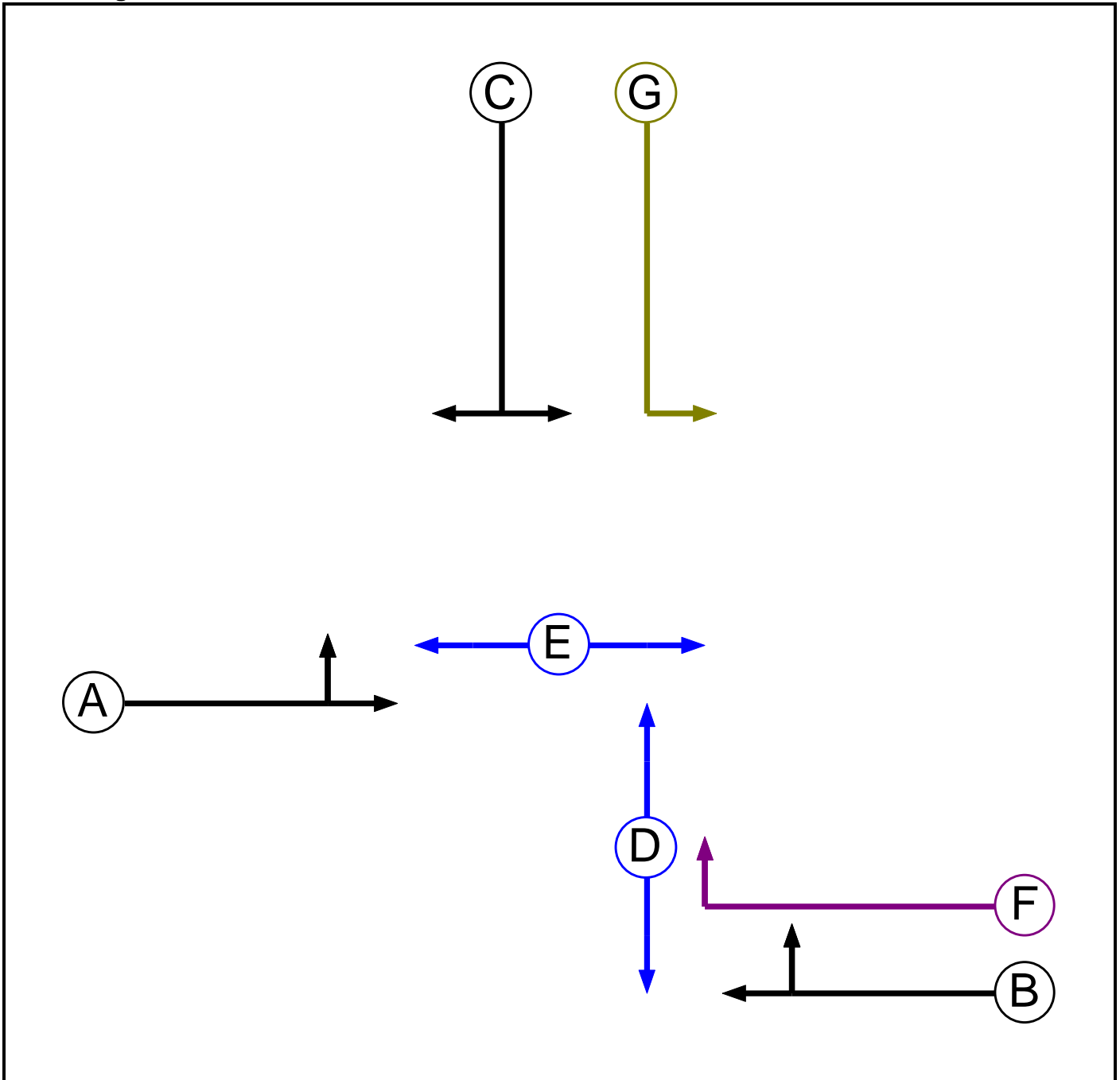
User and Project Details

Project:	Carlyon Bay
Title:	Holmbush Road & Daniels Lane Signal Junction (2021 Sensitivity Test)
Location:	
File name:	HOLMBU~1.LSG
Author:	
Company:	
Address:	
Notes:	

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		11	11
E	Pedestrian		11	11
F	Ind. Arrow	B	4	4
G	Filter	C	4	0

Full Input Data And Results

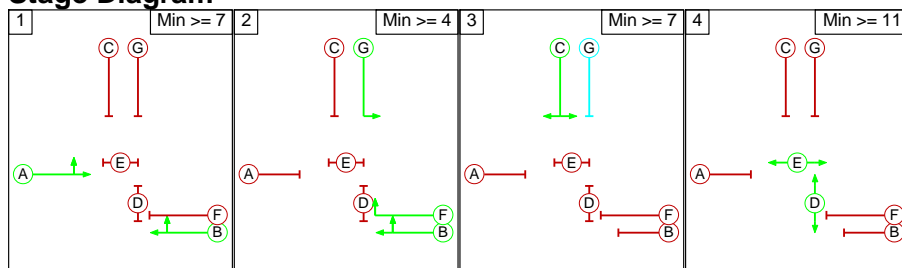
Phase Intergrens Matrix

	Starting Phase						
	A	B	C	D	E	F	G
Terminating Phase	A	-	8	10	10	6	6
	B	-	8	10	10	-	-
	C	8	8	-	8	8	8
	D	11	11	11	-	11	11
	E	11	11	11	-	11	11
	F	8	-	8	8	8	-
	G	8	-	-	11	8	-

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage			
	1	2	3	4
From Stage	1	6	8	10
	2	X	8	X
	3	8	8	8
	4	11	11	11

Full Input Data And Results

Give-Way Lane Input Data

Junction: Holmbush Road & Daniels Lane										
Lane	Movement	Max 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)
3/2 (Holmbush Road (East))	5/1 (Right)	1440	1/1	1.09	1/1	2.00	-	0.50	2	2.00
			1/2	1.09	1/2					
			1/1	1.09	1/1					
	5/2 (Right)	1440	1/2	1.09	1/2					

Full Input Data And Results

Lane Input Data

Junction: Holmbush Road && Daniels 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)
1/1 (Holmbush Road West))	U	A	2	3	25.0	User	1489	-	-	-	-	-
1/2 (Holmbush Road West))	U	A	2	3	60.0	User	1724	-	-	-	-	-
2/1 (Daniels Lane)	U	C G	2	3	5.0	User	1588	-	-	-	-	-
2/2 (Daniels Lane)	U	C	2	3	5.0	User	1497	-	-	-	-	-
3/1 (Holmbush Road East))	U	B	2	3	60.0	User	1724	-	-	-	-	-
3/2 (Holmbush Road East))	O	B F	2	3	14.0	User	1499	-	-	-	-	-
4/1 (Holmbush Road West Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Daniels Lane Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Daniels Lane Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Holmbush Road East Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 Predicted August Tuesday'	17:00	18:00	01:00	
2: '2021 Predicted August Tuesday'	17:00	18:00	01:00	
3: '2016 Predicted August Saturday'	12:00	13:00	01:00	
4: '2021 Predicted August Saturday'	12:00	13:00	01:00	

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	423	984	1407
	B	315	0	231	546
	C	769	206	0	975
	Tot.	1084	629	1215	2928

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2016 PredOp Tuesday
Junction: Holmbush Road && Daniels Lane	
1/1	423
1/2	984
2/1	231
2/2	315
3/1	769
3/2	206
4/1	1084
5/1	315
5/2	314
6/1	1215

Lane Saturation Flows

Junction: Holmbush Road && Daniels Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Holmbush Road (West) Lane 1)							This lane uses a directly entered Saturation Flow 1530
1/2 (Holmbush Road (West) Lane 2)							This lane uses a directly entered Saturation Flow 1772
2/1 (Daniels Lane Lane 1)							This lane uses a directly entered Saturation Flow 1632
2/2 (Daniels Lane Lane 2)							This lane uses a directly entered Saturation Flow 1539
3/1 (Holmbush Road (East) Lane 1)							This lane uses a directly entered Saturation Flow 1772
3/2 (Holmbush Road (East) Lane 2)							This lane uses a directly entered Saturation Flow 1541
4/1 (Holmbush Road (West Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/1 (Daniels Lane (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/2 (Daniels Lane (Exit Arm) Lane 2)							Infinite Saturation Flow Inf
6/1 (Holmbush Road (East Exit Arm) Lane 1)							Infinite Saturation Flow Inf

Full Input Data And Results

Scenario 2: '2021 PredOp Tuesday' (FG2: '2021 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	451	1056	1507
	B	337	0	243	580
	C	826	216	0	1042
	Tot.	1163	667	1299	3129

Traffic Lane Flows

Lane	Scenario 2: 2021 PredOp Tuesday
Junction: Holmbush Road & Daniels Lane	
1/1	451
1/2	1056
2/1	243
2/2	337
3/1	826
3/2	216
4/1	1163
5/1	334
5/2	333
6/1	1299

Full Input Data And Results

Lane Saturation Flows

Junction: Holmbush Road && Daniels Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Holmbush Road (West) Lane 1)							This lane uses a directly entered Saturation Flow 1530
1/2 (Holmbush Road (West) Lane 2)							This lane uses a directly entered Saturation Flow 1772
2/1 (Daniels Lane Lane 1)							This lane uses a directly entered Saturation Flow 1632
2/2 (Daniels Lane Lane 2)							This lane uses a directly entered Saturation Flow 1539
3/1 (Holmbush Road (East) Lane 1)							This lane uses a directly entered Saturation Flow 1772
3/2 (Holmbush Road (East) Lane 2)							This lane uses a directly entered Saturation Flow 1541
4/1 (Holmbush Road (West Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/1 (Daniels Lane (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/2 (Daniels Lane (Exit Arm) Lane 2)							Infinite Saturation Flow Inf
6/1 (Holmbush Road (East Exit Arm) Lane 1)							Infinite Saturation Flow Inf

Scenario 3: '2016 PredOp Saturday' (FG3: '2016 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	423	902	1325
	B	313	0	243	556
	C	828	249	0	1077
	Tot.	1141	672	1145	2958

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2016 PredOp Saturday
Junction: Holmbush Road && Daniels Lane	
1/1	423
1/2	902
2/1	243
2/2	313
3/1	828
3/2	249
4/1	1141
5/1	337
5/2	335
6/1	1145

Lane Saturation Flows

Junction: Holmbush Road && Daniels Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Holmbush Road (West) Lane 1)							This lane uses a directly entered Saturation Flow 1530
1/2 (Holmbush Road (West) Lane 2)							This lane uses a directly entered Saturation Flow 1772
2/1 (Daniels Lane Lane 1)							This lane uses a directly entered Saturation Flow 1632
2/2 (Daniels Lane Lane 2)							This lane uses a directly entered Saturation Flow 1539
3/1 (Holmbush Road (East) Lane 1)							This lane uses a directly entered Saturation Flow 1772
3/2 (Holmbush Road (East) Lane 2)							This lane uses a directly entered Saturation Flow 1541
4/1 (Holmbush Road (West Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/1 (Daniels Lane (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/2 (Daniels Lane (Exit Arm) Lane 2)							Infinite Saturation Flow Inf
6/1 (Holmbush Road (East Exit Arm) Lane 1)							Infinite Saturation Flow Inf

Full Input Data And Results

Scenario 4: '2021 PredOp Saturday' (FG4: '2021 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	452	968	1420
	B	335	0	256	591
	C	887	263	0	1150
	Tot.	1222	715	1224	3161

Traffic Lane Flows

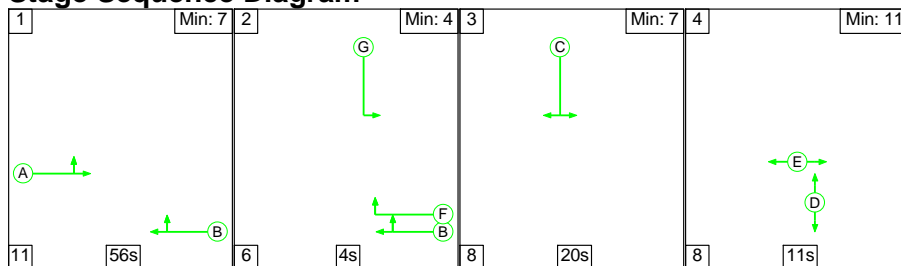
Lane	Scenario 4: 2021 PredOp Saturday
Junction: Holmbush Road & Daniels Lane	
1/1	452
1/2	968
2/1	256
2/2	335
3/1	887
3/2	263
4/1	1222
5/1	358
5/2	357
6/1	1224

Lane Saturation Flows

Junction: Holmbush Road && Daniels Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Holmbush Road (West) Lane 1)				This lane uses a directly entered Saturation Flow			1530
1/2 (Holmbush Road (West) Lane 2)				This lane uses a directly entered Saturation Flow			1772
2/1 (Daniels Lane Lane 1)				This lane uses a directly entered Saturation Flow			1632
2/2 (Daniels Lane Lane 2)				This lane uses a directly entered Saturation Flow			1539
3/1 (Holmbush Road (East) Lane 1)				This lane uses a directly entered Saturation Flow			1772
3/2 (Holmbush Road (East) Lane 2)				This lane uses a directly entered Saturation Flow			1541
4/1 (Holmbush Road (West Exit Arm) Lane 1)				Infinite Saturation Flow			Inf
5/1 (Daniels Lane (Exit Arm) Lane 1)				Infinite Saturation Flow			Inf
5/2 (Daniels Lane (Exit Arm) Lane 2)				Infinite Saturation Flow			Inf
6/1 (Holmbush Road (East Exit Arm) Lane 1)				Infinite Saturation Flow			Inf

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

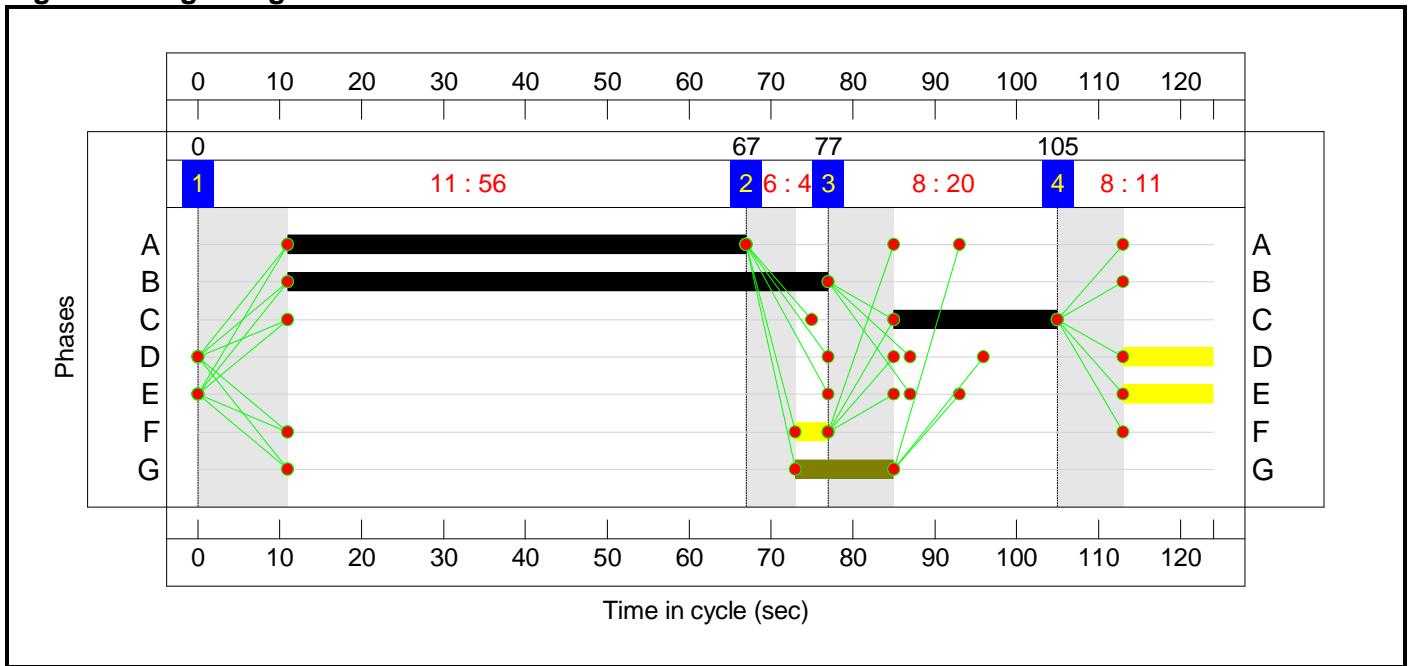
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	56	4	20	11
Change Point	0	67	77	105

Signal Timings Diagram

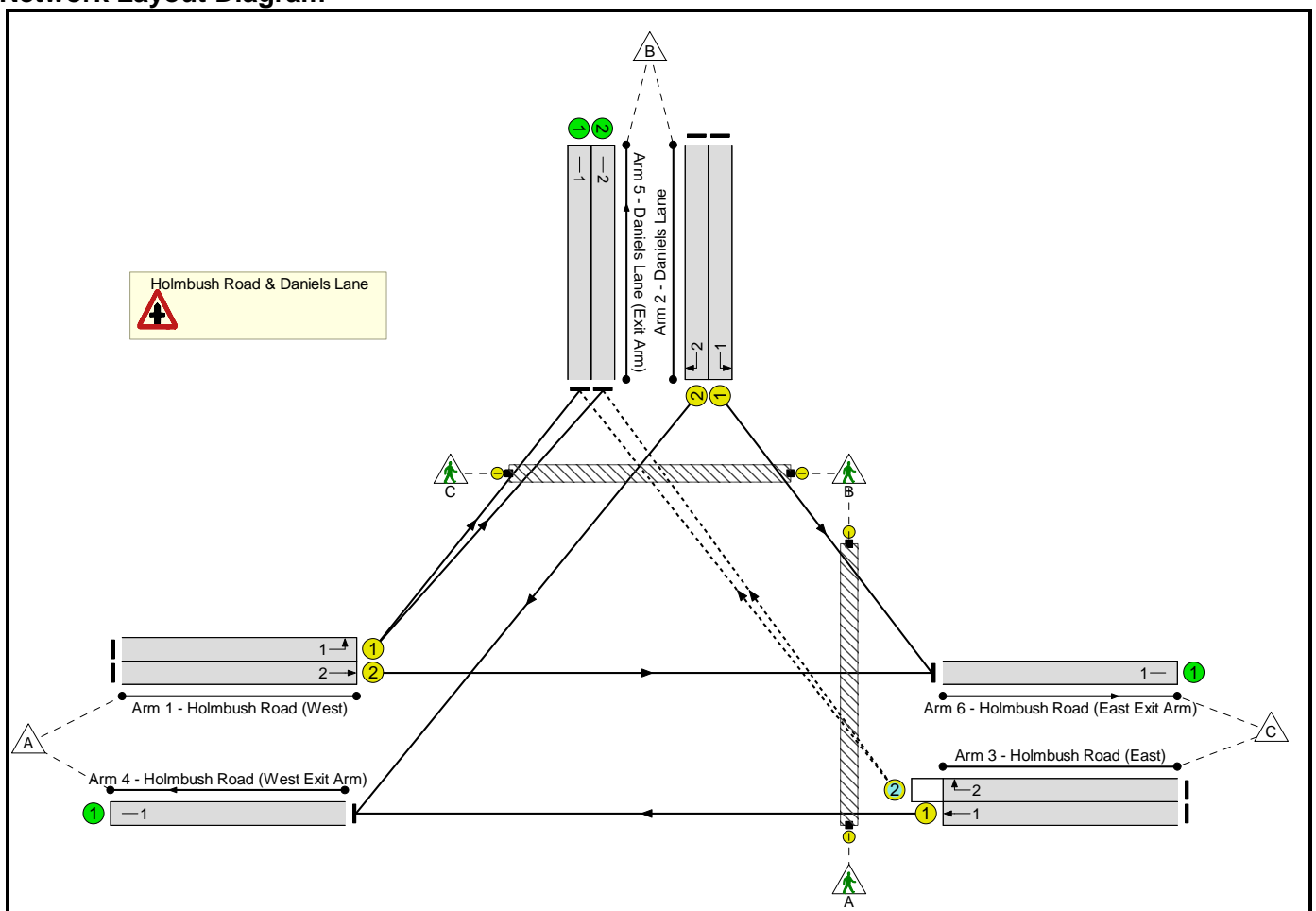


Full Input Data And Results
Full Input Data And Results

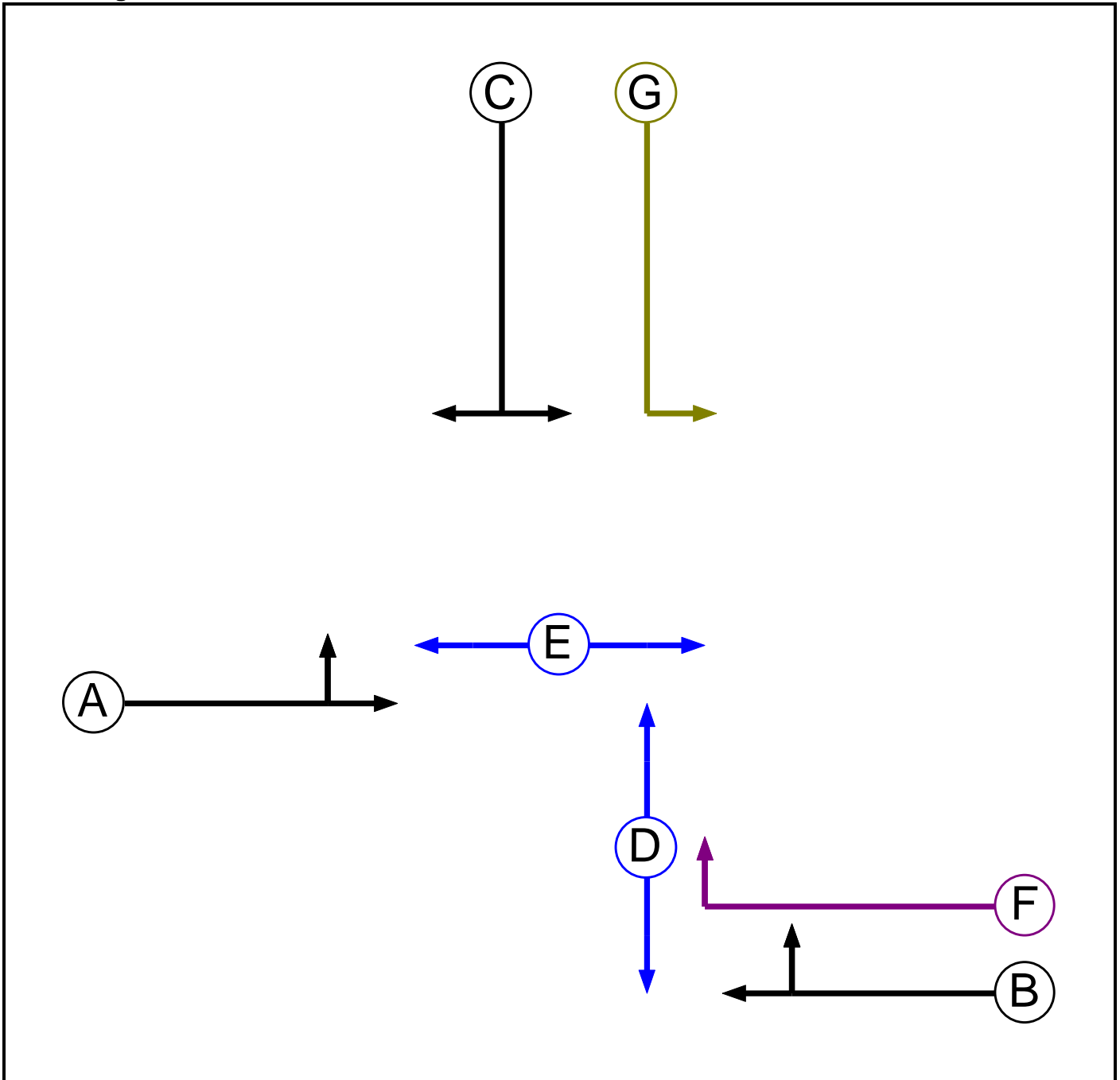
User and Project Details

Project:	Carlyon Bay
Title:	Holmbush Road & Daniels Lane Signal Junction (2021 Sensitivity Test)
Location:	
File name:	HOLMBU~1.LSG
Author:	
Company:	
Address:	
Notes:	

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		11	11
E	Pedestrian		11	11
F	Ind. Arrow	B	4	4
G	Filter	C	4	0

Full Input Data And Results

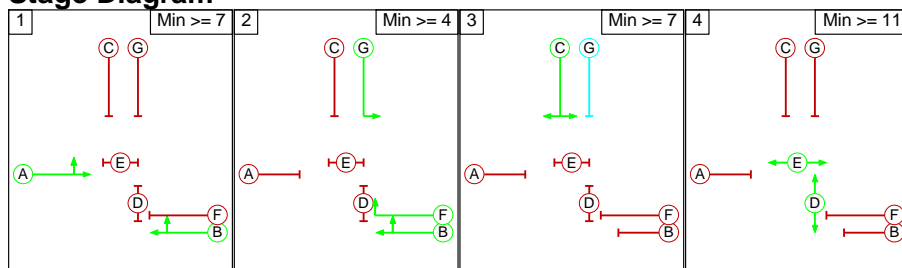
Phase Intergrens Matrix

	Starting Phase							
	A	B	C	D	E	F	G	
Terminating Phase	A	-	8	10	10	6	6	
	B	-	8	10	10	-	-	
	C	8	8	-	8	8	8	-
	D	11	11	11	-	-	11	11
	E	11	11	11	-	-	11	11
	F	8	-	8	8	8	-	-
	G	8	-	-	11	8	-	-

Phases in Stage

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

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	4
1	-	6	8	10
2	X	-	8	X
3	8	8	-	8
4	11	11	11	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Holmbush Road & Daniels Lane										
Lane	Movement	Max 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)
3/2 (Holmbush Road (East))	5/1 (Right)	1440	1/1	1.09	1/1	2.00	-	0.50	2	2.00
			1/2	1.09	1/2					
	5/2 (Right)	1440	1/1	1.09	1/1					
			1/2	1.09	1/2					

Full Input Data And Results

Lane Input Data

Junction: Holmbush Road && Daniels 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)
1/1 (Holmbush Road West))	U	A	2	3	25.0	User	1489	-	-	-	-	-
1/2 (Holmbush Road West))	U	A	2	3	60.0	User	1724	-	-	-	-	-
2/1 (Daniels Lane)	U	C G	2	3	5.0	User	1588	-	-	-	-	-
2/2 (Daniels Lane)	U	C	2	3	5.0	User	1497	-	-	-	-	-
3/1 (Holmbush Road East))	U	B	2	3	60.0	User	1724	-	-	-	-	-
3/2 (Holmbush Road East))	O	B F	2	3	14.0	User	1499	-	-	-	-	-
4/1 (Holmbush Road West Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Daniels Lane Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Daniels Lane Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Holmbush Road East Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 Predicted August Tuesday'	17:00	18:00	01:00	
2: '2021 Predicted August Tuesday'	17:00	18:00	01:00	
3: '2016 Predicted August Saturday'	12:00	13:00	01:00	
4: '2021 Predicted August Saturday'	12:00	13:00	01:00	

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	423	984	1407
	B	315	0	231	546
	C	769	206	0	975
	Tot.	1084	629	1215	2928

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2016 PredOp Tuesday
Junction: Holmbush Road && Daniels Lane	
1/1	423
1/2	984
2/1	231
2/2	315
3/1	769
3/2	206
4/1	1084
5/1	315
5/2	314
6/1	1215

Lane Saturation Flows

Junction: Holmbush Road && Daniels Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Holmbush Road (West) Lane 1)							This lane uses a directly entered Saturation Flow 1530
1/2 (Holmbush Road (West) Lane 2)							This lane uses a directly entered Saturation Flow 1772
2/1 (Daniels Lane Lane 1)							This lane uses a directly entered Saturation Flow 1632
2/2 (Daniels Lane Lane 2)							This lane uses a directly entered Saturation Flow 1539
3/1 (Holmbush Road (East) Lane 1)							This lane uses a directly entered Saturation Flow 1772
3/2 (Holmbush Road (East) Lane 2)							This lane uses a directly entered Saturation Flow 1541
4/1 (Holmbush Road (West Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/1 (Daniels Lane (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/2 (Daniels Lane (Exit Arm) Lane 2)							Infinite Saturation Flow Inf
6/1 (Holmbush Road (East Exit Arm) Lane 1)							Infinite Saturation Flow Inf

Full Input Data And Results

Scenario 2: '2021 PredOp Tuesday' (FG2: '2021 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	451	1056	1507
	B	337	0	243	580
	C	826	216	0	1042
	Tot.	1163	667	1299	3129

Traffic Lane Flows

Lane	Scenario 2: 2021 PredOp Tuesday
Junction: Holmbush Road & Daniels Lane	
1/1	451
1/2	1056
2/1	243
2/2	337
3/1	826
3/2	216
4/1	1163
5/1	334
5/2	333
6/1	1299

Full Input Data And Results

Lane Saturation Flows

Junction: Holmbush Road && Daniels Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Holmbush Road (West) Lane 1)							This lane uses a directly entered Saturation Flow 1530
1/2 (Holmbush Road (West) Lane 2)							This lane uses a directly entered Saturation Flow 1772
2/1 (Daniels Lane Lane 1)							This lane uses a directly entered Saturation Flow 1632
2/2 (Daniels Lane Lane 2)							This lane uses a directly entered Saturation Flow 1539
3/1 (Holmbush Road (East) Lane 1)							This lane uses a directly entered Saturation Flow 1772
3/2 (Holmbush Road (East) Lane 2)							This lane uses a directly entered Saturation Flow 1541
4/1 (Holmbush Road (West Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/1 (Daniels Lane (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/2 (Daniels Lane (Exit Arm) Lane 2)							Infinite Saturation Flow Inf
6/1 (Holmbush Road (East Exit Arm) Lane 1)							Infinite Saturation Flow Inf

Scenario 3: '2016 PredOp Saturday' (FG3: '2016 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	423	902	1325
	B	313	0	243	556
	C	828	249	0	1077
	Tot.	1141	672	1145	2958

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2016 PredOp Saturday
Junction: Holmbush Road && Daniels Lane	
1/1	423
1/2	902
2/1	243
2/2	313
3/1	828
3/2	249
4/1	1141
5/1	337
5/2	335
6/1	1145

Lane Saturation Flows

Junction: Holmbush Road && Daniels Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Holmbush Road (West) Lane 1)							This lane uses a directly entered Saturation Flow 1530
1/2 (Holmbush Road (West) Lane 2)							This lane uses a directly entered Saturation Flow 1772
2/1 (Daniels Lane Lane 1)							This lane uses a directly entered Saturation Flow 1632
2/2 (Daniels Lane Lane 2)							This lane uses a directly entered Saturation Flow 1539
3/1 (Holmbush Road (East) Lane 1)							This lane uses a directly entered Saturation Flow 1772
3/2 (Holmbush Road (East) Lane 2)							This lane uses a directly entered Saturation Flow 1541
4/1 (Holmbush Road (West Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/1 (Daniels Lane (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/2 (Daniels Lane (Exit Arm) Lane 2)							Infinite Saturation Flow Inf
6/1 (Holmbush Road (East Exit Arm) Lane 1)							Infinite Saturation Flow Inf

Full Input Data And Results

Scenario 4: '2021 PredOp Saturday' (FG4: '2021 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	452	968	1420
	B	335	0	256	591
	C	887	263	0	1150
	Tot.	1222	715	1224	3161

Traffic Lane Flows

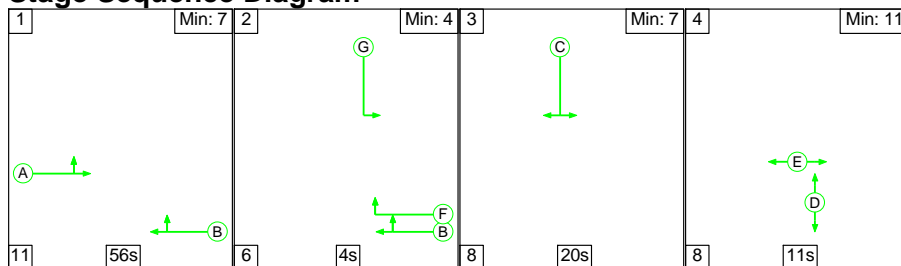
Lane	Scenario 4: 2021 PredOp Saturday
Junction: Holmbush Road & Daniels Lane	
1/1	452
1/2	968
2/1	256
2/2	335
3/1	887
3/2	263
4/1	1222
5/1	358
5/2	357
6/1	1224

Lane Saturation Flows

Junction: Holmbush Road && Daniels Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Holmbush Road (West) Lane 1)				This lane uses a directly entered Saturation Flow			1530
1/2 (Holmbush Road (West) Lane 2)				This lane uses a directly entered Saturation Flow			1772
2/1 (Daniels Lane Lane 1)				This lane uses a directly entered Saturation Flow			1632
2/2 (Daniels Lane Lane 2)				This lane uses a directly entered Saturation Flow			1539
3/1 (Holmbush Road (East) Lane 1)				This lane uses a directly entered Saturation Flow			1772
3/2 (Holmbush Road (East) Lane 2)				This lane uses a directly entered Saturation Flow			1541
4/1 (Holmbush Road (West Exit Arm) Lane 1)				Infinite Saturation Flow			Inf
5/1 (Daniels Lane (Exit Arm) Lane 1)				Infinite Saturation Flow			Inf
5/2 (Daniels Lane (Exit Arm) Lane 2)				Infinite Saturation Flow			Inf
6/1 (Holmbush Road (East Exit Arm) Lane 1)				Infinite Saturation Flow			Inf

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

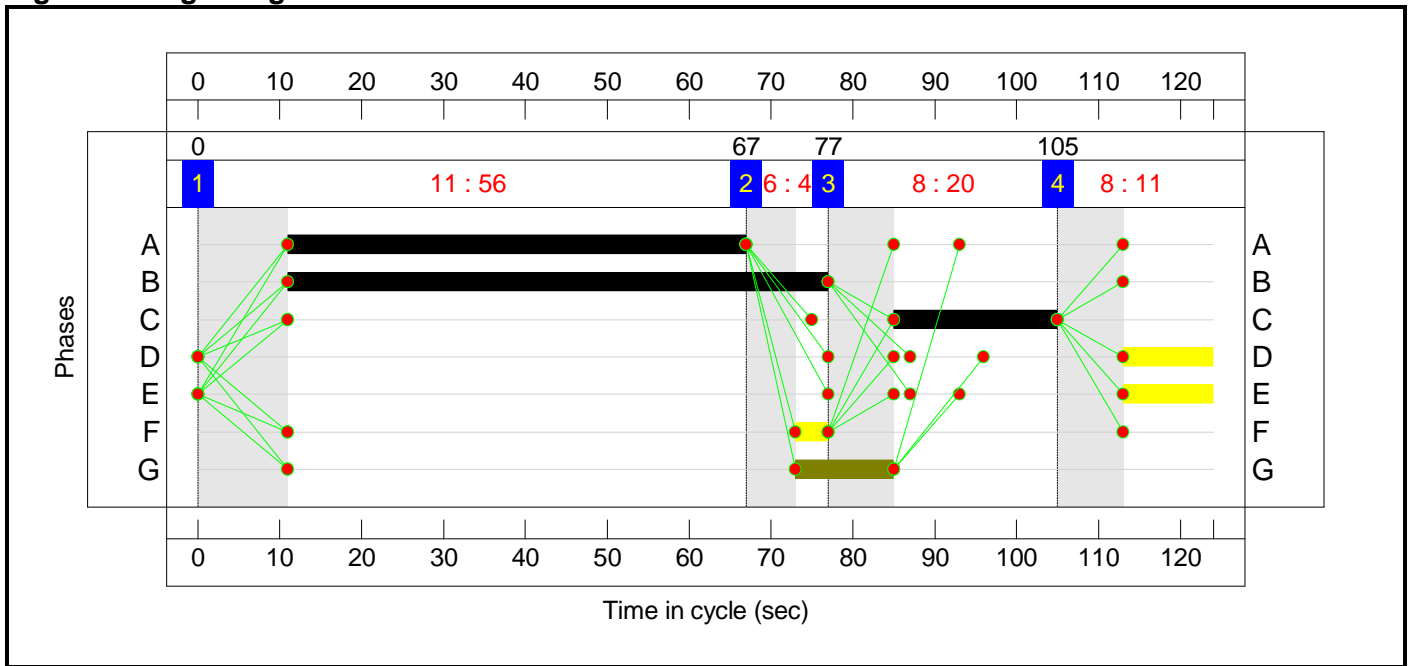
Stage Sequence Diagram



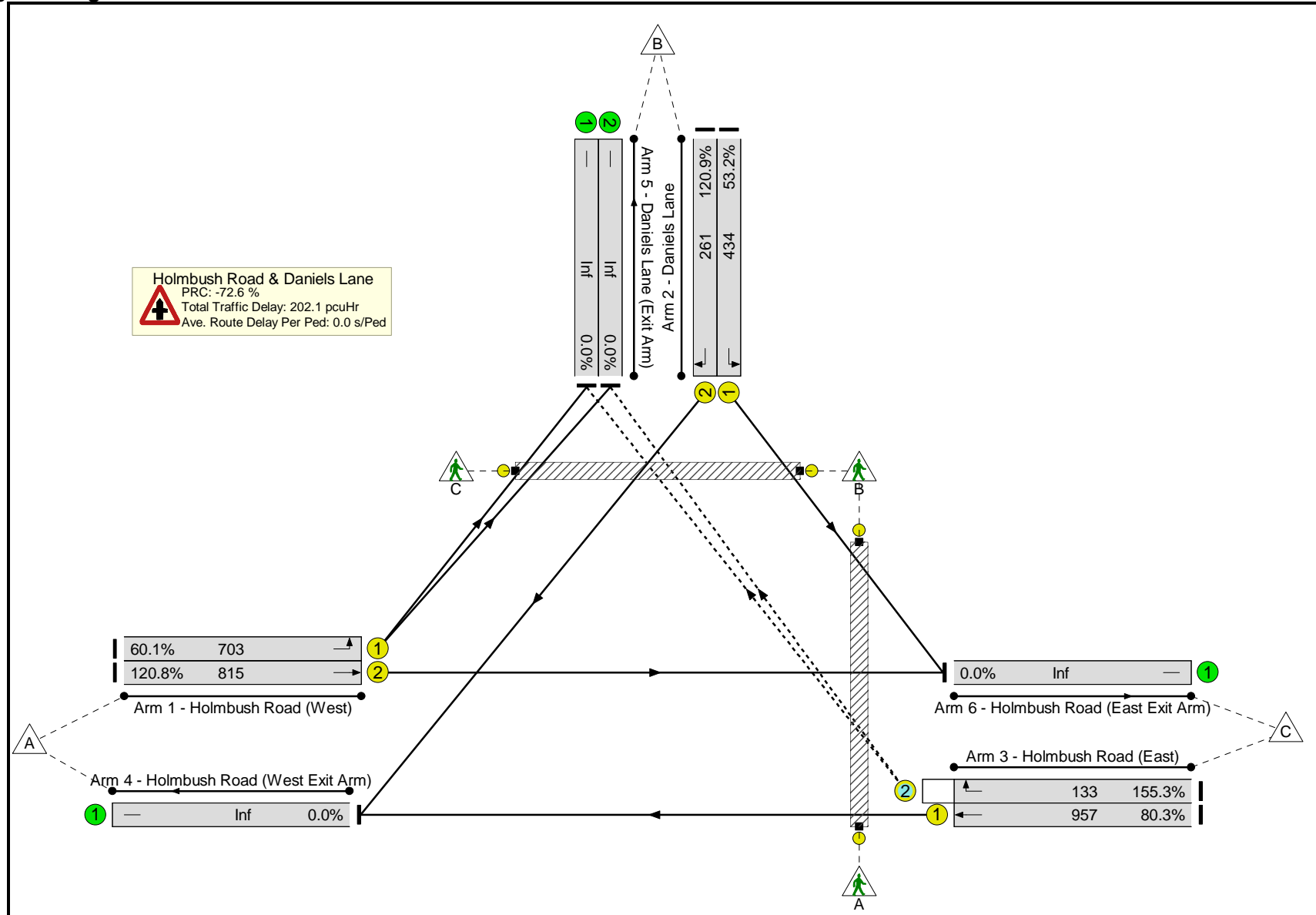
Stage Timings

Stage	1	2	3	4
Duration	56	4	20	11
Change Point	0	67	77	105

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

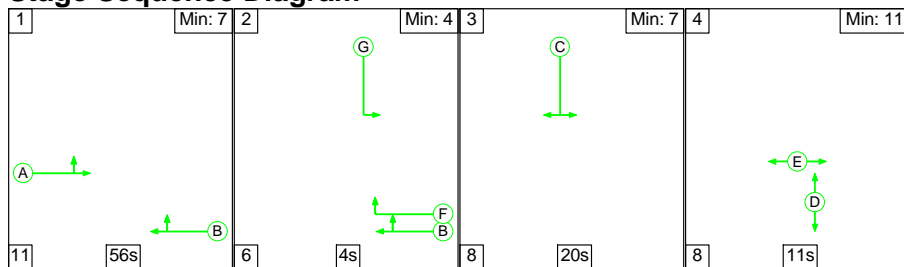
Network Results

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: Holmbush Road & Daniels Lane Signal Junction (2021 Sensitivity Test)	-	-	N/A	-	-		-	-	-	-	-	-	155.3%
Holmbush Road & Daniels Lane	-	-	N/A	-	-		-	-	-	-	-	-	155.3%
1/1	Holmbush Road (West) Left	U	N/A	N/A	A		1	56	-	423	1530	703	60.1%
1/2	Holmbush Road (West) Ahead	U	N/A	N/A	A		1	56	-	984	1772	815	120.8%
2/1	Daniels Lane Left	U	N/A	N/A	C	G	1	32	12	231	1632	434	53.2%
2/2	Daniels Lane Right	U	N/A	N/A	C		1	20	-	315	1539	261	120.9%
3/1	Holmbush Road (East) Ahead	U	N/A	N/A	B		1	66	-	769	1772	957	80.3%
3/2	Holmbush Road (East) Right	O	N/A	N/A	B	F	1	66	4	206	1541	133	155.3%
4/1	Holmbush Road (West Exit Arm)	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
5/1	Daniels Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
5/2	Daniels Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
6/1	Holmbush Road (East Exit Arm)	U	N/A	N/A	-		-	-	-	1215	Inf	Inf	0.0%
Ped Link: P1	Holmbush Road	-	N/A	-	D		1	11	-	0	-	1774	0.0%
Ped Link: P2	Daniels Lane	-	N/A	-	E		1	11	-	0	-	1774	0.0%

Full Input Data And Results

Scenario 2: '2021 PredOp Tuesday' (FG2: '2021 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

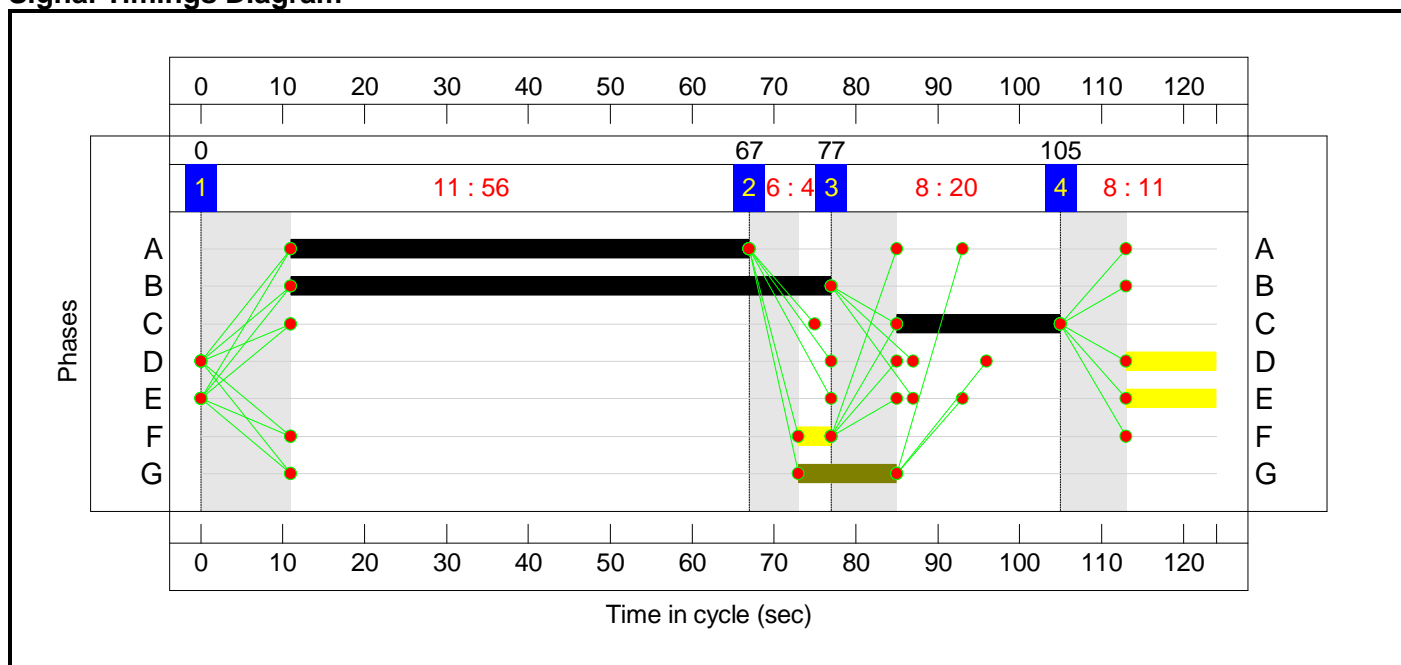
Stage Sequence Diagram



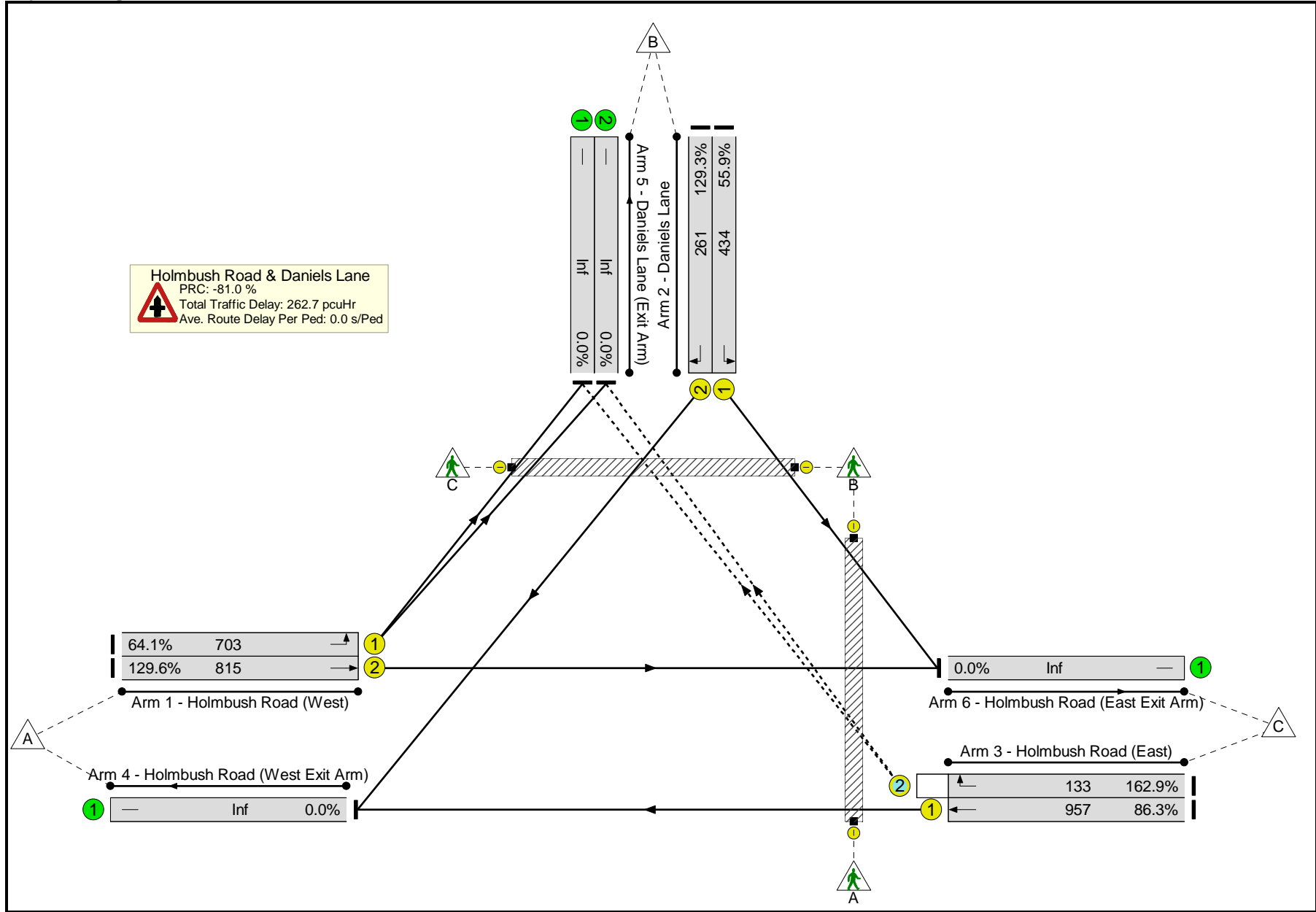
Stage Timings

Stage	1	2	3	4
Duration	56	4	20	11
Change Point	0	67	77	105

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

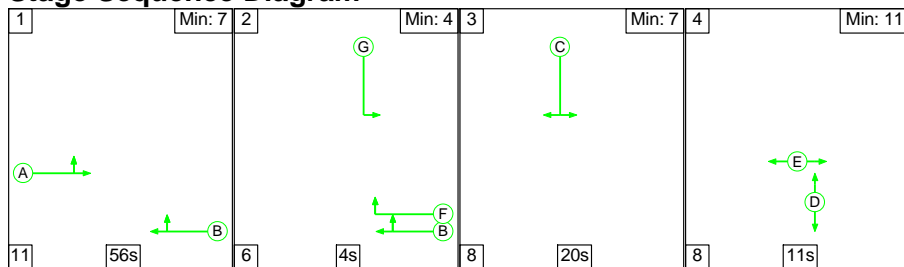
Network Results

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: Holmbush Road & Daniels Lane Signal Junction (2021 Sensitivity Test)	-	-	N/A	-	-		-	-	-	-	-	-	162.9%
Holmbush Road & Daniels Lane	-	-	N/A	-	-		-	-	-	-	-	-	162.9%
1/1	Holmbush Road (West) Left	U	N/A	N/A	A		1	56	-	451	1530	703	64.1%
1/2	Holmbush Road (West) Ahead	U	N/A	N/A	A		1	56	-	1056	1772	815	129.6%
2/1	Daniels Lane Left	U	N/A	N/A	C	G	1	32	12	243	1632	434	55.9%
2/2	Daniels Lane Right	U	N/A	N/A	C		1	20	-	337	1539	261	129.3%
3/1	Holmbush Road (East) Ahead	U	N/A	N/A	B		1	66	-	826	1772	957	86.3%
3/2	Holmbush Road (East) Right	O	N/A	N/A	B	F	1	66	4	216	1541	133	162.9%
4/1	Holmbush Road (West Exit Arm)	U	N/A	N/A	-		-	-	-	1163	Inf	Inf	0.0%
5/1	Daniels Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
5/2	Daniels Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
6/1	Holmbush Road (East Exit Arm)	U	N/A	N/A	-		-	-	-	1299	Inf	Inf	0.0%
Ped Link: P1	Holmbush Road	-	N/A	-	D		1	11	-	0	-	1774	0.0%
Ped Link: P2	Daniels Lane	-	N/A	-	E		1	11	-	0	-	1774	0.0%

Full Input Data And Results

Scenario 3: '2016 PredOp Saturday' (FG3: '2016 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

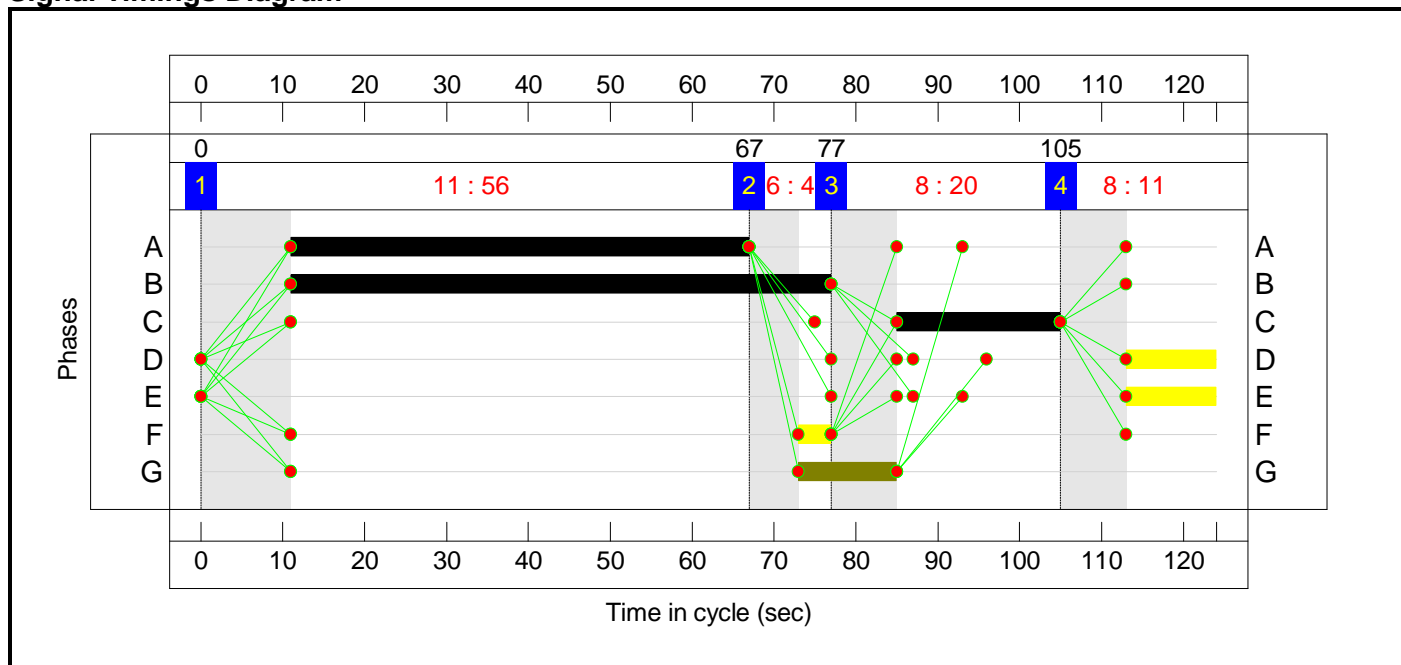
Stage Sequence Diagram



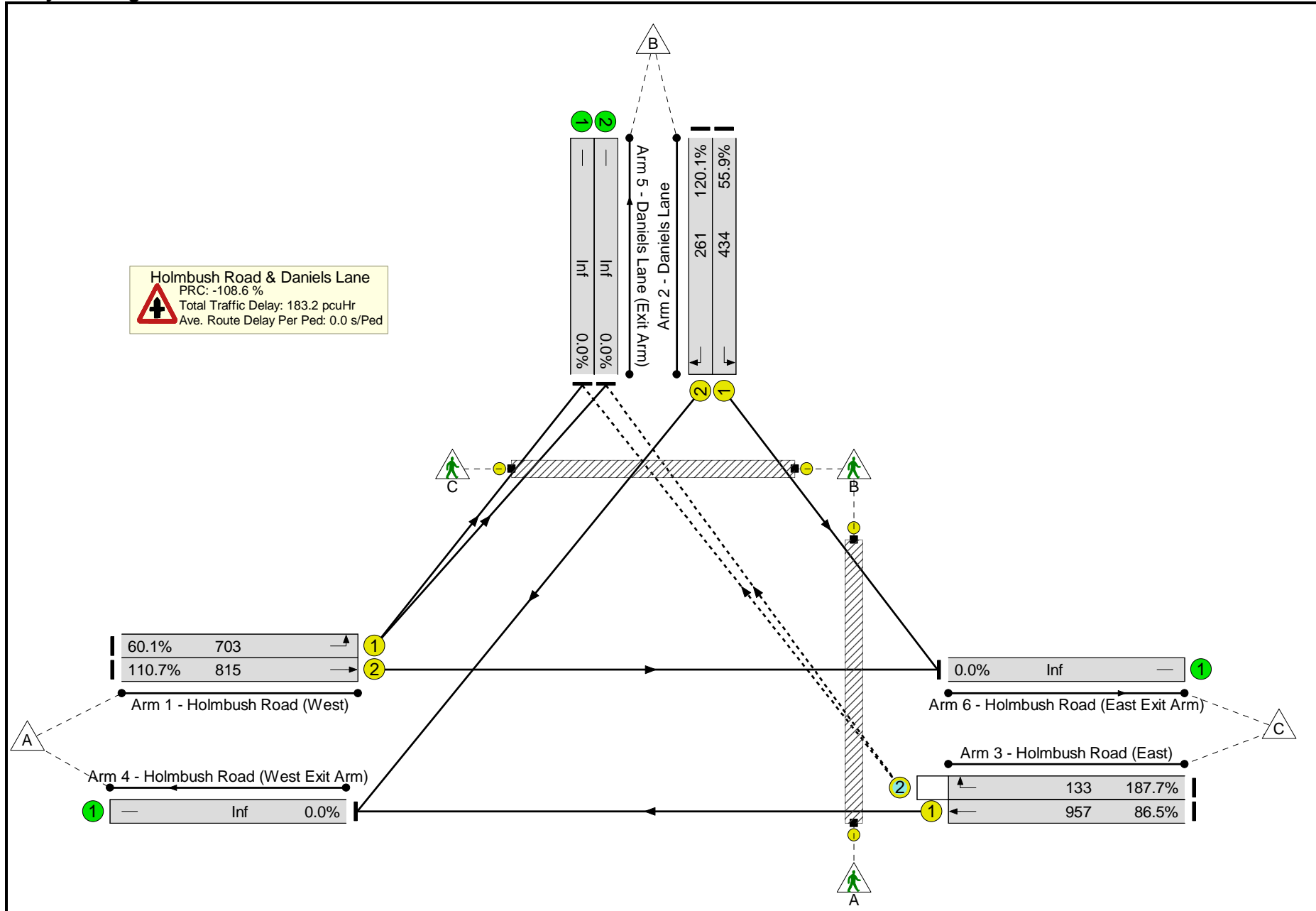
Stage Timings

Stage	1	2	3	4
Duration	56	4	20	11
Change Point	0	67	77	105

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

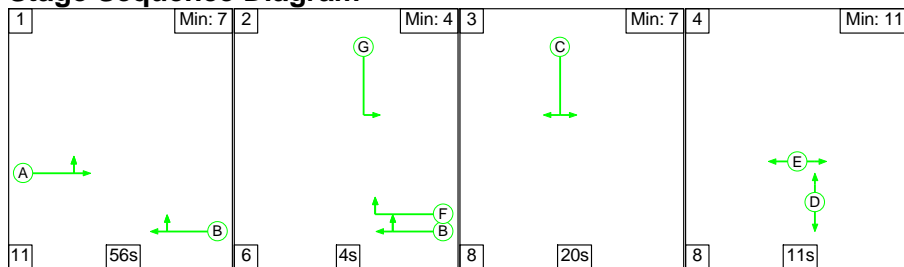
Network Results

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: Holmbush Road & Daniels Lane Signal Junction (2021 Sensitivity Test)	-	-	N/A	-	-		-	-	-	-	-	-	187.7%
Holmbush Road & Daniels Lane	-	-	N/A	-	-		-	-	-	-	-	-	187.7%
1/1	Holmbush Road (West) Left	U	N/A	N/A	A		1	56	-	423	1530	703	60.1%
1/2	Holmbush Road (West) Ahead	U	N/A	N/A	A		1	56	-	902	1772	815	110.7%
2/1	Daniels Lane Left	U	N/A	N/A	C	G	1	32	12	243	1632	434	55.9%
2/2	Daniels Lane Right	U	N/A	N/A	C		1	20	-	313	1539	261	120.1%
3/1	Holmbush Road (East) Ahead	U	N/A	N/A	B		1	66	-	828	1772	957	86.5%
3/2	Holmbush Road (East) Right	O	N/A	N/A	B	F	1	66	4	249	1541	133	187.7%
4/1	Holmbush Road (West Exit Arm)	U	N/A	N/A	-		-	-	-	1141	Inf	Inf	0.0%
5/1	Daniels Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%
5/2	Daniels Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
6/1	Holmbush Road (East Exit Arm)	U	N/A	N/A	-		-	-	-	1145	Inf	Inf	0.0%
Ped Link: P1	Holmbush Road	-	N/A	-	D		1	11	-	0	-	1774	0.0%
Ped Link: P2	Daniels Lane	-	N/A	-	E		1	11	-	0	-	1774	0.0%

Full Input Data And Results

Scenario 4: '2021 PredOp Saturday' (FG4: '2021 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

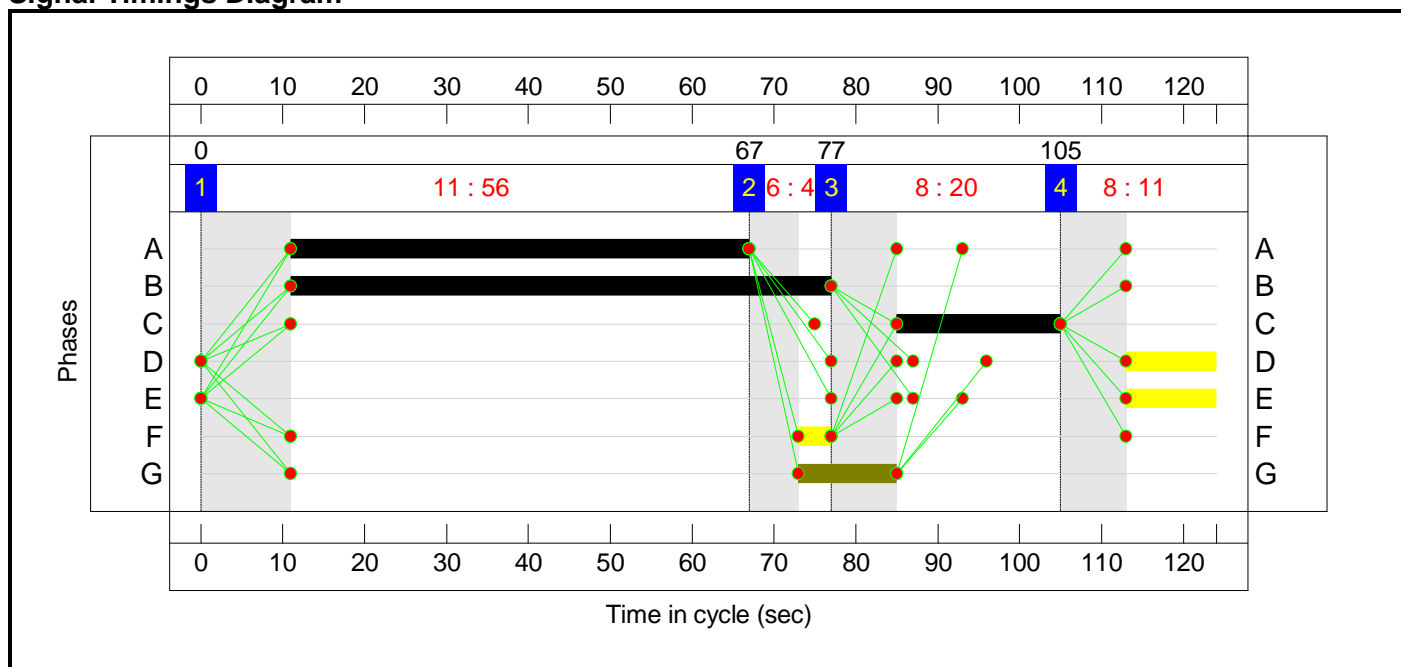
Stage Sequence Diagram



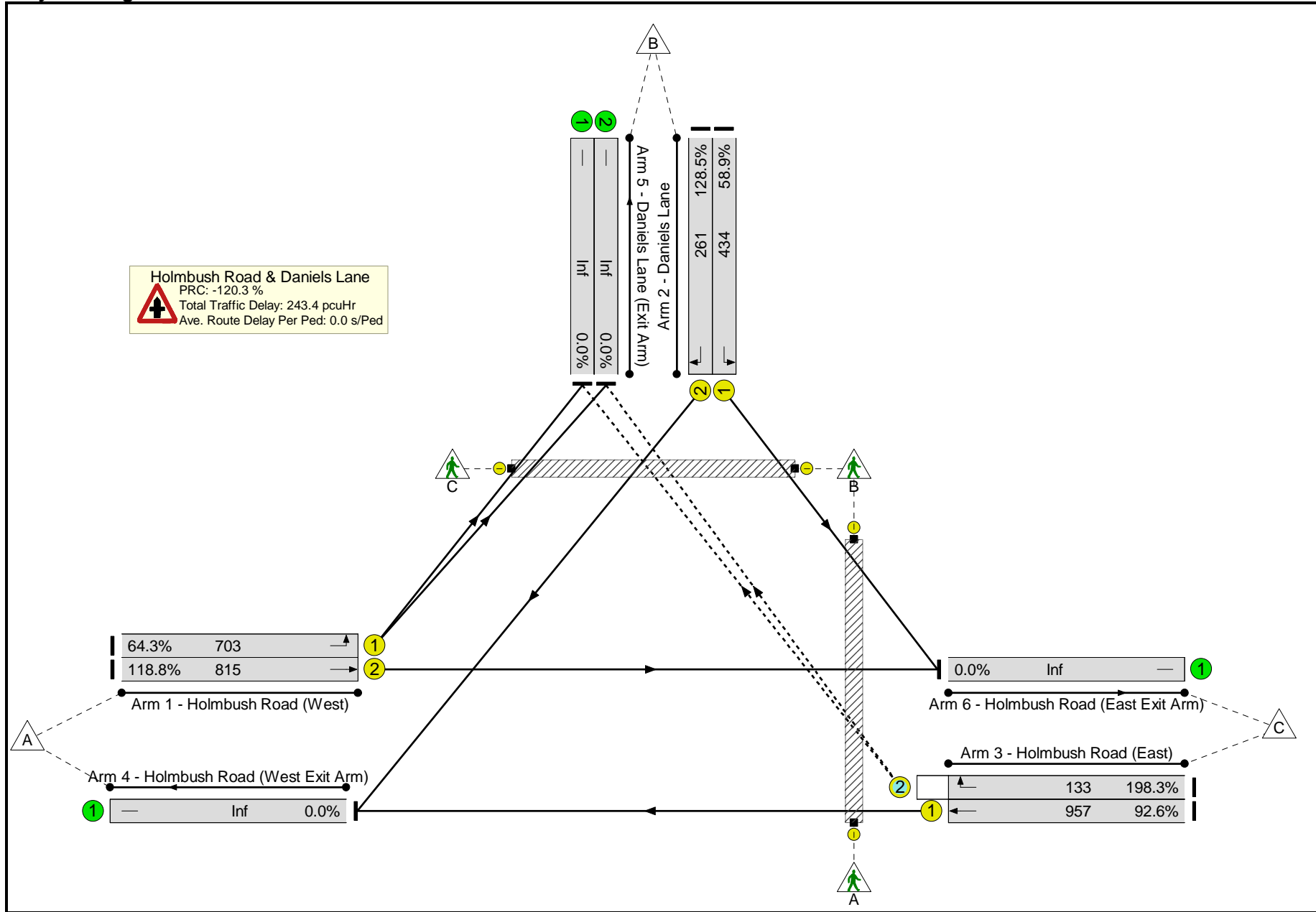
Stage Timings

Stage	1	2	3	4
Duration	56	4	20	11
Change Point	0	67	77	105

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

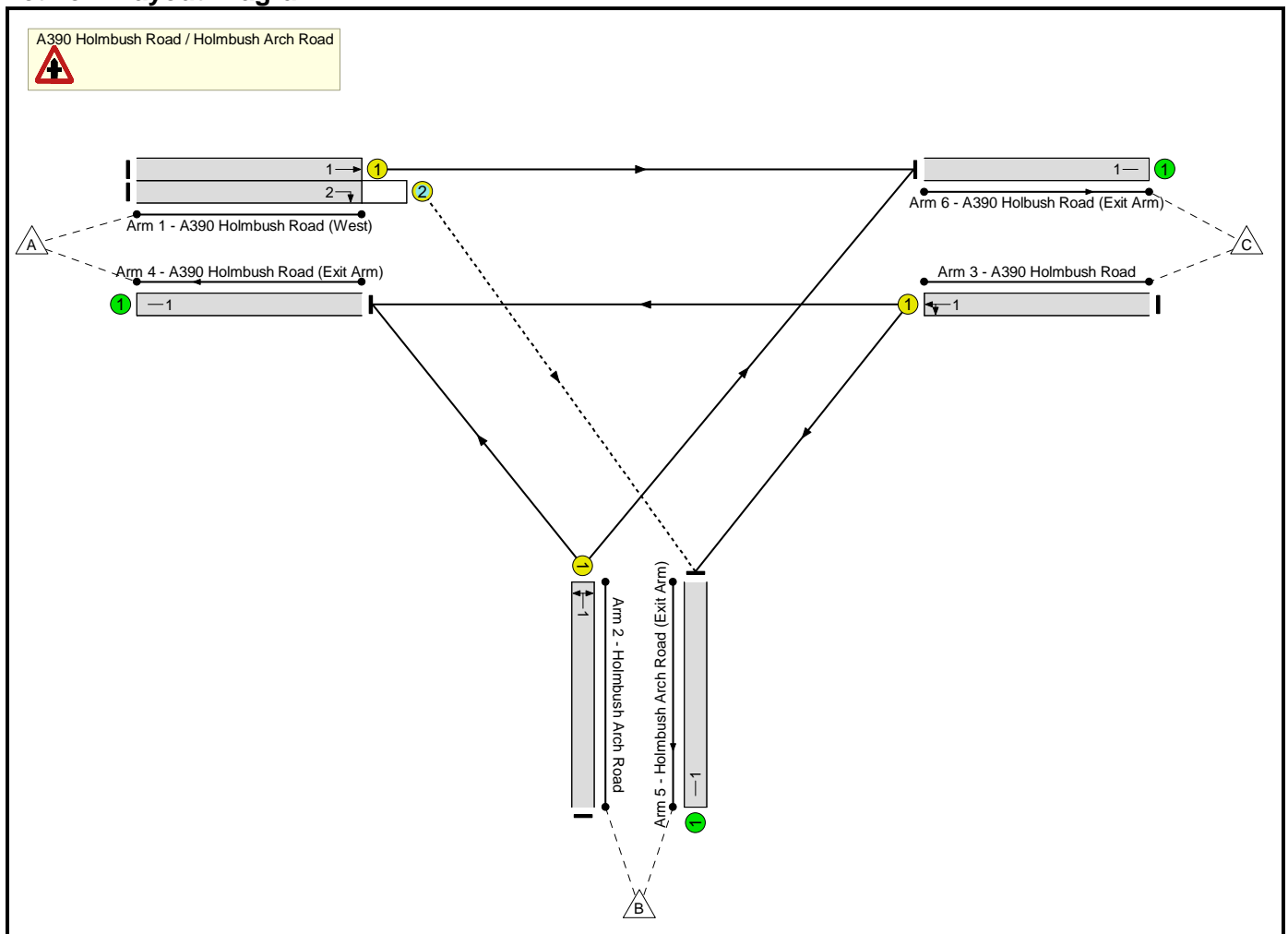
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Holmbush Road & Daniels Lane Signal Junction (2021 Sensitivity Test)	-	-	N/A	-	-		-	-	-	-	-	-	198.3%
Holmbush Road & Daniels Lane	-	-	N/A	-	-		-	-	-	-	-	-	198.3%
1/1	Holmbush Road (West) Left	U	N/A	N/A	A		1	56	-	452	1530	703	64.3%
1/2	Holmbush Road (West) Ahead	U	N/A	N/A	A		1	56	-	968	1772	815	118.8%
2/1	Daniels Lane Left	U	N/A	N/A	C	G	1	32	12	256	1632	434	58.9%
2/2	Daniels Lane Right	U	N/A	N/A	C		1	20	-	335	1539	261	128.5%
3/1	Holmbush Road (East) Ahead	U	N/A	N/A	B		1	66	-	887	1772	957	92.6%
3/2	Holmbush Road (East) Right	O	N/A	N/A	B	F	1	66	4	263	1541	133	198.3%
4/1	Holmbush Road (West Exit Arm)	U	N/A	N/A	-		-	-	-	1222	Inf	Inf	0.0%
5/1	Daniels Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
5/2	Daniels Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
6/1	Holmbush Road (East Exit Arm)	U	N/A	N/A	-		-	-	-	1224	Inf	Inf	0.0%
Ped Link: P1	Holmbush Road	-	N/A	-	D		1	11	-	0	-	1774	0.0%
Ped Link: P2	Daniels Lane	-	N/A	-	E		1	11	-	0	-	1774	0.0%

Full Input Data And Results
Full Input Data And Results

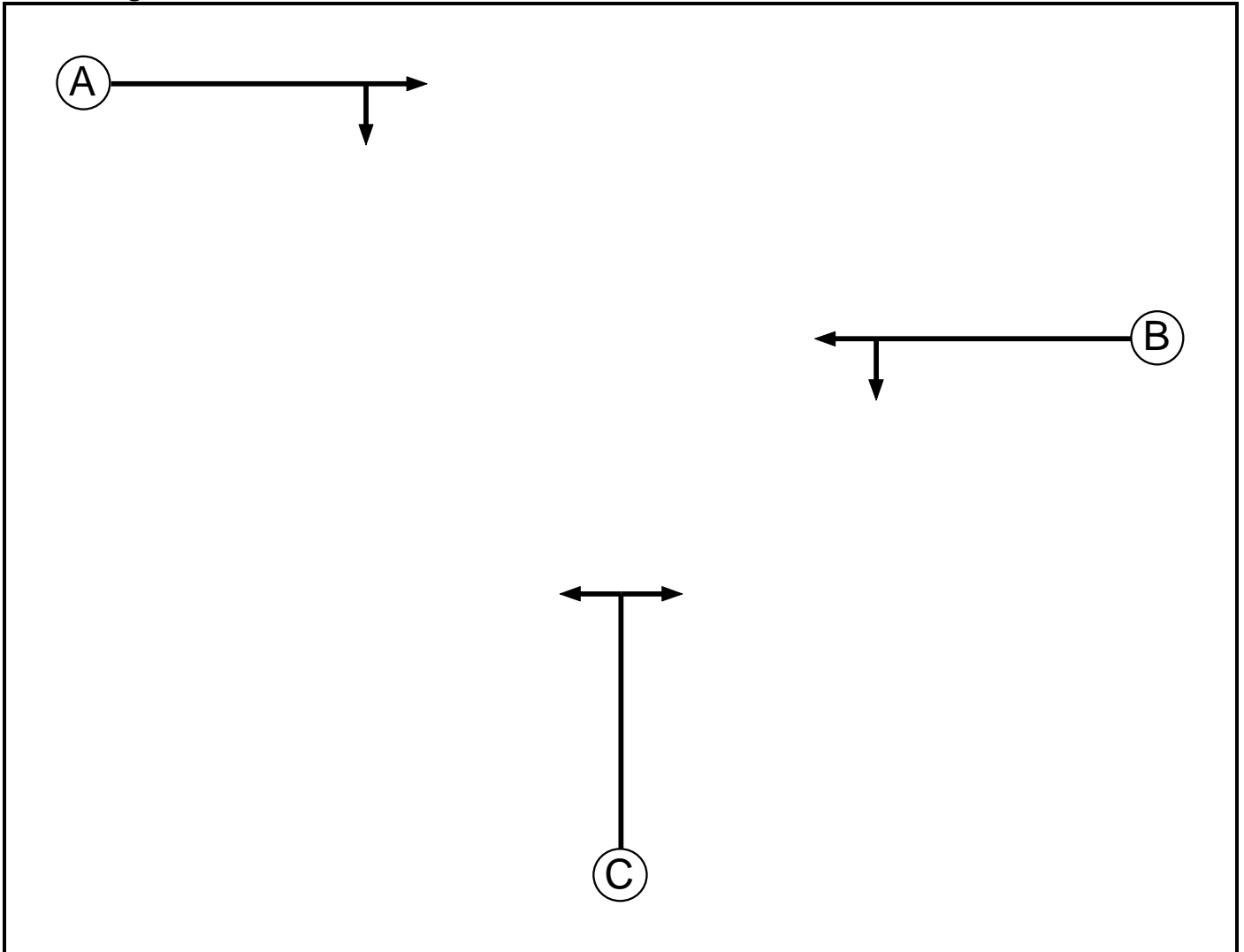
User and Project Details

Project:	Carlyon Bay, St Austell
Title:	A390 Holmbush Road/Holmbush Arch Road
Location:	
File name:	HOLMBU~1.LSG
Author:	
Company:	
Address:	
Notes:	

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

Phase Intergreens Matrix

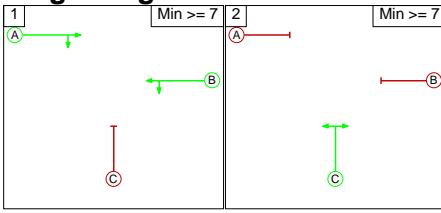
		Starting Phase		
		A	B	C
Terminating Phase	A			
	B			
	C			
		8	8	8

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

Full Input Data And Results

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
1		8
2	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A390 Holmbush Road / Holmbush Arch Road										
Lane	Movement	Max 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)
1/2 (A390 Holmbush Road (West))	5/1 (Right)	1440	3/1	1.09	3/1	3.00	-	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: A390 Holmbush Road / Holmbush Arch Road												
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 (A390 Holmbush Road (West))	U	A	2	3	60.0	User	1706	-	-	-	-	-
1/2 (A390 Holmbush Road (West))	O	A	2	3	10.0	User	1454	-	-	-	-	-
2/1 (Holmbush Arch Road)	U	C	2	3	60.0	User	1714	-	-	-	-	-
3/1 (A390 Holmbush Road)	U	B	2	3	60.0	User	1800	-	-	-	-	-
4/1 (A390 Holmbush Road (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Holmbush Arch Road (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A390 Holmbush Road (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 Predicted August Tuesday'	17:00	18:00	01:00	
2: '2021 Predicted August Tuesday'	17:00	18:00	01:00	
3: '2016 Predicted August Saturday'	12:00	13:00	01:00	
4: '2021 Predicted August Saturday'	12:00	13:00	01:00	

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				Tot.
	A	B	C	Tot.	
A	0	82	1133	1215	
B	70	0	110	180	
C	905	99	0	1004	
Tot.	975	181	1243	2399	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2016 PredOp Tuesday
Junction: A390 Holmbush Road / Holmbush Arch Road	
1/1	1133
1/2	82
2/1	180
3/1	1004
4/1	975
5/1	181
6/1	1243

Lane Saturation Flows

Junction: A390 Holmbush Road / Holmbush Arch Road							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1753
1/2 (A390 Holmbush Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1494
2/1 (Holmbush Arch Road Lane 1)	This lane uses a directly entered Saturation Flow						1762
3/1 (A390 Holmbush Road Lane 1)	This lane uses a directly entered Saturation Flow						1850
4/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
5/1 (Holmbush Arch Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf

Scenario 2: '2021 PredOp Tuesday' (FG2: '2021 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	88	1211	1299
	B	74	0	118	192
	C	968	106	0	1074
	Tot.	1042	194	1329	2565

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2021 PredOp Tuesday
Junction: A390 Holmbush Road / Holmbush Arch Road	
1/1	1211
1/2	88
2/1	192
3/1	1074
4/1	1042
5/1	194
6/1	1329

Lane Saturation Flows

Junction: A390 Holmbush Road / Holmbush Arch Road							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1753
1/2 (A390 Holmbush Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1494
2/1 (Holmbush Arch Road Lane 1)	This lane uses a directly entered Saturation Flow						1762
3/1 (A390 Holmbush Road Lane 1)	This lane uses a directly entered Saturation Flow						1850
4/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
5/1 (Holmbush Arch Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf

Scenario 3: '2016 PredOp Saturday' (FG3: '2016 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	77	1068	1145
	B	101	0	94	195
	C	976	126	0	1102
	Tot.	1077	203	1162	2442

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2016 PredOp Saturday
Junction: A390 Holmbush Road / Holmbush Arch Road	
1/1	1068
1/2	77
2/1	195
3/1	1102
4/1	1077
5/1	203
6/1	1162

Lane Saturation Flows

Junction: A390 Holmbush Road / Holmbush Arch Road							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1753
1/2 (A390 Holmbush Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1494
2/1 (Holmbush Arch Road Lane 1)	This lane uses a directly entered Saturation Flow						1762
3/1 (A390 Holmbush Road Lane 1)	This lane uses a directly entered Saturation Flow						1850
4/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
5/1 (Holmbush Arch Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf

Scenario 4: '2021 PredOp Saturday' (FG4: '2021 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	82	1142	1224
	B	107	0	101	208
	C	1043	135	0	1178
	Tot.	1150	217	1243	2610

Full Input Data And Results

Traffic Lane Flows

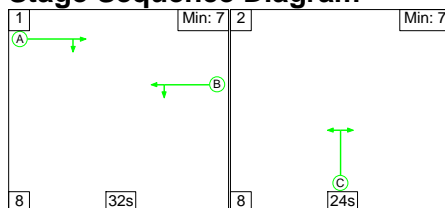
Lane	Scenario 4: 2021 PredOp Saturday
Junction: A390 Holmbush Road / Holmbush Arch Road	
1/1	1142
1/2	82
2/1	208
3/1	1178
4/1	1150
5/1	217
6/1	1243

Lane Saturation Flows

Junction: A390 Holmbush Road / Holmbush Arch Road							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1753
1/2 (A390 Holmbush Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1494
2/1 (Holmbush Arch Road Lane 1)	This lane uses a directly entered Saturation Flow						1762
3/1 (A390 Holmbush Road Lane 1)	This lane uses a directly entered Saturation Flow						1850
4/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
5/1 (Holmbush Arch Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

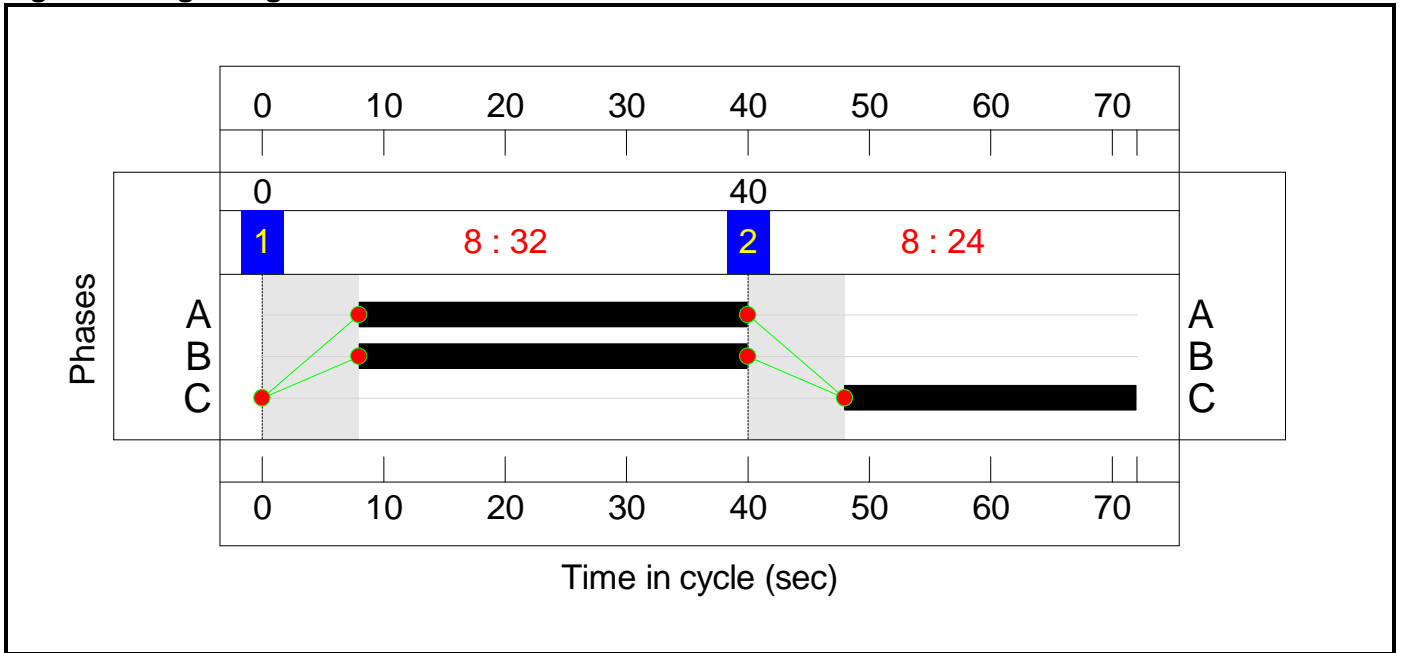
Stage Sequence Diagram



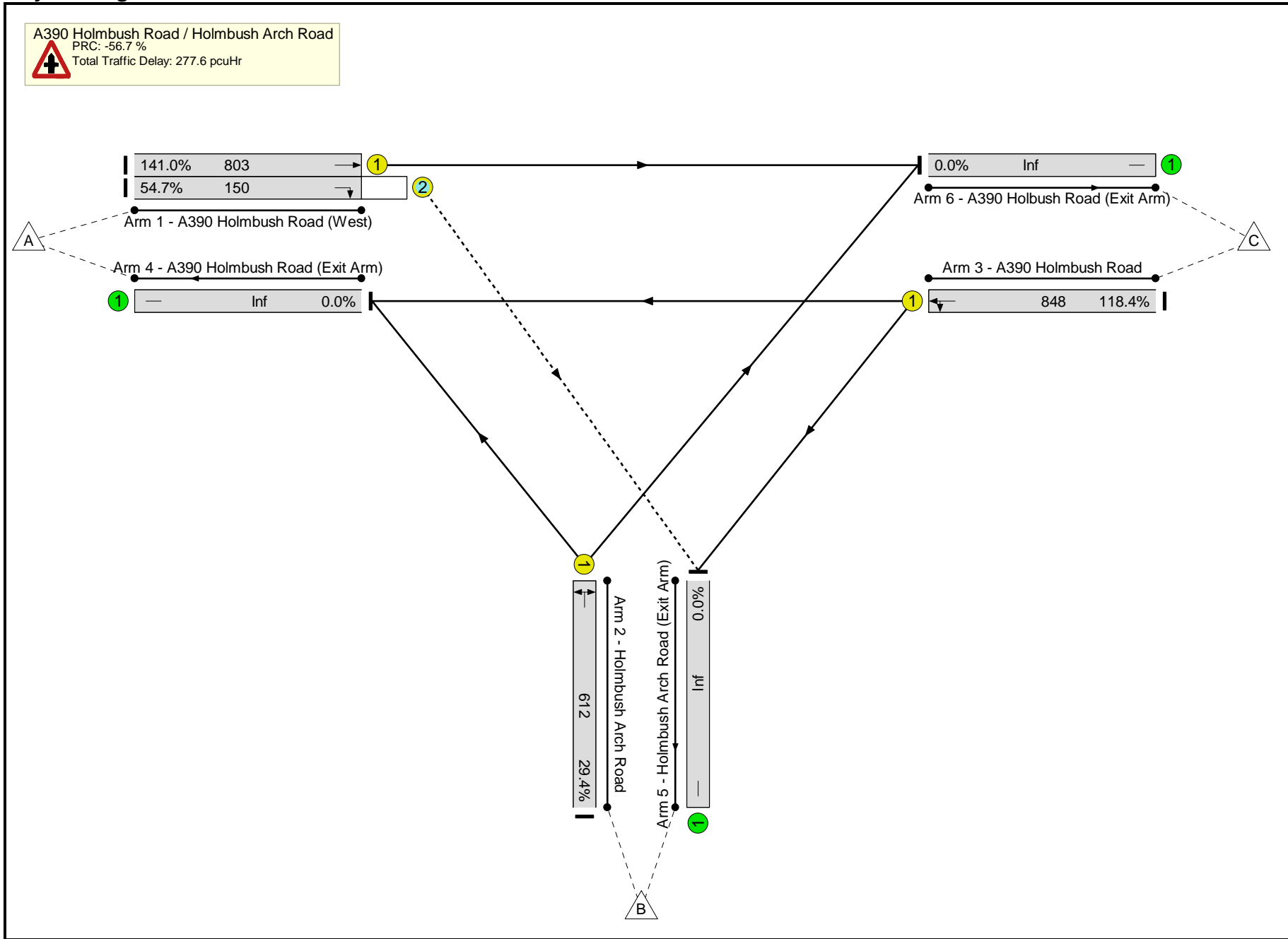
Stage Timings

Stage	1	2
Duration	32	24
Change Point	0	40

Signal Timings Diagram



Full Input Data And Results
Network Layout 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: A390 Holmbush Road/Holmbush Arch Road	-	-	N/A	-	-		-	-	-	-	-	-	141.0%
A390 Holmbush Road / Holmbush Arch Road	-	-	N/A	-	-		-	-	-	-	-	-	141.0%
1/1	A390 Holmbush Road (West) Ahead	U	N/A	N/A	A		1	32	-	1133	1753	803	141.0%
1/2	A390 Holmbush Road (West) Right	O	N/A	N/A	A		1	32	-	82	1494	150	54.7%
2/1	Holmbush Arch Road Left Right	U	N/A	N/A	C		1	24	-	180	1762	612	29.4%
3/1	A390 Holmbush Road Ahead Left	U	N/A	N/A	B		1	32	-	1004	1850	848	118.4%
4/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
5/1	Holmbush Arch Road (Exit Arm)	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
6/1	A390 Holbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1243	Inf	Inf	0.0%

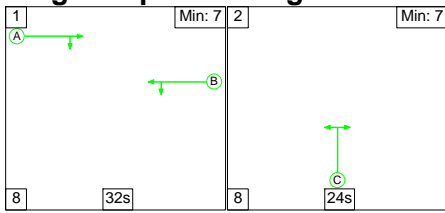
Full Input Data And Results

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: A390 Holmbush Road/Holmbush Arch Road	-	-	0	0	82	28.6	248.4	0.6	277.6	-	-	-	-
A390 Holmbush Road / Holmbush Arch Road	-	-	0	0	82	28.6	248.4	0.6	277.6	-	-	-	-
1/1	1133	803	-	-	-	16.9	166.5	-	183.4	582.8	29.3	166.5	195.7
1/2	82	82	0	0	82	0.3	0.6	0.6	1.4	63.0	0.9	0.6	1.5
2/1	180	180	-	-	-	0.9	0.2	-	1.1	21.3	2.6	0.2	2.8
3/1	1004	848	-	-	-	10.6	81.1	-	91.7	328.8	23.2	81.1	104.3
4/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -56.7 Total Delay for Signalled Lanes (pcuHr): 277.60</p> <p> PRC Over All Lanes (%): -56.7 Total Delay Over All Lanes(pcuHr): 277.60 Cycle Time (s): 72</p>													

Full Input Data And Results

Scenario 2: '2021 PredOp Tuesday' (FG2: '2021 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

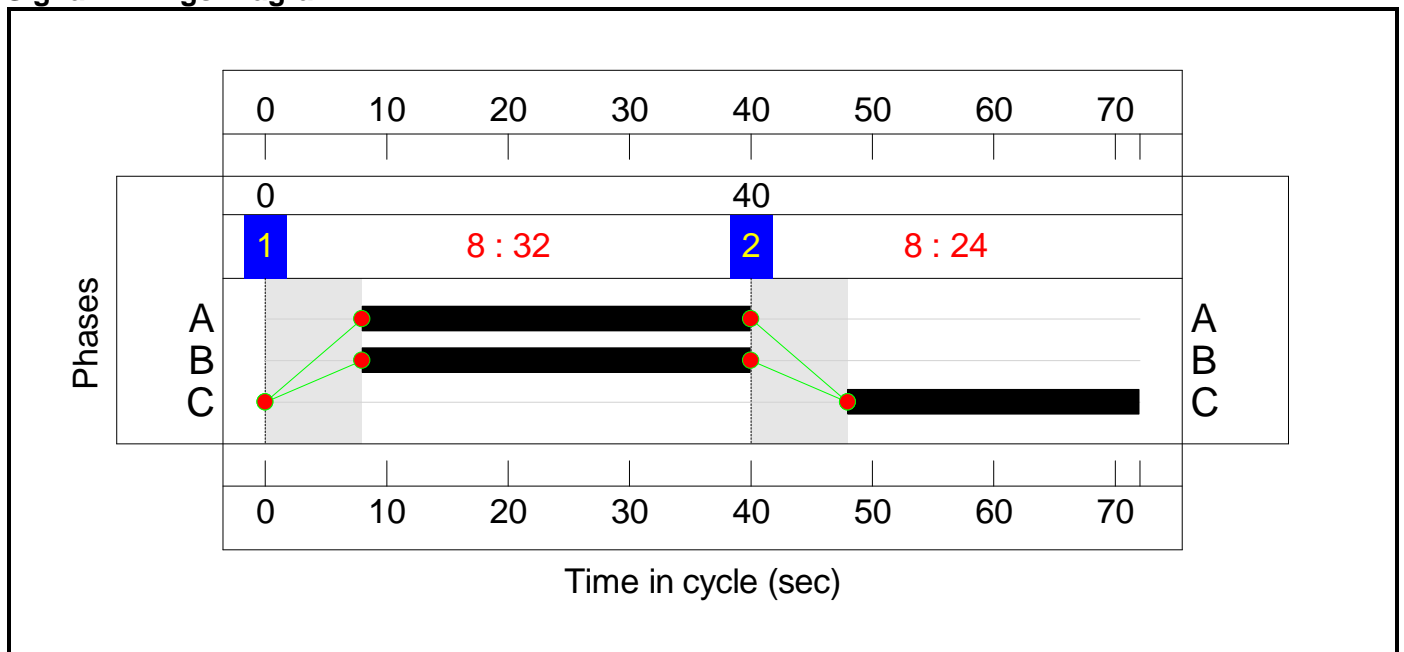
Stage Sequence Diagram



Stage Timings

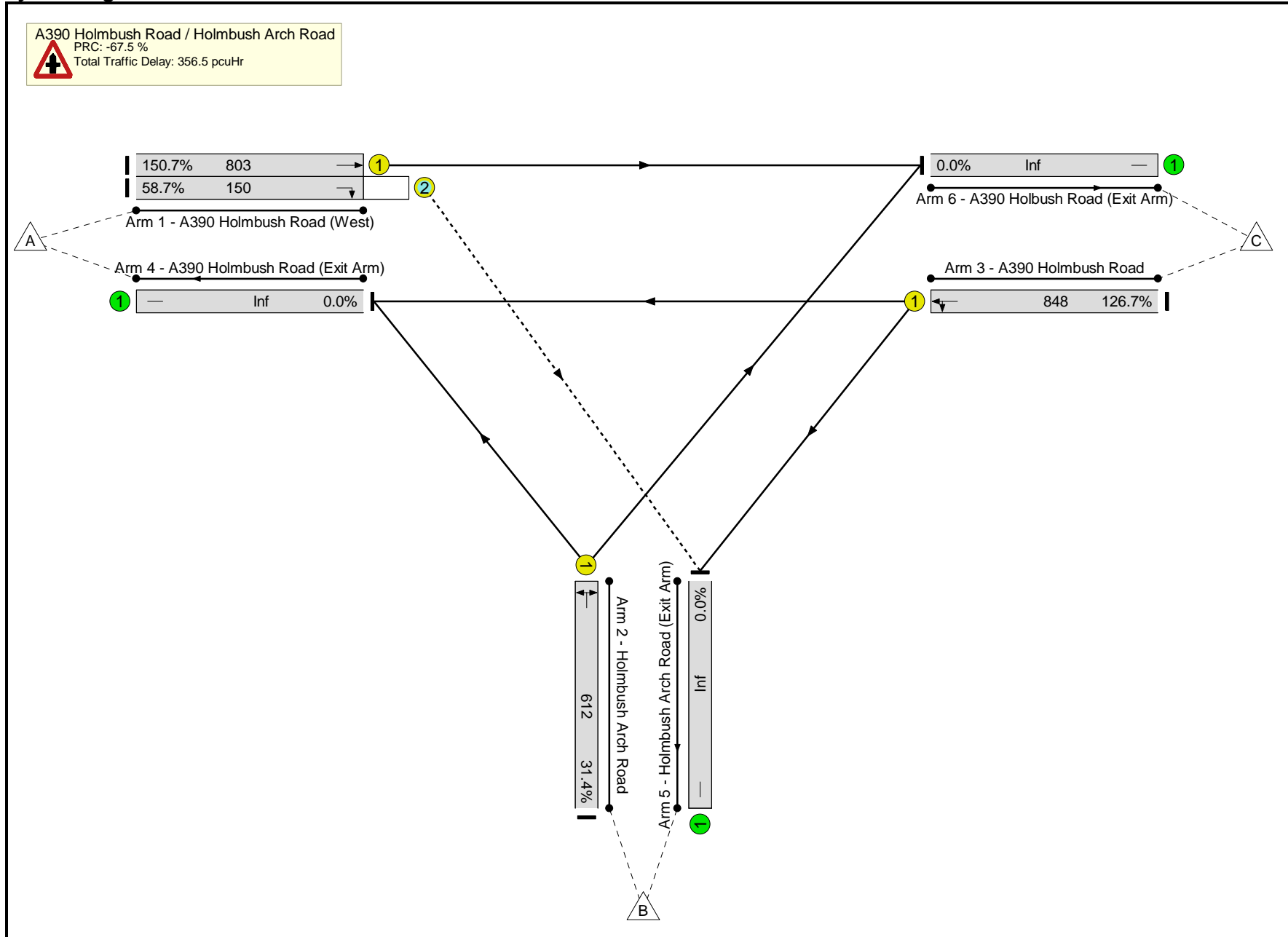
Stage	1	2
Duration	32	24
Change Point	0	40

Signal Timings Diagram



Full Input Data And Results

Network Layout 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: A390 Holmbush Road/Holmbush Arch Road	-	-	N/A	-	-		-	-	-	-	-	-	150.7%
A390 Holmbush Road / Holmbush Arch Road	-	-	N/A	-	-		-	-	-	-	-	-	150.7%
1/1	A390 Holmbush Road (West) Ahead	U	N/A	N/A	A		1	32	-	1211	1753	803	150.7%
1/2	A390 Holmbush Road (West) Right	O	N/A	N/A	A		1	32	-	88	1494	150	58.7%
2/1	Holmbush Arch Road Left Right	U	N/A	N/A	C		1	24	-	192	1762	612	31.4%
3/1	A390 Holmbush Road Ahead Left	U	N/A	N/A	B		1	32	-	1074	1850	848	126.7%
4/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
5/1	Holmbush Arch Road (Exit Arm)	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
6/1	A390 Holbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1329	Inf	Inf	0.0%

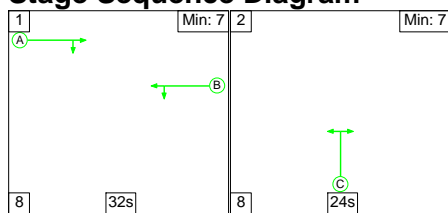
Full Input Data And Results

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: A390 Holmbush Road/Holmbush Arch Road	-	-	0	0	88	34.3	321.5	0.6	356.5	-	-	-	-
A390 Holmbush Road / Holmbush Arch Road	-	-	0	0	88	34.3	321.5	0.6	356.5	-	-	-	-
1/1	1211	803	-	-	-	19.9	205.2	-	225.2	669.4	32.4	205.2	237.6
1/2	88	88	0	0	88	0.3	0.7	0.6	1.6	65.5	1.0	0.7	1.7
2/1	192	192	-	-	-	0.9	0.2	-	1.1	21.5	2.8	0.2	3.0
3/1	1074	848	-	-	-	13.2	115.4	-	128.6	431.1	26.0	115.4	141.4
4/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1				PRC for Signalled Lanes (%):	-67.5	Total Delay for Signalled Lanes (pcuHr):	356.51						
				PRC Over All Lanes (%):	-67.5	Total Delay Over All Lanes(pcuHr):	356.51	Cycle Time (s): 72					

Full Input Data And Results

Scenario 3: '2016 PredOp Saturday' (FG3: '2016 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

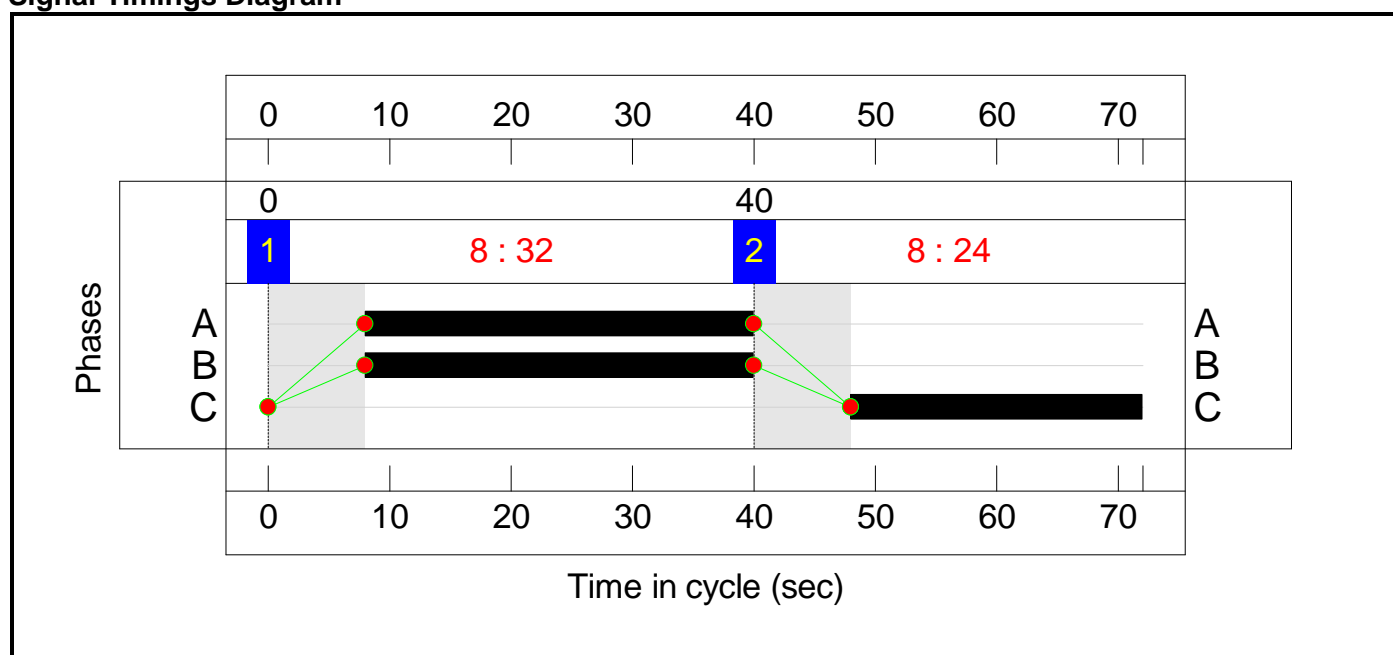
Stage Sequence Diagram



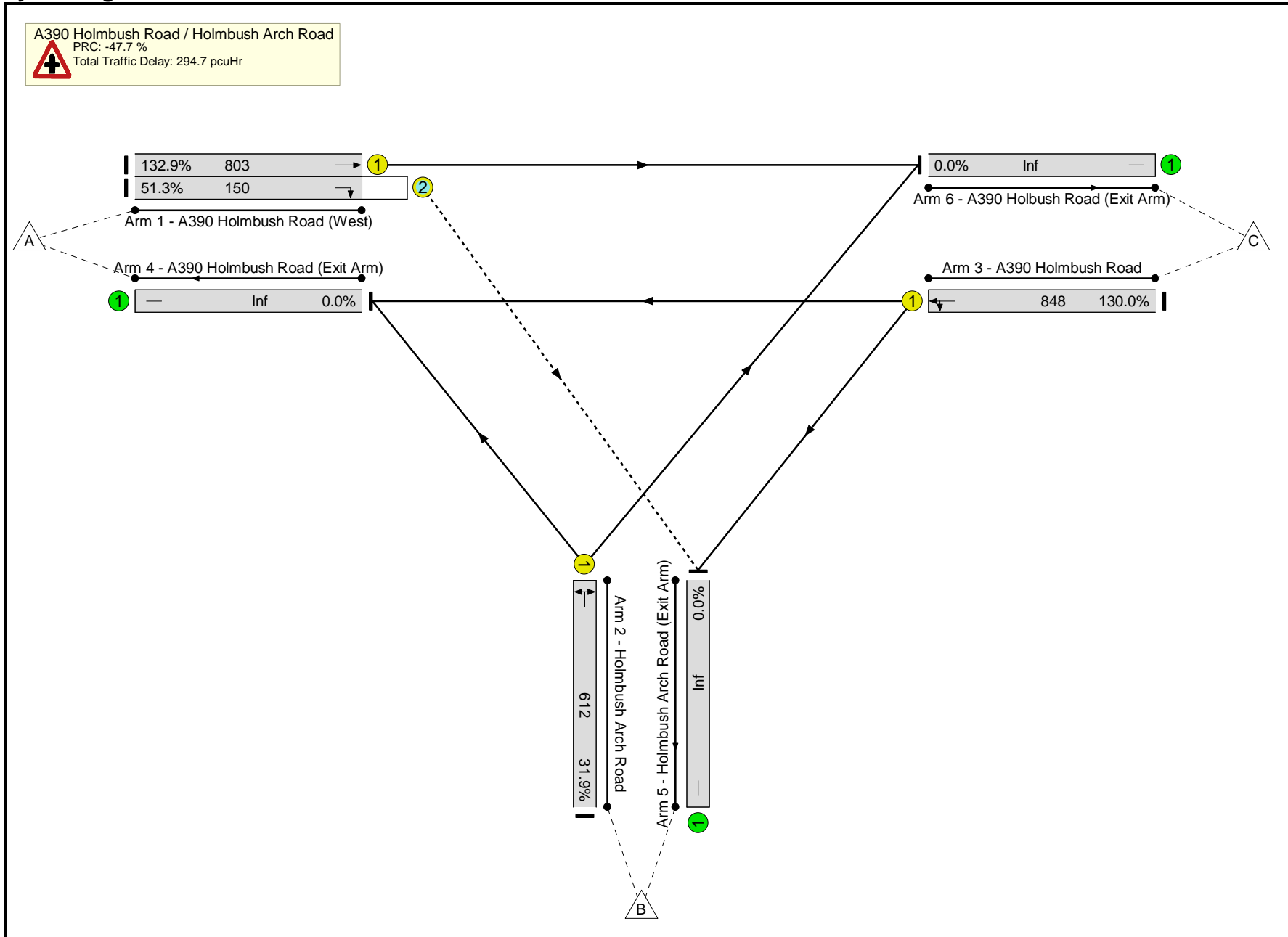
Stage Timings

Stage	1	2
Duration	32	24
Change Point	0	40

Signal Timings Diagram



Full Input Data And Results
Network Layout 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: A390 Holmbush Road/Holmbush Arch Road	-	-	N/A	-	-		-	-	-	-	-	-	132.9%
A390 Holmbush Road / Holmbush Arch Road	-	-	N/A	-	-		-	-	-	-	-	-	132.9%
1/1	A390 Holmbush Road (West) Ahead	U	N/A	N/A	A		1	32	-	1068	1753	803	132.9%
1/2	A390 Holmbush Road (West) Right	O	N/A	N/A	A		1	32	-	77	1494	150	51.3%
2/1	Holmbush Arch Road Left Right	U	N/A	N/A	C		1	24	-	195	1762	612	31.9%
3/1	A390 Holmbush Road Ahead Left	U	N/A	N/A	B		1	32	-	1102	1850	848	130.0%
4/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%
5/1	Holmbush Arch Road (Exit Arm)	U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
6/1	A390 Holbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1162	Inf	Inf	0.0%

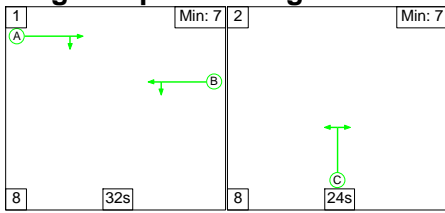
Full Input Data And Results

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: A390 Holmbush Road/Holmbush Arch Road	-	-	0	0	77	29.9	264.2	0.6	294.7	-	-	-	-	
A390 Holmbush Road / Holmbush Arch Road	-	-	0	0	77	29.9	264.2	0.6	294.7	-	-	-	-	
1/1	1068	803	-	-	-	14.5	134.3	-	148.7	501.3	26.7	134.3	160.9	
1/2	77	77	0	0	77	0.2	0.5	0.6	1.3	61.2	0.9	0.5	1.4	
2/1	195	195	-	-	-	0.9	0.2	-	1.2	21.6	2.8	0.2	3.1	
3/1	1102	848	-	-	-	14.3	129.2	-	143.5	468.7	27.1	129.2	156.3	
4/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):	-47.7	Total Delay for Signalled Lanes (pcuHr):	294.66	PRC Over All Lanes (%):	-47.7	Total Delay Over All Lanes(pcuHr):	294.66	Cycle Time (s):	72		

Full Input Data And Results

Scenario 4: '2021 PredOp Saturday' (FG4: '2021 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

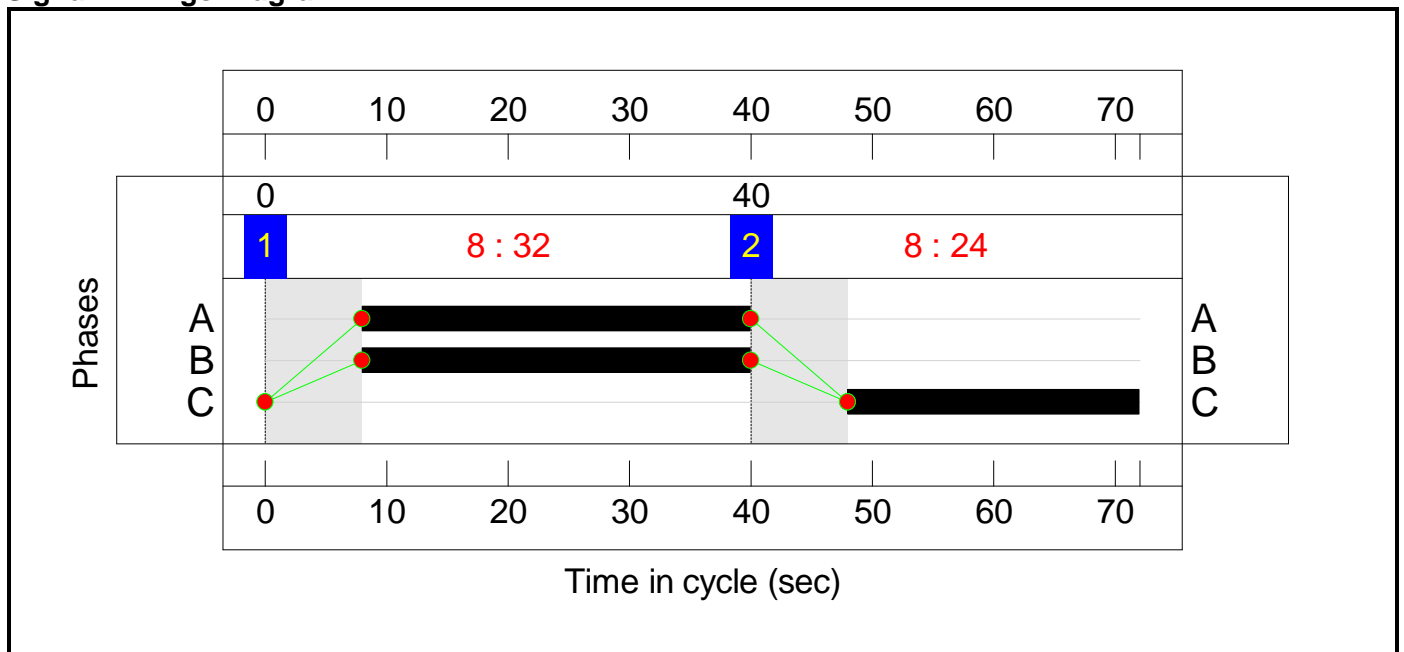
Stage Sequence Diagram



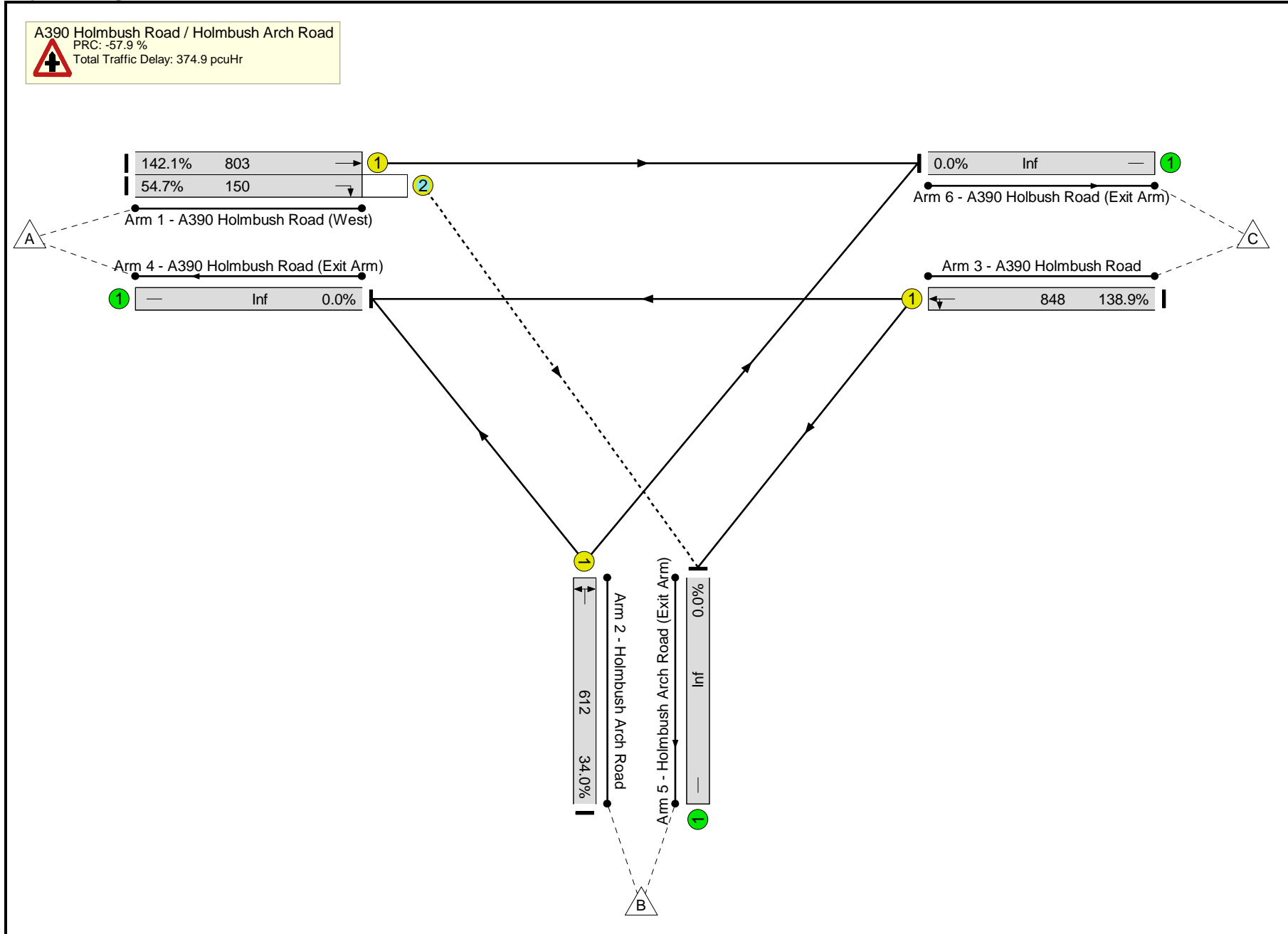
Stage Timings

Stage	1	2
Duration	32	24
Change Point	0	40

Signal Timings Diagram



Full Input Data And Results
Network Layout 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: A390 Holmbush Road/Holmbush Arch Road	-	-	N/A	-	-		-	-	-	-	-	-	142.1%
A390 Holmbush Road / Holmbush Arch Road	-	-	N/A	-	-		-	-	-	-	-	-	142.1%
1/1	A390 Holmbush Road (West) Ahead	U	N/A	N/A	A		1	32	-	1142	1753	803	142.1%
1/2	A390 Holmbush Road (West) Right	O	N/A	N/A	A		1	32	-	82	1494	150	54.7%
2/1	Holmbush Arch Road Left Right	U	N/A	N/A	C		1	24	-	208	1762	612	34.0%
3/1	A390 Holmbush Road Ahead Left	U	N/A	N/A	B		1	32	-	1178	1850	848	138.9%
4/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1150	Inf	Inf	0.0%
5/1	Holmbush Arch Road (Exit Arm)	U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
6/1	A390 Holbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1243	Inf	Inf	0.0%

Full Input Data And Results

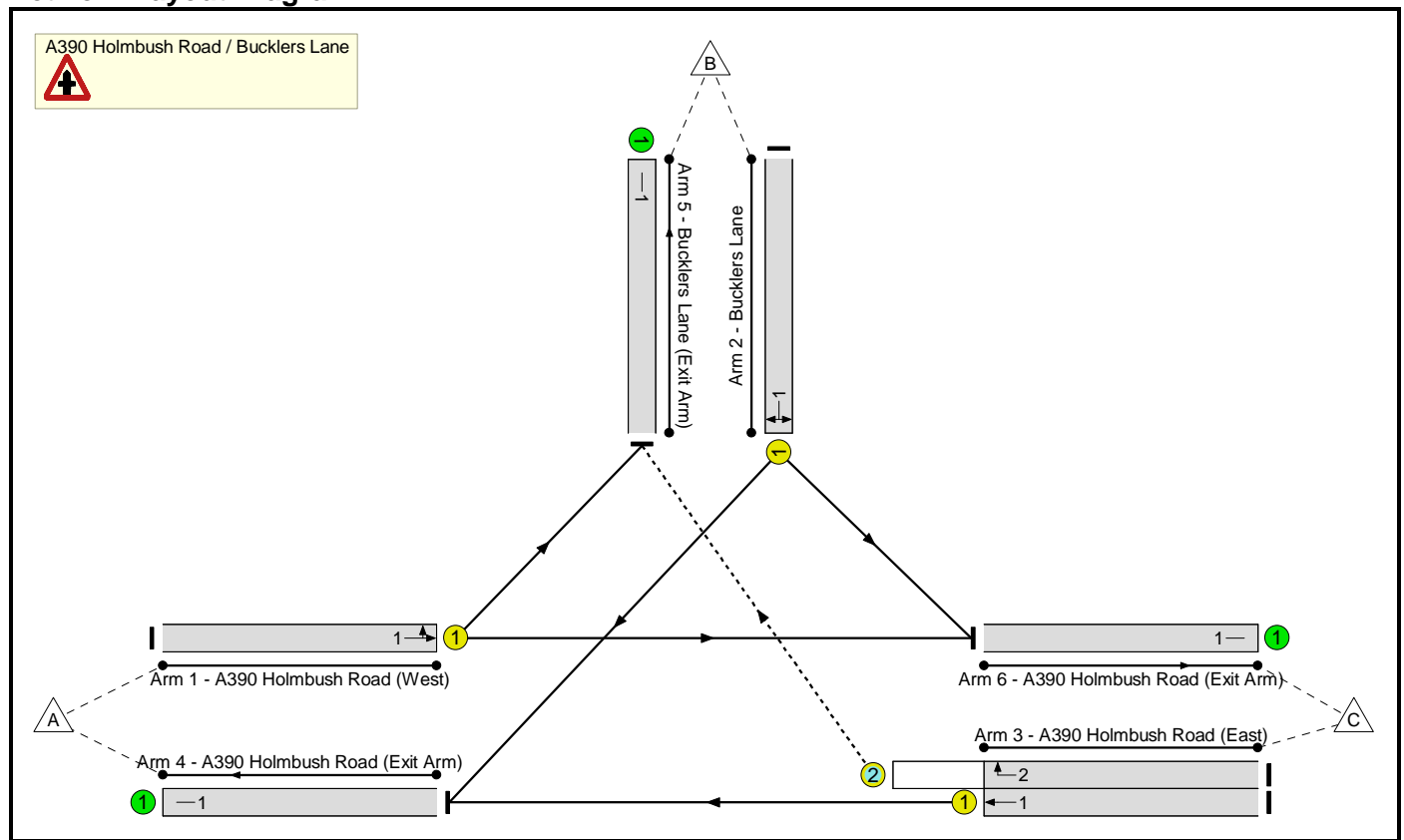
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A390 Holmbush Road/Holmbush Arch Road	-	-	0	0	82	35.7	338.6	0.6	374.9	-	-	-	-
A390 Holmbush Road / Holmbush Arch Road	-	-	0	0	82	35.7	338.6	0.6	374.9	-	-	-	-
1/1	1142	803	-	-	-	17.3	170.9	-	188.2	593.3	29.6	170.9	200.6
1/2	82	82	0	0	82	0.3	0.6	0.6	1.4	63.0	0.9	0.6	1.5
2/1	208	208	-	-	-	1.0	0.3	-	1.3	21.9	3.1	0.3	3.3
3/1	1178	848	-	-	-	17.2	166.8	-	184.0	562.3	30.2	166.8	197.0
4/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -57.9 Total Delay for Signalled Lanes (pcuHr): 374.93</p> <p> PRC Over All Lanes (%): -57.9 Total Delay Over All Lanes(pcuHr): 374.93 Cycle Time (s): 72</p>													

Full Input Data And Results
Full Input Data And Results

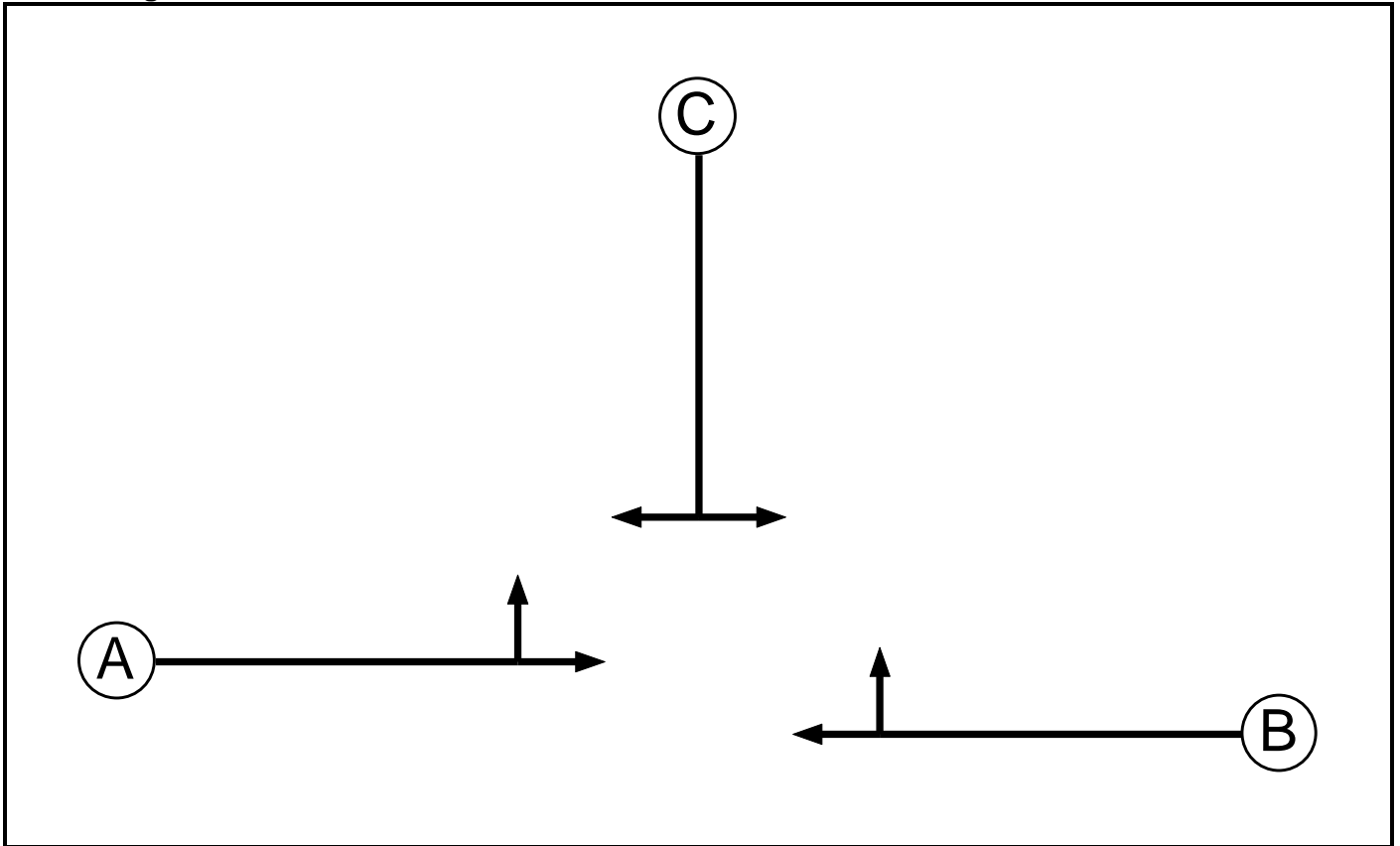
User and Project Details

Project:	Carlyon Bay, St Austell
Title:	A390 Holmbush Road/Bucklers Lane
Location:	
File name:	HOLMBU~1.LSG
Author:	
Company:	
Address:	
Notes:	

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

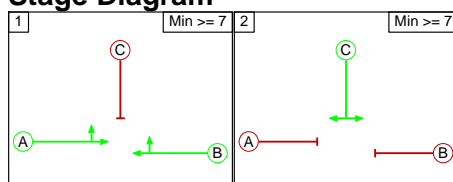
Phase Intergreens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A			8
	B	8		
	C	8	8	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

Stage Diagram



Full Input Data And Results

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
	1	8
	2	8

Full Input Data And Results

Give-Way Lane Input Data

Junction: A390 Holmbush Road / Bucklers Lane										
Lane	Movement	Max 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)
3/2 (A390 Holmbush Road (East))	5/1 (Right)	1440	1/1	1.09	1/1	5.00	-	0.50	5	5.00

Full Input Data And Results

Lane Input Data

Junction: A390 Holmbush Road / Bucklers 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)
1/1 (A390 Holmbush Road (West))	U	A	2	3	60.0	User	1727	-	-	-	-	-
2/1 (Bucklers Lane)	U	C	2	3	60.0	User	1612	-	-	-	-	-
3/1 (A390 Holmbush Road (East))	U	B	2	3	60.0	User	1724	-	-	-	-	-
3/2 (A390 Holmbush Road (East))	O	B	2	3	7.0	User	1405	-	-	-	-	-
4/1 (A390 Holmbush Road (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Bucklers Lane (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A390 Holmbush Road (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 Predicted August Tuesday'	17:00	18:00	01:00	
2: '2021 Predicted August Tuesday'	17:00	18:00	01:00	
3: '2016 Predicted August Saturday'	12:00	13:00	01:00	
4: '2021 Predicted August Saturday'	12:00	13:00	01:00	

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	34	1209	1243
	B	69	0	100	169
	C	935	64	0	999
	Tot.	1004	98	1309	2411

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2016 PredOp Tuesday
Junction: A390 Holmbush Road / Bucklers Lane	
1/1	1243
2/1	169
3/1	935
3/2	64
4/1	1004
5/1	98
6/1	1309

Lane Saturation Flows

Junction: A390 Holmbush Road / Bucklers Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1775
2/1 (Bucklers Lane Lane 1)	This lane uses a directly entered Saturation Flow						1657
3/1 (A390 Holmbush Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1772
3/2 (A390 Holmbush Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1444
4/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
5/1 (Bucklers Lane (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf

Scenario 2: '2021 PredOp Tuesday' (FG2: '2021 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	37	1292	1329
	B	74	0	107	181
	C	1000	68	0	1068
	Tot.	1074	105	1399	2578

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2021 PredOp Tuesday
Junction: A390 Holmbush Road / Bucklers Lane	
1/1	1329
2/1	181
3/1	1000
3/2	68
4/1	1074
5/1	105
6/1	1399

Lane Saturation Flows

Junction: A390 Holmbush Road / Bucklers Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1775
2/1 (Bucklers Lane Lane 1)	This lane uses a directly entered Saturation Flow						1657
3/1 (A390 Holmbush Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1772
3/2 (A390 Holmbush Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1444
4/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
5/1 (Bucklers Lane (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf

Scenario 3: '2016 PredOp Saturday' (FG3: '2016 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	91	1071	1162
	B	108	0	103	211
	C	994	75	0	1069
	Tot.	1102	166	1174	2442

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2016 PredOp Saturday
Junction: A390 Holmbush Road / Bucklers Lane	
1/1	1162
2/1	211
3/1	994
3/2	75
4/1	1102
5/1	166
6/1	1174

Lane Saturation Flows

Junction: A390 Holmbush Road / Bucklers Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1775
2/1 (Bucklers Lane Lane 1)	This lane uses a directly entered Saturation Flow						1657
3/1 (A390 Holmbush Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1772
3/2 (A390 Holmbush Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1444
4/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
5/1 (Bucklers Lane (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf

Scenario 4: '2021 PredOp Saturday' (FG4: '2021 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	97	1146	1243
	B	116	0	111	227
	C	1062	80	0	1142
	Tot.	1178	177	1257	2612

Full Input Data And Results

Traffic Lane Flows

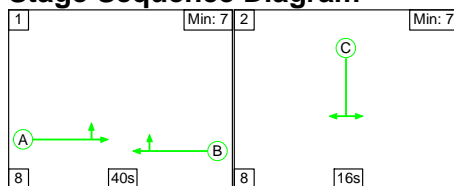
Lane	Scenario 4: 2021 PredOp Saturday
Junction: A390 Holmbush Road / Bucklers Lane	
1/1	1243
2/1	227
3/1	1062
3/2	80
4/1	1178
5/1	177
6/1	1257

Lane Saturation Flows

Junction: A390 Holmbush Road / Bucklers Lane							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						1775
2/1 (Bucklers Lane Lane 1)	This lane uses a directly entered Saturation Flow						1657
3/1 (A390 Holmbush Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1772
3/2 (A390 Holmbush Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1444
4/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
5/1 (Bucklers Lane (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

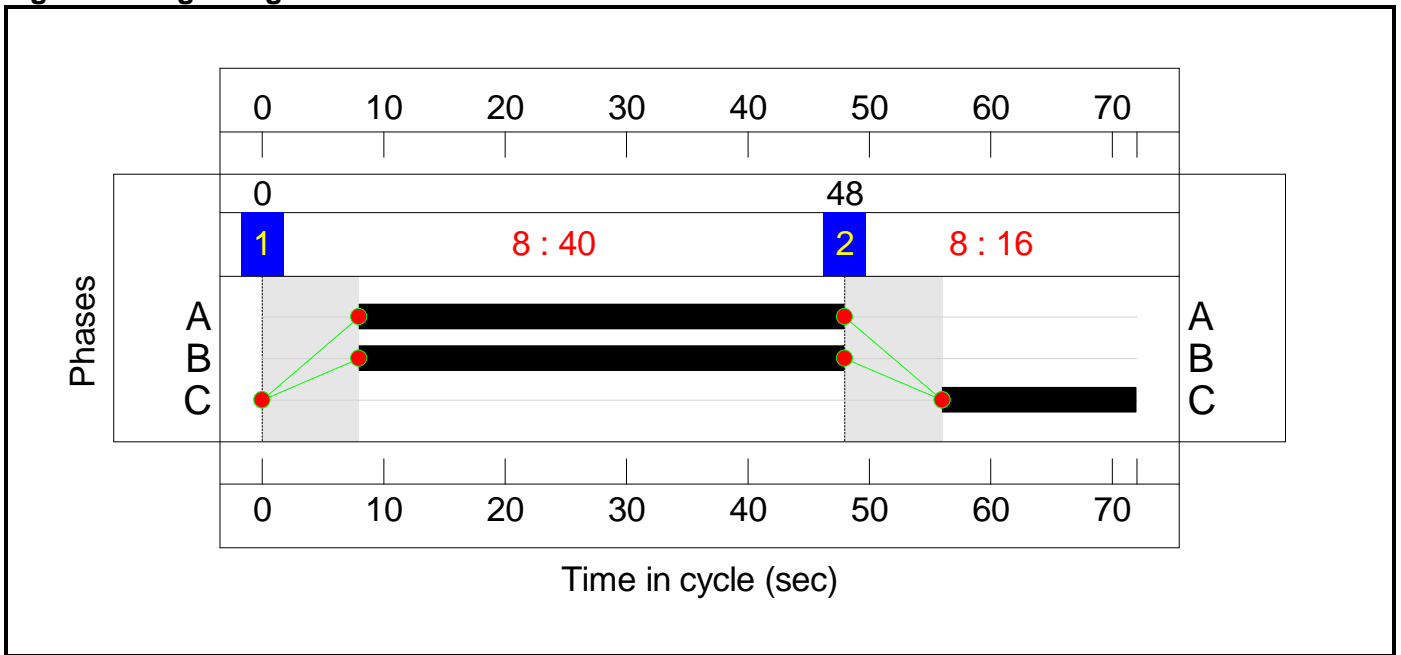
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	40	16
Change Point	0	48


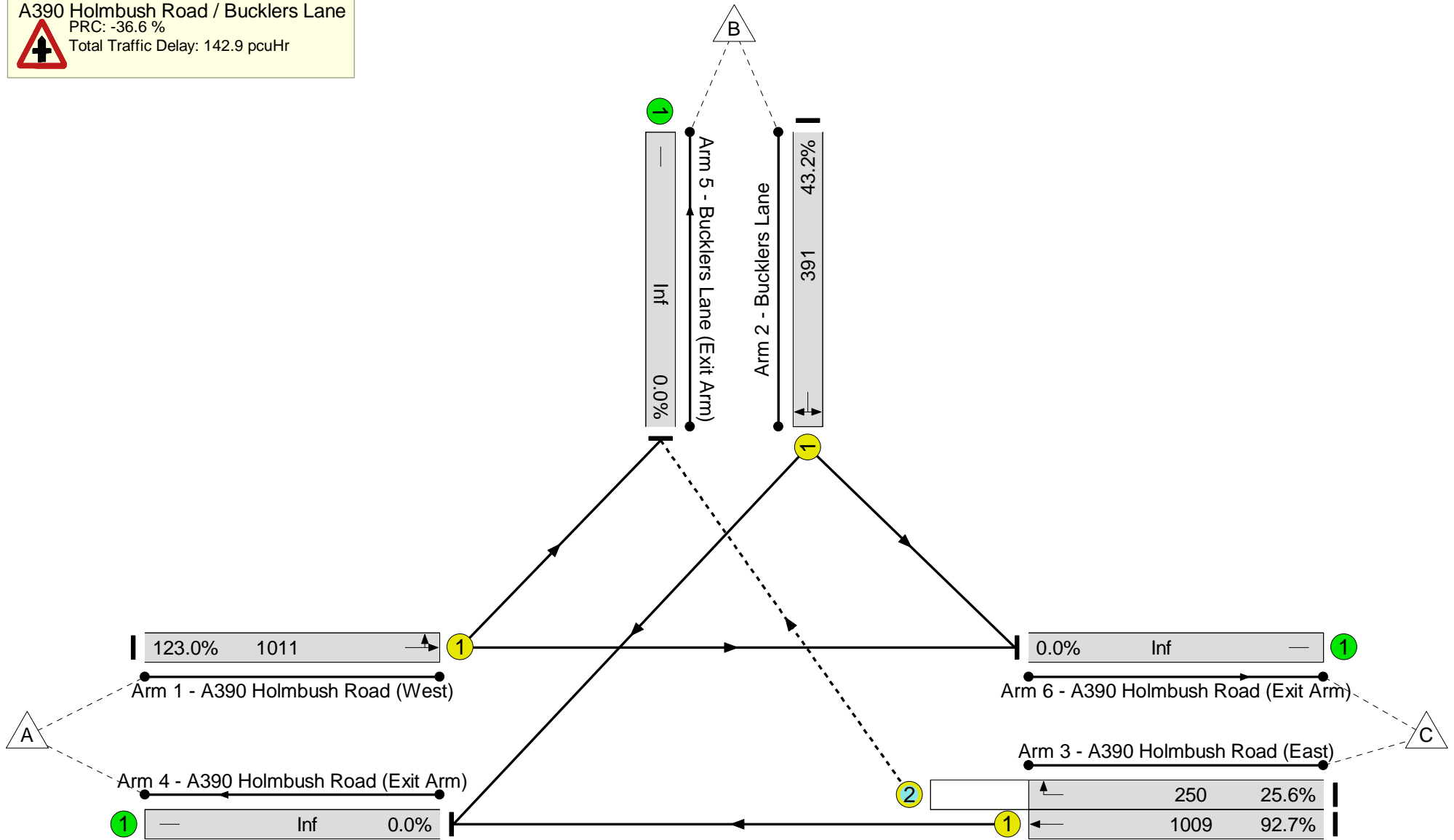
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

A390 Holmbush Road / Bucklers Lane
 PRC: -36.6 %
 Total Traffic Delay: 142.9 pcuHr

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: A390 Holmbush Road/Bucklers Lane	-	-	N/A	-	-		-	-	-	-	-	-	123.0%
A390 Holmbush Road / Bucklers Lane	-	-	N/A	-	-		-	-	-	-	-	-	123.0%
1/1	A390 Holmbush Road (West) Left Ahead	U	N/A	N/A	A		1	40	-	1243	1775	1011	123.0%
2/1	Bucklers Lane Right Left	U	N/A	N/A	C		1	16	-	169	1657	391	43.2%
3/1	A390 Holmbush Road (East) Ahead	U	N/A	N/A	B		1	40	-	935	1772	1009	92.7%
3/2	A390 Holmbush Road (East) Right	O	N/A	N/A	B		1	40	-	64	1444	250	25.6%
4/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1004	Inf	Inf	0.0%
5/1	Bucklers Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
6/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1309	Inf	Inf	0.0%

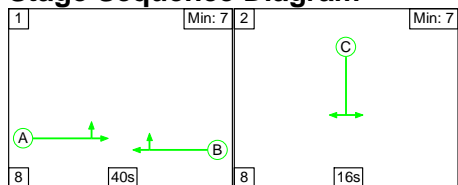
Full Input Data And Results

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: A390 Holmbush Road/Bucklers Lane	-	-	0	0	64	17.6	124.8	0.5	142.9	-	-	-	-
A390 Holmbush Road / Bucklers Lane	-	-	0	0	64	17.6	124.8	0.5	142.9	-	-	-	-
1/1	1243	1011	-	-	-	12.7	118.7	-	131.4	380.7	29.5	118.7	148.2
2/1	169	169	-	-	-	1.1	0.4	-	1.5	31.5	2.9	0.4	3.2
3/1	935	935	-	-	-	3.7	5.5	-	9.2	35.3	16.9	5.5	22.4
3/2	64	64	0	0	64	0.1	0.2	0.5	0.8	44.3	0.6	0.2	0.7
4/1	1004	1004	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1083	1083	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -36.6 Total Delay for Signalled Lanes (pcuHr): 142.87 PRC Over All Lanes (%): -36.6 Total Delay Over All Lanes(pcuHr): 142.87 Cycle Time (s): 72</p>													

Full Input Data And Results

Scenario 2: '2021 PredOp Tuesday' (FG2: '2021 Predicted August Tuesday', Plan 1: 'Network Control Plan 1')

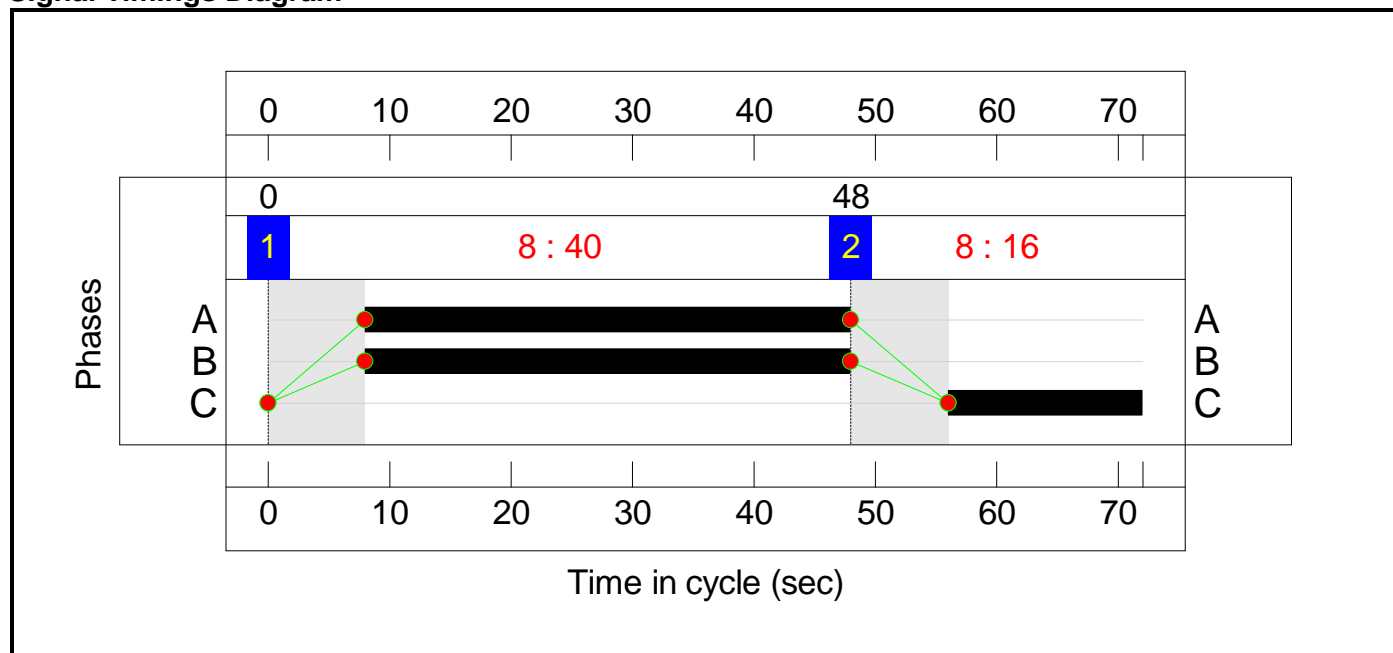
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	40	16
Change Point	0	48

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: A390 Holmbush Road/Bucklers Lane	-	-	N/A	-	-		-	-	-	-	-	-	131.5%
A390 Holmbush Road / Bucklers Lane	-	-	N/A	-	-		-	-	-	-	-	-	131.5%
1/1	A390 Holmbush Road (West) Left Ahead	U	N/A	N/A	A		1	40	-	1329	1775	1011	131.5%
2/1	Bucklers Lane Right Left	U	N/A	N/A	C		1	16	-	181	1657	391	46.3%
3/1	A390 Holmbush Road (East) Ahead	U	N/A	N/A	B		1	40	-	1000	1772	1009	99.1%
3/2	A390 Holmbush Road (East) Right	O	N/A	N/A	B		1	40	-	68	1444	250	27.2%
4/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%
5/1	Bucklers Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
6/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1399	Inf	Inf	0.0%

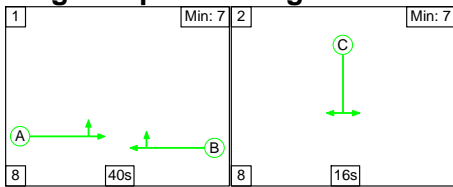
Full Input Data And Results

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: A390 Holmbush Road/Bucklers Lane	-	-	0	0	68	21.4	175.5	0.5	197.4	-	-	-	-
A390 Holmbush Road / Bucklers Lane	-	-	0	0	68	21.4	175.5	0.5	197.4	-	-	-	-
1/1	1329	1011	-	-	-	15.8	161.2	-	177.0	479.4	32.9	161.2	194.1
2/1	181	181	-	-	-	1.2	0.4	-	1.6	32.1	3.1	0.4	3.5
3/1	1000	1000	-	-	-	4.3	13.7	-	18.0	64.7	19.7	13.7	33.4
3/2	68	68	0	0	68	0.1	0.2	0.5	0.8	44.6	0.6	0.2	0.8
4/1	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -46.1 Total Delay for Signalled Lanes (pcuHr): 197.40 PRC Over All Lanes (%): -46.1 Total Delay Over All Lanes(pcuHr): 197.40 Cycle Time (s): 72</p>													

Full Input Data And Results

Scenario 3: '2016 PredOp Saturday' (FG3: '2016 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

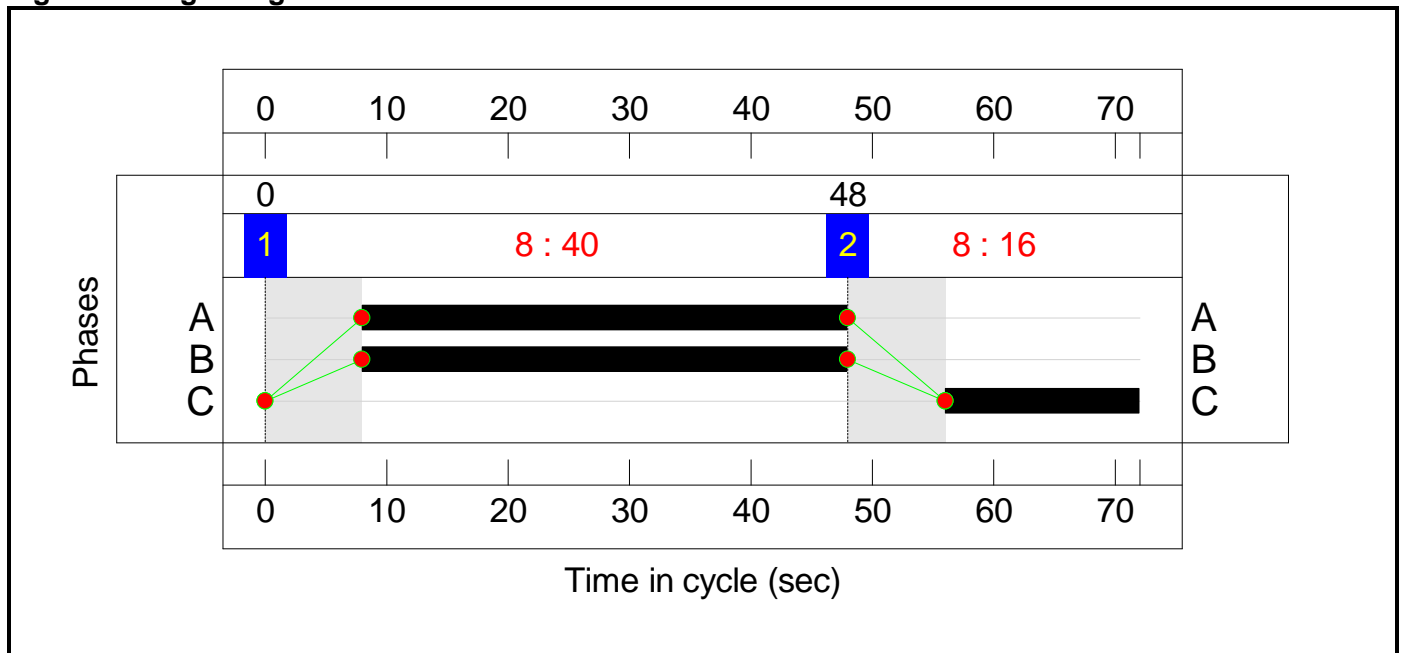
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	40	16
Change Point	0	48

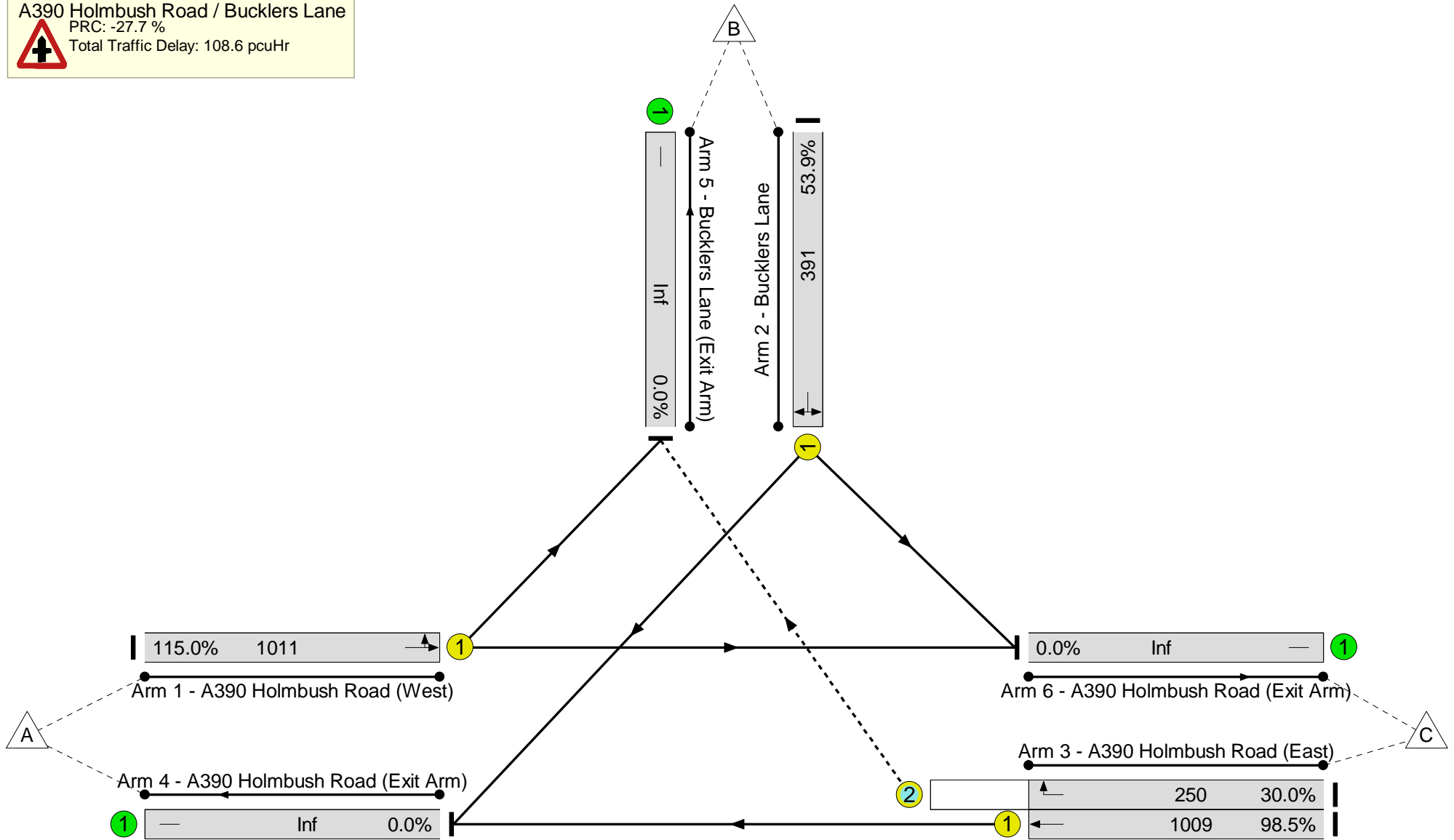
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

A390 Holmbush Road / Bucklers Lane
 PRC: -27.7 %
 Total Traffic Delay: 108.6 pcuHr



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: A390 Holmbush Road/Bucklers Lane	-	-	N/A	-	-		-	-	-	-	-	-	115.0%
A390 Holmbush Road / Bucklers Lane	-	-	N/A	-	-		-	-	-	-	-	-	115.0%
1/1	A390 Holmbush Road (West) Left Ahead	U	N/A	N/A	A		1	40	-	1162	1775	1011	115.0%
2/1	Bucklers Lane Right Left	U	N/A	N/A	C		1	16	-	211	1657	391	53.9%
3/1	A390 Holmbush Road (East) Ahead	U	N/A	N/A	B		1	40	-	994	1772	1009	98.5%
3/2	A390 Holmbush Road (East) Right	O	N/A	N/A	B		1	40	-	75	1444	250	30.0%
4/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1102	Inf	Inf	0.0%
5/1	Bucklers Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
6/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1174	Inf	Inf	0.0%

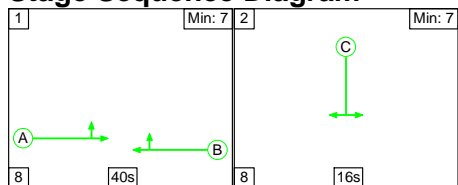
Full Input Data And Results

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: A390 Holmbush Road/Bucklers Lane	-	-	0	0	75	15.5	92.5	0.6	108.6	-	-	-	-
A390 Holmbush Road / Bucklers Lane	-	-	0	0	75	15.5	92.5	0.6	108.6	-	-	-	-
1/1	1162	1011	-	-	-	9.8	79.3	-	89.1	276.0	26.3	79.3	105.5
2/1	211	211	-	-	-	1.4	0.6	-	2.0	34.0	3.7	0.6	4.3
3/1	994	994	-	-	-	4.2	12.4	-	16.6	60.3	19.3	12.4	31.8
3/2	75	75	0	0	75	0.1	0.2	0.6	0.9	45.2	0.7	0.2	0.9
4/1	1102	1102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-27.7	Total Delay for Signalled Lanes (pcuHr):		108.65					
			PRC Over All Lanes (%):		-27.7	Total Delay Over All Lanes(pcuHr):		108.65	Cycle Time (s): 72				

Full Input Data And Results

Scenario 4: '2021 PredOp Saturday' (FG4: '2021 Predicted August Saturday', Plan 1: 'Network Control Plan 1')

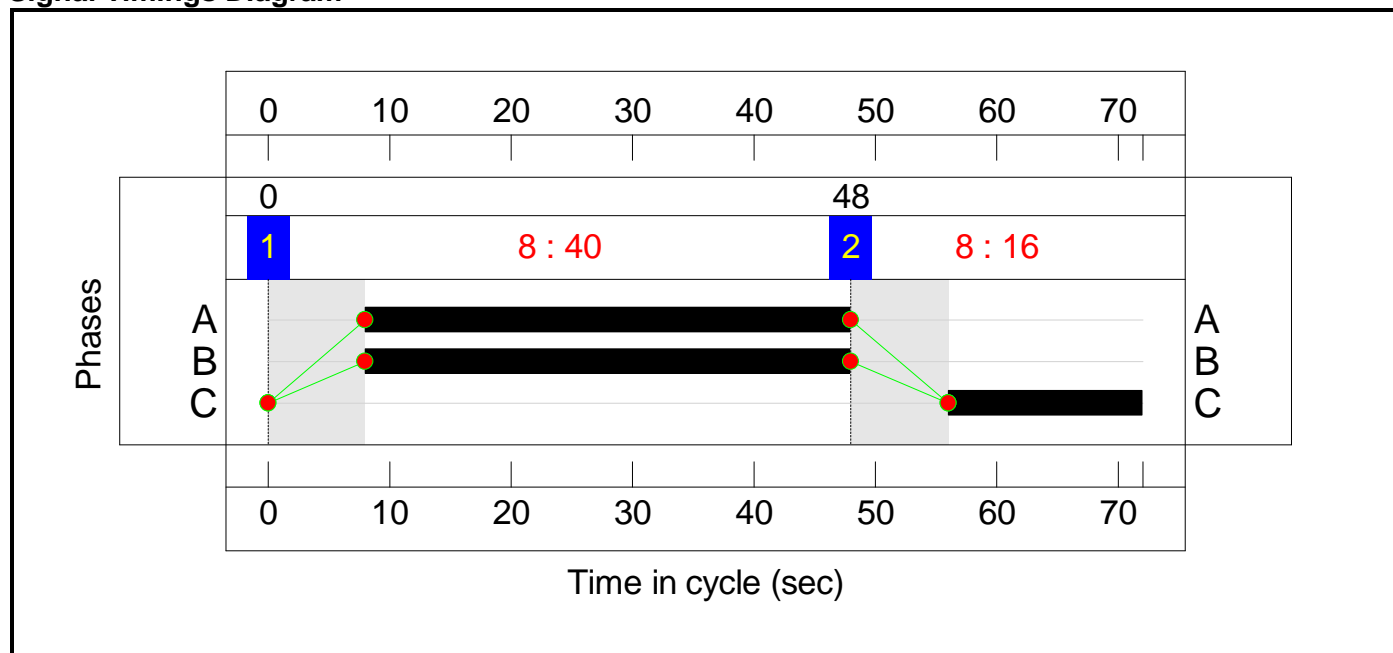
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	40	16
Change Point	0	48


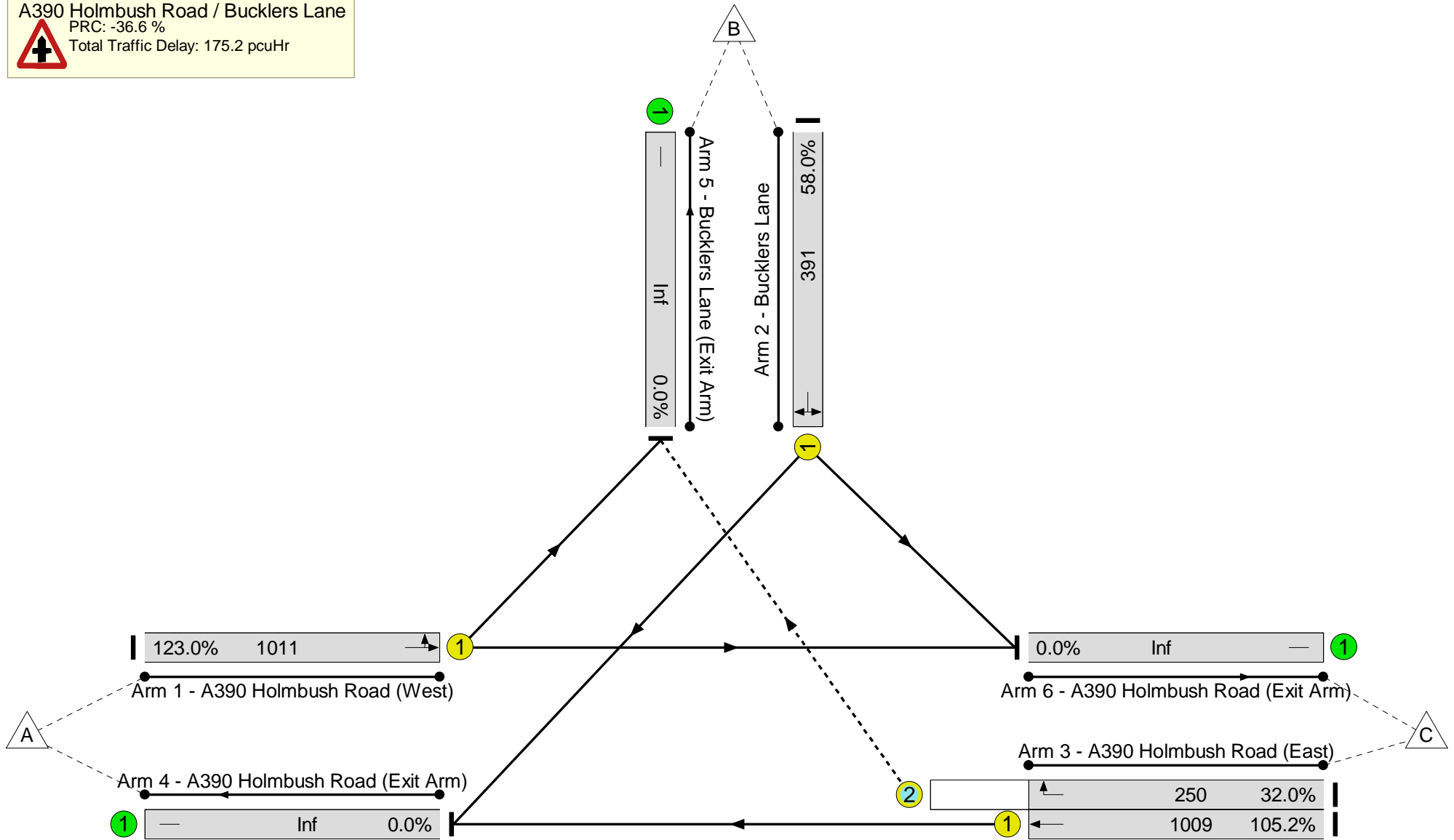
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

A390 Holmbush Road / Bucklers Lane
 PRC: -36.6 %
 Total Traffic Delay: 175.2 pcuHr

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: A390 Holmbush Road/Bucklers Lane	-	-	N/A	-	-		-	-	-	-	-	-	123.0%
A390 Holmbush Road / Bucklers Lane	-	-	N/A	-	-		-	-	-	-	-	-	123.0%
1/1	A390 Holmbush Road (West) Left Ahead	U	N/A	N/A	A		1	40	-	1243	1775	1011	123.0%
2/1	Bucklers Lane Right Left	U	N/A	N/A	C		1	16	-	227	1657	391	58.0%
3/1	A390 Holmbush Road (East) Ahead	U	N/A	N/A	B		1	40	-	1062	1772	1009	105.2%
3/2	A390 Holmbush Road (East) Right	O	N/A	N/A	B		1	40	-	80	1444	250	32.0%
4/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
5/1	Bucklers Lane (Exit Arm)	U	N/A	N/A	-		-	-	-	177	Inf	Inf	0.0%
6/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1257	Inf	Inf	0.0%

Full Input Data And Results

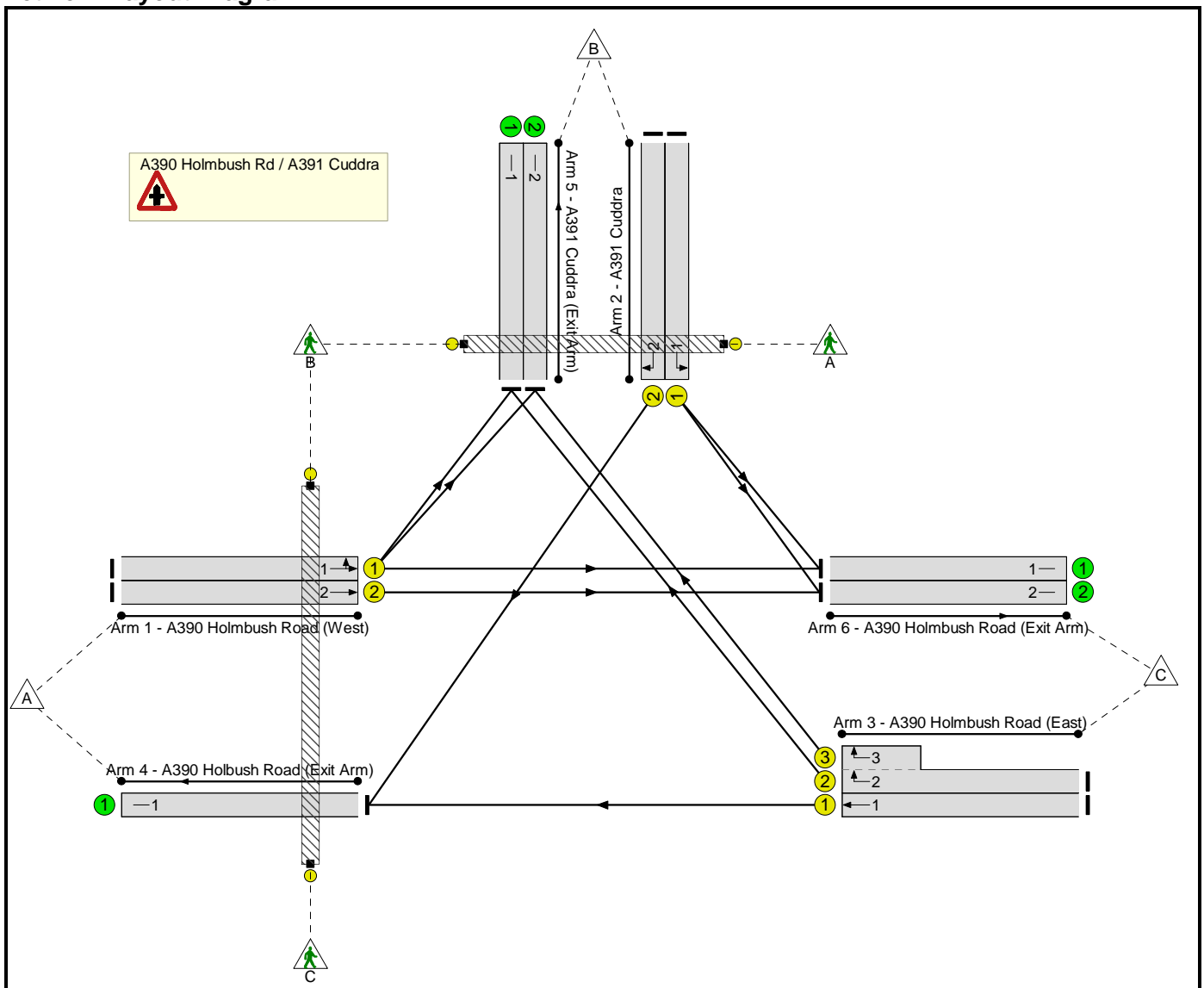
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A390 Holmbush Road/Bucklers Lane	-	-	0	0	80	20.6	153.9	0.6	175.2	-	-	-	-
A390 Holmbush Road / Bucklers Lane	-	-	0	0	80	20.6	153.9	0.6	175.2	-	-	-	-
1/1	1243	1011	-	-	-	12.7	118.7	-	131.4	380.7	29.5	118.7	148.2
2/1	227	227	-	-	-	1.5	0.7	-	2.2	35.2	4.0	0.7	4.7
3/1	1062	1009	-	-	-	6.2	34.2	-	40.5	137.2	22.3	34.2	56.5
3/2	80	80	0	0	80	0.2	0.2	0.6	1.0	45.6	0.7	0.2	0.9
4/1	1125	1125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-36.6	Total Delay for Signalled Lanes (pcuHr):		175.15					
			PRC Over All Lanes (%):		-36.6	Total Delay Over All Lanes(pcuHr):		175.15					
										Cycle Time (s): 72			

Full Input Data And Results
Full Input Data And Results

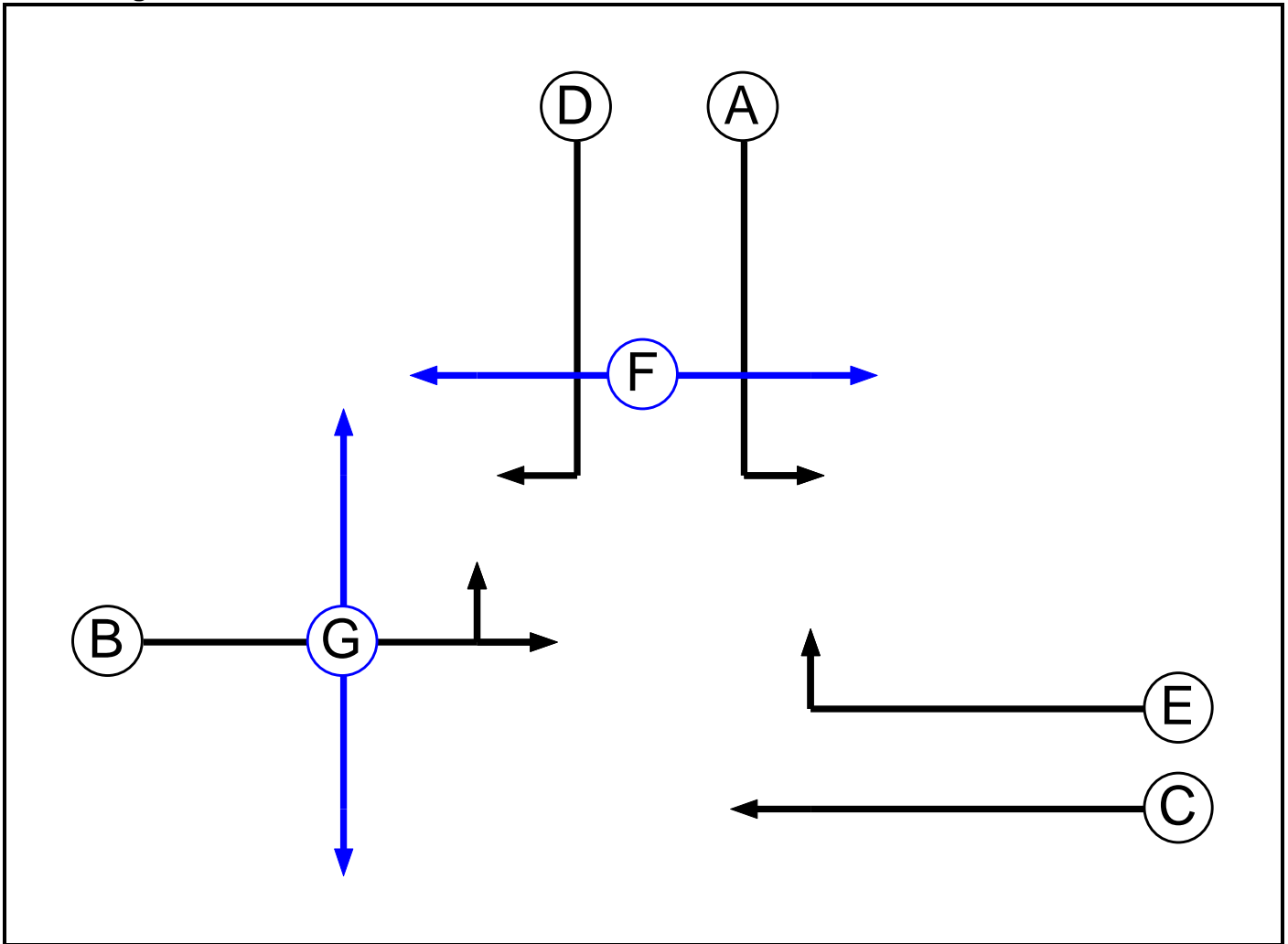
User and Project Details

Project:	Carlyon Bay, St. Austell
Title:	A390 Holmbush Road/A391 Cuddra
Location:	
File name:	HOLMBU~1.LSG
Author:	
Company:	
Address:	
Notes:	

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	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		17	17
G	Pedestrian		17	17

Full Input Data And Results

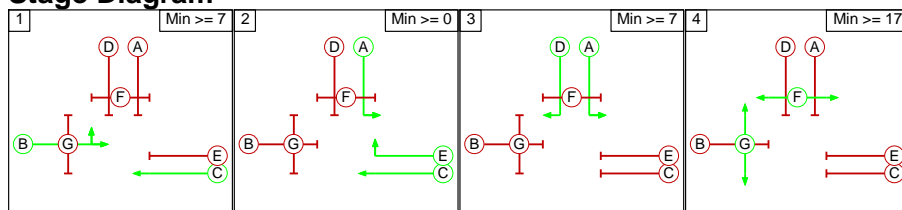
Phase Intergrens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A	8	-	-	-	0	0	0
	B	0	-	0	0	8	8	8
	C	-	-	0	-	8	8	8
	D	-	0	8	8	0	0	0
	E	-	8	-	0	0	0	0
	F	17	0	0	17	0	-	-
	G	17	0	0	17	0	-	-

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1	8	2	2	8
	2	8	-	2	8
	3	8	8	-	0
	4	2	17	17	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: A390 Holmbush Rd / A391 Cuddra

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A390 Holmbush Rd / A391 Cuddra												
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 (A390 Holmbush Road (West))	U	B	2	3	60.0	User	1696	-	-	-	-	-
1/2 (A390 Holmbush Road (West))	U	B	2	3	60.0	User	1800	-	-	-	-	-
2/1 (A391 Cuddra)	U	A	2	3	60.0	User	1612	-	-	-	-	-
2/2 (A391 Cuddra)	U	D	2	3	60.0	User	1662	-	-	-	-	-
3/1 (A390 Holmbush Road (East))	U	C	2	3	60.0	User	1746	-	-	-	-	-
3/2 (A390 Holmbush Road (East))	U	E	2	3	60.0	User	1594	-	-	-	-	-
3/3 (A390 Holmbush Road (East))	U	E	2	3	5.0	User	1671	-	-	-	-	-
4/1 (A390 Holmbush Road (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A391 Cuddra (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A391 Cuddra (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A390 Holmbush Road (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A390 Holmbush Road (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 PredOp Tuesday'	17:00	18:00	01:00	
2: '2021 PredOp Tuesday'	17:00	18:00	01:00	
3: '2016 PredOp Saturday'	12:00	13:00	01:00	
4: '2021 PredOp Saturday'	12:00	13:00	01:00	

Full Input Data And Results

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 PredOp Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	169	1148	1317
	B	161	0	475	636
	C	824	394	0	1218
	Tot.	985	563	1623	3171

Traffic Lane Flows

Lane	Scenario 1: 2016 PredOp Tuesday
Junction: A390 Holmbush Rd / A391 Cuddra	
1/1	636
1/2	681
2/1	475
2/2	161
3/1	824
3/2 (with short)	394(In) 192(Out)
3/3 (short)	202
4/1	985
5/1	277
5/2	286
6/1	705
6/2	918

Full Input Data And Results

Lane Saturation Flows

Junction: A390 Holmbush Rd / A391 Cuddra							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)							This lane uses a directly entered Saturation Flow 1696
1/2 (A390 Holmbush Road (West) Lane 2)							This lane uses a directly entered Saturation Flow 1800
2/1 (A391 Cuddra Lane 1)							This lane uses a directly entered Saturation Flow 1612
2/2 (A391 Cuddra Lane 2)							This lane uses a directly entered Saturation Flow 1662
3/1 (A390 Holmbush Road (East) Lane 1)							This lane uses a directly entered Saturation Flow 1746
3/2 (A390 Holmbush Road (East) Lane 2)							This lane uses a directly entered Saturation Flow 1594
3/3 (A390 Holmbush Road (East) Lane 3)							This lane uses a directly entered Saturation Flow 1671
4/1 (A390 Holbush Road (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/1 (A391 Cuddra (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/2 (A391 Cuddra (Exit Arm) Lane 2)							Infinite Saturation Flow Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
6/2 (A390 Holmbush Road (Exit Arm) Lane 2)							Infinite Saturation Flow Inf

Scenario 2: '2021 PredOp Tuesday' (FG2: '2021 PredOp Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	180	1228	1408
	B	172	0	504	676
	C	881	418	0	1299
	Tot.	1053	598	1732	3383

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2021 PredOp Tuesday
Junction: A390 Holmbush Rd / A391 Cuddra	
1/1	682
1/2	726
2/1	504
2/2	172
3/1	881
3/2 (with short)	418(In) 204(Out)
3/3 (short)	214
4/1	1053
5/1	294
5/2	304
6/1	754
6/2	978

Lane Saturation Flows

Junction: A390 Holmbush Rd / A391 Cuddra							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)							This lane uses a directly entered Saturation Flow 1696
1/2 (A390 Holmbush Road (West) Lane 2)							This lane uses a directly entered Saturation Flow 1800
2/1 (A391 Cuddra Lane 1)							This lane uses a directly entered Saturation Flow 1612
2/2 (A391 Cuddra Lane 2)							This lane uses a directly entered Saturation Flow 1662
3/1 (A390 Holmbush Road (East) Lane 1)							This lane uses a directly entered Saturation Flow 1746
3/2 (A390 Holmbush Road (East) Lane 2)							This lane uses a directly entered Saturation Flow 1594
3/3 (A390 Holmbush Road (East) Lane 3)							This lane uses a directly entered Saturation Flow 1671
4/1 (A390 Holmbush Road (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/1 (A391 Cuddra (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/2 (A391 Cuddra (Exit Arm) Lane 2)							Infinite Saturation Flow Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
6/2 (A390 Holmbush Road (Exit Arm) Lane 2)							Infinite Saturation Flow Inf

Full Input Data And Results

Scenario 3: '2016 PredOp Saturday' (FG3: '2016 PredOp Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	195	977	1172
	B	156	0	397	553
	C	903	456	0	1359
	Tot.	1059	651	1374	3084

Traffic Lane Flows

Lane	Scenario 3: 2016 PredOp Saturday
Junction: A390 Holmbush Rd / A391 Cuddra	
1/1	565
1/2	607
2/1	397
2/2	156
3/1	903
3/2 (with short)	456(In) 223(Out)
3/3 (short)	233
4/1	1059
5/1	321
5/2	330
6/1	569
6/2	805

Full Input Data And Results

Lane Saturation Flows

Junction: A390 Holmbush Rd / A391 Cuddra							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)							This lane uses a directly entered Saturation Flow 1696
1/2 (A390 Holmbush Road (West) Lane 2)							This lane uses a directly entered Saturation Flow 1800
2/1 (A391 Cuddra Lane 1)							This lane uses a directly entered Saturation Flow 1612
2/2 (A391 Cuddra Lane 2)							This lane uses a directly entered Saturation Flow 1662
3/1 (A390 Holmbush Road (East) Lane 1)							This lane uses a directly entered Saturation Flow 1746
3/2 (A390 Holmbush Road (East) Lane 2)							This lane uses a directly entered Saturation Flow 1594
3/3 (A390 Holmbush Road (East) Lane 3)							This lane uses a directly entered Saturation Flow 1671
4/1 (A390 Holmbush Road (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/1 (A391 Cuddra (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/2 (A391 Cuddra (Exit Arm) Lane 2)							Infinite Saturation Flow Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
6/2 (A390 Holmbush Road (Exit Arm) Lane 2)							Infinite Saturation Flow Inf

Scenario 4: '2021 PredOp Saturday' (FG4: '2021 PredOp Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	208	1045	1253
	B	168	0	421	589
	C	967	487	0	1454
	Tot.	1135	695	1466	3296

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2021 PredOp Saturday
Junction: A390 Holmbush Rd / A391 Cuddra	
1/1	605
1/2	648
2/1	421
2/2	168
3/1	967
3/2 (with short)	487(In) 238(Out)
3/3 (short)	249
4/1	1135
5/1	342
5/2	353
6/1	608
6/2	858

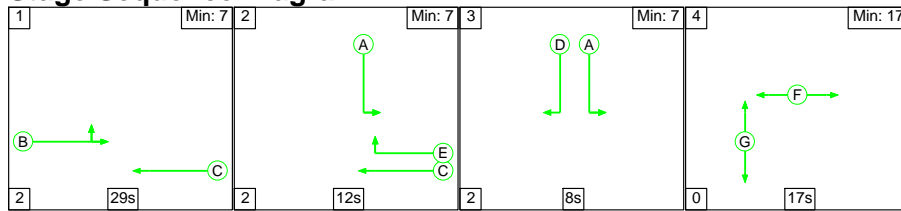
Lane Saturation Flows

Junction: A390 Holmbush Rd / A391 Cuddra							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A390 Holmbush Road (West) Lane 1)							This lane uses a directly entered Saturation Flow 1696
1/2 (A390 Holmbush Road (West) Lane 2)							This lane uses a directly entered Saturation Flow 1800
2/1 (A391 Cuddra Lane 1)							This lane uses a directly entered Saturation Flow 1612
2/2 (A391 Cuddra Lane 2)							This lane uses a directly entered Saturation Flow 1662
3/1 (A390 Holmbush Road (East) Lane 1)							This lane uses a directly entered Saturation Flow 1746
3/2 (A390 Holmbush Road (East) Lane 2)							This lane uses a directly entered Saturation Flow 1594
3/3 (A390 Holmbush Road (East) Lane 3)							This lane uses a directly entered Saturation Flow 1671
4/1 (A390 Holmbush Road (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/1 (A391 Cuddra (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
5/2 (A391 Cuddra (Exit Arm) Lane 2)							Infinite Saturation Flow Inf
6/1 (A390 Holmbush Road (Exit Arm) Lane 1)							Infinite Saturation Flow Inf
6/2 (A390 Holmbush Road (Exit Arm) Lane 2)							Infinite Saturation Flow Inf

Full Input Data And Results

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 PredOp Tuesday', Plan 1: 'Network Control Plan 1')

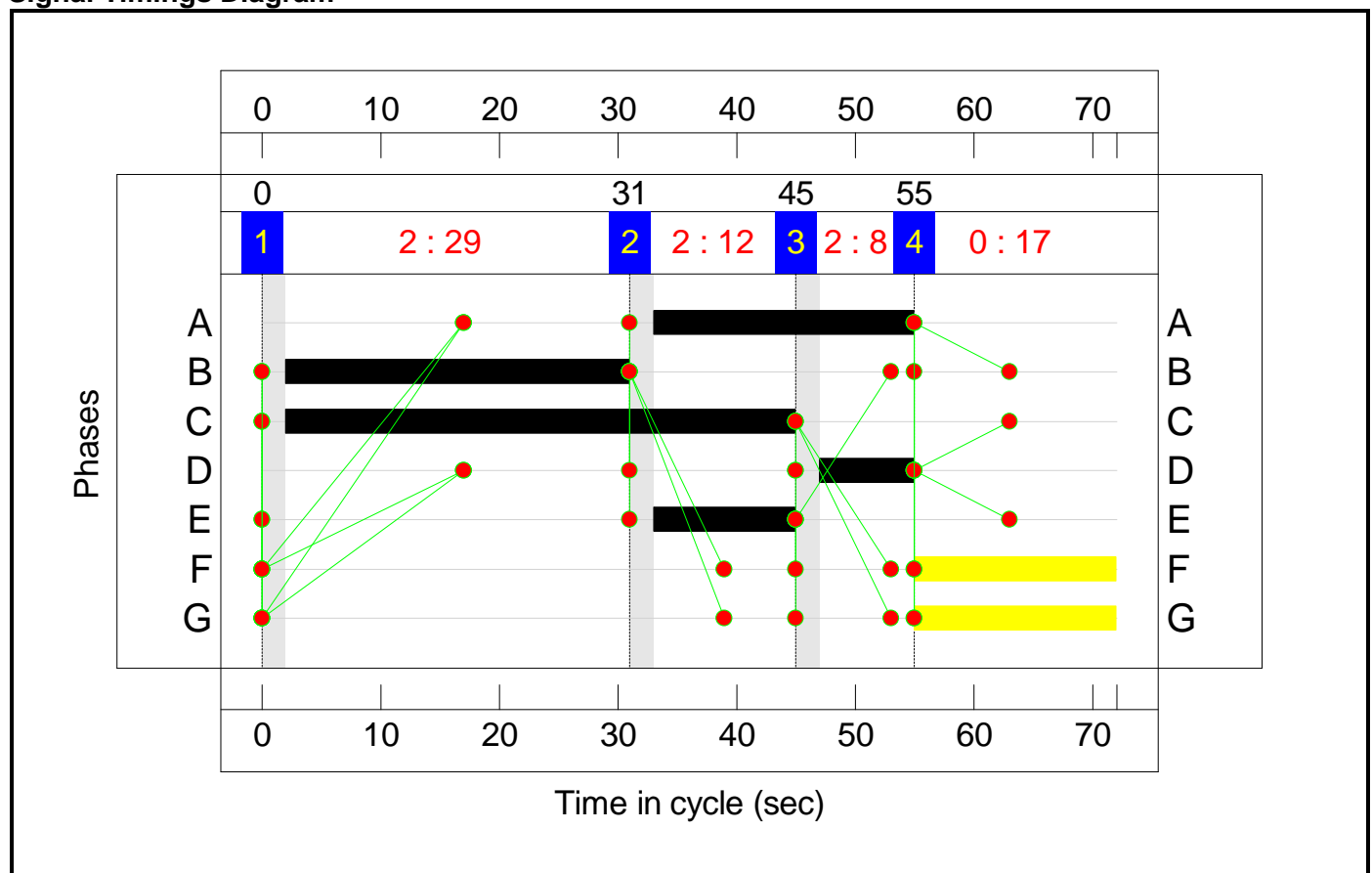
Stage Sequence Diagram



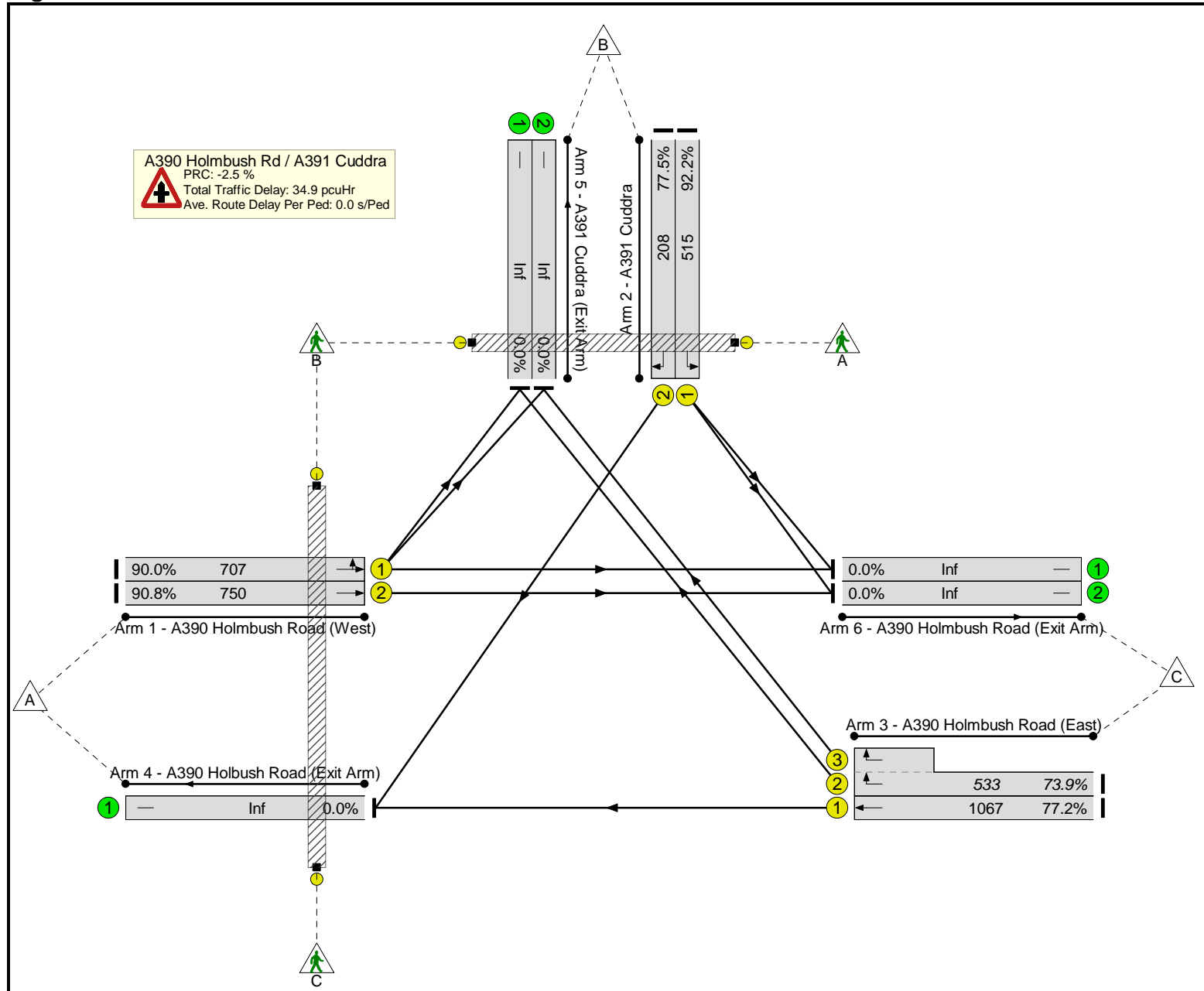
Stage Timings

Stage	1	2	3	4
Duration	29	12	8	17
Change Point	0	31	45	55

Signal Timings Diagram



Full Input Data And Results
Network Layout 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: A390 Holmbush Road/A391 Cuddra	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
A390 Holmbush Rd / A391 Cuddra	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
1/1	A390 Holmbush Road (West) Left Ahead	U	N/A	N/A	B		1	29	-	636	1696	707	90.0%
1/2	A390 Holmbush Road (West) Ahead	U	N/A	N/A	B		1	29	-	681	1800	750	90.8%
2/1	A391 Cuddra Left	U	N/A	N/A	A		1	22	-	475	1612	515	92.2%
2/2	A391 Cuddra Right	U	N/A	N/A	D		1	8	-	161	1662	208	77.5%
3/1	A390 Holmbush Road (East) Ahead	U	N/A	N/A	C		1	43	-	824	1746	1067	77.2%
3/2+3/3	A390 Holmbush Road (East) Right	U	N/A	N/A	E		1	12	-	394	1594:1671	533	73.9%
4/1	A390 Holbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%
5/1	A391 Cuddra (Exit Arm)	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
5/2	A391 Cuddra (Exit Arm)	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
6/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
6/2	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	918	Inf	Inf	0.0%
Ped Link: P1	A391 Ped	-	N/A	-	F		1	17	-	0	-	4722	0.0%
Ped Link: P2	A390 Ped	-	N/A	-	G		1	17	-	0	-	4722	0.0%

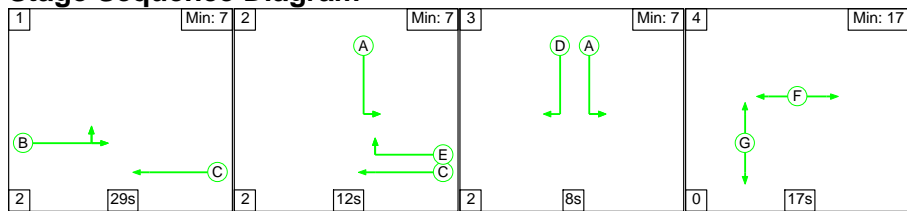
Full Input Data And Results

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: A390 Holmbush Road/A391 Cuddra	-	-	0	0	0	17.0	17.9	0.0	34.9	-	-	-	-
A390 Holmbush Rd / A391 Cuddra	-	-	0	0	0	17.0	17.9	0.0	34.9	-	-	-	-
1/1	636	636	-	-	-	3.5	4.0	-	7.5	42.5	11.8	4.0	15.9
1/2	681	681	-	-	-	3.7	4.4	-	8.1	42.9	12.7	4.4	17.1
2/1	475	475	-	-	-	3.1	4.8	-	7.9	60.0	9.1	4.8	13.9
2/2	161	161	-	-	-	1.4	1.6	-	3.0	66.6	3.1	1.6	4.7
3/1	824	824	-	-	-	2.4	1.7	-	4.0	17.6	12.1	1.7	13.8
3/2+3/3	394	394	-	-	-	3.0	1.4	-	4.4	40.2	3.8	1.4	5.1
4/1	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 PRC for Signalled Lanes (%): -2.5 Total Delay for Signalled Lanes (pcuHr): 34.93 PRC Over All Lanes (%): -2.5 Total Delay Over All Lanes(pcuHr): 34.93 Cycle Time (s): 72													

Full Input Data And Results

Scenario 2: '2021 PredOp Tuesday' (FG2: '2021 PredOp Tuesday', Plan 1: 'Network Control Plan 1')

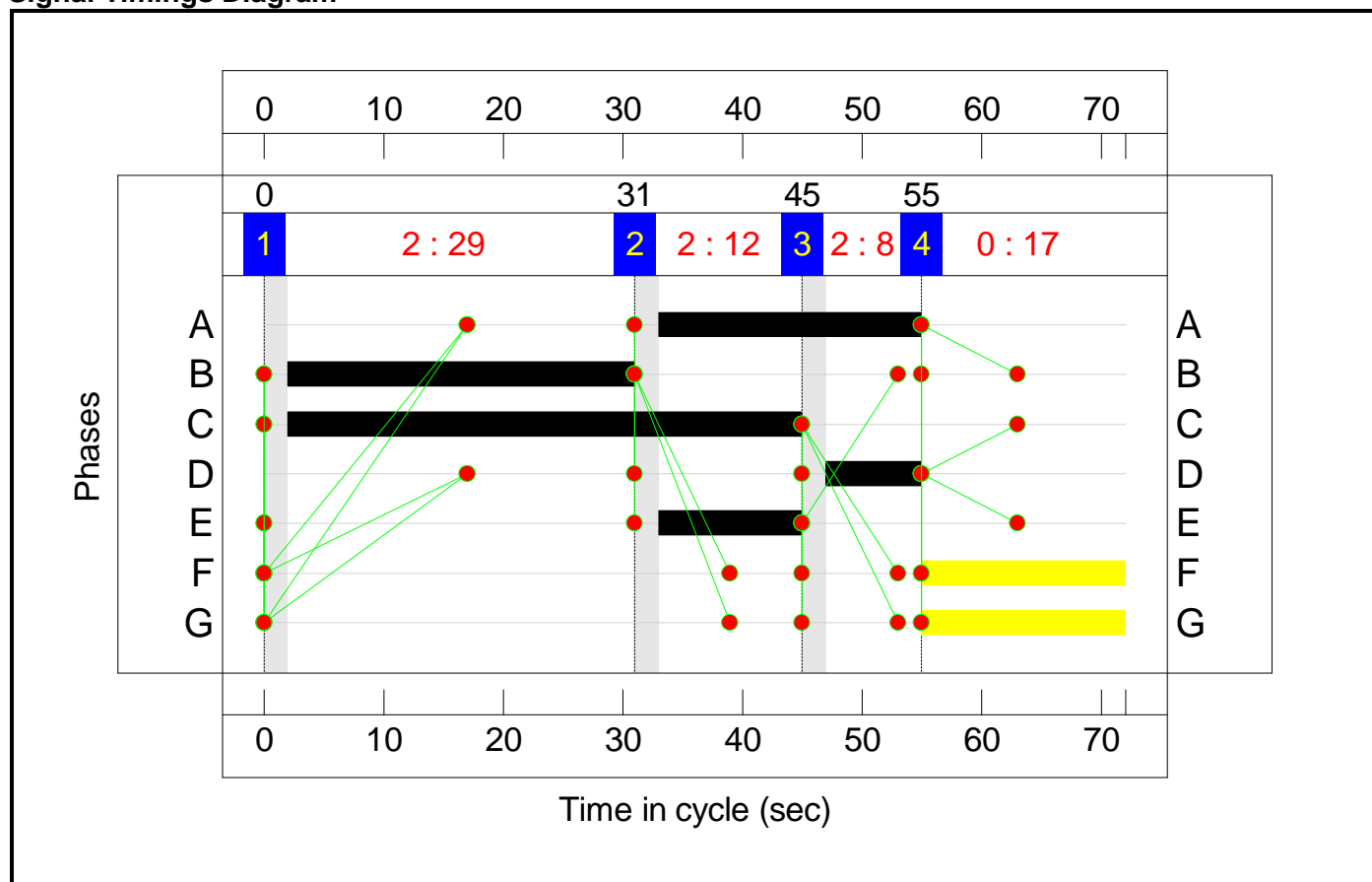
Stage Sequence Diagram



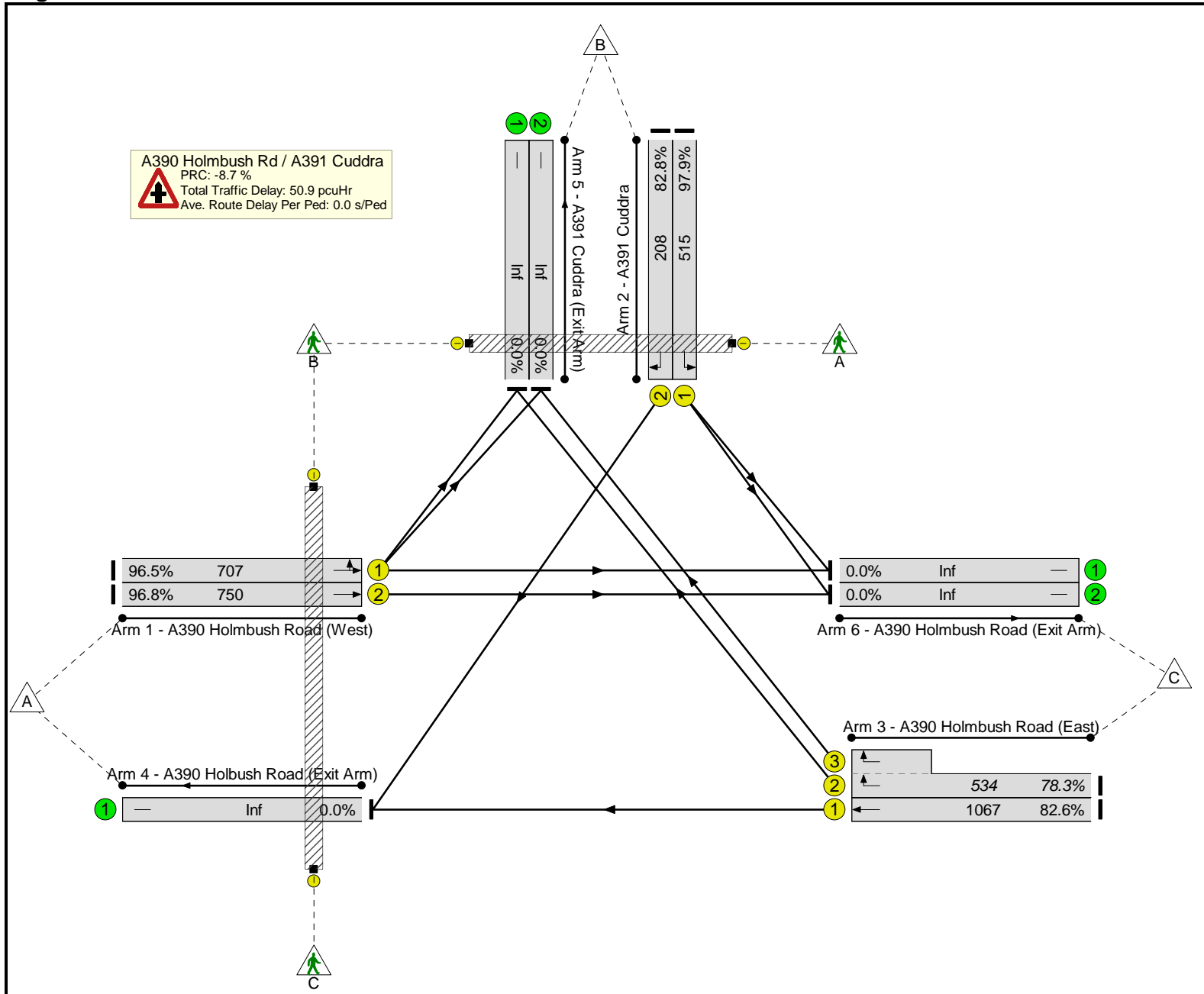
Stage Timings

Stage	1	2	3	4
Duration	29	12	8	17
Change Point	0	31	45	55

Signal Timings Diagram



Full Input Data And Results
Network Layout 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: A390 Holmbush Road/A391 Cuddra	-	-	N/A	-	-		-	-	-	-	-	-	97.9%
A390 Holmbush Rd / A391 Cuddra	-	-	N/A	-	-		-	-	-	-	-	-	97.9%
1/1	A390 Holmbush Road (West) Left Ahead	U	N/A	N/A	B		1	29	-	682	1696	707	96.5%
1/2	A390 Holmbush Road (West) Ahead	U	N/A	N/A	B		1	29	-	726	1800	750	96.8%
2/1	A391 Cuddra Left	U	N/A	N/A	A		1	22	-	504	1612	515	97.9%
2/2	A391 Cuddra Right	U	N/A	N/A	D		1	8	-	172	1662	208	82.8%
3/1	A390 Holmbush Road (East) Ahead	U	N/A	N/A	C		1	43	-	881	1746	1067	82.6%
3/2+3/3	A390 Holmbush Road (East) Right	U	N/A	N/A	E		1	12	-	418	1594:1671	534	78.3%
4/1	A390 Holbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%
5/1	A391 Cuddra (Exit Arm)	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
5/2	A391 Cuddra (Exit Arm)	U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
6/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
6/2	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
Ped Link: P1	A391 Ped	-	N/A	-	F		1	17	-	0	-	4722	0.0%
Ped Link: P2	A390 Ped	-	N/A	-	G		1	17	-	0	-	4722	0.0%

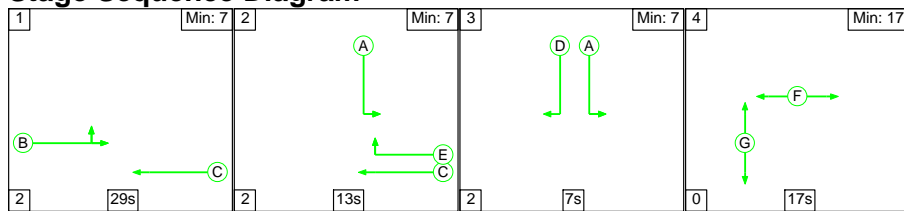
Full Input Data And Results

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: A390 Holmbush Road/A391 Cuddra	-	-	0	0	0	18.8	32.1	0.0	50.9	-	-	-	-
A390 Holmbush Rd / A391 Cuddra	-	-	0	0	0	18.8	32.1	0.0	50.9	-	-	-	-
1/1	682	682	-	-	-	3.9	8.3	-	12.2	64.2	13.3	8.3	21.5
1/2	726	726	-	-	-	4.1	8.7	-	12.9	63.9	14.1	8.7	22.9
2/1	504	504	-	-	-	3.4	8.8	-	12.2	87.2	9.9	8.8	18.8
2/2	172	172	-	-	-	1.5	2.1	-	3.6	75.7	3.3	2.1	5.5
3/1	881	881	-	-	-	2.7	2.3	-	5.0	20.4	13.7	2.3	16.0
3/2+3/3	418	418	-	-	-	3.2	1.8	-	5.0	42.8	4.0	1.8	5.7
4/1	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1			PRC for Signalled Lanes (%):		-8.7	Total Delay for Signalled Lanes (pcuHr):		50.85					
			PRC Over All Lanes (%):		-8.7	Total Delay Over All Lanes(pcuHr):		50.85	Cycle Time (s): 72				

Full Input Data And Results

Scenario 3: '2016 PredOp Saturday' (FG3: '2016 PredOp Saturday', Plan 1: 'Network Control Plan 1')

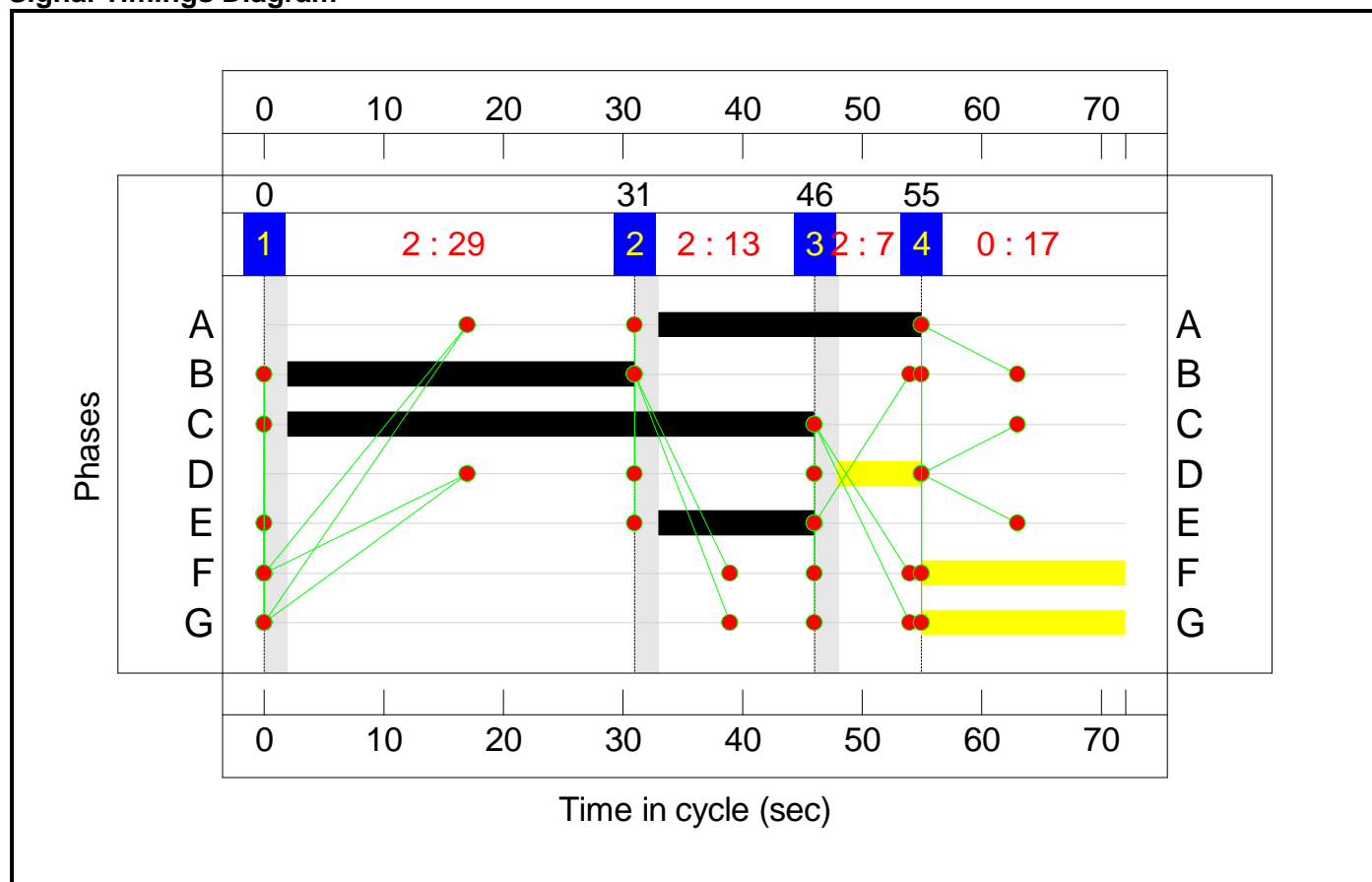
Stage Sequence Diagram



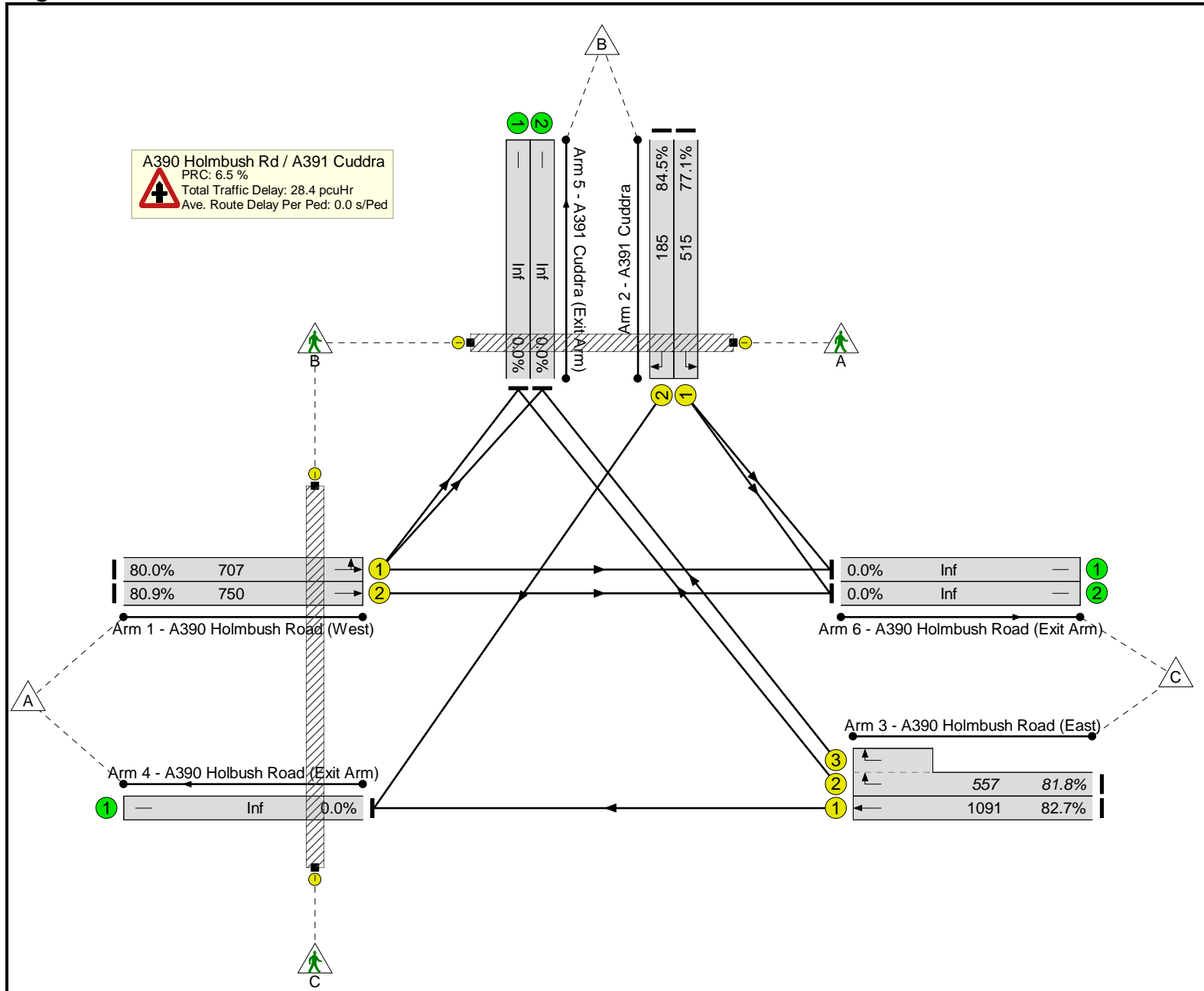
Stage Timings

Stage	1	2	3	4
Duration	29	13	7	17
Change Point	0	31	46	55

Signal Timings Diagram



Full Input Data And Results
Network Layout 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: A390 Holmbush Road/A391 Cuddra	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
A390 Holmbush Rd / A391 Cuddra	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
1/1	A390 Holmbush Road (West) Left Ahead	U	N/A	N/A	B		1	29	-	565	1696	707	80.0%
1/2	A390 Holmbush Road (West) Ahead	U	N/A	N/A	B		1	29	-	607	1800	750	80.9%
2/1	A391 Cuddra Left	U	N/A	N/A	A		1	22	-	397	1612	515	77.1%
2/2	A391 Cuddra Right	U	N/A	N/A	D		1	7	-	156	1662	185	84.5%
3/1	A390 Holmbush Road (East) Ahead	U	N/A	N/A	C		1	44	-	903	1746	1091	82.7%
3/2+3/3	A390 Holmbush Road (East) Right	U	N/A	N/A	E		1	13	-	456	1594:1671	557	81.8%
4/1	A390 Holbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1059	Inf	Inf	0.0%
5/1	A391 Cuddra (Exit Arm)	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
5/2	A391 Cuddra (Exit Arm)	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
6/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
6/2	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
Ped Link: P1	A391 Ped	-	N/A	-	F		1	17	-	0	-	4722	0.0%
Ped Link: P2	A390 Ped	-	N/A	-	G		1	17	-	0	-	4722	0.0%

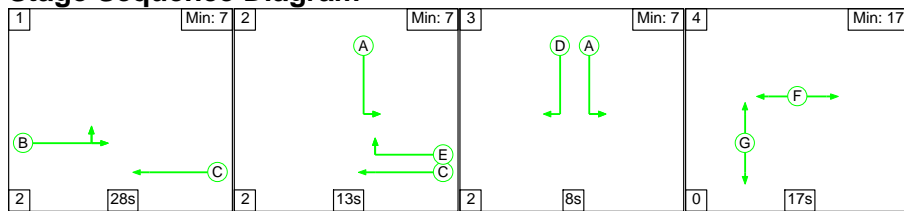
Full Input Data And Results

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: A390 Holmbush Road/A391 Cuddra	-	-	0	0	0	15.9	12.5	0.0	28.4	-	-	-	-
A390 Holmbush Rd / A391 Cuddra	-	-	0	0	0	15.9	12.5	0.0	28.4	-	-	-	-
1/1	565	565	-	-	-	2.9	1.9	-	4.8	30.7	9.7	1.9	11.7
1/2	607	607	-	-	-	3.1	2.1	-	5.2	30.7	10.6	2.1	12.7
2/1	397	397	-	-	-	2.4	1.6	-	4.1	37.0	7.2	1.6	8.8
2/2	156	156	-	-	-	1.4	2.3	-	3.7	85.4	3.0	2.3	5.4
3/1	903	903	-	-	-	2.6	2.3	-	5.0	19.8	13.8	2.3	16.1
3/2+3/3	456	456	-	-	-	3.4	2.2	-	5.6	44.2	4.3	2.2	6.5
4/1	1059	1059	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 PRC for Signalled Lanes (%): 6.5 Total Delay for Signalled Lanes (pcuHr): 28.35 PRC Over All Lanes (%): 6.5 Total Delay Over All Lanes(pcuHr): 28.35 Cycle Time (s): 72													

Full Input Data And Results

Scenario 4: '2021 PredOp Saturday' (FG4: '2021 PredOp Saturday', Plan 1: 'Network Control Plan 1')

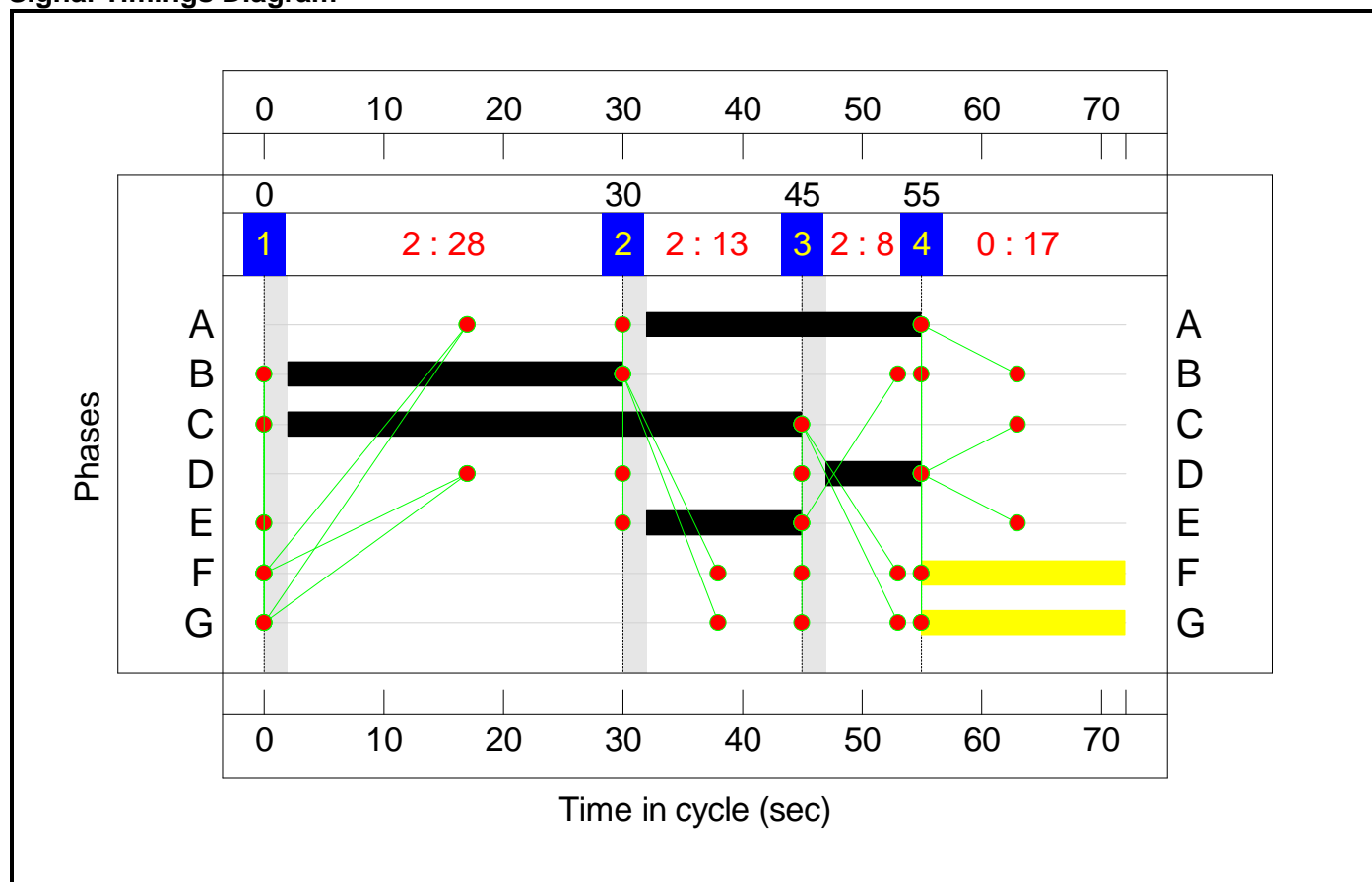
Stage Sequence Diagram



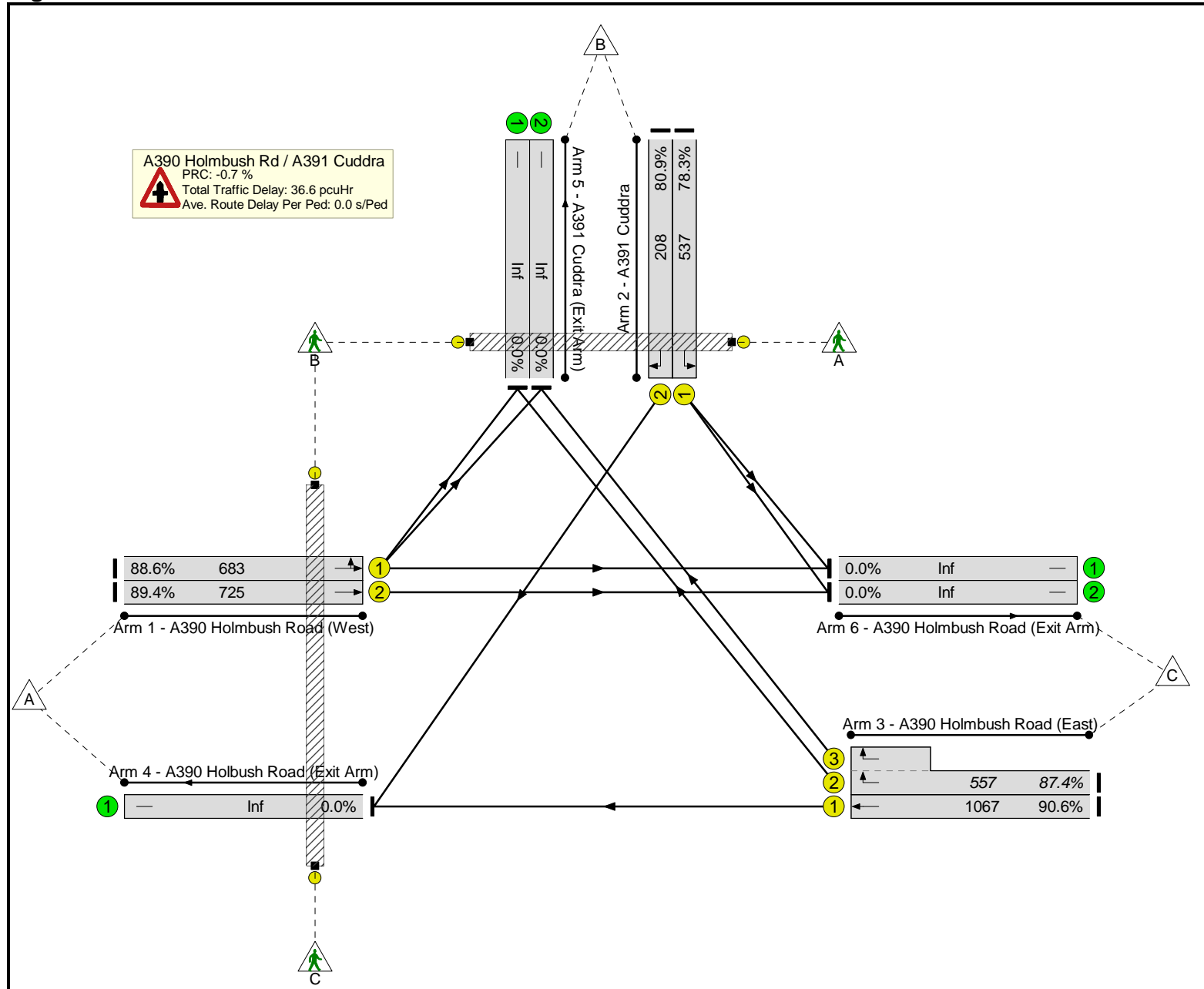
Stage Timings

Stage	1	2	3	4
Duration	28	13	8	17
Change Point	0	30	45	55

Signal Timings Diagram



Full Input Data And Results
Network Layout 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: A390 Holmbush Road/A391 Cuddra	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
A390 Holmbush Rd / A391 Cuddra	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
1/1	A390 Holmbush Road (West) Left Ahead	U	N/A	N/A	B		1	28	-	605	1696	683	88.6%
1/2	A390 Holmbush Road (West) Ahead	U	N/A	N/A	B		1	28	-	648	1800	725	89.4%
2/1	A391 Cuddra Left	U	N/A	N/A	A		1	23	-	421	1612	537	78.3%
2/2	A391 Cuddra Right	U	N/A	N/A	D		1	8	-	168	1662	208	80.9%
3/1	A390 Holmbush Road (East) Ahead	U	N/A	N/A	C		1	43	-	967	1746	1067	90.6%
3/2+3/3	A390 Holmbush Road (East) Right	U	N/A	N/A	E		1	13	-	487	1594:1671	557	87.4%
4/1	A390 Holbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%
5/1	A391 Cuddra (Exit Arm)	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
5/2	A391 Cuddra (Exit Arm)	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
6/1	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
6/2	A390 Holmbush Road (Exit Arm)	U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
Ped Link: P1	A391 Ped	-	N/A	-	F		1	17	-	0	-	4722	0.0%
Ped Link: P2	A390 Ped	-	N/A	-	G		1	17	-	0	-	4722	0.0%

Full Input Data And Results

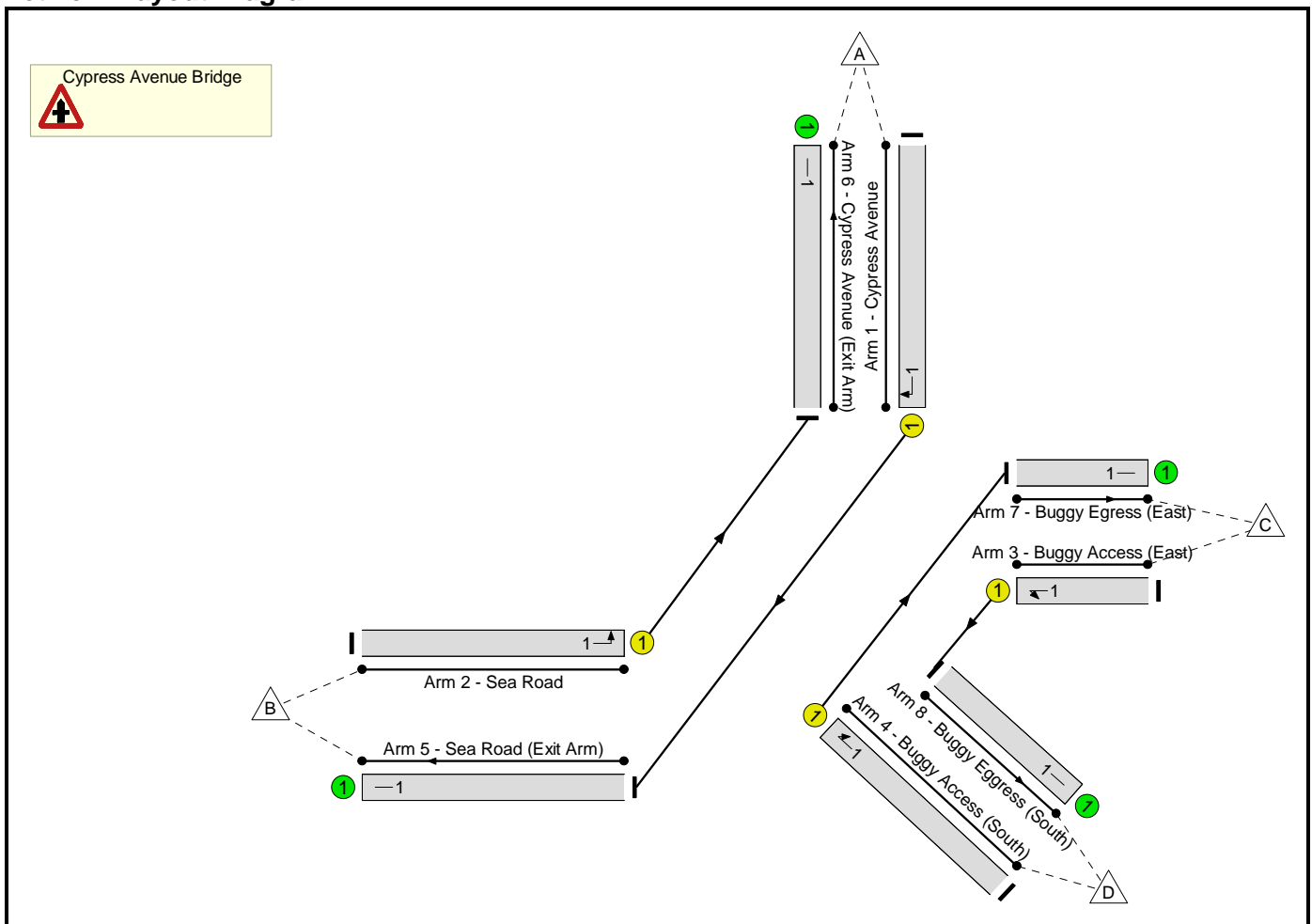
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A390 Holmbush Road/A391 Cuddra	-	-	0	0	0	17.9	18.7	0.0	36.6	-	-	-	-
A390 Holmbush Rd / A391 Cuddra	-	-	0	0	0	17.9	18.7	0.0	36.6	-	-	-	-
1/1	605	605	-	-	-	3.4	3.6	-	6.9	41.1	11.1	3.6	14.6
1/2	648	648	-	-	-	3.6	3.8	-	7.4	41.3	12.1	3.8	15.9
2/1	421	421	-	-	-	2.5	1.8	-	4.3	36.7	7.5	1.8	9.2
2/2	168	168	-	-	-	1.4	1.9	-	3.4	71.9	3.3	1.9	5.2
3/1	967	967	-	-	-	3.3	4.4	-	7.7	28.7	16.7	4.4	21.1
3/2+3/3	487	487	-	-	-	3.7	3.2	-	6.9	51.0	4.7	3.2	7.9
4/1	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1			PRC for Signalled Lanes (%):		-0.7	Total Delay for Signalled Lanes (pcuHr):		36.61					
			PRC Over All Lanes (%):		-0.7	Total Delay Over All Lanes(pcuHr):		36.61	Cycle Time (s): 72				

Full Input Data And Results
Full Input Data And Results

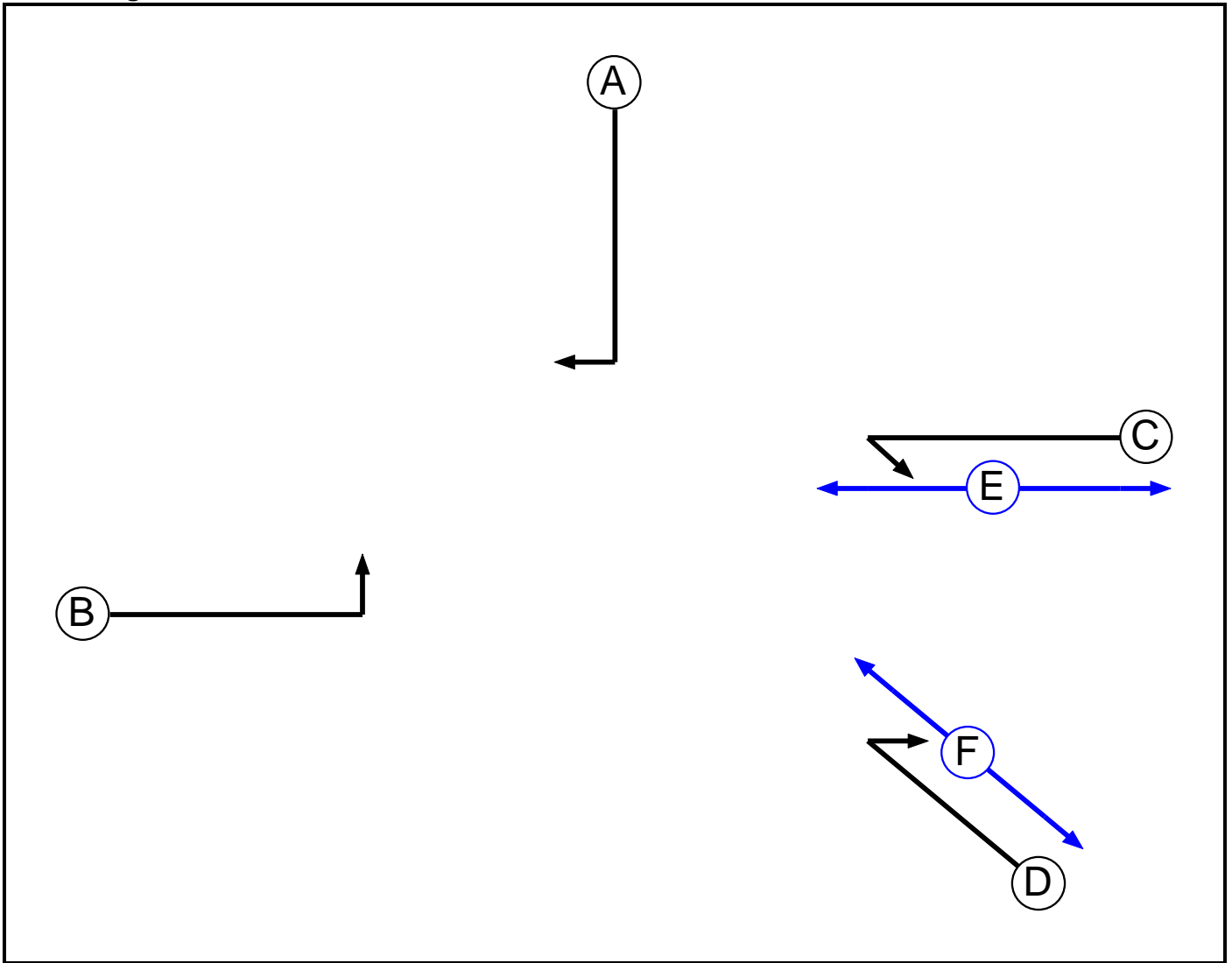
User and Project Details

Project:	Carlyon Bay, St Austell
Title:	Cypress Avenue Bridge
Location:	
File name:	Cypress Avenue Bridge.lsg3x
Author:	
Company:	
Address:	
Notes:	

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	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5

Full Input Data And Results

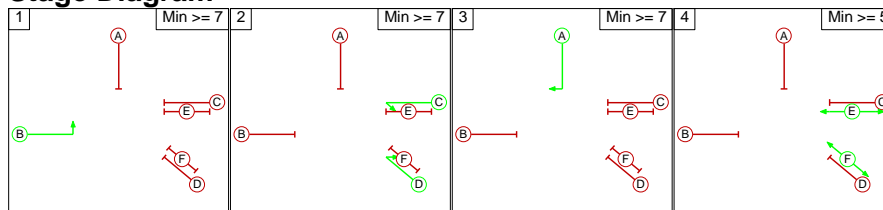
Phase Intergrens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		11	10	6	9	6
	B	11		6	8	6	7
	C	6	5		-	5	6
	D	6	7	-		7	5
	E	17	17	10	17		-
	F	17	17	10	17	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		8	11	7
	2	7		6	7
	3	11	10		9
	4	17	17	17	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Cypress Avenue Bridge

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Cypress Avenue Bridge												
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 (Cypress Avenue)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	15.50
2/1 (Sea Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	13.50
3/1 (Buggy Access (East))	U	C	2	3	60.0	Geom	-	2.00	0.00	Y	Arm 8 U-Turn	5.00
4/1 (Buggy Access (South))	U	D	2	3	60.0	Geom	-	2.00	0.00	Y	Arm 7 U-Turn	7.00
5/1 (Sea Road (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Cypress Avenue (Exit Arm))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Buggy Egress (East))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Buggy Egress (South))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 PredOp Tuesday'	17:00	18:00	01:00	
2: '2021 PredOp Tuesday'	17:00	18:00	01:00	
3: '2016 PredOp Saturday'	12:00	13:00	01:00	
4: '2021 PredOp Saturday'	12:00	13:00	01:00	

Full Input Data And Results

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 PredOp Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	247	0	0	247
	B	223	0	0	0	223
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	223	247	0	0	470

Traffic Lane Flows

Lane	Scenario 1: 2016 PredOp Tuesday
Junction: Cypress Avenue Bridge	
1/1	247
2/1	223
3/1	0
4/1	0
5/1	247
6/1	223
7/1	0
8/1	0

Lane Saturation Flows

Junction: Cypress Avenue Bridge							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Cypress Avenue)	3.00	0.00	Y	Arm 5 Right	15.50	100.0 %	1746
2/1 (Sea Road)	3.00	0.00	Y	Arm 6 Left	13.50	100.0 %	1724
3/1 (Buggy Access (East))	2.00	0.00	Y	Arm 8 U-Turn	5.00	0.0 %	1815
4/1 (Buggy Access (South))	2.00	0.00	Y	Arm 7 U-Turn	7.00	0.0 %	1815
5/1 (Sea Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (Cypress Avenue (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
7/1 (Buggy Egress (East) Lane 1)	Infinite Saturation Flow						Inf
8/1 (Buggy Egress (South) Lane 1)	Infinite Saturation Flow						Inf

Full Input Data And Results

Scenario 2: '2021 PredOp Tuesday' (FG2: '2021 PredOp Tuesday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	259	0	0	259
	B	233	0	0	0	233
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	233	259	0	0	492

Traffic Lane Flows

Lane	Scenario 2: 2021 PredOp Tuesday
Junction: Cypress Avenue Bridge	
1/1	259
2/1	233
3/1	0
4/1	0
5/1	259
6/1	233
7/1	0
8/1	0

Lane Saturation Flows

Junction: Cypress Avenue Bridge							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Cypress Avenue)	3.00	0.00	Y	Arm 5 Right	15.50	100.0 %	1746
2/1 (Sea Road)	3.00	0.00	Y	Arm 6 Left	13.50	100.0 %	1724
3/1 (Buggy Access (East))	2.00	0.00	Y	Arm 8 U-Turn	5.00	0.0 %	1815
4/1 (Buggy Access (South))	2.00	0.00	Y	Arm 7 U-Turn	7.00	0.0 %	1815
5/1 (Sea Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (Cypress Avenue (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
7/1 (Buggy Egress (East) Lane 1)	Infinite Saturation Flow						Inf
8/1 (Buggy Egress (South) Lane 1)	Infinite Saturation Flow						Inf

Full Input Data And Results

Scenario 3: '2016 PredOp Saturday' (FG3: '2016 PredOp Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	253	0	0	253
	B	271	0	0	0	271
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	271	253	0	0	524

Traffic Lane Flows

Lane	Scenario 3: 2016 PredOp Saturday
Junction: Cypress Avenue Bridge	
1/1	253
2/1	271
3/1	0
4/1	0
5/1	253
6/1	271
7/1	0
8/1	0

Lane Saturation Flows

Junction: Cypress Avenue Bridge							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Cypress Avenue)	3.00	0.00	Y	Arm 5 Right	15.50	100.0 %	1746
2/1 (Sea Road)	3.00	0.00	Y	Arm 6 Left	13.50	100.0 %	1724
3/1 (Buggy Access (East))	2.00	0.00	Y	Arm 8 U-Turn	5.00	0.0 %	1815
4/1 (Buggy Access (South))	2.00	0.00	Y	Arm 7 U-Turn	7.00	0.0 %	1815
5/1 (Sea Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (Cypress Avenue (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
7/1 (Buggy Egress (East) Lane 1)	Infinite Saturation Flow						Inf
8/1 (Buggy Egress (South) Lane 1)	Infinite Saturation Flow						Inf

Full Input Data And Results

Scenario 4: '2021 PredOp Saturday' (FG4: '2021 PredOp Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	266	0	0	266
	B	286	0	0	0	286
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	286	266	0	0	552

Traffic Lane Flows

Lane	Scenario 4: 2021 PredOp Saturday
Junction: Cypress Avenue Bridge	
1/1	266
2/1	286
3/1	0
4/1	0
5/1	266
6/1	286
7/1	0
8/1	0

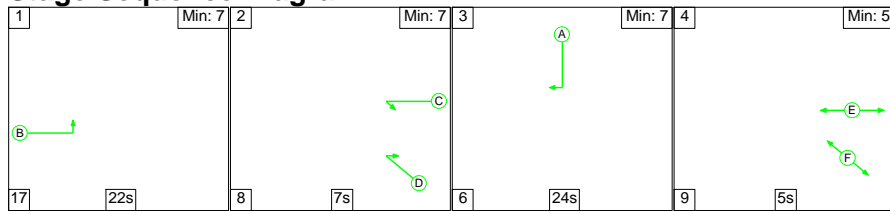
Lane Saturation Flows

Junction: Cypress Avenue Bridge							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (Cypress Avenue)	3.00	0.00	Y	Arm 5 Right	15.50	100.0 %	1746
2/1 (Sea Road)	3.00	0.00	Y	Arm 6 Left	13.50	100.0 %	1724
3/1 (Buggy Access (East))	2.00	0.00	Y	Arm 8 U-Turn	5.00	0.0 %	1815
4/1 (Buggy Access (South))	2.00	0.00	Y	Arm 7 U-Turn	7.00	0.0 %	1815
5/1 (Sea Road (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
6/1 (Cypress Avenue (Exit Arm) Lane 1)	Infinite Saturation Flow						Inf
7/1 (Buggy Egress (East) Lane 1)	Infinite Saturation Flow						Inf
8/1 (Buggy Egress (South) Lane 1)	Infinite Saturation Flow						Inf

Full Input Data And Results

Scenario 1: '2016 PredOp Tuesday' (FG1: '2016 PredOp Tuesday', Plan 1: 'Network Control Plan 1')

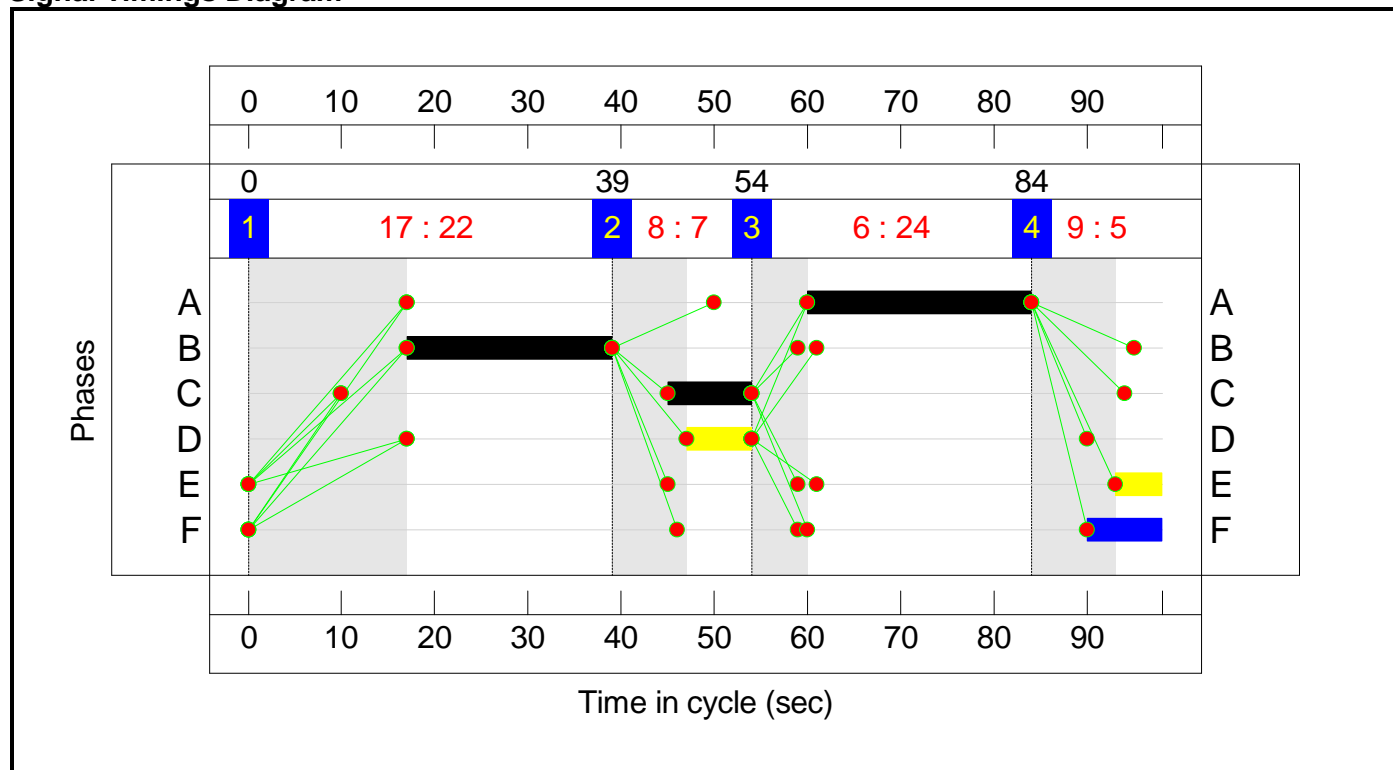
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	22	7	24	5
Change Point	0	39	54	84


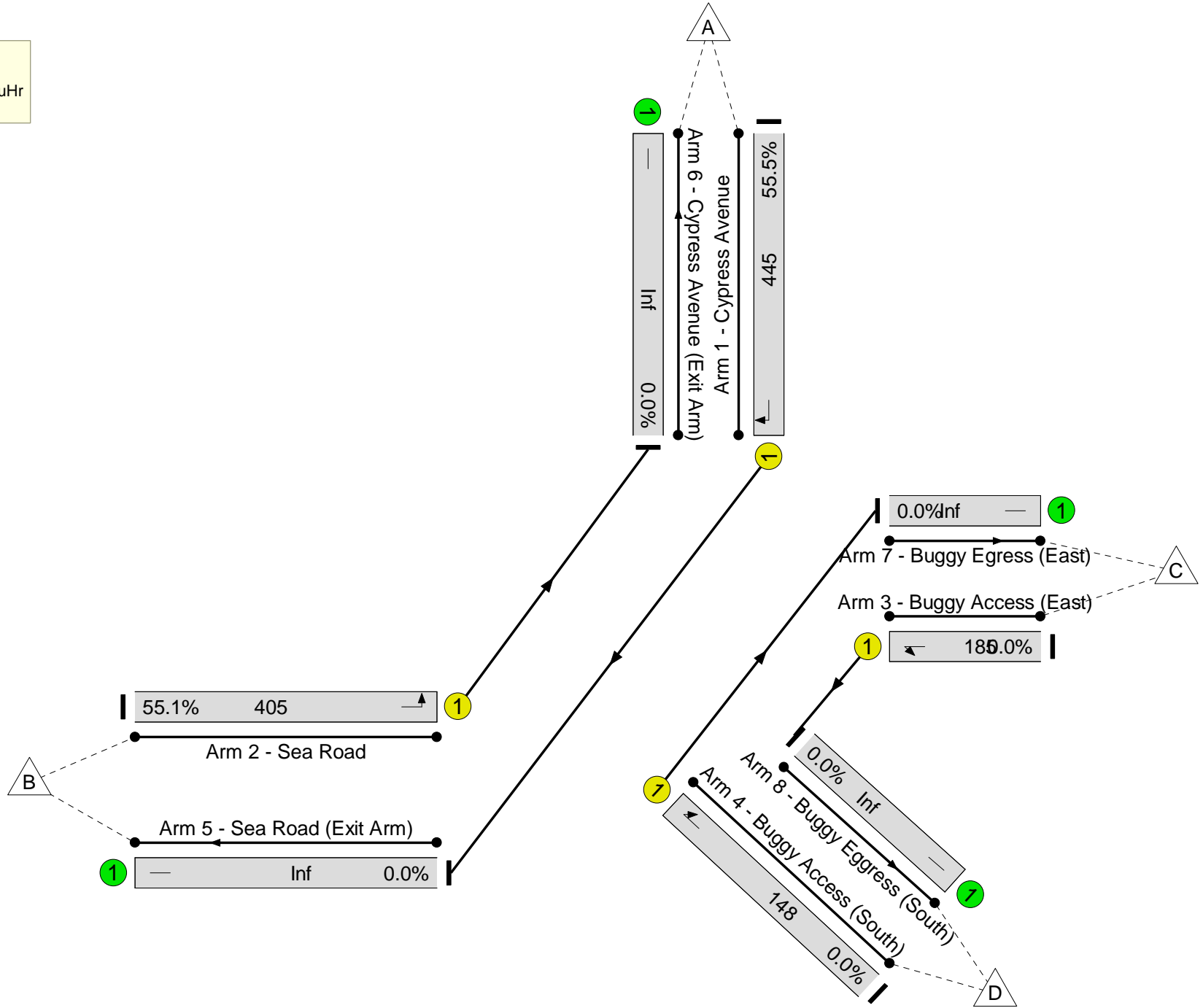
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Cypress Avenue Bridge
 PRC: 62.3 %
 Total Traffic Delay: 5.4 pcuHr

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: Cypress Avenue Bridge	-	-	N/A	-	-		-	-	-	-	-	-	55.5%
Cypress Avenue Bridge	-	-	N/A	-	-		-	-	-	-	-	-	55.5%
1/1	Cypress Avenue Right	U	N/A	N/A	A		1	24	-	247	1746	445	55.5%
2/1	Sea Road Left	U	N/A	N/A	B		1	22	-	223	1724	405	55.1%
3/1	Buggy Access (East) U-Turn	U	N/A	N/A	C		1	9	-	0	1815	185	0.0%
4/1	Buggy Access (South) U-Turn	U	N/A	N/A	D		1	7	-	0	1815	148	0.0%
5/1	Sea Road (Exit Arm)	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
6/1	Cypress Avenue (Exit Arm)	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
7/1	Buggy Egress (East)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	Buggy Egress (South)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

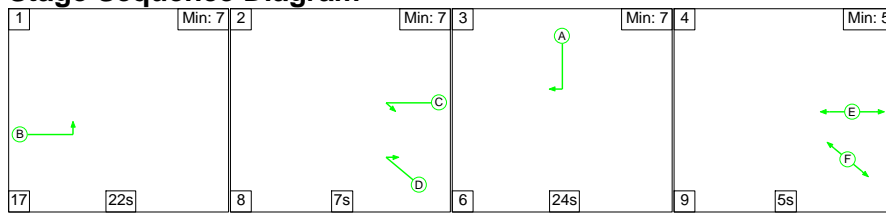
Full Input Data And Results

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: Cypress Avenue Bridge	-	-	0	0	0	4.2	1.2	0.0	5.4	-	-	-	-
Cypress Avenue Bridge	-	-	0	0	0	4.2	1.2	0.0	5.4	-	-	-	-
1/1	247	247	-	-	-	2.2	0.6	-	2.8	40.7	5.8	0.6	6.5
2/1	223	223	-	-	-	2.0	0.6	-	2.7	42.8	5.3	0.6	5.9
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 62.3 Total Delay for Signalled Lanes (pcuHr): 5.44 PRC Over All Lanes (%): 62.3 Total Delay Over All Lanes(pcuHr): 5.44 Cycle Time (s): 98													

Full Input Data And Results

Scenario 2: '2021 PredOp Tuesday' (FG2: '2021 PredOp Tuesday', Plan 1: 'Network Control Plan 1')

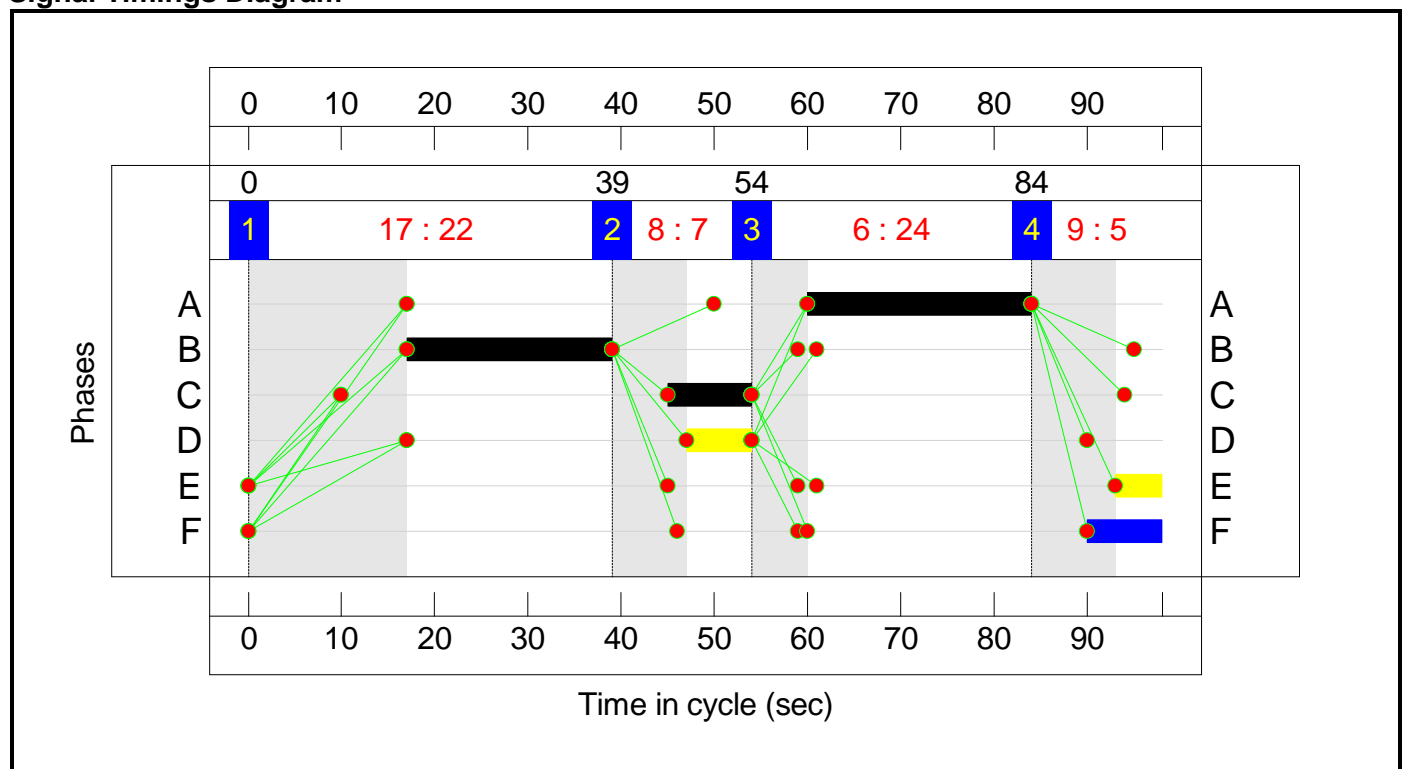
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	22	7	24	5
Change Point	0	39	54	84

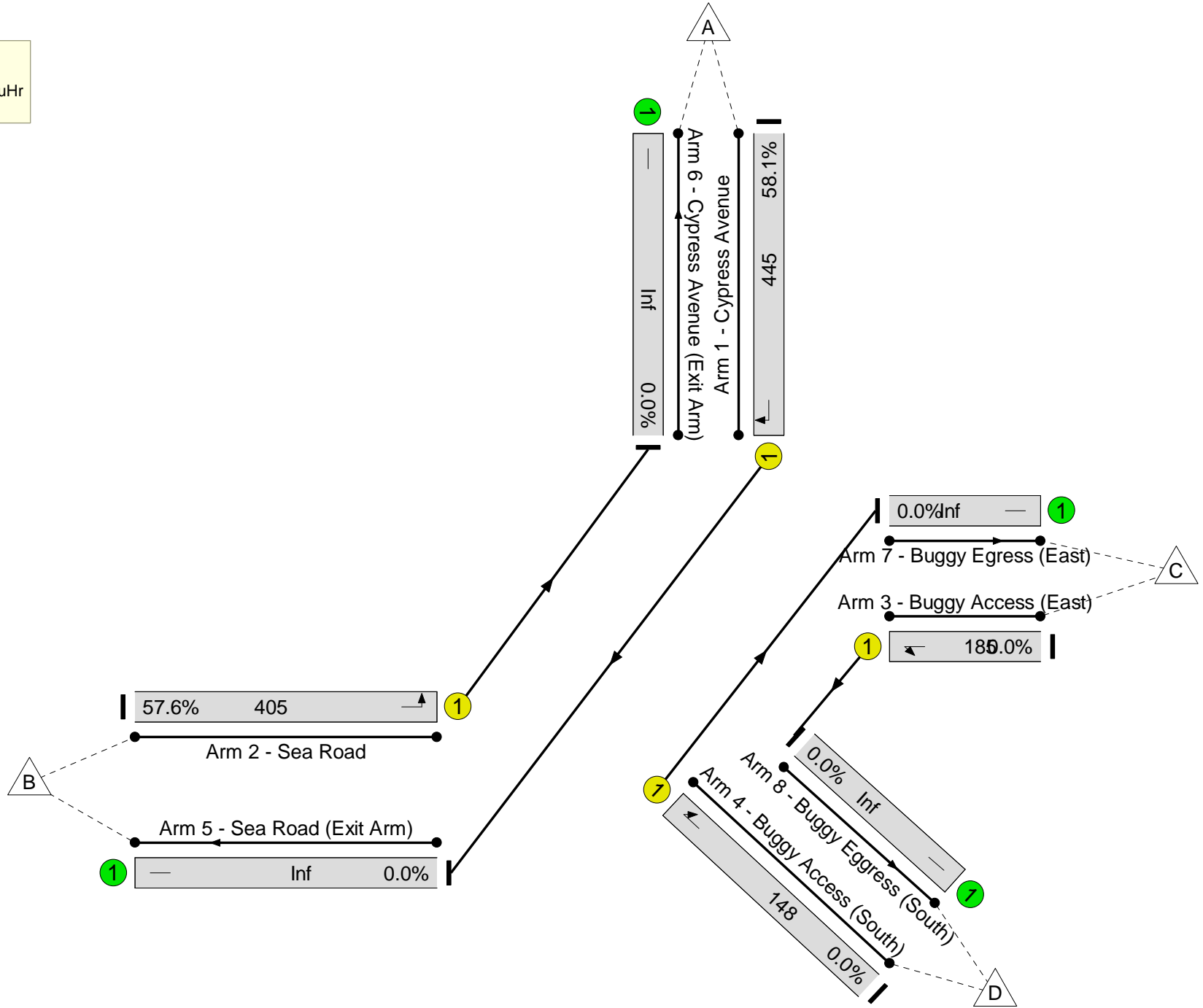
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Cypress Avenue Bridge
 PRC: 54.8 %
 Total Traffic Delay: 5.8 pcuHr



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: Cypress Avenue Bridge	-	-	N/A	-	-		-	-	-	-	-	-	58.1%
Cypress Avenue Bridge	-	-	N/A	-	-		-	-	-	-	-	-	58.1%
1/1	Cypress Avenue Right	U	N/A	N/A	A		1	24	-	259	1746	445	58.1%
2/1	Sea Road Left	U	N/A	N/A	B		1	22	-	233	1724	405	57.6%
3/1	Buggy Access (East) U-Turn	U	N/A	N/A	C		1	9	-	0	1815	185	0.0%
4/1	Buggy Access (South) U-Turn	U	N/A	N/A	D		1	7	-	0	1815	148	0.0%
5/1	Sea Road (Exit Arm)	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
6/1	Cypress Avenue (Exit Arm)	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
7/1	Buggy Egress (East)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	Buggy Egress (South)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

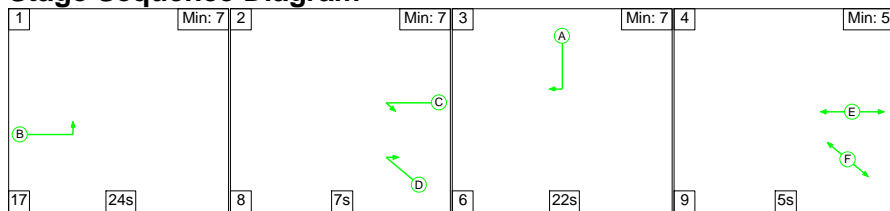
Full Input Data And Results

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: Cypress Avenue Bridge	-	-	0	0	0	4.4	1.4	0.0	5.8	-	-	-	-
Cypress Avenue Bridge	-	-	0	0	0	4.4	1.4	0.0	5.8	-	-	-	-
1/1	259	259	-	-	-	2.3	0.7	-	3.0	41.5	6.1	0.7	6.8
2/1	233	233	-	-	-	2.1	0.7	-	2.8	43.6	5.6	0.7	6.2
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	54.8	Total Delay for Signalled Lanes (pcuHr):			5.81	Cycle Time (s): 98				
			PRC Over All Lanes (%):	54.8	Total Delay Over All Lanes(pcuHr):			5.81					

Full Input Data And Results

Scenario 3: '2016 PredOp Saturday' (FG3: '2016 PredOp Saturday', Plan 1: 'Network Control Plan 1')

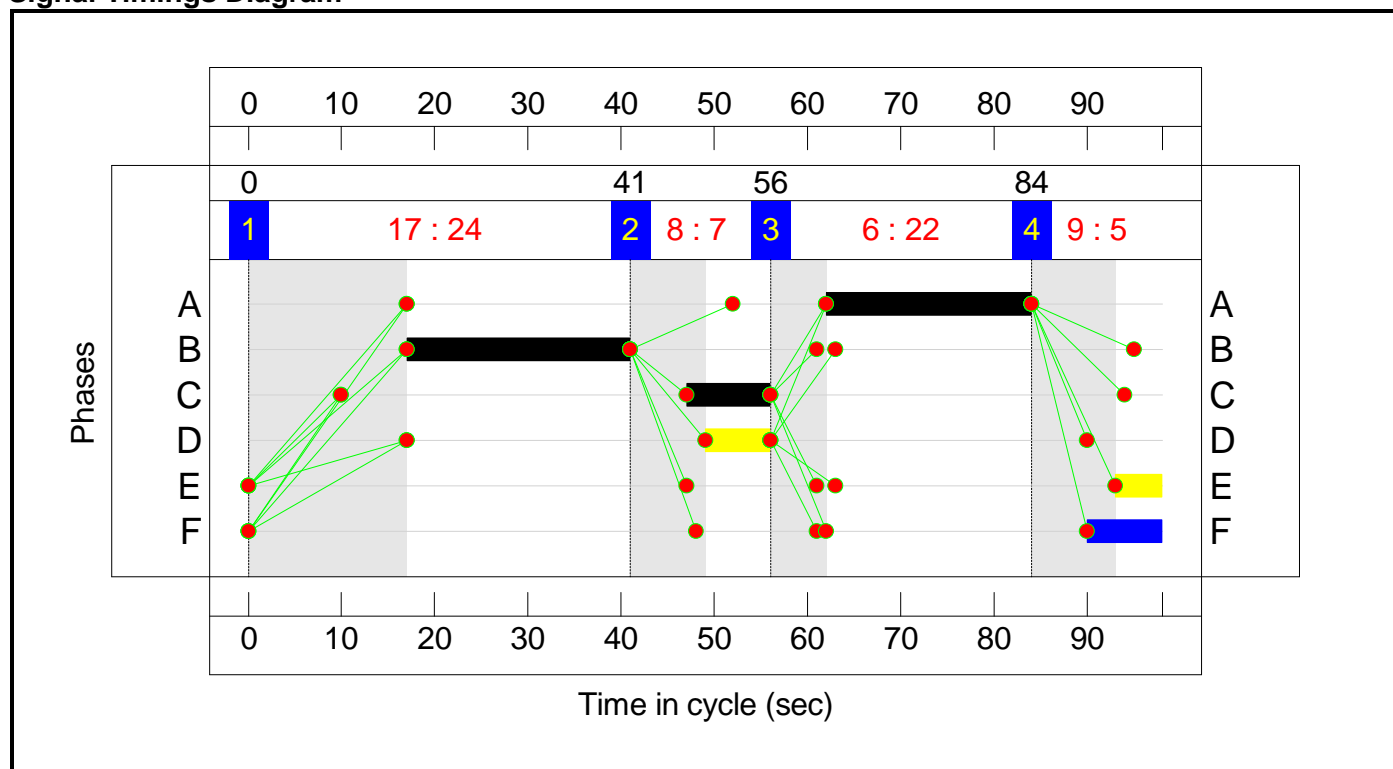
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	24	7	22	5
Change Point	0	41	56	84


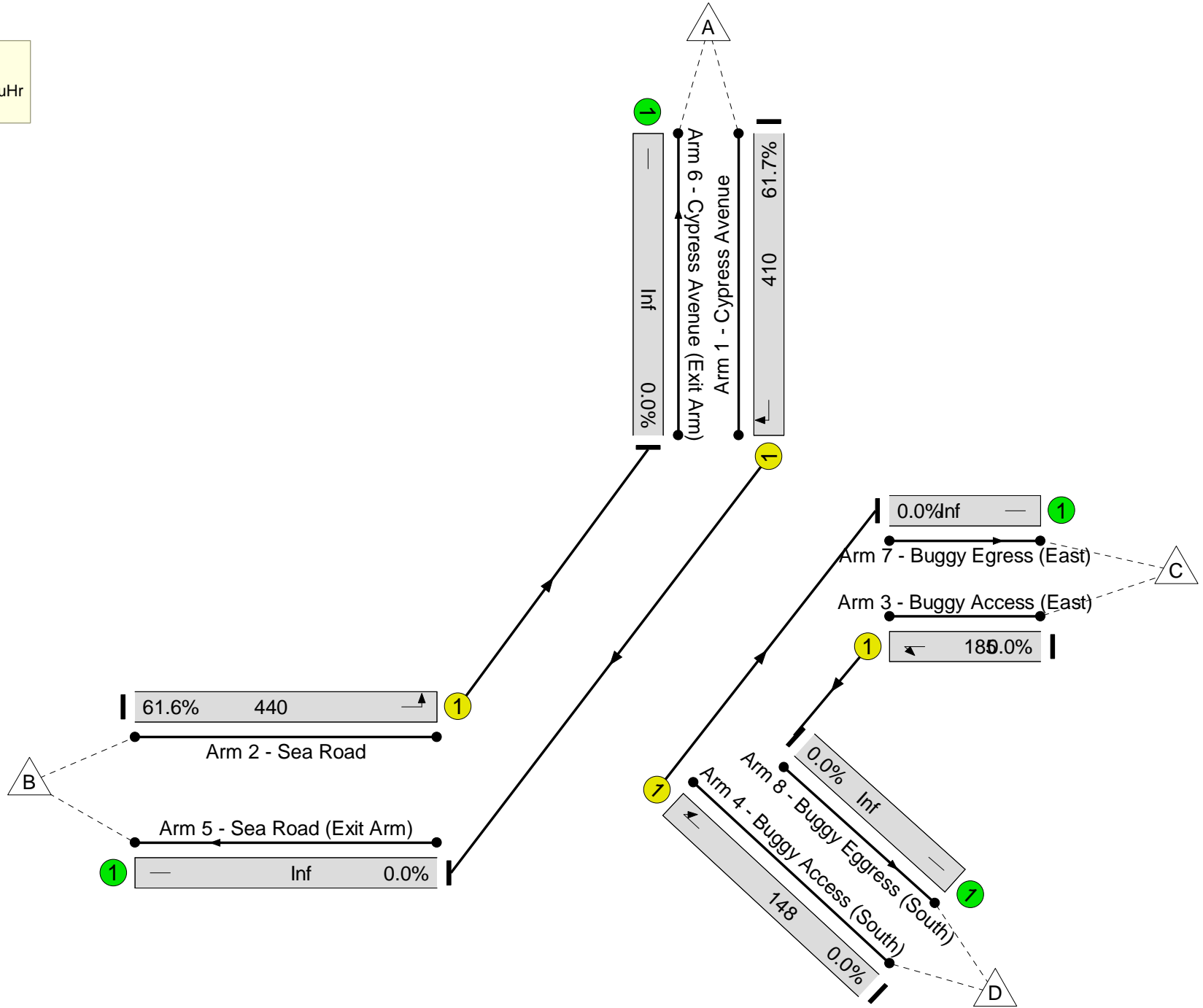
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Cypress Avenue Bridge
 PRC: 45.8 %
 Total Traffic Delay: 6.4 pcuHr

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: Cypress Avenue Bridge	-	-	N/A	-	-		-	-	-	-	-	-	61.7%
Cypress Avenue Bridge	-	-	N/A	-	-		-	-	-	-	-	-	61.7%
1/1	Cypress Avenue Right	U	N/A	N/A	A		1	22	-	253	1746	410	61.7%
2/1	Sea Road Left	U	N/A	N/A	B		1	24	-	271	1724	440	61.6%
3/1	Buggy Access (East) U-Turn	U	N/A	N/A	C		1	9	-	0	1815	185	0.0%
4/1	Buggy Access (South) U-Turn	U	N/A	N/A	D		1	7	-	0	1815	148	0.0%
5/1	Sea Road (Exit Arm)	U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
6/1	Cypress Avenue (Exit Arm)	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
7/1	Buggy Egress (East)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	Buggy Egress (South)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

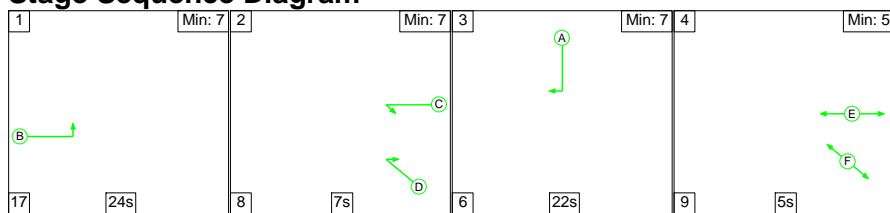
Full Input Data And Results

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: Cypress Avenue Bridge	-	-	0	0	0	4.8	1.6	0.0	6.4	-	-	-	-												
Cypress Avenue Bridge	-	-	0	0	0	4.8	1.6	0.0	6.4	-	-	-	-												
1/1	253	253	-	-	-	2.4	0.8	-	3.2	44.9	6.1	0.8	6.9												
2/1	271	271	-	-	-	2.4	0.8	-	3.2	42.8	6.5	0.8	7.3												
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0												
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0												
5/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0												
6/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0												
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0												
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0												
<table style="width:100%; border:none;"> <tr> <td style="width:25%;">C1</td> <td style="width:20%;">PRC for Signalled Lanes (%):</td> <td style="width:10%;">45.8</td> <td style="width:20%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:10%;">6.38</td> <td style="width:25%;"></td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>45.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>6.38</td> <td>Cycle Time (s): 98</td> </tr> </table>														C1	PRC for Signalled Lanes (%):	45.8	Total Delay for Signalled Lanes (pcuHr):	6.38			PRC Over All Lanes (%):	45.8	Total Delay Over All Lanes(pcuHr):	6.38	Cycle Time (s): 98
C1	PRC for Signalled Lanes (%):	45.8	Total Delay for Signalled Lanes (pcuHr):	6.38																					
	PRC Over All Lanes (%):	45.8	Total Delay Over All Lanes(pcuHr):	6.38	Cycle Time (s): 98																				

Full Input Data And Results

Scenario 4: '2021 PredOp Saturday' (FG4: '2021 PredOp Saturday', Plan 1: 'Network Control Plan 1')

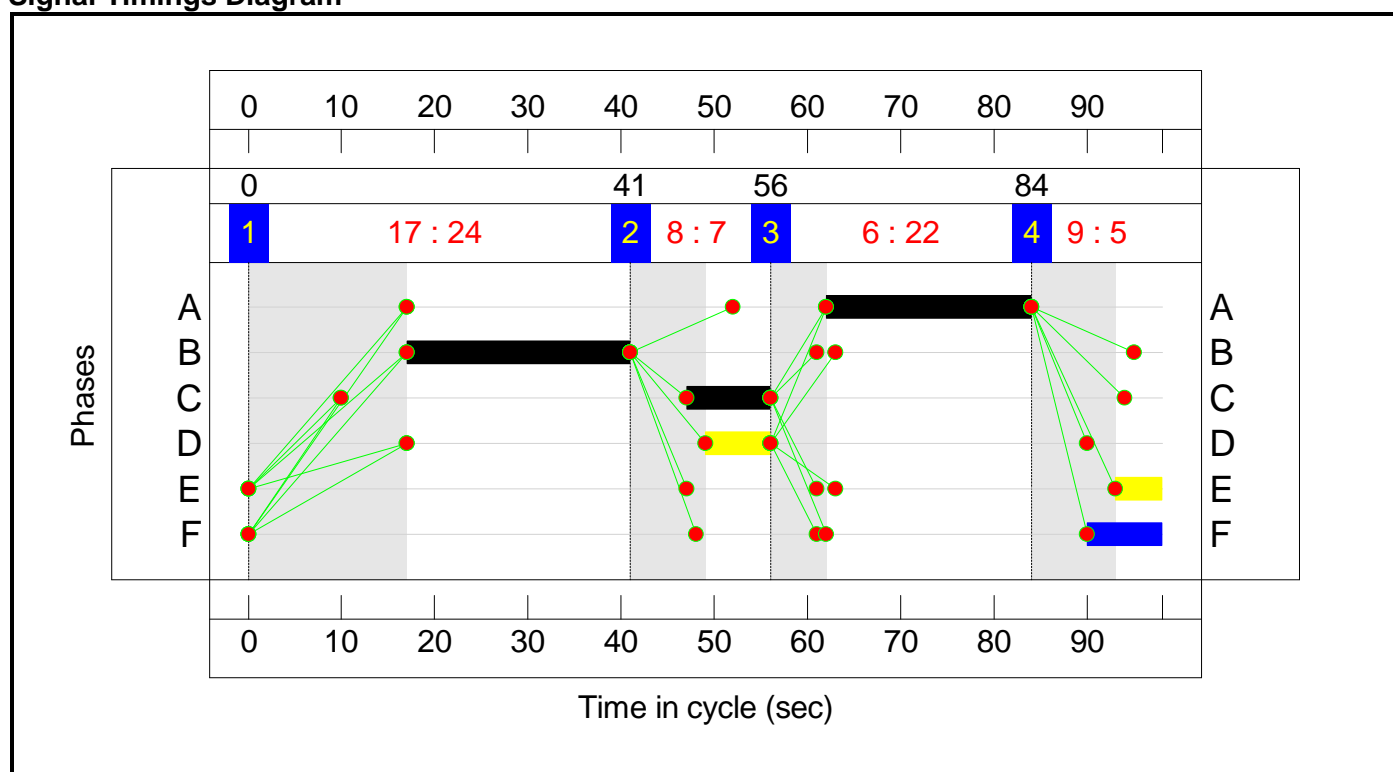
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	24	7	22	5
Change Point	0	41	56	84

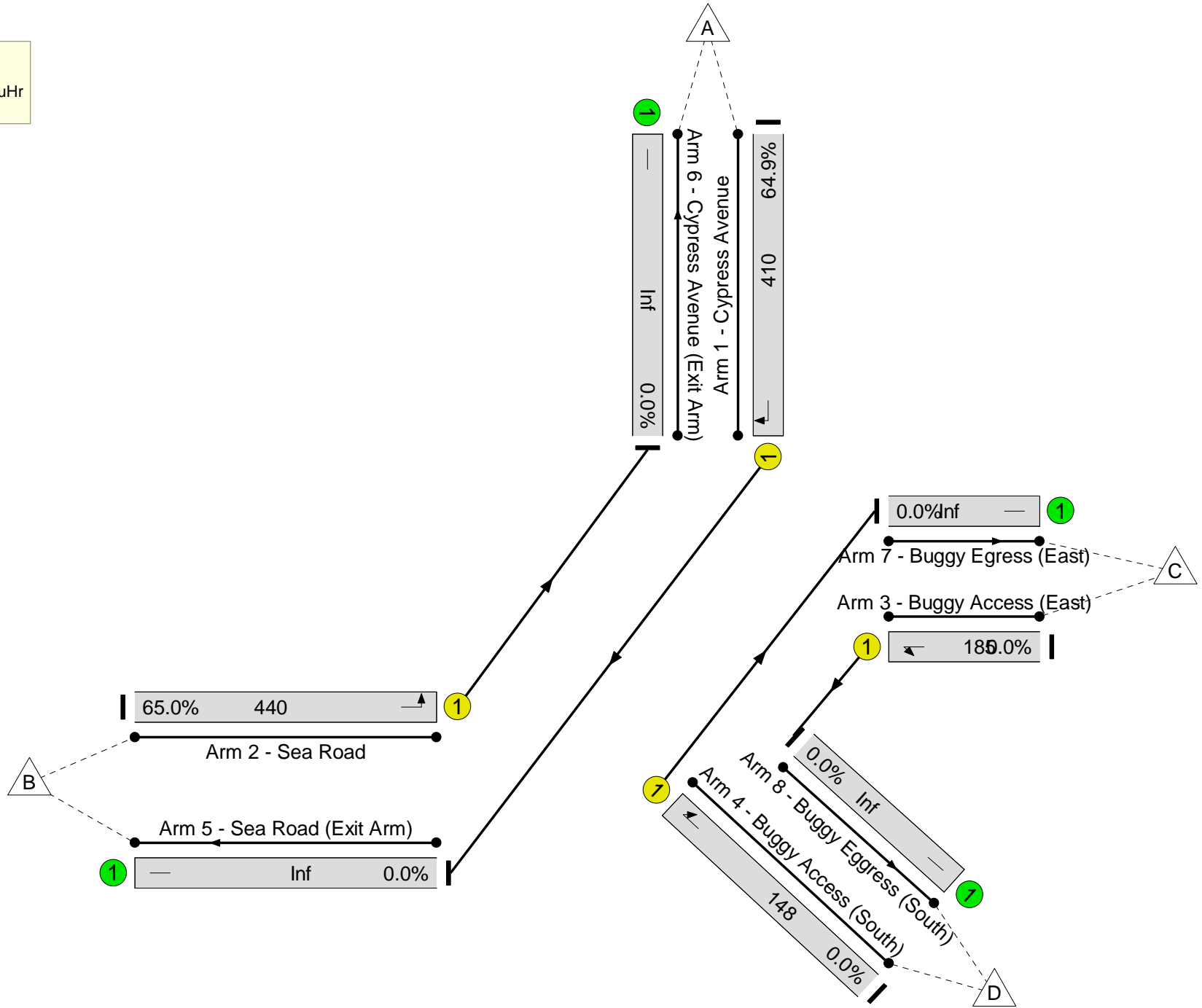
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Cypress Avenue Bridge
 PRC: 38.4 %
 Total Traffic Delay: 6.9 pcuHr



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: Cypress Avenue Bridge	-	-	N/A	-	-		-	-	-	-	-	-	65.0%
Cypress Avenue Bridge	-	-	N/A	-	-		-	-	-	-	-	-	65.0%
1/1	Cypress Avenue Right	U	N/A	N/A	A		1	22	-	266	1746	410	64.9%
2/1	Sea Road Left	U	N/A	N/A	B		1	24	-	286	1724	440	65.0%
3/1	Buggy Access (East) U-Turn	U	N/A	N/A	C		1	9	-	0	1815	185	0.0%
4/1	Buggy Access (South) U-Turn	U	N/A	N/A	D		1	7	-	0	1815	148	0.0%
5/1	Sea Road (Exit Arm)	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
6/1	Cypress Avenue (Exit Arm)	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
7/1	Buggy Egress (East)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	Buggy Egress (South)	U	N/A	N/A	-		-	-	-	0	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: Cypress Avenue Bridge	-	-	0	0	0	5.1	1.8	0.0	6.9	-	-	-	-															
Cypress Avenue Bridge	-	-	0	0	0	5.1	1.8	0.0	6.9	-	-	-	-															
1/1	266	266	-	-	-	2.5	0.9	-	3.4	46.2	6.5	0.9	7.4															
2/1	286	286	-	-	-	2.6	0.9	-	3.5	44.2	6.9	0.9	7.8															
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0															
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0															
5/1	266	266	-	-	-	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															
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0															
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0															
<table style="width:100%; border:none;"> <tr> <td style="width:25%;">C1</td> <td style="width:25%;">PRC for Signalled Lanes (%):</td> <td style="width:10%;">38.4</td> <td style="width:25%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:15%;">6.92</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>38.4</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>6.92</td> </tr> <tr> <td colspan="3"></td> <td>Cycle Time (s):</td> <td>98</td> </tr> </table>														C1	PRC for Signalled Lanes (%):	38.4	Total Delay for Signalled Lanes (pcuHr):	6.92		PRC Over All Lanes (%):	38.4	Total Delay Over All Lanes(pcuHr):	6.92				Cycle Time (s):	98
C1	PRC for Signalled Lanes (%):	38.4	Total Delay for Signalled Lanes (pcuHr):	6.92																								
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			Cycle Time (s):	98																								