

Full Input Data And Results

Junction: J2: Hunts Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A505 - Eastbound)	3.65	0.00	Y	Arm J2:2 Ahead	520.00	100.0 %	1974	1974
J2:1/2 (A505 - Eastbound)	3.65	0.00	N	Arm J2:2 Ahead	520.00	100.0 %	2114	2114
J2:1/3 (A505 - Eastbound)	3.65	0.00	Y	Arm J2:4 Right	20.50	100.0 %	1845	1845
J2:2/1 (A505 (East) - Eastbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (A505 (East) - Eastbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Road)	3.50	0.00	Y	Arm J1:4 Left	17.50	100.0 %	1810	1810
J2:3/2 (Hunts Road)	3.50	0.00	N	Arm J2:2 Right	20.00	100.0 %	1958	1958
J2:4/1 (Hunts Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A505 (East) - Westbound)	3.65	0.00	Y	Arm J1:4 Ahead Arm J2:4 Left	Inf 12.00	95.7 % 4.3 %	1969	1969
J2:5/2 (A505 (East) - Westbound)	3.65	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2120	2120

Junction: J3: Hill Farm Road
No data to display

Scenario 8: '2030 Agritech Target + Wellcome Genome - PM' (FG16: '2030 Agritech Target + Wellcome Genome - PM', Plan 2: 'Doublecycle')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	2	595	182	0	263	13	1055
	B	1141	53	41	85	1041	26	2387
	C	182	151	0	17	187	5	542
	D	0	40	14	0	122	1	177
	E	130	680	217	113	1	16	1157
	F	0	0	0	0	0	0	0
	Tot.	1455	1519	454	215	1614	61	5318

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2030 Agritech Target + Wellcome Genome - PM
Junction: J1: M11 Junction 10	
J1:1/1	608
J1:1/2 (with short)	445(In) 352(Out)
J1:1/3 (short)	93
J1:2/1	1453
J1:3/1 (short)	61
J1:3/2 (with short)	1376(In) 1315(Out)
J1:3/3	413
J1:4/1	1254
J1:4/2	1430
J1:5/1	215
J1:6/1	108
J1:6/2	69
J1:7/1	768
J1:7/2	344
J1:8/1	1376
J1:8/2	696
J1:8/3	93
J1:9/1	283
J1:9/2	93
J1:10/1	826
J1:10/2	330
J1:11/1	1430
J1:11/2	183
J1:12/1	1453
J1:12/2	768
J1:12/3	344
J1:13/1	1323
J1:13/2	86
J1:14/1	1322
J1:14/2	1523
J1:15/1	1430
J1:15/2	1592
J1:16/1	1537
J1:16/2	1523
J1:17/1	0
J1:18/1	61

Full Input Data And Results

Junction: J2: Hunts Road	
J2:1/1	1315
J2:1/2 (with short)	413(In) 0(Out)
J2:1/3 (short)	413
J2:2/1	1390
J2:2/2	76
J2:3/1 (with short)	542(In) 391(Out)
J2:3/2 (short)	151
J2:4/1	454
J2:5/1	1120
J2:5/2	1214
Junction: J3: Hill Farm Road	

Full Input Data And Results

Lane Saturation Flows

Junction: J1: M11 Junction 10								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M11 (North) Offslip (Southbound))	3.50	0.00	Y	Arm J1:8 Ahead	37.80	100.0 %	1890	1890
J1:1/2 (M11 (North) Offslip (Southbound))	3.50	0.00	N	Arm J1:8 Ahead	41.30	100.0 %	2031	2031
J1:1/3 (M11 (North) Offslip (Southbound))	3.50	0.00	Y	Arm J1:8 Ahead	44.80	100.0 %	1901	1901
J1:2/1 (M11 (North) Exit (Northbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A505 - Eastbound)	3.50	0.00	Y	Arm J1:18 Left	10.00	100.0 %	1709	1709
J1:3/2 (A505 - Eastbound)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105
J1:3/3 (A505 - Eastbound)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:4/1 (A505 - Westbound)	3.25	0.00	Y	Arm J1:16 Ahead	62.00	100.0 %	1894	1894
J1:4/2 (A505 - Westbound)	3.25	0.00	Y	Arm J1:16 Ahead	62.00	100.0 %	1894	1894
J1:5/1 (M11 (South) Exit (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (M11 (South) Offslip (Northbound))	3.10	0.00	Y	Arm J1:15 Ahead	300.00	100.0 %	1915	1915
J1:6/2 (M11 (South) Offslip (Northbound))	3.10	0.00	Y	Arm J1:15 Ahead	300.00	100.0 %	1915	1915
J1:7/1 (North Circulatory)	3.65	0.00	Y	Arm J1:8 Right	83.10	100.0 %	1945	1945
J1:7/2 (North Circulatory)	3.65	0.00	Y	Arm J1:8 Right	79.50	100.0 %	1943	1943
J1:8/1 (East Circulatory)	3.65	0.00	Y	Arm J1:3 Left	92.90	100.0 %	1949	1949
J1:8/2 (East Circulatory)	3.65	0.00	N	Arm J1:3 Left	96.00	59.3 %	2078	2078
				Arm J1:9 Ahead	57.00	40.7 %		
J1:8/3 (East Circulatory)	3.65	0.00	Y	Arm J1:9 Ahead	53.50	100.0 %	1926	1926
J1:9/1 (East Circulatory)	3.65	0.00	Y	Arm J1:16 Right	57.00	100.0 %	1929	1929
J1:9/2 (East Circulatory)	3.65	0.00	Y	Arm J1:16 Right	53.50	100.0 %	1926	1926
J1:10/1 (A505 (West) - Eastbound)	3.65	0.00	Y	Arm J1:12 Left	80.00	100.0 %	1944	1944

Full Input Data And Results

J1:10/2 (A505 (West) - Eastbound)	3.65	0.00	Y	Arm J1:12 Left	80.00	100.0 %	1944	1944
J1:11/1 (A505 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A505 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (West Circulatory)	3.50	0.00	Y	Arm J1:2 Ahead	82.00	100.0 %	1930	1930
J1:12/2 (West Circulatory)	3.50	0.00	N	Arm J1:7 Right	54.70	100.0 %	2049	2049
J1:12/3 (West Circulatory)	3.50	0.00	Y	Arm J1:7 Right	51.20	100.0 %	1909	1909
J1:13/1 (West Circulatory)	3.50	0.00	Y	Arm J1:12 Right	65.50	100.0 %	1921	1921
J1:13/2 (West Circulatory)	3.50	0.00	Y	Arm J1:12 Right	62.00	100.0 %	1919	1919
J1:14/1 (South Circulatory)	3.65	0.00	Y	Arm J1:15 Ahead	69.50	100.0 %	1938	1938
J1:14/2 (South Circulatory)	3.65	0.00	Y	Arm J1:15 Ahead	66.00	100.0 %	1936	1936
J1:15/1 (West Circulatory)	3.65	0.00	Y	Arm J1:11 Ahead	66.40	100.0 %	1936	1936
J1:15/2 (West Circulatory)	3.65	0.00	N	Arm J1:11 Ahead	69.90	11.5 %	2073	2073
				Arm J1:13 Right	65.00	88.5 %		
J1:16/1 (East Circulatory)	3.65	0.00	Y	Arm J1:5 Ahead	116.20	14.0 %	1937	1937
				Arm J1:14 Ahead	63.90	86.0 %		
J1:16/2 (East Circulatory)	3.65	0.00	Y	Arm J1:14 Ahead	60.40	100.0 %	1932	1932
J1:17/1 (Hill Farm Road)	4.00	0.00	Y	Arm J2:1 Left	10.00	0.0 %	2015	2015
J1:18/1 (Hill Farm Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

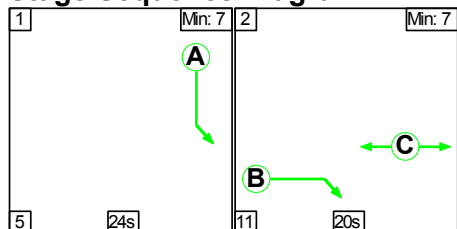
Junction: J2: Hunts Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A505 - Eastbound)	3.65	0.00	Y	Arm J2:2 Ahead	520.00	100.0 %	1974	1974
J2:1/2 (A505 - Eastbound)	3.65	0.00	N	Arm J2:2 Ahead	520.00	0.0 %	2120	2120
J2:1/3 (A505 - Eastbound)	3.65	0.00	Y	Arm J2:4 Right	20.50	100.0 %	1845	1845
J2:2/1 (A505 (East) - Eastbound Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (A505 (East) - Eastbound Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Road)	3.50	0.00	Y	Arm J1:4 Left	17.50	100.0 %	1810	1810
J2:3/2 (Hunts Road)	3.50	0.00	N	Arm J2:2 Right	20.00	100.0 %	1958	1958
J2:4/1 (Hunts Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A505 (East) - Westbound)	3.65	0.00	Y	Arm J1:4 Ahead	Inf	96.3 %	1971	1971
				Arm J2:4 Left	12.00	3.7 %		
J2:5/2 (A505 (East) - Westbound)	3.65	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2120	2120

Junction: J3: Hill Farm Road
No data to display

Scenario 3: '2030 Agritech BAU - AM' (FG9: '2030 BAU Forecast AM', Plan 2: 'Doublecycle')

C1

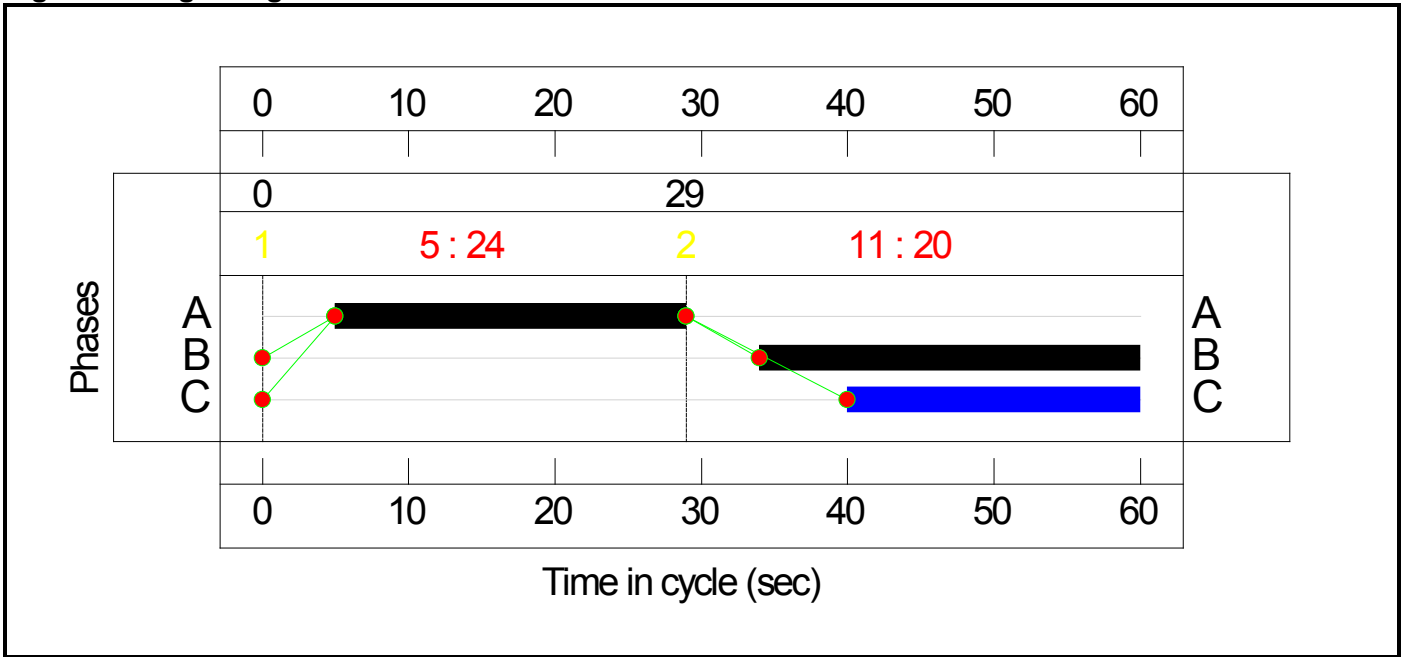
Stage Sequence Diagram



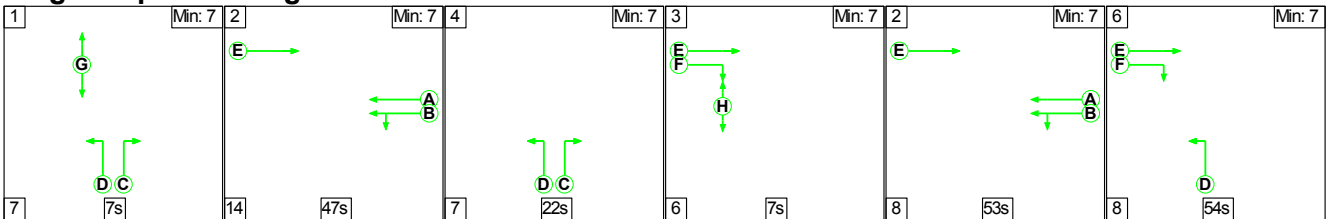
Stage Timings

Stage	1	2
Duration	24	20
Change Point	0	29

Signal Timings Diagram



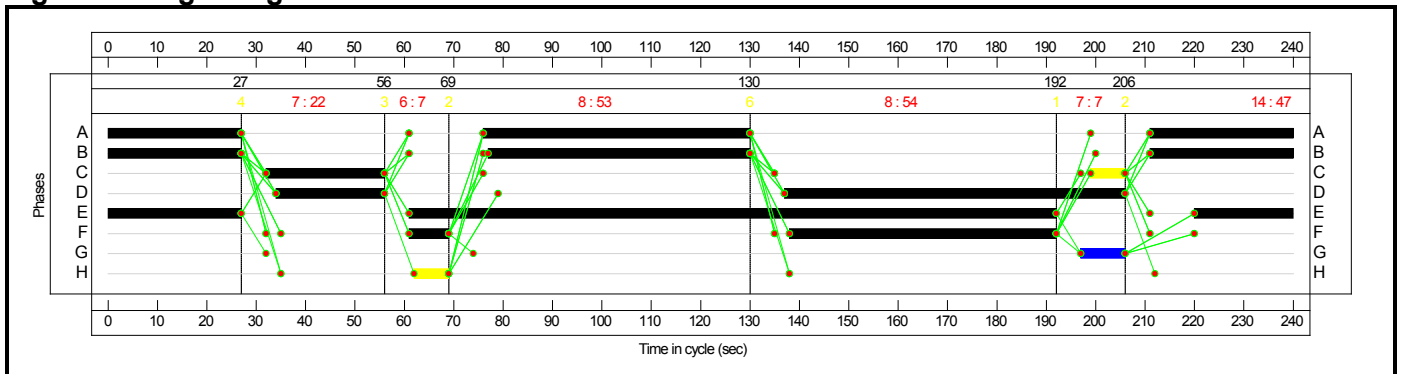
C2 Stage Sequence Diagram



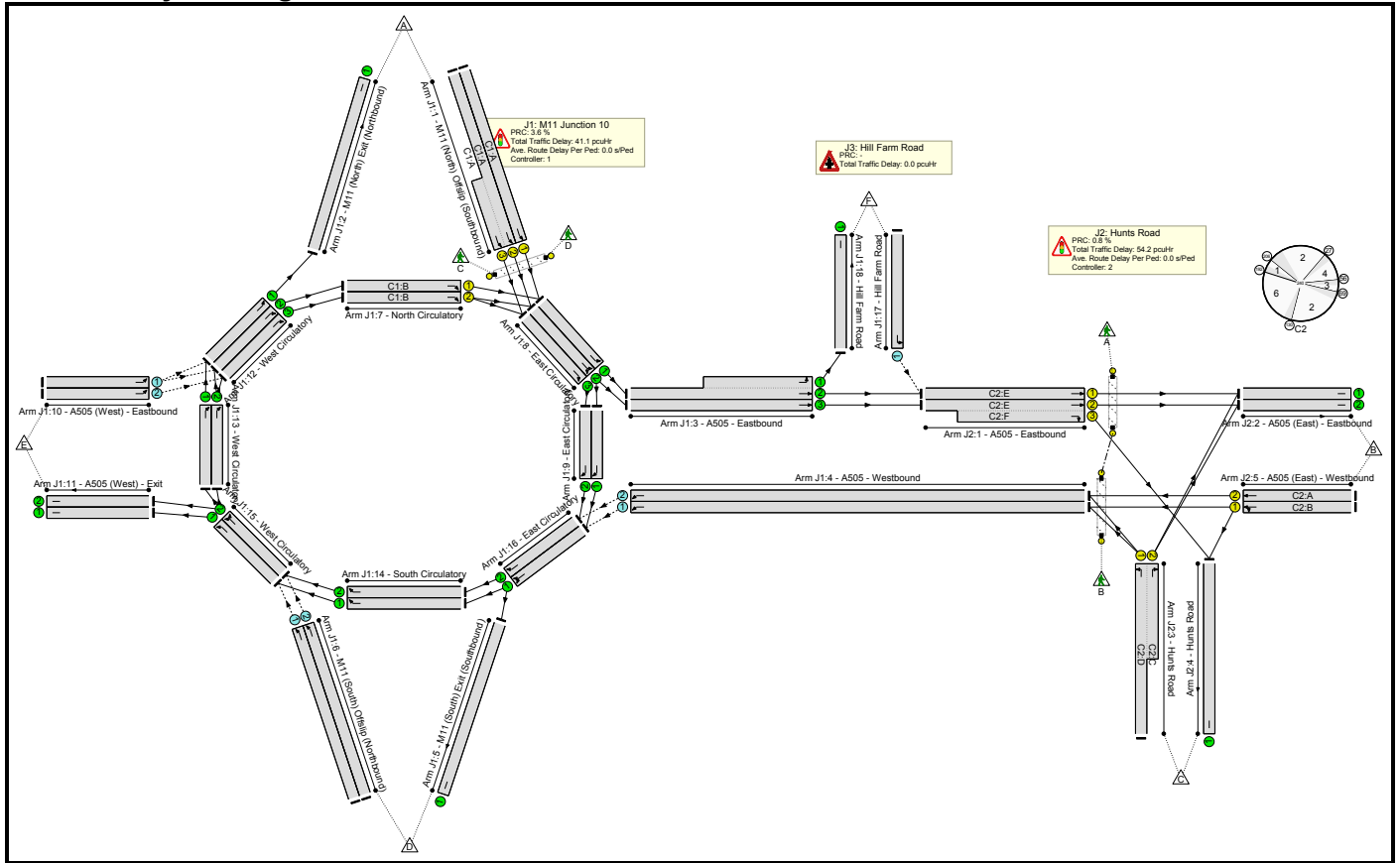
Stage Timings

Stage	1	2	4	3	2	6
Duration	7	47	22	7	53	54
Change Point	192	206	27	56	69	130

Signal Timings Diagram



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: Junctions 1 and 2: A505 (M11 Junction 10 and Hunts Road)	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
J1: M11 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	86.9%
1/1	M11 (North) Offslip (Southbound) Ahead	U	N/A	N/A	C1:A		1	24	-	683	1890	788	86.7%
1/2+1/3	M11 (North) Offslip (Southbound) Ahead	U	N/A	N/A	C1:A		1	24	-	849	2031:1901	810+167	86.9 : 86.9%
2/1	M11 (North) Exit (Northbound)	U	N/A	N/A	-		-	-	-	1317	Inf	Inf	0.0%
3/2+3/1	A505 - Eastbound Ahead Left	U	N/A	N/A	-		-	-	-	1440	2105:1709	1457+526	72.6 : 72.6%
3/3	A505 - Eastbound Ahead	U	N/A	N/A	-		-	-	-	1312	1965	1965	66.8%
4/1	A505 - Westbound Ahead	O	N/A	N/A	-		-	-	-	1044	1894	1894	55.1%
4/2	A505 - Westbound Ahead	O	N/A	N/A	-		-	-	-	1173	1894	1894	61.9%
5/1	M11 (South) Exit (Southbound)	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
6/1	M11 (South) Offslip (Northbound) Ahead	O	N/A	N/A	-		-	-	-	203	1915	1231	16.5%
6/2	M11 (South) Offslip (Northbound) Ahead	O	N/A	N/A	-		-	-	-	131	1915	1231	10.6%

Full Input Data And Results

7/1	North Circulatory Right	U	N/A	N/A	C1:B		1	26	-	757	1945	875	86.5%
7/2	North Circulatory Right	U	N/A	N/A	C1:B		1	26	-	756	1943	874	86.5%
8/1	East Circulatory Left	U	N/A	N/A	-		-	-	-	1440	1949	1949	73.9%
8/2	East Circulatory Left Ahead	U	N/A	N/A	-		-	-	-	1460	2085	2085	70.0%
8/3	East Circulatory Ahead	U	N/A	N/A	-		-	-	-	145	1926	1926	7.5%
9/1	East Circulatory Right	U	N/A	N/A	-		-	-	-	148	1929	1929	7.7%
9/2	East Circulatory Right	U	N/A	N/A	-		-	-	-	145	1926	1926	7.5%
10/1	A505 (West) - Eastbound Left	O	N/A	N/A	-		-	-	-	876	1944	1207	72.6%
10/2	A505 (West) - Eastbound Left	O	N/A	N/A	-		-	-	-	713	1944	1944	36.7%
11/1	A505 (West) - Exit	U	N/A	N/A	-		-	-	-	1216	Inf	Inf	0.0%
11/2	A505 (West) - Exit	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
12/1	West Circulatory Ahead	U	N/A	N/A	-		-	-	-	1317	1930	1930	68.2%
12/2	West Circulatory Right	U	N/A	N/A	-		-	-	-	757	2049	2049	36.9%
12/3	West Circulatory Right	U	N/A	N/A	-		-	-	-	756	1909	1909	39.6%
13/1	West Circulatory Right	U	N/A	N/A	-		-	-	-	1043	1921	1921	54.3%
13/2	West Circulatory Right	U	N/A	N/A	-		-	-	-	198	1919	1919	10.3%
14/1	South Circulatory Ahead	U	N/A	N/A	-		-	-	-	1013	1938	1938	52.3%
14/2	South Circulatory Ahead	U	N/A	N/A	-		-	-	-	1318	1936	1936	68.1%
15/1	West Circulatory Ahead	U	N/A	N/A	-		-	-	-	1216	1936	1936	62.8%

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: Junctions 1 and 2: A505 (M11 Junction 10 and Hunts Road)	-	-	4140	0	0	50.7	44.6	0.0	95.3	-	-	-	-
J1: M11 Junction 10	-	-	4140	0	0	12.8	28.3	0.0	41.1	-	-	-	-
1/1	683	683	-	-	-	3.0	3.1	-	6.1	32.3	10.2	3.1	13.3
1/2+1/3	849	849	-	-	-	3.5	3.2	-	6.7 (5.7+1.0)	28.2 (29.0:24.5)	10.5	3.2	13.7
2/1	1317	1317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1440	1440	-	-	-	0.0	1.3	-	1.3 (1.0+0.3)	3.3 (3.3:3.3)	0.0	1.3	1.3
3/3	1312	1312	-	-	-	0.0	1.0	-	1.0	2.7	0.0	1.0	1.0
4/1	1044	1044	1044	0	0	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
4/2	1173	1173	1173	0	0	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
5/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	203	203	203	0	0	0.0	0.1	-	0.1	1.8	0.0	0.1	0.1
6/2	131	131	131	0	0	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
7/1	757	757	-	-	-	3.1	3.0	-	6.2	29.3	11.4	3.0	14.4
7/2	756	756	-	-	-	3.1	3.0	-	6.2	29.3	11.3	3.0	14.4
8/1	1440	1440	-	-	-	0.0	1.4	-	1.4	3.5	0.0	1.4	1.4
8/2	1460	1460	-	-	-	0.0	1.2	-	1.2	2.9	0.0	1.2	1.2
8/3	145	145	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	148	148	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/2	145	145	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	876	876	876	0	0	0.0	1.3	-	1.3	5.4	0.0	1.3	1.3
10/2	713	713	713	0	0	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/1	1216	1216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

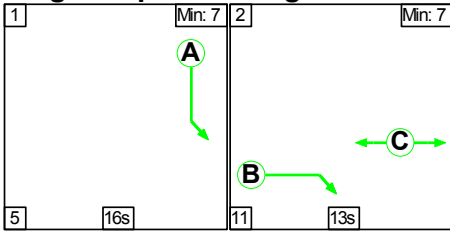
12/1	1317	1317	-	-	-	0.0	1.1	-	1.1	2.9	0.0	1.1	1.1
12/2	757	757	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/3	756	756	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/1	1043	1043	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
13/2	198	198	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/1	1013	1013	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
14/2	1318	1318	-	-	-	0.0	1.1	-	1.1	2.9	0.0	1.1	1.1
15/1	1216	1216	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
15/2	1449	1449	-	-	-	0.0	1.2	-	1.2	2.9	0.0	1.2	1.2
16/1	1192	1192	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
16/2	1318	1318	-	-	-	0.0	1.1	-	1.1	3.0	3.8	1.1	4.8
17/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	382	382	-	-	-	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
J2: Hunts Road	-	-	0	0	0	37.9	16.3	0.0	54.2	-	-	-	-
1/1	1058	1058	-	-	-	2.4	1.2	-	3.6	12.4	20.9	1.2	22.1
1/2+1/3	1312	1312	-	-	-	10.4	3.6	-	14.0 (4.0+10.1)	38.5 (16.3:83.4)	23.1	3.6	26.7
2/1	1146	1146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	736	736	-	-	-	10.5	3.8	-	14.3 (9.3+5.0)	69.7 (59.5:102.1)	25.8	3.8	29.6
4/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	813	813	-	-	-	7.1	3.9	-	10.9	48.3	30.7	3.9	34.6
5/2	880	880	-	-	-	7.6	3.8	-	11.3	46.4	33.2	3.8	37.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
J3: Hill Farm Road	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
C1			PRC for Signalled Lanes (%):		3.6	Total Delay for Signalled Lanes (pcuHr):		25.10	Cycle Time (s):		60		
C2			PRC for Signalled Lanes (%):		0.8	Total Delay for Signalled Lanes (pcuHr):		54.19	Cycle Time (s):		240		
			PRC Over All Lanes (%):		0.8	Total Delay Over All Lanes(pcuHr):		95.33					

Full Input Data And Results

Scenario 4: '2030 Agritech BAU - PM' (FG10: '2030 BAU Forecast PM', Plan 2: 'Doublecycle')

C1

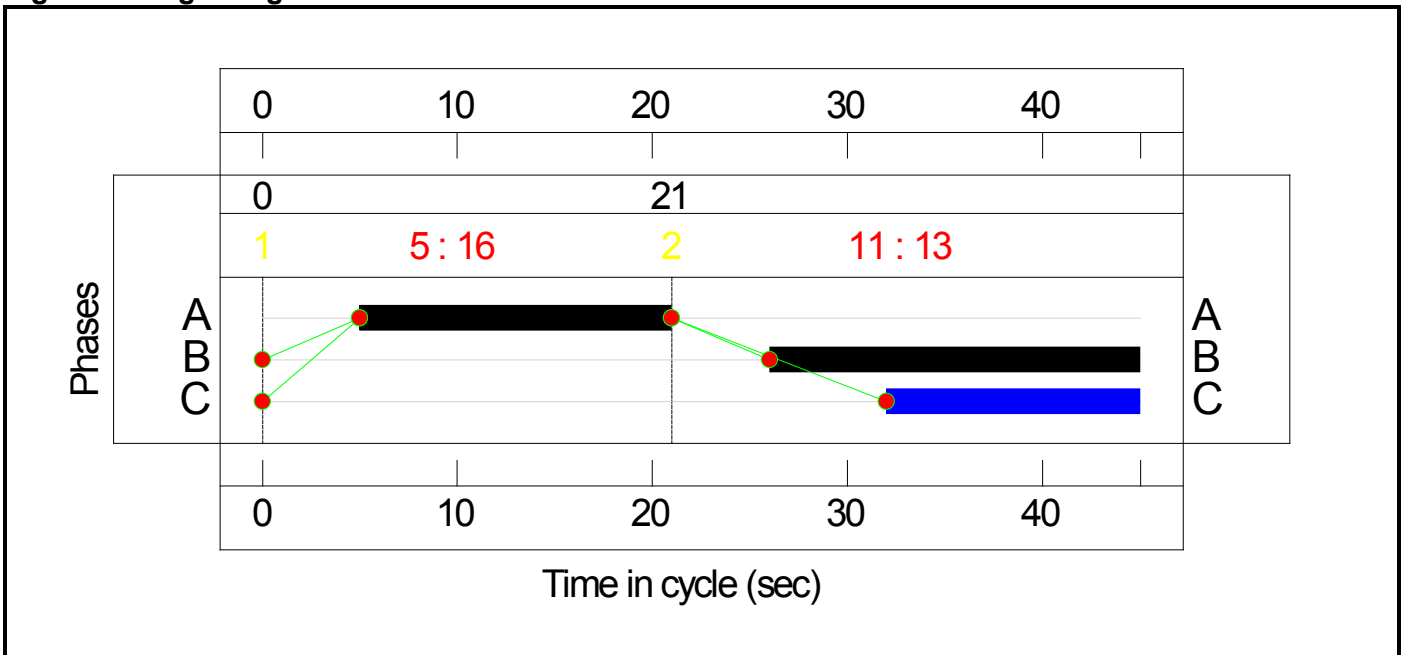
Stage Sequence Diagram



Stage Timings

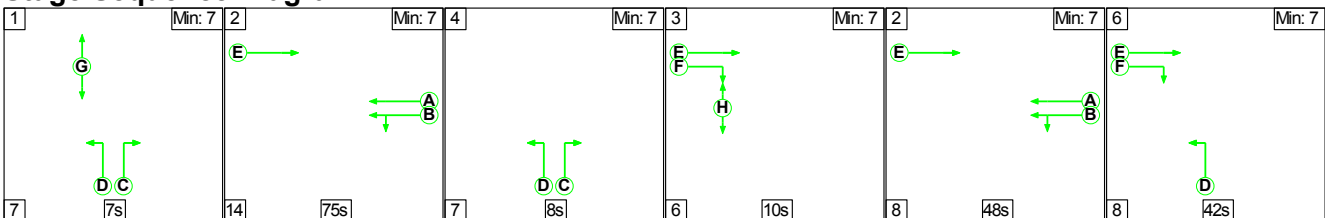
Stage	1	2
Duration	16	13
Change Point	0	21

Signal Timings Diagram



C2

Stage Sequence Diagram

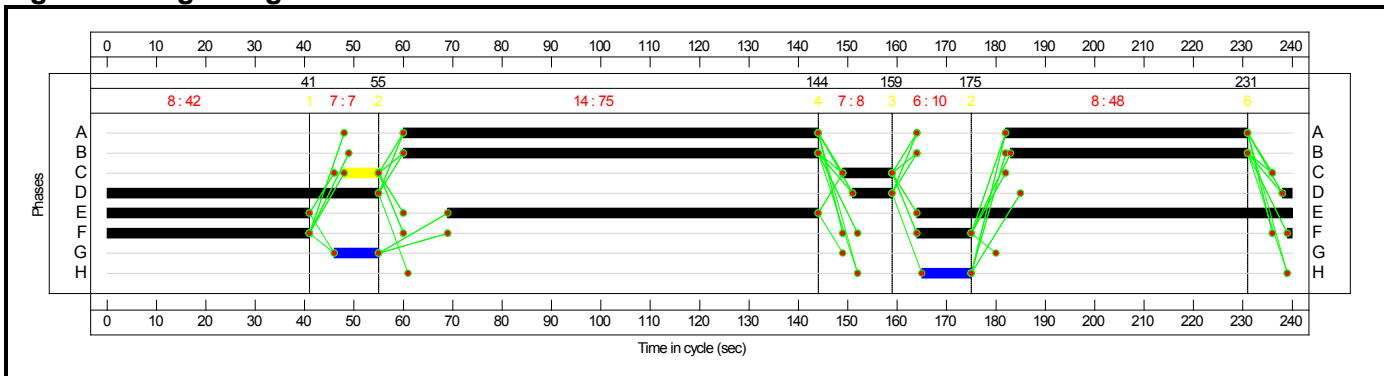


Stage Timings

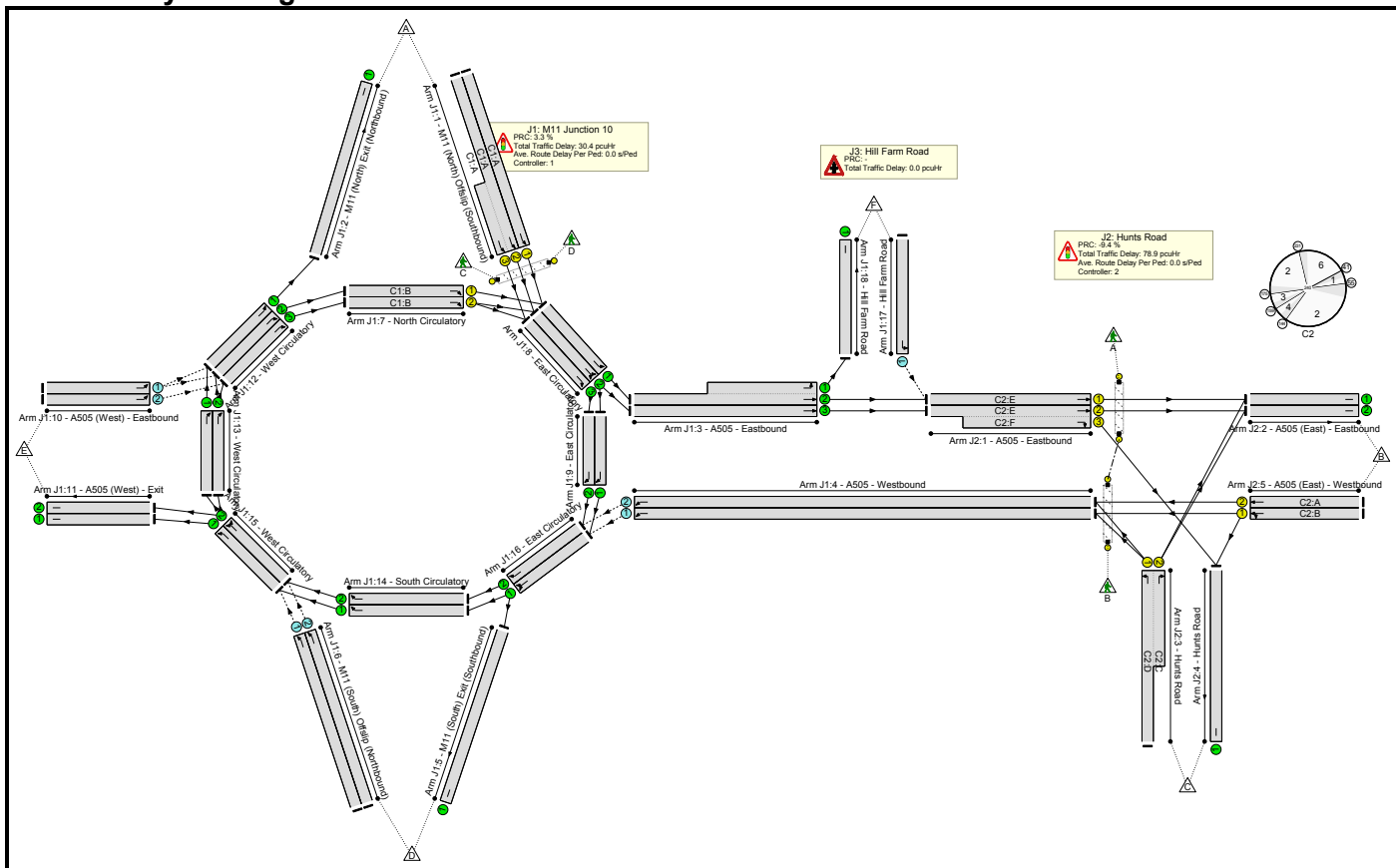
Stage	1	2	4	3	2	6
Duration	7	75	8	10	48	42
Change Point	41	55	144	159	175	231

Full Input Data And Results

Signal Timings Diagram



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: Junctions 1 and 2: A505 (M11 Junction 10 and Hunts Road)	-	-	N/A	-	-		-	-	-	-	-	-	98.4%
J1: M11 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	87.1%
1/1	M11 (North) Offslip (Southbound) Ahead	U	N/A	N/A	C1:A		1	16	-	581	1890	714	81.4%
1/2+1/3	M11 (North) Offslip (Southbound) Ahead	U	N/A	N/A	C1:A		1	16	-	445	2031:1901	767+184	46.8 : 46.8%
2/1	M11 (North) Exit (Northbound)	U	N/A	N/A	-		-	-	-	1389	Inf	Inf	0.0%
3/2+3/1	A505 - Eastbound Ahead Left	U	N/A	N/A	-		-	-	-	1334	2105:1709	1988+95	64.0 : 64.0%
3/3	A505 - Eastbound Ahead	U	N/A	N/A	-		-	-	-	413	1965	1965	21.0%
4/1	A505 - Westbound Ahead	O	N/A	N/A	-		-	-	-	1210	1894	1894	63.9%
4/2	A505 - Westbound Ahead	O	N/A	N/A	-		-	-	-	1397	1894	1894	73.8%
5/1	M11 (South) Exit (Southbound)	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
6/1	M11 (South) Offslip (Northbound) Ahead	O	N/A	N/A	-		-	-	-	104	1915	1086	9.6%
6/2	M11 (South) Offslip (Northbound) Ahead	O	N/A	N/A	-		-	-	-	73	1915	1086	6.7%

Full Input Data And Results

7/1	North Circulatory Right	U	N/A	N/A	C1:B		1	19	-	753	1945	864	87.1%
7/2	North Circulatory Right	U	N/A	N/A	C1:B		1	19	-	344	1943	864	39.8%
8/1	East Circulatory Left	U	N/A	N/A	-		-	-	-	1334	1949	1949	68.4%
8/2	East Circulatory Left Ahead	U	N/A	N/A	-		-	-	-	703	2078	2078	33.8%
8/3	East Circulatory Ahead	U	N/A	N/A	-		-	-	-	86	1926	1926	4.5%
9/1	East Circulatory Right	U	N/A	N/A	-		-	-	-	290	1929	1929	15.0%
9/2	East Circulatory Right	U	N/A	N/A	-		-	-	-	86	1926	1926	4.5%
10/1	A505 (West) - Eastbound Left	O	N/A	N/A	-		-	-	-	811	1944	1080	75.1%
10/2	A505 (West) - Eastbound Left	O	N/A	N/A	-		-	-	-	330	1944	1944	17.0%
11/1	A505 (West) - Exit	U	N/A	N/A	-		-	-	-	1389	Inf	Inf	0.0%
11/2	A505 (West) - Exit	U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
12/1	West Circulatory Ahead	U	N/A	N/A	-		-	-	-	1389	1930	1930	72.0%
12/2	West Circulatory Right	U	N/A	N/A	-		-	-	-	753	2049	2049	36.7%
12/3	West Circulatory Right	U	N/A	N/A	-		-	-	-	344	1909	1909	18.0%
13/1	West Circulatory Right	U	N/A	N/A	-		-	-	-	1259	1921	1921	65.5%
13/2	West Circulatory Right	U	N/A	N/A	-		-	-	-	86	1919	1919	4.5%
14/1	South Circulatory Ahead	U	N/A	N/A	-		-	-	-	1285	1938	1938	66.3%
14/2	South Circulatory Ahead	U	N/A	N/A	-		-	-	-	1483	1936	1936	76.6%
15/1	West Circulatory Ahead	U	N/A	N/A	-		-	-	-	1389	1936	1936	71.7%

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: Junctions 1 and 2: A505 (M11 Junction 10 and Hunts Road)	-	-	3925	0	0	45.4	63.8	0.0	109.3	-	-	-	-
J1: M11 Junction 10	-	-	3925	0	0	6.5	23.9	0.0	30.4	-	-	-	-
1/1	581	581	-	-	-	2.0	2.1	-	4.1	25.7	6.5	2.1	8.6
1/2+1/3	445	445	-	-	-	1.3	0.4	-	1.7 (1.4+0.3)	13.9 (14.1:12.7)	3.4	0.4	3.8
2/1	1389	1389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1334	1334	-	-	-	0.0	0.9	-	0.9 (0.8+0.0)	2.4 (2.4:2.4)	0.0	0.9	0.9
3/3	413	413	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/1	1210	1210	1210	0	0	0.0	0.9	-	0.9	2.6	0.0	0.9	0.9
4/2	1397	1397	1397	0	0	0.0	1.4	-	1.4	3.6	0.0	1.4	1.4
5/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	104	104	104	0	0	0.0	0.1	-	0.1	1.8	0.0	0.1	0.1
6/2	73	73	73	0	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
7/1	753	753	-	-	-	2.4	3.2	-	5.6	26.6	8.4	3.2	11.6
7/2	344	344	-	-	-	0.8	0.3	-	1.1	11.9	2.9	0.3	3.2
8/1	1334	1334	-	-	-	0.0	1.1	-	1.1	2.9	0.0	1.1	1.1
8/2	703	703	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
8/3	86	86	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	290	290	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	86	86	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	811	811	811	0	0	0.0	1.5	-	1.5	6.6	0.0	1.5	1.5
10/2	330	330	330	0	0	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	1389	1389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

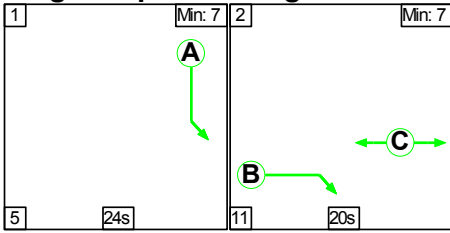
12/1	1389	1389	-	-	-	0.0	1.3	-	1.3	3.3	0.0	1.3	1.3
12/2	753	753	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/3	344	344	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/1	1259	1259	-	-	-	0.0	0.9	-	0.9	2.7	0.0	0.9	0.9
13/2	86	86	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
14/1	1285	1285	-	-	-	0.0	1.0	-	1.0	2.7	0.0	1.0	1.0
14/2	1483	1483	-	-	-	0.0	1.6	-	1.6	3.9	0.0	1.6	1.6
15/1	1389	1389	-	-	-	0.0	1.3	-	1.3	3.3	0.0	1.3	1.3
15/2	1556	1556	-	-	-	0.0	1.5	-	1.5	3.5	0.0	1.5	1.5
16/1	1500	1500	-	-	-	0.0	1.7	-	1.7	4.1	3.8	1.7	5.5
16/2	1483	1483	-	-	-	0.0	1.6	-	1.6	4.0	1.6	1.6	3.3
17/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	61	61	-	-	-	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
J2: Hunts Road	-	-	0	0	0	38.9	39.9	0.0	78.9	-	-	-	-
1/1	1273	1273	-	-	-	2.3	1.9	-	4.2	11.9	26.9	1.9	28.8
1/2+1/3	413	413	-	-	-	8.9	8.0	-	16.9 (0.0+16.9)	147.5 (0.0:147.5)	21.2	8.0	29.2
2/1	1348	1348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	542	542	-	-	-	10.2	4.2	-	14.4 (10.3+4.1)	95.5 (94.5:98.0)	22.9	4.2	27.1
4/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1083	1083	-	-	-	8.4	12.7	-	21.1	70.1	45.1	12.7	57.8
5/2	1174	1174	-	-	-	9.1	13.1	-	22.2	68.2	49.6	13.1	62.7
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
J3: Hill Farm Road	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
C1			PRC for Signalled Lanes (%):			3.3	Total Delay for Signalled Lanes (pcuHr):			12.57	Cycle Time (s): 45		
C2			PRC for Signalled Lanes (%):			-9.4	Total Delay for Signalled Lanes (pcuHr):			78.86	Cycle Time (s): 240		
			PRC Over All Lanes (%):			-9.4	Total Delay Over All Lanes(pcuHr):			109.25			

Full Input Data And Results

Scenario 5: '2030 Agritech Target - AM' (FG11: '2030 Target Forecast AM', Plan 2: 'Doublecycle')

C1

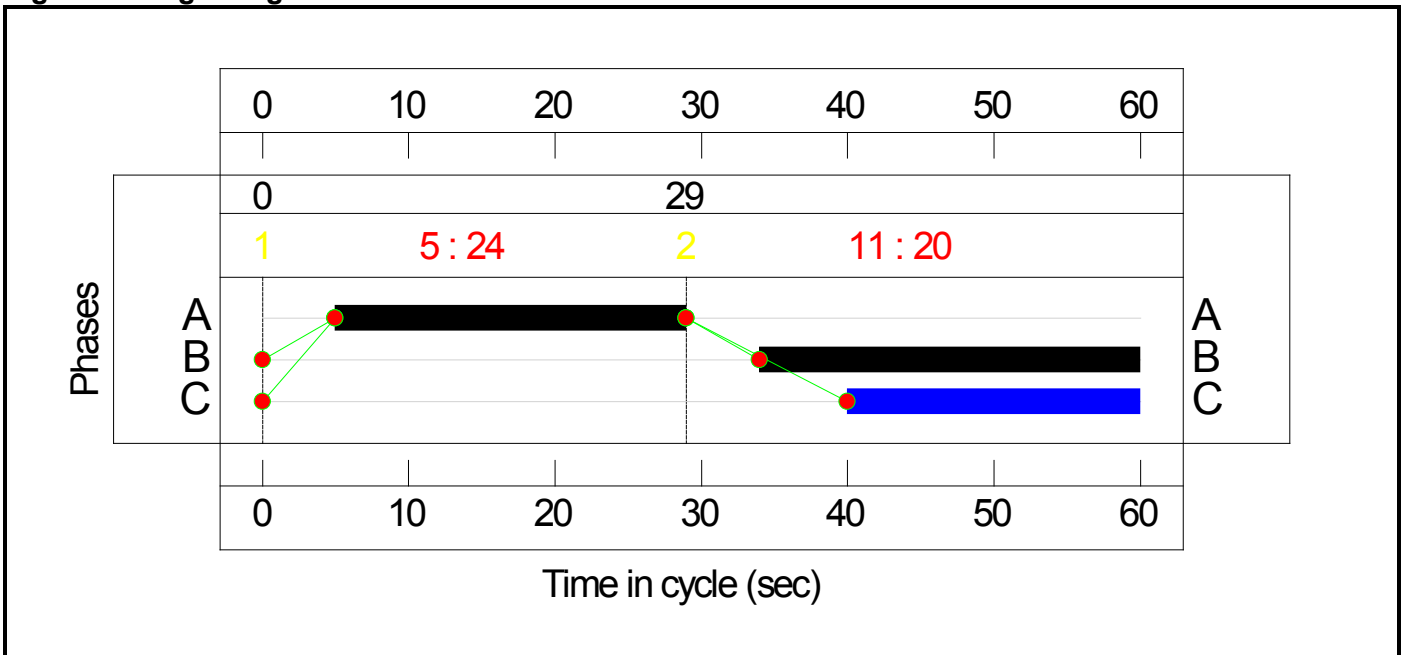
Stage Sequence Diagram



Stage Timings

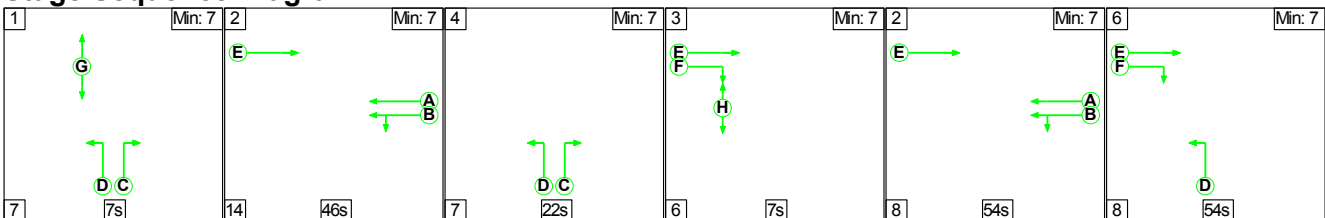
Stage	1	2
Duration	24	20
Change Point	0	29

Signal Timings Diagram



C2

Stage Sequence Diagram

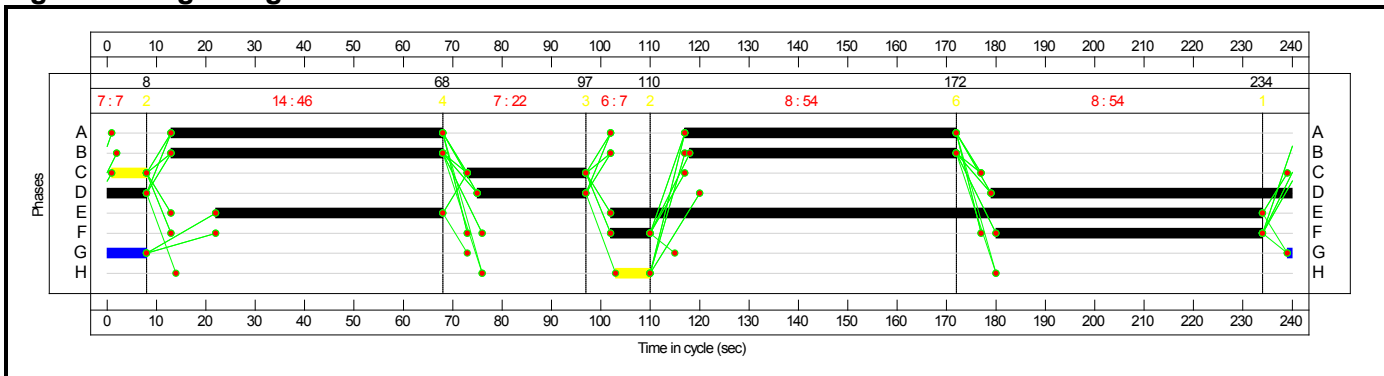


Stage Timings

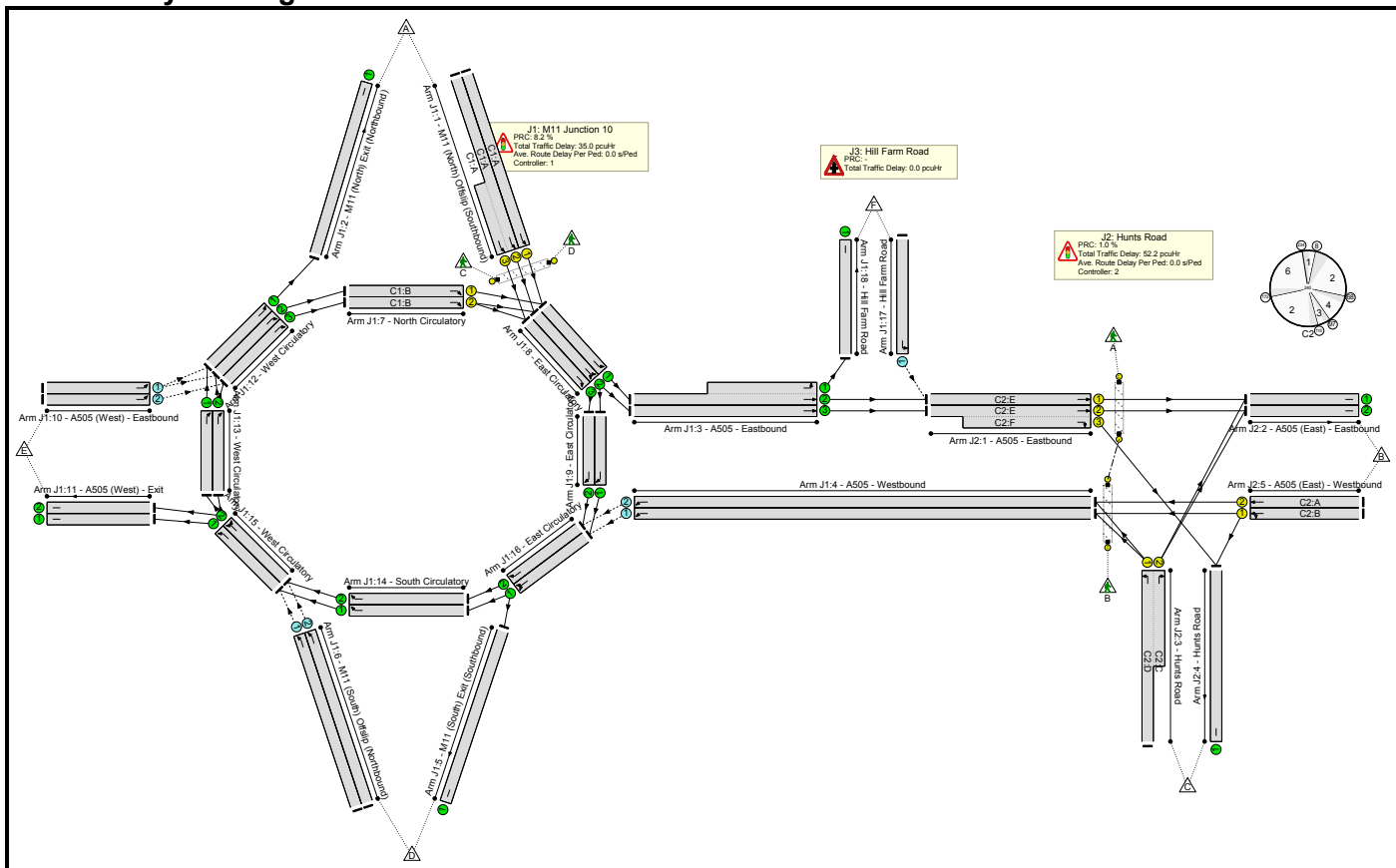
Stage	1	2	4	3	2	6
Duration	7	46	22	7	54	54
Change Point	234	8	68	97	110	172

Full Input Data And Results

Signal Timings Diagram



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: Junctions 1 and 2: A505 (M11 Junction 10 and Hunts Road)	-	-	N/A	-	-		-	-	-	-	-	-	89.2%
J1: M11 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
1/1	M11 (North) Offslip (Southbound) Ahead	U	N/A	N/A	C1:A		1	24	-	641	1890	788	81.4%
1/2+1/3	M11 (North) Offslip (Southbound) Ahead	U	N/A	N/A	C1:A		1	24	-	788	2031:1901	803+195	78.9 : 78.9%
2/1	M11 (North) Exit (Northbound)	U	N/A	N/A	-		-	-	-	1304	Inf	Inf	0.0%
3/2+3/1	A505 - Eastbound Ahead Left	U	N/A	N/A	-		-	-	-	1369	2105:1709	1425+552	69.2 : 69.2%
3/3	A505 - Eastbound Ahead	U	N/A	N/A	-		-	-	-	1213	1965	1965	61.7%
4/1	A505 - Westbound Ahead	O	N/A	N/A	-		-	-	-	1031	1894	1894	54.4%
4/2	A505 - Westbound Ahead	O	N/A	N/A	-		-	-	-	1165	1894	1894	61.5%
5/1	M11 (South) Exit (Southbound)	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
6/1	M11 (South) Offslip (Northbound) Ahead	O	N/A	N/A	-		-	-	-	205	1915	1237	16.6%
6/2	M11 (South) Offslip (Northbound) Ahead	O	N/A	N/A	-		-	-	-	129	1915	1237	10.4%

Full Input Data And Results

7/1	North Circulatory Right	U	N/A	N/A	C1:B		1	26	-	728	1945	875	83.2%
7/2	North Circulatory Right	U	N/A	N/A	C1:B		1	26	-	718	1943	874	82.1%
8/1	East Circulatory Left	U	N/A	N/A	-		-	-	-	1369	1949	1949	70.2%
8/2	East Circulatory Left Ahead	U	N/A	N/A	-		-	-	-	1352	2085	2085	64.8%
8/3	East Circulatory Ahead	U	N/A	N/A	-		-	-	-	154	1926	1926	8.0%
9/1	East Circulatory Right	U	N/A	N/A	-		-	-	-	139	1929	1929	7.2%
9/2	East Circulatory Right	U	N/A	N/A	-		-	-	-	154	1926	1926	8.0%
10/1	A505 (West) - Eastbound Left	O	N/A	N/A	-		-	-	-	847	1944	1218	69.5%
10/2	A505 (West) - Eastbound Left	O	N/A	N/A	-		-	-	-	675	1944	1944	34.7%
11/1	A505 (West) - Exit	U	N/A	N/A	-		-	-	-	1196	Inf	Inf	0.0%
11/2	A505 (West) - Exit	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
12/1	West Circulatory Ahead	U	N/A	N/A	-		-	-	-	1304	1930	1930	67.6%
12/2	West Circulatory Right	U	N/A	N/A	-		-	-	-	728	2049	2049	35.5%
12/3	West Circulatory Right	U	N/A	N/A	-		-	-	-	718	1909	1909	37.6%
13/1	West Circulatory Right	U	N/A	N/A	-		-	-	-	1030	1921	1921	53.6%
13/2	West Circulatory Right	U	N/A	N/A	-		-	-	-	198	1919	1919	10.3%
14/1	South Circulatory Ahead	U	N/A	N/A	-		-	-	-	991	1938	1938	51.1%
14/2	South Circulatory Ahead	U	N/A	N/A	-		-	-	-	1319	1936	1936	68.1%
15/1	West Circulatory Ahead	U	N/A	N/A	-		-	-	-	1196	1936	1936	61.8%

Full Input Data And Results

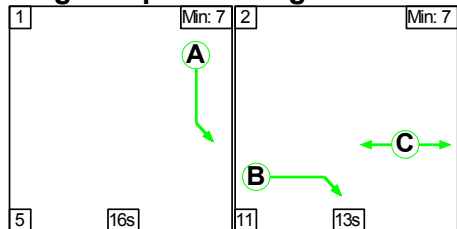
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junctions 1 and 2: A505 (M11 Junction 10 and Hunts Road)	-	-	4052	0	0	48.6	38.6	0.0	87.2	-	-	-	-
J1: M11 Junction 10	-	-	4052	0	0	11.7	23.3	0.0	35.0	-	-	-	-
1/1	641	641	-	-	-	2.8	2.1	-	4.9	27.4	9.3	2.1	11.4
1/2+1/3	788	788	-	-	-	3.1	1.8	-	4.9 (4.1+0.8)	22.5 (23.3:19.5)	8.8	1.8	10.6
2/1	1304	1304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1369	1369	-	-	-	0.0	1.1	-	1.1 (0.8+0.3)	2.9 (2.9:2.9)	0.0	1.1	1.1
3/3	1213	1213	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
4/1	1031	1031	1031	0	0	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
4/2	1165	1165	1165	0	0	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
5/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	205	205	205	0	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
6/2	129	129	129	0	0	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
7/1	728	728	-	-	-	2.9	2.4	-	5.3	26.3	10.5	2.4	12.9
7/2	718	718	-	-	-	2.9	2.2	-	5.1	25.6	10.4	2.2	12.6
8/1	1369	1369	-	-	-	0.0	1.2	-	1.2	3.1	0.0	1.2	1.2
8/2	1352	1352	-	-	-	0.0	0.9	-	0.9	2.4	0.0	0.9	0.9
8/3	154	154	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	139	139	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/2	154	154	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	847	847	847	0	0	0.0	1.1	-	1.1	4.8	0.0	1.1	1.1
10/2	675	675	675	0	0	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
11/1	1196	1196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Scenario 6: '2030 Agritech Target - PM' (FG12: '2030 Target Forecast PM', Plan 2: 'Doublecycle')

C1

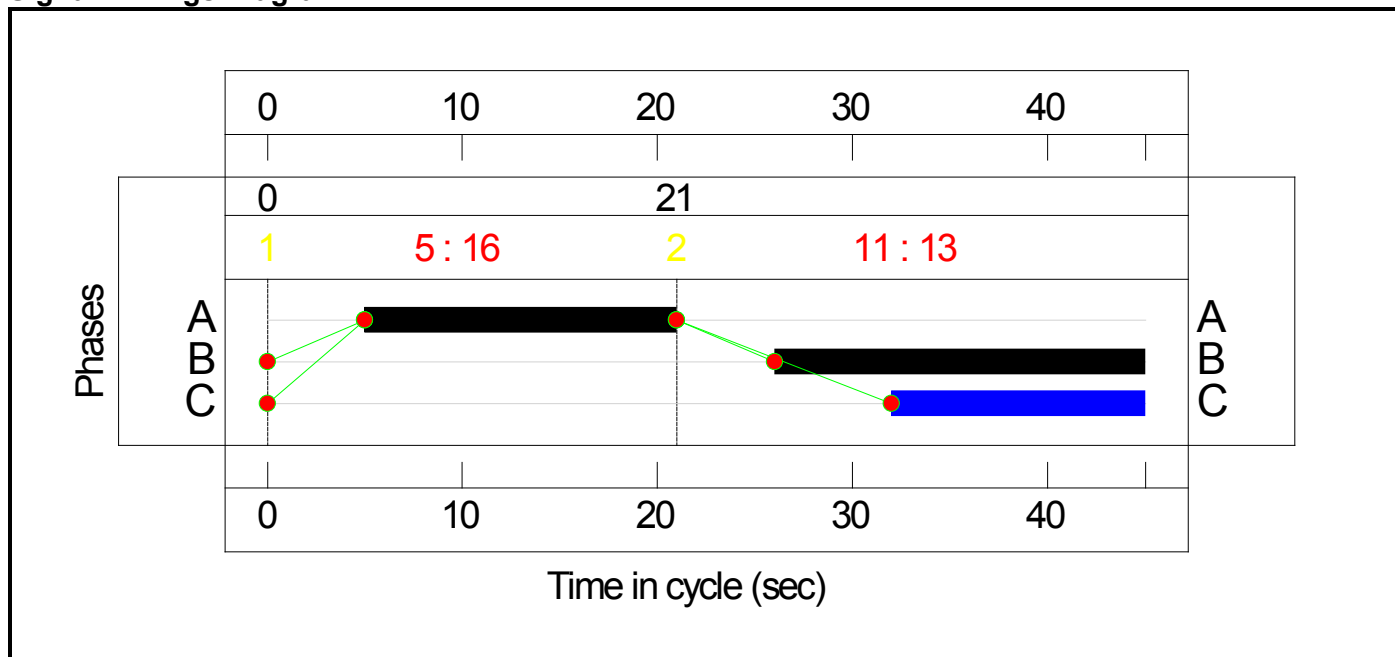
Stage Sequence Diagram



Stage Timings

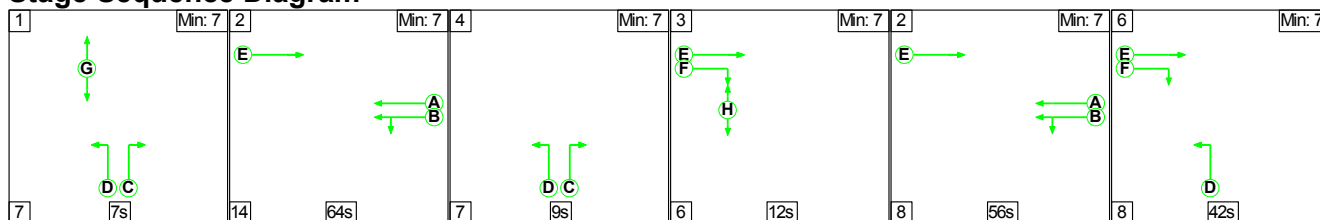
Stage	1	2
Duration	16	13
Change Point	0	21

Signal Timings Diagram



C2

Stage Sequence Diagram

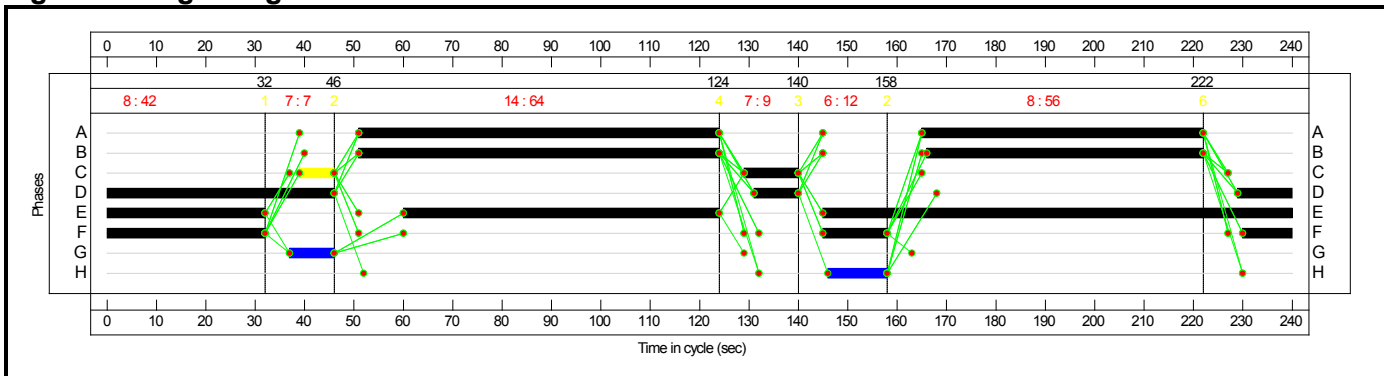


Stage Timings

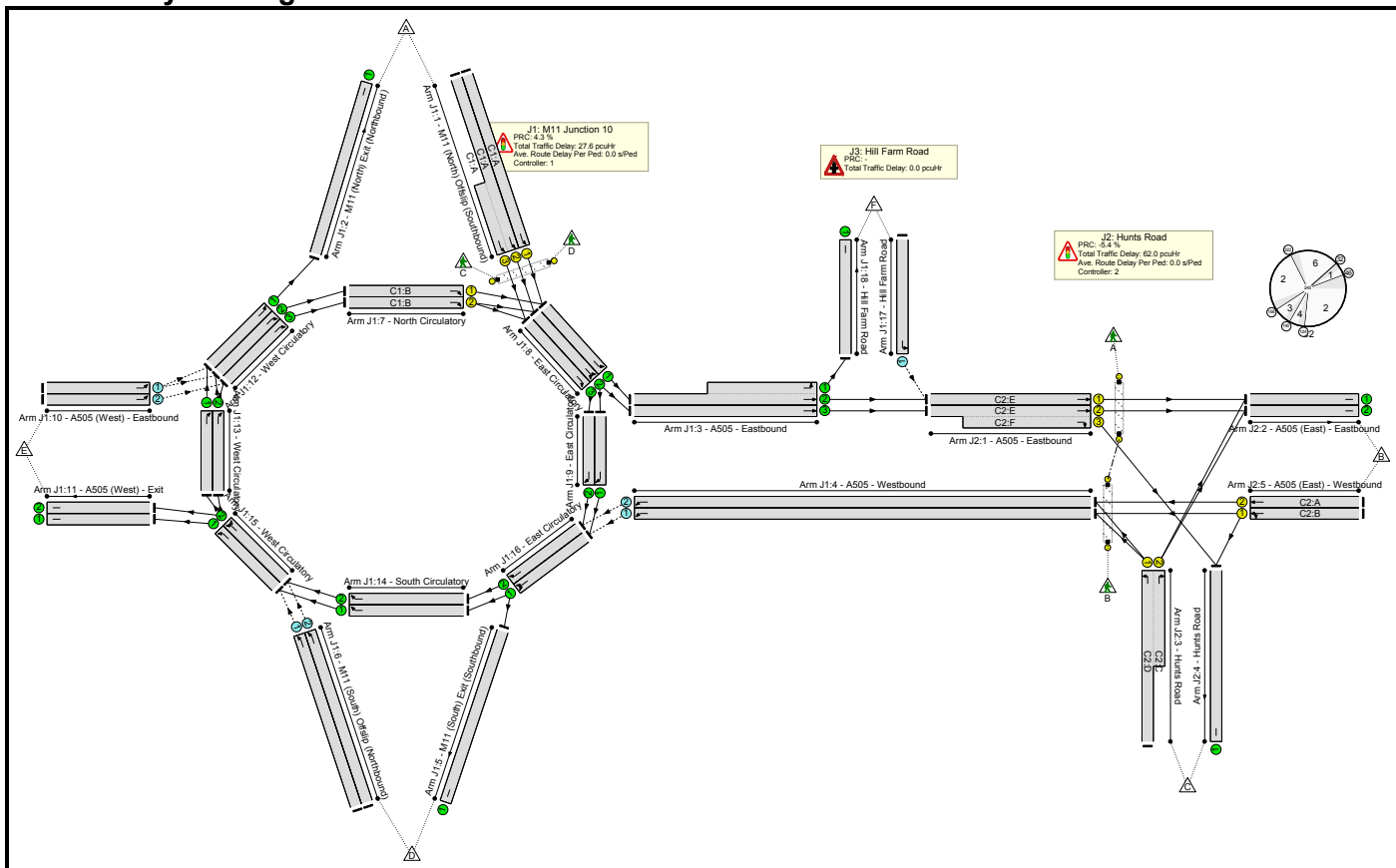
Stage	1	2	4	3	2	6
Duration	7	64	9	12	56	42
Change Point	32	46	124	140	158	222

Full Input Data And Results

Signal Timings Diagram



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: Junctions 1 and 2: A505 (M11 Junction 10 and Hunts Road)	-	-	N/A	-	-		-	-	-	-	-	-	94.9%
J1: M11 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	86.3%
1/1	M11 (North) Offslip (Southbound) Ahead	U	N/A	N/A	C1:A		1	16	-	571	1890	714	80.0%
1/2+1/3	M11 (North) Offslip (Southbound) Ahead	U	N/A	N/A	C1:A		1	16	-	445	2031:1901	767+220	45.1 : 45.1%
2/1	M11 (North) Exit (Northbound)	U	N/A	N/A	-		-	-	-	1310	Inf	Inf	0.0%
3/2+3/1	A505 - Eastbound Ahead Left	U	N/A	N/A	-		-	-	-	1317	2105:1709	1986+96	63.2 : 63.2%
3/3	A505 - Eastbound Ahead	U	N/A	N/A	-		-	-	-	413	1965	1965	21.0%
4/1	A505 - Westbound Ahead	O	N/A	N/A	-		-	-	-	1148	1894	1894	60.6%
4/2	A505 - Westbound Ahead	O	N/A	N/A	-		-	-	-	1328	1894	1894	70.1%
5/1	M11 (South) Exit (Southbound)	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
6/1	M11 (South) Offslip (Northbound) Ahead	O	N/A	N/A	-		-	-	-	106	1915	1130	9.4%
6/2	M11 (South) Offslip (Northbound) Ahead	O	N/A	N/A	-		-	-	-	71	1915	1130	6.3%

Full Input Data And Results

7/1	North Circulatory Right	U	N/A	N/A	C1:B		1	19	-	746	1945	864	86.3%
7/2	North Circulatory Right	U	N/A	N/A	C1:B		1	19	-	344	1943	864	39.8%
8/1	East Circulatory Left	U	N/A	N/A	-		-	-	-	1317	1949	1949	67.6%
8/2	East Circulatory Left Ahead	U	N/A	N/A	-		-	-	-	690	2079	2079	33.2%
8/3	East Circulatory Ahead	U	N/A	N/A	-		-	-	-	99	1926	1926	5.1%
9/1	East Circulatory Right	U	N/A	N/A	-		-	-	-	277	1929	1929	14.4%
9/2	East Circulatory Right	U	N/A	N/A	-		-	-	-	99	1926	1926	5.1%
10/1	A505 (West) - Eastbound Left	O	N/A	N/A	-		-	-	-	804	1944	1106	72.7%
10/2	A505 (West) - Eastbound Left	O	N/A	N/A	-		-	-	-	330	1944	1944	17.0%
11/1	A505 (West) - Exit	U	N/A	N/A	-		-	-	-	1316	Inf	Inf	0.0%
11/2	A505 (West) - Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
12/1	West Circulatory Ahead	U	N/A	N/A	-		-	-	-	1310	1930	1930	67.9%
12/2	West Circulatory Right	U	N/A	N/A	-		-	-	-	746	2049	2049	36.4%
12/3	West Circulatory Right	U	N/A	N/A	-		-	-	-	344	1909	1909	18.0%
13/1	West Circulatory Right	U	N/A	N/A	-		-	-	-	1180	1921	1921	61.4%
13/2	West Circulatory Right	U	N/A	N/A	-		-	-	-	86	1919	1919	4.5%
14/1	South Circulatory Ahead	U	N/A	N/A	-		-	-	-	1210	1938	1938	62.4%
14/2	South Circulatory Ahead	U	N/A	N/A	-		-	-	-	1427	1936	1936	73.7%
15/1	West Circulatory Ahead	U	N/A	N/A	-		-	-	-	1316	1936	1936	68.0%

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: Junctions 1 and 2: A505 (M11 Junction 10 and Hunts Road)	-	-	3787	0	0	42.7	46.8	0.0	89.6	-	-	-	-
J1: M11 Junction 10	-	-	3787	0	0	6.4	21.2	0.0	27.6	-	-	-	-
1/1	571	571	-	-	-	2.0	1.9	-	3.9	24.7	6.3	1.9	8.3
1/2+1/3	445	445	-	-	-	1.3	0.4	-	1.7 (1.3+0.3)	13.5 (13.8:12.6)	3.2	0.4	3.6
2/1	1310	1310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1317	1317	-	-	-	0.0	0.9	-	0.9 (0.8+0.0)	2.3 (2.3:2.3)	0.0	0.9	0.9
3/3	413	413	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/1	1148	1148	1148	0	0	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
4/2	1328	1328	1328	0	0	0.0	1.2	-	1.2	3.2	0.0	1.2	1.2
5/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	106	106	106	0	0	0.0	0.1	-	0.1	1.8	0.0	0.1	0.1
6/2	71	71	71	0	0	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
7/1	746	746	-	-	-	2.3	3.0	-	5.3	25.7	8.3	3.0	11.3
7/2	344	344	-	-	-	0.8	0.3	-	1.1	11.9	2.9	0.3	3.2
8/1	1317	1317	-	-	-	0.0	1.0	-	1.0	2.8	0.0	1.0	1.0
8/2	690	690	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/3	99	99	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	277	277	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	99	99	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	804	804	804	0	0	0.0	1.3	-	1.3	5.9	0.0	1.3	1.3
10/2	330	330	330	0	0	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	1316	1316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

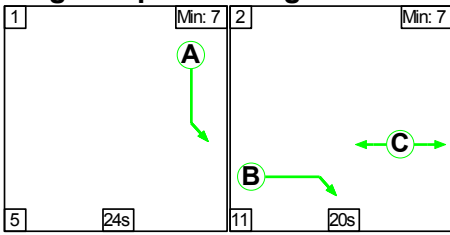
12/1	1310	1310	-	-	-	0.0	1.1	-	1.1	2.9	0.0	1.1	1.1
12/2	746	746	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/3	344	344	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/1	1180	1180	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
13/2	86	86	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
14/1	1210	1210	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
14/2	1427	1427	-	-	-	0.0	1.4	-	1.4	3.5	0.0	1.4	1.4
15/1	1316	1316	-	-	-	0.0	1.1	-	1.1	2.9	0.0	1.1	1.1
15/2	1498	1498	-	-	-	0.0	1.3	-	1.3	3.1	0.0	1.3	1.3
16/1	1425	1425	-	-	-	0.0	1.4	-	1.4	3.5	2.2	1.4	3.6
16/2	1427	1427	-	-	-	0.0	1.4	-	1.4	3.6	1.7	1.4	3.1
17/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	61	61	-	-	-	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
J2: Hunts Road	-	-	0	0	0	36.3	25.7	0.0	62.0	-	-	-	-
1/1	1256	1256	-	-	-	2.3	1.9	-	4.1	11.8	25.8	1.9	27.7
1/2+1/3	413	413	-	-	-	8.2	5.7	-	13.8 (0.0+13.8)	120.7 (0.0:120.7)	19.8	5.7	25.4
2/1	1331	1331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	542	542	-	-	-	9.8	3.5	-	13.3 (9.2+4.1)	88.3 (85.0:96.7)	21.9	3.5	25.3
4/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1020	1020	-	-	-	7.7	7.3	-	15.0	53.0	39.9	7.3	47.2
5/2	1106	1106	-	-	-	8.3	7.4	-	15.7	51.2	43.6	7.4	51.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
J3: Hill Farm Road	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
C1			PRC for Signalled Lanes (%):		4.3	Total Delay for Signalled Lanes (pcuHr):		12.07	Cycle Time (s):		45		
C2			PRC for Signalled Lanes (%):		-5.4	Total Delay for Signalled Lanes (pcuHr):		62.02	Cycle Time (s):		240		
			PRC Over All Lanes (%):		-5.4	Total Delay Over All Lanes(pcuHr):		89.59					

Full Input Data And Results

Scenario 7: '2030 Agritech Target + Wellcome Genome - AM' (FG15: '2030 Agritech Target + Wellcome Genome - AM', Plan 2: 'Doublecycle')

C1

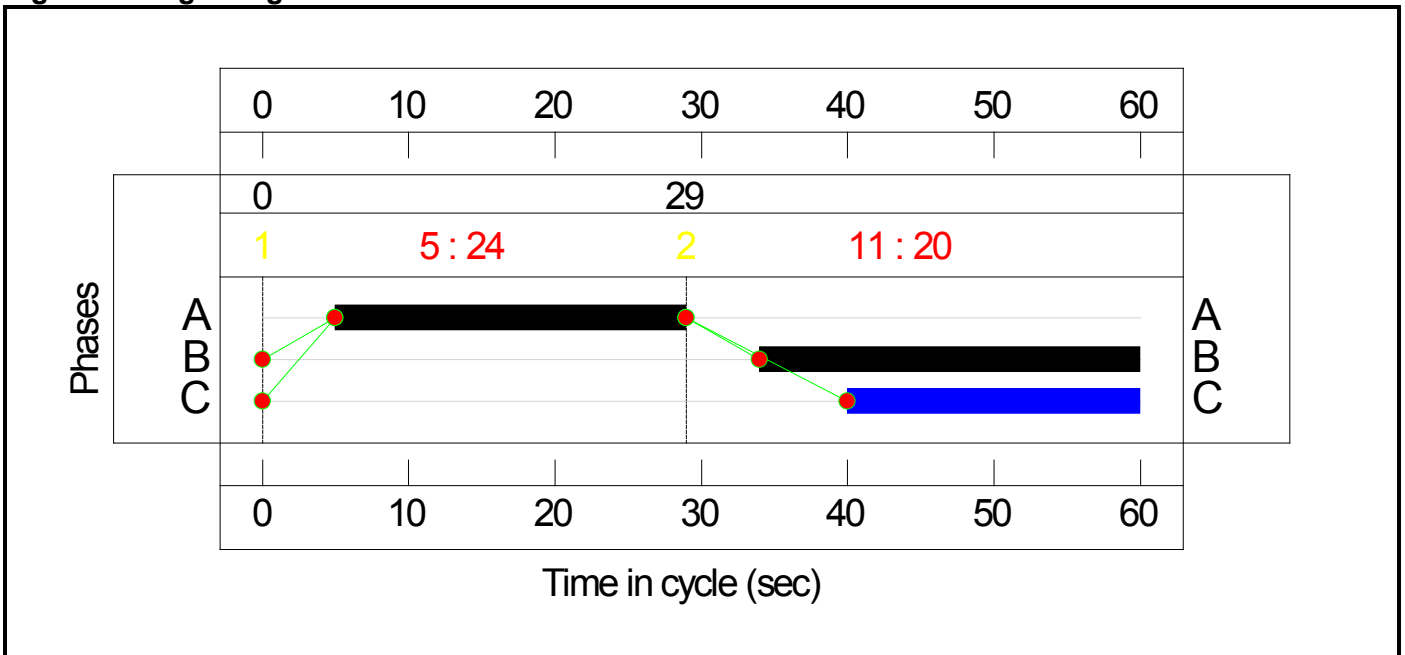
Stage Sequence Diagram



Stage Timings

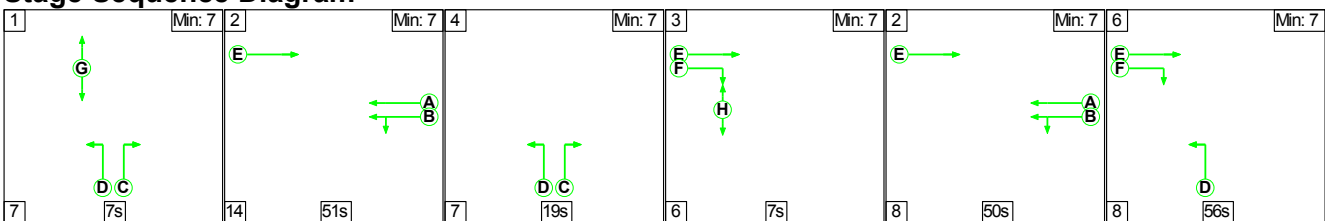
Stage	1	2
Duration	24	20
Change Point	0	29

Signal Timings Diagram



C2

Stage Sequence Diagram

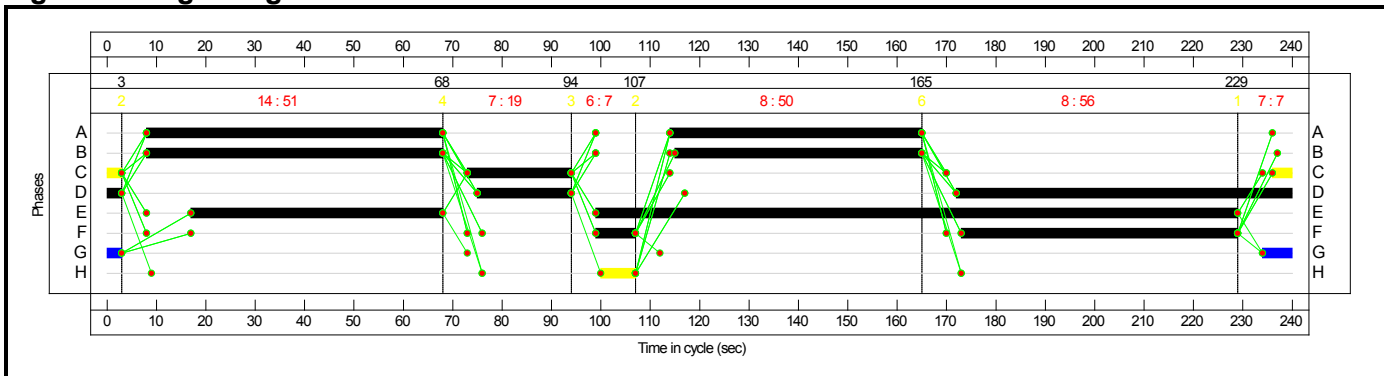


Stage Timings

Stage	1	2	4	3	2	6
Duration	7	51	19	7	50	56
Change Point	229	3	68	94	107	165

Full Input Data And Results

Signal Timings Diagram



Network Layout Diagram

