TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS No. Days	ARRIVALS Ave. GFA	ARRIVALS Trip Rate	DEPARTURES No. Days	DEPARTURES Ave. GFA	DEPARTURES Trip Rate	TOTALS No. Days	TOTALS Ave. GFA	TOTALS Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	1	22926	0.017	1	22926	0.087	1	22926	0.104
06:30 - 07:00	1	22926	0.035	1	22926	0.022	1	22926	0.057
07:00 - 07:30	19	15602	0.112	19	15602	0.027	19	15602	0.139
07:30 - 08:00	19	15602	0.180	19	15602	0.026	19	15602	0.206
08:00 - 08:30	19	15602	0.154	19	15602	0.030	19	15602	0.184
08:30 - 09:00	19	15602	0.117	19	15602	0.039	19	15602	0.156
09:00 - 09:30	19	15602	0.076	19	15602	0.034	19	15602	0.110
09:30 - 10:00	19	15602	0.052	19	15602	0.036	19	15602	0.088
10:00 - 10:30	19	15602	0.045	19	15602	0.044	19	15602	0.089
10:30 - 11:00	19	15602	0.042	19	15602	0.038	19	15602	0.080
11:00 - 11:30	19	15602	0.044	19	15602	0.040	19	15602	0.084
11:30 - 12:00	19	15602	0.044	19	15602	0.045	19	15602	0.089
12:00 - 12:30	19	15602	0.043	19	15602	0.065	19	15602	0.108
12:30 - 13:00	19	15602	0.052	19	15602	0.059	19	15602	0.111
13:00 - 13:30	19	15602	0.069	19	15602	0.051	19	15602	0.120
13:30 - 14:00	19	15602	0.082	19	15602	0.048	19	15602	0.130
14:00 - 14:30	19	15602	0.049	19	15602	0.107	19	15602	0.156
14:30 - 15:00	19	15602	0.049	19	15602	0.048	19	15602	0.097
15:00 - 15:30	19	15602	0.048	19	15602	0.063	19	15602	0.111
15:30 - 16:00	19	15602	0.037	19	15602	0.072	19	15602	0.109
16:00 - 16:30	19	15602	0.033	19	15602	0.110	19	15602	0.143
16:30 - 17:00	19	15602	0.029	19	15602	0.189	19	15602	0.218
17:00 - 17:30	19	15602	0.026	**19**	**15602**	**0.228**	**19**	**15602**	**0.254**
17:30 - 18:00	19	15602	0.033	19	15602	0.105	19	15602	0.138
18:00 - 18:30	18	16196	0.011	18	16196	0.052	18	16196	0.063
18:30 - 19:00	18	16196	0.009	18	16196	0.024	18	16196	0.033
19:00 - 19:30	2	17449	0.003	2	17449	0.034	2	17449	0.037
19:30 - 20:00	2	17449	0.006	2	17449	0.011	2	17449	0.017
20:00 - 20:30	2	17449	0.003	2	17449	0.009	2	17449	0.012
20:30 - 21:00	2	17449	0.003	2	17449	0.006	2	17449	0.009
21:00 - 21:30	2	17449	0.003	2	17449	0.003	2	17449	0.006
21:30 - 22:00	2	17449	0.006	2	17449	0.003	2	17449	0.009
22:00 - 22:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
22:30 - 23:00	**1**	**11972**	**0.184**	1	11972	0.008	1	11972	0.192
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.696			1.763			3.459

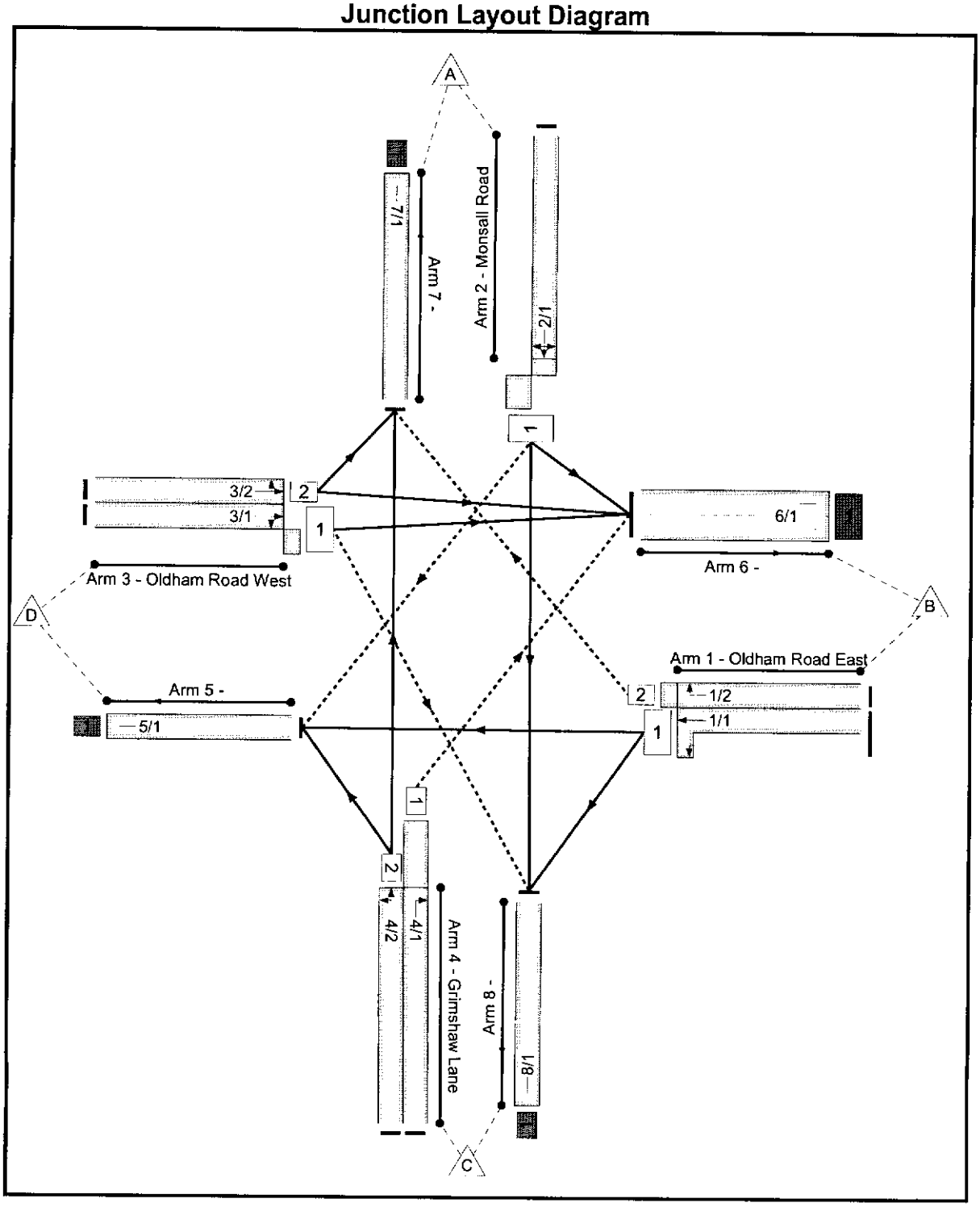
Parameter summary

Trip rate parameter range selected:	620 - 43325 (units: sqm)
Survey date date range:	01/01/99 - 06/06/07
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

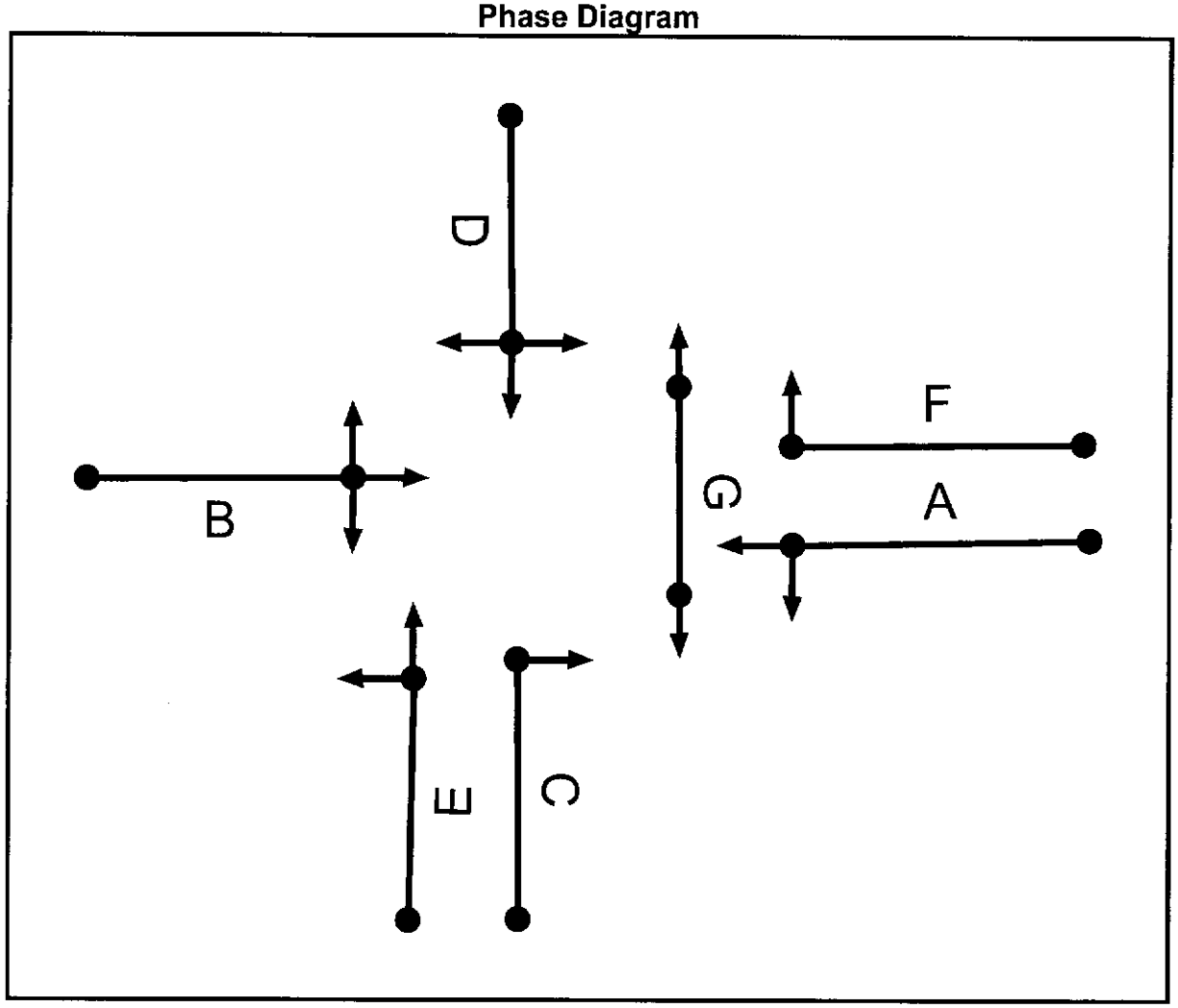
APPENDIX F

Monsall Rd/Oldham Rd Junction LINSIG Results (With ped phase)

Junction Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase type	Assoc Phase	Street Min	Cont Min
A	Traffic		4	4
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		4	4
G	Pedestrian		8	8

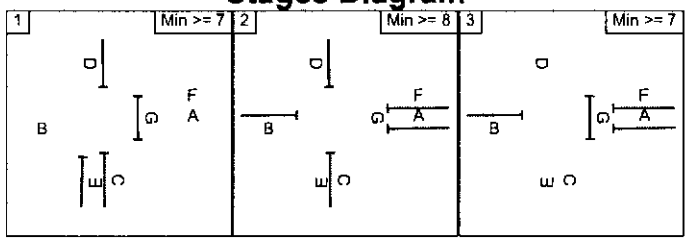
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	7	7	7	-	7
	B	-		7	7	7	-	7
	C	6	6		-	-	6	6
	D	6	6	-		-	6	6
	E	6	6	-	-		6	-
	F	-	-	7	7	7		7
	G	6	6	6	6	-	6	

Phases in Stage

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

Stages Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	B	Gaining relative	6	12

Prohibited Stage Changes

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

Link Input Data

Arm/ Link	Link Name	Link Type	Num Lanes	Phases	Start Disp.	End Disp.
1/1	Oldham Road East Ahead Left	U	2	A	2	3
1/2	Oldham Road East Right	O	1	F	2	3
2/1	Monsall Road Right Left Ahead	O	1	D	2	3
3/1	Oldham Road West Ahead Right	O	1	B	2	3
3/2	Oldham Road West Ahead Left	U	1	B	2	3
4/1	Grimshaw Lane Right	O	1	C	2	3
4/2	Grimshaw Lane Left Ahead	U	1	E	2	3
5/1		U	1		2	3
6/1		U	2		2	3
7/1		U	1		2	3
8/1		U	1		2	3

Give-Way Link Input Data

Arm/ Link	Link Name	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Link	Opp. Link Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up time (s)	Max Turns in Intergreen (PCU)
1/2	Oldham Road East Right	1/2 to 7/1	900	3/1	1.09	3/1	1.00	-	0.50	1	3.00
				3/2	1.09	3/2					
2/1	Monsall Road Right Left Ahead	2/1 to 5/1	500	4/2	1.09	4/2	3.00	2.00	0.50	3	3.00
3/1	Oldham Road West Ahead Right	3/1 to 8/1	1400	1/1	1.10	1/1	1.00	1.00	0.50	1	2.00
				1/2	1.10	1/2					
4/1	Grimshaw Lane Right	4/1 to 6/1	1400	2/1	1.09	2/1	4.00	-	0.50	4	4.00

Lane Input Data

Arm/ Lane	Link Num	Physical Length (PCU)	Expected Usage (PCU)	Sat Flow Type	User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)
1/1 (Oldham Road East Lane 1)	Link 1 (Oldham Road East Ahead Left)	6.0	1.0	Geom	1800	3.00	0.00	Y	Arm 8 Left	18.00
1/2 (Oldham Road East Lane 2)	Link 1 (Oldham Road East Ahead Left)	Inf	Inf	User	2800	3.00	0.00	N	Arm 5 Ahead	Inf
1/3 (Oldham Road East Lane 3)	Link 2 (Oldham Road East Right)	Inf	Inf	User	1200	3.00	0.00	N	Arm 7 Right	23.00
2/1 (Monsall Road Lane 1)	Link 1 (Monsall Road Right Left Ahead)	Inf	Inf	Geom	1800	4.50	0.00	Y	Arm 5 Right	24.00
									Arm 6 Left	18.50
									Arm 8 Ahead	Inf
3/1 (Oldham Road West Lane 1)	Link 2 (Oldham Road West Ahead Left)	Inf	Inf	Geom	1800	3.75	0.00	Y	Arm 6 Ahead	Inf
									Arm 7 Left	15.00
3/2 (Oldham Road West Lane 2)	Link 1 (Oldham Road West Ahead Right)	Inf	Inf	Geom	1800	3.75	0.00	N	Arm 6 Ahead	Inf
									Arm 8 Right	23.00
4/1 (Grimshaw Lane Lane 1)	Link 2 (Grimshaw Lane Left Ahead)	Inf	Inf	Geom	1800	3.00	0.00	Y	Arm 5 Left	15.00
									Arm 7 Ahead	Inf
4/2 (Grimshaw Lane Lane 2)	Link 1 (Grimshaw Lane Right)	Inf	Inf	Geom	1800	3.00	0.00	N	Arm 6 Right	24.00
5/1	Link 1	Inf	Inf	Geom	2000	5.00	0.00	Y		
6/1	Link 1	Inf	Inf	Geom	1800	3.00	0.00	Y		
6/2	Link 1	Inf	Inf	Geom	1800	3.00	0.00	N		
7/1	Link 1	Inf	Inf	Geom	1800	4.00	0.00	Y		
8/1	Link 1	Inf	Inf	Geom	1800	4.00	0.00	Y		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Existing AM Peak'	08:00	09:00	01:00	
2: 'Existing PM Peak'	16:00	17:00	01:00	
3: '2009 Base+Committed AM Peak'	08:00	09:00	01:00	
4: '2009 Base+Committed PM Peak'	16:00	17:00	01:00	
5: '2009 Total AM Peak'	08:00	09:00	01:00	
6: '2009 Total PM Peak'	16:00	17:00	01:00	

Traffic Flow Matrix

Flow Group 1: 'Existing AM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	110	191	52	353
	B	94	0	145	1367	1606
	C	132	118	0	77	327
	D	30	704	22	0	756
	Tot.	256	932	358	1496	3042

Flow Group 2: 'Existing PM Peak'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	134	114	33	281
	B	73	0	138	831	1042
	C	113	165	0	34	312
	D	28	1374	41	0	1443
	Tot.	214	1673	293	898	3078

Flow Group 3: '2009 Base+Committed AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	116	200	56	372
	B	102	0	152	1432	1686
	C	138	124	0	81	343
	D	36	739	23	0	798
	Tot.	276	979	375	1569	3199

Flow Group 4: '2009 Base+Committed PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	144	119	40	303
	B	77	0	144	872	1093
	C	118	173	0	36	327
	D	31	1439	43	0	1513
	Tot.	226	1756	306	948	3236

Flow Group 5: '2009 Total AM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	120	200	62	382
	B	108	0	152	1432	1692
	C	138	124	0	81	343
	D	45	739	23	0	807
	Tot.	291	983	375	1575	3224

Flow Group 6: '2009 Total PM Peak'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	149	119	47	315
	B	80	0	144	872	1096
	C	118	173	0	36	327
	D	35	1439	43	0	1517
	Tot.	233	1761	306	955	3255

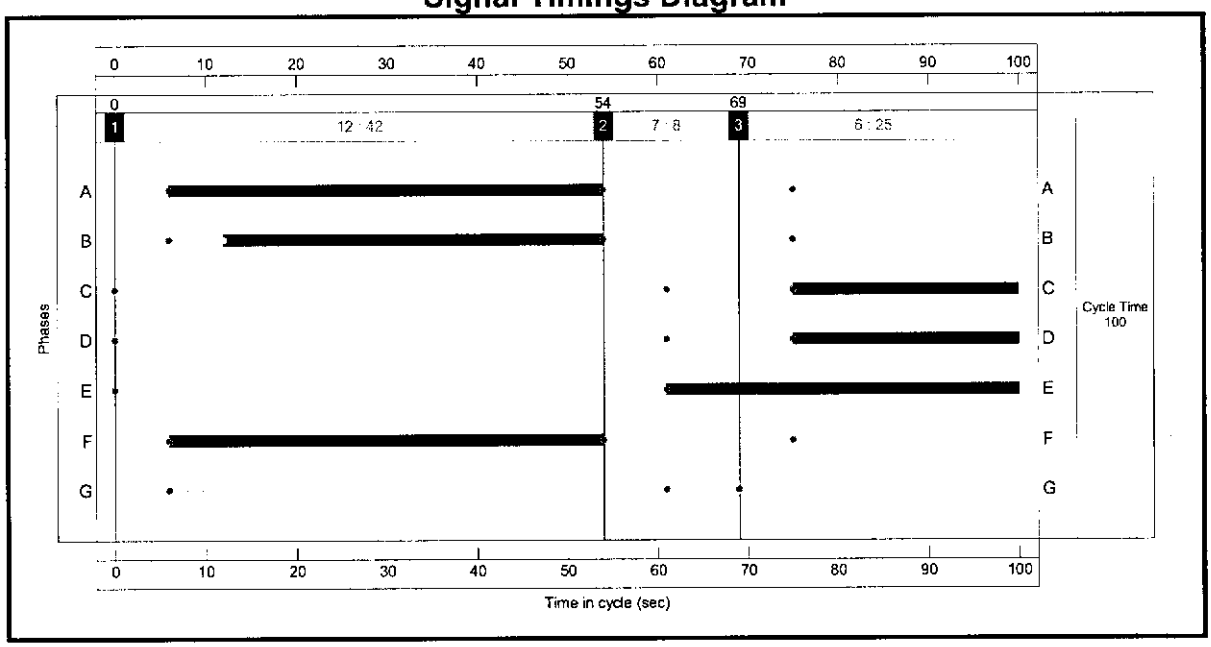
LINSIG Results with current signal plan

Scenario 1: 'Existing AM Peak'

Staging Plan 1: 'AM Peak'

Flow Group 1: 'Existing AM Peak'

Signal Timings Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Oldham Road East Ahead Left	U	N/A	N/A	A		1	48	-	1512	4568	2873	1408	107.4
1/2	Oldham Road East Right	O	N/A	N/A	F		1	48	-	94	1200	251	123	76.4
2/1	Monsall Road Right Left Ahead	O	N/A	N/A	D		1	25	-	353	1996	1996	519	68.0
3/1	Oldham Road West Ahead Right	O	N/A	N/A	B		1	42	-	374	2122	1423	612	61.1
3/2	Oldham Road West Ahead Left	U	N/A	N/A	B		1	42	-	382	1974	1974	849	45.0
4/1	Grimshaw Lane Right	O	N/A	N/A	C		1	25	-	118	1934	738	192	61.5
4/2	Grimshaw Lane Left Ahead	U	N/A	N/A	E		1	39	-	209	1847	1847	739	28.3
5/1		U	N/A	N/A	-		-	-	-	1496	2115	2115	2115	66.3
6/1		U	N/A	N/A	-		-	-	-	932	3970	3970	3970	23.5
7/1		U	N/A	N/A	-		-	-	-	256	2015	2015	2015	12.7
8/1		U	N/A	N/A	-		-	-	-	358	2015	2015	2015	17.3

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	1512	1408	-	-	-	15.3	58.5	-	73.8	175.7	44.9	58.5	103.4	
1/2	94	94	29	53	12	0.4	1.5	0.1	2.0	76.2	1.4	1.5	2.9	
2/1	353	353	51	0	1	3.3	1.1	0.0	4.3	44.1	8.7	1.1	9.8	
3/1	374	374	0	0	22	2.0	0.8	0.2	3.0	29.1	7.2	0.8	7.9	
3/2	382	382	-	-	-	2.1	0.4	-	2.5	24.0	7.4	0.4	7.8	
4/1	118	118	83	0	35	1.0	0.8	0.5	2.3	69.1	2.6	0.8	3.3	
4/2	209	209	-	-	-	1.2	0.2	-	1.4	23.7	3.9	0.2	4.1	
5/1	1402	1402	-	-	-	1.4	1.0	-	2.4	5.8	34.8	1.0	35.8	
6/1	932	932	-	-	-	0.0	0.2	-	0.2	0.6	0.0	0.2	0.2	
7/1	256	256	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
8/1	348	348	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	

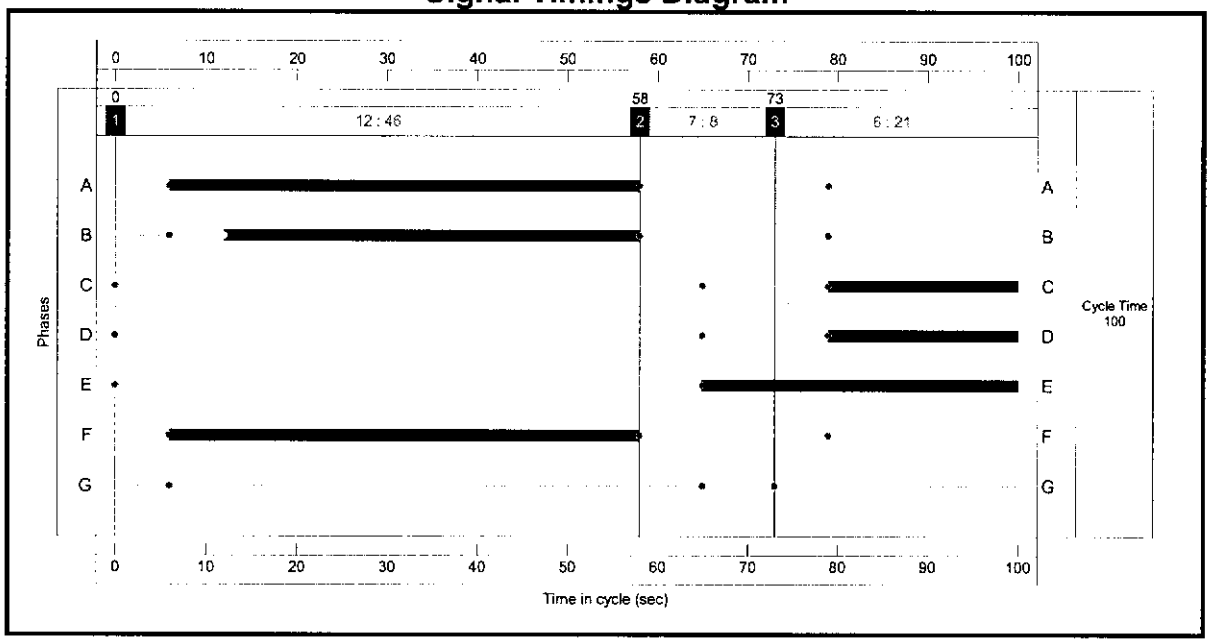
PRC for Signalled Links (%): -19.3 Total Delay for Signalled Links (pcuHr): 89.32
PRC Over All Links (%): -19.3 Total Delay Over All Links(pcuHr): 92.08Cycle Time (s): 100

Scenario 2: 'Existing PM Peak'

Staging Plan 2: 'PM Peak'

Flow Group 2: 'Existing PM Peak'

Signal Timings Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Oldham Road East Ahead Left	U	N/A	N/A	A		1	52	-	969	4568	2868	1520	63.7
1/2	Oldham Road East Right	O	N/A	N/A	F		1	52	-	73	1200	181	96	76.0
2/1	Monsall Road Right Left Ahead	O	N/A	N/A	D		1	21	-	281	1974	1974	434	64.7
3/1	Oldham Road West Ahead Right	O	N/A	N/A	B		1	46	-	728	2122	2112	993	73.3
3/2	Oldham Road West Ahead Left	U	N/A	N/A	B		1	46	-	715	1982	1982	932	76.8
4/1	Grimshaw Lane Right	O	N/A	N/A	C		1	21	-	165	1934	799	176	93.9
4/2	Grimshaw Lane Left Ahead	U	N/A	N/A	E		1	35	-	147	1872	1872	674	21.8
5/1		U	N/A	N/A	-		-	-	-	898	2115	2115	2115	42.5
6/1		U	N/A	N/A	-		-	-	-	1673	3970	3970	3970	42.1
7/1		U	N/A	N/A	-		-	-	-	214	2015	2015	2015	10.6
8/1		U	N/A	N/A	-		-	-	-	293	2015	2015	2015	14.5

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	969	969	-	-	-	4.3	0.9	-	5.2	19.3	18.6	0.9	19.4	
1/2	73	73	0	38	35	0.2	1.4	0.3	1.9	94.2	1.0	1.4	2.4	
2/1	281	281	33	0	0	2.8	0.9	0.0	3.7	47.1	7.0	0.9	7.9	
3/1	728	728	41	0	0	4.3	1.4	0.1	5.8	28.6	16.4	1.4	17.7	
3/2	715	715	-	-	-	4.4	1.6	-	6.0	30.2	16.3	1.6	17.9	
4/1	165	165	83	0	82	1.6	4.3	0.6	6.4	140.3	3.9	4.3	8.2	
4/2	147	147	-	-	-	0.9	0.1	-	1.0	25.7	2.8	0.1	3.0	
5/1	898	898	-	-	-	0.2	0.4	-	0.5	2.1	14.8	0.4	15.2	
6/1	1673	1673	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.4	0.4	
7/1	214	214	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
8/1	293	293	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	

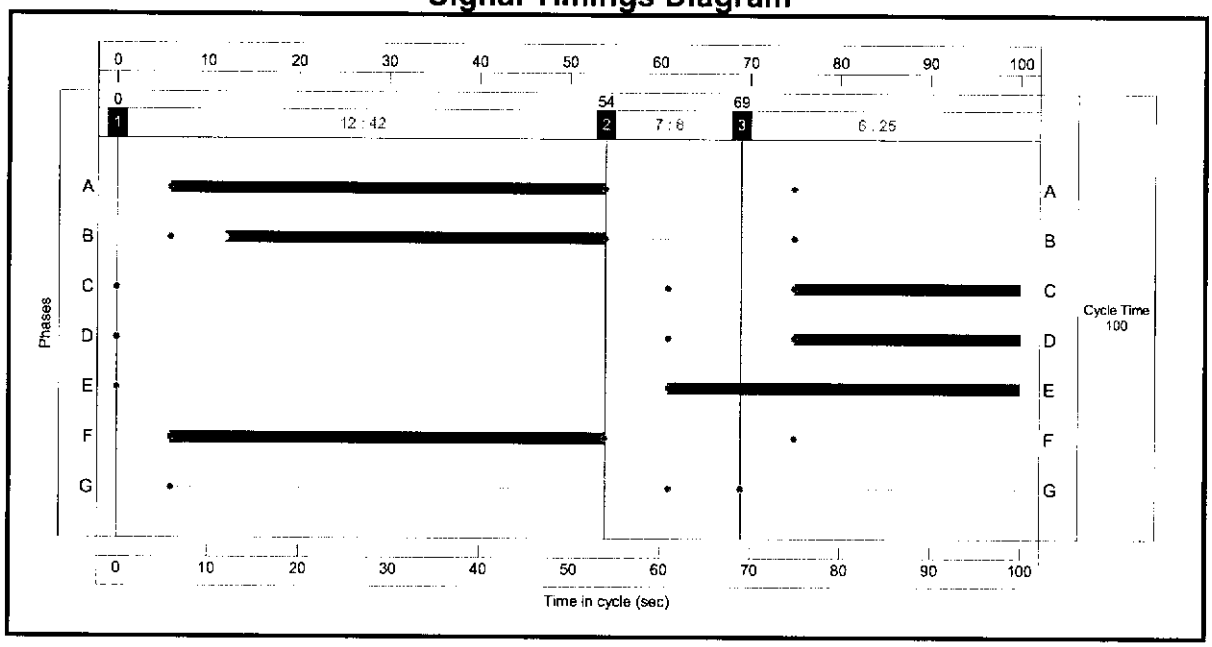
PRC for Signalled Links (%): -4.3 Total Delay for Signalled Links (pcuHr): 30.03
PRC Over All Links (%): -4.3 Total Delay Over All Links(pcuHr): 31.06Cycle Time (s): 100

Scenario 3: '2009 Base+Committed AM Peak'

Staging Plan 1: 'AM Peak'

Flow Group 3: '2009 Base+Committed AM Peak'

Signal Timings Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Oldham Road East Ahead Left	U	N/A	N/A	A		1	48	-	1584	4568	2873	1408	112.5
1/2	Oldham Road East Right	O	N/A	N/A	F		1	48	-	102	1200	225	110	92.4
2/1	Monsall Road Right Left Ahead	O	N/A	N/A	D		1	25	-	372	1996	1996	519	71.7
3/1	Oldham Road West Ahead Right	O	N/A	N/A	B		1	42	-	399	2122	1452	625	63.9
3/2	Oldham Road West Ahead Left	U	N/A	N/A	B		1	42	-	399	1972	1972	848	47.1
4/1	Grimshaw Lane Right	O	N/A	N/A	C		1	25	-	124	1934	663	172	71.9
4/2	Grimshaw Lane Left Ahead	U	N/A	N/A	E		1	39	-	219	1847	1847	739	29.6
5/1		U	N/A	N/A	-		-	-	-	1569	2115	2115	2115	66.7
6/1		U	N/A	N/A	-		-	-	-	979	3970	3970	3970	24.7
7/1		U	N/A	N/A	-		-	-	-	276	2015	2015	2015	13.7
8/1		U	N/A	N/A	-		-	-	-	375	2015	2015	2015	17.8

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	1584	1408	-	-	-	19.2	92.3	-	111.5	253.4	48.9	92.3	141.2	
1/2	102	102	15	57	29	0.4	3.4	0.2	4.0	141.7	1.6	3.4	4.9	
2/1	372	372	55	0	1	3.5	1.2	0.0	4.7	45.9	9.3	1.2	10.5	
3/1	399	399	0	0	23	2.2	0.9	0.2	3.3	29.7	7.8	0.9	8.6	
3/2	399	399	-	-	-	2.3	0.4	-	2.7	24.4	7.9	0.4	8.3	
4/1	124	124	68	0	56	1.0	1.2	0.6	2.8	82.0	2.7	1.2	3.9	
4/2	219	219	-	-	-	1.2	0.2	-	1.5	23.9	4.1	0.2	4.3	
5/1	1410	1410	-	-	-	1.5	1.0	-	2.4	5.6	114.9	1.0	115.9	
6/1	979	979	-	-	-	0.0	0.2	-	0.2	0.6	0.0	0.2	0.2	
7/1	276	276	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
8/1	358	358	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	

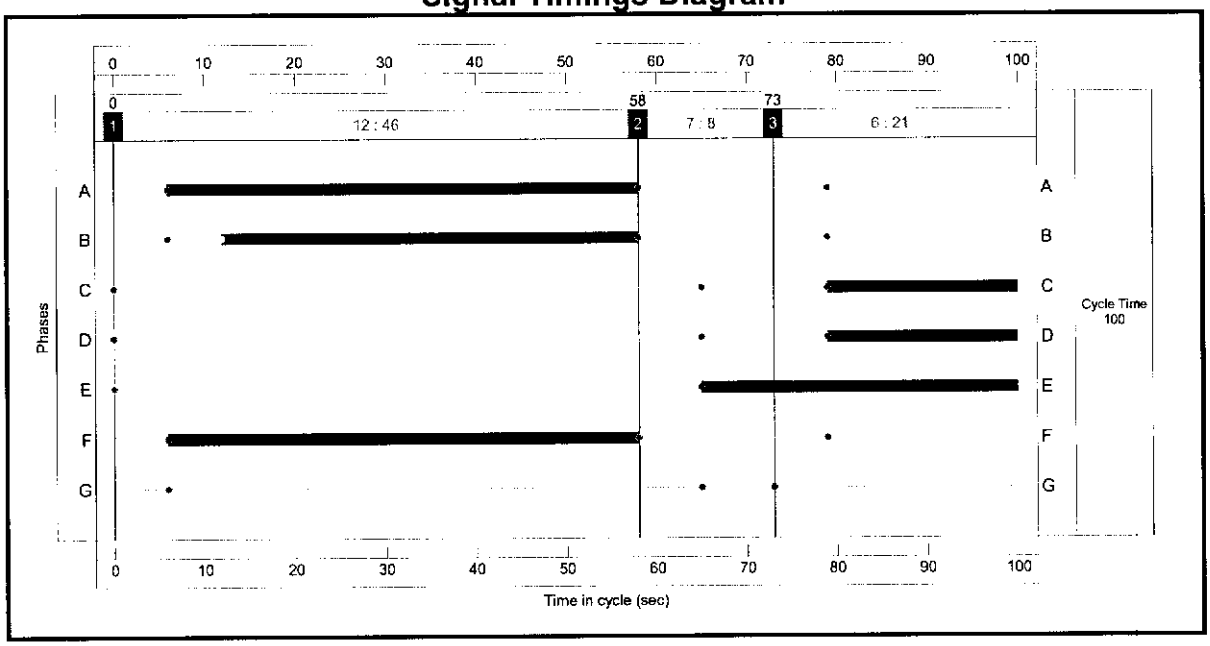
PRC for Signalled Links (%): -25.0 Total Delay for Signalled Links (pcuHr): 130.52
PRC Over All Links (%): -25.0 Total Delay Over All Links(pcuHr): 133.32Cycle Time (s): 100

Scenario 4: '2009 Base+Committed PM Peak'

Staging Plan 2: 'PM Peak'

Flow Group 4: '2009 Base+Committed PM Peak'

Signal Timings Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Oldham Road East Ahead Left	U	N/A	N/A	A		1	52	-	1016	4568	2868	1520	66.8
1/2	Oldham Road East Right	O	N/A	N/A	F		1	52	-	77	1200	181	96	80.2
2/1	Monsall Road Right Left Ahead	O	N/A	N/A	D		1	21	-	303	1973	1973	434	69.8
3/1	Oldham Road West Ahead Right	O	N/A	N/A	B		1	46	-	757	2122	2090	982	77.0
3/2	Oldham Road West Ahead Left	U	N/A	N/A	B		1	46	-	757	1982	1982	932	81.2
4/1	Grimshaw Lane Right	O	N/A	N/A	C		1	21	-	173	1934	682	150	115.3
4/2	Grimshaw Lane Left Ahead	U	N/A	N/A	E		1	35	-	154	1871	1871	674	22.9
5/1		U	N/A	N/A	-		-	-	-	948	2115	2115	2115	44.8
6/1		U	N/A	N/A	-		-	-	-	1756	3970	3970	3970	43.7
7/1		U	N/A	N/A	-		-	-	-	226	2015	2015	2015	11.2
8/1		U	N/A	N/A	-		-	-	-	306	2015	2015	2015	15.2

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	1016	1016	-	-	-	4.6	1.0	-	5.6	20.0	20.0	1.0	21.0	
1/2	77	77	0	41	36	0.3	1.7	0.3	2.3	105.4	1.1	1.7	2.8	
2/1	303	303	40	0	0	3.0	1.1	0.0	4.2	49.4	7.7	1.1	8.9	
3/1	756	756	43	0	0	4.6	1.6	0.1	6.4	30.4	17.4	1.6	19.1	
3/2	756	756	-	-	-	4.8	2.1	-	6.9	32.8	17.9	2.1	20.0	
4/1	173	150	67	0	83	2.9	14.4	0.6	18.0	374.9	5.9	14.4	20.4	
4/2	154	154	-	-	-	1.0	0.1	-	1.1	25.8	3.0	0.1	3.1	
5/1	948	948	-	-	-	0.2	0.4	-	0.6	2.3	16.1	0.4	16.5	
6/1	1733	1733	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.4	0.4	
7/1	226	226	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
8/1	306	306	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	

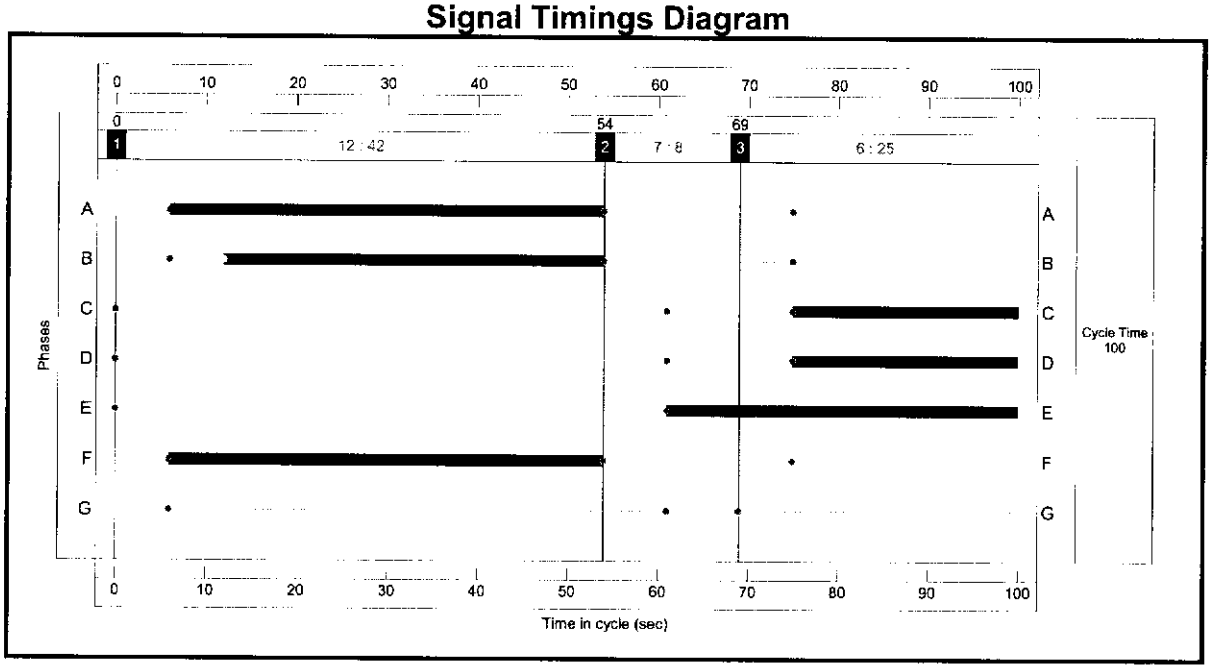
PRC for Signalled Links (%): -28.1 Total Delay for Signalled Links (pcuHr): 44.45
PRC Over All Links (%): -28.1 Total Delay Over All Links(pcuHr): 45.59Cycle Time (s): 100

Scenario 5: '2009 Total AM Peak'

Staging Plan 1: 'AM Peak'

Flow Group 5: '2009 Total AM Peak'

Signal Timings Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Oldham Road East Ahead Left	U	N/A	N/A	A		1	48	-	1584	4568	2873	1408	112.5
1/2	Oldham Road East Right	O	N/A	N/A	F		1	48	-	108	1200	220	108	100.2
2/1	Monsall Road Right Left Ahead	O	N/A	N/A	D		1	25	-	382	1994	1994	518	73.7
3/1	Oldham Road West Ahead Right	O	N/A	N/A	B		1	42	-	404	2122	1469	632	63.9
3/2	Oldham Road West Ahead Left	U	N/A	N/A	B		1	42	-	404	1968	1968	846	47.7
4/1	Grimshaw Lane Right	O	N/A	N/A	C		1	25	-	124	1934	589	153	81.0
4/2	Grimshaw Lane Left Ahead	U	N/A	N/A	E		1	39	-	219	1847	1847	739	29.6
5/1		U	N/A	N/A	-		-	-	-	1575	2115	2115	2115	66.9
6/1		U	N/A	N/A	-		-	-	-	983	3970	3970	3970	24.8
7/1		U	N/A	N/A	-		-	-	-	291	2015	2015	2015	14.4
8/1		U	N/A	N/A	-		-	-	-	375	2015	2015	2015	17.8

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	1584	1408	-	-	-	19.2	92.3	-	111.5	253.4	48.9	92.3	141.2	
1/2	108	108	13	60	35	0.4	5.2	0.3	6.0	198.4	1.7	5.2	6.9	
2/1	382	382	61	0	1	3.6	1.4	0.0	5.0	47.1	9.7	1.4	11.0	
3/1	403	403	0	0	23	2.2	0.9	0.2	3.3	29.7	7.8	0.9	8.7	
3/2	403	403	-	-	-	2.3	0.5	-	2.7	24.5	8.0	0.5	8.4	
4/1	124	124	54	0	70	1.0	1.9	0.6	3.5	102.4	2.7	1.9	4.6	
4/2	219	219	-	-	-	1.2	0.2	-	1.5	23.9	4.1	0.2	4.3	
5/1	1416	1416	-	-	-	1.5	1.0	-	2.5	5.6	34.8	1.0	35.8	
6/1	983	983	-	-	-	0.0	0.2	-	0.2	0.6	0.0	0.2	0.2	
7/1	291	291	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
8/1	358	358	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	

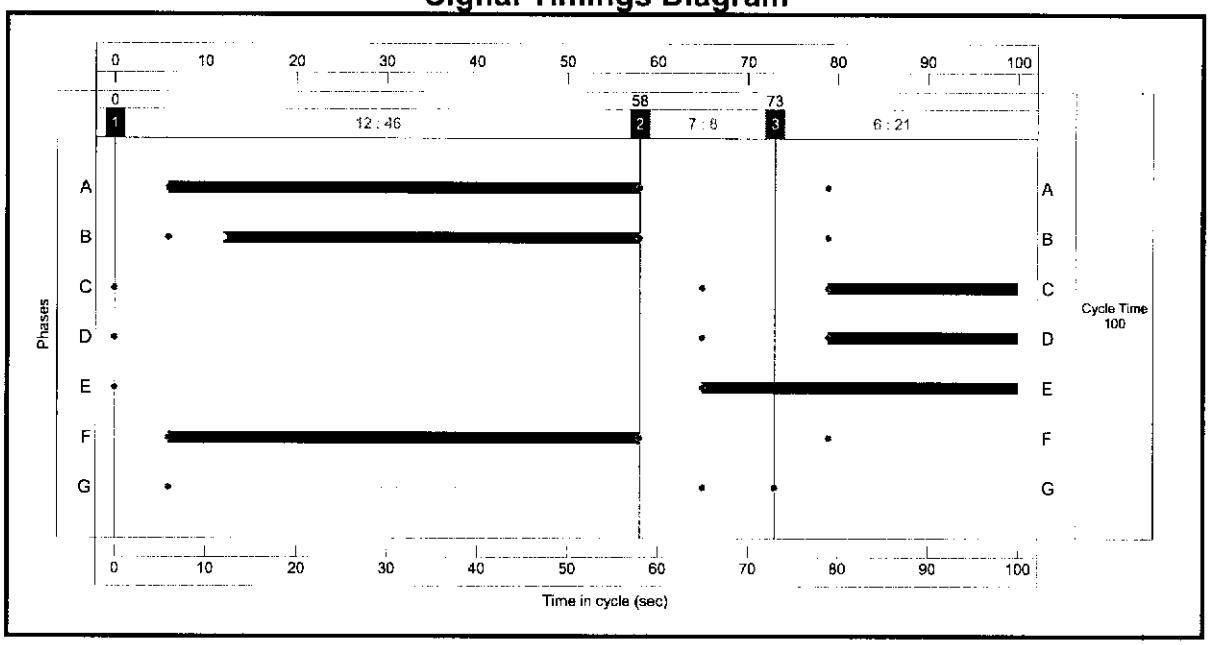
PRC for Signalled Links (%): -25.0 Total Delay for Signalled Links (pcuHr): 133.50
PRC Over All Links (%): -25.0 Total Delay Over All Links(pcuHr): 136.32Cycle Time (s): 100

Scenario 6: '2009 Total PM Peak'

Staging Plan 2: 'PM Peak'

Flow Group 6: '2009 Total PM Peak'

Signal Timings Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Oldham Road East Ahead Left	U	N/A	N/A	A		1	52	-	1016	4568	2868	1520	66.8
1/2	Oldham Road East Right	O	N/A	N/A	F		1	52	-	80	1200	181	96	83.3
2/1	Monsall Road Right Left Ahead	O	N/A	N/A	D		1	21	-	315	1971	1971	434	72.6
3/1	Oldham Road West Ahead Right	O	N/A	N/A	B		1	46	-	759	2122	2091	983	77.2
3/2	Oldham Road West Ahead Left	U	N/A	N/A	B		1	46	-	759	1981	1981	931	81.5
4/1	Grimshaw Lane Right	O	N/A	N/A	C		1	21	-	173	1934	655	144	120.1
4/2	Grimshaw Lane Left Ahead	U	N/A	N/A	E		1	35	-	154	1871	1871	674	22.9
5/1		U	N/A	N/A	-		-	-	-	955	2115	2115	2115	45.2
6/1		U	N/A	N/A	-		-	-	-	1761	3970	3970	3970	43.6
7/1		U	N/A	N/A	-		-	-	-	233	2015	2015	2015	11.6
8/1		U	N/A	N/A	-		-	-	-	306	2015	2015	2015	15.2

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	1016	1016	-	-	-	4.6	1.0	-	5.6	20.0	20.0	1.0	21.0	
1/2	80	80	0	44	36	0.3	2.0	0.3	2.6	116.0	1.2	2.0	3.2	
2/1	315	315	47	0	0	3.2	1.3	0.0	4.5	51.1	8.1	1.3	9.3	
3/1	758	758	43	0	0	4.6	1.7	0.1	6.4	30.5	17.5	1.7	19.2	
3/2	758	758	-	-	-	4.8	2.1	-	6.9	32.9	17.9	2.1	20.1	
4/1	173	144	58	0	86	3.3	17.0	0.7	21.0	436.2	6.3	17.0	23.3	
4/2	154	154	-	-	-	1.0	0.1	-	1.1	25.8	3.0	0.1	3.1	
5/1	955	955	-	-	-	0.2	0.4	-	0.6	2.3	16.1	0.4	16.6	
6/1	1732	1732	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.4	0.4	
7/1	233	233	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
8/1	306	306	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	

PRC for Signalled Links (%): -33.5 Total Delay for Signalled Links (pcuHr): 48.12
PRC Over All Links (%): -33.5 Total Delay Over All Links(pcuHr): 49.26Cycle Time (s): 100

Network Summary

Scenario 1: 'Existing AM Peak'

Staging Plan 1: 'AM Peak'
Flow Group 1: 'Existing AM Peak'

Total Network Delay: 92.08 pcuHr
Worst PRC: -19.32 % (On Link 1/1)

Scenario 2: 'Existing PM Peak'

Staging Plan 2: 'PM Peak'
Flow Group 2: 'Existing PM Peak'

Total Network Delay: 31.06 pcuHr
Worst PRC: -4.30 % (On Link 4/1)

Scenario 3: '2009 Base+Committed AM Peak'

Staging Plan 1: 'AM Peak'
Flow Group 3: '2009 Base+Committed AM Peak'

Total Network Delay: 133.32 pcuHr
Worst PRC: -25.00 % (On Link 1/1)

Scenario 4: '2009 Base+Committed PM Peak'

Staging Plan 2: 'PM Peak'
Flow Group 4: '2009 Base+Committed PM Peak'

Total Network Delay: 45.59 pcuHr
Worst PRC: -28.07 % (On Link 4/1)

Scenario 5: '2009 Total AM Peak'

Staging Plan 1: 'AM Peak'
Flow Group 5: '2009 Total AM Peak'

Total Network Delay: 136.32 pcuHr
Worst PRC: -25.00 % (On Link 1/1)

Scenario 6: '2009 Total PM Peak'

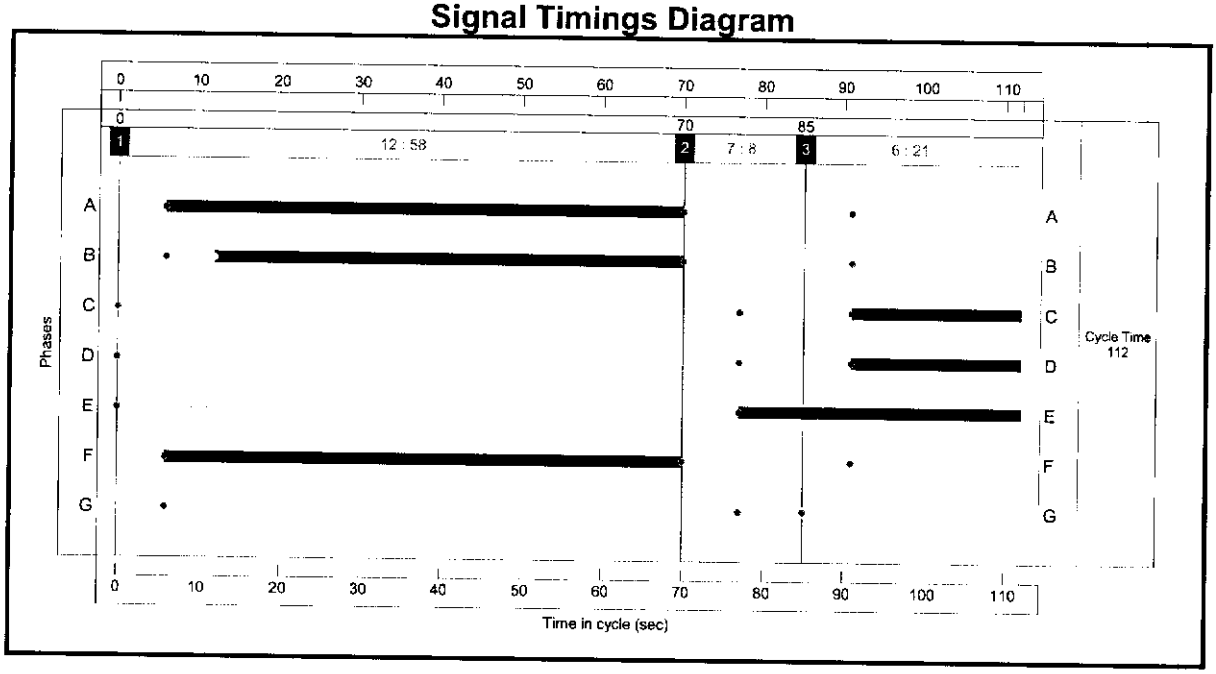
Staging Plan 2: 'PM Peak'
Flow Group 6: '2009 Total PM Peak'

Total Network Delay: 49.26 pcuHr
Worst PRC: -33.49 % (On Link 4/1)

LINSIG Results with optimisation of signal timings

Scenario 1: 'Existing AM Peak'
Staging Plan 1: 'AM Peak'
Flow Group 1: 'Existing AM Peak'

Signal Timings Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Oldham Road East Ahead Left	U	N/A	N/A	A		1	64	-	1512	4568	2855	1657	91.2
1/2	Oldham Road East Right	O	N/A	N/A	F		1	64	-	94	1200	215	125	75.2
2/1	Monsall Road Right Left Ahead	O	N/A	N/A	D		1	21	-	353	1996	1996	392	90.0
3/1	Oldham Road West Ahead Right	O	N/A	N/A	B		1	58	-	374	2122	1037	546	68.4
3/2	Oldham Road West Ahead Left	U	N/A	N/A	B		1	58	-	382	1974	1974	1040	36.7
4/1	Grimshaw Lane Right	O	N/A	N/A	C		1	21	-	118	1934	655	129	91.8
4/2	Grimshaw Lane Left Ahead	U	N/A	N/A	E		1	35	-	209	1847	1847	594	35.2
5/1		U	N/A	N/A	-		-	-	-	1496	2115	2115	2115	70.5
6/1		U	N/A	N/A	-		-	-	-	932	3970	3970	3970	23.5
7/1		U	N/A	N/A	-		-	-	-	256	2015	2015	2015	12.7
8/1		U	N/A	N/A	-		-	-	-	358	2015	2015	2015	17.8

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	1512	1512	-	-	-	8.5	4.9	-	13.4	31.9	41.6	4.9	46.5	
1/2	94	94	41	44	9	0.3	1.4	0.2	1.8	70.6	1.3	1.4	2.7	
2/1	353	353	46	0	1	4.3	3.8	0.0	8.1	82.7	10.7	3.8	14.5	
3/1	374	374	0	0	22	1.6	1.1	0.3	2.9	28.0	6.6	1.1	7.7	
3/2	382	382	-	-	-	1.7	0.3	-	1.9	18.3	6.9	0.3	7.2	
4/1	118	118	9	0	109	1.3	3.4	0.6	5.3	160.5	3.1	3.4	6.5	
4/2	209	209	-	-	-	1.7	0.3	-	2.0	33.8	4.9	0.3	5.2	
5/1	1491	1491	-	-	-	1.8	1.2	-	3.0	7.2	90.7	1.2	91.8	
6/1	932	932	-	-	-	0.0	0.2	-	0.2	0.6	0.0	0.2	0.2	
7/1	256	256	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
8/1	358	358	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	

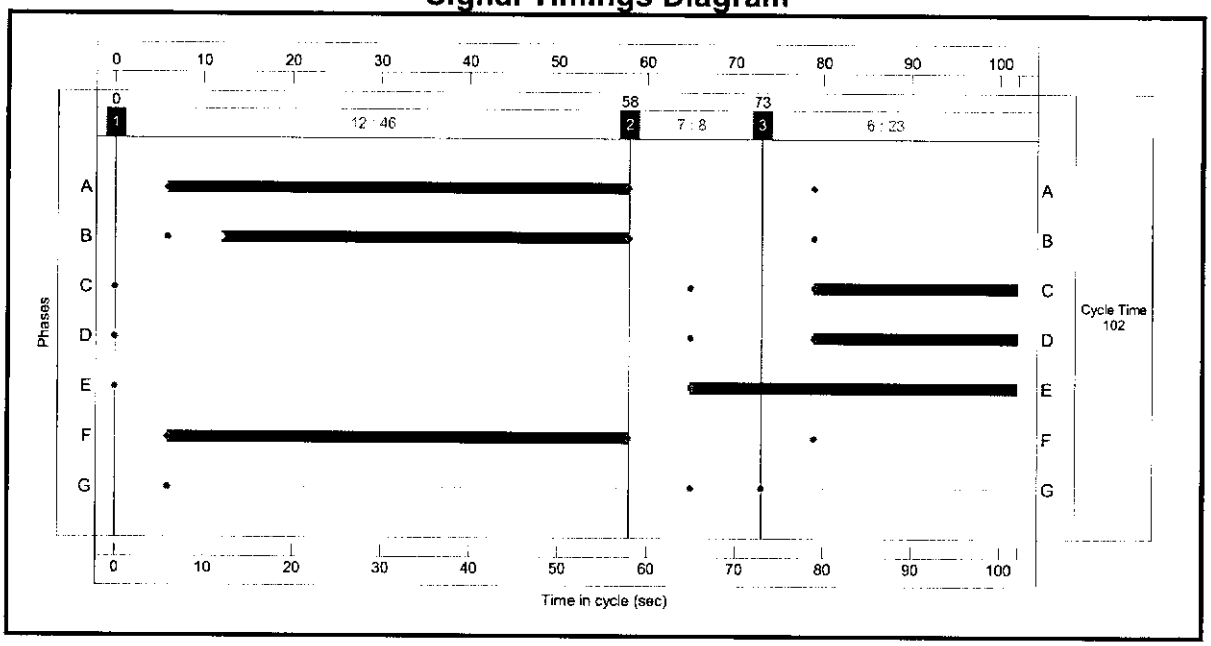
PRC for Signalled Links (%): -2.0 Total Delay for Signalled Links (pcuHr): 35.44
PRC Over All Links (%): -2.0 Total Delay Over All Links(pcuHr): 38.77Cycle Time (s): 112

Scenario 2: 'Existing PM Peak'

Staging Plan 2: 'PM Peak'

Flow Group 2: 'Existing PM Peak'

Signal Timings Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Oldham Road East Ahead Left	U	N/A	N/A	A		1	52	-	969	4568	2868	1490	65.0
1/2	Oldham Road East Right	O	N/A	N/A	F		1	52	-	73	1200	181	94	77.6
2/1	Monsall Road Right Left Ahead	O	N/A	N/A	D		1	23	-	281	1974	1974	464	60.5
3/1	Oldham Road West Ahead Right	O	N/A	N/A	B		1	46	-	728	2122	2107	971	75.0
3/2	Oldham Road West Ahead Left	U	N/A	N/A	B		1	46	-	715	1982	1982	913	78.3
4/1	Grimshaw Lane Right	O	N/A	N/A	C		1	23	-	165	1934	961	226	73.0
4/2	Grimshaw Lane Left Ahead	U	N/A	N/A	E		1	37	-	147	1872	1872	697	21.1
5/1		U	N/A	N/A	-		-	-	-	898	2115	2115	2115	42.4
6/1		U	N/A	N/A	-		-	-	-	1673	3970	3970	3970	41.6
7/1		U	N/A	N/A	-		-	-	-	214	2015	2015	2015	10.6
8/1		U	N/A	N/A	-		-	-	-	293	2015	2015	2015	14.5

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	969	969	-	-	-	4.6	0.9	-	5.5	20.6	19.4	0.9	20.3	
1/2	73	73	0	39	34	0.3	1.5	0.3	2.0	99.6	1.1	1.5	2.6	
2/1	281	281	32	0	0	2.7	0.8	0.0	3.5	44.5	7.0	0.8	7.8	
3/1	728	728	41	0	0	4.6	1.5	0.1	6.2	30.4	17.0	1.5	18.5	
3/2	715	715	-	-	-	4.6	1.8	-	6.4	32.1	17.1	1.8	18.9	
4/1	165	172	82	0	62	1.5	1.3	0.6	3.4	74.9	3.9	1.3	5.2	
4/2	147	147	-	-	-	0.9	0.1	-	1.0	25.1	2.8	0.1	3.0	
5/1	897	897	-	-	-	0.2	0.4	-	0.5	2.2	15.5	0.4	15.9	
6/1	1652	1652	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.4	0.4	
7/1	214	214	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
8/1	293	293	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	

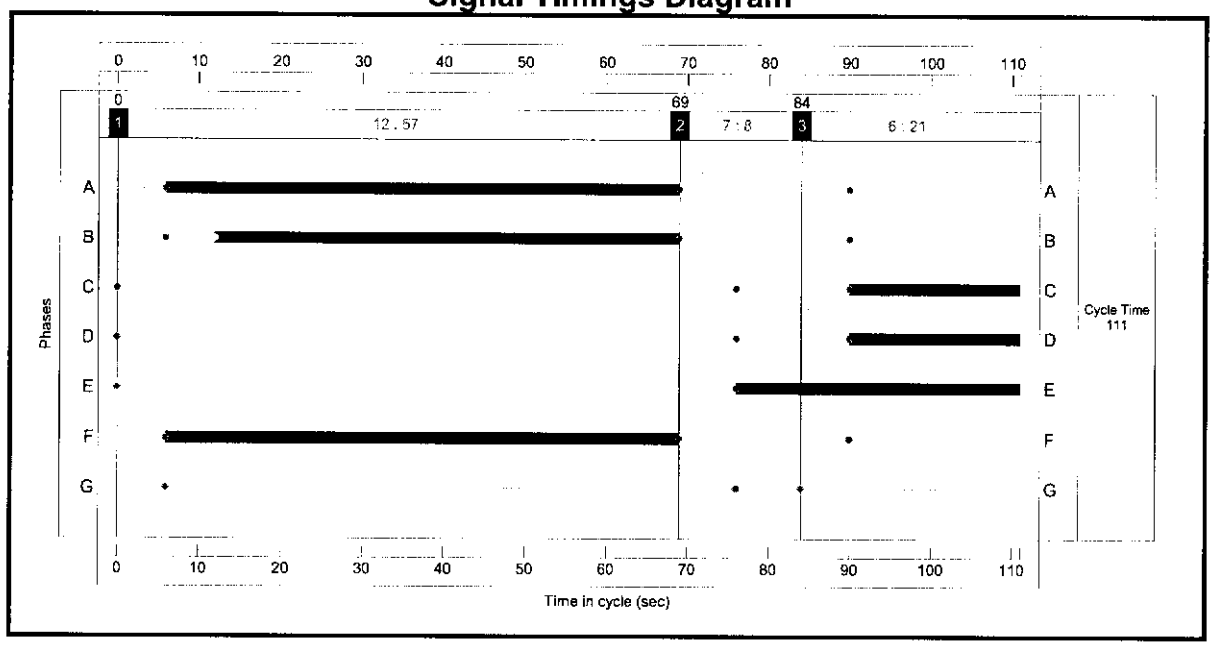
PRC for Signalled Links (%): 15.0 Total Delay for Signalled Links (pcuHr): 28.02
PRC Over All Links (%): 15.0 Total Delay Over All Links(pcuHr): 29.06Cycle Time (s): 102

Scenario 3: '2009 Base+Committed AM Peak'

Staging Plan 1: 'AM Peak'

Flow Group 3: '2009 Base+Committed AM Peak'

Signal Timings Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Oldham Road East Ahead Left	U	N/A	N/A	A		1	63	-	1584	4568	2856	1647	96.2
1/2	Oldham Road East Right	O	N/A	N/A	F		1	63	-	102	1200	186	107	95.0
2/1	Monsall Road Right Left Ahead	O	N/A	N/A	D		1	21	-	372	1996	1996	396	94.0
3/1	Oldham Road West Ahead Right	O	N/A	N/A	B		1	57	-	399	2122	1077	563	70.9
3/2	Oldham Road West Ahead Left	U	N/A	N/A	B		1	57	-	399	1972	1972	1030	38.7
4/1	Grimshaw Lane Right	O	N/A	N/A	C		1	21	-	124	1934	655	130	95.6
4/2	Grimshaw Lane Left Ahead	U	N/A	N/A	E		1	35	-	219	1847	1847	599	36.6
5/1		U	N/A	N/A	-		-	-	-	1569	2115	2115	2115	74.0
6/1		U	N/A	N/A	-		-	-	-	979	3970	3970	3970	24.7
7/1		U	N/A	N/A	-		-	-	-	276	2015	2015	2015	13.7
8/1		U	N/A	N/A	-		-	-	-	375	2015	2015	2015	18.6

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	1584	1584	-	-	-	9.6	9.6	-	19.2	43.6	46.2	9.6	55.8	
1/2	102	102	22	49	31	0.3	3.9	0.3	4.5	160.2	1.5	3.9	5.4	
2/1	372	372	45	0	7	4.5	5.4	0.0	10.0	96.4	11.3	5.4	16.7	
3/1	399	399	0	0	23	1.7	1.2	0.3	3.2	28.8	7.2	1.2	8.4	
3/2	399	399	-	-	-	1.8	0.3	-	2.1	18.7	7.3	0.3	7.6	
4/1	124	124	2	0	122	1.3	4.3	0.6	6.3	182.3	3.3	4.3	7.6	
4/2	219	219	-	-	-	1.7	0.3	-	2.0	33.5	5.2	0.3	5.5	
5/1	1564	1564	-	-	-	2.1	1.4	-	3.5	8.1	44.3	1.4	45.7	
6/1	979	979	-	-	-	0.0	0.2	-	0.2	0.6	0.0	0.2	0.2	
7/1	276	276	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
8/1	375	375	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	

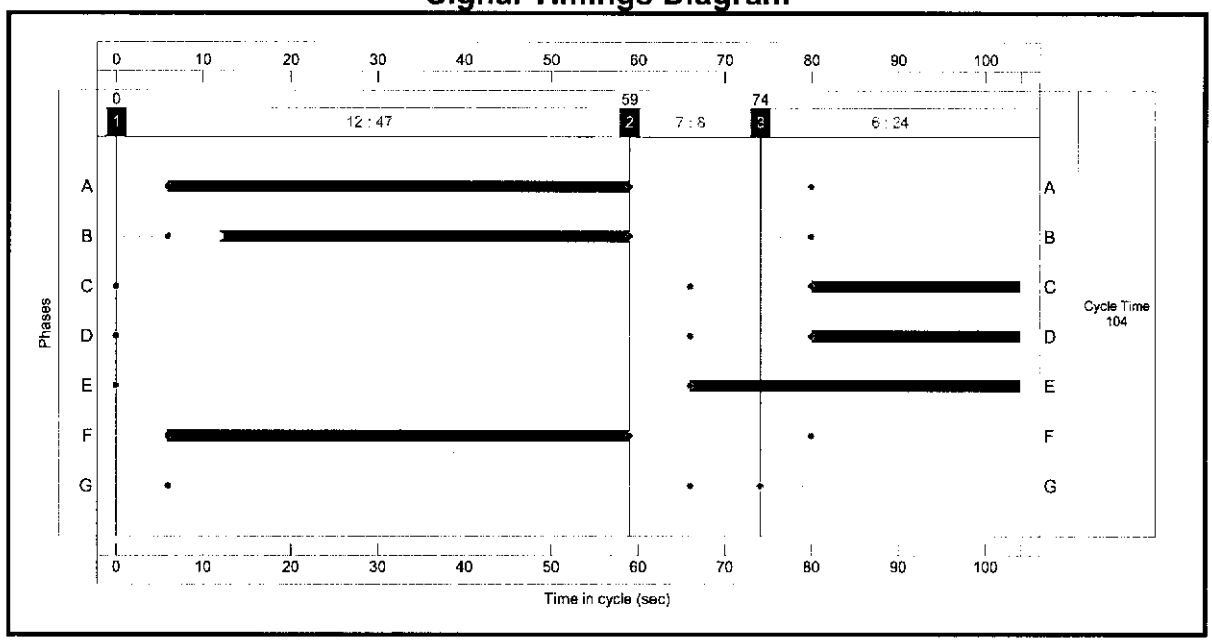
PRC for Signalled Links (%): -6.9 Total Delay for Signalled Links (pcuHr): 47.28
PRC Over All Links (%): -6.9 Total Delay Over All Links(pcuHr): 51.18Cycle Time (s): 111

Scenario 4: '2009 Base+Committed PM Peak'

Staging Plan 2: 'PM Peak'

Flow Group 4: '2009 Base+Committed PM Peak'

Signal Timings Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	Oldham Road East Ahead Left	U	N/A	N/A	A		1	53	-	1016	4568	2867	1488	68.3
1/2	Oldham Road East Right	O	N/A	N/A	F		1	53	-	77	1200	178	92	83.4
2/1	Monsall Road Right Left Ahead	O	N/A	N/A	D		1	24	-	303	1973	1973	474	63.9
3/1	Oldham Road West Ahead Right	O	N/A	N/A	B		1	47	-	757	2122	2062	952	79.5
3/2	Oldham Road West Ahead Left	U	N/A	N/A	B		1	47	-	757	1982	1982	915	82.7
4/1	Grimshaw Lane Right	O	N/A	N/A	C		1	24	-	173	1934	893	215	80.6
4/2	Grimshaw Lane Left Ahead	U	N/A	N/A	E		1	38	-	154	1871	1871	702	21.9
5/1		U	N/A	N/A	-		-	-	-	948	2115	2115	2115	44.8
6/1		U	N/A	N/A	-		-	-	-	1756	3970	3970	3970	43.7
7/1		U	N/A	N/A	-		-	-	-	226	2015	2015	2015	11.2
8/1		U	N/A	N/A	-		-	-	-	306	2015	2015	2015	15.2

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	1016	1016	-	-	-	5.1	1.1	-	6.1	21.8	21.4	1.1	22.5	
1/2	77	77	0	42	35	0.3	2.0	0.3	2.6	120.0	1.2	2.0	3.2	
2/1	303	303	39	0	0	3.0	0.9	0.0	3.9	45.9	7.8	0.9	8.7	
3/1	756	756	43	0	0	5.0	1.9	0.1	7.0	33.4	18.7	1.9	20.6	
3/2	756	756	-	-	-	5.1	2.3	-	7.4	35.4	18.9	2.3	21.2	
4/1	173	193	72	0	81	1.7	1.9	0.7	4.2	88.2	4.9	1.9	6.8	
4/2	154	154	-	-	-	0.9	0.1	-	1.1	25.4	3.0	0.1	3.1	
5/1	947	947	-	-	-	0.2	0.4	-	0.6	2.4	17.6	0.4	18.1	
6/1	1735	1735	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.4	0.4	
7/1	226	226	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
8/1	306	306	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	

PRC for Signalled Links (%): 7.9 Total Delay for Signalled Links (pcuHr): 32.36
PRC Over All Links (%): 7.9 Total Delay Over All Links(pcuHr): 33.53Cycle Time (s): 104